

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on May 12, 2022.

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

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

In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received nine 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>.

Air Quality

Instagram –

1. HOW DO I GET HELP WITH MY CAR? IT DID NOT PASS EMISSION INSPECTION. WHAT DO I DO TO GET A VOUCHER? PLEASE RESPOND! — Ruth Franklin (@nelliefox2672)

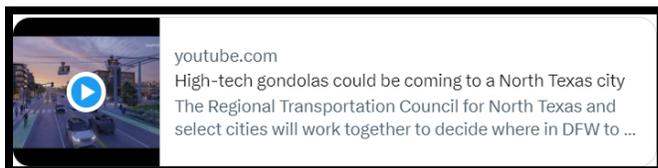
Summary of Response by NCTCOG Transportation staff:

NCTCOG staff spoke with Ms. Franklin over the phone, explained that the program is no longer active and provided her with information about additional funding assistance.

Innovative Technology

Twitter –

1. We're getting ready to meet with cities in the #dallas #fortworth Metroplex next week. Part of North Central Texas Council of Governments' innovative Certification of Emerging Reliable Transportation Technology program @NCTCOG_Official @NCTCOGtrans — Swyft Cities (@swyftcities)



Yes!!! Please — Rob (@Thetexanrob)

Rob, thx. Hopefully coming to a city near you. Pilot sites first. But we're excited about the possibilities that we can bring to the Metroplex — Swyft Cities (@swyftcities)

Freight

Facebook –

1. Interested in learning more about freight supply chain leadership strategies? Visit www.epa.gov/smartway to learn more about thinking green & how to fully integrate freight sustainability into your org's operations & corp culture. #fuelsavings #sustainability #movemorewithless — NCTCOG Transportation Department



why don't green people do anything but talk - we need help with mercury light bulbs , used batteries etc — George Knudson

Public Involvement

Twitter –

1. 📣 Join us from 5:30 -7:30 pm Feb. 21 to learn about the #US380 widening project between Coit Rd. & FM 1827 in @CityOfMcKinney @Town_of_Prospers @NCTCOGtrans

Details: <https://tinyurl.com/5bcnhn49> — TxDOT Dallas (@TxDOTDallas)

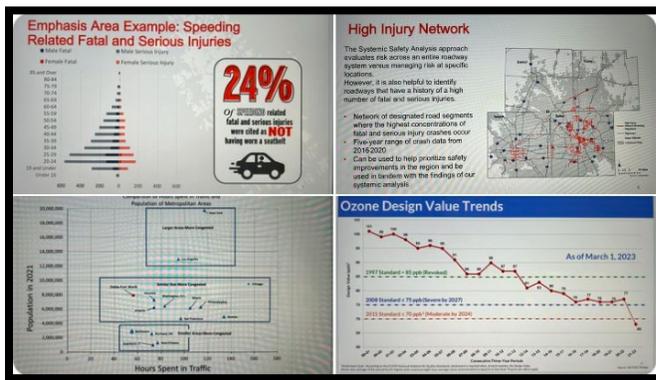


2. 🤖TXDOT- needs more control over what Agencies are doing that DIRECTLY EFFECT Texas Drivers-
 Live Weather Reports-
 DPS- User Friendly Websites & Agents- — Mademoiselle & Co. (@TannerKarenJea1)

RTC/STTC/Executive Board

Twitter –

1. Today is the monthly meeting of the @NCTCOGtrans Regional Transportation Council. Here are some interesting slides from the meeting. Key message: wear your seatbelt & slow down. #roadwaysafety #congestion #airquality — Cara Mendelsohn (@caraathome)



This slide is like declaring election victory with only 20% of results in. "Wow - a huge drop in smog this year!" Except we haven't begun this year's "smog season" yet. That dashed line could easily end up going in the opposite direction by the end of October, as it did in 2022. — Downwinders at Risk (@cleanerair)

They acknowledged that ozone season hasn't started and the number has already increased. — Cara Mendelsohn (@caraathome)

2. Great to be with my friends and colleagues on the @NCTCOGtrans Regional Transportation Council today. This body does the critical work of prioritizing local and regional transportation projects for state and local funding. #Leadright — Manny Ramirez (@MannyRamirez_TX)



Roadways

Email –

1. John Donaghey

Rapid expansion of population around the intersection of FM 982 and CR 546, due to the finished and coming MUD projects, has dramatically increased the traffic from this intersection and west to the lake bridge. We desperately need traffic lights for at least 3 of the intersections. Please help.

