

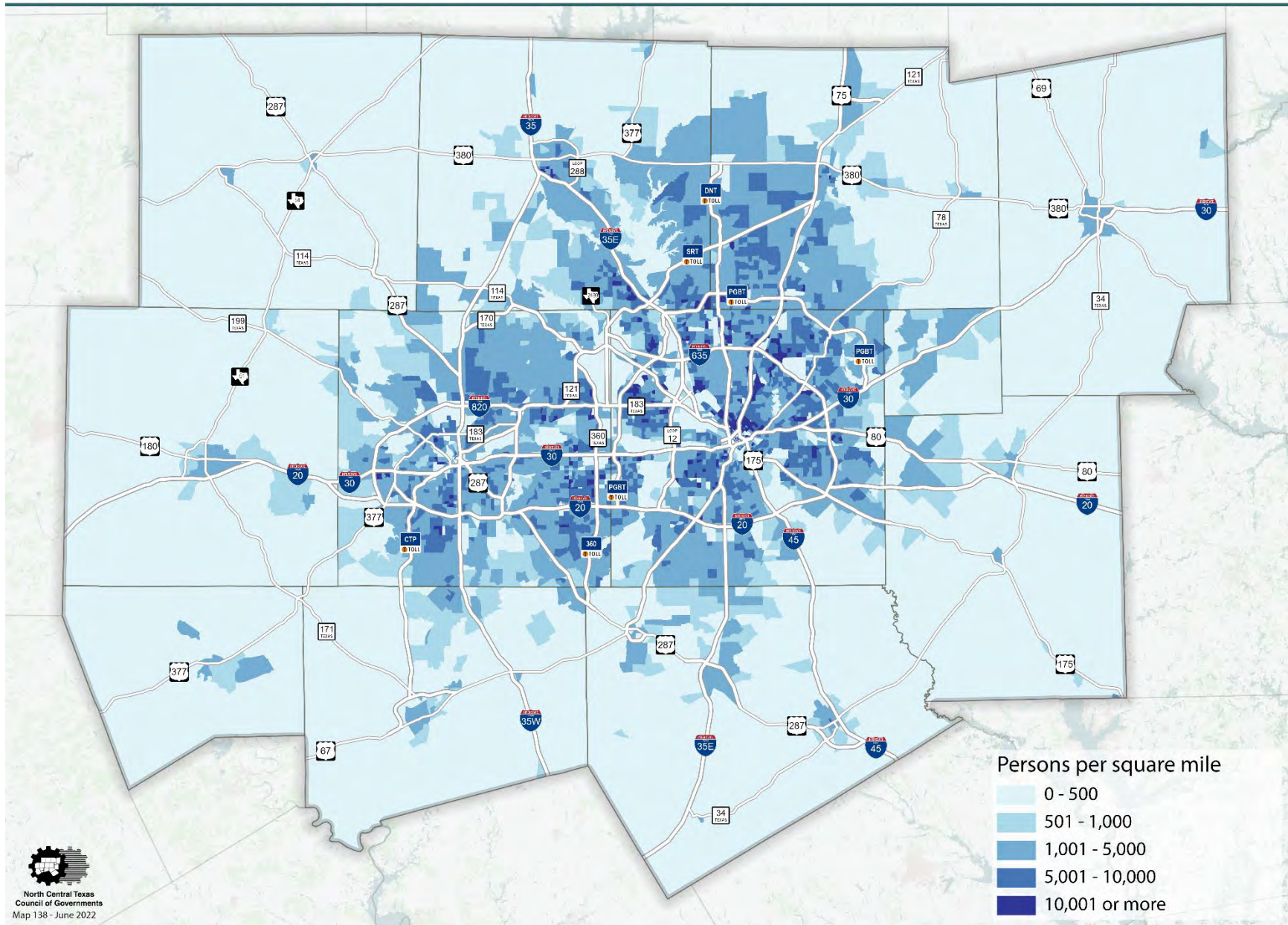
B. Social Considerations: Regional Population and Employment Trends

Demographic Data Sources

The recommendations in the Mobility 2045 Update were evaluated using the established performance indicators utilizing demographic data from the 2015-2019 American Community Survey 5-Year Estimates. Beginning in 2010, the decennial Census no longer captures income data, so the Mobility 2045 Update utilizes the American Community Survey to evaluate the impacts of plan recommendations.

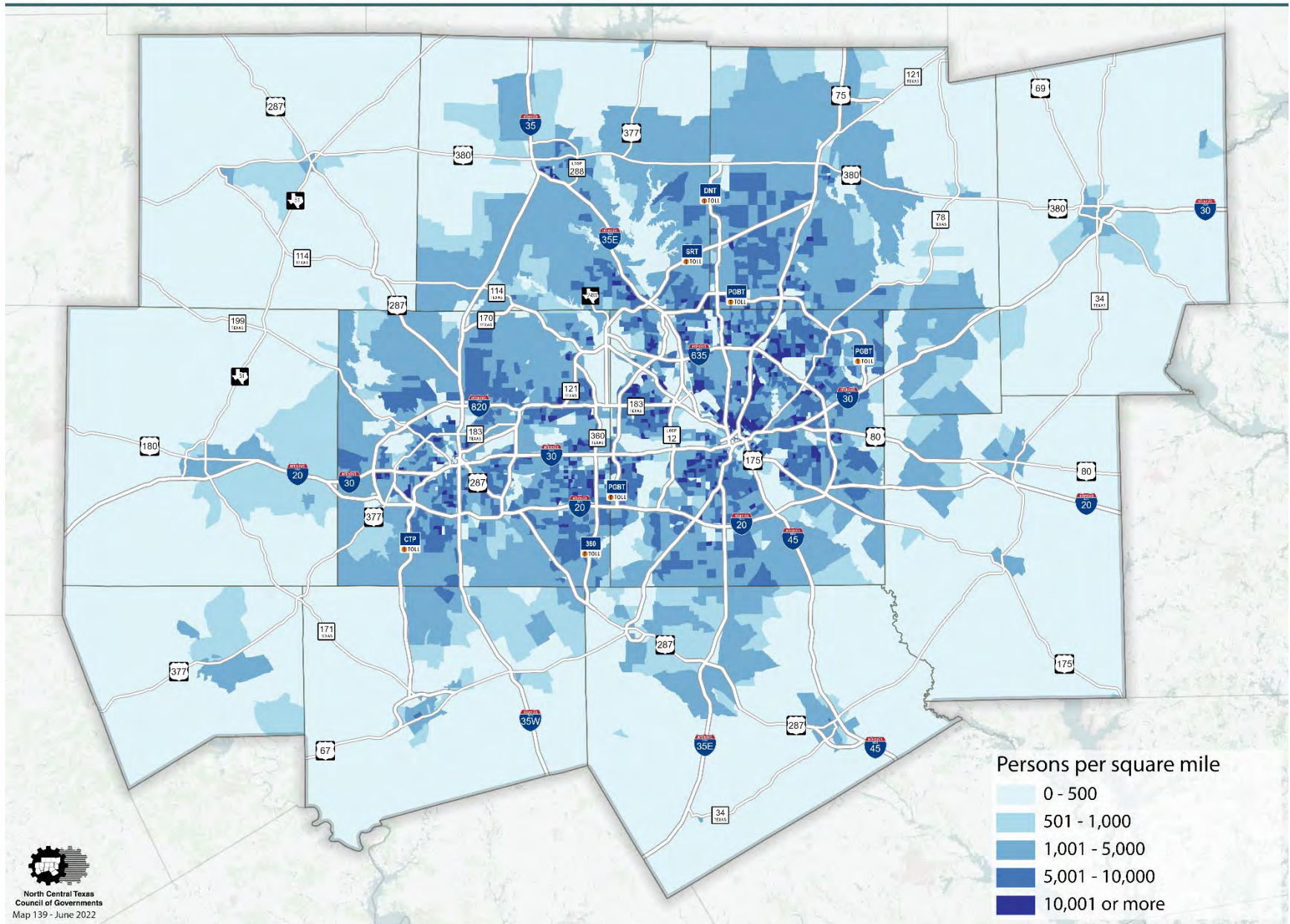


Population Density - 2023 - By Traffic Analysis Zone



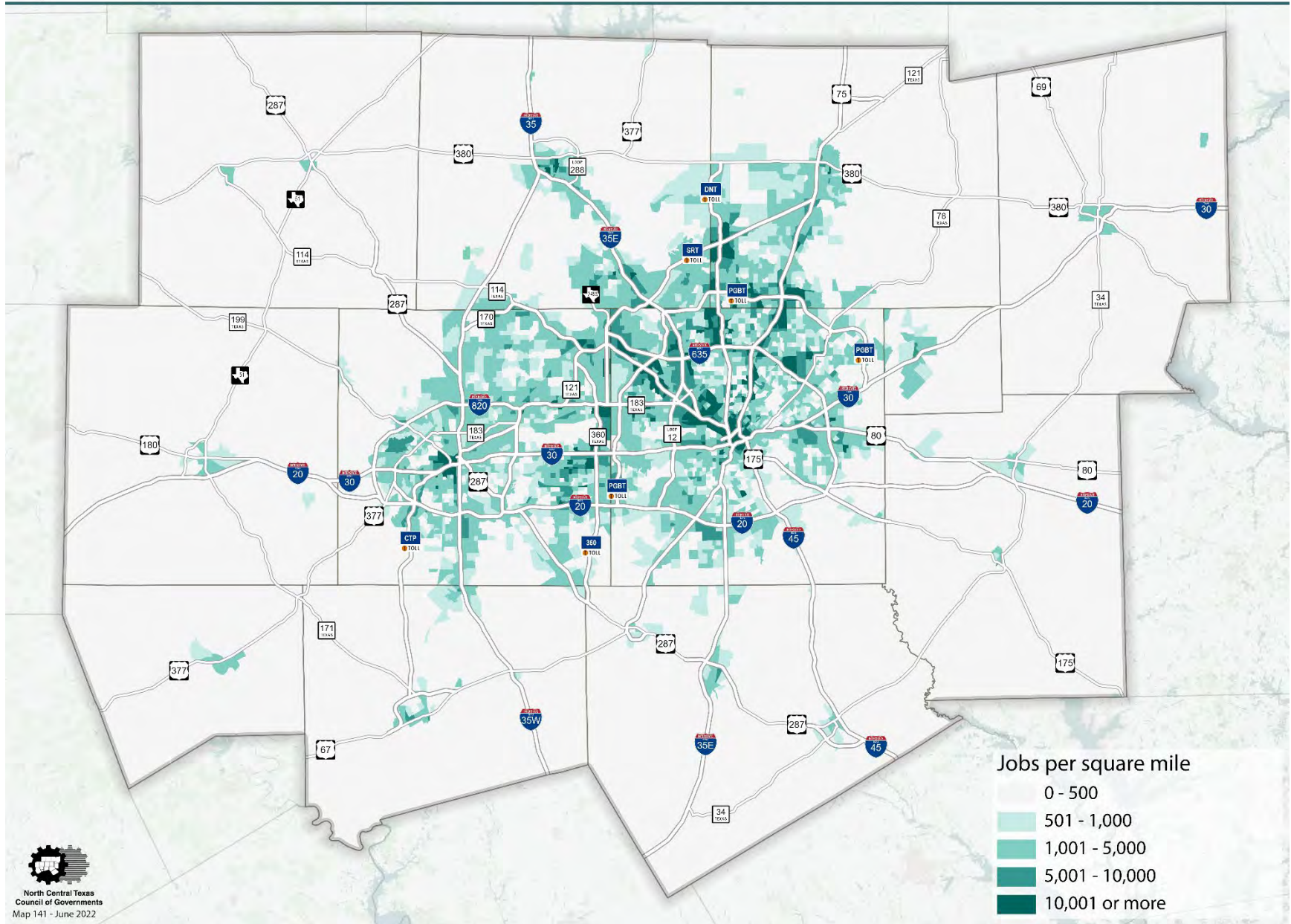


Population Density - 2045 - By Traffic Analysis Zone



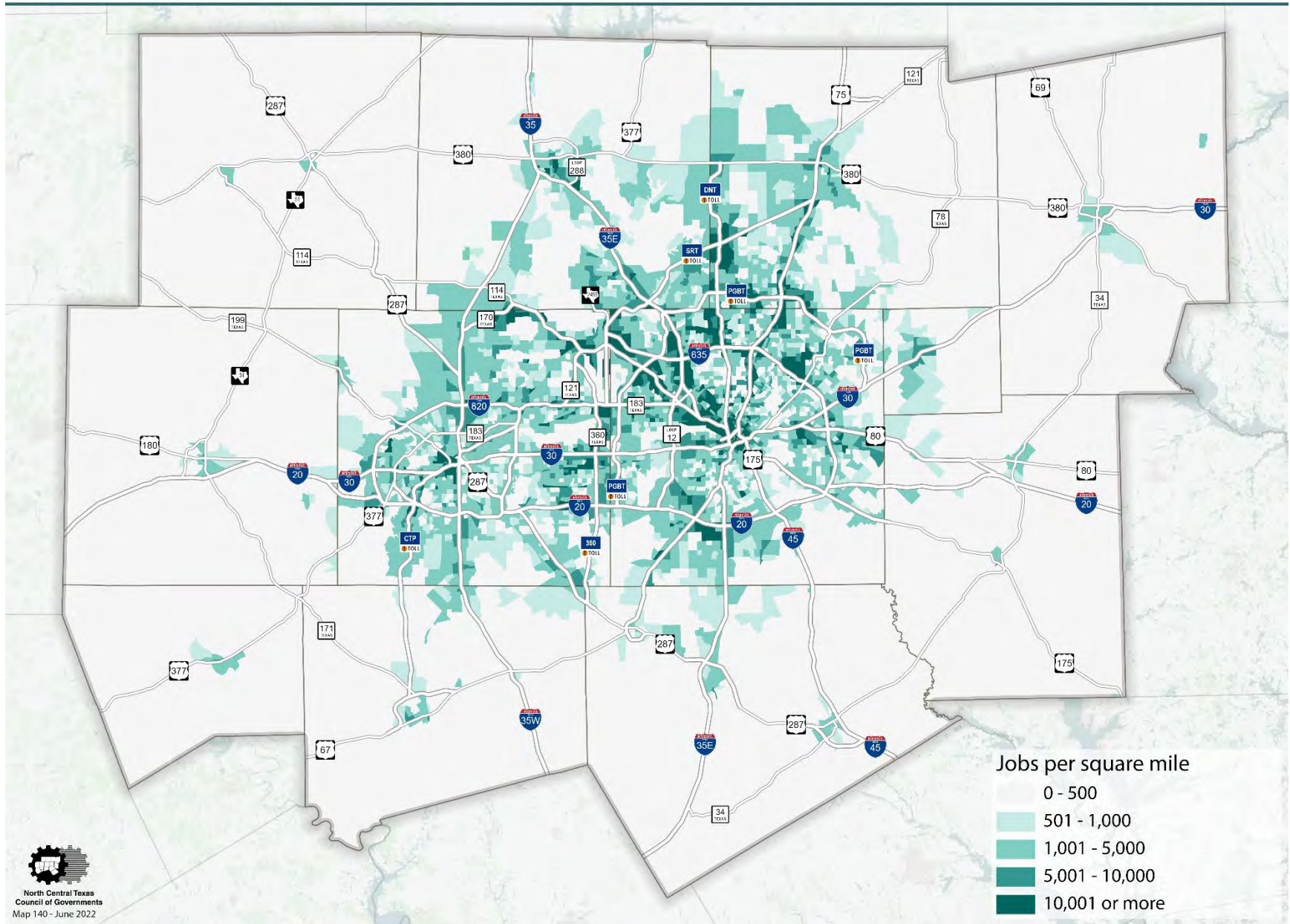


Employment Density - 2023 - By Traffic Analysis Zone



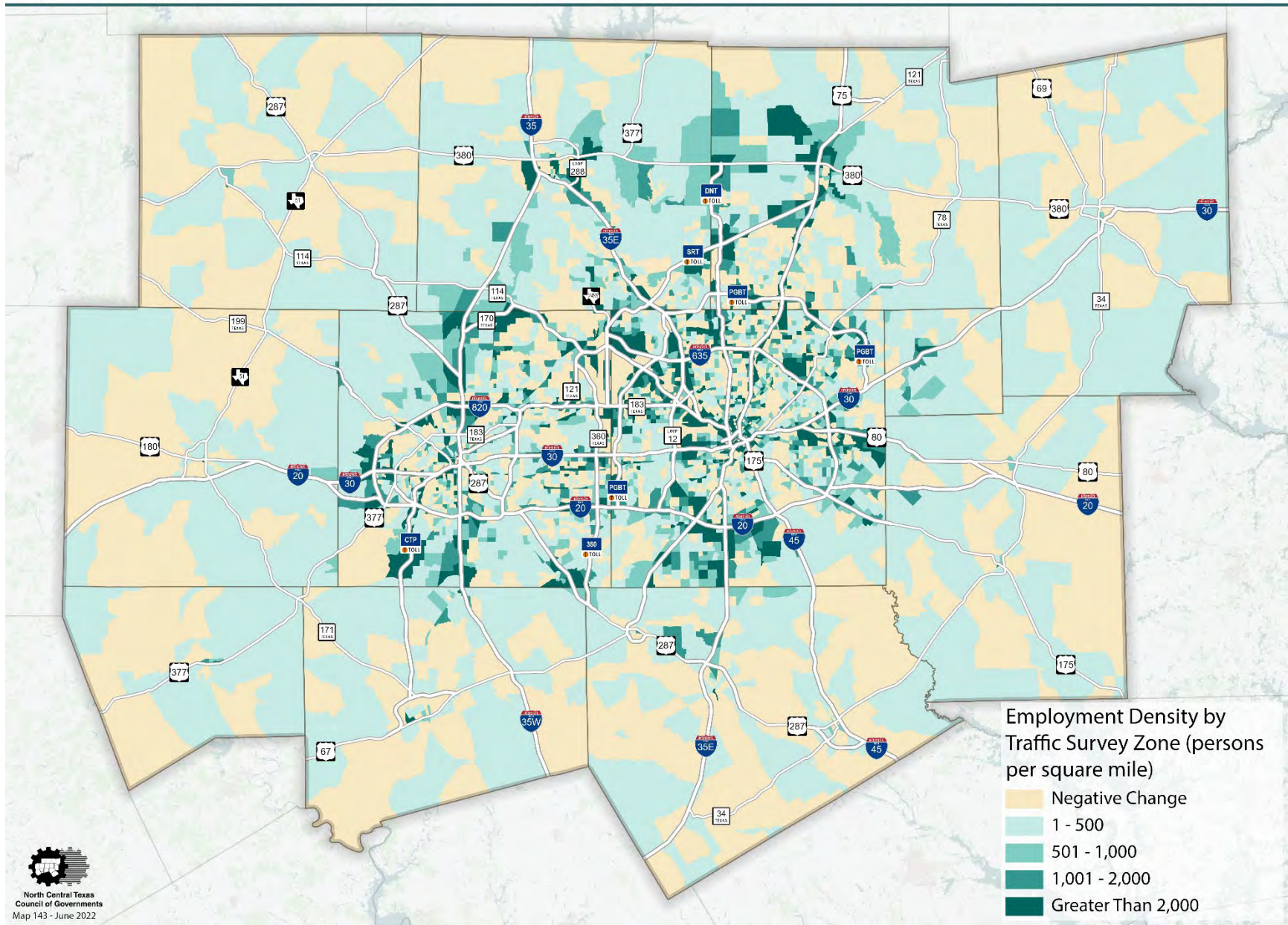


Employment Density - 2045 - By Traffic Analysis Zone





Change in Employment Density - 2023 to 2045



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B. Social Considerations: Nondiscrimination Efforts

Policies

MTP Reference #	Environmental Justice
EJ3-001	Evaluate the benefits and burdens of transportation policies, programs, and plans to prevent disparate impacts and improve the decision-making process, resulting in a more equitable system.
EJ3-002	Balance transportation investment across the region to provide equitable improvements.
EJ3-003	Based on meaningful community input, plan for and invest in projects that proactively address racial equity and barriers to opportunity or redress prior inequities and barriers to opportunity.
EJ3-004	Identify and support transportation solutions to address health disparities in underserved communities, including solutions that improve access to healthy food and medical care.

