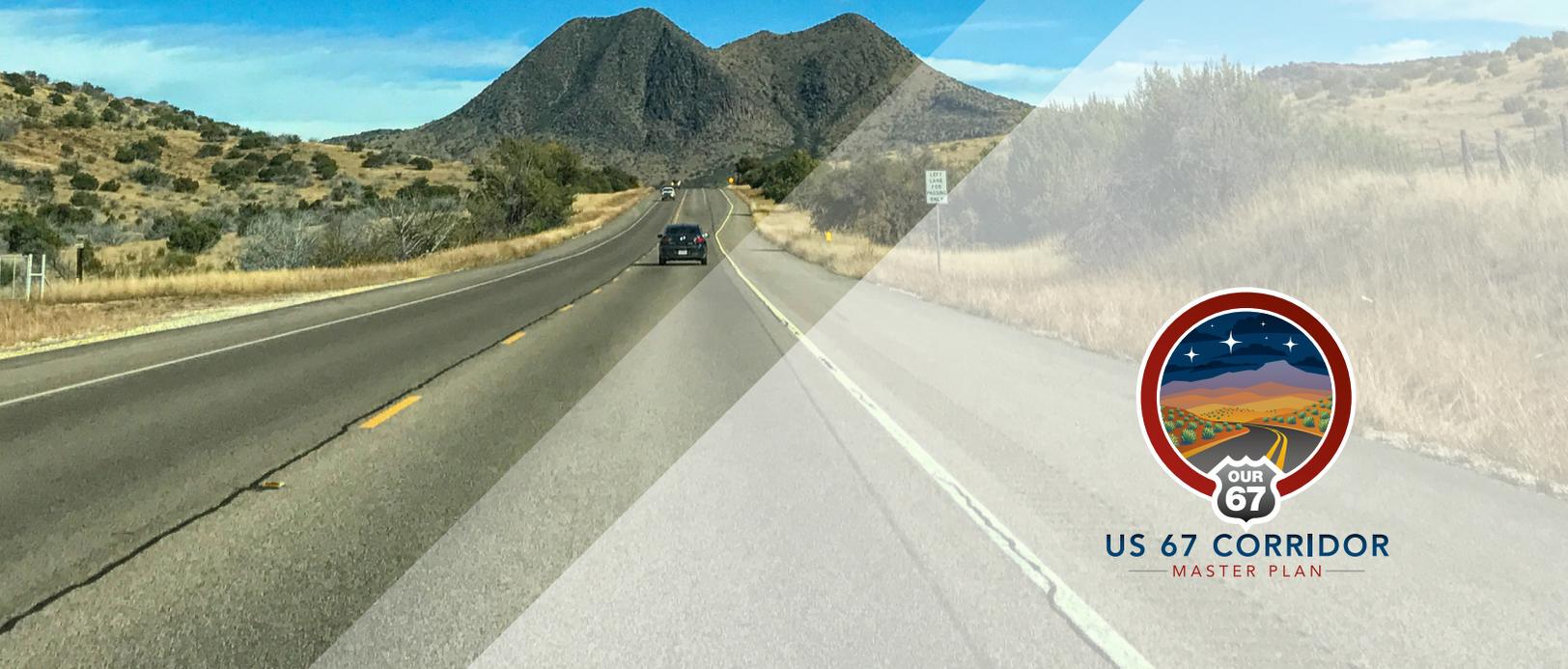
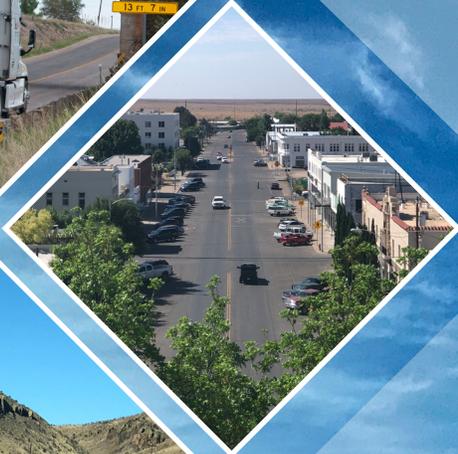




