

**Comment and Response Summary
For the MoPac South Environmental Study
Open House
held on February 26, 2015**



MoPac South from
Cesar Chavez Street to Slaughter Lane
Travis County

**Prepared for
Central Texas Regional Mobility Authority
Texas Department of Transportation**

FINAL: January 20, 2016



OPEN HOUSE SUMMARY

Table of Contents

Open House Report.....	Page 1
Comment and Response Report.....	Page 7

List of Attachments

Attachment A	e-Newsletter and Emails
Attachment B	Additional Notices and Outreach
Attachment C	Display and Interactive Boards
Attachment D	Handout Materials
Attachment E	Photos
Attachment F	Registration Forms
Attachment G	Virtual Open House Web Page Analysis
Attachment H	Community Survey Forms
Attachment I	Comments (Forms and Web Mail)
Attachment J	Court Reporter Transcript

Open House Summary

The Central Texas Regional Mobility Authority (Mobility Authority), in conjunction with the Texas Department of Transportation (TxDOT), held an open house on Thursday, February 26, 2015, at Hill Country Middle School, 1300 Walsh Tarlton, Austin, TX 78746. The purpose of the event was to provide a community update on the MoPac South Environmental Study, which is evaluating preliminary alternatives to improve approximately eight miles of the MoPac Expressway from Cesar Chavez Street to Slaughter Lane. The public was asked to review and provide input on the results of the alternatives evaluation process, the recommended reasonable alternative and initial Context Sensitive Solutions (CSS) concepts. Displays of the project were available for public review from 4:30 p.m. to 7:30 p.m. A virtual open house was available at www.MoPacSouth.com beginning February 27, 2015. Due to interest in the project, the virtual open house remained active until April 2, 2015, several weeks beyond the planned March 9, 2015 close date. All of the handouts and meeting materials were available for download and review at the virtual open house, and participants were encouraged to provide their input online.

Study Summary

MoPac Expressway south of Cesar Chavez Street is a vital artery for Austin commuters and neighbors, as well as visitors to our region. Constructed between 1973 and 2013 as a four to six lane divided highway, it attracts up to 130,000 cars and trucks per day. Over time, expanding population as well as residential, retail and commercial development in the corridor has led to increased traffic congestion, negatively impacting mobility and quality of life for the traveling public and adjacent neighborhoods.

Further evaluation of the reasonable alternatives (General Purpose Lanes, High Occupancy Vehicle Lanes, Transit Only Lanes, Express Lanes, Transportation System Management/Transportation Demand Management and No Build [Do Nothing]) led to the recommendation of Express Lanes. The No Build Alternative was advanced as part of the environmental study for the purposes of comparison. The next steps are to continue to listen to and engage the community, continue to develop the recommended build alternative, Express Lanes, and analyze it in comparison to the No Build Alternative.

Notices and Public Outreach

E-NEWSLETTER AND EMAILS

One e-newsletter and two emails were distributed between January 20, 2015 and March 3, 2015.

The first e-newsletter was emailed on January 20, 2015 to 911 individuals and/or organizations. It updated readers on the progress of the MoPac South and MoPac Intersections studies and invited people to attend the third MoPac South Open House on February 26, 2015. It also asked for input on the Context Sensitive Solutions (CSS) process and included a brief survey. The e-newsletter was distributed to businesses, neighborhood associations and home owners' associations, as well as to individuals and community groups who attended meetings, submitted business cards and/or requested to receive the information.

The first email was sent on February 18, 2015 to 909 individuals and/or organizations. The email reminded the community to attend the February 26, 2015 open house.

The second email was sent on March 3, 2015 to 1,109 individuals and/or organizations. It provided links to displays from the open house and reminded the community that the virtual open house would be available online until March 9, 2015 (this date was later extended to April 2, 2015).

Copies of the e-newsletter and e-blasts are available in **Attachment A**.

ADDITIONAL NOTIFICATION/OUTREACH EFFORTS

- The Mobility Authority and TxDOT issued media alerts on February 23 and February 26, 2015 to 73 members of the media.
- Display advertisements were printed in four community newspapers: *Community Impact Westlake/Lake Travis*, Thursday, February 12, 2015; *West Austin News*, Thursday, February 12, 2015; *Westlake Picayune*, Thursday, February 20, 2015; and, *Austin Chronicle*, Friday, February 20, 2015.
- A promoted twitter campaign ran from February 18, 2015 through March 9, 2015. Four hundred and eighty-seven people clicked, re-tweeted or replied during the peak of the campaign.
- *Austin American Statesman* newspaper, Time Warner Cable online, KXAN-TV online, *Community Impact* online, Austin360.com, Eventful (*Austin American-Statesman* online calendar), www.statesman.com, mystatesman.com, and the *Community Impact Westlake/Lake Travis edition*, and *Westlake Picayune* newspaper published event information.
- A notice of the meeting was distributed to 30 stakeholder groups and organizations. The notice was published in business and neighborhood online community calendars and in emails to members in the weeks leading up to the event. Old West Austin Neighborhood Association, Save our Springs Alliance, Austin Mobility Go (City of Austin), Downtown Austin Alliance, Shady Hollow HOA (via Nextdoor), Circle C HOA, and are some of the groups that published event information.
- The Mobility Authority sent out an email to 307 elected officials in a five-county region to inform them about the open house.

Examples of these notification and outreach efforts can be found in **Attachment B**.

Open House Information

OPEN HOUSE DATE, LOCATION, AND FORMAT

The Mobility Authority and TxDOT held the open house on Thursday, February 26, at Hill Country Middle School, 1300 Walsh Tarlton, Austin, TX 78746. The open house was held in the cafeteria. The event was designed to be a casual, come-and-go format in an accessible location for the community. Hours were 4:30 p.m. to 7:30 p.m.

Ten directional signs were posted on Walsh Tarlton from its intersection with Loop 360 north to Bee Cave Road. Several signs were also posted at the entrance of the school and in the parking lots to maximize visibility and guide people to the meeting. Welcome signs were attached to doors in front of the school and at a side entrance near the parking lots. Two registration tables were stationed in front of the cafeteria. Greeters guided visitors to the display area, which was located just behind the registration area so that they could view displays ask questions.

Sticky notes and green, yellow and blue dots were utilized as one of the methods to obtain feedback from attendees, who could post them directly onto the interactive exhibits and preliminary layouts. A court reporter was available and two verbal comments were received. Attendees were encouraged to fill out comment and survey forms and leave them in boxes stationed at two registration tables and in the comment table area. Study team members were available to provide information, assistance and answer questions.

The exhibits included:

- Welcome
- Study location
- Anticipated timeline
- Agencies and their role in the environmental process
- How do we decide if a road gets constructed?
- What are we trying to do (project purpose)?
- What problems need to be addressed (project need)? (2)
- Project goals and objectives
- Preliminary alternatives (what was evaluated) (2)
- Does the alternative meet the purpose and need for the project?
- Alternatives that meet the purpose and need for the project?
- Alternatives that meet the purpose and need
- Reduce Congestion delay and provide travel time savings for all roadway users
- Be constructible without unnecessary impacts to the natural & human environment
- Avoid and minimize impacts to water quality
- Deliver relief in a timely manner
- Facilitate congestion management
- Further evaluation of alternatives that meet the purpose and need
- Conclusions (2)
- Environmental considerations
- Context Sensitive Solutions priorities (2 -- interactive)
- Artistic rendering of improvements on MoPac South between US 290 & William Cannon Drive
- Existing aerial image of MoPac South between US 290 & William Cannon Drive
- Artistic rendering showing a view from Zilker Park
- Artistic rendering showing a view from Zilker Clubhouse
- MoPac South typical sections
- Next steps
- How to submit comments

The public also viewed preliminary layouts of the Express Lane Alternative. Copies of the displays and preliminary layouts can be found in **Attachment C**.

Representatives from agency partners and adjacent projects were available to answer questions including: Loop 360 Improvement Project (TxDOT), Project Connect (Capital Metro), Commute Solutions (Capital Area Metropolitan Planning Organization), Urban Trails Programs (City of Austin), MoPac Intersections Environmental Study (Mobility Authority) and MoPac Improvement Project (Mobility Authority).

REGISTRATION AND HANDOUTS

Attendees were asked to sign in and were provided these handouts:

- Fact Sheet - MoPac South Environmental Study
- Comment Form
- Community Survey

- Virtual Open House Flyer
- Sign Up for Updates Form
- Context Sensitive Solutions (CSS) Metroquest Visual Preference Survey

Handout materials are included in **Attachment D**.

Photos of the open house are in **Attachment E**.

ATTENDANCE

One hundred and twenty people registered for the event. Registration forms are included in **Attachment F**.

VIRTUAL OPEN HOUSE

The Mobility Authority made a virtual open house available at www.MoPacSouth.com from February 27, 2015 through April 2, 2015 for those who wanted more time to view the exhibits and handouts. The results included approximately 4,599 unique webpage views and 1,811 users during this period. For the analysis of the data see **Attachment G**.

COMMUNITY SURVEY

Three hundred and thirty respondents filled out community surveys. Thirteen were completed at the open house and 317 were submitted online. Community survey forms and results from the online survey are included in **Attachment H**.

PUBLIC COMMENTS

The public comment period ran from January 29 through March 9, 2015. During this time, comments could be submitted by mail, online at www.MoPacSouth.com or by fax. Attendees at the open house were invited to leave their completed comment forms in boxes provided at the meeting and/or verbalize their comments to a court reporter. The deadline to receive comments was March 9, 2015, at midnight.

Two hundred and fifty-three people provided comments either at the event by filling out comment forms (15), online via Web Mail (84), Virtual Open House (86), court reporter (2), hand delivered (57), USPS mail (1) and on mailing list sign-up forms (8). No comments were made via fax.

Here are some themes that were expressed in the comments:

- Many people wanted to know where they would be able to enter and exit the Express Lanes. Several people were particularly interested in how they could access the Express Lanes from Bee Cave Road.
- We heard that the connections from the MoPac South Express Lanes to the downtown area should be attractive.
- Several people expressed concerns that the elevated direct connection to downtown could create additional traffic noise and encouraged the team to consider an alternative to the elevated structure.
- Some people felt that SH 45SW, MoPac Intersections and MoPac South should be studied as one project. They were concerned that these projects, when combined, would make MoPac South an attractive alternative to I-35.
- Most people seemed to understand how the proposed Express Lanes would work and felt this mobility concept makes sense for the corridor.
- Several people expressed concerns about how the proposed connections to downtown might impact access to and from Austin High School.

- At the Context Sensitive Solutions station, the three priorities the public indicated were the most important to them are (in this order): Water Quality Enhancements, Bicycle/Pedestrian Facilities and Landscaping.
- Some comments expressed a desire for direct access to Loop 360 from the Express Lanes.
- Some people expressed an opposition to tolling.
- Many people would like to see this project provide more access to transit, including additional Park-and-Ride locations.
- We received a lot of positive feedback regarding the proposed relocation of the southbound Bee Cave Road exit ramp because the current condition is viewed as dangerous and the change would benefit users who currently have to negotiate the three-lane shift in order to turn right on Bee Cave Road.
- Some would like to see a third general purpose lane in each direction added to the corridor south of William Cannon Drive.
- Some comments expressed a desire to see more capacity added quickly.

Comments (Forms, Web Mail, Virtual Open House, court reporter, hand-delivered, mailing list sign-up forms and USPS Mail) are available in **Attachment I** and **Attachment J**.

Comment and Response Report

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
1	Adams	C.	3/9/2015	Web Mail	<p>This is regarding CTRMA's recent proposal to add four toll lanes on Mopac, from Cesar Chavez across Lady Bird Lake and south to Slaughter Lane, if built, will require a double decking of Mopac over Lady Bird Lake, with flyovers connecting to Cesar Chavez alongside Austin High School.</p> <p>By your own estimates, your proposal would cost hundreds of millions of dollars. BUT, there are many questions being raised, and so far the answers are limited and not satisfactory. Some of these questions include impacts on traffic on Cesar Chavez and 5th St; on traffic, noise and air pollution at Austin High School; on noise, air and visual pollution on neighborhoods, Zilker Park, and the Lady Bird Lake hike and bike trail; on water quality at Barton Springs; and the financial impacts to residents. And many more questions about what the potential costs and benefits – and the REAL IMPACT – of this proposal.</p> <p>The fact that CTRMA offered a disturbingly short 11-day public comment period, which ends tonight, indicates that you, along with TXDOT and whatever infrastructure companies might get the work, want to ram it through – and hope that the public doesn't notice.</p> <p>This is a request to extend the public comment period until April 2, 2015. It will look very suspicious to the voters and residents of Austin and Travis County if you don't give them enough time to consider this ill-advised plan.</p>	<p>The proposed project is expensive. There are questions about its impacts to traffic and the environment, especially at Austin High School, neighborhoods and parklands.</p> <p>The comment period was too short.</p>	<p>Comment noted.</p> <p>In addition to the design that was initially presented at the February 2015 Open House; the study team is looking at different operational configurations for the Express Lanes Alternative including options that do not require elevated lanes over the Lady Bird Lake. The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are working with the City of Austin and the Austin Independent School District to ensure that those configurations are as safe and efficient as possible.</p> <p>The six operational configurations under consideration include:</p> <ul style="list-style-type: none"> • One Express Lane + Downtown Direct Connection • One Express Lane without Downtown Direct Connection • Two Express Lanes + Downtown Direct Connection • Two Express Lanes without Downtown Direct Connection • Two Express Lanes + Elevated Ramps near Barton Skyway and Bee Cave Road • City of Austin Proposal <p>Based on stakeholder suggestions received prior to the November 2015 Open House, several changes have been incorporated into all operational configurations.</p> <ul style="list-style-type: none"> • Added a direct connection at US 290 • Added a new collector-distributor road at Loop 360 • Shifted direct connection tie-in point farther east on Cesar Chavez Street and added barrier separation from the Express Lane • Added a Texas Turnaround at Barton Skyway • Lengthened the Texas Turnaround at Loop 360 to increase capacity • Reconfigured RM 2244 southbound exit ramp • Made ramp improvements at William Cannon Drive • Added a third southbound general purpose lane south of William Cannon Drive • Incorporated improvements at Lake Austin Boulevard • Added more Bike/Pedestrian facilities north of RM 2244 <p>Detailed information on these options were presented to the public at the November 10, 2015 Open House and is available on www.MoPacSouth.com. (R1)</p> <p>Public safety and the safety of young drivers in particular are of utmost importance to the Mobility Authority and will take precedence in the design of the MoPac South project. In addition to the design that was initially presented at the February 2015 Open House; the study team is looking at different operational configurations for crossing Lady Bird Lake for the Express Lanes Alternative. The Mobility Authority and the TxDOT are working with the City of Austin and the Austin Independent School District to ensure that those configurations are as safe and efficient as possible.</p> <p>Two design changes were incorporated into all operational configurations for the Express Lanes Alternative based on requests from Austin ISD and Travis County:</p> <ul style="list-style-type: none"> • Shifted direct connection touchdown farther east on Cesar Chavez Street and added barrier separation to eliminate Austin High School conflict points • Incorporated improvements at Lake Austin Boulevard <p>In addition, the Mobility Authority contacted the University of Texas Center for Transportation Research (CTR) to provide data that would help evaluate how the addition of Express Lanes on MoPac, in several of the six operational configurations currently being considered, could impact travel times on the street network within downtown Austin. CTR conducted an independent analysis of these impacts through a local dynamic traffic assignment, or DTA, study. The study shows that the addition of Express Lanes on MoPac would not adversely affect congestion on Austin's downtown street grid as a whole. This is true for any of the operational configurations evaluated. All configurations</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
							<p>either improved or had negligible impacts to travel times within the downtown network. The findings were reported to the public at the November 10, 2015 Open House and are available on www.MoPacSouth.com. (R1a)</p> <p>The study team is committed to assessing potential direct, indirect and cumulative environmental impacts through the National Environmental Policy Act (NEPA) process. Potential impacts to the following will be considered: endangered species and wildlife; Barton Creek Greenbelt and Barton Springs; Edwards Aquifer Recharge Zone and water quality/quality; water resources, wetlands, floodplains; vegetation; cultural resources; traffic noise; air quality; socio-economic issues, including community cohesion; geology and soils; visual and aesthetic qualities; parkland; and bicycle and pedestrian facilities. The findings will be published in an Environmental Assessment (EA) document and made available to the community. (R1b)</p> <p>A noise analysis is currently underway as part of the environmental study. The analysis considers the current level of noise at many locations throughout the study area, calculates existing and projected future traffic noise levels, and considers noise reduction measures if the predicted future noise levels exceed acceptable noise levels for properties that surround the project. The results of that analysis will be made available at future public meetings and will be included as part of the EA document. (R1c)</p> <p>In response to community feedback for additional public involvement on the MoPac South Environmental Study, the Mobility Authority has extended the environmental study process to allow for more community input and engineering analysis. A fourth Open House was held on November 10, 2015 where the public was able to review six operational configurations for the Express Lanes Alternative, speak with the project team and submit another round of comments. Comments were accepted for thirty (30) days prior to the Open House and for ten (10) days after the Open House. In addition, the Mobility Authority and TxDOT continue to accept, consider and respond to comments and questions through the project website, www.MoPacSouth.com or by phone, 512-996-9778. (R1d)</p> <p>Unlike parts of I-35 and US 183 in Austin, which are elevated to provide main lane capacity, the proposed elevated component of the MoPac Project would provide a direct connection to downtown only and would not provide main lane capacity to MoPac. The operational configurations under consideration that feature a downtown direct connection would include direct access from the Express Lanes to and from Cesar Chavez Street. The direct connectors are not dependent on the number of Express Lanes that would be constructed in each direction.</p> <p>A direct connection was considered for this project because:</p> <ul style="list-style-type: none"> • 40 percent of MoPac South traffic heads downtown in the morning. • 51 percent of traffic leaving downtown is heading to MoPac South via Cesar Chavez Street, 5th/6th Streets, and Enfield Road. • A downtown connection would provide a more reliable trip for transit riders, emergency responders and drivers because it would eliminate the need to utilize the general purpose lanes for any portion of the trip. • A downtown connection would eliminate weaving conditions that could be created as Express Lane traffic merges into general purpose lane traffic to access downtown ramps. This weaving condition could negatively impact both Express Lane and general purpose lane traffic. • Reduced weaving on the general purpose lanes would result in improved travel times for general purpose lane users by up to 3 minutes in the morning and 7 minutes in the evening. • Direct connections into downtown would improve travel times for Express Lane users by up to 4 minutes in the morning and 10 minutes in the evening. (R1e)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
2	Adams	Cristina	3/9/2015	Web Mail	<p>Your recent proposal to add four toll lanes on Mopac, from Cesar Chavez across Lady Bird Lake and south to Slaughter Lane, if built, will require a double decking of Mopac over Lady Bird Lake, with flyovers connecting to Cesar Chavez alongside Austin High School.</p> <p>By your own estimates, your proposal would cost hundreds of millions of dollars. BUT, there are many questions being raised, and so far the answers are limited and not satisfactory. Some of these questions include impacts on traffic on Cesar Chavez and 5th St; on traffic, noise and air pollution at Austin High School; on noise, air and visual pollution on neighborhoods, Zilker Park, and the Lady Bird Lake hike and bike trail; on water quality at Barton Springs; and the financial impacts to residents. And many more questions about what the potential costs and benefits – and the REAL IMPACT – of this proposal.</p> <p>The fact that CTRMA offered a disturbingly short 11-day public comment period, which ends tonight, indicates that you, along with TXDOT and whatever infrastructure companies might get the work, want to ram it through – and hope that the public doesn't notice.</p> <p>This is a request to extend the public comment period until April 2, 2015. It will look very suspicious to the voters and residents of Austin and Travis County if you don't give them enough time to consider this ill-advised CTRMA plan.</p>	<p>The proposed project is expensive. There are questions about its impacts to traffic and the environment, especially at Austin High School, neighborhoods and parklands.</p> <p>The comment period was too short.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1a)</p> <p>(R1b)</p> <p>(R1c)</p> <p>(R1d)</p> <p>(R1e)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
3	Adams	Cristina	2/26/2015	Hand Delivered	<p>Please withdraw the draft Environmental Impact Statement on the proposed SH 45 SW toll road in favor of an honest and comprehensive analysis of the real project: the conversion of Mopac from a local commuter highway to an alternative Interstate 35 West.</p> <p>TxDOT and the CTRMA are currently pursuing this conversion of Mopac to I-35 West in piecemeal fashion, with the 4 mile segment of SH 45 SW over the Barton Springs Edwards Aquifer recharge zone as just one of four pieces. The other pieces include: (1) building freeway (or tolled) main lanes and bridges at the Mopac/Slaughter and Mopac/La Crosse intersections; (b) expanding South Mopac from Slaughter all the way north, across Lady Bird Lake to Cesar Chavez with up to four toll lanes (2 in each direction); and (c) building SH 45 SW Phase II from FM 1626 to I-35 and SH 45 SE. Mopac traffic is already maxed out, especially at the bottleneck that exists at the Lady Bird Lake bridge. Moving forward with SH 45 SW Phase I before figuring out what, if anything, can be done to this bottleneck only assures much worse traffic on Mopac and more pollution of the Barton Springs Edwards Aquifer. The traffic, financial, environmental and social impacts of building SH 45 SW and expanding Mopac from Cesar Chavez to the southern terminus must be studied before taking the first step. The Austin community deserves, and sound planning requires, that we analyze the whole picture - including viable alternatives that keep Mopac a local commuter highway while improving commuter and interregional traffic flow along the I-35 corridor. Please promptly undertake an honest evaluation of alternatives that do not divert I-35 commuters to already overwhelmed Mopac or further pave and pollute the Barton Springs Edwards Aquifer.</p>	<p>This project is part of the conversion of MoPac from a local commuter highway to an alternative IH-35 West.</p> <p>SH 45 Project will increase traffic on MoPac and it needs to be properly analyzed for impacts before being carried through.</p> <p>Look for an alternative that won't impact the Edwards Aquifer.</p>	<p>Comment noted.</p> <p>(R1d)</p> <p>TxDOT and the Mobility Authority are working together to conduct environmental studies on several projects, including MoPac South and MoPac Intersections. SH 45SW recently received a Record of Decision and is moving forward into final design. It will connect MoPac to FM 1626. Each of these projects is included as a stand-alone project in the Capital Area Metropolitan Planning Organization's (CAMPO) Plan, and as such, is being studied separately. In addition, each of these projects has independent utility, meaning each would benefit drivers and would be considered a reasonable expenditure, even if no additional transportation improvements in the area are made; therefore they are being studied independently of one another. If built, these projects could function as stand-alone improvements, even if other improvements in the area do not advance, or advance at a different schedule. The environmental studies for each project will evaluate the cumulative effects on human and natural resources, assuming that all planned transportation projects identified in the CAMPO Plan are constructed. (R3)</p> <p>Improvements to MoPac could draw traffic from several competing facilities, including I-35. However, improvements to MoPac are not likely to create an I-35 bypass for the following reasons:</p> <ul style="list-style-type: none"> studies have revealed that most peak period traffic on I-35 is local traffic with an origin/destination along I-35 and is not likely to go out of the way to utilize MoPac; at this time, there is not a good east/ west connection between MoPac and I-35 in the study area that would provide a travel time advantage; during peak periods, congestion would still occur on MoPac's general purpose lanes, and traffic (including trucks) may not benefit by utilizing them; improvements to I-35 are also planned, and, once implemented may provide additional advantage for use of I-35; and, large trucks and vehicles with trailers will not be allowed in the MoPac South Express Lanes per Mobility Authority Toll Policy. <p>As part of the CAMPO planning process, Hays County included an unfunded study in the CAMPO 2040 Plan to look at the feasibility of an extension of SH 45SW that would connect SH 45SW to I-35; however, the Plan does not identify funding for the study. No projects of this nature are moving forward within the 2040 planning horizon.</p> <p>However, in response to community inquiries about potential impacts to MoPac traffic as a result of an I-35/MoPac connection, the Mobility Authority hired a traffic expert to conduct a traffic study comparing future traffic with and without a connection. The report looked at the potential trips per day in 2030 and 2040 on both SH 45SW and MoPac near Slaughter Lane, assuming that Express Lanes are added to MoPac.</p> <p>The report concluded that completing a freeway connection between I-35 and SH 45SW would have a minimal effect on MoPac traffic. The connection could add about 2,600 more vehicles daily in 2030 (and 3,600 more vehicles in 2040) when compared to no connection. The Express Lanes on MoPac would reduce I-35 traffic by only 2 percent. Without a connection between SH 45SW and I-35, an average of 54,700 vehicles are expected to travel daily on the southern end of MoPac by 2030.</p> <p>The Express Lanes on MoPac would reduce traffic on other downtown bridges over Lady Bird Lake by 3 to 7 percent. Most of this is peak period traffic that would reduce congestion on these other routes, as well as on the general purpose lanes of MoPac Expressway. (R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
4	Adams	Elizabeth	3/9/2015	Virtual Open House	I am very much opposed to the proposed double decker lane on Mopac. It will bring more noise and traffic to west Austin. I pay almost \$20,000 in property taxes and am horrified that this decision is being made with such a short timeframe for discussion.	Double decking will have noise and traffic impacts. Comment period is too short.	Comment noted. (R1) (R1d) (R1e)
5	Addington	Paul	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects. They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1) (R1e) (R3) (R3a)</p>
6	Akers	Larry	3/4/2015	Mailing List Sign-up Form	Cost mobility	Cost mobility	Comment noted.

