

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, Sept. 20, through Wednesday, Oct. 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. This month, there were 15 comments related to roadway conditions, 2 comments related to bicycle and pedestrian conditions and 4 comments related to transit needs. To read them, visit:

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

Air Quality

Twitter –

1. DFW provides few safe or convenient alternatives to driving, leading to poor air quality that contributes to lung and heart disease. #WorldCarFreeDay — Bike Denton (@bikedenton)



2. Something about continuing to build and expand highways which has a direct impact on air quality... — Philip (@gosspl)



Alternative Fuels/Electric Vehicles

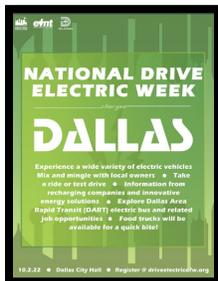
Twitter –

1. If Fort Worth can do it, so should Dallas: prot. lanes, complete streets, bikeshare docks at train stations & destinations, etc As of last night, I'm lone e- bike registered for @NCTCOGtrans EV event in 2 wks. Too much emphasis on e- car infra; need more attention on bike infra — Hexel (@hexel_co)



the COG's rhetoric would lead one to believe that it wasn't spending 90%+ of the budget on suburban arterials — median stander (@PhilipTKingston)

2. Come see me tomorrow, Dallas! I'll be there with my e- bike 🚲 and an adapted e- bike 🚲 — Jessica 🚲 (@jhart_OU)



3. 2wks b4 @NCTCOGtrans's Nat. Drive Electric Week event, was proud to be first to register e- bike. More registered following week. Not earth- shattering, but 500% more bikes than b4 One year b4 next @StateFairOfTX. Think we can get a Bike Show to balance scales against Auto Show? — Hexel (@hexel_co)

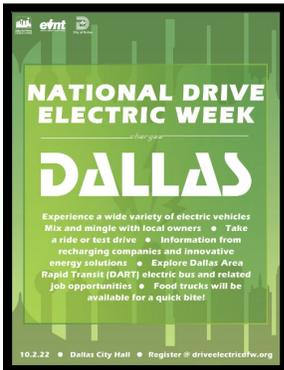


It's the worst car show in North America, and it's the biggest reason the State Fair won't consider shrinking its footprint
Ask these grifters:



Facebook –

1. National Drive Electric Week event in Dallas, Texas! — NCTCOG Transportation Department



Nope!!! — Dale Beardmore

Nope! 🙄 — Russ Towers



— Lance Ehler

95% of Dallas, will never be able to buy or own a Battery car lol — Drayton Rowe

How stupid — Gary Low

Try somewhere else like california or seattle — Tony Casarez

Ok, it's like another version of the gay pride parade. — Pat Riot

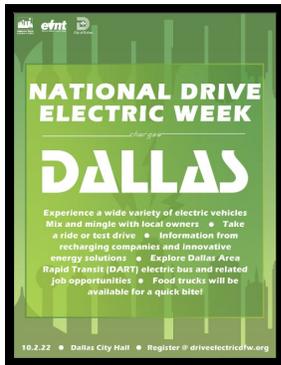
Guess we will be asked to reduce our electric uses so this can happen
😂😂😂😂. Not gonna happen 😂 — Jackie Jackman Martin

Virtue signaling is stupid and so 2020. 🐸🙄 — Brandon Melton

Tell the people in Florida!! — Michael Lenhart

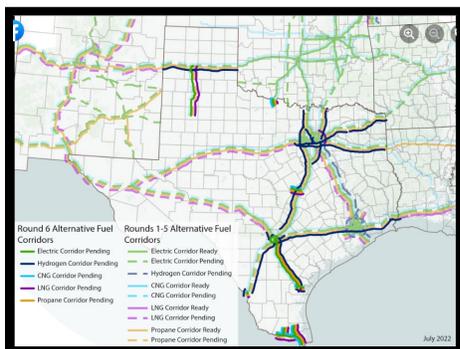
NEVER!!!!!! — Ed DeYoung

2. Our Annual National Drive Electric Week event will be on Sunday, October 2nd from 3pm - 6pm at Dallas City Hall with food trucks, an array of vehicles and with companies discussing solar information! Register here: <https://driveelectricweek.org/event?eventid=3449> — NCTCOG Transportation Department



😂 — Jere Tucker

3. Congratulations Texas Department of Transportation on the approval of the Texas Electric Vehicle Plan. TxDOT's hard work in the development of the plan establishes the first steps to making electric vehicles and charging stations accessible to all Texans! To view more info about TxDOT's plan and next steps, go to: <https://www.txdot.gov/.../texas-electric-vehicle-planning...> — NCTCOG Transportation Department



who is going to pay for the EV hookups? taxpayers or electric customers? — George Knudson

are EVs required to get the Hwy fund sticker like the propane cars? — George Knudson

Response by NCTCOG Transportation staff:

Hi, Mr. Knudson. Thank you for commenting. Under the Texas EV Charging Plan, federal transportation funds will pay for 80% of the cost of a new charging station, and 20% of the cost will be paid for by contractors selected by the Texas Department of Transportation. The cost of electricity used at an EV charging station is typically paid for by the property owner of the charging station location or by the owner/operator of the charging station if there is a submeter. In Texas, many stations charge a fee based on the time spent charging, and there may be additional charges for the driver to recover the cost of the electricity. In addition, some stations are offered to the public at no additional cost. At this time, EVs are not required to have a sticker.

