

Bell Ave

Bell Ave Closure Opinion Survey

Opinion	Comment
1 In Favor	
2 In Favor	Can't do it soon enough
3 In Favor	Totally support this. Safer for all involved.
4 In Favor	I really like driving down Bell through the campus I attended for undergrad and grad school and I would miss getting to do that, but it seems like the proposal would be really beneficial for the students. It was always frustrating to have to wait for traffic to pass to cross Bell, especially when I was late for class.
5 In Favor	Please create this pedestrian and bicycle corridor. Lose it to cars/non-TWU service vehicles. Over the last four years, pedestrian traffic crossing Bell Avenue has gotten so heavy that I avoid it by traveling north on Locust Street and south on Elm. The only time I use Bell is on weekends and for on-campus appointments. I have lost count of the times I have had to brake hard to yield to foot traffic between Texas Street and Chapel Street, even though they are not using crosswalks and I am traveling at 20mph. I have no confidence that more pedestrians will start using the crosswalk at Administration Drive, which is well-used and well-marked.
6 In Favor	Its a great opportunity to create a safe environment for student who cycle and those who have to walk to class through this area.
7 In Favor	Great idea! Will essentially divert all vehicle traffic around campus and probably make things safer on more streets than just Bell, but it needs to become part of a network or it will just be a novelty that motorists will complain about. Ultimately needs to have the effect of more people feeling comfortable riding. When marketing this (before and after construction), you need to be ready to tell people where in the city they'll be able to go on a bike as a result of this infrastructure. Counter the inevitable deficit-minded arguments from drivers with what is made possible by this and future car-free streets.
8 In Favor	
9 In Favor	I support the proposed plan and hope the overall design, setback and crossings EXCEED modern safety standards
10 In Favor	They also need several cross walks on Oakland Dr.
11 In Favor	
12 In Favor	
13 In Favor	
14 In Favor	
15 In Favor	
16 In Favor	I got your letter about the virtual meeting for potential for Bell St closure. I will not be attending, but I wanted to just send you a note to voice my support of this potential closure. I think anything that we can do to support pedestrian traffic is best for our community and that stretch of Bell is a very good one to keep walkability a priority.
17 In Favor	I've worked for several years as a delivery driver, and have been routed through this street by GPS many dozens of times. Only a few times have I actually needed to deliver to someone on TWU campus. Eventually I started going around. This took an extra minute or two, but that's fine. What's not fine is having an arterial road through the middle of your campus community. This proposal seems like a reasonable plan to redirect thru-traffic around campus while preserving reasonable access for drivers commuting to and from TWU campus, while also improving connectivity, safety and overall quality of life on campus.
18 In Favor	Absolutely!
19 In Favor	Denton needs more and safer bike lanes, this is a great plan
20 In Favor	Very much in favor of a safer commute space for students and staff walking across Bell Avenue.
21 In Favor	
22 In Favor	I am in favor of this proposal to ensure the safety of students staff and visitors to TWU. As a Denton resident I do not use this road to access other parts of Denton and I do not see it impacting my access or ability to navigate Denton by car. When I do visit TWU, I imagine this proposal will add to my safety and enjoyment in the area. I am an avid cyclist and will also enjoy knowing I have a safe stretch on which to bike.
23 In Favor	Hugely in favor. Students need to be able to ride safely across campus and the movement of students across Bell all throughout the day already limits the amount of car traffic, making the negative impacts for drivers extremely small.
24 In Favor	When I drive on the east side of town, I do not drive through TWU, I drive around it. When I'm on the west side of town, I do not drive through UNT, I go around it. When I visit other cities that I know have college campuses, I do not go through the campuses, but around them. While it can be considered a minor inconvenience as a motorist, it is for the due regard to the safety of the many pedestrians known to be walking on college campuses.
25 In Favor	
26 In Favor	As a resident of Denton, I am very much in favor of the proposed Bell Avenue Bicycle and Pedestrian Corridor. Students should not have to fear for their safety when trying to get to class. Cars already dominate enough of our society and there are plenty of alternative ways to get through that part of town without having to drive through campus.
27 In Favor	This pedestrian corridor will be a great step in connecting the two 'halves' of TWU. Driving Bell Ave as a thru street is not a very good experience anyway. Diverting traffic around TWU is a great step to increasing bicycle access to other parts of Denton.
28 In Favor	
29 In Favor	I enthusiastically am in favor of the Bell Avenue and Pedestrian Corridor. The corridor will benefit the well-being of not only TWU constituents, but also will improve the livelihood, physical health, and safety of residents of the neighborhoods surrounding TWU. Roads are built not for vehicles alone, but for all users of all modes of transportation. The distance between the Downtown Denton Courthouse, moving due north, to University Drive is just under one mile, a very walkable/bikable distance. The City of Denton has a rare opportunity to provide a safe avenue of mobility for thousands of university students and residents to locations such as Quakertown Park, Emily Fowler Public Library, and downtown retail, restaurant, and entertainment businesses. More people will walk and bike if there are more safe passages to where they want to go. City of Denton, as a citizen of this great city, please do not miss this golden opportunity to provide for all citizens and not just for drivers who already have multiple routes of access to the above-named destinations.
30 In Favor	Though much too short, this road treatment could act as a traffic filter that reduces vehicular traffic along other segments of Bell Avenue and make it safer and more attractive to walk/bike to downtown instead of drive. Bell Avenue is the safest crossing of University/380 on the eastern side of Denton, but it's still very scary to cross on a bicycle or on foot due to the amount of traffic. Bell south of University is less stressful to bike or walk along than parallel roads, but it's still stressful due to impatient, inattentive drivers who are sometimes verbally abusive or threaten violence when anyone not in a car gets in their way. I have experienced way too many close calls with inattentive or aggressive drivers. These types of encounters are what make people too scared to walk or bike and encourage them to drive instead. Fewer cars would make this a safer corridor for people traveling on foot, by wheelchair or by bicycle. A safer corridor would benefit residents traveling from north of University down to places like downtown Denton by bicycle or on foot. Fewer cars on Bell might also improve emergency response times. This is a pedestrian-heavy corridor where people outside of cars outnumber people in cars. Observing the crosswalk in front of Pioneer Hall, drivers can be observed ignoring and failing to yield to pedestrians, exceeding the speed limit and an unsettling number looking at their phones while they do so. Vehicular thoroughfares do not belong in high-pedestrian areas, and pedestrian movement should not be restricted in these types of places.
31 In Favor	
32 In Favor	In Favor
33 In Favor	This is a win-win for the city and the university. Way to be proactive!
34 In Favor	In my 20 years as a Denton resident who regularly uses Bell, I have seen too many close calls between pedestrians and vehicles. There are many other routes cars can take, Locust, Elm, Carroll, Nottingham/ Audra, Mingo, Anna, etc... to travel this part of town
35 In Favor	Definitely in favor as a cyclist, vehicle driver, and someone who works at TWU. It is very unsafe with the current crossings on Bell and the last thing we need is another student killed by a motorist crossing Bell. Thanks!
36 In Favor	Very much in favor. This is a much needed and long overdue. The dedication of Bell Ave to pedestrian and bike traffic with the much improved safety for both will motivate many more people to bike downtown. This should in turn ease some traffic congestion.
37 In Favor	Outstanding plan! Please implement this plan. We need a safe corridor to downtown for cyclists.
38 In Favor	
39 In Favor	
40 In Favor	I live in the Nottingham Woods neighborhood (District 2) and STRONGLY support the proposed bike & pedestrian corridor for this small stretch of Bell going through the TWU campus. First, this long-overdue improvement is an obvious way for Denton to practice what we preach when it comes to our traffic safety and accessibility goals, making Denton more bike & pedestrian friendly, while more safely and conveniently connecting 2 disparate parts of town for people on bikes and pedestrians traveling between University and Mingo/Downtown. Second, this change will be no loss to car drivers. Car drivers will continue to have Ruddell, Elm, and Locust to drive through when travelling from one part of town to the other. The TWU section of Bell has never been a safe or expedient alternative to those existing routes. It has always been safer and faster for cars to drive around campus than through it. Anyone in the habit of plowing through campus by car has a bad habit that only the intervention of better city planning like this can resolve. Third, fire engines and ambulances will have a clearer and faster path in emergencies to campus or from one part of town to another, now that they will be the only cars allowed on that stretch of Bell. Finally, I trust that city planners will work closely with the adjacent residential neighborhood to ensure that drivers will not be winding down their side streets en masse, which has never been safe or expedient for car drivers in the first place. Contrary to opponents' assumptions, this proposed improvement to TWU does not come at the city's expense. Instead it is a tremendous improvement to both. No entity is being used by another here. Instead, this is an example of campus and city working together for the greater good, safety, convenience, and accessibility of all Dentonites. Years from now, people will be shocked and disturbed to know that cars were ever allowed to drive right through that part of campus, and it will appear as ludicrous to everyone as it already appears to traffic safety advocates now.
41 In Favor	We need more pedestrian friendly corridors through the city.
42 In Favor	
43 In Favor	I think this is a wonderful idea to guarantee the safety of pedestrians and bicyclists on the TWU campus.
44 In Favor	There is very very very rarely anything wrong with fewer areas in which cars can injure and kill people. Traffic accidents are a leading cause of death in college-aged people; get them off campuses.
45 In Favor	I think this makes sense for both the city and TWU. We need more places where pedestrians feel safe, and students shouldn't have to dodge cars hoping to save a minute or so by driving around. The closure for construction shows that it will have little impact on the traffic as a whole.
46 In Favor	College campuses are designed to be walkable - a high density mix of housing and uses shouldn't be bisected by vehicle traffic. Cars have the ability to go around the campus perimeter conveniently, people do not. Please close down Bell, and then work on doing the same around the square!
47 In Favor	
48 In Favor	We need more partnerships with our two universities. TWU has a creative plan to redesign their campus and it involves a more walkable core of their university. The safety, beauty, and calming this brings to their campus is worth the minor rerouting for most others who are only interested in getting through campus quickly.
49 In Favor	This seems like the safest and best thing for students in our town. West Highland and Maple through UNT's campus should be considered for something similar. The University of Texas and Austin did this with Speedway when I was living in Austin and it just makes too much sense. If you're looking for alternatives, you could consider installing gates you could close during high pedestrian hours, say 8a-6p and opening the gates outside of that and on weekends. Just my 2 cents.
50 In Favor	I have walked the TWU campus for exercise and personal enjoyment for forty years. I have walked along Bell Ave. for many years and see students, bicyclists, and community pedestrians constantly dealing with unsafe traffic conditions. Drivers constantly speed up and down Bell Ave. from University Drive to Texas Street and beyond. TWU police can't constantly monitor Bell Ave. and Oakland St., and there is pedestrian and bicyclist problems on Oakland St. as well. Drivers also consistently run red lights and ignore people in crosswalks on Bell Ave. I agree completely that this section of Bell Ave. should be permanently closed.
51 In Favor	
52 In Favor	
53 In Favor	
54 In Favor	
55 In Favor	Yes, please!! It's so dangerous for students to have cars flying through Bell. Bell is also not the fastest route (since it goes through TWU). I usually use Carroll or Ruddell/Mingo.

	Opinion	Comment
56	In Favor	I think it's a wonderful idea as TWU is a big part of the community and it's important to keep student safe and provide them access that is safe within the campus community to travel across campus.
