

## 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 November 8, 2018.

This report is a compilation of general public comments submitted by members of the public from Wednesday, October 20, through Friday, November 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

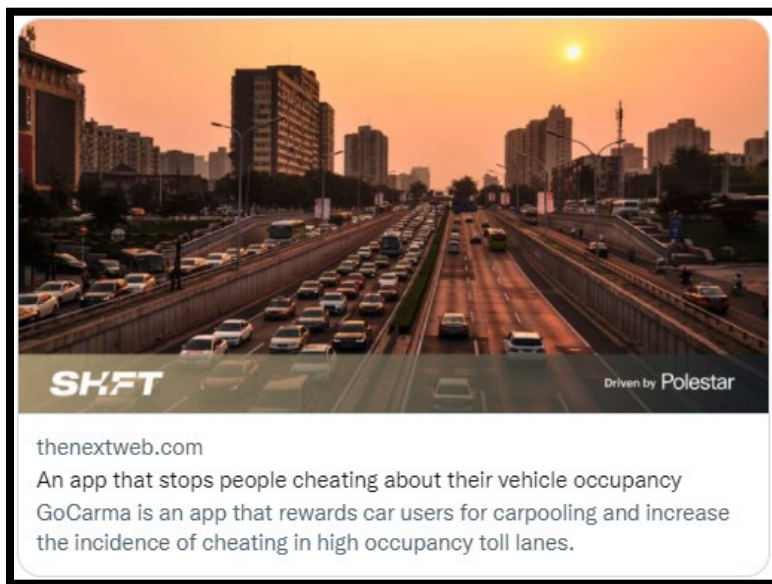
This month, public comments were received on a number of topics across social media platforms and via email. Bicycle and pedestrian comments were in the majority.

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. This month, there were two bicycle and pedestrian comments, two transit comments and two roadway comments. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

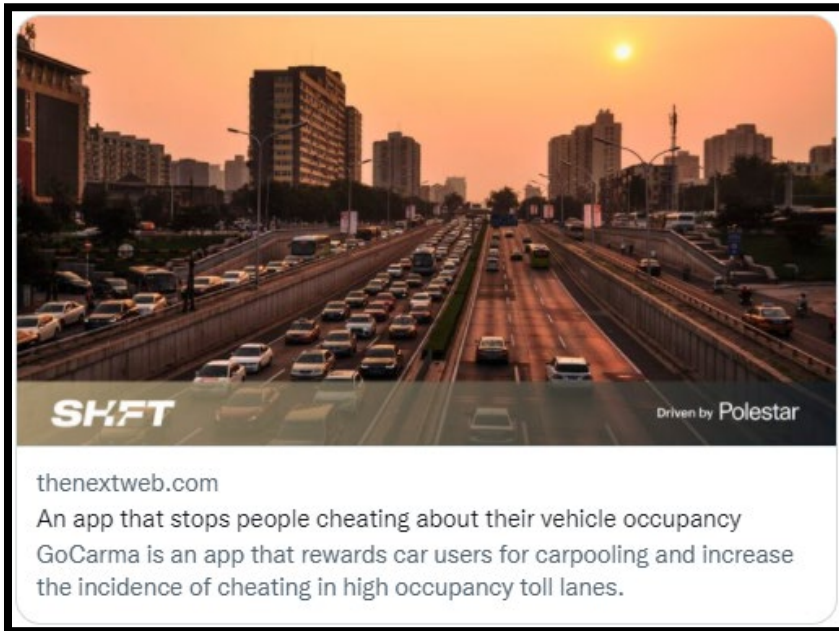
#### Air Quality

##### Twitter –

1. Thank you @Cate\_Lawrence @thenextweb to learn how @NCTCOGtrans @GoCarmaTeam @TxDOTDallas are making #DFW a case study for emissions reductions. If more cities and governments adopted similar policies, we can meet global goals. @COP26 – Captain Carpool (@CaptainCarpool)



