PB2001-104362

VALUE PRICING – HOT LANES IN SOUTH FLORIDA

Final Report
Results of Survey and Conclusions

Prepared for:

Department of Transportation
State of Florida

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October 2000

REPRODUCED BY: NTIS
U.S. Department of Commerce
National Technical Information Service
Springfield, Virginia 22161

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The opinions, findings and conclusions expressed in this publication are those of the authors and not necessarily those of the State of Florida Department of Transportation.

Prepared in cooperation with the State of Florida Department of Transportation.

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EXECUTIVE SUMMARY

The purpose of this project was to evaluate commuter acceptance and equity impacts of the potential programs to convert High-Occupancy-Vehicle (HOV) lanes into High-Occupancy-Toll (HOT) Lanes. Specifically, the project in question was the HOV lane on I-95 in Palm Beach, Broward, and Miami-Dade counties

The project was conducted in the following stages

- Literature Review
- Equity Analysis
- General Public Attitude Survey Implementation and Analysis

To conduct the equity analysis of the potential for development of the HOT Lane, CUTR followed the process outlined in the *Community Impact Assessment Manual* developed by CUTR for FDOT. There appear to be potential effects from the HOT Lane that could have inequitable impacts, particularly related to race.

The main finding from the survey was that the general public does not believe that implementation of a HOT Lane on the HOV corridor in South Florida would be a particularly good idea. On a scale of 1 to 10, over 50% of respondents gave the lowest possible rating, a '1'.

Breakdowns by demographic and use characteristics provided groups that varied somewhat in their opposition to the idea but did not identify specific groups that were strongly in favor of the idea. Potential strategies for communicating how funding would be used might increase support somewhat, but much of the increase would come among people who already support the idea.

Analysis of open-ended explanatory comments indicated that those actively opposed to the idea of converting the HOV lanes to HOT lanes generally felt that they shouldn't have to pay to drive on the roads, or that the effect on congestion would be minimal, that the plan defeats the purpose of HOV lanes, that they already pay too many taxes and tolls, or that the idea "just won't work."

Overall, the finding from this project is that if a HOT Lane were to be implemented along this corridor, it would face strong opposition from local residents. Certainly there would have to be other strong reasons for doing the project that were not related to the public's opinion, since the public is squarely against the idea.

If HOT lanes were to be implemented in South Florida, strategic public relations would be necessary to assuage some of the negative feelings revealed in this survey. The following issues would need to be addressed:

- The notion that people should not have to pay for roads.
- The perception that HOV lanes and potential HOT lanes have no impact on congestion.
- The perception that putting a toll on the HOV lane and allowing solo drivers to use it would defeat the purpose of HOV lanes.

INTRODUCTION

The purpose of this project was to evaluate commuter acceptance and equity impacts of the potential programs to convert High-Occupancy-Vehicle (HOV) lanes into High-Occupancy-Toll (HOT) Lanes. Specifically, the project in question was the HOV lane on I-95 in Palm Beach, Broward, and Miami-Dade counties

A thorough literature review was conducted on the topic of HOT Lanes and public acceptance. An equity analysis was also conducted using census data and the results of a prior survey in the area (1995 HOV survey). Commuter acceptance of the concept was tested through a telephone survey process among residents of the three-county South Florida area (Palm beach, Broward, and Miami-Dade counties). The results of the survey were also used to develop trends of travel behavior on I-95 in South Florida. The 1995 HOV Marketing and Positioning project provided baseline data for I-95 travel characteristics and attitudes. The survey in the current project contained many questions drawn from the 1995 survey for the purpose of providing trends of travel characteristics data.

Each of these areas will be examined in turn in this report

LITERATURE REVIEW

This section of the report is a review of the literature available on the research conducted on HOT lane implementations in the United States (as well as some information from Europe). Of particular interest from the literature is the body of results from focus groups that seems to suggest similar patterns in all focus groups conducted. Namely, the range of issues raised is:

- Significant financial incentives (or disincentives) would be required to create any change in travel patterns
- Pricing may be viewed as a double tax on the users, since the facilities have "already been paid for,"
- Opinion toward congestion pricing may be made more favorable if revenues are directly tied to roadway or transit service improvements
- There may be some question as to whether allowing people to buy in is equitable across all income groups; and
- Automatic Vehicle Identification (AVI) technology may be seen as an invasion of privacy

These findings suggested that it may be unnecessary to conduct further focus groups, as originally called for in the scope. As an alternative, CUTR suggested analyzing the impact of a HOT Lane in an additional site, so that two sites could be analyzed instead of just one. For instance, HOT lanes could be analyzed for implementation in Orlando and Miami/Fort Lauderdale, or perhaps in Tampa. Ultimately, however, it was determined that a large number of interviews should be conducted in a single site.

Recent research also suggests that equity analysis should be broader in scope. The analysis should reflect more than simply impacts on potential users. It may

be more useful to extend analysis to issues of overall congestion and pollution impacts, sources of funding, and uses of revenues.

The significant congestion pricing projects that have been undertaken and analyzed in the transportation literature include:

- The development of SR-91 in Orange County, CA;
- The development of the I-15 system north of San Diego, CA
- The I-93 Southeast Expressway Sticker Program in Boston, MA
- The implementation of the *Quickride* program along the Katy Freeway (West Houston I-10) in Houston, Texas, where 2+ carpools are allowed to buy into a 3+ lane during peak hours;
- Proposed, but ultimately abandoned, attempt to create a HOT lane along I-394 in the Minneapolis/St. Paul metropolitan area in Minnesota;
- Tappan Zee Bridge in New York City;
- An exploratory project in Boulder CO;
- A project to create a HOT lane along I-5 in Seattle, WA; and
- A general Regional Transportation Pricing Program project sponsored by Southern California Association of Governments (SCAG) and the Reduce Emissions and Congestion on Highways (REACH) Task Force that resulted in an Equity Impact Assessment Report by Wilbur Smith Associates

Other projects that are being considered but have not been the source of a significant amount of published research include:

- Alameda (I-680), Contra Costa (SR 4W), and Sonoma (US 101) Counties, as well as Los Angeles, in CA
- Dallas, TX – LBJ Freeway
- Denver, CO
- Hampton Roads, VA (I-64)

- Milwaukee, WI (I-94)
- Phoenix, AZ (I-10 and I-17)
- Portland, OR (multiple facilities)
- Washington, D. C. area, actually in Maryland (I-495)

The *Congestion Pricing Guidelines* prepared by K. T. Analytics for the Federal Highway Administration (FHWA) provides a good introduction to the main issues surrounding the implementation of any congestion pricing program. The major lessons that have been learned in prior implementations are that support for congestion pricing programs within the general public is generally tied to an understanding of the linkage of congestion pricing revenues to other transportation improvements, such as increased transit service or improved roadways. It also appears that, in some instances, the automation of the congestion pricing program including the concept of automatic vehicle identification (AVI) may be the source of some concerns regarding privacy among lane users.

Focus groups conducted in conjunction with the aforementioned projects have indicated a number of issues related to HOT lanes that are raised in many different areas. With all of the results listed below, it should be noted that the results are not quantitative, i.e., they do not represent a consensus of the population in question, but instead provide a range of issues which should be further investigated using quantitative estimation techniques. Existing tolls along the roadways need to be very high (i.e., the savings incurred by complying with the congestion pricing objectives must be large) in order for the program to divert any significant numbers of users to off-peak usage. The pricing is also often viewed as an unnecessary tax. Support tends to increase when the uses of the revenues from the congestion pricing program are made explicit. In particular, public opinion seems to favor those congestion pricing programs where revenues

are programmed to improve either transit service or existing roadway conditions. Other issues that focus groups have raised include the potential for the invasion of privacy with AVI's, and, in particular in California, there is some issue as to whether the practice of allowing people to buy access to the lanes is equitable. There is some feeling that the congestion pricing programs provide a greater boon to those who can afford to pay the price (i.e., higher income) or to those who have more flexible job hours (and can take advantage of off-peak rates) compared to people in lower-income and/or less flexible jobs.

Some of the suggestions that the *Congestion Pricing Guidelines* book provides include:

- congestion pricing program sponsors should present strong evidence to the public for pricing needs and should highlight the successes of the program as they become evident;
- congestion pricing should be presented as part of a package of improvements, rather than as a solution in its own right; and,
- potential equity issues may be able to be dealt with through a "needs" pricing program, assuming AVI technology is in place and can identify the vehicles of those customers in special circumstances.

The issues of fairness, the ultimate use of funds, impacts on business and on low-income residents, and privacy may need to be addressed in implementation programs.

The Hubert H. Humphrey Institute conducted a study of public reaction to a congestion pricing plan for I-494, and I-35 in the Minneapolis/St. Paul area. The plan for gathering public reaction was a three-step process. First, focus groups were conducted to raise various issues regarding the implementation of congestion pricing. Second, a citizen's jury was convened and presented with alternative viewpoints on the plan and ultimately was asked to vote on its

implementation. Finally, a telephone survey of the public was conducted to obtain a truly quantitative view of the opinions held by the public.

The focus groups indicated that congestion pricing would not result in traffic reductions because the participants did not perceive that there were viable options for them to avoid using the roadway during the peak hours. The only result would be to divert the congestion problem to side streets and congestion would not be effectively reduced. This program, it was felt, would unfairly affect workers who were on fixed shifts. Congestion pricing would not change the travel behavior of the participants, but would essentially act as a tax. The participants had a low level of confidence in how the state would manage the tax revenues. The group was more positive towards the plan if the funds generated were to be programmed towards transit service improvements. However, a separate group of inner-city residents reported that they viewed transit as generally unsafe, and pavement conditions on downtown streets as generally poor.

The second part of the investigation was conducted through a citizen's jury mechanism, where a group of area residents had a case for the program and a case against the program presented to them, and they were asked to vote on whether the plan should be adopted, as well as being given the opportunity to provide comments.

The citizen's jury did not perceive that there was a major problem with traffic congestion within the proposed HOT lanes areas. They concurred with the focus groups in concluding that the HOT lanes concept would probably not cause any significant changes in travel behavior. The citizen's jury also felt that the HOT lane concept would unfairly impact low-income commuters, a point that was mentioned in the FHWA's publication as well. An alternative solution that was

suggested by the citizen's jury was to increase the gas tax. If tolls were to be implemented, they should be set up with a sunset provision to take effect when the improvements had been paid for (i.e., the tolls would then cease to be charged).

The quantitative surveys revealed some interesting contrasts with the smaller groups described above. Most interestingly, low-income commuters favored the HOT lane concept to a greater degree than higher-income groups, indicating that they did not share the focus group and citizen jury perceptions about the impact of the plan on low-income residents. The analysis of travel patterns indicated that the groups most affected would be women with children in the household. Higher-income males and urban residents stood to benefit the most. The improvements in freeway travel would make transit systems in the area relatively worse off from a competitive standpoint. Side streets in the area might also be negatively impacted through the diversion of traffic. Considerations of geographic equity were also raised by the study, in that the disparate benefits might not be so much relegated to low versus high-income residents but rather to different geographic areas.

A California study cited in the Minnesota project report stated that citizens' groups initially favored a gas tax over other options such as congestion pricing, emissions fees, and parking pricing, but after a more thorough consideration of the issues favored congestion pricing as a potential solution to the congestion problem. This finding suggests that, as with reported experiences in Norway, the public may need to be given some time to understand the issues and initial unfavorable reaction to congestion pricing approaches should not necessarily be construed as evidence that a congestion pricing plan will ultimately be unsuccessful.

TTI also conducted a study in Houston, Texas, entitled *The Feasibility of Priority Lane Pricing*. The plan was to take a peak-hour 3+ carpool lane (2+ during non-peak hours) and make it accessible during peak hours to 2+ carpools for a toll charge. TTI concluded that in order for these types of plans to work, there must be some kind of visible benefit - for example, traffic must be noticeably reduced or the HOT lane must at least look noticeably more crowded. Studies reviewed from Norway's experience in implementing these programs indicate that public opinion alone does not predict success or failure - it is possible for a concept of this nature to succeed if public education is successfully undertaken.

TTI conducted focus groups with users of the Katy Freeway (the western portion of I-10 in Houston) to determine their reactions to the HOT lane concept. The focus group participants indicated that they would be more likely to adjust their travel times than to add a third person to qualify for the 3+ carpool lane during peak hours, but that they might consider using a priority pricing approach. Many of the issues raised in other areas were not indicated as problem areas by these groups - there was no consideration of social inequity from this project (although it should be noted that Katy Freeway users tend to have higher incomes across the board) and that they did not perceive the "double tax" issue either - that they were paying for something that other taxes were already paying for. There was a neutral reaction to the concept of SOV buy-in to the lanes.

A focus group was also conducted with a wider range of residents of the entire area (not just limited to Katy Freeway users). Again income equity was not perceived as major problems for this project. However, with this group, double taxation *was* considered an issue. Members of this group felt also that some 3-person carpools might *become* 2-person carpools if pricing was available, thus increasing traffic and vehicle trips. Safety issues in terms of enforcement and access were the make-or-break problems for this concept. The group assumed

that the pricing would mirror current toll structures on existing toll facilities in the area. The group felt it would be acceptable to have SOV's buy access during off-peak hours, but definitely not during peak hours. This may have been due to the fact that 2+ peak-hour carpool lanes had proved to be highly congested on Houston freeways in the past. Also, it was felt that these concepts discouraged use of mass transit. It has been found, in fact, that some of the 3+ carpools currently used during peak hours are formed at the transit facilities in a manner reminiscent of the "slug" lines in Washington or the casual carpoolers across the Bay Bridge in San Francisco.

A similar project was undertaken in Boulder, Colorado, again with focus groups as the main source of information. The groups in Boulder again said they would not modify their travel behavior without a substantial inducement, and that convenient options should exist for those who did not want to carpool.

The Boulder report suggests using one of three methods to analyze equity considerations:

- Comparison of existing demographic information to equity principles involved
- Using case studies
- Demonstration of impacts through modeling projects

The Boulder report further suggests that, in addition to time and ability to pay congestion pricing fees, ownership of an automobile and price sensitivity of the individual will impact the analysis. These variables are clearly correlated with income issues but not fully determined by them. The report concludes the following:

- Lower income individuals will be less able to pay congestion pricing fees and therefore will be more affected by their implementation
- Response will be based on availability of alternatives

- Business support will be based solely on profitability impacts

Wilbur Smith Associates prepared an Equity Impact Assessment report for SCAG and the REACH task force with regards to the development of a regionally preferred transportation pricing program for Southern California. In this project, WSA considered the impacts on nine demographic subgroups likely to be impacted by transportation pricing. WSA's analysis reduced these nine groups (Elderly, employment type, trip type, physically/mentally challenged, household type, ethnicity, geography/location, gender, and income) into essentially three equity categories, which are described as follows:

- Income equity group, where equity is achieved by minimizing the difference between benefits accruing to the highest and lowest income groups.
- Geographic equity group, where equity is achieved by minimizing the impact to lower income groups with longer commutes
- Household-type equity group, where equity considerations must address the additional burden borne by low-income members of groups that make trips related to care-giving, household responsibility, and work-based groups.

The typology suggested is perhaps better defined as income related with considerations given to geographic location of and types of trips made by lower income households. Suggestions for mitigation include fee exemptions, rebates, and additional investments in alternatives.

The analysis continued along lines suggested by Michael Cameron in *Efficiency and Fairness on the Road* by assessing share of income, VMT, and Transit Person Miles between income quintiles. Benefits were calculated at $79.7 billion for the area and costs were calculated at $50.1 billion. Costs per person were calculated by using average transit fares per mile, transportation taxes paid, estimated health costs related to emissions, and assumed values of time by

income quintile. The impact of the transportation plan was then calculated by adjusting these figures based on presumed costs incurred and benefits accrued based on the pricing plan.

The city of Houston has now implemented the HOT lanes pricing for 2+ buy-in on the Katy freeway. Originally, the HOV lane was set up as bus only, then 3+ carpools were allowed, then 2+. However, after several years, the volume of 2+ traffic was such that the lane was congested, particularly at the exit points. METRO was forced to re-adopt the 3+ policy. The Quickride program was initiated on January 26, 1998. The authors visited the Houston facilities to obtain more information on the progress of the project. It was found that:

- Enforcement was difficult
- Quickride participants had dramatically changed their travel habits

Enforcement of the Quickride policy was a particularly difficult problem, due to multiple factors. Enforcement officers are expected to:

- Conduct occupancy counts
- Verify transponder presence & validity with handheld gun
- Verify hangtag presence

The transponder verification has been problematic, as relatively low-grade and low-expense technology is being used for this task. Since the officers have a very short time window to conduct the verification at the Post Oak exit from the HOV lane), they are hard-pressed to adequately conduct their entire verification procedure.

Quickride participants were surveyed by LKC Consulting Services. A mailback survey was sent to all Quickride participants. Approximately 50% responded.

It was found that respondents had

- reduced their drive alone and carpool-on-freeway activities in all time periods
- greatly increased peak-hour 2-person carpooling on the freeway
- 3-person carpooling remained relatively stable
- Use of METRO bus on the HOV lane had declined considerably, particularly in the AM peak hours.

About 250 trips/week in each direction had been converted to 2-person peak period carpools in the HOV lanes. Of these, about 40% came from drive-alone conversions, 15% from 2-person carpools that had been on the freeway, and 10% from former bus riders. There may also have been some conversions from non-peak back into peak period travel due to the availability of the Quickride option. In fact, there is anecdotal evidence from a public meeting that METRO held in October of 1998.

Horan, Chang and McMurran conducted a study of the impacts of HOT lanes in Southern California. They conclude that the study of equity issues cannot be limited to traditional aggregate approaches focusing particularly on income, as well as gender and other demographic characteristics. Traditionally, groups identified for study have included divisions by income, gender, geography and location, ethnicity, mode, trip purpose or type, age, type of employment, type of household, type of vehicle (commercial vs. non-commercial); and existence of physical or mental disabilities.

From a theoretical perspective, this report identifies the potential benefits and costs under plans to convert existing HOV lanes to HOT lanes as the following:

Benefits

- Reduction in traffic from SOV's willing to pay to use the lane,
- Improved traffic flow for those SOV's willing to pay the toll,

- Potential enhancement of enforcement and resulting reduction in HOV lane violations
- Less environmental impact than building new lanes

Costs

- If a 3+ requirement is implemented for free use, 2-person carpoolers lose because they must pay.
- 2-person carpools may wind up splitting into two SOV's if the incentive to carpool is removed.

Instead, groups within these larger demographic categories, such as sections by vehicle occupancy and time of vehicle use can and should be used to more accurately determine the impacts of HOT lane implementation. Furthermore, the authors suggest an expanded approach to equity analysis which is based on the concepts of facility design, operational and management design, and administrative design. Facility design refers to the decisions made about the type of HOT lane to be implemented, and may specifically relate to both the characteristics of users and the implementation of the facility on a conversion-versus-creation basis. Operational and management design reflects the concerns about the use of the HOT lane; which can relate both to the characteristics of users as well as the ultimate impacts of the lane in terms of both congestion and pollution relief. Administrative design issues relate to maintenance and oversight issues, including uses of the revenues of the HOT lanes and how the financing for the project is handled. This perspective provides a broader viewpoint and allows for a fuller consideration of various aspects of equity issues.

Using this framework, the authors identify a number of issues that can potentially have equity implications for a HOT lane project. These include:

Facility Design:
considerations of geography (where will the lane be implemented) and vehicle occupancy requirements, as well as the location of exits and entrances and enforcement issues.

Operational/Management Design:
Toll collection approach, vehicle occupancy requirement, use of demand-sensitive pricing, and the ability of the project to pay for itself.

Administrative Design:
Use of excess revenues, type of financing used for implementing the project, integration of the HOT lane with the existing transportation network, and the type and character of the public outreach and education process used.

There is a major consideration that must be made in light of the nature of the projects under consideration. Where projects being assessed from an equity standpoint relate to conversion of HOV lanes to HOT lanes, and additional access is being granted to SOV's but no access is being restricted, there remains some question of to what extent equity considerations are relevant. The public would conceivably bear the cost of facility installation to collect the tolls involved, but there remains some question as to whether the payment of the tolls is in fact subject to equity considerations. The analysis conducted by WSA for REACH, for instance, assumed imposition of fees on all drivers. Clearly the conversion plan would not operate in this fashion. The question that must be answered is, does provision of a facility at virtually no additional cost to the public which provides

additional access to SOV's (for a price) but does not restrict existing access in any way warrant consideration from an equity standpoint?

EQUITY ANALYSIS

To conduct the equity analysis of the potential for development of the HOT Lane, CUTR followed the process outlined in the *Community Impact Assessment Manual* developed by CUTR for FDOT. This involved two steps:

- Incorporation of Community Values into projects
- General Assessment of the project

The procedure and the steps taken are outlined below:

General Process for Incorporating Community Values into Transportation Projects (p.4)

1. Definition of problem

   The HOV lane is theoretically under utilized, therefore utilization of the HOV lane needs to be improved.

2. Identify community/agency issues and objectives for consideration
   a. increase mobility
   b. reduce congestion
   c. reduce travel time
   d. implementation cost
   e. more effective use of lane (effective meaning putting more vehicles into the lane)

3. Possible alternative solutions
    a. open to all traffic
    b. create HOT lane
    c. leave as is in conjunction to new, more effective programs to increase access to HOV lane
    d. make HOV lane available to other groups (such as the elderly or those with certain origin/destination patterns)

4. Translate community/agency issues and objectives (#2) into evaluation criteria
    a. increase mobility:
       cars per hour transferred during peak hours or passengers transferred during peak hours
    b. reduce congestion:
       average travel speed or number of vehicles per hour
    c. reduce travel time:
       speed
    d. implementation cost
       cost factors
    e. more effective use of lane
       number of vehicles in lane per hour

5. Evaluate and compare alternative solutions (rank ordered on a 1-3 scale where 1=most attractive and 3=least attractive) based on available data and subjective assessments

Table 1: Evaluation of Alternative Solutions

	Increase mobility	Cost	Reduce Congestion	Reduce Travel Time	More effective use of lane
Open to all traffic	1	3	Short term 1 Long term 3	Short term 1 Long term 3	1
HOT Lane	2	1	2	2	2
HOV lane with new programs	3	2	2	2	3
Available to other groups	2	2 depends on groups	2 depends on groups	2 depends on groups	2

6. Select an alternative
   Based on the chart, HOT lane option is the best alternative although the importance of various factors may impact this.

General Assessment of Project

Having selected the HOT Lane as a logical alternative to pursue, the assessment process continued with a general assessment of the project.

A. Describe project and study area (p. 13)

1. project located on I-95
2. no conceptual design yet
3. no land required
4. time frame is unknown
5. deadlines/milestones

The community was defined as those living in the area around I-95 and users of I-95.

B. Scenarios that may trigger a more extensive community impact assessment (Table 2-1, p.15; as presented in the Community Impact Assessment document)

1. *Right-of-way:* this project does not require large amounts of right a way or would displace any people
2. *Increase traffic:* it might lead to a substantial increase in traffic (increased traffic volume because smoother sailing) and perhaps in certain areas (such as on/off) but not outside the lane itself.
3. *Property Access:* it will not involve major changes to property access
4. *Local comprehensive plans:* we don't know if it is in conflict with local comprehensive plans
5. *Community facilities:* no impact on community facilities

Impact on historic districts or community landmarks: none or negligible

6. *Aesthetic features:* uncertain whether it will affect aesthetic features –depends on the design but most likely not
7. *Disruption/division of neighborhoods:* will not cause a disruption/division to the neighborhood

Based on preceding scenarios, the key potential impact of the project is traffic volume due to increased capability of holding more traffic

C. Screening criteria for assessing impact significance (Table 2-2, p.16; as presented in the Community Impact Assessment document)

1. Nature of the activity
   a. substantial probability there will be some increase in traffic volume but difficult to quantify the increase
   b. people affected- unable to answer this. Need analysis of users and potential users data from 1995
   c. how widespread is the impact? Throughout I-95 but greater at the access points. Some unknown here – depending on the structure
   d. The impact is expected to be permanent
2. Severity
   a. local sensitivity –There has been no discussion of this project within the community, therefore there is no awareness.
   b. In order to determine the magnitude of the project, a traffic assessment model, a volume increase estimation and assignment model would be needed.

3. Potential for mitigation
    a. The impact is reversible (but there would be impacts?)
    b. The cost is unknown –until the assignment is complete
    c. The state/local government would be able to address the impact – without external assistance

Analysis of Potential Impacts

Typically, the analysis continues by identifying the groups that may be impacted by the project. However, since the potential traffic impact is not immediately assignable to a particular group, CUTR determined that the best way to proceed was to develop traffic impact scenarios and to identify the groups that would be impacted under the traffic impact scenarios.

Using a Delphi technique using the project investigators as the source of potential traffic impacts, the following impacts were identified:

The following scenarios are considered to have potential relevance to the implementation of a HOT Lane in Broward and Miami-Dade Counties:

A. Current carpoolers utilizing the HOV lane because with conversion to HOT lane it will now be more congested

B. People making short trips (most likely those living in those areas) on I-95 would be affected—egress will be highly congested

C. Businesses on side roads currently used as alternatives may be negatively affected

D. People living around the access points will be negatively impacted because there would be an increased amount of vehicles in those areas (access points must be well placed)

E. Emergency vehicle response time could be slowed down (to the extent that they currently use HOV lane)

F. Depending upon whether there are varied hours according to peak times, off-peak travelers lose a lane with HOT lane conversion, if off-peak travelers fall into a minority group, this poses a problem

G. Everyone benefits but to varying extents—those in carpools and those willing/able to pay for the HOT lane will most likely benefit more than those in the other lanes. Ideally the HOT lane will decrease traffic in regular lanes but to what extent is unknown.

H. If HOT lane is barrier separated, accidents in HOT lane would be problematic

I. Negatively affect those businesses at no-egress/access points

J. General congestion from additional commuters crossing all lanes

K. Those who accidentally get on the HOT lane and cannot exit (only an issue if lane is barrier separated)

L. Those living around the area (as well as users of I-95) would be impacted by possible construction and there could be back ups but the extent of this impact is to be determined and beyond scope

M. Risk involved concerning financing of project; ideally the tolls will pay for it but initially public funding will be used.

N. Negatively affect those who currently use HOV lane illegally

O. Businesses advertising on billboards on side roads adversely affected

The Delphi technique continued to provide a rank-ordering of the issues to determine probable level of significance of the issues in order to facilitate prioritization of investigation. The resulting rank ordering was:

1. General congestion from additional commuters crossing all lanes

2. Current carpoolers utilizing the HOV lane because with conversion to HOT lane it will now be more congested

3. If HOT lane is barrier separated, accidents in HOT lane would be problematic

4. People living around the access points will be negatively impacted because there would be an increased amount of vehicles in those areas (access points must be well placed)

5. Those living around the area (as well as users of I-95) would be impacted by possible construction and there could be back ups but the extent of this impact is to be determined and beyond scope

6. People making short trips (most likely those living in those areas) of I-95 would be affected—egress will be highly congested

7. Emergency vehicle response time could be slowed down (to the extent that they currently use HOV lane)

8. Businesses on side roads currently used as alternatives may be negatively affected

9. Negatively affect those businesses at no-egress/access points

10. Depending upon whether there are varied hours according to peak times, off-peak travelers lose a lane with HOT lane conversion, if off-peak travelers fall into a minority group, this poses a problem

11. Everyone benefits but to varying extents—those in carpools and those willing/able to pay for the HOT lane will most likely benefit more than those in the other lanes. Ideally the HOT lane will decrease traffic in regular lanes but to what extent is unknown.

12. Risk involved concerning financing of project; ideally the tolls will pay for it but initially public funding used.

13. Those who accidentally get on the HOT lane and cannot exit (only an issue if lane is barrier separated)

14. Businesses advertising on billboards on side roads adversely affected

15. Negatively affect those who currently use HOV lane illegally

The current study is not designed to handle issues of traffic impact resulting from other traffic coming over from the HOV lane or from accidents in the HOV Lane. These are issues that would need to be studied if the project progresses into further stages.

However, it is within the scope of the current study to examine the characteristics of those who currently carpool and take short trips on the freeway, as well as those who live in the area of the freeway and might be impacted by traffic pattern changes and any necessary construction. To those ends, the HOV Marketing and Positioning study conducted by CUTR in 1995 and the 1997 updates to census data were used to provide the data relating to those issues.

The analysis of the survey data focused on 1) the composition of those who use I-95 for trips less than ten miles due to the possibility that those who make short trips on I-95 will be negatively impacted due to increased traffic volume and congestion at access/egress points and 2) the composition of carpoolers on I-95 using the HOV lane. A ten-point difference was defined as a significant impact.

Analysis of the composition of those who use I-95 for trips less than ten miles reveals that 13% of those who do not use I-95 for short trips are African Americans while 22% of those using I-95 for short trips are African Americans.

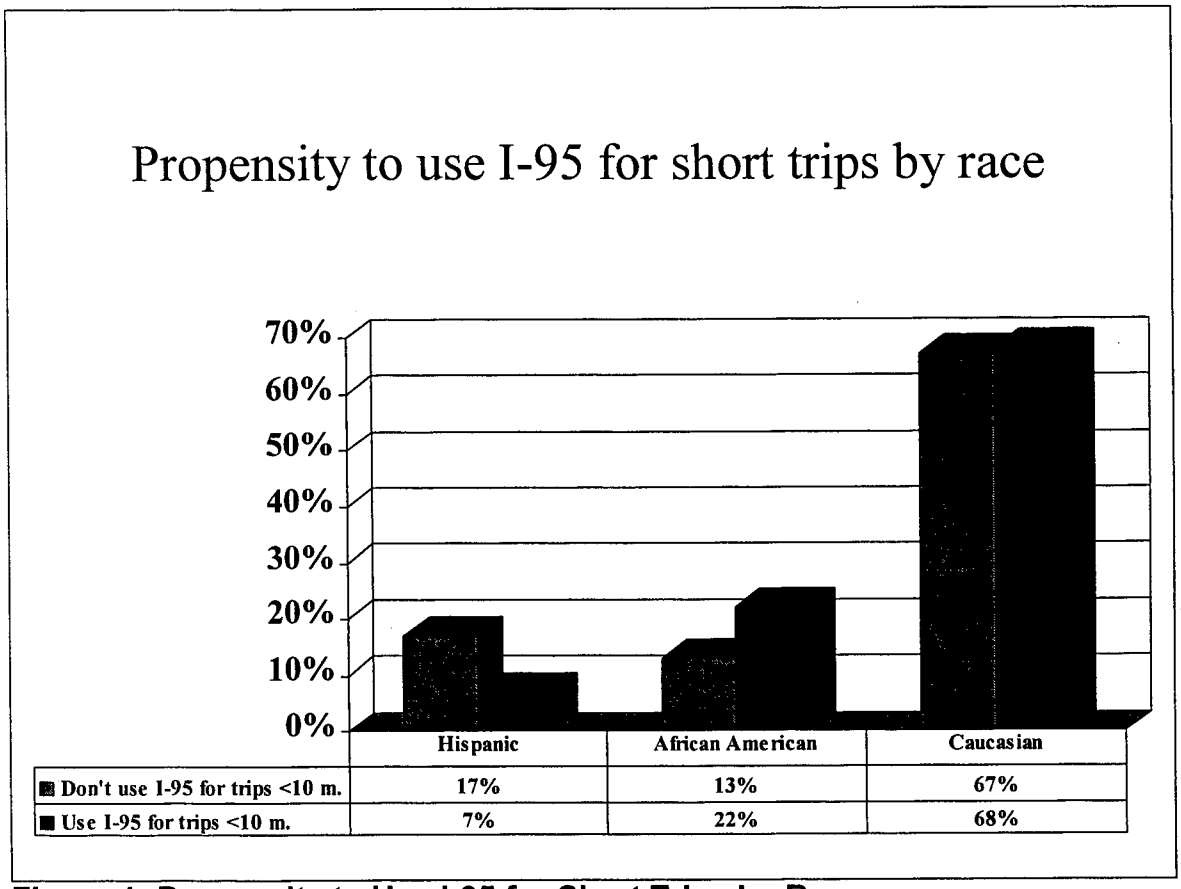


Figure 1: Propensity to Use I-95 for Short Trips by Race.

Analysis of the composition of people who carpool on I-95 and use the HOV lane in comparison with all others shows that there is a significant difference between people ages 18-34 who carpool and use the HOV lane with total people surveyed. 35% of the those polled are age 18 to 34 while 48% of people carpooling and using the HOV lane are between the age of 18 to 34.

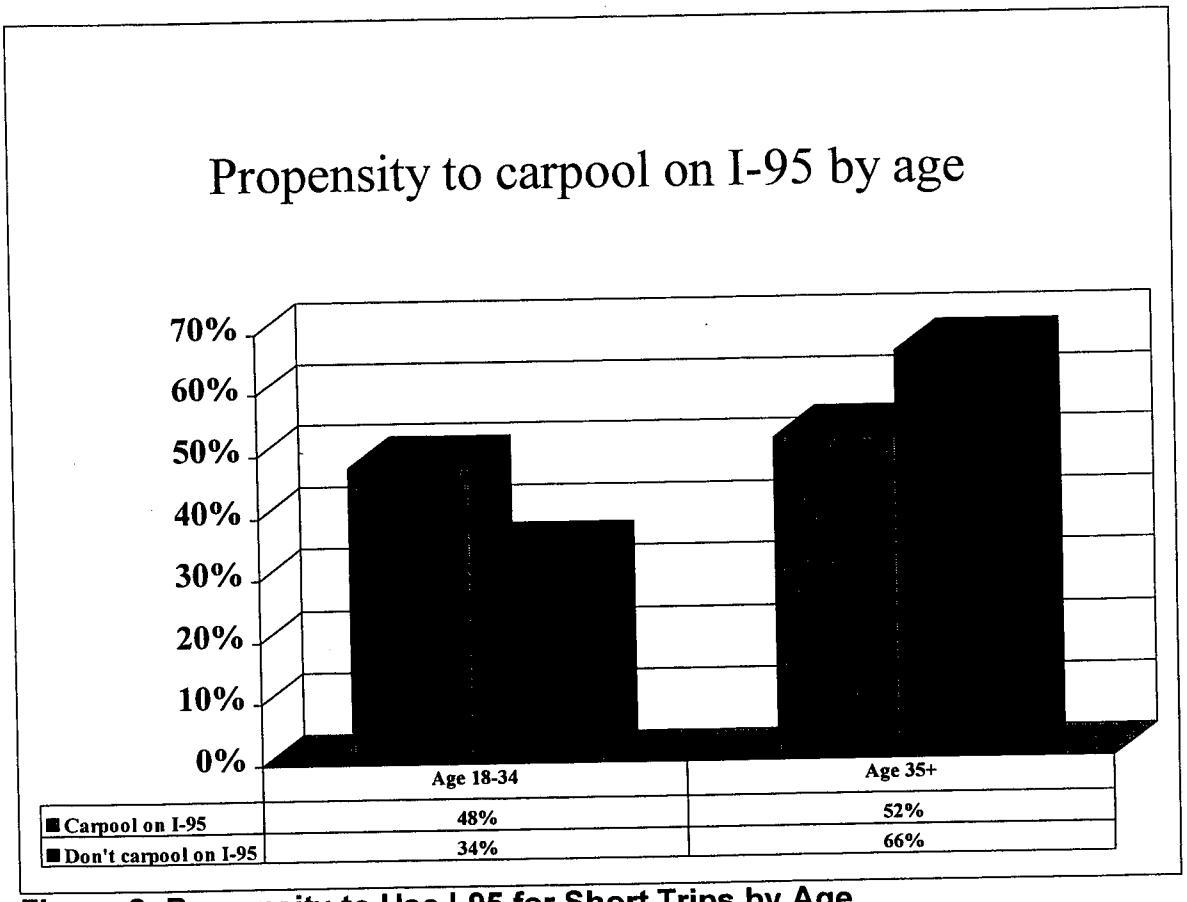


Figure 2: Propensity to Use I-95 for Short Trips by Age.

There is also a significant difference in income level between those who carpool and use the HOV lane and all others polled. 46% of those who carpool and use the HOV lane have incomes less than $30,000 while only 24% of all others fall into this income level range.

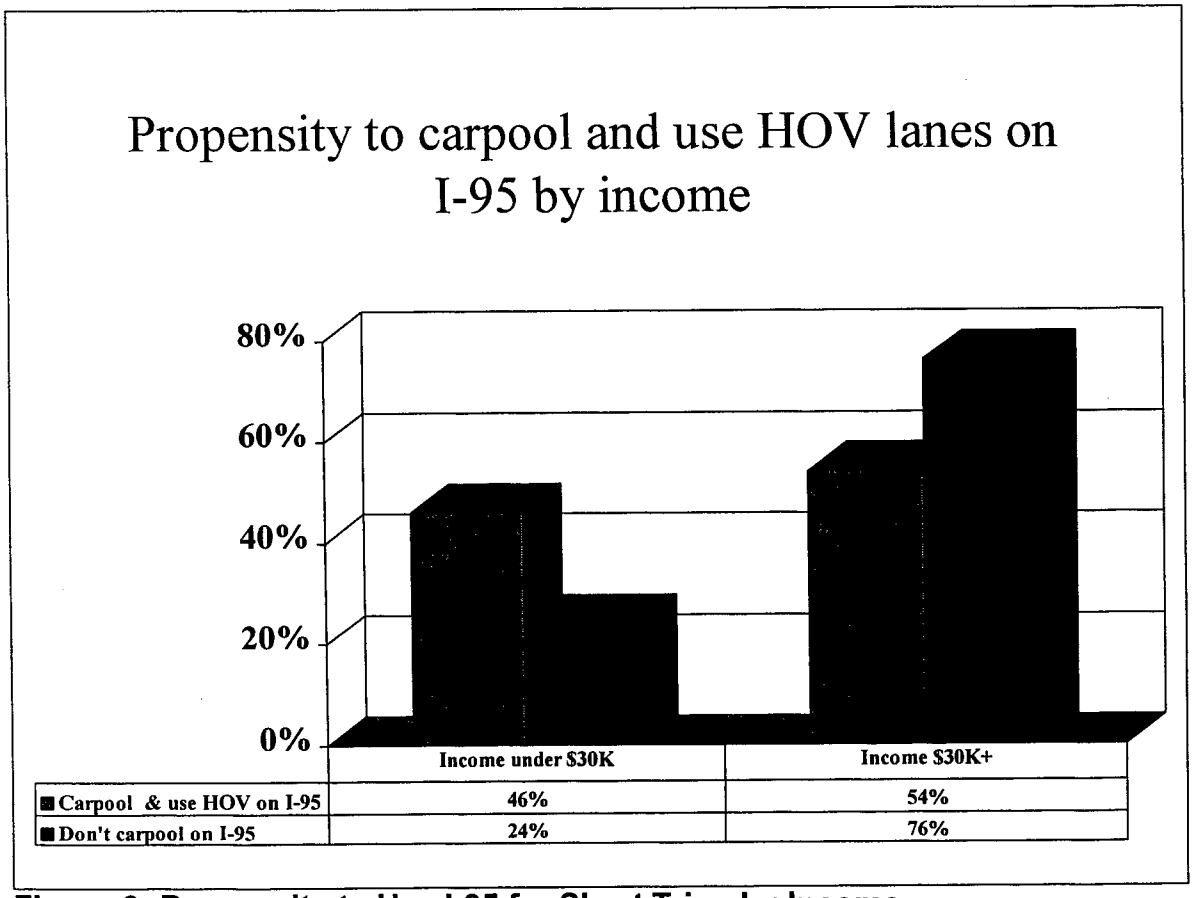


Figure 3: Propensity to Use I-95 for Short Trips by Income.

It can be concluded that if there were an adverse effect on those making short trips (defined as less than ten miles) due to the HOT lane conversion, then African Americans would be more dramatically impacted. A second potential negative impact due to the HOT lane conversion would be on carpoolers currently using the HOV lane who are between the ages of 18 to 34 and those with an income level of less than $30,000.

For the analysis of characteristics of those living in the area of I-95, U. S. Census data from 1997 was used. Income, age, and race distributions for people living in the I-95 area in Miami-Dade and Broward counties were compared to the population characteristics of Broward and Miami-Dade counties as a whole. These results are presented in the charts below:

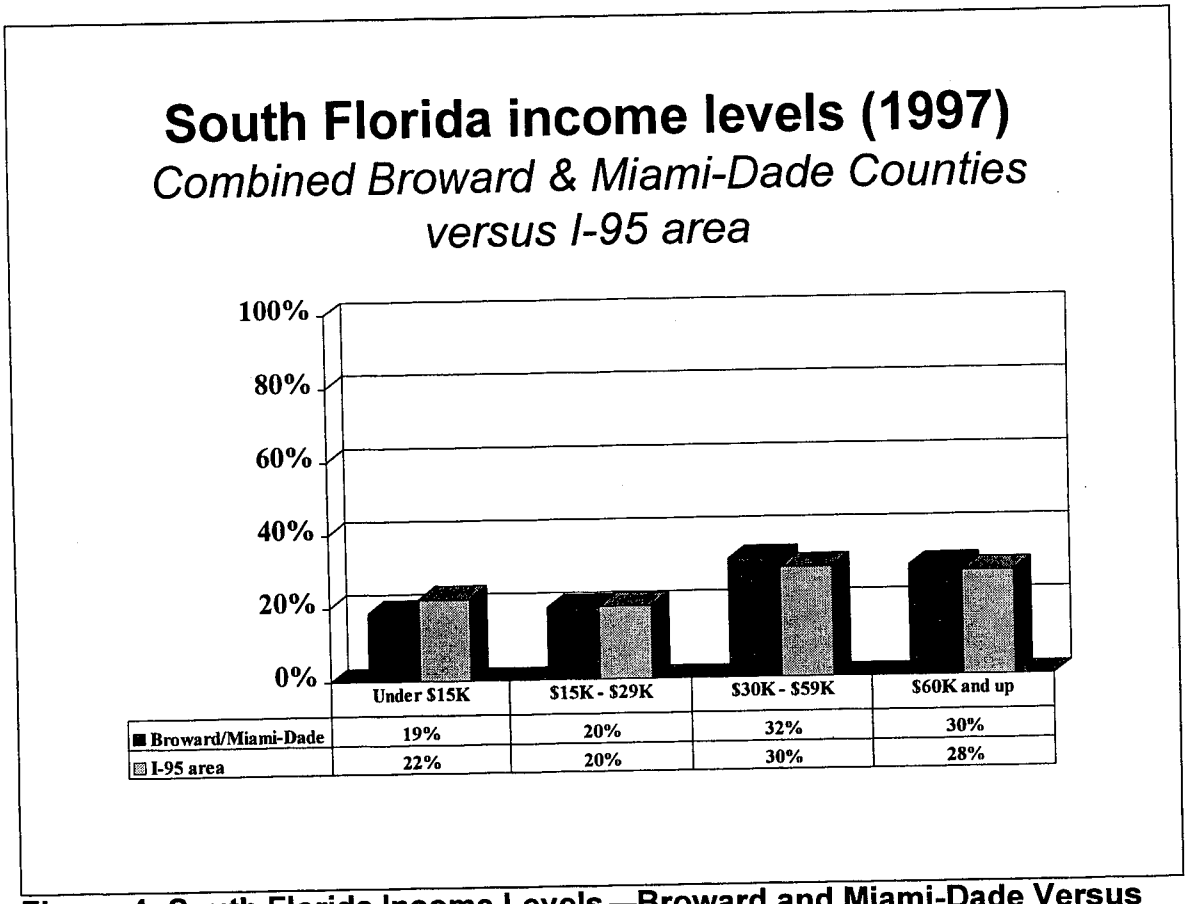


Figure 4: South Florida Income Levels—Broward and Miami-Dade Versus I-95 Area.

