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 November 8, 2018.

This report is a compilation of general public comments submitted by members of the public from Monday, June 20, through Friday, July 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. Project planning projects related to highway expansions were in the majority.

Air Quality

Twitter

1. ❤️ Is improving the local air quality a part of your daily to-dos? This #CleanAirActionDay, consider making a commitment to help do your part with @NCTCOGtrans's clean air actions: (link: http://dfw.to/AirNorthTexas) dfw.to/AirNorthTexas #CAAD2019

2. Happy #CleanAirActionDay! According to @NCTCOGtrans, about 44% of emissions in DFW are from on-road vehicles. Driving less is the biggest thing you can do to improve our air quality:
walk, bike, use @RideDCTA buses and trains, or carpool. Take the pledge: (link: http://bit.ly/2ZEDuQi) bit.ly/2ZEDuQi – Bike Denton (@bikedenton)

Facebook

1. Wanna improve air quality? Ditch the car and take a trip on your feet! The earth will thank you. #CAAD2019 #AirNTX – NCTCOG Transportation Department

That is not really feasible for most people in the metroplex because of lack of public transportation. The solution might be making that available. – Liveable Arlington

Bicycle & Pedestrian
1. ICYMI: Last Friday we teamed up with some pretty fantastic community partners to offer the first ever Bike Rodeo as a part of Tour De Fort Worth at the City’s Public Safety Complex.

With over 100 people registered to attend we had to be prepared with water, cool treats, first responder support and plenty of bikes for all sizes and abilities.

Biking activities included 3 children’s course and 2 adult courses to provide road cycling education. The Bob Bolen Public Safety Training Track was also a hit for those more experienced riders with a need for speed as were trialing the electric bicycles now in the City of FW.

25 bikes and helmets were made available and distributed for children to use safely in our community as well as free eye exams.

A special thank you to our sponsoring partners at FitWorth and Berenson Injury Law.

Also to our partners at Fort Worth City Hall (City of Fort Worth), FWPD, Fort Worth Fire Department, MedStar Mobile Healthcare, Fort Worth Bike Sharing, Texas Health, Medical City North Hills, Baylor Scott & White All Saints - Fort Worth, Blue Zones Project Fort Worth, NCTCOG Transportation Department, Cowboy Santas, Mid-Cities Ambucs, North Texas Eye Research Institute at UNTHSC Graduate School of Biomedical Sciences, Teens in the Driver Seat and all community partners. – Fort Worth Safe Communities
Innovative Vehicles & Technology

Twitter

1. Today’s the day! Stop by the Rayburn Building in Washington D.C. until 1:30 PM to learn more about our technology and progress in the US with @MORPC, @NCTCOGtrans, @RTCSNV, @STLRegChamber, and @KCTechCouncil – Virgin Hyperloop One (@HyperloopOne)

2. @HyperloopOne event with @RepKenMarchant @ColinAllredTX @VanTaylorTX @NCTCOGtrans @CityOfDallas – Lee M. Kleinman (@LeeforDallas)
Facebook

1. Today’s the day! Stop by the Rayburn Building in Washington D.C. until 1:30 PM to learn more about our technology and progress in the US with the Mid-Ohio Regional Planning Commission (MORPC), NCTCOG Transportation Department, St. Louis Regional Chamber, KC Tech Council, and the Regional Transportation Commission of Southern Nevada – Hyperloop One

Email

1. Kent Hicks-Hsueh

As a resident of Pecan Ridge, we are in opposition to the new alignment proposed by the City of McKinney. This new alignment takes out many more homes in the ETJ than Red A. It is
extremely harmful to McKinney ETJ residents and several city neighborhoods, including our own.

We ask that you support fixing 380 on 380 and improving the arterials! Within our neighborhood we have an Elementary school and a City Park (Inspiration Park) which I feel would be negatively impacted by the close proximity of this “preferred alignment”. Please help protect smaller neighborhoods such as Pecan Ridge and our friends in the ETJ. McKinney prides itself on being Unique by Nature – let’s keep it that way!!!

Thank you for your efforts and time spent on this project in McKinney.

2. Aaron Beard

While 170 improvements are welcomed. I find it difficult to understand why a 114 bypass bridge over 377 is not included in the 10 year plan?

