

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 Sunday, February 20, through Saturday, March 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. Transit 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 10 bicycle and pedestrian comments, 20 roadway comments and 11 transit comments. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

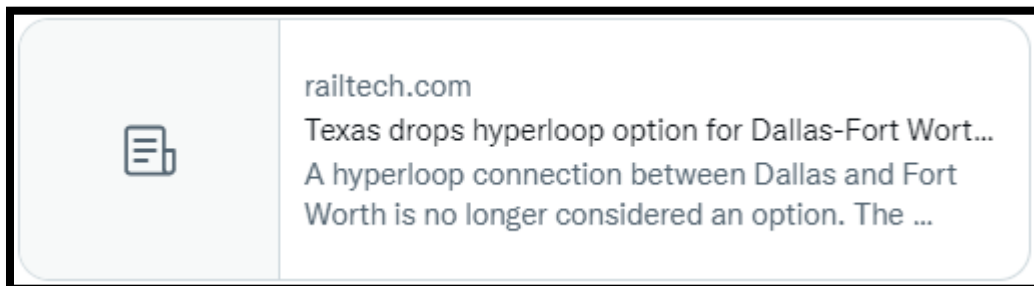
High-Speed Transportation

Twitter –

1. "A hyperloop connection between Dallas & Fort Worth is no longer considered an option..."

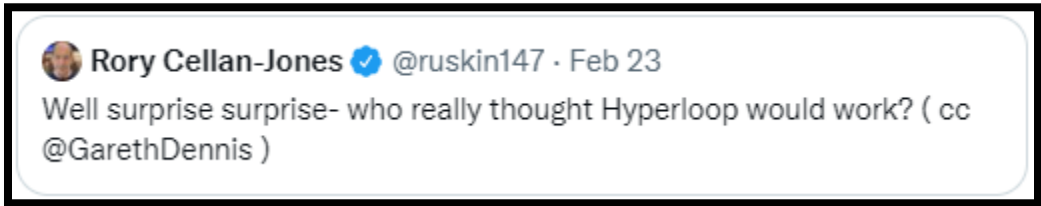
@NCTCOGtrans

announced they will focus "solely on high-speed rail as part of its plans to develop the Interstate 30 rail corridor between Dallas and Fort Worth" – Loren S. (@txbornviking)



Are you ok? – Emily M. Farris (@emayfarris)

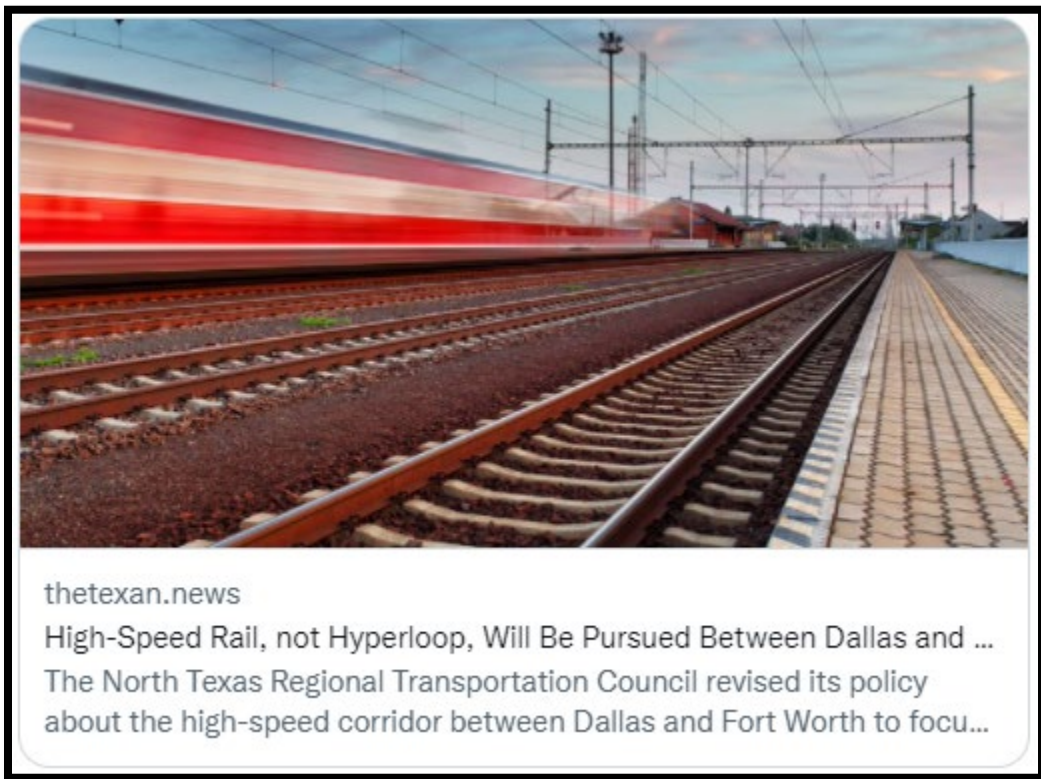
2. So @virginhyperloop minus the hype? @NCTCOGtrans ditches hyperloop for high-speed trains. Sensible. – Peter J LeCody (@railadvo)



