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 Plan, 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 Tuesday, February 20, 2018, through Monday, March 19, 2018. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

Summary

This month, public comments were received on a number of topics across social media platforms and via email. The majority of comments were received regarding the Collin County Strategic Roadway Plan, an effort to evaluate north-south and east-west roadway connections in the county. NCTCOG staff has given presentations in the community regarding this project.

Aviation

Twitter

1. RT @DougWil41 @NCTCOGtrans Coming to the skies of North Texas soon.

#Dallas #FortWorth #Arlington – Marko Sakal (@markosakal)

Bicycle & Pedestrian

Email

1. Lawrence Colvin

The North Texas area has three non-profit, 501c3, citizen volunteer mountain bike clubs. The Dallas Off-Road Bicycle Association (DORBA), the Fort Worth Mountain Bikers’ Association (FWMBA) and the Weatherford Mountain Bike Club (WMBC) work with local municipalities, State Parks and COE land managers to manage 37 area trails and trailhead parking facilities for the benefit of the recreational trail user community. These are some great opportunities for the NCTCOG to partner with these clubs to develop a closer relationship to improve parking
facilities, create new on-street bicycle lanes and generate greater connectivity between the area trails. Thanks! Lawrence Colvin - President Weatherford Mountain Bike Club

**Twitter**

1. Hardwired anti- #dooring

http://www.dutchreach.org

@CityofEvanston @ClubYCD @ColoradoDOT @CompCommunityDE @cta @CTDMV @DCPoliceDept @DDOTDC @DelawareDMV @DelawareDOT @EvanstonPD @MDOT_A2 @MDOT_BWB @MDOT_LanJxn @MDOT_UP @MississippiDOT @my511NY @MyFDOT @myTDOT @NACTO @NCTCOGtrans – Michael Charney (@DutchReach)

Dutch Reach **Habit!**

*SAFER THAN THOUGHT!*

Replace one *thoughtless* habit with another *thoughtless* habit. But the 2\(^\text{nd}\) is far safer

Key to safe behavior is safe habit. Habits fix routine behavior. No need to make small decisions every step of the way.

*The Habit of Safety: Forming, Changing & Reinforcing Key Behavior*  
Tim Page-Bottorff > http://bit.ly/2sHh6uj

2. @NCTCOGtrans @BikeDFW @BikeFriendlyFW @BikeTexas @completestreets @txbornviking – Shawn Eric Gray (@ShawnEricGray)
3. Improve driver #Instruction!

https://www.dutchreach.org/road-sharing-for-all/ …

@myTDOT @NACTO @NCTCOGtrans @nevadadot @NewHavenDOT @NottmTravelwise @NUSDTransDept @OakDOT @ODOT_Statewide @OhioBicycling @PadresTraffic @ParkingatAU @RIDOTNews @TXDF @vopnews @wbikechi @cityofwspolice @Ohio_BMV @NHTSAgov #wsj – Michael Charney (@DutchReach)

4. Where the crosswalk ends. Going from Lincoln Park to NorthPark. Being a pedestrian is fun!
– Tim Rogers (@timmytyper)
Try surviving a walk across Mockingbird at 75. Car drivers seem to aggressively hate pedestrians in Dallas. A hatred only surpassed by their lethal loathing of cyclists. Sad. – David Hale Smith (@davidhalesmith)

Isn't that where the pedestrian bridge is now? – Melissa J. Bellan (@BellanMelissa)

Yes, but it's not convenient for pedestrians not already on the trail. We are implementing a pedestrian safety plan jointly developed by @UnivCrossing, @TxDOT, and @NCTCOGtrans – Philip Kingston (@PhilipTKingston)

Email

1. Anne Jones

I writing to let you know that I do not think it is in the best interest of all concern that Troy Road should not be used an arterial corridor. It is a one and half lane road with many driveways and homes. The speed limit is 35mph. If you were to change the corridor to 544 and Vinson the right of way is already built in, there are less homes that would be affected, no new road will have to be carved through someone’s property, and the speed limit is already 55mph. I do not feel the bridge connecting from John king in Rockwall to Alanis in Wylie is a good idea. I understand you are planning for the future but the cost to the quality of life for the people living in the neighborhoods affected is too high. The bridge would cause a lot of noise, light, and air pollution. I choose to live in Wylie because of its small town feeling and closeness to work. If people choose to live father away and commute to work, they should have to live with the consequences of their decision. I understand that changes need to be made but it seems to me
that you we need to be logical about this and using the road that we already have seem to be the best situation for all those affected.

Response by Jeff Neal, NCTCOG

Ms. Jones,

Good morning. 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.

As I’m sure you’re aware, your concerns are shared among many other Wylie residents who’ve contacted me over the last several months. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our year 2040 travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes, and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector will still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...and each of these north-south facilities can/will provide alternate paths to/from east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. We believe, given the level of traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares.

Our travel demand model simulations also demonstrate that it’s critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard. At the same time...I want to let you know we’re aware that Vinson Road (which is already identified in Wylie’s master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road, and we’re currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update. Other residents along or near Troy Road have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

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. David Ashworth

Please do not put a highway at Troy rd. This will destroy our great neighborhood and ruin the area. We have a wonderful house next to Lake Ray Hubbard and this highway will ruin it.

Response by Jeff Neal, NCTCOG
Mr. Ashworth,

Good morning. 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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3. Danny & Virginia Glover

1) Troy Road should not be used an arterial corridor. It is a one and half lane road with many driveways and homes. The speed limit is 35mph. If they were to change the corridor to 544 and Vinson the right of way is already built in, there are less homes that would be affected, no new road will have to be carved through someone’s property, the speed limit is already 55mph. 2) COG is proposing a bridge connecting from John king in Rockwall to Alanis in Wylie. The bridge would come right through Wylie’s ETJ. It will also cause a lot of noise, light, and air pollution. Not to mention they want to put it in the flood plans. This will displace the water to somewhere else, would cost more because they will have to build it up, this will also bring traffic from Rockwall. Please write COG and tell them this is not what we want. We do not want the bridge and they need to come up with something else that includes using existing large roads but modifying them to allow them to handle more traffic. I am writing about the proposed Lake Ray Hubbard which will connect to the flood plains in east Wylie eventually snaking its way to Beaver Creek. It will bring too much traffic to Troy Rd and definitely does not benefit us. Thank you for your time.

Response by Jeff Neal, NCTCOG

Mr. and Mrs. Glover,

Good morning. 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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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.

