

# Report for DENTON MOBILITY PLAN QUESTIONNAIRE

## Response Counts

Completion Rate:

87%



Complete



334

Partial



50

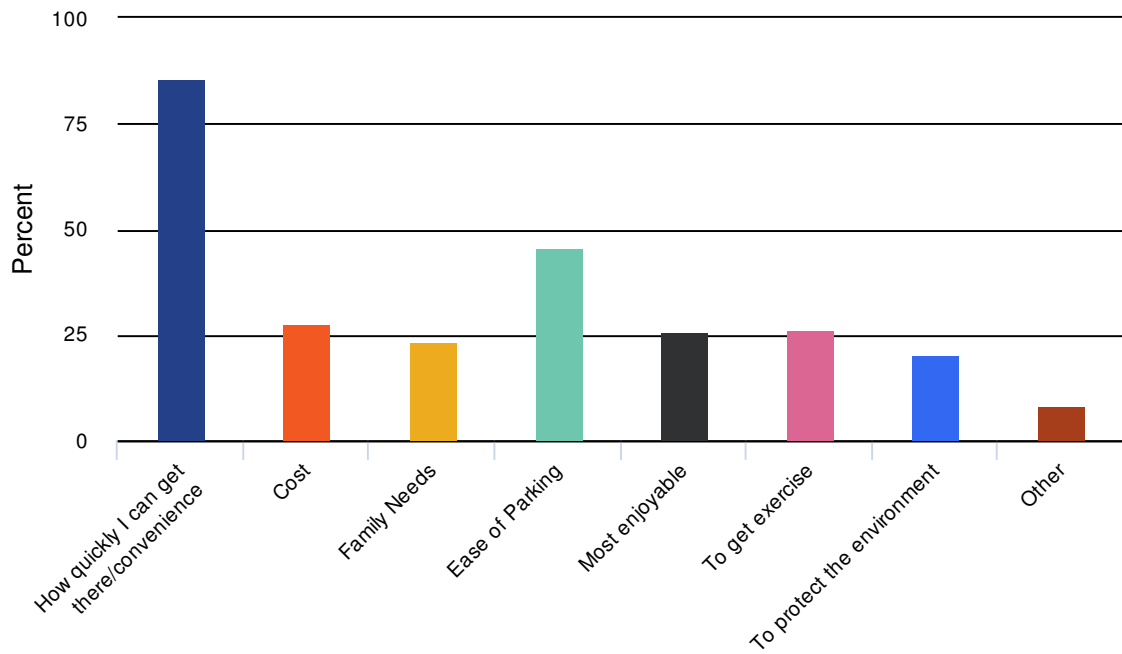
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Totals: 384

## How often do you travel by...?

|  | Frequently (3 or more times per week) | Infrequently (2 or less times per week) | Never        | Responses |
|--|---------------------------------------|---|--------------|-----------|
| Personal Vehicle<br>Count<br>Row %                   | 308<br>81.7%                          | 39<br>10.3%                             | 30<br>8.0%   | 377       |
| Walking<br>Count<br>Row %                            | 153<br>41.6%                          | 123<br>33.4%                            | 92<br>25.0%  | 368       |
| Bicycling<br>Count<br>Row %                          | 90<br>24.3%                           | 80<br>21.6%                             | 200<br>54.1% | 370       |
| Public Transportation<br>Count<br>Row %              | 54<br>14.8%                           | 70<br>19.2%                             | 241<br>66.0% | 365       |
| Rideshare (Taxi, Uber, Lyft, etc.)<br>Count<br>Row % | 18<br>5.0%                            | 121<br>33.5%                            | 222<br>61.5% | 361       |
| Totals<br>Total Responses                            |                                       |   |              | 377       |

## How do you make decisions about how to travel in Denton? (Choose up to 3)



| Value                                   | Percent | Responses |
|---|---------|-----------|
| How quickly I can get there/convenience | 85.8%   | 326       |
| Cost                                    | 27.6%   | 105       |
| Family Needs                            | 23.4%   | 89        |
| Ease of Parking                         | 45.8%   | 174       |
| Most enjoyable                          | 25.8%   | 98        |
| To get exercise                         | 26.1%   | 99        |
| To protect the environment              | 20.3%   | 77        |
| Other                                   | 8.2%    | 31        |

| Other  | Count |
|--|-------|
| Safety   | 3     |
| If I need to cary material that is too big to carry I have to drive. | 2     |
| Totals   | 31    |

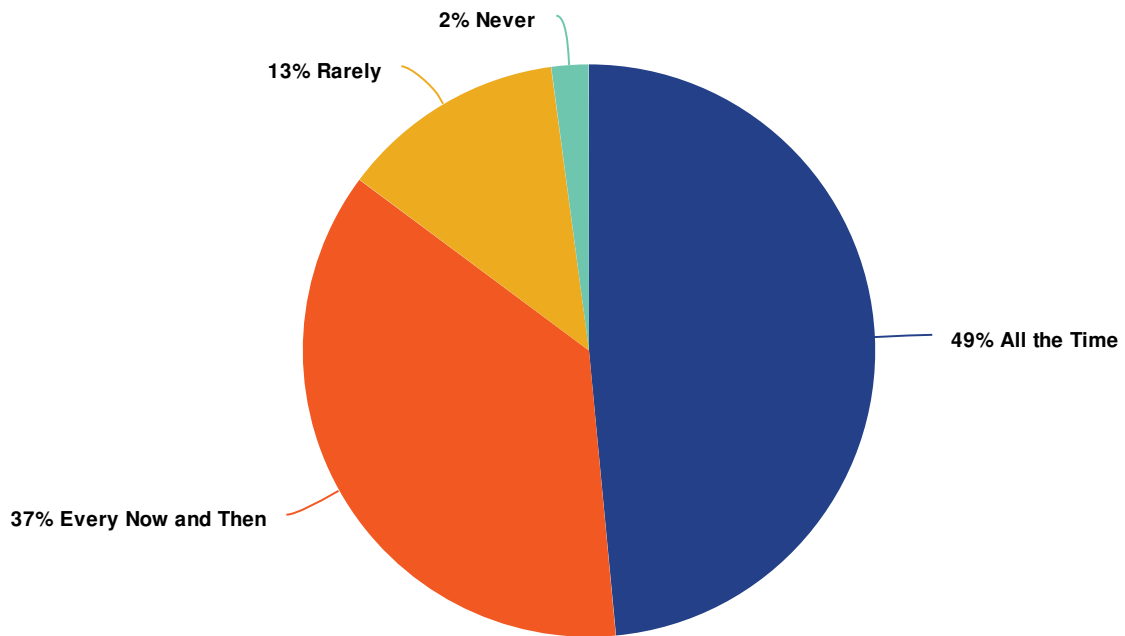
| <b>Other</b>  | <b>Count</b> |
|---|--------------|
| Safety  | 2            |
| Ability to be on schedule   | 1            |
| Can I use DCTA's buses or the A-Train to help reduce car traffic, road congestion, and parking hassles? | 1            |
| Construction en route   | 1            |
| Do not have a car   | 1            |
| Ease of Parking a Bicycle   | 1            |
| Enjoyment   | 1            |
| How much time I have, weather, distance   | 1            |
| I am wheelchair bound.  | 1            |
| I live outside of Denton and can't drive  | 1            |
| If I'm planning on having cocktails   | 1            |
| My safety   | 1            |
| Not driving intoxicated   | 1            |
| Physical limitations  | 1            |
| Safest  | 1            |
| Safety (sidewalks, bike lanes, etc. available)  | 1            |
| Safety. City is not very safe for pedestrians with children.  | 1            |
| The least traffic   | 1            |
| To reduce and avoid traffic frustration (using a bike or bus)   | 1            |
| Vehicle availability  | 1            |
| Why do I need to go there   | 1            |
| how I can get there on my wheelchair  | 1            |
| <b>Totals</b>   | <b>31</b>    |





| <b>Other</b>                                   | <b>Count</b> |
|--|--------------|
| location of construction                       | 1            |
| safety in traffic for a particular route       | 1            |
| what I have to do when I get where I am going. | 1            |
| Totals   | 31           |

## How difficult do you find each type of trip?

|   | <b>Very Easy</b> | <b>Easy</b>  | <b>Neutral</b> | <b>Difficult</b> | <b>Very Difficult</b> | <b>Responses</b> |
|---|------------------|--------------|----------------|------------------|-----------------------|------------------|
| To places in the City of Denton<br>Count<br>Row %   | 34<br>9.0%       | 109<br>28.9% | 95<br>25.2%    | 116<br>30.8%     | 23<br>6.1%            | 377              |
| To places within Denton County<br>Count<br>Row %    | 26<br>6.9%       | 89<br>23.6%  | 156<br>41.4%   | 86<br>22.8%      | 20<br>5.3%            | 377              |
| To places elsewhere in the region<br>Count<br>Row % | 24<br>6.4%       | 69<br>18.4%  | 144<br>38.4%   | 100<br>26.7%     | 38<br>10.1%           | 375              |
| <b>Totals</b><br>Total Responses                    |                  |              |                |                  |                       | 377              |

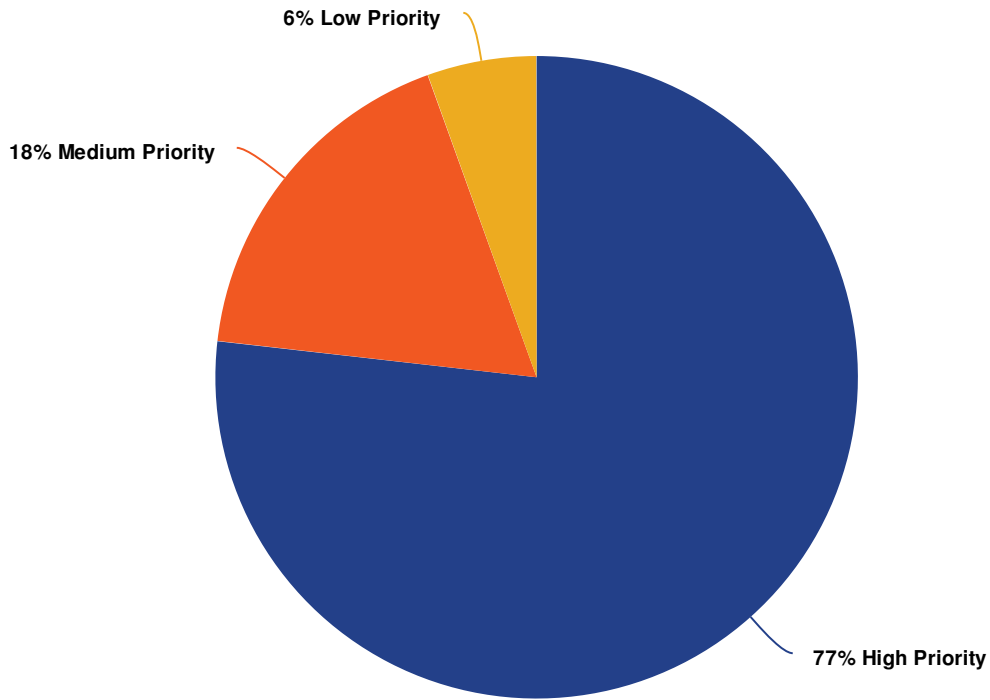
How often do you use technology to plan your daily trips? (Google Maps, Waze, GPS, GoPass)






| Value              |   | Percent | Responses |
|--------------------|---|---------|-----------|
| All the Time       |  | 48.5%   | 184       |
| Every Now and Then |  | 36.7%   | 139       |
| Rarely             |  | 12.7%   | 48        |
| Never              |  | 2.1%    | 8         |

Totals: 379

How important is it for people in Denton to have transportation choices? (driving, walking, biking, bus, etc.)



| Value           |   | Percent | Responses |
|-----------------|---|---------|-----------|
| High Priority   |  | 76.8%   | 291       |
| Medium Priority |  | 17.7%   | 67        |
| Low Priority    |  | 5.5%    | 21        |

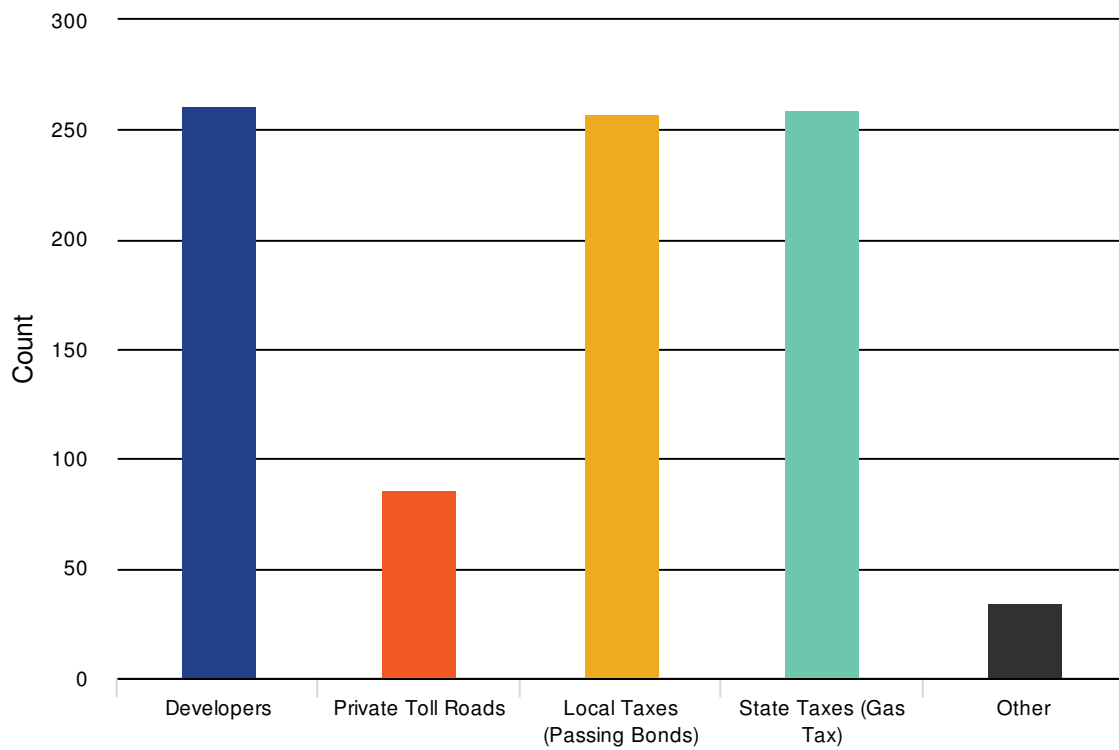
Totals: 379



Please indicate how much you agree or disagree with the following statements.

|   | <b>Strongly Agree</b> | <b>Agree</b> | <b>Neutral</b> | <b>Disagree</b> | <b>Strongly Disagree</b> | <b>N/A</b> | <b>Responses</b> |
|---|-----------------------|--------------|----------------|-----------------|--------------------------|------------|------------------|
| I would use my vehicle less if taking the bus, walking, or biking became more convenient.<br>Count<br>Row % | 206<br>54.4%          | 77<br>20.3%  | 23<br>6.1%     | 31<br>8.2%      | 36<br>9.5%               | 6<br>1.6%  | 379              |
| Reducing crashes should be a priority of this Mobility Plan.<br>Count<br>Row %                              | 168<br>44.7%          | 131<br>34.8% | 57<br>15.2%    | 9<br>2.4%       | 9<br>2.4%                | 2<br>0.5%  | 376              |
| <b>Totals</b>   |                       |              |                |                 |                          |            |                  |
| Total Responses   |                       |              |                |                 |                          |            | 379              |

## How should mobility projects be funded? (Select all that apply)

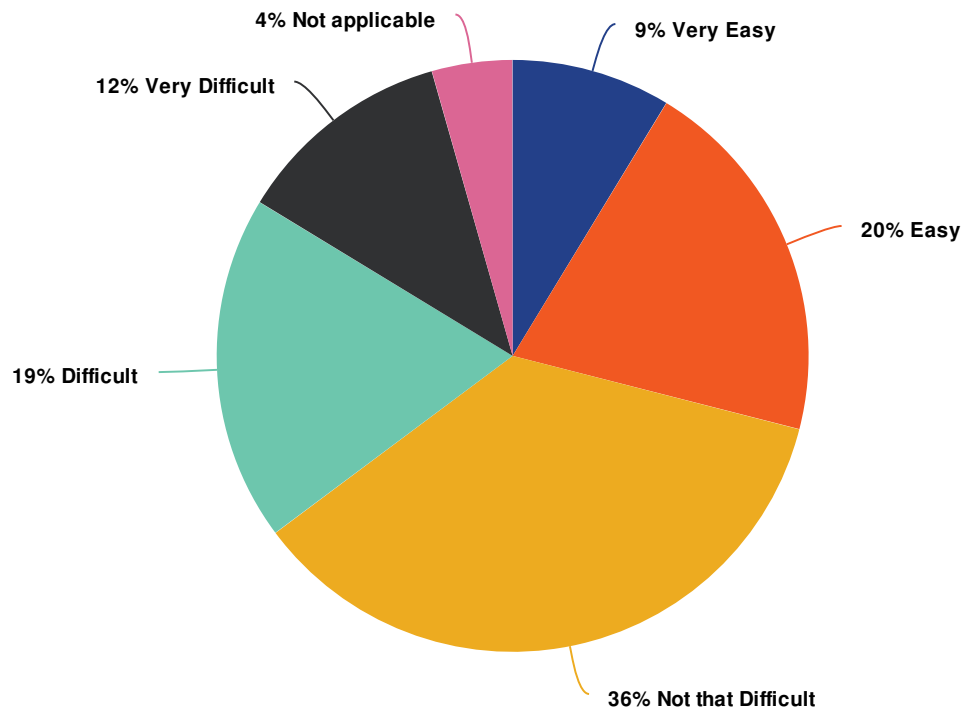


| Value                       | Percent | Responses |
|-----------------------------|---------|-----------|
| Developers                  | 69.2%   | 261       |
| Private Toll Roads          | 22.8%   | 86        |
| Local Taxes (Passing Bonds) | 68.2%   | 257       |
| State Taxes (Gas Tax)       | 68.7%   | 259       |
| Other                       | 9.3%    | 35        |

| Other   | Count |
|---|-------|
| All means   | 1     |
| Better routes/more popular stops  | 1     |
| Crowdfunding to add extra enhancements to projects                                    | 1     |
| Determine funding from cost savings - less funding for transportation not used - DCTA | 1     |
| Developers should pay certain % of their profit yearly                                | 1     |
| Totals  | 28    |

| <b>Other</b>  | <b>Count</b> |
|---|--------------|
| Donation for specific purposes/ bike lanes/ connected hiking trails                               | 1            |
| General Fund  | 1            |
| Grants,   | 1            |
| I don't know except not to let developers run the table, it's our city                            | 1            |
| I would pay personally for some better roads. Also tax truck traffic that goes off major highways | 1            |
| Income Tax  | 1            |
| Local gas tax (city or county)  | 1            |
| Local taxes/no bonds  | 1            |
| Management of existing tax money  | 1            |
| More extensive time and distance travel with public transportation                                | 1            |
| More sidewalks/easier way to walk and bike anywhere in the city                                   | 1            |
| No Federal involvement  | 1            |
| Not sure  | 1            |
| Provide as much funding as possible for DCTA's transit services.                                  | 1            |
| Shuffle existing budgets around   | 1            |
| UNT should be able to update their bike rack system   | 1            |
| VAT tax   | 1            |
| What is the city doing with the increased alcohol tax revenue?                                    | 1            |
| build it into the scope of road repairs   | 1            |
| local sales tax   | 1            |
| local taxes W/o bonds NO MOR DEBT!  | 1            |
| mini-bonds  | 1            |
| private fund raising  | 1            |
| Totals  | 28           |

From where you live, how difficult is it for you to drive to places within Denton?



| Value              | Percent | Responses |
|--------------------|---------|-----------|
| Very Easy          | 8.7%    | 30        |
| Easy               | 20.3%   | 70        |
| Not that Difficult | 35.8%   | 123       |
| Difficult          | 18.9%   | 65        |
| Very Difficult     | 11.9%   | 41        |
| Not applicable     | 4.4%    | 15        |

Totals: 344

Please indicate how much you agree or disagree with the following statements.

|  | <b>Strongly Agree</b> | <b>Agree</b> | <b>Neutral</b> | <b>Disagree</b> | <b>Strongly Disagree</b> | <b>N/A</b> | <b>Responses</b> |
|--|-----------------------|--------------|----------------|-----------------|--------------------------|------------|------------------|
| I feel safe driving on streets in Denton.<br>Count<br>Row %  | 17<br>5.0%            | 137<br>40.2% | 68<br>19.9%    | 83<br>24.3%     | 25<br>7.3%               | 11<br>3.2% | 341              |
| The design of Denton streets encourage safe driving speeds.<br>Count<br>Row %                            | 11<br>3.2%            | 93<br>27.0%  | 98<br>28.4%    | 100<br>29.0%    | 37<br>10.7%              | 6<br>1.7%  | 345              |
| I spend too much time in traffic.<br>Count<br>Row %  | 92<br>26.8%           | 103<br>30.0% | 81<br>23.6%    | 49<br>14.3%     | 8<br>2.3%                | 10<br>2.9% | 343              |
| The City should prioritize maintaining roads and bridges before building new roadways.<br>Count<br>Row % | 137<br>39.8%          | 119<br>34.6% | 62<br>18.0%    | 17<br>4.9%      | 4<br>1.2%                | 5<br>1.5%  | 344              |
| <b>Totals</b><br>Total Responses   |                       |              |                |                 |                          |            | 345              |



## ResponseID Response

- 17 The stretch of 377 from I-35E to 380 doesn't have enough spots for police to hide and catch speeders so most people are usually going much faster than the speed limit. Please fix Hickory Street from Welch to Carroll. This video is funny, but not entirely inaccurate as far as capturing the essence of the road's current condition.  
<https://youtu.be/K0LBFYkhLMY>
- 19 Eagle Dr. is very unsafe now that you put in a suicide lane! Bonnie Brae at Scripture St. will prove to be a giant disaster due to the stupid roundabout!
- 25 Any of the neighborhoods north of OAK/ Hickory where cross traffic does not have to stop at least every other block. Anywhere the streets are straight and long. There are no barriers except the cars parked on the streets. We need calming devices. The bike lanes are removing the street parking and making it look like there is nothing but room to zoom. Ask the traffic engineers. Their goal is to move as many cars as fast as possible from point A to point B. It is impossible to get the speeds lowered in the current traffic safety committee. When you ask about lowering speed limits there is always some obscure law that mandates community speed limits. The engineers will not lower the speeds and they are no made to comply with the communities wishes. There is no enforcement of the speed limits. No radar flashers to tell you how fast you are traveling. Prime example is the Bonnie Brea circle. No one wanted it except the engineer because there was some money available from the state. The current design as "suggested" speed limit signage.
- 26 Too many potholes. Lanes are hardly ever defined so it adds difficulty to people staying in their lane. The Denton Square doesn't have any speed limit signs so how am I supposed to know how fast I'm allowed to go?
- 33 At a LOT of intersections, they tend to be miss built obviously by MEN! A woman would have thought ahead/into the future when they were built. One example is Lillian Miller and the intersection on the SOUTHWEST side by Golden Triangle Mall. They should have made that 3 lanes with the far right being a TURN RIGHT at this intersection. Traffic backs up BADLY past the 2 traffic lights toward the WEST. ALL ROADS ARE HORRIBLY MAINTAINED WITH POTHOLES EVERYWHERE! I feel sorry for the people who have to ride in ambulances to hospitals/other places BUMPING ALONG and NOT FEELING WELL ANYWAY?? Another example of BAD PLANNING is on I35 & University/380. This place I TRY TO AVOID AT ALL COSTS BC I35 SHOULD HAVE BEEN BUILT WITH AN OVER ROAD ..... like the HIGH 5 in Dallas .....since ALL THE TRAFFIC COMING SOUTH FROM FT WORTH & NORTH FROM OKLAHOMA CITY AREA ALL CONVERGES THERE! And, with LOTS OF PEOPLE TRYING TO GET ON UNIVERSITY/380 ..... well, it's A NIGHTMARE!