3. Elizabeth Branson

We need a connector from southbound 287 to northbound 35W in north Fort Worth. We need a connector from the traffic circle on Harmon on the south end of the bridge lever 287 to North Tarrant Parkway. Harmon road and Blue Mound road need to be wider with strategic traffic circles. Such a busy road, left turns are difficult from some smaller cross streets. Horseman road needs to connect to Harmon. Thanks

4. Emily Romeo

A northbound connector is greatly needed going from 287 onto North hyw 35. The area is booming and would alleviate so much traffic in the area. I also strongly oppose any additional toll roads. Rode widening projects make more sense given the volume of traffic. I also oppose the fluctuating tolls. A flat toll would make more sense, and more people would be more likely to use the toll roads if the price stayed the same. The rates charged by the company during rush hour are plan exhortation.

5. Nathan Williams

I have added a article about codes Dallas needs to get rid of and can you encourage cities to get rid of the codes in city planning. You can also tell Dallas about this article, and possibly legally (if it possible) get rid off some or all of these codes/zoning urban planning. Beyond just this article requests can you make zoning in particular less regulated, and encourage less parking among inner cities.


    David Garcia
As a COG and MPO, NCTCOG does not have any authority over land use policy and zoning regulations; those issues are entirely local matters (e.g. cities/counties). As you’ve highlighted though, NCTCOG understands that these matters are very important and influence the design and performance of our transit system. Hence, NCTCOG supports transit-oriented development (TOD), and incentivizes cities and counties to implement transit-supportive policies and projects that aim to address the transit needs of the folks in our region. We understand that there is a lot of work to be done, but our efforts are ongoing. You also mentioned the importance of adopting innovative parking management strategies, so here is information about an upcoming event that will discuss that very topic.

6. Michaela Knifong

I would like to see a bridge from 287 to 35w North. Also with the current commercial development traffic on harmon especially the bridge over 287 needs to be enlarged to 4 lanes.

7. Gary Hogan

I have mentioned at many public meetings that there is a serious need to re do a mobility plan since development in the 100's of acres NW quadrant of Loop 820 and I-30 on the far West side of Fort Worth Texas has started to be developed. Currently 1700 new single family A-55 house lots are under development in that area. All traffic is being sent to the newly built I-30 Chapel Creek bridge for I-30 West and East traffic flow. I have suggested at several public meetings on behalf of The Chapel Creek Neighborhood Association and the community at large the feeling that the new bridge will be obsoleted by the increased traffic from this development. Also we have and will have over 500 new homes built

and a new Charter School grades K through 12 with access via off of Chapin Rd just one short block (about 900 ft) North of bridge and I-30 access road. Also to be controlled by traffic control signal lights.

I and many residents of the area are concerned with the lack of a new mobility plan for these areas East of and West of Chapel Creek Blvd especially for access to I-30 E and W except through Chapel Creek Blvd. WE have suggested the addition of a U turn lane and closure of a current off ramp from I-30 to frontage road to very much less used traffic on East side of the Longview Avenue bridge to be changed to an East bound I-30 on ramp to improve mobility to that need from that NW quadrant of I-30 and Loop 820. redesign of ramps for Loop 820 North and Southbound on I-30 East bound traffic for distance safety. A plan such as this will improve that areas mobility.

Also in developing areas West of Chapel Creek Blvd, that TXDOT and City of Fort Worth work together to devise an access route from this future development to proposed future West bound I-30 frontage roads on North side of I-30 to allow access to proposed Hwy 580 connector and bridges at that location to promote traffic flow to West bound I-30 access and possible I-30 East bound access at that area.
These suggestions worked into the plans now would certainly be forward thinking before such work and final design is complete for this widening proposed to begin 2021/22.

Please see attached proposal images.
Project 28550122
Add to 4 Lanes Ferguson Bridge
Recommend
1 Turn Lane or ex ramp to
East Bound I-30

OPTION 1
Close off ramp to front yard,
East of Ferguson and add
U Turn for thru Bridge to
East Bound I-30 on ramp
Add Portage for access to
N bound loop 820

OPTION 2
Add on ramp

Current development
1700 homes House with
I 30 access only via Chapel
Creek Blvd, replaced I 30

Fort Worth-TxDOT District

TxDOT
Streets
Imagery
Google Maps

Traffic Study
What is next?
To N Loop 820

Construction begins in 3 to 5 years
Construction begins in 6 to 10 years
Construction begins in 6 to 10 years
Construction begins in 6 to 10 years