4. Rod Cory

To our NCTCOG leaders, Out of all due respect, We now have a completed, fully functional 6 lane highway (78) that funnels traffic east / west between Lake Lavon and Lake Ray Hubbard. Adding yet another highway, that would literally be a couple miles South of 78 seems to be not only a waste of money and resources but a potential compounding problem directly impacting our wetlands, the flood management of North Lake Ray Hubbard as well as nature’s habitat that lives within this wetland, which by the way from my understanding supplies water to a vast number of residents in North Texas. Let’s not alter and pollute our natural water source that can and often does already become limited during our summer months. Furthermore those of us whom reside in Wylie, whether in the direct path or not of this proposal made a conscious decision to live out, away from town as far as we could knowing we would add time and dollars spent to our commute. Rockwall residents have obviously done the same. I ask, and beg of you to not take our Natural country side. No highways / No bridge at Lake Lavon nor Lake Ray
Hubbard! If residing in the country or outlying towns is too much, I suggest to those who find the
existing roads to congested moving to the city and / or closer to ones employment. I believe it is
safe to say those of us who moved out here did not do it for the sake of convince, we moved out
here to enjoy God’s gift of Nature, to decompress from the hustle of our careers. To raise
children away from concrete, crime, traffic and the dangers that go along with. I ask you to
please consider all of these things before pushing this road thought further. The negative impact
on our community, our natural flood management, our source of water, our property value, our
mental health, our future regarding our children and their well-being are just some of the topics
that are literally at your fingertips. Wylie Texas has been ranked extremely high on National
stats for living, raising children for many years. As a Wylie resident, I beg you not make us a
drive by town. I beg you not to divide our community with major highways. Thank you for your
time and consideration on how it impacts us Residents of a nationally recognized town of Wylie
Texas.

Response by Jeff Neal, NCTCOG

Mr. Cory,

Good morning. 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.

As I’m sure you’re aware, your concerns are shared among many other Wylie residents
who’ve spoken or written to me over the last several months. Even with removal of the
proposed Renner Road extension segment per the January 2018 City of Murphy
Resolution, our year 2040 travel demand model simulations still confirm that the
proposed new bridge across Lake Ray Hubbard is a key element to alleviating future
traffic congestion along State Highway (SH) 78 between the lakes, and an important
strategy to help redistribute traffic among various thoroughfares that travel through the
City of Wylie. The proposed Hensley/Alanis/John King Connector would still have
essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard,
Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of
roadway capacity)…and each of these north-south facilities can/will provide alternate
paths to/from other east-west facilities above and beyond just Farm-to-Market Road
(FM) 544 and SH 78. We believe, given the level of traffic predicted for this area, the
network as a whole still benefits when we can close any possible gap between major
thoroughfares and work as quickly as possible to implement each city’s ultimate
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Other residents along or near Troy Road have also suggested Vinson Road as a
possible option, and it certainly would be prudent to determine whether or not it could
provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

On a final note…I want to be sure you’re aware that any CCSRP-proposed roadways (or any major transportation projects regardless of mode) that may be implemented using state and/or Federal funds are required to go through an intensive and interactive environmental assessment process before construction or right-of-way acquisition can be approved…particularly any project that may cross an important asset like Lake Ray Hubbard. The implementing agency (TxDOT, Collin County, etc…) must either demonstrate that no significant impacts are anticipated by the proposed project, or ensure that any identified potential impacts can be appropriately mitigated or avoided. Additionally, the various socio-economic and environmental effects of proposed build alternatives must always be compared to a no-build condition…and a potential decision to build nothing in light of public opinion and/or combination of other factors must always be considered.

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5. Barbara Doucet

As a Troy rd resident, we do not want the proposed new arterial corridor. Please add our name to the object list for this new road.

Response by Jeff Neal, NCTCOG

Ms. Doucet,

Good morning. 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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6. David Ashworth

Please do not put a highway at Troy Rd. This will ruin the area. We live right next to Lake Ray Hubbard off of Troy Rd and it will destroy our peaceful neighborhood.

Response by Jeff Neal, NCTCOG

Mr. Ashworth,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your interest and concern pertaining this study. 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 I stated in my previous e-mail to you, we've identified that Vinson Road could be a viable alternative for Troy Road as a major north-south thoroughfare east of State Highway (SH) 78 between Alanis Drive and the President George Bush Turnpike (PGBT). We're continuing to study whether or not we can recommend that shift as part of our next CCSRP Recommendations Map update, and we expect to release that update within the next several weeks.

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7. Gwen Poss

I am a resident on Troy Rd. I am against the proposed thoroughfare and the bride over LakeRay Hubbard. I moved here a year ago to care for my mother when she was diagnosed with alheimer's. This home is less than 20 feet from the existing road already. This project would compromise her mental and physical heath as well as jeopardize her safety. Please take this into consideration. I suggest another route FM544 and Vinson.

Response by Jeff Neal, NCTCOG

Ms. Poss,

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8. Sharie Anderson

I live at 2852 Troy Rd in Wylie and I want to express my opinion on a few items. Troy Rd should not be used as arterial corridor. It is a one and half lane road with many driveways and homes on it. The speed limit is 35 MPH. Other options to consider are changing the corridor to FM 44 and Vinson. The right of way is already built in, less homes would be affected, the speed limit is already 55 MPH, and no new road would be necessary and carved through someone’s property. There is a proposal of a bridge connecting John King in Rockwall to Alanis in Wylie. This bridge would come right through Wylie’s ETJ. It will cause noise, light and air pollution. If it’s put in the flood plans, it displaces the water, would cost more to build it up, and bring in more traffic from Rockwall. I do not want this bridge. Please consider another alternative that includes using existing large roads that can be modified to allow more traffic.

Response by Jeff Neal, NCTCOG

Ms. Anderson,
Good afternoon. 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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9. Jeff Hamilton

Hello, We are writing to show our support against Troy becoming an arterial corridor. We are sickened to hear this possibility as it would absolutely crush all aspects of country life and wildlife in our area. A 4/6 lane roadway in this area would cause horrible noise, pollution and crime spikes to our small rural community. We have been homeowners for three years on a small street off of Troy rd and we love the nature in this area. We plan on starting a family here. Our street dead ends to Lake Ray Hubbard and we already have a lot of unwanted traffic with people looking for lake access. With this road being built we can’t imagine the nightmare of random people constantly trafficking our street. We have heard the possibility of making 544 to Vinson the arterial corridor instead. We cannot understand why they would not go that route in the first place! Please understand that we are greatly against the Troy Rd construction and Ray Hubbard bridge project. We have many neighbors that are unaware of this project and need to be informed! This will be devastating to so many people if this project passes. We have attached two main points below. Sincerely, Kendra & Jeff Hamilton

1) Troy Road should not be used an arterial corridor. It is a one and half lane road with many driveways and homes. The speed limit is 35mph. If they were to change the corridor to 544 and Vinson the right of way is already built in, there are less homes that would be affected, no new road will have to be carved through someone’s property, the speed limit is already 55mph. 2) COG is proposing a bridge connecting from John king in Rockwall to Alanis in Wylie. The bridge would come right through Wylie’s ETJ. It will also cause a lot of noise, light, and air pollution.

