

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 Plan, 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 May 12, 2022.

This report is a compilation of general public comments submitted by members of the public from Monday, Mar. 20, through Wednesday, Apr. 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email, online and in person at the monthly RTC meeting.

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

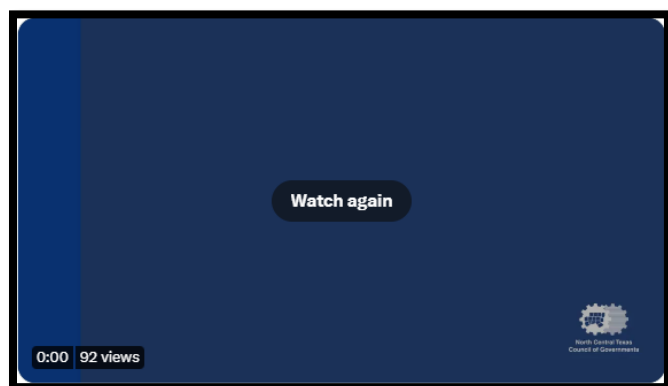
In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received eleven new comments related to bicycle and pedestrian, roadway and transit needs. You can view these new comments as well as past comments by visiting

<http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

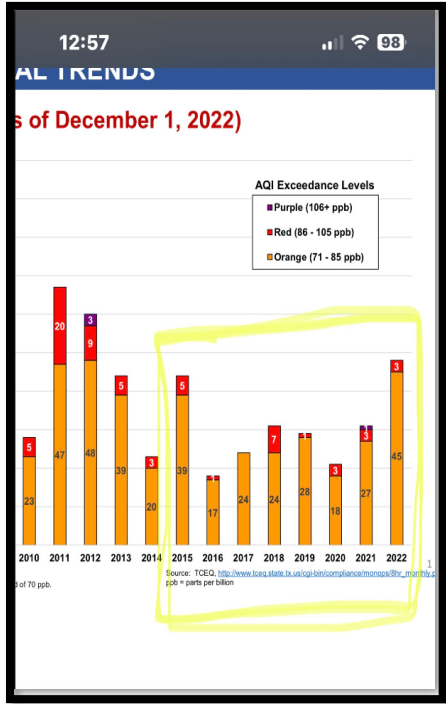
Air Quality

Twitter–

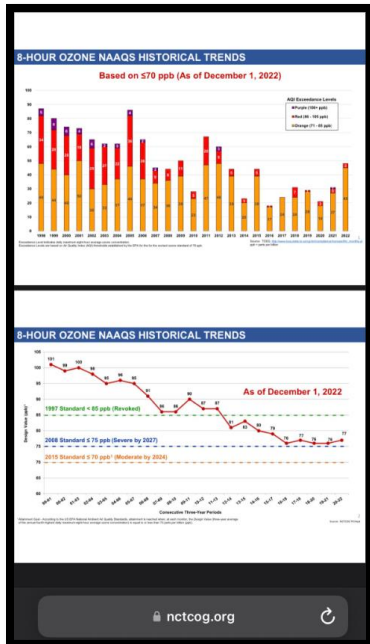
1. April is #CarCareMonth and our friends at @NCTCOGtrans have some tips to share. You can also access the Chilton Library database to find repair manuals, wiring diagrams, and more for your car with your SPL library card. <http://bit.ly/chiltonSPL> #cars #chiltonlibrary #morethanbooks — Smith Public Library (@smithlibrary)



2. @NCTCOGtrans @NCTCOG_Official << From the beginning of the boon of moves f NY, MA, FL, KS, OR, CA, UT, NV, & AZ as well...in 2015, to now, & our number of days in excess has slowly began to increase again. Too many people, not enough EVs or Tax Credits for EVs. 🙄🙄 — Jared von Baren (@HeadNameless)



3. @NCTCOG_Official @NCTCOGtrans Historically from '98 to now. Massive reduction in 07, when most States began to strive for @AirResources board standards for all 50, plus territories. — Jared von Baren (@HeadNameless)