If you have any additional questions, please email us at transinfo@nctcog.org. Thanks!

So to charge my so called electric car I plug it in and now I have 26 air conditioners running now that I'm paying for omg do you know how much that is thats 8000 dollars a month to charge my car yall are crazy — Randy Marable

Bicycle and Pedestrian

Twitter –

1. One thing Paislee has always asked to do is walk to school. When you don't attend your neighborhood school it makes it kind of hard. Thank you @BburgCougars for hosting @NCTCOGtrans Walk to School Day and making her dreams come true! — FaLessha Esslinger (@esslinger5)

2. Incredible opportunity to do some good work. Yo, @NCTCOG_Official, @NCTCOGtrans, @trtcmobility, @HUDSouthwest, @ELGL50! 🚲 — Maggie Jones (@RealMaggieJones)



Facebook –

1. Today is Walk to School Day! This annual celebration highlights the benefits of walking and bicycling, as well as the importance of traffic safety. More Information: <https://www.nctcog.org/.../saferoutestosc.../walktoschoolday> — NCTCOG Transportation Department



If only we didn't have to cross 121! 😊 — Pamela Klekar Burns

Project Planning

Email –

1. Oscar Pearson

Denton to McKinney thoroughfare, should have already been built. When 380 is done it will be just as bad as before they started. We need a major road west to east north of 380. They are already building it coming west, so, what is the hold up?

Response by NCTCOG Transportation staff:

Thank you for commenting on the October 2022 public input opportunity. TxDOT has completed the US 380 Collin County Feasibility Study. The Collin County study area has been separated into five independent project segments. In each of these segments, TxDOT has started the process to complete a more in— depth environmental study, public involvement, and schematic design.

You can find more information regarding the US380 projects in Collin County on the website below.

<https://www.keepitmovingdallas.com/projects/us- highways/us- 380- collin- and- denton- county>

Additionally, the region's Metropolitan Transportation 2045 update plan calls for an Outer Loop roadway facility north of US 380 in Denton and Collin Counties. Portions of the Outer Loop in Collin County have already been constructed by Collin County, and project development for the Outer Loop in Denton County has been initiated. The Metropolitan plan calls for major portions of the Outer Loop to open after the year 2036.

Oscar Pearson

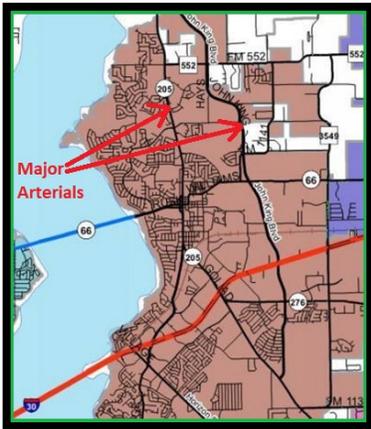
2036? Seriously?

2. Bob Wacker

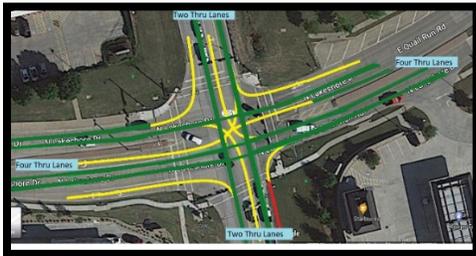
TXDOT recently decided to completely reconstruct John King Blvd in the City of Rockwall. And the County of Rockwall just passed a bond project for the improvement of North Goliad (current HY 205). My Question:

What is the current status or plan for swapping JK and Goliad? I ask this because North Goliad is an old, overly congested 2- lane roadway that has seen major retail development along its route north of downtown Rockwall ... as further described below:

1. The HY 205 corridor from downtown Rockwall, then north to John King Blvd (i.e., North Goliad) has become very congested (Map 1)



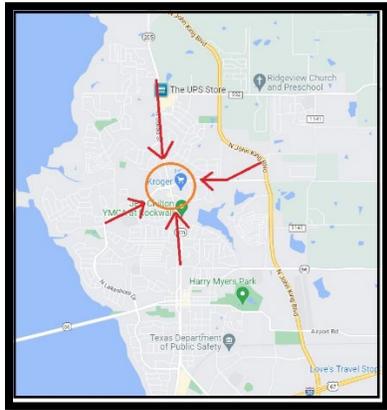
2. More importantly the intersection of North Goliad and Lakeshore / East Quail Run is a central bottleneck since North Goliad is only a 2- lane thru roadway (Map 2)



3. The addition of 3 drive-in restaurants with a shared access with CVS to North Goliad will only make it worse (Map 3)



4. Compounding this is the approved widening of East Quail Run to John King. Increasing access for the many developments east of John King to these prime businesses (Kroger, Chick-fil-A, CVS, Walgreens, Starbucks, Mod Pizza and others) will overwhelm traffic flow at this intersection (Map 4).