Response by Jeff Neal, NCTCOG

Mr. Hamilton,

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As I’m sure you’re aware, your concerns are shared among many other Wylie residents who’ve spoken or written to me over the last several months. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our year 2040 travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes, and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)…and each of these north-south facilities can/will provide alternate paths to/from other east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. We believe, given the level of traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares and work as quickly as possible to implement each city’s ultimate thoroughfare plan vision.
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On a final note…I want to be sure you’re aware that any CCSRP-proposed roadways (or any major transportation projects regardless of mode) that may be implemented using state and/or Federal funds are required to go through an intensive and interactive environmental assessment process before construction or right-of-way acquisition can be approved…particularly any project that may cross an important asset like Lake Ray Hubbard. The implementing agency (TxDOT, Collin County, etc…) must either demonstrate that no significant impacts are anticipated by the proposed project, or ensure that any identified potential impacts can be appropriately mitigated or avoided. Additionally, the various socio-economic and environmental effects of proposed build alternatives must always be compared to a no-build condition…and a potential decision to build nothing in light of public opinion and/or combination of other factors must always be considered.

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.

10. Joan Lux

To: NCTCOG

Re: Suggested Alternative to Use 544 & Vinson Rd to GBTR instead of Troy Rd & Termination of Bridge Plans over North Lake Ray Hubbard to John King in Rockwall

As a homeowner on Troy Rd just south of Wylie for the past 11 years, we are appalled, frustrated and angered by NCTCOG’s proposal to turn our quiet country road into a high traffic area when other viable alternatives that already have the necessary easements & right-of-ways are available with considerable less costs to taxpayers and little or no infringement onto private property and citizen’s homes. FM544 would be a much more cost effective alternative as the right-of-way and easements to widen this roadway are already in place and could easily be extended down Vinson Rd and then beside the Garland City Dump to tie into the George Bush Toll Road. We would ask that NCTCOG look into this option rather than displacing homeowners & property unnecessarily by trying to use Troy Rd. We would also like to express our concern and dismay of NCTCOG’s proposal to build a bridge across the north end of Lake Ray Hubbard connecting to John King in Rockwall. Now that Wylie’s city council has passed their resolution against the lake corridor highway across Lake Lavon, a new bridge across Lake Ray Hubbard would only increase the congestion on HWY 78 and cause further & future problems of noise,
pollution & increased traffic in areas that are already overloaded and in need of relief. Basically, a bridge across the north end of Lake Ray Hubbard would be a “bridge to nowhere” that only increases traffic problems rather than alleviate them. This could be addressed more effectively with the HWY 78/FM205 corridor and/or the proposed Collin County outer loop. We request that this bridge proposal be terminated and other options explored as well. Sincerely, Joan Lux

Response by Jeff Neal, NTCOG

Ms. Lux,

Good afternoon. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your interest and concern pertaining to this study. 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 I’m sure you’re aware, your concerns are shared among many other Wylie residents who’ve spoken or written to me since the November 2017 City Council Special Session. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our year 2040 travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes, and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)…and each of these north-south facilities can/will provide alternate paths to/from other east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. We believe, given the level of traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares and work as quickly as possible to implement each city’s ultimate thoroughfare plan vision.

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11. Wayne Chumley

Re: Suggested Alternative to Use 544 & Vinson Rd to GBTR instead of Troy Rd & Termination of Bridge Plans over North Lake Ray Hubbard to John King in Rockwall

As a homeowner on Troy Rd just south of Wylie for the past 11 years, we are appalled, frustrated and angered by NCTCOG’s proposal to turn our quiet country road into a high traffic area when other viable alternatives that already have the necessary easements & right-of-ways are available with considerable less costs to taxpayers and little or no infringement onto private property and citizen’s homes. FM544 would be a much more cost effective alternative as the right-of-way and easements to widen this roadway are already in place and could easily be extended down Vinson Rd and then beside the Garland City Dump to tie into the George Bush Toll Road. We would ask that NCTCOG look into this option rather than displacing homeowners & property unnecessarily by trying to use Troy Rd. We would also like to express our concern and dismay of NCTCOG’s proposal to build a bridge across the north end of Lake Ray Hubbard connecting to John King in Rockwall. Now that Wylie’s city council has passed their resolution against the lake corridor highway across Lake Lavon, a new bridge across Lake Ray Hubbard would only increase the congestion on HWY 78 and cause further & future problems of noise, pollution & increased traffic in areas that are already overloaded and in need of relief. Basically, a bridge across the north end of Lake Ray Hubbard would be a “bridge to nowhere” that only increases traffic problems rather than alleviate them. This could be addressed more effectively with the HWY 78/FM205 corridor and/or the proposed Collin County outer loop. We request that this bridge proposal be terminated and other options explored as well.

Response by Jeff Neal, NCTCOG

Mr. Chumley,

Good afternoon. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your interest and concern pertaining to this study. 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 I’m sure you’re aware, your concerns are shared among many other Wylie residents who’ve spoken or written to me since the November 2017 City Council Special Session. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our year 2040 travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes, and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...and each of these north-south facilities can/will provide alternate paths to/from other east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. We believe, given the level of traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares and work as quickly as possible to implement each city’s ultimate thoroughfare plan vision.
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12. Anthony Byers

I live in Wylie and reside on Troy Rd. I bought my home 2 yrs ago and started my family here. My wife and I travel these roads every day and use 544 for its convenience. PLEASE Do NOT turn our neighborhood into a highway, 544’s zoning is already prepared and as a daily driver you will find it do be the alternative you’re looking for. Thank you

Response by Jeff Neal, NCTCOG

Mr. Byers,

Good afternoon. 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.

Your concerns are shared among many other residents along and near Troy Road who’ve spoken or written to me over the last several months. While our year 2040 travel demand model simulations confirm that it’s critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard…I want to let you know we’re aware that Vinson Road (which is already identified in Wylie’s master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road. We’re currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update. Quite a few other Wylie residents have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

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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.

13. Robby Neil

I am writing to express concern over consideration of Troy Rd. as a North/South thoroughfare under the above referenced plan. Aside from the negative impact this project would have on the quality of life and value of our home and acreage at 2915 and 2911 Troy Rd., I submit the following points for consideration:

1. Other major thoroughfares running parallel to lakes in Texas typically provide for substantial distances between the roadway and the lake. This setback allows for more of the highly desirable and larger lakefront properties and subdivisions as a buffer zone between the lake and roadway. This larger setback produces higher tax revenue in terms of price and numbers of properties.

2. A pleasant Valley corridor appears to provide a better option in that (a) the roadway already extends for a considerable distance between PGBT and 78, (b) the roadway is already experiencing high traffic and is in need of significant upgrade, (c) much of the route is undeveloped or has larger home setbacks, and (d) it resolves the issue of routing around the Hinton Landfill and Waterview as in the case of the Troy Rd. or Vincent Rd. route. I would also like to express concern over the John King to Alanis connector over Lake Ray Hubbard. It would appear that such an extensive amount of elevated roadway required for this route would be extraordinarily expensive considering the close proximity of a parallel thoroughfare, highway 78, which could be improved to serve the need at less expense. In addition, the combination of these two proposed projects will create a significant “ring of roadways” adjacent to, and over the lake, negatively impacting a valuable local recreational resource.