## ResponseID Response

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36 Carroll Blvd, University Drive, and Dallas Dr are perfect examples of an overbuilt road that encourages exceeding safe driving speeds. The common build design is that they're all extra wide roads (6 lane for Carroll and University, 5 lane for Dallas) that communicate speeds closer to a highway. This also sets a mindset of non-willingness to stop, or inattention to stop indicators that I assume are set for lower speed traffic and harder to react to at higher speeds. Older neighborhood roads also suffer from this ultra-wide design. The neighborhood north of UNT has several roads that are unmarked but would be able to host 4 marked lanes. This creates a space where thrill-seeking drivers will open the throttle far more than is warranted for being in the middle of a residential area. Arterials such as Locust St./2164 north of the US 77 intersection/offshoot connects to many residential areas, a middle school, a library, and a baseball park, yet have a high marked speed (45mph) with vehicles frequently exceeding this.

41 Congress st , Crescent st , any street that has a school on it. People drive over the speed limit and do not follow the 20 MPH posted signs. Plus there should not be a time limit on these streets, it should be enforced 24/7. I have not once seen a police officer pull anyone over in those areas.

43 It is extremely dangerous that there are not pedestrian crossing lights along Teasley at Robinson, Hickory Creek, etc. I see children running and dodging cars to cross Teasley. Teasley is a disaster since the road construction came to a halt last year. Please make it a priority to have that roadway completed.

47 Mayhill Road is winds too much; mall area is too congested; S Trinity Road's speed limit is too high

55 Sherman, starting at Carroll, has a speed-trap 30MPH over to Elm, then is 35 up and down the hills until it switches to 45 at the Cooper Creek crossing past Windsor. Why is it 45 in front of a Fire Station that has NO lighted signal for the fire vehicles to safely exit and return to their facility? Why is it 45 along residential streets where there is not a turning lane and pedestrians trying to cross and walk and bike? It needs to be 35 from Carroll to Hercules.

57 University Drive people are forced to make U-turns instead of having turn lanes for businesses. This is a safety hazard especially with cars driving 45 mph. Cars needing to make u-turns back up and force traffic to slow

65 Sherman Drive is to broad. People speed on it because it is perceived as a highway even as it goes through a residential area. Recent lane closures for utility construction have illustrated that the additional lanes are unnecessary, as they haven't caused any backups.

71 Many of the new roads and newly expanded roads are very wide for in town travel (especially University, Sherman, and the new extension of Mayhill, south of I-35) and encourage high speeds (but post low speed limits), but still have driveways and roads feeding into them. Also many one-ways are not clearly marked.



## ResponseID Response

- 73 I just bought a house on Sherman Dr. between Bell and Windsor. The speed limit is supposed to be 35, but people are often going 10 - 20 mph faster. I never see any police patrolling for speeders. If I had known how recklessly people are allowed to drive in front of this house with apparently no consequences, I probably wouldn't have bought this house.
- 78 West Windsor, traffic is too fast for the neighborhoods. Driver's pass in no passing zone at North Lakes Park. Hinkle had too much fast traffic. Some traffic enforcement would help.
- 79 Denton streets encourage cars to go too fast, particularly in urban streets like Carroll or Hickory. This can result in dangerous passing, speedy driving, and unsafe conditions. Denton's urban core should have a mandatory 25 mph speed limit everywhere. Protected bike lanes would also slow cars and increase safety for all.
- 80 Ftm 423 was repacked with chip seal which is terrible for riding. It makes road cycling horrible across the county. Having the bike lanes have smooth tarmac will allow more cycling
- 81 North Texas Blvd and on UNT campus are scary places to bike and walk -- no lights, speed bumps or similar for cross walking. Residential roads also need more speed controls and large truck bans, walking and biking on residential roads can also be scary
- 99 Hickory Creek Road
- 102 In general speed limits are too high. Part of my perception is due to the unbelievable amount of roadway and infrastructure construction that is currently going on in Denton.
- 104 No enforcement, literally. I live on a neighborhood street with a 30 mph limit where I've been nearly run off the road (I was walking) multiple times and where there are no speed bumps or enforcement. More stop signs and speed bumps are needed across town.
- 111 Crescent should be 25 miles per hour
- 112 the cell phone ban is not enforced/drivers don't pay attention
- 116 Drivers are STOPPING when exiting 35 NB as they exit onto 77. They see people at the stop signs and for whatever reason feel the need to stop. Not good for the person behind them exiting. There is a homeless camp near the MedPark train station. People are sleeping ON the Katy Trail. I cycle all around Denton, but ironically, feel safer in the street than riding that rotten trail. Seriously, who designs a bike/hike trail that crosses train tracks? Don't get me started on those ridiculous "stop and straddle your bike" fences. I've had to yell at folks to look at the stop sign when I'm crossing the streets off Hickory and Elm. Teasley and 77 were under construction for months, yet no shoulder. It's like everyone wanted to come to a smaller town, but the problem is: EVERYONE came.

## ResponseID Response

|     |   |
|-----|---|
| 119 | Main one I can think of is Colorado Blvd. That area is very curvy and people always speed through there.  |
| 122 | Speed limits do not make sense in several areas. Carroll, past the square toward I 35, for example should be 45 MPH but instead it is 35 I believe  |
| 125 | The stretch of I 35 between Teasley and Mayhill especially. Between construction, narrowing of lanes, and busy exits that get backed up it can be very time consuming and I see lots of wrecks every week.  |
| 127 | POTHOLES  |
| 149 | People speed.   |
| 153 | Loop 288 and University are incredibly dangerous. People speed and cut through constantly. The road in front of the court house is also insanely mismanaged.  |
| 159 | Roads all around UNT campus-down Hickory, W Mulberry, Bernard, even Avenue C to be honest. There's a lot of traffic near the UNT campus because the roads are awful and when they do get fixed, it takes way too long.  |
| 165 | Hickory is really really bad  |
| 166 | Teasley is an absolute mess, and driving the speed limit down that road is almost suicide   |
| 170 | 380. 288  |
| 172 | When projects like the Bonnie Bear expansion encourage straighter, more through line corridors that allow for 45 speeds, this is unsafe design. Any design that prioritizes throughput rather than arrivals to the local destinations along the way will always trend towards higher speeds.  |
| 175 | While the intent of many street designs may have been to slow traffic, people still drive much faster than posted limits.   |
| 179 | I-35, continuously shut down, blocked off, or barricaded.   |
| 180 | Oak Street at Welch bear U Centre is extremely dangerous. Multiple times a week there are wrong-way drivers, traffic on Welch is so backed up that emergency vehicles can't get through, there are no crossings for pedestrians on Oak at that point, and cars fly through the intersection. Best solution would be a roundabout. Two lanes continuing Oak street and one lane coming to and from Welch. It would provide safe crossing for pedestrians and slow down traffic that blasts down Oak. |
| 183 | There are speed traps everywhere designed to catch people speeding, not for safe driving  |

## ResponseID Response

- 184 All streets running through the campus of UNT are designed in such a way that people will almost always go above 30 mph when the speed limit is 20, even with Law Enforcement regularly posted and active.
- 192 Hickory St east of Welch is too messed up to travel at road speeds. McKinney St east of Audra/Woodrow has too high of a speed limit with too few places for people to slow and turn. Adding turning lanes will help significantly. Most streets that are improperly marked/painted for lanes. Eagle St east of Carroll is particularly bad because of the lack of alignment on lanes across the Elm/Ft Worth Sr intersection. Almost been clipped there countless times by people not maintaining their lane.
- 193 Carroll Blvd. Because it is a 6 lane road that people go very fast on. Also on some neighborhood cross streets, such as Crescent (turning into Cordell west of Malone) some people drive insanely fast with children playing in the neighborhood.
- 195 Road construction everywhere discourages safe driving speeds.
- 196 Need a few more stop signs or lights on oak and hickory, scripture
- 203 - N elm st (north of 380) because the street goes suddenly from 55 to 45 to 35 mph, and drivers don't seem to know they're driving too fast. The road needs a speed reading sign / radar to alert drivers of their speed as they drive closer to the residential portion of the road where the speed limit is 35mph - 380 because the stoplights aren't synchronized - Carroll because of too many traffic lights, and people try to beat them; no one drives the speed limit on Carroll; smaller arterial roadways should not have traffic lights, such as panhandle Street and congress — very few vehicles need those traffic lights to safely enter Carroll — they should at least me on the yellow blinking setting during off peak hours
- 204 North Elm Street needs slower speeds coming from the loop. Once cars enter the residential areas nearby they're speeding sometimes at 60 mph.
- 205 West Oak Street and (when completed) West Hickory Street. Cars, primarily UNT students, drive way too fast, and the lanes were narrowed on West Oak when it was renovated. We were told this would slow traffic. It has not. The Historic District and the West Oak and West Hickory corridor from the downtown square to Bonnie Brae are important pathways, but speeds are too fast. If cars drove the speed limit, it would be okay, but all too often they don't. Recent traffic enforcement by police has helped...while they are present. As soon as they leave the speeding cars return. The temporary flashing LED speed sign helped, but since it's removal, the speeding cars are back in earnest. Only to worsen as a new UNT school semester begins.
- 211 When construction is being done there are so many times I have almost been involved in accidents on Forth Worth Drive and Loop 288.
- 215 The mess on Lillian Miller is a major problem.
- 223 road construction

## ResponseID Response

|     |   |
|-----|---|
| 227 | Posted speed limits don't always slow people down who are set on speeding.  |
| 232 | Hickory st is the worst one in Denton. Way too many bumps and holes   |
| 238 | Not necessarily a speed issue but one way streets are often ignored   |
| 241 | Loop 288 is always a mess. People cut in front of other at fast speeds because they hate waiting in the line of backed up cars.   |
| 245 | Loop 288 is a straight shot from 380 to I-35 and speeding is natural. Teasley and Lillian Miller also have speeding. The speed limits need to be lowered.   |
| 248 | Entrances and exits off I-35 are too short Roundabouts are dangerous  |
| 259 | Turning onto second street from North Locust in the morning is dangerous when cars are parked close to the intersection. The street is not wide enough for parked cars, but can we get no parking for a reasonable amount on the intersection. This is true turning from Elm on to 2nd street. There needs to be a no parking space at the intersection where no parking is allowed. What is the speed limit on Carroll? I find it hard to know the speed limits on some streets. Generally speaking signage is lacking. When road construction is done, signs are not removed as they should be. There may be a sign that says lane blocked ahead, but the lane is open. When they worked on Teasley Lane at Dallas Dr. This happened. |
| 261 | I don't think it's the "design" more than lack of police presence. I only commute 2.6 miles for work and I commonly see violations being made (running lights, speeding, illegal turns, etc.) right in front of law enforcement and it's ignored. Call me crazy, but I wish the red light cameras would come back. The amount of people running red lights is staggering!   |
| 269 | University - speed limit too high for safe driving  |
| 274 | I think neighborhood streets as well as others should encourage slower traffic. I find that many intersections, even in neighborhoods, do not provide clear vision of oncoming traffic as need to make turns.   |
| 275 | too many potholes, unclear lane markings  |
| 276 | Denton seems to fix streets that don't need it, while not fixing street that are horrible.  |
| 278 | I believe that having many streets with 6 lanes of traffic not only makes left turns very dangerous but also makes walking and cycling less safe  |
| 280 | Mingo/mockingbird, 35/loop S, Old north,380, Sherman dr / loop, Windsor so rough can't control the car at 30 mph.   |

## ResponseID Response

- 281 Carrol, people fly thru intersections. Make right hand turns off the service road onto to Carroll (Ft Worth Dr) to avoid the short light on the service road. Then make u-turns in heavy traffic so they can go out of town on 377. They speed thru the light in the right turn only lane at the service road and Ft Worth Dr just so they don't have to wait thru several light changes to get out of town on 377. People use the turn lane at the circle" on Shady Oaks to pass cars in the regular lane of traffic. I saw a truck hydro plane coming around the circle because of speed. Impossible to Make all green lights on major streets, even early on Sunday mornings. Does every street in Denton have to be under construction at the same time? Too many blind corners around the square where neither street can see cross traffic until cars are in the intersection. Not enough thru streets. Trucks parking on Oak Street stick out into traffic lanes.
- 283 Too many 4-way stops. Not enough traffic signals. Windsor/Hinkle, Mayhill/Colorado Blvd, Windsor/Bonnie Brae, Hinkle/University Dr. Better education to new drivers from local driving schools.
- 287 West Oak and Hickory through the historic districts, Scripture, Congress, and other residential streets between UNT and Denton High and around UNT. Speeds are not enforced. The speed needs to be 20 mph in the really congested places where students and businesses are located. The streets are long and straight that encourage people to look far in front of them rather that staying focused closer to them. There are no calming mechanisms in the streets to slow people down. No police to enforce the limits. No assist from the traffic engineer to respond to ideas of the residents and business owners.
- 288 university -- too many people turning and people going fast.
- 292 very long straight areas , people speed very bad
- 293 Grid pattern.
- 299 The roads are in poor condition.
- 302 Denton designed the roads in the older parts of town to allow traffic to drive in straight lines very quickly. Oak, Hickory and Fulton are examples, There are no visual speed-reducers, no physical speed-reducers.
- 304 Many residential streets are too wide and it encourages speeding through neighborhoods.
- 305 Bad condition of roadways within the city.
- 306 Sherman Drive, Greenwood, and University all have too fast speeds posted. These are heavily traveled roads by pedestrians and the speed limits need to be at least 5 mph slower.

## ResponseID Response

312 Carroll Blvd, I have seen people speed up to hit all green lights in the Oak, Hickory, Mulberry area. Hobson, no rumble strips as speed limit is reduced to 30 headed east toward Forrestridge Dr. Even with the newly installed signs and flashing lights, drivers do not stop for pedestrians crossing to/from South Lakes Park. Forrestridge Drive, wide lanes only one stop sign. Teasley, especially between I35 and Hobson. Wide lanes, divided roadway (its beautiful and don't want them removed, maybe just narrow the lanes a bit). I never see drivers stop for the pedestrian crosswalk when the lights are flashing, so maybe another stoplight is needed? Barrel Strap, wide lanes no stoplights or stop signs.

316 All of idiots hill, McKinney st and local neighborhood roads are all terrible. Paisley road and surrounding neighborhood streets are also terrible. When bus drivers or ride share drivers have to drive 5-10 mph on roads that are 30 mph, it shows the city has other priorities. With home taxes as high as they are (highest in the state), that money needs to be put to better use for the community.

320 The current design isn't supporting our growth. Plus many roads need repair so safety is effected via our horrible roads.

321 1. Coming into town from the east on 380/University, people do not slow down adequately until they are forced to by a traffic light, routinely driving 55 in a 45 zone. 2. exiting off 288 to Sherman Drive, cars can be stacked 20 deep at the stop sign.

322 Sherman Dr. I just moved to a house on Sherman and the speed limit is 35, but people are usually going upwards of 45 MPH. I've actually gotten tailgated and honked at for /only/ going 40, which is still faster than the speed limit. There need to be more lights and stop signs to slow the traffic. The speed limit doesn't seem to matter to the drivers or the police for that matter. Very disappointing.

323 Teasley Lane is still a mess! So much left undone. It's a constant headache. Now with 377 under construction that backs up & we have no short cut. I stopped driving to down town for pleasure because it's such a hassle. Less stressful to just stay home, sadly.

329 Grant's, road speeds are set too low, so vast majority of public on that road will already be speeding when in reality the speed limit of say Carrol blvd should be higher than 35. And honestly the speed limit throughout unt should be increased to 30, and install traffic lights at pedestrian cross walks because cars can be stuck for 5 minutes at one crosswalk because the pedestrian load is so high, pedestrians in that instance should wait their turn at times to let cars go, because then traffic backs up inside the campus area. And buses leaving unt union should take alternate routes instead of taking the route that all the other traffic is taking. It takes 15 minutes sometimes to get to eagle street from the union on bernard street

332 Getting onto Dallas drive from I 35 is very dangerous. Exit ramp is too soon after drivers coming onto I35 and also drivers coming on from access road. Exit from I 35 N to 380 is very dangerous with congestion. Coming into access road from 288 to go south is very dangerous worth cars suddenly slowing down to exit to Chilis or Schlotskys or Old a West Hickory Creek and Ryan Road need immediate expansion to accommodate number of cars

## ResponseID Response

|     |   |
|-----|---|
| 334 | The I35 and University interchange Loop 288 near the mall is always congested   |
| 336 | Teasley, Carrol, all main routes in Denton are dangerous to bicyclists especially   |
| 343 | Carrol Blvd is too wide and encourages high speeds. it should be reduced to two lanes each way.   |
| 344 | Down town is and can be narrow for alternative traffic walking , bikes , etc.   |
| 346 | The roads / speed limits are inconsistent   |
| 349 | Too many serious accidents up and down University Dr from people running red lights   |
| 360 | 380 (University) is a zoo, as are most residential streets.   |
| 362 | A lot of the roads have way too many potholes to safely drive on  |
| 366 | Elm Street is now a speedway, one-way streets encourage speeding and bad behavior. The traffic in North Denton is increasing with the increasing population. Please provide protected bike lanes on Elm Street.   |
| 368 | Some roadways too wide encouraging faster than posted speeds. Some roads need a road diet such as putting in buffered bike lanes. I really like bikes!  |
| 370 | North Locust and North Elm are both residential, but traffic tends to move faster than posted limits north of Sherman. University Drive needs much better lighting around Idiot Hill given the 45 mph speed limit but still residential-adjacent placement. Overall, lighting on the north side of town past University is lacking.   |
| 373 | Denton needs more speed humps and/ie stop signs on streets that are used as cut through streets like Panhandle, Congress, Alice, Denton Drive, etc. People drive too fast down these streets. Also, Denton needs more sidewalks to encourage walking. Too many streets in the older part of town have no sidewalks at all, and people are forced to walk in the street, which is dangerous. |
| 374 | Out of sync stop lights all over town impede traffic and overcrowd areas at the busiest times of day.   |
| 375 | I-35, Carroll Ave, University Dr, South Loop 288 These roadways are way to congested for the capacity that they can handle. The business growth happened before the roadway developments.   |
| 382 | All too often a new street project creates "dead ends" and barriers blocking former streets from accessing the newer roadways. All along the new I-35E expansion and the proposed termination of Bonnie Brae at the "north" end just beyond Solar Way.  |

## ResponseID Response

383 First of all, the traffic is terrible. I can't wait for the highway to be done. We avoid Denton because of the construction. The streets in the city of Denton are poorly maintained and confusing. I don't feel safe because I don't know what I'm doing half the time. We do ride the Denton Katy trail from corinth to downtown though every weekend.

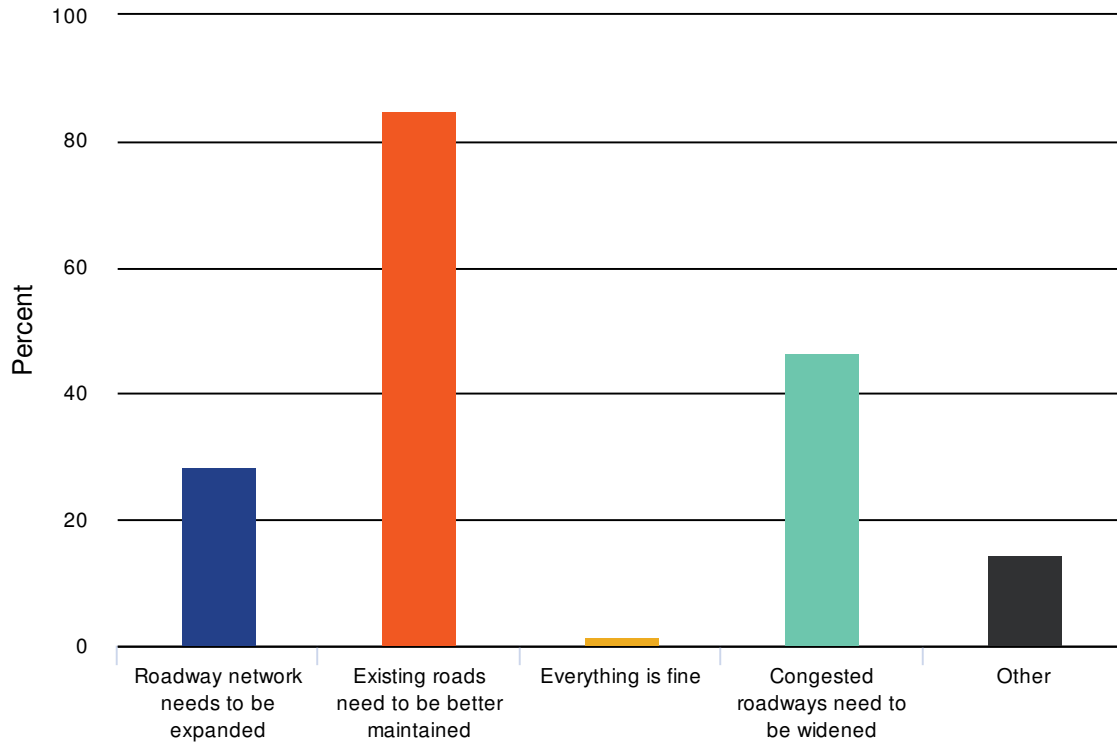
384 Bonnie Brae

386 Carroll Blvd is not policed. I am passed every day by cars traveling 50mph and there are RARELY police there. Dallas Drive has that little section of 30mph that is nonsensical. People are always speeding through there and whipping around other cars because it doesn't even make sense.

