

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on Nov. 10, 2022.

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

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

In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received two new comments related to bicycle and pedestrian needs. You can view these new comments as well as past comments by visiting <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Bicycle/Pedestrian/Sustainable Development

Instagram –

1. Tomorrow is #biketoworkday! As you plan your trip, here are some tips from LookOutTexans.org. Then share your trip with us tomorrow by tagging @nctcogtrans in your posts! #bikemonth #LookOutTexans #bikesafety #bikedfw 🚲 🏠 🗺️ — nctcogtrans



Too good not to share! 🤗🚲🚲🚲 — Alamoareampo

Will do be doing a similar post for drivers? — gosspl

@gosspl That's a great suggestion! Bike Month takes place through the month of May, so check back soon for a post with tips for driving safely around cyclists. Meanwhile you can find those on LookOutTexans.org — nctcogtrans

Roadways

Twitter –

1. TXDOT wants to hear from you about its long-range transportation planning. Join @TxDOTDallas on May 4 at the @NCTCOGtrans to learn more. — North Dallas Chamber (@NDCC)



2. Repeated claim by @NCTCOGtrans: if I-345 removed, some unknown entity would file Civil Rights Act lawsuit & "only removal faces this issue" Can @DallasTRHT @cleanerair or @PaulQuinn1872 make the same claim against TxDOT so we can end their made-up excuse? — Hexel (@hexel_co)

* Benefits and challenges of IH-345 Feasibility Study options (continued):

| Option | Removal/Boulevard |
|-------------------|--|
| Benefits | <ol style="list-style-type: none">1. (25.2) acres of potential surplus ROW for development (most acres of any option).2. Provides 10' shared-use path across cross-streets.3. Removes perceived barrier between communities. |
| Challenges | <ol style="list-style-type: none">1. Significant impacts to traffic.2. Eliminates hwy. connection between South and North Dallas.3. *Construction/ROW costs absorbed by the City of Dallas (\$400M-\$1B); need to assume:<ol style="list-style-type: none">a. Demo of IH-345 and construction of Blvd. (pavement, signals, utilities, intersection reconfigurations, etc.).b. ROW purchase from TxDOT and adjacent property owners of cross-streets.c. *Potential DART grade separations (\$100M each; would be dependent upon average daily trips (ADT) of boulevard option).4. Extensive process to remove IH-345 from the state highway system and likely to not be approved.5. *May result in challenges to Title VI (legal issues would be determined by DOJ), which would affect probability of receiving state or federal funding or support. |

Process includes steps such as:

1. FHWA and TTC approval to deauthorize IH-345 from the federal highway system.
2. Governor and TTC approval to convert IH-345 as surplus land.
3. Deauthorizations not originating in the USDOT, must be requested by states and approved by the US Secretary of Transportation.

*Council Question

10

Downwinders at Risk @cleanerair · May 16
Next Tuesday, support a slightly less car-centric vision of Dallas.

50 years ago I-345 destroyed Black and Brown Neighborhoods. Now Dallas has a chance to make amends.

A Call to Reinvest in South Dallas!
A Call to Flip I-345 from Traffic Lanes to Neighborhoods!
Support Dallas Doing a Very Un-Dallas Thing

Peter Johnson, Dallas Civil Rights Icon
Jerry Hankins, Executive Director Dallas Truth, Racial Healing & Transformation
Pan African Drum Circle
Large Public Art Offering by Victoria Dannié Simmons
Paul Quinn College I-345 Interactive Drama
Rev. David McGruder, Friendship West Baptist Church

PLUS COLLEGE OF CONSTRUCTIVE HELL-RAISING GRADUATION

Community NOT COMMUTE

A Special Event on the Eve of the Dallas City Council Vote on I-345
Tuesday May 23rd 7-9 PM
Southern Classic Daiquiri Factory
3030 Ross Avenue
FREE! Food Drinks Music Speakers

Event Details at our EventBrite Page: "Community not Commute"
<https://www.eventbrite.com/e/community-not-commute-tickets-43306026707>

Irony is threatening city w/ lawsuit for removing @TxDOT hwy from black/brown neighborhoods... when TxDOT is being sued for building hwy in black/brown neighborhoods by @StopTxDOTi45 & @airallianceHOU Maybe H-Town can show Dallas how it's done? — Hexel (@hexel_co)

