

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 Wednesday, March 20 through Friday, April 19, 2024 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 53 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

Twitter –

1. Here's the weekend #AirQuality forecast for DFW! Saturday, April 13: Good (green) Sunday, April 14: Good (green) Monday, April 15: Good (green). To learn more and sign up for Air Pollution Alerts, visit <http://AirNorthTexas.org> — NCTCOG Transportation Department (@NCTCOGtrans)



Almost Air Pollution Watch season — JW-MEME LORD  (@ntwxsnr)

Instagram –

1. Swipe through to learn more about the Air Quality Index colors and tag a fellow Texas enthusiast that would love Arlo! #AQI #AirQuality #AirNTx #NorthTexas #DFW #DallasFortWorth #ArloAirmadillo — NCTCOG Transportation Department (@nctcogtrans)



♥ @energylollipop @katiepatrickhello — Jennifer Grantham (@jennifer_grantham)

@jennifer_grantham Wow a character guard! — Energy Lollipop (@energylollipop)

Bicycle/Pedestrian/Sustainable Development

Twitter –

1. Have you heard of Safe Routes to School? It is a nationwide initiative that helps encourage kids to walk, bike, and roll to school safely. Would you like to help plan a Walk & Bike to School Day for a school in D12? Contact Madison.Johnson@dallas.gov for more information.

@NCTCOGtrans <http://saferoutesinfo.org> — Cara Mendelsohn (@caraathome)

2. Transit plan offers smart ways to reconnect Fair Park to downtown Dallas | Opinion — Dallas Morning News (@dallasnews)



This study is important and needs your input. <https://publicinput.com/fairparklinks>. We share the concerns noted about outreach to stakeholder groups. @NCTCOGtrans, we raised this same issue in January and are standing by to collaborate with your team. Send us a messenger pigeon or an email. — Santa Fe Trail (@FoSFT)

www.twitter.com/FoSFT/status/1752444757437997091?t=laX3p_w1WYQqc9cmJ7FkDQ&s=19 We understand last week's slide deck was a parallel presentation of January's. You can find our play-by-play here. Lots of lofty goals, but lots more open questions to be answered. SFT is at the center of the pedestrian/cycle discussion. — Santa Fe Trail (@FoSFT)

Facebook –

1. Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department



Safety tip? I thought that was required to know to pass the written test out here? —
Daevon Leroy

Instagram –

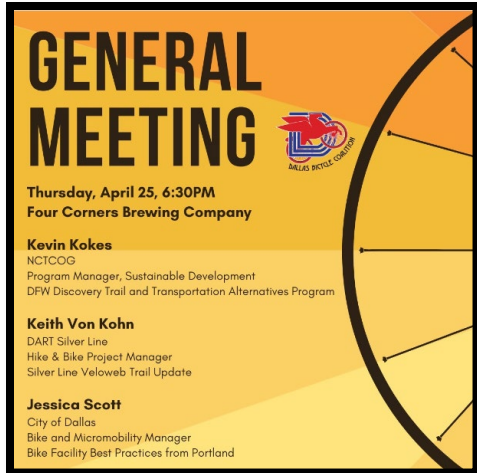
1. Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department (@nctcogtrans)



Cyclist propaganda — Luis 🌀 (@luis_therat)

Loser — Goob Scooburt (@the_great_gyatsby)

2. Every spring and fall, we organize a general meeting so cyclists have the opportunity to gather and hear from leaders across Dallas working to make streets safer and alternatives to driving more accessible. Join us in a couple weeks for the Spring General Meeting to hear updates about the DFW Discovery Trail, Silver Line Bike Trail, and bike facility best practices from Portland! RSVP on Action Network so we know to expect you. Link in our stories and saved in the Events story highlight. Details: Thursday, April 25, 6:30PM Four Corners Brewing Company @fcbrewing Kevin Kokes @nctcogtrans NCTCOG Program Manager, Sustainable Development DFW Discovery Trail and Transportation Alternatives Program, Keith Von Kohn @dartdaily DART Silver Line Hike & Bike Project Manager Silver Line Veloweb Trail Update, Jessica Scott @dalldot City of Dallas Bike and Micromobility Manager Bike Facility Best Practices from Portland — Dallas Bicycle Coalition (@dallasbicyclecoalition)



High-Speed Transportation

Twitter –

1. Dallas Morning News - TRANSPORTATION High-speed rail in U.S.-Japan talks @POTUS @RepColinAllred @TexasCentral @PeteButtigieg @NCTCOGtrans Let's get this done 👍👍
<https://t.co/RuS3TwDnpi>— Clay Lewis Jenkins (@JudgeClayJ)



Finally. Some movement in this talk. It took for the President to intervene for Dallas City Council members to quit scratching their rear end & get this moving — Middle Earth (@DizzChangretta)

Should be linking DFW — Steve Perkins (@StevePerkins14)

Look at the boondoggle in California with a similar project. The politicians are awarding contracts to their friends as the project costs escalate — Cynic1234 (@cdsheetrs)

Well, by the time you get this thing going and have to replace the people in charge because of the delays, overspending, budget overruns, and plain corruption this will never be finished in my lifetime if at all. For the city of Dallas, that is called business as usual. — JayC (@JayCthatGuy)

I bet Texas goes from drawing board to operating before @CaHSRA builds one mile of track. Who wants to take the bet? — MagLevIsMagLAME (@MagLevIsMagLAME)

You have no clue — va room (@VaBogu)

Cub Reporter Clay on the job again, re-reporting news... Except this time with a bad link to the story. And most people living in this train's path don't even WANT this project. — Mookie (@Mookiegarza)

Mail –

1. Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

Other

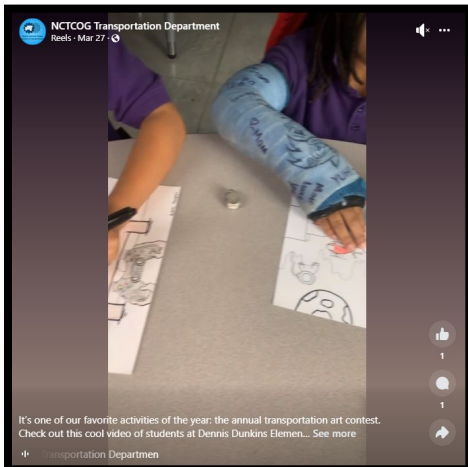
Facebook –

1. Wreck 'Em Tech! If you're a student at Texas Tech University, come out and see us today at the Hire Red Raiders Job Fair in the Student Union from Noon to 4 pm! We're hiring interns and full-time employees. — NCTCOG Transportation Department



I spent 15 years at NCTCOG Transportation Dept. I learned quite a lot over the years. My time there helped me in my career and set me up for success. As a Red Raider and former employee, I can't think of a better place to start your career. — Chad Edwards

2. It's one of our favorite activities of the year: the annual transportation art contest. Check out this cool video of students at Dennis Dunkins Elementary School in Fort Worth working on their art. We're having a hard time picking a winner! — NCTCOG Transportation Department



While you NCTCOG Transportation Department professionals drive your vehicles everywhere, one or more of you lucky ones get paid to watch school children. Wait, let me guess, “The children are our future.” Way to lead, NCTCOG. — Rob Dentremont

3. Did you know there are over 5,000 species of wildflowers that grow along our highways and roadsides? Since 1934, the Texas Department of Transportation has been encouraging the growth of wildflowers and other native grasses to help reduce the cost of maintenance and labor and provide local environmental benefits. Share your bluebonnet photos with us! Just remember to be safe as you enjoy the wildflowers this season. — NCTCOG Transportation Department



Joe Tarkington Kristina Kirby Holcomb A slight break from the Mobility 2050 initiative. I guess all work and no play isn't enough fun. — Rob Dentremont

Public Involvement

Facebook

1. Tell us how the Dallas-Fort Worth transportation system is working for you! 🚗 🚲 🚶
#ConnectNorthTexas #PlaninProgress — NCTCOG Transportation Department



Please see Attachment 2 for comments submitted via Facebook.