2. Thank you @cate\_lawrence @thenextweb for taking time to learn how @NCTCOGtrans and @TxDOTDallas are a case study for meeting @COP26 #emissions reduction goals. – Captain Carpool (@CaptainCarpool)



## Aviation

### Twitter –

1. @nasaero Deputy AAM Mission Integration Manager, Nancy Mendonca will be one of the experts in attendance for the 11/6 10am-12pm CT free virtual workshop. Register at: <http://knowbeforeyoufly.eventbrite.com>. – NASA Aeronautics (@NASAero)



2. It's easy to get excited about the future when you hear the possibilities to improve communities and people's lives.

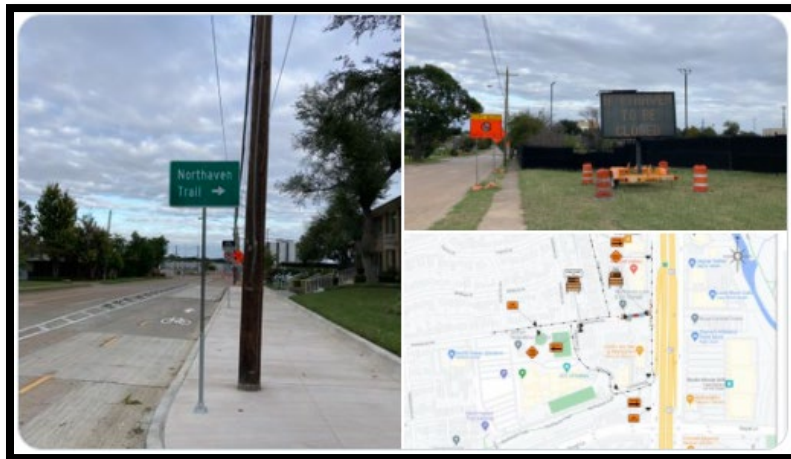
\*Just finished monthly meeting of Community Unmanned Aircraft System working group from the @NCTCOGtrans @CityOfDallas – caraathome (@🏠) (@caraathome)

### **Bicycle & Pedestrian**

#### **Twitter –**

1. New way finding signage installed this week by @CityOfDallas for @NorthavenTrail connection between Valleydale and new bridge!

Also, watch for construction closures between Valleydale and bridge ramp beginning 11/1 for about one month while @TxDOT works in the area. – Jeff Kitner (@JeffKitner)



2. Checking out the Preston Ridge Trail in #D11 & #D12 with Parks Director John Jenkins, @JeffKitner & @Rudy\_Karimi

#GetConnected #SafeTrails

#ConnectCottonBelt

#ConnectValleyViewPark

@TheLoopDallas @NCTCOGtrans @laneconner @Wylie\_H\_Dallas @BikeDFW – caraathome (@🏠) (@caraathome)



3. Tour with @DallasParkRec & @JacobsEngineers re: trail alignment of northern-most trail in @CityOfDallas. Working name @charleypride trail Multiple 🏠 <coming soon> Thx @laneconner! #ConnectDenton&CollinCounties @TheLoopDallas @NCTCOGtrans – caraathome (@🏠) (@caraathome)



It was a great day to be outside and on our trails! Lots of ideas for infrastructure improvements and connections. – Jeff Kitner (@JeffKitner)

4. As I understand it, the people's who inhabited this region before the Spanish called the river Arkikosa.

Including the name "Arkikosa" in the title like a good option. – Loren S. (@txbornviking)



5. More construction progress by @TxDOTDallas on the bridge connection between @NorthavenTrail and WRC/Cottonwood Creek trails. Project is currently a little ahead of schedule. #DallasTrails #DallasParks – Jeff Kitner (@JeffKitner)



**High-speed Transportation**

**Twitter –**

1. So dumb – Matthew Marchant (@MatthewMarchant)

**NCTCOGTransportation** @NCTCOGtrans · Oct 22  
 Come see what might be the next piece of Texas high-speed transportation: Service connecting Dallas to Fort Worth. On 10/26, learn about prospective routes and stations, technologies and timeline, and tell us what you think!

