



# Metropolitan Transportation Update

Greater Parker County Mobility Strategies 2012  
*Moving Forward Together*

June 15, 2012



Dan Kessler  
Assistant Director of Transportation

# Metropolitan Area Perspective



4th Largest Metropolitan Area in the United States

Ranked 2<sup>nd</sup> in Population Growth Between 2000-2010 Adding Over 1.2 Million Persons

Larger than 35 States in Population

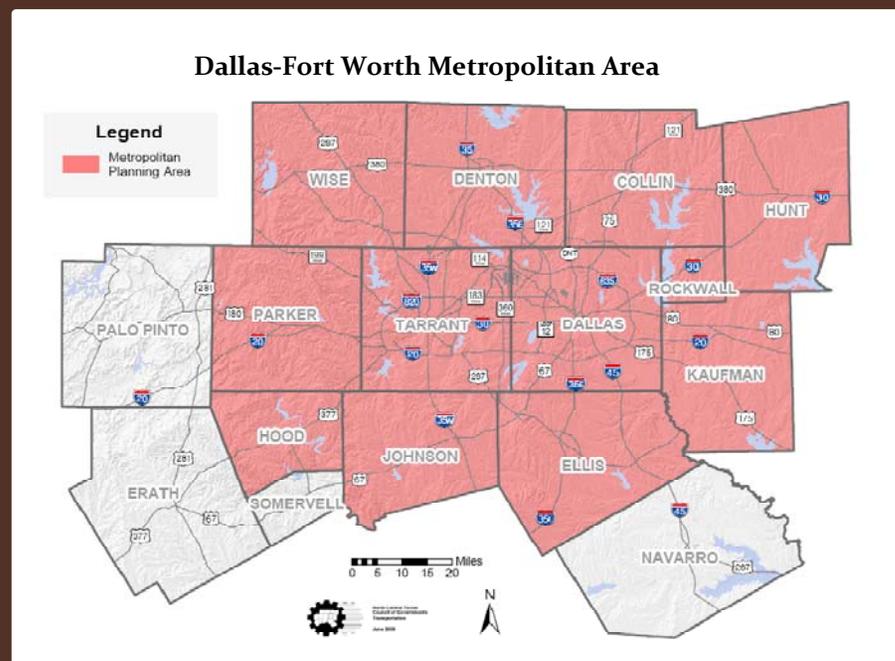
Larger than 5 States in Land Area

12<sup>th</sup> Largest Metropolitan Economy in the World

Represents Over 34 Percent of the State's Economy

6.6 Million Persons in Year 2012

Growing to 10 Million Persons by the Year 2035

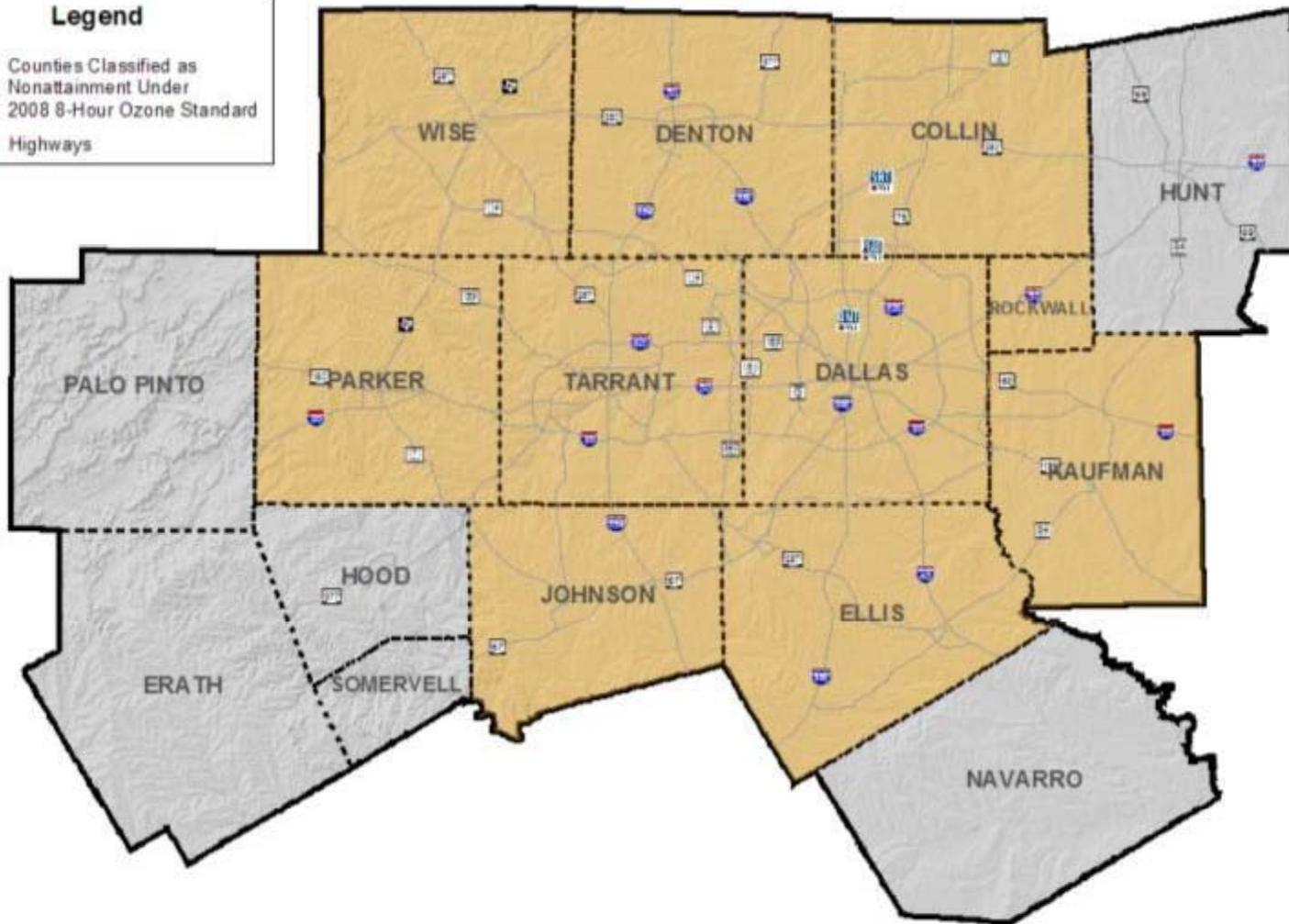


# Dallas-Fort Worth Nonattainment Area



**Legend**

- Counties Classified as Nonattainment Under 2008 8-Hour Ozone Standard
- Highways