Response by NCTCOG Transportation staff:

Good afternoon and thank you for your comments concerning roadways in the Lake Lavon area.

We understand your concern about the traffic growth along FM 546 and FM 982. These corridors are in unincorporated Collin County, please try contacting Clarence Daugherty, Collin County Director of Engineering at cdaugherty@co.collin.tx.us to see if traffic signal evaluations have been requested from TxDOT at the specified locations. Jennifer Vorster, Area Engineer for the TxDOT Collin County Area Office may also have information about how TxDOT evaluates, approves, and installs traffic signals along their roadways. She can be reached at 972-542-2345.

Twitter –

1. \$57M to add upgrades 2 lanes on US-75 to "alleviate congestion" Recently read story about Lake Highlands... we could build a train station, rail, and support infrastructure for LESS THAN HALF cost of upgrading couple lanes of highway. Why don't we do that instead, @NCTCOGtrans? — Hexel (@hexel_co)



\$3.4 million for streets, bridgework and thoroughfare assistance (Dallas County)
\$5.2 million for transit, pedestrian and bicycle connectivity and thoroughfare work (North Texas Council of Governments)
\$4.7 million Infrastructure improvements, (City of Dallas 2006 Bond election)
\$10 million DART station and rail
\$23.3 million total public sector investment as of 2011

2. 🗣️ NARROW THE ROAD

@TxDOTDallas @TxDOT@NCTCOGtrans — Hexel (@hexel_co)



^ if number of 🗣️'s is equal or less than one street lane's width in feet, it is wayyy too wide. Yet at Saturday's walk audit w/ @WalkableA, we found local streets TWENTY FEET wide!!! W/o street parking!! Literally saw cars jockey around each other w/o leaving 2x wide lane!! — Hexel (@hexel_co)

What would happen if these lanes were reduced to 10-foot wide, as proposed? Three things. First, cars would drive more cautiously. Second, there would be roughly eight feet available on each side of the street for creating protected cycle lanes, buffered by solid curbs. Third, the presence of these bike lanes would make the sidewalks safer to walk along. All in all, an easy, relatively inexpensive win-win-win that DOT could fund tomorrow.

Today, a Jeff Speck article published on [CityLab](#) shares an excellent argument for narrower travel lanes.

In the article, Speck tells how 12' lanes have become a national standard, despite many disadvantages when applied in urban settings:

When lanes are built too wide, many bad things happen. In a sentence: pedestrians are forced to walk further across streets on which cars are moving too fast and bikes don't fit.

3. Took survey to tell @TxDOT @NCTCOGtrans NO MORE HIGHWAYS
<http://etc-research.com/index.php/8098> — Hexel (@hexel_co)



I love the question about will you buy an electric vehicle?

Define what you mean haha — Mitchell Davis (@therealallpro)

I said no because I assume it means electric car and is not inclusive of other electric mobility like an e-scooter — Hexel (@hexel_co)

I did the exact same — Mitchell Davis (@therealallpro)

Completed 👍 — Eric (@EricTheTexan)

Bicycle/Pedestrian/Sustainable Development

Email –

1. Connor Coffee

With regards to transportation, I think the strides which have been made in trail and bike lane availability is honourable, but if we truly want to increase walkability and transit use, and in turn increase air quality and overall health, then shouldn't there be an overhaul in the way we plan? After all, zoning and transportation are quite connected.

We have priorities. I know that the NCTCOG has goals to increase air quality and we currently aren't meeting federal standards for air quality. Well, cars are the largest contributor to greenhouse gas emissions in the U.S, so a simple fix would be to remove a couple of policies that encourage car use. Most of these policies also hamper property rights, which is ironic considering we call ourselves the land of the free.

For example, We require that establishments of certain uses provide a minimum number of parking spaces. What right does the government have deciding something like that? A business already has an interest in providing an appropriate amount of parking spaces. It doesn't need to be mandated. That's just more paperwork to sift through when trying to start one. These requirements are also financially wasteful, because many businesses see much of these spaces unused for most of the year, meaning there are higher maintenance costs for little return. That diminished return gets passed onto the city in the form of reduced taxable income. Given how large these minimums sometimes are, we also see prime land which could be allocated for a much more productive use used up by seas of concrete, concrete that increases ambient air temperature and isolates businesses and communities. According to the EPA, concrete can increase air temperature by as much as 22F. That's not a good thing when temperatures regularly soar into the 100s during the summer. All of this means its less pleasant and much slower to walk from place to place, so most drive.