**DFW Has a Need for Speed!**

Learn about high-speed travel and getting there fast.



Come Get Up to Speed!  
 • Dallas Mercy Street  
 Tues. Oct. 26, 4-7pm

**ALT** **HIGH-SPEED TRANSPORTATION** DALLAS-FORT WORTH

**Facebook –**

1. Get up to speed from 4-7 pm today on the next piece of Texas high-speed transportation: Service connecting Dallas and Fort Worth. Learn about prospective routes and stations, technologies and timeline, and tell us what you think! More: <https://www.nctcog.org/.../dfw-high-speed-transportation....> – NCTCOG Transportation Department

**Do You Have a Need for Speed?**



Learn about high-speed travel across DFW.

Get Up to Speed!  
 • Dallas Mercy Street  
 Tues. Oct. 26, 4-7pm

**HIGH-SPEED TRANSPORTATION** DALLAS-FORT WORTH

Do you all have this as a savable event we can share? That way people can have it on their calendar. Thanks! – Ben Hyde

Hi, Ben! Apologies for the delay. We have a Facebook event here: <https://www.facebook.com/events/466409168087592/>. You should then be able

to sync the event to your calendar. Hope this helps! – NCTCOG Transportation Department

### **Innovative Vehicles & Technology**

#### **Email –**

##### **1. Katherine Homan**

Will ERCOT be up to supplying electricity for all the electric cars that we are seeking to replace those running on gasoline?

Considering the new housing being constructed also needing power in these times of temperature extremes and now this new scope of demand for powering automotive vehicles, might our already inadequate Texas grid be headed for a Catch-22? Just wondering.

Hi Taylor, me again,

This time it's about the following excerpt from an email that I received from a family member. These seem to be some very basic infrastructure concerns and cost issues that electric vehicles do not address. Kindly clarify! Katherine

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At a neighborhood BBQ I was talking to a neighbor who's a British Columbia Hydro Executive.

I asked him how the all EV thing was doing. He laughed, and then got serious, saying "If we really intend to adopt electric vehicles, certain realities need to be faced."

"For example, a **home charging system for a Tesla requires 75 amp service.**

**The average house is equipped with 100 amp service.** On our small street of approx. 25 homes, the electrical infrastructure would be unable to carry more than three houses with a single Tesla each. For even half the homes to have electric vehicles, the system would be wildly over-loaded. This is the elephant in the room with electric vehicles.

**Our residential infrastructure cannot bear the load.** And renovating our entire delivery system to do so will not become evident until we are too far down this dead end road."

When Eric test drove the Chevy Volt at the invitation of General Motors, he said that "For four days in a row, the **fully charged battery lasted only 25 miles before the Volt switched to the reserve gasoline engine.**"

According to General Motors, the Volt battery holds 16 kwh of electricity which takes a full 10 hours to charge a drained battery. **The cost for the electricity to charge the Volt is never mentioned**, so I looked up what I pay for electricity. Since it varies with amount used and the seasons, I pay approximately \$1.16 per kwh.  $16 \text{ kwh} \times \$1.16 \text{ per kwh} = \$18.56$  to charge the battery.

$\$18.56 \text{ per charge divided by } 25 \text{ miles} = \mathbf{\$0.74 \text{ per mile to operate the Volt using the battery}}$ . Compared to a similar size car with a gasoline engine that gets only 32 mpg.  $\$3.19 \text{ per gallon divided by } 32 \text{ Mpg} = \mathbf{\$0.10 \text{ per mile}}$ .

**ALSO - a gasoline-powered car costs about \$35,000 while the Volt costs \$46,000 plus. So, the Government wants us to pay more for a car that costs more than seven times as much to run and takes three times longer to drive across the country. Seriously?**

#### **Response by NCTCOG Transportation staff**

Thank you for reaching out to us to share your concerns with electric vehicle adoption.

