PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on February 12, 2015.

This report is a compilation of general public comments submitted by members of the public from Wednesday, December 20, 2017 through Friday, January 19, 2018. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

Air Quality

Twitter

1. North Texas Air Quality has Multifaceted Defense

http://www.nadallas.com/DAL/December-2017/North-Texas-Air-Quality-has-Multifaceted-Defense/ … @NCTCOGtrans #AirQuality #Texas – Natural Awakenings (@NaturalDallas)

<table>
<thead>
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<th>Air Quality Index(AQI) Values</th>
<th>Eight-Hour Ozone Levels (ppb)</th>
<th>Levels of Health Concern</th>
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<td>101-150</td>
<td>71-85</td>
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<td>Unhealthy</td>
<td>Red</td>
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<td>106-200</td>
<td>Very Unhealthy</td>
<td>Purple</td>
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<tr>
<td>301 to 500+</td>
<td>Not Defined</td>
<td>Hazardous</td>
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Facebook

1. HOW TO TAKE ACTION FOR CLEANER AIR

There are several resources and programs available to help North Texans incorporate clean air actions into their routines or organizations.- Air North Texas - NCTCOG Transportation Department

Learn more here: – Tarrant Coalition for Environmental Awareness
2.

Thanks to the NCTCOG Transportation Department, you can stay up to date with AIR QUALITY in your area by clicking on and visiting the site below for the following information:

- Current Air Quality Index (AQI)
- Current Outdoor Conditions
- Current Ozone Activity
- Air Quality Forecast
- And more...

http://www.nctcog.org/trans/air/ozone/ – Tarrant Coalition for Environmental Awareness

Alternative Fuels

Twitter

1. Learn more about F4F’s accomplishments so far and plans for 2018 in @ACTExpo News! #cleanenergy #AFVs #procurement @CadmusGroup @NCTCOGtrans @MWCOG @PAGregion @MARCKCMetro @MAPCMetroBoston @MetroEnergyKC @njpa – FleetsForTheFuture (@Fleets4future)
Facebook

1. The City of Denton earned the Silver award from DFW Clean Cities for taking steps to make their vehicle fleet cleaner and more efficient. Denton was recognized for its use of alternative fuels such as ethanol, biodiesel, and compressed natural gas, and is one of eight Dallas-Fort Worth municipalities to receive the silver designation. In total, there were 19 local cities to be recognized either Silver or Bronze, and they combined to reduce gasoline consumption by more than 25 million gallons in 2016—the largest savings on record! #DFWCleanCities NCTCOG Transportation Department – City of Denton Sustainability

Aviation

Email

1. Marko Sakal

Thank you for this opportunity. Consider the rapid development of UAS planning and standards across the region. Change is happening much faster than we realize. NCTCOG might consider a novel approach in the press now, to engage in a hyper active campaign to obtain Amazon second Headquarters today by "talking up" how we want to make UAS traffic in the NCTCOG region. Win or lose no region is talking big about UAS in the future. We should be. The entire nation would follow NCTCOG, plus a great deal of the free press will follow this first of a kind story. There is not much time until Amazon decides, we must act quickly. Should this Amazon business land anywhere in North Texas or Texas, it will be a futuristic game changer for the region overnight. We need to do much more to attract this kind of clean air business to North Texas today. Look at Amazon long game, it is to be their own delivery service too and their preferred method in the near future is by UAS. NCTCOG needs to market for this to the world, because we are a world class region. How long do you think it will be before UAS commercial
heavy jets are landing at DFW? In this deregulation environment. Would a DFW regional UAS district be out of the question? NCTCOG should be actively working to bring in future business by Amazon, FedEx, Tom Thumb Kroger, et. al. Like it or not, drones are coming to your neighbor. UAS delivery traffic will take delivery traffic off the roads and into the air. It will help clean the air. This is going to happen in the very near future or we could already be the very beginning is the era of commercial drone traffic replacing diesel land traffic into the future, once the FAA create rules. Are we thinking in this direction? NCTCOG should be promoting commercial UAS activism and looking at creating regional regulations now and planning on way to collect of revenue from UAS traffic in the future.

**Twitter**

1. Thank you for public comment forum @NCTCOGtrans Rapid development of UAS planning and standards is needed for North #Texas, one of many engaged in hyperactive campaign to obtain #Amazon 2nd HQ. Make #Commercial #UAS traffic a reality in the NCTCOG region – Marko Sakal (@markosakal)

2. RT @VladoBotsvadze Once @FAANews lifts regulations in the United States, there will be a giant surge in passenger #uas activity @NCTCOGtrans – Marko Sakal (@markosakal)

**Bicycle & Pedestrian**
1. Rob Quinn
Wanted to voice my support for Safe Routes to School and also for Bike Lanes.

2. Colt Jim Clemens
I would love to see safe routes to school initiatives expanded to include my community of McLendon-Chisholm. We could easily link into Heath’s RSTS system and get our kids safely to school on their bikes. It would also help to increase our home values.

Twitter
1. @UrbanFortWorth @completestreets @TxDOT @DallasParkRec @dentonparks @FortWorthParks @TPWDnews @NCTCOGtrans – Shawn Eric Gray (@ShawnEricGray)

GenZe @RideGenZe
Glow-in-the-dark bike paths are one step towards making cities safer for everyone. twitter.com/tedtalks/statu...

Collin County Strategic Roadway Plan
Email
1. Erin Larew
I wanted to comment on the corridors you are thinking about putting through East Wylie (Collin County). I understand that due to the expected growth in Collin County, particularly in the eastern portion, something will have to be done to ease congestion and allow for traffic to flow. I also believe that a lot of the ideal solutions are becoming not viable due to rapid growth of housing and businesses in the area. Basically, Collin County is behind in planning for this growth, so now we need to think outside the box. What the computer program and grid system says might look good for traffic flow, but when it comes to the surrounding communities and people, it just is not going to work as is. I am going to express two concerns: 1. The arterial corridor you have proposed to go down Kreymer and Troy is not the best or reasonable solution and 2. The east-west extension over Lake Ray Hubbard is only going to create more congestion if Renner is not extended. Regarding Troy road becoming an arterial, this road has been on Wylie’s plans to be widened for decades, but making it an arterial does not make sense. There have been no provisions (ROW, utilities) except for the recent Bozman Farm addition, made to accommodate a future arterial road down Troy. It is lined with 20 plus homes with fences and driveways close to the road. There are lots of young children who live next to Troy. I’m not aware of the current ROW width of the road (couldn’t find it), but many of us own to the centerline of the existing road. The better solution for an arterial road is FM 544. It is actually already a two lane road with lines (something Troy Road does not even have), and a good portion of it has already been expanded to a four lane. This road was designed to be expanded. Even the utilities are set back. FM 544 already terminates at Vinson, which could then be extended to George Bush. Citizens don’t want Wylie to be used as a throughway. The city has
50,000 residents but 200,000 come to shop because of the roads that take it there. Creating a new road from Rockwall through Wylie and on to Murphy is just going through neighborhoods and completely bypassing the shopping areas. It makes more sense to use FM 544, which can eventually lead to the shopping areas and again is already set up to become more of an arterial corridor. Also, I am against the East West corridor bridge of Lake Ray Hubbard - especially if Renner is not extended. 1) I do not want Renner extended because you are plowing through Murphy and Wylie for the sake of Rockwall and Rowlett which Wylie residents do not appreciate. 2) If Renner is not extended you are creating even more congestion for FM 544 and SH 78 as this is the only outlet for those cars that don’t make their way south to George Bush. If Rockwall and Rowlett are looking for a solution to ease traffic getting from the east to the west side of the Ray Hubbard, then they need to look into their own road improvements rather than dumping traffic onto Wylie. A possible solution is to have the new Ray Hubbard Bridge from John King to follow a more southwesterly direction following the power lines to allow Rockwall better access into George Bush. That way you are again leaving Wylie out of it and reducing the need for a Renner extension through homes in Murphy. In 2008, you and The Trust For Public Land (TPL) preformed a study that showed there is strong support for conservation. 10 years later this is still the case. East Wylie is filled with homes of people who wanted to have acreage not to have their land stolen and created into roads. Or to have their nature to be replaced with high traffic, noise and air polluting roads. Again I know something has to be done. But this something will have to involve already created LARGE roadways and roadways that are already set up to be widened.