Rideshare/Carpool

Facebook –

1. This is the last week to join the Find Your Match Carpool Challenge. If you missed recording your trips, you have until 12 PM on March 17, 2024 to go back and record. Don't miss your chance on winning one of the great prize options! Visit TryParkingIt.com to learn more. — NCTCOG Transportation Department



How well did the NCTCOG employees do at the Challenge? — Rob Dentremont

Roadways

Twitter –

1. A HUGE thank you to our corporate partners for participating in the safety fair and helping educate students on the dangers of driving distracted! It takes every person to ensure that the roadways are kept safe. ❤️ @TxDOT @TxDOTDallas @NCTCOGtrans @AgriLife @TeensDriverSeat — TEXpress Lanes 🚗 (@TEXpressLanes)



Instagram –

1. Our second Teens in the Driver Seat Assembly and Safety Fair was a success! Thank you for joining us as we raised awareness about the dangers of distracted driving. @ferrovial @txdot @nctcogtrans @drive_aware @creekviewleads @creekviewavid — Creekview Student Council (@creekview_stuco)



2. WE WANT TO KNOW! What makes a downtown attractive? What downtowns do you like visiting and why? Attend the Access Butler Place Plan OPEN HOUSE #1 to share your thoughts and learn about Access Butler Place Plan. Your feedback will help shape future transportation and infrastructure priorities! #AccessButlerPlacePlan #Accessibility #Reconnect #FortWorth #Community #Transportation #FWHS #Mobility #Infrastructure #Downtown #Neighborhoods #Engagement #GetInvolved #Planning @cityoffortworth @downtownfortworth @nctcogtrans @txdot — Access Butler Place Plan (@accessbutlerplaceplan)



3. What is your experience traveling to and through the Central Area? Do you have thoughts on how to improve the current transportation route? Attend the Access Butler Place Plan OPEN HOUSE #1 to share your experiences and learn about the Access Butler Place Plan. Your feedback will help shape future transportation and infrastructure priorities! Join us on Thursday, May 9 from 4:30 pm – 7:30 pm (Come and Go) at Fort Worth Central Station, 1001 Jones St, Fort Worth (2nd Floor). On-street and lot parking available next to Central Station. Can't make the event? Don't worry, we will have an online Community Survey starting on May 9! Follow along and learn more about the project goal on the project website www.AccessButlerPlacePlan.com (link in bio) #AccessButlerPlacePlan #Accessibility #Reconnect #FortWorth #Community #Transportation #FWHS #Mobility #Infrastructure #Downtown #Neighborhoods #Engagement #GetInvolved #Planning @cityoffortworth @downtownfortworth @nctcogtrans @txdot — Access Butler Place Plan (@accessbutlerplaceplan)



RTC/STTC/Executive Board

Twitter –

1. It was a great meeting today with the @NCTCOGtrans Regional Transportation Council. We were able to recognize our outstanding @TarrantCountyTX Director of Transportation, Randy Skinner, for his decades of service to our communities. — Manny Ramirez (@MannyRamirez_TX)



Transit

Facebook –

1. "Weekday commuters traveling between Fort Worth and Alliance can skip rush hour traffic when a new expedited bus service goes into effect. Known as the Alliance Express, the high-frequency bus route will offer guaranteed travel times between southeast Fort Worth, downtown and Alliance in north Fort Worth." Read more from the Dallas Morning News: — NCTCOG Transportation Department



\$50 million to get this started? — Wm Atkins

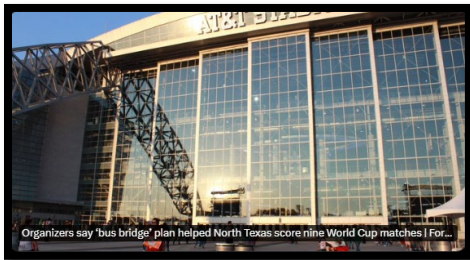
Twitter –

1. The future I want: — Hayden Clarkin (@the_transit_guy)



🌟 @NCTCOGtrans @DallasPlanUD @CityOfDallas @BFSouthDallas @BikeDFW @DDOTransport @DallasUrbanists — Jennifer Grantham (@jen_grantham)

2. Nice work @NCTCOGtrans @NCTCOG_Official Organizers say 'bus bridge' plan helped North Texas score nine World Cup matches <https://fortworthreport.org/2024/04/10/organizers-say-bus-bridge-plan-helped-north-texas-score-nine-world-cup-matches/> #regionalism 🤝🏆 — TARC (@txregionalism)

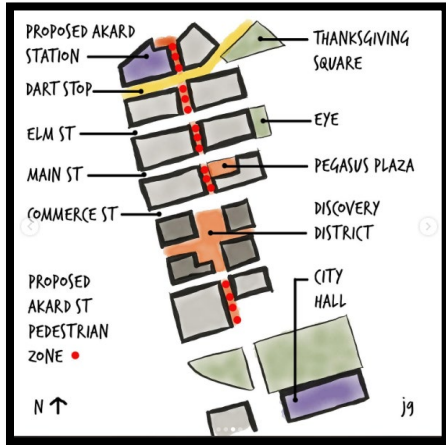


3. Late registration closes Saturday for the 20th Annual Southwestern Rail Conference #swrailconf April 15-16 <https://texasrailadvocates.org/events/2024-southwestern-rail-conference/> @Amtrak @USDOTFRA @SouthernRailCms @AndyBrownATX @TxDOT @Alstom @txslrra @T4America @dartmedia @NCTCOGtrans <https://t.co/B10UgXfzTg> — Peter J LeCody (@railadvo)

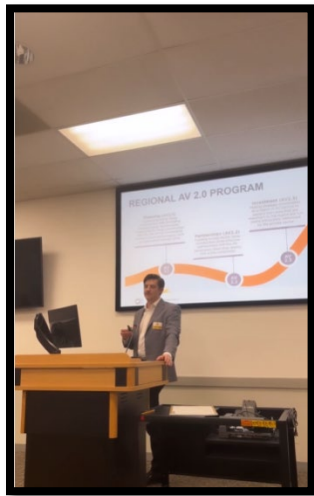
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Instagram –

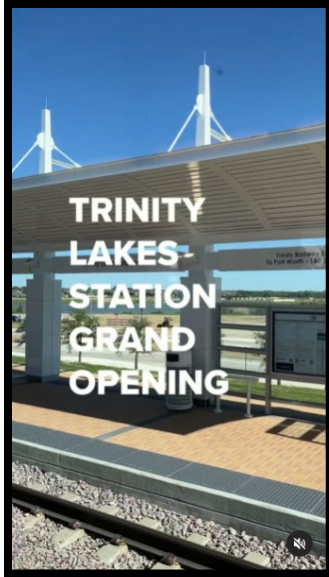
1. Would love to add Akard Street as a pedestrian mall (much like the German Fußgänger Zones—which is where I grew up) — Jennifer Grantham (@jennifer_grantham)



2. Leadership Metrocrest Class XXXIII Transportation Day! 🗺️ 🚗 🚆 Thank you to our sponsors and hosts! Presenting Sponsor: @nationwideoverspray Day Sponsor: @dartdaily Class Host/Spotlight Speakers: @dfwairport @nctcogtrans #leadershipmetrocrest #addisontx #carrolltontx #farmersbranchtx #leadershipdevelopment — Metrocrest Chamber of Commerce (@metrocrestchamber)



3. This morning, we celebrated the grand opening of Trinity Lakes Station, the newest stop for Trinity Railway Express. This station is all about connecting communities and offering reliable transportation options. We heard from key leaders about the excitement of future development projects that will include shops and homes, making it a great investment into our community. If you haven't already stopped by, add 7979 Trinity Blvd to your map of choice, hop on, and enjoy a comfortable ride between Fort Worth and Dallas. trinityrailwayexpress.org/stations. @apta_transit @masstransitmag @federaltransitadministration @nctcogtrans @tarrantcountytx @cityoffortworth — Trinity Metro (@ridetrinitymetro)



Email –

1. Warren L Patterson

I have a couple of suggestions for regional connectivity by transit.

