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 November 8, 2018.

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

This month, public comments were received on a number of topics across social media platforms and via email. Projects, including the 380 Bypass in McKinney, urban transportation planning best practices and construction updates were in the majority.

Air Quality

Twitter

1. Wish there was a giant #Smog filter outside that captures smog particles and makes them into something useful? Oh wait, there is: http://ow.ly/BVEo50m6vIi

Reduce smog in #DFW by carpooling. Find a buddy at http://ow.ly/EkFt50m6vIj . #MotivationMonday #AirNorthTexas @NCTCOGtrans – Green Dallas (@GreenDallas)
Facebook

1. Ozone Season is Underway according to NCTCOG Transportation Department. Click the link below to learn more and sign up for air pollution alerts. #SustainableDenton #AriNorthTexas – City of Denton Sustainability

2. Air Action day is just around the corner and we hope you will be joining us in working towards cleaner habits that allow us all to easier. #DriveCleanTexas NCTCOG Transportation Department – City of Denton Sustainability
3. Check out this adorable armadillo Arlo that Air North Texas uses to provide a current read on the air quality index here in Dallas. (today's air quality index is green which means it's GOOD and safe for everyone!)

Read up at www.airnorthtexas.org

Thanks NCTCOG Transportation Department – James Kidd
Thanks for sharing, James! 😊 – NCTCOG Transportation Department

**Alternative Fuels**

**Twitter**

1. Fleet leaders and managers, register for this free webinar TODAY on transitioning fleets to alternative fuels and vehicles. Thursday, 2/21 at 3-4pm EST https://bit.ly/2DZV3RM

@earthxorg @NCTCOGtrans – Empire Clean Cities (@EMPIRECLEAN)

**Bicycle & Pedestrian**

**Twitter**

1. Closing out this lovely day with our Sunday Funday post!! Check out what is happening this week!!

@NCTCOGtrans
High-speed Rail

Twitter

1. We agree it's time to #ActOnClimate and #HighSpeedRail is a solution as the most energy-efficient mode of long-distance #transportation! ☢️ #infrastructure #BuildHSR @TexasCentral #Texas #Dallas @NCTCOGtrans #rail #mobility #sustainability #climatechange #climateaction – US High Speed Rail (@USHSR)
2. It's time to #ActOnClimate w/ #HighSpeedRail! 🚁不同程度 #BuildHSR #sustainability #mobility #Texas @TexasCentral @NCTCOGtrans – US High Speed Rail (@USHSR)

Rep. Colin Allred @RepColinAllred
Whether it's high-speed rail or other smart transit, when we invest in our infrastructure we must consider climate change and its impacts. North Texas can and should lead the way. Watch our hearing today with @transportdems: youtu.be/Qrb604424s4 #ActOnClimate

Facebook

1. The Green New Deal published back on February 7 supports the $2 trillion infrastructure investment called for by the American Society of Civil Engineers, plus a National High Speed Rail (HSR) Network that is required to provide the zero emission transportation alternative the Nation needs to reach the greenhouse gas emissions goal set by the IPCC.

This is tremendously exciting. Yes, I have had criticisms of the fact sheet put out by Rep. Ocasio-Cortez, but the focus of this diary is on the concrete, real, and achievable Green New Deal goal of building a National HSR Network – Political Revolution
I saw that map in a dream recently NCTCOG Transportation Department Public Transportation Tarrant Transit Alliance – Jimmy Park

Innovative Vehicles & Technology

Twitter

1. Green Vehicles Provide North Texans Incentives for Purchase
   https://www.nadallas.com/DAL/February-2019/Green-Vehicles-Provide-North-Texans-Incentives-for-Purchase/#.XG1k_X16sOE.twitter …. @NCTCOGtrans #greendriving #electriccar – Natural Awakenings (@NaturalDallas)

2. A city where all the traffic lights are green? The tech is live in Lakewood and coming soon to other Colorado cities https://coloradosun.com/2019/02/26/audi-green-light-project-lakewood-colorado/ … via @coloradosun @CityOfDallas @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)
Project Planning

Email

1. Trish Donaghey

It seems unreasonable to those of us in Collin Co. to have virtually zero E-W access via 121 or 380 due to TXDOT construction occurring AT THE SAME TIME on BOTH highways!

Couldn't this construction have been coordinated better, like it usually is on N-S Hwy. 75?

Distressed at constant DAYTIME gridlock where only ONE LANE gets thru in both E and W directions on 380,

Trish
Collin Co. owner since 1979
Collin Co. resident since 1996

2. Dian Sepanic

Mayor Smith,

How can we protect our investment in our home and community?

What will you be doing to preserve our community? Will the 380 bypass option that runs near my home in Whitley Place be challenged by our civic representatives?

What can we do to help you preserve our neighborhood?

3. Karen Thompson
To the honorable Mayor and members of the City Council of McKinney, the Collin County Commissioners, North Central Texas Council of Governments, TXDOT and Burns and McDonald:

Please find the attached letter with photos presenting the negative impact a bypass would have on our farm and ranch neighborhood and expressing our support for expanding 380 on 380. We ask that you implement the ONE McKinney 2040 master plan as approved in October 2018. We oppose the adoption of alternatives proposed in the Plan's appendices as their potential negative impact on other elements of the plan have not been sufficiently studied.

As you make your recommendation to TXDOT, please respect the wishes of McKinney residents as expressed in the Spring and Fall Surveys.

(Attachment 1)

4. Rebecca Easterwood

To the honorable Mayor and members of the City Council of McKinney, the Collin County Commissioners, North Central Texas Council of Governments, TXDOT and Burns and McDonald:

When we moved to McKinney in 2010, we deliberately searched for a retirement property that was well away from both 75 and 380. Our ranch is 2.5 miles north of 380 and 2 miles east of 75. We are in a part of McKinney that has been designated agricultural/ green space in its master plan. The red route would go right through my front pasture and not far from my living room. We harvest hay twice a year and in between it is where I graze my horses. I have no other pasture on my property in which I can harvest hay or graze my animals.

Please find the attached letter with photos presenting the negative impact a bypass would have on our ranch and farm community and expressing our support for expanding 380 on 380. We ask that you implement the ONE McKinney 2040 master plan as approved in October 2018. We oppose the adoption of alternatives proposed in the Plan's appendices as their potential negative impact on other elements of the plan have not been sufficiently studied.

As you make your recommendation to TXDOT, please respect the wishes of McKinney residents as expressed in the Spring and Fall Surveys.

(Attachment 2)

5. Ashley Limas

Hi All,
My name is Ashley Limas and I am a Collin County homeowner. My fiance and I just purchased a house in Collin County in September of 2018. We are planning on making this place our home for a long time. We are young millennials who have chosen this community to live in, Vote in, and contribute to. We both also grew up in Collin County, went to school here, had our first jobs here, and learned how to drive right on 380.

We have followed the growth of McKinney over several years as well as the growth of 380. My parents own a home in Tucker Hill and the Company that I work for owns a business along 380 in McKinney, Lone Star Food Stores Valero right at the corner of 75 and 380. Because of this, the proposed options affect me personally. I can not stand by and watch 178 businesses get displaced and 77 more get impacted by the green alignment option, and so I am reaching out to all of you. This number does not even include the new businesses recently built, or new construction going on right now along 380. If the green alignment is chosen both new and existing businesses will be impacted. I don't think people realize the massive negative impact this option will have.

I urge all of you to consider the positive impact of Red Option B. We believe Red Option B is the best option and best for McKinney as a whole because there will only be two businesses displaced by this route, instead of 178 or more! McKinney needs our commercial base to grow not to be destroyed. No route is perfect, people will be affected by all routes but TXDOT has stated repeatedly to us that they will chose one of these 3 routes. We are looking at the option that does the least damage while also relieving traffic from 380.
6. Monte Self

All,

Being a 5th generation Collin County/McKinney resident and part of a large voting block & tax base including not only Tucker Hill, Stonebridge, and others in Collin County. I'm asking each of you to consider the growth of our area for the future and not just for now. Please don't make the same mistakes that past Collin County & City Government Officials have made causing this current dilemma! It is time to stand up and support McKinney businesses and citizen interest.
If the Green Alignment is chosen, 178 businesses will be displaced, this # does not include the new businesses recently built, as well as new construction going on currently along 380, and future construction. 77 businesses will be impacted, which means they will be unable to stay in business due to the loss of parking and construction blockage that will take years to complete. Also, this will change the attitude of traffic, causing shoppers to go outside of McKinney to do their purchasing, leading to lost profits and the ability to remain open. Which will lead to loss of tax revenue and the need to increase citizen taxes.

In my opinion, the green alignment is like trying to fix a leak in a water line and not patching the hole with hopes that the repair has been completed. We need more than one East /West roadway. Leave 380 alone as a Business Route, since most cities have a Business Route, and add the Red Option B bypass LAR to alleviate congestion. Also, the arterial improvements will help reduce traffic moving to 380 and giving other routes to Hwy 75.

We believe Red Option B is the best option to cause the least destruction of McKinney and not cause it's citizens & visitors to shop & eat in other surrounding towns to avoid the construction mess for years. As you know, when businesses leave, they very seldom return to same area. Also, citizens and businesses along 380 for 2 or more blocks North & South will have to move and probably move to other towns. Red Option B Bypass is the least expensive route, least destructive, estimated to displace fewer businesses and citizens. No route is perfect but I feel this is the best choice for McKinney/Collin County as a whole.

7. Mary Hammack

Dear Mr. Bur,

As a member of the Prosper community, I write to you now to urge your support for Fixing 380 on 380. Running a Bypass (a freeway) north would be a disaster of huge proportions for the environment of the entire area.

a) I have a huge objection to the negative impact of a Bypass upon water runoff. Contamination would be a problem during construction, and then permanently, once the roadway is in operation. I am very concerned about Wilson Creek and the East Fork of the Trinity River.

b) Air pollution: With a Bypass, a corridor / path of air quality problems will develop and become another permanent condition through the entire area, affecting existing homes, and schools which are already planned to be built.

c) Speed and safety: The straight line Green Option is already established. The proximity of a curved Red Option bypass near schools and established residential properties is a safety nightmare.
Right of Way impact: There is minimal comparative impact on the Green alignment vs the significant Red Option ROW impact on adjoining residential properties.

Development plans in place: The Red Options do not support existing comprehensive plans in Prosper and McKinney.

Proximity of a Bypass to cemeteries: There are 3 cemeteries to be considered.

Mane Gate: My concern for the continuing life of this wonderful place cannot be overstated. It is a blessing to many and a shining star in McKinney!

Please keep 380 ON 380.

8. Leslie Allcorn

As a long-time McKinney resident who lives and works on 380, I would appreciate my voice and opinion being heard.

Obviously, growth and change can be difficult to any community and McKinney is surely suffering growing pains both positive and negative.

I know that none of the proposed options is perfect for all involved but I STRONGLY support the Red Option B. It offers the fewest commercial displacements (which directly impacts my livelihood) and also offers an alternative to just one East/West thoroughfare through the central/north part of McKinney.

As a resident of Tucker Hill, any other option will negatively impact my home as well. Obviously, 380 will continue to be a busy and important highway that many will travel on. It is currently the one and only way for me to get to my lovely home. Please understand that it is imperative that an additional road is needed and that making 380 a Limited Access Highway would make it even more difficult for me to get in and out of my neighborhood and would eliminate my small business.

