



# MOPAC SOUTH

ENVIRONMENTAL STUDY

## Community Survey Results

Conducted for Open House #3

Held February 26, 2015 at Hill Country Middle School

During the Open House and concurrent Virtual Open House, participants were afforded the opportunity to provide additional input via a community survey. The survey is not a scientific poll. The results only reflect the view of those Open House and Virtual Open House participants who chose to participate.

# Community Survey Summary

- More than 320 respondents submitted community surveys to the project team.
- 163 respondents shared what they like about the Express Lanes Alternative. Comments included support for the added capacity offered by Express Lanes, the opportunity to use the Express Lanes or not as needed, and the opportunity to move through the Express Lanes at a reliable speed. Many respondents mentioned that they liked that transit could move quickly during rush hour using the Express Lanes.
- More than 300 respondents shared ideas on how to improve the Express Lanes Alternative.
  - Forty-eight respondents felt that the alternative could be improved by providing general purpose lanes, either instead of Express Lanes or in addition to Express Lanes.
  - Forty-six respondents offered location-specific suggestions, like restriping of the current MoPac South mainlanes.
  - Thirty-four respondents felt that more consideration should be given to construction of High Occupancy Vehicle lanes.
  - Twenty-three respondents encouraged the team to consider opportunities for transit and bicycle/pedestrian accommodations as part of the alternative.
  - Twenty-three respondents encouraged the team to consider environmental aspects of the Express Lanes proposal. Comments included suggestions to adjust the current Express Lanes concept to avoid an additional elevated section over the Lady Bird Lake bridge. Several respondents expressed concerns about the potential for additional light and noise pollution.
- Approximately 50% of the respondents indicated an understanding of the process used to arrive at the recommended alternative.
- When asked about the project's Context Sensitive Solutions priorities, 170 respondents felt that Water Quality should be a top priority. Trail Connections, Pedestrian Crossings and Bridge Enhancements were also top-ranked priorities.
- When asked what groups and individuals the project team should reach out to as part of the Context Sensitive Solutions process, most respondents felt that MoPac South neighbors and the neighborhood associations that surround the corridor should be contacted.
- Many respondents were unaware that the MoPac South team is collaborating with 19 federal, state and local agencies.
- Most respondents were aware that emergency services, public transit busses and registered vanpools would not pay tolls to use the Express Lanes.
- Almost all respondents were aware that drivers would always have a choice whether or not to use the Express Lanes.
- More than half of respondents felt that improvements in the corridor should be funded by charging tolls to those who use the Express Lanes.
- Across all survey questions, many respondents commented on tolling, both in support and in opposition, or to express questions about how tolling works. In sum, there were approximately 120 comments opposed to tolling. Approximately ten responses questioned variable tolling. More than 230 responses shared support for the Express Lanes Alternative.

**Question 1: What do you like about the Express Lanes Alternative?**

1	like idea of more lanes , esp if express or HOV but NOT TOLLED
2	No more toll lanes. None, zip, nadda!
3	Bottom line, we need more roads in Austin, has anyone been to San Antonio lately? every time I go to SA there is a new road, NO TOLL roads just new roads that allow for transportation. I have lived in Austin for the past 30 years and its sad but really a joke the infrastructure or lack of we have here. And these studies, I voted for a renovation to the Y at Oak Hill in the 80's and I still have seen nothing to improve the flow of traffic in Oak Hill. Austin is to sensitive to the old adage of "if we don't build it they won't come". Well that's not working to well now is it? Build roads, put a flyover above the RR tract on Mopac, us all the large median south of the river. This idea of Toll roads is Double taxation, we pay for roads, why should we have to spend money again to drive up and down them. San Antonio doesn't seem to be having any troubles. The plan gets put in place, a study occurs and by the time and expense the study is completed, it costs double to now start the project and your years behind. Austin's demise will be the lack of ability to drive in and around this town. What a shame. Really, I keep going back to SA but has anyone asked the power that be what there doing so well that we don't have a clue about?
4	I do not like anything about the express lanes alternative because they leave no room for future non-toll road expansion to serve tax payers.
5	Absolutely nothing.
6	Let another toll lane in Austin, why are the only ideas about fixing the highway system in this town focused on toll roads. Like the new lanes hate the toll option.
7	single drivers can use it. Predictable commute.
8	don't like at all, will not help with traffic or future traffic.
9	Moves traffic going the longest way faster, potentially freeing up space in the other lanes.
10	As a toll lane I think an express lane does nothing to improve the infrastructure of Austin. As a toll lane, there's an actual incentive for people to carpool & therefore reducing the number of vehicles on the road.
11	Limited "additional" construction footprint
12	The possibility of less traffic
13	Think it is a key way for us to lessen traffic.
14	That I can bypass all of the traffic.
15	The added capacity which is desperately needed.
16	Nothing. It's a bad idea
17	Hope they work in cutting down traffic
18	Less drive time!
19	Adds capacity which will help with the current congestion problems
20	I think it's fair and reasonable. People who insist on driving their own cars really need to accept some responsibility for the cost of doing so, especially if they won't carpool. We can't continue to ignore the growth of the southern section of Austin.
21	austin has needed more lanes for more cars for 30 yrs.build the lanes before we're locked in a 2 blk radius of our homes. i think tolls should be constant- if people want to pay to drive in express lanes, let them anytime. we want them in there during rush hours dont penalize them
22	might move traffic

23	Add more lanes but no fees. There already too many toll roads and we already pay enough taxes.
24	nothing
25	Hopefully will save time. It takes me an hour to get to work (William Cannon to Riata Vista). I do not like the idea of toll lanes!
26	Traffic congestion reduction
27	Natural growth demands increased capacity in all options
28	STOP....complete SH45 first to FM 1626
29	Nothing. I think it will be an expensive, ineffective disaster
30	Given the increasing development that appears to go on unabated, we do need to provide sufficient roadways to maintain a decent quality of life for commuters. Toll lands are likely the best way in order to do that. They provide us with choices in travel and provide a solid funding mechanism for the road building.
31	the extra lanes
32	Love it
33	I would have a choice of paying a toll or not depending on how much of a hurry I was in, amount of traffic, etc.
34	Added capacity is at least 10 years behind schedule and much more capacity is needed than is now being considered.
35	More roadway to move traffic!
36	Love it, I'm happy to pay to get through traffic.
37	Nothing. Considering the present general failures of the Textag system and other built toll roads in the state, proposing additional toll lanes/roads is utterly irresponsible. This is especially true in an area that would impact Austin's beloved and heavily used greenbelt.
38	Improving commuting time for those who wish to use the lanes while providing a free alternative to those who don't/can't pay. Hopefully decreasing the commute time for those in the free lanes as well.
39	Something needs to be done...either this or lane expansions. Most of another lane is already paved. Why don't they just finish it to make a third southbound lane? And redo the intersection of Slaughter/Mopac so it goes OVER Slaughter unless you are exiting?
40	move people more quickly to their desired destination
41	Something needs to be done - and if tolls are the only way to fund a project I am fine with that.
42	There desperately needs to be additional lanes both north and south on Mopac past Slaughter Lane. There is so much traffic into far south Austin (in Hays county) that SH-45 must be built to accommodate the existing residents. If city council continues to approve more housing development logically they must build more roads. It's ok to toll additional new express lanes, but the main portion of Mopac should remain free.
43	In my opinion, it's a win-win. For those of us that will use the toll roads, the less stress on us. This also show ease traffic on the tolled lanes for those that don't want to pay a toll. It also allows us to build the road sooner knowing the toll money will pay back the construction costs.
44	It will provide an additional means to alleviate an obviously congested traffic situation. In addition since Mopac is obviously already "built" there should be minimal environmental effects. I like the fact that this issue has been carefully studied, now move forward.
45	I think the lanes should be separated and free-flowing. Having mixed used traffic allows people to mingle in the toll lanes slowly down the "free-flowing" traffics

46	We need expanded traffic lanes in South Austin. The roads are just too congested with both Hays and Travis county residents utilizing the small number of roads we currently have.
47	Provides better management of traffic, which is critical to the region.
48	Nothing, Toll roads are not the answer. separating lanes uses up valuable space.
49	We need more lanes, and will take them any way we can get them!
50	It will keep traffic moving at a steady pace.
51	It will alleviate the traffic jam during rush hour and also during other high traffic events
52	South Austin needs the extra lanes to help in the terrible congestion on Mopac.
53	Great idea and much needed improvement to MoPac
54	I think this is a good idea mainly because it will add another lane. The problem with all the congestion on south Mopac is due to lanes merging together. For example, four lanes of traffic on northbound Mopac, at the 290 exit, four lanes of traffic merge into two lanes to pass over Hwy 290. Immediately following the overpass, five lanes of traffic merge into three: two lanes from Mopac, two lanes of 290 Eastbound, and one lane from 290 westbound. These heavily trafficked areas require more lanes, and adding an express lane will help considerably as it will add on much needed lanes to accommodate the influx of cars from all entrance ramps from Slaughter Lane to 290 onto Mopac. The same goes for traffic southbound in the afternoon. All traffic heading south of William Cannon must merge into two lanes. If another lane was added there would be less of a bottle neck as traffic from 290 merges onto Mopac.
55	I love the potential for relief from ever worsening traffic problems. Traffic on Mopoc is a HUGE PROBLEM!!!!!!!!!!!!!!!!!!!!!! I love the potential for paying a variable toll to use the express lane as a single driver. I used similar tollways in California and thought is was a good solution. Honestly I would support anything that gives us some relief! Mopac traffic is unbearable and will only get worse without a solution.
56	That someone has finally recognized far South Austin has a traffic problem. It's more than a do nothing approach and hope every moved to downtown Austin or far north Austin. Move to where the roads already are instead of planning for a growing area.
57	It is safer for Shady Hollow families.
58	I like this approach. Salt Lake City has a similar system. Allows people to choose in real time if they want to pay a toll or not and does not require low income people to use a toll road to get where they may need to go off of Mo-Pac.
59	I like ANYTHING that will improve transportation in Austin. We have too many people in the city with a "do nothing" attitude which will only make traffic even worse. Having a terrible transportation system in Austin will not stop people from moving to our wonderful city. Let's make it even more wonderful.
60	Excellent idea. Traffic on MoPac is building as the suburbs continue to develop. We need to get ahead of the traffic instead of playing catch-up. We are so far behind now.
61	More available lanes to help the traffic flow better/more efficiently.
62	Express lanes would allow more traffic to flow freely.
63	They add more options that are not currently there. Whether I want to pay the money to ride them or not is irrelevant, every person that does ride them, if added, would be one less vehicle that is not in the normal lanes. Please add them.
64	Lanes are desperately needed
65	Available to all drivers (not limited by vehicle type or the number of vehicle occupants)

66	I like the addition of more lanes of traffic. I also like that they are designated and designed to be free flowing, however I am cautious of the amount of people that will utilize these.
67	It addresses current need for reducing the horrid traffic buildup that commuters contend with today and it addresses the future need for moving traffic. It is imperative to find solutions to our traffic congestion. We are socially adverse to mass transit so we have no option but to increase lanes with tolls for those willing to pay to drive in a dedicated lane.
68	It will hopefully help reduce the amount of traffic on Mopac during rush hours. I live about 7 miles from my job and it sometimes takes me 45 minutes to get to work. This is a combination of the horrible traffic on Brodie since SH 45 hasn't been built, and mopac's lack of capacity.
69	It does add an alternative, but I would rather just see capacity added without tolls.
70	We desperately need more lanes but NOT TOLLS. This is a major hardship on lower to middle income families. San Antonio should be a model Austin should look to... They have 4-6 lanes and they have developed loops within the city. San Antonio accomplished this with NO TOLLS. I do not agree with the statement "If another general purpose lane was added to the corridor, it would fill up with traffic just like the existing MoPac South". I would prefer to fund general lanes via bond funds but would accept property tax increase. NOT TOLLS.
71	Free's up traffic in the local neighborhood. Stops cars from illegally going through streets to avoid traffic.
72	Help traffic flow better. DO NOT LIKE that toll is based on how heavy or light traffic flow - VARIABLE TOLL PRICING ADD FREE TOLL for 3 or more people in vehicle
73	That they are separate lanes from regular traffic
74	It appears to increase the flow of traffic significantly from the current plan and will
75	The potential to decrease slow moving traffic. The ability to get around faster... Sometimes traffic flows alright until you get to south Austin and then you get stopped without an alternate route
76	It helps solve the traffic burden.
77	It sucks.
78	Offers a much needed addition to accommodate the daily increasing of traffic due to number of increasing homes and apartments in south Austin
79	Gives freedom of choice - drivers can decide to use the new toll lane or not.
80	Assuming that someday there will be access to these lanes from an IH-35 connector I believe these added express lanes will take some pressure off IH-35 and also the Ben White East West expressway
81	Provides a free flowing path that will be really useful in rush hour. Great for emergency vehicles.
82	Its a good option, yet additional general purpose lanes are also needed.
83	allows better flow of traffic
84	Great. Wish it wasn't toll but we need help getting south. I've lived south over 18 years and sold real estate south and we are in desperate need to move all the new comers south. The markets cannot even maintain an inventory to feed the need of families coming in and then to think about the highways we are far behind. We need mopac to wrap around south and meet the toll rd at IH 35 by creed more
85	More lane miles for MoPac, BUT it penalizes the Service Industry folks who work in downtown in all the CONDOS AND RESTAURANTS! Don't make the variable toll so expensive that folks have to avoid it like SH'13!
86	The additional capacity on MoPac.

87	By adding toll lanes the project can be completed more quickly than relying only on state/local funds. We need transportation relief as quickly as possible.
88	Fast for people willing to pay the toll. Also, buses and emergency vehicles.
89	It's too late. This should have been done 10-20 years ago. You are now playing catch-up and these kinds of surveys and studies only delay what is needed NOW. In fact there should be two train tracks right down the center from end to end. Too much analysis causes paralysis. GET ER DONE.
90	Added space for traffic that is now coming to standstills
91	I think it is a good plan.
92	I like the idea of additional lanes of traffic to serve the South Austin community- we very often get left out of transit projects and our needs do not seem to be served, despite massive expansion in South Austin and beyond.
93	I like that there are more lanes being added. I like that they are on both directions. I like that you are looking at more than 1 lane in each direction.
94	Absolutley NO TOLL ROADS on South Mopac, PLEASE!!
95	It would allow for commuters going longer distances on mopac to separate from local traffic, making the commute quicker and south Austin more accessible.
96	MOPAC is jammed. There is plenty of land south. I don't know why you don't plan better for the explosive growth this area has had and will have in the next 25 years. You need, in my opinion, at least 5 lanes running north and south ... that's right ... 10 lanes. So if you are going to do this, do it RIGHT.
97	Do nothing as it will only add more vehicles on our roadways.
98	I think many people will be willing to pay tolls to use an express lane, so it will improve how well traffic moves in non-toll lanes as well. Traffic moving at a more consistent speed will improve gas efficiency and decrease pollution caused by stop and go traffic. Express lanes will also help move traffic off of congested neighborhood streets to the more appropriate highway system.
99	It will get traffic moving
100	I do not like the express lanes alternative
101	It seems the most efficient and best overall alternative.
102	Need something
103	It will reduce the drive times during rush hour.
104	I could see it working if you provide an additional alternative to building SH45and connecting them to make a loop as intended
105	It is way past due to add extra lanes to MoPac since traffic congestion has grown worse each year. I am NOT happy with the idea of tolled lanes, however.
106	It will add much needed additional capacity. The traffic from South Austin off 1826 and 1626 is continuing to increase.
107	Population and traffic is increasing, so we need to expand road capacity in every way we can.
108	Any additional lanes could only improve the traffic congestion that causes so many problems.

109	Having grown up in Fort Worth which has had a complete loop for decades, Austin seems backwards since it doesn't have one and I can see no downside to the proposed express lanes to complete an Austin loop. Growth is inevitable, so roads must prepare for it. New road building techniques can be sensitive to the land characteristics and those in opposition really have no reason that holds water so to speak in their opposition. Living in Onion Creek I see many benefits to having the southwest connection to MoPac as traffic backs up way past Exit 225 in the mornings into Buda and beyond making it very difficult for me to make it to appointments in west or north Austin until late morning at the earliest. I see no valid reason whatsoever to delay in building 45SW connecting to MoPac, and toll lanes should speed up travel for everyone from my neighborhood and south. If one is opposed to paying tolls, then they should go later in the day when traffic has died down. Tolls are now a way of life in most major cities.
110	It would increase the availability of roadway to handle the increased traffic load in South Austin.
111	Reduced travel time and increased safety for everyone, whether they use the new lanes or use the existing lanes without the 'express' drivers who would otherwise be there with them.
112	Just that, have an alternative path to get home quicker. Specially on time constraint you need to have options instead of trying to get quicker crossing neighborhood streets.
113	Good
114	That it would provide me a more stable expected travel time to get to and from work.
115	I THINK THIS IS VERY INCOMPLETE. IT LOOKS SO CLEAN BECAUSE THERE ARE NO EXITS/ENTRANCES FOR THE EXPRESS LANES. THAT IS VERY DECEPTIVE. ONLY THOSE WHO TOOK SOME TIME WILL SEE HOW MUCH IS LEFT OFF.
116	We need sh 45 before we do anything no one would want this much traffic in their neighborhood don't make plans for anything else until you have at least started Sh45
117	additional lanes being built
118	Traffic would flow better at peak travel times, better access for transit, emergency vehicles and HOV. I think the drop in tolls for off-peak should be substantial so that retirees, service workers and families can also take advantage.
119	It recognizes that there are problems that are not going to be addressed or improve by doing nothing. It also recognizes that, generally, people in Texas are going to drive their cars, so the key is growing capacity on the highways. I think it encourages carpooling, and allows for reliable travel times when needed, which is very necessary.
120	Allows local traffic to get on and off when needed, but also provides commuters that live further outside the city to bypass the local traffic.
121	Special separated lanes that are designed to remain free-flowing Utilize variable toll pricing to manage the amount of traffic in the lane Tolls increase when traffic is heavy and decrease when traffic is light, in order to provide a reliable travel time
122	Traffic would move much better hopefully.
123	They are needed. Unfortunately they will be tolled. Commercial traffic should be prohibited.
124	It is realistic. We have learned from painful experience that not building roads does not inhibit growth.
125	Although I don't really like toll lanes, I do support the addition of additional capacity, which is strongly needed. Also good that a bond referendum won't be needed as the toll roads should be self-funding.
126	Nothing.



