

## 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 Monday, June 20, through Tuesday, July 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, via email and in-person. Safety comments related to DART were in the majority.

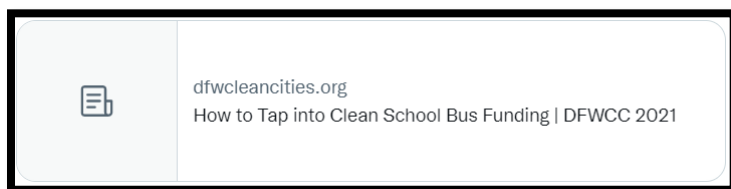
In addition, comments were accepted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. This month, there was 1 bicycle-pedestrian comment. To read the comments, visit:

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

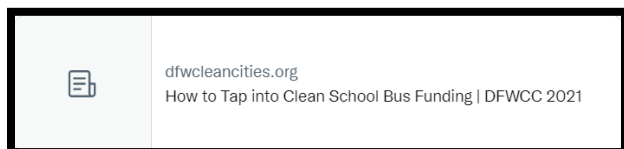
#### Air Quality

##### Twitter –

1. NEXT WEEK: School districts can hear from @NCTCOGtrans about funding opportunities and resources to procure clean school buses, made possible by bipartisan infrastructure funding. 📅 July 20, 10 a.m. CT RSVP here – EDF Texas (@EDFtx)



2. Electric school buses are here, thanks to bipartisan infrastructure funding for the Clean School Bus Program 🚌🔋 Learn from @NCTCOGtrans and @EPA about procurement opportunities this Wednesday, July 20 at 10 a.m. CT. Register here – EDF Texas (@EDFtx)



3. TOMORROW, join us and the @NCTCOGtrans for a webinar to learn how to use federal, state, and local funding programs to procure clean school buses. Register at <https://dfwcleancities.org/event-details/how-to-tap-into-clean-school-bus-funding>. – EPA Region6 (EPAregion6)



### **Bicycle-Pedestrian**

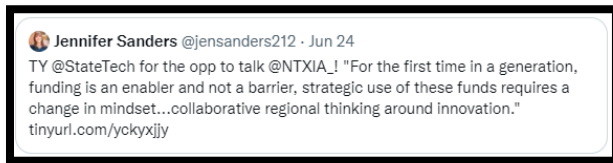
#### **Facebook–**

1. Thanks to our friends at NCTCOG Transportation Department for featuring the #RailTrail! – Denton County Transportation Authority (The DCTA Official Page)

### **Innovative Vehicles & Technology**

#### **Twitter –**

1. Lots of information on the why, how and what's next! Shoutout to the great work underway by our partners across the region and country! #collaboration @SmartCoalitions @DallasSmartCity @MarketplaceCity @CityofCorinth @Cisco @CityOfDallas @richardson\_iq @NCTCOGtrans – NTXIA (@NTXIA\_)



### **Project Planning**

#### **Email –**

1. **Eric Hunter**

Is there a website or map I can look at online of the future plans extending SH 170 west to Azle?

Thanks

Eric Hunter

**Response by NCTCOG Transportation staff**

Thank you for reaching out to the NCTCOG Transportation department.

Currently, there are no plans to extend SH 170 as a freeway facility further west than its current terminus at IH 35W per the current long-range Metropolitan Transportation Plan for the region, [Mobility 2045 Update](#). Here is a link to a [Map Packet](#) from the Mobility 2045 Update that includes Major Roadway Recommendations (SH 170 as a freeway between SH 114 and IH 35W) and Arterial Capacity Improvements (showing arterial improvements west of IH 35W connecting to SH 170 at its terminus).

Here are some links to the City of Haslet's [Master Thoroughfare Plan](#) and the [Haslet Parkway Project](#), where you can find more information on this arterial project connecting to SH 170. The City of Fort Worth recently passed their [2022 Bond Program](#) funding improvements on Avondale Haslet Road, which connects to the Haslet Parkway project, extending arterial capacity improvements westward toward US 287.

Thank you for your question. Should you have any comments you wish to provide, please consider our interactive Map Your Experience engagement tool at [www.nctcog.org/mye](http://www.nctcog.org/mye).

Thank you.

## 2. Teri Satterwhite

Hello

Is town of Fairview planning to add lanes to Country Club road? If so which part?

Teri

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

Good afternoon, Teri,

Thank you for reaching out to the NCTCOG Transportation department.