57	In Favor	Absolutely in favor, especially as the campus grows east.
58	In Favor	
59	In Favor	I am father of 4 and a 5-year resident of southwest Denton who works downtown and commutes part-time by bicycle, typically passing through the UNT campus. I also ride a motor scooter around the city. I firmly believe that roads are for cars and streets are for people, and I have observed a clear pattern that wherever those lines are blurred, quality of life suffers for all of us to the extent that some people die in the line of "traffic" fire, so to speak. There is no connection to what your town currently boasts and what people want, it's just a misinterpretation of supply with demand. -Jeff Siegler, Founder of Revitalize, or Die. Culturally we are locked into a mindset regarding street use that prioritizes vehicular throughput over all other metrics even at the cost of safety to the most vulnerable users; Traffic engineers play an active role in this outcome because their traditional training has been the driver of the majority of street design outcomes. No resident of Denton is realistically inclined to have the city prioritize shaving fractions of seconds off their driving time while crossing town; we just experience an accumulation of moments of impatience derived from waiting behind stoplights that skews our cognitive understanding of urban transportation realities. Street design choices which induce increased universal car-dependency are not sustainable or fiscally sound. Drivers do not spend their money in the local business they are hastily passing, but active transportation users do. When faced with the need to travel on foot or by bicycle, wheelchair, or scooter, people want refuge from automobile interactions; this is why people love to vacation at resorts and theme parks where everything is fully pedestrianized, as well as cherish their college experiences because campuses tend to traditionally be car-light in their design. Not all Dentonites are sufficiently wealthy, privileged, or interested in a car-dependent lifestyle. Whom should our collective city resources protect and support? My vision of a better Denton would include a universal Complete Streets approach with a strand of urban plazas, pedestrian refuges, protected bike lanes, and car-free zones stretching from TWU across the city center and Denton Square to UNT; the TWU Bell Avenue proposal fits that vision.
60	In Favor	This is a very necessary move for the safety of the TWU community.
61	In Favor	I am in favor of this proposal. As a homeowner right next to the TWU campus, I see the benefits of a more walkable campus. There are many ways where we can get North of campus to our intended destinations. A 2 minute delay for us in exchange for a safer campus for thousands of TWU faculty, staff, and students seems like a good exchange. A stronger TWU is a stronger Denton!
62	In Favor	Closing a section of Bell would reduce the through-traffic overall, which would increase safety for all students when crossing the street.
63	In Favor	I am in favor of closing this to make it safer for TWU students, faculty, staff and community members on campus. I
64	In Favor	The proposed corridor is essential for safety on the TWU campus. People in wheelchairs and people who are blind regularly cross the road, and students, staff, and faculty cross the road all day during the week.
65	In Favor	As a faculty member - I fully support thank you.
66	In Favor	No one in their right mind is using this portion of Bell Avenue as a thoroughfare. As a former TWU student, there were too many near misses for my comfort, and as the University grows this risk will only continue to grow. It is not all of Bell Avenue and people are already detouring around Bell Avenue as it is.
67	In Favor	
68	In Favor	This would be a welcome change to help protect pedestrians and cyclists traversing across the campus of Texas Woman's University.
69	In Favor	The amount of pedestrian traffic crossing Bell Ave each day is enormous. I have seen far too many near misses as either the driver or the walker or both are not paying attention. As someone who drives on Bell from Sherman to Administration Drive daily I know it will require me to have a few extra minutes on my commute each day and I am willing to do so for the safety of the TWU community.
70	In Favor	
71	In Favor	I own two homes on Texas Street, just South of TWU and right next to Bell Avenue. While there are several reasons for us to be in opposition to this, all of this boils down to simple inconvenience for us as drivers. TWU, however, is the reason we have invested in this neighborhood. And the continued safety, beauty, and vibrancy of this campus are good for our neighborhood and good for Denton. We have 3 kids who are starting to explore Denton via walking and bikes. A calmer Bell Ave makes the entire area more conducive to this end. I am in favor of this proposal and appreciate the partnership of TWU on many community initiatives.
72	In Favor	Generally in favor, but wondering how vehicles will get to the admin offices and parking lot.
73	In Favor	
74	In Favor	
75	In Favor	I am in favor, as a TWU graduate, I see the value of this proposed corridor to keep the students safe. Most students have to cross the street to get to class and a lot of people drive too fast, drive distracted or just won't stop for students. This will keep students safe, plus, there are plenty of options to drive around Bell.
76	In Favor	
77	In Favor	
78	In Favor	I work on campus and observe on an almost daily basis drivers speeding on Bell Ave. I estimate some drivers travelling 35 to 40 mph. I fully support converting at the very least, the section on Bell from Chapel to Admin Dr.
79	In Favor	
80	In Favor	
81	In Favor	
82	In Favor	I'm in favor of closing Bell during the school term 5 days a week during hours when traffic is high. I'm opposed to permanent closure at all times. I don't drive through campus during the school term during high pedestrian traffic. However, I find Bell is a convenient way for me to get to my house from University on weekends, weekday evenings, and school breaks. I live on the west/south side of campus.
83	In Favor	Safety of residents and students should come before the convenience of a driver. A slightly longer drive is worth it to prevent injury and possible fatality.
84	In Favor	
85	In Favor	I am in favor of this, especially if, instead of half-doing it with iffy lanes, the biking and walking lanes are separated from each other and fully protected from cars that may willfully or in ignorance enter those lanes. Further, I am in favor of such zones on Ruddell and Mingo, with a wide pedestrian/wheelchair sidewalk on the latter and a separate protected bike lane for both. (The lack of multimodal infrastructure on Mingo is completely absurd, really.) The more effort and planning the city puts into the Ruddell/Mingo corridor, the better this current plan will be. If Bell had a completely protected bike lane from the Union to the town square it would be amazing, honestly. Note that I say all this even though Bell is one of the ways I presently use to drive to the square. Aside from all this, I wish that the city would create such zones all the way down the four one-way streets--Elm, Locust, Oak, Hickory--inside the loop, reducing them each to one car lane and linking University/TWU to the square/UNT. Certainly life in "Idiot's Hill" would be improved if there was better infrastructure to (safely) "wick" us down to the city center on foot or on bike. All measures the city can take to link zones for people and prioritize human security (rather than building for cars and thus severing public space/damaging our health/raising the chances pedestrians are killed/increasing our reliance on oil/amplifying the heat sink of our town/ruining neighborhood walkability) are greatly appreciated.
86	In Favor	
87	In Favor	I ride my bike to work everyday and this would make my commute so much safer and more enjoyable!
88	In Favor	I'm fine with this. I don't go down Bell St. anyways because of the school zone and TWU students. I always take the back roads.
89	In Favor	
90	In Favor	
91	In Favor	
92	In Favor	As the town grows, we have more congestion and distracted drivers. Combine that with distracted pedestrians and it's an accident waiting to happen.
93	In Favor	I am completely in favor of this addition! College campuses are supposed to be pedestrian oriented. I also highly recommend looking at converting W Highland street on the UNT campus into a pedestrian walkway. The streets are dangerous and disconnect the campus with cars flowing through them.
94	In Favor	I'm a cyclist and pedestrian. Too many people don't pay attention while they're driving and I've had way too many close calls myself. Having high pedestrian areas closed off to vehicles is worth it if it saves lives. I guarantee it will.
95	In Favor	
96	In Favor	People, especially in America, need to start thinking differently about transportation. Walking is the original, natural way of getting from point A to point B. It improves health and has positive influences over lifestyle. We need more safe, walkable areas in Denton and nationwide.
97	In Favor	
98	In Favor	I never feel safe driving on bell because it seems someone could walk across the roadway at any time. I am sure sometimes drivers drive too fast, and sometimes people do not use the crosswalks. There is also a lot of shrubbery near the crosswalks, so it is hard to see people sometimes.
99	In Favor	Such has already been accomplished among streets at UNT for safety of students, faculty and staff and the same safety issues also exist at TWU. And there are an abundant number of north - south streets, so this should not be an inconvenience to local traffic.
100	In Favor	
101	In Favor	
102	In Favor	
103	In Favor	While Denton Texas is extremely sprawled out an difficult to transit across, this project will significantly help improve the life of pedestrians and college students on the campus of TWU. We have already dedicated so much of our land to cars and endless asphalt. I believe it is time to start giving our city back to the people by making it more walkable and connected. I really wish similar projects would occur on the UNT campus, specifically Highland Street.
104	In Favor	Hello, I am an out of state student at the University of North Texas studying urban planning. I want to say that projects like this will not only make this city better connected and safer for pedestrians, but it will begin to shift the focus off cars as being the only way to move throughout campus. A good portion of drivers only drive in Texas since it is the only reasonable way to transport. I really wish projects like this would be considered at the University of North Texas.
105	In Favor	
106	In Favor	
107	In Favor	
108	In Favor	
109	In Favor	
110	In Favor	This is a great move to slow traffic and re-center HUMAN use of public roads. People driving cars may lose a two or three minutes by way of Mingo or other detours, but this puts the human experiences of walking, biking, scootering at the heart of a campus with a heart. I have lived in Denton since 2014, and very often drive -- but the more we do to make walking and biking safer, the better, and the more likely my family and I will be to safely get around town without the car. Thank you!
111	In Favor	
112	In Favor	This would be of great service and safety to the students
113	In Favor	For the safety of the University community, it would be beneficial to transition Bell Avenue through campus to a Pedestrian Corridor. There have been numerous occasions when I have held a student back from stepping in
114	In Favor	When 3rd street was closed for Denton ISD, I had to find a better route to get to work. I know this has not been the first time TWU has tried to receive approval from the City of Denton. As more pedestrians are getting run over and critically injured or killed, it's time the City approves the bicycle and pedestrian corridor.
115	In Favor	
116	In Favor	I know a lot of people who were about to be run over by drivers who do not respect the speed limit on Bell.
117	In Favor	I do have a concern about TWU cart traffic (golf carts, mules, gators, etc) on the sidewalks since they are wider than some sections and tear up grass as it is- particularly in front of DGL. If this is approved, I think we should also look at widening the sidewalks for student and cart traffic.
118	In Favor	People drive way too fast down Bell ave and I feel that this is a serious safety issue. Especially as our campus continues to grow, we need to prioritize the safety of our students, faculty, and staff.
119	In Favor	
120	In Favor	Finally! What a great idea! Now students can cross safely and don't have to worry about dying, like that one female student.

	Opinion	Comment
121	In Favor	There are other corridors that can be used, especially given the city's plan to refresh Ruddell. This will make it much more safe for the students and those working at TWU. The only secondary effect that will need to be considered is those who speed through on Oakland, which was a big problem for the time Bell was closed down for construction and repair work.
122	In Favor	
123	In Favor	
124	In Favor	As an alum and current employee of TWU as well as someone who travels often in this area of Denton, I avoid Bell often because of the inconvenience of the road. I also feel stressed crossing the road as some drivers speed and there are limited places to walk across, adding to the stress of driving or walking through this area.
125	In Favor	I think this is a great proposal. Proper signage and enforcement of pedestrian right of way is very important with this proposal.
126	In Favor	I have been an employee of TWU for the past 24 years. Too many students are crossing Bell Ave and often cars come speeding through and do not respect the pedestrian cross walks. I see this several times a week. In fact, I was almost hit by a vehicle myself one day within the past month.