127	The underpasses at Slaughter and Lacrosse would be great.
128	I do not like the Express Lanes alternate. General Purpose Lanes should be added for all of the traffic to utilize.
129	This will give commuters more options.
130	STOP TOLLING!! roads are meant to move vehicles not profit.
131	I don't like tolls, no matter what, and this road project would degrade the lifestyles of innumerable current residents in both Travis and Hays Counties.
132	It finally addresses the issues of travel for those of us south of the river. The land area is definitely present but the extension over the river will be very difficult. There should be minimal negative effect on the water recharge environment. If myself or others are willing to pay for a faster, more efficient trip home, please let us. I also like the potential possibility of a connection with SW45 and 1626 to make a more efficient system.
133	We need additional capacity in both directions on South Mopac, both southbound and northbound.
134	Nothing
135	Special separated lanes that are designed to remain free-flowing.
136	Nothing, it's unnecessary.
137	For, but without toll. Our taxes have already paid or these.
138	Don't insult the public intelligence by calling the lanes "free flowing". You need to call them for what they are "U-PAID HIGH INCOME LANES".
139	Express lanes would help traffic flow during rush hour and only those who use them would have to pay the tolls.
140	Don't
141	We have the space to expand may as well use it!
142	I think they would b a great idea but not toll roads. Tolls take away from many Austin area people who don't make enough money to use them. There for they would b like the toll to a out in round rock that no body uses because they can't afford it on a daily basis.
143	Nothing--it seems to be a Band-Aid for a far worse traffic problem. Throwing millions at something that won't help in the short nor long term.
144	nothing
145	Not much.
146	Benefits those who ride the bus
147	Vanpools get to use it free.
148	Free flowing traffic that does not stop!
149	Less traffic congestion.
150	Hopefully people would use them! It lets people going farther get on and frees up space for the people getting on and off.
151	NO TOLL LANES - roadways should be a priority if we are recruiting out of state for new business and should not be an "additional expense" to be borne/burdened by drivers.
152	We need more lanes and n whatever capacity, express or otherwise.
153	Nothing
154	It frees up congestion during peak times
155	It keeps traffic moving at a regular pace.
156	That there is a small, but finite, chance they may occur during my lifetime.

157	hopefully will reduce travel times at peak hours but will create more congestion at Slaughter.
158	We need more lanes -- but not tollways. If the point is to ease traffic, it should be a plan that is accessible to all and not just the rich who can afford the cost of tolls.
159	i like that the express lanes follow the same route as the free lanes, which allows people choice in whether or not they pay tolls to take the most convenient route
160	Not sitting in traffic for over an hour coming from a job in the northern part of Austin
161	It could improve travel times (both north bound and south bound)
162	The addition of two lanes in each direction.
163	It adds a lane
164	It adds a lane
165	It adds a lane
166	Nothing.
167	More roads
168	Eases congestion
169	Free flowing traffic
170	Nothing.
171	Move the traffic please!!!
172	one or more each side, with variable pricing will get the most traffic thru for longest period
173	Nothing.
174	Need more info
175	I do not agree with the concept of toll roads.
176	I'm concerned about the noise and air pollution in Zilker Park and Zilker neighborhood. As a resident of Zilker I can't support adding more than one Express toll lane. The double decker solution is completely inappropriate for a local highway.
177	There has been insufficient time to evaluate this. The public comment period should be extended.
178	Nothing. Very poor decisions. Toll lanes are unfair to visitors from out of state that don't have a TxTag. You make tourists pay a premium because of no TxTag. You need to have toll booths attended and automatic to show friendly atmosphere to visitors.
179	Nothing, don't like Toll Roads as they are a tax!
180	Definitely like the idea of more lanes to handle the volume of traffic. Not of fan of any more toll lanes, but I know that's what it has come to in order to get more roads built. The past idea of "If we don't build it, the people won't move here" has definitely proven to be FALSE. Austin has grown immensely despite the lack of enough roads and we are way behind in keeping up with the growth.
181	Nothing
182	It might, and I repeat might, allow more people to arrive in downtown from park and rides via express busses versus driving.
183	It generally uses the existing footprint.
184	I do not like it at all. It will be destructive to the lake, the environment, and to nearby neighbors. This should be stopped at once!

185	Nothing. Stop creating toll roads in my city. Why should I be inconvenienced while you build new lanes only to have a private company make money off of it? This is my city. I pay my taxes. A private company should NOT be involved with the roads and should not be able to create more toll roads/lane in Austin. I can remember when there was not a single toll road in the city and now it is disgusting how many there are. If we need more money for roads, raise taxes.
186	I'm not sure yet.
187	There is potential for making the transition to the current north construction smoother, but there needs to be more time provided for comment on the details of the proposal.
188	Greater flow of traffic. Faster commute
189	PUBLIC TRANSIT ACCESS
190	That anyone can drive in the lanes
191	I am opposed to the Express Lanes (toll lanes) as well as any additional lanes on MoPac, South or North. They would be inefficient and short-sighted, as well as inconsiderate to residents living along MoPac. Austin, Central Texas, and Texas metro areas must enact commuting solutions based on mass transit. Attempting to improve commuting with proposals centered on individual motorists is a band-aid approach. Bottle necks may be temporarily eased and/or may move to new locations, but will persist and prove inadequate if traffic from individual motorists continues to increase with population growth--which will happen if no alternatives exist. Los Angeles demonstrates this. Instead, start planning with a comprehensive system of mass transit as the priority. I recommend studying cities such as Dortmund (Germany), Moscow (Russia), and Odessa (Ukraine) to see what works and what does not work with respect to mass transit.
192	It is something, as opposed to years of ignoring the traffic monster in Austin
193	I don't.
194	I like Express lanes; I'm not sure why they have to be toll lanes.
195	I do not like the so called express lane alternative, I see it going to cause more congestion & safety problems, we already have folks driving very erratic crossing over 3+ lanes at the last moment to exit
196	Nothing!
197	Nothing
198	I don't like them at all. The information presented on this website is absolutely biased, and the "fact" questions are clearly biased as well. Why am I paying taxes? Before long, it will be impossible to get around Austin without having to use a toll road -- which only further decreases affordability in this city.
199	Not much, to be honest.
200	It doesn't involve building a double deck, and people can choose whether they want to pay tolls or not.
201	Nothing. -Mopac was never intended for this purpose. -Tolls in Texas have failed. A bankrupt solution. -Emergency service and public transportation are the only justification fro any tyope of development. -Concrete and cars are a failed policy.
202	It gives us more throughput in a corridor that is too tight currently for the number of cars trying to get through.
203	I like that the city is at least actively researching solutions.
204	That there will be more lanes.
205	I like the fact that this could be built in a reasonable amount of time and provide for reliable transit times across Austin.

206	Nothing. I will never use it. Keep toll roads out of South Austin.
207	I like the that there will be another lane but not that it will be a toll lane. Make it HOV or just keep it free and accessible to everyone.
208	please don't add more lanes to MoPax. This is ruining the beauty of the lake and the health of our city.
209	Absolutely nothing - this is a terrible plan
210	1. That something is being done to improve the conditions. Austin is becoming a big city quickly and is way overdue for big city roads. 2. That environmental concerns have been addressed and are of paramount importance. 3. That we are utilizing what we already have. 4. That is seems that the construction will not impair current commute too badly. 5. That buses will have their own lanes for school children commuting from SW Austin to OHenry Middle School and Austin High School.
211	Can be built more quickly. Provides opportunities for better bus service to points south.
212	Growth cannot be stopped, so plan for it positively. Express lanes are a part of the future and a part of the solution.
213	Don't build it.
214	it allows all users including transit and is not exclusive to any one mode, thereby causing it to be underutilized much of the time
215	I do not support the project.
216	nothing
217	more available lanes
218	I do not like that alternative.
219	If used correctly, could keep the traffic traveling the furthest moving more efficiently.
220	I am against the proposal to add 4 additional toll lanes to MOPAC without further consideration for environmental impact and cost. I just became aware of this proposal today and think that the majority of Austin citizens are also unaware.
221	Nothing. If this plan was any good then TxDot would allow the public & local officials time to review and discuss this bad idea. Stop turning our public highways into toll roads. This plan will destroy too much of our city and whoever votes for it should be removed from their office. Giving the public only one week to speak on this plan is proof that TxDot should be reorganized. When will you fix your toll road billing problems?
222	Sounds good on paper, but in reality it needs a more thought out action.
223	Nothing; however I recognize ONE lane might be necessary. A flyover? Two lanes each way? No way.
224	I like the variable pricing. I can take it if I need it.
225	Congestion charging.
226	At least it is some action
227	It forces single occupancy vehicles to pay more to use them. The inclusion of bike/ped facilities in the project.
228	I do not believe a toll system works anywhere well for regular traffic. And clearly, it has not worked on the I-35 ring road as trucks continue to clog the main artery. Perhaps HOV might be better.
229	I think its a good way to add lanes going south to those willing to pay the tolls. And it provides people the opportunity of taking tolls from far north to far south which will ease traffic off the free lanes.

230	Nothing
231	nothing
232	Gives alternatives to those who need or desire faster transportation and places the cost on those who desire faster transportation will allowing needed cases...emergency and bus transportation....access to the faster transport.
233	Express lanes work well if they function for BRT services
234	You should put in a managed lane that is striped. Building 4 managed lanes is an unjustified expense and building them up and over the existing Mopac is a waste of taxpayer money.
235	The potential to keep traffic flowing on Mopac
236	More lanes and the start of a way to add more lanes to mopac.
237	I don't like it at all
238	Express Lanes are needed, but only one in each direction. That has been the public's understanding of the project from day 1. Suddenly proposing two in each direction appears very deceitful. You should at least extend the open house so that the public can actually comment. Your own website states: "Public involvement is critical to the project development process..." If that is actually true you need to extend the comment period by at least two weeks.
239	The fact that you can pay to bypass traffic. It only makes sense to charge for usage of high-demand roads, and charge more for better service on those high-demand roads. Toll changes based on demand is brilliant.
240	Works within existing right-of-way.
241	Nothing
242	More capacity for cars; less traffic for those willing to pay.
243	Like the braided ramps between US 290 and William Cannon.
244	Nothing. It won't decrease congestion any more than adding lanes to I-35 did. It will cause blight and divide the community like adding decks to I-35 did. It's an obsolete design.
245	do not like
246	I like nothing about the express lanes. Toll express lanes are a convenience for the wealthy and unfair to those who are not.
247	Extra lanes for HOV only is a good incentive to get people to car pool. What I don't like are toll roads. Our highway dollars (gas tax) has already paid for this.
248	I don't know - I need more time to study. Please extend the comment deadline.
249	I DO NOT LIKE THAT THE ELEVATED CONNECTION FOR CESAR CHAVEZ IS A LAST MINUTE ADDITION AND I AM CONCERNED ABOUT THE NOISE THAT THIS NEW ELEVATED SECTION WILL HAVE ON THE DEEP EDDY NEIGHBORHOOD
250	Nothing be cause it hasn't been given enough time or publicity for the public to understand the implications of this huge project.
251	I don't think we should have to pay tolls on roads already built. Come on Austin, follow Houston's lead. Build better roads that connect and build freeways without stop lights.
252	Tolling is the least objectionable way to finance a project.
253	There is data that shows congestion demand/surge pricing will help redirect traffic, though not reduce congestion. It also sets up two groups of people. Those who can afford to use these Lexus Lanes (term Europe uses for what TxDOT is calling Express Lanes) and those who cannot. With Central Texas being nationally called out as such a economically segregated region, we should not add to that.

254	nothing. this is an environmentally sensitive area and building a toll lane will be much more tasking than the North Mopac area. Many trees will be removed including many heritage trees. The disturbance will affect the Barton Springs recharge zone that is extremely environmentally sensitive.
255	Do not build express lanes.
256	Busses and registered vanpools can use lanes toll-free.
257	One express lane is OK- will speed up traffic. Any more lanes are NOT OK, as is double-decking the bridge over Lady Bird Lake. This will simply lead to more, and more, and more traffic on Mopac. Build it and they will come . . .
258	Reliable and faster option for buses!
259	MoPac South is now carrying more vehicles than it was designed to handle. At a very basic level, any additional lanes will help. As for Express Lanes, they offer another option for drivers who may or may not use them. Even those who do not elect to use the additional express lane would benefit because those drivers in the lane are not using the other two lanes.
260	It will hopefully relieve some of the bottleneck congestion into and out of Downtown.
261	I am opposed to the toll lane proposal
262	Cost effective, timely, comprehensive solution!
263	I don't like the idea that you have to pay to get on Express Lanes.
264	I like that more lanes will be added to MoPac.
265	Not impressed, would rather not see more tolls.
266	Makes good sense
267	Nothing - really believe it woud make Austin too much like LA or Houston or Dallas
268	Nothing.
269	Traffic congestion management.
270	I would like it better if Westbank/Barton Springs could access it.
271	Provide high occupancy access
272	It's good to know that there'll be an alternative where I can get through quickly if I need to.
273	It gives freedom of choice - use the lane and pay the toll or not.
274	It meets the project goals and objectives. It shifts the cost, to an extent, to the actual users.
275	From the information provided, I agree it is the best option.
276	Nothing.
277	Open to more vehicles
278	The best thing about the EL alternative is that it adds additional lanes to MOPAC.
279	I would like more time to look at it
280	Opportunities for new bike and pedestrian facilities. Single occupancy vehicles have to pay more to use them.
281	Nothing.
282	Places actual costs on users.
283	I don't like it.
284	The Express Lanes Alternative does not decrease the projected number of vehicles on the road. HOV lanes are more effective in decreasing the number of vehicles on the road. Tolls on roadways are effectively a regressive tax on lower income residents.

285	Reliable option for transit - makes buses faster than cars therefore making them more desirable since they won't be stuck in traffic too
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**Question 2: What suggestions do you have for improving the Express Lanes Alternative?**

1	keep express lanes but NOT with TOLLS
2	Add the extra lanes needed. Period. FREE LANES!
3	Build them so we can use them, but don't charge us to drive on them.
4	Construct something without tolls!!!!
5	Quit installing lanes without paying taxpayers for their land!
6	Put in all the interchanges around town first and connect the roads first and then add toll lanes.
7	None.
8	I suggest that express lanes and the HOV option be combined.
9	Make as many as possible.
10	We already have a number of toll roads in Austin, which seem to have caused nothing but billing headaches for the drivers. Could we please get at least one HOV lane in this city?
11	Improve traffic flow at SB exit to William Cannon. Current design doesn't appear to relieve congestion enough. Improve overall traffic flow at convergence of express lanes onto Cesar Chavez. Current design appears to create bottleneck from multiple lanes converging onto two lane street.
12	provide a fee reduction for cars with more than one driver.
13	Insure that it easily onboards/offboards at key linking points.
14	None. As always, you guys have done an excellent job of predicting how to best build our way out of traffic. Tolls are the only way to avoid congestion.
15	Some re-striping could be done in the interim.
16	Do not under any circumstances add more toll roads or lanes. This does not help and only benefits wealthy commuters. This is an affordability issue.
17	Widen the bridge across the river.
18	We just more of them.
19	More is better an the intersections at Slaughter and Lasalle must be addressed so that MOPAC can be linked to SH45 SW
20	I would make them toll lanes all the time.
21	all the freeways need double decks the length of the freeway.lower tolls in i30 so people will actually use it
22	Build a bridge on the slaughter/mopac intersection and expand Mopac to connect to 35.
23	Don't do it do not kill the sensitive environment, please
24	It should be HOV and toll-free.
25	outside my paygrade
26	keep any tolls affordable and give credits for car-pooling
27	Scrap it. Additional lanes could be provided as HOV. Plus additional buses and especially park and rides.
28	Provide relatively stable, even pricing not dependent upon the time of day. Don't penalize commuters.

29	add as many lanes as possible
30	Variable toll pricing might get confusing - not sure that idea is a good one. Whatever is decided, make sure the tolls are easy to pay.
31	Add additional regular lanes at the same time. Only special interest groups support the Express Lanes only idea. What is really needed is several lanes of added capacity not just the lame tolled lanes only idea.
32	Build them!
33	None, charge for it. That keeps it moving and adds mobility. If people are in a big hurry they can pay if not they can sit.
34	Don't build it. Adding tolled express lanes anywhere ( especially to the stretch of Mopac between Ladybird lake and Loop 360 (where access depends on a left exit) would further complicate traffic flow.
35	Build it as soon as possible. Make sure it extends pass Slaughter Lane.
36	Something needs to be done...either this or lane expansions. Most of another lane is already paved. Why don't they just finish it to make a third southbound lane? And redo the intersection of Slaughter/Mopac so it goes OVER Slaughter unless you are exiting?
37	add more
38	Well, this is just a more general comment - but it would be great if we had a toll system that was free within a certain radius of your home.
39	Extend the right and left turn lanes at Slaughter to allow vehicles turning to get out of the path of vehicles continuing further south. Widen Mopac from highway 71 to Slaughter, and connect Mopac to 1626. The need was determined in the 1980's and it has become a horrendous drive since virtually nothing has been done since then.
40	Make the tolls affordable. We don't want to make it too cheap that everybody will use it but, we also don't want empty toll lanes that won't pay for themselves. I would recommend having one toll lane and one HOV lane in each direction
41	Professional engineers and highway designers are aware of the alternatives. There will be tradeoffs no matter which alternative is ultimately chosen. Therefore, choose and move forward. There are those groups that will oppose any alternative. Hopefully you choose to not allow the obstructionists to prevail.
42	I think that there need to be more. Every time lanes are added, it only takes a year before they are overwhelmed again. Due to the inconvenience of the construction we should always anticipate future needs. Add one more lane than you think is needed as it will be used.
43	Build them, please!
44	None
45	Focus on higher capacity transportation, a rail system and bicycle infrastructure. Widening roads and adding more lanes causes more problems than it solves.
46	We need an overpass at slaughter lane and it should not go down to 2 lanes. This creates a bottleneck during peak hours.
47	More lanes.
48	Would really like it to be toll free/higher occupancy lanes
49	None
50	I believe Express Lanes added to Mopac will help tremendously, however, another improvement would be an over or underpass at the Slaughter/Mopac interchange.
51	Easy on/off from express lanes, a simple way to pay the toll.