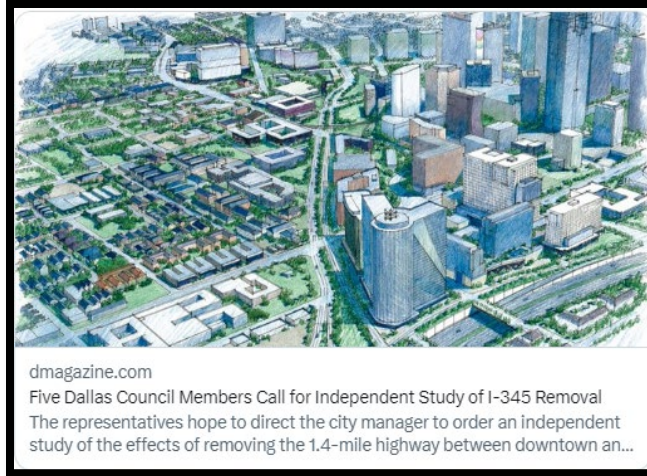
<https://texasappleseed.org/press-releases/civil-rights-complaint-filed-against-txdot-ongoing-discrimination-against-houston>

They always describe lawsuit as matter of fact and exclusive to removal, despite never naming potential plaintiff. Can a real lawyer make sense of this? @PhilipTKingston do they have grounds, or just hot air? Because the tactic seems to be effective at scaring council. — Hexel (@hexel_co)

It's a straight-up lie. I think Morris is losing his marbles. He used to be much smoother — intergovernmental shenanigans (@PhilipTKingston)

Well someone needs to explain that to council tomorrow or before vote next week, because the lie is printed on the official city report and being parroted every chance. I fear that it's working... — Hexel (@hexel_co)

Moreno requested a briefing from city attorneys in executive session on Wednesday to address that claim. One councilman told me it was one of the reasons he wouldn't support the independent study. — Matt Goodman (@goodmoine)

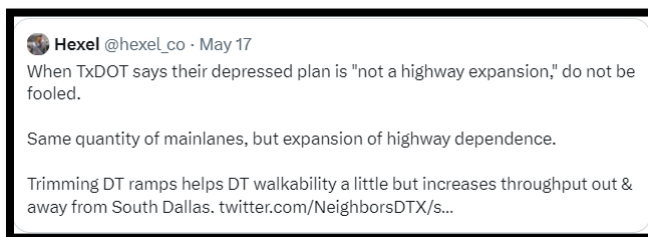


I had to do double take on phrasing & I feel compelled to clarify: @JesseForDallas

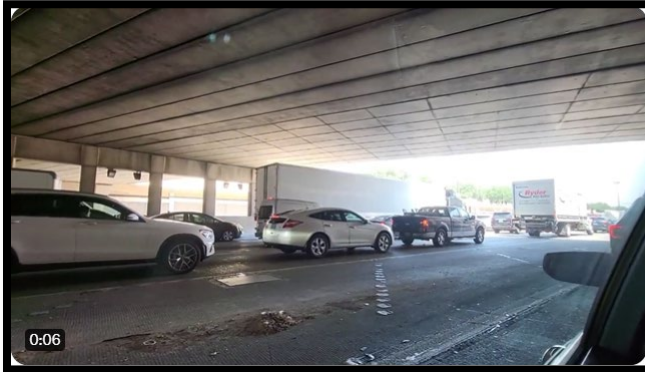
signed memo and supported it in committee yesterday; "one councilman" that didn't support study refers to different person. Jesse has demonstrated improved understanding on IH-345 situation. — Hexel (@hexel_co)

That Council Member is not a serious person. — Downwinders at Risk (@cleanerair)