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
7	Akers	Robert	3/5/2015	Web Mail	<p>By refusing to advance a non-tolled option for the project, you are by anti-democratic means imposing an unnecessary burden of taxation and additional personal and business expense on the driving public.</p> <p>Toll roads ALWAYS cost more to construct than non-tolled roads, not to mention the ongoing recurring costs to both CTRMA and the public of collecting tolls.</p> <p>But the inward-facing financing of the roadway is just the beginning. NEVER on your balance sheets do you reflect the cost to the public of participating in the toll collection scheme. Oh, it's easy with Tex Tag, or whichever of the many collection schemes you choose.</p> <p>But how much private time is spent acquiring the tags and making sure they do not run down? When a car is low on fuel, it will tell you so. Will a tag do this? How much time is wasted ensuring a positive balance? How much time is wasted refueling the tag? Why is this cost not on your balance sheet? It is certainly a fact of life for the public.</p> <p>How much cost of lost time is imposed on businesses who must reimburse employees for using toll roads on company time? How much paperwork is required? How many employee and admin hours are spent processing reimbursements? Where is that cost in your balance sheet? The public must pay, but you ignore this.</p> <p>Toll roads are an abomination of public finance. If you are creative people, find another way to manage demand on behalf of emergency vehicles.</p> <p>Put a non-tolled option forward for this project.</p>	In favor of a non-tolled option.	<p>Comment noted.</p> <p>General Purpose Lanes, High Occupancy Vehicle Lanes (HOV), Transit Only Lanes and Express Lanes were evaluated along with Transportation System Management (TSM), Transportation Demand Management (TDM) and the No Build Alternative.</p> <p>General Purpose Lanes are not recommended because, even if funding were available to construct them, latent traffic demand would quickly fill these lanes resulting in congestion long term. Latent demand is a term used to describe the universe of drivers that would use a particular highway but, due to congestion, choose to take other routes or travel at different times. This well-documented phenomenon demonstrates that simply adding capacity to congested highways will not improve congestion or reliability over the long term. Although added capacity may initially decrease congestion, drivers who would normally use other routes, travel during different times, or use other modes of transportation change their patterns to fill the newly added capacity, quickly degrading the level of service within the corridor to, or close to, pre-construction levels. The same congestion challenges tend to reappear in a few years. The approach to solving congestion by simply adding General Purpose Lanes is not sustainable and has not proven to be effective in managing traffic and promoting transit.</p> <p>Although HOV lanes meet the Purpose and Need for the project, they are not recommended for several reasons:</p> <ul style="list-style-type: none"> • HOV lanes cannot deliver congestion relief in a timely manner without major changes to regional funding. CAMPO's 2040 Plan does not allocate sufficient public funding to make long term improvements on MoPac. • Approximately 70 percent of the peak period commuters on MoPac are single occupancy vehicles; HOV lanes would exclude these travelers from the opportunity for reliable travel times. • Research revealed that on roads where HOV access is limited to vehicles with three or more passengers, the lanes are under-utilized. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. When compared to Express Lanes, HOV lanes do not offer the same level of travel time benefits to travelers using the general purpose lanes because Express Lanes manage traffic flow such that they are not under or over-utilized. • There is no reliable electronic enforcement technology to ensure single-occupant vehicles do not enter the HOV Lanes. Enforcement is costly. • The Texas A&M Transportation Institute reported in Spring 2013 that Departments of Transportation in Texas and across the country have converted or plan to convert HOV lanes to either Express Lanes or High Occupancy Toll lanes because they do not sufficiently address congestion. <p>Transit Only Lanes do not meet the Purpose and Need for the project and have some of the same issues as HOV Lanes, such as excluding non-transit users from the opportunity for reliable travel times and potential underutilization of the added capacity. However, the Mobility Authority and TxDOT are working with Capital Metro to identify opportunities to enhance transit service in the corridor. If Express Lanes were constructed, they would provide a reliable route for transit vehicles. Express Lanes could make it possible for Capital Metro to run more frequent bus service in the corridor, particularly during peak periods.</p> <p>TDM and TSM improvements do not meet the Purpose and Need for the project as a stand-alone alternative. However, several TDM and TSM strategies have been incorporated into the project based on input from stakeholders including:</p> <ul style="list-style-type: none"> • Added a direct connection at US 290 • Added a new collector-distributor road at Loop 360 • Shifted direct connection tie-in point farther east on Cesar Chavez Street and included barrier separation • Added a Texas Turnaround at Barton Skyway • Lengthened the Texas Turnaround at Loop 360 to increase capacity • Reconfigured RM 2244 southbound exit ramp • Made ramp improvements at William Cannon Drive • Added a third southbound general purpose lane south of William Cannon Drive

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
							<ul style="list-style-type: none"> Incorporated improvements at Lake Austin Boulevard Added more Bike/Pedestrian facilities north of RM 2244 <p>Express Lanes are the recommended reasonable alternative for several reasons; they provide a reliable route for all roadway users including emergency vehicles, public transit and drivers when they need it. Existing general purpose lanes will still be available to drivers who do not wish to use the Express Lanes.</p> <p>The price of the toll would fluctuate based on the amount of traffic in the Express Lanes. The toll would be lower when demand is lower; the toll would be higher when demand is higher. This makes it possible to manage traffic, including the flow of traffic into the downtown area. If traffic starts to back up, the toll rises higher to discourage others from entering the Express Lanes. This concept has been successful in other cities, including Dallas, Houston, Denver and San Diego. (R7)</p> <p>Express lane users can pay for the toll using a TxTag or by mail. Customers without a TxTag account are mailed a statement for monthly toll charges, plus a \$1.15 statement fee. TxTags accounts can be created online or by completing a paper application and mailing or faxing it.</p> <p>TxTags are prepaid; you can add money to your account when the balance gets low, or you can sign up for AutoPay so you never have to worry about how much money is in your TxTag account. The AutoPay replenishment amount, which will be charged to your credit or debit card, is adjusted quarterly based on your average monthly toll usage. If you prefer to make manual payments to your TxTag account, you must monitor your account to ensure sufficient funds are available; payments can be made online, over the phone, in person or by mail. See www.txtag.org for more information. (R7a)</p>
8	Akers	Robert	3/8/2015	Virtual Open House	You need to include a non-tolled option for similar construction.	In favor of non-tolled lanes.	Comment noted. (R7)
9	Allen	Amy	3/8/2015	Web Mail	I am an Austin High School parent and resident of [South Austin, East Austin, West Austin]. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community. I am also very concerned about the cut through on Pressler with a 20mph road over a railroad track with a curve that will be offered to walkers, bikers & drivers all together.	<p>Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.</p> <p>Concerned about the cut-through at Pressler Street across the railroad track.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1a)</p> <p>The City of Austin is proposing the Pressler Extension Project. Information on that project can be found at http://austintexas.gov/pressler. (R9)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
10	Allen	Carolyn	3/8/2015	Web Mail	<p>Please consider the impact on Austin High when you are working on the Mopac South project. Austin High has a plethora of new drivers, who don't have much experience behind the wheel, driving cars to and from school. There is no other way to access Austin High for these students so I feel it is imperative that you consider the impact when making any decisions on new and changing roads in the area. Cesar Chavez already backs up regularly in the mornings and evenings and that is without adding new access from Mopac. High school hours are mandated by the school board and are closely aligned with business hours, which further create a problem. Please consider having the off/on ramps from a different access than Cesar Chavez.</p>	<p>Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.</p> <p>Consider the direct connector at a different location.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1a)</p>
11	Alrutz	Megan	3/3/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
12	Anders	Tara	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
13	Anderson	Sarah	3/8/2015	Web Mail	<p>I am the parent of an Austin High student who is about to get her driver's license. I am extremely concerned about the increase in traffic that will result from express lanes egressing at Cesar Chavez. In particular, drivers merging into Austin High traffic, and the possibility of drivers needing to cross over three lanes of traffic to turn right into the high school, seems like very poor planning. Please consider alternatives in design, taking into account the number of young, inexperienced and impulsive drivers entering and exiting at Cesar Chavez.</p>	<p>Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
14	Anonymous	Anonymous	2/26/2015	Comment Form	This is crazy. You are wasting money on this and not 360. Why are you doing this? Have you no shame? When this is built it will already be out of date and you still have not done anything to 360. Also this is not fair to the east side you are providing free lanes as part of the project yet the east side gets only toll roads. This project is racist!!	In favor of improvements to Loop 360. It is unfair that IH-35 does not have free lanes.	Comment noted. TxDOT is currently conducting a study of Loop 360 to identify needs and gather ideas and feedback about potential safety and mobility improvements within the Loop 360 corridor. You can learn more about that study at http://www.txdot.gov/inside-txdot/projects/studies/austin/loop-360.html (R14)
15	Anonymous	Anonymous	3/9/2015	Virtual Open House	Tollways negatively impact quality of life and do not support unrestricted driver access or a reasonable distribution of drivers across available roadways. Not every household can afford the tolls, and traffic remains congested along the free access roadway. Existing tollways in Austin have been grossly mismanaged, without establishing any reasonable expectation that future tollways would improve in quality of customer service or value to the city population. Separated/elevated roadways have not diminished congestion meaningfully elsewhere on Austin and provide for no reasonable expectation that they would provide improvements to MoPac. They also negatively impact road noise, nearby property values, air quality, city environment and public quality of life.	Opposed to toll lanes. Toll lanes do not solve traffic congestion.	Comment noted. (R1b) (R1c) (R1d) (R7)
16	Anonymous	Anonymous	3/9/2015	Virtual Open House	I don't have a problem with double decking mopac. Where I do have a problem if you put tolls on mopac. As residents of this city who pay considerable amounts of property tax, our main roadways should not be tolled. This is normal work that would need to happen in the course of population growth, and it should not be tolled.	Opposed to toll lanes.	Comment noted. (R1e) (R7) State and federal fuel taxes are the primary funding source for roads and bridges in Texas. However, this funding source has remained static since 1991 even though fuel costs have risen. Because this is an incremental revenue source, decreases in consumer demand due to people driving less and/or driving more fuel-efficient vehicles, will also affect revenue generation through the fuel tax. When you factor in the state's significant population growth and demand on the roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Because of this, innovative financing options are considered viable solutions to funding new projects. In November 2015, Texas voters approved Proposition 7, the 84 th Texas legislature session's transportation funding measures, providing additional revenue for non-toll highways. The amendment authorized a new, stable source of funding for transportation in Texas, dedicated to the construction and maintenance of roads. Proposition 7 will dedicate a portion of the general sales and use tax and the motor vehicle sales tax to the general highway fund. Variable toll pricing would only apply to the two new proposed Express Lanes in each direction along MoPac. Public transit buses, registered vanpools and emergency responders would be ensured a reliable trip, even during peak periods, without paying a toll. The remaining capacity in the Express Lanes would be available to drivers who choose to pay a toll to use them. While the Express Lanes would provide an option for drivers who would like a reliable trip, drivers would always have a choice whether or not to use them. The same number of non-tolled general purpose lanes that exist today would remain available in accordance with state law.