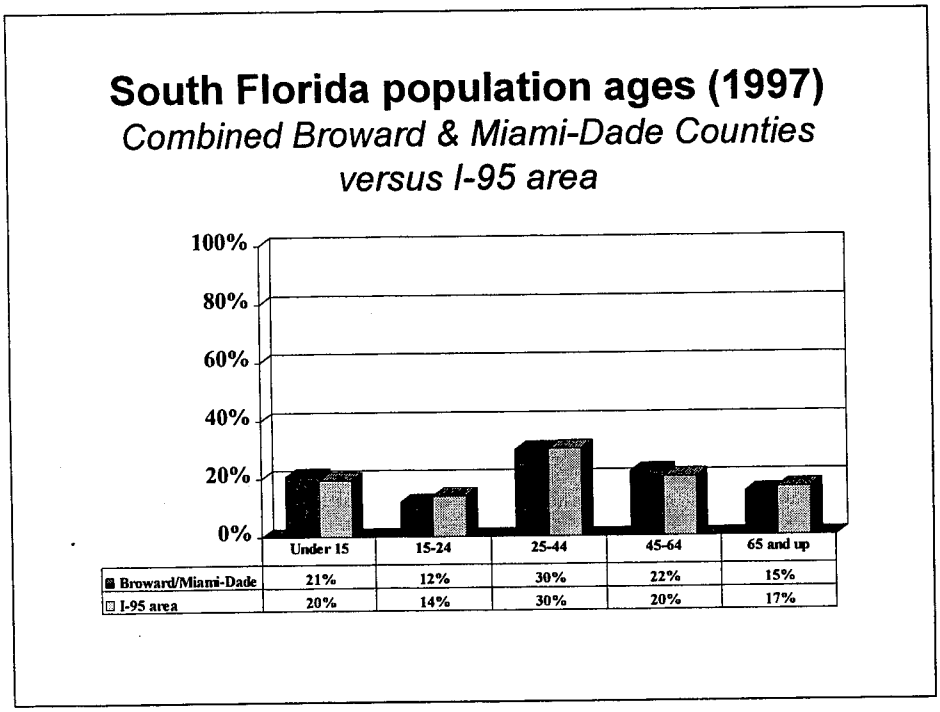


Figure 5: South Florida Age Distribution—Broward and Miami-Dade Versus I-95 Area.

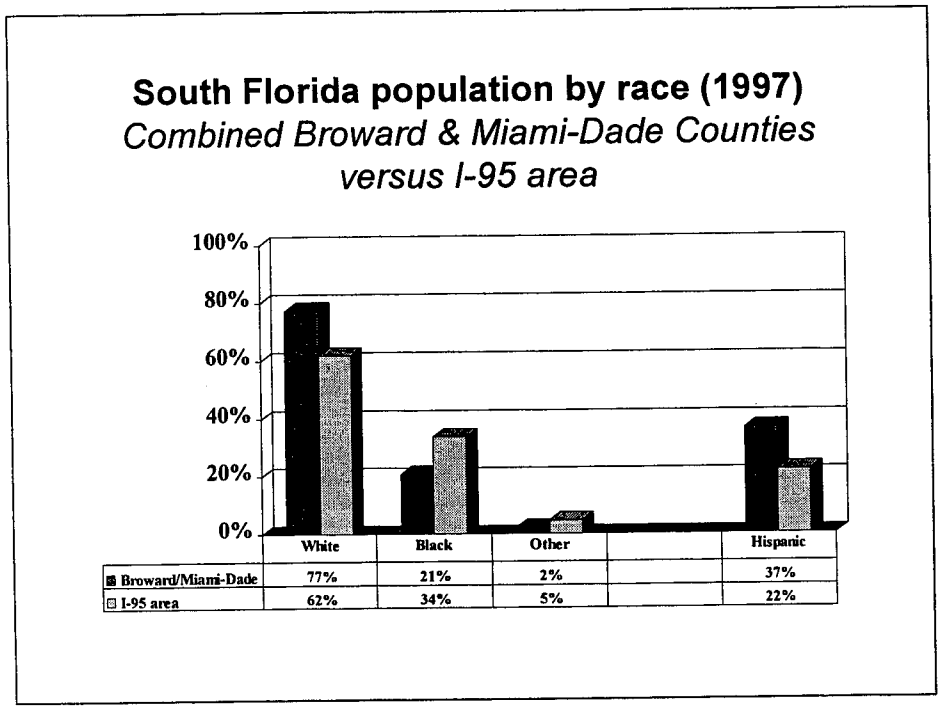


Figure 6: South Florida Race Distribution—Broward and Miami-Dade Versus I-95 Area.

These charts show that while there is little difference between the I-95 area and the counties as a whole from the perspective of income and age levels, there is a tremendous disparity by race.

In summary, there appear to be potential effects from the HOT Lane that could have inequitable impacts, particularly related to race.

SURVEY RESULTS

Introduction

Commuter acceptance of the HOT Lanes/Value Pricing concept for I-95 in South Florida was tested through a telephone survey process among residents of the three-county South Florida area (Palm beach, Broward, and Miami-Dade counties). The results of the survey were also used to develop trends of travel behavior on I-95 in South Florida. The 1995 HOV Marketing and Positioning project provided baseline data for I-95 travel characteristics and attitudes. The survey in the current project contained many questions drawn from the 1995 survey for the purpose of providing trends of travel characteristics data.

Method

CUTR conducted 1,192 interviews with residents of the three-county South Florida area (Palm Beach, Broward, and Miami-Dade counties) were interviewed by telephone. Respondents were asked about their current commuting habits, their awareness and use of HOV Lanes and their opinions about the idea of implementing a HOT lane to replace the HOV lane. Sample for this survey was developed using a Random-Digit-Dialing technique, and should, therefore, be adequately representative of the region's commuter population. A Spanish-language version of the survey as prepared, and available for non-English speaking respondents. One hundred interviews were conducted in Spanish. Western WATS of Orem, Utah conducted the interviews. The cooperation rate (analogous to a response rate) was approximately 66% of eligible respondents. Also, 320 potential respondents were invalidated due to living in the wrong county, working for a media company or transportation agency, or not having any working vehicles in their household. The survey instrument used to conduct the interviews is included as appendix A.

Results

The results from the survey will be presented in two major sections:

- the overall attitude towards HOV lanes, and
- characteristics of current use of I-95.

Much of the data collected was similar to data collected in a 1995 survey on HOV lanes in South Florida. Thus trends from 1995 to 2000 are shown in the results.

Attitudes Towards HOV and HOT Lanes

Overall

A series of questions were asked to gauge people's attitudes towards traffic congestion on I-95 and the effectiveness of the carpool lanes. These questions were also asked in 1995, which allows for the examination of trends between the two surveys. The first question was an overall rating of agreement with the statement, "Traffic congestion on I-95 is a serious problem." The response to this question was given a 1-10 scale, where 1 indicated the respondent completely disagreed with the statement and a 10 indicated that they completely agreed with the statement.

Three out of four survey respondents strongly agree that traffic congestion is a serious problem. The results are shown in the chart below:

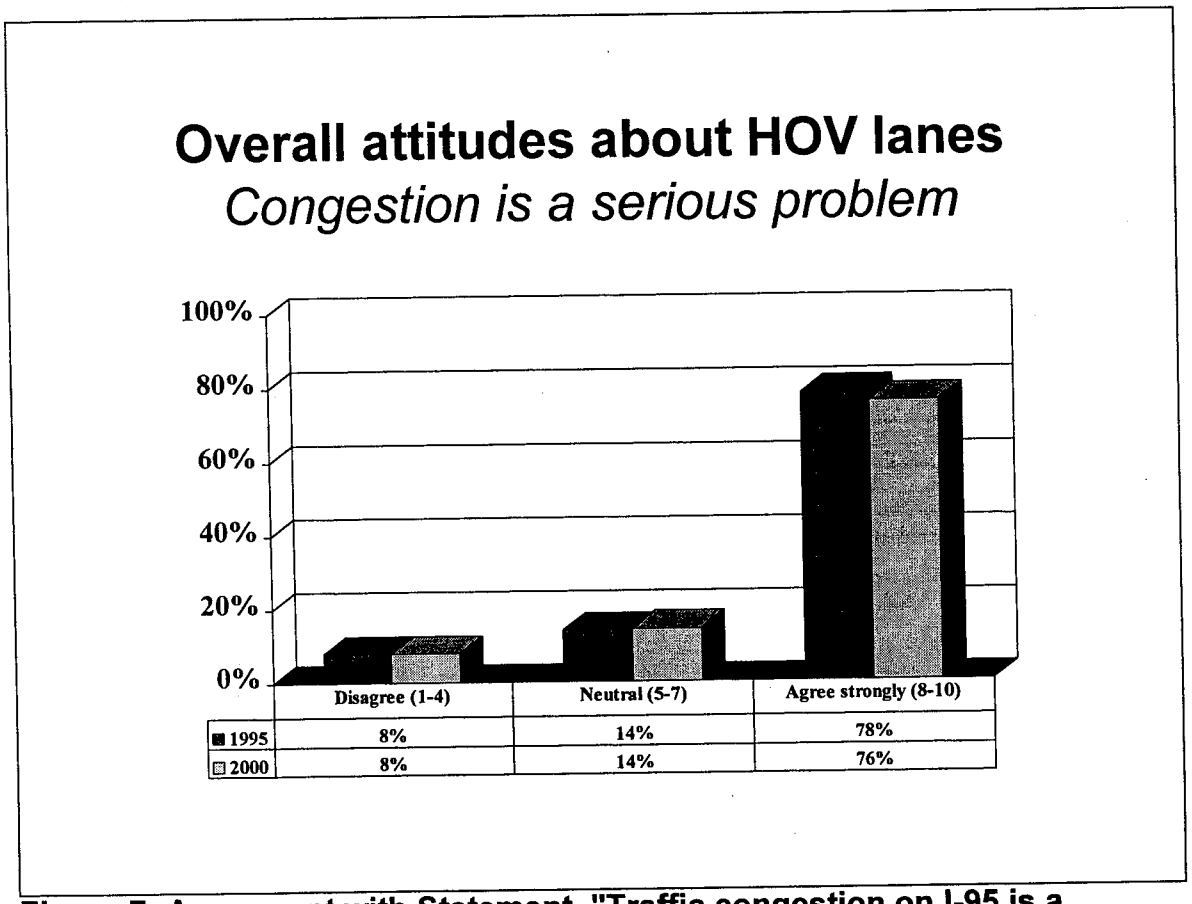


Figure 7: Agreement with Statement, "Traffic congestion on I-95 is a serious problem."

There is a much lower level of agreement on how HOV lanes should be used to help relieve congestion. People were asked if they felt that HOV lanes should be opened to all traffic and if they felt that carpool lanes were an effective way of relieving congestion. The responses to those questions are shown in the charts below:

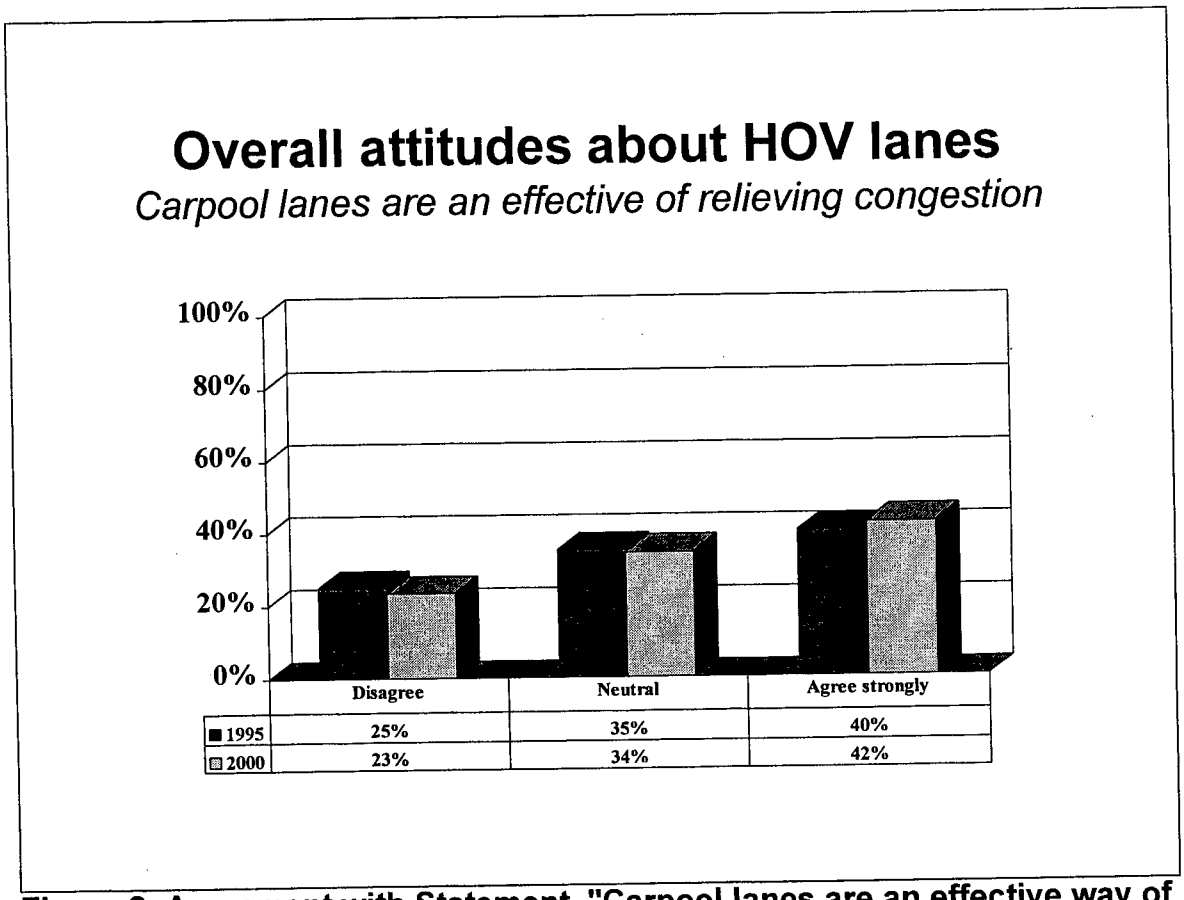


Figure 8: Agreement with Statement, "Carpool lanes are an effective way of relieving congestion."

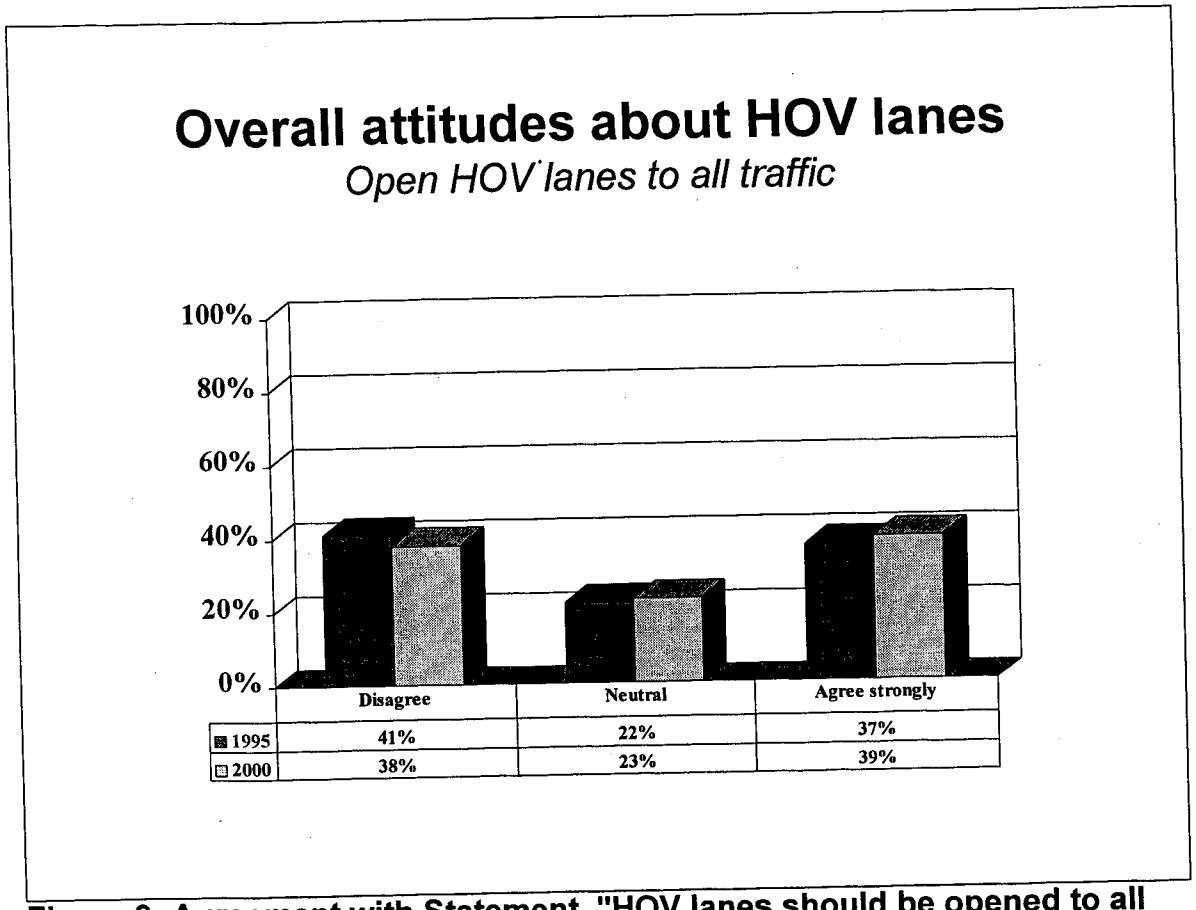


Figure 9: Agreement with Statement, "HOV lanes should be opened to all traffic."

Opinions are split on these issues, and not surprisingly the results for the two questions are negatively correlated (r=-.1) at a 99.7% level of confidence that the result is not different from zero due to sampling error.

While opinions are split on whether HOV Lanes are effective or if they should be opened to all traffic, they are decidedly <u>not</u> split on the issue of whether creating a HOT lane from the HOV lanes is a good idea. Respondents were asked the following question:

> One idea used in some parts of the country is to allow single-occupant vehicles, that is, vehicles with only a driver and no passengers, to use the

carpool lanes during rush hour if they pay a toll of (vary price point – ask 1/3 $0.50, 1/3 $1, and 1/3 $2) to use the lane. Still using the same scale of 1 to 10, to what extent do you agree that this would be a good idea to use on the I-95 carpool lanes?

The response to this question was decidedly not in favor of the proposal, as demonstrated in the charts below:

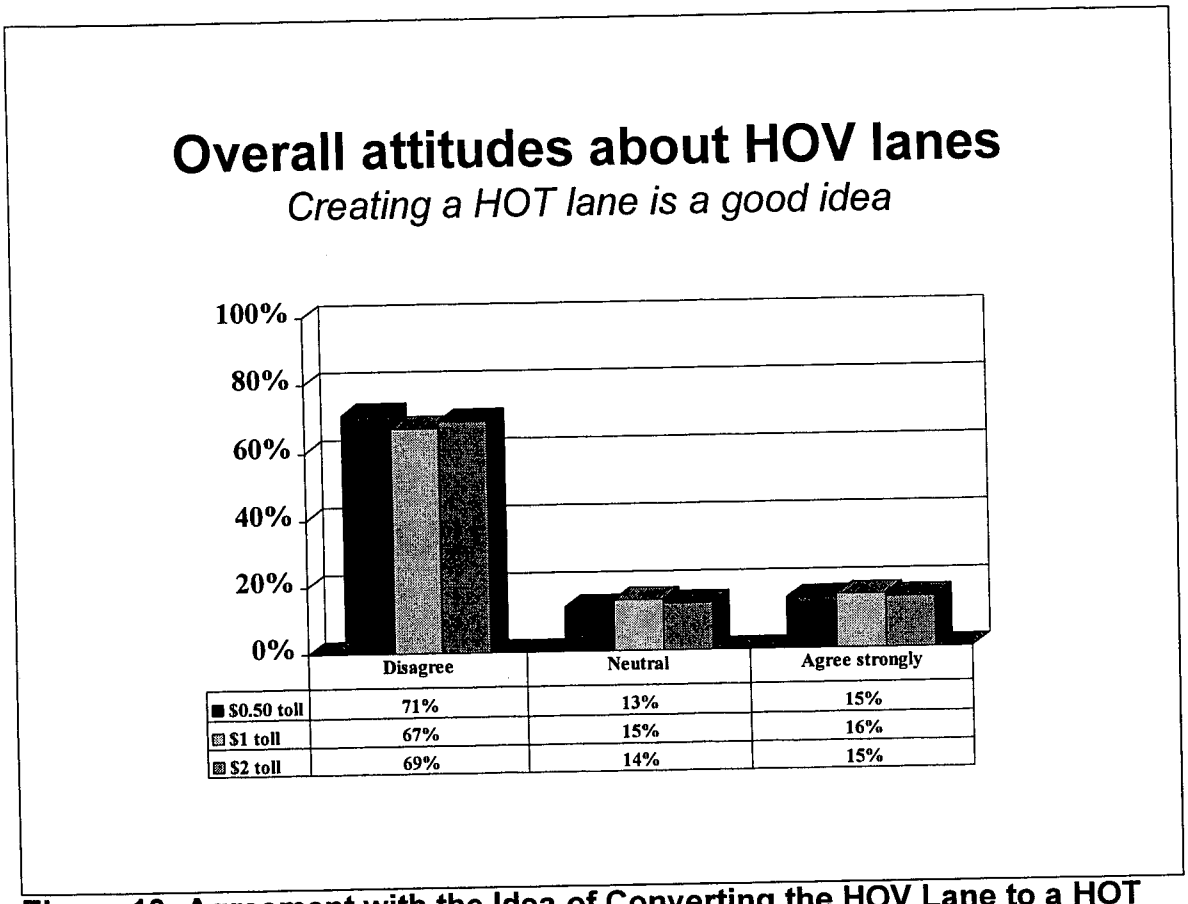


Figure 10: Agreement with the Idea of Converting the HOV Lane to a HOT Lane.

The extremely low level of agreement with this idea is highlighted more clearly by comparing the proportion of respondents who completely agree with the statements (i.e., provide a '10' response on a 1-10 scale) and the proposition who completely disagree (i.e., provide a '1' response on a 1-10 scale).

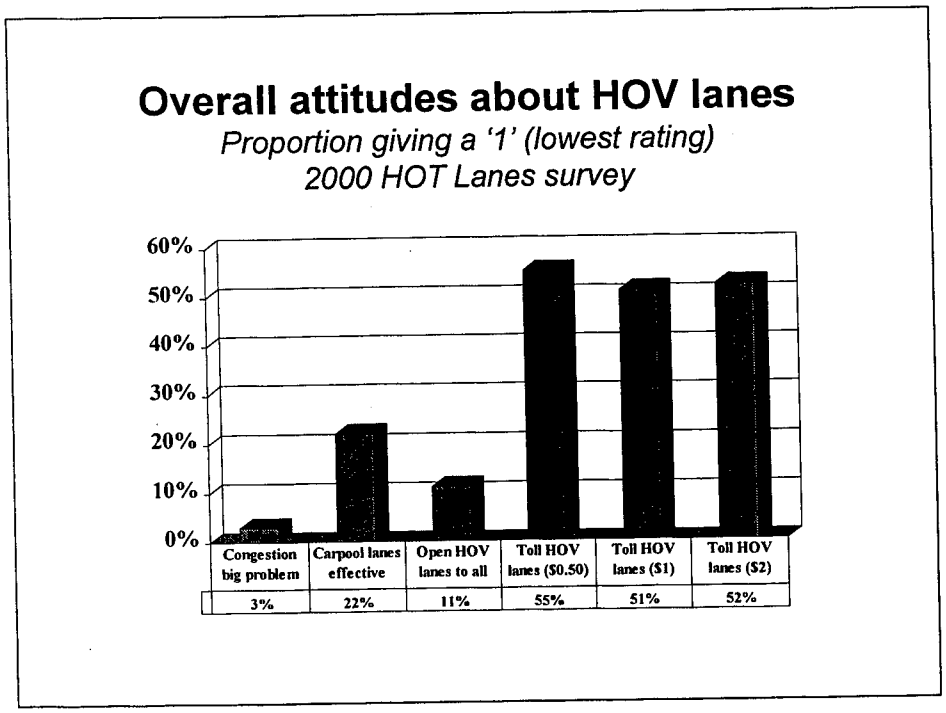


Figure 11: Proportion Giving a '1' (lowest rating) on Statements About HOV Lanes.

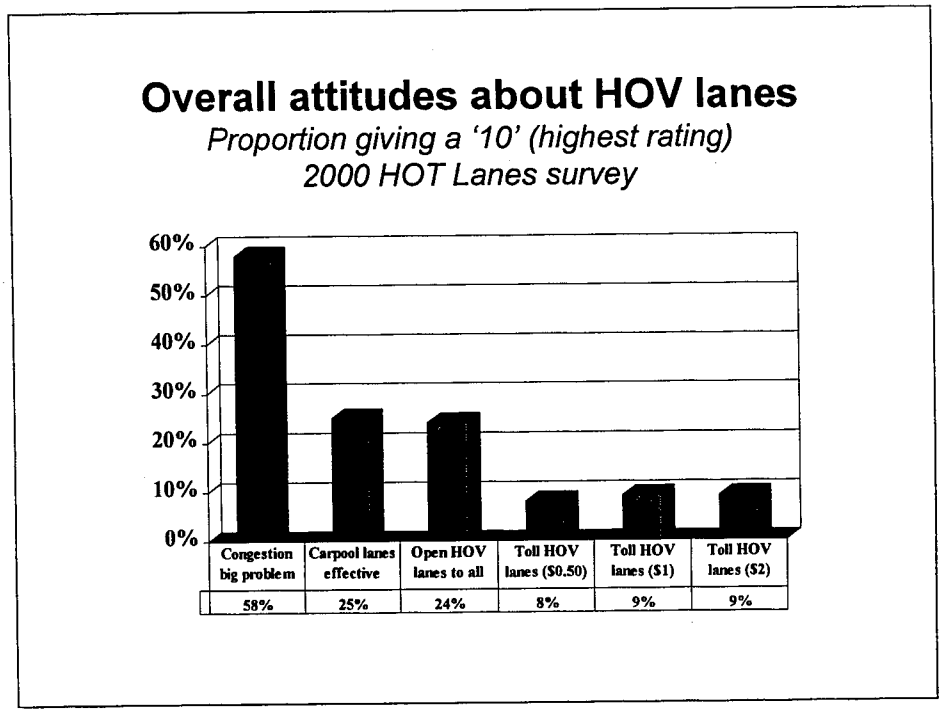


Figure 12: Proportion Giving a '10' (highest rating) on Statements About HOV Lanes.

A majority (i.e., over half) of the respondents gave a '1' rating to the HOT lanes, idea regardless of the price point. There is no way to interpret this other than outright rejection of the idea from the general public standpoint. The remaining ratings were fairly evenly distributed from 2 to 10.

The mean level of agreement scores on each of the above statements is compared in the next chart:

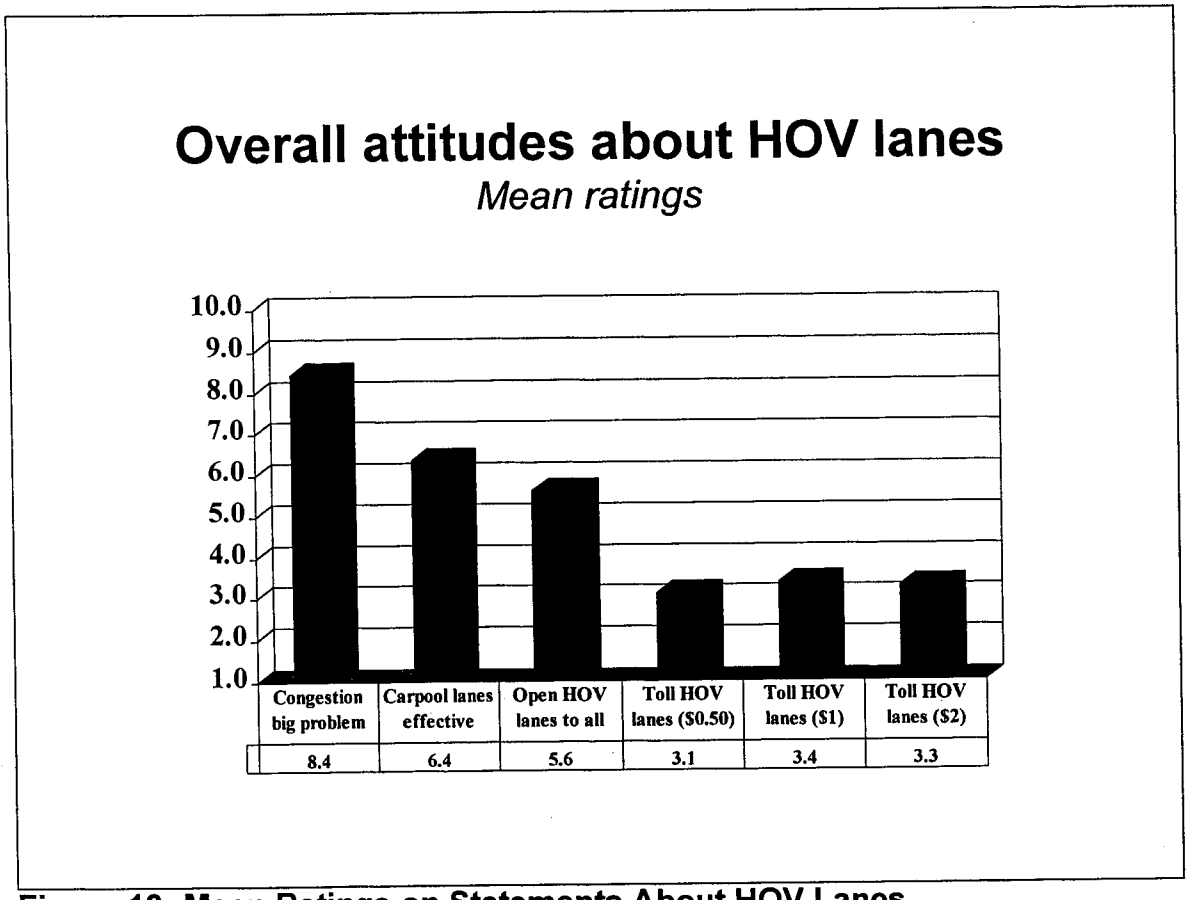
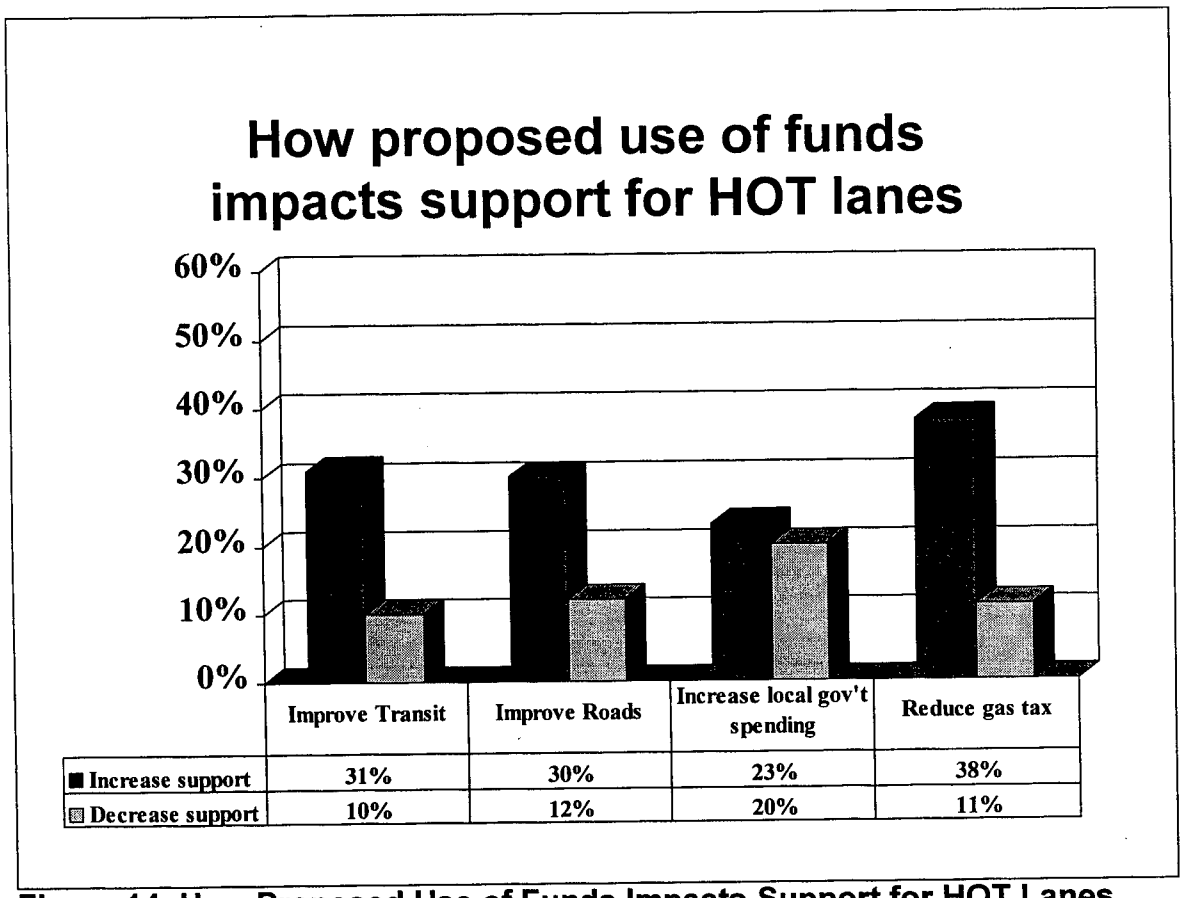


Figure 13: Mean Ratings on Statements About HOV Lanes.

Because the distribution of responses, as well as the mean support ratings, was not greatly affected by the price points used in asking people about their support for the Hot Lanes concept, the responses were combined together to form a larger database of support ratings for HOT lanes. Price is quite evidently not a major issue in determining level of support.

Support for the idea of converting the HOV lane to a HOT lane is clearly very limited. A follow up question was asked to determine if communicating how the funds were to be used might increase (or decrease) respondent's support for the concept. These results are summarized in the next chart:



	Improve Transit	Improve Roads	Increase local gov't spending	Reduce gas tax
Increase support	31%	30%	23%	38%
Decrease support	10%	12%	20%	11%

Figure 14: How Proposed Use of Funds Impacts Support for HOT Lanes.

Generally, most of the ideas had a moderately positive impact but still left over 60% saying that the proposed use of funds would have no impact or would decrease their level of support.

Even more telling, however, is a distribution of where the increased support would come from. In these charts, the original level of support is characterized in the following manner:

- Anyone who responded with a '1' on the question about whether implementing the HOT lane is a good idea was categorized as 'Actively opposing' the idea (53%);
- Anyone responding with a 2-6 was categorized as 'Little or no support' (28%);
- Anyone responding with a 7-10 was categorized as 'High support.' (19%)

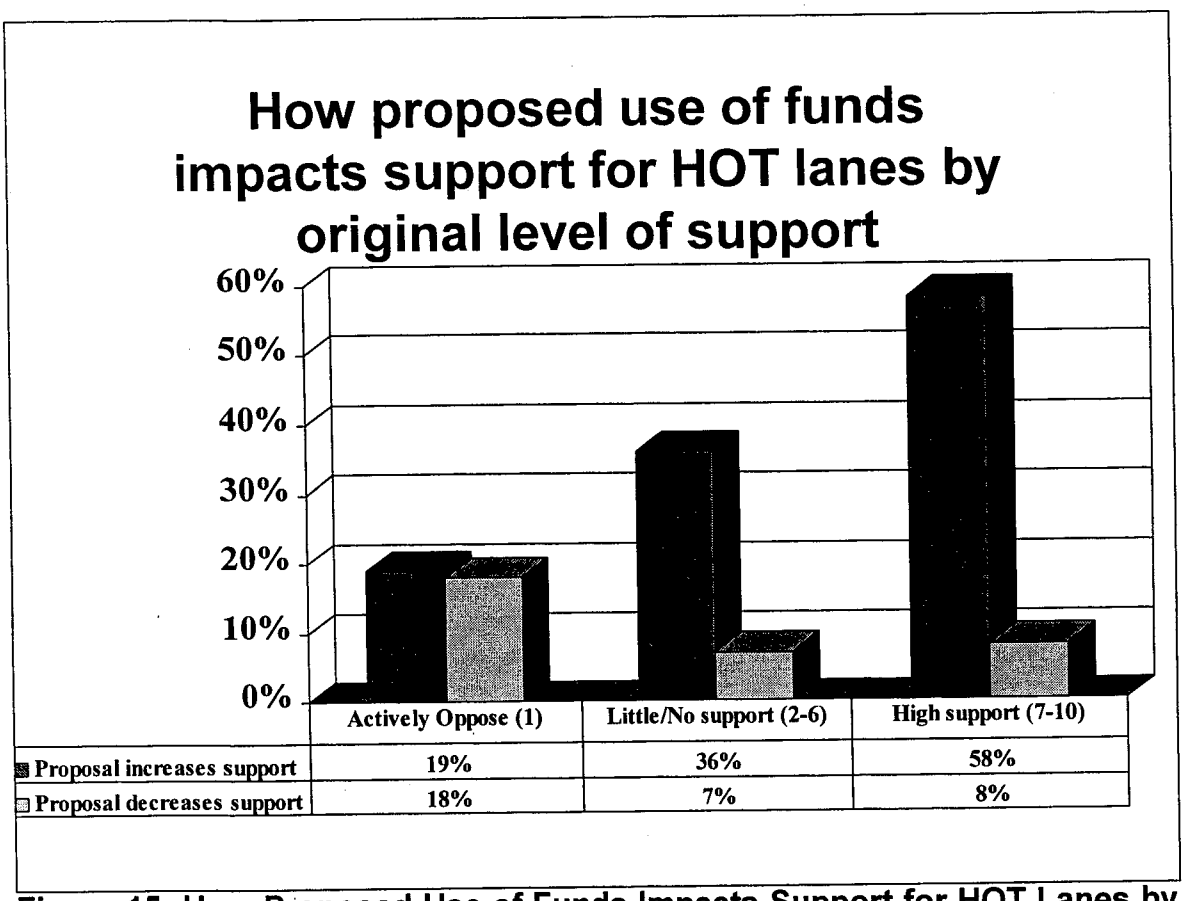
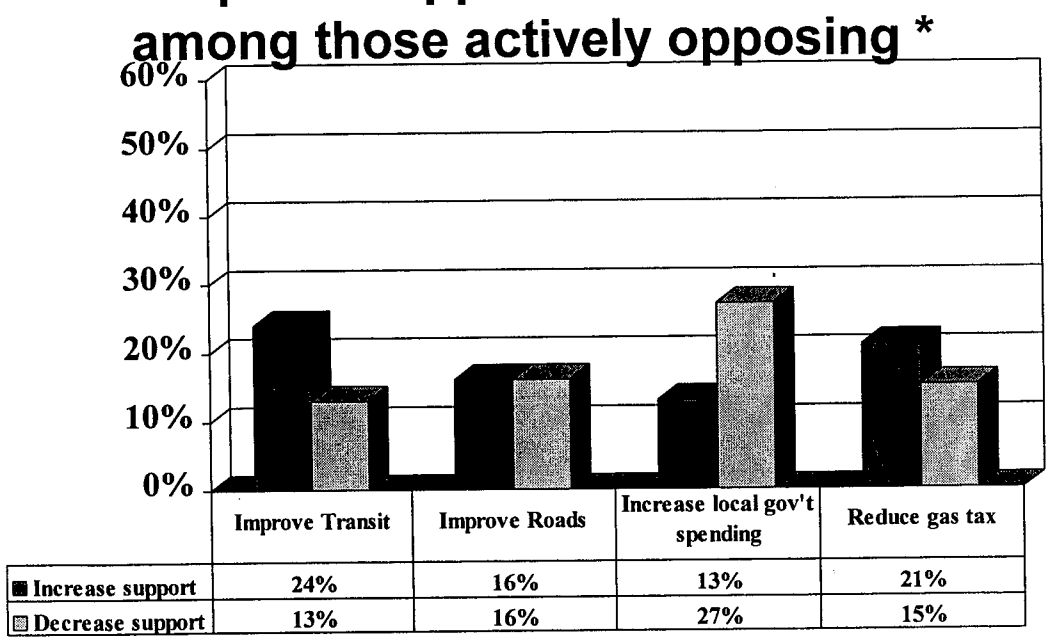


Figure 15: How Proposed Use of Funds Impacts Support for HOT Lanes by Original Level of Support.

What this shows is that most of those who said the proposed use of funds would increase their level of support *already support* the idea to an unusually high degree. Only 19% of those who 'actively oppose' the idea said that the proposed use of funds would increase their level of support. Just looking at those who 'actively oppose' the idea shows the following pattern of increased support:



	Improve Transit	Improve Roads	Increase local gov't spending	Reduce gas tax
Increase support	24%	16%	13%	21%
Decrease support	13%	16%	27%	15%

* Provided a response of '1' on 1-10 scale on agreement that HOT lanes were a good idea

Figure 16: How Proposed Use of Funds Impacts Support for HOT Lanes Among Those Actively Opposed.

This suggests that allocating funds to improving transit service might be the best way to build support for this idea among those least supportive if the proposal were to be implemented.

A follow-up question about why people felt the way they felt about the HOT lanes question was also asked. The responses were completely open-ended, and the analysis of those results improves the understanding of why the results came out the way they did.

The table below shows the distribution of responses among those who don't support the concept. A few people gave more than one response so the totals may add up to over 100%.

