

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 document is a compilation of general public comments submitted from Saturday, April 20 through Sunday, May 19, 2024 via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to walking, biking, sustainable development and roadways were in the majority.

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

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

Air Quality

Twitter –

1. In preparation for the 2026 FIFA World Cup, which will be partially hosted in the Dallas-Fort Worth area, @NCTCOGtrans has applied for \$55 million in federal grant funding for the acquisition of 59 electric buses. — The Texan (@TheTexanNews)



Facebook –

1. The way you drive plays a big role in fuel consumption! Speeding, reckless and aggressive driving increases fuel use, costs more for the driver & contributes to poor air quality. #CarCareMonth #NTXCarCare #CarMaintenance #WednesdayWisdom — NCTCOG Transportation Department



Ya think? 🤔🤔🤔 — Wm Atkins

2. Did you know? Checking the Air Quality Index on AirNorthTexas.org and limiting time outside when air quality is poor can help protect you from asthma triggers like wildfires and smoke. #AsthmaAwarenessMonth #AQAW2024 — NCTCOG Transportation Department



Wow. — Rob Dentremon

3. This light indicates a potentially serious problem with your vehicle. It also means your emissions are higher than normal. Help keep our air clean, address the light as soon as possible! Learn more at ntxcarcare.org #CarCareAwareness #CarCareTips #TipTuesday —

NCTCOG Transportation Department



My check engine light was on. Then I travelled for 6 weeks so disconnected the batter. Upon reconnect, no light, and passed inspection a month later: — Rob Dentremon

Bicycle/Pedestrian/Sustainable Development

Instagram –

1. Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation (@nctcogtrans)



Laura, consider yourself an opp — Jasper Snowberger (@jasper_snowberger)

I personally get 50 points each day — Rylan Luttmer (@lightning_446)

2. Why Bike & Roll to School? Because it builds community and empowers students of all abilities to enjoy physical activity, and foster social connections. Join us on May 8. For details, see the link in our bio! #BikeRollToSchoolDay #SafeRoutestoSchool #SafeRoutes

#ActiveTravel #NationalBikeMonth — NCTCOG Transportation (@nctcogtrans)



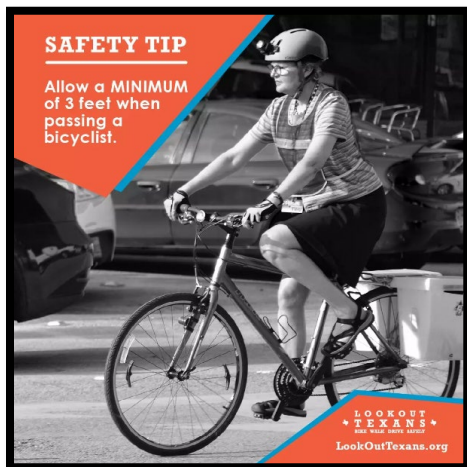
Hey @rosemontdadsclub, are y'all doing bike bus to school on this day?? 😊 Cc: @dallasbicyclecoalition — Hexel Colorado (@hexel.co)

3. Thank you to everyone who came out to our Spring General Meeting! And thank you @fcbrewing for generously sharing your space. Check out some of the pictures and slides above. We got to hear from @nctcogtrans about the DFW Discovery Trail, set have all but a couple miles complete by 2025. @dartdaily shared an update on the Silver Line and accompanying Cotton Belt trail. The train is set to run by late 2025 and Phase 2 construction of the trail should begin by spring 2025. Lastly @dalldot shared about bike facility best practices from Portland, Oregon, one of the best biking cities in the country. Some of the reasons that Portland is so successful are because they prioritize pedestrians and cyclists above all else, include world class Dutch standards for bike and road design, and limit traffic speed and volume where cars and bikes mix. We also learned about bike boulevards that are part of the Dallas Bike Plan and a new facility type that advocates like us can help be successful here in Dallas. Links to more information and the full slide deck are in our stories today and saved in our events story highlight. — Dallas Bicycle Coalition (@dallasbicyclecoalition)



4. Look Out Texans is a program of @nctcogtrans, designed to help spread awareness of safe driving practices and keep Texans alert. Be aware of other vehicles and predict movements of drivers and pedestrians. Anticipate turning movements and opening car doors to avoid

collisions. Bike, walk, drive safely. go.ridetm.org/lookout — Trinity Metro (@ridetrinitymetro)



5. Today is Bike & Roll to School Day! This annual celebration highlights the benefits of walking and bicycling, as well as the importance of traffic safety. Find more information about the event by checking out the link in our bio! 🚲 🚶 🗺️ #BikeRollToSchoolDay #BikeToSchool — NCTCOG Transportation (@nctcogtrans)

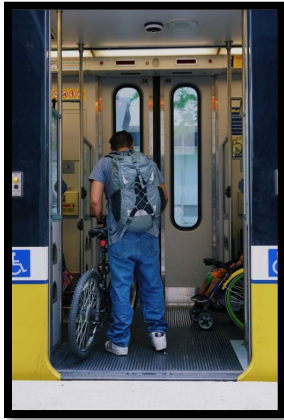


For everybody reading this post, students riding bicycles or walking to school and other places whenever possible make for terrific ways to help reduce car traffic, road congestion, and air pollution, as well as providing a great way to get in physical activity! — Paul McManus (@paul.mcmanus.10)

Facebook –

1. 🚲 💡 Did you know? You can take your bike on DART buses, trains, and the TRE. Join the 2024 DART Bike to Work Challenge for your chance to win a custom DART bikes at the annual Bike to Work Day event on May 10! All you have to do is take a picture of yourself using your bike in tandem with DART to get to work! Tag us by May 3 and use #DARTBike2Work — Dallas

Area Rapid Transit (Official DART page)



Who's up for the DART 2024 Bike to Work Challenge? — NCTCOG Transportation Department

Nice job, NCTCOG Transportation Department, just go ahead and jump on board DART's promotion. So none of you need feel guilty about never biking to work. Don't feel bad, at least one city is doing the same thing. — Rob Dentremont

2. Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department



Drivers in Amarillo will look you dead in the eyes and mash the gas — Clinton Corbin Ferguson

3. Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department



Amen — Wilfran Oliveros

4. Take Dallas Area Rapid Transit (Official DART page)'s Bike to Work Challenge and you could win a custom bike! You'll also make a positive impact on your health and the environment by combining your bicycle and DART on your commute to work. Find out more: <https://bit.ly/4dkcBlf> — NCTCOG Transportation Department



Oh wow, NCTCOG Transportation Department, so impressive of you to jump onto DART's initiative. You don't have one of your own. — Rob Dentremont

5. Did you know that biking to school helps reduce traffic and improves air quality? Join us this Wednesday and make an impact on your community! Read more about the benefits of Bike & Roll to School Day here: <https://bit.ly/4bpi2UC?> #BikeRollToSchoolDay #AQAW2024 — NCTCOG Transportation Department



Wow, you guys are impressive. Let the schoolkids bike to school but none of you bike to work – hypocrites! — Rob Dentremont

6. Today is Bike & Roll to School Day! This annual celebration highlights the benefits of walking and bicycling, as well as the importance of traffic safety. 🚲 🛴 🚶 Find more information about the event here: <https://bit.ly/3Qh6bj3> — NCTCOG Transportation Department

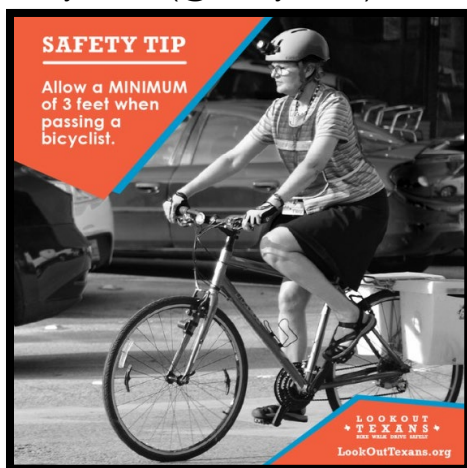


For everybody reading this post, students riding bicycles or walking to school and other places whenever possible make for terrific ways to help reduce car traffic, road congestion, and air pollution, as well as providing a great way to get in physical activity! — Paul McManus

When is bike and roll to work day for you, NCTCOG Transportation Department? So you can do something for real instead of piggybacking on backs of children. — Rob Dentremont

Twitter –

1. Look Out Texans is a program of @NCTCOGTrans, designed to help spread awareness of safe driving practices and keep Texans alert. Be aware of other vehicles and predict movements of drivers and pedestrians. Bike, walk, drive safely. <http://go.ridetm.org/lookout> — Trinity Metro (@TrinityMetro)



2. Our Viridian Elementary Bike & Roll Event was a huge success! Over 90 bikes and scooters today! @NCTCOGtrans @HEBISDpeople @BuhrowSonya @ViridianPTA — Melanie Mans,

M.Ed. (@PrincipalMans)



3. Today is Bike & Roll to School Day! This annual celebration highlights the benefits of walking and bicycling, as well as the importance of traffic safety. 🚲 🚼 🛑 Find more information about the event here: <https://bit.ly/3Qh6bj3> — NCTCOGTransportation (@NCTCOGtrans)



#BikeSafe — U in the Driver Seat (@UDriverSeat)

Mail –

1. Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

Please see Attachment 2 for response by NCTCOG Transportation Staff.