https://en.wikipedia.org/wiki/Missouri_Hyperloop

It's crowd on I-70 Friday evening, has drivers take their boat to the Lake of the Ozarks. Back to the St. Louis area, Sunday evening. – K M Stanton (@KevinS63103)

3. @NCTCOGtrans selects #HighSpeedRail over #Hyperloop for Dallas <-> Fort Worth corridor. 🗺️ 🏡 🐵 #BuildHSR #FundHSR – US High Speed Rail (@USHSR)



#winning – Electric Regional/National Rail to NA when? (@hsrgood)

Cause @TexasCentral is making such great progress... – Brian Bundridge (@dafuq_mac)

Innovative Vehicles & Technology

Twitter –

1. On-demand #autonomous public #transportation service marks major milestone

<https://uta.edu/news/news-releases/2022/03/18/rapid-one-year>

#SelfDrivingCars #AI #IoT #5G #AutonomousVehicles #autonomous #Robots #startup #startups #SmartCity #Travel #Tech #technology #Robot #MachineLearning #Mobility #delivery #BigData – guidaautonoma (@guidaautonoma)



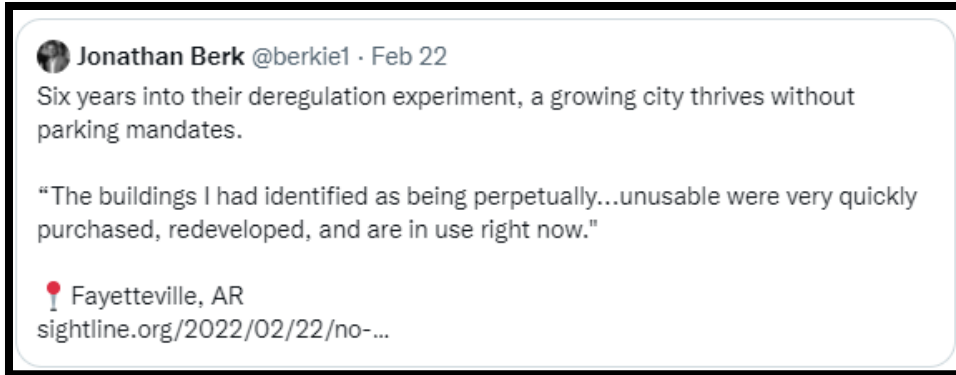
Sustainable Development

Twitter –

1. How much parking does DFW need as it continues to grow? @NCTCOGtrans is conducting a study & developing a database as the region continues to welcome new residents. Visit <http://NCTCOG.org/parking> for more details. #FortWorth #TarrantCounty #NorthTexas #Parking – Tarrant Transit Alliance (@TarrantTransit)



#BanParkingMinimums and unlock economic potential! – Loren S. (@txbornviking)



2. @NCTCOGtrans tackling subject of parking in North Texas. – Thomas Bamonte (@TomBamonte)



Good lord that should be shortest study of all time – Eric Haney (@EricHeartsMath)

I can help them: Yes – Doyle Rader (@DoyleRader)

Transit

Twitter –

1. TexRail is such an interesting case study in the issues of American transit. It's a new, modern rail line with clockface schedules. But it's rather ineffective, thanks to: - Uday Schultz 🎧 (@A320Lga)



who would have thought that regional planning is actually important – Alan Fisher (@alanthefisher)

I hate to bring the bad news but regional "planning" has been part of this. Bad regional planning is also how DART ended up with the longest light-rail system but terrible ridership per mile.