	Actively Oppose (1)	Little/No Support (2-6)
Shouldn't have to pay	32%	19%
No effect on congestion	20%	23%
Defeats purpose of HOV	13%	8%
Already pay to many taxes/tolls	12%	6%
Just won't work	12%	9%
Need more info	3%	13%
People won't use	3%	8%
Too expensive	4%	5%
Don't want to give government money	4%	4%
All other	4%	8%

Those that support the idea to some degree (that is, rated the concept a 7 or greater) give the following reasons for their support:

Good idea / would help with congestion	62%
Need more info	11%
Would maintain current congestion	7%
Should charge to use roads	6%
All other	20%

A few differences appeared in a demographic breakdown of the reasons for opposition. For instance, those aged 35-44 were more likely to comment unprompted that they believe there would be little impact on congestion (16% versus 10% of those of other ages) but less likely to say that they felt they "shouldn't have to pay (14% vs. 20% of those of other ages). Whites were more likely to say the idea could not be enforced and less likely to say that HOT lanes were "generally a good idea" (see section on Support for HOT Lanes by Race below). Men were more likely to say that HOT lanes were "generally a good idea" but women were more likely to say that they shouldn't have to pay. Finally, the idea that the HOT concept defeats the purpose of HOV lanes broad-based but has somewhat more weight among those aged 35-54 (10% versus about 6.5% of all others), among whites and Hispanics (8.5% versus 4% of African-Americans), and among men (10% of men say this versus less than 7% of women).

Several variables were examined to see if opposition to HOT lanes could be tied to demographic, attitudinal or experiential conditions (i.e. use of I-95 or carpool lanes). Several of these variables were found to be significantly related to support for HOT lanes. These variables were:

- County
- Income
- Race
- Number of working adults in household
- Use of carpool lanes
- Perception of improvement in travel speed from use of HOV lanes

No other variables were found to be significantly related to support for HOT lanes.

Each of these variables will be examined in turn. Other variables that might be expected to have an impact (such as overall carpooling behavior, education levels, marital status and presence of children, etc.) were examined but did not show significant differences between groups.

Support for HOT Lanes by County

Support for the HOT lane concept varies somewhat by county, as demonstrated in the chart below:

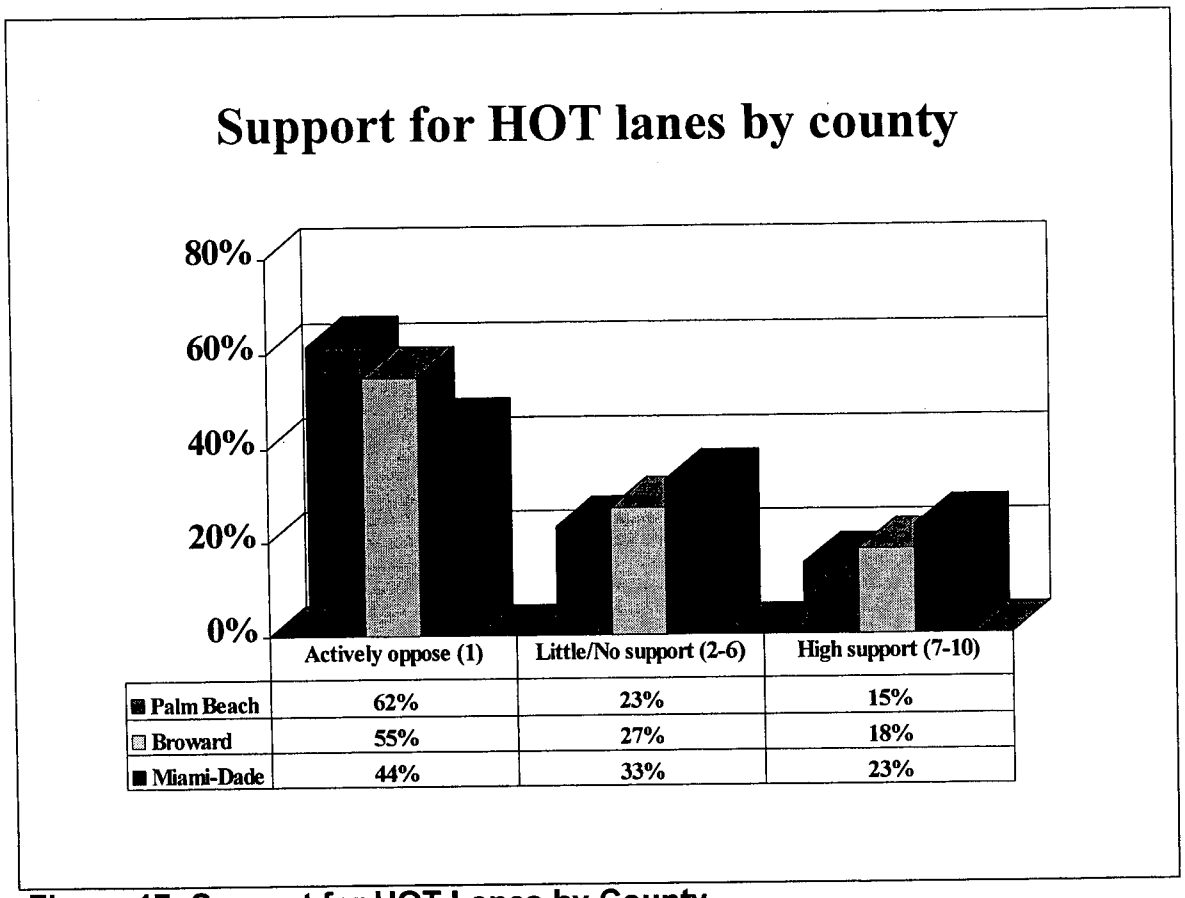
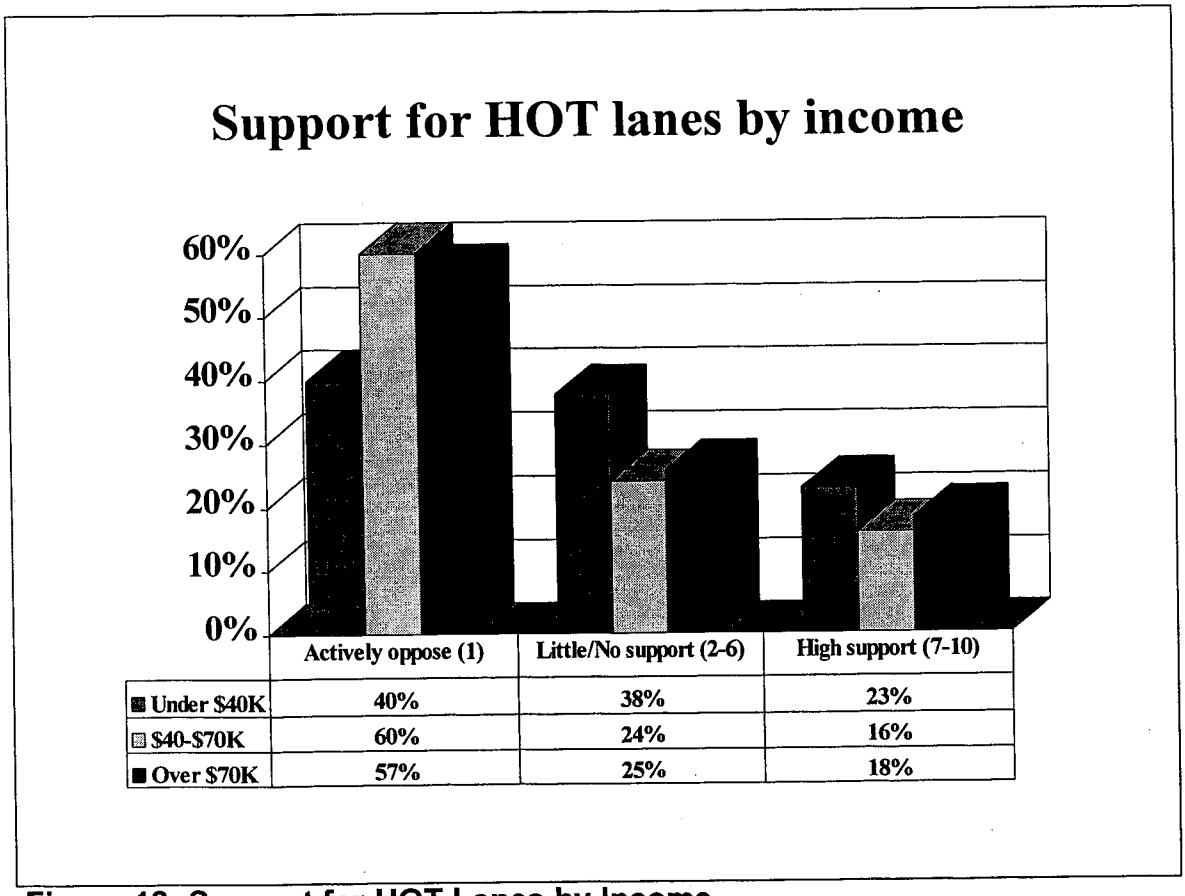


Figure 17: Support for HOT Lanes by County.

Opposition is higher in Palm Beach and Broward counties than in Miami-Dade County. However, in none of the three counties is there a particularly high level of support.

Support for HOT Lanes by Income

There is a large amount of variation in support for the HOT Lanes concept by income, as shown in the chart below:



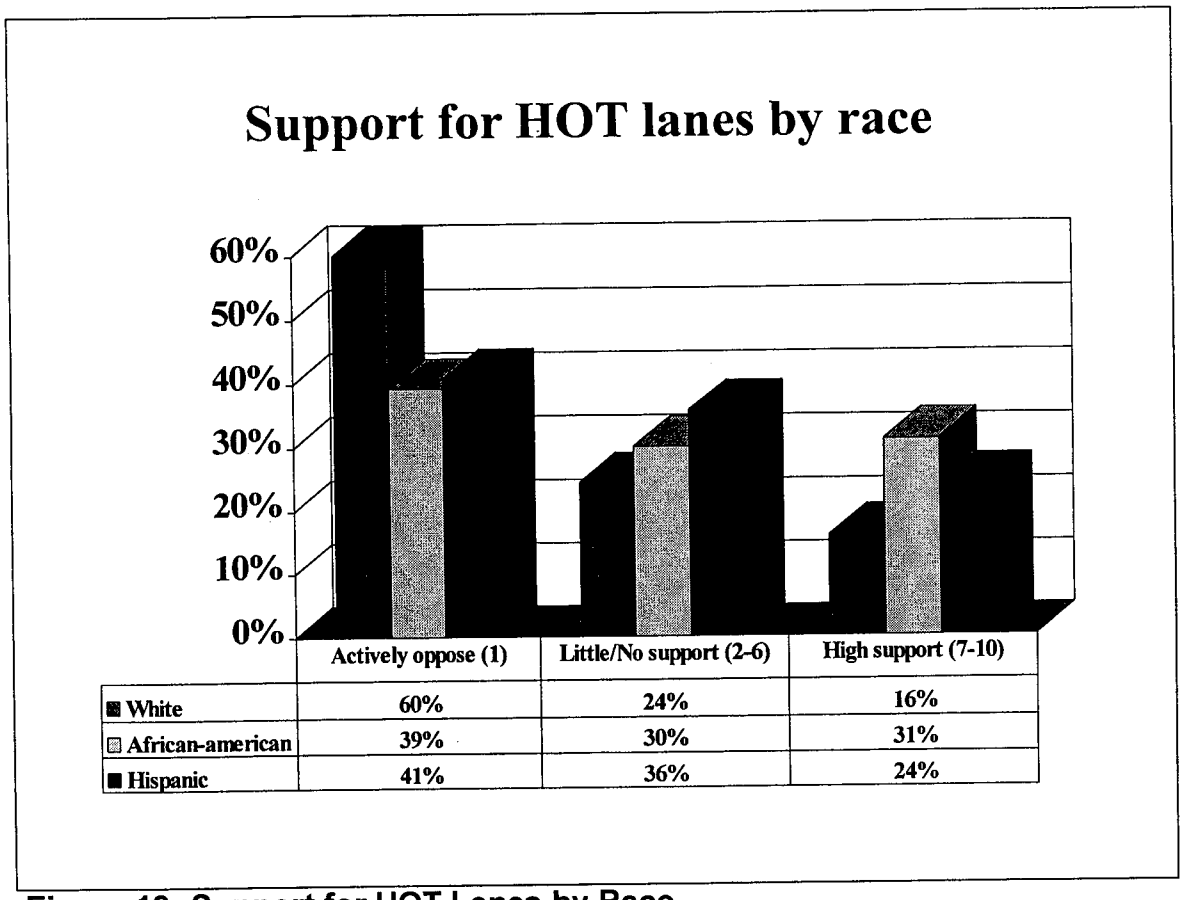
	Actively oppose (1)	Little/No support (2-6)	High support (7-10)
Under $40K	40%	38%	23%
$40-$70K	60%	24%	16%
Over $70K	57%	25%	18%

Figure 18: Support for HOT Lanes by Income.

As with the breakdown by counties, there is more support for HOT Lanes among lower-income residents but there is still not a great deal of support in any income bracket. Those with household incomes under $40K were the most supportive of the concept, and even in that group 40% gave a '1' rating, the lowest possible rating of support. So while there is a difference by income bracket, there is no indication that any specific income bracket strongly supports the HOT Lanes concept.

Support for HOT Lanes by Race

There is also some variation by race, but it is along the same lines as the variation by income. The results are shown in the chart below:



	Actively oppose (1)	Little/No support (2-6)	High support (7-10)
White	60%	24%	16%
African-american	39%	30%	31%
Hispanic	41%	36%	24%

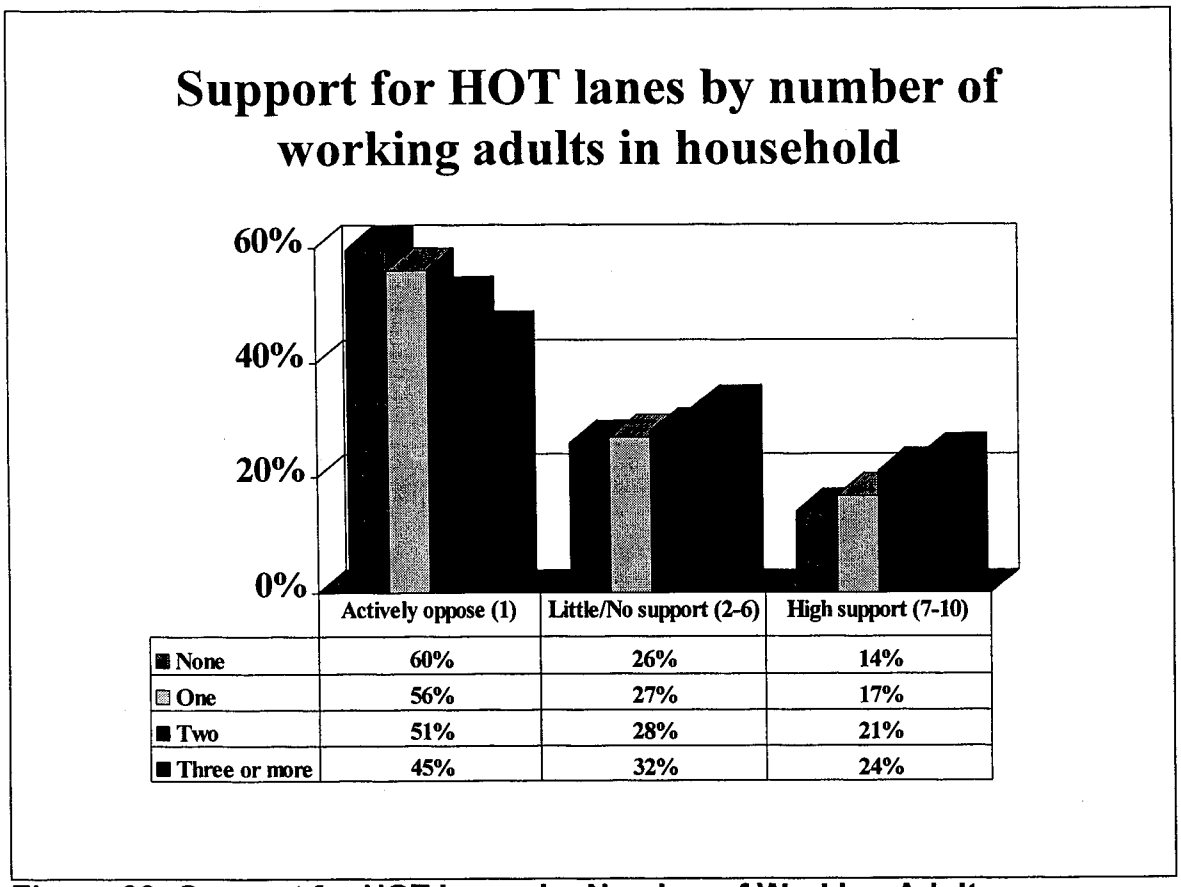
Figure 19: Support for HOT Lanes by Race.

As with the income results, no specific group actually supports the HOT lanes concept – some are just a bit less opposed than others. For African Americans and Hispanics, about 40% gave a '1' rating , compared to 60% of whites. Over 30% of African-Americans strongly support the idea. This is very interesting since in the equity analysis section it is the lower-income, non-white population for whom inequities were investigated, and as it turns out these are the groups

most in favor of the concept – although it must again be stressed that it would be very misleading to characterize any group as actually 'supporting' the idea of HOT lanes.

Support for HOT Lanes by Number of Working Adults in Household

Support for HOT lanes does vary somewhat by number of working adults in the household. The results are shown in the chart below:



	Actively oppose (1)	Little/No support (2-6)	High support (7-10)
None	60%	26%	14%
One	56%	27%	17%
Two	51%	28%	21%
Three or more	45%	32%	24%

Figure 20: Support for HOT Lanes by Number of Working Adults.

As with the other demographic variables, no group truly supports the concept. The households with the higher numbers of working adults oppose the idea less than other households.

Support for HOT Lanes by Use of Carpool Lanes

It might be expected that when experiential variables (rather than demographic variables) are used to segment the population, it might be possible to define a group that really supports the concept. One of the variables with highest potential to do so is use of carpool lanes on I-95. This variable will be more thoroughly examined in the second section of this report on travel characteristics of I-95 users. There is variation, but it does not define a group that supports the concept, as shown in the chart below:

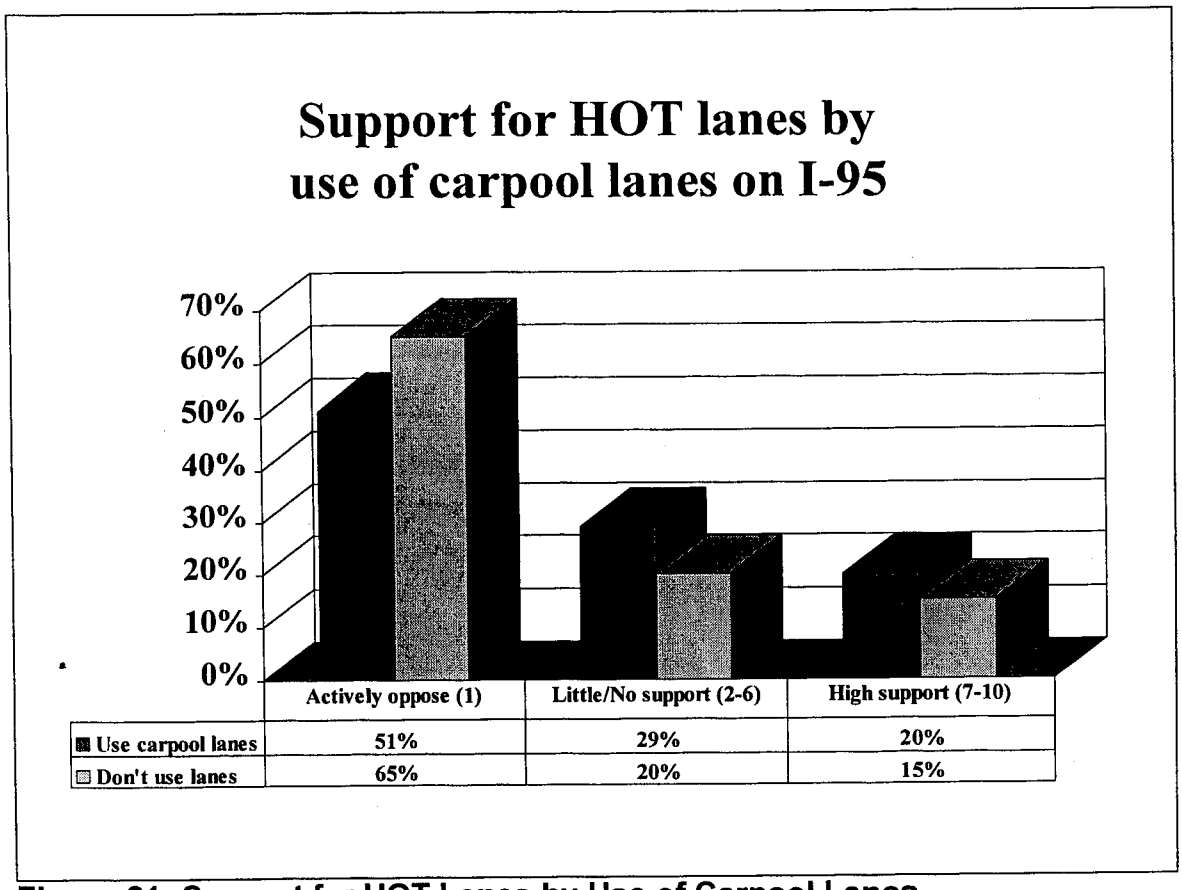


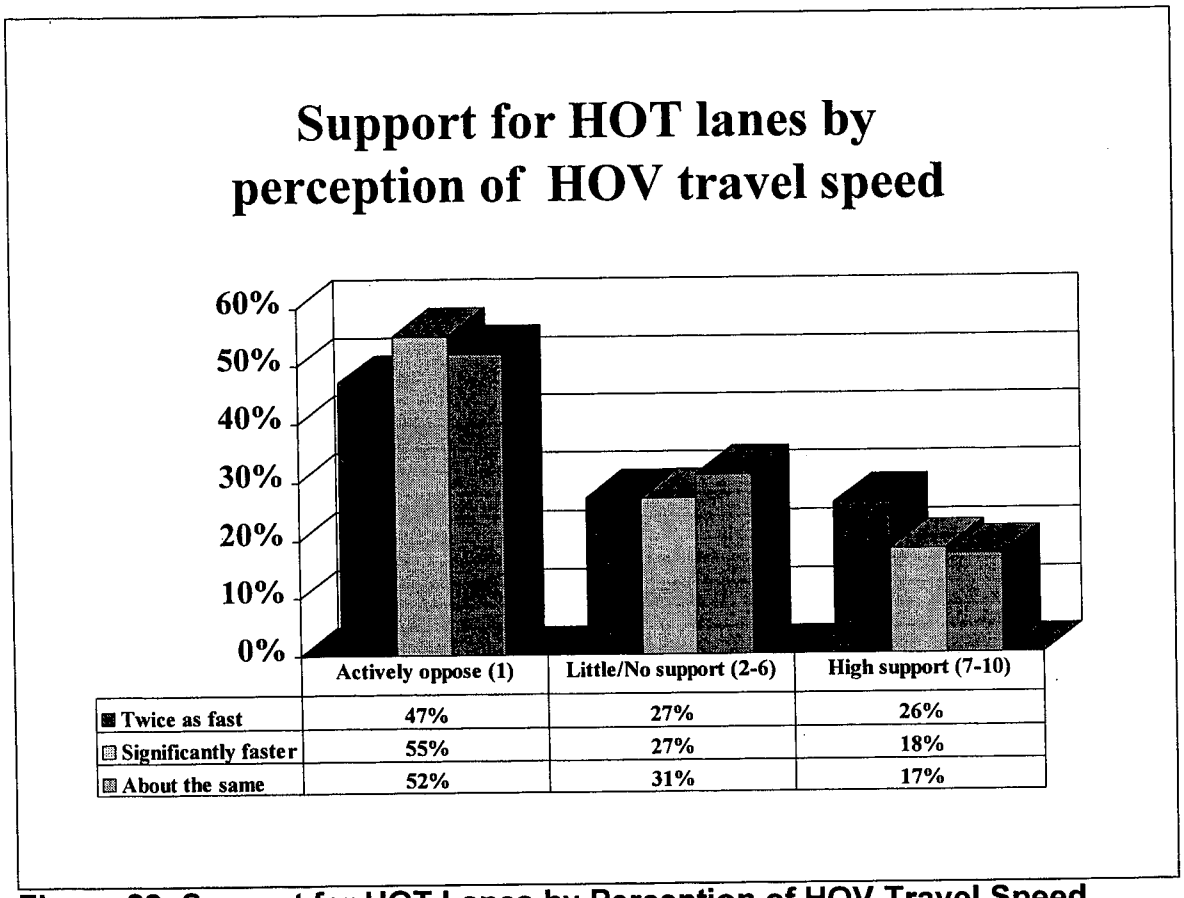
Figure 21: Support for HOT Lanes by Use of Carpool Lanes.

What is fascinating about this result is that it would seem more likely that the users of carpool lanes would be the ones most dead-set against the concept. In

fact they favor the idea somewhat more than do the people who don't use the carpool lanes. As with other analyses, in no way can either of the groups examined be characterized as supporting the concept.

Support for HOT Lanes by Perception of HOV Travel Speed

The last variable identified as potentially impacting support for HOV lanes was the perception of travel speed improvement offered by HOV lanes. Again, it would seem likely that those who see the most travel speed improvement would be those most against the concept. In practice, the results worked out differently:



	Actively oppose (1)	Little/No support (2-6)	High support (7-10)
Twice as fast	47%	27%	26%
Significantly faster	55%	27%	18%
About the same	52%	31%	17%

Figure 22: Support for HOT Lanes by Perception of HOV Travel Speed.

Those most in favor of the HOT lanes concept are those who perceive the travel speed improvement of HOV lanes to be the highest. As with other groups, even they cannot be characterized as supporting the concept, only as opposing it less than other groups.

Conclusions on Public Support for HOT Lanes

The results of this survey clearly indicate that there is very little support for the HOT Lanes concept within the general public in South Florida. In fact most residents seem to be strongly opposed to the idea.

It is extremely difficult to even identify any demographic or other sub-group that can be characterized as supporting the concept. Were this concept to be implemented, it would have to be for reasons completely unrelated to any public approval of or desire for the project. Such a project would in fact face an enormous hurdle of contrary public opinion, and, therefore, political and media support.

If HOT lanes were to be implemented in South Florida, strategic public relations would be necessary to assuage some of the negative feelings revealed in this survey. The following issues would need to be addressed:

- The notion that people should not have to pay for roads. It is likely that people have very little understanding of the enormous amount of public tax funding that is used to support transportation. This may be an opportunity for people to be educated on what are the true costs of maintaining the level of mobility we enjoy, and to understand that tolling may represent the fairest way to distribute those costs among users. This attitude is significantly more prevalent among women and somewhat more prevalent among respondents aged 18-34 and 55 and over, suggesting that targeting of the message should be towards those groups.

- The perception that HOV lanes and potential HOT lanes have no impact on congestion. This is a very understandable viewpoint given that many drivers sit in rush hour traffic and see an empty HOV lane or see people violating HOV regulations and driving solo in the lane. Communications that explain the potential number of people moved through (or the potential percentage of traffic that goes through) HOT lanes may help people to understand that the lanes do make a difference. This attitude is more prevalent among those aged 35-54.
- The perception that putting a toll on the HOV lane and allowing solo drivers to use it would defeat the purpose of HOV lanes. Here the message would have to indicate that the maximum flow of the lane where desired speeds are maintained is still higher than what is currently being accomplished, and what's more the funds generated will be used to improve aspects of local transportation (assuming that that is in fact the case.) This attitude is broad-based but has somewhat more weight among those aged 35-54, among whites and Hispanics, and among men.

No demographic group was identified as being very supportive of the concept. Messages to increase support will need to be broad-based.

There remains no evidence that HOT lanes are a popular concept in South Florida. Quite the opposite is in fact true. As mentioned earlier, a decision to move forward would need to be based on other factors. If that course is followed, no one should be under the illusion that a public relations campaign will swing the tide in favor of this concept. The best that can be hoped for is a reduction in the level of active opposition to the concept and perhaps an increase in "lukewarm" support. The public relations approach will be necessary to at

least address the population's concerns, but will not create a positive feeling for the concept among a majority (or even large minority) of the public.

Travel Characteristics on I-95

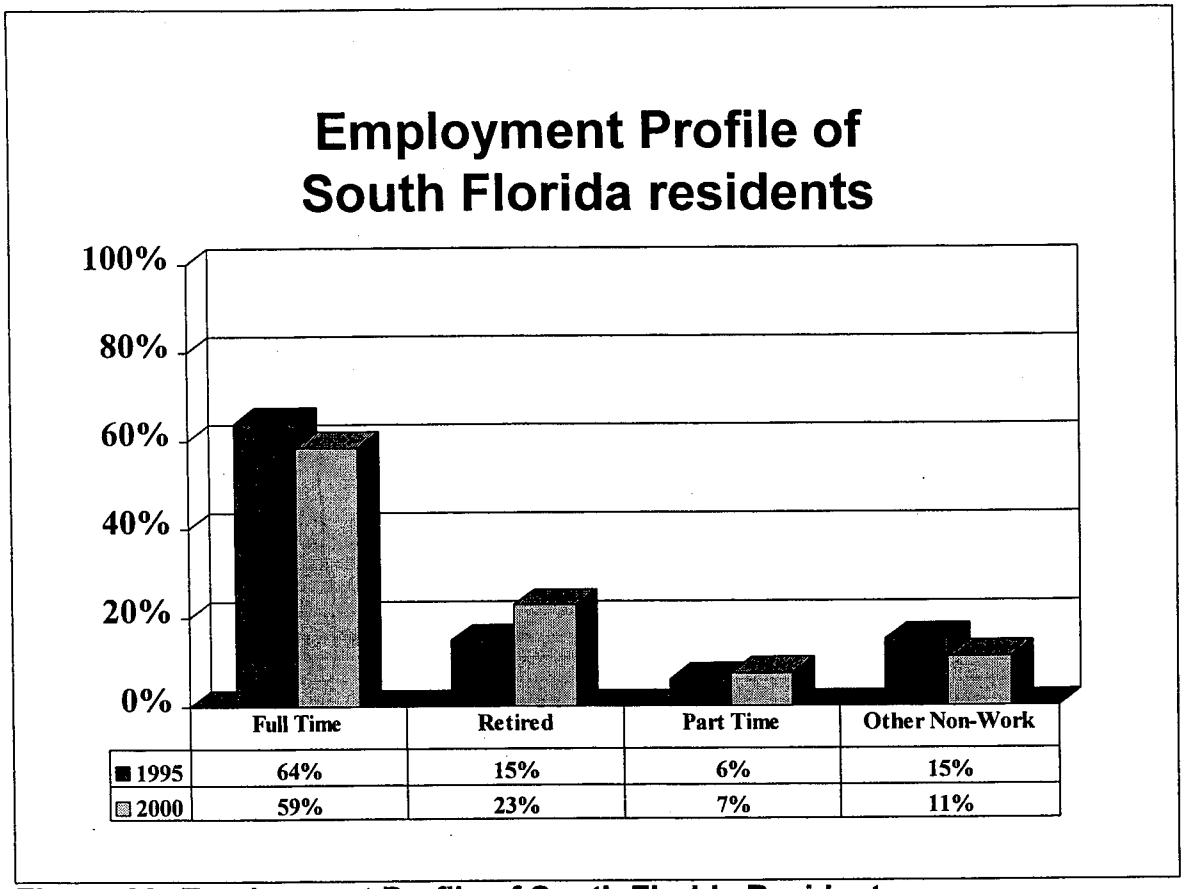
This section of the report will detail trends of travel characteristics on I-95. The 1995 HOV Marketing and Positioning project contained a great deal of data on I-95 travel characteristics. Many of the questions in that survey were repeated in this survey to provide trends on travel characteristics. Overall, trends have been extremely stable – characteristics of use of I-95 have changed very little over the past 5 years, as will be demonstrated in the following analysis.

It should be noted that the 1995 study was conducted during the summer of 1995, and the current survey was conducted in November of 2000. A somewhat larger proportion of respondents in the current survey lived in 'retired' households. Some of the trend findings may be due to differences in travel patterns of these residents.

Re-weighting the sample to equalize the number of retirees is a possible additional analysis that could be conducted. However, it is highly unlikely that such a re-weighting will produce markedly different results. Differences between the groups are not huge (for example, 63% of retirees who don't use I-95 say they would use it if it were less congested, versus 55% of full-time employees) and so re-weighting would not really change the overall results by much. Also, the consistency of data between this study and the 1995 study is reserved, thus reducing potential confusion. Also, with the aging of the population of the United States, it is likely that the overall employment profile of the area has changed somewhat and an increase in the number of retirees is likely. Thus there would be a further diminishment of any impact that reweighting to a 'truly comparable' level might have. An analysis of trends broken down by county will follow the analysis of all South Florida residents.

Employment Profile of South Florida Residents

Clearly an important issue is the difference in timing of the surveys. However, while there are significantly more retirees in the sample than in the 1995 study, changes are still not so dramatic as to invalidate comparisons between the studies. Some caution must be used in interpretation of the results (such as any decreases in proportion of residents using I-95 during rush hour, if applicable). The employment profile comparison is summarized in the chart below.



	Full Time	Retired	Part Time	Other Non-Work
1995	64%	15%	6%	15%
2000	59%	23%	7%	11%

Figure 23: Employment Profile of South Florida Residents.

As noted earlier, the increase in number of retirees is probably at least partially due to the different timing of the surveys – 1995 in the summer, 2000 in November. It is also likely, however, that the proportion of retirees in the full-time resident population has increased.

Use of I-95

South Florida residents were characterized by their use of I-95. The breakdown is summarized in the chart below:

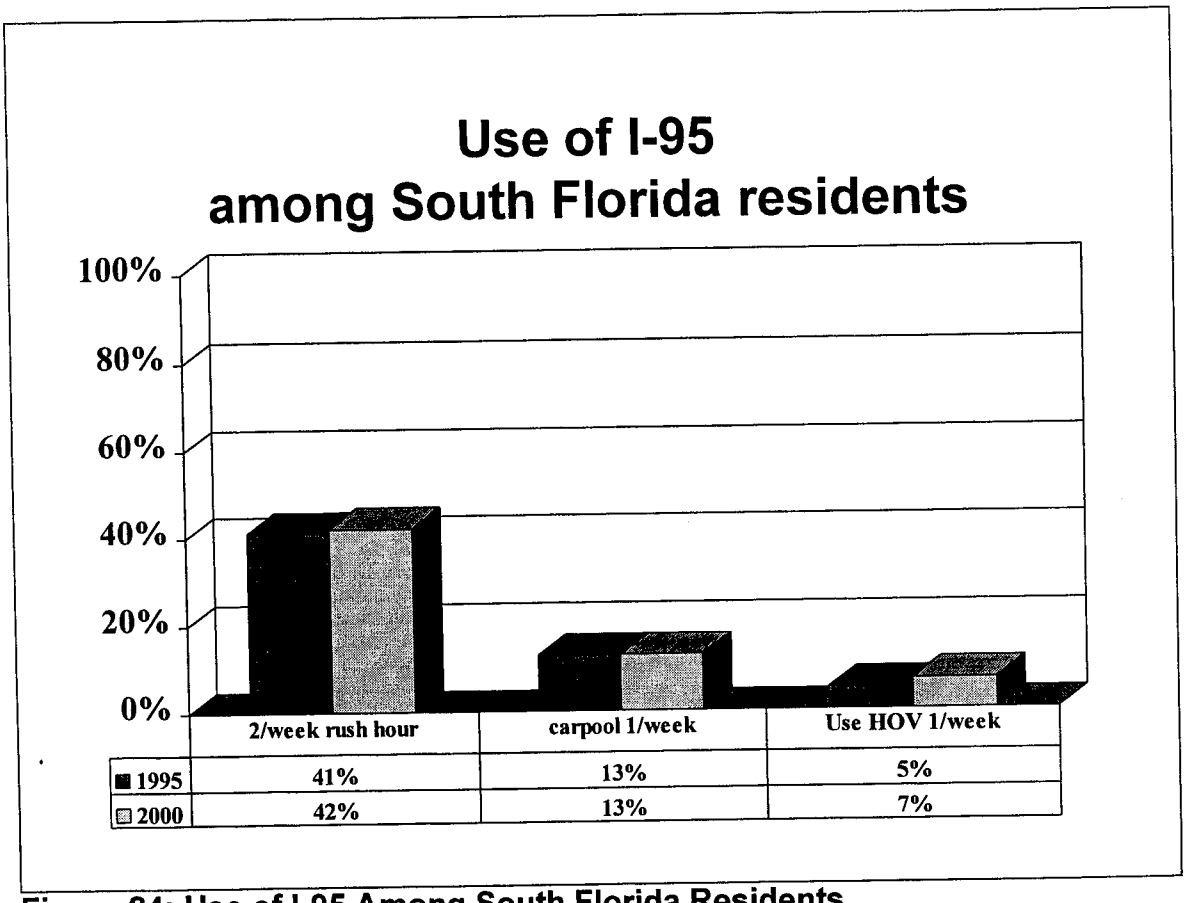
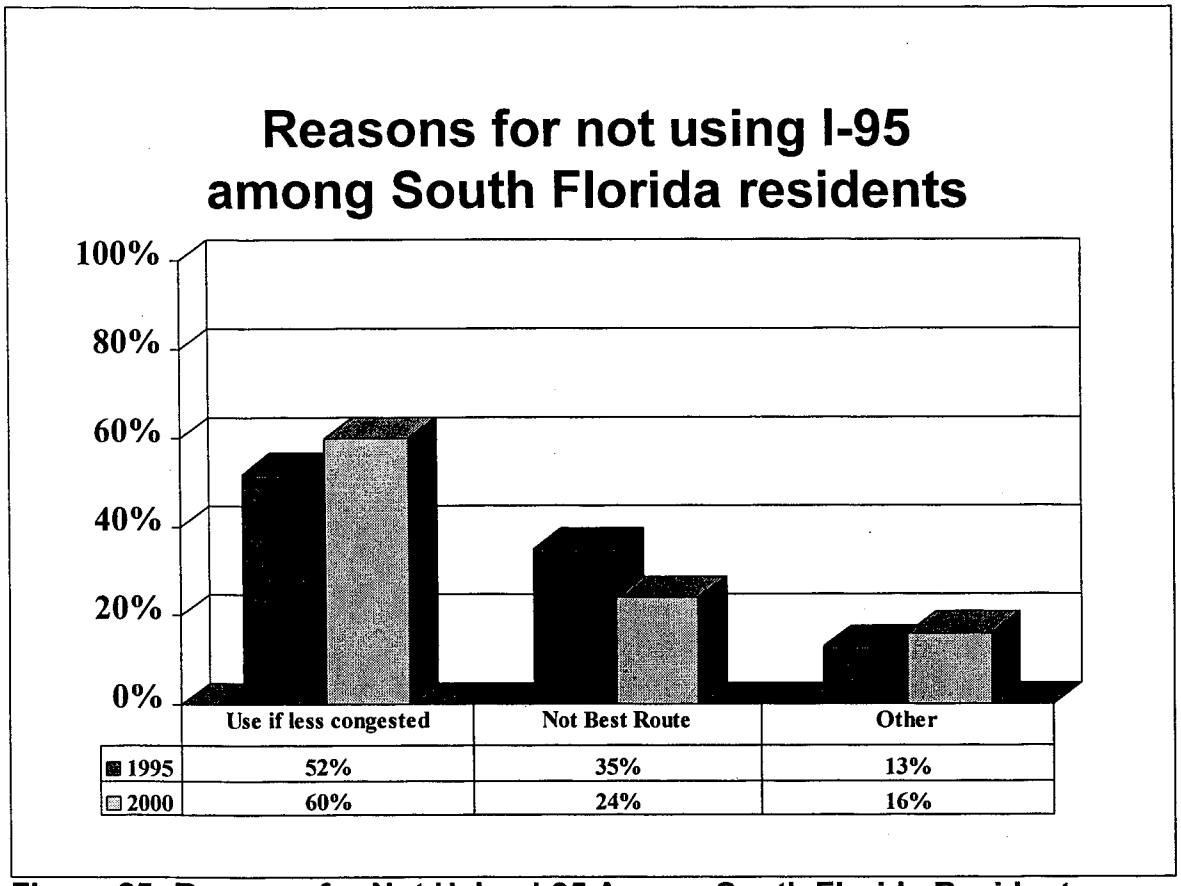


Figure 24: Use of I-95 Among South Florida Residents.

Over 40% of all residents use I-95 for at least two trips per week Approximately 13% carpool once per week or more on I-95, and 7% use the HOV lanes. There has been a statistically significant increase in the proportion of people who say they are using the HOV lanes, but other changes are not statistically significant from the prior survey conducted in 1995.

Reasons for Not Using I-95

Respondents were asked what their reasons were for not using I-95 if they didn't use it regularly. The main responses are summarized below



	Use if less congested	Not Best Route	Other
1995	52%	35%	13%
2000	60%	24%	16%

Figure 25: Reasons for Not Using I-95 Among South Florida Residents.

Interestingly, in spite of population growth and expansion of businesses into areas of South Florida away from the I-95 corridor, there has an increase in the proportion of those who don't use I-95 that say they would use it if it were less congested, and a corresponding decrease in the number of people that say it is not the best route.

Use of I-95 Entrances and Exits

In contrast to prior surveys, respondents in this survey were asked to identify which exits they used get on and off I-95. Previously respondents had been asked what distance they traveled on I-95.

Forty-eight percent of South Florida residents use I-95 at all. Of those, about one-third either did not know what exits they used (20%) or did not provide useable data (unidentifiable exit names, provided the same exit as both entrance and exit, did not answer the question, etc.- a total of 13%).

As it turns out, only about 400 respondents gave us valid entrance/exit data for where they got on and got off I-95. There were a large number (about 100 respondents) who didn't know where they got on and off or gave us the same exit for both on and off. There are also about 600 who said they don't regularly travel I-95.

With only about 400 respondents there was not a great deal of consistency in entrance/exit data. Only 5 entrance/exit combinations were mentioned by more than 2 respondents. They were:

Atlantic Blvd to Copans Road
SW 8th/ 7th street (Miami) to State Road 934
Hollywood Blvd to I-595
I-595 to Commercial Blvd
Commercial Blvd to Sample Road

In addition, 4 respondents mentioned downtown Miami (US1 / Miami Avenue / NW 2nd / I-395) to the I-195 / Airport Expressway, and 3 respondents mentioned SR 836 / NW 8th to downtown Miami (US1 / Miami Avenue / NW 2nd / I-395).

For purposes of simplicity the new proposed exit numbering system (mileage-based) as reported on the DOT website was used to code the responses. Hence all the downtown Miami exits are variations on exit '2'.