Response by Jeff Neal, NCTCOG

Ms. Larew,

Good morning…and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised CCSRP recommendations provide for significantly more flexibility and enhancement through local consensus by proposing continuous north-south and east-west arterials of at least four lanes where possible through the City of Wylie and other jurisdictions. It stresses the maximum utilization of existing and/or long-planned corridors where feasible, and it is based upon the need to ensure that a comprehensive thoroughfare system can efficiently and responsibly distribute traffic so that alternate routes may be available at strategic locations to accommodate continued growth. It’s still important to note that…as we’ve stated previously…these recommendations are based on technical feasibility at this time and subject to change, and any further development of these facilities can’t proceed if effects to adjacent properties and/or desired land use strategies are impossible to overcome or mitigate appropriately. Incorporation of these recommendations into the upcoming Metropolitan Transportation Plan (MTP) simply provides authorization for the Texas Department of Transportation (TxDOT) and/or other appropriate transportation providers (city, county, etc…) to advance a project into further study where…through continued public guidance and input…these crucial build/alternate-build/no-build decisions will ultimately be made.
For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: http://www.nctcog.org/trans/thoroughfare/CCSRP.asp. If you have any other comments or questions, please know that you may contact me at any time.

2. Erin Larew

To whom it may concern,

The route you have proposed for the arterial corridor does not make sense for the city of Wylie. Although I agree something needs to be done as we are ten years plus behind in road infrastructure. However, now we need to think outside the box.

1. One of the reasons Wylie is against these large roads is because it bypasses its commercial area and just cuts through all residential, which doesn’t make sense. Wylie only has 50 thousand residents. But 200 thousand come to shop. Why would a city want these potential customers to bypass them?

2. Why do East Wylie residents dislike it so much? Because you are going through neighborhoods. You are putting a large road where 20 plus homes line the road with driveways. You are bypassing a large neighborhood called Bozeman Farms. You will be destroying lake front area that people come to as a retreat.

Have you thought about using 544? It already has easements. On Troy people own to the centerline of the road. On 544 there are majority of development entrances that line the road and not homes. Also, 544 is where a lot of Wylie’s businesses are. Shouldn’t large roads be where they would make the most impact? Instead of using Wylie, why don’t you actually let is receive some benefit.

Have you looked into building a tunnel? I attached a photo of the only homes that would be affected on WA Allen Blvd., and I circled the areas in red that or 544 could meet up with Stone road meeting up with 544 once again. Stone road is also already turned into a 4 lane and ready to be an arterial corridor. With mainly neighborhood entrances lining the road. 544 also meets up with Vincent so you would not have to take people’s property to make a new road. I attached a picture of this as well.

You have waited too long so now if you want to keep everyone happy, you will have to spend a little more money and think outside of the box. Your computer system will tell you what it good for traffic flow. But it is far from appropriate when it comes to dealing with the cities and human beings.

I provided a picture of a tunnel that is in Dallas which would be perfect solution for WA Allen. That and it is an example of thinking outside of the box. Again the tunnel allows for 544 to become an arterial corridor which makes more sense.

Also, the John King Bridge off of Lake Ray Hubbard is a silly idea with Renner not be extended, which it should not because that is just morally wrong. It will just bring more traffic to 78, 544, and he proposed arterial corridor. This extra traffic is just going to be used as a means through Wylie and not too Wylie. The city and people of Wylie do not appreciate this either.
3. Amy Frank

I am writing to you in regards to the Park, Betsy, McMillan, Skyview connector you are looking at in Collin County. I live in Wylie Lakes which backs right up to Skyview in Wylie. Many of us bought our houses just recently, due to it being a new neighborhood. We chose this area because of the more secluded aspect of the neighborhood. We enjoy having a two lane road along the lake in which to drive. It keeps a lot of traffic and people out of our area that don’t need to be there. Not to mention the lack of road noise. Your proposed route would take all of that away from us and the other people along the road who have lived there for years. A connector road of this magnitude would bring lots of noise and traffic to our area, which is also a safety concern, seeing as how we have many young families with young children in our area. We do not need random people speeding through our neighborhood. I fully understand that something needs to be done, but the proposal would put people who were finally able to build their dream homes in a very bad place. With the housing market the way it is, you would be forcing us to have to consider selling and taking a major hit on the price and size of our homes. This is where we have decided to settle and raise our families. Please don’t take that from us. None of us mind driving out of the way to get where we need to be. We bought in this area fully knowing that would be the case. Please consider using existing roads. Thank you.

Response by Jeff Neal, NCTCOG

Ms. Frank,

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4. Emily Cranford

I bought my home 20 + yrs. ago. My property is located in Culleoka, just a few hundred yards from FM 982. I do not want a corridor going through Culleoka. I moved here because I wanted to get away from the city, and I enjoy the country life. I suggest finding an alternative route because the residents of Culleoka do not want a highway here. Not only am I concerned for myself and other homeowners being forced to move or having part of our property taking away, but I am also concerned for our wildlife. A highway would be harmful to our wildlife and have a negative effect on their welfare. I am not a very political person. However, since this corridor has come up, I have been attending meetings, signing petitions, talking to my neighbors and public officials and doing everything in my power to help save our homes and our wildlife. Please help us save Lake Lavon and our community! Thank you for reading my comments.

Response by Jeff Neal, NCTCOG

Ms. Cranford,

Good morning…and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

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5. Chad Watson

Considering latest document.

Route 1 "Revised Lake Corridor" is a great concept. I believe this would help in many ways.
Route 2 No comment
Route 3 "Renner-JK Connector" The city of Murphy will be adopting a resolution against this route in the near future. This route also contains a new bridge over a protected area of Lake Ray Hubbard. This route is within 2 miles of an existing major and recently improved HWY 78. Route 4 "Cambell-Sachse-Elm Grove Connector" THIS could be the East- West arterial that solves the issue. Waterview subdivision is significant and could use that rather than be forced on a toll road. Route 5 "Kreymer-PGT-Hickox-Castle" I would ONLY be on board with this extension if it had load limits. The vast majority of the route runs through rural properties that would be affected greatly by the large trucks travelling from the intermodal to the PGBT. This area could be greatly served by an improved 2 or 4 lane 40 mph zone. Route 6 "Princeton Rd Extension" Yes please Route 7 "FM 6/36 upgrade" I travel this road frequently and don't find issue with traffic. Maybe a slow moving tractor, but no traffic. Route 8 No comment
Route 9 No comment
Freeway projects
Freeway 1 "SH 78 outer loop" Moving this route as far west as possible is a great idea. I think this should be a primary freeway in the area.
Freeway 2 No comment.

