

COLLIN COUNTY AREA TRANSIT STUDY

Partner Meeting

May 31, 2019

Michael Morris, P.E.

North Central Texas Council of Governments

Topics

Welcome and Introductions

Project Purpose/Overview

Work Plan

Demographic Forecast – Impacts

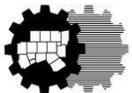
Other Studies

Funding

Partner Input

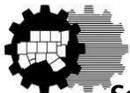
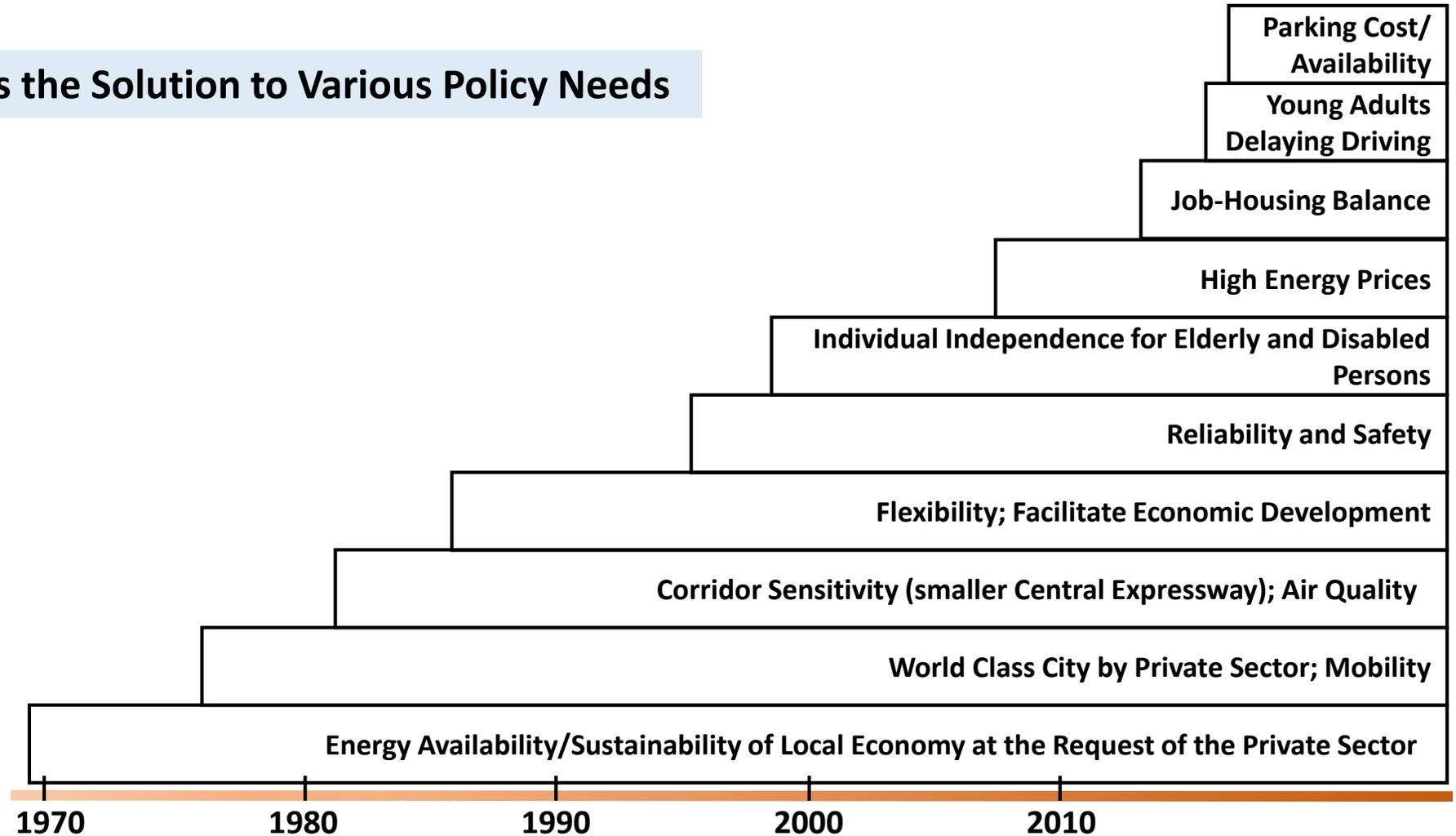
Additional Considerations