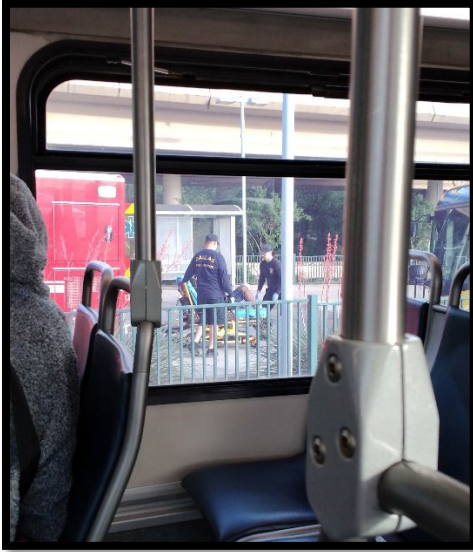
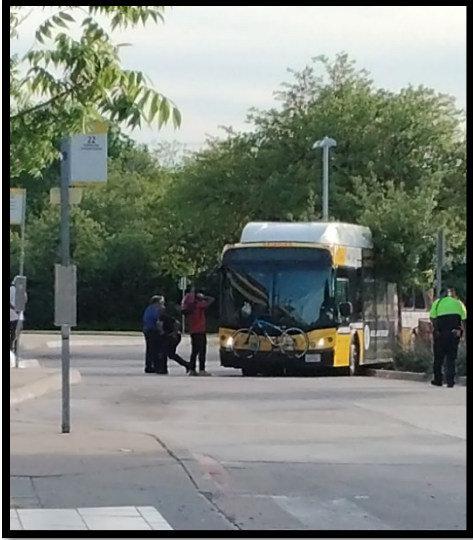
(1) Please build a 2nd line through Downtown Dallas. And get the tracks off the ground, either elevated or underground. Street level trains downtown look so cheap. And slow.

(2) Build out the DART station at Knox Street. With the traffic and the urban landscape of that neighborhood it would be great.

2. Zach Middleton

See attached. Friday night at Forest Lane Station. Bus driver got off a bus full of people and it rolled backwards over a curb and through an iron fence. Just a few hundred more feet before it landed in White Rock Creek.







Questions on Topics NOT Related to
March 11, 2024 Public Meeting

Phyllis
Silver
3/25/2024

1) On the postcard announcing the 3/11/2024 meeting and on the Agenda for that meeting in the Resources and Information Section I noticed an entry called DOE Multimodal Delivery Project. From the description on the Agenda, I now know what this project entails. I would be interested to know if "DOE" stands for Department of Energy or something else. If something else, what does DOE stand for?

2) High Speed rail.

I am familiar with the High Speed Rail project between Dallas and Fort Worth that COG has been studying and trying to implement for the last few years.

In addition, for several years (before the discussion of the Dallas to Ft. Worth Rail & prior to this studying the alternative modes of high speed travel between the two cities) I had been reading about High Speed Rail between Dallas/Fort Worth and Houston. This was being spearheaded by a private organization, I believe Texas Central.

Now more recently, I have been hearing about controversy over the routing of high speed rail in the vicinity of Dallas' EBS Union Station. This discussion seems to include both the Dallas to Ft. Worth high speed rail and the DFW to Houston high speed rail. Can you clarify what has transpired? Is the route to Houston still being developed by a private company? Is COG now involved with both routes? I would appreciate a summary of the current situation and developments leading to it. Thank you.



NCTCOG Transportation Department

Published by Sarah Thompson · March 7 ·



Tell us how the Dallas-Fort Worth transportation system is working for you! 🚗🚲🚶
#ConnectNorthTexas #PlaninProgress



PUBLICINPUT.COM/MOBILITY2050

Take the Survey: DFW Mobility
Mobility 2050 Survey

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👍🗨️ 220

182 57

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All comments



Comment as NCTCOG Transportation Department



Nancy Wyrick Hamouch
Having a train stop at the AA Center has worked out so incredibly well! Now get the same for the Cowboy's and Rangers' stadiums

4d Like Reply [Send message](#) Hide



Dawn Mills Self
I like the way this survey is organized.

3w Like Reply Hide



Joshua Demond Tyson
We need txdot to add more lighting onto the highways particularly IH20 in South Dallas

2w Like Reply Hide

4 👍



Marta Galindo

I would like to better service with the bus transportation. We should be able to go to our destabilizing within. 39 minutes to any lactation in Dallas.

4w Like Reply Hide



Carol Hood Pierce

Thank you for TRE. Being able to travel by rail when needing to go from Fort Worth to the doctor in Dallas and back is so much more enjoyable than driving with all the traffic and road construction.

4w Like Reply Hide



Lauri John

I wish that there were a regional transportation system that included Arlington & Mansfield.

5w Like Reply Hide



Gordon Scruggs

Lauri John it does include Arlington and Mansfield. It is for transportation in all of North Texas. 🤔

4w Like Reply Hide



Joe Tarkington

Gordon Scruggs As I said previously, Arlington gets no money for mass transit because they don't have any.

4w Like Reply Hide



Gordon Scruggs

Joe Tarkington you are correct, they have no mass transportation. But they receive a significant amount of transportation funds for roadways. In fact, most of the funds spent in the Dallas for Worth area is on roadways. One example is the current roadway interchange at I 30 and SH 360. 🤔

4w Like Reply Hide Edited



Reply to Gordon Scruggs



Joe Tarkington

Lauri John Arlington should have joined DART, but chose not to. I have seen it said many times, Arlington is the largest city in the United States that does not have public transit.

4w Like Reply Hide



Mi Licater

Joe Tarkington Arlington taxpayers are currently funding THREE varieties of PUBLIC TRANSIT: Via, (or whatever name they changed it to) HandiTran, and the UTA student buses.

THREE already. You're welcome.

4w Like Reply Hide



Joel Wasinger

Mi Licater Arlington's participation in mass transit has been late, haphazard and only after considerable prodding. Meanwhile y'all are funding all kinds of professional sports nonsense. No thanks.

4w Like Reply Hide



Annabelle Griffin Randolph

Mi Licater not good enough. We need light rail running into the entertainment district.

3w Like Reply Hide



Mi Licater

Joel Wasinger If these were actually 'professional' sports... they wouldn't require TAXPAYER PROPPING.

Great gig they've got, no?

And no, 'mass transit' is a myth. Arlington taxpayers are already forced to fund THREE DIFFERENT VARIETIES OF 'PUBLIC TRANSIT':

HANDITRAN



3w Like Reply Hide



Randy Fischer
Annabelle Griffin Randolph If you have the money to build it, go for it.

6d Like Reply [Send message](#) Hide



Reply to Joe Tarkington



Jim Gyurkovic
Lauri John there is,
It's called the **#VISION34Corridor** by Smart City Texas.
Our invention is an innovative transit solution for this metroplex which mirrors the line that founded it. From July 2 1902- Christmas Eve 1934 Northern Texas Traction company operated the INTERURBAN Electric Railway from Dallas to Ft Worth VIA Arlington.
The entire Right of way remains from this line-
JEFFERSON. LANCASTER.
DIVISION.
1 road 32 miles 100 ft wide-
We have been gaining traction with advancing this project in Dallas even last evening in Ft Worth, The problem lies right here in Arlington with the City manager Trey Yelverton, and our Mayor and my former lawyer Ross.
The single greatest impediment to progress in this entire metroplex are those 2 men.

3w Like Reply Hide



Mi Licater
Jim Gyurkovic They aren't 'standing in the way'... they simply haven't yet concocted a sufficient means of gravy for themselves off it.
Previous 'mayor' Willy will get his gravy with civil engineering contracts; Y and Big Hoss Ross will 'object' until they're satisfied with their pieces of the pie.
Then all of Arlington will be f*cked.