127	In Favor	
128	In Favor	It has become so unsafe for students and staff to attempt to cross Bell Ave that something must be done. Drivers exceed the speed limit every day on Bell Ave. They often fail to yield to pedestrians even when they are in the designated crosswalks. It is a matter of time before something catastrophic happens.
129	In Favor	
130	In Favor	Hoping that this ties in with the city making Ruddell to Mingo safer for all travel (car, pedestrian and bike)
131	In Favor	
132	In Favor	
133	In Favor	That would make walking around campus at Texas Woman's University a lot easier and safer, especially at night.
134	In Favor	Absolutely! Just one of many projects needed around town to improve pedestrian and bicycle infrastructure!
135	In Favor	
136	In Favor	
137	In Favor	
138	In Favor	
139	In Favor	I understand both the convenience of Bell Avenue as a north/south route, but the safety of the high number of pedestrians takes precedence in this scenario - especially as it is only a part of the road that would be taken offline and there is an emergency route still included for emergency vehicles. There are other north and south routes nearby and this wouldn't directly block and private residences. Also as the university expands over time to the east, even more foot traffic will occur and we need to act to protect the students and their guests.
140	In Favor	I am an employee of Texas Woman's University. These types of lanes make riding a bicycle so much safer. There are a number of distracted drivers in the city.
141	In Favor	
142	In Favor	
143	In Favor	In favor. This will be like an open invitation especially for families with little children or older adults - they will feel safer not having to worry about car traffic while out and about
144	In Favor	
145	In Favor	I am faculty at TWU. There have been too many times when I see vehicles drive way above the 20 mph speed limit down Bell Avenue as students are crossing to go to class. Fortunately, our students are wise enough to wait until the jerk in the speeding vehicle passes. But, it takes only one time to change a family's life forever.
146	In Favor	
147	In Favor	Making a bike friendly avenue makes a lot of sense for the TWU students. The rest of us are used to not driving on Bell because it was closed for construction so long.
148	In Favor	
149	In Favor	
150	In Favor	
151	In Favor	With TWU students now living on the east side of Bell in Parliament Village, it would be much safer to have Bell Avenue closed from Administration Drive to Chapel Drive. Also, I'm a cyclist who commutes to TWU daily and I'm in favor of encouraging cycling and walking zones. I also use the Pioneer Hall swimming pool and crossing Bell is dangerous, too many distracted drivers.
152	In Favor	
153	In Favor	
154	In Favor	Pedestrianize the whole campus
155	In Favor	
156	In Favor	Over the years the City of Denton has ceded streets and thoroughfares to UNT in exchange for what? A campus nearly cut off from motorized traffic. Meantime, TWU has seldom, if ever, asked for such accommodations. As far as I'm concerned, block it all from Texas St. to University but leave curb cuts in the curbing for emergency and delivery vehicles.
157	In Favor	
158	In Favor	I actually have mixed feelings. I like the idea of converting this stretch of Bell Ave into a pedestrian walkway for TWU and I think it would be great for the university. However, I drive that stretch of Bell nearly every day. Not being able to drive here would make me go through TWU's campus by using Chapel Drive, Oakland, and Administration. I imagine that others will also take this tact, which will greatly increase the traffic on the other, less-utilized roads, which already have maintenance issues. It is unclear from the graphic if access to Chapel Drive from Bell will be cut off. If this is the case, I greatly oppose the closure.
159	In Favor	
160	In Favor	
161	In Favor	This is a great idea that is 25 years behind the times. Major universities have been doing this to improve safety since the 1990's. TWU, UNT, and Denton need to catch up.
162	In Favor	
163	In Favor	
164	In Favor	
165	In Favor	Folks on campus should not have to dodge traffic to get to class and/or work.
166	In Favor	
167	In Favor	
168	In Favor	
169	In Favor	I'm very much in favor of this. Hopefully this will reduce the potential accidents I've seen there
170	In Favor	For the safety of students and faculty on campus.
171	In Favor	
172	In Favor	This change makes it safer for community members and members of the campus community to navigate the area. It also provides enhanced options for alternative transportation along the north-south corridor. I strongly support this proposal.
173	In Favor	We effectively had Bell closed for an extended period before for construction and traffic in the surrounding area was fine. I'm all for enhanced walkability and pedestrian safety that this project would provide. I live on the south side of town but frequent this area due to downtown businesses I own. This would have a positive impact on the area overall.
174	In Favor	This proposed corridor will be absolutely wonderful in helping to make the TWU campus and this part of Denton more bicycle and pedestrian friendly, as well as to help reduce car traffic, road congestion, and air pollution in this area!
175	In Favor	
176	In Favor	It would add such safety to the TWU campus to have this happen.
177	In Favor	I work at TWU and live on Texas. I walked and cross this on a daily basis. Vehicles do not stop at the cross walks, the cross walks were not re-painted on Texas/Bell, Vehicles have run red lights at Bell and Administrative Dr. For the safety of the students, faculty and staff this needs to be closed to thru traffic. I am very surprised there has not been a pedestrian/vehicle accident yet. Please close this street to vehicles
178	In Favor	
179	In Favor	This is a good idea. I live in the neighborhood immediately north of TWU and use Bell anytime I go downtown, but driving the posted speed limit, it's honestly no faster than using Elm/Locust. When Bell was closed for that yearlong construction project, we all found other routes with ease. I would also venture to guess that the number of student pedestrians utilizing this space outnumbers the vehicle drivers by at least double if not more. They should get the priority here.
180	In Favor	This would be much safer for our students and would facilitate the growth of TWU which would be good for Denton. I would think closing to one block south of Administration Drive would make more sense as there are no roads off of Bell in the intervening block.
181	In Favor	I think this is a wonderful idea. Cars through a central corridor of the TWU campus, inherently puts the safety of students at risk. The impact on cars is minimal as during the reconstruction of Bell a year or two ago the road was blocked and the city of Denton survived with minimal impact.
182	In Favor	VERY much in favor. So deeply in favor. Denton spends way too much time and money making the "interior" of the city look like Southridge. The interior is densely populated, and pedestrian/bike infrastructure should complement the densely populated nature of the area, not complement and ENCOURAGE the kind of vehicular traffic seen on the south end of town, where nothing is accessible by foot traffic. You are going to get all kinds of hateful comments from people who drive through this area once a year but who fight all pedestrian-friendly infra and all bike-friendly infra all across Denton because someone JayWALKED in front of them one time years ago or because WHEn ARE bIkEs GoInG IO FoLlOw THE rULEs. Somebody <a-hem -- Denton Traffic Engineers > is going to have to stand up to these cranky old people who can't walk more than 10 paces without getting winded and who find all ped/bike-friendly infra to be an assault upon their personal freedoms. I live a mile from TWU. I walk/bike as my go-to means of transportation. I spent 6 years on the Traffic Safety Commission, so I know how BLOODY hard it is to fight the all-cars-all-the-time Denton mentality. Fight it, folks. The anti-ped/bike agenda isn't as much about those people's legitimate needs as it is about their "perception" that they are losing ground to a philosophy that they do not understand and that they fear. Don't cave to their fear, even though they will tell you how long they have lived in Denton, how much they pay in taxes, and how frequently they entertain City Council candidates in their homes.
183	In Favor	How will the traffic be re-routed?
184	In Favor	This is one piece of a larger puzzle and the uncertainty of other puzzle pieces (Mingo, bike crossing of 380, Locust/Elm take-back plans, etc.), make it hard to evaluate. Therefore, the right decision here hinges on trust. I believe staff warrants our trust for this region. Since Council's request for safety being the number one priority, staff has consistently recommended actions they believe are in accordance with that direction. This proposal improves safety for TWU students, people biking through campus, and provides improvements to emergency services response times and potential benefits to transit in the future. The trade-off is that drivers who wish to pass north/south through the TWU campus must take a detour that would add one minute to their commute. If alternative treatments of this area were successful in slowing down traffic and prioritizing people walking, it would likely still slow down drivers by one minute. When comparing this to Avenue C at UNT, I encourage you to actually drive that street during morning class hours. You will notice that the use of stop sign traffic controls only result in an attitude that if students are crossing, you continue waiting. It is not uncommon to have multiple cars stopped at a stop sign for over a minute, waiting for many students to cross. Since traffic lights are used on the TWU campus, the presence of a green light signals to drivers that they are the priority. They don't need to look for students crossing, and they can continue with no risk. Could an alternate solution be found that improves safety and allows drivers to continue using Bell? Probably so. But it wouldn't be as safe as closing the block in question to private vehicles, and it might even annoy drivers more as it would take them longer to go through campus than to divert around. Thank you for consideration. I support the proposal even though it has the potential to increase traffic on the street in front of my house. Please trust staff as they navigate this complex area of our town as several streets in the area are slated for changes in the future but due to negotiations with other agencies, those details and plans are not yet public.
185	In Favor	

	Opinion	Comment
186	In Favor	As an employee who walks across Bell Ave frequently, I know first hand cars do not abide by the posted 20 speed limit. The pedestrian traffic across the road is high volume throughout the entire day. I believe changing this to a Pedestrian and Bicycle Corridor would further ensure the safety of our campus.
187	In Favor	
188	In Favor	Even though this will affect my commute and others in Denton, I think having more pedestrian and bike spaces in Denton will improve quality of life rather than decrease it. I would love to see more zones like this throughout Denton—especially UNT campus and the square—so I wholeheartedly approve of this action.
189	In Favor	I feel it would be much easier for students, faculty, and staff to cross safely. Motorists do not always yield at mid-block crosswalks.
190	In Favor	I am in favor of the proposal to keep the area safe for pedestrians. However, there must be a plan to divert traffic. It should not be directed through Chapel Drive or down Administration Drive. That would cause a worse mess.
191	In Favor	
192	In Favor	I am actually in favor of extending it all the way to Texas St. Even with the reduced speed in the area, vehicles often travel a lot faster and only about 25% of the vehicles stop when there are pedestrians in the crosswalks. I witness near misses every time I travel Bell, which is several times a day. I get that a lot of citizens think it is necessary, however, when Bell was shut down for the sewer main replacement, it was barely an inconvenience to find alternate routes.
193	In Favor	
194	In Favor	
195	In Favor	
196	In Favor	
197	In Favor	
198	In Favor	Students and other pedestrians need a clear, safe, and uninterrupted path to travel easily across campus. Closing a portion of the roadway to motorists would be a beneficial step in making TWU a more accessible campus that values the safety of students, staff, faculty, and visitors.
199	In Favor	
200	In Favor	
201	In Favor	Why only for that stretch of the Bell Av. and not for all Bell Av. crossing campus?
202	In Favor	This is a great move to increase safety for both vehicles and pedestrians around TWU.
203	In Favor	
204	In Favor	
205	Opposed	I'm voting no please do not close part of Bell Avenue.
206	Opposed	This is a terrible idea
207	Opposed	Yes, and the city of Denton should look to create a pedestrian corridor along all of North Bell and many more streets around town. Furthermore, the city should look into turning the entire Denton square into a pedestrian-only zone. This would revitalize the downtown. Too many businesses have closed on the square in the last year. J & J's Pizza and McBride's are among a few locally owned businesses on the square that have been forced to close in the last year. It is the city's responsibility to do everything it can to champion local businesses. The mayor claims that supporting local businesses is one of his top priorities, yet during his time in office countless Denton staples have closed. Perhaps it has to do with the large contributions he takes from Scott Brown and other realtors who set exorbitantly high rent rates. Denton needs to address this before it is too late. Crummy chain restaurants like TGI Friday's and Fazio's will replace places like A's furniture. Investing in a robust infrastructure that encourages bicycle and bus rides is a must for Denton to retain its small business culture.
