

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018.

This report is a compilation of general public comments submitted by members of the public from Saturday, March 20, through Monday, April 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

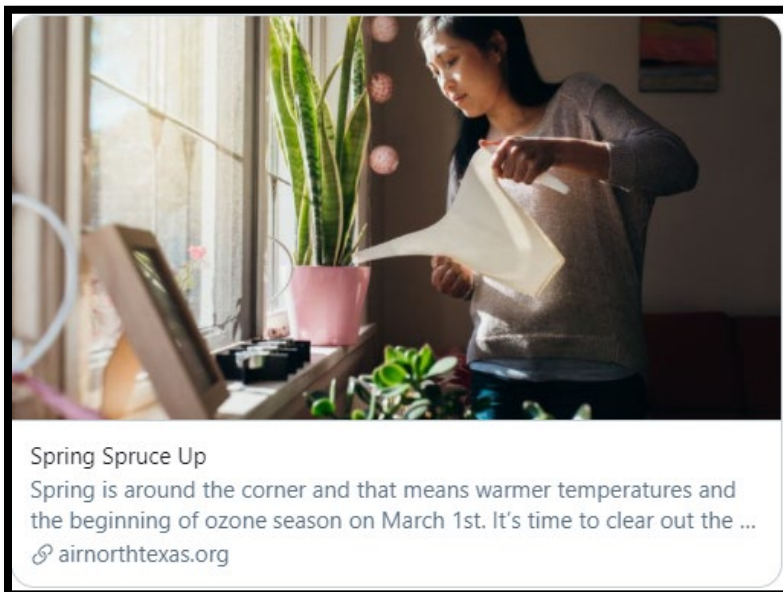
This month, public comments were received on a number of topics across social media platforms and via email. Transit comments were in the majority.

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. This month, there were 43 bicycle and pedestrian comments, three transit comments and 22 roadway comments. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Twitter –

1. It's Spring! That means warmer temperatures and the beginning of ozone season from March 1st to November 30th. @NCTCOGtrans has some sustainable spring-cleaning tips, easy gardening ideas, and some important ozone season info. #mindfulliving



Project Planning

Email –

1. Kevin Keough

Hello, where can I go to find the most current information regarding the Dallas-Fort Worth (DFW) Regional Outer Loop, which at some point of the planning process was contemplated to run through/by Aubry? Thank you.

Response by NCTCOG staff

Good morning,

Thank you again for your question and your patience as we compiled an answer.

The latest work performed on the Denton County portion of the proposed Regional Outer Loop was the work Kate Zielke managed in preparing the Denton Greenbelt Corridor Feasibility Study. The study was made possible through a Federal Highway Administration (FHWA) grant aimed at integrating sustainability best practices into transportation planning according to the web-based Infrastructure Voluntary Evaluation Sustainability Tool (INVEST). The study provided recommendations on a development plan for the Regional Outer Loop across the Denton Greenbelt that also provided environmental stewardship and sustainability measures by preserving recreational trails and nearby wildlife habitats. The final report for the feasibility study can be accessed directly at:

https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Quality/Environ/Denton-Greenbelt-Corridor-Feasibility-Study_FINAL_3-2019.pdf.

At roughly the same time the linked report above was being finalized and completed, the Texas Department of Transportation (TxDOT) Dallas District had initiated a feasibility study for the US 380 corridor in Denton County to determine if, how, and where a future US 380 freeway facility could be located. In addition to an alternative that could reconstruct the existing US 380 corridor, by December 2020 TxDOT had identified several potential new-location corridors for evaluation, including an option that could utilize the existing FM 428 and proposed Regional Outer Loop corridors between Loop 288 in Denton and the future Dallas North Tollway (DNT) extension in Celina. NCTCOG is currently providing technical assistance and coordination for TxDOT, Denton County, and numerous local governments and other stakeholders assessing the economic, environmental, and engineering viability of all the proposed options, as well as obtaining feedback for those agencies and the public regarding each alternative's possible benefits and impacts. TxDOT anticipates conducting at least one additional public meeting opportunity in late 2021 before completing the feasibility study final report in early 2022 with the recommendation of a preferred alternative. The preferred alternative would then advance into a greater and more in-depth Federal environmental analysis that once approved could result in phased construction over time (dependent on available funding). More details on TxDOT's US 380 Denton County Feasibility Study, including maps and slides prepared for the most recent December 2020 virtual public meeting, can be found at:

<http://www.keepitmovingdallas.com/projects/us-highways/us-380-denton-county-feasibility-study>.