The email you sent us sounds similar to one that's been in circulation for a few years and contains some outdated information, and we'd like to provide you with some updates:

The Alternative Fuels Data Center (AFDC) is a reputable resource from the U.S Department of Energy's Vehicle Technologies Office and contains a wealth of information on alternative fuels. It also features data-driven tools that can verify some of the claims in the email. The Vehicle Cost Calculator calculates the lifetime cost compared between any vehicle and fuel type, including gasoline powered.

Home Charging- Since the email states that Tesla home charging requires a 75 amp service, we searched Tesla's website for technical details for their home charging wall connectors and found they offer circuit breakers starting at 15 amps up to 60 amps. For non-Tesla EVs, most homeowners opt for Level 1 charging equipment at home that requires only a power outlet on a dedicated branch circuit. For drivers who need faster-charging equipment to charge at home, Level 2 charging equipment may be installed. An electrician would need to



determine whether their home has adequate electrical capacity. However, as previously stated, this is a personal preference since Level 1 equipment can suit most drivers' needs.

Chevy Volt- The Chevy Volt referenced in the email a Plug-in Hybrid Electric Vehicle (PHEV) and not a fully electric vehicle (EV); hence the reference that it includes a gasoline engine. The Volt was discontinued by Chevrolet back in 2019, and Chevrolet currently offers all-electric vehicles, such as the Chevy Bolt. An important distinction of PHEVs like the Volt is that they often utilize a very small electric battery for very short ranges (i.e. 38 miles), whereas fully electric vehicles have a higher range from 150 miles (Nissan Leaf) up to 405 miles (Tesla Model S). This may be best suited for drivers who don't drive very far on a daily basis but want the certainty of being able to fill up at a gas station during long trips. If you would like to read a local firsthand account from a former Chevy Volt and current Chevy Bolt owner, Buzz Smith, known as the EV-Angelist, writes a blog about his electric vehicle endeavors: <https://www.theev-angelist.com/my-electric-vehicle-journey/>

Electric vehicle costs and range. The \$1.16 per kWh of electricity referenced in the email is more expensive than the current average of 11.75 cents per kWh for electricity in the State of Texas: <https://www.eia.gov/state/data.php?sid=TX>.

If we use the Texas average price of 12 cents per kWh and the AFDC vehicle cost calculator tool data that the 2020 Chevy Bolt (a fully electric vehicle) consumes 26/33kWh to travel 100 miles, it would cost under \$4 to travel 100 miles, and with a range of 200 miles, it would cost less than \$8 to fully charge a vehicle. If you would like something more closely representing that of gas prices, then the Department of Energy has a tool called eGallon that would help compare the gallon of gas vs. eGallon. In Texas at the time of responding to you, the average cost of gas on the website shows \$2.58 per gallon and \$1.08 per electric eGallon.

To answer your concern about cost of ownership over the long term, Argonne National Laboratory put out a report comparing the total cost of ownership that shows that electric vehicles have maintenance costs 40% lower than conventional gas-powered over the lifetime of the vehicle.

We hope this provides some clarification and please do not hesitate to reach out to our team directly at [cleancities@nctcog.org](mailto:cleancities@nctcog.org).

**Twitter –**

1. Lynda Longstreet with @thecmiteam is working with the North Central Texas Council of Governments (NCTCOG) to better understand current transportation needs and challenges and how emerging transportation technology can help. Join the Focus Group. @NCTCOG\_Official @NCTCOGtrans – Wise County Chamber (@WiseCountyChamb)

North Central Texas Council of Governments

**PARTICIPATE IN A FOCUS GROUP**  
Your Technology Now and in the Future

*As a part of "Connecting North Texas Communities with Emerging Transportation Technologies," we want to know about your transportation needs as well as your thoughts on how emerging transportation technologies (transportation technology for the future) can address some of your needs.*

Participate in a 2-hour focus group between October 12 – November 2, 2021  
Share your opinions and receive \$75 in appreciation for your time

Focus groups held around the North Central Texas Region representing:  
\* Collin County \* Dallas County \* Denton County \* Ellis County \* Hood County \*  
\* Hunt County \* Johnson County \* Kaufman County \* Parker County \*  
\* Rockwall County \* Tarrant County \* Wise County \*

For more information or to register, call 972-939-9500, Ext 46 or email [contact@thecmiteam.com](mailto:contact@thecmiteam.com)

## Programs

### Email –

#### 1. Ethan Minter

I just read the article on the US 75 HOV Incentive article in the Community Impact Newspaper, Richardson Edition.