208	Opposed	
209	Opposed	No real idea where traffic would have to go to get around TWU. In the meeting they said to go through the side streets. Those streets are narrow and filled with parking students. This is a major north south route through town that many people on the north side use. Not a good use of city funds considering it will benefit TWU and cause the public to have to go around at an added distance. There are not enough bicycle riders in the TWU area or the city for that matter to spend any more money on bicycle lanes. If TWU wants this let them spend their own money and take in the median and sidewalks not disrupt a major city street.
210	Opposed	Do not think it is necessary
211	Opposed	As a resident of Bolivar Street south of University Blvd., I frequently walk and drive in the TWU campus area. I am opposed to closing Bell Ave. between Administration Drive and Chapel Street. I am a proponent for traffic calming methods to be used on Bell Avenue through the campus. I am concerned about the long term effect of closure on the livability and quality of life in the neighborhoods surrounding TWU. For example, whenever there is construction on Bell, Locust, or Elm, traffic on Bolivar St. between Congress and University increases. Additionally, when Bell—and sections of Bell—were closed due to construction and traffic on Locust and Elm increased, it was more challenging than usual to cross these streets as a pedestrian or with a car during peak periods. The closures had an impact on the drivability and walkability of the neighborhood. Finally, I think that it is misleading to use Ms. Brenna Taylor's death as an example of an unsafe environment on Bell and as one reason to close the street. Ms. Taylor was tragically killed crossing Bell Ave. at Withers St., two blocks south of campus. She was crossing after dark at an intersection without a crosswalk on a street with a speed limit of 30 mph. This is not the situation between Administration Dr. and Chapel St., which has crosswalks, a speed limit of 20 mph, and is well-lit.
212	Opposed	
213	Opposed	I drive this area of Bell Ave. in my daily routes. A permanent closure would be an inconvenience and a much less pleasant drive. Please do not restrict drivability of this street.
214	Opposed	We need the road for through traffic.
215	Opposed	TWU needs to remove all of those dense and bushy crepe myrtle plants in the median of Bell Ave. They severely block visual sight, and are a serious danger to pedestrians. Students often cross at places other than marked yield signs, walking between these bushes, bell Ave is a major designated street in Denton and I am very against closing any portion. I also feel that it has already been closed for a very extended portion of time due to past construction, and that residents have had ENUF.
216	Opposed	Develop a new north/south corridor first please.
217	Opposed	Closing Bell would be a definite disadvantage to the population of Denton, Texas. Traffic is already bad in Denton. Closing any part of Bell would make traffic worse.
218	Opposed	City needs North/South corridor. Nothing two way going north between Locust and Bonnie Brae that doesn't dead end or run thru neighborhood. Bad planning for YEARS. This is another bad plan.
219	Opposed	Living on a street directly across from the parking garage, it is nearly impossible to get out of my driveway safely due to all the street parking. The increase of traffic during the road work was harrowing with the line of sight almost to zero with the parked cars. You did not adequately answer my question of where are the cars suppose to go coming off Texas St. Oakland is already not safe from Texas southward. In my opinion you have not adequately thought this through for me to support this and the fact that letters did not go out to those who will be most affected is disappointing. I have to disagree that TWU is a good neighbor as evidenced by the president's response when asked if they have talked to the neighbors, she saw no need. For these and several more reasons I am against this. I do not know if I have already answered this survey so this is the response I want presented to council.
220	Opposed	
221	Opposed	This doesn't seem to be about safety but about TWU acquiring real estate. The street currently has a speed limit of 20mph. This is comparable to any school zone. There are currently three stop lights between University and Administration with multiple cross walks. So, there are already mitigation measures in place. The idea that adults are less able to cross streets than elementary school children is absurd and shutting this down would indicate the city has less concern for our children. One measure that TWU should consider is eliminating the landscaped medians from Chapel St to Administration and from Administration to College St. This would make crossing (for jaywalkers) available with greater sight lines and could provide room for bike lanes in this area.
222	Opposed	Bell avenue is a major artery for fire trucks to get from central fire station to the north side of town. This would greatly delay E1, T1 and Bat 1 from getting to a fire, or other emergency any where north east of the sherman and bell intersection. Yes E4 is out there but a fire requires many resources in the first few minutes to have a positive outcome! Do not shut down bell for the safety of the citizens on the north side of town as well as the safety of the students on TWU campus that would also have to wait for fire and medics to arrive through closed streets! I cant believe we are talking about this again! I thought we stopped this nonsense a year ago!!
223	Opposed	Living in north Denton, I frequently use this route to conveniently access the downtown area— Working, shopping, and dining around the Square. Truthfully, I'd prefer to start making the Square a more pedestrian and bicycle-friendly area before catering to our local universities.
224	Opposed	Denton is notorious for being the city where "You can't get here from here". Closing a very short section of an arterial will render it useless as an arterial, and will further exacerbate the problems of trying to get from one part of the city to another. There is one and only one road that traverses the city north-south without interruption, and that's Bonnie Brae Street. There is one and only one road that traverses the city east-west and that's US-380 University Drive. This plan would only add to the "you must stop and turn and go another way than what you want to go" problem that plagues the City of Denton road network. TWU pushed out Quakertown and now they want to push out the rest of the city residents who need to get here and there throughout Denton. Did they not stop to consider other options such as pedestrian tunnels or bridges? They've got all those skyscrapers, so it's not like they don't have the ability to do so.
225	Opposed	Absolutely opposed! Ruddle is NOT an alternative as it does not go through from north to south. Elm and Locust have major hazardous issues that the City is not allowed to address as they are controlled by the State of Texas. Instead, the City could assist TWU in rebuilding the pedestrian bridge over Bell and providing incentives for students to use the bridge
226	Opposed	No we have few enough ways to go north to south we don't want this implemented.
227	Opposed	
228	Opposed	I have driven on this road for over thirty years. The 20 mph speed limit and TWU Police prevent any dangerous driving through the campus. There is no problem with traffic and pedestrians or bicycles. The Little Chapel is frequently used for weddings and services. You would back up traffic onto University Drive. Please leave it as it is. If you want to help with safety of students, you need to focus on the dangerous situation for students going to the new high school. That is a dangerous situation that a large number of Dentonites find unacceptable.
229	Opposed	No No No to closing Bell. That is a huge inconvenience to the tax payers in Denton. Also, TWU students walk on University both directions and they have a parking lot on University. Pedestrian crossings are clearly marked on Bell.
230	Opposed	TWU has pedestrian markers on Bell. Speed limit is 20. No need to close the street just because TWU wants ownership. At the least TWU should help fund widening Mingo and Ruddle and should be completed before closing Bell.
231	Opposed	This is a main thoroughfare from North to South. It should not be closed. The students had a pedestrian bridge and they did not use it. Too much walking for them. They should be made to cross at the traffic lights only. The pedestrian that was killed was NOT crossing on campus. It was south of the TWU campus, and it was after dark.
232	Opposed	After enduring multiple rounds of road closures on Bell Ave, traffic obviously flows better when it's open. In addition, I have yet to personally see any accidents in this specific stretch. How many have occurred that warrant closing it? In years past, I have driven through campus around major class times (7:45-8:00am for example) and pedestrians are consistently given the right of way as cars follow the law and stop at crosswalks. Given that the city is incapable of keeping up with road construction issues on our other north/south roads of Locust and Elm due to TXDOT ownership, I am greatly opposed to reducing the limited number of other through ways that are available.
233	Opposed	If you closed bell Ave during school would it reopen once school is over. With the streets are in Denton now, closing bell would be a mistake.
234	Opposed	Bell Avenue is one of only two major north-south arteries through town. If the university is concerned about pedestrian safety, they should rebuild the pedestrian bridge, and also encourage pedestrians to cross at crosswalks.
235	Opposed	Having been a two student, I never felt it was unsafe to cross at the crosswalk. It seems important for the community and medical providers to be able to easily access the campus rather than requiring them to go around to the south side to enter.
236	Opposed	Bell provides an important corridor connecting North Denton to 77 and, ultimately, I35. As someone who drives through there regularly, there is not significant enough foot traffic across Bell to justify that disruption,
237	Opposed	Bell Avenue is a major road for those of us in the north who need to go south. Closing it creates a hardship for more people than will benefit from it.
238	Opposed	I use this road frequently especially for access to I35 E from my house. I and others in my neighborhood patiently waited for the construction project which affected Bell Ave to complete only to learn of this proposal to permanently close it. I agree that pedestrian crossings of Bell through the TWU campus need to be better managed but do not find closing the road to motor vehicles to be the solution.
239	Opposed	I am opposed to the closure of Bell Avenue because it is the main street that I use to get to the Square, South Denton and it is my way of getting to I35 heading south towards Dallas. I believe this is an overreach of Texas Woman's University and sadly is a reminder of the University not playing nicely with direct neighbors. This is a public road and necessary public infrastructure that they cannot monopolize. As a member of the Denton community all stakeholders must share the public roads.
240	Opposed	Bell Ave at two is used by us and numerous others in this neighborhood multiple times a day. I traversed the street already twice this morning. While I of course value human life, respect others and the rules that govern us, I am constantly amazed at how the college generation pays little attention to traffic and walks across the street without even looking both ways... something we were always taught to do as children regardless of the traffic. Build them a walking over pass (which they used to have) so they can continue to walk freely without having to use common street smarts.
241	Opposed	Use of speed bumps and alert the current generation To paying attention when crossing the street whether there is a crosswalk or not. 15mph speed limit. Many of the Denton residents north of 380 had to put up with bell ave being closed for construction for a considerable time. We need access to Bell and not detours. Closing it down is not helpful to residents of Denton, Texas

	Opinion	Comment
242	Opposed	No safety statistics were submitted to justify closing Bell Ave. Closing the most direct route from the east side of downtown Denton to University and north Denton will increase traffic on alternate routes, like Oakland. It will divide the TWU campus making it awkward to get to the center of campus by car from the south side, again adding more traffic to Oakland. UNT keeps Avenue C open, TWU should keep Bell Avenue open.
	Opposed	What is proposed is actually a pedestrian mall so students can wander and cut across campus without regard to crosswalks, vehicles, pedestrian regulations and expectations. Bicycles are only used as a "selling point." Remove that median and hedge. Its a visual disaster. There's no warning when a short student suddenly ambles out of the bushes. It's removal and additional road-width would accommodate both vehicular, pedestrian and bicycle traffic. Best of all worlds. Who has done the traffic study on the congestion at Rudel and Mingo when the inevitable traffic light goes in. 6,000 cars a day ply Mingo alone. Not counting additional apartment development. What about the traffic study at Elm and McKinney? Locust at 5 pm at University is already a nightmare. Imagine when it becomes a major artery. What agency has conducted the environmental impact study regarding the diversion of traffic from Bell Ave.? It takes at least 9 minutes now to drive across Denton from Bell and Sherman to I-35S where Dallas Drive ends. How much additional time will the proposed detours entail and how will that improve the quality of life for wage earning commuters? In essence, Bell Ave is as much an historic landmark as Stark and Guinn Halls. Its the legacy of C. C. Bell.
243	Opposed	It would cut off a major thoroughfare north and south
244	Opposed	I use this road multiple times a week, if not daily. I use it to access I35, South Denton, and the Denton Square.
