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 February 12, 2015.

This report is a compilation of general public comments submitted by members of the public from Sunday, August 20, 2017 through Tuesday, September 19, 2017. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

Transit Comments

Website & Email

1. Amy Burks

When is the next meeting for Collin County? This was the follow up meeting to the Transportation planning meeting held at the City of Allen in July.

Response by Sarah Chadderdon, NCTCOG

Hi Amy,

Thanks for reaching out. We have not scheduled the follow-up meeting yet; we are still coordinating schedules with panel participants. I believe the earliest it will take place is October. Please feel free to contact me if you have any additional questions.

Twitter

1. Seems worthy of consideration as a way to extend #CottonBelt for DART. Grow ridership & eventually convert to rail. Maybe extend #TexRail too? – Loren S. (@txbornviking)

21st Century City @urbanthoughts11
The O-bahn busway in Adelaide

youtube.com/watch?v=8439M1...
via Busproductions 101

Private funders are already available to build the Cotton Belt rail line if DART would agree today. @NCTCOGtrans meeting last Thursday. – Peter J LeCody (@railadv0)
Project Planning Comments

Website & Email

1. Alden E. Wagner Jr.

Who can give me an accurate update on 183 from Dallas to the Airport?

Response by Carli Baylor, NCTCOG

Mr. Wagner,

Thank you for your comment.

The Texas Department of Transportation’s contact for the Midtown Express project, which includes SH 183 in Irving, is Dan Peden (dan.peden@txdot.gov). He will have the latest news regarding the project’s status.

Additionally, you can also find construction status and other great information on the project’s website: www.drivemidtown.com.

2. Trish Donaghey

Please schedule a public meeting in the area that will be affected by the Lake Corridor 6-lane, 70 mph, LAR Freeway! Please let us know WHEN and WHERE that meeting will be held. Thank you.

Response by Jeff Neal, NCTCOG

Ms. Donaghey,
Good afternoon. Thank you very much for your recent inquiry regarding one of the proposed draft recommendations from the ongoing Collin County Strategic Roadway Plan. We are very anxious for the opportunity to schedule public meetings so that we may discuss the study process, explain our preliminary recommendations, and obtain feedback from those who may be impacted by the proposed projects. We anticipate being able to schedule meetings later this fall, and you can be certain that we will contact you and other folks who’ve reached out to us as soon as potential meeting dates, times, and locations may be finalized.

It’s very important to make clear at this time…projects recommended from the Collin County Strategic Roadway Plan are solely based on technical feasibility and don’t in any way suggest that a solution type or final alignment has been chosen. Major public roadway facilities like the proposed Lake Corridor Freeway must undergo a comprehensive environmental assessment and public involvement process as required by the National Environmental Policy Act of 1969…a process that may take up to several years to complete before right-of-way acquisition or construction (if funded) could get underway. In the Dallas-Fort Worth region, such an effort would be conducted either by the Texas Department of Transportation (TxDOT) or another public transportation provider…but, regardless, it would occur under close cooperation with North Central Texas Council of Governments (this area’s Metropolitan Planning Organization), local city/county jurisdictions, state/federal resource agencies such as the United States Army Corps of Engineers, and all affected public/private stakeholders along or close to the proposed project. However, such a large undertaking couldn’t begin without an initial study like ours which must first identify a future need, suggest a potential solution, and then obtain sufficient preliminary consensus from local government planning/public works staff and elected officials before conducting a greater discussion with the public at-large. I should also point out that any environmental assessment must thoroughly compare the possible benefits and impacts of any potential “build” solution to a “no-build scenario”…and the various inputs and conclusions drawn must be appropriately considered and weighed by all stakeholders. I can assure you that we are still a great distance out from that process to occur.