US 67 CORRIDOR MASTER PLAN

APPENDIX U

FEBRUARY 2020



US 67 CORRIDOR
MASTER PLAN

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**US 67 Corridor Master Plan
Corridor Master Plan Public Review Period – Comment Response Matrix**

| Comment Number | Commenter Name | Date Received | Source | Comment | Response |
|-----------------------------------|--------------------|------------------|--------------|---|---|
| COMMENT SUBMITTED BY EMAIL | | | | | |
| 1 | Julian Wheat | December 5, 2019 | Email Record | We need a paved bicycle path next to highway 67/90 from Fort Stockton to Presidio. The speed limits are too high to safely share the roadway with vehicles. This road is the only one, so there are not any other options for riding between those towns. Too many people drive distracted to be safe for bicycles on the road. Making the highway wider will do nothing for the health of our communities, but making it easier to recreate safely will. | Chapter 6: Multimodal and Complete Streets provides potential solutions for safe bicycle travel between the communities along US 67. Two potential solutions described in the chapter are off-road trails that could be constructed within the utility and railroad right-of-way within the study area. One concept discussed in the chapter is a Rails-with-Trails concept which places a shared use path within the railroad right-of-way while maintaining separation from the railroad tracks. The other concept discussed is the placement of a shared use path within the existing pipeline or powerline easements. |
| 2 | Mary Bell Lockhart | December 5, 2019 | Email Record | <p>Regarding Hwy 67 planning for traffic from Presidio, Texas</p> <p>We have repeatedly asked and recommended that Tx Dot consider designating a truck route from Presidio to bypass west of Marfa and connect to IH 10 at or near Van Horn. Again, I ask that serious consideration and research be applied to the logic of this alternative.</p> <p>The benefits are many, the drawback only one - increased distance to destinations - that is more than alleviated by the many benefits for both trucking and the communities.</p> <ol style="list-style-type: none"> Such a route takes truck traffic more directly to IH 10, with trucks able to travel consistently at 70-75-80 mph. There are few curves and virtually no significant elevation changes. There are no stop lights and only one town (Valentine) to slow traffic. The connection to IH 10 is west of the division between IH 10 and IH 20, thus facilitating access to both Interstate highways going east and to El Paso going west. There is a need to reduce truck travel through Marfa, Alpine, Ft Davis and Balmorhea. All are located in the Davis Mountains region and are tourist destinations, preserving “dark skies” to benefit McDonald Observatory. All have either full stops in town or traffic slowed to as low as 20 mph. All have curves in the roadway too numerous to count and unavoidable changes in elevation (such as Wild Rose Pass on Hwy 17 and Paisano Pass on Hwy 67/90). They have pedestrian and bicycle traffic and vacation vehicles along the route. (The road through Ft Davis and Balmorhea is especially narrow and dangerous for truck traffic.) All of them deserve freedom from the noise and pollution of trucks. The cost of constructing the bypass route is likely to be lower than the costs to the State and the municipalities of alternatives under consideration. <p>Aside from El Paso to the west, consider two destinations for truck traffic from Presidio for north and east connections: IH 10 at Ft Stockton and IH 20 at Midland. There are 3 routes to those destinations: 1) Presidio through Marfa and Van Horn 2) Presidio through Marfa, Ft Davis and Balmorhea 3) Presidio through Marfa and Alpine. Route #1 closely approximates the route recommended here.</p> <p>Presidio to Midland on IH 20</p> <ol style="list-style-type: none"> Presidio to Marfa to Van Horn to Midland 319 miles (only 67 and 61 miles farther than the other two routes) but more direct, safer and at much higher speeds. Fewer curves, elevation changes and community slowdowns. Presidio to Marfa to Ft Davis to Balmorhea to Midland 252 miles Presidio to Marfa to Alpine to Ft Stockton to Midland 258 miles | The US 67 Corridor Master Plan’s objective is to study the existing US 67 corridor, and the intent is to address concerns by providing recommendations/solutions within the vicinity of this corridor. Suggestions for alternate routes are far outside of the existing corridor and study area, and therefore do not fall within the boundaries of this study. Given the interest on this topic, however, and to help public officials and the public be more informed about the concept of alternate routes, the study team has created an Alternate Route White Paper (Appendix T) that provides a ‘roadmap’ with a more detailed description of this type of project including what the process entails, case studies, timeframes, and considerations that elected officials, interest groups, and the public can keep in mind as discussions continue on alternate routes. Also, if, as a result of the US 67 Corridor Master Plan public outreach, the public and/or communities continue to request an alternate route, a separate feasibility study is needed to further study this option. |