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
							The problem with simply constructing additional general purpose lanes is that those would fill up quickly with traffic, just like the rest of MoPac. Express Lanes also have the added benefit of encouraging people to use public transit and registered vanpools. (R16)
17	Anonymous	Emily	3/9/2015	Virtual Open House	To whom it may concern: Please study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project Please study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop Please keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School.	TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects. They should present it as such and study the impacts of this plan as a whole. Keep MoPac a local commuter highway and don't use double decking.	Comment noted. (R1) (R1e) (R3) (R3a)
18	Armendariz	Daniel	3/3/2015	Hand Delivered	As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to: 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School.	TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects. They should present it as such and study the impacts of this plan as a whole. Keep MoPac a local commuter highway and don't use double decking.	Comment noted. (R1) (R1e) (R3) (R3a)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
19	Arnold	Mary	3/9/2015	Web Mail	<p>I attended the Open House at O Henry Middle School on Wednesday, March 4, 2015. I am very much OPPOSED to the proposal to add additional lanes some 25 feet or more ABOVE the existing MoPac bridge across Lady Bird Lake. This is an affront to the integrity and beauty of the Town Lake Corridor and should not be approved.</p> <p>The Environmental Studies that have been done and are being done on both the current managed lane project from Lady Bird Lake north on MoPac to Parmer, as well as any that were done prior to working on the unnecessary bike bridges in the area south of Loop 360 have obviously been flawed and incomplete, as damage has been caused in parts of Barton Creek re the bicycle bridge activities, and problems have arisen on the north managed lane project reportedly because of hitting some very hard rock, AND problems related to existing water lines. Such things should not happen - particularly damaged to the creek area. Issues of "hard rock" have been encountered in other areas nearby - - such as on Lake Austin Blvd. several years ago when an Austin Water Utility project was ultimately abandoned due to inability to bore through hard rock.</p> <p>I strongly support considering ALL the multiple proposed TxDot and CTRMA projects on MoPac, and tying into MoPac be studied altogether -- and NOT piece meal... This is especially necessary because of the Environmental Priority and Importance of the area through which MoPac is built.</p>	<p>Opposed to the MoPac South improvements.</p> <p>Environmental studies for both MoPac North and the bike/ped bridge are flawed.</p> <p>All proposed projects on MoPac should be studied as a whole.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1b)</p> <p>(R3)</p>
20	Atherton	Lorraine	3/9/2015	Virtual Open House	<p>I am opposed to any expansion of MoPac, especially the double decking and flyover lanes across the river. The proposals to divert I-35 traffic to MoPac south of the river are environmentally and economically disastrous and will only make traffic worse. Keep MoPac local. L. Atherton 2009 Arpdale Austin TX 78704</p>	<p>Opposed to MoPac South improvements.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
21	Badinelli	Caroline	3/9/2015	Virtual Open House	I do not like such an extensive proposal of a double decker type highway system. A better alternative is the original one lane extension plan. Further, if we are concerned about increasing traffic then the city should be discouraged from making quickie land deals with the family that wants to sell land for mixed use development, especially retail development. If people are upset about wait times then we should invest in more public transportation such as bus and rail which actually works long term instead of more lanes which only solved traffic in the short term (studies have shown nationwide the more lanes you build, the more development that comes where lanes were and in the outer ring of where said expansion happened).	Opposed to toll lanes and double decking. In favor of one added lane. Support increase in public transit.	Comment noted. (R1) (R1e) The Purpose of the proposed project is to provide an opportunity for reliable travel times, improve operational efficiency, create a dependable and consistent route for transit and facilitate reliable emergency response. The Express Lanes Alternative for MoPac would accomplish this by using variable toll pricing in the Express Lanes. Public transit buses, registered vanpools and emergency responders would be ensured a reliable trip, even during peak periods, without paying a toll. The remaining capacity in the Express Lanes would be available to drivers who choose to pay a toll to use them. While the Express Lanes would provide an option for drivers who would like a reliable trip, drivers would always have a choice whether or not to use them. The same number of non-tolled general purpose lanes that exist today would remain available in accordance with state law. The price of the toll would fluctuate based on the amount of traffic in the Express Lanes. The toll would be lower when demand for the Express Lanes is lower; the toll would be higher when demand for the Express Lanes is higher. This makes it possible to manage traffic, including the flow of traffic into the downtown area. If traffic starts to back up, the price of the toll will go up to discourage others from entering the Express Lanes. Adding Express Lanes to MoPac would be a significant improvement for transit, specifically bus transportation. The Mobility Authority's policy allows public transit buses such as Capital Metro to drive on the Express Lanes without paying a toll. Because the variable toll in the Express Lanes would be priced to maintain uncongested traffic flow, transit riders would be ensured a reliable trip, even during peak periods, which will make riding transit a true alternative to driving alone. The study team is also working to determine appropriate locations for Park and Rides. (R21)
22	Bailey	Linda	3/8/2015	Virtual Open House	Please DELAY the Proposal to Double Deck Mopac & Add Four Toll Lanes until April at least. This is too expensive and important to not have real public input.	Lengthen the comment period.	Comment noted. (R1d) (R1e)
23	Ballard	Julie	3/4/2015	Comment Form	I am very concerned about the impact of additional expressway traffic feeding into our Austin High ingress/egress pathways which are already very congested at drop off and pick up times. We need a design that will separate expressway ingress/egress traffic from our students/staff/families who will not benefit from using northbound nor southbound expressways since they live between expressway access points.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
24	Barlow	Trina	3/9/2015	Web Mail	I am an Austin High School parent and resident of south Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1a)
25	Barrios	Rossana	3/4/2015	Web Mail	I am an Austin High School parent and resident of [South Austin, East Austin, West Austin]. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1a)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
26	Bartley	Katie	3/9/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
27	Basciano	Joyce	3/4/2015	Comment Form	<p>1 - Study the whole proposed Mopac expansion/SH 45 SW Loop as a loop project; stop the piecemeal approach!</p> <p>2 - Study all the impacts and all the costs first - before building SH 45 SW.</p> <p>3 - Keep I-35 traffic on I-35 and keep Mopac as a local commuter Hwy.</p> <p>4 - Any Mopac expansion should be limited without double-decker flyovers through West Austin, Zilker Park and Austin High School.</p> <p>5 - How about taking traffic lights off 360 and building over-passes ___?___ at intersections so that more cars can use 360? You can't bring thousands of cars into downtown Austin without causing gridlock! Why not make the new double decker lanes for Express buses only? You need park and rides and buses with more passenger appeal!</p>	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>In favor of overpasses at Loop 360 and supporting more public transit.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p> <p>(R14)</p>
28	Batchelor	Jeffrey	2/27/2015	Virtual Open House	<p>No more tolls! A new lane is needed for each major feeder road. Also, SB Mopac necks down to 2 lanes at 360, which creates most of the problems.</p>	<p>Opposed to toll lanes. In favor of one added lane.</p>	<p>Comment noted.</p> <p>(R7)</p> <p>As a part of the MoPac Bicycle and Pedestrian Bridge that is currently under construction over Barton Creek, the southbound general purpose lanes are being restriped from two to three lanes. The inside lane will be an optional exit to Loop 360 or a continuation along the southbound general purpose lanes. The existing southbound bridge over Barton Creek is being restriped to accommodate four lanes (three general purpose lanes and one auxiliary lane), similar to the northbound mainlanes.</p> <p>All operational configurations for the Express Lanes Alternative would provide three southbound general purpose lanes, with an additional lane (auxiliary lane) for the Loop 360 exit. A new bridge for the general purpose lanes would be constructed over Barton Creek with four lanes (three general purpose lanes and one auxiliary lane). (R28)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
29	Beckett	James	3/5/2015	Virtual Open House	<p>I appreciate the open house and the call for opinions. Points I noticed: First these layouts only identify one direct connect which is to Cesar Chavez. Yet they clearly have to happen at other points. Adding the express lanes will heavily contribute to water runoff. I really question the premise that there will be a good balance between those willing to pay tolls and those willing to take the general lanes. But maybe this will help the express buses. Where are potential connections for mass transit? If urban trails are going to contribute to transportation, at how many points to do you have adequate parking support them AND mass transit to get people to the point they want to go. ANECDOTAL OBSERVATION: when I exit mopac on Monday mornings during rush hour only a few cars from north or south end up on Cesar Chavez or even headed for 5th. You have to solve the problem of all the south people work north and all the north people work south and they don't work DOWNTOWN. It appears your data for Violet Crown trail and maybe others is very out of date. It looks like you took out or stacked the express/general entrances to Loop 1 north, north of William Cannon? So fixing mopac/loop 1 does not include fixing intersections that are already failing according to recent TIAs?</p>	<p>Concerned about exiting express lanes prior to Cesar Chavez Boulevard.</p> <p>Express lanes will increase run off.</p> <p>How will express lanes accommodate public transit? Will there be enough parking?</p> <p>Will problem intersections be improved?</p>	<p>Comment noted.</p> <p>(R1b)</p> <p>(R21)</p> <p>From William Cannon Drive, access to the MoPac northbound and southbound general purpose lanes will shift. Access from the MoPac southbound general purpose lanes will shift north. Access to the northbound general purpose lanes will shift slightly north. Access to southbound general purpose lanes from the frontage road will shift south. The project would construct new ramps from the Express Lanes north of William Cannon Drive to the frontage roads in both the northbound and southbound directions. Improvements to the William Cannon intersection are to be determined. There are currently no plans for improvements to Southwest Parkway. The current access from Southwest Parkway to northbound MoPac is provided by a single-lane entrance ramp. The proposed configuration would not change from what exists today due to several location-specific constraints. A two-lane direct connector from eastbound US 290 ties in at this location.</p> <p>There are modifications planned along MoPac over US 290, but the existing connections at US 290 will remain the same. The existing MoPac northbound and southbound lanes over US 290 will be repurposed to serve as the project's Express Lanes. Subsequently, the project will construct new northbound and southbound general purpose lanes over US 290. There is an existing direct connector from northbound MoPac to eastbound US 290. This direct connector will remain in place and provide the same connection in the future. There is also an existing direct connector from eastbound US 290 to northbound MoPac that will remain in place and provide the same connection in the future. The study team is evaluating other operational configurations in the vicinity of MoPac at US 290.</p> <p>Detailed information on these options were presented to the public at the November 10, 2015 Open House and is available on www.MoPacSouth.com. (R29)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
30	Bell	Tony	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
31	Bennett	Joseph	3/9/2015	Virtual Open House	<p>I live in the Deep Eddy neighborhood. This certainly needs more time for us to consider and at first glance doesn't seem like the most ideal solution. We would like more time to consider the proposal, many of us that will be directly affected are just now hearing of this. Please extend the public review period and let us consider all the implications as best as possible.</p>	<p>Extend the public comment period.</p>	<p>Comment noted.</p> <p>(R1d)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
32	Berlanga, Jr.	Frank	3/6/2015	Hand Delivered	<p>As a small business owner that works in the field, I drive daily on Austin's roadways. Other than the reasons listed below, Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School.</p> <p>Please consider the long term effects of this endeavor. Who really benefits? Is it purely for economic gain that benefits few, it usually is. Seriously consider what it does to our beautiful Lady Bird Lake. This is one of the main draws and beautiful features of our great city. Think of how much more pollutants will go into it. Think Long Term! Consider the legacy you leave to our children. Don't leave a mess for them to clean up. That's already been taken care of by previous generations. Don't contribute to that bad legacy. It's simple, keep it local, leave I35 where it is. Don't bring it over the lake. Please do the right thing. Frank Berlanga, Jr.</p>	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects. They should present it as such and study the impacts of this plan as a whole.</p> <p>Concerned about long term effects on Lady Bird Lake and the flow of traffic from IH-35.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1b)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
33	Beto	Mark	2/28/2015	Virtual Open House	<p>The improvements to the MOPAC intersections at Slaughter and LaCrosse, including underpasses, need to be completed BEFORE the Hwy 45 extension is completed. Otherwise, the increase in traffic will essentially shut down south MOPAC at peak hours.</p>	<p>The MoPac Intersections project should be completed before SH 45 is connected.</p>	<p>Comment noted.</p> <p>An environmental decision for the MoPac South Project is anticipated in 2016 and construction could begin in 2018, with the facility being open to traffic in 2021. These dates are subject to environmental clearance and financing. MoPac Intersections Project received an environmental decision in December 2015 and construction is scheduled to begin in 2016 and be completed in 2-3 years. Construction of SH 45SW is scheduled to begin around the same time as the MoPac Intersections Project. The MoPac main lanes extending under Slaughter Lane and under La Crosse Avenue are scheduled to open before SH 45SW is open to traffic. (R33)</p>
34	Bettor	Laura	2/23/2015	Web Mail	<p>I just want it to be known that I am against all toll roads, especially plans to place them near schools, such as Austin High School. That is irresponsible planning. If one child is hurt, it was not worth it, whatever the benefit is thought to be.</p>	<p>Opposed to toll roads and the danger of their location next to a school.</p>	<p>Comment noted.</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
35	Bettor	Laura	3/8/2015	Web Mail	I am an Austin High School parent and resident of Southwest Austin (Travis Country). I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
36	Bingham	Pam	3/8/2015	Virtual Open House	This plan is extensive but it has not been adequately introduced or explained to the Austin public. People need to understand what is being proposed and be given adequate time to provide feedback. As usual, it is being pushed through without even addressing most of the people who will be experiencing the outcomes of the development. The completion of these MoPac extensions will affect many people in many areas; some through the environmental changes, some by the additional noise; some by the additional traffic congestion, etc. I agree that something should be done to plan for the future use of MoPac, but please take the time to fully inform and obtain feedback from the folks who will be living/working around and using the revised roads.	Extend the public comment period.	Comment noted. (R1d)
37	Bogaczyk	Jill	3/4/2015	Web Mail	I am an Austin High School parent and resident of West Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
38	Bone	Barry	2/27/2015	Web Mail	Please send me the following information used for your commute time analysis that was presented last night for No Build, General Purpose and Express Lanes for trips into downtown Austin: 1) Car counts for Existing Conditions on Mopac Northbound to Cesar Chavez and 5th Street, Lake Austin Blvd to Cesar Chavez and 5th Street and Mopac Southbound to Cesar Chavez and 5th Street. 2) Same information for after completion of the recommended project for the year 2030 or the year used in the presentation. 3) Beginning and ending location used for the commute time.	Requesting information from the commute time analysis.	Comment noted. The Mobility Authority provided the information requested on Wednesday, March 18, 2015.
39	Bray	Rebecca	3/8/2015	Virtual Open House	Thank you for providing all the information. I am excited to see something finally happening along S MoPac. I like all the alternatives presented thus far and hope that the CTRMA continues moving forward with this project. The decking of MoPac is a very logical solution.	In favor of proposed MoPac South improvements.	Comment noted.

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
40	Breihan	Bob	2/26/2015	Court Reporter/ Verbal Comments	<p>First place, I've been a resident of Austin since 1951, and I've watched it expand. And I'm very concerned about the impact of expansion and particularly this type of expansion as the roadway's proposal suggests.</p> <p>On the water quality, since we sit on the Barton Springs Aquifer -- and we've had some respect for it, but there's always push to do more, to build more, to, you know, invade that aquifer more and more by the growth of Austin's automobiles and people and buildings and so forth.</p> <p>And just last night, I watched a TV thing on EDTV about parks of the world where just a little bit of change started and then the result was a whole lake disappeared. That was in Russia.</p> <p>And this -- another part of it was the southern end of the Colorado River, out western part of the country, not the Colorado here, and how we found reasons always to do something. And what it did, it sort of killed off a lot of area associated with the physical environment.</p> <p>And that's one of my fears. I -- we are accommodating cars. That's the number one goal. That's not my number one goal. We can do more with public transportation than we have done. But we're facilitating more and more cars, and that is impacting this very sensitive ecosystem of water.</p> <p>I spend a good bit of time working with a water board of a water district, and we're dependent on water from the Colorado River. And that's only tangential to this. It's not connected to this, but it's, again, a picture of how we're -- we're making a priority of economics and use in business and not being sensitive as we should to the physical environment in which this is happening. I guess that's clear enough.</p>	<p>Concerned about how the accommodation of more cars has an effect on water quality.</p> <p>In favor of promoting more public transit.</p>	<p>Comment noted.</p> <p>(R1b)</p> <p>(R21)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
41	Brinkman	Mark	3/8/2015	Web Mail	I am an Austin High School parent and resident of Southwest Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
42	Brown	Roger	2/25/2015	Web Mail	Please do not let SOS and the Keep Mopac Local "NIMBY people" sabotage your well thought out plans. They seem to be stuck in a faults "don't build it and they won't come" mind set that did not work in the 90s and will not work today. We must build our infrastructure to keep up with our growth. Build it with the environment in mind, but please build it.	In favor of proposed MoPac South improvements.	Comment noted.

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
43	Brown-Spain	Jan	3/4/2015	Web Mail	<p>I am an Austin High School parent and resident of [South Austin, East Austin, West Austin]. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.ain</p> <p>I am a resident of west Austin and an Austin High parent. I am very concerned about the impact of toll road entrance/exit near Austin High. This is a large school with many drivers, most inexperienced. There is a huge influx of parent and student drivers at the start and finish of school every weekday. Lunchtime also sees many student drivers. I would ask that you please keep Austin high and its community in mind when planning.</p>	<p>Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.</p>	<p>Comment noted. (R1) (R1a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
44	Bryant	Suzanne	3/9/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. <p>THE TIME FRAME FOR DISCUSSION AND PUBLIC INPUT ON THIS ISSUE MUST BE EXTENDED. AUSTIN RESIDENTS WILL NOT ACCEPT THIS ABRUPT CHANGE WITHOUT THROUGH DISCUSSION AND INPUT!!!</p>	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1d)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
45	Buehler	Susie	3/8/2015	Web Mail	I am an Austin High School parent and resident of Central Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
46	Buesing	Karl	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1) (R1e) (R3) (R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
47	Burck	Jared	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
48	Burns	Reed	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
49	Byrd	Steve	2/26/2015	Web Mail	<p>It's great to see that someone is finally looking to address traffic issues in South Austin. I am in total support of the South Mopac project. Let's get it going!!</p>	<p>In favor of proposed MoPac South improvements.</p>	<p>Comment noted.</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
50	Caldwell	Matthew	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
51	Caldwell	Susan	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
52	Cameron	Alex	3/8/2015	Web Mail	<p>I am an Austin High School student and resident of West Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p>	<p>Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
53	Cameron	Shannon	3/8/2015	Web Mail	<p>The north bound entrance ramp will drive to much traffic to cut-thru in front and around Austin High. Our kids are all young and inexperienced drivers. The current area is congested enough with the huge number of people that use Austin High to access the running/walking trails around Lady Bird Lake.</p> <p>We already are lacking parking for our students and the school is extremely congested at school drop off and pick up times. Many parents must just wait in the lanes of traffic for their children to come to the car.</p>	<p>Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1a)</p>
54	Campbell	Cherylann	3/4/2015	Web Mail	<p>I live in Barton Hills just south of Zilker Park. We love it in central Austin and pay a pretty price in taxes to be close to everything and enjoy beauty of the river and park. I know Mopac is a crazy zoo at peak times but please come up with alternatives to the current plan. I am an also Austin High School parent--current 16 yr old and 13 yr old on the way. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. Aside from the eye sore over the lake, we are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. I drive that route every day at 8am and then at 9am so I know it well and have to believe creative minds can come up with alternatives that don't ruin beauty of the area nor threaten safety of the young public --and parents.</p>	<p>In favor of a different alternative.</p> <p>Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
55	Cannatti	Michael	3/4/2015	Comment Form	Don't build a bigger, taller Mopac. This road was never intended to be a thoroughfare, or even cross the river. This expansion will only bring more traffic and noise and pollution into our neighborhood, especially if the "loop" is completed. All traffic impacts of the full loop need to be studied, presented, reviewed and known. Mopac should <u>NOT</u> connect I-35 traffic through west Austin, but should be a local commuter (non-truck) traffic. No noisy double decker highways to dump traffic into downtown.	TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects. They should present it as such and study the impacts of this plan as a whole. Keep MoPac a local commuter highway and don't use double decking.	Comment noted. (R1) (R1e) (R3) (R3a)
56	Chavez	Amy	3/9/2015	Virtual Open House	We must add additional lanes to MOPAC, but I think the proposed Express Lane plan should be improved in 2 ways: 1) Allow HOV users to use the additional lanes free of charge, and single-passengers users to pay the toll. Frequent users should have a way to pre-purchase use of the lanes at a discount. This will make optimal use of the additional lanes built. 2) An additional free use lane should be built where MOPAC currently squeezes down to 2 lanes. There should be 3 free lanes + 1 paid lane from Central Austin down to Slaughter. In many cases the additional lane can be gained simply by re-striping the freeway. If an additional lane is gained all or in part by re-striping, it should not be tolled at all.	In favor of additional lanes, but with free HOV access. There should be some form of pre-purchase for frequent users. Prefer 3 free lanes and 1 tolled lane.	Comment noted. (R7)
57	Collins	Richard	2/26/2015	Comment Form	I would prefer any Mopac improvement project to be funded by traditional funding methods such as the gasoline tax or diverting more of the "Rainy Day" funds to build more roads. I am opposed to creating toll lanes to fund Mopac South because I believe it benefits only a few wealthy individuals at the expense of the public at large. Please consider alternative methods of funding other than toll lanes. Texas existed for 40 or more years without tolls, lets continue that tradition.	Opposed to toll lanes. In favor of improvements to be funded by some other source.	Comment noted. (R16)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
58	Compian	Sandy	2/26/2015	Comment Form	As principal of Austin High, my first priority is the safety of all of our students (2055), our faculty (250), and our community. We are being hit in all directions with all of the new and proposed roadways. Other options besides constructing roadways on Cesar Chavez must be investigated. As we currently sit, traffic is horrific especially between 8-10 AM, 12-2, and 3-6 p.m.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance. Traffic near the school is already bad.	Comment noted. (R1) (R1a)
59	Connealy	Heidi	3/9/2015	Web Mail	I am writing to express my disapproval over the idea of making South Mopac a toll road. Charging people to use the road will not solve traffic problems. It will create a financial burden on drivers. We need real traffic solutions in the form on increased public transportation.	Opposed to toll lanes.	Comment noted. (R7) (R16)
60	Cooper	Lanetta	3/8/2015	Virtual Open House	I am writing to express my concern about the MoPac expansion. The project is being looked at piecemeal instead of as a whole which sidesteps costs, environmental, neighborhood, and traffic concerns that arise when viewed with the loop completed. I also believe the focus on development should be on improving IH 35 and the corridor between IH 35 and SH 130. Please take more time to address these concerns as well as the public.	This project is being looked at as a separate piece from the whole plan to create a loop. Improvements should be focused on IH-35 and SH 130.	Comment noted. (R1b) (R3) (R14)
61	Coppinger	Mary	3/7/2015	Virtual Open House	I am bewildered that the proposal for adding an upper deck and additional toll lanes to MoPac will be decided on with so little time for education of the the public as to the pros and cons of the matter. I for one would like time to hear both sides of the argument and to be fully informed about all the consequences of cost, impact to the environment and savings in travel time before making a decision.	Extend the public comment period.	Comment noted. (R1) (R1d)
62	Costenbader	Deborah	3/7/2015	Virtual Open House	I don't think new lanes to MoPac South need to be built. I would like to see one existing lane each way marked as an HOV lane. This is an inexpensive alternative and would encourage ride-sharing and use of public transportation. That's the best way to benefit Austin's environment and traffic congestion-- we have to get more cars off the road.	Opposed to building new lanes. In favor of adding one HOV lane in each direction.	Comment noted. (R7)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
63	Craig	Peter	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
64	Crone	Ken	1/12/2015	Web Mail	<p>Two questions/concerns...Are there any plans to widen Mopac to three lanes from William Cannon to Slaughter? If so, when? If not, why not? Secondly, who is responsible for picking up the trash and mowing along Mopac? As far as I can tell the mowers come maybe 2-3 times a year whether we've had rain or not and the trash gets picked up about once a year.</p>	<p>In favor of widening Mopac South at William Cannon Drive.</p> <p>The roadway is not mowed or cleaned of litter often enough.</p>	<p>Comment noted.</p> <p>A third southbound general purpose lane between William Cannon Drive and Davis Lane has been incorporated into all operational configurations for the Express Lanes Alternative. In addition, as a separate project in Fall 2015, TxDOT restriped for an auxiliary lane on northbound MoPac from Davis Lane to William Cannon Drive.</p> <p>From William Cannon Drive, access to the MoPac northbound and southbound general purpose lanes will shift. Access to William Cannon Drive will remain the same from the MoPac southbound general purpose lanes. Access from the MoPac southbound general purpose lanes will shift north. Access to the northbound general purpose lanes will shift slightly north. Access to southbound general purpose lanes from the frontage road will shift south. The project would construct new ramps from the Express Lanes north of William Cannon Drive to the frontage roads in both the northbound and southbound directions. Improvements to the William Cannon intersection are to be determined.</p> <p>Detailed information on these options were presented to the public at the November 10, 2015 Open House and is available on www.MoPacSouth.com.</p> <p>TxDOT provides maintenance on MoPac. Your information has been passed on to TxDOT officials. (R64)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
65	Croom	Carolyn	3/7/2015	Web Mail	The proposal to double the number of toll lanes and add a double deck to Mopac is a major change in costs (an additional hundreds of millions) and potential impacts to the area and many questions have not been adequately addressed. Please extend the public comment period until April 2 to allow for more community exchange. I am particularly against a project such as this that would likely have an impact on water quality at Barton Springs, and I am concerned about the financial impacts to residents.	Opposed to the MoPac South improvements due water quality impacts and financial impacts to residents.	Comment noted. (R1) (R1b) (R1d) (R1e)
66	Curran	Judy	3/4/2015	Web Mail	I am a parent of an Austin High School student and resident of Southwest Austin who sits in traffic on Mopac for what seems like hours every day. While I know we are in desperate need of additional lanes, I am concerned about the increase in traffic that will result from the proposed Express lanes egressing at Cesar Chavez. There are about 2,000 students traveling to and from school everyday most with minimal driving experience. The prospect of drivers from the Express lanes merging with school traffic is disconcerting. The idea that drivers will exit the northbound Express lane and then cross over three lanes to turn right into the high school is a disaster waiting to happen. Additionally, I am vehemently opposed to additional toll roads. The privatization of our infrastructure for profit is offensive to me. Please consider alternatives to ensure the safety of Austin High School students and community and to make sure roads are available for all to travel, and not just for the rich.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance. Opposed to toll lanes.	Comment noted. (R1) (R1a) (R7)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
67	Czarnecki	Robyn	3/9/2015	Web Mail	I am an Austin High School parent and resident of [Southwest Austin]. I am very concerned about the increase in traffic that will result from express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
68	Damrau	Ronald T.	3/8/2015	Virtual Open House	Concerned about the increase of TRAFFIC NOISE where Mopac S crosses Convict Hill Rd. There are two new rows of homes (on Convict Hill Rd & Flaming Oak Cove) closer to Mopac S that were not there when it was first built. RECOMMENDATIONS: 1. Re-surface the road with new "quieter" paving. 2. Do sound checks at peak times and evening hours at 4700 Convict Hill Rd and 4909 Flaming Oak Cove. 3. Install "SOUND BARRIERS" to reduce the Western Oaks neighborhood traffic noise at this location (on the west side of Mopac S from Convict Hill Rd south for approx 1/2 mile). Once the highway straightens out heading south, cars & motorcycles increase speed which often sounds "like a race track"!	Concerned about noise impacts near Convict Hill Road. Please use measures to mitigate.	Comment noted. (R1c)
69	Danzeiser	Doug	3/8/2015	Virtual Open House	Occasionally, traffic exiting Mopac south onto Davis backs up onto mopac, causing a potentially dangerous situation by having nonmoving vehicles on the highway. This could become more dangerous if traffic on sbound mopac were improved. This could be alleviated by giving traffic exiting on to west bound Davis a turning only lane and reducing westbound Davis under mopac to one lane.	Exit ramp to Davis Lane needs to be improved.	Comment noted.