Another example would be minimum lot sizes. Why do we need to have government standards for how large or small a lot is? Developers understand that there is a demand for a variety of lot sizes, but this demand can't be met because of these arbitrary requirements. Small homes are more affordable, and I would personally rather see that poverty-stricken homeless person in a tiny home rather than a tent on the side of the road. So thanks to this, our suburbs are less dense and more expensive than most people really want. Smaller homes can be built quicker, allowing for demand to be met quicker than it is currently, and a smaller neighbourhood footprint. This, combined with some of these other reforms, will slow the metros fast encroachment on rural Texas.

Speaking of density and affordability, multifamily housing as well as ADUs are currently not allowed on single family lots by right. If we allowed these forms of housing, we could see more young families able to climb the ladder to home ownership. The pent-up demand for these types of housing means the existing supply is often more expensive than it could be. Deed restrictions already provide land use restrictions which preserve neighbourhoods. The additional requirements provided by government only hamper affordability. A small increase in density can also make transit to be more financially sustainable.

In addition, allowing for more mixed use would mean that people can live, work, and shop in the same area. We know that there is a high demand for mixed use, because it's often very expensive. It's also very practical, and businesses located in these mixed use zones

generate much more revenue, especially when compared to their car-oriented counterparts. In fact, there's a case to be made that our more walkable areas are subsidising our more car oriented ones.

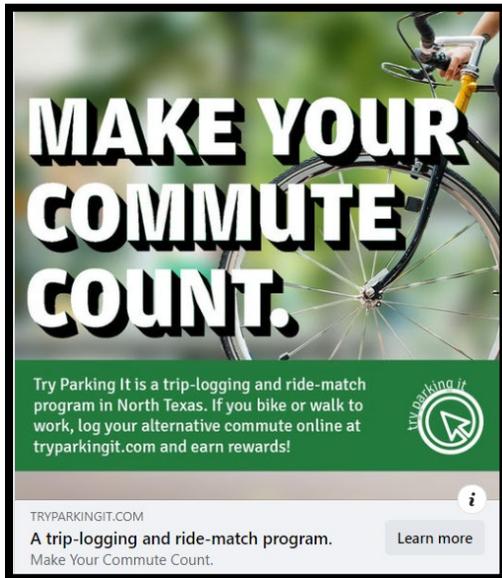
All of these potential reforms have been no-brainers to the rest of the world and have a huge variety of benefits. They boost the economy, increase air quality, increase transit ridership and fiscal sustainability, make life more affordable, decrease ambient temperature and expand property rights. Even other cities and states have already begun making these changes. I can only hope our region will follow suit.

Response by NCTCOG Transportation staff:

Thank you for contacting the North Central Texas Council of Governments Transportation department. Your comments will be provided to the Regional Transportation Council. We recently completed our 2022 update to the region's long-range transportation plan, Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. It can be located here: www.nctcog.org/mobilityplan. In this plan, you can find out more about our recommendations on how we aim to improve regional mobility, the land use and transportation balance through sustainable development, and enhance mass transportation and other multi-modal options.

Facebook –

1. Try Parking It is a trip-logging and ride-match program for North Texans. Log your alternative commute and earn rewards! — NCTCOG Transportation Department



NCTCOG please first do something about recreational bikedriving. Advise bikers that driving their bikes all over hurts their own cause. Of course Wichita Falls makes a lot of money from brainwashed bikedrivers so good luck. But that is where to start. Then you yourselves can consider your own bike commutes. — Rob Dentremont

Joke. Does anyone from NCTCOG bike to work? — Rob Dentremont

Bud and Annie got paid \$93/hr in 2003 and beyond to promote stuff like this. Most went to “overhead...” Hmm. Ever quit a job on principle? I have. — Richard Wharton

thank you and cheers. I have, but not for the same principle. How these cog cheerleader people live with themselves is a mystery to me. — Rob Dentremont