Our draft recommendations are being made as attempts to accommodate the enormous projected growth in population, employment, and travel demands for Collin County between now and beyond the year 2040. We would certainly like to hear from you and your neighbors whether or not you believe that our proposed projects…or perhaps any other possible ideas or concepts…may be suitable solutions to manage future congestion and also still benefit the County’s high quality of life, economic vitality, and environmental stewardship. It is always the goal of ourselves and our transportation partners to ensure that the development process for this or any other project can be as open, inclusive, and interactive as possible…so that those who could be affected in any way can directly influence possible outcomes. I know that our Director of Transportation, Mr. Michael Morris, has been in contact with you previously and has forwarded you electronic copies of study presentations we’ve given to technical staff and elected officials in Collin County over the past few months. I hope that information helped demonstrate that we are still very early in the planning phase for the various projects being recommended, including the Lake Corridor Freeway…and we felt it was critical first to get some initial concurrence from local governments to continue developing the projects prior to altering and obtaining interest from the general public. Please feel free to contact either Mr. Morris, myself, or this project’s co-manager, Mr. Chris Reed…at any
time if you have other questions and/or comments regarding this or other related projects. We look forward to meeting and speaking more with you and other interested folks about the Collin County Strategic Roadway Plan in the near future.

Response by Trish Donaghey

Mr. Neal,

Thank you for your email yesterday detailing rationale and steps for strategic road plans. We understand it could be difficult for you to communicate with thousands of people when you are trying to formulate a transportation plan. It also appears logical that you would prefer to confer with elected officials for input during the planning stages. However, some elected officials have shown they do not represent the interests of residents on the Branch-Culleoka peninsula.

We appreciate your assurance that the process could take many years. However, page 19 of COG's June 1st presentation seems to contradict that assurance, saying, "High likelihood that Spur 399 & Lake Corridor would be cost-effective and need to be advanced now..." Also appearing to contradict your assurance is a quote from Commissioner Chris Hill on page 2A of the July 6th Princeton Herald: "...the county is prepared to spend up to $87 million on projects until bond proceeds..."

Six weeks ago, with his emailed permission and request, I emailed you a 14-page analysis from an area engineer, who proposed better alternatives to the 6-lane, 70 mph, and limited access Lake Corridor Freeway. If you did not receive this analysis, please let me know and I will email it to you again.

Response by Jeff Neal, NCTCOG

Mrs. Donaghey,

Good morning. It’s good to hear back from you, and I appreciate your question in regards to the June 1st presentation that you referenced. Please know that our recommendation for the Spur 399 Extension and the Lake Corridor “to be advanced now” solely meant the following…due to the favorable results of our technical analyses, we believed that TxDOT and/or our partner agencies should assist us in getting the comprehensive environmental assessment and public involvement process for those projects underway soon. Because that effort can take several years to complete as I mentioned in yesterday’s e-mail, it would be our hope to begin that process as quickly as possible for a number of reasons. Primarily, we would want to ensure that conditions don’t change so much in that a suitable corridor… where benefits can be maximized and impacts can be limited…can still be thoroughly identified/evaluated. This is particularly important in an area as fast-growing as Collin County. Also, as you mentioned below…there is some funding available that could be spent on the Lake Corridor project. Completing the environmental assessment would enable us to determine how and where the project could be constructed in stages over time. Because we know there isn’t funding available to build the entire project at once…and because there
are many other critical transportation needs throughout Collin County...if we aren’t able to quickly identify how and where those initial funds can be spent, they would obviously have to be reallocated to other high-priority projects more prepared for construction. So, I hope this explanation helps to reiterate my assurance that we’re in no position to begin building the Lake Corridor along any possible alignment in the near future. The Collin County Strategic Roadway Plan truly does little more than identify/quantify a future need, and then suggest a potential solution type and corridor location option that could address that need. The environmental assessment is the formal study that will conclude if the corridor can or cannot meet the identified purpose and need, if the corridor can or cannot be built at/near the general location we’ve specified, and if moving the corridor to a different location can or cannot still meet the same purpose and need.