Programs

Health Accessibility Program	
Reference	EJ2-001
Background	More than two million North Central Texas residents live in areas with low incomes and low access to healthy and nutritious food. These residents also may experience low access to medical care and infrastructure that supports active transportation. This lack of access can produce health disparities for low-income residents. The Health Accessibility Program will utilize community engagement and informal partnerships to identify and support transportation solutions that address accessibility issues that can lead to health disparities in low-income communities.
Related Goals	<ul style="list-style-type: none"> • Improve the availability of transportation options for people and goods. • Ensure all communities are provided access to the regional transportation system and planning process. • Encourage livable communities which support sustainability and economic vitality.
Related Policies	EJ3-002; EJ3-004; PI3-002; PI3-003; TR3-002
Implementation	Identify low-income communities experiencing low access to healthy food, medical care, active transportation infrastructure, and other needs. Partner with non-governmental organizations to engage communities. Gather data on the transportation system, food stores, charitable food sources, and medical facilities. Recommend transportation solutions, including transit, active transportation infrastructure, and innovative technology. Support the implementation of affordable transportation solutions; some implementation will occur under existing public transportation, Sustainable Development, or transportation technology programs.
Performance Dimensions	<ul style="list-style-type: none"> • Degree of program responsiveness to community input • Improvement in accessibility to healthy food, medical care, and other needs following implementation of transportation solutions • Number of low-income residents experiencing improved accessibility
Cost Estimate	\$25 million. Some program costs will be included in other program implementations such as public transportation, sustainable development, or transportation technology.

Identifying Populations

NCTCOG (North Central Texas Council of Governments) collects and analyzes demographic data in an effort to better understand regional characteristics. While only the federally mandated low-income and minority populations were analyzed in the Mobility 2045 Update, additional demographic groups are mapped to enhance decision making. This appendix includes maps of groups in the region that constitute the federally defined, protected Title VI, and environmental justice populations. It also includes maps of populations NCTCOG considers during efforts to meet the needs of transportation-disadvantaged groups.

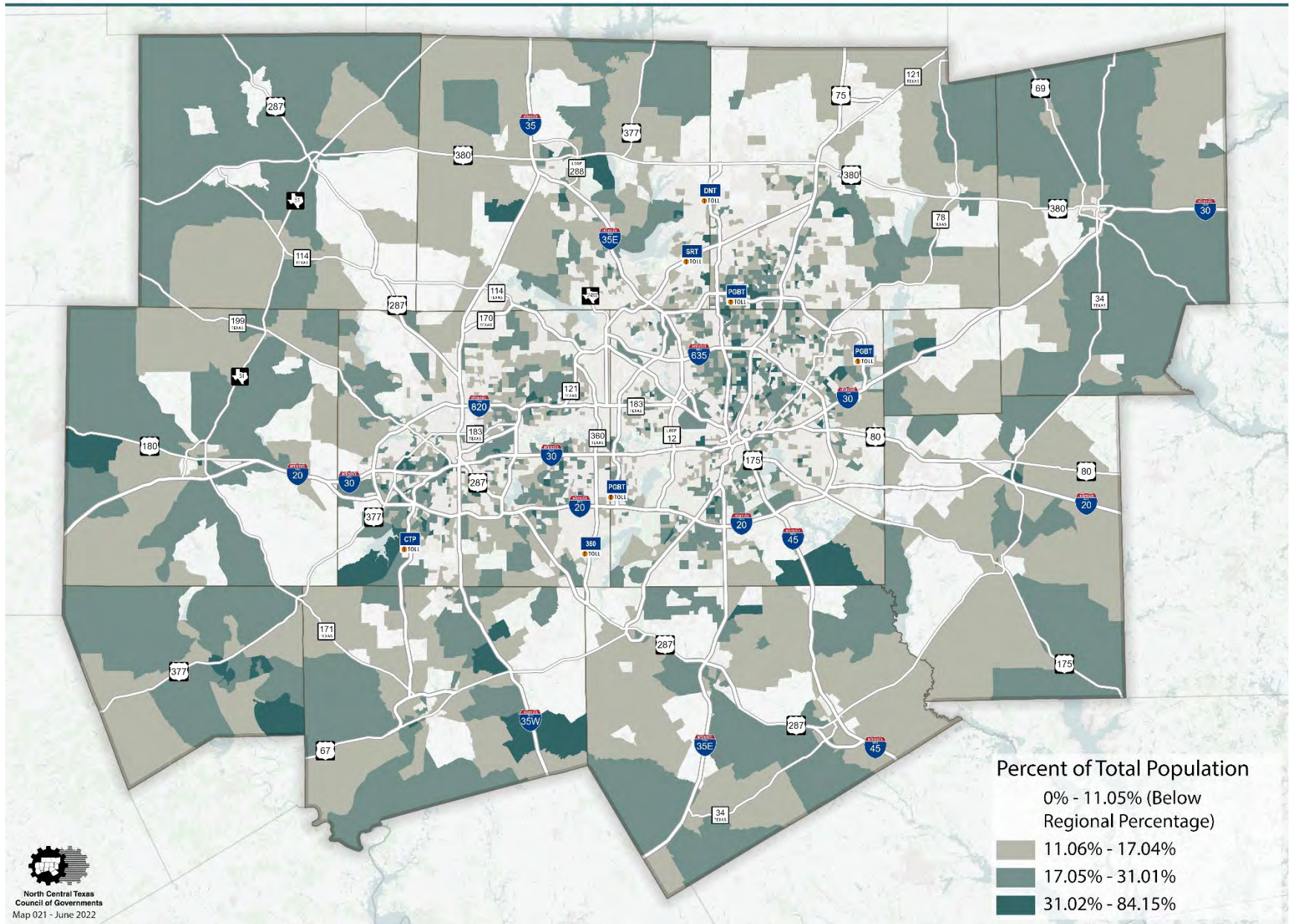
Demographic Groups

The following table describes the demographic groups that are featured in the following maps in this appendix. Some groups are federally designated as protected populations per Presidential Executive Order 12898 and the Title VI Statute of the Civil Rights Act of 1964; other groups may face disadvantages while using the transportation system. Group descriptions have been adapted from definitions developed by the US Census Bureau and the Federal Highway Administration.

Demographic Group	Description
65 and Over	Includes any person aged 65 and older
American Indian or Alaska Native	Includes any person having origins in any of the original peoples of North and South America (including Central America) and who maintains tribal affiliation or community attachment
Asian	Includes any person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent
Black or African American	Includes any person having origins in any of the Black racial groups of Africa
Female Head of Household	Includes any household with children under 18 years old and with no husband present
Hispanic or Latino	Includes any person who identifies as belonging to one or more of the following specific categories, regardless of race: Mexican; Puerto Rican; Cuban; Dominican; Salvadoran; Guatemalan; Argentinean; Colombian; Spaniard; or other Hispanic, Latino, or Spanish cultures or origins
Limited English Proficiency	Includes any person aged 5 years or older who does not speak English as his/her primary language and who reported being able to read, speak, write, or understand English less than "very well"
Limited English Proficiency: Asian or Pacific Island Languages	Includes any person aged 5 years or older who speaks an Asian or Pacific Island language as his/her primary language and who reported being able to read, speak, write, or understand English less than "very well"
Limited English Proficiency: Other Indo-European Languages	Includes any person aged 5 years or older who speaks an Indo-European language other than Spanish as his/her primary language and who reported being able to read, speak, write, or understand English less than "very well"
Limited English Proficiency: Other Languages	Includes any person aged 5 years or older who speaks a language other than English, Spanish, Indo-European, Asian, or Pacific Island languages as his/her primary language and who reported being able to read, speak, write, or understand English less than "very well"
Limited English Proficiency: Spanish	Includes any person aged 5 years or older who speaks Spanish as his/her primary language and who reported being able to read, speak, write, or understand English less than "very well"
Low-Income (Environmental Justice Population)	Includes any person whose household income in the past 12 months was below the poverty threshold according to the US Census
Native Hawaiian or Other Pacific Islander	Includes any person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands
Persons with Disabilities	Includes any civilian, non-institutionalized person with at least one disability that may limit the individual's ability to care for himself or herself
Some Other Race	Includes any person who identifies as belonging to a race other than "White," "Black or African American," "American Indian or Alaska Native," "Asian," or "Native Hawaiian or Other Pacific Islander"
Two or More Races	Includes any person who identifies as belonging to two or more of the following racial categories: "White," "Black or African American," "American Indian or Alaska Native," "Asian," "Native Hawaiian or Other Pacific Islander," or "Some Other Race"
Total Minority (Environmental Justice Population)	Includes any person who identifies as belonging to a race other than white, or who identifies his/her ethnicity as Hispanic or Latino
Zero Car Households	Includes any housing unit that has no vehicle available