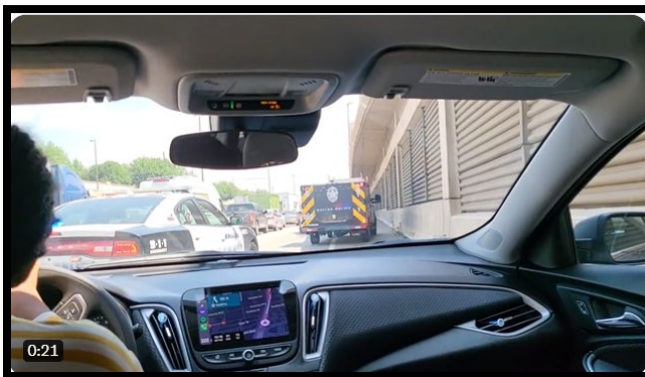
2. (1/x) Made big mistake hailing car to shave few mins of travel: got trapped behind accident NB in @TxDOT US-75 trench, north of I-345. Instead of predictable 40M by DART, got surprise 1H 20M car ride instead. Here's what @NCTCOGtrans @VoteOmarNarvaez needs to understand... 🗣️ — Hexel (@hexel_co)



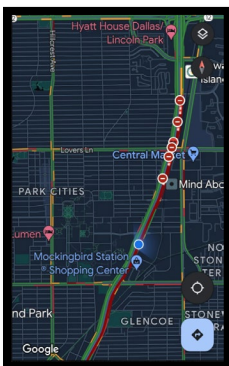
(2/x) This was off-peak. Dallas avg 96 DAILY motor accidents. When it happens on hwy, traffic can stand still for hour or more. Critics claim surface blvd would cause gridlock. But speed \neq resilience; miles of cars in trench can't escape to side street during accident. — Hexel (@hexel_co)



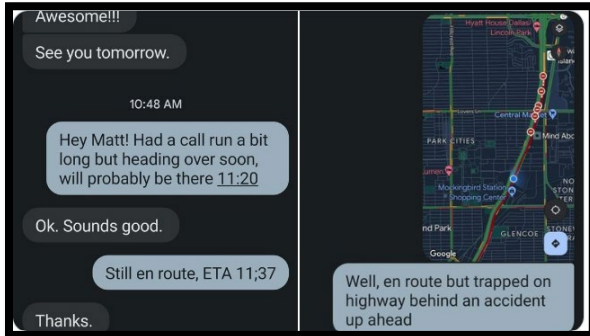
(3/x) Morris claimed emergency responders need highway. This is wrong on 2 counts. Just as cars can't escape to side street, police can't go around either; even less so in trench. W/o highway, there would be less accidents & fatalities to respond to in the first place. — Hexel (@hexel_co)



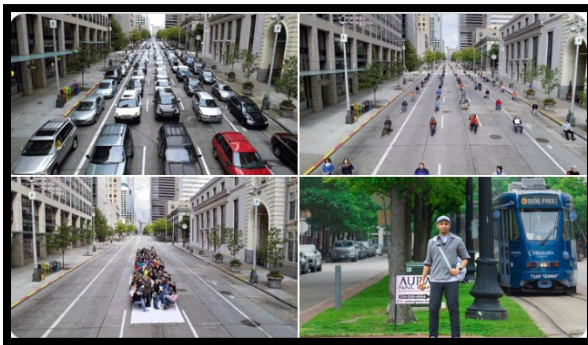
(4/x) I regreted not taking transit today; Mockingbird Station was mocking me just few yards away! As close as I was, I (prob) couldn't safely walk in trench & up ramp. Def can't leave car there if I didn't Lyft. Transit at least has backup options when line is disrupted. — Hexel (@hexel_co)



(5/x) Travel decisions are not made in vacuum. As transit user I still plan around existence of the hwy. If not there, long chain of other decisions would've been different too. Qty of thru lanes may stay same, but TxDOT plan IS highway expansion; dependence only grows w/ time. — Hexel (@hexel_co)



(6/7) Surface blvd will fail if it exclusively serves one mode of movement. Highway can only be used by people in cars; no equity for those who can't drive. Choosing boulevard over highway is trading speed for resilience, accessibility, & safety. — Hexel (@hexel_co)



(7/7) You might think, "those are nice ideas, but we need to decide on real plans!" That's precisely why we need an independent study: one that considers ALL people, including yet not limited to those w/ money, means, ability, and desire to drive a car. — Hexel (@hexel_co)