I agree there needs to be a change to the HOV lane. While in traffic, if you look who is using the HOV lane, 90+ percent of the cars have one person in the vehicle. This is frustrating since I have to sit in traffic with one less lane being utilized, and I also have to get behind the single occupancy cars who are using the HOV lane.

The use of the HOV lane is to encourage people to carpool by helping high occupancy vehicles bypass traffic, but the only people it's really helping are the single occupancy vehicles using that lane to skip over traffic.

#### 2. Sonya Xu

Hi there,

I hope your day is going well!

I was wondering if North Texas provides any grants or subsidies for carpool/vanpool programs? I am trying to start one amongst my colleagues and just wanted to reach out about it.

Thanks so much!

**Response by NCTCOG Transportation staff**

Thank you for contacting the NCTCOG Transportation Department.

Vanpools are subsidized at the transit agency level. The Regional Transportation Council authorizes funding directly to transit agencies to bring down the individual rider's price. Depending on your location, you can reach out to the appropriate agency below:

DART.org - Vanpool Program Information

Commuter Vanpool | DCTA

Vanpool - Trinity Metro ([ridetrinitymetro.org](http://ridetrinitymetro.org))

Please contact us if you need additional assistance.

**Project Planning**

**Email –**

**1. Janna Blumentritt and Bruce Blumentritt (see attachments**

I live on Waco Street and was recently asked for a narrative on my home, by the Parker County Historical Commission, for Cox-McClain; the company that's heading up the environmental survey of the historic neighborhood, southwest of the square. May I ask why the Cox-McClain map (Attachment 1) is strikingly different from the map that was voted on by the City Council in 2019 (Attachment 2)? My husband, and I, do our best to keep up with the latest matters regarding this entire issue, but did we miss this new route's formal approval? It's hard to fathom that this is even being considered in a residential area. How do we get out of our driveway? Is it just an optical illusion that the Cox-McClain map runs across the west end of the All Saints Church and Old City Hall, yet avoids the parking lot of the Baptist Church? Why would the City Council vote to now push the planned roadway closer to historically significant residences and properties?

THE HISTORY

The compelling history that's teetering on the edge of destruction, by the City of Weatherford, IS mindboggling. Within a two block radius, there are THREE Recorded Texas Historic Landmarks: Old City Hall, The Wright Home, and the Woolfolk-McCall Home. Old City Hall's only one of two Art Deco structures in Weatherford, and the James Claude Wright Home, a Queen Ann from the late 1890's, is the childhood home of former Speaker of the House, Jim Wright. The Woolfolk-McCall homestead is one of the first dried brick homes in the City of Weatherford. It was built by Joseph A. Woolfolk, one of two attorneys that defended Native American Chiefs Satanta (White Bear) and Addo-eta (Big Tree). Both war leaders were on trial for the Warren Wagon Train (or Salt Creek) Massacre, which took place in 1871, near Graham, Texas, in Young County. Legend holds that both were held for a brief time at the Woolfolk house before their trial. Additionally, there are Historical Markers for the First Baptist Church, and for the All Saints Anglican (Episcopal) Church. The latter actually being inside the boundaries of the National Register of Historic Places for downtown Weatherford. As is Old City Hall. All Saints has history that dates back to 1875 when a Bishop, from Dallas, rode out on horseback to hold services. In 1879, a small stone church was built where Old City Hall stands today. The church at 125 South Waco was erected in 1923, and inside, one can find the stone baptismal font and walnut alms from the 1879 sanctuary. Douglas Chandor, and Ina Kuteman, were married at All Saints. General Hood Simpson, the Commanding General of the Ninth United States Army, in northwest Europe during WW II, was also married in the church. Additionally, the funeral of Douglas Chandor and the funeral of Broadway star, Mary Martin, were held in this historic sanctuary. And it's not just brick and mortar that makes this area consequential. There's an oak tree over 150 years old that stands at the corner of Waco and Columbia, with five oak trees of similar age, that grace the property across the street.

