

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 Tuesday, Dec. 20, through Thursday, Jan. 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 safety were in the majority.

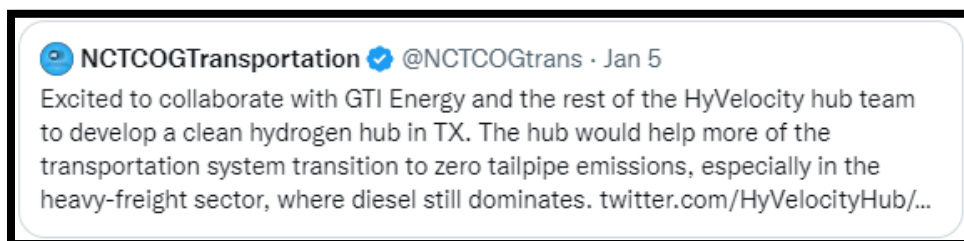
In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. No new comments were submitted this month through the tool. However, you can view past comments by visiting:

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

Air Quality

Twitter –

1. Glad to have you on the team! — HyVelocityHub (@HyVelocityHub)



Bicycle and Pedestrian

1. 1/4 🚲 Wholesome vid of casual 2-person bike on neighborhood streets in East Dallas. Sharing in case raw footage of street conditions, road design & candid reactions of Dallas native + outside visitor are useful to planners, esp regarding Master Bike Plan cc @jhart_OU @NCTCOGtrans — Hexel (@hexel_co)



2/4 Insights for riders:

- 🚲 E-bike makes carrying passenger a breeze
- 🚲 Rear saddle seat comfortable & stable for adults; just go slow esp on turns
- 🚲 Avoid bumpy roads. Tip: learn your streets in advance
- 🚲 Use bell for alerting pedestrians 🔔 — Hexel (@hexel_co)



3/4 Insight for planners

- 🚗 Despite only 2-lanes, cars move uncomfortably fast thx to 15ft wide lanes
- 🚗 Couldn't dare take passenger over US-75 crossing w/ cars
- 🚲 Bumpy streets destabilizes otherwise comfy passenger
- 🚲 More bulbs at intersections would make crossing easier — Hexel (@hexel_co)



4/4 I've noticed ppl riding privately owned scooters. My fav sight on weekends is a rack w/ multiple bikes

A few ppl biking & scooting despite little/no cycle infra on our streets proves that many more will too as soon as city takes action — Hexel (@hexel_co)



Innovative Vehicles/Technology/Automated/People Mover

Twitter –

1. We're thrilled to announce our agreement w/ @NCTCOGtrans. It unlocks massive potential to save lives and allows any local government in TX, & beyond, to easily secure [one.network](https://us.one.network/news/one-network-selected-to-provide-work-zone-data-in-north-central-texas/)'s work zone data sharing technology. Read: <https://us.one.network/news/one-network-selected-to-provide-work-zone-data-in-north-central-texas/>#THISisITS #WorkZone — one.network (@onenetworkHQ)



Public Meetings/Forums

Twitter –

1. Congratulations to Collin Co. Commissioner Duncan Webb for receiving the Regional Transportation Council's Road Hand Award! Commissioner Webb has spent the last decade advocating for TxDOT and local transportation projects, both behind the scenes and with the public. @NCTCOGtrans —TxDOT Dallas (@TxDOTDallas)



Roadway Projects/Planning/Programs

Facebook –

1. Staying in town this holiday season? Need something other than the TV to keep the kids busy? Check out these educational and kid-friendly resources about air quality and the importance of clean air habits: <https://www.airnorthtexas.org/teach> #AirNorthTexas #AirNTx — NCTCOG Transportation Department



what is the time line for the work on the I-20 and loop 820 by SW Arlington in Ft Worth
— George Knudson

Response by NCTCOG Transportation staff:

Hello, Mr. Knudson,

Thank you for your comment. TxDOT has a dedicated webpage for IH 20/IH 820/US 287 Southeast Connector Project: <https://www.southeastconnector.com/>. As of now, TxDOT expects major construction activities will begin in spring 2023, and substantial completion will occur in 2027. You can also subscribe to e-mail alerts for regular project status updates through the website.