In 2016 TxDOT worked with Rockwall residents and city officials to agree to a swap of North Goliad and John King North. I cannot find the status for that anywhere In 2021 the Rockwall County Commissioners got a road bond approved, which included a project to improve North Goliad, but it has not begun. I know these two items (roadway swap and bond project) are very complicated. But could you please update me on the status/plans for this.

Response by NCTCOG Transportation staff:

Thank you for your patience while we researched your question. The Regional Transportation Council (RTC) has funded a project that will improve State Highway 205 from the Junction of State Highway 205/John King (South Goliad Street) to State Highway 205/John King (North Goliad Street). It is currently funded with \$3 million of The Texas Department of Transportation (TxDOT) Engineering funds, \$10 million of TxDOT Right-of-Way funds, and \$37 million of federal/state funds for construction. It has a cost increase pending that will bring up the funding to \$45 million if approved by the RTC next year. The current estimated let date for this project is April 2026. This project and prior improvements funded along these corridors are included in the attached map and project list for your reference.

Additionally, we have talked to Rockwall County and TxDOT representatives about the swapping of the roadways, but neither could provide a definitive date as of yet. TxDOT is planning to build the connections and grade separation at the railroad. Once they move the truck traffic to the new SH 205, TxDOT anticipates that the pavement will deteriorate quickly, as it was built to city standards, not TxDOT standards, and was not designed to hold up to truck traffic. TxDOT is coordinating with the County (and our office) on the plan for that work. The County indicated that once John King is reconstructed as State Highway 205, efforts will be made to combine city and county resources to seek a “complete street” solution by submitting a candidate project to the RTC for possible funding. They need to keep Goliad on the TxDOT system long enough to be eligible for required match funding from TxDOT rather than having to fund it locally.

Note: Map and project list referenced in staff response are included as Appendix.

Twitter –

1. Has anyone asked @TxDOTDallas or @NCTCOGtrans for the actual "2045 NCTCOG regional traffic model" analysis cited in this infographic? <https://keepitmovingdallas.com/sites/default/files/docs/Station%205%20Material>. Has anyone FOIA'd public comments that are basis for the "based on public feedback, this option was eliminated"? — Jay Blazek Crossley (@JayCrossley)

Oooh, and FOIA on those comments is a great idea. — Krista Nightengale (@Knightengale)

2. Asked today about the traffic model and specifically how they modeled traffic. They say "all of downtown". In the meeting today TxDOT said the study included every major road inside the 635/20 loop. I've NEVER heard that definition of downtown. — Adam Lamont (@adamhlamont)

For the removal alternative, travel times were averaged using all the downtown streets since travelers can take any combination of streets downtown.

Okay. But part of my point is that some number of independent people should be allowed to see the notes. Most likely the "2045 travel demand model" assumes the induced sprawl that highway widening will cause while not entertaining the idea of growth where I- 345 used to be, etc — Jay Blazek Crossley (@JayCrossley)

There's just so many claims in that infographic and the explanations for those claims should be made available to the public (if they aren't already). — Jay Blazek Crossley (@JayCrossley)

Over at @TxDOTHouston they've been working on scenario planning (but insist the model isn't tailored to analyze something like I— 45). <https://h-gac.com/getmedia/623d15c2-e63f-4a7e-bb70-c64b6cfc30ec/ITEM-10-SWIFT-Presentation.pdf> @NCTCOGtrans leaders said they could shift to scenario planning - when they presented their most recent static forecast. — Jay Blazek Crossley (@JayCrossley)

It's critical to look at different land use policies when planning transportation. Plan land use that meets community goals and plan transportation that supports that land use. But if we keep doing what we've done, we'll keep getting what we've got, not what we want! — LucyG. (@LuGalbcy)

Public Meetings/Forums

Twitter –

1. [.@NCTCOGtrans](#) Regional Transportation Council meeting today — we unanimously approved submission for USDOT FY22 Reconnecting Communities Pilot program:

- ✓ Klyde Warren Park Phase 2
- ✓ Southern Gateway Deck Park Phase 2
- ✓ IH 30/Farmers Market

@KlydeWarrenPark @DallasFarmer — caraathome (🏠) (@caraathome)

These projects will all make some developers very, very rich. I hope they're paying for them. — Dr. Bobby J. (@RealestBobbyJ)

Safety

Email –

1. Zach Middleton

I'm a resident of Dallas. I'm trying to find out if NCTCOG has any oversight of DART or any relationship with them in any capacity. My concerns are about DART's service failures and dereliction of duty with regard to passenger safety. This may be an issue for the Dept of Public Safety. I'm just trying to find and help I can to hold DART accountable because they won't do it themselves.

Response by NCTCOG Transportation staff:

Thank you for contacting the North Central Texas Council of Governments Department. NCTCOG serves several roles within the Dallas— Fort Worth region, including housing the Metropolitan Planning Organization (MPO) and its independent transportation policy body, the Regional Transportation Council (RTC). One role of the RTC is determining the allocation of federal, state, and regional transportation funds. NCTCOG is also the designated recipient of Federal Transit Administration (FTA) funding, and the RTC sub—allocates transit funding in our region. NCTCOG has limited oversight of DART as they are a direct recipient of FTA funding, which means FTA comprehensively reviews DART for compliance. DART's appointed Board of Directors is responsible to ensure they are meeting federal requirements and agency service standards.