Sadly the @NCTCOGtrans has a auto-first mindset. – Loren S. (@txbornviking)



2. From landing to the north at DFW, looking west towards Fort Worth:

(left) Union Pacific's Dallas Subdivision

(right) Trinity Railway Express' former Rock Island route - which now also hosts Amtrak's Texas Eagle after shift from UP, it runs it faster & more reliably. – RAIL Magazine (@RAILMag)



Shifting @Amtrak Texas Eagle off the @UnionPacific Dallas sub to the Trinity Railway Express was thanks to heavy lifting from @NCTCOGtrans @dartmedia @TrinityMetro @TxDOT @USDOTFRA @TXRailAdvocate @BNSFRailway and many others.
#Tower55 – Peter J LeCody (@railadvo)

3. Hey @NCTCOGtrans & @TxDOT, if your 2045 plan doesn't call for the equivalent of this then you're wasting our time. – Andrew Wallace (agwallace92)



Facebook –

1. Registration for the 2022 TTA Transit Academy, sponsored by The University of Texas at Arlington, closes in just 2 weeks!

In Session 2, learn about the needs of the community and how they intersects with transit access. Students will also discover how misconceptions and public perception can influence planning factors and will gain an understanding of the roles of various local and regional elected officials and institutions.

For attending this session, students can receive 2.25 LUs AIA and AICP CMs.

Join our speakers: Beth Watson of United Way of Tarrant County, Matt Jacobs of Catholic Charities Transportation Services, Alisha Wilkinson Marrero of Catholic Charities Transportation Services, Shannon Stevenson of NCTCOG Transportation Department, Chad Edwards of Trinity Metro by registering NOW at bit.ly/tafb22

Thank you to our session sponsor, United Way of Tarrant County!

#ContinuingEducation #TransitAcademy #Transit #TarrantCounty #ArlingtonTX #PublicTransit #TransitRider #PublicTransport #TransitOrientedDevelopment #UrbanDesign #CommunityDesign – Tarrant Transit Alliance



Programs

Twitter –

- 1. Check out the @GoCarmaTeam app for HOV discounts on the TEXpress Lanes 👉👉 – TEXpress Lanes 🚗 (@TEXpressLanes)



Project Planning

Twitter –

1. @NCTCOGtrans What is the status of the US-75 Corridor HOV Pilot Project? Has anything changed since the plans first made news in 2019? Is construction on the "technology lane" still slated to start in summer of this year? – Lunchbox (@CravenTHC)

Hi! Apologies for the delayed response! The construction has been delayed a little, but construction is still expected to begin in the summer 2022 timeframe. Hopefully it's not too difficult to read, but more information in the image. – NCTCOGTransportation (@NCTCOGtrans)

INCENTIVING HOV LANE USAGE TO IMPROVE SAFETY AND TRAFFIC FLOW ON US 75

BACKGROUND

The current US 75 HOV lanes offer a single, concurrent lane in each direction separated by pylons. The lane is only available for High-Occupancy Vehicle (HOV) users and is enforced by visual inspection by the Dallas County Sheriff's Department. As configured currently, the lanes are underutilized, and they pose ongoing maintenance and enforcement challenges.

TxDOT is currently designing an operational improvements project for the HOV lanes to convert them to Technology Lanes and address the goals listed below.

Technology lanes are lanes that utilize vehicular or roadside equipment to influence operations, incentivize vehicle occupancy, impact time of day travel decisions, or provide other opportunities to accommodate the dynamic fluctuations in traffic flow and transportation needs.

GOALS FOR THE US 75 CORRIDOR

- Reduce fatalities and crashes by improving traffic flow.
- Improve response to crashes through multi-city traffic incident management.