If you have any additional questions, please let us know.

Twitter –

1. I don't find the Census Bureau data that could support annual population variation by age band, and this is a stupid definition of millennial

BUT as long as we let @TxDOT and @NCTCOGtrans continue to subsidize suburbs at our expense, we shouldn't be surprised to see Frisco grow – not seeking eric johnson's endorsement (@PhilipTKingston)



2. "We need to focus on the human scale and build the rest of the infrastructure around that." - Michael Morris from @NCTCOGtrans #FutureDallas – Gillea Allison (@GilleaA)

3. "We need to focus on the human scale and build the rest of the infrastructure around that." - Michael Morris from @NCTCOGtrans #FutureDallas – Coalition Dallas (@CoalitionNewDAL)

So is Micheal Morris still Lord Voldemort when it comes to Walkable infrastructure or is he just saying this cause of the new administration? That's the real question here... – Itz Ya Boy (@Tivo_Kinevil)

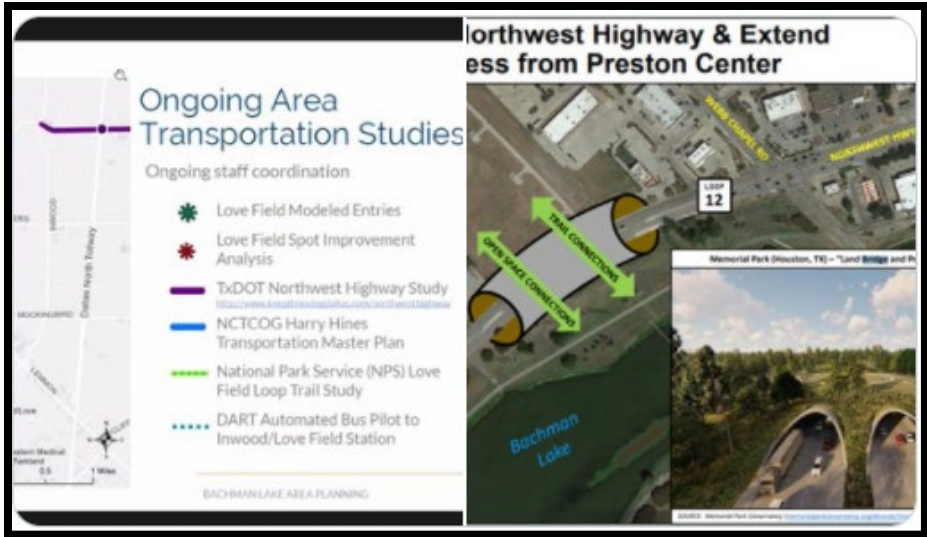
Public Involvement

Twitter –

1. For my fellow NW Dallasites, @NCTCOGtrans is currently holding a meeting about the possible future of Bachman Lake. Docs and meeting registration here:

<https://nctcog.org/trans/plan/land-use/land-use-projects/bachman-lake-area-planning-study>

Note, especially, the potential entrances to @DallasLoveField and the "land bridge" being studied. – Robert Wilonsky (@RobertWilonsky)



Will the land bridge be called Bachman Lake Overdrive? – Matt Rigney (@ShotTheSerif)

I'll believe the changes when I see them, but airing all my internal grievances in map sure was cathartic – Eric Haney (@EricHan39664040)


Thanks for the work you do to keep Dallas citizens informed. – Kelley Sparkman (@KelleySparkman)

2. Don't forget to register for this week's webinar: Communicating Data During COVID-19! Contact Caitlin Cook, ccook@ampo.org for registration details.

Not a working group member? No problem! It's not too late to sign up for our AMPO working groups: <https://ampo.org/working-groups/working-group-application> – Association of Metropolitan Planning Organizations (@Assoc_MPOs)

GIS & Data Visualization Webinar





JAMES MCCLANE
North Central Texas COG
Presenter



PAUL FLAVIEN
Broward MPO
Presenter



LISA HOUDE
Denver Regional COG
Presenter



MARA KAMINOWITZ
Baltimore Metroplan Council
Leadership & Moderator

Join the AMPO GIS & Data Visualization Working Group for our upcoming webinar:

Communicating Data During COVID-19

Wednesday, March 31
2:00 PM ET

3. How are #transportation agencies such as @iowadot, @MaineDOT1 & @NCTCOGtrans increasing inclusivity with virtual public involvement?