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| | | | | <p>Presidio to Ft Stockton on IH 10</p> <ol style="list-style-type: none"> 1) Presidio to Marfa to Van Horn to Ft Stockton 254 miles (82 and 101 miles farther than the other two routes) but more direct, safer and at higher speeds. Fewer curves, elevation changes and community slowdowns. 2) Presidio to Marfa to Ft Davis to Balmorhea to Ft Stockton 172 miles 3) Presidio to Marfa to Alpine to Ft Stockton 153 miles <p>In roadway planning the #1 priority shouldn't be the shortest distance between two points. Priority #1 is the health and welfare of the communities through which traffic flows. Priority #2 is the most direct, safest and fastest speed for traffic, not necessarily the shortest distance between 2 points. Let's keep our priorities and our roadways as straight as possible.</p> | |
| 3 | Gary Schatz | December 13, 2019 | Email Record | <p>I really like the GIS viewer. Funny that on my first click I find a possible typo: "shared use bath". Not sure that can be found in the RDM, but hey if others are good with it then I am too! ;-) (Screenshot [below])</p>  <p>Good to see PHBs, roundabouts and complete streets mentioned. Given that a number of the cyclists out there are long-distance riders, a cycle track might be a better choice than a shared use path.</p> <p>Regarding the ADTs in Alpine, are those bidirectional? Holland and Ave. E function as a one way couplet, but the counts are placed on Ave. E. Perhaps consider splitting the counts to show EB on Holland and WB on Ave. E.</p> <p>Speaking of Holland and Ave. E, they are auto-centric roads passing through a people-centric place. What is the desired operating speed the project hopes to achieve? What strategies are being considered to minimize the apparent mismatch of functionality? To what degree will "urban architecture" be part of the toolbox?</p> <p>Best regards, Gary</p> | <p>Thank you for your comment, the typo in the GIS viewer has been corrected.</p> <p>A cycle track in Alpine was considered early in the project phase but due to existing ROW constraints, the alternative was not carried forward for further evaluation. A Shared Use Path would provide the benefits providing space to pedestrian and cyclist traffic within the existing footprint of the roadway. The proposed alternative was also supported by the local population.</p> <p>The AADT locations in Alpine where US 67 is split shows the AADT for both directions combined, even if they're located on Ave E.</p> <p>The operating speed was not intended to change but the level of service was maintained or improved through the analysis years. However, the technical memo does discuss certain traffic calming methods which can be used by the City for future studies and projects. Chapter 6 is intended to be used as a toolbox by the communities for bicycle and pedestrian options to be incorporated throughout the city of Alpine, the recommendations are based on public input as well as feasibility.</p> |
| COMMENTS NOTED BY VICKY CARRASCO AT CITY COUNCIL AND COUNTY COMMISSIONER MEETINGS | | | | | |
| 4 | City of Marfa | November 2019 | Noted by Vicky Carrasco | <p>Did comments from last city council meeting get addressed? Comment on ambulance, for example.</p> | We have addressed the comments that have been received. |