Innovative Technology

Facebook –

1. Get ready to witness the future in action 🤖 On May 8, Arlington will host a Multimodal Delivery Showcase, featuring autonomous ground robots and uncrewed aircraft systems, that will be used to test the delivery of food to residents through an innovative pilot project. More information about the pilot project will be shared at the public demonstration. The event is

scheduled for 5:30 to 7 p.m. outside the Bob Duncan Center. — City of Arlington, TX – City Hall



Is it true Arlington is the largest U.S. city without mass transit? — Rob Dentremont

2. Yesterday we got a glimpse of the future of delivery service at the Multimodal Showcase in City of Arlington, TX - City Hall, with demonstrations of remote piloted aircraft and ground-based bots that will deliver essential items to people in the community. Learn more: <https://bit.ly/3UxFcRW> — NCTCOG Transportation Department



Those would make a great ice cream cart in my neighborhood! — Jere Tucker

Other

Instagram –

2. @cupa_uni and @untnlisa check out the different career opportunities at @nctcogtrans @untcareercenter — UNT Public Administration (@unt.public.administration)



2. Our @unt Urban Planning and Nonprofit Leadership students are truly inspiring. We celebrate their hard work and career paths to help our communities and nonprofits. @untnlsa @cupa_unt @unthps @untcareercenter @nctcogtrans @journey_to_dream yed — UNT Public Administration (@unt.public.administration)



Mail –

1. Phyllis Silver, Citizen

Please see Attachment 3 for comments submitted via postal mail.

Event –

1. Sunny South Dallas Food Park

Please see Attachment 4 for comments submitted at a public event.

Public Involvement

Facebook –

1. Tell us how the Dallas-Fort Worth transportation system is working for you!
🚗 🚲 🚶 #ConnectNorthTexas #PlaninProgress — NCTCOG Transportation Department



Please see Attachment 5 for comments submitted via Facebook.

2. We enjoyed participating in Lewisville's 2024 ColorPalooza this past weekend! Thankful for the opportunity to meet with members of the community and share about NCTCOG's various projects, plans, and initiatives. Find out more on our website: nctcog.org/trans — NCTCOG Transportation Department



Come to Weatherford Texas (about 4:30 is a good time) and set up at the Home Depot for a discussion at 5:00 pm so we the town people can talk with you all about your initiatives for Parker County. Use the GPS way of travel. Love to see what your opinions are. And discuss the improvements you've going to do for Parker County. — Hegre Eric

2. High-Speed Rail, list of funded projects, and more for review/comment. — NCTCOG Transportation Department



Stop pushing toll roads and public transportation. — Crystal Main

Tell Jeff Williams [REDACTED] of HSR to stuff it. YOU ARE BANKRUPTING TAXPAYERS. Stop being California. — Mi Licater

Roadways

Twitter –

1. DON'T FORGET TO MARK YOUR CALENDARS! We are three weeks away from the first Come & Go Open House for Access Butler Place Plan, taking place on Thursday, May 9, 4:30 – 7:30 pm at Fort Worth Central Station. For more details, visit www.AccessButlerPlacePlan.com (link in bio) #AccessButlerPlacePlan #Accessibility #Reconnect #FortWorth #Community #Transportation #FWHS #Mobility #Infrastructure #Downtown #Neighborhoods #Engagement #GetInvolved #Planning @cityoffortworth @downtownfortworth @nctcogtrans @txdot — Access Butler Place Plan (@accessbutlerplaceplan)



2. Thanks @NCTCOGtrans, @CityOfDallas Transportation Department, and North TX Tollway Authority #NTTA for hosting USTDA's Indonesia New Capital City delegation, sharing best practices to improve mobility, provide safe and reliable transportation, and deploy next-gen

solutions. — USTDA (@USTDA)



3. Good News! We're celebrating the official opening of the Irving Interchange bridges and connections today. #DFWTraffic @CityofIrving @TxDOT #TexasClearLanes @NCTCOGtrans — TxDOT Dallas (@TxDOTDallas)



Instagram –

1. MARK YOUR CALENDARS and join us for a Come & Go Open House on Thursday, May 9, 4:30 pm - 7:30 pm at Fort Worth Central Station, 1001 Jones St., Fort Worth (2nd Floor). Can't make the meeting? We have got your back, all information presented at the open house will be on the project website, along with an online community survey starting on May 9! (link in bio) #AccessButlerPlacePlan #Accessibility #Reconnect #FortWorth #Community #Transportation #FWHS #Mobility #Infrastructure #Downtown #Neighborhoods #Engagement #GetInvolved #Planning @cityoffortworth @downtownfortworth @nctcogtrans @txdot — Access Butler Place Plan (@accessbutlerplaceplan)



2. 4.8 miles of new pavement + 4.6 miles of bridges = reduced congestion in #Irving! Work started in 2020, and today we officially opened all roads! Thank you to our partners

@nctcogtrans @CityofIrving and contractor @webberllc for joining us today! #TexasClearLanes
— TxDOT Dallas (@txdotdallas)



3. SHARE YOUR FEEDBACK! Take the first Access Butler Place Plan community survey today to shape future transportation, infrastructure, and mobility priorities across the Central Area, which includes Downtown Fort Worth, Butler Place, and the United Riverside. The survey will begin on May 9 at 5:00 pm and end on May 26 at 5:00 pm. #AccessButlerPlacePlan #Accessibility #Reconnect #FortWorth #Community #Transportation #FWHS #Mobility #Infrastructure #Downtown #Neighborhoods #Engagement #GetInvolved #Planning @CityofFortWorth @DowntownFortWorth @NCTCOGTrans @TxDOT — Access Butler Place Plan (@accessbutlerplaceplan)



Facebook –

1. The Access Butler Place Plan aims to reconnect, strengthen, & build community throughout Fort Worth's Central Area by identifying mobility & land use solutions that address inaccessibility, reconnect communities, and accelerate growth. Join us in a series of engagement opportunities as we work together to identify solutions to transform the Central Area's roadway infrastructure & multi-modal networks to help people get around more easily &

shape future downtown development potential! — Trinity Metro



SMART CITY TEXAS has the solution we discovered in the past....
#NorthTexasTraction — Jim Gyurkovic

RTC/STTC/Executive Board

Twitter –

1. The Regional Transportation Council, a body of the @NCTCOGtrans, meets monthly to discuss transportation policy and initiatives to prepare North Texas for the next 50 years of growth. This council allocates hundreds of millions of dollars annually towards current and future priority infrastructure projects. I am proud to represent @TarrantCountyTX on this body. — Manny Ramirez (@MannyRamirez_TX)



For Chris Klaus, Senior Program Manager.

Attachment 1

At the April 9, 2024 Public Meeting, I had commented (by phone) that it is potentially dangerous for pedestrians to cross Preston Road at certain shopping center intersections. The problem is that the traffic signals allow cars to turn at the same time that these same traffic signals allow pedestrians to cross onto the same road.

Here are some examples:

- Slightly South of Forest Lane on Preston Road going to and from Natural Grocers at 11661 Preston Road to Whole Foods Market at 11700 Forest Lane at the other side of Preston Road
- Slightly North of Forest Lane on Preston Road going to and from Tom Thumb at 11920 Preston Road to the other side of Preston Road
- on the south side of Royal Lane on Preston Road (at the intersection) going to and from Central Market at 10720 Preston Road to the other side of Preston Road. Also crossing Royal Lane at this intersection, pedestrians experience turning cars as these pedestrians are crossing the street.
- Slightly north of Royal Lane on Preston Road going to and from Tom Thumb at 5959 Royal Lane to the other side of Preston Road. (Tom Thumb employees and the sales receipt says 522 Royal Lane, however 522 is the Suite number, not the Street address).