Response by Jeff Neal, NCTCOG

Mr. Watson,

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6. Heather Irwin

As a Rockwall County resident on the west side of the lake, I am against another bridge connecting the east and west side of Lake Ray Hubbard. I have never had an issue getting to Rockwall for county business (driver’s license, vehicle registration, marriage license, etc.) nor shopping or doctor visits. Even having the ISD offices and high school on the other side of the lake has not been an issue. I knew this when I moved here and still chose this side of the Lake. A bridge connecting Alanis with John King will only bring more congestion to the morning and evening traffic. I stopped driving the 544/Renner route in the morning as Renner is a standstill most mornings. The planned crossing over 78 would disrupt the travel of those of us that live on this side of the lake. From what I can tell, without heading even further north, there is not an easy access to Hwy 78 and will eliminate our access to Sachse and Firewheel Mall, in addition to the 78/PGBT route. We need to think outside the box when it comes to transportation issues. Extending the Blue Line into Rockwall and the Proposed Cotton Belt Line into Wylie would help alleviate congestion on the roads. Thank you.

Response by Jeff Neal, NCTCOG

Ms. Irwin,

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facilities can’t proceed if effects to adjacent properties and/or desired land use strategies are impossible to overcome or mitigate appropriately. Incorporation of these recommendations into the upcoming Metropolitan Transportation Plan (MTP) simply provides authorization for the Texas Department of Transportation (TxDOT) and/or other appropriate transportation providers (city, county, etc…) to advance a project into further study where…through continued public guidance and input…these crucial build/alternate-build/no-build decisions will ultimately be made. I should also state that this needs assessment process does take into account additional planned/programmed investments in rail transit such as the Cotton Belt and DART light rail corridor extensions…however, our study concludes that the proposed roadway projects are still essential to help address rapid population and travel demand growth throughout Collin County between now and the year 2040.

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7. Kendra West

I am reaching out in opposition of a major roadway other than existing repairs and possible expansions of current roadways through any of the residential neighborhoods in Wylie, TX and surrounding small communities including Murphy and Rockwall. Some of these neighborhoods are brand new and dream homes for hundreds of families. These communities, even though close to the city, have the charm and glow of a small town. I am hoping that HWY 78 or HWY 205 can be the alternate routes that are currently what people are using. A simple expansion of 78 the North Side of Wylie has taken years. The Parker Road expansion has taken years. FM 544 from Plano to Wylie is only busy during rush hour and is to be expected for drivers and the same from 190 to 544 on 78. Early morning and from 5-6pm is the only time these road are busy. Please do not consider a big concrete expressway over our dreams of living in this charming quiet community.

Response by Jeff Neal, NCTCOG

Ms. West,

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8. Bernadette DeMoro

Plans for arterial corridors, bridges and roads linking east to west that are planned for old established neighborhoods will wreck the character and flavor of Wylie and the southeastern corner of Collin County. There are established roadways that are already in use, have business zoned districts which could be used, widened, improved without invasive plans through neighborhoods. Reconsider your maps and plans for roadways through the County and Wylie.

Response by Jeff Neal, NCTCOG

Ms. Demoro,

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9. Trish Donaghey

The Lake Corridor Freeway and Triple-Decker Bridge appear to have changed into a 4-lane road. Thousands of us are grateful to Lucas and Wylie for that result!!!

Now, what's the plan to avoid the bottlenecks when the 4-lane roads meet these three 2-lane bridges over Lake Lavon:

1) Culleoka-Branch Bridge (short bridge)
2) Branch to Lucas Bridge (the mile long new bridge)
3) Lucas to Lucas Bridge (a short but new bridge)

Response by Jeff Neal, NCTCOG

Ms. Donaghey,

Good morning…and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your input and concern pertaining to this study effort. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised CCSRP recommendations are based on the December 12, 2017 City of Wylie Resolution encouraging evaluation of adding capacity to existing crossings over Lake Lavon before any study of new-location crossings may be considered again. From a mobility standpoint, it would be preferable that the bridges themselves carry the same number of lanes as the roadways that approach them…but, in every case it would be the responsibility of the implementing agency (TxDOT, Collin County, etc…) to collaborate with the U.S. Army Corps of Engineers to ensure that any and all potential environmental impacts resulting from widened or reconstructed bridges be identified and mitigated appropriately by law. As a needs assessment, the CCSRP does not address those issues at this stage of project development…however, NCTCOG will remain committed to work with the implementing agencies, stakeholders, and the public when future development phases produce those analyses.

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10. G. Dan Mingea
The answer to traffic congestion is not “build more roads!”

Especially, no roads that displace established residents, no roads through established neighborhoods.

You would not support a thoroughfare through your neighborhood, and would not support roads that displace you or your families.

Instead, go out and buy every house that comes up for sale, and tear down the house. Then, by 2045, you will already own the ROW you need for new roadways.

Or, work on accessible and practical public transportation.

I’m proud of Rockwall’s plan for parks and trails; I’m proud of Murphy CC for saying “NO,” and I’m proud of Wylie CC for saying “NO.”

JUST SAY NO TO URBAN SPRAWL!!!

Response by Jeff Neal, NCTCOG

Mr. Mingea,

Good morning…and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your input and concern pertaining to this study effort. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised January 2018 CCSRP recommendations map is based on the recent Resolutions passed by the cities of Murphy and Wylie, as well as other agency/public input we’ve received through this study. The proposed thoroughfares establish consistency with existing master thoroughfare plans produced by those cities as well as Collin County…but we’ve included several strategic connections and/or additions based on technical feasibility so that the system can more comprehensively/efficiently support and provide future alternate routes to current heavily-traveled facilities like FM 544 and State Highway (SH) 78 as rapid growth continues. We also state that those arterials may be four or six lanes depending on local consensus, which will be based on continuity/context with existing and/or connecting segments upstream or downstream, as well as compatibility with adjacent/nearby land uses.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: http://www.nctcog.org/trans/thoroughfare/CCSRP.asp. If you have any other comments or questions, please know that you may contact me at any time.

11. G. Dan Mingea

To whom it may concern,

I am fully against having an arterial corridor going through East Wylie and its neighborhoods. The proposed east-west path is lined with homes and families who chose that location because of what it has to offer. A busy road is not one of those things. I am aligned with the city of Murphy in saying NO to the extension of Renner Road, and I am also against the John King
Connector Bridge that would go over Lake Ray Hubbard and connect to Alanis Road in Wylie. This brings more congestion and traffic onto 544 and 78, and conflicts with your excellent plans to expand people-space, parks, and trails.

It simply does not make sense to promote urban sprawl. I believe that existing roadways should be augmented to help with traffic flow. Utilize roads that already have easements so people’s land is not taken and front yards are not turned into busy roadways. New roads and bridges should not be created by carving up established neighborhoods and displacing residents. Put people first, and JUST SAY NO TO URBAN SPRAWL!