Transit safety and system reliability have been a major focus in the last two years as transit agencies and MPOs implement federal requirements surrounding new Public Transportation Agency Safety Plans (PTASP) and transit safety performance measures as required by federal regulations. DART has implemented a PTASP. This plan requires the appointment of accountable staff, such as a Chief Safety Officer. It also implements a framework for the transit agency to identify hazards, mitigate them, monitor and measure safety performance, and train employees. There are several other elements as well, such as continuous improvement. Along those lines, DART has developed transit safety targets to monitor and reduce injuries, major mechanical breakdowns, and other elements that contribute to the safety of the transit system. The PTASP rule also required MPOs to develop regional transit safety targets as of last year, and we are working to implement those into our planning processes.

You are a valuable stakeholder in the community, and as such, we welcome your comments and will work to integrate them into our planning as we work towards a better mobility future for our region. NCTCOG has launched the Map Your Experience tool, which is an online mapping tool to gather public comments and input from members of the public about their travel experiences in our region. NCTCOG assess the comments to glean insights from the experts on their traveling experience, determine transportation

needs, and identify solutions with transit partners. To share information about your public transportation experience, visit www.nctcog.org/mapyourexperience.

If you have any additional questions, please let us know.

2. Tim Bolinger

1. Please paint traffic route information on the roadway. For example, when exiting the DFW airport north exit, drivers should immediately be met with info for which lane to be in for their chosen route. I've probably done this 100 times and I'm still not confident about which lane is for LBJ/635 east. This info was at one time painted on the roadway (at the very last few feet where you need it) but it's worn off. The same goes for east bound LBJ/635 when you approaching Central Expwy./US75. Why not give drivers info beginning at least 1.5 miles back about which lane to be in for each roadway instead of having everyone jockey for position in the last quarter mile and cause a pile up.

2. Similar to #1, paint speed limits on the roadway. If you want drivers to follow the speed limits they need as many reminders as possible. There aren't currently enough speed limit signs on any roadways in north Texas. Please get the City of Plano to do this!! (I live in Plano and seldom do I know what the speed limit is.)



3. Please install proper signage on State Highway 366 / Woodall Rogers Freeway. Rarely do I see it presented with both names. A driver might have directions by one name and drive right past it. This is probably true for other area thoroughfares but this is one I'm familiar with.

Response by NCTCOG Transportation staff:

Thank you for providing this input to the North Central Texas Council of Governments (NCTCOG). NCTCOG staff agree that painted traffic route information on the roadway is a very effective way to communicate with drivers. NCTCOG will communicate this request to the Texas Department of Transportation, as well as the operators of the Lyndon B. Johnson Express.

Regarding painting speed limits on roadways, NCTCOG staff are uncertain about the ability to paint speed limits on roadways. However, we will discuss this idea with our partners. In addition, we will communicate your request to install another type of signage along State Highway 366/Woodall Rogers Freeway to the Texas Department of Transportation.

Tim Bolinger

I'm not sure if you were able to view the speed limit photo I included in my original email but here is an example of a speed limit painted on the road. This one happens to be in Brazil.

Twitter –

1. #SafetyTip: Slow down and be prepared to stop when entering a crosswalk. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WalkSmart #WalkSafe — Texas A&M Transportation Institute (@TTITAMU)



2. #FridayTip: If no sidewalk is present, walk along the roadside against traffic so oncoming drivers see you (and you see them). @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WalkSmart #WalkSafe — Texas A&M Transportation Institute (@TTITAMU)



3. [. @dartmedia](#) train smashes into SUV. Too bad Dart hasn't invested in the safety technology to stop the train when there is something or somebody on the tracks. #cottonbelt #silverline @goodmoine @NCTCOGtrans — caraathome (🏠) (@caraathome)



Who do you think is at fault here? The train? Or the SUV driver who pulled through the barrier arms and parked on the tracks? — Tyler (@tkurtz95)

Councilwoman, I'm sorry, but this sure reads like the driver was at fault. — Matt Goodman (@goodmoine)

Same as when a pedestrian is hit when they aren't crossing in a crosswalk? — caraathome (🏠) (@caraathome)

You're proving his point? Both of those situations involve the driver of the vehicle not paying attention. — Tyler (@tkurtz95)

Not at all. Drivers should be able to adjust their speed in an appropriate amount of time to avoid striking a pedestrian or zooming through a rail crossing as a train approaches. They aren't the same thing. Also, our street design often encourages higher speeds than necessary. — Matt Goodman (@goodmoine)

.@dartmedia has assured my community at grade crossings are SAFE. They aren't. We have 6 at grade crossings within 2.2 miles. One is on a curve with 26,000 vehicles per day (btw, no dart bus line in the area). 60— 90 diesel trains/day. How many accidents & deaths? — caraathome (🏠) (@caraathome)

In Dallas? Probably 227. Oh wait never mind, that's the number of people killed by cars in Dallas last year. How many were killed by trains? — Tyler (@tkurtz95)

Just heard TRE train killed someone tonight in Dallas. @dartmedia investigating, which means no info to public. This is in addition to the light rail train hitting the vehicle earlier. @LoriBrownFox4 @KenKalthoffNBC5 @CBS11Andrea @NCTCOG_Official — caraathome (🏠) (@caraathome)

