



December 2021

BACHMAN LAKE INTERACTIVE MAP COMMENTS REPORT

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

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Imagery provided by: Gibrán Lule-Hurtado, Community Planner - National Park Service Rivers, Trails and Conservation Assistance

Introduction

To better understand community transportation needs of the residents connected to [Bachman Lake Area Planning Study](#), the North Central Texas Council of Governments (NCTCOG) launched an interactive map application using ArcGIS Online for stakeholders to input their comments on specific locations around the study area. The mapping application was available online from March 25 to June 14, 2021. In addition to the online opportunity, a paper map and comment form was made available at Grauwlyer Park Branch and Bachman Lake Branch Libraries from April 6 to June 14, 2021.

This report includes the text of 294 verbatim comments received from the stakeholders who accessed the online map. No paper forms were completed by the public. The mapping application allowed users to add a point and write their comment on that location. Additionally, others could reply to that point comment to create a conversation. These two digital methods constitute the total count of 294 comments. This includes 32 “Community Points” where locations of significance and other comments could be noted by the community. Most of these are neutral informative comments and not specific to a transportation issue. The majority of the comments (262) address a transportation category of bike and pedestrian, roadways, or transit.

Additionally, users could click a button to signify they agree with comments, referred to in this report as “votes”. NCTCOG did not require personal identification information on these comments so the exact number of individuals commenting cannot be determined. The map application was made available in Spanish and English but no comments in Spanish were received.

Comments have been divided into five geographic zones that are used to organize this report. In the tables below for each zone you will see lists of verbatim public map comments organized by transportation mode category that users were prompted to select when adding a comment point. If there was a reply to an initial comment point it will appear directly below the original point with a return arrow (↩). The votes agreeing with each comment point are displayed in the “votes” column. Not only are the public comments reflected in this report available to view but they will be shared with specific city departments that may be able to address shorter term, ongoing needs related to safety and maintenance.

MAP PARTICIPATION

294 Total Comments

189 transportation
comment points

73 reply comments

32 Community
points

By category:

157 Bike and
Pedestrian
comments

81 Roadway
comments

24 Transit
comments

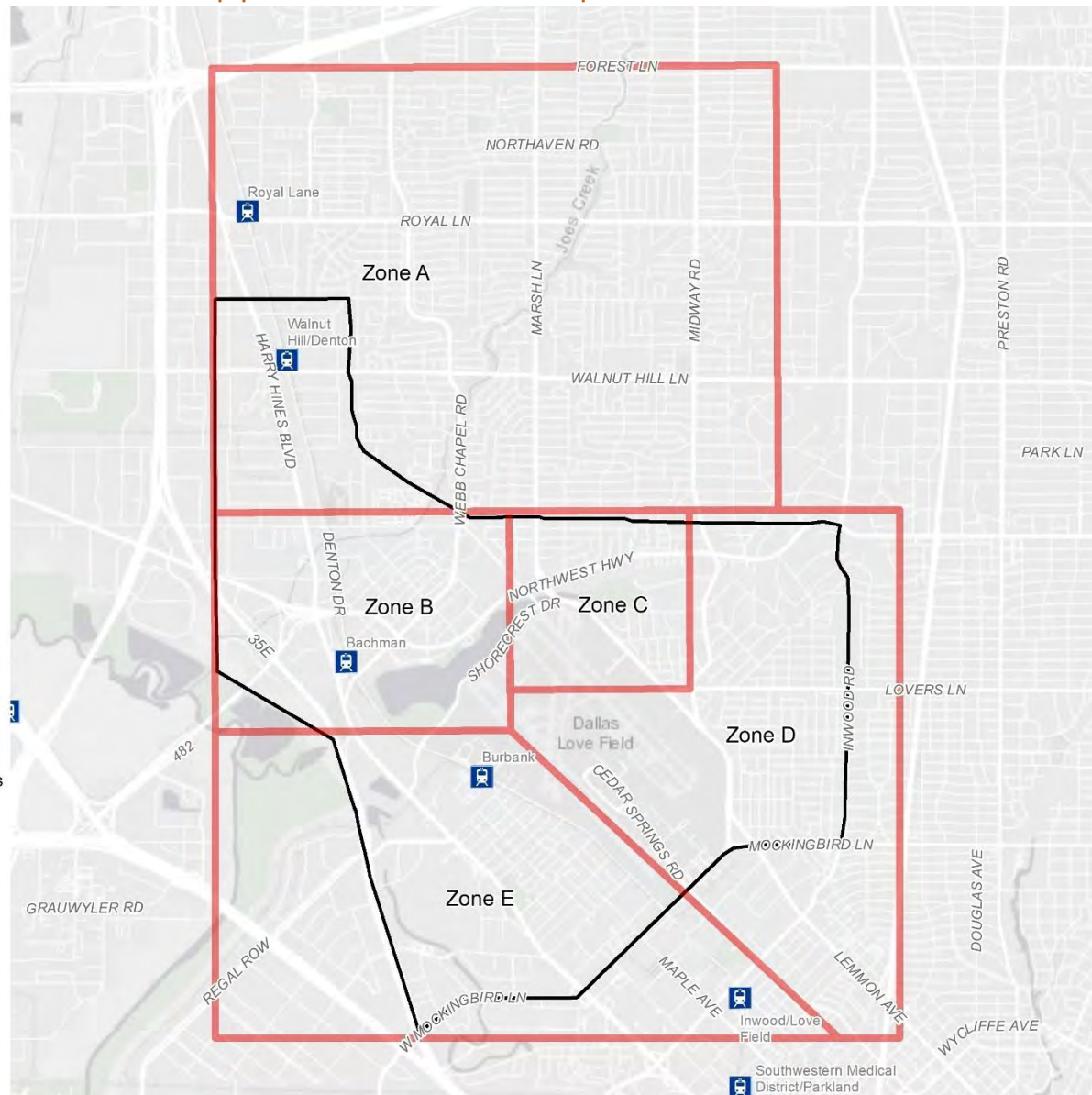
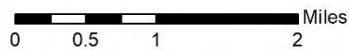
32 Community
Points

207 supporting votes on
comment points

Bachman Study Area and Mapped Comments Report Zones

These zones are used to organize the report into five sections with corresponding maps and tables of comments.

- Report Zones
- Study Area
- DART Station



Tables A.1-A.3 list verbatim public comments and replies for Zone A of the study area. See Zone A Map for corresponding comment locations.

Table A.1 Bicycle/Pedestrian Comments			
ID	Subcategory	Comments	Votes
A129	Lanes, Stripes, or Markings	Cars park on both sides of Park Ln, so where will the bike lane go? Are cars only going to be able to park on one side?	1
A173	Lanes, Stripes, or Markings	Denton Drive isn't heavily used. Consider road diet so that Northaven Trail cyclists can leverage this to get to Bachman Lake	0
A137	Lighting	Street needs streetlamps	1
A169	Other	Add connection from Cromwell to Bowman for cyclists to more easily get south of Walnut Hill	0
A139	Safety	Road is cracked and uneven, causing biking accident	0
A168	Safety	Need safe way to separate cars from cyclists. Cromwell-Walnut Hill-Bowman is a popular route for cyclists. Another option is to turn an alley N of Walnut Hill on Bowman and Woodleigh into bike paths and add a traffic light at Bowman.	0
A140	Safety	No sidewalk for pedestrians and no stop sign to slow traffic ↳ <u>Response 140-1</u> : There is no completed side walk on Northwest Highway from Web Chappel to the tollway. Making it unsafe for pedestrians and bicycles. There are plenty of Bus stops along the route, but once you get off the bus, you do not have a side walk to get to any place from the bus the stop. In many places you would need to walk in a lane on Northwest Highway.	0
A161	Safety	Missing stop signs on Park Ln creating dangerous conditions.	0
A102	Safety	The speed of vehicular traffic on Walnut Hill is dangerous to pedestrians and cyclists. Cyclists have to use the road due to poor/narrow sidewalks. A road diet could be considered with dedicated bike lanes / trees and other traffic calming features. There are several schools in this area. ↳ <u>Response A102-1</u> : Walnut Hill Lane between Midway and Denton needs to have a protected bike lane and SIDEWALKS on the north and south sides. There's absolutely no reason for Walnut Hill to be six lanes of cars-only traffic. Two lanes each way could easily handle even rush hour traffic. It's as if the City of Dallas traffic planners back in the day were completely convinced that nobody in North Dallas would ever want to walk or bike to any destination, EVER. They were so, so wrong, and now we're all paying the price.	3
A90	Safety	The speed of vehicular traffic on Marsh is dangerous to pedestrians and cyclists. Cyclists have to use the road due to poor/narrow sidewalks. A road diet could be considered with dedicated bike lanes / trees and other traffic calming features. ↳ <u>Response A90-1</u> : There is no safe route for a cyclist to get from the area bordered by Walnut Hill/Northwest Highway/Marsh/Midway to get to the Northhaven Bike/Pedestrian trail. The traffic,	1

