

PUBLIC MEETING SUMMARY REPORT

**LOOP 9 SOUTHEAST
CORRIDOR/FEASIBILITY STUDY**

**DALLAS, ELLIS AND KAUFMAN
COUNTIES, TEXAS**

CSJ: 2964-10-002

**TEXAS DEPARTMENT OF
TRANSPORTATION**

SEPTEMBER 2013

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1. PUBLIC MEETING SUMMARY AND ANALYSIS

FOR: Loop 9 Southeast Corridor/Feasibility Study

LIMITS: From US 67 to I-20

COUNTY: Dallas, Ellis and Kaufman

Proposed Improvements

To address the local and regional transportation concerns, a new approach has been identified for the Loop 9 Southeast project that replaces the wide, high-speed toll facility previously planned. In September 2012, a Loop 9 Corridor/Feasibility Study began for the revised Loop 9 project concept from US 67 to I-20. The Corridor/Feasibility Study incorporates more flexible design standards, a reduced right-of-way (350 feet vs. 600 feet), lower design speed (70 mph vs. 85 mph), shorter project length, and phased project development and construction. The proposed Loop 9 minimizes the overall impacts when compared to past studies.

Need and Purpose

Traveling through the Dallas, Ellis, and Kaufman County study area can be a challenge. I-20, the closest east-west highway, lies miles to the north. There are gaps in the arterial street network that force east-west traffic to take circuitous routes that use I-20 or US 287. In addition, arterial roadways are growing more congested as the area adds residential, commercial, and industrial development. Loop 9 would provide important east-west connectivity, reduce travel times, and support economic development opportunities in the study area.

Notices and Articles

Notices were published in the following newspapers:

- *The Dallas Morning News* on April 16, 2013 and May 6, 2013.
- *Al Día* on April 13, 2013 and May 4, 2013.
- *The Focus Daily News* on April 16, 2013 and May 5, 2013.
- *The Suburbia News* on April 18, 2013 and May 2, 2013.
- *The Ellis County Press* on April 18, 2013 and May 2, 2013.

Full versions of the newspaper advertisements of the Loop 9 Public Meeting notices will be available to view at the TxDOT Dallas District Office located at 4777 E. Highway 80, Mesquite, Texas 75150.

Public Meetings Date and Place

The first Public Meeting was held at Ferris High School, 1025 E. 8th Street, Ferris, Texas 75125 on May 16, 2013, inside the school cafeteria. The second Public Meeting was held at Ovilla Road Baptist Church, 3251 Ovilla Road, Ovilla, Texas 75154 on May 23, 2013, inside the school cafeteria/church sanctuary. See **Section 2** for representative photographs of the Public Meeting facilities. The meetings were presented in an Open House format held from 5:30 p.m. to 7:30 p.m. with the proposed corridors shown on aerial maps, explanatory exhibits, and a looping presentation. TxDOT staff and the project consultant team were available to answer questions. The maps, exhibits, and presentation, as well as other May Public Meeting materials (comment forms, fact sheet, etc.) are available to view at www.loop9.org.

Attendance

The total registered attendance at the May 16, 2013, Public Meeting was 220 people. A total of eight TxDOT project staff, two representatives of the North Central Texas Council of Governments (NCTCOG), and 15 project consultants also attended. The total registered attendance at the May 23, 2013, Public Meeting was 240 people. A total of 15 TxDOT project staff, two representatives of NCTCOG, and 14 project consultants also attended. Sign-in sheets can be viewed at the TxDOT Dallas District Office.

Exhibits

Plans illustrating the proposed corridor alignments were displayed for public viewing and comments. These included plan and profile drawings and typical sections. Environmental constraints maps were on display as well as project-specific informational boards relating to the current Corridor/Feasibility Study and the future steps in the study. Copies of the TxDOT State Purchase of Right-of-Way booklet were made available. A link to this booklet is available under the Public Involvement section of the www.loop9.org website.

Summary of Comments

Thirty-one persons submitted comments during the first Public Meeting and 40 persons submitted comments during the second Public Meeting. Following the Public Meetings, fifty-four persons submitted comments via mail and e-mail during the comment period, which ended on June 3, 2013. Of these 54 people, 35 presented the same map and letter to voice their opposition to the Loop 9 project. A total of 125 comments were received at the public meetings and during the 10-day comment period. Copies of the written comments (letters, e-mails and comments forms) can be viewed at the TxDOT Dallas District Office.