3w Like Reply Hide



Steve Springfield
Jim Gyurkovic The current voters in Arlington wanted these men and their actions. Current Arlington voters can change Arlington by voting in future elections.

1w Like Reply Hide



Randy Fischer
Jim Gyurkovic What happened to the Interurban? Not enough passengers to support it?

6d Like Reply [Send message](#) Hide



Jim Gyurkovic
Randy Fischer the Interurban route between Dallas and Ft Worth was profitable and award winning 4 seperate times in the 20s.
What killed the Interurbans was the Depression, Drilling oil and the New Deal. Anti trust lawsuits against Electric compani... [See more](#)

6d Like Reply [Send message](#) Hide



Randy Fischer
Jim Gyurkovic ... In other words, lawsuits and lack of passengers killed it. Do you think it would be profitable today? Or would it lose money faster than DART does today?

6d Like Reply [Send message](#) Hide



Reply to Jim Gyurkovic



Mark Olson
Lauri John Arlington always has plenty of money for Jerry World and Globe Life. Much more important than mass transit. You get what you pay for. The only reason Hurst got a TRE Stop is because Bell Helicopter donated the land and wanted it for it's employees. No thanks to City of Hurst itself. The stop was originally announced as Hurst Bell. That was quickly changed to only Bell.

3w Like Reply Hide





Mi Licater

Mark Olson If few people will use it, EVERYONE shouldn't be forced to fund it. That is only fair. Bell wanted it, so BELL funded it. That's the way this should ALL work.

For all those whining about 'lack of mobility'... set yourselves on ANY intersection in either Dallas or Fort Worth, and witness how many EMPTY BUSES pass by.

The vast majority of buses are EMPTY, the vast MAJORITY of the day. They always have been empty. One of the greatest scams perpetrated.

The Interurban was PRIVATELY owned and operated. Nobody ever mentions that. When it ceased to be profitable, it FOLDED.

"The Texas Interurban Railway lines to Terrell and Denton, placed in operation in 1923 and '24 respectively, were among the last interurban lines to be built in the entire United States. In fact, even before they were built it was realized they would not be profitable, and Electric Bond and Share, a utilities holding company, committed to the city of Dallas to build the lines because of its railway contract, offered to pay half a million dollars to be let off the hook – but Dallas said, "Build!" so build they did, utilizing the Katy branch to Denton by electrifying it. "

Which is precisely why American taxpayers get to fund Amtrack: government idiots decided it was 'needed' after it ceased to be profitable. And we've been throwing sand down that rat-hole ever since.

3w Like Reply Hide



Randy Fischer

Mi Licater ... EXACTLY.

6d Like Reply Send message Hide



Reply to Mark Olson



Reply to Lauri John



Cynthia Phagan Bittick

The trains in Tarrant County - TexRail - need to go to where people want to go - like a stop in the stockyards and at the zoo!

And the train from Dallas and the train from Fort Worth end in two DIFFERENT terminals. They should be connected!

4w Like Reply Hide Edited



Bill Cahill

Cynthia Phagan Bittick It's a five minute bus ride from North Side Station to the stockyards, it's really easy and the day pass covers the bus too.

With regards to Texrail going to Terminal B and DART going to Terminal A, it's a short walk between terminals there at the stations. It would be really unwieldy to route rails to the same terminals in the space that they have.

4w Like Reply Hide



Cynthia Phagan Bittick

Bill Cahill Those transitions are hard to do with suitcases - especially for people from out of town or out of the country, or locals who are just unfamiliar with the specific area, and for people traveling with children.

4w Like Reply Hide



Matt Reed

Bill Cahill just do not understand the stockyard stop not being walking distance to the stockyard as the grapevine train stops in the stockyards

3w Like Reply Hide



Cynthia Phagan Bittick

Matt Reed I've traveled the train many times and it's never gone through or near the stockyards, much less stopped in the stockyards.

3w Like Reply Hide



Reply to Bill Cahill





Kayla Rae Sikora

Cynthia Phagan Bittick and there needs to be more train lines and train stations that are within walking distance for anyone who can walk.

4w Like Reply Hide

5



Charlie Davis

Kayla Rae Sikora I agree Kayla

4w Like Reply Hide 2



Reply to Kayla Rae Sikora



Jason Willingham

Cynthia Phagan Bittick exactly awhile back I looked at trying to take mass transportation from SW FW to Plano. It would take me almost three hours one way.

4w Like Reply Hide

3



Reply to Cynthia Phagan Bittick



Patty Carten Bravo

It's not. We need efficient, safe commuter rail service

4w Like Reply Hide

9



Daniel Muller

As a daily rider, I am pretty sure that just two improvements could save DART:

1. Check fares, check fares, and check fares. (Actually, no one ever checks my fare anymore because I have a tap card -- ???)
2. Crack down on smoking on platforms. Even better, ask all people on the platform for their intended method of fare payment.

2w Like Reply Hide

1



Reply to Patty Carten Bravo



James Simmons

Better than ever! I don't live there anymore.

4w Like Reply Hide



Justin W. Allison

Fix the I 35 W south bound at Belknap 4 lanes down to 2 lanes!!! No more confused tollways!!

3w Like Reply Hide

3



Gary Simonson

Justin W. Allison they probably did that intentionally to force us onto the grossly overpriced toll lanes. Funny how much cheaper the Chisholm Trail tollway is, but it serves the west side where the decent people live in Fort Worth. Yes, that's sarcasm. We see it, ok? NE Tarrant is getting raped on tolla.

3w Like Reply Hide Edited



Harry Cating

Justin W. Allison Agreed but, oh gad, let's not start that construction again!!!

6d Like Reply [Send message](#) Hide



Reply to Justin W. Allison



Matt Reed

Everytime family comes to town they want to go to the stockyards. Was thinking of send them on the train.

3w Like Reply Hide



Cynthia Phagan Bittick

Our whole world here in the USA is dependent on cars. I'd like to see planned communities built that are walkable from residences to grocery stores, pharmacies, schools, and doctors' offices so that people can actually get what they need without a car and without running the risk of being run over by a car!!!

4w Like Reply Hide Edited

10



4w Like Reply Hide



Randy Fischer

Cynthia Phagan Bittick Unfortunately, Doctor's generate auto traffic. Schools generate bus traffic. Grocery stores and pharmacies generate truck traffic. And most people can't walk more than 200 yards without collapsing.

3w Like Reply Hide



Reply to Cynthia Phagan Bittick



Dean Dameron

HYWY 174 in Burseson needs to be totally reworked.

4w Like Reply Hide



Eric Jahnke

Dean Dameron Tell all the Yankees to get out first. Butleson has turned into Hell.

3w Like Reply Hide



Reply to Dean Dameron



Charlie Morrow

Great improvement on I-35W North & TX 170. However, many, many streets on the north side of Fort Worth are HORRIBLE. And most streets in Dallas are in sad shape.

3w Like Reply Hide



Aileen M Schettino

Texas needs mass transit.

4w Like Reply Hide 4 likes



Randy Fischer

Aileen M Schettino I think Greyhound still exists.

6d Like Reply [Send message](#) Hide



Reply to Aileen M Schettino



Sherry Turner

I moved here from Washington state and was very surprised that there is no bus or other mass transit service available. I lived in a small town that had bus service for the whole county. We even had a special bus that ran to other towns/cities for medical visits. Plus your roads are atrocious. Fix it please.

1d Like Reply [Send message](#) Hide



Andrew D Hess

We have a fantastic, extremely efficient, and award-winning highway system here in Dallas. It takes less than 20 min. to go point to point to most places in the Dallas/Fort Worth Metroplex by car. Maybe expanded capital expenditures for things like buses and light rail trains would be better spent subsidizing the use of Uber and other taxi services say for vouchers for those who do not own a car or can't drive or helping those with limited resources buy entry-level vehicles or a work truck to facilitate their economically productive activities.