245	Opposed	Bell Ave is a major north/south thoroughfare for drivers. Also, I'm assuming Bell is still the north route for emergency vehicles responding to calls in the woodland/Roberts/cherrywood area and areas north of university and east of n locust AND stark and Guinn halls student dormitories. I am opposed to closing any part of bell ave.
246	Opposed	
247	Opposed	
248	Opposed	The need for the uninterrupted path that Bell Avenue follows, going from Highway 380 until it exits the area that includes TWU and extends beyond McKinney Street, is a vital piece of healthy and necessary flow of vehicular traffic. Attempts to redirect this traffic where the TWU campus straddles Bell Avenue onto other roads and routes would necessitate expensive road improvements, and would also compromise the direct access emergency vehicles need to have when their life-saving services are required. Drivers and pedestrians need to behave in respectful and mindful ways. so as to reduce the obvious dangers where they co-exist. There are ways. to control traffic speed and protect pedestrians that don't involve closing a major road - and while Bell Avenue is not as large as similar nearby streets, its function is vital and considerable, understated by comparison to those larger streets but equally important in handling the flow of traffic. Keeping in place the network or streets is going to help maintain a cohesive and functioning town as the area continues to grow in the decades ahead, and law enforcement in charge of traffic must be more proactive in helping to re-educate drivers and pedestrians.
	Opposed	I am writing to express my concern about the virtual-only / online meeting that has been hastily planned for this coming Thursday, and the fact that the publicity for this session has been kept to a very small level. I only happened to learn of it via NEXTDOOR, where a concerned citizen posted a screenshot of a letter from the city, dated Sept. 22, 2022. I has Rebecca Divine's name her phone number at the bottom - only it's not her personal number, but a general number for the department in which she works. Why do you suppose the letter added another barrier for getting in touch? Anyway, I finally reached her voice mail (learning later that she was in a meeting when I called) and asked for a call back.
249	Opposed	The idea that the possible closure of Bell Avenue as a thoroughfare in Denton was settled recently, only now it is unsettled. This is a sham and a shame. The presence of Bell Avenue is vital to good traffic control and planning, and closing it would be short-sighted and deeply regretted in a short span of time. This span of road may not be as 'big' as some others, but it plays a critical role in the greater flow of vehicle traffic, and TWU has no claim to close it off for the sake of their desired growth. Please speak up and see that we are faced with a catastrophe. On a related matter, drivers and pedestrians need to wake up and slow down all across the city, and the presence of traffic control officers actively engaging drivers and others to educate them is a need that has not been met. Law enforcement is lacking where speed limits exist, and ramping that up can be a positive step in repairing the current state of traffic.
250	Opposed	Traffic facts. TxDot records 3,300 cars a day moving on Bell between Sherman Drive and University Dr. The vast majority of these vehicles proceed both ways through the TWU campus. Wherever these cars are diverted, traffic congestion will increase. Incidentally, these TxDOT stats are already a year old and do not take into consideration the hundreds of apartments rising on north Sherman Bicycle facts. How many bicycles enter/exit TWU campus from both ends of Bell Ave.? Who has these stats and how old are they?
251	Opposed	There are few direct north/south access points from Northeast neighborhoods. This is a public roadway not part of a university campus. NTSU attempted the same closure with Ave C. Bell Ave through the TWU campus has narrow lanes with a wide media, wide pedestrian sidewalks, and cross walks with appropriate traffic lights and stops.
252	Opposed	Graduate of TWU 1979. Keep the speed limit very low and enforce it!
253	Opposed	thoughtful response attached (too many characters for sheet cell)
254	Opposed	The case for the danger of the existing road has not been made. No figures. No data. Just unsubstantiated claims. Columbia University in NYC functions with major streets running through it. Bell Ave is nothing of the sort. By redirecting traffic, you create problems elsewhere for other people.
255	Opposed	
256	Opposed	
257	Opposed	Our citizens have paid for this road and paid for it's maintenance, it's not to be given away. It will impose hardships on our citizens and increase traffic on other, residential streets causing hardships for those folks too. TWU needs to make do with what it has already.
258	Opposed	I see no reason to close this alternate route through town. The speed is monitored to a very low level and there are multiple pedestrian crosswalks, sufficient to handle the walkers and bicycles. The streets parallel do not need to handle an additional amount of traffic that would occur from a closure.
259	Opposed	As much as I like the idea of safer campuses, I don't believe the city can provide the access necessary to keep from this creating increased risks to drivers and pedestrians trying to get around the campus, especially the neighborhoods directly surrounding the campus. TWU should have already helped with street improvement in this area. As it is parking is mostly put off on residents, the parking garage sits empty and city residents deal with the problems created by TWU.
260	Opposed	We have enough bike lanes slowing down traffic in this town. Put in some sidewalks or do something to appease the people who drive, not the few who bike.
261	Opposed	Navigation through this area is already difficult due to the amount of street parking occurring in the neighborhoods abutting TWU. It turns two way streets into one way streets because they are impassible. I have biked this area regularly both before the closure/road work of the past few years and recently now that it's open. It is a primary thoroughfare for neighborhoods north of University to reach the Square. The speed limit is reduced to a level that you can more comfortably bike it already as compared to areas in surrounding neighborhoods. I think this is a rash idea, and I would rather see TWU invest in a pedestrian bridge alternative rather than shut down a major N/S corridor on the north part of Denton.
262	Opposed	I am concerned about access to the campus, particularly for disabled persons, emergency vehicles, and deliveries to buildings like CFO, accessible only from Bell Avenue. It seems there are other changes that could be made to improve pedestrian safety (lighting? etc.) without reducing access in this way.
263	Opposed	I currently live on North Bell Avenue. When there was construction during the pandemic I had to use alternative routes which were already bogged down with heavy flows of traffic. It was not a simple 5 minute detour. It took 15-20 minutes more just to get back to Bell Avenue. I think having traffic rerouted is not the only solution.
264	Opposed	
265	Opposed	I need a better explanation regarding how this will work. It looks like no cars (beyond the occasional emergency vehicle will be allowed. That means anyone who lives less than a mile from the north side of campus will now how to drive all the way around to the other side of campus just to get to their building or class. Why is there not another option that would allow for bicycle and vehicle traffic? If you are worried about pedestrians or cars exceeding the speed limit, why not add speed bumps and other obstacles that lower speed?
266	Opposed	There are limited options available for people who live just north of campus to get to the south side of town. Having to go down Elm and through the downtown square area is a nightmare. And Carroll is out of the way with SO many traffic lights. Mingo is also far out of the way.
267	Opposed	It's already hard to go north and south through the middle of Denton. This just makes it even more difficult for those of us who live north of 380 to go south with out having to go via Elm or Carroll, neither is directly accessible. Bell is the only direct route between the north central part of the city and I35. This would also cut us off from reasonable access to the civic center area and city hall. This is an incredibly bad idea.
268	Opposed	I'm opposed to changing bell to just pedestrian/bike lanes. It's a thoroughfare from the neighborhood (idiots hill) to other parts of the city without having to deal with the headache of university. I think if anything, you should take out of the median and add a protected bike lane to bell instead
269	Opposed	Bell Ave should NOT be closed to vehicle traffic.
270	Opposed	It is a major north south corridor. Closing it to vehicles will slow emergency response time.
271	Opposed	Do not agree with taking away an automobile accessible route option without adding a New alternate automobile accessible route especially when the route is already a bike friendly route. It makes more sense to build an alternate bicycle/pedestrian route in this area that doesn't impact the existing road. Denton has already allowed the influx of new residents to outpace many of our roads ability to handle the extra traffic. This would only make traffic worse since most people commute via automobile for work and play.
272	Opposed	A waste of gasoline and time to go around the campus. Inconvenient for citizens living north of the campus.
273	Opposed	Bell is a major corridor to much of down town. When the road was closed for the Summer of 2020 the City could feel the strain of finding alternate routes when Bell provides a necessary access point from 380 and Sherman Drive.
274	Opposed	Closing Bell for three cross walks is silly. Pedestrians already have the right of way. Bikers are non-existent on that stretch of road and if not the sidewalks are plenty big. Why would you close the easiest way to get downtown from the north side of town for three crosswalks. Stating that you will just make new routes or improve new roads does not fix the problem. It delays the solution. Remember when Bell was under construction for like 9 years last summer? They had to repave that road and fix it MULTIPLE TIMES. Now you want to go and close multiple streets to "fix" a traffic issue that is non existent. PLEASE DO NOT CLOSE BELL.
275	Opposed	
276	Opposed	I strongly oppose the Bell Ave. Bicycle and Pedestrian Corridor as currently proposed. Bell Ave. is an essential daily commute route for several people at my residence and closing even part of the road will negatively impact me and my family on a daily basis. At the same time, the safety of TWU students should not be compromised. The 2015 student death has been publicized as evidence for the need of the corridor. However, the current safety measures appear to have improved as the listed incident was 7 years ago. Indeed, students seem to feel very safe as many choose not to use effective safety measures, such as the several traffic lights with crosswalks that are easily accessible. In light of the above considerations, the following changes must be made to the proposed corridor before I will support the change: 1. TWU must purchase from the City of Denton the right of way for the portion of Bell Ave. that bisects the campus. 2. Alternative routes must be completed and offer comparable traffic flow rates to Bell Ave. before any closure to Bell Ave.
277	Opposed	
278	Opposed	
279	Opposed	I do not agree with this possible closure. I live in the neighborhood just north of University and right off Bell Avenue. I use Bell almost daily, and my husband uses it daily to get to work and home. To redirect traffic to other north-south thoroughfares will increase traffic on those roads, and no doubt add to city expenditures to widen, maintain, and add traffic controls to those roads and their cross streets. I have reviewed the traffic study done in 2019, and that study proves the point that much more funding will be needed have those alternate routes be in the correct shape to handle the new amount of traffic given a Bell Ave. closure. A closure could also hinder emergency services ability to reach their destination in a timely manner. As TWU's enrollment grows, this will be an extremely important point of concern. While I am not in favor of a closure, I am in favor of a lower speed limit (possibly 15mph?) and other traffic calming devices. I agree that the safety of the students is important, and I think these strategies would help.
280	Opposed	No Way!!

	Opinion	Comment
281	Opposed	absolutely opposed to this closure
282	Opposed	
283	Opposed	Crosswalks with redlights for pedestrians can be installed at several points along Bell Avenue. Denton is already burdened with very few streets that go straight through for a long way. Closing part of Bell Avenue is a ridiculous proposition in my opinion. Adult students and staff should be safe enough with the 20 mph limit and pedestrian-driven lights at crosswalks.
284	Opposed	
285	Opposed	Bell is a major north/south street and Denton has only three others - Locust, Elm and Carroll. And the south portions of Elm and Locust are very difficult to use due the extremely bad road surface. So that really would leave only Carroll if you close Bell.
286	Opposed	See Attachment
287	Opposed	
288	Opposed	We need a way to get across town
289	Opposed	It's such a short stretch that it already bikeable due to the low speed limit zones.
290	Opposed	
291	Opposed	
292	Opposed	I just don't see the benefit here. Yes, it allows less bike and vehicle interactions on a small patch of TWU's campus, but I'm not convinced we're doing ourselves (Denton, not TWU) any favors. It WILL push traffic elsewhere and as someone in D2 that lives adjacent to those alternate routes, I'm not convinced that's a good idea. And it WILL inconvenience citizens and add time for people's trips to downtown resources. There are other roads yes, but eliminating a north/south road when so much development is happening to the north of town doesn't make sense to me without determining whether the alternate paths can adequately handle the added traffic without adding to regular traffic delays.