PROJECT TIMELINE

Aug 2018 - Letters Approved
 Spring 2021 - STPA Award Approved
 Winter 2021 - Initial User Agreement & High-Risk / Low-Occupancy Pilot
 Spring 2021 - P&ID Complete
 Winter 2022 - P&ID Complete
 Fall 2022 - High-Risk / Low-Occupancy Pilot
 Spring/Summer 2022 - High-Risk / Low-Occupancy Construction Project

ESTIMATED CONSTRUCTION COSTS

Technology Lanes	\$17.7 M
Ridgecrest Drive Interchange	\$26.1 M
Estimated Total Cost*	\$43.8 M

*Not-in-kind charges: \$400,000

DEMONSTRATION PROJECT COST

\$10,000,000

FUNDING SOURCE

STPA Grant	\$5,000,000
Carma	\$4,075,000
NCTCOG	\$925,000
Total	\$10,000,000

Source: TxDOT award | 10/21 years

HOW THE GoCARMA APP WORKS

- After obtaining a toll tag, users download the GoCarma app, create an account, and quickly add their vehicle details to get started.
- The app activates automatically when driving on US 75 Technology Lanes. No user interaction required at any time.
- The app verifies HOV status and forms a road transaction WITHOUT reliance to a toll tag or toll gantry.
- An accounting framework is modeled based upon large volumes of high-performance transaction data.
- Variable credits are awarded for target locations to inspire user behavior change.

CONTACT INFORMATION
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TEXAS DEPARTMENT OF TRANSPORTATION | SUMMER - Q3 2021

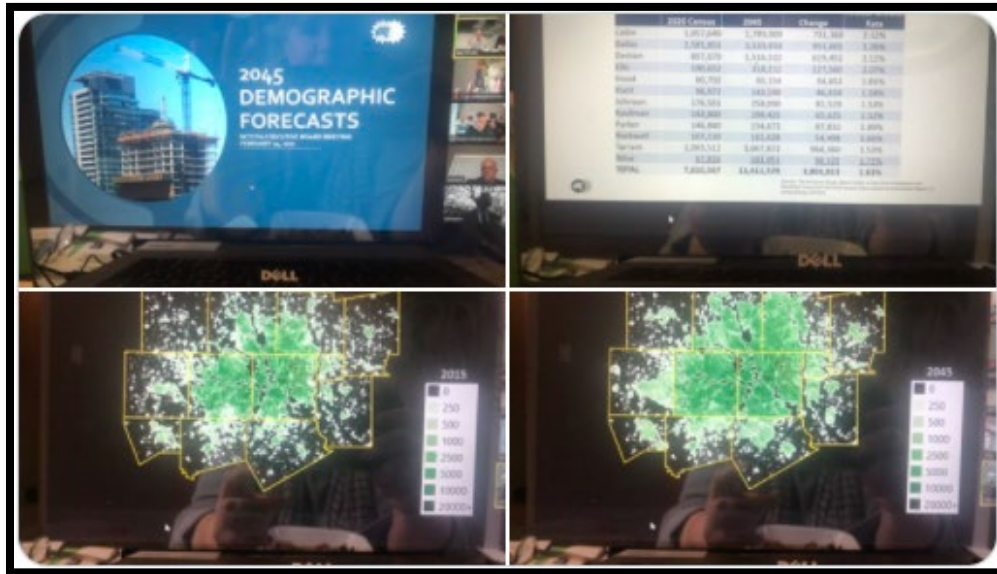
This was informative and helpful. I'm not exactly looking forward to the construction effort since it will likely impact my commute somewhat, but excited that the end result may reduce congestion and keep traffic moving. Thank you! – Lunchbox (@CravenTHC)

We totally understand. Hopefully the improvements made after construction make the temporary inconvenience worth it. Reach out if you have any other questions! – NCTCOGTransportation (@NCTCOGtrans)

Other

Twitter –

1. .@NCTCOGtrans executive committee meeting was moved to zoom due to weather. We're about to accept the 2045 Demographic Forecast. Every part of North Texas is growing and will continue to grow! – caraathome (@🏠) (@caraathome)



2. If you weren't at JBJ Management's virtual event today....where were you?

Thank you to Cong. Colin Allred and @NCTCOGtrans Director of Transportation Michael Morris for speaking and answering questions regarding the Bipartisan Infrastructure Bill!
 #Transportation #Dallas – JBJ Management (@JBJ_Management)