Response by Jeff Neal, NCTCOG

Mr. Mingea,

Good morning…and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your input and concern pertaining to this study effort. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The proposed Hensley/Alanis/John King Connector thoroughfare between McCreary Road and State Highway (SH) 205/John King Boulevard, included among the latest CCSRP preliminary recommendations, is meant to be no wider or contain any additional lanes beyond what exists today between Ballard Avenue and FM 544 (Vinson Road). Our year 2040 travel demand modeling indicates that this thoroughfare, in combination with the other proposed enhanced roadways, will actually reduce future traffic on heavily-traveled facilities like FM 544 and SH 78 compared to a no-build condition. The model comparison also indicates that projected vehicle-miles of travel would remain nearly constant while vehicle-hours of travel and congestion delay decrease. This means that the improvements wouldn’t induce more travel or add to sprawl…instead, they would effectively address major network gaps that alleviate traffic on FM 544, SH 78, and other existing facilities in areas that can’t be widened/reconstructed without significant right-of-impacts and mobility disruptions. In addition, because the December 12, 2017 City of Wylie Resolution prohibits future freeways within city limits…and because recent capacity improvements to FM 544 or SH 78 represent substantial public investments…it’s not at all practical from an asset (lifecycle) management standpoint to consider conversion of those corridors to larger facilities in the near-future. Therefore, we seek to concentrate on and augment local thoroughfare plans in areas where planned investments still haven’t been made and create a more efficient and comprehensive thoroughfare system that can better accommodate and distribute future traffic.

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12. G. Dan Mingea

To whom it may concern,
I am fully against having an arterial corridor going through East Wylie and its neighborhoods. The proposed east-west path is lined with homes and families who chose that location because of what it has to offer. A busy road is not one of those things. I am aligned with the city of Murphy in saying NO to the extension of Renner Road, and I am also against the John King Connector Bridge that would go over Lake Ray Hubbard and connect to Alanis Road in Wylie. This brings more congestion and traffic onto 544 and 78, and conflicts with your excellent plans to expand people-space, parks, and trails.

It simply does not make sense to promote urban sprawl. I believe that existing roadways should be augmented to help with traffic flow. Utilize roads that already have easements so people’s land is not taken and front yards are not turned into busy roadways. New roads and bridges should not be created by carving up established neighborhoods and displacing residents. Put people first, and JUST SAY NO TO URBAN SPRAWL!

13. Dr. Linda B. Knight

The area along the west side of Lake Ray Hubbard in the Wylie ETJ is a valuable wildlife habitat as well as the watershed source for the lake. This area should be protected from over-development and from the construction of roadways that encourage over-development. I am against the construction of new freeways and any bridge structures across the lake.

Response by Jeff Neal, NCTCOG

Ms. Knight,

Good morning…and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

Any CCSRP-proposed roadways (or any major transportation projects regardless of mode) that are implemented using state and/or Federal funds are required to go through an intensive and interactive environmental assessment process before construction can be approved. The implementing agency (TxDOT, Collin County, etc…) must either demonstrate that no significant impacts are anticipated by the proposed project, or ensure that any potential impacts are identified and can be appropriately mitigated. Additionally, the various socio-economic and environmental effects of proposed build alternatives must always be compared to a no-build condition.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: http://www.nctcog.org/trans/thoroughfare/CCSRP.asp. If you have any other comments or questions, please know that you may contact me at any time.

14. Darrin Boykin

I am INFAVOR of the Lavon Corridor Freeway with Option 4A, and I am OPPOSED to the City of Wylie Resolution REMOVING BRIDGE and CORRIDOR FREEWAY!

Response by Jeff Neal, NCTCOG
Mr. Boykin,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: http://www.nctcog.org/trans/thoroughfare/CCSRP.asp. If you have any other comments or questions, please know that you may contact me at any time.

15. Sandra Ritzmann

I am opposed to a new road connecting John King to Alanis (in the Wylie area). It does not make sense to dump more traffic into the congested streets of 78 and 544 and all local roads in between. Since you cannot connect to Renner - drop all the East West routes. DO NOT USE IMMINENT DOMAIN TO TAKE PROPERTY for roads!!!!! Thank you.

Response by Jeff Neal, NCTCOG

Ms. Ritzmann,

Good afternoon...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your input and concern pertaining to this study effort. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised January 2018 CCSRPS recommendations map is based on the recent Resolutions passed by the cities of Murphy and Wylie, as well as other agency/public input we’ve received through this study. The proposed thoroughfares establish consistency with existing master thoroughfare plans produced by those cities as well as Collin County...but we’ve included several strategic connections and/or additions based on technical feasibility so that the system can more comprehensively/efficiently support and provide future alternate routes to current heavily-traveled facilities like FM 544 and State Highway (SH) 78 as rapid growth continues. In combination with other proposed thoroughfares, the Hensley/Alanis/John King Connector thoroughfare would have multiple cross-street connections that can effectively re-distribute travelers to east-west facilities other than just FM 544 and SH 78, and our travel demand modeling suggests that future congestion and traffic volumes may be reduced on those roadways compared to doing nothing. We also state that those arterials may be four or six lanes depending on local consensus, which would be based on continuity/context with existing and/or connecting roadway segments upstream or downstream, as well as compatibility with adjacent/nearby land uses wherever possible.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following
16. Scott Welsh

Hello. I understand that the NCTCOG is wanting to connect John King in Rockwall to Alanis in Wylie. I am opposed to this addition as this will disrupt the wildlife on Lake Ray Hubbard and add to even more congestion, noise, and pollution on FM 544 and 78 in Wylie. The neighborhoods surrounding Alanis are peaceful and quiet and we want to keep it that way.

Response by Jeff Neal, NCTCOG

Mr. Welsh,

Good afternoon…and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

Any CCSRP-proposed roadways (or any major transportation projects regardless of mode) that are implemented using state and/or Federal funds are required to go through an intensive and interactive environmental assessment process before construction can be approved. The implementing agency (TxDOT, Collin County, etc…) must either demonstrate that no significant impacts are anticipated by the proposed project, or ensure that any potential impacts are identified and can be appropriately mitigated. Additionally, the various socio-economic and environmental effects of proposed build alternatives must always be compared to a no-build condition.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: http://www.nctcog.org/trans/thoroughfare/CCSRP.asp. If you have any other comments or questions, please know that you may contact me at any time.

17. Marsha Hamilton

The citizens of east Wylie DO NOT WANT A BRIDGE OVER LAKE RAY HUBBARD CONNECTING JOHN KING TO ALANIS OR ANYWHERE IN EAST WYLIE THROUGH ESTABLISHED NEIGHBORHOODS! The Murphy city council also opposes the Renner Rd extension. This makes no sense to force people out of their homes! Please don't take our homes away from us!!

Response by Jeff Neal, NCTCOG

Ms. Hamilton,

Good afternoon…and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised January 2018 CCSRP recommendations map is based on the recent Resolutions passed by the cities of Murphy and Wylie, as well as other agency/public
We've received an input on this study. The proposed thoroughfares establish consistency with existing master thoroughfare plans produced by those cities as well as Collin County...but we've included several strategic connections and/or additions based on technical feasibility so that the system can more comprehensively/efficiently support and provide future alternate routes to current heavily-traveled facilities like FM 544 and State Highway (SH) 78 as rapid growth continues. We also state that those arterials may be four or six lanes depending on local consensus, which would be based on continuity/context with existing and/or connecting segments upstream or downstream, as well as compatibility with adjacent/nearby land uses wherever possible.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: [http://www.nctcog.org/trans/thoroughfare/CCSRP.asp](http://www.nctcog.org/trans/thoroughfare/CCSRP.asp). If you have any other comments or questions, please know that you may contact me at any time.

