Public Involvement Summary

Phase 1 Report

PI# 0016164: I-85 from I-285 to I-985

Prepared for

Georgia Department of Transportation (GDOT)
and Gwinnett County Department of Transportation (GCDOT)

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Project Introduction

The Georgia Department of Transportation (GDOT) and the Gwinnett County Department of Transportation (GCDOT) have partnered to conduct the I-85 Planning and Environmental Linkages (PEL) Study, referred to within this report as the "I-85 PEL Study." The I-85 PEL Study is a comprehensive corridor study along I-85 between I-285 and I-985 that uses the PEL approach to study the corridor with the goal of identifying solutions that reduce congestion, enhance traffic operations, and improve safety. Through collaboration with stakeholders and the public, a wide range of potential solutions will be identified and then analyzed to develop recommendations for implementation.

The I-85 PEL Study began in early 2019 and is anticipated to conclude in approximately three to four years. A high-level overview of the steps of the study and how PEL and public/stakeholder engagement will be integrated into the process is shown in **Figure 1**.

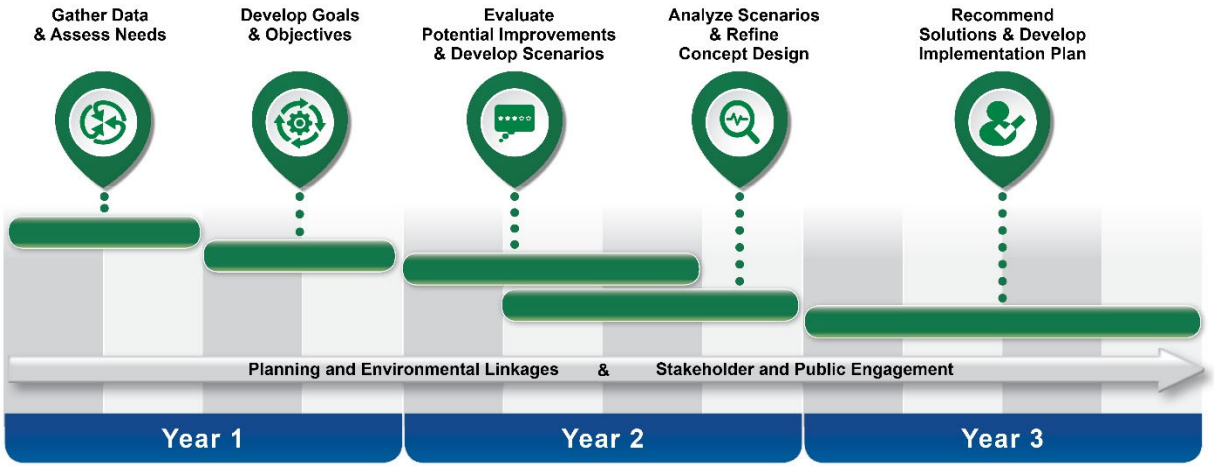


Figure 1: I-85 Corridor Study Schedule

This report outlines the study's approach to public involvement, the engagement strategies used, the feedback requested, and the results from public outreach activities. Results are summarized by individual engagement activities, while a summary of feedback received across all engagement activities is also provided.

Public Involvement Approach

The I-85 PEL Study seeks to provide innovative and interactive public engagement approaches while leveraging existing communication strategies, platforms, and sources to educate the public. In addition to these approaches and strategies, traditional outreach tools coupled with focused engagement will ensure inclusion of many parties of the community and travelling public, which is critical to the success of the study.

The primary goals of public involvement for this study are:

- To identify and engage key stakeholders to guide the I-85 PEL Study;
- To consult with community stakeholders and the public to gather their ideas for issue identification and the creation of solutions;
- To inform and involve the public throughout the process; and
- To support the PEL process.

The goals of and approach to public engagement for the I-85 PEL Study are discussed in more detail in the *Stakeholder/Public Engagement and Communications Plan* report dated October 9, 2019. The intent of pairing traditional outreach tools and focused engagement is to reach as many stakeholders as possible and to proactively seek input from traditionally under-represented groups and those who are historically unlikely to participate in public engagement dialogue.

Engagement Tools

A wide spectrum of engagement tools is included in the I-85 PEL Study outreach process to interact with and gather feedback from stakeholders and the public. Each engagement tool has a specific audience reach and depth of engagement, providing advantages and challenges over other engagement tools. Some engagement tools work best in conjunction with others and/or expand the reach of an overall engagement strategy. The engagement tools below are included in the I-85 PEL Study, while **Figure 2** illustrates the relationship between the type of engagement and the relative, anticipated audience size.

- Project Management Team (PMT) Meetings
- Stakeholder Committee Meetings
- One-on-One/Small Group Interviews
- Public Information Open House (PIOH) Sessions
- Community Events
- Online Surveys
- Project-specific Webpage
- Project-related Email Blasts
- Social Media
- Collateral
- Additional Advertising/ Communications Tools

More detailed information on specific engagement tools for the I-85 PEL Study is provided in the *Stakeholder/Public Engagement and Communications Plan* report as well as in the *Communications Plan* document dated February 6, 2020.

Public Involvement Phases

There will be multiple rounds of stakeholder and public engagement timed to inform the public and gather input at key decision-making points throughout the study. The first phase of public involvement aligned with the study's Existing Conditions and Needs Assessment analyses and supported the development of corridor needs and issues, as well as draft strategies and alternatives. Engagement with the general public during the first phase involved public information open house sessions, community events, and an online survey. Participants were able to stay

connected with the project via the project webpage, social media, email, and collateral throughout this phase. This document summarizes the public outreach efforts in Phase 1 exclusively.

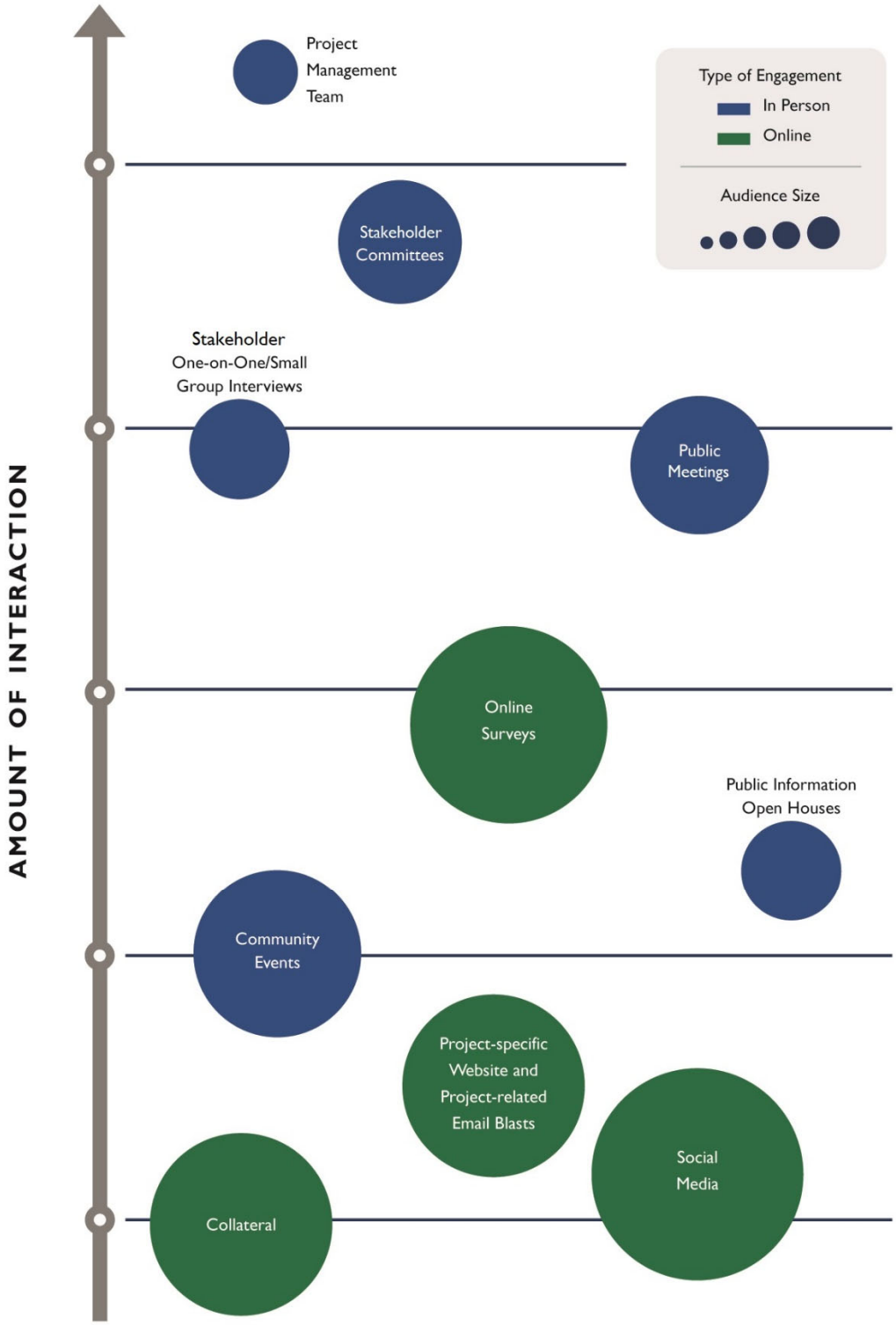


Figure 2: Relationship of Type of Engagement and Relative Anticipated Audience Size

Phase 1 Overview

Prior to public engagement, stakeholder committees were consulted by the PMT to draft the plan's vision and goals, to discuss corridor issues, and to identify possible mitigating strategies. Stakeholder small group meetings were held to further support the development of the Draft Vision and Goals, and the attendees served as a sounding board before the study was presented to the general public.

Phase 1 of outreach for the I-85 PEL Study began in November 2019, concluded in February 2020, and consisted of three primary engagement tools: PIOH sessions, community events, and an online survey. The activities offered at the PIOH sessions and community events paralleled the questions asked in the online survey.

PIOH sessions and community events had project-related collateral, translated into four languages: English, Spanish, Korean, and Vietnamese, the most widely spoken languages in Gwinnett County. The collateral was available to further inform about the study, promote upcoming events and the online survey, and explain ways to stay up to date with project-related information. Promotional items also were leveraged as incentive for participants to provide input, as well as to further advertise the study. All three engagement activities were advertised through the project-specific webpage, email blasts, social media, and additional advertising/ communications such as GDOT blog posts, GDOT and Gwinnett County newsletters, traditional media outlets (print, radio, and television), and a digital billboard along the I-85 corridor. Advertising tools were selected to reach audiences that live/work near the corridor, as well as those who are non-local and only use the corridor to travel through the study area.

Public Information Open House Sessions

The team hosted three PIOH sessions in February 2020 to collect public input on the I-85 PEL Study. The sessions were held at the following locations to capture different areas of the I-85 corridor:

- Best Friend Park in Norcross (February 4, 2020 from 6 p.m. to 8 p.m.)
- George Pierce Park in Suwanee (February 8, 2020 from 9 a.m. to 11 a.m.)
- Lilburn Activity Center (February 11, 2020 from 6 p.m. to 8 p.m.)

A total of 64 people signed in to the PIOH sessions, though the sessions had meeting totals greater than those captured on the sign-in sheets. Additionally, the session held at George Pierce Park did not have as many attendees as anticipated due to inclement weather.

Community Events

The team attended five community events between December 2019 and February 2020 to promote the I-85 PEL Study, future PIOH sessions, and the online survey, as well as to collect public input. The team conducted interactive activities to draw people of all ages to the station to provide information and request feedback on the project. In total, the team engaged with more than 875 people.

The team attended the following community events:

- Peachtree Corners Holiday Glow on the Town Green (December 6, 2019)
- Gwinnett County Holiday Arts and Crafts Show in Buford (December 7, 2019)
- Duluth Deck the Hall (December 7, 2019)
- Atlanta Gladiators game at Infinite Energy Center in Duluth (January 17, 2020)

- Santa Fe Mall in Duluth (February 1, 2020)

Online Survey

A MetroQuest online survey was implemented in parallel to the community events and remained open for approximately two weeks after completion of the PIOH sessions. The survey was available from December 6, 2019 to March 2, 2020 and had a total of 2,551 participants. The survey also was translated into Spanish, Vietnamese, and Korean.

Project-specific Emails

A project-specific email address was leveraged to allow the public to email the project team their ideas and feedback directly. This email will continue to be available throughout the life of the project—and perhaps beyond. A total of 17 emails were received and categorized by relevance to the study.

Feedback Requested

There were four activities available for participants to provide their input: *Draft Vision and Goals*, *Map Ideas*, *Rank Interests*, and *Explore Strategies*. The Draft Vision and Goals activity was only available for feedback from the public at the PIOH sessions.

Draft Vision and Goals

As of April 2020, the Draft Vision and Goals (dated February 20, 2020) are pending final approval from the Federal Highway Administration (FHWA). Participants at the PIOH sessions were able to provide comments and input on previous versions of the Draft Vision and Goals. The input received was recorded and analyzed for the development of the current Draft Vision and Goals.

Map Ideas

Using a large aerial of the corridor, participants at the Community Events and PIOH sessions were asked to indicate where they saw needs and/or have recommendations along the corridor. Example categories of ideas included safety, congestion, freight, and multimodal concerns. This activity was mirrored with a digital mapping exercise in the online survey. Ideas received at Community Events and PIOH sessions were included in the online database created as part of the I-85 PEL Study, *Universe of Ideas*, and incorporated as additional public comments.

Rank Interests

Participants at the Community Events and PIOH sessions were asked to rank five of six study interests by placing numbered stickers by interests plotted on boards. Survey respondents were asked to do the same using a digital exercise. Interests were ranked in order of personal importance, with 1 being the most important and 5 being the least important:

- **Improve Traveler Safety:** Reduce the number of crashes occurring along I-85 and improve response to and clean-up of crashes. Safety solutions should consider driver expectations (such as signage and easy connections) and improve reliability.
- **Improve Vehicle Travel:** Reduce congestion on I-85 to improve travel speeds and reliability, allowing more vehicles to use the corridor. Solutions may update roadway designs (fix pavement markings, modify interchanges) and seek to separate regional and local travel.
- **Improve Freight Movement:** Improve travel for trucks passing through the area on I-85 and for trucks accessing sites along I-85; reduce conflicts between trucks and personal vehicles.
- **Consider Multiple Modes:** Consider recommendations from local transit and trail plans; provide logical connections to, from, and across the interstate to bicycle, pedestrian, and transit facilities.
- **Support Georgia's Economy:** Develop solutions that positively impact business, including improving access to jobs along the corridor. Solutions should consider cost, minimize impacts to travelers during construction, and may include public-private partnerships.
- **Support Local Communities:** Develop solutions that improve local access to I-85 and provide community connections over the interstate. Solutions should be consistent with local land use/transportation plans and give strong consideration to environmental impacts.

Input related to the interests were used to further define the development of the study's Vision and Goals. A weighted system was applied to the raw results to differentiate between rankings (a rank of 1 was multiplied by 5, a rank of 2 was multiplied by 4, and so on).

Explore Strategies

Participants at the Community Events and PIOH sessions were asked to review and rank strategy ideas that the team may evaluate to improve the I-85 corridor. This evaluation had participants place numbered star stickers next to different strategies plotted on boards, with 5 being an idea they liked the most and 1 being an idea they liked the least. Survey respondents were also asked to review and rank strategy ideas in a similar exercise with digital stars. Potential strategies/solutions were grouped together in five categories:

- **Capacity:** Ideas to add new lanes and/or to reduce congestion along and around the corridor
    - **Managed/toll lanes:** Lanes where usage is controlled by factors such as occupancy or pricing
    - **Cross-street widening:** More lanes and capacity on the roads that connect to I-85
    - **Alternate routes:** New routes that serve as an alternative to I-85
- **Operations/Safety:** Ideas to focus on highway improvements and safety along the corridor
    - **Special purpose lanes:** Includes lanes that connect I-85 to frontage roads and lanes that only operate during peak times
    - **Interchange improvements:** Includes new interchanges, interchange upgrades, alternative interchange designs, and grade separation
    - **Geometric improvements:** Includes updates to the roadway design that improve safety and intersection improvements on connecting roadways
- **Truck/Freight:** Ideas to support and improve freight movement along the corridor
    - **Truck-only lanes:** Lanes dedicated to truck travel
    - **Truck parking:** Dedicated truck parking lots located near the corridor for safe parking
- **Transit and Multimodal:** Ideas to expand transit (rail and/or bus) service near and along the corridor and to improve connections across the corridor for bicyclists and pedestrians
    - **Bicycles and pedestrians:** Connections for bicyclists and pedestrians across I-85
    - **High-capacity transit:** Includes heavy rail extensions and bus rapid transit lanes
    - **Commuter buses:** Improved commuter bus service in managed lanes, including stations on the corridor and direct ramps to parking
    - **Local buses:** New routes for local buses
- **Policy:** Ideas to use programs and policy approaches that will improve safety and movement along the corridor
    - **Access management:** Includes medians and limited access points near interchanges
    - **Demand management:** Includes traveler information, carpooling, commuter buses, off-peak travel
    - **Intelligent Transportation Systems (ITS):** Includes changeable message signs, ramp metering

Input related to the strategies were used to support the development of corridor needs and issues as well as draft strategies and alternatives. Participants ranked the series of potential

strategies/solutions out of personal importance, with more stars indicating a more important strategy and fewer stars indicating a less important strategy to the participant. A weighted system then was applied to the raw results to differentiate between rankings (a rank of 5 was multiplied by 5, a rank of 4 was multiplied by 4, and so on). Although participants were asked to rank individual strategies, weighted star rankings were compared among the categories as well to further analyze the input received. There was a greater variation observed in preferences among individual strategies than among the categories—the general public expressed interest in all categories but preferred some specific strategies to others in each category.

Additional Information

In addition to providing participants an opportunity to engage in activities similar to those provided at the PIOH sessions and community events, the online survey asked for additional demographic details of survey respondents to support further public input analysis. The following questions, asked on the closing screen of the online survey, were optional for participants to answer:

- What is your home zip code?
- What is your work or school zip code?
- Best describe your interaction:
    - I live near the corridor
    - I work near the corridor
    - I live and work near the corridor
    - I only drive through the corridor
    - I drive a truck along the corridor
    - A combination of the above answers
    - Other
- What is the main reason you travel on I-85?
    - To get to/from work
    - Traveling for business
    - Taking kids to school
    - For personal reasons
    - Other
- How often do you travel along I-85?
    - Multiple times a day
    - Once per day
    - Couple times a week
    - Once per week
    - Rarely
    - Other
- How did you hear about the survey?
    - Social Media (Facebook, Twitter, Instagram)
    - Website
    - Television
    - Newspaper/magazine
    - Email
    - Attended a project-related event
    - Word of mouth
    - Signs along I-85
    - Other

Phase 1 Public Involvement Results

This section details the results of the requested feedback from the PIOH sessions, community events, and the online survey as well as the overall results from across the three engagement tools.

Public Information Open House Sessions

A total of 64 people signed in the three PIOH sessions held in February 2020, though the project team interacted with more people than those who signed in. **Table 1** summarizes the location, date, and number of sign-ins of each PIOH session. PIOH Session 2 had the lowest number of attendees of all PIOHs due to inclement weather.

Table 1: Summary of All PIOH Sessions Sign-ins

PIOH Session	Location	Date	Total Sign-ins
PIOH Session 1	Best Friend Park	2/4/2020	29
PIOH Session 2	George Pierce Park	2/8/2020	9
PIOH Session 3	Lilburn Activity Center	2/11/2020	26

Draft Vision and Goals

The team received limited comments, and the feedback was recorded and analyzed for the development of the Draft Vision and Goals. Detailed comments related to the Draft Vision and Goals can be found in **Appendix A**.

Map Ideas

The three PIOH sessions received a total of 34 comments for the *Map Ideas* activity. The comments focused on the following ideas:

- Bus system improvements
- Geometric improvements
- Truck parking
- Points of congestion
- Transit extensions
- Wayfinding and signage improvements
- Interchange improvements

All ideas were included in the *Universe of Ideas* online database and incorporated as additional public comments. Detailed *Map Ideas* comments per PIOH session can be found in **Appendix A**.

Rank Interests

The most preferred and least preferred interest varied from each PIOH session, as shown in **Table 2**. Out of a total of 31 responses from all three PIOH sessions, *Consider Multiple Modes* was the most preferred interest, and *Support Local Communities* received the fewest number of rankings. A weighted system was applied to the raw results to differentiate between rankings (a rank of 1 was multiplied by 5, a rank of 2 was multiplied by 4, and so on), as shown in **Figure 3**. Detailed *Rank Interests* results per PIOH session can be found in **Appendix A**.

Table 2: Summary of All PIOH Sessions Rank Interests Results (Weighted)

PIOH Session	Most Preferred Interest	Least Preferred Interest	Total Responses
PIOH Session 1	Consider Multiple Modes	Support Local Communities	15
PIOH Session 2	Improve Freight Movement	Improve Vehicle Travel	5
PIOH Session 3	Improve Vehicle Travel; Consider Multiple Modes	Support Georgia's Economy	11

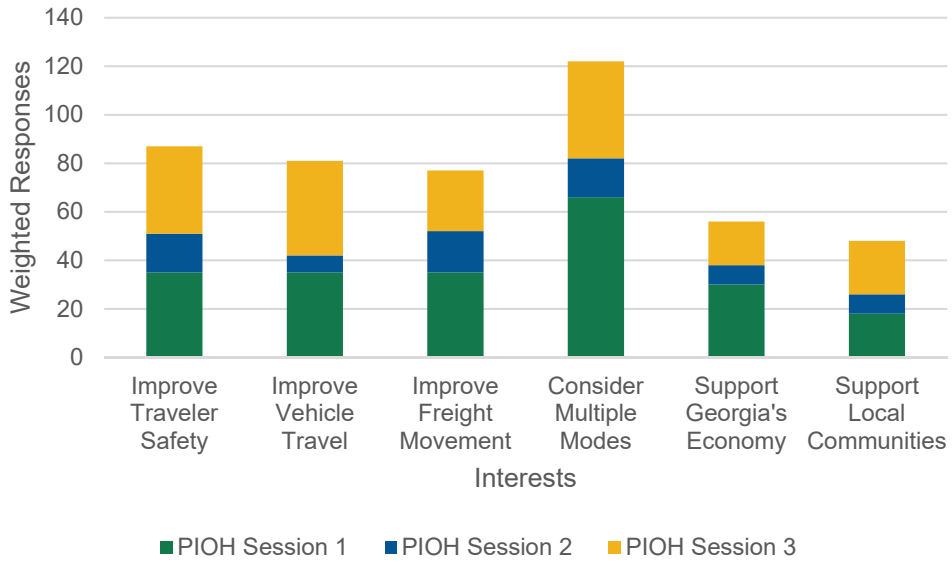


Figure 3: All PIOH Sessions Rank Interests Results (Weighted)

Explore Strategies

The following categories received the highest level of rankings, with the applied weighted system, among all categories for each of the three PIOH sessions:

- **PIOH Session 1:** Transit and Multimodal
- **PIOH Session 2:** Transit and Multimodal; Operations/Strategy
- **PIOH Session 3:** Trucks/Freight

Across all three PIOH sessions, *Transit and Multimodal* received the highest level of ranking, with the applied weighted system, among all the categories, as shown in **Figure 4**.

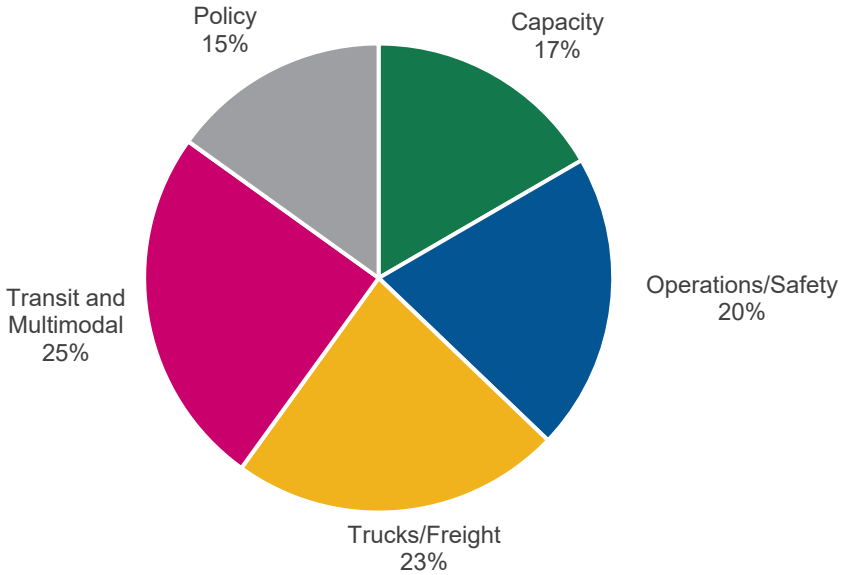


Figure 4: All PIOH Sessions Explore Strategies Results (Weighted)

Participants from all three PIOH sessions preferred individual strategies in the *Transit and Multimodal* category the most, as shown in **Figure 5**. A rank of 5 was given to ideas participants preferred the most, and a rank of 1 was given to ideas participants preferred the least.

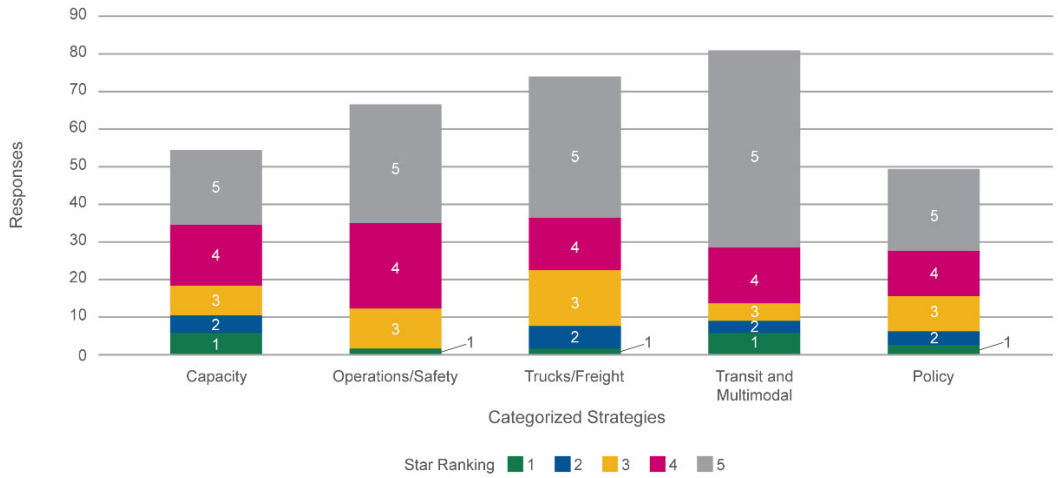


Figure 5: All PIOH Sessions Explore Strategies Ranking Results (Weighted)

The most preferred solutions per category were similar for each of the three PIOH sessions, varying only within the *Policy* category, as shown in **Table 3**. Strategy rankings for each PIOH session by category are shown in **Figure 6** – **Figure 10**. The number of responses is detailed within each category in these figures. Detailed *Explore Strategies* results per PIOH session can be found in **Appendix A**.

Table 3: Summary of All PIOH Sessions Explore Strategies Results – Most Preferred Strategy (Weighted)

PIOH Session	Capacity	Operations/ Safety	Truck/Freight	Transit and Multimodal	Policy
PIOH Session 1	Alternative Routes	Special Purpose Lanes; Geometric Improvements	Truck-Only Lanes	High-Capacity Transit	Intelligent Transportation Systems (ITS)
PIOH Session 2	Alternative Routes	Geometric Improvements	Truck-Only Lanes; Truck Parking	High-Capacity Transit	Demand Management
PIOH Session 3	Alternative Routes	Geometric Improvements	Truck-Only Lanes	High-Capacity Transit	Demand Management

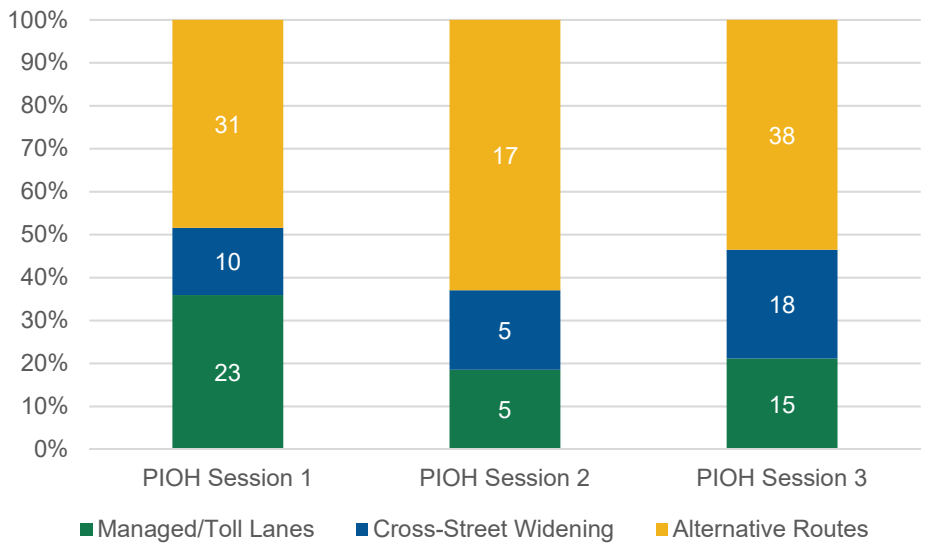


Figure 6: All PIOH Sessions Explore Strategies Results (Weighted) - Capacity

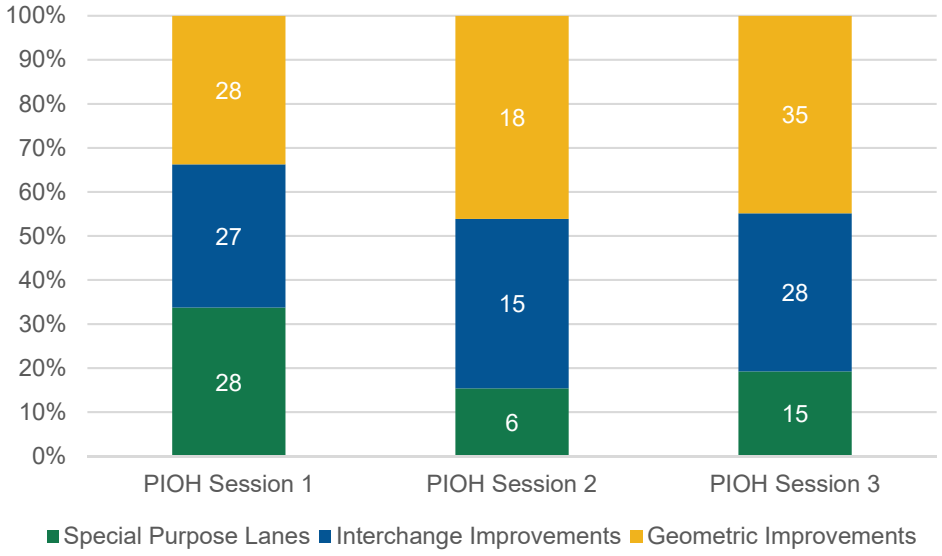


Figure 7: All PIOH Sessions Explore Strategies Results (Weighted) – Operations/Safety

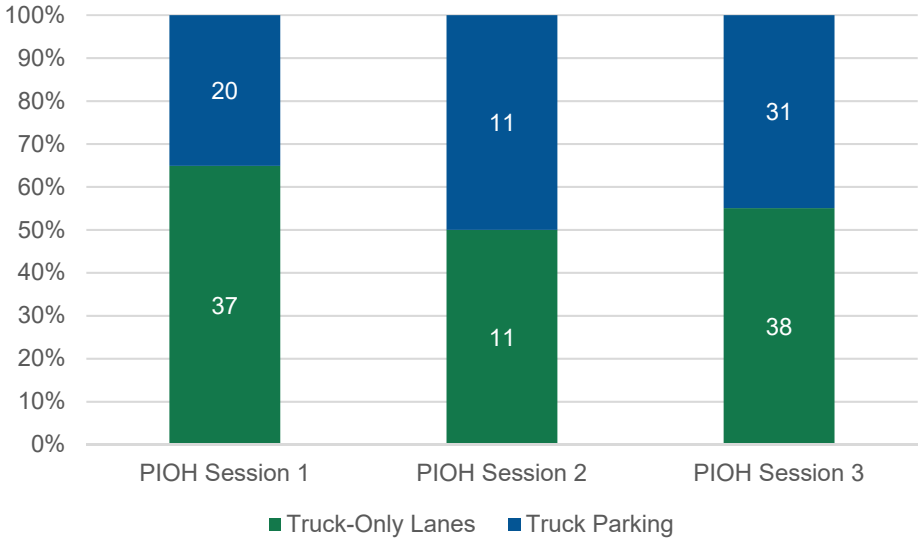


Figure 8: All PIOH Sessions Explore Strategies Results (Weighted) – Trucks/Freight

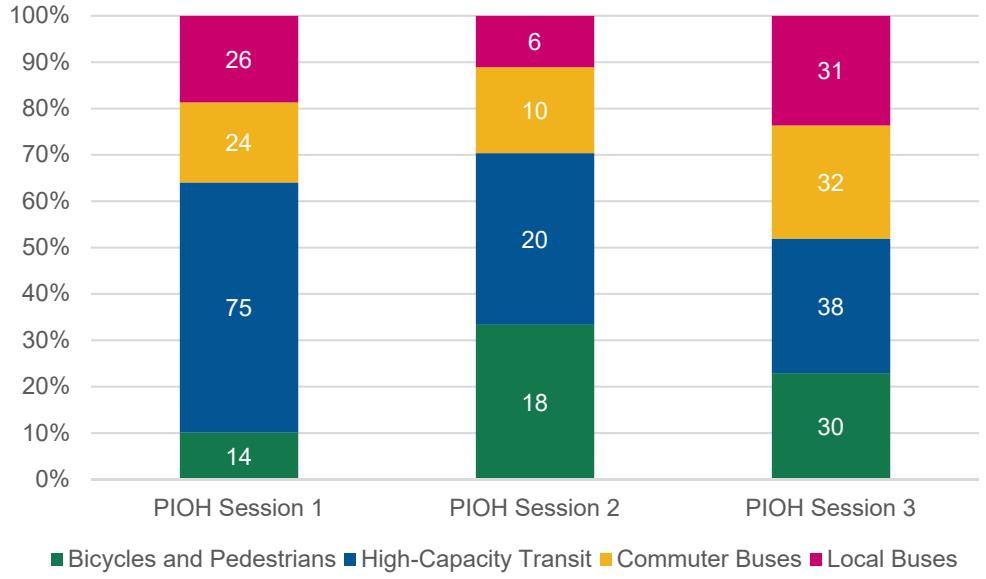


Figure 9: All PIOH Sessions Explore Strategies Results (Weighted) – Transit and Multimodal

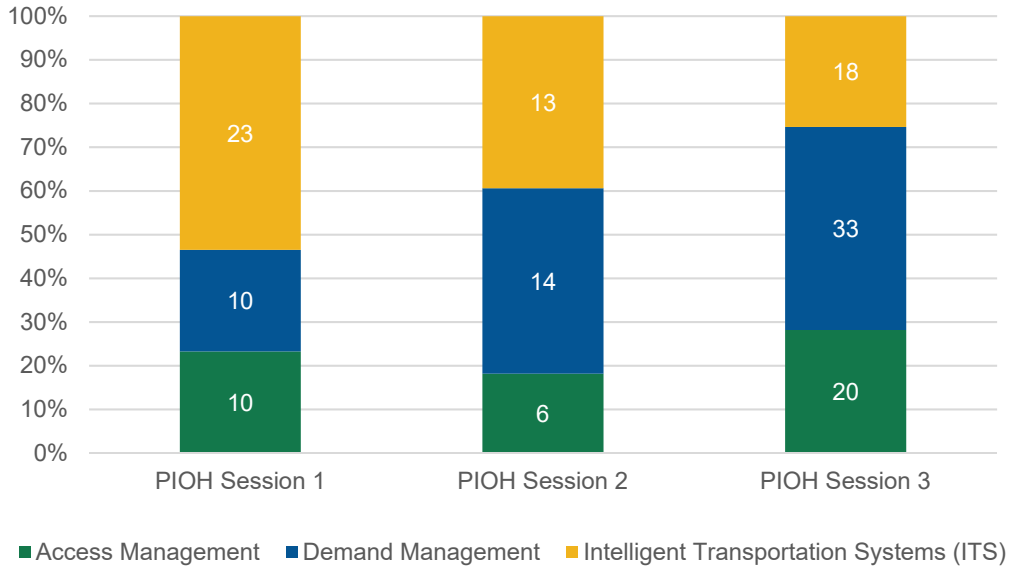


Figure 10: All PIOH Sessions Explore Strategies Results (Weighted) – Policy

A summation of the ranked potential solutions per category from all three PIOH sessions is shown in **Figure 11**. The following potential solutions were the most preferred per category:

- **Capacity:** Alternative Routes
- **Operations/Safety:** Geometric Improvements
- **Truck/Freight:** Truck-Only Lanes
- **Transit and Multimodal:** High-Capacity Transit
- **Policy:** Demand Management

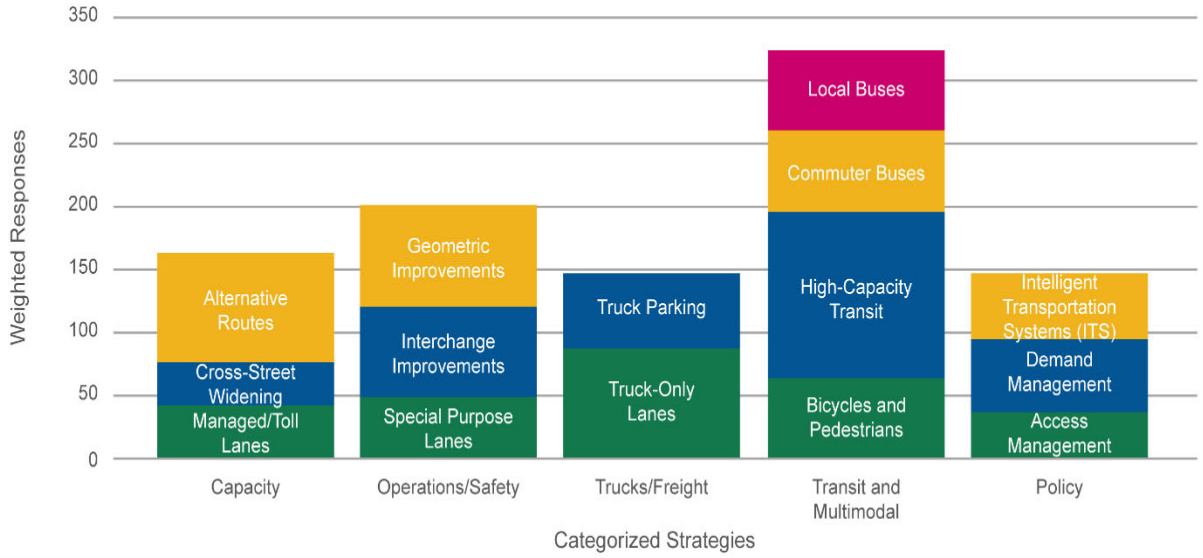
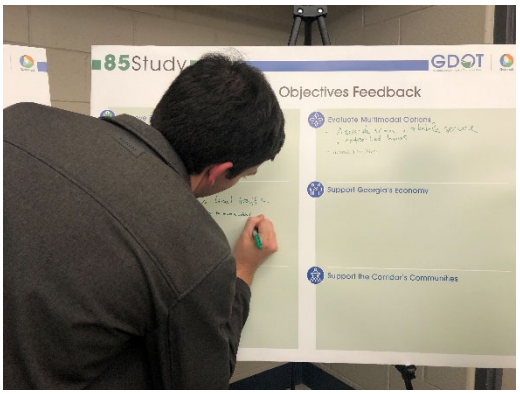


Figure 11: All PIOH Sessions Explore Strategies Results per Category (Weighted)

Lilburn Activity Building PIOH Session

Project fact sheets and comment box



Goals & Objective feedback

Map It *activity*

Rank Interests *activity*

Explore Strategies *activity*

Images from Public Information Open House Sessions

Community Events

The project team engaged with more than 875 people at five community events between December 2019 and February 2020 by educating the public on the study, handing out project-related collateral, and receiving feedback from both activity participation and in conversation. Additional comments were written and recorded. A handful of those engaged participated in an activity, though they may not have provided feedback across all activities available. **Table 4** summarizes the date and number of engagements of each community event. Fewer people were engaged at the Santa Fe Mall community event than anticipated due to extended closures on I-85 from a crash that day.

Table 4: Summary of All Community Events Engagement

Event	Date	Number of Engagements
Peachtree Corners Holiday Glow on Town Green	12/6/2019	150+
Gwinnett County Holiday Arts and Crafts Show	12/7/2019	200+
Duluth Deck the Hall	12/7/2019	300+
Atlanta Gladiators Game	1/17/2020	150+
Santa Fe Mall	2/1/2020	75+

Map Ideas

The five community events received a total of 114 comments. These comments focused on the following ideas:

- Bus system improvements
- Geometric improvements
- Truck parking
- Truck-only lanes
- Points of congestion
- Points of freight traffic
- Transit extensions
- Wayfinding and signage improvements
- Interchange improvements
- Managed/toll lanes
- Cross-street widening
- Pedestrian connections
- Alternative routes

All ideas from the five community events were included in the *Universe of Ideas* online database and incorporated as additional public comments. Detailed *Map Ideas* comments per community event can be found in **Appendix B**.

Rank Interests

The most preferred interest did not vary as much as the least preferred interest from each community event, as shown in **Table 5**. Out of a total of 167 responses from all community events, *Improve Vehicle Travel* was the most preferred interest, and *Support Local Communities* received the fewest number of rankings, as shown in **Figure 12**. Detailed *Rank Interests* results per community event can be found in **Appendix B**.

Table 5: Summary of All Community Events Rank Interests Results (Weighted)

Event	Most Preferred Interest	Least Preferred Interest	Total Responses
Peachtree Corners Holiday Glow on Town Green	Improve Vehicle Travel	Support Local Communities	44
Gwinnett County Holiday Arts and Crafts Show	Improve Vehicle Travel	Consider Multiple Modes	31
Duluth Deck the Hall	Improve Vehicle Travel	Support Georgia's Economy; Support Local Communities	52
Atlanta Gladiators Game	Improve Vehicle Travel	Support Georgia's Economy	20
Santa Fe Mall	Improve Traveler Safety	Support Local Communities	20

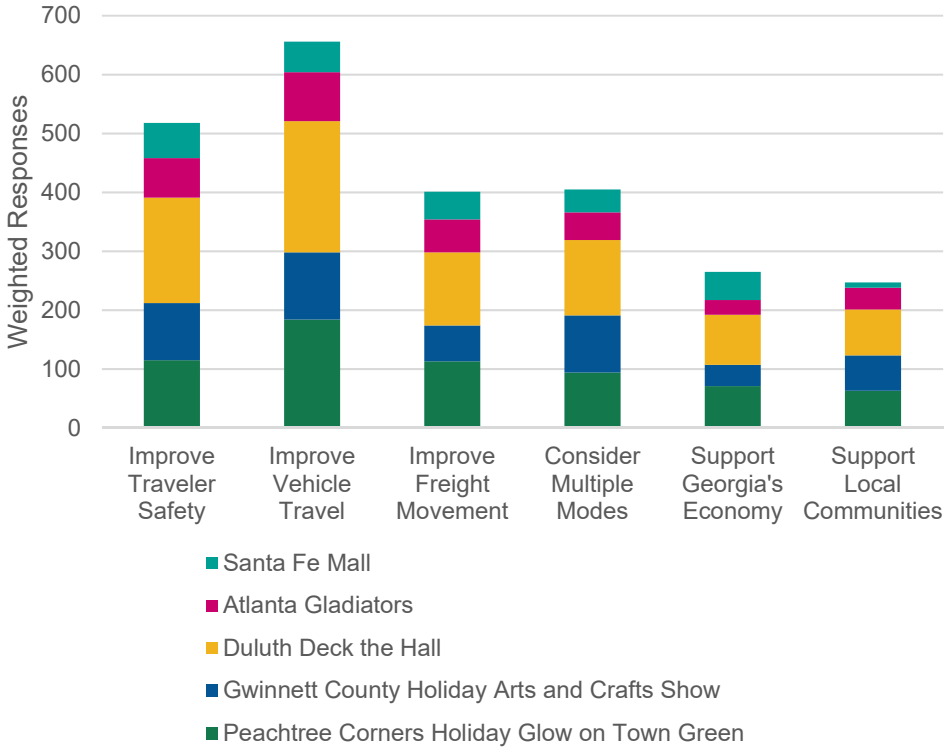


Figure 12: All Community Events Rank Interests Results (Weighted)

Explore Strategies

The following categories received the highest level of rankings, with the applied weighted system, among all categories for each of the five community events:

- **Peachtree Corners Holiday Glow on the Town Green:** Trucks/Freight
- **Gwinnett County Holiday Arts and Crafts Show:** Trucks/Freight
- **Duluth Deck the Halls:** All categories but Policy received similar rankings (20% – 23%)
- **Atlanta Gladiators Game:** All categories received similar rankings (18% – 22%)
- **Santa Fe Mall:** Capacity

Across all five community events, all strategy categories received a similar level of ranking (with the applied weighted system), between 18 to 21 percent, as shown in **Figure 13**.

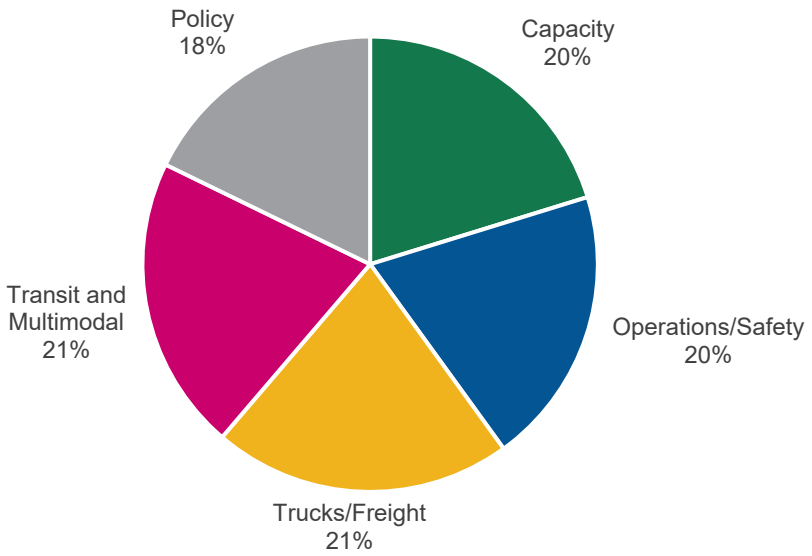


Figure 13: All Community Events Explore Strategies Results (Weighted)

Participants from all community events preferred individual strategies in the *Trucks/Freight* category the most, as shown in **Figure 14**. A rank of 5 was given to ideas participants preferred the most, and a rank of 1 was given to ideas participants preferred the least.

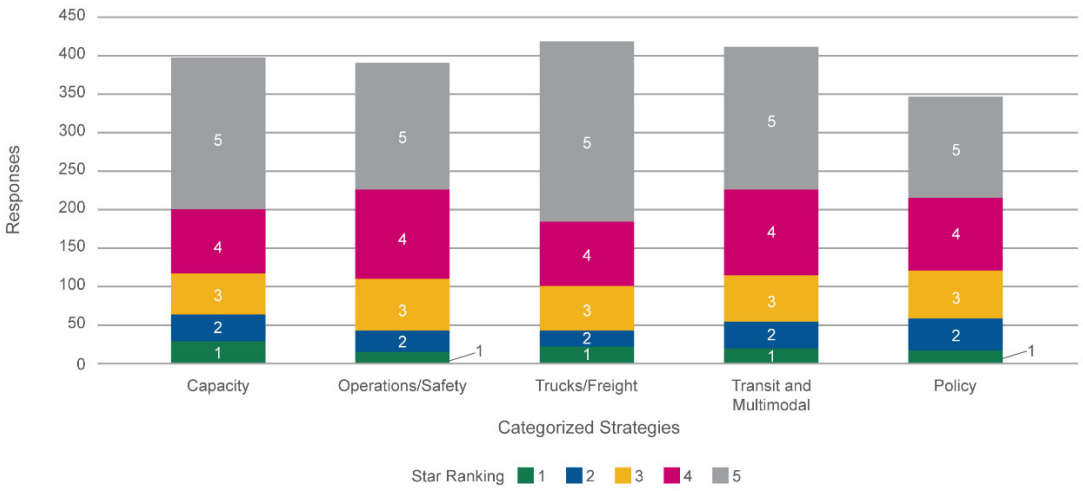


Figure 14: All Community Events Explore Strategies Ranking Results (Weighted)

The most preferred solutions per category were similar within the *Operations/Safety*, *Truck/Freight*, and *Policy* categories for each of the five community events, as shown in **Table 6**. Strategy rankings for each community event by category are shown in **Figure 15** – **Figure 19**. The number of responses is detailed within each category in these figures. Detailed *Explore Strategies* results per community event can be found in **Appendix B**.

Table 6: Summary of All Community Events Explore Strategies Results – Most Preferred Strategy (Weighted)

PIOH Session	Capacity	Operations/ Safety	Truck/Freight	Transit and Multimodal	Policy
Peachtree Corners Holiday Glow on the Town Green	Alternative Routes	Special Purpose Lanes	Truck-Only Lanes	High-Capacity Transit	Intelligent Transportation Systems (ITS)
Gwinnett County Holiday Arts and Crafts Show	Alternative Routes	Interchange Improvements	Truck-Only Lanes	High-Capacity Transit	Intelligent Transportation Systems (ITS)
Duluth Deck the Halls	Alternative Routes	Special Purpose Lanes	Truck-Only Lanes	High-Capacity Transit	Intelligent Transportation Systems (ITS)
Atlanta Gladiators Game	Managed/ Toll Lanes	Special Purpose Lanes	Truck-Only Lanes	Commuter Buses	Intelligent Transportation Systems (ITS)
Santa Fe Mall	Cross-Street Widening	Special Purpose Lanes	Truck-Only Lanes	Bicycles/ Pedestrians	Intelligent Transportation Systems (ITS)

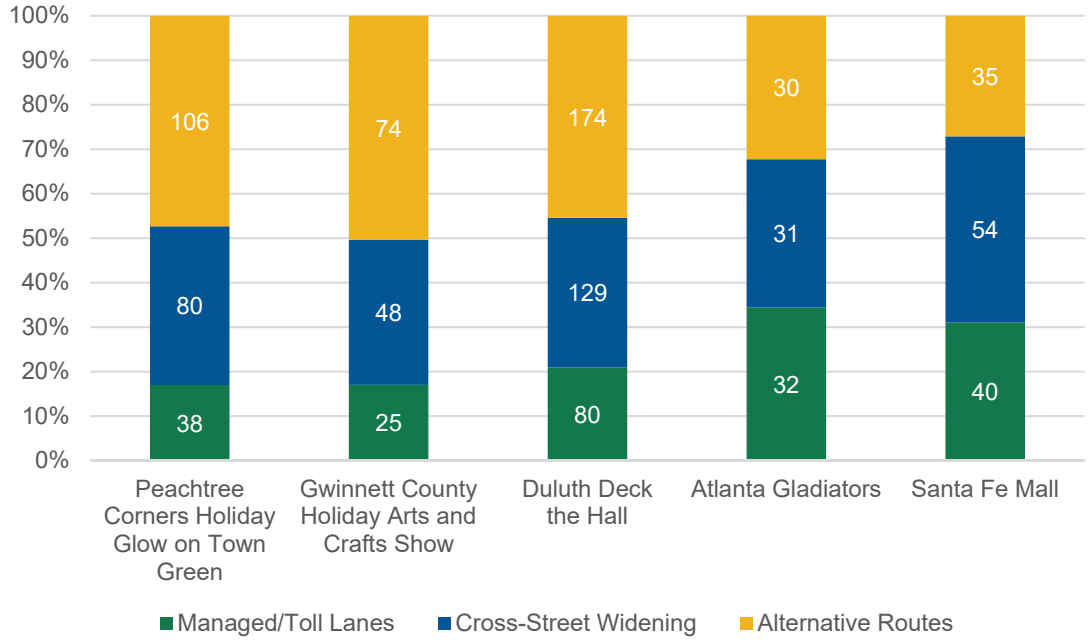


Figure 15: All Community Events Explore Strategies Results (Weighted) - Capacity

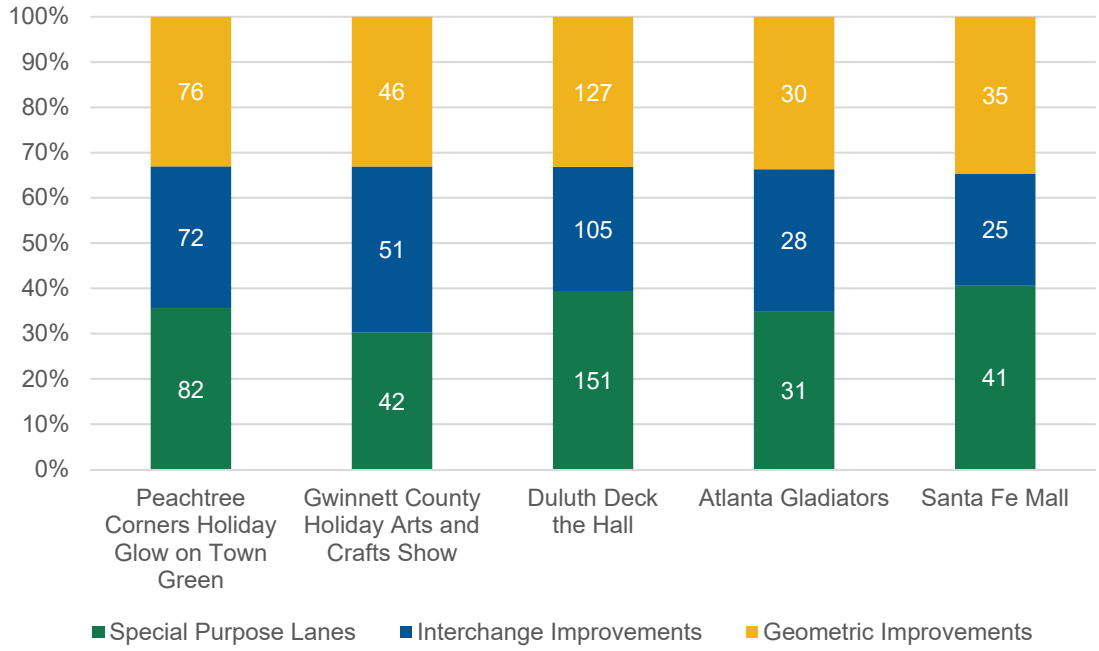


Figure 16: All Community Events Explore Strategies Results (Weighted) – Operations/Safety

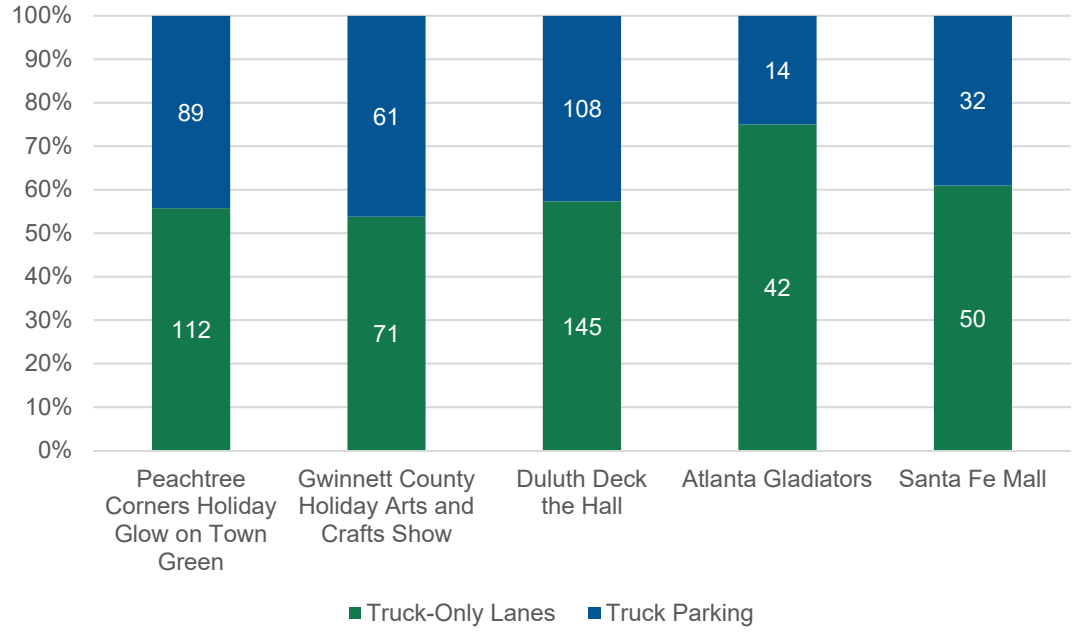


Figure 17: All Community Events Explore Strategies Results (Weighted) – Trucks/Freight

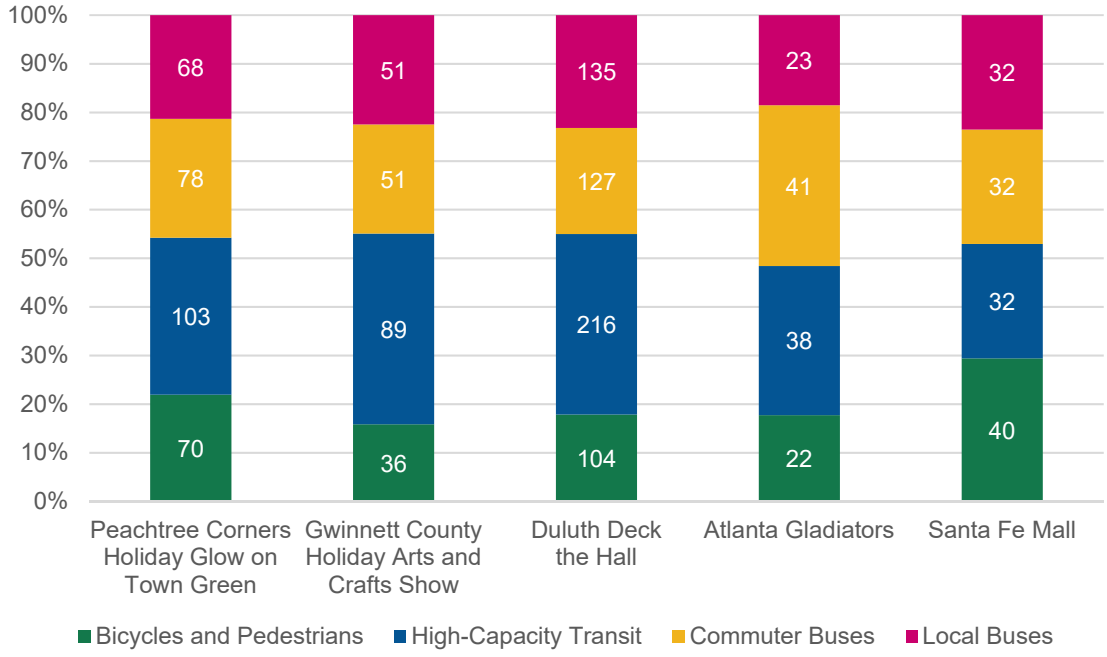


Figure 18: All Community Events Explore Strategies Results (Weighted) – Transit and Multimodal

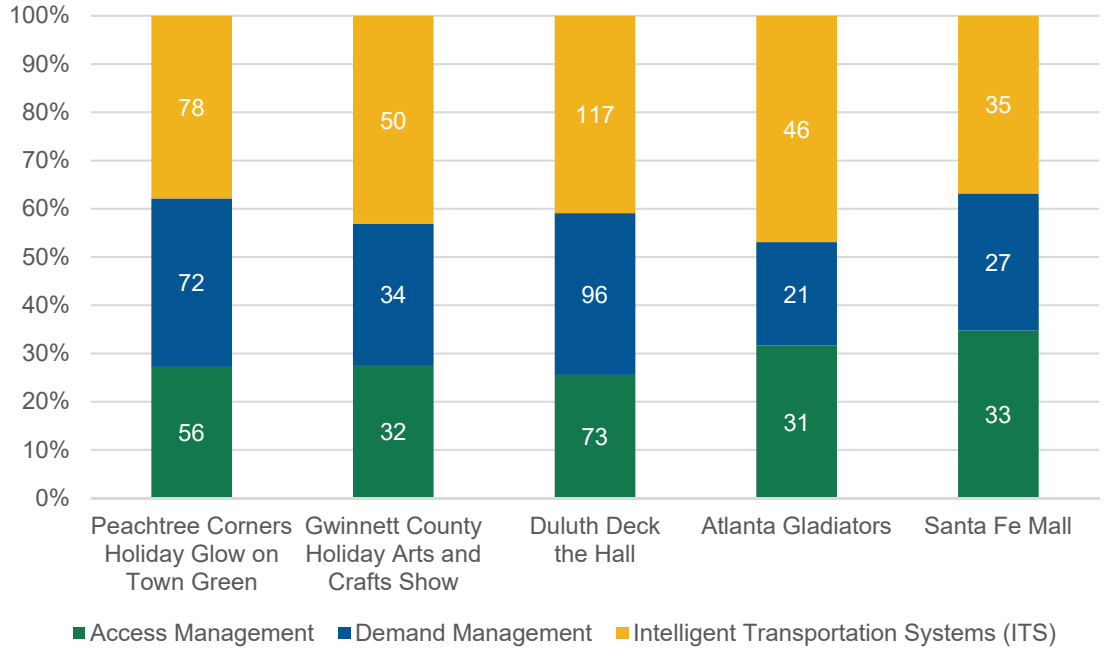


Figure 19: All Community Events Explore Strategies Results (Weighted) – Policy

A summation of the ranked potential solutions per category from all community events is shown in **Figure 20**. The following potential solutions were the most preferred per category:

- **Capacity:** Alternative Routes
- **Operations/Safety:** Special Purpose Lanes
- **Truck/Freight:** Truck-Only Lanes
- **Transit and Multimodal:** High-Capacity Transit
- **Policy:** Intelligent Transportation Systems (ITS)

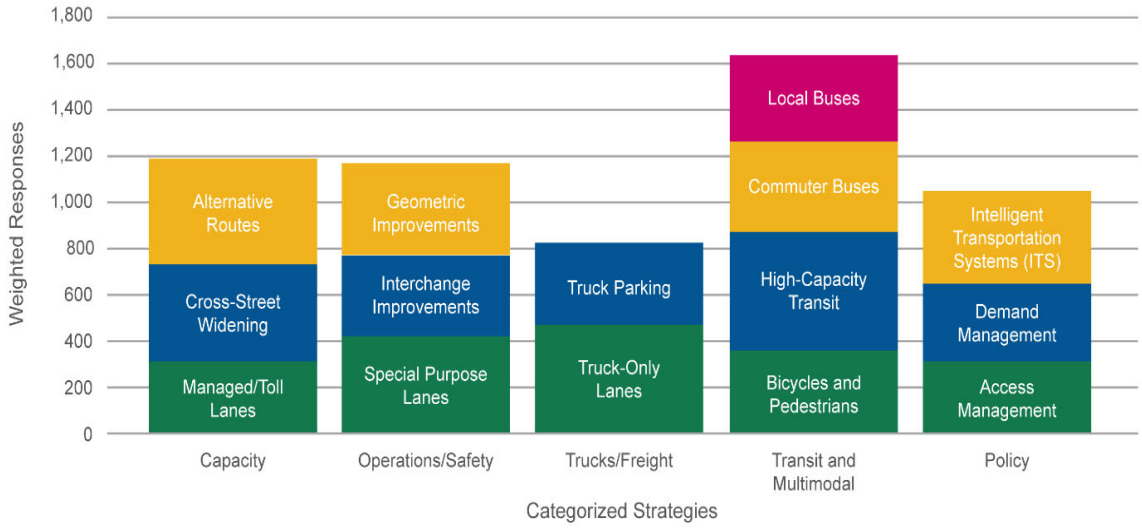
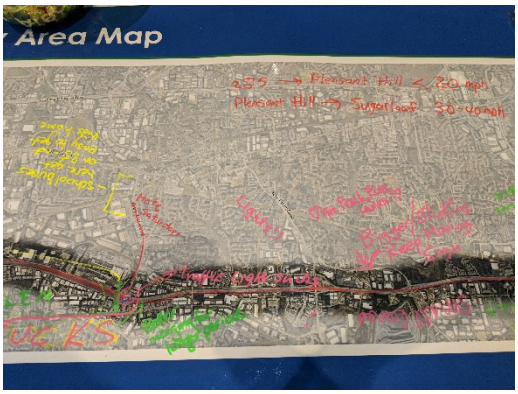


Figure 20: All Community Events Explore Strategies Results per Category (Weighted)

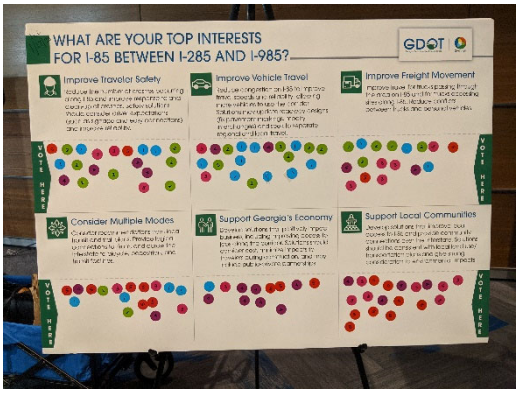
Project information and promotional items

Community Events tent and set up

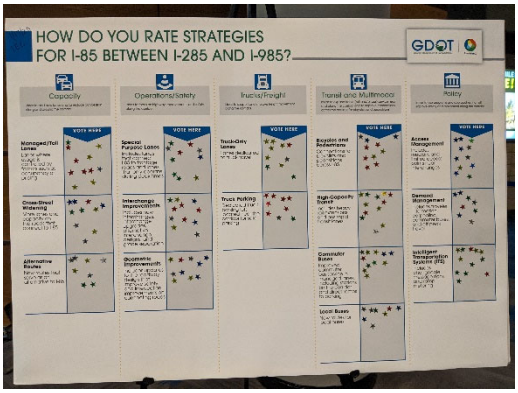
Explore Strategies *activity*



Map It *activity*



Rank Interests *activity*



Explore Strategies *activity*

Images from Community Events

Online Survey

The MetroQuest online survey was available from December 6, 2019 to March 2, 2020 in four languages: English, Spanish, Vietnamese, and Korean. A summary of each of the four MetroQuest surveys, the dates for which they were open, and the number of overall visitors and participants is shown in **Table 7**. Visitors denote those who viewed the survey, and participants denote those who submitted feedback on the survey. Participation per activity is also broken down by activity. The trends in visitors and participants over the lifespan of the MetroQuest online survey is illustrated in **Figure 21**. The spike illustrated in the figure occurred due to the use of more urgent language on social media posts toward the end of the campaign. There was a total of 2,551 participants among the four MetroQuest online surveys.

Images from MetroQuest Online Survey

Table 7: Summary of MetroQuest Online Survey Usage

Survey Version	Dates Open	Total Visitors	Total Participants	Activity 1: Map Ideas	Activity 2: Interests	Activity 3: Strategies	Closing
English	12/6/19 – 3/2/20	5,033	2,539	2,084	1,153	1,886	1,729
Spanish	1/21/20 – 3/2/20	37	11	10	2	5	6
Vietnamese	1/21/20 – 3/2/20	32	1	1	1	1	1
Korean	1/30/20 – 3/2/20	15	0	0	0	0	0

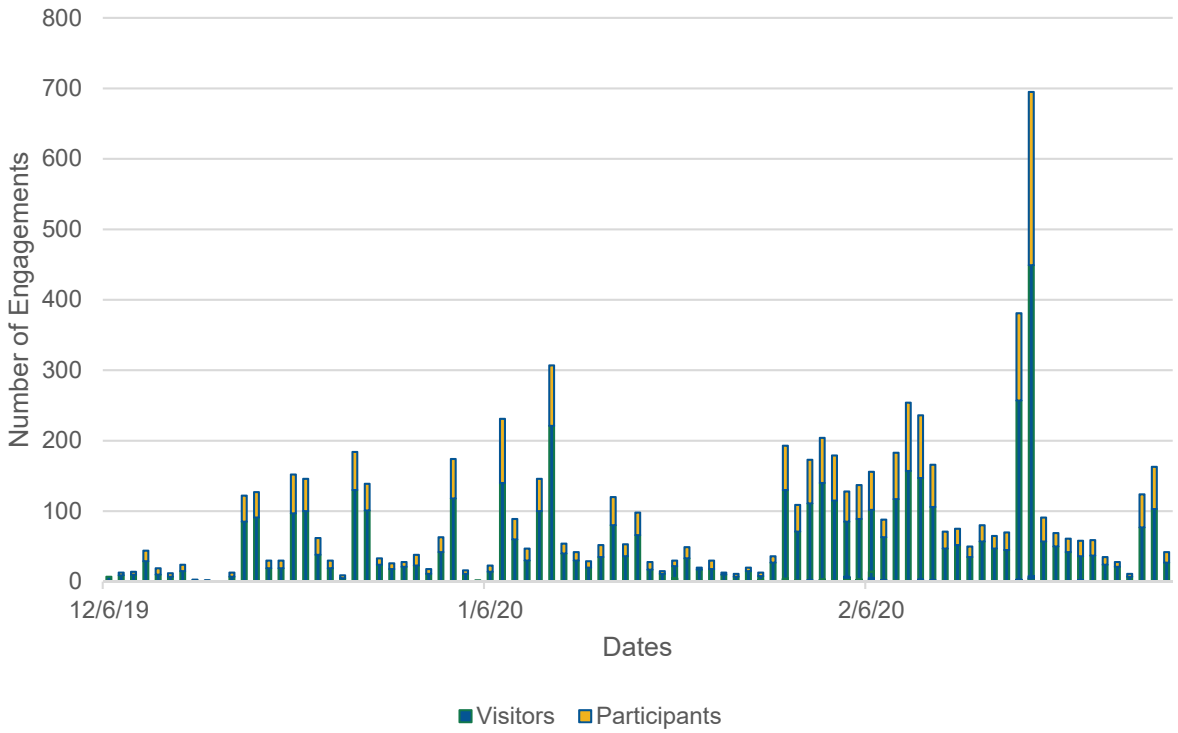


Figure 21: MetroQuest Online Survey Engagement

Map Ideas

The maps in **Figure 22** – **Figure 27** illustrate the total number of comments received in the *Map Ideas* activity from the MetroQuest online survey, per category. A total of 6,155 comments were collected in the *Map Ideas* activity, summarized by category as follows:

- Safety: 840 comments
- Congestion: 3,790 comments
- Freight: 535 comments
- Multimodal: 655 comments
- Other: 335 comments

The intensity of comments in a particular area and/or of a particular category will aid the team with identifying areas of interest, or hot spots, for further evaluation.

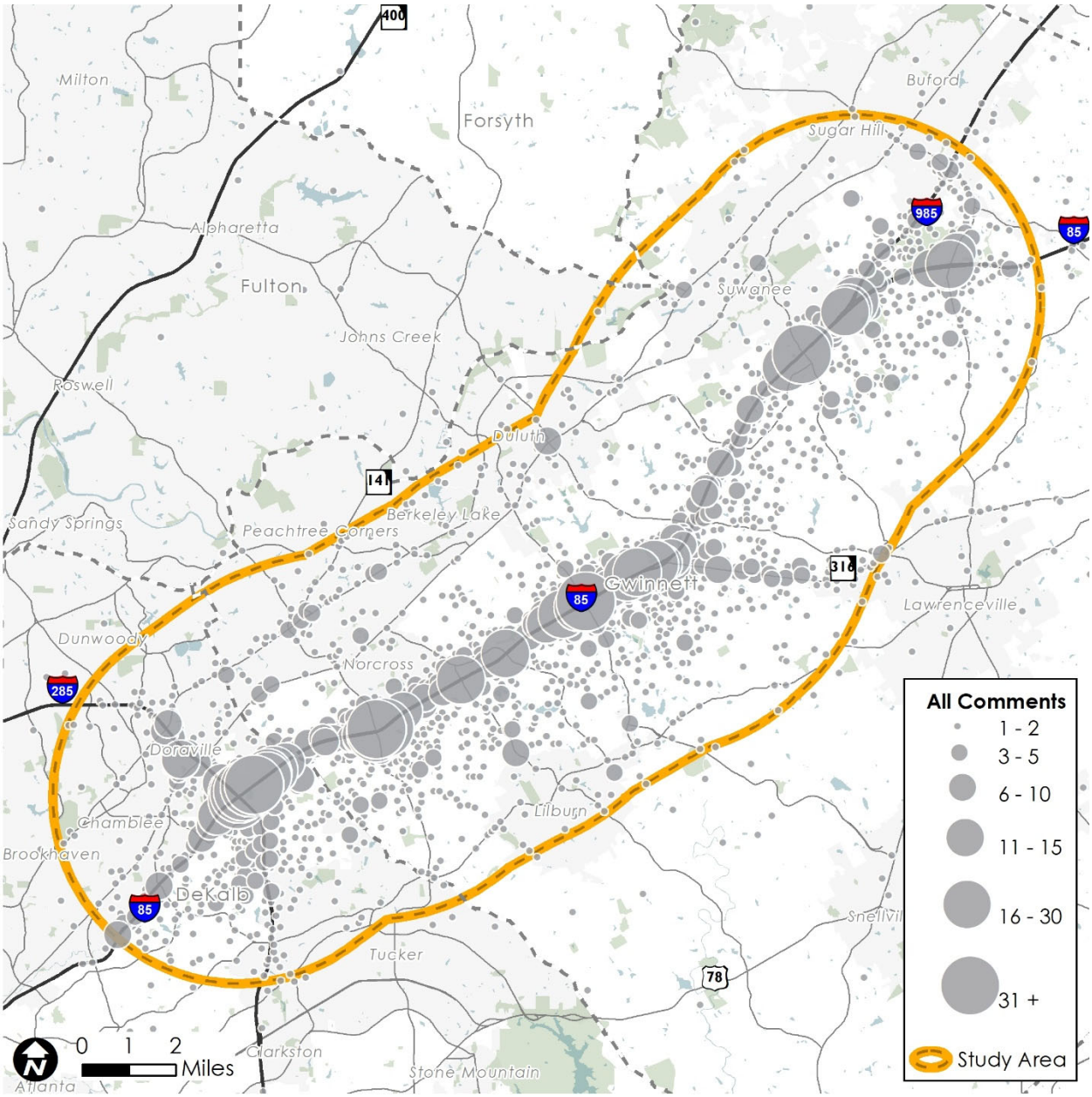


Figure 22: MetroQuest Online Survey Hot Spots - All Comments

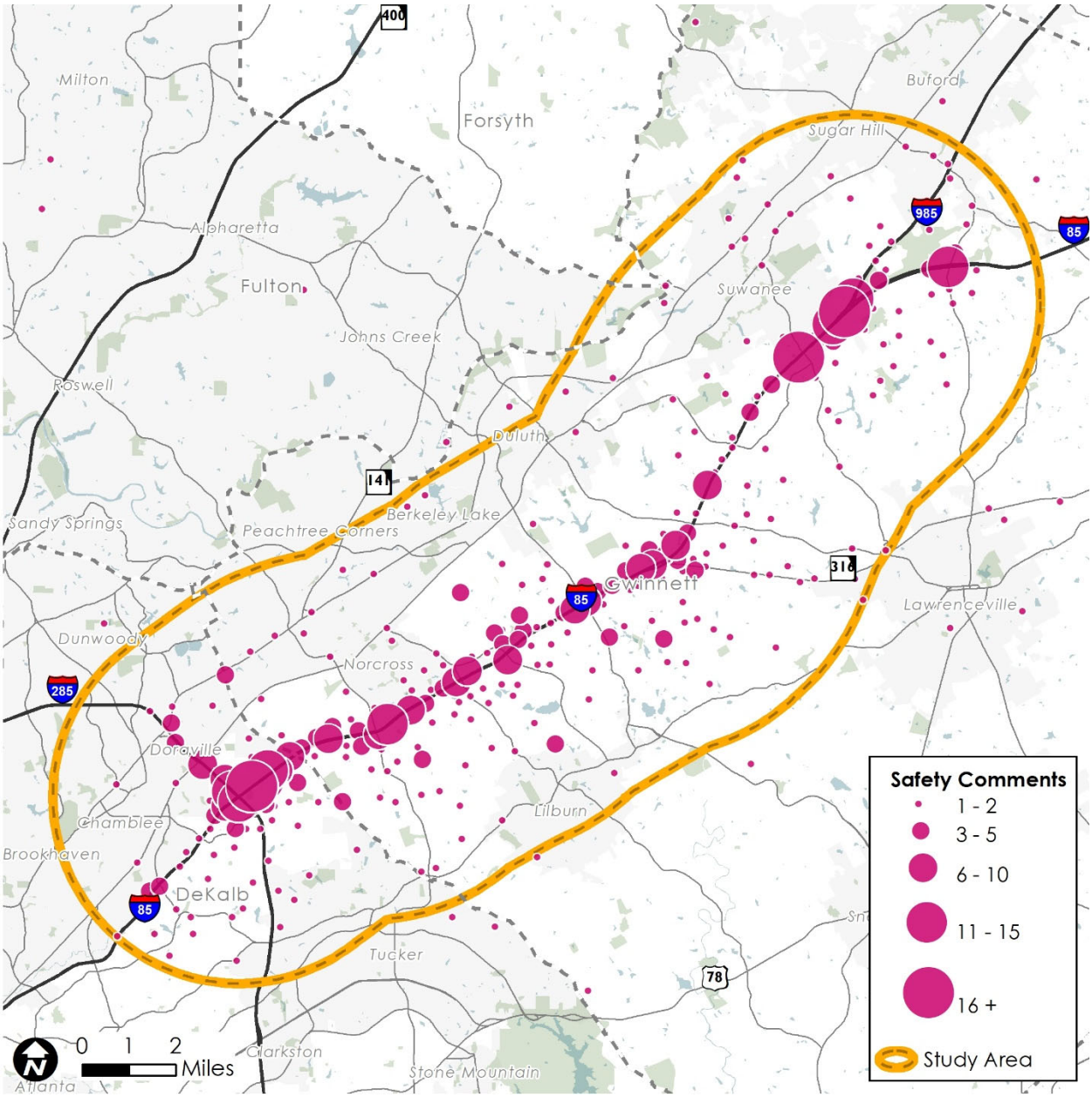


Figure 23: MetroQuest Online Survey Hot Spots - Safety Comments

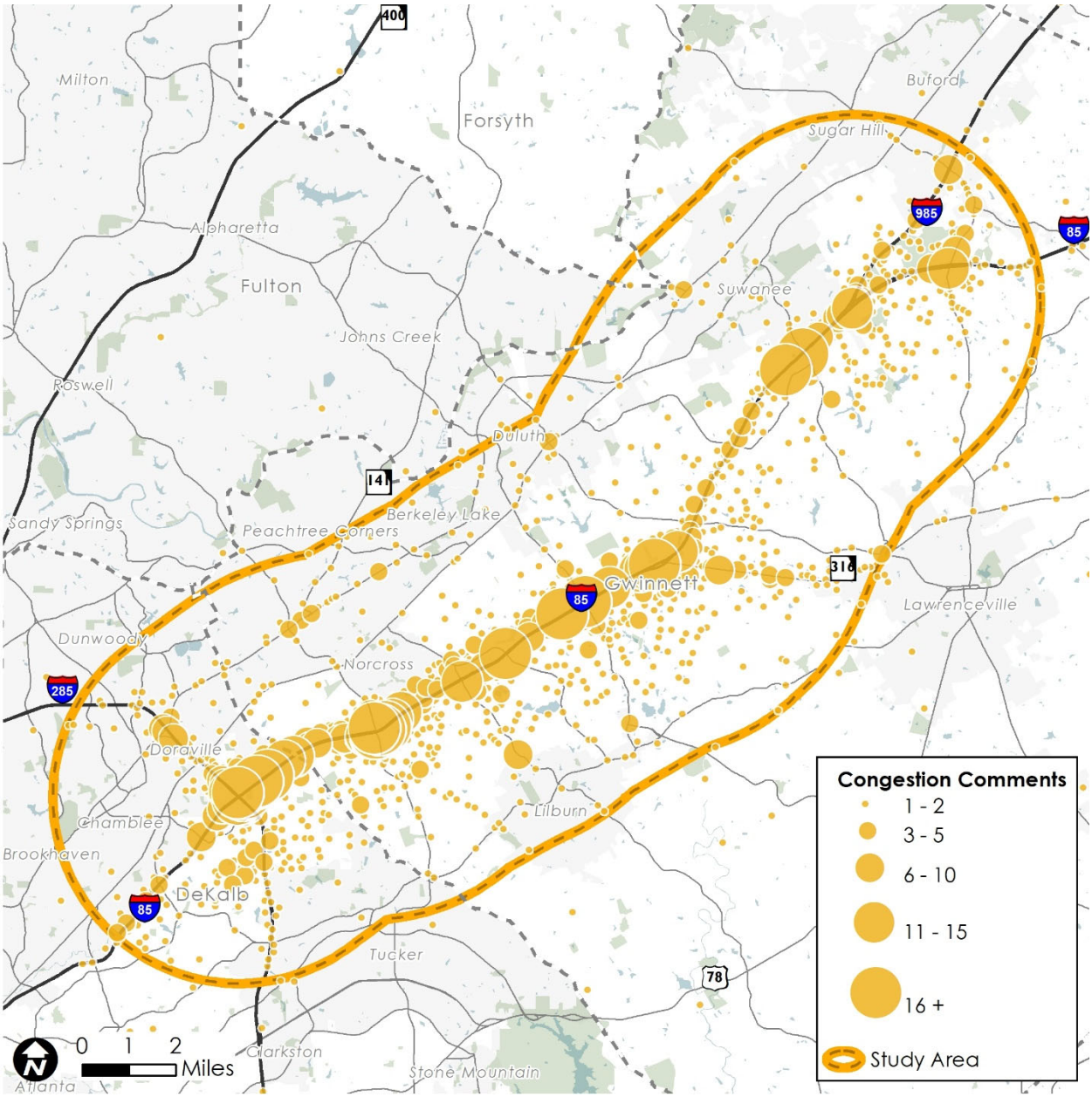


Figure 24: MetroQuest Online Survey Hot Spots - Congestion Comments

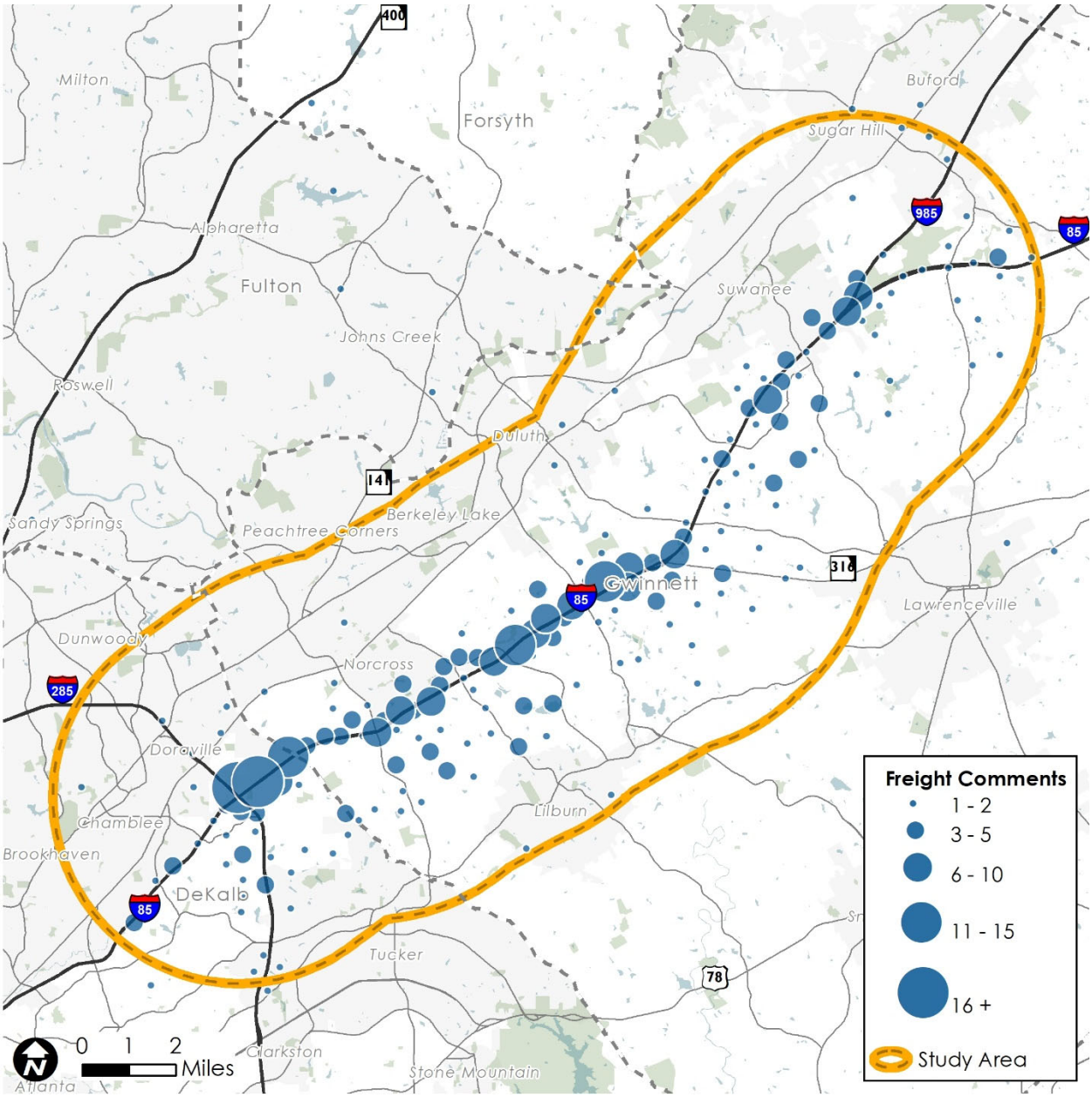


Figure 25: MetroQuest Online Survey Hot Spots - Freight Comments

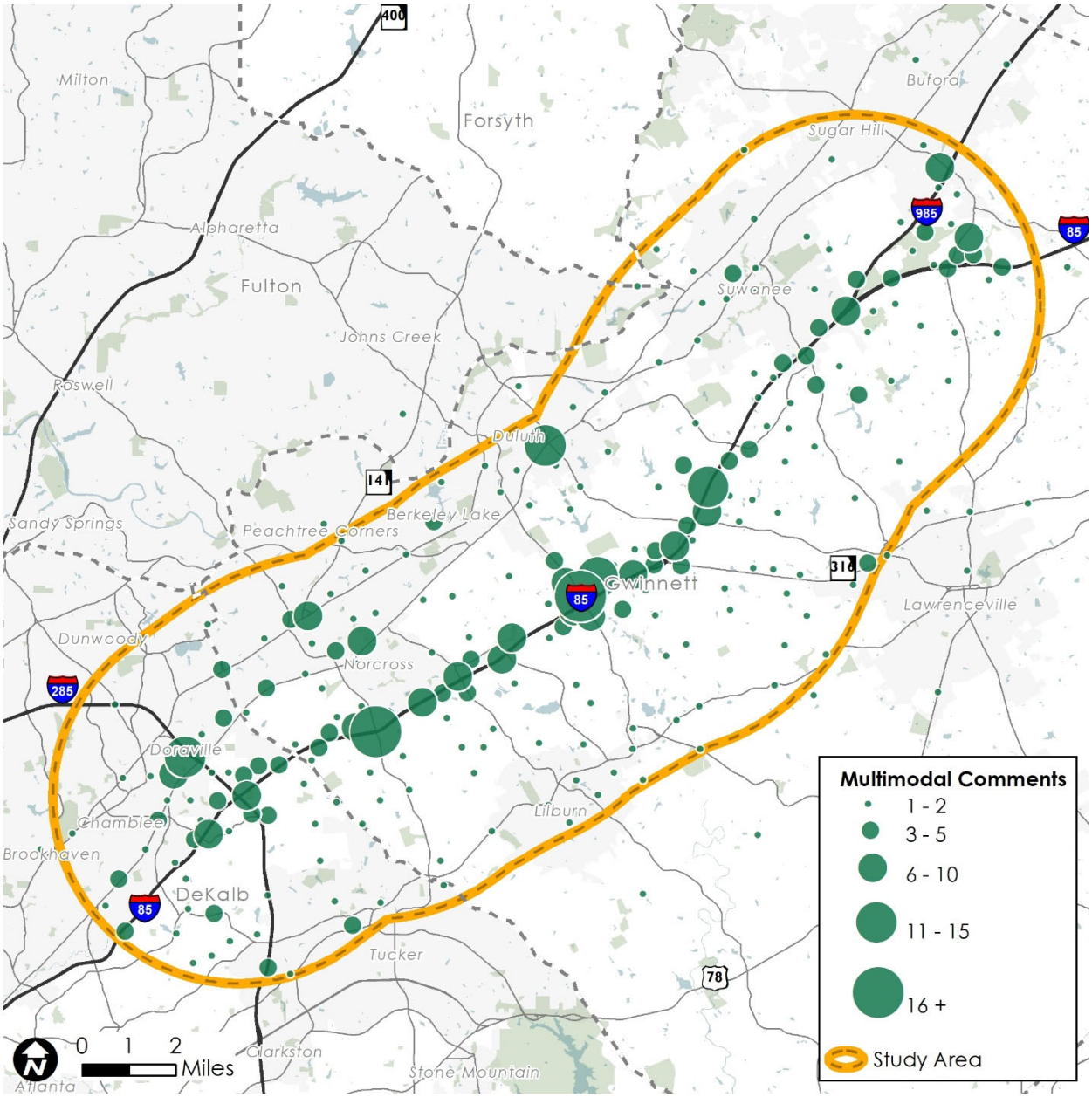


Figure 26: MetroQuest Online Survey Hot Spots - Multimodal Comments

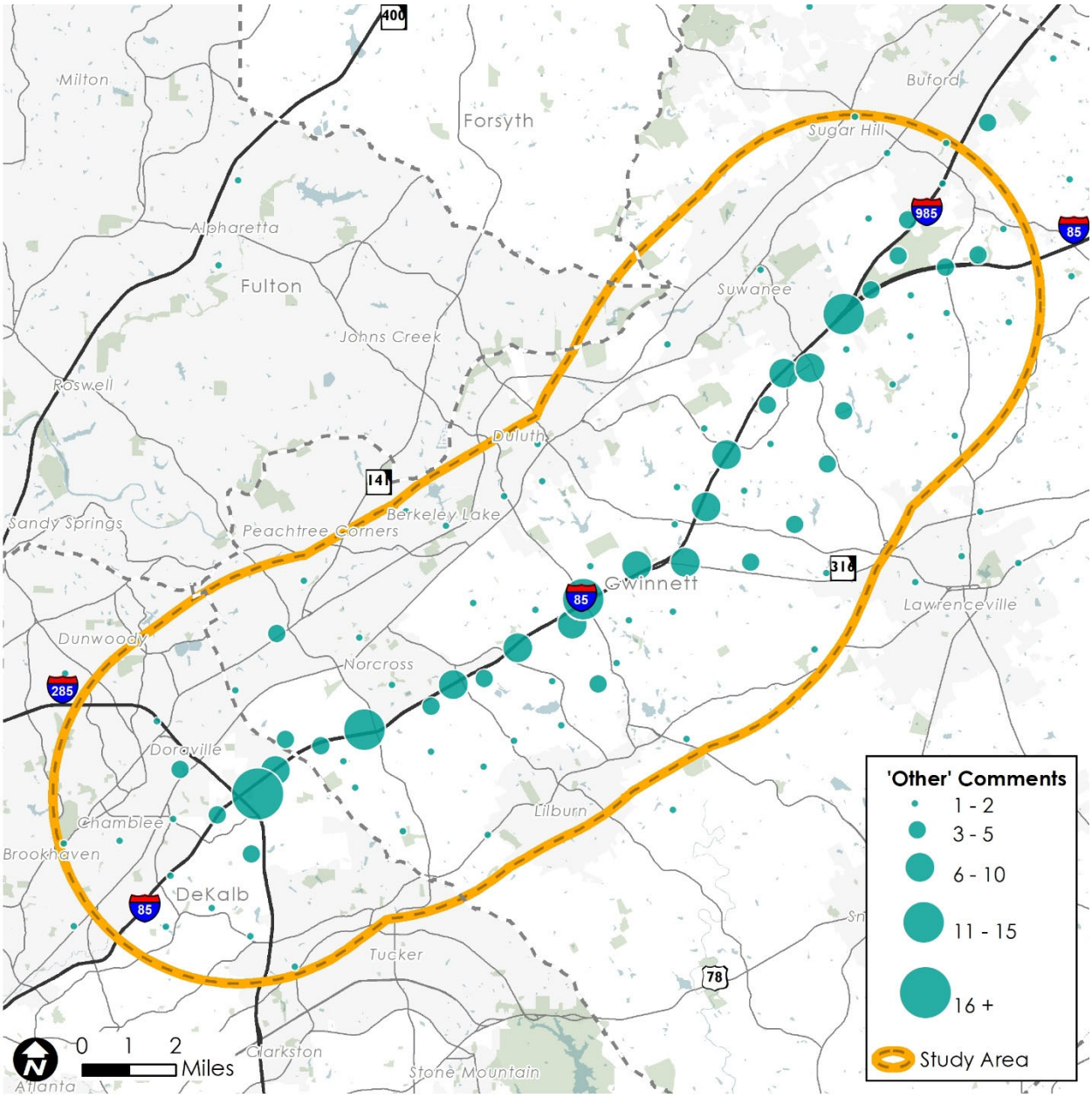


Figure 27: MetroQuest Online Survey Hot Spots - Other Comments

Rank Interests

Out of a total of 1,075 responses for the *Rank Interests* activity, *Improve Vehicle Travel* was the most preferred interest, and *Support Georgia's Economy* received the fewest number of rankings, as shown in **Figure 28**.

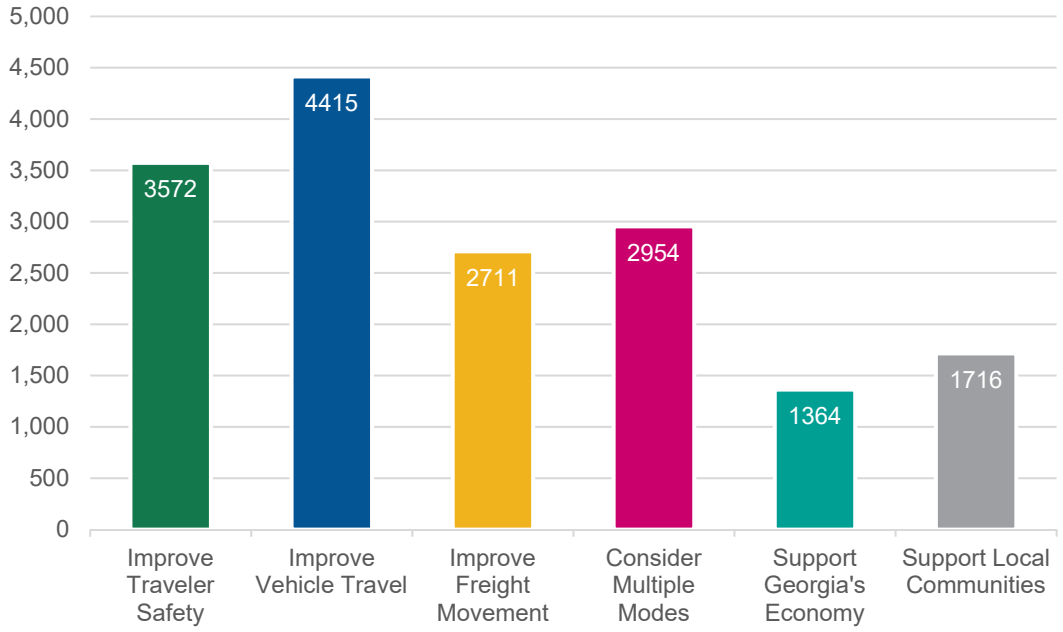


Figure 28: MetroQuest Online Survey Rank Interests Results (Weighted)

Explore Strategies

All strategy categories received a similar level of ranking, with the applied weighted system, between 19 and 21 percent, as shown in **Figure 29**.

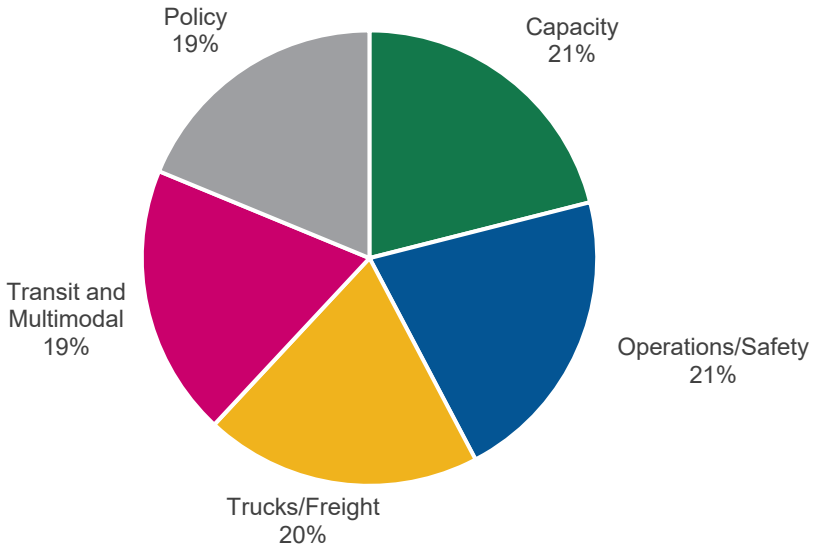


Figure 29: MetroQuest Online Survey Explore Strategies Results (Weighted)

At a closer look, participants ranked all but one of the strategy categories, *Policy*, as categories with ideas they considered most important, as shown in **Figure 30**. A rank of 5 was given to ideas participants preferred the most, and a rank of 1 was given to ideas participants preferred the least.

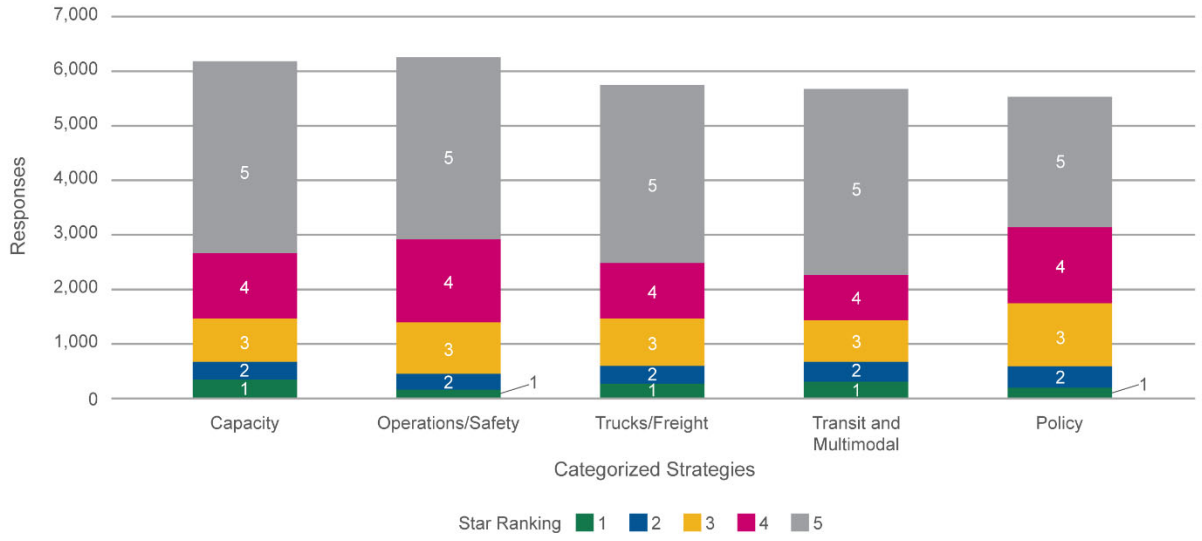


Figure 30: MetroQuest Online Survey Explore Strategies Ranking Results (Weighted)

The following potential solutions were the most preferred per category, as shown in **Figure 31** – **Figure 35**.

- **Capacity:** Alternative Routes
- **Operations/Safety:** Special Purpose Lanes
- **Truck/Freight:** Truck-Only Lanes
- **Transit and Multimodal:** High-Capacity Transit
- **Policy:** Intelligent Transportation Systems (ITS)

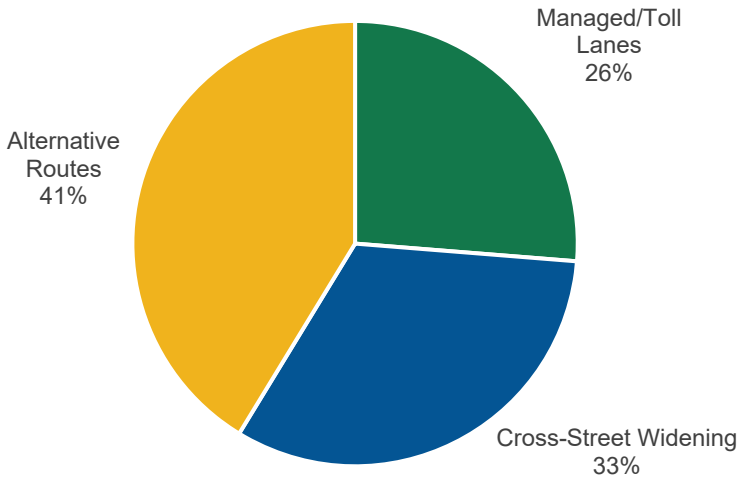


Figure 31: MetroQuest Online Survey Explore Strategies Results (Weighted) - Capacity

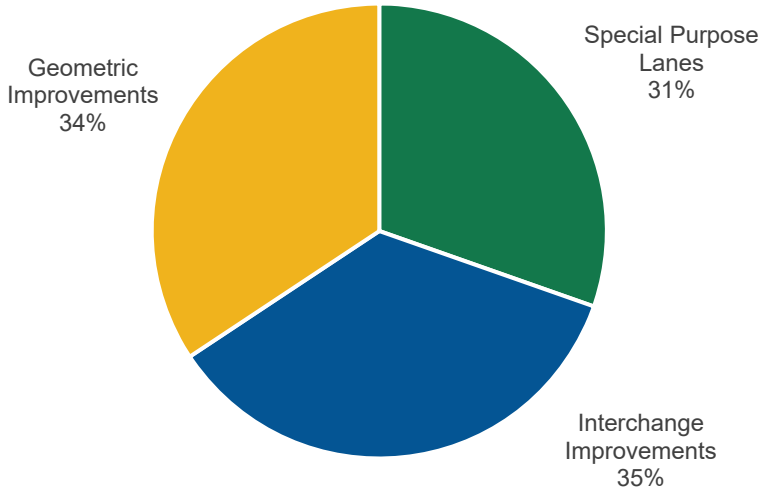


Figure 32: MetroQuest Online Survey Explore Strategies Results (Weighted) – Operations/Safety

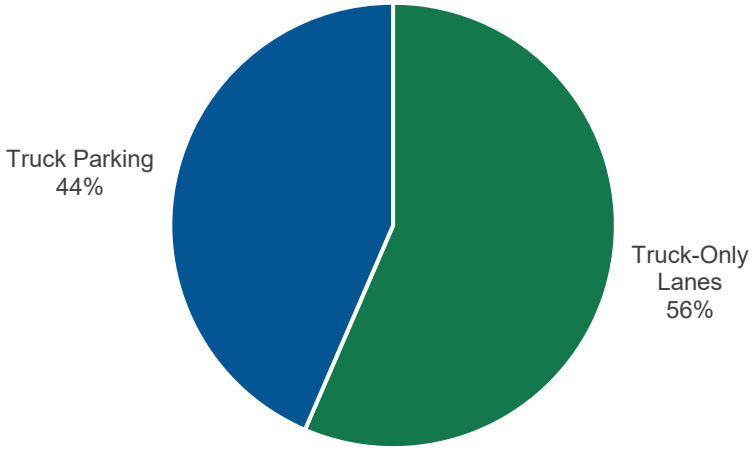


Figure 33: MetroQuest Online Survey Explore Strategies Results (Weighted) – Truck/Freight

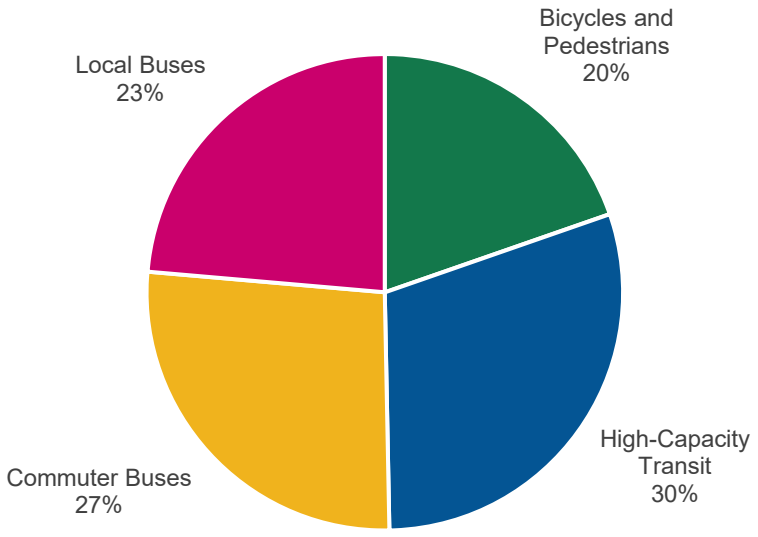


Figure 34: MetroQuest Online Survey Explore Strategies Results (Weighted) – Transit and Multimodal

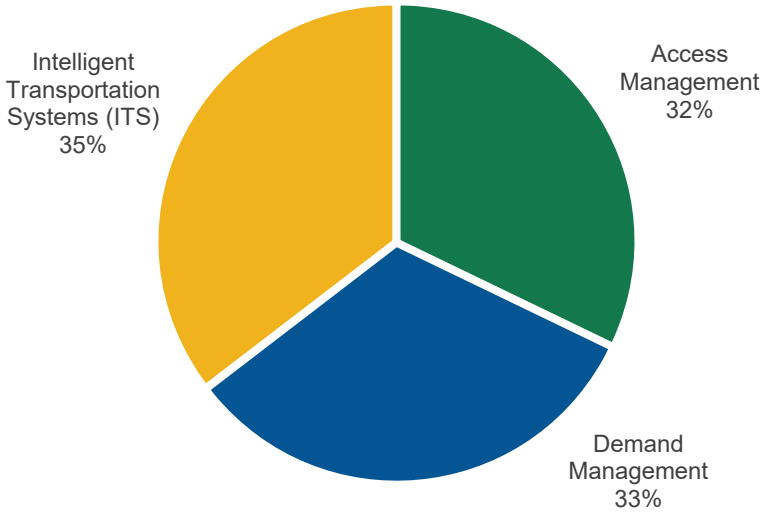


Figure 35: MetroQuest Online Survey Explore Strategies Results (Weighted) – Policy

A summation of the ranked potential solutions per category is shown in **Figure 36**.

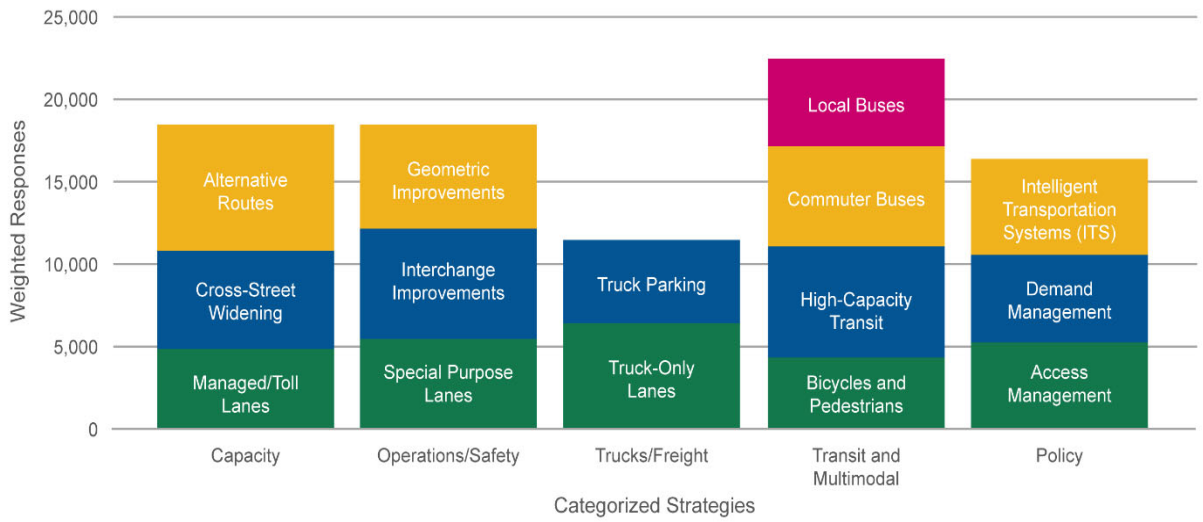


Figure 36: MetroQuest Online Survey Explore Strategies Results per Category (Weighted)

Open-ended comments

Each of the activities in the MetroQuest online survey provided the opportunity for participants to provide open-ended comments. A total of 6,659 open-ended comments were captured in the surveys: 3,388 from the *Map Ideas* activity, 157 from the *Rank Interests* activity, and 3,116 comments from the *Explore Strategies* activity. A summary of the number of open-ended comments by category and subcategory for the *Map Ideas* activity is shown in **Table 8**, while a summary of the number of open-ended comments by category and strategy for the *Explore Strategies* activity is shown in **Table 9**. A catalog of all the open-ended comments received can be found in **Appendix C**.

Table 8: Summary of Open-Ended Comments – Map Ideas Activity (MetroQuest Online Survey)

Category	Subcategory	High	Medium	Low	No Priority Chosen	Total per Subcategory
Safety	Vehicular	154	51	9	28	242
	Roadway Geometry	66	30	4	17	117
	Bike/Ped	13	1	0	5	19
	Other	10	7	--	2	19
	No subcategory chosen	26	11	--	90	127
	Safety Total	**524**				
Congestion	Corridor	229	42	4	29	304
	Managed Lanes	220	51	3	38	312
	Interchange	335	83	3	45	466
	Adjacent Road Network	86	27	4	21	138
	Other	107	20	4	23	154
	No subcategory chosen	154	35	3	324	516
	Congestion Total	**1,890**				
Freight	Interstate	105	33	1	13	152
	Truck Parking	10	4	--	--	14
	Ramp	18	5	--	4	27
	Other	26	4	4	3	37
	No subcategory chosen	20	7	--	45	72
	Freight Total	**302**				
Multimodal	Transit	237	30	1	19	287
	Bicycle	26	8	5	2	41
	Pedestrian	17	4	--	3	24
	Other	10	1	1	--	12
	No subcategory chosen	16	4	--	26	46
	Multimodal Total	**410**				
Other	Signage	11	10	4	5	30
	Technology	12	2	--	3	17
	Home Location	3	1	2	--	6
	Work Location	5	--	1	--	6
	Other	93	19	7	11	130
	No subcategory chosen	21	1	--	51	73
	Other Total	**262**				

Table 9: Summary of Open-Ended Comments – Explore Strategies Activity (MetroQuest Online Survey)

Category	Strategy	Number of Open-Ended Comments
Capacity	Alternative routes	318
	Cross-street widening	254
	Managed/toll lanes	475
	Suggest another	123
	Capacity Total	**1,170**
Operations/Safety	Special purpose lanes	169
	Interchange improvements	145
	Geometric improvements	90
	Suggest another	23
	Operations/Safety Total	**427**
Truck/Freight	Truck-only lanes	293
	Truck parking	108
	Suggest another	30
	Truck/Freight Total	**431**
Transit and Multimodal	Bicycle and pedestrians	137
	High-capacity transit	330
	Commuter buses	176
	Local buses	131
	Suggest another	19
	Transit and Multimodal Total	**793**
Policy	Access management	64
	Demand management	84
	ITS	130
	Suggest another	17
	Policy Total	**295**

Additional Information

Demographic details of survey respondents were asked on the closing screen of the online survey, and analysis of the additional demographics are described in this section. While survey respondents live all throughout the metro Atlanta area, a large concentration of respondents live in the northern portion of the study area near the I-985 and I-85 split, as shown in **Figure 37**.

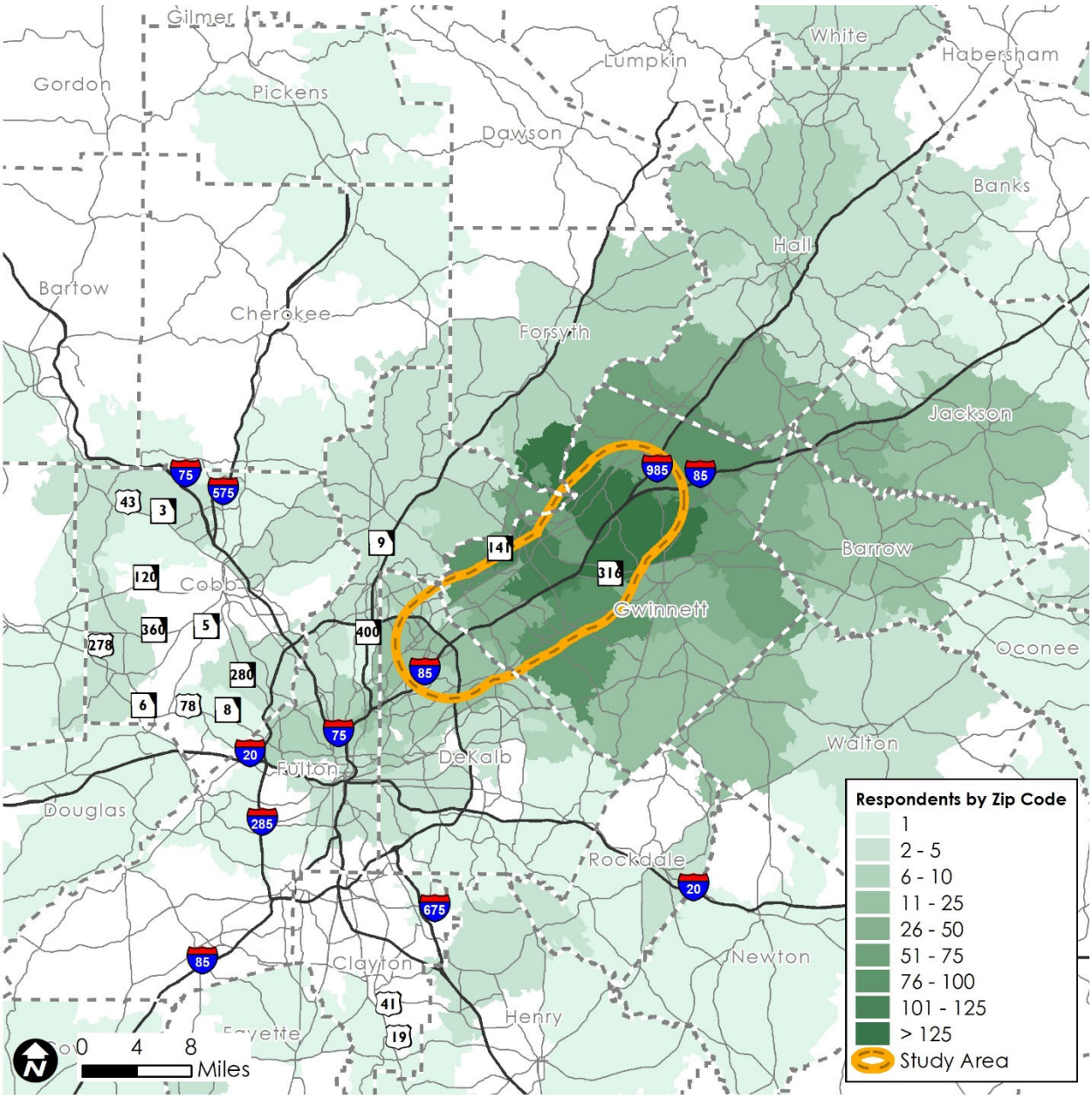


Figure 37: MetroQuest Online Survey Respondents by Home Zip Code

The most-received responses to the following closing, demographic questions are summarized below, while a breakdown of all the responses are shown in **Figure 38** – **Figure 41**. The wide variation in responses depicts the different types and levels of interaction with the corridor by the survey participants, as well as how participants heard about the survey.

- Best describe your interaction:
  - I live and work near the corridor
- What is the main reason you travel on I-85?
  - To get to/from work
- How often do you travel along I-85?
  - Multiple times a day
- How did you hear about the survey?
  - Social media (Facebook, Twitter, Instagram)

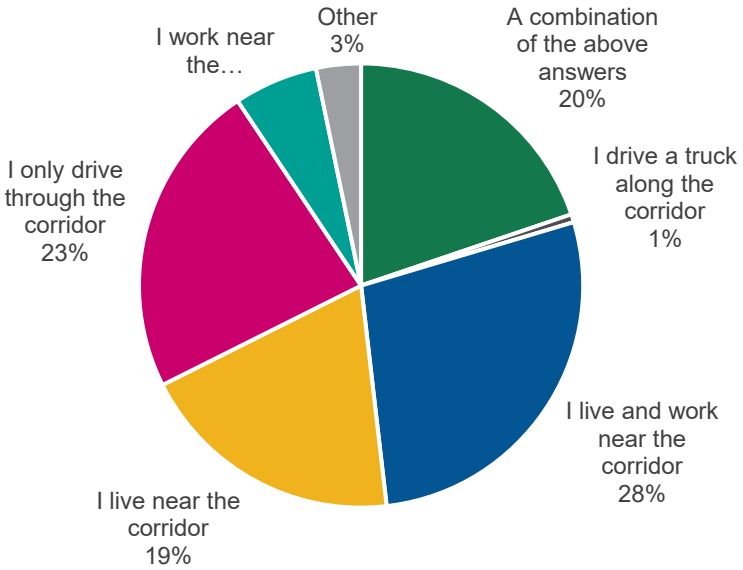


Figure 38: "Best Describe Your Interaction" Responses

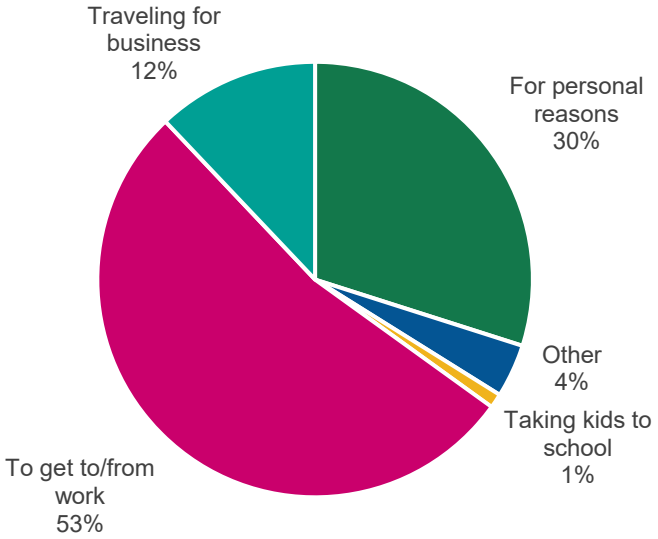


Figure 39: "What is the Main Reason You Travel on I-85?" Responses

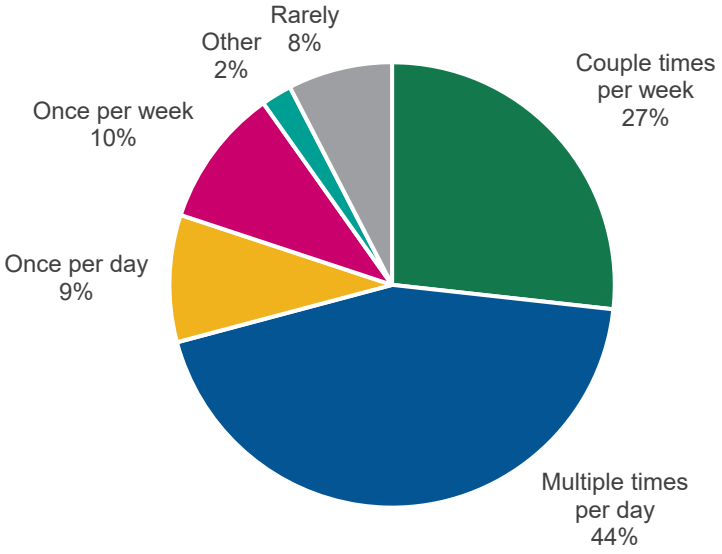


Figure 40: "How Often Do You Travel Along I-85?" Responses

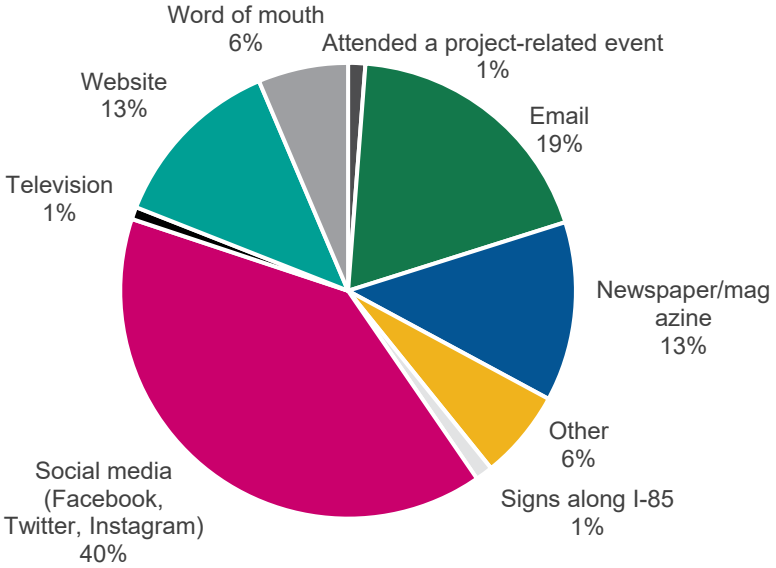


Figure 41: "How Did You Hear About the Survey?" Responses

Project-specific Emails

For additional feedback and ideas, the general public was encouraged to communicate with the project team via the project-specific email at 85Study@dot.ga.gov. Seventeen emails were received during Phase 1 of public involvement. The following summarizes the nature of the comments related to the study received via the project-specific email:

- 10 comments related to improving vehicular safety
- 3 comments related to facilitating commercial travel
- 5 comments related to evaluating multimodal options
- 1 comment related to supporting Georgia's economy
- 1 comment related to encouraging telecommuting on social media

A catalog of the comments received via email is included in **Appendix D**.

Phase 1 Public Involvement Summary

Overall Feedback

The first phase of public involvement began in November 2019 and concluded February 2020. Three primary engagement tools were leveraged for Phase 1 public engagement: public information open house (PIOH) sessions, community events, and an online survey. The activities conducted at the PIOH sessions and community events were mirrored in the online survey.

Project-related collateral, which was translated into four languages, was made available for the general public at the PIOH sessions and community events to further inform the study, promote upcoming events and the online survey, and explain ways to stay up to date with the project. Promotional items were leveraged as incentive for the public to engage with the activities, and multiple social media outlets were utilized to advertise events.

The team interacted with more than 64 people at the PIOH sessions and more than 875 people at the Community Events, while the online survey had a total of 2,551 participants with more than 46,000 data points from those participants. The following section summarizes the activity results from *Map Ideas, Rank Interests,* and *Explore Strategies* across all three engagement tools.

Map Ideas

The *Map Ideas* activity from the Community Events and PIOH sessions received a total of 148 comments. Ideas from the Community Events and PIOH sessions were included in the *Universe of Ideas* online database and are incorporated as additional public comments.

These comments were related to the following ideas:

- Bus system improvements
- Geometric improvements
- Truck parking
- Truck-only lanes
- Points of congestion
- Points of freight traffic
- Transit extensions
- Wayfinding and signage improvements
- Interchange improvements
- Managed/toll lanes
- Cross-street widening
- Pedestrian connections
- Alternative routes

Whereas the *Map Ideas* activity was left open-ended for the participants to input ideas at the Community Events and PIOH sessions, the online survey had more specific categories for participants to base comments on. A total of 6,155 comments were received on the online survey related to safety, congestion, freight, multimodal, and additional categories, indicated by the participants. *Congestion* had the most comments, making up more than half of the comments received for this activity on the online survey.

Overall, comments from all three engagement tools were placed along and adjacent to the corridor. A variety of factors, such as intensity, were applied to the comments to assist in identifying areas of interests, or hot spots, for further analysis.

Rank Interests

Out of a total of 1,263 responses across all three engagement opportunities for the *Rank Interests* activity, *Improve Vehicle Travel* was the most preferred interest and *Support Georgia's Economy* received the fewest number of rankings, as shown in **Figure 42**.

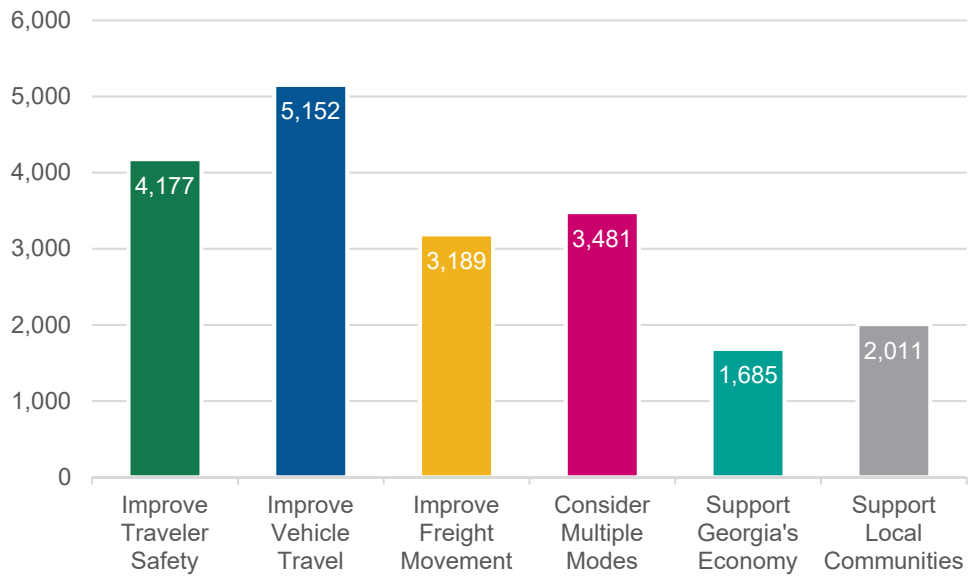


Figure 42: All Rank Interests Results (Weighted)

As shown in **Table 10**, there are similarities in the responses across the three engagement opportunities. Participants from both the community events and online survey preferred *Improve Vehicle Travel* the most, and participants from both the PIOHs and community events preferred *Support Local Communities* the least. Additionally, *Improve Traveler Safety* was the second most preferred interest for each of the three engagement opportunities.

Table 10: Rank Interests Results Comparison

Engagement Tool	Most Preferred Interest (%)	Least Preferred Interest (%)
Public Information Open House Sessions	Consider Multiple Modes (26%)	Support Local Communities (10%)
Community Events	Improve Vehicle Travel (26%)	Support Local Communities (10%)
Online Survey	Improve Vehicle Travel (27%)	Support Georgia's Economy (8%)

Explore Strategies

All strategy categories received a similar level of ranking with the applied weighted system, between 19 and 21 percent, across all three engagement tools. There was a total of 1,947 responses across all three engagement tools, as shown in **Figure 43**. Star rankings by each category are depicted in **Figure 44**.

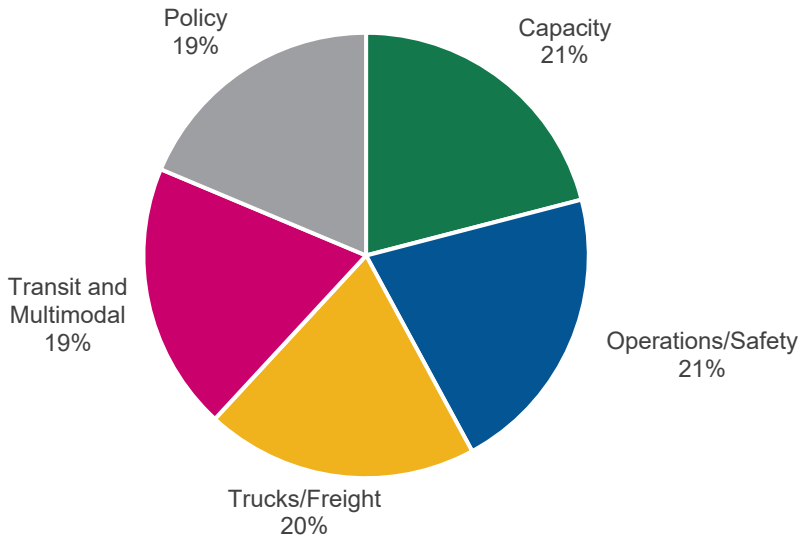


Figure 43: All Explore Strategies Results (Weighted)

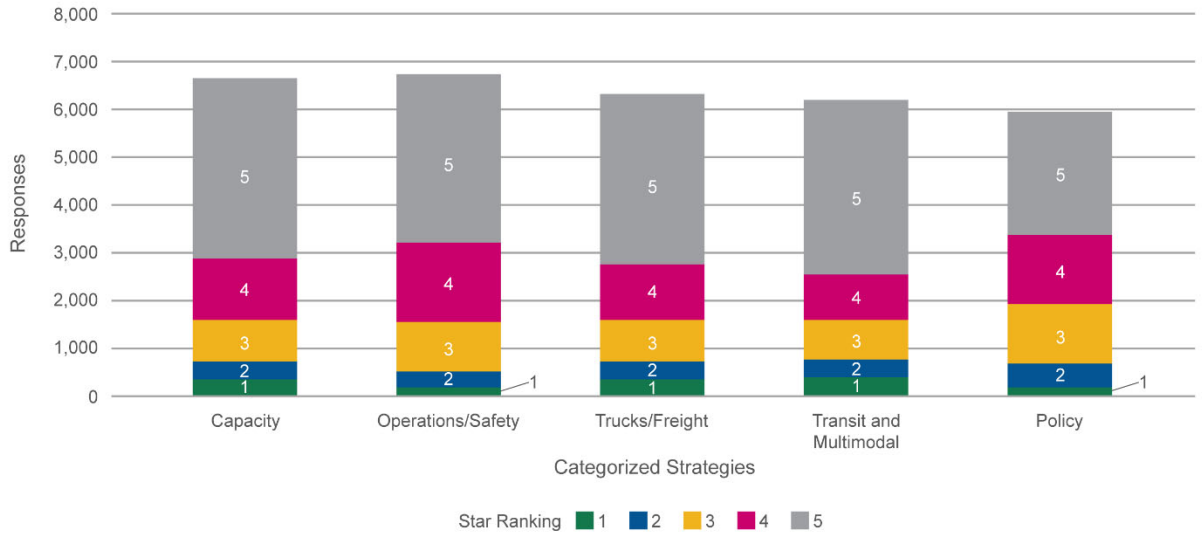


Figure 44: All Explore Strategies Ranking Results (Weighted)

As shown in **Table 11**, there are similarities in the responses across the three engagement opportunities. Participants from both the PIOHs and community events preferred *Transit and Multimodal* strategies the most, and participants from each engagement tool preferred *Policy* strategies the least. Additionally, participants from both the community events and online survey preferred all five categorized strategies—all categories received equal ratings between 18-21% at community events and between 19-21% on the online survey.

Table 11: Explore Strategies Results Comparison

Engagement Tool	Most Preferred Categorized Strategy (%)	Least Preferred Categorized Strategy (%)
Public Information Open House Sessions	Transit and Multimodal (25%)	Policy (15%)
Community Events	Transit and Multimodal (21%); Trucks/Freight (21%)	Policy (18%)
Online Survey	Capacity (21%); Operations/Safety (21%)	Transit and Multimodal (19%); Policy (19%)

The following potential solutions were the most preferred per category for all three engagement activities, as shown in **Figure 45** – **Figure 49**.

- **Capacity:** Alternative Routes
- **Operations/Safety:** Interchange Improvements
- **Truck/Freight:** Truck-Only Lanes
- **Transit and Multimodal:** High-Capacity Transit
- **Policy:** Intelligent Transportation Systems (ITS)

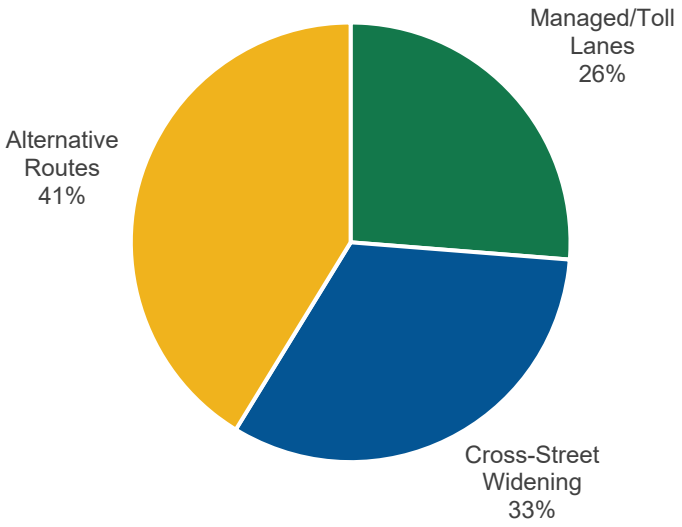


Figure 45: All Explore Strategies Results (Weighted) - Capacity

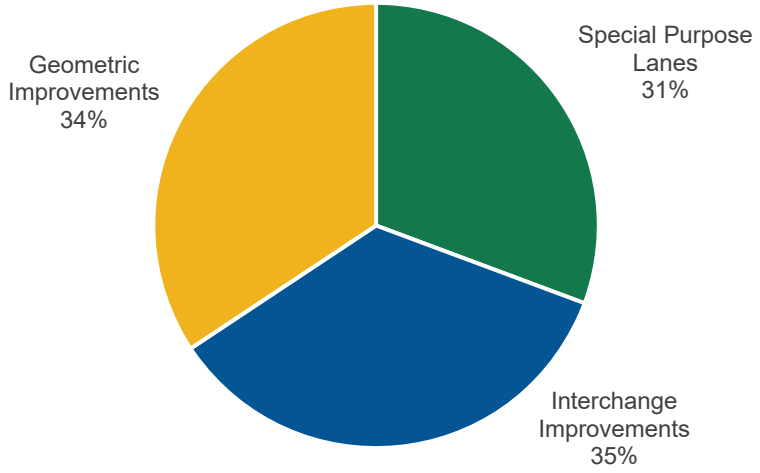


Figure 46: All Explore Strategies Results (Weighted) – Operations/Safety

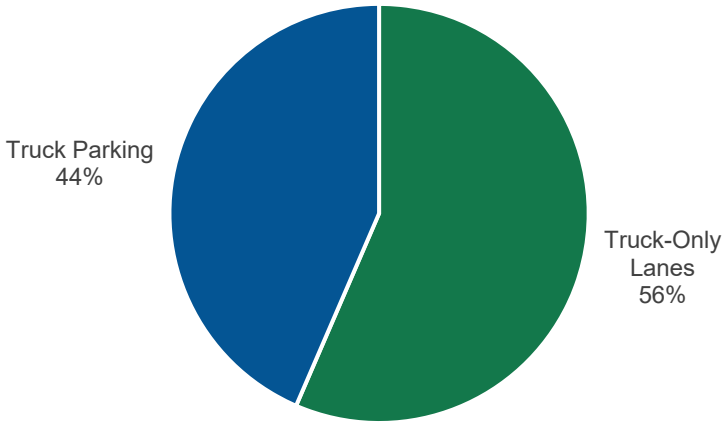


Figure 47: All Explore Strategies Results (Weighted) – Truck/Freight

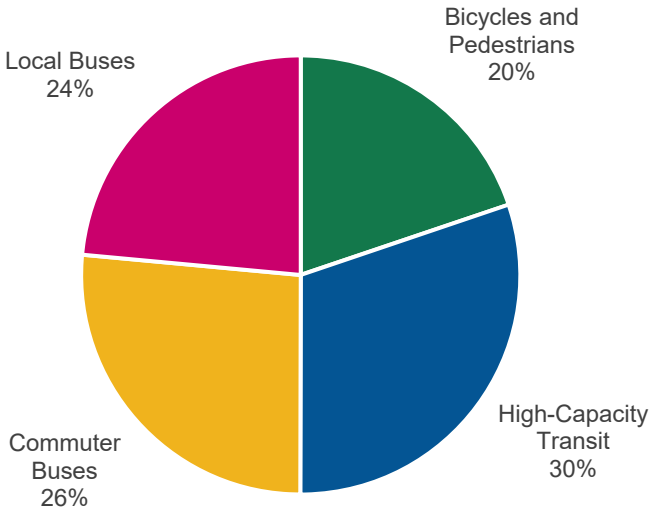


Figure 48: All Explore Strategies Results (Weighted) – Transit and Multimodal

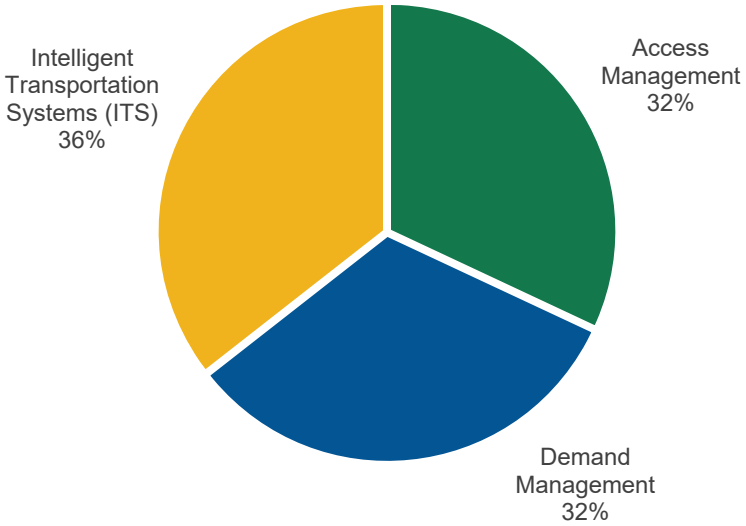


Figure 49: All Explore Strategies Results (Weighted) – Policy

A summation of the ranked potential solutions per category is shown in **Figure 50**.

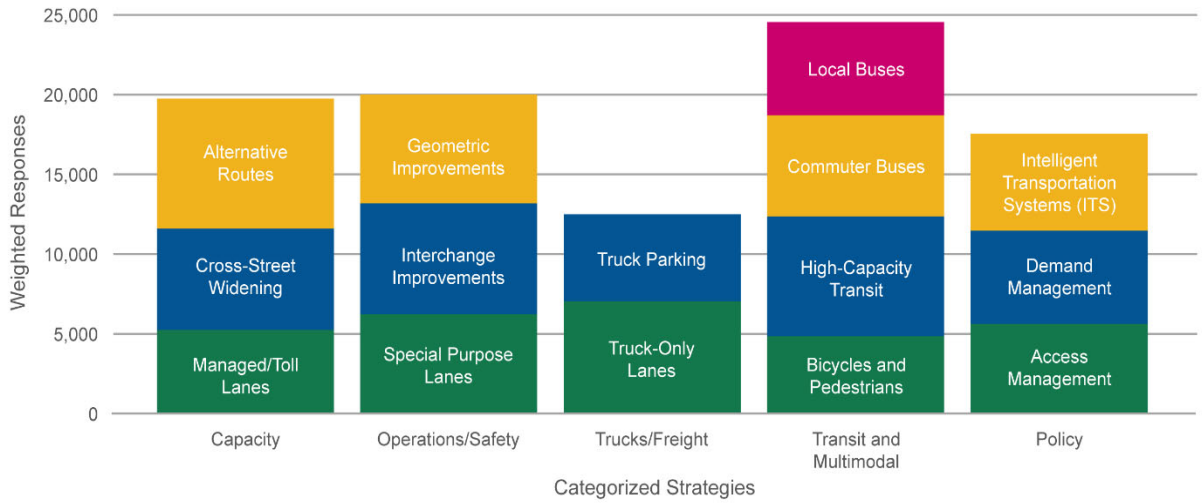


Figure 50: All Explore Strategies Results per Category (Weighted)

Conclusions

While it can be difficult to summarize extensive public outreach categorically, the takeaways from Phase 1 outreach include:

- For the *Vision and Goals* activity, the team received limited comments and feedback due to the activity being only available at PIOH sessions. A majority of the comments received related more to specific strategies to implement under each draft vision and goal, rather than to the goal itself.
- From the *Map Ideas* activity, the most commented category from the online survey was *Congestion*.
    - Comments were placed along and adjacent to the corridor, and the highest numbers of comments appeared where I-85 intersects with:
        - I-285,
        - Jimmy Carter Boulevard,
        - Pleasant Hill Road, and
        - Lawrenceville-Suwanee Road.
- From the *Rank Interests* activity, participants ranked *Improve Vehicle Travel* as their most preferred and *Support Georgia's Economy* as their least preferred.
- From the *Explore Strategies* activity, participants considered all strategy categories to be similarly valuable, as the five strategy categories received equal rankings between 19 to 21 percent.
    - The highest ranked potential solution of all strategy categories was *Alternative Routes* under the *Capacity* category.

Challenges

Requesting feedback from underrepresented groups posed a challenge during Phase 1 engagement and moving forward, the team will consider facilitating focus groups in the future in order to receive more targeted and representative feedback.

Next Steps

Data collected from Phase 1 of public involvement has been incorporated into the study's Existing Conditions and Needs Assessment analyses. The team is using this data as a baseline for how the general public perceives the study in its beginning phases to support engagement methodology for the next round of outreach. Additionally, the summarized public input from Phase 1 will be used to develop draft strategies and alternatives, though it is not intended to be used in screening projects or selecting recommendations.

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Appendix A: Public Information Open House (PIOH) Sessions Results

A-1: Draft Vision and Goals Comments

Draft Vision and Goal: Improve Safety		
Date	**Source**	**Comment**
2/4/2020	PIOH Session 1	Designate truck lanes
2/4/2020	PIOH Session 1	More enforcement against unsafe driving
2/4/2020	PIOH Session 1	Keep trucks out of left lanes/lane restrictions on trucks
2/4/2020	PIOH Session 1	Truck toll lanes
2/4/2020	PIOH Session 1	Restrict trucks during rush hours
2/11/2020	PIOH Session 3	Trucks are intimidating
2/11/2020	PIOH Session 3	Need divided/confined lanes/system; too many distracted drivers; enforce rules/laws
2/11/2020	PIOH Session 3	Wider lanes for trucks? Lighting in main corridor

Draft Vision and Goal: Improve Vehicular Mobility		
Date	**Source**	**Comment**
2/4/2020	PIOH Session 1	Separate regional vs local traffic
2/4/2020	PIOH Session 1	Implement express lanes-only interchanges to improve safety, accessibility, minimize left-to-right weaving patterns for commuters accessing local exits
2/4/2020	PIOH Session 1	Unlikely that additional lanes would be helpful except for frontage roads
2/4/2020	PIOH Session 1	Improving regional traffic is a must
2/4/2020	PIOH Session 1	Improving access along the corridor without driving
2/8/2020	PIOH Session 2	Roundabouts are great!
2/8/2020	PIOH Session 2	Use more understandable terms ("movement" instead of "mobility")
2/11/2020	PIOH Session 3	Make Peach Pass "rules" easier to use and keep HOV options
2/11/2020	PIOH Session 3	Outer perimeter
2/11/2020	PIOH Session 3	Widen 317 bridge over 85
2/11/2020	PIOH Session 3	Freeflow right turn lanes at top of ramps on 85
2/11/2020	PIOH Session 3	Bring back HOV option
2/11/2020	PIOH Session 3	Locals avoid 85 if possible! Arterials faster!
2/11/2020	PIOH Session 3	Need complete system. Missing HOT/HOV system links (to downtown)

Draft Vision and Goal: Facilitate Commercial Travel		
Date	**Source**	**Comment**
2/4/2020	PIOH Session 1	Reroute semi's thru rural areas. Land is cheaper to buy, it would give our struggling rural areas economic development
2/4/2020	PIOH Session 1	Rural communities do not want the traffic and pollution from the trucks passing through
2/8/2020	PIOH Session 2	Keep trucks in right two lanes
2/11/2020	PIOH Session 3	Lots of Amazon vans everywhere

Draft Vision and Goal: Evaluate Multimodal Options		
Date	**Source**	**Comment**
2/4/2020	PIOH Session 1	Accessible trail and reliable service and extended hours
2/4/2020	PIOH Session 1	Increase accessibility
2/4/2020	PIOH Session 1	Interim: more express lane buses that access more locations ("easy implementation")
2/4/2020	PIOH Session 1	Overcome the tendency to rely on cars. If I have to drive 3 miles to get to a terminal I might as well stay in my car to drive the rest of the day
2/4/2020	PIOH Session 1	Increased overall accessibility with transit
2/8/2020	PIOH Session 2	For local trips, like to the mall, biking would be preferred. Need greenway extension
2/8/2020	PIOH Session 2	Train with stops at Jimmy Carter, Sugarloaf Mills, MoGA, starting Doraville Express Buses to employment spots like Hospital Cluster @ Perimeter
2/8/2020	PIOH Session 2	Evaluate multimodal connections that intersect or cross the corridor
2/8/2020	PIOH Session 2	Use more understandable terms ("alternative ways to travel: bus, rail, bike" instead of "multimodal")
2/11/2020	PIOH Session 3	#1 issue: must create alternates to driving. Develop transit especially rail in this corridor
2/11/2020	PIOH Session 3	Expand transit hours or # of buses
2/11/2020	PIOH Session 3	Build projects that can be completed quicker (too expensive, MARTA rail 30 years)
2/11/2020	PIOH Session 3	Incentive w/ tax credits
2/11/2020	PIOH Session 3	Dedicated bus lanes
2/11/2020	PIOH Session 3	Extend MARTA
2/11/2020	PIOH Session 3	Need designated bike lanes
2/11/2020	PIOH Session 3	Senior services/expand hours and days

Draft Vision and Goal: Support Georgia's Economy		
Date	**Source**	**Comment**
2/4/2020	PIOH Session 1	Route semi's thru rural areas and save trucking companies time and money. Use 53 to Rome for traffic going to Tennessee and 441 for trucks going to Florida
2/4/2020	PIOH Session 1	Rural communities do not want the traffic and pollution from the trucks as they pass through
2/8/2020	PIOH Session 2	Minimize impacts to traveling public during construction
2/11/2020	PIOH Session 3	Airport connections - more options
2/11/2020	PIOH Session 3	Start making strong decisions to support transit prioritize! Less transfers!
2/11/2020	PIOH Session 3	Need viable alternative connection to Downtown ATL
2/11/2020	PIOH Session 3	If Gwinnett doesn't find/build new connections to region it will miss out on regional econ benefits of growth

Draft Vision and Goal: Support the Corridor's Communities		
Date	**Source**	**Comment**
2/4/2020	PIOH Session 1	No! This requires more buses on our backroads. We already have buses that people will not ride!
2/8/2020	PIOH Session 2	Minimize environmental impacts
2/11/2020	PIOH Session 3	Tie development approvals to infrastructure investments (not afterwards!)

Draft Vision and Goal: Other Ideas		
Date	**Source**	**Comment**
2/4/2020	PIOH Session 1	The young generation isn't interested in driving. Our county now has a two year and four year college. The graduates of these colleges will seek out communities w/ transit resources congruent with their needs. So we're paying for other community's resources and subsidizing other community's development. Plus losing a generation of our families.
2/4/2020	PIOH Session 1	Separate truck lanes
2/4/2020	PIOH Session 1	Trucks operate under congestion pricing
2/4/2020	PIOH Session 1	Separate local traffic from through traffic - frontage roads/double-decker upper deck for thru traffic/lower deck for commuters
2/4/2020	PIOH Session 1	Enhanced mass transit!!!
2/4/2020	PIOH Session 1	Add bike lane (multimodal, reliable options)
2/4/2020	PIOH Session 1	High-speed rail line to Athens
2/4/2020	PIOH Session 1	More transit
2/4/2020	PIOH Session 1	Keep the semi's out of Gwinnett by giving them quicker routes on our uncongested rural roads!
2/4/2020	PIOH Session 1	Destopian is moving freight to rail, not adding traffic to rural areas or ban trucks during rush hours
2/4/2020	PIOH Session 1	More East-West routes across the county (specifically roads)
2/4/2020	PIOH Session 1	Regionally focused transit routes
2/8/2020	PIOH Session 2	Use more understandable terms, not terminologies specific and accessible to people in transportation fields. E.g.: multimodal --> options/means to travel (buses, train, bike, walk, etc.)
2/8/2020	PIOH Session 2	Advertise the study on transit (on buses, park & ride; County website/FB pages are not where ppl normally visit)
2/8/2020	PIOH Session 2	Be mindful of the generational gap when doing public engagement (e.g. plain and simple language; look out diff. connection to the I-85 segment in the county; "leverage" --> "use"; "update geometric design" is asked by every attendant "what does it mean?"
2/8/2020	PIOH Session 2	Rewrite goals and objectives in a more understandable language

A-2: PIOH Sessions Map Ideas Catalog

Map Ideas - PIOH Sessions			
Date	Source	Comment	Location
2/4/2020	PIOH Session 1	Trucks	Between Pleasantdale Road and Graves Road
2/4/2020	PIOH Session 1	PM Congestion	Between Pleasantdale Road and Graves Road
2/4/2020	PIOH Session 1	Going across 85 congestion	I-85 and Jimmy Carter Boulevard
2/4/2020	PIOH Session 1	Cobb to I-85	I-85 and Jimmy Carter Boulevard towards Cobb County
2/4/2020	PIOH Session 1	Truck parking	I-85 past I-985
2/4/2020	PIOH Session 1	Frontage lanes both sides	I-85 past I-985
2/4/2020	PIOH Session 1	Braselton 6 miles	I-85 past I-985
2/4/2020	PIOH Session 1	New buses - increase people - trucks	
2/4/2020	PIOH Session 1	Railroad portway	Between Beaver Ruin Road and Steve Reynolds Boulevard
2/4/2020	PIOH Session 1	Widen Jimmy Carter Boulevard	I-85 and Jimmy Carter Boulevard
2/4/2020	PIOH Session 1	Do maintenance	I-85 and Jimmy Carter Boulevard
2/8/2020	PIOH Session 2	Link to MARTA Doraville; utilize existing rail line	Along Buford Highway, starting from I-285 to outside study area
2/8/2020	PIOH Session 2	Severe congestion	Along the I-85 corridor within study area
2/8/2020	PIOH Session 2	Severe congestion	I-85 and Jimmy Carter Boulevard
2/8/2020	PIOH Session 2	Moderate congestion	I-85 and Jimmy Carter Boulevard
2/8/2020	PIOH Session 2	Moderate congestion	I-85 and Beaver Ruin Road
2/8/2020	PIOH Session 2	Add C/D lanes along from 285 to 985	Along I-85 corridor within study area
2/8/2020	PIOH Session 2	Gwinnett transit express bus service - increase the frequency 102 line at Indian Trail P&R	
2/8/2020	PIOH Session 2	Congestion	Pleasant Hill Road
2/8/2020	PIOH Session 2	Trucks slow down due to hill	Pleasant Hill Road
2/8/2020	PIOH Session 2	Convert existing toll to regular lane	
2/8/2020	PIOH Session 2	Build separate toll lanes like I-75	
2/8/2020	PIOH Session 2	Saturday traffic can be bad around 5 PM too	Along I-985 past McGinnis Ferry Road
2/11/2020	PIOH Session 3	Bridge too small for traffic	I-85 and Lawrenceville-Suwanee Road
2/11/2020	PIOH Session 3	More education	I-85 and Pleasant Hill Road
2/11/2020	PIOH Session 3	Diamond interchanges cause confusion for people who aren't familiar with them	I-85 and Pleasant Hill Road
2/11/2020	PIOH Session 3	Need ramp directly from 85 south to 316 east	I-85 and University Parkway
2/11/2020	PIOH Session 3	New interstate at Satellite	
2/11/2020	PIOH Session 3	Traffic backs up on I-85 southbound on the general purpose lanes when I-285 is congested - this could increase risk for rear-end accidents	I-85 just north of I-285
2/11/2020	PIOH Session 3	Traffic backs up before Jimmy Carter going North and going Southbound	I-85 north of I-285
2/11/2020	PIOH Session 3	A lot of vehicular weaving (friction) in PM peak - safety/operational concerns	I-85 right before I-985/I-85
2/11/2020	PIOH Session 3	Extend transit further north in the county	
2/11/2020	PIOH Session 3	More DDI's	
2/11/2020	PIOH Session 3	Confusing signage directing you to Old Peachtree Road from 316	I-85 and Sugarloaf Parkway
2/11/2020	PIOH Session 3	Was there a past project here? (Fly over)	I-85 and Steve Reynolds Road
2/11/2020	PIOH Session 3	Not enough warning for Peach Pass signage to get over and off for exit	I-85 and Pleasant Hill Road
2/11/2020	PIOH Session 3	Move the Jimmy Carter crossover further away from the interstate so that traffic is not crossing on/near the bridge!	I-85 and Jimmy Carter Boulevard
2/11/2020	PIOH Session 3	Need more capacity, too	I-85 and Jimmy Carter Boulevard
2/11/2020	PIOH Session 3	Need a believable connection between 285 managed lanes and 85	I-85 and I-285
2/11/2020	PIOH Session 3	Need another Perimeter Highway	

A-3: PIOH Session Rank Interests Results

Session 1: Best Friend Park

Out of a total of 15 responses from the PIOH Session 1, *Consider Multiple Modes* was the most preferred interest, and *Support Local Communities* received the fewest number of rankings, as shown in Figure 1.