Table A.1 Bicycle/Pedestrian Comments

ID	Subcategory	Comments	Votes
		sidewalks and unsafe traffic make it extremely difficult to get to Northhaven Trail from Stephen Douglas Elementary School. for example. It is impossible to take secondary roads because there are no North South secondary streets that cross Walnut Hill. All N/S streets are offset, requiring travel in traffic E/W on Walnut Hill to cross. ↳ <u>Response A90-2</u> : Agree with Road Diet. Marsh has a 35 mph speed limit but 3 lanes in each direction. This is contradictory. Slow traffic down by having fewer lanes. Will be much safer.	
A159	Safety	Intersection of Park Ln and Mixon Dr - Stop signs are existing on Mixon, but missing on Park. This is a busy intersection with frequent near misses on car and pedestrian crashes.	0
A174	Safety	Park Lane lacks a traffic signal in this area. Midway goes a long way without signals between NW Highway and Walnut Hill. Adding one here will slow traffic and also make it safer for cyclists to cross town.	0
A116	Safety	Lots of potholes on Larga from Webb Chapel to Park	1
A163	Safety	Webb Chapell is a raceway. If you drive on it a 40 mph traffic passes by at twice that, I never see radar or any enforcement happening on it.	1
A89	Safety	The speed of vehicular traffic on Midway is dangerous to pedestrians and cyclists. Cyclists have to use the road due to poor/narrow sidewalks. A road diet could be considered with dedicated bike lanes / trees and other traffic calming features. ↳ <u>Response A89-1</u> : The residential community would benefit from using Midway road to access the Central Market shopping center. The sidewalk is too narrow and the speed of the cars makes it dangerous and discourages walking or biking to the restaurants and shops.	2
A127	Sidewalk or Trail Availability	Sidewalk connection missing to trail	0
A132	Sidewalk or Trail Availability	There isn't a sidewalk on either side of the street here, so pedestrians are forced to walk in the street.	0
A130	Sidewalk or Trail Availability	This is a busy part of Park In for walking and biking, but there isn't a side walk and it is on a blind turn making it very dangerous for foot traffic.	0
A160	Sidewalk or Trail Availability	Busy pedestrian area with ~300 feet of missing sidewalk on both sides of road. Dangerous with turn in road.	0
A177	Sidewalk or Trail Availability	No sidewalk at Marsh and Royal, but this is a current DART stop	0

Table A.1 Bicycle/Pedestrian Comments

ID	Subcategory	Comments	Votes
A142	Sidewalk or Trail Availability	Missing sidewalks in the Bradford Estates neighborhood or sidewalks in desperate need of repair. ↳ Response 142-1 : Sidewalks, streets and alleys all in disrepair in Bradford Estates	2
A133	Sidewalk or Trail Availability	There isn't a sidewalk on either side of the street forcing pedestrians to walk in a busy street.	1
A141	Sidewalk or Trail Availability	There is no sidewalk heading north on Webb Chapel from Walnut Hill. One cannot walk to the Northaven Trail from Walnut Hill except by going through a neighborhood.	1
A136	Sidewalk or Trail Availability	There isn't a sidewalk on either side of the street forcing pedestrians into a busy street.	0
A170	Sidewalk or Trail Availability	Missing sidewalk on the W side of Marsh and N side of Royal. There is a DART Bus Stop there, but no safe way to get to it.	0
A185	Sidewalk or Trail Availability	Brockbank/Timberline should serve as a complete street to extend the Northaven trail into Bachman Lake Park and connect it with the Bachman loop.	0
A138	Sidewalk or Trail Availability	First few houses on the street need sidewalks	0
A134	Sidewalk or Trail Availability	There isn't a sidewalk on either side of the street forcing pedestrians into a busy street.	0
A83	Sidewalk or Trail Availability	No sidewalk on north side of Walnut Hill between Webb Chapel and Marsh -- also no crosswalks to allow people to cross to the south side of street safely. Walnut Hill disconnects the neighborhoods, parks and commercial areas. ↳ Response A83-1 : Also sidewalks are crumbling on west side of Bowman Blvd.	1
A135	Sidewalk or Trail Availability	There isn't a sidewalk on either side of the street forcing pedestrians into a busy street.	0
A131	Sidewalk or Trail Availability	This is a commonly walked route, but there isn't a sidewalk making it a dangerous section of Park Ln.	0
A180	Sidewalk or Trail Availability	There are no sidewalks on Midway from NW Hwy to 635 - there are so many schools and churches in this area that having sidewalks would really help people walk and avoid traffic. It would also be nice to narrow the lanes on Midway and make bike lanes.	0
A178	Sidewalk or Trail Condition	Sidewalk crumbling or completely deteriorated	0

Table A.1 Bicycle/Pedestrian Comments

ID	Subcategory	Comments	Votes
A145	Sidewalk or Trail Condition	Heavy pedestrian corridor -- sidewalks in poor condition, no street trees, no protected crosswalks.	0
A176	Traffic Signals	Temp traffic lights remain after tornado	0
A175	Traffic Signals	Light doesn't make it easy for cyclists to cross. Not sure but it may be triggered only by automobiles.	0
A162	Traffic Signals	Would like a stop sign here. It is extremely dangerous and cars go very fast through this intersection. It would do wonders.	0

Table A.2 Roadway Comments

ID	Subcategory	Comments	Votes
A29	Noise Pollution	Airport Noise - This is a broad comment regarding noise pollution from the airport. More trees need to be planted by the airport to buffer the sound and airlines need to abide by the agreed to quiet hours / engine testing hours.	1
A73	Other	This area has lots of flooding that appears to be due to road run off	0
A46	Road Condition	Road is cracked and uneven, causing accidents and flat tire	0
A47	Road Condition	Road is cracked and uneven.	0
A59	Road Condition	Sections of Kincaid Dr are broken and riddled with potholes. It needs to be repaved.	1
A56	Road Condition	The entire length of Newcastle drive is broken and riddled with potholes. It needs to be repaved.	1
A52	Road Condition	Horrible pot holes, cracked pavement and huge bumps in road on Beechwood lane between Park lane and Coppedge lane	0
A34	Road Condition	Marsh Ln. is in absolutely terrible condition, & it has been for years! Definitely a difference driving down Marsh vs. Midway. Is this due to the average income of the taxpayers? Seems unfair that this major road gets neglected.	1
A37	Road Condition	This street was trenched when waterlines were replaced 20 years ago with the concrete bed under the asphalt determinate did and very broken. Curbs are crumbling and the full street needs full reconstruction	0
A58	Road Condition	Sections of Darvany Dr are broken and riddled with potholes. It needs to be repaved.	1
A48	Road Condition	Please fix road, cracks and uneven ground	0

Table A.2 Roadway Comments

ID	Subcategory	Comments	Votes
A57	Road Condition	Sections of Lockmoor Ln are broken and riddled with potholes. It needs to be repaved.	1
A60	Road Condition	3700 block of Alta Vista Ln is riddled with pot holes and uneven surface in spots. This is a heavily traveled street due to being one of the few through streets between Marsh and Midway, as well as school traffic for Withers Elementary. Some patch work was recently done on a few of the pot holes on the west end near March, but other potholes on east end closer to Cox were ignored. The street in this block is overdue for some attention.	0
A61	Safety	Speeders on Walnut Hill between Brockbank and Marsh Lane are dangerous to pedestrians, pets and other motorists. They are also very loud. This road needs speed limit enforcement, traffic bumps or other means to slow speeders.	0
A71	Safety	School zones at Midway / Walnut Hill have no visible flashing lights, but signs that indicate school zone speed limits when be lights are flashing. There needs to be a flashing light at the intersection - not just at the start and end of the school zones. Cars drive too fast during school zone hours going North on Midway and South on Midway.	0
A81	Safety	Bushes block the view of north bound traffic and make it difficult to turn from Beechwood onto Midway.	0
A76	Signal Timing	The traffic signal at Killion/Ridge at Midway is still a temporary light from the tornado. It would be nice if this was a smart signal when replaced. There are also big backups at Walnut Hill and Midway light - due to school traffic.	0
A75	Traffic	School traffic problem due to pickup proceedings- it happens especially between 3 and 4 o'clock. This is a busy time on Midway due to the other schools and the lack of a left lane going North makes it worse.	0
A74	Traffic	We have 8 different schools in a 2 mile radius - and carpool times causes lots of issues. It would be nice if all school traffic had to make right turns in and out of their schools - that way the traffic is never impeded.	0

Table A.3 Transit Comments

ID	Subcategory	Comments	Votes
A3	Connections	<p>Instead of sending all DART traffic downtown for East/West transfers, has there been consideration for an East/West connector line between the Walnut Hill Station at Denton Drive and the Walnut Hill Station at I-75?</p> <p>↳ <u>Response A3-1:</u> Ridership-wise, there is not a lot of justification for E/W service at this latitude in Dallas. Historically, routes that ran E/W south of IH 635 were met with very low ridership, anti-transit neighbor sentiment, and unfriendly corridors (lots of privacy walls or extended gaps in development). It just does not seem like Dallas was built for E/W service in this area. Further north and further south it has worked better.</p>	1