# Metropolitan Transportation Plan



**NCTCOG Forecasts of  
Future Growth and  
Traffic**

**Financial and Environmental  
Constraints**



**City and County  
Transportation Plans**

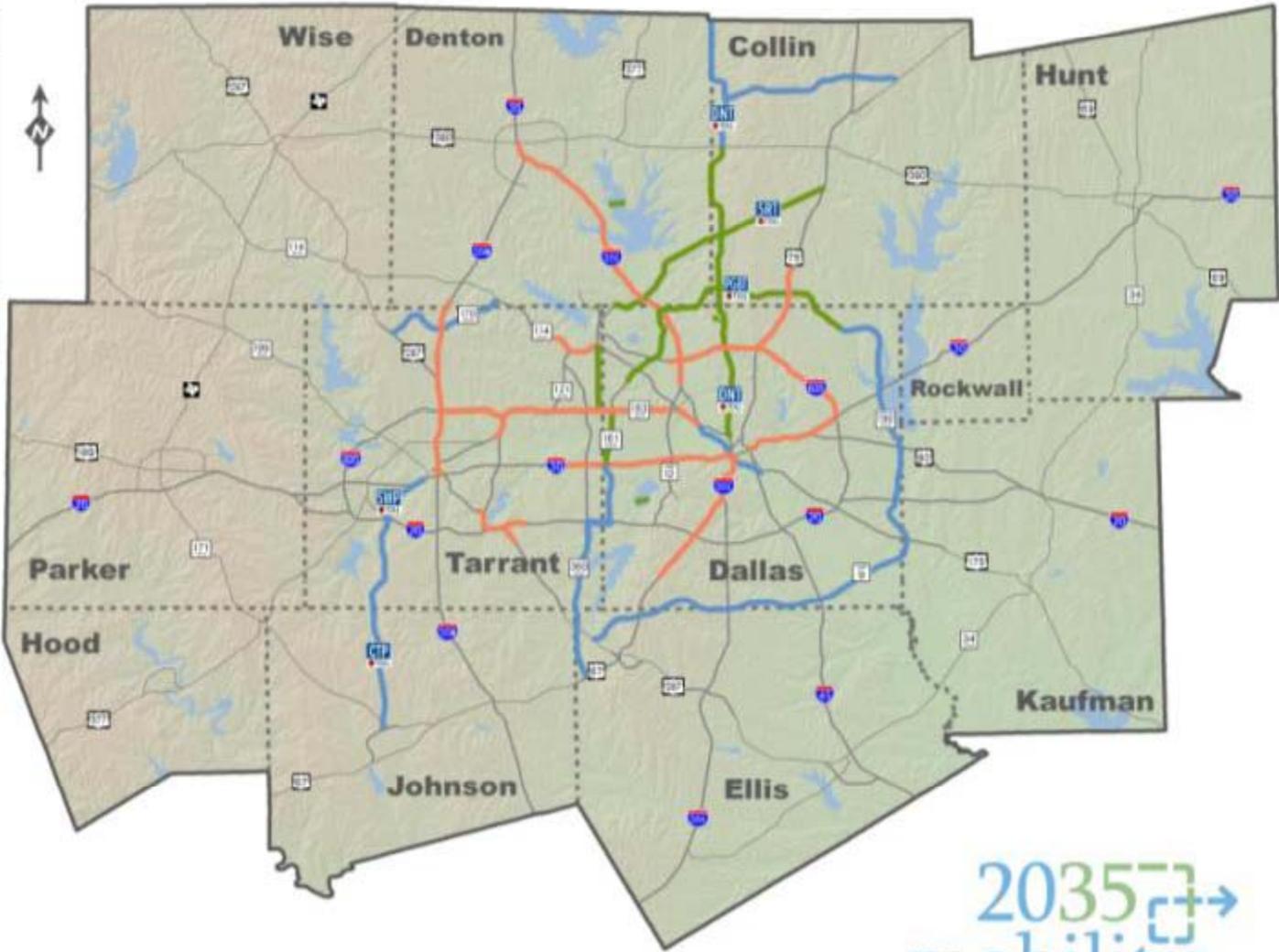
**Transportation  
Partner-Agency  
Detailed Corridor  
Studies**

# Priced Facilities

**Legend**

**Priced Facilities**

-  Future HOV/Managed Facilities
-  Existing Toll Roads
-  Future Toll Roads
-  Major Roads



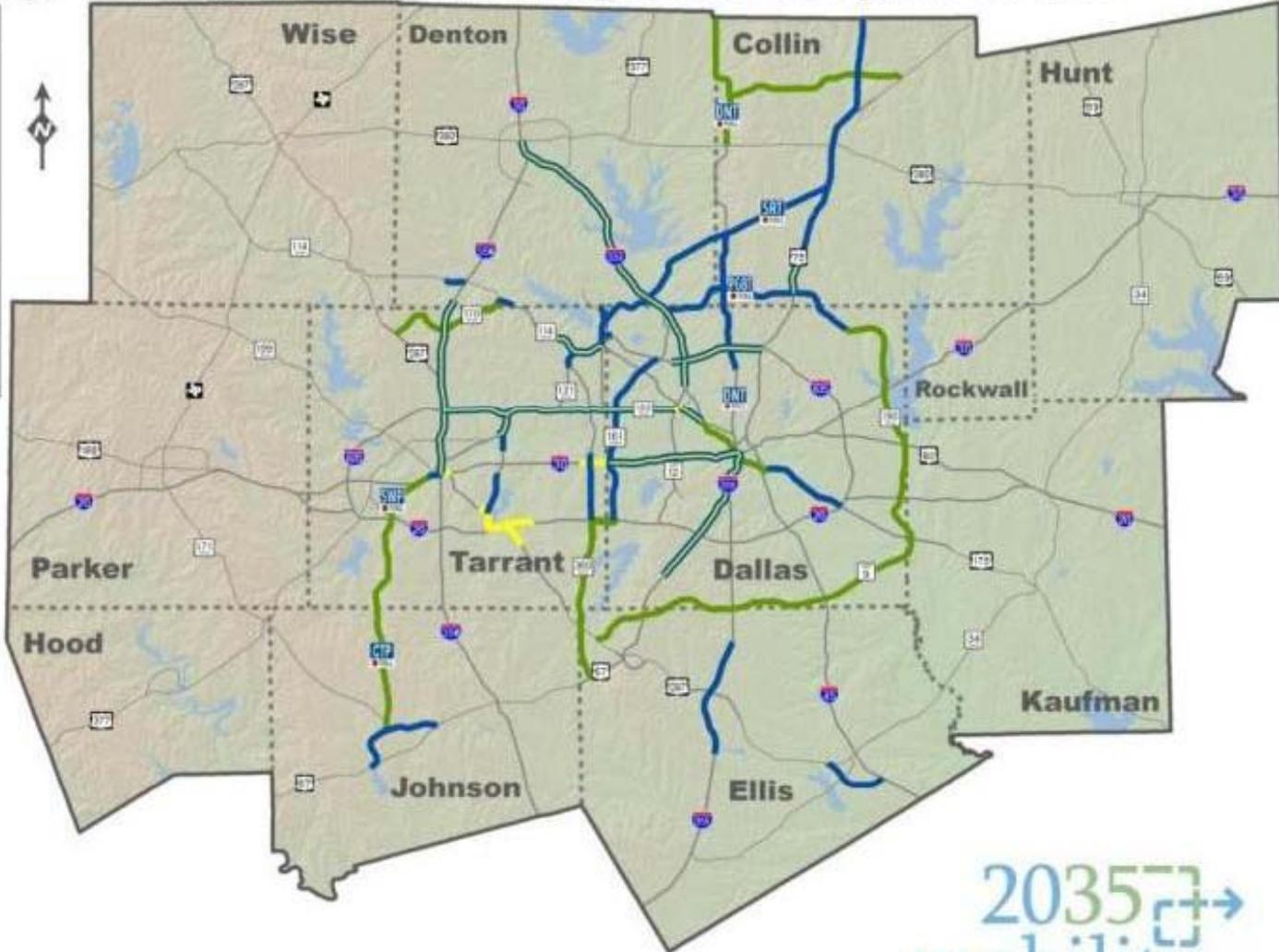
Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics for the freeway/tollway system will be determined through ongoing project development. Tolls are/will be charged on new capacity only and will include HOV incentives. Existing lanes in corridors remain free.