Bicycle/Pedestrian/Sustainable Development

Twitter –

1. It's been about a year since this the @NCTCOGtrans looked at the overabundance of parking in the region. Is anyone aware of policy changes or reduced or eliminated parking minimums as a result? — Loren S. (@txbornviking)



Facebook –

1. I use TRE and my bike to get around Fort Worth. Just heard TRE is closing Richland Hills station and opening a new one. I use Richland Hills Station all the time. Please make sure the new station has easy and safe bike access. — Hal Pinkerton

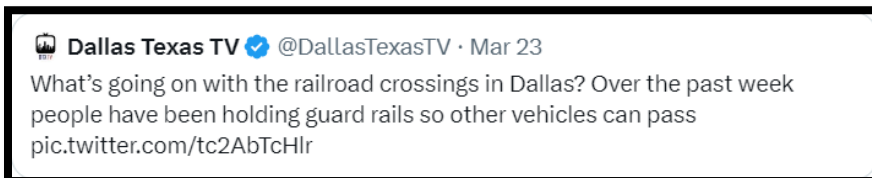
Response by NCTCOG Transportation staff:

Hi, thanks for contacting us. We've received your message and appreciate you reaching out.

Freight

Twitter –

1..@TxDOTDallas @NCTCOGtrans @dartmedia
Read the comments — Cara Mendelsohn (@caraathome)

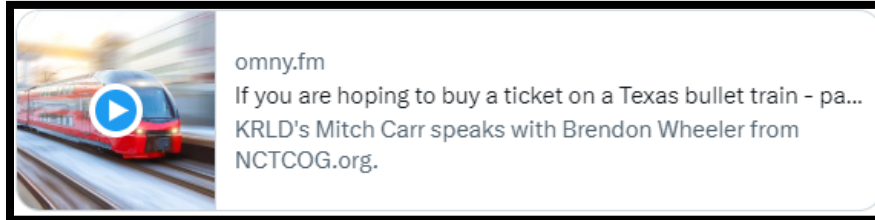


Wow  — April Dawn Brooks (@cowboyfanstar)

High Speed Transportation

Twitter –

1. If you are hoping to buy a ticket on a Texas bullet train - patience is the word...
<https://omny.fm/shows/krld-news/if-you-are-hoping-to-buy-a-ticket-on-a-texas-bulle>
@NCTCOGtrans — Mitch Carr (@MitchCa95842746)



Email

1. Marcus Wood

Page 8 of the Presentation regards the FRA's Corridor ID Program: Fort Worth to Houston High-Speed Rail Corridor stating the "Desire to combine both segments* into one corridor".

As stated these alternatives are:

1. TxDOT submitted Texas Triangle of Traditional Amtrak service (including Dallas to Houston)
2. NCTCOG submitted Fort Worth to Houston High-Speed Rail Corridor (shown on the drawing as having Stations in Fort Worth, Arlington, and Dallas, but without indication of route south and no mention of College Station)
3. Texas Central submitted Dallas to Houston High-Speed Rail Corridor.

*Dallas to Fort Worth (actually Fort Worth to Dallas) and Dallas Eddie Bernice Johnson Union Station to Houston Amtrak Station.

I am opposed to the TxDOT proposed Traditional Amtrak Service using Class 1 Freight Line tracks – what a waste of money and impediment to freight train movement!

It is my belief the Fort Worth and Houston Corridor should be High-Speed Rail Service on dedicated passenger train tracks between Fort Worth and Houston consisting of two sections:
*Fort Worth and Dallas Section (FW/D) with Fort Worth and Dallas HSR Stations and a station serving Arlington/Mid-Cities;

*Dallas and Houston Section (D/H) with Dallas and Houston HSR Stations and a station serving College Station/Bryan.

Because of the prior successful efforts by Texas Central Railway (TCR) the D/H Section is well beyond the FRA Grant Programs Development Stages and ready for Implementation Stages. FRA and local partners should move forward with actual implementation funding for all aspects of this D/H Section as developed by Texas Central. It is now time for Dallas and Houston Section construction without years of further delay which combining the two Sections at the Track 1 Development Project Planning Level would result in. Years of effort and money should not be spent on trying to force a high speed rail route to the current Houston Amtrak Station, 902 Washington Avenue.