392 Area: Teasley Lane, no crosswalks, under construction. 2499 and 2181 - unsafe driving conditions, seldom monitored by law enforcement, reckless driving, drivers at high rates of speed, drag racing, no noise abatement.



## How would you describe the quality of the current roadway system in Denton? (Select all the apply)



| Value                                       | Percent | Responses |
|---|---------|-----------|
| Roadway network needs to be expanded        | 28.4%   | 98        |
| Existing roads need to be better maintained | 84.9%   | 293       |
| Everything is fine                          | 1.4%    | 5         |
| Congested roadways need to be widened       | 46.7%   | 161       |
| Other                                       | 14.5%   | 50        |

| Other  | Count |
|--|-------|
| 4 way stop at Mayhill and Colorado is ridiculous. Needs light.   | 1     |
| Add protected bike lanes on most major streets. Cyclists can't maintain 40mph+, and shouldn't be on sidewalks. | 1     |
| All new roads should include space for people to walk or ride a bicycle.                                       | 1     |
| All of the above listed except everything is fine.   | 1     |
| Totals   | 49    |

| Other  | Count |
|--|-------|
| Better bike lanes throughout city. If College Station can handle it, so can we.  | 1     |
| Better connections between roads, better intersections are needed  | 1     |
| Bike lanes on big roads like carol   | 1     |
| Chip seal is horrific and has reduced recreational cycling   | 1     |
| Complete fewer construction projects at once so that they can finish faster.   | 1     |
| Congested areas need to be analyzed for better traffic control   | 1     |
| Construction needs to go faster  | 1     |
| Construction projects are taking too long and needs to be reviewed. If its a specific company then they need to be fired.  | 1     |
| Current road network is poorly designed and managed  | 1     |
| Definitely more sidewalks needed connecting neighborhoods along with lighting.   | 1     |
| Denton fails to maintain the roadways we have. Then start numerous road projects making travel across the city unbearable at times. The person or persons in charge of road maintenance and projects should be fired and replaced immediately. | 1     |
| Denton roads need maintenance and need to sweep bike lane areas. However, Loop 288 at I35 near the mall is a traffic calamity. I spend so much time sitting at that intersection.  | 1     |
| Don't work on so many road at the same time, creating multiple difficult routes for some areas.  | 1     |
| Double off ramp at 380 & I35E; eliminate all the u-turns on University   | 1     |
| FUBAR  | 1     |
| Fix the light timings, especially on major roads. One light shouldn't turn green as the next light or lights turn red.   | 1     |
| I lived for 20 years in Indiana and I do not see how a southern road has as many potholes as the side streets in Denton do. It doesn't even freeze here. The roads in Denton are EMBARRASSING.   | 1     |
| I've seen multiple cars driving the wrong way up Denton streets. Need "wrong way" signs  | 1     |
| Increased public transportation options and ease of parking should help congestion considerably.   | 1     |
| Totals   | 49    |

| Other   | Count |
|---|-------|
| It's a hodgepodge of safe, not so safe; maintained, not maintained; street travel options, nowhere else to go.  | 1     |
| Jesus, quit expanding streets and start reducing street/lane sizes.   | 1     |
| Lack of quality of materials, unrealistic construction time frames force corners to be cut, developers constructing roadways cheap with no oversight  | 1     |
| More access to safe alternative methods of travel - Bicycling   | 1     |
| Much marketing, promotion, and funding needs to be done to improve and expand DCTA's transit services in order to help discourage driving, as well as to help reduce car traffic and road congestion, and also to help improve air quality and regional mobility. | 1     |
| Pedestrian and bicycle safety should be considered when planning streets and parking.   | 1     |
| Public transportation that actually work, is affordable for all even the poor and homeless, and is reliable and can go to many places even between cities   | 1     |
| Put more right turn only lanes at busy intersections!!  | 1     |
| Roads don't need to be widened. Alternative paths and modes need to be created or encouraged.   | 1     |
| Roadways that are congested should have bicycle lanes or dedicated bus lanes added, since adding lanes induces more demand and negates the purpose  | 1     |
| Terrible! Nearly impossible to not get a flat tire on every road. I honestly can't believe the state of disrepair our roadways are in.  | 1     |
| The only truly safe spot to cross 35 from west Denton to east Denton on a bike is across the ped. bridge at UNT.  | 1     |
| The roads in denton are really bad that all is done is patch work and by trying repair the existing road ways would cause more traffic.   | 1     |
| Too many potholes   | 1     |
| Traffic lights out of sync  | 1     |
| We need protected bike lanes: Denton residents will be healthier and our air will be cleaner.   | 1     |
| Widening roads for more lanes will hardly solve the issue. Better lane management and light coordination will work.   | 1     |
| Widening roadways is not the only way to reduce congestion  | 1     |
| Totals  | 49    |

| <b>Other</b>  | <b>Count</b> |
|---|--------------|
| construction leads to heavy traffic   | 1            |
| enforcement of no hand-held cell phone use while driving                                | 1            |
| finish construction project underway (teasly, mayhill)                                  | 1            |
| more bike lanes (preferably protected) would make transportation much better all around | 1            |
| more bike lanes, and wider  | 1            |
| sidewalks   | 1            |
| there is too much attention going to bicycles when ther are few riders                  | 1            |
| too many pot holes  | 1            |
| Totals  | 49           |



## ResponseID Response

- 19 Adding right turn lanes should be a bigger priority! Add a right turn lane on Teasley at I35E, Teasley at Londonderry (both directions), sb Teasley at Hobson and at Lillian Miller! Addright turn lanes on Loop 288 at McKinney.
- 20 I would love to ride my bike downtown from NE Denton but the roads are dangerous for bikes. A bike lane along Mingo would make biking downtown possible for me and my neighbors.
- 22 Bigger, less bottlenecked conduits to get onto 35. McKinney St/Mayhill toward Ryan HS.
- 25 We are sliced up by 35E and 35W. How can we plan for movement across the city east to west? We need to be looking at ways to stay away from downtown and the universities as we move across and around the city. 288 was supposed to be a solution but uncontrolled retail development created too many redlights and curb cuts into the main traffic road. Frontage roads that minimize the red lights need to be planned in with no variances given. Every store does not need an individual entrance. Set the buildings back farther away from the large fast road with deeper parcels that house multiple stores. Same for all the apartment complexes that are coming on the north end of 288.
- 28 The primary focus should be on marketing, promotion, and funding to improve and expand DCTA's transit services in order to help discourage driving, as well as to help reduce car traffic and road congestion, and also to help improve air quality and regional mobility.
- 30 Better bus routes with clear route indication when construction is going on and routes are changed. And roads need to be fixed
- 33 See things written above in question 9, I think..... it's written above.
- 36 Pedestrian and bicycle traffic in and out of Rayzor Ranch needs to be a high priority. The current development of Rayzor Ranch (north 380) is an awful carfest. Even after you park, you can't walk anywhere or even see what store you're at unless you're from the view point of the street or parking lot. Safe and effective crossing across Bonnie Brae needs to be a priority. McKinney St. east of Bell St. needs to be a priority for sidewalks. Currently people have to walk in the street due to the sidewalk ending, or a bridge not being accommodating. There are a number of shops and neighborhoods that could benefit from added connectivity. (eg. Try walking from Backyard on Bell around the corner to get some tacos. It's not too far, but it's a terrible walking experience.) Longer term, the development of the Loop 288 south west extension needs to be proactively integrated into the mobility plans for the city. This new part of the loop is primed to segment off another part of Denton the way that 380, I-35, and existing loop 288 do.
- 38 addition of protected bike lanes for Mingo Rd. and Dallas Dr.; options for bicycling between Southridge and UNT
- 41 Roads need to also be built for bicyclist, that includes including protected lanes and appropriate traffic lights.

## ResponseID Response

- 43 Teasley!!! South Denton roads have been under major construction for over 10 years now. It affects our way of life considerably.
- 44 Current and future bike paths need much better maintenance. Bike paths must be made of concrete. Asphalt deteriorates too fast, especially on the road margins where bike paths usually are. Bumpy bike paths are less than useful; they are dangerous.
- 47 S Trinity Road and East McKinney; I35 and Mayhill
- 50 More connections between S Bonnie Brae and Hwy 377
- 51 bicycle lane or sidewalk on Hobson
- 52 Northbound Turning lane from Carroll onto Hickory is awkward, confusing and dangerous for both cars and bikers. The enlarged corner landing area is a major factor part of the problem. Signs do not help explain what is non intuitive because there is no time to read signs while making that turn.
- 53 Finish the darn interstate!
- 54 Maintain existing streets, stop utility companies digging up new streets
- 55 Post Oak from 35 up to Mingo needs to become a MAJOR priority to take the traffic burden off 288 and Mayhill, to reduce the commute times for residents on this side of town, and to encourage the development of the east side of the city. Windsor needs to be extended to Cooper Creek road as it is stalling home development in that area and will provide a safe way for people to get to Hodge Elementary and Strickland Middle School.
- 57 On ramp off I35 to University needs widening to stop pile up of cars on the freeway and frontage road. Express road for semi trucks to move from State School Road to HWY 380 East - getting them off I35E Loop 288 expanded from I 35 to Flower Mound Open Georgetown on the North end at Windsor, taking a lot of car traffic off Parkside & making Parkside safer for bicyclists
- 59 I live in south Denton. There is already work being done on the corner of Hobson and country club- to which I would have suggested some sort of stop like or something for vehicles who have the stop sign at Hobson and want to turn left- they wait forever it feels like. Ft. Worth drive only has that road to go south. I mean to say, in the case of traffic, the flow can't "spill" to other roads off Ft. worth because they are closed off or only save you like a block of traffic.
- 60 I live in the Southridge area and cannot safely travel by bicycle into or out of Denton. It's extremely dangerous to travel on Teasley, Dallas drive desperately needs a protected bike lane, pretty sure I'll die there rather than anywhere else I ride. The speed limit is 30 and most cars go 40 or faster through there. How does the city expect someone on a bicycle to travel from east of I35E into the square, safely?





## ResponseID Response

|     |  |
|-----|--|
| 87  | We need more connecting bike paths and connecting sidewalks, pedestrian traffic signals that actually work, and well-lighted streets so that more people can safely walk and bike instead of creating more traffic congestion.   |
| 89  | A pedestrian/bike path suspended beneath the private toll bridge across Lake Lewisville,   |
| 90  | -Better connection b/w 288 and Mayhill -Between East McKinney (near Ryan High) and East University -Between North Bonnie Brae and North Elm (new high school traffic though North Lakes Park on Windsor will be dangerous for cyclists and pedestrians) -S. Bonnie Brae and S. Ft. Worth Dr. -Country Club and Teasley |
| 96  | There needs to be better cycling routes between the North and the South side of Denton across I-35. For example, cycling from the north side of Denton to South Lakes Park.  |
| 99  | Widen roads that are used more often (Loop 288, etc).  |
| 100 | Loop 288 needs to be expanded passed the Denton airport.   |
| 102 | Better ways to cross I-35, I-35E and I-35W. More bikeway designations on existing streets and improve and add to bikeways to the south to be able to avoid riding on 377. Increase options along Teasley, and 2499 extension.  |
| 104 | Do not know.   |
| 105 | trams, buses, trains should be all most people need. private vehicles should be reserved for construction, city services, shipping services, and occasional use after a long night at the club.  |
| 106 | Continuous Sidewalks on all major roads: i.e.University Dr., Bonnie Brae St., Carroll Blvd.  |
| 107 | longer right turn lanes, green arrows for right turns when safe to do so, bus loading lanes to have safer bus loading, parking garage downtown (see Southlake's downtown parking garage).  |
| 112 | ADA access   |
| 119 | More public transport options including expanding buses into neighborhoods. Bus only hits major points and apartment complexes so people in other neighborhoods dont have public transport options.  |
| 121 | We need a road connecting Carroll to Hinkle behind Kroger.   |
| 122 | Not sure   |

## ResponseID Response

144 I live in South Denton not to far from the South Branch library and it is awful trying to get to the other side of 35E. I'm thankful the intersection at the Loop/Lillian Miller and 35 is being expanded and also that there will be a new underpass at Brinker Rd. However, I still feel it is very difficult to get across the highway to Central and North Denton from South Denton. I will definitely be using the Brinker underpass once it gets opened up so I'm guessing the road to get from the movie theater to Buccee's to access the Brinker underpass is going to get really congested. That area might need to be addressed. Also, can we please have the lights synchronized so that every light you stop at isn't red. I heard the man in charge of the light timing did that because he thinks it's safer but it's just a huge headache and takes forever to get anywhere. In other cities of the metroplex it seems much quicker to get around. Thank you.

149 Hinkle is being worked on, but no one pays attention to the lane markers or signs. Constantly people are driving in the bike lane and parking lanes. It is very scary. But really, better bike lanes in general along the major road ways. Something blocked from traffic as cars seem to love driving or parking in these spaces.

156 Teasley needs to be expanded. Roads need to be improved, especially Hickory for example and many like it. Mostly they just need to finish any current construction projects, and spend time optimizing current problematic roads and intersections, before they spend more money and time on new projects (unless safety/emergency related). Lillian miller and 35 is a mess and needs to be finished. The one at Bucces should be done already. Frankly if Denton had any half-way competent public transportation, it wouldn't be such an infrastructure problem with the roads and construction constantly to the same degree. It's sad that Texans can't have another option to get around their towns besides having to have a car. Life is great with a car, but it's even better when it's not required to get around. the DART is not applicable to Denton specifically, but a tram system, streetcar system, or subway system would be amazing to get around town.

164 Hickory, Oak, Bonnie Brae, Locust, Elm, Bell, McKinney

166 N/A

174 Not sure

176 A bus route that includes the section of Audra Lane that reaches from Mingo to McKinney that also goes to the DDTC instead of the Med Park station would be nice to have.

179 N/A

180 Again, W Oak Street needs a roundabout. Two lanes continuing Oak street and one lane coming to and from Welch. It would provide safe crossing for pedestrians and slow down traffic that blasts down Oak. Use of roundabouts wherever possible should be a priority

183 Loop 288 and Lillian Miller, teasley road, all the main roads through denton

## ResponseID Response

|     |  |
|-----|--|
| 184 | The further expansion of I-35 north of Denton seems to be under acknowledged, even as it continually becomes congested to the point of affecting Denton proper.  |
| 188 | East west connection seriously needs to be worked on. It's almost impossible to get anywhere in Denton east/west these days. The onramp for 35 via Bonnie Brae is hazardous and needs to be rethought/redesigned.  |
| 189 | What is a roadway connection?  |
| 190 | More connections from 288 to carol drive. Traveling to 288 is terrible in general  |
| 194 | Unsure.  |
| 195 | Fix/maintain the roads properly before discussing mobility plans.  |
| 196 | Need coordinated repair of roads and utility digging.  |
| 204 | All existing and new bike lanes.   |
| 208 | 380 and 35 still a mess  |
| 214 | 377 expansion to 4 lanes south of I35 to 407   |
| 215 | I think more ways to move south from the mall would help the congestion and traffic at 35. The lanes need to be widened and traffic lights need to be adjusted to try to ease the flow.  |
| 216 | Desperately need east/west avenues for travel in South Denton. Traffic backups are legendary. Subdivisions built with no care given to increased traffic. Always an afterthought, never forward thinking or planning ahead. In favor of Hickory Creek project on Brush Creek Road from Teasley to 35W. BADLY NEEDED. |
| 217 | Would be nice to have another quick way to get to University Drive from S.Denton than just Loop 288 or Carroll Blvd or I-35. Bonnie Brae is cumbersome.  |
| 218 | Hard to say future connections w/out overlaying the city's master plan, but currently, FW Drive/Hobson/Country Club area is terrible. Intersection of I35 and University is very congested and dangerous.  |
| 219 | Teasley  |
| 220 | Highway 377, Loop 288,   |
| 222 | Finish what you've already started, repair what needs repaired and then reevaluate.  |
| 223 | leave brush creek rd alone. use the alternate plan   |
| 224 | Not sure at this point   |

## ResponseID Response

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227 More protected bike paths and lanes.

231 380 and I-35 are major problems that either need to be expanded or just plan repaired. Dentons road are some of the worst roads in Denton county. It is not just a couple it's every single road.

232 Bad roads just need to be fixed before new ones are made

234 The main issue is parking roads are moderately fine.

235 Smooth bike lanes

237 The city needs to consider making better paths for people that walk all over Denton. Around the the universities is fine, but other parts of the town are difficult to access by walking.

239 Don't focus so much on keeping Denton driver-friendly. Make dedicated bike lanes separate from the rest of the road by medians instead of having them on the edge of the road or making cars and bikes share the same lanes.

245 More east- west streets.

246 A way to get from Dallas Drive to San Jacinto or loop 288 easily. widen McKinney from Colorado at least to ryan high?

247 Please make choices that provide for needs for the elderly and disabled.

248 Improve access on and off I-35, and not just for multi-millionaire handouts like Bucky's

251 I would like convenient and safe pedestrian/bike crossings at Teasley, Loop 288, and Mayhill/State School to go under/over/through I-35. There is no safe way to do this right now.

253 An emphasis should be placed on repairing roadways before building new roads. The streets in my neighborhood are so rough that it is hard for my daughter to safely ride her bike.

254 In Southern parts of City that are still somewhat rural.

256 A traffic light at Hinkle and University Dr.

257 Ryan Rd between Country Club Rd and Teasley

258 More and better ways to access 35E both north and south and to cross under/over 35E north and south.

## ResponseID Response

|     |  |
|-----|--|
| 259 | Loop 288 completion  |
| 261 | Would love the Loop to be finished where it would extend out west, then south to connect south of Hickory Creek back to I35E.  |
| 264 | Teasley lane needs completed. Get your act together Denton officials and hire a competent contractor and GET IT DONE,  |
| 267 | NB Mayhill/State School service road along I-35 needs to be able to turn left onto State School Rd from 2 lanes (left lane should remain left turn only, and the center lane should be left turn/go straight. It takes a very long time to get through the light during busy times, which is generally all day. Teasley Lane from about Sundown Blvd to FM 2499 needs to be completed desperately. |
| 268 | The intersection at Mayhill and State School should have been fixed before the road construction began. Loop 288 traffic lights need to be timed better and TeasleySwisher needs to be finished.   |
| 269 | Expanding Loop 288   |
| 271 | Mayhill  |
| 273 | Too many to list.  |
| 274 | Please provide examples of what this means.  |
| 276 | A road just south of Denton that goes straight through from 35 to 380 at 377. Take the Loop the rest of the way around.  |
| 277 | Dallas Drive/Eagle/Bell intersection needs improvement   |
| 278 | Safety for those who walk and bike as well as connecting bike ways especially for students   |
| 279 | Teasley project to Gyer needs to be finished. Loop 288 traffic needs more relief. Ryan high school needs better flow, even with Mayhill widening.  |
| 280 | North south limited access   |
| 281 | Denton needs at least two 4 lane roads running north/south and two running east/west instead of broken up streets that widen then narrow or just end.  |
| 283 | Access to Razor Ranch North from service rd north of 380, more access to University from Windsor besides Bonnie Brae.  |
| 287 | Not sure. Are there any non resident stake holders involved in the planning? Are any people that use the roads involved? The engineers have proven themselves uninformed and unresponsive?   |

## ResponseID Response

|     |   |
|-----|---|
| 288 | downtown square area. Confusion one oneway and two way streets leading off the square   |
| 289 | When new stop signs are put up, they need to be more ANNOUNCED and VISIBLE. The new ones at Bell and Windsor would be perfect ....if you could see them. Maybe put it in the middle of the intersection in the beginning.       |
| 290 | travel from Denton to Plano   |
| 291 | Another roadway between south Teasley and 35W   |
| 292 | separate bike/walk paths  |
| 293 | East side. West of I 35   |
| 296 | Brinker/I35, Widen I35, mayhill/McKinney, need bus transport down ft worth Dr/ east of mayhill on 380   |
| 297 | Construction of new interchange of Windsor and Loop 288 to eliminate at grade crossing of Kings Row and Loop288. Extension of Brinker Road to Shady Oaks.   |
| 299 | None. Just fix my street.   |
| 301 | More bike Lanes   |
| 302 | Whatever will get the people who think they should drive 60 mph everywhere off our neighborhood streets.  |
| 304 | All new roads should include space for people to walk or ride a bicycle.  |
| 311 | Not sure  |
| 316 | Better upkeep. Stop focusing on growing. We know the growth is there and booming, now make it better for the people that are here or are coming here  |
| 317 | The lights around I35 that people sit at for ever   |
| 318 | Panhandle from Carroll Blvd to Bonnie Brae needs to at least 4 lanes. Consider connecting Ector from University Dr. to UNT campus, a North/South connector.   |
| 319 | Lengthen the time for the A-train   |
| 320 | We need wider roads with more lanes due to all these housing developments. ONE LANE roads are problematic. (North locust area) Some additional street lights would be nice in order to allow for traffic to be directed safely. |

## ResponseID Response

- 321 Urgently address the Airport Rd bridge situation, due to the exponential increase in traffic in the last several years due to all the new businesses. It is very dangerous. Also, look at the commuting patterns during rush hour (University, Bell, Carroll, etc.) and how people cut through from 35 to points north and south and what that does to the town square area. Maybe figure out a way to get non-local traffic off of University routed onto 288 and connect to 380 west of 35 to minimize the worsening congestion on University.
- 322 More connections across freeways and major roadways like I35, Loop 288, and University, which act as barriers to all traffic except automobiles. It should be just as easy if not easier to walk from one side to the other as it is to drive. Particularly 35E from UNT to the loop, Loop 288 north of University, and University West of Bell.
- 323 Teasley Lane!! Please get it done already!!!!
- 324 Panhandle needs to remain a residential street with better maintenance.
- 327 dedicated bus lanes so they can travel unimpeded
- 328 Turning lanes!
- 329 We need to stop relying on individual automobile transportation methods and fight for an all inclusive public transportation mode of transporting that can be assessed by anyone in the community (especially the poor and homeless populations, young, students, and elderly) it needs to be reliable and convenient and make the average person want to take public transportation instead of relying on their car. There is just too many people for each person to have the ability to drive themselves to wherever. I'm am not saying take away the right to drive in a car but we have got to make public transport work even better than car transportation methods. The public transports need to be able to access most if not all areas of the city and then it also needs to be able to transport people to other cities. And ofcourse where will the funding come from this? If from taxes, then the rich need to be taxed more because they make more income than the average joe. And we shouldn't be putting the tax burden on the poor and middle income, yes we should all pitch in, but the rich should have to pitch in more. People shouldnt be able to make infinite amount of income and not give back a considerable amount given that their donation will not impact the rich as bad as it could to the low and middle income populations of people. How do I get involved with this denton mobility plan?
- 331 Fix the current roads. Dig up the sewers that need to be fixed and repave the current roads. Wasting money on dedicated bike lanes is a horrible idea. Half of tge residential roads, and roads like Bonnie Brae are riddled with potholes and need to be fixed.
- 332 Hickory Creek, Teasley, Ryan Road need immediate expansion. As stated: access onto I 35 N from 288 as well as exit onto Dallas drive and exit from I 35 N to 380 are very dangerous. All of these areas need bike lanes
- 333 Hickory creek to 35W.