Please stand up for our community and our businesses. This is why we voted to elect you!

9. Eugene Powell

All,

East Prosper residents have all been duped by this sudden change in the plan and we would not have bought in this area had we known this was a possibility. A route through Prosper may provide a devastating blow to Prosper as a whole with an impact on the current buildout plans of more high end affluent properties, only to be replaced by more retail, industrial, and potentially high density properties. The land area of Prosper is very small in comparison to McKinney, the area of the original bypass plan, thus the economic impact will tend to be much greater – as studies have shown¹. Other studies have shown that when a bypass is built, that overall traffic may not actually be reduced and that the area zoning changes tend to be more in line with retail
and/or industrial, depending on supporting infrastructure. I’ve already noticed a flood of for sale signs going up in our neighborhood – I guess we will have to follow.

1. https://uknowledge.uky.edu/cgi/viewcontent.cgi?article=1286&context=ktc_researchreports

10. Angela Nyberg

Dear Mayor Fuller - we are so opposed to the 380 bypass! The city of McKinney needs to do the right thing and keep 380 on 380. Once other roads like Wilmeth, Bloomdale, Frontier Parkway and the outer loop are finished there will be no need for the 380 bypass. There is no need to spend the money and time to build an ugly road that will destroy the personal homesteads of so many.

Please take into consideration the personal property rights of families coupled with a sound use of Txdot's resources and time.

11. Thomas Childers

Hi,

I am writing today to urge you to please go with Option B when deciding how to move forward in changing US 380.

It truly makes no sense to disrupt so many existing businesses and neighborhoods by taking either of the other two options. I and most of my neighbors feel it would be a horrible situation for us if you don't choose option B. The cost for disruption for everyone in the area is far too great to take any other option.

12. Terry Reishus

Dear Mr Fuller,

We moved to McKinney two years ago after first moving to Texas and Prosper 4 years ago. We picked Timber Creek to build our retirement home because of the proximity to the downtown and the highways and seeing in the planning of the arterial roads on Wilmeth, Bloomdale and Cty Rd 1461. We were excited to see that there were sound plans to offer an east west alternative to 380 and allow for continued growth. We never thought we would now be faced with the possibility of a freeway right next to our development.

I urge you to take a lead as Prosper and Frisco have done and push to keep 380 on 380 for the following reasons.
- First and foremost the public, residential and business, show a majority prefer to keep 380 on 380.

- Second McKinney's 2040 plan that was just done last fall does not include a bypass.

- The Outer Loop which when built and probably open before any bypass alternative would be a true bypass and is more consistent with TXDOT's suggested 5 to 6 mile major highway proximity.

- If you do a bypass 380 is still going to need an upgrade costing millions.

I urge you, just as you campaigned on, to keep 380 on 380. Build the arterials and then fix 380 on 380 right. A straight line is still and always will be the shortest distance between two points.

13. **Martina Gistato**

Mayor Fuller,

I realize the counsel has yet to take a stand on the expansion of 380. As a resident of Tucker Hill, the City of McKinney and Collin County, I am concerned about what might be going into the decision making.

I have been and continue to be for Red Option B. The thought of all the businesses that are currently opening along the 380 corridor west of 75, as well as those already established, being displaced is something I can’t wrap my head around.

I am for growth but not to the detriment of those who seek to provide goods and services to the developments they intend to provide services if their futures are in doubt.

The most sensible alternative is for a bypass to protect the already established communities and businesses along 380. Red Option B would cause the least damaging for businesses. The threatening and divisiveness attack by a group of Prosper residents does not take into account the livelihood of the many businesses along 380 versus the two that would be displaced by my preferred option. And what, in good conscience, is the continued permit granted for new businesses along 380 allowed if they will be faced with financial disaster in the near future.
It is time to take a stand! Past ignorance of foresight can no longer be an excuse. This won’t be the last discussion of expanding roads as we grow. Let’s get this right.

14. **Jessica Contreras**

Dear McKinney, Collin County, and TXDoT leaders,

I am writing to appeal to you to support the 380 Bypass (Red B) as proposed by TXDoT. I am a 9 year McKinney resident and have seen the traffic on 380 get much worse as the years have passed.

I support Red Option B for the future of Hwy 380. It is the least destructive and is best for the region’s future. I also care for everyone impacted and request that Mane Gait be avoided and the route be moved as far north of Heatherwood and other impacted neighborhoods if possible. I am a tax paying citizen and do not want to lose our growing tax base of nearly, if not over, 200 businesses, some of which just opened. Please do the right thing for Mckinney and Collin County and pass a resolution in support of a bypass, Red Option B.

If the green alignment is chosen, 178 businesses will be displaced. This number does not include the new businesses recently built as well as new construction going on now along 380. 77 businesses will be impacted, which means they will not be able to stay in business, losing their parking. In addition construction will take years complete and those businesses left will suffer.

Thank you for your time. I hope you will consider the impact of your decision on the safety of McKinney residents and the very valuable businesses that exist along 380.

15. **Aojing Lilly Lu**

I am respectfully reminding you of my position in support of Red Option B for the future of Hwy 380. It is the least destructive and is best for the region’s future. I also care for everyone impacted and request that Mane Gait be avoided and the route be moved as far north of Heatherwood and other impacted neighborhoods if possible. We are tax paying citizens and do not want to lose our growing tax base of nearly, if not over, 200 businesses, some of which just opened. Please do the right thing for Mckinney and Collin County and pass a resolution in support of a bypass, Red Option B.

16. **Jimmy Le**

I am respectfully reminding you of my position in support of Red Option B for the future of Hwy 380. It is the least destructive and is best for the region’s future. I also care for everyone impacted and request that Mane Gait be avoided and the route be moved as far north of Heatherwood and other impacted neighborhoods if possible. We are tax paying citizens and do not want to lose our growing tax base of nearly, if not over, 200 businesses, some of which just
opened. Please do the right thing for Mckinney and Collin County and pass a resolution in support of a bypass, Red Option B.

17. Ruben Martinez

As a resident of McKinney, every one of my friends, family and co-workers that live here are in favor of fixing 380 ON 380.

We are united in saying NO to the Bypass!

We are all watching Mayor George Fuller very closely on this... and we won't forget what is decided either way.

18. Lisa Norton

I am a 22 year resident of McKinney. I have lived in three different homes and paid taxes this entire time. I bought my house in Pecan Ridge specifically so my son could attend McKinney North High School. As a teacher in the district, I could send him to any school, but as a single mom I wanted to be properly zoned if for any reason my employment changed. Now my equity and ability to sell this house may be severely impacted by a bypass that I was not advised of when I bought this house in a quiet neighborhood off Bloomdale road.

This is not an insignificant issue and it impacts many real people in an adverse way.

I hope you will take these concerns into serious consideration.

19. Iris Mostrom

To Whom It May Concern,

My name is Iris Mostrom. I am a homeowner at 4017 Meramac Dr, McKinney, TX 75071 located in the Pecan Ridge neighborhood that is at risk to be impacted by the 380 Bypass. My husband and I moved to McKinney into our first house back in Feb, 2014 and have loved our little neighborhood, convenient location near 75 and 380 yet far enough away that we get our oasis of serenity. We are expecting our first child this coming July and now everything we have worked so hard for towards our home into expanding our family are in jeopardy because of this bypass. It has been very concerning and heartbreaking to be following the development regarding this issue as we and all McKinney residents affected feel that our voices are not being heard or adequately addressed:

• A bypass goes against McKinney’s 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: “These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options.”

• This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

• Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.
• The Town of Prosper passed a resolution opposing any bypass within its town limits back in May 2017 and followed it with a stronger resolution of opposition in October 2018.

• The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.

• From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

• Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

It is our wish and that of thousands others in these neighborhoods that the City of McKinney keeps 380 on 380. Please help us preserve our homes and where we wish to see our future generations prosper.

20. Paula Bodine

To my elected officials,

I want to vehemently express my opposition to any bypass solution for addressing congestion on 380. I and a MAJORITY of TXDOT survey respondents expressed the opinion and desire that 380 be best fixed on 380.

Additionally,

**The Town of Prosper passed a resolution opposing any bypass within its town limits. As a Prosper resident of 8 years, I attended this council meeting in October 2018, and cheered its passing!!

**The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self, who appears to be self motivated by his home in Tucker Hill. It was not proposed or supported by the full Commissioners Court. Although TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager, Commissioner Susan Fletcher has gone on the record opposing the bypass.

**Many Prosper residents considered beautiful Tucker Hill home options, but they realized that the area was too close to 380, which would only get busier and improved! For those of us that PURPOSEFULLY purchased our homes away from a major thoroughfare, it is exceptionally frustrating that those impacted by the poor planning of Southern Land Co. are trying to foist on
us a major thoroughfare where none was originally planned, and is in opposition to the McKinney 2040 Mobility Strategy.

**The lack of transparency and the insufficient due process for Prosper citizens to organize and oppose Option B bypass is appalling. How did this solution, minimized by TXDOT officials just a few short months ago as "just a suggestion," become an official option!??

**The choice of Option B is so spur of the moment, there has been no engineering impact analysis performed, and in fact 380 will still need some intervention to deal with its traffic. Any Bypass cost analysis should still INCLUDE the required costs to improve 380, as a Bypass will not eliminate this need.

**Please don't destroy Mane Gait, where our veterans and others experience transformative therapy.

Thank you for your attention and support on this urgent matter!

21. **Stanley and Marjorie Youngblood**

Dear Sir.

We are writing to urge your support for fixing 380 on 380. We are opposed to all bypass options, particularly the proposed bypass option B through Prosper. My reasons are:

a) congestion on US380 is primarily a result of the recent spurt in development along 380 in McKinney between Lake Forest and Hardin Blvd (e.g. Costco, Cinemark, Kroger). Traffic counts by TXDOT from west Prosper to east (of US75) McKinney confirm that this congestion is localized. I strongly favor a Limited Access Roadway (LAR) along the current 380 corridor as is being done west of Coit Road. Concepts along the lines that Ben Pruett has provided can provide a LAR that minimizes the loss of right away for businesses and residents directly adjoining US380.

b) As a Prosper resident, we strongly favor City of Prosper resolution opposing any bypass through our eastern border. We chose to live an a Prosper neighborhood (Whitley Place) about one mile north of 380 to avoid the noise and congestion of 380. Option B bypass would literally place a freeway within 2500 feet of our home.
c) traffic safety is currently a major problem along the 380 corridor; a LAR will greatly improve the safety of those using this corridor by providing safe entry onto/departure from 380 as well as facilitating through traffic.

d) the rapid expansion of development permitted by city of McKinney has been a primary factor in exacerbating the congestion of 380 in McKinney. Resources should not be funneled off on bypasses at the expense of directly addressing the congestion problems on 380 in McKinney.

e) Placing a bypass freeway north of 380 along Bloomdale road will adversely affect the safety and quality of life of current and planned neighborhoods in this area. Placing a freeway here will isolate these neighborhoods and introduce safety issues for these residents as well as the planned high school off of Bloomdale road. Moreover, the proposed bypasses are redundant with the northern corridor freeway currently in process and would be located too close this freeway based on TXDOT guidelines for appropriate spacing of freeways.

f) a more appropriate emphasis of TXDOT should be facilitating the development of east/west arterial boulevards north of US380 that reach US75 on the east, and Dallas North tollway to the west to serve the rapidly expanding residential neighborhoods in northern Collin County.