52	Make as many as you can.
53	Plan for more and not less. B
54	PEOPLE, realize this option is not a street going thru your neighborhood feet away from homes!!
55	Have non-tolled HOV lanes been discussed as an alternative to tolled express lanes?
56	I am not an expert on traffic. I expect the experts to have more than just suggestions to improve the traffic / Express Lanes in the city.
57	Fast-track it
58	Do anything possible to limit/lower tolls required.
59	Easy on/off access.
60	Clearly announce or post the Express Lane cost to ride.
61	NO TOLLS!!
62	As it's likely that significantly more state funds will be available for highway construction in the near future, I hope the South MoPac project managers will seek to build the new lanes without tolls.
63	Widen and expand the current roadway, without making it toll or express only roadway. Extend the i ramps and exits in order to allow for smoother transitions.
64	The overpass needs to be built over Slaughter Lane. If the road is built to connect FM1626 and MoPac, the overpass will improve flow of traffic from Hays County, which is a huge number of cars that of course will continue to increase.
65	make them truly controlled access so there is no bottleneaking caused by cars entering and exiting them. Also make them wide enough to fit a shoulder so accidents don't obliterate the flow of traffic through them Oh yeah, and build SH 45
66	Simply add lanes, especially at 360 and South of William Cannon. The roadway is already there, it just needs to be stripped in several places.
67	Do not increase the tolls. This had little to no effect on subsiding traffic in Houston. For those who do use it, the cost was absurd. It would cost me an additional \$10 per day to use these lanes in Houston. Very unfair and traffic was still detouring.
68	FLOW SHOULD NOT BE BASED ON AMOUNT OF TRAFFIC ON ROADS!!!! - VARIABLE TOLL PRICING
69	Not toll them - make them as counterflow lanes as they have in Houston. Tolling them is not going to get anyone to use them or very few to use them. I will sit in traffic before payign a toll becasue my toll will be high due to the time I use the lanes. Traffic has also been made worse due to the alternative lanes - the lanes have been narrowed and people drive over the lines causing other drivers to slow down or back away - thus traffic slows down
70	Your expressed approach appears to be the best of what I have seen and heard of.
71	just by having more express lanes, traffic would be alleviated. Only suggestion is the sooner the better.
72	Widen the road to maximum lanes. also, extend the SH 45 toll to connect to MoPac.
73	Leave as is.
74	None
75	None at this time
76	Make it a fixed cost. Would encourage folks to use it instead of traffic dependent rates.
77	Use alternative delivery method, tight contract and controls to design/construct. Construction and operation as a non-profit thus keeping toll fees as low as possible
78	Make it happen sooner

79	Wrap in completely around to meet existing toll at 35 and creed more
80	1. Add more lanes to the median of MoPac from the river south to the end. Make em bi-directional (north in the morning, south in the afternoon). Most all other taexas metro areas have these, HOV or not, just build e.
81	I don't understand how the variable toll rates will work. How will I know the price before I decide to take the lanes? If it's not clear what the toll charge will be, I won't use the lanes.
82	none
83	Limited on-off access.
84	Do something, anything, just do it NOW. NO MORE DELAYS. It's not about express lanes, its about getting people (and their cars) moving. Don't let lanes disappear, make sure they exit or continue, not just vanish because someone didn't make the road wide enough in the first place. Express lanes are not enough either, make an toll express lane, but make a separate HOV lane that's free. Also, prohibit commercial vehicles and delivery vehicles on the highway during rush hours. If we're going to force Austinites to purchase cloth bags, force them to follow tough rules for getting off the road. Look at the 1984 Olympics in Los Angeles. Mandatory staggered work schedules, delivery restrictions WORKED!. - If you don't build it, they will come anyway, so build it, NOW!
85	The Toll pricing policy listed above seems a good way to manage the lanes
86	Have two lanes each way
87	I am not sure variable pricing will have an effect. I am also not sure that these lanes will be enough to increase traffic flow.
88	There MUST be REASONABLE alternatives such as HOV lanes, etc. Austin cannot not continue to allow the TOLL CROOKS to hold our city up like gangsters extorting the hard working citizens of Austin. There is NO benefit to our city to allow more toll roads to be built!
89	Not know the exact location plan, having the roads go under slaughter and lacrosse to reduce accidents from thru traffic. But we need more access in and out of south Austin.
90	I don't like tollways. There are other alternatives. Planning for the future is one of them. See my response above.
91	Better park and ride with mass transit, bike lanes, longer on/off ramps/merge lanes, slower speeds, light syncing, car pooling, better bus routes
92	Promote car pools as well as van pools, make every effort to keep tolls low, incorporate advanced safety features that would reduce traffic stopping accidents.
93	Please add more lanes
94	Do not build the express lanes alternative.
95	School buses should be treated the same as city buses and not pay tolls. They are probably taking taking more drivers off the road than city buses do
96	Adding buses further south to share the load.
97	I am no traffic expert. I am fortunate to work within 5 miles of home -however, commuters will travel in the least amount of distance. Provide an alternative to driving up Brodie Ln and keep commute traffic on a road designed to handle the heavy traffic
98	Rather than a toll lane, there should be an HOV lane to encourage car pooling and fewer individual trips. There are too many tool roads in Austin already and none of them are managed well.
99	Remove varying tolls. Existing roadway has enough space to lengthen the 3 lane section of Mopac south past William Cannon.

100	I support the Express Lane alternative. Only improvements I can think of is to do even more than proposed. Don't wait on state funding, and use whatever mix of funding is available the soonest - toll, property taxes, etc.
101	The plan seems reasonable but I'm sure as plans are drawn and construction begins certain tweaks might be found to be necessary. There should be at least two lanes in each direction with enough room for stalled cars on the side.
102	Add more than one Express Lane in each direction to improve roadway availability.
103	1. Do not toll the new lanes. This is Texas; we should all be able to drive free. 2. Or - at least allow that 2+ passengers (any ad-hoc carpool, not just 'registered') would be toll-free.
104	Run it all the way south to where mopac ends in slaughter or exit down. There has been a lot of population growth in south Austin and traffic from Cesar chavez to slaughter has gotten even worst.
105	no varaible fees. The rest is ok
106	Do not build as toll lanes. Need to build or stripe lanes so there are 3 to 5 continuous lanes as you approach 1st/5th street off ramp extending past merger of 1st and 5th street onramp and Bee Caves off ramp. With the number of vehicles exiting and entering, it really affects traffic. Also build or stripe an additional lane so there are 3 continuous lanes going through when Mopac exits left for HWY 360 eastbound/ Ben White.
107	There can't be any reduction in lanes at the river because that would defeat the purpose of the changes to Mopac South. If you expand to four lanes there must be four lanes available at the river crossing both north and south bound. Don't repeat the mistake on I-35 downtown southbound going from 4 lanes to three.
108	I think some form of HOV use could be good, too (2+ during some times and 3+ during others, not counting babies, car seats, etc.). Of course, a no charge at certain times could be good, too.
109	None, just build the road! It has been discussed and studied for so long and was needed long ago.
110	no toll roads and use HOV lanes for passenger cars also
111	My concern with HOV lanes is it is used by people who have more than one person in the car but the majority of people driving to and from work are driving alone. Let those folks use the HOV lanes and you will see much better traffic flow.
112	continue them with an underpass at Slaughter
113	Is the plan to open both lanes one way north or south in mornings & afternoons when traffic is heaviest? If not, please consider it as this will increase capacity at critical times. Variable toll pricing sounds interesting, but I'd like to know more about it first.
114	Get rid of tolling. Consider HOV lanes.
115	I don't like express lanes much as the ones I have seen are frequently underused much of the day. Simply adding more regular lanes would be better.
116	I do not like the Express Lanes alternate. General Purpose Lanes should be added for all of the traffic to utilize.
117	I'm not qualified in this area.
118	STOP TOLLING!! roads are meant to move vehicles not profit. Widen it. The same lanes have been there for 25+ years. The city has grown but our roads haven't.
119	Do not build, stop encouraging people to move to Austin and surrounding areas and stop building roads to enable development. Roads should not be a first option for transportation, not new roads, anyway. Keep current roadways in good shape, build more bike and pedestrian accessibility into the transportation system and make it possible to live in this area without

	having to own a car.
120	Address the engineering nightmare which now exists at Loop 1 (MoPac) and William Cannon. Whoever approved of those merger/exit lanes in such a small distance should be taken to task for such a design.
121	Increase the number of non-tolled lanes at the same time.
122	Not raised and not tolled HOV lanes.
123	Keep public transit buses off of them.
124	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.
125	none
126	Built free low sided evaluated lanes between the freeway and the frontage roads since the acreage is already owned by a government entity.
127	Add lanes, don't take away lanes
128	There should be a 4th left hand turn lane added at southbound mopac where it meets slaughter- there is room and everyone drives on the side like it is a lane so may as well make it safe. Also maybe put a 3rd lane on the feeder at 71 by best buy where it goes onto mopac. So many people use the shoulder that as a 3rd lane already during rush hour- make it safe.
129	Add the hwy but don't make them toll roads.
130	Quit inviting more people to Texas/Austin.
131	Self-driving cars will obsolete the need for this.
132	Make them HOV lanes instead.
133	All multi- passenger vehicles like Houston's HOV lane.
134	None
135	Must go all the way slaughter to a further north spot like 360 or lady bird lake bridge. Must have easy and possibly alternative left exits onto big intersections like 360, a downtown exit, and on...otherwise how do they get off without messing up flow of traffic? Maybe express lane is elevated on the right?
136	NO TOLL LANES - roadways should be a priority if we are recruiting out of state for new business and should not be an "additional expense" to be borne/burdened by drivers.
137	add toll free for hybrid/electric cars
138	Can't think of anything.
139	I favor the express lanes, so I have no suggestions for alternatives.
140	Extend them beyond the Slaughter Lane intersection to the new SH45 road.
141	The express lanes need to be extended south of Slaughter lane. This is an area of major congestion and will only get worse with the 45-SW toll road.
142	Add various proposed Urban trails to the route, to allow bikes and pedestrians to also follow the main artery to access businesses along Mopac. for example, the Violet Crown Trail section that is 12 foot wide concrete could be taken out of environmentally sensitive areas. Major street crossings could safely be built into the planned constructions. Smaller trails could link it to parks and shopping areas without impacting neighborhoods.
143	Make it affordable for people like me, living on a salary under 45000 a year
144	It's possible one lane in each direction may not be adequate, may need to consider even more

	lanes.
145	None
146	Don't make them Toll Lanes
147	Don't make them Toll Lanes
148	Don't make them Toll Lanes
149	Use the existing left lane as Express lane, without additional construction.
150	More lanes
151	Make free on weekends and non-rush hour times.
152	Don't build it.
153	Address required sound barriers in all elevated sections included overpass at Wm Cannon and Convict Hill. It is already loud with the existing lanes and will be twice as loud with additional express lanes.
154	in order to allow for short hop use of express lanes need reasonable number of exits. Better use if design like in CA w/o concrete separators
155	Public transportation. Put money there.
156	Carpool only; no tolls
157	Please extend the public comment period to April 2, 2015.
158	No tolls for any improvement.
159	Only add one Express lane on Mopac. Put the double decker highway with extra lanes on I35. Keep Mopac local.
160	There has been insufficient time to evaluate this. The public comment period should be extended.
161	Non-Toll Express Lanes. Just add freeway lane miles.
162	None
163	Make this a priority and get it built now--not 10 years from now. We have a very inadequate traffic system in Austin. For a city our size, we should have had a complete loop built years ago. We are larger than San Antonio and they have 3 loops--we can't even get one! It is possible to build roads that protect the environment.
164	Find other alternative solutions
165	Consider having the express lanes fly over to meet Barton Springs Rd, south of the river, rather than continuing across the river and exiting Cesar Chavez.
166	Add ramps SB from Davis to MoPac and NB from MoPac to Davis.
167	Quit trying to "improve" MoPac. The neighborhoods will not accept continued widening, increasing capacity, etc.
168	Do not allow them to be toll roads and do not allow a private company to earn money off of people needing to get around the city. Raise the gas tax and create FREE public roads. Am I going to be compensated for my longer commute time while the construction occurs so that a private company can make money? No. So don't try to charge me to get around this place which has been my home my entire life.
169	Not sure yet.
170	More time for comment on the specifics of the proposal. For example, the number of express lanes being proposed is unclear.

171	no more tolls. things like this that impact the community (and that encourage people to drive more and build more living units way outside where they work and play) should be available for the entire community to use. we need fewer cars, which means providing more opportunities, and better opportunities, for people to bike, take single-path dedicated public transportation, and walk. We also need communities planned outside the main Austin area to be self-sufficient, planned communities, so people don't have to drive into downtown Austin everyday. The current proposal does exactly the opposite.
172	None at this time.
173	FIND WAYS TO FUND MORE PUBLIC TRANSIT AND MAKE PUBLIC TRANIS COMPETITIVE WITH AUTOMOBILES. DIVRE ROAD MONEY TO TRANSIT RATHER THAN THE OTHER WAY AROUND AS IS THE CURRENT PRACTICE FOR THE LAST THREE DECADES.
174	leave room (or just build it in) for a Quiet commuter rail that is bike friendly. why not think even bigger for this major project?
175	Don't build them--they are just expensive band-aids. Focus on an effective and comprehensive mass transit system.
176	Free options such as bike lanes, free use for scooters/motorcycles
177	No toll lanes. No double decker lanes. No connecting MOPAC with I-35 or Hayes County. The road is seriously overcrowded as it is. These so called improvements will only make the road more crowded. Austin has too many toll roads.
178	Express lanes need enforcement, against folks just using them when alone.
179	Adding more lanes is an option, but what I currently see if the main side streets already can't handle the amount of traffic flow coming off of South MoPac,
180	Make them HOV lanes like other cities and quit charging residents to drive on new roads. It's disgusting that you are trying to push this through in such a short time, tax residents for it, and act like you are doing something positive.
181	build better transit
182	I am absolutely against adding tolled lanes to Mopac. We should be adding HOV lanes (which encourages carpooling and riding public transit, which is better for the environment -- something that this panel "supposedly" considered). It is clear that the Express Lanes are being promoted because it allows TxDOT to make money (and let's not forget the controversy surrounding TxTAG and their billing practices). It will be a nightmare, and I shouldn't have to pay money to get somewhere quickly in this town, when I already pay taxes to improve infrastructure.
183	Look at alternatives to adding lanes without the use of a double-decking system.
184	Eliminate options that involve pouring concrete. Develop other transportation methods: Rail or Air.
185	I think that a dedicated HOV lane needs to exist to encourage ride sharing or open it up to bus routes and things of that nature. Also allowing clean-air vehicles such as diesels and EVs would help encourage people to move to technology that doesn't destroy the environment so much. Toll lanes are fine, too, but HOV should be a thing in Austin and it currently doesn't exist anywhere that I know of.
186	Eliminate these short-sighted proposals that require tolls for use, and formats that diminish property values and air quality and increase noise. Construct free roadways throughout the city and provide more options for mass transit and rail infrastructure such that the public has access to more options and realistic solutions for future growth.

187	I'm concerned about overall cost- an average daily commuter might not be able to afford to make use of these lanes, yet Austin's public transportation system is extremely limited. Ideally, I'd like to see an additional general usage lane added to MoPac, but I'd also like to see an expansion of Capital Metro's Rapid Bus system to provide additional commuting options to downtown.
188	Do not make Mopac a variable toll road.
189	If it is to be a toll lane, make it a flat fee.
190	Timed HOV lanes worked well when I lived in PHx. Why not allow all traffic in all lanes for free until peak hours.
191	Don't do it.
192	For the love of God, just please don't build a very HIGH fly over or deck anywhere, and especially crossing the river. The horrifyingly high fly overs at 183 and 290 along IH35 provoke intense vertigo for this driver, who never knew a personal fear of heights until driving these aforementioned mile high roads. Also, please remember the # of young drivers commuting from SW Austin to Austin High School who must travel over that river on Mopac. Easy and safe access to the high school from the south direction is of top concern.
193	Use the opportunity afforded by this environmental/construction process to include improvements that may not be strictly required for the project to have independent utility but would greatly enhance the network. Possible suggestions include continuous frontage roads between 360 and 290 over Barton Creek, fix pinch point caused by cars entering at Barton Skyway and exiting at 360, provide a continuous flow between 290/71 and Mopac so traffic between the 2 does not have to stop at light at ToysRUs back entrance and install braided on/off between Wm Cannon and 290/71.
194	Just plan for ingress and egress. Plan for billing procedures to eliminate billing errors. Limit billing charges.
195	no flyovers on north side of lake. Don't build the express lanes. Don't ruin the park and the lake.
196	Lonestar Rail
197	reduce to what can be handled by existing bridges; make a diamond HOV lane for rush hours and let buses use the shoulders
198	allow any multiple occupant free access
199	Cameras keeping an eye on the lane to make certain it's a true HVOC lane. Strict enforcement of those lanes.
200	I would finish the existing North / South toll lanes and monitor the impact.
201	Keep our public highways public. We paid for these roads already.
202	see above. And we don't need another toll road in the center of the city. No tolls please.
203	There needs to be a near \$0 toll for when there is no traffic. If it's 3:30 in the morning and there are 3 cars/hour traveling on the lanes, the toll should be close to 0 dollars. However, if the road is completely backed up, the toll should be go up and should be maxed out very very high, ie., \$50 for a single trip.
204	Lower the tolls charged
205	Give the community more time to weigh in the project. Make the bike/ped facilities world-class, in line with Midtown Greenway and other places. At least 14 ft wide, with separated tracks for pedestrians.
206	High Occupancy Lanes as in Houston or other cities.
207	Sound walls to buffer the neighborhood right off Lake Austin Blvd.