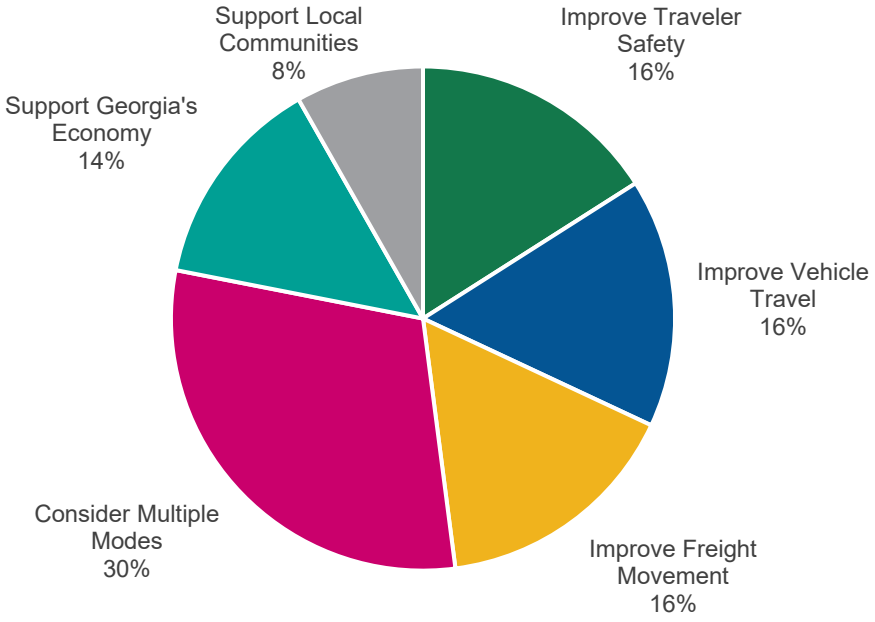

Figure 1: PIOH Session 1 Rank Interests Results (Weighted)

Session 2: George Pierce Park

Out of a total of five responses from PIOH Session 2, *Improve Freight Movement* was the most preferred interest, and *Improve Vehicle Travel* received the fewest number of rankings, as shown in Figure 2.

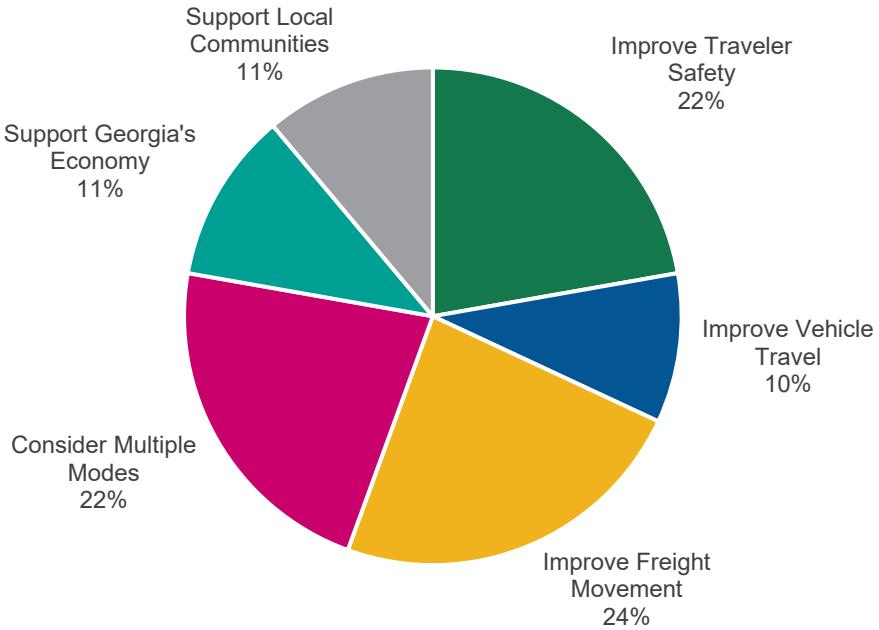

Figure 2: PIOH Session 2 Rank Interests Results (Weighted)

Session 3: Lilburn Activity Center

Out of a total of 11 responses from PIOH Session 3, *Improve Vehicle Travel* and *Consider Multiple Modes* were the most preferred interests, and Support Georgia's Economy received the fewest number of rankings, as shown in Figure 3.

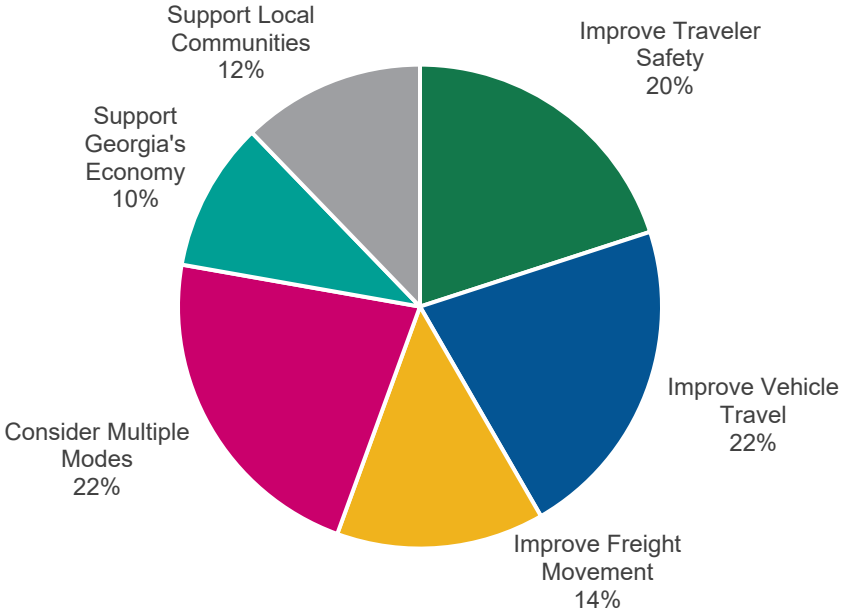

Figure 3: PIOH Session 3 Rank Interests Results (Weighted)

A-4: PIOH Sessions Explore Strategies Results

Session 1: Best Friend Park

As shown in Figure 4, *Transit and Multimodal* received the highest level of rankings among all categories for PIOH Session 1.

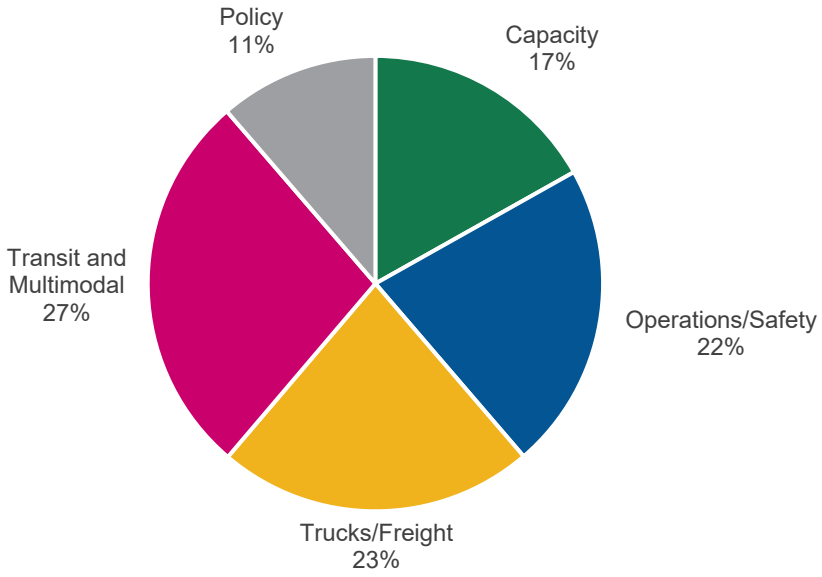

Figure 4: PIOH Session 1 Explore Strategies Results (Weighted)

The following potential solutions were the most preferred per category for PIOH Session 1, as shown in Figure 5 – Figure 9.

- **Capacity:** Alternative Routes
- **Operations/Safety:** Special Purpose Lanes and Geometric Improvements
- **Truck/Freight:** Truck-Only Lanes
- **Transit and Multimodal:** High-Capacity Transit
- **Policy:** Intelligent Transportation Systems (ITS)

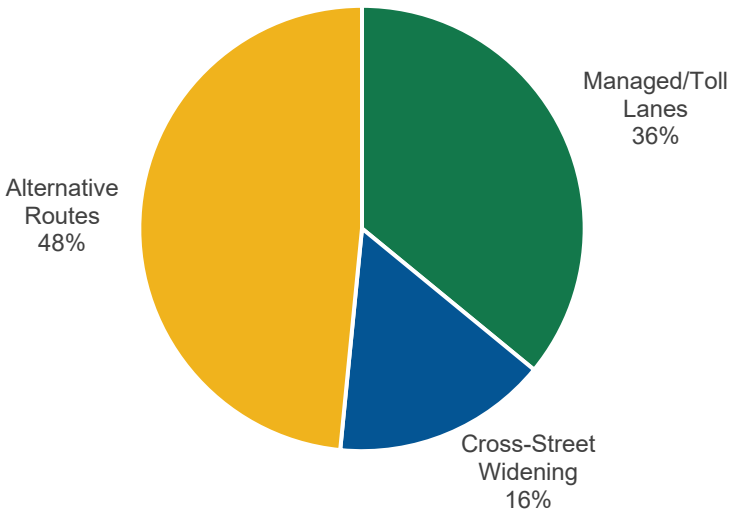

Figure 5: PIOH Session 1 Explore Strategies Results (Weighted) - Capacity

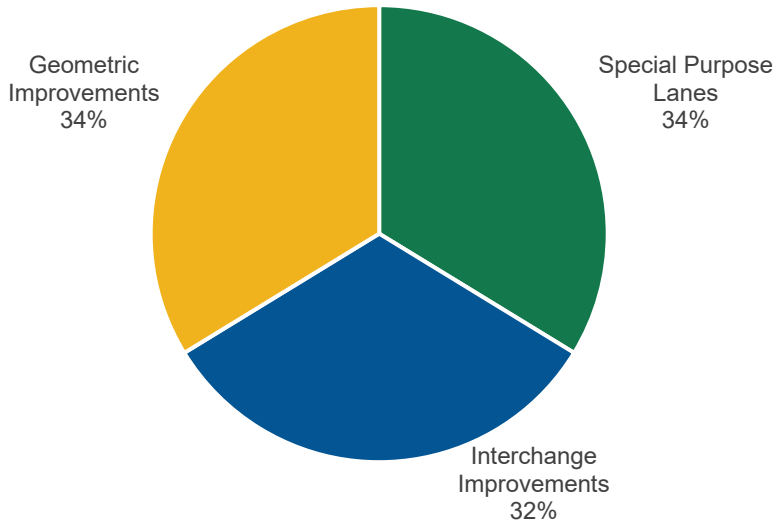

Figure 6: PIOH Session 1 Explore Strategies Results (Weighted) – Operations/Safety

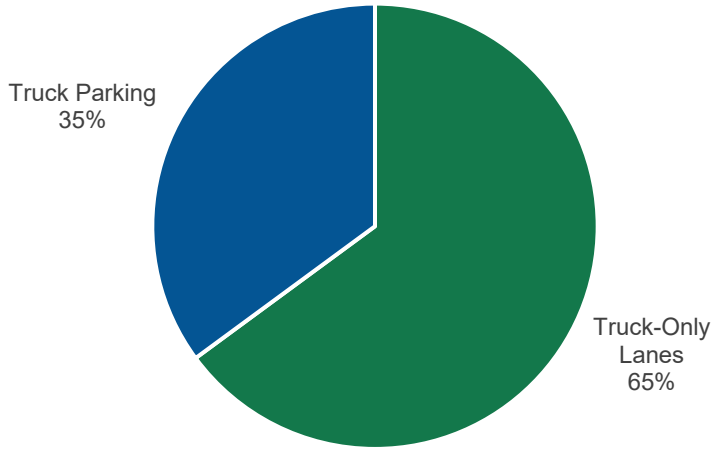

Figure 7: PIOH Session 1 Explore Strategies Results (Weighted) – Truck/Freight

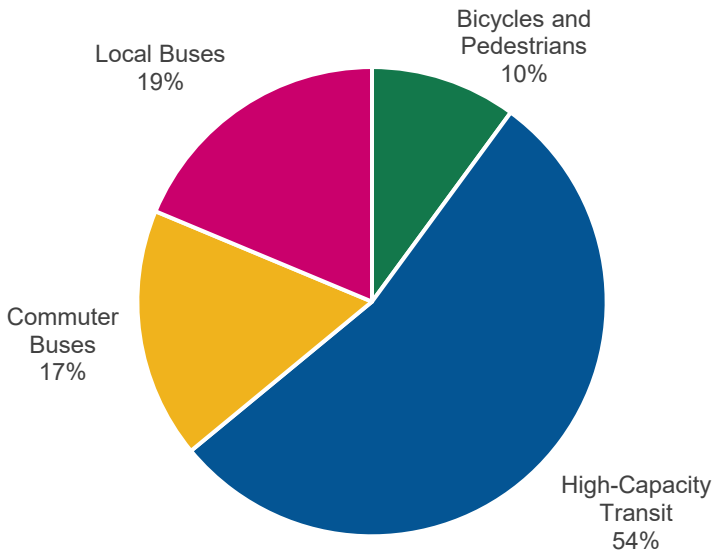

Figure 8: PIOH Session 1 Explore Strategies Results (Weighted) – Transit and Multimodal

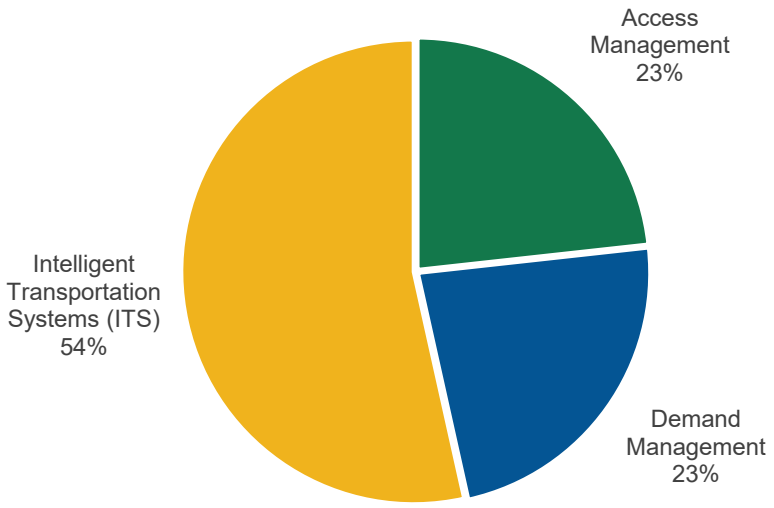

Figure 9: PIOH Session 1 Explore Strategies Results (Weighted) - Policy

Session 2: George Pierce Park

As shown in Figure 10, *Transit and Multimodal* and *Operations/Strategy* received the highest level of ranking among all categories for PIOH Session 2.

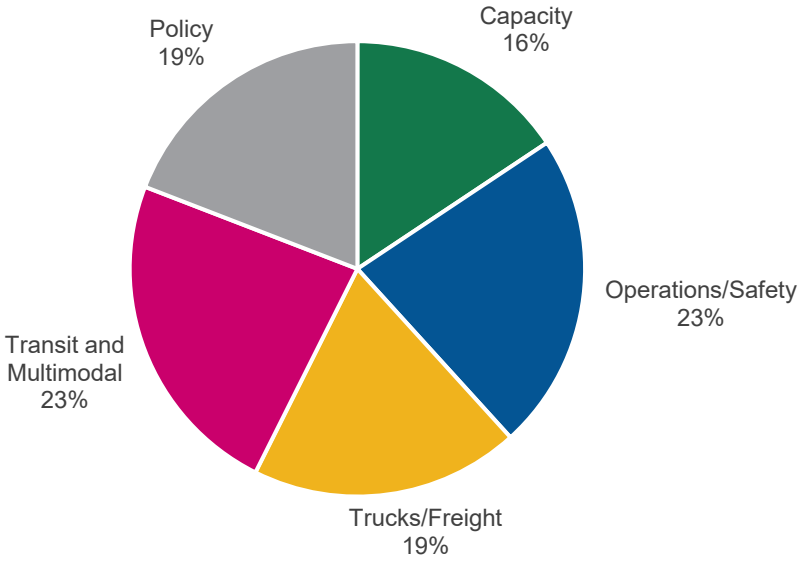

Figure 10: PIOH Session 2 Explore Strategies Results (Weighted)

The following potential solutions were the most preferred per category for PIOH Session 2, as shown in Figure 11 – Figure 15.

- **Capacity:** Alternative Routes
- **Operations/Safety:** Geometric Improvements
- **Truck/Freight:** Truck-Only Lanes and Truck Parking
- **Transit and Multimodal:** High-Capacity Transit
- **Policy:** Demand Management

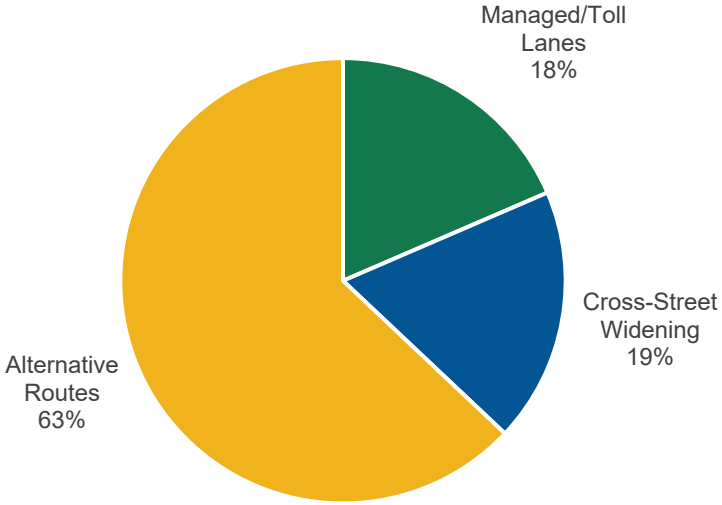

Figure 11: PIOH Session 2 Explore Strategies Results (Weighted) - Capacity

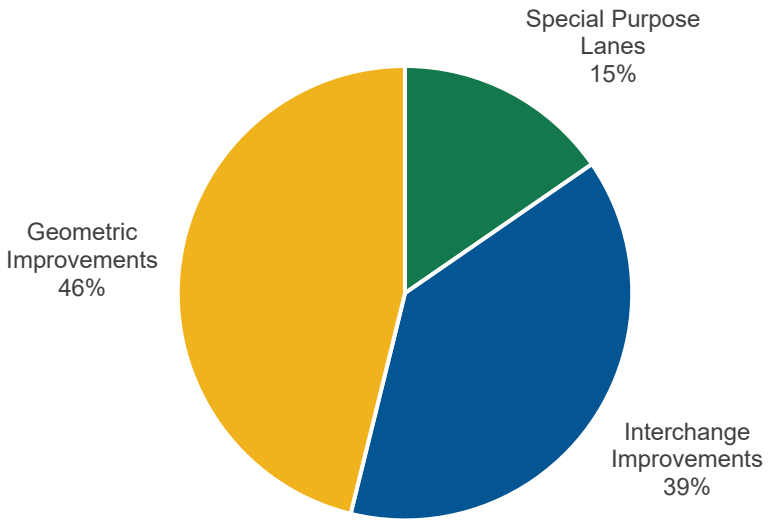

Figure 12: PIOH Session 2 Explore Strategies Results (Weighted) – Operations/Safety

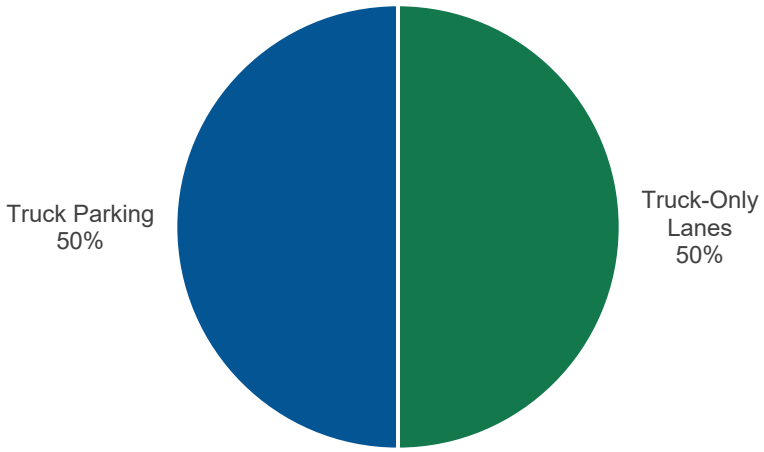

Figure 13: PIOH Session 2 Explore Strategies Results (Weighted) – Truck/Freight

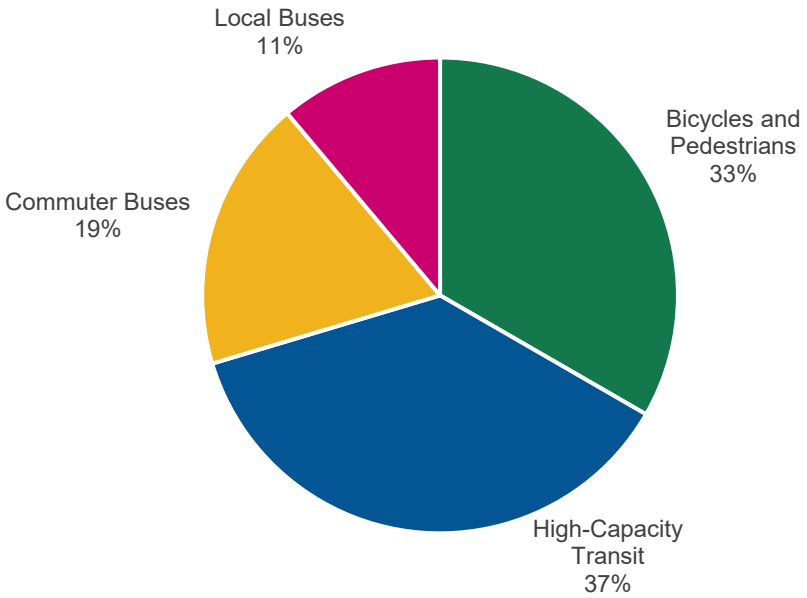

Figure 14: PIOH Session 2 Explore Strategies Results (Weighted) – Transit and Multimodal

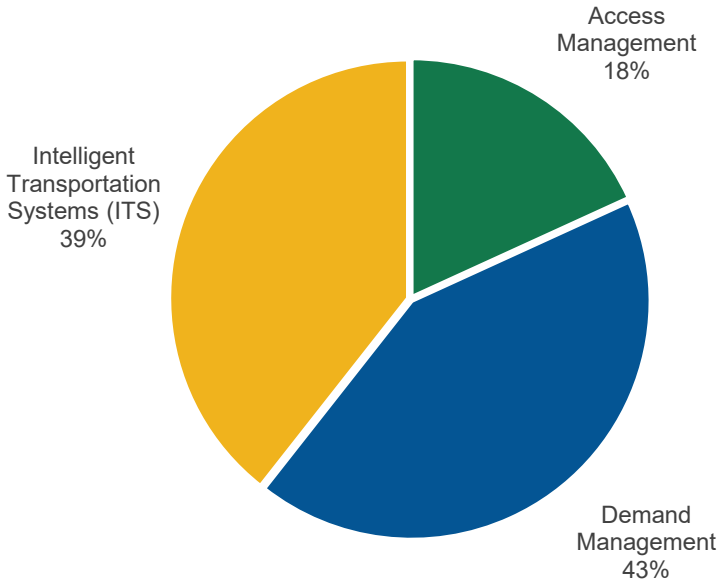

Figure 15: PIOH Session 2 Explore Strategies Results (Weighted) - Policy

Session 3: Lilburn Activity Center

As shown in Figure 16, *Trucks/Freight* received the highest level of ranking among all categories at PIOH Session 3.

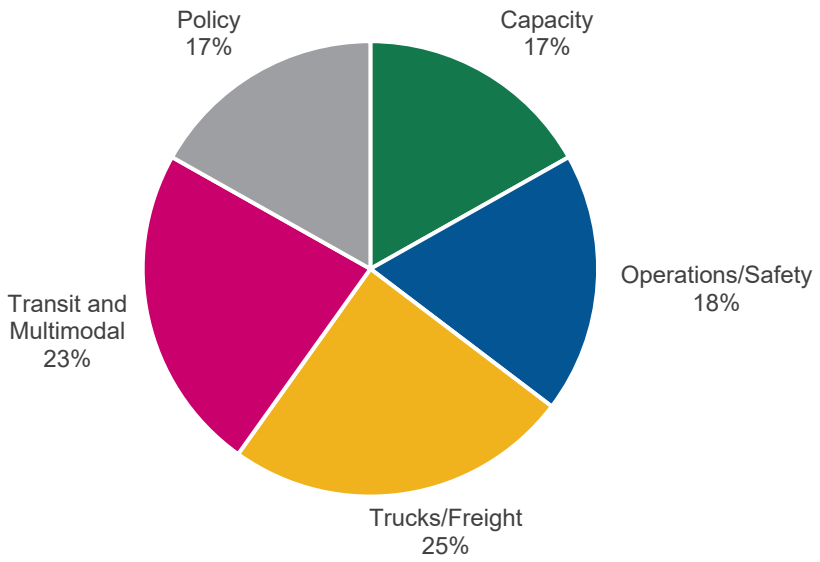

Figure 16: PIOH Session 3 Explore Strategies Results (Weighted)

The following potential solutions were the most preferred per category for PIOH Session 3, as shown in Figure 17 – Figure 19.

- **Capacity:** Alternative Routes
- **Operations/Safety:** Geometric Improvements
- **Truck/Freight:** Truck-Only Lanes
- **Transit and Multimodal:** High-Capacity Transit
- **Policy:** Demand Management

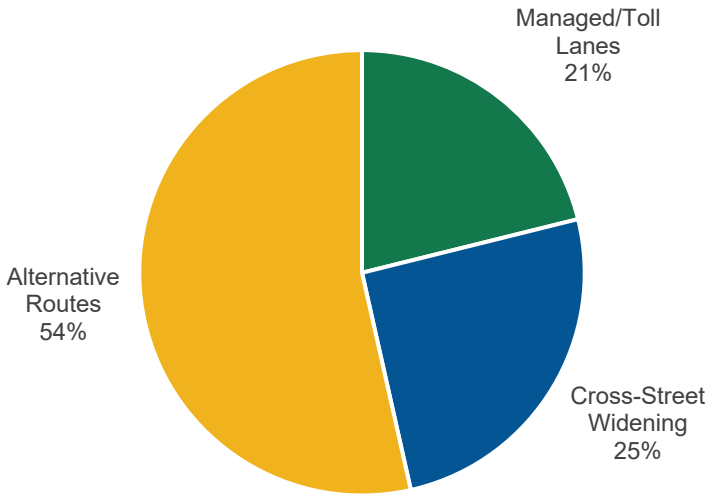

Figure 17: PIOH Session 3 Explore Strategies Results (Weighted) - Capacity

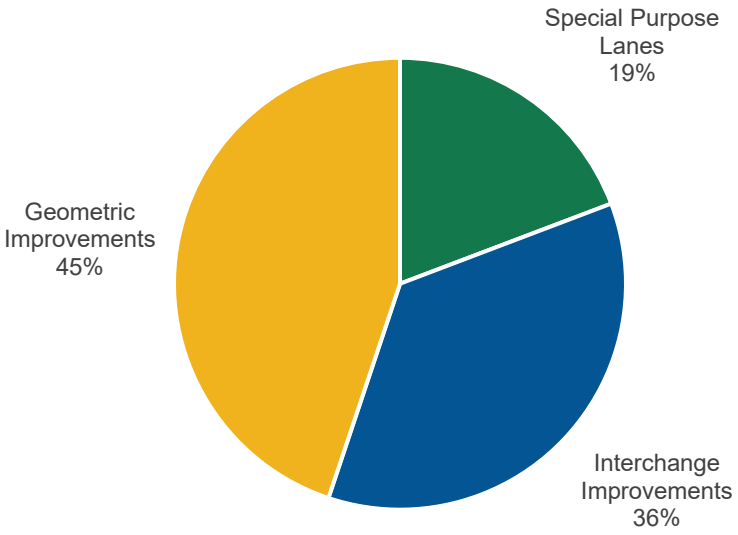

Figure 18: PIOH Session 3 Explore Strategies Results (Weighted) – Operations/Safety

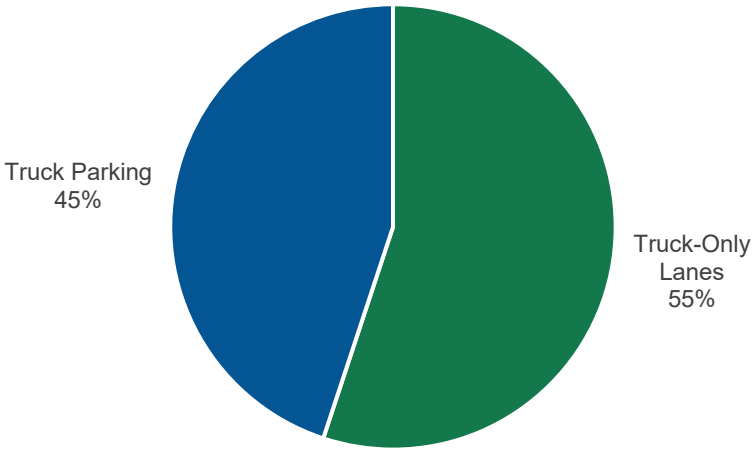

Figure 19: PIOH Session 3 Explore Strategies Results (Weighted) – Truck/Freight

A-5: PIOH Sessions Additional Comments

Notes Taken by Project Team

Session 1: Best Friend Park

- One Driver Said:
  - He would like a GRTA stop off of Jimmy Carter Blvd
  - He did not like that the shape of the Traffic Signals and camera were the same on the multimodal map
  - He says that traffic actually gets worse past the Pleasantdale Road exit.
- Another Driver Said:
  - when he drives on Pleasant hill road at 6:30 AM traffic is not bad, however it is horrible when he comes home.
  - He also commented that the lights on Pleasant Hill Road are not synced very well in his opinion.
- Another Commuter Commented:
  - He would like the scope of the study expanded to include the roads that feed into I-85
- Another driver (Erica McCurdy) said:
  - Moved office so she would not ever have to get on hwy
  - Another Driver Said: Avoids 85 everyday like the plague-Just takes Jimmy Carter to Alpharetta
- Brian Ku:
  - Felt Gwinnett map did not tell much (not sure which map was referenced)
- Other Comments:
  - Many people expressed concern about traffic on Jimmy Carter Blvd
  - Use rural areas to move trucks outside of the city to connect to other areas
  - Vehicular Mobility-Separate Local and Regional Traffic (6 Commenters)
  - Long Distance-Create Bypass; Short Distance, use city Roads-See Texas I-10 as an example
  - Increase Availability to commuters
  - Reliability of multi-modal needs to be better
  - Increase multimodal options/get cars off roads (2 commenters)
  - Express lanes with local Exits
  - Dedicated Truck lanes (3 commenters)
  - Safety Key (3 Commenters)
  - I-85 Can't be fixed
  - Push self driving/robotized truck fleets
  - Use Congestion Pricing
  - Increase the cost of gas
  - Reduce crashes
  - Create a double decker interstate to separate the different types of traffic-See I-10
  - Create frontage roads (2 commenters)
  - More bike lanes for multimodal safety
  - Congestion just bleeds onto local roads to avoid 85
  - Multimodal hub using vacant area in Gwinnett
  - Extend the decel lanes to decrease amount of weaving
  - Only gets on 85 after evening rush hour and determines that to be 930-10pm

        - Gets on 85 due to property location as a commercial realtor and not choice
    - Look at other cities mistakes and learn from them
    - Emergencies are issues
    - NIMBY
    - Lots of Congestion
    - BRT -perhaps linking to MARTA
    - Uncapped Tax needed
    - Last mile issue with public transportation-
        - How to get to bus or train?
        - Sees dedicated bus lanes for no riders
        - Bad idea
    - Bikes/ped facilities over the road don't make sense
    - Use of technology is not seen in the study; technology to be more efficient
        - Synchronized signals
        - Use busses, utilize lyft/uber
        - More efficient use out of the infrastructure
    - Big fan of managed lanes, think it helps those that can afford it, and those that can't can use transit
    - Really need to get trucks off the road (pro truck only lanes/truck parking)
    - Adamant about the need to pulling accidents off the road and how incidents are handled
        - There should be signage, i.e. if you get in an accident, move your vehicles out of traffic

Session 2: George Pierce Park

- BreezeCard machines at the locations
    - Time (end time)
- Simplify the boards to appeal to residents across board → wordsmithing needed
    - Multimodal – explain
    - Corridor – vs Interstate
    - Leverage → use
    - Local freight activity center
    - Update geometric design
- Advertise at the Park and Ride lots and on the GCT buses
- Maximize vehicular thru put
- Handicap (lack of) at Park and Rides (designate areas for elderly and disabled)
- Multiple modes
    - Mass transit specific
    - Doraville MARTA
    - Jimmy Carter
    - Sugarloaf Mills
    - Mall of GA

Session 3: Lilburn Activity Center

- Gerrard (South East Asian), a resident that stopped at each board and inquired. He was most curious about Gwinnett's contribution
- The representative for Senator Hank. He was curious about how the project would affect constituents. He did not ask many questions, but did take photos of the boards.
- Local (Caucasian male), he noted he had experience in project design.

- 1972 (Caucasian male), this guy has been living in the area since 1972. He attended the I-285 express lanes meeting and wanted to know how these were related. He thinks whatever is put forward will change later. His comments are noted.
- A general comment was the complexity of the language and how Plain English should be considered
- Caucasian male, did not come in, but his grandkids did a walkthrough
- Caucasian male and Caucasian female, they have been in the area since 1993. She is a disabled elder and he is a business owner. Appear to be mother and son.
- Message signs at major interchanges to tell you about traffic before getting on interstate to allow taking alternate route
- At Pleasant Hill great but one issue with diverging diamond where SB 85 entrance backs up due to the merge
- Shoulder lanes needed at other areas around Pleasant Hill – Steve Reynolds
- Clean interstates more often could reduce accidents thus reduce delay
- Enhance green space
- Enhance community transit – light rail to mall
- Bike trails
- Quality of life as an alternative
- Landscaping
- Flyover to reduce Pleasant Hill Gwinnett Place traffic was a plan ~10 years ago
- Intelligent traffic light system needed
- To help highways to be safe:
    - 1. The large trucks need their own lane. The cars are not going by the rules to drive with these trucks and are responsible for most crashes
    - 2. There needs to be a major route construction outside of the circular I-285 and I-85 with no links to either of them for travelers going through the state and not Atlanta (a straight road). No more circles and no developers allowed to build on its path. This would be to help the traffic flow to move a little better.

Comment Cards

Comment Cards - Session 1: Best Friend Park				
Name	**Email**	**Phone**	**How did you hear about this open house?**	**Comment**
			Email	The passport was a great idea - it guided you through and made sure that I viewed everything. All the opportunities for participation were great! Prioritizing and identifying the potential improvements/solutions important. Effective support from CIDs can make many of these ideas possible especially the connectivity issues (trails, etc.) that could reduce vehicular traffic. May be helpful next time to have County rep to explain future development map for clarity purposes. Could showcase PIB Corridor Study - show how technology (ITS) can improve areas of concern, congestion, safety
				Would like to see reduced freight traffic. Need bypass for them or their own lanes
Caleb Stubbs	cstubbs2400@gmail.com	470-255-5789	Social Media	Prioritize high-capacity transit. Potential limited stop/direct connect service using ex. Express lanes (+ new express lanes - only interchanges) Consider ROW for MARTA HRT extension to Gwinnett Place or Sugarloaf. Don't preclude.
			Email	I generally avoid coming to Gwinnett due to traffic on 85. I'd be much more likely to visit frequently if there was less congestion or a single-seat transit option (MARTA!)
			Email	Use more technology - ITS etc. Incorporate - Uber/Lift - Could they use managed lanes free?
Hardy Johnson	hardy@hardyjohnson.com	454-205-6068	Other - Town Mgt (Town of Braselton)	Presentations & DOT perssonel are well verse on I 85 issues Of concern is the massive growth coming to Braselton w/ the Battery in Commerce & Inland Port in Gainesville Heavy trucks will be a future issue along w/ sound adjacent to interstate neighborhood
James Pugsley (work for County as planner)	james.pugsley@gwinnettcounty.com	678-518-6213	Email	Well-run attempt to get the public input needed for good decision-making for the I-85 corridor
Dominic Perello	dperello@coste.net		Social Media - Sierra Club notification	Yet another survey? Yet another analysis? In a nutshell, the I-85 corridor has two problems: 1. People coming through our county that just want through. 2. People making short (< 5 miles) hops because it's faster than using the community's highways. We can solve a portion of #1 by putting the MARTA rail (or =) north & east of Lawrenceville. Let them bypass tge rat's-next of highways. #2 can be addressed by making the state highways that so many of our roads actually are perform as highways. In ~1988, Peachtree Industrial Blvd was turned itno an expressway by elevating the intersections. The throughpat improvement took care of the "just passing through" while the frontage road on either side serves the community quite well. This needs to be done elsewhere. Vertically when the acquisition cost preclude horizontal. If you've ever passed through Austin TX on I-10, they've solved the same problem by building the Interstate on pillars with few access/egress points. The through traffic flies over the top, while the local traffic runs below. Before this survey becomes yet another excuse to put in more lanes, consider addressing who is using the Interstate. Can we get them around us without going through us. A solution addressing this may well not involve Atlanta at all. Perhaps join I-85 & I-75 with a bypass well east of town. Or I-75 to I-20 well north of town. We can pave and pave and pave, if that's what G-DOT has their heart set on. But if we build more capacity of freeway, we will only make it easier for more of the same traffic to fill it. We can do better. BTW, our cheap gas prices are souring the conversation & options considered. If gas was $8-10/gallon, the people will be demanding transit solutions which take decades to get right. We need more aggressive long term transit solutions. Take a look at the Los Angeles transit map for a good example of planning. They have routes planned that won't be ready until 2060. Planning today prevents that won't be ready until 2060. Planning today prevents far-reaching solutions from being precluded by short term solutions. I relinquish the soapbox.

Comment Cards - Session 2: George Pierce Park				
Name	**Email**	**Phone**	**How did you hear about this open house?**	**Comment**
			News - AJC	The presenters were so loud in their private conversations it was difficult to hear the video (85 Video Study).
Jean Mullaney	jeanmeganm@gmail.com		Social Media	Create an event on Facebook for info sessions (easier to keep track of for attendees than a picture or a post) and friends of friends see responses. Please consider rail solutions for Gwinnett County. It would be nice if the MARTA referendum could be placed on the presidential ballot. Road-based solutions are not effective to amerliorate congestion because of induced demand. Please consider increasing the frequency of the 102 (Indian Trail) Gwinnett County transit bus service. It runs every 30 minutes, which combined with the variable congestion of I-85 makes it difficult to utilize.
Sylvain Yelle	yelle@charter.net	770-271-3639	Social Media	The answer is obvious to me: RAIL. Improve/use existing rail along Buford Hwy with stations in Norcross, Duluth, Suwanee & SR 20 (Buford Dr)
Rhonda Khairston	rkhairston@yahoo.com	770-634-5445	Social Media	Transit on existing rail along Buford Hwy. More multiuse paths for bike/walk so I can run short errands via bike
Gentry Wade	gwade@cityofbuford.com	770-945-6761	Other - Work	Better understanding of the project, looking forward to any and all improvements for safety to travel. Great job GDOT
Alex Ortolano	aortolano15@gmail.com	404-520-3199	Social Media	Wow! Really well-organized and informative. Everyone was so helpful answering my questions. Thank you!

Comment Cards - Session 3: Lilburn Activity Center				
Name	**Email**	**Phone**	**How did you hear about this open house?**	**Comment**
Tom Marney	panterarosa2k@gmail.com	678-618-6170	Social Media; Website	I believe that what this study will recommend is segregated managed lanes similar to those planned for top end 285 and 400. While it's necessary and desirable to perform public outreach, it'd be more than reasonable to explicitly put the managed lanes concept before the public early on. Like now, or soon I'e heard that 45% or 90 of trucks through the study area are through traffic. That sounded high to me, and tonight I was told that the 45% is traffic through the study area, as opposed to through the entire metro area. Years of observation have convinced me that through truck traffic is a bigger problem than it actually is, and that people often support the unrealistic option of an outer perimeter in the erroneous belief that it would be effective in reducing congestion
Gerard Petrus	gerard_petrus@hotmail.com	770-931-1596	Email	
			News - Print (AJC)	It has been informative, useful information
Jay Morrey	jaymorrey22@gmail.com	404-723-0828	Other - Drop in	I am not sure how useful it is to have such an open-ended open house. Mostly it just seems like people sharing complaints without a lot of ideas/proposals for actionable items.
			Email	Uncontrolled growth can't continue without a serious plan of traffic and transportation. Gwinnett is growing without proper planning for the future.
			Email	As long as taxes don't go up or tolls are added, I'm all for improving I-85. MARTA is also not welcome. Look for other solutions and not limit it to MARTA coming in 30 years.

Appendix B: Community Events Results

B-1: Community Events Map Ideas Catalog

Map Ideas - Community Events			
Date	Source	Comment	Location
12/6/2019	PTC Holiday Glow on Town Green	Merging lanes	I-285 between Peachtree Industrial Boulevard and Buford Highway
12/6/2019	PTC Holiday Glow on Town Green	Pedestrian bridge	I-285 between Peachtree Industrial Boulevard and Buford Highway
12/6/2019	PTC Holiday Glow on Town Green	Not enough transition space for 285 from 85	I-85 and I-285
12/6/2019	PTC Holiday Glow on Town Green	No bridge	I-85 and I-285
12/6/2019	PTC Holiday Glow on Town Green	Express lanes to 285 (separate E+W)	
12/6/2019	PTC Holiday Glow on Town Green	Tons of trucks parking here during peak hour. Truck need to know how to merge.	I-85 right after I-85/I-285
12/6/2019	PTC Holiday Glow on Town Green	MARTA	Along I-85 between I-285 and Jimmy Carter Boulevard
12/6/2019	PTC Holiday Glow on Town Green	Extend lane (express)	I-85 right after Jimmy Carter Boulevard
12/6/2019	PTC Holiday Glow on Town Green	Congested	I-85 and University Parkway
12/6/2019	PTC Holiday Glow on Town Green	Better markings Pleasant Hill	University Parkway
12/6/2019	PTC Holiday Glow on Town Green	Good job exit only lane ended	I-85/I-985
12/6/2019	PTC Holiday Glow on Town Green	Frontage roads at major cross exchanges	
12/6/2019	PTC Holiday Glow on Town Green	New better signage along whole corridor. Use billboards + shields on pavement.	
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Expansion of spaghetti junction/new C-Ds and ramps; facilitate travel over junction	I-85 and I-285
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Ramp solution?	I-85 and I-285
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Bad signage to Doraville	I-85 and I-285
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	The worst!	I-85 and I-285
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Shouldn't have to go south because of ramp backup to go north every day	I-85 and I-285
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Allow earlier access to the toll lanes from 285	I-85 and I-285
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	WB always	I-85 between I-285 and Jimmy Carter Boulevard
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Very congested	Jimmy Carter Boulevard
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Metering may be effective	Jimmy Carter Boulevard
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Placement of signage before exists (more)	
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Bollards along express lanes	
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	MARTA rail	
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Stations with bike connectivity	
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Bus stations	
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Driver behavior: merging, aggressive driving, education	
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Congestion	I-85 and Pleasant Hill Road
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Truck traffic	I-85 and Pleasant Hill Road
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Express lane merge cause 20-30 minute delay average speed 0-5 mph	I-85 and University Parkway
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Hard to get to Pleasant Hill from 316 exit	Satellite Boulevard
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Second tier dedicated to trucks	
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Peach pass congestion	I-85 and University Parkway
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	SB merge = problem	I-85 and University Parkway
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Can't get off 85 for Pleasant Hill	I-85 and Duluth Highway
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Congestion	I-85 and Sugarloaf Parkway
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	DMS with info about congestion (SB) prior to 316 to allow access to express lanes	I-85 and Duluth Highway
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Transit system between/on top of interstate	I-85 between Old Peachtree Road and I-985
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Weaving before I-985	I-85 between Old Peachtree Road and I-985
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	NB at night congestion	I-85 between Old Peachtree Road and I-985
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Widen exit	I-85 and McGinnis Ferry
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	The new on ramp is too short and dangerous	I-85 and Lawrenceville-Suwanee Road

Map Ideas - Community Events			
Date	Source	Comment	Location
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	Like the Peach Pass - lane extention	I-85 between McGinnis Ferry Road and I-985
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	NB Express are violations and crossing where they shouldn't; leads to upstream congestion	I-85 between McGinnis Ferry Road and I-985
12/7/2019	Gwinnett County Holiday Arts and Crafts Show	New express lane causing weaving issues, crashs almost every night	I-85 between McGinnis Ferry Road and I-985
12/7/2019	Duluth Deck the Halls	Managed toll lanes	Along I-285
12/7/2019	Duluth Deck the Halls	Nightmare	I-85 and I-285
12/7/2019	Duluth Deck the Halls	Widen lanes	
12/7/2019	Duluth Deck the Halls	Fix Jimmy Carter	I-85 and Jimmy Carter Boulevard
12/7/2019	Duluth Deck the Halls	MARTA Station	I-85 and Jimmy Carter Boulevard
12/7/2019	Duluth Deck the Halls	In/out :(	I-85 and Jimmy Carter Boulevard
12/7/2019	Duluth Deck the Halls	Collisions + backup	I-85 and Jimmy Carter Boulevard
12/7/2019	Duluth Deck the Halls	Bring MARTA	
12/7/2019	Duluth Deck the Halls	Another highway	
12/7/2019	Duluth Deck the Halls	Crosswalk, reuse on deifferent parts	I-85 and Pleasant Hill Road
12/7/2019	Duluth Deck the Halls	Lifted train	I-85 and Pleasant Hill Road
12/7/2019	Duluth Deck the Halls	316 to Jimmy Carter Boulvard (heavy traffic daily)	
12/7/2019	Duluth Deck the Halls	MARTA Station	I-85 and Pleasant Hill Road
12/7/2019	Duluth Deck the Halls	Elevated train	
12/7/2019	Duluth Deck the Halls	Expand bus lines	
12/7/2019	Duluth Deck the Halls	A bigger loop	
12/7/2019	Duluth Deck the Halls	MARTA Station	I-85 and Sugarloaf Parkway
12/7/2019	Duluth Deck the Halls	Extra lanes	I-85 near Boggs Road
12/7/2019	Duluth Deck the Halls	Frontage	
12/7/2019	Duluth Deck the Halls	Old Peachtree to 985 - not enough space to get over	
12/7/2019	Duluth Deck the Halls	Rail to Mall of Georgia	
1/17/2020	Atlanta Gladiators Game	Don't come to hockey games because of spaghetti junction	I-85 and I-285
1/17/2020	Atlanta Gladiators Game	Problem	I-85 between I-285 and Jimmy Carter Boulevard
1/17/2020	Atlanta Gladiators Game	School buses here get on 85 - not easy to get kids home	Jimmy Carter Boulevard
1/17/2020	Atlanta Gladiators Game	Hate Saturdays	Jimmy Carter Boulevard
1/17/2020	Atlanta Gladiators Game	Bettermerging for longer period	I-85 and Jimmy Carter Boulevard
1/17/2020	Atlanta Gladiators Game	Traffic light sucks	I-85 and Jimmy Carter Boulevard
1/17/2020	Atlanta Gladiators Game	Lights!!	
1/17/2020	Atlanta Gladiators Game	285 to Pleasant Hill < 20 mph; Pleasant Hill to Sugarload 30-40 mph	
1/17/2020	Atlanta Gladiators Game	The Peach Pass lanes	
1/17/2020	Atlanta Gladiators Game	Bigger/blinking Keep Moving sign	Beaver Ruin Road towards I-85
1/17/2020	Atlanta Gladiators Game	Small lanes	
1/17/2020	Atlanta Gladiators Game	Stops SB 30 min to Beaverton from here	I-85 and Pleasant Hill Road
1/17/2020	Atlanta Gladiators Game	SB Peach Pass merge causes back up	I-85 and University Parkway
1/17/2020	Atlanta Gladiators Game	SB afternoon backup	I-85 before University Parkway
1/17/2020	Atlanta Gladiators Game	BRT	
1/17/2020	Atlanta Gladiators Game	There's no sign to Indicate the lanes that lead to Sugarloaf	I-85 and Sugarloaf Parkway
1/17/2020	Atlanta Gladiators Game	NB exist should be 2 lanes	I-85 and McGinnis Ferry
1/17/2020	Atlanta Gladiators Game	Exit/entrance	I-85 and McGinnis Ferry
2/1/2020	Santa Fe Mall	Congestion	I-85 after I-285
2/1/2020	Santa Fe Mall	Truck lanes?	I-85 between I-285 and Jimmy Carter Boulevard
2/1/2020	Santa Fe Mall	Improve mobility	I-85 and Jimmy Carter Boulevard
2/1/2020	Santa Fe Mall	Congested	I-85 and Jimmy Carter Boulevard
2/1/2020	Santa Fe Mall	Merging/weaving issues to 285 after 316 SB	
2/1/2020	Santa Fe Mall	Congestion!	I-85 and Jimmy Carter Boulevard
2/1/2020	Santa Fe Mall	Sidewalks locations based on current use	
2/1/2020	Santa Fe Mall	Ramps are too spacious. Improve design of ramps	
2/1/2020	Santa Fe Mall	Provide parallel roads to I-85	Between Indian Trail Lilburn Road and Beaver Ruin Road
2/1/2020	Santa Fe Mall	Trucks reckless driving	
2/1/2020	Santa Fe Mall	Improve mobility	I-85 and Pleasant Hill Road
2/1/2020	Santa Fe Mall	Add more access roads to get to 85 or build another highway like 316	
2/1/2020	Santa Fe Mall	Truck only lane	
2/1/2020	Santa Fe Mall	Fines for truck speeding	
2/1/2020	Santa Fe Mall	Merge issue; crashes	I-85 between Pleasant Hill Road and University Parkway
2/1/2020	Santa Fe Mall	Limit trucks to 1 lane they take up lanes and time	I-85 between Pleasant Hill Road and University Parkway
2/1/2020	Santa Fe Mall	Consider elevated lanes ot add capacity	I-85 between Pleasant Hill Road and University Parkway
2/1/2020	Santa Fe Mall	Broaden 316	
2/1/2020	Santa Fe Mall	Improve access to I-85	I-85 and Sugarloaf Parkway

Map Ideas - Community Events			
Date	**Source**	**Comment**	**Location**
2/1/2020	Santa Fe Mall	Congestion Management using license plate numbres as a means of control - odd M/W/F, even T/Th/S	
2/1/2020	Santa Fe Mall	Bottleneck at 5:00	I-85 and Lawrenceville-Suwanee Road

B-2: Community Events Rank Interests Results

Peachtree Corners Holiday Glow

Out of a total of 44 responses from the Peachtree Corners Holiday Glow on Town Green, *Improve Vehicle Travel* was the most preferred interest, and *Support Local Communities* received the fewest number of rankings, as shown in Figure 20.

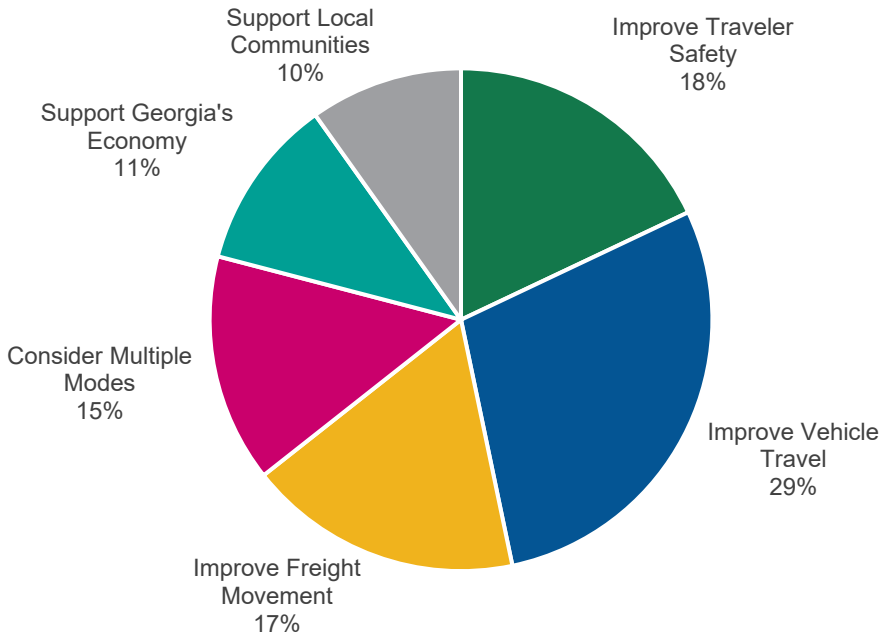

Figure 20: Peachtree Corners Holiday Glow on the Town Green Rank Interests Results (Weighted)

Gwinnett County Holiday Arts and Craft Show

Out of a total of 31 responses from the Gwinnett County Holiday Arts and Craft Show, *Improve Vehicle Travel* and *Consider Multiple Modes* were the most preferred interests, and *Support Georgia's Economy* received the fewest number of rankings, as shown in Figure 21.

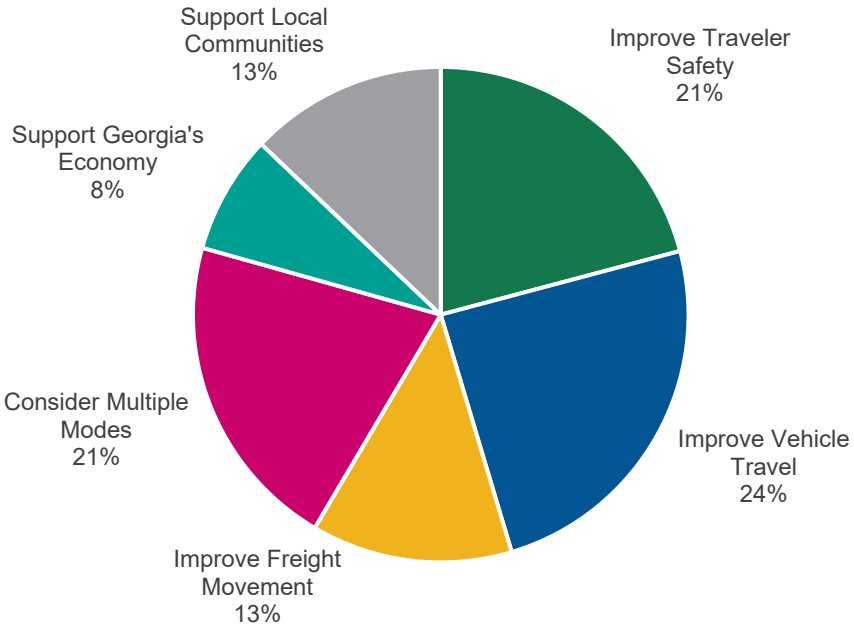

Figure 21: Gwinnett County Holiday Arts and Crafts Show Rank Interests Results (Weighted)

Duluth Deck the Hall

Out of a total of 52 responses from the Duluth Deck the Hall community event, *Improve Vehicle Travel* was the most preferred interest, and *Support Georgia's Economy* and *Support Local Communities* received the fewest number of rankings, as shown in Figure 22.

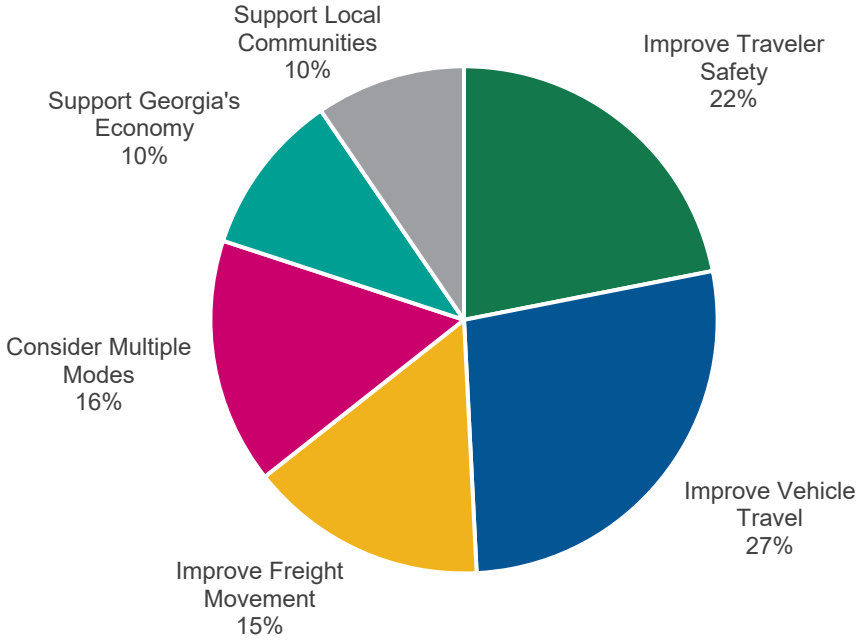

Figure 22: Duluth Deck the Halls Rank Interests Results (Weighted)

Atlanta Gladiators

Out of a total of 20 responses from the Atlanta Gladiators game, *Improve Vehicle Travel* was the most preferred interest, and *Support Georgia's Economy* received the fewest number of rankings, as shown in Figure 23.

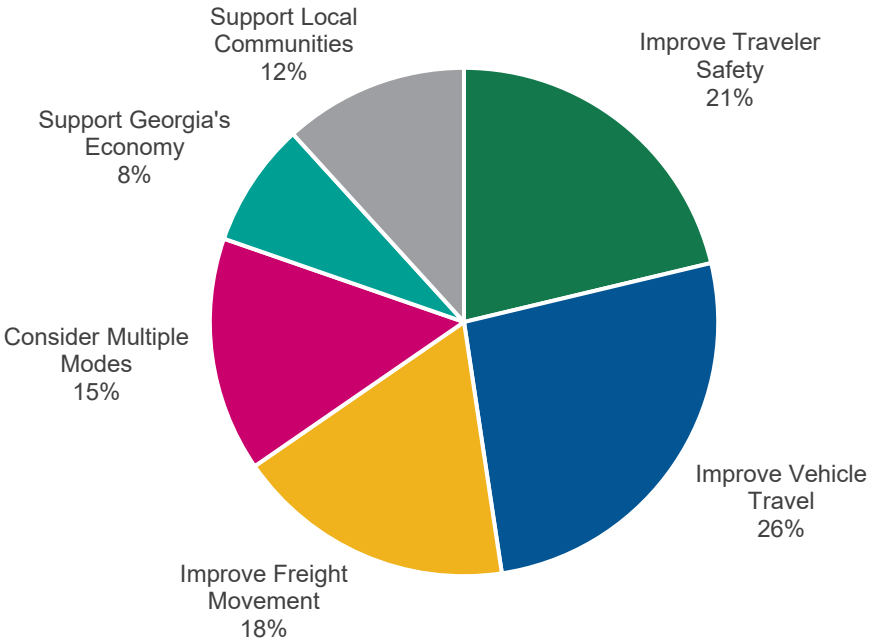

Figure 23: Atlanta Gladiators Rank Interests Results (Weighted)

Santa Fe Mall

Out of a total of 20 responses from the Santa Fe Mall community event, *Improve Traveler Safety* was the most preferred interest, and *Support Local Communities* received the fewest number of rankings, as shown in Figure 24.

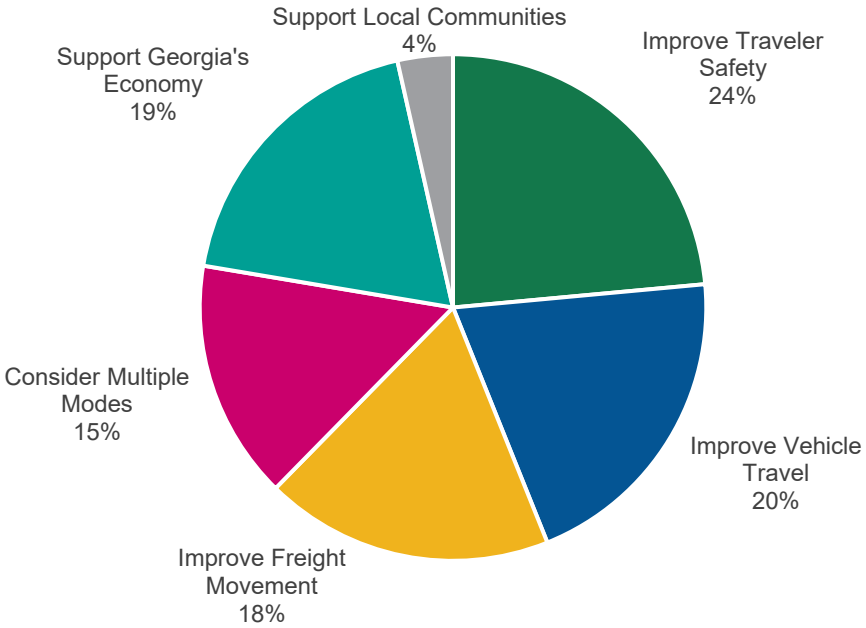

Figure 24: Santa Fe Mall Rank Interests Results (Weighted)

B-3: Community Events Explore Strategies Results

Peachtree Corners Holiday Glow

As shown in Figure 25, *Trucks/Freight* received the highest level of ranking among all categories for the Peachtree Corners Holiday Glow on Town Green community event.

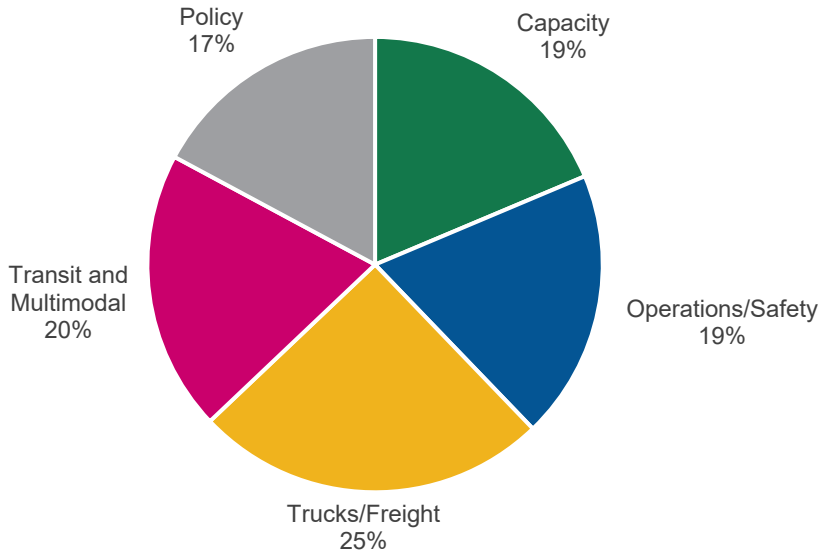

Figure 25: Peachtree Corners Holiday Glow on the Town Green Explore Strategies Results (Weighted)

The following potential solutions were the most preferred per category for the Peachtree Corners Holiday Glow on Town Green community event, as shown in Figure 26 – Figure 30.

- **Capacity:** Alternative Routes
- **Operations/Safety:** Special Purpose Lanes
- **Truck/Freight:** Truck-Only Lanes
- **Transit and Multimodal:** High-Capacity Transit
- **Policy:** Intelligent Transportation Systems (ITS)

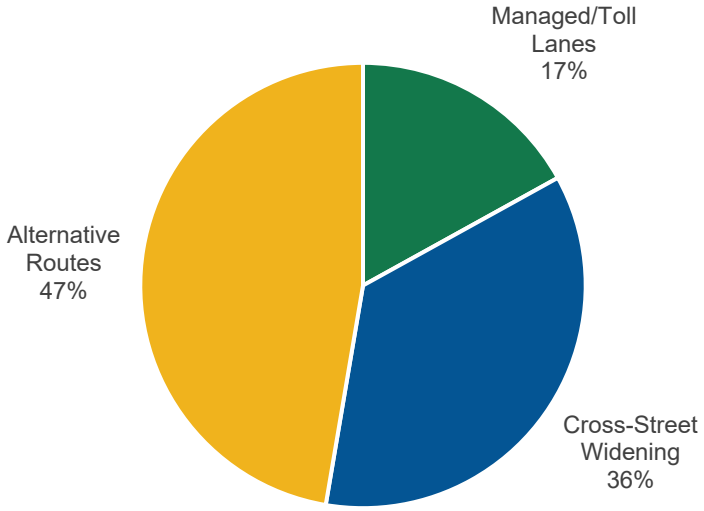

Figure 26: Peachtree Corners Holiday Glow on the Town Green Explore Strategies Results (Weighted) - Capacity

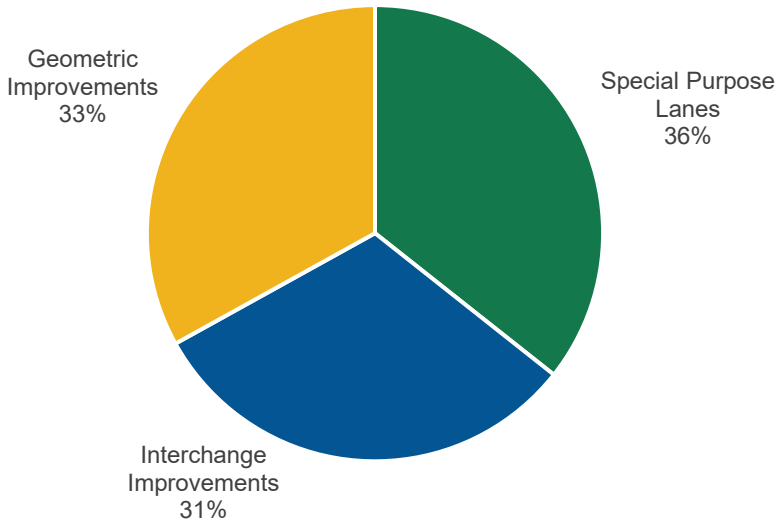

Figure 27: Peachtree Corners Holiday Glow on the Town Green Explore Strategies Results (Weighted) – Operations/Safety

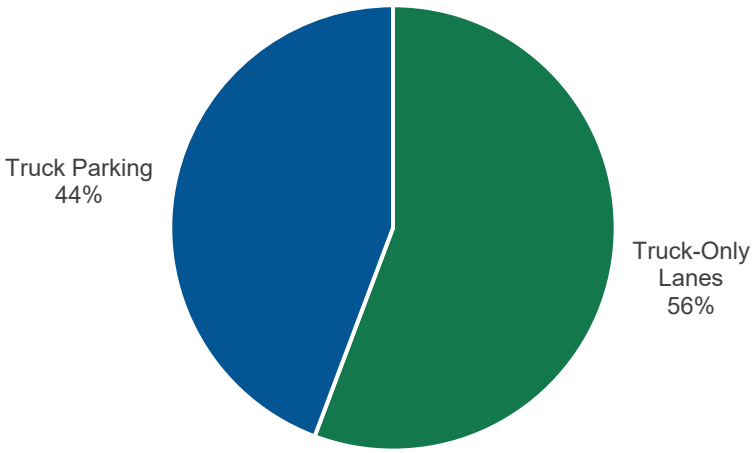

Figure 28: Peachtree Corners Holiday Glow on the Town Green Explore Strategies Results (Weighted) – Truck/Freight

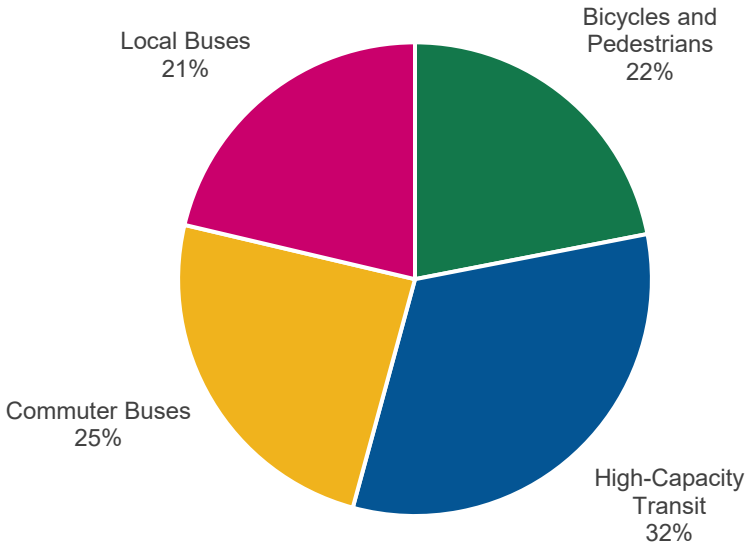

Figure 29: Peachtree Corners Holiday Glow on the Town Green Explore Strategies Results (Weighted) – Transit and Multimodal

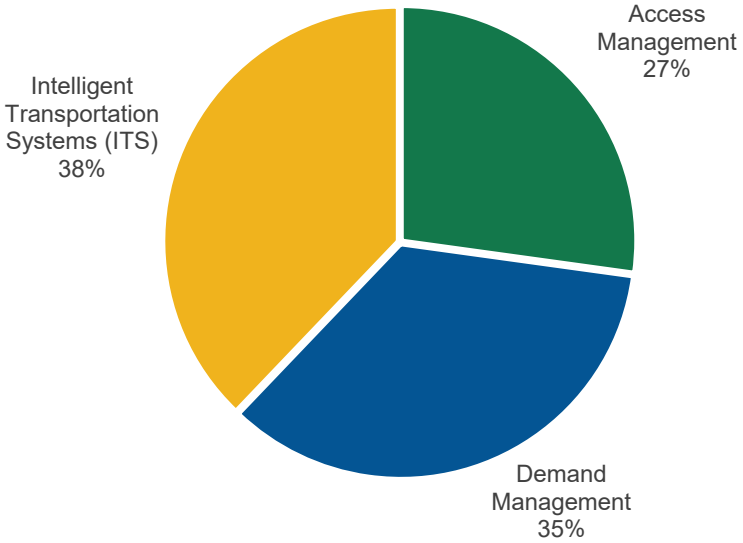

Figure 30: Peachtree Corners Holiday Glow on the Town Green Explore Strategies Results (Weighted) - Policy

Gwinnett County Holiday Arts and Craft Show

As shown in Figure 31, *Trucks/Freight* received the highest level of ranking among all categories from the Gwinnett County Holiday Arts and Craft Show.

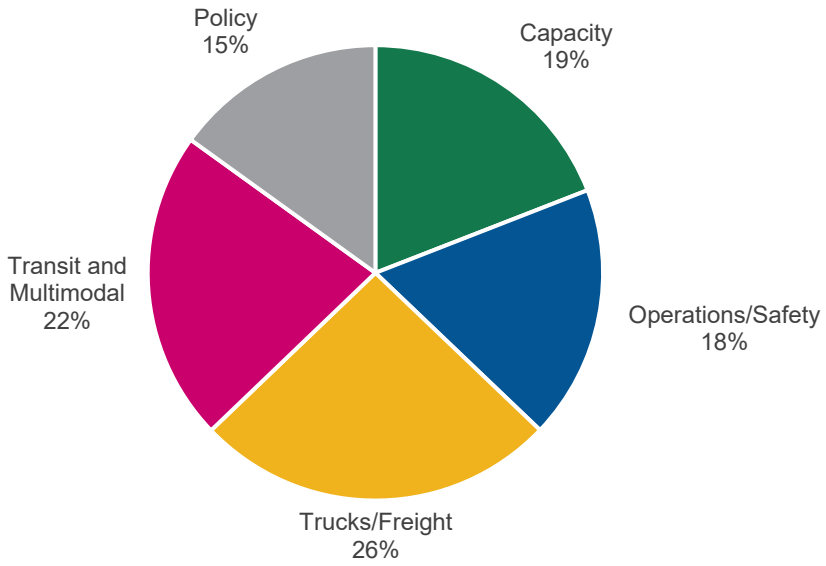

Figure 31: Gwinnett County Holiday Arts and Crafts Show Explore Strategies Results (Weighted)

The following potential solutions were the most preferred per category from the Gwinnett County Holiday Arts and Craft Show, as shown in Figure 32 – Figure 36.

- **Capacity:** Alternative Routes
- **Operations/Safety:** Interchange Improvements
- **Truck/Freight:** Truck-Only Lanes
- **Transit and Multimodal:** High-Capacity Transit
- **Policy:** Intelligent Transportation Systems (ITS)

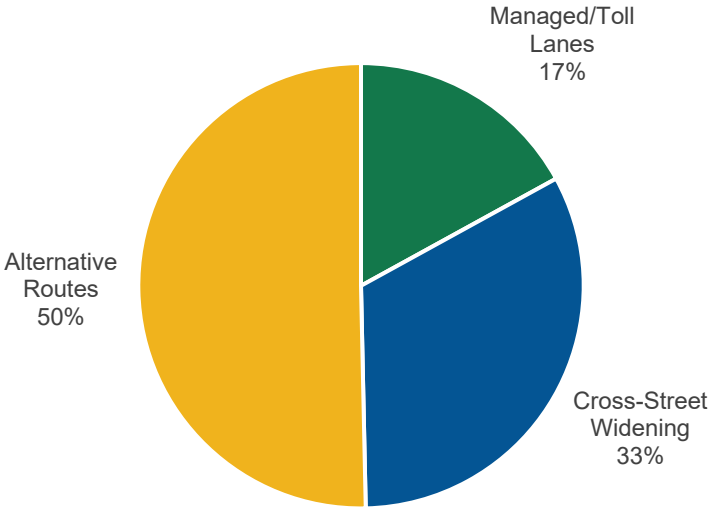

Figure 32: Gwinnett County Holiday Arts and Crafts Show Explore Strategies Results (Weighted) - Capacity

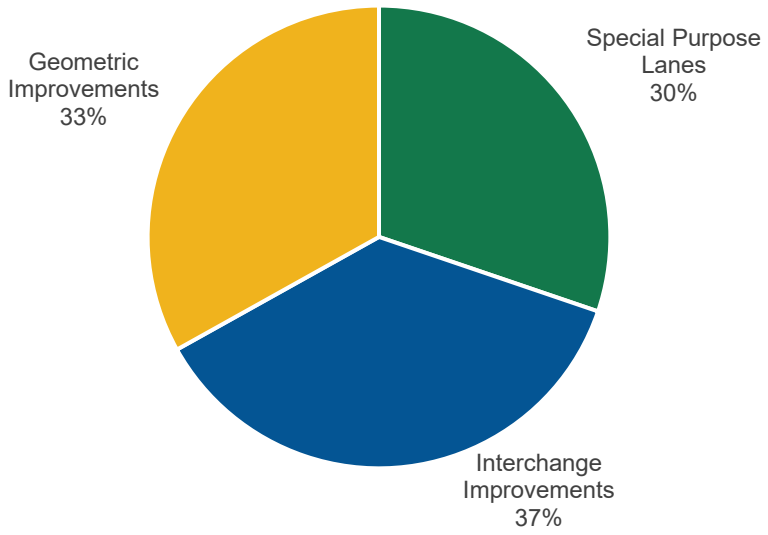

Figure 33: Gwinnett County Holiday Arts and Crafts Show Explore Strategies Results (Weighted) – Operations/Safety

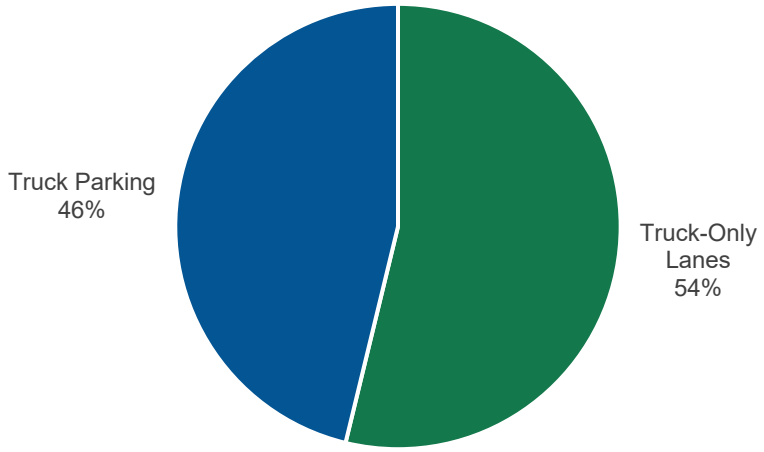

Figure 34: Gwinnett County Holiday Arts and Crafts Show Explore Strategies Results (Weighted) – Truck/Freight

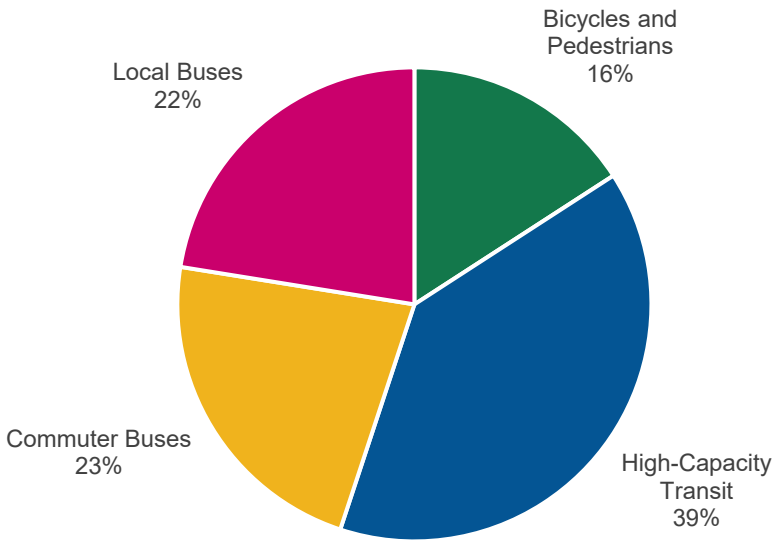

Figure 35: Gwinnett County Holiday Arts and Crafts Show Explore Strategies Results (Weighted) – Transit and Multimodal

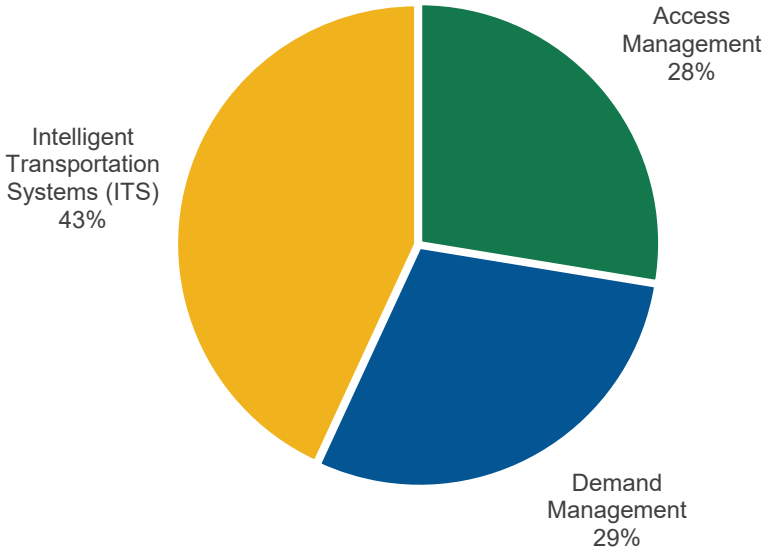

Figure 36: Gwinnett County Holiday Arts and Crafts Show Explore Strategies Results (Weighted) - Policy

Duluth Deck the Hall

As shown in Figure 37, most of the strategy categories, except for Policy, received a similar level of ranking, between 20 and 23 percent, at the Duluth Deck the Hall community event.

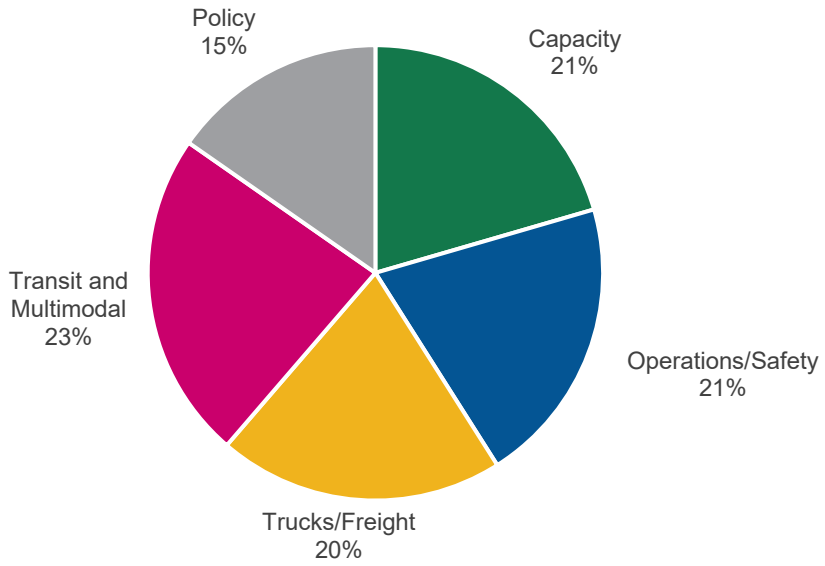

Figure 37: Duluth Deck the Hall Explore Strategies Results (Weighted)

The following potential solutions were the most preferred per category from the Duluth Deck the Hall community event, as shown in Figure 38 – Figure 42.

- **Capacity:** Alternative Routes
- **Operations/Safety:** Special Purpose Lanes
- **Truck/Freight:** Truck-Only Lanes
- **Transit and Multimodal:** High-Capacity Transit
- **Policy:** Intelligent Transportation Systems (ITS)

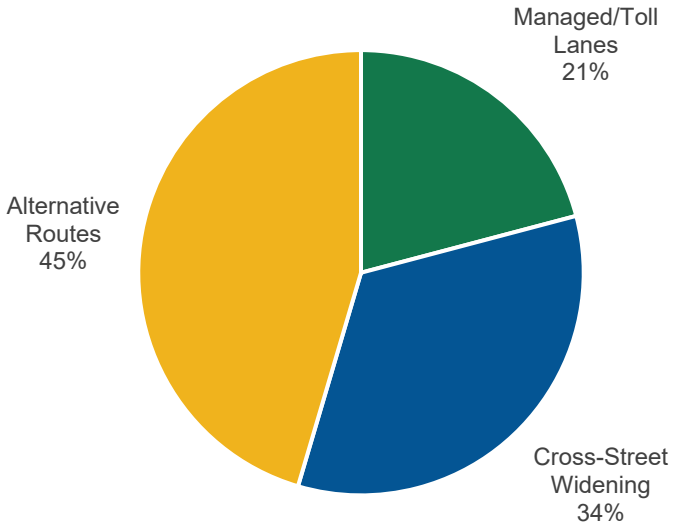

Figure 38: Duluth Deck the Halls Explore Strategies Results (Weighted) - Capacity

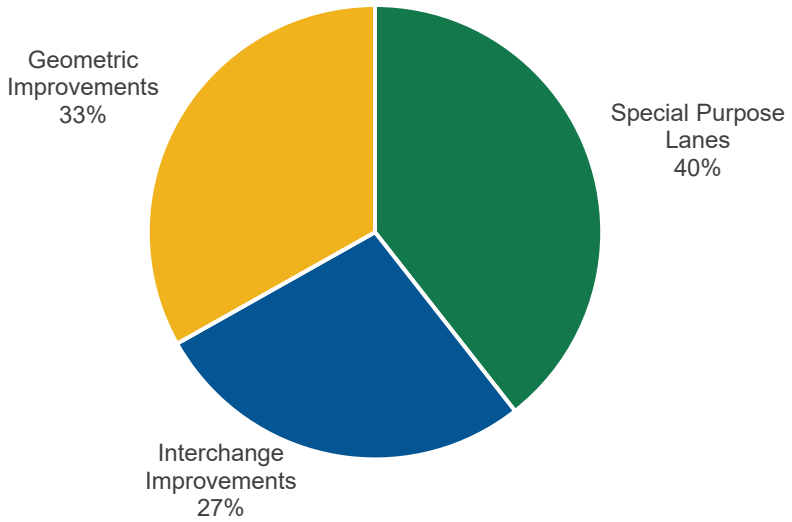

Figure 39: Duluth Deck the Halls Explore Strategies Results (Weighted) – Operations/Safety

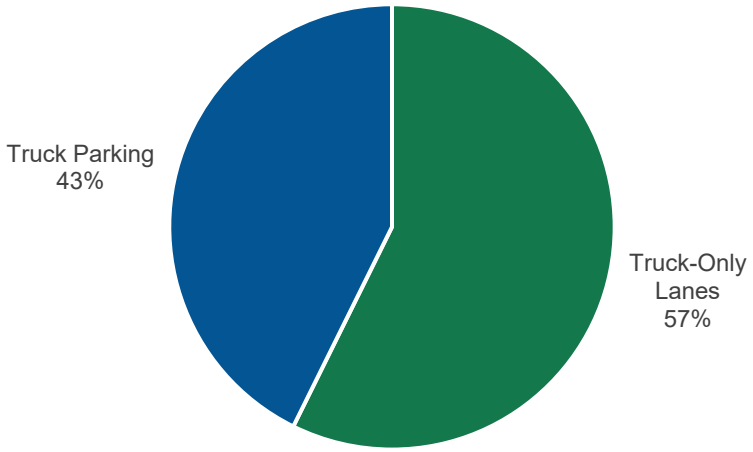

Figure 40: Duluth Deck the Halls Explore Strategies Results (Weighted) – Truck/Freight

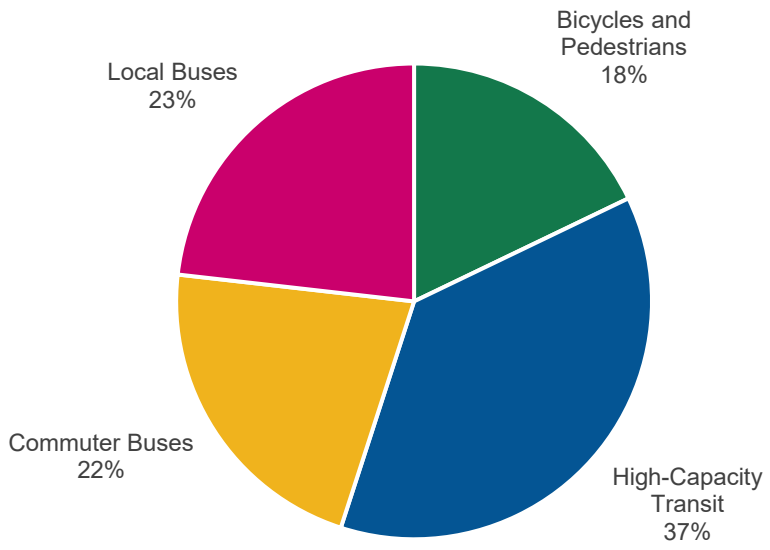

Figure 41: Duluth Deck the Halls Explore Strategies Results (Weighted) – Transit and Multimodal

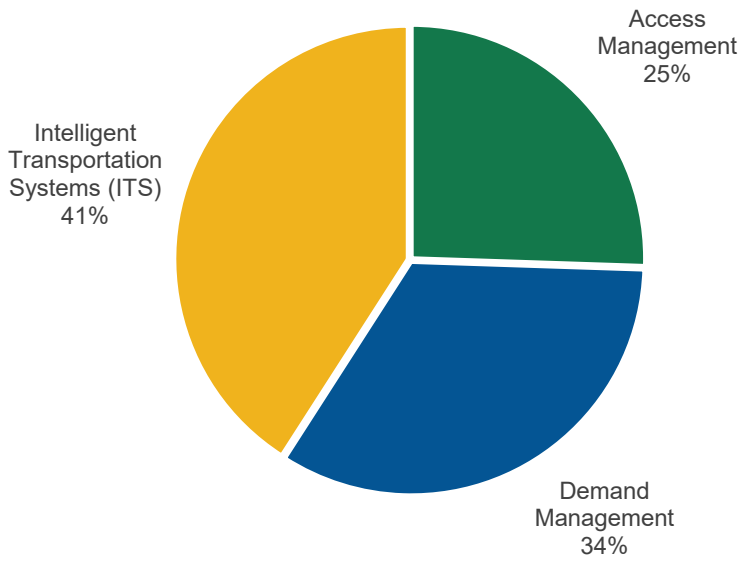

Figure 42: Duluth Deck the Halls Explore Strategies Results (Weighted) - Policy

Atlanta Gladiators

As shown in Figure 43, all strategy categories received a similar level of ranking, between 18 and 22 percent, at the Atlanta Gladiators game.

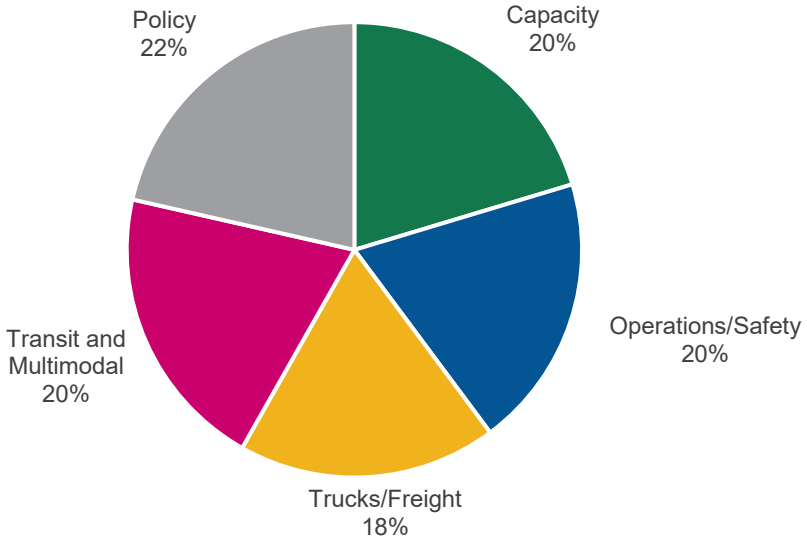

Figure 43: Atlanta Gladiators Explore Strategies Results (Weighted)

The following potential solutions were the most preferred per category at the Atlanta Gladiators game, as shown in Figure 44 – Figure 48.

- **Capacity:** Managed/Toll Lanes
- **Operations/Safety:** Special Purpose Lanes
- **Truck/Freight:** Truck-Only Lanes
- **Transit and Multimodal:** Commuter Buses
- **Policy:** Intelligent Transportation Systems (ITS)

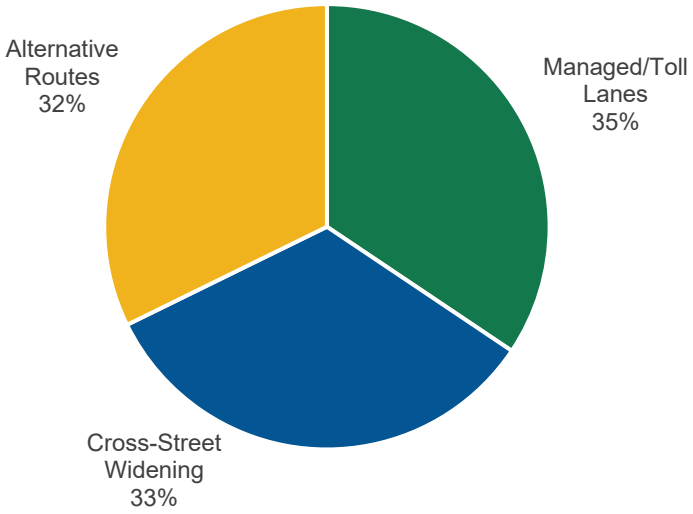

Figure 44: Atlanta Gladiators Explore Strategies Results (Weighted) - Capacity

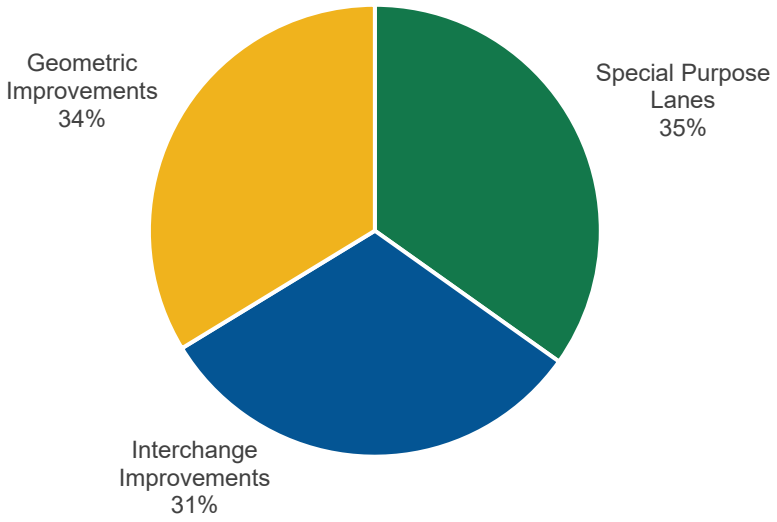

Figure 45: Atlanta Gladiators Explore Strategies Results (Weighted) – Operations/Safety

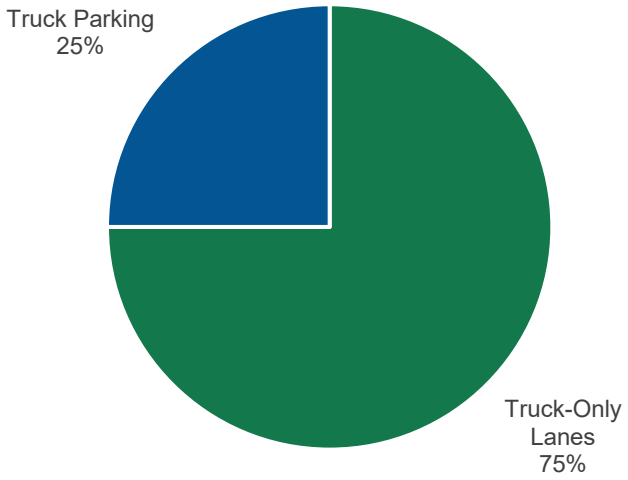

Figure 46: Atlanta Gladiators Explore Strategies Results (Weighted) – Truck/Freight

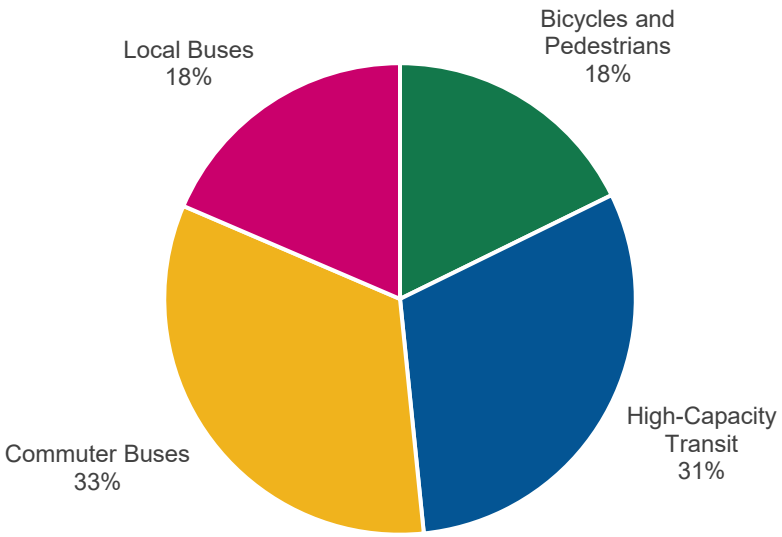

Figure 47: Atlanta Gladiators Explore Strategies Results (Weighted) – Transit and Multimodal

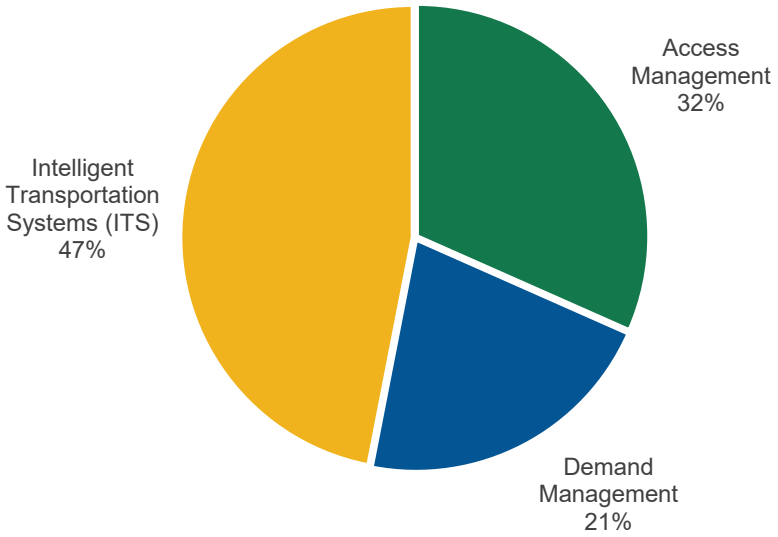

Figure 48: Atlanta Gladiators Explore Strategies Results (Weighted) - Policy

Santa Fe Mall

As shown in Figure 49, *Capacity* received the highest level of ranking among all categories from the Santa Fe Mall community event.

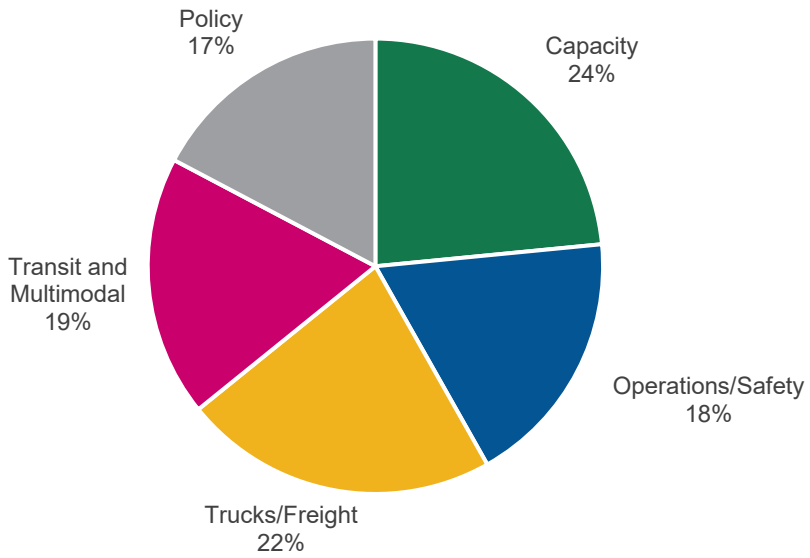

Figure 49: Santa Fe Mall Explore Strategies Results (Weighted)

The following potential solutions were the most preferred per category from the Santa Fe Mall community event, as shown in Figure 50 – Figure 54.

- **Capacity:** Cross-Street Widening
- **Operations/Safety:** Special Purpose Lanes
- **Truck/Freight:** Truck-Only Lanes
- **Transit and Multimodal:** Bicycles and Pedestrians
- **Policy:** Intelligent Transportation Systems (ITS)

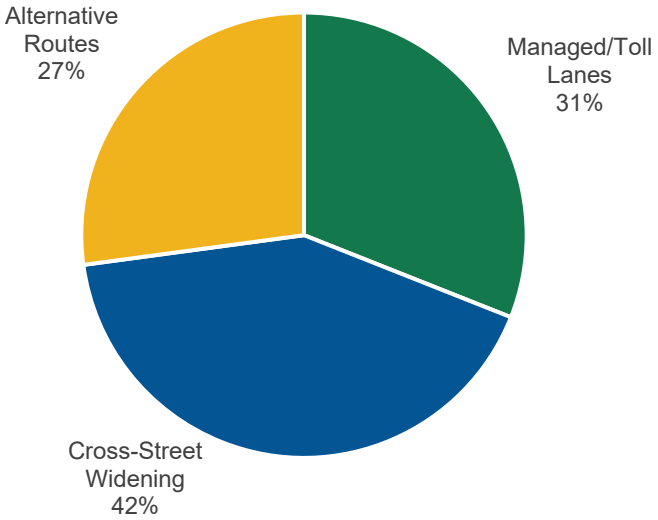

Figure 50: Santa Fe Mall Explore Strategies Results (Weighted) - Capacity

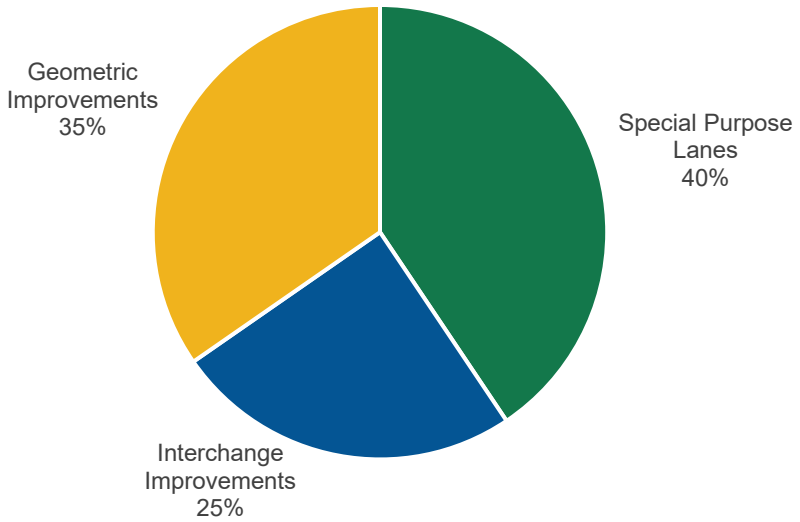

Figure 51: Santa Fe Mall Explore Strategies Results (Weighted) – Operations/Safety

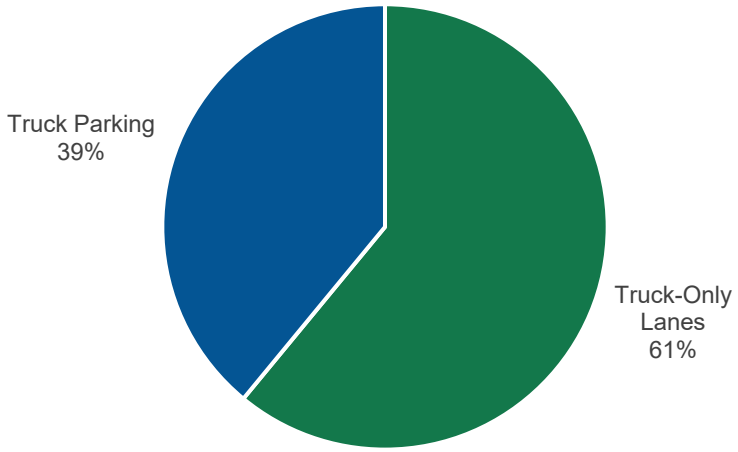

Figure 52: Santa Fe Mall Explore Strategies Results (Weighted) – Truck/Freight

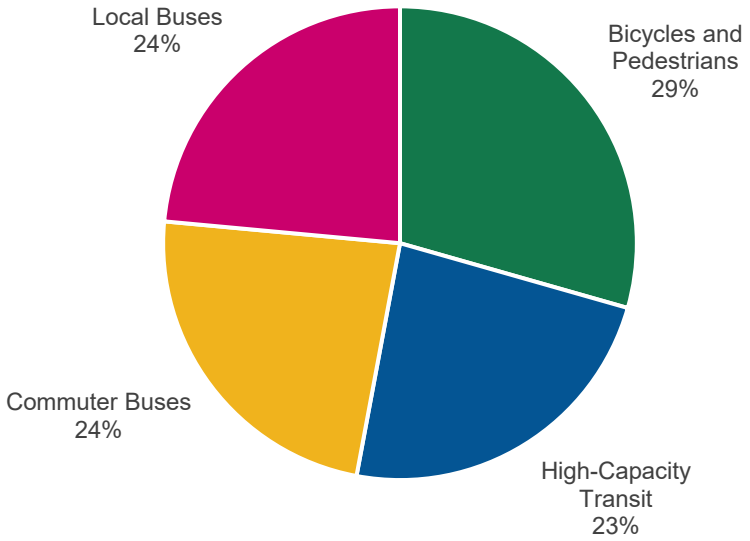

Figure 53: Santa Fe Mall Explore Strategies Results (Weighted) – Transit and Multimodal

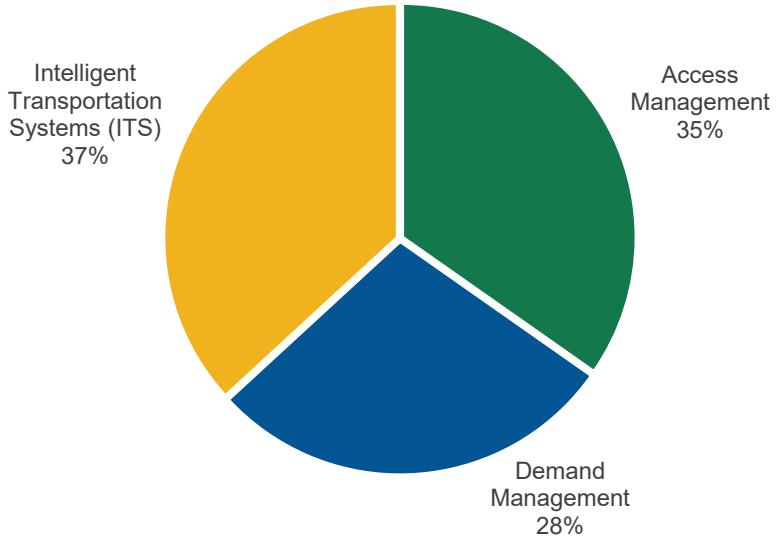

Figure 54: Santa Fe Mall Explore Strategies Results (Weighted) - Policy

B-4: Community Events Additional Comments

Notes Taken by Project Team

Gwinnett County Holiday Arts and Craft Show

- SR 316 going to SB 85 → massive congestion/clog
- Create an additional way around 285/85
- Travel Times need improvements
- Lots of back roads taken to avoid 85 (multiple comments)
- Need to change way people drive (merging, tailgating)-no one let's people over/in at every on ramp-Signage, Enforcement, Education
- Curb aggressive driving
- Tell Gwinnett/Suwanee/etc to stop building (multiple comments)
- Peach pass seen as a cause to congestion-sometimes due to line jumpers, sometimes due to commuter buses going exactly at speed limit, etc
- Express lanes NB by 985 needs an earlier exit→too many cross over double lines or too late, causes backups
- Secondary roads needed
- Spaghetti junction-traffic backs up at least a mile before in all directions, maybe do an extension or extra route
- Lawrenceville-Suwanee-on ramp has nowhere to go as traffic backs up at merge
- @285-often drives 1 or 2 stops south just to go north due to congestion/merge issues
- Lots of peach pass app complaints
- Need more alternate routes if stuck on 85
- 2 right lanes getting off on Ronald Regan→far right lane does not get enough notice that the lane is going to end
- After Suwanee exit NB to 985/85→ a lot of weaving/stoppage-needs better signage/advanced notification of crossovers
- Better connection between 75&85 going E & W (outside scope but noted regardless)
- Double deck 85/Second Tier just for trucks
- More wrecks now on 985/85 especially with trucks almost nightly-85 CST made it worse
    - Used to be easier past Pleasant Hill NB at night, now congestion doesn't stop until 985
- More Access/CD Lanes
- Visibility is an issue, particularly under the raining conditions. Need improvements on pavement and marking.
- Need to make it clear on the vehicle eligibility requirements for I-85 and I-75 NWC managed lanes - potentially use signage? One person complained about getting the toll violation ticket for driving the electric vehicles on I-75 NWC. Unlike the I-85 HOT3+, electric vehicles are not toll exempt vehicles for I-75 NWC.
- Concerns regarding the managed lanes – only few people can use them and get the travel time benefits
- Avoid driving on I-85 at all time, need more alternative routes

Appendix C: Online Survey Results

C-1: Online Survey Map Ideas Comments

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
12/7/2019	Congestion	The traffic from 285 to 85 on the ramp is ridiculous. And the end of the ramp onto 85 causes a lot of congestion as it is a short to merge
12/7/2019	Congestion	Ridiculous congestion from 295 up past Jimmy carter
12/7/2019	Other	This is where it all opens up because of the additional lanes
12/8/2019	Congestion	On my way to work. Two lane roads that connect to 85 are the worst. Its a bottle neck
12/8/2019	Congestion	Just way to many cars at a light. Backs up badly. Especially near the interection coming from MOG and the street going towards 85
12/8/2019	Congestion	Lawrenceville trafdic has increased so muxh since i've started going ro GGC in 2011.
12/8/2019	Congestion	From just north of the 985/85 all the way into Atlanta proper: build elevated('flyover') lanes to allow for more travel space to accommodate current and future passenger and/or commercial traffic.
12/8/2019	Multimodal	Add additional transit options on/along corridor
12/8/2019	Congestion	Too many cars that dont know what they are doing
12/9/2019	Congestion	During evening rush NB 85 travel bottlenecks near these exits very badly
12/9/2019	Congestion	NB 85 during evening rush the interchange at Clairmont road is so clogged that the right 2 or 3 lanes become parking lots approaching Exit 91.
12/9/2019	Safety	The interchange at Pleasantdale/85 is a cluster -- many people on the exit from 85 are trying to head east on Pleasantdale, everyone currently on the access road want to head straight or west on Pleasantdale leading to a merge nightmare.
12/9/2019	Congestion	It would be great to have eastbound access to RR Pkwy from Pleasant Hill Rd heading west. Currently you have to drive up to Mary Street and make a dangerous U-turn to access RRPkwy if coming this direction.
12/9/2019	Congestion	Evening congestion on Rockbridge Rd is horrid as you approach US29. Widening the road should be a priority.
12/9/2019	Congestion	Turn lane from Jimmy Carter east bound to head northbound on Lawrenceville Hwy is too short and needs to be expanded both in length and perhaps to a dual lane.
12/9/2019	Congestion	Traffic in the evening always gets stuck approaching Harmony Grove Road. A road providing an outlet from Lawrenceville Hwy to Harmony Grove south of the current intersection would be helpful.
12/9/2019	Congestion	316 interchange bottlenecks traffic with so many vehicles attempting to merge onto I-85 during rush hour
12/9/2019	Congestion	alternate modes of transportation are needed in Gwinnett to connect commuters to work in Atlanta
12/9/2019	Congestion	Traffic builds here regularly during rush hour
12/9/2019	Congestion	Traffic backs up here no matter what time of the day.
12/9/2019	Freight	Trucks are counting the HOV/Peach Pass lane as a left lane, and only staying out of the second left lane. Trucks should remain out of the two left lanes not counting the HOV/Express Lane.
12/9/2019	Safety	Interchange reconstruction at Spaghetti Junction AKA I-285 @ I-85 Please
12/9/2019	Congestion	interchange reconstruction at Spaghetti Junction AKA I-285 @ I-85
12/9/2019	Safety	interchange reconstruction at Sugarloaf Pkwy
12/9/2019	Congestion	interchange reconstruction at GA 316
12/9/2019	Congestion	interchange reconstruction at GA 120
12/9/2019	Congestion	interchange reconstruction at GA 140
12/9/2019	Congestion	extend managed lanes on 316 from I-85 to Sugarloaf Pkwy
12/9/2019	Congestion	interchange reconstruction at I-85/985 Split
12/9/2019	Multimodal	Bus rapid transit from the confluence of SR 140/SR 141/Peachtree Industrial Boulevard
12/9/2019	Congestion	Jimmy carter backs up the highway even at non-peak times. I come home from work between 1-2 pm and the slowdown is already bad
12/10/2019	Congestion	Remove HOT and replace with HOV. Go to Phoenix to see how much better traffic flows with an HOV lane during peak hours.
12/10/2019	Congestion	Remove HOT and replace with HOV. Go to Phoenix to see how much better traffic flows with an HOV lane during peak hours.
12/10/2019	Congestion	What is shocking to me is at 6AM the traffic is mostly moving but very thick at this hour headed into town at this hour. Major delays past 6:30am
12/10/2019	Congestion	Need to put a direct access from 285 westbound onto 85 Peach lane to minimize congestion caused by cars crossing several lanes to get onto the epress lane
12/10/2019	Freight	Need to limit truck access during rush hours of 0600-0900 southbound and 1530-1830 northbound
12/10/2019	Safety	Need to have a second Peach Pass lane southbound in morning and northbound in afternoon
12/10/2019	Multimodal	There needs to be additional high-capacity transit along the entire corridor to include parking facilities to allow individuals to choose not to drive the entire length of the 85 corridor into Atlanta.
12/10/2019	Congestion	With the rapid increase in population in the metro area, a reduction in congestion along this intensively developed corridor is unrealistic. Money spent to "address" congestion would be better spent providing additional mobility options (high-capacity rapid transit) along the corridor.
12/10/2019	Safety	better information/signage warning drivers of congestion ahead of them (particularly 85/285 interchange) could reduce crashes.
12/10/2019	Congestion	traffic in this area is regularly backed up
12/11/2019	Congestion	Poor planning by drivers leads to congestion near 285 as people try to move to the exit lanes at the last minute. And no interchange between the HOT lane and 285 is a big problem.
12/11/2019	Congestion	Peachtree Industrial is an extremely congested corridor during the hours of 6:30 AM until well after 8 PM.
12/11/2019	Congestion	Exit ramps from 285 in both directions are very congested especially in the afternoon hours.
12/11/2019	Safety	Exiting 285 to 141 is a safety concern as cars move from the far left lane across the highway to exit the highway.
12/12/2019	Congestion	always stops where SB I85 & SR316 merge - need two managed lanes
12/12/2019	Congestion	too many lanes merging together here NB on I-85. Need to keep separate from NB I-85
12/12/2019	Freight	High truck volume on I-85 NB & SB Separate from general purpose lanes
12/12/2019	Multimodal	Extend MARTA service into Gwinnett
12/12/2019	Congestion	When the access road from SR120 and Boggs Road merges with 85 South, the merging lane ends. When the mergin lane ends, the lane it merged into then ends. Having to merge twice in such a short time causes major congestion in the area. Also, these cars from the access do not have an entrance to the express lane for some distance.
12/12/2019	Multimodal	There is no access to transit options that do not use the general use roadway (rail). We need a rail transit option along this corridor.
12/12/2019	Safety	Congestion for the Jimmy Carter exit lane backs up into the 85 roadway, causing safety concerns for the rest of the vehicles on 85. Maybe a longer access road is needed to separate the congestion from the travel lanes.
12/12/2019	Congestion	traffic backed up on interstate bc cant get on jimmy carter

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
12/12/2019	Congestion	traffic backed up on interstate and pleasant hill bc cars cant get on the interstate
12/12/2019	Congestion	pleasant hill has too much traffic and a big reason is drivers from southeast gwinnett county that utilize RR to Pleasant Hill to get on to the interstate to jobs in Atlanta. If RR extended to interstate as limited access, then would alleviate much of the traffic congestion at Pleasant Hill and I-85 interchange.
12/12/2019	Congestion	traffic backs up on I-85 waiting to merge onto I-285. Need more lanes on I-285 and move freight to outer loop to eliminate through freight traffic from congesting I-285 and I-85. Revive the outer loop. Mandatory for trucks to drive on outer loop if not local delivery.
12/12/2019	Congestion	traffic backs up for miles for the Christmas traffic starting in November.
12/12/2019	Congestion	traffic backs up for miles during Christmas shopping.
12/12/2019	Congestion	If 316 ramp to Pleasant hill had a ramp directly to the mall, then it would lessen traffic at Pleasant HIll and I-85 interchange.
12/12/2019	Congestion	Merging from 316 to 85
12/12/2019	Safety	Express pass lanes have not been properly used, too many infractions of people jumping in and out on double lines.
12/12/2019	Congestion	Merging on to or off of 285 to N or S 85 is a never ending battle
12/13/2019	Freight	freight express lanes
12/13/2019	Multimodal	some type of alternative transportation that's parallel to the route
12/14/2019	Freight	slow moving freight
12/16/2019	Other	automated driving system - once a car/truck enters, technology automatically takes over and drives that car/truck to 285. This would avoid accidents and would get rid of weavers. All cars/trucks would move together uniformly. Traffic lights on off streets could be synced to allow for controlled flow.
12/16/2019	Other	Start separating those going on 285 Chattanooga direction sooner - way sooner. This area needs to be staged about 4 milers sooner. Every day I watch people here that have no idea which lane they should be in - force decision sooner and don't let them change (cheat)
12/16/2019	Safety	Ticket Weavers and people who do not leave enough spacing between vehicles- these are the people who cause accidents - not the speeders. Train the drivers to drive correctly.
12/16/2019	Multimodal	Multimodal Station
12/16/2019	Safety	The junction at 285 needs to be addressed at the highest priority. By solving this issue many other problems when become easier to address. Additional frontage roads could also help to redirect traffic. BUILD an outer loop around ATLANTA.
12/16/2019	Freight	Trucks should not be allowed during certain daily hours!
12/16/2019	Safety	Confusion as to which direction the frontage will take the vechicle.
12/16/2019	Congestion	Continued improvements will make for less congestion.
12/16/2019	Safety	Outer loop to relieve continued growth and congestion is a mess or Atlanta will have serve problems in the future.
12/16/2019	Freight	Diverting trucking around Atlanta is a must.
12/16/2019	Congestion	316 merge often results in backup
12/16/2019	Multimodal	Need for transit as an alternative to car commuting
12/16/2019	Congestion	congestion on I-85 south is getting worse
12/17/2019	Congestion	141 to get to 285 m-f during rush hour is a nightmare. One car accident can turn a 30min commute into a 1.5hr commute. Increase the speed, make a free Express lane that is not able to exit just go straight to 285. Also increase the number of lanes to get off 141 onto 285 going toward Sandy Springs.
12/17/2019	Congestion	Provide a 2 free express lanes that has no exits off 85 straight into the city of Atlanta allowing exiting from the left once in the city. The direction of the two lanes can be changed based on traffic. Very similar to Texas freeways.
12/17/2019	Congestion	Increase the # of on ramps from 85 to 285 and vise versa. Build turn abouts on the side of 85 and 285. An example is in San Antonio texas.
12/17/2019	Congestion	Exit from I-85 SB to Jimmy Carter Blvd is not long enough creating traffic delays
12/17/2019	Congestion	Better funneling from 85 to 285. more lanes and better control barriers
12/17/2019	Congestion	Lane controls should be implemented for traffic northbound going on 985 and 85
12/17/2019	Congestion	North and sounthbound lanes should have some improved controls
12/17/2019	Congestion	SB141 to EB285 in the morning is heavily backed up. A flyover entrance to 285 would be ideal to help alleviate congestion on SB141.
12/17/2019	Congestion	EB316 to SB85. The design of this interchange forces both lanes of 316 into existing lanes of 85. There is a hard constraint of the Pleasant Hill bridge that prevents the addition of a through lane that could become an exit-only lane for Beaver Ruin. This would allow additional time for 316 traffic to blend into 85 traffic.
12/17/2019	Congestion	EB Jimmy Carter to SB 85. The lanes to merge onto the interstate are not clearly identified, causing a merging nightmare for 85 south. Also, if the far right lane were to be allowed to have its own lane to merge, it could help alleviate congestion on Jimmy Carter.
12/17/2019	Congestion	The traffic light timing on 141 through Peachtree Corners is poor. This is especially true at the Spalding, Peachtree Corners Circle, Peachtree Corners Town Center, and East Jones Bridge roads. When they add a light for the new gas station at Engineering Dr, the problem will only get worse. The most mis-times lights are the one at Spalding/141 and the Town Center at 141. They cause miles worth of congestion.
12/17/2019	Congestion	Even with recent improvements, this turns into a huge bottle neck
12/17/2019	Multimodal	Rail linking with Doravile
12/17/2019	Safety	The signs in this area are old and tired, and difficult to read at night--the reflectors aren't reflecting properly.
12/17/2019	Congestion	Traffic backs up onto 285, needs two lanes to merge onto 141?
12/17/2019	Congestion	Massive backups going westbound in the morning
12/17/2019	Safety	So many people going through this stopsign
12/17/2019	Safety	Lots of people run this stop sign
12/17/2019	Congestion	North bound 85 should have an exit that passes over 85 and goes straight to Mall of GA
12/17/2019	Congestion	Add more lanes
12/17/2019	Congestion	Add more lanes.
12/17/2019	Other	elevated rail system built on the medium right a way
12/17/2019	Other	Elavated rail system built on the medium right of way
12/17/2019	Other	Elevated rail system built on the medium right of way
12/17/2019	Freight	Enforce laws against semis in left lanes
12/17/2019	Congestion	Let the exit lane between Jimmy Carter and Indian Trail be full time green.
12/17/2019	Other	Make the pay lane a carpool lane, like it is inside the perimeter.

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
12/17/2019	Congestion	Please communicate LOUDLY and PROUDLY that slower traffic MUST keep right. I believe most congestion, frustration and rage is caused by drivers essentially going the same speed as the vehicle to their right.
12/17/2019	Freight	I imagine that this has been discussed before, but it makes more sense to me that freight trucks should use the two LEFT lanes rather than the two right lanes unless they are exiting.
12/17/2019	Safety	For the love of God inform slow, new or nervous drivers to stay in the lane to their right if they are drive SLOWER than the lane they are in.
12/17/2019	Congestion	Traffic is usually backed up terribly here.
12/17/2019	Congestion	Getting off on exit 31A and B is extremely hazardous. Traffic backs up, and many drivers do dangerous things such as driving fast along the shoulder.
12/17/2019	Other	The I-85 exit for Lilburn seems to have been closed more often than open in recent months. A sign indicating that any ramp is closed needs to be placed farther before the exit ramp. Otherwise, drivers find themselves in an exit only lane and then have to get back into the lane to the left with fast-moving traffic.
12/18/2019	Congestion	Very congested.
12/18/2019	Congestion	Extreme congestion all the time at JCB
12/18/2019	Congestion	Spaghetti junction is extremely congested in all directions
12/18/2019	Congestion	Traffic always bad here
12/18/2019	Congestion	Always bad
12/18/2019	Congestion	Nightmare
12/18/2019	Safety	Interchange of 85/285/Pleasantdale Rd confuses people
12/18/2019	Safety	Exit from 185 to PIB is horrific. Needs better markers and more importantly better lighting.
12/18/2019	Congestion	The merge of 285W to 85N needs improvement to address backup during rush hour.
12/18/2019	Freight	Possible suggestion of one-way, non-stop freight lane, each way.
12/18/2019	Safety	Suggest fast lane only.
12/18/2019	Freight	Separate corridor for trucks
12/18/2019	Congestion	It is almost impossible to get to I85 South during afternoon rush hour. Heavy traffic going North on 85 and East on 285
12/18/2019	Congestion	Same tie up makes it very hard to travel to 985 and beyond regardless of the HOT lane. One day this past week I paid $3.30 to get through spaghetti junction and the Hot Lane was as slow if not slower than the non-toll lanes! Very frustrating and maddening! Through to Jimmy Carter. no apparent accident was in sight
12/18/2019	Congestion	Traffic here is ridiculous even with all the new lanes!
12/18/2019	Congestion	A flyover lane from I-985 south directly to I-85 north would keep southbound I-985 folks from having to go down to Lawrenceville-Suwanee Road to turn around and head back north to hit I-85 north.
12/18/2019	Congestion	A flyover lane from I-85 south to I-985 north is in order. I-85 southbound traffic currently has to go to Lawrenceville-Suwanee Road to be able to turn around to then head back up I-85 and then veer off to the left to take I-985 north.
12/18/2019	Safety	The exit lane going from west GA 20 to S Lee St has a sign saying "Keep Moving". But, people stop there and slow down there constantly, creating a hazard. Some reflective road dividers placed between where the merging lane and the adjacent lane (which travels in the same direction as the merging lane) would provide mental "security" reminding drivers that the merging lane is its own lane and is not going to run into the adjacent lane on the left.
12/18/2019	Multimodal	Rail
12/18/2019	Congestion	Previous work cleared congestion around 985 but relocated it to area between Pleasant Hill and Indian Trail, Access and flow need to be looked at.
12/18/2019	Safety	Too short lane mergers and vision lines merges not announced early enough. More/clearer signage.
12/18/2019	Other	access road inprovements
12/18/2019	Congestion	This exit is hard to get off and merge and gets very backed up. The ramp shuts down prior to availability to merge where you put in new exit for Indian trail that is only limited during certain hours or risk ticket
12/18/2019	Congestion	141 gets backed up for all the cars trying to go 285W. Need better lane management to open up the rest of the lanes who are headed to 285E, and not get backed up by those 2 lanes for 285W, which would make 141 flow better.
12/18/2019	Congestion	Near Spaghetti junction, it is always congested on I-285 and the ramp to I-85 North near Buford Hwy.
12/18/2019	Safety	Traffic spills into other lanes causing safety hazards as they veer off onto I-85 North.
12/18/2019	Congestion	longer merge lanes along this area to Pleasant Hill
12/18/2019	Freight	Keep trucks out of 2 left lanes plus the stupid Peach pass lane
12/18/2019	Other	more signs to tell exits coming up
12/18/2019	Freight	Trucks
12/18/2019	Freight	Trucks
12/18/2019	Congestion	cars and trucks
12/18/2019	Other	Interchange needs to be improved for traffic flow.
12/18/2019	Congestion	285 east to 85 N congestion
12/18/2019	Congestion	Not a big enough feeder lane at the 285E to 141N interchange. Causes long backups on 285.
12/18/2019	Congestion	141S to 285E interchange causes huge backups onto 141, impacting 141S to 285W. The onramps from 141S to 285W changes has been a huge help.
12/18/2019	Congestion	Backups on 285E from the 85N onramp causes significant traffic for the through traffic. Longer/dedicated feeder lanes are needed to help get the through traffic around the interchange.
12/18/2019	Congestion	Add an additional lane to the off ramp onto 141N
12/18/2019	Congestion	285E & W to i-85N essentially merge into ONE lane before entering i-85N. Dedicated lanes for the two lanes of the overpass of 285E to I-85N. No merge with I285W.
12/18/2019	Congestion	FOR GOD's SAKE! Time the lights on 141N through Peachtree Corners! Install a system that links the lights! Spaulding north it's light to light, any time of the day, even Sunday.
12/19/2019	Congestion	In 18 years living and/or working in Gwinnett County, I have never heard the following solution. Please look at any other off ramp on 285, there is always 2 dedicated lanes onto the other freeway. 285 east exiting ontonto 85 north drops from 2 lanes to 1 right as you are about to get onto 85 North, then you drop that 2nd lane in just 1500 feet. And people wonder why it backs up to the Dunwoodys, often by 4pm. Needs 2 dedicated lanes past Jimmy Carter, and take Jimmy Carter exiting traffic off early at Northcrest and run it up the access road. This is the only suggestion I have thought of in 18 years. Thank you for taking the time to consider it.
12/19/2019	Congestion	More dedicated exit lanes onto I-285 North & South.
12/19/2019	Multimodal	Extend MARTA rail service into Gwinnett County.
12/20/2019	Congestion	Terrible congestion near Pleasant Hill right where 316 merges
12/20/2019	Congestion	For some reason the Beaver RUin / Indian Trail stretch is horrible every morning at rush hour

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
12/20/2019	Congestion	Need to rethink the on/off lanes at 85 where it crosses GA 20 by Mall of Georgia. The criss-crossing to get on and off is really dangerous/
12/20/2019	Congestion	Daily congestion getting from 316 to I-85
12/20/2019	Congestion	There should be a DEDICATED lane for commuter bus service along I-85. Give the busses their own on/off access to the highway and divide it from other traffic. Add as many busses as needed. #trainsonwheels
12/20/2019	Congestion	There are no transit options to Duluth. Busses should run from Discover Mills to downtown Duluth.
12/20/2019	Multimodal	There should be a bike lane on 120 from John's Creek to Lawrenceville.
12/20/2019	Freight	Enforce truck lane restrictions
12/20/2019	Freight	Enforce lane restrictions
12/20/2019	Other	Home
12/21/2019	Congestion	A significant increase in capacity is needed on I-85 north at I-285 to keep traffic on I-85 from impeding flow on I-285. Existing HOV lane should be returned to previous use as a non-HOV lane. At least 1 new general use lane should be added past Jimmy Carter BLVD. 2 grade separated HOV lanes should be added in each direction from I-285 to GA-316.
12/21/2019	Congestion	Metered ramps cause significant congestion to traffic attempting to cross I-85. If metered ramps are needed, ramps should be widened and lengthened to provide traffic queuing off of cross corridor streets.
12/21/2019	Congestion	Where possible, unsafe, non-standard interchanges should be eliminated. Ramps should be added to minimize traffic signaling on busy cross streets. HOV access should be provided without need to cross all lanes of traffic.
12/21/2019	Congestion	From 285 eastbound to 85 north entrance.
12/21/2019	Safety	285 westbound to 85 north entrance
12/21/2019	Congestion	85 north at Sugarloaf parkway
12/21/2019	Safety	Even with the recent painting and piles this area is still dangerous! And no one obeys the don't block the intersection signs
12/21/2019	Safety	This area has a walking population, there needs to be better lighting and side walks
12/21/2019	Safety	Lights off people use this as a cut through, the lights take to long and traffic backs up. People turn left causing near accidents all the time
12/21/2019	Congestion	Only a hand full of cars make it through the light, the timing needs to be fixed.
12/21/2019	Congestion	People are always crossing multiple lanes to get onto 285.
12/21/2019	Multimodal	A MARTA line running all the way north is needed
12/21/2019	Congestion	Already very congested, and now they are adding more high density housing and commercial developments, and possinly medical buildings. I have heard no mention of traffic improvements here.
12/21/2019	Congestion	My morning commute is fine Hamilton Mill to the 985 split. Once I hit 317, traffic density brings traffic to a stand still.
12/21/2019	Congestion	It takes 15 minutesto getfrom Riverside Pkwy to the ither side of Northside Hospital. Roads cannot handle the density of people in this area.
12/21/2019	Congestion	Major traffic before Exit 99 Jimmy Carter's
12/21/2019	Congestion	Traffic at Spaghetti Junction is terrible.
12/21/2019	Freight	Keep trucks out of left two lanes. Go back to a HOV and not a HOT
12/21/2019	Congestion	Keep GSP and Gwinnett police off the road in rush hour traffic. They cause more backups and people panic stop when they see them even though that are well under the speed limit due to traffic.
12/21/2019	Congestion	Open up more exit lanes both north bound and south bound just like between Jimmy Carter in Indian trail
12/21/2019	Congestion	The merge at 85 and 316 is terrible in the morning in the HOT lane
12/21/2019	Congestion	20 in front of the mall of georgia is always congested. It’s difficult to get around this area with all the traffic. More developments coming in the future will make it worse
12/21/2019	Congestion	The ramp to MOG is always backed up on the weekends. It needs more lanes or a dedicated lane on 85
12/21/2019	Congestion	Heavy traffic both during rush hour and off rush hour
12/21/2019	Congestion	Always heavy traffic
12/21/2019	Congestion	Out of towners or infrequent travelers of this route sometimes confused about lane they need to be in.
12/21/2019	Other	The DOT needs to buy land from Starship (which would only affect their parking lot) to build an actual ramp from Hwy 317 north to I-85 north. Currently it's so tiny that it causes a LOT of congestion. The people who want to make a right turn onto the interstate get stuck behind the majority of people going straight, which jams up the road badly.
12/21/2019	Other	The less business the county builds right here the less congestion there will be
12/21/2019	Other	There needs to be a yield sign on the I 85 northbound exit ramp to old peachtree road eastbound
12/21/2019	Multimodal	There is a bike lane on Sugarloaf Parkway but it is a death trap, with traffic going 60 miles an hour next to you and tons of debris. A bike lane would be wonderful on a less traveled road and a more scenic one
12/21/2019	Congestion	Need exit for 285 from hov lane.
12/21/2019	Safety	Where the HOT lane splits from 85 over the 985 portion, people from the HOT cut out and cause major traffic back ups and frustrations as they cut the queue. Traffic delineators should be placed.
12/21/2019	Congestion	This area needs more signage signifying congestion ahead and to prepare to slow down as people are getting off and on the exit. This could be a sign or the way the British does it with a bridge and signs that flash. Either or people need to know that there is congestion ahead and is slowing rapidly.
12/21/2019	Safety	Talks of making this an exit and on ramp to the highway is ridiculous as it’s bad enough that it would be less than a mile apart from the next exit and entrance causing major traffic to occur. The roadways surrounding this area are not up to capacity and do not need traffic to pile so closely to another exit.
12/21/2019	Safety	Delinators need to be added so merging and “keep moving” traffic keeps moving. Signs, road pavement signs of keep moving need to be added as driver can understand the lane should not stop.
12/21/2019	Safety	Keep moving should have a road pavement sign and delineators.
12/21/2019	Safety	As people from the mall rejoin the highway, it is hard to see that people are there and sometimes are close calls. A sign that flashes should be installed for car entering highway. Or something to get the attention of drivers to pay attention.
12/21/2019	Safety	Road Divets or rumble strips need to be in place such as the ones in Gwinnett 85 prior the the new extension.
12/21/2019	Congestion	The right turn lane should be extended if possible to allow more cars onto the highway instead of waiting in the queue to continue in lawrenceville suwanee.
12/21/2019	Safety	A big X needs to be painted so everyone understands that blocking a intersection is not safe and is ridiculously dangerous.
12/21/2019	Congestion	With 4 lanes merging to 3,2,1 causes major congestion impacts on the rest of the ones behind. If possible study this area for a traffic light system that releases traffic controlled instead of all at one time. People tend to cut the queue and frustrates many people.

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
12/21/2019	Safety	People tend to cut out of the queue line blindly merging across the triangle and darting in front of others. Look into creating rumble strip islands. Or a raised island.
12/21/2019	Congestion	A shoulder type road should be allowed as traffic to suwanee in the morning backs up to 985 causing 985 traffic to slow abruptly around a corner.
12/21/2019	Safety	Signs should be added to slow or warn traffic of traffic in the immediate lane.
12/21/2019	Safety	Delineators and keep moving should be added to the lane.
12/21/2019	Congestion	Timing of lights need to be improved on this corridor
12/21/2019	Multimodal	The existing bike path here is a death ride. Traffic going 60 miles in our next to you with tons of debris. A different of bike path would be nice on are quiter road and more scenic
12/21/2019	Other	The DOT Should buy land from starship. It would only affect their parking lot anyway. There needs to be an actual ramp from highway 317 northbound to interstate 85 northbound. Right now it is extremely short and causes up tremendous amount of backup
12/21/2019	Other	A yield sign would be nice for the I-85 ramp to Old P'tree Rd eastbound.
12/21/2019	Multimodal	Buford Highway corridor microtransit/light rail, connecting all local eateries and shopping for residents and visitors alike.
12/21/2019	Multimodal	Pleasant Hill corridor microtransit/light rail, connecting all local eateries and shopping for residents and visitors alike.
12/21/2019	Congestion	Dedicated BRT lane in addition to current Peach Pass lanes to encourage bus commuting.
12/21/2019	Congestion	This is an area for people traveling in the peach pass lane to exit. People driving in the “fast” far left lane have to merge right to continue on 85. The combination of these two things causes major congestion, even as early as 4:00 pm
12/21/2019	Congestion	Pleasant Hill gets very backed up and you have to sit for multiple lights in order to access ramp onto 85 N
12/21/2019	Safety	85 entrance ramp is not clearly marked when looking to merge onto 85 N
12/21/2019	Congestion	Spaghetti junction needs more lanes to allow traffic to merge easier.
12/21/2019	Congestion	Too much traffic where 316 merges often with no accidents.
12/21/2019	Congestion	Crossing 20 most times of the year is very time consuming
12/21/2019	Congestion	This interchange does not support traffic volumes during major hours
12/21/2019	Safety	A 45mph speed limit is not sufficient for this roadway
12/21/2019	Congestion	285 interchange to PIB North. Better managed intersection needed. People merging at the last minute causes most of the traffic here
12/21/2019	Congestion	Congestion on I-85 South on weekday mornings is horrible. Using the HOT lane makes little difference. The congestion from 316 to I-285 makes for a soul sucking commute.
12/21/2019	Safety	Traffic speeding on Oakland Road is a problem for my family. Turning left from Condor Road onto Oakland Road is very dangerous due to a blind curve. We need a light or some other way to discourage speeding on this road.
12/21/2019	Congestion	Congestion on I-85 North on weekday evenings is awful. Extending the MARTA train up the I-85 corridor would greatly reduce this congestion.
12/21/2019	Safety	So many accidents here!! I have reported many times since living the area, very unsafe left turns made, historically people have died here. Needs immediate attention. Light, removal of turn, something
12/21/2019	Congestion	Terrible traffic, especially at rush hour. Needs public transportation to alleviate congestion. Also very dangerous, lots of distracted driving, only makes it worse. Need better bypass roads, easier exits
12/21/2019	Congestion	Terrible slowdowns as you approach 28585 from any direction. Need to make much easier, simpler, and safer than spaghetti junction
12/21/2019	Congestion	Fix merge of 316 and peachpass lane
12/21/2019	Congestion	316 needs to be widened
12/21/2019	Congestion	Need 3 or more lanes to Lawrenceville
12/21/2019	Congestion	Boys down traffic due to left lane exit to 985
12/21/2019	Safety	SB 85 to JCB backs up on 85 creating hazardous condition
12/21/2019	Congestion	At 5:00 any day if the week.
12/21/2019	Congestion	There needs to be another exit serving the Mall of GA area. Buford Drive can't handle all the traffic on it's own as is and definitely not as the area continues to grow.
12/21/2019	Safety	There are not enough HOT lane exits as you approach 316 on 85N. There needs to be a flyover ramp to exit onto 316 from the HOT lane or there needs to be more lane exits as you approach 316. When traffic is heavy and you actually want to use the HOT lane it's dangerous and at times downright impossible to get out of the HOT lane and merge in time to exit.
12/21/2019	Multimodal	MARTA is desperately needed along this corridor. Extend rail to at least Jimmy Carter if not all the way to Gwinnett Place and Mall of GA. The HOT lanes could also be repurposed to serve light rail that carries way more people than the current toll lanes.
12/21/2019	Safety	Used as a high-speed shortcut from Buford Hwy to I-85. Speeders and too much traffic in a neighborhood area.
12/21/2019	Congestion	i285-i85 is the worst interchange for the volume it handles, need to offer other alternatives and bypasses - what happened to the outer perimeter? all other cities in the country have them.
12/21/2019	Freight	as a region we need to investigate non rush hour traffic, thus trucks must be complete;y banned during rush hours and they need a place to stop until greenlighted
12/21/2019	Congestion	we need more lanes to accommodate traffic, like a 2nd overhead level. or tunneling. now!
12/21/2019	Congestion	Where 985 and 85 merge there should be a more enforced right of way along with enforcing the fast lane slow lane
12/22/2019	Congestion	Merging traffic
12/22/2019	Congestion	Busy intersection
12/22/2019	Congestion	Lights left and right entering 85 to many cars intering 85 congeastion
12/22/2019	Safety	HOV LANE NEEDS TO HAVE EARLIER BROKEN LINES BEFORE JIMMY CARTER EXIT. HARD TO GET OVER 5 LANES TO GET OFF EXIT DURING RUSH HOURS
12/22/2019	Safety	EXIT RAMP GOING NORTH NEEDS TWO LANES ALL THE WAY NOT TWO THEN NARROWS TO ONE BEFORE ENTRANCE INTO ROAD WAY.
12/22/2019	Congestion	Transition to I285
12/22/2019	Congestion	Heavy Daily morning congestions between exits indian trail and beaver ruin. minimum 20-30 minutes
12/22/2019	Congestion	High level of congestion in all surrounding roads in the AM. The roads leading to entrances need to work better.
12/22/2019	Congestion	Would be nice for more lanes leading into 285 as not to congest 85 traffic south
12/22/2019	Congestion	The 285/85 merge has ridiculous congestion since it merges three lanes all at once. It's just about impossible to get passed this section during traffic time. I have also been almost run over by tractor trailers during non traffic times on the merge more than one time (probably because no one knows it's about to merge three lanes into one.
12/22/2019	Congestion	During traffic, the cars exiting onto exit 99 cause increased traffic. But that's also true of every exit.

Map Ideas Comments - Online Survey		
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12/22/2019	Safety	This is the most unsafe exit I have ever driven on. There are partial left over medians that block cars from turning properly when exiting from the North. Heading on 378 west there's a turn lane into a gas station that all of a sudden turns into two lanes turning onto the highway where cars will randomly stop to turn into the gas station. 378 needs to be redone. There's too much traffic here for it to be a complete mess with unclear lanes and partial left over medians with no indication they are there. Please reconstruct this exit!!!
12/22/2019	Congestion	There is a very high amount of congestion heading west on Arcadord/378 at the Hwy 29 intersection. The light to allow cars to go E/W needs to be recalculated. It barely allows more than six cars (combined between both lanes) to pass before turning yellow/red. This particularly occurs during traffic time. Arcado Rd needs to be expanded to allow for decreased congestion as there are a lot of new homes very close to this intersection
12/22/2019	Multimodal	Please consider adding a pedestrian cross light (the kind where you press a button and the light changes) as the sidewalk randomly ends on one side of this road. I have seen several people almost get hit trying to cross over right here in order to get to the side with a sidewalk the continues both ways. Or continue the sidewalk along the side with the soccer complex.
12/22/2019	Safety	Please consider the addition of a deceleration lane to turn into both neighborhoods on either side of this road or adding a stop light and/or stop sign. There is currently no stop sign at the entrance/exit of the road (Jackson PL NW).
12/22/2019	Congestion	Possibly consider a diamond interchange like other local exits. Locaks won't be happy in the short run, but given the residential building in the area, we will be glad to have it later.
12/22/2019	Congestion	To many semi's and slow veichles in left two lanes not allowing a steady flow of cars not merging/exiting.
12/22/2019	Congestion	Congestion always at the 85N merger from 285.
12/22/2019	Congestion	Congestion here too.
12/22/2019	Congestion	Congestion due to exit 111
12/22/2019	Congestion	Congestion at exit 115
12/22/2019	Safety	This sector is very accident prone and highly congested, even during none rush hour times
12/22/2019	Congestion	This junction at 85 Express lanes and 316 is just awful during rush hour. Its compounded by ga state patrol that constantly pull people over in those lanes which further compounds the congestion,
12/22/2019	Multimodal	Needs bike lanes to connect lawrenceville to DeKalb county
12/22/2019	Multimodal	Bike lanes to connect lawrenceville to the mall or lake
12/22/2019	Other	Expand marta to Gainesville and Athens. bus and rail
12/22/2019	Multimodal	Connect trails along the chattahoochee to the cobb and Fulton trail
12/22/2019	Congestion	Really congested during 2-7pm during the weekdays
12/22/2019	Congestion	Additional lanes needed for the merge onto I-285 from I-85 during the morning rush hour
12/22/2019	Freight	Add truck only lanes
12/22/2019	Congestion	Sugarloaf is often backed up so badly a fix would be appreciated
12/22/2019	Congestion	It is impossible to get off this exit during rush hour. People in the right turn lane always cut into the left turn lanes dangerously and at the last minute. Congestion also pushes cars into the highway. It is very dangerous!
12/22/2019	Congestion	Who thought it was a good idea to merge 285 and 85 right here. Its hell man. Hell. Make 285 on to 85 by pass spaghetti junction just a little bit and boom! Better stuff
12/22/2019	Congestion	So alot of people who are going to 316 jump off here to take oakbrook up. Just came a no exit lane that goes from 285 to 316. You can get on at 285, from 285 or 85, and on at jimmy carter. Other than that you cant. And it ends at 316.
12/22/2019	Congestion	Here's what you need. And tons of money because everyone north of mall of ga has cash. Build a roll lane or whatever that let's you get on at 285 /85 and maybe jimmy carter and dumps you right before this split.
12/22/2019	Congestion	This area is worse than atlanta. It literally takes an hour for me to get to 985 from here. Wtf, who design this? Fire them.
12/22/2019	Congestion	Traffic flow isn't that great, lots of backup for miles before the 316 exit
12/22/2019	Congestion	85 has o e lane exit to 20. Can back up for quite a ways. 20 itself is horrible on weekends...too many people and too many stores in that stretch of 20.
12/22/2019	Congestion	Limit pay lane exits to reduce the number if people trying to exit pay lane and cross all of 85 to exit onto 285. The pay lane plan is stupid and dangerous as it currently exists.
12/22/2019	Congestion	Why do we have stupid pay lanes here when we have the perfect opportunity to have a tractor trailer only lane. In this area tractor trailers cause massive congestion. Force them all to use a semi only lane.
12/22/2019	Congestion	Because we all love sitting behind a wall of tractor trailers going the same speed. Create semi only lane and enforce their use of it.
12/22/2019	Congestion	You added a pay lane that nobody uses. Open it up. If we have to pay taxes to build it, let us use it.
12/22/2019	Congestion	Should have taken the Money and bet on a no vote for MARTA instead of buying property in hopes that it went your way. Quit wasting our taxes
12/22/2019	Congestion	The 141 corridor is excessively busy and slow during the rush hour commutes.
12/22/2019	Multimodal	There is no fast reliable transit option from Peachtree Corners down to the doraville marta station to connection in with the rest of the marta transit system. Improving transit gets cars off of the road and improves congestion.
12/22/2019	Congestion	The I-85/GA-20 interchange is sub-functionable to serve the DRI's already in the area much less the approved new developments. Look at what ALDOT did at I-65 and the Galleria in Hoover Al for inspiration.
12/22/2019	Congestion	This has to be the absolute worst, most embarrassing section of highway in the state. Day or night, 7 says a week this area is congested and poses a very real safety concern.
12/22/2019	Congestion	Merging needs to be controlled in this area to prevent slowdowns and accidents.
12/22/2019	Congestion	Bullshit traffic
12/22/2019	Congestion	Always congested any day of the week
12/22/2019	Congestion	NB is always congested here any day of the week
12/22/2019	Safety	Peach Pass exit to 985 non existent very dangerous to merge back into traffic with minimal space
12/22/2019	Congestion	The new diamond intersection at JCB is not working, traffic backs up on 85 since the interchange does not flow traffic well. Dangerous situation on 85 South.
12/22/2019	Other	The stretch of 85 between GA 20 and 317 (5 miles) has NO overpasses which forces congestion on GA 20 and 317 since these are the only roads where local traffic can cross I-85. So not only do you end up with the interchange traffic but also local traffic merely wanting to cross I-85.
12/22/2019	Congestion	When I-285 does not flow, it causes backup and congestion on I-85
12/22/2019	Congestion	285 east to 85 north and 85 south to 285 east is always congested

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12/22/2019	Congestion	During morning rush hour congestion in the Peachpass lane when traffic from 316 is merging is horrific. 85S Peachpass lane is always backed up. The added police, GSP, & Dept of Safety officers present is MUCH appreciated. People merging in and out of the Peachpass lane is dangerous! Many people cross the solid white lines and don't actually pay for Peachpass. I don't know if stronger Peachpass enforcement is an option but I think getting/keeping lane violators out of the lanes would help. Gwinnett's highway issues are mostly due to congestion from high population. Identification and ticketing of high risk drivers, due to speed, frequent lane changes, and/or cell phone use while driving would help. I know this requires more officers and money but if there were more people caught and ticketed for these high risk behaviors it might influence others to drive more responsibly.
12/22/2019	Congestion	Extend Sugarloaf on-ramp to GA316 Westbound through floodplain all the way under Boggs Rd 3/4 of a mile down.
12/22/2019	Congestion	Remove existing grass median, add concrete divider and one lane on each side from Buford 20 124 Braselton Hwy all the way to Buford 20/ 85. This has to happen within the next 5 years.
12/22/2019	Congestion	Remove the lane use limitations of the far right lane of 85N from Jimmy Carter Blvd. to Indian Trail Rd.
12/22/2019	Freight	Many distribution centers from Jackson County down to Union City Fulton County have created this mess. Without an outer perimeter beyond 285, there will be no relief.
12/22/2019	Other	Figure out a way to extend the Gold Line with stops at Jimmy Carter, Pleasant Hill, GGC/Airport, Mall of Georgia
12/22/2019	Safety	Extend Highway lighting up to Hamilton Mill.
12/23/2019	Multimodal	light rail stop
12/23/2019	Multimodal	light rail station
12/23/2019	Congestion	HOT lanes often go slower than non-toll traffic during morning rush hour in this region. A toll should be refunded if the toll lane goes slower than normal traffic.
12/23/2019	Congestion	Lack of divider on HOT lanes makes it so that traffic often uses lanes illegally. Lack of divider means traffic accidents from normal lanes often impede toll lanes. Lack of reversible lanes means traffic lanes cannot be fully utilized to benefit commuters like in some other areas like I75 below the perimeter.
12/23/2019	Other	There are no good Xpress bus commuter options in this area. An Xpress bus to doraville or linbergh would be helpful. BRT would be ideal.
12/23/2019	Congestion	Spaghetti junction - worst interchange in the U.S.! Fun starts here, but the backup can be 3 miles before this point.
12/23/2019	Congestion	Now you're beyond I-85 - I-285, joining up with all the I-285 - I-85N traffic, plus surface street traffic on Pleasantdale. 10 pounds of traffic in a 5 pound bag!
12/23/2019	Congestion	I would classify this as interchange because it's I-85 from I-285 (2 directions) plus NE Expy already on I-85 going north. 15 pouds of traffic in a 5 pound bag!
12/23/2019	Congestion	Coming uphill from Spaghetti Junction, there is a lot on merged/merging traffic through Pleasantdale, then everyone slowws on this hill behind poeple making their way around Jimmy Carter curve * and * merging traffic from Jimmy Carter, all going north. Together. Slowly. 20 pounds of traffic in a 5 pound bag.
12/23/2019	Other	marta station
12/23/2019	Congestion	Light is too short. I wait 20mins during traffic and I can see the light the whole time.
12/23/2019	Congestion	Light is too short during traffic times, cars blocking the intersection daily occurrence. Going through different measures to skip the light.
12/23/2019	Safety	Accidents happen all the time, people will pull out during traffic and people will slam on the breaks and cause accidents from cars behind.
12/23/2019	Congestion	Merging on to 85 from Pleasant Hill is always congested at peak traffic times
12/23/2019	Congestion	Congested most of the day near exit 95B
12/23/2019	Congestion	Congested at exit for Mall of Georgia
12/23/2019	Freight	Limit number of lanes tractor trailers can use more than already limited. Trucks magnify the impact of stop and go traffic.
12/23/2019	Other	Need to expand Marta or other rail along 85 up to at least Pleasant Hill if not further.
12/23/2019	Congestion	Need to be able to keep people jumping lanes which slows down traffic
12/23/2019	Congestion	Always congestion at or near Jimmy Carter and 85. Traffic slows for no apparent reason and opens back up after. Have seen this on both north and southbound.
12/23/2019	Congestion	Heavy traffic area with frequent long lines of cars trying to exit 85 to Mall of Georgia. Seems always congested with circle exit lane backed up onto 85.
12/23/2019	Safety	Vehicles trying to get on 85 and those getting off 85 at the Buford exchange north are in a constant battle to get into the correct lanes which require drivers to change lanes in a fairly short distance for the amount of traffic.
12/23/2019	Congestion	merge area between H316 and I-85. especially in peach pass
12/23/2019	Congestion	congestion/slow traffic in this area almost every morning and afternoon.
12/23/2019	Congestion	Eastbound traffic comes to a halt every afternoon every day.
12/23/2019	Safety	travel along the access road/dawson/northcrest/button gwinnett is unsafe & not possible without a car, also unsafe for for drivers.
12/23/2019	Multimodal	local connections across 85 in this area is very limited
12/23/2019	Multimodal	transit users traveling to the doraville station have to fight the same congestion as SOV commuters, and through one of the most congested interchanges in metro atlanta. Short of extending MARTA north (which won't happen for decades if ever) create a new access point from 85 for transit buses and park-and-ride
12/23/2019	Other	Transit
12/23/2019	Other	see comments
12/23/2019	Safety	Too many accidents
12/23/2019	Congestion	316 is a mess
12/23/2019	Congestion	Merging traffic, cars in left lane, have no were to go
12/23/2019	Congestion	Exit to Jimmy Carter is not long enough to handle the rush hour traffic, causing the exit lane to back onto 85, VERY DANGEROUS!
12/23/2019	Other	All cars drive in the left lane, most do not do not maintain the min. speed limit, in addition the drivers will not yield lane to drivers that want to be on time at work. I find this a problem through out this area, in side streets, two lane roads and 19/400. In the north we called this group of people "Left Lane Dicks". You must pass a law, "Drive Right Pass Left", if you have such a law, Enforce it!, increase the fines to $300-$400 first offense, $750 second, etc.
12/24/2019	Congestion	Entire “spaghetti junction” needs to be redesigned.
12/24/2019	Congestion	Entry/exit at Jimmy Carter always slows down entire northbound flow and leads to accidents.
12/24/2019	Safety	Traffic entering northbound I-85 from GA 317 disrupts traffic and leads to accidents attempting to cross over to I-985.