We hope that these points will be taken into serious consideration in selecting transportation solutions in the future.

22. Daniel Mostrom

To Whom It May Concern,

My name is Daniel Mostrom. I am a homeowner at 4017 Meramac Dr, McKinney, TX 75071 located in the Pecan Ridge neighborhood that is at risk to be impacted by the 380 Bypass. My wife and I moved to McKinney into our first house back in Feb, 2014 and have loved our little neighborhood, convenient location near 75 and 380 yet far enough away that we get our oasis of serenity. We are expecting our first child this coming July and now everything we have worked so hard for towards our home into expanding our family are in jeopardy because of this bypass. It has been very concerning and heartbreaking to be following the development regarding this issue as we and all McKinney residents affected feel that our voices are not being heard or adequately addressed:

• A bypass goes against McKinney’s 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: “These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options.”

• This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.
Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

The Town of Prosper passed a resolution opposing any bypass within its town limits back in May 2017 (date?) and followed it with a stronger resolution of opposition in October 2018.

The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.

From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

It is our wish and that of thousands others in these neighborhoods that the City of McKinney keeps 380 on 380. Please help us preserve our homes and where we wish to see our future generations prosper.

23. Greg Schupp

I am a resident of McKinney and Collin County. At this time I am looking for my elected officials to help McKinney by staying strong and advocating for the solution that best addresses the issues and preserves the homes and businesses that have invested in our wonderful city.

I am advocating for Red Option B. I am very concerned as are others in a very large voting block that our voices will not be heard! I purchased what I hoped to be my forever home in Tucker Hill. I’m really concerned about the other routes; the cost, the number of businesses impacted, the loss of invested equity in my home and what I feel will ruin what made McKinney and the Tucker Hill/Stonebridge developments so attractive.

I see opportunities to have Red Option B route adjusted to save areas you feel are important, but I feel this route is the least destructive and best for McKinney as a whole. There will only be 2 businesses displaced by this route. McKinney needs our commercial base to grow not be destroyed.

I’ve already lost close neighbors because of the fear and uncertainty this issue has created. I hope you will value the input being provided along with so many others who I consider my friends and neighbors.

24. Gregg Swartz

To City and Local Government Officials,
My name is Gregg Swartz, and I reside in Whitley Place in the Town of Prosper with my wife and 2 elementary school age children. We moved here in August 2017 and enjoy the community and high quality of schools.

Imagine our shock and dismay when we learned that TX DOT was proposing a 380 Bypass that would run through the town of Prosper. As the survey results indicate, this is a BAD idea to which my family and I are strongly opposed. There are numerous concerns I have with this proposal:

1. SAFETY: The Bypass option will divert traffic toward residential areas and the site of a future Prosper ISD High School, which will create safety issues with an increased number of young, high school drivers having to navigate a busy, high-speed freeway in order to get to school. This is a recipe for disaster.

2. RIGHT OF WAY: The 380 Bypass will require the purchase of a full Right of Way. This full ROW will require existing residents to relocate and have a negative impact on the adjacent properties.

3. TRAFFIC: Prosper is already batting growth issues and trying to improve its existing infrastructure of roads. A 380 Bypass will increase traffic on First Street, Frontier Parkway, Custer, and Coit Roads. Increased congestion and higher likelihood of traffic accidents (and potentially fatalities) will result from a bypass.

I strongly urge you to "Keep 380 on 380" as the most logical, cost-effective, and safest solution.

Thank you.

25. George Matthew Wysor

Dear Sirs,

As a resident of Prosper, AND a business owner in McKinney, I expect both of you to listen to and consider my opinion.

I feel so strongly opposed to any bypass as an option to address 380 that I'm writing to you both from my hospital bed (in McKinney, on 380!!)
I am in full agreement with the attached letter from my wife, Paula Bodine. Please continue to do everything possible to prevent a bypass as the solution to 380.

26. Rob and Nancy Stogsdill

Good afternoon,

I am writing to you on behalf of my family. While we understand there are several factors being taken into consideration with the decision regarding the proposed route of Hwy 380, I would like to list the primary reasons on my position to keep 380 on 380.

• The bypass plans, both A and B, do not relieve traffic congestion south of the current 380.
• Bypass option B increases traffic congestion in Prosper, particularly along First Street.
• Keeping 380 on 380 relieves congestion both north and south of 380.
• Keeping 380 on 380 aligns with McKinney’s “One McKinney 2040” Comprehensive Plan.
• A bypass does not align with the Town of Prosper’s Comprehensive Plan.
• Both bypass plans would decrease safety of students at new school locations. Pedestrian traffic and new drivers on a busy road increase the likelihood of a tragic, unnecessary and completely avoidable accident.
• As businesses evolve along 380, much of the rework and upgrades of utilities along the 380 corridor will in all likelihood need to take place in the next 10 -15 years regardless of whether 380 is widened or a bypass is put in. Taking these inevitable costs into account appear to make the widening 380 along its current corridor more cost effective than it appears.
• In contrast, with the needed right of ways, utilities and new flood plain study factors will actually increase the costs of the bypass options above and beyond what was listed in the the latest version of the recommendations.
• Widening 380 along its current, straight corridor, would allow for a faster pace of traffic, with speeds up to 70 mph. This provides commuters and other travelers shorter travel times between locations.

In addition to the more technical and logistical points above, I strongly believe a government should listen to its people and the people have spoken through multiple channels over a sustained period support for keeping 380 on 380. In the town halls, public hearings and surveys, the constituents of Prosper and McKinney overwhelmingly support keeping 380 on 380. In just the fall 2018 TXDot Survey -
• 6,258 out of 10,086 (over 62%) McKinney and Prosper respondents supported keeping 380 on 380.
• 265 of 466 (57%) business owners also support keeping 380 on 380.

What’s more is both the Town of Prosper and the Prosper ISD have issued resolutions against a bypass into Prosper. They heard their constituents and are responding accordingly. I humbly ask that the final decision be based upon what the people want.

27. Cindy Cavener-Sumer

During George Fuller’s 2017 campaign as a candidate for Mayor of the City of McKinney, he requested that we “flood the McKinney Mayor with thousands of emails” in protest of the 380 Bypass. He vigorously campaigned against the 380 Bypass, and he was elected by the majority of voters, who also vigorously object to the 380 Bypass. Listen to this again, just to refresh your memory. Every single point was valid and is still valid today. “Thousands of residents negatively impacted,” he said.

https://www.youtube.com/watch?v=hBfvGGg_apo&list=PLSz1PLtXqS4N9DzvkJ8k0jLVKSy3hevN6&index=2&t=0s

Points to Consider:

1. McKinney has a plan for growth and the 380 Bypass has never been a part of it. Please refer to the McKinney 2040 Plan that was just passed in October 2018. The Green Alignment (no bypass) conforms to the McKinney 2040 Plan.

2. The 380 Bypass also negatively impacts One McKinney Plan for trails and open space. Trails and open spaces are a huge part of what McKinney says makes it “Unique By Nature”. The Green Alignment conforms to the One McKinney Plan.

3. The 380 Bypass conflicts with the Town of Prosper’s Comprehensive Plan, and they passed a Resolution of Opposition in October 2018. The Green Alignment conforms to Prosper’s Comprehensive Plan.

4. Many of our State of Texas and Collin County Representatives support keeping 380 on 380 (Green Alignment) and not the bypass. The exception seems to be Judge Self, who originated the request that TxDOT add a bypass west of Custer. It was not proposed or supported by the full Commissioners Court, however, and TxDOT has presented it as a Commissioner’s Court proposal. Interestingly, Judge Self resides in Tucker Hill, so this proposal that “bypassed” the actual Commissioners, is a HUGE conflict of interest.

5. The TxDOT public surveys overwhelmingly support (62%) keeping 380 on 380. Surveys include residents of McKinney, Prosper and Frisco. The Green Alignment conforms to public preference.

6. TxDOT has stated that the “ideal” highway spacing is five miles apart. 380 is half way between 121 and the Outer Loop, approximately five miles each way. The Green Alignment conforms to this ideal.
7. The bullying and strong arming that McKinney has done to Prosper is just embarrassing. It makes us all look bad. We are better than that, at least most of us are. I suppose it is right in line, though, with the attitude of some of those in the Tucker Hill neighborhood who are determined to be treated like “kings” as the guy stated in the city council meeting. I can find the meeting minutes if I need to. You probably remember. He advised the McKinney City Council and Mayor to “protect their kings” in Tucker Hill. Remember also, Judge Self lives in Tucker Hill, and it was his proposal to shove the whole mess in Prosper’s lap.

We moved here to enjoy the small town feel of the city. We love the downtown, the Farmer’s Market, the activities for families, the good school district, the great libraries. It has retained much of these attributes despite its growth. Many of the neighborhood developments are their own little communities now, with life long relationships formed. It has been a great place to raise families, which accounts for its tremendous growth.

There are many, many reasons we support the Green Alignment besides the ones state above. The more human aspects of the other alignments: neighborhoods destroyed, communities torn apart, distrust of our elected officials, disgust with the lack of transparency and integrity.

You are aware that many communities outside McKinney are watching what is going on. Who do you think is going to want to move to McKinney? No one. They can see that some of the elected officials say whatever it takes to get elected and then do a 180 when it’s time to make it happen. They say they will look out for you and protect your property rights, and then they move to take it away at the first opportunity. They say they want to develop communities within the city to keep it “unique by nature” and then they intentionally, deliberately destroy them. Why would people have any faith in the process or invest in the community?

The Green Alignment allows the cities of north Texas to work together for the benefit of all. My understanding from TxDOT since the beginning was that they wanted to come up with a solution that benefitted the cities and citizens of north Texas as a whole. The Green Alignment is that solution.

Say No to the 380 Bypass.

28. Dalana Squires

To Mayor Fuller and all

Hello. My name is Dalana Squires and I live at 6762, County Road 202, Mckinney TX 75071. The bypass will not affect my property per se, but I am at a loss as to why this is still being pushed forward. Logically, it looks like a total waste of funds, along with destroying the properties of many. We have known for many years that the City of Mckinney plans to widen and finish Wilmeth, Bloomdale, Frontier Pkwy, and the Outer Loop. Why, with all of these east to west, wide roads, running from Preston to 75, (once complete) would a 380 bypass even be needed? It seems very redundant, a waste of money, a unnecessary impact on homes, not to mention ugly. 380 can stay on 380 by building overpasses and double decking the highway at key intersections, without impacting homes and neighborhoods. All I can think of is the City of Mckinney is trying to get TxDOT to fund roads instead of finishing the plans that were already in place for these east to west running roads.
29. **Stephanie Williams**

There seem to be plenty of valid reasons to Fix 380, and little to no reason to build a bypass. First, from what I understand a bypass goes against Mckinney's 2040 plan and will interfere with it. It seems TxDOT isn't being honest about this process. I am beginning to question the integrity of TxDOT altogether. Survey's show that the majority vote in each town is against a bypass. Now the word is that the people's voice doesn't matter at all. My town of Prosper passed a resolution opposing any bypass within its town limits. The by pass option wasn't even on the table until presented by Tucker Hill's resident Judge Keith Self. It should never even have been entertained as a possibility. From what I understand TX dot builds freeways not arterials. 380 will need to be repaired no matter what which will involve a significant investment.