293	Opposed	If you redirect traffic off of Bell, all you are doing is transferring the location of where people need to drive safely.
294	Opposed	Been in Denton since 1966. My wife worked at TWU for 34 years. Bell Avenue is a major pathway from North Denton to South Denton. I see no rational reason to close any part of it. Mr. Deane Peters
295	Opposed	A full traffic study needs to be conducted first to see where traffic goes when Bell is shut down. Locust and Elm become even more unsafe for pedestrians when traffic is pushed there. TWU does not own this thoroughfare that has been paid for by the tax payers and it's a major road connecting several areas. TWU could easily build another pedestrian bridge or do other forms of traffic calming rather than shutting the road down entirely and I think those need to be explored first. If the city moves forward with this, we should first and foremost work with the county to slow down both Elm and Locust and not after. Perhaps we should make them two-way streets with bike lanes first so traffic is naturally calmed because there will automatically be more traffic there and it's a corridor that has a lot of foot traffic.
296	Opposed	
297	Opposed	I am concerned for the students, but this doesn't make sense from a planning point of view. My near-misses with TWU students has been from their darting across University Drive in the middle of a block to get to an eating place, rather than taking time to walk to the corner. I sometimes need to go down Bell Avenue but always drive slowly, knowing that students might jump out into the street. I sometimes attend events on TWU campus too. We need to preserve the right to use Bell Avenue. TWU needs to educate students about proper pedestrian procedures, teaching them to be grownups, and, if needed, bring back a pedestrian bridge.
298	Opposed	I live in this neighborhood and Bell Avenue is a major thoroughfare for those wanting to go from McKinney to University. I did not use Mingo or Ruddell as an alternative route when Bell was closed for construction. You weave through residential streets to reach Locust or Elm. The residential streets surrounding the campus are already overwhelmed with both pedestrian and vehicular traffic. Closing Bell only moves the problem to the residential streets that have just as much foot traffic as Bell does. TWU should have considered the increase in foot traffic on their master plan and before they tore down the pedestrian overpass. There are 5 crosswalks for pedestrians in a five block stretch with 2 of those light controlled and the other 3 with pedestrian right-of-way. If they are concerned about the safety of their students, they should cut down the bushes that block the driver's line of sight to these crosswalks. Before the pandemic, Bell was heavily monitored by the TWU police and no one exceeded the speed limit as a result. Now, the TWU police are nowhere to be seen. If they are so concerned about safety, where are the TWU police? TWU does not have the right to bully the city into letting them annex public property at the expense of the residents and citizens of this city.
299	Opposed	I live in this neighborhood and I can tell you that when Bell was closed for construction, my neighbors and I did not use Mingo or Ruddell as an alternative route. We weaved our way through residential streets to Locust or Elm. The residential streets surrounding the campus are already overwhelmed with pedestrian and vehicular traffic. There is a gentleman who rolls his wheelchair down my street several times a day. Closing Bell Avenue doesn't solve any safety problems, it only moves them to the residential streets. There are 5 crosswalks in a five block stretch of Bell, 2 of them are light controlled and pedestrians have the right-of-way on the other 3. If TWU is concerned about the safety of their students, they should have considered the increase in foot traffic on their master plan and not torn down the pedestrian overpass. If they are concerned about the safety of their students, they should cut down the bushes in the median that block the driver's line of sight of the pedestrian crosswalks. If they are concerned about the safety of their students, why aren't the TWU police monitoring the roadway as they did before the pandemic. The police were omnipresent before the pandemic and no one exceeded the speed limit. Now they are nowhere to be seen. TWU should not be allowed to bully this city into letting them annex public property at the expense of the residents or citizens of this city.
300	Opposed	I am opposed to closing such an important and safer for all access from one side of town to the other. There are other considerations such as the cost for the city (and it will be much bigger cost than what we think, in my opinion - the city almost always seems to come out on the short end.
301	Opposed	Ms. Diviney, I am writing to oppose the development of the Bell Avenue Bicycle and Pedestrian Corridor. This is what I noted in the online survey. As a resident of Bolivar Street south of University Blvd. and an owner of property on Austin St., I frequently walk and drive in the TWU campus area. I oppose closing Bell Ave. between Administration Drive and Chapel Street. I am a proponent for traffic calming methods to be used on Bell Avenue through the campus. I am concerned about the long term effect of closure on the livability and quality of life in the neighborhoods surrounding TWU. For example, whenever there is construction on Bell, Locust, or Elm, traffic on Bolivar St. between Congress and University increases. Additionally, when Bell--and parts of Bell--were closed due to construction and traffic on Locust and Elm increased. It was more challenging than usual to cross these streets as a pedestrian or with a car during peak periods. The closure had an impact on the drivability and walkability of the neighborhood. I think that it is misleading to use Ms. Brenna Taylor's death as an example of unsafe conditions on campus and as a reason to close a section of Bell. Ms. Taylor was tragically killed crossing Bell Ave. at Withers St., two blocks south of campus. She was crossing after dark at an intersection without a crosswalk on a street with a speed limit of 30 mph. This is not the situation between Administration Dr. and Chapel St., which has crosswalks, a speed limit of 20 mph, and is well-lit. I would especially like to thank Logan Pior for her assistance in tracking down the 2020 traffic study. She was extremely helpful- it was not easy to find! Regards, Deborah Cosimo, PhD Postscript: When I was a student at TWU, I frequently used the TWU pedestrian bridge to cross Bell. It was fast and convenient. During the meeting in August, it sounded like bridges were not an option. A couple of bridges designed with the TWU aesthetic and including elevators for ADA compliance may be a possible solution. TWU would be responsible for the bridges, the City of Denton retains its street, and students may choose to use the bridge or the street.
302	Opposed	Bell Avenue is a very useful thoroughfare. Closing it in this way will create additional traffic and expense. At a time when gas prices are increasing, it is very unwise.
303	Opposed	Closing Bell would hamper emergency traffic going north of town. I know there is a station on Sherman, but for fires and other large incident, majority of the equipment needed is south of TWU and would use Bell
304	Opposed	
305	Opposed	It's such a short stretch of road, why close it to traffic? How hard is it to cross now? How much bike traffic do you anticipate? My guess there will not be much. Unless you provide another through traffic corridor, it will be a traffic nightmare around campus.
306	Opposed	
307	Opposed	This is not long enough to make a difference. Expand the corridor the whole length of the university, and I would be in favor.
308	Opposed	I use this road daily to get from my home on north Bell to the Denton downtown area, and removing it would be a major hassle. I would be much more supportive of the money for this type of project to instead go to fixing Oakland Street because that is more of a hazard to pedestrians than Bell.
309	Opposed	This would make it harder for safety vehicles to maneuver especially in the event if one of the towers catches on fire/is damaged. There are many other schools that have busy/busier roads that go through their university like UNT and UT. Our campus is growing anyways and this area will not be a problem in 5-10 years from now. I am also a resident of Bell Avenue and this would make my route to University Avenue much much harder.
310	Opposed	
311	Opposed	This feels like it is looking for a solution to a problem that does not exist. Bell is already a low speed roadway that accommodates bicycle traffic and has ample safe places for pedestrian crossing. We already experienced a year or more of most to all Bell traffic being diverted to Locust/Elm and Mingo, which resulted in much heavier traffic through the neighborhoods surrounding TWU and made things complicated for visitors to the city who were trying to access the campus. If traffic is truly causing a hazard to pedestrians and cyclists, perhaps the city should look to increasing enforcement of traffic laws on Bell.
312	Opposed	I think the Bell Avenue corridor is a valuable thoroughfare for university and community citizens alike. For many of us it is how we get to work, access our parking lots and connect to the larger Denton area. I believe that what would be most helpful is to enforce the speed limits on Bell and for pedestrians to be mindful of their surroundings while crossing.
313	Opposed	
314	Opposed	
315	Opposed	
316	Opposed	I think that this would create many traffic issues. We are surrounded by many one way streets and Bell is one of the only two-way streets we have easy access to.
317	Opposed	This is a horrible idea that makes a problem out of what is a perfectly working road for cars. I am usually in favor of bike lanes but this is bizarre and creates traffic flow issues. If you want to create a bicycle and pedestrian corridor, it should be connected to a larger system of bicycle and pedestrian routes. Bell Ave is very important for our commuter students to be able to get to class quickly and efficiently. This will not encourage more sustainable ways to commute as it is an isolated bicycle path which does not connect to anything. Meanwhile, it will create traffic issues on the side streets for local residents and creates community/traffic issues for TWU staff, faculty, and students. Was a roadway and traffic engineer even consulted for this? I highly doubt it.
318	Opposed	although I like the idea of a pedestrian corridor, I do not feel it would be in the best interest for those who have business on campus.
319	Opposed	Drivers use that portion of Bell Ave. I rarely see bicyclers riding through there. Also, there are sidewalks for pedestrians.
320	Opposed	
321	Opposed	The roads are congested enough during rush hours to close off this corridor. Please do NOT make this a bicycle/pedestrian corridor. Plus, this will increase traffic in outlying neighborhoods for those who live in the northeast part of Denton. Instead of driving down Sherman and on to Bell for a straight, southern route, we would cut through the Shultz Elementary School neighborhoods to get to Ruddell.
322	Opposed	The general public needs unobstructed movement in their cars as they move around the city. Denton is already virtually impossible to navigate due to poor (understatement) roadway design and traffic facilitation. I've lived in LOTS of other cities, and Denton's street system is a nightmare generally for a city of its size. Blocking Bell Avenue will cause negative/hostile reactions toward TWU. City residents and students need to get from one side of campus to the other without having to travel all the way around China. The change will also increase the volume of cars going down side streets (especially Chapel Drive) that cannot handle that amount of traffic, especially side streets with student parking. The risk to student safety will just be moved from one place to another - it will not reduce risk. I am vehemently opposed.
323	Opposed	
324	Opposed	
325	Opposed	The city of denton/TWU etc just got Bell Avenue reopened to traffic. After decades of uneven surfaces and headaches now you want to close it again. I'm not even going mention that intersection close to the senior center. If you close Bell avenue then you will HAVE to find a permanent / new location for the senior center. It's difficult getting around Denton and many people use Bell to avoid having to go to those new intersection on McKinney street (which don't work BTW). Please don't do this.
326	Opposed	More construction on Bell. St? We haven't had an entire year of accessibility to Bell St. since I moved here in 2019. TWU is not the only party of interest on Bell St. Some of us live here. Yet another major project that will take weeks if not months if not years. How will those living on Bell St. get to University St. Please think about your constituents, we live here permanently, and we are the ones who suffer the most with these construction projects! TWU built a new building right across the street from us and we didn't complain. The City of Denton tore up and rebuilt Bell St. over and over again for literal months. How much is too much? When is enough? Now you want to remove the closest access to the main road? Did you think about all of the traffic that will be redirected onto smaller streets? Is anyone thinking about the permanent residents? TWU will live without a bike/pedestrian corridor. The students jaywalk all day long, you think they care? This area does not have the infrastructure to support all of that redirected traffic. This is also not beneficial for the students of TWU, why must they live in a perpetual construction zone? This street has not been construction free for a full 12 months since I moved to Denton for school in 2016. This is ludicrous. OPPOSE!!! OPPOSE!!! OPPOSE!!!