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12/24/2019	Congestion	85 South from slightly before pleasant Hill exit all the way to the Indian trail exit.... Something needs to be done about the right lane and all of the on-ramps from pleasant Hill Beaver ruin and Indian trail... There's an extreme problem with either slow drivers or the way people driving or enter the interstate from those three exits that cause extreme congestion in right lane... For some reason people drive extremely slow in the right lane between those three exits and then add to that you have people that do not use the on-ramp correctly and they enter the interstate slow as well so the right lane or the two right lanes actually pretty much bring that whole cord or to a halt and then once you get past Indian trail you're like looking for what was causing the traffic and there's nothing there.... It's very apparent if you get in the express lane or peach pass lane from Sugarloaf....you can ride that all the way down to Jimmy Carter and literally see all the traffic and then when you get to the front you don't even see what caused the traffic just starts moving again. It makes no sense.
12/24/2019	Congestion	Peach pass lanes worsened the traffic commute and pricing is ridiculous. I used it everyday for commuting for year sat in lane with non paying vehicles moving at same speed or better. After a year of wasting $200 + a month I no longer use it at all. Why were true reverse express lanes not built instead to help the commute out of Gwinnett county? Express lanes should have been done to get the volume of traffic out of the county and to the I285 junction.
12/24/2019	Freight	Safety semi trucks should be restricted to right lane travel only in metropolitan areas like in some other states. They travel way too fast change lanes and don’t belong in lanes with car traffic
12/24/2019	Congestion	I’ve been asking for years for a bus from the sugarloaf area to turn towards bulkhead piedmont hospital. There are so many of us who live in Gwinnett but the buses go to arts center and Lindbergh causes commuters to have to then catch a secondary Marta bus to final destination. Spending this volume of time to coordinate bus schedules puts you back driving your own vehicle
12/24/2019	Congestion	Make the interchange of 285 to 85 less impactful to northbound traffic on 85. Prevent lane changes immediately after merge-on from 285.
12/24/2019	Multimodal	Introduce public transit options; MARTA would be ideal
12/24/2019	Congestion	Create Point to Point lane; entry is before 285 interchange and exit is after 316. No exits, just a straight-through drive.
12/24/2019	Multimodal	Marta Station here
12/25/2019	Congestion	Even at odd hours (middle of the weekday) this intersection can get nuts.
12/25/2019	Safety	This intersection is extremely dangerous.
12/25/2019	Congestion	This entire interchange needs to be updated. I can't count the number of accidents I've seen here involving cars trying to merge off/on 85 from SR20.
12/25/2019	Safety	going from expressway to limited access
12/25/2019	Congestion	merging expressways and lanes
12/25/2019	Freight	expressways merging
12/25/2019	Congestion	Increase throughput on jimmy carter boulevard so that interstate will not back up by changing lights on jc during rush hour
12/25/2019	Congestion	Increase throughout on pleasant hill to get cars oof interstate
12/25/2019	Congestion	Widen intersection from 2 to 4 lanes
12/26/2019	Congestion	This section is always congested at rush hour. Accidents going north bound in the evening. Backs up traffic for miles.
12/26/2019	Congestion	The exit at gravel springs may help, but this exit backs up onto i85 during the evening rush hour. Hamilton Mill Rd needs improvements to prevent this.
12/26/2019	Safety	Trucks often travel at a high rate of speed throughout the i85 corridor. Consider truck lane restrictions and adjusted speed limits for trucks. At the speeds they travel, they can't stop quickly and become dangerous. Cars are also at faultbwith high rates or too low speeds.
12/26/2019	Safety	Add signs and enforce that left lanes are only for passing. People geton the highway and move all the way to the far left to travel.
12/26/2019	Congestion	need additional exit lanes or solution to consistent back up at South bound Jimmy Carter exit
12/26/2019	Congestion	need additional lanes or exit solutions for South bound 285 entrances - creates congestion all the way past Pleasant Hill exit
12/26/2019	Safety	maybe more signage, beginning earlier, combined with additional exit solutions for 285 would help drivers merge in a safer manner?
12/26/2019	Congestion	Since the racists up here will never vote for Marta, build a dedicated transit link from here to Doraville. Quick and cheap (ha). Two stops. Mall of Georgia and Doraville station.
12/26/2019	Congestion	Specifically southbound. I don’t know why this is the spot where everything backs up as soon as traffic gets heavy. Perhaps because both the merging lanes from 316 go away? Would stand to reason that these lanes need to run for longer to spread out the merge.
12/26/2019	Congestion	Going northbound, provide access directly to HOT lanes from 285. There’s next to no opportunity to get all the way over after merging into 85 north
12/26/2019	Congestion	High congestion with merge to 985
12/26/2019	Congestion	Always congested in the afternoon.
12/26/2019	Congestion	The congestion from 317 to the 85/985 spit is ridiculous most times of the day.
12/26/2019	Congestion	The congestion on 85 and 211 is in need of help, a wider 211 and some turn signals at Grand Hickory would be most appreciated.
12/26/2019	Congestion	The HOT lane backs up where the lane from 316 merges into the lane from I-85, to the point where the HOT lane is often stopped while normal lanes maintain decent speed. Opportunity for improvement here.
12/26/2019	Congestion	Transition fro I-85 to I-285 backs up onto I-85. Cleaning up these transitions (longer / additional merge lanes on 285?) would help I-85.
12/26/2019	Multimodal	The train tracks that parallel Buford Highway are begging for a commuter train. Rather than wait for full MARTA buildout, a commuter train that runs on the existing tracks and goes between Buford (or even Gainesville) and Doraville would have to relieve some congestion.
12/26/2019	Congestion	Northbound congestion almost every weekday for evening rush hour from Old Peachtree up to the 985 split
12/26/2019	Congestion	GA 20 has awful congestion and will get worse once new construction area is completed for TopGolf and other recreational attractions.
12/26/2019	Congestion	Heavy rush hour traffic on Pleasant Hill rush hour morning and night.
12/26/2019	Congestion	During rush hour, especially the evening, very slow moving traffic until 985 split
12/26/2019	Congestion	PeachPass lane where people are getting off to merge onto 985.
12/26/2019	Congestion	It is never clear on 85N or S between Pleasant Hill and 285

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
12/26/2019	Safety	The northbound entrance crosses over the merge lane for the southbound exit and causes congestion and safety concerns
12/26/2019	Congestion	Way to much traffic for the amount of lanes we have.
12/26/2019	Congestion	I-85 should be three lane all the way to SC
12/26/2019	Safety	Trying to merge right after 985 to get to the suwanee exit is dangerous
12/26/2019	Congestion	This is such a dangerous area with Tractor Trailers running lights, traffic is always bad. Please help us fix this awful area in Braselton.
12/26/2019	Congestion	Hwy 211 from Friendship Road by the New Northeast Ga to I85 at Chateau Elan is just horrible. Now they are about to add 300 plus homes and a commercial development. 85 is consistently stopped in the area. I thought we were suppose to have the Peach Pass from Hamilton Mill Road to Hwy 129 in Jefferson, What happened> There was also suppose to be a exit added on at Hwy 60 from 85?
12/26/2019	Congestion	How many people have to die or are badly injured before the intersection of Hwy 60 & Hwy 124 is changed?
12/26/2019	Safety	Hwy 60 & Hwy 124, this is a crazy dangerous intersection.
12/26/2019	Safety	Regulate according to time of day.
12/26/2019	Freight	Freight only lanes or times.
12/26/2019	Congestion	Need more Widening of 316 to Winder
12/26/2019	Congestion	The HOT lane merge from 316 to 85S is always congested at morning rush hour.
12/26/2019	Multimodal	We have to have better transit in this corridor. Is there a rapid transit that moves cars and people? That way, connections to the offices can be facilitated since Atlanta has terrible transit ITP
12/26/2019	Congestion	Entrance ramp merging with two other lanes merging to one lane merging into highway. It is always backed up with cars driving on the shoulder to go around which causes people to road rage
12/26/2019	Safety	People jump off PeachPass into highway after exit to go onto 985 ramp suggest adding physical dividers to prevent
12/26/2019	Congestion	Very congested all the time
12/26/2019	Congestion	Always congested
12/26/2019	Congestion	People trying to merge off 85 in the same lane as people trying to merge on to 85
12/26/2019	Congestion	The merge with 316 is horrible
12/26/2019	Congestion	The needs to be another exit between hwy20 and Hamilton mill.
12/26/2019	Congestion	Exit from peach pass lane too close to the 985/85 split.
12/27/2019	Congestion	316 peach pass merge backs up the main highway. Something needs done to correct this
12/27/2019	Congestion	This has always been a highly contested area at Jimmy Carter then breaks loose once you get past the exit Can something be done at this exit to alleviate this congestion?
12/27/2019	Freight	M sure it would take an act of Congress but wouldn't be awesome if all freight could only pass through Atlanta overnight?
12/27/2019	Other	Whoever the subcontractor was on the lanes up 85 to hamilton mill did an awesome job with few delays and very fast work.
12/27/2019	Congestion	Slowdown due to i285
12/27/2019	Congestion	Always slows at this bend at JCB due to volume and road bend
12/27/2019	Freight	A way to go from i85 South to 985 north
12/27/2019	Congestion	Need interchange similar to Pleasant Hill with earlier exit with side road for South bound. An exit just for North bound and 285 traffic.
12/27/2019	Congestion	Elevated managed lanes are needed from 285 to 316
12/27/2019	Congestion	Elevated managed lanes are needed from 316 to 285
12/27/2019	Congestion	Additional capacity is needed from 316 to 285
12/27/2019	Congestion	The I-85/I285 transition from Jimmy Carter South to I-285 is a problem area. Travelers not familiar with this area cause a lot of the problems. They travel in the ":left" lanes to move faster and then try and merge to the right once they see the interchange. I believe that there should be exits (similar to Pleasant Hill Rd. and I-85).
12/27/2019	Freight	I believe that dedicated "freight lanes" would be beneficial to reducing the traffic along this portion of I-85. The lanes could be restricted/monitored similar to the HOV lanes. and
12/27/2019	Congestion	I believe that better signage at the I-85/I-985 interchange would also help reduce the traffic situation, by providing direction to those less familiar with the area.
12/27/2019	Congestion	We are not going to pave our way out of the congestion on I85. We need functional transit that connects seamlessly throughout Atlanta.
12/27/2019	Congestion	Need to expand the exit ramp length to allow rush hour traffic to get off the interstate and keep from causing congestion along the interstate.
12/27/2019	Congestion	the diverging diamond interchange really seemed to help at Pleasant Hill Road (I was surprised). Something similar is needed here.
12/27/2019	Other	You can't get from I-85 South to SR316 E without exiting and clogging up local traffic. Need to be able to flow from one limited access highway to the other without needing to exit and sit through several lights.
12/27/2019	Safety	HOT lanes need to separated by a physical barrier from other travel lanes to help prevent illegal crossover of slow moving traffic into the faster moving HOT lanes. These lanes should also be made reversible so that they only flow in the direction of heavy traffic (similar to what has been done south of Atlanta, near Miami, etc.).
12/27/2019	Safety	This on-ramp is very short and dumps you into a lane that also ends within a short period of time. This can lead to merging slow downs during heavy traffic congestion.
12/27/2019	Congestion	I know that I am probably in the minority - but don't under any circumstances put a new exit here! It is nice to know a way across the highway that isn't bogged down by traffic and businesses trying to make a buck.
12/27/2019	Safety	This merge from the Mall of Georgia area back to I-85S always feels stressful. Need a better mousetrap.
12/27/2019	Safety	Traffic along I-20W typically is terrible, and backs up due to the "suicide" lane format: having people trying to get into and out of a lane in a short time period in a congested area is just a bad idea. This entire interchange needs to be re-evaluated.
12/27/2019	Congestion	A direct access to the highway from Mall of Georgia Blvd (would say South is more important) would greatly reduce the congestion in the area.
12/27/2019	Congestion	It takes approximately 30-45 minutes to drive 5 miles. I drive This daily. Can someone please add more lanes, an additional ramp, or some other type of roadwork to help improve our quality of life. This is a quality of life issue for those of us who use it daily to commute to work.
12/27/2019	Safety	The right lanes often backup due to congestion on the 285 ramps. I often see cars change lanes abruptly to either exit or enter the stopped lanes.

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
12/27/2019	Congestion	Jimmy Carter interchange is congested and causes delays SB in the evenings.
12/27/2019	Multimodal	Buses should have direct ramps in/out of express lanes for more consistent trip times.
12/27/2019	Multimodal	Exclusive bus lanes throughout corridor for rapid bus transit.
12/27/2019	Safety	Speed limits are too high or not enforced. Excessively speeding drivers are dangerous to all other vehicles on the road.
12/27/2019	Freight	Trucks routinely use left two lanes even though signs are posted.
12/27/2019	Multimodal	Light rail
12/27/2019	Congestion	285/85 Intersection congestion.
12/27/2019	Congestion	Exit lane backs up into highway and causes great congestion and safety issue with stopped cars next to high speed cars on I85.
12/27/2019	Congestion	Lots of stop and go that occurs here daily. Approving flow would be an improvement.
12/27/2019	Congestion	Add Street Lights on Hwy 20 Grayson Hwy East and West.
12/28/2019	Congestion	The peachpass and 316 entrance to 85 merge and make the peachpass lane useless for a good ways
12/28/2019	Congestion	Always traffic here with the 285 ramp
12/28/2019	Safety	Everyone changes lanes at last minute and cuts everyone off
12/28/2019	Congestion	The 85 North bound off ramp is always plagued with drivers not merging into northbound GA-20 traffic at this location. The disregard the "Keep Moving" sign and often leads to stand-still traffic through the interchange and even onto I-85.
12/28/2019	Safety	Driving in the northbound PeachPass lane, the sweeping left hand turn does not allow much sight distance past the curve - could be a very dangerous hazard if a stopped vehicle was in the lane.
12/28/2019	Freight	A double diverging diamond intersection could help this overpass, if it's possible. Semi-trucks often have a hard time turning onto Lawrenceville-Suwanee from either south or north bound lanes of I-85.
12/28/2019	Multimodal	Bus RT or more express buses
12/29/2019	Congestion	There needs to be a direct access to the Peachpass lane- this is one of the worst merges (Sugarloaf to 85). And the peachpass lane needs to be open from the Duluth ramp to 985N.
12/29/2019	Congestion	You have got to create other access roads to 85 around the Suwanee exit- this is horrendous traffic.
12/29/2019	Congestion	Please change the timing of the lights in this area- why does the “20” main lanes get sooo much time and all the turn lanes get 30 seconds?
12/29/2019	Congestion	The 985n on-ramp light is not timed properly to allow enough cars through so it backs up way down 20 to buford hwy
12/29/2019	Congestion	Heavy traffic getting onto the highway
12/29/2019	Other	The split between East & West 285 is confusing. Not enough time to get in the correct lane and lots of la e changes by all plus congestion makes this a dangerous part of the highway.
12/29/2019	Congestion	Relieving congestion 85S approaching 285 would be significant.
12/29/2019	Freight	There seems to be an extraordinary amount of freight traffic in the corridor compared to other interstates. Anything that could be done to limit freight traffic would be helpful. Particularly during peak commute hours. Perhaps prohibit freight from 7am - 10am and 3pm - 6pm.
12/29/2019	Congestion	With the merger of 85, 316 and Pleasant Hill Rd exit there is a reduction of 2 lanes due to merging. This forces many lanes of traffic into a narrow pinch point.
12/30/2019	Congestion	Going onto 85N from Pleasant Hill is an absolute nightmare around rush hour. Subsequently, coming off of 85S onto PH is just as bad in rush hour.
12/30/2019	Congestion	Coming off 85N onto 317 is nightmarish in the evening due to merging lanes from the adjacent side roads and exiting traffic. Causes a huge delay in traffic.
12/30/2019	Freight	Nothing is worse than dealing with 85N traffic rushing to merge onto 985, but the trucks that sit in the left lane of 85N after being slowed to 5-10mph (due to traffic) just infuriate me and cause twice as much traffic due to frustrated motorists attempting to pass in right lane.
12/30/2019	Congestion	Traffic backs up coning from the North from this location M-F during the hours of 0545-1030.
12/30/2019	Congestion	Traffic backs up here in both North and Southbound directions throughout the day, it's worse between 0545-1030 and 1530-1930 but it seemingly is always slow...even on weekends
12/30/2019	Congestion	Rush hour congestion; expanded rush hour
12/30/2019	Freight	Continuous Tractor trailer movement, with only more coming with the Savanah port expansion.
12/30/2019	Multimodal	Almost no consideration to Bicycle routes across I 85;
12/30/2019	Congestion	lessened congestion inside of I285
12/30/2019	Congestion	lack of capacity. Light rail transit option is necessary as an alternative along the top end perimeter from Cumberland/Vinings to Northlake and into both Gwinnett and Cobb
12/30/2019	Congestion	Lack of capacity. Needs alternative transportation options of light rail
12/30/2019	Freight	Ban trucks from Interstates during rush hours (6-9AM and 4-7PM) Have them park at designated wait stations such as the old rest stop on I-85 near I-985 in the mornings.
12/30/2019	Congestion	Need alternative to driving in the form of light rail transit in the I-85 corridor to be built ASAP using BONDS.
12/30/2019	Congestion	Coinvert HOT lanes to general travel lanes and build grade separated reversible HOT lanes like on I-75 as the LAST road upgrade in this corridor after which the only upgrades in the corridor will be for mass transit.
12/30/2019	Freight	Have freight truck traffic wait here during morning rush hours between 6AM and 9AM at old southbound rest stop.
12/30/2019	Congestion	Widen Buford Highway and PIB for three lanes in each direction for egenral tarffic plus add dedicated transit lanes and bypasses.
12/30/2019	Congestion	Widen SR120 for additional lanes and bus transit
12/31/2019	Congestion	Merge points too close together, impeding flow of traffic.
12/31/2019	Congestion	Distances between ramps is too short for the volume. Need to separate local/thru lanes with jersey barriers
12/31/2019	Congestion	Merging truck and passenger makes this lane traffic go for miles back from here.
12/31/2019	Congestion	No cloverleaf. Overly reliant on left turns at interchanges. Impedes traffic flow
12/31/2019	Congestion	Interchange impeded with left turn requirements from off ramp to westbound Jimmy Carter. Left turns cause other traffic to stop, resulting in additional congestion.
12/31/2019	Congestion	Another exit 2 miles away from Jimmy carter, accessibile to all lanes. This needs to be part of a local lane, separate from the normal traffic flow.
12/31/2019	Safety	Abandoned vehicles on shoulder for days. Presents real danger at night
12/31/2019	Freight	Limit hours truckers can access I-85. No trucks between 6-9am
12/31/2019	Congestion	Ticket drivers who dont move accident vehicles from traffic lanes while waiting for police.
12/31/2019	Congestion	This area (going southbound) is consistently congested, even outside of peak commute times. The exit ramp at Jimmy Carter gets backed up as well.

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Date	**Marker Type**	**Comment**
12/31/2019	Freight	This area is home to many logistics, distribution, supplier businesses. Heavy trucks move more slowly and can exacerbate the existing congestion in this area.
12/31/2019	Multimodal	The retail and office in this area was built for car culture, but there are many surrounding residential areas - if safe, well-connected multimodal (bike, pedestrian, transit) options were available, they could be a true asset to this area and ease the congestion on/off I-85
12/31/2019	Multimodal	This area is home to a mix of office, retail, and entertainment, surrounded by nearby residential and multi-family. Investing in safe, well-connected bike/pedestrian facilities and transit to make it feel more human scale could present better connectivity in this corridor along I-85. The interchange of Sugarloaf and I-85 is just massive and paved - lots of potential to create better connectivity and enhance the interchange.
12/31/2019	Congestion	Express lanes with transit needed along the entire corridor.
12/31/2019	Freight	Extensive truck traffic along corridor. Additional managed lanes are needed to accommodate the current and future traffic.
12/31/2019	Multimodal	New bus rapid transit service needs to be undertaken between Doraville and Gwinnett Arena area.
12/31/2019	Multimodal	Bike and pedestrian facilities and safety improvements needed along the corridor in areas with apartments and retail.
12/31/2019	Congestion	This interchange backs up 85 southbound every afternoon. Finding a way to keep cars moving onto JCB would help everyone headed that direction in the afternoon.
12/31/2019	Congestion	Completing the managed lanes system across the top end needs to be a priority
12/31/2019	Safety	There is often an accident in the I-85 southbound lane just north or just south of Pleasant Hill Road during afternoon rush hour.
12/31/2019	Congestion	I-85 southbound backs up during the afternoon rush hour after the 316/85 merge. The traffic speeds up again past Pleasant Hill Road.
12/31/2019	Freight	Get them off of the interstate
12/31/2019	Multimodal	Great location for a station
12/31/2019	Safety	On the "local" freeway going north toward exit 111, there needs to be a merge sign at the merge point before the entrance to the main freeway. It seems that this was overlooked after the new lane construction was done.
12/31/2019	Congestion	Getting on to 85 northbound from 285 on that frontage road (?) that is shared with the Pleasantdale Rd is really outdated.
1/1/2020	Congestion	putting barriers to prevent double line crossing in HOV lanes
1/1/2020	Safety	navigating from HOV to 285 exits
1/1/2020	Safety	Relieve congestion in this area especially during peak hours. Multiple accidents happen a day especially during peak hours be cause motorist are not paying attention to the road or signs.
1/1/2020	Safety	Have advanced warning about traffic congestion up ahead more CMS signs
1/1/2020	Congestion	Relieve congestion in this areas during rush hour.
1/1/2020	Safety	Maybe straighten out the road more or clearing obstructions on the right of way
1/1/2020	Congestion	Have an Express lane going to 985. Would relieve some congestion
1/1/2020	Congestion	exiting I85 onto Lawrenceville Suwanee Road both North and south needs inprovement.
1/1/2020	Multimodal	all interchanges need separate bike and pedestrian lanes
1/1/2020	Freight	large trucks need enough room to turn onto surface streets without running on curbs, sidewalks, and knowding down signs
1/1/2020	Congestion	Horrific congestion here
1/2/2020	Congestion	I get on I-85 North at Lawrenceville-Suwanee Road and needing to get on I-985 North. That requires me to get over several lanes to the left in a short amount of time. Doing so is dangerous and, combined with others doing the same thing, results in slowing down traffic. Why not change the entrance to I-985 to an exit on the right side of I-85 so that all traffic on I-85 approaching the area is moving to the right -- whether headed to the Mall exit or to I-985?
1/2/2020	Congestion	Traffic always slows down between I-285 and the Jimmy Carter Blvd. exit on I-85 North. One of the contributing factors, I believe, is that drivers stop accelerating as they begin the uphill climb that begins a mile or so before JCB. People unintentionally allow their vehicles to slow down. I suggest message boards that command drivers to maintain their speed going up the incline of I-85. The same thing is needed on I-85 North between the interchange at Highway 316 and Old Peachtree Road. Again, the road inclines, and drivers don't accelerate enough to maintain their speed. It slows everything down and causes congestion.
1/2/2020	Congestion	Entering 285E from 85S is almost always a challenge. The traffic slows to a crawl to enter 285, and the delay doesn't let up until you're past 78. This is true most weekdays from 4-7 PM.
1/2/2020	Safety	When traffic backs up onto the highway from popular exits off 85S, such as Shallowford and Clairmont, the danger is real. Sometimes dozens of cars are stopped on 85, waiting to exit.
1/2/2020	Multimodal	There is no transit here
1/2/2020	Other	School Location
1/2/2020	Congestion	Recommendation - extend L'Ville-Suwanee onramp all the way to the Buford exit or at least to the I-985 split. Heavy congestion and lane-switching between that onramp and the I-985 split.
1/2/2020	Safety	Replace speed limit signs with the digital signs similar to the ones on I-285. Sometimes the traffic here slows down from 70-80 mph to 40-20 mph in a matter of seconds. This could probably be said for areas south, as well.
1/2/2020	Congestion	Peach-Pass subscribers are severely restricted where 316 traffic merges. Peach-Pass subscribers are halted while other traffic is moving.
1/2/2020	Other	No access to Old Peachtree from here going north bound.
1/2/2020	Safety	The dropping of the lane in this area can be dangerous but likely is unavoidable due to driver personalities.
1/2/2020	Congestion	The southbound lanes are overcapacity majority of the day.
1/2/2020	Multimodal	There are no truly safe crossing for bikes and pedestrians.
1/2/2020	Freight	Truck-only lanes from I-285 to I-985
1/2/2020	Multimodal	Premium transit, such as light rail, from I-985 to I-285 and extending inside the perimeter. Stops should be at major activity nodes/interchanges and can correspond with existing park and ride lots. (Ex: Mall of Georgia, Sugarloaf Mills, Gwinnett Place, Jimmy Carter, etc.)
1/2/2020	Congestion	Widen the lanes at the curve under JCB. Many drivers panic if beside an 18 wheeler coming into the curve and brake. The HOV exits are too close to the actual exit ramps. I have seen drivers stop in lanes to make it across to the ramps. High accident area!
1/2/2020	Safety	Volume of cars overwhelms connecting highway interchange where traffic is forced down to a one lane merge
1/2/2020	Multimodal	Improve connection to the Park-and-ride lot
1/2/2020	Multimodal	Provide connection to HOT lanes from the PNR lot. The current route down Sugarloaf parkway takes a long time and hits congestion.

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Date	Marker Type	Comment
1/2/2020	Congestion	Increase fines for crossing into managed lanes illegally and increase prices to keep traffic flowing.
1/2/2020	Multimodal	Extend heavy rail.
1/2/2020	Congestion	Very heavy traffic
1/2/2020	Congestion	please stop building in Gwinnett. This is the main cause for congestion. Please stop cutting down the trees they provide the oxygen needed for clean air ,shelter and our ecosystem, thanks.We have too many subdiv, stores, please stop.
1/2/2020	Congestion	There are too many large trucks in this warehouse district. The trucks have a hard time making the turns and it is growing with more warehouses being built.
1/2/2020	Safety	There are too many u-turning traffic. Some vehicles cannot even make the u-turn but try.
1/3/2020	Safety	Toi many travel over 75 mph, trucks speeding and weaving, retread truck tires, stop making roads black, better strippi g and reflectors when raining
1/3/2020	Safety	Speeding, trucks crossing lanes
1/3/2020	Safety	Speeding, reflectors, stripping, too much high density zoning near interstates
1/3/2020	Congestion	Too much high density zoning near interstates creating congeztion on highways. Very poor zoni g creating the traffic issues, not the roads.
1/3/2020	Congestion	Pitiful congeztion near Jimmy Carter exit. Poor high density zoning, traffic lanes, exit lanes need widening.
1/3/2020	Congestion	Merging onto 85 from Lawrenceville Suwanee to get to 985 is challenging at best and frightening on many days esp due to “flying” trucks!
1/3/2020	Safety	Congestion and volume constantly a problem
1/3/2020	Congestion	North bound in the afternoon and evening is significantly affected by the 985/85 split. Traffic frees up on both roadways once they separate. The design of the split causes the backup
1/3/2020	Congestion	The design of the Hamilton Mill exit does not allow traffic to flow off of the highway and causes significant back ups. This area should be redesigned so that traffic can continue to move off of the interstate
1/3/2020	Safety	North bound traffic exiting to the right on old Peachtree do not stop and flow directly put on old Peachtree, regardless of light color. Redesigning this exit so that exiting traffic continues to move would be safer
1/3/2020	Multimodal	MARTA, Gwinnett Transit
1/3/2020	Freight	Cold Storage
1/3/2020	Safety	Cameras
1/3/2020	Safety	Hard to navigate from 85 to Crescent Drive
1/3/2020	Congestion	Spaghetti Junction only being two lanes from 285 to 85 is years behind growth in the area. If possible, more lanes need to be added without them merging into one lane.
1/3/2020	Safety	Add the yield sign back to the right hand turn heading south at the intersection (making a right on Mcginnis Ferry from Old Peachtree). When the intersection was redesigned, that yield sign was not replaced for some reason. There have been numerous accidents at this intersection and I think this missing sign being inconsistent with the others is part of the reason.
1/3/2020	Congestion	There are at least 3 new neighborhoods being built that will increase traffic on 317. It's already pretty congested at certain times of day. Starting a third lane a few lights from the 85 entrance could help.
1/3/2020	Congestion	Add entrance for peach pass
1/3/2020	Congestion	Traffic merging onto I-85 from JCB going northbound
1/3/2020	Congestion	Backup on exit ramp to JCB
1/3/2020	Congestion	This whole section is a mess, from I285 traffic merging into northbound I85 traffic.
1/3/2020	Congestion	Traffic on Beaver Ruin needs better managed and coordinated traffic lights plus the traffic light controlling merges in to I85 northbound causes big backups on Beaver Ruin and doesn't seem to have any bearing on I-85 northbound because of a long extra merge Lane between Beaver Ruin and Steve Reynolds. Why have that traffic light at the end of the ramp anyway?
1/3/2020	Congestion	This interchange needs more coordinated lights between Summit Ridge and N Berkeley Lake. As well, the lanes from Summit Ridge onto Peachtree Industrial southbound create a lot of crossmerging that seems dangerous
1/3/2020	Congestion	Creating an interchange here could alleviate the issues with accidents at the interchange for Peachtree Corners East.
1/3/2020	Congestion	This light takes too long to change for cross traffic and then is too brief to allow cross traffic to complete. Many accidents here.
1/3/2020	Congestion	Need more lanes or additional options
1/3/2020	Safety	There's always accidents here due to folks getting ready to get on 285
1/3/2020	Freight	I-85 commuters would benefit from Truck Only lanes
1/3/2020	Other	Home location
1/3/2020	Other	Work location
1/3/2020	Multimodal	Dedicated buses and trains north-bound and south-bound
1/3/2020	Congestion	Need a way to prevent Xpress buses from getting backed up southbound in the HOT lane at the 316 merge.
1/3/2020	Congestion	Bottleneck on the morning southbound ride
1/3/2020	Safety	Merge to get from 285 to 85 north HOT lanes is very difficult.
1/3/2020	Multimodal	Need dedicated bus lanes on I85 between 316 and 285.
1/3/2020	Other	Connect the Old Peachtree Rd exit to the collector system, instead of directly to I-85.
1/3/2020	Congestion	Implement the Southbound and Northbound (only) interchange at McGinnis Ferry Rd .
1/3/2020	Congestion	Add a Southbound exit lane that bypasses the traffic light to allow traffic from I-985 to directly continue onto I-85 northbound.
1/3/2020	Congestion	elevated roadway
1/3/2020	Congestion	elevated roadway ingress egress
1/3/2020	Congestion	General congestion all the way to 285. Mostly seems caused by backup from traffic entering west bound perimeter loop.
1/3/2020	Congestion	There seems to always be congestion between Jimmy Carter and Pleasant Hill
1/3/2020	Safety	Need to have safe crossings for bikes/pedestrians instead of free flow off of exit ramps at Sugarloaf Parkway
1/3/2020	Freight	Entrance ramps deposit in front of slow moving and long truckers in the far right lanes. Cars entering the highway are backing up because there is no speed or room to get on the highway.
1/3/2020	Congestion	316 is always bumper to bumper especially in the evening and specifically the way too long merge lane from 85N to 316 East. Drivers make this a third lane and it gets to be a nasty bottleneck with lots of road rage going on.
1/3/2020	Freight	Truckers should not be the in the right two lanes. Which lanes are those? Does it include the HOT lane as one of the two? Truckers on this stretch should not be on the right or the left lanes to allow for the entrance ramp cars in the right lane and the faster cars in the left lane(s).

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
1/3/2020	Safety	Limited room to merge. One dual trailer truck can force you onto the shoulder.
1/3/2020	Congestion	This is the beginning of the mess in the morning. Volume increases substantially. For those going on to Indian Trail, Jimmy Carter, or Beaver Ruin, an alternate could keep them from having to enter 85 just to exit it again.
1/3/2020	Congestion	So many roads dump on 85N in the evening, the volume is difficult to control. The smallest issue in the corridor will back up 85/285 for miles and hours. The exit ramp from I285E-I85N contains merges in two separate places and then quickly merges from two to one lane once clear of that. Too much volume in too short a period requiring merges into congested route. Lengthen the time before two lanes merge to one, merge somewhere other that the top of the sky-ramp, 285N use access road to merge later.
1/3/2020	Safety	Improvement needed so that I-85 off-ramp and on-ramp don't intersect within such a short distance. I
1/3/2020	Congestion	The I-285 corridor between I-85 and I-20 heavily congested during rush hour
1/3/2020	Congestion	Currently, two off-ramp lanes end and merge onto I-285 and it heavily impedes traffic flow.
1/3/2020	Congestion	The on-ramp to I-85 N from I-285 E/S creates major congestion. It would be better if the on-ramp were longer or designated.
1/3/2020	Congestion	The off-ramp from I-85 S to I-285 N/W impedes with traffic flow which backs up for miles during rush hour.
1/3/2020	Congestion	The off-ramp from I-285 to I-85 N creates heavy congestion. The lanes to merge onto I-85 should be extended.
1/3/2020	Congestion	Merge to PIB from 285
1/3/2020	Congestion	Adding the vertical barriers to keep cars from immediately changing lanes helped but there is still too much of a slow down here.
1/3/2020	Congestion	Too much of a slow down in the afternoons between 285 and Indian Trail. Need better way to move cars more quickly past this intersections. Get trucks out of the 3 left lanes and get cars driving under the speed limit into the right hand lands. Also create a HOV lane so that 2 people can take advantage care pooling.
1/3/2020	Congestion	The Lawrenceville Suwanee exits backs up too far and it's dangerous for people trying to exit 85. The bridge needs to be expanded and traffic needs to move more quickly off 85 onto Lawrenceville Suwanee Rd.
1/3/2020	Congestion	Eliminate this entrance merge point to I-85 and force 316 traffic to merge with the access road and merge further up where the access road merges. This eliminates an access point in a short area that is congested because of all the entrances merging.
1/3/2020	Freight	Charge Commercial Freight Traffic for travel during rush hour times.
1/3/2020	Multimodal	Extend light rail into county.
1/3/2020	Congestion	Northbound lanes are typically slowed by traffic entering from the interchange during peak hours.
1/3/2020	Other	Anecdotally, removing the HOV lane in favor of a toll lane seems to have added to congestion along the corridor and neighboring roads.
1/3/2020	Congestion	Southbound lanes are typically slowed by traffic merging from Pleasant Hill during peak hours.
1/3/2020	Congestion	Pedestrian safety under the interstate
1/3/2020	Congestion	So many trucks goi VG north on 285 before 85!
1/3/2020	Other	Remove toll lanes
1/4/2020	Multimodal	COMMUTER RAIL
1/4/2020	Congestion	Need bypass from Pleasant hill road to I 285
1/4/2020	Freight	Tractor Trailer should be travelled only after pick hours in both direction of I 85
1/6/2020	Congestion	southbound during morning commute.
1/6/2020	Congestion	congestion across all lanes northbound during evening commute.
1/6/2020	Congestion	spaghetti junction congestion northbound during evening commute due to cars merging northbound on 85 from both 285 east and 285 west.
1/6/2020	Congestion	traffic along 85 always slows up here
1/6/2020	Other	so much trash form the homeless community and so many pan handlers on the exit ramps.
1/6/2020	Congestion	85 always backs up here
1/6/2020	Multimodal	no multimodal for bikes or walking exist at all along 85
1/6/2020	Other	all the on and off ramps along 85 starting at 285 to Gwinnett place mall need beatification, they are as ugly as a battlefield in Mordor.
1/6/2020	Congestion	heavy congestion where 120 onramp merges with I85 South. The onramp merges into one lane on I85 and within one half mile that merged lane merges again with I85S @ pleasant hill overpass
1/6/2020	Congestion	The I285Split to East and Westbound is very confusing; and I've lived here 30 years. Better signage could help with the confusion
1/6/2020	Safety	There's a lot of speeding on Highway120 Eastbound from I85 N to 316. There were 3 fatalities in 14 months at SR120 and Lebanon road
1/6/2020	Freight	Add separate lane for freight
1/6/2020	Congestion	Not enough lane transition from cars exiting onto the interstate from Pleasant Hill Rd
1/6/2020	Congestion	Turning left when exiting I85 onto BeaverRuin Rd not wide enough for trucks when both lanes are being used. Also cars back up on the bridge that are making a left turn to enter I85N so when light changes there is no room for cars to make the left turn who are exiting off I85S.
1/7/2020	Congestion	316, 85, and multiple entries onto 85 merge at this point and then 2 lanes merge into traffic too quickly causing frequent congestion.
1/7/2020	Congestion	Way too many lanes quickly converging.
1/7/2020	Congestion	Cars slow around curve after Jimmy Carter due to merging cars, high volume area, and limited line of sight. Extend Jimmy Carter entrance with barrier further down 85 well after the curve to allow better flow through the curve.
1/7/2020	Congestion	Peachtree Indistrial from Suwannee to 285, and Peachtree Parkway also has massive traffic
1/7/2020	Congestion	285 from Doraville through Sandy Springs
1/7/2020	Congestion	Need an alternate route from norcross to Cobb county, Sandy springs traffic is a mess
1/7/2020	Congestion	Typically where the bottleneck of traffic begins during evening rush hour heading NORTH.
1/7/2020	Safety	The traffic from 285 merging onto 85N becomes a nightmare battle of who can get ahead before the truck moves left. Oddly, the left most lane is often the most congested at this exchange, and begins the stop and go frustration of my commute.
1/7/2020	Safety	Morning traffic 85S, multiple vehicles that cross all lanes of traffic to get to the 285 exchange.
1/7/2020	Multimodal	It would be great to have MARTA (train) to at least this point.
1/7/2020	Safety	This intersection at Steve Reynolds & Venture BLVD has proven to be a major issue with 18wheelers and cars.
1/7/2020	Safety	The merge and offering an exit only on Beaver Ruin seems to always cause back up & confusion, which leads to safety concerns.
1/7/2020	Congestion	widen/add exit lanes to North bound 285 exit to N. 85

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
1/7/2020	Other	Make safer exit lanes to 85 S; add lane barriers so that 285 S people who can't drive will stop making last minute decisions to exit right and cause accidents.
1/7/2020	Congestion	I-85 south from 316 to I-285 severly backs up each day
1/7/2020	Freight	Don't know a solution. There are a very high number of semis on the highway.
1/7/2020	Congestion	Congestion here is one of the worst bc thats due to everyone going to the same direction and lights that stop trafffic. Instead of researching problem areas, we need to research where tbe bottleneck starts snd continue study not just widening lanes but getting rid of lights or making traffic lights work in our favor.
1/7/2020	Congestion	Here congestion that causes 85 bottle neck
1/7/2020	Congestion	No matter what time of day it is, there is always congestion at 285 and 85.
1/7/2020	Congestion	express lanes to avoid local exit delays and backups
1/7/2020	Multimodal	transit lanes and transit access improvements
1/7/2020	Multimodal	transit access, increased transit ridership
1/7/2020	Freight	improve inbound freight flow
1/7/2020	Congestion	High congestion in this area.
1/7/2020	Multimodal	Adding bicycle lanes to Buford Hwy would be a good idea.
1/7/2020	Freight	Direct all freight/truck traffic to specific lanes. No more than 2 lanes, preferably 1 lane.
1/7/2020	Congestion	Getting on and off at Jimmy Carter a nightmare. Public transit needed.
1/7/2020	Congestion	Jimmy Carter interchange is always congested for SB traffic AM and PM
1/7/2020	Congestion	Spagetti Junction has to be the worst interchange in the US
1/7/2020	Multimodal	Buford Hwy is too wide, there are many opportunities for improved pedestrian/transit/multimodal enhancements. Crosswalks are spaced too far apart and while this road has more walkers than just about anywhere in the metro, the pedestrian infrastructure is pitiful.
1/7/2020	Multimodal	Transit/Commuter Rail should be prioritized in Gwinnett, I-85 can only be improved so much through lane widening
1/7/2020	Congestion	Local traffic use Adjacent Road Network to ease congestion on I-85.
1/7/2020	Other	Elevated roadway for thru traffic, with limited exits for local traffic to speed thru traffic out of area.
1/7/2020	Congestion	1
1/7/2020	Congestion	2
1/7/2020	Congestion	3
1/7/2020	Congestion	Too many cars collect in this area at high traffic times of the day.
1/7/2020	Other	I want to be able to go north on 985 after traveling south on 85. NOT fun to get off on 20 to reach 985.
1/7/2020	Congestion	Traffic getting on/off 85 here is horrible during rush hour.
1/7/2020	Congestion	316 W to 85 S in the morning and 85N to 316 east in the afternoon is horribly congested.
1/7/2020	Safety	There is no sidewalk on Indian Trail towards 85 coming from Lilburn over the bridge.
1/7/2020	Congestion	Have access to Peach Pass...
1/7/2020	Other	Confusing exit ramps
1/7/2020	Congestion	While the diverging diamond has affected and been here to improve conditions, I find that this area still remains congested. The efficiency of the Pleasant Hill Diverging Diamond has taken care of more back-up. Lights or traffic movement may need to be further studied.
1/7/2020	Congestion	The exit off to Northside Hospital Gwinnett is often congested and wish there was better timing and marked signage for safety. the Keep Moving sign is often ignored.
1/7/2020	Safety	The keep moving sign is often not seen or followed at the 120 and 316 interchange for the exit to Northside.
1/7/2020	Congestion	HOT lane merger from 316 needs improvement
1/7/2020	Safety	Lots of accidents here since HOT lanes extended. Cars getting out of HOT lane to go NB 985 causing rear end crashes
1/7/2020	Other	Confusing Signage to get onto Sugarloaf Parkway.
1/7/2020	Congestion	Extreme congestion no matter the time or day of the week.
1/7/2020	Other	Not enough signage to go towards Doraville, a popular MARTA station
1/7/2020	Congestion	NEEDS LANES.
1/7/2020	Multimodal	RAIL FROM GGC TO DORAVILLE. STOPS AT PLEASANT HILL AND JIMMY CARTER
1/7/2020	Congestion	HWY 124 is constantly congested
1/7/2020	Safety	increase limit to 50
1/7/2020	Freight	to many 18 wheeler trucks
1/7/2020	Congestion	Pleasant Hill always seems to be the start of congestion, any day of the week.
1/7/2020	Freight	Freight in both directions should be moved to another set of arteries or another highway from the junctions at I-285 to GA316.
1/7/2020	Congestion	Construct northern arc to I-75 in or around Kennesaw or construct entire outer perimeter.
1/7/2020	Congestion	Complete remaining diverging diamond interchanges from the junction at I-285 to Sugarloaf Pkwy.
1/7/2020	Congestion	Traffic just sits at this interchange for several hours am and pm.
1/7/2020	Safety	More lanes are needed as have been done on I 75 north! One HOT Lane doesn't help at peek hours.
1/7/2020	Freight	Trucks do not adhere to the "No vehicles over so many wheels in two right lanes, nor are they ticketed! Slows traffic!
1/7/2020	Congestion	Need to add more exit lanes onto the other freeways. 2 lanes is not enough!
1/7/2020	Congestion	Congestion always bad going north from jcb. Make the extra lane available 24/7.
1/7/2020	Safety	The merge from Pleasant Hill Road to I 85 south is much too short!
1/7/2020	Congestion	too congested
1/7/2020	Multimodal	more transit would alleviate congestions
1/7/2020	Safety	limit truck usage
1/7/2020	Congestion	congestion even during non-peak hours
1/7/2020	Congestion	Diverging diamond does not help congestion much. Limited access on JCB has cars cutting across multiple lanes.
1/7/2020	Congestion	Not enough lanes or alternate routes to handle mall traffic.
1/7/2020	Safety	Lanes ending with confused drivers cutting in and out. More signage? Might be better if it were the right side lanes ending and not the left. Why do we need 2 left turn lanes at Club Drive? Also 2 at I-85.
1/7/2020	Congestion	Suwanee exit/entrance on I85 North is heavily congested every rush hour.
1/7/2020	Congestion	Exit 31B is a disaster. Cars stretch for a .5 mile waiting to exit. This needs another lane.
1/7/2020	Other	Need a stoplight here. Way too many people run these stop signs and don't know how to yield the right of way.
1/7/2020	Other	Please put the left turn lane on a sensor. Shouldn't have to wait 5 mins for the left turn signal to change when there is no traffic.

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
1/7/2020	Safety	As a PHEV, my evening commute is in the HOT lane. Merging back into general purpose lanes from 5pm-6:45pm in order to get onto 985 N is crazy dangerous here. The exit from HOT is too short to allow a safe speed match (slowing) to get into the 85 N slow moving volume. Please help us. There have been lots of accidents here since the HOT extension opened.
1/7/2020	Congestion	Dear lord this sucks. As a PHEV driver, this lane is totally slammed any weekday after 6:15am the 316 HOT lane merge is miserable. I will literally sit here for 20 minutes, inching forward. The problem is made worse by cars late-entering the HOT right before the Boggs road overpass. The vehicles will roll in 85S general purpose lanes, slam on brakes and cut into the HOT lane, right before the entry zone closes. From there, it just Boggs up in the merge as people don't zipper merge or get stuck behind the myriad of GRTA busses.
1/7/2020	Congestion	The GRTA busses do not travel at speed of traffic and they are a safety risk. They are going under 65mph and cars in the HOT lane are stacked up behind the busses and are making unsafe cut/passes around the busses. At this point in the HOT lanes, vehicle speed is matching the general purpose lanes at 70mph+. Busses need to go the speed limit minimum or get their own lane on the far right margins.
1/7/2020	Safety	The distance to merge onto 85 from the ramp is very small. If there are several trucks, etc. that can't move over into the left lane, you are in danger of running out of real estate very quickly.
1/7/2020	Multimodal	I wish there was a better way for people to cross the road here before and after concerts/events. It would be cool to have better access to other restaurants in the area, without having to drive.
1/7/2020	Congestion	There's always a back up before 285 because a lot of people don't know which lane to get in for 285 E/W. Maybe if we had more places notifying them earlier of which lane went where, it wouldn't cause so much confusion.
1/7/2020	Multimodal	Add direct access to 985 HOT lanes
1/7/2020	Congestion	Do something with this interchange. I don't know what.
1/7/2020	Congestion	Connection to 85 from the 285 express lanes
1/7/2020	Congestion	Add connection from the 285 managed lanes to 85 north.
1/7/2020	Congestion	Connection to managed lanes on 985
1/7/2020	Congestion	Do something, I don't know what, about northbound 85 to northbound 20. Maybe convert to a parclo B4. It's just an idea.
1/7/2020	Safety	985 separation from 85 is dangerous with motorists crossing numerous lanes trying to stay on 85 or get off onto 985.
1/7/2020	Congestion	near constant congestion southbound even on weekends
1/7/2020	Congestion	heavy congestion merging onto 285 westbound
1/7/2020	Congestion	congestion due to volume and lack of interchange light coordination.
1/7/2020	Congestion	Heavy volume trying to turn left onto Buford Drive from Mall of Ga Blvd. too much traffic for one intersection.
1/7/2020	Safety	This interchange is not safe by vehicles having to swap lanes to exit and enter 85 NB.
1/7/2020	Safety	Transit buses using the HOTT lanes clog the lane up by traveling at lower speeds and create a danger when trying to merge all the way across 5 lanes of traffic.
1/7/2020	Congestion	Entering 85N from 285 & immediately forcing traffic to merge left creates the massive congestion from Pleasantdale to Jimmy Carter Blvd. Add to that the use of the left lane being limitrd to pass holders only & it's an impossible traffic situation. Allow use of all lanes for all traffic & extend the entrance lanes at 285 & Pleasantdale
1/7/2020	Other	Better placement of speed limit signs - LED lighted signs? - to highlight that speed limit goes from 65 to 70 here on 85N
1/7/2020	Multimodal	Dedicated Lanes
1/7/2020	Congestion	Allow traffic move faster from i285 to 85 north bound.
1/7/2020	Congestion	Separate vehicles coming from 285 and merging into 85 north from vehicles continuing on 285 or taking 85 south
1/7/2020	Congestion	Increase vehicle flux during pic hours to reduce congestion at spaghetti junction
1/7/2020	Congestion	Major congestion with the merging traffic from 285 onto 85 N.
1/7/2020	Congestion	Constant congestion approaching Jimmy Carter (N and S bound) most times of the day
1/7/2020	Safety	Usually Abruptly stopped traffic (85N) right under the junction
1/7/2020	Safety	Exit ramps create danger/issues for drivers wanting to turn onto shallowford or get onto 85, lots of lane changes with high speed traffic coming from highway
1/7/2020	Safety	Poor sight distance turning right from 85N ramp onto Boggs Road due to guardrail on overpass
1/7/2020	Safety	Too many lane endings/merges getting onto 85S
1/7/2020	Safety	Traffic frequently backed up into the highway lane. Light cycle during rush hour times needs altered.
1/7/2020	Freight	Lots of trucks coming from or going to 285. I’ve seen many truck accidents simply because it is hard for them to maneuver
1/7/2020	Congestion	The lanes that feed into 85 nb from 285 cause intense congestion. These flyover bridges are outdated.
1/7/2020	Other	Continue the peach pass lane. The Suwannee exit is the worst so being forced off the peach pass lane before is pointless for those traveling up 985
1/7/2020	Safety	Peach pass lane should continue up 985. Many cars wait until after Suwannee exit to merge right from the peach pass lane to go up 985 causing traffic to an already congested area.
1/8/2020	Safety	People steak down the for Indian trail to Jimmy Carter and then sudden try and merge back onto 85. Need lane commiting bollards
1/8/2020	Safety	Needs and double diamond setup
1/8/2020	Safety	Northbound, if your trying to get across to 985 is dangerous meeting across for lanes, especially when half the driver's on the road don't understand why.
1/8/2020	Congestion	Congestion is caused by drivers leaving the express/HOV lanes trying to exit to 285. I think there should be direct access from the express lanes to 285.
1/8/2020	Safety	Extend the Collection and Distribution lanes south from here to 285.
1/8/2020	Safety	Employ variable speed limit signs near the 285 interchange to help slow drivers down before they reach congestion
1/8/2020	Congestion	Road curvature, grade and on-ramp merge creates a bottleneck in this segment
1/8/2020	Congestion	Merging of traffic onto I-85 creates congestion for several hours out of the day.
1/8/2020	Freight	Warehouses in this area require improvements to the JCB interchange to better accommodate trucks
1/8/2020	Multimodal	Potential multimodal station
1/8/2020	Congestion	Traffic
1/8/2020	Congestion	Some people are still confused at this intersection. The high speed and congestion does not give out of towners enough time to think and follow signage.
1/8/2020	Safety	See previous statement.
1/8/2020	Congestion	At spaghetti junction, more ramps needed for peach pass. More lanes each way
1/8/2020	Congestion	Too many lanes bottleneck on 85 south. Pleasant Hill bridge should be replaced to allow more lanes.
1/8/2020	Congestion	Shoulder lane going north doesn’t help. Get rid of it

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
1/8/2020	Other	Sticks to divide Express from regular lanes along entire route
1/8/2020	Other	Repair and add signage to indicate when shoulder lane can be used
1/8/2020	Other	Signage/lighting to warn about sharp curves
1/8/2020	Congestion	area is congested because drivers/vehicles have to slow down around big curves. tunnel below ground to straighten the curves and move express lanes below. leave room for a Marta expansion.
1/8/2020	Congestion	drives/vehicles slow down because of the curve. tunnel below ground or above to straighten the highway express lanes. Limit freight to use existing lanes.
1/8/2020	Other	the overpasses cannot handle the volume. build tunnels. Leave room fo Marta rail expansion underground.
1/8/2020	Other	Reduce overall congestion by building dedicated freeway- outer perimeter interstate between Lawrenceville, through Alpharetta down to Marietta/Smyrna. People live in Gwinnett and work on the other sides of town because most people can't afford it.
1/8/2020	Congestion	Exit lanes frequently back up here.
1/8/2020	Safety	Possibly adjust speed limit
1/8/2020	Safety	Exit lanes can be confusing here
1/8/2020	Congestion	Heavy traffic nearly every day and night. Whether 3pm or 10pm, I have often come to complete stops and bumper to bumper traffic here. Morning southbound traffic is usually clear here.
1/8/2020	Congestion	Evening traffic carry over from traffic exiting I285 onto I85N. Morning traffic tends to clear southbound here.
1/8/2020	Congestion	Morning southbound traffic is horrendous here. Evening northbound is generally clear by the time I hit here.
1/8/2020	Congestion	The 141 EXIT backs up from merging traffic and needs to be two lanes.
1/8/2020	Congestion	why 141 has terrible traffic running along side 85 to peachtree corners and duluth. more lanes increase speed express lane
1/8/2020	Congestion	Please get the third lane open in both directions. and entrance and exit ramps need lengthening and widening. Because there is a very large truck stok on exit 129 there are always large trucks parking along the margins and entering and exiting. I live of exit 129 and it can be very scary trying to get onto 85s from there. Not much room for error.
1/8/2020	Congestion	Spaghetti Junction is very congested at 8am and 5pm and an hour before and after on both times. Let's create a double decker exchange and on 85. It's only going to get more congested. I use the Peach pass lanes and it is still very slow.
1/8/2020	Congestion	No where to pull off safely if you need to exit the Peach Pass lane. Therefore having an accident or a need to stop in that lane blocks the lane.
1/8/2020	Freight	Tell Freight Trucks they can't travel on 85 from 7am to 9am and again from 4pm to 6pm.
1/8/2020	Safety	Merging onto 285 from I85 south is very dangerous, lanes run out, when traffic is high safety is a problem.
1/8/2020	Congestion	Back up on I85 south onto 285 going North/West gets backed up for miles. Affects all lanes as congestion builds.
1/8/2020	Congestion	Congestion and back up
1/9/2020	Congestion	Add another HOV lane by changing a travel lane to HOV. Will encourage drivers to carpool. Change HOT lane to HOV lane. The HOT lane essentially eliminates a necessary travel lane as most people don't use it, causing more congestion in the other lanes. Having 2 HOV lanes would give incentive to carpool and more people would use them.
1/9/2020	Multimodal	Need better transit
1/9/2020	Congestion	I actually get off the highway, when traveling southbound in the morning, above the 316 merge and get back on below it. That's how bad the backup is. As for the pay lane that's the most expensive section and you barely move.
1/9/2020	Congestion	During the evening commute the congestion northbound just before Suwanee and the split is terrible. The pay lane price is kind of reasonable but if you are continuing on 985 you have to exit in to some of the worst congestion.
1/9/2020	Freight	Is there a way to create a truck/big rig lane only for the corridor from 985 to 285 and get all of those rigs off this stretch?
1/9/2020	Other	Congestion signs before getting on I-985 N and southbound too
1/10/2020	Safety	Late lane changes
1/10/2020	Multimodal	High speed Public transit is needed in Gwinnett.
1/10/2020	Congestion	Awful congestion at spaghetti junction
1/10/2020	Congestion	Too many trucks
1/10/2020	Congestion	Always congested
1/10/2020	Safety	If roads are widened, leave space for stalled vehicles.
1/10/2020	Congestion	Review how police can move traffic accidents off the road, at a faster pace. One traffic slows, it takes too much time to get it moving again.
1/10/2020	Congestion	316 starts to backup from 85 to sugarloaf during peak hours. Need more lanes to handle volume.
1/10/2020	Multimodal	Need a transit station for bus or light rail closer to downtown lawrenceville. also extend hours beyound 10am. silly to think most travel to office locations before 930am M-F.
1/10/2020	Multimodal	Add light rail beyond 285.
1/10/2020	Congestion	Traffic coming off of 285 and getting onto 85 is the ONLY reason I refuse to work in Sandy Springs/Buckhead.
1/10/2020	Safety	Turn lanes cause congestion and congestion causes accidents here very frequently. I see them about weekly and was involved in one myself when a driver cut over on me. Gravel Springs is a very common route for residents in Dacula/Hamilton Mill area.
1/10/2020	Congestion	More routes needed into Alpharetta. There are two reasonable routes for residents in the northern portion of Gwinnett: McGinnis Ferry or Hwy 20. Both of these are severely congested daily even though 20 was just upgraded to 4 lanes.
1/10/2020	Congestion	Already at max capacity during most days due to residential traffic or shoppers to the area. Intersections are anxiety inducing. Hamilton Mill Rd residents and commercial traffic should have their own exits to ease congestion.
1/10/2020	Congestion	Why is Old Peachtree 4 lanes in spots but when it loses 2 lanes and becomes congested. Make it 4 lanes everywhere.
1/10/2020	Congestion	Construct ramps at McGinnis Ferry to alleviate congestion on Lawrenceville- Suwannee in BOTH directions.
1/10/2020	Congestion	merge from 316 and boggs at the same place. aslo having HW Patrol sit there slows everything down
1/10/2020	Congestion	ramping to 285 is always a mess. perhaps change signage or move merge points clsoer to Jimmy Carter
1/10/2020	Freight	truck traffic is a problem down the entire corridor in both directions
1/10/2020	Congestion	a lot of congestion in the morning
1/10/2020	Congestion	lot of congestion
1/10/2020	Congestion	congestion
1/10/2020	Safety	speed limit has to be 60 miles

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
1/10/2020	Congestion	Extreme congestion
1/10/2020	Congestion	Too many trucks and cars in the Hamilton Mill/Braselton areas. Need more lanes.
1/10/2020	Congestion	Spaghetti Junction has been just awful 5 to 6 hours daily 285 to 85 north, south, east and west have volume issue with back ups always.
1/10/2020	Congestion	it takes me 30 minutes (630 to 7a) from P.Hill to 285. Shouldnt take that long for a short stretch. If there's an accident, it shou'dnt take 4 hours (November 2019). Opening the shoulder lane? Is the room to add another lane? Perhaps a "cheaper" version of the HOT lane?
1/10/2020	Safety	everytime an accident occurs at Pleasantdale, the lanes are slowed down by 20 minutes more. maybe open the shoulder when this occurs?
1/10/2020	Multimodal	im a cyclist so this is biased. I doubt spending millions on a bike path is feasible. would I ride a bike from Lawrenceville to Clairmont Rd. for work? debatable.
1/10/2020	Congestion	At exit 99 south bound, every evening, w/o fail there is a long line of cars backed up, down the ramp, onto the numbers 1 and 2 lanes of I-85 SB. The lanes are congested for at least 1/2 mile due to red light at top of ramp.
1/10/2020	Safety	Speeding and trucks
1/10/2020	Congestion	There are so many roads converging is dangerous
1/10/2020	Freight	Not enough room for trucks to exit if needed. A lot of trucks on this road and accidents.
1/10/2020	Multimodal	We need a good transit system in place it may aleviate alot of traffic but nearby counties would have to participate.
1/10/2020	Other	Cameras needed to ticket drivers. There is no speed limit consideration as cars are going way to fast.
1/10/2020	Congestion	Entrance ramp from I-85 N to GA 20 is a nightmare. Exiting 85 onto GA 20 traffic which requires several cars to yield to allow drivers over and drivers wanting to enter 85 S. This is all the same lane and backs traffic up beyond Gwinnett Braves Stadium.
1/11/2020	Other	victoria secret
1/11/2020	Other	bank of america
1/11/2020	Safety	In the middle Lane there is a seem that has significant 6-12 inches deep pot wholes from 316 to Jimmy Carter.
1/11/2020	Safety	Traffic will stop all of sudden on weekday morning commutes after spaghetti junction around the Chamblee-Tucker Rd exit. Then, traffic opens up.
1/11/2020	Safety	Drivers cross many traffic lanes quickly to make the I-285 exit. This creates major safety issues for drivers. Thankfully, we have not seen a major accident because of this.
1/11/2020	Congestion	Indian Trail-Lilburn Rd entrance ramp gets congested in mornings. Ramp meters help but traffic still back ups onto Indian Trail-Lilburn Rd. Need to consider other options for managing traffic.
1/11/2020	Safety	Merging 2 highway with one lane of 985 ending almost immediately
1/11/2020	Congestion	Once again merging with a lane ending immediately
1/11/2020	Freight	Trucks not staying out of 2 left lanes
1/11/2020	Congestion	This area starts the most back up. Separate the exit lanes from travel lanes and this may help free up the travel lanes.
1/11/2020	Congestion	This starts the northbound back up. Again designated exit lanes separated from travel lanes could help
1/11/2020	Congestion	Need Marta rail
1/11/2020	Congestion	High need for a longer dedicated lane for turning south onto I-85 from exit 111
1/11/2020	Safety	Actually start ticketing those that are going slower but refuse to move to the right lanes
1/11/2020	Safety	A dedicated lane for those coming off 285 W and 285 E so that they do not have to merge together before merging with I-85 North. High accident location.
1/11/2020	Safety	I surprising number of vehicles in the northbound toll lane cross the double white lines to get back onto the main traffic lanes in order to exit to I-985. The toll lane should exit directly to I-985.
1/11/2020	Safety	too many cars that are heading north on I-85 stay in the exiting lane for I-985 and have to change lanes at the last minute
1/11/2020	Congestion	From I-285 to at least Indian Trail, the northbound lanes of I-85 are almost always heavily congested. There needs to be an entire other highway to take the load. Maybe overhead lanes for just the through truck traffic.
1/11/2020	Safety	There isn't enough entry points to get into the HOV once you get into 85. There are many residents getting into 85 but we can only enter just after the Sugarloaf exit. Not the Pleasant Hill or Duluth Hwy nor the Boggs Rd exit entries. Which is unfair and it's very difficult to merge over in such short period of time. Which causes anxiety and an urgency in an already congested space.
1/11/2020	Congestion	This relates back to my previous concern which is a lack of entry points for the HOV Lane. There should be a longer allowance to enter the HOV Lane. There are too many ways to enter 85 from the side roads but once there, we have to wait if we don't enter at Sugarloaf until Indiantrail to get on the HOV Lane and if you aren't familiar with the exact HOV entry area, it is a distraction for drivers to wait and look for the next entry point. Open the HOV entry points more as to allow for more cars to get on it.
1/11/2020	Other	Exit off of I 85 South to Steve Reynolds BLVD to access Costco, etc., vs taking a convoluted approach off of Pleasant Hill. Alternatively, upgrade the Pleasant Hill exit to include access to Steve Reynolds Blvd.
1/11/2020	Safety	Chamblee Tucker (?) dumps into 85 at the same place as the exit for 285 is. Too many cars trying to cross lanes at that point.
1/11/2020	Congestion	Something really needs to be done about the transition from 285 south to 85 north. The current faulty design requires trucks to scale a ramp and turn a curve safely. No wonder there is a constant backup. Could a better transition be provided for trucks?
1/11/2020	Congestion	Cars and trucks exiting 285 going north on to 85 is always backed up especially in late afternoon
1/11/2020	Congestion	Amout of traffic trying to get on 85 north. Not enough lanes
1/11/2020	Congestion	Exiting 85 on to Hwy 20 Buford going West , too many cars
1/11/2020	Multimodal	Get trucks off the road between 6-9am southbound and 5-7 pm northbound
1/11/2020	Congestion	I-85 Northbound On-Ramp Traffic Flow Lights are visible to NorthBound traffic. This seems to be causing NB traffic to slow as they cannot discern that the lights are for ramp traffic. Ramp Traffic lights need vertical blinders to prevent I-85 NB through drivers from seeing the lights.
1/11/2020	Freight	Traffic enforcement is needed to keep Freight trucks in right-most lanes.
1/11/2020	Safety	Signage is needed to alert NB and SB traffic to road obstructions around obstructed curve caused by center divider. Sight lines to stalled vehicles etc around the Jimmy Carter curve are obstructed by center divider. There needs to be an active traffic management sign before curve indicating whether all lanes are clear / moving as normal or there are obstacles, stalled vehicles on road ahead.
1/11/2020	Congestion	Need to add dedicated lanes for in/out traffic.
1/11/2020	Congestion	Extend Ronald Reagan to I-85 to relieve outgoing traffic (not trucks) from ITP that presently exits at Pleasant Hill going east.

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
1/11/2020	Congestion	Traffic in the right two lanes backs up heavily in the am at the exit to 285.
1/11/2020	Congestion	Traffic frequently backs up prior to the Jimmy Carter exit.
1/11/2020	Congestion	The merge from pleasant hill and 316 causes stand still traffic daily.
1/11/2020	Congestion	Heavy congestion as 316 merges into Toll Lane and I85
1/11/2020	Freight	Trucks acoss too many lanes driving at slower speeds and holding up cars
1/11/2020	Congestion	Too many people trying to cut into lanes where traffic is stopped causing other lanes to be blocked
1/11/2020	Congestion	Light rail construction. The traffic is only going to get worse.
1/11/2020	Freight	Have designated lanes for the large trucks. Some states do not allow trucks to travel in the left lanes. I travel 85 every day and the large trucks are traveling in every lane which is dangerous for the smaller vehicles and slows traffic in every lane.
1/11/2020	Safety	Designated semi-truck lanes, construct light rail, more hero units. The hero units are amazing. They do an amazing job helping clear accidents and moving stalled vehicles.
1/11/2020	Congestion	Getting from 316 to 85 pass pleasant hill rd takes longer than 15mins.
1/11/2020	Other	Paid toll lane idea is not helping commuters but state makes money lots of it.
1/11/2020	Congestion	Bumper to bumper every time I have to go through this section
1/11/2020	Safety	Due to the congestion, people are weaving in & out, and constantly changing lanes.
1/11/2020	Safety	the exit to 985 from I85 should be in the right hand lanes. having a left lane exit creates confusion, leads to more lane changes and more accidents. look back at the number of accidents that happen in the 2 miles preceding that EXIT and look at the number of accidents that occur in the distance from 285 to that spot. You will find that the rate of accidents in the 2 miles just before the 985/85 exit is 5 times higher. I realize the cost to change the exit will be great but if just one life is saved it will be worth it.
1/11/2020	Congestion	985 corridor backs up 85
1/11/2020	Congestion	Improve spaghetti junction. Perhaps longer separate off ramps like PleasantHill
1/11/2020	Freight	Dedicated truck bus lanes during rush hours
1/11/2020	Safety	Rework 985 85 split
1/11/2020	Congestion	Very difficult going north. Lots of issues in Suwanee, Buford, Dacula and Lawrenceville. Lanes backed up, jams and wrecks.
1/11/2020	Congestion	Massive confusion and congestion. Difficulty in knowing which lane is safest to travel in so you can actually get off safely. Exit ramps too short from here going up to Shallowford, except for the Pleasant Hill one. Causes delays and back ups.
1/11/2020	Congestion	Exit TOO short here for sure. Causes safety issues and delays. Jimmy Carter has the same issues as does every other ramp on here.
1/11/2020	Safety	Merging onto 85S from 285 and the isn't clearly marked that the lane will end.
1/11/2020	Congestion	Getting on 285 west at 141 backs up 141 for those wanting to get on 285 east. The new lane isn't better for 141.
1/11/2020	Congestion	This exit is awful. Line is usually for a mile or so. Single lane and when you get into 141 it's not backed up.
1/11/2020	Congestion	problem here is obvious; too many cars not enough lanes
1/11/2020	Congestion	Spaghetti Junction is a mess going north from 3pm to 7 pm. There are too many cars entering I-85 in too short a distance and the express lane makes it worse by forcing people to enter and exit at the dotted lines causing people to have to change numerous lanes in a chort distance. The whole intersection needs to be reconfigure and you need to let people get in and out of the express lane anywhere.
1/11/2020	Congestion	Congestion caused by people getting out of express lane to get over to exit or trying to enter and then get to express lanes. Let people enter and exit express lanes at will just like all the other lanes forcing them to enter and exit at the dotted lines is creating congestion.
1/11/2020	Congestion	Traffic light at entrance to I-85 from Indian Trail back up traffic in the morning so that it can take up to 5 min to get off the entrance ramp. Do away with the traffic light!
1/11/2020	Freight	Too many over-the road and local 18 wheeler trucks
1/11/2020	Congestion	excessive traffic moving to the far right lanes to merge onto 285. Including traffic from the HOV lane
1/11/2020	Congestion	Traffic congestion with vehicles entering from Pleasant Hill
1/11/2020	Safety	Making the Suwanee exit only as 985 and 85 come together is causing confusion Anna accidents as everyone tries to get in right lane. Is it necessary for that to be an exit only lane?
1/11/2020	Congestion	The improvements helped some but it really just pushed the congestion down cliser to Steve Reynolds. It will back up here and continue to 285 without a break regardless of anything else.
1/11/2020	Congestion	285 westbound congestion backs up onto 85 causing congestion and potential accidents space. Traffic used to break up after this but now it continues onto pretty solid until Clairmont
1/11/2020	Congestion	Congestion from on ramp of Suwanee heading north. Many people trying to get on 85 from Lawrenceville Suwanee Rd and then across all lanes so they can get to 985 N. There should be access to 985 via interchange or access rd from Lawrenceville Suwanee Rd.
1/11/2020	Congestion	Better interchange for 985. They built a bridge for HOT lanes but what about regular traffic going N bound. Need way for drivers coming on at L-S rd to get to 985 without getting on 85.
1/11/2020	Other	Let's get started on this over pass being on/off ramp. Needs to connect with existing parallel Rd that goes past Old Peachtree. (Heading N)
1/11/2020	Congestion	2 lanes from access rd merging to 1 in order to get onto 85n past D Peachtree. This access rd should continue up to 985 and even further to Mall of Georgia
1/11/2020	Congestion	Lawrenceville Suwanee Rd over pass is a nightmare.too many lights so close to retail and restaurants. Diamond interchange maybe. New overpass above L-S rd. Thought it was proposed, but have no idea if approved.
1/11/2020	Congestion	Clover leaf idea at BUFORD Drive was mistake. Too much traffic for it to work appropriately with all merging required. Feel ramps taking you directly to retail parking lots would help. Applies to N and S bound.
1/11/2020	Congestion	There is always traffic here going North - Sugarloaf Parkway going East as well is always congested. The merge lanes are confusing to some drivers who are not getting off the HOV lanes - they attempt to merge left just before the lane ends and then have to hold up traffic again to merge right.
1/11/2020	Congestion	Too much traffic for this to make sense as a commuter highway in the morning - despite HOV lanes. In the morning it would make more sense to open the HOA lanes sough of 285 to paid traffic in addition to multi-occupant cars.
1/11/2020	Other	Prices for HOV lanes are too high.
1/11/2020	Multimodal	Shuttle to Doraville MARTAI am in Mexico City right now and their system of bus-trains in dedicated lanes with limited stops is great. Start at the Forum, stop at Publix on 141 and then onto PT Ind with a few stops at major roads, then on to Doraville

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
1/11/2020	Congestion	Major bottleneck beginning at Clairmont Rd, northbound 85 all the way to Jimmy Carter in the evening. Spaghetti Junction is a complete disaster as vehicles merging onto 85 from 285, while traffic on 85 is slogging its way north
1/11/2020	Safety	Too many cars merging and exiting at spaghetti Junction. Not to mention trucks. Very unsafe.
1/11/2020	Congestion	Significant congestion on 85 northbound during evening rush hour, which begins at 3pm. Gwinnett needs rapid transit
1/11/2020	Congestion	Add another lane to exits 31A and B 285. Both sides always congested.
1/11/2020	Congestion	it's always backed up at the 316/85/pleasant hill area - I know there's no more room under the pleasant hill road bridge, but something needs to be done with this area
1/11/2020	Congestion	the lanes on 85SB to 285 WB are always backed up - widen?
1/11/2020	Other	This is where the Gwinnett Transit 103 route starts/ends its run to downtown. It's a very popular route and could use more buses running more frequently.
1/11/2020	Congestion	Alleviate Congestion from the ramp onto Hamilton Mill Pkwy. and roads going to and from there.
1/11/2020	Other	Allow for cars to enter/exit HOV BEFORE Beaver Ruin
1/11/2020	Freight	Why are trucks allowed to stay in left hand lanes on 316. They need to stay in right hand lanes ONLY
1/11/2020	Congestion	Allow for earlier access to HOV when coming off of Spaghetti Junction onto I-85 N
1/11/2020	Congestion	The evening congestion at 285 and I 85 north needs addressing!
1/11/2020	Congestion	Peachtree industrial needs expandion to keep up with the Growth in the Peachtree Corners/John's Creek area
1/11/2020	Congestion	Peachtree Parkway is NOT able to handle the growth in Peachtree Corners & John's Creek, causing significant congestion.
1/11/2020	Congestion	From Pleasant Hill to Jimmy Carter
1/11/2020	Freight	Big trucks are in all lanes and travel slowly. They need to stay in the far right lane.
1/11/2020	Congestion	Always congestion at Jimmy Carter. Usually frees up past here. Too much merging madness from spaghetti junction
1/11/2020	Congestion	Merging traffic is terrible and slows down traffic on both sides of southbound 85
1/11/2020	Freight	Too many trucks on spaghetti junction and on I-85, slow down getting on and off 85 here.
1/11/2020	Congestion	Congestion in the peach pass lane when merging on to 85 from 316.
1/12/2020	Congestion	Need to find a better way to merge 316 and 85S. Comes to a complete stop everyday
1/12/2020	Other	Need another exit from HOV lane to use CHamblee Tucker offramp.
1/12/2020	Congestion	I-85's Peach Pass is very dangerous. People without passes cross the double lines directly into the path of oncoming cars. Needs to be like on I-75 South and I-75 North outside 285.
1/12/2020	Freight	18 wheelers are counting the Peach Pass lane as the 3rd lane where the signs on the bridges say no trucks like 18 wheelers in the left two lanes. One early morning commutes (5:15 am) they are driving in the lane next to the passing lane and every lane to the right. Like a convoy going down I-85 and aggressive drivers making dangerous maneuvers to get around them. Please put a sign with an arrow showing No truck in these two lanes instead of the current sign.
1/12/2020	Congestion	Bottleneck at all times of the day
1/12/2020	Freight	Tractor trailers slow down traffic by driving in left lanes. Traffic enforcement would help traffic flow.
1/12/2020	Multimodal	Marta expansion is necessary for the further development of this area. Traffic is too congested everyday to not have a line extension through the county.
1/12/2020	Congestion	the interchange from 285 to 85N is outdated simply because there is too much traffic volume. Figure how to make this entire section capable of handling more cars
1/12/2020	Congestion	add or improve alternate routes from 285 to 85N. Maybe build new fly over lanes to the first exits Pleasantdale & Jimmy Carter Blvd
1/12/2020	Multimodal	we need marta rail extended north to at least Gwinnett place mall area (Pleasant Hill Rd)
1/12/2020	Congestion	When 316 and 85 merge, it always causes additional traffic.
1/12/2020	Congestion	It is always traffic caused by cars merging onto the highway at this point.
1/12/2020	Congestion	Anytime the Jimmy Carter exit is involved, whether you are exiting or entering the highway on either side it is traffic. They have implemented the diamond change on this road and it still has not helped with the incoming and outgoing traffic only for those on the regular roadway.
1/12/2020	Congestion	Jimmy carter is very hectic merging over
1/12/2020	Safety	55 mph is too slow
1/14/2020	Congestion	A lot of traffic from I-285 is forced into just one lane. Needs to be two lanes all the way into I-85 with no lane reduction for at least half a mile, even if this means cutting into the access road.
1/14/2020	Safety	Traffic waiting to get onto Jimmy Carter backs up onto I-85 daily. The exit ramp needs to be longer.
1/14/2020	Safety	Left turns from Peachtree Industrial are dangerous. The left turn lanes need a redesign.
1/14/2020	Safety	Stewart Road should be closed to Buford Highway. Too dangerous to get in and out, even with just right turns.
1/14/2020	Safety	Consider rebuilding the entrance/exit ramps as a roundabout interchange. Safer and there's still physical room to do it.
1/14/2020	Other	The exit ramp northbound is so long that there is no possible way to make it over to the peachpass lane. And the next entrance to that lane is way up by the suwanee exit miles away making the peachpass lane usless to anyone traveling from old peachtree north to 985.
1/14/2020	Other	There are not enough entrances to the peachpass lane. What is the use of having the peachpass if vehicles cant get on it when they need to. They just have to sit in traffic and add to the congestion.
1/14/2020	Other	The peachpass lane does not have an exit onto 985. Why is that ??? So often i see travelers driving along in the far left lane of 85 suddenly vear over where the entrance to 985 is. there are signs but obviously that doesnt reach the attention of these drivers. Maybe some of those giant painted signs on the road indicating that these two lanes will be going to 985. Every time i travel through there i see vehicles scrambling to get back over to 85 from the two 985 exit lanes. This is extremely dangerous.
1/14/2020	Congestion	Three exit lanes from 285 converge to one lane right as it converges into northbound 85. This causes a backup on 285 which is dangerous. All of a sudden traffic can come to a dead stop on 285 causing accidents. Vehicles switch lanes quickly and without warning causing accidents. Accidents also happen right before the three exit lanes converge because there is another on and off ramp for another road right there adding to vehicles crossing lanes.
1/14/2020	Safety	Same as congestion
1/14/2020	Freight	Freight trucks are frequently using Chamblee Tucker Rd (which is partly residential) to cut around traffic at 85/285 many afternoon/evenings. Even worse, they sometimes cut through the small residential neighborhood of Embry Hills to get around the Spaghetti Junction traffic and find themselves getting stuck on our tight streets. This is a major safety concern for our young families.

Map Ideas Comments - Online Survey		
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1/14/2020	Congestion	Trying to get on 85 North when heading East on 285 is very difficult as it gets backed up for miles. The bridge heading north cannot accommodate the amount of cars needed to keep traffic moving. Trucks are especially slow moving up the curvy tall bridge. Why not give the carpool drivers an exit closer to Buford Highway to head north on 85? Additionally, traffic on 285 East remains very bad after Spag. Junction as many individuals try to get to Tucker or Stone Mtn/Lithonia. Henderson Rd. needs an exit for the East bound evening traffic and an entrance for the West bound morning traffic on 285. When heading north on 85 in the evenings there needs to be better flow inside the perimeter. It starts to back up at Chamblee Tucker and then drivers use Waze to get off and cut through CT and the Embry Hills neighborhood causing great congestion. Please work with the Embry Hills Civic Assn on this issue. 85 North needs more lanes beginning at Shallowford. And needs another lane for 285 East access in the afternoon so drivers don't cut through small residential neighborhhods. We had a car count of 2500 cars cutting through on Embry Circle in one afternoon and it gets worse every time there is an accident near Spag. Junction. We know this neighborhood best. Use our opinions or reach out to 404-610-8559 for our civic assn. contact. Perhaps utilize the 85 access lanes in a double decker fashion. They don't get used enough.
1/14/2020	Safety	Truckers and drivers cutting through and using Chamblee Tucker Rd (which is only 35 mph) are creating dangerous roads for our neighborhood. Get the flow of traffic improved starting inside the Perimeter so that these vehicles don't feel the need to get off on back roads that they are unfamiliar with that cause safety and traffic concerns for pedestrians and other drivers. CT is a curvy road, and anytime there is congestion or an accident near Spag. Junction on the highways, we have way too many trying to cut around it on these roads. major flow improvements are need at Spag. Junction to keep drivers using the highways.
1/14/2020	Other	The 85 North and South Access roads should flow both ways instead of one ways. Perhaps a double decker bridge. This is an underutilized amount of space that could help drivers inside the perimeter get off the main part of 85 and allow them closer access to homes and businesses located on those one way access lanes.
1/14/2020	Congestion	Jimmy Carter Blvd remain constantly logged jam even the intersection been changed; how to divert traffic to other roads need to be considered
1/14/2020	Freight	With more trucks parked at the exit ramp; how to find more parking spaces for overnight truckers
1/14/2020	Freight	limited parking in the Doraville area; how to create more truck parking for short and long term parking
1/15/2020	Congestion	Nothing has been done in this areas to alleviate congestion. Make special truck lanes that only trucks may travel. Chamblee Tucker Rd was not built for 18 wheeler traffic.
1/15/2020	Congestion	Far too much traffic at the 316/85 interchange.
1/15/2020	Congestion	Spaghetti Junction plus the traffic going up to exit 99
1/15/2020	Congestion	I-85,/I-285 interchange needs improvement by adding more lanes that merge onto I-85N. 3 lanes to 1 lane creates a major bottleneck.
1/15/2020	Congestion	Congestion from I-285 to Pleasant Hill Rd could be alleviated by adding feeder lanes and flyovers similar to what has been done from Pleasant Hill Rd and north. Having lanes that can go from 285 to Jimmy Carter could alleviate truck traffic from tying up the rest of 85.
1/15/2020	Multimodal	trails
1/15/2020	Safety	The HOV exit for 985 is too short and too soon. People miss it all the time and cut out into traffic at the last minute.
1/15/2020	Other	Train needed
1/15/2020	Congestion	Traffic backs up on 285 and 85 due to this interchange and it is time consuming and dangerous
1/15/2020	Congestion	The traffic trying to merge on 85 from 316 and Pleasant Hill creates a large back log especially during the mornings.
1/15/2020	Congestion	Need to re-route this on ramp heading north. Traffic is terrible here in the afternoons.
1/15/2020	Congestion	Need re-routing from 285 flyover onto 85. Longer on ramp or multiple entry points may help.
1/15/2020	Congestion	Dedicated toll off ramp from 85S to 285.
1/15/2020	Congestion	Heavy traffic - need more lanes for peak times.
1/15/2020	Congestion	The curve forces people to slow down, mostly happens on I-85 N during evening rush hour
1/15/2020	Congestion	Merger off of I-285 to I-85 is usually congested even off peak
1/15/2020	Other	Trash Debris on roadway & flyover bridges
1/15/2020	Freight	The high number of Trucks merging onto I-285 often make the exit a little tense.
1/15/2020	Congestion	Traffic exiting at Jimmy Carter often backs up into the travel lanes
1/15/2020	Freight	Freight moving north on i-85 is often in Left Lanes before reaching I-985 and has to move to right to continue northward on I-85. This places them in the fast lanes of I-85 for several miles before they merge to the Right. Signage several miles before the I-985 ramp would advise them to move to the right before reaching the interchange.--
1/16/2020	Congestion	No traffic flow around peak times trough recently new added red lights.
1/16/2020	Multimodal	Extend the walkway down towards Duluth, create more walkable areas in Duluth
1/16/2020	Congestion	Cars keep cutting the line priving from Satellite Blv, right to beaver ruin road. Peak time 7 am-8:30 am
1/16/2020	Safety	People still get in the right lane to turn, though this is now Ollie's lane.
1/16/2020	Safety	Speed Limit too slow -
1/16/2020	Congestion	Express Lanes are no better
1/16/2020	Other	Seperated Express
1/16/2020	Congestion	Increase more lanes.
1/16/2020	Congestion	Heavy congestion in rush hr traffic. Morning & afternoon
1/16/2020	Congestion	Widen lanes, allow longer ingres and egress to freeway and to local streets
1/16/2020	Freight	We need 485. To route freight around city
1/16/2020	Congestion	Every morning this is the first place I encounter delays.
1/16/2020	Congestion	In the afternoon this is always where the congestion frees up. Something to do whit the curve or traffic entering from JCB? Never an incident to blame for the backup.
1/16/2020	Safety	Commercial traffic always in the left 2 lanes in this area both north and southbound. Signage is gone or missing since reconstruction. Lack of proper signage leading into the area.
1/16/2020	Congestion	Add rail
1/16/2020	Congestion	Add rail.
1/16/2020	Congestion	Add rail
1/16/2020	Congestion	I would like to see HOT lane exits at more interchanges. It is very difficult during commuting hours to get from the HOT to the exit and it slows all traffic because HOT traffic is crossing many lanes to get to the exit.
1/16/2020	Safety	Railway Crossing mixed with a traffic junction and library access along with residential subdivisions. There needs to be an "over bridge" for pedestrians and a "fly over bridge" for vehicles connecting in all directions

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1/16/2020	Congestion	The only road connecting Suwanee to Alpharetta, specially office going population. Extremely congested during morning and evening hours with single lane few miles down. Need a "fly over bridge" starting at this point to "Alpharetta"
1/16/2020	Safety	Major vehicular traffic from all directions and NO TURN LIGHTS. Only Stop signs where people tend to be confused with simultaneous vehicles approaching in all directions. Must put traffic lights to regulate this important point caled Faraday Circle
1/16/2020	Congestion	Too many cars on the road which delays traffic
1/16/2020	Freight	Too many trucks on the road
1/16/2020	Congestion	Add more lanes. Don't allow merging which slows traffic
1/16/2020	Congestion	restrict merging. Add more length to lanes that are ending here and require merging.
1/16/2020	Safety	exit ramp from 85 to 285 needs to have dividers to not allow merging very close to the exit only lane. People in one lane over from exit only change lanes at the last minute causing hazardous conditions for others.
1/16/2020	Congestion	the area from 285 to Jimmy Carter is horribly congested and backed up. The main problem is the semi trucks merging onto I-85 from I-285. Needs to be some dedicated truck lanes.
1/16/2020	Freight	truck traffic merging onto 85. Need dedicated truck lanes.
1/16/2020	Safety	large number of trucks trying to merge onto 85 is a safety issue for passenger vehicles. Need a dedicated truck lane.
1/16/2020	Congestion	The merge point of the I-85 & SR 316 Peach Pass lanes should be extended to provide a smoother merge. This could be done without widening the roadway, only re-striping would be required.
1/16/2020	Congestion	Traffic congestion occurs Northbound in the PM a the location I-85 & I-985 interchange. Not sure why this happens other than people crossing the double white HOV line to travel I-985. Maybe some better signage would help.
1/16/2020	Safety	Throughout the corridor on the Northbound side there are some drainage structures that extend into the travel lane. The tops were not raised when the pavement was overlaid creating an unsafe drop off in the wheel path. Either raise the drainage grate or replace it with a narrow grate that does not extend into the travel lane.
1/16/2020	Congestion	The westbound traffic to I-285 creates congestion for I-85 southbound travelers.
1/16/2020	Multimodal	Improve the access from I-85 south to the Doraville and Chamblee MARTA stations. It takes too much time to travel from I-85 to either station. More people would use MARTA if this connection was easier & faster.
1/16/2020	Congestion	Add direct access to/from I-985 to the Peach Pass lanes.
1/16/2020	Congestion	Connect Ronald Reagan Parkway directly to I-85 to/from the south.
1/16/2020	Safety	Erratic drivers in/out of the H.O.T. lanes. No regards for the regulations.
1/16/2020	Congestion	C/D lanes built for I 285
1/16/2020	Freight	Restrict all thru truck traffic during peek hours. Build truck parking facilities for staging.
1/16/2020	Multimodal	MARTA needs to go to Gwinnett. The population is growing faster than the highway system can accommodate.
1/16/2020	Congestion	Back up from I-985 lanes splitting from I-85.
1/16/2020	Freight	Lot of freight blocking I-985 exist and merging
1/16/2020	Freight	Load ratings has always been a concern of mine, personally. During peak hours, numerous trucks sit still on these bridges.
1/16/2020	Congestion	The HOT lanes experience congestion in the morning since there is no isolation between it and the standard travel lanes. They appear inefficient from a passerby's perspective.
1/16/2020	Safety	Witnessed vehicles involved in a collision pulled over to the inside shoulder, where the HOT lanes are located. To my knowledge, if vehicles have to travel around damaged/emergency response vehicles on the double white line, Peach Pass penalties apply to the accounts of those drivers. Isolated or reversible managed lanes should be considered.
1/16/2020	Other	Shared through and exit lanes are not properly distinguished between EXIT ONLY lanes on I-85 Southbound. This causes confusion among drivers exiting to I-285 North & South. This is true for many interchanges on and around I-285.
1/16/2020	Safety	Police presence only appears to be adequate at the end of the month. Many drivers exceed the speed limit, travel below the speed limit, and the flow of traffic is never predictable in both directions.
1/16/2020	Congestion	This on-ramp at JCB northbound is often congested and the shoulder lane adds to merging confusion.
1/16/2020	Congestion	Steve Reynolds should be developed as an alternate corridor to the Pleasant Hill area
1/16/2020	Congestion	This area has NOT IMPROVED even after the express lanes project was completed
1/16/2020	Congestion	This area is always a traffic nightmare
1/16/2020	Safety	It is impossible to safely transfer from Lawrenceville Suwanee Road headed North and cross all the lanes for 985 North.
1/17/2020	Safety	The split at this intersection leads to many travelers weaving to switch lanes.
1/17/2020	Safety	The curve of the interstate leading into this off ramp is a bit short leading travelers to weave to make the exit.
1/17/2020	Congestion	Need a right turn only signal on live oak o. To JCB (next to Chick Fil A). Traffic is being held up with people entering JCB at the same time people are crossing over to get inyo CFA, Starbucks and 85N and blocking traffic already on JCB crossing thru the intersection.
1/17/2020	Congestion	The left turn lane into Walmart needs yo be extended. It cannot handle the traffic and blocks traffic on JCB heading towards Tucker.
1/17/2020	Congestion	Something reallllllllly needs to be done at ths intersection about cars running thru the yellow light and not being able to clear the intersection and blocking multiple lanes on Holcomb Bridge. Its awful most mornings.
1/17/2020	Freight	Truck traffic to Brichwood Foods is a big problem
1/17/2020	Congestion	Traffic backs up through this intersection
1/17/2020	Safety	people changing lanes
1/17/2020	Congestion	Always high volume from 316 it seems
1/17/2020	Congestion	High traffic
1/17/2020	Safety	Repair barrier fence between I-85 and Crescent Drive
1/18/2020	Congestion	this merge headed north is really bad and it stays congested for miles.
1/18/2020	Other	Signage here is not clear that HOV cars must get out of the HOV lane to take 985 north.
1/18/2020	Congestion	985 coming South in the AM, drivers are too fast to merge well with 85 drivers. Causes erratic slowdowns and unsafe conditions.
1/18/2020	Safety	possibly a reduced speed coming towards atlanta on 985 prior to the merge with 85 to facilitate smoother merge.
1/18/2020	Congestion	Coming south in the mornings this is always slow. Part of this is the interstate truck traffic that slows down the morning commute. Trucks are not complying with the truck lanes. Maybe the truck lane restrictions could be improved with better signage and enforcement.

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
1/18/2020	Safety	Morning commute has idiots who have to get ahead of everyone else and they are a menace. The only thing that I have seen that slows them down is a police presence. Even in heavy traffic they are jumping lanes and driving too fast for conditions.
1/18/2020	Freight	It is tricky to know ahead of time what lane to be in at Spaghetti Junction. I personally like it when the highways are painted on the lane--I am already looking that direction, I don't have to read a sign that is up in the air, and it is easy for someone who is not familiar with the lanes to navigate. It might be helpful to have additional "picture signs" above the highway for when there is too much traffic to see the painted lanes. They do this in Atlanta and I think it is helpful.
1/18/2020	Safety	I believe the speed limits through these sections need to be reviewed. It is probably appropriate to have the higher speeds during the 7 pm to 6 am time, but after that, I really think the 60 speed limit (because folks will go 65) is the better choice. I know 985 says 70, but I think that is too fast too (for the reason that then folks go 75).
1/18/2020	Congestion	Too many cars Not enough asphalt
1/18/2020	Other	HOV lanes are too expensive. Tax Payers already paid for lane and DOT took away for toll
1/18/2020	Freight	Trucks should have Thru Lanes or stay in Right lanes only
1/18/2020	Congestion	Need warning sooner to people not familiar with 985/85 split of lane designations
1/18/2020	Freight	Need outer loop or truck lanes that can accommodate their traffic. Everything moves by truck give them the space they need & will alleviate Atl traffic immensely
1/18/2020	Safety	Not enough travel time to cross over from paid lane to exits. Especially in high traffic times which is mostly always. I will not use the paid lane in certain areas due to this. Have witnessed cars having great difficulty & having to push their way over to exiting lanes that is dangerous
1/18/2020	Other	Severe lack of rest areas in state, used to be one here, what are you building now? Trucks need at least lanes or areas to pull off as required.
1/18/2020	Multimodal	Don’t remember exactly where I’ve seen bike lane put in between car lanes but this will cause an unsuspecting driver shear panic. MOST bikers take no responsibility in watching out for safety as do motorcycle drivers and pedal blindly down the road
1/18/2020	Other	Build a restricted access from i85 buford area to i75 cartersville area!!!!!!
1/18/2020	Other	Build the East West connector between i85 and i75
1/18/2020	Other	Build the east west connector between i85 and i75!!!
1/18/2020	Congestion	85 N\985 N fork- problems getting over from Suwanee exit to 985N. Backed up traffic with many cars getting over at the last minute to avoid standing traffic to 85 N.
1/18/2020	Safety	Fast pass lane where 85 S and 316 merge. Very dangerous as cars try to cut in front of others and during traffic hours goes from cruising speed to a holt due to this. Public not following Fast Pass rules and goes over solid when there's traffic to avoid sitting in the merge section.
1/18/2020	Congestion	Exit from 85 N to\from Buford (HWY 20 MOG)-backs up to 85N due to merging issues on and under bridge. Cars going 85 N from exit has to merge in front of cars trying to get on to exit in same lane causing safety and traffic concerns. Cars getting off exit causing traffic and safety concerns trying to merge into HWY 20 towards Buford while cars trying to go 85S merges in same lane.
1/18/2020	Congestion	Exit from 85S to HWY 20 towards Buford when cars want to go left on Mall of Ga Blvd towards Cosco. They have to go 3 lanes over cutting off other cars on Hwy 20 which cause safety and traffic concerns.
1/18/2020	Congestion	Congestion!!!!!!
1/18/2020	Congestion	get rid of the peach lane that will help speed up the traffic
1/18/2020	Safety	it is dangerous to try to get out of the peach lane to get to Jimmy Carter cars going 50 behind you when merging into stoped traffic crazy for you to keep this get rid of the peach lane
1/18/2020	Freight	trucks should have designated lanes
1/18/2020	Congestion	You have a mile to get over in or out of exit lane. People assume they have to get over right away. It’s ridiculous.
1/18/2020	Safety	Asians have no clue how to drive with common sense. They need more classes on how to drive in this country. Slower traffic to the right.
1/18/2020	Safety	Lower by 10 mph
1/18/2020	Congestion	Redesign the interchange
1/18/2020	Safety	Heavily enforce speed limit within entire corridor
1/18/2020	Congestion	Dismantle the toll lanes to give the freedom back to the taxpayers.
1/18/2020	Congestion	Stop robbing taxpayers with toll roads
1/18/2020	Congestion	Fire any officials that think toll roads/lanes are a good idea to torture taxpayers with.
1/18/2020	Congestion	Keep building lanes that zillions in gas taxes pay for.
1/18/2020	Congestion	The end of the entrance ramp from ga 120, sugarloaf and old Peachtree north bound dumps a large collection of cars in one spot with a limited amount of time for many of those drivers to merge across 6 lanes of traffic to continue north on 985, while many on north 85 try to navigate right 6 lanes to the Suwanee exit
1/18/2020	Congestion	Southbound, the lanes from 316 go from 3 to none forcing an issue in merging
1/18/2020	Congestion	All along the I85 corridor issues have arisen from drivers in the HOT lanes trying to reach an exit. In many places a driver must cross 8 lanes of traffic in very limited space which is both dangerous and causes massive slowing in traffic.
1/18/2020	Safety	traffic in the HOV North lane often think they're heading to 985N until late when they dash over to the right in order to get on 985N.
1/18/2020	Congestion	I suggest an HOV lane, or Peach Pass Lane on Peachtree Industrial Blvd from Suwanee to I285
1/18/2020	Freight	Semi truck traffic causes a lot of congestion during morning rush hour, only allow them to use the right two lanes, or designate the right two lanes for semi traffic only
1/18/2020	Other	Marta train, or train from Gainesville and Athens to Atlanta. Only way to clear congestion is to remove cars, and looking at projections more folks are coming to the area, not less
1/18/2020	Safety	The merging process here is horrid.
1/18/2020	Other	For someone exiting here, where to go is very confusing especially when there is high traffic
1/18/2020	Congestion	The road changes here make it very confusing for people who do not drive here every day.
1/18/2020	Safety	Have a separate peach pass exit for 985. People are cutting off traffic, crossing solid lines from peach pass lane to 85/985 interchange causing back ups.
1/18/2020	Congestion	Fast lane cars crossing all the way over to not get caught into 985 exit. Possible solution more signage or barrier, like spaghetti junction 285 exits.
1/18/2020	Safety	The traffic flow during rush hour of cars coming from 985 onto 85 and vice versa in the evening is not safe.
1/19/2020	Congestion	Carl slowing for 985 curve backs up 85 north

Map Ideas Comments - Online Survey		
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1/19/2020	Congestion	Congestion, Mall OF GA Trafic 85N cogestion, 985 N congestion and 85N congestion because of slowing for 985N curve under bridge.
1/19/2020	Congestion	Need a better solution to reduce the congestion on spaghetti interchange.
1/19/2020	Congestion	need to have an entrance ramp on I85 South for exit 103. Many cars are using Exit 104 Southbound ramp. Opening up Exit 103 Southbound may reduce or relief congestion on pleasant hill rd.
1/19/2020	Freight	have trucker lane only
1/19/2020	Congestion	Cars and freight heading toward 285W
1/19/2020	Congestion	Add barrier preventing cars from exiting HOT lane right before I985 exit. Cars stay in HOT lane to long and then merge in at last second causing cars to slam on brakes and add to congestion. This is also very dangerous. Additionally better signage indicating both left lanes can exit onto I 985 would help.
1/19/2020	Congestion	extend the exit ramps so the traffic does not back up into the interstate lanes. Extend entry ramps also.
1/19/2020	Congestion	The off ramps to I-985 should not be the fast lanes; rather, there should be flyover ramps to I-985 north. If you get on at Suwanee you cannot get across the lanes to get to I-985 north in such a short distance. Additionally if you are not willing to drive really fast, you cannot position yourself in the left lanes to exit to I-985 without violating the "slowpoke law" --- people will run you off the road if you're not doing 80!
1/19/2020	Congestion	Extend exit ramps so traffic does not back up stopped into the interstate through lanes
1/19/2020	Congestion	drivers breaking across traffic to get to 316 at last minute.
1/19/2020	Congestion	always wrecks here.drivers breaking in at last minute.not watching other traffic.driving too fast.
1/19/2020	Congestion	Need left turn light onto Boyett Dr.
1/19/2020	Congestion	Need left turn light from Mountain Industrial to 29.
1/19/2020	Congestion	Hard to go from right to left lane from Jimmy carter to 141 N and make a left on Holcomb Bridge.
1/20/2020	Congestion	Improve I-85 southbound to 285 eastbound/westbound exit ramps so that congestion doesn't back up onto I-85 southbound.
1/20/2020	Congestion	Barrier separate the managed lanes so that traffic can flow independently of the mainline traffic. Allow direct access to managed lanes from local roads with separate ramps.
1/20/2020	Congestion	Construct dedicated bus lanes such that buses do not slow down the managed toll lanes.
1/20/2020	Congestion	Improve I-85 southbound exit ramp to Jimmy Carter such that traffic doesn't back up onto I-85 southbound lanes.
1/20/2020	Congestion	Crossing over 316 at Cedars road is like playing dodge ball with cars and waste a lot of time. It's a very inefficient setup.
1/20/2020	Safety	Crossover 316 at Cedars Rd is like playing dodge ball with cars
1/20/2020	Other	Changed is needed now at Cedars rd and winder hwy
1/21/2020	Congestion	Way too much congestion, esp on Friday afternoons with ppl trying to leave town.
1/21/2020	Congestion	Slow traffic on N 85 prevents cars entering from 285 E to be able to merge quickly, causing backups on 285. THis is especially bad on Friday afternoons.
1/21/2020	Congestion	Traffic often has a hard time merging, esp at peak hours and weekends.
1/21/2020	Congestion	Needs more traffic lanes
1/21/2020	Congestion	Needs more lanes and express lanes
1/21/2020	Multimodal	There needs to be BRT and more light-rail through out the metro
1/22/2020	Safety	Enforcement
1/22/2020	Congestion	Truck traffic causing much of slowing of flow! Should have built a second 285 10 miles north of current 295 10 years ago to keep truck traffic off of current north side 285 traffic flow! The proposed raised express lane between 85 and 75 is also very expensive and will cause more congestion and problems for those living north and dough of current 285 north side.
1/22/2020	Freight	We need a plan to get freight trucks off 285. The exchange at 85 and 285 is always clogged with trucks. We need an "outer perimeter" very badly so trucks can more efficiently haul goods across the southeast and reduce congestion on 85 and 285
1/22/2020	Congestion	The exchange from 285 S to 85 N is a 30 year old nightmare. The exit ramp is only 2 lanes and needs to be at least 3 lanes. And then those 2 lanes become 1 lane as soon as the ramp deposits vehicles on 85. Take a look at 75 N in Cobb County -- it is 8 lanes than slowly taper to 3 lanes after many miles and exits
1/22/2020	Congestion	In general, 85 needs more lanes between 285 and Pleasant Hill.
1/22/2020	Congestion	Southbound is often congested here
1/22/2020	Congestion	Southbound is almost always slowed down around Jimmy Carter for no apparent reason
1/22/2020	Other	The signage here is extremely confusing -- hard to know how to exit onto 985 and where to go to stay in the Peach Pass lanes.
1/22/2020	Congestion	More capacity.
1/22/2020	Multimodal	Would love to see more trails and pathways restricted to motorized traffic to make it safer.
1/23/2020	Congestion	Cars heading East on 285 to get off at Peachtree Industrial heading north tend to wait to the last moment to get over causing others to slam abruptly - hence the cause of major congestion going on in both directions on 285 due to the intersections needing a much slower limit. Sectioning of the exit lanes sooner will help solve a lot of traffic problems that we experience on 285.
1/23/2020	Congestion	The exit lanes need to be sectioned off sooner and there needs to be clearer direction as to which lane to use. Cars jump from the lane to exit onto 85 north into the exit to get on 85 south, causing breaks to slam because the traffic in that lane is typically moving at regular speed.
1/23/2020	Safety	The entrance ramp from Peachtree Industrial heading southbound onto 285 westbound is buckled with very damaging potholes from the merging lanes to the N Peachtree Rd exit ramp.
1/23/2020	Congestion	This road is one lane. Cars stopped at this intersection heading north on N Peachtree Rd could benefit from a dedicated right turning lane to the entrance ramp onto 285 East. Cars tend to back up during rush hour times due to a car continuing north on N Peachtree Rd stopped at the stoplight.
1/23/2020	Congestion	Interchange is frequently obstructed in all directions from traffic blocking intersections coming from off-ramps as well as traffic that backs up through intersections in order to make a left hand turn onto either on-ramp to enter I-85. Additionally making a right hand turn from the I-85 South ramp onto Beaver Ruin Rd has proven hazardous due to the high speed of exiting traffic from I-85 conflicting with yielding vehicles waiting to merge or vehicles exiting the fueling station. This exit is also a danger due to the significant over the shoulder blind spot and short lane to merge with Beaver Ruin Rd traffic that can often induce risky merges and/or rapid acceleration maneuvers. A diverging diamond interchanged is highly recommended to ease congestion and reduce collision hazards.

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1/23/2020	Congestion	Traffic in the far right two lanes of 141 near the split with Peachtree Industrial Blvd will often slow from a high speed to a crawling speed in the evenings and is prone to high speed rear and collisions. This often occurs just NorthEast over a cresting of the road that blocks visibility leaving little reaction time for deceleration. This corridor congestion also leaves little room for traffic merging from the Jimmy Carter Blvd ramp to shift over to the left hand lane easily to make a left onto Holcomb Bridge Rd. Additionally traffic attempting to make a right onto Holcomb Bridge Rd is largely boxed into the forward flowing traffic. Frequently drivers will lose patience and use the shoulder at random non-orderly intervals to proceed to the very short right hand lane. My first recommendation to ease these three issues may be to extend the Jimmy Carter Blvd merge lane all the way to the Holcomb Bridge Rd right hand turn lane joining the two. This may lead to reduced congestion opening up better merging opportunities from the Jimmy Carter traffic and possibly move the traffic forward away from the blind spot with traffic cresting the hill by improving the flow of right hand turn traffic onto Holcomb Bridge Rd. A second and perhaps more effective but more expensive recommendation would be to add an additional full lane of travel in each direction along Peachtree Industrial Blvd.
1/23/2020	Other	Signage leading up to the exit ramps leading to 141 from I-285 Eastbound can be confusing. With the congestion leading to 141 North and South the signage can make it seem like the exit to 141 North begins further up past where cars are already lined up for the 141 South lane. Extending the exit ramp lanes and realigning the signage and repainting the lines.
1/24/2020	Congestion	Morning congestion. I keep going on i85 but often this is backed up even without issues on i285
1/24/2020	Safety	In the evening this is always backed up on regular lanes while HOT lane is moving. Folks will junp the double lines into the HOT lane from a stand still risking getting rear ended. Please add more of a barrier between the lanes to discourge this behavior. Obviously the threat of a $25 fine isn't working.
1/24/2020	Safety	There's no acceleration lane. Not safe.
1/24/2020	Congestion	Frequent back ups. Hard to get from HOT exit to actual Pleasant Hill Rd exit
1/24/2020	Congestion	East bound traffic in the afternoon is heavily congested
1/24/2020	Congestion	Spaghetti Junction suffers from congestion that ripples thru the I-85
1/24/2020	Multimodal	Connect MARTA at Doraville to Gwinnett via high capacity transit.
1/24/2020	Multimodal	Leverage redevelopment of Gwinnett Place Mall with a high capacity transit line to Doraville.
1/24/2020	Freight	Tractor Trailer traffic from I-85 to I-285 has to reduce speed for ramps.
1/24/2020	Multimodal	Expand P&R
1/24/2020	Other	Bus lanes. Road diet.
1/24/2020	Other	Bus lanes. No more car infrastructure
1/24/2020	Other	More rail. More buses. Fewer lanes. Close roads to cars.
1/25/2020	Multimodal	Need MORE and BETTER connections to MARTA now to make it more useful for residents
1/26/2020	Multimodal	Heavy congestion with lights not in sync, train track and arrogant pedestrians that are hard to see alternative thru city option and pedestrian bridge underground crossing
1/26/2020	Congestion	Fight to get on and over to PeachPass lane to pay $10
1/26/2020	Congestion	Bus / school lanes - bypass school lane
1/26/2020	Congestion	Need relief as 316 empties into 85 south
1/26/2020	Congestion	This intersection of 85 south and 316 is the worst traffic
1/26/2020	Congestion	85 south from northern Gwinnett county to the junction is a nightmare.
1/26/2020	Freight	Trucks on I-285 eastbound trying to go northbound on I-85 back up for miles as they wait to go on the flyover bridge in rush hour.
1/26/2020	Multimodal	Need to extend MARTA north to a new multi-modal center near Jimmy Carter and I-85.
1/26/2020	Multimodal	Need to extend MARTA north to a new station near Pleasant Hill and I-85.
1/27/2020	Congestion	Congestion frequently occurs where SR 316 westbound merges onto I-85 south and often extends to/past the Pleasant Hill Road overpass. Some of the congestion appears to be due to cars and trucks slowing down significantly to accommodate traffic merging onto I-85 and then not speeding up (especially trucks).
1/27/2020	Congestion	The exit ramps to Jimmy Carter Boulevard frequently have slowed/stopped traffic extending into the main travel lanes of I-85, especially during rush hour.
1/27/2020	Multimodal	Gwinnett Place would benefit from greater connectivity with nearby areas and the MARTA system via transit (bus, light/heavy rail), as the area continues to undergo densification and redevelopment.
1/27/2020	Freight	Much of the I-85 corridor in the metro Atlanta region lacks privately or publicly maintained truck parking facilities (e.g. rest stops, gas stations with designated truck parking). In order to meet federal regulations, truck drivers are forced to park in empty parking lots (such as those around Gwinnett Place Mall), on exit ramps, or on road shoulders on I-85 or nearby highways, which create potential safety hazards for truckers and other motorists.
1/27/2020	Multimodal	Plans for the OFS site to put a multimodal transit hub to accommodate buses and (potentially) rail will need to take into account of pedestrian/bike access to this area from the east side of Jimmy Carter Boulevard and south side of I-85. Vehicular access from I-85 may require a redesign of the Jimmy Carter Boulevard interchange to minimize congestion caused by traffic to the multimodal hub.
1/27/2020	Safety	Merge feom hov to 285 is too short. Requires very quick merge to make to 285 e ramp from sb 85 hob
1/28/2020	Congestion	Congestion in non toll lanes during rush hour Pleasantdale road and service roads are a disaster needs redesign
1/28/2020	Congestion	Need entrance and exit ramps at McGinnis Ferry RD to I-85
1/28/2020	Freight	18 wheelers ONLY need to use the left 2 lanes on the entire corridor. The 45% that go straight through, along with the trucks that need to exit, will ease congestion considerably. Cars that need to exit will have fewer lanes to cut across to exit which causes trucks to slow down in turn slowing down cars behind the trucks which just sit there instead of going around the trucks that are trying to regain their speed.Also the trucks in the left lanes that need to exit usually start moving over well in advance of their approaching exit.
1/28/2020	Multimodal	The merging is dangerous
1/29/2020	Multimodal	Increase public transits and encourage people to use it. Single user vehicles are congesting the roads

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1/29/2020	Freight	Avoid truck during morning commute hours of 6:30 - 8:30
1/29/2020	Congestion	Spaghetti Junction needs a complete rework. Onramps with two lanes that have to merge down to one lane while also trying to merge to the left cause a lot of accidents.
1/29/2020	Congestion	We need access roads parallel to I-85 on both sides. A lot of congestion is caused by vehicles merging onto I-85 and then exiting at the very next exit because they are using I-85 for local travel.
1/29/2020	Safety	Onramps that also double as exit ramps are poor design and add to congestion, driver confusion and accidents. Vehicles are trying to deaccelerate to exit which other vehicles are trying to accelerate to merge on to the interstate, all in the same lane. It does not work in highly congested areas and is dangerous.
1/29/2020	Congestion	Every day. South in the AM, north in the PM
1/29/2020	Safety	Repaint faded lines for vehicles turning left. Drivers are wandering outside their lane when turning
1/29/2020	Congestion	Congestion for no reason other than volume of traffic
1/29/2020	Congestion	Drivers merging to get onto 285 cause the other lanes of traffic to get congested because of late merging. Need a better traffic pattern to get drivers onto 285.
1/30/2020	Congestion	Extremely high congestion, I-285E to I-85N evening.
1/30/2020	Congestion	Congestion point most times of the day.
1/30/2020	Congestion	This is a dangerous interchange. Traffic entering I-85N has to criss-cross traffic that is exiting I-85N merging onto GA 20West.
1/30/2020	Congestion	Large crack or bump in road Hwy 316 flyover ramp to I-85S
1/30/2020	Congestion	This area backs up as traffic merges onto 85 from 316. The hot lane backs up long before the other lanes and traffic jams on morning commute all the way to Pleasant Hill. I don't know what would resolve this except smoother merging patterns or more lanes. There are 15 new subdivisions by me in south Buford alone, so it's only getting worse. Could Gwinnett County widen PIB and Buford Highway to assist?
1/30/2020	Congestion	YOU NEED TO HAVE HIGH SPEED TRAIN WITH STATION STOPS AT ACH OF THE CURRENT I-85 EXITS AND LARGE MULTI LEVEL PARKING DECKS TO SERICE EACH
1/30/2020	Congestion	Seperation or barriers between 85S and exit lanes for 285. An access road similar to 85S & Pleasent Hill rd.
1/30/2020	Congestion	Traffic starts to slow -
1/30/2020	Congestion	Ramp backs up to I85
1/30/2020	Congestion	Heavy traffic in the a.m.
1/30/2020	Freight	Too many Semis use this corridor. Suggest separate roads or routing in the early a.m. or evening when people go or come from work.
1/30/2020	Freight	Too many Semis in the a.m. and evening slow traffic for a.m. workers. Re-route Semi's in early morning and evening when people are trying to go to work and come home or create a Semi-truck only route.
1/30/2020	Congestion	There is not enough lane for people to merge adequately and so traffic builds up from this entrance onto I-85 south first in the mornings.
1/30/2020	Congestion	In my opinion this exit onto Peachtree industrial boulevard is terrible and with high volume causes a huge back-up in the far right lane for hundreds of yards. This causes people to change lanes suddenly and slows down almost four lanes of traffic.
1/30/2020	Freight	There are a large number of freight trucks at all times of day on this road. As they do not know the roads as locals do, they crawl along and build up traffic. Designated truck lanes from 316 to I-285 would allow the other cars more room and faster routes.
1/30/2020	Freight	Utilize the old rest area and Gwinnett County-owned land behind to create a truck stop / service plaza on 85 south
1/30/2020	Congestion	Build an express lane exit at Old Norcross Road
1/30/2020	Congestion	Build an Express Lane Entrance/Exit from 85 to 985
1/30/2020	Congestion	Build an Express Lane entrance/exit at Center Way
1/30/2020	Congestion	Build direct express lane entrances/exits to 285
1/30/2020	Congestion	Complete the Sugarloaf Pkwy Extension (limited access ONLY)
1/30/2020	Congestion	Bridge Smithtown Road over 85
1/30/2020	Congestion	Construct a new dedicated ramp from 85 south to 316 east
1/30/2020	Congestion	Connect Ronald Reagan Pkwy to 85 as a toll road with direct access to the Express Lanes.
1/30/2020	Congestion	Extend Club Drive across 85
1/30/2020	Congestion	Build a new interchange at 985 / Hamilton Mill Road
1/30/2020	Congestion	Bridge PIB over McGinnis Ferry Road
1/30/2020	Congestion	Grade separate Holcomb Bridge Road and PIB
1/30/2020	Congestion	Grad separate Medlock Bridge Road @ PIB
1/30/2020	Congestion	Eliminate traffic lights at this interchange
1/30/2020	Congestion	Construct Express Lane entrance/exit from 85 directly to the Park/Ride
1/30/2020	Safety	Make left turns from Beaver Ruin onto Shackleford safer.
1/30/2020	Congestion	Extend Express Lanes down 316. Maybe two reversible lanes in the middle?
1/30/2020	Congestion	Construct Express Lane entrance/exit at Lawrenceville-Suwanee Road
1/30/2020	Congestion	Construct Express Lane entrance/exit at Herrington Road
1/30/2020	Congestion	Grade separate this intersection
1/30/2020	Safety	The traffic lights at Rock Springs and Tech Center are too close to each other.
1/30/2020	Congestion	Connect Gravel Springs Road to Plunkett Road
1/30/2020	Congestion	Completely re-design the three traffic lights at Plunkett, Sudderth, and S Bogan Roads
1/30/2020	Congestion	Construct direct ramps from 285 to Doraville MARTA
1/30/2020	Congestion	Connect the Sugarloaf Pkwy Extension (limited access ONLY) to 20
1/30/2020	Congestion	Reconstruct as a full continuous-flow intersection
1/30/2020	Congestion	Re-align Satellite and South Lee Streets together
1/30/2020	Congestion	Grade-separate or rebuild as continuous-flow
1/30/2020	Congestion	Re-align Beaver Ruin with Langford at PIB
1/30/2020	Congestion	Grade Separate intersection
1/30/2020	Congestion	Tunnel Mitchell Road under 85
1/30/2020	Congestion	the merging is crazy, especially with trucks, fluctuating speeds and changing lanes
1/30/2020	Safety	Cars trying to get to the HOT lane. Sometimes coming to a complete stop in the fast lane waiting for a chance to get in. This causes everyone behind them to also stop and then we have the attempt to change lanes to get around them from a complete stop to fit in with cars going 40mph+

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
1/30/2020	Multimodal	Motorcycles riding between lanes, changing lanes, in and out of the HOT lane. I almost hit one who came zooming up between the lanes just as I was changing lanes (and had my blinker on)
1/30/2020	Congestion	This area (Northbound) tends to cause high congestion, as people merge on from 285, and also attempt to exit to Jimmy Carter. Backups from this area can easily extend to Chamblee Tucker Road and beyond -- particularly in the PM commute. Southbound also tends to have congestion, especially in the morning commute, as people attempt to exit to 285.
1/30/2020	Congestion	The HOV/Toll lane tends to experience extreme congestion during the morning commute, as the 316 toll lane merges with the 85 southbound toll lane and the merger area cannot handle the volume, bringing the lane to a standstill the backs up to the Sugarloaf exit and beyond.
1/30/2020	Congestion	More longer lanes are needed to merge from 285 to 85
1/30/2020	Congestion	Spaghetti junction is just a headache. If there were alternate routes to help drivers get to and from I-85 from 285 that may alleviate, the interchange itself.
1/30/2020	Other	Lack of available options for older folks with limited access to transport
1/30/2020	Safety	We need more police presence at the I-985/I-85 merge. It's a very dangerous merge with cars trying to get to Lawrenceville-Suwanee Road.
1/30/2020	Congestion	The Peach Pass lane merge at the Hamilton Mill entrance is not marked well. Cars needing to exit the PP lane to go north on I-85 wait until they are at the I-985 exit to move 3 lanes over to go north. It's a dangerous area of road.
1/30/2020	Safety	Rush hour traffic is so congested on I985 south to get to I-85 and cars keep little to no distance from the car in front of them. I have witnessed many times cars merging in a between cars and the car they merge in front of has to slam on the brakes to keep from hitting the merging car. There have been many wrecks caused by this. maybe we need more police presence or another lane or slower speed limits from exit 4 to exit 1 going south.
1/30/2020	Congestion	This interchange is a daily problem. Southbound I-85 HOV is often moving slower than normal lanes due the merging with Southbound 316. This area needs major work.
1/30/2020	Congestion	There needs to be an HOV controlled lane split to 985 North. HOV users are forced to merge with 85 North traffic to continue on 985. This is a major congestion issue when lanes bottleneck down.
1/30/2020	Congestion	Congestion extremely high
1/30/2020	Other	Need HRT solution
1/30/2020	Congestion	Congestion here due to bottlenecking
1/30/2020	Congestion	Congestion
1/30/2020	Congestion	Need exit/entrance to McGinnis Ferry road to assist East West mobility
1/30/2020	Freight	The volume of trucks moving freight in this area is dangerous and creates congestion.
1/30/2020	Multimodal	HRT needed to Pleasant Hill Rd from Doraville
1/30/2020	Multimodal	Bus Rapid Transit needed to Mall of GA
1/30/2020	Multimodal	BRT needed East West into Fulton
1/30/2020	Multimodal	BRT needed East West mobility into Fulton
1/30/2020	Congestion	There is a lot of congestion where 285 joins 85N to the point it's dangerous to those already on 85 especially when the tractor trailers come off 285 at a higher rate of speed and want to merge over immediately onto 85. What if there were a dedicated lane where traffic could not merge until further down the road. I have personally almost been hit by several and reported them to their respective companies.
1/30/2020	Congestion	The i-85 south ramps to both 285 west and east are massive bottlenecks that always see heavy congestion
1/30/2020	Congestion	i-85 north sees large amounts of truck traffic every day of the week heading out of state
1/30/2020	Safety	i-285 to i-85 north is an incredibly dangerous merge area, with three lanes of heavy traffic all trying to merge left by being funneled into a single lane
1/30/2020	Multimodal	A transit line connecting downtown Atlanta and the northern suburbs to deep into Gwinnett would take thousands of cars off the road and significantly improve congestion issues on i-85.
1/30/2020	Multimodal	Gwinnett Mall should be transformed to be the hub of the county future transit. Bus, light rail for north and south reaches along I-85. Explore use of high speed tunnel of vehicles along I-85 north and rail running along with existing rail down Buford Highway for future connection with Marta Doraville
1/30/2020	Congestion	it has been mentioned in other reports that an area somewhere at Jimmy Carter Blvd would be a connection point for future trasit. The existing Park and Ride at Indian trail should be upgraded and not Jimmy Carter, as it is already heavily congested.
1/30/2020	Congestion	regulating traffic signals to accomadate the busses will only slow down the rest of the traffic. this is a bad idea
1/30/2020	Congestion	Lane for left turners needs to be lengthened
1/30/2020	Congestion	too many people coming off Buford trying to get on 285 while people are trying to exit at PIB/141 merging madness
1/30/2020	Congestion	Too much congestion all the way from Medlock to Old Norcross
1/30/2020	Congestion	285 to 141 North. Room to add a second lane for exit and change the right lane on 285 to an option lane. Create merge on ramp like the project on the southbound side of 141.
1/30/2020	Congestion	Evaluate timing of lights to reduce traffic during rush hours between 141 and Pleasant Hill
1/30/2020	Congestion	Evaluate light timing on Pleasant Hill between 23 and I85 and beyond to make intersecting roads less of a priority.
1/30/2020	Congestion	Please reduce the HOT lanes to a 2 occupant as it used to be when originally built instead of a 3 occupant minimum for toll free.
1/30/2020	Multimodal	Add a light at Ronald Reagan and Pleasant Hill.
1/30/2020	Multimodal	Add a walking trail around Freeman lake and along Beaver Creek to Pleasant Hill.
1/30/2020	Congestion	Motorists unfamiliar with the 85-985 split. Then 985 only 2 lanes.
1/30/2020	Freight	Truck only lanes would be helpful. Semis all over every lane.
1/30/2020	Safety	Motorists getting on 85 at Lawrenceville-Suwanee need to cross 4 lanes of traffic to get to the lanes for 985. Very unsafe.
1/30/2020	Other	Don't let people build new development so far out. If people lived closer to where they worked we wouldn't have such horrible commutes
1/30/2020	Congestion	Make bus only lanes to make the bus service actually faster, maybe more people would then take it and take cars off the road.
1/30/2020	Multimodal	BUS AND RAIL Make 1 lane Bus only!
1/30/2020	Congestion	frequent backups
1/30/2020	Congestion	Frequent congestion
1/30/2020	Congestion	Traffic ALWAYS jams here. More lanes coming from 285 that don't have to merge onto I85.
1/30/2020	Other	The left merge onto I985 makes it difficult to keep the traffic flowing smoothly.

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
1/30/2020	Other	Need return ramp to I85N from Steve Reynolds
1/30/2020	Congestion	backed up often, vehicles often knock down the crossing mechanism
1/30/2020	Safety	cars travel too fast on Beaver Ruin, both directions, between I85 and Hwy 29; drivers still have problems merging into traffic after exiting I85 N and going onto Beaver Ruin toward Lilburn
1/30/2020	Safety	cars travel over speed limit , coming south off 316 onto I85Southbound
1/30/2020	Congestion	congested many times
1/30/2020	Congestion	congested at peak times, especially Saturday afternoons
1/30/2020	Congestion	traffic backs up, long wait at traffic lights, especially Saturday afternoons
1/30/2020	Freight	too many large and/or 18 wheelers on Indian Trail between I85 and Hwy 29 northbound toward I85
1/30/2020	Congestion	traffic backs up every morning M thru Thursday going from Dickens Road by the Exxon station turning right onto Indian Trail toward I85. many vehicles "block the box" at the intersection; and the traffic lights cause traffic backup.
1/30/2020	Safety	intersection of Dickens Road and Indian Trail Road, there is a retaining wall at the shopping area and shrubbery and it is almost impossible to see oncoming traffic at the intersection; if you are coming from Dickens and trying to turn right onto Indian Trail Road to go North toward I85, please fix. 24 years now, and not any better
1/30/2020	Other	bad roadway geometry, retaining wall, shrubbery
1/30/2020	Safety	3 way stop, please fix if possible, many cars do not yield the right of way when vehicle is turning left onto Dickens Road from Burns Rd, they think they can just "keep going"
1/30/2020	Congestion	cars do not yield when making a U turn at Indian Trail and Beaver Ruin road; they think they have right of way over the vehicles that are turning from Beaver Ruin Road right onto Indian trail Rd (even when there is a green arrow at this intersection, cars are still making the Uturn and do not yield to the right of way)
1/30/2020	Safety	please install arrows for turning left at this intersection of Pinnacle and Beaver Ruin Road, by St Patrick's Catholic Church , many, many accidents have happened.
1/30/2020	Congestion	Worst of the congestion along this study area.
1/30/2020	Safety	Difficult merging
1/30/2020	Other	No access to HOT lanes when getting on I-85 at Sugarloaf Parkway until all the way to Beaver Ruin...terrible!
1/30/2020	Congestion	Always a slow down here with one lane being an exit lane. People trying to merge in and out creates slow downs every day
1/31/2020	Congestion	Traffic blocks intersection after light turns red.
1/31/2020	Congestion	High congestion in both directions of I-85 during both morning and evening rush hour. Trouble resulting from even worse congestion on I-285 in both directions and inability to merge from I-85
1/31/2020	Congestion	Continued congestion on I-85 north to approx. Steve Reynolds in evening. I-85 south backs up to Jimmy Carter (due to merge with I-875)
1/31/2020	Congestion	Buford Drive gets a lot of traffic both in the morning and during rush hour throughout the year, and relieving this would be much easier for all drivers.
1/31/2020	Congestion	I travel along this road every day for work and I would appreciate it if there wasn't so much traffic in the mornings or during rush hour.
1/31/2020	Congestion	Reducing the congested traffic in this area would be wonderful
1/31/2020	Multimodal	Transit options need to be better in this area
1/31/2020	Congestion	Major congestion at exit to 141N on 285 E. Suggest cones to restrict traffic merging last minute to exit.
1/31/2020	Freight	Can we stop trucks entering/leaving metro Atlanta from 6 - 9 AM and from 4-7 PM
1/31/2020	Congestion	build additional flyovers, stop trucks to enter metroc atlanta for few hours in morning and few hours in afternoon
1/31/2020	Congestion	Congested area in the afternoon going North. Unsure of best options to improve.
1/31/2020	Congestion	Congested area in the morning going South. Unsure of best options to improve.
1/31/2020	Congestion	Freeway Exit/Entrance congestion.Unsure of best options to improve.
1/31/2020	Safety	No all cars need to make a stop and sometimes it gets a little dangerous when the light causes a back-up.
1/31/2020	Safety	The exit ramp for Jimmy Carter is extremely unsafe. If you need to turn left onto Jimmy Carter Boulevard, you have to stay in the furthest left lane. Otherwise, no cars will let you merge into the two left turning lanes. This subsequently causes cars to back up on I-85 in the right exit lane and block oncoming traffic. This also negatively impacts the other lanes on I-85.
1/31/2020	Congestion	Abbotts Bridge road should have a minimum of 4 lanes. It turns into a 2 lanes once it intersects with Peachtree Industrial Boulevard (due to bridge over Chattahoochee River). Expansion of road and related bridges would be helpful in reducing congestion along this road.
1/31/2020	Safety	Safety is far more important than mobility. I have driven this piece of 85 for more than 30 years. DOT can't control land use but they can develop effective counter measures to address safety
1/31/2020	Freight	CMVs should be limited to the three right lanes. Several crashes are the result of CMV operators behaving as if they a operating passenger cars also cars working their way around and past CMVs increase risk by additional and unnecessary lane changes. last, in peak hours, CMVs in left lans contribute to greater congestion. Simply moving the CMVs will address most of the needs in the study area. Don't waste time and money, try this first. It will yield great benefit cost ratios...
1/31/2020	Congestion	People need to take responsibility for their decisions, change when you commute or move closer to where you work of work closer to where you live. Last, a freight only roadway is the only practical solution, yes it would be expensive, but it will deliver great returns over the next 50 - 100 years. be forward thinking... more lanes haven't worked in California & Texas why would you think they will suddenly work in Georgia?
1/31/2020	Other	Light rail.
1/31/2020	Congestion	I85S is always backed up past 316
1/31/2020	Congestion	Ramp from 285E to I85N is usually backedup
1/31/2020	Safety	Express lanes need plastic delineators to help keep traffic from crossing over double white lines
1/31/2020	Congestion	Most people getting on 285 coming from 85, Buford Hwy, and Peachtree Industrial. Perhaps another route like 285 further north or exchangeable lanes
1/31/2020	Safety	Many accidents due to speed starting about this area. Too many people rushing cause accidents- perhaps monitor and send tickets rather than cops?
1/31/2020	Freight	Since it takes trucks longer to slow down/go, dedicated lanes?
1/31/2020	Safety	Traffic weaving for Suwanee Exit and Old PTree entering 85 N
1/31/2020	Other	Add an Olld PTree Exit off CD system. If you are on CD you can only go to I-85 N once you are on CD. An exit to Old Peachtree would allow folks to enter CD earlier and reduce volume on I-85
1/31/2020	Congestion	Congestion on Managed Lane merge in AM.

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
1/31/2020	Multimodal	Better Transit options with more stops downtown. Work regionally to improve routes stops to decrease travel time and switching to increase ridership
1/31/2020	Congestion	Travelers often times do not know that Exit 95 takes them either 285 South or North and often times end up stopping traffic completely to ensure they get on the correct exit they need to.
1/31/2020	Safety	Many crashes happen both in the Northbound and Southbound lanes because of the many vehicles getting onto the interstate at the same time with multi-lane entrance ramps
1/31/2020	Freight	High volume of trucks coming from 285
1/31/2020	Other	Better signage needs to be equipped to show public that exit 95 is on the right hand side and coming up soon
1/31/2020	Other	Many travelers often stay in the far left lane thinking it will continue with I-85 but it is I-985 and often times get over at the last minute causing near wrecks
1/31/2020	Congestion	As soon as you approach this interchange it is always congested in either direction and is worse when there is any sort of accident
1/31/2020	Multimodal	Why not try to extend again, the MARTA to start at 85/985 to link up to the Doraville station so anyone who has to commute to downtown or the airport can get there without having to drive their own car or to find someplace else to park the car to catch MARTA from Doraville.
1/31/2020	Safety	The congestion makes safety an important consideration, especially if there is an accident and need to pull over to side of road. HERO's and other vehicles are at greater risk even if traffic is gridlocked.
2/1/2020	Congestion	Clogged in the morning and at night.
2/1/2020	Freight	Too many trucks during the peak hours.
2/1/2020	Congestion	Too congested when people are trying to change lanes to get over.
2/1/2020	Congestion	Congestion at peak hours.
2/1/2020	Congestion	Very congested
2/1/2020	Congestion	mornings
2/1/2020	Safety	Need some yellow lines here so people don't cross back and forth between the turn lanes and the lanes moving forward. People make last minute decisions here to turn or not to turn.
2/1/2020	Safety	There is a turn lane here to go into the plaza but it is very difficult to cross due to the oncoming traffic. The turn lane itself is also extremely tight and shallow. Need to close this lane off and allow U-turns further ahead.
2/1/2020	Congestion	There needs to be an openyfor the HOV Lane. The opening is two far down. The bottle neck is a disaster in this area.
2/1/2020	Congestion	Open up HOV Entrance
2/1/2020	Congestion	Open up the HOV Lane Entrance!
2/1/2020	Safety	Signage for I85 North/South entrances is desperately needed. This is an area where many visitors who are unfamiliar with the area try to get back on I85, and with both entrances on the right (which is a bit unusual), it causes braking, confusion, accidents and frustration. Large signage needs to be placed on the overpass so people can see it further away and have time to get over to the correct lane. The tiny sign that is there now is only visible when it is really too late.
2/1/2020	Congestion	Add MARTA Subway stop
2/1/2020	Congestion	Spaghetti junction over passes, I-85 and I-285 needs to be widen and go through a major renovation for safety and congestion
2/1/2020	Congestion	Add MARTA stop
2/1/2020	Congestion	Possible light rail
2/1/2020	Congestion	#1 Priority. I take the Gwinnett Express bus and the congestion in the Hov lane is heavy
2/1/2020	Freight	Another area of priority for trucks. Too many are entering and exiting at this point
2/1/2020	Safety	The ramp from 285 to 85N condenses from 2 lanes to 1 lane almost immediately upon merging with 85N. The problem is when 2 vehicles are side by side on the ramp, it forces one into the right hand lane of 85N. Either merge the lanes on the ramp before it meets 85 or find a way to extend the 2nd lane further north to allow more time for merging safely.
2/1/2020	Safety	Extend or further separate the exit ramp for Jimmy Carter Boulevard from the main travel lanes. Too many times traffic on the exit ramps backs up onto the travel lanes making it dangerous for those stopped waiting to exit as traffic goes blasting by in the adjacent lanes.
2/1/2020	Congestion	Add additional lane for GA 20 exit to provide a dedicated exit lane for North and South GA 20. Currently the single lane simply splits. This becomes an issue when traffic on GA 20 is very congested around Mall of GA causing traffic to backup onto the exit ramp from 85. Also the road surface is becoming very deteriorated and needs to be repaved.
2/1/2020	Congestion	Should be on - off ramp at mcguiness ferry. Keep commercial on lville Suwanee and housing on mcguiness
2/1/2020	Congestion	Cars stay in right lanes not allowing cars to enter and keep moving
2/1/2020	Freight	Trucks need to stay in third lane allowing cars to enter
2/1/2020	Safety	People need to pay attention
2/1/2020	Congestion	Since rail and an outer loop will never get approved, the only option to reduce congestion is to add a "sky way" Duplicate the highway with a set of lanes that are 20 feet above the current highway, the length of the whole corridor. It would expensive but in the short term it would also reduce ozone because vehicles would operate for time because of less congestion.
2/1/2020	Congestion	Same as what I already typed.
2/1/2020	Congestion	For spaghetti junction, the best solution would probably be to tunnel underneath it to add lanes. This would be expensive and these types of projects tend to go significantly over budget. Georgia should consider taking a portion of toll road fees to restore habitat in Georgia and other areas to generate carbon offsets to net out vehicle exhaust.
2/1/2020	Congestion	There has to be a way to have an easier transition at the 285/85 interchange. Traffic is a nightmare
2/1/2020	Multimodal	If in the form of a rail line, public transit system could help. This part of the city is not walkable
2/1/2020	Safety	Do not raise the speed limit
2/1/2020	Freight	New Outer Perimeter for trucks to be able to bypass the Atlanta area and the 85 corridor of this study. Outer perimeter to connect with 75 in both directions N and S. Build one direction (N) to start with to see the immediate flow reduction. This entire area does not cater to truck drivers as there are no truck stops for fatigue drivers. Plus the on off ramps for 85 during rush hour, cars and trucks scramble to change lanes sometimes dangerously, for 285 entrance and 85 entrance the other direction.
2/1/2020	Other	Adding the outer perimeter to remove some traffic from this portion of the roadway. Should be pursued before any more development occurs in targeted area for new perimeter. Was studied many years ago and was a good viable solution for traffic to bypass Atl area as needed, especially the truck freight community. This would reduce the fatal accidents that continue to happen.
2/1/2020	Freight	Take the pay lane and make 18 wheel trucks use it. We already paid for the expressway!

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
2/1/2020	Other	Do not give illegals a drivers license. That would take a lot of congestion off the roads. Hello, they are here illegally!
2/1/2020	Freight	Develop new Outer Perimeter to bypass Atl corridor to reach 75 N or S. This area in survey does not cater to truck drivers in any form which has caused many accidents over the years. There are no truck stops for fatigue drivers and entrance on off 285 has all drivers scrambling for lanes changes. This should have been pursued when first brought up many years ago.
2/1/2020	Safety	HOT Lanes need to be modified so that people can NOT go in and out of the lanes as they please. Cars dart into the lane cutting people off. Extremely dangerous!
2/1/2020	Congestion	Building another beltway completely around the outer side of I285 would be helpful. In addition, a mini 3-4 lane highway that connects I 85 to I75 on the north side of I285 around the junction of Route 316 and to I75 above Marietta would work. This would help ease and redistribute current and future traffic problems. Roads should be at least 3 lanes each on both sides to avoid disrupting traffic later to add lanes. No stop lights! Or make the highway from Snellville up to 316 and over to the Marietta area
2/1/2020	Freight	Freight vehicles over a certain weight should be limited to the number of lanes they can occupy.
2/1/2020	Congestion	Turning left should not be an option as it is dangerous with the railroad right at this intersection.
2/1/2020	Safety	A round about out of this neighborhood would be wonderful as traffic comes flying over the hill over the speed limit. It would slow traffic down and stop the amount of accidents out of this neighborhood.
2/1/2020	Congestion	Traffic merging from I85S to 285 is normally backed up in the morning. Cars trying to get to 285 back up I85S. There should be more options or maybe Spaghetti Junction needs a makeover.
2/1/2020	Congestion	Where 316 meets I85S is madness and there are clearly issues trying to get all of this traffic under Pleasant Hill. Maybe there should be more than one option for 316 to hit 85. Split the traffic into many exits and allow them to hit 85S at different intervals. Where these roadways meet is a nightmare in the AM rush hours.
2/1/2020	Safety	The exit ramp that takes traffic from Lawrenceville Suwanee Rd onto I85S is dangerous. It dumps cars from the exit ramp right into the lane of cars migrating up I85S, often 18 wheelers who are unaware that this lane is going to dump cars right into their path. This exit lane needs to be reworked, it's very dangerous.
2/1/2020	Multimodal	I would love rail but would also like the ability to even just bike to the Doraville Marta station. I definitely don't feel safe doing that now
2/1/2020	Other	Bridge crossing with crossing with no on/off ramps. (The more the better...)
2/1/2020	Multimodal	More cross connections for bikes.
2/1/2020	Other	DDI at Lawrenceville-Suwanee
2/1/2020	Congestion	Congestion at Peachtree Industrial Blvd exit causing all lanes to be backed up
2/1/2020	Congestion	Traffic backs up for over a mile here on a normal day. Getting off at the Mall of Georgia exit is hard as the people getting off and merging are going the same Lane causing traffic back up as well
2/1/2020	Multimodal	There should be a light rail that runs along 85 from Doraville MARTA station looking people to infinite energy arena and Mall of Georgia
2/1/2020	Congestion	Since the improvements to I85 and the express lane at this spot there seems to be increased congestion going north onto I985
2/1/2020	Freight	The farther north you go the more it seems like trucks need to pick a lane. When the are cruising staggered across lanes it feels very dangerous. Truck only lanes would be beneficial.
2/1/2020	Congestion	In the morning southbound congestion backs up onto I85 solely because of I285. Perhaps I285 designated exit only lanes or other interchange solutions would help.
2/1/2020	Congestion	All of 85 needs to be doubled decked
2/1/2020	Congestion	Needs double decking
2/1/2020	Congestion	Decking
2/1/2020	Congestion	Needs decking
2/1/2020	Multimodal	Commuter Rail to downtown
2/1/2020	Multimodal	Commuter park and ride. BRT or Rail to downtown
2/1/2020	Multimodal	Intercity Rail to Athens via Tucker and Lawrenceville
2/1/2020	Congestion	Mass public transit
2/1/2020	Multimodal	Extend gold line up Peachtree Industrial Corridor
2/1/2020	Congestion	Always backed up and slow
2/1/2020	Safety	Almost impossible to get into peach pass lane from the sugarloaf parkway ramp when going southbound. You have to quickly cut across all lanes.
2/1/2020	Congestion	Please make this a two lane turn onto the highway. So many people just got up to the light to take the turn when traffic is backed up.
2/2/2020	Congestion	Double decker lane for either freight or HOT lane
2/2/2020	Multimodal	Extend MARTA throughout the entire corridor. Doraville to Gwinnett Place, then to MOG, then Gainesville as commuter rail.
2/2/2020	Congestion	mandating moving trucks into right lanes and getting them off the highways as quickly as possible--truck-only lanes?
2/2/2020	Congestion	access roads and separate means of egress to thin out traffic merging from two heavily-traveled areas.
2/2/2020	Other	better manage merging from 316 onto 85--there is a major bottleneck at Pleasant Hill every day
2/2/2020	Congestion	You can always anticipate congestion in and around the 285 interchange. Peach pass helps with this but this area is a safety issue as well because it seems people don’t have enough time to merge onto the off ramp resulting in them cutting across multiple lanes of traffic
2/2/2020	Safety	Because of increased freight traffic in this area, there seems to be many more hazards/potholes that go unfixed and are dangerous as people tend to swerve, causing a worse accident than a blown tire.
2/2/2020	Safety	Concerned about the lack of a left shoulder to safely get out of the way of traffic in the case of a breakdown or flat tire (see potholes comment). Parts of the express lane are curved in nature, resulting in less time to react to a stalled vehicle. Especially if traffic is congested but express lane is moving. Would it be possible to close sections of the express lane e when there’s a known accident? Also, more public awareness about HERO service would ensure stalls are reported quickly. It may be a good idea to better educate the public for what to do if you break down (stay in the car with seatbelt on!) I’ve seen many people outside of their vehicles during a stall and this is a disaster waiting to happen.
2/2/2020	Other	Kudos on the work that has been done in adding express lanes. This is a major benefit to my older parents and it makes getting into the city easier (“stay in the lane the whole way!”)
2/2/2020	Other	Charge a toll or congestion fee to manage traffic. More lanes won't do anything because of induced demand.

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
2/2/2020	Safety	Those exiting and entering the Interstate here have to cross over each other using the same lane. It feels dangerous.
2/2/2020	Other	Charge a toll or congestion fee to manage traffic.
2/2/2020	Multimodal	This is a high foot / Bicycle travel area with only shoulders to walk or ride
2/2/2020	Congestion	School buses 30-40 long causing traffic in morning / afternoon hours
2/2/2020	Congestion	buildup of traffic
2/2/2020	Multimodal	Add more All Day Express Bus Service Along the I-85 corridor
2/2/2020	Congestion	Widen SR 316 from I-85 to winder
2/2/2020	Other	Physical barrier to make HOV/HOT lane true HOV/HOT lane. I watch cars in rush hour constantly violate the rules. Crossing double white lines, entering & exiting quickly, driving in lane with no pass, out of state Tags in the lane, etc. I95 north of MIA, or multiple freeways in LA, all have secure HOT/HOV lanes. Add another lane north & southbound from 316.
2/2/2020	Congestion	Outside of HOT,HOV lanes. Make the other lanes speed limit variable. Far left lane, 70, next 65, next 60, next 55 and enforce it. Nothing more frustrating than 5 cars across all going 60 in a 70 zone. Leads to road rage & reckless driving.
2/2/2020	Other	Significantly raise gas tax. Add elevated HOT/HOV lanes.
2/2/2020	Congestion	Cars not properly changing lanes, doing proper speed, and not properly exiting there roadways
2/2/2020	Congestion	The interchange frustrates people and causes them to drive frantically when they enter I-85 from I-285
2/2/2020	Congestion	The geometry of the interchange does not allow for large fluxes of vehicles
2/2/2020	Multimodal	Transit and truckers have trouble crossing the entire highway to exit left onto I-985 from I-85 North. An exit on the right would be ideal, keeping traffic on one side and limiting abrupt and multiple lane changes
2/2/2020	Congestion	The exit on the left for I-985 adds a lot of congestion
2/2/2020	Safety	Accidents are very high in this area
2/2/2020	Congestion	There is always congestion here during rush hour going south on 85.
2/2/2020	Congestion	There is merging traffic for cars getting off of 85 in both directions
2/2/2020	Safety	Lots of accidents in this area
2/2/2020	Congestion	Traffic builds extremely quickly here
2/2/2020	Congestion	Traffic abruptly stops here
2/2/2020	Freight	Truckers have to merge all the way left to exit onto I-985
2/2/2020	Congestion	Awful connection at 5 pm +/- on weekdays. This is a nightmare intersection.
2/2/2020	Other	Really need on/off ranks to spread traffic.
2/2/2020	Congestion	Similarly, the northbound rush is bottlenecked between I285 and beaver ruin, particularly at the JCB curve. This looks like purely a flow problem as it eases considerably at pleasant hill rd heading north.
2/2/2020	Congestion	For the southbound commute, it is vastly apparent that the bottleneck for congestion from Pleasant Hill Rd to I285 is the interchange from I85S to 285W. Until this poorly designed interchange is fixed, there can really be no improvement for I85S during the morning rush.
2/2/2020	Freight	Truckers do not follow the "No trucks in 2 left lanes" signs on both N and S bound I85. This is compounded by the HOT lane, which many of them interpret as the 'left' lane, meaning they are driving in the two lanes next to it. These signs should be clarified - which two left lanes?? - and the rule strictly enforced.
2/2/2020	Congestion	All cars merging at once slows traffic down.
2/2/2020	Safety	Need to add more lanes perhaps building up. Cars speeding trying to merge causes accidents.
2/2/2020	Congestion	Mass congestion, very slow movements, everyday long wait to merge, bumper to bumper.
2/2/2020	Safety	Needs additional exit lanes for mall traffic
2/2/2020	Congestion	Need additional exit lanes off 85 onto 20 for Mall traffic
2/2/2020	Congestion	Congested
2/2/2020	Congestion	constant traffic congestion. Morning 85 south bound from 316 to 285. Evening 85 north from 285 to 985 and Buford.
2/2/2020	Congestion	Traffic always backed up at pleasant hill exit from 316 and 85 south. Need to have free flowing traffic at the street exits getting of the highways to prevent traffic congestion.
2/2/2020	Congestion	hard to commute in the morning getting onto 85 south from Jimmy Carter.
2/2/2020	Congestion	constant evening traffic congestion. Either direction when merging from 285 onto 85. Especially on 285 from Peachtree industrial to spaghetti junction onto 85 north.
2/2/2020	Congestion	Getting off at Jimmy Carter Blvd from 85 south is almost always congested due to traffic not moving freely on Jimmy Carter.
2/2/2020	Safety	merging right onto Jimmy Carter by chick-filet is a difficult task. The sign indicates keep moving but then cars coming from south does not yield for cars that need to get onto 85 south lane(which is the farthest 2 left lanes) while other cars trying to get onto 85 north(2 right lanes) does not give right away to the cars that are turning right and puts them in a jeopardy. Not only does the cars trying to get to 85 north but also the customers who are trying to get into the Chick-filet and the businesses located between oakbrook parkway and 85 creates dangerous spot and has to drive very defensively.
2/2/2020	Congestion	Every day all times from early morning to evening
2/2/2020	Safety	Lane ends causing people to speed down and cut in front of other cars
2/2/2020	Congestion	As Hwy 316 feeds into I-85 southbound each morning the volume is too great and causes major backups and delays.
2/2/2020	Safety	Additional lanes are needed for the southbound Jimmy Carter exit off of I-85. Traffic continues to backup onto the interstate from the Diamond Exchange at Jimmy Carter Blvd.
2/2/2020	Freight	Need to explore having dedicated lanes for Freight traffic only, keeping Semi trucks separate from passenger cars.
2/2/2020	Congestion	Kill the express lane.
2/2/2020	Safety	There is not enough room to safely merge into the highway from Lawrenceville Suwannee road heading south onto SB I-85. It is dangerous and causes congestion and accidents
2/2/2020	Safety	There is insufficient room to merge and it is impossible to do so at highway speeds. This is dangerous and the lack of merging room causes accidents and congestion
2/2/2020	Safety	Cars moving north on 85 that are trying to exit on Duluth highway have to merge with with cars coming from 316 heading west and trying to get on 85 north. This is dangerous as each car is trying to change lanes in a very small area and causes lots of swerving and accidents.