Response by Jeff Neal, NCTCOG

Mr. Neill,

Good afternoon. 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.

As I’m sure you’re aware, your concerns are shared among many other Wylie residents who’ve spoken or written to me over the last several months. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our year 2040 travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes, and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCray Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)…and each of these north-south facilities can/will provide alternate paths to/from other east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. We believe, given the level of traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares and work as quickly as possible to implement each city’s ultimate thoroughfare plan vision.
Our travel demand model simulations also demonstrate that it’s critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard. At the same time… I want to let you know we’re aware that Vinson Road (which is already identified in Wylie’s master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road, and we’re currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update. Other residents along or near Troy Road have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts. I should mention as well that each of these options have included a planned expansion of Pleasant Valley Road between Ballard Street/Sachse Road and Merritt Road to a 4-lane divided facility.

On a final note…I want to be sure you’re aware that any CCSRP-proposed roadways (or any major transportation projects regardless of mode) that may be implemented using state and/or Federal funds are required to go through an intensive and interactive environmental assessment process before construction or right-of-way acquisition can be approved… particularly any project that may cross an important asset like Lake Ray Hubbard. The implementing agency (TxDOT, Collin County, etc…) must either demonstrate that no significant impacts are anticipated by the proposed project, or ensure that any identified potential impacts can be appropriately mitigated or avoided. Additionally, the various socio-economic and environmental effects of proposed build alternatives must always be compared to a no-build condition…and a potential decision to build nothing in light of public opinion and/or combination of other factors must always be considered.

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14. Tina Dickerson

Those of us who live here do NOT want more traffic, or more roads. Please go somewhere you’re wanted.

Response by Jeff Neal, NCTCOG

Ms. Dickerson,

Good afternoon. 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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15. Ronnie and Vicki O'Donald

My name is Vicki O'Donald. My husband & I built our dream/forever home on Troy Rd. We worked our entire lives for this home & peace of mind. Please put yourself in our shoes.........We beg you to LEAVE US ALONE & don’t destroy what we’ve spent a lifetime to build...there are better routes (if you must)....LEAVE TROY ROAD ALONE.... I request you pray before you make decisions that affect OTHER people’s lives

Response by Jeff Neal, NCTCOG

Ms. O'Donald,

Good afternoon. 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.

Your concerns are shared among many other residents along and near Troy Road who’ve spoken or written to me over the last several months. While our year 2040 travel demand model simulations confirm that it’s critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard...I want to let you know we’re aware that Vinson Road (which is already identified in Wylie’s master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road. We’re currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update. Quite a few other Wylie residents have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

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16. Erin Larew

First of all I want to thank you for listening. I am going to get a little personal for a minute. I know I have contacted you a lot and you have responded each time. I just want you to understand that this is my home and I am fighting. At times I feel like I will lose this battle and my forever home will be lost. Other times I feel like you all hear us and understand and want to work with us. Not just pick the best road because it will be the best for traffic and forget about everything else. I know you are not the bad guy just a man doing his job. But at the present time I feel as COG is a dragon that I am trying to slay. With that being said here I go again. But once more I am also trying to offer other ideas. I am once again writing to plead my case. Although I understand the need for more roads, I also understand that there are some needs that are just as important. 1. Troy road becoming an arterial corridor is not the best choice. In the
construction of the majority portion of this road and the location of utilities and homes along this road, it is very apparent that this road was never meant to be anything other than a two lane road. Today, most of this road isn’t even two lanes. It would require a tremendous amount of capital and disruption to residences in order to convert this country road into an arterial road. There are a lot of houses are built close to the road and most houses own to the centerline of the road. There are multiple driveways that pull out on to Troy road. Creating a 4+ divided road would become a nuisance for every single person who lives on the road, not to mention having to dodge cars as they try to pull out of their homes. There are a lot of children who live along this road. These children have friends on both sides of the road. An arterial corridor is risking their lives as they try to get to their friends house. The speed limit is 35mph, and those who live on Troy road want it to stay that way. Not only do we want it to stay that way, but we also want stop signs and speed bumps. That is why I am urging you to look more into FM544 to Vinson as becoming the arterial corridor. FM 544 was built with expansion in mind. Homes and utilities are setback from the road to allow for expansion. There are very few driveways that pull out into the road – most are development entrances. The speed limit is already 55MPH. You have said you are looking into how these roadways affect the people. Choosing Troy as a corridor would be devastating to the community who chose this area to call their home. 2. Lake Ray Hubbard Bridge. You are choosing to build on a flood zone area. The city of Dallas would not let us buy this property where the proposed bridge makes landfall on the western side of Lake Ray Hubbard because it is in a flood zone which is part of the management of the lake and connected to the spillway of Lavon Lake. They also do not allow animals to graze on this land due to the pollution they would cause through defecating and urinating and this would get washed into the lake. I am amazed that they would allow a road to be built here. Cars would cause a lot more hazardous chemicals and pollution than animal waste. I am also not thrilled about the idea that East Wylie is being used to ease Rockwall’s traffic. Have you thought of moving the bridge to run southwest and connect into Troy Road when it is in Rockwall county? Basically this bridge would connect Rockwall to Rockwall. There are properties that are currently for sale that make a straight line to Vinson. It could then take the traffic straight to the George Bush leaving East Wylie with less traffic congestion caused by Rockwall traffic. They then could take Vinson to get to 544, Ballard and 78. I sent a picture to Mr. Neal to show you what my idea is. That way instead of taking people’s land and angering all of East Wylie, the road can actually be built in a less impactful way. Also where the bridge starts in Rockwall, it has been slated by Rockwall to become open land preservation. It was actually their number one location. I’m pretty sure building a bridge there ruins that opportunity. My proposed route allows that land to be used the way it was intended. Although there are things that need to be done. I believe that it needs to be thought out some more. I have said it once, and I will say it again: the computer program is not going to be as helpful this time around. Too much time has passed and now you are dealing with people’s lives.

Response by Jeff Neal, NCTCOG

Erin,

Good afternoon. One of the most important aspects of my work is to try to find win-win solutions whenever and wherever they may be found. Obviously, those solutions may not always be possible…but, working in the government requires us to try to find them because our biggest customer is, first and foremost, the public. And while I can honestly say that I’ve never been faced with the prospect of losing my home or property to a
construction project of any kind…I’ve listened intently throughout my career to many people who have, and I can assure you that their issues become very personal to me as well. I truly appreciate you discussing your concerns with me, remaining vigilant on this study on behalf of yourself and your neighbors, and even offering possible alternatives as opposed to just doing nothing.