Many of the people that submitted comments referenced numerous issues, concerns, or ideas via a single comment form, e-mail, or letter. In order to provide a summary of all the comments, the table below identifies the main issues presented by concerned parties, the number of people who voiced the concern, and a response to the general comment. Copies of the individual written comments (letters, e-mails and comments forms) can be viewed at the TxDOT Dallas District Office.

Main Issues Commented On	Number of Persons Referencing Issue in their Comment*	Response
Concerned about Protecting Natural/Historical Resources	6	During the initial identification of alternative alignments, known ecological and historical resources were identified as "no-go" areas for the proposed Loop 9 corridor. As the project moves forward into the environmental document phase and additional information is gathered, impacts to these resources will be assessed and avoided and/or mitigated, as necessary.
Frustrated with Lack of Decision by TxDOT and Effect on Property	6	Due to the magnitude of the proposed project, the funding needs, and the numerous entities involved, moving the proposed project forward is a large endeavor to which TxDOT and NCTCOG are committed. TxDOT understands the frustrations of area residents and will strive to keep the public informed at each step of the process. The Program of Projects which will be identified at the end of this study would allow the project to move forward.

Main Issues Commented On	Number of Persons Referencing Issue in their Comment*	Response
Concerned about Land Use Change to Commercial Property	37	Land use and zoning are determined by local municipalities. Landowners should discuss their concerns/desires for properties adjacent to the proposed corridor with their local officials.
Potential Noise Impacts to Residents	39	During the development of the environmental document for each section of Loop 9, a noise analysis will be conducted and if it is determined that a noise barrier is reasonable and feasible, a meeting will be held with adjacent property owners to discuss the barrier.
Supports Specific Alignment	15	TxDOT appreciates your feedback related to the specific corridors and will analyze all comments provided before a determination on the final corridor is made. The final determination of the project alignment will be made during a future environmental study.
Against Tolling	5	Due to large state transportation budget needs, tolling is always considered as a source of funding on large roadway projects. No decision has been made on the potential use of tolling on the proposed Loop 9 roadway. The proposed Loop 9 project is included in <i>Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2013 Update</i> .
Loop 9 Funding Should Support Improvements to Other Roadways in the Area	46	Currently there is approximately \$100 million in funding set aside specifically for the Loop 9 project. Other improvements in the area are ongoing and each have a separate set of funding available for those projects.
Loop 9 Should Follow Existing Roadways	39	Because the Loop 9 roadway would require a wider right-of-way than most existing roadways in the area, following these roadways could displace a larger number of homes and businesses. By placing Loop 9 primarily in undeveloped parcels, TxDOT can reduce the impacts to area residents and businesses.
Access Concerns	4	Existing local access will be maintained with the proposed project and access to cross streets would be determined based on TxDOT design guidelines.
Believes Project is Politically Motivated	36	While local cities and counties have been involved in the planning stages of the proposed project, the need for the project stems from increasing populations, congested roadways, and the lack of sufficient east-west corridors in southern Dallas and northern Ellis Counties. The proposed Loop 9 project is included in <i>Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2013 Update</i> .
Requests Shift to Proposed Alternatives	12	TxDOT appreciates your feedback related to the proposed corridors and will analyze all comments provided before a determination on the final corridor is made.
Impacts to Senior Citizens and Minority Groups	36	The proposed Loop 9 project will be subject to all federal laws and regulations which include Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." TxDOT's goal on every project is to limit impacts to area residents, including senior citizens and minority populations.
Concern About Involvement of Foreign Entities	3	No foreign entities are involved with the proposed Loop 9 project. If it is determined at a later date that Loop 9 could be constructed as a toll road, the North Texas Tollway Authority (NTTA) would have the first right of refusal to manage and maintain the roadway. The roadway would be under public ownership.

Main Issues Commented On	Number of Persons Referencing Issue in their Comment*	Response
<p>*Note: In many cases, a person referenced multiple issues, concerns, or ideas via a single comment form, letter, or e-mail. Therefore, the values presented in this column do not equate to the total number of comments that were received at the public meetings and during the 10-day comment period.</p>		

2. PUBLIC MEETING PHOTOS

Loop 9 Corridor/Feasibility Study Public Meeting Photographs



Loop 9 Corridor/Feasibility Study Public Meeting Photographs