Country Club Road within the Town of Fairview is a TxDOT facility (FM 1378). Portions of this roadway are slated for improvement within the region's long-range transportation plan - Mobility 2045 Update. The TxDOT Dallas district would have the most current information on this project, including the timing of construction, the scope of improvements, and project limits. Tim Wright ([Tim.P.Wright@txdot.gov](mailto:Tim.P.Wright@txdot.gov)) should be able to help you directly or put you in contact with the appropriate TxDOT Project Manager for this facility.

Additionally, the Town of Fairview has a Master Transportation Plan (<https://fairviewtexas.org/tabsmore.html?singletabid=35>) that shows generally where the future improvements along Country Club Road within the Town's limits are expected.

Thanks.

## 3. David Moore

I strongly suggest that Waxahachie have a tail option to connect itself to Dallas so I won't have to be forced to either only walk or drive to Downtown and everywhere else that is connected by train in DFW.

## **Response by NCTCOG Transportation staff**

Good afternoon, Mr. Moore,

Thank you for reaching out to us with your questions and comments. The Waxahachie Line from downtown Dallas to Waxahachie is a recommended regional rail corridor included in the Mobility 2045 Update. The Transit Project Listings table (pages E-43 and E-44 in [Appendix E. Mobility Options](#) of the plan update) lists the Waxahachie Line in addition to several other recommendations and includes high-level implementation characteristics considered for each corridor. This project is included in the later years of the plan with a potential implementation timeline between 2037 and 2045 depending on many factors, including funding availability and demand. Page E-45 of this same appendix includes the Transit Corridor Projects map showing this Waxahachie Line as a part of the transit recommendations in this plan update.

For additional context on the considerations involved in advancing a passenger rail project in our region, particularly on an active freight corridor, please refer to the TR2-003: Regional Connections: Next Generation Transit Program section of the [Mobility Options Chapter](#), pages 6-45 through 6-49.

Prior to advancing this project, additional study will be required to better understand the major factors influencing the timing of the Waxahachie Line including: station locations, ridership estimates, transit connections, level of capital infrastructure investment required, operational needs, and governance/funding.

Thanks.

## **Public Meeting and Forums**

### **Public Comment Delivered at the July 2022 RTC Meeting**

#### **1. Marcus Wood, Citizen**

Metropolitan Planning Organization Milestone Policy Round 2: Status Update

**Mr. Wood:** I am here to speak about the Riverfront Boulevard Re-Construction, which has been in progress for well over a decade. In February of 2021, I talked to the RTC about this project being pushed back from January 2021 to June 2022. Due in large part to Union Pacific Railroad's objections and delays. I am here again today for the same reasons because many issues remain unresolved. For example, Dallas County offered to install rock retainers across the entire width of Riverfront rather than a canopy over new sidewalks. So, we will still have rocks falling over cars and people after the new construction. I have attached photos to my comment that will also show the alternative. The real problem is delay, delay, delay. It is dead in the water as it stands right now. I have submitted my written comments to other entities, such as Dallas County and the City of Dallas, who know of my concerns because we all share the same thoughts.

**Response by Michael Morris:** Mr. Wood, I would like to thank you for the three or four decades of your support on transportation in the Dallas Fort Worth region. The item you have brought forward, will be discussed with the RTC today. I met with Alberta yesterday, and we have a plan of action to move forward. But I think everyone in this room shares your frustration, and it's not due to a lack of effort. My job has been like a

marriage counselor for the last 3 or 4 years, and we will continue to get across the goal line. We can commit that to you.

**Twitter –**

1. Proud to be reappointed to the @NCTCOGtrans Regional Transportation Council and continue serving with my Dallas City Council colleagues, @VoteOmarNarvaez, @ServeDallas, and @caraathome. – Adam R. Bazaldua(@AdamBazaldua)



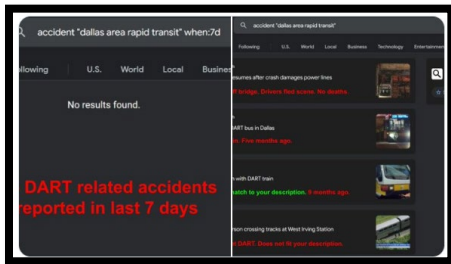
**Safety**

**Twitter –**

1. Condolences to the friends and family of the pedestrian killed by @dartmedia green line train. Another death and another accident that underscores the safety concerns of the Neighbors Sharing Cotton Belt Information & Cotton Belt Concerned Citizens Coalition. @NCTCOGtrans – caraathome (🏠) (@caraathome)