## ResponseID Response

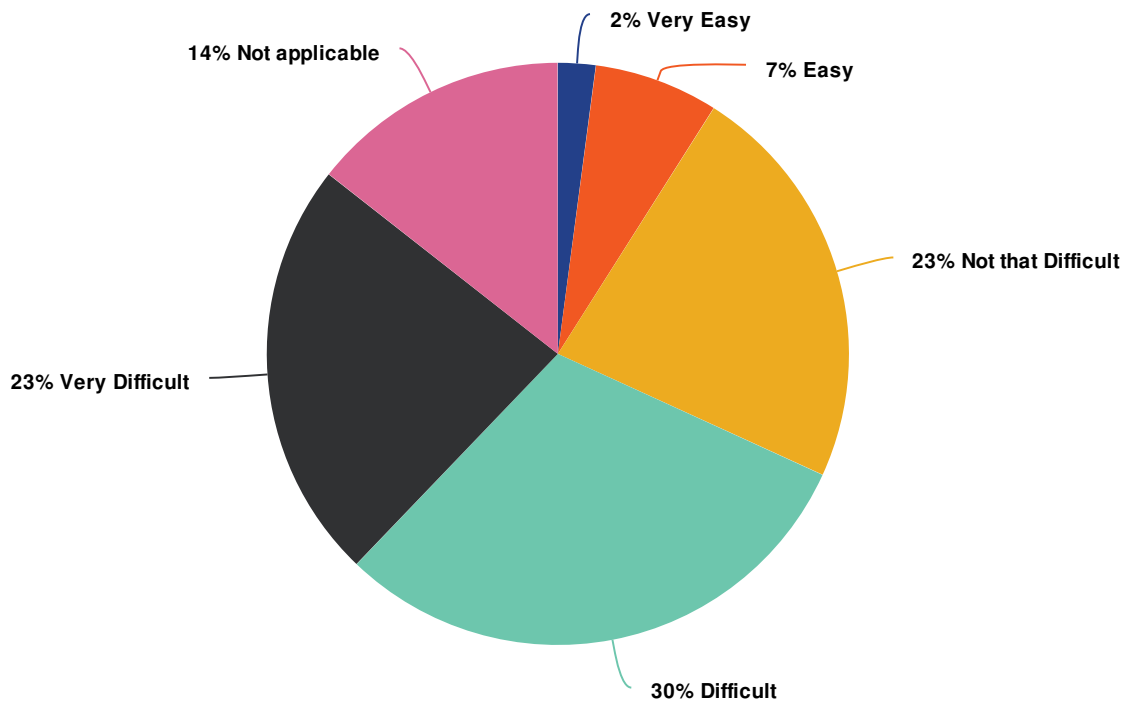
- 337 I wish I could have chosen "Double Strongly Agree" for question "The City should prioritize maintaining roads and bridges before building new roadways." Spending time and money on how to expand services to bicycles may be a priority after the current horrible street conditions are addressed.
- 338 Denton needs more bike paths and cycling options in general. The Katy trail bike path from Mayhill north is hampered by an excessive number of road crossings. This factor makes an otherwise fantastic trail system much less useable.
- 340 increase buses and bus to train access, increase the number of available train times.
- 342 Mayhill/Colorado Blvd
- 344 North and south for bike and walk paths .
- 345 Ways to avoid the 288/35 intersection
- 347 There needs to be a license to drive a bicycle. They act like cars and pedestrians whenever they want. I saw someone almost get killed because they rode their bike through a stop sign and the cross traffic didn't have a stop sign. It almost caused a car accident. This happens a lot.
- 349 Hwy 380 from Loop 288 to the North Dallas Tollroad needs an express lane, or raised highway express throughway
- 354 fix what is already there.
- 362 Better bus routes
- 363 Fix exit/interchange where I-35 exits to Dallas Drive. Kind of near Golden Triangle.
- 365 Map is needed here to indicate. Connectivity nodes and trails should be considered. Too many areas in the city have disconnected sidewalks that go to nowhere or abruptly end. Mingo to Downtown Denton should be a major priority. In addition to the existing neighborhoods in Northeast Denton, Single-family and Multi-Family units are being constructed, which will further increase traffic and demand for routes to Downtown.
- 366 Every new roadway needs to have protected bike lanes. We are a two-university town with students who would ride bikes if it were safe to ride Denton streets.
- 368 Hercules west of locust street (near the sub station) needs to be completed. It should have a bike lane!
- 369 Loop 288 extension, 2499 extension, 35E completion, 35N widening, 35E/35W interchange update



## ResponseID Response

|     |   |
|-----|---|
| 370 | Some of the midtown traffic on IH 35 might be diverted by having a west side continuation of Loop 288. Lillian Miller to IH 35 and 288 by Golden Triangle to IH 35 needs much better traffic control.   |
| 373 | Repair the streets, especially in the older part of town. The streets are in poor shape. There are lots of pot holes and crumbling asphalt.   |
| 374 | Alternative routes through center of town. Alternative routes through both universities. Better parking all over the city. Stricter rules on parking in neighborhoods near each university.   |
| 376 | More opportunities to turn left out of parking lots along University  |
| 380 | Routes, when a main road is being reconstructed there needs to be a better routing system for people to get to and from work.   |
| 382 | The greatest problem is there are far too few "through streets" in Denton. Street work on those streets force people onto side streets that do not line up and University Street is especially frustrating now that it is "complete". There are far too many intersections and businesses that require a u-turn for lack of crossovers or crossovers that have no driveway or intersection. |
| 383 | I would like to see more concrete trail systems and offroad/recreational trail systems  |
| 384 | east west cross town  |
| 386 | None - just get Lillian Miller and Teasley fixed so we can get out of the damn neighborhood.  |
| 391 | South if I 35 377 to Teasley  |
| 392 | Widening existing, placing crosswalks, monitoring traffic, better law enforcement on streets (traffic patrols) - especially around the high school.   |

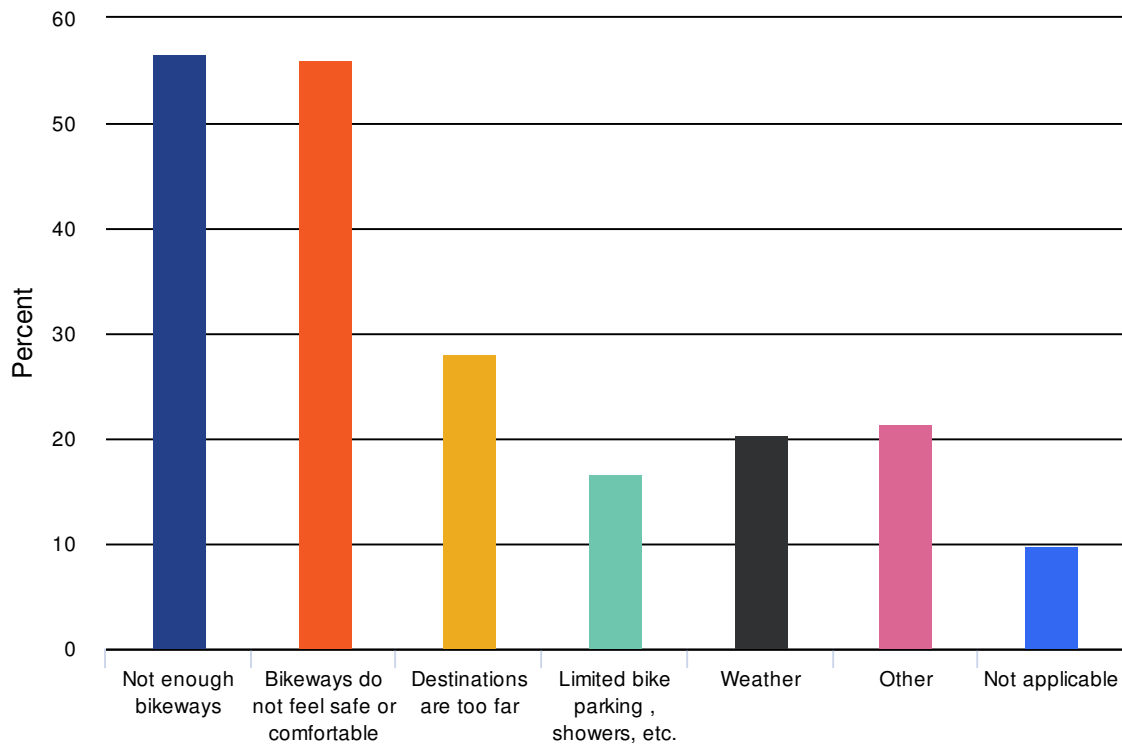
From where you live, how difficult is for you to bicycle to places within Denton?



| Value              | Percent | Responses |
|--------------------|---------|-----------|
| Very Easy          | 2.1%    | 7         |
| Easy               | 6.9%    | 23        |
| Not that Difficult | 22.8%   | 76        |
| Difficult          | 30.3%   | 101       |
| Very Difficult     | 23.4%   | 78        |
| Not applicable     | 14.4%   | 48        |

Totals: 333

## What are the things that prevent you from bicycling in Denton? (Choose up to 3)



| Value                                    | Percent | Responses |
|--|---------|-----------|
| Not enough bikeways                      | 56.7%   | 190       |
| Bikeways do not feel safe or comfortable | 56.1%   | 188       |
| Destinations are too far                 | 28.1%   | 94        |
| Limited bike parking, showers, etc.      | 16.7%   | 56        |
| Weather                                  | 20.3%   | 68        |
| Other                                    | 21.5%   | 72        |
| Not applicable                           | 9.9%    | 33        |

| Other   | Count |
|---|-------|
| Again chip seal destroys the fun and enjoyment of cycling. Please replace with tarmac | 1     |
| Totals  | 66    |

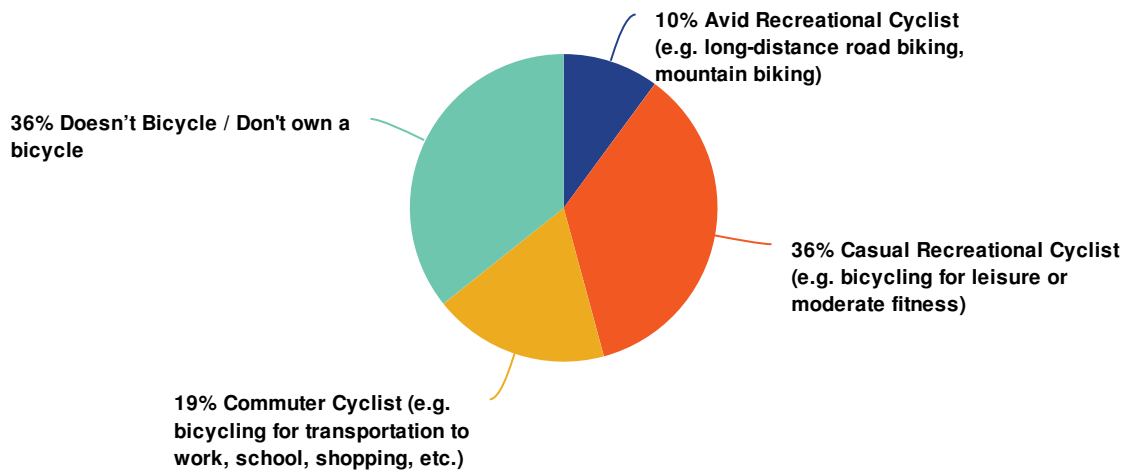
| Other   | Count |
|---|-------|
| Again, no safe way to cross I 35 from where I live. Even if I wanted to go out of my way to take the pedestrian bridge at UNT, I'd have to take Fort Worth drive- DANGEROUS. Since there aren't any less busy roads that parallel Ft. worth drive, I do t have other options. I take Hobson and then take the trail at south lakes park, but with all the hills at Hobson, cars I slow down get irritated I'm in the road and pass me in a rude manner. | 1     |
| BC of handicap, CANNOT RIDE BICYCLE AT ALL BC OF BALANCE ISSUE!   | 1     |
| Bike Lanes don't connect to provide a safe ride to retail   | 1     |
| Bike lanes are useless and only impede traffic  | 1     |
| Closed roads and construction   | 1     |
| Construction  | 1     |
| Crappy Bike.  | 1     |
| Crossing University is a death match for cyclists. I bicycle daily, commuting to work and running errands. I have to cross University but it is not safe because cars are going too fast. Let's slow down in town traffic!  | 1     |
| Cycling within 76201 is pretty easy. Getting from northwest Denton to southeast Denton is diffuclt and often dangerous.   | 1     |
| Don't own a bike  | 1     |
| Drivers' bad attitude about bikes   | 1     |
| I can no longer ride a bike.  | 1     |
| I can no longer ride a bike. Even when I did the heat in Denton will keep most folks from trying it.  | 1     |
| I can only access Denton via the highway  | 1     |
| I do not want to  | 1     |
| I don't have my bike liscence   | 1     |
| I don't own a bicycle   | 1     |
| I prefer to walk. I have not considered a bike because of traffic concerns.   | 1     |
| I-35  | 1     |
| It is safer to drive in a car.  | 1     |
| Totals  | 66    |

| <b>Other</b>   | <b>Count</b> |
|--|--------------|
| It's too dangerous at my age.  | 1            |
| Lazy and hills   | 1            |
| Locust street north of Windsor does not have a shoulder and people go 40+ mph on it  | 1            |
| Motorists attitude towards cyclists is very dangerous  | 1            |
| My bad back!   | 1            |
| My bike was stolen so I cannot afford to buy another. But also it is fear that holds me back from using a bike to go short distances and I dont have the physical stamina to go long distances right now | 1            |
| My kids, don't have time   | 1            |
| No bikeways from my house (off McKinney) along 288 (most frequently visited/traveled area)   | 1            |
| No enforcement of people parked in bike lanes, or driving in bike lanes (Hickory/Oak at Carroll almost always has a car in the bike lane at the intersection).   | 1            |
| Not enough bicycles lanes and/or sidewalks/paths to ride between where I live in Lantana and Denton.   | 1            |
| Not enough safe crossings of arterials on low traffic streets or streets with bike infrastructure (377, 35, University, Dallas Dr., Teasley, Lillian Miller, 2499)                                       | 1            |
| Not having a bike  | 1            |
| Not interested in biking.  | 1            |
| People stealing bikes  | 1            |
| Personal limitations   | 1            |
| Physical limitations   | 1            |
| Poorly maintained streets and sidewalks.   | 1            |
| Recommended routes are not publicized (other than designated bike paths). Example: biking from southeast Denton is fine - if you know what streets to use.   | 1            |
| Road too narrow, no shoulder, no bike lane. Traffic typically runs 10 mph over speed limit.  | 1            |
| Roads are difficult to bike on physically, the bumpiness makes it that much more physically draining. On top of the hills  | 1            |
| <b>Totals</b>  | <b>66</b>    |

| Other   | Count |
|---|-------|
| Roadways not designed with bikes and pedestrians in mind  | 1     |
| Safety - I was struck by a car and had 7 years of surgeries to rebuild my mouth. Motorist didn't even get a ticket though he hit me in a crosswalk. | 1     |
| State highways and major connectors (Carroll, Hickory, McKinney) are not appropriate for bikers. going thru   | 1     |
| Steep hills   | 1     |
| Streets have too much gravel and potholes and I am elderly and am afraid of my bike wheels spinning out.  | 1     |
| Streets/roads are very rough and in need of a lot of care   | 1     |
| Texas Drivers, do not look for bicyclist on the road. That is why there needs to be protected bicycle lanes.  | 1     |
| Veotide isnt offered throughout the city  | 1     |
| We are a family with children, so it wouldn't be safe and would be time-consuming   | 1     |
| We need a protected climbing lane on Dallas Dr and a good route to get to the square when using Fort Worth Drive, SW of the square.                 | 1     |
| age   | 1     |
| age and ability (sr. citizen)   | 1     |
| bikes are not designed for major roads  | 1     |
| crossing 35   | 1     |
| health  | 1     |
| limited access across I-35E   | 1     |
| motorist attitudes  | 1     |
| not a bike rider  | 1     |
| poor roads. Airport Rd especially   | 1     |
| ride alone  | 1     |
| Totals  | 66    |

| <b>Other</b>  | <b>Count</b> |
|---|--------------|
| there is too much attention going to just a few vocal cycleists. they do not represent any large number of people. do not patronize bicycleists | 1            |
| too old   | 1            |
| trails have too many road crossings   | 1            |
| transporting family   | 1            |
| what bike lanes we do have are littered with broken glass and other debris  | 1            |
| Totals  | 66           |

# What type of cyclist do you consider yourself?



| Value  | Percent | Responses |
|--|---------|-----------|
| Avid Recreational Cyclist (e.g. long-distance road biking, mountain biking)          | 10.1%   | 34        |
| Casual Recreational Cyclist (e.g. bicycling for leisure or moderate fitness)         | 35.7%   | 120       |
| Commuter Cyclist (e.g. bicycling for transportation to work, school, shopping, etc.) | 18.5%   | 62        |
| Doesn't Bicycle / Don't own a bicycle  | 35.7%   | 120       |

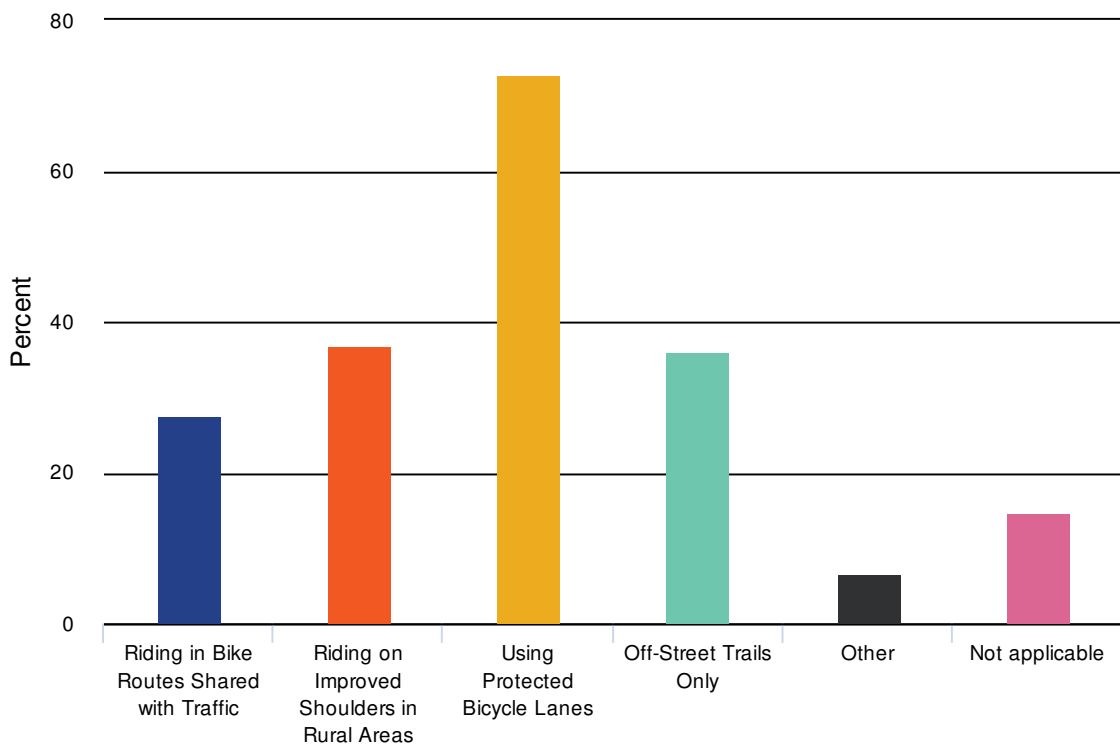
Totals: 336



Please indicate how much you agree or disagree with the following statements.

|   | <b>Strongly Agree</b> | <b>Agree</b> | <b>Neutral</b> | <b>Disagree</b> | <b>Strongly Disagree</b> | <b>N/A</b>  | <b>Responses</b> |
|---|-----------------------|--------------|----------------|-----------------|--------------------------|-------------|------------------|
| I feel safe cycling on area streets.<br>Count<br>Row %  | 4<br>1.2%             | 28<br>8.4%   | 71<br>21.3%    | 107<br>32.1%    | 70<br>21.0%              | 53<br>15.9% | 333              |
| I would bicycle more if there were better bicycle connections and facilities.<br>Count<br>Row % | 130<br>39.0%          | 85<br>25.5%  | 37<br>11.1%    | 19<br>5.7%      | 20<br>6.0%               | 42<br>12.6% | 333              |
| <b>Totals</b><br>Total Responses  |                       |              |                |                 |                          |             | 333              |