18. Sherry & John Worley

Please review the attached (updated) document. It contains (updated, more detailed) ideas for the route of the Collin County Lake Corridor Thoroughfare. Higher resolution images are available as well as my original Visio CAD files.

I would appreciate it if someone would acknowledge receipt of this email.

Response by Jeff Neal, NCTCOG

Mr. Worley,

Good morning...and Happy New Year. Your comment and attachment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your input and concern pertaining to this study effort. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As part of the decision to modify the proposed Lake Corridor facility recommendation to a thoroughfare, the general location of that facility corresponds to a proposed north-south thoroughfare indicated on the City of Princeton’s 2017 update to its Master Thoroughfare Plan. However, please keep in mind that any of our preliminary CCSRP recommendations at this time still reflect an indication of future need, and the lines shown on our maps do not suggest that a final alignment...particularly for any new-location corridor...has been formally identified or environmentally cleared for right-of-way acquisition or construction. Once a project sponsor (e.g. TxDOT, Collin County, etc...) is prepared to begin that process for the Lake Corridor thoroughfare, you can be certain that I will forward your conceptual alignment alternatives to that entity for consideration.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: [http://www.nctcog.org/trans/thoroughfare/CCSRP.asp](http://www.nctcog.org/trans/thoroughfare/CCSRP.asp).

And please know that you may contact me at any time with additional questions and/or comments.
Response by John Worley

In the attached document, I compare the proposed routes of the Lake Corridor Thoroughfare through Princeton. As noted below, the route “corresponds to a proposed north-south thoroughfare on the City of Princeton’s Update to its Master Thoroughfare Plan.” The routes are close, but differ in many important areas.

I hope this document will facilitate discussions between Princeton and the NCTCOG on the various routes proposed for the Lake Corridor Thoroughfare. If this document needs to be copied to the Collin County Government, please feel free to do so.

Thank you for your consideration on these issues.

Response by Michael Morris, NCTCOG

Sherry and John Worley, 

The work we are doing is conceptual, is not a specific route, is not a specific alignment, it does not “clip” a school because it is not a specific recommendation. The map is intended to create a conversation about moving the Peninsula Lake Corridor to the east and the Regional Loop Freeway to the west. The alignments could be miles from here. If people think it is a good concept, we will work on a dozen alignments in a detailed environmental/design analysis. If people don’t like the idea we will not bother. Do you want us to pursue this concept?

Response by John Worley

My thoughts are as follows:

- Most important to me is to use FM546 on the south end of this area rather than FM982.

- FM546 is already in planning/construction for widening.

- Using FM982 will negatively impact owners who were already negatively impacted in the last widening of FM982.

- Most of the traffic on the Lake Corridor Thoroughfare will be heading southwest already. Most of the traffic will probably take the Spur 399 Extension to US75/SH121. Using FM982 rather than FM546 will add an extra mile or so to the route of the rest of the traffic.

- On the north end through Princeton, showing the conceptual route running through a city park, restaurants, a department store, and the middle of an existing subdivision as well as clipping a Junior High School, an Elementary School, and a medical center certainly has facilitated discussion, but not on the topic that you desire.
- The conceptual route shown is distracting from the productive discussions that you desire.

- I don’t see where the Peninsula Lake Corridor has been moved east (nor do I believe it needs to move east). The route shown is well within a half mile of the original Lake Corridor Freeway route.

Response by Michael Morris, NCTCOG

Thank you for your comments. A map helps to present a concept but leads to unintended consequences. So I will try words.

We had a north/south corridor in the middle of the peninsula, crossed Lake Lavon east/west of the dam and headed further South. That route is no longer being considered due to city council opposition.

As a result this significant need is moving to an idea that takes us east of the Lake. The Regional Loop has low forecasted traffic volumes so that moves us west, as a concept. The two ideas are coming together in the general vicinity on Jeff’s map. We have put a lot of money in SH 78 so we are north of those improvements. It is a general concept because we are not at the alignment engineering stage.

What ideas do you have about this concept? Is this worth us advancing the idea or no you don’t like this idea of integrating the two corridors into a new conceptual route. The lines could move miles and the alignments would be a couple dozen if and when we get to that phase.

Response by John Worley

Thank you for your comments and questions. I appreciate the opportunity for input to the process. My ideas and responses are in the attached (2 page) document.

Thank you for your consideration.

19. Thomas G. Johnson

After surviving having my home of 38 years being proposed as a toll road bridge abutment and a freeway access road, I would suggest that the era of creating new major arteries thru the greater metroplex is winding down. I also would add plowing a huge bridge over the middle of Lavon to that list. It isn't as magnificent as we've made it out to be while fighting the aforementioned projects, but it's about all Collin County has left besides McMansions, Starbucks and Dollar Stores. I have been a sailing enthusiast based in Collin Park Marina since the late 80’s, and many of us would be devastated to have Lavon truncated. I think at this point priority one should be identifying locations where important sections of thoroughfares of the
future can be built out and interconnected while land is still available. (This would be like extending Renner to 78 thirty years ago.) The greatest potential in developed areas now is going to be making existing roads work better. Left turn lanes are archaic and the biggest obstacle. Hopefully IT will have traffic moving as timed modules that will address such engineering conundrums. I commute about 25 miles to work down 78 and west on Arapaho, a great example of a usable suburban thoroughfare. I average about 33 mph. That's completely acceptable and is safer and cheaper than trying to go 70 (while others go 85) on PGBT. Removing the weak links in existing suburban thoroughfares and using the best IT to manage the flow will conserve land, resources, funds and save lives.

20. Robert and Becky Bernardi

I AM IN FAVOR OF THE LAVON CORRIDOR FREEWAY. I AM AGAINST THE WYLIE RESOLUTION THAT WAS PASSED DEC 2017. I AM IN FAVOR OF THE COLLIN COUNTY RESOLUTION THAT AS PASSED 10/23/17 REQUESTING ALL FREEWAYS AND CORRIDORS TO INCLUDE THE LAVON CORRIDOR FREEWAY

21. Denise Hoiver

We do not need or want the lake corridor

22. Jared Larew

Dear Sir or Madam:

I am writing you to provide comments to the NCTCOG plans for future road improvements/expansions in the Wylie area. I am specifically commenting on 1) the proposed expansion of Kreymer and Troy Roads as an arterial road and 2) the bridge across Lake Ray Hubbard originating at SH 205/John King. Regarding Kreymer and Troy road as an arterial, I feel there is a better solution by utilizing Eubanks to WA Allen to FM 544 to Vinson. WA Allen and FM 544 are already 4 lane in some locations and have utility setbacks already in place. Kreymer and Troy do not have any utility or road setbacks for future expansions save of the short area of the newly constructed Bozman Farm subdivision. FM 544 is currently tied into Vinson which provides for the eventual access to the George Bush Tollway. There are a lot of houses along both the FM 544 route as well as the Kreymer/Troy route with Troy having numerous driveways, but the FM 544 route seems much better suited as planners have already made provisions for future expansion as well as development entrances rather than driveways. There would be homes destroyed on the Kreymer/Troy route where Kreymer meets Troy. Regarding the bridge across Lake Ray Hubbard, without the extension of Renner Road in Murphy, this expansion becomes much less impactful. There now is the potential for more traffic to come onto an already congested SH78 and FM 544 with no improved outlet to the east. Traffic can flow from the bridge and down the newly proposed arterial corridor running to the south to George Bush. I can see how this would alleviate congestion in Rockwall and Rowlett for those trying to get to I 30 or to George Bush. However, if this is the intention and with the Renner extension block, then the bridge should not run from 205/John King to Wylie in a northwesterly direction but to Wylie in a southwesteherly direction. This would allow for a less impactful and more efficient route to I 30 and George Bush. Thank you for your consideration and soliciting public input. I understand there are needs for new and expanded roads to keep up with population growth. I just feel that there are better solutions than those currently being presented.
23. Carl Glaze

Do not build the Lake Corridor Proposal Hwy at all. The people living in the area to be disrupted do not need it. The only reason to build it is to subsidize the intermodal rail terminal in Wylie. You should not sacrifice your constituents on that altar. Do not build this Hwy on FM 1827 corridor. It is an ecologically significant and sensitive area crisscrossed and bounded by creeks and associated wetlands. It is also a historically significant area with, for example, multigenerational and historic cemeteries. Listen to the voice of the people. Do not allow yourselves to be made pawns.