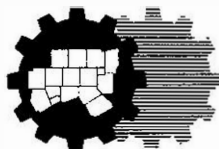
I would appreciate it if COG worked with the City of Dallas to achieve safer crossings for pedestrians. DART runs an excellent bus that travels along Preston

Road in this area. The route runs 7 days a week. It is difficult to navigate from one side of Presta Road to the other. The timing of traffic signals for pedestrians needs to be coordinated with traffic signal timing for cars.

If you have any questions or comments, please let me know. Jackie Castillo has my contact information.

I appreciate your interest in improving pedestrian safety.

Phyllis Silver
4/29/2024



North Central Texas Council of Governments

May 16, 2024

Ms. Phyllis Silver
15720 Artist Way, Apt. 4912
Addison, TX 75001

Dear Ms. Silver:

Your recent letter to Chris Klaus, Senior Program Manager here at the North Central Texas Council of Governments (NCTCOG) on topics from the April 9, 2024, public meeting was shared with me to respond to your concerns about pedestrian safety along the Preston Road corridor in Dallas. We do appreciate your interest in the various topics presented and thank you for your feedback on these important matters.

First, we want to make you aware that NCTCOG has been working with the City of Dallas staff for several months on analysis and recommendations for the Preston Road corridor. In March, our director, Michael Morris, gave a presentation to stakeholders on safety and access improvements needed along the corridor. A copy of his presentation is included with this letter. Also, NCTCOG reached out to City of Dallas' Transportation Department and shared your letter with them. In response to your concerns, a Safety Report has been generated and staff will immediately look into the specific intersections noted in your letter. Their findings will be reported back to the department director.

NCTCOG has also produced a Pedestrian Safety Action Plan for the region. Several of the safety problems you flagged we have strategies to address. The report is also meant to act as a guide to other stakeholders in the region to implement safety strategies in their own cities. It has also been shared with the City of Dallas. It is available at www.nctcog.org/pedsafetyplan.

Again, we appreciate you bringing these matters important to our private citizens to our attention.

Please feel free to reach out to me at kwindSOR@nctcog.org or 817-608-2376 if you have any further questions or concerns.

Sincerely,

Karla Windsor, AICP
Senior Program Manager
Sustainable Development Program Area

KW:bw
Attachment

cc: Jackie Castillo, NCTCOG
Chris Klaus, NCTCOG

Question Not Pertaining To Public Meeting Topics.

Winter / Spring 2024 Mobility Matters Newsletter

on Page 3. Region Making Progress on State Safety Goals - under Driver Assistance - what is MAPP Services?

Phyllis Silver

4/29/2024

Road in this area. The route runs 7 days a week.
It is difficult to navigate from one side of Presta.
Road to the other. The timing of traffic signals for
pedestrians needs to be coordinated with traffic
signal timing for cars.

If you have any questions or comments, please let me
know. Jackie Castillo has my contact information.
I appreciate your interest in improving pedestrian
safety.

Phyllis Silver
4/29/2024



PUBLIC COMMENT SHEET

Name Krystal Stephens
Organization _____

Please provide written comments below:

No sidewalks on Traymore ave area
missing sections of sidewalks throughout
neighborhood. Stray dogs everywhere
lack of community programming
gun shots every night.



North Central
Texas Council
of Governments

PUBLIC COMMENT SHEET

Name Theresa Turpin

Please provide written comments below:

3418 Sunnyvale Dallas, TX 75216
Old city Fair Park - no longer a non profit!

To submit comments or questions by mail, fax, or email, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
E-mail: cbaylor@nctcog.org Website: <http://www.nctcog.org/trans>



North Central
Texas Council
of Governments

PUBLIC COMMENT SHEET

Name KARLA B-H

Organization Kerr

Please provide written comments below:

~~Adding more side walk signals~~
~~side walks need to have a way to stop to~~

The ability to cross the street safely. There are sidewalks
not enough signals in order to cross over.

To submit comments or questions by mail, fax, or email, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
E-mail: cbaylor@nctcog.org Website: <http://www.nctcog.org/trans>



North Central
Texas Council
of Governments

PUBLIC COMMENT SHEET

Name Ylonda Wright

City Dallas State TX Zip Code _____

Please provide written comments below:

- 1) Hampton Road & Pop hole
- 2) Red Bird in 18 wheelers going down street to fast

To submit comments or questions by mail, fax, or email, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
E-mail: cbaylor@nctcog.org Website: <http://www.nctcog.org/trans>



1



NCTCOG Transportation Department

Published by Sarah Thompson · March 7 ·



Tell us how the Dallas-Fort Worth transportation system is working for you! 🚗🚲🚶

#ConnectNorthTexas #PlaninProgress



0:03 / 0:30



PUBLICINPUT.COM/MOBILITY2050

Take the Survey: DFW Mobility

Mobility 2050 Survey

Learn more

See insights and ads

Boost post

👍🤔 443

257 67



Like



Comment



Share

Newest



Comment as NCTCOG Transportation Department



Choteau Kammel



1

state DO is presenting
their groundbreaking
solutions to traffic



2d Like Reply [Send message](#) Hide



Nancy Wyrick Hamouch

Having a train stop at the AA Center has worked out so incredibly well! Now get the same for the Cowboy's and Rangers' stadiums

5w Like Reply Hide 13



Gordon Scruggs

Nancy Wyrick Hamouch Arlington does not want to participate in mass transit.

1w Like Reply Hide Edited



Mi Licater

Nancy Years ago, we took that train a few times to hockey games. Sitting in a brightly-lit car, a sitting duck after 10:00 p.m., for nearly half an hour before finally departing, was more than enough experience to prove the inconvenience and lack of personal safety of 'public transit'. No thank you.

2d Like Reply [Send message](#) Hide



Reply to Nancy Wyrick Hamouch



Billy Hall

30 or more years ago there was ZERO planning on any infrastructure in Texas and now we are paying for it in groves !!!

They can build all the roads they want but it's too late and it will always be like it is now and will get worse !!!

Texas government is the worst at all levels I'm not sure what they are doing in Austin but it's nothing to help us High Tax Payers !

9w Like Reply Hide 11



Kayla Rae Sikora

Billy Hall it's not too late. Plenty of European cities have been transformed from lots of concrete to a lot more trees, plants, and pedestrian zones. The cars can coexist, but cars don't seem to be needed.

8w Like Reply Hide 3



Brian Abraham

Kayla Rae Sikora I think the problem is that the party in charge of Texas Government places a very low priority on mass transit. They won't accept the need for it or see it as justification for the cost. Additionally war's have to be waged with land owners that have little regard for the greater good.

2w Like Reply Hide 3



Kayla Rae Sikora

Brian Abraham Texas government places a low priority on people who need mass transit, medical, education, and so much more. I stayed on a charolais farm where the TGV line was placed above grade in France. It did impact some of the cows the first year, but the people said the cows got used to it. The tgv is the high speed train. The cows had already been used to the regular trains.

1w Like Reply Hide



Brian Abraham



1



Reply to Kayla Rae Sikora



David Pass

Billy Hall That criticism seems a bit over the top. Most other states haven't done any better. In fact considering the tremendous population increase in Texas, I think we've done pretty well. If you really don't like it here, go somewhere else!

4d Like Reply [Send message](#) Hide

Reply to Billy Hall



Tracy Blankenship

Too difficult of a survey

4d Like Reply [Send message](#) Hide

Jack Bramblett

I don't live in Ft. Worth

5d Like Reply [Send message](#) Hide

Patty Bruner

Trains do bring alot of vagrants to outskirts of the city.

6d Like Reply [Send message](#) Hide

Kayla Rae Sikora

Why do other cities with metro rail have at least one officer on a train?

NYC, Manhattan, and Washington DC, (adding Philadelphia where someone punches every ticket in the train car) can manage a LEO or some security guard on their train cars.

Y'all need to make the trains work for us, and you can't just build them and then ignore the issues that may arise.

6d Like Reply [Send message](#) Hide Edited

Stephan Schnell

High-speed Trains All over the World and also Supportive to the Environment but not in this Country 🙄 Just keep on Supporting the Auto Industry. Just creating little Parks ain't cutting it smh

7w Like Reply Hide 13



Randy Fischer

Stephan Schnell you got \$2,000 for a HS rail ticket to ride to Houston? With a stop in Corsicana and Huntsville?

5w Like Reply Hide



Ken Duble

Randy Fischer It wouldn't cost that much. There would be a variety of prices, just like the airlines.