The Spring issue of #HNTB's #TransportationPoint magazine explores #PIMA — the tool making this possible. Learn more. <https://bit.ly/2PSnhaD> – HNTB (@HNTBCorp)



4. I'm moderating a CILT webinar on Apr 13 on The Exciting Future of Urban Planning and Mobility. Speakers from @ArupGroup @sidewalklabs @NCTCOGtrans @TransportforWM @seattledot

Hope you can join. Free to attend.

Short ad <https://youtube.com/watch?v=E7vkjpRUCoU>

Register <https://ciltna.com/events/technology-innovations-and-the-future-of-urban-mobility/> – Andrew Young (@ajcgyoung)



Safety

Email –

1. Darwin Yeary

Dear Sirs, I live in Weatherford Texas, 30 miles west of Ft Worth.

, The last several years, driving to Ft worth has become a freighting experience. Tractor trailer rigs and OVR tractor box trailer rigs, going 70 MPH in all lanes has become a death defying experience. I know some states require some big rigs to remain in one lane, with the exception of turning on an exit lane. Can new speed signs and requiring one lane for these Big Rigs improve the safety for passenger car Drivers in automobiles, as well as what other states have done?

For over 10 years now, loud muffler and no muffler noise, has made life miserable with "Disturbing the Peace" laws being disregarded by pickups with glass packs, and Cecil trucks louder than ever in Texas Cities and Towns. These unconcerned, once enforced laws certainly need new regulation requirements from nctcog. This use of no-noise control by younger motorist, has led to street racing, and annual multiple police complaint calls. Loss of life has resulted in vehicles competing in running and racing. These auto and truck mechanical requirements, left out of Texas laws by Auto manufactures is unacceptable.

On Hwy 51 N in Weatherford, the "City Traffic and Safety Board" has ignored the need for Traffic monitored speed control, as well as neglecting Red Traffic Lite protection for pedestrians as well as Auto crossing safety. Heavy residence areas are living in that north side area of Weatherford. The City is gambling with the lives of taxpayers, in order to save spending money to provide the protection needed on this Hwy 51N side of town. This certainly amounts to unequal discrimination against taxpaying Citizens, living in this area.

Thank you for addressing these long ignored Traffic safety changes needed, for these Texas residents and motorist.

Transit

Email –

1. Tiffani Hodges

As a 17 year DeSoto resident, I DO NOT want public transportation in my city and wish this issue would stop coming up. Residents of Desoto want better dining, shopping, and entertainment options. We do not want or need public transportation. Not now or ever.

2. Staci Blakemore

Good Day everyone

I would like to vote no for public transportation of any kind. I believe it would add to the traffic and take away moving lanes on the street. Beltline has traffic from I-20 Beltline all the way down in the evening on any given day.

Thank you have a wonderful day

Twitter –

1. PSA: @CityOfDallas -stop spending energy on social niceties - just clean up your messes.

Saw 2 piles of HUMAN FECES at the Victory Center Rail Station rotting behind the handicap ramp; w/ weeds everywhere, dim lighting and no security presence: it's reminiscent of a horror film. – rachel + leotta 🐾🐾 (@rachel_leotta)

I'm rarely one to complain about mass transit. It is what it is. And it's usually better than my expectations.

But I really felt like I'd stepped into a dark, scary place once I left the AAC Victory Center Plaza less than a parking garage away. That was wholly unexpected. – rachel + leotta 🐾🐾 (@rachel_leotta)

I've used mass transit, & that station, for 10+ years. I've never once felt threatened by traveling alone the way I did tonight.

Neglect is the worst kind of abuse.

Taxpayers provided the infrastructure - please don't let it rot. @CityOfDallas @TarrantTransit @NCTCOGtrans – rachel + leotta 🐾🐾 (@rachel_leotta)

I used to live there (Keller)... has it gotten bad? – Steve Wilson (@R9Dissemination)

Keller, even in its center is nowhere near the same as Dallas.

Keller still has plenty of space, single family housing, and lots of growth.

Dallas is clinging to high density dvlpmnt & ent. districts for stability while city bureaucracy slows growth and keeps mobility stagnant. – rachel + leotta 🌟🐼🌟 (@rachel_leotta)

Safety, presumably a top 5 local government priority, is the first to go when development dollars aren't flowing.

