

Coit Road Public Meeting Comments

August 23, 2018

Question and Answer Summary:

Q: What are developers responsible for when it comes to infrastructure development? Don't the new residential developments in the area have to pay for the new infrastructure?

HW: Roadway infrastructure is partially paid by impact fees. The town has two service areas where these are collected. Roadway impact fees are paid at the time a building permit fee is paid for new homes. The Town may use these fees for any roadway project that is located in the service area where they are collected.

Q: Will the impact fees paid by the Parkside developers be used to fund the Coit Road expansion?

HW: The project could be partially paid by impact fees, but it could also be paid by County grant funds, if approved.

Q: Has the Town re-evaluated its fees recently to make sure they are collecting enough?

HW: Yes, the Town is required by state law to evaluate impact fees every five years. We went through that process recently. However, impact fees only pay a portion of a project. The Town must identify funding for the remainder of the project.

Q: Has the Town considered the impact of the additional noise a six-lane road would have on the neighborhood?

HW: The best solution for noise mitigation is additional landscaping, not necessarily a screening wall. Some landscaping already exists between the neighborhoods and the roadway.

Q: Will the County only provide funding if the project is six-lanes?

HW: The Town is eligible for County funding since it appears on the Town and County plans as an ultimate six-lane roadway.

Q: Will the County fund it if the Town builds the inside lanes first?

HW: Yes, that should not affect eligibility for funding.

Q: Gentle Creek is fine with four lanes, but opposed to six lanes. Why don't we put four in the middle right now, and let someone else worry about the other lanes later?

HJ: This is currently a design project, one of many which appear all the time on the Council agenda. What we're trying to do here is get regional money. We've been very successful at this in the past. The County prefers to fund shovel-ready projects, so we're trying to get this shovel-

ready. All we're trying to do is get money to minimize the pressure on the tax rate. We also want to be efficient, and build the road the right way. If we do it differently, it will be more expensive, and staff does not have the authority to spend taxpayer money any way we choose. We can certainly build four lanes now. It is likely that six lanes will not be built unless they are absolutely needed.

Q: Most residents support four lanes now. Could the Town build the inside lanes now, but put the drainage culverts where you would need them when it's time to build the six lanes?

HW: There would be additional cost to reconstruct the drainage inlets in the future if the inside lanes were constructed now. The drainage inlets are on the outside edge of the pavement and would not be in the location needed at the time you expand out for six lanes.

Q : Isn't the outer lane already installed?

HW: The existing road is already toward the outside of the ROW. We have a Comprehensive Plan that shows an ultimate six-lane road, with a phased approach at four lanes. We are building in accordance with the Comprehensive Plan.

Q: Don't you need 140' of ROW?

HW: (Hulon defined where 140' is required, including deceleration lanes) Town has chosen to install decel lanes for safety, even where they are not warranted. There is adequate room along the corridor for turn lanes. At Fair Oaks into Highland Meadows, there is not sufficient ROW or easement for a southbound deceleration lane. We discussed with the adjoining property owner and they did not want to dedicate the ROW or easement to allow for the deceleration lane. (Continued discussion regarding required ROW widths along Coit, and standards in Comp. Plan.)

Q: (Resident read from the Comp. Plan & challenged the Coit Road project's compliance with the Comp. Plan.)

Q: Do statistics show that Coit Road traffic will be the same as Preston or Custer?

HW: The Comp Plan uses an estimate, which gives guideline and plans for a six-lane road. The sensitivity analysis shows that it's possible that six lanes will never be necessary.

Q: How do you change the Comprehensive Plan?

HW: There is a process that includes public involvement, P&Z approval, and Town Council approval.

Q: Do you have to amend the Comp. Plan to build the inside lanes first, or modify road standards? Staff does it all the time. Town doesn't always meet the standards laid out in the Comp. Plan, so why can't we adjust them in this case?

(positive response from the audience)

Q: Is there a median?

HW: Yes

HJ: No-one is opposed to four lanes, is that correct? (one resident prefers 1 or 2 lanes with bike lane, but general consensus is that four lanes is acceptable) And the majority of the concerns are with building the outside lanes. Everyone is ok with building the inside lanes? (positive response from the audience)

One resident expressed a preference to change the Thoroughfare Plan to four lanes max. The majority of the audience did not agree with this. Another resident stated the consensus of the group was “we can live with four lanes inside.”