1w Like Reply Hide



Randy Fischer

Ken Duble ... 70 minutes Dallas to Houston by air nonstop
90 minutes by hsr for the same trip nonstop. Add a stop near college station - increase that 90 minutes by 30 minutes.
What business man wants to spend an extra hour each way?
Add the land acquisition and building costs to the price of those tickets.
Air routes don't have that cost.
If it was feasible, the private sector would be all over this idea.

1w Like Reply Hide





1

**Ken Duble**

Randy Fischer The 90 minutes of a 250 mph train ride includes a College Station stop, which I suspect would be closer to 5 minutes than 30. In the case of HSR, passengers check in early, have a boarding pass and wait in a secure area for the train to arrive.

HSR passengers check in 30 minutes early, vs an hour early for a domestic flight. Nor is there a baggage carousel, as bags are on the same car as the passenger.

Even so, your concerns underscore how, if NCTCOG's current plans of having separate rail stations 0.8 miles apart from each other (one of which would be across the freeway from downtown), erodes the greatest advantage of rail transit, which is to collect and deposit passengers in the midst of a bustling urban center.

The private sector can build rail, as seen by the success of Brightline in FL, with plans to expand to Las Vegas - LA. But rail, like MV, ship and air travel, thrive as a public-private partnership. Bear in mind airports, like seaports and rail stations, are public property.

1w Like Reply Hide

**Randy Fischer**

Ken Duble Touche on the 250 mph... That said, airliners run about 500 mph.

Please pardon me for being a devil's advocate...

Aren't those rail stations going to need TSA grade security?

Rail stations were built by the railroads. With few exceptions, the rails themselves are built, owned, and operated by individual railroad companies.

Bus stations were built by bus companies.

I can't speak to seaports.

Airports. Why are they special? Why can't the airlines pay for their own facilities? I mean, they make billions in profits every year according to the democrats (and many republicans).

1w Like Reply Hide

**Shelley Caldwell**

Randy Fischer It was the airlines' lobbying that killed bus and train everywhere except in the northeastern states.

1w Like Reply Hide

**Randy Fischer**

Shelley Caldwell So why do we build airports for the airlines to use? We didn't build bus stations and train stations.

1w Like Reply Hide



Reply to Randy Fischer



Reply to Stephan Schnell

**Rob Dentremont**

I am tired of surveys, but here is one for you, **NCTCOG Transportation Department**:

How many of you do not drive to the office?

Of those who drive, how many carpool?

**NCTCOG Transportation Department**

10w Like Reply Hide 6



1



Author

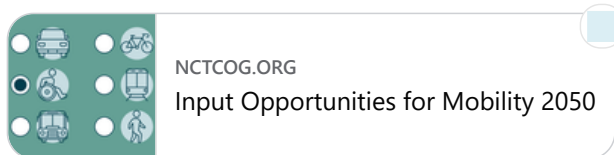
NCTCOG Transportation Department

Thank you for sharing your perspectives. We have one clarification to provide: MPO staff members do not have state vehicles. We're located in the geographic center of the DFW region, allowing us to experience firsthand the transportation challenges we work to address.

We understand the frustration surrounding surveys, and we understand that they may not be the most effective or preferred method for everyone. If you're interested, there are other options for providing your perspective on cycling in the region, like monthly hybrid public meetings, using the online Map Your Experience tool to tell us specific locations of need, or even reaching out directly via email or phone. Those are linked on our website:

www.nctcog.org/m50.

We've heard a lot in the last few months about bicycle and pedestrian safety and infrastructure, and planning staff are working through all the input received so far. If you have any further questions or suggestions, please feel free to reach out.



8w Like Reply Remove Preview

4

**Cynthia Phagan Bittick**

NCTCOG Transportation Department Thank you for working on the transportation challenges we all face here. I'll definitely fill out the survey!

8w Like Reply Hide

**Rob Dentremont**

NCTCOG Transportation Department you did not answer my questions. So I guess the answers are none and none. No leadership by example. Car alternatives are great - for masses. But not you. P.S. I only saw your reply by accident, no notification. Please tag me next time, no guarantee of a notification, but an effort.

8w Like Reply Hide



Reply to NCTCOG Transportation Department

**Mi Licater**

Rob Dentremont NCTCOG is an unConstitutional agency comprised of 'members' whom WE do not directly elect... and it spends millions annually without Constitutional authority.

8w Like Reply Hide

The comment Rob Dentremont is replying to has been deleted.

**Rob Dentremont**

Gordon Scruggs they are just happily earning a paycheck while pretending to try to make a difference.

9w Like Reply Hide

The comment Gordon Scruggs is replying to has been deleted.

**Gordon Scruggs**

Rob Dentremont I would recommend you do the survey with your biking friends. Although in my opinion the state seems opposed to many bicycle rules, the local government has a big say so in our area. The problem is not many people take the time to get involved and try to do anything about it. They just complain.

9w Like Reply Hide



The comment Jeff Bettger is replying to has been deleted.



1

1w Like Reply Hide

The comment Rob Dentremont is replying to has been deleted.



Rob Dentremont
Gordon Scruggs please define "improve."

9w Like Reply Hide

The comment Gordon Scruggs is replying to has been deleted.



Gordon Scruggs
Jere Tucker they are not a state agency. They are authorized under state law to act as an agency to facilitate local transportation comprised of local representatives. Your city and county governments select the representatives. This is an opportunity to give your input. 🙏

9w Like Reply Hide



The comment Gordon Scruggs is replying to has been deleted.



Gordon Scruggs
Rob Dentremont they are only trying to provide options for us to get to work. Ultimately it's our choice on what we want to do. If you don't think we should need the option to ride a bike, then comment on that. 🙏

9w Like Reply Hide



The comment Rob Dentremont is replying to has been deleted.



Rob Dentremont
Gordon Scruggs I'm only interested in surveying those in power, seeking cases of leadership by example. Not just "Gee how nice if people (not us) would bike to work."

9w Like Reply Hide



The comment Rob Dentremont is replying to has been deleted.



Rob Dentremont
Thank you for speaking up, **Jere**. I am connected to my local biking community, and am bothered by how much they all gush over these surveys, as if anyone gives a crap what the bikers have to say. Every single time...

10w Like Reply Hide



The comment Gordon Scruggs is replying to has been deleted.



Gordon Scruggs
Rob Dentremont in Austin in the 1980s they stopped widening roadways because it would damage Parks and neighborhoods. It was a disaster. The local transportation system has never recovered. 🙏

9w Like Reply Hide



Shelley Caldwell
Gordon Scruggs You have to go back to the late 1950s to see the beginning of the problem in Austin and Dallas -- in most Texas cities.

The transportation infrastructure in Texas was pretty good; and poised for a world-class one, since the cotton- and corn-fields, some grazing land and woods surrounded the towns and cities. We had a regional passenger train system (called the "Interurban") that fit neatly into the national ones. My parents could (and did) put me on a train in Fort Worth under the watchful eyes of the train staff, and an aunt would pick me up a few hours later in Athens, or Waco, Austin, Amarillo, or Lubbock; Roswell, or El Paso.

The airlines were growing in acceptance, but it wasn't enough for them. So they counted a massive lobbying effort to dismantle the passenger trains and force us onto planes. My parents enrolled me as an American Airlines Youth member. With my card, I could fly from Fort Worth to visit my sister in El Paso for \$12 each way, and it took an hour.

Had they known why it was so cheap and convenient, they would not have fallen for the bait-and-switch of low-cost, convenient transportation subsidized by the federal government, that soon would grow to be expensive and inconvenient.



1



Reply to Gordon Scruggs



The comment Gordon Scruggs is replying to has been deleted.

**Gordon Scruggs****Rob Dentremont** improve=increase capacity to meet future demand.

9w Like Reply Hide



The comment Rob Dentremont is replying to has been deleted.

**Rob Dentremont****Gordon Scruggs** "improve=increase capacity to meet future demand."

Some people believe that more capacity only induces the demand. Just one source of myriad:... [See more](#)

9w Like Reply Hide

The comment Gordon Scruggs is replying to has been deleted.

**Gordon Scruggs**

Rob Dentremont by the way, I like the article. But it says roadway demands are determined the same as in the past. This is not true for DFW. The transportation authority maintains traffic models of the entire north Texas area. These models incorporate detailed projected increased populations, trips people make to work, and other data. The modeling used is very sophisticated.

9w Like Reply Hide

The comment Gordon Scruggs is replying to has been deleted.