From a time-needed perspective to travel from point A to Point B around town, nothing beats a car in Dallas!

4w Like Reply Hide Edited



Kit Behringer

Need to fix the holes in the freeways

5w Like Reply Hide 6 likes



Gordon Scruggs

Kit Behringer you can thank your state legislators for that.

4w Like Reply Hide



Reply to Kit Behringer



America Izaguirre

N vi m

13h Like Reply [Send message](#) Hide



Stephan Schnell

High-speed Trains All over the World and also Supportive to the Environment but not in this Country 😞 Just keep on Supporting the Auto Industry. Just creating little Parks ain't cutting it smh

3w Like Reply Hide



Randy Fischer

Stephan Schnell you got \$2,000 for a HS rail ticket to ride to Houston? With a stop in Corsicana and Huntsville?

6d Like Reply [Send message](#) Hide



Reply to Stephan Schnell



Albert Mantell

My family lives in Arlington. I live in Ft.Worth. No bus will take me there. I'm tired of the mess at I-20 & Mansfield Hwy.

4d Like Reply [Send message](#) Hide



Brenda Allen

It is miserable attending events in Arlington. No transportation for Ranger or Cowboys games or concerts. No planning. Embarrassing for our region.

4w Like Reply Hide



Billy Hall

30 or more years ago there was ZERO planning on any infrastructure in Texas and now we are paying for it in groves !!!

They can build all the roads they want but it's to late and it will always be like it is now and will get worse !!!

Texas government is the worst at all levels I'm not sure what they are doing in Austin but it's nothing to help us High Tax Payers !

5w Like Reply Hide



Kayla Rae Sikora

Billy Hall it's not too late. Plenty of European cities have been transformed from lots of concrete to a lot more trees, plants, and pedestrian zones. The cars can coexist, but cars don't seem to be needed.

4w Like Reply Hide



Reply to Billy Hall



Masa Ali

I live in Irving. I was relying on the yellow bus Dart , but they changed that few years ago, I used to take from Northgate through Beltline all the way to downtown Dallas. Now it is no longer running on that route , so that's really pissed me off and restricted my movement.that's bad and very negative experience to me .

2w Like Reply Hide



Charlie Teague

Need transportation to DFW airport; & NOT just to terminal A! Yes, there's a monorail to go to other terminals, but ridiculous to get to the other terminals-particularly D, E, & eventually the new terminals

3w Like Reply Hide



Debbie Greenlee

Terrible. We have no real public transportation. Arlington has a few "taxis." We need trains from Dallas to Arlington to Fort Worth to Weatherford with busses that take you to/from the stations to downtown areas and neighborhoods.

4w Like Reply Hide



Joe Tarkington

Debbie Greenlee Arlington has chosen to not join DART. I have seen it said, more than once, that Arlington is the largest city in the United States that does not have public transit.

4w Like Reply Hide



Debbie Greenlee

Joe Tarkington True on both counts! It's shameful that Arlington and the rest of D/FW doesn't have a good public transportation system. We



Debbie Greenlee

Ben Claybour I doubt that. Look at New York, Chicago, San Francisco!

3w Like Reply Hide

2 🍷 😬



Debbie Greenlee

Ben Claybour According to what you provided, DART uses a LIGHT RAIL system which is different than the larger, longer, rail systems used in the cities I mentioned above.

3w Like Reply Hide



Debbie Greenlee

Ben Claybour That has nothing to do with my original statement. BTW I live in Texas. That is why I originally commented.

3w Like Reply Hide

3 👍 🍷 😬



Reply to Joe Tarkington



Reply to Debbie Greenlee



Chris Youngs

I use the TexRail to DFW all the time and it's a great way to get around. The real issue is DFW is so large, public transportation is problematic because of geography. Take DFW Airport, it's bigger than Manhattan Island. It sits in the middle of the DFW-Denton metro area, which is now over 8M people. It takes me an hour + to drive what used to be 30minutes. Traffic, while still long is way better than LA.

3w Like Reply Hide Edited

4 👍 🍷



Kirk Breidenstein

I'm 63 and gave up driving a car, just too expensive. I ride my E bike the 2 miles down Preston to work everyday and have my doubts I will see 64.

3w Like Reply Hide Edited

2 👍



Andrew D Hess

Notice how many comments are "I Wish" statements about how the public transit light rail/bus system doesn't meet their needs today. Some go on to suggest enhancements to meet their very specific need which involves expending hundreds of millions of dollars in public funds to implement.

4w Like Reply Hide Edited

2 👍



Jim Gyurkovic

Andrew D Hess you must be related to the Hess Family!
lol.

Smart City Texas and Smart city Mobility has a privately funded solution between Dallas Ft Worth VIA ARLINGTON.

The problem is the outrageous corruption from the Junta in charge under the commissariat headed by supreme leader Ross.

Arlington refuses to engage in regional transit solutions.

The biggest impediment to progress regionally, racially and financially is the city of Arlington.

3w Like Reply Hide

2 🍷 😬



Reply to Andrew D Hess



Melanie Vanlandingham

A well connected, expansive network with both local and rapid bus transit will be essential. The current bus network is neither. Bus trips take hours due to inadequate routes, persistent safety and perception issues, and recent REDUCTIONS on routes. DART needs a force of bus monitors and police to improve safety and perception of safety, and an on-going, spirited marketing plan to boost ridership. But the poor local network will never be successful to meet transit goals of reducing the need for a car.

1d Like Reply [Send message](#) Hide



Cindi Owens Argumaniz

Not at all!! Rather, here in Grand Prairie when you don't have a car you can only get Uber or Lyft. Via leaves a lot to be desired. Doesn't help me at all when I need to go to the doctor in Mansfield. I have an extremely tight budget, Social security only. Can cost \$40 to get to and from Mansfield



MarySue Foster

How about reversing the NTTA decision to close a few miles of the road for rail construction during eclipse weekend when we are expecting tens of thousands of visitors on our already crowded roads?

2w Like Reply Hide

3



Donna Youngs

My work would subsidize public transportation but the system here would require me to walk many miles, take trains and buses... and take multiple hours. We've looked at taking the train to love field...2 hours by public transportation walking, buses and trains, or 35 minutes by driving...

4w Like Reply Hide

6



Kayla Rae Sikora

Donna Youngs is there a park and ride that would help you to not have to make too many transfers?

4w Like Reply Hide



Donna Youngs

Kayla Rae Sikora nope.

4w Like Reply Hide



Kayla Rae Sikora

Donna Youngs I hope all of that changes soon. We live in a modern metropolis stuck in the 1930s.

4w Like Reply Hide

6



Reply to Kayla Rae Sikora



The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour You were about DART being the biggest. Now you want to add in the TRE. We can do that - keep in mind CTA is much larger than DART

5d Like Reply [Send message](#) Hide

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour Didn't I say 93 miles? I think I did.

The times I gave you are from my house at the time of my comment. That transit time will get a little better when the new rail line is finished. But still not close to driving - even during rush hour.

The only way that light rail times might be close to driving times are if one lives right next to a rail station and doesn't have to change buses or trains.

6d Like Reply [Send message](#) Hide

The comment Ben Claybour is replying to has been deleted.



Ben Claybour

Randy Fischer 93 miles of LIGHT rail, TRE is separate. Didn't say anything about DFW, although Cotton Belt line should make a better connection.

6d Like Reply [Send message](#) Hide

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour In order
NY metro 248 miles
Washington DC 129 miles
Boston 114 miles
Chicago 103 miles

Check out the heavy rail going in and out of the city centers.

Then we can look at the passenger numbers for each.

Sorry I had inadvertently used the length of the NYC system in my earlier comment.

5d Like Reply [Send message](#) Hide

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour Nice bragging point. 93 miles of rail - 73k passengers per day. Compared to San Diego. 65 miles of rail - 130k passengers per day. Yeah, the DCTA connects to DART in Lewisville. So? Does that change what I said about time spent?

This from Apple Maps:

Drive to DFW in 34 minutes.