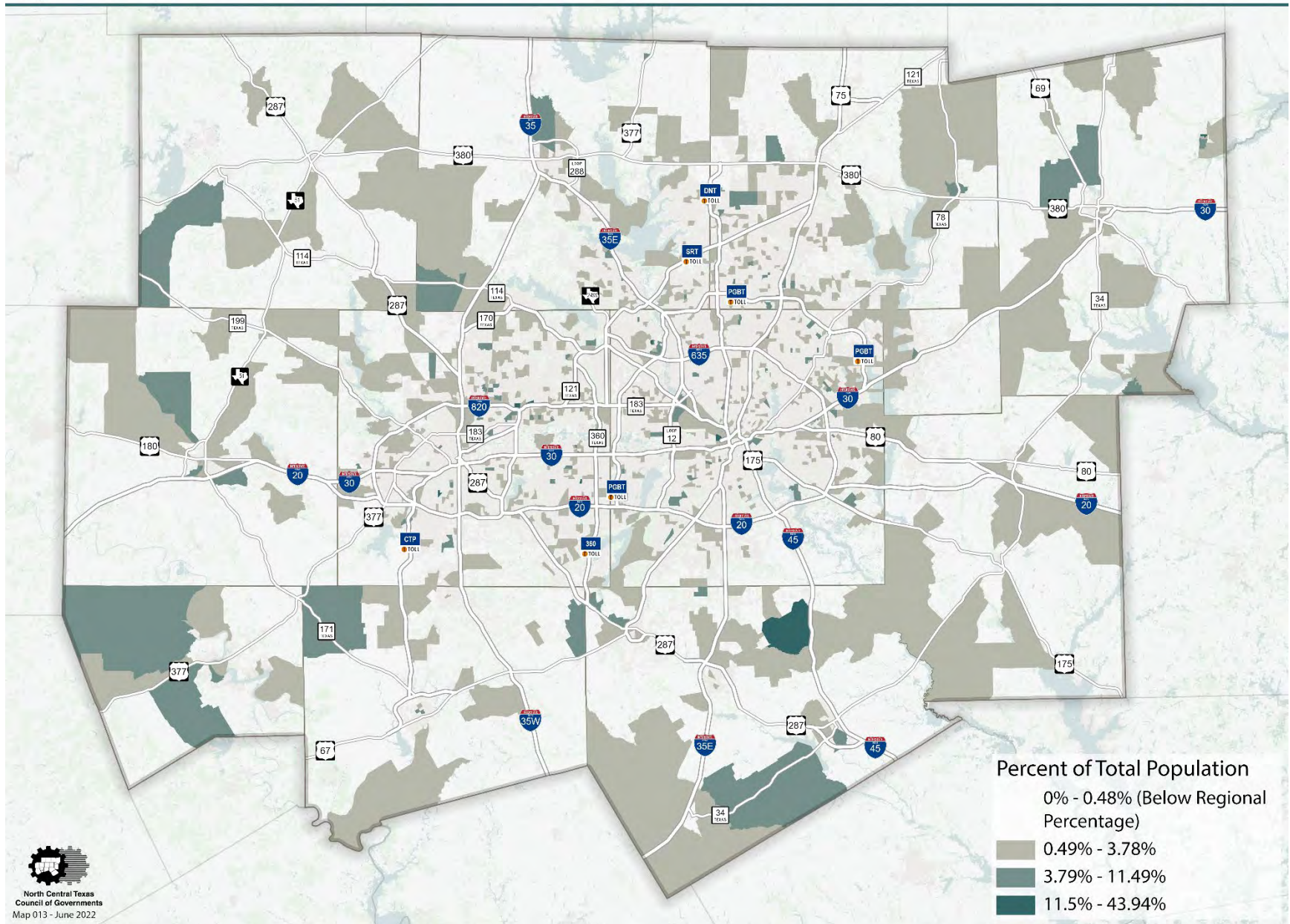


65 and Over Population



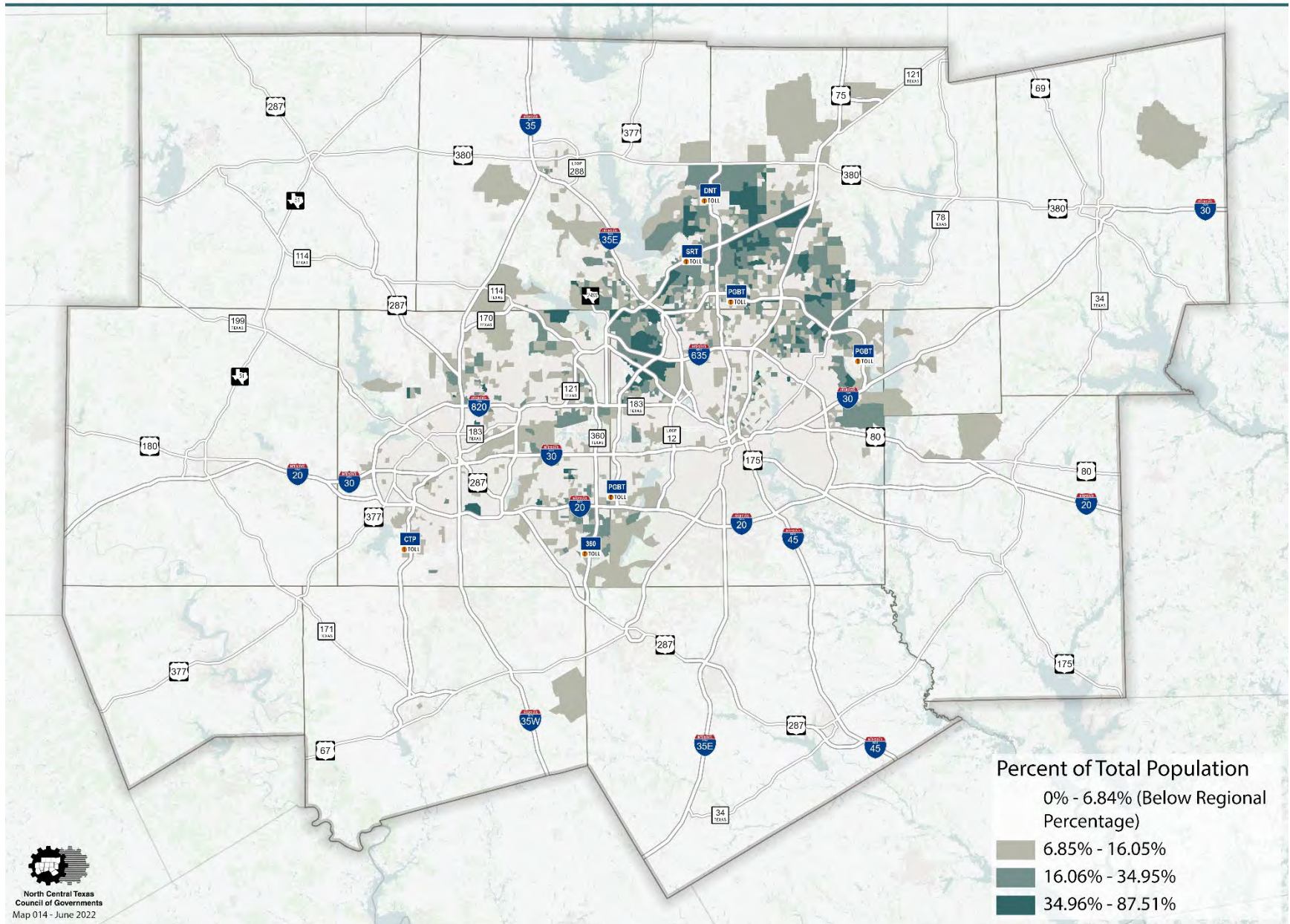


American Indian or Alaska Native Population



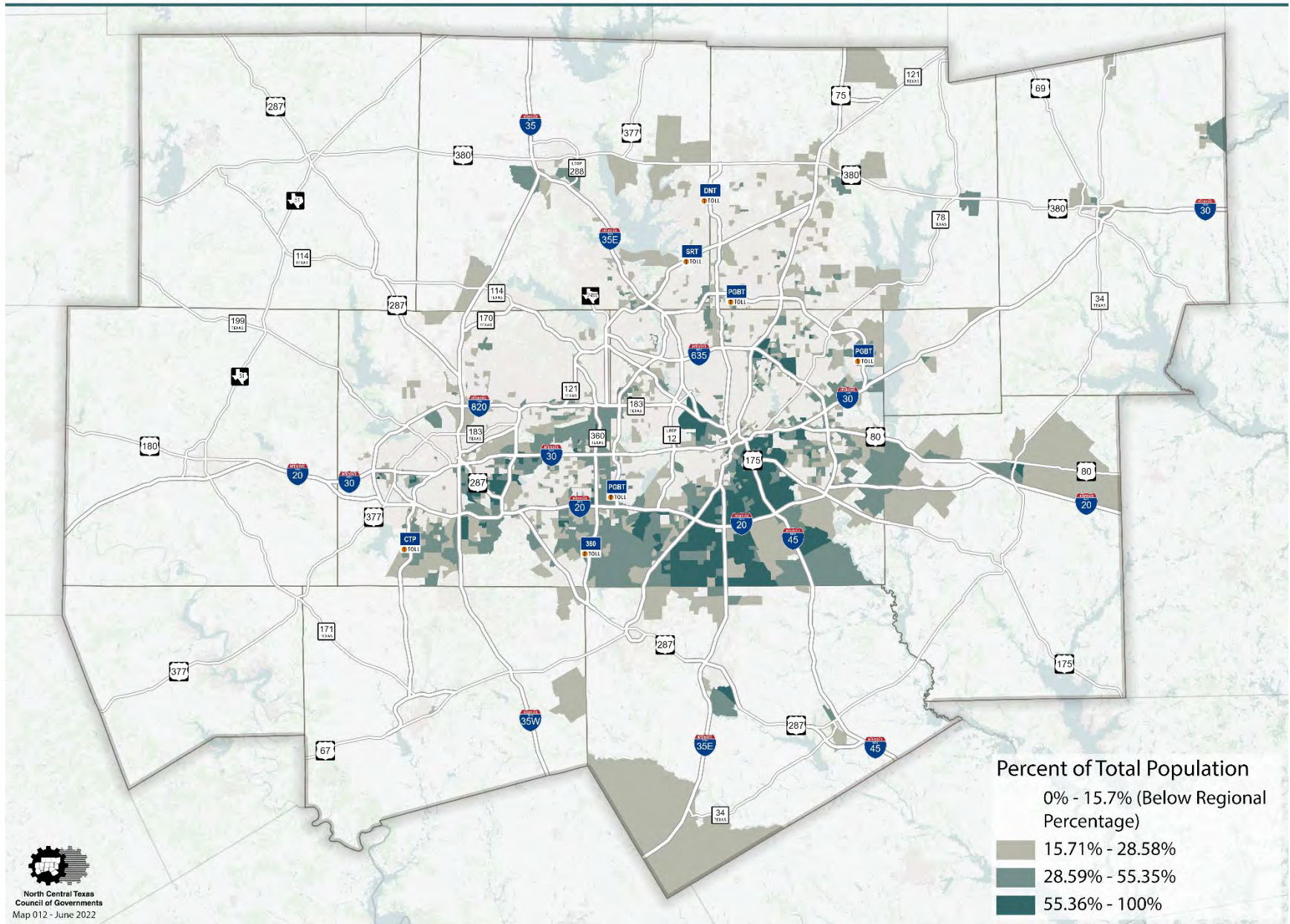


Asian Population



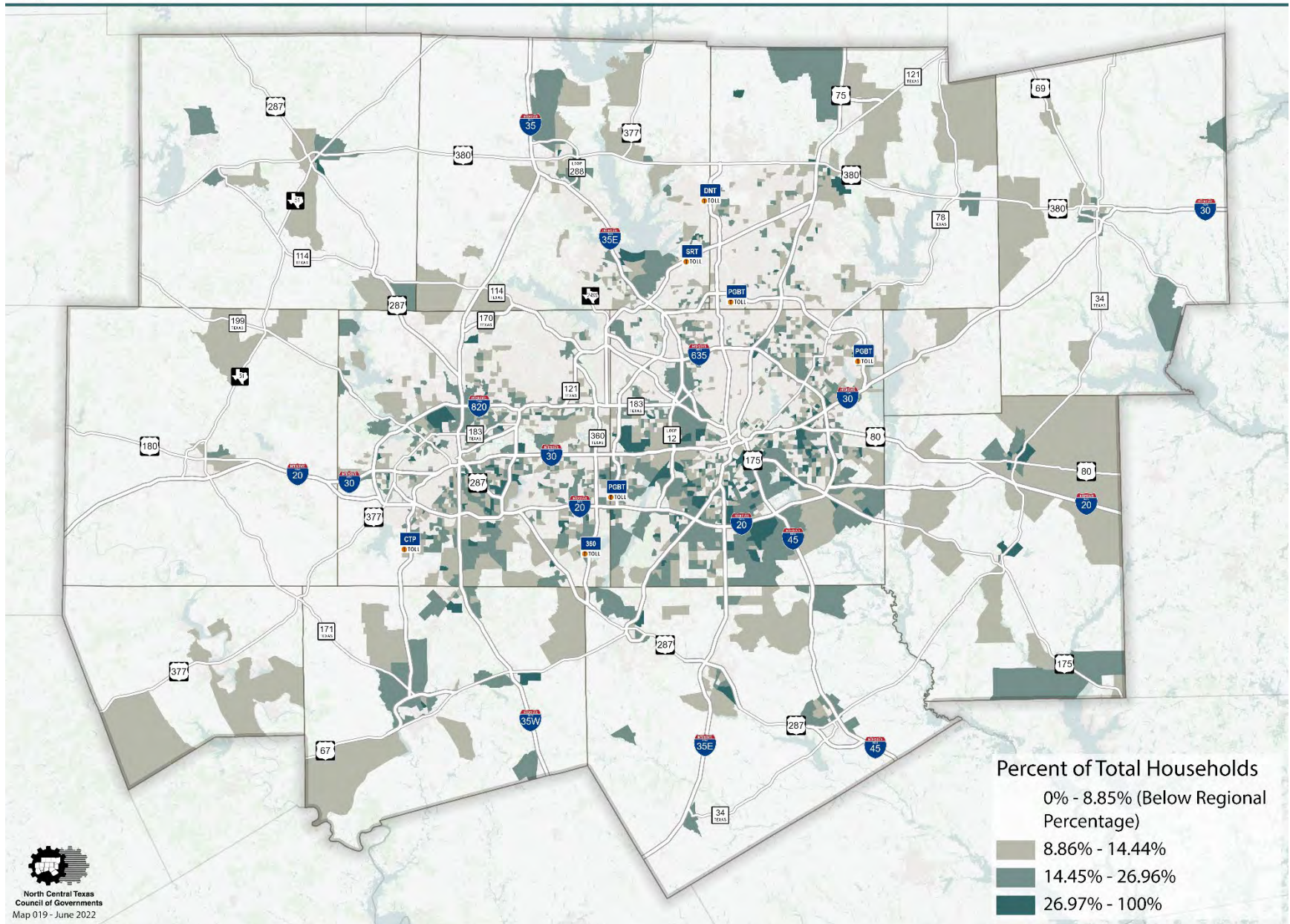


Black or African American Population



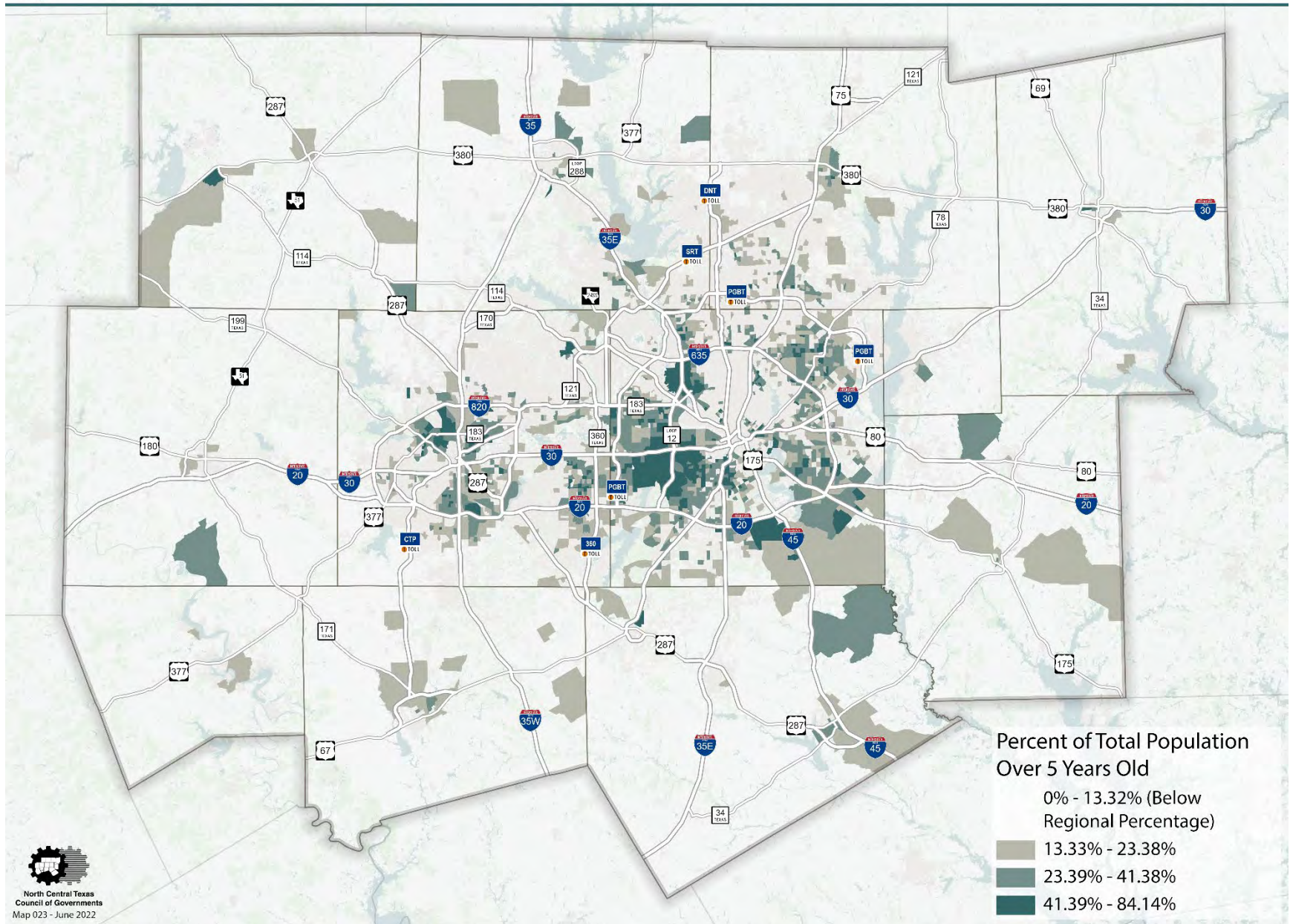


Female Head of Household Population



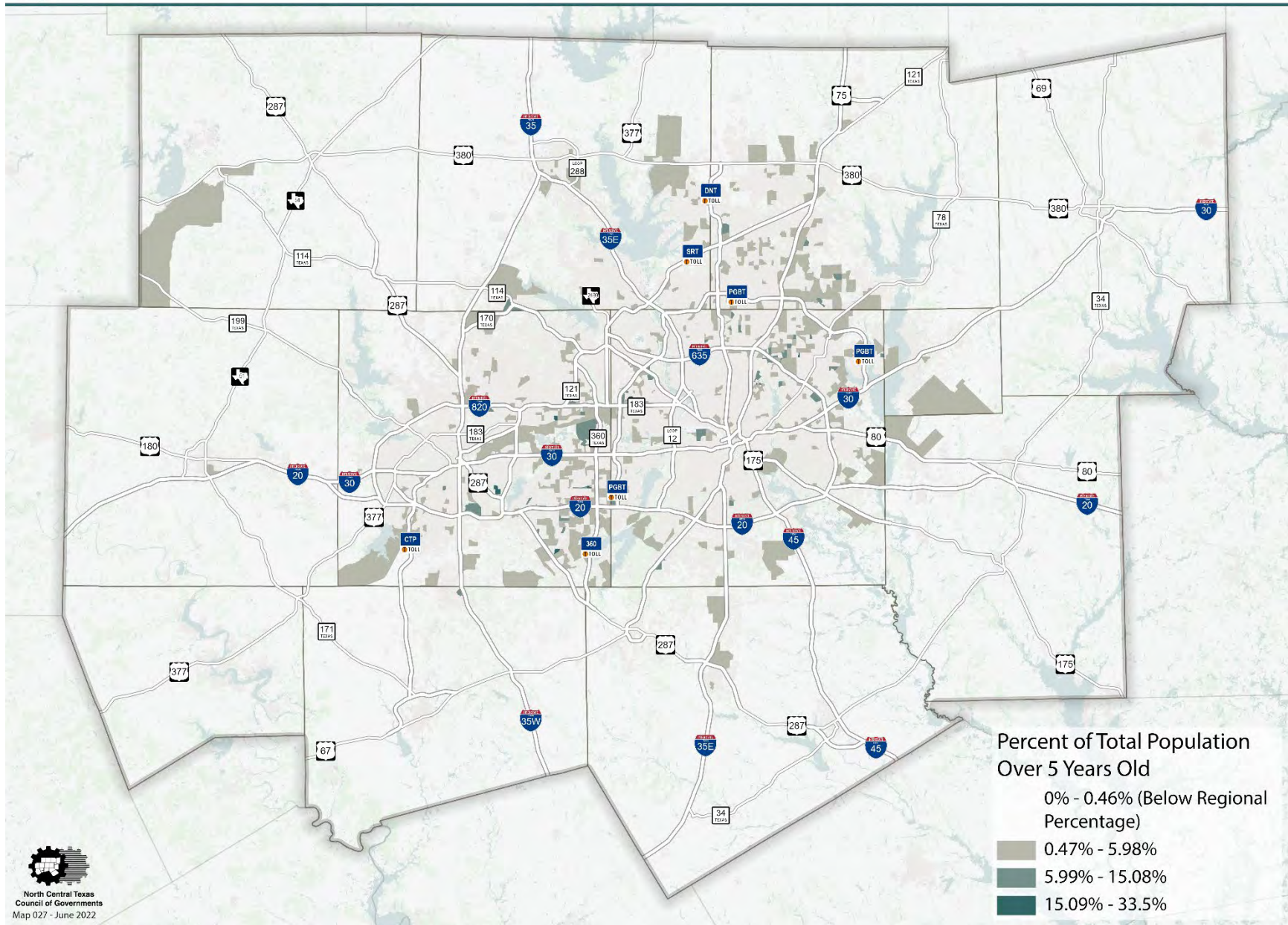


Limited English Proficiency - All Languages



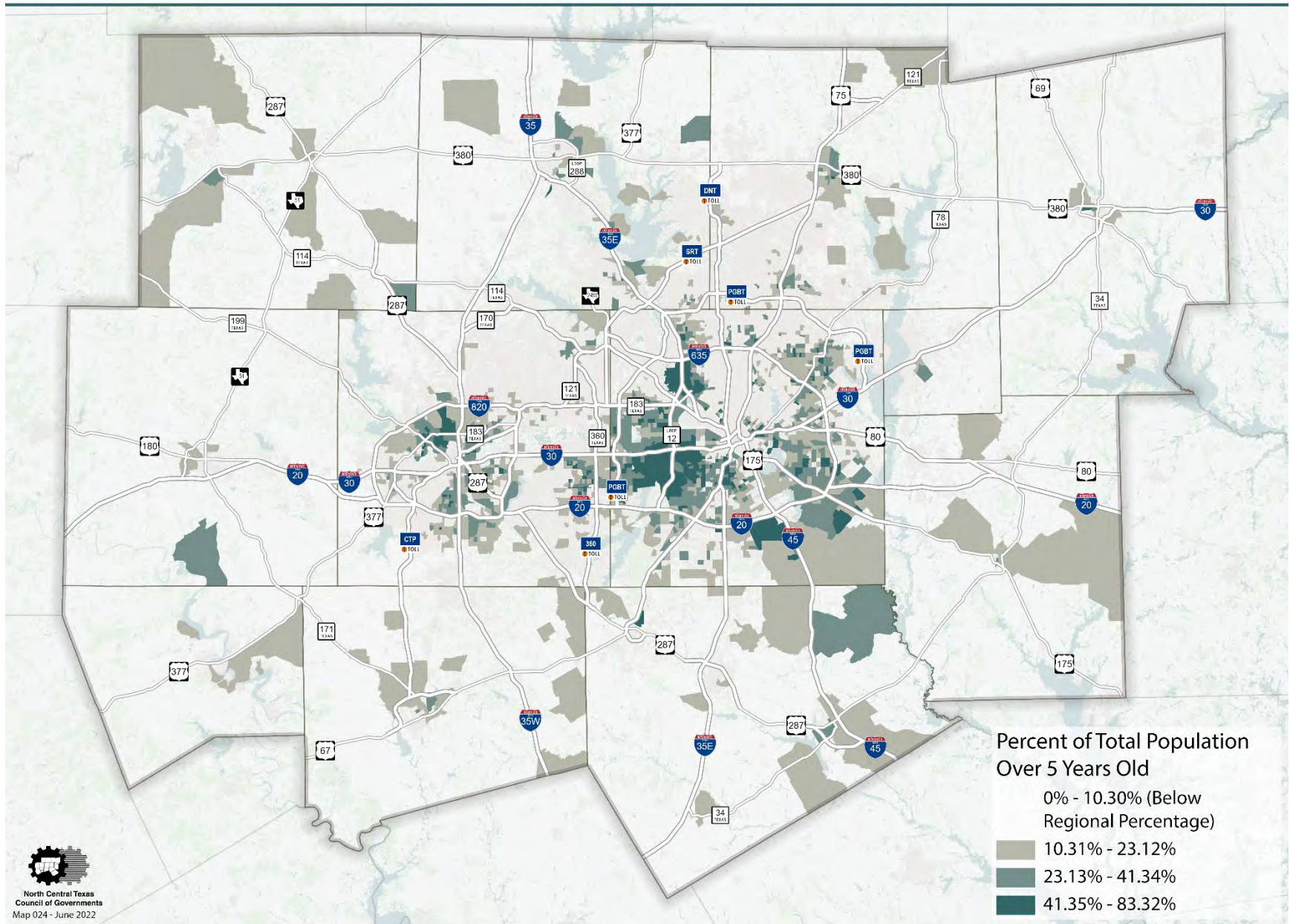


Limited English Proficiency - Other Languages



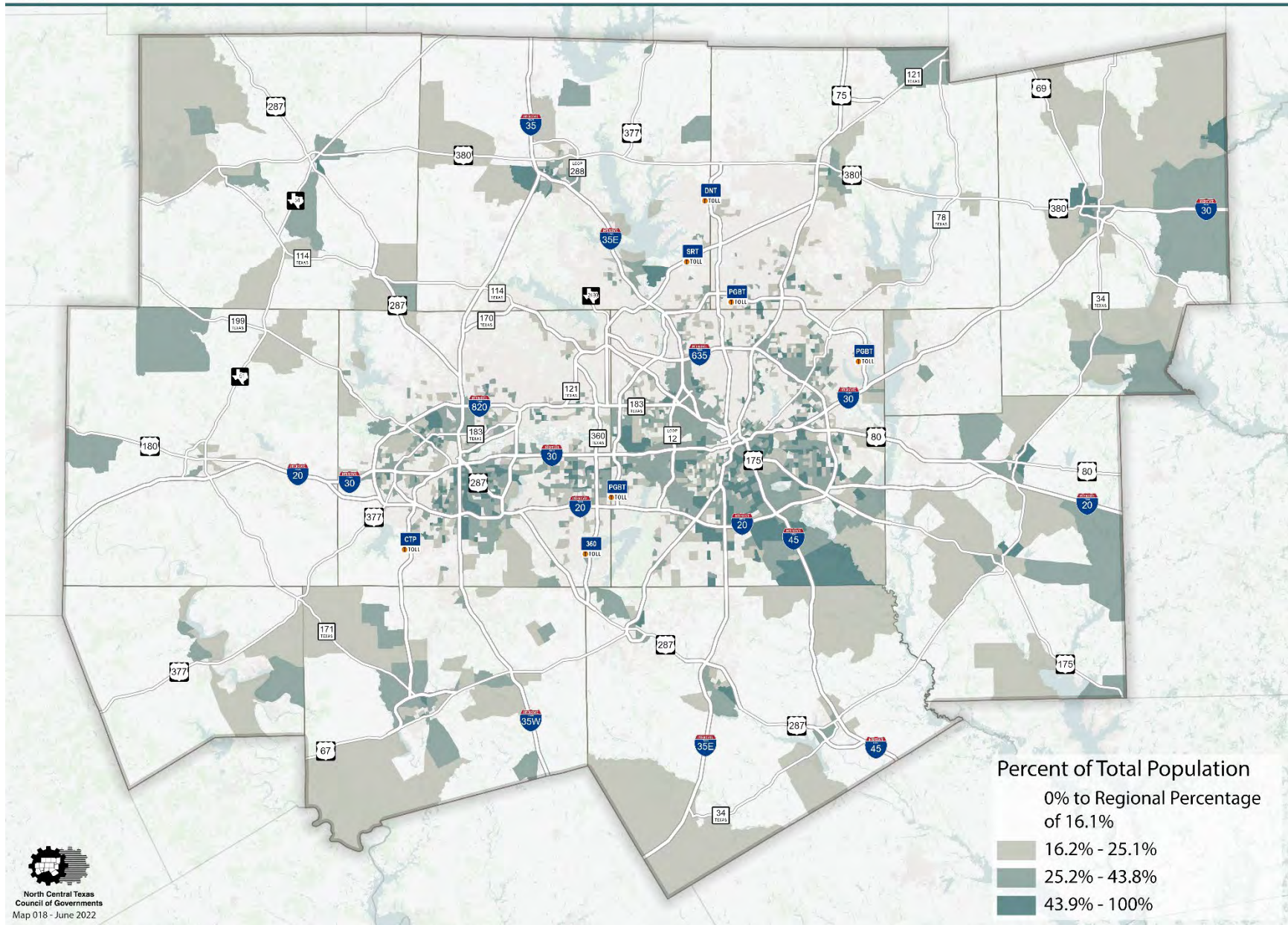


Limited English Proficiency - Spanish



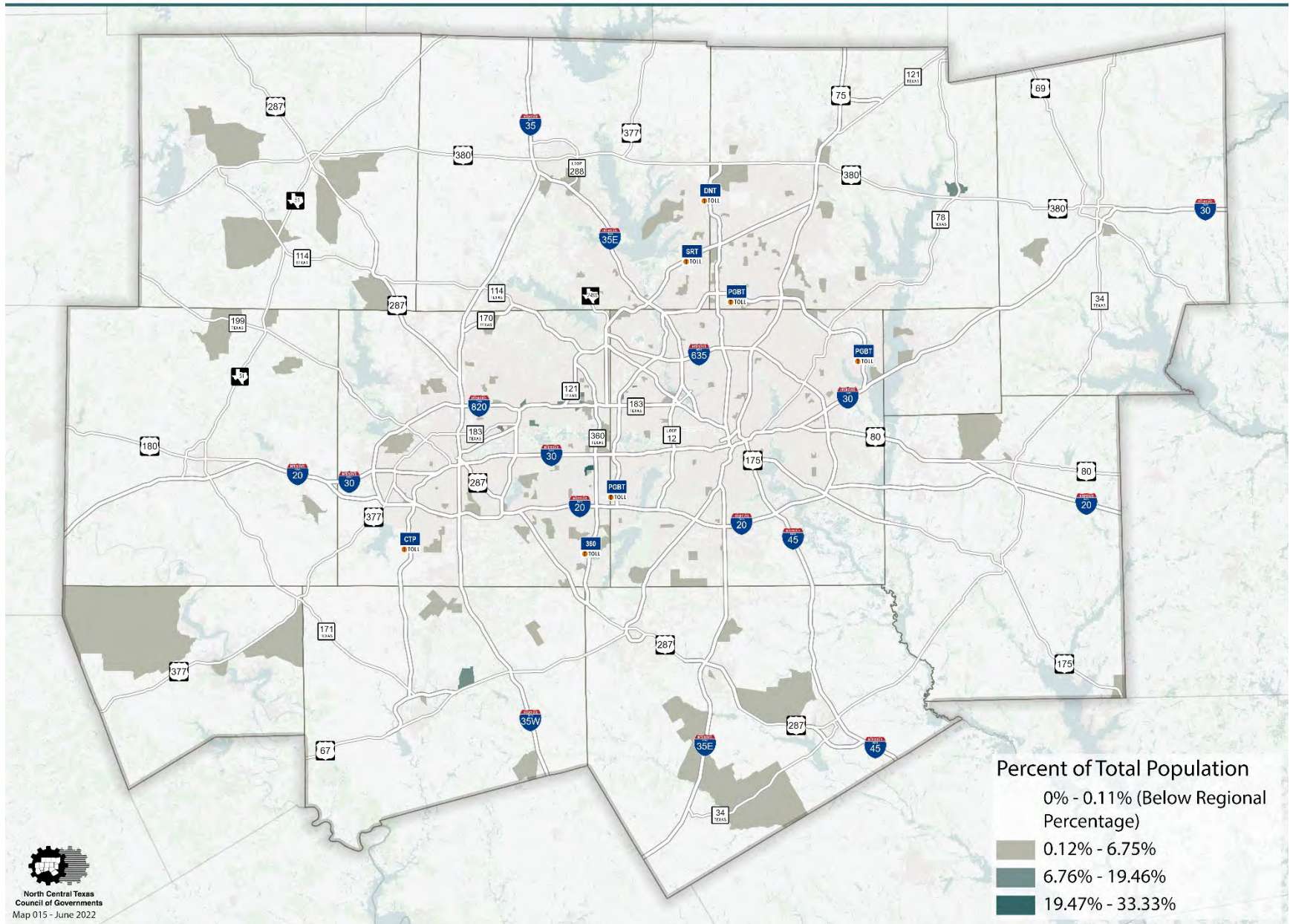


Environmental Justice Population - Low-Income



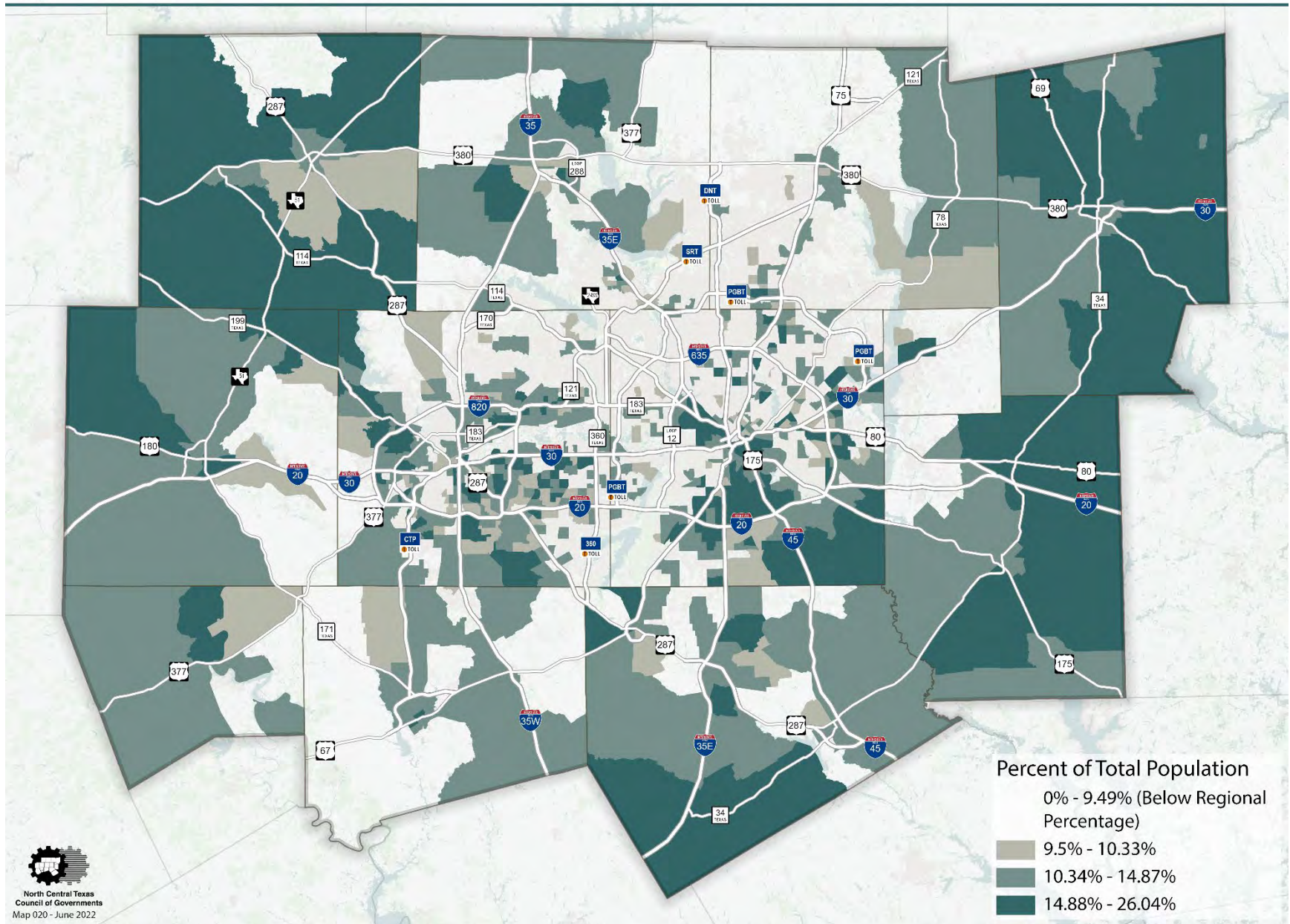


Native Hawaiian or Other Pacific Islander Population



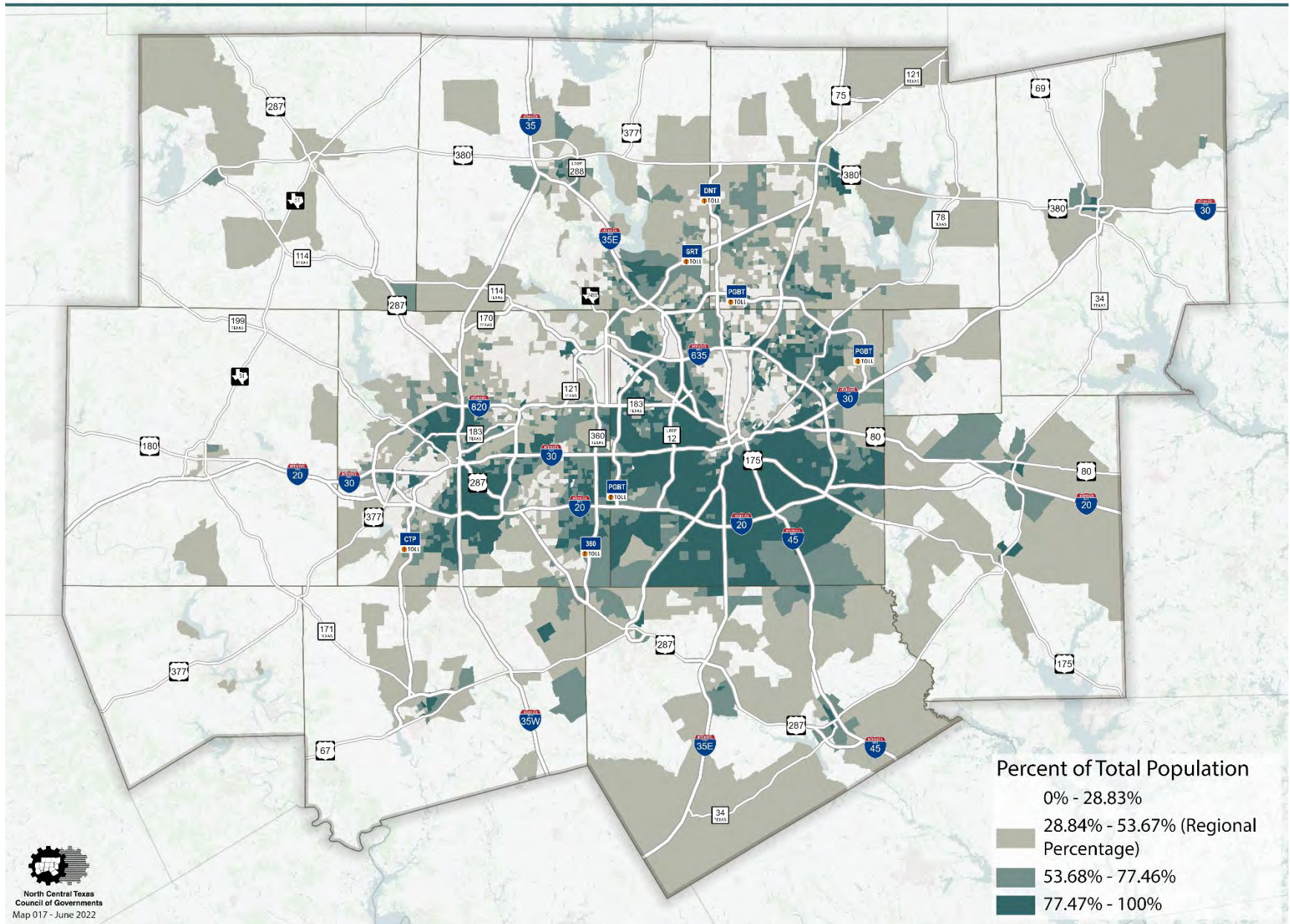


Persons with Disabilities



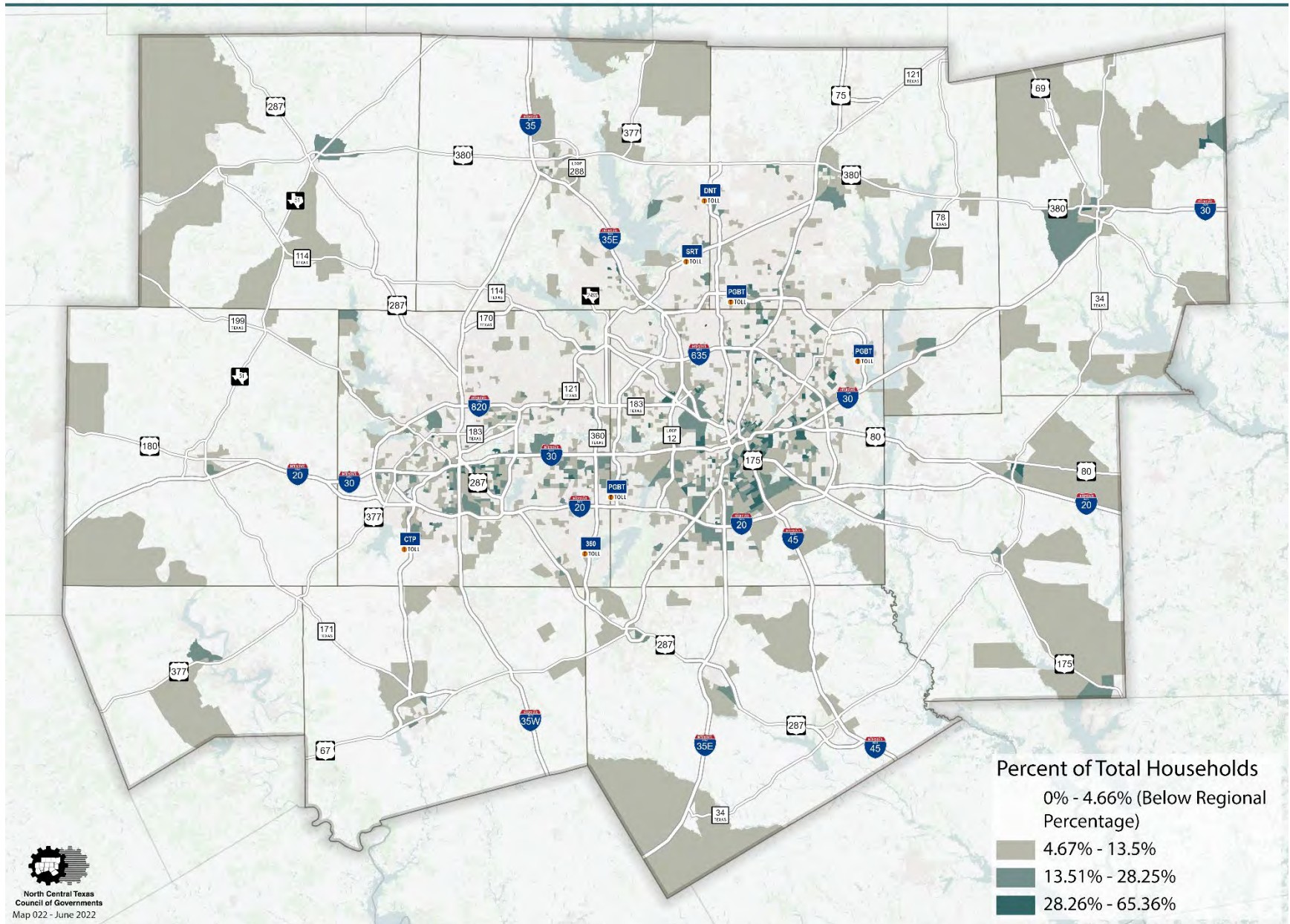


Environmental Justice Population - Total Minority





Zero Car Households



Changes in Demographic Variables Over Time

	2000 Decennial Census		2010 Decennial Census			2006-2010 ACS Estimates			2015-2019 ACS Estimates		
	Totals	Total Percentage†	Totals	Total Percentage†	Percent Change (2000-2010)	Totals	Total Percentage	Percent Change (2000-2010)	Totals	Total Percentage†	Percent Change (2000-2019)
Black or African American, Non-Hispanic or Latino	707,477	13.61%	941,545	14.67%	33.08%	898,733	14.50%	27.03%	1,138,384	15.43%	60.91%
Total Black or African American*	740,570	14.25%	1,015,603	15.82%	37.14%	910,633	14.69%	22.96%	1,158,670	15.70%	56.46%
American Indian or Alaska Native, Non-Hispanic or Latino	21,394	0.41%	24,987	0.39%	16.79%	20,659	0.33%	-3.44%	21,942	0.30%	2.56%
Total American Indian or Alaska Native*	56,865	1.09%	84,851	1.32%	49.21%	31,026	0.50%	-45.44%	35,366	0.48%	-37.81%
Asian, Non-Hispanic or Latino	193,629	3.73%	338,081	5.27%	74.60%	317,118	5.12%	63.78%	501,475	6.80%	158.99%
Total Asian*	219,142	4.22%	385,636	6.01%	75.98%	319,721	5.16%	45.90%	505,009	6.84%	130.45%
Native Hawaiian or Other Pacific Islander, Non-Hispanic or Latino	3,707	0.07%	5,463	0.09%	47.37%	5,886	0.09%	58.78%	7,155	0.10%	93.01%
Total Native Hawaiian or Other Pacific Islander*	8,253	0.16%	13,086	0.20%	58.56%	6,363	0.10%	-22.90%	7,827	0.11%	-5.16%
Hispanic or Latino	1,120,527	21.56%	1,757,112	27.38%	56.81%	1,643,252	26.51%	46.65%	2,124,394	28.79%	89.59%
Some Other Race, Non-Hispanic or Latino	5,515	0.11%	9,072	0.14%	64.50%	13,752	0.22%	149.36%	13,664	0.19%	147.76%
Total Some Other Race*	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	395,899	5.37%	n/a
Two or More Races, Non-Hispanic or Latino	69,097	1.33%	99,550	1.55%	44.07%	89,353	1.44%	29.32%	153,103	2.07%	121.58%
Total Two or More Races*	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	217,869	2.95%	n/a