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
2/2/2020	Safety	Exit ramp often backs up into the Southbound lanes of I85. The sweeping right bend in the Interstate has very short visibility due to the concrete retaining walls and supports for the Jimmy Carter bridge. All of this combines to make this a very dangerous place to drive. You have vehicles sitting perfectly still in travel lanes while vehicles continuing South are doing so through a blind curve at high speeds. Exit lanes should be lengthened, light patterns on JCB should be altered, and warning signs regarding the blind curve should be added.
2/2/2020	Safety	Poor signage and lane markings. On this stretch of the access road, traffic is crossing lanes. As you approach the light, it's not clear which lanes go straight or which ones turn. Signage needs to be clearer and, since this area is heavy with truck traffic, they should be further back from the intersection to aid in visibility.
2/2/2020	Safety	RE: Pleasantdale Road Lane markings are practically non-existent. Stop lines are gone. Crashes are frequent.
2/2/2020	Safety	Police officers often sit in the narrow strip of paving between the wall and the HOT lane to run their LPRs. It's insanely dangerous and ironic that "protectors of the peace" partake in this foolish behavior.
2/2/2020	Freight	Eliminate the truck lane restrictions for 2 lanes, and bring it to one lane. There is too much merging in both directions in this area to force trucks to the right. It's dangerous to force us to drive where high volumes of passenger cars are aggressively maneuvering onto and off of the highway.
2/2/2020	Freight	Eliminate truck lane restrictions approaching 985 so we can move left to allow vehicles to safely merge in heavier traffic.
2/2/2020	Multimodal	Light rail mass transit must be a priority
2/2/2020	Other	Mass Transit
2/2/2020	Congestion	congestion, especially truck traffic, around Jimmy Carter & I-285 interchanges
2/2/2020	Congestion	lane changing, truck and car congestion attempting to exit I-85S & I-85N on to I-285.
2/2/2020	Multimodal	The property at this corner could be utilized for a transit station (either rail or bus) for direct connections to MARTA at Doraville/Chamblee. The transmission corridor going north is a natural fit to run either light rail or heavy rail north to the Gwinnett Place Mall area. OR at least the study I was involved with as a planner and surveyor was discussed about 15 years ago.
2/2/2020	Congestion	The seperated local traffic lanes should be extended from Buford Hwy at 285 west to Exit 31. The through traffic on 285 west at Peachtree Industrial Blvd will be improved at this location as the three right lanes are usually stopped due to the traffic merging from Buford Highway or to PIB.
2/2/2020	Safety	the current configuration of 285 and PIB is a fatality waiting to happen. Traffic is stopped for the three right lanes due to this intersection.
2/2/2020	Congestion	This intersection is a hot mess.
2/2/2020	Safety	People are driving extremely fast on 85
2/2/2020	Congestion	Address peachtree ind. Blvd. Congestion because a significant amount of traffic flows through this road from Suwanee, Duluth and other cities around NE Gwinnett County
2/2/2020	Congestion	Alternative options such as light rail need to be added along the Buford highway corridor for Suwanee, Duluth, Berkeley Lake that can offload road traffic and connect to Marta
2/2/2020	Congestion	Traffic heavy
2/2/2020	Safety	HOV/Peach Pass Lane exit from 85S to 285 is almost impossible to navigate during rush hour. Commuters have 1 Mile in heavy congestion to make it across 5 Lanes to get to the 285 interchange to BEGIN trying to merge to try to get onto 285. It's practically not worth it to stay in the HOV lane all the way because of the difficulty in getting out.
2/2/2020	Congestion	Traffic all year long on or off 85 onto Buford Dr is congested and dangerous because of the lack of metered admission. People don't know how to merge and share and the number of accidents and near-misses increases daily and will only continue to do so as the new development on the northbound side goes in with the residentual additions and large retails draws such as Top Golf and Andretti.
2/2/2020	Congestion	316W HOV merge to 85S HOV seems very awkward and has a poor sight angle from the 316W to 85S sometimes allowing drivers on the 85S side to be in your blind spot. Occasionally causes issues.
2/2/2020	Congestion	Add a bypass
2/2/2020	Congestion	317 to Dacula?
2/2/2020	Congestion	Possible bypass
2/2/2020	Other	We need Marta in Norcross!! What are you waiting for? Norcross is way behind the times. Marta please please please
2/2/2020	Other	Marta needed in Norcross. Please get with the times. This should've been done years ago And there is no excuse to be without Marta.
2/2/2020	Congestion	during morning rush hour HOV lanes for 85/316 or horrible. we need to eliminate entry exits to keep things moving to 285
2/2/2020	Multimodal	You need to make sugarloaf more walkable and bike accessible if Infinite arena continues with Revel and expansion, especially to/from Sugarlaof Mills for public transportation.
2/2/2020	Congestion	Build public transportation so people dont have to deal with this congestion. I've noticed since 2013 rush hour has gotten longer from 316 to 285 on average
2/2/2020	Multimodal	Build public transit from Doraville to Sugarloaf
2/2/2020	Congestion	The left lane of 85 exiting to 985 causes back up. It doesn't make sense that an exit that backs up occupies the fast lane of the highway. It should exit off the right lane, via overpass or whatever it takes.
2/2/2020	Congestion	Better details and signage as to how and when to get into lanes that merge onto 285.
2/2/2020	Congestion	Feeder lanes keep traffic flowing between Pleasant Hill and Sugarloaf. But all the merging traffic from the feeder lanes jams up traffic on 85 once it has to merge back in.
2/2/2020	Congestion	316 merged then the 2 right lanes end.
2/2/2020	Congestion	the convergence of 316 and I-85 create an extreme congestion problem every rush hour. Need to find a way to meter the traffic onto I-85.
2/2/2020	Safety	To many people ignore the speed limits, more patrols or other ways to control speed would help considerably with safety and flow

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
2/2/2020	Multimodal	Mass Transit is a must. It is probably the only hope to alleviate some of the traffic congestion through the corridor.
2/2/2020	Freight	Get non-local Freight to an outer perimeter. All of the southbound freight traffic slows down as they climb the hill to Pleasant Hill Rd
2/2/2020	Congestion	Need to remove non-local freight traffic from having to use I85 and I285 just to pass through the metro area. Need a non-local traffic bypass. I voted for the outer perimeter in the mid 1990s. Also voted yes for phased bus transport (Marta) in March 2019. We are all wasting time and money as a result of not building an outer perimeter in the 1990s.
2/2/2020	Congestion	Need an interchange to relieve northbound congestion between Lville-Suwanee Rd and Buford Drive, especially on Friday afternoons
2/2/2020	Congestion	Always high traffic no matter the time of day. Constant congestion backing up traffic multiple exits -- as far as 985 in the morning.
2/2/2020	Safety	Breakaway barriers need to be installed on the solid double-line which separates the "Peach-pass" lane from the regular travel lanes. This will help to greatly reduce the amount of dangerous double-line crossovers I witness daily.
2/2/2020	Congestion	The merge at the bottom of the 285E flyover to 85N needs to be a continuous two lane entry point to reduce the daily heavy congestion.
2/2/2020	Other	An additional entry/exit area to/from the "Peach pass" lane needs to be added between Indian Trail and SR316 to aide in reducing the amount of last minute SR316 escapees who missed the last exit point at Indian Trail.
2/3/2020	Congestion	The restricted flow onto the exit to I-285 West from I-85 is the initial cause of the traffic backup and congestion throughout this entire section of I-85 being discussed. The narrow and sharp curved exit onto I-285 West backs up traffic to Jimmy Carter in the mornings and creates or at least contribute to the resulting domino effect of backing up traffic throughout the entire section of I-85 in question. Once a vehicle heading South on I-85 in the mornings reaches this point and passes the two entrance ramps onto I-285, normal speeds can once again resume as this is where the back to back traffic on I-85 from 985, and more specifically from SR316 to I-285, ends!
2/3/2020	Congestion	Here where 316 merges with I-85 is where the heavy congestion in the mornings originates. The additional extension of the plastic post lane dividers a year or so ago has helped congestion tremendously by not allowing drivers to immediately try to merge over multiple lanes all at once as soon as they reach I-85, which caused immediate slowing of traffic, but they naturally still do when allowed hence here is where the massive congestion begins of this section of I-85 being discussed. Limiting immediate massive merges by extending the lane dividers has absolutely helped but traffic volume in he mornings is still the main culprit. We've widened that section a few years ago with the Boggs Road/316 widening and multi-bridge project but traffic volume is still a huge issue at this convergence. With our vast widening last time, which did in fact help, I can only imagine going overhead next time to help remedy the congestion. Whether that be by traffic lanes for existing modes of transportation of by vehicles of flight that I've seen being research by the Department lately.
2/3/2020	Congestion	One of five southbound entrance ramps onto 1-85 within this corridor being discussed also contribute to the congestion problem of this section, especially in the morning rush between 5am and 9am. Each pours excessive volumes of traffic onto an already overload south bound I-85. These five are: 1) Pleasant Hill (marked here) 2) Steve Reynolds 3) Beaver Ruin 4) Indian Trail and 5) Jimmy CarterBlvd. The only alternatives I see to lessening the impact of these interchanges on southbound I-85 traffic volume is rerouting the entrance ramp traffic, creating collector lanes for them like we did for the Boggs Road interchange or possibly creating new overhead lanes for them.
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2/3/2020	Freight	Large 18 wheelers driving in the far left lanes at high speeds. Route these vehicles outside the perimeter; closer to I-985.
2/3/2020	Congestion	We need a outside Perimeter for commuters trying to get to I-75 North from I-85. This would eliminate the congestion at I-285.
2/3/2020	Congestion	The additional lanes has reduced the congestion to Hwy 316, but the signage is a little confusing and causes accidents.
2/3/2020	Congestion	Constant congestion from where old peach pass ended to where 985 splits off
2/3/2020	Congestion	Congestion at Hamilton Mill exit where the new peach pass lane ends. I suggest you extend peach pass further past Hamilton Mill
2/3/2020	Congestion	Ton of traffic about half a mile North of Jimmy Carter.
2/3/2020	Congestion	Takes forever to get on to Jimmy Carter form Crescent drive. Extend the time the light is green turning from Crescent to Jimmy Carter.
2/3/2020	Congestion	Turn signal to turn left on from Jimmy Carter to Crescent is really short.
2/3/2020	Congestion	Light to turn left from Jimmy Carter to Brook Hollow Parkway is short.
2/3/2020	Congestion	Some people drive waaaayyy to slow in the left lanes. Start enforcing laws that slower traffic keep right, including trucks. Also, signs say that no trucks over 6 wheels in left two lanes. Does that include peach pass? It's ambiguous.
2/3/2020	Safety	Try something new: create dedicated lanes for different speeds. Right hand lane - go exactly 60, next lane exactly 70, third lane exactly 80, fourth lane, exactly 90. Far left lane, exactly 100mph.
2/3/2020	Congestion	Old Peachtree on ramp to 85N always backed up
2/3/2020	Congestion	New peach pass needs to be extended. Too congested with the lane ending at Hamilton Mill
2/3/2020	Congestion	Need to have a peach pass ramp from 285 to 85 heading east. This will greatly free up traffic
2/3/2020	Congestion	Add additional lanes for merge from Lavista Rd to 285n
2/3/2020	Congestion	Add additional length to merger area going to I85 exchange. Begin merge area 1/2 mile prior to interchange
2/3/2020	Congestion	Add additional designated lanes to exit to Jimmy Carter with median to deter traffic from merging late to exit
2/3/2020	Congestion	Adjust length of green light to accommodate traffic coming from 285 to relieve traffic on 85 going North.
2/3/2020	Congestion	Bridge must be fixed to Accommodate high traffic volumes. Lanes are unclear for drivers and small.
2/3/2020	Congestion	The second right lane that merges onto the Jimmy Carter exit is dangerous. It should be clearly marked for drivers heading southbound 85 to know that lane is also an exit lane. Better yet. It also then splits at the top of the ramp to make two left turning lanes. Add an additional right turning lane to relieve traffic making a right turn on the ramp
2/3/2020	Safety	Add diving poles that separate the two left lanes that go to 985 from the right ones to prevent cars from slamming breaks and trying to merge right at the last second or vice versa
2/3/2020	Safety	The Merge is Dangerous
2/3/2020	Safety	316 Transition Ramp to 85 keeps sinking or separating and the bump is doing damage to vehicles.
2/3/2020	Congestion	The Corridor needs to be widened ASAP. Most of the new growth of Gwinnett has been in Grayson and Dacula because of housing affordability. The highways need to accommodate this growth as well because things will only become more congested over the next 25 years.
2/3/2020	Congestion	Unbelievable Congestion
2/3/2020	Safety	People due not care about safety. All they want to do is get from Point A to Point B as fast and reckless as possible.
2/3/2020	Multimodal	Extending Marta into both Gwinnett and eventually Cobb would have an unbelievable effect on reducing congestion and increasing traffic flow. Get it done!!!
2/3/2020	Congestion	Please add dedicated MARTA lanes to the road.
2/3/2020	Multimodal	Add MARTA lanes
2/3/2020	Other	Being stuck on this strip we need to see more trees being planted to cool it off in the s ummer
2/3/2020	Congestion	Inrove I-85/75 from Shallowford Rd to I-20.
2/3/2020	Other	Build rail system
2/3/2020	Freight	I think there should be dedicated truck lanes for thru trucks separated from other vehicular traffic. Any trucks not in these lanes should have a manifest showing a delivery destination only accessible from the regular lanes.
2/3/2020	Congestion	need more managed lanes to reduce the unknown delays that can occur. One lane in each direction is not enough.
2/3/2020	Freight	Truck merging onto I-85 from I-285 needs to be longer. Can we place the trucks into the managed lanes so they can get out of the merging problem
2/3/2020	Freight	need to increase train use for freight. The only real way to reduce truck traffic
2/3/2020	Congestion	We need to better utilize the parallel lanes in this area
2/3/2020	Multimodal	Walking in this area is scary!

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2/3/2020	Multimodal	With the additional express lanes, more effort is needed with the Xpress System, more routes, better lighted parking, better technology, better marketing!
2/3/2020	Congestion	The 316 and I-85 merge is horrendous. The whole area needs to be redone and route 316 somewhere south of this location.
2/3/2020	Safety	The northern perimeter project was cancelled that would have forced trucks and others to go around the city outside 285. Spaghetti junction is just an accident waiting to happen.
2/3/2020	Freight	Enforce the trucks to stay in the proper lanes and not pass unless unavoidable. they slow traffic and enhance the opportunity for accidents.
2/3/2020	Congestion	the GA20 and I85 interchange is another area that is cause for alarm with accidents. If you get caught in the mall area there is no alternative to get further north unless you turn around and go back to i 85 which is a bad idea.
2/3/2020	Safety	Speed limit needs to be higher on 316
2/3/2020	Freight	Enforcement of no Big trucks in last 2 lanes.
2/3/2020	Multimodal	NEED MARTA
2/3/2020	Safety	Lower speed limits
2/3/2020	Congestion	CD lanes; Additional express lane (one for busses, one for cars)
2/3/2020	Freight	Truck only Ramps to I-285
2/3/2020	Other	More express buses going to more employment centers/places.
2/3/2020	Congestion	Yielding onto I85 from I985 is always sketchy and backed up. Maybe have a bridge that goes above the lane and sets you down further on down the highway would be good.
2/3/2020	Congestion	Hwy 216 is to narrow to safely merge onto I85, you need to go fast in order to merge in at the rate of speed of the flow in traffic, ut this is a hot spot for County Police to sit and watch for super speeders.
2/3/2020	Congestion	Merging HOT lanes from 316 onto 85 cause backups in HOT lane
2/3/2020	Safety	severe potholes in Northbound lanes near Indian Trail.
2/3/2020	Congestion	Last-minute mergers into backed up HOT lane cause dangerous conditions
2/3/2020	Congestion	In the peach pass lane that 316 merges into, it gets congested very early in the morning and I often sit in stop/go traffic for at least 15 minutes because people won't merge nicely with each other. I've seen many cases of road rage over here that have left me feeling scared.
2/3/2020	Congestion	This area is always very congested. Cars entering i85 on Right have trouble mergiing especially from Jimmy Carter. Very tedious drive area always. Too many cars and not enough lanes
2/3/2020	Safety	Semi truck traffic is very heavy in Right lanes making it difficult to enter and leave i85. Semis tend to drive bumper to bumper with several lined up behind each other. Sometimes semis spread to center and left lanes making it difficult for cars to get around them. There is never police presence to monitor semis. Need a completely separate lane for semis so they can drive, enter and exit highway independent of other traffic. The semi trucks that create the worst problem are those with more than 1 trailer. Another idea would be to stop semi truck traffic on i85 during peak morning and afternoon times. The problem can be present on weekend days as well making driving into Atlanta very difficult. Unfortunately not many efficient ways to travel into city from Gwinnett County. Other roadways without heavy shopping areas would help. Buford Drive has too many traffic lights, too many shopping areas to be a viable alternate.
2/3/2020	Other	The addition of making high occupancy lanes requiring 3 riders or paying tolls reduced the amount of space cars have to travel. Once inside the beltway traffic flows much more smoothly because there are more useable lanes. I was driving from Lawrenceville to Jimmy Carter at the time that the toll lanes began charging. Not only did i85 become much more congested, other back roads became significantly more congested as well because of cars leaving i85 to avoid its congestion. Not only that, on weekends and off peak times, the lanes are primarily empty. That was probably the worst traffic decision made which significantly impacted the congestion.
2/3/2020	Congestion	The merging on 85-South from 316 is awful. This causes a bottleneck and delays during rush hour traffic.
2/3/2020	Multimodal	I think there needs to be a lane specifically for buses and community transit. When these buses are in the HOV lane they slow and impede the flow of traffic.
2/3/2020	Congestion	Congestion is terrible approaching the interchange from I-285 east; vice versa from I-85 south onto the interchange. Drivers are confused about the direct to take and cause slow downs; trucks do not help either.
2/3/2020	Freight	Congestion, in part, are because trucks need to slow down to handle the ramps at 285/85 interchange. Can separate ramps be provided to trucks?
2/3/2020	Multimodal	The future for any major city is rail; not buses. Can rail be part of a larger transportation plan. Atlanta/GA needs to think long-term and plan accordingly for the inevitable use of rail, especially from ATL to Charlotte or Athens.
2/3/2020	Congestion	The 84/985 on/off ramps are death traps especially merging onto 85N
2/3/2020	Congestion	Although the new construction has helped it is still a rush hour nightmare.
2/3/2020	Congestion	Spaghetti Junction is a awful. There's never a time to get through it at the speed limit...always bogged down...horrible
2/3/2020	Congestion	Again too much congestion. Stored to reduced to minimum (below what is allowed). In places, roads are the greatest. Coming home yesterday using the circled route, 2 wrecks.
2/3/2020	Freight	Dedicated truck lanes, please.
2/3/2020	Congestion	Dedicated corridor pass-through lane. Drivers leaving Atlanta and not exiting on the corridor stay on this dedicated road until they merge for the 85/985 split.
2/3/2020	Safety	Longer exit ramp and merge area. Barriers in the gore to prevent drivers dodging across the gore into traffic.
2/3/2020	Safety	Suggest converting to diamond interchange.
2/3/2020	Congestion	Congestive entrance to the express lane. Consider widening and/or increase the toll to 2x as much before this merge to discourage entering.
2/3/2020	Safety	Sometimes the inner exit lane would back up onto the freeway. Consider extending the entrance of the exit back further.
2/3/2020	Safety	Consider doing something like midtown where you distinctively mark the lanes to separate out the through traffic staying on I-85 and Traffic going on 285. Often I see people wait until the last minute to swing over 4 lanes to go to I285.
2/3/2020	Congestion	Would it be possible to use a couple of lanes to make reversible lanes like I-75?
2/3/2020	Other	NOISE CONTROL
2/3/2020	Congestion	Northbound after Old Peachtree exit is often slow going.
2/3/2020	Congestion	Northbound always congested for no apparent reason. From just north of 285 to past Jimmy Carter.
2/3/2020	Safety	Traffic often slows or stops suddenly, often very heavy volume, at any time of day. Lots of lane changing and maneuvering. Southbound side. Thus area makes me nervous.
2/3/2020	Congestion	Northbound, traffic is bad from Old Peachtree exit.

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
2/3/2020	Congestion	Northbound always congested after 285 until last Jimmy Carter
2/3/2020	Safety	Southbound traffic often slows or stops suddenly. Not a safe area.
2/3/2020	Safety	Light from east on 120 to north on Sugarloaf is too brief. Many run the light. Camera = $$, but a longer green light would match the length of the turn lane better.
2/3/2020	Multimodal	Bikes have a right to the road regardless of bike lanes. There are many morning bikers on Bunten Rd. Cars are impatient. There are very few segments that permit passing, but cars do anyway.
2/3/2020	Multimodal	There is a crosswalk here with a button to highlight when it is in use. When I cross I must wait for 3+ cars that ignore or are unaware there is crosswalk. Children use this crossing to the park. I feel there will likely be serious injury here, given time.
2/3/2020	Congestion	Traveling north on Sugarloaf, it is not clear the right lane forces cars onto 316. Last minute merges contribute to congestion.
2/3/2020	Congestion	Traveling west on Duluth Hwy, the rightmost lane ends somewhere near here. Cars resist merging traffic. I am near certain they resent cars traveling quickly down the less congested rightmost lane to merge last minute. Bumpers are close. I recommend signs to clarify last minute merges are proper practice or maybe warn "right lane ends".
2/3/2020	Multimodal	need marta rail station and bus routes to/from it
2/3/2020	Congestion	always congestion here
2/3/2020	Safety	sometimes is hard to merge onto 85N from 316 when 85N is very congested
2/3/2020	Multimodal	need park and ride here for commuters from Athens
2/3/2020	Congestion	Instead of having a single lane dedicated in each direction that are under utilized, convert the two lanes to dedicated reversible lanes
2/3/2020	Freight	Have dedicated truck lanes
2/3/2020	Safety	Strictly enforce lane utilization of slower vehicles being on the right, and left lanes only for passing
2/3/2020	Congestion	This is an AWFUL traffic spot. Maybe need more lanes for the 316 merge? I don't know why traffic here is always terrible, it breaks up after you go under the bridge.
2/3/2020	Multimodal	It'd be awesome to see some bike lanes for both elementary/high schoolers around here but also for adults. Adults could bike with their kids to school, but having a bike-friendly commuter lane anywhere around here would be great for the community.
2/3/2020	Multimodal	The Gold Line needs to be extended to Norcross, Duluth, and Lawrenceville to give Gwinnett County easier access to the city, and vice versa.
2/3/2020	Safety	The roads in Tucker and Lillburn, and across DeKalb and Gwinnett Counties, are incredibly dangerous for bicyclists, pedestrians, and basically everyone other than car drivers.
2/3/2020	Multimodal	There also needs to be better bus service in Gwinnett County to serve trips between Duluth, Norcross, Lawrenceville, and many other cities. This means dedicated bus lanes, easier boarding, and better integration into the MARTA network.
2/4/2020	Congestion	The exit ramp from I-285 EB to I-85 is backed up constantly even before and after rush hour.
2/4/2020	Congestion	The area where there is access to the peach pass gets backed up during rush hour and it’s difficult and unsafe to get into the toll lanes
2/4/2020	Multimodal	Connect the Sugarloaf Hills transit hub to MARTA with rail or much more frequent and all day express buses.
2/4/2020	Safety	spaghetti junction is an unmitigated nightmare
2/4/2020	Multimodal	Express transit up 316 connecting people who live out here to MARTA and connecting people who live farther intown to Gwinnett Tech and GGC.
2/4/2020	Congestion	85 south backs up at pleasant hill from the pleasant hill and 316 traffic
2/4/2020	Congestion	The 85 N at Jimmy Carter backs up beyond 985. Truck traffic and merging traffic causes ripple effects
2/4/2020	Multimodal	Light rail on Buford Highway from the Mall of Georgia to Doraville could be a solution for commuters going into downtown
2/4/2020	Multimodal	Light rail from the Sugarloaf Mills area to Doraville using the same lines on Buford Highway as the mall of georgia line
2/4/2020	Congestion	The mall and area attractions creat backup in the area for much of the day
2/4/2020	Congestion	The merge of 316 and 85 creates back up in the mornings and evenings.
2/4/2020	Freight	Heavy truck usage
2/4/2020	Freight	I strongly recommend trucks be directed into restricted corridors separated by concrete barriers between north and southbound lanes on major Georgoa interstates.
2/4/2020	Congestion	That is the worst area that needs help the most. All lanes 285 east and west and 85 north and south.
2/4/2020	Other	approaching congestion area
2/4/2020	Safety	alert drivers when heavy rains approach, fog, high winds.
2/4/2020	Safety	Alert drivers when approaching heavy down purs, wet n slippery conditions, fogy, windy conditions
2/4/2020	Freight	alert to provide clearance to all freight
2/4/2020	Freight	Alert drivers to provide clearance to all freight
2/4/2020	Congestion	Remind drivers to ignore distractions while on congested areas
2/4/2020	Congestion	Remind drivers to ignore all distractions while on congested areas
2/4/2020	Congestion	Just saw two tractor trailer accidents yesterday during evening rush hour in this area where they rear ended cars.
2/4/2020	Congestion	Leading up to the 285 junction this gets backed up every day, it needs better traffic flow
2/4/2020	Congestion	Major congestion getting onto Jimmy Carter at rush hour
2/4/2020	Congestion	Backs up severely at on ramp to Peachtree industrial
2/4/2020	Congestion	afternoon congestion northbound near suwanee leading to 985/85 split
2/4/2020	Congestion	The southbound morning slowdown begins before pleasant hill rd. It's only getting worse.
2/4/2020	Congestion	We need ramps for Gravel springs to relieve the congestion at Hamilton mill and Hwy 20
2/4/2020	Congestion	We need a ramp at Spout Springs to relieve congestion at hamilton mill
2/4/2020	Freight	The 85 / 285 interchange is in need of a revamp in both directions to 285 and to 85
2/4/2020	Multimodal	expansion of the suwanee greenway to Buford and Duluth
2/4/2020	Congestion	Longer separation of 285 exit traffic. Having 285 W and 285 E exits so close to each other causes traffic congestion. Create loop for East bound 285 after crossing under 285. Use frontage roads for West 285.
2/4/2020	Other	Metro Rail system to follow 285 path. Perimeter area employees tens of thousands, some from Gwinnett. Offer public transportation void of any traffic delays to reduce vehicle traffic to hot destination.
2/4/2020	Other	Outer Loop. Houston and other cities have outer loops, some toll roads, to help offer different paths. Need outer loop to get to Alpharetta without having to travel to 285. This could also reduce large freight traffic which is passing through.

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
2/4/2020	Other	Road markings to indicate passing lane and minimum speed. Road marking to indicate "Slower Traffic Keep Right" in left lane.
2/4/2020	Congestion	Longer entrance ramp for Pleasant Hill to 85 S.
2/4/2020	Freight	Truck should have designated lanes for truck only and limit time on the corridor from 9:00 pm to 5:00 am during work weeks.
2/4/2020	Multimodal	Reduce Carbon footprint, safety for residents and congestion offer several transit options to Hartsfield International Airport and downtown Atlanta. Suggesting bicycles near and to I 85 is just plain dangerous and tool stupid to contemplate for this survey.
2/4/2020	Multimodal	TRAIN ON SATELLITE!!!
2/4/2020	Multimodal	TRAINS!!!
2/4/2020	Multimodal	TOD look up what that means. MARTA gets it!
2/4/2020	Congestion	This area is congested every morning 7:30-8:30. Needs high attention.
2/4/2020	Congestion	The exit ramps get so clogged and backed up during the weekends. I avoid the area and all its businesses. The problem will only get worse with the new developments underway.
2/4/2020	Safety	the speed limit changes too frequently in this area.
2/4/2020	Multimodal	Need to bring light rail to this area so badly.
2/4/2020	Congestion	Unnecessary and ridiculously high congestions where HOV lanes converge with 985, northbound.
2/4/2020	Safety	Drivers dodging in and out of HOV/HOT lanes the length of 85 is a safety concern. I travel by transit daily and our express bus is nearly missed several times a day as drivers swerve across double indicated lanes. There's no awareness of HOV/HOT vehicles approaching at speed when this occurs.
2/4/2020	Multimodal	There's now a huge influx from 985 due to 20 widening project with no regulation of trucks using it as a shortcut. The 985 corridor is in need of relief and a better candidate for light rail or multimodal than duluth. This is where corporate employees and students are coming into the city from.
2/4/2020	Congestion	You merge multiple lanes from 285 east onto 85N by merging into 1 lane as well as having the exits for Northcrest & Pleasantdale. Consider extending the merge lane farther up 85N
2/4/2020	Safety	The curve which is blind (cannot see what is on 85N) as you exit 285 W onto 85 North in a very short period of time reduces from 2 lanes merging in to 1 lane already in existence. Consider reworking this interchange to allow more access.
2/4/2020	Congestion	Consider Extending the entrance lane from Beaver Ruin to the exit of Indian Trail.
2/4/2020	Congestion	Merge of 85 south and 316 west is a mess.
2/4/2020	Congestion	Always a congested mess.
2/4/2020	Congestion	Traffic merging from 285 to 85 north is always backed up.
2/4/2020	Congestion	The Jimmy Carter slow-down backs traffic up for miles, at times. It is always an issue, however.
2/4/2020	Freight	Signage reflecting the toll lane and trucks would be helpful. There are too many trucks in the forbidden lanes because they count the toll lane as one of the two lanes.
2/4/2020	Congestion	Better flyovers for the interchange would help traffic!
2/4/2020	Freight	Spaghetti Junction is a friggin' nightmare due to all the tracker-trailers.
2/4/2020	Congestion	Spaghetti Junction way too congested.
2/4/2020	Other	The fact that Atlanta doesn't have some kind of descent public transportation beyond the I-285 corridor behooves me. I've been here since 1991 and the traffic has become so bad that quality of life is seriously affected.
2/4/2020	Congestion	Traffic exiting HOV lanes
2/4/2020	Congestion	Traffic merging from HOV lanes
2/4/2020	Congestion	Ramp from I-285E to I-85N has a 3 to 2 lane merge in the ramp causing severe slow downs.
2/4/2020	Multimodal	Great place for a suburban light rail station to connect to MARTA rail.
2/4/2020	Congestion	This whole area is way to congested. My commute takes 20 minutes to go 4 miles to this section because of the congestion
2/4/2020	Congestion	The lane between Sugarloaf and Lawrenceville Suwanee rd is always a mess. Sometimes 15+ minutes to go between those two exists
2/4/2020	Congestion	During high volumes, the previous 3 lanes combines into one lane ramp onto I-85. Large numbers of tractor trailers makes it even more difficult.
2/5/2020	Congestion	Congestion where the Peach Pass lanes merge between 85 and 316 southbound during morning rush hour.
2/5/2020	Congestion	Congestion between the 85/316 interchange and Jimmy Carter Blvd southbound during morning rush hour.
2/5/2020	Congestion	Congestion at the 85/285 interchange during morning rush hour into both 285 East and west.
2/5/2020	Congestion	where 316 HOV lanes merge with I-85 HOV lane. additional backup and congestion
2/5/2020	Safety	Cars illegally merge into HOV lanes. I was in an accident 4 years ago where someone cut illegally into the HOV lane and hit me
2/5/2020	Congestion	Congestion merging onto 285 west from 85 south
2/5/2020	Safety	Northbound exiting off ramp and entering on ramp has lanes crossing. It’s dangerous. It backs up during high traffic flow. There is currently more construction off the exit which may bring more traffic.
2/5/2020	Congestion	Its mainly more traffic flowing from 316 on I85 and backup 316 too. From 985 to 316 interchange usually runs fine upto heavily traffic starts.
2/5/2020	Safety	People merging from exit to lane before Indian trail and jimmy carter blvd makes more slower due to rush and endup with accident and everything gets backedup.
2/5/2020	Freight	18 wheeler tractor trailer make more traffic on 85 in rush hours. They also drives in left 2 lanes which won't allow them to do it.
2/5/2020	Congestion	A lot congestion due to 400 ramps slower and 285 west heavily conjusted.
2/5/2020	Congestion	3 lanes going on 85 north and 2 lanes for 985 make a big congestion like a soda bottle. Dumping 6 lanes into 3-4 lanes makes more traffic on roads.
2/5/2020	Safety	There will be large trucks and cars trying to merge, I'm concerned about accidents in this area.
2/5/2020	Safety	I am concerned about trucks and car merging in this area safely.
2/5/2020	Safety	Cars frequently cut into HOV lanes on the illegal area solid white lines
2/5/2020	Congestion	Spaghetti Junction merge from 85 to 285 is a nightmare during traffic times
2/5/2020	Multimodal	Use this area at Gwinnett Place Mall as a rail station to connect to Atlanta to make it easier to travel to Atlanta.
2/5/2020	Multimodal	Build a rail station to connect to Atlanta to make it easier to travel to and from Atlanta.
2/5/2020	Freight	Have a dedicated truck lane for trucks wanting to turn on to I-285.

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2/5/2020	Other	need EV charging
2/5/2020	Multimodal	need heavy rail extension
2/5/2020	Freight	need autonomous freight & EV corridor
2/5/2020	Congestion	up hill and left turn; everyone slows down for safety; needs help
2/5/2020	Freight	Fright trucks come at either too fast or too slow of speed while meeting from 285, this has caused multiple collision fatalities in this area, I know this because I am a paramedic that has had to respond to this calls, look at Firehouse reports for data.
2/5/2020	Safety	This blind curve into the merging Jimmy Carter on ramp NB is very dangerous , it causes a slow down in traffic, add to that the fact that there's always a stranded or abandoned vehicle in that area, we need to remove such hazards.
2/5/2020	Other	The merging lane from the HOV lane onto the exit should be extended since it causes a rush and hazard for drivers merging over.
2/5/2020	Safety	Fix the ever sinking bridge that's causing vehicle damage
2/5/2020	Multimodal	Better connections to MARTA
2/5/2020	Multimodal	Regional (commuter) rail along the freight corridors.
2/5/2020	Congestion	Vehicles that are turning left onto 316 have to go out and enter at their own risk, Need to have left turning signal as well as a long signal like 3.5 mins.
2/5/2020	Freight	Need to have an under pass built for traffic as this will allow freight trains to travel multiple times of the day without traffic build up. Hosea is the short cut rd to 316 and Ceders overflow.
2/5/2020	Other	Place a signage here that will alert traffic not to turn right, on coming train approaching and will be stopped to unload for 20mins, Causes back up and safety as all the vehicles try to U-Turn and go back to Crogan St and re-enter into the congestion to make back to Buford Dr. then 316.
2/5/2020	Congestion	Always high congestion around Jimmy Carter Blvd due to interchanges and high vehicle volume north of the 285 interchange.
2/5/2020	Multimodal	Extension of MARTA into Gwinnett, up Buford Highway to Jimmy Carter Blvd.
2/5/2020	Multimodal	Extension of MARTA rail to Gwinnett Place shopping area to connect Gwinnettians to Atlanta.
2/5/2020	Congestion	Rail system
2/5/2020	Freight	Designated lane
2/5/2020	Safety	Keep it at 70mph
2/5/2020	Other	Better lights
2/5/2020	Congestion	Volume of single occupant vehicles funneling through corridor
2/5/2020	Other	Transit
2/5/2020	Congestion	The traffic bottleneck when coming off of 985 and coming onto 85. Creating a better lane merge might help.
2/5/2020	Congestion	It seems like people are confused as to which lane they should be in. maybe creating a better signage at 985 and 85 going NB.
2/5/2020	Congestion	Expand the lane to get onto Jimmy Cater BLVD.
2/5/2020	Congestion	Merging onramps tend to congest and backup significantly due to volume. Offramps produce congestion due to poor isolation of departing vehicles from mainline traffic.
2/5/2020	Safety	At all intersections with roadways where there is an overpass or an underpass, the construction of a dedicated u-turn lane where vehicles don't have to wait at a traffic signal improves flow.
2/5/2020	Congestion	A managed lane reduces volume on mainlines especially during high volume periods. if done through a P3 process, a private sector consordium can design, construct and maintain much better than a DOT can and maintain, through asset management principles, all the highway infrastructure much more cost effectively.
2/5/2020	Other	Use Perpitual Pavement design methods to: improve future maintenance requirements through lower servicibilty impacts & lower maintenance costs & reduced user impacts. Outsourced full service multiyear, performance based privatized Asset Management/Maintenance of highway infrastructure operations and maintenance.
2/5/2020	Congestion	Reduce traffic and improve merging
2/5/2020	Congestion	Improve merge access
2/5/2020	Safety	No pedestrian designations with high pedestiran volumes. This is VERY dangerous to walk along Buford Highway and cross the perimeter
2/5/2020	Multimodal	BRT or Bus only lanes needed on Buford
2/5/2020	Safety	Need better sidewalks and crossings
2/5/2020	Safety	Geometry encourages high speeds and leaves pedestrians no way to cross slip lanes
2/5/2020	Congestion	The merging of multiple highly traveled areas into one space is awful. Add to that an exit just beyond and it just crawwwwwls.
2/5/2020	Congestion	Getting past JCB is the happiest part of my journey. It's always congested.
2/5/2020	Congestion	Congestion approaching I-285 and I-85 interchange and a lot of waiting
2/5/2020	Freight	A lot of freight approaching I-285 and I-85 interchange leading to congestion
2/5/2020	Multimodal	Need more transit options urgently along full cooridor
2/5/2020	Safety	Shoulder exit lane is dangerous.
2/5/2020	Congestion	Two express lanes in each direction would be nice.
2/5/2020	Congestion	Begin I-85 SB congestion
2/5/2020	Other	Better and upgraded Changeable message signs along the corridor and on side streets near I-85, similar to Cobb county
2/5/2020	Congestion	Bad congestion, I-285 EB to I-85 NB
2/5/2020	Congestion	Add an additional Texas U turn so lost vehicles can turn around. Also adds an additional way for traffic to go from I285 East Bound to I85 North Bound.
2/5/2020	Congestion	Add a Texas U turn so lost vehicles can turn around. Also adds an additional way for traffic to go from I85 South Bound to I285 West Bound.
2/5/2020	Safety	Remove the brush blocking the 20 mph exit speed limit sign and remove the interstate speed limit sign from that area. So that vehicles aren't taking the exit at 65 mph.
2/5/2020	Congestion	Extend secondary I85 south collector lane for Jimmy Carter exit
2/5/2020	Congestion	Extend collector lane for I85 exits to here.
2/5/2020	Safety	Reduce approach speed limit to spaghetti junction and place lines across the existing lanes the to reduce tailgating and allow for traffic to merge safer.
2/5/2020	Congestion	Add an additional Texas U Turn for lost vechicles. Also provides and additional path from I-285 east bound to I-85 North bound.

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Date	**Marker Type**	**Comment**
2/5/2020	Safety	Reduce approach speed limit to spaghetti junction and place lines across the exiting lanes the to reduce tailgating and allow for traffic to merge safer
2/5/2020	Congestion	Add an additional Texas U Turn for lost vechicles. Also provides and additional path from I-85 south bound to I-285 West bound.
2/5/2020	Congestion	Extend collecter lanes for I 85 exits lanes.
2/5/2020	Congestion	Extend additional collector lanes for Jimmy Carter exit.
2/5/2020	Safety	Remove brush blocking the 20mph exit speed limit sign and remove 65 mph variable speed limit sign from area. Might save money on guard rail replacement from people taking the exit at 65 mph.
2/5/2020	Congestion	Add a fly over ramp so vehicle traffic isn't slowing down so much and slowing the tractor trailers down approaching spegettii junction. This is high because of the scheduled construction in fall of 2020.
2/5/2020	Congestion	Restrip so that West Bound I-285 traffic has through way.
2/6/2020	Congestion	From I 85 to Singleton Rd. It would be beneficial for flow to remove all small exits and larger crossings. (make Live oak pkwy tunnelled underneath Jimmy Carter. and close Oakbrook pkwy intersection with Jimmy carters. Then If people want to hit those shops plan a good infrastructure on Singleton Road that can feed back to Live Oak Parkway via Thompson Pkwy.
2/6/2020	Congestion	close Joseph way Nw off from Jimmy Carter on the otherside of the road have the busnisses fed from Live Oak Pkwy or Thompson Parkway
2/6/2020	Congestion	Close Hayes Dr Nw off from Jimmy Carter, on the otherside of the road have the busnisses fed from Live Oak Pkwy or Thompson Parkway
2/6/2020	Congestion	Consider this is your new intersection that feeds I85. Needs to planned out properly to make this work
2/6/2020	Congestion	Close off this interstection or tunnel Goshen Springs Rd underneath Jimmy Carter. Also all exits to businesses to be closed off all the way back to I 85 Use the Brook Hollow Pkwy to feed back to those business that were directly connected to Jimmy carter. You create Business Parks in both sides of Jimmy Carter Accessible from Brook Hollow Parkway.
2/6/2020	Congestion	Try to feed this exit into 378 between carmax and lowes.
2/6/2020	Congestion	CLose Brook Hollow of from Indian Trail. They can use. Pinnacle way to to get to 378 and feed back to Indian Trail
2/6/2020	Congestion	This intersection seems to have enough space around it that might offer an opportunity to create flyovers similar to spaghetti junction. This will only work if the whole indian trial road would be tackled and no small exits or intersection could be available. the road from 378 to I85 would be basically the entrance for 85. Same on the other-side. of 85. Some businesses would need to move or get access back via a secondary roads. The whole area would be redesigned. Intersection similar to 316 might be interesting here.
2/6/2020	Congestion	get rid of this intersection. and make Indian Trail the main entrance to I 85 or make this the intersection that only allow I85 south bound destination traffic and only exit on the north bound I 85 similar to steve Reynolds
2/6/2020	Congestion	This intersection is a massive disaster.... get rig of the I 85 South bound on ramp. and get rid off the I85 northbound exit ramp. There are two on Steve Reynolds.
2/6/2020	Congestion	remove all small exits and intersections untill Satellite BLVD. including (Ventura Dr and Gwinnett Pl Dr Nw.) feed all the stores there from Satellite boulevard.
2/6/2020	Congestion	PLeasant HIll is a special one that offers a lot of oppertunities to get rid of congestion. but most likely the problem would be moved to Snellville. If planned properly pleasant hill should become a 4 lane road that is similar to Reagan Parkway. and ties in with Ronald Reagan park way. ideally this road will only one exit around 29 and it will end in snellville. A similar interchange like with 316 could be possible
2/6/2020	Congestion	Make sure PLeasant Hill becomes similar to Ronald Reagan Parkway. Managing traffic around 124 in Snellvile is going to be very challenging.
2/6/2020	Congestion	Extend Reagan Parkway all the way to 78 (no exits on 124) before and after can be exits to 124
2/6/2020	Congestion	Connect Ronald Reagan Parkway here.
2/6/2020	Congestion	Sugerloaf Parkway to be similar to Ronald Reagan Parkway.. That feeds 85 with well designed intersections. like 316
2/6/2020	Multimodal	light railTram from Lawrenanceville to Lillburn, Tucker. Road is wide enough to put some stations and it would allow for good connection.
2/6/2020	Multimodal	Light Rail (tram) from Lawrenceville to Snellville to Lithonia
2/6/2020	Multimodal	Use existing railroad track from Lawrenceville, Lilburn, Tucker and further to start running trains. Maybe even from Athens. Gwinnet will benefit so much from that!! with fancy central stations where the busses and light rail stops.
2/6/2020	Multimodal	Five Fork Trickum might be a candiate for light rail tram, with stations near Killian Hill, Oak Rd, Cole Dr all the way to a massive train station in Close to 78.
2/6/2020	Congestion	Get rid of NorthCres Intersection. To close to Spaghetti Junction.
2/6/2020	Congestion	Don't let Chamblee Tucker road feed into 85 or 285. simply get rid of these intersections
2/6/2020	Multimodal	Generally it is allmost impossible to get around on bike in the county. There is absolutely no infrastructure for biking from the house to a nearby park or super market
2/6/2020	Congestion	No matter the time of day, 85 South at Pleasant Hill Road bridge always backs up
2/6/2020	Congestion	Rush hour on 85 North between Suwanee and 985 is always bumper to bumper.
2/6/2020	Safety	Several major accidents here.
2/6/2020	Congestion	Lawrence Suwanee Road at 85 as terrible traffic congestion. There are no ramps at McGinnis Ferry that could relieve some congestion.
2/6/2020	Congestion	There are two lanes exiting onto Northcrest. At this same location, there is only one lane that continues southbound to connect with both I-85 and I-285. This causes all traffic trying to get onto both interstates to merge into this one lane causing significant backup all the way up to Dawson Blvd. It would take almost nothing to realign the lanes for two going south and one exiting.
2/6/2020	Congestion	There is an issue with traffic going eastbound on Jimmy Carter being held up by a number of people that will stay in the right-hand of the ramp and then at the last minute cut into the cars that were waiting in the left two lanes. This not only significantly slows down the cars going eastbound, often causing the cars to back up onto I-85, but blocks the cars that are trying to go westbound onto Jimmy Carter from that ramp. Suggest splitting the exit into eastbound and westbound earlier. I know that this is difficult because of Pappadeaux and their parking lot. Their unwillingness to revise their parking prevented a better design for this cross diamond bridge. Frustrating. Positively, I do agree that the cross diamond bridge has significantly improved traffic flow on Jimmy Carter itself!

Map Ideas Comments - Online Survey		
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2/6/2020	Congestion	Issue with cars getting into the left lane, that is supposed to be a left turn only lane to go across the Dawson Blvd bridge, that will instead cut in front of the cars that were taking their proper turn in the right lane that is supposed to continue north on Dawson. Not sure how to resolve this other than police issuing tickets for violators.
2/6/2020	Congestion	This can be considered both a congestion and safety issue. I am not sure how it was approved to have multiple apartment complexes with only one exit, I do not live in this complex but see every day the struggles of the residents trying to get out of the apartment against the nearly constant flow of traffic, both north and south bound on Dawson Blvd. Suggest a traffic light at this intersection coordinated with a light at the bridge just south of here.
2/6/2020	Safety	This intersection has always been death defying for those turning right onto Winters Chapel either to continue under PIB to go south on PIB or to continue on Winters Chapel. Suggest change in light signal sequence at PIB. Currently, light signals for the PIB southbound, then the signal for Winters Chapel. Except that the traffic backed up on Winters Chapel due to the red light block those turning from Amwiler to get to the southbound turn lane that is green. Then traffic on Amwiler continues to wait as the green light for Winters Chapel because of one car that is trying to get into the southbound turn lane for PIB. By reversing this sequence, green light for Winters Chapel first, clears the traffic on the lanes for Winters Chapel allowing cars on Amwiler to turn onto Winters Chapel to get into the lanes, then green for the southbound PIB. There should be another light at Amwiler that is coordinated allowing traffic to negotiate from Amwiler to either the PIB turn lane or Winters Chapel. Conversely, this will also improve the flow and safety of traffic turning from Winters Chapel and PIB northbound trying to turn onto Amwiler.
2/6/2020	Congestion	See safety tag.
2/6/2020	Freight	This is probably too late to suggest now that the brand new Storage building has been built, but I always thought that this section of Pleasantdale Rd should have been realigned to conjoin with Amwiler. Amwiler is a major industrial area with many large trucks, including trucks with crushed vehicles and metal for Newell recycling and gas tankers that are trying to get to and from I-85 through this small bottleneck corredor. By realinging Pleasantdale with Amwiler, this would allow those trucks a more direct route from Peachtree Industrial at Winters Chapel and I-85, instead of having to make this difficult dogleg set of turns. This would resolve a lot of congestion int this area.
2/6/2020	Multimodal	Connection of Jimmy Carter with the Doraville MARTA Station. It is very difficult to get from our home in Magnolia Subdivision to get across I-85, I-285, and Buford Hwy to get to this train station that is so close as the crow flies.
2/6/2020	Congestion	Always congestion merging into 285 and 85
2/6/2020	Safety	Moving from the junction to the HOV lane is very difficult and dangerous.
2/6/2020	Congestion	With 316 there is only technically one was in and one way out of Lawrenceville so this 316 leads to a Ton of traffic on all the bridges that connect the 316 and slowly merges them all onto I-85
2/6/2020	Congestion	Extend turn lanes further back from light, so left and right turns don't have to wait in long line.
2/6/2020	Safety	Complete sidewalks for pedestrians. There are a lot of pedestrians here!!!
2/6/2020	Safety	Complete sidewalks for pedestrians. There are a lot of pedestrians here!!! All the way along Hopkins Mill RD.
2/6/2020	Multimodal	Bromolow Creek Greenway Please!!!
2/6/2020	Congestion	985 split is not functional to have the exit on the left. Move it to an overpass exit, to the right, and have the sugarloaf axis have it's own independent route to 985 rather then enter 85 and cross all lanes of traffic to get to 985.
2/6/2020	Congestion	285 entrance to 85 has too much traffic entering all at once. Take down the barricade on the right and absorb the small side road along all the furniture stores.
2/6/2020	Congestion	Put an end to these toll lanes to ease the traffic in the other lanes.
2/6/2020	Other	Make the exit lane permanent
2/6/2020	Freight	Build a separate truck lane from I-85 to I-285.
2/6/2020	Multimodal	Bike and pedestrian!
2/6/2020	Freight	The Peach Pass lane entering 85 on the left side of the highway, along with poorly planned interance and exists to the express lane was a poor design. It causes unnecessary congestion.
2/6/2020	Congestion	Need diverging diamond intersection.
2/6/2020	Congestion	Allow HOT lanes to carry two passenger car pools
2/6/2020	Congestion	PUBLIC TRANSPORTATION/heavy rail
2/6/2020	Freight	Truck lanes
2/6/2020	Multimodal	RAIL!
2/6/2020	Congestion	The bottle neck between 285 and Jimmy carter
2/6/2020	Congestion	Significant delays during peak times due to inadequate merging lanes & distance
2/6/2020	Congestion	large amount of truck traffic between I-85 and Horizon and Satellite
2/6/2020	Other	Provide I-85 SB on ramp and I-85 NB off ramp to/from McGinnis Ferry ASAP to relieve truck traffic from I-85 - GA-317 interchange. Already 2 years too late!!!
2/6/2020	Multimodal	Koreatown Access
2/6/2020	Congestion	Sunlight at 5p often causes congestion
2/6/2020	Safety	Sometimes standing water accumulates near HOT lane on rainy days
2/6/2020	Safety	Need speed limit signs for traffic entering HOT lanes from 316, often have to slow down for 316 traffic not getting up to speed by time of merge
2/6/2020	Safety	Water accumulates at bottom of hill on rainy days
2/6/2020	Other	A peach pass exit after the 285S ramp would be good so traffic bound for Chamblee-Dunwoody don't have to exit 2 miles earlier with 285 traffic
2/6/2020	Congestion	I suggest an outer beltway for Atlanta. Congestion is extreme near 285 due to I-85 traffic trying to get on the 285 beltway.
2/6/2020	Freight	Truck traffic congests I-85 for several miles due to having to get on I-285 without enough lane capacity on the ramps to I-285.
2/6/2020	Safety	Congestion causes car to be continually changing lanes which causes crashes and further slows traffic. Inside shoulders are needed to get crashed cars out of the roadway more quickly.
2/6/2020	Safety	better markings for 316 exit
2/6/2020	Safety	The merger from I-285 to I-85 is a major bottle neck and the merge int I-85 is dangerrous
2/6/2020	Congestion	Not enough lanes and the dumb Toll lanes are nothing more than a jobs boondoggle. Plus the abuse and non payers is past ridiculous
2/6/2020	Congestion	Consistent backup. Do away with Toll lanes or expand lanes
2/6/2020	Congestion	Consistent Backup. Epand Lanes. Forget any thought on Mass Transit. If I want to do Mass Transit then I would not live in Gwinnett so do not even try to promote it
2/6/2020	Safety	Commercial vehicles on 85 merging with southbound 985 traffic always cause congestion. I'd recommend only allowing commercial vehicles in the right lanes.

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
2/6/2020	Freight	The biggest problem I see is that you have 4 lanes + HOV. Commercials vehicles slow down commuters and cause bottlenecks and tailgaters. Restricting commercial vehicles to the right lanes would help reduce congestion by allowing the faster vehicles to move to the left lanes. GA IS A DRIVE RIGHT STATE
2/6/2020	Safety	I'd suggest adding pylons so that drivers could not speed up and cut people off at the 85/285 interchange. I've personally witnessed several accidents caused by drivers who wait until the last minute to cut over from 85 S to tr and exit off 285
2/6/2020	Congestion	The problem I see in these lanes is that most drivers are not driving the speed limit. You will have a car in the far left lane driving 50. Blend this with commercial vehicles occupying every lane and it causes massive congestion.
2/6/2020	Congestion	Congestion from 316 to 85 south is caused because most 85S drivers will not let 316 drivers merge. Adding pylons to keep cars from cutting over would help manage traffic flow
2/6/2020	Multimodal	Designated bike lanes
2/6/2020	Other	Marta rail all the way to the mall.Stops stations along the way Norcross, Duluth, Suwanee Buford Lville. Buses are not the answer.
2/6/2020	Other	People continuously use the right hand turn lane as a merge lane to move into the left hand turn lane causing congestion which can back up all the way down o the expressway.
2/6/2020	Congestion	There are two lanes leading to Northcrest Road and only one to handle traffic for 85S, 285N and 285S. This causes major back ups with peolple using the rightlanes (Northcrest) to merge onto the access ramp for the 3 expressways.
2/6/2020	Congestion	This is a mess. Merging traffic from 285, 85 and street access lanes onto stoplight controlled surface streets has traffic backing up on to the expressways causing accidents,
2/6/2020	Congestion	Heavy traffic including semi-trucks back up, sometimes for up to 2 miles when the expressway is clogged making it impossible to access apartments and buildings along the route.
2/7/2020	Congestion	The Toll lane should have 2 lanes of travel. 2lanes northbound and 2lanes southbound. I often get behind people that seem to impede flow of traffic. Having the option to pass would be great!
2/7/2020	Multimodal	Bus or train
2/7/2020	Congestion	more incentive for car pooling and transit
2/7/2020	Other	Alternative east to west routes (w/out having to use I85 and I285 to get to I75 from east), and vice versa
2/7/2020	Congestion	To ease congestion on SR 316, each side of the road should be 3 lanes apiece between I-85 and Collins Hill Road.
2/7/2020	Multimodal	To ease congestion, heavy rail should be built along this corridor from the Doraville MARTA station to at least Pleasant Hill Rd. There should at least be a heavy rail connection to Jimmy Carter or Indian Trail.
2/7/2020	Congestion	An interchange at McGinnis Ferry and I-85 should be added to ease congestion in Suwanee.
2/7/2020	Multimodal	Increase direct connections between Gwinnett County and Doraville MARTA station.
2/7/2020	Safety	Need stop light
2/7/2020	Congestion	Need more lanes
2/7/2020	Congestion	Need extra turn lanes
2/7/2020	Congestion	Need I985S to I85N and I85S to I985n connections here to alleviate unnecessary traffic on HWY 20 in Buford, both freight and passenger.
2/7/2020	Other	See congestion comment.
2/7/2020	Freight	Alternate truck routes
2/7/2020	Congestion	Increase rapid transit options to reduce single occupant vehicles.
2/7/2020	Safety	Too many traffic fatalities.
2/7/2020	Congestion	Heavy traffic
2/7/2020	Freight	Too many trucks on the road along with cars
2/7/2020	Congestion	There is always congestion here at the merge on from pleasant hill road
2/7/2020	Congestion	The speed limit is 70mph on hwy 85 yet people consistently drive far below the speed limit in the far left lane which contributes to congestion.
2/7/2020	Congestion	Congestion very high during peak commute hours from pleasant hill to I285
2/7/2020	Congestion	Congestion unbearable during peak commute times from Jimmy Carter to I285. There’s always heavy volume, even during weekends
2/7/2020	Congestion	Always heavy volume of traffic here, especially unbearable during work commutes
2/7/2020	Congestion	Sugarloaf going into 85S is always a mess.
2/7/2020	Congestion	285 connector is always backed up no matter the time of day.
2/7/2020	Freight	Semis are always blocking small cars to get to 285 there needs to be lane for these trucks. Most of them do not follow the rules anyways when driving in the left two lanes all the time.
2/7/2020	Congestion	HOT Lane merging between Hwy 316 and Interstate 85. There should be a intermittent traffic light like the ones used to access many of the interstate ramps.
2/7/2020	Congestion	Traffic in regular lanes tends to start building at Pleasant Hill interchange and continues on to Jimmy Carter Blvd interchange.
2/7/2020	Safety	Cars routinely exit the HOT lane through the double lines approaching I-985. Recommendation for barrier sticks to be placed similar to the I-85/316 Hot lane barrier sticks.
2/7/2020	Multimodal	This is very close to the Suwanee Creek Greenway. Existing trail segments should be tied to other areas in this vicinity
2/7/2020	Safety	This interchange could use some upgrades in my opinion
2/7/2020	Safety	Speed Limit too Fast
2/7/2020	Safety	Need Lighting
2/7/2020	Safety	Traffic on the exit on 85-S at Jimmy Carter is constantly backed up to the point of being a death-trap for anyone in line waiting to turn left. Traffic is consistently backed up to the point where cars are in line on the interstate, but it's not safe because of the speed of traffic, and the fact that it's usually a couple of cars barely hanging into the right lane of 85 where cars and semis don't have enough space to react and slow down if they needed to. It's really terrifying. Not to mention when traffic is like that, cars in the exit only right lane are trying to get over to turn left and slow traffic even worse, which causes it to take at least 4 light cycles to get from the exit start to get through the light. Jimmy Carter's light cycle engineering is also not keeping up with traffic in that area, and I know it's a difficult problem, but the traffic backing up on the interstate is a really huge safety issue in all of this.
2/7/2020	Safety	there's a pothole going from 85-S to 285/Chamblee Tucker where the lanes are merging. It's been slightly fixed, but it's still in need of complete repair
2/7/2020	Safety	Not always enough space to merge from pleasant hill going 85-S
2/7/2020	Other	PEACH PASS LANE. Seriously, can this go away now?

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
2/7/2020	Congestion	Congestion at 85 / L'ville Suwanee will be improved once you open the McGinnis Ferry ramps. Traffic at these intersections is always a nightmare because drivers on L'ville Suwanee block the lanes for commuters trying to exit off the ramp. Suwanee does not enforce the "don't block the box" law and once the ramp light turns green, only a few cars may exit.
2/7/2020	Congestion	Drive Right is not enforced or maybe drivers are unaware that you must drive right unless passing. Too many commercial vehicles or commuters block the travel lanes by driving under the speed limit. Mix in super speeders and it is a formula for an accident. Enforce / Educate commuters to drive right and allow faster traffic to pass. Mandate that commercial vehicles remain in the two right lanes.
2/7/2020	Congestion	WHY is the speed limit here 55?!?!?!
2/7/2020	Congestion	I worked out of my Gainesville office this week. Today alone, I saw 5 specific incidents where a commercial vehicle was driving under the speed limit in the left lane. This caused 985 to back up in some areas for over 1/2 a mile.
2/7/2020	Congestion	Trying to cross PIB @ McGinnis Ferry at 8:30 in the morning will take 30 minutes.
2/7/2020	Freight	Commercial vehicles spread across all 6 lanes of 85 creates a nightmare. I'd suggest requiring all commercial vehicles to remain in the two right lanes.
2/7/2020	Congestion	Adding ramps at Gravel Springs would reduce the traffic congestion at 85 / GA 20
2/7/2020	Freight	Enforce drive right on commercial vehicles and the slow poke law
2/7/2020	Safety	I couldn't tell you how many times drivers would not allow me to merge... nearly causing an accident off this ramp
2/8/2020	Congestion	Inflow of semis.
2/8/2020	Congestion	“Blind” corner where people panic
2/8/2020	Congestion	Every morning
2/8/2020	Multimodal	Need greenway extension connecting George Pierce Park with the Ivy Creek Greenway on the other side of 985 so that we can bike to the mall instead of taking I85.
2/8/2020	Congestion	Northbound congestion at Jimmy Carter in the evening.
2/8/2020	Congestion	keep hwy 316 traffic separate from 85 to spaghetti junction which then gives them access to 285 or 85. give them access to one exit (maybe jimmy carter) if they need to get to location before 285.
2/8/2020	Multimodal	BRT
2/8/2020	Congestion	Even HOV lane gets extremely congested
2/8/2020	Congestion	Even using alternate routes to avoid 85, trying to get back to I85 at this exit is a nightmare. Trucks on I85 using right lanes create more traffic. Trucks should be able to use only certain lanes in I85
2/8/2020	Congestion	Traffic is caotic during rush hours due to high volumen of Trucks and 8 wheelers. They should use not be allowed to use all lanes
2/8/2020	Safety	Need longer blend lanes for traffic transitioning from I-285 E to I-85 N. Also need to push traffic on I-85 N to the left to permit blending. A-holes won't let you in!
2/8/2020	Congestion	Continue to encourage businesses to implement staggered work schedules, work from home, and carpooling options to reduce the number of single occupancy vehicles on this corridor all at the same time.
2/8/2020	Other	Develop and implement a supplemental driver training program focusing on driving on limited access highways. Encourage insurance providers to help fund the program offer discounts for drivers who drive to work and take the course. This area has many residents who are immigrants and have never been subjected to traffic such as we have before coming to this country. There are also many many drivers whose skills are simply very deficient. These people cause accidents!
2/8/2020	Safety	Exit Lane for Peachtree Industrial (31B) is confusing and reduces (from 2 lanes to 1) at an odd place. Drivers try and merge and get in front of one another.
2/8/2020	Congestion	Create a new bypass like 285 that would alleviate unnecessary cars and trucks that are just passing through.
2/8/2020	Multimodal	Extend transit from downtown and airport all the way out along 85.
2/8/2020	Congestion	Add a Express and Local lanes that are separated by a barrier to encourage those that are no getting off between Jimmy Carter and pleasant hill to keep going.
2/8/2020	Congestion	To keep traffic flowing for those that are not getting off between I-285 interchange and sugarloaf add a divided express and local. Mirror after D.C. or NJ Turnpike. I-95
2/8/2020	Other	Add in dedicated transit lanes (Bus Rapid Transit and stations to Mall of Ga) adjacent to I-85 and/or buford Highway - tying into MARTA system
2/8/2020	Freight	Dedicated truck lane with exclusion from dedicated commuter lanes -- separation
2/8/2020	Multimodal	See other comment -- dedicated bus rapid rail lanes with intermodel that ties into MARTA
2/8/2020	Congestion	Light and signal integration with nearby artierails and feeders that can adjust and optimize flow in response to changing traffic conditions. Jimmy Carter, Indian Trial, Beaver ruin, Pleasant Hill , Sugar Hill along with Buford and lawrenceville highways
2/8/2020	Congestion	dedicated commuter and truck lanes and separation
2/8/2020	Congestion	Add extra lane each way on Satellite similar to toll lane access, a "direct commute" lane.
2/8/2020	Congestion	Better synchronization of traffic lights.
2/8/2020	Congestion	Additional lane each way on 316.
2/8/2020	Congestion	Too many traffic lights in Mall of Georgia area, similar issue to Pleasant Hill and JCB.
2/8/2020	Freight	Build outer highway from I-85 Braselton to I-75 as Gov Barnes had suggested many years ago.
2/8/2020	Congestion	Starting and endpoint for I-75/I-85 connector as proposed by Gov Barnes. Update and improve old plan and implement. Watch for corrupt officials trying to guide money to friends ands family
2/8/2020	Freight	Cars and 18 wheelers wanting to bypass spaghetti junction would take the I-75/I-85 toll bypass.
2/8/2020	Safety	safety in merging onto 85 or onto 285 interchange
2/8/2020	Freight	need separate lanes for Freight Traffic
2/8/2020	Multimodal	provide public transit for people to get to work without the need for cars
2/8/2020	Congestion	316/pleasant hill junction is a nightmare. Highway Patrol giving tickets during rush hour doesn’t help.
2/8/2020	Safety	Seems to be an accident here literally every morning heading westbound. I have been avoiding 316 because of this and getting on 85 further north, adding to the 85 congestion
2/8/2020	Safety	Multiple fatal accidents in both directions here lately, five years ago the stretch of 85 was smooth. Now it is a jam up every day.
2/8/2020	Safety	it is idiocy trying to get into 85N toll lane from coming off 285W.
2/8/2020	Congestion	This is the worst jam I see in ATL. 85S to 285 in the morning and 285 to 85N in the afternoon.

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
2/8/2020	Freight	through Freight trucks should not be anywhere on this corrider. They Go WAAAAY too fast, the clog up the road and drive so aggressively. They also are usually all over the interstate in all lanes except far left.
2/8/2020	Multimodal	Peachtree Creek Greenway would be an alternative way to get people from Outside the Perimeter to Inside the Perimeter and Vice versa - also a way to get them under 85 to the Doraville MARTA station.
2/8/2020	Other	Build a Norcross MARTA station
2/8/2020	Safety	Make this intersection a safer one for bike and pedestrian traffic.
2/8/2020	Safety	All cars merge into the left lane back at exit 16 on 985 because of the merge onto the interstate from Lille suwannee. Rd
2/8/2020	Congestion	There is a traffic flow light on this entrance ramp. It doesn't come on when it needs to- around 6am. There is a constant flow of cars into the interstate and since this entrance lane merges into another lane on 84 , there is constant congestion until the traffic flow signal comes on much later in the morning.
2/8/2020	Congestion	Another site of constant merging madness every morning. You have the 985 southbound era combined with the 85 southbound era all competing to move into the second lane to avoid the lane at 317 entrance ramp that also dumps constant vehicles into 85
2/8/2020	Congestion	Toll Lanes only add to the congestion as it reduces the amount of usage from traffic in other lanes. Most citizens have a fundamental issue with using their tax dollars and then charging for usage.
2/8/2020	Congestion	Poor design with merger I-285 traffic. The usage as clearly exceeded designed capacity during peak periods. Major accidents and death. The toll lanes do not help but only add to the congestion
2/8/2020	Safety	Poor design and too many lane changes as trafiic is mergering
2/8/2020	Freight	Freight Trucks should be banned. Yes, we all know that commerce transit is valuable but SAFETY should be your number one conern
2/8/2020	Other	Toll Lanes have proven to be nothing more than a poorly designed attempt to prevent needed taxation or defer the State's growing need for pension contributions. Also need to fix the rural metro formula and just put the dollars where needed and stop building roads to no where in rural counties. I think enough have been built to now prove that if you build it they will NOT come. Not to mention that those roads will drain fund for maintenance. Too much excess rural capacity while metro has no capacity
2/8/2020	Other	Why do government Non Emergency vehicles get a free pass. Also, how about collecting the abusers
2/8/2020	Freight	Ban Freight during peak hours 6AM to 9AM and 3PM to 7PM. Manage your capacity and make safety a priority
2/8/2020	Multimodal	This will continued to get voted down no matter how often you try. The politicians will just get voted out. Your call but we all know your arrogance will not allow you to do the right thing and just stop forcing it down out throats. If we want intermodal then we will all just move back to the inside the perimeter
2/8/2020	Congestion	Too much volume once I-985 merges, which increases with every additional entrance ramp through I-285
2/8/2020	Congestion	Too much volume for the road
2/8/2020	Congestion	Again, too many cars
2/8/2020	Multimodal	Highly recommend building multimodal infrastructure -- transit, bicycle, pedestrian -- from here all the way up to Suwanee. Connect all the downtown neighborhoods with non-highway infrastructure.
2/8/2020	Multimodal	Continue making pedestrian infrastructure improvements on Buford Highway along the entire corridor and work with city governments to provide for connecting infrastructure with the downtown areas.
2/8/2020	Other	Work with the county and city to turn the Gwinnett Place Mall area into a mixed-use, mixed-income neighborhood. Realign the roads in the area to lay out a walkable grid and leave space for a future commuter or heavy rail station.
2/8/2020	Other	As the Northlake area declines, look for opportunities to build connecting streets at a more human scale.
2/8/2020	Freight	Another bypass as Atlanta has grown way beyond the perimeter
2/8/2020	Congestion	Clogs on exiting 285 to 85 N. Widen 85 northbound to accommodate merging from 285
2/8/2020	Multimodal	Alternative way on this corridor
2/8/2020	Congestion	they should do all road work before 7am and after 6pm
2/8/2020	Safety	There are too many people doing different speeds some are going well below and some are traveling 20 to 30 miles per hour above. Auto camera speeding tickets could be the answer
2/8/2020	Congestion	The only way to get rid of the congestion is to add more lanes and discontinue the tolls they are way way too high. 13.oo to travel several miles is just plain ridcoulous and way out of the everyday persons budget.
2/8/2020	Other	Most the accidents are due to people realizing at the second their exit is right in front of them there are not enough visiable signs ahead of the exits. At leadt that I have seen. I was going to the hospital the sign for hospital was right at the exit point I had to get off and turn around and get back on the highway.
2/8/2020	Congestion	Trucks are out of control in this area. They need their own roads. They are a danger to drivers
2/8/2020	Safety	Trucks are speeding and driving aggressively. There are too many of them
2/8/2020	Freight	The trucks are out of control. It is essentially their highway. Regular drivers are pushed out the way.
2/8/2020	Freight	They need their own road!
2/8/2020	Safety	Pedestrian Crosswalks and Signals
2/8/2020	Other	Fund protected bicycle lanes, sidewalk improvements and upgrade the 39 to either Bus Rapid Transit or a light rail line with 10 min frequenies.
2/8/2020	Other	Building more roads isn't going to solve congestion. Only finding public transit, bike lanes, introducing congestion charges and making parking prohibitively expensive in dense areas like Downtown Atlanta, Midtown , Little Five, and Downtown Decatur will solve the problem
2/8/2020	Safety	Crosswalk signals and crosswalks
2/8/2020	Other	Fund protected bike lanes and upgrade the 39 to either Bus Rapid Transit with dedicated right of way or a light rail line with 10min frequency
2/8/2020	Other	Building more highways isn't going to solve the problem only expansion of convenient public transit and a robust bicycle infrastructure will
2/8/2020	Safety	Crosswalks and pedestrian crossing signals. I've almost been run over here several times
2/8/2020	Multimodal	Protected bike lanes and upgrade the 39 to a Bus Rapid Transit or light rail with a dedicated right of way
2/8/2020	Multimodal	A bike lane on Oakcliff connecting BuHi with Embry Hills would be very much welcome
2/8/2020	Safety	Provide 24 hour live police coverage
2/8/2020	Safety	Lanes are too narrow for current make and models of trucks, SUVs and cars.
2/8/2020	Freight	Too many freight trucks have to share roadways with passenger vehicles, and most freight trucks are simply passing through. There needs to be another bypass!!!

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
2/8/2020	Freight	Have all 18-wheelers traveling paast Braselton use the two left lanes on 85 north until they get past 1-985. The trucks in the right lanes create a wall that makes it hard for cars to move through to enter/exit the interstate. A new 285 to 85 ramp for the left lane trucks would help. Do the same left-lane-rule on 285 as well.
2/8/2020	Congestion	Turn all lanes of this 18 mile stretch of I85 into all toll lanes. If you charge money to drive on this section of I-85, it will cause people not to drive on it and seek alternative means of transportation. Use the toll money to build and offer more public transportation as an alternative. Also, build an outer loop so that more truck and other traffic can by-pass Atlanta.
2/8/2020	Freight	Congestion and noise from the UPS center here causes issues to local residents.
2/8/2020	Congestion	Congestion from I285 to I85N on ramp
2/8/2020	Multimodal	local residents need alternative usage routes such as the Peachtree Creek Greenway so we can stay off the roads.
2/8/2020	Other	planned 285 toll lanes will increase noise from highways and hurt quality of life
2/8/2020	Other	Expand Buford Hwy (Hwy 23) to 6 - 8 lanes in Gwinnett County to divert traffic from 85. Expand Lawrenceville Highway in Gwinnett to 6-8 lanes to divert traffic off of 85. Expand Sugarloaf Parkway in Gwinnett to 6-8 lanes to divert traffic off of 85.
2/8/2020	Other	power line easement to use as reversable lanes to connect 85 with PIB and hwy 29
2/8/2020	Other	use power line easement to connect PIB and 400
2/8/2020	Other	use powerine easement as additional southbound 316/85 connector
2/8/2020	Other	New Interstate/Truck route
2/8/2020	Congestion	Where 316 dumps on
2/8/2020	Safety	Dangerous interchange
2/8/2020	Freight	Overload going south
2/8/2020	Multimodal	rail and bus
2/8/2020	Freight	trucks in 2 right lanes only
2/8/2020	Congestion	High volume of traffic at the Suwanee exit 111. The bridge is too narrow for the amount of cars and trucks using the exit. A posible solution is to make the bridge wider with at least two lanes to get into south and north bound directions in I-85.
2/8/2020	Congestion	Traffic coming off the 111 exit and trying to get into the I-985 have a lot of trouble to make it to the left exit because of the high volume traffic in I-85 North. Possible solution is to build and elevated transfer that connects the traffic off exit 111 northbound into the I-985 North.
2/8/2020	Congestion	Level of congestion is crazy in this area, the amount of traffic southbound is just to much in morning hours. Possible solution is the creation of elevated lanes from Pleasant Hill Road to Jimmy Carter Blvd.
2/8/2020	Congestion	Between 85 and Peachtree industrial on 285 W is very dangerous with being completely stopped many days and traffic merging from buford hwy. Need dedicated lane maybe a flyover to get away from mergers.
2/8/2020	Safety	Sitting stopped every day for a mile on 285 W to get to pib. Dangerous with all the merging.
2/8/2020	Congestion	85 n comes to a stop at 285. Need dedicated through lanes or a way to route on side roads.
2/8/2020	Freight	Restrict tractor trailers I85 through out the metro area or give them a road that runs parallel that they MUST USE! Separate the big rigs from the cars just like trains are separated by running on the tracks. Also put up reinforce concrete dividers on every inch of the HOV lanes.
2/8/2020	Congestion	Traffic on the interstate backs up due to those exiting onto Jimmy Carter.
2/8/2020	Congestion	Traffic on interstate backs up due to those trying to exit onto Peachtree Industrial.
2/8/2020	Safety	Don't put a massive bus station where West Jones Bridge meets Peachtree Corners Circle near the Forum in Peachtree Corners. There is a 1-8 private school, a middle school, a YMCA, a large church, playing fields, and 2 only- residential subdivisions with lots of kids and foot traffic within 0.2 miles of this proposed terminal -- insane suggestion by planners who don't live here that would endanger youth and residents.
2/8/2020	Freight	Trucks trying to skirt 85 are rumbling through heavily populated areas on PIB and Peachtree Parkway
2/8/2020	Multimodal	People friendly options!
2/9/2020	Freight	Electric signs and enforcement to freight in the two left lanes. This law is constantly violated by freight drivers. Need a bypass for them further up north to avoid the city and lessen congestion
2/9/2020	Congestion	Need more toll lanes for interchanges that would bypass regular lanes, this would eleviate congestion at these points. Cars have to cross several lanes to get to express lanes. This is very unsafe.
2/9/2020	Safety	Always accidents between 285 and Beaver Ruin
2/9/2020	Congestion	A diverging diamond interchange is needed at 317 and 85. The left hand turn lane to get onto 85N in the afternoons is backed up to the McDonald's/Main event area.
2/9/2020	Congestion	Extend the traffic light times at the intersection of Boggs/Old Norcross in both directions so more traffic can get through, especially around the 5pm-6pm times.
2/9/2020	Congestion	Left turn light times from Old Norcross to Sweetwater needs to be extended in the 5-6pm range. It's backed up pass the yellow sticks to turn into my neighborhood.
2/9/2020	Congestion	Even with the diamond interchange, everything still backs up in both directions on Pleasant Hill in between Old Norcross and Club Drive.
2/9/2020	Congestion	Maybe having truck only lanes in Spaghetti Junction
2/9/2020	Congestion	There is almost always a bottleneck around the Suwannee exit both North and South. People getting off at Suwannee trying to get on 985 causes heavy slowdown and often accidents.
2/9/2020	Safety	Inadequate signage and small entry/exit areas to/from HOV lane on SB 85 between JCB and 285
2/9/2020	Congestion	The exit to Chamblee-Tucker Rd from 85N/S&285E/S is terminally screwed up. It needs to be separated from the interstate interchange somehow or closed. It is problematic even in the middle of the night, and I see no way to fix it.
2/9/2020	Other	HOV lane continuity and signage is a real problem going NB on 85 through the GA316 interchange. It's really hard to tell what to do.
2/9/2020	Safety	Traffic must merge from I-85 Express Lane several lanes to the right exit for i-285 which can be difficult when the traffic is heavy. The same applies for traffic merging from 285 on to the I-85 express lanes.
2/9/2020	Safety	Speed limit of 70 is pretty high for the road. It should be 65 at most.
2/9/2020	Congestion	Traffic exiting for I-285 West gets backed up daily
2/9/2020	Congestion	Double decker highways
2/9/2020	Congestion	Double decker highways
2/9/2020	Safety	People get confused on 285 west and east. Take un necessary risk to jump over to the correct exit
2/9/2020	Congestion	316 coming into 85 plus the HOV lane. Every weekday I stop there and crawl from 316 to 285 10-15 miles per hour. To many cars and acres to try to cut into traffic at entrance ramps.
2/9/2020	Congestion	From 316 to just past jimmy carter is a nightmare every weekday both south bound and north bound

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
2/9/2020	Congestion	Coming from 285 to 85 north very difficult to get to peach pass lane. Too congested!!
2/9/2020	Congestion	Pleasant Hill between PIB and Reagan never flows well.
2/9/2020	Congestion	It seems there is always backup at Jimmy Carter. NB and SB
2/9/2020	Congestion	Highway 20 and the intersections with 985 and 85 are always a nightmare. Backed up with no real visible reason.
2/9/2020	Congestion	Add ramps on both sides to ease traffic
2/9/2020	Congestion	Add ramps on both side to ease congestion
2/9/2020	Congestion	Add ramps on both side to ease congestion. Exit to Hamilton mill road is already getting backed up, adding ramps on both sides will reduce traffic.
2/9/2020	Congestion	Merging unto I285 East and West is a nightmare. Traffic starts realigning from Jimmy Carter to move to the right lanes while others simply dart across lanes at the last minute to make the merge. Figure out a way to get the merge better.
2/9/2020	Congestion	Jimmy Carter is a bottle neck simply because of its alignment. Cars slow down to make the gradual left or right which causes unnecessary backups. Realign the road to be more straight.
2/9/2020	Freight	separate truck entrance from vehicle entrance on 85. If travel from south drivers have to move over 3 lanes to allow the traffic from 285W to enter.
2/9/2020	Congestion	Change road sign for 85 and 85 N. everybody is staying on the right lane to go north even if there are 2 lanes going south. This causes 2 bottlenecks first right on the ramp from 285 to 85 and then on the ramp merging on 85N when right lane ends.
2/9/2020	Safety	Everybody is slowing down in this turn. I don't understand why even if there is no traffic. Please analyze the behavior.
2/9/2020	Congestion	this pushes 3 lanes of traffic. 2 from 316 and one from access road. This is from where the traffic begins because everybody is squeezed.
2/9/2020	Safety	Shoulder is too narrow. Also split the exit for 316 in advance.
2/9/2020	Other	I think that there is a need for another set of signs to signal i985.
2/9/2020	Safety	lanes and shoulder are too narrow.
2/9/2020	Congestion	Peach pass lanes are trying to jump several lanes to go 285
2/9/2020	Other	sign for 285 S is confusing.
2/9/2020	Congestion	separate 285 S and W exit ramps.
2/9/2020	Congestion	Traffic is backed up because there are too many vehicles entering on 316 and trying to jump to the peach pass lane. Noticed that there are 2 busses that force the whole traffic to slow down to a stop because Gwinnett transit busses have to get to peach pass. Those buses are back to back. I think that there is a need for the pach pass lane to start from sugarloaf parkway with dedicated lane.
2/9/2020	Safety	This area is a speed trap and this forces everybody to slow down to 55 because police is looking to increase revenue. Slowing down from 70 to 55 is not healthy for the traffic especially when a state trooper is hiding under the bridge.
2/9/2020	Congestion	Add a 3rd lane heading east until GA 120. merging traffic from access road and peach pass is pushed to 2 lanes. Here you squeeze 4 lanes in 2 lanes.
2/9/2020	Congestion	commuter monorail
2/9/2020	Congestion	Interchange that can connect Lawrenceville highway to I-85. Despite changes Pleasant Hill is still has one of the worse traffic.
2/9/2020	Freight	route freight during rush hour
2/9/2020	Congestion	Extend 985 into a outer loop around ALL the congested area as another 285
2/9/2020	Freight	Freight should be carried ONLY on the outer 985 loop around the conjested area. This would free up the car drivers. NO MORE TOLLS TO BE BUILT AND/OR MAINTAINED!
2/9/2020	Freight	Build a "freight express" loop, with egress/access only at major roads, around Atlanta to keep the throught traffic out of the conjested area.
2/9/2020	Congestion	Move freight traffic to a"freight express" loop around Atlanta.
2/9/2020	Safety	Reduce max speed to 55 mph.
2/9/2020	Congestion	Outer perimeter
2/9/2020	Congestion	MARTA expansion
2/9/2020	Congestion	Need distributor collection lanes southbound JCB to chamblee Tucker
2/9/2020	Other	End Lexus lanes, and alt fuel vehicles in express lanes. Make it for 3 people or more. Right now the lanes are not faster than other lanes
2/9/2020	Congestion	Reduce or eliminate express bus fares, and as busses as necessary. Allow express busses direct access to Doraville Marta station
2/9/2020	Congestion	985 and 85 merge
2/9/2020	Congestion	Choke point on 85
2/9/2020	Congestion	Multiple Lange changes
2/9/2020	Congestion	Additional capacity
2/9/2020	Congestion	Too many cars for the designed intersection.
2/9/2020	Congestion	Merging of 3 additional lanes from both directions of 285 into a single lane is problematic. Additional lane needed to past Jimmy Carter blvd.
2/9/2020	Congestion	Additional lane required under Jimmy Carter.
2/9/2020	Safety	There should be lanes from the toll lane to and from 285 so tracie doesn't have to cross 5 lanes.
2/9/2020	Freight	Get tractor trailers off the interstate or in designated lanes, especially during rush hour.
2/9/2020	Congestion	We need mass transit along the entire corridor; bus, light rail, extend marta.
2/9/2020	Congestion	Do not add anymore toll lanes, this eliminates access to all citizens.
2/9/2020	Other	spur around ATL for trucks and travel - if you live or work in metro ATL, use 285, otherwise get off!
2/9/2020	Other	North/south spur!
2/9/2020	Congestion	Spaghetti junction is a terrible design and backs iups all traffic. it needs replced
2/9/2020	Congestion	You merge the 3rd lane exit off 85 and the Boggs Rd. entrance at the same place. Yo need to reduce the 3rd lane from 85 1/2 mile so peple merge quicker
2/9/2020	Multimodal	MARTA
2/9/2020	Safety	Bike
2/9/2020	Freight	Trucks need their own lane or an alternative route. The northern arc should be reconsidered or, a t the very least, creating a secondary pathway UNDER or over the existing I-85 right of way and charging a toll for use.

Map Ideas Comments - Online Survey		
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2/9/2020	Congestion	Managed lanes or a tunnel to from mall of Georgia to Druid Hills to bypass all of the local traffic.
2/9/2020	Multimodal	MARTA TO 316 and also across the top end of perimeter to Cobb.
2/9/2020	Freight	Create outer perimeter to I-75
2/9/2020	Congestion	Add some type of HOT lanes from I-285 to I-85 and also going the other direction.
2/9/2020	Freight	Keep trucks in 2 right lanes
2/9/2020	Congestion	The 285/85 merge is complicated and dangerous. I usually try to come through that intersection on 85, even though 285 would make more sense, simply bc of the dangerous merge from the perimeter to 85. I use the toll lane but it's difficult to get over to it when the traffic is jammed up.
2/9/2020	Safety	I spent a couple of weeks driving in Germany last summer. The autobahn has truck lanes that trucks cannot leave. I didn't see one single accident the whole time I was there. Speeding tickets are also automated - I also didn't see a single traffic cop while there. Tickets are sent by mail. It would free up law enforcement for more important jobs.
2/9/2020	Freight	I already touched on truck lanes in my previous comment but another way they would help in the outer suburbs is to stop trucks from forming "rolling roadblocks". I travel between AThens and Atlanta frequently and often get behind a truck going 62 trying to pass a truck going 60. They both impede traffic for miles. Gwinnett Co busses are just as bad clogging up the peach pass lanes going 65 in 70 mph zones. They will have traffic backed up for miles.
2/9/2020	Multimodal	Build out multi-modal passenger terminal in line with Gwinnett's transit expansion plans, and plan for commuter rail service on a shared use corridor with Norfolk Southern and Amtrak.
2/9/2020	Multimodal	Build out commuter rail extending from Lindbergh/Armour to Buford or beyond into Hall County. Suwanee should be a station.
2/9/2020	Multimodal	Build out BRT on 316, with dedicated lanes. The only way to relieve pressure on 85 is to increase high capacity transit alternatives.
2/9/2020	Multimodal	Commuter rail station
2/9/2020	Multimodal	Multimodal hub redevelopment
2/9/2020	Congestion	Raised prices in the PeachPass lane only impact people who use this on a regular or daily basis. Peach Pass should be used as a bypass to get people through the Gwinnett County corridor, versus a multi exit solution. DC uses local exit lanes and through lanes, and the peach pass lane should be viewed as a through lane, with actual dividers, like on the SB Pleasant Hill area.
2/9/2020	Multimodal	Transit options are horrible. I work in Marietta. I have absolutely zero transit options. If I had a viable option like the GRT bus to downtown ATL, I would take it. If I live ITP, and had access to MARTA, I would take it. I took public transport in Chicago and NY, and if I had the option to take here I would do it. Its not even an option. Not everyone works 7 miles from their home.
2/9/2020	Freight	An outer bypass should be considered to split up traffic (485 for instance). If trucks are mainly going through, and not stopping through the corridor, then you potentially can clear up 45% of congestion by providing alternate routes to 75N or around the city.
2/9/2020	Congestion	It's horribly congested every day where 316 meets 85, whether you're traveling north or south.
2/9/2020	Congestion	Traffic always slows down leading up to 285. It's also a safety hazard thanks to impatient drivers who insist on being in the leftmost lanes until the last possible second, and then they fight their way over all the way to the right. I dont know how to stop that behavior though.
2/9/2020	Congestion	Traffic tends to ease up after 285 but builds again just before Clairmont. Honestly, just about the entire route down 85 from Sugarloaf Mills is clogged up. It used to take an hour to get from Sugarloaf to William's Street. Now I have to assume it will take 2 hours. Thankfully I take the bus most days and can take advantage of the HOT and HOV lanes. That helps.
2/9/2020	Other	Outer perimeter
2/9/2020	Safety	Better interchanges to stop congestion
2/9/2020	Congestion	Increase length of merging lanes from I-285 East to I-85 North. Restrict traffic from I-85 North coming from south of I-285 from entering these lengthened lanes.
2/9/2020	Congestion	Add a flyover bridge from I-85 North to Jimmy Carter Blvd West
2/9/2020	Safety	Add barriers between Toll lanes and left-most free lane. This will increase average speed and flow in the Toll lane.
2/9/2020	Safety	The interchange is very unsafe and is a rife with accident opportunities.
2/9/2020	Congestion	The congestion is terrible and need alternative plans. The only way to reduce congestion is to reduce the traffice on the roads. Need high speed trains along 85!
2/9/2020	Freight	Move all the commerical vechicles to the toll lanes that are so under utilzed because it is very expensive for the regular commuter to afford, Those toll lanes made the traffic worse by taking away lanes!!!
2/9/2020	Congestion	Traffic on 85 starts inside the perimeter. The current plan does not address express access inside the perimeter. If you can start ITP, you can send those heading E or W in the afternoons around Spaghetti Junction, which would free up flow and reduce cut through traffic in areas nearby, like Embry Hills. Many heading north on 85 ITP are trying to head East in the evenings. Use the already built access lanes along 85 to give them direct access to 285 before Spag. Junction. These could start just after Shallowford
2/9/2020	Safety	Big Rigs heading East are using Chamblee Tucker as a cut through to avoid Spaghetti Junction traffic. 85 ITP needs to be considered in the planning. Express access should start ITP and allow vehicles to avoid SJ all together or better utilize the current access lanes on either side already in place.
2/9/2020	Freight	Cut through is a problem. They need a better route. Get the big rigs off of back roads and out of traffic with commuters.
2/9/2020	Congestion	People constantly changing lanes to go either east or west on 285.
2/9/2020	Congestion	All of 120 needs to be widened. Too many cars and too few lanes.
2/9/2020	Congestion	Truck only next a lane for those that will not be getting too in the next ten miles
2/9/2020	Other	Trains into marta
2/9/2020	Congestion	Express lane that. Does not have a exit to 285
2/9/2020	Congestion	Need 2 toll lanes
2/9/2020	Congestion	Continue toll road to connect with 285
2/9/2020	Multimodal	Need trains direct to main points and connectors!!!!
2/9/2020	Freight	Seperate trucking lanes
2/9/2020	Freight	Start Outer perimeter here to divert truck traffic away from I 85 to rural community. This will reduce part of the congestion on I 85 and also develop some of the rural communities.
2/9/2020	Freight	Part of outer perimeter

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2/9/2020	Congestion	The Gwinnett County SPLOST lied to voters. For example in my neighborhood Old Peachtree around Collins Hill to GA20, making Old Peachtree 4 lanes (two in each direction) has been promised for every SPLOST since 1995. The most recent SPLost was defeated here because, instead on of keeping their word on the SPLOST previous, the diverted funds to sidewalks. We can now walk and view the gridlock in what could have been a good alternative to I85! NO ONE IN THIS PART OF GWINNETT VOTED FOR THE LAST SPLOST OR WILL IN THE fORESEEABLE FUTURE BECAUSE OF THIS!
2/9/2020	Freight	NO TRUCKS OBEY THE RULES OF NO TRUCKS IN TH E LEFT TWO LANES (which should not count the HOTLane and with signage that effect. Funds for defiance should be at least 1000. That plus some actual enforcement would go along way.
2/9/2020	Multimodal	No buses. Makes it worse. Light rail now to Hamilton Mill w stops
2/9/2020	Congestion	Getting over several lanes after entering the freeway to the Peach lanes is difficult and dangerous causing lots of sudden lane changes
2/9/2020	Congestion	Traffic moving left or right to enter or avoid exit lanes
2/9/2020	Safety	The unusual traffic pattern introduced around 985 has created confusion and several near Miss as well as actual collision. Signage should be improved
2/9/2020	Congestion	Toll lane access to an continuing on 285
2/9/2020	Freight	Seperate trucking
2/9/2020	Multimodal	Need convenient mass transit!
2/9/2020	Congestion	Jimmy Carter has been a choke point on i85 for 30 years. It isnt the on and off ramps that cause the problem, its 85 itself
2/9/2020	Freight	Limit all local and through trucks to off-peak hours
2/9/2020	Freight	Limit all local and through freight to hours between midnight and 6 am
2/9/2020	Multimodal	Provide express bus connections to MARTA
2/9/2020	Congestion	Add more toll lanes, make some free during low demand periods, increasing fees with congestion pricing
2/9/2020	Congestion	Cross bound traffic at this location often blocks access to the ramp access. Maybe a criss-cross style intersection would work here.
2/9/2020	Congestion	Additional HOT lanes needed
2/9/2020	Congestion	Better access to interstate off of LS Rd
2/9/2020	Congestion	Better traffic flow to access 285 from 85
2/9/2020	Other	2nd Perimeter needed like other major cities (Houston, etc.). Would take much freight traffic off the inner perimeter and 85.
2/9/2020	Safety	lighting shoulders reflective paint
2/9/2020	Congestion	trucks and autos need to be separated.
2/9/2020	Freight	trucks need their own roadways.
2/9/2020	Congestion	Remove interstate traffic especially trucks headed west by-passing metro Atlanta with an interstate from I-85 south of the South Carolina border moving away from the area crossing I-75 but intersecting I-20 continuing to connect to I-185 at I-85. The interstate would be I-185 and would also serve other parts of Atlanta by having alternate way for west Atlanta suburbs access rather than depending on I-285 for connections going south and west
2/9/2020	Congestion	see previous alternate I-185 interstate
2/9/2020	Safety	to many people not paying attention to what is going on
2/9/2020	Congestion	Always traffic here especially southbound during rush hour.
2/9/2020	Congestion	Both ways congested during rush hours.
2/9/2020	Congestion	Merging congestion here is always a problem, any area where merging causes traffic the merging lanes should extend for a longer distance to allow additional time to merge.
2/9/2020	Congestion	Vehicles merging left to enter 85 as well as those merging right to exit 85 at the first exit past 985 is mayhem. A flyover from 85 over 985 to exit 85 would avoid the merging madness
2/9/2020	Freight	Keep 18 wheelers off 85 from 6:30 to 9am
2/9/2020	Freight	need separate lanes as in NYC
2/10/2020	Congestion	316 has its own HOT lane that merges with 85S HOT LANE. You have 2 lanes that then merge back into one. This was poor planning. Anyone in the 85S HOT LANE gets delayed my the merging and ensuing backup while the traffic the ate trying to pass is now passing them.
2/10/2020	Congestion	Near 100% guarantee of 5-10mph traffic by 6:20am weekdays.
2/10/2020	Congestion	The people who vote against mass transit are not the commuters, they vote against because they work from home or are retired and stay home. The way to get mass transit passed is to appeal to the commuters. Retired people stay home just waiting for the chance to vote on anything. Voting is their entertainment. Appeal to the commuters.
2/10/2020	Other	Use existing rail lines to add commuter trains. The train tracks are already there.
2/10/2020	Other	Who is forced to ride the bus? People who have had their license taken away due to DUI, drugs, or just bad drivers. The only way they can survive is to live on a busline. Nobody wants these people living in their neighborhood. Adding a transit train station is OK, adding bus lines bring people you don't want in your neighborhood.
2/10/2020	Congestion	I-85 is a nightmare: need MARTA rapid rail extended from Perimeter up entire red I-85 area, plus, if possible, extended in a different route to Norcross
2/10/2020	Congestion	Have additional MARTA rapid rail accessible from Norcross or other areas than I-85 to relieve congestion around I-85
2/10/2020	Congestion	we need a Marta train to run along this corridor
2/10/2020	Congestion	please get a Marta Train to run this corridor
2/10/2020	Congestion	85-South HOT lane merge with 316-West HOT
2/10/2020	Congestion	Improvement for Hwy 20 exit from 85 North
2/10/2020	Congestion	Frontage road for 85-North between Sugarloaf and 985?
2/10/2020	Congestion	Could not drag and drop the area of red. You desperately need a second perimeter around the city and more alternate 4 or six lane highways around the city. Look at the plans that were submitted to GDOT in the late sixties and more cloverleaf interchanges
2/10/2020	Freight	Super Arc
2/10/2020	Congestion	Traffic is terrible getting on 85 and very congested weekday morning around 6:10.
2/10/2020	Congestion	Very congested around 6:20 am during the week.
2/10/2020	Freight	Large number of freight merging onto I-85 in the afternoon from I-85 NB and from I-285 WB & EB.
2/10/2020	Congestion	Convert I-85 existing toll lanes between I-285 and I-985 to truck only lanes.
2/10/2020	Safety	When getting onto the I-85 South bound cars will zoom past others to go around others. It is dangerous

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2/10/2020	Safety	Drivers don't watch oncoming traffic coming out of the QT. There has been many times I have almost been hit coming out to get onto 85
2/10/2020	Safety	Drivers don't read the "keep moving" signs getting off at Jimmy Carter
2/10/2020	Congestion	If there is ever an accident. It stops traffic each way for hours
2/10/2020	Congestion	Speed limit need to be higher
2/10/2020	Congestion	Fix this interchange. Traffic backs up for miles on 285 and Peachtree industrial. This is from people avoiding the mess on 85 but just created its own problems
2/10/2020	Congestion	Run Express lanes or even zipper lanes. Through traffic could use these and local traffic would use the editable segments
2/10/2020	Congestion	Traffic starts freeing up drastically at this point only to big back down after Sugarloaf. Is it lane size, visibility or something else?
2/10/2020	Safety	Visibility is low and lanes are super tight here. The entire network feels very claustrophobic which means people slow down and brake often causing backwash. Why couldn't all the entrances and exits be funnelled like the 120/316/Biggs/Sugarloaf exits. Those are the only ones that seems to work okay anywhere between spaghetti junction and Hamilton mill
2/10/2020	Congestion	Dual left turn lanes on Buford Highway in both directions.
2/10/2020	Congestion	Dual left turn lanes on both approaches of Buford Highway
2/10/2020	Safety	Add left turn lanes to both approaches of Woodward Mill Road. Have seen a lot of driver confusion with opposing drivers trying to go straight versus those turning left. Several vehicles have nearly crashed.
2/10/2020	Safety	Seems to be a lot of water on Buford Highway during storms. Water is coming from the west side of Buford Highway
2/10/2020	Other	This creek is always muddy during any rain event. Can this mud be reduced.
2/10/2020	Congestion	Fix I-285 and much of the congestion on I-85 will clear up. When I drive in, once I get past Jimmy Carter I-85 opens up due to all the vehicles queued up to get on I-285
2/10/2020	Congestion	Add a frontage road between Jimmy Carter and I-285
2/10/2020	Safety	Add a third lane each direction on 316 East fo Sugarloaf
2/10/2020	Congestion	There is constantly congestion past pleasant hill road all the way up to Jimmy Carter and beyond in the mornings. This is ridiculous. Please fix.
2/10/2020	Safety	People speed on i-85 every day and going the speed limit makes you become a hazard b/c you cant keep up with the speeding traffic.
2/10/2020	Congestion	Total Chokepoint
2/10/2020	Congestion	#1 bottle neck, so many people (5 lanes) trying to merge into one lane. If your just trying to pass through into Atlanta this makes your life miserable.
2/10/2020	Safety	Every single freaking day there is a car wreck at this part of 85. The on/off ramps or intersection design is terrible for the volume of traffic that exits or enters the highway.
2/10/2020	Congestion	#316 is a major tributary onto I-85, need to consider options to reduce flow of cars.
2/10/2020	Congestion	Another major bottle neck from Mall traffic. Those trying to get to the mall need to be separated from those passing though MUCH earlier, maybe 2 miles back ether side of the exit.
2/10/2020	Congestion	The difficulty 18 wheelers have on negotiating the ramp going from 285 east to 85 north really bogs down traffic and creates an enormous back up. Think either better feeder lanes or truck only lanes would be helpful. Spaghetti junction in general is awful! and needs a full overhaul - not enough lanes for the volume, too much incline for the trucks, insufficient lanes once on 85, trucks in the wrong lane - personally think trucks should be mandated to be in the right lane to make it easier for cars to proceed up the incline and merge onto 85 north
2/10/2020	Safety	Think we should take a page from the European highway system and do a better job of designating lane speeds - slower traffic and trucks should be required to stay to the right and as the lanes go to the left the speed of the vehicles increases. It is a major safety issue when a car is in a far left lane yet traveling slower than the other cars in those lanes, makes the cars which come up to either swerve around or hit their brakes which then creates a chain reaction. If speeds were written in the lanes maybe this would be avoided or better yet have more thorough drivers ed with a lot more instruction on how to properly drive on the interstate. There seems to be this perception that one can drive in any lane they want regardless of the speeds of the other vehicles and or that they can’t change lanes and get out of the way of drivers going faster than they are. I think a lot of the issues on 85 would be solved if there was more attention paid to the slower drivers stay right, faster drivers stay left way of thinking
2/10/2020	Freight	Trucks should have their own lanes
2/10/2020	Freight	Already gave my thoughts here - trucks should be required to stay to the right going up the ramp so cars can move more freely and get on 85 more easily thus getting out of the way of the trucks
2/10/2020	Congestion	Mass Transit
2/10/2020	Multimodal	Heavy Rail
2/10/2020	Congestion	This is where I generally have the most trouble
2/10/2020	Safety	Without fail I will always see accidents due to people not paying attention and running into the back of traffic
2/10/2020	Congestion	Please add express lanes on all congested freeways, and consider adding tolled express lanes on adjacent arterial roads like Peachtree Industrial Blvd., 23 and others. Tolling is the only way to have congestion free roads. Also, please obtain debt publicly and reinvest all revenues after debt, into further widening of express lanes. Ideally every lane would be an express lane, but just keep all gas tax money and express lane tolls in the highway system. Express lanes can carry buses which makes far more sense than overpriced ‘transit’ trains. Gwinnett rejected overpriced transit before, so please be sensible and push for express lanes which do the job so much better. A inter-grated system for cars and buses and trucks is what makes sense.
2/10/2020	Congestion	This is a huge pinch point/pain point where the paypass lane always gets backed up along with all the other lanes. There needs to be a better transition to keep traffic flowing in the mornings.
2/10/2020	Congestion	The paypass lane always slows way down when traffic gets congested because of the threat of folks crossing the double white lines. $25 is too low of a fine when someone crossing over the double white lines causes thousands of $ of damage, personal injury, and shuts down the interstate. Fines should be in the hundreds to stop people from crossing where they shouldn't.
2/10/2020	Congestion	Worst decision ever was to make folks in paypass lane merge into regular traffic prior to making their way up I-985. There should have been an exit from the paypass lane that merges directly into I-985. I see folks getting into accidents here every day. Folks crossing double white lines is also and issue here and causing serious accidents.
2/10/2020	Multimodal	Put a commuter rail station somewhere near here (Pleasant Hill)
2/10/2020	Multimodal	We need either MARTA or commuter rail to come up to Norcross

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2/10/2020	Congestion	Please drop the notion of adding lanes, either free or toll (managed). Charge for all the lanes by adding toll gantries at each on and off ramp, and enforce congestion pricing.
2/10/2020	Congestion	Provide incentives to businesses and employees for working from home. Cost grows only with the people using it and it should reduce the number of people who need to use 85 every day.
2/10/2020	Congestion	Find ways to improve ride share coordination. Make this more dynamic perhaps through the development of an app that makes it easier for people to find others that would be good ride share partners for them on a daily basis.
2/10/2020	Multimodal	Light Rail up I-85
2/10/2020	Congestion	Toll on highway to continue on I-85 south of I-285. Use those funds to help fund light rail across I-85
2/10/2020	Other	Create Mixed Use Developments across all light rail stations to increase ridership usage
2/10/2020	Congestion	Maybe dedicated (I mean, as far up as 985) lanes for people who are only on 85 to get to 285? Alternative access points? Something??
2/10/2020	Safety	Physical barriers between the toll roads and regular lanes. People have jumped from a dead stop into the toll lane across the solid lane and I always see my life flash before my eyes
2/10/2020	Multimodal	We desperately need transit access to Marta on the OTP side... please...
2/10/2020	Congestion	NB - first HOT entrance after 285. Some people illegally enter before this, but this is always a choke point
2/10/2020	Multimodal	I think Sugarloaf Mills would be ideal location for a light rain/bus multimodal terminal
2/10/2020	Congestion	This interchange can be confusing and dangerous. A suggestion could be to make it more of a clover leaf design. Right now as it is it is more of a confusing spider web.
2/10/2020	Congestion	SEVERE congestion here every week day between 5:45am and 10am
2/10/2020	Congestion	SEVERE congestion here every week day between 3pm and 6pm
2/10/2020	Congestion	High congestion here each week day between 5:45am and 10am due to merging traffic entering highway
2/10/2020	Congestion	Better signage and painted street lines at the divergent diamonds. Most people don't know where to stop and block the oncoming traffic.
2/10/2020	Freight	Too many tractor-trailers tipping or having accidents on spaghetti-junction early in the mornings. There is no lighting or street lights at spaghetti junction or any of I-285. This would reduce those accidents.
2/10/2020	Congestion	Make a continuous access-road from 285 to Pleasant Hill with minimal traffic lights both northbound and southbound. This should help the Gwinnett residents.
2/10/2020	Safety	Cars on morning commute going northbound in excess of 85 MPH weaving in and out of traffic. On my morning commute from Cheshire Bridge Road North to Jimmy Carter Blvd. it appears that two cars engage in a race to see who can get to a point north of the Jimmy Carter boulevard exit before the other. Usually at least one of the two racing cars has a drive out tag with would indicate to me that either one or both of the cars may be stolen. This occurrence has happened on numerous occasions. I would say at least 20 times between in the last 3 months. Usually both vehicles are luxury sedans. 99% of the time one of the vehicles is an Audi.
2/10/2020	Congestion	The diverging diamond bridge over 85N at Jimmy Carter Boulevard was poorly designed. Large semis have to use two lanes to make the left turn over 85.
2/10/2020	Congestion	Gridlock occurs here due to vehicles traveling in a northerly direction running the traffic light. There needs to be a don't block the box and tickets should be given out. It has taken me as long as 28 minutes from the time that I get off of 85 to get to the intersection of Jimmy Carter Boulevard and Brookhollow Parkway.
2/10/2020	Congestion	No vehicles should be allowed to turn southbound right on red during rush hour. Sometimes only one or two cars are able to left with the protected turn southbound from Brook Hollow onto Jimmy Carter and become stuck in the intersection. The traffic light should be adjusted to help with the congestion during rush hour.
2/10/2020	Congestion	Lanes end after 316 merges with 85. You have to keep moving left as the lanes end.
2/10/2020	Congestion	I used Waze and avoided the South bound closure last June at 85 and JCB. The side roads are in poor condition. The roads need to be routed so they are an alternate to 85 closures.
2/10/2020	Freight	Trucks don't line up in the right lanes after JCB. They are merging from the left lanes near the off ramp to 285. Better signage may help.
2/10/2020	Safety	Raise speed limit
2/10/2020	Congestion	the current HOT lane should be converted back into HOV lanes and allow the individuals who were commuting with 2 in a car to continue 2 in car and get lots of cars out of the regular lanes again
2/10/2020	Congestion	Put HOV lanes back in place and get the people who are driving by themselves back in the regular lanes, and out of the HOV lanes
2/10/2020	Congestion	more traffic cameras to help police with dangerous and distracted driving
2/10/2020	Congestion	a longer lane to merge from 285 to 85N - also a "truck only" lane. Trucks can not speed up quickly enough to merge with 85.
2/10/2020	Safety	lower speed limit and ENFORCE IT - I was involved in a crash here due to speeder that was changing lanes with blinker and weaving in and out
2/10/2020	Safety	Paint on roadway what lane a vehicle should be in to stay on 85 or exit to 316. They have this on the downtown connector.
2/10/2020	Safety	Paint on roadway what lane a vehicle should be in to stay on 85 or exit to 985. They have this on the downtown connector.
2/10/2020	Congestion	always slows north bound due to merge from jimmy carter entrance ramp headed northmound
2/10/2020	Congestion	merge from lawrenceville suwanne north to 985. people slow to move over 4 lanes as soon as they enter
2/10/2020	Congestion	merge form 285 east to 85 is terrible. two lanes has to merge with two lanes from 285 west to 85 notrh and 4 lanes of 85 north traffic
2/10/2020	Congestion	Incoming 316 traffic onto 85s... Primarily express lanes.
2/10/2020	Congestion	Traffic getting onto 285 in any direction.
2/10/2020	Congestion	Worst congestion in afternoon northbound between 285-Jimmy Carter. Merging traffic in from 285 both directions. Southbound in morning between JC and 285 turnoff when people merge to right to go on 285 toward Perimeter slows all lanes
2/10/2020	Congestion	Even though there is an exit lane for Lawrenceville-Suwanee the traffic backs up sometimes a mile and people trying to get over hold up traffic when they merge. Also people merging onto 85 from Old Peachtree must merge onto 85 while people starting to get over for the exit cross each other and it's a short entrance being n the access side part of the freeway
2/10/2020	Congestion	when all cars merge from 316 to 85 south traffic comes to a halt between Boggs Road until after Steve Reynolds
2/10/2020	Congestion	Merging onto Spaghetti junction and off at Pleasantdale is very heavy
2/10/2020	Congestion	85N backs up every day as there is only 1 dedicated and 1 split regular lane peeling off to 985. There needs to be another lane taking the 985 traffic off of 85 and 85 will flow much better.

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
2/10/2020	Congestion	Traffic exiting off I85N onto GA 317 turning left, backs up the off ramp well back onto I85. Need to install new ramp exiting directly onto McGinsess Ferry Rd., taking cars off of GA317 ramp.
2/10/2020	Congestion	The stagger on-ramp lights seem to turn on after it is too late. Exit 109 is right after this on ramp area so many drivers are attempting to get into the right lanes while those getting on to 85s are trying to merge.
2/10/2020	Congestion	too much volume converging into 4 travel lanes. 316w is beyond it's designed capacity for the interchange that was built several years ago. The 3 lanes coming from 316w onto 85s move correctly, but they are dumped into an already backed up situation.
2/10/2020	Congestion	More congestion.
2/10/2020	Congestion	off/on ramps from 85s to 285 e/w are far outdated and the design no longer supports the volume. considering many of the drivers on 85s before the 285 interchange are heading towards 285, 2 lane ramps to 285 e & w is insufficient. Especially considering much of the traffic consists of tractor trailers. also, the design of having peachpass riders make their way through all lanes of congestion and into the right most lane to get off at one of the biggest interchanges in the state is bad.
2/10/2020	Congestion	Peach lane should have been separated from roadway and at minimum, a dedicated exit to 285 e/w. also, the fines imposed for crossing the solid white lines should be increased dramatically. with drivers using it as a passing lane, it makes it incredibly dangerous.
2/10/2020	Congestion	Traffic driving I-85 south always slows due to those exiting to I-285 North (to 400, Marietta, Chattanooga). Need better way to keep that traffic flowing to not impact I-85.
2/10/2020	Other	Would it be possible to make Ptree Industrial more of a "limited access" highway and make improvements to allow more capacity for those between I-85 and "the river", who need to go south to get on I-285 for 400, I-75, etc.?
2/10/2020	Congestion	Congestion pushes cars back onto Steve Reynolds. Drivers creating second right-turn lane block through traffic.
2/10/2020	Congestion	It seems like this should be an interchange
2/10/2020	Congestion	Add additional fly overs to 285 interchange, or widen current ones.
2/10/2020	Congestion	Add reversable bypass lane at 316 interchange that goes directly to 285 interchange.(it would be considered an 85 bypass express, no exits) Make it multi multidirectional. It can link in with 85S/316W in the morning and 85N/316E in the afternoon
2/10/2020	Safety	going from express lane to 285 in 1.5 miles causes massive delays. Add reversable flyovers going from express lane to 285.
2/10/2020	Congestion	Nearly all of the am congestion can be solved by fixing the debacle that is spaghetti junction. The 90° transition from 85s to 285w is a civil engineering disaster.
2/10/2020	Congestion	The on ramp lane from jcb to 85n is not long enough and creates th congestion.
2/10/2020	Freight	Create truck only lanes that are separate with direct access to 285 East and west
2/10/2020	Congestion	Implement tolls and flexible congestion pricing for people using the streets. That will fix the congestion problem.
2/10/2020	Safety	Implement speed cameras along entire corridor. Speeds are always 15MPH over the speed limit. Speed is incredibly dangerous. Slow everyone down and enforce in an unbiased way with speed cameras.
2/10/2020	Multimodal	Stop spending billions of dollars on interchanges and road widenings. Spend money on transit and give it its own lane for the entirety of the corridor. Transit is the solution.
2/10/2020	Safety	It is my opinion that restricting the trucks in to the 2 or 3 right lanes causes a lot more congestion and more higher risk of accidents because of local traffic merging on and off. Most of trucks are usually thru traffic, and should stay toward the left. Countless times I see vehicles stop in one of those right lanes in front of a truck to butt in line to get off an exit. especially on 285. It also creates deeper rutts in asphalt than outter lanes causing more hydroplaning .need to keep trucks away from merging traffic.
2/11/2020	Safety	need additional exit lane onto 317. Right lane of 85 N backs up into highway traffic due to limited exit lanes. Multi car pileups are to common
2/11/2020	Safety	peach pass lane traffic merges with 85 S bound traffic - typically 2 officer vehicles are stationed here during morning commute
2/11/2020	Safety	85 to 185 fork needs better signage to warn drivers not familiar with the split. Drivers will find themselves in the wrong lane suddenly and cut across traffic to get where they need to be
2/11/2020	Congestion	285 and 85 interchange needs improvements for the modern age.
2/11/2020	Congestion	Build ramps on the Northside of Steve reynolds
2/11/2020	Congestion	Build north and south ramps at 85 and McGinnis Ferry. This will reduce the traffic that backs up trying to exit off of 85 at Lville Suwanee.
2/11/2020	Congestion	Lville Susanne exit could imprvore massively. the exit constantly backs up into 85 traffic due to a short light and small bridge. I think diverging diamond exit would help significantly here.
2/11/2020	Congestion	The mall of GA entrance/exit ramps are very dangerous. Especially leaving Buford drive and getting into 85 heading north as it merges in with folks who are trying to exit off of 85 on the cloverleaf. Very dangerous and many wrecks have occurred here.
2/11/2020	Congestion	Too many lanes merge to take vehicles to the lane they need to be in. Need to eliminate merging by creating lanes the cross over each other and or have barricade vehicles cannot cross but still allow the the driver to get to the road they need to be on
2/11/2020	Congestion	Driver coming from 285 should not be allowed to get on 85north from this lane
2/11/2020	Congestion	There should be 3 separate travel lanes that allow for drivers to enter 85 north from 285 at this point and allow for no merging of traffic till further on 85, possibly past Jimmy Carter
2/11/2020	Congestion	Eliminate all merging of traffic by having multiple levels of roadway to allow for vehicles to merge onto the route they intend to drive on.
2/11/2020	Congestion	Have multiple levels of roadways as express lanes for the main expressways. There would be only entrances to these to express the vehicles out of the area and eliminate the need to merge to an exit. Ground level would be Local lanes to exit the freeway from.
2/11/2020	Freight	Have a second bypass that circles the city of Atlanta and route non-local truck traffic and pass through visitors around the city. There would be no exits on the bypass.
2/11/2020	Congestion	Add multilevel lanes, express up high with no exits and local down low with exits.
2/11/2020	Safety	Dedicate bypass permitted with lanes for trucks only and keep truck and cars separated from each other on the roadways.
2/11/2020	Congestion	Consider making 316 a highway or another interstate like 575. Expand express lanes and add interchanges to 316 up into Barrow
2/11/2020	Congestion	Add a mall parking exit for mall of Georgia at exit 115. Nashville has done this and has alleviated traffic immensley
2/11/2020	Safety	Exit 115 should be redone. Both north and southbound

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
2/11/2020	Multimodal	More grta express park and rides and find a way to get Gwinnettans to buy into MARTA
2/11/2020	Safety	Have a second perimeter outside here to divert non-local trucks and visitors (drive through) around the city. Provide truck only lanes to keep truck and cars seperated
2/11/2020	Congestion	Have multi- level travel lanes local done low leading to exits and express up high to lead to main interstates / highways only
2/11/2020	Congestion	Only allow for driver on 285 to exit to 85 north in this lane
2/11/2020	Congestion	Keep this lane from merging with those coming from 285 until well onto 85 north. This should be a local lane with exits only.
2/11/2020	Congestion	Vehicles getting on 285 from Peachtree Industrial should be able to get there without having to merge with drives getting off to 85 north. Multi level lanes would help here
2/11/2020	Congestion	Need multiple level lanes for driver on 285 and 85 to eliminate the need to merge through traffic
2/11/2020	Congestion	Eliminate this merge point and allow traffic here to enter 85 north way high up on 85 where the access road enters 85 north
2/11/2020	Congestion	There is sometimes congestion where GA-316 merges onto I-85 South.
2/11/2020	Multimodal	Create a transit station for rail and bus at sugarloaf mills. Trains would continue up 85 to mall of ga and also up 316. Station here could link to bike paths from gwinnett place and go to duluth, suwanee, lawrenceville, and buford
2/11/2020	Multimodal	Begin a rail branch from doraville heading up 85 to sugarloaf and then on to mall of georgia along 85 and then up 316 as well
2/11/2020	Multimodal	Rail stop here that also links to bike paths to go to duluth and on to suwanee
2/11/2020	Multimodal	Bus and bike paths from here to train station at sugarloaf mills
2/11/2020	Multimodal	Train station that links to sugarloaf mills and on to doraville station. Bike paths go into downtown buford, suwanee, duluth, baseball stadium and even up to brasselton
2/11/2020	Congestion	Need 85 off ramps from HOV and left lanes onto 285 East and West to eliminate all the last minute lane changes from far left lanes to exit onto 285a
2/11/2020	Freight	Express truck only lanes for trucks that are passing through with no stops. Separate lanes that are accessible only from the entrance (where 85 & 985 merge), and the exit (onto 285). Separating these trucks from the rest of the traffic would not only improve traffic flow but safety as well.
2/11/2020	Other	If Gwinnett County was more business friendly, removed height restrictions on buildings, and tried to attract more professional companies, many people would not have to commute to Atlanta, Dunwoody, Smyrna, etc. to get higher paying jobs, thus eliminating a lot of daily traffic and it would be a better long-term solution.
2/11/2020	Congestion	Stop approving new high density housing in Gwinnett County. Anyone with half a brain, which obviously excludes politicians, knows that more people you cram into an area, the worse traffic will be.
2/11/2020	Congestion	The toll helps but the merging process is a nightmare
2/11/2020	Congestion	This is a ridiculous access point in all directions
2/11/2020	Other	Why can't there be elevated lanes with fewer access points
2/11/2020	Congestion	Convert existing I-85 toll lanes between I-285 and I-985 to truck only lanes
2/11/2020	Safety	Chamblee exit too close to northbound 85 285 interchange exits
2/11/2020	Multimodal	Definitely needs transit connection
2/11/2020	Congestion	Highly congested. Doesnt need more lanes. Needs alternatives to vehicles. BRT might be good here
2/11/2020	Congestion	Diamond interchange on exit 111
2/11/2020	Congestion	Open a ramp here to help out exit 111
2/11/2020	Congestion	up the speed limit to 65 instead of 55
2/11/2020	Congestion	Not enough room under Pleasant Hill Toad Bridge to get another lane thru for the SR 316 merge.
2/11/2020	Congestion	Pleasant Hill Road on ramp SB should be a keep moving instead of merge by adding another lane under Steve Rynolds Boulevard Bridge. Would need to fix the merge of Steve Rynolds Boulevard ramp at the same time by adding another lane.
2/11/2020	Congestion	HOT should have been built barrier separated
2/11/2020	Congestion	316 merge
2/11/2020	Congestion	285- 85 major congestion
2/11/2020	Congestion	985-85 congestion
2/11/2020	Other	Access roads at Sugarloaf pkwy work to relieve traffic and should be considered throughout the 85 corridor.
2/11/2020	Congestion	This should have been a right lane exit loop around bridge for 985N. The slow traffic coming off Suwanee have only so much time to cross the FAST lanes to get to 985 causing fast lanes to brake. Especially if these driver do not accelerate like they should. So much crisscrossing here.
2/11/2020	Safety	there is a lot of vehicular 'friction'/weaving at the I-85/I-985 interchange during the PM peak hours
2/11/2020	Congestion	The interchange at I-285 and I-85 crates a lot of queueing on ramps that can go as far back as the mainline during peak hours
2/11/2020	Congestion	if there are any exit ramps that do not currently have but can accommodate continuous right turning movement at the top of the ramps tis would improve traffic flow. I also like the dedicated northbound exit only lane for the Indian Trail interchange - are there other opportunities to add dedicated lanes on the mainline for interchange exits?
2/11/2020	Safety	DROP SPEED LIMIT TO 65 MPH, INCREASE SPEED FROM i-316 TO 65 MPH. 18 WHEEL TRUCKS CANT MAINTAIN SPEED & CANT STOP QUICK ENOUGH FOR SAFETY.
2/11/2020	Freight	DO NOT INCLUDE HOT LANE IN TRUCK ALLOWED LANE COUNT. KEEP TRUCKS OUT OF 2 LEFT LANES + HOT LANE
2/11/2020	Congestion	HAVE A SEPARATE EXIT FOR TRAFFIC TO HWY 317 (LAWRENCVILLE-SUWANEE RD.) COMING SOUTH ON i-85 TO SEPERATE IT FROM i-985 TRAFFIC MERGING ONTO i-85. TAKE IT OVER i-985 MERGE
2/11/2020	Congestion	MAKE AN EXIT FOR OLD PEACHTREE RD. FROM ACCESS ROAD FOR NORTH TRAFFIC
2/11/2020	Congestion	The switching from I-85 to I-285 backs up, causing traffic along both highways.
2/11/2020	Congestion	There tends to be a lot of traffic here, especially during rush hour. As this is a big exit, the express lane does nothing to help.
2/11/2020	Multimodal	These roads are small enough that for local commuters, bike lanes would be quite safe and beneficial.
2/11/2020	Multimodal	Connect more of Gwinnett County to MARTA
2/11/2020	Congestion	outer perimeter needed
2/11/2020	Other	Does transit count as technology?
2/11/2020	Congestion	Transit would probably help alleviate congestion. Or make every single occupant vehicle pay a toll.
2/11/2020	Congestion	Access roads going through Pleasant Hill Rd could alleviate morning congestion southbound by staggering the amount of cars that need to enter the interstate from a single entry point.

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
2/11/2020	Congestion	Need additional lanes to let interchanges from 85/285 merge with less congestion. Two lanes merging is not enough for the traffic getting on and off 285.
2/11/2020	Congestion	The traffic exiting I85 between the hours of 4:00PM -6:30PM is always congested. Luckily, the exit late is over a mile long.
2/11/2020	Congestion	The traffic entering I85 here is always congested from 4:30PM-5:45PM
2/11/2020	Congestion	Traffic here going north on I85 between the hours of 4:30 - 5:45PM is always congested b/c of the back-up at the 111 exit. Plus police patrol here each day and always pull someone over near this area, this leads to more delays and congestion.
2/11/2020	Congestion	This is the location where the HOT lane can reenter I85 to exit on I985, b/c of the congestion from exit 111 off ramp and onramp, plus the heavy police presence, plus the 4:30 - 5:45PM traffic makes it near impossible to merge back to I85 and often times motorists continue down to where the HOT lane separates and then merge over the double white lines, causing more delays and congestion.
2/11/2020	Congestion	2 I985 Lanes Merging into I85 with one of those two lanes becoming an exit lane within a mile. With the amount of motorist merging onto I85 from I985 between 7:00AM - 9:30AM causes congestion.
2/11/2020	Freight	So much freight here
2/11/2020	Safety	Keep the light on under the bridge, it gets so dark at night here when the lights are not working or changes in time.
2/12/2020	Freight	Divert trucks that are just passing through ATL. We need another perimeter - ORR - Outer Ring Road. Look at Houston they have 610, belt 8, south 6 and now 99. ORR should divert frieght traffic that doesnt need to come through ATL. ORR can connect hamliton, lawernceville, convyers, south of airport,union city, kensaaw. This will help.
2/12/2020	Other	Add marta here till Mall of georgia and that will avoid lot of local cars taking to ATL. Also commect ga400 tonorth springa
2/12/2020	Other	Update express lane signage to include a single zone (Shallowford<->Hamilton Mill) rather than the current division between two zones ("New toll rates ahead...").
2/12/2020	Multimodal	MARTA rail extension
2/12/2020	Multimodal	Heavy or light rail
2/12/2020	Multimodal	Rail and/or Bus Rapid Transit to Cobb Galleria or beyond, with stops across I-285's northern arc.
2/12/2020	Freight	Consider truck-only access to/from I-285 East or West to Pleasantdale.
2/12/2020	Other	Remove right turn only option to Sunny Hill Rd. Extend turn lane for Gravel Springs Road through the Sunny Hill intersection.
2/12/2020	Congestion	Extend timing of left turn light from Mall of Georgia Blvd eastbound to Buford Dr southbound.
2/12/2020	Safety	Consider a roundabout.
2/12/2020	Congestion	Heavy congestion on Lawrenceville Hwy seems to be pushing drivers to use Burns Road as alternate connectivity between Beaver Ruin Road and Pleasant Hill Road.
2/12/2020	Congestion	Extend Ronald Reagan Pkwy to I-85 to reduce congestion on Pleasant Hill Rd, Beaver Ruin Rd, and Lawrenceville Hwy.
2/12/2020	Congestion	Extend Express Lanes from I-85 to GA 20 along I-985
2/12/2020	Freight	Tunnels for freight
2/12/2020	Safety	Too many exits in short length of road
2/12/2020	Multimodal	Encourage density here...pedestrian, rail, bus, trolley...something.
2/12/2020	Congestion	Traffic from 316 bottle necks here and most gps software will try to avoid this section of roadway by diverting traffic via pleasant hill rd.
2/12/2020	Congestion	Diverted traffic from I-985 and 316 reconnections here causing more congestion and delays
2/12/2020	Safety	Speed limit too slow
2/12/2020	Congestion	More "off ramps" to local roads further up 85 to reduce congestion at 285 interchange. Remove access to local roads (Buford Hwy, for instance) from the interchange.
2/12/2020	Congestion	Adjacent roads need to be more accessible. Better signage directing drivers to the adjacent roads.
2/12/2020	Freight	Adjacent roadway/Separate lanes specifically for Freight/Trucks.
2/12/2020	Congestion	Need improved access to 985
2/12/2020	Freight	Limit Semi traffic two certain lanes
2/12/2020	Congestion	spaghetti junction is horrible. If we could ease this area I think traffic would be a lot better. Maybe making this area wider would help as well.
2/12/2020	Congestion	Make wider or make Peach Pass lane
2/12/2020	Freight	Too many big trucks, they should only be aloud to drive in first two lanes. too many accidents
2/12/2020	Congestion	Morning traffic is horrible every single day. Add lane, also I appreciate law enforcement but I honestly feel when they are sitting on the side watching for speeders, instead of helping it causing more accidents because people start to slow down which causes accidents.
2/12/2020	Congestion	Afternoon traffic is horrible. Make more lanes especially making 285 wider or adding peach lane.
2/12/2020	Safety	Congestion Getting Off 985 and transition to LVile HWY
2/12/2020	Congestion	Off-Ramp Congestion between 85N and L'Ville HWY backs up onto expressway. Off ramp congestion and overpass congestion is very congested
2/12/2020	Safety	Organization of road separation and lack of signage earlier on 85S creates lots of last minute lane changes and multiple lane changes to make whichever direction the driver wants to go
2/12/2020	Freight	Should have designated lanes.
2/12/2020	Freight	Designated lane to this point
2/12/2020	Other	An elevated rail system along I85, to start near or beyond mall of Georgia to connect to Doraville line, or continue into downtown. A commuter train from Buford to downtown.
2/12/2020	Other	For the rail system out of mall of Georgia.
2/12/2020	Other	Rail system and commuter train destination
2/12/2020	Congestion	Throughout the entire study area there is congestion daily. It may be helped by mandating space around vehicles (front, back, and sides at all speeds) or at least mandating to let them in/out aka requiring drivers leave space for persons to merge in/out in the regular lanes, and the Peach pass lane. People "close the gaps" to disallow vehicles in the PP lane to leave which forces those behind them to slow or stop to wait for the merge.
2/12/2020	Safety	There appear to be a lot of accidents. Overlapping speed ranges in each lane and mandated free space around vehicles could help.

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2/12/2020	Other	Excessively slow drivers, and drivers trying to actively interfere with other drivers. Mandate a let them in, and a let them pass policy. Driving more than 10 MPH less than surrounding traffic should be a super speeder ticket due to the dangers created by the large difference in speed. Also, any driver who speeds up to prevent another from passing or merging should be fined. The same should occur for "brake checking".
2/12/2020	Multimodal	The buses should have to drive at the speed the other traffic is going, and or not get into the express lanes. They drive like they own the road and are not concerned about causing accidents on I-85. they get in front of cars and force the car to avoid the collision. Either give them a separate lane or disallow their use.
2/12/2020	Safety	The texting/cell phone us eis still an issue. Raise the minimum speed until it's so fast that drivers have to keep both hands on the wheel and both eyes on the road!
2/12/2020	Multimodal	Provide frequent transit options along the corridor in the form of buses.
2/12/2020	Congestion	Incorporate congestion pricing on more of the existing lanes of 85
2/12/2020	Multimodal	Improve pedestrian crossings across interstate and provide alternative crossings just for cyclists and pedestrians
2/13/2020	Multimodal	rail with bus connections
2/13/2020	Multimodal	light rail with bus connections
2/13/2020	Multimodal	light rail on existing tracks with bus connections
2/13/2020	Congestion	No accidents but the volume of vehicles reaching 85 from 316 and pleasant hill exits makes the morning commute on 85 south worst.
2/13/2020	Freight	The truck traffic should not be allowed during peak morning and evening commute.
2/13/2020	Congestion	Add dedicated exit lane from Pleasant Hill Rd onto 85 south that extends instead of forcing drivers to merge to oncoming traffic. This always causes major gridlock in the morning.
2/13/2020	Congestion	Get rid of the big X on the exit/shoulder lane. If you actually drive on 85 you will see the confusion and panic this causes drivers who try to immediately merge into traffic when they see the big red X. Just make it a continuous exit lane.
2/13/2020	Congestion	Fix the the lane markers when 985S merges with 85S. This area always has wrecks due to the way the markers are painted.
2/13/2020	Multimodal	Add bike lanes along Buford Hwy/PIB corrider to allow access to Doraville station.
2/13/2020	Freight	Lengthen 285 to 85 lanes and add a dedicated 3rd Lane leading to 85S
2/13/2020	Congestion	Create over freeway cross design bridge like Jimmy Carter Blvd on other exits Indian Creek and Beaver Ruin exits
2/13/2020	Safety	Reroute cars driving on back streets in neighborhoods streets that support walkers.
2/13/2020	Other	Extend another lane past 985 along 85N.
2/13/2020	Congestion	This break off of 985 and 85 is always slowing traffic during rush hour, even starting as early as 3:30PM. Which then backs up getting onto 85N from Lville suwanee rd.
2/13/2020	Freight	Tractor trailers are merging over from the far left lane to the 2nd lane over, to allow vehicles to merge from Lville Suwanee Rd. Which is great, but then this causes slowing at the break of 985 and 85, since some tractor trailers need to get over to the 3rd lane over to get onto 985.
2/13/2020	Congestion	I know this isn't in the suggested area, but when this goes to 2 lanes it can be a nightmare....see Freight note. :)
2/13/2020	Freight	Tractor trailers "passing" by going into the left hand fast lane are not faster then the other tractor trailer they passed. This slows down traffic significantly. There are many times where they will not pass and it backs up cars trying to go fast.
2/13/2020	Multimodal	Need safer and more inviting ped/bike/transit infrastructure between activity centers and existing/planned transit infrastructure.
2/13/2020	Safety	Additional lanes and capacity have induced speeding and aggressive driving. Need traffic calming and increased enforcement.
2/13/2020	Other	Remove lanes for transit
2/13/2020	Other	TRANSIT. DO NOT BUILD MORE LANES. MUST..BUILD..TRANSIT
2/13/2020	Multimodal	NO MORE LANES FOR CARS! BUILD TRANSIT
2/13/2020	Multimodal	NO MORE CAR LANES! BUILD TRANSIT
2/13/2020	Multimodal	Gwinnett has already started bike/walk paths further up PIB, and it would be nice to have a continuous path all the way to 285
2/13/2020	Congestion	The Beaver Ruin/85 intersection needs to be better managed, perhaps with a diverging diamond. The intersection frequently gets blocked.
2/13/2020	Congestion	One lane can no longer handle the volume of traffic trying to get on I85 at peak times.
2/13/2020	Freight	Trucks on the 2 lane part of I-85 North of Hwy 211
2/13/2020	Safety	I-85 N exit onto I-985. Needs Interstate markings on the Road like in Downtown Atlanta. People get in the 985 lane and merge over to I-85 causing wrecks.
2/13/2020	Congestion	316 and 85 south merger has very congestion every week data and most weekends
2/13/2020	Congestion	85N near Exit 111, congestion 4-6pm
2/13/2020	Congestion	Traffic slow down too quickly when getting onto 285 from 85S, leads to backup.
2/13/2020	Congestion	Always congested. Need a way for thru traffic to get by local traffic.
2/13/2020	Multimodal	Push trail system to connect parks and other areas.
2/13/2020	Freight	There got to be a way to get thru freight off 85. Can't we put all those trailers on flatcars and let NS get them up the road?
2/13/2020	Safety	Increase speed limit
2/13/2020	Other	Reduce toll cost
2/13/2020	Other	Reduce toll costs
2/13/2020	Other	Remove toll cost and go back to 2+ occupancy driving
2/13/2020	Other	How about a diamond interchange there?
2/13/2020	Congestion	Along 85 from 285 to Indian Trail NB.
2/14/2020	Congestion	Even if the Gwinnett county government doesn't accept marta. Gdot should consider mass rail options of there own. And that's also controlled by the state and would bring a lot of revenue for the state of georgia. Less local traffic on the road that is headed into metro Atlanta counties.
2/14/2020	Congestion	Also keep in mind. Most travelers avoid the fast lanes and opt out for the traditional lanes.
2/14/2020	Freight	Convert I-85 existing toll lanes between I-285 and I-985 to truck only lanes
2/14/2020	Congestion	Spaghetti junction. A mess, very unsafe, difficult to get onto 85 from 285 going east during rush hour
2/14/2020	Congestion	Jimmy Carter traffic need more Police
2/14/2020	Congestion	Traffic backs up on 285 as idiots cut over to get in front of line to exit to I85 N. More Police and tickets maybe arrest.

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2/14/2020	Multimodal	trains, buses
2/14/2020	Multimodal	create,extend separate multi use paths that roughly parallel 85 to give another option for travel
2/14/2020	Congestion	Allow increased shoulder lane hours to reduce traffic after 7pm.
2/14/2020	Congestion	Increase lanes to reduce traffic both south and north bound.
2/15/2020	Congestion	Find ways to prevent the last minute cut in to help traffic flow better
2/15/2020	Congestion	Get rid of toll lanes. They are to produce revenue not ease congestion. At peak traffic times the fares are so high that the lanes are typically empty. Lanes should be for HOV or opened for general traffic
2/15/2020	Safety	Terrible off ramp to 985 have to reduce speed so quickly that traffic behind might run into you. Turn needs to be more gradual and the road should be banked to accommodate the speed
2/15/2020	Congestion	Terrible idea to have one lane exit ramp to one of the biggest shopping centers in the SE
2/15/2020	Safety	Turn is too sharp and road banking seems non existent
2/15/2020	Congestion	Always congested. Needs either more frequent exits or additional left exit to manage/divert traffic.
2/15/2020	Congestion	The curve going 85 n just before Jimmy carter. There is always congestion for no apparent reason,... The curve, the merging traffic from those entering from Jimmy Carter?
2/15/2020	Other	Nearly impossible to enter from 285 onto 85 north and cross all lanes to enter the HOT lanes
2/15/2020	Other	Need exit fom HOT onto 285
2/15/2020	Congestion	Need to extend controlled access from Ronald Reagan all the way to 85
2/15/2020	Other	Need on and off ramps to the HOT lanes
2/15/2020	Congestion	Should have some sort of by pass or easier way to ease traffic
2/15/2020	Congestion	The volume of traffic on the west side of I-85 that needs to enter I-85 going northbound far exceeds the capacity of the single left turn lane and signal on Lawrenceville-Suwanee Road at the I-85 interchange. The bridge that takes Lawrenceville-Suwanee Road over I-85 needs to be widened so that the left turn lane can be widened to two or three lanes. Also, the bridge needs to be widened to allow three lanes of through traffic to cross I-85. A diverging diamond style of interchange (like the ones at the I-85 intersection with Pleasant Hill Road and with Jimmy Carter Blvd.) should be considered.
2/15/2020	Congestion	One way to reduce the congestion at the I-85 intersection with Lawrenceville-Suwanee Road would be to add on and off ramps from McGinnis Ferry Road to i-85. This will give drivers in Suwanee and Lawrenceville two ways to enter and exit I-85 in this area.
2/15/2020	Other	Vehicles that enter I-85 northbound from Boggs Road enter supplemental lanes that run alongside the main I-85 lanes for several miles. Vehicles entering from Boggs Road have the ability to exit at GA Hwy 120, and at Sugarloaf Parkway (the first two exits going north), but due to a design flaw, have no option to exit at Old Peachtree Road (the third exit going north). This should be fixed by adding a ramp from the side lanes to the Old Peachtree Road exit ramp from the main I-85 lanes. At present, if someone enters I-85 northbound at Boggs Road and wants to get off at Old Peachtree Road, the only way to do that is to exit at Hwy 120, and then get back on I-85 northbound from Hwy 120, then finally exit at Old Peachtree Road. This is a terrible design oversight that needs to be fixed.
2/15/2020	Safety	Chaotic when traffic is backed up on 85. People cutting in and out of 85N exit lanes make this a hazardous place to be when traffic is moving on 285 and stopped on 85 N.
2/15/2020	Safety	When traffic is slowed transitioning to 85N there are often issues with people zooming in from right entrance lane.
2/15/2020	Congestion	Almost any time of day or night
2/15/2020	Congestion	Often backed up coming for 285 Eastbound
2/15/2020	Safety	Coming down hill from interchange lane to merge with 85 and often slamming brakes to slow due to congestion. Driving downhill makes braking more treacherous. Plus lanes are merging at bottom of Hill.
2/15/2020	Congestion	Congestion often begins here with traffic merging on from Jimmy Carter. Short entrance lane and high volume entrance backup traffic in 2 rightmost lanes most of the weekdays.
2/15/2020	Congestion	As an Indian Trail exit user, I love the emergency lane that turns exit only - but it just needs to be in operation all the time. I need it most between 2-4 an be it's never open then.
2/15/2020	Congestion	Another spot where the leftmost exit lane for 285 is a dangerous spot to be during high traffic on 285 and faster moving traffic on 85S
2/15/2020	Congestion	the light for Northbound exiting traffic is too slow; many people exit to go to Gwinnett Tech and the turn light takes too long
2/15/2020	Congestion	Turn lane to get to Gwinnett Tech is far too short. The Northbound lane for folks going past gets backed up as students pile into the turn lane and it backs up past the next light
2/15/2020	Safety	the lanes to merge in anticipation of 285 begin shortly before the lanes to enter the highway from Brockett rd. This causes safety issues as people have a limited length of highway to change lanes in both directions at the same time
2/15/2020	Congestion	This tiny section backs up every morning bc there is too much traffic for the way the lights are scheduled.
2/16/2020	Congestion	Frontage road to the freeway entrance backs all the way to Pleasantdale during morning commute. Widening to 2 lanes (there is already space, so just repainting lines) would significantly improve this freeway entrance.
2/16/2020	Congestion	Freeway exit backs up due to the amount of traffic turning left. This is alleviated when the lanes split from 2 to 3. Extend back the split into 3 lanes, allowing more cars to get to and through the light. Currently many cars drive down the breakdown lane due to this problem, creating a safety concern.
2/16/2020	Congestion	Not sure what the strategy for the emergency lane/shoulder is, but that lane is NEVER open during rush hour, when connection is the worst and the lane is most needed.
2/16/2020	Safety	Spped
2/16/2020	Congestion	Starting at 130 PM on weekdays traffic always starts and will not subside until 7-9 pm
2/16/2020	Congestion	Traffic at the curve after Jimmy Carter is always an issue and will slow traffic down even if there is not alot of traffic. Not sure if because of the curve or people coming onto highway from Jimmy Carter.
2/16/2020	Congestion	Getting onto 285 is usually backed up for a mile or more especially in the mornings.
2/16/2020	Freight	Spaghetti Junction - tractor trailers trying to navigate is impossible. Cars jumping in front of them, won't let them over, accidents every day due idiot drivers.
2/16/2020	Multimodal	Traffic trying to get over to Peachtree Ind is ridiculous. Drivers cross over 5 lanes of traffic at the last minute and then tie up traffic
2/16/2020	Congestion	Too many cars I 285 east trying to exit sr 141 north in evening. Add 2nd exit lane or flyover.
2/16/2020	Congestion	North on PIB backs up at Holcomb bridge road causing major congestion on 141 north in evening. Add flyover at Holcomb bridge road.
2/16/2020	Congestion	Only 1 thru lane on access road south creates major backup.
2/16/2020	Safety	Dangerous left turn from Amwiler to winters chapel.
2/16/2020	Congestion	Major backups in morning on PIB access road south at winters chapel.

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
2/16/2020	Congestion	Exit lane from I 285 west to SR141 north has major backups esp. in evening.
2/16/2020	Congestion	Medlock bridge eastbound in evenings backs up from Spaulding to new traffic circle exceeding capacity of 2 lane road
2/16/2020	Congestion	Congestion high
2/16/2020	Congestion	Fix here could improve flow
2/16/2020	Congestion	Build up to to people getting on 285
2/16/2020	Congestion	Build up do to people getting on 285
2/16/2020	Congestion	Fix here can improve flow have
2/16/2020	Safety	The volume of traffic making the transition from 85 to 985 is in to tight a corner
2/16/2020	Congestion	This is obvious - ridiculous slowdown - have to reinvent the wheel here.
2/16/2020	Other	The ability to connect to 316 from 85 heading south is a no brainer. Happens constantly but the only solution is to get on city ways.
2/16/2020	Safety	On I-85 N the traffic backs up getting off at Clairmont Road and is hazardous to cars. People change lanes at the last minute, cut over at the last minute, and it wreaks havoc for the 2 right lanes, at the minimum. Something needs to be done about the exit/intersection that backs up.
2/16/2020	Congestion	Traffic on I -85 South sows to a crawl in both the am and pm due to the confluence of 85 and 400.
2/17/2020	Congestion	Spaghetti junction is always backed up. We need an outer perimeter that starts around the mall of georgia.
2/17/2020	Congestion	The express lanes gets very backed up where 316 merges onto 85S in the mornings. The regular lanes are typically moving faster than the toll lane. Maybe 316 could be rerouted a different way.
2/17/2020	Congestion	Expand areas such as US-78 in Gwinnett and Dekalb to help with the congestion on I-85
2/17/2020	Freight	Add other ways fro freight to get around this area in Gwinnett County where there are a lot of warehouses
2/17/2020	Congestion	Add an interchange specifically for People going to the Mall of Georgia, This will not only reduce congestion on the I-85 Interchange with GA-20 but will also help to increase safety.
2/17/2020	Safety	Add mall only interchange to help reduce congestion as well as increase safety for those walking and driving around the mall
2/17/2020	Safety	add exit lane on I-85 before 985 that allows cars to exit on to Ga-317. This would allow for people coming from 985 gong past Ga-317 to not have to merge in with the people exiting on to GA-317 from I-85
2/17/2020	Congestion	Impossible street to get out of morning noon night. So many accidents that have caused serious to near death. Chamblee Tucker needs paving, lines, reflectors & a red light at Northbrook Drive. Which has become the CUT THROUGH neighborhood to get to 85.
2/17/2020	Congestion	Congestion all the way to 85
2/17/2020	Congestion	Can take 10 minutes to just try and turn left or right during rush hourly
2/17/2020	Safety	People try and go 50 or faster making it dangerous trying to Turn off of Brownlee rd they will also pass cars going the speed limit. People dangerously go around you there are only two lanes on this stretch of road.
2/17/2020	Congestion	Terrible Congestion in the mornings and evenings not all caused by parents of Students at the school just a bad stretch of road to be driving to get to the 85
2/17/2020	Freight	Starting to see more And more freight trucks using Rockbridge to get to 85 and 78
2/17/2020	Congestion	Heading ITP or back OTP, traffic often slows considerably at the Gwinnett county line on weekends.
2/17/2020	Safety	Speed kills.
2/17/2020	Congestion	Current lanes and traffic flow cannot handle existing traffic volume, and with upcoming development projects it will only get worse.
2/17/2020	Congestion	Peach lanes currently only have exits. We need entrances that are close to entrance ramps. I end up driving for miles stuck in congestion because there is no entrance to the peach lanes, only the next exit.
2/17/2020	Congestion	Need an entrance to the peach lanes for driver who get on at 120 and boggs road. We are stuck in traffic for miles because there isn't an entrance to the peach lanes, only the next exit.
2/17/2020	Safety	Too many lanes merging during rush hour, it's like bumper cars
2/17/2020	Safety	It's a racetrack on this road
2/17/2020	Congestion	Confusing signage and too little time to merge
2/17/2020	Congestion	Traffic lights impede the flow of traffic on 23
2/17/2020	Congestion	This traffic light needs to be synced with the next one at Beaver Ruin to help flow
2/17/2020	Safety	Left turns from JCB onto this road and left turns from this road onto JCB are extremely difficult and hazardous
2/17/2020	Safety	Speeding
2/17/2020	Congestion	People block the intersection causing back up
2/17/2020	Congestion	People block the intersection and cause backup
2/17/2020	Congestion	Too much traffic turning left on too short a lane
2/17/2020	Safety	The lane changes and merge here are difficult and dangerous especially for visitors
2/17/2020	Congestion	need mass transit options
2/17/2020	Multimodal	Need mass transit
2/17/2020	Congestion	85S ramp does not have an access lane for the traffic to be able to merge into traffic like there is at Steve Reynolds. This makes it difficult to merge into traffic coming off the ramp during morning rush hours.
2/17/2020	Congestion	Merge into 85N from Spaghetti Junction
2/17/2020	Congestion	Merging into / exiting off I85 around Mall of Georgia exit
2/17/2020	Safety	vhnfg
2/18/2020	Congestion	EXTEND THE PEACH PASS LANE DEEPER INTO DEKALB COUNTY.
2/18/2020	Congestion	One 9-85 comes in it is gridlock at times.
2/18/2020	Freight	There need to be Freight Lanes for trucks to the left near HOV lanes.
2/18/2020	Congestion	Congestion is bad all the way to 2-85.
2/18/2020	Congestion	Allow a Peachpass exit for the Chamblee/Tucker exchange AFTER 285 connector. This would allow drivers to not have to merge into the already congested 285-bound traffic.
2/18/2020	Other	Give more access lane areas for Peachpass
2/18/2020	Other	Increase signage at 285 interchange to include Buford Dr/23 on 285 west sign. Also better determination of lane position for drivers heading to 285. For someone not from the area the arrows over the lanes are hard to judge from a distance. Instead of painting o the road, overhead signage would be preferred especially during high traffic times.
2/18/2020	Congestion	The I-285E to I-85N is always congested in the afternoon commute hours. Can we have an HOV lane for the interchange?

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
2/18/2020	Multimodal	Riding bicycles to the transit connections near I-85 and I-285 is very treacherous now, with bicycles having to share the same lanes as cars
2/18/2020	Safety	It's difficult to enter the Express lanes after entering 85 South at Sugarloaf
2/18/2020	Congestion	There are too many cars on the road. We need a train that goes to Gwinnett County from downtown
2/18/2020	Freight	There are too many tractor trailers on 85
2/18/2020	Freight	A suggestion instead of building more roads and since public transportation was shut down is to make a Freight only lane. This would reduce the number of major accidents and improve traffic flow.
2/18/2020	Congestion	Public transit needed from Duluth into perimeter
2/18/2020	Congestion	Even with the improvements to 316 this merge point is extremely congested every morning
2/18/2020	Congestion	Truck lanes
2/18/2020	Congestion	They need another exit lane on the Suwanee exit, its always congested and creates traffic because most cars turn left on the exit.
2/18/2020	Congestion	285 needs widened, needs an HOV lane & express lane with better ramps getting on and off of 85. Model after Dallas, TX and 635 project 5 stack Hi Five
2/18/2020	Congestion	285 needs widened, needs an HOV lane & express lane with better ramps getting on and off of 85. Model after Dallas, TX and 635 project 5 stack Hi Five.
2/18/2020	Congestion	Getting on and off suwanee exit is a mess. Maybe build similar to pleasant hill?
2/18/2020	Congestion	Improve East/West roads leading to 85, so there are more options for alternate routes towards 400.
2/18/2020	Congestion	Make the northern arc. Stop paying Marta, we don't like mad transit in Gwinnett, but we need the northern arc to continue!
2/18/2020	Congestion	85, and all other highways outside the scope of this study, will remain congested as the population increases and residents of Atlanta suburbs refuse to allow the expansion of a rail transit system (MARTA). If the metro-Atlanta area is going to continue to grow, then we need to look to the transportation systems of other major cities.
2/18/2020	Congestion	There is still a lot of congestion where 985 splits with 85. You put in an express lane but not many people use it causing a backlog
2/18/2020	Congestion	316 Merge is awful
2/18/2020	Congestion	To much of a bottleneck
2/18/2020	Congestion	Entry to 285 W from 141 southbound is generally backed up, causing drivers to move and reroute midstream and cause accidents. Entry to 85 from 285E is much better but getting there is difficult. Marta doesn’t have anything North of Doraville , aside from 1 bus run. So the options are limited to driving.
2/18/2020	Congestion	Entry to 85 through Duluth in the morning is chaos.
2/18/2020	Congestion	Expand lanes
2/18/2020	Congestion	Expand the lanes to I 285, or somehow separate the last 2 eight lane from the rest so people don’t change all the way from the left to exit on 285
2/18/2020	Other	More public transport is needed!!
2/18/2020	Congestion	Too many people commuting from northern suburbs just to sit at a desk and stare at a computer.
2/18/2020	Other	Too many cars!
2/18/2020	Congestion	We call this malfunction junction
2/18/2020	Multimodal	Need train and biking options.
2/18/2020	Congestion	Not enough mass transit options in this area
2/18/2020	Congestion	Is there any way to pace traffic? I've noticed that a cop on the road tends to "keep good drivers good"...one butt head cutting off people forces brakes then bumper to bumper begins. Anyway traffic cameras can be used for ticketing or warnings? Possibly on overhead reader boards?
2/18/2020	Freight	Truck ONLY lanes...otherwise cars will cut them off to get in a faster lane
2/18/2020	Safety	Last minute decisions to use 285 and in which direction will screw us up in a heartbeat. I'm surprised there aren't more accidents here...
2/18/2020	Multimodal	Norcross and Buford Hwy need better cycling/ped infrastructure
2/18/2020	Congestion	PT Indstrl Hwy is just a Nightmare, both ways, all day. Gets worse with time
2/18/2020	Safety	85=suicide
2/18/2020	Multimodal	Tucker needs bike/ped infrastructure and more MARTA access
2/18/2020	Multimodal	Why can't I take public transportation from Atlanta to Duluth?
2/18/2020	Multimodal	Why can't I get here by train?
2/18/2020	Multimodal	More bike lanes please
2/18/2020	Multimodal	Getting from Doraville MARTA to anywhere on foot is dangerous and intimidating
2/18/2020	Congestion	Lots of traffic when vehicles are merging on I85S from Pleseant Hill. There are a lot of accidents that happen here. Try making the merge lane on to I85S its own lane so drivers don't have to worry about cars that are already on I85S.
2/18/2020	Congestion	There is always traffic here, even on weekends. Seems that lots of drivers that get on I85N from Jimmy Carter get over to the left lanes as quickly as possible creating traffic. Also the adjacent lanes should have longer hours such as 2pm to 8 or 9pm everyday, not just weekends.
2/18/2020	Congestion	Always has merging traffic. Lots of cars try to get into the left lanes asap, slowing down cars.
2/18/2020	Other	Get the Marta train line to here
2/18/2020	Other	make hwy 20 4-6 lanes from 85 to 75
2/18/2020	Other	add access roads to limit entry points and control on/off traffic and high volume lane switchers during peak congestion
2/18/2020	Safety	Traffic backs up on Jimmy Carter overflowing to the freeway at times.
2/18/2020	Congestion	Jimmy Carter would benefit of another exit lane it really bottle necks here
2/18/2020	Congestion	316 to 85 needs another hov lane to merge
2/18/2020	Congestion	same here
2/18/2020	Safety	Multiple confusing, exchanges, truck traffic, lane shifts
2/18/2020	Congestion	Multiple exits, on ramps, lane shifts,
2/18/2020	Congestion	Constant congestion, trucks in all lanes
2/18/2020	Congestion	ADd a second deck going to the major interstates
2/18/2020	Safety	Interchange confusing
2/18/2020	Congestion	always backed up not matter what time of day
2/18/2020	Congestion	Congestion of Jimmy Carter Exit 99
2/18/2020	Congestion	Major congestion. Cars trying to merge onto the congested 285 exit from further left lanes which causes backups and traffic.

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Date	**Marker Type**	**Comment**
2/18/2020	Congestion	Expand Marta
2/18/2020	Other	Encourage people and companies to have more employees working from home.
2/18/2020	Congestion	all atlanta. traffic coming in faster than it is leaving will cause congestion. on all interstates have a split, local trafic right lanes,thru traffic left lanes. double deck with thru traffic on top, local lower deck, very few exits on top
2/18/2020	Freight	thru traffic is not local and should not be intermingled.
2/18/2020	Other	all lanes not being utilized at 100% is not the answer. what are free lanes i see mentioned? if you mean no additional cost to use them you forgot that they were paid for and were not free. asking me to pay for new lanes and then charging me to use them may affect my next vote for highway funding.
2/18/2020	Safety	Cars turning left onto 316 from cedars road cause accidents. Cars have to pull out into the intersection passed the median to turn left while cars driving thriugh the intersection on cedars have to go around them.
2/18/2020	Congestion	Need expanded rail
2/18/2020	Congestion	Need more rail
2/18/2020	Congestion	Need commuter rail
2/18/2020	Safety	This is one of the worst intersections in metro Atlanta. So dangerous and chaotic. Heaven help the vulnerable soul who has to make a left onto Winters Chapel from Amwiler.
2/18/2020	Congestion	The amount of traffic with regular 5pm-ish freight trains that are 20-minutes long make this a dreaded crossing to get from Amwiler to Buford Highway. And, since the Amiler Winters Chapel intersection is such a hot mess, commuters suffer in both directions on Amwiler. The fleet of huge recycle trucks trying to get in and out of the recycle yard onto Amwiler so close to train tracks only adds to the misery. Terrible zoning in this area.
2/18/2020	Congestion	There's only one merge lane to get onto I85 south, which is difficult for individuals (and tractor trailers from the industrial businesses in the area) who turned right on to the ramp to get the I85 merge lane, because the individuals who turned left onto the ramp stay bumper to bumper. The timeframe to merge in the left lane is very short before you end up taking the fork.
2/18/2020	Congestion	Many people don't know that the farthest left turning lane puts you in another left turning lane on the bridge to go I85 South, so people are always blocking traffic trying to get out of the turning lane.
2/18/2020	Congestion	Remove peach lane to allow ALL drivers to have more lanes to use
2/18/2020	Freight	Build an outer perimeter for trucks passing through Atlanta
2/18/2020	Congestion	So much congestion in Spaghetti junction.
2/18/2020	Safety	Sooo many bad accidents!!
2/18/2020	Freight	Too many trucks on interstate. They do no pay attention to truck restriction lanes. Drive too fast and aggressive
2/18/2020	Other	This is where the train ends. Not a good idea
2/18/2020	Other	This is where the train needs to go to. Will help alleviate MASSIVE congestion on the roads and buses that are already standing room only going south in the mornings and coming north in the evenings.
2/18/2020	Congestion	Too many cars trying to go too many different ways
2/18/2020	Freight	Too many big trucks everywhere
2/18/2020	Congestion	Multiple lanes from 316 and from 120/Boggs road all merge to a single lane
2/18/2020	Freight	Elevated road above current road with no exits until thru Atlanta.
2/18/2020	Freight	Limited freight travel time to evenings and nights
2/18/2020	Congestion	No additional access Express lanes - from 285 to 985 - no exits between the 2
2/18/2020	Congestion	Need outer perimeter between 75 and 85, north of 985 intersection to provide relief
2/18/2020	Congestion	MARTA!!!!
2/18/2020	Congestion	Traffic merging in the hov Lane from 316 to 85 south often backs up before the regular travel lanes
2/18/2020	Congestion	Traffic breaks up before Jimmy Carter goung South in the morning. Maybe figure out why and try to implement in other areas.
2/18/2020	Congestion	Keep the extra right hand lane northbound open at all times. It really helps the Jimmy Carter congestion during what should be off travel times.
2/18/2020	Congestion	Please put an exit here to alleviate the congestion on 317. I know it could only be a north exit and a south extrance.
2/18/2020	Other	Urban gondola a.k.a. sky buckets. Station here
2/18/2020	Congestion	There is ALWAYS horrible traffic in this area. Between the trucks getting off on I-985 to everyone coming on I-85 from the suwanee exit 111.
2/18/2020	Freight	Elevated hwy above current hwy with no exits or only emergency exits until thru Atlanta.
2/18/2020	Congestion	See freight suggestion.
2/18/2020	Congestion	There needs to be a separate ramp for those who are trying to exit on jimmy carter North.
2/18/2020	Congestion	Ramps to lane exchange too short
2/18/2020	Congestion	Too many vehicles need to use this interchange. Can we shift some if this traffic to an improved 141?
2/18/2020	Safety	Traffic merging from 285 onto 85 south is dangerous and causes congestion.
2/18/2020	Safety	Traffic merging onto 85 from pleasant dale takes 20 minutes to go a quarter of a mile.
2/18/2020	Congestion	The express lane gets jammed up at this entry point
2/18/2020	Congestion	Bad congestion
2/18/2020	Congestion	In the mornings 85 north express lane at the beginning of the lane is jammed up. Maybe add a second express lane for the traffic from 316 and 85 N
2/18/2020	Congestion	Separate ramp/exit for those exiting on Jimmy Carter north
2/19/2020	Congestion	Terrible merging congestion
2/19/2020	Congestion	Terrible traffic
2/19/2020	Multimodal	Every day I see Gwinnett Transit Authority buses making trips into Atlanta with passengers, but no return trips with passengers during rush hours. There are no BRT lanes on I-85 and the main crossing spurs (e.g. JCB, Indian Trail, etc.). The future of attracting businesses and resident's lies in having and equitable, transit system. Adding lanes just doesn't work.