This last sentence relates directly to the final point you mentioned in your response below...Mr. Worley’s analysis. By the way, thank you very much for forwarding his analysis to us, and I’ve been happy to review his information. I would expect and hope that Mr. Worley will continue to stay involved with this process and submit his analysis as a formal comment to address if the environmental assessment gets underway. While we’ve already tested several of his recommendations, he does bring up some key points and alternative options that will be important to consider during that subsequent effort. I hope that I’ll get opportunities soon to discuss the observations and conclusions with him in person.

Again, please feel free at any time to contact me, Mr. Reed, or Mr. Morris if you have any other questions or concerns regarding our study.

3. Matt Holton

I would like to request to let 100% EV vehicles in the HOV lanes. Since there is 0 emissions, this would be another incentive for people to go with cleaner automobiles.

Response by Dan Lamers, NCTCOG

Mr. Holton,

I’m happy to hear that you are supportive of electric vehicles as a transportation choice that has the benefits of helping us improve our air quality. Back in 2006 when the Regional Transportation Council (RTC) adopted the managed lane policy for the region, it debated the very issue you bring up. In addition they have discussed it periodically as they have amended the policy in the years since. The reason for the decision to not provide for special HOV eligibility for EVs is three-fold. First, there are numerous social issues that have a link to transportation that could also provide a legitimate argument that they also deserve special allowances, and the RTC has decided that they do not want to be in the business of being the arbiter of which of those causes to provide special allowances for or not. Second, the proliferation of EVs into the marketplace is expanding rapidly and at some point the number of EVs on certain facilities would be more than the capacity of the HOV or managed lanes could effectively handle during peak travel periods. This is exactly what is happening in California where the speeds
and performance of the HOV and managed lanes have deteriorated to levels where there is no longer a clear benefit to using the lanes. Third, there are other significant incentives to consumers who wish to purchase EVs today. In fact, many of the vehicle manufacturers world-wide have already announced initiatives to increase research into improving the driving range and affordability of EVs and to phase out gasoline vehicles over time. Undoubtedly the marketplace will play the biggest role in achieving the desired effect of increasing the penetration of EVs on the road in the near future.

NCTCOG is very supportive of EVs in north Texas and hosts several programs aimed directly at this topic. Below is a link to a presentation that was made by NCTCOG staff at our most recent public meetings on EV usage in the region as well as a link to the Electric Vehicles North Texas website which contains substantial information regarding EV programs in place. I hope this answers your question, please feel free to reach out to me or to our air quality manager, Lori Clark, if you would like more information.

https://www.dfwcleancities.org/evnt

Response by Matt Holton

Dan,

Thank you and I honestly agree with all your reasoning. This was great information and I am going to share it with several friends who are in the market to buy EV's this year. From the Tesla 3 to BMW and Nissan Leaf.

Like most people who probably ask, it is because I just Purchased a EV. (Nissan Leaf)

I drive 70 miles a day and charge it at work and home (25 miles commute to Downtown Dallas). I use to buy 17+ gallons of gas a week but now buy 0 for my car and half as much as before for my wife’s car since we drive the Leaf on the weekends more now.

Bicycle and Pedestrian Comments

Website & Email

1. Dan Novak

Curves in the trail:

If you poll the public to compare curves versus simple and straight, curves usually win on paper. However, small artificial curves are not efficient and in-mass - they are visually awkward [or just plain ugly]. Landscape design will suggest that long smooth curves are more attractive, especially when they are skirting natural barriers such as outcroppings and creeks.

Long bicycles
Some of us want to or have to ride long recumbent bicycles. Trail design should consider bikes up to 9.5 ' long that do not turn easily and that are difficult in blind corners. Especially for handicapped riders that are more likely to be on a recumbent.

Ramps from the river bottom to the tops of the levees need to be considered. They are steep uphill climbs and you often intersect the oncoming traffic on the trail. For example, the connection behind Westworth Village City Hall. Ramp is right to left as you face the river, which means you connect into the oncoming traffic on the right hand side of the trail as they go left to right. Some sort of landing space would be helpful.

See pictures.