30. **Robert S. Carter**

Gentlemen,

I am opposed to both Alignment Options A and B and would prefer to see US Highway 380 expanded in place. With regard to the alternative that is option B, construction of that option would box in my subdivision with freeways and highways on three different sides.

When I built my home 30 hears ago, I expected to see Hwy 380 improved and upgraded, but I did not expect the tranquility I enjoy to be boxed in on three sides with freeways.

I reside in Walnut Grove about 3/8 mile north of US Highway 380. Accordingly, I reside in the ETJ of the City of McKinney and am subject to the “ONE Community. ONE Vision. One McKinney 2040 Comprehensive Plan” adopted by the city in 2018. The plan includes a Mobility Strategy chapter, developed over a three-year period by a Citizens advisory committee and city leaders. The adopted Mobility strategy designates US Highway 380 as a major regional Highway. It appears the advisory committee and city leaders spent very little time reviewing the impacts that alternates such as Alignment Options A and B would have on the existing and planned land use and development strategy of the city of McKinney. It appears this plan assumed that US Highway 380 would be expanded in place.

In addition, in spring of 2018 TxDOT hosted informational meetings requesting feedback for 5 alignments. In that survey more than 4,000 responses were submitted to TxDOT. The vast majority of McKinney, Prosper and Frisco residents prefer Fix US Highway 380 on 380 over the bypass options.

31. **Elise Williams**

Hello,
We have been McKinney/Heatherwood community residents for six years. We live 2 streets away from the proposed bypass. We could not even imagine the noise and air pollution that will be produced by a bypass so near to our home. We have three boys 14, 11, and 7 years old. They play outside with their friends everyday. Our neighborhood is a very family oriented community and we have bbq's in our front yards with neighbors nearly every weekend. Adding a bypass would lower our quality of life a great deal. We bought here knowing Rd 123 would be turned into a street like Eldorado, not a freeway. We dread the decision of having to move away from our neighbors who have become like family if a bypass is put in our backyard.

**A bypass goes against McKinney’s 2040 plan that was just passed in October 2018.**

**This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.**

***Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380. Additionally, a total of 446 Business Owners responded to the fall survey – 265 or more than 2 to 1 are in support of Fix 380 on 380.***

**The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.**

**From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.**

** Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.**

**TxDOT’s own study shows the new or “green” alignment along 380 is the best for capacity, exceeding the red routes capacity by 12k vehicles daily.**

**The expansion of Highway 380 is essential to accommodate the rapid growth in Collin County and thus, this project should not be moved further north than existing 380. It’s eventual proximity to the Outer Loop would cause less optimization of our overall transportation network. Expansion on the current 380 corridor would greatly benefit the mobility in Collin County both now and in the future.**

****Perryman Study from 2017 - although it may be a little dated and not be considering all the current factors, this study shows that a limited access highway from Denton County line to Highway 75 would have negative economic impact short term (3-5yrs) but in the long term (20yrs) be very economically accretive for consumers, business owners, the cities and the state along with significantly improving traffic flow.**

Thank you for fighting for our quality of life and finding a way to making the freeway work on the current 380.

32. **Matt Unger**
I hope that my voice can be heard today. I’m 29 years old and just purchased my first home in McKinney last November. One of the next decisions you make will have a huge impact on my quality of life and if I will remain a McKinney resident for the next several decades.

The proposed 380 bypass is not fair to the Pecan Ridge neighborhood and is bad for the entire city and here is why.

- A bypass goes against McKinney’s 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: “These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options.”

- This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

- Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

- From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

- Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

Since I moved to McKinney last year we have already had the farmer who owns the land behind us knocking down tree and taking away a beautiful view. The noise from Highway 75 was already loud and is now louder. If you decide to build the 380 bypass our neighborhood will become even louder with traffic noise.

What was once a beautiful neighborhood that felt like it was a part of nature will feel like a crowded neighborhood that was thrown between busy roads and take so much away from what brought me to McKinney. I had my choice of cities and chose McKinney over all of them. I can say without a doubt if you approve this bypass it will make me and many others move away. I envisioned raising a family here so that’s not what I wanted.

I sacrificed so much to purchase my first home, I hope you understand how many life’s will be negatively impacted if you approve this idea. Please double down on the existing 380 highway and keep McKinney unique by nature. I hope my voice is heard and that you consider all of us in Pecan Ridge and our families when deciding what to do.

33. Shannon Blake

Mayor Fuller, McKinney City Council members, and TxDot,
Our property, 800 CR 1200, McKinney 75071 is directly affected by the potential 380 bypass. We purchased this land in April 2016 so our 6 children would have a peaceful place to grow up. My husband met with city planners and looked at any potential roads, easements etc that may have affected our property prior to purchasing this land. There were no roads or highways planned for our property. We purposely purchased land away from a highway and away from potential roads. We have trees that surround our land giving us privacy and protection. The 380 bypass splits our property in half and is less than 150 yards from our back door. It would make it impossible to access half of our property. It would completely ruin the value of our land, our privacy, our peaceful property, our ability to hunt on our land, and the value of our home.

The TxDOT survey from the spring and fall showed that overwhelmingly both residences and businesses prefer that 380 stay on the Highway that is designated as 380. 380 is a busy roadway and needs to be properly attended to, and the best way for that to take place is to fix 380 on Highway 380. A bypass sends people north when most are trying to go south. A bypass runs extremely close to the Outer loop and in certain areas is less than a mile from the Outer loop. This makes no sense at all. A bypass goes against McKinney’s 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: “These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options.”

A bypass destroys beautiful “Unique By Nature” areas of McKinney and the ETJ such as Erwin Park and Honey Creek, not to mention destroying people’s homes and beautiful properties, properties where people chose to live away from a highway. Our property is mostly flood plain and the environmental impact on the wetland on our land would be devastating to the wildlife in this area. The Town of Prosper is completely opposed to any bypass within its town limits and has passed 2 resolutions, one in May 2017, and one in October 2018 stating such. Mayor Fuller, was opposed to the bypass when he ran for office. I have heard many city councilmen oppose the bypass as well.

It seems that most people affected by the bypass are against it. I urge you to do what is right, for the citizens of McKinney, and for the residents that use 380, and fix 380 on 380.
34. Rob Campbell

Hello,

Writing today to express the hope that you can help see to the keeping of 380 on 380. I know its an interesting dilemma, as the citizens and business owners have overwhelmingly supported keeping it on 380, versus a bypass.

I have interests of course; I live in heatherwood, having moved here 4 years ago with 3 children and my wife. Our home will be on an "island" between 380 and the bypass, not ideal with the noises and loss of any semblance of "unique by nature" I studied the plans when we bought the house and there were no plans and I was assured that the north loop would be it. Now we are faced with this situation.

I respect that you know both sides of the argument, I do ask for the sake of the future of this great city, please consider keeping the area open and unique by nature, the north loop is less than 4 miles from the new bypass, its going to affect so many homes, and neighborhoods... Once this is built there will be no going back to keeping some acreage open and nice subdivisions intact.

Thank you for listening and any assistance is appreciated.

35. Jessica King
Mayor Fuller-

You were voted into office largely based on your stance to FIX 380 on 380 and now you are backing out? Shameful.

I moved to McKinney in May- into Heatherwood specifically to be away from the traffic of existing 380 and to stay surrounded by NATURE. 380 needs repaired no matter what so why spend extra money on a bypass? People will continue to travel on existing 380. FIX IT.

Businesses along 380 once repaired will flourish like we see on 121.

Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

A bypass goes against McKinney’s 2040 plan that was just passed in October 2018.

36. Tim Schroeder

Mr. Fuller,

I am writing this email in response to the proposed 380 Bypass currently being considered as an option for McKinney, Prosper, & surrounding areas.

As a long time resident of McKinney, I am concerned about the impact a new bypass for 380. The amount of residents that will be directly impacted by a new bypass, instead of just increasing the current road doesn't seem to make sense. It seems that this bypass will only add more cost and won't change the situation being experienced on 380.

Please also consider the arguments below:

- A bypass goes against McKinney’s 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: “These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options.”

- This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

- Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

- From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

- Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail that is sprouting up along it bringing increased traffic.
-The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.

I appreciate your hearing me out and I would hope that something can be worked out that would be mutually beneficial for everyone.

37. **Joey Tam**

I love McKinney and I love my house. There are COUNTLESS number of houses that you will ruin by putting a bypass through residential areas. 380 is a major highway, and the improvements necessary to sustain McKinney should be done on 380 itself.

This will make Baker Elementary School not even a quarter mile away from the highway! Think about the kids!

38. **Ms. Corey E. Schindler**

Dear ladies and gentlemen,

My husband and I just moved into Willow Wood in McKinney on February 1, 2019. We are looking forward to living here for a long time, and raising our children in a safe neighborhood with great schools.

We are saddened and anxious to hear that our city leaders are pushing though a plan for the 380 Bypass to run at the south end of our neighborhood. Not only is it terrifying to think of having a major highway right outside our door (so close to where our little ones will be playing), but we are concerned that when we do wish to move in the future, our home values will go down substantially. I would never buy a house right on a highway, and statistically, most people feel the same way, as home values suffer when they are that close.:(

Please see this list of additional concerns my family has, and please DO NOT put the bypass next to our neighborhood!!

Thank you!

* A bypass goes against McKinney’s 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: “These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options.”
* This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

* Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

* The Town of Prosper passed a resolution opposing any bypass within its town limits back in May 2017(date?) and followed it with a stronger resolution of opposition in October 2018.

* The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.

* From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

* Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

39. **Bri Westbury**

Dear Mayor Fuller,

You were elected after a wonderful campaign, in which you opposed the bypass and promised it would not happen. Your constituents want you to stand by that promise.

They reminded you of their will when the TxDOT conducted a study, in which they AGAIN showed their desire for NO BYPASS.

Listen to us, we are your people, we do not want a bypass.

I moved to McKinney after much deliberation and studying of the 2040 plan passed in October 2018, in which it clearly stats the city’s strategy to focus on “Multi-modal options”- a great plan and where our money should go!

I live in the Heatherwood Neighborhood and a bypass would destroy our quality of life. I do not understand why you would allow anything other than arterial build outs on our surrounding roads. Such arterial roads would allow mobility, stick to the 2040 plan, show you as a man of integrity, and give the majority of residents what they have shown they desire (both by electing you, and through the TxDot study).
It also does not make sense to build the bypass, it is too close in distance to the outer loop and a US HWY (380). If we do not treat US HWY 380 as a HWY, like all of our neighbors, it is ridiculous.

In sum, your people do not want the bypass, it does not make sense. The only solution is build out arterial roads and treat US HWY 380 as the HWY it is.

Thank you for listening. I look forward to seeing how you proceed.

40. Joseph Tam

I love McKinney and I love my house. There are COUNTLESS number of houses that you will ruin by putting a bypass through residential areas. 380 is a major highway, and the improvements necessary to sustain McKinney should be done on 380 itself.

This will make Baker Elementary School not even a quarter mile away from the highway! Think about the kids!

41. Heather Powell

To Whom It May Concern,

I am a Prosper resident. I have lived in Whitley Place for 2 years, having moved here from California for work. We picked this neighborhood and land to build our forever home because we loved the feel of the wider spaces and slower moving day to day life. Of hearing of this LAST minute route (red alignment option B) which would cut through the land only 2100 feet from my community I was appalled. The reasons why this Custer option makes zero sense are listed below.