Next Steps



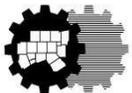
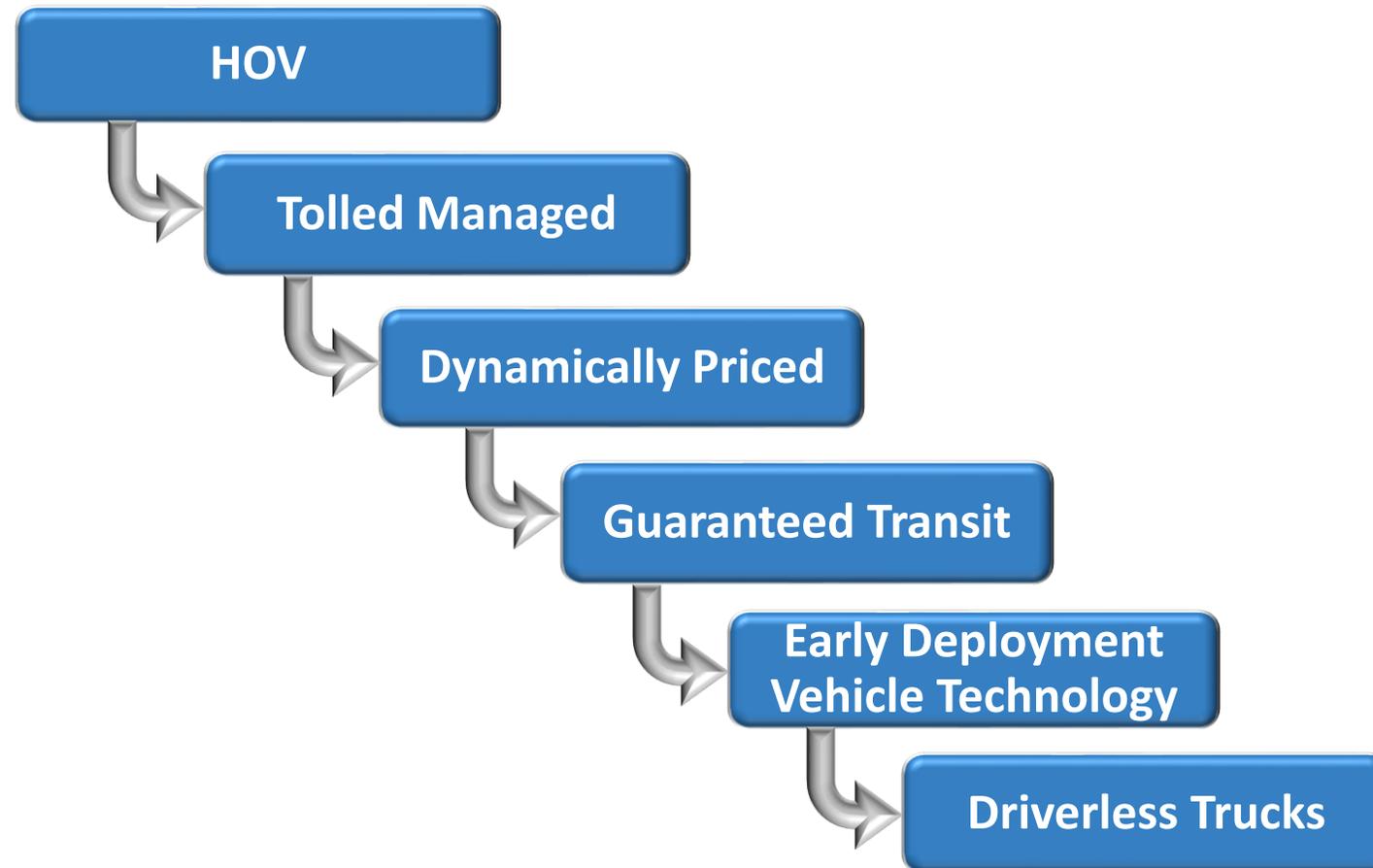
Passenger Rail: 50-Year Policy Development Within the Dallas-Fort Worth Region