Through my recent discussions with other folks up and down the Troy Road corridor, as well as with various staff members from the cities of Rowlett and Wylie…I’m becoming more and more convinced that Vinson Road is a worthy alternative for the needed major north-south thoroughfare east of State Highway (SH) 78 between Alanis Drive and the President George Bush Turnpike (PGBT). Widening to 4 lanes divided there is consistent with the City of Wylie’s current thoroughfare plan, and it’s clear through looking at aerial photographs and/or driving along the corridor myself that there are far less potential right-of-way conflicts compared to Troy Road. Although we haven’t officially simulated the Vinson Road alternative within our travel demand model, I feel confident that it will attract similar future traffic volumes as the original Troy Road option and still be successful at relieving traffic congestion along SH 78 and other roadways. So, I think this is an instance where a win-win solution may not only be possible, but probable. We’re currently working with all of our stakeholders to make sure we can finalize this change, and hopefully we’ll release a new map shortly on our website reflecting the new recommendation.

Regarding the proposed new Lake Ray Hubbard bridge…actually, you’ll be interested to know that the City of Rowlett’s current master thoroughfare plan shows a dotted yellow line representing a new thoroughfare crossing the lake very close to the area you suggested in your map: http://gisweb.rowletttx.org/images/Maps/MTplan.pdf. This concept was originally generated back in 2001, but it’s never been given any real serious thought until our CCSRP study got underway last year. While I certainly acknowledge the need to limit property acquisition and potential environmental impacts as much as possible, my primary concern with the potential bridge at this alternate location has to do with network connectivity. In this area, the bridge would simply terminate at Vinson Road, and Vinson Road would be the only reasonable option travelers could use to connect to/from the rest of the thoroughfare network on the west side of the lake. This is the main reason why our proposed connection to an Alanis Drive extension was very attractive…even more so, of course, when we thought that Alanis Drive via Hensley Lane could help penetrate the area as far west as Renner Road. This was critical…because rather than only having a new bridge just connecting Rockwall and Wylie, we now had a continuous long-distance roadway providing numerous thoroughfare network connections beyond just the PGBT all the way to Richardson. And naturally, when the City of Murphy passed their Resolution in January opposing Renner Road extending from Murphy Road to McCreary Road through an existing subdivision…many people, including you I believe, felt then that the new bridge was pointless. However, connecting to Alanis Drive still gives us the ability to connect to Troy Road/Kreymer Lane (to the north), Vinson Road, Ballard Street, SH 78, Sanden Boulevard, Woodbridge Parkway, and McCreary Road…still many opportunities to redistribute traffic and also provide suitable relief to FM 544 and SH 78 over time. Additionally, the new bridge where we’ve identified it crosses over a narrower portion of the lake, and it appears that we can utilize areas east of the lake that are
outside of the 100-year flood zone. And though it’s true that the City of Rockwall has expressed desires to preserve land to the west of where John King Boulevard intersects SH 205, thus far neither the city nor the county has indicated that the crossing at that location would be incompatible with their plans.

I wish there was the ability to answer now some of the questions you’ve raised below regarding possible direct impacts of the new bridge with your property. Unfortunately, it likely won’t be until the formal environmental assessment process is conducted…if this project is able to advance to that stage…when those questions would most thoroughly be addressed. But, I can tell you that it’s absolutely essential for any potential direct, indirect, and cumulative environmental impacts to be identified, analyzed, and appropriately mitigated if necessary as a result of that process. I can also tell you that the process should include evaluation of more than just one build alternative. Maybe there’s one alternative landing area for the bridge on the Troy Road side of the creek, maybe there’s another alternative on the Beaver Creek Road side…it’s even possible that the alternative you suggested (if it may satisfy the overall purpose and need and also be consistent with all other build alternatives in design concept and scope) could be investigated as well. However, there’s one final thing I can also tell you…every environmental assessment must always include an analysis and comparison of possible build alternatives to a no-build condition. The decision to do nothing must always be within the realm of possibility…and in several other studies I’ve been involved with throughout my career, the no-build condition ended up being the selected alternative. However, it seems clear well beyond just what our travel model simulations are telling us…tremendous growth is happening and is projected to continue unabated well into the future, and for the good of all citizens throughout the region it’s important for us to identify bold solutions to help address that growth efficiently. I know that statement probably gives little comfort to you at this point in time…but I have to think that since our collective goal is always to avoid or minimize impacts and reduce costs wherever possible…we will either find a solution to accomplish that goal in the most effective way, or we can’t find a solution and thus should not proceed. I just think we need to get to that study to help us figure that out definitively.

Please continue to contact me at any time if you have any other questions or comments regarding this study or any other transportation issues. I want to continue to work closely with you, your neighbors, and the City of Wylie to make sure we develop the best possible solution that may somehow incorporate all reasonable needs and all points of view. Again, I greatly appreciate your input and concern.

17. Shirley McCarroll

Why are you trying to push more traffic to an area that is less developed? Once you push it to Troy Rd where does the traffic go from there? To neighborhoods, to smaller 2 lane roads, to dead end streets that are 2 lane only? We don’t want it and the rational to it doesn’t make sense. Push the traffic to more developed roads! Leave our quite community alone!!!

18. Dixon Glaze

Leave FM 1827 exactly the way it is right now. It is already hard enough to get cows across. Peacocks get run over. We do not need 6 lanes. 2 lanes is quite enough. Keep your nasty truck
traffic out. Right now we have no trucks but lots of lovely bikes. We have no light pollution so we can see the stars at night. Go away and stay away. Take your road to the landfill.

19. Anna Watson

I oppose the John King/Alanis extension. You are basing the road on a road plan that Wylie has confirmed they will not be spending any money on. The money you are wanting to spend should be spent on improving roads. I know that there will be a road built and that main road should be 544 to Vinson.

20. Jaime Shahan

I am writing as a current citizen of Wylie, currently living at 222 Silver Creek Dr, Wylie, TX, 75098.

I would like to voice my hope for Troy road. I know that currently, the future plans for Troy Road include it becoming an arterial, which has been explained to me as a four to six lane road, possibly with a median.

I feel that since the initial plan for Wylie to use Troy road as an arterial, Wylie has grown in significant ways. I would like for Wylie to re-evaluate this plan with the current and future in mind. This arterial option would be much better served in the area of FM 544 and Vinson Road, where there would be less intervention into personal property. I have examined carefully the satellite view of the map in this area of FM 544 between 78 and Elm Road. Comparing the available area and current positioning of the proposed arterial in this region, I can’t help but notice that the proposed route goes through major residential neighborhoods, including Bozman Farms and Watermark. Also, the proposed route is quite a bit straighter than the existing roads, making it seem likely that in areas the road will go through existing homes and threaten personal property on homeowners’ land. The route of FM 544 and Vinson Road, however, follows a more direct route, and some places are already separated into a 4 lane divided road. Additionally, there are larger areas which are not residential property and likely, using this route for the arterial would have less impact on individual property owners.

My husband Randy and I own Lot 5, Amber’s Cove Addition, on Troy Road, where we have plans to build our forever-home. This is the lot directly south of 2671 Troy Road. I do agree that Troy road is currently too narrow in the area in front of our property, not allowing comfortable passage of two full-size pickup trucks. It is admittedly long overdue for county maintenance in the area in front of our property. However, I favor limiting the potential widening of the road beyond a full two lane road, or possibly, a three lane road if needed in certain places, to accommodate a turn lane. I don’t believe that Troy road is a good option for an arterial route, as it has been populated with new development and many beautiful homes, as well as families with young children who depend on the speed limit being 35 or below. Because of my young family, I would prefer living on an old, poorly kept, country road, than to live on a new, “beautiful,” wide, 4 to 6 lane road, whatever the speed limit. I see Ballard / Sachse road, following the recent expansion, with the speed limit at 45, and people often breaking that speed limit going closer to 55 mph.