## What type of bicycle facilities do you feel comfortable using? (Select all that apply)

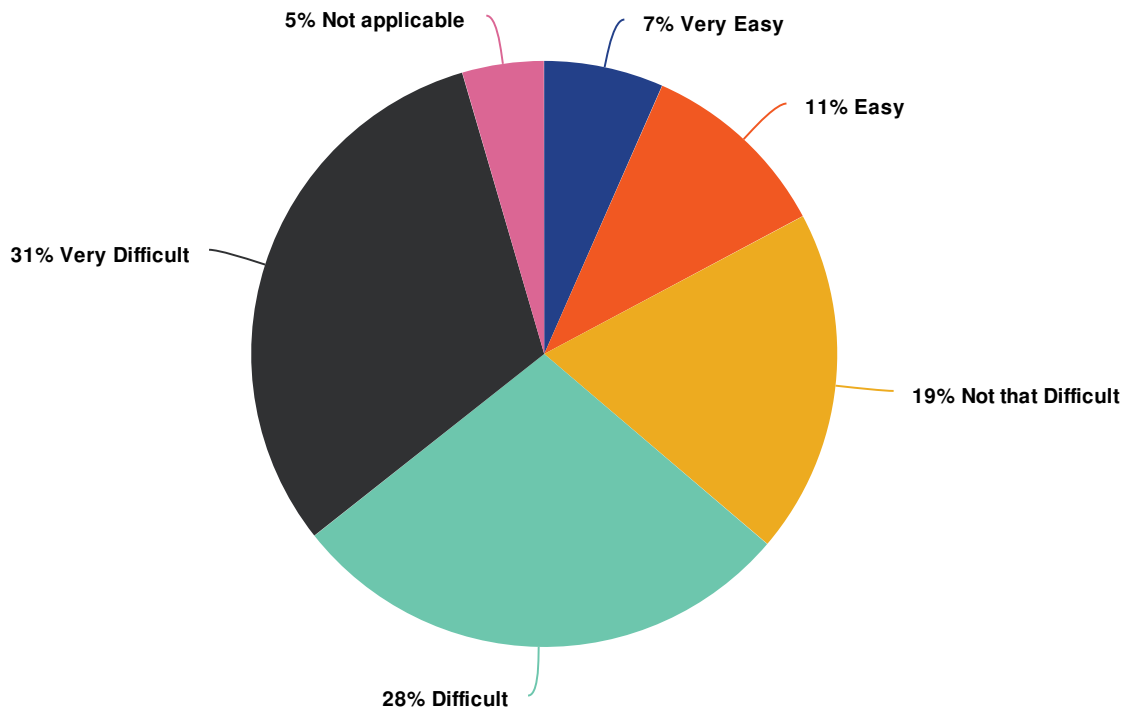


| Value                                       | Percent | Responses |
|---|---------|-----------|
| Riding in Bike Routes Shared with Traffic   | 27.5%   | 90        |
| Riding on Improved Shoulders in Rural Areas | 37.0%   | 121       |
| Using Protected Bicycle Lanes               | 72.8%   | 238       |
| Off-Street Trails Only                      | 36.1%   | 118       |
| Other                                       | 6.7%    | 22        |
| Not applicable                              | 14.7%   | 48        |

| Other   | Count     |
|---|-----------|
| Bike lanes on existing streets are best   | 1         |
| Bike paths off of the street such as the green belt. However half of the green belt has been closed for four years                      | 1         |
| Biking is not that important to most Dentonites. Commuting students can not bike to class. Bikes should be using the established roads. | 1         |
| <b>Totals</b>   | <b>21</b> |

| Other   | Count |
|---|-------|
| Buffered/ pylon protected on street bike lanes  | 1     |
| Concrete paths like the newer ones near the new dog park  | 1     |
| Consider using electrical easements like the city of Highland Village   | 1     |
| Designated bike lane on all roads. Any road where a car can drive, there needs to also be a designated lane for the bicycle, beginning or avoid, we need to encourage people to live more sustainable lifestyles and current setups do not include vast majority of population to be able to use the so called sustainable aspects of the city  | 1     |
| I would bike in shared bike route lanes but not with my chilren.  | 1     |
| My minimum comfort level is with buffered bike lanes. I make the others work dispite the discomfort of dealing with drivers. improved shoulders on rural roads would be ok if the vehicular traffic was not going 65+ mpg. Not sure about the "only" part of the Off-Street Trails choice but I clicked it anyway as those are nice to ride on. | 1     |
| Need separated bike lanes!  | 1     |
| None  | 1     |
| Pretty much everything except higher speed (45+) roadways.  | 1     |
| Quiet ways would be great! Search quiet ways Dublin in google for details.  | 1     |
| Shared traffic- speed limit 30 mph or less  | 1     |
| Trails  | 1     |
| Using protected bicycle lanes do not seem to be necessary downtown.   | 1     |
| Using semi-protected bike lanes (separated by cheap white reflector poles as well as concrete)  | 1     |
| bicycles shoud be routed away from major through ways, not down hickory or locust. keeo them away from the square   | 1     |
| considering a trike   | 1     |
| park  | 1     |
| trails that connect the sity would allow walkers and bikes. the current bike plan does not go anywhere. It was developed by a woman that was later paid to leave the cities employment. Trails would allow bike and walkers to go diagonally across the city rahter than having to follow the streets.  | 1     |
| Totals  | 21    |

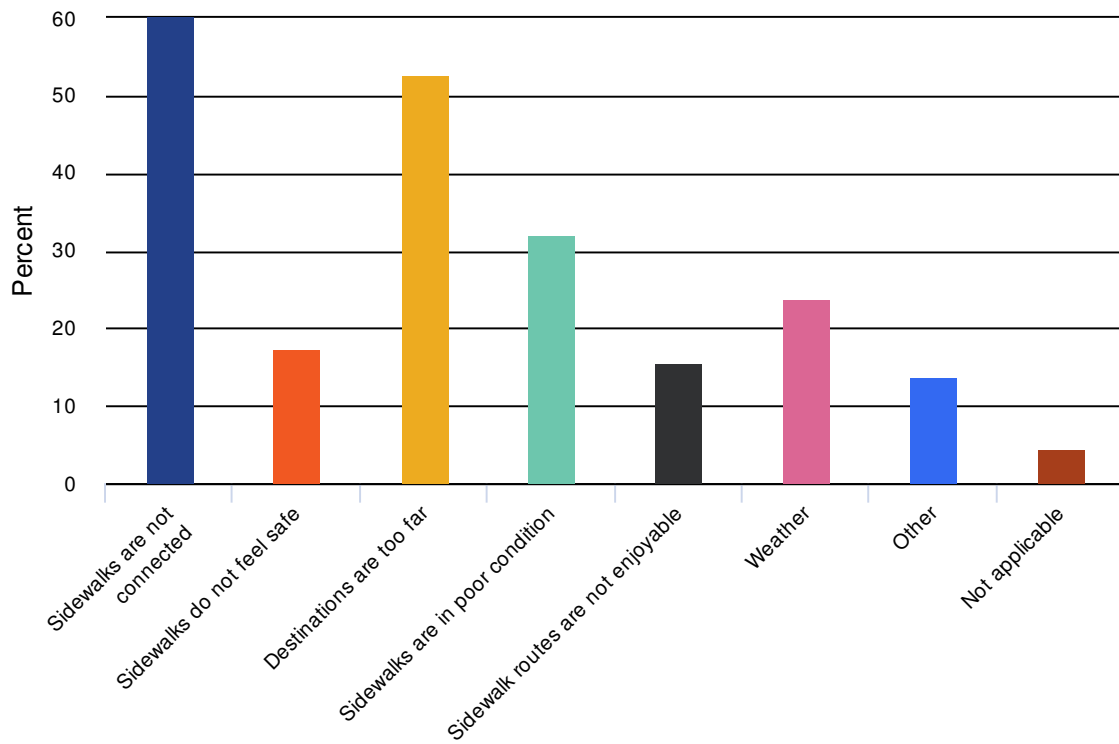
From where you live, how difficult is it for you to walk to places within Denton?











| Value              | Percent | Responses |
|--------------------|---------|-----------|
| Very Easy          | 6.6%    | 22        |
| Easy               | 10.6%   | 35        |
| Not that Difficult | 19.0%   | 63        |
| Difficult          | 28.1%   | 93        |
| Very Difficult     | 31.1%   | 103       |
| Not applicable     | 4.5%    | 15        |

Totals: 331

### What are the things that prevent you from walking in Denton? (Choose up to 3)



| Value                             |   | Percent | Responses |
|-----------------------------------|---|---------|-----------|
| Sidewalks are not connected       |  | 60.0%   | 198       |
| Sidewalks do not feel safe        |  | 17.3%   | 57        |
| Destinations are too far          |  | 52.7%   | 174       |
| Sidewalks are in poor condition   |  | 32.1%   | 106       |
| Sidewalk routes are not enjoyable |  | 15.5%   | 51        |
| Weather                           |  | 23.9%   | 79        |
| Other                             |  | 13.9%   | 46        |
| Not applicable                    |  | 4.5%    | 15        |

| Other        | Count |
|--------------|-------|
| Cars and Co2 | 1     |
| Crossing 35  | 1     |
| Totals       | 45    |

| Other  | Count |
|--|-------|
| Denton is a pleasant area to walk.   | 1     |
| Health   | 1     |
| I don't generally walk in Denton   | 1     |
| I hate walking   | 1     |
| I live outside the cit limits  | 1     |
| I walk when I am in town. I live way out of town.  | 1     |
| In many places there are no sidewalks. In some places there are no cruising signals at intersections. I wish sidewalks were better shaded. | 1     |
| Lack of safe pedestrian crossings on University Dr.  | 1     |
| Lack of sidewalks  | 1     |
| Lack of sidewalks  | 1     |
| Lack of sidewalks in many areas (including near schools)   | 1     |
| Motorists  | 1     |
| Need a bridge over Oak and Hickory by Welch  | 1     |
| No sidewalk  | 1     |
| No sidewalks   | 1     |
| No sidewalks in my neighborhood  | 1     |
| No sidewks   | 1     |
| Not able to alk far distances  | 1     |
| Not enough sidewalks/paths between where I live in Lantana and Denton.   | 1     |
| Often no sidewalks at all so you have to walk in the road  | 1     |
| Personal physical limitations  | 1     |
| Sidewalk connectivity lacking or sometimes non-existent.   | 1     |
| Totals   | 45    |

| Other  | Count |
|--|-------|
| Sidewalks are fine near downtown.  | 1     |
| Sidewalks are too narrow for more than one person or one wheelchair.   | 1     |
| Sidewalks do not exist   | 1     |
| Sidewalks near traffic are disturbing; crossing University feels unsafe  | 1     |
| Sidewalks on Elm Street are too close to speeding traffic.   | 1     |
| There are no sidewalks   | 1     |
| There are no sidewalks on S Trinity Road and none from S Trinity Road via East McKinney until you get to the trailer park near the high school | 1     |
| There are no sidewalks on my street even though I live in the center of the city near downtown.  | 1     |
| There are no sidewalks! I've been told to "get on the sidewalk" when walking my dogs when there wasn't one!                                    | 1     |
| There is no sidewalks from my apartment m  | 1     |
| Too many homeless people   | 1     |
| We cannot safely cross I35 at Teasley.   | 1     |
| Why can I not choose them all?   | 1     |
| crossing highway is not safe at underpasses  | 1     |
| health   | 1     |
| my health  | 1     |
| not enough street lights along route   | 1     |
| physical health  | 1     |
| sidewalks do not exist   | 1     |
| speeding traffic and trash on the road side  | 1     |
| too old  | 1     |
| Totals   | 45    |

Please indicate how much you agree or disagree with the following statements.

|   | <b>Strongly Agree</b> | <b>Agree</b> | <b>Neutral</b> | <b>Disagree</b> | <b>Strongly Disagree</b> | <b>N/A</b>   | <b>Responses</b> |
|---|-----------------------|--------------|----------------|-----------------|--------------------------|--------------|------------------|
| Every street should have a sidewalk.<br>Count<br>Row %                        | 146<br>44.2%          | 112<br>33.9% | 27<br>8.2%     | 30<br>9.1%      | 10<br>3.0%               | 5<br>1.5%    | 330              |
| My children can walk to school safely.<br>Count<br>Row %                      | 12<br>3.7%            | 29<br>9.0%   | 89<br>27.6%    | 43<br>13.4%     | 44<br>13.7%              | 105<br>32.6% | 322              |
| I want to live where my children can safely walk to school.<br>Count<br>Row % | 92<br>28.6%           | 73<br>22.7%  | 56<br>17.4%    | 7<br>2.2%       | 3<br>0.9%                | 91<br>28.3%  | 322              |
| <b>Totals</b><br>Total Responses  |                       |              |                |                 |                          |              | 330              |





## ResponseID Response

- 25 My children are no longer in school. They did ride the bus but only because we were over 2 miles away from the school. Present day parents do not feel safe allowing children out of their sight to wait on a bus. There is no way they are going to let them walk to school.
- 30 I don't have children but I go to Unt and get stopped walking in Denton to get to campus. By ppl in cars pulling up to me and getting cat calls as I'm walking in the street bc there's no or barely lights and no side walk.
- 33 I have NO CHILDREN OF MY OWN ..... but I am quick to observe students walking in my neighborhood of WHEELER RIDGE. Sooo, Houston Elementary (I think that's the name of the school) by Teasley and Ryan Roads as well as the HIGH SCHOOL STUDENTS of Guyer.
- 43 The construction that has been halted for almost a year on Teasley has torn up the areas and sidewalks along the roads and removed pedestrian crossing lights. I see children walking to Guyer HS on a daily basis and trying to cross the high traffic road. I'm not concerned about the speed on the road, rather the lack of sidewalks to take the children off of the road.
- 46 Providence Elementary - because I live in Oak Point and the school is miles away.
- 50 There are no sidewalks once you get out of our development until you get within half a mile of the Borman Elementary
- 51 Traffic will not stop for kids in crosswalks. On Teasley, the crosswalk with the flashing light is routinely ignored by motorists.
- 53 It took way too long to put in a sidewalk for Ryan. I used to drive by it everyday going to work and complained to the city council and state legislators. Kids need great sidewalks.
- 55 We live just outside the city limits on Hartle Field Rd. There are no sidewalks to get from our area to Hodge Elementary, just narrow roads with ditches on each side so your choices are to walk on the road or walk in the ditch.
- 57 Newton Rayzor/Calhoun/Denton High kids have to cross University and there's also a lot of business driveways. Also the only cross guard near us is located at Malone and there's a lot of traffic. Plus cars turning right (going West) off Malone to University present a safety hazard for pedestrians. Need walking bridge
- 58 Too many streets to cross
- 59 Again, I live in the Bent Creek estates- right off country club. The schools my kids would go to are WS Ryan and McMath Middle School. There are inconsistent sections of sidewalk- or non all all, on the two roads they would take, country club or Hobson. In addition, the speed limit at country club would need to be slower before my kids would cross over to Ryan Road.

## ResponseID Response

|     |  |
|-----|--|
| 64  | Cars go too fast on Stuart. My child goes to Ginnings from Driftwood trl   |
| 65  | Strickland. Neighborhood has no sidewalks, Stuart has no sidewalks and must use bike lane. Motorists drive too fast on Stuart.   |
| 66  | Our kids will go to hodge and we live in sequoia park. Walking isn't an option due to unsafe roads and distance.   |
| 67  | My daughter attends school at First Baptist in Denton and even though we live nearby, the sidewalks end and empty into busy roads (university) and there are no crosswalks where we need them. No path to get there!   |
| 71  | My children's ages vary. I have one child in highschool. Although she does not attend Denton High, i find it nerve-wrecking any time my children cross Sherman! My oldest child was hit by a car while biking across Windsor and Sherman! There needs to be proper bike lanes and a pedestrian bridge on Sherman, as well as a bus route that comes into the "idiots hill" neighborhood in the Northeast corridor of Denton.   |
| 75  | Hickory Creek road as a small creek just past Chicken Express. Kids that walk to Guyer HS have to wait for traffic because they must walk on the street to cross over the creek. They literally walk in the road.  |
| 79  | Walking to any school from Denton's core is dangerous because Carroll, Bell, Eagle, and McKinney all promote cars over pedestrians. Only McKinney has a pedestrian crossing. More pedestrian crossings please.   |
| 87  | I don't have children and the survey should not assume that. But I live near Calhoun and Denton High and the children in my neighborhood have to walk in the street because there are no sidewalks on a heavily-traveled street. There are cars parked on both sides so pedestrians either weave in & out of the cars (which makes it hard for drivers to see them) or they are compelled to walk down the center portion of the street, which isn't terribly safe either. This is a busy street (Alice St.) |
| 96  | Too far  |
| 119 | Newton Rayzor elementary school. Crossing 380 is way too dangerous. The light is too short and drivers run those lights constantly.  |
| 121 | It is not safe for my child to walk to Evers Elementary School. I would never allow him to cross Locust without an adult.  |
| 122 | Well I don't have kids, but if I did, I wouldn't feel safe due to temperment of the drivers and local homeless populations who may be unstable mentally.   |
| 138 | There are no sidewalks around Teasley  |
| 147 | Wilson Elementary- no side walks for more than half the route and no street crossing protections for crossing busy access roads.(Old North and Nottingham)   |

## ResponseID Response

|     |   |
|-----|---|
| 158 | Denton still has a certain criminal element that doesn't seem as safe as some suburbs south   |
| 160 | I don't have children but if I did it would be impossible for them to walk as there are no sidewalks you can take the don't cut off before actually getting to where you need to go. It forces you to walk in the road.   |
| 166 | There are no sidewalks between my apartment and the nearest school. It would be safer for my kids to hitchhike with strangers to school than it would be to walk there.   |
| 178 | The disaster that is the 2181 construction has removed all safe sidewalks and is criminally delayed.  |
| 180 | Many sidewalks are not ADA accessible. Lack of shade on many streets creates a major hazard   |
| 195 | Sam Houston. No sidewalks Sundown Blvd to Teasley.  |
| 211 | My kids live 10 miles or more from school and would be tired before making it to school to learn.   |
| 214 | my kids would have to cross 377   |
| 218 | Ryan Elementary. I do not want my children walking along Ryan; and even with dedicated walk/cycle lanes, some drivers treat Forrestridge Road like the autobahn.  |
| 219 | I live on Teasley and it is under construction with no sidewalks  |
| 234 | No sidewalks available unless they are 21 they are not walking themselves to school.  |
| 249 | I don't have children but our house is too far from the schools we are zoned for for me to feel comfortable. They would have to cross Windsor, where motorists run the stop signs all the time, and Elm for elementary school. University for middle and high school.   |
| 251 | They have to cross 2499 and then walk along Robinson Road to Teasley, then a right on Teasley. Each of these have their issues. Teasley and 2499 are way too busy for me to feel safe sending them out there.   |
| 253 | One issue is that there are no sidewalks on our side of Stuart, and it makes me nervous seeing children cross the street. Also, cars always go way too fast in our neighborhood which is completely unnecessary since we have no access to the loop. This makes me feel unsafe while out for my daily walk with my daughter in the stroller. My daughter is not yet in school but I absolutely would not let her walk just over half a mile to the elementary school. |
| 260 | Stalled construction project on Teasley and lack of sidewalks. Nelson Elem  |
| 265 | Woodrow Wilson. There are not enough side walks on their route to school.   |

## ResponseID Response

284 Woodrow Wilson. I live on E Windsor Dr. We really need sidewalks on at least one side all the way up Windsor and Nottingham. These are major connector streets for neighborhood students to get to and from school. I see students walking up and down Windsor and they either have to walk in yards or out in the bike lane, and then move into the street when passing a parked car (there are a lot of these). This is a safety issue. I drive to Avondale sometimes even though it's around the corner because of no sidewalks.

288 traffic doesn't always yield to pedestrians at crossings.

289 I live at Bell/Sherman. CMS and DHS are a long way on busy roads.

295 Across from Ryan High School. There is a sidewalk along the north side of McKinney but you can't use to get to the crosswalk at Ryan because of the creek. You are forced to walk in the roadway or take your chances running across McKinney. But you have to cross a bar ditch on the other side to get to the sidewalk on the north side. I know work on McKinney is underway but the road in front of Ryan HS is the last phase. I will be at least 4 years before we see any improvement.

320 Too far of a distance.

323 We live in the neighborhood across from McNair. There is major construction on Hickory creek. It's a mess! Congestion, noise, pollution, visual confusion. Just to cross the street with a cross guard feels incredibly dangerous.

333 Ryan elementary. There are no side walks on ryan road from country club or any safe way to cross country club coming from bent creek.

342 We live too far for her to walk to Corinth Classical Academy. But I wouldnt let her walk 2 blocks to Pecan Creek Elementary when she attended. Cars drive too fast and I can drive her to school daily.

349 Intermittent sidewalks surrounding our schools.....need crossing guards at major intersections

362 Hickory and Oak do not have enough protected cross walks, please build a bridge over them

373 The streets around both Calhoun and Denton High School have either no sidewalk at all or poorly maintained sidewalks. Children walk in the streets!

378 McNair Elementary no sidewalks from Ryan Ranch to the school. Curvy road and people speeding make it unsafe to do so when school zone is not in effect. Guyer HS no sidewalks, road construction that has been poorly managed, the only crosswalk is outside the school zone, school zone speed is too high.