Can't FRA actually move forward on the D/H Section or will DOT and Congress remain in today's era of "analysis paralysis"? I'm of an age to recall Congressional action quickly creating and constructing the Interstate Highway System. Let's move forward expeditiously again with this High-Speed Rail Project! This is the perfect setting.

Response by NCTCOG Transportation staff:

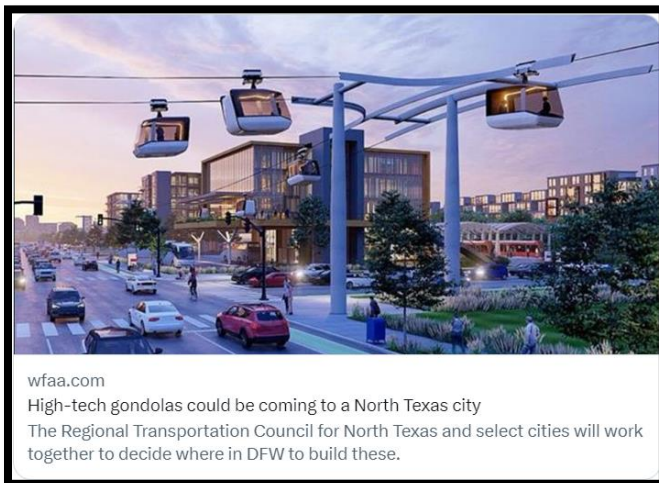
Good morning, Mr. Woods,

Thank you for your comments. In our presentation, we outlined all of the applications we knew at that time. We completely agree with you that the Dallas-Houston segment is ready for implementation. It is our understanding that to be considered for Federal Railroad Administration (FRA) funding the entire corridor must be included in the Corridor ID Program, hence why we are submitting the entire corridor from Fort Worth to Houston. We will work with the FRA and the other application submitters to coordinate our efforts. We have already had preliminary discussions with Texas Central, TxDOT, and Amtrak and will continue those efforts. We are also trying to determine if Texas Central will be submitting an application for funding under the Federal State Partnership Program. We agree that the corridor should be for high-speed rail and will continue our efforts in this regard.

Innovative Technology

Twitter –

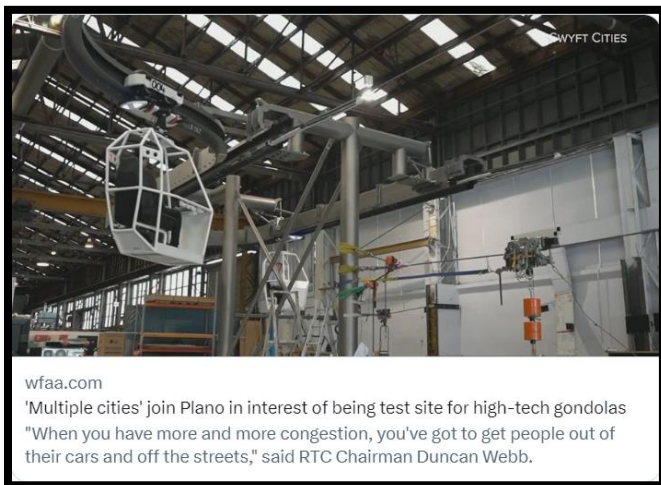
1. Americans will do anything except build trains. @NCTCOGtrans taking the bait again. — Ebreium (@ebreium)



2. Excited to begin site evaluations to bring Swyft Cities to DFW Metroplex! @cityofplanotx City Council last night approved plans to submit potential site(s) part of @NCTCOG_Official @NCTCOGtrans Certification of Emerging & Reliable Transportation Technology program #urbanmobility — Swyft Cities (@swyftcities)



3. 'Multiple cities' join Plano in interest of being test site for high-tech gondolas #urbanmobility #transportation @NCTCOGtrans @NCTCOG_Official <https://wfaa.com/article/news/local/dfw-interest-high-tech-gondolas/287-1989689a-0c46-4f83-abd6-d7c11a578da6> via @wfaa — Swyft Cities (@swyftcities)