24. Jan Rushing

Please do not put Lake Corridor on FM RD1827.

25. Barbi Donehoo

Running a huge highway down 1827 would ruin the beauty of the country and take away many people’s farmland. We really don’t need another huge highway!

26. Mark James Volpi

I am opposed to the idea of making Troy Road an "arterial corridor" without additional public input. The proposed "arterial corridor" was only announced less than a month ago, so the community has had less than a month to provide feedback on the proposed arterial corridor. This is much less time than the Lake Corridor Freeway was given. Local governments have not had time (especially given the Christmas break) to be able to respond to the new arterial corridor plan. Additionally, it does not make sense for NCTCOG to fight to secure a right of way for a widened Troy road when FM 544 already appears to have a much wider ROW already in place, especially if the length of Troy Road to be widened is really only about a mile long before it would turn Southwest (the same length parallel to 544). Listen to the citizens who live here now! Quit pandering to citizens that do not exist because they have not moved there. Expand existing roads using existing Right of Ways if you must, but realize that expanding roadways CREATEs the demand for more citizens. The NCTCOG is creating their own self-licking ice-cream cone by claiming growth requires new roads, but then new roads drive growth. Respect people’s property rights.

27. Andrew Glaze

I oppose the creation of the Lake Corridor across FM 1827. It will negatively impact current residents of the area without the promised long term benefits and only serves the economic interests of future developers at the expense of current landowners.

28. Linda Brewer

Please do not put the lake corridor on FM 1827. This family farm has been around for at least 120 years. There’s also a natural spring there. Thank you.

29. Kate Glaze

I am opposed to putting the Lake Corridor along FM 1827.

30. Waynette Stone
Do not put the Lake Corridor on FM 1827. Our family farm is an environmental, archeological and historical treasure and you must not touch it. You must not hurt a single tree in our 120-year-old orchard. You must not disturb the hill above the native springs here on our farm. You must agree with the Austin Judge who agreed our farm was a treasure to save. Just sent to Public Comments - NCTCOG.org I have read this is the last day to make a comment. Do you have time? Thanks.

31. Margaret Bewley

As a Collin County property owner and descendant of a pioneering Collin County family, I would like to register my OPPOSITION to the Lake Corridor roadway. And specifically to the use of FM 1827 for any project that will increase traffic through this area. The impact to members of my family who own property along 1827 and Sister Grove would be devastating. And I further believe that other family property in the general area would be negatively impacted. Growth has already changed the character of North Eastern Collin County and impacted the native environment, which includes century old orchards, natural springs, wildlife habitat, etc.

32. Melissa Glaze

Any proposed project must include a thorough study of environmental impact. Do not put the Lake Corridor on FM 1827.

33. Julie Kilgore

I am against a new bridge across Ray Hubbard connecting Rockwall to Wylie.

34. Brenda Skyles

Do not put the Lake Corridor on FM 1827. You will be destroying land that is a family farm - it is an environmental, archeological and historical treasure and you must not touch it. You must not hurt a single tree in the orchard. An Austin Judge, who agreed our farm was a treasure to save, should be listened to!!!! We don’t need this!!!!

35. Dixon Glaze

Do not put the Lake Corridor on FM 1827. Our family farm is an environmental, archeological and historical treasure and you must not touch it. You must not hurt a single tree in our 120 year old orchard. You must not disturb the hill above the native springs here on our farm. You must agree with the Austin Judge who agreed our farm was a treasure to save.

36. Alisa Volpi

Hello! Thank you for allowing public comment. I am a resident in the Wylie ETJ. I am opposed to routing traffic through residential areas, and most especially when those routes mean taking land by imminent domain. I understand that Collin County is growing, but why should you be so eager to sacrifice the rights of those of us who are already here?

37. Taylor Jackson

I am opposed to a John King extension bridge that dead ends into a rural community. If you are unable to carry those drivers onto Renner rd due to Murphy rejecting the proposal then this is now a pointless route that will only cause more congestion in the rural communities. These people would be better served by a 205 expansion taking them straight to 30 faster.
38. Christopher Hubley

Hello,

I am writing to provide comments on Mobility 2045, specifically the projects associated with the Collin County Strategic Regional Plan. One of the possible corridors currently being offered as a potential solution is the "John King-Renner Connector" which includes a bridge across Lake Ray Hubbard. I am writing to state my OPPOSITION to this corridor in its entirety.

The City of Murphy has passed a resolution stating that it opposes extending Renner Road through its city limits. This makes connecting John King to Renner Road impossible. Continuing with a bridge across Lake Ray Hubbard would be counterproductive to the goals of the CCSRP. The bridge would dump thousands of cars per day on local roads in East Wylie, where they would have to use existing thoroughfares (SH 78 and FM 544) once across. As NCTCOG itself has stated, these roadways are already congested, and a lake crossing would serve no purpose. All the lake crossing would do is cause small, local neighborhoods and local roads to become congested.

Please use and improve the existing rights of way we have to improve traffic flow, the residents of both Murphy and Wylie have made this desire clear. If you fix the SH 205/SH 78 intersection, and improve signal timing on SH 78 and FM 544, capacity could be increased without causing additional congestion in local neighborhoods. Moreover, this approach would eliminate the need to destroy habitat and pollute the waters and wetlands of Lake Ray Hubbard. We do not need new bridges that would only serve to make congestion worse in neighborhoods while harming what little of the clean environment we have left. If we are to be dealing with congestion either way (which in previous presentations NCTCOG has said will be the case, roads will be at LOS F regardless), at least preserve the environment and focus on improving and maintaining existing rights of way. The state, counties and local governments cannot currently afford to maintain existing roads, why would we build new roads, especially expensive bridges, if we cannot maintain the existing road network we have?

New roads are not the answer, they just encourage people to move farther away from employment centers. The best solutions for the future are to improve and MAINTAIN the roads we currently have and to adopt approaches more in line with the future, such as encouraging people to live closer to work or work from home.