Q: What are you proposing for Highland Meadows at Fair Oaks?

HW: (reviewed that section of the plan)

Q: Town has to change the Comp. Plan standards to make this project work. We’re asking you to change the standards now to do four lanes inside.

Q: What are the next steps?

HW: Town staff will analyze the comments & feedback received tonight, and create a report of some kind. The results will be discussed with the Town Council, the plans will be modified as needed, and Town staff will make a recommendation to get the project shovel-ready. Two lanes are sufficient for now, and the intersection improvement will make a huge difference.

Q: Could the Town Council vote to amend the Thoroughfare Plan and not the Comp. Plan?

HW: It’s pretty much the same process. We propose getting back together in 2-3 months after compiling and analyzing information, then decide whether a Comp. Plan/Thoroughfare Plan amendment is needed.

Q: Can we stop design now before spending any more money on it?

HW: Yes, staff will reevaluate

Q: What can we do to be more involved in the process?

HW: Good communication via social media, spreading the word.

Q: Coit needs to be improved, but Town should address the traffic flow from Celina. DNT, Preston and Custer are supposed to be big roads, but Town should look at re-routing traffic away from Coit.

HJ: We are not looking at doing six lanes now. We are looking at a slow, incremental process, and to be good stewards of Town resources. If we take the six-lane option away, then it could appear that we are not supporting regional transportation. This could risk our eligibility for County funding.

HW: A future meeting will be scheduled, and tonight's maps will be made available on the Town website.

(Adjourn)

Summary of Public Meeting Written Comments:

Expansion of 4 lanes inside not outer:

- 4 expansion lanes in the center, not the outer area.
- Change the thoroughfare plan and comprehensive plan to be only four lanes.

6 Lanes:

- Space between neighborhoods was not built to support the footprint of a 6 lane road.
- Why are expanding for something that doesn't need to be done until 2045?
- Not enough space to build 6 lanes.

Medians:

- Decrease the median width, to accommodate street lighting and trees.

Noise:

- Increased noise in Gentle Creek.
- Will there be a Noise mitigation?
- Noise study needs to be conducted and reviewed by residents.
- Noise pollution, light pollution.
- No effort being made to control the noise off Coit.

Speeding:

- Concern with cars speeding on Coit Road.
- Concern with cars crashing into their home and a protective wall be required.
- More traffic.
- Will we be putting up more stop signs and stoplights or both so it will slow down the flow of traffic?

Barriers:

- Concrete barriers along the residential areas.
- Stone fencing and landscape.

Utilities:

- Utilities along Coit between Prosper Trail and Frontier should be buried not exposed.
- How will the pipeline affect construction cost?

Bicyclists:

- Protected cycling lane.
- Bicycle safety.

Actual Written Comments from Public Meeting:

"I am very concerned about the increase in noise to Gentle Creek. EPA studies clearly show noise pollution affects children's brain development, blood pressure, language development. Noise pollution is real + well researched. There also are safety issues. Why can't the expansion be 4 lanes in the center, not outer area?"

"We love living in Prosper! We especially love the "open" rural feel of our neighborhood with the "open fencing" along the back of our property. We have always felt very safe and never bothered by the noise... however-we are very concerned about being so close to a 6 lane road with cars speeding along at 60mph so close that a passenger can flick a cigarette in our pools. I am also concerned about a speeding out of control car landing in my living room-Frisco is required to put solid masonry walls along the right-of-way- Does the city plan to put up any protective walls between "us" and the cars?"

"-Need to build 4 lanes to inside, not outside at least N of Prosper Tr.
-Decrease median width to minimum width to accommodate street lighting + maybe trees.
-change thoroughfare plan +/-or comprehensive plan to have 4 lanes only N of Prosper Trail."

"Why can't the median width be shortened or removed? Why are we designing to accommodate Celina and Frisco traffic patterns rather than our own?
What noise mitigation will there be?
Why no cost study been done to evaluate building interior 4 lanes?"

"Please do not place more emphasis on a pretty median then the safety of my family. I would request that the Town reduce or eliminate the median to provide a more safe environment. If the Town continues as planned, I would ask that they provide a concrete barrier on Coit along the residential areas."

"4 lanes are needed-absolutely agree BUT the lines need to be built further away from homes as possible. It's not necessary to plan for 6 lanes when they will never be needed."