4. #ITSA2023 will feature some of the biggest names in #ITS. Register today to hear from industry leaders including @CarlosUDOTof @UtahDOT, Diane Gutierrez-Scaccetti of @NewJerseyDOT, and @TomBamonte of @NCTCOGtrans. For a full list of speakers: <https://bit.ly/3TjQ8BB> — ITS America Events (@ITSAEvents)



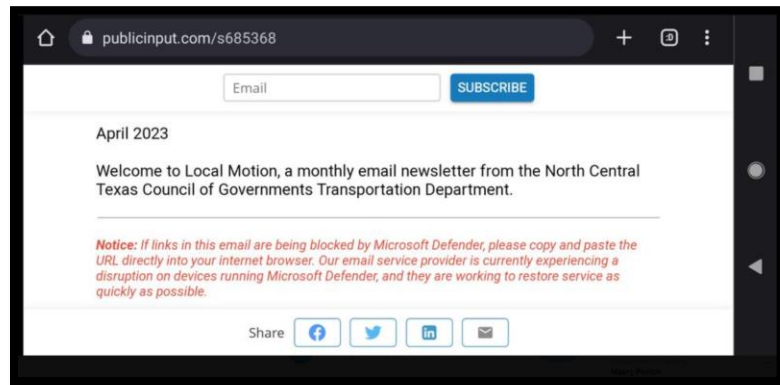
5. We're anxiously awaiting to see which other Dallas-Fort Worth area cities will join Plano as potential sites for our first US system @NCTCOG_Official @NCTCOGtrans #urbanmobility #urbanism #walkablecities — Swyft Cities (@swyftcities)



Public Involvement

Twitter –

1. Can you modify formatting of newsletter so it's more easily readable on mobile? Paragraphs don't automatically realign, so landscape is only option and doesn't work very well since top/bottom obstructed. — John (@rockinjohnnyg)



Response by NCTCOG Transportation staff:

Thank you for your reply. Our email service provider is looking at potential fixes for this issue, but we don't have a timeline as of yet.
If you'd like to subscribe to the newsletter, send us a message with your email and we'll add you to the list!

Roadways

Facebook –

1.



— NCTCOG Transportation Department

reason we have so many problems on the roads is there is no police on the roads daily - only speed trips a few times a year — George Knudson

RTC/STTC/Executive Board

Twitter –

1. Today's Regional Transportation Council mtg - included funding for @NCTCOGtrans regional comp climate action plan, improvements to Cadiz, Lake June bridge & ped, engineering for people mover @ Intl district. @paulabblackmon @Jayniefordallas @cleanerair — Cara Mendelsohn (@caraathome)

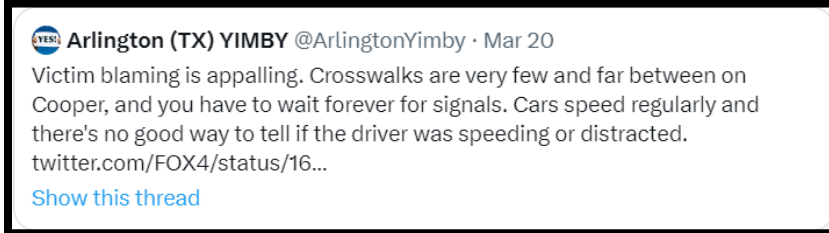


Safety

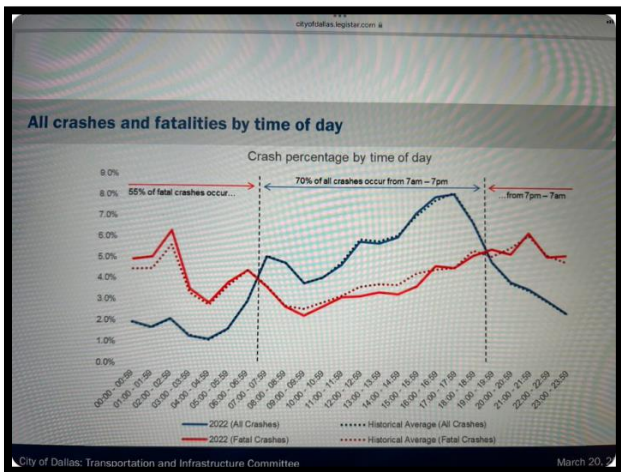
Twitter –

1. "Police said he is not facing charges for the crash... investigation is continuing into why the woman was in the roadway"