382 Borman Elementary. It is several blocks from my home to the first sidewalk.

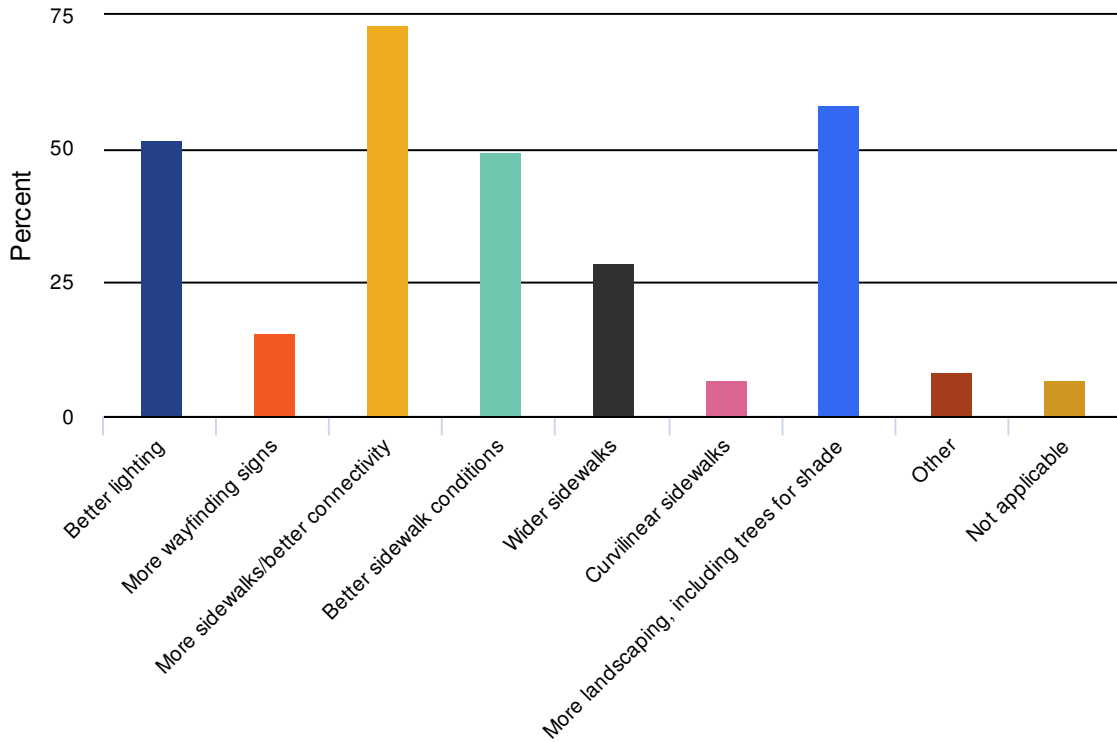
**ResponseID    Response**










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383                    There are no sidewalks on the way to my son's middle school or high school

386                    Sam Houston. The route down Pennsylvania is not safe - no sidewalks, speeding vehicles at all hours.

Which improvements would make you more likely to walk around the City? (Select all that apply)



| Value                                       |   | Percent | Responses |
|---|---|---------|-----------|
| Better lighting                             |  | 51.8%   | 171       |
| More wayfinding signs                       |  | 15.8%   | 52        |
| More sidewalks/better connectivity          |  | 73.3%   | 242       |
| Better sidewalk conditions                  |  | 49.4%   | 163       |
| Wider sidewalks                             |  | 28.8%   | 95        |
| Curvilinear sidewalks                       |  | 7.0%    | 23        |
| More landscaping, including trees for shade |  | 58.2%   | 192       |
| Other                                       |  | 8.5%    | 28        |
| Not applicable                              |  | 7.0%    | 23        |

| Other      | Count |
|------------|-------|
| ADA access | 1     |
| Totals     | 28    |

| Other   | Count |
|---|-------|
| Allowing more mutli-use development near where I live so I have more destinations within walking distance.  | 1     |
| Better crossing protections for busy streets similar to the one on McKinney street in front of the Civic Center.  | 1     |
| Better transportation systems with lower wait time on bus and A-Train   | 1     |
| Better ways to cross the streets when it is a larger intersection   | 1     |
| Homeless issue addressed  | 1     |
| I live in NW denton. Long way to go   | 1     |
| LANDSCAPING IS HUGE   | 1     |
| Lighting is important - would like to see downward directional lighting made a priority   | 1     |
| More crosswalks   | 1     |
| None  | 1     |
| Parking close enough to make walking viable   | 1     |
| Permeable sidewalks - cost less and are not hard to maintain.   | 1     |
| Sidewalks, crosswalks should be the Rule instead of Exception   | 1     |
| Sloped curbs at road crossings for people with disabilities.  | 1     |
| TREES/SHADE PLZ   | 1     |
| The way some crosswalks go from the sidewalk to the street is cumbersome and not smooth. Not sure if there's a safety reason for this. It just makes using the sidewalk oddly precarious.   | 1     |
| The wayfinding signs in the middle of the sidewalk are horrible. in places where ther were no sidewalks and only foot trails the damn sign are in the middle of the path making us walk out into the streets. Please remove them. They are too big. Develop an app for wayfinding instead.. | 1     |
| There are so many scummy drug addicts hanging out between the Square and the central train station that I didn't feel safe last time I walked from UNT to Spiral Diner.   | 1     |
| There is too much traffic on some of the roads to walk on the sidewalk, ie Dallas Drive. Fix the road congestion will help.   | 1     |
| Traffic control   | 1     |
| Totals  | 28    |



| Other   | Count |
|---|-------|
| Trail systems should include overpasses to cross busy intersections   | 1     |
| Walking bridge, fewer business driveways when crossing University   | 1     |
| accomodation for disabled   | 1     |
| dedicated pedestrian crossings on major roads like University Dr, Dallas Dr, Carroll Blvd.  | 1     |
| public transportation that was more reliable and faster that would take you the longer distances where you could then walk. Not big buses but something smaller and more efficient. | 1     |
| remove panhandlers  | 1     |
| safer highway crossings   | 1     |
| Totals  | 28    |

What is the zip code of your home?



| ResponseID | Response   |
|------------|------------|
| 5          | 76201      |
| 6          | 76210      |
| 7          | 76209      |
| 8          | 76208      |
| 9          | 76210      |
| 10         | 76205      |
| 11         | 76226      |
| 12         | 76205-5984 |
| 14         | 76201      |
| 15         | 76201      |
| 16         | 76135      |
| 17         | 76201      |
| 18         | 76209      |
| 19         | 76210      |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 20                | 76209           |
| 21                | 76209           |
| 22                | 76209           |
| 23                | 76203           |
| 24                | 76208           |
| 25                | 76201           |
| 26                | 76207           |
| 28                | 76226           |
| 30                | 76201           |
| 32                | 76201           |
| 33                | 76210           |
| 34                | 76209           |
| 35                | 76209           |
| 36                | 76201           |
| 37                | 76209           |
| 38                | 76205           |
| 39                | 76201           |
| 40                | 76137           |
| 41                | 76201           |
| 42                | 76210           |
| 43                | 76210           |
| 44                | 76201           |
| 45                | 76209           |
| 46                | 75068           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 47                | 76208           |
| 48                | 76227           |
| 49                | 76201           |
| 50                | 76226           |
| 51                | 76205           |
| 52                | 76201           |
| 53                | 76208           |
| 54                | 76201           |
| 55                | 76208           |
| 56                | 76210           |
| 57                | 76201           |
| 58                | 75022           |
| 59                | 76210           |
| 60                | 76205           |
| 62                | 76201           |
| 63                | 76201           |
| 64                | 76209           |
| 65                | 76209           |
| 66                | 76209           |
| 67                | 76209           |
| 70                | 76201           |
| 71                | 76209           |
| 72                | 76209           |
| 73                | 76209           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 74                | 76207           |
| 75                | 76210           |
| 78                | 76201           |
| 79                | 76201           |
| 80                | 76208           |
| 81                | 76205           |
| 82                | 76209           |
| 83                | 76201           |
| 85                | 76207           |
| 87                | 76201           |
| 88                | 76201           |
| 89                | 76205           |
| 90                | 76201           |
| 92                | 76209           |
| 93                | 76210           |
| 96                | 76207           |
| 99                | 76210           |
| 100               | 76209           |
| 102               | 76226           |
| 103               | 76226           |
| 104               | 76205           |
| 105               | 76201           |
| 106               | 76201           |
| 107               | 76207           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 108               | 76227           |
| 109               | 76208           |
| 110               | 76201           |
| 111               | 76201           |
| 112               | 76201           |
| 113               | 76209           |
| 114               | 76207           |
| 115               | 76209           |
| 116               | 75077           |
| 117               | 76201           |
| 118               | 76209           |
| 119               | 76201           |
| 120               | 76201           |
| 121               | 76209           |
| 122               | 76201           |
| 125               | 76207           |
| 126               | 76208           |
| 127               | 76201           |
| 128               | 76201           |
| 129               | 76201           |
| 132               | 76209           |
| 133               | 76205           |
| 136               | 76201           |
| 137               | 76205           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 138               | 76210           |
| 139               | 76205           |
| 141               | 76201           |
| 144               | 76210           |
| 146               | 76207           |
| 147               | 76209           |
| 149               | 76201           |
| 151               | 76207           |
| 152               | 76205           |
| 153               | 76209           |
| 154               | 76208           |
| 156               | 76205           |
| 157               | 76201           |
| 158               | 76201           |
| 159               | 76201           |
| 160               | 76205           |
| 161               | 76201           |
| 163               | 76209           |
| 164               | 76201           |
| 165               | 76901           |
| 166               | 76205           |
| 169               | 76051           |
| 170               | 76209           |
| 171               | 76201           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 172               | 76201           |
| 173               | 76201           |
| 174               | 76209           |
| 175               | 76205           |
| 176               | 76209           |
| 177               | 76210           |
| 178               | 76210           |
| 179               | 76210           |
| 180               | 76201           |
| 181               | 76207           |
| 183               | 76205           |
| 184               | 76201           |
| 187               | 76262           |
| 188               | 76201-2527      |
| 189               | 76201           |
| 190               | 76201           |
| 191               | 76209           |
| 192               | 76209           |
| 193               | 76201           |
| 194               | 76201           |
| 195               | 76010           |
| 196               | 76201           |
| 197               | 76205           |
| 198               | 76201           |



| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 199               | 76209           |
| 202               | 76208           |
| 203               | 76201           |
| 204               | 76201           |
| 205               | 76201           |
| 206               | 76226           |
| 209               | 76226           |
| 211               | 76210           |
| 214               | 76226           |
| 215               | 76210           |
| 216               | 76207           |
| 217               | 76205           |
| 218               | 76210           |
| 219               | 76210           |
| 220               | 76226           |
| 221               | 76201           |
| 222               | 76226           |
| 223               | 76226           |
| 224               | 76226           |
| 225               | 76226           |
| 227               | 76201           |
| 230               | 76209           |
| 231               | 75057           |
| 232               | 76201           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 233               | 76205           |
| 234               | 76205           |
| 235               | 76201           |
| 237               | 76203           |
| 238               | 76201           |
| 239               | 75067           |
| 241               | 76210           |
| 242               | 76210           |
| 244               | 76205           |
| 245               | 76210           |
| 246               | 76226           |
| 247               | 76205           |
| 248               | 76210           |
| 249               | 76207           |
| 250               | 76208           |
| 251               | 76210           |
| 253               | 76209           |
| 254               | 76226           |
| 255               | 76205           |
| 256               | 76201           |
| 257               | 76209           |
| 258               | 76208           |
| 259               | 76205           |
| 260               | 76210           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 261               | 76209           |
| 262               | 76209           |
| 263               | 76205           |
| 264               | 76210           |
| 265               | 76209           |
| 267               | 76210           |
| 268               | 76208           |
| 269               | 76209           |
| 270               | 76205           |
| 271               | 76210           |
| 273               | 76210           |
| 274               | 76201-1738      |
| 275               | 76207           |
| 276               | 76207           |
| 277               | 76210           |
| 278               | 76201           |
| 279               | 76209           |
| 280               | 76209           |
| 281               | 76205           |
| 282               | 76205           |
| 283               | 76207           |
| 284               | 76209           |
| 285               | 76210           |
| 286               | 76209           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 287               | 76201           |
| 288               | 76210           |
| 289               | 76209           |
| 290               | 76210           |
| 291               | 76207           |
| 292               | 76209           |
| 293               | 76201           |
| 294               | 76209           |
| 295               | 76208           |
| 296               | 76210           |
| 297               | 76208           |
| 298               | 76201           |
| 299               | 76209           |
| 301               | 76209           |
| 302               | 76201           |
| 303               | 76209           |
| 304               | 76209           |
| 305               | 76208           |
| 306               | 76209           |
| 307               | 76201           |
| 308               | 76205           |
| 309               | 76210           |
| 310               | 76209           |
| 311               | 76201           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 312               | 76205           |
| 314               | 76206           |
| 315               | 76209           |
| 316               | 76209           |
| 317               | 76201           |
| 318               | 76210           |
| 320               | 76207           |
| 321               | 76227           |
| 322               | 76209           |
| 323               | 76210           |
| 324               | 76201           |
| 325               | 76201           |
| 326               | 76205           |
| 327               | 76201           |
| 328               | 76209           |
| 329               | 76201           |
| 330               | 76208           |
| 331               | 76207           |
| 332               | 76210           |
| 333               | 76210           |
| 334               | 76210           |
| 335               | 75071           |
| 336               | 76207           |
| 337               | 76205           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 338               | 76208           |
| 340               | 75077           |
| 342               | 76208           |
| 343               | 76209           |
| 344               | 76210           |
| 345               | 76205           |
| 346               | 76209           |
| 347               | 76209           |
| 348               | 76201           |
| 349               | 76209           |
| 350               | 76201           |
| 351               | 75007           |
| 353               | 76209           |
| 354               | 76207           |
| 356               | 76208           |
| 357               | 76201           |
| 358               | 76205           |
| 359               | 76201           |
| 360               | 76201           |
| 361               | 75056           |
| 362               | 76201           |
| 363               | 76205           |
| 365               | 76209           |
| 366               | 76201           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 367               | 76201           |
| 368               | 76207           |
| 369               | 76201           |
| 370               | 76209           |
| 371               | 76249           |
| 372               | 76201           |
| 373               | 76201           |
| 374               | 76209           |
| 375               | 76249           |
| 376               | 76201           |
| 378               | 76210           |
| 379               | 76209           |
| 380               | 76209           |
| 382               | 76205           |
| 383               | 76208           |
| 384               | 76205           |
| 385               | 76208           |
| 387               | 76209           |
| 388               | 76201           |
| 389               | 76210           |
| 391               | 76205           |
| 392               | 76210           |

What is the zip code of your work?



| ResponseID | Response |
|------------|----------|
| 5          | 76021    |
| 6          | 76210    |
| 7          | 75057    |
| 8          | 76210    |
| 9          | 75056    |
| 11         | 76209    |
| 12         | 75243    |
| 14         | 76052    |
| 15         | 76204    |
| 16         | 76203    |
| 17         | 76201    |
| 18         | 76201    |
| 19         | 76205    |
| 20         | Na       |



| <b>ResponseID</b> | <b>Response</b>   |
|-------------------|-------------------|
| 21                | 76204             |
| 22                | 76104             |
| 24                | 76208             |
| 25                | retired           |
| 26                | 76203             |
| 28                | 75039             |
| 30                | 76201             |
| 32                | 76201             |
| 33                | Medically Retired |
| 35                | 75051             |
| 36                | 76203             |
| 37                | 76204             |
| 38                | 76203             |
| 39                | 76201             |
| 40                | 76111             |
| 41                | 76209             |
| 42                | 75077             |
| 43                | 76210             |
| 44                | 76203             |
| 45                | 76205             |
| 46                | 75034             |
| 47                | 76208             |
| 48                | 75254             |
| 49                | 76205             |

| <b>ResponseID</b> | <b>Response</b>                    |
|-------------------|------------------------------------|
| 50                | 76227                              |
| 51                | 76203                              |
| 52                | 76201                              |
| 53                | 76208                              |
| 54                | 76201                              |
| 55                | 76204                              |
| 56                | 76203                              |
| 57                | 76201 & 75056                      |
| 58                | 76210                              |
| 59                | 76208                              |
| 60                | 76209                              |
| 62                | 76201                              |
| 63                | 76201                              |
| 64                | 76201                              |
| 65                | 76234                              |
| 66                | 76209                              |
| 67                | 76209                              |
| 70                | 75229                              |
| 71                | Varies. All over Denton and Dallas |
| 72                | NA                                 |
| 73                | 76201                              |
| 74                | 76207                              |
| 75                | 76210                              |
| 78                | 76177                              |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 79                | 76201           |
| 80                | 76205           |
| 81                | 76203           |
| 82                | 75080           |
| 83                | 76201           |
| 85                | 75034 & 75219   |
| 87                | 76203           |
| 88                | 76201           |
| 89                | 76205           |
| 90                | 75428           |
| 93                | 76210           |
| 99                | 76210           |
| 100               | 76209           |
| 102               | 76226           |
| 103               | 76201           |
| 104               | 76203           |
| 105               | 76201           |
| 106               | 76272           |
| 107               | 76208           |
| 108               | 76266           |
| 109               | 76208           |
| 110               | 76201           |
| 111               | UNT, not sure   |
| 112               | 76201           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 113               | 76209           |
| 115               | 76201           |
| 116               | 76205           |
| 117               | 76201           |
| 118               | 75070           |
| 119               | 76203           |
| 120               | 76208           |
| 121               | 76019           |
| 122               | 76262           |
| 125               | 75067           |
| 126               | 75024           |
| 127               | 76201           |
| 128               | 76209           |
| 129               | 76201           |
| 132               | 76209           |
| 133               | 76201           |
| 136               | 75076           |
| 137               | 76051           |
| 138               | 76210           |
| 139               | 75287           |
| 141               | 76201           |
| 144               | 76210           |
| 146               | 76205           |
| 147               | 76207           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 149               | 76201           |
| 151               | 76203           |
| 152               | 76209           |
| 153               | 76208           |
| 154               | 75033           |
| 156               | 76205           |
| 157               | 76207           |
| 158               | 76201           |
| 159               | 76201           |
| 160               | 76201           |
| 161               | 76207           |
| 163               | 76205           |
| 164               | 75248           |
| 165               | 76201           |
| 166               | 76205           |
| 169               | 76051           |
| 170               | 76209           |
| 171               | 76201           |
| 172               | 76201           |
| 173               | 76203           |
| 174               | 76209           |
| 175               | 76201           |
| 176               | 76201           |
| 177               | 76226           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 178               | 76210           |
| 179               | 76201           |
| 180               | 76207           |
| 181               | 76240           |
| 182               | 76210           |
| 183               | 76201           |
| 184               | 76201           |
| 187               | 75261           |
| 188               | 75067           |
| 189               | 76201           |
| 191               | 75057           |
| 192               | 76203           |
| 193               | 76204           |
| 195               | 76201           |
| 196               | 76204           |
| 197               | 76205           |
| 198               | 76201           |
| 199               | 76201           |
| 202               | 76208-3577      |
| 203               | 76107           |
| 204               | 76201           |
| 205               | 76201           |
| 206               | 76226           |
| 209               | 76226           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 211               | 76210           |
| 214               | 32746           |
| 215               | retired         |
| 216               | 76210           |
| 217               | 76205           |
| 218               | 76201           |
| 219               | 76204           |
| 220               | 76226           |
| 221               | 76201           |
| 222               | 75261           |
| 223               | 76720           |
| 224               | 76226           |
| 225               | 76226-retired   |
| 227               | 75056           |
| 230               | 76201           |
| 231               | 76203           |
| 232               | 76201           |
| 234               | 76208           |
| 235               | 76203           |
| 237               | 76203           |
| 238               | 76201           |
| 239               | N/A             |
| 241               | 76205           |
| 242               | 76201           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 243               | 76203           |
| 244               | 76207           |
| 245               | Retired         |
| 246               | 76205           |
| 248               | 76210           |
| 249               | 76203           |
| 250               | 76207           |
| 251               | 76201           |
| 253               | 75068           |
| 254               | 75057           |
| 255               | N/A             |
| 257               | NA              |
| 258               | 75201           |
| 259               | 76201           |
| 260               | 76201           |
| 261               | 76201           |
| 262               | 76207           |
| 263               | 76210           |
| 264               | 76210           |
| 265               | 76201           |
| 268               | 76208           |
| 269               | Na              |
| 270               | 76205           |
| 271               | 76210           |



| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 273               | 75201           |
| 275               | 76207           |
| 276               | 76208           |
| 277               | na              |
| 278               | 76201           |
| 279               | 76205           |
| 281               | 76210           |
| 282               | 76205           |
| 283               | 76201           |
| 284               | 76209           |
| 285               | 76205           |
| 286               | 75057           |
| 287               | 76201           |
| 288               | 76201           |
| 289               | 76205           |
| 290               | 75024           |
| 291               | na              |
| 292               | 76201           |
| 293               | 76201           |
| 294               | 76201           |
| 295               | 76201           |
| 296               | 76210           |
| 297               | 76201           |
| 298               | 76201           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 299               | 76209           |
| 301               | 76201           |
| 302               | 76201           |
| 303               | 75080           |
| 304               | 76203           |
| 305               | 75065           |
| 306               | n/a             |
| 307               | 76201           |
| 309               | 76201           |
| 310               | 76203           |
| 311               | n/a             |
| 312               | 76203           |
| 314               | 75028           |
| 315               | 76201           |
| 316               | 76201           |
| 317               | 76201           |
| 318               | 76201           |
| 320               | 76209           |
| 321               | 76207           |
| 322               | 76201           |
| 323               | 75067           |
| 324               | 76201           |
| 325               | 76204           |
| 326               | 75074           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 327               | 76205           |
| 328               | 76201           |
| 329               | 76201           |
| 330               | 76203           |
| 331               | 76207           |
| 332               | N/A             |
| 333               | 76205           |
| 334               | 76201           |
| 336               | 76205           |
| 337               | 76207           |
| 338               | 76204           |
| 340               | 76203           |
| 342               | 76210           |
| 343               | 76201           |
| 344               | 75220           |
| 345               | 75028           |
| 346               | 76207           |
| 347               | 76209           |
| 349               | 76208           |
| 350               | 76201           |
| 351               | 75007           |
| 356               | 76210           |
| 357               | 76201           |
| 359               | 76201           |

| <b>ResponseID</b> | <b>Response</b> |
|-------------------|-----------------|
| 360               | 76201           |
| 361               | 76204           |
| 362               | 76201           |
| 363               | 76205           |
| 365               | 76209           |
| 366               | 76201           |
| 367               | 76201           |
| 368               | 75007           |
| 369               | 76201           |
| 370               | 76262           |
| 371               | 76205           |
| 372               | 76205           |
| 373               | 76201           |
| 374               | 76203           |
| 375               | 76201           |
| 376               | 76203           |
| 378               | 75201           |
| 379               | 75019           |
| 380               | 75019           |
| 383               | 75028           |
| 384               | 76201           |
| 385               | 76207           |
| 387               | 76209           |
| 388               | 76201           |