39. Christine Hubley

Hello,

I would like to submit the following comments:

The Renner - John King Connector does not make any sense. Murphy opposed connecting to Renner with a formal resolution of opposition on January 2nd so the route should be dropped if you are serious about not putting roads where they aren't wanted. If you can't connect to Renner, building a bridge across Ray Hubbard and bringing in more traffic into Wylie and the surrounding areas is not going to help. That traffic would have to flow through the same existing roads that you are claiming to want to relieve congestion on. Knowing that you can't connect to Renner but that you still want to propose the bridge from John King across Lake Ray Hubbard, makes it look like you want to flood the area with more traffic from the East so you can come back in 3 years-time and say we need another highway. There are already plenty of
opportunities to cross lake Ray Hubbard. Cars can go 2 miles north to 78, which has been improved and is no longer a bottleneck. Or they could go a few miles south and cross at 66. Putting roads so close together degrades the integrity of communities and is harmful to the environment, especially when you want to cross a body of water that is a drinking water supply. No more lake crossings. Especially not when there is no good place for traffic to flow once it reaches the other side. Widen 66 or 30, you have existing bridges you can use. Each time you put a new bridge or a new road you are increasing the number of people whose lives you ruin.

Please focus on improving existing roads. The roads in East Collin County are full of deep potholes that don't get repaired. If we can't afford to repair old roads, I don't think we can afford to build new ones.

40. Krystle Jackson

JOHN KING BRIDGE:

The proposed option for a new bridge over the lake from John King Blvd is not logical since Murphy opposed the Renner extension. It only brings people over the lake to dump them in a rural area and then they have to maneuver through back roads to reach their destination. It makes more sense and will cost a great deal less to consider improving 205 even more to handle the traffic. It is not that much further north to 78 to go west and with the new improvements on 78, traffic is no longer the same concern as a year ago.

TROY AS AN ARTERIAL:

The route proposed for the arterial corridor on Troy Rd also does not make sense. This is not an existing high traffic thoroughfare whereas .8 of a mile to the west, E FM 544/Allen Blvd is an existing thoroughfare. You would be taking a small country road HEAVILY lined with trees that makes it a beautiful country drive to just another improved road. If I wanted that, I would have stayed in my HOA community. But that is not what we wanted.

Just an .8 of a mile West though, THIS is where the current traffic is each and every day. People are accustomed to taking this route and it makes logical sense to expand where people are already using the roadway. If you drive out and look you can tell that property was built to be set back enough for future expansion of the road per the current easements. There are businesses off of FM 544 already whereas it's residential off of Troy. Bypassing commercial to cut through residential makes no sense. We want traffic to through where it can benefit the City of Wylie and their businesses as well.

Myself and the residents of East Wylie understand that population will continue to grow and actions will have to be taken due to that. We can't just stick our heads in the ground. It's going to take a lot of out of the box thinking though and not just what a program spits out as options. Unfortunately these proposed routes are 20 years too late for the convenience of that option.

Just like on 635, no higher and no wider was part of their restrictions on the latest expansion and therefore now there is an underground highway. Amazing! Let's have some of that same thinking here. Tunnel under Allen Blvd near Stone Road where there is a neighborhood like Spring Valley goes under 75 as a suggestion. And even on working on relieving north/south traffic, take that same thought process for 635 to improve 75 as potentially a double decker highway like they are looking at for 35 in San Antonio.
What should be considered is looking at the timing of the lights on 78. That is one of the most frustrating things for a commuter is to speed up and stop at the next light. Then rinse and repeat over and over trying to get home. Changing the timing of the lights alone, could make a huge impact on the flow of traffic east and west each day.

41. Carla McCroan

Collin County desperately needs an east/west bridge across Lake Lavon. The wide loops that are proposed are going to put an undue hardship on commuters and cause gridlock and pollution.

42. Kathy Lotzer

Thank you for listening to our concerns regarding a bridge over Lake Lavon. Please continue to prioritize modernization of current roads. Avoiding new pass through roads through Wylie. I know growth is inevitable and we need to address the issue of the congestion that will come with it if it happens without planning ahead. But the thoroughfares we have are the best suited for expansion. Please avoid roads like Troy where people bought for the seclusion. Maybe you should use part of the money to secure land for the future so families will not build around these future needs. AND TELL THEM ABOUT THE INTENTIONS. I bought a duplex where we had starry, quiet nights close to the lake. Then the Intermodal was built right behind my home. I have a deck in my backyard that we don't use because of the noise and bright lights from across the tracks. It was wrong for these homes to be built here knowing that land was bought with the intentions of it being built almost 20 years ago. Please be considerate. BTW, I am okay with a bridge along side Walmart and through our neighborhood just be respectful of the people's homes along the path. Chose the path with the fewest homes taken so you can give A MORE THAN fair price to help these people relocate. Cut corners where you have to and pay these people for the lack of planning and lack of forth rightness the zoning has done.

**High Speed Rail**

**Email**

1. Gary Hennessey

We currently have a proposal to build a high speed rail system between Dallas-Fort Worth and Houston. This is a reasonable distance for rail but it is a short distance for the existing air service between these areas. I would like to see the airlines be allowed to join with the rail service to sell tickets on each other’s brands so they will be supporting the rail service rather than competing with the rail service on the short flight distances. Are there existing regulations that limit cooperation between a rail service and an airline? This could free up departure slots at DAL for longer flights that are currently needed to go to HOU or the same could be done to reduce ticket prices when DFW and IAH are in direct competition for flights to Europe and Japan without having to worry about missing a flight due to congestion in the air between Dallas-Fort Worth and Houston.

**Twitter**

1. I-20 & I-35 discussion panel on higher and true high speed rail at Southwestern Rail Conference #swrc18 Kevin Feldt @NCTCOGtrans @OKDOT @TxDOT – Peter J LeCody (@railadvo)
@OKDOT and @TxDOT should play hardball with @Amtrak re: the #HeartlandFlyer contract. More frequencies and expansion are needed urgently. – Passenger Rail OK (@PassRailOK)

Would have liked to be there today but I have a new employer. – Passenger Rail OK (@PassRailOK)

Innovative Vehicles & Technology

Facebook
1. According to NCTCOG Transportation Department there are three Model 3s registered in North Texas. Thirteen across the state.

https://www.dfwcleancities.org/evnt – Tesla Owners Club of North Texas

Project Planning

Email
1. G. Dan
Upgrade existing roads, use existing road ROW, use powerline ROW. Displacing residents for road ROW is not the answer...imagine YOU and YOUR FAMILY were being displaced for a road!!! Address traffic problems by limiting new housing developments, not by building more roads. Create jobs that don't require commute. Improve public transportation. Building new roads is not the answer.

2. Lisa Becker
We have so little natural beauty preserved so it's important that our neighbors and lakes stay secure for our future. Expand existing roadways to accommodate growth.

3. Ishmael

STOP THE URBAN SPRAWL, STOP THE URBAN BLIGHT!!! MORE ROADS IS NOT THE ANSWER. I CAN'T AFFORD TO BE A DISPLACED, HOMELESS, PERSON. STOP IT, NOW!!

4. Mark Mecum

1 - Why is gas tax revenue not being exclusively used for road construction and maintenance? 2 - Why do toll roads not have a sunset for the tolls? If bonds had been issued, they would be paid off at some point.

5. Kim Duncan

I'm not sure if this is a valid way of adding input for public comment, but I'd like to add a suggestion to add a train stop around Swisher Road, on the north side of Lake Lewisville. It's not convenient for anyone who lives in this area to go up to Mayhill to head south and definitely defeats the purpose of avoiding the bridge to have to park at the Highland Village station.