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
70	Davis	Joel	2/28/2015	Web Mail	Instead is charging taxpayers to build toll lanes that we then also have to pay to use, why not simply repaint the lanes? I spend countless hours sitting on mopac only to look over at huge shoulders most of the way that would easily create an additional 1.5 lanes. Then all you have to do is convert the 290 flyover exit lanes from must exit to full use (stay on mopac or exit) lanes. And consider ending the bottlenecks at the points where mopac goes down to two lanes. Seems a lot simpler cheaper and more fair to the taxpayer.	In favor of improvements via re-striping the lanes.	Comment noted. (R7)
71	Davis	Kelly	3/9/2015	Virtual Open House	Complete an EIS, not just an EA. Do not build "direct connector lanes" above Lady Bird Lake and Zilker Park. They will be noisy, dangerous, and put way too much traffic on already congested Cesar Chavez.	This project should require an EIS. Direct connector will have impacts on noise, safety and congestion.	Comment noted. (R1) (R1a) (R1d)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
72	Dean	Dana	3/9/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
73	Deaver	Gary	3/9/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
74	Denis	Jerome	3/9/2015	Virtual Open House	<p>Adding the flyover Ladybird Lake will be extremely detrimental to the value of this key asset of Austin. Too much emphasis is being put on roads, let's build public transportation (buses and rail) as an alternative to the destruction of the city quality of life.</p>	<p>The flyover will impact views.</p> <p>Focus on public transit improvements.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R7)</p> <p>(R21)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
75	Dierks	Diana	3/9/2015	Hand Delivered	<p>I live near Mopac on Enfield Rd and am concerned about any further expansion of Mopac in the area including Town Lake, Zilker, Barton Creek Greenbelt, etc. We need to invest in alternative modes of transportation (trains) rather than more of the same (roads) as more lanes only help temporarily. Please apply a holistic plan that provides alternatives to diversify and distribute the congestion and does so in a way that honors residents desire for reduced noise pollution and protects the natural environment that Austinites so love and need.</p> <p>I believe TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>In favor of investing public transportation and reducing noise pollution and impacts to the natural environment.</p> <p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
76	Dobbs	Dave	3/9/2015	Virtual Open House	<p>MoPac South Peak oil, chronic drought and climate change are political and economic imperatives that we can no longer ignore, so the projected growth rate for MoPac South is highly questionable regardless of past growth. Not only is drought likely to constrain growth, likewise the price of driving is likely to result in a lot less driving. The "Purpose, Goals Needs and Objectives are basically circular justifications based upon questionable arguments. We should be asking if adding capacity to fringe roadways helps us meet the future or should we instead be building high capacity transit systems, rail and bus, and funding frequent service so that the city and its suburbs grow denser around transit rather than perpetuating the unsustainable sprawl. Adding capacity to Mopac is begging the question of SH45 south, and that, in turn, raises what we want to encourage by way of our urban/suburban future. Federal transportation policy, the Texas Constitution, TxDot and county transportation departments have a built-in bias for roads that's killing us economically and environmentally. Instead we need to find the political leadership to build urban rail in the right place in the congested core and expand it from there with the goal of putting more people into the city around rail stops with denser mixed use development offering a range of housing for Austinites of every economic level. For Austin's suburbs, we need to take advantage of the opportunity IH35's congestion has created by building not only Lone Star Rail, but commuter rail in the former MKT ROW rather than an elevated freeway through Pflugerville's downtown that TxDot's been planning behind closed doors. We need to direct growth into the existing Georgetown to San Antonio corridor, serve it with appropriate transit modes and quit trying to build in all directions at once. Neither business nor government can afford to operate in that manner. There has to be a plan that matches public goods to private needs in a rational affordable</p>	<p>In favor of concentrating people in the city and focusing on improving public transit. Reduce urban/suburban sprawl.</p>	<p>Comment noted. (R7) (R21) The Lone Star Rail District is currently conducting an environmental study to build a by-pass around Austin for freight trains so that the rail line along MoPac could be used more effectively for passenger rail. You can find out more about that effort here: http://lonestarrail.com/index.php/freight-rail-relocation/. (R76)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
					manner that serves the greater public good and the MoPac South plan doesn't meet that criteria. Dave Dobbs Texas Association for Public Transportation www.lightrailnow.org		
77	Doughty	Nick	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
78	Dula	Barae	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
79	Edgar Greenhill	Sharon	3/9/2015	Virtual Open House	<p>Suddenly, on February 26, we are presented with last minute, additional modifications to MoPac's extension plans for FLYOVERS, while limiting citizen input to less than 2 weeks? And now just hearing about it???? Is this fair or even legal? In an era facing unprecedented environmental catastrophes, is it wise to increase heat gain, dependency on the car and more water quality issues? Not to mention the additional 100s of million dollars from unknown, undisclosed sources (taxpayers???) for such flyovers? Are we not killing the goose that laid the golden egg by erecting flyovers in the heart of Austin next to Zilker Park? Ouch! I live at 612 Deep Eddy Av, at the junction of MoPac and Lake Austin Blvd; my husband has occupied our 100 year-old historic home since 1974; for myself,</p>	<p>Opposed to flyovers.</p> <p>Extend the comment period.</p> <p>Concerned about environmental impacts.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1b)</p> <p>(R1c)</p> <p>(R1d)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
					<p>since 1996. To be asked to endure such flyovers in our neighborhood goes against every thing we approved and envisioned. At the heart of the issue is increased environmental, noise and air quality degradation, (there is yet to be released environmental impact statements on your website) and throws even more heat gain into this neighborhood from cars, and increased concentration of concrete. The historic Johnson Creek has been irreversibly damage from the 1st MoPac construction/runoff -- it no longer flows; with the flyovers, Lake Austin will face even greater issues of run off and decline. Take a walk through the soccer fields of Zilker Park and listen to the traffic noise, which I do almost every day; isn't it reasonable to assume that the high noise level that exists now from MoPac will be magnified exponentially with flyovers? Which are almost impossible to soundproof because of the elevations? And, yes, when will the environmental studies for MoPac extension be released to the public???? We have been good care providers of a piece of Austin history; yet at every turn, in the last 15 years, we have been inundated with local, county and state governmental policies and decisions that make it less and less desirable and possible for us to keep this property. In a neighborhood that exemplifies what Austin was once all about. I ask that you please extend the cut-off date past today, March 9, and allow more time for public input for this LAST MINUTE PLAN FOR FLYOVERS, and better yet, take this last minute, sad, sad plan for inner-city flyovers totally off the books. Sharon Edgar Greenhill 612 Deep Eddy Av Austin 78703</p>		

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
80	Edgar Greenhill	Sharon	3/9/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. <p>Comments on Flyover Proposal March 9, 2015 Suddenly, on February 26, we are presented with last minute, additional modifications to Mopac's extension plans for FLYOVERS, while limiting citizen input to less than 2 weeks? And now just hearing about it???? Is this fair or even legal? In an era facing unprecedented environmental catastrophes, is it wise to increase heat gain, dependency on the car and more water quality issues? Not to mention the additional 100s of million dollars from unknown, undisclosed sources (taxpayers???) for such flyovers? Are we not killing the goose that laid the golden egg by erecting flyovers in the heart of Austin next to Zilker Park? Ouch!</p>	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p> <p>Extend the comment period.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1d)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
					<p>I live at 612 Deep Eddy Av, at the junction of MoPac and Lake Austin Blvd; my husband has occupied our 100 year-old historic home since 1974; for myself, since 1996. To be asked to endure such flyovers in our neighborhood goes against everything we approved and envisioned. At the heart of the issue is increased environmental, noise and air quality degradation, (there is yet to be released environmental impact statements on your website) and throws even more heat gain into this neighborhood from cars, and increased concentration of concrete. The historic Johnson Creek has been irreversibly damage from the 1st MoPac construction/runoff -- it no longer flows; with the flyovers, Lake Austin will face even greater issues of run off and decline. Take a walk through the soccer fields of Zilker Park and listen to the traffic noise, which I do almost every day; isn't it reasonable to assume that the high noise level that exists now from MoPac will be magnified exponentially with flyovers? Which are almost impossible to soundproof because of the elevations? And, yes, when will the environmental studies for MoPac extension be released to the public????</p> <p>We have been good care providers of a piece of Austin history; yet at every turn, in the last 15 years, we have been inundated with local, county and state governmental policies and decisions that make it less and less desirable and possible for us to keep this property. In a neighborhood that exemplifies what Austin was once all about. I ask that you please extend the cut-off date past today, March 9, and allow more time for public input for this LAST MINUTE PLAN FOR FLYOVERS, and better yet, take this last minute, sad, sad plan for inner-city flyovers totally off the books.</p>		