#### THE HOUSE AT 208 SOUTH WACO

Our house is located at 208 South Waco. We have the authentic Abstract of Titles dating back to 1897, along with a handwritten chronological history of the property. Lot No. 4, Block 25, is one of the original lots in the township of Weatherford, and was first sold by Parker County in 1857, to a man named G. G. Baggerly. His widow, Sue J. Baggerly, sold it in 1860 to D. O. Norton. Mr. Norton was one of the settling pioneers of Weatherford, along with being the first postmaster, the publisher and editor of the first newspaper, the Frontier News, and one of four aldermen elected in 1858, when Weatherford became a municipality. Eventually, Joseph A. Woolfolk owned it, and sold it in 1879, along with his home, to George A. McCall. In 1884, it was sold to TJ Sims, and wife Lizzie, who homesteaded the property on August 21, 1889. (The Sanborn maps did not include the property until 1900, when it first appeared on their atlas.) A lawsuit forced the house to be sold, and highly respected physician, William M. Campbell, bought it in 1897 (Attachments 3 & 4). Dr. Campbell practiced medicine in Weatherford for 68 years, and by his own calculations, delivered more than 5,000 babies. In 1958, the County honored him by changing the name of Bowie Memorial Hospital to Campbell Hospital. Dr. Campbell saw many changes in the delivery of healthcare during his career and was a contributor to significant changes in medical practice over that time. Because it's one of the earlier homes constructed in Weatherford, it embodies unique architectural characteristics of the era. It includes a gambrel roof, the original siding, a rare slate fireplace mantel, the original transoms and butler door and original stained glass in the original front door.

## TRAFFIC AND PRESERVATION

Traffic is an issue in Weatherford, and all over Parker County, so we understand the need to look at some alternatives, but rerouting heavy traffic, including 18-wheelers, just one block off the square and through one of the most historic quadrants that remains, is irrational. These old neighborhoods weren't built to accommodate today's transportation systems. If traffic is to be rerouted, wouldn't the City, along with TXDOT and NCTCOG, do everything possible to make use of parking lots, empty buildings, and businesses, instead of demolishing historic properties, and homes? Properties that hold a direct link to the rich history of this town and Parker County? If there're too many entities to avoid in a southern-bypass, wouldn't it indicate that it's not a moralistic approach? Though far from ideal, at least the general plan voted upon by the City Council in 2014 (Attachment 5) made the effort to utilize roads that had already been built to accommodate increased traffic: Palo Pinto and Santa Fe. There was no southern-bypass. It wasn't necessary then and it isn't necessary now. But what should be necessary to this community, its citizens and its government is saving the remaining historical structures and promoting them, along with the historical neighborhoods, as a destination for tourists who seek "True Texas." It's what the City of Mineral Wells is doing and doing it well. The preservation, and revival, that's now underway in that town IS impressive. They're wanting to ensure treasured entities of downtown, and surrounding neighborhoods, are protected, not destroyed. This intuitive understanding of merging restoration, with progress, has apparently caught the eye of investors who want to capitalize, and promote, the alluring history of Mineral Wells, Texas. The City of Weatherford, however, seems intent on taking a wrecking ball to its fascinating past, including the oldest house in the city, circa 1860, which stands at 133 North Waco. Where are the voices of our City leaders standing up to protect the history of Weatherford, Texas? In the end, when one looks at the Heritage Square Project on the City's website, it's clear that the bypass isn't really about solving gridlock (because whatever will be built will be obsolete as soon as it's finished), the bypass is about entertainment. It's about gutting history, on and around the historic square, to bring in further restaurants and shops to create Weatherford's version of Sundance Square.

