

## 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 general public comments submitted from Saturday, July 20 through Monday, August 19, 2024 via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to air quality 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 26 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://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

#### Air Quality

##### Instagram –

1. The City of Arlington is seeking feedback on how the community feels about the use of drones and ground robots for delivery. Learn more on our latest post on Clean Air Corner at AirNorthTexas.org — NCTCOG Transportation (@nctcogtrans)



I can't see the stars with light pollution, next I won't be able to enjoy a quiet day in my back yard or see the clouds — An Lusk (@au.lusk)

**Facebook –**

1. Be a part of the regional air quality solution! Keep your vehicle properly inspected and maintained all year round to ensure the air we breathe is clean. Learn more at [www.airnorthtexas.org](http://www.airnorthtexas.org) — NCTCOG Transportation Department



Public transportation is getting too expensive. Most drivers will find it cheaper to drive instead of riding public transportation since North Texas transit agencies are discontinuing monthly & annual passes. — Thomas Reid

FUND MASS TRANSIT!!! — Bryan Perry

Bryan Perry I agree. Start with checking fares (on trains). That would lead to a notable increase in funding -- and decrease in maintenance and cleaning costs. — Daniel Muller

Daniel Muller you have firsthand knowledge of this? — Bryan Perry

I would say so since I ride the train four to five days a week. — Daniel Muller

Bryan Perry ... Nobody is stopping YOU from funding it, sir. Maybe we need to look at raising the fare to \$2.00 per mile traveled - kinda like the toll express lanes. — Randy Fisher

Too bad the air quality on DART trains -- not to mention the platforms -- is ... not good. — Daniel Muller

Public transportation is a joke. It takes two buses to get to work, which is less than 5 miles from where I live, with a wait time of 30-60 minutes between the two different lines. — April Clawson

April Clawson It's about to get worse. DART is having a public meeting on Saturday 8/24/2024 at 9:30am at Akard Station. This is the public's chance to oppose DART's new changes, but most riders won't show up or address their concerns if they do show up. My current route on Trinity Metro's system is every 60 minutes. So, I have to catch route 53 University transfer to route 2 Camp

Bowie which runs every 15- 60 minutes. Then catch Trinity Railway Express which is hourly. So, I know your pain. — Thomas Reid

Thomas Reid Exactly the same here. The 61 line runs once an hour and then I also transfer to the #2. — April Clawson

Fund DART and improve DART! Make sensible routes up and down main roads. All routes should run at least every 20 minutes. It shouldn't take over an hour to travel 5 miles away with a mile of walking. These roads are a simple grid but the bus is a meandering mess. — Dawn Mills Self

Dawn Mills Self ..... Pay for it. — Randy Fischer

2. With the heat in full effect, it's a great time to consider making clean air choices, reducing our energy consumption, and choosing greener transportation options. Read our latest post from Clean Air Corner for tips on reducing your carbon footprint during summer activities: <https://bit.ly/3M7pfxT> — NCTCOG Transportation Department



You have any tips for this bunch? Maybe a few bike-buses-for-the-grownups? <https://youtu.be/L8CmXc7dNbs?si=QNamx5QYm00G87Jq> And what about next week's Wichita Falls Auto Show And Some Biking event? Any tips for them, like, "Why not just stay home and bike where you live, car-free. Send the gas money you save to their local charity instead." — Rob Dentremont

## High-Speed Transportation

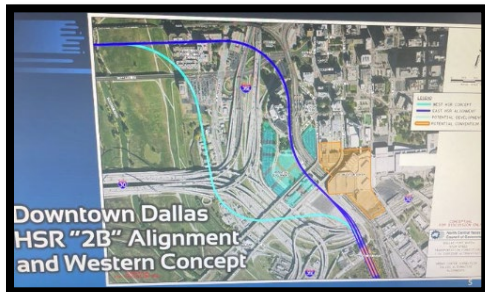
### Twitter –

1. Join us at the Surface Transportation Committee Meeting on Thursday featuring speakers Brendon Wheeler-@NCTCOGtrans and Ian Bryant- @HNTBCorp. They will provide a comprehensive update on the Dallas-Fort Worth High-Speed Rail Transportation Study. RSVP