What a disappointment. I'd considered myself your fan until I read this. All a train can do is lock its wheels. The rest is physics. — Ken Double (@kduble)

Like, it's worse than when you tried to blame DART for a cop parking on the tracks... — Mario Roa (@mariohroa)



Man, I wish she was just honest instead of trying to twist facts to fit her narrative. It's gross. — gavin (@theGAVER)

And they want to put a rail line through a residential area... — Dorian Isenberg (@DorianIsenberg)

The track was there nearly a hundred years before the residential area. — Ken Double (@kduble)

They are SAFE... If the driver is following the rules. The path and speed of the trains aren't exactly unknowns here. This is a bad take from a representative of the City. Do better. — Patrick Doll (@PatrickDoll)

Yes. Crosswalks exist for a reason. — Laramie! (@LaramieRat)

This does not seem like a fair take, even for someone who's passionately anti-DART. — bradnitschke (@brad_nitschke)

Soviet style whataboutism. — Jeff Olson (@JeffOlson73)

Across state of Texas in 2021:

63 killed in or by trains. That's 1 every 6 days.

4,573 killed in or by cars. That's 12 people every single day.

Just last few days in DFW, cars killed mother, toddler, people in other cars & on sidewalk. — Hexel (@hexel_co)

Being hit by a train. Across Texas, in 2021, pedestrian deaths from trains versus cars were 57 to 841; injuries were 62 to 1,470.

Trains are also safer on the inside. While only 6 train passengers died in 2021, the grand total car deaths in the area were 4,573.

end crash

And more fatal vehicular accidents around DFW over the weekend

racing, resulting in fatal crash in Richardson, investigators say

By FOX 4 Staff | Published 3 days ago | FOX 4

North Oak Cliff. Police learned the man was walking along the side of the road when he was struck from behind and knocked into the center lane. No one got a description of that vehicle which just kept going west on Fort Worth Avenue. Then, while the victim was

In countries that invest heavily in rail and actively discourage driving, train accidents go down every year Despite advances in car safety tech, USA car deaths increasing. Texas deaths up 25% from 2019 More people ride rail = more rail awareness = less rail death — Hexel (@hexel_co)

1,200
1,100
1,000
900
800
700

2010 2011 2012 2013 2014 2015 2016 2017 2018 2019

Source: Statista

statista

• States with substantial passenger, commuter, and freight rail operations are leading the effort to develop guidelines and engineering standards for safety improvements.

• Strong local advocacy is the

traffic crashes last year. Texas led the country in terms of raw numbers with 4,573 fatalities, an increase of 26 percent compared to 2019. It's the

more effective with the active participation of the transit agency and a captive local audience exposed to the frequency of transit operations.

• It is likely that pedestrian safety at rail grade crossings will

I really truly would love, in an ideal world, for DART to be fully grade separated. It would help everyone, including passengers, improve reliability, lesson delays and car accidents.

That being said... I cant exactly blame them when the car goes around the guard rails — ConnorAlt (@AlternateConnor)

or the guard arms..those barriers, not guard rails — ConnorAlt (@AlternateConnor)

The first principle in rail safety is engineering. Why was the at— grade crossing designed so a vehicle could easily get by it? In #D12, @dartmedia not wanting to install safety measures called for by community at crossing as determined by field inspection. — caraathome (🏠) (@caraathome)

I can see why you think it's the same. In both cases you want to make sure the car driver is not blamed.

Car brain is a hell of a drug.

Just say no, Cara! — Dazzling Urbanite (@apressler3)



The guards are designed that way so that a car IN the crossing can get OUT when the arms start going down by simply driving forward If we made it impossible to go around guards then a car caught in middle would have no way to escape — Hexel (@hexel_co)

Drivers are more dangerous than trains and yet, you don't mention that more should be done. It's an obvious hit tweet against DART. You did the same thing when DART blocked the sidewalk while city hired contractors do it ALL the time throughout the entire city. — Jesus Val (@Jevus2006)

I wonder why? — Tim Feemster (@tsfeemster)

We need to invest in more non- automobile infrastructure Fewer automobiles make for safer communities — Incoherent Word Hose (@BombyFuntington)

4. Kick your distractions to the side and keep both hands on the wheel. That's a goooooaaaaalllll we all need! Thanks @FCDallas & @PaxiPomy for teaming up with us on this #EndTheStreakTX message! #Dallas #soccer #teamwork #safety #MLSPayoffs #mls2022 #MLS @NCTCOGtrans — TxDOT Dallas (@TxDOTDallas)



Toll Roads/Toll Lanes

Email –

1. Richard Alexander

I am looking for information regarding the HOV lanes on Hwy 75/Central Expressway in Dallas and Richardson. Which regulatory agency regulates these lanes? Several news sources, and the North Central Texas Council of Government's own publication, announced in March/April 2019 that the HOV lanes would be open to single occupant vehicles most of the time, with a toll set for a brief restricted period each day, beginning in 2020. I would like to know: Why citations are being issued for single— occupant vehicles using the southbound 75 HOV lane? Why is the Dallas County Sheriff's department in particular setting up a traffic stop at the foot of the South 75 ramp to issue these citations? Why aren't tolls collected for the South 75 ramp? Are citations issued to drivers who elect to take the West 635 ramp that feeds off the same lane as the South 75 ramp? What hours are citations issued on the HOV lane?