208	nothing
209	remove them
210	None
211	Do not build an additional elevated deck on Mopac
212	Do NOT build a second deck. You are not considering the needs of the city, only suburban commuters.
213	I am concerned about a double decker freeway so close to my neighborhood along Lake Austin boulevard and feeders on/off the freeway from the neighborhood and around Austin High.
214	Do not build upper deck Prevent northbound express lanes from egressing on to cesar Chavez prior to the exit to AHS
215	I think the sliding scale is too much -- the price gets too high. I would not toll these lanes. Everyone needs access, not just the people that can afford it. Maybe it would be interesting to make them accessible to certain people that live/work in different areas that are far apart. IE -- I live in Oak Hill and work on Parmer. I should be able to take this for free. Judy lives in Westlake and works downtown. Her commute is shorter, so if she takes it, she should pay. Make it work for the people that really, really need it.
216	Just expand both sides to three lanes (from Lady Bird Wildflower Center)
217	No upper deck. One managed lane in each direction. Do NOT build more of a system that encourages sprawl, long commutes, pollution, and environmental degradation.
218	None - I like the plan as-is.
219	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.
220	Don't build them. Invest in mass transit. That will have a far more long-range impact on transportation choices and mobility. Or, at a minimum, refocus on local streets and arterials that can improve traffic flows within the city. I'm also against the concept of allowing people with discretionary wealth to fly over the heads of the less fortunate stuck in traffic.
221	None
222	I strongly feel that the double-decker Express Lanes connecting to Cesar Chavez should be scrapped. They will be noisy and dangerous and make it much less pleasurable to recreate in Zilker Park and use the shared use bridge underneath MoPac because it will be dark and the noise will be deafening. There should be only one lane going each way, like MoPac will be north of Enfield.
223	More strenuous environmental protection.
224	Provide a southbound left exit auxiliary lane to Loop 360/US 290 east.
225	Throw it in the garbage and look at more modern design & technology based solutions. Using toll lanes constrains design because it requires as many "free" lanes as toll lanes. A design & technology based solution should not be artificially constrained to include more lanes than necessary for functionality.
226	another location
227	No tolls. Incentivize HOV lanes and car pooling.
228	YOU NEED TO GIVE THE PUBLIC MORE TIME TO STUDY AND EVALUATE - YOU MUST PROVIDE BASELINE NOISE DATA AND YOUR PROPOSAL TO MITIGATE SIGHT AND NOISE IMPACTS OF THIS NEW ELEVATED FEATURE
229	Extend the comment period and hold more public meetings, so Austin folks can understand.



230	Provide better alternatives. Such as building interstates that connect instead of forcing traffic through residential areas. And there has to be a better way than funding through raising property taxes.
231	
232	Raise the price to cover all costs of building and maintenance past the first generation of use of the facility.
233	Improvements must be made to South MoPac BEFORE SH45 is linked to 1626 (and subsequently 1626 is linked to I35).
234	This region is in desperate need to better move people, especially during commuter timeframes. There does not appear to be any sign that comprehensive evaluations have been done to move these people by any method other than cars. This is especially true for Mopac South as so many commuters are coming from Dripping Springs and Hayes County. TxDot should work with other regional transit organization to build park and rides where these commuters live and they can move thru this corridor on buses instead of cars. This will reduce or possibly eliminate need to expand South Mopac. Mopac works well during the day as is to move around around the city.
235	only one toll lane on each direction. Reduce impact by reducing width. A double deck bridge on Town Lake is NOT acceptable.
236	Do not build express lanes.
237	Allow high occupancy vehicles to use lanes toll-free
238	Keep it to one express HOV lane.
239	Ensure that MoPac will be at minimum three lanes in both directions - one Express Lane and two non-express. Add a HOV imperative that the lane can only be used when there are two or more people in the car.
240	Not sure at this point. I do not like the aesthetics of the flyover at Ladybird Lake. The Bee Caves road proposal is acceptable.
241	Expand MoPac South by increasing the gasoline tax or diverting more of the "rainy day" finds to building more roads
242	None. I like them!
243	Austin needs more lanes on MoPac. Just build more free new lanes without asking us to pay to get on the Express Lanes. The city should provide roads or expand roads for the growth.
244	I don't like the plan south of the 71 connection. 2 Express lanes and 2 general lanes don't make sense. Having an express lane cross Davis makes no sense either. Have 2 Express lanes to William Cannon, then knock it down to one lane and have three general lanes.
245	2 lanes of express lanes is not necessary. Could be used to add another general purpose lane. 1 express lane is enough.
246	Need to focus on getting people out of their cars to impact congestion into the future. HOV lanes no tolls. I don't believe that express elevated lanes will do what you want them to do. The best way is to get people out of the cars. Give them a truly great mass transit system. I loved living/vacationing in Europe.
247	Offer alternatives to a double decker bridge over Town Lake, Offer an alternative design for Bee Caves/MoPac, Offer a design with express lane access for northbound traffic originating at Bee Cave Road
248	Make it all toll lanes like you do to the east side.
249	Continue to look at options for direct connects to 360 and if we must double-deck at Town Lake, that it is as aesthetically pleasing as possible.

250	The express lane alternatives leave all of Westbank/Bee Caves/Barton Springs residents without northbound access until 2222. We also can't take express lanes south unless we get off at 2222 because there is no where to get off. Fix this!
251	Double the number of lanes or add one more that is reversible
252	Allow any HOV vehicle to ride for free in the Express Lanes to encourage car pooling.
253	I believe there should be an incentive to using the Express Lane for HOVs. For instance, a lower toll rate for HOVs, with the decrease proportional to number of occupants (similar model exists in LA).
254	I mostly would love to see ped/bike facilities (as I see are being taken into consideration).
255	Getting rid of the tolling.
256	There is no reason not to add HOV to the Express Lanes. Many cities have lanes that can be used by HOV users for no cost and single-occupant toll-payers. This makes best and most use of the additional lanes.
257	Need more time to access
258	More explanation of the proposal to add two express lanes in each direction and double-decking Mopac over Lady Bird Lake. Up until now, the expansions on Mopac have been for one express lane in each direction.
259	It appears that conclusions were developed first, followed by supporting figures, information and leading statements about "what readers might or might not be aware of."
260	Raise the price to cover entire costs of the project including maintenance cost past the first generation.
261	Only Add 1 free lane each way.
262	Include high occupancy vehicles in list of vehicles not required to pay tolls.

**Question 3: Please list any comments or questions you have about the alternative being advanced for further study.**

1	I am tired of all the building of toll roads and how confusing they are.. especially with fees that will be changing and variable.. what's up with that?
2	Want to relieve some traffic in town? Open up 130 to FREE traffic. Require all vehicles over 26,000 pounds passing through Austin without a stop to take 130. Atlanta does this and it helps a great deal. There are heavy fines for trucks without business within the perimeter and on the connector. Do that in Austin.
3	The studies are in, look back at the 1980's when \$\$\$ was spent on environmental studies that had we built the roads we wouldn't be having this conversation. Don't sluff me off because you know what I'm saying is correct.
4	Where is the non-toll alternative? Why are we not even given a choice for non-tolled expansion???
5	This alternative has been used in several markets with little success. Virtually all traffic uses the regular lanes. Any proponent of fee for use roadways fails to adequately explain that they actually inhibit traffic flow and make it impossible to add additional lanes to existing roadways. This means that they are actually a method for inhibiting growth.
6	What will be the speed limit on the express lanes during rush hours?

7	Please remove option 5 and 6. I suggest instead that you also add in a parallel effort to start light rail service to South Austin. With stops in Buda, 1626, Slaughter and other stops into downtown. Also fast track the completion of SW45, including the segment to IH35. Please put future plans in to extend SW45 to 290 and beyond. This should be on the 15yr road map.
8	The big cities that handle traffic issues best have a combination of mass transit, toll roads and HOV lanes. We may not have the best mass transit, but it's there and we already have plenty of toll road options. It's time to give some HOV lanes a chance.
9	I would like to know if the agency ever considers alternatives that increase efficiency and flows without adding capacity? For example: channelizing the inside lane from the river to the terminus, reducing the number of exits, fixing the exit/intersection so that traffic does not back on to the freeway or that it does not promote line cutting.
10	Please leave room for rail opportunities in express lanes (red line expansion)
11	Will the toll lanes be advanced past Slaughter with the MoPac Intersections study?
12	No build is not a realistic option for a growing city where traffic is already terrible.
13	Do not advance this proposal.
14	Need improvements right away!
15	We need more roadways.
16	I think that in spite of the negative feedback, the City Council needs to pursue this.
17	are you creating an alternate to I35 that will increase traffic on MoPAC? Will people use this road to access NW Austin suburbs?
18	don't do it. we already have other projects to work on.
19	I do not like the idea of toll lanes, that just encourages single-occupancy-vehicles with more money to use them. We should be encouraging the use of public transportation.
20	Make sure to observe a cost-benefit analysis. Economic decisions should be made from a viewpoint that benefits a wide variety of a population and not just a select group unless the select group beneficiaries of the decision are apt to assume a greater share of the burden.
21	analyze the typical motorist and consider incentives for people to car-pool like they do in other Cities
22	Complete SH45 first to FM1626, then to IH35 first.....why put more traffic down Brodie lane?
23	Have you even considered what happens when a large percentage of the express lane traffic (for northbound assume that 40% exits at 2222) has to enter the crowded slow lanes in order to exit. At rush hour existing traffic moves at ~ 10 mph. Where do you think those cars will go?
24	When might construction occur if the Express Lane alternative is adopted?
25	how soon can this be completed?
26	We need some relief from traffic congestion, so I think this is a good idea.
27	Few people have any confidence left for you to do what is really the best project to meet the need. You have this single idea and present it as if it is the only thing that can be done. Do you really think that people believe this nonsense. We are so desperate to get some added capacity that anything will be supported in the fear that nothing will be done.
28	Austin will continue to grow. Please help improve the accessibility of the city!
29	When can you start?
30	Within a decade self-driving car technology will render the need for additional lanes on south Mopac moot. There is no justification for using public funds to build additional lanes. And there is no reason to invite private corporations to profit on public infrastructure.

	<a href="http://betaboston.com/news/2015/01/12/say-goodbye-to-road-rage-by-2025-the-market-for-self-driving-cars-will-be-42-billion/">http://betaboston.com/news/2015/01/12/say-goodbye-to-road-rage-by-2025-the-market-for-self-driving-cars-will-be-42-billion/</a>
31	None
32	I am concerned about tolling it, that people won't use it. But then I guess I used to not use the north section of 45 toll road and now I do. It just took several years.
33	please stop being weird and act like other cities with large growth surges, build roads and reduce congestion and waits, please act before this whole area is strangled by traffic.
34	Build it Now. Don't allow one small faction the power to decrease the quality of life in Austin. No more studies, start construction now. Thank you.
35	There are four main bottlenecks on central and south MoPac. The first two are the reduction from three lanes to two at the 5th Street/Caesar Chavez exit and the same reduction at the south 360 exit. These cause traffic to back up quickly during peak times. MoPac needs to be redesigned around these exits to eliminate the lane reduction. Third and further south, the connector that connects west 290 to south MoPac is too close to the William Cannon exit lane; this causes a major bottleneck during peak times. The connector should've connected further south and the William Cannon exit should've gone underneath the connector to prevent a bottleneck. Lastly, there is more than enough room to expand south MoPac from two lanes in each direction to three between William Cannon and Slaughter Ln. My suggestions certainly won't decrease the amount of traffic on south MoPac, they will increase the flow of traffic.
36	Think more in the future instead on the present. This is an opportunity to overbuild now at today's costs so we won't have more construction 10 years from now.
37	Stop wasting time, the building and population expansion is not in pause mode while you deliberate. No alternative is perfect. Understanding that fact should help you move forward in a deliberative and reasoned manner.
38	Add more free lanes while you are doing the construction. It will already be a mess during construction. You might as well anticipate the need we will have in the future.
39	Growth is inevitable, it must be managed not ignored.
40	The alternative is to do nothing, and things will only get worse. This is UNACCEPTABLE!!
41	The No Build option is not practical. Just because we do not build it, they will still come.
42	It's time to take action. The traffic is not going away. It seems like the entire proposal process has turned into a power struggle. Who gets to swagger and say they won.
43	Have "flex lanes" been considered where they could alternate northbound/southbound depending what times during the day traffic is flowing in one direction most often. Have non-toll express lanes been considered for those commuting 10+ miles without needing an exit? Eastern Cleveland Suburbs use this on HWY 271 (seems to work well as I travel there often for business).
44	What can individuals do to help move this along faster?
45	This project would have been great if completed about 10 years ago to help with current congestion levels. At this point, please hurry and move this project forward, it is sorely needed.
46	I feel that there had been limited or little press about the alternative being studied.
47	Future growth of northern Hays County, with commuters driving to/from Austin, needs to be considered.
48	How many access points are planned? Where will they be located? Where will these lanes exit? When is SH 45 going to be built so we can take Brodie back to being a local road?

49	This needs to happen, we are already behind the curve on this. The idea that not expanding Mopac would inhibit development in the area was a huge mistake. Development will happen to matter what. We need a road.
50	What is fast and efficient for getting this done.
51	DO NOT LIKE that toll is based on how heavy or light traffic flow. - VARIABLE TOLL ADD FREE TOLL for 3 or more people in vehicle. VARIABLE TOLL = RICH PEOPLE ROAD
52	Not only registered van pools should get a break but any vehicle carrying two or more passengers as the toll lanes in Houston. Not everyone rides in a registered vanpool but many do carpool
53	Push this thru as quickly as possible as traffic in south Austin is a nightmare every morning and evening including Saturdays and Sundays. The SW tollway connection to I-35 is disparately needed.
54	Ditch it. Ditch tolls. I pay for roads in my taxes. If we can't do roads within our tax fees, then we need some responsible folks at TXDOT. And variable rates...sucks even more. How dare you. As sleazy as giving our road contracts to Spanish companies and Chinese buying our real estate.
55	The process should continue at the fastest possible timetable
56	N/A
57	Still need additional general purpose lanes
58	Sticking out head in the sand is not going to stop growth. Austin is growing - in ALL directions. Be proactive, take care of residents, help families to spend more time together than separated in the car commuting!!
59	Why the single question about any added lane filling up with traffic? Isn't that what you want?
60	Doing nothing is ridiculous. We need help as soon as possible. Sticking your head in the sand and hoping for some form of a mass transit miracle is not planning it is avoiding making a responsible decision.
61	If you don't build it, they will come anyway, so build it, NOW! DO NOT make the assumption that the vocal minority represents the majority. The majority are all of the cars on the road, stopped waiting for traffic. The minority are not on the road. This is a public through way, not an access way to a private community. Serve the PUBLIC Interest not self interests. Also, the next environmentalist that protests must provide a viable solution, not prevention; otherwise their input in invalid.
62	The "Do Nothing" alternative seems very concerning to me, as we already have very heavy traffic and poor traffic flow. Something really needs to be done.
63	This project is way over due
64	We moved to Austin 25 years ago and the expansion of Mopac/45 over to south I-35 had already been proposed. Here we are 25 years later still talking about whether or not we will build this desperately needed expansion. I doubt we would have chosen to love into South Austin if we had realized how slow the Austin area is to address the transportation needs of its citizens- particularly those in South Austin.
65	I no build alternative is a failed idea. It's denial of the issue. The whole idea that if you don't build infrastructure people won't come to Austin is ridiculous.
66	This needs to happen. If a light is out on Brodie, the traffic on mopac is ridiculous. We can't pretend that we don't have more people living out this way any more. It wouldn't cause more traffic to flow in, just alleviate what's here.

67	This is Texas and we love to drive everywhere. People do not and are not taking mass transit like they do in other crowded cities such as NY or Chicago. Therefore, they are going to continue driving. Mass transit is mostly for the ones who can't afford a car / truck on a daily basis. Get with it. Do not make a bus lane. Registered vanpools isn't going to work either. One high speed lane next to the divider on the inside lane should be kept for people like me who can zoon to work at 80 mph. Don't slow it down with buses and large vehicles. Make all trucks grossing over 20,000 pounds to stay in the right two outside lanes.
68	Goals should be too clean up our air by getting less cars on the roads
69	It is imperative that Austin realizes that doing nothing will not slow or stop increased traffic - it didn't work this way in the past and it won't work now. There will continue to be a large and growing number of people commuting and the city must provide a suitable highway system to carry this traffic.
70	Take the light off slaughter and mo pac
71	We do not need more traffic over environmentally sensitive areas. We do not need more traffic in South Austin
72	I think it's the best choice (Express Lanes).
73	Please help make this happen!
74	A decision needs to be made quickly as the traffic is continuing to increase.
75	Not related to this, but the state and federal government should increase the tax on gasoline and use those funds for highway improvements. It's been too long since the gas tax was increased.
76	Everything possible to advance this plan should be pursued. Austin must catch up with the times and not be mired by those who wish to keep it as it was, as the growth is happening and can't be stopped by just saying no to this highway. Having come from Dallas which is undergoing massive road reconstruction, It is much easier to accomplish road construction before the area is so populated with homes and businesses that normal day to day traffic is totally bogged down for months and months as LBJ Freeway is today.
77	No questions. It is a very good idea whose time has come.
78	Where are we planning to have it started and stopped?
79	build it now!
80	I believe that the express lanes should be narrowed to one lane well in advance of the merge that will have to happen on the north side of Lady Bird Lake. How are you taking care of the run off from the direct connect from the express lanes to Ceasar Chavez? With 2 lanes/side over the south part of Mopac/Loop 1 how are you protecting the neighborhoods from additional flooding due to run off. THERE ARE NO CONCEPTS FOR THE EXPRESS LANE EXITS/ENTRANCES FOR 360 ETC. THERE IS ONE OTHER FUNDING SOURCE THAT WILL SOMEDAY BE CONSIDERED: RAISING LOCAL GAS TAX; RAISING STATE GAS TAX; INCOME TAX
81	sh45 before anything else
82	I understand the opposition not wanting to build more roads going southbound, however, the people are already here, and the current traffic congestion is burning fossil fuels and contributing in its own way to harming the environment. There needs to be some compromise.
83	As a longtime resident of Austin, I regret some of the changes caused by our rapid growth, but there is no denying that growth will continue and likely escalate. The quality of life we all enjoy in Austin is being diminished by the traffic problems, encouraging people to cocoon in their own neighborhoods rather than face the traffic. We must upgrade our road net and this proposal seems reasonable to me.