Table A.3 Transit Comments

ID	Subcategory	Comments	Votes
		With the limited resources available, it has proven much more popular with regular bus riders to connect them to major destinations and rail stations nearby instead.	
A1	Other	<p>Giant parking lot that is never used -- this not an effective use of real estate right next to the station. DART should either invest their own money or lease to someone that will. Stops in Carrollton and Farmers Branch prove TODs are feasible on the line. Walnuts Hill and Royal stations should follow suit</p> <p>↳ <u>Response A1-1</u>: There are a lot of legal limitations to DART's development of land it owns - whether directly (which I do not think is legal) or indirectly (through sub-leasing to a developer entity). That is not to say it is not an option. I just do not know how that works but do know that it is hard to do and often controversial. Recently, such a deal was underway in other parts of the service area only to fall apart when left to the lawyers. Not clear what happened (executive session) but it was not merely a question of DART staff sitting around not recommending anything. In this specific area, I wonder whether residential development would even be ideal? Better parcel for warehouses?</p> <p>↳ <u>Response A1-2</u>: What was the point of putting in millions in infrastructure investment if all you can put is warehouses? That is so defeatist to say that's the only thing the area can be. Again I point a couple stations north to both Farmers Branch and Carrollton that have figured out how put an apartment next to a DART station -- why does Dallas act like it takes an act of god?</p> <p>↳ <u>Response A1-3</u>: This area deserves better. Instead we get warehouses, more gas stations and "massage" parlors. This is a huge area between Walnut Hill / Denton to the residential neighborhoods to the east. The sparse businesses and lack of residences makes this a scary walk to the DART station from the neighborhoods to the east.</p>	2

Tables B.1-B.3 list verbatim public comments and replies for Zone B of the study area. See Zone B Map for corresponding comment locations.

Table B.1 Bicycle/Pedestrian Comments			
ID	Subcategory	Comments	Votes
B86	Sidewalk or Trail Availability	No sidewalks / interrupted sidewalks along Northwest Highway from Webb Chapel Ext to the Dallas Tollway. People have to walk on the road or in the median. ↳ <u>Response B86-1</u> : This is an important connection between grocery stores/retail to the east and apartments farther to the west	3
B87	Sidewalk or Trail Availability	MCIP funds have been approved for Denton Dr enhancements, including a trail from Walnut Hill to Inwood Station. This is not represented in the NCTCOG Map. ↳ <u>Response B87-1</u> : This would be great to connect the Northaven Trail to the Trinity Strand Trail ↳ <u>Response B87-2</u> : This is needed and necessary to make a connection to Trinity Strand. Using this would help bring a bigger loop to Dallas leveraging the Northaven Trail	4
B92	Crosswalks	Add a hawk signal for safe crossing to the park ↳ <u>Response B92-1</u> : Good idea but the traffic is already really bad here. ↳ <u>Response B92-2</u> : The City of Dallas spent around \$35,000 about 10 years ago to hire an engineering firm to create plans for a pedestrian bridge across Northwest Highway to the LaKe at this intersection. Unfortunately, the plans still sit on a shelf in the Park and Recreation Department. Also unfortunately, the design was a switchback model, similar to the model used for the very user unfriendly Bridge to Somewhere, Someday at Harry Hines and Walnut Hill. What is needed here, or somewhere else along this stretch is a graceful, sloping bridge. Failing that, or as an alternative, the "put NW Highway below grade" concept would work. But SOMETHING needs to be done to correct the current situation, whereby any non-vehicular access to Bachman Lake Park involves walking 1/2 mile to a crossing light or crossing a dangerous six lane state highway on foot. ↳ <u>Response B92-3</u> : Needs a stop light or pedestrian/cyclist bridge so community can more easily and safely access park	5
B93	Crosswalks	Add a hawk signal for kids to be able to get to the park or back home from school	4
B94	Crosswalks	Many deaths/accidents at this intersection. Need a crosswalk and methods to slow down the traffic. A really bad curve.. ↳ <u>Response B94-1</u> : Needs a stop light and safe crossing. This is one of the few ways the neighborhoods can get to the lake without a car.	2

Table B.1 Bicycle/Pedestrian Comments

ID	Subcategory	Comments	Votes
		↳ <u>Response B94-1</u> : This intersection is a pedestrian/bicyclist killer. Six lanes of speeding vehicular traffic with drivers that TOTALLY ignore the 35mph speed limit. Most cars on Webb Chapel, both directions are regularly going 45-55 mph. There's not even a place in the median for a pedestrian or bicyclist to make a safe pause, mid-cross.	
B95	Crosswalks	A really bad intersection for pedestrians. Need improved safety	2
B96	Sidewalk or Trail Availability	There is no pedestrian/cycling access on the Denton Drive bridge over Northwest Highway, it is vehicular only and in terrible condition.	1
B98	Other	Bridge from Bachman Lake Trail to Hines Park - Consider partnering with DART to create a Trail Head at the DART Bachman Station. City could be creative and build a bridge from Bachman Lake Trail (by the intersection of Webb Chapel Ext and Denton Drive), that goes all the way to the north side of Hines Park the Trail Head on/off ramp at the Bachman DART Station. ↳ <u>Response B98-1</u> : Agree. This would be a great addition and a great step to get to Campion Trails	5
B101	Sidewalk or Trail Condition	A lot of foot traffic in this area as folks walk to/from apartments, grocery and library. Sidewalks are interrupted, narrow and crossing the street is not safe.	0
B107	Sidewalk or Trail Availability	Missing sidewalk connection from Lakefield Blvd intersection to Bachman Lake park/trail	2
B108	Safety	High incidence of accidents involving pedestrians/cyclists at this location. With bridges to the west and a sharp curve to the east, drivers have limited visibility and time to react to any pedestrians/cyclists who happen to be in the roadway. There is also a DART bus stop (Northwest at Starlight - E - FS / Route 528) that should be removed, as there is another stop just a short distance east by the signalized crosswalk	0
B110	Sidewalk or Trail Availability	This piece of land is currently being planned for a "pocket park", but could also serve as a safe connection between apartments and adjacent retail and avoid Northwest Highway.	2
B112	Sidewalk or Trail Availability	Missing sidewalks on this both sides of Community Dr here	0
B113	Sidewalk or Trail Availability	Missing sidewalks on both sides of Geraldine Dr	0
B119	Safety	Shorecrest should be marked as bicycle friendly. There is no signage and it is difficult to navigate with all of the parked cars.	3

Table B.1 Bicycle/Pedestrian Comments

ID	Subcategory	Comments	Votes
		<p>↳ Response B119-1: The road along shorecrest drive needs to be completely tore out and rebuilt. It is full of potholes and speedbumps from poor repairs. Also make it wider so cars can parallel park safely.</p> <p>↳ Response B119-2: I don't think the road needs to be wider, there is enough space for two lanes, bicycle lane and parking, if the City would just paint the lines. Totally agree that the road has been torn up from construction at the airport and all the sanitation trucks. The road size should actually be downgraded to 2 lanes so that the trucks take alternate routes and cyclists can be better protected.</p>	
B125	Safety	<p>This area of the bachman loop is scary and probably dangerous.</p> <p>↳ Response B125-1: The path is too narrow on the damn and drops down too suddenly. This should be for pedestrians and a different path away from the lake should replace it for cyclists at this part.</p>	3
B126	Sidewalk or Trail Availability	<p>No sidewalk on Northwest Highway. How are people supposed to walk east to west here? Or bicycle? Cars going 50-60 mph, and only mud and dirt for pedestrians to traverse.</p> <p>↳ Response B126-1: There are several gated communities west of Midway Road that have little to no access to neighborhood streets to the north for walking or biking. Sidewalks on Northwest Highway are badly needed.</p>	2
B143		<i>[blank submission by user]</i>	0
B154	Safety	<p>This downhill path from Bachman Lake to Denton is very narrow and fast and dangerous to pedestrians in the trail. Also, the fenced off pathways alongside Denton are very narrow for passing</p> <p>↳ Response B154-1: Its also poorly maintained. We deserve a nice trail all the way around the lake.</p>	4
B164	Sidewalk or Trail Availability	odd, narrow road access from NW Hwy to Bachman park - but now sidewalk space??	0
B165	Crosswalks	one of several DART bus stop with no sidewalks or crosswalks	0
B171	Safety	Road way is narrow and drops off quite a bit	0
B181	Safety	<p>The section of trail that is along the dam is of poor quality with several cracks that could pose a risk to bicyclist. Additionally, the width of the path along this area is not wide enough to accommodate both bicyclist and pedestrians.</p> <p>↳ Response B181-1: The portion of the trail over the levee is in very poor condition and needs to be re-paved. The trail is also very narrow and makes passing difficult.</p>	1

Table B.1 Bicycle/Pedestrian Comments

ID	Subcategory	Comments	Votes
B186	Traffic Signals	Traffic Signal needed here to allow for safe crossing.	0
B187	Other	Land bridge or proper signals needed here for safe crossing.	0
B189	Sidewalk or Trail Availability	Sidewalks needed on southside of the street.	0