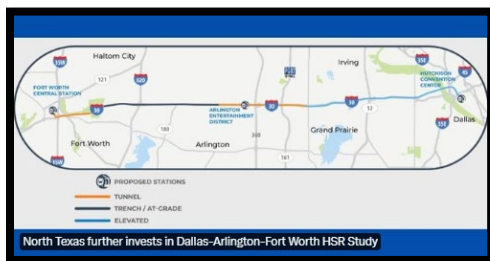
at <http://NDCC.org> — North Dallas Chamber (@NDCC)



2. There are now TWO competing paths forward for a high-speed rail link in downtown Dallas, one around and one within. @NCTCOGtrans @RailPassengers @TXRailAdvocate <https://texasrailadvocates.org/post/there-are-two-paths-forward-for-a-high-speed-rail-link-in-downtown-dallas-one-around-and-one-within> — Peter J LeCody (@railadvo)



3. Future steps include funding opportunities for the proposal as well as corridor identification and development processes. @NCTCOGtrans — TAM America (tamamerica)



## Email –

### 1. Blaise Rothwell

Hello, I saw an article in Newsweek stating that there are plans for a 7-story tall train station in Cedars - why??? It seems like it would be more helpful to have a station that is more accessible. I am in favor of connecting Dallas to both Houston and Fort Worth with daily, affordable and frequent high-speed rail.

**Response by NCTCOG Transportation Staff:**

Good afternoon Mr. Rothwell,

Thank you for your interest in our Dallas to Fort Worth High-Speed Rail Study.

The Dallas high-speed rail station’s location, elevation and orientation were set by the Final Environmental Impact Statement (FEIS) document for the Dallas to Houston High-Speed Rail project released by the Federal Railroad Administration on May 29, 2020 (Dallas to Houston High-Speed Rail – Final Environmental Impact Statement and Section 106 Programmatic Agreement | FRA (dot.gov)). The planning for this environmental document was completed by Texas Central, where they coordinated directly with the City of Dallas in planning this particular station location (including elevation and orientation). Due to significant crossing conflicts of the tracks heading south from this approved Dallas station toward Houston, the tracks are elevated approximately 70'+ above the existing ground at the approved station location to be able to clear those downstream conflicts. NCTCOG’s project (Dallas to Fort Worth High-Speed Rail) cannot change any parameters of this station (location, elevation or orientation) without negatively impacting the Dallas to Houston High-Speed Rail project and its project delivery schedule. To provide seamless, through-service at the Dallas station, the high-speed rail tracks approaching from the west must be at the same elevation as the approved Dallas station, approximately 70'+ above the existing ground.

For the safety, reliability and access afforded by true high-speed rail service to be realized, the high-speed rail service must be grade-separated on a fully dedicated facility to this passenger service only; this type of infrastructure presents significant challenges in a highly urbanized area like the Dallas-Fort Worth metroplex. NCTCOG’s goal is to maximize accessibility to each of the station locations (approved Dallas station and planned Arlington and Fort Worth stations) while balancing the constraints required to provide dedicated, grade-separated high-speed rail service.

**Public Involvement**

**Instagram –**

1. @nctcogtrans will be holding a public meeting Monday, August 12th. Topics such as Mobility 2050, transit strategic partnerships, and transportation and air quality policies will be discussed. Check out the link on Linktree for more info on how you can attend virtually, submit comments/questions, and how to request a round trip ride with the #Arlington Transportation App. — Walkable Fort Worth (@walkablefortworth)



## Roadways

### Twitter –

1. 📍 Joint meeting on 7/30 with @NCTCOGtrans, @TxDOTDallas, @CityOfDallas, and community to review and discuss roadway, freight, transit, and other transportation links between Downtown Dallas and @fairparkdallas. #dallastraffic #dfwtraffic — Dallas Department of Transportation (@DDOTransport)