Twitter

1. @Danwhite7912Dan a new bike sharing @spincities @VBikesTech @limebike_dallas @spinlister lots of 🚴 – Shawn Eric Gray (@ShawnEricGray)

NCTCOG Transportation @NCTCOGtrans
Check it out, @utarlington Mavs! There’s a greener way cruise to class coming to a building near you: bit.ly/2wK24Ev
#LookOutTexans
2. Check it out, @utarlington Mavs! There’s a greener way cruise to class coming to a building near you: http://bit.ly/2wK24EV #LookOutTexans – NCTCOG Transportation (@NCTCOGtrans)

3. Those things are lit!! #UTA21 – Carlos quiroz (@Carlosviola77)

4. "We want to build a bike culture on campus," says sustainability director Meghna Tare. – UT Arlington (@utarlington)
5. Another step forward @utarlington Inauguration of Bike Share program Big thank you to Green Mountain Energy Sun Club @NCTCOGtrans & M Tare – Vistasp Karbheri (@Vistaspkarbheri)

6. @TxDOT e-construction & @NCTCOGtrans biking safety initiatives in @USDOTFHWA Public Roads, Jul/Aug issue

Mobility 2045 Comments

Twitter

1. Twitter: Input needed: Why is it difficult to get places in North Texas? http://bit.ly/2vd2tiH #Mobility2045 @nctcogtrans – City of Cleburne (@CityofCleburne)
2. Input needed: Why is it difficult to get places in North Texas? 
http://bit.ly/2vd2tiH #Mobility2045 @nctcogtrans – Roanoke Texas Police (@RoanokePoliceTX)

3. How would you improve transportation in DFW? Help @nctcogtrans figure it out: 

4. Our friends at @NCTCOGtrans need your feedback on long-range transportation in #NTx. 
Take the survey: http://bit.ly/2gqy0HI – NorthTexasCommission (@NTxCommission)

#Mobility2045 @nctcogtrans – NTE (@NTExpress)

#Mobility2045 @nctcogtrans – LBJ Express Project (@lbjexpress)

#Mobility2045 @NCTCOGtrans - Town of Prosper (@Town_of_Prosper)
8. Why is it difficult to get places in North Texas? @NCTCOGtrans wants your help with a survey at http://bit.ly/2vd2tiH #Mobility2045 – City of Melissa TX (@cityofmelissatx)

Facebook

1. Got an opinion about transportation in North Texas? Highways, transit, bikes, walking? Take this quick survey from NCTCOG Transportation Department to help plan the future of transportation in North Texas: bit.ly/2vd2tiH #Mobility2045 – City of Burleson, Texas Government

Transportation is an important part of North Texas. Especially if you're trying to get to a 'Tons Mongolian Grill' in a safe and timely manner. – Mel DeBevoise

But the most efficient way to get to a Tons Mongolian Grill would be if one was located in Burleson. – City of Burleson, Texas Government

The train would be nice like the TRE – Nancy Williams

Thanks for your comment make sure to take the survey from NCTCOG that is in the link, comments on this thread will not be included. – City of Burleson, Texas Government
Low income families and college students need broader bus transportation. Example, I know several people that got hired at an Amazon warehouse. However, the closest bus stop is 4 miles away from the warehouse they were hired at. If you want these people to get out of poverty, we need better connections throughout DFW. (They live in west Fort Worth) – Susan Shumway

Thanks for your comment make sure to take the survey from NCTCOG that is in the link, comments on this thread will not be included. – City of Burleson, Texas Government

Speed up all road/highway construction sites. (35W has been a nightmare for years now!) Stop spending money on unnecessary "improvements" like those annoying medians on Wilshire/174. – Linda Stock

Thanks for your comment make sure to take the survey from NCTCOG that is in the link, comments on this thread will not be included. – City of Burleson, Texas Government

Medians have done what they were supposed to. Less accidents and injuries. – Chelsey Leath