84	This MUST happen. Any idea of no build is not realistic.
85	Finish out the I-45 extension. It's one of the best ways to see congestion ease up not only on Brodie lane but also at Mopac and Slaughter.
86	Time is over for further study. Get on with it.
87	It doesn't seem there was any serious consideration of anything other than toll lanes. This process seemed to have a preconceived outcome. Prop 1 funds will be available every year, so it is misleading to point out that this year's money will not be enough to build them. Also, the legislature is considering additional transportation funding. Why do other cities like Bastrop get the non-tolled transportation funding?
88	All off the traffic should be able to utilize all of the lanes. Build General Purpose Lanes.
89	Absolutely NO MORE studies !! The city is already 20 years behind in this crucial expansion, while the cost is racing at an enormous amount !!
90	STOP TOLLING!! roads are meant to move vehicles not profit. Widen it. The same lanes have been there for 25+ years. The city has grown but our roads haven't.
91	No tolls. No tolls. No tolls.
92	SW 45 needs to be completed as soon as possible. The present situation is a disaster waiting to happen for the Shady Hollow neighborhood. Someone's child is going to get seriously injured with this traffic flow.
93	I'm not a fan of tolled lanes. Often, while the number of non-tolled lanes doesn't decrease (per state law), the capacity and/or level of service often get reduced, i.e., narrower lane widths, etc.
94	These are the only alternatives? Its amazing how bankrupt of competence and credibility your agency has become.
95	The build alternative should definitely be advanced.
96	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?
97	No
98	What for? You have already made the decisions of what is going to be built.
99	Isn't there any other way to add highways around Austin without costing the tax payers more money.
100	No idea--we're screwed in the current situation--can't expand MoPac width-wise--build it up? Good luck--
101	Consider not doing anything. Growth will move East instead. This plan just causes further degradation of our precious Hill Country.
102	This is 10 years too late and too expensive. Who truly believes that one lane (or even two) will make any real difference. And maybe for 2015 or even 2016, but with the current rate of growth, we'll be right back where we started. Minus a billion dollars. PUBLIC TRANSPORTATION. LIGHT RAIL. SUBWAY. THINK BIGGER.
103	I do not see the need to have the tolls change. Don't be greedy. Just charge one price to be able to use the lane period. Those of us who need to move quickly and can afford to pay, will use the lane.
104	Just build it with attention given to creating the least environmental impact

105	Something must be done. Not sure if express lane is the best solution. But how does doing nothing help? have they ever considered a commuter train in the middle space of mopac?
106	NO TOLL LANES - roadways should be a priority if we are recruiting out of state for new business and should not be an "additional expense" to be borne/burdened by drivers.
107	How many lanes and how soon?
108	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.
109	why add a tolled lane to an expressway that has already been paid for with tax dollars?
110	No comments or questions. I just like the fact that something is being done to relieve congestion.
111	With the addition of the 45-SW toll road, the MOPAC intersections at La Crosse and Slaughter desperately need to have underpasses or overpasses built. The congestion at those intersections will only become worse with the MOPAC improvements and the construction of 45-SW toll road.
112	make it happen, fast!
113	none
114	Hurry.....
115	Consider light rail for South Austin.
116	Connect MoPac to Texas 45
117	Why do you want to waste so much taxpayer money in order to accomplish so little of benefit to our region? Why don't you wait until the north lanes are in operation so we can see how much those have helped central texas before you burrow ahead with this ill-conceived, wasteful plan?
118	Make sure it is a long-term fix. Please build in SAFE pedestrian crossings. William Cannon needs a pedestrian underpass. New development in the area is increasing congestion and danger for pedestrians. Garza tract development will increase by 12,000+ car trips per day and Wm. Cannon and Mopac are already failing intersections.
119	please do NOT just install one-way in the middle toll lanes like some of those in Houston. NOT EFFICIENT.
120	Austin is getting crowded. There will never be enough roads to accommodate them. The answer is to get rid of cars. Ideally, for me, personal transportation would be banned inside the city.
121	use the non tolled highway dollars
122	Please extend the public comment period to April 2, 2015.
123	No more toll lanes please.
124	I'm concerned about impact of this road on the water quality of Barton Springs and Lady Bird lake. As a Zilker resident I'm very concerned about the noise and air pollution that would be caused by this highway.
125	There has been insufficient time to evaluate this. The public comment period should be extended.
126	Traffic is horrible in Central Texas because of too many studies and not taking any action, thereby increasing cost by always delaying projects.
127	No good



128	Just get it done NOW. When MoPac was first built in the 1970s, there was great concern about the aquifer and Barton Springs. But, yet, here they still are and functioning quite well. So let's quit fretting about the environment and get the roads built! It's much better to have lots of cars MOVING (and the gas fumes dissipating) than sitting STILL on the roads in gridlock (and the fumes being stagnant).
129	No one uses toll roads now. Why pay to use a lane? I have lived here 25 years and I hate what is happening to Austin. I am ashamed and embarrassed to live here now. There is nothing to be proud of about living here. It's all about money. Not building NEW roads but charging for the existing one.
130	I think we should be careful before we double deck any road around Austin. We have two examples of construction like this around Austin today, the IH-35 double deck through downtown and the 183 construction from IH-35 to Mopac. Both structures effectively split the town in two, creating a very large barrier to humans and separating parts of our town from each other. I am concerned about any effort to create more structures like this, especially in one of the most scenic parts of town near one of our largest parts. Also, I'm not sure of the effect of dumping all express lane traffic into a small area of Cesar Chavez. Today, two lanes converge in that area but with the new express lanes, we could have two express lanes plus two normal traffic lanes all meeting in that area. This may saturate traffic on Cesar Chavez in the morning and create daily traffic jams, limiting access to downtown and to Austin High. I ask the design committee to slow down this decision process and consider the impact of so much traffic in one area.
131	Seems like a done deal (if you don't consider no-build).
132	In your questionnaire below that mentions about the gas tax not being raised in years, why is "raise the gas tax" not an option? Why would you put "raise my property taxes" as one, but not "raise the gas tax"? The gas tax should be raised because people buying gas are the ones using the roads, so if we need more money for roads, raise the gas tax. That is the most logical choice. Make that an option on your questionnaire because otherwise you come across as trying to skew the answers in your favor.
133	Please extend the period for public feedback.
134	There is potential for significant impact to the noise, pollution and neighborhood traffic in the area around Austin High School which could be detrimental to both the school and the adjacent neighborhoods. In addition, Zilker Park, which is one of Austin's most important attractions, could be adversely affected. The alternative being advanced for further study has not been adequately explained and publicized, nor has the opportunity for public comment been sufficient.
135	No more toll roads. We need fewer cars on the road per capita, which means providing more opportunities, and better opportunities, for people to bike, take single-path dedicated public transportation, and walk. We also need communities planned outside the main Austin area to be self-sufficient, fully planned communities, so people don't have to drive into downtown Austin everyday. The current proposal does exactly the opposite. The bicycle access paths are afterthoughts in the current proposal.
136	Will this have any impact on the Edwards Aquifer Recharge Zone?
137	traffic noise pollution and water runoff pollution in the areas close to the barton creek greenbelt. bike friendly is good. currently people ride on Mopac access road - safety issue
138	The intrusiveness of MoPac is especially evident around Lady Bird Lake, an area of Austin that is available for all of its citizens to enjoy. Instead of bucolic sounds of nature, one hears MoPac's bridges being traversed by motorized vehicles.

139	Do not assume that the other portions of the CAMPO plan will be built. They are what will create terrible traffic and cause serious environmental damage to Barton Springs. The whole process has been a disgrace. The pushing through of the plan in small portions so as to avoid environmental scrutiny and to avoid the truth that the plan will do nothing to improve traffic flow, only make it far worse.
140	I don't like the idea of doing nothing. If we do that, Mopac will become I-35 at some point: horrible and nearly unusable.
141	I am totally against Toll Roads & I'm totally against Taxes going higher on home owners, Austin continues to go up on home owner property taxes will only discourage folks to live here in Austin, Perhaps if Austin would stop giving tax breaks to business, it would help cover some of the needs in our community.
142	I am sick and tired of toll roads going up in Austin. No HOV lanes and no free freeways being built. And with all the income generated in this town, new freeways should be no charge to the citizens! And when you build a toll lane stop making the non toll lanes 55mph!
143	no double deck over town lake
144	I don't think any further study should be conducted on Express lanes. Rather, we need to consider other alternatives, like HOV lanes, which are free and promote carpooling and public transit. HOV lanes will result in fewer cars on the road and will be better for the environment.
145	Double-decking on any portion of Mopac will create more detriment to the area than adding driving capacity ever could.
146	Stop now. period.
147	Why is the public not seeing multiple, forward-looking mass transit rail options that provide for diverse access, schedules and routes that can be voted in on a schedule that will meaningfully impact immediate traffic issues AND allow for reasonable future growth? Tolls roads 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 roadways have not diminished congestion meaningfully elsewhere in 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.
148	Would it be feasible to add an additional general usage lane to MoPac, to provide additional capacity without paying a toll? Will a mixed use pedestrian/bicycle path exist along this entire corridor? This was initially going to be part of the North MoPac expansion effort, but was later dropped.
149	NO double decker over the lake!
150	This is not a horrible plan. It will destroy the area around town lake / austin high / lake austin blvd etc. and sounds very dangerous. DO NOT DO THIS.
151	What is the plan for the bridge over Lady Bird Lake? I could not find an illustration of this from the side view indicating height, etc. For that matter, what does the double decker look like from the side in general? Are there more detailed plans somewhere?? How will the project build-out impact current commuters? What is the specific plan for Austin High access from Mopac south? High school students drive this daily, of top concern to families in SW Austin.
152	Support it.

153	Not so sure about changes in tolls based on increased traffic, it seems that the toll should be the same not based on traffic. Limit studies. Some things are just obvious. Complete the 45 East connection.
154	In my opinion, elevated portions should be avoided. in addition to being extremely expensive (both initially and maintenance), they stand out in the landscape as being unnatural and visually unpleasant
155	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.
156	endless questions, especially actual costs, impacts of noise, air and visual pollution on Austin High, Zilker Park and Hike and Bike trail; traffic projections to support 4 new lanes; how will the traffic actually get into downtown on Cesar Chavez; necessity of studying the entire proposed Mopac/45Sw tolled loop together; necessity for a full EIS, not an EA
157	absolutely oppose double decks for environment/aesthetic reasons as well as the poor record the I35 have
158	I would delay any decision on this proposal until the public becomes more aware. What is the total cost of these proposed additional toll lanes? How much will property taxes be raised to cover this additional cost?
159	Why are you allowing only one public hearing?
160	With such a short notice time I think it is only right we have at least a month to consider what is happening literally right above our heads. Getting kids to and from Austin high is already a nightmare and to increase traffic in that area is not a solution. I would guess it would become a more dangerous area with aggressive drivers and High school kids who have just gotten their licenses. Maybe instead you should remove the areas where people exit and get back on the highway without stopping which seems to me where the traffic backs up the worst (Far West, 45th, 35th, and Barton Skyway). We moved Central so we could walk and ride our bikes. Please don't ruin it by overwhelming our area with dangerous traffic.
161	Why is there such a short window for public comment? Extend until at least 4/3. This has been sprung on neighborhoods that will be deeply affected by your change in plans.
162	Doing nothing is fine, downtown needs to be more dense.
163	Only 2 days for public input is ridiculous
164	extend comment period to April 2.

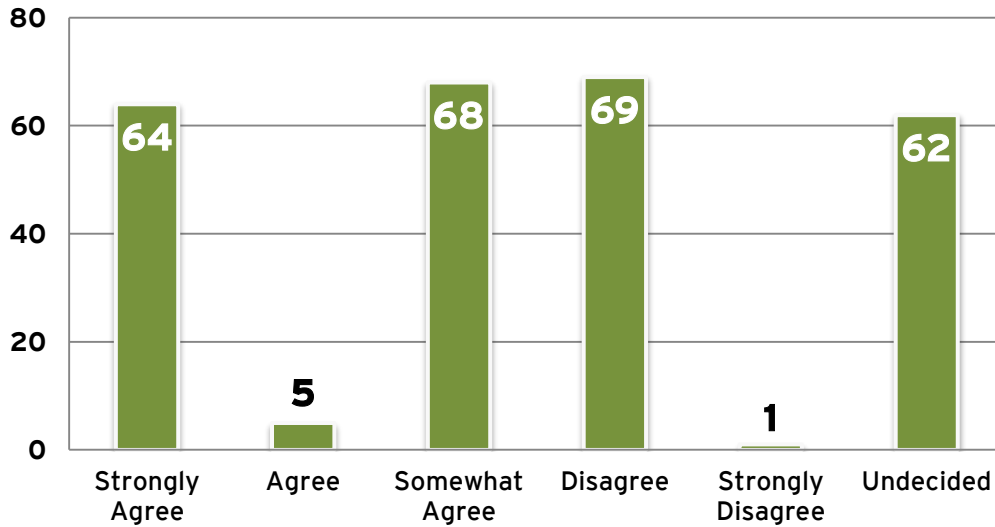
165	Looks like I-35 West to me. Disclose the entire project instead of just segments, and give the public more time to comment on it.
166	public transportation
167	The Elevated Express should also be considered for North Mopac and should be placed over the railroad tracks. The problems with congestion North will only be increased with the increased capacity on Mopac South as there is significant traffic flowing beyond downtown from either South or North and the current changes to North Mopac will offer limited improvement in the thime frame covered by this South Mopac proposal.
168	I do not believe there has been adequate notice given to residents about the additional changes being put forth. This has not given us an opportunity to study the proposal in depth. I would also like to see studies on water and air quality which would include air pollution to surrounding schools, neighborhoods, sports complexes, recreational areas including swimming areas and the hike and bike trail. I also noticed that at the bottom of this survey you did not ask for additional comments. I'll give them to you; I don't like how you word the questionnaire to make the survey taker feel like they should be ashamed of themselves if they don't fall in line with what CAMPO is trying to do. The way it's set up is that the only solutions are to raise property taxes, toll roads, or nothing. Another issue is that just like with the toll road/mopac in North Austin, the existing lanes were broadened and turned into the Toll Road; 4 free roads before = 4 free new roads that are now "access" and takes twice the time it took before to get around. So it's not that we will get to keep our existing lanes, it's that you will build us new lanes that are worse than useless forcing us to use the toll roads to get around. If you want to be seen as a fair advocate for change, you may want to make your surveys more equitable to both sides.
169	Extend this period of consultation for another 30 days.
170	The upper deck is horrible. For years this discussion has been about 1 managed lane in each direction. When did that change? You need to allow more time for the public to comment. Please extend the public comment period to April 2, so the public CAN comment.
171	keep public discussion open longer
172	I think it's interesting to toll these, but don't like the idea of making it accessible to some that live in austin. What if tolls were only used until the road is payed for? And then free? I also do understand that 1 or 2 general purpose lanes would fill up, but what if you added 4-6 general purpose lanes, not 1 or 2? As a double-decker road. Even if those lanes do fill up, the time it would take me to drive from north to south in rush hour would still be shorter.
173	Do Nothing would the worse choice possible
174	The upper deck over our lake is horrific! You cannot possibly be considering the needs of the central city, the city's street network where you would be dumping all of that traffic, the impacts to students at Austin High, the impacts to the hike and bike trail and the LAB. You should be considering the needs of the citizens of Austin as much as you are considering commuters from the suburbs.
175	I'd just add that from an urban planning perspective encouraging sprawl and supporting that sprawl with increased vehicle capacity in freeways is a terrible way to grow a sustainable, prosperous city long-term - so I'd challenge the city to publicly express how the ultimate decision here also supports a smart growth plan.
176	I understand from an email from Brigid Shea that the toll authority's new four lane plan was rolled out last week (Feb 26) at an open house with only an 11-day public comment period. That is not enough time for the public to learn about and consider the impact of this proposal. Please extend the public comment period to April 2nd.