Table B.2 Roadway Comments

ID	Subcategory	Comments	Votes
B19	Air Pollution	Significant air pollution from jet fuel and vehicular traffic on Northwest Hwy. ↳ <u>Response B19-1</u> : There can be a noticeable aroma of fuel when walking at Bachman Lake Park	3
B20	Road Condition	Very poor condition road - this is the only access to the Frasier Dam Recreation area that needs to be connected to the broader trail system.	0
B22	Road Condition	Pot holes on larga @ webb chapel	0
B78	Safety	Kids cross Lombardy here on the way to school. Expanded sidewalks and crossing needed.	0
B36	Safety	This section of Larga Dr between Webb Chapel Rd and Webb Chapel Extension needs traffic calming measures. The curvature of the road and driver speed creates unsafe conditions as many pedestrians cross this road to travel to/from the retail.	1
B35	Safety	During heavy rains, Northwest Highway floods at Denton Dr. It is common for multi-vehicle accidents to occur as people loose control when they hit the pond of water. ↳ <u>Response B35-1</u> : This is a major issue, water can pool deep enough to cause vehicles to stall. The dip also limits driver visibility for pedestrians farther ahead on Northwest Highway ↳ <u>Response B35-2</u> : It is also extremely difficult to judge the depth of water here since the dip below the bridge becomes hidden. This needs to be addressed, or a flashing indicator needs to be installed to alert drivers that it is unsafe to pass ↳ <u>Response B35-3</u> : Northwest Hwy flooding during rain- habitual problem	3
B43	Traffic	The road needs expansion. There seems to be plenty of space to widen the street and add a bike lane on the airport side. The traffic mainly consists of the Love Field residences, park goers, row clubs, and Southwest Airlines headquarter employees. All three SWA building entrances are close to the Shorecrest side too. Pre COVID, it was a nightmare to get through Shorecrest from 6:45 AM - 8:30 AM and 3:00 PM - 6:00 PM. I'm a SWA employee, and I can tell you that the	0

Table B.2 Roadway Comments

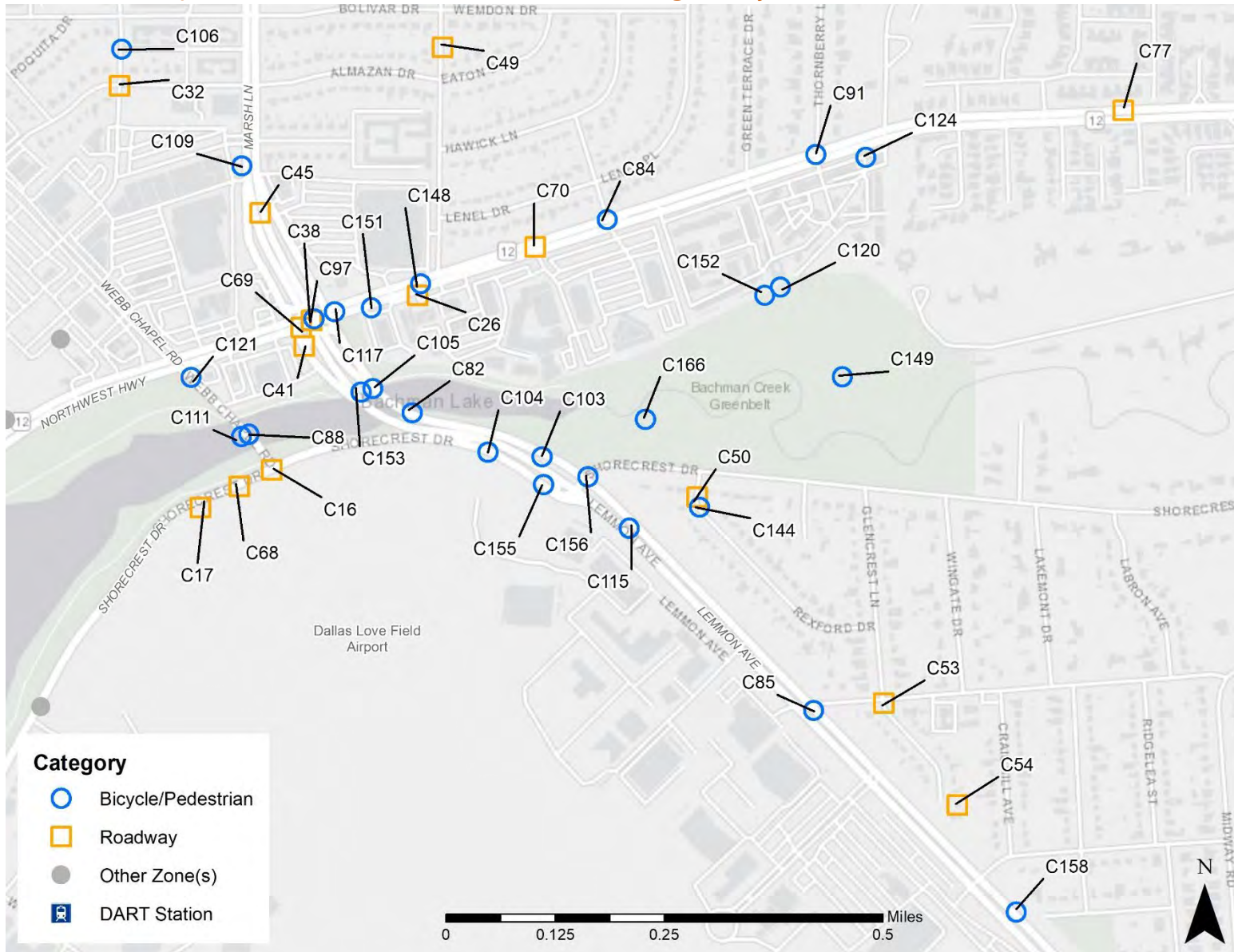
ID	Subcategory	Comments	Votes
		<p>company has plans to bring back employees slowly, and the traffic will pick up again. Additionally, the road has potholes and seems to worsen with all the tractor-trailer movements that have been going on.</p> <p>↳ Response B43-1: Part of the reason the road is so torn up is that it was recoded to be a 4-lane road, thus allowing the Sanitation trucks to use it. It would be preferable for the trucks to go along NW Hwy / Harry Hines.</p>	
B31	Road Condition	Skull rattling railroad crossing. I even see police and ambulance drive on the wrong side of the road to avoid it.	2
B80	Road Condition	Street needs significant repair.	0
B33	Safety	<p>Shorecrest could use speed bumps, as traffic seems to move too quickly - perhaps due to drivers using it as a shortcut. If you park along the road, or simply want to drive slowly around the lake to take in the scenery, other vehicles driving too fast is a concern.</p> <p>↳ Response B33-1: If not speed bumps, other traffic calming measures would be appropriate here</p> <p>↳ Response B33-2: People often use Shorecrest as a means to avoid northwest Highway. I walk my dog and my boys on bikes and it is terrifying how fast people fly down the street. The same goes for Capps! This needs to be for neighborhood use, not an alternative route to go 60mph!</p>	5
B79	Road Condition	Traffic slowing along road is needed. Expand sidewalks, make complete street.	0
B122	Other	<p>Horrible flooding on NW Hwy whenever it rains! It's been a problem for years.</p> <p>↳ Response B122-1: This has been happening since the 1970's</p>	1
B39	Traffic	There is already congestion on Northwest Highway and I have serious concerns about the impact of the Airport's proposed northern entrance. First, it is very likely that this will ultimately be another bottleneck that has a cascading effect from DNT (where congestion is already a major issue at Preston Center) to I-35, impacting the livability of all the neighborhoods between. Second, this will heighten the risks of vehicle crashes and pedestrian/cyclist casualties in an area that already needs much work to become safer. Third, another bridge and the infrastructure that will have to be built around it will severely disrupt park access and quality of life as Bachman Lake is the only large recreational asset in this corner of Dallas. Lastly, there will be social and community impact issues likely raised in the NEPA process given all of these issues.	2
B25	Traffic	Major traffic congestion along NW Highway during rush hours	0

Table B.2 Roadway Comments			
ID	Subcategory	Comments	Votes
B24	Road Condition	The Denton Drive bridge over Northwest Highway is 'owned' by the TxDOT and is in terrible shape / needs to be rebuilt with pedestrian access. In addition, if the airport alternate entrance flows to Denton Drive, there is an opportunity to leverage regional, state and federal dollars to improve the road, area safety and create an amazing west entry for the City of Dallas. Most airport traffic that coming from the north should be guided to take I-35 and leverage all the highway investments made to flow traffic around the City.	2
B18	Parking	This is an overall comment for parking at Bachman Lake - there is not enough. Street signs allowing for parking on Shorecrest and Webb Chapel Ext should be installed. Also, work with DART to see if they would allow trail head parking at the Bachman Station. This would enable parking/access to the Skate Park without cutting down trees. ↳ Parking on shorecrest might be ok but not on webb chapel ext. Traffic gets bad enough there already.	0
B23	Other	There is a lot of land wasted under the overpasses that were built for Spur 482 and NW Highway at Harry Hines. The is great opportunity to improve the 'west entry' to the City of Dallas by reimagining this area.	2