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2/19/2020	Congestion	BRT that connects your Park and Rides with downtown ATL and to other stops across the Perimeter. Stop being a slave to the car.
2/19/2020	Congestion	It start here. The more single passenger cars you can get off the road and integrated be into various methods of transit, the more efficient your transportation plans will be. Gwinnett keeps trying to add more lanes. Like EVERY decade in the vein of "if we can just add one more lanes, that will solve our traffic woes". It never works.
2/19/2020	Congestion	Increase lanes
2/19/2020	Congestion	MORE LANES & MARTA RAPID RAIL
2/19/2020	Congestion	MORE INTERCHANGE LANES; MORE LANES I-285 WEST (NORTHWARD) & MARTA RAPID RAIL AROUND PERIMETER/I-285
2/19/2020	Freight	CONTINUE TO ENFORCE & INSTITUTE HIGHER PENALTIES FOR THROUGH FREIGHT INSIDE I-285 NOT GOING TO INSIDE LOCATION
2/19/2020	Multimodal	MARTA RAPID RAIL ALONG I-85 CONNECTING W/ EXISTING
2/19/2020	Congestion	The daily commute between 6:30a and 8a southbound getting off at Pleasent Hill is outrageous. Many commuters bypass the bottle neck of 85 and 316s merge by using the off ramps onto pleasent hill. This causes the exit to be congested with unnecessary cars creating a further bottle neck just south of the actual 316/85 merge, should be considered being corrected
2/19/2020	Congestion	The entrance ramp northbound from Lville Suwanee in the 3p-6p hour causes major backups. The entrance ramp allows commuters the ability to transition over 5 lanes to get onto 985 in less than 1/2 mile. The entrance ramp should: 1. Have a dedicated lane from Lville Suwanee to Buford Drive (20) and have a wall eliminating the ability to merge onto 85 until after the 985 split (or a flyover built eliminate Lville Suwanee traffic from moving 5 lanes over).
2/19/2020	Congestion	Traffic starts here around 615am. Would be nice to see at least one more lane. Or 2 lanes, one for regular traffic and one being an extension of Peach Pass to 85S.
2/19/2020	Other	Home. Have to leave at 540 to make it to work at 7. Exit 15 on 285
2/19/2020	Other	Work. 50 miles from home.
2/19/2020	Safety	I think 285 should have an HOV lane. I've had too many close calls on my motorcycle that I don't even take 285 on the weekdays. Would be nice to have a "protected" lane.
2/19/2020	Congestion	This on ramp gets extremely bottle necked due to the funneling of traffic from both Sugarloaf and Old Peachtree. This is also the same area where drivers already on 85 are trying to get into the far right lane to exit at Lawrenceville Suwanee Road.
2/19/2020	Freight	Tractor trailers often span across all lanes and interfere with the flow of regular traffic
2/19/2020	Congestion	Traffic trying to exit at Lawrenceville Suwanee is often backed up in the right lane of the interstate as far back as Old Peachtree Road. This is both a congestion issue and a safety issue.
2/19/2020	Congestion	Need pubic transportation
2/19/2020	Freight	No semitrailer & similar tucks inside perimeter w/ warning signs, enforcement & very high fines
2/19/2020	Multimodal	MARTA rail down entire corridor
2/19/2020	Congestion	More lanes along entire corridor
2/19/2020	Multimodal	Light rail
2/19/2020	Congestion	Always congested in one direction or the other at rush (5hour) time frames.
2/19/2020	Safety	Coming out of Atlanta when there is not stand still traffic the amount of traffic entering and cutting across multiple lanes at a different speed and trucks coming in and getting over immediately at slower speeds is dangerous.
2/19/2020	Congestion	Almost always there is slow down and backed up traffic in the right lanes going into Atlanta due to 285 exit. It causes people jumping into high speed traffic going slow and is dangerous
2/19/2020	Congestion	Trucks need to stay in far right lane only. Print fast drivers only in left lanes. Enforce slow poke law. This is for all major highways in Georgia. Double line left lanes at least two miles before all intersections coming into highways. Make it mandatory for all vehicles move over when vehicles are coming into highways. Many drivers need to either be reminded or made aware.
2/19/2020	Safety	All drivers should be aware that they are not law enforcement. Therefore, don't take the law into their own hands by tailgating.
2/19/2020	Other	All highways need signs showing fast drivers only in left lanes. Flash All drivers move left when vehicles are entering highway. Flash you are driving to slow if three or more vehicles are passing, move right.
2/19/2020	Congestion	Public transportation
2/19/2020	Freight	Specified truck lanes
2/19/2020	Congestion	The real Congested area is the one already outlined.
2/19/2020	Safety	Very unsafe interchange
2/19/2020	Other	This is a very congested, and dangerous place to be driving
2/19/2020	Multimodal	Rail, either light or Marta-like system
2/19/2020	Congestion	Smaller buses going where smaller number of people are going
2/19/2020	Freight	Could there be managed lanes for freight? Large 18 wheelers, tandem trucks, etc.?
2/19/2020	Freight	Build a bypass for all truck traffic. Charge a toll to help recover money for this interstate. Trucks make up a majority of the congestion. They exit to 285 in the mornings, backing up traffic past 316. Most trucks are not stopping in Atlanta and are continuing to Florida and west.
2/19/2020	Congestion	Make elevated highways without exits for straight through passenger vehicles. Also an alternative, something Houston Texas does well. One way access roads on each side of the 85 corridor.
2/19/2020	Congestion	Service should be open. It would alleviate some traffic in this area.
2/19/2020	Safety	Traffic coming in from I 285 always slows down the on going traffic on I 85. There is too much going on and always bottle necks in this area. People wait until the last minute to merge while others won't allow them in.
2/19/2020	Congestion	pretty much outside 285 all the way up until about exit 111 is 100% congested.
2/19/2020	Congestion	this road is a shitshow. i feel safer travelling on joseph e boone at night!
2/19/2020	Congestion	rush hour not as congested from north of here
2/19/2020	Congestion	due to this road being only one lane and the only way west to john's creek and alpharetta for north gwinnett residents, it take people 1-1.5 hours for what should be a 20 min drive.
2/19/2020	Multimodal	why no public transit option to this area? they've got a mall and the infinite energy center. wouldn't need such a big parking lot with better public transit, pedestrian options, cycling options. i won't go to concerts up here due to transit. money lost, gwinnett!

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
2/19/2020	Multimodal	why no gct on sunday??? nice area for public transit if coming from downtown, BUT needs to run 7 days a week! i don't feel very safe walking in this area though- it's like walking along a highway. i feel safer walking in bankhead.
2/19/2020	Congestion	this is such a high traffic road. why are you not increasing public transit here????
2/19/2020	Freight	Keep trucks in two right lanes and nothing further no exceptions
2/19/2020	Safety	I think it needs to be addressed in a different way. Look at what "times" are bad for traffic and adjust. Try this...use both sides of the road at different times of the day on the week days. Example: From 7am-10am M-F all lanes, including south bound lanes are used to go south. From 4-7pm all lanes including southbound lanes are used to funnel traffic north. This helps too because ppl traveling in those southbound lanes will be people exiting "north of I85, and vice versa.
2/19/2020	Congestion	Jimmy Carter can benefit from this system because its such a bottleneck of I85. How about this idea as well. Make I85 a "commuter" Hwy. That is only people that use it for business purposes can use it during certain hours.
2/19/2020	Freight	Trucks should strictly only be aloud to use the 2 right lanes ONLY. They bottle up traffic because it takes longer for them to go through gears when traffic starts to move. Also enforce slow drivers stay tot he RIGHT. Heavy fines for slow drivers in the left lanes.
2/19/2020	Multimodal	This is an expense project, but what about a Gwinnett train that goes from Doraville to Buford. It could connect to the Marta Station or work with Marta to bring the train up to 316 area, then people can park i that area.
2/19/2020	Other	This is out of the box, but how about tax incentives for people that live closer to their work place?
2/19/2020	Congestion	How about a direct line from 316 to 285
2/19/2020	Congestion	Extend shoulder lane tome
2/19/2020	Other	Add an outer perimeter connecting kennesaw, alpharetta,suwanee
2/19/2020	Congestion	Spaghetti junction" is awful and backs up I-85 in the morning horribly
2/19/2020	Freight	Trucks on I-85 cause many of the more massive wrecks (tanker truck explosion anyone), often they don't pay attention and need to not be on the same road.
2/19/2020	Congestion	I-285 East-bound in the afternoon and West-bound in the morning is so bad that my spouse takes backroads to/from Kennesaw.
2/19/2020	Congestion	Bottleneck. Needs major intervention to reduce the absolute slowing down and stopping of traffic at 530am in the morning.
2/19/2020	Safety	Very congested but people drive very fast. Prone to accidents.
2/19/2020	Congestion	Outer loop
2/19/2020	Congestion	I85 between 285 and Indian Trail is a nightmare. Can truck lanes be added here?
2/19/2020	Congestion	Always congested with vehicles going way or the other
2/19/2020	Multimodal	Bike path along full corridor
2/19/2020	Safety	Limit speed on access roads to 25
2/19/2020	Congestion	Dedicated peach pass exit to 985
2/19/2020	Congestion	The congestion is terrible here every single day.
2/19/2020	Safety	Stop allowing cops to sit on the side of the road during rush hour. They do not promote safety, some people actually know how to drive at high speeds, and those that do not eliminate themselves in fatal crashes. When those blue lights go on or people spot one sitting on the side of the road, they cause far more dangerous conditions with the sudden break slamming and congestion than the cops prevent. They are the root cause for a significant number of delays.
2/19/2020	Congestion	Enforce the slow poke law. If someone is in the left lane going 60 on a two lane road, few people can get around it since they create moving roadblocks right the cars in the right lane.
2/19/2020	Congestion	Allow drivers to go 85 on 85. Super speeder laws are pointless on the highway. If a vehicle can handle 85mph, then let if go in the left lane.
2/19/2020	Congestion	Implement light rail in the center like on 400 around Lenox. Place the rail from Buford Park and Ride to the northern most Marta exit. Also, provide connecting bus services on stops along the way. I would definately take it. Riding public transit gave me the opportunity to read while I was in college and I'd like to get back into reading again.
2/19/2020	Congestion	What dumb ass only provided 1 mile of lane until merging was required off of spaghetti junction? When a ramp has that much traffic, they need more time before they hit Jimmy Carter. That whole area is a shit show.
2/19/2020	Congestion	The side road or whatever it is that Sugarloaf, Bogart and Pleasant Hill are on was a genius idea. I skip a lot of traffic on my morning commute to Pleasant Hill with this little side road. Remove cops from this area. They only slow it down. It's not like they actually care about safety.
2/19/2020	Congestion	Lots of traffic boarding I85 from Chamblee Tucker road. Drivers have a very difficult time getting on the interstate at this area.
2/19/2020	Safety	Tons of traffic occupying all lanes. Primarily the first 5 lanes from the right. Standstill traffic at all times, especially leading to the I85 north ramp.
2/19/2020	Congestion	Adding a lane, or lengthening the lanes from the outer loop of I-285 to the Northbound lanes of I-85 would allow for easier merging onto I-85 and make it safer as many don’t realize the right lane ends almost immediately and are forced to merge left last minute into the one lane that continues onto I-85.
2/19/2020	Freight	Trucks only lanes on interchanges between I-285 and I-85 to alleviate congestion and make merging easier.
2/19/2020	Other	Additional express lane entrance/exit between around highway 378.
2/19/2020	Freight	Build an outer perimeter to get the truck traffic off 85
2/19/2020	Freight	Trucks need more overnight parking out of Atlanta.
2/19/2020	Congestion	Need to start improvements on the 85/985 interchange immediately. There should be more than two lanes Northbound on 85 at this intersection.
2/19/2020	Congestion	Always lots of congestion and/or accidents near Jimmy Carter
2/19/2020	Congestion	Always lots of congestion in the first 3 right lanes where merging to 285 begins. Usually traffic is backed up north of pleasantdale on 85SB
2/19/2020	Congestion	Congestion near pleasanthill
2/19/2020	Congestion	I85 Suwanee entrance ramp needs an access to 985 without going across all lanes. Suwanee exit on 85 at 985 is backed up because of 985 feeding into exit lane
2/19/2020	Safety	People fly between lanes without signals and ignoring safety rules
2/19/2020	Other	Road needs additional space to merge to 85
2/19/2020	Safety	Sugarloaf entrance to 316 to 85 is confusing
2/19/2020	Safety	Indian trail entrance north on 85 is nerve wrecking
2/19/2020	Congestion	85S Congestion as 316 and 85 merge at the same time Pleasant hill merges. To much traffic added at one spot

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
2/19/2020	Congestion	85N Congestion between Old Peachtree and Suwanee as traffic merges to 85 and tries to shift lanes to get to 985. To much traffic entering at one ramp.
2/19/2020	Congestion	This is just redicoukous with traffic exiting at Mall of Georgia. Add a separate exit ramp from 85 to the parking lot and let the rest exit for the restaurants and other shops.
2/19/2020	Congestion	Too much traffic from 285 to 985 it need to build separate lane for truck and keep them out of this area at-least till 985 separating from 85
2/19/2020	Congestion	Express lanes from ITP to 985
2/19/2020	Safety	Make express lanes with physical boundary. Prevent driving over white lines.
2/19/2020	Freight	The large trucks merging from 285 is particularly dangerous
2/19/2020	Congestion	There is always congestion and traffic slowdown here for the past 20 years. We need mass transit
2/19/2020	Safety	Heading south where 285 is exceptionally dangerous with cars merging
2/19/2020	Other	MARTA rail
2/19/2020	Congestion	Need to improve bottleneck from i85 to i285. With many trucks having to use i285, this causes congestion and backs up traffic
2/19/2020	Congestion	Terrible congestion always around spaghetti junction. Please add public transport
2/19/2020	Congestion	Add public transit
2/19/2020	Congestion	The bottleneck effect because you cannot exit onto 985 from PP lane causes terrible congestion here. Even on a slow day.
2/19/2020	Freight	Get the trucks into a separate lane here to ease the congestion
2/19/2020	Safety	Need more room to merge on this 286 when traveling south on 85
2/19/2020	Congestion	Add extra express lane in each direction
2/19/2020	Congestion	I have never seen this area NOT congested during the hours of 2pm-7pm
2/19/2020	Congestion	Merging always creates traffic. This seems to be the major slowdown
2/19/2020	Congestion	Jimmy Carter always have traffic. Morning and Afternoon
2/19/2020	Congestion	985 should have a flyover interchange that connects 985 S to 85 N to alleviate GA 20 congestion
2/19/2020	Congestion	Both directions get horribly backed up, depending on time of day
2/19/2020	Congestion	85 at Jimmy Carter is backed up at all times of day
2/19/2020	Congestion	The stretch between i85 and 285 to this I400 is a nightmare during rush hour.
2/19/2020	Congestion	Since this is merge of all major artery it is very heavily congested durning rush hours, I think we need to find better ways of using the side streets for traffic navigation.
2/19/2020	Other	Monorail up the middle of 85 - with stops and air bridges to parking facilities
2/19/2020	Congestion	Introduce passage of legislature that ranks lanes by speed from right to left. Congestion isn't always due to volume. It's most often due to slower drivers occupying lanes to the left. Lane speed should increase from right to left. Make passing on the right illegal. Look at German Autobahn traffic rules as a guide
2/19/2020	Freight	Dedicated truck lanes
2/19/2020	Congestion	Raise peach pass prices for people going only a few exits and lower the price for taking it all the way to the end. It completely stops with the other traffic because people get in it then have to come to a complete stop to get back over.
2/19/2020	Safety	Because people aren't paying attention or are trying to speed through traffic, they make last minute decisions and can cause major accidents trying to get on or off 285.
2/19/2020	Safety	People do not understand this etryway to 85, 316, and 120. They speed through this and do not pay attention. The ramp to 316 gets VERY clogged and accidents occur.
2/19/2020	Safety	Highly congested with fast moving trucks, few signs-especially overhead signs that cars can see from other lanes
2/19/2020	Safety	Congestion and marking of signs Speed issues
2/19/2020	Congestion	Speed and congestion from large trucks and fast moving cars
2/19/2020	Congestion	Not enough warning with signage for cars- poor visibility by big trucks
2/19/2020	Freight	Lots of large, fast moving trucks on this entire section of road. Cuts down on visibility for cars because decreased overhead signage, less lanes, potholes, speeding cars and trucks
2/19/2020	Congestion	Distributor/collector lanes from Chamblee-Tucker Rd. to Indian Trail Lilburn Rd.
2/19/2020	Congestion	Commuter rail from Doraville to Buford
2/19/2020	Congestion	Commuter rail from Dacula to Lindbergh
2/19/2020	Congestion	Traffic from 316 adds an additional 30 minutes to the commute down 85S in the morning
2/19/2020	Congestion	Add additional toll lanes
2/19/2020	Congestion	Add additional toll lmes
2/19/2020	Congestion	I wait longer in the peach pass sometimes then they do in regular lanes and this is the most expensive sectio.
2/19/2020	Safety	To get over to 285 you have to cut across 6 lanes of congested traffic that don't want to let anyone over in a short amount of time
2/19/2020	Other	Peach pass being one lane causes major issues when there is an accident which is daily.
2/19/2020	Congestion	Getting onto PIB north from 285 E is a nightmare and is often backed up for over a mile as cars in the two right Lanes of 285 E try to merge into cars trying to enter 285 E from the previous exit.
2/19/2020	Congestion	Pleasant Hill road is one of the only way to get to the Ronald Reagan Parkway from 85. The light cycles and heavy traffic make Pleasant Hill a very slow go.
2/19/2020	Congestion	To access the 85 N Peach Pass lanes from Spaghetti Junction requires a driver to transverse across four or five lanes of congested 85. It makes the idea of using the Peach Pass lanes less appealing.
2/19/2020	Safety	This is a combination of both safety and congestion. As you come down off the overpass you are forced into an off ramp and to merge down to one lane. If you want onto I85, you have to force your way over at least one lane. Because this is typically the far right lane, there is significant chance of the vehicle your will be merging near will be a semi-truck. After spending the time on the interchange overpass from 285 to 85, people are overly aggressive here.
2/19/2020	Congestion	Please see my other comments under safety.
2/19/2020	Congestion	The 285-85 merge is disorienting and clunky
2/19/2020	Safety	The second from the left lane at the 985-85 split should be a mandatory turn lane onto 985 and not allow drivers to continue straight
2/19/2020	Congestion	Spaghetti Junction is terrible at all times and even on days when there ought not be congestion.
2/19/2020	Other	Since this currently includes a major public transit location, maybe a lite rail network that connects to existing infrastructure might be a good idea.
2/19/2020	Congestion	Always congested.

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
2/19/2020	Congestion	No matter time or day, traffic always stops after Jimmy Carter Boulevard going north. Indian Trail and Beaver Ruin have the most congestion.
2/19/2020	Congestion	Never could understand why this is such a problem area
2/19/2020	Congestion	Going east, why are people slowing down under Riverside Parkway bridge? GDOT has ruined 316.
2/19/2020	Congestion	GDOT has ruined 316.
2/19/2020	Congestion	I travel from Pleasant Hill/Steve Reynold down to Buckhead for work. Merging onto 85 is almost a death trap since you have drivers that do not follow proper merging laws or some of the exits bottle neck, such as the exits between Beaver Ruin and Indian Trail. Finally, so many drivers are attempting to merge on to 285, which create the back up. Perhaps either expanding major other networks, such as P'tree Ind or Buford Hwy that empty to 285 to ease the congestion leaving 85. Or also, perhaps growing the public transportation sector, such as MARTA/ATL or the Gwinnett Transit system into light rails. At least sitting on a train or bus that would take the same amount of time as trying to battle traffic would allow for a more comfortable ride.
2/19/2020	Safety	All of the safety concerns have to do with speeding drivers not wanting to yield to merging traffic. Perhaps, sections that read a car's speed and must have a continuous rate before exiting that section. For example from Sugarloaf to the connector should take approx 10 minutes, having zones that register a car's speed and for drivers that take less than the allotted time, fine them for speeding. This allows for more speed control - and a slower environment will allow mergers. Also, adding other modes of transformation, such as trains and buses which would take drivers off the road.
2/19/2020	Congestion	There is no dedicated HOV Lane exit onto I985N. This creates massive congestion and safety from people exiting the I85N HOV Lane that want to take I985N. Cars always violate the double HOV lines in order to wait to the lat possible second to take I985N, adding to safety and congestion issue. This, of course, in a zone where I85 will soon narrow due to Buford Highway (Mall of Georgia) exit removing another lane of I85.
2/19/2020	Congestion	The merge between 316W and I85S for the HOV lanes is a nightmare at anything close to rush hour times. There is simply too much volume to blend in these two major corridors within the relatively short 1/2 mile to 1 mile (??) blend zone that currently exists. Its not the volume perse, as once blended the HOV lane generally resumes normal flow - but perhaps just the short time to blend. There is no room for this, but if you could just parallel the two lanes up until maybe Pleasant HIll, with open hashed lines all the way, then perhaps the blending would be more efficient??
2/19/2020	Safety	I am amazed at the continual, daily violations of the double white line lance crossing into/out of the HOV lane. I do not understand the total disregard that many drivers seem to have at this rule. If GDOT, or State Patrol, or other authority is not automatically assessing steep fines at every violation this will only continue to escalate. It is dangerous when this occurs, and it is wrong. Jsut as with toll violations (not paying), double line crossing needs to be enforced vigorously in order to make these HOV lanes worth the cost to build, maintain them, and serve there intended purpose.
2/19/2020	Congestion	316 HOV dumping into 85 HOV is a mess. Makes little sense
2/19/2020	Congestion	Extend MARTA into Gwinnett. It will reduce traffic. Have more Park n Rides off of 85.
2/19/2020	Congestion	Make 985 3 lanes all the way, instead of 2.
2/19/2020	Congestion	Why does northbound traffic often become stop and go even when there are no accidents?
2/19/2020	Freight	Big semi Trucks-trailers should be restricted to to the two outside lanes, both northbound and southbound, as the congestion often encourages excessive lane switching by smaller vehicles.
2/19/2020	Safety	The northbound traffic needs improved signage to warn drivers in the HOT lane who intend to exit to I-985 should exit the HOT lane on I-85 and move to the next land to the right, the exit to I-985. I have seen a lot of last-second lane changing and confusion among northbound drivers in the HOT lane.
2/19/2020	Other	Need to extend Marta and dedicated bus lanes along this corridor! Every other solution will fail if we do not include mass transit!
2/19/2020	Safety	Cars merging together a high speeds create issues with safely merging
2/19/2020	Safety	From Beaver Ruin to the connector, people attempt to enter 85. While these individuals are attempting to merge, other drivers are speeding or not following traffic laws to allow incoming merging traffic, whether that be too close to the right lane or weaving through traffic.
2/19/2020	Congestion	So many commuters are driving and merging specifically from Beaver Ruin down to the connector. In addition the bottle-neck exit from Beaver Ruin and Indian Trail make it difficult to merge and safely and efficiently.
2/19/2020	Congestion	The interchange from 285 to Jimmy Carter is a slow and dreadful drive. In the morning southbound on 85, the merging lanes can occupy up to Pleasantdale only offering the left lanes to travel on if you are continuing south on 85 - one of which is a dedicated paid lane. Going north in the afternoons is the same, 285 merging with 85, the large influx of commuters and not enough spaces slows the merging in addition to dodging imprudent drivers and their weaving.
2/19/2020	Congestion	Add mass public transportation to reduce single passenger cars Also there are police cars sitting on the side of the road pulling people over creating more traffic instead of helping traffic go faster.
2/19/2020	Congestion	Marta needed
2/19/2020	Congestion	Prohibit truck traffic 7:00-10:00 a.m. I know this is done in Minneapolis, and it works okay.
2/19/2020	Congestion	this area is always super crowded & the intersection is slow. if only there were better crosswalks here or less cars. maybe a train could fix this hmm
2/19/2020	Safety	Super unsafe for bikes because there's no bike lanes here
2/19/2020	Safety	no bike lanes so kids can't get to school safely without relying on fossil fuels
2/19/2020	Safety	no bike lane here so high school students can't bike to school safely, making them rely on their parents and fossil fuels
2/19/2020	Congestion	Toll lane congestion caused by 316 added vehicles. Add longer acceleration lane to merge.
2/19/2020	Congestion	Move trucks to dedicated lanes. Too many trucks during commute hours.
2/19/2020	Congestion	Add barrier to toll lane to keep cars from coming into lanes across double line
2/19/2020	Congestion	Needs something that will help drivers merge better unto I-85 from Suwanee.
2/19/2020	Freight	Managed Lanes for Trucks 6+ wheels.
2/19/2020	Freight	Managed Lanes for Trucks with 6+ wheels.
2/19/2020	Freight	Managed Lanes for Trucks with 6+ wheels.
2/19/2020	Congestion	Rail services should run parallel to 85
2/19/2020	Congestion	285 should have more lanes
2/19/2020	Congestion	Coming from the inner loop on 285, going to 85N to Pleasantdale Rd. is nearly impossible when tractor trailers won't let you change lanes. It's too narrow.

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
2/19/2020	Congestion	Between Jimmy Carter Blvd. and the 316 split, there are too many exit only lanes. This creates the merging issues when getting on/off 85 in this area. Perhaps the lanes that merge onto 85 wouldn't have to end or become exit only.
2/19/2020	Congestion	Joining from 20 to 85/75 takes way longer than it should due to the 2 lane corridor
2/19/2020	Congestion	This area is constantly backing up due to the on-ramp from Suwanee onto i85 N. I think a good fix for this is to extend the onramp until the mall of georgia exit so that cars can merge in and out more effectively and not slow traffic to accommodate short entrance distances
2/19/2020	Congestion	CHANGE THE LIGHT TIMING FOR THE SHALLOWFORD LEFT TURN ONTO BRIARCLIFF
2/19/2020	Congestion	Stop allowing people trying to get on 85 North from 285 Inner loop come across the 85 South lanes to the Buford Highway only access ramp to 85 North!
2/19/2020	Safety	Stop allowing people trying to get on 85 North from 285 inner loop to use the Buford Highway access lane/ramp to 85 North.
2/19/2020	Congestion	BULLET TRAINS
2/19/2020	Congestion	PUBLIC TRANSPORT
2/19/2020	Congestion	BUS LANES
2/19/2020	Congestion	Backup die to left turns on 378
2/19/2020	Safety	Slow drivers left lane/cell phone usage
2/19/2020	Congestion	Vehicles backup getting onto 285
2/19/2020	Congestion	The I-85 N and S lanes have very different needs by time of day and often cause the other to be broken due to congestion
2/19/2020	Congestion	Traffic on I-85 is backed up due to the inability to clear the interstate when exiting
2/19/2020	Safety	People are often so frustrated by here that they stop letting people in etc causing further road issues as people cannot change lanes to approach their exits
2/19/2020	Congestion	Instead of having the toll road start a mile before 285 joins northbound 85, why not extend the HOV lane a mile past the junction to the north. This will stop all the HOV traffic having to jump out of the HOV lane just before the 285 on ramp!
2/19/2020	Safety	The people going from the far right lane I-285 East who take the access lane to get across to I-85 North ramp. This activity is dangerous to drivers coming from Buford Highway access, as well as drivers trying to go south on I-85 and those attempting to get off at Chamblee-Tucker ramp.
2/19/2020	Congestion	Too much congestion coming in from I-285 West to I-85 North. Big trucks come in from this direction and are not able to merge easily.
2/19/2020	Congestion	This area is very dangerous for drivers due to late merging and cutting across access lanes to get to the secondary I-285 to I-85 North ramp.
2/19/2020	Congestion	Too many tractor trailers. It's too difficult to merge on and off near this intersection.
2/19/2020	Congestion	From Jimmy Carter to the 985N split the toll lanes have seemed to have made it more crowded.
2/19/2020	Congestion	The traffic on 85 in both directions is always extremely congested at Jimmy Carter Blvd, and it doesn't really matter what time of day or which day of the week you are traveling. I'm not sure what the answer is, but something must be done to improve that area.
2/19/2020	Freight	The 85/285 interchange is as good as it's going to get probably, so perhaps traffic management is the answer. What if you limited 18 wheel access to overnight and 10am to 4pm every work day? Keeping them off the roads for peak traffic times. It wouldn't be popular with the freight companies, but would reduce congestion significantly.
2/19/2020	Safety	Addressing safety and confestion at the 85/285 interchange should be a high priority.
2/19/2020	Multimodal	We need better pedestrian and bicycle access and transportation options!
2/19/2020	Congestion	Volume of traffic is tremoundous
2/19/2020	Congestion	Lanes north to 985 exit is really causing problems when exiting to left
2/19/2020	Congestion	Build the peach pass lane like 75 where it is separate from normal traffic lanes.
2/19/2020	Congestion	Make it to where trucks can only be in the 3 right lanes.
2/19/2020	Congestion	Make exits available from the peach pass lane, it creates more traffic from people having to get over to exit.
2/19/2020	Congestion	Congestion as 316 approaches I85
2/19/2020	Congestion	Congestion as 316 and I85 merge. Need managed lanes, need truck only lanes to help commercial freight pass through
2/19/2020	Congestion	Have a truck only corridor that would by pass ATL and from I*% near Braselton or even Livonia, and go South and eventually link with I20 and I75.
2/19/2020	Freight	Truck only corridor that would bypass ATL and link with I20 and I75.
2/19/2020	Safety	High traffic volume with high speeds and some stops. Dangerous.
2/19/2020	Congestion	Need to expand and improve lanes and interchanges.
2/19/2020	Multimodal	MARTA rail extension from Doraville to Pleasant Hill/Gwinnett Place Mall (would run alone I-85 from Indian Trail to Pleasant Hill). Also, please tell your bosses at the General Assembly to pass legislation (SR 654) allowing use of the gas tax for transit
2/19/2020	Congestion	Have all lanes of I-85 be tolled.
2/19/2020	Congestion	SR 20 is a mess, allow for alternative transportation in area
2/19/2020	Safety	A large amount of drivers will use this and quickly bolt over to get to the 85 exit instead of staying on the highway and taking the proper exit. There NEED to be walls or something blocking the ability to do this - limiting it to only people coming from Motors Industrial, which is presumably the intended audience.
2/19/2020	Safety	There needs to be something that blocks people from getting into the exit lanes after a certain period of time. When I drive 85S, even in the afternoon, I have to get over to the two far left lanes, because even though people have over a mile to get into the exit lanes, they wait until the last minute and cut in. I call the two lanes next to the exit lane the "asshole lanes", because they move almost the same speed as the exit lanes as drivers try to force their way in. That turns 85 into, in essence, a 2 lane road at this chokepoint.
2/19/2020	Other	I would consider making this intersection a diamond as well. It has a tendency to back up, affecting everything else on 85...specifically forcing people who are trying to exit at 285 to move out of the way of the stopped traffic and then back over fairly quickly.
2/19/2020	Other	5G network with self driving cars will be the new "mass transit" I believe. I would like to that rather than spend money on old technology. Old technology only makes the "parking lot" bigger and we don't get anywhere faster.
2/19/2020	Multimodal	Extend Marta train to mall of Georgia along I85 and to Athens along 316
2/19/2020	Congestion	Significant traffic here due to merging of traffic from Pleasant Hill Rd and 316 onto 85. Needs a way to alleviate congestion due to high volume of traffic entering the freeway, such as further restricting or diverting traffic flow from Pleasant Hill.

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
2/19/2020	Congestion	Traffic severely backed up due to heavy traffic. Reworking the interchange to keep traffic moving more smoothly at a high speed can help alleviate traffic.
2/19/2020	Congestion	Traffic here for seemingly no reason, but most likely due to bend in the road where there is an exit. Traffic entering and leaving from Jimmy Carter is not usually high enough to cause traffic for as long as it does.
2/19/2020	Safety	Drivers are always moving too slowly, even in good road conditions, on left lanes. Average speed is around 60. Needs better enforcement of slowpoke laws to keep passing lanes clear.
2/19/2020	Multimodal	Multimodal bike/LIT path paralleling highway to connect ITP with OTP.
2/19/2020	Multimodal	Protected bike lane
2/19/2020	Multimodal	rapid buses and separate lanes
2/19/2020	Multimodal	connecting trails and places to cross (e.g. crosswalks and pedestrian bridges(but not too high)
2/19/2020	Safety	crosswalks and signals
2/19/2020	Freight	separate, inner lanes for freight
2/19/2020	Congestion	Worst intersection ever. 285 sb to 85 n is jammed even non peak
2/20/2020	Congestion	Merging of different highways. Lots of crossing between lanes to get to the most inner lane if merging onto 85 and to the outer lane if taking exit
2/20/2020	Congestion	Lots of switching lanes to accommodate those getting on and off highway
2/20/2020	Safety	Those coming on to 85 from 985SB are led straight into the exit lane for the first exit if in right lane. Lots of last minute lane switches
2/20/2020	Safety	Lots of lane switching due to lack of awareness by drivers that 2 left lanes are mostly traffic going to 985 NB. Drivers getting out of express lane for 985 exit merging into heavy traffic, causes heavy traffic in express lane
2/20/2020	Other	Commuter rail between Tucker and Lawrenceville.
2/20/2020	Other	Commuter rail from Lawrenceville through Tucker to Downtown Atlanta. Further, there must be transit options to the hospital.
2/20/2020	Other	Commuter rail up to Duluth from here.
2/20/2020	Other	Commuter Rail from Atlanta here to Duluth.
2/20/2020	Congestion	Eliminate the express lane.
2/20/2020	Other	Commuter rail from Atlanta here to Suwanee
2/20/2020	Other	Commuter rail from Atlanta to Sugar Hill/Buford.
2/20/2020	Congestion	The 316 interchange is really badly congested.
2/20/2020	Safety	Any chance at considering a hot lane 285 exit?
2/20/2020	Multimodal	Designated lane for semi trucks. Actually I wish they had their own designated roads!
2/20/2020	Congestion	316 traffic going to 85
2/20/2020	Congestion	Always traffic, from around 7am - 8pm
2/20/2020	Congestion	I285E onto I85 N afternoon traffic is horrible, scary to drive
2/20/2020	Other	Exit lanes too short and cause backup onto I85S
2/20/2020	Congestion	Reduce vehicles by extending Marta to Mall of GA
2/20/2020	Congestion	Get rid of the toll lanes. I understand that it's a revenue stream now, but allowing single occupant vehicles to pay to drive in a limited access lane creates havoc for every other lane on the expressway. People slowing down and impeding traffic in the normal lanes in order to get into the Peach Pass lane or to then get to their exit when getting out of the Peach Pass lane slow down traffic for everyone. Extending the areas where people are allowed to enter/exit won't help either, because people will still wait until the last minute to change lanes. This is an issue at every entrance/exit area. The Peach Pass lanes are not the solution to easing Atlanta traffic. They're simply a way for the state to make more money.
2/20/2020	Freight	Semi's are a significant risk on the highways. For some reason, south of downtown Semi's aren't allowed in the 3 left hand lanes, while north of downtown they aren't allowed in the 2 left hand lanes. And there is no clarity whether that number includes the Peach Pass lane or not, so truck drivers interpret it to their advantage. The end result is that for a car driver on the north side of downtown to avoid driving next to a Semi, they are forced to pay to drive in the Peach Pass lane. Somehow truck traffic needs to be physically separated from car traffic.
2/20/2020	Congestion	the interchange is awful
2/20/2020	Multimodal	there are local businesses that I would like to visit but I won't go here in a car
2/20/2020	Safety	Georgia drivers are speeders and red light runners and we'vee been pandering to them for far too long. I am sure they want more road lanes but I think we should take them away until they can prove that they can drive responsibly.
2/20/2020	Congestion	So many trucks nearly all the normal travel hours.
2/20/2020	Congestion	The left-lane congestion is worst where cars exit HOV to make it over through 4-5 lanes of traffic to get to their exit. This is also sometimes hazardous in heavy traffic. If feasible, left-lane exits would improve both congestion and safety.
2/20/2020	Multimodal	I know it got voted down on the last referendum, but extending MARTA trains into Gwinnett - particularly with parking facilities - would decrease congestion significantly. Gwinnett Transit buses could also use an overhaul; granted, there's a chicken-egg issue, but better service and routes would increase ridership.
2/20/2020	Safety	The roadway integrity of the ramps that form "spaghetti junction" should be verified and shored up as needed.
2/20/2020	Congestion	Drivers will stop halfway stopping traffic to switch into a turning lane
2/20/2020	Congestion	Many drivers will try to move into the left lane for they do not realize that both lanes lead to 85S
2/20/2020	Congestion	During events at the Infinity Event center
2/20/2020	Congestion	adding a peach pass enter lane between beaver ruin exit and the sugarloaf exit
2/21/2020	Congestion	285 East to 85n is brutal
2/21/2020	Congestion	85n North of 285 is awful
2/21/2020	Congestion	285 w to 141n needs more Lanes
2/21/2020	Congestion	A NEW EXIT IS REQUIRED AFTER EXIT 111 TO SUPPORT THE SUWANEE TRAFFIC BUILD UP
2/21/2020	Multimodal	protected lane
2/21/2020	Multimodal	dedicated lane
2/21/2020	Congestion	trucks should not drive on 316 + 85
2/21/2020	Congestion	From exit 99-104 there's a lot of bad congestion that should be taken care of
2/21/2020	Freight	Hate driving next to freights and large trucks
2/21/2020	Safety	Not enough lanes for traffic causes safety issues

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
2/21/2020	Congestion	Not enough lanes. They congest, leaving little room from trucks.
2/21/2020	Multimodal	A MARTA stop right here would be nice.
2/21/2020	Safety	There are a few big potholes that could use repair.
2/21/2020	Multimodal	We need to extend rail transit from the end of Marta's line in Doraville
2/21/2020	Multimodal	Transit need to extend all the way to the North end of the study so that the largest number of constituents can make use of the transit system
2/21/2020	Congestion	I285 at I85 has consistently been ranked in the top three most congested interchanges in the whole country. Yet, there is no plan to alleviate the congestion. The proposed express lanes in the area will not address any issues for the regular user.
2/22/2020	Congestion	There should be more lanes that transition to 285 to keep traffic moving
2/22/2020	Multimodal	Gwinnett county needs rapid transit other than buses. I would ride MARTA if it ran parallel to I85
2/22/2020	Congestion	This merge backs up all SB traffic in the AM
2/22/2020	Congestion	Exit for Sugarloaf is 105 heading NB and 107 heading SB it's not clear for talking to people from either direction
2/22/2020	Congestion	SB through traffic merging into SB right turn lane causes challenge in weaving when there's a lot of traffic
2/22/2020	Congestion	Northeast to northwest traffic- has to jut around odd median and difficult to make turn.
2/22/2020	Congestion	EB 285 to NB 85 always difficult to merge in- there are extra lesser used lanes going to other destinations and weaving on bridge is not easy or comfortable
2/22/2020	Safety	Cars come from five lanes over to exit at the last minute.
2/22/2020	Safety	When coming off Pleasant Hill rd to merge on to 85, the lane we are coming on combines with the right lane. Many in the right lane are not aware and do not allow cars to merge. This is very problematic if an 18 Wheeler is in the right lane. Solution-extend the lane that the ramp feeds into.
2/22/2020	Freight	18 wheelers are in all lanes. They merge often and it is very dangerous. Solution: mandatory truck only lanes strictly enforced. Prohibit vehicles over a certain amount of wheelers from driving in certain left lanes with the accepting of the bus in the peach pass lane.
2/22/2020	Safety	Better access is needed for peach pass lane. There is not a safe way to get from the express lane to the exit safely and quickly. This defeats the point of purchasing a peach pass. Solution-i haven't figured this out fully. In the areas where it is most needed like Jimmy Carter, Beaver Ruin, & Indian trail, I am not sure if the space is available to create access directly from the express lane to the exit.
2/22/2020	Multimodal	We need a major, feasible, public transit option.
2/22/2020	Congestion	The traffic and lane jockeying to get on 285 or stay on 85 into the city is terrifying.
2/22/2020	Multimodal	We need more alternative transit option outside of the perimeter, and not just buses. They end up on the same congested roads as the cars.
2/22/2020	Congestion	too many lights
2/22/2020	Congestion	too many lights always congested
2/22/2020	Congestion	Rail line
2/23/2020	Congestion	Backed up traffic
2/23/2020	Multimodal	Build a major transit hub here. Light rail running all they way from downtown Atlanta to here with connecting bus services to population centers.
2/23/2020	Congestion	Add better marking for exits and place them further away to give more time to change lanes. Put in lane isolation barriers to prevent last minute lane changes and cutting in line.
2/23/2020	Safety	ENFORCE SLOW LANE AND PASSING LANE RULES ON THE ENTIRE CORRIDOR!!
2/23/2020	Multimodal	MARTA STATION
2/23/2020	Freight	Have a way to create outside of loop before 285 for Freight that does not need to be within 285 loop. Means there should be a bypass outside 285 loop.
2/23/2020	Congestion	Add set of adjacent road network to avoid clogging traffic.
2/23/2020	Safety	Lane onto 85S needs to be longer to allow for merging
2/23/2020	Congestion	Add barrier so people can’t cross in the gore
2/23/2020	Congestion	Signage! People don’t know where they are going. 285 W or E.
2/23/2020	Freight	Have dedicated truck lanes when exiting 285 to 85 all the way up to 985
2/23/2020	Congestion	Have an hov lanes and toll lanes
2/23/2020	Congestion	Peachtree Industrial is a constant source of traffic jams. Can we not look at improving a way of getting cars onto Peachtree Industrial going north from i285 as well? Maybe making an additional exit from i85 would alleviate some of this conjestion.
2/23/2020	Congestion	The Chamblee Tucker exit ramp is routinely backed up into the right lane way before it starts. Is there a way to improve the merging situation for people getting off the freeway and onto Chamblee Tucker drive?
2/23/2020	Congestion	Clairmont road is another source of slowdown as people try and exit from i85 onto Clairmont road.
2/24/2020	Congestion	Merging issue
2/24/2020	Congestion	Slow traffic area
2/24/2020	Congestion	Add a ramp that lifts traffic onto 285 west. Traffic slows b/c merging.
2/24/2020	Freight	Too many trucks. Must divert them or block time of travel on 85. Like no travel 7am to 10am.
2/24/2020	Freight	Reroute trucks to not mix with rush hour
2/24/2020	Safety	Trucks cut cars off to merge.
2/24/2020	Freight	Convert HOV lanes to non exit Truck only toll lanes to move tractor trailers through the City.
2/24/2020	Congestion	Covert HOA lanes to no exit truck only toll lanes to keep trucks moving through the City
2/24/2020	Safety	Trucks kill people-so convert HOA lanes to no exit truck only lanes to keep them moving through the city without causing accidents
2/24/2020	Congestion	Peach pass design for the 316 merge is an embarrassment. One can often wait 15 min to clear from 85 at 6:30am south bound in the morning.
2/24/2020	Congestion	During busy evening rush hour times (going North bound), this area backs up for miles where the traffic from exit 111 merges onto 85. As soon as you pass this, every opens up. This is primarily due to so many people getting on 85 and needing to get over 3 or 4 lanes in a short distance in order to make the merge on to 985.
2/24/2020	Safety	In evening rush hours, going north bound, the merge to 985 is very backed up due to too many vehicles getting on 85N from exit 111 and needing to get over 3 or 4 lanes quickly in order to merge onto 985. Traffic backs up for 5 to 7 miles at times due to this.
2/24/2020	Congestion	Both N and S bound 85 are highly effected by the merger onto and off of 316.
2/24/2020	Congestion	heavy congestion 285 and 85 area
2/24/2020	Congestion	high congestion area

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
2/24/2020	Other	traffic backs up getting off on 985
2/24/2020	Safety	Nearly impossible to safely navigate on bike or on foot
2/24/2020	Congestion	ridiculous amount of delays
2/24/2020	Multimodal	extremely dangerous for bikes
2/24/2020	Multimodal	There are no safe bike routes in the I85/SR316 area, or anywhere along I85
2/24/2020	Freight	Trucks are often forced to make safety stops in the area, requiring them to park on ramps, because there are no rest areas nearby. The few that used to exist were closed before the new requirements for driver breaks were forced so hard through digital log books.
2/24/2020	Congestion	Everyday during rush hour this is always at a standstill.
2/24/2020	Safety	People mistakenly are always in the HOT lane and almost cause accidents to jump out of it to get back on 85
2/24/2020	Congestion	HOT lane to 85 N can get congested due to no exit point for 985 N except at exit 111 area. Drivers wait to cross double white @ the split instead. Potential for HOT lane split going to 985N?
2/24/2020	Congestion	Huge traffic exit causes massive congestion during rush hour due to large amount of commuters.
2/24/2020	Congestion	Large volume of commuters exit here and causes congestion. Far right lane, exit lane, causes back up due to people trying to enter or exit rather quickly
2/24/2020	Other	More signage could be helpful
2/24/2020	Other	More signage could be helpful for exit lanes & traffic congestion warnings.
2/24/2020	Safety	Lot of 18 wheelers on highway at rush hours.
2/24/2020	Freight	Can trucks be not allowed at congested areas during rush hour?
2/24/2020	Multimodal	Transit can be encouraged.
2/24/2020	Congestion	Add more lane going to 285 in both directions. Give commercial truck 2 lane on the inside(non exit lanes)
2/24/2020	Freight	Add more lanes to exits in both directions on to 285. Give commercial vehicles only lanes on the inside(non exit lanes)
2/24/2020	Freight	Allow commercial vehicles to travel through the city. Give two lanes on the inside(non exit lanes) remove or move HOV lane to third lane in.
2/24/2020	Congestion	Remove toll lanes. They are not being used effectively. Replace inside lanes with commercial vehicle lanes or 2 HOV lanes.
2/24/2020	Congestion	Remove lane ends on 316 merge. Allow those lane to remain traveling without having to merge.
2/24/2020	Congestion	More signage for the 985 split further south. Make third lane out from wall exit only. Instead of either 985 or 85 north.
2/24/2020	Congestion	HOT lane traffic needing to get over to exit for 285 caused a lot of congestion and slow down, maybe a flyover exit for this lane?
2/24/2020	Freight	Since most freight carries are not allowed to go through Atlanta, they must exit for 285. Perhaps a dedicated lane for freight, with their own exit lane?
2/24/2020	Congestion	HOT lane should be an express lane into the Atlanta, with no more than 3 exits, with enough lane as drivers come out of HOT to be able to merge with surrounding traffic speed
2/24/2020	Congestion	There is a very large amount of traffic that is wanting to take 985. They problem is that there are only two lanes. This causes lots of people to try to dart over at the last minute in hopes of cutting off the traffic. traffic gets extremely backed up because most want to go to 985. the 85 traffic suffers until you pass the 985-85 split. afterwards 85 travelers do not have any issues and can travel with little to no delay. The hard truth is that 985 needs to be expanded to 3-4 lanes to reduce the pressure of congestion.
2/24/2020	Congestion	There is a large bottle neck that occurs at all traffic times. the issue is that coming 85 south from the connector, drivers are forced to merge twice very quickly just to get on the main 85 traffic lane. drivers should not have to merge twice on 85. the simpler fix is that drivers should merge once directly from the exchange and then make the main merge at 85.
2/24/2020	Congestion	this exchange 85-316 appears to be doing well. 985 needs major changes to run more smoother like this exchange
2/24/2020	Congestion	Obvious area of extremely high congestion where 285 merges prior to JCB.
2/24/2020	Congestion	Exiting to JCB is tough but also creates backup for travelers going north of JCB.
2/25/2020	Congestion	Constantly backed up during a decent stretch of the morning
2/25/2020	Congestion	Backs up for no reason simply around the curve.
2/25/2020	Congestion	The congestion can’t times start all the way up the ramp and go on for miles
2/25/2020	Congestion	Seems like all the "improvements" done over the last decade have only made congestion worse because those improvements are planned for the "now" not the future so when complete they are already out of date.
2/25/2020	Freight	The transfer trucks are in all lanes, even the left non-HOT lanes at times, during both rush hours. They should be more restricted and it should be enforced.
2/25/2020	Congestion	Southbound 85 always gets congested quickly at the interchange of 319 and 85
2/25/2020	Congestion	85 south. Due to merging traffic from 316 backups build up to a mile north of the merge. Stopped traffic makes a very dangerous situation. Suggest 2 managed lanes up to next entrance/exit.
2/25/2020	Congestion	Congestion from Pleasant Hill to Indian Trail and on to Jimmy Carter is terrible. Hot lane is often just as stop and go.
2/25/2020	Congestion	If I'm going to pay to ride in the HOT lane, which I pay a lot, 1) I shouldn't be backed up in line a mile or more just to enter the HOT lane. 2) It is dangerous as people pull in and out trying to get ahead of the traffic. Green vehicles, those who are not paying, often drive slower than speed of traffic.
2/25/2020	Safety	unsafe trying to get in the HOT lane.
2/25/2020	Multimodal	bus rapid transit, access to transit from various points
2/25/2020	Multimodal	trails, bridges, sidewalks and transit access points
2/25/2020	Multimodal	trails, transit access points, bicycle carriers and spaces on buses, bike storage and parking at transit sites, fix it stations and seating along trails and at transit sites
2/25/2020	Congestion	separate lanes for freight and transit
2/25/2020	Congestion	incentives for more passengers
2/25/2020	Safety	reduced speeds in residential areas
2/25/2020	Safety	crosswalks and bridges at strategic points--e.g. near transit, shopping, medical centers, homes
2/25/2020	Congestion	One express lane is not adequate, needs to be 2 or 3, and there need to be express lane exits similar to I-75 or proposed GA 400, along with provision for bus rapid transit.
2/25/2020	Freight	There is too much traffic in the corridor, and one way to deal with it would be to remove the truck traffic. 2 dedicated truck lanes in each direction would improve safety, relieve congestion, and provide increased capacity. You realistically can't add more general purpose lanes, it is already 6 or 8 lanes wide in each direction. Adding truck lanes on the outside, perhaps with an access road over it (put heavier vehicles on the surface) is a concept that should be explored.

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
2/25/2020	Safety	Traffic flow from 285, merging onto I85, does not have enough lanes to accommodate the flow of traffic onto I85, with the existing traffic already heading North.
2/25/2020	Congestion	It may be easier to have isolated Local lane access to merge on and off, while having the I85 North traffic lanes to be more like the Peach Pass Lanes where you keep going and don't get off between Spaghetti Junction & 316 split.
2/25/2020	Safety	Merging to 985 should have it's own lanes seperate from the I85, these lanes should already be split before you ever reach Exit 111 for Suwanee/Lawrenceville Rd. The traffic merging onto 985 needs to have it's own lane. Also, the Peach pass lane is confusing, and should also have a lane to merge onto 985 as well. Gotta rethink that whole area, there is space to have additional lanes there too. And what ever happened to the extended circle loop to bypass Atlanta all together? Maybe that would be a good idea to pursue now too!
2/26/2020	Congestion	The Southbound entrance at I 85 at Pleasant Hill road is horrible traffic backs up from this entrance almost 24 hours a day
2/26/2020	Safety	This pleasant hill entrance with the constant flow of traffic and the merge is a disaster
2/26/2020	Freight	The truck parking with the big rigs all along abandoned malls and shopping centers all along this corridor is a major mess. The entire area close to the expressway looks like a giant ugly freight yard.
2/26/2020	Multimodal	Either light rail or heavy rail should be built from the Marta Doraville station to the Gwinnett convention center.
2/26/2020	Other	Sound barrier walls need to be installed all along this corridor.
2/26/2020	Other	Landscaping needs to be installed all along this entire stretch of highway. Especially at the I 85 /316 interchange.
2/26/2020	Multimodal	More bridges need to be built across more areas across I 85 for autos pedestrian and bikes
2/26/2020	Congestion	There should be an exit for the HOV lane(south) to Chamblee-Tucker. Making get in the 285 traffic or drive to shallowford defeats the purpose and adds traffic.
2/26/2020	Safety	The HOV lane going north starts in a left turn. Driving 101 states you should not change lanes to your right while making a left turn on the freeway. Your blind spot is increased and has a higher risk.
2/26/2020	Congestion	An HOV ramp to 985 south would be nice. It would prevent extra lane changes and confusion for people
2/26/2020	Congestion	Fix the pleasentdale exit. Too many cars are stopped on the freeway. Also, the crossover from the access road and the exit ramp is terrible.
2/26/2020	Safety	A more proactive approach needs to be done to keep this corridor clean. the swales are roadway are filthy. You have every sort of trash on the highways and swales. Constantly large parts of truck tires and other large items. Cars hit these items all the time and become disabled. Plus dump trucks should be banned during rush hour No plates on them thanks to the state, and they constantly have rocks and other debris coming from them damaging cars. They need to change the law at least having them with plates or some sort of ID to help us people in cars ID them when junk is coming form their vehicles.
2/26/2020	Multimodal	more bike trails need to exist along this corridor
2/26/2020	Congestion	MARTA STATION -TRAIN NOT BUS
2/26/2020	Congestion	MARTA STATION- TRAIN
2/27/2020	Congestion	Can we get transit to alleviate traffic on the road. Place parking decks off of the interstates
2/27/2020	Safety	Aggressive driving during high traffic times and lots of freight trucks
2/27/2020	Congestion	Need 1 more express lane for each direction.
2/27/2020	Multimodal	Express bus routes needed.
2/28/2020	Congestion	Need better mass transit.
2/28/2020	Multimodal	Need bike lanes.
2/28/2020	Multimodal	Need sidewalks
2/28/2020	Congestion	78 snellville west
2/28/2020	Congestion	20 north of grayson
2/28/2020	Congestion	85 both ways
2/28/2020	Multimodal	Need sidewalks.
2/28/2020	Multimodal	Need bike lanes
2/28/2020	Multimodal	Need alternatives to I85 congestion.
2/28/2020	Multimodal	need more options to get in and out of this area
2/28/2020	Multimodal	anything to get things moving better shuttles buses something
2/28/2020	Freight	Way too many tractor trailers on our roads. The two center lanes of highway are in terrible shape(huge potholes) etc. that are obviously caused by wear and tear from these trucks.
2/28/2020	Other	What about all the lands purchased in early 2000's to prepare for construction of outer perimeter around Atlanta. This is way overdue, No way would this cause even more pollution.
2/28/2020	Congestion	Need increased throughput
2/28/2020	Congestion	Left turn onto 85S backs up often into left turn on off ramp onto Lawrenceville-Suwanee, resulting in unnecessary congestion on the off ramp, which then risks backing up on to I-85. Consider anything from traffic light re-timing, parking cops there to ticket people who block the intersection, or even a full enhancement to a directed diamond interchange.
2/28/2020	Congestion	Congestion from Jimmy Carter significantly backs up onto the freeway with significant traffic disruption. Consider either interchange enhancements or rerouting traffic in such a way when congested such that it doesn't interfere with freeflow, or even some level of lane level congestion warning would be an improvement.
2/28/2020	Multimodal	Would love if train or BRT ran all the way to Mall of GA. At the moment the closest mass transit is doraville. I understand the issues with heavy rail, but consider removing a lane from I-85 for the installation of BRT, or perhaps shoulder enhancements for BRT. Looking to drive multi-modal ridership is the only way to expand for future usage.
2/28/2020	Congestion	Congestion to enter and exit 285 happens frequently
2/28/2020	Congestion	Congestion to enter 316 happens frequently
2/28/2020	Freight	Limit 3 axle or more vehicles, box trucks, trucks with trailers and vehicles traveling below the posted speed limit to the right two lanes.
2/28/2020	Safety	Keep the speed limit 70 mph.
2/28/2020	Congestion	Widen and add lanes.
2/28/2020	Congestion	Even on a bus in the HOV lane there is always a northbound backup in evening rush hour at spaghetti junction.
2/28/2020	Congestion	Buses running from Doraville Marta would be more efficient. Sometimes it takes 30 minutes to get out of Downtown city streets.
2/28/2020	Congestion	There seems to always be an inbound backup in the morning between the 316 ramp pleasant hill.
2/28/2020	Congestion	Congestion from 316 to 285 in mornings and evenings is insane. I've commuted long-term in Boston, Washington DC, and Denver, and never saw such poor management of a roadway.

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
2/28/2020	Safety	When the highway is open, there are periodic rogue drivers changing lanes at high speed. Sometimes these are cars, sometimes motorcycles. It's a very dangerous situation.
2/28/2020	Congestion	Always congested during morning and evening commute times
2/28/2020	Congestion	especially during commute times
2/28/2020	Freight	Excessive truck traffic adds to congestion
2/28/2020	Congestion	congestion usually starts becoming a problem here
2/28/2020	Congestion	316 has become a total nightmare getting on I85S & getting off I85N to 316 ALL the way to my exit Harbins Road
2/28/2020	Congestion	This is THE worst intersection along I85S&N. Traffic is ALWAYS backed up here. To propose Marta here is RIDICULOUS. It is already a nighmare.
2/28/2020	Congestion	Another grid lock is this area. And the last is the I75N exit. WHY IS THIS JUST ONE LANE????
2/28/2020	Multimodal	I'd like to see more bus lines in Suwanee/Sugar Hill
2/28/2020	Multimodal	My dream is to be able to catch the train to Atlanta from the Mall of GA
2/28/2020	Multimodal	Expand heavy rail transit options into Gwinnett
2/28/2020	Multimodal	High Speed Rail / BRT options to this area of I-285
2/28/2020	Congestion	I think that this corridor needs rail. If Gwinnett could have rail to connect with Marta it would be amazing.
2/28/2020	Multimodal	There needs to be an exit between Buford and Hamilton Mill
2/28/2020	Congestion	Always congestion
2/28/2020	Congestion	Traffic is slow
2/28/2020	Congestion	More crossings to reduce congestion on GA-20 and GA-324.
2/28/2020	Multimodal	Park & Ride/transit hub
2/28/2020	Congestion	Direct I-85 South to GA-316 East
2/28/2020	Congestion	Improve interchange. Possible diverging diamond traffic-circle type.
2/28/2020	Multimodal	Park & Ride
2/28/2020	Congestion	More crossings to reduce congestion on Pleasant Hill, Steve Reynolds, Boggs, etc.
2/28/2020	Multimodal	Extend MARTA Rail to Oakcliff, possibly farther.
2/28/2020	Freight	Truck traffic consuming to many lanes.
2/28/2020	Congestion	Merge at 316 is terrible
2/28/2020	Congestion	Merge to 285 is terrible
2/28/2020	Congestion	Traffic always backs up at this intersection with the exit on the left.
2/28/2020	Congestion	Road construction has not kept pace with the addition of housing developments.
2/28/2020	Other	WHY OH WHY CAN'T WE HAVE MARTA?!?!?! I am an old white woman and I am sick and tired of people preventing the expansion of the train!
2/28/2020	Congestion	There is a lot of merging traffic problems here with people traveling south on 85 attempting to get over to exit at Suwanee exit.
2/28/2020	Freight	There needs to be a seperate truck lane to keep non commercial vehicles flowing and aggressive drivers from cutting in front of trucks.
2/28/2020	Other	Need a better way to merge traffic in the Peach lane here.
2/28/2020	Congestion	Southbound backups during morning (6:15-8:15 am) commute are horrific.
2/28/2020	Congestion	Westbound traffic is very bad during afternoon commute, making GA20 nearly unusable.
2/28/2020	Freight	18-wheeler traffic to-from Hamilton Mill business park is problematic, causing congestion.
2/28/2020	Congestion	Remove peachpass lane all together. Bring back the travel lane.
2/28/2020	Other	Rapid transit only is needed
2/28/2020	Other	Rapid transit for the whole area
2/29/2020	Congestion	From Pleasant Hill southbound is a daily morning nightmare.
2/29/2020	Safety	Drivers zig zag from lane to lane trying to weave through traffic.
2/29/2020	Freight	Overall truckers do a good job staying to the right when not many lane changes.
2/29/2020	Multimodal	When DDI is replaced, ensure pedestrian access across I-85.
2/29/2020	Congestion	The i285 to i85N is not equipped for the amount of traffic in peek drive times. And the express lanes suffer because there is no barrier to block the site of the backup so they suffer too.
2/29/2020	Multimodal	MARTA station at Oakcliff Road (between Doraville and Norcross).
2/29/2020	Congestion	Traffic mixed with big trucks.
2/29/2020	Multimodal	Snellville area needs transit
2/29/2020	Other	The signage showing how the semi-diamond at Jimmy Carter works is confusing!
2/29/2020	Congestion	merging from 285 to 85 congestion
2/29/2020	Congestion	suwanee/exit 111offramp
2/29/2020	Safety	merging and congestion
2/29/2020	Congestion	We all knoe Spaghetti junction is horrible.
2/29/2020	Congestion	Traffic clogs at Pleasant Hill on the weekends everytime.
2/29/2020	Freight	With big warehouses opening up in N. Gwinnett and further, dedicated lanes, runaway lanes, and wider shoulders for semi's is smart.
2/29/2020	Congestion	overpopulated
2/29/2020	Congestion	I don’t understand what creates all the congestion on 85 north during evening rush hour but it is ridiculous that it take 40min to get from pleasant dale RD to beaver ruin
2/29/2020	Safety	The access road off of 85 from pleasant hill is scary in the late afternoons during rush hour
2/29/2020	Congestion	Widen the express lane
2/29/2020	Congestion	no more tolls
2/29/2020	Congestion	no more tolls
2/29/2020	Multimodal	need transit from doraville to buford
2/29/2020	Congestion	charging more for the HOT is not solving the problem. Traffic is just as bad if not worse. We need commuter rail - non-stop from three points in Gwinnett to Atlanta.
2/29/2020	Congestion	same as other comment
2/29/2020	Congestion	Terrible conjestion all around this interchange from GA20, I85 and I985 all the way to and from Cumming to Lawrenceville.
2/29/2020	Congestion	way too congested - need alternative routes or parallel access road.
2/29/2020	Congestion	Congestion from US29 to I85 on Beaver Ruin or Killian Hill.

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
2/29/2020	Congestion	Too many lanes from 285 feed into 85 in close proximity causing an onset of congestion. Consider solutions that result in multiple wider spread access points to 85. Similar to the concept of a roundabout.
2/29/2020	Other	Gwinnet Mall should be transformed into the transportation hub with bus and future rail spreading north along I-85 and 985 and south along Buford highway to Dorraville
2/29/2020	Congestion	Jimmy Carter blvd should NOT be considered a future site for any type of transportation mode. It is already to built up, a better site would be the existing park and ride at Indian Trail.
2/29/2020	Congestion	Merging traffic from 316 onto 85 creates a tremendous backup in the morning.
2/29/2020	Safety	Traffic congestion in the evening and morning commutes make it difficult to merge/exit, or shift lanes.
2/29/2020	Congestion	Traffic Congestion merging onto 285 (which also has high congestion issues) during rush hour.
2/29/2020	Congestion	Congestion during rush hour. It seems idiotic to merge 3 or 4 lanes into one go get from 285 to 85 in the evening. In the morning, the traffic backup to merge to 285 is terrible and dangerous.
2/29/2020	Congestion	Trains need, Remove Mrs Nash
2/29/2020	Freight	Create new truck route to bypass I285
2/29/2020	Congestion	Drivers make route choices to near to the interchange core. Alternative timely routings should be available to travelers so that they don't need to use the interchange.
2/29/2020	Safety	The northbound exit to Shallowford is very compressed with those exiting 85 often stuck on 85 waiting to exit. The compressed area with two incoming traffic flows in (85 & parallel 85 access) creating numerous cross lane movements across 5 or so lanes. The northbound exit should be removed and 85 access should be expanded and modified to channel vehicles long before Shallowford Rd.
2/29/2020	Congestion	Discussed under Safety entry. Too many conflicting movements, too little space
2/29/2020	Multimodal	Plans and studies that were made from consultants need to be pulled off the shelf from the last 20 years. they need to be look at and reviewed.
2/29/2020	Other	What about extending Satellite Blvd at Beaver Ruin Road and connecting directly to I 85.
2/29/2020	Congestion	What about the past proposal to extend Ronald Reagan parkway connecting to I 85 from Pleasant Hill Road as a limited access highway.
2/29/2020	Safety	bike trails and greenways need to exist all along the I 85 corridor. This could happen along Satellite Blvd. You have the parallel road running all alone I 85 from Beaver Ruin to the mall of Georgia. This road also needs street lights along the entire stretch for needed safety.
2/29/2020	Freight	Off site truck parking along this area is a major problem. A ugly disaster and a hot bed for thievery.
2/29/2020	Multimodal	What about the proposed light rail running up to Gwinnett Place mall from Doraville marta.
2/29/2020	Freight	The truck traffic on SR 20 (Buford Drive) has become a real problem. Because of the continued building of distribution centers on 316, semi trucks cut across 20 to get to I-85. This road is residential, and the congestion is already bad (also due to the continued building -- including the massive development begun at the Mall of Georgia). The truck noise is extremely frustrating (I have a baby and am up throughout the night---hearing a truck's jake brakes at 2am makes me want to cry). I recommend limiting truck traffic on this road.
2/29/2020	Congestion	The congestion that builds here where I-85 merges into 316 E on the commute home is very frustrating. It seems to get worse and worse and now extends all the way past 120 (Duluth Hwy).
2/29/2020	Congestion	Spaghetti Junction is just the worst. I work in Cobb County and literally drive down I-75 to the connector to come back north on I-85 just to avoid 285 and Spaghetti Junction.
2/29/2020	Multimodal	Extend Marta up to Norcross or further
2/29/2020	Multimodal	Use existing rail ROW from Doraville to Buford for rapid transit expansion with heavy or light rail. ROW access and land acquisition should be less expensive than imminent domain acquisition of land in the 85 corridor around Gwinnett Place and Infinite Energy Center. Use Rapid busways from Duluth / Suwanee rail stations to Gwinnett Mall and Infinite Energy Center or connect them with spur light rail from Duluth or Suwanee rail stations. if the overall goal of the plan is to get people out of cars and lessen congestion then rail is the answer. Don't see bus options doing that for people that drive.
2/29/2020	Freight	create truck lanes or restrict trucks to select lanes
2/29/2020	Safety	Manage high speed and aggressive driving on Peachtree Industrial Blvd in Duluth and Suwanee
2/29/2020	Congestion	syncronize traffic lights on Peachtree Industrial and Buford Hwy
2/29/2020	Other	Add an I85 south entrance ramp from McGinnis Ferry and an I85 North exit ramp on to McGinnis ferry. This will greatly reduce traffic on Lawrenceville / Suawanee road.
2/29/2020	Congestion	Add fly over bridge from 85 S to 285 (cars only). The 25 mph ramp speed at the curve is what backs up the traffic. Trucks can't accelerate at the same rate as the cars
2/29/2020	Congestion	Add collector / feeder lanes for local exits from Plesantdale to 316
2/29/2020	Congestion	Add fly over lanes (cars only) from 285 to 85 N. Current exit is too steep and sharp for trucks. Causes everyone to slow down
2/29/2020	Multimodal	BRT or Commuter Rail to Mall of Georgia
2/29/2020	Multimodal	High Capacity Transit Hub at Sugarloaf Mills or Arena at Gwinnett
2/29/2020	Multimodal	High capacity transit hub at Mall of Georgia
2/29/2020	Congestion	Too much traffic incoming
2/29/2020	Other	Outer perimeter for freight and metro bypass traffic
2/29/2020	Other	Outer perimeter for freight and bypass traffic
2/29/2020	Multimodal	Sidewalks needed to downtown Duluth
2/29/2020	Multimodal	Need sidewalks to downtown Duluth
2/29/2020	Safety	No yield sign and cars turning are often coming over the solid lie to turn south on Buford hwy.
2/29/2020	Safety	Southbound I85 vehicles attempting to move left to right into Hwy 317 Exit lane at 985/85 merge causes slow-down safety issue. Elevated/independent exit lane should be placed for Hwy 317 prior to merge.
2/29/2020	Congestion	Weekday Morning traffic congestion point. Traffic flow impeded from this area south to 285.
2/29/2020	Other	True traffic improvement will occur once a second "loop" is implemented. Examples: Washington D.C. and Boston. Inner and outer interstate loops must be considered for long term improvement. ATL Bypass I-485 is the actual solution at this point. The only question to ask is where the connection points will be for ideal traffic diversion. Elevated interstate with restricted access should be explored.
2/29/2020	Congestion	Too much traffic at pleasant hill road
3/1/2020	Congestion	The exit lanes have created a tunnel of doom from Sugarloaf to Pleasant Hill. By grouping all the exits together, you are stuck on the interstate from 120 to Steve Reynolds. Before those, if the interstate was too crowded, you could at least get off at 120 or Pleasant Hill. Now by the time you hit the congestion, you're a mile past the last exit. And then you're stuck for 3 more miles.

Map Ideas Comments - Online Survey		
Date	Marker Type	Comment
3/1/2020	Multimodal	It would be nice if the Commuter Route 110 came to the 985 Park 'n Ride
3/1/2020	Other	McGinnis needs entrance and exit ramps
3/1/2020	Congestion	Need congestion relief
3/1/2020	Congestion	Congetstion relief
3/1/2020	Other	Special lanes for vehicles carrying freight
3/1/2020	Congestion	285 East to 85 north is crazy
3/1/2020	Multimodal	Station near Mall of Georgia
3/1/2020	Multimodal	Rapid Transit station Near Gwinnett Place Mall
3/1/2020	Multimodal	station Near Sugarloaf Mills and Infinite Energy Center
3/1/2020	Congestion	All the traffic going to/ from the lanes messes up the traffic in the general purpose Lanes
3/1/2020	Multimodal	Station Near Jimmy Carter
3/1/2020	Multimodal	Station At indian trail Rd
3/1/2020	Multimodal	Station for Suwanee
3/1/2020	Multimodal	Extension of Gold Line to North Gwinnett And new Line From Cobb around 285 to gwinnett
3/1/2020	Multimodal	Station with Bus Services and High Capacity Parking for 316 traffic (Lawrenceville, Dacula Winder, Athens)
3/1/2020	Multimodal	Station with Bus Services and High Capacity Parking for 985 traffic
3/1/2020	Congestion	The area southbound after the 316 interchange backs up even on weekends across all lanes.
3/1/2020	Congestion	Northbound the area between I-285 junction and JCB backs up at all hours.
3/1/2020	Congestion	The merging of lots of southbound vehicles from The 316/Boggs interchange and Pleasant Hill as well as Steve Reynolds appears to contribute to this new backlog in recent months/years.
3/1/2020	Safety	There are few, if any, pedestrian-friendly areas around highway 20, yet I see people walk along the highway all the time. As the area is increasingly built-up, this issue will only get worse.
3/1/2020	Congestion	The 316 upgrades are largely over, yet the traffic on 316 has only gotten worse. The traffic often backs up to a complete stop on 85N with people trying to get on 316.
3/1/2020	Freight	Lots of truck traffic at all times of the night with a lot of noise. I would recommend that acoustic barriers be strategically placed near intersections where trucks are breaking. I can hear trucks 24-7 and I live a reasonable distance from state route 20.
3/1/2020	Multimodal	The park and ride needs more lighting, more parking, and potentially safer ways for pedestrians to cross the street as it is used at all times of the day. It needs more buses too, but that is beyond the scope of this survey.
3/1/2020	Multimodal	Train, NOT Bus.
3/1/2020	Multimodal	Train, NOT Bus
3/1/2020	Multimodal	Train
3/1/2020	Multimodal	Train connecting to I85 North
3/1/2020	Other	parking
3/1/2020	Congestion	heavy traffic even outside of rush hour
3/1/2020	Congestion	2 lanes merge to 1 so quickly there is almost always a back-up
3/1/2020	Congestion	285 S to 85 N is alway backed up
3/1/2020	Safety	285 N to 85 S is very narrow and requires a big slow-down from the 285 speeds cars typically drive
3/1/2020	Congestion	Backups from i285 WB onto i85 SB
3/1/2020	Congestion	Backups of i85 NB near Jimmy Carter propagating back to i285 and points south
3/1/2020	Congestion	Buford Hwy SB backs up from here in tge morning, sometimes all tge way to Jimmy Carter
3/1/2020	Congestion	Pleasant Hill I 85 Southbound ramp is always ed
3/1/2020	Freight	Off site parking of trucks at Gwinnett place is one big mess and a eyesore
3/1/2020	Multimodal	Why not a greenway and transit corridor along the entire length of Satellite bl. Also to make this street safer streetlights and new streets signs are needed along this entire road
3/1/2020	Safety	New streetlights along Satellite blvd and also at all the major road interchanges entering I 85
3/1/2020	Other	Hopefully this study survey will not be like all the other meeting and surveys that time energy and money were spent and nothing ever was done or no improvements were ever made!
3/1/2020	Multimodal	Commuter Rail Station: Add commuter rail platforms to allow transfer to the MARTA Gold Line. This Commuter Rail line will run from Peachtree Station in Atlanta to Buford.
3/1/2020	Multimodal	Heavy Rail Station: build a Heavy Rail Station as part of an extension of the MARTA Gold Line to Gwinnett Place from Doraville.
3/1/2020	Multimodal	Commuter Rail Station: Add a commuter rail station. This Commuter Rail line will run from Peachtree Station in Atlanta to Buford.
3/1/2020	Multimodal	Commuter Rail Station: Add a commuter rail station. This Commuter Rail line will run from Hulsey to Dacula.
3/1/2020	Multimodal	Bus Ramps from I-285 HOT lanes to Doraville MARTA Station to streamline transfers from rail and future BRT routes.
3/1/2020	Multimodal	Build a station & access for and I-285 Eastern BRT route.
3/1/2020	Multimodal	COMBINED Heavy Rail & BRT station for a Top-End I-285 transit corridor containing BOTH heavy rail AND HOT-lane BRT.
3/1/2020	Multimodal	BRT station for a Buford Highway BRT line between Lindbergh & Doraville.
2/7/2020	Congestion	Colocar carriles de puedan cambiar su sentido segun sea la hora del dia.. Para ponerlos en el sentido que valla mas trafico si es por la mañana hacia un lado y por la tarde hacia el contrario
2/10/2020	Congestion	Eliminate the HOT lane and reinstate the HOV lane as it was before .
2/10/2020	Safety	Build a ramp to go from Swanee to I985 N
2/10/2020	Freight	Prohibit trucks over 6 wheels on the 3 left lanes
2/18/2020	Congestion	La cantidad de vehículos que ingresan al carril del spaghetti es superior a la cantidad de carriles , deberían aumentar el número de estamos especialmente en la desembocadura de la conexión en la 85 norte
2/18/2020	Safety	Señalización sobre el suelo y verticales para reducir carriles
2/18/2020	Safety	No hay visibilidad de señalización sobre la vía , además no hay señalización vertical de reducción de carriles , ni hay peraltes y las bardas de seguridad son extremadamente pequeñas para evitar el vehículos de altura caigan fueran dea vía
2/18/2020	Safety	Visibilidad sobre la vía no hay suficiente para cambios de carriles

Map Ideas Comments - Online Survey		
Date	**Marker Type**	**Comment**
2/19/2020	Congestion	Hola mi nombre es Javier Muniz y mi idea es Expander la hwy 316 hasta la Hwy 400 En Este momento la unica manera de llegar a la hwy 400 es por Ruta interna, dichas rutas estan llenas de semaforos y requieren de mucho tiempo para llega a tu destino, la unica Ruta es salir de la Hwy 316 tomar la Hwy 85 pasando por le spaghetti junction, pienso que El tramo de la Hwy 316 hasta la hwy 400 quitaria algunos caros de la hwy 85 yo comparo essa idea como Las siguientes Hwy. 1- Hwy 685 que conectar la hwy 285 con la Hwy 75 a la altura de Stockbridge. 2- Hwy 585- conectar la hwy 75 en Marietta hasta Canton 3 - hwy Ronald Reagan - conecta Lawrenceville con sniellville Gracias por su tiempo
2/4/2020	Congestion	Giờ cao điểm gì đâu mà 3h chiều tới 8h tối vẫn còn kẹt
2/4/2020	Multimodal	Thêm trạm marta ở gwinnett được không? Lái xe xuống downtown cực quá

C-2: Online Survey Rank Interests Comments

Rank Interest Comments - Online Survey	
Date	**Comment**
12/8/2019	Grow travel space with raised/elevated/'flyover' lanes to allow for better current and future passenger and commercial traffic flow.
12/16/2019	Rapid people mover from north of 985/85 split to Marta
12/17/2019	Reduce Ecological Impact
12/17/2019	Enforce already existing traffic laws.
12/18/2019	Improve Traveler safety
12/19/2019	I only have one suggestion, not sure how the survey actually works. But if you check out any other interchange from 285 onto any other major freeway. I can't think of any exit that doesn't have two dedicated Lanes onto the next freeway (except coming from 75 on 285 and exiting to 400 North. But you are fixing that one) You always have two dedicated Lanes on to the next freeway. 285 exiting to 85 North drops from two lanes to one right as you are about to exit on to 85 North. Then you drop the second lane within 1,500 feet. Then you're trying to fight Jimmy Carter traffic exiting. Need to have two dedicated Lanes well past Jimmy Carter, and take all Jimmy Carter exit off early. Take 285 traffic exiting Jimmy Carter off at Northcrest. And take 85 North Jimmy Carter exit off at Spaghetti Junction. I always simply avoided the entire thing and for 18 years and took surface streets. Success to you on this project.
12/21/2019	Always has a slow down at pleasant hill. Also if you want to take 285 you have to start moving over after jimmy Cater to exit and wait. Must have quicker access to 285
12/21/2019	Build a outer perimeter from Braselton to flowery branch to Dawson
12/21/2019	Expand MARTA rail service into Gwinnett County
12/21/2019	Improve public transportation
12/22/2019	Creat an of ramp from I985 going 85N. Avoiding us HWY 20. It will take most of the traffic hwy20 and mall of ga area. Also create a truck Lane/ off ramp for 6wheels/over from 85S to 285 west. Thanks.
12/27/2019	Georgia' s roads are darn crowded Dot has no idea how to improve the roadways even on side Roads. Iived here 27 years and they still don't get the roads right unfortunately Georgia roads are too small and it takes 15 years to widen the roadways take people still hours to get home because they have no idea what they're doing!!!!!
12/29/2019	HOV access in lieu of or in addition to the Express Lanes
1/2/2020	freight should only drive in the far right lane. The 18 wheelers are all over the highway. This should be a law. The less lanes they drive in the fewer accidents.
1/3/2020	Stop the weaving and cars that travel too close, stop making road black, make it ieelgal to use retread tires. Nearly impossi le tl see stripping on road when raining, improved lighting.
1/3/2020	Need East west road improvements Need to expand satellite road and Steve Reynolds
1/3/2020	Add passenger rail lines and an additional major highway between I-85 and I-20. Possibly add a truck only route or truck only lanes.
1/3/2020	Make violating the HOT lane a real traffic violation so people don't continue to cross the double white lines.
1/4/2020	Ramp to enter and exit from Express lane should be separated to avoid congestion for express drive to main line
1/7/2020	Public transit like Marta
1/8/2020	Provide space for future modes of public transportation on existing highway with parking lots near overpasses and tax benefit for those who use the system. Have express routes available.
1/8/2020	Build an outer Perimeter limited access Freeway
1/9/2020	Improve/Increase public transit options
1/10/2020	Expand public transit (rail and express bus routes)
1/10/2020	Consider multiple modes, Improve travelr safety and do something about the trucks and freight used on the roadway. Some truckers and drivers have no regard to safety.
1/11/2020	Remove that HOV peach pass lane. That would free up more cars to flow north and the same for south. It’s just a money grabber when it could be used to alleviate traffic and pollution from cars sitting there.
1/11/2020	Add rail line paralleling the corridor with multiple on/offs
1/11/2020	Remove the pay lane that only the wealthy can use and return it to a carpool lane that can be used by regular people.
1/11/2020	Charge a toll for 18 wheelers driving thru downtown Atlanta
1/11/2020	Improve Freight Movement Improve Traveler Safety Support Local Communities Support GA’s Economy
1/14/2020	Improve and maintain roadways
1/15/2020	Consider greenways, trails, for local pedestrian, bike traffic to reduce reliance on automobiles.
1/15/2020	Add a train line / park and ride for mass passenger transit - traiffic needs to be reduced
1/16/2020	Expand HOV lane coverage to the corridor of interest.
1/16/2020	Stop approving new construction in the Mall of GA vicinity. Traffic control is non-existent and the area is very, very overcrowded yet new construction is being approved at a ridiculously insane rate.
1/16/2020	Train...train...train...all over the county, not just I85 corridor
1/18/2020	There needs to be a bypass north of 285 that connects 75 North to 85 North to 20 East
1/18/2020	Ga state patrol cars blue lights blind the drivers they are to intense
1/18/2020	Ban all Agenda 21/2030 initiatives including toll roads
1/18/2020	Ban all Agenda 21/2030 initiatives including toll roads and fire any officials that support them.
1/18/2020	Ban all United Nations Agenda 21/2030 initiatives including toll roads and fire any officials that support them.
1/22/2020	Safety #1
1/24/2020	Enable bicycle commuting
1/24/2020	Transit improvements in the corridor
1/24/2020	Lesson Carbon Impact
1/30/2020	Extend MARTA to Sugarloaf at least or take it to Mall of Georgia preferably.
1/30/2020	Extend MARTA to Sugarloaf and beyond. Buses won't get people out of cars!
1/31/2020	Expansion of Marta
1/31/2020	Decrease environmental impact
1/31/2020	Decrease environmental impact Make mass transit easier and less expensive than driving Include parking for mass transit at all exchanges.

Rank Interest Comments - Online Survey	
Date	**Comment**
1/31/2020	MARTA should be a big part of the plan (and a must not an option for vote by uninformed citizens). Major cites such as NYC and Chicago have train systems. Freight needs to be a part; introducing another roadway is a medieval approach.
1/31/2020	Help support businesses to work or have their headquarters outside the perimeter.
2/1/2020	Clean it up/Beautification
2/1/2020	Commuter park-and-ride Rail, with more bus routes.
2/1/2020	Prioritize rail and cycling lanes, stop expanding highways
2/2/2020	Improve roads for transit
2/2/2020	People are driving extremely fast on 85
2/2/2020	2 right lanes only for trucks
2/2/2020	Marta Marta Marta in Norcross!!!
2/3/2020	Speed cameras in the Corredor to slow people down from doing 75 Or higher. The fact that people feel it's necessary to accelerate in that area is incredible. Speed cameras would start slowing people down and issuing find some bringing Revenue to the area.
2/3/2020	Strive to move people effectively, efficiently and safely instead of striving to move vehicles.
2/3/2020	This is not even worth completing. You are a joke, affront to my time and the public's time. GET CARS OFF the ROAD, reduce congestion with VIABLE alternatives.
2/3/2020	Truck traffic safety measures
2/3/2020	Expand public transportation
2/4/2020	implement a plan to release the congestion when too many business are found together and attraction points are too close to each other.
2/5/2020	Introduce commuter rail to the corridor
2/5/2020	Enhanceand improve the operation and maintenance model
2/5/2020	Focus on pedestrian safety and transit accessibility/viability.
2/5/2020	Maybe Commercial Vehicle lanes approaching I-285 And I-85 interchange
2/6/2020	Need a northern arc connecting 85, 985, 400, and 75 at least 15-20 miles north of the 285 perimeter so trucks and all other through traffic avoid going into the city to get from 85 to 75.
2/7/2020	Extend Marta to North Gwinnett
2/7/2020	Improve Commute Times
2/8/2020	I do not believe it is in the best interest of Gwinnett county to have Marta. I will always vote no for Marta and will campaign for no from Marta. And campaign to get rid of county commissioners that keep Bringing up this vote
2/8/2020	Add more lanes for commuters
2/8/2020	Provide and promote multimodal, human-scaled alternatives to the interstate so that traffic is directed away from I-85.
2/8/2020	Elon Musk (founder of Tesla) has another company called the Boring company. It can tunnel under this entire 18-mile stretch of I-85, and you can move traffic underground. They are already doing this in Las Vegas and Chicago. So, it is not new, has already been tested, and it is cheap to build. Tunneling deep underground would be cheaper than most other solutions and take all-thru traffic off this portion of I-85. Accordign to Elon Musk, you could build this in one year just like they are doign in Chicago to address this traffic problem.
2/8/2020	Maybe control people moving into the area. It's not complicated to see that the population issues are the problem. No brainer. ALL YOU SEE IS REVENUE.
2/9/2020	There should be another option for freight movement instead of 285. Something that outside of 285 that will connect 16,75 and 85.
2/9/2020	Public Transportation
2/9/2020	Set up designated tractor trailer lanes. These should be from I-285 to I-985. No exits or limited exits.
2/9/2020	Hindsight:Outer perimeter to remove traffic from this area.
2/9/2020	75 285 south,north freight 20 east, west freight This all need to be bypassed with a circle around 285. Call it 485
2/9/2020	Pretty simple. Although the opportunity was there about a dozen years ago and someone pulled the plug on it. May be to costly now and would take along time to build. But we need an outer loop from I20 to I75 north. Should be build along Ga20. All these other ideas are just adding fuel to the fire.
2/9/2020	Reduce carbon emission impact of commuters
2/10/2020	Make a outer bypass
2/10/2020	Build Heavy Rail Transit
2/10/2020	Train
2/10/2020	Implement Congestion Pricing
2/10/2020	Create outer perimeter
2/10/2020	Create North South connection between I85 and I20 by utilizing GAHwy 20 and or GAHwy124
2/10/2020	Make an outer loop of 985 around 285
2/11/2020	Attract more professional businesses along the corridor so people do not have to commute to Atlanta to get higher paying jobs.
2/11/2020	Stop approving new high density housing in Gwinnett County. Anyone with half a brain, which obviously excludes politicians, knows that more people you cram into an area, the worse traffic will be.
2/11/2020	Nodes of rail development, spur denser development in Gwinnett. This type of sprawl we are encouraging with road widening is not sustainable. You know this.
2/11/2020	Best in class transportation and infrastructure solutions for the region. High speed rail from Gwinnett to Atlanta and ATL airport.
2/11/2020	improve travel time reliabilty
2/11/2020	Better Public Transit Options
2/11/2020	Better Public Transit Options and Bicycle Safety
2/11/2020	Have the trucks parked before exit 120 during peak hours
2/11/2020	Build bipass highway for interstate trucks and traffic to get them off I-85

Rank Interest Comments - Online Survey	
Date	Comment
2/11/2020	Reduce Air Pollution
2/11/2020	Whenever possible, work at night.
2/11/2020	Whenever possible, work at night. Secdurity people at all public transit sites, busses and rail.
2/13/2020	Restrict trucks during rush hours, or find alternative routes for them.
2/13/2020	Remove toll costs and use high occupancy vehicular travel as originally designed.
2/14/2020	State controlled Heavy Rail Line.
2/16/2020	Reduce traffic and conjestion on I285 by creating I85 to I75 connection for trucking North of 285.
2/17/2020	Promote telecommuting and incentives for businesses inside the perimeter.
2/18/2020	Safety
2/18/2020	MARTA RAIL
2/18/2020	Legalize lane splitting for motorcycles
2/18/2020	Consider no exit lanes, far left travel straight through the area with some kind of separation to avoid lan changers
2/18/2020	Public transportation
2/18/2020	Add a second deck to the major interstates.
2/18/2020	Enforce truck only lanes. Keep them out of fast lanes.
2/18/2020	Enforce truck only lanes. Keep them one ut of fast lanes.
2/18/2020	Focus on 400 instead
2/19/2020	Look at how San Antonio has an upper deck for through traffic and how the lower deck is for commuters.
2/19/2020	Improve bike, pedestrian, and TRANSIT options.
2/19/2020	Keep all trucks in the right hand lane. Post only faster drivers in the left hand lane.
2/19/2020	Why not block 18 wheelers from being on 85/285 in Gwinnett from 7:30-8:30 and 5:00-6:00? No construction needed. Semi trucks will need to wait in Gainesville etc while the window in place.
2/19/2020	Outer loop
2/19/2020	Mass transit trains
2/19/2020	Have different start times for work.Work hours should start at 6;30.am,7;30,8;30,9;30,10,30.
2/19/2020	Dedicated bus lanes
2/19/2020	Create a second outer perimeter (like 285) that begins in the northern part of Gwinnett and goes through Cobb, etc
2/19/2020	This is gonna sound extremely crazy but hey it's my opinion have a tunnel going past Suwanee with no exits this will carry all vehicles or semi thas have no need to get off the highway
2/19/2020	Add Marta all the way to mall of Georgia Every single person that takes Marta is one less car on the road. Even if only a third of the daily commuters take Marta, the congestion will be significantly less and it will environmentally beneficial
2/19/2020	I know Gwinnett county voted “no” to expand MARTA, but reliable mass transit to downtown needs to happen. Even if the citizens are too stupid to realize how much it would help solve the problems they all complain about.
2/19/2020	Enforced left hand driving laws which encourages right hand undertaking. There are almost 0 police officers stopping slower traffic from moving in the left lane
2/19/2020	Entice companies to promote work-from-home arrangements by offering tax breaks to companies that participate.
2/19/2020	Reduce reliance on single-occupancy vehicles.
2/19/2020	Truck use only the 2 right lines
2/19/2020	Improve Driver Skills by increasing requirements for obtaining a driver's license.
2/20/2020	Reduce vehicles by extending Marta to Mall of GA
2/20/2020	Add several more lanes
2/20/2020	Add several more lanes Remove peach pass lane
2/21/2020	slow it up on that road. It is a racetrack.
2/21/2020	additional exits to support traffic
2/23/2020	Train or Marta
2/24/2020	"Support GA's economy" is separate from all others? That's political nonsense. Improving safety, freight management and capacity will all help the economy. This feels like another trap, concocted by "conservatives" to help indicate how they're sure that "Georgians" don't want trains in the suburbs. You can tell I've been a resident here for many years.
2/25/2020	Get reliable transit to Gwinnett Place Mall. Put it on the ballott in Nov.
2/26/2020	Have Gwinnett county improve traffic light timing on all approaching roads. The current system of light timing is a mess.
2/28/2020	Finish construction
2/28/2020	Support Live/Work/Play
2/28/2020	Increase use of subway from atlanta. Voting by the public was intentionally moved from general election time to a separate election which wasted taxpayer monies and allowed turnout for all those opposed, but discouraged turnout for those in favor.
2/28/2020	Move truck traffic to the right
2/28/2020	Eliminate the Peachpass lane. Bring back the travel lane. This was nothing but a cash cow for these agencies and has caused more congestion and only benefits those who can afford the Peachtee pass lane. We already paid for the lane once. Why do we have to keep paying for it. Publish detail budget with how that revenue is being spent.
2/28/2020	Only rapid transit is the answer needed for this area and many other areas.
2/29/2020	Public transit between the 85-corridor and common destinations.
2/29/2020	Commuter Trains
2/29/2020	Enforce NO 18 wheelers inside i285 unless a local stop is required.
2/29/2020	Improve First Responder, Law Enforcement & Roadside Safety.
3/1/2020	Build out some actual transit for once!
2/27/2020	Can convert to 2 lane reversible express lanes like northwest corridor express lanes.
2/11/2020	We need to go underground
2/19/2020	Pienso que Venetian aberas trabajos en mejores pagos en Gwinnett para que Las personas ya dejen de it a Atlanta

C-3: Online Survey Explore Strategies Comments

Explore Strategies Comments - Online Survey		
Date	Category/Strategy	Comment
12/8/2019	Access Management	This need more definition.
12/11/2019	Access Management	At every exit and entry point, there are entirely too many stop lights that are not well synchronized within a short distance of the intersections that create tremendous congestion during peak traffic times. Finding a way to reduce these short distance intersections or improving the sequencing of lights would go a long way to improve congestion.
12/17/2019	Access Management	It's already a cluster.
12/20/2019	Access Management	Good but if the rules aren't enforced, then it's a waste.
12/21/2019	Access Management	access management needs to be improved for emergency vehicles and HERO/CHAMP units. Private roads that only they can use to access the highway should be created like in the UK. For faster response.
12/25/2019	Access Management	This could avoid some of the unsafe decisions some drivers make when they pass their exit
12/29/2019	Access Management	Bad idea
12/30/2019	Access Management	Why not create a lane that is 1-way only to 285?
12/31/2019	Access Management	Probably a cheap way to improve some areas.
12/31/2019	Access Management	No comment
1/3/2020	Access Management	Extra medians cause drivers to panic when they've missed exit/access points
1/7/2020	Access Management	Make it illegal and set up fines for people who block traffic to cross multiple lanes because they were going to miss their turn or people who block intersections.
1/8/2020	Access Management	Toll Lanes need to be physically separated from the remainder of the traffic. limit / remove local access with a dedicated lanes for exiting traffic only. Southbound Express Entranes are only at 85 in Suwanee, 316 in Lawrenceville, and northbound entrances at 85 in Chamblee, 285 north and south. Local traffic cannot use these lanes. DO NOT BUILD A REVERSABLE LANES- THESE ARE USELESS. Dedicate the lanes so they can get to 285 or downtown southbound or Lawrenceville/Suwanee without other local traffic merging in.
1/10/2020	Access Management	more exit/enter lanes on HOT .. forces less cars on nonHOT lanes when HOT people are trying to exit
1/11/2020	Access Management	better access management would help. Currently, some drivers are making left turns and u-turns in dangerous places. Medians would help reduce that.
1/11/2020	Access Management	I think there should be more access points. Not less.
1/11/2020	Access Management	Yes, provided they are clearly marked and explained.
1/11/2020	Access Management	Only slows things down more as the same #of drivers are trying to battle for less space.
1/11/2020	Access Management	I thought we had limited access points. I do think the lights that stagger merging traffic are very helpful.
1/11/2020	Access Management	Increase access points near Spaghetti Junction
1/11/2020	Access Management	No, slows traffic
1/12/2020	Access Management	Not sure why this is important
1/12/2020	Access Management	Rebuild Spaghetti Junction. The merging traffic onto I-85 north is a disaster. It should be a top priority.
1/14/2020	Access Management	Fine as long as it does not intrude on residential areas. I don't think drivers care about access points, however, when there is an accident on the fast lane of 285, there is no where to pull over. Emergency lanes should be for emergencies only, such as accidents or be wide enough for multi-use.
1/15/2020	Access Management	Yes, this would be helpful as long as well thought out and ensure those lanes are protected from everyday traffic.
1/16/2020	Access Management	I believe dedicated HOT exits and entrances would speed all traffic flow. Eliminating lane changes crossing 4-5 lanes will speed traffic and reduce accidents.
1/18/2020	Access Management	Ride in a wheelchair through some of these places and tell me if YOU feel safe. I do not.
1/18/2020	Access Management	to what end?
1/18/2020	Access Management	Only if non-toll related
1/19/2020	Access Management	Get rid of all cloverleaf intersections. Traffic going 25-30mph trying to merge with interstate traffic going 60-80 mph DOES NOT WORK!!!!!! Especially if the merging vehicles are Trucks!
1/22/2020	Access Management	I-20 does exist
1/22/2020	Access Management	Move access points away from ramp termini
1/31/2020	Access Management	reduce access and turning movements improves both safety and operations
2/1/2020	Access Management	Some of these side roads need to be one ways.
2/1/2020	Access Management	I don’t see this as a problem needing a solution
2/2/2020	Access Management	A physical barrier to prevent cars from entering hot/HOV lanes illegally
2/2/2020	Access Management	remove HOV exits to increase flow to 285. traffic in this lane should not move as slow as normal lanes during rush hour
2/3/2020	Access Management	such a system would only move traffic to local roadways and would move I-85 problem onto local streets that are already congestion. Don't forget GPS and other route optimization system.
2/4/2020	Access Management	We should have an integrated network that provides access near interchanges.
2/4/2020	Access Management	What are people going to do if you limit access? You need to provide an answer.
2/6/2020	Access Management	Diverging diamond at LAWRENCEVILLE Suwanee Road
2/6/2020	Access Management	Access in this corridor is already restricted. Adding the McGinnis Ferry Rd ramp would actually help reduce the congestion at 85 & L'ville Suwanee
2/8/2020	Access Management	Honestly I don't know here.
2/8/2020	Access Management	would have to look at the map
2/9/2020	Access Management	316 needs concrete medians
2/9/2020	Access Management	Important to keep traffic flowing
2/9/2020	Access Management	Only if all current Gwinnett planning staff are replaced
2/10/2020	Access Management	Yes these need to be redesigned
2/10/2020	Access Management	Yes these need to be redesigned. Also on multi lanes when you need to change to another direction or highway design off ramps on both sides of the interstate so you do not have to navigate over 4 or more lanes
2/10/2020	Access Management	I don't really know how this would exactly work. Please elaborate on this.
2/11/2020	Access Management	Need to be very separated and no merge points, thru lanes only.
2/11/2020	Access Management	The medians could be used for train service. It is a wasted space and could be put to good use.

Explore Strategies Comments - Online Survey		
Date	Category/Strategy	Comment
2/13/2020	Access Management	TOLLS. USE OF ROADS REQUIRES PAYMENT OF TOLLS.
2/13/2020	Access Management	I'm not sure that causing more confusion is the solution.
2/15/2020	Access Management	This should help to minimize traffic accidents
2/18/2020	Access Management	Focus on 400
2/19/2020	Access Management	some medians to prevent people from cutting across multiple lanes would improve safety.
2/19/2020	Access Management	I know this isn't necessarily in the study zone, but a great example is the exit for Chamblee-Tucker on 285E. So many people use that and shoot across to get onto 85N because they feel the other lane takes longer. I have seen multiple accidents that could be avoided by putting in medians or walls or something to block people from doing that and taking the proper exit instead.
2/21/2020	Access Management	I like the plastic rods that stick up that keep people from crossing solid lines.
2/22/2020	Access Management	I don't see a lot of issues
2/24/2020	Access Management	More entry, or at least more exit points, from the HOT lane could be helpful. As when travelling in the HOT lane it can be hard to exit due to limited time & congestion in the far left lane blocking the efforts.
2/29/2020	Access Management	MAKE THE HOT LANE SEPARATE FROM THE OTHERS. VERY DANGEROUS AS IS
3/1/2020	Access Management	I prefer keeping center turn lanes and better driver education on how to use them.
3/1/2020	Access Management	If it improves safety, then yes.
2/29/2020	Capacity	Outer perimeter for freight and metro bypass traffic
3/1/2020	Capacity	Train!
2/29/2020	Capacity	Give lane for pass thru from north to sourh
2/29/2020	Capacity	Interchange/ingress-egress
2/28/2020	Capacity	Dedicated truck lanes
2/28/2020	Capacity	Marta!!!!
2/28/2020	Capacity	Rapid transit only
2/26/2020	Capacity	Bike trails and pedestrian and greenway trails need to be built in abundance next to and in close proximity to the expresway
2/22/2020	Capacity	Trucks should be in one lane
2/21/2020	Capacity	ADD EXIT AFTER EXIT 111 TO TAKE ON CAPACITY FOR SUWANEE NORTH
2/21/2020	Capacity	Extend public transit options. MARTA
2/19/2020	Capacity	Extend Marta and allow DOT manage and operate it.
2/20/2020	Capacity	Adding lanes that are designed to go straight to 985 from perimeter
2/20/2020	Capacity	Dedicated, physically separate truck lanes
2/21/2020	Capacity	Mass transit
2/19/2020	Capacity	Bypass tunnel under I 85 with no exits after Suwanee
2/19/2020	Capacity	Commute by rail
2/19/2020	Capacity	Improved infrastructure to accommodate population growth
2/18/2020	Capacity	Population Control. Gwinnett needs to stop building high density housing. There are simply too many people and not enough infrastructure.
2/18/2020	Capacity	Marta extension threw Gwinnett would help create less congestion
2/19/2020	Capacity	Additional bypass. Like 285 but out further like around Suwanee area. Could start with a connection freeway between 85 and 75 to bypass Atlanta entirely. That would help reduce large freaght trucks. And give an alternative for those traveling beyond Atlanta. We need more Marta stops. And Marta service along 85.
2/19/2020	Capacity	Laws that limit semi trucks from being on interstate during peak traffic times.
2/19/2020	Capacity	Improve exit ramps - one example is Exit 120 going northbound. This should be a 2 lane exit lane starting much closer to the interstate.
2/19/2020	Capacity	We need an outer perimeter
2/19/2020	Capacity	Expand Marta
2/19/2020	Capacity	Light rail transit or truck only lane
2/19/2020	Capacity	Mass transit especially trains
2/19/2020	Capacity	Public transit
2/19/2020	Capacity	Public transit. MARTA needs to an option up 85 and 400. That is the only realistic way to reduce cars on the road
2/19/2020	Capacity	PUBLIC TRANSIT TO REMOVE THE NUMBER OF CARS ON THE HIGHWAY
2/19/2020	Capacity	Create a second, outer perimeter lane like 285
2/18/2020	Capacity	Expand marta
2/18/2020	Capacity	More rail
2/18/2020	Capacity	Introduce more public transport buses with cheap fare. For ex. $1 and high frequency every 10 to 15 minutes. This is actually required near all Atlanta suburbs within 40-50 miles.
2/18/2020	Capacity	Focus on 400
2/18/2020	Capacity	More light rail and reliable public transportation so that people may park outside the city and ride in.
2/18/2020	Capacity	Mass transit that doesn’t involve a bus that sits in traffic.
2/18/2020	Capacity	More grta routes from Gwinnett to cobb
2/18/2020	Capacity	Add truck only lanes and pass trough lanes that don't stop in Gwinnett...possible fly over lanes?
2/18/2020	Capacity	Expand the railway (MARTA).
2/18/2020	Capacity	Encourage businesses to allow employees to work from home=less vehicles! Computer and desk jobs are completely conducive to teleworking thanks to technology. Tax the businesses per employee who commutes or reward them for allowing telecommuting. Too many old school leaders cant grasp the concept. I'm not venting, this is a legitimate option. Harness technology!
2/18/2020	Capacity	PUBLIC TRANSPORTATION: TRAINS & BUSSES, like any other major city!
2/18/2020	Capacity	Bus lane

Explore Strategies Comments - Online Survey		
Date	Category/Strategy	Comment
2/15/2020	Capacity	Having trucks stay in two Right lanes closer to Shoulder during high traffic Times
2/16/2020	Capacity	Improve public transportation
2/17/2020	Capacity	Public transportation like to the extent that cities such as New York or DC have. We need more public transportation that actually feeds areas of substantial population - such as the 85 corridor.
2/18/2020	Capacity	WE NEED PUBLIC TRANSIT WE NEED PUBLIC TRANSIT WE NEED PUBLIC TRANSIT WE NEED PUBLIC TRANSIT All the cities in Gwinnett close to the perimeter voted YES for public transit. The vote was only compromised by cities on the outer side of Gwinnett that voted NO. We should not even let the county as a whole vote. The vote should be on a city level, as the build was only to affect the city of Norcross anyway. Atlanta and its suburbs as a whole is becoming a miserable place to live due to commute times and stress.
2/13/2020	Capacity	Mass Transit up 85 corridor to Mall of Georgia area.
2/13/2020	Capacity	My suggestion is an alternative route from Suwanee area to 75 north avoiding 285 corridor
2/11/2020	Capacity	Have better public transportation system like other cities. Have a bus few bus stop at freeway and build park and ride
2/12/2020	Capacity	Making buford highway and Peachtree Industrial more of an expressway. A rail system along Buford Hwy is another option.
2/11/2020	Capacity	Amsterdam, Holland has a wonderful transit system. I feel it would be a good idea to contact the persons in charge of implementating their wonderful system. Some of them could fly her to look at the situation and make suggestions to move vehicles more efficently.
2/11/2020	Capacity	Have Marta expand to Gwinnett county. More commute options will lower congestion
2/11/2020	Capacity	Elevated highways over I85 like in NY and NJ
2/11/2020	Capacity	Have a truck only lane during peak hours.
2/11/2020	Capacity	Access and express roads throughout 85 corridor. Sugarloaf is a good example
2/11/2020	Capacity	Express tunnel for vehicles passing through to Atlanta
2/11/2020	Capacity	Stop approving new high density housing in Gwinnett County. Anyone with half a brain, which obviously excludes politicians, knows that more people you cram into an area, the worse traffic will be.
2/11/2020	Capacity	Rail, BRT, work with local communities directly to encourage denser development and wise land use.
2/10/2020	Capacity	We need to get on board with other states and the calling out of reckless behavior driving . People do not use there directionals to make lane changes. That is reckless, also people driving aggressively if you do use your directionals people speed up. A directional isnt meant to ask for permission to change lanes, but to inform other drivers i am changing lanes so do what you need to prepare yourself. That pedal near the accelerator is the break. People need to be more courteous on the road. We will all get where we need to go if we all work together to get there. Also if I am driving on your side don't try to move to the lane where a vehicle is driving and then 1/4 way into the lane put of your directional. That is cutting someone off and creates this road rage these drivers seem to have .
2/10/2020	Capacity	Marta/Rail expansion
2/10/2020	Capacity	Another vote or consideration to expand mass transit like MARTA
2/10/2020	Capacity	"Demand" lane - would offer a nominal payment for riding during off-peak times and would charge similar to a toll on a peak time. Idea here is to encourage driving during off-peak times.
2/10/2020	Capacity	Expand Marta
2/9/2020	Capacity	The solution is clear. Treat the 45% Freight load as Jets. All “pass through” only trucks must be cleared to pass through with a “no charge fee” between 10am and 3pm and 9pm until 6am. Either a very high fee to enter the corridor during the commute hours or a total block. This idea relieves the stress and danger of collisions and increases revenue while freeing up the corridor by up to 45% while absolutely doing nothing but time management. Submitted by Jim Joyner 678-332-6840
2/10/2020	Capacity	whatever happened to I-485 across North of Atlanta get trucks out of city and people going to FL to avoid Atlanta traffic - early 1980 thought
2/9/2020	Capacity	Build Northern Arc!!
2/9/2020	Capacity	Toll lanes like on I 635 in Dallas, TX. Elevated system and separate exits. Access roads are not necessarily.
2/9/2020	Capacity	Rail along the median of 85 to Marta
2/9/2020	Capacity	Build a transit corridor to provide an Alternative instead of increasing lane capacity first then consider lane expansion
2/9/2020	Capacity	Public Transportation
2/8/2020	Capacity	Separate I-85 to have local (those getting off between certain exits) and express those that are looking to bypass and continue moving north towards north Georgia (any exits after sugarloaf).
2/8/2020	Capacity	Enforce your current traffic laws. If you start cracking down on speeding, wreckless driving, illegal lane changes, lane restrictions ($25 fine for going in an out of the till lanes. In 1997 the fine for that violation was $250 PER incident in California. $25 seems like you want them to violate the law). Then read the section of the book "Loonshots" about phase transitions and traffic. Where other cities slow traffic down to 45 mph in the choke points.
2/8/2020	Capacity	Public transit alternatives
2/8/2020	Capacity	Public transit alternatives Separate roads for trucks only

Explore Strategies Comments - Online Survey		
Date	Category/Strategy	Comment
2/7/2020	Capacity	We need public transportation (like a train) that runs up and down 85 into Atlanta. This would give people better access to possibly better jobs and help the economy since people would be able to travel more efficiently.
2/7/2020	Capacity	Public transit! Everything else only provides temporary fixes. Lanes on I-85 have been added before, so had toll lane. Need options to get cars off the highway by providing public transit and alternate commute options
2/7/2020	Capacity	Construct an elevated 4-lane (2-each way) to bypass the entire section of I-85. For an example of how well this would work, contact CALTRANS, and review the "I-110 elevated 4-lane" project in downtown LA.
2/6/2020	Capacity	Increase of a police presence on the interstate.
2/5/2020	Capacity	Dedicated frontage roads along the corridor.
2/5/2020	Capacity	Braided on/off ramps
2/5/2020	Capacity	Transit!
2/5/2020	Capacity	a rail system like Marta is needed
2/4/2020	Capacity	Give incentives to businesses who provide flex schedule or working remotely.
2/3/2020	Capacity	Enforcement of lane hogging causing increased congestion and safety issues
2/3/2020	Capacity	We should have finished the northern perimeter years ago to diver traffic
2/3/2020	Capacity	When I visited Texas a few months ago, their interstate system worked very well in the city areas, where they had a plethora of access roads along the highways. We have some of these on 85 around the L'ville-Suwanee exit and Sugarloaf exit, but not anywhere else. These provide more lanes to get people going from one or two exits down without having to get on the highway. It also allows for easier on/off exiting from the highway.
2/3/2020	Capacity	When I visited Texas a few months ago, their interstate system worked very well in the city areas, where they had a plethora of access roads along the highways. We have some of these on 85 around the L'ville-Suwanee exit and Sugarloaf exit, but not anywhere else. These provide more lanes to get people going from one or two exits down without having to get on the highway. It also allows for easier on/off exiting from the highway. Also, what about doing a double-decker hwy system?? Similar to the express lanes on 75, but to have 5-6 lanes above the normal highway, creating an entire 2nd level of lanes above the original lanes.
2/3/2020	Capacity	Do the 85 till like Virginia did going into DC
2/2/2020	Capacity	Another major issue is the timing of lights on the major cross streets. While our dishwashers and refrigerators are "smart" these days, our traffic lights are still based on the timing principals from the 1950s. Smart lights that can detect traffic and adjust timings are long overdue. This is a seemingly small innovation.
2/2/2020	Capacity	Marta, Marta, Marta and oh did I say Marta?
2/1/2020	Capacity	Tag Readers-3rd Right Lane for 18 wheelers. They constantly ride those lanes without hesitation or recourse on 85. Put more signs eye level and every by pass. Get billboard...
2/1/2020	Capacity	Definitely need to widen 985 by adding more lanes.
2/1/2020	Capacity	No matter how many lanes are opened/widened the safety won't change until law enforcement pursues. There's never an officer in sight to watch the speeds or driving activities.
1/30/2020	Capacity	Bus Only Lanes
1/30/2020	Capacity	The biggest problem for I85 commuters is accidents closing down the whole thing forcing traffic onto inadequate alternates that are too few. Unfortunately, there is no real solution but one thing that might help is a full length multi lane frontage road along both sides with plenty of access ramps.
1/30/2020	Capacity	Add heavy rail along I-85 corridor. This is the failing of the Gwinnett transit plan by not solving the I-85 congestion issue. Fix I-85, and many side issues are resolved.
1/31/2020	Capacity	Additional lanes shouldn't be added. Instead add rapid rail.
1/30/2020	Capacity	Local traffic only lanes and through traffic lanes. That way commuters from Buford or North can drive straight to 285 or downtown or the airport.
1/30/2020	Capacity	Designated truck lanes
1/30/2020	Capacity	from the recent rejection of Marta in Gwinnett county perhaps a high speed vehicle transport system could be explored. Elon Musk's Boring Company
1/24/2020	Capacity	Light rail for passenger traffic. Bus isn't really an alternative because not only is it stuck in traffic like a POV but also makes frequest stops. Thus travel time increase is so significant that it really isn't an alternative. Light rail could offset the increased time it takes to use public transport by getting through traffic faster because it isn't impacted by road congestion.
1/17/2020	Capacity	marta expansion, bus implementation, bike and walkable paths
1/15/2020	Capacity	Get a train or park and ride line set up to reduce traffic
1/15/2020	Capacity	Expand MARTA
1/15/2020	Capacity	Truck only and/or automobile pass-through lanes for those not traveling locally.
1/11/2020	Capacity	More general purpose lanes on I-85
1/11/2020	Capacity	Widen the street on and from 285/ 85
1/11/2020	Capacity	Northern Arch revisited. Sugarcoat connect our further as well as Marta systems. Many people are moving to North Gwinnett- meaning more people on 316, 85, 985 and 285. Access lanes and alternative routes to 400 and 75 would ease traffic on th e highways as well as a reliable train system to and from downtown and the airport
1/10/2020	Capacity	Public transportation such as trains to city.
1/7/2020	Capacity	Reconfigure I-85 to look like it does between exits 104 and 109 the whole way through to I-985. I'll go one better and suggest 3 lanes each way for through lanes/long distance traffic/trucks, 2-3 lanes Each way that are tolled with limited exits and 4 lanes each way for local traffic, with strategically placed slip[ramps to the through and toll lanes. Expensive? yes but so is heavy traffic congestion.
1/7/2020	Capacity	Public Transite
1/3/2020	Capacity	Commuter Rail into and out of Downtown Atlanta
1/2/2020	Capacity	Public transportation

Explore Strategies Comments - Online Survey		
Date	Category/Strategy	Comment
12/26/2019	Capacity	Rapid transit for cars
12/26/2019	Capacity	Extend Marta up to Gainesville
12/21/2019	Capacity	Tell Gwinnett county to stop building. We full
12/21/2019	Capacity	Public transportation including light rail, expansion of express, and expansion of Gwinnett county buses
12/22/2019	Capacity	Clean up Marta, make it fancy, and convince your constituents public transportation is not the enemy. Look at large cities like NY, DC, SF, ALL OF ASIA, etc. Just charge more for Marta so it's not so easy for people to ride around who are "homeless". A round trip ride in SF or DC easily costs $10, but it's better than paying for parking and sitting in hours of traffic. Plus people walk and stop being obese.
12/22/2019	Capacity	Expand public transit...MARTA
12/22/2019	Capacity	Look. Slove it all with an outer loop. Goes from co yers around the top to Smyrna.
12/17/2019	Capacity	Trains connecting to MARTA
12/18/2019	Special purpose lanes	Especially between spaghetti junction and Shallowford Rd in both directions!
12/17/2019	Special purpose lanes	Adding to confusion will increase accidents
12/20/2019	Special purpose lanes	Dedicated, isolated bus lanes.
12/20/2019	Special purpose lanes	Part time lanes are confusing and dangerous
12/18/2019	Special purpose lanes	can lead to driver confusion and more accidents
12/10/2019	Special purpose lanes	These types of lanes are very common in Houston TX, provides extra capacity during peak times and work around for accidents.
12/11/2019	Special purpose lanes	This might work for freight movement where trucks have 1 or 2 dedicated lanes through the corridor provided they have direct access to key exit points along the way. If they have these lanes and need to cross non-truck lanes to exit, it will create the potential for safety and other issues.
12/9/2019	Special purpose lanes	Travel lanes open going one direction like they have on 75 is a good idea.
12/10/2019	Special purpose lanes	Great idea, but why would you restrict the time they are open to "peak times"? If you're going to build the additional lanes, use them!
12/7/2019	Special purpose lanes	Why build lanes that are only used on occasion... waste of money
12/8/2019	Special purpose lanes	These are a small bandaid measure that only offer a limited time solution for specific areas or demographics.
12/22/2019	Special purpose lanes	Because they dont get enforced
12/22/2019	Special purpose lanes	The peak time is starting to be all the time
12/21/2019	Special purpose lanes	This is an ok bandaid but not a long term solution
12/21/2019	Special purpose lanes	85 is really always crowded. Need a long term solution!
12/21/2019	Special purpose lanes	Confusing because there is already one implemented along I-85. Without adequate signage, this would be confusing to travelers. Do not encourage highway widening.
12/21/2019	Special purpose lanes	That would be great if the McGinnis Fairy on/off ramp is designed for this use and some along the route of 985 and 85
12/21/2019	Special purpose lanes	What if there were special lanes for trucks?
12/21/2019	Special purpose lanes	Bring back an incentive to car pool, andnit just pay for lanes.
12/25/2019	Special purpose lanes	not sure why these would only operate during peak times (but I do not understand completely the concept)
12/24/2019	Special purpose lanes	Sure this would help and give us another option besides the larger suggested routes of Satellite Blvd, Buford Hey, and Peachtree Industrial
12/24/2019	Special purpose lanes	This could help but may impact cars already on the road.
1/2/2020	Special purpose lanes	Cause more congestion for people living in those areas
12/31/2019	Special purpose lanes	the managed lane system across the top end needs to be completed
12/31/2019	Special purpose lanes	Good idea.
12/31/2019	Special purpose lanes	If they are non-toll lanes that’s great! But they should operate 24/7. Otherwise they are confusing to drivers and create problems
12/30/2019	Special purpose lanes	Great idea for Peak Lanes- Why create lanes that are 1-way only? Southbound in AM and Northbound in PM
12/30/2019	Special purpose lanes	More CD lanes?
12/28/2019	Special purpose lanes	Not a fan of SP lanes, but collector/distributors may be a help. Elevated toll lanes such as the I-75 project may be useful.
12/29/2019	Special purpose lanes	That’s a great idea
1/3/2020	Special purpose lanes	If it is built right, you don't need "special purpose."
1/3/2020	Special purpose lanes	No toll lanes!
1/3/2020	Special purpose lanes	Remove toll lanes
1/7/2020	Special purpose lanes	Peak time lanes are more maintenance $$
1/7/2020	Special purpose lanes	More access to Peach Pass lanes
1/7/2020	Special purpose lanes	The right lane option on 85N from Jimmy Carter to Indian Trail is the best idea ever. It allows me to exit earlier and travel surface streets home.
1/7/2020	Special purpose lanes	Peak time lanes means more merging, which is typically not a big benefit.
1/7/2020	Special purpose lanes	Could be very successful if constructed and operated correctly.
1/7/2020	Special purpose lanes	Great idea to provide relief during specific times, fair to all drivers and specifically those that cannot afford toll lanes
1/8/2020	Special purpose lanes	DO NOT DO REVERSABLE LANES - BUILD DEDICATED NORTH SOUTH TOLL LANES THAT ARE ALWAYS AVAILABLE FOR PASSENGER VEHICLE/PUBLIC MASS TRANSIT
1/11/2020	Special purpose lanes	More traffic lanes are not the answer!
1/11/2020	Special purpose lanes	these types of lanes would help some drivers but they require a lot of good marking and signs and some drivers tend to be a bit timid and would not use them.
1/10/2020	Special purpose lanes	try whats happening on cherokee county , here in gwinnett..
1/11/2020	Special purpose lanes	Could access roads be built that parallel 85 so local traffic can stay off the interstate? Refer to I-20 in Arlington, Texas.

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1/11/2020	Special purpose lanes	Why are the special purpose lanes just before Indian Trail N before Jimmy Carter not in use so often? Those green arrows should stay on more. There are times the traffic is heavy and there are red X's which totally defeats the purpose. I'd like to see more lanes like it in the area on both sides but make sire to allow the travels to use them by keeping the green arrows on more.
1/11/2020	Special purpose lanes	anything that relieves congestion - yes please
1/11/2020	Special purpose lanes	why build lanes that can't be used all the time? like the exit to Indian Trail going North, just make it an exit only lane all the time, none of the red and green light nonsense
1/11/2020	Special purpose lanes	Texas has service roads along all of their interstates and they work quite well. It might be too late for this, but they do work.
1/11/2020	Special purpose lanes	This can be confusing for out of state guest, inexperienced drivers and the elderly.
1/11/2020	Special purpose lanes	If more frontage road lanes are available, then they need to be available during prime travel and lights sync to move traffic.
1/11/2020	Special purpose lanes	Frontage roads, if well-marked are better than lanes that operate at different times. Confusing and dangerous.
1/15/2020	Special purpose lanes	I do not see this option as helpful since the frontage roads are already clogged trying to avoid I-85 North/I-285 interchange.
1/15/2020	Special purpose lanes	Possibly where they make sense.
1/14/2020	Special purpose lanes	Yes, this is a good idea as long as ambulances can still get through and it doesn't disturb residential homes.
1/12/2020	Special purpose lanes	This is an excellent idea to escape during bumper to bumper traffic, which starts are 2 pm during the week and as an escape route when bad accidents have the expressway completely shut down.
1/12/2020	Special purpose lanes	Why only peak times?
1/18/2020	Special purpose lanes	These get confusing.
1/17/2020	Special purpose lanes	18 wheeler lanes
1/18/2020	Special purpose lanes	Toll lanes should stop overnight
1/18/2020	Special purpose lanes	stupid idea, invites more chaos
1/18/2020	Special purpose lanes	This non-toll lanes should be used to relieve congestion at popular exits.
1/24/2020	Special purpose lanes	These operate north of Jimmy Carter, don't really seem to help much and are dangerous.
1/22/2020	Special purpose lanes	I-20 does exist
1/18/2020	Special purpose lanes	Just get the cars off the road, it seems good, but when I try and do that, I may only wind up saving a couple of minutes, not sure it is worth the effort
1/30/2020	Special purpose lanes	there is a frontage road along Jimmy Carter and it does not seem to work
1/30/2020	Special purpose lanes	It took a while to get used to the Pleasant Hill Interchange but it works to keep traffic moving
1/30/2020	Special purpose lanes	No one understands lanes that are alternative though. Look at the interchangeable lanes that have been removed. Although a good idea, I do not believe it would be safe.
1/29/2020	Special purpose lanes	Please understand that "peak times" on I-85 are from 7 am to 10 am and 3 pm to 8 pm
1/24/2020	Special purpose lanes	Take lanes for buses, hovs. Add no new lanes.
1/30/2020	Special purpose lanes	This could be great, just don't make the lanes exit only.
1/30/2020	Special purpose lanes	Lanes that only operate during peak times seems a waste of usable space.
1/31/2020	Special purpose lanes	adding conflicts isn't safer
1/31/2020	Special purpose lanes	Shoulder lanes with high fees if used during other hours and fees for those who go too fast on those lanes plus those who use it to get ahead and wait until the last minute to merge into traffic
2/1/2020	Special purpose lanes	This seems more like a waste of time and resources. The current lane along 85N between Jimmy Carter Boulevard and Indian Trail provides no benefit and seems to be closed more than open. Either make it a permanent lane or create an access road separate from 85 to connect the two roads and encourage local traffic to utilize that route.
2/1/2020	Special purpose lanes	Access Roads- Pass Shallowford. You guys got to open that exit up earlier near before Sams Club. That's wasted space. Get that CDC and business traffic moving. Open up small entrances or make a fly over to the access road so we want have to stop at that light.
2/2/2020	Special purpose lanes	Do not forget to leave an emergency lane for those vehicles
2/1/2020	Special purpose lanes	Toll lanes need to be open during rush hour
2/1/2020	Special purpose lanes	The ones that do exist are very effective
2/2/2020	Special purpose lanes	Need more local/frontage lanes and move express traffic (freight, trucks, buses) to separate lanes.
2/2/2020	Special purpose lanes	Should operate all the time! Like the one on Jimmy Carter should stay open by closing don't help.
2/2/2020	Special purpose lanes	Instead of HOT lanes, express lanes that allow for travel from pleasant hill to 285 without exit should have been implemented. Much of the congestion along the length of 85 is due to people that are in the left lanes from ITR, JCB, or BRR, only to get back over to merge onto 285W at the last 1/2 mile.
2/2/2020	Special purpose lanes	After seeing how these function, I feel they're a bad idea. They're used as passing lanes in the off hours, and confuse people at all hours. Part of the problem is that the signage explaining them is absurdly lacking.
2/2/2020	Special purpose lanes	Please no more HOT lanes and no ToLLS. They never work!
2/3/2020	Special purpose lanes	Why lanes that only operate during peak times? If you build a road make it available for use all the time.
2/3/2020	Special purpose lanes	Might be a good solution, but price could be prohibitive.
2/3/2020	Special purpose lanes	Lilburn from jimmy carter to Indian Trail the hours seem to be too short.
2/3/2020	Special purpose lanes	Would need more information to make a comment.
2/3/2020	Special purpose lanes	I think people would abuse the access roads to go around traffic. Peak times roads don't make much sense..why wouldn't we just use the lanes all the time?
2/3/2020	Special purpose lanes	There should be no charge for Gwinnett residents
2/4/2020	Special purpose lanes	More lanes and more roads does not solve traffic problems
2/4/2020	Special purpose lanes	Bus lanes for buses only. The buses cannot brake in time if the bus is cut of by an inconsiderate driver crossing the solid white lines.
2/5/2020	Special purpose lanes	Still doesn't decrease traffic

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2/5/2020	Special purpose lanes	Absolutely that would be great especially since the hot lanes keeps increases and still have no movement
2/5/2020	Special purpose lanes	How about a freight only lane, truckers are very aggressive drivers and will follow too close or travel too fast for conditions, some cities only allow freight through at certain times let's look into that.
2/5/2020	Special purpose lanes	Lanes that only operate at peak times are dangerous and confusing.
2/6/2020	Special purpose lanes	If you’re going to have a shoulder lane it might as well be a normal lane.
2/7/2020	Special purpose lanes	this is ok between jimmy carter & indian trail, but the way it's managed isn't always helpful to the flow of traffic.
2/8/2020	Special purpose lanes	Sounds good, but no toll!
2/7/2020	Special purpose lanes	unless is free from tolls, If I have to pay hard pass.
2/7/2020	Special purpose lanes	I would like to see a second level of lanes for vehicles going a long way (similar to Austin, TX)
2/6/2020	Special purpose lanes	Short term solution
2/8/2020	Special purpose lanes	I would have to see the actual plans before deciding this
2/8/2020	Special purpose lanes	also consider dedicated and flexible truck and commuter traffic lanes
2/8/2020	Special purpose lanes	Either separated bus lanes for BRT or removing lanes for light rail right of way
2/8/2020	Special purpose lanes	yes
2/8/2020	Special purpose lanes	Dedicated rights of way for bus rapid transit or light rail
2/8/2020	Special purpose lanes	good idea to take advantage of what we already have
2/9/2020	Special purpose lanes	If this means dedicated transit lanes, sure. If not, no.
2/9/2020	Special purpose lanes	During peak times freight should only use 2 right lanes
2/9/2020	Special purpose lanes	Frontage roads are the only options for local residents
2/9/2020	Special purpose lanes	Have 24 hours special purpose lanes for commercial trucks. The most awful accidents typically involve a semi. Separate them from the personal vehicles. This will improve safety.
2/9/2020	Special purpose lanes	This is a good idea, though I think on 85N at PM rush hour, it seems most people are trying to get to 316. Once 316 is passed, it opens up, then you get another slowdown at the Lawrenceville Suwanee exit
2/9/2020	Special purpose lanes	This may be the best short term solution
2/9/2020	Special purpose lanes	Excellent but no.tolls. We pay enough now. Equity with Cobb
2/10/2020	Special purpose lanes	Anything that increase capacity.
2/10/2020	Special purpose lanes	Adding lanes will result in induced demand (https://www.youtube.com/watch?v=N4PW66_g6XA).
2/10/2020	Special purpose lanes	Yes an excellent idea with better merger lanes
2/10/2020	Special purpose lanes	I-75 lanes have worked really well
2/10/2020	Special purpose lanes	the frontage lanes help some but you end up eventually needing to get on 85
2/10/2020	Special purpose lanes	If you could get from 317 to Pleasant Hill road without crossing all the lanes of traffic, that'd be awesome!
2/10/2020	Special purpose lanes	Nifty idea
2/11/2020	Special purpose lanes	Will not solve the problem if not limited access.
2/12/2020	Special purpose lanes	Huh?
2/12/2020	Special purpose lanes	Why limited use?
2/12/2020	Special purpose lanes	Why limited use? If room allowed have connector/distributor lanes everywhere
2/13/2020	Special purpose lanes	I don't think I understand this option? Maybe if there was an example?
2/13/2020	Special purpose lanes	NO MORE NEW LANES FOR CARS
2/13/2020	Special purpose lanes	NO MORE LANES! BUILD TRANSIT
2/17/2020	Special purpose lanes	Lanes for tractor trailers or restrictions on 18 wheelers during rush hour.
2/16/2020	Special purpose lanes	This exists on 85N between Jimmy Carter and Indian trail, but always is closed during rush hour. Why??
2/14/2020	Special purpose lanes	Convert I-85 existing toll lanes between I-285 and I-985 to truck only lanes
2/18/2020	Special purpose lanes	Focus on 400
2/18/2020	Special purpose lanes	Need more assess lanes to parallel I-85 to relieve traffic on I -85
2/19/2020	Special purpose lanes	Should be limited access and free to use.
2/19/2020	Special purpose lanes	Not sure if the special purpose lane created between jimmy carter and Indian trail on 85N provides any benefit. It’s always closed when I drive by.
2/19/2020	Special purpose lanes	I like more lanes, but only operating them at "peak" is just dumb. Traffic is now awful until 8pm many nights.
2/19/2020	Special purpose lanes	I think a big key is to figure out where people live and are trying to get to. That is where are the bottle necks and go from there. Clearly, in Atlanta, downtown, Buckhead and Dunwoody are the prime places people need to get to, so work with trying to figure out how to get them there easier.
2/19/2020	Special purpose lanes	no, waste of money if not used 24/7. you've already widened this highway, added tolls and it is STILL a shitshow. ride marta!
2/19/2020	Special purpose lanes	I don't understand why they would only operate during peak hours!
2/18/2020	Special purpose lanes	Sounds good but if Atlanta keeps growing these roads will be clogged.
2/18/2020	Special purpose lanes	If clearly marked, not confusing
2/19/2020	Special purpose lanes	All the time, not peak hours. Give us more exits!
2/19/2020	Special purpose lanes	I dislike using the shoulder and removing a safe stopping point for drivers in need (flat tires etc) as stoppage when they have no place to clear is worse.
2/19/2020	Special purpose lanes	There are already certain lanes in place, such as 85 north from Jimmy Carter and Indian Trail. This lane is often used despite there is a big red X marking it not for use. In addition, further down it becomes the exit lane, so it kinda defeats the purpose.
2/19/2020	Special purpose lanes	I've never seen this method used on interstates, but I recall it working somewhat on Hwy 78
2/19/2020	Special purpose lanes	I think extending 85 frontage lanes through Gwinnett county
2/19/2020	Special purpose lanes	Good idea
2/21/2020	Special purpose lanes	Time would be better spent figuring out a mass transit solution.
2/20/2020	Special purpose lanes	Stop thinking about cars and start thinking about bikes
2/20/2020	Special purpose lanes	sometimes these lanes can be confusing

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2/19/2020	Special purpose lanes	People are going to drive in them anyways. They treat the shoulder as another lane when traffic is really bad.
2/21/2020	Special purpose lanes	express lanes for buses only is a must
2/21/2020	Special purpose lanes	The extra lane from exit 100-102 is really quite effective
2/24/2020	Special purpose lanes	Get all the trucks moving through the city in special truck toll lanes
2/22/2020	Special purpose lanes	conditional- would this take away a lane ir add a flex lane?
2/25/2020	Special purpose lanes	Not a fan of frontage roads, do like lane management
2/25/2020	Special purpose lanes	Any lanes that are created need to be operational at all times.
2/24/2020	Special purpose lanes	Additional roads to alleviate heavy congestion points of entry or exit could be conveinant & help prevent backups from those points
2/24/2020	Special purpose lanes	Example Wesley Chapel @interstate 20 & 285 More access lanes or take example from Cobb County interstates 75 Raise the interstate on high rise lanes Add express lanes during peek hours
2/28/2020	Special purpose lanes	Not understanding “special purpose” heck send trucks down special lanes during peak seasons or make them stay in one lane
2/28/2020	Special purpose lanes	Yes. Limit the time one has to actually be on 85
2/26/2020	Special purpose lanes	Would love a metro express lane similar to what I-75 has
2/29/2020	Special purpose lanes	If these are built make sure sound barrier walls and substantial landscaping is installed all along this corridor.
2/29/2020	Special purpose lanes	Reversible
2/29/2020	Special purpose lanes	This will only be effective if travelers are needing to access frontage roads as a major reason for traveling I 85. Otherwise accessing the frontage road will only Take you to congestion while accessing a crossroad to I 85.
2/29/2020	Special purpose lanes	What new technologies are you looking at to disperse the traffic. It appears all plans have more concentration. disperse the traffic and your solve most of the congestion problem.
2/29/2020	Special purpose lanes	great idea like JCB to Indian Trail need to be extended
3/1/2020	Special purpose lanes	This is a great solution but with the inclusion of sound barrier walls and major landscaping along this entire route. Also major landscaping at I 85 at the entire 316 interchange
3/1/2020	Special purpose lanes	This would be nice to have for carpooling lanes to get single occupancy vehicles off the road. Do not support special purpose toll lanes.
3/1/2020	Commuter buses	Buses are critical for getting cars off the road/decreasing congestion. Please improve the network.
2/29/2020	Commuter buses	No one is on the buses that are already running
2/29/2020	Commuter buses	This MUST be done with extreme care in considering actual demographics of residents versus need/desire/willingness to travel via commuter bus.
3/1/2020	Commuter buses	I take the Gwinnett Bus to downtown several times a week. It works, but it needs increased capacity. There are times when all the seats are full and I find myself standing for an hour. It is tough to pay 5 dollars and stand that long after working all day. You could expand whet is there, AND expend the network to potentially have a great system.
2/29/2020	Commuter buses	Can add a major bus stop to SR 20 (Buford Drive) at 316.
2/29/2020	Commuter buses	No buses, they are not being used now, waste of tax payer money
2/29/2020	Commuter buses	this may be a solution if it is not like the Gwinnett transit which has terrible routes and carry no passengers for example, down US29 - every day.
2/29/2020	Commuter buses	If the object is to get people out of cars - then rail is the answer.
2/29/2020	Commuter buses	Hell no
2/26/2020	Commuter buses	They already clog the HOV lane by driving to slow and making dangerous lane changes.
2/28/2020	Commuter buses	Buses in non-dedicated lanes can still be stuck in traffic.
2/28/2020	Commuter buses	If heavy rail isn’t an option, then please add more buses and connections to MARTA. How it worked when 85 was out was great. Connect to Doraville or Chamblee and go north from there. Too much time is wasted with buses on borrow, congested downtown streets.
2/28/2020	Commuter buses	Commuter bus serves a minimal purpose. It gets stuck in the same traffic as the cars and eliminates few actual vehicles.
2/29/2020	Commuter buses	Stations do not need to be on the Interstate. Need to place stations near locations such as Gwinnett Place Mall to promote redevelopment.
2/24/2020	Commuter buses	This could help provide alternatives to single drivers. This could be more popular closer to the perimeter, but I believe could still be valuable to expand.
2/24/2020	Commuter buses	Keep Express Bus With flat rate fees
2/24/2020	Commuter buses	This could be great with an express lane with minimal exits
2/25/2020	Commuter buses	If the bus would take me to Chamblee and/or MLK station, I would use it. I work at an easy walk to both but getting out of Gwinnett County is where I spend my hour and my $$
2/25/2020	Commuter buses	I take GRTA and CCT buses in Cobb, having dedicated exits and free flowing express lanes are needed to get people out of cars and into buses.
2/25/2020	Commuter buses	would NOT use it. Wasted money to build it.
2/26/2020	Commuter buses	All this should supplement any built heavy rail or light rail. Multi model stations with plenty of parking at these stations also needs to be built.
2/22/2020	Commuter buses	been taking grta since 2012 and is the only reason i can live in the area- have convinced numerous co workers to take it as well- great option!!!!
2/24/2020	Commuter buses	Buses should stop on Chamblee Clairmont Shallowford and Druid Hills. New Emory sites will make traffic much worse!
2/21/2020	Commuter buses	Commuter buses get stuck in the same traffic!
2/21/2020	Commuter buses	Their use needs to coincide with dedicated lanes and high priority given to them to encourage use

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2/20/2020	Commuter buses	It has to be rail. If you want to see how to do it, try looking at Tokyo, not another American city. Gwinnett having a robust and world-class electric rail connection to the city and the airport is the only thing worth spending millions on because it's the only thing that will pay dividends into the 22nd century.
2/19/2020	Commuter buses	This along with rail will help take cars off the road, improve commuter experience.
2/19/2020	Commuter buses	I don't see this as an option many people will embrace
2/19/2020	Commuter buses	Bus Rapid Transit can move with the times and is therefore less expensive. However it will only work with improvements off of the interstate such as bus only lanes to ensure that the bus beats normal traffic!
2/19/2020	Commuter buses	Commuter buses are generally rude. At all merge points they typically dont use their turn signals, and muscle their way in, well past the point where normal merges should have occurred.
2/19/2020	Commuter buses	Buses have a negative connotation in the south. Perhaps increasing influence and also positive marketing can boost usage. Also more frequent times, as this is one of the biggest hurdles against the convenience to using a car.
2/19/2020	Commuter buses	We need to implement all kinds of mass transit to provide people with other options. Any attempted solution that focuses only on cars is going to fail.
2/18/2020	Commuter buses	Might work
2/19/2020	Commuter buses	The issue with these is if they efficiently get you to the correct spot.
2/19/2020	Commuter buses	The issue with these is if they efficiently get you to the correct spot. Most people aren't willing to spend a lot of time transferring busses.
2/19/2020	Commuter buses	Buses only work if there is demand. Many of us won't take the bus as they are too slow.
2/18/2020	Commuter buses	Focus on 400
2/15/2020	Commuter buses	There is already a park and ride lot at 985 and Hwy 20.
2/16/2020	Commuter buses	Already have it
2/15/2020	Commuter buses	Buses are a good idea, but lanes should not be taken away from other types of vehicles to accommodate them.
2/17/2020	Commuter buses	If one went straight to the airport from the Mall of Georgia area or Hamilton Mill, I would use it. It would need secure overnight parking and be time and cost effective.
2/18/2020	Commuter buses	Bus only and Freight only lanes are a great idea to improve congestion. Additionally, Bus only lanes would encourage drivers who will be able to see first hand how much faster it would be taking public transit.
2/13/2020	Commuter buses	ALL FUNDING GOES TO THIS. NO MORE LANES
2/12/2020	Commuter buses	Mass transit,doesn't work until it's nearly door to door. Doesn't make any sense for me to drive to a bus to take a train to walk or taxi. Takes a 30min drive and makes it a 1:15 trip. Stop throwing money at it like it will fix it all.
2/11/2020	Commuter buses	If they convert HOT to bear separated, this will work.
2/11/2020	Commuter buses	This is a potential short term solution to rail if connection points and commuter travel time and ease value is there.
2/11/2020	Commuter buses	Good idea
2/11/2020	Commuter buses	Alleviate congestion by giving people another option.
2/10/2020	Commuter buses	Yes! I use Xpress and this would be amazing!!
2/10/2020	Commuter buses	Bus Rapid Transit would be cheap alternative to light rail, like that idea too
2/10/2020	Commuter buses	I took the express bus from Sugarloaf Mills to Downtown for about a year. I had to leave early to get to the bus and walk half a mile to and from my destination to catch the bus to get home. On bad weather days it was not good.
2/10/2020	Commuter buses	minimal gain
2/11/2020	Commuter buses	This is a great idea, and would be relatively cheap to implement and flexible to change routes when necessary.
2/10/2020	Commuter buses	Current managed lanes are not helpful. Convert I-85 existing toll lanes between I-285 and I-985 to truck only lanes
2/10/2020	Commuter buses	The buses already congest traffic enough. When they run slower than other traffice they're using the space that would've been taken by the cars their passengers gave up.
2/10/2020	Commuter buses	Add buses that pick up from park n ride going directly to the MARTA station.
2/10/2020	Commuter buses	Allowed on restricted lanes like toll lanes or cares with 3 or more passengers.
2/10/2020	Commuter buses	we need a location on Beaver Ruin
2/10/2020	Commuter buses	Make the HOT lane on Interstate 85 a bus-only lane, and connect it to more interchanges to give buses a dedicated way off the highway.
2/10/2020	Commuter buses	Again, more should be done for the daily commuter. Metro Atlanta needs to look towards the transit systems of other large areas - larger, wider spread train system, better connections for the last short leg of the journey from home to work.
2/9/2020	Commuter buses	No no no
2/10/2020	Commuter buses	get commuters to vote
2/10/2020	Commuter buses	NO MARTA. If busses get in the HOT lanes they need to go the speed limit not below.
2/9/2020	Commuter buses	Only as a tributary to a main line
2/9/2020	Commuter buses	The bus frequency and reliability are huge factors for success. Also, the bus fair pricing must be competitive.
2/9/2020	Commuter buses	I would like to have a bus that goes directly from the park and rides to Doraville station. Because of my work schedule, I take the 10A or 10B bus to Doraville which takes an hour.
2/9/2020	Commuter buses	Pls put the busses in the truck lane or their own lane and not the Peach Pass lane. They drive too slow.
2/9/2020	Commuter buses	Direct access to Doraville Marta station too.
2/8/2020	Commuter buses	Might work if they're clean and have restrooms.
2/8/2020	Commuter buses	we need transit options including busses and rail. not just roads
2/8/2020	Commuter buses	This are more affordable than mass transportation trains and represent a faster implementation. Increase the amount of busses and routes.
2/8/2020	Commuter buses	Buses are not wanted or utilized and effective. Still will be on road and in the congestion. We need rail!

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2/8/2020	Commuter buses	YES PLEASE
2/8/2020	Commuter buses	No more buses.
2/8/2020	Commuter buses	Dedicated lanes, not simply managed lanes.
2/8/2020	Commuter buses	All I can say is genuis idea
2/8/2020	Commuter buses	This should be extended beyond the Buford park n ride. If there were Non stop bus service from Gainesville or even oakwood it might help encourage bus use. As it is anyone up the 985 corridor has to drive 20-30 minutes to Buford to get on a non stop bus. (you're almost halfway to your destination at this point if you're going to mid or down town atlanta
2/8/2020	Commuter buses	They can use the trucker laners
2/8/2020	Commuter buses	Commuter buses currently clog up the Peach Pass lanes by driving under the speed limit most of the time.
2/6/2020	Commuter buses	Again, do not take lanes away for buses. No one will ride them
2/6/2020	Commuter buses	forget it. Waste of dollars. The main problem is the Guberment has already wasted too many dollars. use what you have ore wisely
2/6/2020	Commuter buses	Zero transit in Suwanee area.
2/7/2020	Commuter buses	Too risky for spreading contagious diseases, especially as we face an impending pandemic from Coronavirus.
2/7/2020	Commuter buses	This could work, but many times the bus stop in not convenient to the work place (final destination)
2/7/2020	Commuter buses	doesn't affect me
2/6/2020	Commuter buses	WE VOTED NO!
2/5/2020	Commuter buses	Only if these are private for profit.
2/4/2020	Commuter buses	The Surgarloaf Park and Ride when it was renovated recently was not well thought out. There is a building with chandeliers at the Sugarloaf Park and Ride, but no ability to purchase a Breezecard to get on any of the buses or transfer to MARTA; this building has no restroom; parking is inadequate residents are parking on private property at the GYM and the Mall across the road, subjecting themselves to the private owners towing cars; not enough handicap parking also.
2/4/2020	Commuter buses	More commuter buses with more bus times available for extended use. GCT #101 @985 is in need of extended times & more buses & NO MORE SWEEPERS.
2/4/2020	Commuter buses	The only solution is to have fewer cars on the road
2/3/2020	Commuter buses	Same as high-capacity transit. I don't really care what the transit option is, we just need more than we currently have.
2/3/2020	Commuter buses	Laws are stricter with younger traffic offenders. Often when a college commuter loses a license they must also drop out of college. Even middle class families may not have resources to drive the offender to classes. Public transit punishes the young driver AND preserves their plans for their future lives. My son almost had his college plans dashed after 2 speeding tickets. This is important to me.
2/3/2020	Commuter buses	I take public transportation from Gwinnett County to downtown everyday. Perhaps incentives to use public transportation would be helpful in increasing ridership.
2/3/2020	Commuter buses	I do not commuter buses as an alternative solution since they use the same congested roadways.
2/3/2020	Commuter buses	Rail is the solution for the long haul commuter. Bus is best in the local.
2/3/2020	Commuter buses	good use of out tax dollars
2/2/2020	Commuter buses	I hate buses!
2/2/2020	Commuter buses	Commuter buses that take people downtown are great for people who work downtown. They're a much better option than heavy rail, but still only useful for certain users.
2/2/2020	Commuter buses	For other routes, commuter buses on express/exclusive lanes on I-85 can help connect the northern parts of the corridor.
2/1/2020	Commuter buses	There needs to be a fast transit to the CDC STOP NEAR NORTH DRUID HILLS!
2/1/2020	Commuter buses	More buses and more frequent times would help with people maybe wanting to take the bus rather than driving.
1/31/2020	Commuter buses	Sitting on GRTA 414 Xpress taking this survey.
1/31/2020	Commuter buses	Buses add to the traffic - MARTA should be considered necessary not voted.
1/31/2020	Commuter buses	already in operation and nothing needs to done
1/30/2020	Commuter buses	Park and ride with a bus only lane so it can ZOOM downtown is a great idea! Many GSU students ride those buses.
1/30/2020	Commuter buses	anything you can do improve the problem will help
1/30/2020	Commuter buses	Need vast improvement in timely arrivals at destinations.
1/30/2020	Commuter buses	only if security is provided for the parking. And only if someone is on the committee who recognizes that not everyone works downtown Atlanta. A bus that went down the 85 access road could be filled. As it is I have to take the bus to North Ave. Take the train and then another bus and then walk 4 blocks to get to where I just passed on the original bus.
1/30/2020	Commuter buses	A higher fee corporate bus with WiFi that goes all the way from Exit 111 to downtown or Cumberland would be great. Then I could work in traffic.
1/30/2020	Commuter buses	Improving Commuter buses is a good start, but dedicated lanes are the way to go
1/18/2020	Commuter buses	Takes cars of the road but replaces them with large slow cumbersome buses
1/18/2020	Commuter buses	Buses already OBSTRUCT the HOT lanes, go slower than surrounding traffic, and break down causing bigger issues
1/18/2020	Commuter buses	Ban any tracking/toll devices on public roads. Simply enforce left lane laws and build more lanes since Atlantans pay zillions in gas taxes to pay for them.
1/19/2020	Commuter buses	yeah, if you have to drive all the way to Mall of GA exit to catch a bus it doesn't help commuters. If you have to drive 30-45 minutes to get to the transit station anyhow, you're just going to go ahead and drive to work!
1/18/2020	Commuter buses	They are good, but have their limits on time
1/22/2020	Commuter buses	I-20 does exist
1/24/2020	Commuter buses	Buses are stuck in traffic just like cars are. The time loss of using public transport is thus not adequately compensated. If you turn a 45 minute commute into a 90 minute commute each way - few people will sign up for that.

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1/23/2020	Commuter buses	This would be great to have the option for people to avoid high traffic centers.
1/17/2020	Commuter buses	I'm in favor of this mode of transportation, but getting people out of their cars will be a change in convenience.
1/18/2020	Commuter buses	I think this has been a success in Gwinnett. I would ask those who ride for ways to improve.
1/12/2020	Commuter buses	WASTE!
1/12/2020	Commuter buses	All they do is clog up the managed lanes. They go 55 or 60 and you can't get around them due to the double lines. I cannot stand getting trapped behind the Gwinnett Transit bus when in the Peach Pass lane.
1/14/2020	Commuter buses	Fine in theory, but Gwinnett already made it clear that most won't use these buses. If there is a way to make them more appealing to Gwinnett that would be a great option, if they use it.
1/11/2020	Commuter buses	I grew up in Baltimore, and the bus stopped every 20 minutes and just one block from my house. I don't see how we could ever do that.
1/11/2020	Commuter buses	YES, more buses and parking areas.
1/11/2020	Commuter buses	YES, more buses and parking areas. Need additional security.
1/11/2020	Commuter buses	If we want people out of their cars, we have to make transit more attractive.
1/11/2020	Commuter buses	More coverage PLEASE
1/11/2020	Commuter buses	These are only effective if you are going into Atlanta. I work in Tucker and buses are inconvenient for daily commute I prefer using my car. I spent many years waiting in the rain for buses - no thank you
1/11/2020	Commuter buses	Great idea, but again, I don't know where you would put them.
1/10/2020	Commuter buses	if there are more buses, i may consider. but its hard because there is no safe route to walk to my job after I get off the bus
1/10/2020	Commuter buses	fair
1/11/2020	Commuter buses	this could benefit some people and is probably a good use of money. However, I only see it getting in the way of my commute by adding slow vehicles to the toll lanes.
1/10/2020	Commuter buses	Needs to happen
1/10/2020	Commuter buses	Takes to much time to reach stations. Have to get off the highway and drive several miles just to reach the nearest station. operating hours are to short.
1/8/2020	Commuter buses	good idea, but lets be realistic. People need a way to get from point A to point B - Point B is rarely just the bus stop on the freeway. People are either going to take their car directly to work/home or take a train to one of the dedicated stops (airport/downtown destinations on rail).
1/10/2020	Commuter buses	buses are a burden to the tax payer
1/7/2020	Commuter buses	need to subsidize folks willing to make a longer transit trip and reduce vehicle volume
1/7/2020	Commuter buses	Worth exploring, a better option than rail transit.
1/8/2020	Commuter buses	As high capacity expands, the need for these buses may decreased
1/7/2020	Commuter buses	Bus turn-off lane for loading and off-loading would keep other traffic moving and create safe space for bus and commuters
1/7/2020	Commuter buses	Not my favorite option but I do have colleagues that use this option.
1/7/2020	Commuter buses	Would rather have improved rail service than more buses.
1/7/2020	Commuter buses	I used to take GRTA from midtown up to Sugarloaf and or Mall of Georgia/Hamilton Mill. But traffic is so bad in both directions, that the evening commute is not manageable and is unpredictable. Enough so that I would miss dinners with my family because busses wouldn't get down into midtown on time and therefore picked up late
1/3/2020	Commuter buses	This relates to high capacity transit and is another major priority for me.
1/3/2020	Commuter buses	I see buses traveling all the time--only problem is that there are no riders in them.
1/2/2020	Commuter buses	Yes, if more buses go to doraville rail station instead of to downtown atlanta.
1/3/2020	Commuter buses	I think commuter buses up/down I-85 with stops at/very near the current overpasses would be awesome. This would allow more users access by placing them closer to the exit rams they get off at for their job locations and then having some local buses going out from there (or work provided buses).
12/29/2019	Commuter buses	Ehh
12/30/2019	Commuter buses	I ride Xpress and it would be great if Xpress (and Gwinnett Transit, etc) had a dedicated lane
12/31/2019	Commuter buses	Already have this. Keep it local to Gwinnett. Do NOT turn over to MARTA
12/31/2019	Commuter buses	Good idea.
12/25/2019	Commuter buses	would be better than heavy rail with cost and flexibility
12/24/2019	Commuter buses	Need better updated schedules and routes. Not everyone who lives in Gwinnett needs to go all the way into mid or downtown. Need bus to turn north towards Buckhead
12/23/2019	Commuter buses	This option needs attention. Making it possible to get downtown to work and return without a vehicle is an answer to clearing the congestion.
12/27/2019	Commuter buses	Buses going under the speed limit in the managed lanes cause a safety hazard and slow traffic down.
12/21/2019	Commuter buses	If trains are not possible, than dedicated bus transit lanes are the next best thing.
12/21/2019	Commuter buses	Commuter transit stations should be located between corridors, not on them. For example use the railroad tracks that parallel US-29 and add spur lines from that to I-85. Do the same thing with Buford Highway.
12/21/2019	Commuter buses	Hell no, people in This area will not use them.
12/21/2019	Commuter buses	Right now, buses are not a better option for me. Make it more convenient, and that could change.
12/21/2019	Commuter buses	There should be bus only lanes for commuter buses. As things currently stand, the buses get stuck in the same traffic everyone else does.
12/21/2019	Commuter buses	Yes! If the express bus was easier to use and ran at a few more times it would be so helpful
12/21/2019	Commuter buses	The last MARTA vote in Gwinnett showed that people are not interested in busses, they only want rail.
12/22/2019	Commuter buses	Because the whole system is a mess now, why would we trust you to run it?
12/8/2019	Commuter buses	Bus lanes and parking spaces that are added to current space rather than take from them may be a feasible idea. However, the lanes should be freight/commercial and high-cap transit lanes. There is not enough high-cap transit to warrant expanding just for them
12/10/2019	Commuter buses	Run many buses during rush hour. Consistency is the key here. Knowing that bus leaves every 15 minutes going to a high density location would be very helpful.