Please take our thoughts into consideration. I want to thank the Wylie City Council for its efforts against the Lake Corridor in this region, and further voice that I am appreciative that you are listening. We support the COG in its efforts to find reasonable long term solutions for traffic in
this area. We have hope that Troy road can continue as a relatively country road, providing a quiet place for us to raise our family. We favor the expansion of FM 544 and Vinson road as an alternative arterial route.

21. Mr. and Mrs. Glover

1) Troy Road should not be used an arterial corridor. It is a one and half lane road with many driveways and homes. The speed limit is 35mph. If they were to change the corridor to 544 and Vinson the right of way is already built in, there are less homes that would be affected, no new road will have to be carved through someone’s property, the speed limit is already 55mph. 2) COG is proposing a bridge connecting from John king in Rockwall to Alanis in Wylie. The bridge would come right through Wylie’s ETJ. It will also cause a lot of noise, light, and air pollution. Not to mention they want to put it in the flood plans. This will displace the water to somewhere else, would cost more because they will have to build it up, this will also bring traffic from Rockwall. Please write COG and tell them this is not what we want. We do not want the bridge and they need to come up with something else that includes using existing large roads but modifying them to allow them to handle more traffic. I am writing about the proposed Lake Ray Hubbard which will connect to the flood plains in east Wylie eventually snaking its way to Beaver Creek. It will bring too much traffic to Troy Rd and definitely does not benefit us. Thank you for your time. Thank you very much. Mr & Mrs Glover

22. Heather Ward

When my husband I were deciding 20 years ago to buy a house, we decided that we were not going to live near our jobs. We wanted to live in a bedroom community away from the city. We understood that there was going to be a commute. We did not buy in Wylie thinking that eventually they were going to be bringing the roads to us. We desire the quiet and peacefulness of our urban home. We are proud that we picked Wylie to be our community. We didn’t pick other towns because they were to close to the highways and city lights. It is okay to just better our community within then to try and compete with the bigger demands of the city. No bridge over the Lakes. No 6 lane expansion down Troy road.

Adding more roads is not going to fix the problems that currently have. A much better place to start is by fixing many correctable issues that could allow better traffic patterns and much less anger on the roads . Here are 4 suggestions to try before forging ahead and destroying our beautiful bedroom community, property values, homes, neighborhoods, wild life and water front communities.

1. Take a deeper look at traffic lights, timing and traffic patterns. There is no reason EVER that there should be NO movement in an intersection during heavy traffic times. Yet I sit at lights with not one car moving for up to a minute during peak travel time. If I have to stop from the beginning of the red light just to get to the next light as it just turns red all the way down 544 and 78, you have a major traffic dysfunction. Traffic lights are intended to easy and move traffic, not be the major case of all traffic slowdowns. I have sat at a red lights for 3 minutes at 7:00am on Sunday mornings with not another car in site. None of these situations are acceptable for a functioning progressive city like Wylie. Keeping this currant problem and adding more roads, bridges and construction is not a fix, it’s a band aid on a knife wound.

2. There are way too many roads that are 1/2 done. Finish the expansion on the roads that has already began years ago. East west roads are the worst. Clean up what was started before
you start another project and leave the mess that was started to go unattended for even
LONGER. I will send pictures if you are unaware of the unfinished projects.

3. **Remove the grass and trees from the center of the roadways.** We truly need miles of left
turn lane much more then we need to maintain, plant, mow and trim grass and trees in the
middle of our roads and highways. The impact of removing trees and grass will be a lesser
impact on our environment then what is being considered over, around, by, near and through
Lake Lavon and Lake Ray Hubbard.

4. **Make the left turn lanes head on not off set.** This causes a huge blind spot. The flashing
yellow arrow is ridiculous. Allow the drivers that are turning left to BE ABLE TO SEE THE
TRAFFIC THAT THEY ARE TURNING INTO. We also need to designate a right turn lane. By
opening up the medians to left turns instead of agriculture, the left hand turn and the right hand
turn lane problems will be greatly diminished.

If you are in need of an example of well executed traffic flow patterns, please look at Naperville
Illinois. Ogden Ave (Route 34) is a fantastic example of east/west movement with a center turn
lane and great flow. If you are looking to see 6 lanes of well-planned traffic patterns then look at
Naperville/Aurora Illinois on Highway 59. I spend quite a bit of time in this area. The traffic flows
so well that when I get back to Wylie it is disturbingly obvious that we have a MAJOR traffic flow
problem. Not because of lack of roads, but because of poor planning and underestimating
Wylie’s infrastructure.

We need to address these issues first. Then look into expansion.

23. **Tracey Short**

To whom it may concern,

We live in the subdivision of Watermark. It is located on Troy Road, north of County Line Road.
We are very troubled by the recommendations to increase Troy Rd to a 4-6 lane thoroughfare.
We moved to this area specifically to be on a beautiful, quite lake. We knew our commute would
be longer because of our decision to move out of the city of Plano. We accepted this
wholeheartedly! The thought of turning Troy Rd into a major thoroughfare breaks my heart. We
have finally found our forever home and don’t want this expansion to happen. There are other
viable options that could be considered. FM544 and Vinson road are two I can think of right off
the top of my head.

We also would like the bridge connecting Alanis to John King in Rockwall taken off the plan as
well. One of the proposed plans puts that bridge practically in the middle of our house. The
other site is too close for our comfort.

This proposed bridge and expansion of Troy Road will not do anything for the city of Wylie. It will
only increase noise and traffic in our community. I won’t even begin to mention the hardship of
all who could potentially lose the way of life they know.

**Response by Jeff Neal, NCTCOG**

Mr. and Mrs. Short,

Good afternoon. 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.

As I’m sure you’re aware, your concerns are shared among many other Wylie residents who’ve spoken or written to me over the last several months. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our year 2040 travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes, and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)…and each of these north-south facilities can/will provide alternate paths to/from other east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. We believe, given the level of traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares and work as quickly as possible to implement each city’s ultimate thoroughfare plan vision.

Our travel demand model simulations also demonstrate that it’s critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard. At the same time…I want to let you know we’re aware that Vinson Road (which is already identified in Wylie’s master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road, and we’re currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update. Other residents along or near Troy Road have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

On a final note…I want to be sure you’re aware that any CCSRP-proposed roadways (or any major transportation projects regardless of mode) that may be implemented using state and/or Federal funds are required to go through an intensive and interactive environmental assessment process before construction or right-of-way acquisition can be approved…particularly any project that may cross an important asset like Lake Ray Hubbard. The implementing agency (TxDOT, Collin County, etc…) must either demonstrate that no significant impacts are anticipated by the proposed project, or ensure that any identified potential impacts can be appropriately mitigated or avoided. Additionally, the various socio-economic and environmental effects of proposed build alternatives must always be compared to a no-build condition…and a potential decision to build nothing in light of public opinion and/or combination of other factors must always be considered.