Table B.3 Transit Comments			
ID	Subcategory	Comments	Votes
B7	Other	High ridership neighborhood - important to at least preserve and hopefully increase pedestrian access to and from this neighborhood to Webb Chapel Ext	0
B2	Safety	New regional facilities are being built at Bachman Lake Park and there is no safe access to/from the DART Station. Recommend a bridge to interconnect the Station, Bachman Lake and Hines Park ↳ <u>Response B2-1</u> : Perhaps this should have been considered before the planning of these facilities. How does the City feel about people crossing Harry Hines at Bachman Station? Where exactly are these facilities to be located? What about the new network of sidewalks that DWU (or someone else?) has built underneath the rail line at Webb Chapel Ext behind the RaceTrac? ↳ <u>Response B2-2</u> : There is no safe connection between the DART Bachman intermodal station and Bachman Lake Park. How do COG and City of Dallas transportation planners intend to create a safe passage to the new regional attractions--a \$8.5 million Regional Aquatics	4

		Center and a \$4million skate park? Dozens--maybe hundreds of people a day will be disembarking from the DART Bachman station and trying to make their way across Denton Drive and Webb Chapel Extension, over to the park, with no safe way to get there? ↳ <u>Response B2-3</u> : Given the volume of pedestrians/cyclists in this area, Love Field's suggestion to make this station the terminus for their people mover should be revisited and better yet rejected.	
B4	Safety	The "Northwest & Starlight - E - FS" bus stop should be removed. It is located in an unsafe section of Northwest Highway, where driver visibility and reaction times are sharply limited by the bridges to the west and the curvature of Northwest Highway to the east. ↳ <u>Response B4-1</u> : Seems like a legitimate concern. Part of the need for the stop has to do with the distance from the previous eastbound stop on this long connector route. The closest previous stop is more than .75 miles away. Historically, this was a high-alighting stop (a rare occurrence). This means a lot more people got off the bus here than got on. Worth discussing.	2
B8	Other	Access for bus vehicles is important on this street in the proposed new bus network	0
B9	Other	Webb Chapel Ext is an important transit connection and busy ridership corridor. Any changes made to this street need to be coordinated with DART. Hundreds of regular bus customers use Webb Chapel Ext to access the system.	1

Zone C Map – Lemmon Ave/Northwest Highway



Tables C.1-C.3 list verbatim public comments and replies for Zone C of the study area. See Zone C Map for corresponding comment locations.

Table C.1 Bicycle/Pedestrian Comments			
ID	Subcategory	Comments	Votes
C152	Sidewalk or Trail Availability	The greenbelt should have pavement connecting it to the housing developments and to the primary Bachman Lake Trail. If there is any precipitation, the mud paths are unusable.	2
C97	Sidewalk or Trail Condition	No sidewalks or they are in such disrepair that they basically don't exist... Very dangerous area ↳ <u>Response C97-1</u> : Agree. Lighting under the bridge is also very poor ↳ <u>Response C97-2</u> : This intersection is TOTALLY failed, and TOTALLY non-ADA compliant. There is ABSOLUTELY NO WAY to safely get across this intersection by foot or bicycle. And if one is in a wheelchair, TOTALLY IMPOSSIBLE. It really makes me angry to hear the Aviation Department speak about the "failed intersection" at Mockingbird and the Love Field Entry at Herb Kelleher Way, using that as a justification for putting an Alternate Love Field Entrance along Northwest Highway near Shorecrest, while this horrific excuse for an intersection is totally ignored, and is ten times worse than anything on Mockingbird. THIS INTERSECTION NEEDS TO BE FIXED, ASAP!	3
C111	Safety	Needs to be a wider trail on the Webb Chapel bridge and a greater separation between pedestrians and traffic. There is not enough space for two people to comfortably pass one another ↳ <u>Response C111-1</u> : This bridge should be closed to vehicles and paved over so it can be used by pedestrians and cyclists ↳ <u>Response C111-2</u> : I agree. this whole area (Greenbelt, Bachman and the crossing at NWHY) needs safer bike affordances.	8
C88	Safety	The Webb Chapel bridge should be solely for pedestrian / biking use. It is currently a safety issue as people have to walk in the road because the sidewalk is so narrow. The City could make this an observation / viewing place for watching planes and a place for fishermen to fish, a setup similar to what was done on the Commerce St bridge downtown. There is no need for this vehicular shortcut, when cars can use either the Lemmon Avenue bridge or go to Denton Drive. ↳ <u>Response C88-1</u> : Another idea rather than closing the street to all traffic could be to take one of the 4 lanes and make it into a turn only lane, removing the ability to turn left onto shorecrest from webb chapel. ↳ <u>Response C88-2</u> : And use that space from the lane removal to widen the sidewalk because that sidewalk is really scary. Especially seeing kids on bikes crossing over it right next to moving vehicles. ↳ <u>Response C88-3</u> : Agreed. Very wary letting my boys ride their scooters along this section. Definitely could be more pedestrian friendly!	7

Table C.1 Bicycle/Pedestrian Comments

ID	Subcategory	Comments	Votes
		<p>↳ Response C88-4: Agree. This should be a pedestrian bridge with access for emergency vehicles only should there be an incident at Love Field requiring a major response.</p> <p>↳ Response C88-5: This is a tough area for trail users to navigate safely. Often there is one party that has to use the street to pass oncoming joggers or cyclists. The truck traffic makes this very dangerous. No one can walk two abreast here either.</p> <p>↳ Response C88-6: This is a dangerous path when trying to cut across the lake trail. The pedestrian path is narrow, and cars are flying by you with nothing in between. It would be ideal to either widen the path with a barrier between the path and the road, or close the bridge to regular vehicle traffic.</p>	
C166	Other	It would be nice if there was a way to cross the creek to the green belt on the other side of the creek. As it stands there is no ability to cross outside of the dangerous lemon overpass, or crossing shorecrest which has a dangerous section of either tall grass or broken glass.	2
C153	Safety	Fishing and congregation should not be permitted under the bridges where there is nowhere for foot/bike traffic to pass without interfering or being put in dangerous situations.	0
C149	Other	<p>Bachman Creek Greenbelt, could be a terrific asset for those of us living close by if it had better connections to Northwest Hwy and was safer. Perhaps get Scout groups or local citizens to clean up the homeless encampments and make trails with solar lighting and some sense of security so this area could be used. It's scary to ride bikes through the scrub brush and run up on a homeless tent encampment. Open the area up, add a few bike trails with some bridges from Shorecrest Dr. over the creek. This area is a hidden jewel, why should White Rock get all the trails and improvements?</p> <p>↳ Response C149-1: I agree that the Greenbelt could be a great trail extension. Cleaning up the homeless camps and also all of the trash in and around the entire lake. Plastic bottles, fishing lines, buckets, mattresses(!), clothing, etc line the banks of Bachman Lake. It is not only unpleasant to look at, these are potential wildlife hazards, not to mention embarrassing for visitors to see.</p>	3
C151	Sidewalk or Trail Availability	No sidewalks available for westbound NW Hwy	1
C91	Crosswalks	Add a hawk signal for pedestrians/cyclists	1
C121	Sidewalk or Trail Availability	Sidewalks are nonexistent here where people may be attempting to catch up with the trail around the lake.	2
C109	Sidewalk or Trail Availability	Missing sidewalk along southbound Marsh Lane from Alamazan Dr to Northwest Hwy	0
C120	Sidewalk or Trail Availability	This multifamily development needs a connection to the park and trails	3
C156	Sidewalk or Trail Availability	Very difficult to cross Lemmon with kids on a bike or stroller. No sidewalk once you reach the west side of this intersection to reach the Bachman Lake area.	5

Table C.1 Bicycle/Pedestrian Comments

ID	Subcategory	Comments	Votes
		<p>↳ <u>Response C156-1</u>: I agree, the ability to get to Bachman lake from the neighborhood south of shore crest is difficult and dangerous within a distance a way to cross the creek or get to the trail without any adequate paced trails.</p>	
C85	Safety	<p>There is a high volume of traffic on Capps and Shorecrest cutting from Midway to Lemmon. Either speedbumps need to be put in or access to Lemmon needs to be limited. There are no sidewalks on Shorecrest or Capps so pedestrians are at major risk of being injured</p> <p>↳ <u>Response C85-1</u>: Agreed. I have seen several near misses on Capps with pedestrians and cars</p>	4
C148	Lanes, Stripes, or Markings	<p>Crossing 12 on a bike is deadly</p>	1
C155	Lanes, Stripes, or Markings	<p>There is no safe way to access the park trails from the east side of Lemmon</p> <p>↳ <u>Response C155-1</u>: Yes, if I want to walk to the lake from the neighborhood south of shorecrest you have to cross at the light and then wall through weeds on one side of the road, or deal with broken glass on the other. Plus it's not safe to walk in the road here. Need a way to get to lake trail from the southern side of the creek.</p>	1
C124	Sidewalk or Trail Availability	<p>Many new developments are popping up on the south side of Northwest Highway but the sidewalks end here. To connect all of these condos, apartments and communities to the park, sidewalks need to extend the length of Northwest Highway between Lemon and Midway.</p> <p>↳ <u>Response C124-1</u>: Extending sidewalk to Inwood would be particularly helpful to bus riders. Bus stops are placed in difficult locations.</p>	2
C144	Safety	<p>All Side Walks on both sides of Rexford Dr are in very bad condition and non ADA complaint for anyone who wishes to walk or ride to Shorecrest park from the top of the neighborhood</p>	0
C104	Safety	<p>Very dangerous stretch on shorecrest to ride a bike on. Cars are impatient to pass into a blind corner.</p> <p>↳ <u>Response C104-1</u>: This is the most important change I've seen. Having no sidewalk here makes it difficult for anyone to reach the lake on foot from the east.</p> <p>↳ <u>Response C104-2</u>: This connection between Bachman Lake Park and Shorecrest/Lemmon is the most dangerous, and least walker/biker friendly spot in all of Northwest Dallas. What were the transportation planners THINKING when they did this? There is absolutely no safe way for a bicycle rider to traverse this connection between these two very important streets. Along with the decades-long lack of sidewalks along both sides of Lemmon Avenue this is the most egregious failure of the Aviation Department to provide non-vehicular mobility in the non-airport areas they control. Definitely not a "good neighbor" approach to the needs of surrounding communities.</p>	6