If driver won't be charged, then @TxDOTDallas should be. @NCTCOGtrans said they're open any solutions. Let's start by not letting a single death be in vain. — Hexel (@hexel_co)



2..@TxDOT: 30% of accidents occur at 7pm-7am but they account for 55% of fatalities.
@NCTCOGtrans — Cara Mendelsohn (@caraathome)



Top reasons for fatalities: no seatbelt, DUI, excessive speed. Basically it's common sense mom messages of buckle up, slow down & don't drive while under the influence!
— Cara Mendelsohn (@caraathome)

Studies suggest newer oversized vehicles are also a factor: — Downwinders at Risk (@cleanerair)



Lets see stats fot 18 wheelers and big trucks. They are a nuisance during rush hour — Rob Schlein (@RobSchlein)

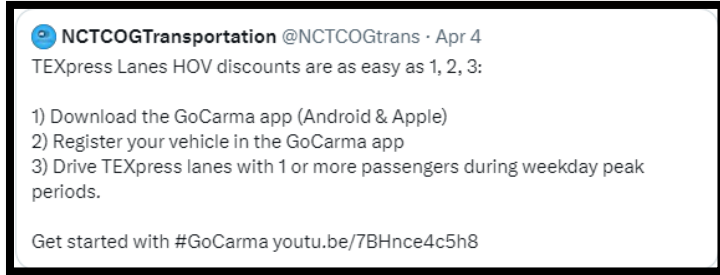
3. Teen Driver Safety Fair - thanks to all who planned & participated to help keep our teens safe, especially @CityOfDallas #JudgeJulieClancey #publicsafety @AAATexas @DallasParkRec @NCTCOGtrans @MADDNational @DallasShelter @methodistrich @DallasPD @DPYF4Kidz @TxDOTDallas — Cara Mendelsohn (@caraathome)



Toll Roads and Lanes

Twitter –

1. Did you know...? — Smith Public Library (@smithlibrary)

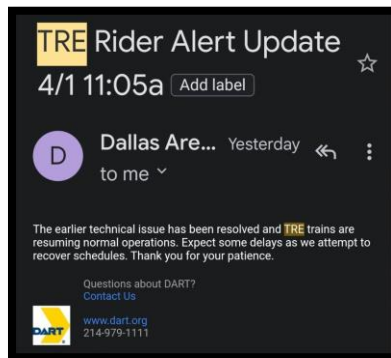
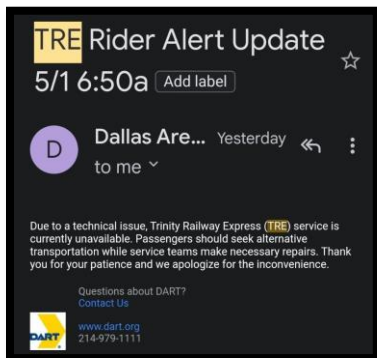