Interesting # Twitter accounts with 0-10 followers support Dart. 😊 Since Dart hasn't released crash info: 7/4/22, 10pm, southbound green line, north of Victory station, died at Parkland. Green & orange lines affected & notified if signed up. Dart police investigating. – caraathome (🏠) (@caraathome)

Cara, it's been over 48 hours since you tweeted about a pedestrian killed by train. You've since shared zero details on who, when, where, how accident occurred. There has been no news in last 7 days of pedestrian-train accidents. Last news to match your tweet was 9 months ago. – Hexel (@hexel\_co)



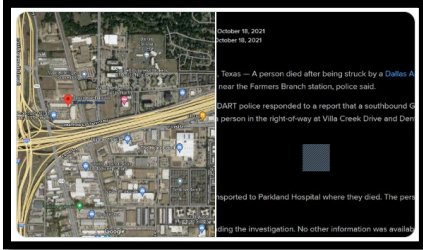
You're right... it's concerning that @dartmedia hasn't shared this tragic incident and media hasn't reported on it yet. Where is DART's transparency about safety incidents? – caraathome (🏠) (@caraathome)

Well... since you know about this tragic incident... why don't you share details on the accident you very publicly announced? Could you at least confirm whether you're talking about a new incident from the last few days, or the incident from October of last year? – Hexel (@hexel\_co)

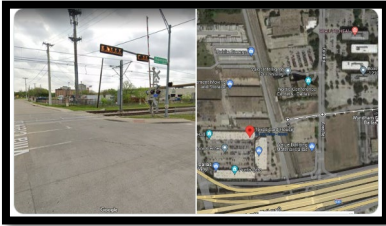
Because you're unwilling to explain incident to public, I will on your behalf.

[thread start]

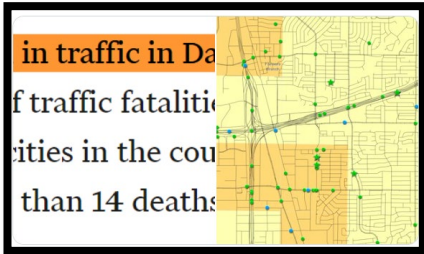
Based on Cara's description & public record, the accident occurred last year, October 18th, Sunday 9:20 pm in front of Texas Card House, a 24-hour poker club on Harry Hines Blvd. – Hexel (@hexel\_co)



Police have not released pedestrian's name. The crossing happened in a commercial / industrial area. Chain fence lines both sides of track. Lights, cross guards, traffic light, and sidewalk present. Due to loud zone, horn likely sounded. Residences are half-mile away. – Hexel (@hexel\_co)



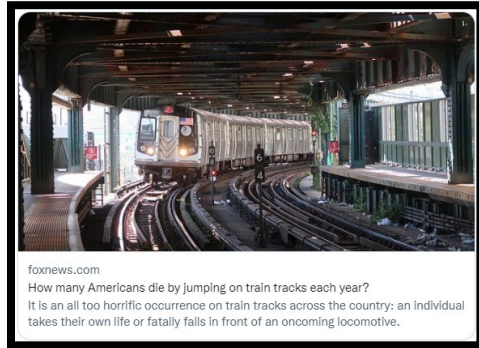
Last year, 228 killed in Dallas traffic. At that rate, 164 car deaths in Dallas in 9 months since **the only one** DART train-pedestrian reported in 2021. From @NCTCOGtrans heat map, several car accidents & deaths in mile radius of train incident. – Hexel (@hexel\_co)



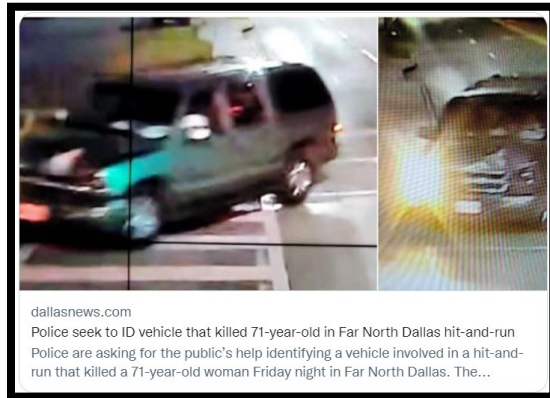
- Looking at just Dallas deaths:
- 2021 by train per capita is 0.07 per 100k
  - 2021 by car per capita is 14 per 100k
  - 2022 suicide per capita is 11 per 100k

