

# Agency fields negative feedback on A-train service plans

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By Bj Lewis / Staff Writer / Denton Record Chronicle

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After taking their lumps from several Denton residents Monday night, Denton County Transportation Authority officials are gearing up for another public meeting to discuss fares and how bus service will integrate with the coming passenger rail service, the A-train.

## IF YOU GO

- **What:** DCTA public meeting
- **When:** 6:30 p.m. Thursday
- **Where:** Lewisville Municipal Annex, 1197 W. Main St.

## ALSO ONLINE

- [DCTA transports the masses](#)

The meeting at 6:30 p.m. today at the Lewisville Municipal Annex will give agency officials a third chance to let the public in on their transportation plans and receive public feedback.

“It’s another opportunity for DCTA to go out to the public to get feedback so that hopefully, when we come back to the public in July, we can take feedback from all three member cities and frame a proposal that is balanced financially and meets the needs of constituents,” said Dee Leggett, vice president of communications and planning.

DCTA President Jim Cline and other agency officials were on the receiving end of a verbal shelling of complaints and disappointment from residents about the proposed rail line connecting Denton to Carrollton.

Leggett said the comments, the majority of them about the lack of weekend and night service, were not a surprise.

“It’s consistent with the e-mails we have been receiving,” she said. “The challenge is figuring out how to meet those needs we heard last night.”

Some comments DCTA officials have received have expressed community thinking that the current A-train is not the one offered initially.

“Did DCTA sell one product and deliver another? What we want to make sure is we’re delivering a product sustainable for the long term, around for the next five, 10 years,” Leggett said.

Leggett acknowledged that since the original service plan was written and published, and environmental documentation passed, things have changed.

While officials are not saying “no, we can’t do it, ever” regarding the service complaints, Leggett said the thinking is that it’s better to start slow and add service rather than subtract.

Leggett also noted the agency is trying to maintain promises to the neighborhoods affected by the daily rail service and pledges to not run hours that would further disturb those residents close to the tracks.

Transit is a constantly growing and evolving industry, Leggett said.

She said other transportation agencies started slow with services and built up.

“Transit is a growing, changing organism on an annual basis as the ridership changes. We’re confident as we change, the public will respond,” she said. “We’re young. We’re growing. We can’t afford to put everything out there all at once.”

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