# Funded Recommendations

## Freeway, Tollway, and HOV/Managed Lane Improvements

Legend	
Recommendations	
	Additional Capacity to Existing Roads
	Improvements to Existing Freeway and HOV/Managed Lanes
	HOV/Managed Lanes
	New Toll Roads
	Major Roads

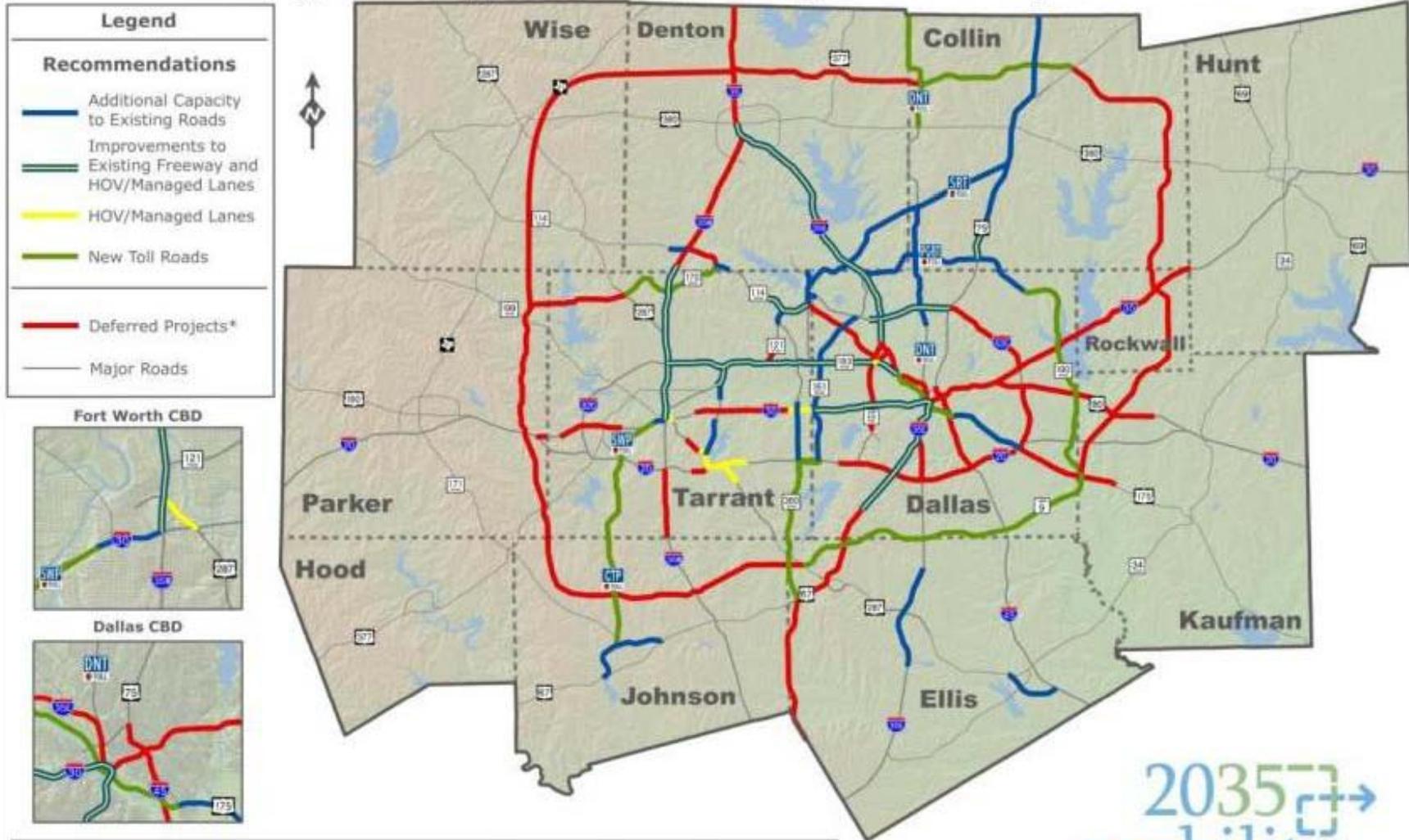


Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics for the freeway/tollway system will be determined through ongoing project development.



# Mobility 2035 Recommendations

## Freeway, Tollway, and HOV/Managed Lane Improvements



Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics for the freeway/tollway system will be determined through ongoing project development.

\*Major roadway projects identified in previous metropolitan transportation plans but not included in the financially constrained recommendations of Mobility 2035.



# Regional Needs Summary

(Billions, Actual Dollars)



Major Expenditure Type	Mobility 2030	Mobility 2035 (Financially – Constrained)	Regional Needs
<u>Operations &amp; Maintenance</u> Operations, Maintenance, Rehabilitation, Safety, Facility Reconstruction, transit operations	\$36.2	\$27.3	\$119.2
<u>Non-Capacity Improvements</u> Congestion Management Process, Air Quality & Environment, Bicycle & Pedestrian, Sustainable Development, Transportation Enhancements	\$5.2	\$8.7	\$9.6
<u>Capacity Improvements</u> Freeway, Tollway, HOV, Managed System, Rail Capital, Bus, Paratransit, Regional Arterial System, Other Arterials, Goods Movement	\$104.1	\$65.1	\$266.5
<b>Total</b>	\$145.5	<b>\$101.1</b>	<b>\$395.3</b>

*Costs are adjusted for “total project cost” and “year of expenditure” consistent with SAFETEA-LU planning requirements. “Actual Dollars” reflects the effect of inflation over time.*

# Regional Transportation Council Project Selection

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## Occurs Through:

- ◆ Calls for Projects
- ◆ Funding Initiatives
- ◆ Partnerships

## Involves:

- ◆ Competitive Project Selection (includes technical evaluation)
- ◆ Strategic Project Selection (based on regional priorities)

## Timing:

- ◆ Availability of Funds
  - ◆ Federal
  - ◆ State
  - ◆ Regional
  - ◆ Local

# Transportation Project Implementation



**Local Governments**  
(Cities, Counties)



**Texas Department  
of Transportation**  
(Dallas and Fort Worth  
Districts)



**Transportation Agencies**  
(NTTA, DFW Airport, Others)



**Transit Agencies**  
(DART, FWTA, DCTA, Others)

# Coordination of Future Growth



## Parker County Areas of Anticipated Residential Growth

### Legend

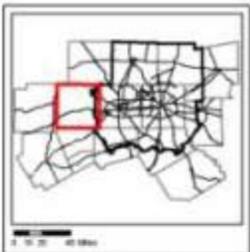
- Freeway / Tollway
- Major Arterial
- Minor Arterial
- Rail Corridor
- 2005 Residential Land Use\*
- 1 mile Residential Buffer
- County Boundary