- Death by car 200x more likely than train
- Death by suicide 157x more likely than train – Hexel (@hexel\_co)

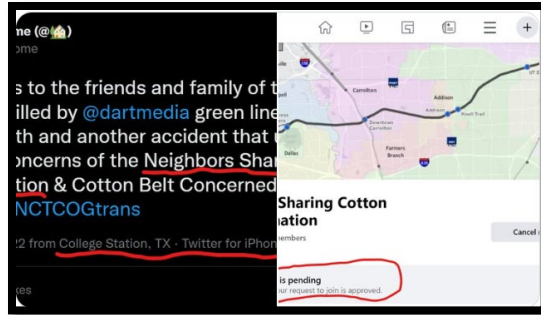
According to numbers from Federal Railroad Administration, 57% of pedestrian-rail deaths attributed to suicide. While I can't say with authority on October Green Line incident, statistical odds & details of circumstance suggest suicide is likely cause. – Hexel (@hexel\_co)



While train deaths are rare (and often difficult to distinguish from suicide), car deaths are exceedingly and scarily common. It's so common, 71-YR-OLD **KILLED TODAY** while writing this thread **IN YOUR AREA FAR NORTH DALLAS.** – Hexel (@hexel\_co)

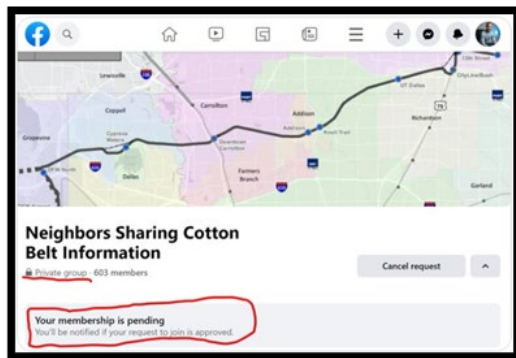


News of SUV killing woman just last night while writing about accident from year ago frustrates me. What prob happened... You tweeted from out of town; you didn't witness rail death nor learn from committee. Old story shared in exclusive private FB group, and you retold as fact – Hexel (@hexel\_co)



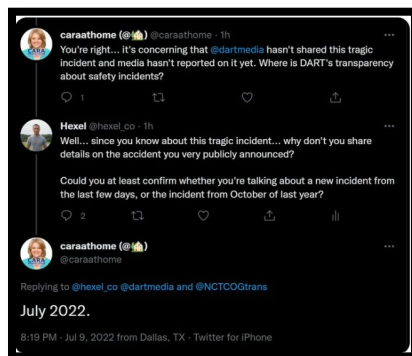
After online search showed nothing & your evasive answers explain nothing, I requested joining the FB group you proudly mention in original post. My request to has been pending for the last 2 days

I suspect my req denied because truth would be revealed if I saw what group shared – Hexel (@hexel\_co)



Ok, this went from fact-checking to calling bull

It's unacceptable to pretend accident 9months ago happened days ago. Your BS answer is for plausible deniability; so you can say "I never said it happened in July '22, that's when I heard/reminded about it"— Hexel (@hexel\_co)



If you want to know more, you can send an open records request to @dartmedia to get the facts. – caraathome (🏠) (@caraathome)

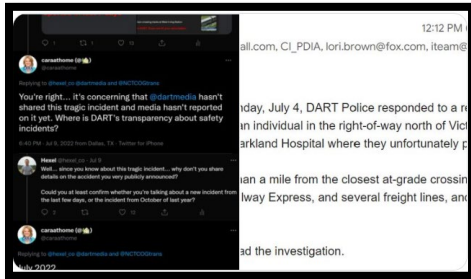
July 2022. – caraathome (🏠) (@caraathome)



Do you really not have any more information than this? Did you just tweet something without having any idea of it was true or not? And now you refuse to admit it? – Chantz Eaton (@chantzEaton)

[thread]

Okay folks. Here is the epic conclusion to this saga. Like before, I'll provide a complete, detailed breakdown of facts w/ sources. Assessment & speculation saved for end. To recap: see timeline of Cara's tweets. Then see response from @dartmedia representative. – Hexel (@hexel\_co)