**ResponseID**

**Response**

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389

76203

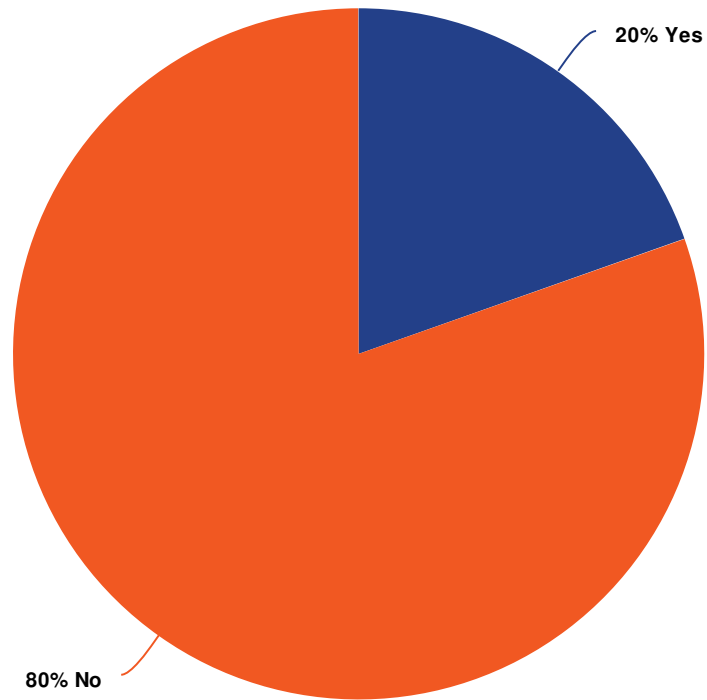
391

76205

392

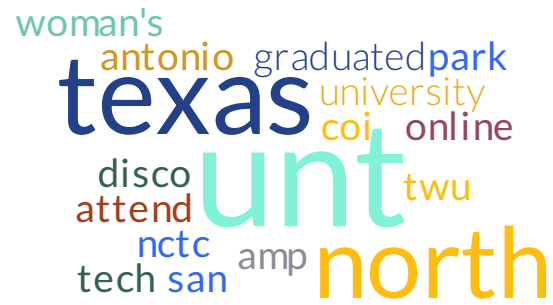
76210

# Are you a college student?



| Value | Percent | Responses          |
|-------|---------|--------------------|
| Yes   | 19.6%   | 64                 |
| No    | 80.4%   | 263                |
|       |         | <b>Totals: 327</b> |

What school do you attend?



| ResponseID | Response                  |
|------------|---------------------------|
| 6          | UNT                       |
| 14         | unt                       |
| 16         | UNT                       |
| 23         | UNT                       |
| 26         | University of North Texas |
| 30         | Unt                       |
| 32         | UNT                       |
| 40         | University of North Texas |
| 57         | TWU                       |
| 62         | UNT                       |
| 70         | NCTC                      |
| 92         | NCTC                      |
| 106        | University of North Texas |
| 122        | Texas Tech                |

| <b>ResponseID</b> | <b>Response</b>                     |
|-------------------|-------------------------------------|
| 127               | University of North Texas           |
| 136               | Unt                                 |
| 154               | Graduated unt. About to attend nctc |
| 157               | UNT                                 |
| 159               | UNT                                 |
| 160               | University of North Texas           |
| 161               | University of North Texas           |
| 164               | UNT                                 |
| 165               | UNT                                 |
| 169               | North Texas                         |
| 173               | UNT                                 |
| 180               | UNT                                 |
| 183               | Texas Woman's University            |
| 184               | University of North Texas           |
| 190               | Unt                                 |
| 192               | UNT                                 |
| 194               | University of North Texas           |
| 229               | UNT                                 |
| 230               | TWU                                 |
| 231               | University of North Texas           |
| 233               | University of North Texas           |
| 234               | University Of North Texas           |
| 235               | University of North texas           |
| 237               | UNT                                 |



| <b>ResponseID</b> | <b>Response</b>                  |
|-------------------|----------------------------------|
| 238               | UNT                              |
| 239               | NCTC                             |
| 241               | University of North Texas        |
| 242               | University of North Texas        |
| 243               | UNT                              |
| 255               | UNT                              |
| 275               | University of North Texas        |
| 278               | University of North Texas        |
| 301               | University of North Texas        |
| 307               | University of North Texas        |
| 308               | UNT                              |
| 311               | University of North Texas        |
| 314               | UNT                              |
| 329               | University of north texas        |
| 335               | UNT                              |
| 336               | UNT                              |
| 345               | Texas A&M - San Antonio (online) |
| 348               | UNT                              |
| 351               | UNT                              |
| 353               | UNT                              |
| 358               | UNT                              |
| 361               | Twu                              |
| 362               | University of North Texas        |
| 368               | UNT COI (Disco Park)             |

**ResponseID**

**Response**

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375

UNT

391

UNT

Please provide any additional comments about the future of transportation in the City of Denton.



**ResponseID    Response**

5                    Connect sidewalks. There are new places being built but sidewalks randomly end.

9                    There are ZERO public transportation connections, bike lanes, shared lanes, paths, or full sidewalks that allow access to Downtown Denton from the southern/western part of Denton City limits.

11                    This survey came today after I had a very rough day of driving in Denton - which explains my responses of "Difficult" on some questions. EVERY route I can take from 3900 Karina where I work, to my home in the Vintage neighborhood off of Hwy. 377 has major construction and it is now taking 40 minutes to get home, instead of 20. This has been going on for over a year. I STILL can't get on I-35 E to go north, from the Loop, so I have to take the service road to Dallas Dr. Everyone else does too, of course, so the service road and then Dallas Dr are always backed up. I finally get out of that long wait, only to hit another long wait on the service road or Ft. Worth Dr to get on 377. Those two roads are always backed up even without the ongoing construction, so my preferred alternate route for years is to take Bonnie Brae to my neighborhood. It's a lovely, pleasant back road drive and I always relax immediately as soon as I get on it. But now even THAT road has construction! So, as I said, virtually every route I normally take to get home has major construction or major traffic. For months or years! The same is true driving from my home. I have 3 choices: 377 = major construction; Bonnie Brae = construction; or I-35 W to I-35 north or I-35 E = all often backed up. It has all become so aggravating, I just prefer to stay home.

## ResponseID Response

- 12 Design priorities should be in this order: 1. Safety (for all types of road users: car passengers, cyclists, pedestrians) 2. Cost (initial build cost, maintenance cost, and future reconstruction/rehabilitation at end of life) 3. Volume (number of people moved, regardless of mode) 4. Speed (high speed regional roadways are TxDOT and freeway or divided highway like 380 east of Denton or rural highway like FM1830) Each roadway should have a clear purpose: either move cars quickly at high speeds, or provide a street platform inviting to people (not just cars) for high value per acre development.
- 15 I would like to be able to use my car less--ideally live car-free. I would like to see Denton prioritize transit, walking, and bicycling in planning before personal vehicles in order to reduce the number of cars on the road. We cannot build our way out of congestion and need to be thinking now about how we can move more people with less space before we find ourselves in the same situation as Austin, Houston, L.A., etc, where they spend billions widening roadways repeatedly to no avail. Prioritizing personal vehicles above all other transportation modes in our transportation system is an unsustainable model that we must move away from. I would also like to see the city relax (or eliminate) its parking minimums so developers have the freedom to build as much parking as they think they need and no more than that. The giant, half-empty parking lots around town spread everything out so that they're harder to navigate on foot or by bicycle. Those half-empty parking lots also represent unproductive land that could be put to better use and contribute to the tax base.
- 16 I would like to see more people walking, biking, and utilizing public transportation. I would also like bus schedules and maps posted at every stop.
- 17 If the train could run later and on Sundays, that would be amazing!!!
- 19 Add right turn lanes and time the traffic lights better to improve mobility. If you're really wanting to help the environment, you should time the freaking traffic lights so that cars don't have to stop at every red light on Carroll BLVD!
- 21 Please improve the walkability in school neighborhoods!

## ResponseID Response

22 First and foremost, Denton needs to consider how much debt it's going to take out for the benefit of expanding suburban sprawl. If the special taxation district is created for the new giant sprawling development off 35W, and the developer is permitted to foist infrastructure costs on the residents there, the City should require that in the future all City road maintenance or expansion is subsidized by the revenues created by the special taxing district. Heavy commercial users should pay for the roads they will use - not just the roads adjacent to their properties, but the external roads that feed into and out of the site. I think some of the costs of proposed road expansions in west and south Denton are questionable, and I would like to know how exactly the City intends to pay for some of those expansions. Are new heavy commercial users in west Denton going to be responsible for the heightened costs of road expansion and maintenance? More trail and non-motor vehicle networks. This is a mobility/transportation issue. Please add trails in non-developable areas near watersheds, parallel to creeks and drainage channels. A trail network allows the city to breathe. Good for non-motor transportation, not just exercise. The creek side trail in north Denton gives us a good blueprint for additional trail development. This should not be left just to the Parks department. A trail system near a home increases the value of that home and increases to overall quality of life and traffic in the surrounding area. On a bike lane system, let's be real - there aren't bike lanes in commuter corridors that people actually need. Riding on the 3 foot shoulder of Elm or Locust is not a bike lane. It's a dangerous joke. Carroll Blvd should be two lanes both ways with the outside lane on both sides turned into a barrier-protected non-motor lane from University to Eagle. This would also make it much safer for the homes nearest to Carroll. There is not a safe, reasonable way to get from south/west of 35 to north/east of 35 without a car - something that needs to be addressed. Every apartment complex should be connected to the nearest schools via a safe sidewalk system. It disgusts me that the poorest kids who attend Ryan have to walk through the roadside ditches on McKinney. Last I checked, there is no sidewalk connection to the Gardens of Denton (giant apartment complex on north Locust, just south of Loop 288). Why is that? Why did the City permit that complex without requiring that the developer put in a sidewalk that connects to Evers Park/School. That shows me people who approved the project were not interested in the well being of the people who will inhabit that apartment complex. It's embarrassing that this is happening in Denton. The City requires other developments to put in/pay for sidewalks -- why not here?

25 We need something that is more efficient than the buses. They are too big to get into the neighborhoods where people live. It is not all about the college students. A trolley system with loops from the train station to the university; from razor ranch to downtown; from remote parking areas to the colleges and shopping areas. The buses are not meeting our needs. There are no shelters from the heat or rain. No places to sit while you wait and wait and wait and wait. Public transportation needs to meet the needs of the public. Everything does not have to be about the college students or the downtown. Many of use to not need to get to either of those places.

26 Construction always takes a year to get going. All the streets I use to get to work are blocked off and I have to take extreme detours sometimes to just get to work. Sidewalks and the surroundings are never maintained. Trees and bushes tend to always hang over the sidewalk so then I have to walk out onto the street. This happens all the time on West Oak and Hickory street around UNT campus. Add trees along W. University Dr. Enforce trees and bushes to be planted.

## ResponseID Response

- 28 With the rapid population growth and traffic increase in Denton and all of DFW, it's absolutely critical that the focus be centered on improving and expanding DCTA's A-Train, fixed route bus, and on-demand bus services in order to discourage driving, help reduce car traffic road congestion, and accidents, and also to help improve air quality and regional mobility.
- 30 Please make the buses more clear when routes change, even if just temporary. I've been stranded multiple times by not knowing and not finding anywhere to be posted. Also please improve the roads and side walks that are ruined and have holes and loose gravel.
- 33 Please get some women, students ( BOTH UNIVERSITY AS WELL AS ELEMENTARY, MIDDLE SCHOOL/JR HIGH and HIGH SCHOOL), bicycle riders and handicapped people on the planning boards for the City of Denton.
- 36 We need to facilitate multiple forms of transportation in Denton to remain a healthy and pleasant place to live. This means building out a connected and functional bike network. We also need to support alternative transportation developments like bike share and electronic scooters. (managed implementations of course) Public transit enhancements/effectiveness of DCTA need to occur. It's not only necessary as we could never build out of parking issues or traffic, but necessary to attract high end corporate growth. We made a proposal for Amazon HQ2. Some of the key things they were looking for were mobility options that we are severely lacking in. For an example of how you can not build out of vehicular congestion, go watch parking at a Roughriders game in Frisco. It's car centric event chaos. Rail connectivity would change the dynamics of that immensely. Same for Arlington's design decisions for lack of transportation options.
- 37 I would like to see connectivity of bike paths throughout the city.
- 40 Roads on campus can be horrendous. Please focus on repairing and re-striping roads at UNT. Please be careful to not significantly impact the ability to commute via vehicles because of a shift to multi-modal forms of transportation. Commuting via vehicles is important for the City of Denton (TWU and UNT have a heavy commuter student presence on campus). Also, Denton has a major Interstate highway that cuts through it, making it prime for vehicle commuting. If multi-modal transportation shifts come at the expense of parking and roadway maintenance and funding, then it's too high of a cost.
- 43 We have many more residents coming to south Denton, but the roads are mostly two lane and cannot keep up with the growth.
- 44 I love biking around Denton, but there needs to be more and better concrete bike paths.
- 45 I would love to bike my commute to work, however there are not consistent side walks along 288 from McKinney St. I see people walking and biking constantly in this area and get so scared for their safety. Sidewalks from the bird street neighborhood along to 288 would be tremendous for our neighborhood!
- 47 Not sure of the solution, but the rail system is not utilized enough relative to the traffic back ups it causes.

## ResponseID Response

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49 There are so many blind drives in Denton. I often have to stick my entire car out of a drive before I can see anything coming from both directions. This is wildly unsafe. Street parking should be limited/tapered off in the spots next to driveways/parking lots.

50 Thusfar, the last century in Denton showed a development that concurred with much of the rest of the country, especially in prioritizing the car as the main vehicle of travel. I believe, however, that the City of Denton should strive to be a more walkable/bikeable city. These features increase safety, community engagement, environmental/ecological sustainability, and aesthetic value of cities.

52 Maintain the roads we have. Stop changing up the intersections at the Square and major intersections. Coordinate road and utility maintenance to minimize compromising the same area multiple times. This happens often and wastes time and money.

53 It would be cool if there were a "street car" that went from the DDTC to and around the square, and by some local, public parking lots. That would ease the parking problem, make it easy to take the train into Denton and go to the square and add to the atmosphere of the square. Maybe it could go by UNT and TWU. My suggestion for a name is The Downtown Express Neighborhood Trolley , but it would be known as The DENT.

54 Maintaining existing streets is a priority. Planning and prioritizing projects based on need not building roundabouts for three times the bid averages. Utilize Civil engineers to review plans before letting to minimize cost overages and delays.

55 I am greatly concerned with the proposed Deerwood extension from the Hodge area up to Hartle Field as it goes through my property and specifically directly through my mother-in-law's home. Also of concern is the designation of Hartlee Field in front of my home as a future "collector" (what is that?) and the designation of the rest of Hartlee Field as a future "primary arterial". When are these proposed to happen and how do I get Deerwood diverted 100 feet to the west around my property and my neighbor's property to uninhabited land?

56 I wish the train had come straight to UNT. More people would have used it.

59 Thank you for your time

60 It would be fantastic if I could ride a bike from my home in Southridge to the office near 288/380, it's less than four miles away. In a car it takes 15-30 minutes to travel 4 miles. Why does Loop 288 not have a bike lane there? Please fix this, would greatly increase my quality of life.

## ResponseID Response

- 62 Please for the love of God, do NOT build "curvilinear" sidewalks. They are frustrating and inefficient and make you feel like an afterthought in some landscape artist's concept piece. Sidewalks are infrastructure first. If people want to walk in wavy directions so it takes them longer to get around they can do it on their own.
- 63 We need wider connecting sidewalks with accessibility for people with disabilities.
- 64 I find crossing sherman and then university difficult and scary on bicycle especially with children
- 66 Mingo rd needs bike lanes and connecting sidewalks.
- 71 I fully support more environmentally friendly, pedestrian and bicycle friendly transportation with more and better mass transit that includes late night service throughout Denton and to and from Dallas.
- 72 Would like to see the Downtown area limited to bike and pedestrian mobility only
- 73 There should be a network of protected bikeways connecting both universities, the square, and all major neighborhoods to each other.
- 75 I would also like to see better enforcement from Police when cars drive past cyclists too fast or passing too close.
- 78 Install bicycle presence detection to accommodate bicyclists or make pedestrian light switches accessible to bicyclists.
- 79 Protected bike lanes in the entire core connecting Downtown Denton Transit Center, the Square, UNT, and TWU, including road diets for Bell, Carroll, Eagle, and McKinney! We can do it!
- 80 Please no more chip seal. Gravel route off of the road that allow access is better then chip seal
- 81 Support biking and walking over more automobile traffic. provide more education opportunities for new bikers and drivers about how to share the road. Denton could be a great place to bike and walk, but some car drivers are crazy with texting and speeding; and some bikers do not respect road rules.
- 82 We need a complete circular bike path at North Lakes Park (like they have at South Lakes Park) instead of the way it stops at Bonnie Brae and Windsor. Bonnie Brae is too narrow and traffic is too much to go north to connect with Riney Rd and the newer path there.
- 83 Please please make Denton better not only by street/biking conditions but also encouraging small businesses to do things other than open little vintage shops. We need independent book stores, art theater, etc.



## ResponseID Response

|     |   |
|-----|---|
| 87  | I don't want more huge wide roadways. I want less car traffic. Better public transportation. I want to take advantage of the fact that I live near work, shopping, and recreation areas. I want to be able to walk to those places safely and not worry about getting back before dark so that I don't get hit by a car while being forced to walk in the street because there are no sidewalks.  |
| 92  | I honestly hate driving. If there was a safer way to get down McKinney and loop 288 on a bike, I would rarely ever drive  |
| 96  | The rail trail is a great backbone to travel through the city, but there needs to have better connectivity from it. For example, a northern extension to the railway trail would be great. Also, connectivity at loop 288 to the shops and restaurants. I rode to Chic-fil-a, on the loop, with my son, but we had to ride "offroad" or through busy parking lots & connectors to get there. There are not many sidewalks off the trail in that area.   |
| 99  | None  |
| 102 | Love Denton, hate the state of the streets in Denton at this moment in time. I would like to see more emphasis on multi-modal transportation in Denton, and more traffic calming infrastructure in street design so that cyclists and pedestrians will feel more included in the transportation network.  |
| 104 | More cars = more congestion. Walking, biking is better for traffic, the environment, and health. Too many people do not exercise enough and are in poor health but our roadways and cycleways do not provide opportunities for those people. Please make this city an even better place to live! I love it here. Improvements that have happened have made a tremendous difference already.   |
| 105 | The climate crisis demands massive changes to our transportation infrastructure. The investment is huge but necessary. Once implemented, the community will be more connected and low-wage earners will no longer have the burden of a personal vehicle - freeing us up to spend our brief time on earth participating in more meaningful rituals than sitting in traffic, stopping for gas, oil changes etc... Plus, once people are no longer hermetically-sealed within the carpod we will have more opportunity to socialize with all strata of society. This is an important step to reduce the resentment between those who have a car and those who have not. All use public transport except for special instances. |
| 106 | Better promotion and easier access to public transportation info. Limited run on Sunday mornings and evenings for the A-train, to have access to DART. Continuous SIDEWALKS! Fine people and developers that block sidewalks. Create designated bike share parking area and behaviors so bikes are not left in the middle of side walk. Connect Razor Ranch and University Dr. Business to the residential parts of Denton for safe walking and biking. University Dr. and Bonnie Brae are death traps for walkers and cyclists.  |
| 107 | Sidewalks need to be wider, more connected to cool places (squarea) and have abundant shade for comfort and relaxation.   |
| 108 | not sure when outer loop will be created  |

## ResponseID Response

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|-----|--|
| 112 | There needs to be more trails near (especially north of) UNT, the construction zones need to stop blocking wheelchair ramps for what few sidewalks are useable   |
| 114 | Build wider sidewalks. Rebuild old broken sidewalks. Sidewalks should be wide enough for people with disabilities. When old sidewalks are rebuilt make the wider. Wider sidewalks will encourage more people to walk. Build all weather trails for bicycling and walking that connect Denton to other cities like Aubrey, Sanger, Pilot Point, Ponder, Justin. All schools should have sidewalks that lead to surrounding neighborhoods. Adequate lighting should be installed on new sidewalks and trails. Increase funding to repair and replace existing sidewalks and trails. Denton needs dedicated and protected bike lanes in many parts of the city. |
| 119 | We need better bus routes.   |
| 122 | I like walking around town to get where I need to be. Any proposals that would increase my ability to walk and lessen the dependence on my vehicle, I am all for.  |
| 127 | Potholes are a major problem   |
| 129 | The new zoning assures a sprawl by using up so much space for parking. I see Denton continuing to become less accessible for walking and cycling unless they create a neighborhood where pedestrian is prioritized over parking.   |
| 133 | It's very difficult to get around when there are multiple roadways under construction. Is it possible to focus on fewer projects at a time to ensure they're getting done quicker?   |
| 138 | Finish Teasley Lane already!   |
| 141 | Road construction takes forever  |
| 144 | I understand this is not part of the City of Denton, but just in case this makes any difference, I wanted to include how frustrating it is that the south Teasley expansion is taking forever and the current state is not safe. I understand the project had to go out for bid again, but it feels like we have been forgotten by TXDot in the interim. The sidewalks or lack of aren't safe and road conditions are poor and unsafe at many of the intersections where there had been work started, but then was just left mid construction.   |
| 149 | More trees for shade and flowers for the bees and butterflies please. :)   |
| 151 | Beautifying the spaces where people walk goes a long way. If the sidewalks along busy roads felt more like a park than a legal requirement, you'd likely see more people walking around town.  |
| 154 | Make the loop like a highway. Where 1,2 lanes each way go straight from 35 to McKinney st  |