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.

24. **James and Joann Wilson**

Please do not put another bridge over Ray Hubbard. We do not want a connection from John King to McCreary Road. This would cause Wylie to be just a bypass. Please be very careful which roads you decide to increase in size. Wylie is quiet—this is the way we like it. While we do know there are roads that need to be enlarged, please do not put large thoroughfares in that destroy the quiet neighborhoods we enjoy. Thank you.

25. **Marsha Hamilton**

Wylie Tx is NOT IN FAVOR OF the north-south Lake Lavon freeway system that would divide the lake and east Wylie! Nor are we in favor of splitting Wylie with another east-west corridor connecting Wylie and Rockwall across Lake Hubbard. Expand 78 and 205/John King (the roads are already there), if you will. It is NOT ACCEPTABLE to take homes and properties by eminent domain!

Thank you for listening!

**Response by Jeff Neal, NCTCOG**

Ms. Lux,

Good afternoon. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your interest and concern pertaining to this study. 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 I’m sure you’re aware, your concerns are shared among many other Wylie residents who’ve spoken or written to me since the November 2017 City Council Special Session. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our year 2040 travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes, and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...and each of these north-south facilities can/will provide alternate paths to/from other east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. We believe, given the level of traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares and work as quickly as possible to implement each city’s ultimate thoroughfare plan vision.

Our travel demand model simulations also demonstrate that it’s critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across
Lake Ray Hubbard. At the same time…I want to let you know we’re aware that Vinson Road (which is already identified in Wylie’s master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road, and we’re currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update. Other residents along or near Troy Road have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

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.

Innovative Vehicles & Technology

Twitter

1. Thanks, @JamesBMcGuire! It was a great day for #ElectricVehicles and #AirQuality in the DFW metroplex. Check out our report at http://texpirgedfund.org . Many thanks to @LeeforDallas and Gary Thomas from @dartmedia along with Chris Klause from @NCTCOGtrans and @AECOM for joining. – Bay Scoggin (@Bay_Scoggin)

2. Awesome conversation on #ElectricVehicles @CityOfDallas this morning with key thought leaders in transportation including @dartmedia, @NCTCOGtrans and @LeeforDallas along with @AECOM’s @suzannemurtha #Buildingabetterworld – Katie Venhaus (@Katie_Venhaus)
Mobility 2045 Comments

Email

1. Michael Veale

I would like to better understand the work plan and anticipate work products for the Mobility 2045 effort which I understand is coming to completion mid-year.

1. The Mobility 2040 reports I found on your website are quite voluminous; therefore providing a lot of traceability back to the context that informed the plan’s specifics, proposed investments, etc. I could not find dates on the documents so not sure when completed but noted that a 24 year planning horizon to 2040. So I assume it was completed in/near 2016.

2. Mobility 2045 is underway, however, I could find a similar level of detail (to the 2040 plan) on the Mobility 2045 page, yet the effort is projected to complete sometime mid-year. Is the Mobility 2045 an interim plan (which level required content)? I would like to better understand the purpose, objectives and use of the 2045 effort. With there be further phases of Mobility 2045 planning subsequent to this current effort?

3. Part of the reason I am somewhat confused is that the SF Bay Area recently completed their Plan Bay Area 2040 plan last July – yet you are working on a 2045?

A phone conversation on the above is preferable. Please advise who/who I contact relevant parties.

Response by Carli Baylor, NCTCOG

Mr. Veale,

Thank you for contacting the NCTCOG Transportation Department. Answers to your questions are enclosed below.

Additionally, please feel free to reach out to Kevin Feldt, our program manager for the Mobility 2045 Plan. He can be reached at 817-704-2529.

I would like to better understand the work plan and anticipate work products for the Mobility 2045 effort which I understand is coming to completion mid-year. Mobility 2045 is scheduled to have action taken by the Regional Transportation Council on June 14.

1. The Mobility 2040 reports I found on your website are quite voluminous; therefore providing a lot of traceability back to the context that informed the plan’s specifics, proposed investments, etc. I could not find dates on the documents so not sure when completed but noted that a 24 year planning horizon to 2040. So I assume it was completed in/near 2016. Yes, Mobility 2040 was adopted by the Regional Transportation Council in March 2016.

2. Mobility 2045 is underway, however, I could find a similar level of detail (to the 2040 plan) on the Mobility 2045 page, yet the effort is projected to complete sometime mid-year. Is the Mobility 2045 an interim plan (which level required content)? I would
like to better understand the purpose, objectives and use of the 2045 effort. With their be further phases of Mobility 2045 planning subsequent to this current effort? NCTCOG staff is currently finalizing a Mobility 2045 draft. The document will be posted to our website on or before April 9. The final document will be available after the Regional Transportation Council takes action on June 14. Public meetings to solicit input regarding the draft Mobility 2045 document will be on April 9, 10 and 11 and in May on the 15, 17 and 22.

3. Part of the reason I am somewhat confused is that the SF Bay Area recently completed their Plan Bay Area 2040 plan last July – yet you are working on a 2045? Yes, due to federal transportation planning and air quality conformity rules, we are planning to the horizon year 2045.

Twitter

1. #Dallas #FortWorth @NCTCOGtrans is required to maintain a long-term transportation plan that defines a vision for the region’s multimodal Transportation system and guides expenditures of state and federal transportation funds during the next 20 plus years http://www.nctcog.org/trans/mtp/2040/ – Marko Sakal (@markosakal)

Programs

Twitter

1. @NCTCOGtrans offers no-strings financial aid for car repairs, new purchases http://via.cw33.com/Go5Qb – CW3 TV (@CW33)

2. FREE MONEY! Now that I have your attention, if you live in DFW region & own a car/truck you can get up to $600 for emissions repair and up to $3500 to buy a newer vehicle if yours is
Project Planning

Email

1. Mike Harris

The toll lanes added to northeast loop 820 in Fort Worth are the most inefficient use of right of way I have ever seen. Fully 30% is dedicated to servicing the toll lanes by duplicating the entrance and exit ramps and providing drainage. Moreover, the costs associated with this duplication would undoubtedly be similar to that of increasing the roadway’s capacity by 50%. An aerial view of the intersection of this roadway with that of I-35W and its toll lanes looks like someone dropped a plate of spaghetti. Please look into hiring a civil engineer before designing another roadway. This is not something that is amenable to the do it yourself approach. Thank you.

2. Kenneth Koonsman

I’m against this pro corridor program completely many problems with idea, first and most important, why should my tax paying dollars go for something I can’t afford nor can this County if doubling my tax’s last year is supporting this program and all the schools how are we gonna afford to live here, I feel like the County is pushing the lower income folks out, how is that fair after we busted our chops to buy a piece of ground?