Phone Call –

1. Rick Lindsey

Mr. Lindsey called with a question about roadway congestion concerns on arterials in the Las Colinas area (Macarthur and O'Connor) due to east-west traffic not being connected well to SH 161/SH 114 or SH 183.

Summary of Response by NCTCOG Transportation staff:

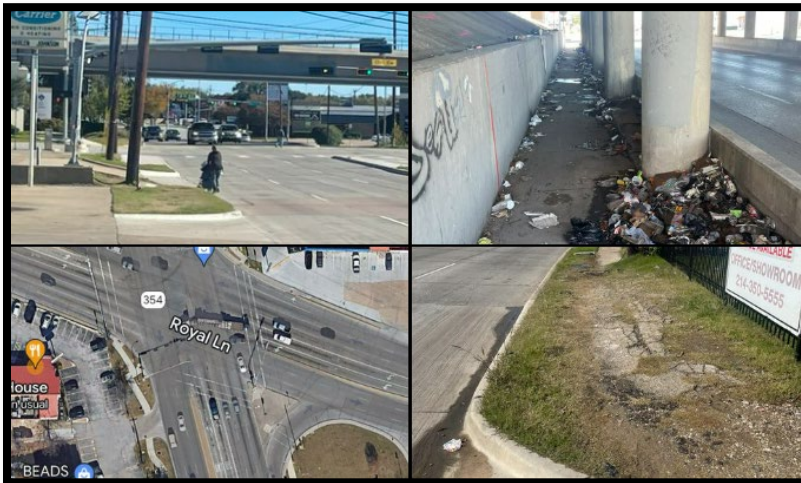
NCTCOG Transportation staff reviewed the recently updated 2045 Mobility Plan recommendations and provided information about the online [recommendations explorer](#) tool.

Safety

Twitter –

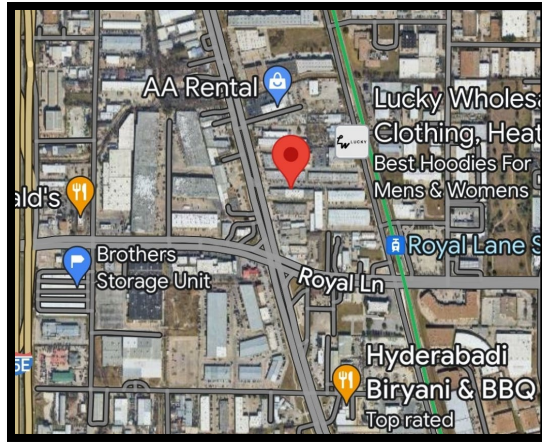
1. Last Friday (1/13) hit by car walking to unveiling of Ktown roadsigns in Northwest Dallas. Asked several people about revitalization plans for area. Many more layers of official recognition to come, but safety & walkability just an afterthought. @NCTCOGtrans @VoteOmarNarvaez — Hexel (@hexel_co)

Royal Lane/Harry Hines area a brutal environment for pedestrians—e.g., missing sidewalks or sidewalks placed right next to high-speed 6-8 lane arterials; short pedestrian walk signal internals in massive intersections. In a commercial district adjacent to a DART rail station.... — Thomas Bamonte (@TomBamonte)



Oh gosh so much to unpack there:

- The @dallasnews article talked a lot about Shin Chon Market, but the new Koreatown designation doesn't cover it
- Despite being designed (and soon to be named) after the district, the station is positioned on the wrong side of Denton Drive — Hexel (@hexel_co)



For several decades, the intersection of Royal Lane and Harry Hines Boulevard in northwest Dallas has unofficially been known to locals as "Koreatown."