**Gordon Scruggs****Rob Dentremont** so improving our roadways is not making a difference?

9w Like Reply Hide



Reply to Rob Dentremont

**Christopher Bird**

I am lucky enough to live close to one of the DART lines. And I am old. So if I am thinking of having a glass of wine at a downtown Dallas haunt, I can pay \$1.50 vs \$50.00 at least for rideshare. I wish the coverage were broader, but, at least for me, DART is really convenient.

1w Like Reply Hide

**Ganga Pathak**

Shimano Bacharach abhiyan

1w Like Reply Hide

**Ganga Pathak**

Chora Bacharach aa hiya

1w Like Reply Hide

**Kit Behringer**

Need to fix the holes in the freeways

9w Like Reply Hide 6

**Gordon Scruggs** replied · 2 Replies**Kelly Dennison**

It's not. I live in Arlington. America's largest city without public transportation.

1w Like Reply Hide

**Lauri John**

I wish that there were a regional transportation system that included Arlington & Mansfield.

9w Like Reply Hide 25

**Gordon Scruggs****Lauri John** it does include Arlington and Mansfield. It is for transportation in all



1

**Joe Tarkington**

Gordon Scruggs As I said previously, Arlington gets no money for mass transit because they don't have any.

9w Like Reply Hide

2 👍 😊

**Gordon Scruggs**

Joe Tarkington you are correct, they have no mass transportation. But they receive a significant amount of transportation funds for roadways. In fact, most of the funds spent in the Dallas for Worth area is on roadways. One example is the current roadway interchange at I 30 and SH 360. 🙄

9w Like Reply Hide Edited

**Ken Duble**

Gordon Scruggs Yes, but NCTCOG doesn't operate transit. What they do is regional planning and providing assistance in securing grants

1w Like Reply Hide



Reply to Gordon Scruggs

**Joe Tarkington**

Lauri John Arlington should have joined DART, but chose not to. I have seen it said many times, Arlington is the largest city in the United States that does not have public transit.

9w Like Reply Hide

24 👍 😂 😊

**Mi Licater**

Joe Tarkington Arlington taxpayers are currently funding THREE varieties of PUBLIC TRANSIT: Via, (or whatever name they changed it to) HandiTran, and the UTA student buses.

THREE already. You're welcome.

8w Like Reply Hide

2 👍 😊

**Joel Wasinger**

Mi Licater Arlington's participation in mass transit has been late, haphazard and only after considerable prodding. Meanwhile y'all are funding all kinds of professional sports nonsense. No thanks.

8w Like Reply Hide

6 👍 😊

**Annabelle Griffin Randolph**

Mi Licater not good enough. We need light rail running into the entertainment district.

8w Like Reply Hide

3 😂 👍

**Mi Licater**

Joel Wasinger If these were actually 'professional' sports... they wouldn't require TAXPAYER PROPPING.

Great gig they've got, no?

And no, 'mass transit' is a myth. Arlington taxpayers are already forced to fund THREE DIFFERENT VARIETIES OF 'PUBLIC TRANSIT':

HANDITRAN

VIA

MAVS MOVER (UTA student buses)

8w Like Reply Hide

😂

**Randy Fischer**

Annabelle Griffin Randolph If you have the money to build it, go for it.

5w Like Reply Hide



1



Ken Duble

Joe Tarkington I don't know what the enabling legislation permits for non-contiguous cities beyond Dallas County. Arlington had an election to join the T a few years back, but declined.

In 1980, a referendum would have created the Lone Star Transit Authority to encompass cities in the Metroplex, but not enough cities voted to join to move the idea forward.

LSTA would have had a penny-per-dollar tax, same as DART. Dallas approved it but FW was among the cities that didn't. The idea was ahead of its time.

Even in the DART area, cities weren't willing to approve debt to build out a commuter rail system. That's how we ended up with LRT. Unlike Atlanta San Francisco or the DC, DART never had the funding capacity nor the debt approval to build a system capable of covering distances at sufficient speed to make sense

1w Like Reply Hide



Reply to Joe Tarkington



Jim Gyurkovic

Lauri John there is,

It's called the **#VISION34Corridor** by Smart City Texas.

Our invention is an innovative transit solution for this metroplex which mirrors the line that founded it. From July 2 1902- Christmas Eve 1934 Northern Texas Traction company operated the INTERURBAN Electric Railway from Dallas to Ft Worth VIA Arlington.

The entire Right of way remains from this line-
JEFFERSON. LANCASTER.

DIVISION.

1 road 32 miles 100 ft wide-

We have been gaining traction with advancing this project in Dallas even last evening in Ft Worth, The problem lies right here in Arlington with the City manager Trey Yelverton, and our Mayor and my former lawyer Ross.

The single greatest impediment to progress in this entire metroplex are those 2 men.

8w Like Reply Hide



Mi Licater

Jim Gyurkovic They aren't 'standing in the way'... they simply haven't yet concocted a sufficient means of gravy for themselves off it.

Previous 'mayor' Willy will get his gravy with civil engineering contracts; Y and Big Hoss Ross will 'object' until they're satisfied with their pieces of the pie.

Then all of Arlington will be f [REDACTED]

7w Like Reply Hide



Steve Springfield

Jim Gyurkovic The current voters in Arlington wanted these men and their actions. Current Arlington voters can change Arlington by voting in future elections.

5w Like Reply Hide



Randy Fischer

Jim Gyurkovic What happened to the Interurban? Not enough passengers to support it?

5w Like Reply Hide



Jim Gyurkovic

Randy Fischer the Interurban route between Dallas and Ft Worth was profitable and award winning 4 separate times in the 20s.

What killed the Interurbans was the Depression, Drilling oil and the New



1

**Randy Fischer**

Jim Gyurkovic ... In other words, lawsuits and lack of passengers killed it. Do you think it would be profitable today? Or would it lose money faster than DART does today?

5w Like Reply Hide

**Ken Duble**

Jim Gyurkovic True, but funding would be a challenge. The TX Leg is currently micromanaging municipalities. They aren't in a mood to grant autonomy for anything not favored by the oil and gas industry.

1w Like Reply Hide

**Jim Gyurkovic**

Ken Duble theoretically yes. However Brightline in Florida is the first private Transit operator in over 100 years . They built the high speed line from Miami to Orlando and also are the ones who will be constructing the Las Vegas to LA line.

Arlington TX is the crossroads of American history my friends. Nowhere else do you have the history we have. And we are absolutely underselling our importance to American and Texas History at a profound level. Example- Handley Hill the far southwest corner of Arlington is the location of an ancient Indian burial ground, a historic African American Cemetery (Ebenezer) built on top of it, The site of the May 24, 1841 Battle of Village Creek where General Edward H Tarrant, and Captain John B Denton (Killed in Action). Cleared the Indian villages which led to the Treaty at Birds Fort in present day River Legacy park. This hilltop also is where the very first of its kind Electric steam generating station was built, a Dam was built by the Northern Texas Traction Company exclusively for sustainable transit. WE CALL IT Lake Arlington now. Now this INTERURBAN ELECTRIC RAILWAY between Dallas and Ft Worth via Arlington ushered in the modern era of Texas history July 2, 1902. 33 years this system operated transporting over 20 million passengers.

The very first Intercontinental concrete paved roadway was built here in the Bankhead Highway which still is visible sitting between Division St and UP line. The UP was the very first Intercontinental Railroad in the southern route just 6 years after the first transcontinental railroad was finished.

The very first Intercontinental telephone cable was run here by who we now call ATT.

So it is absolutely ridiculous and disingenuous for any elected official inside this city to say that this can't be done. It will be done. It is inevitable. It is worth an unquantifiable fortune in taxable income for this city, and is a critical requirement to our survival. It's is called the **#VISION34CORRIDOR** for a reason, because the next Mayor will be constructing this. The catalyst for the future of the. Crossroads of America and the gateway between the East and where the west begins, also from the past to the future brother..

It is never a good thing to look into the future with eyes of fear. . (AB Harriman).

1w Like Reply Hide



Reply to Jim Gyurkovic

**Mark Olson**

Lauri John Arlington always has plenty of money for Jerry World and Globe Life. Much more important than mass transit. You get what you pay for. The only reason Hurst got a TRE Stop is because Bell Helicopter donated the land and wanted it for it's employees. No thanks to City of Hurst itself. The stop was originally announced as Hurst Bell. That was quickly changed to only Bell.

8w Like Reply Hide





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Mi Licater

Mark Olson If few people will use it, EVERYONE shouldn't be forced to fund it. That is only fair. Bell wanted it, so BELL funded it. That's the way this should ALL work.

For all those whining about 'lack of mobility'... set yourselves on ANY intersection in either Dallas or Fort Worth, and witness how many EMPTY BUSES pass by.