Transit to DFW in 2 hours 9 minutes.

AND if you miss a connection, you can add a half hour of time because the next bus/train doesn't run for another 30 minutes.

6d Like Reply [Send message](#) Hide

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour I shouldn't have used the initials. Sorry. I was talking about the Chicago Transit Authority. They use the 3rd rail system rather than overhead lines.

5d Like Reply [Send message](#) Hide

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour And if she lives in Denton or McKinney?

Or if she has to walk a mile to the TRE stop? And then wait for the next train?

All that works fine if you live on the rail line and only need to go to the airport.

6d Like Reply [Send message](#) Hide

The comment Ben Claybour is replying to has been deleted.



Ben Claybour

Randy Fischer Denton has better connection to Love Field than DFW, actually.

Did you know DART owns the tracks all the way to McKinney? Did you know

DART has the largest light rail system in the US?

6d Like Reply [Send message](#) Hide

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour IDK what's going on here. Apparently, my comments have all been deleted by the NTCOG. And some yours have been deleted as well.

5d Like Reply [Send message](#) Hide



Author

NCTCOG Transportation Department

Hi Randy and Ben,

We haven't deleted any comments on our end. It looks like an earlier commenter may have deleted their response, and so any replies you've made under that thread would be affected. Thank you for bringing this to our attention, and please don't hesitate to reach out if you have any further questions!

2h Like Reply Edited



Reply to Randy Fischer



Reply to Donna Youngs



Eric Jahnke

TXDOT sucks.

3w Like Reply Hide



Brenda Arnold

I drive and usually use the right lane to get through traffic because the left lane is the slowest. It's a wonder people passed their driver's test!

Stay off of 635 from Hi-5 to Skillman exit, and I doubt what they're doing will ever fix that congestion, but be sure to put up an eyesore Q-tip bridge to help everyone!

Now that all the illegals are swarming, four-way stops should be fun.

I will never use DART at Mockingbird Station. Lawnview is much safer!

Bike lanes in Richardson make sense, but Dallas is too dangerous, even for pedestrians. Everyone thinks they have the right of way or can be seen.

Personally, I cut through neighborhoods and do anything I can think of to lower my tension trying to maneuver through traffic.

The 3-G intersection was the worst design I have ever seen. You used to come straight from Samuel to Garland Road without stopping, but now it makes you wait at a curve for the longest time. Why? None of those stores appeal to me. Stop trying to force shoppers. Same with The Arboretum area. Expensive and complicated to try to go see. Nothing but hippie shops line the road next to that vault of plants. Sad that the lake can no longer be viewed from the east side. Homeowners should have their property taxes lowered because of the mess they see.

Express Lanes are a must because some places never unclog, no matter the time of day.

Enforcing driving laws would fix most problems but looks like Laws have gone out of style. Enforcing the Law would save construction money but that would go against the Demolition Dallas style.

#iDrive

4w Like Reply Hide Edited



Brad Rivers

Don't EXPAND current freeways.

Build entirely new freeways east or west of DFW . We don't need more cars piled together. The cars need new freeways to avoid or access DFW completely.

4w Like Reply Hide



Jason Willingham

The adjustable toll rate is nothing more than a money grab. Why can't it be a set price? Whoever designed the 183 stretch did NOTHING to improve traffic flow. That stretch still has the same amount of traffic lanes (non-toll) as it did in the 70s. There was at one time a model of the interchange of 121/183/820 in the NRH city hall with at least five lanes going in each direction. What happened to that?

4w Like Reply Hide



Shawn Edgar

lol horribly

3w Like Reply Hide



Jerrol Davis

Matt Davis thought you might want to add your voice to this

4w Like Reply Hide



Matt Davis

DART rail needs to have paid access to all train stations AND Arlington needs a regular, every day, bus service.

3w Like Reply Hide



Jerrol Davis replied · 1 Reply



Reply to Jerrol Davis



Pat Roth Goulidy

How will our current transportation system handle the upcoming 2026 World Cup? How will people staying in Dallas and Ft. Worth get here? No busses, no trains.. no alternates, only driving.

4w Like Reply Hide



Mi Licater

Pat There will be shuttles, buses, etc. No need to build an entire, PERMANENT system for a SINGLE event.



Joycelyn Williams

Pat Roth Gouldy the TRE goes from Fort Worth to Dallas. DART and Trinity Metro go to DFW. Hope this helps.

3w Like Reply Hide



Pat Roth Gouldy

Joycelyn Williams thanks, I'm aware of these resources. However, the stop is just south of the airport, no help to any of us.

3w Like Reply Hide



Joycelyn Williams

Pat Roth Gouldy definitely take the survey if you haven't. They need to hear from people who will potentially ride the system and why they don't currently.

3w Like Reply Hide



Reply to Joycelyn Williams



Reply to Pat Roth Gouldy



Dot Hunter

What transportation??? None in Arlington.

4w Like Reply Hide





Tammy Chan

I serve as the Executive Director of the **Grand Prairie Homeless Outreach Organization - GPHOO** and also of **CIRCLE Ministries to the Homeless** whose Street Outreach program serves along the border of Grand Prairie with other cities, including, Arlington, Dallas and Irving.

There is more poverty in Arlington and Grand Prairie than meets the eye. Many people are trapped in day pay motels. They aren't counted in the census because they don't have addresses.

The Point In Time Count for the homeless is inaccurate because it must be conducted at night in January and it's hard to find the unsheltered homeless. HUD doesn't consider people in the motels as homeless so they don't get counted during the PIT count.

70% of the AISD Schools and 78% of the Grand Prairie schools are Title 1 schools. Those families have transportation issues, especially the high schoolers who have no opportunity to get a car.

If the voices of poverty found their voice there would be more demand for public transportation.

They are too busy surviving and their needs and voices are suppressed by the expressed voices of those who are more comfortable and who want things to stay as they are.

We believe the NCTCOG and its Transportation Department have a responsibility to survey those who are experiencing poverty and to include the needs of those who are not included in the census, such as the unsheltered homeless and those trapped in motels, but who live here. Otherwise poverty and homelessness will keep growing.

We have recently asked the Census Bureau how people in motels are counted. Several people from the Census Bureau are involved in the response.

Also we have asked a local university to help us study poverty in the day pay motels in Grand Prairie and Arlington.

We studied your report on preventing gentrification as the result of transportation projects. It is helpful, but we also believe there is inequity in planning and subsequent transportation resources due to the lack of voices from people experiencing poverty none of whom would ever see this survey.

How can the real truth of needs be known if those experiencing poverty - no phones - no knowledge of your survey - aren't reached by your surveys?

How are you sampling their needs?

Arlington and Grand Prairie both have VIA. It would be better - more helpful - if those services were linked and served both cities. We have people who can't get to places between the cities very easily.

So many unsheltered homeless don't have phones making the GP Via and Arlington Via services unavailable to them. Buses with stops would be better.

Arlington and Grand Prairie need bus systems to be most equitable to very low income residents. There needs to be bus stations near MCA Hospital and Arlington Memorial Hospital.

When homeless people go there they get released late at night. Via Arlington isn't running nor is Via GP. We have to pay for Ubers or pick them up late at night or in the middle of the night.

Please feel free to reach out to me if you have questions. 214-212-7958. Tammy Chan at tchan@gphoo.org.

3w Like Reply Hide Edited

3



Charles George

I hate surveys that ask unethical/ immoral questions about Race or Economic Status. These questions keep the Stereotypes going.

I am Retired but have a DART Yearly Pass, so go most place I want to.

I live in the part of town I grew up in, though have lived in other parts of town.

Like Mesquite, Arlington, Grand Prairie, Balch Springs do not support DART or The T.

4w Like Reply Hide

4



Kurt Dorr

Have ONE toll system for the entire state. It's stupid to have multiple ones. What lobbying group paid off the state legislators to allow this crap?

3w Like Reply Hide

1



Terry Dunning
What transportation system?