Get rid of toll roads – Christie Hughes

Thanks for your comment make sure to take the survey from NCTCOG that is in the link, comments on this thread will not be included. – City of Burleson, Texas Government

Less roundabouts! – Colton Lee Good

I agree – Chad Collingsworth

Thanks for your comment make sure to take the survey from NCTCOG that is in the link, comments on this thread will not be included. Please note this survey is a regional transportation survey and is not defined to the Burleson area only. – City of Burleson, Texas Government

Bring back bartlet park pond! – William Wallace

William Wallace, they just updated Bailey Lake. I don’t believe they plan on bringing that pond back. – Chelsey Leath

Lol yeah yeah. – William Wallace

But there will be a dog park by next year if I heard right. – Chelsey Leath
We need proper bike lanes. – Marie Crosby

I totally agree, especially here in Prosper and Celina where our roads are still in the "planning" stages. It would be so easy to incorporate a bike lanes into our roads as improvements and expansion continues. – Wally DesChamps

Too much sprawl to have an effective light rail, addiction to cars and unwillingness to give up the freedom associated with driving – Andrew McCaffrey

I have driven to Denton and Lewisville to catch Dart because of parking/driving difficulties in Dallas – Denise Meredith

Would love a DART connection to Dallas from Prosper. Bus service within Prosper for both teens and seniors and anyone without access to a car. – Viviana Baca

I agree. Even now less automobiles on the road is a plus. 380 makes transportation East/West and vice versa difficult. – Denise Meredith

You will never see DART or bus service In prosper. There is too much concentrated wealth and town in not big enough. – Cole Dafft
Fix 377/114 quickly. That intersection is ridiculous. – Jay Darsie

More generally: have each road be a highway (such that one can only enter/exit via onramp/offramp), or not a highway. Why are there roads that are partially designed like highways (like 114 from Grapevine to Roanoke) and partially not (like 114 from 377 to the speedway)? – Logan Widick

Hwys 377 & 114 are both TxDOT roadways. Feel free to fill out the survey above, and then you can also submit a comment/complaint form to TxDOT: http://www.txdot.gov/contact-us/form.html?id= - City of Roanoke, Texas

The City has major say and pull on that intersection. Please don't always put it off on TXDOT. That excuse is getting old. – James Howell

There are plans to make a bridge in a couple years. However, I think that this area does a terrible job increasing flow with simple measures like syncing lights or adding right turn lanes. The litsey rd light is ridiculous – Brendan Elliott

Through Roanoke on 377 & 114 is the WORST!!! Avoid Roanoke at all costs until this intersection is fixed. Add center lanes with no stopping! – James Howell

Intersection Business 114 and Dorman Street. Almost impossible to on 114 from Dorman. Way too much traffic for just two lanes on either street. – Ron Huff

The entire metroplex is a mess. No wonder road rage incidents are increasing. That doggone mess on 35 and the monstrosity they built on 820/183 Is nuts! Overly complicated and confusing. Whoever signed off on all that should be tossed in jail imho. Greed, pure greed. It would have Been much quicker, easier and cheaper to simply add lanes as they did on 121/114 north of the airport. – Gary Smith

Since we can turn right on red, when traffic allows, build all new roads with a right turn lane to keep traffic flowing when possible. – Paul Strauser

4. Input needed: Why is it difficult to get places in North Texas? Click here to take the survey - bit.ly/2vd2tiH#Mobility2045 @nctcogtrans – North Tarrant Express
The infrastructure has not kept up with the population growth. Then, when we get desperate, governments and corporations think toll roads are the answer. Fact: with the additional time, labor, and materials, toll roads are more expensive and take longer to build than simply expanding the highway. – Christopher Costa

Hi Christopher, thanks for your feedback. Please click on the link above to fill out the survey for NCTCOG Transportation Department – North Tarrant Express

Done, thank you – Christopher Costa

This exactly! – Greg B. McCarter

Funny you didn’t address the massive amount of construction going on at the same time as a reason it’s hard to travel. Even my local city has too many projects at once. They go on over a year and start more before they finish. – Raylene Sampson