As far as use of individual exits and entrances, the most common mentions were:

ENTRANCES:

I-595	24 responses
SR 826	22
Downtown Miami (as above)	21
SR 816 / Oakland Park	16
Atlantic Blvd	16
SW 10th Street (SR 869)	16
SR 836 / NW 8th street	15
Sample Road	13
Hollywood Blvd	12
Palmetto Park Road	11

EXITS

Downtown Miami	24
I-595	21
Broward Blvd	17
SR 836 / NW 8th street	16
I-195 / Airport Expwy	16
Glades Road	16
Hollywood Blvd	14
Oakland Park	13
Commercial Blvd	13

Carpooling and HOV Lane Use on I-95

A series of questions were asked to determine the extent of carpooling and HOV lane use on I-95 among those who used I-95 during rush hour. These responses are again compared to the 1995 survey in the following charts:

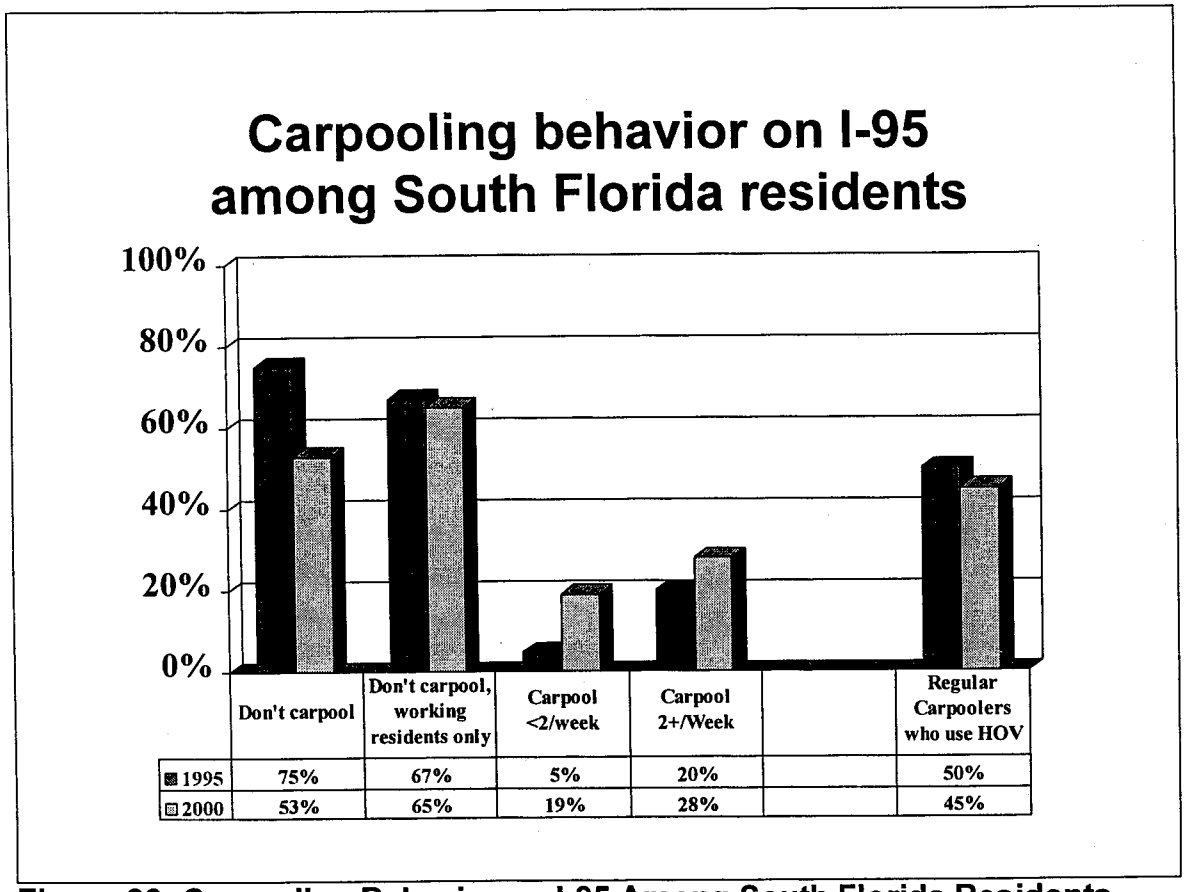


Figure 26: Carpooling Behavior on I-95 Among South Florida Residents.

A much higher proportion of residents report that they carpool on I-95 now compared to 1995. This results, however, is rather heavily skewed by the number of retires (67% of retirees who use I-95 say they carpool at least 'sometimes' on I-95, compared to 35% of working residents). For that reason, the proportion of working residents only who say they carpool on I-95 is also shown, and this chart indicates no change in carpooling behavior. This finding is

completely in line with national statistics that show carpooling is much more prevalent for non-work trips.

The next chart shows carpooling just among rush hour drivers.

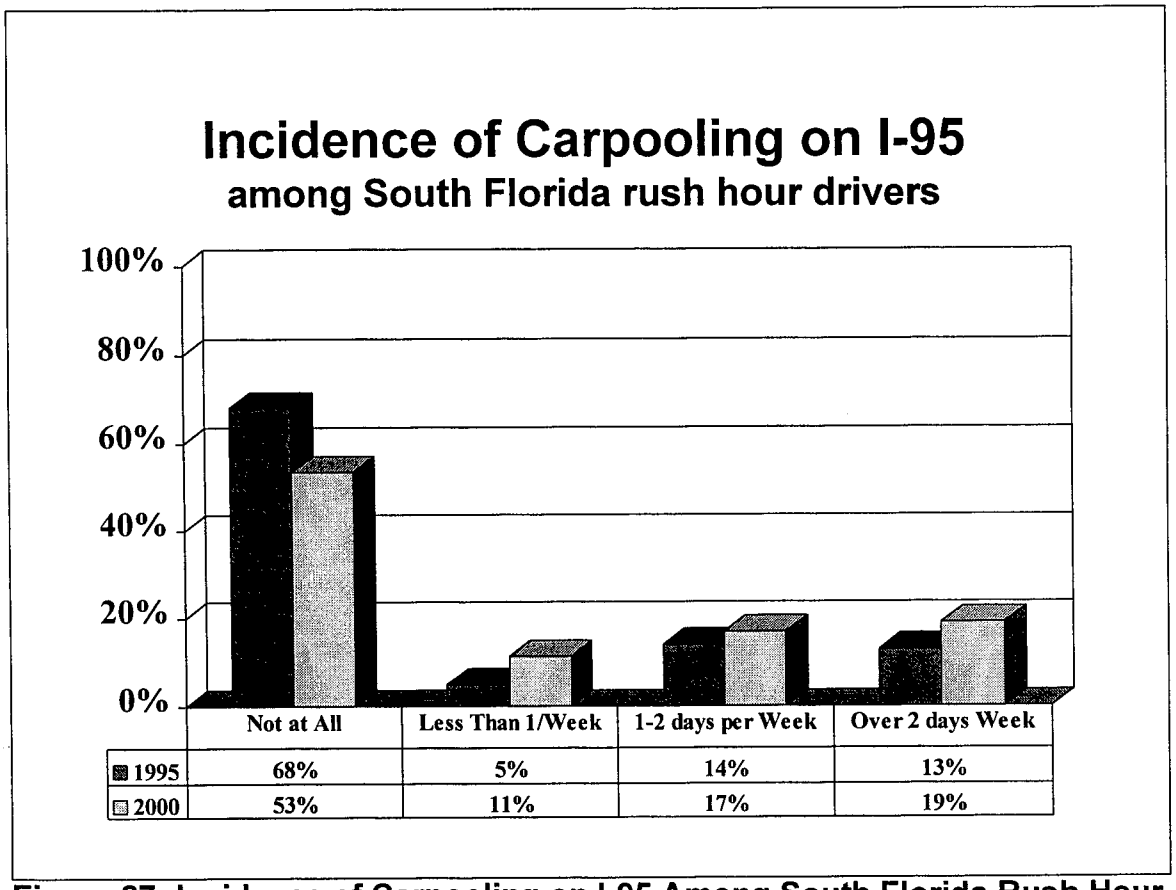
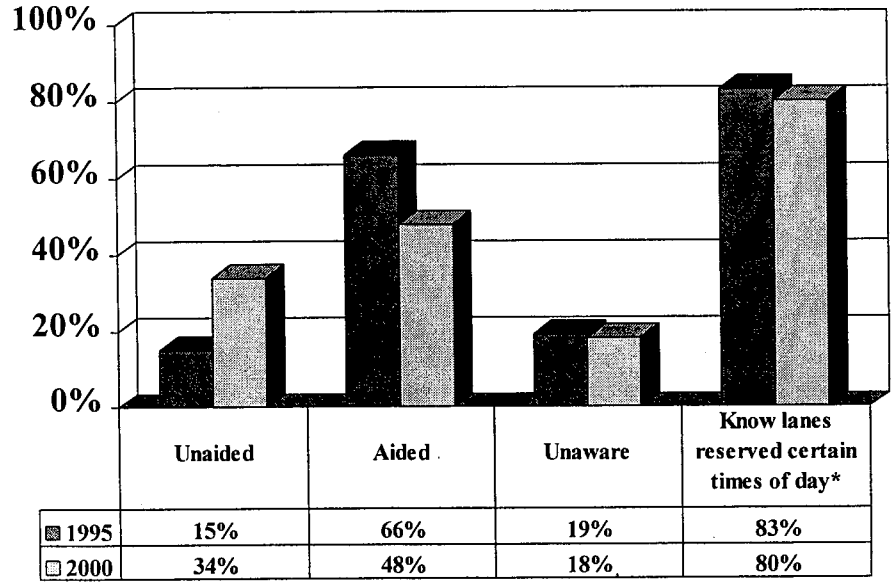


Figure 27: Incidence of Carpooling on I-95 Among South Florida Rush Hour Drivers.

This chart shows that even among rush hour drivers, the incidence of carpooling is up. Although this result may also be due to more carpooling being done among retirees who drive during rush hour (but still have a non-work trip purpose), it is a good sign that carpooling *during the rush hour*, regardless of trip purpose, is higher in the 2000 survey than it was in the 1995 survey.

Awareness of HOV lanes in South Florida is basically stable – just over 80% are aware of the lanes. There is now a greater proportion of people who are aware 'unaided', that is that they name HOV lanes as an advantage that exists for carpoolers on I-95. 'Aided' awareness means the respondents actually had to be prompted as to whether or not there are HOV lanes on I-95. Overall awareness levels are virtually identical to 1995.



	Unaided	Aided	Unaware	Know lanes reserved certain times of day*
1995	15%	66%	19%	83%
2000	34%	48%	18%	80%

* Of those aware of HOV Lanes

Figure 28: Awareness of HOV Lanes Among South Florida Residents.

Perceptions of differences in travel speed for HOV Lanes are summarized in the next chart.

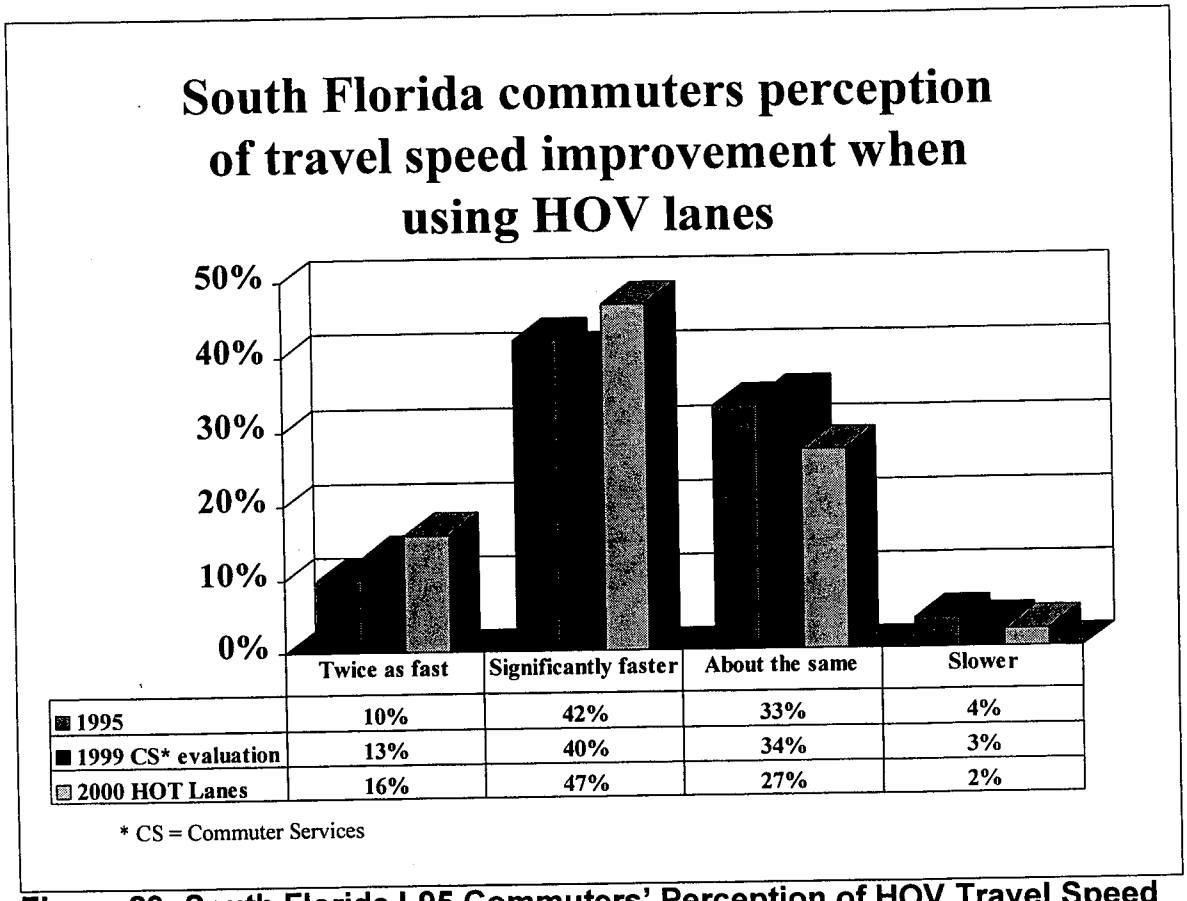


Figure 29: South Florida I-95 Commuters' Perception of HOV Travel Speed Improvement.

The 1999 Commuter services evaluation study (general public portion) contained a question about these perceptions, and that data is also included here for additional trending value. There has been a substantial decrease in the proportion of commuters who felt that HOV travel speed is 'about the same' or 'slower' than travel in regular lanes.

Overall trends show little change in behavior other than a larger proportion of commuters perceiving that HOV travel speeds are faster than regular lane travel.

County Profiles

The following is an analysis of I-95 usage in the three-county area, including an employment profile of each county.

Employment Profile of Palm Beach County Residents

The employment profile comparison is summarized in the chart below.

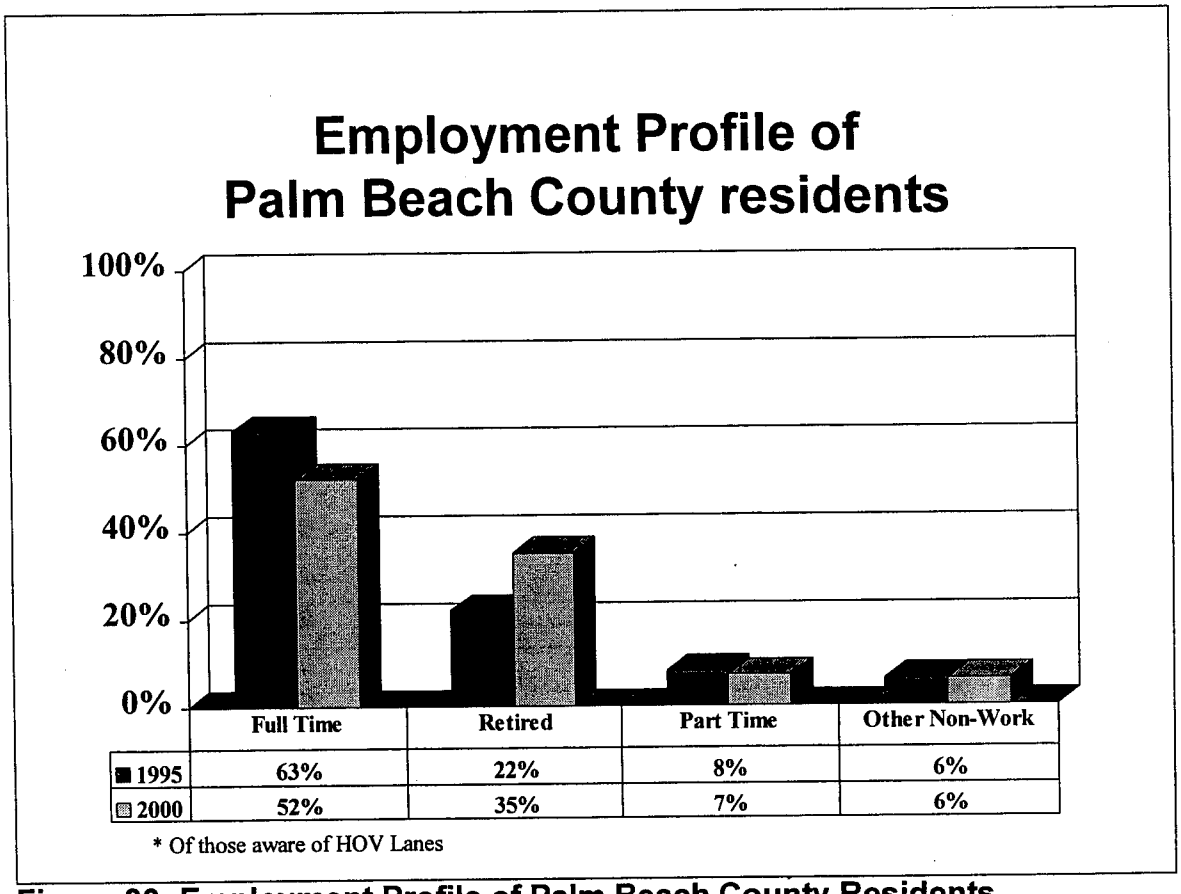


Figure 30: Employment Profile of Palm Beach County Residents.

As noted earlier, the increase in number of retirees is probably at least partially due to the different timing of the surveys – 1995 in the summer, 2000 in November. It is also likely, however, that the proportion of retirees in the full-time resident population has increased.

Destination counties of Palm Beach commuters are summarized in the following chart.

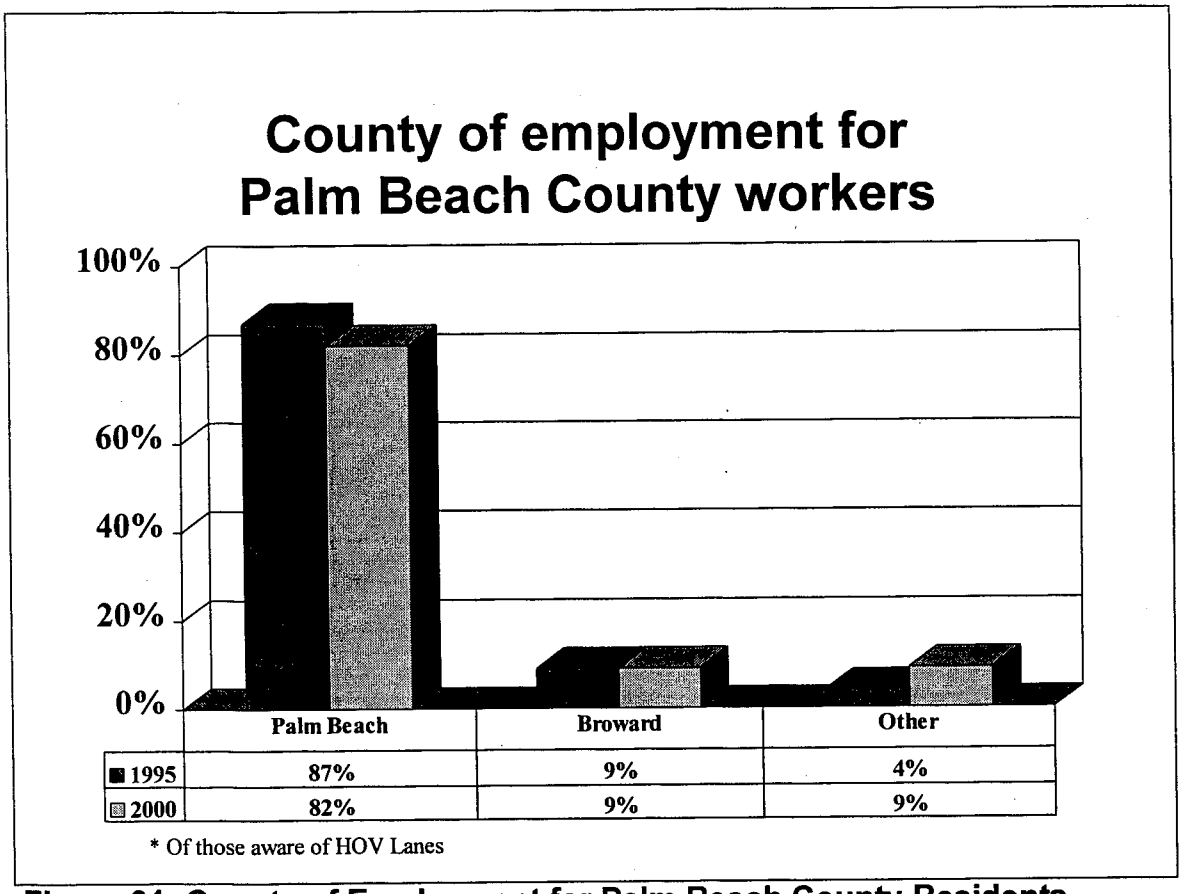


Figure 31: County of Employment for Palm Beach County Residents.

Palm Beach County remains the county of employment for most commuters, although there has been an increase in other counties (Miami-Dade County is the destination for 3% of the 9% who do not work in Palm Beach or Broward counties) as places of employment.

Use of I-95 Among Palm Beach County Residents

Palm Beach County residents were characterized by their use of I-95. The breakdown is summarized in the chart below:

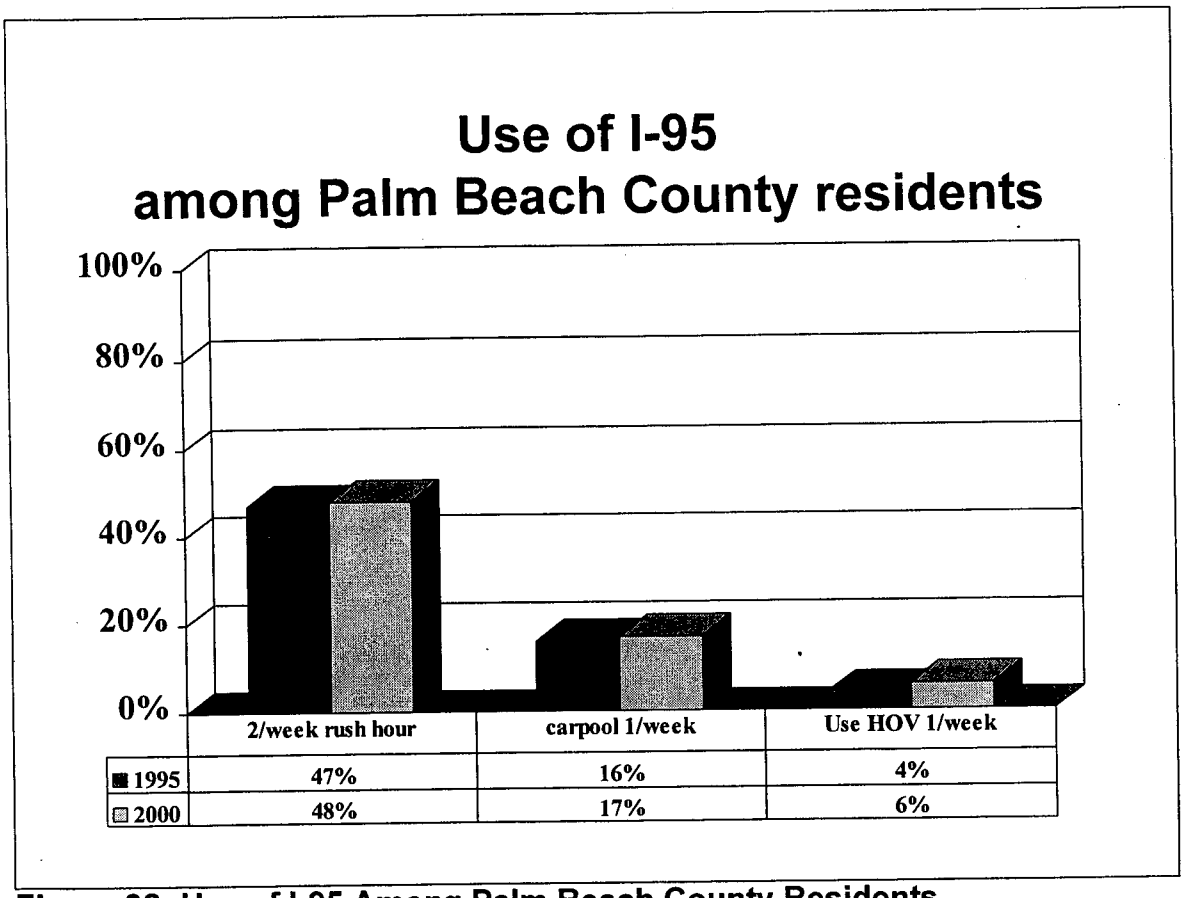


Figure 32: Use of I-95 Among Palm Beach County Residents.

There have been no statistically significant changes from the prior survey conducted in 1995.

Reasons for Not Using I-95 Among Palm Beach County Residents

Respondents were asked what their reasons were for not using I-95 if they didn't use it regularly. The main responses are summarized below

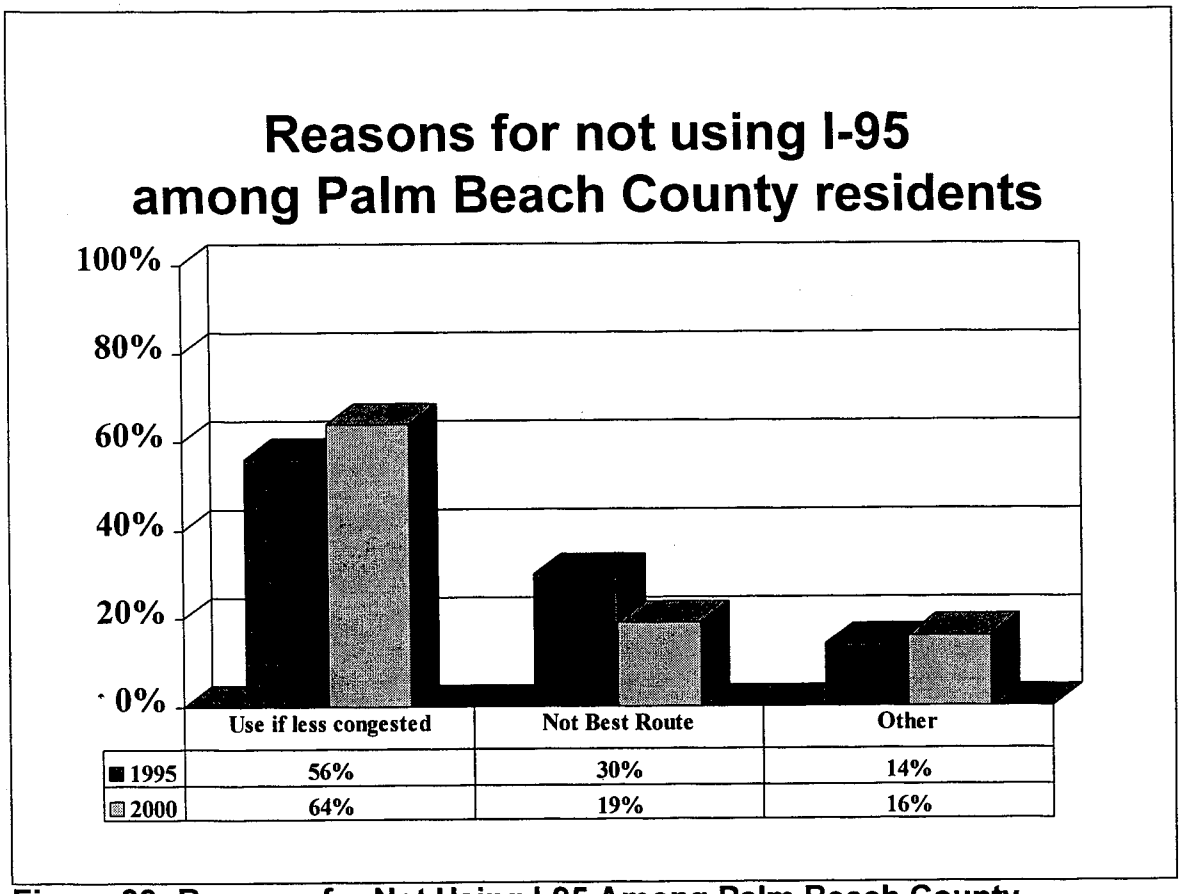
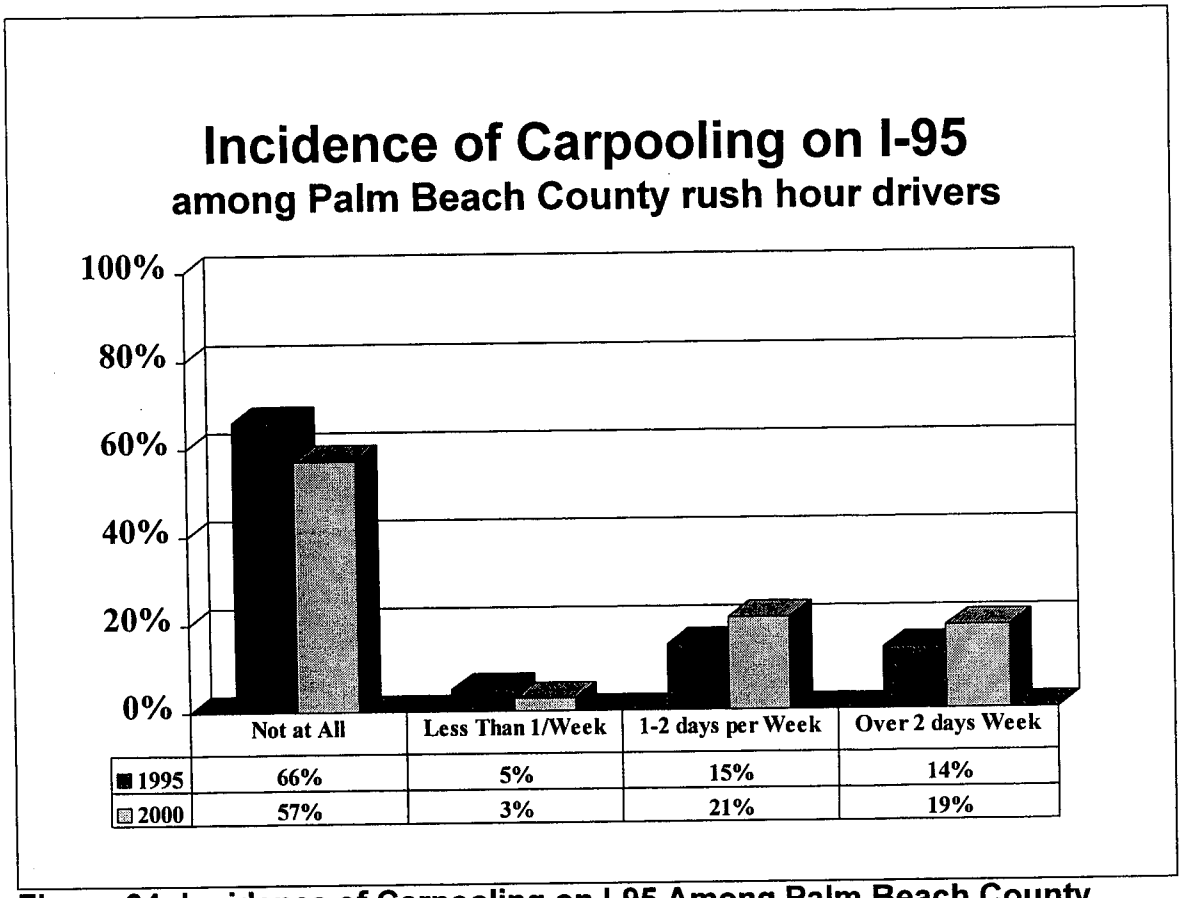


Figure 33: Reasons for Not Using I-95 Among Palm Beach County Residents.

As with the results for the entire region, there has an increase in the proportion of those who don't use I-95 that say they would use it if it were less congested, and a corresponding decrease in the number of people that say it is not the best route.

Carpooling and HOV Lane Use on I-95 Among Palm Beach County Residents

A series of questions were asked to determine the extent of carpooling and HOV lane use on I-95 among those who used I-95 during rush hour. These responses are again compared to the 1995 survey in the charts below:

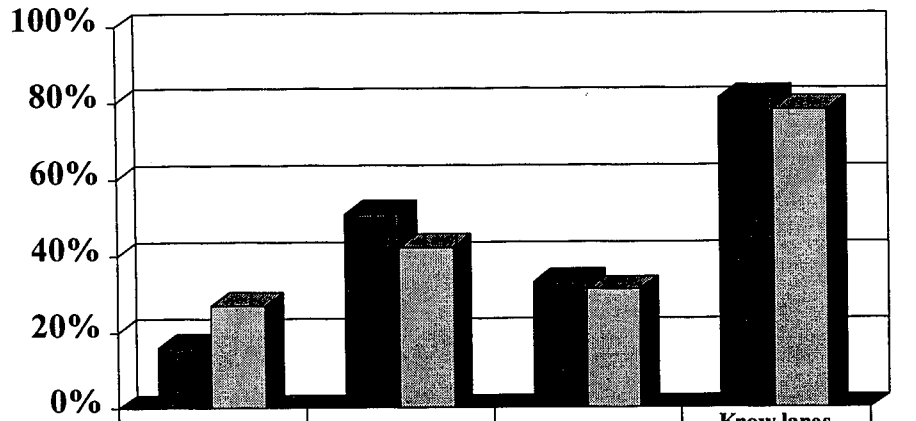


	Not at All	Less Than 1/Week	1-2 days per Week	Over 2 days Week
1995	66%	5%	15%	14%
2000	57%	3%	21%	19%

Figure 34: Incidence of Carpooling on I-95 Among Palm Beach County Rush Hour Drivers.

A much higher proportion of rush hour drivers report that they carpool on I-95 now compared to 1995.

Awareness of HOV lanes in Palm Beach County is stable, just as for the region as a whole – just about 2/3 are aware of the lanes. There is now a greater proportion of people who are aware 'unaided', that is that they name HOV lanes as an advantage that exists for carpoolers on I-95. 'Aided' awareness means the respondents actually had to be prompted as to whether or not there are HOV lanes on I-95. Overall awareness levels are virtually identical to 1995.

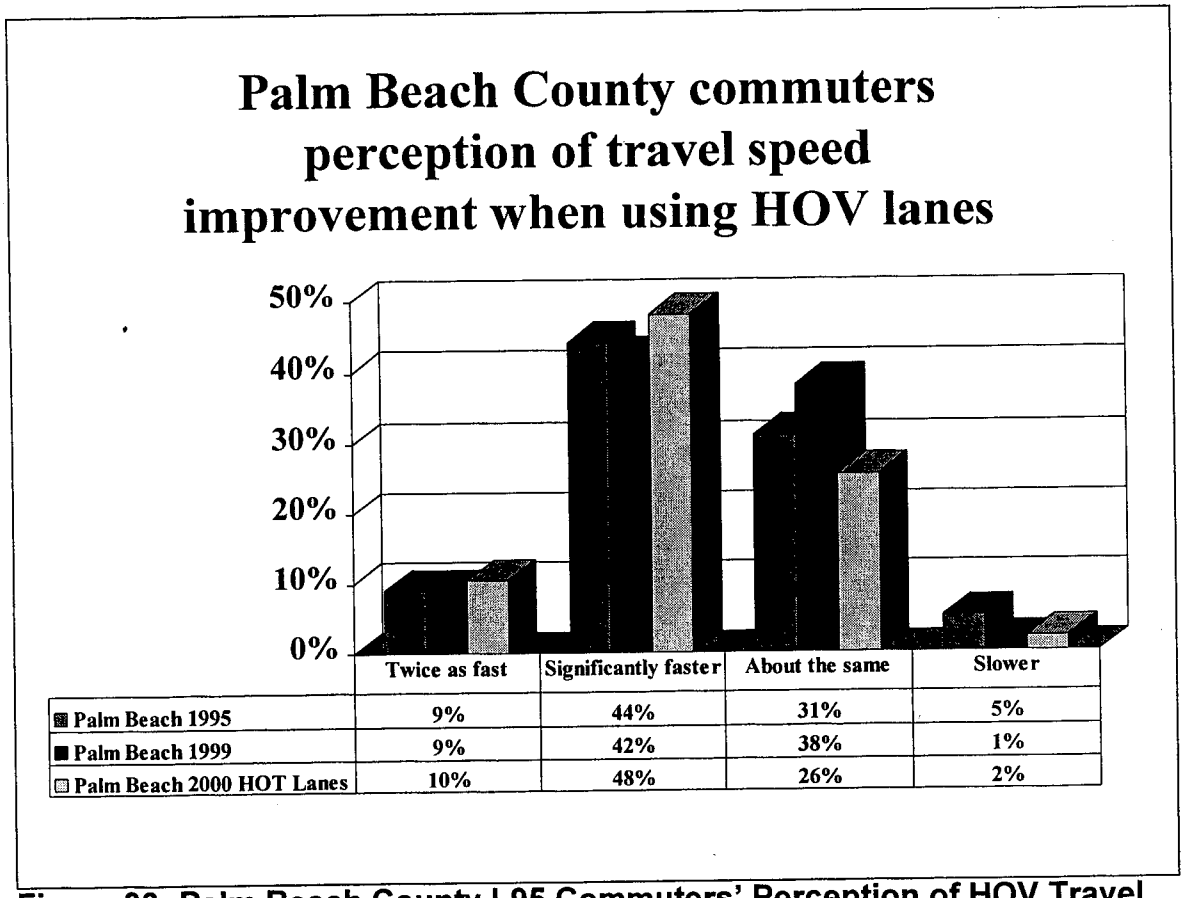


	Unaided	Aided	Unaware	Know lanes reserved certain times of day*
1995	16%	51%	33%	81%
2000	27%	42%	31%	78%

* Of those aware of HOV Lanes

Figure 35: Awareness of HOV Lanes Among Palm Beach County Residents.

Perceptions of differences in travel speed for HOV Lanes are summarized in the next chart.



	Twice as fast	Significantly faster	About the same	Slower
Palm Beach 1995	9%	44%	31%	5%
Palm Beach 1999	9%	42%	38%	1%
Palm Beach 2000 HOT Lanes	10%	48%	26%	2%

Figure 36: Palm Beach County I-95 Commuters' Perception of HOV Travel Speed Improvement.

The 1999 Commuter services evaluation study (general public portion) contained a question about these perceptions, and that data is also included here for additional trending value. As in the region as a whole, there has been a substantial decrease in the proportion of commuters who felt that HOV travel speed is 'about the same' or 'slower' than travel in regular lanes.

Employment Profile of Broward County Residents

The employment profile comparison is summarized in the chart below.

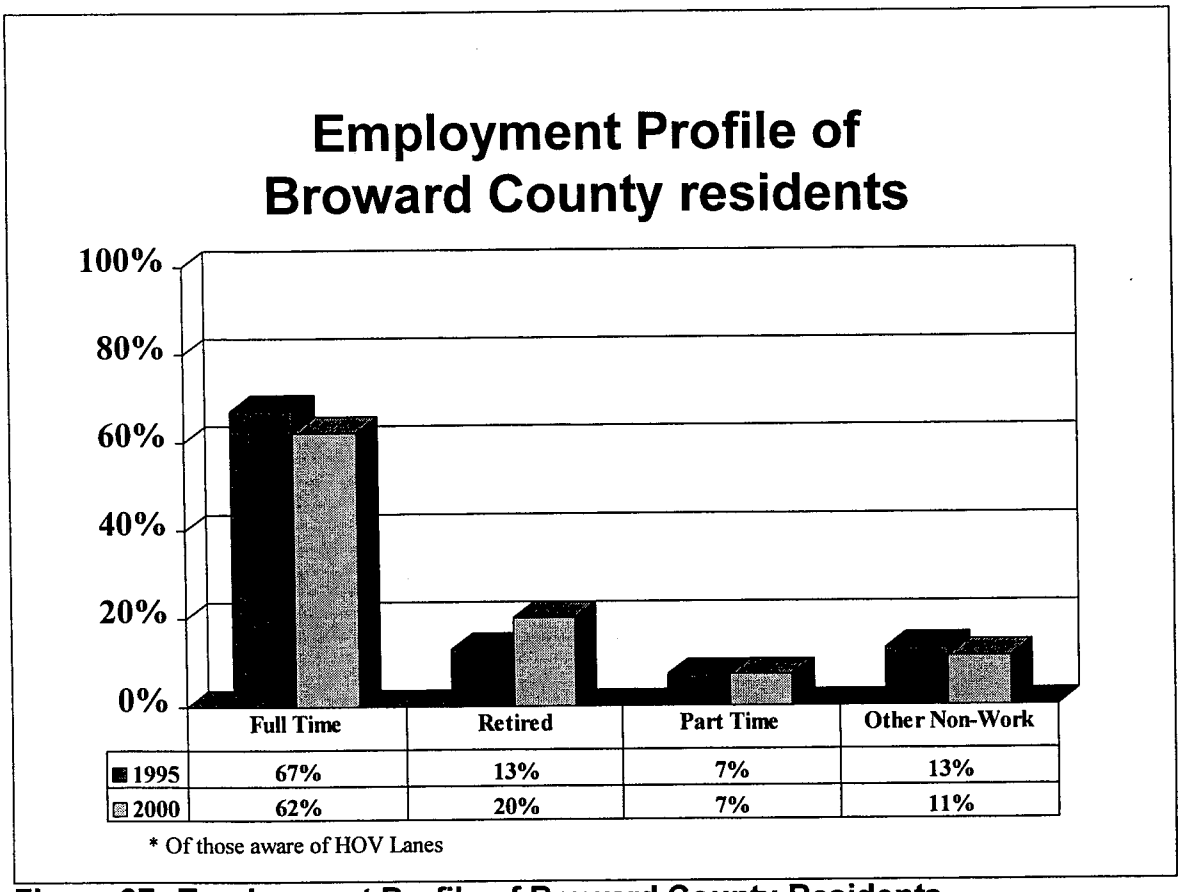


Figure 37: Employment Profile of Broward County Residents.

As noted earlier, the increase in number of retirees is probably at least partially due to the different timing of the surveys – 1995 in the summer, 2000 in November. It is also likely, however, that the proportion of retirees in the full-time resident population has increased.