Total Minority	2,121,346	40.82%	3,175,810	49.48%	49.71%	2,988,753	48.21%	40.89%	3,960,117	53.67%	86.68%
Low Income	549,051	10.74%	n/a	n/a	n/a	817,184	13.18%	48.84%	1,174,656	16.11%	113.94%
Persons with Disabilities**	1,437,885	30.43%	n/a	n/a	n/a	n/a	n/a	n/a	695,363	9.49%	n/a
65 and Over	412,718	7.94%	570,341	8.89%	38.19%	531,410	8.57%	28.76%	815,700	11.05%	97.64%
Female Head of Household***	139,408	7.36%	180,959	7.81%	29.81%	182,847	2.95%	31.16%	228,058	8.85%	n/a

*These categories include individuals who identified themselves as the specified race, and individuals who identified themselves as the specified race and identified their ethnicity as Hispanic or Latino.

**The Census definition of Persons with Disabilities changed to be less inclusive after the 2000 Decennial Census.

***The definition NCTCOG uses for Female Head of Household changed with the 2011-2015 American Community Survey 5-Year Estimates to include female heads of household regardless of whether the children supported are the woman's own children.

† Total Percentage is the percentage of the region's population attributed to each population variable.

ACS: American Community Survey 5-Year Estimates

	2000 Decennial Census		2010 Decennial Census			2006-2010 ACS Estimates			2015-2019 ACS Estimates		
	Totals	Total Percentage†	Totals	Total Percentage†	Percent Change (2000-2010)	Totals	Total Percentage	Percent Change (2000-2010)	Totals	Total Percentage†	Percent Change (2000-2019)
Zero Car Households	114,775	6.06%	n/a	n/a	n/a	112,842	1.82%	-1.68%	120,046	4.66%	4.59%
Limited English Proficiency (LEP)	592,713	12.39%	n/a	n/a	n/a	765,371	12.35%	29.13%	914,371	13.32%	54.27%
LEP: Spanish	486,521	10.17%	n/a	n/a	n/a	624,880	10.08%	28.44%	707,165	10.30%	45.35%
LEP: Asian or Pacific Island Languages	67,036	1.40%	n/a	n/a	n/a	89,868	1.45%	34.06%	117,827	1.72%	75.77%
LEP: Other Indo-European Languages	29,705	0.62%	n/a	n/a	n/a	35,731	0.58%	20.29%	57,736	0.84%	94.36%
LEP: Other Languages	9,451	0.20%	n/a	n/a	n/a	14,892	0.24%	57.57%	31,643	0.46%	234.81%
Total Population	5,197,317		6,417,724		23.48%	6,198,833		19.27%	7,378,981		41.98%

*These categories include individuals who identified themselves as the specified race, and individuals who identified themselves as the specified race and identified their ethnicity as Hispanic or Latino.

**The Census definition of Persons with Disabilities changed to be less inclusive after the 2000 Decennial Census.

***The definition NCTCOG uses for Female Head of Household changed with the 2011-2015 American Community Survey 5-Year Estimates to include female heads of household regardless of whether the children supported are the woman's own children.

† Total Percentage is the percentage of the region's population attributed to each population variable.