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12/10/2019	Commuter buses	Great solution to use the buses to remove cars on the roads during commuter times...
12/11/2019	Commuter buses	We have commuter buses available today at several park and ride spots, but they do not go to enough places. For instance, in lieu of rail service all the way to the airport, it would be great to be able to get a reliable bus to and from the airport to the 85 corridor saving time and effort in the process. Dedicated lanes might work, but the same issue applies for buses as well as trucks, if they have to merge across active lanes to exit the corridor, congestion and safety issues will still be a concern.
12/12/2019	Commuter buses	this is probably the most feasible cost effective way to add transit to the corridor
12/18/2019	Commuter buses	I don't know anybody who will ride a bus
12/19/2019	Commuter buses	No
12/20/2019	Commuter buses	Still sitting in the same traffic but have twice as long to get home from where you parked. Completely inflexible scheduling.
12/20/2019	Commuter buses	Have them now, no one rides them.
12/17/2019	Commuter buses	While the buses are not THE solution, they can be a small part of the overall solution. Rail lines and additional arteries that are an alternate to 85 are the solution.
12/12/2019	Commuter buses	people dont ride them as much.
12/16/2019	Commuter buses	no one can figure out how to use the bus... the whole system needs to copy what is effective in Europe. Once it actually is built and operated correctly, people will start using it. The cost will not make sense but the future is what needs to be considered.
12/18/2019	Truck/Freight	Restrict thru trucks from peak times. Non-local trucks should not be on the road during rush hour.
12/11/2019	Truck/Freight	something else
12/21/2019	Truck/Freight	Truck curfews that keep trucks out of the heaviest rush hour times.
1/3/2020	Truck/Freight	Outer loop to keep trucks off se tion of 85 in Gwinnett
1/7/2020	Truck/Freight	Truck free times where no truck are on the road
1/11/2020	Truck/Freight	more lane on 316
1/11/2020	Truck/Freight	Good CLEAR signs - up-to-date. Don't say lane is closed if it isn't. When there are many exits close together, have signs on the road surface telling which lane to get in. Dangerous changing lanes at the last minute. This is VERY BAD on 75 South exiting onto 285. VERY BAD. Keep lane markings bright. During construction, make them clear. Lights on the highways along very dark sections. I-85 is MUCH better than 285 and I-75.
1/31/2020	Truck/Freight	Restricted Truck entry to metro Atlanta during peak times
2/1/2020	Truck/Freight	MARTA Subway expansion from I-985 past spaghetti junction. A 285 Marta subway as well.
2/2/2020	Truck/Freight	Has there been any data evaluating when trucks are most utilizing 85? Considering “detour hours” is an idea to potentially consider.
2/4/2020	Truck/Freight	Safety training for truck drivers
2/8/2020	Truck/Freight	Atlanta Bypass
2/8/2020	Truck/Freight	Elon Musk (founder of Tesla) has the Boring Company. It builds tunnels underground to move traffic. They are doing this in Las Vegas and Chicago to deal with their traffic. You could tunnel under the existing I-85 corridor and move truck traffic underground. You could collect a small toll to pay for the tunnel.
2/8/2020	Truck/Freight	A new bypass like 285 to take this freight trucks off 85 completely.
2/9/2020	Truck/Freight	It could be an income generator like a truck stop state would lease the area to companys. And do not allow cars.
2/9/2020	Truck/Freight	alternate truck paths through the area such as a new I-185
2/10/2020	Truck/Freight	Extend MARTA
2/10/2020	Truck/Freight	Restrict 18 wheel traffic during peak hours. 6am to 9am and 4pm to 7pm
2/11/2020	Truck/Freight	East-West connector north of 285 is desperately needed. Example 85 to 400 to 75 The 285 funnel is constant overflow
2/11/2020	Truck/Freight	Relegate all trucks (anything bigger than a pickup!) to the right two lanes!
2/11/2020	Truck/Freight	Tunnels for freight.
2/17/2020	Truck/Freight	Restrict interstate and commercial truck travel during rush hours.
2/18/2020	Truck/Freight	Focus on 400
2/18/2020	Truck/Freight	Keep trucks together. They can't say they can't slow down when a car gets in front if them. They will have to plow into one another
2/18/2020	Truck/Freight	Limited truck travel times to nights
2/19/2020	Truck/Freight	Better enforcement of keeping trucks out of the left half of the freeway.
2/28/2020	Truck/Freight	Restrict trucks during peak traffic times
2/28/2020	Truck/Freight	Restrict truck travel times.
2/29/2020	Truck/Freight	Start immediately with another outside perimeter for Atlanta Bypass. the northern perimeter was underway and cancelled. The best idea yet but did not complete.
3/1/2020	Truck/Freight	Invest in freight railroad capacities! Trains are far more space-efficient when it comes to moving freight.
3/1/2020	Managed toll lanes	These MUST be designed with transit in mind. Building HOT lanes without actually designing the station profiles, station accessibility, transit-access ramps, integration into existing transit centers, etc. is useless.
3/1/2020	Managed toll lanes	This would be nice to have for carpooling lanes to get single occupancy vehicles off the road. Do not support special purpose toll lanes.
2/29/2020	Managed toll lanes	TRANSIT ONLY LANES!!!
2/29/2020	Managed toll lanes	These are a temporary fix and absolutely a double tax on the payers that use it.
3/1/2020	Managed toll lanes	Current HOT lanes are too expensive at peak times to benefit me.
2/29/2020	Managed toll lanes	Not viable for cost vs. benefit. Long term management of this type of roadway addition fails to achieve fiscal benefit.
3/1/2020	Managed toll lanes	These cost a lot, don't help traffic much, and only benefit people who can afford it
3/1/2020	Managed toll lanes	We should do better with our roads for all Georgians, rather than allow the moneyed classes to buy themselves a better spot.

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2/29/2020	Managed toll lanes	Most middle class workers cannot afford what the PeachPass charges.
2/29/2020	Managed toll lanes	The peach pass method has not proven to be successful as for as reducing congestion. This method supports the economy only and a few who choose the pay for it and those violators.
2/29/2020	Managed toll lanes	we pay fed/state and splost taxes that shld cover roads. no more tolls. this caused the congestion in the other lanes
2/29/2020	Managed toll lanes	more HOV lanes that run all the way to buford exit
2/29/2020	Managed toll lanes	Raising costs for drivers isn't an ideal solution.
2/29/2020	Managed toll lanes	This could make the costs of travel more explicit and competitive with mass transit, while also helping to fund transportation.
2/29/2020	Managed toll lanes	Definitely not! These roads are tax payer funded. To make them toll lanes is ridiculous and I would vote out any politician who supported this idea.
2/29/2020	Managed toll lanes	Toll lanes do not reduce traffic. It generates revenue from those with enough disposable income to ride on them but it has nothing to do with reducing traffic. Clearly, this separates the high income earners from the low income earners ad provides a privileged to the with more money
2/29/2020	Managed toll lanes	No toll lanes. They discriminate against people with less money!
2/28/2020	Managed toll lanes	I HATE that when traffic is heavy the tolls increase. Tolls should be the same price day or night, heavy or light.
2/28/2020	Managed toll lanes	Barriers to keep people from jumping in/out when not in the entrance areas.
2/28/2020	Managed toll lanes	occupancy yes, pricing no
2/28/2020	Managed toll lanes	Problem with the existing HOT lane is it gets as bad as the rest of the highway. When it’s that bad tolls should be dropped
2/27/2020	Managed toll lanes	This benefits people that can afford to pay for this
2/27/2020	Managed toll lanes	Right now only 1 express lane for each direction. I suggest either convert to 2 lane reversible express lanes, or add 1 extra express lane for each direction.
2/26/2020	Managed toll lanes	During peak times, toll lanes are often NOT faster than non-toll lanes. Traffic significantly slows at enter/exit points to toll lane. Consider less frequent enter/exit points. Or a metro express lane similar to what I-75 has.
2/29/2020	Managed toll lanes	Only if they will be totally separate from the other travel lanes. As they exist currently people see the slow down and do the same because they may be afraid the vehicles in the stopped traffic may get over into the express lanes. If not separated as they are on I75 it’s a waste.
2/29/2020	Managed toll lanes	Add new lanes, but don’t toll existing lanes again.
2/29/2020	Managed toll lanes	roads should be equal regardless of income. Pricing lanes allows more affluent travelers more access than less affluent.
2/28/2020	Managed toll lanes	Remove it all together. Travel time was faster without it.
2/28/2020	Managed toll lanes	At times the HOT lane is slow during rush hour and paying a high rate to be on it is crazy. The cost should consider the speed at which it is moving.
2/28/2020	Managed toll lanes	This is the worst option.
2/28/2020	Managed toll lanes	Redo the existing system with reversible lanes. The “single-lane in both directions” system is idiotic.
2/21/2020	Managed toll lanes	How about some nonstop lanes from I-285 all the way to 316 or 985?
2/22/2020	Managed toll lanes	We already have the Peach Pass lines that are equally congested. I don’t see much potential for more lanes to help.
2/23/2020	Managed toll lanes	I think the addition of toll lanes has worsened the commute as not many people use those lanes. I constantly see regular traffic backed up and the toll lanes free. Also we need to think about toll lanes for out of state traveller's and double decker highways if we aren't going to buold Marta out correctly.
2/24/2020	Managed toll lanes	Convert Toll/HOV lanes to no exit truck only toll lanes to keep the trucks moving through the city, keep them off 285, and reduce truck/car accidents
2/24/2020	Managed toll lanes	Toll lanes are robbery, and only contribute to the non-toll lanes being overcrowded. Nothing has improved since making the toll lanes, other than lower income people are stuck in traffic longer than those who have more spare money.
2/24/2020	Managed toll lanes	316 merge penalizes all that live north on 85
2/24/2020	Managed toll lanes	I enjoy the HOT lane, however I do feel my taxes already contribute to the building of the roads & I should not NEED to use the HOT lane in order to get to work in a timely manner
2/22/2020	Managed toll lanes	They need to be blocked off from other traffic with a physical barrier. Additionally, they need to be better managed so that they are always moving.
2/24/2020	Managed toll lanes	Toll is slow from 316 until past beaver ruin.
2/22/2020	Managed toll lanes	This is multi level. More direct access is needed for commuters exiting the express lane to get to their exit.
2/26/2020	Managed toll lanes	You already stole a lane paid for with tax dollars and converted it to a toll lane. Stop being greedy
2/25/2020	Managed toll lanes	Need more lanes, and there need to be managed lane exits.
2/25/2020	Managed toll lanes	You already took a lane away from us. Gwinnett County pays by far the most to just get to work in under 75 minutes each way. Use that money for improvements in Gwinnett County!
2/24/2020	Managed toll lanes	The toll lane that we already have could be converted to an express lane into Atlanta
2/25/2020	Managed toll lanes	Improve managed lanes by installing lane dividing posts to prevent vehicles from crossing the double line. Due to the amount of traffic in both directions reversible lanes should not be considered
2/24/2020	Managed toll lanes	new peach pass has been great. perhaps 985 could do the same
2/24/2020	Managed toll lanes	Toll Lanes are a great way for increase state budget. But ppl hate toll lanes.. Peach Pass is in need of improvement..
2/24/2020	Managed toll lanes	Remove these lane completely they are not being used effectively.
2/19/2020	Managed toll lanes	Like the idea of incentives for higher numbers of occupants.
2/19/2020	Managed toll lanes	Add a second toll lane so higher speed users can pass the lower speed drives. Add a physical divider between the toll lane and the rest of the freeway so people would not feel the need to slow down due to traffic outside of the toll lane (due to illegally crossing the solid lines).
2/19/2020	Managed toll lanes	Hate it!
2/20/2020	Managed toll lanes	Toll every single lane on 85, way too many people use it.

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2/20/2020	Managed toll lanes	This is horrible. So only if you have money, you can get to work on time. I never used the toll lane because I am not going to spend $20 a day just to travel on the express lane. That's ridiculous.
2/20/2020	Managed toll lanes	No toll roads!
2/20/2020	Managed toll lanes	Just puts more vehicles in the non-toll lanes increasing traffic problems
2/20/2020	Managed toll lanes	Toll Lanes are too expensive with no added benefit morning or evening.
2/20/2020	Managed toll lanes	Rarely used compared to other lanes, too expensive and people misuse them crossing solid lines making more dangerous
2/20/2020	Managed toll lanes	preferably occupancy and not pricing.. pricing negatively impacts lower income families as opposed to effectively reducing traffic
2/20/2020	Managed toll lanes	No more lanes, this is not a solution.
2/20/2020	Managed toll lanes	Remove these lanes that's the biggest cause of traffic
2/20/2020	Managed toll lanes	I would support lanes managed solely by occupancy, but toll lanes allowing single occupant vehicles have actually made traffic worse for those of us that are unwilling to provide the state with additional revenue.
2/20/2020	Managed toll lanes	We already have that. Better to add HOV/toll side exits.
2/20/2020	Managed toll lanes	No more toll lanes. Money needs to go to bike lanes
2/20/2020	Managed toll lanes	Occupancy yes but not pricing
2/20/2020	Managed toll lanes	The one that's there now doesn't work to help congestion. We don't need more
2/21/2020	Managed toll lanes	this does not seem to work. HOV lanes appear to be effective along the connector and north and south of it.
2/19/2020	Managed toll lanes	Toll lanes have only concluded to revenue fund and limit the amount of people using the lane/road. For example, the paid lane on 85 is usually not full but not empty, and becomes congested at a certain point. This means the individual is paying for transit, yet eventually stopping dut to traffic. This also puts more pressure on the other lanes since people who can't or don't want to pay are now taking up valuable real-estate in the other lanes.
2/19/2020	Managed toll lanes	People will always rather you a free lane rather than paying. It also excludes individuals that perhaps do not have the means to used the tolled lanes. Really the only things tolls really assist with are with road management. The payed lane on 85 for example has created a lane that still gets congested, but more so has created further congestion on the free lanes.
2/19/2020	Managed toll lanes	Capacity would be good, but I'm adamantly against expanding the peach pass program
2/19/2020	Managed toll lanes	Toll lanes can get congested
2/19/2020	Managed toll lanes	Toll lanes are the absolute worst nonsense ever and GA needs to stop using taxpayer money to build something a taxpayer then has to pay again to use.
2/19/2020	Managed toll lanes	No need to raise the price so exorbitantly when heavy traffic
2/19/2020	Managed toll lanes	Preferred factors such as occupancy rather then pricing.
2/19/2020	Managed toll lanes	How can you have people profit on state owned land? This is unethical. I also do not like the concept that we will continue to disadvantage the underprivileged.
2/19/2020	Managed toll lanes	this is only viable for rich people and doesn't relieve overall congestion
2/19/2020	Managed toll lanes	Has made traffic worse
2/19/2020	Managed toll lanes	I-85 should be 100% tolled.
2/19/2020	Managed toll lanes	Create a dynamic price modeling that incentives not using road ways or certain road ways
2/18/2020	Managed toll lanes	There are times that the toll lanes make little or no difference.
2/18/2020	Managed toll lanes	This seems more like a revenue stream than traffic improvement.
2/18/2020	Managed toll lanes	Sounds good but current toll lanes do not work well during rush hours.
2/18/2020	Managed toll lanes	Key word...managed
2/18/2020	Managed toll lanes	Not based on tolls, but capacity
2/18/2020	Managed toll lanes	The toll lanes seem as congested as others in heavy traffic
2/18/2020	Managed toll lanes	We need express lanes - downtown only in am and then reversed in the pm. Minimal entry and exit.
2/19/2020	Managed toll lanes	This is unfair to citizens of lower income levels
2/19/2020	Managed toll lanes	But, once on the managed lane, there needs to be a safe way to exit the managed lane!
2/18/2020	Managed toll lanes	There should not be a toll road. Congestion has gotten worse sense taking away the HOV lanes
2/19/2020	Managed toll lanes	Motorcycles take up less space
2/19/2020	Managed toll lanes	Having a managed lane now (which I use daily) actually encourages less commuters to use the lane by raising tolls based on volume. The result is an increase in the use of other lanes of traffic therefore causing more congestion. This unintentional causes more harm than good. The only way a managed lane would benefit the roadway is having it in addition to already existing lanes; not taking a lane away from the already congested lanes.
2/19/2020	Managed toll lanes	Only allows a few people that can afford massive tolls to use them. Poor idea!
2/19/2020	Managed toll lanes	this has made traffic for both 85 and 75 WORSE
2/19/2020	Managed toll lanes	Toll Lanes on I-85 in Gwinnett have added hazards. The point of entry and exit causes slowdowns and dangers.
2/19/2020	Managed toll lanes	These should only be for certain hours.
2/19/2020	Managed toll lanes	Stop doing this. You are already using my tax dollars for roads. We are sick of being charged more money for stuff.
2/19/2020	Managed toll lanes	The concept of a HOT lane is not helpful in travel conditions. More people avoid it due to pricing. Therefore, this causes the "other" lanes to maintain higher levels of congestion. A fixed rate toll would help or even multiple lanes of fixed rates.
2/19/2020	Managed toll lanes	The toll lanes have made I-85 WORSE. Please do NOT subsidize higher earners with my tax dollars and make my commute worse!
2/19/2020	Managed toll lanes	Not ideal when you're paying $10+ but are going at the same speed as all other lanes, stuck behind someone who is driving under the speed limit, or stuck behind a bus.
2/19/2020	Managed toll lanes	I use it everyday, and am happy to pay to have my own lane.
2/19/2020	Managed toll lanes	Totally a money making sham. Has ruined 85.

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2/19/2020	Managed toll lanes	I pay a lot of money to be in these lanes to still be driving slow. 75 lanes are amazing. This lane is a disaster and expensive.
2/19/2020	Managed toll lanes	The existing Peach Pass lanes on 85 do not work as intended. More will not help.
2/19/2020	Managed toll lanes	The current toll system is a joke, extremely overpriced and not worth the money. Most of the time the Peach Pass Lanes are not moving significantly faster than normal traffic and definitely not for what is charged.
2/19/2020	Managed toll lanes	3+ travelers and buses should each get dedicated lanes.
2/19/2020	Managed toll lanes	GA drivers shouldn't need to pay for toll lanes because the roads are already funded by taxpayers dollars.
2/19/2020	Managed toll lanes	Yes you will have toll lanes but that will create more congestion as many people can not afford to spend $4-5 one way everyday for the toll roads. $10 per day is $200 net income that one has to folk up. I think we can manage traffic better by managing the traffic lights better during rush hours. Where if we are able to increase and decrease travel time for traffic lights during rush hours.
2/19/2020	Managed toll lanes	Doesn't seem to work. Peach Pass is always in traffic during the rush hours and it becomes a waste of money. Nobody takes HOV lanes seriously either.
2/19/2020	Managed toll lanes	The peach pass lane is never congested. No one wants to pay to travel to Atlanta and back every day to avoid traffic
2/19/2020	Managed toll lanes	I left Illinois where tolls are supposed to help with road projects and the roads are still terrible. A consumption tax is not the answer!
2/18/2020	Managed toll lanes	Why do we pay for lane access when our taxes and sales taxes go towards road improvements? Big vote no!
2/18/2020	Managed toll lanes	You're already pricing some people out of the commuting market.
2/18/2020	Managed toll lanes	Focus on 400
2/18/2020	Managed toll lanes	Bus lane
2/18/2020	Managed toll lanes	Bus only lane
2/18/2020	Managed toll lanes	Tolls are regressive and simply do not work. Ask the state of Virginia.
2/18/2020	Managed toll lanes	Add a second deck, it wouldn't require more land, just $$
2/18/2020	Managed toll lanes	Not working. Not fair. On Presidents' Day the toll was $17.00, when the traffic was not as heavy as normal (federal holiday, no school). So the prices really are not a function of traffic flow. No trust.
2/17/2020	Managed toll lanes	As stated, need more entrances to toll lane closer to entrance ramps, not just exits.
2/17/2020	Managed toll lanes	When the toll lanes took over the HOV lanes, this dumped all the HOV traffic back into the lregular lanes. Not all HOV users can afford to pay the tolls everyday. Now the regular lanes are even more congested.
2/16/2020	Managed toll lanes	Worried that this will add to inequality
2/16/2020	Managed toll lanes	paid once - why should the people with the most discretionary income be privileged? But then it often is not a plus to use the toll lanes, they go slower.
2/17/2020	Managed toll lanes	Making people pay more mainly helps those that can pay. The traffic in the other lanes is still bad. The cost for express lanes is extremely high during heavy congestion.
2/18/2020	Managed toll lanes	The toll Lane we have hasn't helped. It should have been put in like the one on 75 that changes directions, but I don't want to pay to fix it now.
2/18/2020	Managed toll lanes	Doesn't do anything but force volume into non pay lanes. Only benefits a few of the masses.
2/18/2020	Managed toll lanes	Freight only lanes.
2/18/2020	Managed toll lanes	I am a Peachpass/SunPass user and rely on the Peachpass lane often. Increase signage for what other devices may use the lane (sunpass and Carolina pass).
2/15/2020	Managed toll lanes	HOV lane should not have been converted into HOT lane. HOT lane should have been built and paid for w tolls
2/14/2020	Managed toll lanes	Toll charges are too high and utilization is low.
2/14/2020	Managed toll lanes	Convert I-85 existing toll lanes between I-285 and I-985 to truck only lanes
2/13/2020	Managed toll lanes	Bring back HOV lanes
2/13/2020	Managed toll lanes	Currently in use.Has not been effective. Likewise, I see no effect on I75 with their HOT lanes
2/14/2020	Managed toll lanes	Why not charge on congested areas a toll...for instance DOWNTOWN!!
2/14/2020	Managed toll lanes	we should not have to pay for roads our tax dollars are already paying for to travel to work and other areas
2/14/2020	Managed toll lanes	Why do we not have toll road sin high traffic areas such as downtown atlanta!!
2/11/2020	Managed toll lanes	Too many people still..not alot of people go in toll paying fast lanes
2/11/2020	Managed toll lanes	Please do not add new toll lanes.
2/11/2020	Managed toll lanes	1 HOT LANE IS ENOUGH.
2/11/2020	Managed toll lanes	Until barrier separated, not effective as it should be with moving traffic in cooridor.
2/11/2020	Managed toll lanes	Peach pass is a current example of this and unfortunately it is unaffordable to most. If I were to use peach pass for my commute I would spend more than $500 a month
2/11/2020	Managed toll lanes	Convert existing lanes to congestion pricing. No more new pavement.
2/11/2020	Managed toll lanes	Single occupant vehicles should have to pay tolls. If 4 people carpool, that takes 3 vehicles off of the road.
2/11/2020	Managed toll lanes	More toll Lanes at least two they are getting clogged
2/11/2020	Managed toll lanes	The HOV lanes are great, but the express lanes actually cause more of a problem near popular exits.
2/11/2020	Managed toll lanes	Convert existing lanes to managed/toll lanes.
2/12/2020	Managed toll lanes	Existing Express Lanes are generally effective. Looking forward to the completion of lanes on I-285.
2/12/2020	Managed toll lanes	Eliminate toll lanes. How does a lane running at 50% capacity help the total flow. Forget the profit, forget the buses. Maximize all lanes to be used by all
2/12/2020	Managed toll lanes	I already help pay for the local roads/interstates. Charging folks to drive on streets/roads they have already been taxed with paying for is wrong.
2/12/2020	Managed toll lanes	these do no work
2/12/2020	Managed toll lanes	I use these lanes, and I think all future lanes should be exempted with AFV tags. Also need to mandate letting managed lane traffic back into traffic as well as increased speed limits (and minimums) inside managed lanes.

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2/13/2020	Managed toll lanes	Toll cost should be removed as it does NOT improve travel. High occupancy of 2-3+ is much better to control and improve congestion.
2/13/2020	Managed toll lanes	My tax dollars already pay for the widening of the Interstate, so I don't see why I would pay to use those lanes. I have NEVER used the HOT lanes.
2/13/2020	Managed toll lanes	Charge higher rates to discourage people from driving!
2/13/2020	Managed toll lanes	NO MORE LANES, BUILD TRANSIT
2/10/2020	Managed toll lanes	Taxpayers already pay to maintain the roads. We shouldn't have to pay more to use roads we're already paying taxes towards.
2/10/2020	Managed toll lanes	Current managed lanes does not help. Convert I-85 existing toll lanes between I-285 and I-985 to truck only lanes
2/10/2020	Managed toll lanes	Toll lanes have no effect on the rush hour. It still backs up bumper to bumper every day so whats the point of an expensive lane when you still stuck going nowhere
2/10/2020	Managed toll lanes	So long as all tolls stay in the highway network, not expensive transit or other waste. Tolls keep traffic flowing, raise revenue for further improvements, and accommodate buses. The perfect solution, transit trains are unnecessary.
2/10/2020	Managed toll lanes	Don't like concept of paying more when traffic increases; think people should be encouraged to carpool with hov lanes
2/10/2020	Managed toll lanes	Since HOT lanes have been implemented, it seems like traffic has gotten worse for those that don't/can't use them. We (non-HOT lane users) had a lane taken a way from us without an alternate form of transit. The vast majority of us cannot carpool or take mass transit from where we live.
2/10/2020	Managed toll lanes	Don't add lanes. Make the existing ones toll lanes (congestion pricing) and the HOT lane into a bus lane to improve Xpress service.
2/10/2020	Managed toll lanes	The entire corridor should have a toll. One lane is not enough. Everyone should have to drive to pay.
2/11/2020	Managed toll lanes	Prefer an exclusive center lane for buses. Additional managed lanes for cars would be acceptable, but they would have to be additional. Getting even a fraction of people to take buses will do much more good than 2-3 people carpooling. Agree that multiple passengers should be the norm, but that doesn't go far enough.
2/11/2020	Managed toll lanes	Nobody uses them now!
2/11/2020	Managed toll lanes	Occupancy only.
2/10/2020	Managed toll lanes	toll lanes are great, but not when they are right next to regular "free" lanes.
2/10/2020	Managed toll lanes	Toll lanes are BS. They do not remove cars off the road as it is too difficult to develop and maintain 3+ person carpools. it should be returned to HOV, free for 2+, which will incent people to carpool more.
2/10/2020	Managed toll lanes	We shouldn't have pay a toll to use roads we already pay in taxes
2/10/2020	Managed toll lanes	These work well, I am in a vanpool that uses these. Would like to see access costs be higher yet to keep congestion down
2/10/2020	Managed toll lanes	There needs to be atleast 2 lanes in the toll lane. My experience is you are cruising along and then you come upon someone going at the speed of a Sunday driver. You can't get around these people and cross out of the solid white line until it breaks again. Also when trying to cross out of that lane people in the high speed/passing lane wont let you in. At the points where the line breaks the high speed/passing lane should have purple stripes or dots to make drivers aware that the toll lane may need to exit and should have the right of way.
2/10/2020	Managed toll lanes	Het rid of the HOT lanes convert back to HOV. traffic wasn't as bad when these lanes were actually car pool lanes
2/10/2020	Managed toll lanes	Although, this would be 5 stars if one was only for Xpress buses!
2/10/2020	Managed toll lanes	I don't see how toll lanes have actually helped, except for people who can pay over $30/ day in tolls. Although, this would be 5 stars if one was only for Xpress buses!
2/10/2020	Managed toll lanes	I'm not sure this does anything to actually manage/reduce the volume of vehicles on the road in the first place or increase the overall throughput capacity.
2/10/2020	Managed toll lanes	This is fine if you DO NOT reduce the existing number of lanes. We are competing with 18 wheelers.
2/9/2020	Managed toll lanes	NO. this does not solve the volume issue of the traffic. issue is the number of people living in the county, toll roads don't address this issus
2/9/2020	Managed toll lanes	You charge more in Gwinnett than Cobb. Until we have equity,no support at all. Too much money for the value
2/9/2020	Managed toll lanes	My taxes helped paid for that road as a resident of georgia i should be able to use it when I need it
2/9/2020	Managed toll lanes	This does nothing to correct the amount of traffic on I-85
2/9/2020	Managed toll lanes	The toll lanes are a massive failure!! Those lanes should be allocated to commerical vehicles at a competitive cost so to not impact the GA economy.
2/9/2020	Managed toll lanes	Its a tax on a tax, sure your customers want to be taxed
2/9/2020	Managed toll lanes	Making people pay for toll lanes shouldn't be a solution as they are paying for transportation improvements through a gasoline tax. Also, electric cars should be forced to pay an annual fee based on mileage for wear and tear on the roads.
2/9/2020	Managed toll lanes	This is only a temporary fix because after 30 years of living here, we know that adding more lanes does NOT work. All that does is fuel more growth.
2/9/2020	Managed toll lanes	Stop allowing people to buy their way into express lanes
2/9/2020	Managed toll lanes	This is already not working. I am paying $45 a week to shave off 10-15 minutes of traffic. Maybe Peach Pass should be a truck through lane only
2/9/2020	Managed toll lanes	what toll lanes????
2/9/2020	Managed toll lanes	The toll lanes need to be monitored for people/busses driving too SLOWLY. Drivers will often slow down to the speed of the "free" lanes for no reason at all. Makes me crazy!
2/8/2020	Managed toll lanes	Toll lanes should discount for carpools.
2/9/2020	Managed toll lanes	Light rail would provide revenue and move more people than toll lanes.
2/9/2020	Managed toll lanes	I'd like to see flyover/toll reversible lane ramps like what was done on 75. When the HOV lanes were turned into HOT lanes, it made traffic in the regular lanes worse.
2/9/2020	Managed toll lanes	This is beyond stupid.

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2/9/2020	Managed toll lanes	You could improve traffic somewhat in toll lanes during quiet times by having slightly *negative* pricing, thus encouraging PeachPass cars to get out of the regular lanes and into the toll lanes.
2/9/2020	Managed toll lanes	At times you can't get into the toll lanes due to its congestion
2/9/2020	Managed toll lanes	The last thing we need is more Pay to play lanes. Taking away lands for everyone and giving them to the rich. They only benefit the rich while us working class folks can't afford them and have to spend more and more Time each day sitting in traffic.
2/9/2020	Managed toll lanes	Yes, I agree with that. I did this for 2 years and still doing that. These lanes need independent exits such in 635 in Dallas, TX
2/9/2020	Managed toll lanes	Don't nobody want pay for that shit. Stop digging in our pockets. Y'all in them enough
2/8/2020	Managed toll lanes	Unless you're going to have dedicated right of way for busses or light rail this is a waste of time
2/8/2020	Managed toll lanes	Unless this includes dedicated rights of way for busses or light rail then no
2/8/2020	Managed toll lanes	Unless this includes dedicated rights of way for busses or light rail
2/8/2020	Managed toll lanes	Unless this includes bus lanes or converting lanes to rail right of way this is a waste of time
2/8/2020	Managed toll lanes	Eliminate all toll lanes
2/8/2020	Managed toll lanes	Dont work. They are too expensive and dont move fast enough for the price
2/8/2020	Managed toll lanes	we don't need or want more tolls
2/8/2020	Managed toll lanes	Raising the price of those lanes when congested only moves more cars back into the main lanes making it worse for everyone
2/8/2020	Managed toll lanes	we don't need or want more tolls. it's ridiculous that HOV and toll lanes are 24 hr.
2/8/2020	Managed toll lanes	The prices are absoultly ridcoulos the average person can't afford to spend 15.00 to go 15 miles or less
2/8/2020	Managed toll lanes	This doesn't solve anything but push traffic to neighborhood streets
2/8/2020	Managed toll lanes	The existing Peach Pass lanes are already overcrowded, especially between the 316 merge and Jimmy Carter
2/8/2020	Managed toll lanes	Citizens already pay for the roads. It is poor leadership and planning of tax dollars to have toll roads
2/8/2020	Managed toll lanes	Use tolls on existing lanes; do not build new ones.
2/8/2020	Managed toll lanes	The addition of the toll lanes on I-85 slowed the commute significantly when added. If additional lanes are added they could be toll lanes. However, do not take free lanes and make them toll lanes.
2/8/2020	Managed toll lanes	Toll lanes are just an additional tax, and we are taxed enough!
2/8/2020	Managed toll lanes	This is fine, but it's just cutting up the same pie a different (and income-discriminatory) way.
2/8/2020	Managed toll lanes	Adding lanes simply kicks the can down the road. More lanes = more cars. It's a vicious cycle.
2/8/2020	Managed toll lanes	Someone should also control prices over Toll Lanes. If the idea is that use tolls at least make it affordable otherwise 99% of people will still using regular lanes and creating traffic as not able to afford toll prices. HOV lane in I85 has become unreasonable during rush hour
2/8/2020	Managed toll lanes	Need more enforcement and higher fines for those who break the rules. Arizona give a $450 fine for crossing the lines...
2/8/2020	Managed toll lanes	Doesn't solve congestion issues on the highway.
2/5/2020	Managed toll lanes	These help but when mainline capacity is reduced with the express intent of forcing more vehicles to the for pay managed/toll lanes, traffic congestion won't improve.
2/5/2020	Managed toll lanes	Already there - not really needed
2/5/2020	Managed toll lanes	Personal vehicles are a liability and not an asset.
2/5/2020	Managed toll lanes	Traffic and congestion will exist for as long as Atlanta is a vibrant economy. No way to "solve it". Instead we need options. Better using the infrastructure we have to create systems to prioritize transit and carpooling. This will also create a higher demand for transit.
2/6/2020	Managed toll lanes	Shouldn't have to pay to travel faster.
2/6/2020	Managed toll lanes	Don't use toll lanes for road that I have paid taxes to build
2/6/2020	Managed toll lanes	ignores the people who can't afford them
2/6/2020	Managed toll lanes	Return the TOV lanes back to true HOV lanes. These lanes should be for those high occupancy and efficiency vehicles, not for those that can afford the tolls. This is a tax, not a traffic solution.
2/5/2020	Managed toll lanes	I am against tolls, but would like to see multiple occupancy rewarded.
2/5/2020	Managed toll lanes	It is a TAX and favorer the RICH; we all pay the taxes and gas fees
2/5/2020	Managed toll lanes	HOV/EV much better than toll usage
2/5/2020	Managed toll lanes	This does not help anyone when traffic is heavy no amount of toll Lanes help, it actually makes things worse since people now have to go force merge into designated entries and exits
2/4/2020	Managed toll lanes	The existing tool lanes need to be segmented from the normal travel lanes
2/5/2020	Managed toll lanes	The fee to pay$15 or more daily during traffic hours to sit in that line like the others is outrageous. Maybe two toll lanes one of each side as you will be able to merge off easier.
2/7/2020	Managed toll lanes	The elevated 4-lane could replace the current toll lane, and thereby add an additional lane to the lower I-85 capacity. a minimum of 20-25% more bang for the buck!
2/7/2020	Managed toll lanes	I hate the peach pass lane.
2/7/2020	Managed toll lanes	Another street of traffic such be utilized for tolls or trucks(away from main I-85 area)
2/7/2020	Managed toll lanes	While the toll lanes are an easy and faster option for those who can afford them they are not the answer to reducing overall congestion.
2/7/2020	Managed toll lanes	I don't need to spend more money just to get out of traffic.
2/6/2020	Managed toll lanes	It shouldn't cost much or it should be like HOV lane
2/6/2020	Managed toll lanes	Toll lanes are the worst! Should never have allowed them in Ga
2/6/2020	Managed toll lanes	Having to pay tolls for roads already paid for by out tax dollars is communist!
2/6/2020	Managed toll lanes	We already pay enough taxes for these roads which is also need fixing (ahem, potholes) much less a toll road which would also clog traffic.
2/7/2020	Managed toll lanes	The Toll lane should have 2 lanes of travel. 2lanes northbound and 2lanes southbound.
2/6/2020	Managed toll lanes	Waste of taxpayer dollars and nothing but a jobs program at GDOT
2/4/2020	Managed toll lanes	It gets backed up at the drop of a hat as it is. Expecting people to stop for tolls will make traffic worse

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2/4/2020	Managed toll lanes	This is just another tax and collecting more money will not improve quality of transportation if the additional revenue goes to pay high salaries for consultants (with questionable and non transparent bidding processes) and CEO's, directors and employees who are not qualified and cannot provide modern and efficient strategies to improve transit needs but can only increase fares on citizens as solutions.
2/4/2020	Managed toll lanes	No more TOLL LANES! GDOT took away a lane and we are paying the price now.
2/4/2020	Managed toll lanes	Lexus lanes for the rich, gee thanks for that
2/3/2020	Managed toll lanes	This toll section has to be the worst I have ever used pertaining to safety, there are rules but never ever enforced that I see using this part of the I85 toll 2 times daily north to south, then south to north.. very very dangerous
2/3/2020	Managed toll lanes	reduce the demand by increasing the price of using the corridor, prompting more ppl to take transit
2/3/2020	Managed toll lanes	We already pay taxes, this is a terrible idea. In the morning commute, half the time the PeachPass lane is moving just as slowly as every other lane. It's wildly ineffective. I don't commute with anyone else, but I would rather it be a closely monitored HOV lane where people have to have a passenger in the car to use it. Reduces traffic.
2/3/2020	Managed toll lanes	I use these lanes. Having said that, i don't think it is right to charge for roads that have already been paid for by taxpayers. It is a benefit that only wealthier drivers can afford on a regular basis.
2/4/2020	Managed toll lanes	HOV lanes absolutely. Lexus Lanes so that the wealthiest among us don't feel the impacts of their life choices, absolutely not.
2/4/2020	Managed toll lanes	I do not know the science behind toll lanes, but I think the mangled lanes with high occupancy for access is a good idea. I also think reversible center lanes with limited access could improve peak traffic times.
2/4/2020	Managed toll lanes	These lanes added to congestion when added you dident add a lane you took one away and gave it to those who pay
2/3/2020	Managed toll lanes	when the toll lanes were introduced they were not suppose to go over $10. They have exceeded that and far beyond!
2/3/2020	Managed toll lanes	It is difficult to see the value in this option when I drive the highway and no one is in those lanes.
2/3/2020	Managed toll lanes	need more lanes and more Xpress Buses
2/3/2020	Managed toll lanes	I can only speak for what I see on the daily commute, but the HOT lane is either empty or jammed as much as the other lanes. Maybe the DOT data shows a different result.
2/3/2020	Managed toll lanes	occupancy requirements are great. Pricing ought to be illegal. The roads are for everyone. I resent wealthy people paying for a livable option so they can ignore the dysfunction of the remaining options at the ballot. Peachpass sucks!
2/3/2020	Managed toll lanes	this is a tax on commuters; lets call it what it is-whoever can afford the additional cost, can use these lanes.
2/3/2020	Managed toll lanes	Traffic has worsened since Peach pass was implemented. Often times, peach pass lane is backed up.
2/3/2020	Managed toll lanes	Short term benefits and very expensive
2/3/2020	Managed toll lanes	Not a solution. GDOT stole a lane on I-85 and turned it into HOT lane. Did it improve congestion? No. If it did, we wouldn't having this conversation. Rail system is a solution to congestion.
2/3/2020	Managed toll lanes	Managed lanes are stupid and redundant. Taxes are paid for the betterment of the infrastructure and there is too much waste!!
2/3/2020	Managed toll lanes	Make the HOV lane and HOV lane and not a money maker for those who can afford to use the PeachPass lane.
2/3/2020	Managed toll lanes	No toll lanes. Tax payers pay enough money as is. Individuals should not have to pay additional money to use roadways.
2/2/2020	Managed toll lanes	The toll lanes have not worked to reduce congestion in my opinion, the DOT is getting a lot of money but the amount of relief has been minimal for the commuter. The price vs benefit is not sufficient for anyone. The tax payer has already paid for the roads, adding a pay to play lane has not added benefit for all. We who pay only see a minimal gain for use of the lanes during the heaviest traffic times.
2/3/2020	Managed toll lanes	Keep the toll lanes on one side. Install speed cameras on the other to slow people down.
2/2/2020	Managed toll lanes	Why should I have to pay again to use a road that my taxes have already paid for? I see very few people using these lanes compared to the rest of us who are stuck in traffic.
2/2/2020	Managed toll lanes	Express lane value depends on the use case. For an everyday commuter, it’s unaffordable. This travelers should consider regional bus service, ride share, or added work from home days. I use the express lanes for infrequent travel to visit my family in Buford (~once per week) or when commuting to an office and I’m running behind schedule. The express lane is also valueable for my older parents who prefer not to deal with traffic ITP
2/2/2020	Managed toll lanes	Toll all of I-85. No special lanes. Just make people pay to use the road and you'll be able to manage traffic. No other strategy works.
2/2/2020	Managed toll lanes	The HOT lanes has not improved traffic on I85. DOT never added an extra Lane and only changed the HOV lane to HOT. traffic seems worse to me even though they keep saying that if has helped traffic. I am forced to use HOT lanes but it's not that much faster.
2/2/2020	Managed toll lanes	Get rid of them.
2/2/2020	Managed toll lanes	Better roads for the rich. More taxes for you. Shameful. The people who can least afford to burn gas are forced to burn gas while the wealthiest zip by in the HOT lanes. This is shameful.
2/2/2020	Managed toll lanes	Toll lanes are a horrific idea. Atlanta has its own unique traffic issues- ideas taken from other cities and implemented here won't work. The HOT lanes, particularly the one on I85 that was taken from taxpayers are a short sighted idea that was implemented not for traffic/congestion improvement, but as a way to raise funds.
2/2/2020	Managed toll lanes	This is for people with extra money
2/2/2020	Managed toll lanes	We have already tried this and improvements have been marginal at best.
2/2/2020	Managed toll lanes	Occupancy 4 stars, Pricing 0 stars

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2/1/2020	Managed toll lanes	Toll lanes need to be used for free during rush hours
2/1/2020	Managed toll lanes	Dedicated travel lanes for trucks to get through the metro area would reduce congestion and improve travel throughout the area. Possibly a truck only bypass around the area further out than 285.
1/31/2020	Managed toll lanes	Already done.
2/1/2020	Managed toll lanes	This should also include alternative fuel vehicles.
2/1/2020	Managed toll lanes	There need to be more available HOV Entrance and Exits. This is about mobility not compensation. You got to keep the people moving. Stagnant cars mean larger prices in HOV. You guys are controlling the narrative on 85.
2/1/2020	Managed toll lanes	It would be great if you had a divider between managed lanes and non managed lanes. People always cut over and is very dangerous.
2/2/2020	Managed toll lanes	Separate HOT lanes above or below regular lanes. Convert existing HOT lane back to regular lane.
2/1/2020	Managed toll lanes	Not more toll roads deck the roads
2/1/2020	Managed toll lanes	No widening.
2/1/2020	Managed toll lanes	I love our toll options thus far and feel safer in them.
2/1/2020	Managed toll lanes	Roads through Georgia for its residents should not cost anything. We pay enough in taxes and work hard for the income we provide for our families.
2/1/2020	Managed toll lanes	Unless your going to make toll lanes elevated like in Cobb county, toll lanes are already clogged and take one lane away from 85. Giving us that lane back could make a difference, especially if you elevated the toll lanes like in Cobb County.
2/1/2020	Managed toll lanes	Unless your going to make toll lanes elevated like in Cobb county, toll lanes are already clogged and take one lane away from 85. Giving us that lane back could make a difference, especially if you elevated the toll lanes like in Cobb County. The prices are already outrageous, no more increased prices.
1/31/2020	Managed toll lanes	Toll lanes will result in SPLOST defeats. Promote SPLOST over toll roads.
1/31/2020	Managed toll lanes	I do not like the idea of toll lanes at all
1/30/2020	Managed toll lanes	Car pooling. - not toll lanes
1/30/2020	Managed toll lanes	Lower the freaking tolls! That lane is wasted because nobody will pay such high tolls.
1/31/2020	Managed toll lanes	ask, why people are coming to Georgia from over taxed cities...
2/1/2020	Managed toll lanes	Our HOV lanes were never meant to be roll lanes. Make your own toll lanes and open these back up for car poolers
1/31/2020	Managed toll lanes	People are already paying taxes and to pay everyday to get to work? too many expenses and not affordable .
1/31/2020	Managed toll lanes	Toll Lanes have worked but the pricing has become exorbitant on I-85
1/30/2020	Managed toll lanes	Dedicated lanes for BRT Other transit options (express busses, etc.) and Trucking
1/30/2020	Managed toll lanes	This does nothing to address the sheer number of cars expected to hit i-85 in the next 50 years. Taking away a lane and selling it back to taxpayers is, frankly, a stupid idea that only increases congestion.
1/30/2020	Managed toll lanes	DOESN'T HELP THE DISENFRANCHISED GET TO THEIR JOBS OR CHILDREN
1/30/2020	Managed toll lanes	I hate this. Taxpayers have already paid to build these roads. They should not be billed again to use them. Highways should be equally available to all - those with higher incomes should not reap more rewards from them.
1/30/2020	Managed toll lanes	People don't want to have to pay extra for something they are already being taxed on.
1/24/2020	Managed toll lanes	Remove the cap on I-85 HOT Lane tolls.
1/28/2020	Managed toll lanes	Dedicated truck lanes would be nice but that would require an elevated roadway for cars.
1/29/2020	Managed toll lanes	Toll lanes have only created more congestion in the non toll lanes due to vehicles merging from the toll lanes into regular traffic. Toll lanes need dedicated exits.
1/30/2020	Managed toll lanes	The current Peachpass toll configuration is a rip off. When there is high congestion the price for the toll lane goes up, but if you use this lane you still do not move any faster. Not worth the money. Need exclusive toll lane like the 75 south lane in Morrow.
1/24/2020	Managed toll lanes	Toll existing lanes. Add no new lanes.
1/28/2020	Managed toll lanes	Get rid of the toll and restrict the 2 left lanes to 18 wheelers
1/18/2020	Managed toll lanes	You have already done this and it does help, but you are running out of room. Not much room on the sides for accident parking...
1/15/2020	Managed toll lanes	No more tolls! We have paid for this road already!
1/17/2020	Managed toll lanes	Consider charging toll lane users to enter and exit the lane instead of or in addition to distance travelled. This would discourage going in and out of the lanes to pass cars and enhance fluidity in all lanes. Also a minimum charge for each use might discourage people from going all the way left from the entry and back all the way right, to the exit, despite travelling only a few miles.
1/17/2020	Managed toll lanes	Toll lanes dont reduce traffic. They are a waste of time and money.
1/16/2020	Managed toll lanes	Stop just adding lanes and tolls. Do something better. Plus the tolls now get very high and often in the express lane I'm sitting, paying $13, and being passed by traffic in the regular lanes. Be creative. Make something that will grow with the area and also stimulate growth.
1/16/2020	Managed toll lanes	I was at first against this but it seems to work. Better design of exit and entrance would greatly increase it's benefit. Crossing 4 to 6 lanes is slow and dangerous especially in a 15 passenger commuter van.
1/16/2020	Managed toll lanes	Department Terrorist DOT is occupying already taxpayer lane Olympic game after. Poor Middle class do not afford That 1996
1/16/2020	Managed toll lanes	Underused waste of money!
1/18/2020	Managed toll lanes	Fire/jail officials that support the installation of any toll/tracking devices on public roadways.
1/18/2020	Managed toll lanes	Too many cars not obeying the fast pass laws now. Will not drive in lanes -too expensive
1/18/2020	Managed toll lanes	they are dangerous when the traffic is slow on the main road and you have to try to enter
1/18/2020	Managed toll lanes	Moves vehicles from toll lanes to non-toll lanes, thus increased congestion.
1/18/2020	Managed toll lanes	I pay enough taxes I shouldn't have to pay more to drive down the road
1/18/2020	Managed toll lanes	taxing motorists for putting money in the pocket of gvmt is BOGUS
1/18/2020	Managed toll lanes	Toll too high. Should have added new lanes for toll instead of taking away existing lane. Toll lanes should be Free for Car Pooling 2+ People like HOV
1/22/2020	Managed toll lanes	Toll lanes only help the contractors who build them and keep the money from the tolls. NO MORE TOLL LANES!!

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1/24/2020	Managed toll lanes	HOT lane on i85 is working well
1/22/2020	Managed toll lanes	Against tolls
1/20/2020	Managed toll lanes	We already taxes. There need to be better transit to help eliminate the traffic.
1/21/2020	Managed toll lanes	Rich people can use, not fair to everyone else.
1/22/2020	Managed toll lanes	I-20 does exist
1/18/2020	Managed toll lanes	It works OK, but at best you are saving 15-20 minutes minus a traffic accident, the toll lanes are not very efficient
1/18/2020	Managed toll lanes	Big busses getting into toll lane creating traffic.
1/18/2020	Managed toll lanes	Toll lanes don't fix traffic, they just raise revenue please see the PA turnpike in philly or the crosstown expressway in Tampa
1/11/2020	Managed toll lanes	Sometimes the lane gets congested and it doesn't make sense to have the tolls
1/11/2020	Managed toll lanes	Short term fix. Those not having pass, like out of towners, can't drive in. Too expensive. How about lanes specific for freight trucks to go straight thru.
1/11/2020	Managed toll lanes	Why are the basic tolls now $0.50?! They used to be $0.03 at 4 AM. RIPOFF
1/11/2020	Managed toll lanes	Need to be more reasonable for daily use. Expensive
1/11/2020	Managed toll lanes	Why is this even an option?
1/11/2020	Managed toll lanes	come up with solutions that work for all and not just the wealthy.
1/11/2020	Managed toll lanes	I don't see how toll lanes would improve traffic flow. 85 is good except during rush hour.
1/11/2020	Managed toll lanes	The cost of the current HOV types lanes is cost prohibitive and doesn't necessarily improve traffic flow
1/15/2020	Managed toll lanes	I am not a proponent of these type lanes. These lanes do nothing for tractor trailer traffic which is a huge issue at "Spaghetti Junction" area.
1/14/2020	Managed toll lanes	HOT hasn't been the most effective way to relief rush hours traffic. How to decrease the volume or commuters will be more important; offer more incentives to car pool or public transit?
1/16/2020	Managed toll lanes	It's already too expensive now.,.$17.00 each way is too much for me when I drive this route daily. I've stopped using the toll lanes because of that.
1/16/2020	Managed toll lanes	Make them free. It's no use if they are paid and cost is a factor preventing people from using them.
1/15/2020	Managed toll lanes	Pricing, I have odd hours so occupancy is hard for me.
1/15/2020	Managed toll lanes	Just completing managed lane projects so lets see how that helps.
1/12/2020	Managed toll lanes	Enforcement is needed for drivers who do not have Peach Passes. They go back and forth over the double lines. If Peach Pass holders do that we get a violation because the monitors can track us and not others. Not enough cameras and drivers cheating the system know where to enter and exit to miss the cameras.
1/12/2020	Managed toll lanes	If you use money to control the lanes then absolutely not an option. The toll lanes have been the biggest contributing factor to the congestion now. No one wants to pay to drive their vehicle around the city that they are working and residing within as well. It is enough that when you go to states like Florida who do the same thing and you have to pay. It is not fair to base revenue on someone trying to get where they need to go.
1/14/2020	Managed toll lanes	Hov and the peachpass lanes are convenient and help but access to the lanes could be improved. Why have them if vehicles cannot access them when they need to ? And they should be monitored for transgressors. Every time i travel peachpass lanes i see vehicles moving across the double white lines. I am not convinced that all of these vehicles actually have a peachpass. Some could be stolen vehicles even. Are these monitored and are fines processed?
1/14/2020	Managed toll lanes	I do not like the "pay to drive" lanes. They should be true carpool lanes for those dedicated to havein 2 or more occupants. I can't tell you how many single drivers cut through my neighborhood everyday to avoid 85/285.
1/12/2020	Managed toll lanes	I never see many cars using the toll lanes. Get rid of that and let ALL drivers use that extra lane
1/11/2020	Managed toll lanes	No! This is not the answer!
1/10/2020	Managed toll lanes	Really? More told Like the hot lane?? Ugh
1/11/2020	Managed toll lanes	Not everyone can afford the toll lane. Sometimes I pay $15 just to ride it and get home at a decent time to my family. Get rid of the lane so there are more lanes for everyone to ride
1/11/2020	Managed toll lanes	I use the toll lanes everyday. My commute would be miserable without them. I generally only use them for a part of the available length, so being able to get on and off is important.
1/10/2020	Managed toll lanes	This has become awful. There is one less lane for those not using Peach Pass so congestion. It's BAD.
1/10/2020	Managed toll lanes	uselesss
1/11/2020	Managed toll lanes	I already spend $60 a month commuting and I cannot afford any more. I have to ration myself. people need to use these lanes properly and not drive so slowly like they do in the regular lanes. If you're too scared to drive, then use other routes
1/11/2020	Managed toll lanes	Turn this paid toll lanes to usable for all.
1/11/2020	Managed toll lanes	We already pay enough in road use taxes. Additional tolls are out of the question.
1/11/2020	Managed toll lanes	Already exists. I use the peach pass lane and it's helpful.
1/11/2020	Managed toll lanes	I agree with HOV, but am not a fan of 'pay to play' entitlement lanes that take away a lane from everyone else.
1/11/2020	Managed toll lanes	I hate that there aren't more ways to enter and exit the HOV Lane especially when the traffic is low and I can't get off because there aren't more exit/entry points which causes me to pay for a service unneeded. It is frustrating as a customer to see the nonpaying cars voom past while I'm paying for a crowded HOV Lane that is packed with drivers that can't get off and will be penalized/fined if we cross over.
1/8/2020	Managed toll lanes	This idea may make money, but there are more beneficial ways to relieve the traffic problem.
1/8/2020	Managed toll lanes	Lobby Congress to change federal law so that these can be lane conversions rather than adding capacity.
1/7/2020	Managed toll lanes	What happened to free carpool lanes? O.K. to charge tolls to big trucks. Not your citizen's cars.

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1/7/2020	Managed toll lanes	This is stupid. 1 - we had already paid for the HOV lanes with a voter approved tax then the HOV lanes were turned into toll lanes. Furthermore you can't claim to care about traffic & environmental impact when you squeeze 6 lanes of traffic into 5; don't blame drivers for this problem just because many of them don't have toll lane passes (see my 1st point)
1/7/2020	Managed toll lanes	welfare for rich people
1/10/2020	Managed toll lanes	sometimes no better than travel and when toll gets ov $13, not worth it at all. Reversible to handle more volume would be more effective
1/10/2020	Managed toll lanes	HOT is already crowded. if you take away another lane, the "poor" drivers will be in traffic longer. Use a shoulder
1/10/2020	Managed toll lanes	HOT lanes are a punishment for families that MUST use them in emergency situations like to get a child to/from activities after work because traffic was already bad. Seems to be a punishment that a single mother has to pay $8+ to the interstate to get her child from school on time or $20 to her child's school for picking up late.
1/8/2020	Managed toll lanes	I think that new toll lanes should come in the form of an elevated system in the median of the freeway with direct access to major interchanges like 285, SR 316, and the planned extension of Sugarloaf Parkway
1/8/2020	Managed toll lanes	Toll Lanes need to be physically separated from the remainder of the traffic. limit / remove local access with a dedicated lanes for exiting traffic only. Southbound Express Entranes are only at 85 in Suwanee, 316 in Lawrenceville, and northbound entrances at 85 in Chamblee, 285 north and south. Local traffic cannot use these lanes. DO NOT BUILD A REVERSABLE LANES- THESE ARE USELESS. Dedicate the lanes so they can get to 285 or downtown southbound or Lawrenceville/Suwanee without other local traffic merging in.
1/8/2020	Managed toll lanes	HOT Lane is a mitigated disaster IMHO. Simply another tax and a high one at that! $4+ to travel the first 2.5 miles northbound is ridiculous!
1/8/2020	Managed toll lanes	Just try to keep the prices down. 85 is much more expensive to travel on than 75. Why?
1/9/2020	Managed toll lanes	Change HOT lane to HOV lane and redesignate another lane to be a 2nd HOV lane to incentivate carpooling and improve usage of the lanes. Not many people use the HOT lane versus the need for a more-used travel lane.
1/7/2020	Managed toll lanes	This is just a tax on lower income folks. I refuse to take these lanes
1/7/2020	Managed toll lanes	Get rid of toll lanes and put back HOV lanes
1/7/2020	Managed toll lanes	I'm not sure how much money these are making to really be worth it.
1/7/2020	Managed toll lanes	Let's not turn into Orlando where every interstate is a toll, which causes MORE traffic on side streets.
1/7/2020	Managed toll lanes	Considering current costs for this access, consider making this option more affordable. Commuters already have increased costs for gasoline and vehicle maintenance.
1/7/2020	Managed toll lanes	HOV lanes only work if they are enforced. 1/2 the people travelling in the HOV lane near the city are single occupancy vehicles because no one is afraid of the $25 fine.
1/7/2020	Managed toll lanes	There should be priority given to high occupancy vehicles WITHOUT having to pay to use the toll lanes
1/7/2020	Managed toll lanes	I wish there were a few more entry points for toll lanes. There's a section on 85 South where I feel like I get caught often, needing to enter and exit. I feel like there's always traffic and a gap for the dotted lines between a little before Pleasant Hill and to Indian Trail. That's where there's the most traffic going home every day and we could get people in the Peach Pass lane quicker if there was one more entry point there.
1/7/2020	Managed toll lanes	Improve lane exit safety when merging into general lanes. Sometimes the speed difference is 30-40mph different or greater.
1/7/2020	Managed toll lanes	The toll lanes are already there and are seen negatively. Please don't put anymore.
1/7/2020	Managed toll lanes	No more toll lanes
1/7/2020	Managed toll lanes	That's trash because it only further congests the additional lanes.
1/7/2020	Managed toll lanes	NO
1/7/2020	Managed toll lanes	Need to have dedicated interchanges to the managed lanes and directly get to them from 285.
1/3/2020	Managed toll lanes	I continue to be confused by this concept. Wouldn't it be better to allow two person carpools to ride free? The traffic on I-85 seems worse since this one lane is no longer available for two person carpools without paying a high toll.
1/3/2020	Managed toll lanes	Toll lanes are like regressive taxes, they only benefit people who can afford to use them.
1/3/2020	Managed toll lanes	On several occasions I had to exit the toll lane because of a car accident blocking the lane and another time a Government vehicle/police car blocked the lane. To add insult to injury I received a fine in the mail from one of the cameras showing I improperly exited toll lane by crossing double lines. I no longer use the toll lane.
1/3/2020	Managed toll lanes	A waste of a taxpayer built lanes that only those with the luxury can afford.
1/3/2020	Managed toll lanes	Do not construct toll lanes. It is a tax that will never be eliminated.
1/4/2020	Managed toll lanes	Do NOT add more toll lanes! Add free lanes and lane speed limits to prevent high speed passing on th right.
1/3/2020	Managed toll lanes	Remove the Peach Pass toll and go back to a true HOV lane.
1/3/2020	Managed toll lanes	No more pricing lanes but adding car pool lanes that don't cost money and giving real tickets to people who violate it.
1/3/2020	Managed toll lanes	Ditch the toll lane and make it strictly HOV or Freight again!
1/3/2020	Managed toll lanes	Adding toll lanes that have ridiculously high rates (a Gwinnett County Tax if you will) doesn't help. I've seen the HOT lane over $15 one way for the length I travel, which equates to $150 a week if used both ways each day.
1/3/2020	Managed toll lanes	Toll lanes should be removed
1/6/2020	Managed toll lanes	Why was the HOV lane converted to a price lane? This discourages ride-sharing. Also, are the rules being enforced with regards to not entering/exiting the HOV lane over the double white lines? I see people weaving in and out as they please. Higher fines!
1/6/2020	Managed toll lanes	I agree with lanes controlled by occupancy moreso than pricing.
1/6/2020	Managed toll lanes	Extend HOV lane from Dekalb County line to 316

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1/7/2020	Managed toll lanes	This doesn't work. Prices are too high or one bad driver messes up the entire lane. Only causes more traffic in the other lanes.
12/27/2019	Managed toll lanes	Need a HOT lane system like I-75. The system on 85 is not safe and frequently conjested
12/27/2019	Managed toll lanes	Toll pricing can get out of control. This feature is not useful when an accident is in the toll lane.
12/25/2019	Managed toll lanes	if these were separate, occupancy would have a ranking from me
12/26/2019	Managed toll lanes	I'm not cool with the fact that we are taxed to create roads that we then have to PAY for again to use?!? No thanks.
12/26/2019	Managed toll lanes	No more peachpass lanes
12/23/2019	Managed toll lanes	this is double taxation.
12/24/2019	Managed toll lanes	Only if till is reasonable. It is ridiculous to ask commuters to pay upwards of $10-17 dollars to commute each way
12/24/2019	Managed toll lanes	Only good for those who are willing to part with the toll cost.
12/25/2019	Managed toll lanes	not efficient use of lanes or resources
12/31/2019	Managed toll lanes	Express lanes with improved transit services provided should be the goal.
1/2/2020	Managed toll lanes	Specail purpose lanes primarily help business and the wealthiest commuters although all users have paid for the usage.
1/2/2020	Managed toll lanes	This has been implemented already - while there is some value, it does not provide incentives for alternate modes of travel or reducing the number of vehicles on the interstate, and there are also equity concerns for those who cannot afford a toll to expedite their trips.
1/2/2020	Managed toll lanes	We have express lanes those are backed up
12/31/2019	Managed toll lanes	Remove toll lanes. This is what added to the current congestion problem.
12/31/2019	Managed toll lanes	Terrible scam! Tolls do not reduce traffic. Look at NY and LA. Tons of tolls. Tons of traffic
12/30/2019	Managed toll lanes	It would be nice if the current HOT land signs displayed how much time the HOT land saves versus the non-HOT lane
12/30/2019	Managed toll lanes	Needs to be affordable for all. (i.e. lower tolls) SInced ths is against the suppsoed resasoning for these lanes then invest in alternative transportation
12/29/2019	Managed toll lanes	Occupancy, not pricing. Would be interesting to look at variable occupancy requires based on congestion or times of the day. Also, make barriers difficult or impossible to cross. It's scary when using an HOV lane when you are doing highway speeds and someone cuts you off as they illegally cross the lane markings.
12/30/2019	Managed toll lanes	Give motorists back the HOV lane that WE ALREADY PAID FOR and please, ACTUALLY enforce the 2+ occupancy laws on the HOV. The peach pass lane does nothing but cause more traffic because nobody wants to pay $5 to drive 2 miles and sit in more traffic.
12/29/2019	Managed toll lanes	Not enough on/off access points in the Duluth to 985n peachpass
12/21/2019	Managed toll lanes	This has already been done and has barely affected traffic. If anything it made it worse taking a regular travel lane away.
12/21/2019	Managed toll lanes	To expensive
12/22/2019	Managed toll lanes	I believe there should be a standard rate for users. The changing rates and high rates are a hinderance to a toll road that is not used by many due to high costs. please provide regular commuters an option of a reasonable fixed rate. During low to medium traffic times from sugarloaf to the end of peach pass southbound is $1.15 is reasonable.
12/22/2019	Managed toll lanes	This does nothing to help actual travel. Just improves cash flow for government.
12/22/2019	Managed toll lanes	While many people are opposed, tolls are one of the most efficient means of controlling traffic.
12/22/2019	Managed toll lanes	Quit the pay lane BS. Our taxes, our road. Move all semi traffic into them or make them HOV again. Disposable income shouldnt dictate how quick you get to work.
12/22/2019	Managed toll lanes	I'd like to see barriers between toll and regular lanes so people can't jump in and out at non designated areas
12/22/2019	Managed toll lanes	No more tolls
12/22/2019	Managed toll lanes	Occupancy yes Pricing No When pricing was added traffic became significantly worse
12/22/2019	Managed toll lanes	Should've kept the HOV lane as-is. It is robbery to build through taxpayer money only to use a few short years later as a pay lane.
12/22/2019	Managed toll lanes	Its bull. You know it and I know it. We all know it. Quit charging me for lanes i already paid for.
12/23/2019	Managed toll lanes	Make toll lanes controlled access and reversible to best manage rush hour traffic.
12/23/2019	Managed toll lanes	I'm not a supported of toll lanes. Sell some bonds, stop taxing highway users.
12/23/2019	Managed toll lanes	This is just another tax on roads that have already been paid for
12/21/2019	Managed toll lanes	These barely work and is not accessable to all individuals.
12/21/2019	Managed toll lanes	The current lanes are too expensive and do not provide enough benefit for the cost.
12/21/2019	Managed toll lanes	BRT Lanes specifically, re-introduction of HOV incentives, alternative fuel/EV prioritization
12/21/2019	Managed toll lanes	Stop building toll lanes or I have to pay additional taxes to driving them. I already pay taxes to drive on the road and shouldn't have to pay a double tax to try to save 10 minutes
12/21/2019	Managed toll lanes	Too expensive during rush hour and still move slowly
12/21/2019	Managed toll lanes	Peach pass has been invaluable to the use of getting to certain attractions like Michelin Raceway Road Atlanta!
12/21/2019	Managed toll lanes	Add additional HOV lane, but baseline cost should assume that existing HOV lane that was taken from general traffic lanes is returned to general use.
12/21/2019	Managed toll lanes	It should be up to the developers who are building high density developments that no one in the county wants to help fund DOT projects. They are the cause, I already pay for the roads out of my taxes. I shouldn't have to pay again.
12/21/2019	Managed toll lanes	Make toll lanes for through trucks only.. Cars will no longer need run the gauntlet of 18 wheelers to get to their desired exit....
12/21/2019	Managed toll lanes	Go back to HOT lanes and get rid of tolls

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12/12/2019	Managed toll lanes	traffic volume appears to be large enough for two lanes NB & SB - possibly contra flow lanes like northwest corridor
12/10/2019	Managed toll lanes	managed/toll lanes can be effective to address congestion, but are not accessible to low-income populations.
12/10/2019	Managed toll lanes	do we really need more lanes where the people with money, or driving on company expense accounts, get preferred treatment?
12/11/2019	Managed toll lanes	I use the toll lanes, but they have been getting progressively too expensive and too crowded to utilize. Adding more might help, but that would only lead to further congestion in the non-toll roads and without adequate exit routes to local exits along the corridor from the toll lanes, merging traffic creates additional issues as motorists move to the right to exit.
12/10/2019	Managed toll lanes	Occupancy - yes. Pricing - no. Change from HOT (inefficient and expansive) to HOV (efficient and prudent). Then enforce the HOV. Go to Phoenix for good examples of how HOV enforced 6-9 am and 3-7 pm helps move traffic at all times.
12/9/2019	Managed toll lanes	Happy with current toll system.
12/9/2019	Managed toll lanes	I wish there was the barrier like there are with other peachpass lanes to prevent people from jumping in and out. I've seen too many near misses or accidents caused by people jumping in the peachpass lane because traffic is slow or at a standstill.
12/9/2019	Managed toll lanes	Pricing on 85 HOT lanes are ridiculous during evening rush. $13 from Pleasantdale to Pleasanthill.... not affordable to save 12 minutes.
12/8/2019	Managed toll lanes	Unless more lanes are physically added, this idea is a massive waste of time and money.
12/18/2019	Managed toll lanes	Toll lanes do not reduce congestion for anyone but the people paying to use them.
12/18/2019	Managed toll lanes	My taxdollars already paid for the interstate; there should not be a toll lane.
12/18/2019	Managed toll lanes	This is just a money making gimmick and doesn't help the traffic problem in any way. Should be stopped.
12/17/2019	Managed toll lanes	Toll lanes are simply a money grab and should never be considered as an option. HOV are okay.
12/18/2019	Managed toll lanes	This does no good unless the toll lanes can go much faster than the standard lanes. Costs are quite high!
12/17/2019	Managed toll lanes	Get rid of toll lanes! Opening up the toll lanes to all makes road usage far not just the wealthy.
12/17/2019	Managed toll lanes	Price should not gouge the motorist. More lanes to encourage more drivers
12/17/2019	Managed toll lanes	not very effective
12/20/2019	Managed toll lanes	Already have it, and not super effective.
12/20/2019	Managed toll lanes	Limited entrance/exit. HOV/Peach Pass "honor" lanes do nothing to control traffic. The ticket is often less than the toll. I-75 S controlled/limited access lanes are much better.
12/20/2019	Managed toll lanes	Occupancy! Not pay to use.
12/19/2019	Managed toll lanes	Would like to understand how well the current hot lanes work and if they have helped
12/18/2019	Managed toll lanes	No more tolls. We already paid for these roads. Making us pay twice is obnoxious.
12/18/2019	Managed toll lanes	0 stars
12/18/2019	Managed toll lanes	I don't see how we could do more without widening.
12/20/2019	Cross-street widening	And better timed signals, and related improvements to freeway access, like what was done on the turn from GA 124south to Hamilton Mill
12/17/2019	Cross-street widening	Might help some
12/16/2019	Cross-street widening	management of these lanes is critical - traffic lights should flow
12/18/2019	Cross-street widening	Especially southbound on GA 141 turning onto East 285 with all the backups caused by I85 North and access lanes to South 85. Need at least one additional lane on I285 East
12/8/2019	Cross-street widening	This dies nothing unless I-85 has more lanes to accommodate the greater influx (in a shorter time) of cars from more feeder lanes.
12/9/2019	Cross-street widening	Hard to get off 85 once you are on and there is traffic.
12/8/2019	Cross-street widening	Maybe not widening but better traffic flow
12/11/2019	Cross-street widening	With only a single merge lane to I 85, traffic will still converge to a narrow point, so adding more lanes on feeder entrances might create greater congestion than less.
12/10/2019	Cross-street widening	this will only lead to increased congestion/traffic in the neighborhoods surrounding the highway, encouraging more car trips, and damaging walkability/bikeability.
12/12/2019	Cross-street widening	signal timing to move cars through faster. minimize access points and signals as you near the interstate.
12/21/2019	Cross-street widening	This would only increase traffic on 85 making it easer to get on
12/21/2019	Cross-street widening	Very needed. The additional lanes on 85 from (Un)Pleasant Hill to Old Peachtree help relieve congestion, but the bottleneck for all Atl traffic is when you finally have to merge on to the full 85, or when two interstates merge (985/85, 85/316, 85/75, etc).
12/21/2019	Cross-street widening	Ronald Reagan Parkway should be extended as limited access to GA-400 generally following route of State Bridge Rd.
12/21/2019	Cross-street widening	This just seems to bring more traffic and more people jockeying to change lanes and ultimately causes more congestion
12/21/2019	Cross-street widening	285 and 85 need more lanes for merging traffic.
12/21/2019	Cross-street widening	Need to discourage highway widening and focus more on multimodal transportation/mass transit options.
12/22/2019	Cross-street widening	Duh
12/22/2019	Cross-street widening	There are way too many entrances to i-85 that is just a one lane exit that creates too much congestion
12/22/2019	Cross-street widening	This only puts the strain on the area where the lanes decrease and you have bottleneck effect which causes just as much traffic.
12/21/2019	Cross-street widening	Study after study shows that wider and more lanes does very little to improve traffic but actually makes things more dangerous for auto and pedestrian traffic
12/29/2019	Cross-street widening	Please do something to alleviate the Lawrenceville suwanee mess
12/30/2019	Cross-street widening	cross the river in more places as has been proposed ad infinitum by the CIDs
12/31/2019	Cross-street widening	Easy access and good signage ate key to traffic flow

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12/31/2019	Cross-street widening	Interchanges and access to areas along the I-85 corridor need to be improved to provide greater access and allow local development rather than commutes to Atlanta.
1/2/2020	Cross-street widening	One extra lane could help
1/2/2020	Cross-street widening	This is a good possibility, but only if it has been proven that operational improvements would not provide the same benefit. Also, this may not be an optimal solution along corridors that fall along LCIs, or other initiatives that are seeking to improve walkability - such as Sugarloaf Pkwy and Jimmy Carter Blvd.
1/3/2020	Cross-street widening	Stop building near interstates
12/25/2019	Cross-street widening	more lanes would just encourage more use of a crowded expressway--not a good solution
12/24/2019	Cross-street widening	The deadlock will still be getting onto I-85. Does not improve the situation
12/24/2019	Cross-street widening	Yes, please fix the exits. Cars sitting on expressway because they cannot exit is not only contributing to congestion but dangerous
12/24/2019	Cross-street widening	Let the locals pay for local improvements.
12/26/2019	Cross-street widening	211, Buford Drive, Lawrenceville Suwanee and Buford Highway at McGinnis Ferry need to be widened.
12/27/2019	Cross-street widening	We need to plan for future growth.
12/27/2019	Cross-street widening	Connection to Ronald Reagan Pkwy
1/3/2020	Cross-street widening	Focus on transit and alternatives instead of widening
1/6/2020	Cross-street widening	better lane management; e.g. merge lane on I85 south from SR120 onramp to pleasant hill overpass is overly congested; too many lanes merging within a short distance
1/4/2020	Cross-street widening	Is this to add more traffic to I-85 faster? That ought jam up 85 faster.
1/3/2020	Cross-street widening	Not sure more lanes will help.
1/3/2020	Cross-street widening	Focus on tourist attractions and venues such as the Gwinnett Arena.
1/7/2020	Cross-street widening	This can be dangerous and cause accidents
1/7/2020	Cross-street widening	It might decongest the I-85 area
1/7/2020	Cross-street widening	316 hot lane merge into 85s hot lane is the bane of my existence in the mornings.
1/7/2020	Cross-street widening	Exit 31B off I-285 needs a lot of work.
1/7/2020	Cross-street widening	316 could use this.
1/7/2020	Cross-street widening	Congestion at 85/285 is terrible. The streets/20 around the Mall of GA are too small and new developments will not be able to handle.
1/10/2020	Cross-street widening	I believe that this will do nothing to ease congestion. The vast majority of congestion along I-85 has to do with human behavior while driving (for example, people who like to be in the left lane until right before their exit). Changing/managing lanes to and from or even on the highway will do nothing to quell this major cause of congestion.
1/8/2020	Cross-street widening	Please look at expanding Cross street lanes at exit 126 and 129.
1/10/2020	Cross-street widening	non-interstate hwys in the 85 corridor are at max capacities
1/7/2020	Cross-street widening	more induced demand
1/7/2020	Cross-street widening	Too much money has been spent widening roads that could have been used to expand public transit, and if that had been done we wouldn't be having the congestion issues we currently have
1/7/2020	Cross-street widening	Continue the peach pass up 985
1/8/2020	Cross-street widening	The access roads are ineffective and cumbersome. They reduce efficiency and make it hard to navigate the corridor.
1/8/2020	Cross-street widening	Local businesses could use flexible work hours to give some relief before more local roads are widened.
1/7/2020	Cross-street widening	Would reduce backed up ramps
1/11/2020	Cross-street widening	I'm not sure how this would help address congestion on 85.
1/11/2020	Cross-street widening	Connecting roadways are already congested. More lanes would only get more cars to the congested interstate.
1/11/2020	Cross-street widening	Most of the cross streets currently seemed to be reasonable well designed for efficiency. Maybe there are a few locations that need help but I dont see much bang for the buck on this one.
1/11/2020	Cross-street widening	Give drivers alternate routes to along this stretch of road
1/11/2020	Cross-street widening	More lanes may help but will only help temporarily. The influx of people to GA will continue to happen.
1/12/2020	Cross-street widening	No need for improvement
1/14/2020	Cross-street widening	Clairmont especially needs better access on and off 85 almost all times of the day. Better utilize the nearby access roads that already exist. Expanding or granting better access at Shallowford and Chamblee Tucker would help improve the flow of those getting off/on 85 as well, which would improve the overall flow of 85. This is mostly commercial property. I am not supportive of moving lanes closer to long-time residential properties. This will diminish property values and increase pollution for young families.
1/15/2020	Cross-street widening	This might be helpful at high volume bridges like Jimmy Carter, etc. to increase traffic volume and reduce overflow onto interstate
1/16/2020	Cross-street widening	Ensure adequate length of merging area in order to prevent bottle necking and delays .
1/14/2020	Cross-street widening	This should include lanes that lead to exit ramps for smoother transitions onto 85. One example is the ramp from 285 to 85. There are three lanes on the ramp that converge to one lane right as it ends onto 85 north. This creates a backup on 285 and accidents on the ramp lanes making that area dangerous to travel.
1/15/2020	Cross-street widening	More lanes just invites more automobiles. It does not promote carpools and/or alternative transportation options.
1/11/2020	Cross-street widening	Gwinnett has always been short sighted in building along major traffic side streets before addressing the traffic. Hwy 20 is an excellent example.
1/11/2020	Cross-street widening	Not sure if that would help. Better than construction on I-85! Construction takes a long time and is a mess.Look at 285!
1/11/2020	Cross-street widening	Doesn't solve the major problem too I 85 congestion
1/18/2020	Cross-street widening	The exit lanes aren’t where the backup is located
1/18/2020	Cross-street widening	Need more cars off the street, not more ways for cars to access roads
1/22/2020	Cross-street widening	I-20 does exist

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1/24/2020	Cross-street widening	Adding lanes does not reduce congestion but rather increase it. Induced demand.
1/18/2020	Cross-street widening	How stupid, capacity on i85 is already exceeded, why make it easier to access the parking lot?
1/18/2020	Cross-street widening	More improvement in obeying laws regarding the pass\fast lane. Slower cars move over to the right.
1/18/2020	Cross-street widening	Allow vehicles at popular exits to exit the highway faster.
1/16/2020	Cross-street widening	The interchange at Indian Trail Road is backed up such that it takes 30 minutes most nights to get onto 85 North
1/16/2020	Cross-street widening	Stop just adding lanes and widening roads. See above comment.
1/17/2020	Cross-street widening	Lawrenceville Swanee entrance and is congestive, frequently used to get to 985, and dangerous for drivers already on 85. Cars entering 85 from this entrance to get to 985 will cut you off and cross white lines. I am very cautious because of the way cars will cut you off trying to get to 985 when I am driving North.
1/24/2020	Cross-street widening	No new lanes.
1/28/2020	Cross-street widening	Not Cross-street side streets that connect exits. Some cars get on just to go to next exit, but instead of going the interstate speed they drive like they're on a side street
1/29/2020	Cross-street widening	It doesn't matter how wide a street is, it will have to merge down to one lane to enter onto I-85. Making local streets connect to where people need to go (i.e., I-85 access roads) and installing "smart signals" that move traffic more efficiently on those local streets will mean fewer drivers using I-85 for local travel.
1/28/2020	Cross-street widening	I love driving the service roads in Texas and wish we had them so that if there was a crash, at least traffic still moves.
1/30/2020	Cross-street widening	Studies have shown that widening highways does not necessarily improve traffic. As capacity is increased, so does volume - thus negating the benefit.
1/30/2020	Cross-street widening	MORE STREETS IS NOT THE ANSWER
1/30/2020	Cross-street widening	Relieving congestion at exit ramps from i-85 will reduce congestion overall, as many exits simply backfill straight onto the interstate. The Pleasant Hill interchange redesign has done much to prevent this from happening and should be mirrored elsewhere.
1/30/2020	Cross-street widening	Widening at Lawrenceville Suwanee to improve 85 access
1/31/2020	Cross-street widening	If adding more lanes will only get more cars to interstate quicker which will slow the interstates more. Need more better transit options/programs/incentives for people to really consider as a viable option
1/31/2020	Cross-street widening	Maybe use the shoulder as a lane during certain hours kind of between Jimmy Carter and Indian Trial
1/31/2020	Cross-street widening	again, more lanes don't work
1/30/2020	Cross-street widening	greatly needed!
1/30/2020	Cross-street widening	Research shows this is probably the worst thing you can do. It will just make a bad situation worse.
1/29/2020	Cross-street widening	Please don't do this! We have seen EPIC failures in GA and everywhere with adding capacity to the roadway. This is pretty irresponsible to future generations, considering the cost of construction, maintenance, and air pollution. Investing in a multi-modal system that is reliable and quality should be the priority to spend tax money on our system.
1/30/2020	Cross-street widening	Need a turn lane coming off sugarloaf parkway that continues to the 85n/ pleasant hill exit
1/30/2020	Cross-street widening	off ramps are too short and narrow, often causing back-ups leading to crashes. Specifically exit 111
1/30/2020	Cross-street widening	sooner or later the lanes come together creating a bottle neck. More lanes result in increase danger when crazy driver cross over multiple lanes
2/1/2020	Cross-street widening	Putting access roads along side the highway to visit businesses on either side of the interstate would help some.
2/1/2020	Cross-street widening	No widening - all this does is make congestion worse everywhere. You don't buy bigger pants to solve a weight problem.
2/1/2020	Cross-street widening	widening roads is proven to not actually reduce congestion in the long term.
2/1/2020	Cross-street widening	This does not work. Period. This is well known, theoretically and in practice, to make congestion worse.
2/2/2020	Cross-street widening	Widen where needed. Add free flowing interchange without lights at Jimmy Carter and Pleasant Hill
2/1/2020	Cross-street widening	You guys are going to have to start going up. Interchanges are the only options.
2/1/2020	Cross-street widening	more roads need to be widened
2/2/2020	Cross-street widening	Need to be more non-connecting streets to I85, crossing without exits.
2/2/2020	Cross-street widening	Does not address the traffic coming down from Suwanee, Duluth, Berkeley Lake. Does not account for the population growth in North Gwinnett County
2/2/2020	Cross-street widening	316 and 985 area is ridiculous
2/2/2020	Cross-street widening	Back ups on ramps leading to these streets are often the cause of congestion on every interstate.
2/2/2020	Cross-street widening	Hamilton Mill Parkway
2/2/2020	Cross-street widening	You would just be dumping more traffic on 85 faster.
2/2/2020	Cross-street widening	No! Road widening just creates more traffic, wastes money, and degrades surrounding property. No new roads and no new lanes!
2/3/2020	Cross-street widening	Don't need more lanes. Easier access to public transportation will help reduce traffic
2/3/2020	Cross-street widening	Some the cross streets could use some improvement and it may help with the traffic flow on I-85.
2/3/2020	Cross-street widening	GDOT tried it spending 100s of Millions on I-85/316 and still congested.
2/3/2020	Cross-street widening	In my opinion, the cross streets are backed up because everyone is trying to get on I-85
2/3/2020	Cross-street widening	Not just widening, but adding more routes that cross the highway. Please provide more alternative routes. Stop making everyone drive the same route.
2/3/2020	Cross-street widening	I don't see how this will help traffic on I-85 itself. Wouldn't it just further complicate the traffic issue on 85??
2/4/2020	Cross-street widening	More lanes and more roads does not solve traffic problems
2/3/2020	Cross-street widening	Street widening leads to induced demand, which further worsens congestion.
2/3/2020	Cross-street widening	This would help the major congestion areas.
2/3/2020	Cross-street widening	NO
2/4/2020	Cross-street widening	wider lanes fill up with more cars, get a clue TRAINS!
2/4/2020	Cross-street widening	Wider lanes to access I-85.
2/4/2020	Cross-street widening	Creating more lanes and roads will only increase the numbers of vehicles on the highways and local roads. We should be working to reduce our carbon footprint. This is old school thinking.

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2/7/2020	Cross-street widening	Yes please!
2/7/2020	Cross-street widening	Getting on 85 from either direction on 285 is a nightmare most times of the day due to there only being 2 lanes. This needs to be addressed.
2/7/2020	Cross-street widening	Open up the ramps at McGinnis Ferry and add ramps at Gravel Springs to reduce traffic on GA-20
2/5/2020	Cross-street widening	There's already enough
2/5/2020	Cross-street widening	double deck the current width; how many folks the whole way? give them an upper deck 3 lens
2/5/2020	Cross-street widening	I feel like this would help with congestion.
2/5/2020	Cross-street widening	More emphasis on transit options to avoid having to build more car lanes
2/6/2020	Cross-street widening	We can't keep widening the interstates. By the time it's done it's always too little too late.
2/5/2020	Cross-street widening	Cuing capacity to onramps and from offramps is more important than just more lanes.
2/5/2020	Cross-street widening	Do not widen. This will not help and will instead incentivize more trips from farther away.
2/8/2020	Cross-street widening	Will help but still doesn’t solve congestion on 85, and could lead to more cars dumping onto 85.
2/8/2020	Cross-street widening	Also with widening of alternative arterials and signal and light automation and optimization
2/8/2020	Cross-street widening	That will only drain more traffic onto the interstate.
2/8/2020	Cross-street widening	Just encourages more funneling of traffic onto I-85, right? Not good.
2/8/2020	Cross-street widening	4 lanes are enough
2/8/2020	Cross-street widening	This might help depends where they're thinking about this option.
2/8/2020	Cross-street widening	This is definitely much needed in exit 111 (Suwanee).
2/8/2020	Cross-street widening	Keeps things moving and would allow for more diverging diamonds
2/8/2020	Cross-street widening	Enforce oversize truck traffic restrictions on through streets.
2/8/2020	Cross-street widening	not a bad idea. i'm opposed the diverging diamond boondoogle
2/8/2020	Cross-street widening	Cross streets should be widened to allow East to West traffic. Not everyone travels downtown.
2/8/2020	Cross-street widening	Yes
2/8/2020	Cross-street widening	In many side streets I would suggest adding street trees and lane diets to reduce traffic speeds to improve pedestrian and cyclist safety. More lanes only create more congestion via induced demand. This is a documented and known phenomenon
2/8/2020	Cross-street widening	More lanes only leads to more traffic this is a known, documented, phenomenon called induced demand
2/8/2020	Cross-street widening	Side streets need road diets and street trees to slow traffic to promote safety for cyclists and pedestrians.
2/8/2020	Cross-street widening	In many side streets I would suggest adding street trees and lane diets to reduce traffic speeds to improve pedestrian and cyclist safety
2/9/2020	Cross-street widening	Usually traffic is caused by the traffic on exits. Adding more lanes won't help. See the bottleneck on Pleasant Hill. 2 Lanes from 316, 1 from access road, 1 from Pleasant Hill and one from Steve Reynolds. 4 lanes of traffic is adding too much traffic to for 85. If you add 10 extra lanes there is a culture on occupying all the lanes and not move over like people will do in Germany or France. Georgia has a law that forces slower traffic to move right but is not enforced. It is easier to write tickets for speeding. Spreading around cars will not benefit when there is a slow down and everybody will stop just because they see that the driver in front is pressing the brake.
2/9/2020	Cross-street widening	I spend so much time eating in traffic waiting to get on 85 as it is, how does adding to that help the underlying problem if there isn’t more capacity on 85
2/9/2020	Cross-street widening	This does not help unless 85 traffic roads are fixed.
2/9/2020	Cross-street widening	I'd like to see more cross streets that have no interchange with I-85 at all, so they could carry traffic across without getting bogged down in the spillover from 85 backups. In driving all over the metro area I have memorized the locations of such and streets frequently use them to get around during rush hour.
2/9/2020	Cross-street widening	I don't think that widening any of the roads will help.
2/8/2020	Cross-street widening	Generally ruins residential and commercial areas with higher speed local traffic
2/9/2020	Cross-street widening	I don’t have much of an opinion on this since I’m usually just driving between my two residences and businesses in Athens and Atlanta but it makes sense to improve these areas if possible.
2/9/2020	Cross-street widening	ridiculous!!!!
2/9/2020	Cross-street widening	While this may reduce congestion at the city level, it has little impact on reducing traffic on 85
2/9/2020	Cross-street widening	If 85 can't handle the amount of vehicles on the road, it won't matter how quickly they get to 85.
2/9/2020	Cross-street widening	More lanes is not the answer. GDOT needs to start thinking strategically. This includes less cars on the roads by offering incentives to companies for teleworking and supporting high speed train access along the corridor.
2/9/2020	Cross-street widening	Very temporary fix, will make the problem worse in the long-term
2/9/2020	Cross-street widening	IOM you should only add lanes as a last resort.
2/9/2020	Cross-street widening	IOM you should only add lanes to existing roads as a last resort.
2/9/2020	Cross-street widening	Absolutely
2/9/2020	Cross-street widening	This may help local traffic but will not help congestion on I-85
2/9/2020	Cross-street widening	additional lanes will help, but will become just as congested due to volume
2/10/2020	Cross-street widening	Only if this acts as a release valve. If you improve the flow of vehicles to 85, but not the flow of vehicles away from 85, then you've added to the congestion issue.
2/10/2020	Cross-street widening	really don't use too many but L'ville-Suwanee intersection is definitely clogged
2/10/2020	Cross-street widening	There are enough roads that connect it's after you get on 85 it slows. The one exception is Pleasant Hill that is very congested even after the Diverging diamond which didn't do that much to speed up travel.
2/10/2020	Cross-street widening	provide more option to 85 not add more vehicles
2/10/2020	Cross-street widening	Getting cars off of I85 in higher capacity, allowing I85 not to back up near off ramps, should be of utmost importance. It improves the overall flow tremendously. Need to add off ramps exiting onto McGinness Ferry Rd.
2/10/2020	Cross-street widening	There's a lot of congestion on these streets that could certainly be improved.
2/10/2020	Cross-street widening	expanding key areas will help a lot. redesign dual-purpose on/off lanes. so for example, the steve reynolds on-ramp lane combines with the beaver ruin off-ramp lane. this was great 20 years ago, but is no longer safe or efficient. dedicated on/off ramp lanes and exit only lanes when applicable.

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2/10/2020	Cross-street widening	Road widening will make the problem worse. Decades of research shows that induced demand is real and that building more roadway builds more demand and the lane is full again in a few years' time. Stop building more roads or widening roads.
2/11/2020	Cross-street widening	This will make congestion worse. Making it easy to take other modes of transit is the only way we are going to reduce the number of cars and thus congestion.
2/10/2020	Cross-street widening	More lanes will help short-term, but we will run into the same problem in a few years.
2/10/2020	Cross-street widening	This is literally not going to work (https://www.youtube.com/watch?v=N4PW66_g6XA).
2/10/2020	Cross-street widening	Very sensible, flyovers and more widening. Maybe consider express or tolled options on arterial roads as well. Tolls can raise further cash for roads where there are funding shortfalls. Traffic is too slow, sensible solutions to solve it permanently and further improve network (tolls) make sense.
2/10/2020	Cross-street widening	This might help but the real issue is dated on/off ramp intersection design is poor at best. Lines form just to exit the highway and causes backup
2/10/2020	Cross-street widening	We already have enough lanes. We need to think outside the box and find a path to connect to 285 sooner than at Jimmy Carter. Consider directing a ramp for those going to 285 to relieve some of the traffic on 85. We can do this, we just have to do something unconventional.
2/13/2020	Cross-street widening	NO MORE LANES! BUILD TRANSIT
2/13/2020	Cross-street widening	NO MORE NEW LANES
2/13/2020	Cross-street widening	include multiple alternative routes so there’s no spaghetti type situation.
2/13/2020	Cross-street widening	While this is definitely needed in some areas, I think alternatives to more paving should be explored first. This should be a last resort.
2/12/2020	Cross-street widening	The diverging diamond at Pleasant Hill is an excellent example of what needs to be done.
2/11/2020	Cross-street widening	Widening streets will only lead to more congestion; induced demand
2/11/2020	Cross-street widening	Widen the 316 interchange that is a very congested area
2/11/2020	Cross-street widening	This has never worked, and will never work. More lanes get filled up by more cars.
2/11/2020	Cross-street widening	That is not the issue with traffic on I-85.
2/14/2020	Cross-street widening	If you put more lanes to connect it just creates conjestion...we need MORE LANES ON 85
2/14/2020	Cross-street widening	more lanes are not the answer it just means more cars
2/15/2020	Cross-street widening	More Controlled Access routes to 85
2/15/2020	Cross-street widening	I read in the newspaper a few years ago that there was a plan to add a new bridge over I-85 north of Lawrenceville-Suwanee Road to help relieve congestion on Lawrenceville-Suwanee Road. It would extend Smithtown Road on the west side of I-85 to Old Peachtree Road and Horizon Drive on the east side of the Interstate. What happened to this proposed bridge, and why hasn't it been built? It would greatly help relieve congestion on Lawrenceville-Suwanee Road crossing I-85.
2/18/2020	Cross-street widening	Studies have shown whenever more lanes are added, traffic simply increases. No matter how many lanes you build or widen you will NEVER keep up with the population growth in the area. WE NEED PUBLIC TRANSIT. Period.
2/18/2020	Cross-street widening	More lines at the 85 & 985 intersection are all that's needed. Having only two lanes to go to each highway after the split is not nearly enough!!!!
2/17/2020	Cross-street widening	This will enable drivers a quicker exit from 85 allowing 85 congestion to dispurse faster.
2/18/2020	Cross-street widening	Add a second deck instead
2/18/2020	Cross-street widening	Expand the train.
2/18/2020	Cross-street widening	Focus on 400
2/18/2020	Cross-street widening	May make it easier to get to 85 but that seems to be less of a problem. You would move the bottlenecks to the on ramps and merges.
2/19/2020	Cross-street widening	Widening only induced demand. We do not want this! Do not widen it does not solve the problem.
2/19/2020	Cross-street widening	More lanes will only induce more traffic
2/19/2020	Cross-street widening	Will just add more cars to 85
2/19/2020	Cross-street widening	Adding lanes does not fix the problem that occurs when all lanes need to be shut down. Think when a truck fire causes 85 to be shut down at Jimmy Carter.
2/19/2020	Cross-street widening	Better secondary roads would alleviate interstate congestion.
2/19/2020	Cross-street widening	no. gwinnett is already all highway and honestly, i don't feel as safe driving there as i do in atlanta.
2/18/2020	Cross-street widening	I85 already packed, need alternate routes that can handle significant traffic to ease current
2/18/2020	Cross-street widening	As long as there are clearly marked lanes and enough space for people to merge before last minute
2/18/2020	Cross-street widening	Great if there was no construction involved to further cause problems
2/18/2020	Cross-street widening	Never works due to volume.
2/18/2020	Cross-street widening	There are too few east/west roads. This is true all over Atlanta
2/18/2020	Cross-street widening	There are too few east/west roads. This is true all over Atlanta We still need a northern arc between 75 and 85 to help minimize the truck's closer to the city.
2/19/2020	Cross-street widening	If we can clear the traffic so that it does not back-up on the interstate, I suspect a major improvement will be made.
2/19/2020	Cross-street widening	Preferred designated lanes for Trucks 6+ wheels only.
2/19/2020	Cross-street widening	Widening the street will create a short term solution. We already have 6-8 lanes on each side depending on the section of 85. As the roads widen, people will continues to try to access the road and eventually they’ll be having the same issue in a short period of time.
2/19/2020	Cross-street widening	This only creates a short-term fix, as Atlanta and it's metro area continues to grow, the expanded roads will eventually be consumed and we'll be back to the same conversation.
2/20/2020	Cross-street widening	No more for cars. We want want bike lanes
2/20/2020	Cross-street widening	Not sure how much this would help ... sure, you could conceivably get more vehicles off the highway faster, But you’d also be getting more vehicles on the highway faster. Probably no net improvement.
2/20/2020	Cross-street widening	In some cases, that would require new roadway geometry / configuration; also, improving or adding exit lanes, particularly for right exits / entrance ramps, can improve traffic flow almost as much as widening the whole road / adding a full lane.
2/20/2020	Cross-street widening	More lanes means the highway will be more dangerous

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2/20/2020	Cross-street widening	Hell no! No more road widening! We want new ways to get around! Expand transit!
2/19/2020	Cross-street widening	I don't like the idea of widening. Would go for more high occupancy vehicles.
2/19/2020	Cross-street widening	I don't like the idea of widening. Would go for more high occupancy vehicles (rapid buses, bus shuttles, incentives for sharing rides).
2/19/2020	Cross-street widening	This will help, but the main issue is how to take vehicles off our roads, alternate routes by passing ATL is needed.
2/24/2020	Cross-street widening	You already have on ramp lights and have allowed vehicles to use shoulder lane to exit ramps during peek hours.. widen shoulder lanes to actual exit ramp lanes Example: Wesley Chapel Road at 285 corridor exit..
2/24/2020	Cross-street widening	985 need to have 3-4 lanes to deal with congestion
2/25/2020	Cross-street widening	Probably important, but I don't travel the area at rush hour, so not familiar
2/25/2020	Cross-street widening	I don't like this idea at all
2/26/2020	Cross-street widening	Satellite blvd. should have light rail installed. Plus this street is badly in need of street lights for safety all along your study corridor.
2/22/2020	Cross-street widening	induced demand, more lanes more traffic.This is stupid it won't work
2/24/2020	Cross-street widening	Merge traffic from 316 and 85 dangerous b4 and at pleasant hill. Watch on camera...
2/22/2020	Cross-street widening	North Driud Hills Rd is a nightmare that keeps getting worse every year. Same with Clairmont. The traffic backs up onto the interstate from cars waiting to be able to exit.
2/24/2020	Cross-street widening	More entry lanes could be helpful. For example if an entrance ramp lane were to continue more than .25 miles it could allow more merge time, and less accidents & less congestion on the ramp. Same for the exit ramps. If there were an additional lane for exiting it could alleviate congestion on corridor.
2/21/2020	Cross-street widening	the last thing we need is more highways
2/21/2020	Cross-street widening	Example: US20 and i85 only have two lanes on the entrance/exit - these are often WAY TOO CLOGGED.
2/21/2020	Cross-street widening	More lanes has proven to not be an adequate solution.
2/28/2020	Cross-street widening	Not just widening the cross streets, but adding more crossings where possible.
2/28/2020	Cross-street widening	Adding entrance ramp lanes doesn't usually fix the problem
2/29/2020	Cross-street widening	More lanes does NOT solve congestion.
2/26/2020	Cross-street widening	More lanes needed on Suwannee Dam Road to improve access to 85. It can take 30 minutes to access 85 from the intersection of Suwannee Dam and hwy 20
2/28/2020	Cross-street widening	Adding lanes usually results in more cars, not fewer cars. Not sure if this is a good idea.
2/29/2020	Cross-street widening	If you took the semis off * 85 and routed them more directly to where they want to go, you would not need to widen I 85. Look, for trucks heading to Tennessee, they do not need to travl across the Staet of Georgai, jump on 285 then bottlenetck at 285 and I 75. A more direct, cost saving route would be to use Highway 53 and use 441 if they want to get to Florida. think about how that would benefit the rural areas with more economic development.
2/29/2020	Cross-street widening	Pouring more traffic onto 85 isn't going to help the traffic situation; unless you also widen 85.
2/29/2020	Cross-street widening	this just relocates the congestion down the road
2/29/2020	Cross-street widening	If I-85 is at a stand-still, more lanes to get there won't help.
2/29/2020	Cross-street widening	Widening may make things worse. access and interchanges should be improved as some have been by making routing decisions clearer and more forgiving in time and space while eliminating the ability to "cheat the system" by last minute lane changes and the like
2/29/2020	Cross-street widening	that will not help will bring more cars, need incentive for car pooling
2/29/2020	Cross-street widening	Only the exit lanes will help to reduce congestion. affording travelers to exit more quickly but they will need accessibility once they exit. Otherwise this will cause back up congestion on the exit ramp from I 85. If the entrance lanes to I 85 or widen this will only increase congestion. The answer is not more traffic in but, how do we filter in traffic at multiple points in a controlled manner that does not impact the flow of existing traffic On 85.
2/29/2020	Cross-street widening	There's nowhere else to widen 85. We need an outer perimeter to get the freight traffic and metro bypass traffic away from the congestion.
2/29/2020	Cross-street widening	Put the money into rail rapid transit
2/29/2020	Cross-street widening	STOP EXPANDING LANES!!!
3/1/2020	Cross-street widening	Studies have shown that highway widening does not improve overall congestion. Transit and demand management would be far more impactful in actually addressing these issues. Don't waste taxpayer money on a road that's just going to be congested again in 5 years. Think long term, sustainable solutions.
3/1/2020	Cross-street widening	Street light timing street signs and lighting needs to be improved on all surrounding intersections and surrounding streets close to I 85
3/1/2020	Cross-street widening	NO MORE LANES. The ONLY exception to this is new BUS ONLY lanes.
3/1/2020	Alternate routes	Build TRANSIT alternatives to I-85. Commuter rail, heavy rail extensions, expanded bus services.
3/1/2020	Alternate routes	Satellite Blvd needs major upgrades from street lights to new street signs to a lateral greenway and bike paths to light rail transit
3/1/2020	Alternate routes	Good for the resilience of the road network, but would prefer dollars be spent on transit and demand management as priorities.
2/29/2020	Alternate routes	no more building roads!!!
2/29/2020	Alternate routes	85 is not the issue. It's the transition at 285 that causes all of the back up. I know the outer perimeter was shot down in 1999. Add an upper deck to 285 (cars only) with 2 exits; 400 and 75
2/29/2020	Alternate routes	Put the money into rail rapid transit
2/29/2020	Alternate routes	Outer perimeter for freight and metro bypass traffic
3/1/2020	Alternate routes	I believe the traffic lights could be better synchronized on Buford Hwy to increase capacity.
2/29/2020	Alternate routes	Creation of an Outer Loop system is only actual option for long term improvement. ATL Bypass I-485.
2/29/2020	Alternate routes	These routes will need to be fluid and not riddled with stoplights. Perhaps an elevated route addition to what exist at ground level.
2/29/2020	Alternate routes	business route
2/29/2020	Alternate routes	all surface streets which are alternate stay congested also

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2/29/2020	Alternate routes	Yeah baby. Ge tthose semis off the interstates and have them travel more directly on rural routes. If the estiates that 45% of traffic on I 85 are trucks, removing the trucks would free up the interstate and we would not need to invest billions in inprovements. Then, let's use monorail systems to interconnect Gwinnett Place with the suburbs. Mall of Ga and Hamilton Mill would also use a monorail system. Buses are 19th entry relics that clog up our roads. We need transit overhead, not more on the ground
2/28/2020	Alternate routes	Especially east to west routes.
2/28/2020	Alternate routes	Utilizing parallel streets with load balancing and rerouting has potential assuming there is sufficient peak capacity.
2/28/2020	Alternate routes	Buford and PIB are great alternatives and could connect to MARTA.
2/28/2020	Alternate routes	Even back ways are packed with traffic. One huge issue I have seen since relocating to Metro ATL is the lack of syncing traffic lights to manage the flow.
2/28/2020	Alternate routes	There's no good way to get from 75 (either way) to 85 North without going through 285 or downtown. Northern and Eastern Arcs are decades past due (if not just an entire outer perimeter).
2/29/2020	Alternate routes	Getting people off interstates just congests other paths.
2/28/2020	Alternate routes	Improve Access roads so you dont have to get on 85 for just two exits
2/28/2020	Alternate routes	Dedicated, grade-separated guideway transit mode (heavy rail, monorail, commuter rail, and/or guideway separated light rail).
2/21/2020	Alternate routes	Extra exits.
2/21/2020	Alternate routes	yes as long as it is based on public transport and not single rider cars
2/22/2020	Alternate routes	We already use Ptree Industrial and Buford Hwy- where would be an alternate? Those are great- longer- but real options ghat move traffic
2/24/2020	Alternate routes	I currently have no alternative to 85 so I have to use the interstate. If there were a good alternative that could be used that could decrease traffic in both lanes and provide another means of travel from my point A to B
2/24/2020	Alternate routes	Especially for trucks.
2/22/2020	Alternate routes	There needs to be a way to get truck traffic routed away from this area.
2/22/2020	Alternate routes	Build the northern arc above lake Lanier with very limited to only GA400 and interstates.
2/26/2020	Alternate routes	More crossover bridges over I 85 for cars bikes and pedestrians
2/25/2020	Alternate routes	This is the biggest of the three. It’s extremely important that we have other routes that are timely and aren’t congested
2/25/2020	Alternate routes	Good concept, but other than Peachtree Industrial not a lot of good corridors to consider.
2/24/2020	Alternate routes	no need for new interstates or state route. we need to expand what we have and better design the layout to minimize the congestion
2/24/2020	Alternate routes	Build and design the top end interstate that travels from Gwinnett county to North Fulton county Another interstate is desperately needed.. Around the interstate 985 route.. Bridge top metro parkway to help with congestion.. patrons should not have to travel all the way from north Ga to 285 just to get access down to city.. Also north bound to exit perimeter during peek hours.. All POINTS NORTH PARKWAY!!!!
2/25/2020	Alternate routes	Consider outer ring road route to move vehicle and truck traffic on 85 to/from 75 northwest corridor
2/24/2020	Alternate routes	Provide an outer loop for commercial traffic only. No exits except interstates 20, 75, 85.
2/20/2020	Alternate routes	There must be rail and other ways for people who can't drive to move around Gwinnett and to the city.
2/20/2020	Alternate routes	4 stars only if you introduce transit as the alternative. Then I’d give it 5. But my presumption is you mean new roads or highways, which should get 0 stars.
2/20/2020	Alternate routes	Reduce vehicles by extending Marta to Mall of GA
2/20/2020	Alternate routes	Improved transit options should be considered part of this solution.
2/20/2020	Alternate routes	Get rid of cars and use buses
2/21/2020	Alternate routes	this is probably a good idea since there are not any real options to bypass the usual mess.
2/19/2020	Alternate routes	Although this is a better option than just widening the roads, this is still a short term solution to a bigger problem. The positive of this solution is that it can grow other communities and economies as more travelers enter those areas. For example, Buford Hwy and Peachtree Ind Blvd would be perfect examples to grow. This does though, create new traffic issues there since these roads have limited space and there will be additional drivers traversing through here. Perhaps investing in public transportation, such as a network or trains would lighten the load IF they are easily accessible. As demographics change, and millennials have more purchasing power, since they are more open to different modes of transportation, since living in the suburbs are cheaper, this may be a motivation to use pubic transport if it is affordable to move outwards.
2/19/2020	Alternate routes	Creating and expanding new road routes, though not the top idea since it still creates a dependence on cars to travel into Atlanta, it develops other areas and diverts traffic from 85 - as long as the route is closer to the person’s point of arrival. For example, Buford Hwy and Peachtree Ind would be perfect candidates to widen and expand since both end up at the same or relative location, through Buckhead and Midtown to downtown. However these still create minimal short-term adjustments. Since Atlanta and it’s metro is projected to grow. Creating more arteries through public transit such as trains and buses would be more feasible in the long term. Especially a network of subways/trains. The more access people have and as long as they feel safe and feel they can move around the city, then people would probably take more. Especially in a changing demographic as millennials are more open to different modes of transportation as costs continue to rise in other factors such as housing. This would provide a solution to counter.
2/19/2020	Alternate routes	If the new routes include things like ensuring local bus service can beat traffic (thereby convincing people to use it), this will be great. However, more roads will eventually be more full.

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2/19/2020	Alternate routes	Where do freight trucks really go. 285 to south 85? 285 to 75 north. You can put 3 cars for every truck that goes down 85 and onto 285. Move them and we should have alot more room for cars! Designate a truck route that would benefit where they are going!
2/19/2020	Alternate routes	need alternate routes that take pass through traffic off the road ways.
2/19/2020	Alternate routes	I think the state of Georgia doesn't do well with providing people alternatives to travel from point A to point B. You should visit the state of Texas for ideas of turning state highways into limited highway to help decrease traffic and provide options
2/18/2020	Alternate routes	We need more N-S routes but where, it is already too congested in N Atlanta.
2/18/2020	Alternate routes	Turn peachtree industrial into 2nd i85
2/18/2020	Alternate routes	Need outer perimeter and Marta!
2/18/2020	Alternate routes	Adding light rail with commuter parking lots would be efficient. Also - we need the outer perimeter to keep all these trucks from having to go down the connector. At least half - for example - create an arc from 85 by Hamilton Mill down to 75 south of the airport.
2/18/2020	Alternate routes	Where are They
2/18/2020	Alternate routes	Get traffic off of I-85 and I-285 by building an outer perimeter as was planned over 30 years ago!
2/19/2020	Alternate routes	Especially for trucks and for traffic just passing through the state. We need a true outer loop.
2/19/2020	Alternate routes	This is a hard one, but Ronald Reagan connecting to I-85 would be HUGE. I also believe with all of the freight train lines that are already in place, why not use those for carrying people? If nothing else, it might be cheaper to lay new tracks right next to them and make those commuter trains. Imagine if someone in Athens could just hop on a train there and get off in Lawrenceville if they needed to.
2/19/2020	Alternate routes	Routes exclusively for tractor trailers would enhance traffic flow and safety. Their rate of acceleration and visibility is very different than normal sized vehicles
2/19/2020	Alternate routes	A connector like in Cobb county. Connect 985/316 with a bypass straight to inside the perimeter or 285. Bypassing all the exits on 85 like Jimmy Carter.
2/19/2020	Alternate routes	Get the trucks off 85 and 285. Bypass the city.
2/19/2020	Alternate routes	This would be helpful, especially if limited access and traffic lights.
2/19/2020	Alternate routes	This will just induce demand and not solve the problem
2/19/2020	Alternate routes	There needs to be a better solution to 85 s to 285 exit ramp. It causes congestion and accidents!!! There needs to be better signage and different lanes for ease-ability.
2/19/2020	Alternate routes	Need rapid transit and possible times 5:00a-12midnight
2/19/2020	Alternate routes	85 is the major highway people use to head to major cities all around GA. If there could be alternative routes that could serve as more options to accessing these cities, that would significantly impact the reduction in traffic.
2/19/2020	Alternate routes	The outer loop should be built to decrease through traffic and give an easier way to cross to GA 400. I'm sorry for the people who built on the outer loop land but they knew it was a possibility
2/19/2020	Alternate routes	We need more major routes for alternatives when traffic accidents happen. We've seen what happens when I-85 is seriously impacted, and it is not good, loss of time, revenue, and economy.
2/19/2020	Alternate routes	Take a look at the road systems in Texas. Multiple alternatives to the main corridor.
2/18/2020	Alternate routes	When 85 has a major incident, alternate routes do not allow traffic to flow in the appropriate direction. Modify lights and signals to improve the use of the alternate. Do not allow RR crossings to be closed on alternate routes during high traffic hours. Incapacitates the alternate.
2/18/2020	Alternate routes	Focus on 400
2/18/2020	Alternate routes	Make as many serviceable routes as possible while respecting local communities. Expand the train and transit in Atlanta would be a complete non-issue.
2/18/2020	Alternate routes	Add that second deck
2/18/2020	Alternate routes	There aren't any that go through. Breckenridge on the east side and Satellite on the west (dead end at Beaver Ruin). Buford Hwy PIB are joke.
2/17/2020	Alternate routes	An outer perimeter that starts near the Mall of Georgia is desperately needed.
2/17/2020	Alternate routes	Expand some roadways into freeways
2/18/2020	Alternate routes	I like this idea. In fact I have often wondered if a full highway system connecting 75 (near Acworth) to 85 (near Braselton) would divert traffic away from the already congested city who are just using the existing infrastructure to go from N/S to E/W. I-20 from Acworth to Buford was a start but it is not a straight path especially going through Cumming.
2/18/2020	Alternate routes	More local assess road for local traffic to keep some traffic off the interstate. Mass transit as well.
2/15/2020	Alternate routes	A lot of money is being spent currently to modernize Buford Hwy (US 23) from McGinnis Ferry Road to north of Lawrenceville-Suwanee Road. I find it astounding that the renovation doesn't include widening the road from one lane in each direction to two lanes in each direction. I think Buford Hwy desperately needs to be widened from Duluth to Buford so that the road is not less than a four-lane thoroughfare all the way from Atlanta to Buford. That's the least costly way to add capacity for traffic parallel to I-85 in the corridor under study.
2/14/2020	Alternate routes	yes without clogging up the side roads with school busses,etc
2/13/2020	Alternate routes	There are 3 main types of driver/commuters on I85 on what's becoming a 7d/24h cycle. Freight, local commute that is getting on/off, and regional where they are driving thru ATL/GA. If we could move freight into their own lanes, create a space for local commuters ..maybe expand the access roads? And create express lanes with no on-off for very extended runs
2/11/2020	Alternate routes	Make another North/South route limited access and it will help with the issue.
2/11/2020	Alternate routes	I am not sure where you would put them.
2/11/2020	Alternate routes	One of the biggest problems with 85 is the trucks. It would be a good idea if they had their own two lane road. They seem to tie up traffic more than anything else.
2/11/2020	Alternate routes	Expand Hwy 27 and add highway to intersect I-85 and I-75 south of Atlanta
2/11/2020	Alternate routes	Improve signal coordination on parallel routes to improve traffic flow.
2/11/2020	Alternate routes	A major metro area that is continuing to grow, such as the Atlanta area, cannot have vehicles that want to pass through, and people driving intown, limited to such few interstate options
2/12/2020	Alternate routes	Northern and Southern Arc for Trucks/Freight/By-pass. Adjacent Truck/Freight only roads.
2/12/2020	Alternate routes	This could be an option especially if you separate truck and bus traffic.

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2/12/2020	Alternate routes	141/Peachtree Industrial needs to be upgraded to limited access
2/12/2020	Alternate routes	I would be interested in tunneled roads connecting the south terminus of Sugarloaf Pkwy in eastern Lawrenceville and the eastern terminus of Stone Mountain Fwy. Highly controlled access, mostly tunneled.
2/13/2020	Alternate routes	NO MORE LANES! BUILD TRANSIT
2/13/2020	Alternate routes	Remove LANE to make lane for TRAIN!
2/10/2020	Alternate routes	We need to think outside the box and find a path to connect to 285 sooner than at Jimmy Carter. Consider directing a ramp for those going to 285 to relieve some of the traffic on 85. We can do this, we just have to do something unconventional.
2/10/2020	Alternate routes	Very yes. Too many people flooding onto i-85 just to get on i-285. People live on this side of Georgia but work on the west side.
2/10/2020	Alternate routes	Washington State has something like this. It doesn't work there, it won't work here
2/10/2020	Alternate routes	Again, sensible. Also (aside the point), we need a outer (outer) perimeter constructed. Atlanta Metro is Georgia's main city and the Perimeter is no longer on the outskirts, and is creeking! The express lanes will help there, but we need an additional ring road. Travelling west/east is not as fast as it ought to be in the outer suburbs.
2/10/2020	Alternate routes	Ways to get place without getting on the interstate should be much more convenient! The very word "interstate" means going from state to state, NOT town to town
2/10/2020	Alternate routes	This probably won't work, as added lane capacity simply results in induced demand (traffic situation becomes worse than before).
2/11/2020	Alternate routes	Alternate routes should include public means of travel. More of the same is not going to work. We need alternatives to car travel.
2/10/2020	Alternate routes	a new spur from the upper Gwinnett area to 285 should be installed, to divert pass-through traffic around the corridor. similar to the idea behind 285, that serves as a perimeter/bypass to central downtown atlanta, for traffic that is not stopping in the city.
2/10/2020	Alternate routes	I've traveled on 85 for 25 years and never found an alternate that speeded up my travel time since there are signals that eat up the savings in traffic
2/10/2020	Alternate routes	Would like to see an alternate route for trucks if viable. Dedicated lane might work but they will not like it I'm sure.
2/10/2020	Alternate routes	North South Connection between I85 and I20 via GAHwys 20 and 124
2/10/2020	Alternate routes	I thing one of the most successful things i've seen is right around pleasant hill. That seems more successful than jimmy carter. I think what helps is that on ramp to 85 that separates 316 and 85 from a majority of 85 traffic. In other words you are only travelling on exit105 if you truly need to take 316 or are coming off pleasant hill. I think you really did it right there. This should highlight your successes as well as where improvement is necessary.
2/10/2020	Alternate routes	I think one of the most successful things i've seen is right around pleasant hill. That seems more successful than jimmy carter. I think what helps is that on ramp to 85 that separates 316 and 85 from a majority of 85 traffic. In other words you are only travelling on exit105 if you truly need to take 316 or are coming off pleasant hill. I think you really did it right there. This should highlight your successes as well as where improvement is necessary.
2/10/2020	Alternate routes	Either improve flow of roads like Buford Highway or create bypasses for long haul trucks that are just passing through Atlanta.
2/10/2020	Alternate routes	Especially if used for local travel - or people trying to get to 285
2/9/2020	Alternate routes	need additional routes to take the load off 85
2/10/2020	Alternate routes	A bit late on this one. You need a way to remove the 18 wheelers from impacting traffic on 85 and 285. You should have built some road that goes from 85 to 75... like expand 20 or 53 but make it an interstate.
2/9/2020	Alternate routes	2nd perimeter needed
2/9/2020	Alternate routes	But our SPLOST funds have b den squandered with broken promises about this for 25 years!
2/9/2020	Alternate routes	Need a 485 bypass around 285 for out of state traffic passing through.
2/9/2020	Alternate routes	May be best if they are express routes no exits
2/9/2020	Alternate routes	Again: Outer perimeter connecting all the way to I-75 N. Should have been done years ago.
2/9/2020	Alternate routes	Adding train and bike lanes are the answer and will align with environmental goals.
2/9/2020	Alternate routes	Gov. Barnes was correct in planning for an Atlanta bypass (Northern Arc). It seems crazy that to get from Greenville to Chattanooga one needs to come through Atlanta.
2/9/2020	Alternate routes	An outer perimeter would cut down on travel times around Atlanta and significantly improve safety by offloading transient traffic further away from Atlanta.
2/9/2020	Alternate routes	All truck heading west must take Jimmy Carter to Buford or PeachTree Ind, and then take the I285W connectors. Reduce truck traffic at the I85/I285 interchange. Figure out how to do that for truck heading east.
2/9/2020	Alternate routes	Meandering roads, untimed stoplights, and narrow roads make local bypassing impossible. Take McGinnis Ferry for instance. It still takes an hour to get to Alpharetta from Suwanee because the road narrows down to a single lane.
2/9/2020	Alternate routes	You're the experts, people and freight must travel the I-85 corridor through GA. (1) A heavy tolls on existing interstate roads, (2) force freight transportation onto a spur, (3) don't be afraid of tolls - these extra tires and weight are destroying our roads!!!
2/9/2020	Alternate routes	This is the best way to improve traffic. You have to create an outer perimeter to move trucks and other traffic away from Atlanta.
2/9/2020	Alternate routes	As much as I hate the thought, it's time for a connector between I-85 and I-575/75 north of Atlanta. For Atlanta's sake, the trucks who are just passing through need to be routed around the metro area. I-285 can't handle it anymore.
2/8/2020	Alternate routes	How about a truck- only tunnel or elevated route that keeps the conflicted traffic interests separate.
2/9/2020	Alternate routes	An outer perimeter of Atlanta would be great.
2/9/2020	Alternate routes	I drive from Buford to New Northside Drive in Cobb County. There are no other ways to go that is not congested

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2/9/2020	Alternate routes	This is the real solution. We need more roads and more transit options.
2/9/2020	Alternate routes	That will help but I believe that the costs will be too high. We can use Texas as an example and charge a fee for an alternate route but I have a feeling that the local communities will oppose due the level of noise, pollution and a drop in the quality of life.
2/8/2020	Alternate routes	Create more public transit routes and bike infrastructure. Only this will improve congestion by getting cars off of the road
2/8/2020	Alternate routes	More public transit and a more robust bike infrastructure
2/8/2020	Alternate routes	More and more convenient public transit with a robust cycling infrastructure.
2/8/2020	Alternate routes	Build another bypass!!! It's ridiculous for a metro area the size of Atlanta and surrounding towns and community centers to have only 1 major bypass for trucks and vehicles. There needs to a Northern Arc to reach 75-N and a Southern Arc to reach 75-S.
2/8/2020	Alternate routes	Elon Musk (founder of Tesla) has another company called the Boring Company. It builds underground express tunnels for traffic. They are doing it in Las Vegas and Chicago. You could tunnel under I-85, it would be cheap to build, would take about one year to build, and all the traffic that is just passing thru on I-85 could be taken underground. This would relieve traffic on the existing I-85. You could charge a small toll for people to use the tunnel which would then pay for the tunnel.
2/8/2020	Alternate routes	yes
2/8/2020	Alternate routes	lack of alternate routes makes congestion worse
2/8/2020	Alternate routes	A new 285 or 85 for freight would be better. 85 n should be cars only until Boggs road or so
2/8/2020	Alternate routes	6-8 lanes on Buford Hwy (Hwy 23) in Gwinnett, 6-8 lanes on Lawrenceville Hwy in Gwinnett, and 6-8 lanes on Sugarloaf Parkway in Gwinnett. Since not all traffic goes North and South Jimmy Carter / Holcombe Bridge should be widened to 6 -8 lanes.
2/8/2020	Alternate routes	Access roads are great. More signage to help people to use. The one north of pleasant hill is fantastic.
2/8/2020	Alternate routes	This is actually my idea. I am Florida we have at least 5 different routes to go to the airport you basically have one.
2/8/2020	Alternate routes	Alternate routes that are built for all users, with accommodations for automobiles ranked at the bottom.
2/8/2020	Alternate routes	I-75/I-85 connector
2/8/2020	Alternate routes	If I recall, the former republican governor voted down the northern arc and sought to time surface traffic lights. Dumb then and dumb now
2/8/2020	Alternate routes	Time to re-think the outer perimeter
2/8/2020	Alternate routes	Doesn't address the core issue, destroys local neighborhoods, ends up turning everything into an interstate.
2/8/2020	Alternate routes	Maybe getting some of the cars to take alternate routes would allow the trucks to pass through the area more efficiently.
2/8/2020	Alternate routes	Alternative arterials - maybe limited expressway (Buford and/or lawrenceville Highway) along with signal and light automation and optimization with plus of BRT lanes and stations between MARTA connect and Mall of Ga
2/8/2020	Alternate routes	Yes! A new bypass is needed for those traveling around the city. This will prevent freight and visitors from utilizing 85.
2/8/2020	Alternate routes	We travel 316 to 85, and are now looking to relocate ANYWHERE ELSE.
2/5/2020	Alternate routes	There are lots of roads. There are plenty of routes for cars. Focus on creating options for people of all ages and abilities to safely AND comfortably bike, walk, wait for transit.
2/5/2020	Alternate routes	Buying right of way will be a problem
2/6/2020	Alternate routes	Need more roads like 316 and ronald reagan parkway to feed the back end.
2/6/2020	Alternate routes	Need more roads like 316 and ronald reagan parkway to feed the suburbs
2/5/2020	Alternate routes	SR 140 could be made where there are no left turns allowed and make U turns option for cross county traffic between Gwinnet Fulton and Cobb counties to reduce traffic in on I-285.
2/6/2020	Alternate routes	not a huge fan, will congest surface streets
2/6/2020	Alternate routes	Add another east-west bridge across the Chattahoochee river to reduce the bottle necks at 141 and State Bridge.
2/5/2020	Alternate routes	More emphasis should be made to add alternative transit options to avoid building additional car lanes
2/5/2020	Alternate routes	I use back roads a lot, to avoid 85, already.
2/5/2020	Alternate routes	have to get off sometimes and the alternates will need major work
2/5/2020	Alternate routes	Yes but for this y'all have to count with different municipalities and I don't see Duluth, or Norcross welcoming the idea
2/5/2020	Alternate routes	Public transportation or extended connectors for Buford Highway and Peachtree Industrial and I-85.
2/5/2020	Alternate routes	Public transportation or expanded/extended connectors for Buford Highway and Peachtree Industrial and I-85.
2/5/2020	Alternate routes	Truck parking would be great before the traffic hits 985 area coming from north. As a truck drive, Atlanta metro area DESPERATELY needs a bypass of 285, about 40-50 miles from i285. 80% of the TRUCK traffic would use that to bypass 285 and metro atlanta area... THAT is what will help reduce congestion and accidents (as we've seen in the last couple of weeks). Build in sections where you can , route 11, route 53 are possible routes which be used to build interstate highway to divert truckers and those who only use i285 to to north or south. Furthermore, TRAIN/RAIL will also help with reducing congestion. Buses will not be effective.
2/7/2020	Alternate routes	I'm a truck driver and I drive through Atlanta every week. There's not a truck driver out there that will not like to be able to drive around Atlanta and not deal with the traffic in the roads. If you could have a bypass for trucks to go around there would be a lot less traffic and accidents.
2/7/2020	Alternate routes	yes more of this, our county has almost a million people.
2/7/2020	Alternate routes	Would allow more traffic to function
2/6/2020	Alternate routes	Do your job and make the express way usuable

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2/7/2020	Alternate routes	alternate new routes of travel would help a lot. it would help if any alternate routes wasn't saturated with shopping stores. Something similar to the Ronald Regan Parkway. Just for through traffic. Less Traffic lights
2/6/2020	Alternate routes	Yes even MARTA expansion.
2/6/2020	Alternate routes	Atlanta needs an outer beltway like most major cities have. A west Georgia toll road from Chattanooga to Florida near Tallahassee would alleviate much Midwest to Florida from having to go through the Atlanta area.
2/4/2020	Alternate routes	For the buses there should be designated alternate routes when I 85 is shut down because of an accident.
2/4/2020	Alternate routes	Another option not using I-85 would be helpful.
2/4/2020	Alternate routes	TRANSIT YOU DINGBATS!!!
2/5/2020	Alternate routes	Give commercial traffic alternative routes
2/5/2020	Alternate routes	Give commercial traffic alternative routes Add lanes for only commercial traffic and exits under over pass for non commercial traffic to exit over under commercial traffic.
2/4/2020	Alternate routes	FOR TRUCKS
2/3/2020	Alternate routes	This would be awesome. When the 2/1/2020 truck fire occurred and shut down the interstate, I had to drive to parts of Gwinnett I didn't know existed just to get to my rental property in Atlanta. Having one or two routes that are a semi-straight shot would reduce traffic and give commuters more options than JUST 85.
2/4/2020	Alternate routes	More lanes and more roads does not solve traffic problems
2/4/2020	Alternate routes	For years an outer perimeter has been proposed i voted and supported it every time .. should have been done 25 years ago
2/3/2020	Alternate routes	Yes please!!!
2/3/2020	Alternate routes	need to utilize the parallel roads in the corridor
2/3/2020	Alternate routes	What happened to the outer loop plan
2/3/2020	Alternate routes	I prefer resources for proper public transportation are not depleted to fund more options bypass options for cars, but I acknowledge both are probably necessary.
2/3/2020	Alternate routes	This is absolutely necessary. There are NO reasonable alternatives to traveling I-85. Rail, alternate highways, bypass, etc.
2/3/2020	Alternate routes	When do you think such a system could be built? in year 2100? Let's be realistic and squander tax payer money studying an utopian vision. Build a rail system from Athens to Atlanta if GDOT really serious about congestion relief. Such a system would help many corridors.
2/3/2020	Alternate routes	The Alternate Route suggestion will definitely be the most expensive, due to R/W Acquisition and Utility Relocation. But, the Alternate Route suggest maybe the best solution.
2/3/2020	Alternate routes	Finish expansions of roads such as proposed in the past, for instance Sugarloaf Pkwy to 985.
2/3/2020	Alternate routes	Buford highway is an alternate route. Lawrenceville highway although further in as the alternate route. There’s not much room to widen any further 85.
2/2/2020	Alternate routes	Let's work to build a street grid instead of a hierarchy of collectors, arterials, and interstates.
2/2/2020	Alternate routes	Outer bypass is sorely needed in and outside this corridor. Peachtree Industrial limited access should be extended.
2/2/2020	Alternate routes	Need another ramp between Buford Hwy and Hamilton Mill
2/2/2020	Alternate routes	Build another perimeter around ALL of Atlanta!
2/2/2020	Alternate routes	Rail transit!
2/2/2020	Alternate routes	85 is wide enough. Wider is not safer
2/2/2020	Alternate routes	This would help, but unless they are built on top of the existing interstate, the lack of planning and foresight by Dekalb and Gwinnett counties leaves very little space available for such needs.
2/2/2020	Alternate routes	Need alternate transit options like light rail in Suwanee, Duluth and Berkeley Lake along Buford Hwy or Peachtree Ind. BLVD. need to consider dedicated lanes for the large 18 wheelers that clog up 85, Buford Hwy and Peachtree ind blvd.
2/1/2020	Alternate routes	other routes can be just as bad during rush hour
2/1/2020	Alternate routes	Alternate routes are highly important to provide options for drivers to avoid day to day traffic and provide for routes around accidents or bridge collapses.
2/1/2020	Alternate routes	This would be nice but not in any residential areas.
2/1/2020	Alternate routes	Subway and light rail options must be considered as priority.
2/1/2020	Alternate routes	New Outer perimeter.
2/1/2020	Alternate routes	We really need to begin to consider train systems like Europe.
2/2/2020	Alternate routes	Outer bypass is sorely needed in and outside this corridor.
2/1/2020	Alternate routes	Only to the extent that it doesn't include widening. I'd like to see a more grid network connections.
2/1/2020	Alternate routes	Best idea! make several new routes to connect I 85 to I 75. This would ease up I285 also
2/1/2020	Alternate routes	An outside loop, like an additional 285(another ring around Atlanta) or at lease a better way to reach 400 than migrating up to 285.
1/30/2020	Alternate routes	new routes will be good only if commercial build up is restricted to prevent slow down in the future.
1/31/2020	Alternate routes	This would make it much easier for people who use I-85 to get to work every day
1/31/2020	Alternate routes	build up over I- 85
1/31/2020	Alternate routes	for freight only
1/31/2020	Alternate routes	Alternate lights to move traffic faster during certain times. During the mornings keep the green lights a bit longer on major roads.
1/31/2020	Alternate routes	If purchasing ROW, then why not add Collector Distributors along I-85 in areas to improve operations
1/31/2020	Alternate routes	I-85 needs a connection to Ronald Regan Parkway.
1/30/2020	Alternate routes	Improvements that might allow transit options up and down Satellite Blvd. Improvements for transit capacity to be built (including dedicated lanes) along major east/west routes 141, 120, McGinnis Ferry, Hwy 20
1/30/2020	Alternate routes	As the county continues to grow, a new outer perimeter connecting i-85 to 400 north of Alpharetta would be a good idea.

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1/30/2020	Alternate routes	WE NEED HIGH SPEEDTRAIN
1/30/2020	Alternate routes	This is the best solution. Provide alternative routes. Widening 85 will just increase volume, which will negate the benefit. Alternative routes and methods of transportation (e.g., extending MARTA) are the best solutions.
1/30/2020	Alternate routes	Need more options for travel on or near I-85.
1/28/2020	Alternate routes	Running MARTA to mall of GA would be an awesome alternate route! With stops at Gwinnett Place Mall and Sugarloaf Mills.
1/24/2020	Alternate routes	Upgrade parallel routes with TCC and smart signals, but do not widen.
1/24/2020	Alternate routes	Only non-car alternatives. No new roads unless they're bus exclusive.
1/28/2020	Alternate routes	Much like the needed Northern Arc
1/18/2020	Alternate routes	Improve existing alternate routes of Buford Highway and Peachtree Industrial. They are underused.
1/16/2020	Alternate routes	I 85 needs additional lanes as well as massive side roads to try to improve the traffic.
1/16/2020	Alternate routes	Alternate route along I-85 through limits of Gwinnett county.
1/18/2020	Alternate routes	Good luck
1/18/2020	Alternate routes	Atlanta is in DESPERATE need of a secondary road system, use the "right of way" laws to build additional limited access routes
1/18/2020	Alternate routes	Needed the outer loop 30 years ago
1/18/2020	Alternate routes	Should have built Outer Perimeter!!!!
1/23/2020	Alternate routes	Alternate routes should prove beneficial because a single crash can cause cascading back ups for miles down the interstate regardless of how many lanes are present.
1/22/2020	Alternate routes	I-20 does exist
1/18/2020	Alternate routes	Yes, toll lanes on GA 141, GA 23 would be a great option
1/18/2020	Alternate routes	Alternate routes or some kind of public transportation system.
1/18/2020	Alternate routes	Build an outer loop
1/19/2020	Alternate routes	New routes will alleviate the congestion.
1/18/2020	Alternate routes	Any means of directing cars from needing to use the road helps long term
1/11/2020	Alternate routes	unless 85 can be widened 2-3 lanes added, only answer is other roads
1/11/2020	Alternate routes	That would be helpful. We are always looking for alternates on I-85 and 285. Construction near St. Joseph's/Northside on 285 is almost impassable and dangerous.
1/11/2020	Alternate routes	Alt routes are not sufficient to handle rerouted traffic from the interstate.
1/11/2020	Alternate routes	And put them where? We are already in the midst of the Pave Gwinnett Initiative where we're clear cutting areas.
1/11/2020	Alternate routes	This is a no-brainer
1/11/2020	Alternate routes	Only if the traffic lights are going to be in sync longer so traffic keeps moving and not stop and go
1/15/2020	Alternate routes	Outer 285....should have been built long before now.
1/16/2020	Alternate routes	Commercial traffic needs a route to bypass the Atlanta 285 corridors. A route that connects 85-75-20 on the Northeast and Northwest side of town is needed. That would keep the trough traffic out of this area.
1/15/2020	Alternate routes	Unfortunately, There are no good alternative routes due to high volumes of traffic at peak periods and large number of intersections. Possible diversion of traffic further up to Peachtree Industrial might be an option though.
1/15/2020	Alternate routes	There needs to be an East-West route option between I-85 and I-75 to take traffic off of I-285 and therefore help reduce congestion on I-85.
1/14/2020	Alternate routes	The one-way access lanes already provide a lot of space that can be worked with on new ideas. Utilize them better. Add a double decker carpool lane or light rail. Buford Highway improvements, 29, and 78 would all help traffic flow north, esp. for commuters. Improve the interchange at Peachtree Industrial, both north and south exits! This will especially help traffic heading West in the mornings. That exit is a mess! Make better use of Motors Industrial that runs parallel to 285 and is already wide enough to add a double decker lane or light rail. It is very close to Marta so that could be encouraged for transit growth.
1/14/2020	Alternate routes	There are many roads that parallel 85. Improvements should be made on these roads to increase the flow of traffic on them si they become better alternates.
1/12/2020	Alternate routes	Not only alternate routes but better communication when there's an accident and ALL lanes are shut down. Twice in the same week, about a month or so ago, all lanes were shut down and the police were just standing around rather than directing traffic off the road to an alternate road, like Satellite. When this happens you are stuck and it is very frustrating.
1/12/2020	Alternate routes	I believe we have enough alternate routes
1/11/2020	Alternate routes	We need public transportation from Gwinnett into Atlanta. Who cares what the rich people in Gwinnett have to say. Not everyone is against taking a train to work and saving gas and mileage on their vehicle not to mention the stress
1/11/2020	Alternate routes	The Outer North by-pass was/is a good idea
1/11/2020	Alternate routes	an alternate truck route for through truck traffic would help everyone. Maybe overhead lanes. Alternatively, construct a parallel highway to serve more of the local Gwinnett traffic.
1/11/2020	Alternate routes	Don't know where you'd put them, but this is the only alternative I see.
1/11/2020	Alternate routes	Atlanta needs more than 1 way to get to a place. Look at Dallas Fort Worth. Multiple approaches. Do they have traffic? Yes, but they also have alternatives.
1/11/2020	Alternate routes	When there is a problem on I-85 the alternative routes become worse making the journey sooo long
1/8/2020	Alternate routes	Alternate routes often interfere with local communities.
1/8/2020	Alternate routes	Need an outer loop connecting 85 to other major highways around the city
1/8/2020	Alternate routes	there is simply no other option, other than to sit at a million relights on local roads. Build an outer perimeter freeway between Lawrenceville through Alpharetta and into Cobb county. Limit access as much as possible.
1/7/2020	Alternate routes	Removing traffic from 85 would be beneficial as long as alternative routes are direct and have appropriate light cycles that allow for long periods of flow
1/7/2020	Alternate routes	might help a little

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1/7/2020	Alternate routes	New routes, new roads just create more traffic
1/10/2020	Alternate routes	I believe 85 moves pretty well once you're on it and traveling. The issue is getting on and off of it. Can sit on the 285 to 85N fly-over for 20-40 minutes sometimes.
1/10/2020	Alternate routes	im being biased, b/c my company is right off (1/8 mile off of 85/access road).. so other alternate routes would be useless to me. but if it helps others and less cars on 85, im for it
1/8/2020	Alternate routes	Hwy 20 is open in Buford to Cumming but the speed limit is 35-45. Why? Add another main hwy that travels from 85 to 75 on the top side of the loop.
1/8/2020	Alternate routes	Adding alternate routes and sign suggestions of these routes could help daily commuters. Additionally, adding info structure to MARTA, remove more people from the roads. Using tunnels is another option, look into NYC, Madrid, Spain, Boston larger cities use tunnels daily, at no charge.
1/7/2020	Alternate routes	This is where Marta comes in. Just do it.
1/7/2020	Alternate routes	I will often ditch 85N at Pleasantdale, but often those side streets are too narrow and congested as well.
1/7/2020	Alternate routes	Waze does a great job for this.
1/7/2020	Alternate routes	Specific lanes or streets for cars that go on a particular direction.
1/7/2020	Alternate routes	When 85N is shot, and there's a wreck affecting more than 1 right lane or any left lane destroys any semblance of rational travel in the evening. There is no other effective path to get up to 985: sugar Hill/Buford.
1/7/2020	Alternate routes	Great idea; however, as the roadways are already pretty congested how will this improve conditions or cause more issues on the side alternates?
1/7/2020	Alternate routes	less traffic
1/3/2020	Alternate routes	Roads that run parallel to Interstate 85.
1/3/2020	Alternate routes	Needs better flow of traveling
1/3/2020	Alternate routes	would be interested in hearing what these might be.
1/4/2020	Alternate routes	Improve alternate routes such as US 29 to lessen interstate traffic.
1/3/2020	Alternate routes	Add a 2 tier highway like in CA so that people who want to go farther north on 85 are not hindered by the existing traffic.
1/6/2020	Alternate routes	We need to consider a long-term plan that 85 can only be widened so far. What are the plans for another, outer perimeter loop outside of 285?
1/3/2020	Alternate routes	Build a bypass from I85 to I75 for trucks
1/4/2020	Alternate routes	There should be alternate express road in between pleasant hill rd to I 285
12/27/2019	Alternate routes	A. Ew corridor to link together Conyers, Buford, Alphareta, Marietta, Ellenwood
12/27/2019	Alternate routes	A new corridor to link together Conyers, Buford, Alphareta, Marietta, Ellenwood
12/27/2019	Alternate routes	The "outer loop" should have been built years ago...and is still needed today.
12/26/2019	Alternate routes	Reconsider the outer perimeter
12/23/2019	Alternate routes	Add an elevated 2-lane each way (similar to 110 in LA) that would bypass all local traffic, and create a thru path to downtown.
12/24/2019	Alternate routes	Absolutely but you'd have to better manage traffic light sequence in order to move the flow of traffic during heavy commute times
12/24/2019	Alternate routes	create Point to Point highway that has 1 entry and 1 exit; will allow cars that are bypassing gwinnett to essentially travel point to point
12/25/2019	Alternate routes	not everything we need is next to the expressways or should it be
1/2/2020	Alternate routes	The alternate should be public transportation.
12/31/2019	Alternate routes	Alternate routes should be primarily transit. There are few possible alternatives to truck traffic on I-85.
12/31/2019	Alternate routes	Not feasible. They Quickly become congested if there's a problem on the interstate
12/30/2019	Alternate routes	Alternative routes being mass transit - i.e. light rail transit
12/28/2019	Alternate routes	Outer Perimeter! It may be too late to convert P'tree Industrial to more limited access to Pleasant Hill Rd, but maybe not.
12/29/2019	Alternate routes	I already try to take side roads
12/22/2019	Alternate routes	Yes please. There are too many people living on this side of GA to only have one main interstate into the city. But if the new route is a toll then that helps no one and you should forget about it.
12/22/2019	Alternate routes	Build outer by pass from 85s to 675s-75s
12/21/2019	Alternate routes	An outer bypass would eliminate all that thru traffic
12/22/2019	Alternate routes	Also Duh
12/23/2019	Alternate routes	We need to have alternatives to 85 like easier and faster mass transit
12/23/2019	Alternate routes	Alternates east of I-85 as there are 3 west.
12/22/2019	Alternate routes	Make an exit ramp for Ronald Reagan in between Steve Reynolds and Pleasant Hill
12/21/2019	Alternate routes	Do not incentivize the creation of new roads, focus on creating multimodal/mass transit options along existing corridors.
12/21/2019	Alternate routes	Build a outer perimeter
12/21/2019	Alternate routes	A way to get from 85 west to 400 further north than 285 is badly needed.
12/21/2019	Alternate routes	Finish Sugarloaf Parkway and extend it to GA-400, then to I-75 following route of "Northern Arc"
12/21/2019	Alternate routes	I'd love to not have to take 85 to get into Atl. Extending the expressway part of Ptree Industrial from 285 further into Gwinnett and the much needed Sugarloaf extension into Dacula, Suwanee/Buford would be very helpful ti get around.
12/21/2019	Alternate routes	Add a connector similar to Ga 400, so the I-985 run directly to 285 via US 23 and P'tree Ind... Taking all I-985 traffic from I-85
12/10/2019	Alternate routes	Need long entry.exit lanes like you have on 85 north of the 316 junction
12/12/2019	Alternate routes	would improving PIB further north making it limited access take some of the volume off of I-85
12/11/2019	Alternate routes	If there was a way to add a toll road similar to Beltway 8 or the Hardy Toll road in Houston, this could be viable alternative to the 85 corridor.
12/9/2019	Alternate routes	Part of the issue of 85 is there are little alternate routes that can be used.
12/10/2019	Alternate routes	Are there alternate routes going north on I-85? Buford Highway is not limited access and has many traffic lights.

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12/8/2019	Alternate routes	A metro "outer perimeter" and/or flyover or elevated lanes ti add more travel space for current and future vehicle load.
12/18/2019	Alternate routes	Love it so I can get to Shallowford Rd
12/18/2019	Alternate routes	Absolutely a must. Long overdue
12/18/2019	Alternate routes	Alternate routes for I-85, especially from Suwanee on down towards Tom Moreland Interchange are a great idea. Anything that relieves congestion on I-85 ultimately helps everyone.
12/12/2019	Alternate routes	All urban interstates should have a parallel frontage road system to allow cars to easily ingress/egress from the interstate. This also allows cars a route to continue traffic flow for bad accidents or construction.
12/17/2019	Alternate routes	could help east west routes
12/20/2019	Alternate routes	But where?
12/20/2019	Alternate routes	Outer perimeter is critical to get trucks off of I-85 and I-295 during rush hour.
12/20/2019	Local buses	Bus service to Duluth downtown.
12/20/2019	Local buses	Maybe, but details matter.
12/20/2019	Local buses	Not enough people will use if all it does is take you to a park and ride or a mall.
12/19/2019	Local buses	No
12/8/2019	Local buses	Honest studies in Gwinnett do not show that there are enough riders to support our current buses/routes tobeven consider adding taxpayer cost to more of them.
12/10/2019	Local buses	Just too far to the Doraville Marta Station to use a bus..... but new bus routes in Gwinnett would be fine after a study is done..
12/11/2019	Local buses	Local buses can be helpful, but they need to have public schedules and reasonable routing to key roads and other routes along the way. I do not know if this would work well given the spread within Gwinnett county.
12/21/2019	Local buses	Local buses that connect with the commuter buses.
12/21/2019	Local buses	Local buses routes should be designed using autonomous 15 or fewer passenger vehicles.
12/21/2019	Local buses	Local buses do nothing but congest areas and stop at inconvenient places. I don't feel it helps with traffic at all.
12/21/2019	Local buses	No
12/21/2019	Local buses	Yes, but only if the system is well thought out and connects with rail
12/21/2019	Local buses	Yes please! And add bus shelters and sidewalks near bus stops for enhanced safety.
12/29/2019	Local buses	Ehh
1/3/2020	Local buses	No more local routes. Should run local routes that connect to marta trains to at least 10pm
1/2/2020	Local buses	Yes, please! The buses do not go around the county enough. I have a bus stop at my apartment, but it doesn't go the 3.5 miles to my work, both in Gwinnett.
12/31/2019	Local buses	Good idea.
12/25/2019	Local buses	need to balance cost and expected use
1/6/2020	Local buses	nobody likes the buses...they smell, do not run on time, are not safe, too slow to get to point a to point b, and cost way too much.
1/3/2020	Local buses	Needed from the commuter bus stations mentioned above. And additional buses/frequencies during peak times.
1/3/2020	Local buses	Same as commuter buses.
1/3/2020	Local buses	The busses don't get used enough and don't go where they are needed. Can we look into something more flexible like coordinated mass transit and ride-sharing?
1/7/2020	Local buses	what a joke-busses are empty to 1-2 people on board or out of service. Don't run at optimum hours to get people to work and home in Gwinnett. A total waste of taxpayer money!
1/7/2020	Local buses	Gwinnett Transit is currently inadequate and needs expansion.
1/7/2020	Local buses	This could assist with getting commuters to the new MARTA station in Gwinnett.
1/7/2020	Local buses	Name me one city close to amount of traffic the volume of Gwinnett where buses have been a successful solution. You won't find one. Buses do not work. That was a solution 60 years ago in smaller cities.
1/7/2020	Local buses	more local routes at a reasonable rider fee are needed
1/10/2020	Local buses	this is must
1/10/2020	Local buses	express bus schedules are unreliable and over crowded. need to increase frequency to every 10-20 minutes.
1/7/2020	Local buses	new routes are good, but also more buses are needed
1/7/2020	Local buses	If by "new routes" you mean routes that keep them off I-85, then yes
1/7/2020	Local buses	need to subsidize folks willing to make a longer transit trip and reduce vehicle volume
1/7/2020	Local buses	Absolutely NOT
1/10/2020	Local buses	buses are a burden to the tax payer
1/11/2020	Local buses	I think the priority should be trying to solve for the traffic and safety problems of the corridor.
1/11/2020	Local buses	don't want to catch a bus and pay for a car
1/11/2020	Local buses	Might help someone but not me.
1/10/2020	Local buses	not advisable
1/10/2020	Local buses	again, if the buses have better routes, I may consider
1/12/2020	Local buses	WASTE!
1/12/2020	Local buses	Do you guys really think people have time for this when they are trying to get to work? No way. Atlantans' will never ride buses except for those who can't afford anything else.
1/14/2020	Local buses	Marta needs major improvements. Marta barely runs outside of 285. This is a major oversight and adding local buses to larger roads, may help locals stay off the highways.
1/15/2020	Local buses	I do not believe this option will reflect a huge reduction in congestion.
1/11/2020	Local buses	I would take the bus to work and enjoy the local amenities. Need security.
1/11/2020	Local buses	I grew up in Baltimore,and the bus came every 20 minutes just one block from my house. I don't see how we could reach that kind of convenience. It would be very good for highly populated areas and for multi-resident buildings.

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1/11/2020	Local buses	I guess this would be helpful but as I don't do local transit, i don't know the value.
1/11/2020	Local buses	More coverage please!!!!
1/18/2020	Local buses	Doesn’t affect the major roads
1/18/2020	Local buses	I don't see them being used now, follow traffic patterns and apply bus routes to them
1/22/2020	Local buses	I-20 does exist
1/23/2020	Local buses	Many of the existing routes are either non-existent or too infrequent or exist just outside of a reasonable walking distance.
1/24/2020	Local buses	Buses are stuck in traffic just like cars are. The time loss of using public transport is thus not adequately compensated. If you turn a 45 minute commute into a 90 minute commute each way - few people will sign up for that.
1/18/2020	Local buses	I see a need for more transportation -- particularly for the elderly, the disabled, and those who cannot afford the expense of a car. Needs to be affordable.
1/17/2020	Local buses	Crate bus lanes to help relieve congestion of bus stops.
1/29/2020	Local buses	This will eliminate people using 85 for a couple of exits
1/30/2020	Local buses	New and/or improved routes ONLY where they make sense based on needs-based ridership. Local buses will not work where they won't be used
1/31/2020	Local buses	My wife would use the station at Indian Trail but buses for this location aren't reliable, poor customer service.
1/31/2020	Local buses	Gwinnett County is decades behind on offering public transit options. I'd like to see most funding dedicated to transit. It's more efficient and environmentally friendly. We need to strongly discourage single occupancy vehicle travel. Good options would do that.
2/1/2020	Local buses	I don't use the bus so not sure if nee routes are needed? Why don't you survey people that use Gwinnett county transit and see what they need....
1/31/2020	Local buses	I saw a local Gwinnett transit bus with one rider and the driver at rush hour...
2/2/2020	Local buses	As Southern to central gwinnett urbanize, this will help increase capacity on our roads.
2/1/2020	Local buses	We have higher news topics.
2/2/2020	Local buses	OMG they need to do something with Gwinnett Transit. THe 35 bus to my former home took an hour to get from Doraville to Peachtree Corners - I could walk faster and eventually I took a MARTA bus to the end of the route and walked less than a mile to my home in Gwinnett.
2/2/2020	Local buses	Small buses, not monsters too big for what we need.
2/2/2020	Local buses	More bus service in North Gwinnett County
2/2/2020	Local buses	Gwinnett needs better bus service, especially to the re-developing downtowns. Get Jarrett Walker to do a bus system re-design.
2/3/2020	Local buses	Need to make public transportation more accessible with more park and rides, increase route selection, and lessen wait times between buses.
2/4/2020	Local buses	The only solution is to have fewer cars on the road
2/3/2020	Local buses	Most people around here have their own car. My experience in Atlanta is that buses have about 2 people on them at a time and take up a lot of space. Not worth it.
2/4/2020	Local buses	New areas including Sugar Hill that would have local buses would be a plus.
2/4/2020	Local buses	Our students should have access to local routes to engage in after school activities to maximize their full potential. After all they are the future tax payers.
2/4/2020	Local buses	Our students should have access to local routes to engage in after school activities to maximize their full potential. After all they are the future tax payers. Our elderly residents who are still active, want to be active and healthy enough to be active should have the option of getting on a reliable local bus too take them to their activities without driving if they so desire.
2/6/2020	Local buses	MARTA would have to first improve the bus service they currently have.
2/6/2020	Local buses	Maybe, if you develop routes the actually go to somewhere useful...think from neighborhoods to stores and neighborhoods to work places.
2/7/2020	Local buses	Too risky for spreading contagious diseases, especially as we face an impending pandemic from Coronavirus.
2/7/2020	Local buses	doesn't affect me
2/5/2020	Local buses	Only if they are able to pay for themselves.
2/8/2020	Local buses	BRT is useless without this.
2/8/2020	Local buses	No more buses.
2/8/2020	Local buses	Don't need local busses. That's what Uber and Lyft are for.
2/8/2020	Local buses	Who cares except to keep the thieves out of our malls and neighborhoods.
2/8/2020	Local buses	I much perfer the commuter bus idea
2/8/2020	Local buses	Yes, increase the amount of busses and routes connecting areas of Gwinnett county that are currently not connected.
2/8/2020	Local buses	More local buses that run at least 3 times per hour and run until midnight would get more people to use the buses. Have the local buses connecting more frequently to express buses and Marta.
2/9/2020	Local buses	We need this immediately. Once out of dekalb your basically stuck without wheels
2/9/2020	Local buses	Yes please. Expand it to the Mall of Georgia area
2/9/2020	Local buses	Invest in elevated rail to mainline and have it automated like at the airport.
2/9/2020	Local buses	No no no
2/10/2020	Local buses	local buses are not needed if parking exists at transit locations. Who rides the local bus? People who cannot drive.
2/10/2020	Local buses	Gwinnett county transit only moves around Duluth and lawrenceville and doesn't help the rest of gwinnett
2/10/2020	Local buses	I very rarely see many people taking local buses. If I would need to use the system it would take to long to get where I needed to go to make it worth me even considering.
2/10/2020	Local buses	very minimal gain. Take a note from the stupid downtown trolley. It is a farce and waste of money, not reducing actual vehicle traffic at all.
2/10/2020	Local buses	I think more people would take the bus if it went more places with greater frequency.

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2/13/2020	Local buses	ALL FUNDING GOES TO THIS. NO MORE LANES
2/12/2020	Local buses	Mass transit,doesn't work until it's nearly door to door. Doesn't make any sense for me to drive to a bus to take a train to walk or taxi. Takes a 30min drive and makes it a 1:15 trip. Stop throwing money at it like it will fix it all.
2/11/2020	Local buses	May not be used much
2/11/2020	Local buses	Public transit is a money loser in which citizens have to pay for services they don't use.
2/11/2020	Local buses	Nooooo. The fear of Gwinnettians is crime. Increased local buses will bring an increase of crime and poverty.
2/15/2020	Local buses	Routes need to go near major job centers and subdivisions and provide connections to the 85 corridor.
2/17/2020	Local buses	new routes are a great idea
2/18/2020	Local buses	Exclusive, bus only routes.
2/18/2020	Local buses	Nobody uses these
2/18/2020	Local buses	We need new routes that don't have anything to do with I85
2/18/2020	Local buses	Focus on 400
2/19/2020	Local buses	Buses are ok, but i think trains are more appealing to people.
2/19/2020	Local buses	Routes that don’t require interstate usage.
2/19/2020	Local buses	We have an aging population and driving is becoming more difficult due to the high amount of cars on the road. I need a way to get to grocery store and doctor appointments.
2/18/2020	Local buses	Yay
2/19/2020	Local buses	Bus Rapid Transit can move with the times and is therefore less expensive. However it will only work with improvements off of the interstate such as bus only lanes to ensure that the bus beats normal traffic!
2/19/2020	Local buses	this might be more useful than commuter busses, but is unlikely to help highway congestion.
2/19/2020	Local buses	Increasing mobility, frequency and reliability with the bus system will also help spur growth with overall public transportation. If people feel they can connect easily to trains and other buses in a reasonable amount of time that is comparable to a car, that would assist with pushing the public transportation system advantages.
2/19/2020	Local buses	We have an aging population and driving is becoming more difficult due to the high amount of cars on the road. I need a way to get to grocery store and doctor appointments. Busses should run through main streets in neighborhoods so I don’t have to walk a mile to get to a bus
2/19/2020	Local buses	This is such a small subset of the people affected by 85 traffic on a daily basis, comparatively.
2/24/2020	Local buses	Increase bus transit deep into Gwinnett co
2/24/2020	Local buses	Gwinnet is getting bigger and bigger and routes should be updated o meet the demand. we should only have gwinnett transportation. no need for marta buses or trains cause that invites crime and homelessness. most citizens have cars to get to work or go to park and rides for transportation. no marta
2/25/2020	Local buses	Local buses are necessary part of the transportation network, but lower priority than getting the speeds up in express lanes and getting dedicated exits.
2/26/2020	Local buses	This transit system needs to be expanded throughout the entire county
2/21/2020	Local buses	I can't even catch a bus from my house. That's sad as many people as we have in our county.
2/21/2020	Local buses	Public transport is always better then single passenger vehicles and should be prioritized
2/28/2020	Local buses	Local bus is the fastest to deploy, and when combined with high-capacity transit is the best option to get people closest to their destination.
2/28/2020	Local buses	Most transit usage for me is typically going down town from Suwanee, so for me personally local bus routes are less important. Unfortunately Suwanee and surrounding areas generally require a car.
2/29/2020	Local buses	Local buses need to service all areas of the county experiencing traffic issues specifically the southernmost part of the county in Centerville and Snellville area.
2/29/2020	Local buses	Hell no. Buses do not work on improving traffic.
2/29/2020	Local buses	Buses clog up back roads. Buss are not practical for a metro area as big as atlanta. I think you need a design competition for traffic relief. Let the imagines from Disney participate and bet you they come up with a Star Wars type of plan that better fits the future. What you all are reposing is just lefts overs from the 19th century with a new motor.
2/29/2020	Local buses	No buses
2/29/2020	Local buses	increase public transit and incentivize use
2/29/2020	Local buses	routes on Beaver Ruin rd from hwy 29 to Buford hwy, JMC and Indian Trail, Pleasanthill East/West
2/28/2020	Local buses	Local buses are a total joke. When i see the buses on the road I see 2-3 passengers on them. Wow what an expensive chauffeur system. We don't need more buses ir more housing in Gwinnett. There are too many people with poor infrastructure. You will never be able to keep up with road development. Put an end to the massive apartment and housing developments. We have enough!!
2/29/2020	Local buses	Same as Commuter buses. Boston, NY, Chicago all have effective subway systems that work collaboratively with local buses. ATL does not have that option at this time. Gwinnett may have certain areas to begin subway hubs; but this is a massive undertaking to explore.
3/1/2020	Local buses	Buses are critical for getting cars off the road/decreasing congestion. Please improve the network.
3/1/2020	Local buses	expansion of local bus service very important
3/1/2020	Interchange improvements	Approve of this if it improves safety at not too much cost.
2/29/2020	Interchange improvements	See comments RE: 85 / 285 and 85 / McGinnis Ferry
2/29/2020	Interchange improvements	interchange with 285 is awful and unsafe. a lot of congestion, late merging that holds the line up, and if you are in the wrong lane, it is hard to get out, leading to crashes. congestion stems from unsafe merging and drivers weaving in and out. there needs to be a way to keep drivers moving with less lane switching.