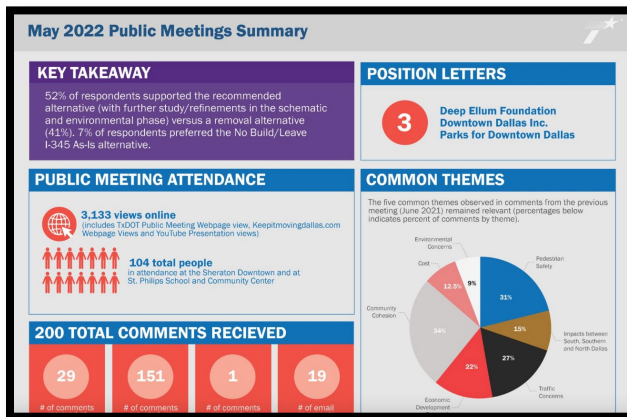


3. Going to do a little tweeting tonight of the 345 meeting... Not very good at this kind of thing but follow along! — Dallas Neighbors for Housing (@NeighborsDTX)



Initial presentation is heavy on the financing aspects from a city perspective, particularly how TxDOT has said that they would not fund any part of removing 345.

TxDOT's Ceason Clemons talking a lot about how they have done extensive public outreach. Notable however that only 52% of respondents supported the hybrid in the most recent round of public comment. The % in support of removal has gone up in every round of public comment.



Michael Morris from NCTCOG mostly focusing on how the RTC and the state of Texas would have to be sign off on removal, something he says would never happen.

DDI and developer Jack Matthews go on record in support of hybrid. Notable to those who are still thinking that those pushing for removal are primarily developers. Maybe that was the case at one point, but it is not now.

General consensus from a lot of stakeholders is that since this is what TxDOT wants, this is what we have to go with because they have so much power over the process.

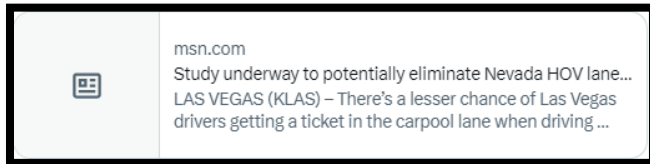
Morris mentions how Jack Matthews is the developer who will build something on top of the I-30 canyon when it's rebuilt. Now makes sense that he's on this panel!

That would be a good question for @TxDOTDallas and @NCTCOGtrans

Toll Roads and Lanes

Twitter –

1. @nevadadot can solve their @HOV challenges, while increasing overall network throughput and improving safety by eliminating manual enforcement. Talk to @NCTCOGtrans about their deployment of @GoCarmaTeam on 120 center lane miles of @TEXpressLanes. — Captain Carpool (@CaptainCarpool)

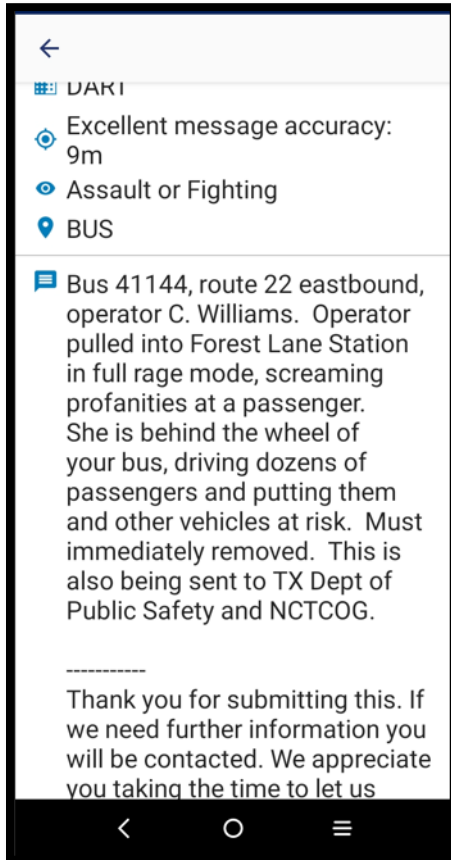


Transit

Email –

1. Zach Middleton

First thank you for your response. I have found the information very helpful. Please see the attached screenshot I just sent DART Police on their app. I need your help making sure they are held accountable for this. Their drivers are putting the public at risk. Any info you can provide will help. I will also be contacting the DPS.



The woman you hear screaming in this video is the DART driver.