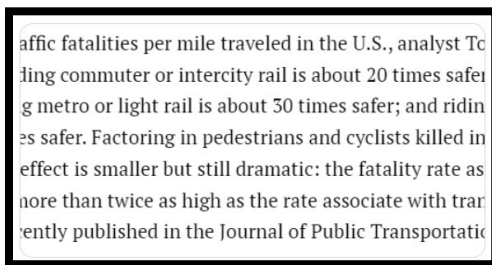
Wow, you're working hard to spin this to save face. Admit you totally made up a scenario that was 100% false. Everything I wrote about the incident - date, time, place & manner of death was confirmed. You're now pivoting to at-grade conversation to deflect. I accept your apology. – caraathome (🏠) (@caraathome)

Maybe if we banned cars people wouldn't feel that it's safer to walk along the rails than the streets – Incoherent Word Hose (@BombyFuntington)

So interesting how people will blame the pedestrian when it is a train that kills someone. When it is a motorist who hits someone, the rally cry is how evil cars are. My call is for @dartmedia to implement safety controls that stop trains when there is a person on tracks. – caraathome (🏠) (@caraathome)

Devastating, but I wish the same concern was given to all of the pedestrians struck and killed by motorists. – Katy! 🚲 (@sustainablekaty)

I mean why not educate ppl instead of leaning into their fears? 🧑‍🎓 – Mitchell Davis (@therealallpro)



Gonna be quite honest I don't like DART that much but there really isn't much they can do when drunk people stumble on the tracks – Laramie! (@LaramieRat)



– Shirts Off Tees (@shirtsoftees)

Are there any more details about when and where this happened? @LoriBrownFox4 – Adam Lamont (@adamhlamont)

Horrible news. – Dee Wadsworth 🙏 (@DeeWadsworth)

Liar – BigT3x (@big\_t3x)

Once the train has a taste for blood it's all the train wants. #bloodlust – Chumbucket (@ObiWanKodos)

OK, so exactly when did this happen? – Gizem Leto (@GizemLeto1)

And their explanation they have "positive train control" is laughable, since that is only intended for rural/freight lines and CLEARLY doesn't work for urban commuter lines. Research doesn't support its use in cities/passenger trains. – caraathome 🏠 (@caraathome)

Cars themselves are not dangerous but we've catered infrastructure towards them for nearly a century, constantly reworking poorly designed roads to accommodate more of them and this makes cars dangerous – Incoherent Word Hose (@BombyFuntington)

It's backwards that we spend so much ridiculous spending on roads that are unsafe for pedestrians in order to accommodate more cars. Cars are the single least efficient means of moving people from one place to another, and such a waste of tax dollars – Incoherent Word Hose (@BombyFuntington)

That's why jaywalking laws exist, to shift blame off the motorist onto the pedestrian. No one blames trains cause it's illegal to walk on the tracks in Texas. Not illegal to walk in the grass next to a busy street or to cross at crosswalks. If I'm hit there it's on the car not me – Cory Krol (@dj\_coryt)

Can we call on DART to put up signs that warn people of the risks of walking along train tracks? In cities with light rail that utilize a 3rd rail system for power there are signs everywhere warning of the risks of electrocution from touching the track – Cory Krol (@dj\_coryt)

I mean I've almost got hit by cars multiple times when I had the pedestrian signal because they didnt bother to look when taking their right turn. With trains, basic common sense is all you need to stay safe, with cars, well... Doesnt matter how careful you are, you can get hit. – ConnorAlt (@AlternateConnor)

it makes more sense to focus on making roads safer by designing them better because roads are far more dangerous. Focus on the greater danger first imo – ConnorAlt (@AlternateConnor)

The rail is being built now - there is a choice to make it safe or not. It's a diesel train going through a dense part of the city & over a walking trail. It's in the path for children who walk to school unaccompanied. – caraathome (🏠) (@caraathome)

That is why "look both ways" is a horrible answer someone else gave. We should strive to make our infrastructure as safe as possible for all. – caraathome (🏠) (@caraathome)

The preston trial right? Is it a horrible answer for having to cross campbell and Frankford road as well? I agree and would love to eliminate at grade crossings, but it doesnt make sense to demand transit to these bear these higher costs when we don't for car infrastructure. – ConnorAlt (@AlternateConnor)

if all of DART was elevated or buried, that would have just been more resources that could have been used elsewhere. AND same is true for roads, if we had to create a separated path for every crossing, I'd imagine those costs would balloon out of control way too quickly – ConnorAlt (@AlternateConnor)