Table C.1 Bicycle/Pedestrian Comments

ID	Subcategory	Comments	Votes
C106	Sidewalk or Trail Availability	Did they ever put a sidewalk here between almazan and the shopping center	0
C105	Sidewalk or Trail Condition	This is a good path for pedestrians to avoid traffic but it is a bit sketchy. Can anyone think of ways to make it better? ↳ Response 105-1 : Minor lighting down here would be welcome	3
C82	Safety	There is no safely walkable path from the Lemmon/Shorecrest intersection to the north side of Bachman lake. The sidewalk on the westbound Lemmon Ave. bridge over Bachman Lake is too narrow and too close to traffic. Shorecrest from Lemmon to the Web Chapel bridge has no sidewalk and no shoulder, so pedestrians have to walk in the street most of the way. ↳ Response C82-1 : Agree, access to the lake from Shorecrest is dangerous on foot or by cycling. There needs to be paved walks either going up Lemon that are safe (as noted they are too narrow), a bridge over the creek in the park, or better access when you cross Lemon on Shorecrest. As it stands i don't feel safe going on foot, when I'd much rather walk to the lake vs drive.	7
C84	Crosswalks	Commercial area with shops and restaurants are cutoff from surrounding neighborhoods. No crosswalks between Midway and Lemmon ↳ Response C84-1 : It would be so easy to move the existing stop light a little further East, so that the Midway Hollow neighbors could safely cross NW Highway. ↳ Response C84-2 : Could also consider a sidewalk along Northwest Highway here to the light farther east	4
C115	Other	There is a big pothole on southbound Lemmon	0
C117	Traffic Signals	It is difficult for cyclists to proceed north here. The right line is right turn only so cyclists must navigate the center lane. It is dangerous. Consider stating no right turn if bicycles are present.	2
C158	Sidewalk or Trail Availability	There are no sidewalks or trails here!	0
C103	Lanes, Stripes, or Markings	No protected path for pedestrians or cyclists to Bachman Lake Trail ↳ Response C103-1 : Agree, there is very little way to access bachman lake from the neighborhood. When going on foot on Shorecrest past Lemon, you either walk in the street, or have to dodge broken glass or tall grass as you walk off the street in the land on either side of the road.	7

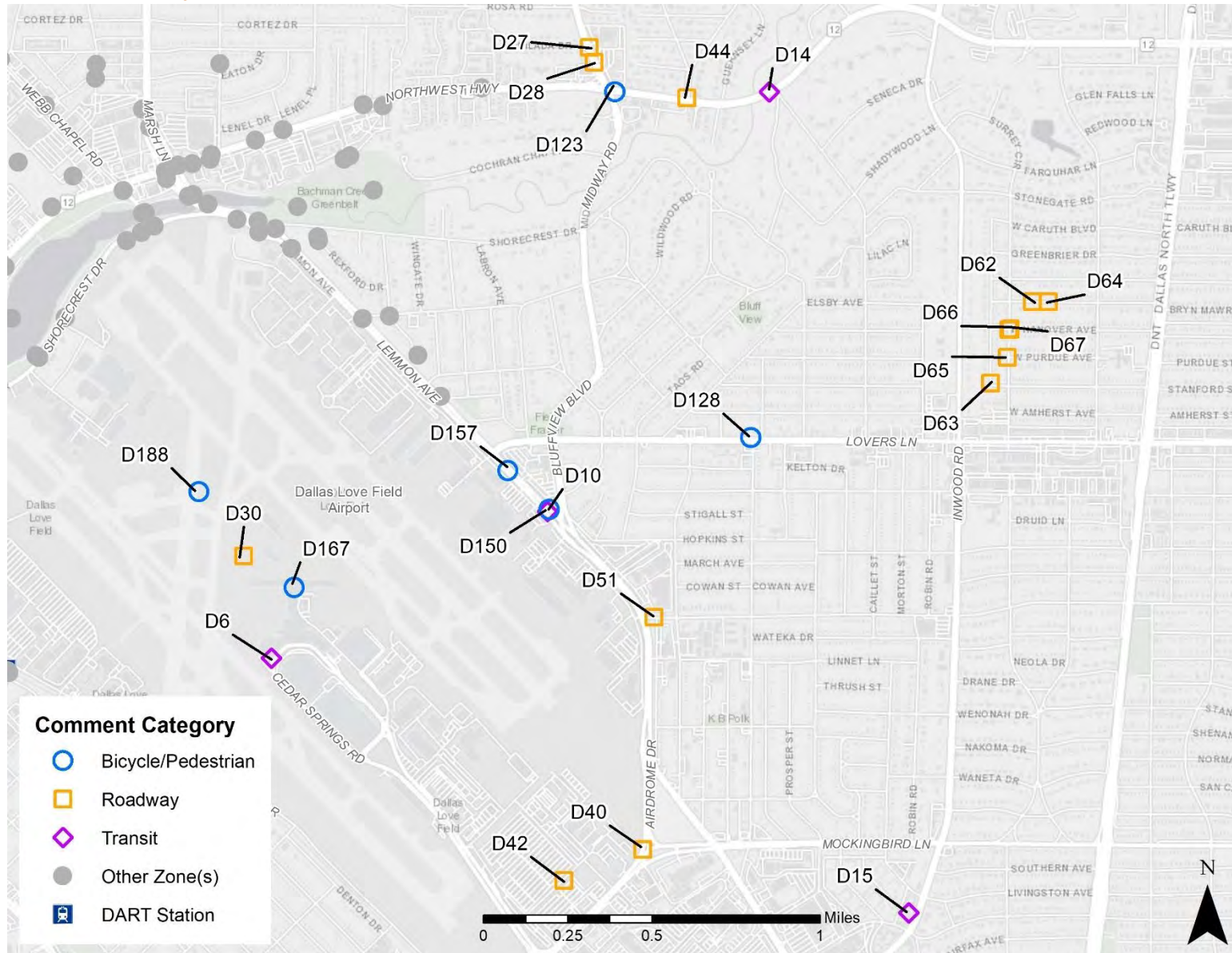
Table C.2 Roadway Comments

ID	Subcategory	Comments	Votes
C77	Safety	Vehicles speed at 50-55 mph on NW hwy 24-7	0
C69	Safety	There are crashes at this intersection at least weekly due to high volume, signal timing, and people not paying attention. Adding another entrance that would further increase traffic in this corridor would be deadly.	1
C54	Air Pollution	Noise from Love Field planes is to be expected, but past midnight?	0
C49	Road Condition	Road is in bad condition. Many potholes and unevenness. Alleys frequently flood.	1
C38	Other	Has a traffic study been conducted for the Northwest Highway and Marsh / Lemmon bridges and intersection? I wonder if this is the most efficient design	0
C26	Safety	The Chik-Fil-A entrance backs up into NW Highway at lunch time and there have been many an unhappy customer, as their cars get rear-ended...	2
C17	Noise Pollution	City of Dallas trucks use Shorecrest to get to/from NW Transfer Station versus taking NW Highway to Webb Chapel Ext / Harry Hines. This causes noise pollution and damage to the road. The amount of traffic takes away from the enjoyment of the park.	4
C50	Road Condition	The bottom of this road floods often during rain, there needs to be a drainage system in place to collect the rain run off	1
C53	Road Condition	Floods whenever it rains	0
C68	Road Condition	Heavy trucks should not be permitted on Shorecrest due to pedestrian and bicycle traffic and road conditions	0
C41	Safety	This merge is awful. I have seen so many accidents with people getting rear ended as they try to merge onto Lemmon	0
C16	Traffic	Significant back-ups on Webb Chapel Bridge as cars use this as a shortcut to Northwest Highway ↳ <u>Response C16-1</u> : Remove left lane turn from webb chapel onto shorecrest and fix that 100 year old nw hwy to southbound lemon on ramp ↳ <u>Response C16-2</u> : Just realized you're complaining about traffic going the opposite way. ↳ <u>Response C16-3</u> : This bridge should be converted to a pedestrian bridge	0
C70	Safety	Frequent drag racing spot at night, dangerous for residents and drivers ↳ <u>Response C70-1</u> : More police presence needed to stop the "donut drivers" in our neighborhood. The cars are loud and the driving is dangerous to pedestrians and property.	1
C45	Road Condition	Park avenue and lively lane has many potholes and payment is very uneven. Also marsh lane from walnut hill to Lemmon by the target is in need on resurfacing very badly	0
C32	Safety	The road markings here make it seem like a 4 way stop even though it's not. It causes people driving across El Centro to think that cross traffic has a stop too. I think it's because no other intersection in this neighborhood has crosswalks which leads to a lot of questions.	0

Table C.3 Transit Comments

ID	Subcategory	Comments	Vote
*** No transit comments received for this zone of study area			

Zone D Map – Southeast Love Field/Bluffview/Elm Thicket



Tables D.1-D.3 list verbatim public comments and replies for Zone D of the study area. See Zone D Map for corresponding comment locations.