Response by NCTCOG Transportation staff:

Thank you for your questions. The Texas Department of Transportation (TxDOT) owns and operates the US 75 Expressway. Federal regulation requires enforcement of the High Occupancy Vehicle (HOV) Lane, and TxDOT has contracted with the Dallas County Sheriff's Office to provide this enforcement. Currently, the HOV Lane still operates with only HOVs allowed to use the lane at all hours of the day. The planned changes, announced in 2019, have not yet been implemented due to subsequent discussions with the Federal Highway Administration. These discussions have resulted in the following planned operational changes, which we expect to be implemented in 2024: No toll will be charged, and the two concurrent HOV lanes (one southbound and one northbound) will continue to operate as HOV lanes only for two hours a day in the peak travel direction (two hours southbound in the morning and two hours northbound in the evening).

In addition, eligibility for the HOV lanes will expand to include certain low— emitting vehicles, such as electric and plug— in hybrid vehicles, even when carrying a single occupant. For the remaining 22 hours of the day in both directions, all vehicles will be allowed with no toll. At present, single— occupant vehicles are not allowed to utilize the HOV Lane and can receive citations for using the lane, and the Dallas County Sheriff's Office provides enforcement at varying times of day. Once the operational changes are implemented in 2024, citations will be issued only during the HOV— only period, which will be the two hours during each peak period in the peak travel direction. Please note that ramps are not part of the toll/managed lane system, and there are no plans to toll the ramps in the proposed future operations. In this specific example, tolls are charged on the Interstate Highway 635 managed lanes (also known as the LBJ Express), but not on the ramps to and from US 75.

Richard Alexander

Thank you for your answers to my questions. All of it is clear and understandable to me, except for the last paragraph. Most of the HOV lanes are separated from the conventional lanes by a series of plastic stick barricades. At the south end of the southbound HOV lane, the plastic stick barricades end and a concrete barricade begins. About 500 feet prior to reaching the concrete barricade, a sign over the HOV lane indicates "Express Lanes," "635 West" "Exit 1/2 mile" and "Left Lane." About 75 feet beyond the beginning of the concrete barricade is an electronic sign indicating toll rates for 2+ and single occupant vehicles. After passing underneath this sign, the lane goes up a hill. At the top of the hill, the lanes split into two ramps, and traffic passes underneath one of two signs; the left lane indicates Managed Lanes 635 West, while the right indicates Managed HOV Lane 75 South. Both appear to have toll readers attached to them. I don't know even now how to interpret what these signs are telling me, but I think the idea is that taking the left ramp leads to tolled roads, but taking the right ramp leads to untolled HOV lane. Do vehicles that take the left lane to the 635 West Express Lanes have to meet the 2+ occupant requirement? So, if a single occupant vehicle goes left at that split, the driver would not be liable for a single— occupant citation, but a driver who takes the right lane would? I would think that is the correct interpretation, except how would a single occupant vehicle get to the Express Lanes without illegally passing through the 2+ Managed HOV lane? You tell me that the ramps are not part of the toll/managed lane system, but that's where the signs and what I think are toll readers are located and the citations are issued. The Dallas Sheriff's Department sets up their traffic stop at the foot of the exit ramp, which is not in the line of sight of the HOV lanes.

Response by NCTCOG Transportation staff:

Thank you for following up. After consulting with project staff, we think this question would be better addressed by the Texas Department of Transportation, who operates the facility, or the Dallas County Sheriff's Department, who has been contracted to enforce the HOV lane. Tony Hartzel is the TxDOT Public Information Officer, and his email address is Tony.Hartzel@txdot.gov.

Facebook –

1. Hello, Does NCTCOG Transportation Department regulate the Hwy 75/Central Expressway HOV lanes? — Richard Alexander

Good afternoon, Mr. Alexander, and thank you for this question. The Texas Department of Transportation (TxDOT) owns and operates the US 75 Expressway, which is subject to federal regulation. We also received an email from you about this same subject and have provided additional information by email. Please let us know if you have any other questions! — NCTCOG Transportation Department

Transit

Twitter –

1. @NCTCOGtrans needs feedback for their Denton County transit study! The study is focused on areas not served by @RideDCTA, but anyone can provide input to help improve transit in Denton County <https://publicinput.com/S4680> — Alison Maguire - Denton City Council District 4 (@AlisonforDenton)
2. Heads up @UNTtransit @UNTnews @twuevents @twucare @UNTSGA @UNTUrbanPlanner @nctclions — Bike Denton (@bikedenton)



3. FYI @WalkableA — Arlington YIMBY (@ArlingtonYimby)



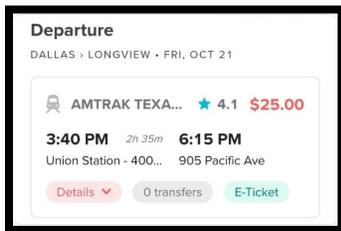
4. Hey UNT! Please take this 3 - 5 minute survey to give feedback on the transit support needed for UNT faculty, staff, and students. <https://surveymonkey.com/r/CampusMobility> — UNT Transportation (@UNTtransit)