Destination counties of Broward commuters are summarized in the following chart.

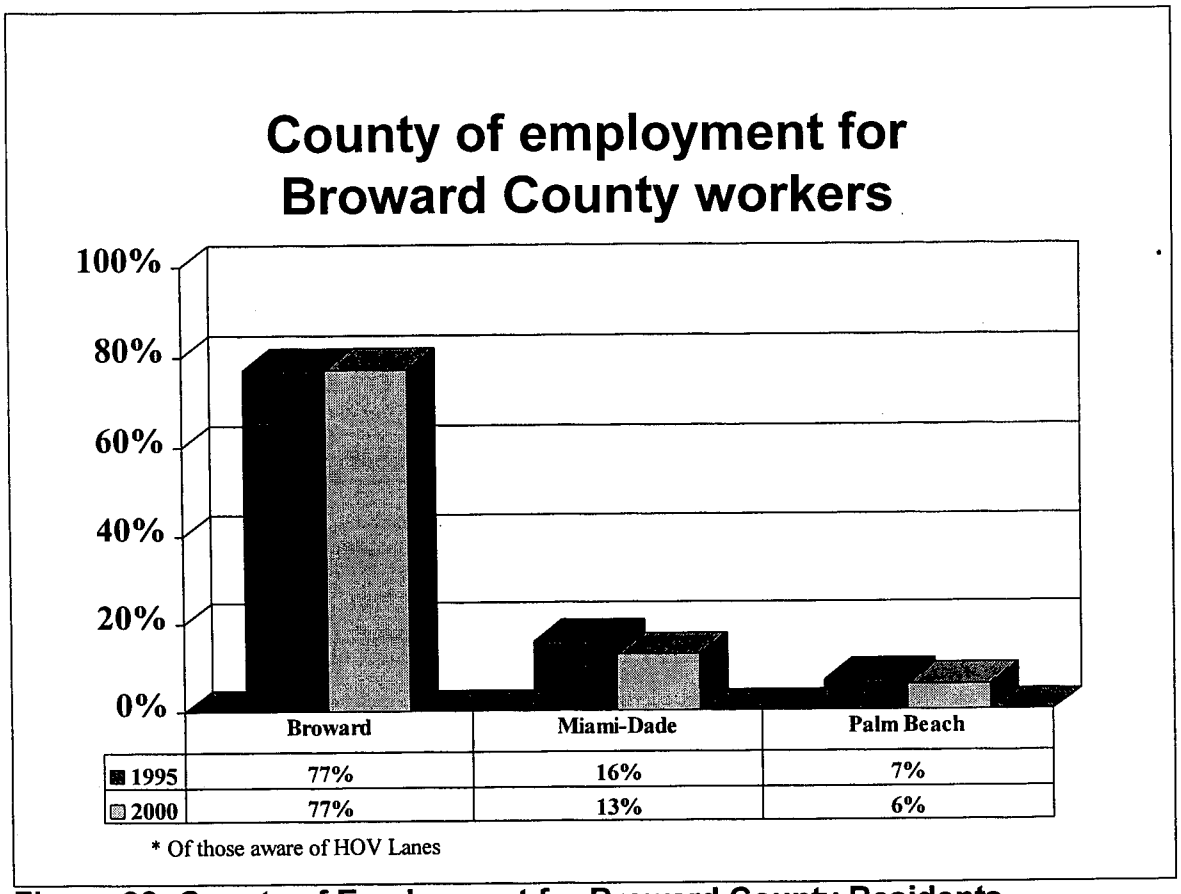


Figure 38: County of Employment for Broward County Residents.

Broward County remains the county of employment for most commuters. There has not been any major shift in counties of employment for Broward residents.

Use of I-95 Among Broward County Residents

Broward County residents were characterized by their use of I-95. The breakdown is summarized in the chart below:

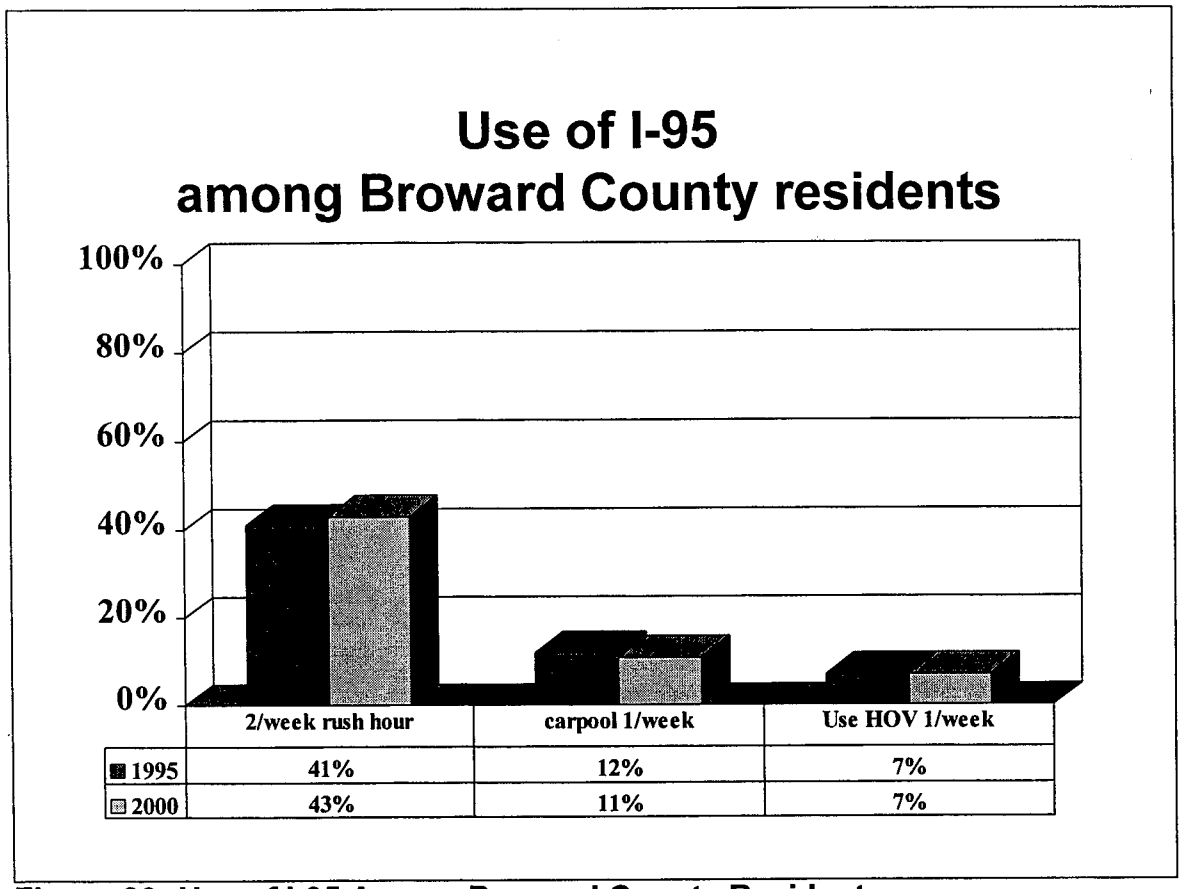


Figure 39: Use of I-95 Among Broward County Residents.

There have been no statistically significant changes from the prior survey conducted in 1995.

Reasons for Not Using I-95 Among Broward County Residents

Respondents were asked what their reasons were for not using I-95 if they didn't use it regularly. The main responses are summarized below

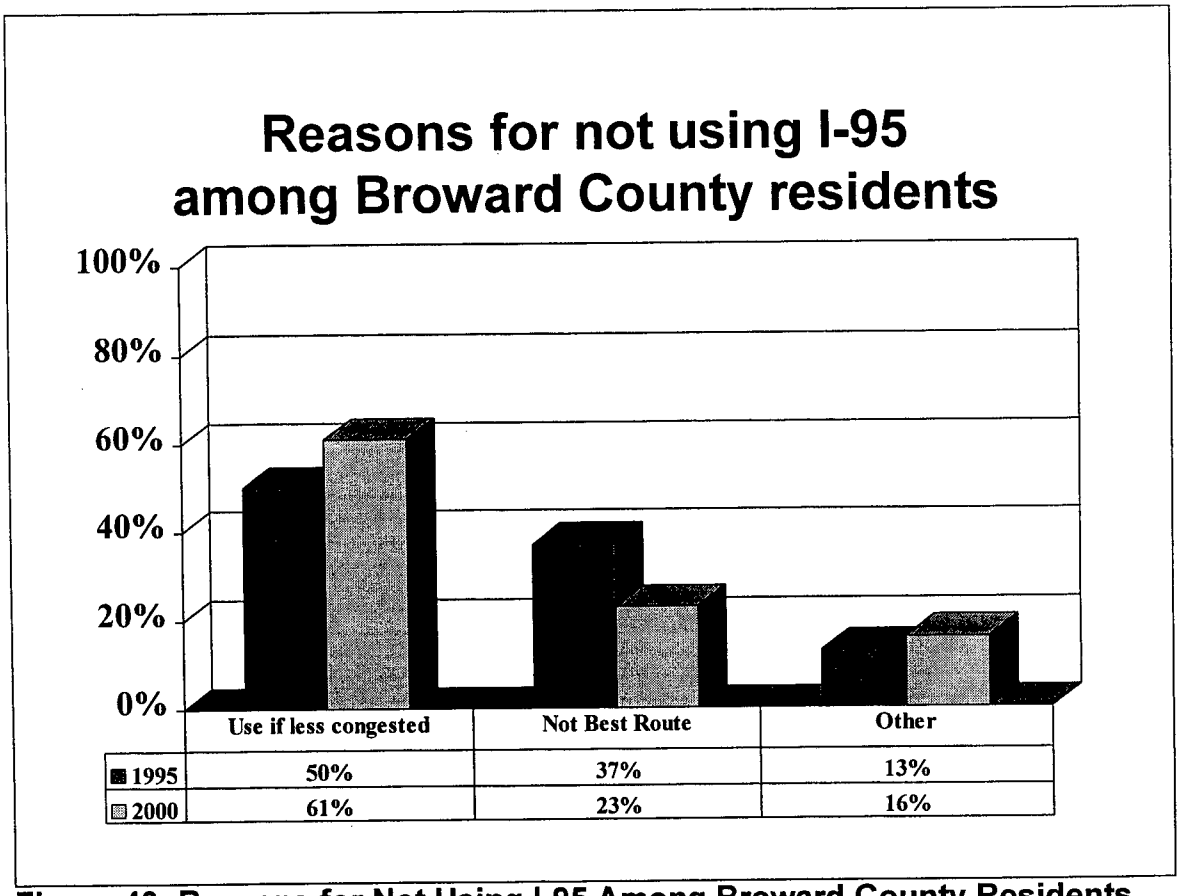
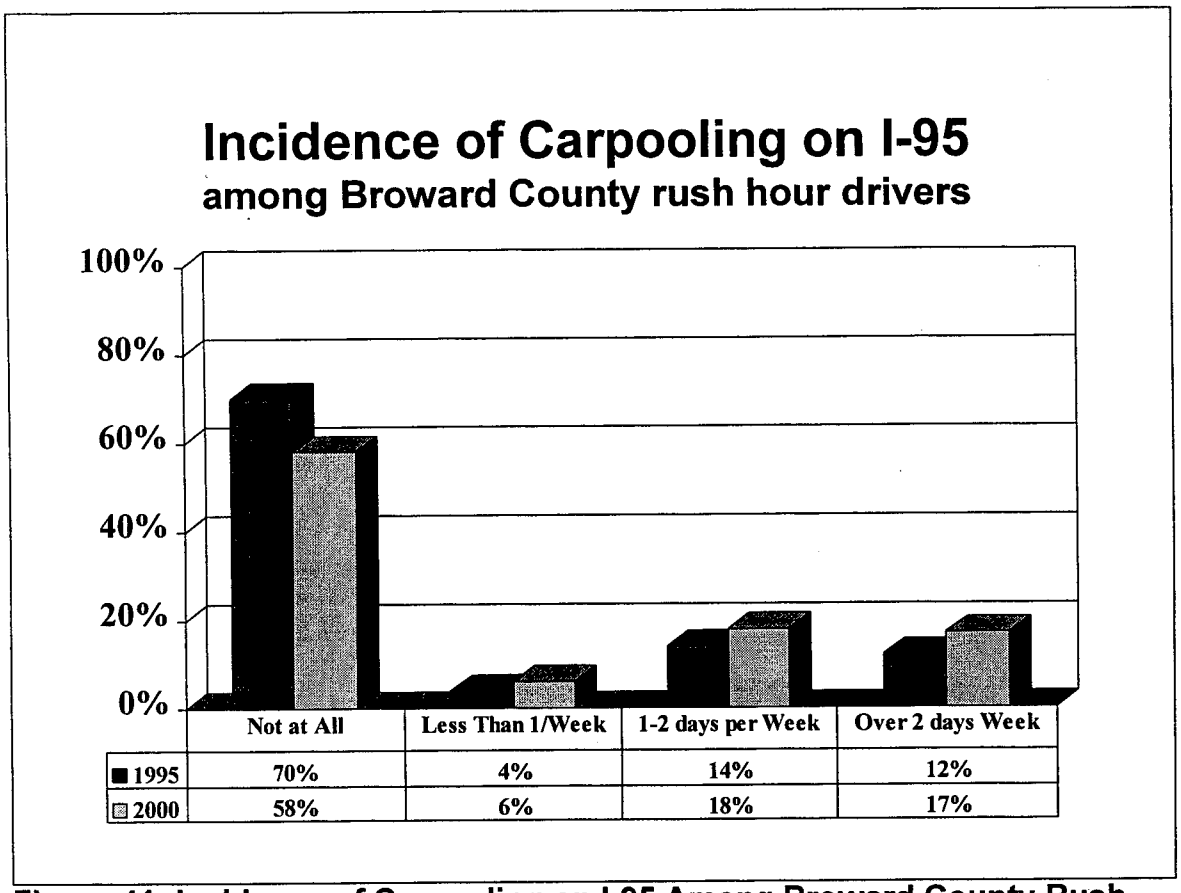


Figure 40: Reasons for Not Using I-95 Among Broward County Residents.

As with the results for the entire region, there has an increase in the proportion of those who don't use I-95 that say they would use it if it were less congested, and a corresponding decrease in the number of people that say it is not the best route.

Carpooling and HOV Lane Use on I-95 Among Broward County Residents

A series of questions were asked to determine the extent of carpooling and HOV lane use on I-95 among those who used I-95 during rush hour. These responses are again compared to the 1995 survey in the charts below:



	Not at All	Less Than 1/Week	1-2 days per Week	Over 2 days Week
1995	70%	4%	14%	12%
2000	58%	6%	18%	17%

Figure 41: Incidence of Carpooling on I-95 Among Broward County Rush Hour Drivers.

A much higher proportion of rush hour drivers report that they carpool on I-95 now compared to 1995.

Awareness of HOV lanes in Broward County is stable, just as for the region as a whole – just about 2/3 are aware of the lanes. There is now a greater proportion of people who are aware 'unaided', that is that they name HOV lanes as an advantage that exists for carpoolers on I-95. 'Aided' awareness means the respondents actually had to be prompted as to whether or not there are HOV lanes on I-95. Overall awareness levels are virtually identical to 1995.

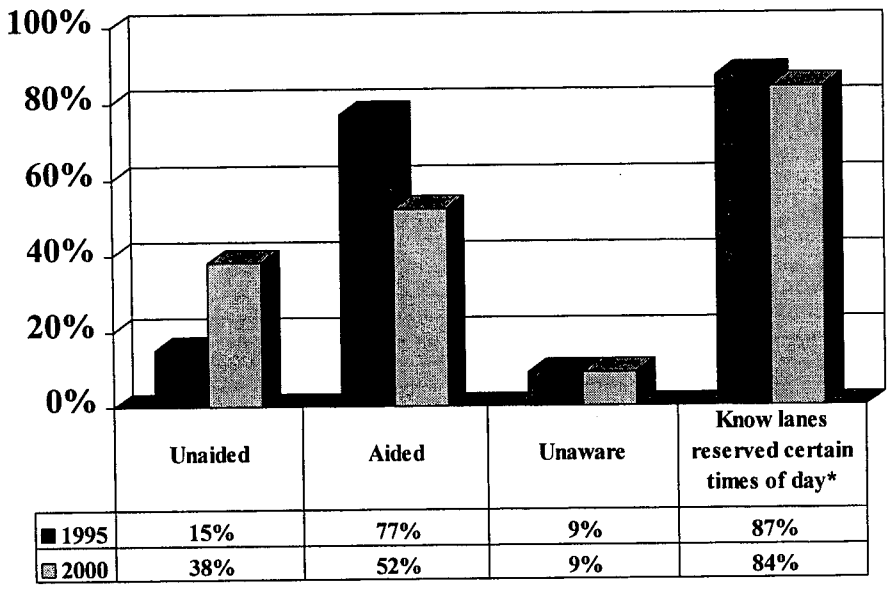


Figure 42: Awareness of HOV Lanes Among Broward County Residents.

Perceptions of differences in travel speed for HOV Lanes are summarized in the next chart.

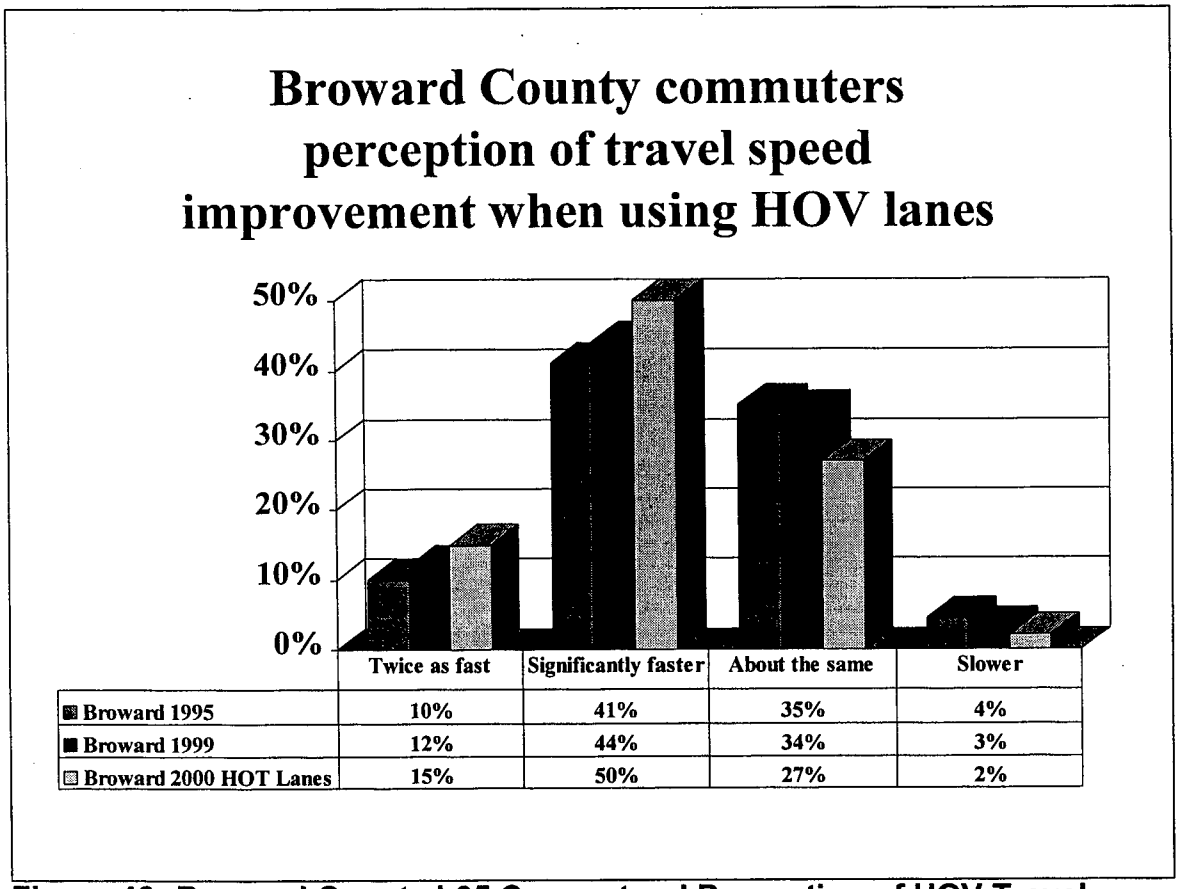


Figure 43: Broward County I-95 Commuters' Perception of HOV Travel Speed Improvement.

The 1999 Commuter Services evaluation study (general public portion) contained a question about these perceptions, and that data is also included here for additional trending value. As in the region as a whole, there has been a substantial decrease in the proportion of commuters who felt that HOV travel speed is 'about the same' or 'slower' than travel in regular lanes.

Employment Profile of Miami-Dade County Residents

The employment profile comparison is summarized in the chart below.

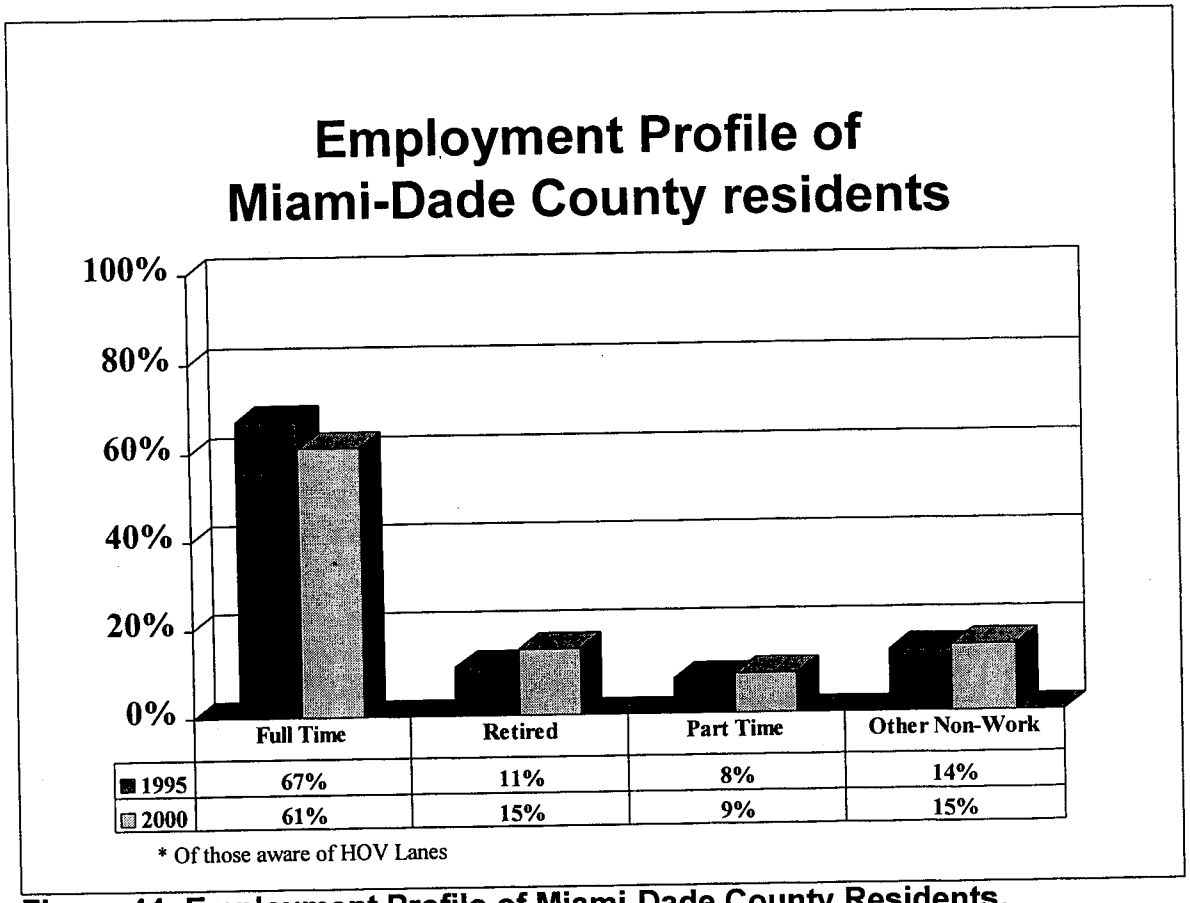


Figure 44: Employment Profile of Miami-Dade County Residents.

As noted earlier, the increase in number of retirees is probably at least partially due to the different timing of the surveys – 1995 in the summer, 2000 in November. It is also likely, however, that the proportion of retirees in the full-time resident population has increased.

Destination counties of Miami-Dade commuters are summarized in the following chart.

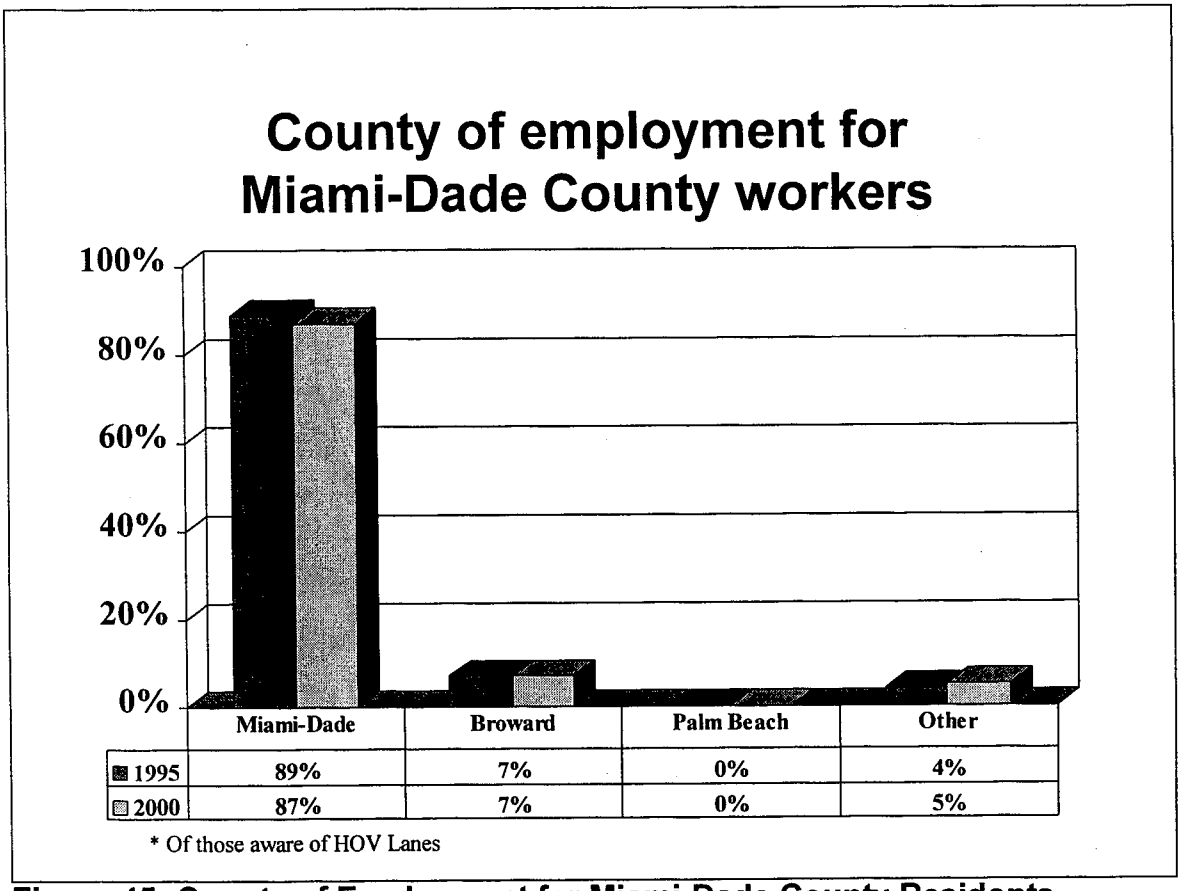


Figure 45: County of Employment for Miami-Dade County Residents.

Miami-Dade County remains the county of employment for most commuters. There has not been any major shift in counties of employment for Miami-Dade residents.

Use of I-95 Among Miami-Dade County Residents

Miami-Dade County residents were characterized by their use of I-95. The breakdown is summarized in the chart below:

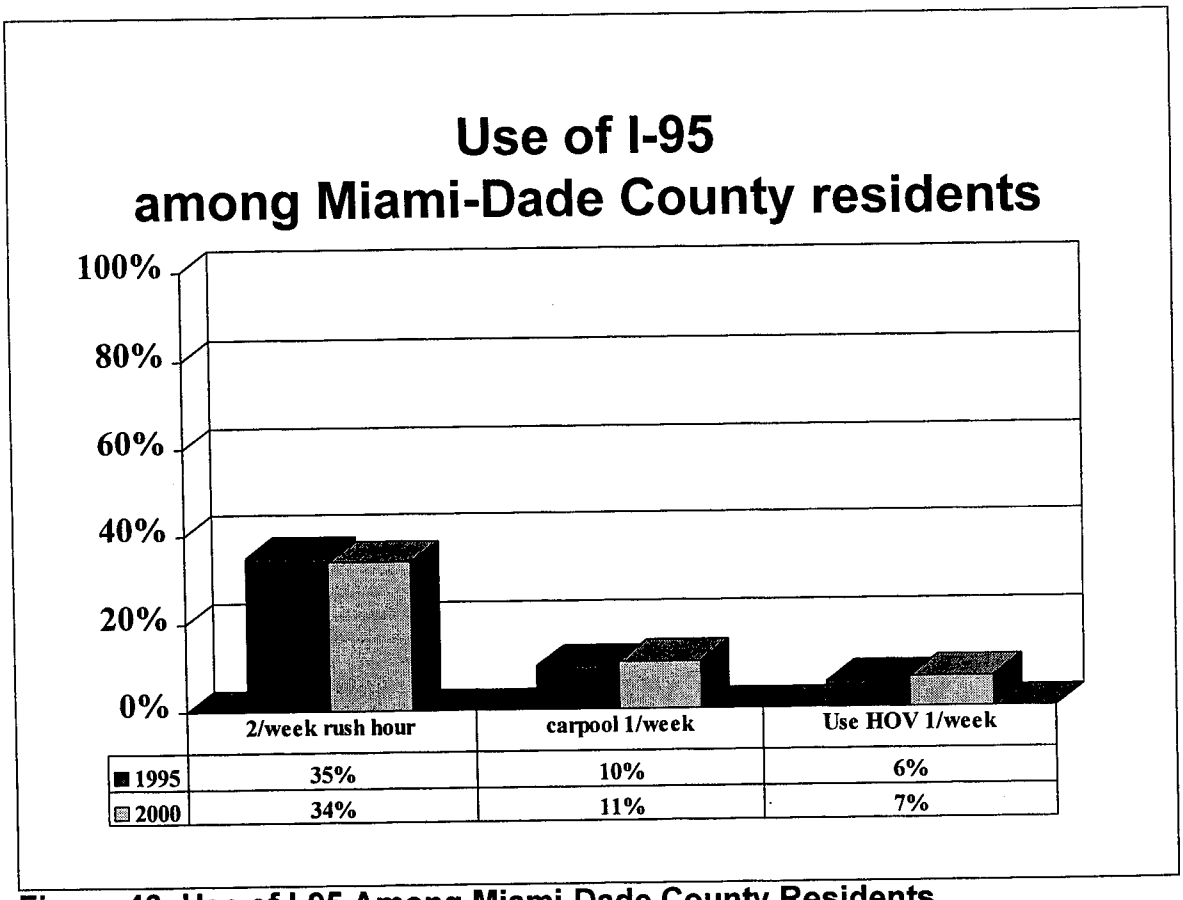


Figure 46: Use of I-95 Among Miami-Dade County Residents.

There have been no statistically significant changes from the prior survey conducted in 1995.

Reasons for Not Using I-95 Among Miami-Dade County Residents

Respondents were asked what their reasons were for not using I-95 if they didn't use it regularly. The main responses are summarized below

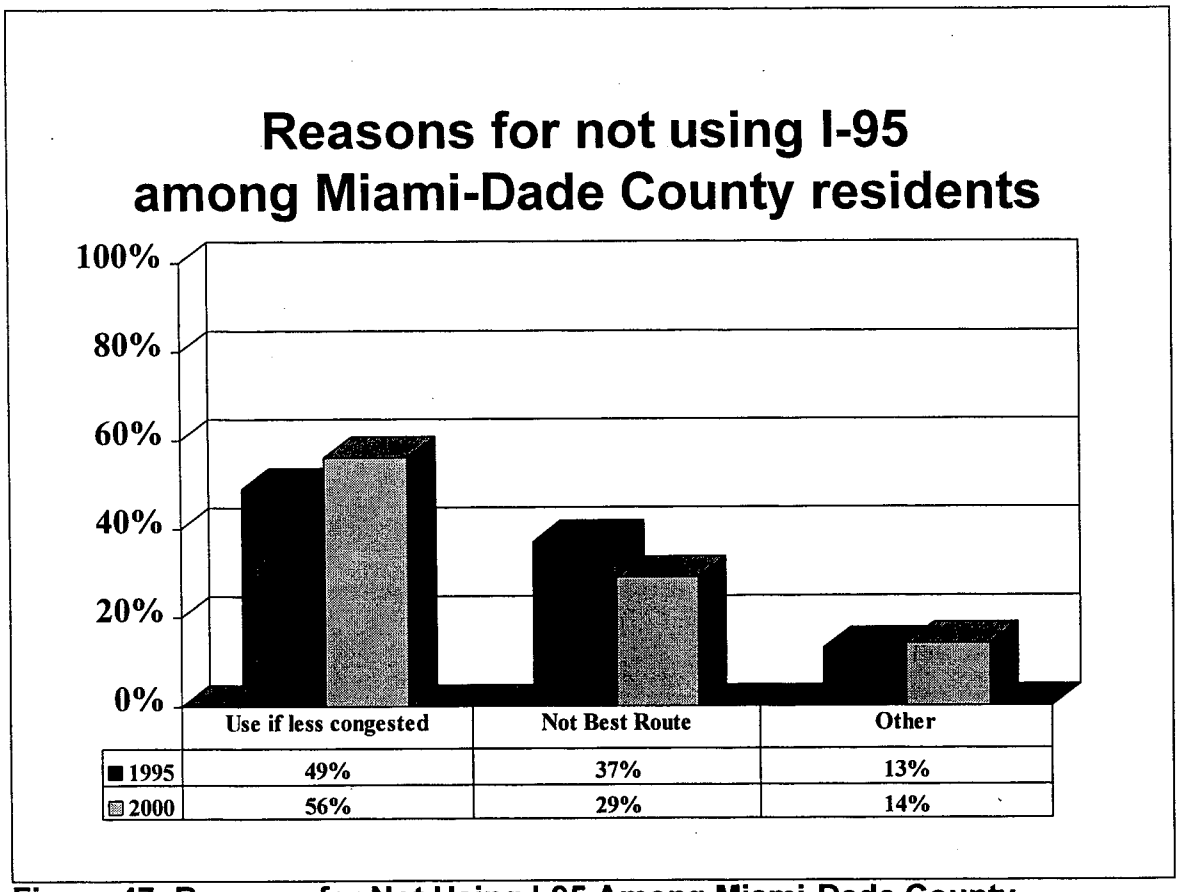


Figure 47: Reasons for Not Using I-95 Among Miami-Dade County Residents.

As with the results for the entire region, there has an increase in the proportion of those who don't use I-95 that say they would use it if it were less congested, and a corresponding decrease in the number of people that say it is not the best route.

Carpooling and HOV Lane Use on I-95 Among Miami-Dade County Residents

A series of questions were asked to determine the extent of carpooling and HOV lane use on I-95 among those who used I-95 during rush hour. These responses are again compared to the 1995 survey in the charts below:

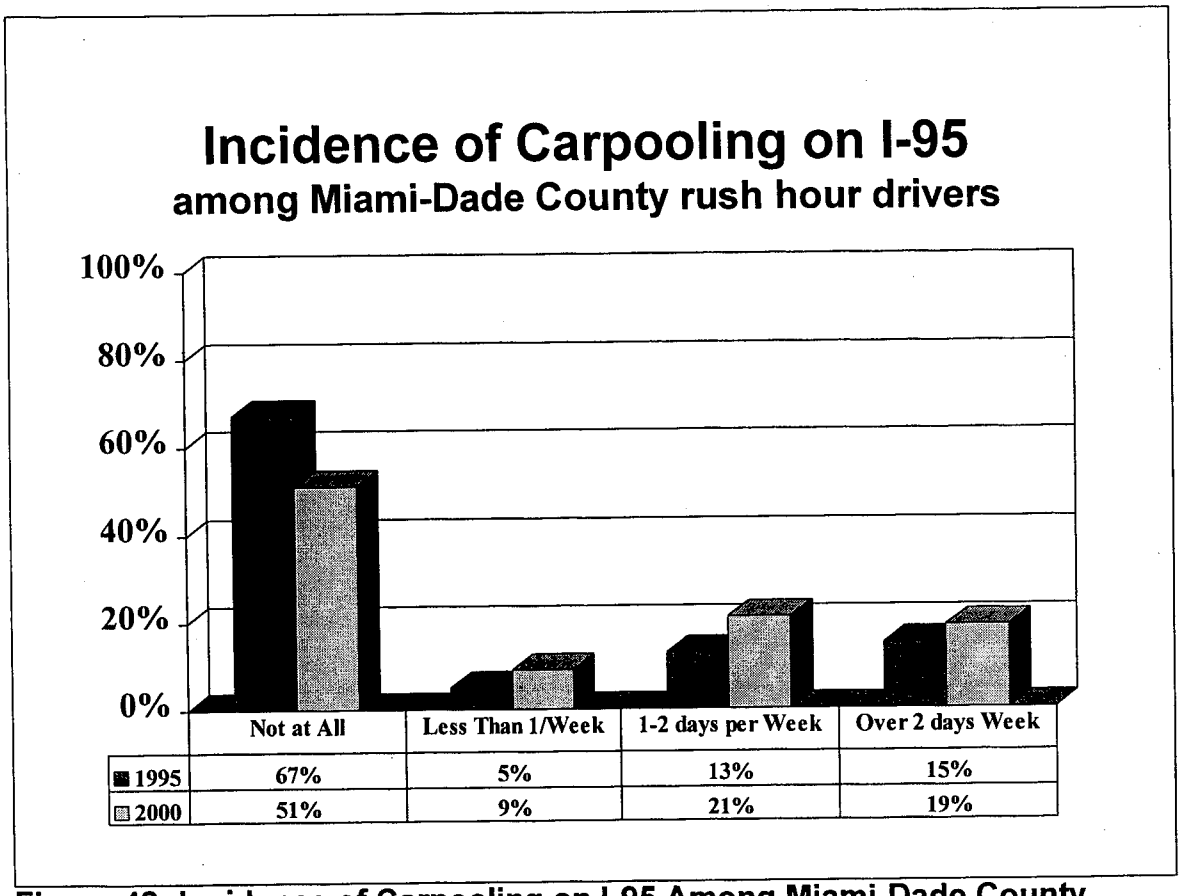
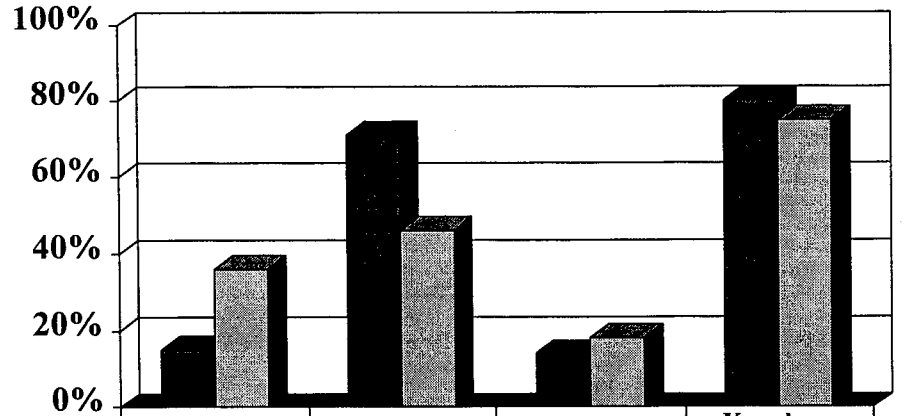


Figure 48: Incidence of Carpooling on I-95 Among Miami-Dade County Rush Hour Drivers.

A much higher proportion of rush hour drivers report that they carpool on I-95 now compared to 1995.

Awareness of HOV lanes in Miami-Dade County is stable, just as for the region as a whole – just about 2/3 are aware of the lanes. There is now a greater proportion of people who are aware 'unaided', that is that they name HOV lanes as an advantage that exists for carpoolers on I-95. 'Aided' awareness means the respondents actually had to be prompted as to whether or not there are HOV lanes on I-95. Overall awareness levels are virtually identical to 1995.



	Unaided	Aided	Unaware	Know lanes reserved certain times of day*
1995	15%	71%	14%	80%
2000	36%	46%	18%	75%

* Of those aware of HOV Lanes

Figure 49: Awareness of HOV Lanes Among Miami-Dade County Residents.

Perceptions of differences in travel speed for HOV Lanes are summarized in the next chart.