The vast majority of buses are EMPTY, the vast MAJORITY of the day. They always have been empty. One of the greatest scams perpetrated.

The Interurban was PRIVATELY owned and operated. Nobody ever mentions that. When it ceased to be profitable, it FOLDED.

"The Texas Interurban Railway lines to Terrell and Denton, placed in operation in 1923 and '24 respectively, were among the last interurban lines to be built in the entire United States. In fact, even before they were built it was realized they would not be profitable, and Electric Bond and Share, a utilities holding company, committed to the city of Dallas to build the lines because of its railway contract, offered to pay half a million dollars to be let off the hook – but Dallas said, "Build!" so build they did, utilizing the Katy branch to Denton by electrifying it. "

Which is precisely why American taxpayers get to fund Amtrack: government idiots decided it was 'needed' after it ceased to be profitable. And we've been throwing sand down that rat-hole ever since.

7w Like Reply Hide



Randy Fischer

Mi Licater EXACTLY.

5w Like Reply Hide



Reply to Mark Olson



Reply to Lauri John



Lorna Dallas

Some of the train cars smell like urine

1w Like Reply Hide



Melanie Vanlandingham

A well connected, expansive network with both local and rapid bus transit will be essential. The current bus network is neither. Bus trips take hours due to inadequate routes, persistent safety and perception issues, and recent REDUCTIONS on routes. DART needs a force of bus monitors and police to improve safety and perception of safety, and an on-going, spirited marketing plan to boost ridership. But the poor local network will never be successful to meet transit goals of reducing the need for a car.

4w Like Reply Hide 2 👍 🤔



Gordon Scruggs

Melanie Vanlandingham NCTCOG handles funding, you need to contact DART.

1w Like Reply Hide



Melanie Vanlandingham

Gordon Scruggs NCTCOG coordinates with DART for longterm regional planning.

1w Like Reply Hide



Reply to Gordon Scruggs





1



Kayla Rae Sikora

Melanie Vanlandingham it would help also if someone is waiting for a bus that they have more than a bus sign without any shade and no where to sit.

The walk to my nearest bus stop is half a mile. Then I would have to stand at that bus stop with no re... [See more](#)

1w Like Reply Hide



Reply to Melanie Vanlandingham



Cynthia Phagan Bittick

The trains in Tarrant County - TexRail - need to go to where people want to go - like a stop in the stockyards and at the zoo!

And the train from Dallas and the train from Fort Worth end in two DIFFERENT terminals. They should be connected!

9w Like Reply Hide Edited 18



Bill Cahill

Cynthia Phagan Bittick It's a five minute bus ride from North Side Station to the stockyards, it's really easy and the day pass covers the bus too.

With regards to Texrail going to Terminal B and DART going to Terminal A, it's a short walk between terminals there at the stations. It would be really unwieldy to route rails to the same terminals in the space that they have.

8w Like Reply Hide



Cynthia Phagan Bittick

Bill Cahill Those transitions are hard to do with suitcases - especially for people from out of town or out of the country, or locals who are just unfamiliar with the specific area, and for people traveling with children.

8w Like Reply Hide



Matt Reed

Bill Cahill just do not understand the stockyard stop not being walking distance to the stockyard as the grapevine train stops in the stockyards

8w Like Reply Hide



Cynthia Phagan Bittick

Matt Reed I've traveled the train many times and it's never gone through or near the stockyards, much less stopped in the stockyards.

7w Like Reply Hide



Nancy Wyrick Hamouch

Bill Cahill and that, my friend, is the problem. What is easy for YOU now, may not always be easy for me and my 93 yr old mother.

3w Like Reply Hide



Bill Cahill

Nancy Wyrick Hamouch I completely understand. But they can't put a train station everywhere. If you look at the DFW airport, if they were able to bring all of the tracks to a common area large enough for a station, it would be pretty far from any terminal.

3w Like Reply Hide



Brian Abraham

Cynthia Phagan Bittick Matt Reed may be talking about the Trantula that goes (or use to go) from Stockards to Grapevine.

2w Like Reply Hide Edited



Ken Duple

Bill Cahill I'm quite impressed with FW's current mayor. She's extending TX Rail. She seems to want to get transit done.

1w Like Reply Hide



1

**Daniel Muller**

It is not very well signed at all, but the Texrail terminal east of Terminal B and the DART terminal west of Terminal A are very close to each other and on the same (lower) level. As easily walkable as any other transfer (except when DART lines share the same station in the city of Dallas), especially at DFW.

1w Like Reply Hide



Reply to Bill Cahill

**Kayla Rae Sikora**

Cynthia Phagan Bittick and there needs to be more train lines and train stations that are within walking distance for anyone who can walk.

8w Like Reply Hide

5

**Charlie Davis**

Kayla Rae Sikora I agree Kayla

8w Like Reply Hide 3

**Ken Duble**

Kayla Rae Sikora Transport to and from stations is best performed by buses. The only way to bring rail stations close to everyone without destroying the city is tunneling. The Metroplex lacks the density to make that cost effective.

1w Like Reply Hide



Reply to Kayla Rae Sikora

**Jason Willingham**

Cynthia Phagan Bittick exactly awhile back I looked at trying to take mass transportation from SW FW to Plano. It would take me almost three hours one way.

8w Like Reply Hide

3

**Brian Abraham**

Jason Willingham the train from DFW AIRPORT to Plano comes on line in 2026.

2w Like Reply Hide

**Jason Willingham**

Brian Abraham, the last time I looked was a while ago, and I would have had to wait on a combination of train and bus. My route would have been from FW to DFW to Dallas, then bus to Plano; it was ridiculous.

2w Like Reply Hide

**Brian Abraham**

Jason Willingham well prepare to rejoice. You will be able to go from Fort Worth to the DFW North Station then transfer to the DART Silver line along the Cottonbelt rail right of way on to the Plano Richland area.

2w Like Reply Hide

**Ken Duble**

Jason Willingham We need a few direct trains through Grapevine that would bypass the airport. I addressed this in an earlier comment.

1w Like Reply Hide

**Daniel Muller**

The DART "Silver Line" from DFW to Plano will help with that. RSN.

1w Like Reply Hide



1



Ken Duble

Daniel Muller Not adequately. One must exit the train, cross the platform, then wait for another train to continue one's trip.

The disadvantage of public transportation over driving is the last mile dilemma at each end. A train traveling with a top sp... [See more](#)

1w Like Reply Hide



Reply to Jason Willingham



Reply to Cynthia Phagan Bittick



Xiaolan Zhou

The drive to go to a concert the Meyerson Symphony for me often times takes 80-90 minutes. Riding the Orange/Red line Dart, it is 60 minutes from my door to the lobby if the concert hall, without having to pay for parking as a bonus! Can't wait for the Silver Line to open.

1w Like Reply Hide 2



Aileen M Schettino

Texas needs mass transit.

8w Like Reply Hide 10



Randy Fischer

Aileen M Schettino I think Greyhound still exists.

5w Like Reply Hide



John Brandt

Randy Fischer Greyhound is not mass transit.

3w Like Reply Hide



Randy Fischer

John Brandt Really? Neither is a train.

3w Like Reply Hide



Reply to Randy Fischer



Julee Salzman Kilpatrick

Aileen M Schettino Amtrak

4w Like Reply Hide



Ken Duble

Aileen M Schettino Like reproductive rights and gun safety, it doesn't matter if people don't take those convictions into the polling booth.

1w Like Reply Hide



Reply to Aileen M Schettino



Joe Tarkington

I have a question too. Why would a regional transit authority have its offices in no transit Arlington?

10w Like Reply Hide Edited 10



Chap Dan Mel-dez

Joe Tarkington easier to control if it's local

10w Like Reply Hide



Joe Tarkington

Chap Dan Mel-dez DART is local and one of three systems that provide transit for Dallas Ft worth. However Arlington has chosen to not have public transit.

9w Like Reply Hide





1

9w Like Reply Hide

2

**Ken Duble**

Joe Tarkington True, but the larger picture is they've devoted the available sales tax revenue to other areas.

1w Like Reply Hide



Reply to Chap Dan Mel-dez

**Rob Dentremont**

Joe Tarkington "Why would a regional transit authority have its offices in no transit Arlington?" - Great question. I was told, by someone who has a NCTCOG employee friend, that "...their location is basically impossible to get to without driving." So any "leadership by example" is conveniently excused. Biking to work is great - for other people.