5w Like Reply Hide 13



Joe Tarkington
Terry Dunning The Dallas Ft Worth area has three public transportation systems, basically Dallas, Ft Worth and Denton. NCTCOG is a regional group that doles out federal dollars.

5w Like Reply Hide



Gordon Scruggs
Terry Dunning the North Central Texas transportation system includes the highway, rail, and air systems.

5w Like Reply Hide 2



Rob Dentremont
Gordon Scruggs "...includes the highway, rail, and air systems." - Must include more than that if the leading cartoon depicting a bicycle, a pedestrian, and a person in a wheelchair is accurate.

4w Like Reply Hide



Gordon Scruggs
Rob Dentremont it includes associated facilities like bike lanes, sidewalks and trails, and intersections of these facilities.

4w Like Reply Hide 3



Rob Dentremont
Gordon Scruggs thanks for adding those.

4w Like Reply Hide



Reply to Gordon Scruggs



Sterling Page Lauer
Terry Dunning According to the responses to your original post, they didn't "get" your sarcasm!

4w Like Reply Hide Edited 3



Reply to Terry Dunning



America Izaguirre
Lo
13h Like Reply [Send message](#) Hide



Ed Farrar
TexDot forces traffic, because of construction, onto toll lanes?
1w Like Reply Hide Edited



Joe Tarkington
I have a question too. Why would a regional transit authority have its offices in no transit Arlington?

5w Like Reply Hide Edited 11



Chap Dan Mel-dez
Joe Tarkington easier to control if it's local

5w Like Reply Hide



Joe Tarkington
Chap Dan Mel-dez DART is local and one of three systems that provide transit for Dallas Ft worth. However Arlington has chosen to not have public transit.

5w Like Reply Hide 7



Chap Dan Mel-dez
Joe Tarkington oh I know oh I know.

5w Like Reply Hide 2



Reply to Chap Dan Mel-dez





Rob Dentremont

Joe Tarkington "Why would a regional transit authority have its offices in no transit Arlington?" - Great question. I was told, by someone who has a NCTCOG employee friend, that "...their location is basically impossible to get to without driving." So any "leadership by example" is conveniently excused. Biking to work is great - for other people.

5w Like Reply Hide



Gordon Scruggs

Joe Tarkington The regional transportation Authority covers all of North Central Texas. it includes highway, rail and air transportation systems. Not just mass transportation. [View more](#)

5w Like Reply Hide



Author

NCTCOG Transportation Department

Joe Tarkington Thanks for your question. Unlike regional transit authorities, such as DART, DCTA, or Trinity Metro, NCTCOG is not a transit authority, but the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth region. We play a critical role in guiding the expenditure of federal and state transportation funds in the Dallas-Fort Worth region for all modes of transportation, not just public transit. Our office is in Arlington, the region's geographic center, and our focus is on creating comprehensive and inclusive transportation solutions that benefit the entire community.

We appreciate your inquiry and are committed to ensuring a well-rounded approach to transportation planning and solutions to connect North Texans to places they need to go.

If you have any more questions or if there's anything specific you'd like to discuss, please feel free to reach out. We're here to engage with the community and work towards improving transportation for everyone.

4w Like Reply



Joe Tarkington

NCTCOG Transportation Department So being in the geographic center of DFW is more important than being in area where the people that actually ride transit. I live in Dallas, even if you were in Ft Worth it would be better than being nowhere. You are sen... [See more](#)

3w Like Reply Hide



Randy Fischer

NCTCOG Transportation Department ... Federal funding? Why do we need federal funding for local transportation? Why should someone in ME or WA be paying for our local projects? WE should be paying for these projects since we are the ones using and benefitting from them.

3w Like Reply Hide



Kelli Anne Busey

NCTCOG Transportation Department there is absolutely no public transport available in SW Arlington. The Mayor proudly called Arlington 'the donut hole' for that reason. Now I hear they want a bus system for the rich to get to the stadiums. Great. Just great.

3w Like Reply Hide Edited



Gordon Scruggs

Kelli Anne Busey that is a local issue and has nothing to do with NCTCOG. [View more](#)

1w Like Reply Hide



Gordon Scruggs

Randy Fischer that is a congressional issue and has nothing to do with NCTCOG. [View more](#)

1w Like Reply Hide



Gordon Scruggs

Joe Tarkington NCTCOG has nothing to do with your local transit, other than funding. Your local city and county officials make decisions on what type of transit is in your area. [View more](#)

1w Like Reply Hide



Joe Tarkington

Gordon Scruggs Not totally true. Everything DART builds has federal funding. If there is no federal funding, DART does not build. He who has the gold rules.

1w Like Reply Hide



Randy Fischer

Gordon Scruggs The question was, why does DFW metro need federal funding? If DFW metro wants something DFW metro ought to be collecting taxes for that something.

1w Like Reply Hide



Randy Fischer

NCTCOG Transportation Department In other words - another level of bureaucracy that we must pay.

6d Like Reply [Send message](#) Hide



Reply to NCTCOG Transportation Department



Reply to Joe Tarkington



Joe Winton

My only real problem with the transportation system is the corruption found in the section of 121 passing through Bedford. The absolutely random pricing isn't random. State law states the goal as attempting to maintain at least 50 mph in the managed lane. I've repeatedly seen absolutely astronomical pricing when the lane was very lightly occupied. As much as \$100. Whoever's behind this arbitrary BS should be fired.

5w Like Reply Hide Edited

10



Gordon Scruggs

Joe Winton you can thank the Texas legislature. They overrode the low bidder and took NTTA.

4w Like Reply Hide

4



Wm Atkins

Gordon Scruggs NTTA does not operate the toll roads thru Bedford.

4w Like Reply Hide



Gordon Scruggs

Oops, you are correct. NTTA operates SH 121 from Lewisville to McKinney.

4w Like Reply Hide



Reply to Gordon Scruggs



Reply to Joe Winton



Rob Dentremont

I am tired of surveys, but here is one for you, **NCTCOG Transportation Department**:

How many of you do not drive to the office?

Of those who drive, how many carpool?

6w Like Reply Hide

6



Jere Tucker

Rob Dentremont most of them have state vehicles most likely.... That we pay for..

5w Like Reply Hide

6



Rob Dentremont

Thank you for speaking up, **Jere**. I am connected to my local biking community, and am bothered by how much they all gush over these surveys, as if anyone gives a crap what the bikers have to say. Every single time...

5w Like Reply Hide

3



Gordon Scruggs

Jere Tucker they are not a state agency. They are authorized understate law to act as an agency to facilitate local transportation comprised of local representatives. Your city and county governments select the representatives. This is an opportunity to give your input. [View 10 comments](#)

5w Like Reply Hide



Gordon Scruggs

Rob Dentremont I would recommend you do the survey with your biking friends. Although in my opinion the state seems opposed to many bicycle rules, the local government has a big say so in our area. The problem is not many people take the time to get involved and try to do anything about it. They just complain.

5w Like Reply Hide



Rob Dentremont

Gordon Scruggs I'm only interested in surveying those in power, seeking cases of leadership by example. Not just "Gee how nice if people (not us) would bike to work."

4w Like Reply Hide



Gordon Scruggs

Rob Dentremont they are only trying to provide options for us to get to work. Ultimately it's our choice on what we want to do. If you don't think we should need the option to ride a bike, then comment on that. [View 10 comments](#)

4w Like Reply Hide



Rob Dentremont

Gordon Scruggs they are just happily earning a paycheck while pretending to try to make a difference.

4w Like Reply Hide



Gordon Scruggs

Rob Dentremont so improving our roadways is not making a difference?

4w Like Reply Hide



Rob Dentremont

Gordon Scruggs please define "improve."

4w Like Reply Hide



Gordon Scruggs

Rob Dentremont improve=increase capacity to meet future demand.

4w Like Reply Hide



Rob Dentremont

Gordon Scruggs "improve=increase capacity to meet future demand."