ACS: American Community Survey 5-Year Estimates

Regional Nondiscrimination Analysis

As described in the **Social Considerations** chapter, the analysis included the review of key system performance indicators such as number of jobs accessible by automobile or transit and congestion levels. Results were compared for areas determined to have a percentage of protected class populations above the region's percentage versus those with a percentage of protected class

populations below the region's percentage (see the *Nondiscrimination Analysis Results* section for definitions). The performance indicator results are reported in the **Social Considerations** chapter for the Equity Aggregate Protected Class and for all protected classes in the *Nondiscrimination Analysis Results* section found later in this appendix. The following section describes how the performance indicators were calculated.

Accessibility Indicators

Job Accessibility

Access to Jobs by Automobile and Transit

Accessibility to jobs by car or transit were computed based on the travel times forecasted for roadway and transit networks associated to specific scenarios (Build and No-Build). Accessible is defined as within 30 minutes for auto and within 60 minutes for transit. Additional travel time accessibility thresholds are included to represent short, average, and long travel times by auto and transit. The Mobility 2045 Update includes results for the number of jobs accessible by auto within 0 to 15, 16 to 30, and 31 to 45 minutes, and by transit within 0 to 30, 31 to 60, and 61 to 90 minutes.

This calculation is done based on forecasted travel times from the centroid of each zone to the centroids of all zones using the information indicated below.

For Auto: AM shortest path time plus the time spent at trip end points going to and from the vehicle.¹

For Transit: Minimum of the sum of the In-Vehicle Time, Initial Wait Time, Transfer Wait Time, Transfer Walk Time, Access Time, Egress Walk Time, and Dwell Time from the Bus, Premium, and Bus-Premium matrices for Peak Park-and-Ride² and No Park-and-Ride.³

First, the number of jobs was calculated for each destination TAZ (Transportation Analysis Zone); this information is found in the corresponding demographics file.⁴ Next, the destination TAZs located within 0 to 15, 16 to 30, and 31 to 45 minutes for auto, and 0 to 30, 31

to 60, and 61 to 90 minutes for transit, were identified for each origin TAZ. Then, the total number of jobs accessible by auto and by transit were summed and saved as attributes of each origin TAZ. Finally, the regional average number of jobs accessible to protected zones⁵ for auto and transit was computed as weighted averages based on population⁶ using the following formulas (16 to 30 minutes by auto and 31 to 60 minutes by transit shown as examples):

$$\begin{aligned} \text{Jobs for auto}_{\text{Regionalaverage}} &= \frac{\sum_{i=1}^n \text{Jobswithin16 - 30 min by auto}_i \times \text{Population}_i \times \varphi_i}{\sum_{i=1}^n \text{Population}_i \times \varphi_i} \end{aligned}$$

$$\text{Jobs for transit}_{\text{Regionalaverage}} = \frac{\sum_{i=1}^n \text{Jobswithin31 - 60 min by transit}_i \times \text{Population}_i \times \varphi_i}{\sum_{i=1}^n \text{Population}_i \times \varphi_i}$$

Where:

i = Index used to represent a Transportation Analysis Zone.

φ_i = Parameter equal to 1 if i is a protected zone; otherwise, it is equal to 0.

The job accessibility values for the unprotected zones can be calculated using similar formulas to those previously described but inverting the value of the parameter φ so that it is equal to 1 for those zones that have a performance measure lower than the regional percentage.

Access to Jobs by Bicycling and Walking

The calculation for this performance indicator is similar to the auto and transit accessibility indicators. Accessible by bicycling and

¹ [TerminalAMTIME] of the AM_HOV.mtx file

² Minimum of ([In-Vehicle Time] + [Initial Wait Time] + [Transfer Wait Time] + [Transfer Walk Time] + [Access Drive Time] + [Egress Walk Time] + [Dwelling Time]) from BPKPR.mtx, BRPKPRnew.mtx, and RPKPR.mtx

³ Minimum of ([In-Vehicle Time] + [Initial Wait Time] + [Transfer Wait Time] + [Transfer Walk Time] + [Access Walk Time] + [Egress Walk Time] + [Dwelling Time]) from BPKNOPR.mtx, BRPKNOPRnew.mtx, and RPKNOPR.mtx.

⁴ The demographic data file of the scenario is named demographics.bin. The number of jobs is calculated by adding [Basic], [Retail], and [Service] fields which correspond to basic employment, retail employment, and service employment, respectively.

⁵ Protected zones are those whose population's percentage of a protected group is greater than the region's percentage of that protected group. For example, 14.59 percent of the region's population is low-income. Any zone where more than 14.59 percent of residents are low-income is a protected zone.

⁶ Household population for each TAZ is found in the [Pop] column of the demographics.bin of the scenario.

walking is defined as within two miles; this accessibility was computed based on model length of walkable links in the roadway networks scenarios (Build and No-Build). This calculation is done based on model link lengths from the centroid of each zone to the centroids of all zones using the information indicated below. Only zones that are classified as area types 1 (Central Business District), 2 (Outer Business District), and 3 (Urban Residential) were considered for this indicator.

First, the number of jobs accessible was calculated for each of the destination TAZs. Next, the destination TAZs located within two miles using walkable links of each origin TAZ were identified. Then, the total number of jobs accessible by bicycle/walking was summed and saved as attributes of each origin TAZ. Finally, the following formula was used to calculate the regional average of the number of jobs accessible to protected zones by bicycle/walking:

$$\frac{\sum_{i=1}^n \text{Jobs within 2 miles walking}_i \times \text{Population}_i \times \varphi_i}{\sum_{i=1}^n \text{Population}_i \times \varphi_i}$$

Where:

i = Index used to represent a Transportation Analysis Zone.

φ_i = Parameter equal to 1 if i is a protected zone; otherwise, it is equal to 0.

The job accessibility values for the unprotected zones can be calculated using similar formulas to those previously described but inverting the value of the parameter φ so that it is equal to 1 for those zones that have a performance measure lower than the regional percentage.

Accessibility to Special Generators

Population Accessible to Special Generators by Car

Special Generators are locations which have different trip rates than other residences and workplaces. In the Transportation Analytical Forecasting Tool model, universities, colleges, and hospitals are

defined as Special Generators. The Population Accessible to University Special Generators is the number of people within 30 minutes of auto travel time in the Off-Peak period from protected zones to zones with universities and/or colleges. The Population Accessible to Hospital Special Generators is the number of people within 15 minutes of auto travel time in the Off-Peak period from protected zones to zones with hospitals. Hospital Special Generators have a lower time threshold due to the critical need of accessing hospitals for emergency care. Auto Travel Time is calculated using [Terminal OPTIME] from the OP_HOV Matrix.

This calculation incorporates the parameter \varnothing so only travel from protected zones is included; for unprotected zones, a similar formula to the one previously shown is used and the value of the \varnothing parameter is inverted accordingly. The formulas for Population Accessible to Special Generators are shown below:

$$\text{Pop Auto Accessible to Univ SG}_{30 \text{ min}} = \sum_{i=1}^n \alpha_i \times \text{Population}_i \times \varphi_i \quad 30 \text{ min}$$

$$\text{Pop Auto Accessible to Hosp SG}_{15 \text{ min}} = \sum_{i=1}^n \beta_i \times \text{Population}_i \times \varphi_i \quad 15 \text{ min}$$

Where:

i = Index used to represent a Transportation Analysis Zone.

α_i = Parameter for zone i which is 1 if the zone is within 30 minutes auto travel time in Off-Peak period to a University Special Generator and 0 otherwise.

β_i = Parameter for zone i which is 1 if the zone is within 15 minutes auto travel time in Off-Peak period to a Hospital Special Generator and 0 otherwise.

\emptyset_i = Parameter equal to 1 if i is a protected zone; otherwise, it is equal to 0.

Percentage of Zones Accessible to Hospital Special Generators by Transit

The Percentage of Zones Accessible to Hospital Special Generators by Transit is the percentage of zones within 60 minutes of transit travel time in the Off-Peak period from protected zones to zones with Hospital Special Generators. The transit travel time is calculated as the minimum of the sum of the In-Vehicle Time, Initial Wait Time, Transfer Wait Time, Transfer Walk Time, Access Time, Egress Walk Time, and Dwell Time from the Bus, Premium, and Bus-Premium matrices for Off-Peak Park-and-Ride⁷ and No Park-and-Ride.⁸

This calculation incorporates the parameter \emptyset so only travel from protected zones is included; for unprotected zones, a similar formula to the one previously shown is used and the value of the \emptyset parameter is inverted accordingly. The formula for Percentage of Zones Accessible by Transit to Hospital Special Generators is shown below:

$$\frac{\sum_{i=1}^n \beta_i \times \varphi_i}{\sum_{i=1}^n \varphi_i}$$

Where:

i = Index used to represent a Transportation Analysis Zone.

β_i = Parameter for zone i which is 1 if the zone is within 60 minutes transit travel time in Off-Peak period to a Hospital Special Generator and 0 otherwise. This transit travel time to a zone is calculated by finding the minimum travel time in the Off-Peak from BOPPR.mtx,

⁷ Minimum of ([In-Vehicle Time] + [Initial Wait Time] + [Transfer Wait Time] + [Transfer Walk Time] + [Access Drive Time] + [Egress Walk Time] + [Dwelling Time]) from BOPPR.mtx, BROPNPRnew.mtx, and ROPPR.mtx

BROPPRnew.mtx, ROPPR.mtx, BOPNPR.mtx, BROPNPRnew.mtx, and ROPNPR.mtx

\emptyset_i = Parameter equal to 1 if i is a protected zone; otherwise, it is equal to 0.

Mobility Indicators

Congestion Level

The Congestion Level is calculated for each protected group based on attributes of the links of the roadway networks. In this case, the first step consists of identifying if a link is located in a protected or unprotected zone. The regional congestion value for protected zones is then calculated using the following formula:

$$\frac{\sum_{i=1}^n \frac{(Max(AMHRVOC_AB_i, PMHRVOC_AB_i) + Max(AMHRVOC_BA_i, PMHRVOC_BA_i)) * MODEL_LENGTH_i \times \varphi_i}{\sum_{i=1}^n (MODEL_LENGTH_i \times \varphi_i \times \beta_i)}}$$

Where:

i = Index used to represent a roadway link whose Functional Class = {1, 2, 3, 6, 7, 8, 10}.

$AMHRVOC_AB/BA_i$ = Peak Hour Volume Capacity Ratio in the AB or BA direction of link i during the AM Peak period, respectively.

$PMHRVOC_AB/BA_i$ = Peak Hour Volume Capacity Ratio in the AB or BA direction of link i during the PM Peak period, respectively.

$Model_Length_i$ = Length of link i in miles.

β_i = Number of directions (AB, BA) on link i .

\emptyset_i = Parameter equal to 1 if link i is located in protected zones; otherwise, it is equal to 0.

⁸ Minimum of ([In-Vehicle Time] + [Initial Wait Time] + [Transfer Wait Time] + [Transfer Walk Time] + [Access Walk Time] + [Egress Walk Time] + [Dwelling Time]) from BOPNPR.mtx, BROPNPRnew.mtx, and ROPNPR.mtx

For unprotected zones, a similar formula to the one previously shown is used and the value of the \emptyset parameter is inverted accordingly.

Average Travel Length (Time and Distance)

Average Trip Time by Car (Minutes)

The Average Trip Time is the ratio of the product of trips and time to trips from protected zones to all zones. The value is calculated using Home-Based Work trips and the shortest path travel time in the AM Peak period; terminal time is not incorporated.

The calculation of Average Trip Time incorporates the parameter \emptyset so only travel from protected zones is included; for unprotected zones, a similar formula to the one previously shown is used and the value of the \emptyset parameter is inverted accordingly. The formula for Average Trip Time is the following:

$$\frac{\sum_{i=1}^n ([HBW]_i * [AMTIME_]_i \times \varphi_i)}{\sum_{i=1}^n ([HBW]_i \times \varphi_i)}$$

Where:

i = Index used to represent a Transportation Analysis Zone.

$[HBW]_i$ = Home-Based Work trips from zone i taken from core [HBW] in matrix PA_DIST.MTX.

$[AMTIME_]_i$ = Shortest path travel time from zone i in AM Peak period; core in AM_HOV.MTX.

\emptyset_i = Parameter equal to 1 if i is a protected zone; otherwise, it is equal to 0.

Average Trip Length by Car (Miles)

The Average Trip Length is the ratio of the product of trips and length to trips from protected zones to all zones. The value is calculated using Home-Based Work trips and the shortest path travel length in the AM Peak period.

The calculation of Average Trip Length incorporates the parameter \emptyset so only travel from protected zones is included; for unprotected zones, a similar formula to the one previously shown is used and the value of the \emptyset parameter is inverted accordingly. The formula for Average Trip Length is the following:

$$\frac{\sum_{i=1}^n ([HBW]_i * [MODEL_LENGTH (Skim)]_i \times \varphi_i)}{\sum_{i=1}^n ([HBW]_i \times \varphi_i)}$$

Where:

i = Index used to represent a Transportation Analysis Zone.

$[HBW]_i$ = Home-Based Work trips taken from zone i taken from core [HBW] in matrix PA_DIST.MTX.

$[MODEL_LENGTH (Skim)]_i$ = Shortest path travel length in AM peak period from zone i ; core in matrix AM_HOV.MTX.

\emptyset_i = Parameter equal to 1 if i is a protected zone; otherwise, it is equal to 0.

Nondiscrimination Analysis Results

The tables in this section represent the results of the key performance indicators for the aggregate protected and individual protected populations. The underlying demographic data used in the tool is based on the 2015-2019 American Community Survey 5-Year Estimates. A summary of the results for all the performance indicators for the Aggregate (Environmental Justice and Limited English Proficiency) protected class is included in the **Social Considerations** chapter.

Population Group ⁹	Regional Percentage	Total Population
Black or African American Race	15.70%	1,158,670
American Indian or Alaska Native Race	0.48%	35,366
Asian Race	6.84%	505,009
Native Hawaiian or Other Pacific Islander Race	0.11%	7,827
Some Other Race	5.37%	395,899
Two or More Races	2.95%	217,869
Hispanic or Latino Ethnicity	28.79%	2,124,394
Low Income	16.11%	1,174,656
Limited English Proficiency (Total)	13.32%	914,371

Definitions

Total: The total population for the region for each demographic scenario.

Protected: For the Aggregate (Environmental Justice and Limited English Proficiency) protected group, the total population of a TAZ with a total minority population above the regional percentage, a low-income population above the regional percentage, or a LEP (limited English proficient) population above the regional percentage. For the Aggregate (Environmental Justice) protected group, the total population of a TAZ with a total minority population above the regional percentage or a low-income population above the regional percentage. For individual protected groups, an individual protected population group that is above the regional percentage. For each subsequent chart, the specific population is compared individually. For each racial group, the total number of individuals identifying as that race, regardless of ethnicity, are included.

⁹ The statistics for the racial groups in this chart include individuals who identified themselves as the specified race, and individuals who identified themselves as the specified race and identified their ethnicity as Hispanic or Latino. These statistics differ from those in **Exhibit 3-12** in the **Social**

Non-Protected: The total population less the protected population being analyzed. Some protected populations are included in the non-protected category. For example, for the minority population analysis, the non-protected population is the total population less the minority population. Low-income populations that are not minority, while generally part of a protected group, are considered non-protected for the minority population analysis.

Current Network: This scenario uses the 2023 network and demographic projection. This year was used to be consistent with the current network definition used for conformity determination. This analysis is performed to provide a base year to determine how the recommendations in the Mobility 2045 Update impact the community.

2045 Update Build: This scenario uses 2045 demographic projections and assumes that all recommendations in the Mobility 2045 Update are built. This analysis is performed to determine how building the recommendations in the Mobility 2045 Update will impact the community.

2045 Update No-Build: This scenario uses the 2045 demographic projections and assumes that no recommendations in the Mobility 2045 Update are built. This analysis is performed to determine how not building the recommendations in the Mobility 2045 Update will impact the community.

Number of Jobs Accessible by Auto: The regional average number of jobs within 0-to-15, 16-to-30, and 31-to-45-minute travel contours from zones identified as protected or non-protected.

Considerations chapter, where to prevent the double counting of individuals, racial groups do not include individuals who also identified themselves as Hispanic or Latino.

Number of Jobs Accessible by Transit: The regional average number of jobs within 0-to-30, 31-to-60, and 61-to-90-minute travel contours from zones identified as protected or non-protected.

Congestion: This is the average percent lane miles congested for zones identified as protected and non-protected.

Difference: The difference of the average number of jobs accessible for protected and non-protected populations or the difference between the percent lane miles congested.

Percent Change: This is the percent change in the number of jobs available within the given travel contours between the Current and Build scenarios and the Current and No-Build scenarios or is the percent change in congestion.

This represents the total number of people that live in a zone that is considered protected. For example, if a zone has a percentage of low-income individuals that is greater than the regional percentage of 16.11%, the entire population of the zone, both low-income and non-low-income individuals, is considered protected.

How to Read the Chart:

Performance Measure	Population	2023 Current Network	2045 Update Build	2045 Update No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	3,998,817	5,555,650	5,555,650		
	Non-Protected	3,430,906	5,690,881	5,690,881		
	Totals	7,429,723	11,246,531	11,246,531		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	72,960	76,307	62,815	4.6%	-13.9%
	Non-Protected	54,366	44,398	35,553	-18.3%	-34.6%
	Difference	18,594	31,910	27,261		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	603,980	578,008	386,626	-4.3%	-36.0%
	Non-Protected	425,411	332,112	209,026	-21.9%	-50.9%
	Difference	178,569	245,896	177,600		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,205,742	1,290,309	700,537	7.0%	-41.9%
	Non-Protected	858,028	637,478	351,907	-25.7%	-59.0%
	Difference	347,714	652,831	348,630		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	14,966	17,081	12,143	14.1%	-18.9%
	Non-Protected	12,020	10,426	8,106	-13.3%	-32.6%
	Difference	2,946	6,655	4,038		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	251,579	347,436	220,481	38.1%	-12.4%
	Non-Protected	123,407	197,671	88,139	60.2%	-28.6%
	Difference	128,172	149,765	132,342		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	523,927	867,536	497,185	65.6%	-5.1%
	Non-Protected	324,419	617,133	198,768	90.2%	-38.7%
	Difference	199,508	250,403	298,417		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	12,172	17,801	17,726	46.2%	45.6%
	Non-Protected	8,289	10,820	10,796	30.5%	30.2%
	Difference	3,883	6,981	6,930		
Percent of Lane Miles Congested	Protected	48%	65%	77%	35%	61%
	Non-Protected	43%	59%	75%	39%	76%
	Difference	5%	6%	2%		

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels

This represents the percent of lane miles congested. The higher the number, the worse the congestion.

Performance Results for Aggregate (Environmental Justice and LEP) Protected Population

Performance Measure	Population	2023 Current Network	2045 Update Build	2045 Update No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	4,590,206	5,900,776	5,900,776		
	Non-Protected	3,562,749	5,509,220	5,509,220		
	Totals	8,152,955	11,409,996	11,409,996		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	114,670	105,043	96,008	-8.40%	-16.28%
	Non-Protected	77,808	60,910	53,594	-21.72%	-31.12%
	Difference	36,862	44,133	42,413		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	632,292	587,475	498,306	-7.09%	-21.19%
	Non-Protected	413,291	340,571	268,011	-17.60%	-35.15%
	Difference	219,001	246,903	230,295		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,126,760	1,151,447	805,413	2.19%	-28.52%
	Non-Protected	696,311	607,347	408,869	-12.78%	-41.28%
	Difference	430,449	544,100	396,544		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	12,820	17,591	14,561	37.21%	13.58%
	Non-Protected	10,866	10,330	9,135	-4.94%	-15.94%
	Difference	1,954	7,262	5,427		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	320,617	447,175	357,554	39.47%	11.52%
	Non-Protected	164,250	201,888	138,142	22.92%	-15.90%
	Difference	156,367	245,288	219,412		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	650,957	1,078,368	734,855	65.66%	12.89%
	Non-Protected	400,984	688,000	309,617	71.58%	-22.79%
	Difference	249,973	390,368	425,237		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	12,567	15,788	15,769	25.63%	25.48%
	Non-Protected	9,708	9,538	9,530	-1.75%	-1.84%
	Difference	2,859	6,250	6,239		
Percent of Lane Miles Congested	Protected	52%	65%	75%	24.75%	44.76%
	Non-Protected	48%	60%	79%	23.98%	62.72%
	Difference	4%	5%	-3%		

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels.

