

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 Plan, 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 Nov. 10, 2022.

This document is a compilation of public comments submitted from Monday, Jan. 20 through Wednesday, Feb. 19, 2025, via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to public involvement and transit were in the majority.

Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 27 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting

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

Facebook –

1. Mobility 2050, intercity passenger rail, and more for review/comment. – NCTCOG Transportation Department



Do the number of riders justify cost or is it a money loser? Just asking. – Brian Bennett

Public transit, like roads, doesn't and shouldn't have to make a profit to be worthy of investment. Hope that helps. – Tanner Grayson Petrovich Dorman

It should be like I30 between Dallas and Ft. Worth after cost of building it, no tolls. – Brian Bennett

NCTCOG, another unelected group of bureaucrats messing with TX citizens and spending our money! – Jm Lawrence

Why is this during the week at Noon? – Lisa Healy

Because they don't actually want people to come. – Matthew Banks

So you and working citizens can't be there. – Penelope Soba

Will we be losing our rural transportation services under Trump? – David Wolf

They won't listen, especially if Gilmore is still running the entire show over there. He won't even listen to residents in the city he is mayor for (Lewisville), much less listen to complaints about DCTA (the Denton transportation organization he is Chairman of the Board for.....conflict of interest). – Bonni Crisfulli

To view additional comments on this post, visit

<https://www.facebook.com/NCTCOGtrans/posts/pfbid0Akg4q2X6vrEB5qJTNV3xk6sf2CCUfyNy6Nf8TA11sHiZrfctrUDvqUqj4UdpPzjnl>

Instagram –

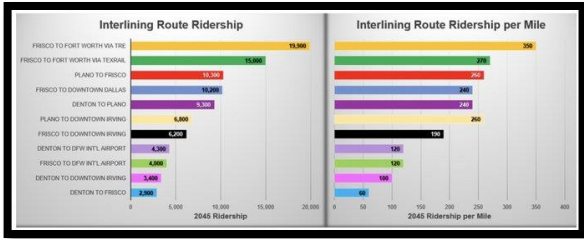
1. Access North Texas is the regional public transportation coordination plan for the 16-county North Central Texas area and documents the transportation needs of older adults, individuals with disabilities, and individuals with lower incomes across the region. Help @nctcogtrans identify transportation needs in your community! Access North Texas documents transportation needs with a focus on older adults, people with disabilities, and individuals with lower income across the region. Take the survey to provide your input at PublicInput.com/AccessNorthTexas #survey #nctcog #northtexas #transportationplanning – Walkable Fort Worth (@walkablefortworth)



Transit

X (Formerly Twitter) –

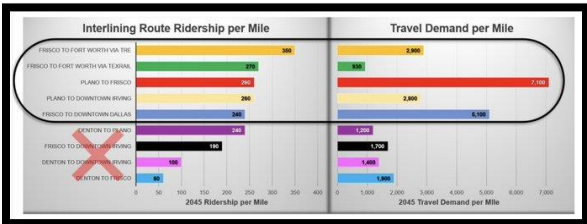
1. This particular map is from the Irving to Frisco Corridor Study, released in 2021 by @NCTCOGtrans. It details all theoretical interlining routes if the Frisco to Irving corridor were to be built, regardless of ridership. They estimate ridership on these lines as follows. – Alex Wolford (@TheTexanRhino)



If all of these lines were implemented (which NCTCOG isn't proposing), a regional train (not including the DART green line) would theoretically arrive at Downtown Carrollton Station roughly every 46 seconds, assuming 20-minute frequencies on every line operating bi-directionally.

Interlining Ridership Modeling: High-Level
 These lines shown in Figure 9 were then modeled using NCTCOG's RTM using the 2045 network, which assumes the planned roadway and transit projects to be built by 2045 exist and include 2045 population and employment forecasts.
 All lines were modeled simultaneously with a 20-minute headway (frequency) in the peak period (several hours in the morning and afternoon when the most trips are experienced throughout the network) and a 60-minute off-peak headway.

To clarify, NCTCOG isn't seriously considering building all these routes, and they outline which ones they do and don't see potential in below. This also isn't a comprehensive future regional rail map; these are just the lines that would interact with a Frisco to Irving corridor.



The full report that I'm referencing can be found here: <https://nctcog.org/getmedia/6d9a4734-e5a7-446b-b3d5-d3e1856c09e0/12F-Rail-Corridor-Report-09302021.pdf> — Alex Wolford (@TheTexanRhino)

2. How is transit doing in our region since Covid-19? Source: @NCTCOGtrans — Cara Mendelsohn (@caraathome)



Instagram -

1. This month we've been highlighting innovations in transportation in our #TopicoftheMonth series. Did you know that five North Texas cities have submitted proposals for a gondola system that would allow riders to hail aerial cable cars on demand? The concept was developed by Whoosh and aims to innovate transit. Google spinoff Swift Cities is working with NCTCOG to identify potential locations for the first installations in North Texas. Learn more here: <https://www.nctcog.org/trans/about/educate/topic-of-the-month>. – NCTCOG Transportation Department (@nctcogtrans)