5. Heads up, students at UNT, @txwomans and @nctclions. Painless survey with possible \$50 Amazon gift card! @twucare @WellbeingTWU @twuevents — Bike Denton (@bikedenton)



6. Tomorrow's my first @Amtrak. Friday I'll mosey Longview. Saturday I'll hail cab to Gilmer for Yamboree Festival 🍌👉 With this small town excursion I'll have officially ridden every passenger rail service in Dallas Do I get a badge? @dartmedia @NCTCOGtrans @TrinityMetro — Hexel (@hexel_co)



Other

Twitter –

1. Parker notes Everman originally opposed this case. @CDNETTLES15 says he brought all sides together and says @NCTCOGtrans is going to do a flood study and partner with city of Everman to fix the flooding issues. — Harrison Mantas 🌟 (@HarrisonMantas)

2. Thank you @Johnson4Dallas for celebrating this exciting milestone! The deck for @SouthernGWPark is complete thanks to @TxDOTDallas, @NCTCOGtrans and @CityOfDallas. 🙏 @CKArnold2015, @ChadWestDallas, @paulablackmon, @VoteOmarNarvaez, @JudgeClayJ, @RepToniRoseTX for your support! — April Allen (@MrsAprilAllen)



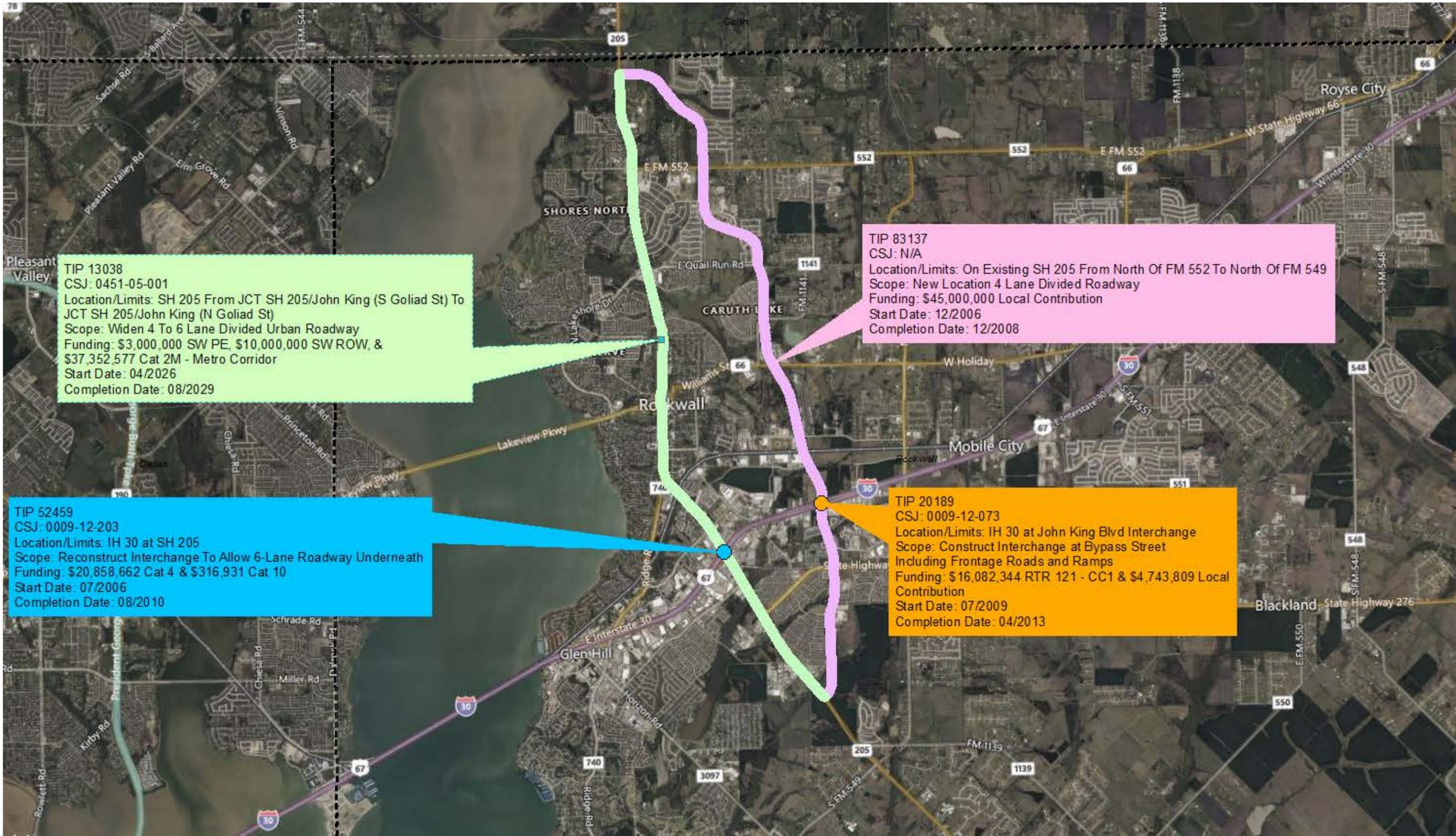
Facebook –

1. So you are associated with all these building Association's Institute's. — Joe Ann Everett

Thank you for your question. The North Central Texas Council of Governments (NCTCOG) Transportation Department is the Metropolitan Planning Organization (MPO) for the 12- county Dallas-Fort Worth region. NCTCOG works on a variety of projects and initiatives, including roadways, bicycle/pedestrian infrastructure, aviation, public transportation, safety, congestion management, and air quality. — NCTCOG Transportation Department