You're right... it's concerning that @dartmedia hasn't shared this tragic incident and media hasn't reported on it yet. Where is DART's transparency about safety incidents? – caraathome (🏠) (@caraathome)

If @dallasnews can report SUV death under 24hrs on weekend, any network would pick up rail death in 50 hrs Throwing down gauntlet. Hey @FOX4 @wfaa @Dallas\_Observer @keranews @DMagazine @CBS11@CBSDFW

Am I, Dallas resident, wrong? Or did City Councilwoman LIE about train death? – Hexel (@hexel\_co)

Wrapping thread by tagging all on Twitter whose demands for answers were met w/ silence @adamhlamont @sustainablekaty @GizemLeto1@BombyFuntington @therealallpro @AlternateConnor @WalkableDFW @NeighborsDTX @CityOfDallas @ncoxbarrett

That's /thread

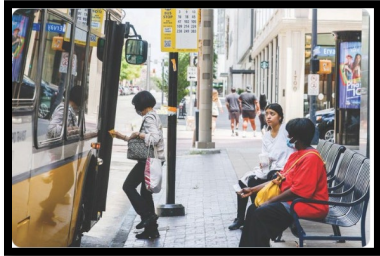
I need a drink. I'll walk. – Hexel (@hexel\_co)

## Transit

### Twitter –

1. Just finished Exec Board meeting for @NCTCOGtrans Lots happening to improve transportation, improve air quality, make procurement easier for cities, & more. Today we approved aviation workforce dev program & automated video sharing pilot. @LMcBee4Dallas @Johnson4Dallas – caraathome (🏠) (@caraathome)

2. Residents who ride @dartmedia tell me it is unreliable. This article shares 1 of Dart's problems & impact on people's lives/transport choices. Missed in article: buses randomly no show w/no notice to riders. Watch @CityOfDallas briefing. @NCTCOGtrans – caraathome (🏠) (@caraathome)



Here is link: Dallas Morning News, 06/27/2022 – Page 1  
<http://edition.pagesuite.com/html5/reader/production/default.aspx?edid=e55f2bc9-4ed3-47d8-9ad3-2bd7aeb50671&pnum=0> – caraathome (🏠) (@caraathome)



The buses are indeed unreliable. I typically use the GoPass app to ensure my bus is coming before I walk to the stop – matt h (@matthavener)

I am hearing the app isn't updated when the bus is not going to come at all but usually updated when it will be late. Do you have experience with that? Dart said to city council they decide what routes to not run when staff is short. – caraathome (🏠) (@caraathome)

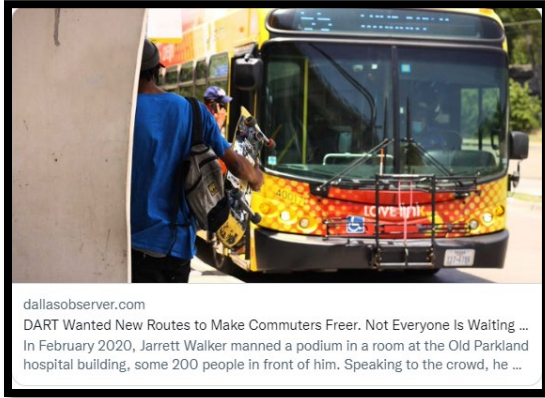
Fun fact! Most of the routes that are cut are routes that primarily serve POC communities - a weird coincidence, huh? – Laramie! (@LaramieRat)

That's true in #D12. The residents who have complained to me & asked for help are POC in low-income apartments. One works for @DallasParkRec and is worried she will be fired for tardiness because of bus/transportation issues. She can't afford @Uber daily & has no car. – caraathome (🏠) (@caraathome)

It's not incompetence - it's pure racial hatred. I've never seen a train or bus in Carrollton or Richardson be delayed. – Laramie! (@LaramieRat)

It's OK, they keep posting "sorry for the bump in the road" ads on IG. – Fancy Bear (@jfpo214)

3. Real life for many @CityOfDallas residents = Concerns about @dartmedia bus service dependability. Affects every part of their life, employment. Fact missing from article: Bus ridership still down 40% pre-COVID per @NCTCOGtrans – caraathome (🏠) (@caraathome)