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
81	Edwards	George	3/8/2015	Virtual Open House	I am just learning about this new proposal, and there are many unanswered questions about this project. The period for public comment needs to be extended. This is too big, important, and expensive not to allow adequate public comment, and if the period of comment is closed tomorrow, March 9, the decision will be made without adequate public comment.	Extend the public comment period.	Comment noted. (R1d)
82	Ehrlich	Amy	3/5/2015	Web Mail	I am a parent of four Austin High School graduates and resident of West Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic has me extremely concerned. To imagine novice drivers having to exit the northbound Express lane and then safely navigate three lanes in order to turn right to get to school daily is frightening. I feel that the safety of our children should be of the highest consideration in designing our roads. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
83	Elenz	Amber	3/4/2015	Mailing List Sign-up Form	Downtown exit strategy off of Express lanes. Please build exit lanes past Austin High entrances	Build exit lanes past Austin High School entrances.	Comment noted. (R1) (R1a)
84	Ely	Adele	2/26/2015	Comment Form	1.) We really need to address the So. bound off-ramp to Bee Cave Rd. <u>Please</u> consider a new ramp so we don't have to cross multiple lanes in such a close space. 2.) I think the regional authority needs to reconsider connecting 45 to So. MOPAC. Dumping more traffic directly onto S. MOPAC will only negate the good being done by adding these lanes presented here. Thank you for doing this very informative presentation.	Improve the off-ramp to Bee Cave Road from southbound MoPac. The SH 45 connection will only bring more traffic onto MoPac.	Comment noted. (R3) The Mobility Authority and TxDOT are aware of similar concerns that have been brought by the City of Rollingwood. Possible solutions to the congestion at Bee Cave Road and MoPac are being developed and discussed with local stakeholders. Three design changes were incorporated into all operational configurations based on requests from the City of Rollingwood: <ul style="list-style-type: none"> • Added a Texas Turnaround at Barton Skyway • Reconfigured RM 2244 southbound exit ramp • Added more Bike/Pedestrian facilities north of RM 2244 Detailed information on these changes were presented to the public at the November 10, 2015 Open House and is available on www.MoPacSouth.com . (R84)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
85	Ersig	Jeff	3/8/2015	Virtual Open House	I realize we need solutions for traffic congestion, but the proposed double decker lane is a complete eye-sore. I'd rather sit in traffic than have to look at that from any vantage point. As a individual who spends considerable time at Zilker and around that general area, I don't want to see something so ugly in an area that is so beautiful. I think we can come up with better solutions.	Opposed to double decking.	Comment noted. (R1) (R1d) (R1e)
86	Evans	Dale	2/26/2015	Comment Form	1. The turn lane on Mopac South Access Rd to Wm. Cannon west bound is shared with traffic going straight (south) through the light. During peak times you are not able to turn right (west) on Wm. Cannon until the light is green. This really backs up traffic often even onto Mopac. If a dedicated turn lane was created it would really fix this problem. 2. Please take the access road by COSTCO through to Convict Hill. This would greatly improve the flow of traffic on Wm. Cannon and surrounding area.	Add a designated right-turn lane onto westbound William Cannon Drive from southbound MoPac. Access road by Costco should continue through Convict Hill.	Comment noted. (R29)
87	Fife	Scott	3/9/2015	Virtual Open House	I can bluntly say that I am against adding ANY more toll roads and/or lanes to the roads of Austin. HOV lanes would accomplish the same goal of relieving congestion without passing further ongoing costs on to citizens while privatizing use of public roads. I would also like to highlight the disaster that is the TXTAG customer service and billing process. There is no way that I would encourage further business with toll road companies.	Opposed to toll lanes or added lanes. In favor of HOV lanes.	Comment noted. (R7) (R7a) (R21) HOV lanes are not recommended because they: <ul style="list-style-type: none"> • exclude Single Occupancy vehicle trips (over 70% of peak period commuters) from the opportunity for reliable travel times; • result in longer delays for vehicles using general purpose lanes as compared to the Express Lanes Alternative; • lead to underutilized capacity, even during peak periods; • cannot deliver relief in a timely manner (without major change to regional funding); and, • are inconsistent with transportation planning trends. The Texas A&M Transportation Institute reported that as of Spring 2013, Departments of Transportation in Texas and across the country have converted or plan to convert 24 HOV lanes to either Express Lanes or High Occupancy Toll lanes. See response R7 for more information about the alternatives considered. (R87)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
88	Fisk	Marie	3/6/2015	Web Mail	<p>Do not build more toll roads. How are you going to build over the greenbelt? You cannot just add onto (widen) the existing bridge - the capacity of the existing foundations is unknown. They had major problems with installation if the foundations of the existing bridges that span Barton creek. That is why the bike bridge couldn't be hung from the existing lanes. No more toll roads.</p> <p>• I am employed by TxDOT</p>	<p>Opposed to toll lanes.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R7)</p> <p>(R16)</p> <p>(R21)</p>
89	Flood	Steven	2/26/2015	Hand Delivered	<p>Please withdraw the draft Environmental Impact Statement on the proposed SH 45 SW toll road in favor of an honest and comprehensive analysis of the real project: the conversion of Mopac from a local commuter highway to an alternative Interstate 35 West.</p> <p>TxDOT and the CTRMA are currently pursuing this conversion of Mopac to I-35 West in piecemeal fashion, with the 4 mile segment of SH 45 SW over the Barton Springs Edwards Aquifer recharge zone as just one of four pieces. The other pieces include: (1) building freeway (or tolled) mainlanes and bridges at the Mopac/Slaughter and Mopac/LaCrosse intersections; (b) expanding South Mopac from Slaughter all the way north, across Lady Bird Lake to Cesar Chavez with up to four toll lanes (2 in each direction); and (c) building SH 45 SW Phase II from FM 1626 to I-35 and SH 45 SE.</p> <p>Mopac traffic is already maxed out, especially at the bottleneck that exists at the Lady Bird Lake bridge. Moving forward with SH 45 SW Phase I before figuring out what, if anything, can be done to this bottleneck only assures much worse traffic on Mopac and more pollution of the Barton Springs Edwards Aquifer.</p> <p>The traffic, financial, environmental and social impacts of building SH 45 SW and expanding Mopac from Cesar Chavez to the southern terminus must be studied before taking the first step. The Austin community deserves, and sound planning requires, that we analyze the whole</p>	<p>This project is part of the conversion of MoPac from a local commuter highway to an alternative IH-35 West.</p> <p>SH 45 Project will increase traffic on MoPac and it needs to be properly analyzed for impacts before being carried through.</p> <p>Look for an alternative that won't impact the Edwards Aquifer.</p>	<p>Comment noted.</p> <p>(R1b)</p> <p>(R1d)</p> <p>(R3)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
					<p>picture - including viable alternatives that keep Mopac a local commuter highway while improving commuter and interregional traffic flow along the I-35 corridor.</p> <p>Please promptly undertake an honest evaluation of alternatives that do not divert I-35 commuters to already overwhelmed Mopac or further pave and pollute the Barton Springs Edwards Aquifer.</p>		
90	Foote	Joanne	3/5/2015	Web Mail	<p>I am an Austin High School parent and resident of South Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. The roads surrounding the school are already quite chaotic and inadequate during school drop-off and pick-up times, which coincide when access getting of/off Mopac are the most congested.</p> <p>We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is extremely concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome.</p> <p>Please consider alternatives to ensure the safety of Austin High School students and community, including ideas to improve the flow around the school and improve safety for the students who are traveling on foot, bike or skateboards to area Cap Metro Bus stops. There are inadequate areas for parents to park during school pick up in the afternoon and that should be addressed before any more cars are put on the road in this area. I urge you also to remember how many young, and inexperience drivers are coming to the school each day and will be navigating the area.</p>	<p>Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
91	Fowler	Anonymous	2/26/2015	Comment Form	Between Wm. Cannon & Davis Lane, please consider <u>immediately</u> restriping the existing roadway in both directions to add one new lane in each direction between the on-/exit-ramps at Wm. Cannon & Davis. Very, very little new concrete or asphalt would need to be added between these two roads to make this suggestion happen - just new striping. Northbound, the Davis Lane on-ramp would become a dedicated lane that terminates at the Wm. Cannon off-ramp. Similarly, the southbound on-ramp at Wm. Cannon would become a dedicated lane that terminates at the Davis Lane off-ramp. Meanwhile, two other lanes in each direction would accommodate the pass-through traffic. Regarding all of the proposed changes to South Mopac, I whole-heartedly agree with them as presented. Let's get started! Great design work!	In favor of re-striping between William Cannon Drive and Davis Lane. In favor of proposed MoPac South improvements.	Comment noted. (R64)
92	Fowler	Robert	1/21/2015	Web Mail	Where is the Feb 26 open house? Not in the announcement.	Need location of February 26 Open House.	Comment noted. Location of the February 26, 2015 Open House was published as a graphic in the e-newsletter. (R92)
93	Foxworth	John	3/6/2015	Web Mail	After viewing the various plans, why are there no plans for potential future rail? Could the express lanes be built in such a way that they could support future rail lines? Bike trails are nice, but what happens when it's 104 F degrees and the price of gas is \$5+ a gallon? Let's think further into the future than what will solve today's problems!	Is there a potential for future rail lines?	Comment noted. (R76)
94	Franus	Richard	3/4/2015	Mailing List Sign-up Form	Possible future Barton Skyway bridge?	Will there be a Barton Skyway bridge?	Comment noted. Barton Skyway lanes currently cross over MoPac. It is possible that this bridge may need to be reconstructed to accommodate the Express Lanes on MoPac. The Mobility Authority and TxDOT also incorporated a U-turn from southbound MoPac to northbound MoPac at Barton Skyway into the design for the Express Lanes Alternative. (R94)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
95	Galbreath	Alan	1/8/2015	Web Mail	Has anyone proposed a 3-tier idea? The added Mopac lanes would be depressed underpasses. Slaughter would be at grade. One of the left turn lanes would be depressed under the opposite lane (Ex. Westbound Slaughter to Southbound Mopac would go under Eastbound Slaughter). Then the opposite left turn lane (Eastbound Slaughter to Northbound Mopac in this example) would be a short flyover. You can still add your turnarounds (Eastbound to Westbound Mopac and vice-versa) easily. This would probably cost more, but would have zero stoplights. I sketched it quickly in MS Paint to give more of an idea, but can't attach it here.	Consider a 3-tier design idea.	<p>Comment noted.</p> <p>The proposed improvements for MoPac at Slaughter Lane and La Crosse Avenue address operational and safety needs. The proposed underpasses, as they are currently designed:</p> <ul style="list-style-type: none"> • improve 2035 traffic operations at Slaughter Lane better than other solutions evaluated; • do not require additional right-of-way or changes in access for Slaughter Lane businesses compared to other innovative, at-grade solutions; • provide safe pedestrian and bicycle facilities; • cost less than overpasses; • are preferable to an overpass option based on public input to date; • would require substantially fewer drilled shafts, which would extend over a smaller overall area, compared to overpasses; • are subject to minimizing the depth of excavation during final design; and, • will comply with Edwards Aquifer Protection Program requirements. <p>More information about the MoPac Intersections Environmental Study is available at www.MoPacSouth.com/intersections (R95)</p>
96	Galloway	Alison	3/6/2015	Web Mail	It appears there is not an exit for 290/71 from any proposed toll lanes. Why not? Huge numbers of people get off and on Loop 1 from both these roads. Failure to address that will add huge amounts of cars to the already failing William Cannon exit.	Why isn't there an exit for 290/71 from the express lanes?	<p>Comment noted.</p> <p>(R29)</p>
97	Garrett	Helen	2/26/2015	Web Mail	Has there been any consideration of opening up the Turnaround [travelling south, the exit immediately after the William Cannon exit] to allow traffic to enter and exit Mopac at Convict Hill Rd / Brush Country Rd? I have lived on Beckett Rd for 25 years and my block is between William Cannon and Convict Hill Rd. It's the only block on Beckett where the houses face forward to the street. It's like a freeway now with cars getting to and from Mopac via Wm Cannon. Now that cars can travel west on Convict Hill Rd to Hwy 290 in Oak Hill, that has provided a little relief. Oh how I wish opening up that Turnaround was a possibility even if it were opening just the entrance or exit from Mopac.	In favor of opening the turn-around south of William Cannon Drive to enter and exit MoPac South.	<p>Comment noted.</p> <p>(R29)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
98	Geraci	Chad	3/5/2015	Hand Delivered	<p>Please don't allow them to follow through with this plan! This is an outrage. As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
99	Gilliland	Robert	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
100	Gilliland	Marla	3/8/2015	Web Mail	I am an Austin High School parent and resident of Southwest Austin in the Oak Hill area. My neighborhood is zoned for Austin High school. For six years I have had my children on the road (Mopac) between here and AHS for early practice with the band and drill teams, and constantly commuting to be an active part of the central community of Austin High. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is not only concerning, but unthinkable. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
101	Gindin	Jane	3/7/2015	Virtual Open House	Toll lanes benefit those who have money. Period. An HOV lane benefits those who have the good sense to carpool or take public transportation. What is our goal? Reduce cars on the road -- HOV. Reward rich people -- Toll. Think beyond a single (or even two) lane on a road that is already ridiculously overcrowded. It is a bandaid on a compound fracture. LIGHT RAIL. SUBWAY. PUBLIC TRANSPORTATION. Think more than 2 years into the future.	Opposed to toll lanes. In favor of public transit.	Comment noted. (R7) (R21) (R87)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
102	Gonzalez	Raul	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
103	Goodwin	Vikki	2/26/2015	Comment Form	<p>We need the extra lanes on South Mopac sooner rather than later. There is too much traffic now and more people moving here everyday.</p>	<p>In favor of proposed MoPac South improvements.</p>	<p>Comment noted.</p>
104	Gordon	William S.	3/9/2015	Virtual Open House	<p>Dear Sirs: I am opposed to the proposal to double-deck MoPac across Lady Bird Lake and install toll lanes to the south. William S. Gordon</p>	<p>Opposed to double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R21)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
105	Greenberg	Jennifer	3/9/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and CTRMA are planning to build a continuous tolled loop through multiple separate projects. They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
106	Hames	Beth	3/9/2015	Virtual Open House	<p>Please do not make Mopac a variable toll road and please do not create a double decker bridge over town lake. This would horribly obscure the view of our city's lake and Zilker Park.</p>	<p>Opposed to toll lanes and double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R21)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
107	Hamilton	Matt	2/27/2015	Virtual Open House	I disapprove of the plans to build an elevated expressway higher in elevation than the current MoPac bridge that crosses the Colorado river. This will dramatically change the view from both Zilker park and the Zilker park clubhouse. Both of these are properties which should be preserved for our future generations to enjoy the same that we do today. Do we really want something that looks like IH-35 right next to Zilker park? I don't and neither do my neighbors. Please consider what your planning on doing carefully. Tarnishing an Austin treasure just to make a dollar isn't justifiable. Also this submission form is confusing. You ask for an address but what the field really wants is an email address. Way to go, I'm sure some people will not figure that out and get frustrated and not submit an official comment.	Opposed to elevated lanes. Submission form is confusing.	Comment noted. (R1) A Context Sensitive Solutions (CSS) process for the project was initiated at the Open House held on February 26, 2015. CSS is a collaborative approach to develop transportation facilities that fit within their surroundings. The goal of CSS is to preserve and enhance scenic, aesthetic, historic, community and environmental resources, while improving or maintaining safety, mobility and infrastructure conditions. The community will be asked to help guide major project design components to unify the look and feel of the corridor. These components include the proposed connections to downtown, sound walls, bridges, retaining walls, lighting, bicycle and pedestrian facilities as well as landscape treatments, hardscape and possible signature design elements. (R107)
108	Hammond	Karen	3/4/2015	Mailing List Sign-up Form	Exit off MoPac at Bee Cave Road	Improve the Bee Cave Road exit.	Comment noted. (R84)
109	Harris	Amy	3/4/2015	Web Mail	I am an Austin High School parent and resident of Southwest Austin I am extremely concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, very inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is extremely alarming. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is a very scary idea. Please consider alternatives to ensure the safety of Austin High School students and community. IT'S ESSENTIAL WE PROTECT OUR CHILDREN AT ALL COSTS. IT SEEMS THAT YOU HAVE NOT KEPT AUSTIN HIGH AS AN IMPORTANT STAKE HOLDER IN THIS DESIGN PROCESS. LIVES ARE AT STAKE HERE. PLEASE RECONSIDER.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
110	Hartigan	John	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
111	Haywood	Carol	3/9/2015	Virtual Open House	<p>I agree that Mopac South needs some improvement to increase capacity, but 2 lanes in each direction is too much. Most important to me is NOT having a flyover over Lady Bird Lake. Anything more visible and elevated than what is there now is unacceptable. Protecting the environment (including aesthetics and beauty) is most important. Moving more cars is nice but moving transit and people is best.</p>	<p>Two lanes in each direction are too much. Opposed to flyover at Lady Bird Lake.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1b)</p> <p>The study team has looked at both two-lane (one lane in each direction) and four-lane (two lanes in each direction) Express Lane options. There is sufficient right-of-way to add two Express Lanes in each direction along MoPac. While adding one Express Lane would significantly improve mobility, adding two Express Lanes would better meet the Purpose and Need of the project of providing reliable travel times for vehicles, transit and emergency responders.</p> <ul style="list-style-type: none"> • More than double the number of vehicles would be able to move through the Express Lanes if two lanes in each direction are provided instead of one. (FHWA 2003) • Building two Express Lanes would increase the cost of the project by less than 10%. Costs would be significantly higher to construct a second Express Lane in the future. • A second Express Lane would require an additional 24 feet of pavement. This would not significantly change the environmental impacts of the project. • The corridor would be disturbed again if a second Express Lane is constructed in the future, impacting the environment, traffic flow and neighboring homes and businesses. • With two Express Lanes, toll rates would be lower because more vehicles would be able to use them. <p>Facilities with two Express Lanes in each direction allow for more efficient and safer incident management. (R111)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
112	Heitman	Perry	3/4/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Study the impact of expanding Mopac/SH 45 SW as a loop project; which is a likely outcome; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Implement Rail and expanded mass transit options; and 5. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
113	Hessel	Nathan	3/9/2015	Virtual Open House	<p>I just barely learned about this update to the plans and I live right next to MoPac. Why is the comment period so short? Anyways I dislike the proposed "improvements" to MoPac. The views from Zilker park will be negatively impacted and that is simply unacceptable for a public project. These roads are being paid for with tax dollars and I don't want my tax dollars contributing to degrading one of Austin's best public parks.</p>	<p>Opposed to the elevated lanes.</p> <p>Extend the public comment period.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1d)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
114	Hile	Susan	3/9/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. <p>Please do not add the proposed expansion to Mopac. Our communities have already been changed due to the addition of two lanes. The noise will be unbearable and so will the landscape of our loved communities. We do not want to become Dallas or Houston.</p>	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1c)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
115	Hinshaw	James	3/3/2015	Virtual Open House	I am happy to see some of the dangerous traffic weaving issues addressed at William Cannon. The SB frontage road there could use a right turn lane as well. Traffic turning right often backs up beyond the exit ramp. Even when it does not, you have to get over to the right lane quickly which increases risk of collision. I see the same problems around Bee Caves Rd. and Barton Skyway. The issues there include vehicles exiting MoPac and then immediately entering again so they can bypass a few vehicles in the MoPac main lanes that are backed up.	Southbound frontage road at William Cannon Drive, Bee Cave Road and Barton Skyway needs a right turn lane.	Comment noted. (R84)
116	Hixon	David	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
117	Holden	Gaye	3/9/2015	Web Mail	I do not like the plan to feed express traffic onto Cesar Chavez right where Austin High sits. There are only two ways to the school and two ways out, and both are totally impacted by Mopac's existence. Not only will the school likely have to deal with traffic generated by the round-a-bout proposed to help northbound traffic enter the northern section of the tollroad, but now fast express lanes will enter Cesar Chavez right where the school is located. The exit off of Cesar Chavez (headed east) to get to the school is already problematic in that drivers nearly have to come to a complete crawl to make the nearly 180 degree turn to get to the school, but now intersection will be worse with speeding cars zooming past/tailgating/switching lanes to get ahead by 10 feet. I have two teenage drivers who attend AHS-- and I have trouble with these types of complicated and fast intersections--so they certainly do and will. Maybe money coming from the state's Rainy Day fund can be used to buy the school? Soon, it will be encircled by high speed driving lanes, ensuring that those folks who live in the suburbs can get in and out of downtown more quickly and easily.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
118	Hollenbeck	Richard	3/3/2015	Virtual Open House	I support bicycle accommodations throughout the entire corridor. Such as a shared use path separated from the frontage road.	In favor of separate shared use path.	Comment noted. The MoPac South study team is evaluating several possible enhancements to bicycle and pedestrian facilities in the project corridor, including construction of a shared use path, improved sidewalks and cross street connections. All configurations under consideration include a continuous facility for non-motorized users (bicycles and pedestrians) from Lady Bird Lake to Slaughter Lane. The study team is coordinating with bicycle and pedestrian stakeholders including Bike Austin, Bike Texas, the city of Austin Bicycle Advisory Council and others. Specific details of proposed bicycle and pedestrian improvements and their feasibility will be determined during the preliminary design phase. <ul style="list-style-type: none"> • The SUP adjacent to the Botanical Gardens would need to be reconstructed. Some configurations are cantilevering the roadway and placing the SUP below it and tunneling a portion of the SUP. • At the request from the City of Rollingwood, a SUP crossing is included on the northbound frontage road near Rollingwood Drive. This will allow for a designated crossing for those bicyclist and pedestrians accessing the SUP adjacent to the Botanical Gardens and MoPac. • A SUP is included along the northbound frontage road and would be 10 feet wide and at times connect to an existing 8 foot wide SUP with a retaining wall. An existing 8 foot wide SUP is located at five locations between Barton Springs Rd and Tuscan Terrace. The 8 foot sections range in length from 100 to 400 feet and have a retaining wall with a pedestrian rail that protect bicycles and pedestrians from any steep drop offs in the terrain.