## ResponseID Response

|     |   |
|-----|---|
| 156 | See previous note.  |
| 160 | Public transportation needs to be more accessible and the routes/times need to be easier to comprehend as I've had a hard time figuring out what goes where and when.   |
| 161 | I would really like a bus route that reaches down to Hickory Creek/Lake Dallas as I travel there frequently. I can ride down to Highland Village Station but as far as I know there are no buses that will take me north to hickory creek. It's an hour walk over the bridge but only a 6 minute car ride.  |
| 165 | I am worried about the construction on hickory preventing me from getting class on time   |
| 166 | The intersection of I-35 N and Teasley is an absolute death trap. I see an accident there almost every week.  |
| 171 | Stop pouring more concrete and improve existing roads, sidewalks and parking  |
| 172 | Were the creek bed systems ever to become the inverse fill and stream management allowing bicycle paths above them, that would be a game changer for the city.  |
| 174 | None  |
| 176 | I wish there was a route similar to the Old North Rt 4 bus from a few years ago. I like that the current Rt. 4 goes to the Medical City facilities, but the loss of a direct route to Downtown Denton makes getting to work a 30 minute-1 hour walking and busing trek. Myself, and a good lot of the seniors living at this facility are not able to drive, so a lot of us rely on public transit. |
| 180 | Bus routes need better and more direct options. A-Train should run to Union Station in Dallas. Roundabouts on most stop sign controlled intersections should be used.   |
| 183 | With so much construction going on, it would be nice if better public transport was available. A version of the DCTA train that only services main Denton areas, like the universities and stores would be great  |
| 184 | Although I live very conveniently next to campus and my place of work, traveling from point A to B always feels difficult, as if there isn't any good way to make it to my destination. If I were able to prioritize my car as a mode of transport less, then I believe that transportation in Denton would become much easier.   |
| 187 | Horrible intersection at W Oak and Welch, and there need to be crosswalks connecting Oak St Hall and U Centre, on Oak at Ponder Ave, and a roundabout at the Oak/Welch intersection to control speed.   |
| 188 | 1. Multimodal approach 2. Make sure streets can accommodate emergency vehicles. 3. Please ensure that we take care of the roads/sidewalk/lighting we already have before expanding/widening for new growth.   |

## ResponseID Response

- 189 THE BUS ROUTES ARE SO BAD. I have tried to take the #7 maybe 10 times until I gave up on it. It wasn't on time once! Also there needs to be routes in between places such as rayzor ranch to loop 288 because it takes HOURS to get from one side of town to the other. A lot of places in town , Google deems it to take a shorter amount of time to walk to than to take the bus. Obviously the sidewalks that are terrible need fixing. The streets with no sidewalks need them (like scripture street). More bike lanes so drivers cant swerve around us (and cause us to wipe out on rainy days at stop signs). Because I cant drive, I have considered moving somewhere with better PT and infrastructure.
- 190 None i plan to move away because traffic is terrible
- 191 Side walks need to be implemented completely from 288 loop bridge to McKinney Street
- 192 So many roads need to be re-stripped! Several intersections where the road/lanes sway mid-intersection feel unsafe (e.g. Eagle/Elm, McKinney/Bell) because people don't know to adjust their route to maintain their lane.
- 193 More bike lanes and infrastructure!
- 194 I've noticed that some crosswalks, especially the crosswalk at W Oak Street and Fry do not have audible crossing notices. This has been a problem for blind and vision-impaired students who need to cross on this street.
- 195 Eagle Drive should be returned to two lanes each direction. There is not significant bicycle traffic to justify the reduction in traffic lanes. Study that!
- 196 Too many bad bicyclists who don't know or don't follow road rules. Stop catering to the small number of bicyclists. It's too hot here. You know riding a bike produces CO2 and riders use extra calories, so more energy used to produce their food. It's not as green as you think.
- 198 With the addition of roundabouts on Bonnie Brae, how are pedestrians to cross intersections safely if the objective of the installation is to keep traffic moving? Do you honestly trust vehicle traffic to stop for a pedestrian? You have taken away my ability to safely walk to work.
- 203 Public transportation should be expanded by reach, frequency, mobility, and accessibility.
- 204 Protected bike lanes are the best way to keep cyclists safe. Please consider adding protected bike lanes in far north and south areas of town, but at the very least in the most metropolitan parts of town.

## ResponseID Response

205 As Denton continues to grow as does UNT. Traffic congestion and parking in bordering areas become extremely problematic for homeowners/year round residents in these areas. Denton public streets have become the preferred free parking zones for UNT college students at the expense of quality of life for property owners in the area. This problem really needs to be addressed and directly correlates to the speeding problems on West Oak Street identified earlier in the survey.

209 Please stop creating new projects . Finish anything. So, many half finished jobs in Denton. I travel the entire metro and Denton is by far the least organized. Whomever is making planning decisions in Denton is incompetent. In standard business that person would be out of the decision process.

214 n/a

215 I wondered about any plans for a taxi system? Also , what about disabled and elderly buses?

216 Need to plan AHEAD with subdivisions added. Need wider avenues with higher speed limits (40-45 as opposed to 30) so traffic can MOVE.

217 Hobson Lane needs to be widened and made safer with a median because its 3 hills (between Forrestridge Dr. and Country Club) make it impossible to see traffic that may be over the yellow line coming over the hills into your own lane. There desperately needs to be widening and turn lanes in the whole area of the large intersection area of Hobson to Country Club to Hwy 377.

218 My neighborhood (Forrestridge) is pleasant for walks and bike rides but is not in a particularly walkable/bikeable area of the city because amenities like the grocery store, school, work are all only accessible by way of Ryan or Hobson roads. I have seen bicyclists on Hobson in particular and feel legitimately afraid for their safety. I like the idea of public transit for budget and environmental reasons, but realistically with two small children will likely not be a user of public transit any time soon.

219 Biking needs to be better advertised...as in cyclists ahead, watch for cyclist, bike lanes ahead etc...

221 I would like to see Hickory St resurfaced soon. I would like a bike lane connecting the square to University (Locust/Elm) and bike lanes on each of the streets that run perpendicular Carroll on both sides like Oak and Hickory.

222 Leave Brush Creek as it is.

224 Think you are going overboard with access to 35w

## ResponseID Response

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| 231 | I Travel from Lewisville/Carrollton area to Denton with the A-Train and DCTA Bus system. The Biggest downfall is the wait time or delays that DCTA and A-Train transportation have. There is not enough train times or bus times or proper bus stops. The bus stops lack cover from the weather and sitting for those who are disabled. Sometimes you can tell that the ones designing the public transportation schedule have never ridden the public transportation system.   |
| 232 | Needs to benefit everyone not just to collage students  |
| 234 | I would prefer having separate sidewalks from Forum Denton to Union.  |
| 235 | More bike lanes and bike racks.   |
| 239 | Lewisville desperately needs better buses, as do the shuttle routes to NCTC's Corinth and Flower Mound campuses. The current ones are so bumpy that I sometimes have trouble breathing steadily, even on smooth roads. Furthermore, Lewisville needs 4 bus routes instead of two; the 3 we had weren't sufficient, and getting rid of Route 23 definitely didn't help anyone. Additionally, the bus routes in Lewisville need to line up with the A-Train's arrival and departure more effectively. Most people I've spoken to who use Lewisville's buses (Routes 21 and 22) do so to get to the train stations and commute to Dallas or Denton, and while the buses are often too delayed to get to Old Town or Hebron Stations at a convenient time, they have no other way to commute. |
| 244 | buses are getting better. Trains should run more frequently to connect better with transportation to Dallas and FW.   |
| 245 | We must do our share to combat climate change in these decisions. Walking and bicycling can help address this issue.  |
| 246 | once i35, teasly, and mayhill are complete it will be easier to tell what needs help next   |
| 248 | Constant construction hinders getting around the city. With the exception of the 2499 extension, most road construction seems to lack quality control (I-35 improvements are horrendous, with bumps, dips, and zig-zags.  |
| 251 | I'm very pleased with the progress that you are making. The process has been hard (orange cones everywhere), but it is really beginning to pay off now. It seems like Denton has also been forgotten about by TxDOT until now, and so that has only added to the construction. Good job, though!  |
| 254 | Understand that with population growth roadways must also grow. Keep residents informed as change is being made. As you expand rural feel areas, please keep that in mind with design/landscape and respect to those that chose to live there   |
| 256 | The reconstruction of Hinkle Dr. has been a nightmare. Traveling over it should be punishment for murder.   |

## ResponseID Response

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| 257 | A lot of underground infrastructure under roadways has been done in my area but finished pavement on these roads has yet to be completed. These are some of the roads I bike on that are making it unpleasant. Such as Mistywood and Windsor from Sherman Dr. east to Churchill Dr.   |
| 258 | More planning and better communication between federal, state, county and city.   |
| 259 | 2 universities makes it a challenge to keep up with the roads; however, some of the older roads do need to be worked on. Dallas Drive is pretty rough. Good luck.   |
| 260 | Sustainability is Key. Invest in Bicycle and walking infrastructure.  |
| 261 | I think there should not be as many road projects going all at the same time. One street will be closed, try to find an alternate route only to find the alternate route torn up. I understand the city needs to "catch" up, but it's hard to get around in Denton. But with the population growth... hard to say what the best alternative would be. |
| 263 | Please adjust the light at Ryan Rd and Teasley Lane to change from blinking overnight to functioning Red/Yellow/Green all the time. There is too much traffic when I go through between 5:30am and 6am to blink yellow on Teasley. The turn lane blinks red but cars do not stop.   |
| 267 | Be glad when the major construction projects are completed.   |
| 268 | Please finish projects before you start any new ones.   |
| 271 | None now  |
| 273 | It's a mess.  |
| 274 | The number of handicap parking spaces is insufficient throughout the city. My wife is handicapped, so we need more such spaces.   |
| 276 | Streets are overloaded with traffic. Nowhere near enough parking around the square. Traffic lights are often not in synch or are too short.   |
| 277 | Please improve parking around the Square by providing more parking spaces. Often times there is very limited parking which has caused us to leave the Square area instead of staying to enjoy it and spend \$.  |
| 279 | More bike ways. Need a safe way to connect to south lakes park from areas north of 35 in the Teasley/dallas drive area  |
| 280 | We have to walk on the street with cars parked on both sides, no sidewalks.   |

## ResponseID Response

287 We need better traffic engineers that get out of the office and onto the streets. Not everything can be done via goggle earth. They need to listen to the concerns of the citizens that live on the street and not be so quick to say NO or that won't work. Prime example is the rebuilding of Bonnie Brae. There is no Bike/pedestrian trail going in to connect the university to where the new high school is going to be built. Now is the time to do it. There is no plan for bikes or pedestrians to get through the round about. That round about is being built because the state gave money and there was no round about in that part of the city. A red light would have worked. The bike plan was outdated before it ever got started. It goes nowhere functional. We have the opportunity to get it right but we will have to let go of plans that are clearly not functional.

291 It is important to provide the roads before the houses come.

293 Busses need more North / South connection between shopping centers and down town streets.

296 Another bus route from McKinney down Woodrow

297 Design for quality and increasing capacity.

299 My street is a hot pile of garbage. Every road in town is constantly congested. Traffic lights are poorly timed. Instead of building monuments (new shiny admin buildings) fix the damn streets.

301 Focus on alternative transportation like biking, and busing

302 Transportation is not a stand-alone topic. If we want people to get out of their cars, we need DEVELOPMENT standards that require retail/commercial/offices to be developed within all the massive housing units we are building. Density is great when density includes neighborhood-scaled goods and services. Not-so-great when every warm body within that density has to get in a car to go buy peanut butter and a loaf of bread. Other cities have figured these things out--why do we let out-of-town developers set standards that we have to live by?

303 We need more cycling paths around North Lakes Park to allow for casual recreational cycling that takes us off the streets. Bike lanes are fine and necessary for commuters, but they are used so rarely that DRIVERS act like \_I\_ am the problem when I use them correctly. Drivers often follow too close or are unobservant, and I will lose EVERY encounter with a car/truck even if I am doing EVERYTHING correctly and legally. Hence, the need for a way to get off the roads and still navigate the city. The Evers Park Trail was a great addition and more of it to create a larger circle around North Lakes Park would be good.

304 Bike lanes need to be protected from people parking their cars in them. This is very common on UNT campus and on Oakland St. between Oak and Hickory. Please consider adding delineators.



## ResponseID Response

305 - Streets need to be in better condition. - More protected bike lanes. - Penalties for drivers endangering cyclists wellbeing.

306 I rode my bike more in Austin but moved here 8 years ago and was surprised at the speed of traffic and condition of streets. I have grown older with older bones and hardly feel any safer and this is sad. I think a lot of not riding more though is the car traffic here has a totally different feel from Austin--very hostile towards bikes and pedestrians (cars don't stop at corners for people walking).

311 I would love to see more sustainable concepts in the City of Denton. For example, if sidewalks are connected, must concrete be used? Why not a more sustainable material? Also, an idea for biking: Why not elevate separate bike lanes for bikers? (Like their own private highways.) This would make them feel safer, prevent bike collisions with cars, make car drivers happy by not getting stuck behind a biker, and this concept utilizes vertical space. The ground already has so much concrete and buildings.

312 More protected bike lanes. More connectivity of protected bike lanes and off-road trails, including a safe way to get from South Denton to downtown and UNT. Would love a way around/over/under the railroad track between Roselawn and James Street, a safe way to cross (and get to) Fort Worth Drive from South Lakes Park, safe way(s) to cross over I35E on the south side of town (at Teasley, Fort Worth Drive).

314 Make busses more accessible and better signage, and more routes. Public transportation is the future, stop expanding the highways and encourage public transit more. Sick of watching the people in power act like there is nothing to do but build more. Provide incentives, start thinking progressive and not so damn ancient.

315 The trains should run later. I don't go out to Dallas because I have no way of getting back home after events are concluded.

316 Public safety via transportation is heavily looked over. Bus and train lines don't run late enough or on Sundays. It limits my options for short and long distance travel. Sidewalks are also sparse on main roads causing potential dangers walking in the road or in unpaved grass, gravel or rocky areas. I don't have a car so my transportation solely relies on the safety of what the city has to offer someone like me. The city is too focused on the growth of the outskirts. We have plenty of growth here population wise. With how much home taxes are, we should be able to afford better foot/bike/bus transportation options, especially considering we are a 2 college town, 3 college county.

317 I would use the A train more if it ran later! I'm afraid of missing the last train so I almost never go into dallas unless I have to.

320 We need to prioritize our roads before growth.

## ResponseID Response

321 Here's an idea, how about nice wide walking paths from the different neighborhoods to downtown, lined with trees and little to no busy street crossings. Finally, as we grow and the developers come in with their plans, please try to make this a place where we will all want to live 10, 20 years from now. I am very hopeful that we will pursue smart growth vs. becoming just like every North Texas suburb with streets choked down by traffic, lack of pedestrian friendly areas, etc. In other words, the failed model of suburban (I know some don't want to consider Denton a suburb) development.

322 All major thoroughfares like University, Oak, Hickory, Locust, Elm, Bell, McKinney, Sherman, and 288 should have sidewalks on both sides. These same major streets should have bikeways; separated for high speed roads and on street (possibly buffered) for the slower ones. Smaller streets need to be better maintained.

323 Finish Teasley Lane!!! Get real sidewalks lining Hickory Creek & Teasley for these kids to walk to school safely. Please finish at least 1 major road before starting another. Invest in good contractors at the beginning that will do quality work & increase the longevity of the roads. Don't create so much density that the current road systems can not handle it.

327 City needs to work with DCTA to have buses going where people need to go. You can't serve everyone, but you can do more cross-town buses that work on a grid, rather than hub-and-spoke out of the DDTC. Not everyone is riding the train (obviously).

328 Sidewalks are critical and sorely lacking.

329 We need to advocate for public transportation that actually works in many different applications

331 Even if a sidewalk is built, most students walk in the street anyway. Denton should invest in things like tiny homes for student housing instead of these mega-apartment complexes that only students can move in to. The dedicated bike lanes are a horrible idea. Bicyclists don't follow the law most of the time I see them and they won't use the bike lanes.

332 Considering moving out of Denton due to traffic conditions and not having ability to bike safely anymore. The non planning of these situations is too frustrating.

334 1. Cycling is very unsafe throughout the county, both in the city and outside of it. 2. Traffic lights on major streets (Loop 288, 2499, 2181) should be timed. 3. The University -I 35 intersection is a disaster. The access ramp needs to be much longer. In the evenings traffic backs up onto 1 35W. Eventually there needs to be an overpass from 1-35 directly to 380 west. 4. 380 East needs to be widened from Loop 288 to the county line. Collin county has already done this

335 Roads need maintenance and more lighting to feel safer!

## ResponseID Response

- 336 I got hit and run over by a car at Londonderry and Teasley. I had right of way at light and a speeding car turned in front of me. Driver sped away without helping. Car behind that one ran over my bike and also sped away. Had to go to ER and don't have money to pay hospital bill
- 337 I wish Denton would focus on the quality of the streets and sidewalks, rather than "trendy" items like back in parking and dedicated bike lanes. There seems to be an "Austin has it, so it must be cool" factor, rather than "the streets are horrible - let's fix them"
- 338 The city of Denton should review Highland Village's trail systems and consider similar improvements. Such trails add value and enjoyment and lead to a more active/healthy community.
- 340 there is a small, vocal, belligerent group of bicyclists demanding to impact all other street users. Bicycles and cars or trucks are incompatible in close quarters. Move bicycles away from major streets, use existing routes through universities or adjacent streets to reduce the interactions between autos and cyclists.
- 343 painting bike lanes that are not really bike lanes because they are always being used as parking for cars, is not cutting it! We need actual, separated bike lanes! and police need to enforce no parking in bike lanes!
- 344 Denton has a great start with Rails trails just need to carry on heading north and west of city.
- 346 Pls don't get fancy, just FIX THE DAM ROADS
- 347 Better education for cyclists and drivers. People on bicycles should use traffic signs like a car in order to avoid causing accidents when drivers try to avoid hitting them. They should ride where cars can easily pass them in the other lane for traffic flow.
- 349 .
- 351 I would like it if there were more frequent bus times or other types of cheap/free transportation to get to the train station
- 353 1) Finish construction on 35, hickory by fry, everywhere really 2) I have to dodge to many potholes on Mulberry between carroll and bernard 3) Since UNT got rid of Sack n save it's become inconveniently impossible to get groceries via bicycle now. Finding a remedy to that would be excellent.
- 354 Three major hazards of driving in Denton: 1. Drivers speeding especially in school zones. 2. Drivers holding their cell phones up to talk while driving. 3. College age students going the wrong way on a one way street.

## ResponseID Response

- 357 I will always want to be able to drive and park. As we try to create more opportunities to bike, please avoid making driving harder. It's hot here – even a quarter mile is long in July.
- 361 Fix bus system from scratch. Routes 5 and 6 are always late and prohibits me from coordinating my bus ride with my train ride back home.
- 362 Please make a bridge over oak and Welch
- 363 Cycling/walking and driving are all part of life here. We LOVE Denton and would love to see great connectivity and access to local businesses via all modes of transportation. Let's get ahead of this and build lanes/paths for cyclists and pedestrians now. Thank you!
- 366 I want more bicycle infrastructure in Denton. The city is growing and the quality of life will be a lot better if we had more residents on bicycles instead of polluting cars.
- 367 Please fix the street lights. Way too dark on Locust and too many homeless people walking around to feel safe. And please for the love of god fix w hickory st. That's the worst road I've ever been on.
- 368 While I will say compared to its peers Denton is a fairly bike able city more work needs to be done to achieve a truly bike able system. Each component added to the network makes the system stronger. It is like a network effect.
- 369 The transportation in Denton is difficult at best due to constant repair of waterlines and sewer lines. The projects slated for reconstruction are not realistic problem areas. Bonnie Brae roundabout was not needed and cost taxpayers extra for unrealistic time frame. Carrol blvd is in bad repair, Windsor is in bad repair, Bell ave is in bad repair, McKinney st needs widening, and tax dollars are spent on a roundabout for an intersection that has been functioning for years with no backup. Detouring traffic to Thomas st which is close to being impassable. Scripture is in disarray. Why is tax dollar spent on wants instead of immediate needs?
- 370 Street lighting and pedestrian crossings are far too limited. University Dr, North Elm and Locust, and Sherman drive need more pedestrian attention. Dallas Drive needs pedestrian right of ways including one under the rail bridge at Eagle Drive. US 377 probably needs a crossing solution for the area around Tommy's Hi Tech and The Arch.
- 373 Denton could be a great walking city if the city would invest in sidewalks. It would also be great if they would connect walking routes around the city to make it easier to get around. If the city made the sidewalks wide enough, they could also be used by bicyclists. Even the areas next to the drainage ditches could be turned into green spaces with sidewalks through them in many cases.
- 374 Less bike lanes and a return to more forward and turning lanes. Synchronized traffic lights. Wider streets. Better parking.

## ResponseID Response

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| 376 | The most recent bus schedule and route changes were a step backwards, especially routes 7 & 8   |
| 378 | Traffic gets very heavy on the East side of I-35. Sometimes it's just easier to go to HiVi or Flower Mound from the West side of I-35.  |
| 382 | While there seem to be more and more streets that allow cyclists to use the entire lane it is frustrating to see them so casual about stop signs and traffic flow. Far too many jump from street to sidewalk or private drives to an extent that they seem to appear "from nowhere" in traffic. Consideration for motorist would go a long way in getting consideration FROM motorists.   |
| 383 | I think every city should be connected. I like the bike lanes in downtown but it's confusing sometimes knowing what to do. I love the trail system. The entire city of Denton needs better roads with sidewalks.  |
| 384 | public transportation is a basic service  |
| 392 | My home was recently impacted with the construction of 2499, the noise is unbelievable and much of it is from loud cars, engine brakes on trucks, construction vehicles, and even Emergency Vehicles at the intersections. I do not recommend South Denton for residents moving into the area. The future needs to include traffic enforcement (for example, you rarely drive into Highland Village on 2499 without finding a "speed trap"...this "trains" people to slow down. So many times -at least in South Denton, new retail comes in and tears up the streets, and puts in their buildings, but does not restore or provide any form of SAFE (not muddy trails) sidewalks or bicycle routes to their businesses. Why can't businesses be responsible for making sure there are safe pedestrian accesses - a good example would be the area around Nelson Elementary and the new Walmart. Too often large developments are going in without infrastructure (streets and sidewalks) able to safely handle the traffic load. People from the DFW area dread driving through Denton, knowing they will be impeded by traffic jams. People from DFW comment to me about the lack of bicycle and pedestrian trails, especially in such a college town. Has anyone ever considered using all of the Electrical and Gas Easements that cannot be built on to create a safe and fast network of pedestrian and bike trails that connect? Denton should be ashamed of the condition sidewalks are left after development occurs in an area and sidewalks are left broken, disconnected, or non-existent. It is like the City Planners are completely thoughtless for the safety of the people they serve. |