Performance Results for Aggregate (Environmental Justice) Protected Population

Performance Measure	Population	2023 Current Network	2045 Update Build	2045 Update No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	4,405,006	5,633,117	5,633,117		
	Non-Protected	3,747,949	5,776,879	5,776,879		
	Totals	8,152,955	11,409,996	11,409,996		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	115,472	106,521	97,358	-7.75%	-15.69%
	Non-Protected	78,688	61,514	54,242	-21.83%	-31.07%
	Difference	36,783	45,007	43,116		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	634,551	594,690	504,788	-6.28%	-20.45%
	Non-Protected	421,458	344,975	272,361	-18.15%	-35.38%
	Difference	213,093	249,715	232,427		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,136,299	1,168,339	817,134	2.82%	-28.09%
	Non-Protected	706,370	616,084	415,812	-12.78%	-41.13%
	Difference	429,929	552,255	401,322		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	13,119	18,122	14,989	38.14%	14.25%
	Non-Protected	10,612	10,148	8,969	-4.37%	-15.48%
	Difference	2,508	7,974	6,020		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	321,357	450,694	361,294	40.25%	12.43%
	Non-Protected	171,105	209,821	144,661	22.63%	-15.45%
	Difference	150,252	240,872	216,633		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	652,519	1,082,957	742,195	65.97%	13.74%
	Non-Protected	411,501	701,613	322,162	70.50%	-21.71%
	Difference	241,017	381,344	420,034		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	12,712	16,053	16,032	26.28%	26.13%
	Non-Protected	9,680	9,570	9,563	-1.14%	-1.21%
	Difference	3,031	6,482	6,470		
Percent of Lane Miles Congested	Protected	52%	65%	75%	25.11%	44.71%
	Non-Protected	48%	60%	78%	23.68%	61.75%
	Difference	4%	5%	-3%		

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels.

Performance Results for Low-Income Population

Performance Measure	Population	2023 Current Network	2045 Update Build	2045 Update No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	2,947,571	3,822,333	3,822,333		
	Non-Protected	5,205,384	7,587,663	7,587,663		
	Totals	8,152,955	11,409,996	11,409,996		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	119,011	110,717	101,978	-6.97%	-14.31%
	Non-Protected	86,983	70,141	62,205	-19.36%	-28.49%
	Difference	32,028	40,576	39,774		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	637,662	608,428	519,333	-4.58%	-18.56%
	Non-Protected	479,360	397,649	320,502	-17.05%	-33.14%
	Difference	158,302	210,780	198,830		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,113,234	1,184,632	814,756	6.41%	-26.81%
	Non-Protected	839,804	739,672	512,785	-11.92%	-38.94%
	Difference	273,430	444,960	301,972		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	16,395	22,446	18,702	36.91%	14.07%
	Non-Protected	9,459	9,873	8,535	4.38%	-9.77%
	Difference	6,936	12,572	10,167		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	343,739	474,046	392,488	37.91%	14.18%
	Non-Protected	200,500	255,542	180,646	27.45%	-9.90%
	Difference	143,238	218,504	211,843		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	649,892	1,050,183	750,542	61.59%	15.49%
	Non-Protected	480,470	809,130	418,197	68.40%	-12.96%
	Difference	169,421	241,053	332,345		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	13,889	17,279	17,259	24.41%	24.26%
	Non-Protected	9,862	10,499	10,489	6.46%	6.36%
	Difference	4,027	6,780	6,771		
Percent of Lane Miles Congested	Protected	47%	59%	69%	25.83%	46.92%
	Non-Protected	52%	64%	81%	23.26%	56.49%
	Difference	-5%	-5%	-12%		

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels.

Performance Results for Minority Population

Performance Measure	Population	2023 Current Network	2045 Update Build	2045 Update No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	3,731,499	4,708,558	4,708,558		
	Non-Protected	4,421,456	6,701,438	6,701,438		
	Totals	8,152,955	11,409,996	11,409,996		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	122,649	113,978	104,623	-7.07%	-14.70%
	Non-Protected	78,234	62,484	55,086	-20.13%	-29.59%
	Difference	44,414	51,494	49,536		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	680,865	639,711	546,340	-6.04%	-19.76%
	Non-Protected	414,831	347,794	275,232	-16.16%	-33.65%
	Difference	266,035	291,917	271,108		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,239,218	1,276,885	894,808	3.04%	-27.79%
	Non-Protected	685,000	616,009	416,605	-10.07%	-39.18%
	Difference	554,218	660,876	478,203		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	13,476	19,231	15,862	42.71%	17.71%
	Non-Protected	10,693	10,469	9,186	-2.09%	-14.09%
	Difference	2,783	8,761	6,676		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	352,729	499,072	403,788	41.49%	14.48%
	Non-Protected	167,517	209,062	144,692	24.80%	-13.63%
	Difference	185,212	290,009	259,096		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	713,259	1,180,778	826,686	65.55%	15.90%
	Non-Protected	396,953	685,494	320,746	72.69%	-19.20%
	Difference	316,307	495,284	505,940		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	12,994	16,794	16,769	29.24%	29.05%
	Non-Protected	9,903	9,944	9,938	0.41%	0.34%
	Difference	3,090	6,850	6,832		
Percent of Lane Miles Congested	Protected	62%	77%	87%	23.46%	40.47%
	Non-Protected	45%	56%	72%	25.22%	61.43%
	Difference	18%	21%	15%		

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels.

Performance Results for Limited English Proficiency Population

Performance Measure	Population	2023 Current Network	2045 Update Build	2045 Update No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	2,684,275	3,408,847	3,408,847		
	Non-Protected	5,468,680	8,001,149	8,001,149		
	Totals	8,152,955	11,409,996	11,409,996		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	126,525	114,513	106,736	-9.49%	-15.64%
	Non-Protected	84,837	70,620	62,233	-16.76%	-26.64%
	Difference	41,688	43,893	44,504		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	710,333	658,453	565,719	-7.30%	-20.36%
	Non-Protected	451,311	387,229	311,015	-14.20%	-31.09%
	Difference	259,022	271,224	254,704		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,273,511	1,338,681	930,119	5.12%	-26.96%
	Non-Protected	774,298	697,034	479,240	-9.98%	-38.11%
	Difference	499,213	641,647	450,879		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	14,306	20,383	16,879	42.48%	17.98%
	Non-Protected	10,818	11,402	9,837	5.40%	-9.07%
	Difference	3,488	8,981	7,041		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	389,056	542,698	445,236	39.49%	14.44%
	Non-Protected	185,153	237,585	169,121	28.32%	-8.66%
	Difference	203,903	305,113	276,115		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	745,836	1,214,102	861,832	62.78%	15.55%
	Non-Protected	441,534	751,750	387,958	70.26%	-12.13%
	Difference	304,302	462,352	473,873		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	13,456	17,034	17,038	26.60%	26.62%
	Non-Protected	10,269	10,954	10,933	6.67%	6.47%
	Difference	3,187	6,081	6,105		
Percent of Lane Miles Congested	Protected	59%	73%	84%	22.58%	40.78%
	Non-Protected	47%	59%	75%	25.17%	58.05%
	Difference	12%	14%	9%		

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels.

Performance Results for Black or African American Population

Performance Measure	Population	2023 Current Network	2045 Update Build	2045 Update No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	2,786,220	3,723,003	3,723,003		
	Non-Protected	5,366,735	7,686,993	7,686,993		
	Totals	8,152,955	11,409,996	11,409,996		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	109,041	101,456	91,733	-6.96%	-15.87%
	Non-Protected	93,122	75,151	67,681	-19.30%	-27.32%
	Difference	15,919	26,305	24,052		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	574,020	535,470	445,809	-6.72%	-22.34%
	Non-Protected	517,160	435,708	358,681	-15.75%	-30.64%
	Difference	56,860	99,762	87,128		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,056,690	1,035,201	707,532	-2.03%	-33.04%
	Non-Protected	877,381	817,795	568,618	-6.79%	-35.19%
	Difference	179,310	217,406	138,914		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	13,771	17,942	15,187	30.30%	10.29%
	Non-Protected	11,030	12,217	10,369	10.76%	-5.99%
	Difference	2,741	5,726	4,818		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	297,610	407,161	328,872	36.81%	10.50%
	Non-Protected	228,755	290,759	214,194	27.10%	-6.37%
	Difference	68,855	116,403	114,677		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	630,786	1,027,062	712,774	62.82%	13.00%
	Non-Protected	495,483	823,442	440,784	66.19%	-11.04%
	Difference	135,304	203,620	271,989		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	12,312	15,093	15,066	22.59%	22.36%
	Non-Protected	10,802	11,646	11,638	7.81%	7.75%
	Difference	1,510	3,447	3,427		
Percent of Lane Miles Congested	Protected	59%	73%	86%	24.53%	45.20%
	Non-Protected	47%	59%	74%	24.14%	56.58%
	Difference	12%	15%	11%		

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels.

Performance Results for American Indian or Alaska Native Population

Performance Measure	Population	2023 Current Network	2045 Update Build	2045 Update No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	2,328,875	3,210,881	3,210,881		
	Non-Protected	5,824,080	8,199,115	8,199,115		
	Totals	8,152,955	11,409,996	11,409,996		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	83,192	71,701	63,702	-13.81%	-23.43%
	Non-Protected	104,708	88,446	80,160	-15.53%	-23.44%
	Difference	-21,516	-16,745	-16,459		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	456,358	405,488	318,476	-11.15%	-30.21%
	Non-Protected	568,674	492,841	413,988	-13.34%	-27.20%
	Difference	-112,317	-87,353	-95,512		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	842,109	780,952	500,793	-7.26%	-40.53%
	Non-Protected	977,266	930,941	658,257	-4.74%	-32.64%
	Difference	-135,157	-149,988	-157,464		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	8,618	10,298	8,770	19.50%	1.77%
	Non-Protected	13,305	15,568	13,183	17.00%	-0.92%
	Difference	-4,688	-5,270	-4,413		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	209,225	271,978	199,338	29.99%	-4.73%
	Non-Protected	269,505	350,969	272,085	30.23%	0.96%
	Difference	-60,280	-78,992	-72,747		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	477,205	812,894	440,040	70.34%	-7.79%
	Non-Protected	567,520	920,032	564,579	62.11%	-0.52%
	Difference	-90,315	-107,137	-124,539		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	9,595	10,860	10,843	13.19%	13.01%
	Non-Protected	12,007	13,519	13,506	12.59%	12.49%
	Difference	-2,412	-2,658	-2,663		
Percent of Lane Miles Congested	Protected	47%	59%	76%	25.40%	61.45%
	Non-Protected	52%	64%	78%	23.83%	50.26%
	Difference	-5%	-5%	-2%		

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels.

Performance Results for Asian Population

Performance Measure	Population	2023 Current Network	2045 Update Build	2045 Update No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	2,478,491	3,041,319	3,041,319		
	Non-Protected	5,674,464	8,368,677	8,368,677		
	Totals	8,152,955	11,409,996	11,409,996		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	119,901	104,820	95,775	-12.58%	-20.12%
	Non-Protected	89,242	76,071	68,171	-14.76%	-23.61%
	Difference	30,660	28,750	27,605		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	642,367	588,399	496,288	-8.40%	-22.74%
	Non-Protected	490,390	424,599	347,433	-13.42%	-29.15%
	Difference	151,977	163,800	148,854		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,108,466	1,064,748	785,757	-3.94%	-29.11%
	Non-Protected	864,490	824,766	551,506	-4.60%	-36.20%
	Difference	243,975	239,983	234,251		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	11,974	15,135	13,306	26.41%	11.13%
	Non-Protected	11,963	13,703	11,445	14.54%	-4.33%
	Difference	10	1,432	1,861		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	279,350	404,137	286,867	44.67%	2.69%
	Non-Protected	240,465	301,340	238,801	25.32%	-0.69%
	Difference	38,886	102,797	48,066		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	633,813	1,191,950	645,094	88.06%	1.78%
	Non-Protected	501,498	780,106	487,535	55.55%	-2.78%
	Difference	132,315	411,845	157,558		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	14,568	18,072	18,041	24.05%	23.84%
	Non-Protected	9,898	10,844	10,836	9.55%	9.48%
	Difference	4,669	7,228	7,205		
Percent of Lane Miles Congested	Protected	72%	87%	101%	21.17%	40.92%
	Non-Protected	45%	57%	71%	25.18%	57.82%
	Difference	26%	30%	29%		

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels.

Performance Results for Native Hawaiian or Other Pacific Islander Population

Performance Measure	Population	2023 Current Network	2045 Update Build	2045 Update No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	689,951	834,846	834,846		
	Non-Protected	7,463,004	10,575,150	10,575,150		
	Totals	8,152,955	11,409,996	11,409,996		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	91,612	88,744	80,147	-3.13%	-12.51%
	Non-Protected	99,205	83,338	75,164	-15.99%	-24.23%
	Difference	-7,593	5,406	4,983		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	504,149	477,712	386,173	-5.24%	-23.40%
	Non-Protected	539,590	467,513	387,184	-13.36%	-28.24%
	Difference	-35,441	10,199	-1,011		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	878,075	936,201	619,183	6.62%	-29.48%
	Non-Protected	944,259	884,985	613,531	-6.28%	-35.03%
	Difference	-66,185	51,215	5,651		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	4,545	6,692	5,177	47.25%	13.91%
	Non-Protected	12,653	14,669	12,475	15.93%	-1.40%
	Difference	-8,108	-7,976	-7,298		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	195,789	296,076	199,701	51.22%	2.00%
	Non-Protected	257,509	331,319	255,711	28.66%	-0.70%
	Difference	-61,721	-35,243	-56,010		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	518,475	957,491	529,425	84.67%	2.11%
	Non-Protected	543,871	884,545	529,541	62.64%	-2.63%
	Difference	-25,397	72,946	-116		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	9,769	12,854	12,825	31.58%	31.28%
	Non-Protected	11,461	12,764	12,751	11.37%	11.26%
	Difference	-1,692	91	73		
Percent of Lane Miles Congested	Protected	49%	58%	71%	19.01%	45.72%
	Non-Protected	50%	63%	77%	24.65%	53.83%
	Difference	-2%	-5%	-6%		

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels.

Performance Results for Hispanic or Latino Population

Performance Measure	Population	2023 Current Network	2045 Update Build	2045 Update No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	2,810,394	3,666,516	3,666,516		
	Non-Protected	5,342,561	7,743,480	7,743,480		
	Totals	8,152,955	11,409,996	11,409,996		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	117,946	107,856	99,235	-8.56%	-15.86%
	Non-Protected	88,365	72,312	64,304	-18.17%	-27.23%
	Difference	29,581	35,544	34,932		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	657,107	608,200	513,289	-7.44%	-21.89%
	Non-Protected	473,195	401,998	327,365	-15.05%	-30.82%
	Difference	183,912	206,202	185,924		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,191,260	1,248,821	847,391	4.83%	-28.87%
	Non-Protected	805,780	718,232	503,409	-10.87%	-37.53%
	Difference	385,480	530,590	343,981		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	13,070	18,511	14,967	41.63%	14.51%
	Non-Protected	11,386	11,989	10,508	5.30%	-7.71%
	Difference	1,684	6,522	4,459		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	351,770	484,379	395,964	37.70%	12.56%
	Non-Protected	199,954	255,046	183,263	27.55%	-8.35%
	Difference	151,816	229,333	212,701		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	678,575	1,090,657	759,839	60.73%	11.98%
	Non-Protected	469,732	794,816	420,483	69.21%	-10.48%
	Difference	208,843	295,841	339,356		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	12,595	15,702	15,688	24.67%	24.56%
	Non-Protected	10,646	11,383	11,369	6.92%	6.79%
	Difference	1,949	4,319	4,319		
Percent of Lane Miles Congested	Protected	53%	65%	78%	22.15%	45.05%
	Non-Protected	49%	61%	77%	25.22%	56.83%
	Difference	5%	4%	1%		

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels.

Performance Results for Some Other Race Population

Performance Measure	Population	2023 Current Network	2045 Update Build	2045 Update No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	2,302,580	2,989,861	2,989,861		
	Non-Protected	5,850,375	8,420,135	8,420,135		
	Totals	8,152,955	11,409,996	11,409,996		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	114,850	102,453	94,274	-10.79%	-17.92%
	Non-Protected	92,152	77,087	68,873	-16.35%	-25.26%
	Difference	22,698	25,366	25,401		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	666,995	619,081	515,602	-7.18%	-22.70%
	Non-Protected	485,267	414,705	341,485	-14.54%	-29.63%
	Difference	181,728	204,376	174,117		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,135,421	1,224,085	841,629	7.81%	-25.88%
	Non-Protected	861,217	769,654	533,098	-10.63%	-38.10%
	Difference	274,205	454,430	308,532		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	10,311	14,475	11,578	40.38%	12.29%
	Non-Protected	12,618	13,947	12,070	10.53%	-4.34%
	Difference	-2,307	529	-491		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	303,180	418,036	334,491	37.88%	10.33%
	Non-Protected	232,255	297,033	222,184	27.89%	-4.34%
	Difference	70,925	121,003	112,306		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	621,212	1,022,124	680,479	64.54%	9.54%
	Non-Protected	510,436	842,925	475,933	65.14%	-6.76%
	Difference	110,775	179,199	204,546		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	12,238	14,930	14,902	22.00%	21.77%
	Non-Protected	10,956	12,004	11,995	9.56%	9.49%
	Difference	1,282	2,926	2,907		
Percent of Lane Miles Congested	Protected	53%	64%	78%	20.08%	47.18%
	Non-Protected	49%	62%	77%	25.64%	55.23%
	Difference	3%	1%	1%		

For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels.