"We want to see a 4 lane Coit Road with a small median and large areas on the side. Planning can be completed to add lanes on the outside. If they additional 2 lanes aren't needed for 30 years, why do we have to plan for them now at all?"

Utilities- along Coit between Prosper Trail and Frontier should be buried. This is a very residential area, and we want to keep it a rural look and feel."

"Why are you building from the outside in, instead of the inside out."

“6 lanes can handle 36k & 45k cars City’s comp plan calls for 7k cars in 2035 why build for 45k cars?”

“I OBJECT TO WIDENING OF COIT Rd.”

- “1. Bicycle Safety. There are many avid cyclists and would bike lane space for bikes.
2. Why aren’t utility poles buried? It would help with the looks and safety.”

“If you are planning for 2045 expansion of Coit, that means you will take all the land now for a 6 lane road. Why are the plans being expanded to 6 lanes from 4? There is not enough space.”

“Moving here from Frisco, we watched Eldorado go from a 2 lane road to a 6 lane road. Traffic is crazy on Eldorado-Fear of that happening on Coit (We back to Coit-Whispering Meadows).”

“With Preston Road and the NDTW being the high speed traffic flow roads will there be more stop lights and or stop signs put on Coit to reduce the speed of traffic?”

“On weekends Coit is used as a main cycling road for many cyclists, some coming as far as Plano, why not make a better two lane with a protected cycling lane? This would be our niche asset that would make Prosper a better place to live. Cyclists are good stewards and don’t take from our country lifestyle.

The Coit area in question is built out residential. Divert the major flow to Custer, Preston and DNT. If you build it, they will come. Don’t expand it.”

“6 lanes width will cause significant impact to property, noise pollution, light pollution and traffic. With the need for 6 being 30-50 years into the future 4 lanes makes sense to mitigate traffic congestion. The space between the neighborhoods was not built to support the footprint of a 6-lane road.”

“Concern about Road noise from Coit. Home backs up to Road. Both 4 lane & 6 lane. Current HOA fence - Partial Stone –Partial iron fence. Safety for families
Potential solution = City assistance to fund solid stone fencing & landscaping. (Answers with parkways)
Prosper run-off for weather conditions.
Need a voice with Encore proposal for power lines - serious devaluation of property value.”

“Infrastructure for 6lanes isn’t a requirement when the need is for 4 lanes of traffic. Is that really representative of the best interest of the residents of Prosper? Whose needs are being met and whose property is being compromised with the more infrastructure than is really necessary?”

"I want to know how the pipeline that runs on the east side of Coit from Prosper Trail to Frontier will impact cost of construction? Will there be street lights in median that will light up my entire house? Will sound barrier walls be constructed, as I would expect? I will not even begin to speak on how the new race track known as Coit will develop. We are new here in our last home in the "Country" we had hoped. I see FOR SALE in my future. 4 lanes at most and everyone knows it.

I trust the community will be invited again soon!"

"1. Congestion cost estimates you're using are very general, have been used for years, and understandably DO NOT consider massive development in Celina; which would be the only reason to build anticipating 6 lanes.

2. Not likely Prosper will receive any county bond funds, when almost all those funds are expected to be focused on LARS.

3. Not saying Coit doesn't need improvement/widening, but your design seems purely focused on development in Celina (Within Prosper ISD)"

"The current plan, 4-lane expansion of Coit Road is aligned with Town of Prosper Plans. There needs to be a strong effort to allow any 6-lane expansion plans, even if no impact until 2045.

Those of us, who made the decision to reside in our beautiful Town did so because of the open space and bedroom community feel.

No need for a "super" highway that intersects single family home communities/neighborhoods."

"Coit Rd is becoming a drag strip. Who should I call at 2am?

I have my backyard backed up to Coit.

The original bylaws and Township had requirements of open fences and area. How will this be taken care of for residences backed up to Coit + Noise abatement. Rock trucks are using this as their main way of travel @ 5am. It will only get worse.

Noise study should be conducted and reviewed by residences. To ensure it makes sense.

We can fund a 3rd party analysis for comparison."

"1) There is not an effort to continue noise to the houses directly located off of Coit. I do not see trees or effort to block noise or if a car ran off the road. Those houses right off Prosper Trail + Coit are larger than the road and can cause massive damage with the increase speed of traffic.