3. John Donaghey
A lot more thought needs to be given to how the quality of the lives of those being displaced and affected directly everyday vs providing temporary convenience and access for people not being directly affected by freeways, new ROW, noise, pollution, etc. At some point, "progress" becomes "regress." More is not necessarily more desirable. There is something to the old quote, "Less is More." Maybe, propose large lot (1+ acre) developments vs building out maximum density. Lucas is an example.

Any available metrics on the above? It is a proven fact that more access (concrete on the ground) creates more congestion. One couple from Virginia, at the Wylie work shop, testified that while they lived in VA and worked in DC, they watched the greater access add many more cars traveling into DC and increase their travel time dramatically. This is why they moved to Texas.

4. Tony Powell

Is there any funding for electric streetcar upgrades or line improvements?

5. Chuck Erwin

More money needs to go for roads, and less for transit. Fund each mode in exact proportion to it's tripshare. Start to construct the outer loop around the entire metroplex. Don't need new rail lines. Alternate roads, not modes.

If you have proposals for new freeways, how do you submit them?

Response by Carli Baylor, NCTCOG

Mr. Erwin,

Thank you for contacting the NCTCOG Transportation Department.

The best method to submit a proposed transportation project is through our website comment section, during our public meetings or during our official public comment period.
To submit an online comment, please visit www.nctcog.org/input or email transinfo@nctcog.org.

Additionally, my contact information is enclosed below, and I can forward your input to the appropriate staff member.

Twitter

1. #ShowMeTheMoney @SenatorBobHall @DonHuffines @DanPatrick #WhoRepresentsMe @LBJ_Now @TML_Texas @DouglasAthas @GovAbbott https://www.whoownstexas.com/ – Lee M. Kleinman (@LeeforDallas)

You support a Tollroad that’s not even in your district. How much are you getting? – Adam Vanek (@adamvaneklaw)

Zero $.

Take a look: campfin.dallascityhall.com/search.aspx But as Chair of the @CityOfDallas Mobility and Infrastructure Committee, Chair of Dallas Regional Mobility Coalition and a member of @NCTCOGtrans RTC I have an obligation to deliver projects. What are your credentials? – Lee M. Kleinman (@LeeforDallas)

2. I am proud to work with various Chambers of Commerce, businesses, city leaders of Dallas, Garland, & Mesquite, residents, @NCTCOGtrans, & TXDot to help move #635East project forward. 🏁🚗 #Mesquite #HD107 #txlege #Infrastructure #Transportation #EconomicDevelopment @LBJ_Now https://twitter.com/mesquitetxnews/status/968078294443806720 … – Victoria Neave (@Victoria4Texas)
We are thankful for your leadership! – LBJNow (@LBJ_Now)

**Ride Share**

**Twitter**

1. @Danwhite7912Dan @uber @lyft @RideshareGeek @T4America @MomLyft @UltraLyft @UberManYouTube @UberLyftChat @txbornviking @UrbanFortWorth @Wylie_H_Dallas @NCTCOGtrans – Shawn Eric Gray (@ShawnEricGray)

**Texas A&M Transportation Institute @TII**

TII is conducting a survey investigating how individuals that are blind or visually impaired perceive the safety of ride sharing companies relative to other travel modes. Go to this link for the survey: goo.gl/JSbbtE.

**Transit Comments**

**Email**

1. **Tamara Haywarf**

I love using the train and bus systems in large cities when I travel. I wish riding the bus or train daily was a viable option for me in Fort Worth.

2. **Ann Zadeh**

I support passenger rail specifically and a multimodal transit system overall. We cannot rely on single passenger vehicles and widening roads.

3. **Thomas Simmons**

WE NEED A TRAIN THAT GOES BETWEEN DALLAS AND FORT WORTH THAT REACHES A SPEED OF LEAST 200 MPH. MUST BEAT A AUTO DOWN I 30. THAT WILL MAKE THE FEEBLE TRANSSIT SYSTEMS (DART & FART) WORK. A TRAIN BETWEEN DALLAS & SAY HOUSTON WILL NOT BEAT AN AIRPLANE.

4. **Phil Waigand**
When Tex Rail (direct rail from FW to DFW) is completed. It should be a "Major Celebration" of how Air & Rail have come together. Nowhere, but here to do have two rail systems paralleling with DFW Airport. Also, the combination of DFW Airport and DFW Rail are two of the most collaborative entities between the two anchor cities.

5. Wayne Owen

What is the TexRail project plan for getting passengers to and from the Stockyards Historic District? Thanks.

Response by Sarah Chadderdon, NCTCOG

Mr. Owen,

Thank you for contacting the NCTCOG Transportation Department.

The best source of information for details about local connections from TEXRail stations is Trinity Metro (the Fort Worth Transportation Authority).

Please visit http://www.texrail.com/contact/ for contact information.

6. Daniel Triche

The suburbs of Frisco and Prosper and McKinney are growing at a massive rate and buckling under population pressure. Is there any chance that they will be connected to the Dart line?

Response by Sarah Chadderdon, NCTCOG

Mr. Triche,

Thank you for contacting the NCTCOG Transportation Department.

Long-range plans, including proposed projects in Mobility 2045, include 2 rail lines (the Frisco Line and the McKinney Line) that would connect suburbs of Collin County to the DART light rail system.

Twitter
1. @DFWStuff @Danwhite7912Dan @theButcher_st @RedTexasyall @txbornviking @WalkableDFW @NCTCOGtrans @TrinityMetro – Shawn Eric Gray (@ShawnEricGray)

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**Other Comments**

**Email**

1. A Freeman

I think driving should be a “right” and not a privilege.

Why do I have to have a drivers' license to travel on a road to the grocery store to get food?

Do I need a license to buy food?

**Twitter**

1. @CityOfFriscoTx Staff from Traffic Engineering, IT, @FriscoPD & @FriscoFFD presenting today at @NCTCOGtrans on ClosestToDispatch - ImprovingIncidentResponse – David Shilson (@FPDShilson)
2. Pursuing PhD in Urban Planning & Public Policy @UTAcappa @utarlington w/.@C__TEDD supports for the top notch applicants .@txplanning .@NCTCOGtrans .@The_ACSP – IUStudies (@IofUrbanStudies)

3. Hello @DanielAndrewsMP and @MatthewGuyMP this is exactly what will happen in @melbourne. It’s called induced demand. – Dr Gavin Doolan (@anaestricks)
I'd like to cc @TxDOT & @NCTCOGtrans on this too.

Texans don't need more lanes, we need more #TransitAlternatives! – Loren S. (@txbornviking)

4. @theButcher_st @WalkableDFW @RideDCTA @NCTCOGtrans – Shawn Eric Gray (@ShawnEricGray)

Kevin Roden @KevinRoden

While cities across the nation are moving to do away with parking minimums in order to encourage less car-centric policies, Denton is moving in the exact opposite direction. This is bad for Denton. (THREAD)
dentonrc.com/news/news/2018...

Show this thread