1. This bypass goes against McKinney's 2040 plan.

2. This bypass goes against Prosper's plan for its intention for future growth and would take away valuable land that we as Prosper could use to bring our taxes down, build our future communities and protect our kids from growth that we as homeowners moved here to get away from.

3. The process that TxDot has used to come to these lasting conclusions has NOT been transparent and due process was not given to the residents of Prosper to arm themselves from this bullying approach to bring us into this mess. We were told that TxDOT would present to the cities and they would vote. TxDot's story has thus changed.

4. The spring and fall survey results show a significant opposition to the bypass and the resolution is to keep 380 on 380.
5. In the event a bypass is selected 380 alone will need significant funds to be used to build to suit the ever growing 380 retail traffic in the years to come.

6. A bypass will not solve the issues that we are facing with the commercial traffic because the fastest way from point A to point B is a straight line and many won't use the bypass because it is not time saving.

7. Prosper ISD has announced a new High School to be built at First and Custer and a third one at Custer and Prosper Trail, feet from this so called bypass, along the same roads as our children will have to take to get to these schools.

I hope you take all these points in consideration when making your decision.

42. Paula and Tom Ford

To whom it may concern:

Fourteen years ago our family of 6 moved to Prosper. We've been Texans for 36 years, but finally we were able to find that perfect acre and a half of land in a nice, quiet, friendly neighborhood - Rhea Mills Estates. We built our dream home with the intent to never move again. We have thoroughly enjoyed raising our children here, away from the chaos of the big cities.

However, now that reality is in danger from a proposal to build a 380 bypass within sight of our house! This outrageous plan must be stopped! Our small town feel would totally disappear with such a monstrosity invading our peaceful community.

A bypass of 380 is totally unnecessary. Fix 380 on current 380 by making it controlled access. Studies have already been done, and it is the best solution (see attached graphic). A bypass would uproot families, disrupt neighborhoods, and create many problems (see attached graphic). Any bypass that encroaches on Prosper should not be allowed any consideration. It should be rejected in the strongest terms!

We have heard that a group of people from the Tucker Hill development in McKinney, led by Judge Keith Self, are behind this revision of the route. It is pure nonsense that people from a new housing project in McKinney, built right next to 380, should have any influence over Prosper long-time residents to the extent of destroying our way of life. Those people chose to live next to a highway. They have no right to complain about it now and force a disruptive boondoggle on our town.
We have voiced our concerns at city council meetings, written letters, called officials, completed surveys, and it seems that we are still being ignored. I understand that the survey done by TXDOT shows overwhelming support for fixing 380 on 380 - the green route. Please do not allow a small group of powerful individuals to run rough-shod over the directly-affected citizens by pushing this hated bypass through without transparency.

Thank you for all you have done already to stand against this monstrous threat to our way of life. Please don't stop fighting!

(Attachment 4)

43. John Ereno

Please let this email serve as my support for U.S. Highway 380 to be expanded along the current U.S. Highway 380 Alignment between the Denton County/Collin County line and U.S. Highway 75. I am opposed to any U.S. Highway 380 bypass options for U.S. Highway 380 between the Denton County/Collin County line and U.S. Highway 75. My reasons to oppose the proposed bypass routes:

- Over 62% of those participating in the latest survey prefer expanding U.S. Highway 380 along its current alignment
- Local government support of the expansion along the current U.S. Highway 380 alignment voiced in the resolutions by the Town of Prosper and Prosper Independent School District
- Close proximity to two high schools and one middle school (a high school and middle school which my children will attend)
- The proximity of bypass routes to the future Collin County Outer Loop
- Per the U.S. Highway 380 Feasibility Study conducted by the TxDOT, expanding U.S. Highway 380 along its current alignment:
  - Better satisfies the travel demand compared to the proposed bypass routes
  - Provides better enhanced safety than the proposed bypass routes
  - Impacts fewer numbers of residential properties
  - Impacts fewer number of acres of development
  - Impacts fewer number of acres of environment, watershed and park land

We purchased our current home in Prosper after living in Prosper for five years, doing our research on area construction projects and knowing that the following area roads will be expanded by several lanes to handle increased traffic: Frontier (FM 1461), Custer and Prosper Trail/Bloomdale. We also expect Custer to become a main arterial road from U.S. Highway 380
to the Collin County Outer Loop after it is constructed. When we bought our house, we knew McKinney was looking at a U.S. Highway 380 bypass route to solve its traffic problems around the U.S. Highway 380/ U.S. Highway 75 intersection. However, we were surprised by the last-minute proposed bypass route through Prosper that will be approximately 1.3 miles from our home, drastically increase traffic on arterial roads surrounding our house (Custer and Prosper Trail/Bloomdale) and pass directly by the middle school and the high school that my children will attend.

44. Heather Ferguson

We support the McKinney 2040 Plan as adopted, and US Highway 380 designated as a “Major Regional Highway” in its current alignment.

This is what the major share of citizens in McKinney want!

45. Fred Costa Ph.D.

I stand firm in my support of the Green alignment of 380. The Green alignment is not just the choice of the community and businesses, but also the best choice for McKinney 2040, the Town of Prosper, and Collin County’s future mobility and development.

I support the City of McKinney’s 2040 Plan as adopted, and US Highway 380 designated as a "Major Regional Highway" in its' current alignment. Furthermore, I oppose the adoption of the alternatives proposed in the Plan's appendices because the potential negative impacts on the other elements of the plan were not sufficiently studied, e.g. dividing the ETJ community.

I support and am in total agreement with The Town of Prosper’s resolution to strongly oppose 380 bypass option B and discontinue discussions with TxDOT until option B is removed from consideration.

No feathered approach as proposed by Mr. Morris is acceptable. The community and businesses have spoken and chosen the Green alignment of 380, period.

The TxDOT survey respondents favor the fix 380 on 380 option by 62%, 3 to 1 over the organized effort by the Stone Bridge Ranch and Tucker Hill communities to press for option B into Prosper, which only 2000 respondents favored, down from 3000 (in a city of 180,000, only 1.6%) signatures collected from the online petition for the same.

Business owners favored the fix 380 on 380 by 56%, 2 to 1 over the organized effort to press for option B into Prosper.

TxDOT traffic models show traffic demand is overwhelming on the 380 current alignment through all segments.

The results are that commuters, business owners, citizens, and engineering models favor the fix 380 on 380 solution. No reasonable person would support any bypass option in the light of the survey and traffic models. All reasonable accommodations have been made for stake holders.

Fixing 380 on 380 made sense yesterday, it makes sense today, and it will make sense tomorrow. The more the public learns about the 380 issue the greater the support for fixing 380 on 380 and the support for all other option dissipates.
I looking forward to TxDOT getting to the business of building a road the public demands.

46. Cameron Mills

Am writing this email to inform you that I am an elected HOA Board member of Heatherwood which has over 800 homes. Heatherwood is home to hundreds of families, a park, and Prosper ISD elementary school. Unfortunately Heatherwood sits just south of FM 123/Bloomdale, the very road that has been proposed to be converted to the US HWY 380 bypass (roughly the same size as hwy 121). Our way of life will be negatively impacted by the proposed bypass. I want to be clear, this is not a superficial NIMBY argument. OUR WAY OF LIFE WILL BE NEGATIVELY IMPACTED. Every home in Heatherwood is at least over a mile away from not only 380 but any other highway by any definition let alone a limited access roadway. The families that bought homes here did so with the expectation that one day additional infrastructure would come in with arterials not limited access highway the size of hwy 121. The proposed bypass will bring a limited access roadway within 0.3 miles within school property! And within feet from homeowner’s backdoor! This is not an exaggeration. I am (again) asking that you kill the 380 bypass option(s) Below are additional points supporting fixing 380 on 380. I also challenge each and everyone one of you to Google Heatherwood and see for yourself how close and how obviously detrimental the bypass will be to us and let me know when you have done so. Please, this is a moment to silence your critics who say you don’t care. I am only asking you to take 5 minutes of your day to see for yourself.

* A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: “These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options.”

* Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

* The Town of Prosper passed a resolution opposing any bypass within its town limits and followed it with a stronger resolution of opposition in October 2018 As did Prosper ISD.

* The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.(a neighborhood that is on current US HWY 380)

* Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail, restaurants, and entertainment venues that have begun to be built up along it and bringing increased traffic.

* Do we, McKinney want all these new shops and restaurants bypassed? NO!

47. Dennis J. DeMattei

I would like to express my support to fix 380 on 380 and oppose bypass options through Prosper. Before purchasing this home, I carefully researched future roadway plans as I used to work in a county planning office. The impacts of the proposed right of way through Prosper
would not be beneficial for the community. I would like to retire in this home and community. The following points should also be considered.

* A bypass goes against McKinney’s 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: “These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options.”

* This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

* Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

* The Town of Prosper passed a resolution opposing any bypass within its town limits back in May 2017 and followed it with a stronger resolution of opposition in October 2018.

* The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass.

* From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

* Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

48. Valerie Potash

Mayor Fuller,

It is my understanding you are planning on approving 380 to be a bypass. Please reconsider this decision for the following reasons.......
* The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass.

* From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

* Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

It will hugely impact the residences of McKinney and Prosper in a negative manner. Not to mention all the established and new businesses along 380. We are all very excited about the new commercial growth. They will suffer from the expanse and lose customers during the mess of construction. There are other alternatives, WHY does it have to be through the middle of our lovely city!!!???

Please don't let this city and it's people down!!

49. Juan E. Cortez

Mr. Fuller

Through our informed community i have learned that the bypass going through our community is sadly still an option that is being pushed forward. I am saddened to be writing this letter. Survey after survey showing overwhelming support for “keeping 380 on 380” should be sufficient to eliminate the bypass option going through our community. A community you visited, at a school that would be strongly impacted by the bypass, with the promise of strongly opposing the 380 bypass. Better yet the standing room only meetings held in downtown strongly opposing the bypass should be without a doubt an example of this. While i completely understand the need for better east to west travel on US 380, lets keep in mind this is a US highway meant for travel. Our neighborhood and many of the other neighborhoods in the route of the proposed bypass are meant for homes. Since we first found out about the bypass we have been told that nothing is certain until all the studies have been completed. We have been at bay waiting for the time to speak and have been vocal every opportunity we have been given. To learn that our Mayor, one who ran a successful campaign strongly opposing the bypass, is now pushing forward the bypass deeply saddens me. I ask that you please not forget about the residents that received you with open arms at our annual HOA meeting. Please don’t forget that promise of opposing the 380 bypass. Ill keep this short as i have a strong feeling my email is not the only one you will be receiving. Thank you very much for all your time.

50. Terri Silver

Dear Mckinney council members,
We voted for you because you said you did not want a bypass on Bloomdale. We expect you to uphold your campaign promises. A 70 mile an hour road should not be put so close to residential areas and schools. Overwhelmingly, people voted to just fix 380. Listen to your constituents.

51. Jennifer Sedwick

Hello,

My name is Jennifer Sedwick and I live in McKinney, Texas. I live approximately 1 mile North of 380. It has come to my attention that the proposed bypass for 380 is being pushed forward. This bypass would run along the backside of my neighborhood.