\* Source: NCTCOG Research & Information Services, Department 2004 Land Use

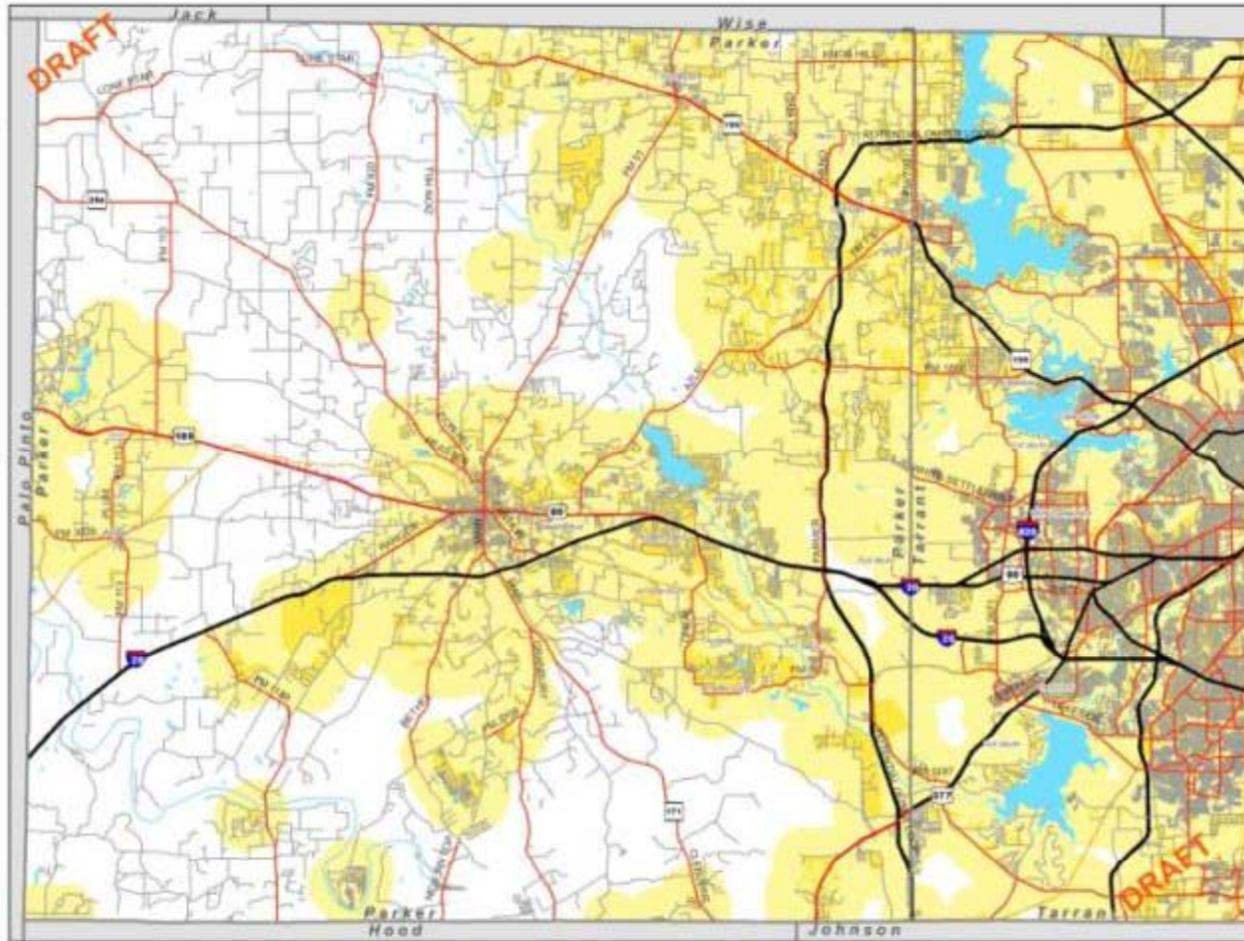


Note:  
Roadwork as shown is a combination of current  
and R13 network and Mobility 2030: The Metropolitan  
Transportation Plan network where available.

New facility location indicate transportation needs  
and do not represent specific alignments.



August, 2009



0 1.2 2.4 3.6 4.8 Miles

Exhibit III-13

# Integration of Regional and Local Plans

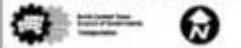


## Parker County

Thoroughfare Plan  
Recommendations:  
Existing Facility  
Improvements and  
Critical Connections

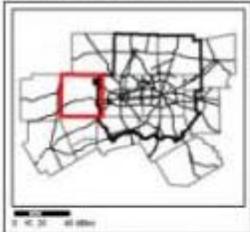
### Legend

- Freeway / Tollway
- Major Arterial
- Minor Arterial
- Rail Corridor
- County Boundary
- Improvements to Existing Roads**
- 4/6 Lane Divided Parkway
- 2/4 Lane Undivided Road
- Enhanced Corridor\*
- New Facilities**
- 4/6 Lane Divided Parkway
- 2/4 Lane Undivided Road
- Mid-Priority Areas: Potential Geometric Improvements

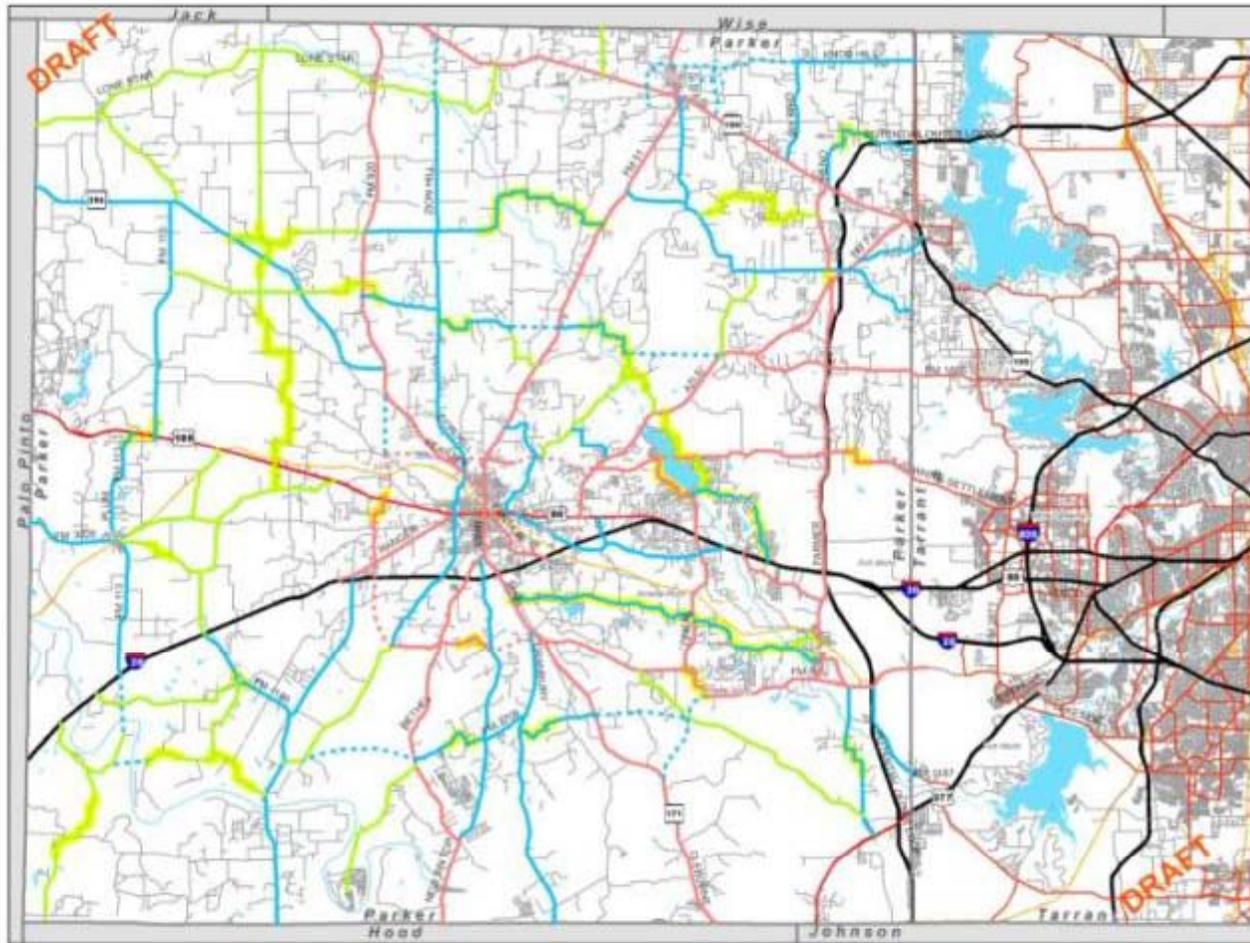


Note:  
Roadways on this map are a combination of current year RSD network and Mobility 2020. The Metropolitan Transportation Authority network where available.