My husband, and I, are in our late 50's and for 20 years we've lived at 208 South Waco Street. My husband's a regional director for Rosa's Café and Tortilla Factory. He's helped with the Weatherford's store's involvement in the Taste of Parker County, sponsoring the Parker County Heritage Society's Candlelight Tour of Homes, and helped with contributions to many other charitable events through the years. I'm a social worker and I've worked at Holland Lake Nursing and Rehab for 20 years. I've helped hundreds of patients from this City, around the County, and beyond. It's been a source of pride for me to be a part of Weatherford, and the community, as an advocate for those who need medical care, psychosocial support, and assistance in returning to their homes. I'm also a member of the Parker County Historical Commission.


As we inch toward retirement, we've been looking forward to finally being able to focus on this unique historic home, and its restoration. We'd love to see it showcased someday on the Candlelight Tour of Homes and we're currently seeking a Recorded Texas Historic Landmark.

So, we truly hope that the City of Weatherford will pause and give serious scrutiny to its idea of building a southern-bypass through an historic neighborhood on Waco Street, and the life-altering impact and powerful loss of history, that it will bring.

Thank you for your time, and for your consideration.



Attachment #1



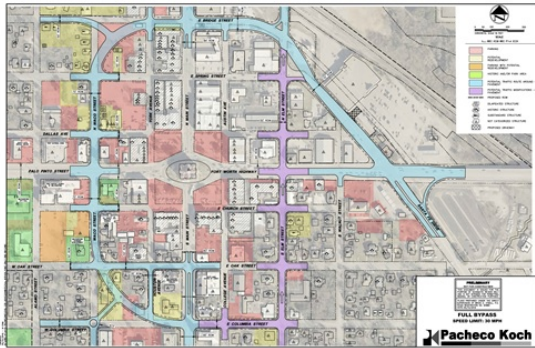
## Waco Full Bypass Scenario

**Benefits:**



- Promotes redevelopment
- Distributes thru traffic away from Core Downtown

**Impacts:**

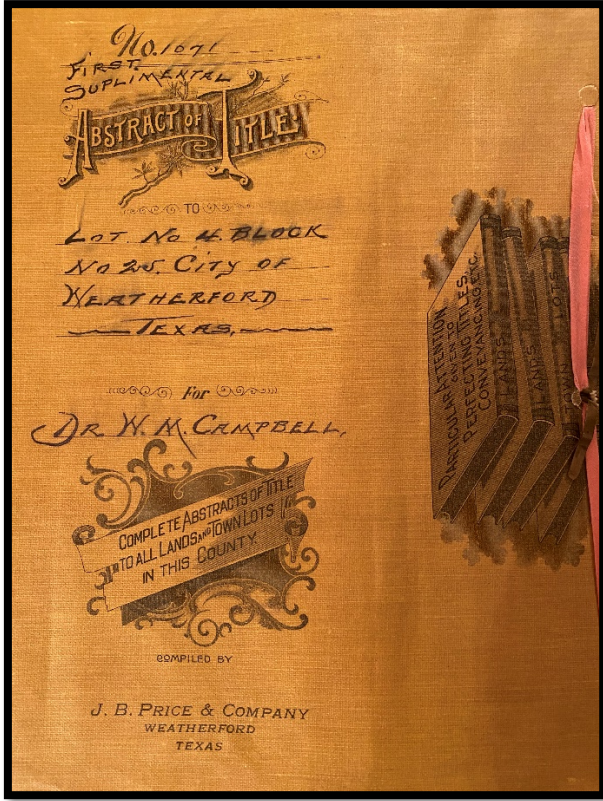
- 18 +/- Total Parcels
- 4300+/- Santa Fe to S Main
- \$24,048,000