I implore you to reconsider any support for this bypass. First and foremost, both the spring and fall surveys showed results that an overwhelming majority of McKinney residents DO NOT WANT a bypass. They prefer to keep 380 on 380. Additionally, a bypass that runs just a little over a mile from the existing highway will do little to no good at alleviating traffic.

Even if a bypass is approved, 380 will still need to be improved. The numbers showing the cost of each option are a little misleading. Those are ONLY the costs to build that particular option. One must add in the additional costs of improving 380 for any of the bypass options.

The current “favored” bypass option, that runs west of Custer puts it through the town of Prosper. The Town council, in protecting its residents, has passed two resolutions strongly opposing a bypass that cuts through its city limits.

I also find it very disheartening that, yet again, elected officials are either only looking out for themselves, or saying whatever needs to be said to get elected. I would remind everyone that the current favored bypass option was proposed as an alternative by Judge Self and did not have the full support of the Commissioners Court. It was in response to the bypass option that ran through Tucker Hill. It’s important to note that Judge Self lives in Tucker Hill. Mayor Fuller ran a campaign based on his strong opposition to any bypass. Once elected, he now favors the bypass even though an overwhelming majority of his constituents oppose a bypass and want 380 fixed on 380.

In conclusion, US HWY 380 has been a designated highway for a very long time. It’s one reason I chose to build my house north. I looked at the options and knew that at some point, 380 would be expanded, as most highways are. It only makes sense to fix 380 on 380.

52. Janet Anders

Good morning, Mayor Fuller and all parties receiving this email.
The time is nearing for the completion of the 380 Feasibility Study and the decision will soon be made for the improvement of 380 through Collin County. I respect the many considerations that must be studied in order to find a solution that is most suited for meeting the traffic demands of the future. However, I strongly oppose the bypass option.

It is my understanding that you, Mr. Fuller, are pushing for the option of the bypass starting west of Custer (you can call it a parkway, but if we are real, it will be a bypass). I am certain I don't need to remind you that you spoke from the beginning, even appearing at our first "no bypass" large group meeting against a bypass and promised to stand firm in support of fixing 380 on 380.

For me, this is personal. Our family has lived in Walnut Grove for 14 years and I do not want a bypass taking out ManeGait and the NW corner of our neighborhood. I do not want to be trapped between 380 on the south and a 380 bypass on the north, making our quiet, unique neighborhood an island between two noisy highways. What a devastating outcome for one of the most unique neighborhoods to bless McKinney and Collin County.

There are many points that can be made opposing the bypass, including:

- A bypass goes against the McKinney 2040 plan passed in October 2018.
- Even with a bypass, 380 will still need significant improvements due to the growing retail corridor.
- The entire process has not been transparent, including the fact that we were shown 5 options and told there would be no new options, but only "tweaks" per Tony Kimmey's conversation with me. However, when Judge Self, who lives in Tucker Hill, requested the west of Custer bypass option, we suddenly had a new option to consider.
- You, Mr. Fuller, are supposedly pushing for a "parkway". But my understanding is that TxDOT does not build parkways, they build highways and bypasses. So, let's call it what it is.
- The bypass negatively impacts the NW Sector which has unique and promising opportunities for the future if left to develop as originally planned.
- Bloomdale was meant to be an arterial road, not a highway. Let's keep it that way, which is best for the McKinney neighborhoods currently along Bloomdale.
- Putting in the bypass starting west of Custer impacts multiple school sites for Prosper ISD, which is a fast growth, high quality district bringing families not only to Prosper, but to the City of McKinney.

I strongly oppose any bypass options, including the west of Custer option. Please help us fix 380 on 380 and avoid the negative impacts of a bypass.
53. Meagan Daniel

Good Morning,

I am writing this morning to express my strong need and desire for 380 to remain on 380.

It has been made clear that a bypass through Prosper is not only on the table, but a strong possibility. It goes without saying that this would be detrimental to Prosper, our residents, and businesses.

I see that the bypass would cut through or come extremely close to two future high school sites. Besides Prosper’s small town feel, this is the #1 reason we chose to raise our family here. I am not comfortable with my children traveling to and being at a school that has a major highway right next door. I’m sure the residents of McKinney that are in PISD can understand this as well. The bypass would also brush against our new neighborhood, Whitley Place. We specifically chose a quiet neighborhood off of 380, and expect it to stay that way.

TxDOT has not be transparent with their business. We have been told numerous different things that have never happened, including a “vote” and public meetings. It is clear that this has been driven by a few select people, and we are being taken advantage of. The TxDOT Spring and unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380, so why is a bypass still even an option?

Even if there is a bypass, the existing 380 will require significant investment due to the growing retail that is happening and increased traffic, including the “Restaurant Row” that McKinney is bringing to the corner of 380 and Custer, right next to Prosper city lines.

I speak for many of us when I say that this will end up costing Prosper in so many ways. Who will patrol the bypass? We’ll need more policeman, first responders and medical facilities. With traffic, especially on a freeway, comes collisions and injuries. Our home values will decline with the noise of a freeway, therefore generating less tax income for the city. Our schools will be affected, as pointed out above. So many people have flocked to this amazing town to avoid all of these things, and we expect our investment to be upheld.

We were at the Prosper Town Council meeting, in our red shirts, in October 2018 where you passed a strong resolution of opposition to this plan. Please take a stand now and let all of our voices heard. The time to be vocal and fight this is now.

54. Amy Pariseau
Mayor George Fuller,

I am writing today to express my full support and desire to see Highway 380 fixed along its current alignment. Due to my home’s immediate proximity to 380 and the proposed bypass routes, I cannot in good conscience support any other alternative. Furthermore, the results of the Spring and unofficial Fall surveys showed that the community overwhelmingly agrees with the fix 380 on 380 option.

I live off Community and Taylor Burk in the heart of all the new development. We have been so excited to see all the new businesses pop up over the last year but also very wary of losing our natural surroundings. We do not want to see our parks, Erwin Park especially, impacted in the slightest. Adding in a bypass will further negatively effect the wildlife and ecosystem we love. It’s why we chose our home in this area.

Now that we do have so many new businesses, 380 must be addressed to support that community. A bypass will not do this. No normal person will take it. Truckers? Maybe. But that’s not really the problem driving 380. We need to see more turn lanes, better timed lights, and lane editions. While it might be the more expensive option, you will find so much support with this approach.

Please listen to the masses on this. We do not support a bypass. I know growth is inevitable, but we do not want or need to be Dallas. This is McKinney - unique by NATURE. Let’s be the number one place to live. Where people are dying to get their families into. We do not need to build out every nook and cranny to keep up with DFW.

55. Tim Daniel

Morning,

I am writing this morning to express my strong need and desire for 380 to remain on 380.

It has been made clear that a bypass through Prosper is not only on the table, but a strong possibility. It goes without saying that this would be detrimental to Prosper, our residents, and businesses.

I see that the bypass would cut through or come extremely close to two future high school sites. Besides Prosper’s small town feel, this is the #1 reason we chose to raise our family here. I am not comfortable with my children traveling to and being at a school that has a major highway right next door. I’m sure the residents of McKinney that are in PISD can understand this as well.
The bypass would also brush against our new neighborhood, Whitley Place. We specifically chose a quiet neighborhood that was not right off of 380, and expect it to stay that way.

TxDOT has not be transparent with their business. We have been told numerous different things that have never happened, including a “vote” and public meetings. It is clear that this has been driven by a few select people, and we are being taken advantage of. These few loud voices (however well connected) should not have the power to influence this type of decision. The TxDOT Spring and unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380, so why is a bypass still even an option?

Even if there is a bypass, the existing 380 will require significant investment due to the growing retail that is happening and increased traffic, including the “Restaurant Row” that McKinney is bringing to the corner of 380 and Custer, right next to Prosper city lines.

I speak for many of us when I say that this will end up costing Prosper in so many ways. Who will patrol the bypass? We’ll need more policeman, first responders and medical facilities. With traffic, especially on a freeway, comes collisions and injuries. Our home values will decline with the noise of a freeway, therefore generating less tax income for the city. Our schools will be affected, as pointed out above. So many people have flocked to this amazing town to avoid all of these things, and we expect our investment to be upheld.

We were at the Prosper Town Council meeting, in our red shirts, in October 2018 where you passed a strong resolution of opposition to this plan. Please take a stand now and let all of our voices heard. The time to be vocal and fight this is now.

56. Jay Scarbo

As a Prosper resident and voter, I am so disheartened that the Prosper 380 Bypass seems to still be on the table. Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380, so I cannot believe that any bypass option is still being discussed. A bypass option doesn't fit with either city plan and no matter what, 380 is going to have to be fixed!

Not to mention that this process has been anything BUT transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best. The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.
Please count this as OPPOSITION to any form of Bypass!

57. Michael and Lori Swim

Honorable Mayor Fuller and Esteemed Council Members:

I’m writing to oppose the 380-bypass route or “RED” route that is currently one of two options to improve traffic flow in Collin County as part of the most recent feasibility study by TxDOT.

My wife Lori and our six children have been residents of the City of McKinney for over 21 years - since August of 1997. We lived on Bordeaux Drive in the Vista of Eldorado until 2011 when we moved onto property we purchased about a year and a half earlier into an existing, modular home with plans to build a custom home at some time in the future. We acquired three contiguous properties 12, 7 and 5 acres each for a total of 24 acres on County Road 338. We waited until 2016 to get serious about building then, designed, permitted (with the City of McKinney) and built over the last 2 years or so finally finishing in August of 2018. Initially we were aware of a potential extension of airport road that could touch our property then “talk” of a 380 bypass - but no real plans - so we moved forward. Then, last spring the initial feasibility study came out as we were well into construction, with alignments coming close to the property and ultimately on Oct 4 with the new alignment directly bisecting our property, affecting all three plots and effectively running the freeway through my new front yard.

The main reason we purchased the property was so we could continue our efforts with equine rescue which Lori had started a few years earlier on leased pasture north of 380 and Lake Forest. Our efforts over the last 10 years or so have rescued and placed 75+ unwanted, underfed or abused horses. We currently have a herd of 13 horses about 8 of which need a home as well as 7 head of cattle.

Our intent was to “get away” from the city, move to the country where we could finish raising our children and operate the equine rescue. We certainly didn’t ever imagine that a proposed, six lane freeway with 350’ right of way would ever be in the picture! Following are 12 reasons we are animatedly opposed to the bypass or “RED” route:

1) We moved to our current location with the intent of getting away from highways and busy thoroughfares - we would never have dreamed of building a home on, let alone near a state highway yet those businesses or residents that built or purchased on State Highway 380 did so with full knowledge of risk of future expansion, improvements and other changes.

2) A bypass goes against McKinney’s 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: “These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options.”
3) This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

4) Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380. Additionally, a total of 446 Business Owners responded to the fall survey – 265 or more than 2 to 1 are in support of Fix 380 on 380.

5) The Town of Prosper passed a resolution opposing any bypass within its town limits back in May 2017 and followed it with a stronger resolution of opposition in October 2018.

6) The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill.

7) From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

8) Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

9) TxDOT’s own study shows the new or “green” alignment along 380 is the best for capacity, exceeding the red routes capacity by 12k vehicles daily.

10) The expansion of Highway 380 is essential to accommodate the rapid growth in Collin County and thus, this project should not be moved further north than existing 380. It’s eventual proximity to the Outer Loop would cause less optimization of our overall transportation network. Expansion on the current 380 corridor would greatly benefit the mobility in Collin County both now and in the future.