New facility locations indicate transportation needs and do not represent specific alignments.



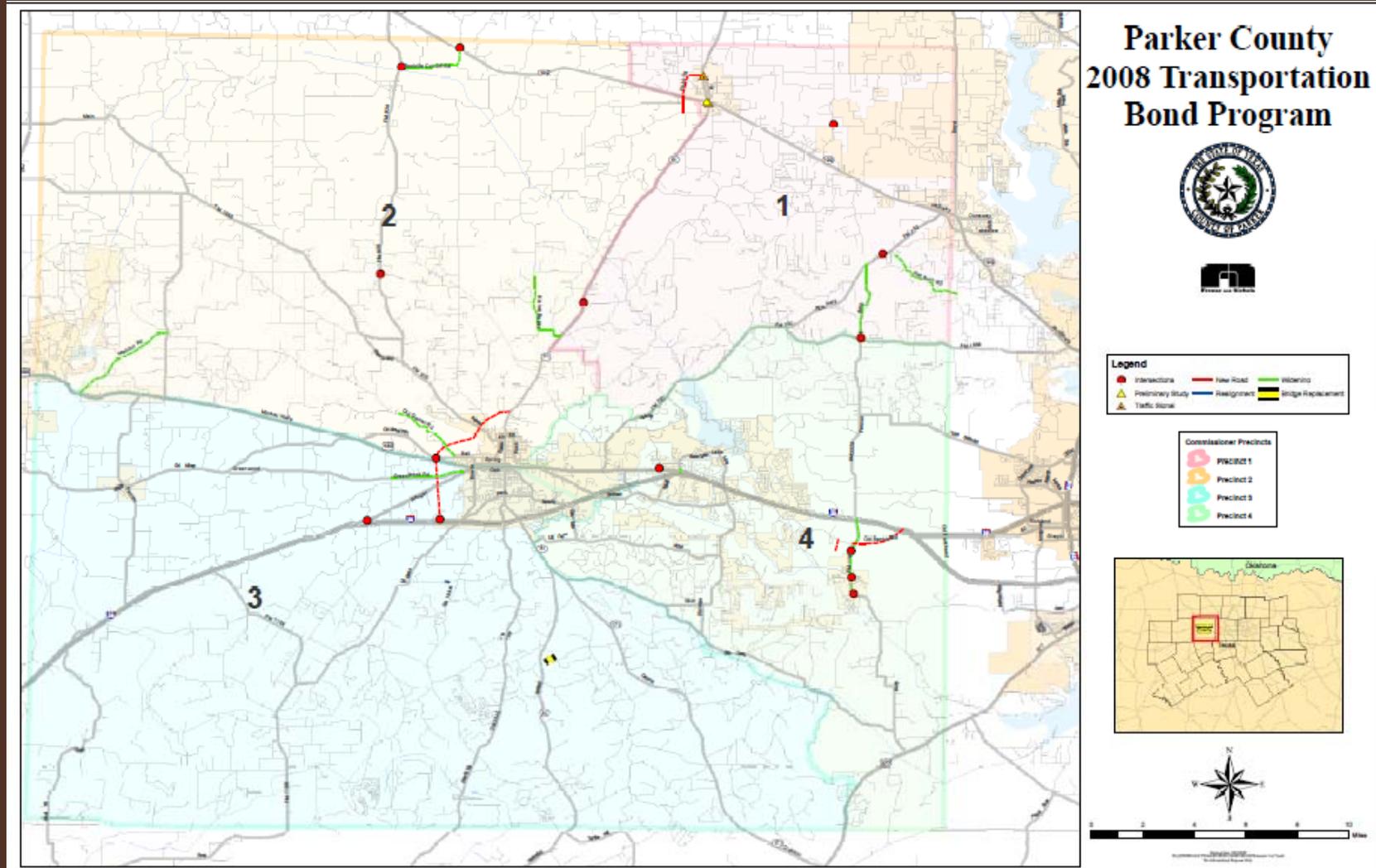
August, 2009



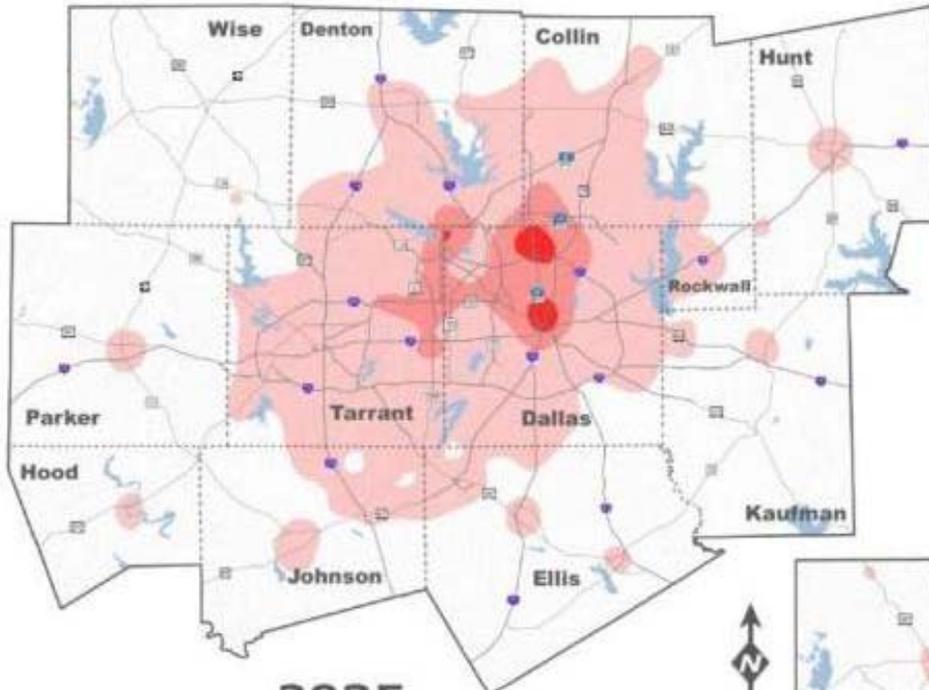
0 1.5 3 4.5 6 7.5 Miles

Exhibit IV-3

# Identification of Project Needs and Partnership Opportunities

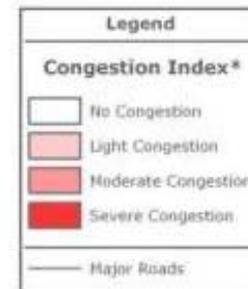


# Levels of Congestion



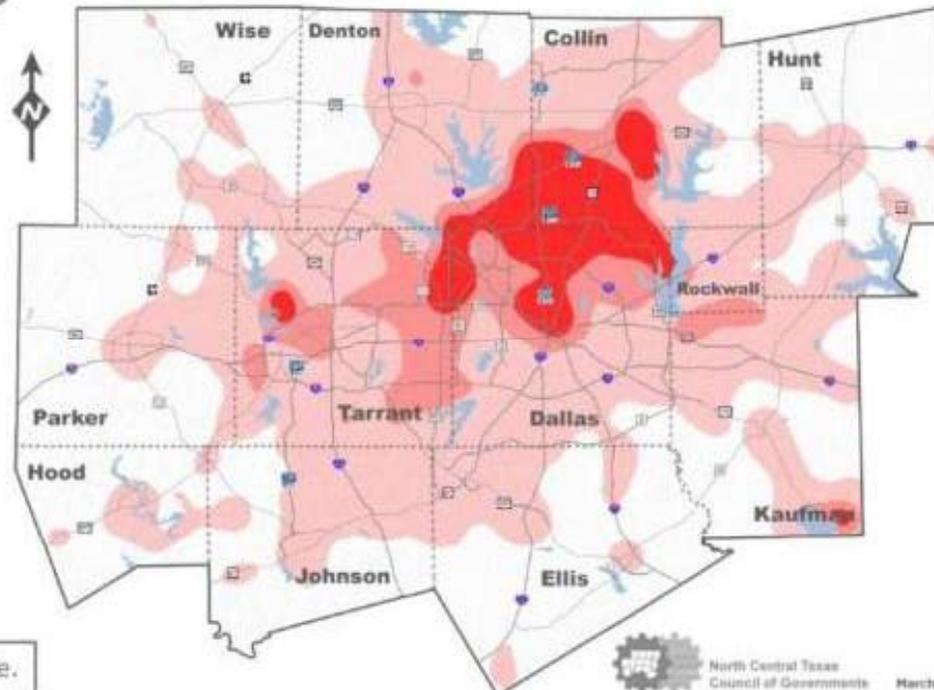
**2012**  
**← Congestion Levels**

**Cost of Congestion: \$4.5 billion**



**2035**  
**Congestion Levels ➤**

**Cost of Congestion: \$10.1 billion**



\*Congestion Index is based on a percent increase in travel time.

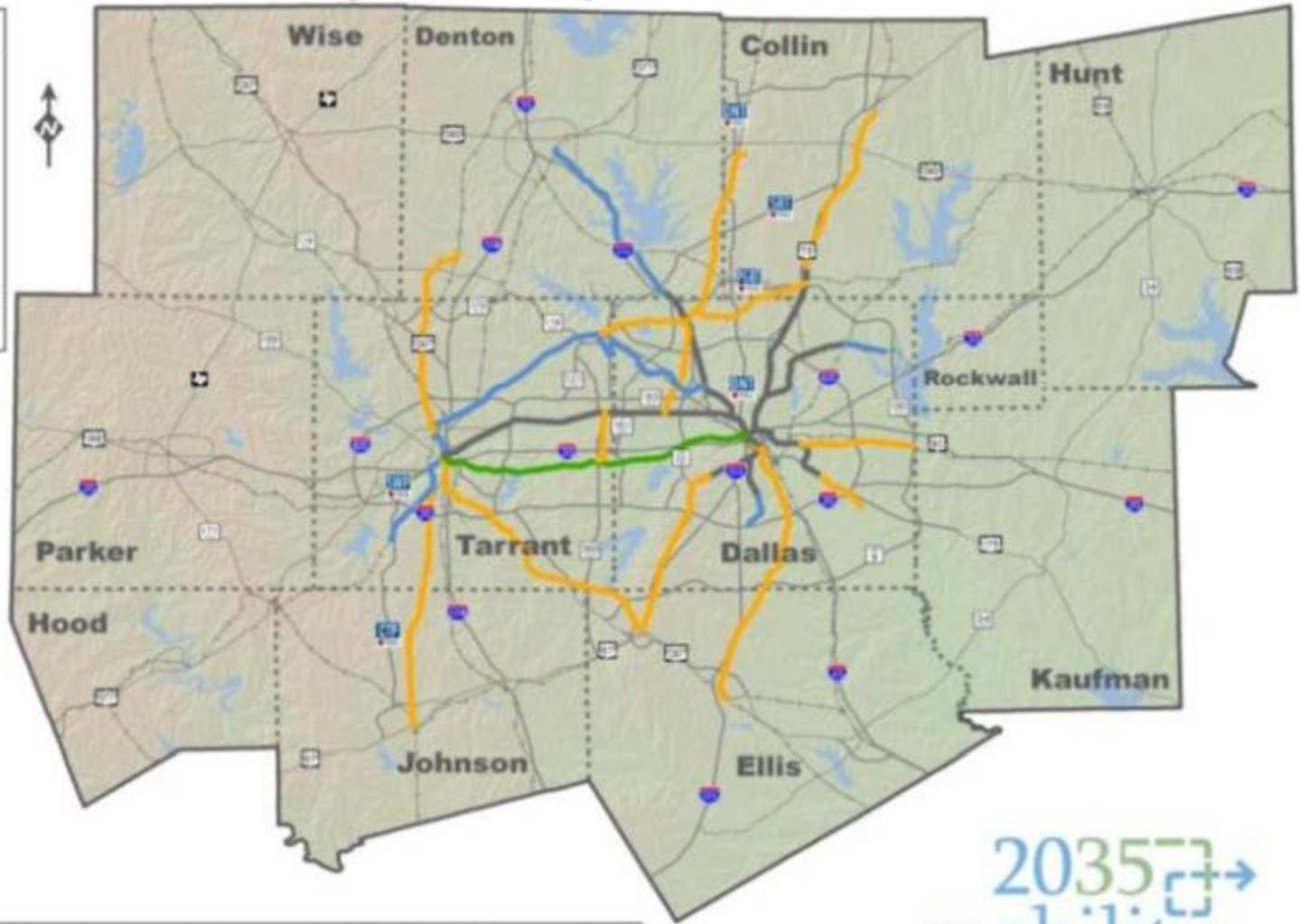


# Regional Rail System Technologies



# Funded Recommendations Passenger Rail Improvements

Legend	
Funding Sources	
	Public
	Public and Private
	HSR/Regional Rail Integrated Corridor*
	Completed Projects
	Rail Lines



Corridor specific alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.

\*See High Speed Rail map for additional inter-region rail access.