Response from NCTCOG Transportation Department:

We are sorry you had this experience. We recommend providing this information through DART's [Contact Us webpage](#), which includes a phone number for their Customer Care Center (214-749-3333). You can also contact their Citizen Advisory Committee (CACInformation@DART.org).

We will forward this information to the pertinent DART staff.

Thank you for contacting the NCTCOG Transportation Department.

May 3, 2022

TO The Transit Team at NCTCOG:

Someone from Southern Nevada sent me this article. Since hot weather is even more extreme in Southern Nevada than it is in North Texas and the duration of the heat is generally longer in Nevada, I thought it would be appropriate to learn from their RIC studies and bus shelter design. Another problem we have with bus shelters in North Texas is that some shelters do not shield waiting passengers from the sun. I also like the enhancement mentioned in this article that the bus shelters provide more lighting at night.

Do you think that we can look at similar designs for bus shelters?

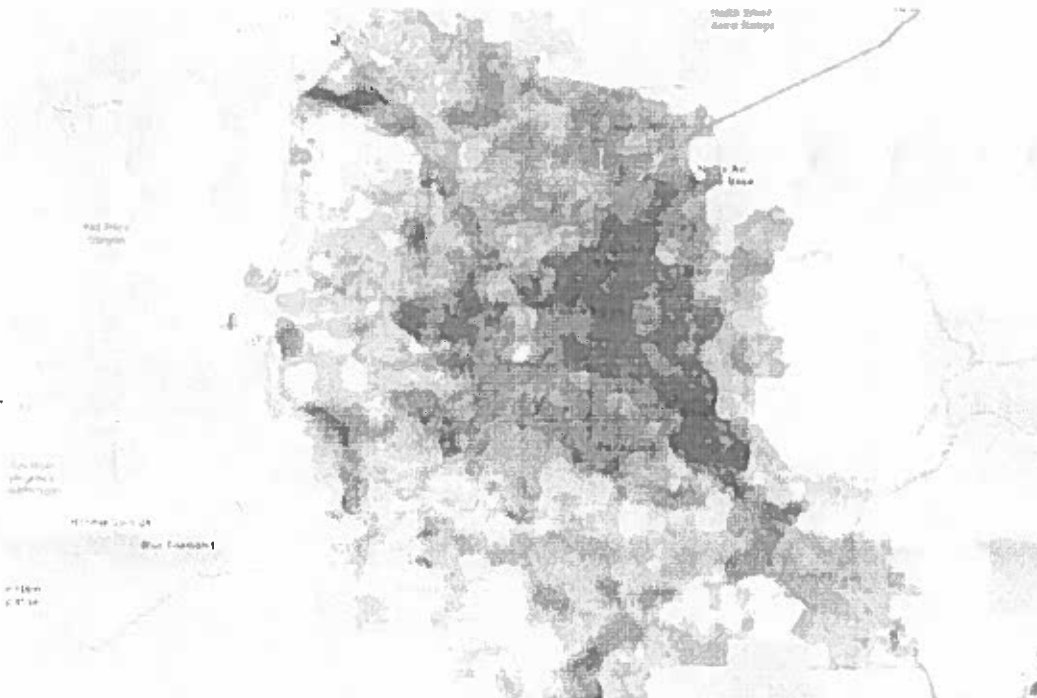
Thank you.

Phyllis Silver

Phyllis Silver

Transit initiatives support heat mapping study results, help protect Southern Nevadans from extreme climate

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FOR IMMEDIATE RELEASE: April 4, 2023

MEDIA CONTACTS:

Jacob Sanders, RTC, (702) 676-1575 Office, sandersj@rtc-snv.com (<mailto:sandersj@rtc-snv.com>)
Sue Christiansen, RTC, 702-676-1891 Office, ChristiansenS@rtc-snv.com (<mailto:ChristiansenS@rtc-snv.com>)

Transit initiatives support heat mapping study results, help protect Southern Nevadans from extreme climate

New and innovative shelters, more frequent service and other measures to provide protection from heat and improve health and safety

[Click to Tweet: \(https://ctt.ac/djphb\)](#) New heat data supports @RTCSNV efforts to improve the transit experience with service updates and innovative shade solutions.