DART spends ~\$340,000,000 a year for "14.5 million" riders. I've never believed their ridership data - has it ever been audited? – Matthew Marchant (@MatthewMarchant)

Doubtful. The fare box certainly doesn't prove that level of ridership, which is still very low. They say they track ridership by sensors on the doors. Haven't seen a reconciliation of these #s. – caraathome (🏠) (@caraathome)

Dallas is one big government shell game to perpetuate debt They want to make ridership free for @dallascollegetx students to boost numbers They use high school students to boost enrollment for Dallas College They use prek kids to boost k-12 enrollment 🌱🌱🌱🌱🌱🌱🌱 – Lynn Davenport (@lynnsdavenport)

I want to make rides free because you're already paying for it with your \$370 million in sales tax per year. – caraathome (🏠) (@caraathome)

You make an excellent point. Otherwise, they are double-dipping and being wasteful. – Lynn Davenport (@lynnsdavenport)

This is only for light rail – Matthew Marchant (@MatthewMarchant)

There's only 7.7 million people in the entire metroplex. 14.5 million riders is individual trips, correct? For example, I'm one person, and I ride the light rail 300 times in a year. I account for 300 "riders"? – Foxhole (@foxholestrategy)

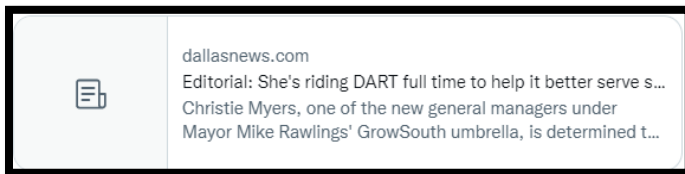
DART doesn't serve the entire metroplex though, because most cities in the metroplex don't pay into the system. Fort Worth is served by trinity metro, for instance. Frisco is served by nobody – ConnorAlt (@AlternateConnor)

The shortage is a huge pain. Trips are longer, because buses that came every 15 minutes were timed with the light rail. With the temporary reduction in service, the bus

comes every 20, 5 minutes after the train arrived, adding 10 minutes each way :/ – ConnorAlt (@AlternateConnor)

Six years ago Dallas appointed new DART board members to better support our transportation agenda. Since then, DART is going backwards. Time for a fresh board who can help change the culture at DART from real estate development to transportation? – Dallas As A Hole (@dallasasahole)

We participated in this experiment years ago to prove and document the gaps and inefficiencies. Some improvements were made but the problem remains the same. – Lynn Davenport (@lynnsdavenport)

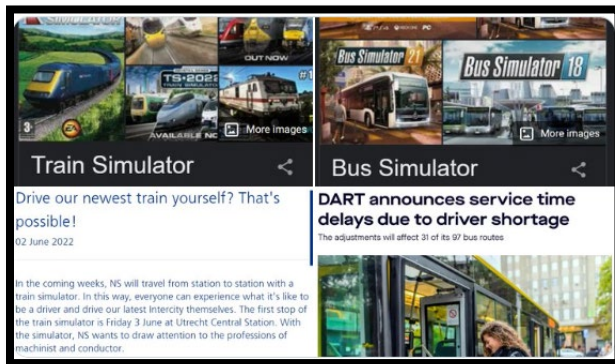


When you say "we participated", are you saying you were part of Neighbor Up Dallas? You're not the woman in article, and your name isn't listed on the website so I'm confused. Nonetheless, if you were part of this, where can we find documented results of experiment? – Hexel (@hexel\_co)

Transit planning in DFW is an exercise in groupthink by elected officials with fragile egos and low IQs. And exactly zero of the people that "set policy" actually use the system so they don't really care or know the facts on the ground. – Matthew Marchant (@MatthewMarchant)

Exactly! – Grumpy Old Frog (@GrumpyOldFrog1)

4. I mean, if any North American city could use a train simulator, it would obviously be the one with the longest light rail network in the fastest expanding metro area. Right @dartmedia @NCTCOGtrans @TrinityMetro @RideDCTA ???? – Hexel (@hexel\_co)



5. 📷 Here's a snap from Congresswoman Van Duyne's visit to our HQ! We are proud to be part of the ongoing solution of keeping #NorthTexas moving with our partners at @TxDOT and @NCTCOGtrans and thankful for leaders like Congresswoman Van Duyne that advocate for mobility solutions. – TEXpress Lanes 🚗 (@TEXpressLanes)