How fast do these even go? Are they an actual way to efficiently move people in a city or a glorified amusement ride? – Julio Alvarez (@j.alvarez.b)

Anything but actual transit... – Austin Hamill (@greatvalue.exe)

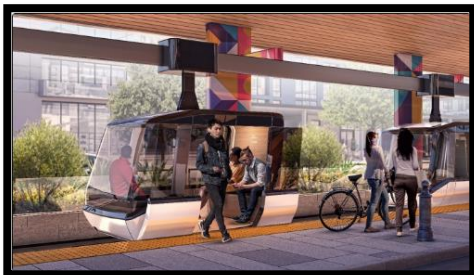
It makes no sense spending money on this instead of expanding DART. – Ben Rozelle (@benballer456)

Only places this would make sense:

- Victory Park-Design District-Trinity Groves •Midtown (Vickery Meadow)-The Village-Lake Highlands Town Center-Northpark •Victory Park-Oak Lawn-West Village
- Downtown Fort Worth-Panther Island-Stockyards. I don't think this is a good transit option. It's definitely not better than just expanding DART or Trinity Metro. If it must be built, please do not build it in isolation. Connect it to existing transit. Or just give to Frisco who cares. – Nick Palles (@nickpalles)

LinkedIn-

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Yes please!! 🚀 — Leila Banijamali

Facebook-

1. Help us identify transit solutions! Take the 76104 Transit Needs Survey for a chance to win a \$50 Visa gift card. — NCTCOG Transportation Department



Yes, work needs to be done. — Lona Louise Turner

Yes, I visited 76104 almost every other day. It's real expensive for me. — Joe Sanchez Sr.

High Speed Transportation

LinkedIn-

1. My family and I were recently in Paris and commuted to Amsterdam, Brussels and other areas in France on the high-speed rail system that got up to 195mph and you felt nor heard anything, and it was timely. It's amazing the America has no high-speed train and I personally know there has been a push for it since 2013. The train works! Amtrak #Dallas #Houston NCTCOG Transportation Dallas Regional Chamber Regional Hispanic Contractors Association (RHCA) RBCA DFW Eric Johnson Kimberly Bizer Tolbert JBJ Management DART (Dallas Area Rapid Transit) #AndyByford — Willis Johnson



More pointedly, Dallas needs a more robust metro system in general. Think DC metro. I understand it's a mindset shift, but I'm not moving from this stance. 😊 – Victoria I. Upton, M.S.

Agreed! Dallas to Houston- Long overdue. Ft. Worth to Dallas - Upgrade our existing TRE system! – J.A. Armstrong III

Makes no sense. – Jon Wyndham

👏👏👏👏 – Melissa Faith Hart

The high-speed trains in Europe are phenomenal and railway stations are such an integral part of the city. It is quite surprising that we have nothing similar here. – Ilona Münzer, MA, ACE

LBJ signed the High-Speed Ground Transportation Act in 1965. It's beyond time for this to come to the US and Dallas to Houston is the project that is ready to go! – Gay Donnell Willis

Other

Instagram –

1. Every breakthrough in transportation begins with a good idea. And those ideas come from the people who've devoted their lives and careers to moving us, whether it's around the block or across the country. This month, our #TopicOfTheMonth dives into the human element of transportation, exploring the roles of planners, partner governments, the public and – kicking things off today – policymakers. Learn more about the Regional Transportation Council (link in bio). #transportation #policy #planning #innovation #NorthTexas – NCTCOG Transportation (@nctcogtrans)



Thank you to Council members 🙌 – Unytag (@hellounytag)

Facebook –

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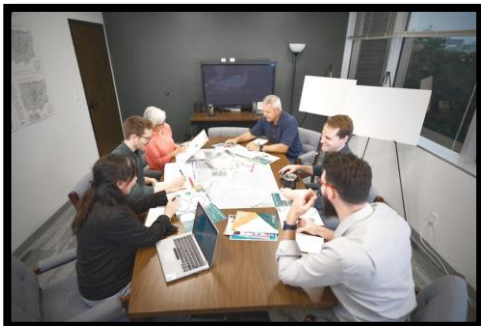
https://www.nctcog.org/.../b995798a-ab78.../tom_feb25.pdf— NCTCOG Transportation Department



We love your fashion statement—safety vests are essential for active transportation, and it's equally important for drivers to recognize them. 📍👉👈 — Killeen-Temple Metropolitan Planning Organization

Yawn. — Rob Dentremont

2. Our #TopicOfTheMonth series continues! This week, we're shining a spotlight on planners. The North Central Texas Council of Governments' planners are key to mapping out transit-oriented developments that help reduce traffic and congestion, encourage alternative transportation, promote economic development and improve air quality. Learn about their vital contributions here: https://www.nctcog.org/.../b995798a-ab78.../tom_feb25.pdf — NCTCOG Transportation Department



Fine, but no more toll roads. — Wm Atkins

I do agree with you, Bill: no more toll roads! — Joseph Orlov