Transit is the Solution to Various Policy Needs

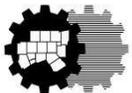
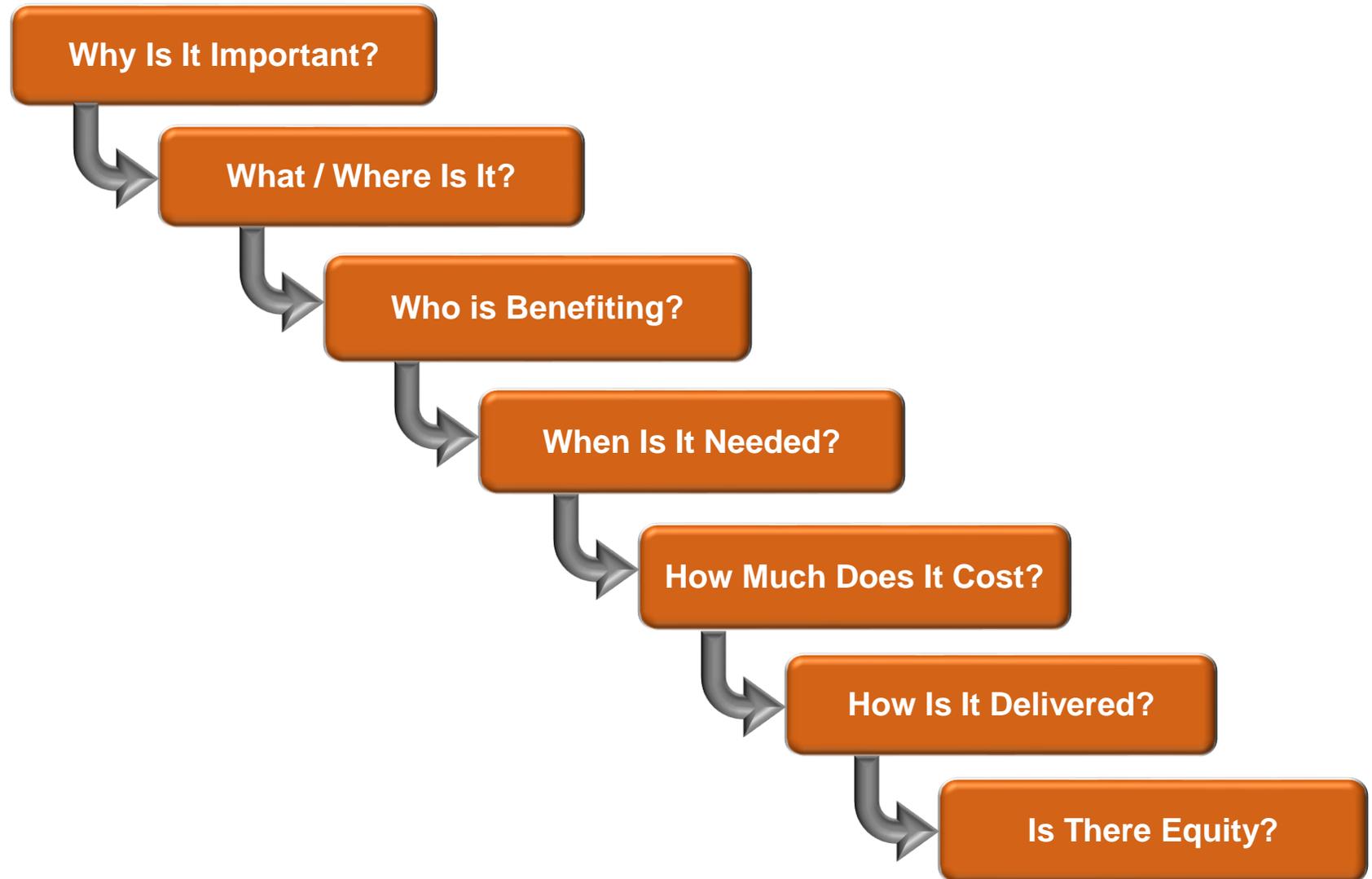


Source: NCTCOG

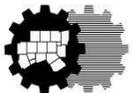
Managed Lanes Evolution



Transit Work Plan

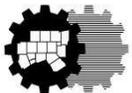


Transit Study Elements



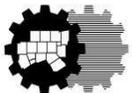
Population by County

County	2018	2045	Percent Change
Rockwall	100,000	182,000	82.00%
Kaufman	124,000	224,000	80.65%
Ellis	176,000	301,000	71.02%
Collin	991,000	1,689,000	70.43%
Wise	66,000	106,000	60.61%
Denton	848,000	1,346,000	58.73%
Tarrant	2,066,000	3,264,000	57.99%
Johnson	167,000	263,000	57.49%
Parker	134,000	207,000	54.48%
Hood	59,000	86,000	45.76%
Hunt	93,000	134,000	44.09%
Dallas	2,608,000	3,445,000	32.09%
Region	7,432,000	11,247,000	51.33%