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
							<ul style="list-style-type: none"> At Tuscan Terrace, a connection would be provided to the SUP that is currently being constructed at Loop 360 and Barton Creek. The SUP would continue beginning at the Gaines Ranch Loop turnaround along the northbound frontage road. From US 290 to William Cannon, an 8-10 foot SUP would be provided with the SUP being 8 feet in locations where the ROW is a constraint. A new pedestrian bridge is being proposed over the Williamson Creek Greenbelt. From William Cannon, a 10 foot SUP would be provided that will run along the northbound frontage road to Latta Drive where the SUP would connect to the Violet Crown Trail. The SUP would pick back up on the southbound mainlanes north of Davis Lane and continue to Slaughter Lane. A 6 foot sidewalk is included for pedestrians along the southbound frontage road from Barton Springs Road to Loop 360. (R118)
119	Holt	Bill	3/6/2015	Virtual Open House	This is a ridiculous proposal politically, environmentally, fiscally and in terms of transportation planning.	Opposed to the MoPac South improvements.	Comment noted.
120	Howe	Lain	2/5/2015	Web Mail	I had written in about this before, but a simple solution for South MoPac, which would alleviate a lot of the back-up, is to extend the MoPac on-ramp from 2222/Bee Cave so that it joins the exit ramp to 360/Barton Creek Mall. From traveling that direction each day, the bottleneck always begins at that on-ramp right under Barton Skyway overpass. From there it backs up across the river and to the 1st/5th Street split. Since the SB area right before Barton Skyway overpass is at the bottom of a hill, an on-ramp extending up the hill and joining the 360/Barton Creek Mall exit ramp would allow traffic entering the freeway at the on-ramp to do so at speed, which would allow flow-through SB MoPac traffic to keep moving. With an extended on-ramp, vehicles from 2222/Bee Cave could much more easily merge onto SB MoPac as they would have plenty of time/distance to do so.	In favor of extending the lane for cars merging from the on-ramp from Bee Cave Road to the exit ramp for 360/Barton Creek Mall.	Comment noted. (R84)
121	Hughes	Joan	3/8/2015	Virtual Open House	First of all, the comment period is way TOO SHORT! Please extend it. Citizens haven't even heard about this!!! Second, double-decking MOPAC will raise the noise level above city-level code levels for events (80db) ALL THE TIME to the surrounding neighborhoods. This is not acceptable. Third, double-decking MOPAC will raise exhaust which will detrimentally impact the health of all people but especially those compromised from asthma/heart conditions/other. Thank you for reconsidering. This is not a doable solution.	Extend the public comment period. Opposed to double decking.	Comment noted. (R1) (R1b) (R1d) (R1e)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
122	Jack	Jeff	3/8/2015	Virtual Open House	In the 1960's IH35 was built to move traffic through Austin. The route chosen effectively cut east Austin off from the rest of the city. Over 60 years later we are still dealing with the consequence of putting a major highway through our city in the wrong place. Now we are planning how to "re-connect" the east side with downtown at millions of dollars of cost to the tax payers. But on the other side of downtown we are now considering turning MoPac into another major highway once again partitioning our community to accommodate even more through traffic. It was a bad idea to build IH35 where it is and it is a worse idea to turn MoPac into another major highway dividing our city even further. Please do not make that mistake again.	Opposed to making MoPac South a major highway for through traffic.	Comment noted.
123	James	Robert	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
124	Johnson	Jordan	3/9/2015	Web Mail	No more toll roads! Toll roads are only good for lining the pockets of contractors. We don't need anymore express lanes for the rich. Consider sustainable transportation solutions for Austin instead of terrible toll road ideas!	Opposed to toll lanes.	Comment noted. (R7) (R21)
125	Jones	Katherine	3/9/2015	Web Mail	We are OPPOSED to double decker layering of Mopac Expressway!	Opposed to double decking.	Comment noted. (R1) (R1e)
126	Jones	Patton	3/9/2015	Virtual Open House	Our home backs up to Mopac between Windsor and Westover. I am very concerned that double decking Mopac will destroy our neighborhood character and hurt property values. Let's look for other options. I oppose at this time.	Opposed to double decking.	Comment noted. (R1) (R1e)
127	Jones	Walter	3/5/2015	Virtual Open House	Build whatever you decide, but BUILD!!! The population ALREADY EXISTS in the catchment area, and nothing is being done to constrain it. Minimize tolls. Stop building (Medical school, UT, Federal courthouses etc.) downtown and move to Eastern suburbs. Then you a reason to build rapid transit to airport and above as destinations which will be utilized	Improvements need to occur as soon as possible.	Comment noted.
128	Kalbacher	Elizabeth	3/4/2015	Web Mail	I am an Austin High School parent and resident of South-West Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
129	Kallerman, Austin Sierra Club	Dick	3/6/2015	Virtual Open House	The environmental evaluation of MoPac South should be as an Environmental Impact Statement, not an Environmental Assessment. Further, the EIS should include all projects between Cesar Chavez and I-35. NEPA does not allow segmentation of a project to avoid a thorough environmental evaluation.	This project should be evaluated as an EIS of the entire project, not just the MoPac South segment.	Comment noted. (R1b) (R3)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
130	Kass	James	3/9/2015	Virtual Open House	<p>I just heard about this proposal late Sunday night. So my comments are basic as I don't know enough about the specifics to comment. First I believe we should be building roads that are not tolled, really roads are a public service of government. Toll roads cost more to build and in the end the public will always pay the bill. Make it a smaller bill. The real solution is to increase the gas tax enough to provide funds to build the roads as was intended long ago, before the crazy Republicans and their oaths not to raise taxes got control with their twisted ideas. We should at least have a local gas tax. But the legislature blocks everything but toll roads build by their friends and tolled by their friends. Second if we must build toll roads, the tolls MUST be kept locally. I am fed up with no roads here, while the farmers get four lane highways where they only need two lanes. In a large part, road construction in Texas is a mess due to campaign financing by the toll infrastructure business and the construction industry. And now it is payback time. I also have a very low opinion of TXDOT and their ability to build roads cost effectively, correctly and intelligently. Look at the two lanes they are building on MoPac north. The construction is "planned" to take 18 to 24 months. Such a project should take 6 to 9 months once construction starts. The roads are dangerous while under nearby construction. And TXDOT just loves elevated roadways, or maybe it is their contractors who love the extra cost of elevated roadways. I believe we have several serious transportation problem here in Austin, but I am not sure how to solve them. The fact that they are rushing this new proposal through makes it smell bad. But on the other hand I know that there will be some group to oppose every proposal.</p>	<p>Opposed to toll lanes. Use gas taxes. If tolls must be used, keep the money local.</p> <p>TxDOT is inefficient. Extend the public comment period.</p>	<p>Comment noted.</p> <p>(R1d)</p> <p>(R16)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
131	Kehoe	Nanci	3/9/2015	Web Mail	<p>As a long time resident of West Austin, and a parent of several children in the AISD, I am concerned about proposed egress of northbound Express Lanes onto Cesar Chavez. The proposal, as I see it, would require drivers exiting the Express lane flyover to quickly travel across several lanes of traffic to make the right hand turn onto AHS property. This sounds like a disaster, considering that many of the drivers that will be attempting this task will be young and inexperienced. One solution may be to have the Express lane egress merge with eastbound traffic AFTER the point where drivers can turn right to AHS. This would require all vehicles heading to AHS to do so in the presently existing lanes of Mopac/Cesar Chavez and NOT via Express lanes. While this is just one possible scenario, I implore the CTRMA to find a solution that will not put our children at risk to serious harm or death resulting from auto accidents. In addition, I also encourage you to extend the public hearing timeline on this very important issue...11 days is just not enough!</p>	<p>Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.</p> <p>Extend the public comment period.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
132	Keller	Sandra	3/9/2015	Web Mail	<p>I am deeply troubled by the newly released plans for MoPac South. Four tolled lanes over Lady Bird Lake - including two that are elevated 25 feet above the existing roadway - will negatively impact Zilker Park, Lady Bird Lake, Butler Hike and Bike Trail, Austin High School and the surrounding neighborhoods on both sides of the lake. Noise pollution, visual obstruction, and water contamination are the most serious issues raised but are far from the only problems associated with this plan. No clearly delineated connections of the elevated sections to Ceasar Chavez or 5th Street are currently available to the public. For these reasons, i oppose the current proposal for MoPac South.</p> <p>Additionally, I strongly urge that the comment period be extended to at least the beginning of April. The expanded plans for reworking Loop 1 were unveiled less than two weeks ago. Eleven days is insufficient time to inform the community and consider the impact of such material changes. Without additional input the erosion of public trust that already clouds CTRMA and CAMPO will only increase. Sandra L. Keller</p>	<p>Opposed to the MoPac South improvements particularly from the potential impacts of the two elevated lanes.</p>	<p>Comment noted. (R1) (R1b) (R1c) (R1d)</p>
133	Kelso	Shawna	3/9/2015	Virtual Open House	<p>I'd like to sign up for email updates but the form online is not working.</p>	<p>Having trouble signing up for email updates.</p>	<p>Comment noted.</p>
134	Kenney	Robert A.	3/4/2015	Virtual Open House	<p>Until the problem of left turns from southbound Mopac to eastbound Slaughter is resolved or SH 45 is constructed to FM 1626 to alleviate the number of vehicles making the left turn, there is no sense building any of the southbound express lanes shown on this proposal. Building the southbound express lanes before the left turn problem is alleviated will only put more traffic more quickly at the biggest bottleneck in the system. Spend the money to eliminate the bottlenecks first and then spend the money to get vehicles to the intersection after it is rebuilt to handle the increased traffic more rapidly.</p>	<p>Improvements to Slaughter Lane and/or the connection of SH 45 should happen before improvements to Mopac South.</p>	<p>Comment noted. SH 45SW received a Record of Decision in March 2015 and is moving forward into final design. It will connect MoPac to FM 1626. (R134)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
135	Ketcham	Denise	3/9/2015	Web Mail	I am an Austin High School parent and resident of Central Austin (Rosedale). I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
136	Klataske	Kim	3/9/2015	Web Mail	I am an Austin High School parent and resident of South Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
137	Kloc	Diane	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects. They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
138	Kolb	Randy	3/7/2015	Virtual Open House	<p>Number of lanes needs to double. 1st choice - Add General Purpose Lanes 2nd Choice - Add Express Lanes</p>	<p>In favor of more general purpose lanes.</p>	<p>Comment noted.</p> <p>(R7)</p>
139	Kreps	Karen	3/5/2015	Web Mail	<p>I strongly oppose the addition of any toll lanes on Mopac. It will be detrimental to Austin high school and it would make it difficult for me to drive in and out of my own home. I protest the connection to SH 45 due to the increase of traffic it will bring.</p>	<p>Opposed to toll lanes and the connection of SH 45.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1a)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
140	Lally	Joyce	2/28/2015	Web Mail	<p>I feel as if perhaps I don't have enough information or else no one in their right mind who lives along Mopac from Cesar Chavez to mopac troll back to north I-35 towards round rock would support this. . If you link south MOPAC with I 35 (without a light between) we will end up with:</p> <p>-18 wheeler trucks using the loop to avoid downtown austin via I35, (result-mopac will be twice as polluted -remember we live here! and because 18 wheelers are very hard on roads, plenty of potholes). As it stands there are not many 18 wheelers that travel mopac but that will definitely change.</p> <p>-loads of non austin motorists just going through Austin but via mopac to avoid the constant I-35 snarl. If so, this addition will not ease our local commute. It would seem that it would make traffic worse because we are adding that "passing through" element.</p> <p>Maybe I am missing something, but the only winners are I-35 commuters at our neighborhoods' expense. I-35 will ease, but our neighborhood would appear to acquire a commute that has added dangerous 18 wheeler trucks, increased pollution in our backyards, potholes and more traffic.</p> <p>Wow. What a deal. I would love to know if im missing some information that would convince me this is good thing?</p>	<p>The connection of MoPac with IH-35 will lead to more 18-wheelers and more drivers avoiding using IH-35 to pass through Austin.</p>	<p>Comment noted. (R3a)</p>
141	Lancaster	Julia	3/5/2015	Web Mail	<p>1. I appreciate the care and concern taken to preserve the Edwards Aquifer. 2. Ultimately, population growth is a main source contributing to traffic woes. 3. The elimination of the entrance to MoPAC South from the access road by Target is a good choice; however, this change will not greatly reduce traffic congestion because of: (a) The Hwy 71 fly-over traffic entering MoPAC South just before the Wm. Cannon exit creates congestion for exiting traffic at Wm Cannon (from MoPAC) and the entering fly-over traffic to MoPAC vying for access to MoPAC. (b) The bottleneck at Wm. Cannon/MoPAC exit (and access road) most times of the day, with traffic exiting MoPAC, the 71 flyover traffic, as well as access road traffic. If possible, construct a right turn</p>	<p>Traffic congestion will not be reduced by the removal of the entrance to MoPac from the access road at Target.</p> <p>In favor of a right-turn lane at William Cannon near Chase Bank.</p> <p>There is a lot of pavement involved in this project.</p> <p>In favor of an exit at Convict Hill Road.</p> <p>In favor of improving the safety at the Davis Lane</p>	<p>Comment noted. (R7a) (R21) (R29) The Express Lanes end south of Davis Lane and merge into the general purpose lanes north of Slaughter Lane. This merge into the general purpose lanes must occur before Slaughter Lane, so that drivers have the ability to enter the northbound Express Lanes from Slaughter Lane. This configuration provides access to eastbound and westbound Slaughter Lane from the Express Lanes. (R141)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
					lane at Wm. Cannon (by Chase Bank). This new turn lane would alleviate the traffic backlog at the signal light and allow vehicles to move off the access road quicker. 4. There is a lot of concrete in this plan. It seems the overall MoPAC South (and North) upgrade plan will create a long sea of concrete from north to south Austin. 5. Who will be the toll contractor? Past tollway operations have demonstrated significant failures: from the SH130 low usage and high fees and SH 130 Concession Company's massive debt problems to the TXTag billing fiasco that has created frustrations for toll users and unnecessary financial harm for some people. 6. Make a small exit footprint off MoPAC at Convict Hill because when traffic is backed up at the Wm. Cannon exit traffic is forced to exit at Davis. When some vehicles exit at Davis they double back to get to their point of destination. 7. The Davis entrance to MoPAC North is dangerous, especially when it is dark outside. West bound traffic does not stop and is difficult to see. Accidents or near misses have occurred. 8. There seems to be no reason for express lanes past Slaughter, and the proposed express roads die at odd places north and south bound. 9. There is no viable, efficient, and quick alternative motorized mode of transportation (bus or rail) for those living in SW Austin to travel around the city. A two hour one way morning bus ride to North Austin (with one or more exchange) does not encourage bus rider usage.	entrance ramp northbound. Express lanes should not extend past Slaughter Lane. In favor of supporting efficient public transportation.	
142	Lange	George	3/9/2015	Virtual Open House	I live in the MoPac corridor, commute on MoPac every day, and use it every weekend. I am requesting that you study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project. I am requesting that you keep MoPac as a local commuter highway and keep I35 traffic on I35. I am requesting that you limit MoPac south expansion to no more than one additional toll lane in each direction. I am requesting that no double-decker bridge/flyover be constructed across Lady Bird Lake.	Study the whole proposed MoPac expansion/SH 45 SW toll loop as a loop project. Keep MoPac as a local commuter highway and keep IH-35 traffic on IH-35. Only one toll lane should be added. Opposed to double decking.	Comment noted. (R1) (R1e) (R3) (R3a)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
143	Lee	Maggie	2/26/2015	Comment Form	I disagree with Mopac South Toll Road Project. I strongly believe the City should provide everyone a free new lane on Mopac but definitely not the toll lane. Why we have to suffer to build the new toll lane and we have to pay to get on the lane. It only benefits the wealthy and give them privilege to use the lane, that's discrimination against the poor and public. We need new free lanes on Mopac for everybody. Why stop those commercial big trucks or 18 wheelers to use Mopac. They occupy all the space on Mopac. I am strongly against the toll road on Mopac. I am strongly disagree you take away my right to get free lanes on Mopac.	Opposed to toll lanes.	Comment noted. (R7) Large trucks and vehicles with trailers will not be allowed in the Express Lanes per Mobility Authority Toll Policy. (R143)
144	Leifeste	Ann	3/7/2015	Virtual Open House	I consider toll roads to be for the wealthy and an anathema to our freedom of movement. I also wish to protect the Edwards Aquifer, which in my mind, means to find an alternative to Mopac such as Highway 183 for adding lanes. The flyovers proposed would spoil our city scenic views. Please extend the public deadline as well.	Opposed to toll lanes and double decking. Extend the public comment period.	Comment noted. (R1) (R1b) (R1d) (R1e) (R7)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
145	Lewis	Julie	3/9/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
146	M	Molly	3/4/2015	Mailing List Sign-up Form	No toll roads	Opposed to toll lanes	<p>Comment noted.</p> <p>(R7)</p>
147	MacDougal	Colin	2/26/2015	Court Reporter/Verbal Comments	I would like the planning and engineering group to pay particular attention to any increased noise that's going to flow off these changes into Rollingwood and look at the design of the access to the tollways northbound, because it is critical that residents in Rollingwood, westlake, westlake Hills, have access to the express lanes from Bee Cave interchange.	<p>Concerned about noise impacts.</p> <p>There needs to be access to the express lanes from Bee Cave Road.</p>	<p>(Comment noted)</p> <p>(R1c)</p> <p>(R84)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
148	MacDougal	Colin	3/4/2015	Mailing List Sign-up Form	Express lane access north from 2244. Is it true that our access to the express lanes currently is only temporary? I heard at this meeting that when the south section joins with the north section, our access will disappear. This affects Rollingwood, West Lake, and West Lake Hills greatly and is unacceptable. Please find an engineering solution. Noise concerns.	Is the Bee Cave Road access to express lanes only temporary? Concerned about noise.	Comment noted. (R1c) (R84)
149	Maceo	PJ	3/8/2015	Virtual Open House	Too many unanswered questions about this proposal. Not enough time for citizen comment. What is the cost? impact on streets and neighborhoods? Bad Idea. No.	Extend the public comment period.	Comment noted. (R1d)
150	Maceo	PJ	3/8/2015	Virtual Open House	An EIS is needed for MoPac South, overpasses at Slaughter and La Crosse, 45 SW and the 45 connection to I-35) from Cesar Chavez to I-35, the western loop.	An EIS is needed for the entire loop project.	Comment noted. (R3)
151	MacNaughton	Joseph	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1) (R1e) (R3) (R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
152	Majorca	Majesta	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects. They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
153	Mann	Pamela	2/26/2015	Virtual Open House	<p>Why is it necessary to expand Mopac South using toll roads, particularly since Mopac has never been finished using the funds taxpayers appropriated as far back as 1989? Is there a plan to return those tax dollars in lieu of toll funds?</p>	<p>Opposed to toll lanes.</p>	<p>Comment noted.</p> <p>(R7)</p> <p>(R16)</p> <p>(R21)</p>
154	Marcell	Peter	2/27/2015	Virtual Open House	<p>Look great! Let's build it! We needed this 20 years ago.</p>	<p>In favor of proposed MoPac South improvements.</p>	<p>Comment noted.</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
155	Mawer	Andrew	3/4/2015	Web Mail	Dear CTRMA - I am an Austin High School parent and resident of West Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
156	Mawer	Connie	3/2/2015	Virtual Open House	Why aren't HOV lanes being considered for Mopac?	HOV lanes should be considered.	Comment noted. (R7) (R87)
157	Mawer	Connie	3/4/2015	Web Mail	I am an Austin High School parent and resident of West Austin. I am very concerned about the increase in traffic that will result from Mopac Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and the community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
158	May	Rebecca	3/3/2015	Web Mail	Is there an Open House on March 9,2015? if yes, where and what time?	Unclear on date, time and location of Open House.	Comment noted. The Open House was on February 26, 2015, at Hill Country Middle School, 1300 Walsh Tarlton Road. (R158)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
159	McCoy-Schriever	Linda	3/8/2015	Web Mail	I am an Austin High School parent and resident of West Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
160	McGuire	Liz	3/9/2015	Hand Delivered	I'm writing to request the following as you make proposals and decisions regarding Mopac expansions: 1. Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School.	TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects. They should present it as such and study the impacts of this plan as a whole. Keep MoPac a local commuter highway and don't use double decking.	Comment noted. (R1) (R1e) (R3) (R3a)
161	McQueen	Jenny	3/7/2015	Virtual Open House	Please plant vegetation to damper the noise. Evergreen pines like those in Bastrop absorb a lot of noise.	Use vegetation to reduce road noise.	Comment noted. (R1c)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
162	Meacham	Bill	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and CTRMA are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
163	Meade	Ron	2/28/2015	Web Mail	<ol style="list-style-type: none"> 1. S.B. MOPAC Exit ramp to William Cannon: proposed design changes won't adequately relieve the congestion that forms during peak times. SUGGESTION: When on-ramp from SB access road (near TARGET) is eliminated, divide flyover lane into two merge options: A) enter MOPAC SB (as current) or B) divert to SB Access road. 2. Add a dedicated right turn lane onto William Cannon to improve traffic flow. 3. Express lanes from both SB and NB traffic, as well as general purpose lanes, all converge onto two lanes at Cesar Chavez heading into down town. This appears to create an bottleneck which will be amplified by stoplight near YMCA (at Lamar) 3. Please keep emphasis on alternative travel options: protected bicycle/pedestrian lanes 	<p>In favor of dividing exit ramp to William Cannon Drive for option to enter MoPac southbound or to divert to the southbound access road.</p> <p>In favor of adding dedicated right-turn lane for William Cannon Drive westbound.</p> <p>A bottleneck will be created at Cesar Chavez.</p> <p>Consider supporting alternative travel options.</p>	<p>Comment noted.</p> <p>(R29)</p> <p>(R118)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
164	Mehdy	Mona	3/5/2015	Hand Delivered	<p>Individually driven automobiles should be discouraged rather than subsidized and encouraged, in 2015 given the host of planet wide problems associated with fossil fuels, pollution, land use. Going in the exact opposite direction, TxDOT and our local toll road authority, the CTRMA are trying to build a continuous tolled loop around Austin which will increase auto traffic and use. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>Do not promote individually driven cars.</p> <p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
165	Michael	Anonymous	2/27/2015	Virtual Open House	<p>Why more money for roads, why do we pay taxas, these should be free</p>	<p>Opposed to toll lanes.</p>	<p>Comment noted.</p> <p>(R7)</p> <p>(R16)</p>
166	Millard	Nancy	3/7/2015	Virtual Open House	<p>The study should be a comprehensive environmental impact statement (not a mere assessment) that encompasses all highways in the loop from from Cesar Chavez to I-35 to 45 SW to MoPac South and back up to Cesar Chavez.</p>	<p>The study should be a comprehensive EISfor the whole loop project.</p>	<p>Comment noted.</p> <p>(R3)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
167	Miller	Anne	3/4/2015	Web Mail	I am an Austin High School parent and resident of Central Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
168	Miller-Anderson	Kathryn	3/9/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	Comment noted. (R1) (R1e) (R3) (R3a)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
169	Modesett	Jennifer	3/4/2015	Web Mail	I am an Austin High School parent and resident of [South Austin, East Austin, West Austin]. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
170	Moffat	Susan	3/8/2015	Virtual Open House	I am extremely concerned about CTRMA's new proposal to add four toll lanes on Mopac, from Cesar Chavez across Lady Bird Lake and south to Slaughter Lane, requiring a double decking of Mopac over Lady Bird Lake, with flyovers connecting to Cesar Chavez alongside Austin High School. First, this is a major change to the existing plan with very little public notice. At the least, please extend the public comment period until April 2 to allow a few more weeks for feedback. Second, why are more toll lanes being discussed as opposed to HOV lanes?? Third, estimates put the cost of this new proposal at hundreds of millions of dollars, a huge increase over the existing plan. Fourth, there are many critical unanswered questions about this proposal including: impacts on traffic on Cesar Chavez and 5th St; traffic, noise and air pollution at Austin High School; noise, air and visual pollution on neighborhoods, Zilker Park, and the Lady Bird Lake hike and bike trail; water quality at Barton Springs; and the financial impacts to residents. At this time, I strongly opposed the new proposal, and I'm sure I'm not alone among Austin residents who are just now hearing about this. Please do not move forward on this plan.	Extend the public comment period. Why are toll lanes being considered over HOV lanes? Concerned about the project cost. Opposed to MoPac South improvements.	Comment noted. (R1) (R1a) (R1b) (R1c) (R1d) (R1e)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
171	Muñoz	David	3/4/2015	Web Mail	I am an Austin High School parent and resident of Southwest Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
172	Muñoz	Stephanie	3/4/2015	Web Mail	I am an Austin High School parent and resident of Southwest Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
173	Murphy	Thomas	3/6/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
174	Newitt	Barbara	3/8/2015	Virtual Open House	<p>This news is distressing! The noise pollution would be overwhelming at my home! It is already terrible and the wall that was just built would not keep out noise from a flyover! In my opinion this would ruin Austin! Please don't do it!!!!</p>	<p>Opposed to Mopac South improvements.</p> <p>Noise levels would increase even more.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1c)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
175	Noster	Dr.	2/27/2015	Hand Delivered	<p>Please withdraw the draft Environmental Impact Statement on the proposed SH 45 SW toll road in favor of an honest and comprehensive analysis of the real project: the conversion of Mopac from a local commuter highway to an alternative Interstate 35 West.</p> <p>TxDOT and the CTRMA are currently pursuing this conversion of Mopac to I-35 West in piecemeal fashion, with the 4 mile segment of SH 45 SW over the Barton Springs Edwards Aquifer recharge zone as just one of four pieces. The other pieces include: (1) building freeway (or tolled) mainlanes and bridges at the Mopac/Slaughter and Mopac/LaCrosse intersections; (b) expanding South Mopac from Slaughter all the way north, across Lady Bird Lake to Cesar Chavez with up to four toll lanes (2 in each direction); and (c) building SH 45 SW Phase II from FM 1626 to I-35 and SH 45 SE.</p> <p>Mopac traffic is already maxed out, especially at the bottleneck that exists at the Lady Bird Lake bridge. Moving forward with SH 45 SW Phase I before figuring out what, if anything, can be done to this bottleneck only assures much worse traffic on Mopac and more pollution of the Barton Springs Edwards Aquifer.</p> <p>The traffic, financial, environmental and social impacts of building SH 45 SW and expanding Mopac from Cesar Chavez to the southern terminus must be studied before taking the first step. The Austin community deserves, and sound planning requires, that we analyze the whole picture - including viable alternatives that keep Mopac a local commuter highway while improving commuter and interregional traffic flow along the I-35 corridor.</p> <p>Please promptly undertake an honest evaluation of alternatives that do not divert I-35 commuters to already overwhelmed Mopac or further pave and pollute the Barton Springs Edwards Aquifer.</p>	<p>This project is part of the conversion of MoPac from a local commuter highway to an alternative IH-35 West.</p> <p>SH 45 Project will increase traffic on MoPac and it needs to be properly analyzed for impacts before being carried through.</p> <p>Look for an alternative that won't impact the Edwards Aquifer.</p>	<p>Comment noted.</p> <p>(R3)</p> <p>(R3a)</p> <p>(R143)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
176	Noster	Dr	2/27/2015	Virtual Open House	Very surprised and unhappy to see the elevated connector over Lady Bird Lake to downtown. Another 25 foot high obstruction across the lake is visually unaesthetic. Mopac noise is already an issue at my house in Rollingwood. Another set of lanes elevated 25 feet higher will only add to noise pollution. Please reconsider this plan.	Elevated lanes will have negative impacts to noise and visual aesthetics.	Comment noted. (R1) (R21c) (R107)
177	Ogden	Scott	3/4/2015	Virtual Open House	Within the decade self-driving car technology will render the falsely projected need for additional lanes on South Mopac moot. There is no reasonable justification for using public funds for this project. http://betaboston.com/news/2015/01/12/say-goodbye-to-road-rage-by-2025-the-market-for-self-driving-cars-will-be-42-billion/	Self-driving cars in the future will make using public funds for this project a waste.	Comment noted.
178	O'Shea	Tiffany	3/9/2015	Hand Delivered	As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to: 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School.	TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects. They should present it as such and study the impacts of this plan as a whole. Keep MoPac a local commuter highway and don't use double decking.	Comment noted. (R1) (R1e) (R3) (R3a)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
179	Oswald	Kim	3/4/2015	Web Mail	<p>1. You need to develop unbiased surveys that will collect the opinions and concerns of respondents. It is, for example, impossible to interpret "very aware" as equivalent to "strongly agree" or agree at all. Some of the statements listed as facts in the survey are not facts at all. Survey participants should not have only "not aware" as a way to disagree.</p> <p>2. The evaluation of alternatives presented suggests that the Express lane option is "best" for reducing travel times for ALL drivers, relative to additional general use lanes or additional lanes that are HOV. It is impossible for this to be true. If additional lanes are added that are accessible to all drivers, they will carry more traffic than having the same number of lanes, with 2 lanes carrying a much smaller number. Assuming 5 total lanes, That is $(5 \text{ lanes} * Y \text{ cars/lane}) > (3 \text{ Lanes} * Y \text{ cars/lane}) + (2 \text{ Lanes} * (Y-n) \text{ cars per lane})$. To cover the same total number of cars, more cars must be in the non-tolled lanes, making them move more slowly.</p> <p>HOV lanes improve the math if the lanes encourages more people to carpool. If the same number carpool after construction of additional lanes as carpool now, the math is the same as for the express lane option.</p> <p>Both scenarios ignore the additional congestion arising when the separated lanes have to merge into general lanes in order to exit. With limited accessible exits, there is a substantial overload before each of these exits, further slowing traffic in the general use lanes relative to the congestion when exiting traffic is dispersed across lanes prior to exit.</p> <p>3. Tolls will not and can not pay the full cost of construction at the rates suggested in the materials presented here for a very, very long time. And yet, at the end of the borrowed money and interest held by the tolling entity for that very, very long time, that entity will continue to</p>	<p>Disagree with the claim that the Express Lane option is best for reducing travel times for all drivers.</p> <p>In favor of providing HOV lanes.</p> <p>Opposed to toll lanes.</p>	<p>Comment noted.</p> <p>(R7)</p> <p>(R87)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
					<p>collect tolls and the city will still be paying for repairs.</p> <p>I expect that this alternative provides accounting benefits to the City in the short run, but excessive long-term costs. Moreover, I expect that traffic congestion will be worse relative to other options with equivalent lane additions.</p>		
180	Otto	Matthew	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
181	Overend	Tim	2/26/2015	Comment Form	Bee Caves traffic needs better access to express lanes.	Better access for Bee Cave Road to express lanes.	<p>Comment noted.</p> <p>(R84)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
182	Pandey	Stacy	2/27/2015	Web Mail	Is re-designing the intersection between Lake Austin Blvd and Mopac being considered as part of this project (or another project that isn't part of this)? That intersection does not work at all during rush hour coming from Lake Austin Blvd onto Mopac. There is yield only for the right lane (which isn't even a proper turn lane) and when the highway backs up only a few cars can get through per light cycle making it more reliable to go up to enfield to enter mopac south instead of taking chances with Lake Austin blvd.	In favor of improving the intersection at Lake Austin Boulevard and MoPac.	<p>Comment noted.</p> <p>Aside from the design that was initially presented at the February 2015 Open House, the study team is looking at different operational configurations for crossing the river. In response to a request from Travis County, an extended left-turn bay located on westbound Lake Austin Boulevard at the southbound MoPac frontage road has been incorporated into all operational configurations. Adding a right turn on eastbound Lake Austin Boulevard at the southbound MoPac frontage road may require additional right-of-way on Lake Austin Boulevard which would likely be outside the scope of this study. Discussions with city of Austin, TxDOT, and Travis County will continue.</p> <p>Detailed information on the configurations presented to the public at the November 10, 2015 Open House is available on www.MoPacSouth.com.</p> <p>At any time, residents can sign up for email updates and electronic newsletters to stay informed at www.MoPacSouth.com. (R182)</p>
183	Pantell	Susan	3/9/2015	Virtual Open House	HOV lanes should be the preferred alternative because that one encourages more people to ride buses, vans, or HOVs and therefor reduces congestion on all of the roads, not just MOPAC. That option also reduces the most air emissions. Instead of only expanding the highway, which fills up with more cars due to induced demand, you should improve public transit and incentives for people to use it. You should consider all of the impacts when evaluating the options, not just travel speed compared with free flow, which is an outdated measure because free flow is not a reasonable alternative in today's metropolitan areas, and it does not take into account the benefits of multi-modal. Your analysis of water quality impacts does not consider the impacts resulting from all of the extra traffic on the fragile aquifer from the build alternatives, and assumes that water quality best practices can only be implemented with one of the build alternatives. Similarly, you assume that bicycle and pedestrian improvements can only be implemented with the build alternative, so there are no improvements associated with no build. TSM and TDM should be evaluated as an alternative option. They are much lower cost and have no environmental impacts. The equity impact of building only toll roads should be considered. By far the greatest benefit will be to people who pay the tolls. The proposed Mopac expansion and the SH 45 SW project need to be studied as a loop project and all of the impacts considered together.	<p>HOV lanes should be the preferred alternative.</p> <p>Impacts to the environment have not been properly considered.</p> <p>The project should be studied as the entire loop project.</p>	<p>Comment noted.</p> <p>(R1b)</p> <p>(R3)</p> <p>(R7)</p> <p>(R87)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
184	Parker	D. Craig	2/26/2015	Comment Form	Consider segmental design @ flyover @ Lady Bird Lake to 1st.	Consider segmental design at flyover at Lady Bird Lake to Cesar Chavez Street.	Comment noted. (R1)
185	Pascoe	Neil	3/9/2015	Virtual Open House	I learned of this project quite recently and feel I have not had enough time to learn about the project. AT THE VERY LEAST I WOULD LIKE TO SEE THE COMMENT PERIOD EXTENDED THROUGH THE END OF MARCH 2015. I don't know why there was not more notice as well as publicity on this project but it appears inadequate.	Extend the public comment period.	Comment noted. (R1d)
186	Pascoe	Neil	3/9/2015	Virtual Open House	Interesting that the space to enter an address does not say email address. What other mistakes have been made in the course of this project. I need more time to learn.	Issues with the submission forms online.	Comment noted. (R1d)
187	Pascoe	Susan	3/9/2015	Web Mail	I am opposed to the double decking of MoPac over Lady Bird Lake. The visual intrusion as well as the environmental damage would carry significant long term cost and consequence. I do not think the actual environmental and human costs have been adequately calculated or explained. The original plan of one additional lane in each direction should be maintained. Additionally, since numerous Austin residents are not aware of the current plan or the proposed plan, I join Travis County Commissioner Bridget Shea in requesting that the comment period be extended to April 2, 2015. I also encourage wider publicity and discussion of the additions you are proposing.	Opposed to double decking. In favor of one additional general lane in each direction. The comment period should be extended to April 2, 2015.	Comment noted. (R1) (R1a) (R1b) (R1e)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
188	Peace	Annalisa	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
189	Perkins	Rick	2/26/2015	Comment Form	<p>I think we are finally getting 1990's freeway system. Thank you. Please be sure to work on upgrading Cesar Chavez and SW Parkway Roadway egress and ingress.</p>	<p>In favor of proposed MoPac South improvements. Improve the egress and ingress at Cesar Chavez and Southwest Parkway intersections.</p>	<p>Comment noted.</p> <p>There are some constraints in the area of the intersection that may limit options for improvement, including the proximity to the new pedestrian bridge over Barton Creek, the Gaines Creek turn around bridge and the ramps to Loop 360. Revising the northbound entrance ramp onto MoPac from Southwest Parkway to two lanes would have an impact to the operations for the exit to Loop 360 just north of this location. However, the Mobility Authority and TxDOT are still in the planning stages and will continue to look at options for improving the preliminary design for the Express Lanes Alternative, including the operational issues related to the northbound entrance ramp at Southwest Parkway.</p> <p>There are currently no plans for improvements to Southwest Parkway. The current access from Southwest Parkway to northbound MoPac is provided by a single-lane entrance ramp. The proposed configuration would not change from what exists today due to several location-specific constraints. A two-lane direct connector from eastbound US 290 ties in at this location. (R189)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
190	Phillips	Sue	3/8/2015	Web Mail	I am an Austin High School parent and resident of west Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
191	Pickhardt	Irene	3/9/2015	Virtual Open House	Thank you for letting me comment. I am very concerned about the change in plans that would now add two toll lanes in each direction to MoPAC. This will impact neighbors significantly. Please do not move forward with an elevated ramp at Caesar Chavez. This would change the look and feel of the area in a negative way.	Opposed to two toll lanes in each direction as well as the elevated ramp.	Comment noted. (R1) (R111)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
192	Price	Tom	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects. They should present it as such and study the impacts of this plan as a whole. Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted. (R1) (R1e) (R3) (R3a)</p>
193	Propst	Anthony	3/4/2015	Web Mail	<p>I am an Austin High School parent and resident of West Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p>	<p>Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.</p>	<p>Comment noted. (R1) (R1a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
194	Propst	Wendy	3/4/2015	Web Mail	<p>I am an Austin High School parent and resident of West Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p>	<p>Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.</p>	<p>Comment noted. (R1) (R1a)</p>
195	Randle	Janice W.	2/28/2015	Hand Delivered	<p>Please withdraw the draft Environmental Impact Statement on the proposed SH 45 SW toll road in favor of an honest and comprehensive analysis of the real project: the conversion of Mopac from a local commuter highway to an alternative Interstate 35 West.</p> <p>TxDOT and the CTRMA are currently pursuing this conversion of Mopac to I-35 West in piecemeal fashion, with the 4 mile segment of SH 45 SW over the Barton Springs Edwards Aquifer recharge zone as just one of four pieces. The other pieces include: (1) building freeway (or tolled) mainlanes and bridges at the Mopac/Slaughter and Mopac/LaCrosse intersections; (b) expanding South Mopac from Slaughter all the way north, across Lady Bird Lake to Cesar Chavez with up to four toll lanes (2 in each direction); and (c) building SH 45 SW Phase II from FM 1626 to I-35 and SH 45 SW.</p> <p>Mopac traffic is already maxed out, especially at the bottleneck that exists at the Lady Bird Lake bridge. Moving forward with SH 45 SW Phase I before figuring out what, if anything, can be done to this bottleneck only assures much worse traffic on Mopac and more pollution of the Barton Springs Edwards Aquifer.</p> <p>The traffic, financial, environmental and social impacts of building SH 45 SW and expanding Mopac from Cesar Chavez to</p>	<p>This project is part of the conversion of MoPac from a local commuter highway to an alternative IH-35 West.</p> <p>SH 45 Project will increase traffic on MoPac and it needs to be properly analyzed for impacts before being carried through.</p> <p>Look for an alternative that won't impact the Edwards Aquifer.</p>	<p>Comment noted. (R3) (R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
					<p>the southern terminus must be studied before taking the first step. The Austin community deserves, and sound planning requires, that we analyze the whole picture - including viable alternatives that keep Mopac a local commuter highway while improving commuter and interregional traffic flow along the I-35 corridor.</p> <p>Please promptly undertake an honest evaluation of alternatives that do not divert I-35 commuters to already overwhelmed Mopac or further pave and pollute the Barton Springs Edwards Aquifer.</p>		
196	Reynolds	Crystal	3/4/2015	Web Mail	<p>Please consider having access to the toll lane on northbound MoPac prior to the proposed entry north of 360. There is a significant amount of northbound traffic that enters Mopac from Southwest Parkway (which will only increase with planned/in-process commercial and residential development), as well as Ben White/290/71. The same holds true for motorists needing to exit Southbound Mopac prior to those same feeder roads. This is crucial to the success of a planned tollway for alleviating congestion.</p>	In favor of access to the toll lane on northbound MoPac prior to Loop 360.	<p>Comment noted. (R189)</p>
197	Ritter	Wilbert	3/9/2015	Virtual Open House	<p>Adding a second deck to Mopac will increase noise, and pollution for the surrounding communities. Keep Mopac a local road, and do not turn it in to I35 West.</p>	Opposed to double decking.	<p>Comment noted. (R1) (R1b) (R1c) (R1e) (R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
198	Roach	Meredith	3/8/2015	Web Mail	I am a future Austin High School parent and resident of Southwest Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. The combination of rush hour drivers and student drivers in this situation makes me concerned for current students and future students like my two young daughters. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
199	Robbins	Lynn	3/9/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1) (R1e) (R3) (R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
200	Rojas	Raul	3/6/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
201	Rolfes	Kevin	3/6/2015	Virtual Open House	The traffic in this area isn't bad enough to warrant changes, and we certainly do not need or want a toll road between our home and the places we frequent. Questions I'd like to see addressed: How do the neighborhood residents feel about the Mopac and Slaughter to LaCrosse area changing from a parkway widely separated by green space into a sea of concrete for fast-moving vehicles? How do the people who currently use this parkway feel about being charged a toll to commute to work and shopping? Have any other alternatives been considered that would have a lower impact on the community and be paid for by means other than tolling? In the survey, there is the claim that "If another general purpose lane was added to the corridor, it would fill up with traffic just like the existing MoPac South." This is equivalent to saying that adding capacity to handle traffic would somehow not change the road's capacity to handle traffic. As a near-daily user of this road I disagree that any changes are needed at this time. Any changes to this area should wait until warranted by traffic and until such changes can be funded without imposing a toll.	Traffic isn't bad enough for improvements. Opposed to toll roads.	Comment noted: (R7) The proposed improvements at MoPac and Slaughter Lane and MoPac and LaCrosse Avenue would be non-tolled. (R201)
202	Roper	Katy	3/7/2015	Virtual Open House	Expanding Mopac is a perfect opportunity to build the North to South Urban Trails at less expense and less environmental impact. Something like the Violet Crown Trail that will be 12 feet wide and concrete or asphalt in many places could follow the Mopac Right of Way. This would provide easy access to businesses and neighborhoods along the route, as well as cross major intersections safely. Smaller, cheaper and less intrusive trails could branch off the main Urban Trail to go to parks and businesses along the routes.	Support for urban trails constructed in conjunction with the improvements.	Comment noted. (R118)
203	Rosenthal	Chip	3/8/2015	Virtual Open House	I find it UNACCEPTABLE that you have a single public event in February, and less than two weeks later you close off public comments. This is a significant plan with major public impact, and you are trying to short circuit the public process.	Extend the public comment period.	Comment noted. (R1d) A significant amount of public and agency outreach occurred <u>prior</u> to the February 26, 2015 Open House including: <ul style="list-style-type: none"> • 1 Agency Scoping Meeting on 10/29/13 • 2 Open Houses on 11/7/13 and 4/29/14 • 2 Virtual Open Houses • 134 official comments • 35 Stakeholder Meetings