Twitter –

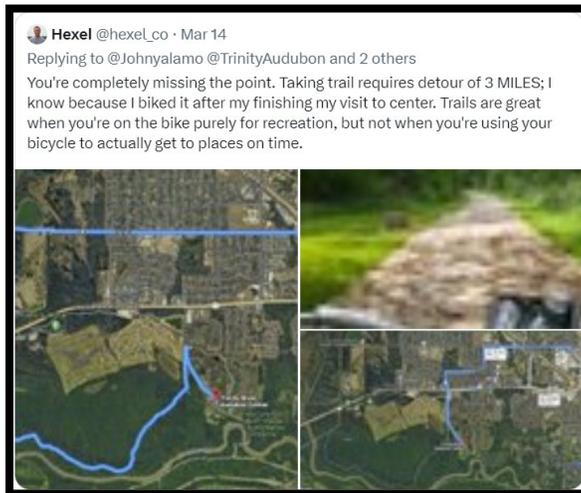
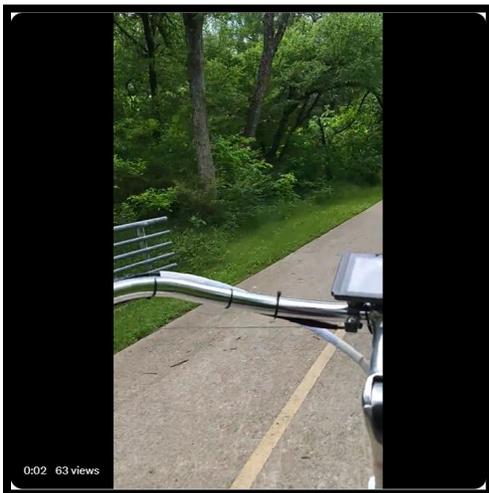
1. I forgot to digitize my notes from walk audit w/ @WalkableArlington 3wks ago. Turned into blog post just in time for monthly @NCTCOGtrans Public Input Mtg at noon

Summary: NARROW THE ROADS 🗣️ DO TESTS 🗣️

STOP FORGETTING WHEELCHAIRS 🗣️ — Hexel (@hexel_co)



2. What @NCTCOGtrans, @txdotdallas, & @CityOfDallas Transp Dept needs to understand is we love trails, we'll ride them recreationally, and trails CAN serve as 🚲 highways for commuting... but not if it means DOUBLING 🚲 trip time — Hexel (@hexel_co)



Transit

Facebook –

1. Staying in DFW for Spring Break? #HopOn and ride transit to your next "staycation" activity!
— NCTCOG Transportation Department



map – price — George Knudson

2. From WFAA: Everything you need to know about Dallas' St. Patrick's Day Parade, from road closures to the route. City officials encourage attendees to use DART or park extremely early with road closures and heavy traffic. DART will also be providing free DART rides to and from the parade and the 5K. Read more: — NCTCOG Transportation Department



For everybody reading this post, riding DART's light rail lines to either Lovers Lane or SMU/Mockingbird Station for this popular parade make for terrific and relaxing ways to help reduce car traffic, road congestion, air pollution, and parking hassles! — Paul McManus

Twitter –

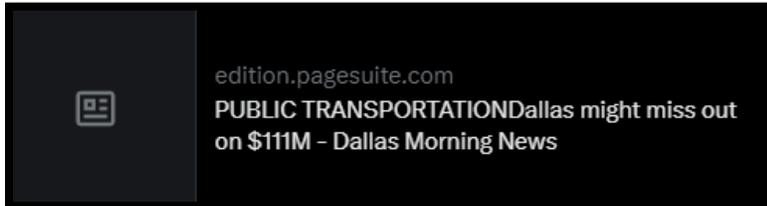
1. alrighty, i am late to the DCTA board meeting due to other obligations, they are currently on their second regular agenda item. I missed their 2022 financial audit report. I assume the audit went well, they've gotten awards for their financial audits beforehand.

alrighty, local and regional transportation updates. this is gonna be the last item i can make, unfortunately i'll miss the informational updates. and oh shoot tonight is the

@NCTCOGtrans update at the civic center — Denton Transit Posting (@dTXTransitPosts)

the DCTA routes we increased frequency on have had 30%, 70%, and 30% ridership increases. They're still not great routes, they're just coming more often, and the ridership is already up. Nice! — Denton Transit Posting (@dTXTransitPosts)

2. This is actually a much more interesting and important story than the headline foretells. @NCTCOGtrans — Cara Mendelsohn (@caraathome)



Is it reasonable for DART to put items in the contract/ILA that say they will hold back \$ for anything they previously agreed to do that wasn't federally required? There are 15' betterment walls throughout the 26-mile SilverLine project & wouldn't have been approved without it. — Cara Mendelsohn (@caraathome)

Is it reasonable for DART to be able to say "You delayed the project" and hold back the \$ and there is no 3rd party to determine if they are correct? They are the judge and jury... over a return of tax dollars? — Cara Mendelsohn (@caraathome)

Totally makes sense to have a third-party arbiter. Thanks for fighting for the city to get a fair deal. — Roy Atwood (@RoyGAtwood)

Is it reasonable for them to not put in writing the current status for all projects but say they can evaluate past, current and future projects? Their delays and mismanagement shouldn't be connected to the return of our resident's tax dollars.