How hot is your neighborhood? Visit [rtc-snv.com/heatmap](https://www.rtc-snv.com/heatmap)

(<http://www.rtc-snv.com/heatmap>) to see where your part of the valley .rs.



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LAS VEGAS, NV – Results from the [Heat Island Mapping campaign](#) ([Ways to Travel \(/ways-to-travel/\)](#) [About \(/about/\)](#) [Projects & Initiatives \(/projects-initiatives/\)](#) <https://www.rtcsonv.com/heatmap/>) conducted by the Regional Transportation

Commission of Southern Nevada (RTC), [Get Outdoors Nevada](#), and more than 60 community volunteers. [News \(/news/\)](#) [Contact \(/contact/\)](#) [Traffic Cams \(/traffic-cams/watch-live/\)](#) [News \(/news/\)](#) [Contact \(/contact/\)](#) [Community Volunteers \(/community-volunteers/\)](#) [Summer of recent transit](#) improvements, including more frequent service and innovative new shade structures in some of the hottest areas of our valley.

In August 2022 and January 2023, the RTC implemented service changes to improve frequencies and schedules on several routes to reduce wait times for riders, a significant enhancement particularly during the summer months. And just last month, the RTC began installing a new type of "slimline" transit shelter to help mitigate the effects of heat.

Slimline shelters, funded by a \$4 million federal grant, include shading to protect waiting passengers from the sun and provide more lighting at night, creating greater visibility and added security benefits. These shelters have a smaller footprint to accommodate stops that are less than five feet from the roadway while continuing to enable access under the Americans with Disabilities Act. More than 100 slimline shelters will be installed in the valley over the coming year, with more than 80 percent located in and around locations that comprise the hottest 30 percent of the valley. The RTC will also add more than 50 traditional transit shelters throughout the same areas.

"Safety and comfort for passengers and vulnerable road users are top priorities for the RTC, and the results we gathered from the heat mapping project will help us more responsibly plan for the future," said RTC CEO M.J. Maynard. "By better understanding which neighborhoods experience higher temperatures, we can continue to work with local jurisdictions to create initiatives that mitigate heat impacts and reduce the risks of heat-related dangers across our community."

The "Urban Heat Island Mapping Campaign" study found that neighborhoods with the hottest temperatures are largely located in and around downtown Las Vegas, downtown North Las Vegas, the Historic Westside, and the eastern area of the valley. Most of these locations feature large proportions of pavement and buildings but lack dense concentrations of trees. Their lower elevations also result in naturally warmer temperatures than higher elevations elsewhere in the region. While hotter temperatures are generally concentrated in the central and eastern valley, all areas of the region had "hotspots."

Equipped with special sensors mounted to their cars, more than 30 volunteer teams drove pre-mapped routes throughout the valley last summer to collect data. The teams gathered 138,000 temperature and humidity measurements that were used to create detailed maps of the distribution of heat across the valley. The interactive maps, complete project summary and more can be found on the [RTC's website](#) (<http://www.rtcsonv.com/heatmap/>).

Southern Nevada, which has one of the fastest-warming climates in the country, was one of [14 locations](#) (<https://www.noaa.gov/news-release/noaa-and-communities-to-map-heat-inequities-in-14-us-cities-and-counties/>) in the chosen to participate in the heat mapping campaign, which was supported by the

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National Oceanic and Atmospheric Administration (NOAA). Local project partners included the Clark County Department of Environment and Sustainability, UNLV School of Public Health, and Let's Get Outdoors Nevada.

SNS (<https://www.southernnevadastrong.org/>)

About the RTC

The RTC is the transit authority, designated metropolitan planning organization, regional traffic management agency and administrator of the Southern Nevada Strong comprehensive regional plan for the Las Vegas valley. The RTC's vision is to advance regionally transformative mobility solutions through equitable, innovative and sustainable infrastructure development. The RTC's mission is to elevate quality of life for residents and visitors through sustainable planning, collaborative problem-solving, and safe and equitable transportation service. For more information about the RTC and its major initiatives or to download its transit app rideRTC, visit [rtcnv.com](https://www.rtcnv.com/) and stay informed by [subscribing to our blog](https://mailchi.mp/rtcnv/rtc-blog).

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