In order for a city to maintain a healthy budget and allocate dollars responsibly, minimize the special projects, listen to residents and prioritize from there. – rachel + leotta 🌟🐼🌟 (@rachel_leotta)

2. Going through old stuff on my phone and wish I could remember where this was from.

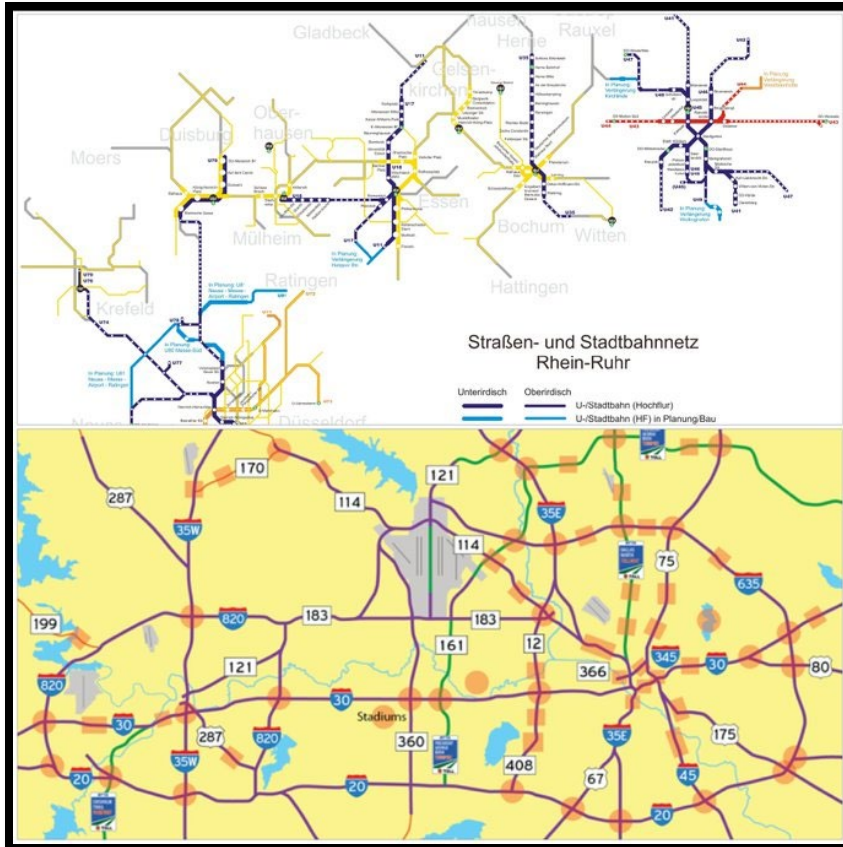
It's amazing how often "you have to do something" becomes "let's build a new road/lane." – Loren S. (@txbornviking)

Michael Morris, transportation director for the North Central Texas Council of Governments, credits tolls for the \$14 billion in new road projects under construction in the Dallas-Fort Worth area.

“If you’re the fourth-largest region in the country and you’re growing by 1 million people every 10 years, you have to do something,” Morris said.

Imagine, had @NCTCOGtrans invested/directed the same \$14B over the past decade in better public #transit along w/ improved land-use policies, I'm positive we'd have better mobility through DFW.

(pic is rail network for Rhine-Ruhr region of German. Similar population&size as DFW) – Loren S. (@txbornviking)



3. In near future there will be a connection to DART'S Silver Line which will go all the way to Plano. @TrinityMetro is working on extending TEXRail to Fort Worth's @nearsouthside. Exciting news! https://star-telegram.com/news/business/growth/article250621594.html?fbclid=IwAR3JLj8G--PveyHX8vW8MsLQs8L-I_2H6l9bNSu41Yt6uA0pfX2ei0PdIk0. @CityofFortWorth @DFWAirport @TarrantCountyTX @NCTCOGtrans – Sal Espino Michel (@SAL_FW)



4. People with the funds to travel by plane will never want to take 3 or 4x the time and hassle to get to the airport versus driving/uber. Total waste of money. I can drive to DFW in 20 minutes. Why would I drag my bags on a train and have it take 2 hours? – Matthew Marchant (@MatthewMarchant)



Roadway

Email –

1. William Mills

The orange lane marking lines on the pavement on SH 121 are a great idea. Thanks.

Facebook –

1. The White Settlement bridge in Fort Worth is now open and some are so excited, they've crossed the bridge and gone around the roundabout multiple times! Read more about it here: <https://www.kens5.com/.../287-82619cd2-ed20-4990-93e8....> – NCTCOG Transportation Department



Congratulations on this huge accomplishment! – Dallas Lite & Barricade, Inc.