Appendix

TIP CODE	CSJ	PROJECT SPONSOR	COUNTY	CITY	HWY NO	LIMITS FROM	LIMITS TO	DESCRIPTION	PROJECT TYPE	EST LET DATE	ACTUAL LET DATE	EST COMP DATE	ACTUAL COMP DATE	TIP FY	PHASE	FUNDING CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING
13038	0451-05-001	TXDOT-DALLAS	ROCKWALL	ROCKWALL	SH 205	JCT SH 205/JOHN KING (S GOLIAD ST)	JCT SH 205/JOHN KING (N GOLIAD ST)	WIDEN 4 TO 6 LANE DIVIDED URBAN ROADWAY	ADDITION OF LANES	201808	201808	202604		2018	E	SW PE:	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 3,000,000
										202004	202003	202604		2020	R	SW ROW:	\$ 8,000,000	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	\$ 10,000,000
										202604		202908		2027	C	Cat 2M:	\$ 29,882,062	\$ 7,470,515	\$ -	\$ -	\$ -	\$ 37,352,577
20189	0009-12-073	TXDOT-DALLAS	ROCKWALL	ROCKWALL	IH 30	AT JOHN KING BLVD INTERCHANGE		CONSTRUCT INTERCHANGE AT BYPASS STREET INCLUDING FRONTAGE ROADS AND RAMPS	INTERCHANGE	200907	200907	201207	201304	2009	C	Cat 3 - Local Contribution:	\$ -	\$ -	\$ -	\$ -	\$ 4,743,809	\$ 4,743,809
										200907	200907	201207	201304	2009	C	Cat 3 - RTR 121 - RC1:	\$ -	\$ -	\$ 16,082,344	\$ -	\$ -	\$ 16,082,344
52459	0009-12-203	TXDOT-DALLAS	ROCKWALL	ROCKWALL	IH 30	AT SH 205		RECONSTRUCT INTERCHANGE TO ALLOW 6-LANE ROADWAY UNDERNEATH	INTERCHANGE	200607	200607	201008	201008	2006	C	Cat 4:	\$ -	\$ 20,858,662	\$ -	\$ -	\$ -	\$ 20,858,662
										200607	200607	201008	201008	2006	C	Cat 10:	\$ -	\$ 316,931	\$ -	\$ -	\$ -	\$ 316,931
83137	N/A	ROCKWALL	ROCKWALL	ROCKWALL	CS	ON EXISTING SH 205 NORTH OF FM 552	ON EXISTING SH 205 NORTH OF FM 549	NEW LOCATION 4 LANE DIVIDED ROADWAY	NEW ROADWAY	200612	200612	200812	200812	2007	C	Cat 3 - Local Contribution:	\$ -	\$ -	\$ -	\$ -	\$ 45,000,000	\$ 45,000,000
83274	0000-18-042	ROCKWALL	ROCKWALL	ROCKWALL	IH 30	AT SH 205		RAMP REVERSALS	INTERSECTION IMPROVEMENT	201604	201607	201612	201702	2017	C	Cat 3 - Local Contribution:	\$ -	\$ -	\$ -	\$ -	\$ 3,485,857	\$ 3,485,857



TIP 13038
 CSJ: 0451-05-001
 Location/Limits: SH 205 From JCT SH 205/John King (S Goliad St) To JCT SH 205/John King (N Goliad St)
 Scope: Widen 4 To 6 Lane Divided Urban Roadway
 Funding: \$3,000,000 SW PE, \$10,000,000 SW ROW, & \$37,352,577 Cat 2M - Metro Corridor
 Start Date: 04/2026
 Completion Date: 08/2029

TIP 52459
 CSJ: 0009-12-203
 Location/Limits: IH 30 at SH 205
 Scope: Reconstruct Interchange To Allow 6-Lane Roadway Underneath
 Funding: \$20,858,662 Cat 4 & \$316,931 Cat 10
 Start Date: 07/2006
 Completion Date: 08/2010

TIP 83137
 CSJ: N/A
 Location/Limits: On Existing SH 205 From North Of FM 552 To North Of FM 549
 Scope: New Location 4 Lane Divided Roadway
 Funding: \$45,000,000 Local Contribution
 Start Date: 12/2006
 Completion Date: 12/2008

TIP 20189
 CSJ: 0009-12-073
 Location/Limits: IH 30 at John King Blvd Interchange
 Scope: Construct Interchange at Bypass Street Including Frontage Roads and Ramps
 Funding: \$16,082,344 RTR 121 - CC1 & \$4,743,809 Local Contribution
 Start Date: 07/2009
 Completion Date: 04/2013