9w Like Reply Hide

6

**Gordon Scruggs**

Joe Tarkington The regional transportation Authority covers all of North Central Texas. it includes highway, rail and air transportation systems. Not just mass transportation. ~~LOBLOB~~

9w Like Reply Hide

2



Author

NCTCOG Transportation Department

Joe Tarkington Thanks for your question. Unlike regional transit authorities, such as DART, DCTA, or Trinity Metro, NCTCOG is not a transit authority, but the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth region. We play a critical role in guiding the expenditure of federal and state transportation funds in the Dallas-Fort Worth region for all modes of transportation, not just public transit. Our office is in Arlington, the region's geographic center, and our focus is on creating comprehensive and inclusive transportation solutions that benefit the entire community.

We appreciate your inquiry and are committed to ensuring a well-rounded approach to transportation planning and solutions to connect North Texans to places they need to go.

If you have any more questions or if there's anything specific you'd like to discuss, please feel free to reach out. We're here to engage with the community and work towards improving transportation for everyone.

8w Like Reply

2

**Joe Tarkington**

NCTCOG Transportation Department So being in the geographic center of DFW is more important than being in area where the people that actually ride transit. I live in Dallas, even if you were in Ft Worth it would be better than being nowhere. You are sending the wrong message. It's time to move and become accountable.

8w Like Reply Hide

6

**Randy Fischer**

NCTCOG Transportation Department ... Federal funding? Why do we need federal funding for local transportation? Why should someone in ME or WA be paying for our local projects? WE should be paying for these projects since we are the ones using and benefitting from them.

8w Like Reply Hide

**Kelli Anne Busey**

NCTCOG Transportation Department there is absolutely no public transport available in SW Arlington. The Mayor proudly called Arlington 'the donut hole' for that reason. Now I hear they want a bus system for the rich to get to the stadiums. Great. Just great.

7w Like Reply Hide Edited

4



1



Gordon Scruggs

Kelli Anne Busey that is a local issue and has nothing to do with NCTCOG. [REDACTED]

5w Like Reply Hide



Gordon Scruggs

Randy Fischer that is a congressional issue and has nothing to do with NCTCOG. [REDACTED]

5w Like Reply Hide



Gordon Scruggs

Joe Tarkington NCTCOG has nothing to do with your local transit, other than funding. Your local city and county officials make decisions on what type of transit is in your area. [REDACTED]

5w Like Reply Hide



Joe Tarkington

Gordon Scruggs Not totally true. Everything DART builds has federal funding. If there is no federal funding, DART does not build. He who has the gold rules.

5w Like Reply Hide



Randy Fischer

Gordon Scruggs The question was, why does DFW metro need federal funding? If DFW metro wants something DFW metro ought to be collecting taxes for that something.

5w Like Reply Hide



Randy Fischer

NCTCOG Transportation Department In other words - another level of bureaucracy that we must pay.

5w Like Reply Hide



Ken Duble

Joe Tarkington While DART has federal funding, such funding isn't available without local participation. In the case of DART member cities, this consists of a penny-per-dollar sales tax.

As the state caps total sales taxes, this tool isn't available to Arlington. The city has devoted the revenue to other needs.

1w Like Reply Hide



Reply to NCTCOG Transportation Department



Reply to Joe Tarkington



Albert Mantell

My family lives in Arlington. I live in Ft.Worth. No bus will take me there. I'm tired of the mess at I-20 & Mansfield Hwy.

5w Like Reply Hide 3



Gordon Scruggs

Albert Mantell you need to let Arlington know. They do not want to participate in mass transit. [REDACTED]

1w Like Reply Hide



Albert Mantell

Gordon Scruggs Arlington knows all about their NO transportation policy. That's what they voted for.

1w Like Reply Hide



Reply to Gordon Scruggs



Reply to Albert Mantell





1



Kyle Smolarek

We need to be able to walk or cycle safely to access basic needs like grocery stores, not just recreational trails. Higher bus and train frequency would make public transit more practical and more people would choose it, meaning less cars on the road.

3w Like Reply Hide 6



Michael Seiber

Joycelyn Williams the games will be in Arlington. Not Dallas. I am surprised that all cost money to implement and who is willing to pay higher taxes? But interestingly they can find money to build parks over major highways... For as long as I have lived here Dallas has failed to progress and now filled with liberals in power positions it has become a hell hole .. now that is just my opinion

1w Like Reply Hide



Reply to Kyle Smolarek



Ed Farrar

TexDot forces traffic, because of construction, onto toll lanes?

6w Like Reply Hide Edited



Gordon Scruggs

Ed Farrar when did that happen?

1w Like Reply Hide



Ed Farrar

Gordon Scruggs they are working to expand loop 820.

A few weeks ago I was coming down I 35 and because of the construction or preparing for construction all traffic was routed onto the express lane.... [See more](#)

1w Like Reply Hide



Ed Farrar

Gordon Scruggs



1w Like Reply Hide



Ed Farrar

This is part of 820. Notice the center lanes (toll lanes) are open but the others are closed.

1w Like Reply Hide



Reply to Gordon Scruggs



Reply to Ed Farrar



Clay Wilson

Ahhhh another COG look in for new ways to disrupt lives and waste tax money!

3w Like Reply Hide



Gordon Scruggs

Clay Wilson they are in the process of funding most of the highway improvements around the area and many other roadway, rail, and airport improvements. If you think they should not be funded, you need to let them know.



1



Reply to Clay Wilson

**Michael Seiber**

Do you folk know what NCTCOG stands for? It is like minimum of 7 counties decided what should/shouldn't be done for mobility throughout the region. Some of these roadway plans have been on the books for 50 years.

2w

Like Reply Hide

**Gordon Scruggs****Michael Seiber** <https://www.nctcog.org/nctcog-region-map>

1w

Like Reply Hide



Reply to Michael Seiber

**Andrew D Hess**

We have a fantastic, extremely efficient, and award-winning highway system here in Dallas. It takes less than 20 min. to go point to point to most places in the Dallas/Fort Worth Metroplex by car. Maybe expanded capital expenditures for things like buses and light rail trains would be better spent subsidizing the use of Uber and other taxi services say for vouchers for those who do not own a car or can't drive or helping those with limited resources buy entry-level vehicles or a work truck to facilitate their economically productive activities. From a time-needed perspective to travel from point A to Point B around town, nothing beats a car in Dallas!

9w

Like Reply Hide Edited

13 🤔 🤔 🤔

**Leslie Young****Andrew D Hess** You must live in a different DFW Metroplex than I.

2w

Like Reply Hide

5 🤔 🤔



Reply to Andrew D Hess

**Bob Galveston**

The large venues need better traffic control for the ride share drop offs and pick ups. The RevO Ride share app is saving the ride clients around 15 percent versus Lyft or Uber.

RevORideShareDFW

2w

Like Reply Hide

**Pat Roth Gouldy**

How will our current transportation system handle the upcoming 2026 World Cup? How will people staying in Dallas and Ft. Worth get here? No busses, no trains.. no alternates, only driving.

9w

Like Reply Hide

9 🤔 🤔 🤔

**Mi Licater****Pat** There will be shuttles, buses, etc. No need to build an entire, PERMANENT system for a SINGLE event.

8w

Like Reply Hide

2 🤔

**Brian Abraham**

Mi Licater don't forget that those buses and shuttles will be trapped in gridlock right along with all the other millions of cars for that one event. But a permanent system IS needed for daily transportation.

2w

Like Reply Hide



Reply to Mi Licater

**Joycelyn Williams**

Pat Roth Gouldy the TRE goes from Fort Worth to Dallas. DART and Trinity Metro go to DFW. Hope this helps.

7w

Like Reply Hide



1

**Pat Roth Gouldy**

Joycelyn Williams thanks, I'm aware of these resources. However, the stop is just south of the airport, no help to any of us.

7w Like Reply Hide

2

**Joycelyn Williams**

Pat Roth Gouldy definitely take the survey if you haven't. They need to hear from people who will potentially ride the system and why they don't currently.

7w Like Reply Hide

4



Reply to Joycelyn Williams



Reply to Pat Roth Gouldy

**Debbie Greenlee**

Terrible. We have no real public transportation. Arlington has a few "taxis." We need trains from Dallas to Arlington to Fort Worth to Weatherford with busses that take you to/from the stations to downtown areas and neighborhoods.

9w Like Reply Hide 10

**Joe Tarkington**

Debbie Greenlee Arlington has chosen to not join DART. I have seen it said, more than once, that Arlington is the largest city in the United States that does not have public transit.

9w Like Reply Hide

4

**Debbie Greenlee**

Joe Tarkington True on both counts! It's shameful that Arlington and the rest of D/FW doesn't have a good public transportation system. We choose to add lanes to highways which only adds more cars.