Add Access to
N Loop 820

Add Access to
N Loop 820

Construction begins in 4 years
Construction begins in 5 to 10 years
Construction begins in 5 to 10 years
Construction begins in 5 to 10 years

Center Bases
Construction in 10 years

Total
$1,013,467,949,802

Summary By Phase

Phases
Projected
Estimated Cost

Construction under
construction
beginning
within 1 years

Construction begins
in 3 to 6 years

Construction begins
in 6 to 10 years

Construction begins
in 11 to 20 years

Construction begins
in 20 years or more

3rd Switch to Advanced search

Statewide Planning Map
1. At what point will @TxDOT and @NCTCOGtrans be held to account for building one of the nation’s most dangerous transportation systems? – Wylie H Dallas (@Wyle_H_Dallas)
How does Michael Morris keep his job? – Philip Goss (@gosspl)

The way the position is set up, it is practically impossible to fire him. Would require majority of extremely large board. When he starts to sense dissent from individual board members, he has a variety of levers he can use to punish them until they fall back in line. – Wylie H Dallas (@Wylie_H_Dallas)

Really is our own Robert Moses. Sigh. – Philip Goss (@gosspl)

2. It's time to call @NCTCOGtrans, @TxDOT, @TxDOTDallas, & @CityOfDallas to account for all of the needless deaths on our city streets and highways due to poor design. Air travel is held to the highest of safety standards, why should street and highway design be given a free pass? – Wylie H Dallas (@Wylie_H_Dallas)

Strong Towns @StrongTowns · Jul 2

U.S. drivers are killing 50 percent more pedestrians than a mere decade ago; meanwhile, European drivers are killing a third fewer. And this discrepancy should be a wake-up call to all of us that it's time to #SlowTheCars in our cities and towns. bit.ly/3224dbD

and I wonder how much of a role drivers play in those needless deaths – Peter Kurilecz (@RAINbyte)

If you're saying U.S. driver has gotten 50 percent worse in a single decade during a time the U.S. driver's mean age has actually gotten older and the European driver's safety record has improved by a third.... well, that's tough to defend.
U.S. urban traffic moves faster. – Ken Duble (@kduble)

dont forget the increase in south of the border drivers who now drive in our city. – Peter Kurilecz (@RAINbyte)

There has been an increase, but this doesn't account for the divergence, as there's been a similar increase of immigrant drivers in Europe. – Ken Duble (@kduble)

3. Ugggggh! Sure, a new highway is exactly what we need... 🛑 @TxDOT & @NCTCOGtrans have never met a highway they don't support. – Loren S. (@txbornviking)

Surprised it's not tolled. – J R Hickman (@j_r_hickman)
Maybe they should use the 100m+ to repair existing roads. – brian hewitt (@thebrianhewitt)

Southern Dallas needs the loop, you can stop building north of Dallas – Russell Read (@rread1954)

4. But sure @NCTCOGtrans @JudgeClayJ - let’s keep building and expanding those highways. – Philip Goss (@gosspl)

"Adding car lanes to deal with traffic congestion is like loosening your belt to cure obesity." — Lewis Mumford, 1955.

If you can remember, and share, only one quote about transportation, make it this one. We've know it for 60+ years.  
Show this thread
Transit

**Email**

1. **Nathan Williams**

Can you somehow put a tax to pay for transit (like car vehicle registrations being $30 to $300 dollars) to being built regionally in building a possibly a new transit organization regionally under the rule of NCTCOG with possibly adding DART, Fort Worth’s T, denton's public transit, and with etc agencies together plz. If you cannot do that than recommend for them to make transit projects cough cough Fort Worth TRE LINE to DFW and cotton belt aka silver line (DART Recently called it that a few days ago) to be one project that allow people to not have to transfer. You can also instead do this make a tax that will go for possibly a new transit agency that is for the entire metroplex under the rule of NCTCOG with the transit agency also paying for things in DART and other transit agencies with still allowing DART and other agencies to have a lot of their same philosophies' with still having the same sales tax they have. I hope you add these things.

**David Garcia**

- **Taxing Authority:**

  As a Council of Governments (COG) and as a Metropolitan Planning Organization (MPO), NCTCOG does not have any taxing authority. NCTCOG is a voluntary association of local governments that is established to assist in regional planning. With no taxing authority, NCTCOG cannot levy a tax on the region to build transit infrastructure or fund a new transit authority.