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
							The Mobility Authority and TxDOT will continue to listen and engage the community throughout the MoPac South Environmental Study. (R203)
204	Ross	Lucy	3/8/2015	Virtual Open House	Thank you for the hours you have given to the examination and proposed solutions to our traffic issues. We, the public, would appreciate a bit more time to fully understand the impacts of these proposals. Please honor our requests for more time so that we can all feel that the BEST solutions will be made regarding very sensitive details of these challenging issues.	Extend the public comment period.	Comment noted. (R1d)
205	Rothe	Gail	3/9/2015	Virtual Open House	First, the comment period for the MoPac South project study should be extended. Second, the fundamental approach of trying to build our way out of the current traffic congestion is flawed and outdated. An excerpt from the a recent (2/27/15) article in the High Country News says it best: "Imagine living in Los Angeles. Once a week, you shop for groceries at a pricey supermarket two miles away. You could save money at the Walmart 10 miles down the highway, but with traffic that becomes a half-hour trip. So you stay close to home." "Now imagine that the city adds an extra lane to the highway. Surely, you think, the traffic will dissipate; now it's worth driving to Walmart. But you're not the only one obeying that logic. Once the road is expanded, more folks use it to shop, visit relatives, go out to movies and restaurants. Soon, the highway is as clogged as ever." "That's exactly what happened when L.A. opened an expensive car-pool lane on I-405 last May. Four months later, traffic was a minute slower than it had been before. Economists call this phenomenon "induced demand": Build more roads, and people will drive more. "What's interesting is that traffic increases in almost exactly a one-to-one relationship with road capacity," says Matthew Turner, an economist at Brown University and author of a 2011 paper called The Fundamental Law of Road Congestion. "You cannot build your way out of problems."	Extend the public comment period. We cannot build our way out of problems. More drivers will fill the new lanes.	Comment noted. (R1d) (R7)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
206	Rowsey	Jennifer	3/4/2015	Web Mail	<p>Hello, I am an Austin High School parent, Alum and resident of Southwest Austin. I am extremely concerned about the increase in traffic that will result from express lanes merging with traffic at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is very worrisome to myself and many others. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly alarming. Please consider alternatives to ensure the safety of Austin High School students and community.</p>	<p>Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.</p>	<p>Comment noted. (R1) (R1a)</p>
207	S.	Kelly	3/9/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted. (R1) (R1e) (R3) (R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
208	Saltzman	Hilary	3/9/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
209	Sanchez	Marion	3/4/2015	Web Mail	No toll roads on MoPac.	Opposed to toll lanes.	<p>Comment noted.</p> <p>(R21)</p>
210	Sanders	Cissy	3/9/2015	Virtual Open House	There should definitely be a longer time period for citizen response. This is a costly and high impact project, especially for residents in 78704 and there should be more opportunities for community input and discussion other than the one public meeting that took place on 2/26/15. Being that there has not been ample communication and public discussion on this project, I oppose it until you can thoroughly explain and validate how this project will help the residents of Austin.	<p>Opposed to MoPac South improvements.</p> <p>Extend the public comment period.</p>	<p>Comment noted.</p> <p>(R1d)</p>
211	Sanders	Michael	3/9/2015	Virtual Open House	Constructing a second level over mopac would be a profound mistake. It would be unsightly and contribute to the spawl already plaguing our fine city.	Opposed to elevated lanes.	<p>Comment noted.</p> <p>(R1)</p>
212	Schilz	Virginia	3/7/2015	Virtual Open	It is not fair to the citizens of Austin to try	Extend the public	Comment noted.