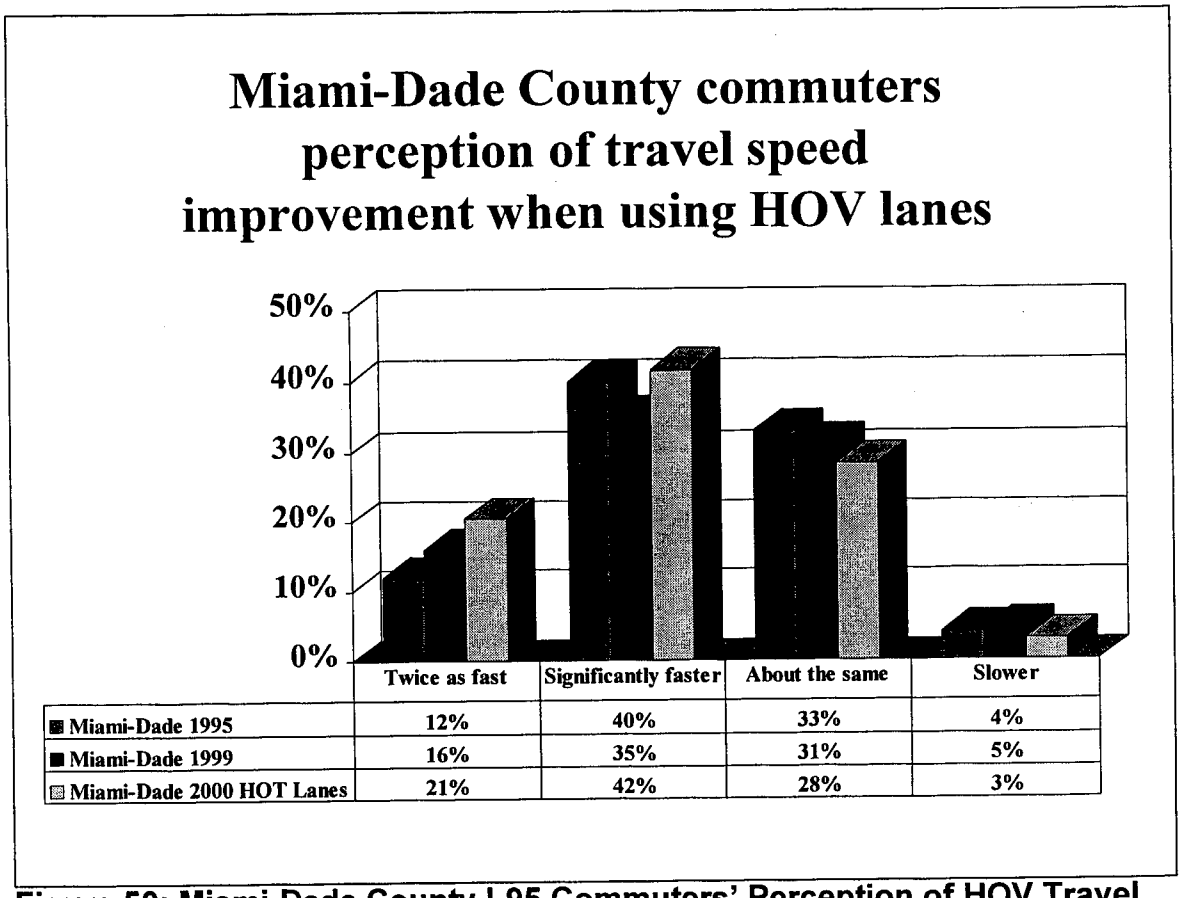


Figure 50: Miami-Dade County I-95 Commuters' Perception of HOV Travel Speed Improvement.

The 1999 Commuter services evaluation study (general public portion) contained a question about these perceptions, and that data is also included here for additional trending value. As in the region as a whole, there has been a substantial decrease in the proportion of commuters who felt that HOV travel speed is 'about the same' or 'slower' than travel in regular lanes.

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Appendix A: Survey

Time Began: _____ AM/PM

HOT LANE STUDY – RESIDENTS

Hello. My name is _____ , and I am calling on behalf of the University of South Florida's . Center for urban transportation Research . We are conducting a public opinion survey on issues of concern to Florida residents for the Florida Department of Transportation. We are not attempting to sell you anything, we are only interested in your opinions. We are conducting a survey of males aged 21 or older. Is there a male over age 21 in your household I could speak to?

IF NOT AVAILABLE

We are conducting a separate survey of females aged 21 or older. Is there a female over age 21 in your household I could speak to?

REPEAT INTRODUCTION AS NECESSARY

(RECORD SEX – quota 50/50)

1 Male

2 Female

1. Do you or does anyone in your household work for a television station, newspaper, radio station, or other media company?

1 yes (terminate)

2 No – continue

2. Do you or does anyone in your household work for the Florida department of transportation or a local transit or transportation agency?

1 yes (terminate)

2 No – continue

3. What county do you live in?

1	Palm Beach		CONTINUE
2	Broward		CONTINUE
3	Dade		CONTINUE
4	All other	-	**THANK AND TERMINATE**

4. How many working vehicles do you have in your household? **(RECORD NUMBER)**

_____ **(IF 0 OR DON'T KNOW THANK AND TERMINATE)**

5. How would you describe your present employment status?

1	Retired	-	**SKIP TO Q. 8**
2	Employed full-time		CONTINUE
3	Employed part-time		CONTINUE
4	Temporarily out of work (unemployed)	-	**SKIP TO Q.8**
5	Self-employed	-	**CONTINUE**
6	Student	-	**SKIP TO Q.7**
7	Homemaker	-	**SKIP TO Q.8**
0	Other (SPECIFY: _____)	-	**SKIP TO Q.8**
8	Don't know/refused	-	**SKIP TO Q.8**

6. And in what county is your place of employment?

1	Palm Beach	SKIP TO Q.8
2	Broward	SKIP TO Q.8
3	Dade	SKIP TO Q.8

0 All other _____

7. And in what county do you go to school?

1 Palm Beach

2 Broward

3 Dade

0 All other

8. Do you regularly travel on I-95 in a car, or not?

1 Yes - **CONTINUE**

2 No - **SKIP TO Q.15**

9. And are you usually going to or from work when you are on I-95, or not?

1 Yes -

2 No

10. How many days out of the week, on average, do you travel on I-95:

Between 6 and 9 am? - _____ days

Between 4 and 7 pm? - _____ days

IF NONE TO BOTH, SKIP TO Q.15

11. On average, about how far do you travel one-way on I-95, per day, in miles?

_____ Miles _____ Don't Know ------→ ask:

11a. Thinking about the trip you make most often on I-95,
At what entrance or on-ramp do you get on I-95?
11b. And at what exit do you get off of I-95?

Response list:

12. Thinking about the destination you have in mind most often when you travel on I-95 on weekdays, about how long does it take you to get there? **(ONE WAY TRIPS) (IF DON'T KNOW, PLACE A CHECK (✓) NEXT TO DON'T KNOW)**

_____ Hours and _____ Minutes _____ Don't Know

13. And when you travel on I-95, how frequently do you have substantial unexpected delays? Would you say that you have these delays:

1 Every day

2 1-4 times per week

3 1-3 times per month

4 once every 2-3 months

5 2-3 times per year

6 or once per year or less?

7 Other responses (DO NOT READ)

14. And when this happens, is it usually because of:

Accidents	1
Weather	2
Special events, such as football games or parades?	3
Or other reasons (specify _____)	4

SKIP TO Q.18

15. Would you use I-95 more often if the traffic were less congested, or not?

1	Yes	-	**SKIP TO Q.18**
2	No	-	**CONTINUE**

16. Is that because I-95 just isn't the best route to go where you want, regardless of traffic, or is there some other reason?

1	I-95 isn't the best route	-	**SKIP TO Q.18**
2	Poor road conditions		**Skip to Q.18**
3	Unsafe driving conditions (other drivers)		
4	Other safety consideration		
5	Traffic/driving too stressful		
0	All other reasons		

17. And when you travel on I-95, how frequently do you have substantial unexpected delays? Would you say that you have these delays:

8	Every day
9	1-4 times per week
10	1-3 times per month
11	once every 2-3 months
12	2-3 times per year
13	or once per year or less?
14	Other responses (DO NOT READ)

18. As far as you know, is there any advantage to carpooling, that is, having more than one person in the car, or riding the bus, when traveling on I-95? **(PROBE)**

ACCEPT UP TO THREE RESPONSES.
IF RESPONDENT SAYS 'YES' ASK 'WHAT ARE THOSE ADVANTAGES'
IF THE RESPONDENT MENTIONS ANY OF THE FOLLOWING, CIRCLE THE APPROPRIATE RESPONSE: "RESTRICTED LANES", "DIAMOND LANES", OR "CARPOOL LANES" AND SKIP TO Q.20

1	Restricted Lanes	**SKIP TO Q.20**

2 Diamond Lanes —

3 Carpool Lanes

4 HOV or "huv" lanes _____

5 Other responses - **CONTINUE**

19. Does I-95 have any lanes that are reserved for carpools, that is, for use only by vehicles that have more than one passenger?

1 Yes - **CONTINUE**

2 No - **SKIP TO Q.21**

20. Are those lanes reserved for carpools at certain times of day, or are they restricted all the time?

1 Certain times

2 All day

3 Don't know

IF Q.8 = 2 THEN SKIP TO Q.24

21 Do you travel in a vehicle with anyone else, when you are traveling on I-95?

1 "Yes" or "sometimes" - **CONTINUE**

2 No - **SKIP TO Q.24**

22. About how many days per week or per month do you travel on I-95 with someone else? **(RECORD NUMBER, EITHER PER WEEK OR PER MONTH)**

_____ Per week or _____ per month

23. When you travel with other people on I-95, do you use the carpool lanes?

1 Yes
2 No

24. And thinking about the carpool lanes or diamond lanes on freeways, that is, lanes which can only be used by vehicles with more than one passenger, in general, do you believe that people who use carpool lanes during rush hour get where they're going:

1 Twice as fast or more as they would if traveling in non-carpool lanes

2 Significantly faster, but not twice as fast

3 At about the same time

4 Or less quickly

8 Don't know **(DO NOT READ)**

25. How well do each of the following statements describe your attitudes to commuting? Please use a scale of 1 to 10, where 10 means you COMPLETELY AGREE with the statement and 1 means you COMPLETELY DISAGREE with the statement. There are no right or wrong answers – we are interested in your honest opinions.

(SCATTER)	Completely Disagree									Completely Agree	DK
a. The public would be better served if carpool lanes were opened to all vehicles during peak commute Hours	1	2	3	4	5	6	7	8	9	10	98
b. Traffic congestion on I-95 is a serious problem	1	2	3	4	5	6	7	8	9	10	98
c. Carpool lanes are an effective way of relieving traffic congestion	1	2	3	4	5	6	7	8	9	10	98

26. One idea used in some parts of the country is to allow single-occupant vehicles, that is, vehicles with only a driver and no passengers, to use the carpool lanes during rush hour if they pay a toll of (vary price point – ask 1/3 $0.50, 1/3 $1, and 1/3 $2) to use the lane. Still using the same scale of 1 to 10, to what extent do you agree that this would be a good idea to use on the I-95 carpool lanes?

1 2 3 4 5 6 7 8 9 10 (dk – skip to Q28)

27. Could you explain why you feel this way?

28. And if such an option were made available, how likely would you be to pay the toll to use the carpool lanes at least once per month? Would you be

Very likely Somewhat likely somewhat unlikely or Very unlikely

to use the toll lanes? (Record response)

1. Very likely
2. Somewhat likely
3. Somewhat unlikely
4. Very unlikely

29. And if you knew the revenue from the toll lanes would be used to (randomly select ONE of following questions);

used to improve local transit service
used to improve local roadways,
used to increase local government spending programs
reduce gas taxes

would you (Record response):

1. Support the idea more strongly
2. Support the idea less
3. or would this make no difference to your support for the idea

The following questions are for statistical and classification purposes only. Please be assured that your answers will remain confidential and that the information will be handled with the utmost discretion.

D1. What is your marital status? **(DO NOT READ LIST)**

1 Single

2 Married

3 Divorced/Separated

4 Widowed

9 Refused

D2. How many adults in your household, including yourself, are employed outside of the home?
(RECORD NUMBER) (IF DON'T KNOW, PLACE A CHECK (✓) NEXT TO DON'T KNOW)

_____ _____Don't Know

D3. Do you have any children under the age of 6 in your household?

1 Yes

2 No

D4. Do you have any children aged 6-16 in your household?

1 Yes

2 No

D5. What is the highest level of education you have achieved? **(DO NOT READ LIST)**

1 Did not complete high school

2 High school graduate

3 Trade/technical school

4 Attended college/associate degree

5 College graduate

6 Post graduate degree

9 Refused

D6. What is your race? **(DO NOT READ LIST)**

1 White

2 Black or African-American

3 Hispanic

4 Asian

5 American Indian

6 Other, (SPECIFY: _____)

9. Refused

D7. Please stop me when I read the category that contains your age.

0 18-24 years old

1 25-34

2 35-44

3 45-54

4 55-64

5 65 or older

9 Refused **(DO NOT READ)**

D8. And please stop me when I read the range which contains your household's total income, including yourself and anyone else in your household that worked, for 1999.

1 Under $10,000

2 $10,000 to under $20,000

3 $20,000 to under $30,000

4 $30,000 to under $40,000

5 $40,000 to under $50,000

6 $50,000 to under $60,000

7 $60,000 to under $70,000, or

8 $70,000 or more

9 Refused **(DO NOT READ)**

Thank you very much. That concludes our survey.

Verify phone number: _____

Respondent Name: _____

Time Ended: _____ AM/PM

Survey conducted in:

1 English

2 Spanish

Appendix B: Open ended comments, responses to question "Why do you feel this way"

(i.e. about whether the HOT lanes concept is a good idea for the HOV lane on I-95)

1 : Q27OE	I DON'T KNOW.
1 : Q27OE	I'M ALREADY PAYING TAXES, WHY SHOULD I PAY EXTRA WHEN I'M ALREADY PAYING EXTRA / THE CONGESTION IS DUE TO THE TRUCKS.
2 : Q27OE	I DON'T THINK IT CAN BE ENFORCED.
3 : Q27OE	I DON'T KNOW.
4 : Q27OE	I SEE PEOPLE OUT AND THERE'S ONLY ONE PASSENGER IN THE CAR POOL LANES AND THEY CAN'T DO ANYTHING ABOUT IT.
5 : Q27OE	I FEEL LIKE THEY TRY TO TRAVEL IN THE CARPOOL LANES ANYWAY.
6 : Q27OE	I PAY SO MUCH IN GASOLINE TAXES FOR THESE ROADS AND TAXES ARE ALREADY SO HIGH IT'S LUDICROUS.
7 : Q27OE	I 95 IS TAX FREE, THEY DON'T NEED TOLLS ON IT / IT'S WHAT THE TURNPIKE IS FOR.
8 : Q27OE	PEOPLE SHOULD HAVE TO PAY MORE TO USE THE LANE.
9 : Q27OE	THE GOVERNMENT COLLECTING MONEY MAKES MORE PROBLEMS / THERE SHOULD BE MASS TRANSIT / I'D USE MASS TRANSIT BUT NO ONE IS GOING WHERE I GO / IT'S A REALLY BAD IDEA TO CHARGE PEOPLE TO GO IN A FASTER LANE, IT MAKES PEOPLE FEEL THEY HAVE TO GO FASTER / IT'LL CREATE PROBLEMS.
10 : Q27OE	I DON'T THINK PEOPLE SHOULD PAY EXTRA WHEN THEY DON'T USE THE LANES ANYWAY.
11 : Q27OE	THERE'S ALREADY TOO MANY SINGLE PASSENGERS DRIVING IN THE HOV LANE.
12 : Q27OE	THE COST TO IMPLEMENT IT AND MAINTAIN IT WOULD BE STUPID.
13 : Q27OE	IT WOULD BE MORE DIFFICULT TO ENFORCE IT.
14 : Q27OE	WE ALL PAY FOR THE ROADS WITH OUR TAXES / THE HOV LANE IS AN OLD IDEA AND SHOULD BE GOTTEN RID OF / IT CAUSES DELAYS, ACCIDENTS AND ROAD RAGE / I'D LIKE TO SEE IT CHANGED IMMEDIATELY.

15 : Q27OE	I DON'T KNOW IF I'D USE IT.
16 : Q27OE	MORE PEOPLE MIGHT BE STAYING IN IT AND THE LANE WILL GET CONGESTED.
17 : Q27OE	I DON'T KNOW.
21 : Q27OE	A LOT OF PEOPLE WOULD DO IT AND PAY THE DOLLAR.
20 : Q27OE	PAYING THE DOLLAR ISN'T GOING TO HELP THE TRAFFIC.
23 : Q27OE	WHY SHOULD PEOPLE PAY TO USE THE CARPOOL LANE, IT DOESN'T MAKE SENSE.
24 : Q27OE	I PAY ENOUGH IN TAXES / THERE'S NOT ENOUGH HIGHWAY CONTROL.
24 : Q27OE	IF I WERE TRAVELING BY MYSELF I DON'T WANT TO PAY.
26 : Q27OE	I 95 IS OVER CROWDED NOW.
27 : Q27OE	I DRIVE IN THE CARPOOL LANES BY MYSELF.
29 : Q27OE	EVERYONE SHOULD PAY BECAUSE EVERYONE HAS TO GET THERE.
30 : Q27OE	IT'LL BE AS CROWDED AS THE REST OF THEM.
31 : Q27OE	WE PAY ENOUGH IN TOLLS.
32 : Q27OE	IF THEY WANT TO GO FASTER THEY CAN.
34 : Q27OE	THE IDEA IS TO LET THOSE PEOPLE WHO CARPOOL GO FASTER.
35 : Q27OE	THE PURPOSE OF HAVING THEM IS TO HAVE EVERYONE DRIVING TOGETHER AND IF EVERYONE COULD DO THIS IT WOULD BE CROWDED.
36 : Q27OE	IF THEY'RE COMMUTING AND CARPOOLING THEY HAVE THE RIGHT.
37 : Q27OE	IF THEY HAVE PEOPLE PAY FIFTY CENTS IT MIGHT ANGER SOME BUT CONVINCE PEOPLE TO CARPOOL MORE.
38 : Q27OE	IT'S RIDICULOUS TO PAY FIFTY CENTS TO DRIVE TO WORK.
39 : Q27OE	IT WOULD AFFECT MY POCKET BOOK.
41 : Q27OE	I DON'T KNOW.

42 : Q27OE	I DON'T THINK THEY COULD ENFORCE IT.
43 : Q27OE	IT WOULD BE A LOT FASTER.
44 : Q27OE	PEOPLE ARE ALREADY PAYING ENOUGH WITH TOLLS AND TAXES.
46 : Q27OE	DURING RUSH HOURS THERE'S A LOT OF CARS AND I THINK IT'S A GOOD IDEA.
47 : Q27OE	CHARGING PEOPLE WOULD HOLD UP TRAFFIC.
48 : Q27OE	I DRIVE AND I SEE A BUNCH OF MOTHERS WITH THEIR KIDS AND THAT'S NOT COMMUTING.
49 : Q27OE	IT'S UNDER USED AND IT WOULD ALLOW PEOPLE TO USE IT.
51 : Q27OE	I COMMUTE AND I DRIVE BY MY MYSELF SO I DON'T THINK IT'S NECESSARY.
52 : Q27OE	IF IT'LL HELP THE COMMUTE THEN WHY NOT / I'LL PAY TAXES ON THE TOLL ROADS SO IT WOULD BE GOOD ON I 95 TOO.
53 : Q27OE	A LOT OF PEOPLE DO NOT HAVE AN EXTRA $2 TO PAY OUT EVERY DAY.
54 : Q27OE	THERE ARE ENOUGH TOOLS ON THE ROADS.
55 : Q27OE	THERE ARE ENOUGH TOLLS FOR TWO LANES, WE SHOULDN'T HAVE TO PAY MORE MONEY.
56 : Q27OE	PASSENGERS THAT ARE TRAVELING BY THEMSELVES ARE USUALLY SINGLE AND DON'T HAVE A LOT OF MONEY TO SPEND ON IT.
57 : Q27OE	IT WOULD MAKE THE CARPOOL LANE SLOWER.
58 : Q27OE	THERE'S NO WAY OF ENFORCING IT / THE WHOLE IDEA BEHIND THE CARPOOL LANE IS TO BE ABLE TO GO FASTER AND GET OUT OF TRAFFIC.
59 : Q27OE	PEOPLE WON'T USE THE TOLL, IT'LL STILL BE AS CONGESTED.
60 : Q27OE	IT'S A WAY TO RAISE MONEY AND I DON'T SEE HOW IT'LL HELP.
61 : Q27OE	NO ONE WILL PAY THE TOLL.
62 : Q27OE	NO ONE WOULD USE THIS, THEY WOULD RATHER USE THE

	TURNPIKE.
63 : Q27OE	IT WOULD BE HARD TO TELL WHICH CARS HAVE PAID AND WHICH ONES HAVEN'T.
64 : Q27OE	THERE WILL STILL BE A TRAFFIC STOP.
66 : Q27OE	IF THEY WANT TO CHARGE PEOPLE IT'S FINE BUT IT'S A LITTLE TOO MUCH.
69 : Q27OE	NO ONE WILL PAY THE MONEY.
69 : Q27OE	THERE WOULD BE NO ADVANTAGE.
71 : Q27OE	WE SHOULDN'T HAVE TO PAY TO DRIVE ON THE ROADS, WE ALREADY PAY ENOUGH IN TAXES.
72 : Q27OE	I'D HAVE TO PAY MORE TO GET TO WORK AND IT WON'T SAVE TIME.
74 : Q27OE	IT'S NOT THE PURPOSE OF THE LANE / IF YOUR GOING TO DO THAT OPEN IT FOR EVERYONE
74 : Q27OE	IF IT'S A CARPOOL LANE IT SHOULD BE A CARPOOL LANE AND IT SHOULD BE THERE REWARD FOR CARPOOLING.
75 : Q27OE	I SOMETIMES TRAVEL BY MYSELF SO IT MIGHT BE GOOD.
76 : Q27OE	IT'S NOT FAIR BECAUSE THEY WOULD BE IN THE LANE AND THEY WOULDN'T PAY THE TOLL / THERE ARE TO MANY TOLLS ALREADY.
77 : Q27OE	IF YOUR GOING TO HAVE PEOPLE PAY PEOPLE WON'T USE THE CARPOOL SYSTEM AND THERE WILL BE THE SAME AMOUNT OF CONGESTION.
78 : Q27OE	I SHOULDN'T HAVE TO PAY TO USE I 95.
79 : Q27OE	IT'S A RIP OFF / I SHOULDN'T HAVE TO PAY TO USE THE LANE / THEY NEED TO DO SOMETHING ABOUT THE TRAFFIC.
80 : Q27OE	PEOPLE SHOULD PAY IF THEY'RE GOING TO USE TO CARPOOL LANES.
81 : Q27OE	THERE WILL BE TOO MUCH TRAFFIC.
82 : Q27OE	A LOT OF PEOPLE WOULD PAY IT IF THEY'RE GOING TO GET AHEAD OF ANOTHER CAR AND GET SOMEWHERE FASTER / THEY DON'T CARE ABOUT A DOLLAR A DAY.

84 : Q27OE	I FEEL UNSAFE I DON'T LIKE THE ROAD IS TOO OLD / THEY SHOULD DO SOMETHING ABOUT IT, IT'S TERRIBLE.
85 : Q27OE	IT WOULD BE FASTER.
86 : Q27OE	PEOPLE HAVE SUCH DIFFERENT SCHEDULES I DON'T THINK IT WOULD BE ADVANTAGEOUS.
87 : Q27OE	I DON'T HAVE TIME.
88 : Q27OE	IT'S A GOOD IDEA BUT NO ONE WOULD REALLY GO FOR IT.
90 : Q27OE	I DON'T SEE PEOPLE PAYING A DOLLAR TO USE IT.
92 : Q27OE	IT SHOULD BE FREE FOR ANYONE TO USE.
93 : Q27OE	I DON'T LIKE THE IDEA.
94 : Q27OE	IT'S NOT FAIR.
95 : Q27OE	I DON'T NEED TO PAY.
96 : Q27OE	I WOULDN'T SUPPORT ANYTHING FOR THE HIGHWAYS / THE HIGHWAY IS THE REASON WHY I CAN'T DRIVE.
97 : Q27OE	THERE'S TOO MANY CARS ON THE ROAD.
98 : Q27OE	I SHOULDN'T HAVE TO PAY FOR CARPOOL LANES, THE ROAD IS ALREADY THERE.
100 : Q27OE	RIGHT NOW THERE ARE WAY TOO MANY PEOPLE ON THE HIGHWAYS.
101 : Q27OE	I DON'T THINK IT WILL ALLEVIATE ANY PROBLEMS AND I DON'T WANT TO PAY ANYMORE TOLLS.
102 : Q27OE	IT SHOULD BE A LAW AND NOT A MONEY ISSUE.
103 : Q27OE	WHY SHOULD I HAVE HAVE TO PAY ADDITIONAL TAXES, I ALREADY PAY ENOUGH / I SHOULD HAVE THE SAME RIGHT TO USE THE LANE AS ANYONE ELSE.
104 : Q27OE	THEY COULD GET WHERE THEY'RE GOING FASTER.
105 : Q27OE	IT WOULD SLOW DOWN TRAFFIC TO PAY THE TOLL.
107 : Q27OE	$2 IS A LOT / IT'S NOT A GOOD IDEA.
108 : Q27OE	IT WOULD BE DEFEATING THE WHOLE PURPOSE OF CARPOOL LANES BY MAKING PEOPLE PAY.

109 : Q27OE	THERE'S NONE.
110 : Q27OE	I DON'T THINK IT'S NECESSARY TO CHARGE ONE PERSON.
111 : Q27OE	I'D GET THERE FASTER.
112 : Q27OE	IT WOULD MAKE THE TRIP FASTER.
113 : Q27OE	I DON'T HAVE ANY THING TO SAY.
114 : Q27OE	I SHOULDN'T HAVE TO PAY.
115 : Q27OE	PAYING TO DRIVE IS STUPID.
116 : Q27OE	THE TOLL IS TOO MUCH AND SINGLE PERSONS SHOULDN'T USE THAT LANE.
117 : Q27OE	I SHOULDN'T HAVE TO PAY TO USE THE HIGHWAY.
118 : Q27OE	I DON'T THINK THEY WOULD WANT TO PAY.
119 : Q27OE	I DON'T KNOW.
120 : Q27OE	I DON'T THINK WE SHOULD HAVE TO PAY TO DRIVE ON THE FREEWAYS.
121 : Q27OE	IT WOULDN'T HELP TOO MUCH WITH THE TRAFFIC.
122 : Q27OE	I DON'T FEEL PEOPLE SHOULD HAVE TO PAY TO DRIVE WHEN THERE'S AN EMPTY LANE.
123 : Q27OE	IT WOULDN'T HELP AND IT WOULD MAKE IT SLOWER / WE PAY ENOUGH TOLL'S ANYWAY.
124 : Q27OE	IT WOULDN'T MOVE / IT MOVES BETTER LIKE IT IS NOW.
125 : Q27OE	I HAVE NO IDEA HOW IT WOULD WORK.
126 : Q27OE	I WOULD HAVE A FREE LANE AND I'D GET THERE FASTER.
127 : Q27OE	I DON'T THINK IT WOULD BE EFFECTIVE.
130 : Q27OE	IT WOULD DEFEAT THE PURPOSE OF CARPOOL LANES.
131 : Q27OE	WE DON'T PAY OUR TOOLS / THEY WOULD RUN THE PAY TOLL ANYWAY.
132 : Q27OE	SOME OF THE PEOPLE ARE WILLING TO PAY WHICH WILL HELP A LITTLE.

133 : Q27OE	I DON'T KNOW HOW THEY WOULD KEEP TRACK OF WHO PAID AND WHO DIDN'T.
134 : Q27OE	IT WOULD BE A LOT QUICKER.
137 : Q27OE	NO ONE WOULD DO IT.
138 : Q27OE	IT'S A WAY TO GET MONEY AND I DON'T AGREE WITH IT.
139 : Q27OE	FOR ENVIRONMENTAL REASONS.
140 : Q27OE	THEY SHOULDN'T CHARGE PEOPLE TO USE IT.
142 : Q27OE	IT WOULD DEFEAT THE WHOLE PURPOSE OF THE LANE / THERE SHOULD BE MORE THAN TWO PASSENGERS IN THE CAR TO BE IN THE LANE.
143 : Q27OE	I DON'T THINK THEY WOULD SPEND THE MONEY WISELY.
144 : Q27OE	IT WOULD HELP THE TRAFFIC OUT.
145 : Q27OE	THERE ARE PEOPLE WHO REALLY USE IT FOR THE RIGHT REASONS.
146 : Q27OE	THEY CAN'T EFFECTIVELY TAKE TOLL AND KEEP TRACK OF VEHICLES.
149 : Q27OE	THEY SHOULDN'T CHARGE MONEY TO DRIVE ON THE INTERSTATE BECAUSE PEOPLE ARE BUY THEMSELVES.
150 : Q27OE	IT'LL BE MORE COMPLICATED AND PEOPLE WON'T PAY TO DRIVE.
151 : Q27OE	PEOPLE HAVE THE RIGHT TO USE WHATEVER LANE THEY WANT.
152 : Q27OE	PEOPLE ARE PAYING ENOUGH FOR TOLLS, THEY DON'T NEED TO PAY ANY MORE.
153 : Q27OE	IT WON'T HAPPEN, NO ONE WILL PAY IT.
154 : Q27OE	IT WOULD DEFEAT THE PURPOSE OF A CARPOOL LANE.
155 : Q27OE	IF THERE'S ONLY ONE PERSON IN THE CAR IT ISN'T WORTH IT.
156 : Q27OE	I LIKE THEM AND I USE THEM.
157 : Q27OE	GIVING THE GOVERNMENT MORE MONEY ISN'T GOOD.
159 : Q27OE	MORE PEOPLE WOULD USE IT.

160 : Q27OE	THE ROADS HAVE ALREADY BEEN PAID FOR BY FEDERAL AND LOCAL TAXES.
162 : Q27OE	EVERYONE WOULD PAY THE TOLL AND IT WOULD BE CROWDED.
163 : Q27OE	THEY SHOULD ONLY BE USED FOR PEOPLE WITH PASSENGERS.
164 : Q27OE	THEY WOULD HAVE TO CLOSE THE LANES OFF IF PEOPLE HAD TO PAY A TOLL, IT'S NOT A PRACTICAL SOLUTION AT ALL.
165 : Q27OE	IT'S NOT FAIR THAT THE PEOPLE WHO TRAVEL ALONE HAVE TO PAY.
166 : Q27OE	THERE'LL BE MORE PEOPLE ON THE FREEWAYS.
167 : Q27OE	CARS COULD GET WHERE THEY'RE GOING FASTER.
169 : Q27OE	I ALREADY PAY ENOUGH TAXES TO TAKE CARE OF IT.
170 : Q27OE	THEY SHOULD BE CHARGED MORE TO DRIVE.
171 : Q27OE	IT'S LIKE HAVING ALL THE LANES AVAILABLE AND IT'S GOING TO BE JAMMED.
173 : Q27OE	IT DEFEATS THE PURPOSE.
174 : Q27OE	IT SHOULD ONLY BE FOR PEOPLE WITH PASSENGERS.
175 : Q27OE	IT MIGHT BE QUICKER.
177 : Q27OE	IT'S A BAD IDEA, I DON'T THINK IT'LL WORK / WILL THEY BE ABLE TO STOP EVERY CAR TO PAY THE FEE / IT WOULD MAKE MORE CONGESTION.
178 : Q27OE	I DON'T KNOW.
179 : Q27OE	EVERYONE WOULD GET UPSET BECAUSE WE ALREADY PAY ENOUGH ON THE ROAD.
180 : Q27OE	THERE'S ENOUGH TRAFFIC ALREADY.
181 : Q27OE	IT'S A BAD IDEA BECAUSE I'D HAVE TO STOP AND PAY THE TOLL WHICH WOULDN'T MAKE IT ANY FASTER.
182 : Q27OE	I DON'T THINK IT WOULD WORK OUT.
184 : Q27OE	I DON'T LIKE TO PAY / I SHOULDN'T HAVE TO PAY TO USE A LANE.
185 : Q27OE	I SHOULDN'T HAVE TO PAY TO USE THE ROAD.

186 : Q27OE	THE TAX PAYERS ARE ALREADY PAYING FOR THE HIGHWAYS.
187 : Q27OE	THERE WOULD BE TOO MANY DRIVERS IN THE CARPOOL LANE AND TOO MANY SINGLE DRIVERS.
188 : Q27OE	ANYONE WHO IS TRAVELING IS PAYING MORE TAXES / I SHOULDN'T HAVE TO PAY MORE TAXES FOR A CONVENIENCE / THE ROADS SHOULD BE OPEN AND EVERYONE.
189 : Q27OE	IT SHOULD EITHER BE OPEN TO ALL VEHICLES OR LEAVE IT THE WAY IT IS.
190 : Q27OE	I COULD USE IT TOO.
191 : Q27OE	THEY SHOULD OPEN ALL THE LANES AND NOT HAVE A SPECIAL LANE SET UP.
192 : Q27OE	I DON'T THINK PEOPLE WOULD PAY THE FIFTY CENTS.
193 : Q27OE	IT'S CRAZY, IT WON'T WORK.
194 : Q27OE	IT'S A WAY TO GET MONEY AND WILL DEFEAT THE PURPOSE OF THE LANES.
196 : Q27OE	IT DOESN'T MATTER EITHER WAY, I DON'T TRAVEL ON IT.
197 : Q27OE	I DON'T FEEL THEY CAN ENFORCE IT AND THE TOLL BOOTH ALONE WILL SLOW DOWN TRAFFIC.
198 : Q27OE	WHY MAKE THEM PAY, THE LANE IS OPEN.
199 : Q27OE	IT WON'T RELIEVE THE CONGESTION, THE CAR POOL LANE WILL GET MORE CONGESTED.
200 : Q27OE	THE CARPOOL LANES WOULD NO LONGER BE SERVING THEIR PURPOSE.
201 : Q27OE	I DON'T THINK PEOPLE WOULD WANT TO PAY A TOLL TO TRAVEL ON THE HIGHWAY.
202 : Q27OE	WE PAY ENOUGH TAXES AND FEES FOR EVERYTHING ELSE / SOME PEOPLE WOULD USE THEM WITHOUT PAYING THE TOLL ANYWAY.
203 : Q27OE	CARPOOLING IS MORE IMPORTANT THAN MAKING MONEY.
206 : Q27OE	I'M NOT SURE IF IT'S A GOOD IDEA OR NOT.
207 : Q27OE	PEOPLE WOULDN'T WANT TO PAY SO MUCH EVERY DAY.

208 : Q27OE	IF A PERSON WANTS TO PAY THE MONEY THEY GET TO USE IT BUT IT'S NOT ANY GOOD AS A CARPOOL LANE.
209 : Q27OE	IT'S IMPOSSIBLE.
210 : Q27OE	THERE'S TOO MANY CARS.
211 : Q27OE	IT GIVES OTHER PEOPLE THE CHANCE TO BE GOOD DRIVERS.
212 : Q27OE	IT SHOULD BE FREE.
213 : Q27OE	IT SHOULD BE FREE.
214 : Q27OE	I DON'T KNOW.
215 : Q27OE	I SHOULDN'T HAVE TO PAY.
216 : Q27OE	I SHOULDN'T HAVE TO PAY, IT'S FOR PEOPLE WHO CARPOOL.
217 : Q27OE	THEY'RE GOING TO DRIVE WHERE THEY WANT TO AND IT'S NOT GOING TO MAKE A DIFFERENCE / A FEE ISN'T GOING TO CORRECT THE PROBLEMS.
218 : Q27OE	I DON'T THINK THERE SHOULD BE A LANE FOR THAT.
219 : Q27OE	I DON'T KNOW.
220 : Q27OE	I DON'T NEED TO PAY.
221 : Q27OE	TWO PEOPLE OR MORE IS MORE CONVENIENT FOR SAVING ON GAS.
222 : Q27OE	WE ALREADY PAY TO DRIVE ON THE ROADS WE SHOULDN'T HAVE TO PAY MORE.
224 : Q27OE	THEY WOULD BE DRIVING AND THEY DON'T HAVE A WAY TO TELL IF THEY HAVE PAID OR NOT.
225 : Q27OE	IF EVERYONE USED THE LANES THERE WOULD BE THE SAME AMOUNT OF CONGESTION.
226 : Q27OE	SOME PEOPLE HAVE TO DRIVE AT CERTAIN HOURS AND HAVE NO ONE TO CARPOOL WITH.
227 : Q27OE	I SHOULDN'T HAVE TO PAY.
231 : Q27OE	IT'S FREE TRAFFIC AND WE SHOULDN'T HAVE TO PAY / WE PAY ENOUGH IN TAXES.
232 : Q27OE	I CAN GET INTO THE LANE AND GO MY OWN PACE

	WITHOUT GETTING IN A WRECK.
233 : Q27OE	I SHOULDN'T HAVE TO PAY.
234 : Q27OE	EVERYONE CAN'T AFFORD IT / THERE'S A LOT OF PEOPLE AND IT'S BAD ENOUGH WITH GAS SO HIGH.
235 : Q27OE	I SHOULDN'T HAVE TO PAY AT ALL.
236 : Q27OE	I SHOULDN'T HAVE TO PAY.
237 : Q27OE	IF I USE CARPOOL LANES THERE'S LESS CARS AND LESS CONGESTION.
238 : Q27OE	I'M VERY INDEPENDENT AND I DON'T THINK IT WOULD SAVE ANYTHING.
240 : Q27OE	IT WOULDN'T WORK, IT WOULD STILL BE CROWDED.
241 : Q27OE	I WOULDN'T USE IT BUT IF PEOPLE WANT TO USE IT THEN IT WOULD BE GOOD FOR / DEPENDING ON WHERE THEY PAY THE TOLL IT COULD BE MORE CONGESTED.
242 : Q27OE	I SHOULDN'T HAVE TO PAY.
243 : Q27OE	I DON'T KNOW.
245 : Q27OE	IT WOULDN'T BE A CARPOOL LANE IF OTHER PEOPLE WERE DRIVING ON IT.
246 : Q27OE	IF SOME PEOPLE WOULD PAY $2 THE LANE COULD BE USED MORE EFFICIENTLY / THEY COULD FIT MORE CARS IN BETWEEN INSTEAD OF SINGLE PASSENGERS / I WISH THEY WOULD GET RID OF CARPOOL LANES ALL TOGETHER.
247 : Q27OE	I DON'T KNOW.
248 : Q27OE	I SHOULDN'T HAVE TO PAY.
249 : Q27OE	I DON'T REALLY KNOW.
250 : Q27OE	THEY'RE VERY UNDER USED / I'D PAY $2 TO RELIEVE TRAFFIC CONGESTION.
252 : Q27OE	IT'S A BAD IDEA / THE TOLL BOOTHS WOULD CAUSE MORE CONGESTION.
254 : Q27OE	THEY SHOULDN'T CHARGE PEOPLE TO USE THE LANE / EVERYONE SHOULD BE ABLE TO USE THE LANE / A LOT OF PEOPLE ALREADY USE THE LANE WITH ONE PASSENGER IN THE CAR / I'D PAY $2 TO DRIVE IN IT AND SOMEONE ELSE WOULD BE USING IT FOR FREE.

255 : Q27OE	CARPOOL LANES ARE FOR CARS WITH MORE THAN ONE PERSON.
258 : Q27OE	IF MORE PEOPLE WHO CARPOOL THERE'LL BE LESS CARS ON THE ROAD.
259 : Q27OE	I SHOULDN'T HAVE TO PAY.
260 : Q27OE	A TOLL WOULD BE STUPID.
261 : Q27OE	I SHOULDN'T HAVE TO PAY / PEOPLE WON'T PAY, THEY'LL SAY THE LANE IS ALREADY THERE.
262 : Q27OE	IT ISN'T FAIR TO MAKE PEOPLE PAY.
263 : Q27OE	IF THEY BUILD MORE HIGHWAYS THEY WOULD ALSO GET CONGESTED.
264 : Q27OE	I DON'T KNOW.
265 : Q27OE	THE PURPOSE OF CARPOOLING IS SO THERE'S LESS CARS / IF ONE PERSON VEHICLES USED IT, IT WOULD HAVE MORE TRAFFIC SO THOSE WHO CARPOOL AREN'T HELPING / IT DEFEATS THE WHOLE PURPOSE OF HAVING CARPOOL LANES.
266 : Q27OE	I DON'T KNOW.
267 : Q27OE	I WOULDN'T PAY A DOLLAR.
268 : Q27OE	I SHOULDN'T HAVE TO PAY.
270 : Q27OE	I'D GET TO MY DESTINATION QUICKER.
271 : Q27OE	IF I CAN'T CAR POOL I SHOULDN'T HAVE TO PAY TO DRIVE ON THE ROAD.
272 : Q27OE	DON'T NEED CARPOOL OTHER PEOPLE COULD BE IN TROUBLE.
273 : Q27OE	IF I PAY MONEY SO I GET THERE QUICKER IT'S GOOD.
275 : Q27OE	I HAS NOTHING TO DO WITH MONEY.
276 : Q27OE	THERE ARE WAY TOO MANY CARS AND TOO LITTLE SPACE IN MIAMI.
277 : Q27OE	DON'T THINK I SHOULD HAVE TO PAY FOR IT.
279 : Q27OE	I'M ALREADY PAYING FOR DRIVING, I SHOULDN'T HAVE TO PAY MORE.

281 : Q27OE	IF PEOPLE HAD TO PAY $2 EVERY TIME THEY WANTED TO USE THIS LANE, THEY WOULDN'T USE IT NEAR AS MUCH.
282 : Q27OE	I DON'T KNOW.
283 : Q27OE	I MIGHT WANT TO DRIVE ON THE I95 AND WHY SHOULD I HAVE TO PAY TO USE IT.
284 : Q27OE	I PAY ENOUGH.
286 : Q27OE	THE PEOPLE WHO CARPOOL HAVE MORE ADVANTAGE WHILE REGULAR DRIVERS HAVE TO BE STUCK IN TRAFFIC.
287 : Q27OE	SOMETIMES I NEED TO GET THROUGH TRAFFIC AND I'D LIKE TO BE ABLE TO GET THROUGH.
288 : Q27OE	IT DEFEATS THE PURPOSE, WE SHOULD HAVE ONE LANE CLEAR.
289 : Q27OE	THE CARPOOL LANES ARE FOR MULTIPLE PEOPLE / IF THEY DON'T PAY IT, IT DEFEATS THE PURPOSE.
290 : Q27OE	I'VE NEVER THOUGHT ABOUT IT BEFORE.
291 : Q27OE	I DON'T THINK ANYONE WOULD PAY IT SO IT WOULD DEFEAT THE PURPOSE.
292 : Q27OE	IT'LL BE MORE OF A HASSLE .
294 : Q27OE	I DON'T THINK I SHOULD HAVE TO PAY.
298 : Q27OE	I DON'T WANT TO PAY THE TOLL.
300 : Q27OE	WHEN BIG BUSES ARE THERE IT WOULD BE HARD.
301 : Q27OE	SINGLE PASSENGER CARS ARE USING THEM ANYWAY AND NOT GETTING CAUGHT.
302 : Q27OE	THE GOVERNMENT HAS ENOUGH MONEY.
303 : Q27OE	THE CARPOOL LANES WILL GET SLOWER.
305 : Q27OE	TOLLS MAKE MORE TRAFFIC.
306 : Q27OE	CARPOOLING IS NOT AN EFFECTIVE WAY TO GET AROUND.
307 : Q27OE	THE LANES SHOULD BE USED FOR HIGH CAPACITY VEHICLES AT THOSE TIMES.
308 : Q27OE	I WOULDN'T PAY ON I95 BUT I'D PAY ON THE TURNPIKE.