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2/29/2020	Interchange improvements	interchange with 285 is awful and unsafe. a lot of congestion, late merging that holds the line up, and if you are in the wrong lane, it is hard to get out, leading to crashes
2/28/2020	Interchange improvements	Alternative interchange designs work great, despite resistance from people who haven't experienced them.
2/29/2020	Interchange improvements	With more and more vehicles on Pleasant Hill Road, time to replace the interchange. The DDI works great, but will soon need to be replaced.
2/28/2020	Interchange improvements	There are several interchanges that need to be expanded or completely redone: 1) GA-317 desperately needs congestion reduction. 2) I-85 South to GA-316 East needs a direct interchange.
2/21/2020	Interchange improvements	yes as long as the priority is given to public transport
2/22/2020	Interchange improvements	Portions of the interstate need re-paving and re-striping. Lights and their timing can also help.
2/24/2020	Interchange improvements	Spaghetti junction.
2/24/2020	Interchange improvements	85/285, 75/85/20 all back up as they split
2/25/2020	Interchange improvements	The merging of pleasant hill/316/85 is the beginning of it. Two lanes end that causes everybody to have to funnel. On top of that, people don’t know how to merge safely.
2/26/2020	Interchange improvements	I 85 at Pleasant Hill road Southbound entrance needs some major improvements for traffic flow.
2/25/2020	Interchange improvements	Not sure what they're called, but I like the ones with crosswalks, traffic signals and a place for people to stand.
2/25/2020	Interchange improvements	I thought that Exit 111 was going to be improved. It is an unsafe bottleneck every night. Thank goodness I turn right off the ramp. Getting a divergent diamond on the L'ville-Suwanee Bridge was supposed to happen too.
2/24/2020	Interchange improvements	Add lanes High rise lanes All points north Expressway!!!
2/20/2020	Interchange improvements	Yes to roundabouts
2/19/2020	Interchange improvements	Anything to streamline the traffic on the corridor is likely to help. Diverging Diamonds appear to be great where in use. However, this can cause issues without appropriate non-highway signage when lanes get routed without turn options.
2/19/2020	Interchange improvements	The diamond interchanges have been created and implemented on high traffic areas. This has only slightly loosened the flow of traffic. Further types would need to be reviewed and tested.
2/19/2020	Interchange improvements	please fix I-285E to I-85N/S interchanges
2/19/2020	Interchange improvements	Update interchange at 985
2/19/2020	Interchange improvements	i saw that one for pleasant hill- it is a NIGHTMARE!!!!
2/19/2020	Interchange improvements	The interchanges are a large part of the problem.
2/19/2020	Interchange improvements	Think it creates more confusion to folks not from Atlanta or folks who don’t drive through diamond interchanges, thus slowing down traffic
2/19/2020	Interchange improvements	Alpharetta is a huge place now with a lot of corporations there. Just look at how many people are trying to get to there from places like Lawrenceville, Lilburn and Snellville. Time to new roads with limited access to make that easier.
2/19/2020	Interchange improvements	85 S @ 285 is a nightmare that has to be addressed. To head 285 S, u should exit to the left with a flyover ramp to connect to 285 S, then have your right hand lanes on 85 S (maybe two lanes) off to the right to connect with 285 W.
2/18/2020	Interchange improvements	Get traffic off the highway faster. Coordinate lights on roads with traffic flow on the road.
2/18/2020	Interchange improvements	Focus on 400
2/18/2020	Interchange improvements	Oh Dear God, please fix Buford Drive/ Hwy 20 interchange onto Hwy 20
2/18/2020	Interchange improvements	Bus only entrance and exits for bus lane on i85
2/16/2020	Interchange improvements	Concerns about disrupting communities to expand highway
2/17/2020	Interchange improvements	Spaghetti junction and the 316/85 merger need to be improved.
2/18/2020	Interchange improvements	Allow drivers to commit to their destination lanes sooner especially for the 85/285 interchange.
2/13/2020	Interchange improvements	This has been in progress and I see no impact.
2/14/2020	Interchange improvements	85 and Clairmont is a shit show every day
2/14/2020	Interchange improvements	85 and Clairmont is a shit show everyday and soooooo dangerous
2/11/2020	Interchange improvements	85 SOUTH TO 317 ALTERNATE EXIT.

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Date	Category/Strategy	Comment
2/11/2020	Interchange improvements	Adding thru lanes and delete merge lanes at certain interchanges would help dramatically.
2/12/2020	Interchange improvements	Why are all egress merge lane so short? We're forced to try merge into a single car length hole, and if it goes bad by another car taking the space, you're forced onto the shoulder. Also that hole you're trying to see is in your blind spot, because we're still not parallel to main lane.
2/12/2020	Interchange improvements	These interchange "improvements" are a waste of money and reversing the traffic is dangerous and confusing to drivers.
2/13/2020	Interchange improvements	Remove toll and replace with multi-occupancy travel. This helps everyone not just those who can pay to use a lane. Also does a better job on reducing congestion.
2/13/2020	Interchange improvements	If there were exits on Hwy 324 and Spout Springs Road, it would take traffic off of Hwy 20 and Hamilton Mill Road.
2/13/2020	Interchange improvements	NO MORE LANES! BUILD TRANSIT
2/10/2020	Interchange improvements	Unfortunately, your diverging diamond experiment at Pleasant Hill Road has been quite a failure. It has delivered minimal reductions in traffic, leading us to the situation we find ourselves in now.
2/10/2020	Interchange improvements	cloverleaf interchanges, add lanes on 1-20 going west from 1-285 and along other points where traffic backs up and avoid 4 lanes going to 2 lanes on 285 at I 75 and allow for better merging.
2/10/2020	Interchange improvements	We need to think outside the box and find a path to connect to 285 sooner than at Jimmy Carter. Consider directing a ramp for those going to 285 to relieve some of the traffic on 85. We can do this, we just have to do something unconventional.
2/10/2020	Interchange improvements	as said before, add exit onto McGinness Ferry Rd.
2/10/2020	Interchange improvements	I don't know what other cities to to speed up flow.
2/10/2020	Interchange improvements	Re-engineer Jimmy Carter diverging diamond bridge over I85 together with improving traffic signalling
2/10/2020	Interchange improvements	Divergent diamonds do not work. There is the same amount of cars using the highway, only more confusion.
2/10/2020	Interchange improvements	Would this be upgrading the 285 interchange, or...? Otherwise, not sure how this would help, just help get more cars on to 85.
2/10/2020	Interchange improvements	the diverging diamonds at Pleasant Hill and JCB seem to work pretty well. Might be good for L'ville Suwanee and others
2/10/2020	Interchange improvements	285 @ 85 and HOT 85 & 316 merger
2/9/2020	Interchange improvements	I have had many conversations with Gwinnett engineers about the 317 interchange. We were lied to about SPLOST to fix this. Funds were diverted to McGinnis Ferry. Really!!!!!
2/9/2020	Interchange improvements	Could be a good option. Would need more detait
2/9/2020	Interchange improvements	More roads or interchanges are not the answer. Less cars on the roads should be the long term goal.
2/9/2020	Interchange improvements	This might help with back-ups, but nothing to do with amount of traffic
2/9/2020	Interchange improvements	The divergent diamond is interesting, and does improve traffic somewhat.
2/9/2020	Interchange improvements	I wish there was a way to get directly to the peach pass lane from I-285.
2/9/2020	Interchange improvements	Again, the current highways and interchanges were designed for a prescribed flow which has almost doubled. the issue is that the current flow can't be handled with highways. The growth in Atlanta has exteneded to over 30 miles outside of 285
2/8/2020	Interchange improvements	More diverging diamonds and flyover ramps
2/8/2020	Interchange improvements	yes
2/8/2020	Interchange improvements	Spend money on European style round abouts
2/8/2020	Interchange improvements	More European style roundabouts in problematic intersections. They slow traffic but improve traffic flow. They also prevent accidents that kills pedestrians and cyclists
2/8/2020	Interchange improvements	This could possible work especially high frequent exits ; for example Mall of Georgia and Peachtree Industrial interchange.
2/8/2020	Interchange improvements	Sounds great but how will this help the capacity problems
2/8/2020	Interchange improvements	Improving blending of traffic from one major highway to another is important. If the roadway design in these areas could "force" people to be more courteous and less aggressive.
2/5/2020	Interchange improvements	Redesign the 285 to 85 nb interchange that thing is a deadtrap.
2/5/2020	Interchange improvements	Some of the safest interchanges are those where lanes merging on don't end, or require merging back into traffic, but continue as it's own lane.
2/7/2020	Interchange improvements	Too much congestion where people enter I85
2/4/2020	Interchange improvements	How is that reducing congestion?
2/4/2020	Interchange improvements	The HOT lane in/outs were not well designed with exits.

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Date	Category/Strategy	Comment
2/3/2020	Interchange improvements	if improving safety
2/3/2020	Interchange improvements	Widening interchanges (DDI) Diverging Diamond Interchanges improvements are a fantastic solution. The education to the daily driver is usually quick and succinct.
2/3/2020	Interchange improvements	Need more information.
2/3/2020	Interchange improvements	I do not understand these options.
2/2/2020	Interchange improvements	The interchange from I85S to I285W is of utmost importance to congestion on 85S
2/2/2020	Interchange improvements	Need to improve 85/316 HOV merge
2/2/2020	Interchange improvements	I-285 at Peachtree Industrial Blvd needs to be fixed. It's been a mess since I've been in this area in 2000.
2/1/2020	Interchange improvements	Recent changes of this nature have been effective so let’s do more.
2/1/2020	Interchange improvements	More design and thought need to be put into this rather than using another cities design that might not work in Atlanta.
2/1/2020	Interchange improvements	We need fly over lanes or go back to 2 people hov
1/31/2020	Interchange improvements	this is a great opportunity to improve both safety and operations
1/30/2020	Interchange improvements	grade separations in the most congested corridors
1/30/2020	Interchange improvements	need more detail on what improvements you are refering to
1/18/2020	Interchange improvements	Do not like the alternative designed interchanges. They confuse and I just try to avoid them as a result. Jimmy Carter's bridge over 85 is case in point. It may help traffic, but it is not intuitive.
1/16/2020	Interchange improvements	I believe dedicated HOT exits and entrances would speed all traffic flow. Eliminating lane changes crossing 4-5 lanes will speed traffic and reduce accidents.
1/18/2020	Interchange improvements	Love Diverging Diamond. Whoever thought of it should get a Bonus the rest of DOT should get fired
1/18/2020	Interchange improvements	lipstick on a pig, improving access to a parking lot is stupid
1/18/2020	Interchange improvements	Whatever works
1/24/2020	Interchange improvements	We don't need more interchanges. Less interchanges would be better and would speed up travel on the interstate due to less merging madness.
1/23/2020	Interchange improvements	Separating entry/exit traffic from conflicting mainline traffic may lead to a reduction and sudden multi-lane change maneuvering and ease drastic differences and vehicle speed. Entry/exist points that are small or close together can often lead to conflicts with other traffic leading to both congesting and a reduction of overall efficiency.
1/22/2020	Interchange improvements	I-20 does exist
1/18/2020	Interchange improvements	All interchanges with the Intersate should be the Converging Diamond design, brilliant
1/18/2020	Interchange improvements	Keep the HOT lanes out of merging, give them a left entrance and exit ramp
1/11/2020	Interchange improvements	There has got to be a better way so it seems to reason the innovative design options are out there.
1/11/2020	Interchange improvements	The intervhanges are fine. There are just too many cars on I 85.
1/15/2020	Interchange improvements	Add thru traffic or truck only lanes. Ensure these lanes are protected from other vehicle use.
1/15/2020	Interchange improvements	I-85 needs an interchange with a much need extension to Ronald Reagan Pkwy. This would help move traffic better and reduce congestion on surface streets near I-85.
1/14/2020	Interchange improvements	Almost all of the exits near Spag. Junction are a mess. For example, if I am heading North on 285 from Tucker, and I want to exit on Chamblee Tucker, I have to sit in 85 North or South traffic until I get close enough to get in the dedicated lane for Chamblee Tucker. Then many people use that lane to get closer to the 85 exits and then cut over. This happens on both sides of 85 when trying to exit North or south on Chamblee Tucker. Many of the exits are too close to one another and all the congestion backs up all 4-5 lanes until just after the exit, and until the next one. Please improve these interchanges and exits across the top end.
1/12/2020	Interchange improvements	Spaghetti junction is horrible and outdated. Especially the transition to I-85 N from 285 going over the tallest bridge. It stops EVERYDAY and then all the cars trying to merge stops traffic on I-85 northbound from 285 to the other side of Jimmy Carter. Every single day. I enter I-85 at the Chamblee road entry ramp and it's a daily disaster.
1/12/2020	Interchange improvements	Pleasant Hill and Jimmy Carter with the new interchange is ridiculous. No improvement to travel...just a waste of tax payer dollars!
1/10/2020	Interchange improvements	increase more exit/enter points on HOT lanes
1/11/2020	Interchange improvements	some of the current interchanges (diverging diamond) work rather well even in heavy traffic. Maybe add some larger traffic circles on side roads. Small circles tend to be slow.
1/11/2020	Interchange improvements	See earlier comment about Steve Reynolds Blvd.

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1/7/2020	Interchange improvements	I'd look at the use of flyovers at the more heavily used interchanges.
1/7/2020	Interchange improvements	Better interchange merges
1/7/2020	Interchange improvements	More lanes at spaghetti junction.
1/7/2020	Interchange improvements	some are older and broken
1/3/2020	Interchange improvements	The more options we have to get on and off I85 the more spread out traffic could be.
1/3/2020	Interchange improvements	roundabouts
1/6/2020	Interchange improvements	Improve Spaguetti Junction, and additional improvements to Jimmy Carter Bridge
1/4/2020	Interchange improvements	This is pretty nebulous. What type improvements?
1/3/2020	Interchange improvements	Redesign interchanges for better of flow onto I85
12/25/2019	Interchange improvements	some of these interchange issues were from the 1996 Olympics and would need revising for age anyway
12/24/2019	Interchange improvements	Fix I-285 interchange, avoid on-ramp lanes too soon. Prevent on-ramp traffic from leaving their on-lanes until well after the merge starts.
12/24/2019	Interchange improvements	Spaghetti junction wasn’t very efficient several decades ago and it’s definitely outdated now and needs major upgrade
12/26/2019	Interchange improvements	An interchange at 85 & Spout Springs would have been a smart idea when you replaced the bridge to alleviate traffic congestion on Hamilton Mill & 211.
12/27/2019	Interchange improvements	Connection to Ronald Reagan Pkwy
1/2/2020	Interchange improvements	I'm not sure what can be done to improve except more lanes and public transportation. I lived in South California and Chicago. Southern California with very little public transportation the DOT has tried the things you are doing over 20 years ago and traffic is horrendous. Chicago 30 years ago and present has good public transportation which is a relief to traffic.
12/31/2019	Interchange improvements	Almost all interchanges along the corridor need to be improved to allow greater access to the area and new development. The area is under developed and under utilized due to congestion and poor access.
12/29/2019	Interchange improvements	Just fix it
12/30/2019	Interchange improvements	Obviously the interchanges are beyond their functional design life. Replace them and get rid of the sueless traffic lights on the ramps which only back congestion onto local roads. Its ridiculous to wait at the stop light to themn move a few feet into backed up traffic trying to get onto the interstates.
12/22/2019	Interchange improvements	This sounds ambiguously good. But where and what exactly? Putting this somewhere that doesn't really need it doesn't solve anything.
12/22/2019	Interchange improvements	Yes move people getting of the exit to the side out of the flow of traffic sooner
12/22/2019	Interchange improvements	the intersection of 285 and peachtree industrial is a hot mess. This needs to be improved
12/22/2019	Interchange improvements	The merging situation coming in to ATL from Gwinnett is absolutely embarrassing
12/22/2019	Interchange improvements	Especially at Jimmy Carter and pleasant hill
12/21/2019	Interchange improvements	Some areas should get the diamond interchange such as lawrwnceville suwanee
12/21/2019	Interchange improvements	Have all hov lanes with there own exits like downtown
12/21/2019	Interchange improvements	There is always slowdown towards Spaghetti Junction, increased awareness and space to interchange before can ease slowdown
12/21/2019	Interchange improvements	Interchange design must prevent cross street traffic from backing up onto I-85 otherwise additional lanes are needed on I-85 for queuing purposes.
12/21/2019	Interchange improvements	Great idea, people can't merge and transitioning from interstates can be very unsmooth.
12/21/2019	Interchange improvements	How does this get traffic off 85?
12/12/2019	Interchange improvements	fix I-85/I-285 interchange
12/10/2019	Interchange improvements	these projects are extremely expensive, and those funds would be more effectively used to provide alternatives to vehicular travel.
12/10/2019	Interchange improvements	In the early 90's two subdivisions blocked extending Ron Regan Pkwy to connect into I-85. If the DOT had paid the homeowners say 15% over home value, that would have been less expensive than the loss of time wasted in gas & time getting to 85 now...
12/11/2019	Interchange improvements	The real problem for interchanges, especially entrances to 85 is a lack of courtesy by drivers of all types to merge into traffic. I have traveled across the globe and been in bad traffic corridors, but Atlanta drivers are bad at allowing incoming traffic to merge onto the roadway creating slower and stopped traffic as people go to the very end of the entry lane. I would have to see an example of something that might improve this situation.
12/8/2019	Interchange improvements	Limited merit to only address short term "bandaid" issues.

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12/19/2019	Interchange improvements	I only have one suggestion, not sure how the survey actually works. But if you check out any other interchange from 285 onto any other major freeway. I can't think of any exit that doesn't have two dedicated Lanes onto the next freeway (except coming from 75 on 285 and exiting to 400 North. But you are fixing that one) You always have two dedicated Lanes on to the next freeway. 285 exiting to 85 North drops from two lanes to one right as you are about to exit on to 85 North. Then you drop the second lane within 1,500 feet. Then you're trying to fight Jimmy Carter traffic exiting. Need to have two dedicated Lanes well past Jimmy Carter, and take all Jimmy Carter exit off early. Take 285 traffic exiting Jimmy Carter off at Northcrest. And take 85 North Jimmy Carter exit off at Spaghetti Junction. I always simply avoided the entire thing and for 18 years and took surface streets. Success to you on this project.
12/20/2019	Interchange improvements	Yes, but not a cookie cutter solution. Each interchange has to be analyzed and handled differently.
12/17/2019	Interchange improvements	Signage needs improvement
12/16/2019	Interchange improvements	some of this could happen right now by directing people to proper lanes sooner
12/18/2019	Interchange improvements	Two flyover lanes are in order, one going from I-85 south directly to I-985 north and the other going directly from I-985 south directly to I-85 north.
12/18/2019	Interchange improvements	Important for both spaghetti junction and I85/i985 split
12/18/2019	Geometric improvements	Shallowford and I85 is a mess at high traffic hours
12/17/2019	Geometric improvements	If you are talking about diverging diamonds, they are great during the daylight but scarey at night.
12/20/2019	Geometric improvements	Depends on the details
12/8/2019	Geometric improvements	This does not have enough definition.
12/11/2019	Geometric improvements	I would need to see what this looks like on a drawing and where it might be used today to understand this better.
12/10/2019	Geometric improvements	Overall the Geometric design is good in this section of 85, it is just capacity..!
12/21/2019	Geometric improvements	Plans should be made so support autonomous vehicles which will be on I-85 before these improvements are made.
12/22/2019	Geometric improvements	After the crap yall pulled on collins hills and 316? Dont trust it.
12/23/2019	Geometric improvements	Frontage roads like Dallas would help keep people off 85 that only need to go one or 2 exits
12/30/2019	Geometric improvements	Add more CD Lanes?
12/31/2019	Geometric improvements	Good idea. Roads are not adequate in the area.
12/24/2019	Geometric improvements	making things more streamlined can always help
12/25/2019	Geometric improvements	some of these exits, etc, were hurriedly finished for the 1996 Olympics and need to be reviewed and redone
1/3/2020	Geometric improvements	Traffic accidents and transit delays on I-85 are notorious. Increase police patrol to arrest speeders and crazy drivers. You have the cameras, why can't you see them?
1/7/2020	Geometric improvements	These ideas seem most logical in theory, though in practice will take quite some time to implement
1/7/2020	Geometric improvements	If it's like the "improvement" on Jimmy Carter Blvd, no thanks. That overpass & interchange are horrendous. But geometric improvements can be actual improvements if done with proper engineering & consideration of full impact
1/8/2020	Geometric improvements	Straighten the curves. Traffic slows down becomes congested because at freeway speeds, drivers slow down around areas where they cannot see and visibility is limited - jimmy carter is always backed up because of the hill and. the curve.
1/11/2020	Geometric improvements	Where not already done, fixing the angles that lanes merge would help. Also longer ramps will be beneficial. Currently, some ramps regularly cause backups due to being too short. Longer is good for ramps.
1/10/2020	Geometric improvements	can't think of any other roadway design that is needed (not a traffic engineer!)
1/12/2020	Geometric improvements	The I-85 Peach pass needs to be shut down until it can be converted to two lanes all it's on with concrete medians separating it from the other lanes. It's like that on I-75 north and I-75 south outside 285. Why is Gwinnett and I-85 being ignored. It's a "white knuckle" drive in the Peach Pass lane. Cars tailgating because they can't get around coupled with cars crossing the double lines right into your path while you're going 70+. I have seen some horrible crashes.
1/15/2020	Geometric improvements	Diverging Diamond Interchanges really help at Jimmy Carter. More elsewhere where there is a large volume of left turning traffic should be examined.
1/11/2020	Geometric improvements	Yes please
1/11/2020	Geometric improvements	Again - construction takes a long time and is messy. Let's get alternate routes before we start major construction. Diverting diamond at Pleasant Hill and I-85 is very good with clear signs. We need VERY CLEAR signs. I especially like lane designations written on the road. That's where I'm looking when driving.

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1/11/2020	Geometric improvements	Very important to maintain our roads for safety
1/18/2020	Geometric improvements	Diverging Diamonds
1/19/2020	Geometric improvements	fly over road to 285
1/22/2020	Geometric improvements	I-20 does exist
1/18/2020	Geometric improvements	this is double talk, doesn't even address the core issue
1/30/2020	Geometric improvements	285 can sometimes back us up all the way to Indian Trail. I wish there were signs that say these 2 lanes for 285 and the rest of us don't have to sit while cars in every lane including HOT all converge right in the last 1/2 mile.
1/24/2020	Geometric improvements	As long as the improvements do not make it more dangerous for pedestrians crossing streets/ramps.
1/24/2020	Geometric improvements	Eliminate intersections. Use roundabouts.
1/31/2020	Geometric improvements	the horizontal curve at Jimmy Carter and the hill crest at Indian Trail and Pleasant Hill
1/30/2020	Geometric improvements	Not sure what could be done with this?
2/1/2020	Geometric improvements	There need to be mini exits to these corridors that run along the interstate. Let the people off. Put a stop sign...Make it a one way during certain hours.
2/1/2020	Geometric improvements	Recent changes of this nature have been effective so let’s do more.
2/1/2020	Geometric improvements	Decking
2/2/2020	Geometric improvements	Nothing like Pleasant Hill and Jimmy Carter--those are very confusing, and I live here.
2/2/2020	Geometric improvements	Hamilton Mill needs help during peak traffic hours.
2/3/2020	Geometric improvements	If it helps with Truck merging!
2/4/2020	Geometric improvements	I believe marketing and adds are a big distraction to all kinds of drivers. Un necessary adds are too attention calling and important adds are too small or un noticed.
2/4/2020	Geometric improvements	Thus circular exchanges being implemented is Gwinnett County are too confusing and dangerous.
2/8/2020	Geometric improvements	Sounds good...no clue what this is.
2/5/2020	Geometric improvements	I85 NB at Jimmy Carter that curve is dangerous
2/5/2020	Geometric improvements	Doesn't decrease traffic
2/5/2020	Geometric improvements	Braided ramps and dedicated u-turns that avoid traffic signals.
2/6/2020	Geometric improvements	love the newish interchanges like Jimmy Carter. Just don't do what Cobb did at Riverside and put roundabouts in if you're going to have a traffic light less than a quarter mile ahead
2/8/2020	Geometric improvements	good idea still would have to see it in black and white
2/8/2020	Geometric improvements	GDOT needs to invest in tree planting and lane diets to slow traffic on side streets making them safe for pedestrianscand cyclists
2/8/2020	Geometric improvements	yes
2/8/2020	Geometric improvements	Road diets and street trees to improve safety for pedestrians and cyclists
2/8/2020	Geometric improvements	no more diverging diamonds
2/9/2020	Geometric improvements	The ramps on I-85 are too short for the increase in ATL population. Ramps for major roads like Jimmy Carter, Claremont, etc should be 1-2 miles long to prevent traffic from backing up onto the freeway.
2/9/2020	Geometric improvements	I think the problem is the volume of semi trucks and drivers maneuvering through and between the trucks. At high speeds, this is dangerous. Additionally, adopting a vehicle inspection versus emissions test by the state might help ensure cares are actually suitable for the road. The amount of breakdowns is maddening.
2/9/2020	Geometric improvements	Again making changes to the interchanges are temporary and can never match the constant increase in traffic.
2/9/2020	Geometric improvements	Again may be good but need more info
2/9/2020	Geometric improvements	Makes sense
2/10/2020	Geometric improvements	People are still going to crash and back things up if they're texting (and they are, I see it from the bus seat all the time).
2/10/2020	Geometric improvements	This could help, though solutions help single occupancy vehicles will always be marginal in reducing congestion.

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Date	**Category/Strategy**	**Comment**
2/13/2020	Geometric improvements	NO MORE LANES! BUILD TRANSIT
2/12/2020	Geometric improvements	Using this to rant against HOT lanes. Doesn't help the masses, only the privileged that can afford it. Pay for privilege should be unconstitutional, And as far as helping mass transit stay on time, what about my time. When I'm sitting among 100s cars in sight, but maybe passed by 1 bus. So 100+ drivers compared to maybe 75 on a bus. Unfair. I'm also sick of people passing me in HOT then to try and jam in front of me to make their exit. The very existence of HOT cause all those people to frantically to cross all other lanes to get in & out of HOT. My boss uses the HOT cause he thinks it's safer "Away from all the crazies" He drives slow and would normally stay in lane 2 or 3. But now he crosses all lanes making him the crazy one.
2/11/2020	Geometric improvements	Covert HOT to barrier separated.
2/11/2020	Geometric improvements	Ensure that pedestrian safety is not sacrificed for faster vehicle speeds.
2/11/2020	Geometric improvements	Force cars to slow down. Narrow lanes, remove slip lanes, protect pedestrians.
2/13/2020	Geometric improvements	I don’t understand the infatuation with circles and diamond interchanges. Continuous flow is anything but. If the goal is to pull local commuters OFF the interstate and onto surface roads, one thing that would vastly improve that would be light timing.
2/18/2020	Geometric improvements	There needs to be earlier signage due to the amount of congestion during rush hour, by the time you see the signs, it is TOO LATE to get into the lane you need to be in. Thus begins the idiot drivers that try to shove their way into a backed up line.
2/18/2020	Geometric improvements	Focus on 400
2/19/2020	Geometric improvements	Make roads safer for all including pedestrians and cyclists
2/19/2020	Geometric improvements	Outer loop
2/18/2020	Geometric improvements	Better signage is always welcome.
2/18/2020	Geometric improvements	Sounds great, but by the time it's finished, it's outdated. Plus all the construction causes too many slowdowns for working people
2/19/2020	Geometric improvements	Frontage lanes and separate the pay lanes to stop traffic from merging into regular traffic. Pay lanes should have their own exits.
2/19/2020	Geometric improvements	On I-85 S, when the road goes from 4 to 6 or more lanes, near Braselton, make the left lane a dedicated lane for automobiles only, that has no exits, except the Lindbergh exit which feeds from left the lane. Occasional “entrance only” lanes could be added sporadically along the way. Something similar could be incorporated on I-75. When 75 & 85 merge have the two left lanes be dedicated with no exits and continue until a mile or so past the 75/85 intersection with I-20.
2/19/2020	Geometric improvements	needed severely. There are several areas that are just dangerous.
2/19/2020	Geometric improvements	Only some changes have been noted and seen, but some updates, especially to the merging onto the interstate would help
2/19/2020	Geometric improvements	Frankly I am unsure what this is or how it can occur without significant local issues.
2/20/2020	Geometric improvements	Improve for bikes and pedestrians
2/19/2020	Geometric improvements	For some means of pedestrians and bikers being able to cross even in such areas--e.g. crosswalks, beacons and pedestrian bridges.
2/24/2020	Geometric improvements	High Rise lanes a must ALL POINTS NORTH INTERSTATE CONNECTING Gwinnett co North Fulton Co Cobb Co
2/24/2020	Geometric improvements	Better design of signage or lanew markers for exit lanes could prevent misscommunication of where the entry point is for the interstate
2/24/2020	Geometric improvements	18 wheelers shoud travel in the far left lanes because they generally travel long distances and do not need regular access to exits like regular traffic
2/25/2020	Geometric improvements	Same comment as in the interchange improvement section.
2/25/2020	Geometric improvements	This would be great if it also would alleviate congestion on the side roads, for people trying to get onto I85. The Pleasant Hill configuration is really working well, once you get use to the idea of driving on the wrong side of the road
2/26/2020	Geometric improvements	Information signs need to be installed at all the major road entrances placed a bit before each entrance. This should provide up to date and time information of traffic conditions and accidents. With the recent gasoline truck accident at Jimmy Carter Blvd. no matter where you entered I85 in this corridor you were trapped in a gridlock for hours.
2/24/2020	Geometric improvements	There are several areas where traffic circles can be utilized, to keep traffic moving at intersections.
2/24/2020	Geometric improvements	Clairmont Road and Access road ramps. Awful...

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2/21/2020	Geometric improvements	more safety, more better as long as the focus is public transport and multimodal transport and NOT cars
2/29/2020	Geometric improvements	jimmy carter needs another lane like pleasant hill
3/1/2020	Geometric improvements	Approve of this only if it improves safety, without much cost.
3/1/2020	Geometric improvements	The MUST include pedestrian and bike safety considerations too! Not just car safety.
2/29/2020	Operations/Safety	Bypass I85 and I285 altogether, alternate routes. 45% of the traffic on these interstates do not stop in Atlanta. they are passing through.
2/21/2020	Operations/Safety	ADDITIONAL EXIT AFTER EXIT 111 TO ALLEVIATE CONGESTION AT EXIT 111
2/25/2020	Operations/Safety	Light rail
2/21/2020	Operations/Safety	Ticket speeders and erratic drivers.
2/19/2020	Operations/Safety	REMOVING BAD/TIRED/IGNORANT DRIVERS FROM THE ROAD BY PROVIDING PUBLIC TRANSIT OPTIONS
2/19/2020	Operations/Safety	Not going to make a difference towards alleviating traffic congestion.
2/18/2020	Operations/Safety	Focus on 400
2/18/2020	Operations/Safety	More rail
2/18/2020	Operations/Safety	Take a look at Toronto. The 3 category of lanes discourage the back and forth movement of cars across lanes looking for a faster route. Encourages those going farther to not have as much impact from merging traffic.
2/11/2020	Operations/Safety	Truck only lanes. Separate them from the rest of the traffic
2/11/2020	Operations/Safety	Signage or enforcement of the fact that left lanes are for passing and you must move to the right if you are driving slower than other traffic.
2/11/2020	Operations/Safety	Limited freight time not during rush hours
2/10/2020	Operations/Safety	Extend Marta
2/8/2020	Operations/Safety	Safety improvements for non-motorists at interchanges. Make it safer, easier, and more pleasant to walk across.
2/5/2020	Operations/Safety	Rail system that would help reduce traffice
2/3/2020	Operations/Safety	Safety doesn't just mean making conditions safer for drivers--we must also prioritize the safety of bicyclists, pedestrians, and transit users.
2/3/2020	Operations/Safety	Add better signage on 85! For example, when you are traveling southbound to get to 285 north, you have less than a mile of notice via the signs. For those who don't travel here often, that would come up on them way to quickly. I've seen people try to get over 5 lanes and slow down to get to that exit ramp which is so dangerous. Give more exit notices on signs.
2/2/2020	Operations/Safety	The roads are in poor condition. The least we can do is fix the potholes etc.
1/31/2020	Operations/Safety	Reduce traffic by making mass transit the obvious choice.
1/18/2020	Operations/Safety	Enforce left lane laws
1/18/2020	Operations/Safety	Speed limit enforcement is critical. Folks look at limits as suggestions, not requirements.
1/16/2020	Operations/Safety	Rail! People in this area are so parochial they don’t understand that this is a solution and will not bring crime from big bad downtown, but rather will offer a means to ease traffic without just continuing to add lanes and widen roads. This focus on tolls and widening and just old style car movement will end up holding our area back economically. We are already limited in what area we can choose to work because of traffic. Be creative please. Think of the future.
1/9/2020	Operations/Safety	Install signs advising drivers to leave 2 seconds between them and car in front. Will reduce domino effect of braking that causes congestion.
1/8/2020	Truck-only lanes	yes and fine them if they don't abide.
1/8/2020	Truck-only lanes	I would rather see these than more toll lanes
1/10/2020	Truck-only lanes	It's a good idea in theory. I would support a FULL bypass of Atlanta before I supported truck dedicated lanes. OTR trucks have flexibility on when they travel. They CHOOSE to be in traffic. Turn Hwy 20 into an interstate bypass like 285. Extend the new Hwy 20 interstate down to Interstate 20, then 75, then 85, then 20, then 75.... EASY PEASY
1/7/2020	Truck-only lanes	Incorporate 3 or even 4 lanes each way for trucks and through traffic between I-985 and I-285, no exits in between.
1/10/2020	Truck-only lanes	i learned to be on the fast lane where trucks are not permitted. This increases my speed. Maybe do not allow trucks on the far 2 left lanes
1/10/2020	Truck-only lanes	no!
1/11/2020	Truck-only lanes	Continue to keep trucks out of the left lanes. In places where that is not done, trucks tend to move to all lanes and slow everything down. A truck only highway would help.
1/11/2020	Truck-only lanes	In my experience (as a car driver) trucks are rarely the problem
1/11/2020	Truck-only lanes	Please separate the trucks from cars. Put a barrier between the truck lanes and vehicles only.
1/11/2020	Truck-only lanes	YES! Stop them driving in the outside supposedly faster lanes
1/11/2020	Truck-only lanes	YES...they travel in all lanes that keep the traffic moving slow. THEY should have their own lane - far right.
1/11/2020	Truck-only lanes	Trucks need to stay in the right lane ONLY at interchanges and two-lane access roads
1/11/2020	Truck-only lanes	I like this idea. I think it could really help.
1/11/2020	Truck-only lanes	Yes, this is overdue!
1/11/2020	Truck-only lanes	I thought we have this with 285 and it doesn't help
1/11/2020	Truck-only lanes	Yes!!!!!!!
1/11/2020	Truck-only lanes	Again, I don't know where you would put them, but this seems like a workable idea.
1/15/2020	Truck-only lanes	I believe this option would reduce truck accidents

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1/12/2020	Truck-only lanes	At least keep them out of the two lanes next to the Peach Pass. If they can't travel in it, they shouldn't be able to count it as a lane when staying out of the two left lanes. Currently they ARE counting it as one of the left lanes and drive in the lane to the left of the passing lane. No Troopers ever pull them over for it. Make the lanes with no trucks markers or change the signs on the bridges with arrows saying No truck in these two lanes.
1/12/2020	Truck-only lanes	Sounds like a damn good idea!
1/14/2020	Truck-only lanes	285 and 85 North have long been trucker routes. We now have way to many commuters and trucks cause major backups, esp. if involved in an accident. Give truckers another route as long is it doesn't border homes along the highway or expand lanes. How about that Northern Arc? Trucks need more separation from the vehicles. They are very dangerous. Perhaps utilize space around Buford highway more for drivers or truckers to head north parallel to 85.
1/14/2020	Truck-only lanes	Ticket them if they do not use it. It would be nice if its totally separate from existing interstates.
1/16/2020	Truck-only lanes	I don’t know enough about this to comment. Whatever is safest and most efficient for all drivers would get my vote.
1/16/2020	Truck-only lanes	Trucks slow all traffic. You need complete separation where the cars do not cross any truck lanes when trying to exit I-85.
1/16/2020	Truck-only lanes	Let truck taxes pay for it.
1/17/2020	Truck-only lanes	I see cars driving aggressively around the trucks and not respecting the power and inability of the trucks to stop. Also, many drivers will not move out of the way, which causes trucks to drive in the far left lane. Driver etiquette hand common sense is not being used by drivers when it comes to trucks. Also, not sure if there already is a law, but vans that stack ladders ontop should be limited. I see drivers too afraid to switch lanes and move out of the way because the van is afraid of tipping over.
1/18/2020	Truck-only lanes	Too many trucks are cruising in left 2 lanes
1/18/2020	Truck-only lanes	All vehicles need as many lanes as possible.
1/18/2020	Truck-only lanes	How could this be done without having it interfere with other traffic?
1/18/2020	Truck-only lanes	Yes but putting them in the right exit lanes is unfair and dangerous because cars are always cutting them off trying to enter & exit
1/18/2020	Truck-only lanes	Too Many Trucks driving through Atlanta. They should have their own lanes.The Fast lane should be Trucks or Cars driving thru Atlanta with no stop. Then there should be a Toll lane for a Flat fee
1/22/2020	Truck-only lanes	I-20 does exist
1/22/2020	Truck-only lanes	Build car only lanes - much cheaper. Let trucks use pavements already built for heavy loads
1/23/2020	Truck-only lanes	Truck traffic dramatically complicates traffic flow due to the large gaps needed to maneuver them as well as maneuver around them. Separating these large vehicles that often travel long distance at speeds more consistent than variable speed regular traffic should greatly improve flow for both types and increase safety.
1/22/2020	Truck-only lanes	How about an outer loop so we don't have as many trucks on 85 to begin with
1/24/2020	Truck-only lanes	Don't really know enough about how this is supposed to work to have an opinion
1/18/2020	Truck-only lanes	Yes! Busses as well.
1/19/2020	Truck-only lanes	Only if they are "added lanes" --- don't take away lanes from regular traffic!
1/18/2020	Truck-only lanes	Ding Ding Ding, yes,
1/18/2020	Truck-only lanes	Doesn’t seem feasible, and trucks already refuse to follow lanes restrictions
1/31/2020	Truck-only lanes	Trucks need to have their own lane
1/31/2020	Truck-only lanes	NOT if passenger lane is replaced; prefer addition of multipurpose lane for both truck & car
1/30/2020	Truck-only lanes	This will just encourage them to run at peak times.
1/31/2020	Truck-only lanes	only if on new alignment or far right - non tolling
1/31/2020	Truck-only lanes	Would be an improvement over current operations if you can make 285 that way too
1/31/2020	Truck-only lanes	Might be Mandatory to leave space between but any cars tailgating or cutting them off must get high price tickets.
1/24/2020	Truck-only lanes	As long as they’re not new lanes and don’t block on/off ramps.
1/28/2020	Truck-only lanes	Car drivers are clueless about the hazards of large trucks and think they can stop on a dime. Separating trucks from cars would greatly improve safety. Also making tougher to get a drivers license would help too.
1/28/2020	Truck-only lanes	2 left lanes
1/29/2020	Truck-only lanes	"Dedicated lanes" need "dedicated exits". Congestion in the regular lanes is only increased when you have vehicles from those lanes crossing five lanes of regular traffic to get to their exits.
1/30/2020	Truck-only lanes	Particularly for 285 bound trucks. And preferably in an existing parking area. I am not interested in cutting down any more trees.
1/30/2020	Truck-only lanes	Big trucks are more common now than in the past and there needs to be better options for them to travel. Completely separate lanes or roads would help.
1/30/2020	Truck-only lanes	Trucks do not appear to be a major problem in this stretch of 85. Overall congestion is the issue.
1/30/2020	Truck-only lanes	how to enforce?
1/30/2020	Truck-only lanes	along 85 corridor would greatly reduce congestion and improve safety. Particularly around 285 / 85 exchange
1/7/2020	Truck-only lanes	Lanes and possibly travel times. With the inability to accelerate/decelerate with the flow of traffic, they cause a lot of the back up on the roads.
1/7/2020	Truck-only lanes	Make a law requiring trucks to stay in the far right 3 lanes.
1/7/2020	Truck-only lanes	I thought trucks already were to use the right most lanes anyway? Not a huge deal for me.
1/7/2020	Truck-only lanes	too hard for truckers and too hard to enforce
1/7/2020	Truck-only lanes	God, please.
1/7/2020	Truck-only lanes	this is almost a MUST. trucks can b dangerous and cause deadly accidents
1/7/2020	Truck-only lanes	YES! Trucks on 85 can be very scary. Some drive as if there are no other cars on the road. A dedicated lane would help tremendously
1/7/2020	Truck-only lanes	Ticket Offenders! Cameras at overpasses to identify offenders!
1/7/2020	Truck-only lanes	This should include GRTA transit busses. They don't speed match general traffic velocity.

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1/7/2020	Truck-only lanes	Sounds good, but they aren't likely to stay in their lane, unless you make it an express lane with limited access/exits.
1/3/2020	Truck-only lanes	Would love to see truckers in a special lane(s) during peak times or all the time. Safety for them and the regular car population.
1/3/2020	Truck-only lanes	Needs a certain lane
1/3/2020	Truck-only lanes	I would change this to higher stars if the lane(s) were left of the HOT lane which could be moved the leftest lane next to these. Also the lanes should end in flyovers onto I285 and be no exit allowed from once entered prior to Sugarload parkway.
1/3/2020	Truck-only lanes	Trucks need to be limited to certain lanes, and not allowed into left lanes - they drive way too fast and can't stop
1/4/2020	Truck-only lanes	Truck only lanes is best option. However I also suggest off peak hours for truck to travel at I 85
12/25/2019	Truck-only lanes	there is some of this on other expressways, that trucks are not supposed to be in certain lanes, so if that could be worked around...
12/24/2019	Truck-only lanes	Yes, many states have these and it is much safer for cars. We should not be in the same lanes with the huge freight trucks
12/27/2019	Truck-only lanes	Trucks need to be limited to a couple of lanes, and not be allowed to flow in the left-most lanes of travel.
12/26/2019	Truck-only lanes	At this point on I85 trucks can not be kept to a specific lane. We are already congested and having a problem traveling in short distnaces or long distances on i85. I live 3 miles off i85 and usually go back roads because 85 is stopped so often, that is is faster to take a longer road. This is juts sad.
12/27/2019	Truck-only lanes	This is a great idea
12/27/2019	Truck-only lanes	I fully support this option. The heavy truck traffic makes it difficult to navigate the highway.
12/31/2019	Truck-only lanes	Good idea.
12/31/2019	Truck-only lanes	Only if you add additional lanes. Reducing lane usage with current road design will worsen traffic
1/2/2020	Truck-only lanes	Good idea but I would limit it from 6:30am -10am Mon - Fri except holidays
1/2/2020	Truck-only lanes	Need more of this. Truckers clog up multi lane roads
12/30/2019	Truck-only lanes	Only of they are tolled and the trucks are required to use them which is what should be done on I-75 near Macon
12/29/2019	Truck-only lanes	Yes please!
12/29/2019	Truck-only lanes	Only if they can’t occupy other lanes also.
12/23/2019	Truck-only lanes	Truck lanes are good if they are mandatory and keep trucks out of passenger lanes and do not reduce the number of passenger lanes
12/23/2019	Truck-only lanes	But will the truck driver use the lanes and will it slow down the cargo making it to it's designation.
12/23/2019	Truck-only lanes	if not truck only through traffice that dumps onto east 285 only
12/22/2019	Truck-only lanes	My husband is a trucker. So I support this but ban cars completely.
12/22/2019	Truck-only lanes	Trucks are super aggressive on 85. I often ride the Express lanes just to avoid an accident with them
12/22/2019	Truck-only lanes	This would be marvelous.
12/22/2019	Truck-only lanes	My biggest wish!
12/22/2019	Truck-only lanes	Enforce the law that keeps trucks out of the left lane!!
12/22/2019	Truck-only lanes	This is great until the huge trucks need to exit or merge and they cause tons of traffic trying to cross over. Or if they are confined to only the right lanes then regular vehicles will get clobbered trying to get on the highway.
12/21/2019	Truck-only lanes	Only if they are required to use them. Doesn't do any good if they have them available and still weave in and out of regular traffic
12/22/2019	Truck-only lanes	It's will be grate.
12/22/2019	Truck-only lanes	Keep trucks out of the far 2 left lanes 3 including the HOV Lane. Trucks constantly In wrong lanes on the left side causing slowness. They have the 3 right lanes already
12/21/2019	Truck-only lanes	Truck-only lanes are a bad idea unless they are also used as a mass transit corridor.
12/21/2019	Truck-only lanes	YES
12/21/2019	Truck-only lanes	At least keep them out of the left two lanes
12/21/2019	Truck-only lanes	Supported this idea for years... Place all thru-trucks in the inside lanes.. Must accidents occur when cars cut in front of trucks trying to make an exit.... Local trucks are more familiar and know what to expect.. Place Thru-trucks to the inside and express them out of town.... 3 lanes of cars, have to weave through 2 lanes of solid trucks to get to a exit.... Not good....Get rid of Peachpass lane...
12/21/2019	Truck-only lanes	I like that idea. Sometimes trucks can slow traffic considerably. Dedicated lanes would be great.
12/21/2019	Truck-only lanes	Maybe. Only they improve safety and travel times
12/21/2019	Truck-only lanes	This would be nice to see but enforcement needs to be strict if this is to come to play for not the truck drivers but private cars. They will abuse it.
12/21/2019	Truck-only lanes	Inforcement is the problem I would see happening both from trucks and autos
12/10/2019	Truck-only lanes	This is where an outer beltway is killing us. All truck traffic must come to 285 instead of an outer beltway....The Northern Arc was an excellent start, just got to be a political hot potato in an election year... :(
12/11/2019	Truck-only lanes	This only works if trucks can have a dedicated entry and exit point from these lanes. If they have to merge into regular lanes, it will create congestion and safety issues.
12/10/2019	Truck-only lanes	truckers don't pay attention to the "no left lanes" laws now, why give 'em a lane all to themselves when they'll take it and all the others, too?
12/12/2019	Truck-only lanes	heavy truck volumes is obvious - would this be feasible - convert the current toll lanes to truck lanes and build a contra flow 2-lane system for cars like northwest corridor.
12/12/2019	Truck-only lanes	would be better to have truck bypass around the city to eliminate or minimize their interaction with car traffic near the city. This would clear up lots of room for more car capacity and would decrease truck travel time through the city saving untold millions of dollars.
12/8/2019	Truck-only lanes	This has strong merit BUT ONLY if the dedicated lanes a built as new space, rather than just taking any current travel lanes/space.

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12/8/2019	Truck-only lanes	This has strong merit, BUT ONLY if the dedicated lanes are built as new space, rather than just taking any current travel lanes/space.
12/9/2019	Truck-only lanes	Nice idea, but impossible to train and enforce. As it is, truckers regularly violate the requirement to stay out of the left lane
12/9/2019	Truck-only lanes	Would be nice if this was possible.
12/20/2019	Truck-only lanes	On 85, where are you going to put them? We already wasted a lane on PeachPass. And who is going to enforce the truck only regulation? The GSP does a crappy job on this stretch.
12/18/2019	Truck-only lanes	Put trucks in right lanes only and enforce it.
12/18/2019	Truck-only lanes	could lead to confusion and more accidents
12/17/2019	Truck-only lanes	Absolutely!
12/17/2019	Truck-only lanes	could have variable lanes for trucking based on peak or off peak traffic. Enforce it
12/17/2019	Truck-only lanes	Might work
12/18/2019	Truck-only lanes	If truck-only lanes means they have to stay out of the other lanes then this should be done ASAP. What about restricting the time that long haul trucks are allowed on the road?
2/2/2020	Truck-only lanes	There is already this. trucks travel in the far left lane too much and there needs to be an state operation to crack down with heavy fines
2/2/2020	Truck-only lanes	Truck and Buses - vehicles that won't be using the local exits
2/2/2020	Truck-only lanes	A bold but innovative approach would be to restrict truck travel on I85S between 7-9am and I85N between 4-6pm. Drastic issues call for drastic solutions. How would a truck only lane be enforced if the trucks have to get to it from the on ramps, and get out of it to get to the off ramps. The purpose is defeated from the get-go.
2/2/2020	Truck-only lanes	Yes, please! As a truck driver and passenger car driver on the stretch of 85 in question, I would LOVE for this to happen. Why make cars and trucks dance around each other when the truck isn't going to need to exit or even change lanes for 200 miles, but the passenger car is going to go 10? EVERY time a car attempts to merge with a truck, it's basically a rolling intersection. The fewer of these there are, the better. Everyone would get where they're going faster and safer.
2/2/2020	Truck-only lanes	This is a must to help the flow of traffic
2/2/2020	Truck-only lanes	far left lanes for pass-by travel - unless exiting within 2 miles
2/2/2020	Truck-only lanes	I think this will increase congestion. Prefer to route freight away from 85 completely
2/1/2020	Truck-only lanes	this would be great as long as the existing lanes aren't taken away from the already heavy traffic. Why are big trucks now riding in the far left lanes? This is also a huge problem now.
2/1/2020	Truck-only lanes	Top Decking
2/2/2020	Truck-only lanes	Add above or below in addition to HOT lanes
2/1/2020	Truck-only lanes	Put them in the two left near the walls. When they get to Spaghetti Junction give them a North or South designated lane on to 285. Enter the other three for gas and deliveries only.
2/1/2020	Truck-only lanes	This would eliminate the amount of accidents and the congestion caused by the large amount of trucks on the highway.
2/1/2020	Truck-only lanes	This should be the highest priority. Trucks need to be strictly regulated.
2/1/2020	Truck-only lanes	I drove 85 to 285 for 5 years. The majority of the accidents were with truckers. They NEED a truck only lane to stay away from normal flow of traffic.
2/3/2020	Truck-only lanes	Hate this idea. Doesn't this already sort of exist given trucks should only be using the far right lanes??? Don't limit the amount of lanes that 90% of travelers can use.
2/3/2020	Truck-only lanes	yes please!
2/3/2020	Truck-only lanes	Trucks are not causing congestion. Single occupant vehicles do. Build a rial system lower % of SOVs.
2/3/2020	Truck-only lanes	Maybe that would keep the trucks out of the 3 left lanes of 85 along the Gwinnett Corridor where they're not supposed to be? I don't know... But I do know that it's dangerous when they are that far over on the highway.
2/3/2020	Truck-only lanes	Prefer trucks be routed outside of I-985. Currently trucks aren't supposed to be in the far 2 left lanes but they drive their all the time. A separate barrier should keep truckers off I-85 or provide a alternate route.
2/3/2020	Truck-only lanes	That would be kind of difficult since trucks are Not allowed to travel through Atlanta unless they are authorized or deliveries. They have to go around to 85 so that would not matter.
2/3/2020	Truck-only lanes	Wasn't 285 designed for trucks only.... how's that working out?
2/3/2020	Truck-only lanes	Trucks drive SO SLOWLY on 85, and half the time they're in the left lanes. Sometimes it's just to avoid the lanes that are merging on. Truck only lanes would let the trucks travel at their own speed and make it less dangerous for other drivers.
2/4/2020	Truck-only lanes	Residents should not be competing with the large trucks especially at peak hour between 6:00 am and 10:00 am and 4:00 pm and 8:00 pm during the business week.
2/4/2020	Truck-only lanes	This will be a huge win for helping traffic flow.
2/4/2020	Truck-only lanes	Maybe lanes for trucks only would help. Research needed.
2/5/2020	Truck-only lanes	This will decrease the multiple crashes I see involving a Tractor Trailer
2/5/2020	Truck-only lanes	I like traveling in states that have truck dedicated lanes. It is safer than having trucks in every lane.
2/5/2020	Truck-only lanes	how about NO trucks from 7am to 10am and 3pm to 6 pm for rush hours
2/6/2020	Truck-only lanes	Yes. Yes yes yes.
2/6/2020	Truck-only lanes	Need more info on how this would work.
2/5/2020	Truck-only lanes	If they had just freight lanes it would help get them out of the regular travelers way
2/8/2020	Truck-only lanes	Keep trucks in the right two lanes. They are aggressive and dangerous.
2/7/2020	Truck-only lanes	Yes, please!
2/7/2020	Truck-only lanes	not sure this would work, but it would at be great to keep trucks OUT of the left two non-peach pass lanes (3 left lanes).
2/7/2020	Truck-only lanes	This would be so help. Would help roads having less potholes and safer traveling for cars.
2/7/2020	Truck-only lanes	yes these truckers are always on the left lanes, and the buses are always on the peach pass how is the making traffic move?
2/6/2020	Truck-only lanes	Move trucks to surface streets or prohibit except during overnight hours
2/7/2020	Truck-only lanes	It’s a good idea, but how would GDOT design truck lanes and HOT lanes on the same road?

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2/6/2020	Truck-only lanes	ABSOLUTELY!!!! The biggest problem I see is when commercial vehicles are driving slower than regular traffic.
2/6/2020	Truck-only lanes	Not enough lanes for cars, NOT giving up a lane for trucks! They should not even be on the roads.
2/6/2020	Truck-only lanes	This would be a huge blessing.Sometimes these trucks run people off the road on purpose because they are doing reckless driving
2/8/2020	Truck-only lanes	If this would work would be great there is nothing more distrating then a truck hugging your rear end
2/8/2020	Truck-only lanes	Only if the Trucking companies and railroads pay for them with higher taxes. Make them take the toll roads
2/8/2020	Truck-only lanes	1 lane dedicated to truck travel and find a way to make them get onto 285 without clogging the interchange
2/8/2020	Truck-only lanes	Physically separated from car traffic and monitored. Violators (cars traveling in truck only lanes) would be punished in a way that sends a strong message. (fine + time for more than one offense)
2/8/2020	Truck-only lanes	Yes... you won't see this in other countries. Trucks should have their own lane. This will bring safety to drivers and reduce traffic
2/8/2020	Truck-only lanes	would also include dedicated commuter lanes -- no trucks allowed and/or flexible
2/8/2020	Truck-only lanes	This is quite important for safety. Fright trucks should not be travelling in the left lanes but they frequently do that creating unsafe conditions.
2/8/2020	Truck-only lanes	enforce laws keeping them off of I85 inside the perimeter unless they have a reason and make them stick to the right
2/8/2020	Truck-only lanes	Make trucks travel outbound in the left lanes. Get them out of the way of the cars entering/exiting the interstate having to get through the wall of trucks.
2/8/2020	Truck-only lanes	If truck-only lanes are built there also needs to be STRICT enforcement! Too many trucks now use far left passenger lanes and do not observe speed limits. There is no public safety enforcement in GA for unsafe trucks.
2/8/2020	Truck-only lanes	1 truck lane. Do not permit trucks in any other lane.
2/10/2020	Truck-only lanes	Better to have general purpose lanes, truck lanes risk being under-utilised. Just build express lanes or toll all lanes, that means roads run as well as they can. Of course moving freight is very important, so I don’t mind anything so long as road space is utilised well. Truckers must pay their share
2/10/2020	Truck-only lanes	This could help, but rather than creating new truck lanes, restripe existing lanes for tracks.
2/10/2020	Truck-only lanes	I like that idea, but can we use an existing lane instead of building a new lane specifically for trucks.
2/10/2020	Truck-only lanes	Keep lanes just for trucks it is dangerous for cars caught between 18 and larger trucks
2/10/2020	Truck-only lanes	Convert I-85 existing toll lanes between I-285 and I-985 to truck only lanes
2/10/2020	Truck-only lanes	That would make regular drivers safer
2/10/2020	Truck-only lanes	I like this idea in theory, but having worked with drivers (and watching them every day on the interstate), I don't expect a high compliance rate.
2/10/2020	Truck-only lanes	they like to pass each other a lot, not sure they will go for single lane. but not sure we can add much else.
2/10/2020	Truck-only lanes	Great idea!
2/10/2020	Truck-only lanes	Keep trucks on the three lanes to the right. Look at the photo in newspaper and count the trucks all the way left even in the passing lane.
2/10/2020	Truck-only lanes	Having dedicated travel times and separate lanes for truck only would make a huge difference since 85 is a major through way north and south. It needs to be separate enough so they can safely get on and off without interfering with the general public.
2/10/2020	Truck-only lanes	Trucks will hate this. I only want no trucks in far left lanes policed.
2/10/2020	Truck-only lanes	Only if heavily enforced, so that they don't ride in/block other lanes.
2/9/2020	Truck-only lanes	I think this is a must. Keeps car from darting in and out between trucks . And I think we have all been behind trucks when they decide to self regulate traffic. By going 3 and 4 wide
2/9/2020	Truck-only lanes	Yes, use the toll lanes for commercial vehicles.
2/9/2020	Truck-only lanes	I think this is worth exploring. Truck only should occupy the existing Peach pass. Would be interesting to see how that impacts traffic. Truck and bus lane, then the rest are commuter lanes. This would mean that whatever is in that lane would NOT be exiting between 985 and 285
2/9/2020	Truck-only lanes	New lanes only with tolls and enforcement of not used
2/9/2020	Truck-only lanes	Great idea!
2/9/2020	Truck-only lanes	we all know trucks slow everything down.
2/10/2020	Truck-only lanes	As long as you don't remove existing lanes. This is supposed to happen in Gwinnett on 85 but the trucks ignore it.
2/9/2020	Truck-only lanes	Possible solution would be one way truck lanes operating similar to the toll lane system on I-75 north of I-285
2/9/2020	Truck-only lanes	This should have happened years ago. The volume of trucks passing through the top end is making vehicle travel very unsafe.
2/9/2020	Truck-only lanes	If this is cost effective then toll it and the trucks will pay for it
2/9/2020	Truck-only lanes	Northern Arc!!!!!
2/9/2020	Truck-only lanes	This is imperative. In Germany, trucks have their lane and they cannot leave it Lanes for cars are safer and they travel smoother.
2/9/2020	Truck-only lanes	It's bad enough GDOT is pursuing this idea for I-75, it's even worse that this may be considered elsewhere. Build out more rail capacity and move freight to trains.
2/9/2020	Truck-only lanes	Build a "truck express" loop around Atlanta
2/9/2020	Truck-only lanes	I think that using something like I 95 in NJ will help between 285 and 316 and old peachtree and GA 20.
2/9/2020	Truck-only lanes	Why not just restrict trucks passing through to off-peak hours?
2/12/2020	Truck-only lanes	I'm for segregating trucks, because us in cars are idiots around them. Making truck more efficient, makes all my goods cheaper. Don't know how you can give them a lane w/o cars still have to cross thru at exits.

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Date	Category/Strategy	Comment
2/12/2020	Truck-only lanes	Tunnel them
2/12/2020	Truck-only lanes	Truck only road is what is needed
2/12/2020	Truck-only lanes	Most do!
2/13/2020	Truck-only lanes	No more new LANES
2/13/2020	Truck-only lanes	Who's gonna pay for tha? My tax dollars?
2/13/2020	Truck-only lanes	Very Much Needed
2/11/2020	Truck-only lanes	Convert existing I-85 toll lanes between I-285 and I-985 to truck only lanes
2/11/2020	Truck-only lanes	Would help dramatically.
2/11/2020	Truck-only lanes	They won't listen.
2/11/2020	Truck-only lanes	KEEP SEMI-TRUCKS AND TRUCKS WITH TRAILERS OUT OF THE LEFT 3 LANES (INCLUDING HOT LANE)
2/11/2020	Truck-only lanes	Truck only or bypass needed
2/11/2020	Truck-only lanes	Absolutely! They are a large problem of conjested roads.
2/11/2020	Truck-only lanes	Yes that will be a great idea
2/18/2020	Truck-only lanes	We do not have enough real estate to dedicate a lane to trucks. Unless they go to the far left lane, we would always be cutting between them to enter and exit. Safety hazard.
2/18/2020	Truck-only lanes	Need to restrict trucks to two rt. Lanes
2/18/2020	Truck-only lanes	Focus on 400
2/18/2020	Truck-only lanes	Yes, Yes, Yes...but only if No cars are allowed in this lane.
2/18/2020	Truck-only lanes	Highly support this idea. Trucks cause major accidents and too many cars also do not drive safely around trucks.
2/18/2020	Truck-only lanes	Great idea! Trucks are a major problem
2/18/2020	Truck-only lanes	Having a truck-only exit for 85/285 would be a great idea.
2/18/2020	Truck-only lanes	Trucks need their own lanes if they are moving cargo through the area.
2/17/2020	Truck-only lanes	If trucks had to travel in a truck only lane, this should help safety. It may also help congestion but I'll leave that to traffic engineers to decide.
2/17/2020	Truck-only lanes	Yes, I feel that a lot of the issues I see is due to The amount of trucks on the roads.
2/14/2020	Truck-only lanes	Convert I-85 existing toll lanes between I-285 and I-985 to truck only lanes
2/16/2020	Truck-only lanes	Yes!!!!
2/16/2020	Truck-only lanes	Yes!!!! I feel so bad for the truckers. I do not know how they travel spaghetti junction!!!!
2/15/2020	Truck-only lanes	I think there's too much truck traffic to dedicate one or two lanes to them. They pretty much stay in the rightmost lanes anyway.
2/19/2020	Truck-only lanes	There is no enforcement now. Trucks ride the left lanes with impunity.
2/19/2020	Truck-only lanes	If they would be required to use this, then YES... if it's an option, then not so much.
2/19/2020	Truck-only lanes	YES. So people can stop swerving around them, causing more accidents, and bringing more traffic.
2/19/2020	Truck-only lanes	Truck drivers just make wors the traffic at rush hour and they use all the lines and they drive reckless
2/19/2020	Truck-only lanes	This is very difficult to manage, however can it be a solution that truck and frieght be restricted travel during rush hour?
2/19/2020	Truck-only lanes	Will not work
2/19/2020	Truck-only lanes	Wall them off too so that they can't rear-end the rest of us because they're not paying attention. Truck wrecks are far worse than standard auto wrecks.
2/19/2020	Truck-only lanes	There need to be no less than two lanes for trucks and two lanes for vehicles that are not "managed lanes."
2/19/2020	Truck-only lanes	The key here i think is keeping trucks out of car lanes.
2/19/2020	Truck-only lanes	Preferably 1-2 lanes to keep majority of lanes for other traffic
2/19/2020	Truck-only lanes	Very great idea
2/18/2020	Truck-only lanes	Make sure they are enforced, and follow a speed limit
2/18/2020	Truck-only lanes	Yes, yes yes. They should not be allowed in the hov, or the next two travel lanes (three lanes). Too many of them hold up traffic.
2/18/2020	Truck-only lanes	Elevated dedicated highways thru Atl with very limited exchanges.
2/19/2020	Truck-only lanes	You would have to add two lanes. Otherwise all trucks travel at the speed of the slowest.
2/18/2020	Truck-only lanes	Trucks can be the bully of the road. 2 Lanes Truck Lane would help relieve some of the stress
2/19/2020	Truck-only lanes	Bypass 85 and 285. Removing the trucks fixes 85.
2/20/2020	Truck-only lanes	No trucks in Atlanta or neighborhoods!!
2/20/2020	Truck-only lanes	Much better than thsi is moving through trucks out of this corridor. Often, the right 3 lanes are literally packed tractor-trailers. Bypass? Off the road and onto rail?
2/20/2020	Truck-only lanes	have these worked in other states? what are the stats re truck only lanes? do they indeed improve safety and/or reduce the number of truck involved accidents?
2/20/2020	Truck-only lanes	We need to restrict truck traffick during rush hours and weekends like in Europe
2/20/2020	Truck-only lanes	I can only see that working for the lane next to the HOV lane BUT if the truck is exiting it increases the risk of collision.
2/20/2020	Truck-only lanes	Why should we give handouts to private corporations? They can fund their own routes and we should be taxing them much heavier for using public infrastructure and causing the most damage to our roads.
2/19/2020	Truck-only lanes	Until we get another ring / Northern Loop, trucks will need this route. They should not get special lanes any more than others. Further, I generally find truckers are not the issue while other drivers cutting them off are.
2/19/2020	Truck-only lanes	May be a good idea. Also consider limiting times trucks can travel this area, like not during rush hours
2/19/2020	Truck-only lanes	Though this may helps some, eventually they will need to maneuver to exit the interstate.
2/19/2020	Truck-only lanes	Best idea. Take the most dangerous vehicle away from the other traffic. Will improve safety, traffic flow, and driver experience.
2/19/2020	Truck-only lanes	Build a toll only bypass
2/19/2020	Truck-only lanes	trucks make merging difficult and people frequently cut-off trucks causing them to downshift excessively.

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2/24/2020	Truck-only lanes	This would require dedicated exit ramps/lanes for 285
2/24/2020	Truck-only lanes	I think this would help truck drivers feel more confident driving & be more conveinant to car drivers.
2/24/2020	Truck-only lanes	Truck only lanes would mean NO passenger vehicles. Not trucks must use and so can all others.
2/26/2020	Truck-only lanes	Trucks should be banned along this stretch Northbound and Southbound during rush hour, The volume of trucks is horrible They are in every lane follow to close to the cars and are a hazard.
2/26/2020	Truck-only lanes	truck only lanes should be outside the city and on 285. not inbetween
2/25/2020	Truck-only lanes	This would really help to have the Semi trucks in their own lane, they practically have 3 lanes now, bumper to bumper on I85, and then it is dangerous for cars trying to move in-between them. So Yes, love the Truck Only Lanes ideas!
2/25/2020	Truck-only lanes	I think this is a good concept. Improve safety, and you really need a new roadway rather than make the general purpose lanes 2 lanes wider.
2/21/2020	Truck-only lanes	yes but outside of atlanta on a bypass and not on i85
2/21/2020	Truck-only lanes	Trucks need to stay in particular lanes. We often see them in the left hand lanes, as well as express lanes. This needs to stop.
2/22/2020	Truck-only lanes	Interesting idea. What are examples of where this has worked in other cities?
2/21/2020	Truck-only lanes	Sounds good to me
2/21/2020	Truck-only lanes	hate driving next to trucks
2/24/2020	Truck-only lanes	Overdue. They're should be travel times too.
2/22/2020	Truck-only lanes	would need to see a study and understand if this really would work- trucks are an issue and there are a lot of them
2/22/2020	Truck-only lanes	Very important!!!! Trucks should not be in the left lanes. They should not merge constantly.
2/24/2020	Truck-only lanes	Having a lane restricted to certain vehicle classes is just as bad as toll lanes for forcing more people to use less lanes. The only thing is does is increases revenue through ticketing for violations.
2/24/2020	Truck-only lanes	Yes! All I see is trucks trying to get through the city. A dedicated truck (toll) lane with no exits will help solve lots of problems.
2/29/2020	Truck-only lanes	You all do not get it. Build a bypass away from Atlanta
2/29/2020	Truck-only lanes	Why air we trying to use Altana as a central HUB for everyone. Per Gov Kemp, most project are now outside the Perimeter, yet your plans continue to "add' onto the existing roads. DISPERSE the traffic. You may never have the outer perimeter, but you can use existing rural roads and widen them cheaper than adding lanes to I85, I 75 and 285. WHERE ARE THOSE DESIGNS?
2/29/2020	Truck-only lanes	I thought this supposedly existed now with trucks not to travel in the left lanes,
2/29/2020	Truck-only lanes	Restricting trucks to only a few lanes would easily create a solid wall of trucks preventing cars merging to get to the exits.
2/29/2020	Truck-only lanes	Include in this, Car-only lanes. Also limit truck travel on entire roads so that they are not in residential areas as well.
2/29/2020	Truck-only lanes	Agree completely for safety. Express truck lane only - no or few local exits
2/29/2020	Truck-only lanes	Trucks are not staying in truck only lanes that currently exists. They need to be banned from rush hour hours along this stretch of expressway. They make up a vast amount of the accidents and congestion.
2/29/2020	Truck-only lanes	much needed
2/29/2020	Truck-only lanes	yes, less traffic and accidents
2/29/2020	Truck-only lanes	ONLY if it is enforced and tickets and fines are used.
2/28/2020	Truck-only lanes	I don’t think there’s room for this, unless we tunnel (which would be great if we also use the equipment to build transit). Better option: better enforcement of the no-truck restrictions in the two left lanes.
2/28/2020	Truck-only lanes	Not if you are forced to cross the truck lanes to get to an exit
2/28/2020	Truck-only lanes	Awesome idea and long overdue
2/29/2020	Truck-only lanes	Trucks are not the problem.
2/26/2020	Truck-only lanes	Would love to get trucks out of commuter traffic during peak hours or restrict which lanes they can use. They don’t need to be all the way over in the left lane!
2/28/2020	Truck-only lanes	Yrs
3/1/2020	Truck-only lanes	Invest in freight railroad capacity and flow improvements instead.
3/1/2020	Truck-only lanes	Don't think this will help solve the problem.
2/29/2020	Truck-only lanes	Yes outside the perimeter
2/29/2020	Truck parking	Plenty of private truck stops
3/1/2020	Truck parking	Nice to have, not a must have.
2/29/2020	Truck parking	yes, there are some areas that would be easy to reestablish as truck stops
2/29/2020	Truck parking	The existing truck parking in the shopping centers for long periods of time is a disaster. The county will not enforce this mess with the current code enforcement.
2/22/2020	Truck parking	There are many places where trucks currently park safely
2/21/2020	Truck parking	trucks should be discouraged from using the route not encouraged.
2/25/2020	Truck parking	Yes, what a good idea.
2/26/2020	Truck parking	The truck that park overnight at Gwinnett place mall and other shopping centers all along this corridor is a disaster, The area has become an eyesore and a lot of the shopping centers look like ugly truck freight yards with dozens of trucks parked overnight and some times for days.
2/24/2020	Truck parking	This is needed state wide. Especially in this area. There is a lot if commercial business in this area with no parking in the area. This is a major issue. This causes more truck traffic during peak times just so the driver can exit area to park.
2/24/2020	Truck parking	Instead of needing to pull onto the shoulder, excluding emergencies, this could help freight drivers have a place to park that is conveinant to the interstate and still safe to park while resting or gassing up.
2/24/2020	Truck parking	truck parking invites illegal activity and that is too much of a hassle for police. they work hard enough we do not need to add more unnecessary trouble
2/19/2020	Truck parking	not sure how this is relevant or would work in the area of study.
2/20/2020	Truck parking	Having a safe place for trucks to park in the Best Friend area seems like a good idea.

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2/20/2020	Truck parking	Not sure how this would improve traffic. The hypothesis is that trucks would pull off and park instead of sitting in traffic? I can't see that happening.
2/19/2020	Truck parking	Allow for parking so that trucks have place to stop during high traffic time. Make it a requirement trucks stop during peak times.
2/19/2020	Truck parking	May be needed. I'm not sure.
2/18/2020	Truck parking	Not sure I understand this
2/18/2020	Truck parking	Parking lots for trucks need to be north of Gwinnett
2/15/2020	Truck parking	Do trucks park on the shoulder of the interstate now? I wasn't aware this was a problem. A rest area/truck stop at 85/985 was closed several years ago. When it was open, trucks were overflowing on the exit and entrance ramps. More than one parking lot would be needed.
2/13/2020	Truck parking	Why? They are not parking on Gwinnett interstates?
2/17/2020	Truck parking	As long as this doesn't encourage additional trucks to the area, I would be in favor of it.
2/17/2020	Truck parking	Often times there are not enough truck parking at rest stops - trucks need to be HIGHLY visible and should use innovative solutions like additional lights, cones and SafetySocks
2/18/2020	Truck parking	I didn't realize this was that much of a problem
2/18/2020	Truck parking	Focus on 400
2/18/2020	Truck parking	They can park further otp
2/11/2020	Truck parking	Yes I already suggested the idea. Before exit 120
2/11/2020	Truck parking	It is important to dedicate a parking lot so drivers have room to park their truks and also be safe.
2/11/2020	Truck parking	Would help dramatically. Why not start with enforcement of trucks parking on the shoulders where there are no parking signs by issuing citations.
2/11/2020	Truck parking	Truck lots would be a waste when trucks will be auto piloted within the next decade or so.
2/13/2020	Truck parking	An excellent idea so they will not park along side of the interstate.
2/12/2020	Truck parking	We must have a place for them to park during peak traffic periods.
2/9/2020	Truck parking	Seems like something the freight companies should be paying for. The last thing this should be about is more corporate welfare.
2/9/2020	Truck parking	The only option is at the QT on Pleasantdale, there should be some around 985 and Sugarloaf.
2/9/2020	Truck parking	I thought truck stops and weigh stations already provided this but I don't drive a truck so I don't know.
2/9/2020	Truck parking	Northern Arc!!!!
2/9/2020	Truck parking	restrict truck movement times in rush hour by removing them from I-85
2/9/2020	Truck parking	There are too many trucks on main roads to begin with. there should be better planning to keep trucks off main throughways in the city.
2/9/2020	Truck parking	Proper parking for trucks will help keep the roads safer.
2/10/2020	Truck parking	I understand the concept; however, I would hate to see 85 turn into a truck stop for those taking a break to nap or do other things.
2/10/2020	Truck parking	I frankly don't know what purpose this serves. Please elaborate on this.
2/8/2020	Truck parking	yes
2/8/2020	Truck parking	Get them off the road during rush hour
2/8/2020	Truck parking	Staging lots outside the busy corridor where trucks could check in and be assigned a time slot to travel through. This would control the number of trucks traveling through the area at one time.
2/8/2020	Truck parking	Excellent idea if you make them park during peak rush hours 6AM-9AM and 3PM-7PM. That is if you are serious about safety and not just lip service
2/8/2020	Truck parking	Yes I have seen this in Canada works great as long as they are guarded to where a trucker would feel safe leaving his truck
2/8/2020	Truck parking	This is a breeding ground for crime and sex trafficking. No!
2/6/2020	Truck parking	who cares. The truckers cause most of the road damage and do not pay enough taxes
2/7/2020	Truck parking	Also simply adding signage on existing highway to explictly show lanes for passenger vehicles only so commercial traffic can stay out of those lanes and enforced via video etc.
2/5/2020	Truck parking	This is very important and could improve safety
2/6/2020	Truck parking	Truckers can go to a truck stop outside Gwinnett. Gwinnett is too suburban for truck parking.
2/5/2020	Truck parking	Truck parking would be great before the traffic hits 985 area coming from north. As a truck drive, Atlanta metro area DESPERATELY needs a bypass of 285, about 40-50 miles from i285. 80% of the TRUCK traffic would use that to bypass 285 and metro atlanta area... THAT is what will help reduce congestion and accidents (as we've seen in the last couple of weeks). Build in sections where you can , route 11, route 53 are possible routes which be used to build interstate highway to divert truckers and those who only use i285 to to north or south. Furthermore, TRAIN/RAIL will also help with reducing congestion. Buses will not be effective.
2/4/2020	Truck parking	Does not help the average consumer.
2/4/2020	Truck parking	Truck parking should have been implemented many years ago. Very shortsighted of leaders and decision makers of both the GA DOT and Gwinnett County.
2/1/2020	Truck parking	If this provides commercial drivers the opportunity to take rest breaks during rush hour(s) and instead travel through the metro area in "off hours" it would have a significant improvement on congestion. Though I'm not sure this is a realistic option for those drivers.
2/1/2020	Truck parking	This would allow trucks to stop and have a place for them to sleep if they need to.
2/1/2020	Truck parking	We need parking. That will help with the traffic flow. They have no choice but to continue on 85. That 985 & 85 merger..That land should have been used for a rest area. Contract with these empty companies near the interstate.
2/1/2020	Truck parking	Only if no idle-zone is strictly enforced, otherwise these become huge pollution sources
2/2/2020	Truck parking	Parking on exit ramps is a danger for motorists and truck drivers alike.
2/2/2020	Truck parking	If you want your friendly local truck to be awake, he/she needs to be able to park so he/she can sleep. Of all the states I drive through, Georgia is one of the least hospitable to truckers. Even where Georgia does have rest areas with truck parking, the restrooms aren't open at night. Insulting.

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2/2/2020	Truck parking	Having been a commercial driver, this was always an important priority to me.
2/2/2020	Truck parking	Might be a good idea, certainly the drivers could use it but have seen areas where truck stops are located experience declines in safety for citizens living in the surrounding area.
12/18/2019	Truck parking	Anything that helps truckers, ultimately helps everyone else.
12/18/2019	Truck parking	Concerns regarding needed space for this option. Make sure out of main sections of 85.
12/16/2019	Truck parking	could use should like they already do and then turn that lane into a truck only travel lane at some time of day (they would have to start moving out as a group)
12/18/2019	Truck parking	good idea
12/20/2019	Truck parking	Depends where. No neighborhood is going to want the noise. And what about crime? Remember they closed the old rest area on 85-North by Lawrenceville Suwanee because of the prostitutes at the rest area.
12/8/2019	Truck parking	This is not necessarily a tax payer issue. The market typically decides how/where to put truck parking. This is a limited issue that will self correct.
12/11/2019	Truck parking	Trucks parked on the side of the corridor do create safety issues and having dedicated parking areas along the 18 miles at several key points might solve this issue. To make it work, the state would need to make it unlawful for them to park on the shoulder unless they have an emergency situation.
12/21/2019	Truck parking	More and more trucks have been sleeping near the Mall of GA Ramps and some on the old Peachtree Ramps
12/21/2019	Truck parking	How does that help traffic. You think a trucker is going to stop and wait for better traffic. Traffic never gets better and time of the day so why would they stop?
12/23/2019	Truck parking	There is no truck parking to allow trucks to pull over and wait out rush-hour.
12/30/2019	Truck parking	Not really an issue. Truck parking is ample enough and adding more would simply encourage freight routes in an already freight-congested area. Also, adding parking would increase the presence of trucks on surface streets that are, again, already incredibly congested and far too small for normal traffic- let alone trucks,
12/30/2019	Truck parking	Yes and make the trucks use them to wait during rush hour off the interstates. They are a major factor in congestion. STart with available state or county owned properties liek the old rest stop at the I-85/I-985 split on I-85 southbound.
1/2/2020	Truck parking	This is a need, particularly at the northern end of the county
12/31/2019	Truck parking	There are no good areas to allow truck parking. It needs to occur further north in Jackson County.
12/26/2019	Truck parking	I say dedicated truck parking but these should be located in NON-Congested areas. Braselton is not the answer, before Commerce or after Commerce would be better.
12/27/2019	Truck parking	This is needed, but not within this particular corridor. This should always be provided just outside the metro area so truckers can get through the metro area during non-peak hours, then rest.
12/28/2019	Truck parking	Provide safe places for trucks to park during peak rush hours
12/25/2019	Truck parking	I don't really understand what good this would do
1/3/2020	Truck parking	For sure
1/7/2020	Truck parking	No. They need an actual truck stop where they can shower, etc., not a parking lot. Especially not close to residential areas.
1/7/2020	Truck parking	It may assist with the whole restricted times idea.
1/30/2020	Truck parking	I'm not a trucker so don't see how this will make travel along the corrider better.
1/28/2020	Truck parking	With new Elon requirements, this would be good for the truckers and local businesses for trucks to park safely prior to making deliveries.
1/31/2020	Truck parking	This is needed for trucking industry to promote safety for the drivers in making sure they grab the sleep they need. They might elect to get off the road at rush hour and sleep if schedule permits too
1/31/2020	Truck parking	plenty of warehouse space already
1/18/2020	Truck parking	It appears we have taken the rest areas out fo the equation in the metro area, don't think we should go back
1/19/2020	Truck parking	yeah, ya'll got rid of the rest area on I-85 north past Suwanee many years ago. Should have kept it!
1/24/2020	Truck parking	Right now I don't think there is adequate truck parking to encourage truckers to travel during non rush hour tines.
1/23/2020	Truck parking	This could allow for truckers to have much needed rest with more frequent options to stop.
1/22/2020	Truck parking	I-20 does exist
1/18/2020	Truck parking	Trucks should be allowed to park on side of exit ramps no need for more parking lots. They can stay in Truck stops that's what they are for!
1/18/2020	Truck parking	Doesn't address the interstate at capacity, but GA closed ALL the atlanta rest areas leaving truckers NO WHERE to park, how dumb to know what to find a remedy to what you caused! Dumb asses
1/14/2020	Truck parking	They have enough gas stations that provide this.
1/12/2020	Truck parking	Definitely a good idea!
1/15/2020	Truck parking	There are already options for truckers to suspend their driving.
1/15/2020	Truck parking	There are already several options for truckers to use should they wish to suspend their driving.
1/11/2020	Truck parking	Doesnt get at the traffic caused by trucks
1/11/2020	Truck parking	Amen!
1/11/2020	Truck parking	That sounds like it would be very good for truck drivers.
1/11/2020	Truck parking	Yes based on convenience and less travel throughout the side streets.
1/11/2020	Truck parking	How does this help congestion?
1/11/2020	Truck parking	not a bad idea but police will need to patrol regularly
1/10/2020	Truck parking	not advisable
1/10/2020	Truck parking	make trucks park there, because it would be illegal to have trucks on the road between 6 and 9am? is that legal?
1/7/2020	Truck parking	That just be done just north of the I-85/I-985 split if at all.
1/10/2020	Truck parking	How's this going to help anything? They can already park at truck stops. Why should the tax payer be on the hook for an out of town/state driver that's just being lazy? PENALIZE THE DRIVERS MORE!
1/8/2020	Truck parking	But well off the road. Currently they are parking along the exit and entrance ramps.

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Date	Category/Strategy	Comment
1/7/2020	Bicycles and pedestrians	Absolutely NOT
1/10/2020	Bicycles and pedestrians	im biased, but i dont know enough people that will ride their bikes to work. My commute is 23 miles one way. I may consider it, but once im off the interstate, there are no bike lanes to my work so that point may be moot
1/10/2020	Bicycles and pedestrians	should not be anywhere near the interstate
1/11/2020	Bicycles and pedestrians	Nice for the few people who would use these connections but not for the vast majority of people. Dont wast too much money on this.
1/11/2020	Bicycles and pedestrians	It is not safe for bicycles or pedestrians to be anywhere near 85.
1/11/2020	Bicycles and pedestrians	Don't see too many. However lighting at night is a must.
1/11/2020	Bicycles and pedestrians	Where there is a lot of bike and pedestrian traffic.
1/11/2020	Bicycles and pedestrians	Again doesn't help with traffic on 85
1/11/2020	Bicycles and pedestrians	there needs to be a safe alternative for sure
1/11/2020	Bicycles and pedestrians	Maybe eventually, but 85 is far too dangerous at this current time for bicyclists and pedestrians.
1/15/2020	Bicycles and pedestrians	Huge advantage especially in this high density area where we have a large number of families w/o automobiles. With shopping so close this would be a great alternative to using auto or taxi services.
1/16/2020	Bicycles and pedestrians	Elevated crosswalks for pedestrians and cyclists.
1/12/2020	Bicycles and pedestrians	Wasted taxpayer dollars. I NEVER see bicyclists or pedestrians crossing i-85
1/12/2020	Bicycles and pedestrians	Surely you're not talking about a bike lane along I-85. Distracted drivers would be running them down.
1/14/2020	Bicycles and pedestrians	How about underground/tunnel crossings for bikes, walkers, and animals?
1/18/2020	Bicycles and pedestrians	This is a retarded idea, lets try to put cyclists on the overcrowded roads during peak times, that will work well
1/18/2020	Bicycles and pedestrians	Is this really an issue?
1/18/2020	Bicycles and pedestrians	If they were away from the main traffic areas, I think this would encourage bike traffic. I do not see much of a need for pedestrians--I don't think there are many in these areas.
1/16/2020	Bicycles and pedestrians	No one uses bicycles or walks anywhere near the corridor. Not practicle
1/22/2020	Bicycles and pedestrians	I-20 does exist
1/23/2020	Bicycles and pedestrians	This could help with local traffic impacting crossings and interchanges from what would otherwise be short single occupant car travel. The effects will improve even further when the bicycle/pedestrian pathways can connect to others to form a larger network. For example a network that is grade smooth, expansive, and has fewer interactions with automotive traffic (such as an intersection) for a cyclist traveling 5-15 miles would be a more feasible alternative to short car trips.
1/24/2020	Bicycles and pedestrians	While I worked near Jimmy Carter I could have commuted by bicycle from Duluth but it was too dangerous. If there were more bike lanes, more folks would switch from car to bike. Thus reducing congestion.
1/19/2020	Bicycles and pedestrians	good for local people. Does not help commuters at all. Cannot walk to work 30 miles away.
1/31/2020	Bicycles and pedestrians	As it stands much more needs to be done before it would be safe unless connected to train depots.
1/30/2020	Bicycles and pedestrians	There are enough streets that allow bicyclists & pedestrian crossings.
1/31/2020	Bicycles and pedestrians	Sounds good, but without bike lanes around the county it seems like a wasted effort.
1/28/2020	Bicycles and pedestrians	Bikes and people near 85 is a bad idea.
1/24/2020	Bicycles and pedestrians	This corridor is not friendly to bikers and pedestrians. So I can’t rank this as high
1/30/2020	Bicycles and pedestrians	good idea but safe regulation will need to be a priority
1/30/2020	Bicycles and pedestrians	Tough to accomplish in these highly congested areas
1/7/2020	Bicycles and pedestrians	Would absolutely have to be an overpass. Safety first.
1/7/2020	Bicycles and pedestrians	more resources need to be dedicated to this effort
1/3/2020	Bicycles and pedestrians	Remove all bicycle and pedestrian traffic on I85 crossings.
12/25/2019	Bicycles and pedestrians	there are those who try to do this already so it seems like a real need for a safer option for these
12/24/2019	Bicycles and pedestrians	The entire county needs to have more dedicated bike and pedestrian lanes.

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12/23/2019	Bicycles and pedestrians	Atlanta area (inside/outside) perimeter not safe for bicycles or motorcycles even.
12/28/2019	Bicycles and pedestrians	Should not be allowed on or near I-85. Good idea if planned along with transit.
12/27/2019	Bicycles and pedestrians	This is a local problem, and should be handled by local government, not at the state level. That being stated, the state should grant permission to cross interstates with pedestrian tunnels. No funding should be provided however.
12/31/2019	Bicycles and pedestrians	Every interchange should accommodate bikes and pedestrians.
12/29/2019	Bicycles and pedestrians	Doesn’t effect me
12/23/2019	Bicycles and pedestrians	This is vital when redoing all interchanges.
12/22/2019	Bicycles and pedestrians	Gwinnett isnt a heavy bicycle use area. Dont waste our money on this
12/21/2019	Bicycles and pedestrians	This is great by reducing traffic, reducing emissions, and increasing activity. I love my Gwinnett community and would love to bike or walk if I wasn't afraid of being hit by a vehicle.
12/22/2019	Bicycles and pedestrians	This only works well if there is mass transit for the pedestrians to use. Where are they walking to, because they aren't walking 20 miles to work
12/22/2019	Bicycles and pedestrians	Having people on bikes and on foot walking and moving along the sides of the interstate would concern me greatly! They could be a distraction and cause accidents . They could also get into traffic lanes and get injured or harm others in cars! We do not need bicycles shooting at vehicles and vice versa!!! The interstates were developed for motorized vehicles!
12/21/2019	Bicycles and pedestrians	People don't need to be walking/biking in these areas. Nit safe.
12/21/2019	Bicycles and pedestrians	Adding 2 lane bridges across I-85 with no access to interstate is the best solution for this.
12/21/2019	Bicycles and pedestrians	Sounds nice but doubt it would itch traffic flock and volume.
12/21/2019	Bicycles and pedestrians	How does this reduce traffic on 85
12/11/2019	Bicycles and pedestrians	Creating protected lanes and walkways at existing cross-over points might help with this. Pedestrian and bicycle traffic should not be allowed on the highway itself.
12/12/2019	Bicycles and pedestrians	people like to ride bicycles on paths not directly adjacent to the roadway (but still need to be near enough for safety).
12/8/2019	Bicycles and pedestrians	This is a non-issue for most people. This should be a strictly local concern and not a county or state taxpayer issue. SPLOST moneys can locally handle or ballot measures can cover this mostly "feel good" measure.
12/20/2019	Bicycles and pedestrians	Needed all over, but especially needed on 120 from John's Creek to Lawrenceville.
12/16/2019	Bicycles and pedestrians	we should promote this type of travel and MARTA but what is built has to actually work for moving large quantities of people to where they need to go...a true subway system.
2/2/2020	Bicycles and pedestrians	Don't forget the other roads. I bike to work daily and have to cross PIB near 285. PIB, Peachtree Parkway, even Buford Hwy.
2/2/2020	Bicycles and pedestrians	Riding a bike or walking anywhere near 85 on most surface streets is incredibly dangerous.
2/2/2020	Bicycles and pedestrians	Please, please update your arterial designs to build more multi-modal boulevards with modest vehicle speeds, bus lanes, and protected bike lanes. No more high-speed stroads (even if they have bike lanes)!
2/2/2020	Bicycles and pedestrians	Only in areas where there is an established bike path like Path 400 or Beltline trail. Going green sounds great in theory but how many people actually need to bike or walk across the interstate to get where they’re going.
2/2/2020	Bicycles and pedestrians	This will help improve safety
2/1/2020	Bicycles and pedestrians	Currently I85 is an unnatural barrier that can divide communities and impact business. Offering improved capabilities to navigate this barrier will be good for communities.
2/1/2020	Bicycles and pedestrians	A bike doesn't stand much of a chance against a car moving 55+ mph so the best thing would be if they were protected by some sort of wall/barrier that was reinforced.
2/1/2020	Bicycles and pedestrians	No just no
2/4/2020	Bicycles and pedestrians	More fatalities will occur because road safety driving skills are not part of the mentality of those people drive the large SUV's.
2/4/2020	Bicycles and pedestrians	Bicycles & pedestrians on I-85 is like a death wish. No way. Cars have a hard time handling the traffic with buses & tractor trailers. Bicycles would make the traffic worse. Not for I-85.
2/3/2020	Bicycles and pedestrians	In a perfect world, this would be awesome. As it stands, 85 and the roads that lead to it are so congested that this sounds super dangerous.
2/4/2020	Bicycles and pedestrians	The only solution is to have fewer cars on the road
2/3/2020	Bicycles and pedestrians	There are upper level so I have sidewalks which are great. We need to educate more people not to cross on 85. We need to build up barriers to prevent them from getting on the interstate.
2/3/2020	Bicycles and pedestrians	Bikes and walking is good for short localized trips and recreational activity. I do not see such use as something that is going to address congestion in any corridor in Metro Atlanta.
2/3/2020	Bicycles and pedestrians	Will there be enough users to justify? Do you have a count? Many expensive projects for so few users.

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2/3/2020	Bicycles and pedestrians	This is a good idea to support weekend riders and hobbyists. I know many. No one I know rides or walks to the office I work (Sugarloaf parkway exit).
2/5/2020	Bicycles and pedestrians	This doesn't apply to me, but I can see it being a good thing for those who walk, or ride their bikes.
2/6/2020	Bicycles and pedestrians	I don’t usually see many pedestrians crossing 85. Not usually walkable areas or need for it.
2/6/2020	Bicycles and pedestrians	so many people need this so yeah.
2/7/2020	Bicycles and pedestrians	doesn't affect me
2/8/2020	Bicycles and pedestrians	This is the #1 priority. If the surrounding community were more bike friendly, we wouldn't have to take 85 for short trips.
2/6/2020	Bicycles and pedestrians	who cares
2/6/2020	Bicycles and pedestrians	This seems extremely dangerous.
2/8/2020	Bicycles and pedestrians	I never see pedestrians or bicyclists except the homeless. This is a ridiculous suggestion for our area
2/8/2020	Bicycles and pedestrians	Not a big concern and the interstate does not really pass thru outer cities
2/8/2020	Bicycles and pedestrians	At least the bicycles part -- the pedestrians part seems like a waste of money.
2/10/2020	Bicycles and pedestrians	For people making shorter local trips, this could help a lot.
2/10/2020	Bicycles and pedestrians	Safe trails, but auto capacity is essential. Try and have a nice environment for both users, maybe separated if possible.
2/10/2020	Bicycles and pedestrians	If those who ride bicycles or are trying to walk from one side to the other are a large number and asking for this, then yes
2/10/2020	Bicycles and pedestrians	I think we have bigger fish to fry at the moment and money will be better spent on trying to relieve car traffic on 85.
2/10/2020	Bicycles and pedestrians	If there was a "bike lane" somehow. people might use it. Look at atlanta beltline
2/11/2020	Bicycles and pedestrians	Peds and bikes do not belong on 85
2/11/2020	Bicycles and pedestrians	There needs to be safe ways for people to cross.
2/10/2020	Bicycles and pedestrians	Maybe closer to the perimeter, but would anyone use them in the burbs?
2/9/2020	Bicycles and pedestrians	Build one lane separate from the road for pedestrians and nonmoterised traffic
2/9/2020	Bicycles and pedestrians	I do think pedestrians and cyclists should have a safe place to travel. I’m not sure how this figures into the I85 survey though since they’re not allowed on interstates.
2/13/2020	Bicycles and pedestrians	Yes!
2/13/2020	Bicycles and pedestrians	Please look into ways multiple modes of transportation, including cycling, can be incorporated into roadways, and provide support to local communities to do the same in the areas under their jurisdiction.
2/12/2020	Bicycles and pedestrians	No
2/11/2020	Bicycles and pedestrians	Other modes of public transit is a money loser in which citizens have to pay for the services they aren't using. Bicyclists need to have their own dedicated routes away from vehicles. Mixing the two become unsafe.
2/11/2020	Bicycles and pedestrians	Bike lanes on secondary roads that also connect to parks system are needed
2/11/2020	Bicycles and pedestrians	People and bikes take up less space than cars.
2/11/2020	Bicycles and pedestrians	Not sure if any one is using
2/11/2020	Bicycles and pedestrians	Need more options to connect bicycles with mass transit.
2/18/2020	Bicycles and pedestrians	People should be able to traverse where they live safely. Period.
2/18/2020	Bicycles and pedestrians	Focus on 400
2/18/2020	Bicycles and pedestrians	Bicycles cause problems. No more bike lanes
2/17/2020	Bicycles and pedestrians	Adopt Vision Zero
2/15/2020	Bicycles and pedestrians	These need to be walled off from car traffic in order to be safe
2/18/2020	Bicycles and pedestrians	Why do people and bike need to cross an interstate?
2/19/2020	Bicycles and pedestrians	I see no need for this.

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2/19/2020	Bicycles and pedestrians	This slows down traffic especially when bicycles don’t use the bicycle lane.
2/19/2020	Bicycles and pedestrians	This is of no use as in Atlanta we don’t have pedestrian and bikers. Our networks have always been so weak that people have no option but to use automobiles.
2/19/2020	Bicycles and pedestrians	Not a safe idea. Bikes and pedestrians need to stay far away from interstates. Prettier and safer places in the city to ride and walk
2/19/2020	Bicycles and pedestrians	This would be nice for the area. Need more walk friendly alternatives.
2/20/2020	Bicycles and pedestrians	this and the others has to form part of a solution. The more we build for cars the more they will come. we've proven over the last decade that adding more doesn't change the problem it just encourages more traffic. Time to get serious about public transit, and to affect the culture change I think you just have to make driving really awful, Turn some of the current lanes into truck only and see how long it takes before people start demanding MARTA. Also, climate change, more roads is irresponsible.
2/21/2020	Bicycles and pedestrians	Excellent idea!
2/19/2020	Bicycles and pedestrians	There are already bridges they can get across.
2/19/2020	Bicycles and pedestrians	Dangerous suggestion, should be handled in the local level
2/19/2020	Bicycles and pedestrians	For traveling with in Gwinnett Co, this may be a great way to short distance travel as long as the pedestrians and cyclist feel secure and sidewalks don't randomly end.
2/19/2020	Bicycles and pedestrians	Greater Atlanta drivers are such a menace that until this changes, I don't see an upswell in cyclists willing to traverse the larger (and less safe) roadways.
2/24/2020	Bicycles and pedestrians	I feel it would be unsafe to allow pedestrians or bicycles onto the interstate, however if the bridges over 85 had proper lanes for this use they could be useful.
2/26/2020	Bicycles and pedestrians	This should be of the highest priority with connections to greenways all along this corridor.
2/25/2020	Bicycles and pedestrians	There is too much heavy traffic to have pedestrians or bicyclists out in these areas to begin with. They are not seen and should not be anywhere near I85.
2/21/2020	Bicycles and pedestrians	currently there is almost no consideration given to multimodal transport which is shocking
2/21/2020	Bicycles and pedestrians	too dangerous for cyclists and pedestrians, it would just be a hinderance on drivers
2/24/2020	Bicycles and pedestrians	Riding a bicycle or walking are hazardous activities. People want to use alternatives such as these, but will not as long as it is potentially deadly to do so. I would likely use a bicycle in the area if there were protected bike lanes. Bike/pedestrian lanes also bring business in to areas that would likely get passed by as motorists rush by on highways. They also alleviate a small amount of vehicle traffic and could decrease emissions. Multiuse paths are a win everywhere they are installed.
2/29/2020	Bicycles and pedestrians	This is a great consideration for high Pedestrians and cyclists traffic areas only.
2/29/2020	Bicycles and pedestrians	georgia needs to be more pedestrian friendly
2/29/2020	Bicycles and pedestrians	I just don't see bicyclists and pedestrians crossing I-85
2/29/2020	Bicycles and pedestrians	Pedestrians only.
2/29/2020	Bicycles and pedestrians	not safe due to heavy traffic congestion. motorcycle riders are not respected in this traffic
2/28/2020	Bicycles and pedestrians	No
2/28/2020	Bicycles and pedestrians	Bike lanes and sidewalks needed for safety.
2/29/2020	Bicycles and pedestrians	Need more connectivity across interstate in the Gwinnett Place area.
2/28/2020	Bicycles and pedestrians	I am tired of reading about pedestrians being killed. So sad
2/28/2020	Bicycles and pedestrians	No. With the way people drive in the pleasant hill area a biker would be killed
2/28/2020	Bicycles and pedestrians	At-grade crossings, or crossings with gradual approach ramps, on trails and greenways.
3/1/2020	Bicycles and pedestrians	Multiple new overpasses need to be built along this stretch
3/1/2020	Bicycles and pedestrians	Critical for safety and sustainability.
2/29/2020	Bicycles and pedestrians	Too much congestion its completely unsafe and too costly for the few that use it compared to the masses this affects
3/1/2020	Bicycles and pedestrians	I am not a cyclist but completely support bike lanes. Cyclists should be separated as possible.
3/1/2020	High-capacity transit	I support Marta extension.
3/1/2020	High-capacity transit	I'm more interested in rail for commuting than in bus routes, which tend to be slow and poorly marked
2/29/2020	High-capacity transit	This is not a wise investment based on geographics, demographics and infrastructure availability. Great political tag-line with minimal use and significant financial loss on the back-end.
2/29/2020	High-capacity transit	Use the current rail system to transport people and cars to the different points in the city.
2/29/2020	High-capacity transit	PLEASE BUILD!!!

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2/29/2020	High-capacity transit	PLEASE, for the love of God, STOP trying to push MARTA. It does not make economic sense. Metro Atlanta doesn not have the population density. During rush hour, go on Google Maps and pick any address within 1/4 mile of the North Point MARTA station, pick any address down town within 1/4 mile of a MARTA station, click on the Car icon in the upper left and note the drive time. Then click on the rail icon and note the travel time. In EVERY instance, it's faster to drive. Only in NYC do the times even out. NYC has a population density of 64,000 people per square mile Metro Atlanta has 634 people per square mile. I just save you $250,000 on another MARTA Study..... Please stop it.....
3/1/2020	High-capacity transit	Critical for getting cars off the road/decreasing congestion and improving safety. Recognize time and costs, would recommend doing more buses first while building out heavy rail.
3/1/2020	High-capacity transit	light rail needs to be the focus along the entire stretch do highway
3/1/2020	High-capacity transit	Include commuter rail!
2/28/2020	High-capacity transit	Grade-separated transit (monorail or heavy rail) with connections to local buses and other transit.
2/28/2020	High-capacity transit	This is the real solution.
2/28/2020	High-capacity transit	MARTA rail access in North Gwinnett is my ultimate dream
2/28/2020	High-capacity transit	This is the best option! Please make this a priority. Lets get cars off the road and move people more efficiently to their destination.
2/28/2020	High-capacity transit	For a city as large as Metro ATL this is BEYOND OVERDUE. Gwinnett will never go for it. They are afraid of crime...I have news for them, crime doesn’t come by train. Until the crime has increased at Lenox, I wanted to see Marta go to Mall of GA. Not anymore
2/29/2020	High-capacity transit	Transit along Satellite Boulevard must be a part of future plans.
2/28/2020	High-capacity transit	Bus lanes will not work. Please give detail report on the number of passengers that take buses daily. When i see the buses there are 2-3 passengers on them. A total WASTE of tax payers money. Bus expansion is not going to get more riders. Gwinnett needs NO more dense housing developments. We are packed out enough on our roads. No more housing is the answer.
2/29/2020	High-capacity transit	Heavy rail, no buses
2/29/2020	High-capacity transit	bus rapid for certain.
2/29/2020	High-capacity transit	Given that there isn’t a plan in place means that by the time a plan is and is executed it will be 10 to 15 years from now and will be to late or under capacity for that time. It’s really sad that a city as nice and large as Atlanta is in the dark ages where mass transit is concerned.
2/28/2020	High-capacity transit	This and Live/Work/Play communities are the most important strategies.
2/28/2020	High-capacity transit	BRT I think has real merit, could be very nice and much less expensive and allows "easier" expansion than heavy rail. All for it!
2/28/2020	High-capacity transit	Bus rapid transit only- heavy rail is too expensive and under utilized
2/28/2020	High-capacity transit	I’d pay more Taxes for commuter rail on existing lines that go north and connect to MARTA or travel directly into downtown.
2/28/2020	High-capacity transit	We should have an elevated transit system along the corridors
2/29/2020	High-capacity transit	rapid transit 24/7 like NYC
2/29/2020	High-capacity transit	this is 20 years away and we need relief now.
2/29/2020	High-capacity transit	no bUSES. wHERE IN THE HECK DID THIS INSANE IDEA COME from? People WILL NOT USE buses - AS IS EVIDENT TODAY> Buses DO NOT take you to where you need to go They take you to a location, dump you there, then you have to take additional buses to get to work. THAT HAS ALREADY FAILED so give it up. We don't want additional taxes to pay for a service we already have that has not relieved congestion. Put down those joints you are smoking and start looking at all the new technology that actually will solve the congestion problem. If the answer to congestion was more buses, we would just add more empty buses to the streets.
2/29/2020	High-capacity transit	Yes,yes, yes
2/29/2020	High-capacity transit	Use existing rail ROW from Doraville to Buford for heavy or light rail rapid transit extension. Extend rail options using rail ROW from Tucker to Lawrenceville. get people
2/24/2020	High-capacity transit	I have yet to see rails help with anything. If they could be built without causing interference with existing roads and highways, it may help, but they usually cause headaches for motorists who have to deal with additional stops and delays.
2/24/2020	High-capacity transit	rail is the obvious solution for the metro area's problems. NOT more toll lanes or wider freeways. The idea that I have to make a choice between "GA's economy" and "Safety" and "capacity" is complete bullshit.
2/22/2020	High-capacity transit	this segues into how duluth and nircross and suwannee town centers are laid out-as well as the high speed rail, but where would the money come from. I have heard the brighline in florida privately funded has safety issues.
2/21/2020	High-capacity transit	It would be great if Gwinnett would let MARTA expand
2/21/2020	High-capacity transit	Light rail, please! Put it elevated on top of the highway.
2/21/2020	High-capacity transit	It would be great if Gwinnett would let MARTA expand, but I give it a low chance. It's one of the best options, but likely politically untenable in Gwinnett Co.
2/22/2020	High-capacity transit	I know this study is about I85 in Gwinnett but in order to connect the community to the city of Atlanta, alleviate traffic and give residents affordable options to get around, we need rail transit. Buses are great but not enough for this growing county.
2/21/2020	High-capacity transit	currently there is no consideration given to high capacity transport which is shocking
2/25/2020	High-capacity transit	NOPE. Would not use it. Too many germs, it is wasted money. Stopped taking the transit into the city because of Urine smell in the elevators when trying to get a stroller onto the elevator, and there is not enough police presence on the Marta either. Never would encourage anyone to take public transportation.
2/25/2020	High-capacity transit	I think the proposal to extend MARTA Gold line to Jimmy Carter makes, sense, if done as part of rebuild that adds BRT to I-85.
2/26/2020	High-capacity transit	This should be build all along Satellite Blvd and should connect with Marta. Either light rail or heave rail up to at least the Gwinnett arena

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2/25/2020	High-capacity transit	WE NEED MASS TRANSIT. TRAINS ARE AVAILABLE IN MANY DEVELOPED CITIES AND IT IMPROVES TRAFFIC FLOW DRAMATICALLY.
2/24/2020	High-capacity transit	Similar to the truck only lanes, Buses having their own lane can allow for smoother traffic flow. However, I do not see many busses on my route.
2/24/2020	High-capacity transit	ATL Atlanta Transit Link Run heavy Rail all the way to Mall of Georgia Norcross stop Lilburm stop Lawrenceville stop Suwannee stop Buford stop All include park and ride Where to get the Billion Dollar budget Legalize Cannabis to build roads Heavy rail project to be completed under 5 years.. Tax Sales
2/24/2020	High-capacity transit	no buses or trains. they invite more illegal activity and allow homeless from Atlanta to terrorize our neighborhoods
2/25/2020	High-capacity transit	I won't be commuting any longer by the time this happens, but I pray that I see the day Gwinnett connects to transit. Put it on the ballot!
2/19/2020	High-capacity transit	Bus Rapid Transit can move with the times and is therefore less expensive. However it will only work with improvements off of the interstate such as bus only lanes to ensure that the bus beats normal traffic!
2/19/2020	High-capacity transit	We've told you multiple times that Gwinnett citizens don't want Marta expansion
2/19/2020	High-capacity transit	This would create a longer term solution. As the city grows, trains can accommodate changing demographics and encourage longer distance commutes on trains as long as there is ease of transportation.
2/19/2020	High-capacity transit	This would improve I-85 traffic tremendously.
2/19/2020	High-capacity transit	If we don't add transit access to this corridor, literally every other solution will fail. Congestion will continue to increase, it's just a matter of how fast or slow it happens
2/19/2020	High-capacity transit	Extend Marta into Gwinnett County and extend heavy rail to Jimmy Carter
2/19/2020	High-capacity transit	I think this is an absolute must - not only to improve traffic, but also to save the planet.
2/19/2020	High-capacity transit	Need rail to help alleviate cars on the road. Train should go from ATL, Lawerencville, Athens, then up to Greenville to Charlotte.
2/19/2020	High-capacity transit	Gwinnett needs to allow MARTA. this is a major issue.
2/19/2020	High-capacity transit	Unless public transit in Atlanta drastically changes, you won't convince people to ride it instead. At least not enough to make a dent.
2/19/2020	High-capacity transit	Rapid rail needed, not bus
2/20/2020	High-capacity transit	Buses aren't going to work unless they come every five minutes.
2/20/2020	High-capacity transit	YEEEEEESSSSSSS. Reduce vehicles by extending Marta to Mall of GA
2/21/2020	High-capacity transit	This would be great!
2/20/2020	High-capacity transit	Very much so need it we have no way to get downtown on regular basis or to airport , bus transit is very limited
2/19/2020	High-capacity transit	Only if MARTA is honest.
2/19/2020	High-capacity transit	NO! If trains aka MARTA come to Gwinnett, my family is moving. Expect to see an increase in crime!
2/19/2020	High-capacity transit	I’ve lived in several other countries that utilize local busses, trolleys and high speed rail. Local busses go straight to trolley and bus lines more than once an hour through out the day
2/19/2020	High-capacity transit	This is an expense project, but what about a Gwinnett train that goes from Doraville to Buford. It could connect to the Marta Station or work with Marta to bring the train up to 316 area, then people can park i that area.
2/19/2020	High-capacity transit	This is an expense project, but what about a Gwinnett train that goes from Doraville to Buford. It could connect to the Marta Station or work with Marta to bring the train up to 316 area, then people can park i that area. Also, let's use the existing train tracks that are used for freight in Gwinnett? How hard can it be to use those or just add some raid lines beside them. You don't have to make a whole new system.
2/19/2020	High-capacity transit	Please please please can we have heavy rail along the I-85 corridor? I would love to be able to take transit and not have it take 2+ hours to get downtown.
2/19/2020	High-capacity transit	Not dedicated lanes for busses. If you add a lane, it should be available for cars too. Rail extensions are a good idea.
2/18/2020	High-capacity transit	Get Marta rail to mall of georgia
2/18/2020	High-capacity transit	Not sure, need more info
2/18/2020	High-capacity transit	Marta basically has 2 routes 1 north and 1 E-W. More Marta routes in all directions. Go to Europe, Scandinavia, etc, to see how it is done.

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2/18/2020	High-capacity transit	Nope. I do not want to pay for Marta. They are incompetent, not only in their business practices but in their main purpose as well. Also, there is the discussion of bringing more crime to the suburbs.
2/15/2020	High-capacity transit	Heavy rail up 85 and even partway up 985 would be great!
2/15/2020	High-capacity transit	Would only like to see rail service. Especially needed from east to west
2/14/2020	High-capacity transit	BRT is waste of money
2/14/2020	High-capacity transit	this is extremely important!!! Atlanta will always be second class unless we have better transit!!!
2/14/2020	High-capacity transit	The fact that marta stopped in Sandy springs literally the dumbest thing ever...marta is useless here because it is so limitesd...we need marta everywhere
2/17/2020	High-capacity transit	I would be in favor of a faster way to get to the airport. The last proposal only included rail to Jimmy Cater which doesn't help most of Gwinnett. Buses would need to run all day and be faster than driving your own car.
2/18/2020	High-capacity transit	The county should create it's own system or ask the state to take control of Marta. Many commuters and visitors would stop in the eastern end of the county and ride bus or trains into others areas of the county and on to downtown Atlanta.
2/18/2020	High-capacity transit	The plans offered this day for this make no logical sense. They cost far too much, and only go a few miles father... If you could add a Gwinnett county commuter train that goes from Buford to Atlanta on existing rail lines, that can connect to Marta downtown for dispersement, I'd support it, but don't bring Marta any further into the country... We can do transit better than they can!!
2/18/2020	High-capacity transit	This should be the number one priority. Anything else is asinine.
2/18/2020	High-capacity transit	As long as it is NOT MARTA. I don't want my tax dollars to fund a broken system.
2/18/2020	High-capacity transit	Bus rapid transit, NO heavy rail!
2/18/2020	High-capacity transit	Expand the train! It is a must!
2/18/2020	High-capacity transit	Rail and exclusive bus lanes. Rail is the answer and yet, the county refuses to move forward. Pick an area and build it through to the first MARTA connection. It doesn't have to be MARTA, preferably not, but it needs to be done or 20 years from now you still be slapping band-aids on the problem. Keep commissioners and mayors from sticking their fingers in a transportation problem by adding money to build stuff in their cities and the county. Your tax levies fail because of trust and short-sightedness.
2/18/2020	High-capacity transit	Focus on 400. RAIL ONLY
2/18/2020	High-capacity transit	Gwinnett is too wide spread to benefit from bus lanes. It would double or triple my commute if I took a bus.
2/11/2020	High-capacity transit	Road capacity will just fill up--transit is the only long term solution.
2/11/2020	High-capacity transit	Bus only lane and more buses will be a cost effective solution to having heavy rail.havr buses go to doraville where people can take train to down town and midtown.
2/11/2020	High-capacity transit	Alleviate congestion by giving people another option.
2/11/2020	High-capacity transit	Convert existing general purpose lanes to bus rapid transit lanes.
2/11/2020	High-capacity transit	Smart solution that takes best of class solutions safe transit stations that improve property values and not cause crime and deterioration. Commuter solutions such as high speed or bullet trains to ATL ex (France)
2/11/2020	High-capacity transit	Compare the blossoming of Chamblee and Brookhaven to the deterioration of Gwinnett's Jimmy Carter Blvd and Gwinnett Mall. Gwinnett would be much more desirable now if Marta would have been voted in 30 years ago.
2/11/2020	High-capacity transit	Public transit is a money loser when citizens have to pay for services they don't use.
2/11/2020	High-capacity transit	Light rail is good. BRT is not.
2/12/2020	High-capacity transit	No more inefficient heavy rail
2/12/2020	High-capacity transit	People don't use trains and buses in most cities. It's basically a dead idea.
2/12/2020	High-capacity transit	MARTA rail in Gwinnett! Supplement heavy rail with light rail through Gwinnett Place, at least, and preferably to the Mall of Georgia.
2/12/2020	High-capacity transit	Mass transit,doesn't work until it's nearly door to door. Doesn't make any sense for me to drive to a bus to take a train to walk or taxi. Takes a 30min drive and makes it a 1:15 trip. Stop throwing money at it like it will fix it all.
2/12/2020	High-capacity transit	Can use Amtrak rails for mass commuter from 85/985 to Atl
2/13/2020	High-capacity transit	I don't see why we can't use the Railroad that runs from Gainesville to Atlanta for transit.
2/13/2020	High-capacity transit	Start Now! Why are you not funding transit. Stop funding more lanes!!
2/12/2020	High-capacity transit	This should be the most important consideration.
2/13/2020	High-capacity transit	ALL FUNDING GOES TO THIS. NO MORE LANES
2/9/2020	High-capacity transit	This is the only viable solution. AVs, flying cars, and vaporware technologies aren't going to rescue us.
2/9/2020	High-capacity transit	Design it to where the stops actually make sense and the speed is increased. The stops in Atlanta are not that conducive for convenient business travelers.
2/9/2020	High-capacity transit	This should be the first thing to consider. Capacity of a transit corridor can exceed capacity of a multi billion $ single lane highway expansion. This should be connected to Marta.
2/9/2020	High-capacity transit	Educate people on the value of commuter transit even if they don't ride it. Provide more incentives to ride transit.
2/9/2020	High-capacity transit	Take rail to 316 or mall of Georgia and the feed buses from the new stations
2/9/2020	High-capacity transit	Marta to Pleasant Hill will help.I would like to take Marta to the airport and not pay for UBER and parking
2/9/2020	High-capacity transit	I think this is a must
2/9/2020	High-capacity transit	This is the ultimate answer to all the issues.
2/9/2020	High-capacity transit	there is NO OPTION at all for viable transit in Gwinnett. I don't know why everyone is so against this.
2/9/2020	High-capacity transit	Build Marta rail above 85 down center median with pedestrian bridge overpass from various stations along the route. Parking decks at Marta stations along the route on Frontage Road property with easy access back on the interstate for shorter commutes to suburbs.
2/10/2020	High-capacity transit	NO MARTA!!!!

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2/10/2020	High-capacity transit	People who vote NO on mass transit are not the commuters, it's the backward redneck people who think only thugs ride buses. To get mass transit vote passed, appeal to the commuters. Advertise in billboards along 85.
2/9/2020	High-capacity transit	A rail system that terminates at jimmy Carter helps nobody as that is an area of the worst congestion already. Take it up to hwy 20 with stops at pleasant hill and JC
2/9/2020	High-capacity transit	Rail only. Buses are a disaster in Gwinnett
2/10/2020	High-capacity transit	Yes for the love of God, please.
2/10/2020	High-capacity transit	Please! This may be the only thing to truly keep traffic in check.
2/11/2020	High-capacity transit	We need to attack this issue aggressively. Multiple high capacity moves should begin to be introduced at once.
2/10/2020	High-capacity transit	Do NOT want MARTA rail into Gwinnett.
2/10/2020	High-capacity transit	Please we need this now. Not 30 years from now! This is my number 1 wish!
2/10/2020	High-capacity transit	Mass transit is needed to various areas in the Greater Atlanta to get cars off the road.
2/10/2020	High-capacity transit	Great idea, but we need to add more park and ride locations. Also, consider adding buses that pick up from park n ride going directly to the MARTA station.
2/10/2020	High-capacity transit	We need heavy rail that goes into the heart of Gwinnett County, you can significantly reduce traffic by offering REAL train access to those just trying to get to Atlanta every day.
2/10/2020	High-capacity transit	Yes for light rail and no for bus rapid lines.
2/10/2020	High-capacity transit	Can take out the toll lanes (North and South) and area in between the two, to place high-capacity transit option with minimal stops, connecting to Marta
2/10/2020	High-capacity transit	Atlanta is only hurting itself by not having a train & transit system like NYC, Boston, London, etc. Much more needs to be done to get people off the interstate that are going between home and work. GA is hurting itself by not making it possible for GDOT to do something about transportation other than lay more asphalt! We are shooting ourselves in the foot.
2/10/2020	High-capacity transit	This has been proven as the most efficient way to reduce congestion and provide a reliable form of transportation in other large cities.
2/10/2020	High-capacity transit	Rail is a scam frequently, unless it pays its way. I am definitely happy with BRT buses on tolled lanes with auto traffic. That makes far more sense.
2/10/2020	High-capacity transit	Please start paying into MARTA. It could be such an integral part of the solution here. Widening and interchange redesigns have either had minimal impact, no impact, or made the situation worse. Mass transit is a key solution.
2/10/2020	High-capacity transit	Need a Bus only lane that removes the buses from the paypass lanes. The buses are a big reason the paypass lanes do not flow as well as they should.
2/8/2020	High-capacity transit	BRT yes. rail... maybe. But dedicated BRT lanes are good.
2/8/2020	High-capacity transit	See previous comments on dedicated bus rapid transit lanes and stations along I-85 corridor or buford highway
2/8/2020	High-capacity transit	Absolutely! Rail takes many cars off the road and creates a fast alternative to bypass congestion. Build it and the will use it!
2/8/2020	High-capacity transit	Sometimes voters are wrong , we need something else to get cars off 85
2/8/2020	High-capacity transit	Add lanes but do not take existing lanes.
2/8/2020	High-capacity transit	HIGH-SPEED rail would be great, but it needs to extend all the way to Hamilton Mill. Only going to Jimmy Carter doesn't serve the majority of the people with the worst commutes.
2/8/2020	High-capacity transit	Yes. Roads are not the answer obviously
2/8/2020	High-capacity transit	We desprately need this I have never lived in a area were you can't take a bus to the mall or to work.
2/8/2020	High-capacity transit	Doesnt work. Rail is dying.
2/8/2020	High-capacity transit	More express buses that connect to Marta, Downtown, and locations in other counties would get commuters off I-85.
2/8/2020	High-capacity transit	Gwinett county needs to allow MARTA rail expansion.
2/8/2020	High-capacity transit	Yes!!! We're behind the rest of the country. look at where the growth is...rail lines
2/8/2020	High-capacity transit	Maybe from Jimmy Carter Blvd. To Doraville.
2/8/2020	High-capacity transit	Build another interstate to take traffic going to Florida out of Atlanta.
2/6/2020	High-capacity transit	Yes! Atlanta is high capacity without the transit options like other cities.
2/6/2020	High-capacity transit	Getting more cars off the road by making public transit feasible and accessible is a great solution
2/6/2020	High-capacity transit	WE VOTED NO!
2/6/2020	High-capacity transit	No, No do not take lanes away for buses, that no one will ride
2/6/2020	High-capacity transit	Rail yes. Bus lane no.
2/6/2020	High-capacity transit	not interested in Mass Transit. Why live in gwinnett is I have to take mass transit
2/6/2020	High-capacity transit	No, No do not take lanes away for buses, that no one will ride. For rail lets utilize existing rail corridors. If CXS does not want to play ball then imminent domain time. Why should we pay 10's of millions for new right of ways when lines already cress-cross the county???
2/7/2020	High-capacity transit	Too risky for spreading contagious diseases, especially as we face an impending pandemic from Coronavirus.
2/8/2020	High-capacity transit	Rail but not buses.
2/7/2020	High-capacity transit	doesn't affect me, but I do NOT want to pay taxes to extend marta.
2/7/2020	High-capacity transit	Improve the local transit, we DO NOT WANT MARTA HERE. but help the local gwinnett transit thank you.
2/6/2020	High-capacity transit	If I could give this more stars I would. Extend heavy rail! It won't fix everything but it's high time we look at other alternatives to cars in such populated areas.
2/5/2020	High-capacity transit	No. Politcians love them. But they don't pay for themselves and generally only add a tax burden to the citizen.
2/5/2020	High-capacity transit	the best solution of this whole study
2/5/2020	High-capacity transit	Consider the use of commuter rail instead of heavy rail to augment the amount of traffic around the 85 corridor in gwinnett.

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2/5/2020	High-capacity transit	Instead of heavy rail consider commuter rail as an option for transit(mainly due to time and cost of constructing heavy rail). Reconsider the Georgia passenger rail program for gwinnett county. Also look at Texrail commuter rail near Ft. Worth for an idea of how to implement this project
2/5/2020	High-capacity transit	Extend MARTA to Gwinnett Place shopping area to provide more access for Gwinnettians to Atlanta for daily commutes and special events.
2/3/2020	High-capacity transit	Would like to see better transit in Gwinnett, but handing the reins over to MARTA for the next few decades years is not a responsible plan.
2/3/2020	High-capacity transit	Get metro transit off the express lanes
2/3/2020	High-capacity transit	We can only avoid this question for so long. As all large cities have discovered, there are too many lower income jobs in the city that require people who can't afford to live in the city to DRIVE in. Please provide public transportation.
2/3/2020	High-capacity transit	too expensive, will not help traffic on I-85
2/3/2020	High-capacity transit	This is long over do. If there were more modes of transportation especially train a lot less ppl would be on the road
2/3/2020	High-capacity transit	Georgia can't build more lanes to reduce congestion. It should focus on moving people instead of cars. It spent hundreds of millions improving 316 and I-85 interchange and now wants to spend even more improving vehicle movement instead of moving people and service. Reduce lanes on I-85 and use it to build passenger rail system. I understand that building more lanes helps CW Mathews stay in business, but it shouldn't be the priority. Build Athens-Atlanta rail line if really wants to improve congestion along I-85 corridor which will help the worst congested corridor which is I-85 from Shallowford Rd to I-20.
2/3/2020	High-capacity transit	A mass transit rail should only extend maybe to Indian Trail that would be nice.
2/3/2020	High-capacity transit	Buses on 85 are contributing to the congestion
2/3/2020	High-capacity transit	This would drastically reduce the number of vehicles and would reduce the need to widen/create new roads.
2/4/2020	High-capacity transit	The only solution is to have fewer cars on the road
2/4/2020	High-capacity transit	This is the only option that will reduce traffic congestion
2/3/2020	High-capacity transit	I will never understand why this proposal gets voted down. I can assume it is by people that don't commute daily on 85.
2/3/2020	High-capacity transit	YES, THIS! We need better public transportation. It'd help the morning and evening commutes exponentially.
2/4/2020	High-capacity transit	Cannot understand why the Gwinnett Transit Review Committee was looking at the transit needs for 30 years from now. The weakness lies in the members of the committee and consultants, having attended the meetings, non of the planners: the consultants and members of the Transit Review Committee had any contextual information about the transit needs in 2019 and 2020. Only one attempted to ride the bus and share her experience with the other members. A simple basic human function, access to restrooms at the Park and Rides now was not available to residents and the transit providing it was shot down by a female member of the Gwinnett Transit Committee.
2/4/2020	High-capacity transit	Do not see having high-capacity transit in my lifetime. Too late for me & don't want to pay for it.
2/4/2020	High-capacity transit	YES! YES! YES!
2/4/2020	High-capacity transit	Light rail and other improved public transit is need badly in this area.
2/1/2020	High-capacity transit	PLEASE, PLEASE, PLEASE extend MARTA beyond 285 along 85, Buford Highway, and/or Peachtree Industrial to provide options for those of us that live out here to get into the city without having to sit in heavily congested traffic for hours! Also, consider routes that will allow travel between communities and not simply focused on getting people into downtown Atlanta. I would love to have an option to take a train/light rail from the Gwinnett Place Mall area to Avalon or Northpoint Mall with stops along the way. This would tremendously reduce congestion of Pleasant Hill/State Bridge.
2/1/2020	High-capacity transit	We are already behind in this solution and things aren't going to magically improve without it. We need to find a way.
2/1/2020	High-capacity transit	I know that Gwinnett wants and needs this. Clearly those in Gwinnett farthest from I85 (where the impact would be the greatest) chose to vote against it because they do not want to pay for something that they view has little impact on them.
2/2/2020	High-capacity transit	MARTA Heavy rail is NEEDED to Gwinnett Place. This will help alleviate traffic coming from Gwinnett's largest municipalities and suburbs.
2/2/2020	High-capacity transit	MARTA expansion is needed from Doraville to Gainesville and Athens including commuter rail.
2/1/2020	High-capacity transit	THIS is heavily needed in the area. Other major US cities like DC, LA and Chicago have commuter rail across their metro areas.
2/2/2020	High-capacity transit	No bus transportation (unless it's regional transit). Marta is notably behind the times and stuck in a previous decade; unable to drive any useful development in a timeframe that adds value. Most commuters would welcome heavy rail or expanded regional commuter bus service. Perhaps we should consider a private company to provide this service versus the gridlocked government-run Marta. Then, they will make decisions based on profitability and what consumers actually want.
2/2/2020	High-capacity transit	Rail would make a big different. Bus Rapid Transit is good for short term
2/2/2020	High-capacity transit	I'm all for more BRT in the area, but I'm against rail of any kind until the price is significantly lowered.
2/2/2020	High-capacity transit	I would love high capacity transit. But please NO Marta. Everytime I use Marta, it's always late. Not very reliable! Hate Marta. Especially when you are tired and want to go home and the train is not working. And the workers are clueless. Get rid of Marta! Other cities have a better rail system than us and I am so embarrassed about Marta.
2/2/2020	High-capacity transit	Heavy rail is dying nationwide. It's expensive and ineffective. Light rail that services actual neighborhoods, goes suburb to suburb (instead of to 5 points station), and smart busing are better options.

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2/2/2020	High-capacity transit	WE NEED THIS!
12/16/2019	High-capacity transit	Place near destination centers
12/17/2019	High-capacity transit	using the median would be effective. Stations located of the interstates. People would see the trains running and might entice them to use them
12/17/2019	High-capacity transit	A rail line that goes all the way to mall of Georgia would be ideal.
12/20/2019	High-capacity transit	Heavy rail. BRT No. BRT just means more traffic on the highway.
12/18/2019	High-capacity transit	No Transit! It will only lead to increased population density and thus higher traffic
12/18/2019	High-capacity transit	Not on the Interstate. It has enough problems. Put them in alternate location. Make sure routes go to meaningful places.
12/19/2019	High-capacity transit	No
12/20/2019	High-capacity transit	Best solution in the long term. Make use of existing train rails for commuter train. Doesn't have to be new lines or something else.
12/8/2019	High-capacity transit	Bus lanes that are added to current space rather than take from them may be a feasible idea. However, these lanes should be freight/commercial and high-cap transit lanes. There is not enough high-cap transit to warrant expanding just for them.
12/9/2019	High-capacity transit	Heavy rail, yes. Bus lanes, no
12/9/2019	High-capacity transit	This would solve a lot of problems.
12/10/2019	High-capacity transit	Extend MARTA all the way to Hamilton Mill. That would show foresight. Back in 1991, MARTA could have been easily extended to Discover Mills. But politicians bollixed that decision. Thousands of cars and buses could be removed from the roads if MARTA was available.
12/12/2019	High-capacity transit	People prefer trains and trolly cars to all other modes. they just do. So we need to figure out how to build a system where you increase ridership and dont make them change modes 4 times before getting to their destination - so can it stay heavy rail? Or cn the heavy rail cars be changed to light rail cars and extend the system w light rail? Make codes that force development near rail stations to be tall residential and office buildings that are short walking distance.
12/12/2019	High-capacity transit	We need heavy rail to extend into Gwinnett County
12/12/2019	High-capacity transit	heavy rail is very expensive and old fashion - as technology (disruptive innovation) creates new methods of commuting this may become obsolete - would need to be designed for future revision in technology (like high speed hyperloop technology)
12/11/2019	High-capacity transit	I would welcome rail from 985 to the 285 corridor and beyond (e.g. the airport). With local buses to take you from the rail stations to local shopping and restaurants would be helpful.
12/10/2019	High-capacity transit	I only use Marta if I am going to a sports event downtown or to the Airport..... But I am indeed in favor of extending Marta up to the Pleasant Hill Area. It will take 6-8 years to build it, by then people will be willing to commute into Atlanta on it vs driving in on clogged 85..!
12/21/2019	High-capacity transit	Please fix this. Sometimes things don't need to be put to a vote and we need this to save ourselves from dying in two plus hour commutes each day.
12/21/2019	High-capacity transit	I am 100% in support of heavy rail extension and bus-rapid transit lanes (and/or light rail).
12/21/2019	High-capacity transit	We don’t need Martes problems are their debt as a tax and Gwinnett
12/21/2019	High-capacity transit	This is a 19th century solution to a 21st century problem. High capacity mass transit exists to minimize the number of expensive transit workers. When the mass transit system is built around small autonomous vehicles, traffic can be spread away from narrow corridors resulting in less overall congestion and cost.
12/21/2019	High-capacity transit	I'm in favor of mass transit, but the last bill sucked and that's why it failed. Start building ASAP, not 10 years from now for one station at Jimmy Carter. Connect to MARTA, but fund it from Gwinnett. MARTA is mismanaged, and we don't needto pay into their systems.
12/21/2019	High-capacity transit	No no and hell no
12/21/2019	High-capacity transit	Think about Monorail... Monorail elevated down the center of I-85, 316 and P'tree Ind. Low right-of-way cost.. Less expensive to construct .. Much faster to build... Less costly to operate and maintain.....
12/22/2019	High-capacity transit	Not everyone that lives in Gwinnett works in Atlanta. And not everyone that lives in Gwinnett goes to Atlanta for anything other then the airport or leaving town on vacation!
12/22/2019	High-capacity transit	Yes!!
12/22/2019	High-capacity transit	Bus rapid Transit is great. Mixed feelings about heavy rail. Technology is much improved - why build on a system using 1970s technology?
12/22/2019	High-capacity transit	If you can figure out how to go more than 4 miles for $30B in 30 years maybe, until that day I'll keep voting no to Marta
12/22/2019	High-capacity transit	The fact Gwinnett failed to pass the MARTA referendum encouraged me to move out of the county.
12/23/2019	High-capacity transit	absolute necessity to keep vehicles off the roadways
12/23/2019	High-capacity transit	Gwinnett will probably never support this option with tax dollars. Short sightedness runs rampant.
12/23/2019	High-capacity transit	Long term rail (heavy, light or communter) is needed all the way to Buford with future options to extend to Gainesville.
12/22/2019	High-capacity transit	Extend Marta Gold Line with Lindbergh or North Spring style transit stations located on Jimmy Carter, Pleasant Hill, and GGC/Gwinnett Airport
12/29/2019	High-capacity transit	Ehhh
12/30/2019	High-capacity transit	GET MARTA INTO GWINNETT OR SOMETHING EQUIVALENT. GWINNETT PUBLIC TRANSIT IS GARBAGE.
12/30/2019	High-capacity transit	NO heavy rail extension beyond the minimum required for a new multi-modal station (i.e. a mile north of the existing Doraville station) Then continue with light rail from there to Jimmy Carter and points north.

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12/30/2019	High-capacity transit	NO heavy rail extension beyond the minimum required for a new multi-modal station (i.e. a mile north of the existing Doraville station) Then continue with light rail from there to Jimmy Carter and points north. BRT lanes as proposed in the Connect Gwinnett plan. However rail extensions must be prioritized and built ASAP to the civic center area using Bond financing. Timing should be about 12 years hopefully sooner to completion to the civic center.
12/31/2019	High-capacity transit	Bus rapid transit should be undertaken now. Waiting or wishing for heavy rail is a waste of energy and time.
12/31/2019	High-capacity transit	Too expensive for what you get. Not worth the effort. Widen the highway instead.
12/27/2019	High-capacity transit	Seems like a good idea, but needs to have the ability to access places people would need to go - ball parks and commercial centers. Marta's biggest problem is I can't use it to easily get anywhere except the airport and State Farm Arena. Mercedes Benz...got to walk. Braves Stadium...not possible now nor when they were at Turner Field.
12/27/2019	High-capacity transit	Need Marta all the way to mail of Georgia or at least Gwinnett arena
12/27/2019	High-capacity transit	More heavy rail, less rapid transit. The busses use the toll lanes and slow down traffic flow and create safety hazards.
12/26/2019	High-capacity transit	This would be a good idea, if you can get people to ride them. The cost would more than likely be higher than riders.
12/25/2019	High-capacity transit	Do NOT want Marta expanded into this area.
12/23/2019	High-capacity transit	Too expensive, stations are not near work areas.
12/24/2019	High-capacity transit	This is the biggest need; We need Rail service into the sugarloaf mills area.
12/25/2019	High-capacity transit	not worth the trade-off of expense and low usage
1/3/2020	High-capacity transit	no transit into Gwinnett
1/3/2020	High-capacity transit	Gwinnett doesn't need or want Marta
1/3/2020	High-capacity transit	MARTA needs to be extended to the 85/316 split!
1/6/2020	High-capacity transit	5 stars for rail ...0 stars for bus.
1/6/2020	High-capacity transit	i think heavy rail could be beneficial but Marta doesn't have a great reputation for safety or cleanliness. Like others, I worry heavy rail will bring an element of crime to our area instead of bringing efficiency and growth
1/3/2020	High-capacity transit	If I could give this a 6 I would
1/3/2020	High-capacity transit	I think running high-capacity transit up/down I-85 where the existing HOT/HOV lanes are with stops at the current overpasses would be awesome. This would allow more users access by placing them closer to their job locations and then having some local buses going out from there.
1/3/2020	High-capacity transit	I think running high-capacity transit up/down I-85 where the existing HOT/HOV lanes are with stops at the current overpasses would be awesome. This would allow more users access by placing them closer to their job locations and then having some local buses going out from there. And additional buses/frequencies during peak times.
1/3/2020	High-capacity transit	Don't think there is enough density to merit the cost.
1/7/2020	High-capacity transit	citizens have voted...they don't want heavy rail...maybe just have it pass through the County and no stops or stations in the County. No expenses charged to the County
1/7/2020	High-capacity transit	Light and heavy rail are good, bus rapid transit is a waste of money
1/7/2020	High-capacity transit	Please bring rail options into Gwinnett!! I would use it and I believe others would too, reducing congestion and increasing ridership.
1/7/2020	High-capacity transit	Voted many times and it's always shot down. Not a huge focus.
1/7/2020	High-capacity transit	Wont work due to low density population in areas where public transportation is used
1/7/2020	High-capacity transit	Heavy rail yes. Rapid bus no.
1/7/2020	High-capacity transit	We need rapid rail network. Not more buses on our streets.
1/7/2020	High-capacity transit	It's embarrassing how far behind Gwinnett County is, in terms of transit. It would help in terms of not only local daily commuters, but helping with attracting local tourism events.
1/7/2020	High-capacity transit	Need to be able to go anywhere in atlanta quickly and cheaply via transit!
1/7/2020	High-capacity transit	I was very disappointed when MARTA coming to Gwinnett County was denied.
1/7/2020	High-capacity transit	get cars off the road! Extend MARTA further north.
1/7/2020	High-capacity transit	NO MARTA!!!! NO TRAINS OR BUSES IN GWINNETT COUNTY.
1/30/2020	High-capacity transit	HRT north from Doraville to Pleasant Hill Rd. BRT extending north from Pleasant Hill to Mall of GA . BRT options that extend into Fulton County
1/30/2020	High-capacity transit	the money used I-75 toll road should have been used for high speed transit. Let's not make the same mistake in Gwinnett
1/30/2020	High-capacity transit	Easiest way to reduce congestion across the metro area is to simply remove cars from the road in the first place.
1/30/2020	High-capacity transit	Improving mass/public transit should be the primary goal and objective of ALL transportation infrastructure improvement in Atlanta.
1/30/2020	High-capacity transit	no on the rails. I come from Pennsylvania where we can make busses work. Rail can't be reconfigured as easy as buses.
1/30/2020	High-capacity transit	The Atlanta Area needs to emerge from the Dark Ages and embrace transit. Our leadership needs to be replaced because they lack vision.
1/30/2020	High-capacity transit	Yes please! Safe mass transit like the Underground in London. I'm afraid right now to ride Marta in the dark even if they extended the rail because of crime.
1/28/2020	High-capacity transit	Best idea yet!
1/24/2020	High-capacity transit	Take lanes for buses. Don't add new lanes. Rail is the gold standard for commuting in a growing or dense city.
1/24/2020	High-capacity transit	BRT on Buford Hwy.
1/31/2020	High-capacity transit	I live in Gwinnett because it isn't Atlanta. Don't turn it into Atlanta.
1/31/2020	High-capacity transit	Please, please, please look into this again. This would be so helpful for those of us who don't have cars
1/30/2020	High-capacity transit	The heavy rail wasn't scheduled for 20-30 yrs. That is a non-starter for immediate solutions.

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1/30/2020	High-capacity transit	This is what we need more than anything else! But making a train will take a long time please make a bus only lane on the interstate until its done.
1/31/2020	High-capacity transit	Heavy rail extensions are a must to reduce a heavy traffic path mixed with transfer trucks.
1/31/2020	High-capacity transit	absolutely a waste of money... the future ride share options through uber and lyft will end mass transit. don;t waste tax payer money when the private secor can deliver doorstep to doorstep
1/31/2020	High-capacity transit	Has to be reliable and can take a survey to see where people work so people don't have to walk too far to catch these buses.
2/1/2020	High-capacity transit	This needs to be done throughout the metro Atlanta area to ease congestion on the highways. With the growth in Atlanta highway driving will become more congested.
2/1/2020	High-capacity transit	In Gwinnett? Not sure that it's a good use of money.....
2/1/2020	High-capacity transit	In Gwinnett? Not sure that it's a good use of money..... We have a bus that goes from Exit 4 on 985 to Atlanta. How many people use it? Maybe add some more of those before dedicating the funds to a rail line
1/19/2020	High-capacity transit	Bus rapid transit = Good Heavy rail == NO! The location of rails is directly beside heavy traffic hwys (such as Hwy 13) and would make those rail crossings more dangerous and interfere with traffic on those arteries (Buford Hwy, Pleasant Hill Rd, Jimmy Carter Blvd, Lawrenceville Suwanee Rd, etc.
1/19/2020	High-capacity transit	We need a new rail system to reduce congestion.
1/18/2020	High-capacity transit	Money should be spent here first
1/18/2020	High-capacity transit	Any options that remove drivers from the roadway helps long term
1/24/2020	High-capacity transit	I think this is the way to go. Preferably using light rail. Not impacted by congestion on the roadways.
1/23/2020	High-capacity transit	This would be very highly recommended. Having the option to travel between more towns and cities would relieve a large amount of automotive mileage from longer trips. Currently transit service is either too infrequent or is non-existent when I need to travel especially for long distances. For example I travel the I-85 corridor frequently from North Fulton/Sandy Springs area to the Athens Clarke-County. Many of the delays I face are from congestion with other travelers commuting from several counties away and we will often travel in clusters or platoons for most of the journey. I would love to be able to keep my single occupant car off of the road through these already congested roadways and avoid the major stress and pain from being stuck in the vehicle tense and unable to move.
1/22/2020	High-capacity transit	I-20 does exist
1/16/2020	High-capacity transit	Not interested in buses so much as they will add to traffic slow down. Trains only please.
1/16/2020	High-capacity transit	We need an extended rail system that will come all the way to the Mall of Georgia Exit.
1/16/2020	High-capacity transit	Light rail down I-85 servicing only Gwinnett county.
1/16/2020	High-capacity transit	The only real long term solution is commuter rail down the middle of I-85 with parking for stations on each side of I-85.
1/18/2020	High-capacity transit	Allow faster traffic to use left lanes and restrict slower vehicles to right lanes.
1/18/2020	High-capacity transit	Only if it is made to PAY ITS OWN WAY!
1/18/2020	High-capacity transit	Rail, but Atlanta has failed in this area many times! if you are going to add lanes, don't make it bus only
1/18/2020	High-capacity transit	Marta for 40 years has had very little expansion. What happened to all the funds?
1/14/2020	High-capacity transit	Light rail, rapid transit. Gwinnett already voted down Marta buses and they have a bus system. Gwinnett commuters (single) are the majority of the traffic problem near Spag Junction and 85 North. This needs to be addressed. There are access lanes and commercial properties along 85 North. Utilize the space you already have!
1/12/2020	High-capacity transit	Marta and Gwinnett Transit are not the answer. Who is going to drive to the lot to get in the bus, then get out at a Marta station and catch another bus to get to work. Only a subway system like in NY and other cities is going to get people to take mass transit.
1/12/2020	High-capacity transit	Another waste of taxpayer $$$$
1/16/2020	High-capacity transit	This should alleviate excess traffic along the corridor .
1/16/2020	High-capacity transit	We must have *regional* transit connectivity across and around the county.
1/16/2020	High-capacity transit	Heavy Rail - NO BUS - They just ADD to the problems!
1/15/2020	High-capacity transit	Proponent of alternative transportation options, especially light rail. Bus options do not appear to be helping our traffic woes. People here will not give up theirs cars.
1/11/2020	High-capacity transit	Takes cars of the already busy highway
1/11/2020	High-capacity transit	Mass Transit is a great idea that often ends up as a money pit because not enough people can use it efficiently.
1/11/2020	High-capacity transit	It is hard to introduce this when Gwinnett has a long history of no alternative to the car
1/11/2020	High-capacity transit	This works in other places, but our politicians have had their head in the sand too long on this solution.
1/11/2020	High-capacity transit	I ride the express transit buses daily and we're stuck in the same traffic in the HOV lane behind the slow driver that for some reason is paying to go slow in a special lane.
1/11/2020	High-capacity transit	PLEASE UPDATE MASS TRANSIT IN GWINNETT COUNTY!!! WORK WITH MARTA PLEASE!!!! Hire people with trouble getting employment, i.e., veterans. We need rapid light rail and FULL bus services to connect people.
1/11/2020	High-capacity transit	I'm not in favor of rail in the community. This brings people who has no intention of upholding the community and tears down the area.
1/11/2020	High-capacity transit	Should be regional travel, not local (Marta).
1/11/2020	High-capacity transit	ABSOLUTELY. We should utilize the rail system, which could be a quick remedy than tearing up the road with construction.
1/11/2020	High-capacity transit	Definitely need train
1/11/2020	High-capacity transit	ABSOLUTELY
1/11/2020	High-capacity transit	Work the state to construct a light system. The traffic in metro Atlanta is not going to improve with just buses.
1/11/2020	High-capacity transit	bus-only lanes are resource-wasteful. However, high-capacity commuter trains could be good if priced for commuters.
1/10/2020	High-capacity transit	useless
1/10/2020	High-capacity transit	Good idea

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1/10/2020	High-capacity transit	bikes on HOT is fine. i dont see any on the regular lanes, and that doesnt slow my commute
1/7/2020	High-capacity transit	Absolutely NOT
1/7/2020	High-capacity transit	Niuce to have but would not move enough traffic off I-85 (and zero trucks) to justify the cost of building and maintaining it.
1/8/2020	High-capacity transit	With tax benefit to encourage use.
1/7/2020	High-capacity transit	This is the most important
1/7/2020	High-capacity transit	Buses slow down the peach pass lane sometimes going below the speed limit. Having a separate lane would be beneficial
1/8/2020	High-capacity transit	Please, I would use the train or Marta if it would come to Gwinett or Jackson county. and then we need more shuttles from Marta in town to near by main roads.
1/10/2020	High-capacity transit	This is absolutely the solution.
1/10/2020	High-capacity transit	include bus terminals near or jointed to the highway. refer to bus transit in Colorado or port land.
1/8/2020	High-capacity transit	This MUST happen.
1/10/2020	High-capacity transit	We really need this one
1/10/2020	High-capacity transit	rail is a burden to the tax payer
1/30/2020	Transit and Multimodal	Local buses to get from house to rail stations only. Local (county) bus lines are ineffective as currently planned.
1/4/2020	Transit and Multimodal	COMMUTER RAIL CONNECTIONS ACROSS THE COUNTY
2/2/2020	Transit and Multimodal	On-demand helicopters
2/3/2020	Transit and Multimodal	Bus rapid transit!! This means additional service and dedicated lanes for buses.
2/2/2020	Transit and Multimodal	Bus Rapid Transit like the MARTA expansion plans voted on in 2019.
2/5/2020	Transit and Multimodal	Light rail connecting communities from Doraville MARTA station up Buford Highway, extending to Peachtree Industrial and I-85 inside the study area.
2/8/2020	Transit and Multimodal	People want rail transit
2/10/2020	Transit and Multimodal	Express lanes on the interstate. Get on to I 75 or I 85 and cannot get off until downtown and reverse out of town and double deck the downtown connector to get cars off the road for cars passing thru the city.
2/9/2020	Transit and Multimodal	Regionally coordinate bus routing and scheduling. I have a neighbor who does not drive. He gets around fine all over the MARTA coverage area, but he has one medical supplier he needs to visit occasionally in Norcross. It is a **six hour** bus trip that involves three separate transit systems. He can go from Decatur to Palmetto or Alpharetta in far less time and that's a far greater distance.
2/9/2020	Transit and Multimodal	Extend Marta rail - it’s the only solution!
2/11/2020	Transit and Multimodal	More express buses to city, airport and Emory university/CDC area. Provide transportation when people work
2/11/2020	Transit and Multimodal	Start planning NOW for rail. At this rate of road widening nearly all of north GA will be metro ATL. Dont turn ATL in Houston, an endless concrete sea of toll roads and frontage lanes. Promote denser development NOW. If you build it they will come! Strike while the iron is hot! Developers love rail stations right now
2/11/2020	Transit and Multimodal	Since the "outer perimeter" never panned out, how about an elevated, high speed train that connects the mall of GA to the north point mall area to the battery at the braves stadium
2/18/2020	Transit and Multimodal	Focus on 400
2/18/2020	Transit and Multimodal	Big study, no action. HOT lane BS public hearing when those who decide have already decided. Obviously, had the right steps been taken to date, you wouldn't be doing this study survey. Greater construction, increased people and vehicles, plus tax base, set not so much the infrastructure.
2/19/2020	Transit and Multimodal	Make use of abandoned spaces - like Fry's Property, Rest Area, OFS property to provide parking. Develop a monorail down the middle of 85 with stops at these parking facilities. Rail should connect to Doraville station
2/28/2020	Transit and Multimodal	Monorail. How other countries do it, not the stupid way they did it in Las Vegas or Jacksonville.
3/1/2020	Transit and Multimodal	Commuter rail!
3/1/2020	Transit and Multimodal	Motorcycles as a solution. Allow safe lane filtering.
3/1/2020	Demand Management	Teleworking, carpooling, etc. is the best way to reduce congestion and get people off the roads. Please incentive this.
2/29/2020	Demand Management	Information on when and how to avoid the corridor. Living east of Atlanta, I accessed 85 for trips northeastwardly at GA 20 or south of there; now I head to Athens and access 85 at 441. This might be useful for traffic heading to Macon and beyond.
2/24/2020	Demand Management	Commuter busses or alternatives to single driver vehciles could be more conveinant.
2/26/2020	Demand Management	The trucks during rush hour need to be eliminated. Let them travel during off peak times.
2/25/2020	Demand Management	Commuter buses and demand-based pricing for personal autos are part of the solution.
2/21/2020	Demand Management	Some signage is helpful. It makes sense. I also would like to see speed enforcement. What if DOT tried experimenting with lowered speeds along this corridor. I see some crazy speeds going on, and nothing is going to work without considering this regulation.

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2/21/2020	Demand Management	this is extremely important and public transport must be prioritized
2/22/2020	Demand Management	I need more specific information on the specifics of what this actually entails
2/24/2020	Demand Management	Need more GRTA busses for major exits.
2/19/2020	Demand Management	We need the information. 85 traffic can get so unpredictable that it affects work and school life.
2/19/2020	Demand Management	Need to improve off peak travel times so our aging population can have more options to get out
2/19/2020	Demand Management	Can work but need the involvement of large corporations to shift hours.
2/20/2020	Demand Management	Reduce vehicles by extending Marta to Mall of GA
2/19/2020	Demand Management	All sounds great, but in general, people like being the masters of their own fate. I don't like carpooling with people I don't know for a multitude of reasons, and I don't live near anyone from work.
2/19/2020	Demand Management	Bus Rapid Transit can move with the times and is therefore less expensive. However it will only work with improvements off of the interstate such as bus only lanes to ensure that the bus beats normal traffic!
2/19/2020	Demand Management	I don't think this is something most people would use or be aware of.
2/18/2020	Demand Management	Focus on 400
2/17/2020	Demand Management	Integrate with Google maps, WAZE when there are traffic issues like vehicles broken down on the roadside and suggest alternative routes.
2/11/2020	Demand Management	Waste of money for this type of technology.
2/11/2020	Demand Management	county/state funded carpool agency, to put people in touch with each other, for carpooling.
2/12/2020	Demand Management	In the age of smart phones, I havent found the electronic boards to be particularly helpful
2/12/2020	Demand Management	We've tried those things and it hepled,but was not enough.
2/9/2020	Demand Management	Yes info to help you decide the best way
2/10/2020	Demand Management	Why not HOV lanes? Are HOV more efficient than paypass? Probably comes down to the fact that HOV lanes do not generate money for the State.
2/10/2020	Demand Management	Commuter buses are a no-brainer. I take GRTA quite regularly, and it is an enjoyable experience. Please continue to invest in it! I think carpool policy would be good, but it is important to ensure that it works and actually reduces the number of vehicles on the road.
2/10/2020	Demand Management	Be fair to SOVs as well. Carpoolers save money anyway by using more seats in a car. A car is a car, so ideally cost should be the same. Maybe low income discounts or discounts for occasional travel? Just use standardised tolling and improve roads
2/10/2020	Demand Management	More commuter buses!
2/8/2020	Demand Management	Off peak travel should apply to Truckers only
2/8/2020	Demand Management	Rewarding companies for implementing work from home, staggered work hours, and carpooling (i.e. tax breaks) would help get them on board with these initiatives.
2/8/2020	Demand Management	I'd also include congestion charges ITP and making parking prohibitively expensive in high density areas like Downtown Atlanta, Midtown Atlanta, Downtown Decatur, and Little Five
2/8/2020	Demand Management	I'd also include congestion charges ITP
2/8/2020	Demand Management	we need this definitly you never know when there's a accident ahead
2/8/2020	Demand Management	Get people off the road during rush hour if they're not commuting for work.
2/5/2020	Demand Management	provide real incentives for commuters to use public transit, carpool, autonomous vehicles and zero emissions vehicles
2/7/2020	Demand Management	Too risky for spreading contagious diseases, especially as we face an impending pandemic from Coronavirus.
2/6/2020	Demand Management	Nice try....Do your job where people can driver their cars
2/3/2020	Demand Management	Demand management could be possible if there are many alternatives such as a rail system.
2/3/2020	Demand Management	Safety management
2/4/2020	Demand Management	The only solution is to have fewer cars on the road
2/3/2020	Demand Management	Plans like these are clever at a high level, but I would only back plans with consistent large scale (well designed) studies to back them up. Clever does not always work as intended.
2/4/2020	Demand Management	The Gwinnett express buses are a life saver. I would not travel 85 to work in the city without this option.
2/4/2020	Demand Management	Better demand management is needed as GDOT dropped the ball in the beginning by removing a lane.