9w Like Reply Hide

6

**Debbie Greenlee**

Ben Claybour I doubt that. Look at New York, Chicago, San Francisco!

7w Like Reply Hide

2

**Debbie Greenlee**

Ben Claybour According to what you provided, DART uses a LIGHT RAIL system which is different than the larger, longer, rail systems used in the cities I mentioned above.

7w Like Reply Hide

2

**Debbie Greenlee**

Ben Claybour That has nothing to do with my original statement. BTW I live in Texas. That is why I originally commented.

7w Like Reply Hide

4

**Brian Abraham**

Joe Tarkington I don't think Arlington would have been eligible to joint DART given its not being in the Dallas area/County. Now it should absolutely be a part of what's now called Trinity Metro.

2w Like Reply Hide

2



Reply to Joe Tarkington

**Brian Abraham**

Debbie Greenlee The Arlington elite are mainly responsible for that. Every time a vote came up, they continuously pushed the narrative that mass transit would bring more less fortunate people to the city.

Later on, they used the maximum allowable percentage of sales tax revenue to help fund shopping, AT&T, then Club Life. I don't need, they just don't have



1

2w Like Reply Hide



Reply to Debbie Greenlee



Michael Seiber
Sucks

2w Like Reply Hide



Lee H.A.
Ppl are vaping in DART light rail

2w Like Reply Hide



Luiz Rodriguez
Amen

2w Like Reply Hide



John Tipton Masterson
The handicapped cars are filled with non-handicapped people sleeping in the mornings to the point that there are mornings when the handicapped cannot get a seat. This happens day after day.

3w Like Reply Hide



Sandi Dreer
My biggest pain point is being unable to travel via transit to non-member cities of Dart (Frisco, McKinney).

3w Like Reply Hide



Justin W. Allison
Fix the I 35 W south bound at Belknap 4 lanes down to 2 lanes!!! No more confused tollways!!

7w Like Reply Hide 3



Gary Simonson
Justin W. Allison they probably did that intentionally to force us onto the grossly overpriced toll lanes. Funny how much cheaper the Chisholm Trail tollway is, but it serves the west side where the decent people live in Fort Worth. Yes, that's sarcasm. We see it, ok? NE Tarrant is getting raped on tolls.

7w Like Reply Hide Edited



Harry Cating
Justin W. Allison Agreed but, oh gad, let's not start that construction again!!!

5w Like Reply Hide



Sydney Claridge
Justin W. Allison even those using the toll lanes have to deal with this bottleneck if they wish to travel from I-35W southbound to I-30 westbound.

3w Like Reply Hide



Reply to Justin W. Allison



Lang Origer Christopher
Where are the subways and the high-speed rail and the busses where is a good intermodal system for in the city and regional and national. In Europe I could take public transport and a train across continents.

3w Like Reply Hide 4



Charlie Morrow
Great improvement on I-35W North & TX 170. However, many, many streets on the north side of Fort Worth are HORRIBLE. And most streets in Dallas are in sad shape.

7w Like Reply Hide 4



Lang Origer Christopher
Charlie Morrow Yep pretty bad roads south Dallas around the VAMC

3w Like Reply Hide



1

**Law Madsen**

Spending over \$40 a day to commute only to knock an hour and 1/2 off my commute time. It seem to be working well for the greedy MF's in charge of the express lanes.

3w Like Reply Hide Edited

**Donna Youngs**

My work would subsidize public transportation but the system here would require me to walk many miles, take trains and buses... and take multiple hours. We've looked at taking the train to love field...2 hours by public transportation walking, buses and trains, or 35 minutes by driving...

9w Like Reply Hide 8

**Kayla Rae Sikora**

Donna Youngs is there a park and ride that would help you to not have to make too many transfers?

8w Like Reply Hide

**Donna Youngs**

Kayla Rae Sikora nope.

8w Like Reply Hide

**Kayla Rae Sikora**

Donna Youngs I hope all of that changes soon. We live in a modern metropolis stuck in the 1930s.

8w Like Reply Hide

6



Reply to Kayla Rae Sikora



The comment Randy Fischer is replying to has been deleted.

**Randy Fischer**

Ben Claybour You were about DART being the biggest. Now you want to add in the TRE. We can do that - keep in mind CTA is much larger than DART

5w Like Reply Hide

The comment Randy Fischer is replying to has been deleted.

**Randy Fischer**

Ben Claybour Didn't I say 93 miles? I think I did.

The times I gave you are from my house at the time of my comment. That transit time will get a little better when the new rail line is finished. But still not close to driving - even during rush hour.

The only way that light rail times might be close to driving times are if one lives right next to a rail station and doesn't have to change buses or trains.

5w Like Reply Hide

The comment Randy Fischer is replying to has been deleted.

**Randy Fischer**

Ben Claybour In order

NY metro 248 miles

Washington DC 129 miles

Boston 114 miles

Chicago 103 miles

Check out the heavy rail going in and out of the city centers.

Then we can look at the passenger numbers for each.

Sorry I had inadvertently used the length of the NYC system in my earlier comment.

5w Like Reply Hide

The comment Randy Fischer is replying to has been deleted.



1



Randy Fischer

Ben Claybour Nice bragging point. 93 miles of rail - 73k passengers per day. Compared to San Diego. 65 miles of rail - 130k passengers per day. Yeah, the DCTA connects to DART in Lewisville. So? Does that change what I said about time spent?

This from Apple Maps:

Drive to DFW in 34 minutes.

Transit to DFW in 2 hours 9 minutes.

AND if you miss a connection, you can add a half hour of time because the next bus/train doesn't run for another 30 minutes.

5w Like Reply Hide

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour I shouldn't have used the initials. Sorry. I was talking about the Chicago Transit Authority. They use the 3rd rail system rather than overhead lines.

5w Like Reply Hide

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour And if she lives in Denton or McKinney?

Or if she has to walk a mile to the TRE stop? And then wait for the next train?

All that works fine if you live on the rail line and only need to go to the airport.

5w Like Reply Hide

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour IDK what's going on here. Apparently, my comments have all been deleted by the NTCOG. And some yours have been deleted as well.

5w Like Reply Hide



Author

NCTCOG Transportation Department

Hi Randy and Ben,

We haven't deleted any comments on our end. It looks like an earlier commenter may have deleted their response, and so any replies you've made under that thread would be affected. Thank you for bringing this to our attention, and please don't hesitate to reach out if you have any further questions!

4w Like Reply Edited



Reply to Randy Fischer



Reply to Donna Youngs



America Izaguirre

N vi m

4w Like Reply Hide



America Izaguirre

Lo

4w Like Reply Hide



Patty Carten Bravo

It's not. We need efficient, safe commuter rail service

9w Like Reply Hide 11



Daniel Muller

As a daily rider, I am pretty sure that just two improvements could save DART:

1. Check fares, check fares, and check fares. (Actually, no one ever checks my fare anymore because I have a tap card -- ???)

2. Crack down on smoking on platforms. Even better, ask all people on the

6w Like Reply Hide

2 



Reply to Patty Carten Bravo



MarySue Foster

How about reversing the NTTA decision to close a few miles of the road for rail construction during eclipse weekend when we are expecting tens of thousands of visitors on our already crowded roads?

6w Like Reply Hide 4  



Joshua Demond Tyson

We need txdot to add more lighting onto the highways particularly IH20 in South Dallas

7w Like Reply Hide 8 



Masa Ali

I live in Irving. I was relying on the yellow bus Dart , but they changed that few years ago, I used to take from Northgate through Beltline all the way to downtown Dallas. Now it is no longer running on that route , so that's really pissed me off and restricted my movement.that's bad and very negative experience to me .

7w Like Reply Hide 



Chris Youngs

I use the TexRail to DFW all the time and it's a great way to get around. The real issue is DFW is so large, public transportation is problematic because of geography. Take DFW Airport, it's bigger than Manhattan Island. It sits in the middle of the DFW-Denton metro area, which is now over 8M people. It takes me an hour + to drive what used to be 30minutes. Traffic, while still long is way better than LA.

7w Like Reply Hide Edited 6  



Kirk Breidenstein

I'm 63 and gave up driving a car, just too expensive. I ride my E bike the 2 miles down Preston to work everyday and have my doubts I will see 64.

7w Like Reply Hide Edited 3  



Matt Reed

Everytime family comes to town they want to go to the stockyards. Was thinking of send them on the train.

7w Like Reply Hide



Shawn Edgar
lol horribly

7w Like Reply Hide

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50 of 79