ID	Subcategory	Comments	Votes
D167	Other	<p>There is no place on the airport where you can freely planespot for both takeoffs and landings. Shorecrest Dr gives good views of landings for 13R/L, but you lose sight of planes when they cross the threshold due to the elevation difference. The parking garages are also good, but they are only really accessible by car, and have a 30 minute limit for free parking, which really only gives you 20 minutes once you park and leave a little early to make sure you aren't going over the time limit. I would love to see a spot with good sightlines and shade/seating options, like there is at Founders Plaza at DFW airport. They situate the spot on a hill, giving unobstructed views over the perimeter fence. It could even be a sustainable use of excess dirt from the 13R/TWY M renovations!</p> <p>↳ Response D167-1: It would be great to have a dedicated planespotting area for the public that is closer to the center of the airport or an amenity on the lake trail for this purpose.</p>	1
D188	Other	<p>Sell the airport. Zone housing.</p> <p>↳ Response D188-1: I strongly disagree with the original comment submission. Please continue to invest and improve Love Field and Northwest Dallas. Love Field provides the community with jobs and local access to air transportation and logistics. Its benefits greatly outweigh any drawbacks.</p>	0
D150	Crosswalks	<p>There are no sidewalks here in front of the Car dealerships so I would love to walk from my house on university blvd to the new restaurants opening Lemmon but there are no sidewalks to get me there on either side of the road.</p>	0
D128	Crosswalks	<p>Lovers has the bones of a walkable commercial corridor, but is lacking key components like street trees and crosswalks.</p>	1
D123	Other	<p>Sidewalks are needed on NW Hwy heading east from Marsh to Inwood and beyond.</p> <p>↳ Response D123-1: There are no sidewalks or paved area's to stand to catch DART on the South side of NWHY East of the intersection at Midway. Your standing 1 foot from a brick wall and cars and trucks going 70 miles an hour.</p>	4
D157	Sidewalk or Trail Availability	<p>No sidewalk, bike lane or trail in this area</p>	0

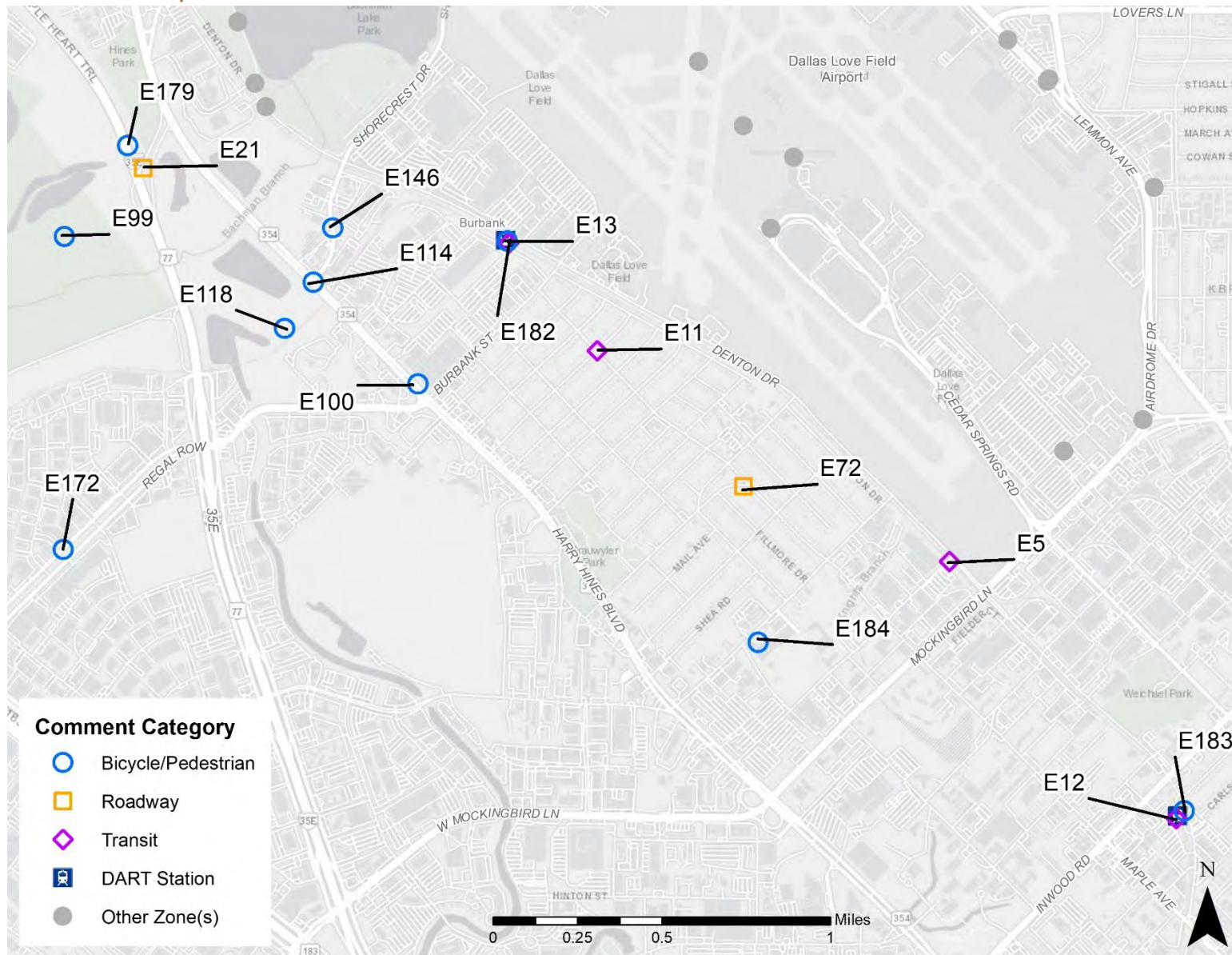
Table D.2 Roadway Comments

ID	Subcategory	Comments	Votes
D44	Safety	Speed limits on Northwest Highway east of Lemmon are routinely ignored by drivers in both directions, who often go at speeds of 60 MPH+. Pulling out into traffic from side streets is often daunting	2
D66	Safety	Flooding occurs when it rains and then stillwater sits for days. Lack of drainage throughout neighborhood is a problem.	0
D40	Traffic	Bottlenecks all of the time, especially during rush hour. There is so much south bound traffic from Lemmon merging onto Mockingbird to head to the medical center.	0
D51	Road Condition	Severe flooding on Lemmon Ave. from University to Lovers. Road becomes impassable and flood waters back in the neighborhoods behind the car dealerships.	2
D28	Safety	Crashes on a weekly basis it seems (less in the year of COVID)	0
D27	Traffic	Significant congestion on Midway at rush hour and school hours, causes cars to back up impeding entry/exit from side streets.	0
D42	Other	This area should be considered as the alternate entrance for the airport, versus disrupting surrounding neighborhoods ↳ <u>Response D42-1</u> : Putting an entrance for the airport in this area WOULD disrupt the surrounding neighborhoods as well as the beautiful and well used park/lake.	1
D30	Other	Security Concerns with only having one entry/exit to the airport ↳ <u>Response D30-1</u> : A secondary entrance for emergency vehicles or authorized security/operations should be placed along Denton Dr or Lemmon Ave ↳ <u>Response D30-2</u> : This is a bogus argument put forth by the Airport Director and some others. We do not need another access to Love Field. The idea should be scrapped and the huge money and effort it would take redeployed for other concerns -- like getting the Police some more funds.	1
D64	Road Condition	The road has been severely degraded due to heavy construction trucks using the street for years. The street is in total disrepair and needs to be repaved.	0
D65	Safety	Flooding occurs when it rains and then stillwater sits for days. Lack of drainage throughout neighborhood is a problem.	0
D67	Safety	People speed through the neighborhood and use this street as a thoroughfare when it is full of children on bikes and people walking. In desperate need of a stop sign.	0
D63	Safety	Severe flooding occurs when it rains due to lack of drainage on the street.	0
D62	Safety	Flooding of the street occurs during rainstorms, most likely due to what appears to be excess runoff from Southwestern. It appears that a builder constructed a runoff track to divert water from Southwestern and there is not enough drainage to handle the water.	0

Table D.3 Transit Comments

ID	Subcategory	Comments	Votes
D10	Other	Despite investment and local support, Lemmon Ave along Love Field does not receive adequate ridership to justify service	0
D14	Safety	Bus stops along Northwest Highway between Marsh and the Tollway should be revisited for safety of access. There is no safe way for patrons to get to many of these bus stops without walking on the Highway. The City of Dallas, DART and TXDOT need to work together to cut back brush along the side of the Highway.	0
D15	Shelters	Bus Shelter at Bordeaux & Inwood for many MF units nearby w/ elderly & non car owners	0
D6	Other	Very important transit node	0