6. Randy Calhoun

What is being considered to alleviate the increasingly bad congestion on IH 75 between IH 635 and downtown? In particular, is there any plan to address the bottleneck at IH 635 and IH 75

Twitter

1. Does @NCTCOGtrans have any plans to address safety issues w/ our transportation infrastructure? 😞 Early Data Shows Progress at Four High-Crash Intersections http://www.austinchronicle.com/news/2017-12-29/early-data-shows-progress-at-four-high-crash-intersections/ … via @austinchronicle – Wylie H Dallas (@Wylie_H_Dallas)
2. Possibly a idea 👁 for @NCTCOGtrans @TollTagNews @TxDOT @TxDPS – Shawn Eric Gray (@ShawnEricGray)

**The Guardian 🌐 @guardian**
France cuts speed limit on roads after alarming rise in deaths
trib.al/kUH6eqR

**Public Meetings & Forums**

**Twitter**

1. @NCTCOGtrans 72 hour notice and then you'll send some intern to shuttle me to a meeting from a TRE station miles away. You people are clueless. I get that you exist solely to hand out fed money to highway builders but you should at least office downtown to feign transit interest. – DTDallasite (@dtdallasite)

2. Dan Lamers: “Managed Lanes started out as a poor person’s rail network, now moving toward automated transit and driverless trucks” #TRBAM #trb2018 @NCTCOGtrans @ManagedLanes – Nick Wood (@nickwood)

3. Join us in Dallas on 1/22 for the first Socrata Texas Community of Practice. We'll discuss the impact of changing demographics on transportation and mobility with Austin's CPO, @ksolivares0910 and @NCTCOGtrans's Director of Transportation, Michael Morris. – Socrata (@socrata)
Open to all govies in Texas! Be sure to register ASAP. Looking forward to seeing you all there! – Jessica Carsten (@JessicaCarsten)

4. Happy New Year! Please join us tomorrow, Wednesday, Jan. 3, for the first meeting of the year. @NCTCOGtrans – TRTC (@trtcmobility)

5. We had a great turn out at today's meeting! Thank you Dan Kessler, @NCTCOGtrans for giving us an update on western Tarrant County initiatives. If you weren't able to join us this morning, you can view the presentation here: https://www.trtcmobility.org/resources – TRTC (@trtcmobility)
Facebook

1. Happy New Year! Please join us tomorrow, Wednesday, Jan. 3, for the first meeting of the year. NCTCOG Transportation Department – Tarrant Regional Transportation Coalition

2. We had a great turn out at today’s meeting! An excellent way to start the new year. Thank you Dan Kessler, NCTCOG Transportation Department for giving us an update on western Tarrant County initiatives. If you weren't able to join us this morning, you can view the
presentation here: https://www.trtcmobility.org/resources – Tarrant Regional Transportation Coalition

Update on Western Tarrant County Initiatives
Tarrant Regional Transportation Coalition
January 3, 2018

Dan Kessler, North Central Texas Council of Governments

3. Got an opinion or recommendations on Transportation issues in North Texas? Let the NCTCOG Transportation Department hear about your thoughts today during their public meeting! – City of Denton Sustainability
Safety

Twitter
1. Happy Monday! Join us in welcoming the newest @RoadToZeroUS Coalition Members:
@NCTCOGtrans
@TAMU
@ORBCOMM_Inc
@MottChildren
@CityofBA
@TobaccoFreeKids

Not a member yet? Join 550+ stakeholder organizations committed to ending roadway fatalities by 2050. – Road to Zero (@RoadToZeroUS)

Road to Zero Coalition Membership Form
You are invited to join Road to Zero Coalition, which includes hundreds of organizations working to develop a coordinated safe systems approach to highway safety...
docs.google.com

2. @DENTONPD @CarrolltonTXPD @FBTXPD @DallasPD @PlanoPoliceDept @FriscoPD @NCTCOGtrans @fortworthpd @DFWAirportPD Y’all keep safe! – Shawn Eric Gray (@ShawnEricGray)

Texas Department of Transportation 🌋 @TxDOT
As winter weather begins to impact parts of Texas, remember to slow down, use extra caution on bridges and visit DriveTexas.org for the latest information on road conditions. #BeSafeDriveSmart #txwx

3. We should be doing this here. #SpeedKills. There are absolutely ZERO reasons to exceed 20mph in a residential area. – Loren S. (@txbornviking)
I agree with that, but what about 70 & 75 Mph speeds on congestion filled highways @NCTCOGtrans @TxDOT @TollTagNews I-35 & 635, US 380, 75, Loop 12, DNT, SRT never have 60+ mph speeds in Denton, Dallas, Collin, Tarrant counties! – Shawn Eric Gray (@ShawnEricGray)

Other

Twitter

1. Spending some quiet time this holiday season in fellowship with @NCTCOGtrans & Dallas Citizens Council, listening to wise words from Michael Morris. Come join us. – Wylie H Dallas (@Wylie_H_Dallas)

2. During this holiday season, it is important to remember that the only true road to happiness is the tolled express lanes on our regional highway system. Let's all give thanks to @NCTCOGtrans's Michael Morris! 🙏🙏🙏 – Wylie H Dallas (@Wylie_H_Dallas)
3. Cruise past traffic using the TEXpress Lanes! Use http://www.TEXpressLanes.com to plan your next trip. – NCTCOGTransportation (@NCTCOGtrans)

Nobody wants to drive on it anymore due to the prices! #TrueHighwayRobbery – Meny Ventura (@IamMenyfresh)
4. @CCGDDallas President Paul Ridley asks @NCTCOGEP Mike Eastland on future of transportation. @NCTCOGtrans – Judge Clay Jenkins (@JudgeClayJ)
1. Thanks to a partnership with Fort Worth City Hall (City of Fort Worth), NCTCOG Environment & Development, Fort Worth Parks Keep Fort Worth Beautiful and Downtown Fort Worth we now have 12 new recycling bins beside some of our downtown and Trinity Trails stations! The bins were loaded up and installed a couple of weeks ago. We’re glad to be in a city that prioritizes taking care of the environment. – Fort Worth Bike Sharing

2. NEW MUSIC ALERT! NCTCOG Transportation is dropping a Christmas album! Be looking out for the video TOMORROW. Here are some of the songs: – NCTCOG Transportation Department
Whaaaaat? Hahaha – Suzanne Townsdin

3. Cruise past traffic using the TEXpress Lanes! Use www.TEXpressLanes.com to plan your next trip. – NCTCOG Transportation Department

Provide incentives for people to switch to electric cars and hybrids by making express lanes toll free for them. Thanks. – Ranjana Bhandari

4. It's here! Our first album is out now! Throw “Transportation Trax” into your Christmas playlist. You won't regret it! 😊
Lyrics are in the comments. – NCTCOG Transportation Department

Merry Christmas 🎄 Happy New Year 🎆 2018 Transportation Planning & Build for the NCTCOG’s future needs 🚗🚚🚕🚓 ☢️🚑🚌🚒
– Cletis Millsap

Why are flowering grasses being planted all over the place? Is that ONLY to make respiratory illnesses worse, or is there some other rationale? – Susan Durham

5. Reminder, friends, to safely move over or slow down when you see flashing emergency vehicle lights. Safety first! – NCTCOG Transportation Department

STATE LAW
MOVE OVER OR SLOW DOWN
IT’S THE LAW
I can't tell you how much I HATE north TX. The lack of public transportation is only ONE HIDEOUS DISASTER. – Susan Durhams