177	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.
178	This is but a segment of a larger project to build and improve lanes that connect I-35 to NW Austin. These projects need to be studied together, measuring their impact on traffic and the environment.
179	Why is this being rushed with such short time for comment? It would seem that the rush is designed to reduce the public concern and outcry.
180	Do not want a double-decker Mopac crossing Lady Bird Lake. This would result in tremendous noise and pollution in the nearby area and in Zilker Park.
181	Why have these lanes to dump further traffic on already-congested Cesar Chavez, which additionally requires construction of a new bridge in an environmentally sensitive area? This seems to ignore community and environmental concerns, and be bad traffic planning. Complete a full Environmental Impact Statement, not just an Environmental Analysis. This project warrants thorough analysis of all impacts.
182	Advance alternative transportation prior to considering mopac south expressway.
183	Look at making bottleneck improvements northbound from Davis lane to William Cannon by re-striping the wide (22 foot) inside shoulder as the third lane and southbound from William Cannon to David Lane by providing approx. 2500 feet of 12 foot widening to fill in the gaps of missing wide shoulder and provide three lanes to the davis lane exit. These interim improvements look like they will work into the final design.
184	Using technology, improving flow & intersections, removal of bottlenecks, etc. will be just more effective than building lanes and decks and less destructive of the surrounding community.
185	another location
186	Highway improvements should be financed by indexing the gas tax. Politicians need to make this happen. Flyovers at Lady Bird Lake are way too high!
187	We could do better in Austin by using the space and money for a commuter rail line. A dedicated line for commuters, with the long range plan of a inter city (San Antonio-Austin-Waco-Fort Worth/Dallas-Amarillo).
188	I live 3 blocks from Mopac at Lake Austin Blvd. One of my neighbors just found out about this March 9th deadline and shared it with me. Please let us have more time to find out the details of what's being proposed and then let us give our feedback! I am a homeowner and this will definitely impact my neighborhood and quality of life!
189	Further study to ensure that this project does not adversely impact adjoining neighborhoods is critical.
190	Please extend public input period until at least April 2.
191	YOU ARE NOT GIVING THE PUBLIC ENOUGH TIME TO EVALUATE THIS PROPOSAL

192	I would hope that any work done on South MoPac would be done well in advance of building the SH45 link to Brodie Lane (with the continued 1626 link to I35). The intersections at Slaughter and LaCrosse also should be improved before any ground is broken on SH45. Secondly, I want lanes or space left available for more common transport - a dedicated mass transit lane? Or free access to the toll lane? Something to encourage common transportation.
193	This, of course, won't fix the basic problems of sprawl, but rather exacerbate the very bad problems we already have. I cannot support this project.
194	As I commented above, I am concerned that there is a rush to break ground on SH 45 just to get it built. If it is finished before improvements are made to South MoPac, Mopac will become unusable.
195	Work with CapMetro to get Route 111, the Mopac Commuter flyer to expand frequency to cover all downtown work areas. This will further reduce cars moving people on Mopac during rush hour.
196	The Austin Heritage Tree Foundation prefers that the alternative NOT be advanced for further study. We strongly recommend the No Build option because this is an environmentally sensitive area and there is no way to build toll lanes without affecting the environment significantly in this area. Many trees will be removed including many heritage trees. The disturbance will affect the Barton Springs recharge zone that is extremely environmentally sensitive.
197	I prefer bonds be sold to pay for the road.
198	Current proposal does very little to decrease number of vehicles on road if the express lanes can not be used by high occupancy vehicles toll-free.
199	Adding multiple express lanes to S. Mopac and double-decking the Mopac bridge over Lady Bird Lake will simply encourage adding more express lanes to N. Mopac, right? Remember "Mopac Blvd." and no trucks on Mopac??
200	Doing nothing is really insane. Austin is a large city and needs for its transportation to grow up and be designed to not only handle existing traffic but designed to handle more as people continue to move here.
201	I didn't go to an Open House and just recently became aware of the Mopac South website. I do not think enough people living in the neighborhoods are aware of the website and the expansion plans. Perhaps a direct mail piece as well as ads in the Statesman and Westlake Picayune would help get the word out. I would be especially interested in seeing the noise survey reports when completed.
202	Alternative funding methods other than toll lanes
203	The other alternatives are stupid... please stop wasting time and money evaluating them (especially the "no build" desire of the asinine environmentalists). Also, don't waste highway money trying to promote bicycle/pedestrian traffic - they don't belong on MoPac, let the City of Austin design and pay for that if it is so important.
204	Don't take away our land and roads and give it to the corporation for businesses. The big commercial vehicles should pay for using the roads but not the public people. I don't like the toll road idea, I just want to build more free lanes on the road to ease the traffic. Don't take away our lanes and let those big corporations get our lanes to make profits on us. Why only the wealthy can use the Express Lane, and all the poor has to suffer in long traffic jam on the road. Just give us more lanes without charging us. The city should plan more thoroughly to build lanes to cope with the growth of traffic. Toll road is a horrible idea for Austin.
205	Please do not do any aggressive landscaping. Any other highways you have done this on only end up looking overgrown, dead and forlorn!

206	Light rail - suspended rail - better transit system routes - stop routing everything through downtown.
207	Why does TxDOT continue its racist policies
208	The traffic issues at Bee Cave Rd. need to be addressed. Getting off Bee Caves and back onto MoPac need to be reworked. A new innovative design solution for this intersection is needed. Special event traffic needs to be considered in this area because events encompass a large part of the year. The Barton Skyway turnaround will be a huge mess if that is the only way for Westbank/Barton Springs residents to turn around to access northbound express lanes. Why can't people exit express lanes at other points - 45th, 38th, hospital areas.
209	Love the elevated design. Need access to Hwy 360 also faster please
210	I want to see the TSM/TDM activities included as a major part of this alternative, not as an after thought or as some small emphasis.
211	Study alternative to tolling. The state is working on additional transportation funding. Don't rush into tolling. More money may be available soon.
212	I am concerned about plans to add a 2nd deck to Mopac, and to add 4 new lanes. The impact on environment, on Austin High School, and Zilker/Hike & Bike trail, from that much additional roadway will be significant.
213	Why are HOV and Express Lane not combined? Why is Express Lane the only alternative that includes additional lanes being advanced?
214	Please extend the timeline before voting on this.
215	Please extend comment period until April 2.
216	Improvements to South MoPac are necessary, but what is proposed will be unattractive, obtrusive and too close to Austin High School. MoPac was designed to be an expressway not what is proposed which is more like a tolled freeway.
217	If high occupancy vehicles are not included in list of vehicles not required to pay tolls the plan will not decrease vehicle traffic count and will be a regressive tax on low and middle income residents.

**Question 4: After reviewing the information provided at the Open House regarding the alternatives evaluation and screening process, I understand the process that was used to arrive at the recommended alternative.**



**Question 5: At the Open House held in April 2014, 76% of community survey respondents agreed or strongly agreed that the proposed criteria that would be used to evaluate the preliminary alternatives were appropriate. Please provide any additional comments regarding the evaluation process and results.**

1	76% is more than half and now it's 2015 and you still not doing enough to improve transportation. START BUILDING MORE ROADS.
2	The structure of questions were extremely biased leaving toll roads as the only viable option for expansion. Hardly unbiased.
3	I suggest that two general purpose lanes be added in both directions. One combined HOV and Express lane in both directions be added. I don't think the massive growth in Buda and Kyle is being completely factored into the future predictions. The bridge over town lake needs to be redesigned and rebuilt to reflect Austin better. It will probably need to be two story high to accommodate all the lanes and merging traffic coming into and out of downtown. It should also be iconic, like the penny backer or golden gate bridge. Not made out of more concrete. This bridge is the entry point into downtown, over town lake and Zilker. Pedestrians, bikers and park goers use this area daily. Please make it stand out and not be just another poured concrete bridge.
4	I wish the public had more input on toll road projects. I feel like the majority of the public is against them & yet a new toll project seems to be developed every few months and yet our traffic problems continue to get worse. It's time to try something else. Toll roads aren't the only answer to traffic problems.
5	None. I strongly agree that we need express lanes.
6	impact on Austin High and other buildings,
7	do not build another highway, please.



8	na
9	The results were decided in advance. The only option that was ever on the table was to toll. Toll lanes cannot be the only solution because the city is growing every day. Few will be able to afford the '\$4 or perhaps much more' per trip to get to school and work. The taxing authorities need to add roads the old fashioned way and provide mobility to everyone. If another general purpose lane was added to the corridor, it would fill up with traffic just like the existing MoPac South. That is also true for the express lanes. Many people move in to the MSA every day. They all have to get around the city. Every lane that is built will become full until better transportation alternatives are activated.
10	What are the criteria. No public outreach has been done on the criteria. This survey is worded to support only the proposed project and not to solicit real input on the process.
11	None
12	Was self-driving car technology presented as one of the alternatives? If not, why not? The format of this "Feedback Survey" was obviously designed to garnish support for building toll lanes and does not give fair discussion or presentation to the no-build option. The assertion that new lanes will be required for future traffic is false as it ignores impacts of advances in self-driving car technology and options for public transportation by rail.
13	Agree
14	Please build these additional lanes and connect to SH-45 ASAP.
15	My pet peeve is that we upgrade our roads but, we don't upgrade our signage especially on the major highways. Part of enhancing roads like MOPAC is to beautify the roads too. Our WW11 signage looks bad. We should take a look how other cities, like ABQ to enhance the beauty of their highways.
16	Some will always find fault, but it appears that the proposed criteria for evaluation are more than adequate. Special interest groups have opposed all building options for the past 20 plus years which has resulted in the promotion of massive urban sprawl We need to build our roads for the future growth that is going to occur.
17	South Mopac needs your help! Please help expand Mopac!
18	I agree
19	The No Build option needs to include more environmental and safety concerns that are increasing as traffic increases on the existing roads and streets that are being used as alternate roads while this planned road is delayed.
20	Put me in the strongly agreed column. We study things to death while our traffic problems worsen.
21	Build SH 45 and divert the traffic on Brodie to the newly upgraded Mopac express way
22	Build the road already!
23	AGREE - NEED MORE LANES TO HELP ABUNDANT TRAFFIC FLOW DISAGREE WITH VARIABLE TOLL; ALLOWS THE WEALTHY AN ADVANTAGE AND WE ALL SHOULD BE TREATED EQUAL
24	N/A
25	Instead of elimination of addtl general purpose lanes alternative, should pursue parallel initiative to secure funding should be pursued
26	There wasn't enough info spent saying that the roads CAN be built and protect the environment at the same time. Filling up Brodie every day is a mess. Imagine Exposition Drive without MoPac; that's what we live with every day without SH45 SW.

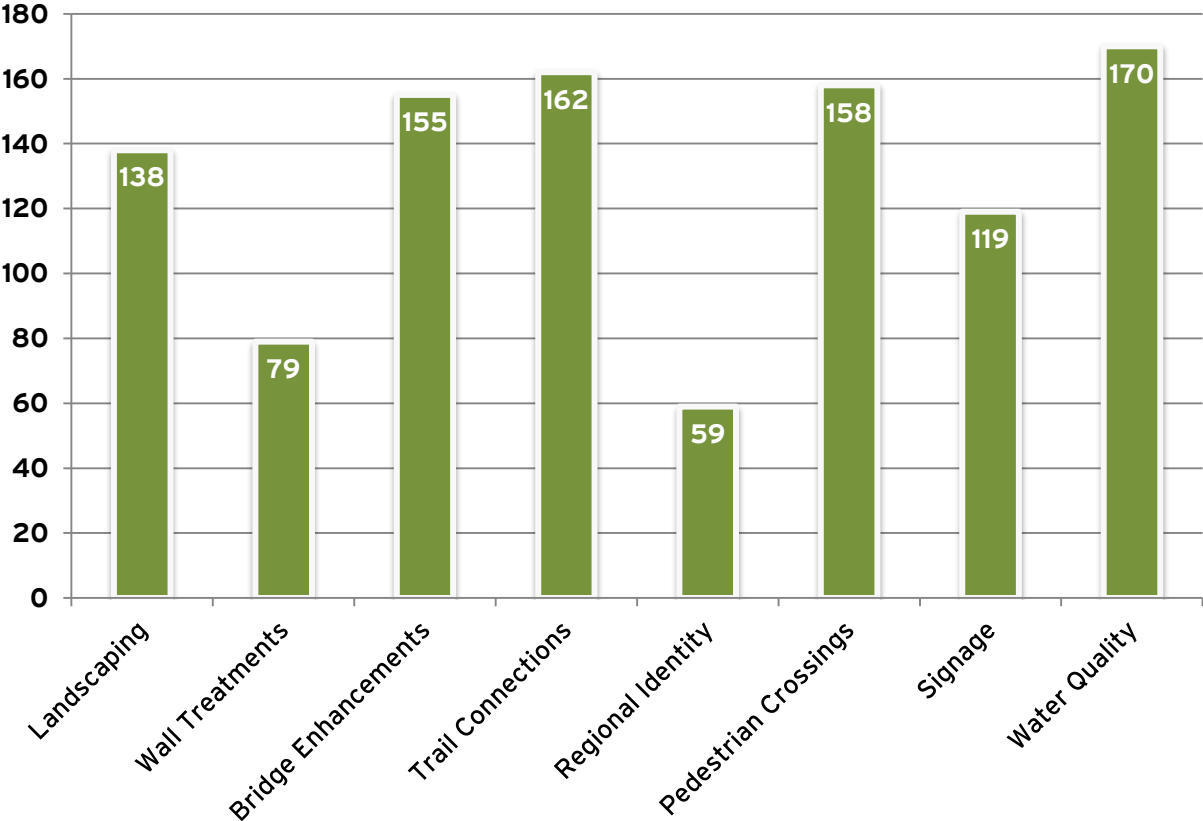
27	In your question below, "Knowing that gas taxes haven't increased in 21 years, how would you prefer that improvements in this corridor be funded? (Select one): ", where are the choices for increase the gasoline taxes or force the legislature to stop diverting gas tax revenue to other projects? I reject the theory that it's toll these lanes, raise property taxes or just do nothing. I'd rather see organizations like CAMPO and TxDOT fight the legislature for the funds they should already be receiving over creating new toll roads.
28	The process was complete. Let's get started.
29	I don't know what that criteria was or is. I was not noticed to attend the hearing that I'm aware of.
30	n/a
31	Safety of entrances and exits for express lanes should be paramount. The concerns of Central Austin dwellers should also take priority since these roads are rewarding people to move further from the city center and not pay the taxes for that area yet still get all the benefits of the city center. Higher tolls will not come close to offsetting the higher taxes they would pay to live more central.
32	Yes, I agree. Proceed. We have to grow our highways more and more quickly - this has taken too long already.
33	I did not attend the Open House, but I know it is vital to proceed with the proposed evaluation process and continue on to a solution to south Austin's bogged down traffic.
34	The roadway needs to be built and not studied forever.
35	WATER QUALITY AND RUNOFF ARE NUMBER ONE PRIORITY IN MY OPINION, AUSTIN HAS SOME OF THE WORST SIGNAGE IN THE COUNTRY. THAT MAKES IT A #2 PRIORITY BEHIND WATER. #3 PEDESTRIAN CROSSINGS: SINCE AUSTIN THINKS IT IS GOING TO GO ON BIKES AND HIKE GETTING ACROSS THE MONSTROSITIES IS VERY IMPORTANT
36	I think the impact of taking no action in terms of longer travel times, increased vehicle emissions, slowing of emergency response should be heavily weighted in the evaluation process.
37	Agree, as long as the road is built.
38	The process was used to lead the attendees to a certain result and was based on funding information that is misleading and doesn't consider possible future funding sources.
39	I have none.
40	Your position that these tolled options are better than more "general purpose" lanes because those lanes would just fill up with traffic is ludicrous. What exactly do you see as the purpose of transportation planning? Shouldn't it be to get as many people to their destinations as quickly, safely and economically as possible? If you want less highway traffic, then fund mass transit. If you're building a highway, serve everybody equally. Helping a privileged few who pay for the toll lanes while the vast majority of travellers sit in traffic is simply foolish and offensive.
41	Nne
42	I disagree with the claim below that states "If another general purpose lane was added to the corridor, it would fill up with traffic just like the existing MoPac South." You're saying that adding capacity to handle traffic would somehow not change the road's capacity to handle traffic?
43	You just stated your decision by the statement above "preliminary alternatives were appropriate".
44	The process is designed to gain approval rather than create true debate of alternatives. This survey does not elicit real feedback.
45	Please plant vegetation to dampen the noise.

46	NO TOLL LANES - roadways should be a priority if we are recruiting out of state for new business and should not be an "additional expense" to be borne/burdened by drivers.
47	Too much emphasis on the endangered species factor. We're all endangered.
48	n\ a
49	The Open House should not have been scheduled at the same time as a City Council Meeting. Two Open Houses were held in the central and west areas and none were scheduled for SW.
50	Since east west access across Austin is already so limited, please do not dump all traffic in/out at just one or two places UNLESS those roads are going to be dramatically improved too. will just create more bottlenecks.
51	Please extend the public comment period to April 2, 2015.
52	The people of Austin should vote on it and the keyword toll should be used on the ballot. Your organization is misrepresenting the proposal with the current name.
53	There has been insufficient time to evaluate this. The public comment period should be extended.
54	Toll roads are divisive as the rich can easily afford to pay, and the poor can't afford to pay.
55	No comment.
56	The criteria are valid; the outcome may or may not be.
57	This is not being represented for what it really is. When people who live in the area find out the ramifications, there will be an outcry.
58	You only got that figure because most of the general public who live in this area and would be affected by it did not know about this meeting or the proposed plans. If you actually asked neighbors and residents, they would not support it.
59	The criteria have not been sufficiently publicized to receive adequate feedback.
60	The majority of the people who knew about and attended the "open house" were people who want more direct, easy access to the downtown/central Austin area; so, it's logical that 76% of the respondents agreed with this project's current process. If you were to go to central Austin area residents and ask them, they'd probably firstly point out that they live a denser area, bear the brunt of "traffic" issues more and more hours a day, and that the central area should have gotten some of the funding to plan and implement solutions to traffic issues. The process was stacked. If those overseeing this process really wanted community participation, they would have gotten the entire community to participate...
61	None at this time.
62	why is rail not mentioned? why not think about the problem's solutions in a wider perspective?
63	Citizens should be given more time to engage with this issue.
64	The evaluation process is flawed as it does not look at the overall impact of the road - it only looks at chunks of the proposed whole. This road is ultimately being built to line the pockets of developers and the receivers of tolls. It will not serve citizens or the environment.
65	I never heard of this process. How many people is comprised of this 76%? This proposal sounds HORRIFYING.
66	Equity is not adequately evaluated. You assume improvements to water quality over no build even though you do not count the impacts of extra traffic. Air quality increased emission is not mentioned. Cumulative impacts with SH45 SW should be considered.
67	Push polls don't tell us much. The "prelininary alternatives" are not appropriate without an initial, comprehensive study of the proposed tolled loop and alternatives to that proposed loop. A toll road agency cannot honestly and faithfully evaluate non-tolled options.