Some people believe that more capacity only induces the demand. Just one source of myriad:

<https://www.wired.com/.../06/wuwt-traffic-induced-demand/...>

4w Like Reply Hide



Gordon Scruggs

Rob Dentremont in Austin in the 1980s they stopped widening roadways because it would damage Parks and neighborhoods. It was a disaster. The local transportation system has never recovered. [View 10 comments](#)

4w Like Reply Hide



Gordon Scruggs

Rob Dentremont by the way, I like the article. But it says roadway demands are determined the same as in the past. This is not true for DFW. The transportation authority maintains traffic models of the entire north Texas area. These models incorporate detailed projected increased populations, trips people make to work, and other data. The modeling used is very sophisticated. [View 10 comments](#)

4w Like Reply Hide



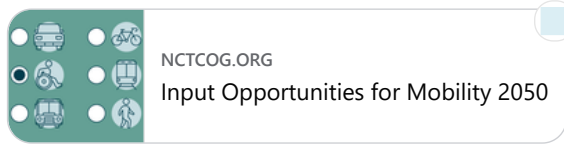
Reply to Jere Tucker





Author

NCTCOG Transportation Department
Thank you for sharing your perspectives. We have one clarification to provide: MPO staff members do not have state vehicles. We're located in the geographic center of the DFW region, allowing us to experience firsthand the transportation challenges we ... [See more](#)



4w Like Reply Remove Preview



Cynthia Phagan Bittick
NCTCOG Transportation Department Thank you for working on the transportation challenges we all face here. I'll definitely fill out the survey!

4w Like Reply Hide



Rob Dentremont
NCTCOG Transportation Department you did not answer my questions. So I guess the answers are none and none. No leadership by example. Car alternatives are great - for masses. But not you. P.S. I only saw your reply by accident, no notification. Please tag me next time, no guarantee of a notification, but an effort.

3w Like Reply Hide



Reply to NCTCOG Transportation Department



Mi Licater
Rob Dentremont NCTCOG is an unConstitutional agency comprised of 'members' whom WE do not directly elect... and it spends millions annually without Constitutional authority.

4w Like Reply Hide



Reply to Rob Dentremont



Rob Dentremont
To All Respondents:
The person who told me that the NCTCOG office is inaccessible by bike also told me that the original poster is probably an intern and nobody from NCTCOG was likely to respond to my survey for them. Priceless.

4w Like Reply Hide



Valerie Tj
Denton sidewalks in my area don't exist!

5w Like Reply Hide



Steve Miller
Great if I wanted to be assaulted, robbed, or otherwise done in by the thugs that frequent the system. I won't and don't use the system. It's not safe.

5w Like Reply Hide



Gordon Scruggs
Steve Miller so you don't drive in north Texas?

5w Like Reply Hide



Steve Miller
Gordon Scruggs yes but never been assaulted, robbed, or otherwise done in inside my vehicle 🤔

5w Like Reply Hide



Gordon Scruggs
Steve Miller so you frequent this transportation system. Just wondered your comment does not make any sense. 🤔

4w Like Reply Hide





Kayla Rae Sikora

Gordon Scruggs yeah. I've ridden the DC metro, NYC subway system, and the Philadelphia Transit Authority. Never had any issues, but one in Dallas where a fight broke out. Got off the train. It seemed the problem was lack of law enforcement for what seemed an eternity but was probably less than 5 minutes.

4w Like Reply Hide



Reply to Gordon Scruggs



Reply to Steve Miller



Mi Licater

It is bankrupting us. Thanks for asking.

5w Like Reply Hide



Gordon Scruggs

Mi Licater so would you prefer dirt roads or no roads?

4w Like Reply Hide



Mi Licater

Gordon The bureaucrats define 'transportation' as much more than 'roads' now. They threw buses, trains, etc. into that category years ago.

Highways, streets, and bridges, I have no issue with... everyone uses those. Even if you don't personally drive on them, they benefit everyone because the TRUCKS that ship items to your favorite store use them, benefiting everyone.

"Mass transit" is the expensive, massive, waste-riddled 'transportation' they're pushing now. Benefits very few outside of those who get the contracts for it.

4w Like Reply Hide



Gordon Scruggs

Mi Licater you should give your comments. The bulk of the funding in north texas goes to roads.

4w Like Reply Hide



Mi Licater

Gordon They don't really want our opinions. They just like to give the public impression that they do. 😊

4w Like Reply Hide Edited



Kayla Rae Sikora

Mi Licater with population density, it helps everyone. The trucks transporting our goods may not be sitting in as many traffic jams.

I can walk faster than a car on I-75 a lot of the time, because no one is moving.

4w Like Reply Hide



Reply to Gordon Scruggs



Reply to Mi Licater



Sissy Coco

Yeah... not giving an unknown app permissions on my phone to participate in the survey.

5w Like Reply Hide



Sterling Page Lauer

It's a nightmare! No speed enforcement on any highways, big rig 18 wheelers speeding and causing accidents everywhere, people driving while intoxicated...it's really scary!

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Sterling Page Lauer

Actually, I thought of two more to add to this list. Apparently car inspections are no longer required in Texas, and I've seen some junk vehicles on the



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2



Kayla Rae Sikora
Sterling Page Lauer what?! Eeks! That means they don't necessarily have insurance.

4w Like Reply Hide



Kayla Rae Sikora
Sterling Page Lauer it is supposed to happen next year, but it seems like a very bad idea.

4w Like Reply Hide



Reply to Sterling Page Lauer



Reply to Sterling Page Lauer



Wm Atkins
It's worse since you guys backed the rip off TexPress Lanes.



5w Like Reply Hide

7



Gordon Scruggs
Wm Atkins hugh mistake, that is why you should respond. The state helped them build highways for the rich.

5w Like Reply Hide

2



Cynthia Phagan Bittick
Gordon Scruggs Part of that problem is that to build more roads, we needed more tax dollars (since the gas tax hasn't increased in more than 20 years), and my understanding is the only way to get them built at all was to make them toll roads. No politician wants to be blamed for increasing any tax, so I'm not sure what other options there may have been.

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Gordon Scruggs
Cynthia Phagan Bittick you hit the nail on the head. Without the toll lanes, none of those roadways would've been widened. There was no funding. Again, thanks to our state legislators. ~~OOB!OOB!OOB!~~

4w Like Reply Hide



Cynthia Phagan Bittick
Gordon Scruggs You're so right! But voters have to take some responsibility, too, because they vote against anyone who might dare admit that higher gas taxes might be needed.

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2



Gordon Scruggs
Cynthia Phagan Bittick absolutely, voters put the people in who are the problem.

4w Like Reply Hide



Wm Atkins
Cynthia Phagan Bittick Amount of gas purchased has risen with the increase on population.

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






Wm Atkins
Gordon Scruggs Federal roads for the most part are financed by the federal government, not the state. That would include your interstates.

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Cynthia Phagan Bittick
Wm Atkins Highway 183 that runs east and west through Dallas and Fort Worth may look like a freeway, but it's a state highway - so its last widening was with toll lanes. I don't know for sure, but state highways are usually paid for by the state. Without enough tax dollars, investors will invest in toll roads - and expect a \$ return. Ditto for state highway 121.

-  **Wm Atkins**
Cynthia Phagan Bittick 183 is a federal highway.
4w Like Reply Hide
-  **Cynthia Phagan Bittick**
Wm Atkins According to TXDOT, Highway 183 is a state highway.
<https://www.dot.state.tx.us/tpp/hwy/SH/SH0183.htm>
4w Like Reply Hide Edited
-  **Wm Atkins**
Apparently TxDot can't get their facts straight.
<http://txdot.gov/.../pro.../austin/us183-frontage-roads.html>
4w Like Reply Hide
-  **Gordon Scruggs**
Wm Atkins by federal highways I take it you were referring to interstates, most are funded with about an 80/20 split federal versus state funding. Many of the state highways have the same or similar funding. 🗨️
4w Like Reply Hide 
-  Reply to Gordon Scruggs 
-  Reply to Wm Atkins 