# Regional Rail System Expansion

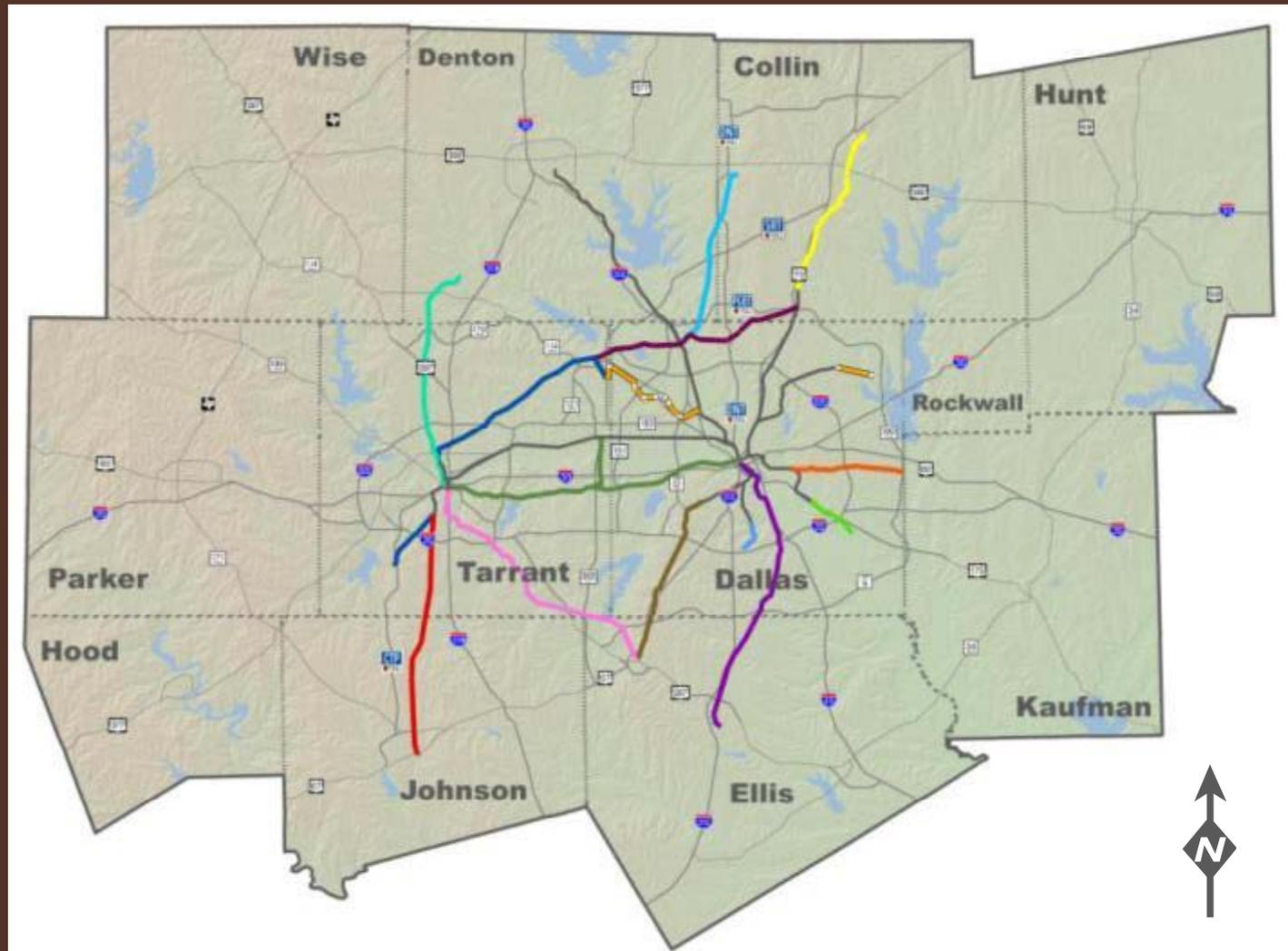


## Existing

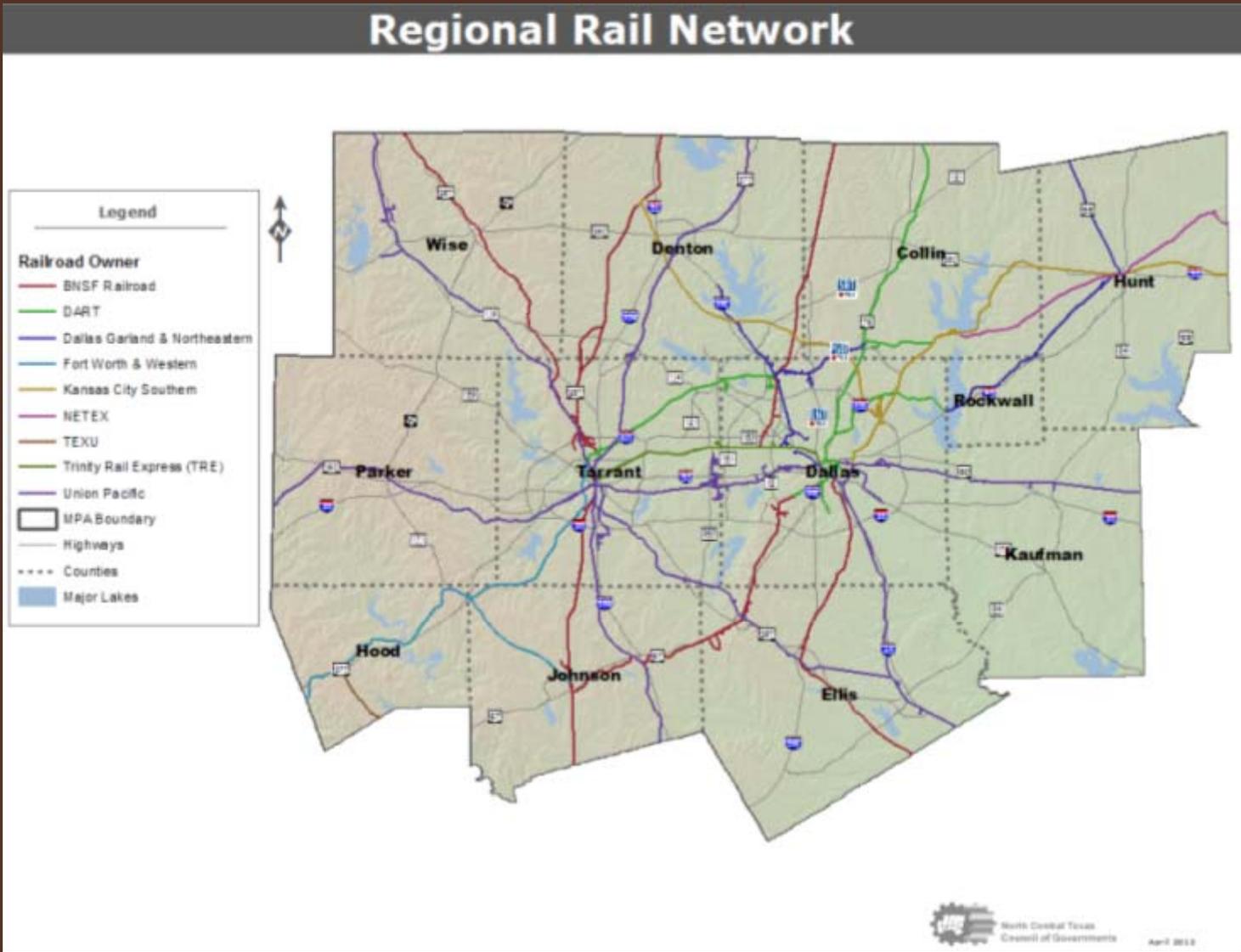
## Under Construction

## Planned

-  Blue Line - UNT Ext.
-  Cleburne Line
-  Cotton Belt Line
-  East/West Line
-  Frisco Line
-  Green Line Ext.
-  Mansfield Line
-  McKinney Line
-  Midlothian Line
-  Scyene Line
-  Speedway Line
-  TexRail Line
-  Waxahachie Line



# Consideration for Future Rail Corridors



# High Speed Rail



# High/Higher Speed Passenger Rail Recommendations

**Legend**

**Funding Sources**

- High Speed Rail Access
- Passenger Rail Recommendations
- HSR/Regional Rail Integrated Corridor
- High Speed Rail
- High Speed Rail (Grade Separated, 110-150+ mph) or Higher Speed Rail (At Grade, 79-110 mph)
- Completed Rail Projects
- Rail Lines
- Major Roads



Corridor specific alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.