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
				House	to push through making MO-PAC South double-decker without more time for comments. You need to extend the comment time to April 2, 2015. This city is growing too fast!	comment period.	(R1) (R1d) (R1e)
213	Schmidli	Lisette	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects. They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1) (R1e) (R3) (R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
214	Schroer	Claire	3/4/2015	Web Mail	I am a parent of several Stephen F Austin High School students and a resident of northeast Austin. I am extremely concerned with the increase in the amount of traffic from the result of express lanes egress at Cesar Chavez. Austin High is a school of approximately 2,000 students, many of whom are inexperienced drivers. The planning of these express lanes HAS to take that into consideration. With all of the rules imposed upon young drivers for their safety, your plan negates all safety precautions. The prospect of busy express lane commuters merging with Austin High students & community is extremely disconcerting. Please revisit your plan with the safety of our high school students in mind.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
215	Serna	Bertha	3/4/2015	Web Mail	I am an Austin High School parent and resident of South Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community. Student lives are stake.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
216	Shakford	Rusty	3/9/2015	Virtual Open House	I do not support this project. Using my money to pay for a toll lane that will only be used by the super-rich and busses is not right. I also don't like how you're making an alternative to interstate 35 behind everyone's back. This whole project stinks of corruption. Also, think about how terrible that noise and view will make Zilker park. I don't want Austin to change so drastically worse.	Opposed to the preferred alternative.	Comment noted. (R1c) (R3a) (R21) (R107)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
217	Sharp	Monica	3/7/2015	Web Mail	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School <p>I also ask that the period for public comments be EXTENDED TO APRIL 2, 2015.</p>	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p> <p>The public comment period should be extended to April 2, 2015.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
218	Singh	ARati	3/4/2015	Web Mail	<p>I am an Austin High School parent and resident of southwest Austin I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p> <p>Would you want your child to make this drive every day?</p>	<p>Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1a)</p>
219	Singh	ARati	3/4/2015	Virtual Open House	<p>Please consider adding this to your official list of goals and objectives: -Keep the roadways as safe as or safer than they already are, particularly around schools.</p>	<p>Keep the roadways safe, especially around schools.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1a)</p>
220	Smith	Amy	3/4/2015	Web Mail	<p>I am an Austin High School parent and resident of [South Austin, East Austin, West Austin]. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p>	<p>Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
221	Solomon	Jeffrey	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
222	Sorahan	Brian	3/9/2015	Virtual Open House	<p>I think that toll lanes on Mopac in general are a terrible idea. This is a temporary solution to a permanent problem and is definitely a step in the wrong direction for austin. We need to push highway traffic further outside the city and concentrate high-density growth in the center of the city with highrise apartments, office buildings, parks, and more pedestrian-friendly environments.</p>	<p>Opposed to toll lanes. Support the movement towards high density growth.</p>	<p>Comment noted.</p> <p>(R21)</p> <p>(R118)</p>
223	Spencer	Brett & Amy	3/4/2015	Mailing List Sign-up Form	<p>Noise - Live on Bluestar very noisy over 8.2 decibel (need sound barrier)</p>	<p>Need a sound barrier near Bluestar.</p>	<p>Comment noted.</p> <p>(R1c)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
224	St.Troy	Sebastian	3/9/2015	Virtual Open House	Although an upper deck may help ease some traffic, there are other considerations - protecting our dwindling water supply, Lady Bird Lake - and the question if more lanes for autos is really the answer. There are cities that have elected NOT to expand highways in favor of creating alternative transportation and current road way uses. An expanded MoPac will only hinder Austin's growth, not add to the weird factor, in the long run further dividing downtown from West Austin and causing further visual blight of the residents.	Alternative transportation and current roadway uses should be considered. Concerned about impacts on the water supply.	Comment noted. (R1) (R1b) (R1d)
225	Steglich	Ryan	3/8/2015	Virtual Open House	I strongly oppose double decker lanes going across lady bird lake from cesar chavez to slaughter. I live close to the double decker mess of I-35 and see how it adds to congestion and denigrates any business and public usage of the neighboring area. The merging of the decks are the beginnings of many traffic issues. A change like this would be a great loss for the city at significant cost. Please remove this as a proposed alternative.	Opposed to double decking.	Comment noted. (R1) (R1d) (R1e)
226	Strachn	Rebekah	3/9/2015	Virtual Open House	I have grave concerns regarding all the roads being tolls. It is a blatant slap for those of reduced means. If you don't realize that's over 34% of you population, you need to check your facts. The city is now almost completely surrounded to the north, south and east by toll roads, some of them owned by a company in Mexico. There is no scheduled payoff or time when these roads will become public. You need to rethink your policies. Charging to get into the city makes you look elitist, not as a friendly destination. It is these policies that will drive your cultural innovators to Denton. Be careful!	Opposed to toll lanes.	Comment noted. (R7)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
227	Suits	Stacy	3/9/2015	Virtual Open House	Build the proposed added four toll lanes on Mopac, from Cesar Chavez across Lady Bird Lake and south to Slaughter Lane, requiring a double decking of Mopac over Lady Bird Lake, with flyovers connecting to Cesar Chavez alongside Austin High School as soon as possible. I am a resident of South Central Austin in the 78745 zip code and would pay a reasonable toll to use these improvements. I would have preferred HOV lanes over Express lanes. After enough tolls have been collect to pay for initial construction costs for two of the four lanes, two lanes should be converted to HOV/Transit lanes (one going north and one going south). The MoPac South improvements need to be done. We can debate SH 45 improvements at a later date. I think improvements at the "Y" in Oak Hill should have a higher priority than SH 45.	In favor of proposed MoPac South improvements. Would have preferred HOV lanes first. Some of the toll lanes should be converted to HOV after costs of construction are paid.	Comment noted. (R1e) (R87)
228	Swain	Bryan	3/8/2015	Virtual Open House	Hello, I only just learned about this new proposal and would request that there be more time allowed for public comment. On the proposal itself, I am against the addition of more toll roads to the Austin area. One only need look up recent news articles about how poorly the current toll roads are being managed and in some cases barely even being used. Why not develop a solution that all in the area can benefit from without the use of tolls?	Extend the public comment period. Opposed to toll lanes.	Comment noted. (R1d) (R7) (R16)
229	Talley	Michael	3/4/2015	Comment Form	In low traffic times when the express lane is of low occupancy why not allow HOV in for free? Some states have free passes for Electric Vehicles. Austin is a very eco-friendly city and could benefit from such a program.	In favor of allowing HOV lanes when express occupancy is low.	Comment noted. (R87)
230	Taxpayer	Anonymous	2/26/2015	Virtual Open House	Anything that involves toll lanes, toll roads or express lanes will never ever get any of my support. If it is funding by 1 cent of taxpayer money and then tolled as well with no clear end game strategy to transfer the road into a public road free of tolls it will never earn my support. No more toll roads and toll lanes!!!	Opposed to toll lanes.	Comment noted. (R118)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
231	Thalman	Richard	3/9/2015	Web Mail	Something must be done to increase safety of pedestrians and bicyclists at South MoPac and William Cannon. I have had some very close calls when crossing even when I had the "walk" light. Motorists check for traffic when turning, but have a blind spot for all else.	Pedestrian safety needs to improve at MoPac and William Cannon Drive.	Comment noted. (R118)
232	Thayer	Tom	3/5/2015	Hand Delivered	<p>I have concerns about proposed plans for double deck flyovers on MoPac at Town Lake. Lanes can be added to MoPac without unsightly flyovers ruining views of the lake and Zilker Park. I imagine that those flyovers will add quite a bit of expense to the project.</p> <p>I am also concerned about connecting MoPac to I-35 via SH 45. MoPac traffic is bad enough already, but we don't need semi trucks and other traffic from I-35 overwhelming the road. That would route through traffic and Hays County traffic through SW Austin. If SH 45 is built, it should only connect MoPac to SH 1626. The current planning for SH 45 needs to consider whether or not it will be used to connect to I-35. We should not be considering it on isolation.</p>	Opposed to flyovers on MoPac South and the connection of SH 45.	Comment noted. (R1) (R1e) (R3a)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
233	Thayer	Tom	3/5/2015	Virtual Open House	<p>I do not support the design of a double deck lanes and flyovers where MoPac crosses Town Lake. This would blight a beautiful area of the city and diminish views of the lake and Zilker Park. The elevated lanes would cause even more noise. There needs to be a solution that doesn't elevate lanes above the current roadway. I don't think it is honest to pretend like tolling is the only option here. I feel like the entire process is geared towards a predetermined outcome, and the survey questions are very leading. Prop 1 money is being distributed every year, so where the Prop 1 money is going for 2015 is irrelevant. Also, the legislature is working on additional transportation funding right now, so why would you lock the improvements into tolling now? Bastrop is getting non-tolled freeway improvements right now. Why is tolling not being considered there? Why are all new road in Austin proposed to be tolled when non-tolled roads are being proposed elsewhere? I suggest using HOV lanes to promote carpooling and transit use. Tolled lanes would not do as much to promote carpooling as carpool would still have to pay a toll and worry about splitting it up among occupants. Managed lanes are actually designed to keep too many people from using the lanes, so they will not really help with traffic.</p>	<p>Opposed to double decking and toll lanes. In favor of using HOV lanes.</p>	<p>Comment noted. (R1) (R1b) (R1c) (R1e) (R21) (R87)</p>
234	Tobin	Tony	2/26/2015	Web Mail	<p>South Mopac should not have any toll component whatsoever. You should simply add lanes. People don't want toll lanes, corporations and lawmakers do.</p>	<p>Opposed to toll lanes. In favor of one added general lane each direction.</p>	<p>Comment noted. (R7)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
235	Tucker	William	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
236	Unbehagen	Ashley	3/5/2015	Web Mail	<p>I am an Austin High School parent and resident of West Austin. I am very concerned about the increase in traffic that will result from Express lanes ending at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is very alarming. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. I urge you to please explore alternatives to ensure the safety of Austin High School students and community.</p>	<p>Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1a)</p>
237	Van Ryswyk	Carl	3/4/2015	Mailing List Sign-up Form	<p>Open up 3 lanes at Davis northbound using shoulder to connect with 3 at Convict Hill Rd.</p>	<p>Have 3 continuous lanes from Davis Lane to Convict Hill Road.</p>	<p>Comment noted.</p> <p>(R64)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
238	Venable	Diane	3/5/2015	Web Mail	<p>I am an Austin High School parent and resident of South Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p> <p>Remember that high school students are beginner drivers. Plus AHS is visited by non-AHS individuals all the time due to normal school activities -- football, basketball, orchestra, band, drama, debate, testing, etc.</p>	<p>Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.</p>	<p>Comment noted. (R1) (R1a)</p>
239	Vesta	Anonymous	3/9/2015	Virtual Open House	<p>I am supportive of this process, and after reading the overview, I understand the reasoning behind the Express Lanes. I am generally a believer in alternative modes of transportation and public transportation, but I get it. Weaving these highways into our lives with landscaping and public art really improves quality of life, and I hope we will invest in those things. I also dearly wish the gas tax would be increased to deal with road issues, but I know that you can't control that.</p>	<p>In favor of proposed MoPac South improvements.</p>	<p>Comment noted.</p>
240	Voellinger	Leonard	2/26/2015	Web Mail	<p>The worst place along MoPac is the Southwest Parkway Interchange. That interchange takes Brodie Lane, US 290 E & W frontage Roads, plus three lanes of SW Pkwy and funnels it into one lane to enter MoPac. It can take upwards of 1/2 hour just to clear that one intersection in the morning. You need a DC from SW Parkway to MoPac NB, as part of this project.</p>	<p>The interchange at Southwest Parkway and MoPac South northbound should be a direct connect ramp.</p>	<p>Comment noted. (R189)</p>
241	Voss	Jennifer	3/9/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop</p>	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p>	<p>Comment noted. (R1) (R1a)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
					<p>plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. <p>Additional concerns: We were only given an 11-day online comment period (Feb. 26 open house & comments due by Mar. 9-should extend it to April 2. What are the impacts on Cesar Chavez and 5th Street? Impacts to Austin HS (traffic, noise, air pollution, danger to young students driving to/from the school). Austin HS is where our children go/will go. The destruction of scenery around Lady Bird Lake, Zilker Park, etc. The financial costs to citizens? What happened to the one "managed" lane per direction on Mopac that is currently in the long-range plan? Why such a short public comment period after unveiling 4 lanes idea? We do not want Mopac connected to SH 45 so that it can be connected to I-35. 2 lanes each direction is too much. I've driven in many other cities with express lanes & HOVs...they are not utilized enough and this is overkill.</p>	<p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p> <p>The comment period should be extended. Concern for safety of Austin High School students.</p> <p>Concerned about financial and environmental impacts.</p> <p>Opposed to connection of SH 45 with MoPac. Two express lanes in each direction are too many.</p>	<p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p> <p>(R111)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
242	Voss	Jennifer	3/7/2015	Virtual Open House	I am very concerned about noise from elevated lanes and additional lanes and the environmental impact of construction over the aquifer and Lady Bird Lake. Also concerned about how this will effect our kids who attend/will attend Austin High School. We also need considerable congestion relief at the William Cannon/Mopac interchange. Would like to see improvements included there -- not just entrance & exit ramps but also the frontage/intersection at this junction.	<p>Concerned about noise impacts from elevated lanes.</p> <p>Concerned about safety at Austin High School.</p> <p>Congestion relief needed at William Cannon Drive.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1b)</p> <p>In all configurations under consideration except the City of Austin Proposal:</p> <ul style="list-style-type: none"> The proposed exit ramp for William Cannon Drive has been moved north for the southbound MoPac general purpose lanes. By moving the exit ramp north, this has allowed for those exiting for William Cannon Drive more time to weave over to the outer most lane on the frontage road to turn right. From William Cannon Drive, access to the northbound general purpose lanes has been shifted slightly north. For those commuters traveling on the southbound frontage road, the entrance ramp into the general purpose lanes has been shifted slightly south. In addition, the southbound general purpose lane entrance ramp, south of William Cannon Drive, has been shifted south to improve the sight line/safety for those entering the general purpose lanes. <p>The City of Austin Proposal does not include any general purpose lane improvements between US 290 and William Cannon Drive.</p> <p>All configurations, including the City of Austin Proposal, propose a new northbound entrance ramp into the Express Lanes north of William Cannon Drive. From the southbound Express Lane, a new exit ramp is included to allow for express lane commuters to exit for William Cannon Drive. (R242)</p>
243	Voss	Jennifer	3/9/2015	Virtual Open House	This 4 lane plan was rolled out with only an 11-day public comment period. Public comment period should be extended to April 2. If not, this is not a transparent and open process and will not allow enough input from stakeholders. What are the impacts on Cesar Chavez and 5th Street? Impacts to Austin HS (traffic, noise, air pollution, danger to young students driving to/from the school). The destruction of scenery around Lady Bird Lake, Zilker Park, etc. The financial costs to citizens? What happened to the one "managed" lane per direction on Mopac that is currently in the long-range plan? Why such a short public comment period after unveiling 4 lanes idea? We do not want Mopac connected to SH45 so that it can be connected to I-35. 2 lanes each direction is too much. I've driven in many other cities with express lanes & HOVs...they are not utilized enough and this is overkill. How do you know that a large percentage of respondents are truly not benefitting from these proposed toll roads or alternatives? In April 2014, did you show double decker lanes as an alternative?	<p>Extend the public comment period. What happened to the original alternative?</p> <p>Have impacts been considered closely enough?</p> <p>Managed lanes are overkill and will not be used.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1a)</p> <p>(R1b)</p> <p>(R1c)</p> <p>(R1e)</p> <p>(R87)</p> <p>(R107)</p>
244	Ward	Michael	3/4/2015	Web Mail	I am an Austin High School parent, a resident of Central Austin and am very	Concerned about students' safety when	Comment noted.

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
					<p>familiar with the Mo-Pac project and the proposed Pressler Extension project. I have serious concerns about the increase in traffic that will result from Express lanes egressing at Cesar Chavez near Austin High School. Austin High is a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome, and a bad traffic planning decision. The extension will cross mainline railroad tracks at a crossing that will be blocked many times each day by more than 50 trains each day, many at peak hours. The width of the extension will run at capacity with the planned traffic cut-through from 5th and 6th streets, and from the proposed residential and retail development south of the tracks. The anticipated traffic load at the roundabout clearly will bring significant dangers, not only to drivers trying to exit Cesar Chavez into the only entry to Austin High from the east but also to traffic enroute to the WAYA fields and the animal shelter, and to the significant number of pedestrians who use the sidewalk at this location to access the adjacent park areas. I have attended all the public meetings about this flawed project, and have kept up with the updates. Even the traffic engineers and consultants concede this project is fraught with significant problems, but they insist it's necessary to provide another access point to for the Express(toll) lanes on MoPac to bolster the revenue model for that part of the project. The significant downsides of this project clearly outweigh the benefits, and a bad planning decision not to allow egress to Express lanes at 6th or 15th street is no reason to create a potentially deadly traffic mess at Cesar Chavez near a large high school and Lady Bird Park. Please consider alternatives to ensure the safety of Austin High School students and community.</p>	<p>drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.</p> <p>Extension across the railroad tracks will cause more traffic buildup.</p> <p>Put the egress somewhere else.</p>	<p>(R1) (R1a) (R9)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
245	Ward	Sally	3/8/2015	Web Mail	<p>I am an Austin High School parent and resident of Central/West Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.</p>	<p>Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.</p>	<p>Comment noted. (R1) (R1a)</p>
246	Watson	Linda S.	3/2/2015	USPS Mail	<p>Capital Metro is pleased to be a partner with the Mobility Authority on the MoPac South environmental study. Over the past several years, Capital Metro along with partner agencies across central Texas have worked collaboratively to develop a regional high capacity transit system plan. This effort, with considerable regional stakeholder input, resulted in the development of Project Connect. Express lanes for buses are an important component of this transit plan.</p> <p>We support the alternative that adds two new express lanes along MoPac from Cesar Chavez Street to Slaughter Lane. The variable toll pricing will keep traffic in the express lanes moving which will allow our express bus service to have more reliable travel times. It is our hope that express lanes will encourage more people to use transit, giving riders assurance that trips on Capital Metro buses in the MoPac corridor will be reliable and a true alternative to driving alone. More transit ridership is essential if we are going to manage our traffic congestion and improve mobility in the region.</p> <p>As we've discussed, maximizing the effectiveness of our transit services includes more than the express lanes alone. We must also partner with your agency to ensure that our buses have reliable access to and from the express lanes at the beginning and end of each</p>	<p>In favor of proposed MoPac South improvements.</p> <p>The express lanes will allow reliable travel times for public transit systems.</p> <p>The project facility should accommodate the systems as well as park and ride facilities.</p>	<p>Comment noted.</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
					<p>trip; that we have passenger facilities such as park and rides at key locations along express lane corridors; and that we have other resources available to support ongoing transit service.</p> <p>We look forward to our continued work with the Mobility Authority and TxDOT.</p>		
247	Wattinger	Kenney	2/27/2015	Web Mail	<p>South bound traffic on South Mopac; Right now a quick fix that would help traffic going south on Mopac south of downtown would be to add another lane before and after the overpass at Hwy 360. There is room to add one lane and there is room under the 360 overpass. The cost would not be too expensive, just some dirt work, asphalt and moving some light poles. There would not be any need to modify the bridge. This is a major bottleneck for traffic in this area. There are 4 or 5 lanes north and south of the 360 overpass that narrows down to just two lanes going under the 360 bridge then it opens back up to 4 or 5 lanes once you reach the Barton Springs bridge. To add one lane would help the flow of traffic going south and the congestion of downtown traffic leaving town and trying to go south on Mopac. Austin is real good at building bottlenecks on roads. The bottleneck on south bound traffic going south on Mopac under the 360 bridge is a freaking joke.</p> <p>• I could benefit monetarily from the project or other item about which I am commenting</p>	<p>Consider adding a lane before and after Loop 360 overpass as an alternative to tolling.</p>	<p>Comment noted. (R7)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
248	Whitfield	Hilary	3/9/2015	Web Mail	I am a future Austin High School parent and resident of South Austin. I am very concerned about the increase in traffic that will result from express lanes egressing at Cesar Chavez. Austin High is a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the express lanes merging with school traffic is very concerning. My child will be biking to and from school, and increased traffic presents an even greater concern to me because of this. The idea that drivers will exit the northbound express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)
249	Williams	Norma	3/4/2015	Web Mail	I am an Austin High School parent and resident of South Central Austin. I am very concerned about the increase in traffic that will result from Express lanes egressing at Cesar Chavez. We are a school of 2,000 students with many young, inexperienced drivers. The prospect of drivers from the Express lanes merging with school traffic is concerning. The idea that drivers will exit the northbound Express lane and then cross over 3 lanes to turn right into the high school is incredibly worrisome. Please consider alternatives to ensure the safety of Austin High School students and community.	Concerned about students' safety when drivers from the direct connector are merging across several lanes on Cesar Chavez Street at the Austin High School entrance.	Comment noted. (R1) (R1a)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
250	Winge	Katherine	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects. They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>
251	Worley	Dennis	3/4/2015	Virtual Open House	<p>I would like to see as many lanes built as possible to plan for future growth in south Austin. People talk about pollution but their is more pollution as a result of slow traffic on the highway. You should listen to the people that have to experience the traffic and live in south Austin and not the people that don't have to experience the problem. Dennis Worley 10803 Shackelford Drive Austin, Texas 78748</p>	<p>In favor of building as many lanes as possible to relieve congestion.</p>	<p>Comment noted.</p> <p>(R7)</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
252	Ziegler	Leigh	3/9/2015	Web Mail	In keeping with a context sensitive solution please consider the affect City Council's decision on March 5th to add 13,000 trips to an already congested intersection TIA grade "F" , by development of 35 acres of 43.5% impervious cover at Mopac and William Cannon upon lower level traffic. The March 15th decision was based upon communication with CTRMA, TXDot and the CoA. Do not forget that lower level traffic will procede to the Mopac SW PKWY/ben White intersection 1.5 miles away and traffic already delayed from SW PKwy will become further delayed by development of Stratus at William Cannon and Southwest PKWY. Please include plans for noise reduction in any modification of the Roadway at the overpass turn lane, including adding a sound wall on the inner SW side to Protect the Gaines Creek/ Travis Country subdivisions and the Barton Creek Greenbelt.	Increased lower level traffic at William Cannon Drive will proceed to Southwest Parkway and further delay movement at that intersection. Include noise reduction to protect Gaines Creek, Travis Country and the Barton Creek Greenbelt.	Comment noted. (R1c)

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (summary)	Response
253	Zuniga	Ricardo	3/5/2015	Hand Delivered	<p>As you may know, TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:</p> <ol style="list-style-type: none"> 1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach; 2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the proposed 45SW/Mopac toll loop; 3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School. 	<p>TxDOT and Mobility Authority are planning to build a continuous tolled loop through multiple separate projects.</p> <p>They should present it as such and study the impacts of this plan as a whole.</p> <p>Keep MoPac a local commuter highway and don't use double decking.</p>	<p>Comment noted.</p> <p>(R1)</p> <p>(R1e)</p> <p>(R3)</p> <p>(R3a)</p>