Performance Results for Two or More Races Population

Performance Measure	Population	2023 Current Network	2045 Update Build	2045 Update No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	3,290,196	4,330,349	4,330,349		
	Non-Protected	4,862,759	7,079,647	7,079,647		
	Totals	8,152,955	11,409,996	11,409,996		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	98,410	85,993	77,034	-12.62%	-21.72%
	Non-Protected	98,665	82,352	74,608	-16.53%	-24.38%
	Difference	-255	3,640	2,426		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	534,106	483,903	394,042	-9.40%	-26.22%
	Non-Protected	538,273	458,691	382,871	-14.78%	-28.87%
	Difference	-4,167	25,212	11,171		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	932,640	891,765	619,809	-4.38%	-33.54%
	Non-Protected	942,731	886,878	610,358	-5.92%	-35.26%
	Difference	-10,091	4,887	9,450		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	10,258	12,363	10,732	20.52%	4.62%
	Non-Protected	13,123	15,138	12,681	15.36%	-3.37%
	Difference	-2,865	-2,775	-1,948		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	228,890	311,796	231,187	36.22%	1.00%
	Non-Protected	268,116	339,104	264,106	26.48%	-1.50%
	Difference	-39,225	-27,308	-32,919		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	524,799	926,069	531,003	76.46%	1.18%
	Non-Protected	553,173	867,748	528,633	56.87%	-4.44%
	Difference	-28,374	58,321	2,370		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	11,930	14,107	14,086	18.24%	18.07%
	Non-Protected	10,904	11,953	11,943	9.62%	9.54%
	Difference	1,027	2,154	2,143		
Percent of Lane Miles Congested	Protected	55%	67%	83%	22.35%	49.75%
	Non-Protected	48%	60%	74%	25.25%	55.25%
	Difference	7%	8%	8%		

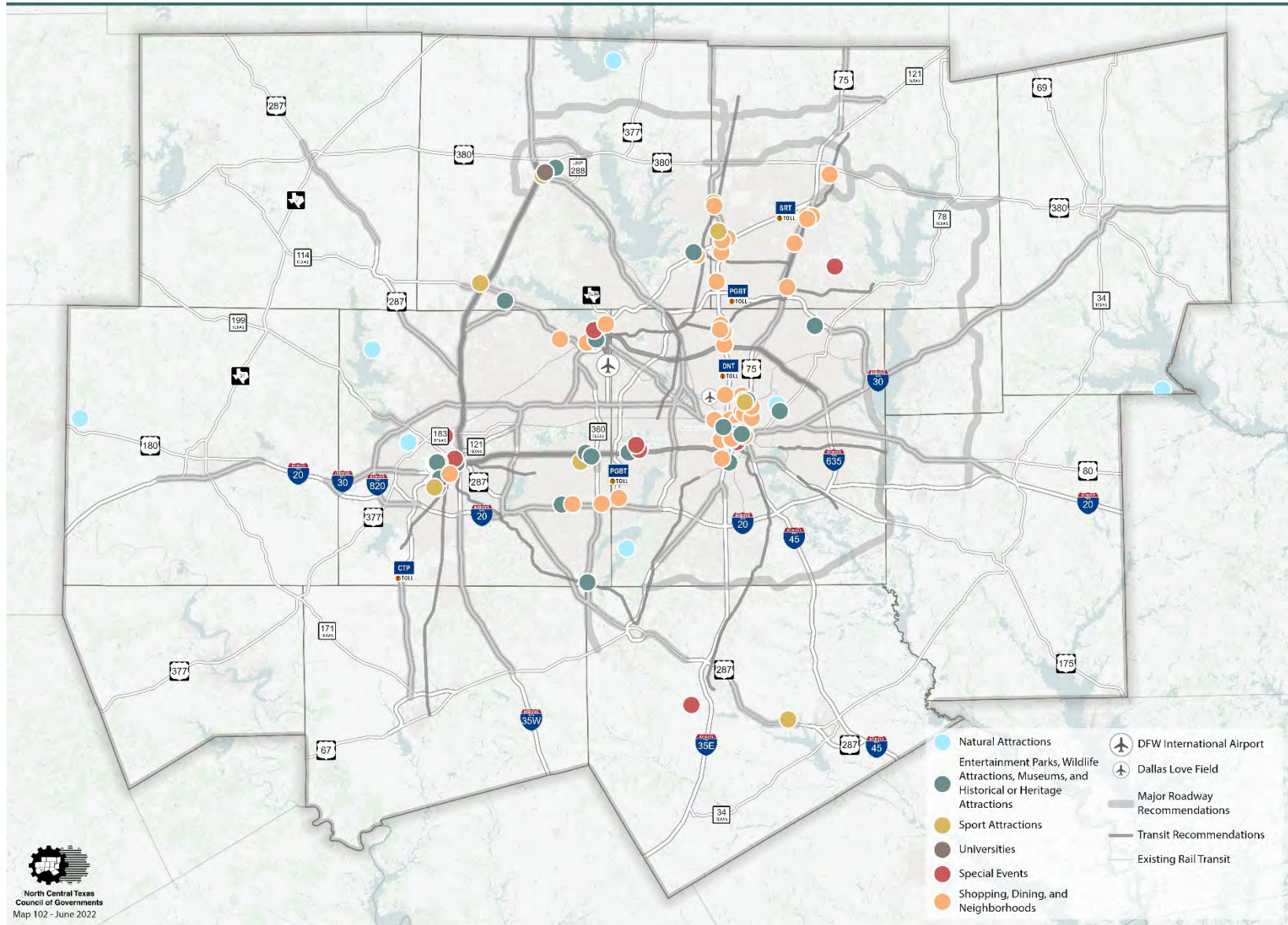
For Percent of Lane Miles Congested, a higher percentage indicates worse congestion levels.

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B. Social Considerations: Travel and Tourism



Major Tourist Destinations in Dallas-Fort Worth



North Central Texas
Council of Governments
Map 102 - June 2022

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B. Social Considerations: Public Participation Requirements

Policies

MTP Reference #	Public Involvement
PI3-001	Meet federal and state requirements to ensure all individuals have full and fair access to provide input on the transportation decision-making process.
PI3-002	Demonstrate explicit consideration and response to the public input received.
PI3-003	Use strategic outreach and communication efforts to seek out and consider the needs to those traditionally underserved by the transportation planning process.
PI3-004	Enhance visualization of transportation policies, programs, and projects.
PI3-005	Provide education to the public and encourage input and engagement from all residents on the transportation system and the transportation decision-making process.

Elements of the Public Participation Plan that specifically respond to federal requirements:

Notices of public input opportunities, including public meetings, are sent to newspapers to ensure regional coverage. Translated notices are also sent to non-English newspapers. Notification is sent to local libraries, city halls, county courthouses, and chambers of commerce (including minority chambers). NCTCOG (North Central Texas Council of Governments) will maintain a comprehensive contact list of individuals and organizations that wish to be notified of all public input opportunities, as well as stakeholders outlined in federal requirements.

Information is disseminated through NCTCOG publications, reports, public meetings, and other outreach events, the NCTCOG website, local media sources, and open meetings.

To the maximum extent possible, NCTCOG staff will employ visualization techniques such as maps, charts, graphs, photos, and computer simulation in its public involvement activities.

Reports, plans, publications, recent presentations, and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via email. Interested parties may subscribe to receive topic-specific email correspondence. Additional web-related communication tools are evaluated continuously for implementation.

Public meetings are held in diverse locations throughout the region or online as applicable, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Public meeting materials and summaries are archived online, and hard copies can be mailed upon request.

Public meetings will be held during development of the Transportation Improvement Program, Metropolitan Transportation Plan, and Unified Planning Work Program. Online public input

opportunities also exist. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy, and strategic committees. Public comments received on the Transportation Improvement Program and the Metropolitan Transportation Plan shall be included in documentation of the Transportation Improvement Program and the Metropolitan Transportation Plan or via reference to the Transportation Conformity documentation.

An additional opportunity for public comment will be provided if the final Transportation Improvement Program or Metropolitan Transportation Plan significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts.

When possible, public meetings will be coordinated with the Texas Department of Transportation.

NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion,¹⁰ a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

These measures fulfill federal regulations outlined in 23 CFR §450.316 concerning interested parties, participation, and consultation:

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program,

shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-

¹⁰ A restrictive modification is one that would remove an avenue or channel for public comment; for example, reducing the number of public meetings.

income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation

(including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO(s) shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 201-204.

(c) When the MPA includes Indian Tribal lands, the MPO(s) shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO(s) shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

NCTCOG Transportation Department

Publications

The following regular publications are available online and in print:

Progress North Texas (annual report)

Mobility Matters (semiannual newsletter)

Local Motion (monthly newsletter)

Fact sheets (continuing series)

Charting the Future: A Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area (citizen's guide published in English and Spanish)

Other technical reports and summaries are produced and distributed as needed.

Mobility 2045 Update: Committee, Transportation Partner, and Public Comments

Mobility 2045 Update Public and Stakeholder Meetings and Outreach

Date	Event	Location	Items
March 22, 2019	Surface Transportation Technical Committee	NCTCOG Office, Arlington	Plan in Progress Update
April 11, 2019	Regional Transportation Council	NCTCOG Office, Arlington	Plan in Progress Update
February 28, 2020	Regional Transportation Council	NCTCOG Office, Arlington	Metropolitan Transportation Plan Schedule
March 12, 2020	Regional Transportation Council	NCTCOG Office, Arlington	Metropolitan Transportation Plan Schedule
May 11, 2020	Online Public Input Opportunity	Virtual	Metropolitan Transportation Plan Schedule
February 2, 2021	ISM Fort Worth	Virtual	Mobility 2045 and Freight Planning at NCTCOG
March 8, 2021	Online Public Input Opportunity	Virtual	Plan in Progress Update
April 9, 2021	Regional Transportation Council	Virtual	Metropolitan Transportation Plan Schedule
April 14, 2021	Surface Transportation Technical Committee	Virtual	Map Your Experience Overview
May 12, 2021	NCTCOG Regional GIS Meeting	Virtual	Map Your Experience Overview
June 10, 2021	Regional Transportation Council	Virtual	Plan in Progress Update
August 9, 2021	Online Public Input Opportunity	Virtual	Map Your Experience Overview
August 20, 2021	Greater Fort Worth Association of Realtors	Virtual	Regional Transportation Planning and Major Project Updates
August 27, 2021	Surface Transportation Technical Committee	Virtual	Metropolitan Transportation Plan: Project Selection Overview
September 9, 2021	Regional Transportation Council	Virtual	Metropolitan Transportation Plan: Project Selection Overview and Implications for New Passenger Rail Projects in a Post-COVID-19 Environment

Date	Event	Location	Items
October 9, 2021	Peterbilt Motors Open House	Denton, TX	Map Your Experience Interactive Map Tool and Mobility Plan Overview
October 11, 2021	Public Meeting	NCTCOG Office, Arlington	Mobility Plan Update Progress
October 22, 2021	Surface Transportation Technical Committee	Virtual	Metropolitan Transportation Plan Update
November 11, 2021	Regional Transportation Council	Virtual	Metropolitan Transportation Plan Update
December 3, 2021	Surface Transportation Technical Committee	Virtual	Mobility 2045 Update and Demographic Assumptions
December 9, 2021	Regional Transportation Council	Irving Convention Center, Irving	Mobility 2045 Update and Demographic Assumptions
February 7, 2022	Public Meeting	Hybrid Virtual and NCTCOG Office, Arlington	Mobility Plan Update Progress
February 10, 2022	Regional Transportation Council	Virtual	2045 Demographic Forecast and Mobility 2045 Update
February 17, 2022	Leadership Plano	Oak Point Park and Nature Preserve, Plano	Regional Transportation Issues and Mobility 2045 Update Progress
February 25, 2022	Surface Transportation Technical Committee	Virtual	Mobility 2045 Update Draft Plan
March 10, 2022	Regional Transportation Council	Hybrid Virtual and NCTCOG Office, Arlington	Mobility 2045 Update Progress
March 14, 2022	Public Meeting	Hybrid Virtual and NCTCOG Office, Arlington	Mobility 2045 Update Schedule and Draft Plan Progress; Map Your Experience Interactive Map Tool
March 25, 2022	Surface Transportation Technical Committee	Virtual	Mobility 2045 Update and Nondiscrimination Analysis
April 1, 2022	University of North Texas University Day	University of North Texas, Denton	Mobility 2045 Update
April 3, 2022	Oak Cliff Earth Day	Lake Cliff Park, Dallas	Mobility 2045 Update
April 11, 2022	Public Meeting	Hybrid Virtual and NCTCOG Office, Arlington	Mobility 2045 Update and 2022 Transportation Conformity, Map Your Experience Interactive Map Tool
April 14, 2022	Regional Transportation Council	Hybrid Virtual and NCTCOG Office, Arlington	Mobility 2045 Update Progress
April 22, 2022	Surface Transportation Technical Committee	Hybrid Virtual and NCTCOG Office, Arlington	Mobility 2045 Update and Air Quality Conformity
April 23, 2022	Colorpalooza Outreach Event	Main Street, Lewisville	Mobility 2045 Update
May 5, 2022	Greater Dallas Planning Council Board Meeting	Park City Club, Dallas	Mobility 2045 Update

Date	Event	Location	Items
May 9, 2022	Public Meeting	Hybrid Virtual and NCTCOG Office, Arlington	Mobility 2045 Update and 2022 Transportation Conformity, Map Your Experience Interactive Map Tool
May 12, 2022	Regional Transportation Council	Hybrid Virtual and NCTCOG Office, Arlington	Mobility 2045 Update and Transportation Conformity
May 16, 2022	Greater Dallas Planning Council	Park City Club, Dallas	Mobility 2045 Update
May 27, 2022	Surface Transportation Technical Committee	Virtual	Mobility 2045 Update and Transportation Conformity
June 9, 2022	Regional Transportation Council	Hybrid Virtual and NCTCOG Office, Arlington	Adoption of Mobility 2045 Update and corresponding 2022 Transportation Conformity
June 13, 2022	Public Meeting	Hybrid Virtual and NCTCOG Office, Arlington	Mobility 2045 Update

Comments Received During Public Comment Period

Name/Organization and Date	Comment	Response
Megan Morris 3/22/2022	Please consider adding a passenger train from Weatherford, with a stop in Aledo, going to one or both passenger train stations in Fort Worth. The commute west of Tarrant County is much more congested during peak hours than your map displays. Parker County residents are in need of alternative forms of transportation.	Hello Megan, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate feedback we've received as appropriate. We want to improve the availability of options for people, and we're planning now for future active transportation and transit networks. Maps of the Veloweb and transit system recommendations can be found at www.nctcog.org/planinprogress .
Andy Nguyen 4/22/2022	How is the annual congestion cost calculated? What factors do you take into consideration?	The equation for the cost of congestion is the daily vehicle hours spent in delay per weekday multiplied by the regional auto occupancy (1.3 persons per vehicle), multiplied by the average regional value of time (\$21.71 per person-hours [weighted average of autos and trucks]), multiplied by the annual average weekdays (260 weekdays per year). The value of time for autos and trucks is based on the latest research by TTI (Texas A&M Transportation Institute).
Andy Nguyen 4/22/2022	Does congestion cost impact the allocation and the funding for highway maintenance and expansion?	They will be separate. The cost of congestion tells us how bad congestion is going to get. When it comes to maintenance, we have a few other inputs. We have our revenue sources that are dedicated to maintenance, which will funnel down regardless of congestion. Those are typically set by TxDOT (Texas Department of Transportation). We also have additional programs for Asset Optimization. Those are added up with our TxDOT revenues to form our maintenance revenue and expenditure category, which is separate from the cost of congestion.
Andy Nguyen 4/22/2022	Do you take traffic safety into consideration during planning efforts?	Yes, absolutely. We have a safety section in the Mobility Plan, called operational efficiency. We also incorporate crash data and detailed information about certain programs designed to address safety issues and concerns.

Written Comments Submitted via Website, Email, and Social Media

Name/Organization and Date	Comment	Response
<p>Luther Jr. Harris 7/25/2018</p>	<p>I went to the meeting on 7/23/18 to witness the ultimate plan for all of the DFW metroplex which I call home. My comment is my opinion on the matter.</p> <p>What I would like to see the area invest more time in is studying the potential of more transit/bike lanes in cities across the metroplex, especially in residential neighborhoods. I live in Dallas near a major street with all kinds of traffic coming by during rush hour. The design of the street is 6 lanes in each direction, as its normal for a lot of cities to have that design for any major street. But I believe the designs of the streets should be changed to a 4 lane configuration with one turning lane in the middle, 2 bike lanes on each side mixed with a bus transit lane. Doing this in residential zones like Lake Highlands, Preston Hollow, Oak Cliff, could be making our neighborhoods quieter and much easier to live in.</p> <p>At the same time, we should be looking for potential corridors to update to accommodate traffic as an alternate for highways. For example, Gaston Ave is used more by people going to Downtown Dallas from Garland of SH 78, so the street should be updated to accommodate that and potentially moving the highway off of Grand, as historically, Old Highway 67 would follow Gaston to Abrams and go south right into Downtown. The point is to get people to not use the highways as much but to do that, the lights need to be updated to sense where the traffic is and calculate when it should turn green and when it should turn red. The point is to have traffic rarely and keep moving though green lights so it feels as fast as the freeway. This should also alleviate highway congestion a little.</p> <p>We should also be doing more for public transportation by giving more bus lanes and there own lights to buses can move faster than traffic. DART and The T should study potential corridors for this.</p> <p>Laws should be changed so Hybrid, Electric, Hydrogen, or Natural Gas Vehicles can use HOV or HOT lanes for free with</p>	<p>N/A</p>

Name/Organization and Date	Comment	Response
	<p>only one person in the car. The NTTA, TXDOT, and the LBJ and NTE groups should be offering discounts on tolls for use of alternative fuels to encourage more people to buy electric, alternative fuel, or hybrid cars and make our air cleaner.</p> <p>I would like to see DART move from a Cities run Government entity to Dallas/Collin/Ellis/Kaufman/Rockwall County run transit agency as Public transportation can reach more people. These are all of the Things I would like to see NCTCOG look into for the next 10 years.</p>	
<p>Karen Speitel 5/11/2020</p>	<p>Regarding transportation issues in Tarrant County, I am unable to attend public meetings. However, I wanted to ask that you please consider my opinion.</p> <p>I am not in favor whatsoever in having public buses within Tarrant County. Bus services bring crime, pollution and impede traffic flow. Please do not add any bus services whatsoever.</p> <p>Thank you very much for your time.</p>	<p>Thank you for contacting the NCTCOG Transportation Department. We appreciate you taking the time to provide us with your thoughts and feedback.</p> <p>If you are not able to physically attend, we live stream all of our in-person meetings so people can still participate in real time. The stream can be found at www.nctcog.org/video (just click on the live tab).</p> <p>Additionally, we post presentation materials and information for all of our public input opportunities at www.nctcog.org/input. We're also happy to mail hard copies of presentations to you upon request.</p> <p>Due to the current pandemic, all of our public input opportunities are currently being conducted online, but we will return to hosting in-person meetings when it is safe to do so. Again, thank you for providing your input and please don't hesitate to reach out to us with any further questions.</p>
<p>Nate Bramble 6/12/2020</p>	<p>As a user of the DART Light Rail line to get back and forth to work (pre-COVID-19 anyway) I wish the DART Rail line extended into Allen. Are there any plans for Allen to join DART so that we can extend the rail north of Parker Road Station or to get DART buses into Allen?</p>	<p>Thank you for contacting the NCTCOG Transportation Department</p> <p>The DART LRT Red Line Extension through Allen north to McKinney is a part of our Mobility 2045 plan. However, no timeline or funding for this project has been identified. We just initiated the Collin County Transit Study (a 12-month study), which is taking a look at all transit options in the county, including regional rail corridors like the DART LRT Red Line Extension.</p>

Name/Organization and Date	Comment	Response
		<p>If you would like to receive updates throughout this study, please visit: https://nctcog-cms.admin.com/trans/plan/transit/transit-planning/collin-county-study-area and click "Sign up for email updates to stay current with the latest project developments." Additionally, I've copied Todd Plesko from DART on this email in case you have any further questions.</p>
Phyllis Silver 3/28/21	I am pleased to see the goals, and I trust that achieving these goals will be carefully monitored. With the population ever increasing in the North Texas area, innovations to mobility become even more important.	N/A
Michael Harrington 4/22/2021	<p>I am a statistician. After creating Combarry™ I now can count Hariot, Pascal, and Fibonacci as my peers.</p> <p>Studies of traffic patterns have happened and demonstrate some inescapable truths. The first is that forced Car Pooling is quite impossible. This is due to shopping behaviors, errands people run, work place hours, schools they or their children attend, meetings, doctors appointments, and so forth. In fact it is the subject of math where $N \neq NP$ versus $N = NP$ type solutions. On a pure basis it cannot succeed from the drive way anyways, people need a way to meet up after all for the ride or the likelihood that their rides will match is as near as impossible as can be.</p> <p>Not only would the system ultimately fail it would cost every politician involved to be voted out of office quickly and would end any other plans said politicians had desires to implement.</p>	<p>Thank you for providing your feedback on the proposed resolution to establish a regional target to reduce drive alone vehicle trips on our regional roadways during peak driving periods. The purpose of the resolution is not to force commuters to carpool. It is our goal to reduce roadway congestion and improve our region's air quality by reducing the number of drive-alone trips by encouraging commuters to use alternative commute options. This can be achieved through an assortment of Travel Demand Management (TDM) strategies that are available in the North Central Texas region. In addition to carpooling, these alternatives to driving alone include vanpooling, taking transit, biking, walking, telecommuting, and flexible or variable work schedules. We understand that every commuter is different, and their commute needs may differ. The proposed resolution gives commuters the option to choose the alternative commute solution that works best for them and does not mandate carpooling.</p> <p>For additional information on TDM strategies available in North Central Texas, we welcome you to visit www.nctcog.org/trans/manage/tdm. We also welcome you to track your alternative commutes at www.TryParkingIt.com where commuters can earn rewards by using alternatives to driving alone.</p>

Name/Organization and Date	Comment	Response
Phyllis Silver 3/22/2022	<i>Summary:</i> Ms. Silver wrote in support of the Mobility 2045 Update build plan and expressed concern that severe congestion is expected to continue and expand even in the Build scenario. Ms. Silver also asked if NCTCOG can devise additional methods to mitigate congestion and delays such as improving public transportation	NCTCOG provided a response by mail on April 7, 2022 with further details on our congestion projections, as well as what NCTCOG is doing to promote transportation alternatives.
Michael Weiss 4/13/2022	All freeways need to be widened now to a minimum of 4 travel lanes with NO TOLL ROADS. Get the police back on the freeways to clear accidents sooner and enforce the speed limits. It is very dangerous driving through some of the construction zones with speeding motorists and poor traffic control.	Hello Michael, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate all the feedback we've received as appropriate. We want to improve transportation systems for North Texans, so we thank you for your thoughts. We also understand that traffic safety, and enforcement has been a challenge in recent years, so voicing your support for safety helps us to plan to make it better!
Matthew Havener 4/18/2022	345 should be demolished or buried downtown. Add capacity around the suburban edge to accommodate through traffic.	Hello Matthew, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate all the feedback we've received as appropriate. We are also continuing to work with our partner agencies like local governments, transit authorities, and the Texas Department of Transportation to create a better transportation system for the North Central Texas region.
Joel McLelland 4/22/2022	When will the final connections be made to link Interstate 20 up fully to the Chisholm Trial Toll Road? East on I-20 to South on CT / North on CT to West I-20/ South on CT to East I-20 / West of I-20 to North CT.	Hello Joel, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate feedback we've received as appropriate. We've sent you an email with the details on the IH 20 recommendations and who you can contact at TxDOT for more information.
Melissa Brown 4/22/2022	I hope future projects will include Vision Zero goals, incorporate mass transit and safe dedicated bicycle infrastructure. Many of our streets need "road diets". Cooper St. is a prime example of this.	Hello Melissa, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate feedback we've received as appropriate. Safety, including bicycle and pedestrian safety, is a bigger priority for this Mobility Plan Update, and voicing your support helps us to plan to make it better!