11) Perryman Study from 2017 - although it may be a little dated and not be considering all the current factors, this study shows that a limited access highway from Denton County line to Highway 75 would have negative economic impact short term (3-5yrs) but in the long term (20yrs) be very economically accretive for consumers, business owners, the cities and the state along with significantly improving traffic flow.

12) Impact on the environment in one of the most beautiful parts of the State of Texas are inevitable - wildlife, nature, trees, watershed and estate properties.

Lori and I love living in McKinney - we want to stay here the rest of our lives. McKinney reminds us of where we grew up in Iowa but without the drastic winter weather. **If a bypass goes through our property it’s likely we lose a legacy that would otherwise one day be passed on to our children in addition to uprooting us, destroying our property value and essentially ruining a lifetimes work, not to mention the impact on rescued horses and the environment.**
Many others all along the bypass share the same potential fate as Lori and I - I implore you to keep 380 on 380 and tell TxDOT “NO BYPASS” in our city. (Ironically what the cities of Prosper and Frisco have already done)

58. **Lydia La Fratta**

Dear Mayor Fuller,

I am a McKinney resident concerned about the 380 bypass. I live in the Timber Creek neighborhood, which would be very much affected by a bypass. When my husband and I moved to this area from Idaho, we selected a new house in a beautiful neighborhood that is truly unique by nature, far from the current US Hwy 380. We never dreamed that we would live right next to a major road. We and our neighbors made a deliberate choice to not live right next to a major road. A bypass would transform our neighborhood for the worse.

My husband and I submitted comments this past year expressing our support for keeping 380 on 380. Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380. We were told that TxDOT would present options to us and that we would have a chance to vote-- not that TxDOT would just decide for us.

With all of the new developments along the 380 corridor, 380 will require a significant investment. Traffic on 380 has increased so much since we moved here two years ago. We see accidents or near-accidents often on 380. There are only going to be more stores and restaurants added. A bypass would not help any of this-- these stores are right on 380, with people turning in to parking lots right from 380 itself.

It's time to fix 380 on 380.

59. **Maria Mercer**

Mayor Fuller,

I remember the first time I saw you in one of the 380 bypass meetings back in 2017. I felt a sense of hope, 1st of all because you were clearly basing your campaign on being against the 380 bypass – but also because you seemed like such a departure from the “normal mayoral type”.

I am embarrassed to say that your campaign was the first and only one that I have ever been actively involved in – which is shameful given my age😊

I felt that we were on the same team and had a united purpose.
Over the past 18 months, I can say that I have been disappointed in the results and your position on the 380 bypass. Your position has completely changed and I have lost faith.

Here are just a few of the reasons why you should not be actively pushing the 380 bypass agenda.

Given these reasons, I respectively ask you re-consider your position on the 380 bypass and support the expansion and build out of 380 instead.

* A bypass goes against McKinney's 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: “These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options.”

* This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

* Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380. Clearly, your constituents have given you their opinion. Why are you not representing and advocating on their behalf?

* The Town of Prosper passed a resolution opposing any bypass within its town limits back in May 2017 and followed it with a stronger resolution of opposition in October 2018.

* The request that TxDOT add a bypass originating west of Custer was first presented by Judge Self. It was not proposed or supported by the full Commissioners Court. TxDOT has presented it as a Commissioner Court proposal after receiving a letter to that effect from the McKinney city manager. Commissioner Susan Fletcher has gone on the record opposing the bypass. Keith Self lives in Tucker Hill. This clearly seems like a conflict of interest.

* Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic. Shouldn’t we focus on 380 since this work MUST be done anyway? The build out of other routes can be considered after the improvements to 380 have been completed and you have more data to support the addition of other roads/bypasses.

Finally, if the west 380 Bypass route is chosen, it will entail the removal of ManeGait Therapeutic Horsemanship.
I can’t imagine the poor press McKinney would receive if that happened. I will plan on assisting the owners of ManeGait in whatever efforts necessary to ensure that the public is fully aware and campaign on their behalf to sway the decision.

Please do what is right and expand the current 380 footprint.

Put this bypass nonsense to rest and fulfill your campaign promise.

Thank you for your time.

60. **James and Kerstin Marek**

Dear City of McKinney:

I would like to strongly voice my opinion on the 380 Bypass! Not only does the Bypass go against McKinney’s 2040 plan (which was literally just passed in October 2018) – but I strongly feel it will be a worthless and costly effort. I don’t believe a Bypass would reduce traffic on the existing 380, and would only destroy nature, homes and neighborhoods that didn’t ask to be in the path of this potential MONSTER of a Bypass! We didn’t buy on 380, we don’t WANT to be on 380! Additionally, due to the growing retail that is sprouting up along 380 and bringing increased traffic, there is no way that the City doesn’t (regardless of a Bypass or not) need to spend a substantial amount of money on improving the current 380 so why even consider spending that money twice?

The entire process seems a little shady and the opinions and support toward or against a Bypass (from both TX DOT and our City Officials) seem to change. As shown from the Spring and the unofficial Fall surveys, the results indicate an overwhelming majority of folks prefer to keep 380 on 380. If a majority of our Residents prefer this option, why does the City and TX DOT keep pushing a Bypass on us if it isn’t potentially politically motivated in some way?

As a resident of McKinney I urge you to protect our “Unique by Nature”, protect the families that have land they love and care for in McKinney, refocus on fixing 380 ON 380 and protect neighborhoods that would be directly impacted by this Bypass MONSTER!

Thank you for your time, I hope my voice matters.

61. **Karen Barker**

To whom it may concern,

I would like to address with you concerns about the proposed 380 bypass.

A bypass goes against McKinney’s 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: “These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options.”
This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best. This should be our choice and we should have a vote considering it is impacting us as homeowners!

Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.

Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

"Unique by Nature" isn't that what McKinney is supposed to be? I am not the only one that purchased my home for the nature aspect around it. Everyone in our community did and now you want to take it away. This should not be up to the city to choose.

You are taking way the Nature out of McKinney! Let us keep our beautiful Nature

62. Natalie Nordman Mays

Mayor Ray Smith and others,

I am a Prosper resident in Whitley Place and have been following the 380 issue closely. I find it hard to believe that 380 would not be fixed on 380 as this is the main east to west road from Denton to Collin county. Very much like HWY 121 in Frisco. All you have to do is go back in time to when I first moved to Frisco in 1989 and Frisco was only 3500 people. By building out 121 as it is today, Frisco and McKinney have grown and continue to grow. The only part that has suffered and still to this day has not recovered and built back up is the 121 area into Lewisville. This is the same thing that could happen in McKinney if you bypass 380. I know there is talk about the bypass being needed to help with traffic but the problem with this is it won't help the current problems on 380. People use 380 to go east/west and then south. Thus building a road that is north of there won't help solve the problem we have. The outer loop is being built to help with the future traffic further north, not more that 1.5 miles north of the proposed bypass. Instead of wasting all this money to build a bypass just to have it be replaced with the outer loop why not build up the east-west roads already there to help with traffic and improve 380 on 380. Thus helping people move East/West which is what is needed. By building a bypass you are not fixing the problem as people will continue to drive east and west to get to McKinney and Frisco. Highway 380 has a F rating and a bypass will not fix that. Fixing 380 on 380 is what's need to keep us safe and also not impact those residents that bought away from a highway.
In closing, please take the time to think of how to fix this problem correctly and not just add more roads that will not fix the current issue and take all the money away from fixing 380 - which is what is needed. Also McKinney has failed to plan for the future and that should not be allowed to harm Prosper residents and McKinney residents in the ETJ because they didn't plan correctly. We need this problem to be fixed correctly by keeping 380 on 380.

63. Haley Katherine Hill

Good Morning Mr. Fuller,

I am writing this email in regards to the 380 Bypass currently being considered as an option for McKinney, Prosper, & surrounding areas.

As a resident of a McKinney neighborhood that will be directly effected by the potential 380 bypass (Pecan Ridge) I urge you to reconsider. As someone who has purchased their home in McKinney in the last year, and plans to raise a family and build a life where I have placed these new roots, I had plenty of options to purchase a home near 380, but wanted to avoid the traffic and congestion that is often present. It is extremely distressing to think that our traffic congestion, sound, property value, and air quality around our neighborhood will be negatively impacted if this bypass is built.

The amount of residents that will be directly impacted by a new bypass, instead of just increasing the of the current road makes no absolutely no sense. I don't personally feel that 380 will become less congested as a result of this bypass, it only adds more cost in building an entire new bypass in addition to maintaining the current condition of 380. There are too many established businesses/retail for a new road to simply divert the majority those that would have traveled on 380 to a new bypass anyways.

Please also consider the arguments below:

- A bypass goes against McKinney’s 2040 plan that was just passed in October 2018. This is directly from the Mobility Strategy: “These efforts should include strategies to reduce travel times, shorten trip distances, and provide more viable multi-modal options.”

- This process has not been transparent. We were told that TxDOT would present to the cities and they would vote. Suddenly that story changed sometime late summer/early fall and we are being told that TxDOT will tell the cities what is best.

- Both the spring and the unofficial fall survey results show an overwhelming majority prefer to keep 380 on 380.

- From our conversations with TxDOT, they have made it clear that TxDOT does not build parkways. They are looking to build a freeway, not an arterial.
Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail is sprouting up along it bringing increased traffic.

Please listen to the voices of the residents that will have to deal with the consequences of this decision. We don't want this bypass, and it does not make sense when there is a road already built that can be fixed where it stands.

64. Nick Nordman

Ray,

I know we have talked about this in person in the past and at multiple meetings at the City and HOA meetings. I am following up concerning the 380 issue as we have heard things are proceeding forward and that their is push from Mayor Fuller and others for the bypass against the wishes of Prosper. I know you are working on this to keep 380 on 380 as the only viable option going forward. Below are some of my thoughts on the issue. I just want to make sure that Mckinney and TXDOT are not just pushing for a short term plan and not the best long term plan. Because a bypass does not fix the current issues on 380. We need to tackle that problem and then use the outer loop and arterial roads to help with the future build out of Collin County.

I feel I have a different view on this topic as a home owner in Mckinney, Frisco, and Prosper. I truly believe in this area and have invested in multiple properties.

I truly find it hard to believe that 380 would not be fixed on 380 as this is the main east to west road from Denton to Collin county. Very much like HWY 121 in Frisco. All you have to do is go back in time to when I first moved to Frsico in 1989 and Frisco was only 3500 people. By building out 121 as it is today The area of Frisco and McKinney have grown and continue to grow. The only part that has suffered and still to this day has not recovered and built back up is the 121 area into Lewisville. This is the same thing that could happen in McKinney if you bypass 380. I know there is talk about the bypass being need to help with traffic. The problem with this is it wont help the current problems on 380 as people us 380 to go east/west and then south. Thus building a road that wont help solve the problem we have. The outer loop is being built to help with the future traffic further north not more that 1.5 miles north of the proposed bypass. Instead of wasting all this money to build a bypass just to have it be replaced with the outer loop why not build up the east west roads already there to help with traffic and improve 380 on 380. Thus helping people move East/West and the area north builds out and fix 380. By building a bypass you are not fixing the problem as people will also drive east and west to get to Mckinney and Frisco. Highway 380is has a F rating and a bypass wont fix that, you need to fix 380 on 380 to help keep us safe.