327	Opposed	I work at TWU and take Bell everyday.. this would be an inconvenience for many employees and students.
328	Opposed	This is a city street and important route to get to the TWU campus.
329	Opposed	Although I primarily bike in Denton, this seems to be a project that should not take place. Fridays and the weekends the university is not overly populated with pedestrian traffic and this will impede traffic flow for automobiles heading towards US 380/University Drive or accessing parking lots along Bell. Granted that drivers cannot get around a cyclist going down Bell towards either Mingo or 380, tough for the driver. Maybe have the city repave Austin Street or Oakland instead of blowing money on a project such as this or repaving roads that need to be repaved.
330	Opposed	It hinders within campus car travel
331	Opposed	it would be more difficult to access campus from my apartment
332	Opposed	
333	Opposed	

Opinion	Comment
334	Opposed As a student of TWU, I used the proposed area on a regular basis to get through campus and through the town. When Bell was closed, I frequently drove through campus via chapel drive to get to locust or went through the surrounding neighborhoods to mingo. Those areas do not have adequate sidewalks or crosswalks for pedestrians and closing bell would only add to traffic in these areas which be dangerous and not cost efficient as adding safer walkways would be imperative. I am in favor of adding in a cross walk in use signal (like the one by the civic center), better cross walks by the dining hall, extending red lights on bell so pedestrians have longer to cross, adding speed bumps and rumble strips to encourage low driving speeds, and a better cross walk on ALL FOUR sides of bell and administration. Lastly, biking through TWU is very difficult due to high numbers of pedestrians and there are not many using bikes on campus. And as the campus grows, unless the main foot paths (such as the one from the act to Margo Jones) are widened, there will be less and less room for bikes. Therefore, I think it would be a wiser move for the university to consider other ways for people to move a cross campus (having a reliable bus transport, lengthening the gap between classes to give ample time to cross campus, ect.)
335	Opposed
336	Opposed I drive that road all the time to work on campus.
337	Opposed I lived in the Netherlands for 25 years, where they are working to make cities 'car-free'. These car-hostile strategies never work out as planned. Bad idea.
338	Opposed
339	Opposed As someone who has to drive through that area daily, this would be a huge issues.
340	Opposed
341	Opposed My concern is how this will impact emergency response time for residents in the surrounding neighborhoods as well as the students and families living on campus. However, my secondary concerns is for the safety of pedestrians crossing the Bell. Have both TWU and the City explored what could be done to increase safety and awareness along Bell without closing it to vehicles? Could additional cross walks or speed bumps help to reduce automobile speeds? Would it be possible to have the concrete median run the to the end of Bell toward Texas Street? Would more signage and flashing signs help promote motor awareness? Lastly, while it would not be popular would it benefit pedestrian safety if the lights were set to stay red longer enabling more time for students to walk across Bell without cars coming up on them?
342	Opposed
343	Opposed Another solution would be to close this area from 7am - 9pm. Or hours when there are the most students crossing Bell Avenue. Have it open on Week-ends and Holidays. Clear barriers for when the street is open or closed. Changes to the pavement to slow down traffic.
344	Opposed Bell Avenue is a necessary north-south route tthrough Denton. Closing off part of Bell will seriously inconvenience Denton residents, causing them to have to make detours through residential areas, stop and start mor often on each trip, and consume more gasoline.
345	Opposed Opposed to creating more inconvenience for residents.
346	Opposed If there is no longer going to be car traffic allowed on this segment, I am opposed.
347	Opposed
348	Opposed
349	Opposed
350	Opposed This is a main street for many citizens of the city. There are pantry of crosswalks for students. If the plan to close Bell has been discussed previously, then why was it reopened at all? Keeping it closed would have made more sense!
351	Opposed This will redirect the traffic onto small (and crowded with parked cars) neighborhood streets around TWU. It's already a problem and doesn't need to be worse. It also causes access issues to buildings (like CFO) left with no drive up approach
352	Opposed Closing Bell Ave to car traffic for that stretch means that you are closing off one of only two two-way roads that go north/south in the heart of Denton. It means you are going to have a lot more people driving through the heart of campus as they have to cut over on Admin drive to get through. It's a stupid idea that is going to cause more problems than it solves: it was absolute HELL trying to get through this town when Bell was 'temporarily' closed.
353	Opposed Is it possible to widen the street to allow for more bike usage as well as vehicles? The huge impact of morning/evening commute through campus could be quite detrimental on side streets that are not up to heavier traffic needs, seeing it already with parking causing narrower streets. Buses, Uber, Go-DCTA... all need to be used by students on or nearest campus activities. As well, where does evening safety come into play? If you used up the space properly, made a center lane just for bikes, you could still have one lane traffic each way. Don't forget that bicyclists have rules to follow and should be penalized for not using them.
354	Opposed
355	Opposed Bell avenue should not be closed. It is a main road to get across town. The TWU students should use the CROSSWALKS.
356	Opposed I live off Redwood Place, a residential street that is already too busy due to the fact that it connects University and Mingo. Cars can go at high speeds because there can't be speed bumps (due to need for emergency vehicles to be able to get through quickly). My concern is this that if Bell is cut off, my street and others close by like it will have increased traffic. We have kids playing and pedestrians crossing Redwood that already have some close calls with cars, and now I believe that will be more likely with increased traffic flow.
357	Opposed This is a solution looking for a problem. Add speed bumps to discourage traffic or close Bell during specific times of the day. It's going to dramatically increase traffic on Mingo and Nottingham North of 380. Also on Locust and Elm and the square, which had tons more pedestrians than TWU. It will also increase traffic on chapel, administration, Oakland and the parking lot by married student housing as people by-bass bell which kind of defeats the whole point here.
358	Opposed pedestrian bridge never should have been closed
359	Opposed Like it or not, Bell Ave. is a needed and heavily used north-south thoroughfare. Closing even a portion of the street will be a major inconvenience for drivers. This really isn't about making the city more pedestrian/bike friendly. It's about accommodating TWU's growth. The only pedestrians/cyclists who will benefit are those who live/work at TWU. Until the city creates another north/south thoroughfare in the vicinity, Bell Avenue should remain open.
360	Opposed It is important to access that road to enter and exit the campus. Any conversion of that street would cause a pile-up of traffic on the Oakland side of the university, and the Frame Street area. To exit Bell road through campus would require traveling down the McKinney/288 loop to get to the North side of town.
361	Opposed Opposed because it closes the road maintained by DENTON to the exclusive use of the TWU campus-which they are not going to maintain. I travel through the campus at least once a week mostly during off peak school hours. The road is recently redone and lovely to drive on. The rest of the roads surrounding Bell are potholes riddled and awful to drive on. The students are adults and can walk in a crosswalk area to be safe. If they are jaywalking-that is a choice as an adult they are making and know they may be hit by a car. Even UNT has full travel roads and not any city maintained roads are walk only.
362	Opposed As a one time student, I used Bell Ave to traverse campus every day as the side streets were too congested to use.
363	Opposed TWU is a business operating in this city. Its operation should not hinder the residents of this city. Most of the area north of TWU only grew there because Bell Ave was extended north from the center of town. Bell needs to stay open. Maybe we need to move TWU the way they moved Quakertown back in the day.
364	Opposed This is the only road that goes straight through campus. Most drivers are courteous that I have observed. There aren't any other north/south bound two way roads near campus, so this would impact my ability to get to and from campus. I'm strongly opposed to this proposal.
365	Opposed Bell Ave to important to Denton traffic
366	Opposed Bell Avenue is a major street through the city of Denton. It serves major neighborhoods both north and south of the university and to lose direct access to the downtown area not to mention access to I35 would be a major inconvenience. Bicycles have full access to the road and pedestrians have numerous walkways along the route. It is heavily patrolled by police to insure compliance with the 20mph speed limit.
367	Opposed Bell Avenue is a cross-town link for people on the north east side of Denton. It takes twice as long to go down university, turn at Elm, or try to take Ruddell to 2 Lane Mingo Rd., then it does to drive the speed limit down Bell Avenue. North Texas seems to have no problem with thoroughfares and 20 mile an hour speed limit. Why is TWU so disabled? If you're going to keep adding apartment cities & bring in thousands more vehicles to our already congested streets, you have got to give the citizens of Denton Texas access across town. Why isno one is able to enforce the speed limit on Bell? Do not cripple this entire section of Denton because nobody seems to be able to slow down the speeders. Yes, there are times you have to wait for students to cross while classes are changing. This is a two-university town and we understand that. The new people moving into these apartment cities can figure it out, too. Are you going to close down Avenue C, too? What about S Welch street? This is a ridiculous proposition. I am definitely not in favor of it.
368	Opposed
369	Opposed Routing car traffic through the surrounding streets (including Mingo) would not make the area safer, and I am concerned that it would increase the risk of crashes. A better solution would be to provide protected bike and pedestrian paths and add or improve traffic signals at crossings throughout Bell Avenue. I used to live in the neighborhood, on Oakland Street, and I am familiar with traffic in the area as a driver, a pedestrian, and a bus transit user.
370	Opposed The self interest of the TWU administration is looking to supersede the total need to use this small a action of Bell Ave. against the greater good of the many that use Bell Ave to access University Dr & beyond. Though safety is a primary concern to the students & users of the section in consideration, the same can be argued of the three (3) roads that run directly thru the UNT campus & traffic on these vehicle roadways have not given way to closing them due to pedestrian crossings. TWU can increase safety cross ways with traffic signals & those drivers that chose to use Bell Ave thru the campus can drive slower (as in any school zone) & access University Dr. . Diverting traffic thru neighborhoods Will only increase traffic on narrow streets & increase the probability of a safety risk to local residents.
371	Opposed Used too often to get from University to downtown. Not a good alternative for another route. Mingo will need a major upgrade especially at Ruddell.
372	Opposed Closing a portion of Bell Avenue would be a big mistake. Access to University Ave is already limited. For drivers to access the university from University Ave, it would require going all the way down to Elm street or Nottingham. That's WAY too much of a detour! If there were easier ways to access the university from the North, than this wouldn't be a terrible idea, in fact, I would welcome the change. However, with things being the way they are, maybe let's not? Yeah, let's not.
373	Opposed no, we will have to drive around the campus forever.
374	Opposed
375	Opposed Bell needs to stay open for all Denton residents to use. It is a 20 mile per hour zone with lots of police presence. Very safe for students with many crosswalks available. Please, DO NOT, close Bell permanently. This will affect so many who use this road for work, getting to/from their home, getting to family members who live off this road. Do not close.
376	Opposed
377	Opposed Bell Avenue is a major north - south route from east University/380 to downtown Denton. I'm sorry TWU didn't plan better routing thru & around their campus, but this proposal affects the residents of Denton negativity. Next they will be asking to take over Locust
378	Opposed When I attended TWU in 1970, we used the bridge to cross Bell Avenue. Now that the bridge is gone, current students must focus on the crosswalks instead of their cellphones.
379	Opposed
380	Opposed
381	Opposed It's a 20 mph strip as it is. Traffic is rarely very heavy, so making drivers reroute seems unnecessary. There are other places where bike lanes would be more beneficial.
382	Opposed While I generally support taking cars out of the equation in pedestrian-laden areas, I worry about the surrounding neighborhood impacts, and the predictable nature of living in the area being severely impacted with diversionary traffic. Right now, everybody knows what to expect. I would recommend more traffic-calming measures, with signage, police presence, flashing lights and speedbumps.