309 : Q27OE	I DON'T IT'S MUCH FASTER.
310 : Q27OE	IT'S NOT FAIR AND IT WOULD COST MORE TO ENFORCE IT.
311 : Q27OE	THE CARPOOL LANE IS THERE FOR A PURPOSE.
312 : Q27OE	IT WOULD BE VOLUNTARY IF THEY COULD AFFORD IT THEN IT WOULD BE A GOOD IDEA BUT IF NOT THAT'S ALRIGHT TOO.
313 : Q27OE	THERE WOULDN'T BE LESS TRAFFIC JAMS.
314 : Q27OE	I SHOULDN'T BE CHARGED TO USE PUBLIC ROADS.
316 : Q27OE	I WOULD DEFINITELY RESENT IT.
317 : Q27OE	NO ONE WOULD CARPOOL.
318 : Q27OE	THEY DON'T DESERVE TO DRIVE THERE.
319 : Q27OE	IT WOULD BASICALLY BE OPEN TO EVERYONE.
320 : Q27OE	I DON'T LIKE STOPPING FOR TOLLS, IT CREATES MORE CONGESTION.
321 : Q27OE	THEY SHOULDN'T CHARGE TO USE THE LANE.
322 : Q27OE	I DON'T PAY TO USE ROADS.
323 : Q27OE	ONE DRIVER SHOULDN'T STOP THE TRAFFIC.
324 : Q27OE	THE PURPOSE SHOULD BE TO REDUCE THE NUMBER OF CARS ON THE HIGHWAY, NOT TO GAIN MONEY OUT OF THE DEAL.
325 : Q27OE	THE PEOPLE HAVE ALREADY PAID FOR THE ROADS.
326 : Q27OE	IT DEFEATS THE PURPOSE OF CARPOOL LANES.
327 : Q27OE	IT DOESN'T MAKE ANY DIFFERENCE.
329 : Q27OE	HOW WILL THEY KNOW SOMEONE PAID.
330 : Q27OE	IF IT'S A WAY TO BRING IN TAX MONEY THEN THEY CAN IMPROVE THE ROADS.
331 : Q27OE	IT WOULD MAKE IT MORE CONGESTED FOR PEOPLE WHO ARE CARPOOLING.
332 : Q27OE	IT WOULD CAUSE MORE CONGESTION AND NOT BE FAIR.

333 : Q27OE	I DON'T SEE THE ADVANTAGE.
334 : Q27OE	THE SLOWER VEHICLES SHOULD ALWAYS HAVE A LANE FOR THEMSELVES.
335 : Q27OE	I DON'T THINK THEY RESPECT THE LANES ENOUGH / THE CARPOOL LANES ON I95 ARE ALWAYS EMPTY.
336 : Q27OE	THEY SPEND ALL OUR TAXES TO BUILD THE HOV LANE AND IT'S RIDICULOUS / EVERY COMMUTER SHOULD BE ABLE TO USE IT BECAUSE IT'S RIDICULOUS TO BE ABLE TO CARPOOL IN FLORIDA.
337 : Q27OE	IT'S THERE FOR THE PUBLIC TO USE A CERTAIN WAY AND IF IT'S NOT THEN IT MAKES MORE PROBLEMS THEN HAVING THAT CAR LANE.
338 : Q27OE	THERE WOULD BE EVEN MORE CHAOS.
339 : Q27OE	I DON'T KNOW, THERE'S NO SPECIFIC REASON.
340 : Q27OE	WHY SHOULD SOMEONE PAY, IT GETS THEM TO THE SAME PLACE.
341 : Q27OE	IT ALLOWS MORE PEOPLE TO CARPOOL.
342 : Q27OE	PEOPLE CHARGE TOO MUCH FOR EVERYTHING ANYWAY AND IT'S ONE ADDITIONAL CHARGE WE HAVE TO WORRY ABOUT.
344 : Q27OE	THERE ARE LOTS OF SINGLE DRIVERS WHO WOULD LIKE TO USE IT.
345 : Q27OE	THERE'S NO EXPANSION.
346 : Q27OE	IT'S DEFEATING THE PURPOSE.
347 : Q27OE	IT'S BASICALLY A TURN PIKE / THERE'S SOME WHICH RESTRICTED BUT I'D STILL HAVE TO PAY A TOLL AND IT'LL STILL BE CONGESTED.
348 : Q27OE	IF THEY OPEN UP THE LANE TO EVERYONE THEN EVERYONE IS GOING TO GO IN THAT LANE / IF THERE'S A TOLL ONLY A CERTAIN AMOUNT OF PEOPLE GO IN THE LANE.
349 : Q27OE	I DON'T THINK THE CARPOOL LANE WORKS / I DON'T MIND THE CONCEPT OF CHARGING 50 CENTS BUT I DON'T KNOW HOW THEY WOULD ENFORCE IT.
351 : Q27OE	I'M NOT PAYING A DOLLAR TO RIDE ON I95 TO GET ANYWHERE FASTER.

352 :	Q27OE	WE PAY ENOUGH TOLLS / I USUALLY PAY AT THE TURNPIKE.
354 :	Q27OE	$2 IS TOO MUCH / IF IT WERE FIFTY CENTS IT WOULD BE AGREEABLE / PEOPLE COMMUTE ALL THE TIME AND FIFTY CENTS WOULD BE AGREEABLE.
355 :	Q27OE	IT'S ABOUT THE SAME AS PEOPLE IN THE CARPOOL LANES, THEY DON'T GET THERE VERY MUCH FASTER / 90 PERCENT IS SINGLE PEOPLE AND THERE'S GOING TO BE TRAFFIC NO MATTER WHAT / PEOPLE WILL STILL STOP AND BE NOSEY.
356 :	Q27OE	NOT VERY MANY PEOPLE WOULD PAY THE MONEY BUT IF THEY WANTED TO THEY COULD AND IF NOT THEN THEY WOULDN'T.
357 :	Q27OE	THEY SHOULDN'T HAVE TO PAY ONE PENNY TO TRAVEL ON I95.
358 :	Q27OE	THERE ISN'T ANY REASON TO PAY BECAUSE IF I TRAVELED A SHORT DISTANCE AND I WENT TO GET OFF I'D HAVE TO PAY TWO TOLLS.
359 :	Q27OE	I SHOULDN'T HAVE TO PAY AT ALL TO TRAVEL ON I95 / I'D TAKE THE TURNPIKE IF IT COST ANYTHING.
360 :	Q27OE	THEY SHOULD COME UP WITH A BETTER IDEA AND PEOPLE SHOULDN'T TRAVEL IN THOSE LANES / TWO IS THE MINIMUM FOR PEOPLE TRAVELING.
361 :	Q27OE	IT DEFINITELY WOULD HELP.
364 :	Q27OE	IT WOULD JUST EASIER.
366 :	Q27OE	THERE WOULD LESS TRAFFIC ON THE ROAD.
367 :	Q27OE	TRAFFIC IS TRAFFIC, THEY CAN'T PREDICT IF IT'LL CHANGE OR NOT.
369 :	Q27OE	I DON'T THINK IT'S RIGHT TO CHARGE PEOPLE TO USE THAT LANE.
370 :	Q27OE	THERE'S NOTHING.
371 :	Q27OE	IT DOESN'T MATTER / THERE ARE TOO MANY PEOPLE ON THE ROADS / THERE ARE ALSO TOO MANY OLD PEOPLE ON THE ROADS WHO DON'T KNOW HOW TO DRIVE / OLD PEOPLE CAUSE 99 PERCENT OF THE ACCIDENTS.
372 :	Q27OE	THE ROAD RAGE / IF I SEE A GUY IN A LANE HOW AM I ACTUALLY GOING TO KNOW HE PAYED THE FEE.

373 : Q27OE	PEOPLE IN FLORIDA GET NAILED WITH TAXES, WE DON'T NEED MORE TAXES.
374 : Q27OE	TAKE AWAY THE INCENTIVE FOR PEOPLE TO CARPOOL.
375 : Q27OE	CARPOOLING IS NOT GOING TO WORK / CARPOOLING IS A BURDEN TO THE PERSON WHO HAS TO DO THE CARPOOLING.
376 : Q27OE	I REALLY CAN'T EXPLAIN.
377 : Q27OE	I DON'T THINK IT WILL HELP WITH THE TRAFFIC CONGESTION.
379 : Q27OE	IT WOULDN'T BE WORTH IT.
380 : Q27OE	THE ROADS ARE IN POOR CONDITION.
381 : Q27OE	PAYING MONEY WON'T SOLVE THE PROBLEM / WE SHOULD USE MORE TRANSPORTATIONAL SOLUTIONS.
383 : Q27OE	THE CARPOOL LANES ARE FOR THOSE GOING TO AND FROM WORK.
385 : Q27OE	IF I WANT TO GET SOMEWHERE QUICKER THAN I SHOULD PAY FOR IT.
386 : Q27OE	PAYING MONEY IS GOING TO TURN THE PEOPLE AWAY FROM USING THE LANES.
387 : Q27OE	THEY DON'T GET THERE ANY FASTER.
388 : Q27OE	SOME PEOPLE CHEAT AND USE IT ANYWAY.
389 : Q27OE	IT'S NOT UNDEMOCRATIC.
390 : Q27OE	I DON'T THINK IT'S WORTH A DOLLAR.
391 : Q27OE	I HAVE NO IDEA.
392 : Q27OE	I DON'T THINK THERE'S A NEED FOR THIS TOLL FEE.
393 : Q27OE	WE SHOULD BE PAYING TO USE THE HIGHWAY.
395 : Q27OE	I DON'T REALLY CARE.
396 : Q27OE	IT'S NOT AN EXPRESS LANE.
398 : Q27OE	I DON'T KNOW.
399 : Q27OE	THIS WOULD MAKE THE HIGHWAY A MESS TO DRIVE ON, IT'S HARD ENOUGH TO DRIVE ON IT.

400 :	Q27OE	IT MAKES SENSE, IT WOULD SPEED THINGS UP.
401 :	Q27OE	THE COST IS PROHIBITED AND ONLY PEOPLE WHO PAY CAN USE THE CARPOOL LANES.
402 :	Q27OE	$2 IS A LOT OF MONEY.
403 :	Q27OE	IT WOULD ENCOURAGE OTHERS TO CARPOOL.
404 :	Q27OE	IT WOULD DEFEAT THE PURPOSE OF HAVING A CARPOOL LANE.
405 :	Q27OE	I DON'T KNOW.
407 :	Q27OE	WHY SHOULD PEOPLE BE PENALIZED AND HAVE TO PAY A TOLL.
408 :	Q27OE	I DON'T KNOW, IT MIGHT WORK IF PEOPLE COULD AFFORD IT.
409 :	Q27OE	IT WOULD ALLEVIATE THE TRAFFIC.
410 :	Q27OE	THE IDEA IS TO RELIEVE TRAFFIC CONGESTION AND IMPROVE THE TRAVELING SPEED.
411 :	Q27OE	PEOPLE SHOULDN'T BE ABLE TO BUY THEIR WAY OUT OF THEIR PROBLEMS.
412 :	Q27OE	IT'S ANOTHER WAY FOR THE GOVERNMENT TO MAKE A DOLLAR.
413 :	Q27OE	I'D HAVE TO PAY THE MONEY AND IT'S TOO MUCH.
415 :	Q27OE	WHY SHOULD I HAVE TO PAY FOR A ROAD THAT'S ALREADY PAID FOR.
416 :	Q27OE	THEY WANT MORE MONEY.
417 :	Q27OE	I DON'T WANT TO PAY ANY MONEY TO USE ROADS THAT I PAY TAXES TO BUILD.
418 :	Q27OE	THERE'S NO NEED TO PAY A TOLL.
420 :	Q27OE	IT WOULDN'T WORK HERE.
423 :	Q27OE	IT SOUNDS LIKE A GOOD IDEA.
424 :	Q27OE	I DOESN'T FULLFIL MUCH OF A PURPOSE.
427 :	Q27OE	PAYING TOLLS WOULD CONGEST THE ROAD EVEN MORE.
428 :	Q27OE	THERE'S NO NEED TO USE THE TOLL.

429 : Q27OE	I DON'T THINK THEY SHOULD TAKE THE TAX PAYERS MONEY.
430 : Q27OE	ALMOST EVERYONE ON THE HIGHWAY DRIVES BY THEMSELVES.
432 : Q27OE	IT DEFEATS THE WHOLE PURPOSE BUT EVERYBODY HAS TO GET WHERE THERE GOING.
433 : Q27OE	WHY SHOULD I HAVE TO PAY TO USE A CERTAIN LANE.
435 : Q27OE	I DON'T THINK ANYONE SHOULD BE CHARGED TO DRIVE ON THE HIGHWAY / IT'S A FREE HIGHWAY, WHY SHOULD ANYONE BE CHARGED FOR DRIVING.
436 : Q27OE	IF WE'RE PAYING TAXES, WHY SHOULD WE PAY MORE TO USE A PUBLIC HIGHWAY.
437 : Q27OE	THE CARPOOL LANES ARE FASTER.
438 : Q27OE	THE ONE PERSON IN THE CAR SHOULD STAY AWAY FROM THERE, IT'S FOR THE FAST MANIACS.
440 : Q27OE	THERE'S A TURNPIKE PEOPLE HAVE TO PAY A FEE TO USE.
441 : Q27OE	EVERYONE SHOULD BE ABLE TO GET OUT QUICK WITHOUT PAYING.
442 : Q27OE	EITHER WAY THERE ARE STILL ACCIDENTS WHETHER OR NOT PEOPLE PAY MONEY OR NOT.
443 : Q27OE	WE'RE PAYING FOR IT AS IS.
444 : Q27OE	IT WOULD MAKE IT MORE COMPLICATED / IT'S SUCH A TIP OF THE ICEBERG PLAN, IT WON'T MAKE ANY DIFFERENCE.
448 : Q27OE	I DON'T LIKE THE IDEA.
449 : Q27OE	THERE'S NO NEED TO HAVE A CARPOOL LANE IF OTHER PEOPLE CAN USE IT WHO AREN'T CARPOOLING.
450 : Q27OE	EVERYONE WILL WANT TO PAY THE TOLL AND USE THE LANE AND THEN NO ONE WILL GET ANYWHERE.
451 : Q27OE	WE HAVE TO PAY ENOUGH TOLLS AS IT IS.
452 : Q27OE	HOW ARE THEY GOING TO CONTROL IT / IT WILL COST MORE TO CONTROL IT THEN IT'S WORTH.
454 : Q27OE	I PAY ENOUGH TAXES.

455 : Q27OE IT SHOULDN'T MAKE A DIFFERENCE.

456 : Q27OE I DON'T SEE WHY WE SHOULD PAY A TOLL.

457 : Q27OE WE PAY ENOUGH TAXES AS IT IS.

458 : Q27OE THE TOLLS WOULD BACK UP THE CARPOOL LANES.

459 : Q27OE A LOT OF PEOPLE CAN'T AFFORD IT.

460 : Q27OE I DON'T KNOW HOW EFFECTIVE IT'LL BE, THERE WILL PROBABLY BE MORE CONGESTION.

462 : Q27OE I DON'T THINK ANYONE IS GOING TO PAY ANY AMOUNT OF MONEY TO TRAVEL IN THE LANE.

463 : Q27OE WE PAY ENOUGH TOLLS ALREADY.

464 : Q27OE INTERSTATES SHOULDN'T BE CONTROLLED WITH TOLLS.

465 : Q27OE IT WOULD BE FASTER.

469 : Q27OE IT WOULD REDUCE ACCIDENTS.

470 : Q27OE I DON'T THINK IT'LL WORK / THEY'RE TRYING A STOP LIGHT IN ORLANDO ON OFF RAMPS AND ON RAMPS SO THEY WOULDN'T HAVE SIX CARS TRYING TO DO THE SAME THING / THERE'S TOO MANY PEOPLE AND TOO MANY CARS, NO ONE EXPECTED IT TO BE LIKE THIS.

471 : Q27OE NO ONE WOULD KNOW WHO PAID AND WHO DIDN'T.

472 : Q27OE WE SHOULDN'T HAVE TO PAY TO USE THE PUBLIC ROAD WAYS.

474 : Q27OE THEY WOULD PAY THE DOLLAR AND THEN THERE WOULD BE NO ADVANTAGE TO USING THE LANE AND DOUBLING UP / IT WOULDN'T BE A REWARD FOR DOUBLING UP IF WE HAD TO PAY TO USE THE LANE, IT WOULD RUIN THAT REWARD.

475 : Q27OE I DON'T KNOW WHY I SHOULD PAY A DOLLAR WHEN OTHER PEOPLE DON'T HAVE TO PAY.

476 : Q27OE I DON'T KNOW WHY I'D PAY TO USE A LANE, I ALREADY PAY FOR EVERYTHING / NO CHARGE SHOULD BE PAYED, WE ALREADY PAY FOR EXPRESS WAYS / I'D NEVER USE IT IF I HAD TO PAY THE MONEY / IT'S A VERY STUPID IDEA.

477 : Q27OE I'M NOT SURE.

479 : Q27OE IT'S GOING TO BE TO CONGESTED / IT WILL CAUSE

	TOO MANY ACCIDENTS.
481 : Q27OE	NOT A LOT OF PEOPLE WOULD PAY THE TOLL.
482 : Q27OE	I DON'T KNOW WHY I'D PAY FOR BEING IN THE LANE / IT ISN'T ALL RIGHT FOR I 95 / THEY SHOULDN'T DO IT BECAUSE WE ALREADY PAY FOR ENOUGH THINGS.
483 : Q27OE	I SHOULDN'T HAVE TO PAY TO BE ABLE TO DRIVE ON I 95.
484 : Q27OE	THEY'LL BACK UP THE TOLL BOOTH / THERE'S MORE CONGESTION IF THEY PUT PEOPLE IN ONE LANE.
485 : Q27OE	$2 IS A LOT.
488 : Q27OE	THERE WOULD BE NO WAY TO MONITOR THAT.
489 : Q27OE	IT'S STUPID.
490 : Q27OE	WE ALREADY PAY TOO MANY TAXES.
491 : Q27OE	PEOPLE ARE USED TO PAYING TOLLS DOWN HERE.
492 : Q27OE	MOST PEOPLE WOULDN'T USE IT, BUT I WOULD / THEN I COULD DRIVE FAST.
493 : Q27OE	THEY TRY TO SELL SOMETHING / I WANT TO KNOW IF IT'S FOR CARPOOLING OR MAKING MONEY / THE LANE SHOULD BE USED FOR A CARPOOL LANE, NOT FOR MAKING MONEY.
494 : Q27OE	IT'S A GOOD IDEA, BUT I DON'T THINK PEOPLE WILL PAY.
497 : Q27OE	THEY'RE HOLDING BACK THE OTHERS WHO ARE TRAVELING WITH SOMEONE ELSE.
498 : Q27OE	EVERYONE WOULD DO IT AND IT WOULDN'T BE AN ADVANTAGE TO CARPOOLERS.
499 : Q27OE	SOMETIMES I'M IN A HURRY, AND I NEED TO GET THERE FASTER / IF I COULD PAY I'D GET THERE FASTER, BUT THEN EVERYONE WOULD PAY.
500 : Q27OE	IF THEY WANT, I'D GIVE 50 CENTS, BUT NOT MORE THAN THAT.
502 : Q27OE	IT'S TOO MUCH TO PAY.
503 : Q27OE	IT WOULD BE TOO CONGESTED.
504 : Q27OE	I PAY ENOUGH TAX DOLLARS WITHOUT HAVING TO PAY A

	FINE / IT ISN'T A SOLUTION TO THE PROBLEM / THERE WOULD STILL BE AS MANY PEOPLE ON THE ROAD.
505 : Q27OE	I DON'T KNOW.
506 : Q27OE	THAT WOULD DEFEAT THE PURPOSE OF HAVING A CARPOOL LANE.
507 : Q27OE	I DON'T THINK THEY CAN GET THE FEE FROM THE PEOPLE / STOPPING THE PEOPLE TO GET THE FEE WOULD CAUSE MORE TRAFFIC PROBLEMS THAN THERE ARE RIGHT NOW.
508 : Q27OE	I DON'T THINK THEY SHOULD CHARGE PEOPLE FOR USING THE LANE.
509 : Q27OE	THE PEOPLE ON THE DIAMOND LANES RIGHT NOW ARE ONLY DRIVERS, NOT PASSENGERS / THEY'RE GOING TO USE THAT LANE ANYWAYS / I DON'T KNOW HOW THEY'LL KNOW IF THEY PAID OR NOT.
510 : Q27OE	I DON'T THINK THAT ONE PERSON SHOULD USE THE CARPOOL LANE.
514 : Q27OE	I'M NOT INVOLVED IN THAT PROBLEM EVERY DAY / I DON'T EVEN THINK OF IT.
515 : Q27OE	THE HIGHWAY IS FASTER / IF I PAY IT WILL BE A BETTER HIGHWAY.
516 : Q27OE	IT WOULD SAVE GAS.
517 : Q27OE	I DON'T KNOW WHAT THE MONEY HAS TO DO WITH IT / IT ISN'T GOING TO HELP THE TRAFFIC.
518 : Q27OE	THERE'S A CONGESTION PROBLEM.
519 : Q27OE	I DON'T KNOW.
521 : Q27OE	IT ISN'T FAIR FOR US / I DON'T THINK PAYING WILL HELP.
522 : Q27OE	IT WOULD COST THE PEOPLE WHO COMMUTE MORE MONEY TO GO TO WORK.
523 : Q27OE	IT SHOULD BE OPENED TO ALL / I SHOULDN'T BE PENALIZED FOR HAVING ONE PERSON IN MY CAR.
524 : Q27OE	I'M NOT PAYING THEM TO DRIVE A CAR.
526 : Q27OE	IT ISN'T FAIR TO PAY $2 TO USE THE LANE.
527 : Q27OE	IT DOESN'T REALLY MAKE A DIFFERENCE AS TO HOW

	MANY PEOPLE ARE IN THE CAR / IF WE'RE IN A HURRY WE SHOULD SIMPLY BE ABLE TO GO.
529 : Q27OE	THE CARPOOL LANE SHOULD BE USED FOR MULTIPLE PERSON VEHICLES AND NOBODY ELSE.
530 : Q27OE	I DON'T THINK THAT'S FAIR / I'D HAVE TO PAY A DOLLAR ON A SO CALLED FREE WAY.
532 : Q27OE	NO ONE WOULD PAY $2 TO DO THAT / IT'S HARD ENOUGH TO GET THEM TO PAY THE TOLL / I DON'T KNOW WHAT PURPOSE THE LANE WOULD HAVE.
533 : Q27OE	I DON'T KNOW WHY I SHOULD PAY TO USE THAT LANE.
535 : Q27OE	IT WOULD SLOW EVERYTHING DOWN / THE COST WOULD MEAN I'D HAVE TO CLOSE OFF ALL LANES / I COULD ONLY CHANGE LANES AT SPECIFIC TIMES.
536 : Q27OE	I DON'T WHAT I SHOULD PAY FOR A ROAD THAT I'M ALREADY PAYING FOR / TOLLS ARE STUPID.
537 : Q27OE	I'M SICK TO DEATH OF TOLLS / THEY TOLL US TO DEATH.
538 : Q27OE	IT WILL ONLY CONGEST THE CARPOOL LANE.
539 : Q27OE	IT'S RIDICULOUS TO CHARGE MONEY / IT SHOULD BE FREE.
540 : Q27OE	IT'S A FREE HIGHWAY.
541 : Q27OE	IT WOULD BE TOO HARD TO COLLECT THE TOLLS.
542 : Q27OE	IT ISN'T FOR SINGLE OCCUPANTS / IT WOULD BE HARDER TO PATROL.
543 : Q27OE	I ALREADY PAY FOR THAT ROAD / THE TOLL BOOTH WOULD SLOW IT DOWN.
545 : Q27OE	I WOULD HAVE TO SEE IT IN ACTION.
546 : Q27OE	IT WOULDN'T WORK / WE HAVE A LOT OF TOLL ROADS HERE, BUT THE ADVANTAGES ARE LOST BECAUSE OF THE TIME I HAVE TO WASTE GOING THROUGH THE TOLL.
547 : Q27OE	IT WOULD BE GOOD TO HAVE THEM PAY, BUT I DON'T KNOW IF THAT LANE MAKES IT THAT MUCH FASTER.
548 : Q27OE	IT DOESN'T MAKE IT FASTER.
549 : Q27OE	IT WOULD BE LIKE AN EXTRA TAX, WHICH IS BAD / IT DOESN'T SEEM VERY PRACTICAL BECAUSE IT WOULD BE

HARD TO MAKE EVERYONE PAY.

550 : Q27OE I DON'T THINK IT WOULD HELP THE TRAFFIC SITUATION TO KEEP THE LANES OPEN / THEY ALREADY CHARGE TOO MANY TOLLS.

551 : Q27OE I DON'T THINK THEY WOULD PAY IT / I DON'T KNOW IF THEY'D DO SOMETHING ABOUT TRUCKS AND BUSES.

554 : Q27OE SOMETIMES I'M LATE FOR WORK / THEY DON'T LET OTHER CARS ON.

555 : Q27OE I'D HAVE TO STOP TO PAY THE TOLL / IT WOULDN'T WORK / I DON'T KNOW WHY THEY WOULD HAVE THE CARPOOL LANE THEN.

556 : Q27OE TOLLS TAKE TIME.

558 : Q27OE IT'S BOLOGNA, THAT'S RIDICULOUS.

560 : Q27OE A CAR POOLING LANE IS FOR CARPOOLING.

561 : Q27OE I DON'T THINK IT'S RIGHT / A RULE IS A RULE, AND IT SHOULD BE FOLLOWED.

562 : Q27OE IT WOULDN'T BE WORTH IT.

563 : Q27OE IT WOULDN'T MAKE ANY DIFFERENCE / IT WOULD AGGRAVATE PEOPLE MORE.

564 : Q27OE THE CARPOOL LANES SHOULD BE USED ONLY FOR CARPOOLERS.

565 : Q27OE I'M NOT REALLY SURE THAT IT WOULD MAKE A DIFFERENCE ONE WAY OR THE OTHER / I DON'T LIKE THE IDEA OF PAYING MONEY ON A PUBLIC FREEWAY.

566 : Q27OE I KNOW IT'S A WAY TO GENERATE REVENUE / IF THEY HAVE TO PAY TO TAKE THE CARPOOL LANE, IT'S DEFEATING THE PURPOSE.

567 : Q27OE A DOLLAR FOR CARPOOLERS WOULDN'T HELP.

568 : Q27OE IF THEY WANT TO SAVE MONEY AND TIME, WHY ARE THEY LETTING EVERYBODY USE THE LANE.

569 : Q27OE WE SHOULDN'T HAVE TO PAY TO USE THE CARPOOL LANE.

570 : Q27OE IT MIGHT HELP WITH MONEY.

571 : Q27OE IT WOULDN'T WORK.

572 : Q27OE	I WOULDN'T PAY IT.
573 : Q27OE	I DON'T BELIEVE IN ANY MORE TAXES.
574 : Q27OE	THAT DEFEATS THE PURPOSE OF HAVING CARPOOL LANES.
575 : Q27OE	IT ISN'T GOING TO SOLVE THE NUMBER OF CARS.
577 : Q27OE	WE SHOULDN'T BE PAYING.
579 : Q27OE	I ALREADY PAY FOR A LOT OF THINGS.
580 : Q27OE	MORE PEOPLE WOULD USE IT RATHER THAN TAKE THE CHANCE OF GETTING PULLED OVER / AN EXTRA LANE WOULD OPEN IT UP.
581 : Q27OE	I'D MAKE IT $5.
583 : Q27OE	THE PEOPLE WHO HAVE MULTIPLE PERSONS SHOULD BE THE ONLY ONES ALLOWED TO USE IT / IT WOULD MAKE THE CONGESTION WORSE THE OTHER WAY.
585 : Q27OE	THAT DEFEATS THE PURPOSE OF CARPOOLS.
586 : Q27OE	I NEED TO KNOW WHERE THE MONEY IS GOING.
587 : Q27OE	IT COULD GET ME THERE FASTER.
588 : Q27OE	IT WOULD BE LIKE ANOTHER LANE.
589 : Q27OE	I DON'T THINK THEY SHOULD CHARGE WHEN THE OTHER LANES ARE THE SAME.
590 : Q27OE	IT ISN'T GOING TO SOLVE THE PROBLEM BECAUSE PEOPLE AREN'T GOING TO PAY THE TOLL / THE ONLY PEOPLE THAT ARE GOING TO PAY THE TOLL ARE THE PEOPLE WHO HAVE TO DRIVE IT ON A DAILY BASIS / WE SIMPLY NEED TO SEND THE PEOPLE FROM THE NORTH BACK NORTH.
592 : Q27OE	TRAFFIC WOULD BE CUT DOWN.
593 : Q27OE	THEY SHOULD OPEN THE HIGHWAY UP FOR EVERYONE.
594 : Q27OE	THERE'S NO WAY TO RESTRICT IT.
595 : Q27OE	THEY SHOULDN'T BE REQUIRED TO PAY TOLLS.
598 : Q27OE	THE CONGESTION WOULD ONLY BE WORSE / PAYING FEES WOULD BACK UP TRAFFIC.
602 : Q27OE	NOT AS MANY CAN AFFORD IT, SO THERE WILL BE LESS

	TRAFFIC.
603 : Q27OE	I DON'T WANT TO PAY THE TOLLS.
605 : Q27OE	I DON'T THINK WE SHOULD PAY ANY MORE TOLLS / I'M AGAINST ANY NEW TAXES.
606 : Q27OE	WE HAVE ENOUGH TOLLS AND TAXES.
609 : Q27OE	THEY RESERVE THE LANES / DURING THE MORNING WE NEED THE LANES.
611 : Q27OE	NO ONE SHOULD BE PAYING FOR THE LANES.
612 : Q27OE	I DON'T THINK IT WOULD BE FAIR TO PAY TO DRIVE ON A LANE WHEN I'VE ALREADY PAID TAXES FOR THE HIGHWAY TO BE CONSTRUCTED / THEY SHOULD HAVE BETTER TRANSPORTATION.
613 : Q27OE	I SHOULDN'T HAVE TO PAY TO USE THE CAR POOL LANE / THEY SHOULD INCREASE TAXES IN OTHER AREAS INSTEAD.
614 : Q27OE	I'D HAVE TO STOP AND PAY THE TOLL, THEREBY CAUSING TRAFFIC TO SLOW DOWN.
617 : Q27OE	IT WILL DEFEAT THE PURPOSE OF THE HOV LANE.
618 : Q27OE	IF I'M DRIVING BY MYSELF, I SHOULDN'T PAY MORE THAN THOSE DRIVING WITH LOTS OF PEOPLE / THAT ISN'T FAIR.
619 : Q27OE	IT ISN'T THAT FAIR / THAT'S TOO MUCH OF A PRICE TO PAY TO BE IN A CARPOOL LANE TWICE A DAY.
620 : Q27OE	THERE'S NO REASON FOR ONE PERSON TO GO ON THE LANE WHEN OTHER PEOPLE CAN'T.
623 : Q27OE	I DON'T THINK WE SHOULD HAVE TO PAY FOR THAT.
625 : Q27OE	I HATE PAYING TOLLS AND WAITING FOR IT.
626 : Q27OE	EITHER THEY CAN USE IT OR THEY CAN'T / IF THEY'RE GOING TO USE IT, I DON'T SEE WHY PEOPLE SHOULD HAVE TO PAY.
627 : Q27OE	IT SHOULD ONLY BE USED FOR THOSE WHO HAVE TWO OR MORE PEOPLE.
628 : Q27OE	WHEN PEOPLE HAVE TO PAY, THEY THINK TWICE ABOUT WHAT THEY'RE GOING TO DO.
631 : Q27OE	CARPOOLING IS SUPPOSED TO BE FOR MORE THAN ONE

	PERSON, WHETHER THEY PAY A TOLL OR NOT.
633 : Q27OE	IT SHOULD ONLY BE FOR BUSES AND TRUCKS.
634 : Q27OE	IN FLORIDA THERE ARE TOO MANY DRIVERS ON THE ROAD / TOO MANY PEOPLE WOULD BE WILLING TO PAY THE TOLL, SO IT WOULD STILL BE AS CONGESTED.
636 : Q27OE	I'M USUALLY THE ONLY ONE IN THE CAR / I DON'T WANT TO HAVE TO PAY A DOLLAR / IT'S BAD ENOUGH PAYING TOLLS.
638 : Q27OE	IT DEFEATS THE PURPOSE OF HAVING CARPOOL LANES.
639 : Q27OE	SOME PEOPLE SHOULDN'T HAVE TO PAY / IF PEOPLE WANT TO PAY, THEY CAN / PEOPLE WHO ARE CARPOOLING SHOULD PAY.
640 : Q27OE	THAT'S A LOT OF MONEY.
642 : Q27OE	THAT LANE WOULD BECOME A LANE FOR THE PEOPLE WHO CAN AFFORD IT, AND NOT FOR THE GENERAL PUBLIC.
645 : Q27OE	IT WOULD CAUSE LESS TRAFFIC AND CONGESTION.
646 : Q27OE	I DON'T THINK THERE'S ANY WAY THEY COULD POLICE IT.
647 : Q27OE	THERE ARE MANY PEOPLE WHO AREN'T USED TO THE HIGHWAY, IT'S A SUNDAY DRIVE FOR THEM.
649 : Q27OE	I DON'T THINK THAT'S THE ANSWER TO THE PROBLEM WHEN THERE'S ONLY ONE LANE.
650 : Q27OE	A CARPOOL LANE MAKES THE TRAFFIC SHORTER IN THE OTHER LANES / OTHER PEOPLE COULD USE THIS LANE AND RELIEVE TRAFFIC IN ALL OTHER LANES.
652 : Q27OE	I DON'T THINK IT'S A SOLUTION / I COME FROM ARGENTINA AND THERE ARE EXCELLENT TRAFFIC CONDITIONS.
655 : Q27OE	WE ALREADY PAY FOR THE ROAD, I DON'T KNOW WHY WE HAVE TO PAY MORE TOLLS / TOLLS CAUSE MORE DELAYS / I DON'T THINK THAT A CARPOOL LANE IS AN EFFECTIVE WAY TO RELIEVE TRAFFIC.
656 : Q27OE	IT SHOULD BE USED FOR THOSE WHO HAVE TWO OR MORE PEOPLE IN THE CAR.
657 : Q27OE	IT WOULD CAUSE MORE PROBLEMS WITH THE TRAFFIC / THERE WOULD BE MORE TIE UPS, EVEN IF THE PEOPLE HAD A PASS.

658 : Q27OE	PEOPLE AREN'T GOING TO DO IT / THEY AREN'T BRINGING ENOUGH HIGHWAYS THROUGH HERE / THERE'S TOO MUCH TRAFFIC.
660 : Q27OE	I PAY ENOUGH TAXES.
662 : Q27OE	I DON'T THINK ANYBODY SHOULD HAVE TO PAY A NICKEL FOR DRIVING ON THE HIGHWAYS.
664 : Q27OE	I DON'T THINK IT WOULD BE REASONABLE / IT'S ONLY A WAY TO MAKE MONEY.
665 : Q27OE	IT WOULD SLOW ME DOWN IF I HAD TO STOP AT THE TOLL.
667 : Q27OE	PEOPLE WOULD BE STOPPING AND STARTING TO PAY THE TOLL, AND THAT WOULD CREATE MORE OF A JAM.
668 : Q27OE	WE'RE PAYING FOR THE ROADS ANYWAY, WE SHOULDN'T HAVE TO PAY EXTRA TO USE THE LANE.
670 : Q27OE	I DON'T WANT TO PAY FOR THAT LANE.
671 : Q27OE	IT'S RIDICULOUS / IT'S UNCONSTITUTIONAL FOR THEM TO CHARGE TO USE THE LANES / NEXT TIME WE'LL HAVE TO PAY TO GO UNDER THE FREEWAY / HOV LANES ARE A WASTE OF TIME.
672 : Q27OE	THEY HAVE ENOUGH TOLLS ALREADY.
675 : Q27OE	THERE ARE NO TOLLS / IT WOULD MAKE THINGS WORSE TO PUT IN TOLLS.
676 : Q27OE	I'D STILL HAVE AN OPTION EVEN IF I CAN'T CARPOOL.
677 : Q27OE	IF I'M IN THE CARPOOL LANE TO PASS SOMEONE, I SHOULDN'T HAVE TO PAY.
678 : Q27OE	CARPOOLING EASES CONGESTION SO IT SHOULD BE FREE / WE HAVE TO PAY FOR THE TURNPIKE.
679 : Q27OE	SOME PEOPLE ARE IN A RUSH AND WILL HAVE TO GO IN THAT LANE.
680 : Q27OE	THE PEOPLE WHO COULD AFFORD IT WOULD GET TO WORK QUICKER / THEY SHOULDN'T BE ABLE TO GET TO WORK MORE QUICKLY SIMPLY BECAUSE THEY CAN PAY / IT DOESN'T HELP THE ENVIRONMENT.
681 : Q27OE	THE POINT OF CARPOOL LANES IS FOR MULTIPLE PEOPLE TO TRAVEL.

682 : Q27OE THE MONEY CAN BE USED TO BUILD NEW ROADS.

684 : Q27OE IN SOME AREAS, THEY ALWAYS CHARGE FOR EVERYTHING / IT'S FUNDING FOR THE ROADS, BUT THERE WOULD BE NO DIFFERENCE/ IT WOULDN'T BE RIGHT.

685 : Q27OE IT MAKES NO DIFFERENCE.

687 : Q27OE THEY'RE SUPPOSED TO BE ENCOURAGING PEOPLE TO USE THEIR VEHICLES LESS OFTEN.

689 : Q27OE I HAVE KIDS AND IT TAKES TAKE TOO LONG BECAUSE OF TRAFFIC / DOING THAT WOULD SAVE TIME.

690 : Q27OE I DON'T WANT TO PAY THE FEE.

691 : Q27OE CARPOOLING IS SUPPOSED TO KEEP MORE VEHICLES OFF THE ROAD.

692 : Q27OE I DON'T WANT TO PAY A DOLLAR EVERY TIME I GO ON I 95.

693 : Q27OE I DON'T LIKE TO PAY ANY MORE TAXES THAN I HAVE TO / A TOLL IS A TAX / I DON'T BELIEVE THAT LETTING ONE PERSON RIDE IN A DIAMOND LANE WOULD REDUCE CONGESTION.

694 : Q27OE THAT WOULD CAUSE TOO MUCH TRAFFIC IN THE CARPOOL LANE.

696 : Q27OE THEY SHOULDN'T CHARGE.

697 : Q27OE THEY'LL BE HOLDING UP TRAFFIC TO COLLECT TOLL FEES.

698 : Q27OE IT WOULD CAUSE MORE CONGESTION AND MAKE MATTERS WORSE.

699 : Q27OE THERE ARE PEOPLE WHO HAVE TO GO TO EARN A LIVING.

700 : Q27OE THERE WOULD BE FEWER PEOPLE BECAUSE THEY WOULD BE LESS LIKELY TO USE IT.

701 : Q27OE I WANT TO GET TO WORK ON TIME, BUT THE ROADS ARE BLOCKED / NOW EVEN THE ALTERNATE ROUTES WILL BE BLOCKED UP.

702 : Q27OE IT WOULD RAISE MONEY TO BUILD MORE ROADS.

703 : Q27OE I DON'T AGREE WITH IT.

704 :	Q27OE	IT BOTCHES THINGS UP / IT WOULD JAM THE ROAD EVEN MORE / TOLL BOOTHS CREATE MORE TRAFFIC.
707 :	Q27OE	I DON'T KNOW WHY I SHOULD HAVE TO PAY MORE MONEY / THERE ARE ENOUGH TAXES AS IT IS.
708 :	Q27OE	THEY WOULD STILL BE CROWDED WITH PEOPLE WHO ARE CARPOOLING.
709 :	Q27OE	EVERYONE WHO'S DRIVING IS PAYING FOR THE ROAD / WE SHOULD HAVE EQUAL OPPORTUNITIES / IT'S RIDICULOUS.
710 :	Q27OE	IT'S LETTING FEWER PEOPLE TAKE ADVANTAGE OF THE SITUATION.
711 :	Q27OE	IT'S SO CONGESTED ALREADY.
712 :	Q27OE	IF THEY'RE LETTING CARS WITH ONLY ONE PERSON USE IT, THERE'S NO REASON FOR A CARPOOL LANE.
713 :	Q27OE	THERE'S NO WAY TO ENFORCE IT.
716 :	Q27OE	I PAY ENOUGH FOR EVERYTHING ELSE.
720 :	Q27OE	I GO TO WORK SO I'D HAVE TO SPEND MY MONEY ON A TOLL / I ALREADY HAVE TO PAY FOR GAS AND OTHER CAR EXPENSES / IT DOESN'T MAKE SENSE.
722 :	Q27OE	IT WOULD BE IMPOSSIBLE TO HANDLE / IF PEOPLE WOULD SIMPLY USE THE CARPOOL LANE WHEN THEY'RE SUPPOSED TO, IT WOULD DEFINITELY HELP OUT A LOT.
723 :	Q27OE	I DON'T FEEL I SHOULD BE CHARGED / EVERYONE IS DRIVING, SO WHY SHOULD I BE CHARGED.
725 :	Q27OE	I WANT TO KNOW WHAT THE $2 WOULD BE USED FOR.
726 :	Q27OE	THEY'D HAVE TO PUT UP TOLL GATES IN THE FAST LANE, AND THAT WOULD SLOW EVERYBODY DOWN.
727 :	Q27OE	PEOPLE SHOULDN'T BE USING IT, EVEN IF THEY PAY.
728 :	Q27OE	I DON'T REALLY DRIVE THAT MUCH.
729 :	Q27OE	MORE PEOPLE CAN TRAVEL FASTER / MORE PEOPLE CAN GET IN THE LANE / WHEN I DRIVE, I CAN'T GET ON AND OFF BETWEEN FOUR AND SIX O'CLOCK / I CAN'T GET OVER.
730 :	Q27OE	I DON'T KNOW WHY I'D PAY TO USE A LANE / I PAY ENOUGH TAXES ALREADY.

731 : Q27OE	THE LANES ARE SPECIFIED FOR TWO OR MORE PEOPLE IN A CAR, NOT FOR ONLY ONE / IT SHOULDN'T MATTER IF THEY PAY THE TOLL OR NOT.
732 : Q27OE	IT WOULD BECOME CROWDED BECAUSE EVERYONE WILL USE IT.
733 : Q27OE	I DON'T THINK I SHOULD BE CHARGED TO USE THE LANE / THE LANES ARE ALREADY PAID FOR BY OUR TAXES.
735 : Q27OE	THERE SHOULDN'T BE A CARPOOL LANE.
736 : Q27OE	I DON'T THINK IT'S AN ANSWER TO THE PROBLEM / I CAN GO ON THE TURNPIKE FOR LESS MONEY.
739 : Q27OE	AT FIRST GLANCE, HOW WOULD THEY KNOW IF SOMEONE PAID $2.
740 : Q27OE	I DON'T KNOW WHY PEOPLE SHOULD PAY EXTRA MONEY WHEN THEY'RE ALREADY PAYING SO MUCH FOR INSURANCE AND TAXES / I DON'T AGREE WITH THAT, IT ISN'T FAIR.
741 : Q27OE	IT DEFEATS THE WHOLE PURPOSE / THE MONEY DOESN'T SOLVE THE PROBLEM.
742 : Q27OE	I DON'T KNOW WHY THEY WOULD CHARGE PEOPLE FOR DRIVING BY THEMSELVES.
744 : Q27OE	IT ISN'T FAIR TO CHARGE ME IF I'M THE ONLY ONE USING IT.
745 : Q27OE	MANY PEOPLE ALREADY USE THAT LANE BECAUSE THE POLICE DON'T PATROL IT, SO IT WOULDN'T MATTER.
746 : Q27OE	I'D USE IT, BUT I DON'T WANT TO PAY.
747 : Q27OE	IT WOULDN'T MAKE ANY DIFFERENCE / I'D BE PAYING 50 CENTS FOR NOTHING.
748 : Q27OE	IT WOULD BE A LOT EASIER / IT WOULD HELP THE STATE TO FIX THE HIGHWAY AND CLEAN UP.
749 : Q27OE	IT WOULD RELIEVE TRAFFIC.
750 : Q27OE	THEY NEED TO RELIEVE CONGESTION / PEOPLE WOULD PAY TO CONGEST IT ALL OVER AGAIN.
751 : Q27OE	PAYING 50 CENTS WILL SLOW UP TRAFFIC / I SHOULDN'T HAVE TO PAY ON A NO TOLL ROAD.