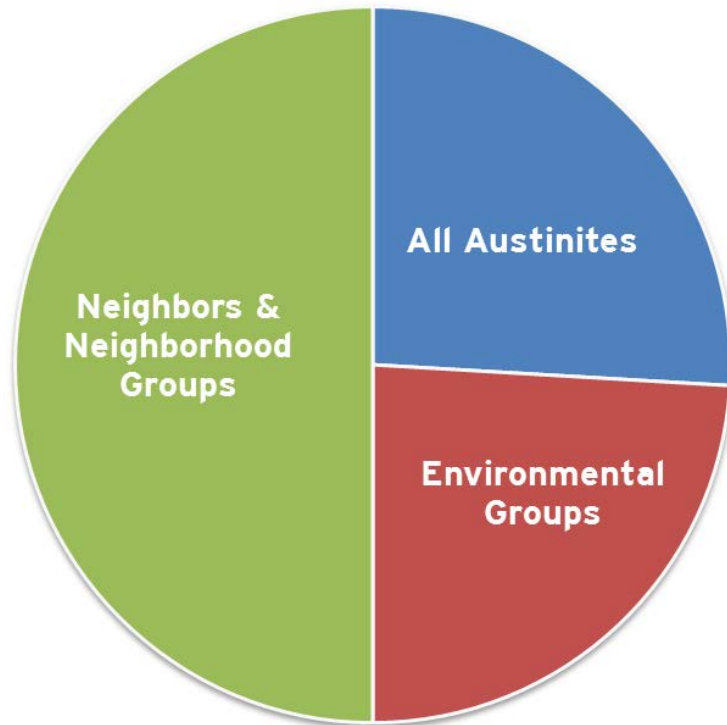
68	The survey should have been sent to every to every homeowner in Austin. I was unaware of this open house or the survey.
69	What Open House? Time to hire some new TxDot people who can do the job correctly.
70	Please just take a little more time. Toll roads are not always the answer.
71	Did you ask about toll roads in the city? And, if so, what was the response?
72	I don't think many people are aware of the proposal to add a total of FOUR lanes, and the flyover at Lady Bird Lake- this should be presented more clearly.
73	The process is seemingly secret and fast moving. As with most such machinations, it creates the impression of insider dealing and corruption.
74	I like the layout you are providing to ease congestion for downtown workers headed south. I live in the Deep Eddy area and I think extending the toll option through from North to South and providing toll gates from Cesar Chavez is a good idea. I would like to stress an attempt at sound walls would greatly help the neighborhood. Even now from 6 blocks away Mopac is quite loud.
75	The public was not presented with the true nature of the plan. I think the 76% number would change if the overall project were presented.
76	None
77	You should including more than people who live south of the river. These changes impact us all. Hold your next meeting in Tarrytown. Especially when you are cramming SH45 down our throats to make a "loop" that impacts everyone. You have already wasted \$250 million on the Mopac North tree killing project when the community preferred a taking a GP lane and making it managed.
78	I have no knowledge of the criteria used
79	The purpose and need is satisfied with one managed lane in each direction. 4 total managed lanes is a waste of taxpayer money and the negative environmental impacts are far greater.
80	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?
81	The criteria is biased towards assuming that the new lanes will be improvements. There is damage that the lanes will cause (mitigation is only mitigation).
82	Why was there no opportunity for public input at the stage where evaluation criteria were being designed? The citizen input process does not seem meaningful if CTRMA gets to set the parameters of the discussion at the outset, including the proposed criteria, and then rather than include the public in applying those criteria, only ask for public input once the alternatives are more or less decided. Even this survey is so structured it hampers candid input.
83	The criteria need to include looking at the impacts of completing the entire Loop (Mopac, SH45, SH130)
84	The open houses are a poor way to choose a design. The response from an open house is in no way scientific and does not represent the true will of the community. This survey is crafted to lead respondents to favor adding additional tolled lanes. Someone without a vested interested in constructing toll lanes should draft more well-written, objectively worded survey so the results are more representative of the will of Austin residents.
85	environmental concerns
86	Do not build a double deck across lady bird lake. Noise carries over water and unless you built a tunnel, you'll ruin the enjoyment of the lake and Zilker and the surrounding neighborhoods
87	Missed it.

88	How many community members were surveyed? 76% of how many?
89	Please extend consumer response time. I was unaware of this discussion until today.
90	Your predefined criteria appear to be tailor made to arrive at a preselected conclusion. Here's a better framing: How can we create a great city that provides for the needs of its residents in an economical way that doesn't induce more sprawl?
91	I feel differently. I feel the alternative to expand/build was chosen, then the criteria was used used to decide how to expand/build. TxDot should have evaluated the need for moving people. Then use criteria to determine how best to move those people. Cars not the most effective ways to move people. There are methods. You are Texas Department of transportation not Texas Department of Cars.
92	The evaluation process needs to include the environmental impact with much more weight. The EIS typically lumps all environmental features into something that is not as important as the wall treatment or trail connections. In this case, the environmental impact should be the number one criteria but it won't be if the traditional process is used. For instance, next question doesn't include the environment or preserving trees, especially heritage trees. That should be number one priority, much more than wall treatments. Tree preservation is NOT part of "landscaping." Landscaping is tree planting, not tree preservation.
93	No additional express lanes for Mopac S or N. No double-decking the Mopac bridge over Lady Bird Lake.
94	No comment
95	For once, a majority of Austinites got it right. (how did that happen?)
96	I think more time should have been spent evaluating what improvements are needed to the existing ramps, frontage infrastructure to improve traffic flow. The study does not consider the months worth of days that traffic flow is impeded during rush hour because of event modifications to the traffic flow at MoPac and Bee Caves/Barton Skyway
97	It was a lot more benefit to people in North and South Austin in these alternatives. It will impact people who live near downtown in our commute and noise and views with no benefit.
98	Agree

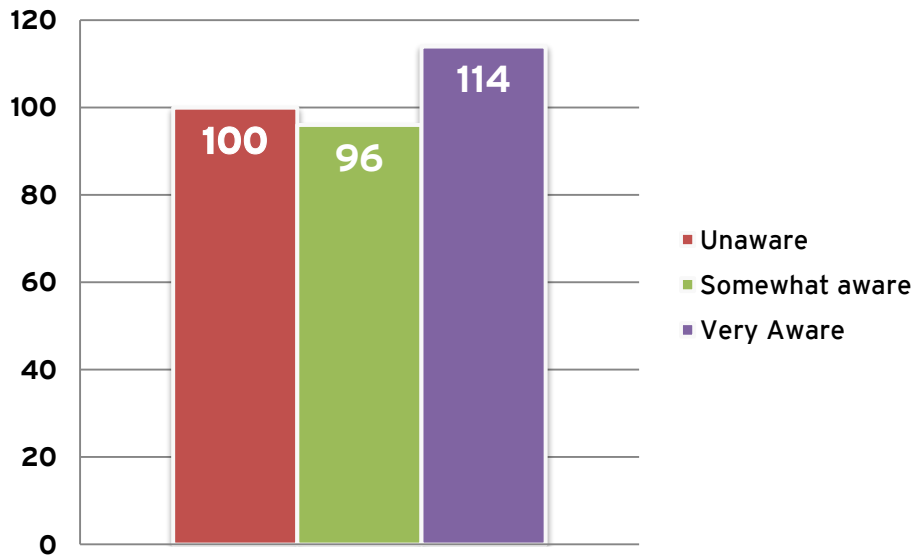
**Question 6: Identify what you think should be the project team's top five priorities as they develop Context Sensitive Solutions in this corridor.**



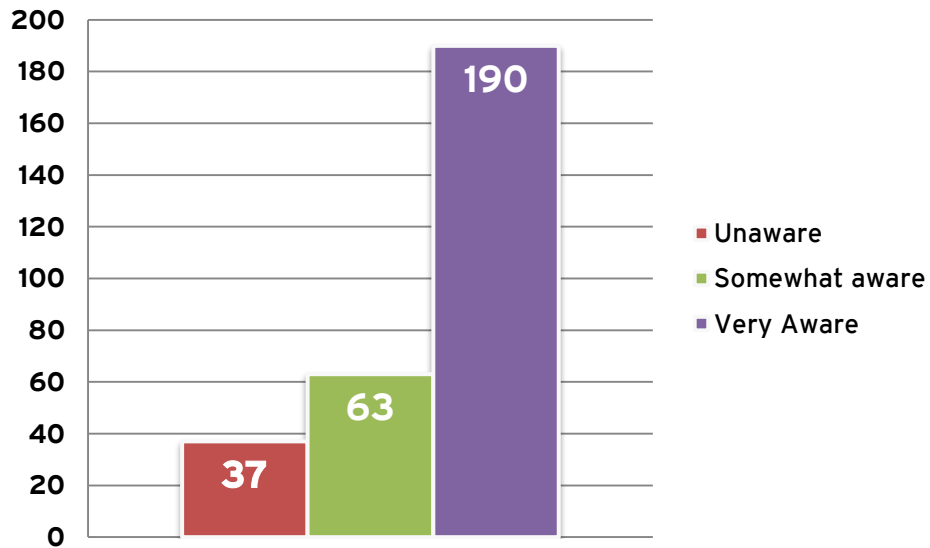
**Question 7: What groups or individuals should we reach out to for inclusion in the Context Sensitive Solutions process?**



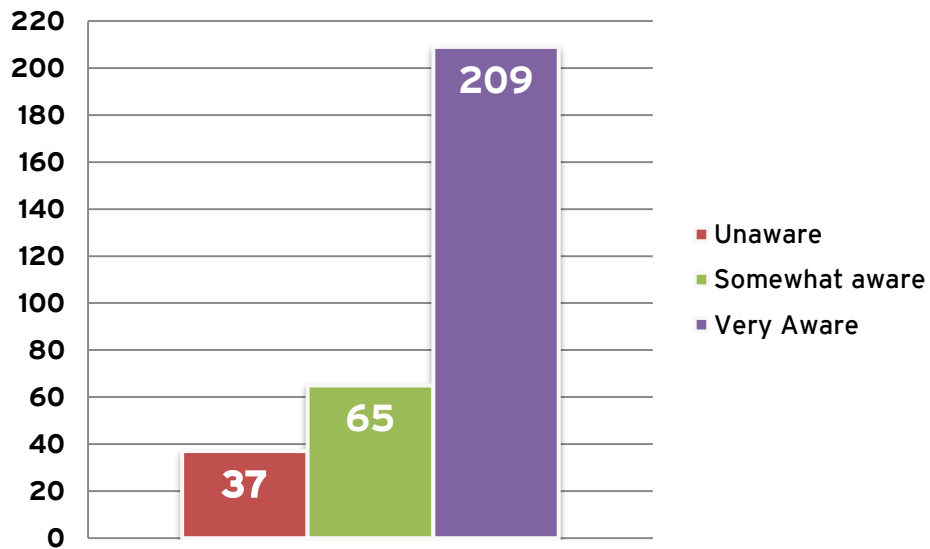
**Question 8: State law dictates that the same number of taxpayer-funded, non-tolled travel lanes that are available today remain so in the future if tolling is selected as a project's funding mechanism.**



**Question 9: Emergency services, public transit buses, and registered vanpools would NOT pay tolls to use the Express Lanes.**

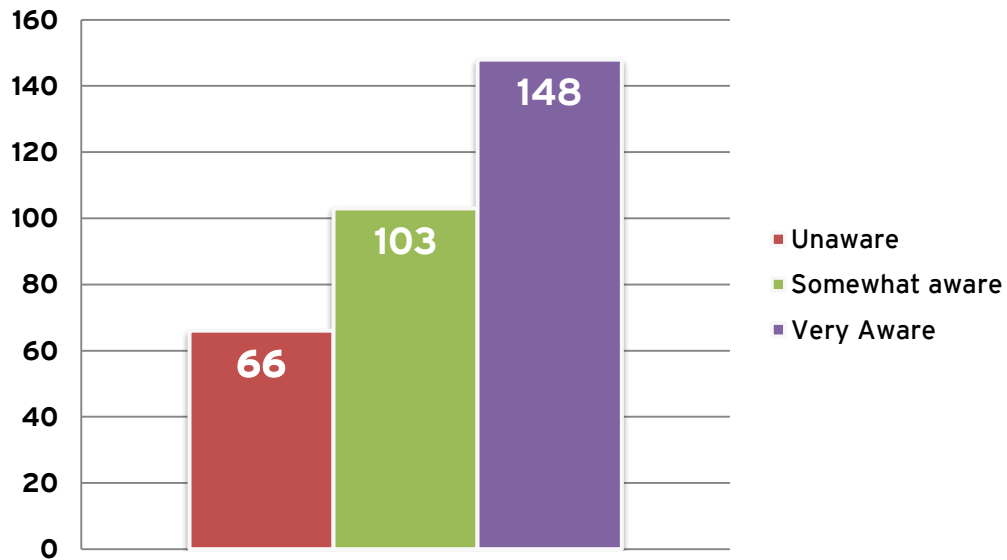


**Question 10: There is a local transportation agency called the Central Texas Regional Mobility Authority.**

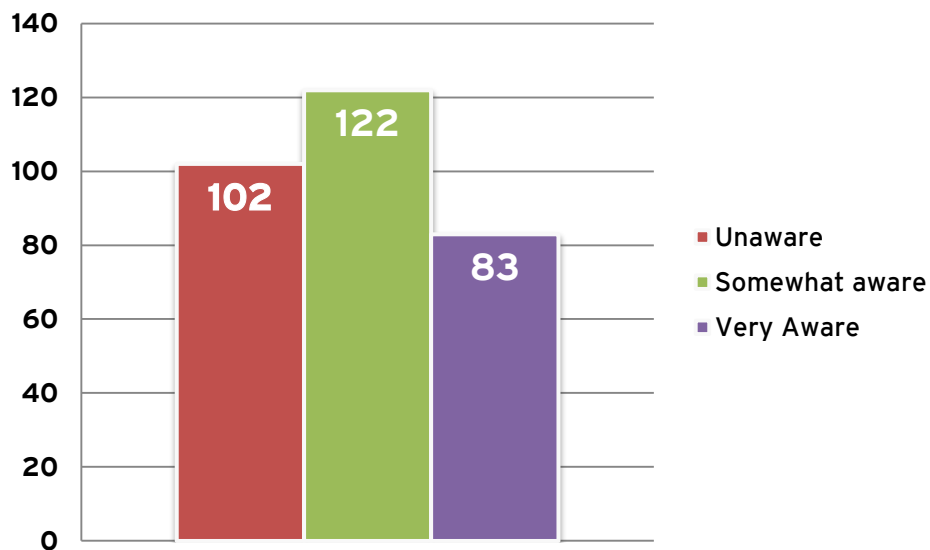




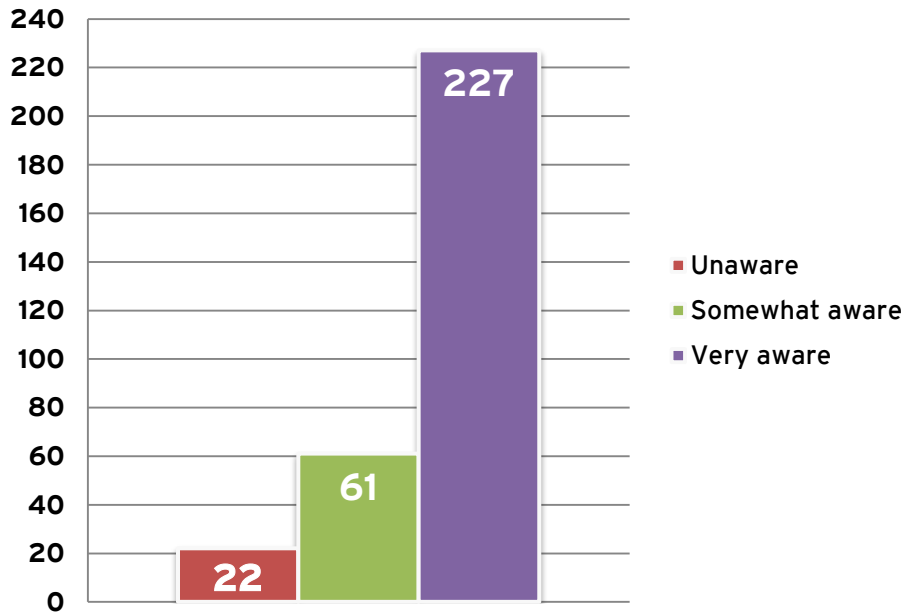
**Question 11: The Central Texas Regional Mobility Authority is a local agency, with a Board appointed by Travis and Williamson counties and the Governor.**



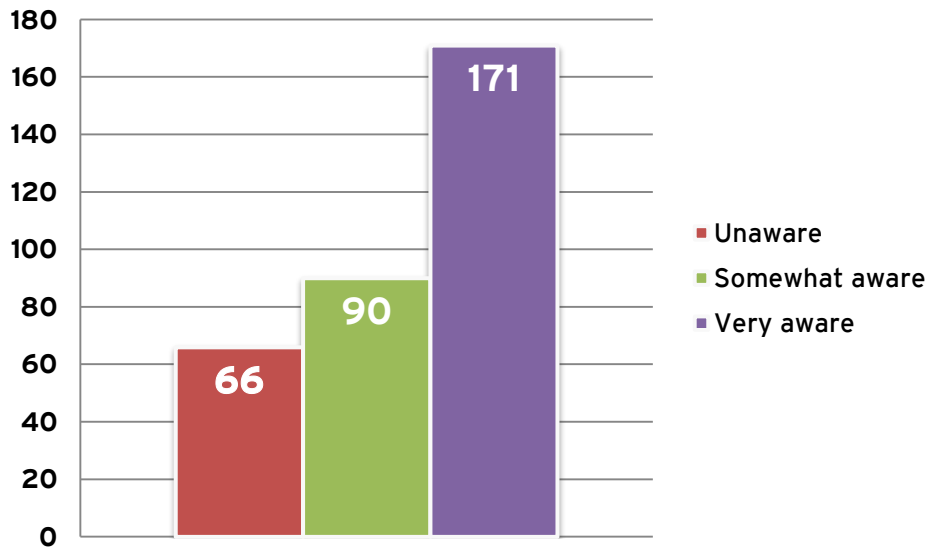
**Question 12: For fiscal year 2015, Prop 1 will provide an estimated \$1.7 billion for TxDOT's use. Of that amount, the TxDOT Austin District, which is comprised of 11 counties including Bastrop, Blanco, Burnet, Caldwell, Gillespie, Hays, Lee, Llano, Mason, Travis and Williamson, expects to receive approximately \$120 million in funds. The rest of the money is going elsewhere in the state.**