Rich Kim, owner of Shin Chon Market and Food Court, talks with a customer in Dallas on Wednesday, Dec. 7, 2022. (Lola Gomez / Staff Photographer)

I see three fundamental problems with the design of the built environment here:

(A) Unsafe & inconvenient to point of impossibility to TRIP CHAIN within the district. This mean **BUSINESSES CAN'T FEED EACH OTHER WITH CUSTOMERS**. Patrons drive in for one purpose then just leave — Hexel (@hexel_co)

(B) Quantity & (subjectively) quality of business is high, but MIXTURE (density + diversity) of primary uses is low. This makes even more difficult for biz to feed each other.

When street is almost entirely restaurants, they become competition not allies. — Hexel (@hexel_co)

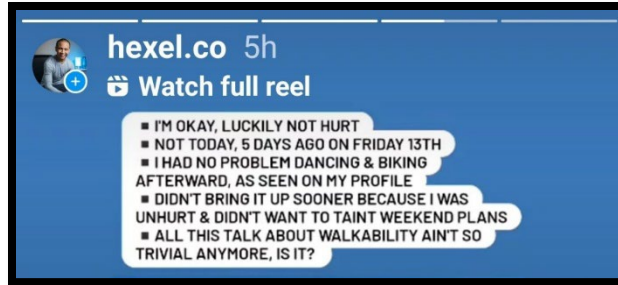
(C) Local residential population is super low. Ppl say "there are couple apartments here & there" but nowhere near enough

Regional customers = tourists you always need to compete for. High local pop = not threatened by Carrollton, Richardson, Plano, and beyond . — Hexel (@hexel_co)

These are all entirely fixable issues. But what drives me nuts is I'm a "lone voice crying in the wilderness" when it comes to solutions; Americans see walkability as a hobby, not a matter of life and death of a neighborhood. — Hexel (@hexel_co)

Don't get discouraged. Keep walking, biking, and speaking up. Agree that lack of walkability undercuts the economic and cultural potential of this district, while making it hazardous for the surprising number of pedestrians who do have to navigate the hostile streetscape. — Thomas Bamonte (@TomBamonte)

!!!?!?!! 💎 you ok? —Susan Alvarez 🌻 (SusanGAlvarez)



— Hexel (@hexel_co)

I'm sorry my guy! You were even extra safe by walking behind the car smh — Mitchell Davis (@therealallpro)

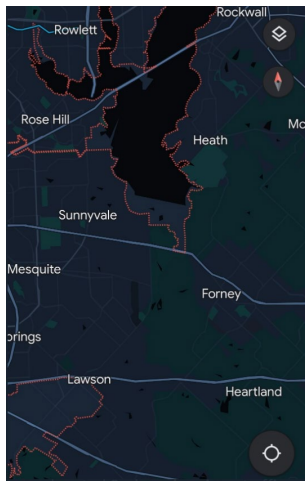
Told someone at event what happened & how car backed into me (no vid yet) they said "well you're supposed to walk in front of car so driver can see you" Sure... like that always works... and as if no-look reverse was more likely than no-look forward 😞 — Hexel (@hexel_co)

Transit

Twitter –

1. Does Forney technically border Dallas, thereby qualifying to join DART?

Christmas gatherings have brought to my attention the (anecdotal) growing commuter population there. BRT express routes come to mind as a right-sized solution.



Has @NCTCOGtrans studied commuter-pair cities outside Dallas & Ft Worth?

Forney-Frisco seems common among peers (college-educated 2nd gen immigrant office worker). Direct bus won't be faster than 1hour drive, but would be safer, cheaper, more sustainable, & reduce congestion — Hexel (@hexel_co)

Denton & Fort Worth have the North Texas Xpress. Currently down to a single departure time in morning/evening. <https://dcta.net/getting-around/rail-bus-services/regional-routes> — Eric Pruet (@BashfulBits)