In closing please take the time to think of how to fix this problem correctly and not just add more roads that wont fix the current issue. Also McKinney has failed to plan for the future and that
should not be allowed to harm Prosper resident and McKinney residents in the ETJ because they didn't plan correctly. We need this problem to be foiled correctly on 380 and not just building another road that won't solve the true problem which is making HWY 380 a safe road to drive on.

Twitter

1. Fort Worth drivers in a jam with one of the worst commute times in the country – Dallas VideoFest (@videofest)

Fort Worth drivers in a jam with one of the worst c...
Now this is a list we don't want to top. Drivers in the Fort Worth-Arlington area will spend more time commuting to and from work in 2019 than the average American, ...
fortworth.culturemap.com

This is a direct result of decades of failed leadership from @NCTCOGtrans and @TxDOTDallas, who continue to refuse to implement best practice urban transportation planning policies. Just more & more highways, generating unsustainable induced congestion. – Wylie H Dallas (@Wylie_H_Dallas)

2. Any chance that @NCTCOGtrans and/or @TxDOTDallas will adopt commonly accepted best practice urban mobility plans & policies... ever???😊 – Wylie H Dallas (@Wylie_H_Dallas)

3. “More lanes!” isn’t the answer @TxDOTDallas @NCTCOGtrans – Philip Goss (@gosspl)

Urban Planning & Mobility @urbanthoughts11
Show this thread

more surface streets is part of the answer, as well as the shorter trips and compact land uses they foster. – patrick kennedy (@WalkableDFW)

4. New lane closures are planned for this week as part of the @keep30360moving Interchange Project and the @TxDOT SH 360 Widening Project: http://ow.ly/P0K130o5Oy1 – City of Arlington (@CityOfArlington)
Facebook

1. Freeway closure alert! Avoid these freeways near DFW Airport this weekend: http://bit.ly/2tMeusG – NCTCOG Transportation Department

Take TEXRail instead! – Tarrant Transit Alliance

   Tarrant Transit Alliance just say NO to mass transit! Can't get where you want, nor when - and it is a huge cost to society which FAR outweighs any perceived benefits. – Phil Neil

   it’s nice to have a choice – Chris Wyatt

Just one more reason I will start flying Southwest out of Love Field – Doug Holladay

Public Meetings & Forums
Email

1. Stephen Endres

The Texas Department of Transportation (TxDOT) will conduct a Meeting of Affected Property Owners (MAPO) to discuss and receive public comments on a new alignment segment added to the feasibility study in the northeast McKinney area. This meeting will only focus on the new alignment segment. Public meetings regarding the full study area are anticipated for late spring 2019.

Property owners within 1,000 feet of a new alignment segment will be sent the attached notice with location map.

The MAPO will be held on

Thursday, March 21, 2019
6:00 p.m. to 8:00 p.m.
Jury Room at Russell A. Steindam Courts Building
2100 Bloomdale Road
McKinney, TX 75071

The MAPO will be held in an open house format with no formal presentation. Representatives from TxDOT and project consultants will be available to answer questions about the possible changes to the proposed project improvements. If you have any questions please call me.

Attachment 3

Twitter

1. Attending the March 2019 meeting of the Regional Transportation Council (RTC)
@TrinityMetro @CityofFortWorth @TarrantCountyTX @NCTCOGtrans @DFWAirport
@TarrantTransit – Sal Espino (@SAL_FW)
**Transit**

**Twitter**

1. @TrinityMetro's Melissa Chrisman is the featured speaker at the next @35WCoalition Quarterly Meeting tomorrow 10 am, Fort Worth Alliance Town Center. @CityofFortWorth @TarrantCountyTX @FTWChamber @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL_FW)

![35W Coalition](image)

Don’t forget! Tomorrow is our first Quarterly Meeting of the year featuring @TrinityMetro’s Director of Marketing Melissa Chrisman. The meeting will be at Courtyard Fort Worth Alliance Town Center and starts at 10 a.m. We...

2. Very good points about the case for transit funding in Texas. @TrinityMetro @CityofFortWorth @TarrantCountyTX @TarrantTransit @FTWChamber @NTxCommission @NCTCOGtrans – Sal Espino (@SAL_FW)

![FarmAndCity](image)

The Case for Transit Funding in Texas
farmandcity.org/2019/02/26/the...

3. Great Friends of Transit Mixer this evening by @TarrantTransit. Special guests from @CityofFortWorth Susan Alanis, Asst City Manager & Chad Edwards, Mobility & Innovation
4. It was good to be on a panel for LeaderPrime from @LeadershipFW w/Dan Kessler of @NCTCOGtrans & Reed Lanham of @TrinityMetro. Discussed transportation including transit. @CityofFortWorth @FTWChamber @NTxCommission @TarrantCountyTX @TarrantTransit – Sal Espino (SAL_FW)
5. On behalf of @TrinityMetro, great to travel to @VisitAustinTX w/@CityofFortWorth Councilmembers @AnnZadeh & @carlosfloresfw for @TarrantCountyTX Days on @vonlanemotors. Great supporters of transit & transportation! @FTWChamber @NTxCommission @NCTCOGtrans @fwhcc @FWMBCC – Sal Espino (@SAL_FW)

Best way to go! – mitchwitten (@mitchwitten)

6. Downtown Carrollton could become quite a transfer nexus between DART's Green Line & SILVERLINE, DCTA's A-train & potentially a new Prosper/Frisco-Los Colinas/Irving line on the BNSF Madill Subdivision proposed in @NCTCOGtrans 2045 plan. Needs better land use for housing & retail. – RAIL Magazine (@RAILMag)

Also from the article: if TRE goes full Stadler too, there could potentially be a unified DFW maintenance facility – Ben She (@bensh__)
Seems like alternating Ft Worth to Plano runs with trains to the airport would make sense...or a turning loop at the airport...? – John Kaestner (@jfkaestnerjr)

DFW is becoming a substantial transfer facility already, I hope there’s a plan for upgraded cross-platform transfers in the future – Ben She (@bensh__)

Facebook

1. Do your part to protect our beautiful Texas skies. Try carpooling, combining your errands, and leave the extra cargo rack at home. #DriveCleanTexas – NCTCOG Transportation Department
And take DART’s, Trinity Metro’s, and DCTA’s trains and buses whenever you can, too!
– Paul McManus

Always solid advice! – NCTCOG Transportation Department

Email

1. John Woolridge

Hi there!

I appreciate you all taking this initiative, and offering the public a way to provide input so easily. I love our state, and this is one of the many reasons why. I know this e-mail will find its way to the right folks and make a difference!

Early Monday morning, two people in our community died, yet again, due to wrong way driving.

One of them was someone close to many people across the United States, Sydney Leigh Dew. She came to Texas from California to find happiness and hope.

She was driving the wrong way, headed east bound on highway 183 in Irving, near Beltine Rd. on early Monday morning, February 25th at around 3AM CT.


As most places in Dallas, this area is full of constant, slow, construction, and confusing "double" service roads and on-ramps, mix-masters, and highway dividers that can conceal areas to the drivers with the combined issue of little to no lighting. Nothing we haven't seen before in DFW.

In this preliminary call-to-action on behalf of her friends and family across the United States, I ask you to include this area in your scheduled phases of wrong-way driving prevention in Dallas. This issue has plagued our city more than it should have.

After a brief tour of this area, we have determined that proper signage was lacking, and the design of the roads could leave drivers to an easy misconception of their location, especially at night. See the included picture I have attached of the area just prior to Ms. Dew's fatal accident.
This is one of many areas that need improvement on this stretch of 183 between George Bush and after Beltline Road & 183.

This picture is facing west, showing the service road east bound lanes (pictured far left), and the additional service roads/on-ramp (pictured left) of highway 183. On the right are the west bound lanes of 183, blocked by at least 3 barriers and few highway lights.

As you can see, this area would easily confuse drivers at night that they are in the proper lane, thinking they are in the right lane with a service road on the right. To their left would be what they could conceive as the left lane, followed by the left lanes service road further left.

No signage nor lightning is provided in these areas other than small wrong way signs on the reverse side of exit ramp signage.

Please pass this on to whom it may concern and keep us posted on the changes that might be taking place. We would like to be a part of the discussion and help make our roads safer in the memory of Sydney.

Thank you!

John & friends

Corrections:

She was driving the wrong way, headed WEST BOUND in the east bound lane on highway 183 in Irving, near Beltine Rd.on early Monday morning, February 25th at around 3AM CT.
Updated picture:

Here is another picture of the approximate accident location in relation to the picture include in the previous e-mails:

2. Nancy Kubisch

To whom it may concern,

Seven years ago we moved to Cowley, Texas, to a house in the N. Crowley Cleburne subdivision. My husband and I accepted the railroad tracks and the school buses parked on the corner.

In the last couple of years the exit out of our subdivision has become a nightmare. Many houses have been built off Cleburne and Hulen roads. These poor people have no exit out of that area but N Crowley Cleburne Road to get to Cowley Road, Risinger Road and Highway 35. Why is Risinger Road closed after Cowley Road? Why are there trucks parked on that fenced street? Is someone getting paid to block this exit?
My husband and I are retired, but we still need to go into Crowley to shop or volunteer. Last week at 8 o'clock, cars were bumper to bumper almost to Cleburne Road. It took me 15 minutes just to get on Crowley Road. I was lucky that there wasn't a train coming. I feel sorry for those people who have to drive to work every day. More houses are being built in the area, so there is going to be more traffic.

I am contacting you in hopes that something can be done to remedy this problem.

Thank you for your co-operation.

Twitter
1. @TrinityMetro was part of panel for LeaderPrime, a @LeadershipFW program for CEOs & leaders new to @CityofFortWorth Took TEXRail from T&P station to the North Side. Thank you Mayor Barr, Harriet Harral, & Joanna Crain! @NCTCOGtrans @FTWChamber @NTxCommission @TarrantTransit – Sal Espino (SAL_FW)
2. The Grand Prairie airport received a large swath of winds over 80 MPH on the velocity data from UT Arlington. The beam is less than 350' off the ground there. #dfwwx @NCTCOGEP @NCTCOGtrans – CASA Radar (@casaradar)

Facebook

1. CAPPA at UT Arlington planning students, the NCTCOG is hiring! Check out the #NCTCOG website for summer internships and entry-level planning positions!

   Latest Job Listings Include:

   Transportation/Air Quality Planner I - Air Quality, Clean Fleet and Energy Program - ARLINGTON, Texas

   Transportation/Land Use Intern - Sustainable Development - ARLINGTON, Texas

   Environment and Development Planner - ARLINGTON, Texas

   GIS Technician - ARLINGTON, Texas
2. Don't wreck spring break. Eliminate distractions while driving. #MyRedThumbNTTA – NCTCOG Transportation Department

Would like to see the language in these promotions change. It's not an "accident" when people willfully use their phones while driving. It's negligence. #CrashNotAccident – Suzi Rumohr

3. Designate a driver on all your spring break adventures! #MyRedThumbNTTA – NCTCOG Transportation Department
Disappointed by the use of the word "accident" in these posts, which makes it sound like these crashes cannot be prevented. Why not use the word "crash" or "wreck" instead? They're shorter words, people understand what they mean, and they don't dismiss someone's negligent driving as a mere "accident." – Suzi Rumohr
Attachment 1

Attachment 2

Attachment 3