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| 5 | Presidio County | November 2019 | Noted by Vicky Carrasco | <p>Transmigrante issue, on other agenda item, not during US 67 presentation, but related to US 67 study.</p> <p>Transmigrantes expected in February Ordinances by cities, and coordination with counties. Parking issues in cities or counties Cars breaking down along hwy How do you communicate with them? Do they stage in Alpine, Marfa? Valentine? Signage Cities and counties don't have the resources to collect broken down vehicles? Whose responsibility is it to get the broken vehicles? TxDOT, City, Trooper, Counties. Hazards for others, and for the staff, if there are vehicles on road there. They don't respect hazard lights</p> <p>1. What can cities and counties specifically do (specific action) to get alternate routes discussion going, to get assistance from TxDOT...what do they request to who, and when? Some thought that this plan would provide recommendations on bypasses/alt routes.</p> <p>2. Are parking areas for big trucks, to rest, specifically suggested and/or designated?</p> <p>3. What is specifically suggested, or what will happen with increased traffic in Marfa and the main intersections, where traffic has to go thru there...when there is more backup of trucks, to try to turn or go straight? Have specific considerations been taking into account with increases b/c of new bridge and new rail. Very important. What will happen to flow or possible bottlenecks? From an emergency and safety perspective.</p> <p>4. What was done in Presidio during Day of the Dead to alleviate traffic going into Mexico? Commissioner Cabezuelas mentioned that media in Ojinaga and Odessa had announcements. And Mexico was letting traffic pass thru faster.</p> | <p>1. An Alternate Route White Paper (Appendix T) was developed that provides a 'roadmap' with a more detailed description of this type of project including what the process entails, case studies, timeframes, and considerations that elected officials, interest groups, and the public can keep in mind as discussions continue on alternate routes. Also, if, as a result of the US 67 Corridor Master Plan public outreach, the public and/or communities continue to request an alternate route, TxDOT will make note of this request and attempt to find funding for a separate feasibility study for this option.</p> <p>2. Yes, the master plan includes recommendations for new rest areas along the corridor to accommodate large freight trucks.</p> <p>3. In the recommended alternative at the San Antonio St. and Highland Ave. intersection in Marfa, which currently has the highest volume of traffic, Highland Avenue is upgraded to a four-lane street. Vehicles can either turn left or go straight in the left lane approaching the intersection and can turn right or go straight in the right lane. This will help relieve backups and improve delay experienced at this intersection. This alternative also provides larger turning radii for trucks. For overall increase in traffic, the improvements to the POE were considered. The expansion at the POE would improve mobility by preventing the disruption of southbound traffic when large cargo vehicles are crossing the bridge. Despite this, additional POE infrastructure and operational improvements would be required to support significant truck traffic growth. For instance, many types of fresh produce require an onsite U.S. Department of Agriculture (USDA) inspector, cold storage facilities, and phytosanitary labs, none of which currently exist in Presidio. In addition, the POE is open to commercial traffic only during the daytime from Monday to Friday, which limits its commercial capacity. Therefore, the Presidio POE bridge expansion in and of itself may not be sufficient to support significant new truck traffic. Regardless, overall traffic (including trucks) are estimated to grow at around 2 percent per year. To improve safety and access along US 67 for current and future traffic, the addition of passing lanes is recommended between Presidio and Marfa, Marfa and Alpine, and Alpine to I-10. Also, adding parking capacity at the POE in Presidio is a proposed recommended alternative. Puerto Rico St. would be paved and widened to Cibolo Creek to access the parking lot. The parking lot is designed to allow for vehicles to circulate through the parking lot system until queues are called for access to the POE. Implementation of the parking lot could alleviate approximately four miles of congestion that currently build up along US 67 through Presidio.</p> <p>4. The comment is outside the scope of this study.</p> |
| 6 | City of Presidio | November 2019 | Noted by Vicky Carrasco | <p>Transmigrante—has this been considered. More movement on this happening. Can plan address this or provide suggestions</p> <p>Rest area—where are the suggested locations. Maybe more prominent?</p> | <p>Transmigrante considerations are included in Chapter 5: Freight and Tourism of the master plan.</p> |

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| | | | | Parking Lot Idea—where is the suggested location, in city? | Rest area recommendations are included in Chapter 7: Alternatives Development. The recommended Parking Capacity at POE is described in Chapter 7: Alternatives Development. A specific site for the parking structure is not included as this decision would be coordinated between the appropriate governmental agencies. |
| 7 | City of Alpine | November 2019 | Noted by Vicky Carrasco | Is there a section for grants and funding, and who or how to get them After plan is adopted, what happens? Who is in charge of implementation? And what is the City's role for ensuring thing get done. What should city or county ask for specifically, to discuss the alt route considerations/next steps. | Chapter 8: Implementation includes details on state and federal funding sources for the projects described in the master plan. Recommendations from the master plan must progress to project development. The TxDOT project development process is identifying in Chapter 8: Implementation. An Alternate Route White Paper was developed that provides a 'roadmap' with a more detailed description of this type of project including what the process entails, case studies, timeframes, and considerations that elected officials, interest groups, and the public can keep in mind as discussions continue on alternate routes. |
| 8 | | November 2019 | Noted by Vicky Carrasco | What are the steps to take for Alternate Route...who requests what from TxDOT | An Alternate Route White Paper (Appendix T) was developed that provides a 'roadmap' with a more detailed description of this type of project including what the process entails, case studies, timeframes, and considerations that elected officials, interest groups, and the public can keep in mind as discussions continue on alternate routes. |



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