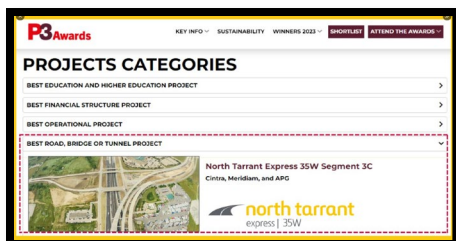


2. @Rangers @dallascowboys @startelegram @wfaa @dartmedia @DallasChamber @NCTCOGtrans @NCTCOG\_Official @MayorMattie @ELGL50 @Everyone Just ignore this 400ft 85 ft tall reminder that we can actually get to Arlington for a [REDACTED] baseball or football game #VISION34Corridor — J. Edward Gyurkovic (@SmartCityTexas)



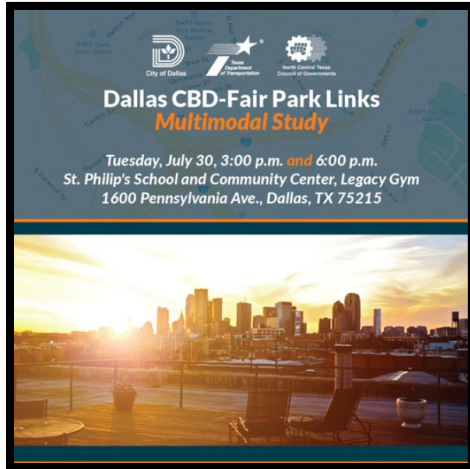
3. 📍

📍 NTE 35W Alliance Connector Segment 3C has been shortlisted for a P3 Award: Best Road, Bridge or Tunnel Project! Thos P3 project is a testament to the collaboration w/ @TxDOT, @NCTCOGtrans, @HillwoodDevelop, N. Tarrant Infrastructure & a host of elected & key business partners. — TEXpress Lanes 🚗 (@TEXpressLanes)



## **Facebook –**

1. Your input is needed! Join us for one of two Fair Park Links Public Meetings on July 30. — NCTCOG Transportation Department



Where is 345? — Velma Collins

Velma Collins connects I-45 with Central Expressway — William Robbins

William Robbins oh ok. Did I miss the signs, I didn't see one? — Velma Collins

Very short notice.....will there be more than only one meeting? — Melanie Vanlandingham

Melanie Vanlandingham there's been lots of meetings. Sign up for notifications. — Cylena Smith

## **RTC/STTC/Executive Board**

## **Twitter –**

1. Congratulations to @NCTCOGtrans for 50 years of improving mobility in north texas. — Bill Meadows (@Williamwmeadow2)



## Transit

### Twitter –

1. When we hear from a particular city about how much they “heart DART”, let’s be clear - DART will spend \$40 million on DECORATIVE arches for a pedestrian bridge in that city. Meanwhile, I can’t get DART to fix malfunctioning signal arms on a major thoroughfare. #DART #DFW — Blake Margolis (@rowlett\_mayor)



DART is paying \$40 million for frivolous arches on a bridge in Richardson, but we couldn't get extra safety measures for school kids crossing at-grade on the Silverline & Rowlett can't get their signal arms replaced? Wrong priorities & poor fiscal management. Are they increasing rider fares for this? @NCTCOGtrans @dartmedia — Cara Mendelsohn ■ (@caraathome)

2. Capital Metro is slamming the brakes on the ambitious goal of transitioning to an all-electric bus fleet — a Project Connect promise — because of problems with the range and reliability of



electric buses. — Nathan Bernier (@KUTnathan)



.@NCTCOGtrans @dartmedia — Cara Mendelsohn (blue square) (@caraathome)

1. Buses are still a much greener option for personal transport than personal vehicles, even if the buses run diesel.
2. If electric buses are something a city wants, putting up wires and running trolleybuses is a much better solution —