Transit

Twitter –

1. YIKES, broke from 6:50am to 11:05am, putting out of service for entire morning of events and start of the first game.

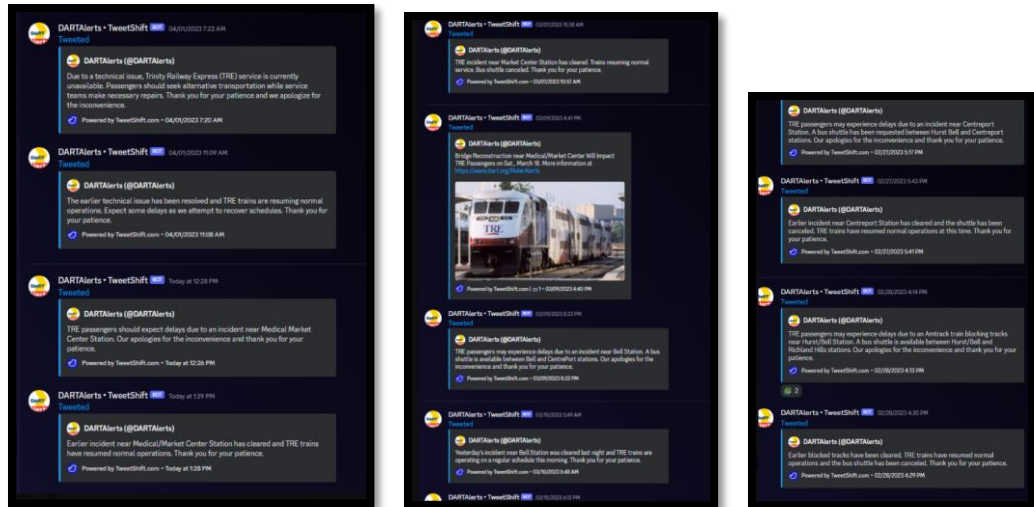
Wonder what technical issue would incapacitate service for 3hrs on crucial day? Indicative of need to modernize infra? @NCTCOGtrans @dartmedia @TrinityMetro — Hexel (@hexel_co)



SAT, APRIL 1	
Time (CST)	Event
7:00 a.m. - 11:00 p.m.	NCAA Title IX 50th Annive presented by AT&T
8:30 a.m. - 5:00 p.m.	Party on the Plaza presen
9:00 a.m.	Red Carpet Arrival: Christ
9:00 a.m. - 5:00 p.m.	Tourney Town presented
9:15 a.m.	Red Carpet Arrival: Trans
10:00 a.m.	Bounce presented by Bui (Check-In @ 8:00 AM)
11:00 a.m	Women's Division III Bask Championship Game

Again, just embarrassing. Plus I know people that use the TRE daily including weekends for the J O B. This time infra issue. St. Paul was a humanity issue. — c. TROY MATHIS 📍 (@CTroyMathis)

the amount of TRE incidents has been crazy this year. — ConnorAlt (@AlternateConnor)



Wonder if TRE has "Rapid Response Team" w/ trailer of replacement parts to resolve disruptions in under hour. I imagine took 3 hours for

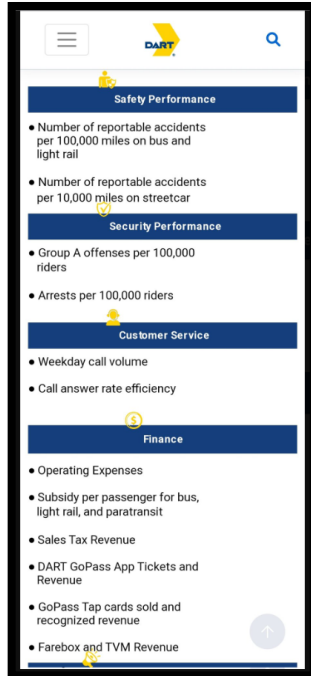
- Operator report
- Engineer drive to site
- Diagnose
- Request parts
- Search warehouse
- Deliver to site
- Install & Test
- Reopen Service — Hexel (@hexel_co)

The M-Line broke hard right at the intersection of where I work. McKinney & Olive. They brought out L&G from far-flung planets of Star Wars & Battlestar Galactica territory & fixed a massive derail in relatively short order on Friday. Considering their budget, that was amazing. — c. TROY MATHIS 📍 (@CTroyMathis)

It's incredible what the least publicly subsidized transit agency in the nation is able to accomplish. — Hexel (@hexel_co)

I'm not naive to think disruptions are 100% preventable. All physical things wear, bend, & break. But @dartmedia needs to add to scorecard

- Disruption Frequency
- Disruption Reoccurrence
- Average Downtime
- Est. Riders Affected — Hexel (@hexel_co)



On the topic of scorecards...I believe @dartmedia's contracted service providers should have their own performance scorecards for each service. Case in point: 3rd-party providers of shuttle service to @SMU & @CometsFor UTD should have public accountability. — Hexel (@hexel_co)

Other

Twitter –

1. Omg. @dartmedia @NCTCOGtrans @TxDOTDallas @collinallredtx @Bethvandyne — Cara Mendelsohn (@caraathome)