Zone E Map – Southwest Love Field



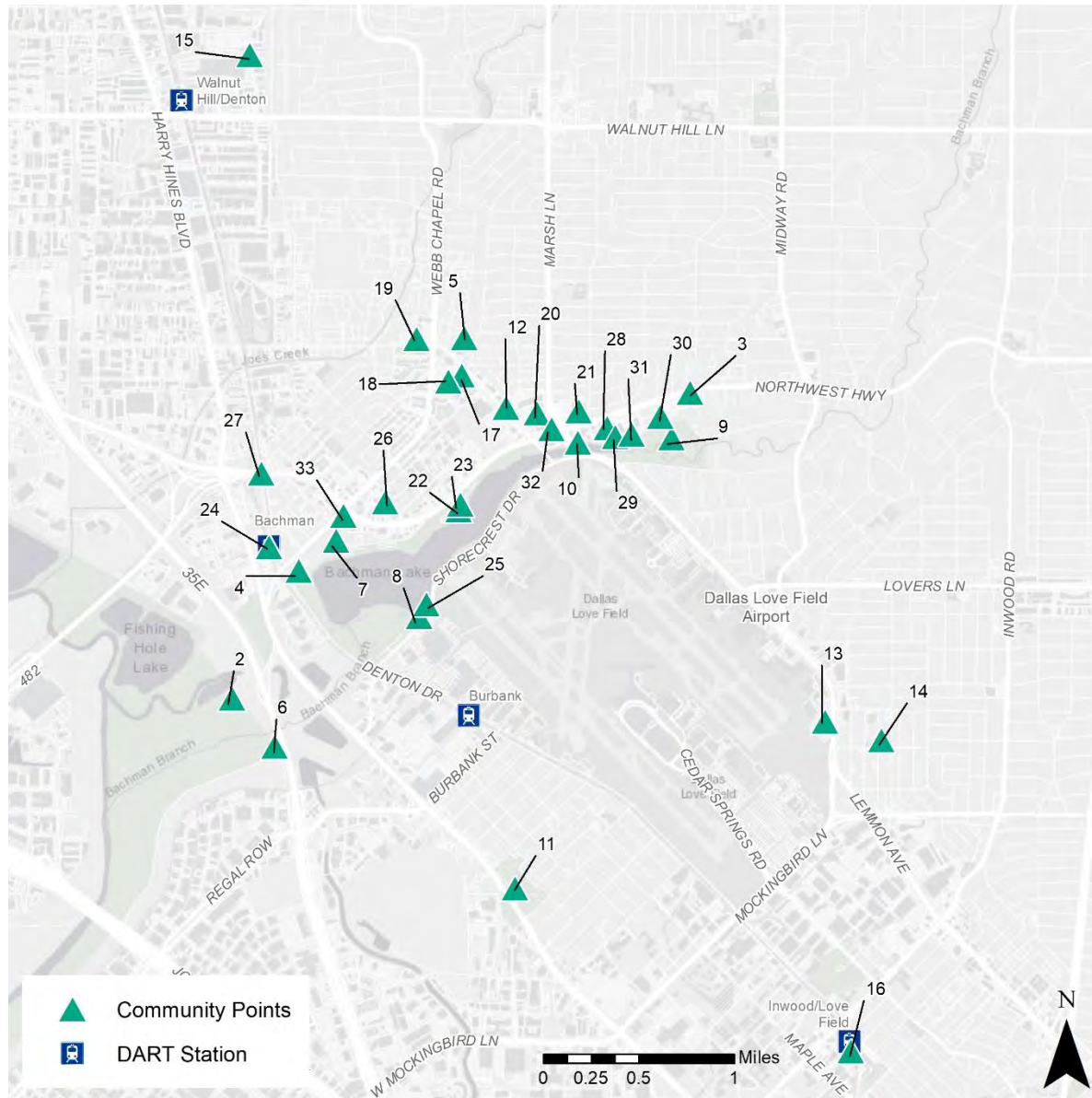
Tables E.1-E.3 list verbatim public comments and replies for Zone E of the study area. See Zone E Map for corresponding comment locations.

Table E.1 Bicycle/Pedestrian Comments			
ID	Subcategory	Comments	Votes
E182	Lanes, Stripes, or Markings	Dedicated bicycle facilities not available to/from Burbank DART station	0
E146	Sidewalk or Trail Availability	Need a sidewalk and bike lane on Shorecrest between Harry Hines and Denton Dr	0
E100	Sidewalk or Trail Availability	Need sidewalks along Harry Hines - There are schools in this area and kids have to walk on the street to get to/from school	3
E99	Sidewalk or Trail Availability	Bachman Lake Trail connection to Campion Trail via the Frasier Dam Recreation Area - This planning for this project was put into City and County budgets and would provide Northwest Dallas with greater access to trails. ↳ Response E99-1 : Would love to see this go through and would love for an update. With Dallas approving the 50 mile loop, not much more is needed for an even bigger loop. Northaven will connect to White Rock. This is all that would remain for an even larger loop by using Campion Trails	5
E184	Lanes, Stripes, or Markings	Need to implement dedicated bikeways per city's bike plan in all areas	0
E114	Traffic Signals	Difficult for bicyclists to ride to the push button on the traffic signal at Harry Hines and Shorecrest. Should be a sidewalk on the west side of Harry Hines when returning from the levee roads.	1
E179	Safety	Need a safe way to connect to Fishing Hole Lake for cyclists and pedestrians. Need a route under or over 35	0
E172	Lanes, Stripes, or Markings	Regal Row is too wide of a street for the purpose it serves. It could be used to connect Bachman to Campion if dedicated bike lanes were installed. This would also slow down traffic.	1
E183	Lanes, Stripes, or Markings	Dedicated bikeway/trail is lacking along Denton Dr north of Inwood/Love Field DART station	0
E118	Safety	Could there be a gap in the concrete barriers entering the levees to allow a single bicycle to get through. It is easy to leave a gap so not to climb the gate. Kids have trouble here.	3

Table E.2 Roadway Comments			
ID	Subcategory	Comments	Votes
E72	Safety	Racing and donuts being done on Thurston Dr. and Thurston Dr. and Register Ave.	1
E21	Road Condition	Very poor condition road - this is the only access to the Frasier Dam Recreation area that needs to be connected to the broader trail system.	0

Table E.3 Transit Comments			
ID	Subcategory	Comments	Votes
E5	Stops/Stations	The intersection at Denton & Hawles seems like the ideal place to build a new DART rail station connecting to the proposed APT, and a new facility that could serve as an alternate drop-off/pick-up point for TNCs ↳ <u>Response E5-1</u> : Oddly enough, Dallas Love Field never considered this as an alternative in the NCTCOG-supported Alternate Entrance analysis. This seems like a big oversight by Airport planners	2
E11	Other	Thurston service is proposed to be shifted to Harry Hines due to more favorable transit conditions on Harry Hines and the need to focus investment on the major corridors. Comment is needed on this change dartzoom.org	0
E12	Other	Inwood / Love Field Station would receive more service and more routes in the proposed new bus network dartzoom.org	0
E13	Other	Burbank Station would receive more service and more routes in the proposed new bus network dartzoom.org	0

Community Points/Other Comments



ID	Comment	Votes
2	Trinity River National Paddling Trail: entry point	0
3	Garvin Memorial Cemetery	0
4	Bachman Lake Skate Park	0
5	Crown Hill Cemetery - also where Bonnie Park is buried.	0
6	Frasier Dam Recreation Area - Nature Trails	0
7	Aquatic Center	0
8	Dallas Rowing Club - Many school teams practice here - teenage drivers	0
9	Bachman Lake Nature Trails	1
10	Bachman Lake Trailhead	1
11	Grauwlyer Rec Center, Park and Library - Needs to have safe connections to broader community, currently no sidewalks on Harry Hines.	0
12	Bachman Lake Library	0
13	Flight Museum	0
14	K. B. Polk Rec Center and Splashpark	0
15	Northaven Trail - Western Entrance	0
16	Trinity Strand Trail @ Inwood Station	0
17	We need a spot for all the locals that hang out here all day.	0
18	Fiesta	0
19	Fiesta	0
20	Wal-Mart	0
21	Target	0
22	Playground at Bachman Lake Park	0
23	Picnic shelter at Bachman Lake Park	0
24	Bachman Station	0
25	Picnic area and grills with great views	0
26	Bachman Lake Together	1
27	Public art could turn these bridges into a gateway to the Northwest Dallas / Bachman Lake Neighborhood	0
28	Bluffview Growler	0

ID	Comment	Votes
29	Elan at Bluffview apartments	0
30	Aura Bluffview apartments	0
31	Hotel (Embassy Suites) and two Class A office towers	0
32	Seafood Shack	0
33	<p>This triangle and the unused "Bachman Blvd." that runs along the south side has great potential to be transformed into a "Gateway" to the west end of Bachman Lake Park. The Park and Recreation Department will be investing \$10 million into a Regional Family Aquatic Center and a Regional Skate Park in this end of the park, and this intersection, this area will be the primary entryway to these regional attractions. Decommissioning Bachman Boulevard and activating/landscaping this large triangle would create a pleasing-to-the-eye natural welcoming entryway.</p>	1