Is it not reasonable for DART to require timely permit approval? – Roy Atwood (@RoyGAtwood)

Dart complains they haven't gotten timely permit approval but when the claim is investigated by @NCTCOGtrans it's determined not to be the fault of the city. This is transportation permitting, not the highly publicized & delayed building permits. — Cara Mendelsohn (@caraathome)

Had Dallas approved a normal subway system years ago like every other major city has instead of wasting money on pedestrian tunnels and an underground "mall" that are nearly abandoned at present, perhaps this wouldn't be such an issue. Dallas is decades behind in mass transit. — Bonni M. Crisfulli (@BonniCrisfulli)

3. An independent investigation is needed! How does @dartmedia think they can get away with lying & laying the blame on @CityOfDallas? DART mgmt ineptitude has delayed this project by years & doubled the cost. @NCTCOGtrans @DallasCityMgr — Cara Mendelsohn (@caraathome)



enr.com

North Texas Commuter Rail Faces Cost Overruns Due to Dallas Delays
Dallas Area Rapid Transit says delays in permitting and changes in scope by the city have added \$83M to the project cost.

Dallas is well known for having permitting delays for practically everything. The process is broken, it's clear the city has caused these delays. Who should pay? Transit riders, or the city that caused this mess in the first place? — roboramey (@roboramey)

The permits aren't from development services (the department with publicized delays) these are transportation permits, which is totally different. But Dart/AWH has to actually submit all the documents & info required to get the permit. Dart has failed at the design-build process. — Cara Mendelsohn (@caraathome)

It should be easy then for City of Dallas to publicize when permit applications were received and when they were approved then, yes? I'll believe CoD isn't at fault when CoD proves it isn't at fault -funny how Carrollton/Plano/Addison don't have this problem — roboramey (@roboramey)

Dallas has more "critical points" meaning more complicated engineering. I am certain the truth will come out at some point in the lawsuit AWH & Dart will have against each other to determine who messed up the most. — Cara Mendelsohn (@caraathome)

DART is a State agency and doesn't have to have Dallas's approval or permits for anything. Blaming cost overruns on "permitting delays" with the city is pretty disingenuous. — @1dalm@deacon.social / @1dalm@scicomm.xyz (@1DaIM)

This circus keeps getting worse and worse... — Dorian Isenberg (@DorianIsenberg)

4. Gave me a text for a survey as soon as the GoZone van arrived. I'm a sucker for surveys, but this one I think is @NCTCOGtrans and it seems to barely understand GoZone. They have a GoZone fare option, but then ask how long the pass is good for? — Eric Pruett (@BashfulBits)

Q. How long is your pass good for?
This question is mandatory.

AM/PM Pass

Day pass

7 Day pass

Monthly (31 Day pass)

Annual pass

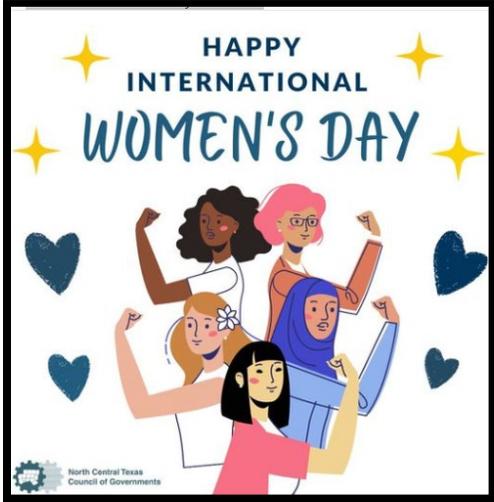
5. Good lord just give us more buses and rail. Stop with the vaporware. @NCTCOGtrans — Philip (@gosspl)



Other

Facebook –

1. Happy International Women's Day!
 Join us in celebrating the amazing women who impact and inspire us every day!
 #internationalwomensday #IWD2023 — NCTCOG Transportation Department



Thank you to Vickie Alexander for being a great mentor to me as a young professional.
 — Kelli Gilbert Brosig