Name/Organization and Date	Comment	Response
Wichita and Affiliated Tribes 4/27/2022	<p><i>Summary:</i> The Wichita and Affiliated Tribes emailed a letter to NCTCOG regarding the EV charging station study in the plan update. The letter requested that the Tribes be given consulting party status. The letter indicated responsibilities under the NHPA and other regulations to coordinate and communicate with the Tribe's THPO upon inadvertent discoveries, post-review discoveries, and activities that may disturb cultural resources.</p>	<p>Thank you for the response from Wichita and Affiliated Tribes regarding the Metropolitan Transportation Plan, Mobility 2045 Update. The North Central Texas Council of Governments (NCTCOG) appreciates the information provided regarding inadvertent discoveries, post review discoveries, and activities outside the areas specified.</p> <p>NCTCOG develops planning documents such as the Mobility 2045 Update. This planning work includes no construction. After planning, the transportation projects will transition to the environmental, engineering, and construction phases. In North Central Texas, these phases of major projects typically will be conducted by:</p> <ul style="list-style-type: none"> • Texas Department of Transportation • North Texas Tollway Authority • Dallas Area Rapid Transit • Trinity Metro • Denton County Transportation Authority <p>These agencies will conduct work related to the National Historic Preservation Act and National Environmental Policy Act. NCTCOG will communicate to these agencies the conditions you provided.</p> <p>The Regional Transportation Council will vote on adoption of the Mobility 2045 Update on June 9, 2022. A final version of Mobility 2045 Update will be available online at www.nctcog.org/mobility2045update.</p>
Evan Rosner 4/27/2022	<p>I am sorely disappointed at the lack of mass transit integration. Adding more roads and expanding our highways has been continuously shown to make congestion and our cities worse. Better integration and access to regional rail between Dallas and Fort Worth as well as lines to locations like Plano, Arlington, Frisco, etc. will reduce traffic and pollution across the metroplex while also increasing economic activity and raising property values along each location where mass transit is considered.</p>	<p>Hello Evan, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate feedback we've received as appropriate. We want to improve the availability of options for people, and we're planning now for future active transportation and transit networks. Maps of the Veloweb and transit system recommendations can be found at www.nctcog.org/planinprogress. Funding travel options like</p>

Name/Organization and Date	Comment	Response
		transit has been a challenge in recent years, so voicing your support helps us to plan to make it better!
Phyllis Silver 4/28/2022	<i>Summary:</i> Ms. Silver responded to NCTCOG's letter emphasizing the importance of accessibility to buses, particularly with regards to sidewalk quality and bus stop/shelter quality. Ms. Silver also requested more information on how RTC is encouraging changes in land use policies to make public transportation a more attractive option.	NCTCOG provided a response by mail on 5/25/2022 with further details on our work with transit partners. Information was provided on the Routes to Rail Program, DART's Red Line and Blue Line transit-oriented development planning project, NCTCOG policy bundles, and the Sustainable Development Infrastructure Funding Program.
Mike Wyss 4/28/2022	Make sure ALL sidewalks and Curb Ramps go somewhere, not like some sidewalks that don't connect. Also if there's Bus serve in the area, make sure Bus Stops AREN'T in grassy area and ANEN'T on a SLANT. Make sure ALL materials are Accessible to ALL Disabilities, like Wheelchairs, Vision Impairment, Walkers and etc. Also make sure there's not any type of Poles in the Meddle of Sidewalks and Curb Ramps Please keep in mind, Fancy May look good but Fancy doesn't work for EVERYBODY. Mike Wyss Member of the Mayor's Committee On Persons With Disabilities.	Hello Mike, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate feedback we've received as appropriate. We are also continuing to work with our partner agencies like local governments, transit authorities, and the Texas Department of Transportation to create a better transportation system for all users in the North Central Texas region.
Tim Wright/TxDOT Dallas 5/04/2022	US 175 Kemp. The draft description is " <i>Construct 0 to 4 mainlanes (Ultimate 6) with interchange at BS 175 and grade separation at FM 1895</i> ".	NCTCOG will add US 175 in Kemp to the Corridors for Future Evaluation map. The corridors in this map are not included in the financially constrained plan but identifies specific corridors or study areas where additional analysis or funding are needed before recommendations can be included in the Metropolitan Transportation Plan.
Phyllis Silver 5/22/2022	<i>Summary:</i> Ms. Silver asked what "Remove Trips from System" under Management and Operations on a financial chart.	NCTCOG will provide a response by mail explaining the removal of trips as an air quality and travel demand management strategy and include examples of such initiatives from the Mobility 2045 Update.
Phil Dupler/Trinity Metro 5/26/2022	<p>I was trying to read the full text of the Mobility 2045 and I caught an error that needs to be updated on page 6-53</p> <p><i>the cities of Crowley and Forest Hill contract with Trinity Metro to operate transit service in their communities</i></p> <p>Forest Hill bailed out on us last October. We had a 3-year contract that expired and they chose not to re-engage with us. However, we still have Crowley and you can also include Everman and River Oaks. I.e. change the wording to say:</p>	Thanks for alerting us. We'll make the updates. Have a great holiday weekend!

Name/Organization and Date	Comment	Response
	<i>the cities of Crowley, Everman and River Oaks contract with Trinity Metro to operate transit service in their communities</i>	
Kay Shelton/DART 5/31/2022	<p>On behalf of DART, Ms. Shelton provided a list of several comments pertaining to Chapter 6: Mobility Options – Public Transportation.</p> <p>These comments included suggested changes to better highlight DART’s new GoLink Zones, connectivity between bike/ped and transit, future land use policies for existing transit, and clarification on the purpose and need for the D2 Subway. DART also included questions for further follow-up.</p>	<p>Thank you for submitting comments on the Mobility 2045 Update. The North Central Texas Council of Governments (NCTCOG) looks forward to implementing the projects and future planning efforts included in this update with Dallas Area Rapid Transit (DART) over the next few years. NCTCOG offers the following responses:</p> <p>Policies for Sustainable Land Uses Near Future and Existing Transit Regarding establishing policies for sustainable land uses near the existing transit network, staff is happy to coordinate with DART on drafting those future policies that represent the region’s values and help to plan for a comprehensive, connected transit network for the Regional Transportation Council to consider.</p> <p>Enhanced Bicycle and Pedestrian Connections Staff has added references to appropriate sections addressing first/last mile bicycle and pedestrian connections, noting the importance of those connections.</p> <p>Dallas Streetcar Central Link Clarification on ownership and operating agreement for Central Link project has been added to the plan update.</p> <p>D2 Purpose and Need D2 purpose and need have been clarified in the plan narrative. Subsequent text has been modified to remove mention of retrofit, and to better indicate the primary focus of creating an efficient, connected system between different rail technologies and their interfaces. While those solutions may not be identified yet, staff is highly motivated to coordinate with all transit agencies to form a seamless, interconnected system that functions in an efficient, passenger-friendly way.</p>

Name/Organization and Date	Comment	Response
		<p>Ridership on Recommended Rail Transit Corridors Exhibit 6-24 has been adjusted to include the Waxahachie Line as Medium Ridership in the Good (lower-cost opportunities) Track Condition column to better align with similar ridership forecasts on the Cleburne and Mansfield Lines. Further study on each of these rail corridors is warranted and a corridor-specific alternatives analysis is expected to be a part of each study. Staff looks forward to coordinating with DART on any corridors that connect to DART's service area, including the McKinney Line in Collin County.</p> <p>High-Intensity Bus, Express Bus, and Bus Rapid Transit Staff welcomes the opportunity to coordinate with DART on any future analyses for high-intensity bus, express bus, or bus rapid transit-type service, and how these corridors integrate with existing and emerging activity centers.</p>

Written Comments Submitted via Map Your Experience Tool

Comments available on the [Map Your Experience dashboard](#).

Name/Organization and Date	Comment	Response
Mike Grace 4/11/2022	FM 664: The City of Ferris is growing rapidly and significantly. Extending FM 664 east of I-45 to accommodate planned growth would be a huge benefit to economic development in the Ferris region. The City is currently undergoing an update to its Comprehensive Plan which will include an identified corridor for an extended FM 664.	NCTCOG will add the extension of FM 664 to the Corridors for Future Evaluation map. The corridors in this map are not included in the financially constrained plan but identifies specific corridors or study areas where additional analysis or funding are needed before recommendations can be included in the Metropolitan Transportation Plan.
Mike Grace 4/11/2022	FM 660: Currently, on the east side of Ferris, Texas, FM 660 abruptly curves to the south and presents circulation and safety challenges. The City would like to coordinate with current, proposed development and NCTCOG to enable and plan for straightening out the road and creation of a "T" intersection that aligns with a new road to extend to the north. The new road will support expected economic development and improve traffic circulation within the Ferris area.	FM 660 does not meet the criteria for a Regionally Significant Roadway and therefore, would be considered a Non-RSA (Non-Regionally Significant Arterial). Non-RSAs may be included in the Mobility Plan administratively when funding is available through the TIP (Transportation Improvement Program).
Mike Grace 4/11/2022	The City of Ferris would like to coordinate planning efforts with NCTCOG and identify resources to facilitate connecting Ferris to the regional Velo Web.	Comment forwarded to Sustainable Development team representative for further coordination.
N/A 4/13/2022	<i>In Response to Comment T00046 on connectivity for Victory Station</i> Totally. This would be a great spot for a trail, over to Slocum St/Inspiration Dr where there are several apartment complexes and a lot of stores. Non car-infested crossings under I-35 are a rarity, and here we have one completely unused.	N/A
N/A 4/13/2022	Extend the Trinity Strand Trail along the meanders up to Inwood. It's in the 2011 Dallas Bike Plan. Otherwise, this area lacks sidewalks and getting across Irving Blvd (7 lanes, 45 mph speed limit) isn't fun.	N/A
N/A 4/14/2022	Northbound Navo to go Westbound US Highway 380 is very very short. A lot of people are coming from the Paloma Creek neighborhood and only 2 to 3 cars can get through. Thus people run the light which causes more accidents	N/A
N/A 4/20/2022	The city of Grand Prairie needs more accessible public transportation! Via is cool and all, but we need buses that are easily accessible to all people, especially elderly people who may not be as tech savvy or have language barriers. There are	N/A

Name/Organization and Date	Comment	Response
	way too many elderly people walking around with their groceries in the middle of our crazy weather patterns.	
N/A 4/21/2022	The frequency of the buses towards east has to be increased	N/A
N/A 4/21/2022	(Regarding Transit Stops/Stations) Increase more	N/A
N/A 4/23/2022	This area of west Plano is underserved. While most development in the area is low density, Arbor Hills is a regional hotspot and parking is frequently near or at capacity. Adding a bus, GoLink area, or rail line nearby may help with increasing congestion in the area.	N/A
N/A 4/27/2022	Vehicles fly through here (way above 30 mph speed limit), as they use this road to bypass the traffic signals on Bowen. Incorporating speed humps would prevent the high speeds, improve safety, and would help this road to be treated more like the residential road that it is, rather than a raceway.	N/A
N/A 4/29/2022	This intersection on Norwood Ln/ S. Fielder is really dangerous for cyclists. Kroger on S. Bowen is only 13 minutes away from campus, a completely doable route for UTA students but especially this intersection on S Fielder and Norwood is very dangerous with no bike infrastructure available at the intersection.	N/A
N/A 5/05/2022	Huge pothole at this intersection has been here for years.	N/A
N/A 5/06/2022	Arcadia Park is an EJ community bisected by six lanes of Davis Street. There are no continuous sidewalks even though this is a commercial corridor for the neighborhood. There are no bike lanes even though Davis Street connects Dallas with Grand Prairie. There is excess roadway capacity that could be repurposed for sidewalks and bike lanes and would help make a more attractive commercial area, which would help support this EJ community. It is evident that making a big pipe for vehicles is a priority over needs and safety of community residents. Urban sacrifice zone.	N/A
N/A 5/06/2022	Bike/Ped connection between Five Mile Trail and Ledbetter Station missing.	N/A
N/A 5/06/2022	EB on Elm at Ceasar Chavez. Pedestrians get a walk signal but the EB left turn signal is still on, creating ped/car conflict.	N/A

Name/Organization and Date	Comment	Response
N/A 5/06/2022	Bike lane on Fort Worth Avenue from Commerce inexplicably stops where FW Ave. crosses I-30. This leaves a big stretch of FW Ave. between I-30 and Davis Street without a bike lane and unsafe for most if not all bikers. FW Ave. in this area has lots of commercial development and relatively high population density. The street is six lanes and traffic volumes seem low enough to warrant (a) converting one lane in each direction into a bike lane (like FW Ave. is east of I-30) or narrowing the existing lanes enough to squeeze in a bike lane. FW Avenue/Davis/Lancaster. is the primary street connector between Dallas and Fort Worth downtowns. It should be a priority to make it bikeable. The Trinity Trail is great, but it (a) adds lots of mileage by twisting and turning and (b) doesn't pass through the richness of jobs, shopping, etc. that you get on streets--where people want/need to go for many life opportunities.	N/A
N/A 5/06/2022	Where Davis Street passes under RR tracks the paved shoulder disappears and bicyclist have to merge into high speed traffic. Big safety hazard along what could be prime biking route linking Dallas--Grand Prairie and beyond.	N/A
N/A 5/06/2022	Lousy sidewalk conditions on Ledbetter on west approach to Ledbetter Station--narrow, right next to high-speed, multi-lane arterial, poor condition. Safety and transit access issue. #ADA.	N/A
N/A 5/06/2022	Blinking traffic signals in both directions; unsafe pedestrian infrastructure.	N/A
N/A 5/06/2022	Sidewalks along much of Illinois Ave. are discontinuous, poorly maintained, and too close to high-speed, multi-lane traffic. No bike facilities either.	N/A
N/A 5/06/2022	Royal Lane from the Royal Lane Station west to past I-35 is a pedestrian [REDACTED]. Sidewalk segments are missing. Sidewalks are mostly right next to 6-8 lanes of traffic. Signalized crosswalks are far apart. This crappy environment is in catchment area for a transit station and in heavily used commercial district. Unsafe and shameful conditions.	N/A
N/A 5/06/2022	The primary route from the neighborhood east of Ledbetter Station to the station is unsafe. Lancaster is at least six lanes and high speed. There is no signalized crossing that provides safe passage. There is a signal to the south on Lancaster but it serves a dead-end street and so is not a viable alternative for	N/A

Name/Organization and Date	Comment	Response
	most of the neighborhood. You couldn't design a more unsafe and unfriendly passage to a transit station.	
N/A 5/06/2022	No sidewalks along Lancaster; no safe passage for bikes/peds who want to proceed westward on Crouch Rd.	N/A
N/A 5/07/2022	I notice that few cyclist or pedestrians use existing paths/trails. Bike parking is not utilized at various places such as the library. I think the issue is it is not safe/pleasant to ride or walk between important locations such as grocery stores shops, services. Better connections between important locations would help.	N/A
N/A 5/09/2022	There should be bike/walk connections between Centreport and Six Flags area along SH 360. There are lots of homes, businesses, jobs, along ehe SH 360 corridor but no way to access them via walking/biking from Centreport Station.	N/A
N/A 5/09/2022	It is amazing that the I-30 bike/ped bridge (price tag >\$100M) empties out on to Riverfront Blvd. and there are no bike/ped facilities. This creates a safety hazard and much deters bike/peds from using the bridge.	N/A
N/A 5/09/2022	Need access from Overton to the Trinity Trail trailhead that starts about 1/4 mile north.	N/A
N/A 5/09/2022	No sidewalks. People have to walk on shoulder along busy, multi-lane, high-speed roadway.	N/A
N/A 5/09/2022	Missing sidewalk on north side of Hickory Street	N/A
N/A 5/09/2022	Connection between bike/ped trails to north and south of Loop 12 requires bike/peds to cross a high-speed, multi-lane arterials that is often filled with vehicles traveling at high speed. Utterly unsafe.	N/A
N/A 5/09/2022	[Multiple locations with same comment] Multi-lane high speed arterial. Narrow sidewalks. No pedestrian islands. Long distances between signalized intersections. Substantial nearby populations. Disadvantaged community. This street is an urban sacrifice zone when it could be a boulevard that is safe for VRU and functions as a community amenity and economic development platform.	N/A
N/A 5/09/2022	Yet another example of (a) no sidewalks and (b) no space for bike/peds under a railroad bridge.	N/A

Name/Organization and Date	Comment	Response
N/A 5/09/2022	The intersection at Canton and Cesar Chavez are a good example of the right turn slip ramps that compromise the safety of bike/peds throughout DFW. This is a clear example of prioritizing vehicle flow over safety. NCTCOG should not fund projects that have such features.	N/A
N/A 5/09/2022	No sidewalks or bike lanes on South Riverfront even though Riverfront connects to multiple bridges over the Trinity that have bike/ped facilities. The stretch of Riverfront between Commerce and Reunion especially important because Reunion is a much safer route under I-35 than going straight on Commerce, where there are conflicts with the I-35 merges.	N/A
N/A 5/10/2022	New large apartment complexes are popping up on Commerce between Pittman and Beckley. Commerce is a high speed arterial. There is no stoplight or crosswalk between Commerce/Fort Worth intersection and Beckley. Commerce has no pedestrian islands. This makes the simple act of crossing Commerce hazardous for pedestrians.	N/A
N/A 5/10/2022	Discontinuous sidewalks on Beckley between I-30 and Commerce.	N/A
N/A 5/10/2022	Curve on Colorado to the east and elevation change to the west means inadequate sightline for pedestrians to cross Colorado.	N/A
N/A 5/10/2022	Bus rapid transit on Hampton. Now.	N/A
N/A 5/10/2022	Bus Rapid Transit from Fair Park past Baylor to West Village and then to Love Field with perhaps side trip to Parkland.	N/A
N/A 5/10/2022	There should be a light rail line (e.g., Streetcar) on Gaston from Lakewood Village (~Gaston/La Vista) to Downtown. Use Houston Metro line from its Downtown to the Museum District as a good model. Stop spending billions to build public transit rail in the boonies that have no interest in the density necessary to support rail transit. Start with bus rapid transit on Gaston to see if demand is there to transition to rail.	N/A
N/A 5/10/2022	Bus rapid transit on Northwest Highway from 635 to Love Field.	N/A
N/A 5/10/2022	Subway connecting to D2 that runs through Uptown, Cedar Springs and then under Preston Road to Preston Center and then up to the International District into Addison. Build transit where people and destinations are.	N/A