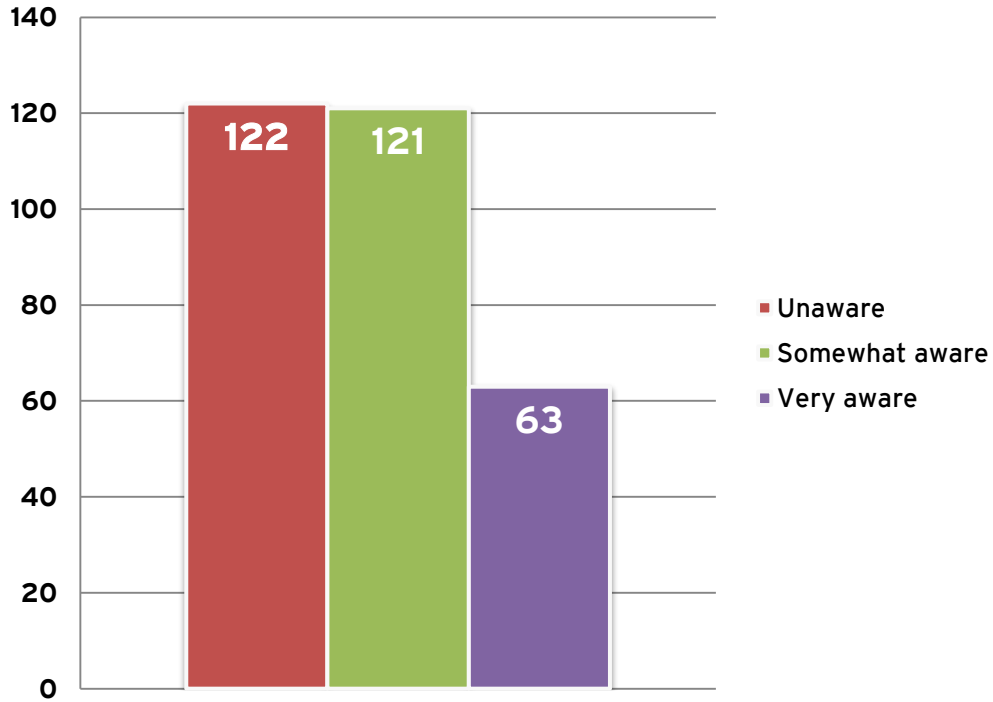
**Question 13: Drivers would always have a choice whether or not to use the Express Lanes?**



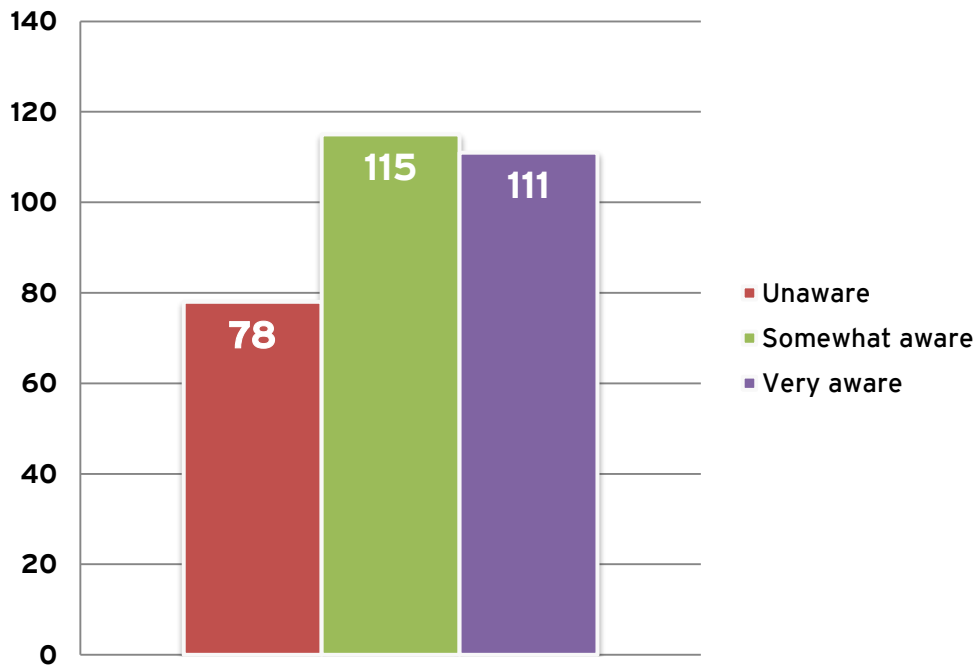
**Question 14: If another general purpose lane was added to the corridor, it would fill up with traffic just like the existing MoPac South.**



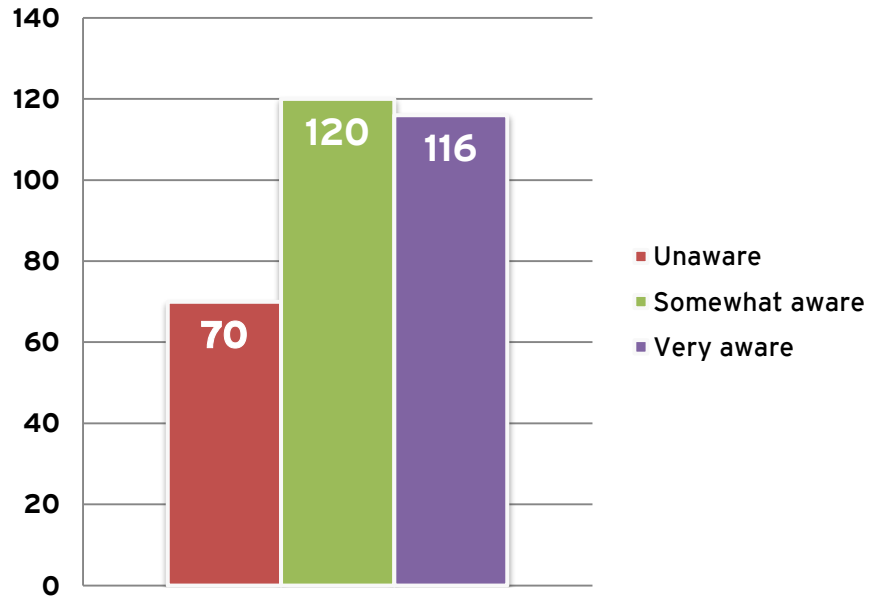
**Question 15: The MoPac South Environmental Study team is collaborating with 19 federal, state and local agencies.**



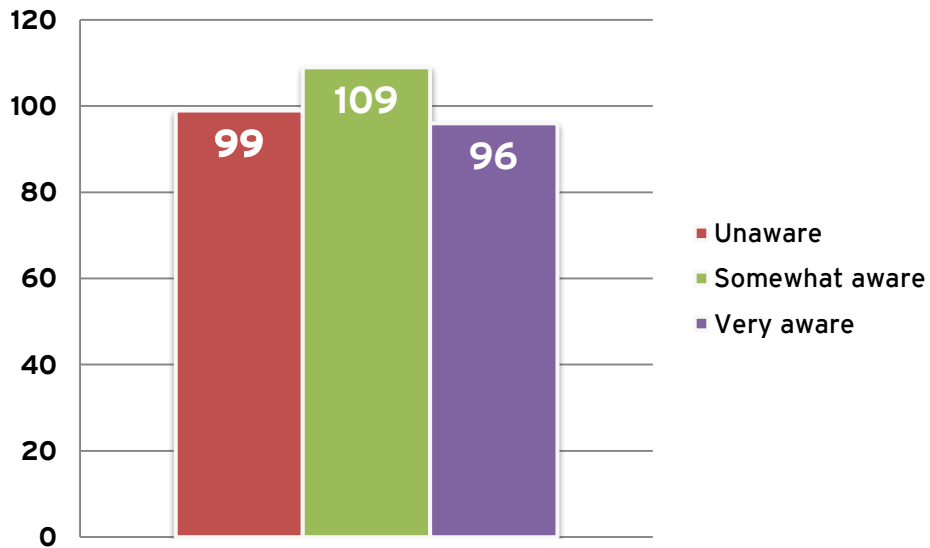
***Question 16: The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.***



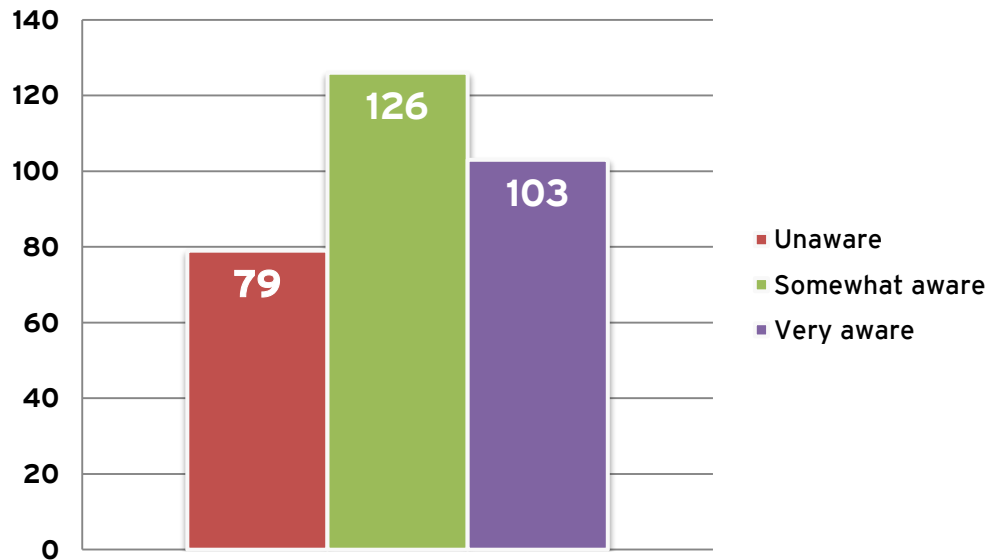
**Question 17: The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.**



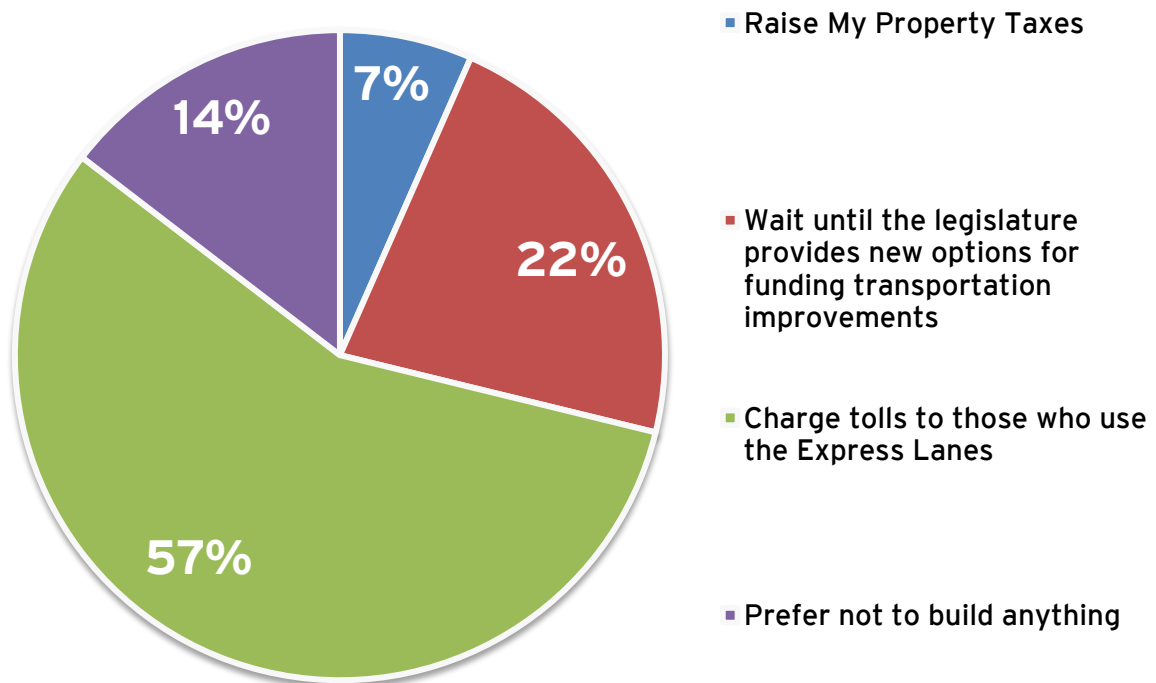
**Question 18: The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.**



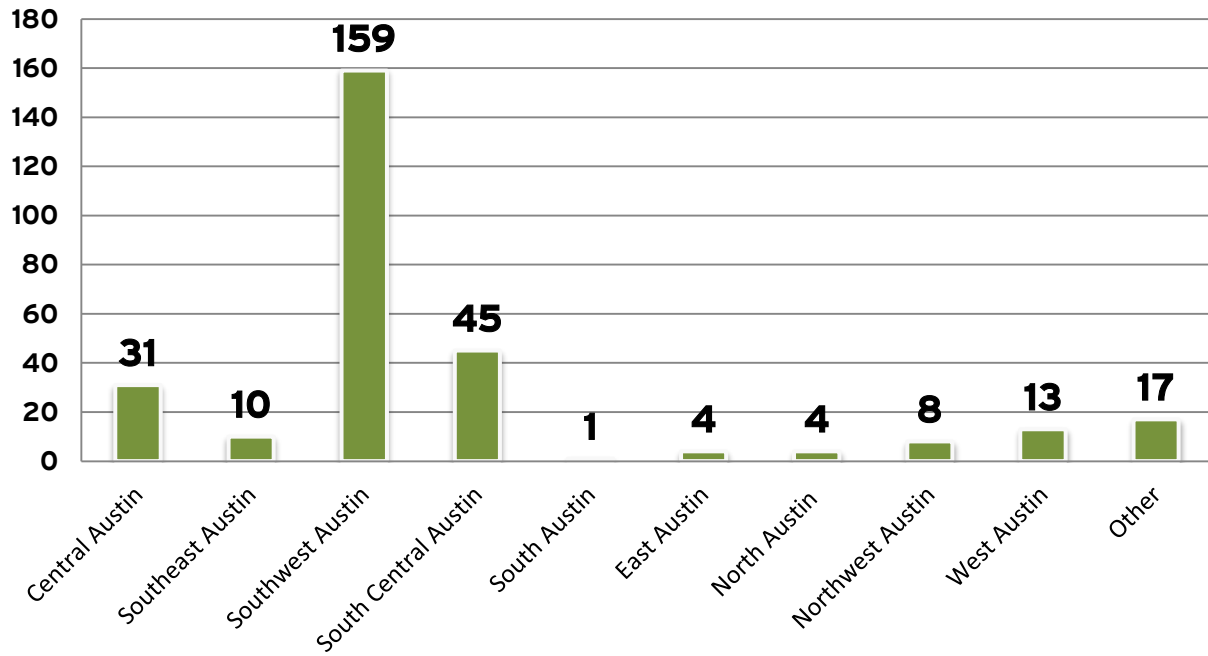
**Question 19: The MoPac South Environmental Study team is performing a traffic noise and air quality analysis.**



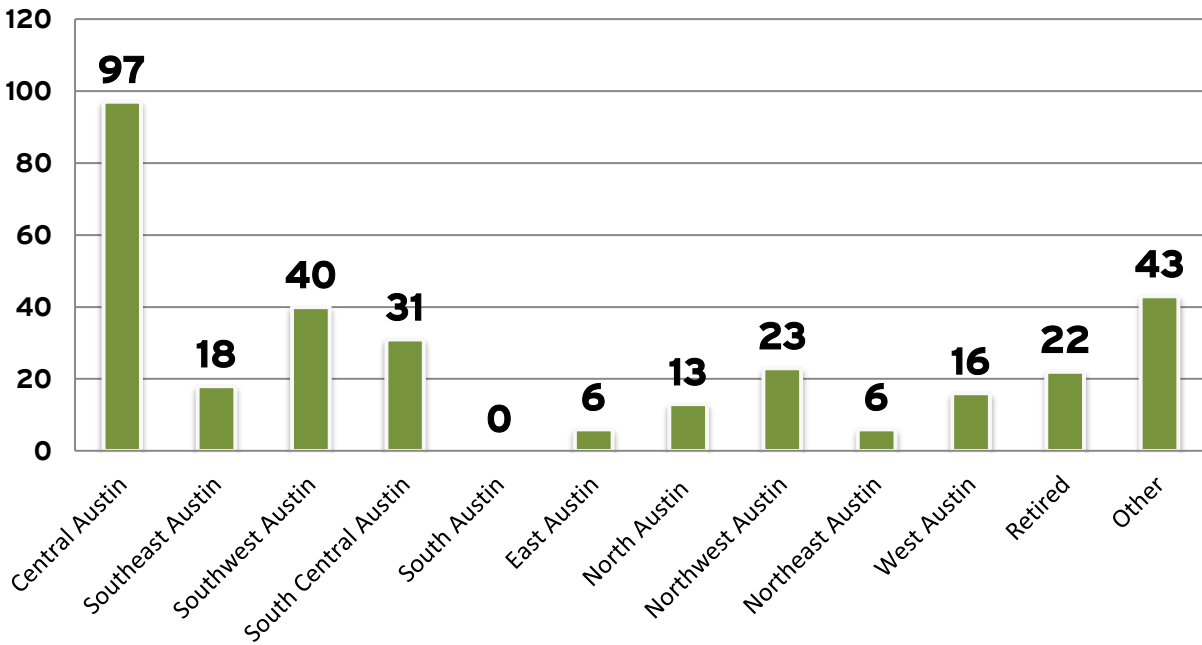
**Question 20: Knowing that gas taxes haven't increased in 21 years, how would you prefer that improvements in this corridor be funded? (Select one):**



**Question 21: Where do you live?**



**Question 22: Where do you work?**



**Question 23: How did you hear about this Open House?**