752 : Q27OE	WE'D HAVE LESS TRAFFIC.
753 : Q27OE	I CAN SAY FROM PAST EXPERIENCE THAT IT MIGHT HELP.
756 : Q27OE	I DON'T BELIEVE IN HAVING TO PAY TO USE A ROAD AT ANY TIME.
757 : Q27OE	I'D PAY MORE / IT WOULD RELIEVE TRAFFIC.
759 : Q27OE	THE ONES WHO DO USE IT DON'T USE IT TO THE FULL EXTENT / IF THERE ARE OTHER PEOPLE IN OTHER LANES WHO WANT TO PASS, THEN THEY SHOULD BE ABLE TO USE IT.
760 : Q27OE	I DON'T THINK I SHOULD HAVE TO PAY / THE CARPOOL LANE IS A JOKE.
761 : Q27OE	IT MIGHT BE HELPFUL / IF I HAVE TO STOP TO PAY A TOLL, IT WOULD BE A MAJOR PAIN IN THE NECK.
763 : Q27OE	THE COLLECTING OF TOLLS WOULD ONLY MAKE IT WORSE.
764 : Q27OE	I DON'T THINK I SHOULD HAVE TO PAY TO DRIVE IN A CERTAIN LANE.
766 : Q27OE	I 95 IS BUSY EITHER WAY / IT WOULD MAKE NO DIFFERENCE.
767 : Q27OE	CARPOOLING IS GETTING RID OF TRAFFIC, BUT SINGLE RIDERS WON'T HELP ANY.
768 : Q27OE	I PAY FOR EVERYTHING ELSE, I DON'T THINK THEY SHOULD ADD ONE MORE THING ONTO IT.
769 : Q27OE	THEY SHOULD PAY A LITTLE EXTRA TO USE THE CARPOOL LANE.
770 : Q27OE	I'D REACH MY DESTINATION MORE QUICKLY.
771 : Q27OE	I'D HAVE TO PAY MONEY.
772 : Q27OE	ALL THE LANES SHOULD BE THE SAME.
774 : Q27OE	I HAVE TO PAY.
775 : Q27OE	I DON'T WANT TO PAY FOR A LANE.
777 : Q27OE	I HAVE NO IDEA AT ALL.
778 : Q27OE	I DON'T KNOW WHY I SHOULD PAY A TOLL.

779 : Q27OE	TO GET TO WHERE I'M GOING I'D TAKE THE ALTERNATIVE.
780 : Q27OE	IT WON'T MAKE A DIFFERENCE.
781 : Q27OE	IF I'M WILLING TO PAY I MIGHT GET THERE FASTER / TRAFFIC MIGHT BACK UP IF THERE'S A BOOTH.
782 : Q27OE	I HATE TOLLS, IT SLOWS DOWN TRAFFIC.
783 : Q27OE	IT ONLY APPLIES TO THE ONES WHO CAN AFFORD TO PAY THE TOLL.
784 : Q27OE	WHEN IT GETS TOO CROWDED IT WILL SERVE NO PURPOSE / I'D PAY THE DOLLAR, SO IT WOULD BE GOOD FOR ME.
785 : Q27OE	I DON'T KNOW.
786 : Q27OE	I HAVE NO COMMENT.
787 : Q27OE	I CAN'T EXPLAIN IT.
788 : Q27OE	IT'S A BAD IDEA / I'D HAVE TO STOP AND PAY THE TOLL, WHICH WOULDN'T MAKE IT ANY FASTER.
789 : Q27OE	I DON'T KNOW WHY SOMEBODY SHOULD PAY / IT'S THE SAME PLACE.
790 : Q27OE	I HAVE NO COMMENT.
791 : Q27OE	I'M NOT SURE.
792 : Q27OE	I'VE ALREADY PAID FOR IT.
793 : Q27OE	NO ONE WOULD PAY $2 TO DO THAT / IT'S HARD ENOUGH TO GET THEM TO PAY THE TOLL / THE LANE WOULD HAVE NO PURPOSE.
795 : Q27OE	I DON'T KNOW WHY THEY WOULD HAVE A CARPOOL LANE IF WE COULD ALL USE IT.
796 : Q27OE	I DON'T THINK I SHOULD PAY ANY MORE TOLLS / I'M AGAINST ANY NEW TAXES.
797 : Q27OE	IT ALL DEPENDS ON HOW IT WOULD BE ENFORCED.
798 : Q27OE	I DON'T NEED TO PAY TO USE A FREE HIGHWAY.
799 : Q27OE	IT'S A GOOD IDEA.
800 : Q27OE	I DON'T KNOW WHY.

801 : Q27OE	ONLY A SELECT FEW WOULD USE IT.
802 : Q27OE	I'D BE OPPOSED / WE COULD MAKE SOME MONEY AND THE TRAFFIC WOULD GO MUCH FASTER.
803 : Q27OE	FEWER PEOPLE WOULD PAY THE TOLLS.
804 : Q27OE	IT WILL BE IMPOSSIBLE TO DO THAT.
805 : Q27OE	I SAY THAT BY MATTER OF DEDUCTION / I WON'T PAY A FEE TO USE AN EXPRESS LANE / THE EXPRESS LANE SHOULD BE LIMITED.
806 : Q27OE	THERE ISN'T ENOUGH INCENTIVE TO USE THEM / THE POINT IS TO CARPOOL MORE.
807 : Q27OE	I DON'T KNOW WHERE I'D GET THE DOLLAR FROM.
808 : Q27OE	IT DOESN'T MAKE SENSE.
809 : Q27OE	I DON'T FEEL THAT WOULD BE VERY EFFECTIVE.
810 : Q27OE	I'D PAY $2 TO USE THE LANES.
811 : Q27OE	IT WOULD HELP BUILD MORE ROADS.
812 : Q27OE	IT'S TOO MUCH MONEY.
813 : Q27OE	I DON'T THINK THAT'S RIGHT / IT ISN'T FAIR TO OTHER PEOPLE.
814 : Q27OE	I DON'T THINK IT WOULD MAKE A DIFFERENCE, BUT MAYBE IT WOULD.
816 : Q27OE	IT DEPENDS ON WHERE THE PAY TOLL IS / I DON'T REALLY KNOW HOW I FEEL ABOUT IT.
817 : Q27OE	I DON'T THINK IT'S FAIR TO PAY A DOLLAR.
819 : Q27OE	I DON'T KNOW WHY I SHOULD HAVE TO PAY FOR IT WHEN IT'S ALREADY THERE.
820 : Q27OE	I DON'T BELIEVE THERE SHOULD BE A COST.
821 : Q27OE	IF I PAY IT WOULDN'T MAKE ANY DIFFERENCE.
823 : Q27OE	IT WOULD FILL UP, SO THERE'S NO ADVANTAGE.
824 : Q27OE	I SHOULDN'T BE TOLLED FOR ANY HIGHWAY USE.
825 : Q27OE	ADDING A TOLL WILL SLOW TRAFFIC DOWN FURTHER.
826 : Q27OE	THERE ARE CRAZY DRIVERS.

827 : Q27OE	SOMEBODY'S MAKING MONEY.
828 : Q27OE	CARPOOLING SHOULD BE WITH THREE OR MORE IN THE CAR.
829 : Q27OE	WE ALREADY PAID FOR THE ROADS.
830 : Q27OE	WE HAVE ENOUGH TOLL ROADS AS IT IS.
831 : Q27OE	I DON'T HAVE TO DRIVE FAST.
832 : Q27OE	THEY SHOULDN'T STOP TRAFFIC TO DO THAT.
833 : Q27OE	WE ALREADY PAY ENOUGH TAX MONEY TO HAVE THE ROADS REBUILT.
834 : Q27OE	WE PAY ENOUGH IN TOLLS.
836 : Q27OE	IT ISN'T GOING TO ELIMINATE THE SITUATION / THERE AREN'T ENOUGH ROADS IN THIS COUNTY.
837 : Q27OE	I'VE NEVER HEARD OF THAT.
838 : Q27OE	IT WILL DECREASE THE AMOUNT OF PEOPLE RIDING THERE IF THEY HAVE TO PAY.
839 : Q27OE	I DON'T KNOW.
840 : Q27OE	IT SHOULD BE FOR EVERYONE.
841 : Q27OE	I DON'T TRAVEL LIKE THAT.
842 : Q27OE	IT WOULDN'T HELP THE SITUATION.
843 : Q27OE	THERE ISN'T MUCH OF AN ADVANTAGE.
844 : Q27OE	IF ANYONE CAN USE IT, THEN IT WON'T RELIEVE THE CONGESTION / SOMEONE WOULD GET RICH, BUT IT WOULDN'T RELIEVE THE PROBLEM.
845 : Q27OE	I DON'T THINK IT WOULD WORK.
846 : Q27OE	IT WOULD CAUSE MORE TRAFFIC.
847 : Q27OE	IT WOULD OPEN CARPOOL LANES.
848 : Q27OE	I DON'T SEE THE NEED FOR A CHARGE / THE LANE IS SIMPLY WASTED / THERE AREN'T ENOUGH CARS TO BE ON IT.
850 : Q27OE	WE ALREADY PAY TAXES FOR THE ROAD.

852 : Q27OE	IT SHOULD BE FREE.
853 : Q27OE	I SAY THAT BECAUSE OF MY PAST DRIVING EXPERIENCES.
854 : Q27OE	NOT EVERYONE COULD GET ON, ONLY PEOPLE IN A HURRY.
855 : Q27OE	IT GETS ME WHERE I'M GOING / I DON'T HAVE TO WORRY ABOUT TRUCKS OR OTHER VEHICLES.
856 : Q27OE	THAT WOULD HOLD UP TRAFFIC EVEN MORE, I COMPLETELY DISAGREE WITH THAT.
858 : Q27OE	I DON'T THINK IT'S THE CARS THAT CAUSE THE PROBLEM, IT'S THE TRUCK THAT CAUSE THE ACCIDENTS.
859 : Q27OE	I SHOULDN'T BE PAYING.
860 : Q27OE	ANYBODY SHOULD BE ABLE TO USE THAT.
861 : Q27OE	I DON'T KNOW IF ANYTHING WILL HELP I 95.
863 : Q27OE	I WOULD LOSE TIME PAYING THE TOLL.
865 : Q27OE	MONEY ISN'T THE ANSWER.
866 : Q27OE	WE ALREADY PAID FOR IT.
867 : Q27OE	I REALLY DON'T THINK THEY COULD MONITOR THIS.
868 : Q27OE	I WANT TO KNOW HOW I'D PAY THE TOLL.
869 : Q27OE	I DON'T WANT TO PAY $2.
870 : Q27OE	I'D HAVE TO PAY AT THE TOLL.
871 : Q27OE	IT'S RIDICULOUS / IT DEFEATS THE PURPOSE OF CARPOOLING.
873 : Q27OE	I'D HAVE TO PAY TO GET THERE FASTER.
874 : Q27OE	IT WOULD BE MORE CONGESTED.
876 : Q27OE	I DON'T KNOW.
877 : Q27OE	I DON'T THINK PEOPLE WOULD BE WILLING TO PAY.
878 : Q27OE	I DON'T KNOW WHAT MONEY HAS TO DO WITH IT / IT LIMITS IT TO PEOPLE WHO CAN AFFORD IT / IT WOULDN'T BENEFIT VERY MANY PEOPLE / MANY PEOPLE WILL FEEL THAT IT'S DISCRIMINATION BECAUSE OF

	THE MONEY.
879 : Q27OE	THAT'S PREJUDICE, IT'S UNFAIR.
880 : Q27OE	THERE ARE STILL TOO MANY CARS.
881 : Q27OE	I'D LIKE IT RESERVED FOR CARPOOLING.
882 : Q27OE	I HAVE NO IDEA.
884 : Q27OE	THERE ARE ENOUGH TOLL LANES.
885 : Q27OE	I WOULDN'T BE ABLE TO PAY TO USE THE LANE.
886 : Q27OE	I DON'T KNOW WHAT GOOD IT WOULD DO / IT WOULD CONGEST THE CARPOOL LANES.
887 : Q27OE	THAT WOULD CREATE ANOTHER BUREAUCRACY.
888 : Q27OE	I DON'T THINK I SHOULD PAY.
889 : Q27OE	THEY ALREADY TAX US FOR THE ROAD / THE TAXES WERE RECENTLY RAISED, I SHOULDN'T HAVE TO PAY EXTRA / THE TAXES ARE RISING, AND PAYCHECKS AREN'T GETTING LARGER.
890 : Q27OE	THEY SHOULD KEEP THE PEOPLE OUT OF THE LANE WHO DON'T BELONG IN IT.
891 : Q27OE	THE MONEY WON'T GO WHERE IT'S SUPPOSED TO GO.
892 : Q27OE	I COULDN'T GIVE ENOUGH REVENUE.
893 : Q27OE	IT WOULD BE REALLY GOOD / THEN CARS WITH ONLY ONE PERSON COULD ALSO USE THE LANE.
894 : Q27OE	I DON'T THINK IT'S FAIR TO CHARGE PEOPLE A DOLLAR TO USE THE LANE / IT WOULDN'T CHANGE THE PROBLEM.
895 : Q27OE	I DON'T THINK PEOPLE WILL TAKE ADVANTAGE OF THE IDEA.
896 : Q27OE	IT WOULD FREE UP THE OTHER LANES / I THINK IT'S FAIR TO CHARGE THEM.
897 : Q27OE	THE RICH PEOPLE WOULD BE ABLE TO DRIVE ON THE LANES / THERE WOULD BE MORE CONGESTION.
900 : Q27OE	MONEY ISN'T GOING TO HELP.
901 : Q27OE	I SEE PEOPLE USING CARPOOL LANES ANYWAY, THEY SHOULD PAY.

903 : Q27OE	IT'S GOOD BECAUSE THE MONEY MIGHT GO TOWARDS SOMETHING WITH THE ROADS, LIKE MORE LANES / $2 IS A LOT TO SPEND EVERY MORNING TO GET TO WORK ON TIME.
904 : Q27OE	I DON'T THINK I SHOULD BE CHARGED TO DRIVE ON IT.
905 : Q27OE	THEY SHOULD USE THE CARPOOL LANES BY THEMSELVES.
906 : Q27OE	I DON'T THINK I SHOULD HAVE TO PAY / THERE ARE ENOUGH ROADS THAT WE'RE PAYING FOR RIGHT NOW / I SHOULD BE ABLE TO RIDE WHATEVER LANES.
907 : Q27OE	MOST CARS HAVE SINGLE PEOPLE / PEOPLE DON'T CARPOOL, IT'S REALLY HARD.
908 : Q27OE	I HONESTLY DON'T THINK A CARPOOL LANE WILL CHANGE ANYTHING.
909 : Q27OE	WHEN I USE THE CARPOOL, MY DISTANCE IS VERY SHORT / US 1 IS VERY SHORT / SOMETIMES I SEE ACCIDENTS.
910 : Q27OE	IT WOULD BE A WASTE OF MONEY.
911 : Q27OE	THERE SHOULD BE A CARPOOL LANE.
913 : Q27OE	WE PAY OUR TAXES / WE ALREADY PAY TOLLS.
914 : Q27OE	PAYING THE TOLL WILL BUILD UP MORE TRAFFIC / IT WILL TAKE TOO MUCH TIME OVERALL.
915 : Q27OE	I DON'T WANT TO PAY A TOLL / THE STATE SHOULDN'T REQUIRE TOLLS.
916 : Q27OE	IF THEY WANT TO PAY THE FEE, THEN GO AHEAD / THE MONEY FOR THE TOLL WILL IMPROVE THE TRAFFIC FREEWAYS / THE DRIVERS WHO WANT TO PAY CAN USE THE LANE.
917 : Q27OE	IT'S A BIG TICKET IF I GET CAUGHT / IT'S BETTER TO PAY THE 50 CENTS THAN GET CAUGHT USING THE CARPOOL LANES.
919 : Q27OE	I DON'T THINK ANYONE SHOULD PAY EXTRA FOR CARPOOLING.
920 : Q27OE	I DON'T THINK THEY SHOULD CHARGE / WE'RE ALREADY TAXED FOR EVERYTHING.
921 : Q27OE	THEY COULD MINIMIZE THE CONDITION ON THE HIGHWAY

	/ PUTTING A PRICE TO IT WILL ELIMINATE TRAFFIC.
923 : Q27OE	NOBODY WOULD BENEFIT FROM IT / TRAFFIC WOULD STILL BE CONGESTED.
924 : Q27OE	I DON'T THINK I SHOULD HAVE TO RIDE IN THE CARPOOL LANE.
925 : Q27OE	I DON'T THINK IT'S GOOD / CARPOOLERS SHOULD BE ABLE TO USE THE LANE, AND IF THEY AREN'T CARPOOLING THEY SHOULDN'T USE IT.
927 : Q27OE	IT'S NEVER GOING TO HAPPEN / EVERYONE IS GOING TO USE THE LANE, REGARDLESS IF THEY PAY OR HOW MANY OCCUPANTS ARE IN THE VEHICLE.
928 : Q27OE	IT'S PUNISHING PEOPLE.
929 : Q27OE	I PAY ENOUGH MONEY TO GO THROUGH THE TURNPIKE.
930 : Q27OE	I DON'T THINK ANYONE SHOULD HAVE TO PAY ANYTHING TO USE THE LANE.
931 : Q27OE	IF THE PERSON CAN PAY FOR IT, THEY SHOULD HAVE THE PRIVILEGE OF USING IT.
932 : Q27OE	I ACTUALLY LIKE IT THE WAY IT IS.
934 : Q27OE	NOTHING COMES TO MIND.
935 : Q27OE	I DON'T KNOW.
937 : Q27OE	I DON'T THINK I SHOULD HAVE TO PAY TO DRIVE.
940 : Q27OE	SOME PEOPLE DON'T CARE HOW MUCH THEY PAY / IT SLOWS DOWN TRAFFIC MORE.
941 : Q27OE	I DON'T THINK THERE SHOULD BE TOLLS ON FREEWAYS / THEY DON'T SERVE THE PURPOSE OF THE DRIVERS.
944 : Q27OE	I'VE DRIVEN IN IT, I HAVE FIRST HAND EXPERIENCE.
945 : Q27OE	I WOULDN'T WANT TO PAY TO USE THE LANE / I PAY TOO MANY TOLLS NOW.
946 : Q27OE	I DON'T THINK IT WOULD MAKE ANY DIFFERENCE.
947 : Q27OE	IT WOULD KEEP OTHER PEOPLE OFF THE ROAD.
948 : Q27OE	THAT'S A GOOD WAY TO ORGANIZE TRAFFIC.
950 : Q27OE	I DON'T THINK WE SHOULD BE CHARGED.

951 : Q27OE I BOUGHT A LICENSE PLATE / I SHOULD BE ABLE TO USE ALL THE ROADS LIKE ANYONE ELSE.

952 : Q27OE PEOPLE DON'T WANT TO PAY MONEY.

953 : Q27OE PEOPLE IN FLORIDA DON'T KNOW HOW TO DRIVE / THERE WILL BE MORE ACCIDENTS THIS WAY / IT ISN'T A GOOD WAY TO REGULATE IT / IT CAUSES MORE CONGESTION GETTING ON AND OFF / THERE'S NO WAY TO KNOW IF THEY PAID THE TOLL.

954 : Q27OE IT GIVES AN ADVANTAGE TO THOSE WHO ARE WELL OFF / IT'S UNFAIR TO THOSE WITH LOWER SALARIES.

955 : Q27OE IT WOULD ONLY PARTIALLY HELP.

956 : Q27OE THEY'RE ALREADY CHARGING ENOUGH FOR ROADS.

958 : Q27OE IT WOULD CUT THE PURPOSE OF THE CARPOOL LANES.

959 : Q27OE WE SHOULDN'T BE USING IT BECAUSE IT'S RESERVED.

961 : Q27OE I'M SPENDING TOO MUCH TAX MONEY FOR THAT.

962 : Q27OE IF I HAVE A BUSINESS MEETING AND THE TRAFFIC IS BACKED UP, IT WOULD GIVE ME AN OPPORTUNITY TO GET THERE QUICKLY / THAT'S REALLY TOO CHEAP, IT SHOULD BE AT LEAST $5 TO USE THE LANES.

963 : Q27OE PEOPLE WOULDN'T PAY IT.

964 : Q27OE I'VE ALREADY HAD TICKETS FOR DRIVING IN HOV LANES / WE DON'T PAY STATE TAXES HERE.

965 : Q27OE WHAT'S THE USE OF HAVING CARPOOL LANE IF OTHER PEOPLE CAN DRIVE IN IT / THAT DEFEATS THE PURPOSE OF CARPOOL LANES.

966 : Q27OE IF THEY CHARGED 50 CENTS, A LOT OF PEOPLE WOULD USE IT / IT WOULD BE MORE CONGESTED.

967 : Q27OE NOTHING THESE GUYS DO WILL CHANGE ANYTHING.

968 : Q27OE PEOPLE HAVE ENOUGH ROAD TAXES / PEOPLE WOULD AVOID USING THE LANE UNLESS IT WAS AN EMERGENCY.

969 : Q27OE I DON'T THINK IT WILL HELP.

970 : Q27OE THEY SHOULD LET THEM PAY IF THEY'RE WILLING TO DO IT.

971 : Q27OE IT WOULD CAUSE MORE JAMS.

972 : Q27OE	I SAY THAT BECAUSE OF MY EXPERIENCE.
973 : Q27OE	I'M TOTALLY AGAINST THE TOLL / THE TOLL SLOWS DOWN ANY ADVANTAGE GAINED.
974 : Q27OE	THE PEOPLE WHO COULD AFFORD IT WOULD BENEFIT, BUT I DON'T AGREE WITH THE PHILOSOPHY / THEY NEED TO GET THE BIG TRUCKS OFF THE ROAD, THAT'S A LOT OF THE PROBLEM / IF THEY WOULD USE THE RAILWAY SYSTEM TO TRANSFER THEIR GOODS, THEN TRAFFIC WOULDN'T BE AS BAD BECAUSE THERE WOULD BE NO BIG TRUCKS.
975 : Q27OE	I SHOULDN'T HAVE TO PAY TO GO FASTER.
976 : Q27OE	THE TURNPIKE IS FASTER / MOST OF THE TIME THE CARPOOL LANE IS OPEN.
977 : Q27OE	THE CARPOOL LANE WOULD BE MORE CONGESTED.
978 : Q27OE	THERE ARE TOO MANY PROBLEMS ON I 95 / IF THEY CHARGE THEY'RE GOING TO HAVE A HIGHER QUALITY HIGHWAY WITH LESS TRAFFIC.
979 : Q27OE	THEY NEED TO OPEN IT UP FOR EVERYONE / THOSE PEOPLE IN CARS ARE NOT CARPOOLERS.
981 : Q27OE	MY TIME IS WORTH MORE THAN THAT DOLLAR.
982 : Q27OE	WE PAY ENOUGH IN TAXES ALREADY.
983 : Q27OE	IT WOULD TAKE MORE TIME.
984 : Q27OE	THEY WOULD MAKE MORE MONEY.
985 : Q27OE	VANS AND TRUCKS SHOULD BE ABLE TO USE IT, BUT OFFICE PEOPLE SHOULD CARPOOL OR SWITCH LANES.
986 : Q27OE	I'VE NEVER THOUGHT ABOUT IT / I LACK INFORMATION.
987 : Q27OE	IT'S FREE, SO WHY WOULD I PAY A TOLL / I COULD USE THE TURNPIKE.
989 : Q27OE	IT WOULD MAKE EVERYTHING WORSE.
990 : Q27OE	THERE ARE TOO MANY PEOPLE IN THIS PLACE / THERE AREN'T ENOUGH LANES FOR EVERYONE BECAUSE OF THE WAY THE RAMPS ARE SET UP.
991 : Q27OE	IT'S A GOOD WAY TO GET SOME MORE MONEY FOR THE TRANSPORTATION DEPARTMENT.

992 : Q27OE	I DON'T THINK IT'S FAIR TO CHARGE PEOPLE TO USE A LANE.
993 : Q27OE	I NEED TO KNOW WHERE THEY WOULD PUT THE TOLL BOOTHS.
994 : Q27OE	I'D HAVE PAY.
995 : Q27OE	THEY SHOULD OPEN ANOTHER LANE FOR FREE.
996 : Q27OE	I SIMPLY FEEL THAT WAY.
997 : Q27OE	I DON'T KNOW WHY I SHOULD PAY AGAIN TO USE A ROAD THAT I'VE ALREADY PAID TO BUILD.
998 : Q27OE	THEY USE THEM ANYWAY, SO THEY MIGHT AS WELL PAY THE FEE.
999 : Q27OE	CARPOOL LANES ARE HARDLY USED / IT'S A WASTE, NOBODY USES THEM.
1000 : Q27OE	MOST OF THE TIME PEOPLE CHEAT AND GET INTO THAT LANE AWAY / IT WOULD DEFEAT THE WHOLE PURPOSE.
1001 : Q27OE	IT'S THERE FOR CARPOOLERS / IT SHOULD ONLY BE USED BY CARPOOLERS.
1002 : Q27OE	I PAY ENOUGH FOR TAXES ALREADY / I CAN'T CARPOOL.
1003 : Q27OE	I'M A TRUCK DRIVER AND I SEE EVERYBODY THAT USES THE LANES.
1004 : Q27OE	PEOPLE AREN'T GOING TO PAY TO USE THE CARPOOL LANE.
1005 : Q27OE	IN THEORY IT WOULD GENERATE REVENUE, BUT IT WOULD OPEN IT UP TO TOO MUCH TRAFFIC / NO ONE WILL PAY A DOLLAR TO GET IN THE LANE ANYWAYS.
1006 : Q27OE	IT TAKES LONGER TO GO THROUGH THE TOLL.
1007 : Q27OE	COLLECTING A TOLL WOULD SLOW IT DOWN EVEN MORE.
1008 : Q27OE	I DON'T KNOW.
1009 : Q27OE	EVERYBODY WOULD BE DRIVING IN THOSE LANES.
1010 : Q27OE	ONE PERSON SHOULDN'T DRIVE IN THE HOV LANES.
1012 : Q27OE	I DON'T KNOW.

1013 : Q27OE	THERE WOULD BE NO ADVANTAGES OF THE LANE.
1014 : Q27OE	IT'S TOO HIGH / IT COSTS 50 CENTS NOW.
1015 : Q27OE	I DON'T KNOW WHY SOMEONE SHOULD PAY $2 WHEN THE GOVERNMENT SHOULD BE TAKING CARE OF TRAFFIC CONGESTION.
1016 : Q27OE	TAX PAYERS ALREADY PAY ENOUGH.
1018 : Q27OE	I'M A TAX PAYER, I SHOULDN'T HAVE TO PAY A PREMIUM TO USE THE LANE.
1019 : Q27OE	EVERYONE SHOULD PAY THE SAME AMOUNT.
1020 : Q27OE	THE HOV LANES ARE A JOKE / THEY AREN'T ENFORCED / PEOPLE MISUSE THESE LANES.
1021 : Q27OE	THERE'S NO ADVANTAGE TO CARPOOLING.
1022 : Q27OE	THERE WILL BE DELAYS WHEN PEOPLE ARE PAYING TOLLS.
1024 : Q27OE	I DON'T KNOW WHY I SHOULD HAVE TO PAY FOR A LANE THAT EVERYONE GETS, SIMPLY BECAUSE I DON'T CARPOOL LIKE EVERYONE ELSE.
1025 : Q27OE	I SHOULDN'T HAVE TO PAY TO USE THE CARPOOL LANE.
1026 : Q27OE	I DON'T THINK I SHOULD BE PENALIZED.
1028 : Q27OE	THAT'S DISCRIMINATION / IT DOESN'T MATTER IF THERE'S ONE PERSON OR TEN PEOPLE / IF ONE PERSON PAYS TO USE THE OPEN ROAD, THEN THEY ALL SHOULD.
1029 : Q27OE	I DON'T KNOW MUCH, BUT IT MAY BE A GOOD IDEA.
1030 : Q27OE	I SHOULDN'T HAVE TO PAY TO USE THE REGULAR HIGHWAY.
1033 : Q27OE	THE FAST LANE SHOULD BE USED FOR TRUCKERS WHO HAVE DEADLINES TO MEET.
1034 : Q27OE	IT WOULD BE EXPENSIVE.
1035 : Q27OE	IT WOULD ONLY COST MORE MONEY FOR THE PEOPLE.
1037 : Q27OE	I BELIEVE CARPOOL LANES ARE A GOOD IDEA / IF SOMEONE IS IN A HURRY TO GET SOMEWHERE THEN THEY CAN DO IT.
1038 : Q27OE	THEY SHOULDN'T PENALIZE US FOR USING THE LANE.

1039 : Q27OE	I DON'T THINK THAT THE CONCEPT OF HOV MIXES WELL WITH TAXING COMMUTERS.
1040 : Q27OE	IT WON'T ENCOURAGE CARPOOLS.
1041 : Q27OE	I'M NOT SURE CHARGING WILL ACTUALLY REDUCE THE NUMBER OF PEOPLE / IT WOULD MEAN ADDING ADDITIONAL CARS ONTO A LANE THAT'S MEANT FOR FEWER CARS.
1042 : Q27OE	IT WOULD DEFEAT THE PURPOSE / THOSE LANES SERVE A PURPOSE / TRUCKERS ESPECIALLY SHOULD BE KEPT OUT OF THE CARPOOL LANE.
1043 : Q27OE	MY WIFE TRAVELS IN CARPOOLS / I COULD USE THE CARPOOL LANES AT LEAST HALF THE TIME.
1044 : Q27OE	I DON'T HAVE ENOUGH INFORMATION.
1047 : Q27OE	IF A PERSON IS WILLING TO PAY, THEY SHOULD LET HIM USE IT / IT WON'T WORK, BUT THAT'S OKAY.
1048 : Q27OE	THEY NEED THE LANE FOR EMERGENCIES, OR FOR PEOPLE WHO GO TO WORK.
1050 : Q27OE	I DON'T THINK I SHOULD PAY WHEN THOSE IN A CARPOOL DON'T HAVE TO PAY.
1052 : Q27OE	THERE'S NO REASON TO CHARGE US FOR USING THE CARPOOL LANE.
1053 : Q27OE	IF THEY WANT TO CHARGE US TO USE THE LANE, THEN I 95 WILL BE MORE CONGESTED.
1054 : Q27OE	SPENDING MONEY DOESN'T MAKE ME WANT TO TRAVEL ON THE ROAD / I DON'T THINK IT'S ALL THAT GOOD OF AN IDEA.
1055 : Q27OE	IF SOMEONE CAN'T CARPOOL, STAY THE HELL OUT OF THE LANES.
1056 : Q27OE	I DON'T THINK THAT THEY HAVE ANY OCCASION TO MAKE PEOPLE PAY ON I 95.
1059 : Q27OE	NOT EVERYONE WILL USE IT, BUT IF IT GETS THEM THERE TWICE AS FAST, SOME PEOPLE WILL.
1060 : Q27OE	THE COLLECTION OF IT WOULD BE A MAJOR PROBLEM.
1061 : Q27OE	WHY WOULD THEY CHARGE SOMEONE 50 CENTS FOR ONE PERSON / IT DEFEATS THE PURPOSE.

1062 : Q27OE	TO SET BOOTHS UP WOULD CAUSE MORE DELAYS / IF THEY ADD MORE CARS IT WILL CAUSE MORE DELAYS.
1063 : Q27OE	I DON'T THINK A DOLLAR IS THAT BIG OF A DEAL.
1064 : Q27OE	NOBODY WANTS TO PAY $2 TO DRIVE, NO ONE WOULD DO THAT.
1065 : Q27OE	I DON'T KNOW WHY I SHOULD PAY EXTRA TO USE THE ROADS.
1066 : Q27OE	I DON'T KNOW.
1068 : Q27OE	I PAY TAXES, I SHOULDN'T HAVE TO PAY MORE MONEY BECAUSE I'M ONLY ONE PERSON.
1069 : Q27OE	I DON'T THINK I SHOULD HAVE TO PAY TO USE A LANE / WE SHOULDN'T HAVE TO PAY TO DRIVE.
1070 : Q27OE	PEOPLE RARELY GET CAUGHT FOR USING THE LANE / SINGLE DRIVERS DON'T GET PULLED OVER.
1071 : Q27OE	CARPOOL LANES AREN'T THAT MUCH FASTER / THEY'RE MORE RELAXING LANES, BUT NOT AS FAST.
1074 : Q27OE	I DON'T THINK THAT IT WOULD WORK.
1075 : Q27OE	IT SOUNDS GOOD.
1076 : Q27OE	PEOPLE DON'T USE THE CARPOOL LANE REGARDLESS, SO IT WOULDN'T MAKE SENSE TO MAKE IT THAT WAY.
1077 : Q27OE	IT COULDN'T WORK / IT WOULDN'T WORK TO PUT A TOLL BOOTH IN THE MIDDLE OF THE INTERSTATE.
1078 : Q27OE	I'D HAVE SOME EXTRA SPACE / I CAN GET TO A PLACE FASTER / I COULD PAY TO GO TO WORK IF I NEEDED TO GET TO FORT LAUDERDALE FASTER / USUALLY WHEN I HAVE TO TRAVEL TO FORT LAUDERDALE IT TAKES ME 30 MINUTES / I'D PAY THE TOLL AND SAVE MYSELF FROM BEING LATE.
1079 : Q27OE	IT'S MAKING MONEY FOR SOMEONE ELSE, BUT IT DOESN'T SOLVE THE PROBLEM.
1080 : Q27OE	IT WOULD INCREASE REVENUE FOR THE CITY AND MAKE THE OTHER LANES LESS CONGESTED.
1082 : Q27OE	IT'S GOING TO MAKE ANOTHER LANE MORE CONGESTED / IT WOULD DISCOURAGE CARPOOLING.
1083 : Q27OE	THEY'RE GOING TO HAVE TO COLLECT THE DOLLAR AND THAT WILL HOLD THE TRAFFIC UP MORE.

1084 : Q27OE	THERE WOULD BE NO PURPOSE OF HAVING CARPOOL LANES.
1085 : Q27OE	IT DEPENDS ON IF THE MONEY IS USED FOR SOMETHING CONSTRUCTIVE.
1086 : Q27OE	I SHOULDN'T HAVE TO PAY TO USE THE CARPOOL LANES / SO MANY PEOPLE ALREADY ABUSE IT THAT IT WOULD BE POINTLESS TO CHARGE.
1087 : Q27OE	THERE SHOULD BE NO TOLL / I'D USE THE TURNPIKE.
1088 : Q27OE	SOME PEOPLE CAN USE THE CARPOOL LANE AND GET THERE FASTER.
1090 : Q27OE	I DON'T THINK IT COULD BE IMPLEMENTED / A TOLL WOULD CREATE A BACKUP.
1091 : Q27OE	IT WOULD SLOW DOWN THE TRAFFIC BECAUSE EVERYONE WOULD BE USING THE CARPOOL LANE.
1092 : Q27OE	I DON'T WANT TO EXPLAIN.
1093 : Q27OE	I HAVE TO PAY TO DO ANYTHING THESE DAYS.
1094 : Q27OE	THE CARPOOL LANES GET BOGGED DOWN AS MUCH AS ANY OTHER IN RUSH HOUR / IT DOESN'T MATTER, I STILL GET STALLED IN TRAFFIC.
1095 : Q27OE	NOT ENOUGH PEOPLE TAKE ADVANTAGE OF THEM.
1096 : Q27OE	I WOULDN'T WANT TO PAY ANYTHING, BUT IF I HAD TO I WOULD.
1099 : Q27OE	I PREFERS TO SIMPLY DRIVE ON THEM.
1100 : Q27OE	I DON'T THINK WE SHOULD PAY FOR THE TOLL / THEY WON'T KNOW WHO'S PAID OR NOT / IT'S A WASTE.
1101 : Q27OE	IT SHOULD WORK SOMETHING OUT.

2 SPAN	Q27OE	WHEN THERE ARE MORE LANES, IT'S BETTER.
6 SPAN	Q27OE	IT'S MORE SECURE FOR THE TRAFFIC / THERE SHOULD
7 SPAN	Q27OE	EVERYONE SHOULD ENJOY THE OPPORTUNITY / IF THEY
9 SPAN	Q27OE	IT WOULD BE BETTER, THERE'S LESS RUSH.
10 SPAN	Q27OE	I DON'T KNOW.
11 SPAN	Q27OE	I GO EARLY IN THE MORNING SO THERE ARE NO MAJOR
12 SPAN	Q27OE	IT WOULD BE BETTER IF EVERYBODY USED IT.
14 SPAN	Q27OE	I DON'T THINK I SHOULD HAVE TO PAY FOR DRIVING
15 SPAN	Q27OE	I SHOULDN'T PAY TO HAVE TO GO TO WORK AND TO USE
16 SPAN	Q27OE	WHY WOULD I NEED TO PAY FOR SOMETHING THAT I
18 SPAN	Q27OE	WHOEVER WANTS IT PAYS FOR IT WHOEVER DOESN'T
19 SPAN	Q27OE	I DON'T WANT TO EXPLAIN.
20 SPAN	Q27OE	I DON'T KNOW.
21 SPAN	Q27OE	SOMEONE HAS TO PAY.
22 SPAN	Q27OE	I DON'T KNOW.
23 SPAN	Q27OE	THERE ARE MORE ACCIDENTS WHEN THERE'S MORE
25 SPAN	Q27OE	I FEEL THAT IT'S NECESSARY.
26 SPAN	Q27OE	PEOPLE MAKE LITTLE MONEY AND WHATEVER AMOUNT
29 SPAN	Q27OE	THIS WILL HELP ME A LOT.
30 SPAN	Q27OE	IT'S A GOOD IDEA / THE MONEY WILL GO TO THE
32 SPAN	Q27OE	WE ARE ALL HEADED IN THE SAME DIRECTION AND IT
33 SPAN	Q27OE	I WOULDN'T LIKE ONE PERSON BEING IN THE CAR
35 SPAN	Q27OE	I FEEL THAT THE MONEY SHOULD COME FROM OUR
37 SPAN	Q27OE	I CAN'T EXPLAIN.
39 SPAN	Q27OE	I DON'T KNOW.
41 SPAN	Q27OE	THEY GET TO THEIR DESTINATION FASTER BECAUSE
42 SPAN	Q27OE	WHY PAY WHEN IT SERVES FOR TWO PEOPLE OR MORE
44 SPAN	Q27OE	IT'S EASIER FOR EVERYBODY.
46 SPAN	Q27OE	I HATE IT WHEN THEY MAKE ME PAY ON CERTAIN
48 SPAN	Q27OE	I DON'T KNOW.
51 SPAN	Q27OE	IT'S A GOOD WAY TO RESOLVE THE TRAFFIC PROBLEM
52 SPAN	Q27OE	IT'S A STUPID IDEA / HAVING TO PAY A TOLL IS
54 SPAN	Q27OE	I DON'T THINK IT WOULD BE FAIR TO PAY EXTRA.
55 SPAN	Q27OE	THIS WOULD RUIN THE WHOLE IDEA OF THE CARPOOL
57 SPAN	Q27OE	THE EXTRA MONEY COULD BE USED FOR SOMETHING.
58 SPAN	Q27OE	I DON'T SEE ANY REASON FOR ME TO HAVE TO PAY.
59 SPAN	Q27OE	IT WOULDN'T BE FAIR FOR SOMEONE TO HAVE TO PAY
62 SPAN	Q27OE	YOU SHOULDN'T HAVE TO PAY FOR SOMETHING THAT'S A
65 SPAN	Q27OE	EVERYONE'S ALREADY TIRED OF PAYING FOR OTHER
67 SPAN	Q27OE	THE SAME ROUTE WITH LESS CARS ON THE STREETS AND
68 SPAN	Q27OE	IT'S A GOOD IDEA.
70 SPAN	Q27OE	THERE COULD BE AN EMERGENCY AND THERE MIGHT BE

71 SPAN	Q27OE	IT'S MORE FAVORABLE FOR THE PACE OF TRAFFIC.
72 SPAN	Q27OE	THE BUS DOESN'T STOP THIS WAY / YOU COULD MAKE
73 SPAN	Q27OE	I DON'T KNOW.
76 SPAN	Q27OE	I DON'T KNOW WHY I SHOULD PAY A WHOLE LOT OF
77 SPAN	Q27OE	IT ISN'T NECESSARY, BUT IT WOULD BE LOGICAL.
78 SPAN	Q27OE	THERE'S WAY TOO MUCH TRAFFIC.
79 SPAN	Q27OE	IF I HAVE A CAR AND ONLY ONE PERSON, IT WOULD BE
80 SPAN	Q27OE	I ALWAYS CARPOOL.
82 SPAN	Q27OE	IT'S A GOOD IDEA / I CAN GET THERE MORE QUICKLY.
83 SPAN	Q27OE	WITH THE WORK SCHEDULES I SHOULD BE ABLE TO PAY
84 SPAN	Q27OE	WE PAY ENOUGH TO RIDE THE LANES / THEY NEED TO
90 SPAN	Q27OE	IF THERE'S A COST, PEOPLE CAN DO THAT IF THEY'RE
91 SPAN	Q27OE	WE ALREADY PAY TOO MUCH.
93 SPAN	Q27OE	I'D HAVE TO PAY.
94 SPAN	Q27OE	IT'S VERY BUSY WITH THE HOUR OF THE DAY AND THE
95 SPAN	Q27OE	ONE GOES FASTER / IT'S WORTH IT.
96 SPAN	Q27OE	IT DEPENDS ON THE PEOPLE / IF I WANT TO GO FAST,
98 SPAN	Q27OE	I DON'T THINK THAT'S THE SOLUTION.
99 SPAN	Q27OE	THE MAIN PEOPLE TRAVELING ARE ONE PERSON DRIVERS
100 SPAN	Q27OE	IT WOULDN'T MAKE A DIFFERENCE IF THEY WERE OPEN
101 SPAN	Q27OE	IF THEY'D OPEN THE LANES UP DURING RUSH HOUR,