383	Opposed
384	Opposed I think the measures TWU has already established (20 mi/hr speed limit, multiple crosswalks highlighted by flashing lights) are effective safety measures and the campus does not need to be closed off from the surrounding community. It is part of the community. Additionally, this change would increase traffic through the Square - an area much more dangerous due the parking, multiple one way streets, flower pots etc.
385	Opposed
386	Opposed Traffic patterns need this open!
387	Opposed We live just east of this intersection, and my family of 4 uses this street daily for work, banking and other business, social outings, etc. During the time that it was closed for maintenance it was quite inconvenient, with traffic backing up in both directions at peak hours.
388	Opposed
389	Opposed This is a needed route to get from north to south and vice versa in Denton. While it was closed for construction it showed just how much it is needed. The surrounding neighborhoods cannot support the increased traffic that will need to go through there.
390	Opposed
391	Opposed First- this question is poorly written. I do NOT think Bell should be closed. First, someone just invested in a ton of money repaving it. Second. It's integral to getting north to south and vice versa.
392	Opposed My taxes are too high now and to use city funds is ridiculous.
393	Opposed

	Opinion	Comment
394	Opposed	Closing the corridor will primarily benefit the TWU population and no one else aside from a few bicyclists. Bike lanes already exist on Bell. While Denton has an active bicycle community, do they utilize Bell enough to warrant completing closing it off? All vehicular traffic will be diverted either down Nottingham/Mingo, Locust/Elm, and/or Carroll, causing more congestion in those areas.
395	Opposed	
396	Opposed	
397	Opposed	
398	Opposed	We use this stretch of bell every day to come to and from our home. This stretch is important especially when we're on our scooter because it's too dangerous on University or Mingo
399	Opposed	
400	Opposed	
401	Opposed	I am opposed because it is unnecessary and wouldn't add much benefit while taking away the benefits of being allowed vehicular access to that area. Having to divert from that part of Bell street is going to create traffic problems, time delays and just another unnecessary headache. Bicycles and pedestrians already have access to those areas. The speed limit is slow enough to be safe for bicycles and pedestrians. It's a nonstarter.
402	Opposed	This is a city street, using city funds.
403	Opposed	I cant imagine having to go around TWU. The streets to use go through old neighborhood and streets are narrow and rough. I see no reason to cut folks off from using Bell. It is the simplist way to get through university. I dont see any advantage for the public at all and none for students either.
404	Opposed	Bell Ave. critical is a critical north-south connection for the city. After being shut down for several years, the street has once more allowed for the efficient flow of traffic. Bell Ave. through TWU has traffic lights, designated cross walks, a reduced speed limit, and frequent enforcement by offices. The adult students are more than capable of crossing the street safely. Eliminating thru-traffic for the proposed section effectively shuts the road down from University Drive to Mingo.
405	Opposed	
406	Opposed	
407	Opposed	Already to much traffic trying to get to north Denton and this would only make it worse. Thank you
408	Opposed	This is a through street that links two major streets in Denton. Before all the construction on this street a while back, I used it quite often. I do not believe it would benefit the city of Denton to close this street off. Thank you
409	Opposed	
410	Opposed	
411	Opposed	
412	Opposed	I'm opposed to the closing of Bell Avenue. Likewise, the City of Denton has spent funds to repair and repave Bell. TWU does not own Bell. By closing this major thoroughfare through the city, Denton residents and visitors have one less option to navigate through our growing city.
413	Opposed	There's only so many roads to go through Denton, I oppose as it limits the possible route.
414	Opposed	Please keep it open. We waited SO long for the construction to be finished. We were elated when it opened back up. Closing it now would be a gut-punch (and I'm a TWU alumna). I support keeping my alma mater safe, but I feel it already is.
415	Opposed	Bell is a major corridor between downtown, Central and Southeast Denton to University. To close Bell would require a long drive to get around TWU. Bell Avenue needs to remain open to vehicular traffic.
416	Opposed	As with all things in this city, unreasonable plans attached to reasonable goals. Poor design, increased risk and all totally unnecessary.
417	Opposed	Keep it open as a thoroughfare road. It is small compared to others that take a similar path, but it plays an important role in keeping the flow of vehicles moving, especially any Emergency Vehicles that may need to save precious minutes. DO NOT CLOSE BELL AVENUE.
418	Opposed	If this is to be a pedestrian and bicycle corridor, then the corridor should span from Chapel Dr. to Texas St. If only this section is converted, it is only partially alleviating the issue at hand. This is a half measure and is creating an inconvenience rather than a solution.
419	Opposed	
420	Opposed	I work at Texas Woman's University and feel that a 20 mph speed limit is slow enough to be safe for pedestrians and bicycles. Instead, I would suggest lighted crosswalks, etc. to ensure their safety even further. Also, if that portion of Bell is closed, won't that reroute traffic through neighborhoods that don't have a 20 mph speed limit, increasing traffic there where there could be young children outside, etc.
421	Opposed	
422	Opposed	This is a main north-south artery for this side of town. Closing taxpayer streets for use by the University is not a good plan. If necessary, add bike lanes
423	Opposed	The current speed limit is already low enough to ensure pedestrian safety. Consider putting in lights at crosswalks instead such as they have at other universities. This would also cause increased auto traffic through residential areas which are not designed for it, and would likely lower property values there.
424	Opposed	
425	Opposed	This would cause a huge imposition for my spouse and I.
426	Opposed	TWU might be a private University but they DON'T own the streets! Tax payers of Denton should NOT have to find a way around TWU.
427	Opposed	
428	Opposed	
429	Opposed	Enforcement of the 20 mph through Bell Ave and TWU campus is adequate and allows necessary access by automobiles . There are numerous reasons, including safety and security issues, to have this access. Please do not close this route to automobiles! I often use this route to reach family members living on "the north side". Thank you.
430	Opposed	
431	Opposed	The colleges in Denton have taken enough from this town. Bell Avenue should remain open. Our town is growing prolifically and traffic is bad during most of the day. Shutting off another road will only make the growing traffic worst.
432	Opposed	Opposed Bell Avenue connects the south part of Denton to the north. This is a minor artery of the city but still serving many citizens other than TWU students. TWU will continue asking for special privileges from the City of Denton until someone reminds them that TWU's 16k students needs do not trump those of the remaining 129k citizens who use the roads, too. The City of Denton has made too many decisions that affect Denton adversely. Promises are made to accommodate neighbors affected by these magnanimous decisions that alter the city roads but statements never reveal the truth of what citizens are left to live with on a daily basis. Do not give in to TWU and sacrifice the needs of Denton taxpayers.
433	Opposed	I feel like this is going to cause additional overflow on already crowded smaller streets in order for people driving to TWU for work and school to make it around the campus. It's been awful already anytime parts of Bell have been closed for road work. I'm all for more SAFE biking lanes in our city. I just think closing this section of Bell for vehicle traffic is a terrible idea.
434	Opposed	
435	Opposed	
436	Opposed	Bell Ave is a vital link from University Ave to the south. Closing it would cut off access to a major thoroughfare and add quite a bit more travel time to a large area in and around downtown.
437	Opposed	If my taxes are used to maintain this road than I should be able to use it
438	Opposed	Those living in the southern part of the city often use Bell Avenue to access businesses on University Drive. There are community members who use the TWU swimming facilities and other community sponsored programs and use Bell Avenue. Driving through the campus is great publicity for TWU as it's a beautiful campus...share that with the public. I am OPPOSED TO USE the City of Denton or PUBLIC FUNDS for this project.
439	Opposed	I use Bell Avenue at least 5 days a week. It would be inconvenient for me to have to go around. These are adults and they can take care of themselves when crossing the street. I don't mind stopping for students to cross on the designated area.
440	Opposed	The study utilized for this is outdated by two years thus making collected information inaccurate. Also, the study doesn't seem to be about public safety at all. The proposed closure is imperative to TWU's actual goal which is expanding their campus, which is bias. "Tame and transform Bell Ave and make the campus a more walkable area of the city." There are no bike paths/lanes currently off of TWU campus! Infrastructure on our side streets can not handle the increased traffic. Think of quality of life for residents in those areas which will be reduced to squat. There is an entity on Oakland St., right before Locust, whose occupants would be affected adversely if there is more traffic there. I also listened to TWU staff speak and their concern was not on the public at all, only on TWU. Very condescending attitudes. If gozone will be allowed on campus than Uber and Lyft have to be allowed and that would go against the no motorist aspect of the study with possible lawsuits on TWU and the City. And what about the senior center? It is not that easy for seniors to adapt to change. At the virtual meeting someone asked TWU staff about the safety issues and were told there are no safety issues reported with motor vehicles on campus. The burden and expense on the taxpayers and the City to repair, fix and/or alter streets and intersections to appease TWU would be astronomical. All Council should watch the Council meeting from Sept 2021, Item C to see why this plan was turned down last year. Do the right thing for all the citizens of Denton, not just TWU, and do not approve this plan. Thank you.
441	Opposed	
442	Opposed	Ridiculous to close a public road and require drivers to go East all the way to Ruddell or West to Locust just to travel between 380 and Bell Ave. This screams of self serving people not caring about anyone but themselves
443	Opposed	We live near the campus and use the pool for swim training. Getting to the pool would be so difficult if this road is closed.
444	Opposed	I use this road a lot when traveling through Denton it's one of the main north-south roads that I use. I feel it would make a huge inconvenience and cause a lot of traffic issues. This is a major corridor in Denton and a historic route.
445	Opposed	The areas of Denton between I-35 and 380 and Carroll and 288 have so few north-south roads, and Locust and Elm can only handle part of the traffic. Bell is a historic thoroughfare around which the City of Denton relies, and closing it for TWU would produce a ripple of consequences and solve no actual problems. Also, TWU land-grabbing in the Idiot's Hill area is real. This is just yet another exhausting example.
446	Opposed	If this is done TWU should pay the city for it as well as any upkeep or patrol by city police or fire service. This will set a precedent for UNT to do the same on their campus.
447	Opposed	
448	Opposed	no, just NO!
449	Opposed	I feel this would cause more diversion of routes, along with increased traffic to neighboring routes in the area. This in turn could cause more accidents, considering that area has more students that do not have as many years of driving experience as others. A possibly solution would be to make more bike lanes and more walkable sidewalks so that all forms of traffic can get through as safely as possible.
450	Opposed	
451	Opposed	Teach them to cross the damn street!
452	Opposed	
453	Opposed	If students are smart enough to be accepted into TWU, one would hope they are capable of looking both ways before crossing a road. Closing that section of Bell will overburden Elm and Locust with traffic for no urgent reason.
454	Opposed	It would make things much more difficult than it already is. I'm a commuter who lives in Denton. This would honestly be hell for me at TWU
455	Opposed	Bell Avenue has been our most often used street from our house to locations that are south of us. We have lived here 24 years and just experienced having Bell closed for many months. We can't go a block to the east or west to take a street that goes south. I participated in water aerobics at the Civic Center Pool this past summer. What a winding route I had to take because Bell was under construction. Thank you for the opportunity to have input.
456	Opposed	This is the only main and direct route to get from north of 380 to Quakerstown Park, the Senior Center and swimming pool. Citizens use Bell Ave. year-round while the bulk of students are absent all summer, breaks and holidays.