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2/4/2020	Demand Management	The current Gwinnett County Transit Board does a very poor job of communicating with and/or providing information to its residents regarding transit options. I have never seen an ad on television advertising the Gwinnett county Express service to Hartsfield International Airport. Again, reducing the congestion on I-85 South and providing residents with safe options to the Airport.
2/2/2020	Demand Management	This is big, because you allow the corridor to be agile depending on demand. I think it would be helpful to get a more complete picture of why are people traveling (local, commute, or pass thru) and where are they getting on and off. You already have sensors measuring some of this data to a degree..via PeachPass. Is it possible to use this data to make better real-time use decisions for 85?
2/2/2020	Demand Management	Demand management should include variable tolls. That's the only way to truly manage demand.
2/1/2020	Demand Management	Education on commuter bus/rail routes is important.
2/1/2020	Demand Management	At the moment Waze is doing this for you
2/1/2020	Demand Management	We do not have enough signage alone 85. Open up that HOV Lane like they do in Nashville after rush hour. 85 should be a light show of information.
1/3/2020	Demand Management	Carpooling: you build a suburban society based on automobile transit, with little or ineffective public transport due to low density, and expect people to car pool?
1/3/2020	Demand Management	There really is no off-peak travel on 85 because it is such a corridor. Extra paid express won't really manage anything. People need better transit options to get inside the perimeter.
1/3/2020	Demand Management	People have to be where they are going and I don't see any of us changing based upon data
1/7/2020	Demand Management	NOBODY WANTS TO CARPOOL.
12/25/2019	Demand Management	not a real need from what I've experienced
12/23/2019	Demand Management	more incentives to businesses to allow work from home.
12/31/2019	Demand Management	Too complicated. Keep the freeways free. Including access
12/31/2019	Demand Management	Great idea but does not seem to help much.
12/31/2019	Demand Management	Commuter buses seem to help but still major auto congestion for as far as eyes can see.
12/21/2019	Demand Management	Put the money into increasing capacity and let Google, Apple, and WSB radio pay for this.
12/21/2019	Demand Management	Yes, bring back HOV lanes and do away with the PeachPass
12/11/2019	Demand Management	We have message boards and have tried these types of things in the past with little avail. Carpooling for instance requires cooperation from local businesses who encourage this activity among employees and support the process by allowing them to leave at set times to make the carpool work. This is true in a number of California communities where businesses take an active interest in commuter vans, buses, and carpools and allow employees the time to arrive and leave to make these types of choices work.
12/12/2019	Demand Management	pay people to car pool reimburse transit users supplement transit more to make it cheaper
12/10/2019	Demand Management	Work closer with Clean Air Campaign to get businesses to support car pools.
12/8/2019	Demand Management	These can be 'ok' interim measures while more space is built (elevated lanes/flyover lanes).
12/20/2019	Demand Management	Details matter. Not sure how you tell 10,000 employers to change their workers' hours. This might be a nice idea but unrealistic.
1/31/2020	Demand Management	Employers who require people to come and work everyday should pay more in taxes and give benefits to those who encourage tele-commuting.
1/31/2020	Demand Management	this is a personal responsibility issue not a government function. WSB has the traffic covered
1/30/2020	Demand Management	more digital and accessible communications
1/16/2020	Demand Management	Support and subsidize vanpools like Douglas County. Our vanpool of 10 people takes 9 other vehicles off I-85 each day at peak commute times. The expense has risen a lot since Enterprise took over and has caused some vanpools to disband due to price.
1/22/2020	Demand Management	Not popular
1/22/2020	Demand Management	I-20 does exist
1/18/2020	Demand Management	you cannot push an unwanted system to the public, its a fell good mamby pamby stupid dream
1/19/2020	Demand Management	Make the highway signs reflect actual road conditions ahead. I usually hear about a traffic issue only AFTER I'm already stuck in dead-stopped traffic.
1/10/2020	Demand Management	Updated signage..markings on interstate asphalt for directions
1/8/2020	Demand Management	do not build another reversible lane system. dedicate passenger/mass transit express lanes. consider that there is no convenient time that is "off peak"
1/10/2020	Demand Management	more signs .. perhaps an e-sign after every other exit to update us on traffic ahead

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1/11/2020	Demand Management	I think Atlanta and the metro area does a good job getting out this message. Every piece counts in trying to help solve for the enormous traffic congestion problem.
1/11/2020	Demand Management	carpooling is ineffective for people who work in small businesses
1/11/2020	Demand Management	I currently do off-peak travel and its great. Car pooling is good but not feasible due to my off-peak schedule. The idea is for commuting to take less time not more.
1/11/2020	Demand Management	Good ideas, but difficult to manage. Free country and we love the convenience of driving our cars.
1/11/2020	Demand Management	Im not sure where or how you're providing this info but again the more attractive and convenient the better
1/11/2020	Demand Management	All are good ideas.
1/14/2020	Demand Management	I would like better access to real time traffic esp on 285. The map apps can't keep up with all the traffic.
1/11/2020	Demand Management	That could work if easy to locate information and time
1/12/2020	Demand Management	Good idea...make Gwinnett look professional. Good spend of taxpayer $
1/12/2020	ITS	Great idea!
1/11/2020	ITS	Notices are great
1/12/2020	ITS	The message signs on I-85 (especially south bound from Suwanee) are too slow to change when there is a major wreck, so you drive on totally unaware every lane is shut down. When it's too late to exit the signs change.
1/14/2020	ITS	Too much electric signage is distracting. Just have clear large reflective signs that are well maintained and give drivers ample notice.
1/15/2020	ITS	I have noticed some minor improvements since metered ramping began. I do feel the DOT message signs are very helpful and should be kept and improved upon.
1/11/2020	ITS	I thought this was already in place, but by the time you see the posting, it's already too late.
1/11/2020	ITS	Dont we have this?
1/11/2020	ITS	YES! Please - when there are so many lanes, please have clear signs as to where we should be for a certain exit. Markings on the road surface are VERY helpful. Message signs are helpful. Temporary message signs that say lane closed after the lane is open are not helpful!
1/11/2020	ITS	Does ramp metering even work?
1/11/2020	ITS	My experience is that the ramp metering actually works. When it was first implemented on I-285, I noticed an improvement in traffic flow where it was implemented.
1/11/2020	ITS	Could the message signs present time-to-distance for the 'pay to play' lane in addition to regular lane so people can make a decision?
1/11/2020	ITS	Yes! I want to know real time for my route ahead
1/11/2020	ITS	Yes! I want to know real time for my route ahead and connecting routes - I-285 to I-85
1/11/2020	ITS	Very helpful. I rely on this everyday.
1/10/2020	ITS	what I mentioned on demand mgmt
1/10/2020	ITS	Intelligent Transportation Systems should be used to throttle traffic during peak hours. also charge commuters a fee for using all lanes not just the express lane.
1/19/2020	ITS	Make the highway signs reflect actual road conditions ahead. I usually hear about a traffic issue only AFTER I'm already stuck in dead-stopped traffic. We don't know how to use metered on ramps down here.....
1/18/2020	ITS	ramp metering has had limited success, but its certainly not a fix
1/18/2020	ITS	Always ineffective, and often dangerous
1/18/2020	ITS	Meter all you want but charge/tax/enslave nobody.
1/22/2020	ITS	I-20 does exist
1/22/2020	ITS	Incident warnings and detour advice
1/23/2020	ITS	A color map on an electronic display showing areas of congestion may be nice to see trouble spots ahead with only a short glance.
1/18/2020	ITS	DOT cant manage Traffic lights now why waste more money?
1/18/2020	ITS	There is potential for this in places where there is less out of state traffic. The learning curve is dangerous.
1/18/2020	ITS	Better signage
1/30/2020	ITS	Improve with technology. Be adaptable. Smart Streets where possible with technology implementation for connected infrastructure
1/30/2020	ITS	Have seen ramp metering in Cobb County that is not working well. Not a fan
1/28/2020	ITS	As long as its robust
1/31/2020	ITS	ramp metering may be the biggest waste I have seen, cars still queue up at the bottom of the ramp at peak hours and now the also queue up in the middle of the ramp and spill back into the intersection. FAIL
1/31/2020	ITS	Ramp metering doesn't work no matter what the studies suggest so please don't put any money into it.
1/30/2020	ITS	Would be nice to have advance warning of complete stoppage of traffic far enough ahead to either avoid getting on the expressway altogether or find an alternate route.
12/20/2019	ITS	Have these already. Do they work?
12/18/2019	ITS	Reversible lanes like on I-75
12/8/2019	ITS	These meaaures a a measurable failure that do not enhance travel. All you have to do is drive on 285 where the changeable apewd limit signs are to see how much of a wasge of money they are.
12/10/2019	ITS	This information is EXTREMELY helpful. Also, 511 is very helpful. Having a live operator at 511 helps me look at alternative routes.

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12/10/2019	ITS	This information is EXTREMELY helpful. Also, 511 is very helpful. Having a live operator at 511 helps me look at alternative routes. Live, correct, and up to the minute signage helps me understand what is going on ahead of me and make decisions about "sticking it out" (how far ahead) V. seeing an alternate route.
12/11/2019	ITS	Not sure that these necessarily help today. If drivers note that the left two lanes are closed two miles ahead, they tend to ignore the message board and continue to drive all the way to bitter end creating congestion issues. Intelligent traffic management via artificial intelligence and real time communication with vehicles may provide relief in the future. The technology to do this is in its early stages, but some tests suggest this might be the best way for this to happen.
12/21/2019	ITS	Ramp metering around this area needs to be improved as people all try to fight each other to merge.
12/21/2019	ITS	It's too many people, this is putting a bandaid on a broken leg.
12/21/2019	ITS	ITS as currently implemented is great for the city of Atlanta and bad for everyone who has to cross the interstate outside of I-285.
12/21/2019	ITS	Get rid of Ramp Meters.. They cause more problems than they solve... A picture of a large zipper, showing drivers how to merge into flowing traffic, would be much more effective..... Vehicles on ramps, should not have to stop... Very inefficient.. Bad idea.....
12/21/2019	ITS	It would be helpful to know if the accident causing a delay is on the right or left side of the road to facilitate traffic moving from the blocked lane
12/22/2019	ITS	285 did this and it's completely unuseful. One sign will be 45 mph then the next 3 will be 65 mph. No one pays attention to that anyway. Spend money on something that will work!!
12/21/2019	ITS	Sounds good in theory, but still may not work for the number of people and the continuing growth of Gwinnett
12/31/2019	ITS	Does not seem to help much.
12/31/2019	ITS	Messages ate good. Ramp metering works in theory. Not so much in real life
12/30/2019	ITS	No ramp metering. All it does is move congestion to local roads. IOt's ridiculous to stop at the ramp meter and then mvoe a few hundred feet or less to a congested line still trying to merge into traffic. I see no benefit. The interstate is till congesated. The issue is slow moving trucks and no alternative to driving. Both issues can be addressed by comments I made in other places - Truck bans during rush hour and mass transit.
12/30/2019	ITS	Ramp metering is one of the worst ideas possible. It creates more congestion and confuses drivers, especially on two lane entrance ramps with alternating metering. Having worked with multiple state DOT's, everyone agrees it's a horrible idea. GET RID OF IT. Add useful information to message boards, create speed limits that actually reflect the traffic flow (who needs to be limited to 45 on a clear interstate???)
12/28/2019	ITS	Much better signage is required.
12/23/2019	ITS	I-285 has shown that the speed signs don't work. message signs post too late to make a difference
12/24/2019	ITS	Yes please! It would've great if there was better signage to keep cars moving at a safe speed past wrecked vehicles. Majority of the time during my commutes rubbernecking is causing the traffic jam and not the accident itself. Let's fix the bottleneck!
12/25/2019	ITS	these improvements would be efficient and safer
12/26/2019	ITS	Oh yeah, this worked really well on Hwy 78, NOT.
12/28/2019	ITS	Ramp metering causes more issues in reality rather than in theory or computer modeling. Humans are able to accelerate and brake faster than a metered ramp could compute.
1/7/2020	ITS	Ramp meeting is worthless when traffic isn't moving over 25mph and only causes greater congestion
1/3/2020	ITS	We a have Waze or Google Maps. Don't spend money on signs that can't help us when we are already in the traffic mess.
1/3/2020	ITS	Congestion is caused by people slowing down to read signs
1/3/2020	ITS	No ramp metering, it slows down traffic and causes accidents
1/6/2020	ITS	Our road signage is getting better but could still use improvement. E.G. "keep moving lanes", the position of these signs is usually horrible and therefore, people don't see them and then stop, instead of continuing to move. The metered lights at onramps seems to reduce "road rage" and reduces drivers cutting each other off in order to merge onto the highway so I agree this has some value
2/1/2020	ITS	85 should be the light show of the south. It's dead a gloomy. Let us know more than travel times. 2left lane slow up ahead... right lane is congested one mile. Keep us informed!
2/1/2020	ITS	One of the best ways to manage peak traffic
2/2/2020	ITS	I feel this causes issues on the roadways
2/2/2020	ITS	Any moves toward embracing data, innovation, and technology should be considered.
2/2/2020	ITS	The ramp metering idea-again, taken from other cities and implemented to our unique traffic situations, has only made traffic on service streets worse by an order of magnitude. Another short sighted implementation of a bad idea without any foresight into the unintended consequences. Traffic on Chamblee-Tucker Rd to the on-ramp for I85N is so bad when the meters are on that now, the GDOT just leaves them off. What a waste of resources!!
2/4/2020	ITS	If you are doing a Survey the questions should take into consideration that the residents might not have information information to understand what this means.
2/4/2020	ITS	Do not think these would help at all.
2/3/2020	ITS	Our phones have largely replaced the need for this. "Metered" on-ramps sounds similar to peachpass. Peachpass was antithetical to the common good of the tax payers.
2/3/2020	ITS	Technology must be used to improve this corridor cost effectively.
2/3/2020	ITS	I'm a big fan of intelligent systems, especially with regard to stop light intersections. I've observed ramp metering in LA and it doesn't seem to help. The issue is severely past this type of solution.
2/3/2020	ITS	ITS could be more helpful on arterial roadways than on interstate system.

Explore Strategies Comments - Online Survey		
Date	Category/Strategy	Comment
2/3/2020	ITS	Also look into speed cameras. I can't emphasize this enough because people going through that Corredor accelerate 15 to 20 miles over. The cameras would help alleviate Police presence and reduce the police cars from eight or 10 down to maybe two. They're way too many Gwinnett county police Vehicles on the Corredor they can be diverted to help Police areas around it.
2/6/2020	ITS	does not work. Just changed the bottle neck points
2/6/2020	ITS	Ramp metering what a joke, complete waist of money. causes more confusion than it helps
2/6/2020	ITS	Most people find these confusing. Consistency is important.
2/6/2020	ITS	Message signs are helpful. Metering isn't. At Lawrenceville-Suwanee road it backs traffic up the ramp and blocks the intersection.
2/8/2020	ITS	put the signs we have to better use
2/8/2020	ITS	This follows suit with more updated minute to minute road conditions info by all means we need this and it would help
2/8/2020	ITS	ITS currently exists throughout A and is not effective. Drivers ignore signage, or the information displayed is accurate.
2/8/2020	ITS	yes
2/8/2020	ITS	The more accurate and timely information drivers have the better they can make choices.
2/8/2020	ITS	as well as with and for feeders and nearby arterial alternatives automation and optimization
2/8/2020	ITS	ramp metering only moves the choke points off of surface streets. Not really a long term solution
2/10/2020	ITS	Doesn't reduce the amount of cars on road at one time?
2/10/2020	ITS	Signs telling people to move out of lanes going to slow in them and to patrol them more. They are slowing traffic down and will not move over.
2/10/2020	ITS	all this does is back up side streets
2/10/2020	ITS	Improve in general not enough signage and not current. I get better info from listening to am radio!
2/10/2020	ITS	I am not sold on those irritating ramp meters. Anything that slows or stops traffic, like additional traffic lights, worsens not improves traffic flow.
2/10/2020	ITS	when they are working and have up to date information they can be helpful.
2/10/2020	ITS	these should be turned on earlier based on planned flow. by teh time they turn on now it is too late.
2/10/2020	ITS	ITS is in place further in city highways, but does not seem to be too effective in all areas.
2/10/2020	ITS	More of this - in addition to ramp metering, there should be open-road tolling on ramps to create a congestion pricing system where people are charged based on the amount of congestion in the highway and distance traveled.
2/10/2020	ITS	fix all the potholes and have room in the median between north and south or east and west lanes to make emergency lanes to pull off and wait.
2/9/2020	ITS	Imperative to work with current and emerging technologies
2/9/2020	ITS	But replace all current Gwinnett staff first. They are arrogant and dangerous
2/9/2020	ITS	As long as it is truly intelligent
2/9/2020	ITS	I'm not a fan of the traffic lights on ramps.
2/12/2020	ITS	Ramp metering seems to be the least useful thing I have ever seen in GA.
2/12/2020	ITS	Info Signs help.Need more precise lanne verbage. "Debris in lane 3". Ramp metering seems useless when near 100% capacity. I stop, wait, go and i'm bumper to bumper right behind the same car again in 30seconds.
2/13/2020	ITS	They need to be properly maintained.
2/11/2020	ITS	Intelligent plus comon sense.
2/11/2020	ITS	Those items already exist. Does not help the corridor.
2/17/2020	ITS	Yes, great ideas!
2/18/2020	ITS	Focus on 400
2/18/2020	ITS	Intelligent communication would be priceless.
2/19/2020	ITS	Get rid of the lights at interstate exits, horrible idea. It only back traffic up more.
2/19/2020	ITS	Suicide lanes are dangerous and non-suicide changable lanes use more land than is worth their while
2/19/2020	ITS	this has some limited potential to improve things
2/19/2020	ITS	Ramp metering usually hinders traffic flow on surface streets, and historically has been extremely dangerous in icy conditions
2/20/2020	ITS	Reduce vehicles by extending Marta to Mall of GA
2/21/2020	ITS	ramp metering appears to work nicely. I use I75 frequently and am grateful for the ramp metering during heavy volume times of the day. They do seem to work nicely. It avoids accidents, too.
2/18/2020	ITS	Ramp metering causes more problems with backup
2/19/2020	ITS	Love this idea. Use off peak lanes, like southbound lanes in the afternoon and change those to northbound as well. TWICE the capacity.
2/19/2020	ITS	Dangerous. People too stupid to read.
2/23/2020	ITS	I do not believe metering works at all and I would like proof that it actually does. Every time I am on a metered entrance ramp I always catch up to the car that went ahead of me before I merge into traffic so what's the point?
2/24/2020	ITS	ramp metering helps, but an aggressive campaign targeting vehicles following too closely would likely help more. there are plenty of days it is nearly impossible to enter I85 from ramps, because of a nonstop, bumper-to-bumper traffic flow, with nobody willing to give an inch to allow vehicles to merge. There are traffic laws existing to prevent this, but they are not enforced heavily enough. With traffic stops on interstates being so dangerous, I'd recommend using cameras for enforcement, with a small civil penally to "educate" drivers.
2/22/2020	ITS	Urgent need
2/21/2020	ITS	as long as it prioritizes public transport
2/22/2020	ITS	I have seen DOT signs that have minimum speeds drivers must maintain. I think that is a good idea. I would also recommend signs to tell drivers to let up on the accelerator instead if using breaks.
2/26/2020	ITS	All interchange need electronic signs with accident and other traffic information prior to entering I 85

Explore Strategies Comments - Online Survey		
Date	**Category/Strategy**	**Comment**
2/25/2020	ITS	Ramps need to be metered more often. The problem is how it backs up on to main roads, but it would help the merging problem a lot.
2/24/2020	ITS	More digital signage displaying traffic is helpful. Ramp metering is not as successfull as I feel it is meant to be, as most driviers just pause before continuing even before the light.
2/29/2020	ITS	Drivers are TERRIBLE at these. Unless you are going to aggressively enforce with tickets!
2/29/2020	ITS	metered ramps highly needed on high traffic exits like jimmy carter
2/28/2020	ITS	I don't understand
2/28/2020	ITS	Ues
2/28/2020	ITS	Implementation of full corridor ramp metering, potentially combined with variable speed and integrated corridor management probably has the greatest chance of success.
3/1/2020	ITS	Having smarter and safer traffic flow would be good.
2/29/2020	ITS	consider one way time of day options for most lanes - both sides of freeway at peak period
2/29/2020	Policy	congestion pricing?
2/29/2020	Policy	Constructing Alternate Routes - see comments under Demand Mgmt; connect 75 and 85 well north of 285
2/20/2020	Policy	Electric rail to the city is the only way. If Gwinnett is to become subsumed by the city, emulating Tokyo and providing the kind of transit that makes people care more about how close they live to the train station rather than the Interstate will be all that matters.
2/18/2020	Policy	Focus on 400
2/11/2020	Policy	If possible, have the large companies stagger start and stop times, et 15 min. for both start and stop.
2/12/2020	Policy	Tie the ITS system with data from favorite systems like Google and Wayze. GDOT could ensure they are up to date, and they could partner with GDOT to provide good alternates to drivers that reduce congestion overall.
2/9/2020	Policy	Get a system to identify people who use the cell phone while driving.
2/9/2020	Policy	Get a system to identify people who use the cell phone while driving. Increase the speed limit on 316 (60/65 should be enough). Add sound briers on 85 and 316. Enforce slow traffic keep right.
2/9/2020	Policy	Alternate routes for traffic, especially traffic trying to get from I-85 to I-75
1/6/2020	Policy	high speed rail. fly over lanes, bike lanes, clean the areas up, they look like trach with all the down chain link fences and no bushes, trees, or flowers.
1/7/2020	Policy	One spot pickup and drop off buses
12/21/2019	Policy	Keep the GSP off the road in rush hour.
12/10/2019	Policy	I lived in Houston for 7 years in the early 80's. That city which is slightly larger than Atlanta has 3 outer loops, Atlanta just has the 1. Somehow the voters do not get to decide on a new majors road or not.... it just gets pushed in. We needed the 478 connector in Atlanta in the late 60's to connect 78 to the downtown area- we are paying for it now. We needed the Northern Arc back in the late 90's.....Government that manages what 'is best' for the masses is OK here and only here.... Eminent Domain for Atlanta Area Beltways is the way to go... Take twice or three times as long to built it, with NO Tolls..! I-85 traffic is so bad and I don't commute on it daily... I am looking forward to retiring to get out of the Atlanta Area Rat race....!
1/16/2020	Policy	Utilize roundabouts as much as possible. They help with traffic flow and safety and cost less then traffic lights probably.
1/18/2020	Policy	more enforcement of slow poke laws and trucks riding side by side blocking traffic.
1/18/2020	Policy	Enforce left lane laws
1/11/2020	Policy	I use 85 as little as possible due to the traffic. If there is an alternate route, that is what I will take. If the traffic problems were cut to a minimal occurrence, I would utilize I-85 much more often.
2/19/2020	Managed lanes	Una Sola linia que que siempre esta llena y Los presios por usarla son una locura
2/19/2020	Alternative routes	Expander la Hwy 316 hasta la Hwy 400
2/19/2020	Capacity	Lo que sea que hagan en ese tramo no va a resolver el problema, el problema es mas complejo, es evitar que los vehiculos pesados que pasan de por aqui y que siguen a otros destinos, hay que desvirlos fuera de la ciudad y para el transporte de personas hay que crear transportacion publica masiva y no solo para el condado de gwinnett, sino para toda la periferia de Atlanta que una persona pueda transportarse del condado de gwinnett al condado cobb sin tener que usar su vehiculo. Para evitar el transporte pesado se debe construir otra carretera perimetro ya que la I-285 es insuficiente, la nueva carretera de ir I-75 norte en Cartersville, Canton, Cumming, Gainesville, Jefferson, Athens, McDonald, Newnan y de vuelta a Cartersville, un circulo mas grande. El tren Marta hay que extenderlo fuera de Atlanta usando las autopistas actuales, I-75 norte hasta Kennesaw y otro hasta Canton por el la I-975, I-75 sur hasta McDonald, I-85 norte hasta Hamilton Mill, I-985 hasta Gainesville, SR 316 hasta Athens, I-20 este hasta Conyers, I-20 oeste hasta Douglasville, SR 400 hasta Cumming y por ultimo SR 78 hasta Loganville.
2/19/2020	Bicycles and pedestrians	Expandir in tren proprio del condado de Gwinnett que no solo viaje a Atlanta Sino que conecteteas Al Norte hasta El condado de Buford
2/4/2020	Cross-street widening	Xây hoài cũng không phải là cách. Càng xây càng đông. Mỗi người một xe cũng chả giúp được gì
2/4/2020	Geometric improvements	Có nhiều chỗ sửa rồi vẫn kẹt như Jimmy carter
2/4/2020	High-capacity transit	Tôi muốn tàu điện lên tới gwinnett chứ chạy xuống doraville là đã mất nửa tiếng đồng hồ... mà tàu làm ơn bớt hư giùm cái. Lâu lâu hay ngừng sảng
2/4/2020	ITS	Không thích cái vụ đèn đỏ ở ramp lắm

C-4: Online Survey Additional Information

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3876102	30024	30339	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3830489	30044	30308	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3881796	30043	30092	I live near the corridor	To get tofrom work	Couple times per week	Website
3845864	30019	30004	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3881789	30044	30096	I live and work near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3882032	30024	30024	I only drive through the corridor	Traveling for business	Couple times per week	Newspapermagazine
3878671	30019	30019	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3838638	30518	30324	I live and work near the corridor	To get tofrom work	Couple times per week	Email
3896881			I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3892134	30518	30518	I live and work near the corridor	For personal reasons	Rarely	Email
3853714	30024	30024	A combination of the above answers	To get tofrom work	Couple times per week	Email
3881627	30518	30092	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3814964	30519	30045	A combination of the above answers	For personal reasons	Once per day	Social media Facebook Twitter Instagram
3857443	30096	30032	I live near the corridor	For personal reasons	Couple times per week	Email
3845850	30092		I only drive through the corridor	For personal reasons	Couple times per week	Email
3837798	30024	30009	I live near the corridor	Traveling for business	Couple times per week	Word of mouth
3899468	30011	30338	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3847457	30519	30084	I live and work near the corridor	To get tofrom work	Once per day	Website
3896335	30043	30043	I live and work near the corridor	For personal reasons	Couple times per week	Newspapermagazine
3840743	30518	30339	I live near the corridor	To get tofrom work	Rarely	Other
3830419	30019	30096	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3882317	30096	30318	I live near the corridor	To get tofrom work	Couple times per week	Website
3901101	30043	30078	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3894866	30019	30318	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3831981	30024	30024	I live and work near the corridor	For personal reasons	Once per day	Social media Facebook Twitter Instagram
3901901	30519		A combination of the above answers	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3896186	30519	30346	I live near the corridor	To get tofrom work	Rarely	Social media Facebook Twitter Instagram
3919393	30097	30319	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3848537	30047	30339	I only drive through the corridor	To get tofrom work	Multiple times per day	Word of mouth
3856834	30542	30071	I only drive through the corridor	To get tofrom work	Once per day	Website
3830470	30542	30044	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3918322	30542	30313		To get tofrom work	Multiple times per day	Email
3881414	30071	30071	I live near the corridor	For personal reasons	Couple times per week	Newspapermagazine
3893231	30340	30341	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3826288	30096	30303	A combination of the above answers	To get tofrom work	Multiple times per day	Other
3841583	30092	30350	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3903428	30071	30326	I live and work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3881693	30092	same	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3825724	30092	30309	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3841548	30096	30324	I live near the corridor	To get tofrom work	Multiple times per day	Email
3844404	30092	30303	I only drive through the corridor	To get tofrom work	Multiple times per day	Website
3897648	30096	30022	I live near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3842496	30092	30092	I only drive through the corridor	For personal reasons	Rarely	Email
3827763	30092	30328	A combination of the above answers	For personal reasons	Once per week	Website

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3882164	30044	30044	I only drive through the corridor	To get tofrom work	Multiple times per day	Other
3830967	30047	30096	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3848110	30044	30044	I live near the corridor	Traveling for business	Multiple times per day	Email
3856833	30548	30003	I only drive through the corridor	To get tofrom work	Multiple times per day	Website
3849604	30096	30096	I live near the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3881794	30096	30314	A combination of the above answers	To get tofrom work	Multiple times per day	Signs along I85
3872315	30096	30096	I live near the corridor	Other	Rarely	Social media Facebook Twitter Instagram
3881443	30519	30305	I live near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3884974	30046	30303	A combination of the above answers	Traveling for business	Once per day	Newspapermagazine
3881517	30047	30082	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3897566	30044	30339	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3881506	30047	30078	I only drive through the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3896438	30043	30354	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3893366	30044	Schoo	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3896012	30043	30332	A combination of the above answers	To get tofrom work	Once per day	Newspapermagazine
3857045	30542	30040	I live and work near the corridor	Traveling for business	Couple times per week	Newspapermagazine
3832755	30548	30043	I live and work near the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3896861	30542	39542	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3916741	30052		I only drive through the corridor	For personal reasons	Once per day	Email
3897662	30044	30126	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3874667	30097	30097	I live near the corridor	For personal reasons	Couple times per week	Email
3873788	30097	30097	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3830825			A combination of the above answers	To get tofrom work	Multiple times per day	Other
3901013	30096	30096	A combination of the above answers	For personal reasons	Couple times per week	Website
3917153	30019	30045	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3917606	30011	30519	A combination of the above answers	To get tofrom work	Multiple times per day	Word of mouth
3917649	30011	30043	I only drive through the corridor	To get tofrom work	Couple times per week	Word of mouth
3866028	30019	30019	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3845979	30019	30071	I live and work near the corridor	To get tofrom work	Multiple times per day	Other
3895801	30019	30096	A combination of the above answers	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3847212	30518	30349	A combination of the above answers	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3866485	30548	30063	I only drive through the corridor	To get tofrom work	Multiple times per day	Signs along I85
3902694	30043	30097	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3897603	30144	30518	A combination of the above answers	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3878557	30071	30093	I live near the corridor	For personal reasons	Once per day	Social media Facebook Twitter Instagram
3842712	30605	30605	I only drive through the corridor	Other	Couple times per week	Social media Facebook Twitter Instagram
3817367	30019	30097	I live and work near the corridor	To get tofrom work	Couple times per week	Website
3817468	30324	30097	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3817474	30319	30097	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3817677	30011	30097	A combination of the above answers	To get tofrom work	Multiple times per day	Other
3862853	30043	30097	I live near the corridor	Traveling for business	Once per week	Email
3902404	30319	30097	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3903694	30011	30097	A combination of the above answers	To get tofrom work	Multiple times per day	Other
3903975	30024	30097	I live and work near the corridor	Traveling for business	Once per week	Email

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3905890	30043	30341	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3896870	30024	30338	I live near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3897684	30340		I live near the corridor	For personal reasons	Couple times per week	Website
3826114	30092	none	I live near the corridor	For personal reasons	Couple times per week	Email
3836338	30071	30319	I live and work near the corridor	For personal reasons	Couple times per week	Website
3918621	30071	30092	I only drive through the corridor	To get tofrom work	Multiple times per day	Other
3825902	30071		I live near the corridor	For personal reasons	Once per week	Website
3875002	30052	30052	A combination of the above answers	Traveling for business	Couple times per week	Website
3898270	30062	30327	I only drive through the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3895459			I only drive through the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3896060	30076		I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3917281	30024	30024	I live near the corridor	For personal reasons	Rarely	Email
3878929	30024	30024	I live and work near the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3882905	30338	30338	I only drive through the corridor	For personal reasons	Other	Newspapermagazine
3897214	30504	30024	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3831644	30093	30329	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3888197	30047		A combination of the above answers	Other	Multiple times per day	Website
3896707	30044	30338	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3885416	30044	30308	I only drive through the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3877405	30047	30519	A combination of the above answers	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3859105	30506	30506	I only drive through the corridor	For personal reasons	Once per week	Website
3853455	30024	30024	I live and work near the corridor	For personal reasons	Once per week	Email
3873805	30045	30062	A combination of the above answers	To get tofrom work	Once per day	Newspapermagazine
3893476	30319	30319	I live and work near the corridor	To get tofrom work	Couple times per week	Website
3881438	30340	30308	I live near the corridor	Other	Couple times per week	Social media Facebook Twitter Instagram
3872190	30044	30096	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3893345	30044	30518	I live and work near the corridor	For personal reasons	Couple times per week	Other
3850875	30350	30303	I only drive through the corridor	For personal reasons	Rarely	Website
3919658	30075	30075	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3846193	30017	30017	I live and work near the corridor	For personal reasons	Once per week	Website
3917631	30044	30043	I live and work near the corridor	For personal reasons	Couple times per week	Email
3815784	30047	30328	I live and work near the corridor	To get tofrom work	Once per day	Other
3896905	30047	30309	I only drive through the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3885419	30620		Other	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3895039	30329	30024	I live near the corridor	For personal reasons	Other	Social media Facebook Twitter Instagram
3897435	30329	30024	I live near the corridor	For personal reasons	Other	Social media Facebook Twitter Instagram
3870987	30043	NA				
3842031	30096	30096	I live and work near the corridor	For personal reasons	Rarely	Email
3847402	30096	engin	I only drive through the corridor	Traveling for business	Couple times per week	Email
3872267	30144	30144	I only drive through the corridor	For personal reasons	Rarely	Website
3825774	30092	30092	I only drive through the corridor	Traveling for business	Couple times per week	Website
3865131	30317	30317	I only drive through the corridor	Traveling for business	Other	Social media Facebook Twitter Instagram
3891381	30047	30047	I only drive through the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3878642	30621	30621	I only drive through the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3838422	30096	30096	A combination of the above answers	Other	Couple times per week	Email
3881441	30097	30308	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3831713	30043	30309	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3864985	30046	30046	I live and work near the corridor	For personal reasons	Rarely	Email
3896942	30043	30024	I only drive through the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3874818	30043	30043	I live and work near the corridor	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3852031	30045	30345	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3847690	30024	30318	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3884182	30093	30009	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3877145	30044	30318	I only drive through the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3858800	30044	30303	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3853584	30519	30519	I live near the corridor	For personal reasons	Couple times per week	Email
3853539	30519	30096	I live near the corridor	To get tofrom work	Multiple times per day	Email
3830722	30046	30135	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3830538	30071	30808	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3863607	30315	30315	I only drive through the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3898226	30045	30047	A combination of the above answers	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3853380	30078	30078	A combination of the above answers	For personal reasons	Once per week	Email
3832594	30548	30542	I live near the corridor	Other	Couple times per week	Social media Facebook Twitter Instagram
3897123	30324	30324	I live near the corridor	Traveling for business	Once per week	Television
3848432	30039	30039	I only drive through the corridor	Traveling for business	Once per day	Email
3918896	30039	30013	Other	For personal reasons	Rarely	Attended a projectrelated event
3873575	30152	30152	I only drive through the corridor	For personal reasons	Couple times per week	Website
3878903	30009	30096	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3880067	30017	30046	A combination of the above answers	To get tofrom work	Couple times per week	Website
3830544	30017		I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3881882	30017	30017	I only drive through the corridor	For personal reasons	Rarely	Newspapermagazine
3881382	30052	00000	I only drive through the corridor	For personal reasons	Rarely	Newspapermagazine
3847462	30045	30339	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3881900	30045	Don’t	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3885984	30519	30328	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3829227	30548	30019	I only drive through the corridor	Traveling for business	Once per day	Newspapermagazine
3881454	30525	30320	I only drive through the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3832429			A combination of the above answers	Other	Couple times per week	Social media Facebook Twitter Instagram
3884658	30332	30093	I work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3881426	30047	30328	I live near the corridor	To get tofrom work	Multiple times per day	Website
3918915	30052		Other	Other	Other	Social media Facebook Twitter Instagram
3919321	30350	30076	I only drive through the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3857026	30525	30525	I only drive through the corridor	For personal reasons	Other	Social media Facebook Twitter Instagram
3847200	30548	30082	I live and work near the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3882182	30633	30519	I only drive through the corridor	For personal reasons	Other	Social media Facebook Twitter Instagram
3881376	30043	30043	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3832994	30316	30096	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3890466	30504	30504	I only drive through the corridor	For personal reasons	Once per week	Newspapermagazine

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3896601	30518	30518	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3916985	30024	30308	I live near the corridor	To get tofrom work	Multiple times per day	Email
3897044	30519	30354	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3916950	30024	30303	I live near the corridor	To get tofrom work	Multiple times per day	Email
3873870	30024	30024	I only drive through the corridor	To get tofrom work	Multiple times per day	Word of mouth
3882299	30263	39263	A combination of the above answers	Traveling for business	Couple times per week	
3881440	30501	30096	I work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3815042	30542	30542	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3852236	30518	30518	I live near the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3917167	30043	30519	I live and work near the corridor	Traveling for business	Couple times per week	Email
3916375			A combination of the above answers	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3903835	30519	30071	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3903914	30567	30071	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3831028	30097	30318	I only drive through the corridor	To get tofrom work	Once per day	Newspapermagazine
3826736	30092	30340	I live and work near the corridor	For personal reasons		Social media Facebook Twitter Instagram
3877538	30308		I only drive through the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3884600	30518	30044	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3829190	30097	30340	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3864828	30092	30092	I only drive through the corridor	Traveling for business	Once per week	Email
3826079	30097	30071	I live and work near the corridor	For personal reasons	Couple times per week	Email
3838975	30045	30302	I only drive through the corridor	To get tofrom work	Multiple times per day	Word of mouth
3876951	30519	30041	I live near the corridor	Other	Couple times per week	Website
3885002	30096	30046	I live near the corridor	To get tofrom work	Multiple times per day	Website
3872160			A combination of the above answers	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3898233	30084	30096	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3875238	30046	30046	I live near the corridor		Multiple times per day	
3918368	30046	30518	I live near the corridor	Traveling for business	Once per day	Website
3838289	30019	30071	I work near the corridor	To get tofrom work	Multiple times per day	Email
3896899	30046	30067	A combination of the above answers	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3896733	30046	30501	A combination of the above answers	To get tofrom work	Once per week	Social media Facebook Twitter Instagram
3878775	30046	30078	I live near the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3881915	30046	30338	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3874535	30046	30305	I live near the corridor	To get tofrom work	Multiple times per day	Email
3841626	30046	30329	I only drive through the corridor	To get tofrom work	Multiple times per day	Word of mouth
3873440	30096	30043	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3875359	30043	30033	I live and work near the corridor		Multiple times per day	Social media Facebook Twitter Instagram
3873615	30043	30329	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3843996	30092	30092	I only drive through the corridor	For personal reasons	Rarely	Newspapermagazine
3897145	30097	30518	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3897908	30097	30341	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3871428	30096	30326	I live near the corridor	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3923481	30071	30360	I live and work near the corridor	For personal reasons	Couple times per week	Attended a projectrelated event
3868284	30024	30309	I live and work near the corridor	To get tofrom work	Multiple times per day	Signs along I85
3838364	30096	30096	I live near the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3832469	30517	30024	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3896935	30043	30043	I only drive through the corridor	Taking kids to school	Couple times per week	Other
3897660	30043	30043	I live and work near the corridor	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3897101	30011	30046	A combination of the above answers	Taking kids to school	Couple times per week	Website
3830834	30519	30024	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3877614	30319	30305	I live and work near the corridor	Traveling for business	Once per week	Website
3827910	30092	30004	I live near the corridor		Rarely	Social media Facebook Twitter Instagram
3873733	30092	30338	I live and work near the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3842828	30092	30071	I only drive through the corridor	For personal reasons	Couple times per week	Email
3873206	30092	30092	I live near the corridor	Taking kids to school	Rarely	Social media Facebook Twitter Instagram
3882265	30548	30338	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3877982	39309	30096	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3863200	30093	30518	I live near the corridor	To get tofrom work	Multiple times per day	Website
3872317	30043	30024	I live and work near the corridor	To get tofrom work	Couple times per week	Email
3855297	30019	30019	I live near the corridor	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3916804	30019		I only drive through the corridor	Other	Once per week	Email
3877694	30045	30045	A combination of the above answers	To get tofrom work	Couple times per week	Email
3881880	30019		I only drive through the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3893279	30087	30086	A combination of the above answers	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3882285	30093	30319	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3917931	30093	30093	A combination of the above answers		Multiple times per day	Newspapermagazine
3891680	30047	30047	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3847914	30017	30004	I only drive through the corridor	To get tofrom work	Multiple times per day	Email
3863598	30317	30303	Other	Other	Rarely	Social media Facebook Twitter Instagram
3842790	37921	37919	I only drive through the corridor	Other	Rarely	Social media Facebook Twitter Instagram
3918846	30043	301	I live near the corridor	To get tofrom work	Multiple times per day	Email
3892991	30019		I only drive through the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3848607	30518	30518	I live near the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3896425	30004	30308	Other	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3855837	30092	30092	I only drive through the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3847452	30097	30096	I only drive through the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3835431	30071	30071	I live near the corridor	For personal reasons	Once per week	Email
3825927	30092	30092		For personal reasons	Rarely	Email
3841703	30092	30071	I only drive through the corridor	For personal reasons	Rarely	Other
3827008	30092	30328	I live near the corridor	To get tofrom work	Couple times per week	Website
3917564	30092	30328	A combination of the above answers	For personal reasons	Once per week	Email
3830342	30092	30390	A combination of the above answers	To get tofrom work		Word of mouth
3825960	30092	30092	Other	For personal reasons	Couple times per week	Email
3847683	30092	30092	I only drive through the corridor	For personal reasons	Couple times per week	Email
3873519	30083	30303	I work near the corridor	Traveling for business	Once per week	Website
3842993	30044	30009	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3881491	30340	30340	I live and work near the corridor	For personal reasons	Once per day	Social media Facebook Twitter Instagram
3881499	30340		I live and work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3896323	30127	30127	I only drive through the corridor	For personal reasons	Rarely	Newspapermagazine

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3853636	30097	30517	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3848030	30024	30303	I live near the corridor	To get tofrom work	Multiple times per day	Email
3872585	30097	30001	I live near the corridor	To get tofrom work	Multiple times per day	Email
3842060	30044	NA	I live near the corridor	To get tofrom work	Other	Social media Facebook Twitter Instagram
3875213	30043	30092	I live near the corridor	Traveling for business	Once per day	Other
3838130	30043	20501	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3830468	30024	30309	I live and work near the corridor	To get tofrom work	Once per day	Other
3876202	30043	30043	I live and work near the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3877696	30043	30080	I live and work near the corridor	Traveling for business	Multiple times per day	Website
3896268	30024	30024	Other	For personal reasons	Once per week	Newspapermagazine
3839407	30518	30329	I live and work near the corridor	To get tofrom work	Couple times per week	Word of mouth
3895899	30542	30301	I only drive through the corridor	Traveling for business	Once per day	Social media Facebook Twitter Instagram
3847269			I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3884554	30518	30518	I live near the corridor	For personal reasons	Couple times per week	Email
3841545	30144	30328	I only drive through the corridor	For personal reasons	Once per week	Other
3830496	30043	30046	I live and work near the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3847288	30011	30339	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3830469	30097	30317	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3897479	30097	30303	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3873616	30024	30339	I live and work near the corridor	To get tofrom work	Once per day	Website
3875206	30092	30092	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3903093	30345	30048	I live near the corridor	For personal reasons		Social media Facebook Twitter Instagram
3838181	30096	30308	I live near the corridor	To get tofrom work	Couple times per week	Email
3847370	30071		I live near the corridor	For personal reasons	Once per week	Email
3826384	30092	30092	I only drive through the corridor	For personal reasons	Couple times per week	Email
3897485	30041	30004	I live and work near the corridor	Traveling for business	Rarely	Social media Facebook Twitter Instagram
3881910	30341	30308	A combination of the above answers	Traveling for business	Couple times per week	Website
3895891	30680	30047	I live and work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3830447	30517	30345	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3891609	30046	30339	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3897323	30047	30047	A combination of the above answers	Traveling for business	Multiple times per day	Other
3830766	30047	30009	I only drive through the corridor	Traveling for business	Once per day	Social media Facebook Twitter Instagram
3830719	30047	30324	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3892547	30047	30076	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3892189	30047	30329	A combination of the above answers	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3830713	30093	30602	A combination of the above answers	To get tofrom work	Multiple times per day	Website
3842032	30093	30093	I live near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3881688	30340	30046	I live near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3847468	30087	N/A	I only drive through the corridor	For personal reasons	Once per week	Other
3875336	30019	30087	I only drive through the corridor	For personal reasons	Multiple times per day	Signs along I85
3833940	30047	30047	I live and work near the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3897259	30044			Other	Multiple times per day	Newspapermagazine
3893185	30340	30346	I live and work near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3874244	30071	30341	I only drive through the corridor	For personal reasons	Once per week	Word of mouth

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3873955	30071	30308	A combination of the above answers	To get tofrom work	Multiple times per day	Television
3834630	30043	30071	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3857388	30548	30360	A combination of the above answers	To get tofrom work	Multiple times per day	Website
3876964	30043	30043	I live and work near the corridor	To get tofrom work	Multiple times per day	Signs along I85
3830956	30047	30047	I live and work near the corridor	Traveling for business	Once per day	Website
3842298			I only drive through the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3881473	30011		I live near the corridor	For personal reasons		Newspapermagazine
3838123	30011	30097	I only drive through the corridor	To get tofrom work	Multiple times per day	Email
3901258	30043		A combination of the above answers		Multiple times per day	Website
3881866	30043	30318	I live and work near the corridor	To get tofrom work	Once per day	Newspapermagazine
3874815			I live near the corridor	Traveling for business	Multiple times per day	Other
3882304	30043	30319	I live near the corridor	To get tofrom work		Newspapermagazine
3897287	30044	30341	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3917470	30078	30345	I work near the corridor	To get tofrom work	Multiple times per day	Email
3897365	303	30305	Other	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3827549	30092	30327	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3815511	30043	30005	I live near the corridor	For personal reasons	Couple times per week	Other
3847225	30518	30339	I only drive through the corridor	Other	Couple times per week	Newspapermagazine
3830506	30548	30024	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3833977	30548	30548	I only drive through the corridor	For personal reasons	Once per week	Other
3874871	30024	30092	I live and work near the corridor	For personal reasons	Once per week	Television
3903115	30024	30024	I only drive through the corridor		Couple times per week	Other
3836820	30024	30328	I live near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3894197	30519	30519	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3847429	30024	30303	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3842668	30024	30008	I live near the corridor		Multiple times per day	Social media Facebook Twitter Instagram
3846989	30024	30056	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3831806	30024	30328	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3853596	30519	30519	I live near the corridor	To get tofrom work	Multiple times per day	Email
3855205	30045	30045	A combination of the above answers		Other	Website
3845992	30043	30329	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3831672	30043	30043	A combination of the above answers	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3882173	30097	30303	A combination of the above answers	To get tofrom work	Multiple times per day	Word of mouth
3849309	30052	30315	I work near the corridor	To get tofrom work	Multiple times per day	Email
3883478	30045	30004	I live near the corridor	For personal reasons	Couple times per week	Website
3847848	30019	30019	I only drive through the corridor	For personal reasons	Once per week	Attended a projectrelated event
3870950	30019	30019	I live near the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3898620	30341	30305	I live near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3923781	30324	30324	I only drive through the corridor	For personal reasons	Once per week	Email
3894916	30044	30071	I work near the corridor	For personal reasons	Multiple times per day	Website
3874683	30047	30047	I live and work near the corridor	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3875741	30071	30507	I live near the corridor	To get tofrom work	Multiple times per day	Website
3825729	30092	30092	I only drive through the corridor	Taking kids to school	Multiple times per day	Email
3877014	30084	30046	I live near the corridor	To get tofrom work	Multiple times per day	Other

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3919533	30097	30303	A combination of the above answers	Traveling for business	Multiple times per day	Email
3895870	30518	30304	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3917149	30096	multi	I only drive through the corridor	Traveling for business	Couple times per week	Email
3881653	30096	30303	I only drive through the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3903644	30024	30318	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3881713	30096	30005	I live near the corridor	For personal reasons	Rarely	Newspapermagazine
3873496	30518	30092	I live and work near the corridor		Couple times per week	Website
3898030	30518	30518	Other	Other	Rarely	Social media Facebook Twitter Instagram
3919514	30097	30303	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3866278	30097	30096	I live and work near the corridor	Other	Couple times per week	Social media Facebook Twitter Instagram
3873394	30096	30076	I only drive through the corridor	For personal reasons	Once per week	Email
3881856	30518	30518	I live and work near the corridor	For personal reasons	Couple times per week	Newspapermagazine
3903150	30024	30093	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3895867	30097	30004	A combination of the above answers	For personal reasons	Once per week	Website
3896978	30024	30024	I live near the corridor	For personal reasons	Rarely	
3853573	30096	30309	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3897272	30518	30302	A combination of the above answers	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3875304			I live and work near the corridor		Couple times per week	
3917249	30518	30303	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3873481			I only drive through the corridor	For personal reasons	Couple times per week	Website
3873799	30024	30043	I live and work near the corridor	For personal reasons	Couple times per week	Email
3895987	30518	30518	A combination of the above answers	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3826462	30518		I live near the corridor	Other	Once per day	Website
3878797	30043	30518	I live near the corridor	Traveling for business	Once per week	Social media Facebook Twitter Instagram
3835422	30044	30044	I live and work near the corridor	To get tofrom work	Multiple times per day	Other
3881435	30043	30305	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3880592	30518	00000	A combination of the above answers	Other	Couple times per week	Newspapermagazine
3897020	30043	329	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3917119	30518	30024	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3859724	36117	36117	Other	Other	Rarely	Other
3856828	30542		A combination of the above answers	Traveling for business	Couple times per week	Website
3881695	30240	30306	I only drive through the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3832922	30324	30503	I only drive through the corridor	To get tofrom work	Multiple times per day	Email
3875893	30096	30043	I live and work near the corridor	For personal reasons	Once per week	Email
3816097	30519	3024	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3830977	30519	30350	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3891373	30087	30096	I work near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3896845			I live near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3854786	30543	30093	I work near the corridor	To get tofrom work	Once per day	Other
3895839	30093	30084	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3870102	30044	30044	I only drive through the corridor	For personal reasons	Couple times per week	Email
3847199	30071	30329	A combination of the above answers	Taking kids to school	Once per day	Word of mouth
3845642	30071	30341	I only drive through the corridor	Taking kids to school	Once per day	Email
3916806	30047	30324	I live near the corridor	To get tofrom work	Multiple times per day	Email

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3917107	30518	30518	I live and work near the corridor	For personal reasons	Couple times per week	Email
3876114	30307	30307	I only drive through the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3842872	30180	30303	A combination of the above answers	For personal reasons	Other	Social media Facebook Twitter Instagram
3832792	30548	30305	I only drive through the corridor	To get tofrom work	Once per day	Word of mouth
3905341	30680	30326	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3903239	30084	30084	A combination of the above answers	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3896215	30345	30303	I live near the corridor	To get tofrom work	Once per day	Email
3878561	30093	30005	I live near the corridor	For personal reasons	Multiple times per day	Other
3879654	30093	30339	I live near the corridor	To get tofrom work	Multiple times per day	Signs along I85
3833515	30417		I only drive through the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3874095	30044	30044	I only drive through the corridor	For personal reasons	Rarely	Television
3895953	30305	30005	Other	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3919561	30519	30069	A combination of the above answers	To get tofrom work	Multiple times per day	Other
3900008	30044	30326	I live and work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3830517	30044	30025	I live near the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3917259	30044	30097	I live and work near the corridor	To get tofrom work	Multiple times per day	Attended a projectrelated event
3917598	30044	30097	A combination of the above answers	For personal reasons	Other	Attended a projectrelated event
3877951	30214	30296	I drive a truck along the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3826869	30092	30097	A combination of the above answers	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3823654	30092	30092	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3841742	30092	30092	A combination of the above answers	To get tofrom work	Couple times per week	Email
3841561	30096	30003	A combination of the above answers	For personal reasons	Couple times per week	Other
3842011	30092	30092	I only drive through the corridor	Traveling for business	Couple times per week	Newspapermagazine
3827506	30092	30518	A combination of the above answers	To get tofrom work	Multiple times per day	Website
3826330	30092	30092	I live and work near the corridor	Traveling for business	Couple times per week	Email
3830640	30294	30096	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3891682	30303	30303	I only drive through the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3883951	30047	30341	I work near the corridor	For personal reasons	Couple times per week	Newspapermagazine
3825654	30092	30092	I only drive through the corridor	Other	Once per week	Email
3841553	30092	30092	I live near the corridor	For personal reasons	Couple times per week	Email
3830599	30092	30046	I live and work near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3815482	30044	30313	A combination of the above answers	To get tofrom work	Multiple times per day	Other
3838232	30517	30043	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3897306	30044	30333	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3830322	30047	30047	I live near the corridor	For personal reasons	Once per week	Newspapermagazine
3891994	30087	none	I live near the corridor	For personal reasons	Once per day	Email
3858228	30047	30328	I only drive through the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3832509	30548	30542	I live and work near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3826889	30092	30099	Other	For personal reasons	Once per day	Email
3826480	30096	30096	I only drive through the corridor		Rarely	Website
3841572	30096	30096	I only drive through the corridor	For personal reasons	Couple times per week	Other
3825810	30096	30303	I live near the corridor	Traveling for business	Multiple times per day	Email
3826753	30092	30097	I live and work near the corridor	Traveling for business	Couple times per week	Email
3882282	30071	30303	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3896809	30043	30328	I live near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3896864	30024	30303	I live near the corridor	To get tofrom work	Multiple times per day	Email
3873663	30096	30096	I only drive through the corridor	For personal reasons	Rarely	Newspapermagazine
3832902	30092	30092	Other	Other	Couple times per week	Social media Facebook Twitter Instagram
3881726	30019	30071	I only drive through the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3847530	30666	30337	I only drive through the corridor	Other	Once per week	Email
3844643						Social media Facebook Twitter Instagram
3852268	30043	30303	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3916782	30011		I live near the corridor	For personal reasons		Email
3830414	30043	30304	I only drive through the corridor	Traveling for business	Once per day	Social media Facebook Twitter Instagram
3896211	30078	30000	A combination of the above answers	To get tofrom work	Couple times per week	Newspapermagazine
3878437	30047	30047	A combination of the above answers	Traveling for business	Other	Social media Facebook Twitter Instagram
3896889	30046	30319	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3829534	30052	30071	I work near the corridor	To get tofrom work	Multiple times per day	Website
3825975	30092	30322	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3842683	30092	30342	A combination of the above answers	For personal reasons	Once per week	Other
3919579	30044	30328	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3889651	30078	30044	I only drive through the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3919866	30044	30044	A combination of the above answers	For personal reasons	Couple times per week	Email
3881706	30519	30342	I live and work near the corridor	To get tofrom work	Multiple times per day	Other
3881750	30519	30519	I live near the corridor	Traveling for business	Multiple times per day	Other
3918449	30092	30092	Other	For personal reasons	Rarely	Email
3830779	30092	30092	I live and work near the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3847327	30092	30092	A combination of the above answers	For personal reasons	Once per week	Other
3826937	30092	30092	Other	For personal reasons	Rarely	Email
3921579	30071	30306	I live near the corridor	To get tofrom work	Multiple times per day	Email
3852540	30501	30318	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3832601	30517	30328	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3832591	30517	30517	I work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3832632	30548	30068	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3857777	30519	30303	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3847430	30548	30519	I live near the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3857112	30507	30339	I only drive through the corridor	To get tofrom work	Multiple times per day	Television
3883651	30519	30519	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3875272	30019	30043	I only drive through the corridor	To get tofrom work	Once per day	Email
3897051	30519	30328	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3897065	30519	30328	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3847684	30078	30078	I only drive through the corridor	For personal reasons	Couple times per week	Website
3886728	30078	30078	A combination of the above answers	Traveling for business	Multiple times per day	Word of mouth
3892659	30340	30034	I live near the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3917429	30039	30303	I only drive through the corridor	Traveling for business	Couple times per week	Email
3826004	30092	30092	I live and work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3826604	30092	30092	I live near the corridor	For personal reasons	Couple times per week	Other
3831998	30092	30092	I live and work near the corridor	Traveling for business	Once per week	Website

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3842898	30092	30071	A combination of the above answers	Other	Multiple times per day	Email
3866410	301	30009	Other	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3830953	30078	30326	I live near the corridor	To get tofrom work	Multiple times per day	Other
3891647	30044	30030	I live and work near the corridor	Taking kids to school	Once per day	Social media Facebook Twitter Instagram
3838285	30519	30519	I live and work near the corridor	Traveling for business	Multiple times per day	Email
3845673	30092	30342	I only drive through the corridor	For personal reasons	Couple times per week	Website
3897138	30620	30318	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3904028	30680		I drive a truck along the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3846204	30043	30680	I live near the corridor	Other		Website
3842472	30017	None	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3897153	30032	30078	I live and work near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3838342	30092	30092	I live and work near the corridor	For personal reasons	Couple times per week	Website
3826366	30092	30084	I live and work near the corridor	For personal reasons	Once per week	Email
3845662	30092	30092	I live and work near the corridor	Traveling for business	Multiple times per day	Attended a projectrelated event
3826391	30096		I live near the corridor	Taking kids to school	Multiple times per day	Social media Facebook Twitter Instagram
3825959	30092	30092	I live and work near the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3916888	30043	30339	I only drive through the corridor	To get tofrom work	Once per day	Email
3838390	30019	30092	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3871703	30047	30047	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3870323	30093	30309	I live near the corridor	To get tofrom work	Multiple times per day	Email
3876365	30047		I only drive through the corridor	For personal reasons	Once per day	Social media Facebook Twitter Instagram
3884013	30047	30033	I live near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3916835	30519	15145	I live near the corridor	Traveling for business	Rarely	Email
3847908			I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3874983	30548	30340	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3874986	30548	30340	I work near the corridor	To get tofrom work	Multiple times per day	Email
3830504	30011	30519	I only drive through the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3900926	30339	30339	I only drive through the corridor	For personal reasons	Once per week	Newspapermagazine
3919435	30309	30308	I only drive through the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3872390	30096	30346	I live and work near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3896976	30096	30332	I only drive through the corridor	To get tofrom work	Multiple times per day	Signs along I85
3873571	30044	30044	A combination of the above answers	To get tofrom work	Multiple times per day	Word of mouth
3870059	30096	30324	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3897113	30047	30047	I live near the corridor	For personal reasons	Rarely	Word of mouth
3846022	30096	30096	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3871889	30047	30071	I live and work near the corridor	Other	Multiple times per day	Email
3859497	I-20	I-20	Other	Other	Other	Other
3838792	30043	30346	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3887780	30043	30322	A combination of the above answers		Couple times per week	Social media Facebook Twitter Instagram
3917197	30019	30005	I live near the corridor	Traveling for business	Couple times per week	Email
3896826	30011	30126	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3876511	30019	30022	I live near the corridor	To get tofrom work	Couple times per week	Email
3870133	30019	30030	I only drive through the corridor	To get tofrom work	Multiple times per day	Email
3832677	30517	30075	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3825731	30092	30022	I live near the corridor	Traveling for business	Couple times per week	Email
3895091	30052	30329	I work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3897779	30329	30096	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3833655	30519	30518	I live and work near the corridor	For personal reasons	Rarely	Website
3859805	30341	30328	I only drive through the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3873232	30096		I live near the corridor	To get tofrom work	Other	Other
3830507	30052	30052	A combination of the above answers	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3881655	30141	30141	I only drive through the corridor	For personal reasons	Couple times per week	Website
3832583	30517	30517	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3847532	30096	30517	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3871430	30047	30308	I only drive through the corridor	To get tofrom work	Multiple times per day	Word of mouth
3902939	30328			Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3874176			I live and work near the corridor			
3853559	30084	30046	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3853398	30093	30345	I live near the corridor	To get tofrom work	Once per day	Website
3830823			I live near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3899496	30093		I live near the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3838208	30084	30328	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3853898	30093	CPA	I live near the corridor	Traveling for business	Multiple times per day	Email
3878674	30093	30093	I live and work near the corridor	For personal reasons	Once per week	Newspapermagazine
3884219	30017	30303	I live near the corridor	Taking kids to school	Multiple times per day	Social media Facebook Twitter Instagram
3843927	30078	30043	A combination of the above answers	Traveling for business	Couple times per week	Email
3837686	30566	30096	I work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3874018	30097	30004	I live near the corridor	Other	Couple times per week	Social media Facebook Twitter Instagram
3916875	30043	30329	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3853386	30096	30092	I live and work near the corridor	Other	Once per week	Social media Facebook Twitter Instagram
3882213	30501	30501	I only drive through the corridor	For personal reasons	Once per week	Website
3856879	30504	30504	I only drive through the corridor	For personal reasons	Couple times per week	Newspapermagazine
3899368	30097	30096	I work near the corridor			
3831109	30087	30253	A combination of the above answers	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3891791	30047	30022	I live near the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3832955	30517	30342	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3896934	30030	30341	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3917561	30078	30078	I only drive through the corridor	For personal reasons	Once per week	Email
3839454	30017	30078	I only drive through the corridor	For personal reasons	Once per week	Email
3838131	30052	30439	A combination of the above answers	Traveling for business	Couple times per week	Email
3870898	30045	30005	I live near the corridor	Other	Couple times per week	Email
3917068	30019	30319	I only drive through the corridor	To get tofrom work	Multiple times per day	Email
3832570	30548	30043	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3832627	30517	30303	A combination of the above answers	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3894974	30521	30531	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3848782	30341	30046	I live near the corridor	To get tofrom work	Multiple times per day	Website
3917190	30507	30328	I only drive through the corridor	To get tofrom work	Once per day	Email
3892573	30340	30329	I live and work near the corridor	For personal reasons	Couple times per week	Television

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3872461	30096		I live and work near the corridor	To get tofrom work	Couple times per week	Word of mouth
3870441	30096	30346	I live and work near the corridor	To get tofrom work	Couple times per week	Word of mouth
3904139	30815	N/A	A combination of the above answers	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3870595	30044	30044	I live near the corridor	Other	Couple times per week	Website
3874073	30326	30046	A combination of the above answers	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3831618	30078	30309	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3883978	30047	30341	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3874737	30078	30039	A combination of the above answers	To get tofrom work	Multiple times per day	Website
3892756	30044	30326	I live near the corridor	To get tofrom work	Multiple times per day	Website
3892905	30078	30060	I live near the corridor	To get tofrom work	Multiple times per day	Other
3897769	30044	30044	A combination of the above answers	Traveling for business	Once per week	Word of mouth
3888223	30047	30024	I live and work near the corridor	To get tofrom work	Once per day	Email
3891814	30047	30318	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3882089	301	30063	I only drive through the corridor	For personal reasons	Rarely	Website
3903331	30032	30032	I drive a truck along the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3844332	30044	30303	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3881816	30044	30350	I only drive through the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3831538	30305	30501	I live and work near the corridor	Traveling for business	Multiple times per day	Other
3884514	30044	30303	I only drive through the corridor	Traveling for business	Other	Social media Facebook Twitter Instagram
3897478	30078	30024	I work near the corridor	To get tofrom work	Multiple times per day	Attended a projectrelated event
3833657	30044	30340	I only drive through the corridor	To get tofrom work	Once per day	Other
3874774	30044	303	I only drive through the corridor	To get tofrom work	Multiple times per day	Website
3852005	30097	30269	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3848375	30019	30341	I work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3829638	30519	30005	I live near the corridor	For personal reasons	Couple times per week	Newspapermagazine
3897064	30032	30602	I live and work near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3884961	30308	30519	A combination of the above answers	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3878836	30019		I only drive through the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3886035	30043	30001	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3897352	30043	30043	A combination of the above answers	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3884483	30043	30043	A combination of the above answers	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3917303	30043	30043	I live and work near the corridor	For personal reasons	Couple times per week	Email
3836956	30519	30519	A combination of the above answers	For personal reasons	Couple times per week	Other
3837348	30518	30127	A combination of the above answers	For personal reasons	Couple times per week	Word of mouth
3897118	30518	Every	I work near the corridor	Traveling for business	Multiple times per day	Website
3833690	30548	30563	A combination of the above answers	For personal reasons	Once per day	Social media Facebook Twitter Instagram
3847092	30097	30301	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3856850	30097	30096	I live and work near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3830542	30097	30327	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3916934	30097	30303	A combination of the above answers	To get tofrom work	Couple times per week	Email
3830591	30096	30305	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3875259	30092	30096	I live and work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3871609	30043	30043	A combination of the above answers	Traveling for business	Couple times per week	Email
3830422	30043	30043	I live and work near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3848058	30043	30084	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3879650	30024	30041	I live near the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3847294	30542	30092	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3851009	30542	30542	I live near the corridor	For personal reasons	Multiple times per day	Other
3831392	30518	30518	A combination of the above answers	Other		Newspapermagazine
3877208	30518	30332	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3916850	30043	30303	A combination of the above answers	To get tofrom work	Couple times per week	Email
3875958	30043	30092	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3881793	30011	30304	I only drive through the corridor	To get tofrom work	Couple times per week	Television
3884284	30548	30328	I only drive through the corridor	To get tofrom work	Multiple times per day	Website
3838239	30519	30519	I only drive through the corridor	For personal reasons	Other	Email
3878246	30517	30517	I live and work near the corridor	For personal reasons	Couple times per week	Website
3830663	30024	30303	I live and work near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3874041	30309	30342	Other	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3899493	30009	30075	I only drive through the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3898208	30542	30542	I live near the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3836781	30517	30324	A combination of the above answers	Other	Multiple times per day	Social media Facebook Twitter Instagram
3876251	302	30223	A combination of the above answers	Traveling for business	Couple times per week	Television
3877568	30093	30024	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3888492	30093	30093	I live and work near the corridor	For personal reasons	Once per day	Social media Facebook Twitter Instagram
3917113	30083	30303	I live near the corridor	To get tofrom work	Couple times per week	Email
3884210	30044	30316	I live near the corridor	To get tofrom work	Multiple times per day	Website
3877300	30519	30519	A combination of the above answers	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3830799	30542	30340	I only drive through the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3832481	30518		I only drive through the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3919654	30039	30313	I only drive through the corridor	For personal reasons	Once per week	Email
3897157	30044	30033	I only drive through the corridor	To get tofrom work	Once per week	Social media Facebook Twitter Instagram
3902148	30044	30031	I live and work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3895506	30017	30327	I only drive through the corridor	To get tofrom work	Multiple times per day	Website
3916744	30044	30329	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3874864	30044	30043	A combination of the above answers	Other	Multiple times per day	Newspapermagazine
3882309	30044	30246	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3881983	30040	30274	I only drive through the corridor	For personal reasons	Other	Newspapermagazine
3896959	30097	30005	I live near the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3830181	30017	30308	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3846036	30043	30096	I live near the corridor	To get tofrom work	Multiple times per day	Website
3897045	30004	30009	I only drive through the corridor	For personal reasons	Once per week	Word of mouth
3842755	30097	30332	I live near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3830479	30024	30319	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3897558	30518	30318	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3897331	30518	30303	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3830811	30519	30519	I live and work near the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3830464	30019	30019	A combination of the above answers		Couple times per week	Social media Facebook Twitter Instagram
3875572	30043	30043	I live near the corridor	For personal reasons	Once per day	Social media Facebook Twitter Instagram

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3838557	30044	30341	I live and work near the corridor	To get tofrom work	Once per day	Word of mouth
3906067	30041	30309	I live and work near the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3878657	30096	30043	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3847976	30092	30329	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3825678	30096	30096	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3825913	30092	30092	I only drive through the corridor	For personal reasons	Once per week	Other
3843693	30096	30096	A combination of the above answers	To get tofrom work	Once per day	Email
3873691	30519	30519	I live and work near the corridor	Traveling for business	Couple times per week	Website
3874621	30024	30341	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3899985	30518	30305	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3900009	30518	30030	I work near the corridor		Multiple times per day	Social media Facebook Twitter Instagram
3897776	30518	30092	I only drive through the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3873707	30519	30046	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3881692	30045	30328	I work near the corridor	To get tofrom work	Multiple times per day	Other
3877132	30046	30328	I only drive through the corridor	To get tofrom work	Multiple times per day	Signs along I85
3903295	30044	30328	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3895097	30518	NA	I live near the corridor	Other	Couple times per week	Social media Facebook Twitter Instagram
3874922	30519	30329	I only drive through the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3917725	30518	30096	I live and work near the corridor	For personal reasons	Couple times per week	Email
3856910	30519	30041	I live near the corridor	Other	Rarely	Email
3847980	30043	30322	Other	To get tofrom work	Multiple times per day	Word of mouth
3815859	30097	30097	A combination of the above answers	Traveling for business	Couple times per week	Newspapermagazine
3864638	30096	30319	I only drive through the corridor	To get tofrom work	Multiple times per day	Email
3847425	30542	Varie	I live and work near the corridor	Traveling for business	Multiple times per day	Word of mouth
3898603	30043	30047	I live and work near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3856922	30542	30303	I only drive through the corridor	To get tofrom work	Once per day	Newspapermagazine
3833815	30542	30024	Other	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3828031	30092	30092	I live and work near the corridor	For personal reasons	Couple times per week	Website
3883646	30506	30503	A combination of the above answers	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3831553	30542	30339	I only drive through the corridor	To get tofrom work		Newspapermagazine
3875591	30252	30525	I only drive through the corridor	Other	Once per week	Email
3879504	30024	30071	A combination of the above answers		Multiple times per day	Social media Facebook Twitter Instagram
3881801	30043	30043	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3895794	30518	30076	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3878418	30024	30093	I only drive through the corridor	Taking kids to school	Multiple times per day	Social media Facebook Twitter Instagram
3830737	30519	30519	A combination of the above answers	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3846630	30097	30303	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3897679	30038	30029	I only drive through the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3827516	30092	30342	I live near the corridor	Traveling for business	Once per week	Social media Facebook Twitter Instagram
3892729	30092	30342	I live near the corridor	Traveling for business	Once per week	Attended a projectrelated event
3873506	30096	30096	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3838420	30044	30044	A combination of the above answers	For personal reasons	Rarely	Email
3905212			I only drive through the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3832458	30517	30041	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3901035			I only drive through the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3897337	30340	30303	I live near the corridor	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3879012	30316	30340	I work near the corridor	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3896243	39309	30309	I live and work near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3896742	30548	30548	I only drive through the corridor	For personal reasons	Couple times per week	Newspapermagazine
3874435	30549	30501	I drive a truck along the corridor	Traveling for business	Multiple times per day	Website
3886279	30017	All	Other	To get tofrom work	Multiple times per day	Website
3874234	30326	30326	A combination of the above answers	For personal reasons	Couple times per week	Television
3846038	30096	30041	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3874085	30307	Emory	I live near the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3896843	30307	30306	I live near the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3896850	30360	30309	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3859788	30360	30346	I live and work near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3874968	30047	30047	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3901161	30228	30236	I only drive through the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3921040	30047	30047	I live and work near the corridor	Traveling for business	Multiple times per day	Email
3877570	30096	30005	I only drive through the corridor	For personal reasons	Couple times per week	Email
3856832	30542	30326	I only drive through the corridor	To get tofrom work	Once per day	Newspapermagazine
3881413	30542	30326	I only drive through the corridor	To get tofrom work	Once per day	Newspapermagazine
3870935	30024	30326	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3832418	30548	30096	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3893301	30016	30253	I only drive through the corridor		Once per week	Social media Facebook Twitter Instagram
3827122	30092	30338	I live near the corridor	For personal reasons	Once per week	Email
3882184			I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3896669	30518	30024	I live near the corridor		Couple times per week	Social media Facebook Twitter Instagram
3874770	30024	30024	A combination of the above answers	Traveling for business	Once per day	Social media Facebook Twitter Instagram
3838413	30024	30024	I live near the corridor	For personal reasons	Couple times per week	Email
3832629	30517	30521	I live and work near the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3871098	30542	30303	I live and work near the corridor	To get tofrom work	Couple times per week	Email
3883468	30519	NA	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3896869	30571	30571	I only drive through the corridor	For personal reasons	Other	Social media Facebook Twitter Instagram
3896705	30528	30076	I only drive through the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3900187	30345	30345	I live near the corridor	For personal reasons	Once per day	Social media Facebook Twitter Instagram
3830692	30087	30518	I work near the corridor	To get tofrom work	Multiple times per day	Other
3831023	30518	30518	I live near the corridor	For personal reasons	Couple times per week	Newspapermagazine
3856609			I live near the corridor	For personal reasons		Social media Facebook Twitter Instagram
3847344	30024	30096	A combination of the above answers	For personal reasons	Couple times per week	Other
3876871	30518	30303	Other	To get tofrom work	Multiple times per day	Newspapermagazine
3816538			I only drive through the corridor	Traveling for business	Couple times per week	Website
3883896			A combination of the above answers	For personal reasons		Social media Facebook Twitter Instagram
3902014	30277	30303	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3875178	30047	30303	Other	To get tofrom work	Other	Other
3878032	30307	30303	Other	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3884666	30301	30303	Other	Other	Rarely	Social media Facebook Twitter Instagram

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3832507	30517	30329	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3844667	28226	28203	I only drive through the corridor	Traveling for business	Other	Website
3832474	30517	30328	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3897601	30519	30005	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3883300	30620	30318	I only drive through the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3814686	30017	30043	I only drive through the corridor		Multiple times per day	Attended a projectrelated event
3847583	30019	305	A combination of the above answers	To get tofrom work	Couple times per week	Website
3873956	30043	30329	I only drive through the corridor	To get tofrom work	Multiple times per day	Television
3896464	30019	30309	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3852524	30548	30548	I live near the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3857078	30517	30517	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3847062	30548	30092	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3832582	30517	30345	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3832678	30517	30517	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3846828	30542	30542	I live near the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3856846	30542	30097	I live and work near the corridor	To get tofrom work	Couple times per week	Website
3846131	30024	30319	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3839045	30024	30329	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3838693	30045	30029	I work near the corridor	To get tofrom work	Once per day	Email
3839068	30024	30329	I live and work near the corridor	To get tofrom work	Once per day	Word of mouth
3839038	30542	30329	A combination of the above answers	To get tofrom work	Multiple times per day	Word of mouth
3839321	30043	30329	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3839154	30097	30329	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3882070	30096	30096	I work near the corridor	Traveling for business	Multiple times per day	Newspapermagazine
3919107	30098	30097	I live near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3921467	30098	30096	I work near the corridor	To get tofrom work	Multiple times per day	Website
3880006	30097	30313	I only drive through the corridor		Multiple times per day	Email
3832775	30549	30096	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3861433	30319	30342	A combination of the above answers	Traveling for business	Once per day	Website
3838266	30044	30328	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3896402	30019	30340	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3871605	30093	30336	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3837851	30071	30328				
3897364	30041	30308	A combination of the above answers	For personal reasons	Rarely	Newspapermagazine
3854066	30071	30360	I live and work near the corridor	For personal reasons	Rarely	Email
3897756	30324	30318	Other	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3854129	30518	30096	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3854270	30312	30096	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3854273	30519	30096	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3854357	30096	30096	A combination of the above answers	For personal reasons	Couple times per week	Email
3857748	30324	30096	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3875224	30040	30096	I work near the corridor	Traveling for business	Couple times per week	Email
3877790	304	30077	A combination of the above answers	To get tofrom work	Multiple times per day	Website
3884749	30303	30309	I only drive through the corridor	For personal reasons	Once per week	Email

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3816392	30097	30078	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3897715	30043	30318	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3823814	30345	30309	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3841689	30326	30339	I live near the corridor	For personal reasons	Couple times per week	Word of mouth
3846139	30096	30096	I live near the corridor	For personal reasons	Rarely	Email
3845906	30024	30328	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3889073	30024	30093	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3896236	30313		I only drive through the corridor	For personal reasons	Couple times per week	Newspapermagazine
3832409	30549	30517	A combination of the above answers	Traveling for business	Multiple times per day	Email
3815054	30096	30093	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3875123	30043	30071	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3877563	30045	30303	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3876413	30043	30346	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3886167	30024	30096	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3883333	30305	30071	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3876013	30084	30093	A combination of the above answers	For personal reasons	Couple times per week	Website
3815310	30092	30092	I live and work near the corridor	Traveling for business	Couple times per week	Attended a projectrelated event
3826404	30092	30071	I live and work near the corridor	For personal reasons	Once per week	Email
3829569	30019	30067	I only drive through the corridor	To get tofrom work	Multiple times per day	Website
3841732	30620	30097	A combination of the above answers	To get tofrom work	Once per day	Email
3842051	30033	30097	I work near the corridor	To get tofrom work	Multiple times per day	Website
3877655	30043	30096	I work near the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3896229	30019	30144	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3897748	30548	30339	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3886112	30519	30084	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3887301	30096	30328	I live near the corridor	For personal reasons	Once per week	Other
3841608	30092	30071	I only drive through the corridor	For personal reasons	Once per week	Email
3827341	30092	30327	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3874034	30120	30340	I only drive through the corridor	To get tofrom work	Multiple times per day	Television
3877149	30024	30303	I live near the corridor	To get tofrom work	Multiple times per day	Email
3916743	30043	30096	I live and work near the corridor	To get tofrom work	Once per day	Email
3877182	30043		A combination of the above answers	To get tofrom work	Multiple times per day	Email
3884147	30024	30542	I live near the corridor	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3882844	30043	30308	I live near the corridor	To get tofrom work	Once per day	Word of mouth
3875249			A combination of the above answers			
3899826	30043	30005	I live near the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3830467	30043	30517	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3874938	30024	30342	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3897434	30024	30350	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3884079	30043	30305	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3902830	30043	30043	A combination of the above answers	For personal reasons	Rarely	Newspapermagazine
3881430	30043	30339	I live near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3838360	30024	30005	I live near the corridor	For personal reasons	Couple times per week	Email
3838176	30024		I live near the corridor	Traveling for business	Once per day	Email

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3830702	30043	30043	I live near the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3847478	30043	30043	I only drive through the corridor	To get tofrom work	Multiple times per day	Website
3870872	30011	30046	I live and work near the corridor	For personal reasons	Couple times per week	Email
3877497	30680	30046	I live and work near the corridor	For personal reasons	Couple times per week	Newspapermagazine
3847874	30024	30305	I only drive through the corridor	To get tofrom work	Multiple times per day	Website
3823881	30519	30309	I live near the corridor	To get tofrom work	Couple times per week	Website
3832500	30517	30506	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3817582	30047	30096	I live and work near the corridor	Traveling for business	Couple times per week	Other
3881944	30024	30067	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3916755	30024	30305	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3878034	30024	30024	I live and work near the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3855505	30096	30517	A combination of the above answers	To get tofrom work	Multiple times per day	Website
3837630	30519	30338	A combination of the above answers	Other	Multiple times per day	Other
3879955	30518	30518	I live and work near the corridor	Other	Multiple times per day	Website
3871524	30024	30024	I live and work near the corridor	Taking kids to school	Once per week	Word of mouth
3881802	30043	30265	I live near the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3896087	30542	30144	I only drive through the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3871118	30024	30024	I live and work near the corridor	Other	Once per week	Email
3849228	30542	30062	A combination of the above answers	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3856795	30542	30502	A combination of the above answers	For personal reasons	Once per week	Website
3874238	30043	30093	I live and work near the corridor	To get tofrom work	Once per day	Email
3843031	30281	30019	I drive a truck along the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3866346	30281	30019	I drive a truck along the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3875978	30071	30097	I live and work near the corridor	For personal reasons	Rarely	Other
3879794	30097	30332	I live and work near the corridor	To get tofrom work	Once per day	Email
3874829	30096	30071	I live and work near the corridor	Other	Once per week	Email
3918564	30518	30326	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3922195	30044	30044	A combination of the above answers	For personal reasons	Once per week	Other
3849728	30543	30542	A combination of the above answers	Traveling for business		Newspapermagazine
3847021	30096	30092	I live and work near the corridor	Traveling for business	Once per week	Social media Facebook Twitter Instagram
3830666	30024	30305	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3884398	30024	30024	I live and work near the corridor	Other	Couple times per week	Newspapermagazine
3921888	30306	30306	I only drive through the corridor	For personal reasons	Rarely	Email
3814753	30096	30303	A combination of the above answers	To get tofrom work	Multiple times per day	Other
3896371	30319	30309	I live near the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3842901	35401	30092	I drive a truck along the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3882253	30133			Traveling for business	Couple times per week	Newspapermagazine
3881943	30319	30341	I work near the corridor	For personal reasons	Rarely	Newspapermagazine
3898398	30606	30606	I only drive through the corridor	Traveling for business	Rarely	Social media Facebook Twitter Instagram
3906372	30606	30606	Other	Other	Other	Social media Facebook Twitter Instagram
3871866	30519	30519	A combination of the above answers	For personal reasons	Once per day	Email
3896657	30024	30324	I live near the corridor	To get tofrom work	Once per day	Email
3831543	30518	30518	I only drive through the corridor	For personal reasons	Other	Email
3875853	30024	30319	I live and work near the corridor	Other	Rarely	Email

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3836985	30033	30303	I live near the corridor	For personal reasons	Once per week	Website
3893349	30033	Work	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3880387	30045	30301	A combination of the above answers	To get tofrom work	Multiple times per day	Website
3895909	30043		I only drive through the corridor	For personal reasons	Couple times per week	Newspapermagazine
3881994	30052		I live near the corridor	For personal reasons	Rarely	Newspapermagazine
3896778	30052	30309	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3847617	30024	30356	I only drive through the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3892454	30549	30501	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3896825	30519	30096	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3917245	30548	30096	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3832463	30548	30019	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3847564	30549	30360	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3814083	30655	30189	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3882315	30549	30301	I only drive through the corridor	To get tofrom work	Couple times per week	Other
3842047	30519	30309	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3883649	30046	30097	I live and work near the corridor	For personal reasons	Couple times per week	Newspapermagazine
3845086	30096	30022	I live near the corridor	For personal reasons	Once per week	Email
3825808	30096	30305	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3875192	30096	30092	I live and work near the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3876539	30017	30328	I only drive through the corridor	To get tofrom work	Other	Social media Facebook Twitter Instagram
3839037	30043	30028	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3815002	30044	30305	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3841592	30092	30326	I live and work near the corridor	To get tofrom work	Multiple times per day	Other
3834693	30071	30305	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3871971	30096	Retir	Other	Other	Rarely	Email
3886896	30307	30303	I live near the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3901590	30033	30328	I live near the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3815013	30019	30309	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3883013	30519	30305	I only drive through the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3893528	30307	30303	I only drive through the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3841623	30092	30309	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3887983	30346	30346	I only drive through the corridor	For personal reasons	Once per week	Attended a projectrelated event
3897218	30319	30303	I live and work near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3903067	30346	30346	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3826544	30096	30009	A combination of the above answers	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3896944	30318	30360	I work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3896891	30342	30309	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3874433	30019	30354	I only drive through the corridor	To get tofrom work	Once per day	Email
3848161	30019	30342	I only drive through the corridor	To get tofrom work	Couple times per week	Email
3847322	30043	30043	I live near the corridor	For personal reasons	Other	Email
3874103	30324	30329	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3897172	30317	30071	I only drive through the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3842850	30620	30318	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3903059	30324	30334	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3899477	30319	30306	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3898262	30062	30068	A combination of the above answers	For personal reasons	Rarely	Website
3882099	30345	30345	A combination of the above answers	For personal reasons	Once per week	Newspapermagazine
3881980	30005	30342	I work near the corridor	For personal reasons	Rarely	Newspapermagazine
3874985	30019	30097	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3896858	30519	30303	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3881876	30319	30341	I only drive through the corridor	For personal reasons	Couple times per week	Newspapermagazine
3834106	30071	30043	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3895977	30517	30093	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3832477	30517	30301	I only drive through the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3832764	30517	30087	I work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3856831	30517	30517	A combination of the above answers	Traveling for business	Multiple times per day	Website
3902979	30309	30309	Other	For personal reasons	Once per week	Newspapermagazine
3897686	303	30309	A combination of the above answers	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3881999	30022	Na	I live near the corridor	For personal reasons	Rarely	Newspapermagazine
3821098	30338	30339	I only drive through the corridor	For personal reasons	Couple times per week	Other
3884349	30324	30308	I live near the corridor	For personal reasons	Multiple times per day	Website
3886002	30324	30309	I live and work near the corridor	For personal reasons	Once per day	Website
3857325	30554	30518	I live and work near the corridor	To get tofrom work	Once per day	Website
3894055	30043	30329	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3856975	30519	30349	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3832488	30517	30517	A combination of the above answers	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3896653	30043		I live and work near the corridor	For personal reasons	Once per week	Email
3899361	307	30175	A combination of the above answers	For personal reasons	Other	Social media Facebook Twitter Instagram
3907974	30680	30517	A combination of the above answers	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3905086	30680	30004	I only drive through the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3896218	30312	30312	I only drive through the corridor	For personal reasons	Rarely	Newspapermagazine
3859898	30338		I live near the corridor	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3896187	30338	30338	A combination of the above answers	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3874763	30338	30308	A combination of the above answers	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3870500	30019	30518	I live and work near the corridor	Traveling for business	Multiple times per day	Email
3919921			I live near the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3882281	30341	30005	I live near the corridor	For personal reasons	Rarely	Newspapermagazine
3881872	30068	30068	I only drive through the corridor	For personal reasons	Rarely	Newspapermagazine
3831018	30017	30341	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3833266	30017		I only drive through the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3815102	30017	30345	I only drive through the corridor	To get tofrom work	Couple times per week	Website
3883670	30017	30345	I only drive through the corridor	To get tofrom work	Couple times per week	Other
3860774	30341	30092	I live and work near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3877977		30340	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3842271	30047	30324	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3853434				To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3855513	30093	30328	I live and work near the corridor	To get tofrom work	Multiple times per day	Other
3920864	30096	30341	A combination of the above answers	To get tofrom work	Other	Email

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3878597	30024	30320	I live near the corridor	To get tofrom work	Couple times per week	Word of mouth
3883060	30096	30096	I live and work near the corridor	For personal reasons	Couple times per week	Newspapermagazine
3878475	30024	30024	I only drive through the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3847671	30518	30334	I live and work near the corridor	To get tofrom work	Multiple times per day	Other
3834991	30096	retir	I live near the corridor	For personal reasons	Couple times per week	Newspapermagazine
3882325	30043	30518	I only drive through the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3916816	30024	30097	I live and work near the corridor	For personal reasons	Once per week	Email
3838213			I only drive through the corridor	For personal reasons	Couple times per week	Email
3881955	30096	30096	I only drive through the corridor		Couple times per week	Newspapermagazine
3830518	30096	30340	I live and work near the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3897105	30024	30302	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3884279	30096	30308	I live near the corridor	To get tofrom work	Multiple times per day	Website
3830966	30092	30024	I live and work near the corridor	For personal reasons	Once per week	Other
3848460	30024	30341	I live and work near the corridor	To get tofrom work	Once per day	Email
3849928	30024	30319	Other	Traveling for business	Multiple times per day	Email
3878892	30024	30024	I live near the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3889312	30518	30303	I work near the corridor	To get tofrom work	Multiple times per day	Website
3919412	30024	30328	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3885808	30024	30303	A combination of the above answers	To get tofrom work	Multiple times per day	Website
3844280	30024	30312	I live near the corridor	To get tofrom work	Once per day	Other
3881193	30024	30326	A combination of the above answers	To get tofrom work	Multiple times per day	Other
3830602	30024	30043	I live and work near the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3816477	30024	30024	I live near the corridor	Traveling for business	Once per week	Other
3881353	30024	30028	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3896966	30024	30354	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3853654	30024	30046	I live and work near the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3889093	30519	30518	I live near the corridor	Traveling for business	Once per week	Social media Facebook Twitter Instagram
3877295	30024	30024	A combination of the above answers	Traveling for business	Couple times per week	Email
3877457	30024	30024	I live and work near the corridor	For personal reasons	Once per week	Word of mouth
3865078	30084	30096	A combination of the above answers	To get tofrom work	Multiple times per day	Signs along I85
3897178	30043	30096	I live and work near the corridor	To get tofrom work	Couple times per week	
3841410	30097	30097	I live and work near the corridor	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3881714	30096	30303	I live near the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3896581	30097	30097	I live and work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3873716	30096	30096	I live near the corridor	For personal reasons	Once per day	Other
3874732	30024	30046	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3885903	30024	30340	I only drive through the corridor	To get tofrom work	Once per day	Newspapermagazine
3884112	30043	30096	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3899344	3050-	30233	I work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3857069	30519	30519	I only drive through the corridor	Traveling for business	Multiple times per day	Website
3882100	30078	30309	I work near the corridor	To get tofrom work	Once per day	Newspapermagazine
3874060	30318	30318	I only drive through the corridor	For personal reasons	Once per week	Email
3879093	30306	30096	I work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3856007	30517	30517	I live and work near the corridor	For personal reasons	Couple times per week	Email

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3898201	30011	30199	I work near the corridor	To get tofrom work	Rarely	Social media Facebook Twitter Instagram
3919685	30045	N/A	I live and work near the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3918526	30039	30039	I only drive through the corridor	For personal reasons	Other	Email
3881380	30316	30297	A combination of the above answers	Traveling for business	Multiple times per day	Newspapermagazine
3848056	30519	30519	I live near the corridor	For personal reasons	Couple times per week	Email
3873672	30519	30092	A combination of the above answers	Traveling for business	Multiple times per day	Newspapermagazine
3881458	30519	30274	I only drive through the corridor	Traveling for business	Couple times per week	Newspapermagazine
3897356	30019	30009	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3871357	30017	30341		For personal reasons	Couple times per week	Website
3918647	30017	30341	I only drive through the corridor	To get tofrom work	Couple times per week	Website
3896907	30071	30328	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3878627	30340	30043	A combination of the above answers	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3874528	30044	30084	I live and work near the corridor	To get tofrom work	Once per day	Other
3873970	3096	30519	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3881958	30047	30324	I only drive through the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3857004	30507	30071	I work near the corridor	To get tofrom work	Multiple times per day	Email
3918317	30022	30022	I only drive through the corridor	For personal reasons	Rarely	Email
3836563	30043	30339	A combination of the above answers	To get tofrom work	Multiple times per day	Other
3896893	30519	30519	I live near the corridor	For personal reasons	Couple times per week	Newspapermagazine
3830418	30548	0	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3830458	30548	30097	I only drive through the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3831574	30043	30043	I live and work near the corridor	Other	Couple times per week	Newspapermagazine
3831683	30043	30043	A combination of the above answers	For personal reasons	Couple times per week	Newspapermagazine
3815893	30043	30071	I live and work near the corridor	For personal reasons	Couple times per week	Attended a projectrelated event
3896915	30620	30322	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3881421	30043	30096	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3919243	30043	30080	I live near the corridor	To get tofrom work	Multiple times per day	Email
3919791	30043			To get tofrom work	Multiple times per day	Word of mouth
3838436	30122	30303	Other	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3897427	30161	30161	I work near the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3870230	30078		I live and work near the corridor	To get tofrom work	Once per day	Email
3918736	30044	30067	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3881478	30188	30303	I only drive through the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3887722	30306	30360	I work near the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3830423	30093	30047	I live and work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3830590	30096	30144	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3872677	30096	30096	I live and work near the corridor	For personal reasons	Couple times per week	Email
3893826	30047	30047	I live near the corridor	For personal reasons	Once per day	Other
3831398	30045	30046	I live and work near the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3847378	30019	30341	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3859709	30319	30319	I live near the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3903640	30350	30342	I live and work near the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3903434	30338	30039	I only drive through the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3859926	30366	30366	I live and work near the corridor	Traveling for business	Multiple times per day	Word of mouth

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3884410	30047	30566	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3847229	30680	30022	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3841813	30092	30092	I live and work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3871085	30041	30303	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3852065	30078	30339	I work near the corridor	To get tofrom work	Once per day	Website
3897431	30340	30084	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3872486	30047	30047	I live near the corridor	For personal reasons	Rarely	Email
3843584	30052	30309	I only drive through the corridor	To get tofrom work	Multiple times per day	Word of mouth
3840018			A combination of the above answers	To get tofrom work	Multiple times per day	Website
3881863	30276	30269	I only drive through the corridor	For personal reasons	Once per week	Website
3854172	30143	30061	A combination of the above answers	Traveling for business	Couple times per week	Website
3831705	30075	30303	I only drive through the corridor	Traveling for business	Once per week	Website
3876496	30047	30342	I live and work near the corridor	To get tofrom work	Multiple times per day	Signs along I85
3843841	30517	30342	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3845682	30071	30071	I only drive through the corridor	For personal reasons	Couple times per week	Newspapermagazine
3885163	30338	30338	Other	Other	Rarely	Newspapermagazine
3897651	30024	30328	I live and work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3895904	30011	30346	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3896854	30022	30097	I live near the corridor	For personal reasons	Once per week	Email
3860206	30092	30022	I live and work near the corridor	For personal reasons	Couple times per week	Website
3871316	30047	30078	I live near the corridor	For personal reasons	Couple times per week	Word of mouth
3883581	30011	30092	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3882029	30043	30305	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3897332	30046	30067	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3874805	30071		I live and work near the corridor	To get tofrom work	Once per day	Website
3873857	30565	30565	A combination of the above answers	Traveling for business	Once per week	Website
3884476	30565	30030	I only drive through the corridor	For personal reasons	Couple times per week	Website
3891510	30047	30144	A combination of the above answers	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3893145	30022	31698	Other	Other	Rarely	Social media Facebook Twitter Instagram
3841618	30092	30097	I live and work near the corridor	To get tofrom work	Couple times per week	Email
3898191	30096	30005	I live near the corridor	For personal reasons	Rarely	Attended a projectrelated event
3831021	30046	30346	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3901855	30019	30043	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3817882	30517	30346	I work near the corridor	To get tofrom work	Multiple times per day	Website
3871282	30519	30096	I live near the corridor	To get tofrom work	Multiple times per day	Email
3825855	30096	30096	I live and work near the corridor	To get tofrom work	Multiple times per day	Other
3842045	30092	30354	I live near the corridor	To get tofrom work	Once per day	Other
3881607	30047	30030	A combination of the above answers	To get tofrom work	Couple times per week	Newspapermagazine
3905630	30643	30354	I only drive through the corridor	To get tofrom work	Couple times per week	Website
3871631	30096	30342	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3831783	30324	30324	I live and work near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3902247	30315	30096	I work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3875177	30324		I only drive through the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3871450	30024	30303	I live near the corridor	To get tofrom work	Once per day	Word of mouth

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3911008	30518	30329	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3895117	30093	30339	I live near the corridor	To get tofrom work	Once per day	Email
3903899	30096	30328	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3903244	30307	30329	I work near the corridor	For personal reasons	Couple times per week	Word of mouth
3888472						Website
3883070	30097	30071	A combination of the above answers	Traveling for business	Couple times per week	Website
3896190	30093	30096	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3888532				To get tofrom work	Multiple times per day	Word of mouth
3841791	30092	30092	I live and work near the corridor	For personal reasons	Couple times per week	Website
3854048	30044	30024	Other	Other	Once per week	Email
3886065	30680	30024	A combination of the above answers	To get tofrom work	Multiple times per day	Word of mouth
3856916	30528	30501	I live and work near the corridor	To get tofrom work	Once per week	Website
3879758	30043	30501	A combination of the above answers	Traveling for business	Couple times per week	Website
3899900	30078	30078	I only drive through the corridor	To get tofrom work	Multiple times per day	Website
3879055	30319	30548	I live and work near the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3838116	30519	30341	I live and work near the corridor		Once per day	Email
3840987	30024	30084	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3882988	30609	30303	I only drive through the corridor	To get tofrom work	Multiple times per day	Website
3898220	30606	30606	Other	Traveling for business	Once per week	Word of mouth
3888486	30308	30080	A combination of the above answers	Other	Couple times per week	Word of mouth
3829933	30021	30046		To get tofrom work	Couple times per week	Website
3837878	30019	30019	I only drive through the corridor	Traveling for business	Multiple times per day	Other
3898301	30045	30318	I only drive through the corridor	To get tofrom work	Multiple times per day	Website
3870929	30043	30329	Other	To get tofrom work	Multiple times per day	Newspapermagazine
3846160	30046	30329	A combination of the above answers	To get tofrom work	Once per day	Website
3898252	30269	30269	I only drive through the corridor	For personal reasons	Once per week	Newspapermagazine
3890255	30058	30324	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3858805	30327		A combination of the above answers	Traveling for business	Once per week	Signs along I85
3912304	30341	30308	I only drive through the corridor	Traveling for business	Once per week	Website
3846085	30518	30336	A combination of the above answers	For personal reasons	Couple times per week	Newspapermagazine
3881398	31211	30309	A combination of the above answers	For personal reasons	Couple times per week	Website
3838979	30039	30305	A combination of the above answers	Traveling for business	Couple times per week	Email
3897067	30024	30022	I live near the corridor	For personal reasons	Couple times per week	Website
3897674	30043	30043	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3897843	30341	30360	I live near the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3878830	30024	30341	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3896940	30096	30309	I live near the corridor	To get tofrom work	Multiple times per day	Website
3862699	30096		I live near the corridor	To get tofrom work	Couple times per week	Email
3895955	30317	30097	I work near the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3897716	30093	30071	I live and work near the corridor	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3856981	30577	30553	I only drive through the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3893502	30044	30017	I live and work near the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3882201	30024	30024	I live and work near the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3871050	35973	30045	I only drive through the corridor	For personal reasons	Other	Email

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3889564	30043	30308	I live near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3897339	30518	Airpo	A combination of the above answers			
3883370	30017	30022	A combination of the above answers	Other	Couple times per week	Website
3854115	30043	30308	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3876218	30019	30024	I work near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3881415	30047	30308	I only drive through the corridor	For personal reasons	Couple times per week	Website
3873629	30047	30341	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3877170	30518	30009	I live and work near the corridor	Traveling for business	Couple times per week	Email
3895978	30024	30319	I live and work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3846255	30045	30339	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3847589	30092	30303	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3900873	30093	30071	I live and work near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3874526	30019	30332	I only drive through the corridor		Once per day	Website
3882342	30047	30047	I only drive through the corridor	For personal reasons	Rarely	Newspapermagazine
3832483	30517	30071	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3882349	30096	30309	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3833164	30043	30326	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3899458	30519	30342	A combination of the above answers	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3895972	30542	30542	I live and work near the corridor	To get tofrom work	Couple times per week	Website
3881733	30329	30060	I only drive through the corridor		Couple times per week	Newspapermagazine
3874969	30577	30501	A combination of the above answers	To get tofrom work	Once per day	Other
3883996	30620	30017	I drive a truck along the corridor	Traveling for business	Couple times per week	Website
3875014	30024	30340	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3896753	30548	30076	I live near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3873986	30071	30092	I live and work near the corridor	For personal reasons	Couple times per week	Email
3897050	30047	30022	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3898210	30024	30340	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3918035	30043	30328	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3881892	30041	30327	I live near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3896913	30043	30324	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3878602	30328	30097	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3881775	30519	30339	I only drive through the corridor	To get tofrom work	Multiple times per day	Signs along I85
3876097	30126	30096	A combination of the above answers	To get tofrom work	Multiple times per day	Other
3896773	30097	30318	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3874364	30019	30342	A combination of the above answers	To get tofrom work	Couple times per week	Website
3830413	30024	30092	I live and work near the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3896848	30680	30096	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3877649	30096	30084	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3919482	30044	30044	I live and work near the corridor	Traveling for business	Once per day	Attended a projectrelated event
3872247	30011	30043	I live and work near the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3898119	30324		A combination of the above answers		Once per week	Newspapermagazine
3832471	30517	30024	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3849274	30019	All	I live near the corridor	To get tofrom work	Couple times per week	Email
3877385	30024	30021	Other	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3855310	30033	30328	I live and work near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3882961	30518	30341	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3881385	30656		I only drive through the corridor	Taking kids to school	Once per day	Social media Facebook Twitter Instagram
3884801	30019	30346	I only drive through the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3897047	30019	30019	A combination of the above answers	To get tofrom work	Once per week	Social media Facebook Twitter Instagram
3892925	30340	30309	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3898187	29690	36863	I only drive through the corridor	For personal reasons	Other	Email
3853254	30318	Work	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3830497	30518		I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3881751	30075		I live near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3899614	30044	30096	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3884314	30043	30044	A combination of the above answers	Traveling for business	Couple times per week	Website
3885019	30519	30339	A combination of the above answers	To get tofrom work	Multiple times per day	Website
3830794	30309	30518	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3874219	30517	30517	I live near the corridor	For personal reasons	Other	Television
3841004	30549	30549	A combination of the above answers	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3876201	30680	30309	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3898110	30011	30329	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3896902	30305	30019	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3884884	30548	30084	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3881736	301	30062	I only drive through the corridor	For personal reasons	Other	Newspapermagazine
3874262	30558	30530	A combination of the above answers	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3876187	30030	30043	I live and work near the corridor	To get tofrom work	Couple times per week	Other
3878445	30096	30076	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3833020	30043	30349	A combination of the above answers	To get tofrom work	Other	Social media Facebook Twitter Instagram
3881457	30024	30092	I only drive through the corridor	For personal reasons	Couple times per week	Website
3840432	30096		I work near the corridor	For personal reasons	Once per day	Other
3891702	30024	30024	I live and work near the corridor	For personal reasons		Website
3896389	30093		I live and work near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3847158	30519	30340	I live and work near the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3905152	30044	30097	A combination of the above answers	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3847860	30043	30043	A combination of the above answers	For personal reasons	Rarely	Other
3897580	30548	30339	I only drive through the corridor	To get tofrom work	Multiple times per day	Website
3814802			Other	Traveling for business	Once per week	Other
3896702	30083	30096	I live and work near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3897924	30519	30091	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3892373	30047	30360	I live and work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3874107	30096	30332		To get tofrom work	Multiple times per day	Signs along I85
3884849	30019	30228	A combination of the above answers	To get tofrom work	Multiple times per day	Signs along I85
3878362	30340	30340	I live and work near the corridor	Other	Multiple times per day	Other
3885665	30519	30308	I only drive through the corridor	To get tofrom work	Multiple times per day	Word of mouth
3830519	30566	30044	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3847390	30011	30071	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3896868	30087	30354	I live and work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3877528	30044	30342	I live and work near the corridor		Multiple times per day	Website
3830706	30039	30044	I only drive through the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3830703	30097	30309	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3857786	30045	30308	A combination of the above answers	To get tofrom work	Multiple times per day	Other
3897221	30045	30096	I live and work near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3825626	30092	30329	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3847094	30024	30349	I only drive through the corridor	To get tofrom work	Multiple times per day	Website
3891506	30033	30625			Multiple times per day	Social media Facebook Twitter Instagram
3874719	30047	30302	I live and work near the corridor	To get tofrom work	Couple times per week	Website
3896875	30044	300	I only drive through the corridor	To get tofrom work	Multiple times per day	Website
3897164	30046	30319	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3898010	30083	30331	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3891703	30047	30047	I live and work near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3895967	30024	30093	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3879798	30043	30345	I live and work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3881640	30567	30024	I work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3916865	30548	30303	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3874765	30519	30519	I only drive through the corridor	For personal reasons	Multiple times per day	Website
3874159	30047	30328	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3874704	30518		I live near the corridor	For personal reasons	Couple times per week	Website
3848004	30096	30334	I only drive through the corridor	To get tofrom work	Once per week	Social media Facebook Twitter Instagram
3881472	30340	30341	I live near the corridor	Other	Rarely	Word of mouth
3881909	30044	30308	I live near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3899483	30135	30078	I only drive through the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3895942	30046	30339	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3902886	30096		A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3896781	30047	30309	I live and work near the corridor		Multiple times per day	Social media Facebook Twitter Instagram
3852424	30043	30092	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3896009	30047	30328	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3881666	30044	30519	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3895931	30024	30018	I only drive through the corridor	For personal reasons	Multiple times per day	Newspapermagazine
3874296	30043	30320	I live near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3838395	30044	30044	A combination of the above answers	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3879385	30043	30024	I live near the corridor	For personal reasons	Once per week	Email
3897958	30039	30093	I only drive through the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3878198	30554	30309	I live and work near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3847301	30097	30096	A combination of the above answers	Taking kids to school	Multiple times per day	Word of mouth
3881484	30093	30304	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3896038	3004	30096	I live and work near the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3897071	30017	30345	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3875244	30043	30096	I live and work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3830487	30045	30303	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3831001	30017	30303	I only drive through the corridor	For personal reasons	Rarely	Email
3881417	30078	30303	I live and work near the corridor	To get tofrom work	Once per day	Website

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3839939	30044	30097	I only drive through the corridor	For personal reasons	Once per week	Attended a projectrelated event
3879817	30024	30040	I live near the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3873967	30518	30518	I live and work near the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3830690	30519	30308	I live near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3882083	30024	30024	I live and work near the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3881778	30024	30096	I live and work near the corridor	To get tofrom work	Rarely	Newspapermagazine
3870144	30518	30339	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3847228	30518	30305	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3881894	30338	30305	Other	Other	Rarely	Website
3848463	30238	30303	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3877233	30043	30305	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3881425	30045	30339	A combination of the above answers	To get tofrom work	Once per day	Newspapermagazine
3832011	30043	30097	I live near the corridor	For personal reasons	Couple times per week	Newspapermagazine
3881378			I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3853901	30034	30022	A combination of the above answers	For personal reasons	Couple times per week	Other
3895662	30096	30625	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3912133		30322	I only drive through the corridor	For personal reasons	Couple times per week	Email
3844837	30519	30322	I only drive through the corridor	To get tofrom work	Multiple times per day	Email
3898352	30030		I live near the corridor	Other	Once per week	Social media Facebook Twitter Instagram
3895990	30329	30329	Other	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3842146	30022	30329	I live near the corridor	To get tofrom work	Multiple times per day	Other
3883491	30043	30309	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3886211	30041	30024	I live and work near the corridor		Couple times per week	Word of mouth
3889337	30047	30024	I only drive through the corridor	To get tofrom work	Multiple times per day	Email
3897396	30046	30047	I live and work near the corridor	For personal reasons	Couple times per week	Word of mouth
3897750	30071	30024	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3889200	30043	30024	I live and work near the corridor	For personal reasons	Couple times per week	Word of mouth
3888314	30549	30024	I work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3841611	30092	30039	I live and work near the corridor	To get tofrom work	Multiple times per day	Other
3888567	30506	30092	I work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3875391	30044	30341	A combination of the above answers	To get tofrom work	Multiple times per day	Word of mouth
3882748	30519	30084	I only drive through the corridor	To get tofrom work	Once per day	Signs along I85
3903758	30680	30338	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3837520	30517	30043	I live and work near the corridor	To get tofrom work	Once per day	Email
3837502	30033	30043	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3895929	30518	30304	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3882907	30022	30326	I live near the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3876609	30096	30303	I live near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3875129	30043	30334	A combination of the above answers	To get tofrom work	Multiple times per day	Word of mouth
3845936	30517	30046	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3845686	30044	30334	I live near the corridor	To get tofrom work	Multiple times per day	Website
3841029	30087	30334	I only drive through the corridor	For personal reasons	Rarely	Email
3883090	30043	30308	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3884670	30078	30308	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3880453	30517	30309	I only drive through the corridor	To get tofrom work	Multiple times per day	Signs along I85
3872657	30519	30519	I live near the corridor	To get tofrom work	Multiple times per day	Email
3897613	30033	30346	I live near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3883321	30047	30346	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3897878	30044	30303	I only drive through the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3897654	30305	30305	I only drive through the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3830924	30092	30009	I live near the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3904201	30052	30097	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3830598	30047	30342	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3872521	30052	30305	I work near the corridor	To get tofrom work	Couple times per week	Email
3856012	30157	30324	I only drive through the corridor	Traveling for business	Once per week	Social media Facebook Twitter Instagram
3857274	30518	30518	I live near the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3923842	30518	30030	A combination of the above answers			
3862631	30019	metro	A combination of the above answers	Traveling for business	Multiple times per day	Word of mouth
3885615	30084	retir	I only drive through the corridor	For personal reasons	Rarely	Newspapermagazine
3881634	30340	30303	I live near the corridor	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3874724			I only drive through the corridor	To get tofrom work	Once per day	Website
3870953	30043	30030	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3881826	30127	30127	Other	For personal reasons	Rarely	Signs along I85
3897671	30518	30313	I only drive through the corridor	To get tofrom work	Multiple times per day	Word of mouth
3830913	30043	30340	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3917788	30044	30024	A combination of the above answers	For personal reasons	Couple times per week	Email
3884168	30341	30096	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3849118	30127		I drive a truck along the corridor	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3881475	30127	30097	I only drive through the corridor	Traveling for business	Couple times per week	Newspapermagazine
3896887	30013	30385	I only drive through the corridor	For personal reasons	Couple times per week	Email
3874761	30096	30305	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3874977	30047	30047	I only drive through the corridor	Traveling for business	Rarely	Television
3901594	30307		A combination of the above answers	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3875407	30127	30096	I work near the corridor	To get tofrom work	Couple times per week	Signs along I85
3915202	30024	30096	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3879988	30024	30313	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3883593	30097	30097	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3849884	30504	30313	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3825698	30092	30313	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3883188	30047	30313	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3848211	30046	30305	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3896013	30307	300	I work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3841679	30092	30092	A combination of the above answers	For personal reasons	Couple times per week	Email
3896062	30078	30329	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3893505	30360	30318	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3882696	30043	30318	I live near the corridor	To get tofrom work	Multiple times per day	Signs along I85
3883007	30043	30318	I only drive through the corridor	To get tofrom work	Multiple times per day	Website
3815172	30096	30303	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3879317	32309	32301	I live and work near the corridor	Traveling for business	Couple times per week	Website
3853333	30097	30097	I live near the corridor	For personal reasons	Couple times per week	Email
3882043	30677	30602	I only drive through the corridor	Other	Rarely	Newspapermagazine
3898216	30180	30180	I only drive through the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3875311	30024	30305	I live and work near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3897136	3043	30043	I live near the corridor	For personal reasons	Couple times per week	Website
3883476	30019	30328	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3883459	30043	30328	I live and work near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3883536	30043	30328	I live near the corridor	To get tofrom work	Once per day	Word of mouth
3919624	30549	30096	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3878856	30518	30024	I live and work near the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3826614	30092	30302	I only drive through the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3852696	30062	30308	I only drive through the corridor	Traveling for business	Couple times per week	Other
3906412	30066	30308	Other	For personal reasons	Rarely	Website
3879478	30024	30308	I only drive through the corridor	To get tofrom work	Once per day	Newspapermagazine
3879188	30092	30309	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3881951	30265	30265	Other	For personal reasons	Once per week	Newspapermagazine
3883053	30097	30332	I live near the corridor	To get tofrom work	Couple times per week	Website
3841937	30519	30308	I only drive through the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3852601	30045	30329	A combination of the above answers	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3816688	30096	30308	I live near the corridor	To get tofrom work	Multiple times per day	Other
3823618	30309	30308	I only drive through the corridor	For personal reasons	Rarely	Email
3871683	30076	30007	I only drive through the corridor	For personal reasons	Once per week	Word of mouth
3873075	30519	30316	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3873094	30518	30680	I live near the corridor	For personal reasons	Couple times per week	Email
3873109	30096	30179	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3873255	30307	30308	I only drive through the corridor	For personal reasons	Once per week	Other
3875281	30046	30308	I only drive through the corridor	To get tofrom work	Multiple times per day	Email
3875797	30046	30308	A combination of the above answers	To get tofrom work	Multiple times per day	Other
3878675	30044	30341	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3880561	30080	30308	I only drive through the corridor	For personal reasons	Rarely	Email
3815946	30344	30308	I only drive through the corridor	For personal reasons	Rarely	Word of mouth
3816009	30324	30308	I live and work near the corridor	Traveling for business	Couple times per week	Word of mouth
3823733	30622	30301	I only drive through the corridor	To get tofrom work	Once per day	Television
3835457	30327	30308	I only drive through the corridor	For personal reasons	Rarely	Email
3840805	30340	30308	Other	Other	Multiple times per day	Newspapermagazine
3841971	30022	30308	I live and work near the corridor	To get tofrom work	Multiple times per day	Other
3842033	30096	30008	I live near the corridor	To get tofrom work	Once per day	Email
3849690	30080	30338	I only drive through the corridor	Traveling for business	Once per week	Email
3871339			I only drive through the corridor	For personal reasons	Once per week	
3873067	30518	30308	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3873073	30501	30501	I work near the corridor	For personal reasons	Once per week	Email
3873091	303	30308	I live and work near the corridor	For personal reasons	Once per day	Other
3873124	30082	30518	Other	To get tofrom work	Couple times per week	Email

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3873130	30318	30308	I only drive through the corridor	For personal reasons	Once per week	Website
3873137	30501	30501	I only drive through the corridor	For personal reasons	Once per week	Website
3875148	30084	30308	I live near the corridor	For personal reasons	Couple times per week	Website
3875156	30093	30095	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3875266	30092	30308	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3875385	30327	30303	I only drive through the corridor	For personal reasons	Once per week	Other
3884593	30345	30308	I only drive through the corridor	For personal reasons	Once per week	Word of mouth
3898228	30093	30308	I live near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3838219	30518	30043	I live and work near the corridor	For personal reasons	Once per day	Email
3879277	30024	30024	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3895873	30043	30093	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3826315	30092	30092	I only drive through the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3896210	30339		I work near the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3830668	30043	30067	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3838669	30306	30097	I work near the corridor	To get tofrom work	Multiple times per day	Email
3903035	30309	30046	I only drive through the corridor	To get tofrom work	Multiple times per day	Attended a projectrelated event
3892972	30329	30071	I work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3884092	30021	30096	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3896366	30093	30047	A combination of the above answers	For personal reasons	Couple times per week	Website
3874949	30044	30039	I live near the corridor	For personal reasons	Couple times per week	Website
3847708	30096		A combination of the above answers	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3896314	30044	30009	I live and work near the corridor	For personal reasons	Couple times per week	Newspapermagazine
3837508	30043	30043	I live and work near the corridor	To get tofrom work	Couple times per week	Word of mouth
3903237	30044	30308	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3874143	30092	30092	I only drive through the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3855647	30097	30071	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3855696	30341	30071	I live and work near the corridor	To get tofrom work	Couple times per week	Email
3856282	30019	30047	I work near the corridor	To get tofrom work	Once per day	Email
3815297	30018	30030	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3815179	30144	30144	I only drive through the corridor	For personal reasons	Rarely	Website
3854568	30084	30080	I live and work near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3885492	30312	30308	Other	Other	Rarely	Website
3897883	30096	30328	I live near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3898071	30350	30328	I only drive through the corridor	Traveling for business	Rarely	Email
3897998	30319	30329	Other	For personal reasons	Couple times per week	Word of mouth
3898069	30341	30328	I live near the corridor	To get tofrom work	Once per day	Word of mouth
3902820	30269	30269	I live near the corridor	For personal reasons	Rarely	Website
3917409	30043	30096	I live and work near the corridor		Multiple times per day	Email
3880273	30096	30318	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3884629	30096	30308	I live near the corridor	To get tofrom work	Couple times per week	Email
3901925	30024	30360	A combination of the above answers	To get tofrom work	Multiple times per day	Word of mouth
3814970	30309	30308	I only drive through the corridor	For personal reasons	Couple times per week	Word of mouth
3878835	30312	30332	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3882017	30005	30332	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3885338	30518	30097	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3832447	30517	30097	I live and work near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3839312	30097	30097	I work near the corridor	Traveling for business	Multiple times per day	Word of mouth
3856878	30519	30518	A combination of the above answers	For personal reasons	Other	Website
3829217				To get tofrom work	Multiple times per day	Newspapermagazine
3873874	30043	30305	I live near the corridor	To get tofrom work	Multiple times per day	Website
3875275	30043	30326	I live near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3845926	30043	30004	A combination of the above answers	Other	Couple times per week	Word of mouth
3898231		30097	I work near the corridor	To get tofrom work	Multiple times per day	
3851728	30043	30305	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3895787	30519	30329	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3876120	30046		I work near the corridor	To get tofrom work	Multiple times per day	Email
3871785	30096	30043	I only drive through the corridor	To get tofrom work	Multiple times per day	Email
3832889	30019	30045	I only drive through the corridor	Traveling for business	Couple times per week	Email
3833263	30329	30045	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3834960	30519	30042	I live near the corridor	Traveling for business	Couple times per week	Attended a projectrelated event
3835436	30306	30046	I only drive through the corridor	To get tofrom work	Multiple times per day	Word of mouth
3835441	30046	30030	I live and work near the corridor	To get tofrom work	Once per day	Email
3835443	30033	30046	A combination of the above answers	To get tofrom work	Multiple times per day	Word of mouth
3835446	30043	30046	I live near the corridor	For personal reasons	Couple times per week	Email
3835466	30338	30046	I only drive through the corridor	To get tofrom work	Multiple times per day	Email
3835649	30518	30046	A combination of the above answers	For personal reasons	Couple times per week	Email
3838444			I only drive through the corridor	Taking kids to school	Rarely	Website
3841902	30019	30519	I only drive through the corridor	To get tofrom work	Once per day	Email
3841904	30097	30093	I work near the corridor	To get tofrom work	Multiple times per day	Email
3841906	30518	30044	A combination of the above answers		Multiple times per day	Other
3841907	30519	30043	A combination of the above answers	For personal reasons	Couple times per week	Email
3841914	30045	30046	A combination of the above answers	Traveling for business	Couple times per week	Email
3841921	30656	30043	I work near the corridor	Traveling for business	Couple times per week	Email
3841935	30039	30046	I live near the corridor	For personal reasons	Once per week	Other
3841942	30019	30045	I work near the corridor	Traveling for business	Once per week	Email
3841976	30011	30043	A combination of the above answers	For personal reasons	Couple times per week	Other
3842012	30052	30046	A combination of the above answers	Traveling for business	Couple times per week	Website
3842036	30047	30045	I live and work near the corridor	Traveling for business	Once per day	Email
3842044	30549	30096	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3842066	30019	30019	A combination of the above answers	For personal reasons	Once per week	Website
3842743	30655	30046	I live near the corridor	Traveling for business	Once per week	Email
3843434	30047	30046	I live and work near the corridor	To get tofrom work	Couple times per week	Email
3844973	30019	30046	I only drive through the corridor	For personal reasons	Once per week	Email
3860450	30011	30046	I live and work near the corridor	For personal reasons	Couple times per week	Attended a projectrelated event
3870877	30019	30046	I live near the corridor	For personal reasons	Couple times per week	Email
3876771	30680	30644	I work near the corridor	For personal reasons	Rarely	Newspapermagazine
3886148	30084	30043	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3890711	30052	30046	A combination of the above answers	For personal reasons	Couple times per week	Website

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3897835	30017	30046	A combination of the above answers	Other	Once per week	Website
3899856	30044	30047	I live and work near the corridor	For personal reasons	Once per day	Website
3832897	30052	30045	A combination of the above answers	Traveling for business	Couple times per week	Other
3832930	30046	30045	I live and work near the corridor	For personal reasons	Couple times per week	Word of mouth
3832939	30043	30045	I live and work near the corridor	For personal reasons	Couple times per week	Email
3835433	30606	30046	A combination of the above answers	Traveling for business	Couple times per week	Word of mouth
3835435	30044	30046	A combination of the above answers	For personal reasons	Once per week	Email
3835593	30075	30046	I only drive through the corridor	For personal reasons	Couple times per week	Other
3837969	30097	30045	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3841900	30043	30046	A combination of the above answers	For personal reasons	Once per week	Email
3841905	30052	30046	A combination of the above answers	Traveling for business	Multiple times per day	Email
3841974	30519	30044	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3842202	30019	30043	I live and work near the corridor	For personal reasons	Couple times per week	Other
3842478	30019	30519	I only drive through the corridor	For personal reasons	Couple times per week	Other
3843051	30093	30044	I live near the corridor	For personal reasons	Couple times per week	Email
3850100	30527	30046	A combination of the above answers	To get tofrom work	Once per day	Email
3852176	30041	30046	I live and work near the corridor	For personal reasons	Once per week	Website
3865624	30043	30046	I live and work near the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3870941	30518	30046	I live and work near the corridor	For personal reasons	Once per week	Email
3876397	30043	30046	I live near the corridor	Taking kids to school	Once per day	Email
3879446	30044	30045	I live near the corridor	For personal reasons	Couple times per week	Website
3879984	30518	30043	I live near the corridor	For personal reasons	Rarely	Website
3880065	30044	30044	I live and work near the corridor	For personal reasons	Couple times per week	Website
3881678	30549	30093	I live and work near the corridor	To get tofrom work	Once per day	Newspapermagazine
3883359	30043	30046	I live near the corridor	For personal reasons	Rarely	Email
3904801			A combination of the above answers	Traveling for business	Multiple times per day	Website
3897837	30519	30099	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3841832	30519	30092	I live and work near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3842000	30024	30092	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3838397	30084	30024	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3870885	30518	30040	I live near the corridor	For personal reasons	Couple times per week	Email
3886833	30046	30144	I only drive through the corridor	To get tofrom work	Once per day	Website
3897707	30096	30326	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3826970	30092	30346	I work near the corridor	For personal reasons	Rarely	Word of mouth
3916768	30346	30346	I only drive through the corridor	Traveling for business	Couple times per week	Newspapermagazine
3856877	30501	30501	I only drive through the corridor	For personal reasons	Rarely	Newspapermagazine
3882027	30047	30303	I only drive through the corridor	For personal reasons	Couple times per week	Newspapermagazine
3919924	30097	30092	I live and work near the corridor	For personal reasons	Couple times per week	Email
3847943	30097	30340	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3891076	30096	30096	I only drive through the corridor	For personal reasons	Other	Newspapermagazine
3856810	30506	30071	I work near the corridor	Traveling for business	Multiple times per day	Newspapermagazine
3838220	30047	30047	I only drive through the corridor	For personal reasons	Rarely	Email
3851043	30341	30345	I live and work near the corridor	Taking kids to school	Multiple times per day	Social media Facebook Twitter Instagram
3881981	30341	30345	I live near the corridor	Taking kids to school	Multiple times per day	Social media Facebook Twitter Instagram

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3908475	30340	30518	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3826193	30044	30093	A combination of the above answers	For personal reasons	Couple times per week	Other
3902674	30047	30303	I live near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3881929	30308	30308	A combination of the above answers	Traveling for business	Once per week	Newspapermagazine
3878287	30062	30062	I only drive through the corridor	For personal reasons	Once per week	Signs along I85
3830709	30044	30303	I live near the corridor	To get tofrom work	Once per day	Website
3903631	30046	30345	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3883441	30044	30044	Other	For personal reasons	Rarely	Newspapermagazine
3881858	30009		I only drive through the corridor	For personal reasons	Couple times per week	Newspapermagazine
3874658	30318		I work near the corridor	Traveling for business	Couple times per week	
3874668	30656	30046	I only drive through the corridor	Traveling for business	Once per week	Word of mouth
3830514	30548	30024	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3834633	30548	30309	I live and work near the corridor	To get tofrom work	Once per day	Email
3832672	30519	29625	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3836763	30517	30097	I live and work near the corridor		Multiple times per day	Social media Facebook Twitter Instagram
3899677	30542	30346	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3842727	30043	30318	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3871903	30043	30093	I live and work near the corridor	For personal reasons	Couple times per week	Email
3881662	30340	same	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3896266	30340	30340	A combination of the above answers	Traveling for business	Couple times per week	Website
3881455	30305	30305	Other	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3897347	30024	30501	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3897831	30542	30305	I only drive through the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3832485	30517	30519	I only drive through the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3832569	30517	30334	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3850995	30084	30322	I live and work near the corridor	Other	Couple times per week	Social media Facebook Twitter Instagram
3892826	30506	30506	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3882086	30309	30363	A combination of the above answers	For personal reasons	Couple times per week	Newspapermagazine
3882002	30022	30092	I work near the corridor	Traveling for business	Once per day	Other
3838272	30096		I live near the corridor	For personal reasons	Couple times per week	Email
3873670	30096	30329	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3895928	30096	Offic	I live and work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3871065	30542	30329	A combination of the above answers	To get tofrom work	Multiple times per day	Website
3832502	30527	30517	I live and work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3907569	30024	30024	I live near the corridor	Other	Multiple times per day	Word of mouth
3919653	30518	30322	I live near the corridor	To get tofrom work	Once per day	Email
3897297	30542		I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3873252	30044	30044	I live and work near the corridor	For personal reasons	Couple times per week	Email
3873798	30071	30097	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3882024	30043	30043	I live and work near the corridor	Traveling for business	Couple times per week	Newspapermagazine
3878387	30024	30341	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3896115	30024	midtw	I only drive through the corridor	To get tofrom work	Once per day	
3839638	30011	30519	I only drive through the corridor	For personal reasons	Rarely	Email
3888829	30518	30047	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3891505	30019	30019	I live near the corridor	Other	Couple times per week	Email
3897310	30524	30335	I live and work near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3908470	30096	30096	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3908692	30093	20096	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3827718	30092	30346	I live near the corridor	To get tofrom work	Couple times per week	Email
3881953	30078	30078	I only drive through the corridor	For personal reasons	Once per week	Newspapermagazine
3873043	30047	30047	I live near the corridor	For personal reasons	Couple times per week	Other
3880932	30044	30341				
3832918	30044	N/A	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3847640	30047	30345	I live and work near the corridor	To get tofrom work	Once per day	Email
3896965	30047	30096	Other	For personal reasons	Rarely	Website
3891807	30047		I work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3917097	30052		I live and work near the corridor	Traveling for business	Couple times per week	Email
3842466	30044		A combination of the above answers	For personal reasons	Multiple times per day	Email
3823387	0062	30097	A combination of the above answers	To get tofrom work	Multiple times per day	Word of mouth
3832571	30517	30542	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3832722	30517	30024	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3842026	388	398	I only drive through the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3879996	30013	30043	I drive a truck along the corridor	To get tofrom work	Couple times per week	Television
3842326			I only drive through the corridor	For personal reasons	Once per week	Other
3853650	30529	30352	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3897058	30024	30309	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3892557	30024	30339	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3896820	30517	30096	I work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3846298	30097	30328	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3863603	30030	30338	I work near the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3874171	30093		A combination of the above answers	Other	Multiple times per day	Social media Facebook Twitter Instagram
3832607	30548	30024	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3881462	30340	30341	I live and work near the corridor	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3847909	30096	30033	I live near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3830444	30043	30084	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3830478	30518	30518	A combination of the above answers	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3897263	30093	30093	A combination of the above answers	For personal reasons	Multiple times per day	Email
3830581	30044	30071	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3832856	30517	30525	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3878822	30318	30304	A combination of the above answers	For personal reasons	Once per day	Social media Facebook Twitter Instagram
3852009	30341	30341	I live and work near the corridor	For personal reasons	Multiple times per day	Social media Facebook Twitter Instagram
3870988	30518	Metro	I live and work near the corridor	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3919593	30011	30518	I only drive through the corridor	For personal reasons	Couple times per week	Attended a projectrelated event
3847567	30024	30313	I live near the corridor	To get tofrom work	Multiple times per day	Other
3916958	30046	30046	I live near the corridor	For personal reasons	Once per day	Attended a projectrelated event
3883853	30019	30342	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3844986	30305	30518	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3848002	30039	30092	I live and work near the corridor	For personal reasons	Couple times per week	Word of mouth

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3881410	30071	30040	I work near the corridor	To get tofrom work	Multiple times per day	Attended a projectrelated event
3884529	30549	30340	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3826661	30096	30092	I live and work near the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3870202	33019	30348	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3899683	30043	30329	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3896735	30039	30005	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3895802	30316	30313	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3847352	30019	30329	I live and work near the corridor	Taking kids to school	Multiple times per day	Email
3902696	30097	30309	I live near the corridor	To get tofrom work	Multiple times per day	Word of mouth
3855498	30093	30350	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3832634	30517	30303	A combination of the above answers	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3846303	30043	30309	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3873273	30023	30309	I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3917810	30096	30096	A combination of the above answers	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3916893	30052	30052	I only drive through the corridor	Traveling for business	Once per week	Email
3898294	30680	30308	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3830551	30518	30308	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3899664	30542		I work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3851033	30331	30326	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3896539	30506	30308	Other	Other	Other	Social media Facebook Twitter Instagram
3891496	30087	30083	I live and work near the corridor	To get tofrom work	Multiple times per day	Website
3903931	30680	30071	I only drive through the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3853892	30019	30071	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3883871	30043	30332	I live near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3857002	30680	30354	I only drive through the corridor	To get tofrom work	Multiple times per day	Website
3838216	30043	30338	I live near the corridor	To get tofrom work	Multiple times per day	Email
3896565	30052	30350	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3884321	30044	30042	Other	To get tofrom work	Couple times per week	Newspapermagazine
3830770	30019	30339	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3815038	30047	30047	I live and work near the corridor	For personal reasons	Couple times per week	Word of mouth
3878548	30360	30024	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3833614	30360		I only drive through the corridor	For personal reasons	Other	Website
3847406	30019	30093	I work near the corridor	For personal reasons	Once per day	Email
3833951	30019	30097	I work near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3841578	30092	30092	I only drive through the corridor	For personal reasons	Once per week	Email
3826098	30092	00000	Other	Other	Rarely	Social media Facebook Twitter Instagram
3825704	30092	30092	I live near the corridor	Traveling for business	Couple times per week	Other
3839660	30096	30096	Other	For personal reasons	Rarely	Email
3826032	30092	30092	I only drive through the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3826326	30092	30092	I only drive through the corridor	For personal reasons	Once per week	Other
3826311	30092	30328	I live near the corridor	For personal reasons	Once per week	Email
3874935	30092	30009	I live and work near the corridor	For personal reasons	Once per week	Website
3841779	30096	30092	I live and work near the corridor	For personal reasons	Couple times per week	Email
3898056	30306	30328	I live and work near the corridor	For personal reasons	Once per week	Other

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3842875	30318	30303	Other	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3830568	30047	30017	I live near the corridor	To get tofrom work	Once per day	Website
3903787	30620	30620	A combination of the above answers	Traveling for business	Couple times per week	Social media Facebook Twitter Instagram
3881924	30339	30607	I only drive through the corridor	For personal reasons	Couple times per week	Newspapermagazine
3891714	30047	30047	I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3853577	30092	30303	I live near the corridor			
3916730	30019	30341	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3830523	303	303	Other	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3881498	30047	30326	I only drive through the corridor	To get tofrom work	Couple times per week	Newspapermagazine
3917857	30078	30322	I only drive through the corridor	To get tofrom work	Multiple times per day	Website
3830796	30078	30046	I live and work near the corridor	Traveling for business	Once per day	Social media Facebook Twitter Instagram
3881949	30044	30303	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3903263	30044	30044	I live near the corridor	To get tofrom work	Once per day	Website
3875761	30047	30047	I live and work near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3825767	30096	30030	I live and work near the corridor	To get tofrom work	Once per week	Social media Facebook Twitter Instagram
3832870	30519	30341	I live near the corridor	To get tofrom work	Once per day	Social media Facebook Twitter Instagram
3896485	30078	30305	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3896418		30024	A combination of the above answers	Traveling for business	Once per week	Social media Facebook Twitter Instagram
3873637	30084	30303	I only drive through the corridor	To get tofrom work	Once per day	Website
3919361	30047	30047	I live near the corridor	For personal reasons	Once per week	Email
3902757	30043	30030	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3847641	30078	30319	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3826634	30092	30092	I live and work near the corridor	Traveling for business	Multiple times per day	Other
3871360	30096	30341	I live and work near the corridor	To get tofrom work	Multiple times per day	Other
3840892	30043	30043	A combination of the above answers	For personal reasons	Couple times per week	Website
3897928	30043		I only drive through the corridor	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3833939	30024	30024	I live and work near the corridor	Traveling for business	Once per week	Social media Facebook Twitter Instagram
3881007	30024	30501	A combination of the above answers	Traveling for business	Multiple times per day	Social media Facebook Twitter Instagram
3899778	30306		A combination of the above answers	For personal reasons	Once per week	Social media Facebook Twitter Instagram
3918522	30324	Work	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3898185	30092	30092	I live near the corridor	For personal reasons	Couple times per week	Social media Facebook Twitter Instagram
3868904	30047	30303	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3876563	30024	30308	I live and work near the corridor	To get tofrom work	Multiple times per day	Attended a projectrelated event
3876753	30518	30308	A combination of the above answers	To get tofrom work	Multiple times per day	Email
3882015	30741	37406	I only drive through the corridor		Rarely	Newspapermagazine
3919442	30518	30024	I live near the corridor	For personal reasons	Couple times per week	Other
3832434	30519	30304	A combination of the above answers	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3882294	30011	30093	I live and work near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3916830	30045	30342	I live and work near the corridor	To get tofrom work	Couple times per week	Email
3831044	30019	30309	I work near the corridor	To get tofrom work	Couple times per week	Social media Facebook Twitter Instagram
3896046	30045	30342	I only drive through the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3870751	30043	30322	I live and work near the corridor	To get tofrom work	Multiple times per day	Signs along I85
3897076	30080	30080	I only drive through the corridor	For personal reasons	Other	Social media Facebook Twitter Instagram
3881436	30082	30043	I only drive through the corridor	To get tofrom work	Multiple times per day	Newspapermagazine

Demographics Responses - Online Survey						
Visit ID	What is your home zip code?	What is your work zip code?	Best describe your interaction:	What is the main reason you travel on I-85?	How often do you travel along I-85?	How did you hear about the survey?
3847256	30019	30680	A combination of the above answers	To get tofrom work	Multiple times per day	Newspapermagazine
3830603	30024	30519	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3878910	30309	30076	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3895320	30024	30303	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3881379	30519	30084	I live near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3876012	30308	30308	I only drive through the corridor	For personal reasons	Other	Other
3853685	30044	30309	I live near the corridor	To get tofrom work	Multiple times per day	Email
3883109	30542	30309	I only drive through the corridor	To get tofrom work	Once per day	Website
3877060	30542	30009	I live near the corridor	Traveling for business	Couple times per week	Email
3882512	30024	30092	I live near the corridor	For personal reasons	Once per week	Email
3835976	30024	30308	I only drive through the corridor	To get tofrom work	Once per day	Other
3845981	30024	30309	I live near the corridor	To get tofrom work	Multiple times per day	Newspapermagazine
3845764	na	30096	I work near the corridor	To get tofrom work	Once per day	Word of mouth
3838404	30019	30309	I live and work near the corridor	To get tofrom work	Multiple times per day	Email
3842314	30092	30096	I live and work near the corridor	To get tofrom work	Once per day	Website
3832599	30548	30340	I live and work near the corridor	To get tofrom work	Multiple times per day	Social media Facebook Twitter Instagram
3878282	30303	30303	I only drive through the corridor	For personal reasons	Rarely	Social media Facebook Twitter Instagram
3878536	30024	30044	Una combinacin de las respuestas anterio	Para llegar adel trabajo	Varias veces al da	Medios sociales Facebook Twitter Instagram
3878875	30024	30084	Vivo y trabajo cerca del corredor	Para llegar adel trabajo	Una vez al da	Medios sociales Facebook Twitter Instagram
3880649	30011	30096	Slo conduzco por el corredor	Por razones personales	Rara vez	Otro
3883051	30519	30303	Vivo cerca del corredor	Para llegar adel trabajo	Una vez al da	Medios sociales Facebook Twitter Instagram
3897125	30044	30022	Una combinacin de las respuestas anterio	Para llegar adel trabajo	Varias veces al da	Sitio Web
3898358	30019	30518	Vivo cerca del corredor	Otro	Varias veces al da	Medios sociales Facebook Twitter Instagram
3877158	30094	30332	A combination of the above answers	To get tofrom work	Multiple times per day	Word of mouth

Appendix D: Additional Public Comments

Additional Public Comments											
Name	Email	Organization	Source	Comment	Improve Safety	Improve Vehicular Mobility	Facilitate Commercial Travel	Evaluate Multimodal Options	Support Georgia's Economy	Support the Corridor's Communities	Other
					Nature of Comment						
Lee Mobley	Samuel.c.mobley@gmail.com		Email	I tried and cannot complete your survey with my technological limitations. So I-am writing to you. my suggestions are extend MARTA along the congested corridor. expand the MARTA parking in Doraville by triple and in Chamblee by double. Do something to ease congestion at the Buford Highway 285 ramp underpass that leads to the MARTAparkingin Doraville. Perhaps a MARTA designated exit from 285 is warranted. Make an overpass walkway in Chamblee so people do not have to cross Chamblee Tucker Rd on foot to get from overflow lot to Station. in new stations further out the 85 corridor, make lots and lots of free parking, and create easy access or dedicated exits for the MARTA stations. do not bring this up to republican voters. they ride MARTA but dont want to pay for it. Make people with Gwinett county car-tags who park in Doraville and Chamblee stations pay a daily parking fee of at least $8. The crowding at Doraville and Chamblee stations by Gwinette residents whouse MARTA is making it more difficult for Dekalb residents to park and use MARTA, discouraging use of MARTA. I have used MARTA for commuting to work at GSU in five points for 6 years, and it has become increasingly difficult because of the parking situations at Doraville and Chamblee. Students who were using MARTA have started driving to GSU from the Doraville and Chamblee areas. Because of the parking situation, people who use MARTA can be late to their destinations because it takes so long to park. so they will opt to drive. Lee Mobley, resident of Tucker GA		X		X			

Additional Public Comments											
Name	Email	Organization	Source	Comment	Improve Safety	Improve Vehicular Mobility	Facilitate Commercial Travel	Evaluate Multimodal Options	Support Georgia's Economy	Support the Corridor's Communities	Other
					Nature of Comment						
John Austin	johnmaustin@bellsouth.net	Sugar Hill Realty	Email	I read the article in the AJC and completed the survey. My personal observation about the freight traffic in the 85 Corridor was confirmed at the study website: "This corridor is heavily used by commercial vehicles. Approximately 45% of freight passes through without stopping" The volume of truck traffic effects not only congestion but also safety. In the past month there have been several fatal accidents in the corridor that involved trucks. I would suggest that a "freight only" express or bypass loop be built around Atlanta, with access and egress located at the major roads it crosses. These access points would be at I-85/985 N, GA 400, I-75/575 N, I-20 E, I-85 S, I-75/675 S, and I-20 E. This loop could be funded by a toll or use tax, paid by the freight haulers. Atlanta is truly the historical "Terminus" for the Southeast and we want to encourage travel to and through our city. A better approach to management of the freight traffic would help the general congestion and safety in all the Metro area.			X				
Dale Terry	ddrtt@earthlink.net		Email	Go back a few years, when there was a proposal to build an outer perimeter from I-85 to I-75. Find the leaders of the opposition from then, and send them to Birmingham permanently. -Dale Terry		X					

Additional Public Comments											
Name	Email	Organization	Source	Comment	Improve Safety	Improve Vehicular Mobility	Facilitate Commercial Travel	Evaluate Multimodal Options	Support Georgia's Economy	Support the Corridor's Communities	Other
					Nature of Comment						
Amit Shah	seaacs@gmail.com	Construction Engineering & Management Co	Email	I have a few comments/suggestion to offer on I 85 study. I travel this road every day for work, from Discover Mill Mall area to Chamblee Tucker where my office is. A. Outer Perimeter to divert commercial vehicle traffic. See attached. Basically force commercial traffic to take this outer perimeter. Majority of the proposed outer perimeter can use existing road network. May just require building bridges, over pass/underpass at intersections on this existing road network. May require building new limited access road between Calhoun and Gainsville. B. Elimination/Consolidation of Indian Trail and Beaver Ruin Exists. Consolidate Indian trail and Beaver Ruin exists by eliminating one of them. Use existing roads parallel to I 85 to provide access to the traffic. C. No stop lights up to 1 miles on East and west side of I 85 on Jimmy Carter. Figure out a way to remove stop lights up to 1 mile on each side of I 85 on Jimmy Carter Road. This will allow cars to drain onto Jimmy Carter from I 85 without blocking I 85 during peak hours. C. Development of Lawrenceville Highway corridor as part freeway. This can be done either on North Side of I 85 and/or between I 285 and Tucker downtown. D. Rail Transit along I 85 Corridor from Discover Mills Mall area up to Doraville Station.		X		X			
Debra Pennington	penningtond@bellsouth.net		Email	I spoke to your reporters there . Can I add something else to my story . With Amazon coming into our community , we need a faster and quicker mode of service Weather it be Marta or Something Else . That runs frequent evenings and weekends . Thanks Debra Pennington Snellville Georgia 30078				X			
Jimmy McPeters	jimnjake518@gmail.com		Email	How about connecting 85 & 75 Gwinnett to Cherokee please		X					

Additional Public Comments											
Name	Email	Organization	Source	Comment	Improve Safety	Improve Vehicular Mobility	Facilitate Commercial Travel	Evaluate Multimodal Options	Support Georgia's Economy	Support the Corridor's Communities	Other
					Nature of Comment						
Rick Neu	rick.neu@gatech.edu		Email	Dear Ms. Weiss, To improve the I-85 traffic over this stretch of highway, trucks and autos just passing through the Atlanta metro need alternative routes. I cannot see anyway of fixing this problem without providing an alternative route. An alternative route will greatly reduce the traffic on this section of I-85 in the study. Those 45% of semi-trailer trucks just passing through really bottleneck the traffic on I-85 above the perimeter. When I drive that stretch, I always feel walled in by semi-trailer trucks. Most (I would think 45% may be a low number) are just passing through but have no alternative routes. Plus, I would think there are many other autos just passing through too that would be not using this stretch of highway if an alternative route was built. Therefore, I advocate building a bypass that would provide this alternative for those either continuing on I-85 or I-75 south of the metro area. See attached for general route that would accomplish this. Any tweaks to this stretch of I-85 in this study just focusing on the stretch itself, without building an alternative route, will not have a significant impact in my mind. Plus, I would imagine any tweaks to this stretch of highway will be quite expensive. By far, the most effective solution with significant impact will be providing an alternative route to greatly reduce the traffic on this stretch. Regards, Rick Neu 2716 Sharondale Dr. NE Atlanta, GA 30305		X	X				

Additional Public Comments											
Name	Email	Organization	Source	Comment	Improve Safety	Improve Vehicular Mobility	Facilitate Commercial Travel	Evaluate Multimodal Options	Support Georgia's Economy	Support the Corridor's Communities	Other
					Nature of Comment						
Nancy McFarland	njmcfarland@hotmail.com		Email	I have had these ideas for many years: 1. Do a media campaign encouraging employers to allow a significant amount of their workers to either work a 4 day workweek, or allow many people to work from home at least 1 day a week. For those for whom it doesn't make sense to work from home, let them opt for a 4 day work week. Many professions already do these. Make the campaign encourage employers to do it for the "sake of the city." The workers will save the cost of a day's commuting. It would most likely reduce the number of sick days and workers could plan doctor visits around their day off. Another benefit would be that companies that are looking to Atlanta area to relocate to, would be positively influenced that the city is banding together. 2. My other idea is to encourage employers to also consider adjusting their workday hours, so their workers could come in earlier, or work later. This would essentially extend the rush hour both morning and evening and should lighten it. You would need to go 'all in' on the campaign. Maybe adopt a catchy slogan. Ask for feedback from employees who could nominate their company for doing the most for the traffic debacle . The cost of doing the above is minuscule compared to building more roads. Convince people that more and more roads takes away from the friendly Atlanta/Georgia vibe. The above has the potential to have a rapid alleviation of traffic. Nancy McFarland East Cobb/Marietta 404-483-6229							X

Additional Public Comments											
Name	Email	Organization	Source	Comment	Improve Safety	Improve Vehicular Mobility	Facilitate Commercial Travel	Evaluate Multimodal Options	Support Georgia's Economy	Support the Corridor's Communities	Other
					Nature of Comment						
Lonnie Tapley	tapleyl@bellsouth.net		Email	Turn the HOV and Lexus lanes into Buses Only lanes. Adding traffic lanes will not work. "Build It And They Will Come" Take a fraction of the Billions it would take to build those lanes and the tens of Billions it would take to build a rail system. and buy an enormous amount of buses. Put park and ride locations at shopping center malls. A great number of them are either dying or are in the process of dying. The park and rides will put people into their shops and stores, Make sure the park and ride locations are located throughout the area. If the rides do not come to where people live and go to where they work they cannot participate. This can probably be implemented in a year or two as opposed to years for the lanes and decades for the rail. In addition it would not cause construction delays for years on end. I hope you find this useful		X		X			
Cazim Melkic	melkic1977@icloud.com		Email; call	My name is Cazim, I am semi truck driver for more than 15 years and I am Gwinnett county resident I have seen every city and almost all towns in the lower 48 states I think I have solution for problems that we have on I-85 If you give a call on 7708450616 I'll explain all Ty much have a nice day (from call) Look at Interstate 90 and 94 in Chicago towards the city …SE of Chicago o Express lanes no trucks o Local lanes for exits, move trucks to the through lanes (to 2 left) to include a bridge for trucks at interchanges o Remove the trucks- bridge from I-985 to 85 to the left that's truck only. o At 285 another truck only bridge to go to 85		x	x				

Additional Public Comments											
Name	Email	Organization	Source	Comment	Improve Safety	Improve Vehicular Mobility	Facilitate Commercial Travel	Evaluate Multimodal Options	Support Georgia's Economy	Support the Corridor's Communities	Other
					Nature of Comment						
Kenneth R. Thompson	kthomson@charter.net		Email	If you want to fix the congestion on I-85 start building the outer loop, at least the part between I-85 and I-75. A new expressway from I-85, around the Braselton area, across to I-75 in the Cartersville/Dalton area would remove thousands of trucks from both of those expressways every day, along with the northern arc of I-285. I believe that would do more to improve conditions on all three of those roads than anything else. More toll lanes would do nothing but reduce the number of travel lanes on I-85 and I-75 because there is no room to create new lanes on either side. Sincerely, Kenneth R. Thomson Lawrenceville GA		X					
Stephen Edwards	stephenedwardsnyc@hotmail.com		Email	An impressive inventory detailing the conditions of NC's 80,000+ miles of state-maintained roads required by the state legislature. The populations and gas tax revenues and budgets of Georgia and NC are identical, yet the efforts regarding aggressive planning & building for the future prosperity of their citizens couldn't be more different. With one of the country's most spread-out populations across every county in the state, for 40 years the mission of NCDOT has been to bring a modern, multi-lane divided highway to within 10 miles of 96% of the population. That's a tall order, but it's getting done with thousands of miles of interstate-quality highways having been built in the last 30 years. Please take a look at this publication, one of many, produced by NCDOT, an organization that much could be learned from and implemented in Georgia. Link: https://www.ncdot.gov/about-us/how-we-operate/finance-budget/nc-first/Documents/mopar.pdf Thanks for listening!		X			X		

Additional Public Comments											
Name	Email	Organization	Source	Comment	Improve Safety	Improve Vehicular Mobility	Facilitate Commercial Travel	Evaluate Multimodal Options	Support Georgia's Economy	Support the Corridor's Communities	Other
					Nature of Comment						
Patrick Pecunia	patpecunia@hotmail.com		Email	Hello, My name is Patrick Pecunia. I'm a PE and Tech grad. I have attached my ideas regarding ways to improve traffic around Atlanta. They are based on my background in engineering and land development. Thanks,							X
				Megan: I recently read the article in the AJC directing public comment to this site. I hope that this is still correct. I live in Statham, Georgia and frequently travel 316 to 85 South into 285. I would like to make two suggestions. One complex but not costly. The other costly but not complex: (1)Dynamic pricing for interstate avoidance How it works: Through PeachPass, we are currently charging customers a premium for the convenience of a shorter commute. But do we make any effort or offer any incentives for other drivers to exit the roads? In a dynamic pricing model, PeachPass scanners would be placed at the onramp of the interstate corridor in question. During peak traffic times, the amounts paid by PeachPass express lane commuters would be used to offer money to any PeachPass registered commuter (in or outside the express lane) to exit the interstate system. The price offered would be correlated to how much money is being added							

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Mike Cook	mikecook@uga.edu		Email	be correlated to how much money is being added by other commuters and also market conditions that make it attractive to exit. Obviously this is an imperfect system because most commuters will not be interested in delaying a drive home by 30 minutes or an hour for $10.00 or any nominal amount offered. But certainly some commuters would prioritize other activities (grocery shopping, working out, eating dinner) if given an incentive to delay the full commute home. What amount would be necessary? By tracking the behavior of the registered vehicles, GDOT would be able to track the amount of money needed to attract interest in commuters to temporarily exit the system. (2)I-85 Atlanta Bypass How it works: As the population of metro Atlanta and interstate freight traffic continues to grow in Georgia, how can we help separate interstate and local traffic? What if interstate truckers, as well as Florida bound vacationers could avoid Atlanta, and the north Metro congestion altogether? An interstate bypass across the eastern portion of the north half of the state could accomplish this. A large project of this scale will take time and cost money. To limit the cost of real estate, the road should begin beyond all reaches of the suburbs where land is, relatively, inexpensive. One location that would optimize rural communities and undeveloped land would be If the road were to begin between Lavonia and Carnesville, travel due south (between Athens and Crawford) before taking a diagonal westward path through Scull Shoals Experimental Forest, Oconee National Forest and Piedmont National Forest. These national forests represent over 100 miles of the proposed road and provide an excellent opportunity to expedite the process as GDOT would be negotiating with a governmental partner instead of the hundreds of owners in a more densely developed area. This bypass would take commuters traveling south to I-20, I-16 and I-75. It could also extend towards LaGrange/West Point to rejoin I-85, though this might not be necessary. Good luck with the project,		X					

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Chris B	cb3412338@gmail.com		Email	We need to get local people ofv the road, my sugbestion is that we have light rails going from Gainesville, GA in the center of i985 and from Brasilton down the center of i85 to Dorville. Adding a lane kr two is not going to help, the. We will need to have electrik busses to move people to and from these train stations.				X			
			PTC Holiday Glow on Town Green	Express lanes to 285 (separate E+W)		X					
			PTC Holiday Glow	Frontage roads at major cross exchanges		X					
			PTC Holiday Glow	New better signage along whole corridor. Use billboards + shields on pavement.	X						
			Gwinnett County Holiday Arts & Crafts Show	Driver behavior: merging, aggressive driving, education	X						
			Gwinnett County Holiday Arts & Crafts Show	MARTA rail				X			
			Gwinnett County Holiday Arts & Crafts Show	Second tier dedicated to trucks			X				
			Gwinnett County Holiday Arts & Crafts Show	Bollard along express lanes	X	X					
			Gwinnett County Holiday Arts & Crafts Show	MARTA rail beyond Jimmy Carter				X			
			Gwinnett County Holiday Arts & Crafts Show	Stations with bike connectivity				X			
			Gwinnett County Holiday Arts & Crafts Show	Bus stations				X			
			Gwinnett County Holiday Arts & Crafts Show	Placement of signage before exists (more)	X						
			Duluth Deck the Hall	Widen lanes		X					
			Duluth Deck the Hall	Bring MARTA				X			
			Duluth Deck the Hall	Another highway		X					
			Duluth Deck the Hall	Elevated train				X			
			Duluth Deck the Hall	Expand bus lines				X			

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			Duluth Deck the Hall	A bigger loop (near Sugarloaf Pkwy)		X					
			Duluth Deck the Hall	Frontage	X						
			Duluth Deck the Hall	Old Peachtree to 985 - not enough space to get over		X					
			Duluth Deck the Hall	Rail to Mall of Georgia				X			
			Atlanta Gladiators Game	Lights!!	X						
			Atlanta Gladiators Game	285 to Pleasant Hill < 20 mph; Pleasant Hill to Sugarload 30-40 mph		X					
			Atlanta Gladiators Game	The Peach Pass Lanes							X
			Atlanta Gladiators Game	Small lanes		X					
			Atlanta Gladiators Game	BRT				X			
			Santa Fe Mall	Merging/weaving issues to 285 after 316 SB	X	X					
			Santa Fe Mall	Sidewalk location based on current use				X			
			Santa Fe Mall	Ramps are too spacious. Improve design of ramps		X					
			Santa Fe Mall	Trucks reckless driving			X				
			Santa Fe Mall	Add more access roads to get to 85 or build another highway like 316		X					
			Santa Fe Mall	Truck-only lane			X				
			Santa Fe Mall	Fines for truck speeding			X				
			Santa Fe Mall	Broaden 316		X					
			Santa Fe Mall	Congestion Management using license plate numbres as a means of control - odd M/W/F, even T/Th/S		X					
			PIOH Session 1	New buses - increase people - trucks				X			
			PIOH Session 1	Frontage road on both sides of I-85		X					
			PIOH Session 1	Do maintenance	X						
			PIOH Session 2	Gwinnett transit express bus service - increase the frequency 102 line at Indian Trail P&R				X			
			PIOH Session 2	Convert existing toll to regular lane		X					
			PIOH Session 2	Build separate toll lanes like I-75		X					
			PIOH Session 3	New interstate at Satellite		X					
			PIOH Session 3	Extend transit further north in the county				X			
			PIOH Session 3	More DDI's		X					
			PIOH Session 3	Need another Perimeter Highway		X					