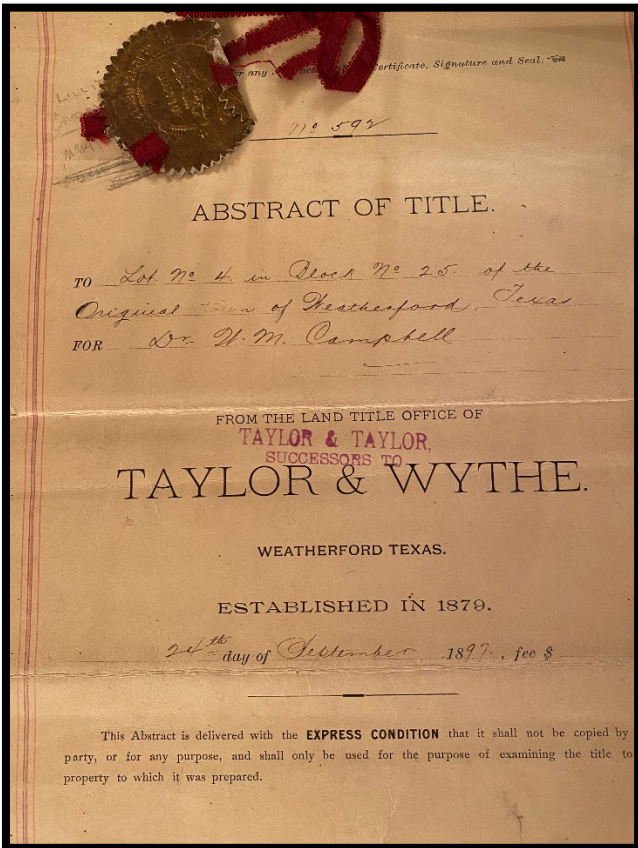
12 Downtown Weatherford Bypass Options | 2019

Attachment #2



Attachment #3



Attachment #4





It was coming, eventually.

Would have been nice to have some form of light rail in this town by now, but cars come first in the good ol' U.S. of A.... – Jeriat Gillum (@Jeriat817)

### Roadway

#### Twitter –

1. Please join me. I will be discussing our award winning DFW @TEXpressLanes project in partnership with @NCTCOGtrans and @TxDOTDallas @TxDOTFortWorth @ljbexpresslanes @MilliganPartnrs @TollTagNews – Captain Carpool (@CarpoolCaptain)



### Transit

#### Facebook –

1. 🙌 If it's been a while since you last took transit, here are a few tips #HopOn – NCTCOG Transportation Department



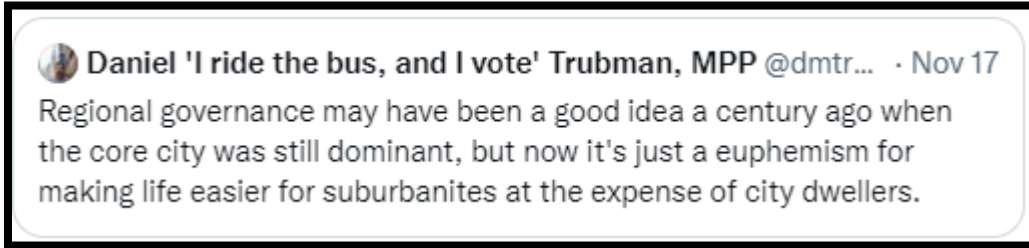
DART does a great job! – Kevin Overton

Best tip: stay away from mass transit like it was the plague! – Phil Neil

### Other

#### Twitter –

1. Maybe it's time we dissolve all these Council of Governments and replace it with something more feudal with the suburbs as serfdoms. When has @NCTCOGtrans ever done anything but extract wealth from Dallas and dilute it among the region? – Andrew Wallace (@agwallace92)



Time for cities to rebuild walls around the city center (aka implement congestion pricing)  
– Daniel 'I ride the bus, and I vote' Trubman, MPP