- **Create a New Transit Authority for the Metroplex Under NCTCOG's Authority**

  We have three established transit authorities in our region (DART, DCTA, and Trinity Metro), with taxing authority, that have invested and continue to invest in our transit system. As tax-funded authorities, they have leverage as it pertains to funding the continued development and operation of the transit system. In a sense, the transit authorities can be regarded as assets, so it is a good strategy to try to optimize these regional assets. NCTCOG does, however, encourage non-member cities to join or partner with existing transit authorities rather than attempt to fund a new transit authority. On a related note, an important part of our ongoing efforts it to facilitate coordination among the various transit providers in our region to ensure an efficient and rider-friendly transit system.

2. **Nathan Williams**

I saw the McKinney line you are planning in the future and can you please make this line be an extension of the DART red light rail line. You also don’t have to make it go all the way to Melissa, but feel free to if you have the resources. Also try to see if you can somehow make it where the line extension is assessible to watters creek and if you can’t than put it closer to it or just put a frequent bus service to there from light rail.

3. **Nathan Williams**
Make this line go to the legacy area, Frisco’s the Star, Frisco station, and Wade park instead of the original plan of making it go by just single-family homes. Make it go through these areas with turning the line south east once south the station for legacy west area with the line later curving to where it was originally planned to go on that is on the old freight corridor. Building the rail through these areas will make the ridership of the line be MUCH MORE it might even be enough to make the Line light rail.

Twitter

1. @TrinityMetro’s TEXRail wins another award: The Regional Impact Award from the Midwest Section of the Texas Chapter of the American Planning Association. @APA_Planning @CityofFortWorth @APTA_info @NCTCOGtrans @CityofNRH @GrapevineTXCity @DFWAirport @DetraWhitmore2 – Sal Espino (@SAL_FW)

2. U.S. Department of Transportation Announces $60.76 Million Grant to Expand Light Rail Capacity in Dallas, Texas | Federal Transit Administration

@NCTCOGtrans @CityOfDallas @dartmedia – Lee M. Kleinman (@LeeforDallas)
Face**book**

1. Congrats Dallas Area Rapid Transit! We are proud to be part of the Construction Management team. – Bowman Engineering & Consulting, Inc.
Other

Email

1. Nathan Williams
Encourage less parking and please municipalities to decrease parking minimums.

2. John Donaghey
Thank you for all the improvements. The timing of the traffic lights has helped immensely.
Two suggestions:
1. Where long Q's occur, a secondary sensor placed some distance "up stream" would tell the traffic lights to continue to admit traffic until the Q is relieved.
2. Specifically, the west bound traffic at E. Lucas RD. (3286) now makes use of the right shoulder as a turn lane onto W. Lucas Rd. (1378), and has created a deep drop off next to the paving at the turn. A dedicated turn lane would help relieve the traffic at this busy intersection.
Thank you for your continuing efforts at improving our traffic flow.

Twitter

1. If you encounter an emergency vehicle on the roadway or shoulder you should: move to another lane away from the vehicle, if one if safely available, or slow down to 20 miles-per hour under the speed limit. Oh, by the way, it's the law! @TxDOT @TxDOTTEXpress @NCTCOGtrans (@lbjexpress)
2. DYK Sending/reading a text takes your eyes off the road for at least 5 seconds. At only 55 mph, that's like driving the length of an entire football field with your eyes closed. Put your phone away and keep your eyes on the road!

@NCTCOGtrans @TxDOT @TxDOTTEXpress #TEXpressTips – LBJ Express Project (@lbjexpress)

3. If you have big plans away from DFW for the Independence Day holiday, jump on the #TEXpress Lanes on your way out of town. Check out the TExpress Lanes System map to route your trip - (link: https://texpresslanes.com/maps/texpress-lanes-map)

texpresslanes.com/maps/texpress-… #DriveTEXpress @NCTCOGtrans @TxDOTTEXpress – LBJ Express Project (@lbjexpress)
Facebook

1. If you encounter an emergency vehicle on the roadway or shoulder you should: move to another lane away from the vehicle, if one if safely available, or slow down to 20 miles-per hour under the speed limit. Oh, by the way, it’s the law! Texas Department of Transportation NCTCOG Transportation Department – North Tarrant Express