2) Lack of adequate posting and communication for meetings regarding this Coit Expansion.

3) Oncof above ground – no way I needs to be brought to the community for more feedback."

“As a Gentle Creek Homeowner I OPPOSE a plan for the 6-lane design. We want the roadway as far from the HOA& homeowner property as possible. Residents are proposing a a plan for 4-lanes, as we have all been aware this was the plan. Building the width of the 6-lanes costs the Prosper residents & serves the residents of Celina.

*We also oppose any above ground power lines to further diminish our property values while we suffer to serve Celina’s needs.”

“As a resident of Gentle Creek I wholeheartedly and adamantly OPPOSE the proposed 6-lane expansion. When we built our house we knew Coit would be expanded and we were okay with that, However, we never even thought that it would ever be more than 4 lanes based upon the encroachment to the homes that back up to Coit in the Villas section of Gentle Creek. Turning unto Clear Ridge Drive from Coit is already a nightmare! Making Coit 6 lanes would make it a bigger nightmare for those that live in the Villas. Plus the noise and pollution are going to affect those of us who live in the villas and are already so close to Coit. I am okay with expanding Coit to 4 lanes, but I DO NOT want the proposed 6 lane expansion.

We need to move!

This is what I said wrote to my husband when I then heard about Oncor wanting to put up a power line @ Coit + Prosper Trail. Are you KIDDING me? If the 6 lanes proposed passes AND Oncors plan to build their tower passes, it was great knowing you Prosper as we’ll be moving.”

“Concerns:

- >Safety- entry/exit from neighborhood is the 101 section when 4 or 6 lanes will be difficult.
- >Traffic- if you allow traffic on Coit North of Prosper Trail, through traffic will migrate to Coit to avoid the primary thoroughfares of 289/Preston and DNT if you restrict Coit to 4 lanes North of Prosper Trail, traffic will migrate to Preston which is being expanded North into Celina (keep Coit (110’/101’) for non-through traffic)
- >How can Town of Prosper justify putting something that needs 120’minimum into 110’ and 101’? Prosper is compromising for something. What is Prosper getting for this? What is in it for the residents who will be impacted?
- >Why plan a (6 lane) in 2045 now?”

“What is the actual 2018 growth on the Coit Rad corridor vs the 2008 Ran’s estimate for 2018? My bet -the projections is 25% to 40% growth actual.

Why doesn’t Prosper assess to increase the impact assessments to developers so the roads can be expanded in 2019 not 2023?

How was the DNT Tollway extension factored into growth plans for Prosper?

Same question for SH 380 – when DNT & 380 are both completed/improved, Prosper’s growth will accelerate.

It seems infrastructure will not be improved until after total gridlock-when construction will make it even worse.”

“The plan to build Coit Road as a 6 lane width now us waiting until we need it 30-40 years from now is ill conceived. Similar to several other decisions the Town of Prosper has made over the past few years. The Parkside development is a disaster as well with 161 homes when it should be 1 acre lots. Why make it worse for the existing home owners now? Doesn’t our opinion count? We are Prosper too. 4 lanes is more than adequate for the desirable neighborhoods in Prosper. Please reconsider and build 4 lanes width only.

Also shocked you will be removing all trees from Whispering Farms along Coit Road. Awful.”

“Being a community where everybody matters means creating an environment of time relevant two-way dialogue and transparent communications. We love Prosper. We’ve been here since 2005. And we hope to stay here. The future of Prosper can be seen in the room tonight. Neighbors who care-who are passionate-and who want to be a community where everybody – including their families-matters. Please take the time needed to carefully assess what is being considered in ALL future transit & community infrastructure developments. And thoroughly educate & include your residents & business & property owners in advance___ and include them in EVERY step of the process. Thank you”

“We bought our home with HOA green space next door. –Collin County Tax Appraisal includes HOA greenspace in valuation of our home directly adjacent. Taking HOA land would directly impact our property value. Why does the portion of Coit Road North of Prosper Trail need to be treated the same as South of Prosper Trail? There are ZERO businesses after one goes North of Prosper Trail.

Do we really want to encourage Celina traffic on Coit? All of (Coit Rd) Prosper neighborhoods North of Prosper Trail are full. No more people will be added unless in Celina. SH 289 better option.

There are not 120 feet available of ROW north of Prosper Trail. Especially between Phase 7 Gentle Creek + Highland Meadows.