# Regional Sustainable Development Policy



Utilize  
Existing  
System  
Capacity

Single use area  
type, non-  
transit,  
connected to  
existing  
infrastructure

Infill rail

Commuter  
rail/light rail  
in single use  
areas

Improve  
Rail  
Mobility

Infill mixed  
use with rail  
access

Infill  
mixed use

Mixed use  
with rail

Promote  
Mixed Use

Stand  
alone  
mixed use

Improve Access  
Management

Shared drives/parking,  
spacing of turns/signals

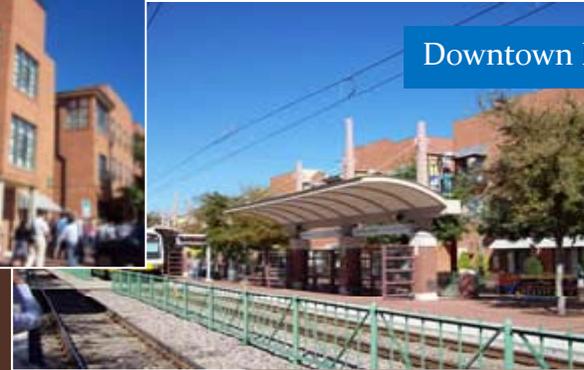
# Sustainable Development Projects



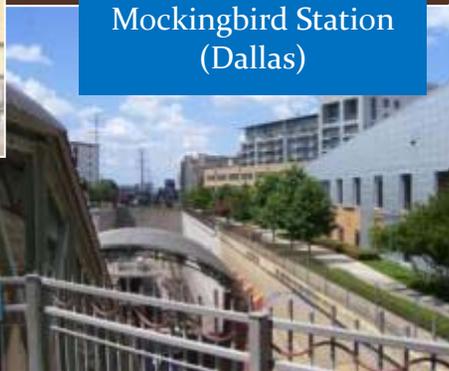
Trinity Bluff  
(Fort Worth)



Downtown Plano



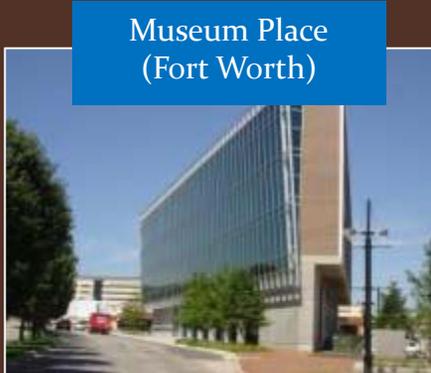
Berry and  
University  
Urban Village  
(Fort Worth)



Mockingbird Station  
(Dallas)



Uptown (Dallas) Streetcar



Museum Place  
(Fort Worth)

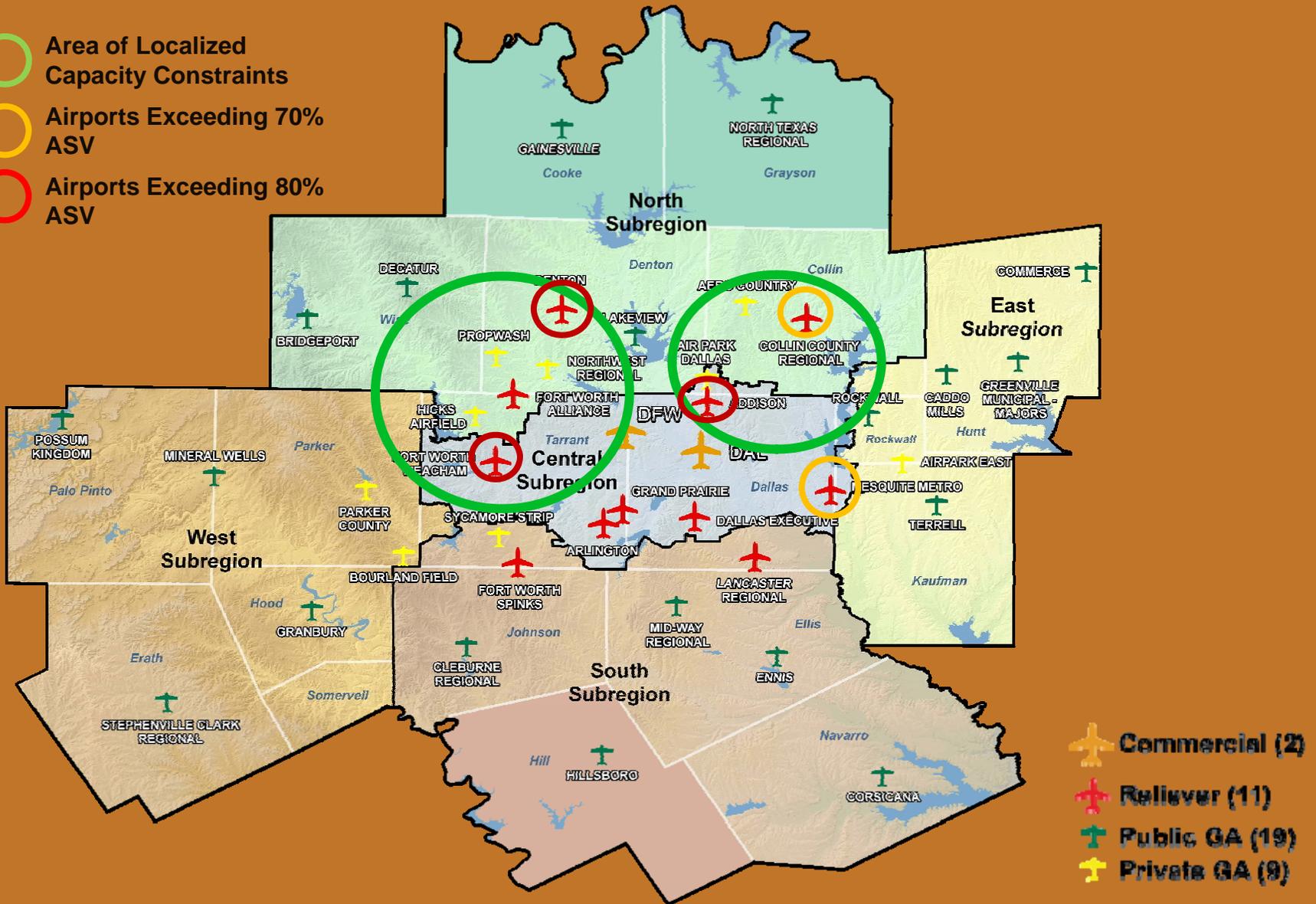


Cottonwood  
Trail  
(Dallas)



# Airport System Capacity (Airside)

- Area of Localized Capacity Constraints
- Airports Exceeding 70% ASV
- Airports Exceeding 80% ASV



# Concluding Remarks



- ◆ The Dallas-Fort Worth Metropolitan Area, including Parker County, will continue to grow.
- ◆ Planning is essential for maintaining quality of life.
- ◆ Having projects ready and partnership funding available expedites project implementation.
- ◆ Better coordination of land-use and transportation investments is critical.
- ◆ Consider opportunities for development densities that support bicycle and pedestrian use.
- ◆ Preserving rights-of-way for future corridor and intersection improvements will be essential.

# For Further Information



Dan Kessler

Assistant Director of Transportation

[dkessler@nctcog.org](mailto:dkessler@nctcog.org)

817-695-9248

[www.nctcog.org/trans](http://www.nctcog.org/trans)