Because millions were spent on making express lanes that charge fees that are absurd and not expanding or addressing the actual issue. Merging 4 lanes into 2 and other such nonsense. – Matthew J Stevens

**RTC Comments**

**Twitter**

1. Today’s Regional Transportation Council meeting is starting now! Watch live at http://www.nctcog.org/trans/committees/rtc/video.asp … – NCTCOG Transportation (@NCTCOGtrans)

So many highways to build, so much sprawl to generate, so little time! – Wylie H Dallas (@Wylie_H_Dallas)
Innovative Vehicle & Technology Comments

Twitter

1. Catch a ride in our #EZ10 #driverless #shuttle at the Arlington Entertainment District! – EasyMile (@Easy_Mile)

Sustainability Comments

Twitter


Other Comments

Twitter

1. Find as many Arlos as you can and respond to this tweet with your answer! First correct answer wins! Only one guess per person. – NCTCOG Transportation (@NCTCOGtrans)
Thanks for your answer, Doug! We'll be announcing the correct answer and winner tomorrow morning! – NCTCOG Transportation (@NCTCOGtrans)

@NCTCOGtrans we think we see 12 Arlos...and two dinosaurs! – CTR Library (@ctrlib)
@ctrlib You're a winner! Message us your mailing address so we can send your prize! :) – NCTCOG Transportation (@NCTCOGtrans)

WINNER!!
CTR Library

yaaaaaaaaaaaaaaaaaaaaassss!!!!!!!!! CTR Library 1616 Guadalupe St. Suite 4.202 Austin, TX 78701 – CTR Library (@ctrlibrary)

– NCTCOG Transportation (@NCTCOGtrans)

2. Thank you to all who participated in our Where's Arlo? contest. The correct answer was 12 Arlos! – NCTCOGTransportation (@NCTCOGtrans)
@fresh0288 You’re a winner! Message us your mailing address so we can send your prize! :) – NCTCOGTransportation (@NCTCOGtrans)

Awesome, can you follow me so that I can message you. – Doug Klein (@fresh0288)

3. #HoustonStrong #aspirehigher – Cynthia White (@CynthiaPatriot)

NCTCOGTransportation @NCTCOGtrans
We know you want to help people impacted by #HurricaneHarvey. The easiest way is through a financial donation to your charity of choice.

4. Y’all, while we’re experiencing a #gasshortage, remember not to panic. Be prepared and follow these tips – NCTCOGTransportation (@NCTCOGtrans)
Landscaping companies are mowing today. Because important. – Landscaping companies are mowing today. Because important. – Chris (@dchrisbart)

5. Hoping this shortage is an impetus for a more sustainable mindset. Drive efficiently: whether it’s your mode of transport or driving habits. – hilarying (@hilarying)

6. Now here’s a good excuse to drive in tollroads – Kevin Shepherd (@k_shepherd)

7. @NCTCOGtrans we have received the box and it is glorious! thank you very much 😊😊we will take pictures on Monday 🚗🚗🚗 – CTR Library (@ctrlibrary)

8. Our prize pack from @NCTCOGtrans’s "Where's Arlo?" contest has arrived! Thank you again! #arlo – CTR Library (@ctrlib)


"Nobody goes there anymore. It’s too crowded." comes to mind. But we can't solve traffic w/ more lanes. We need more #TransitAlternatives! – Loren S. (@txbornviking)

Facebook

1. Y’all, while we're experiencing a gas shortage, remember not to panic. Be prepared and follow these tips – NCTCOG Transportation Department
Plenty of gas if you fill up at 2am. – Morissa Fagan

2. LBJ, NTE & I-35W TEXpress will donate $45K from tolls collected on Saturday, September 2 in support of those impacted by #HurricaneHarvey! Take a trip on either of these TEXpress Lanes to participate in this effort!

How nice they charge you to drive to get to work and the Tolls don't even stay in Texas enjoy the money Spain – Herb Ashley