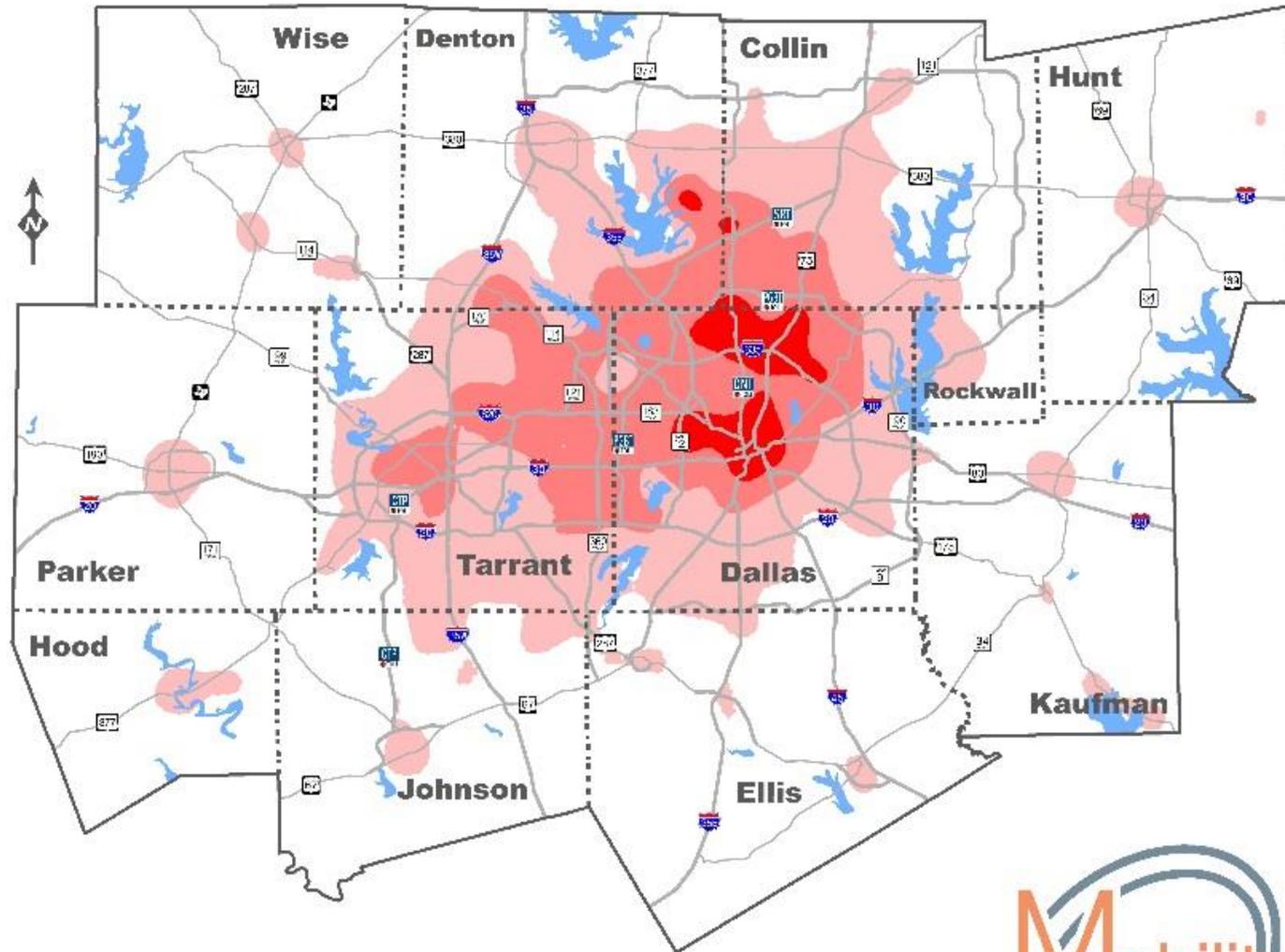
Employment by County

County	2018	2045	Percent Change
Hunt	48,000	73,000	52.08%
Denton	317,000	480,000	51.42%
Tarrant	1,237,000	1,827,000	47.70%
Dallas	2,241,000	3,298,000	47.17%
Collin	576,000	835,000	44.97%
Ellis	72,000	103,000	43.06%
Johnson	79,000	111,000	40.51%
Rockwall	42,000	59,000	40.48%
Kaufman	49,000	68,000	38.78%
Wise	39,000	52,000	33.33%
Hood	25,000	32,000	28.00%
Parker	68,000	87,000	27.94%
Region	4,793,000	7,025,000	46.57%



2018 Levels of Congestion/Delay

Congestion Index

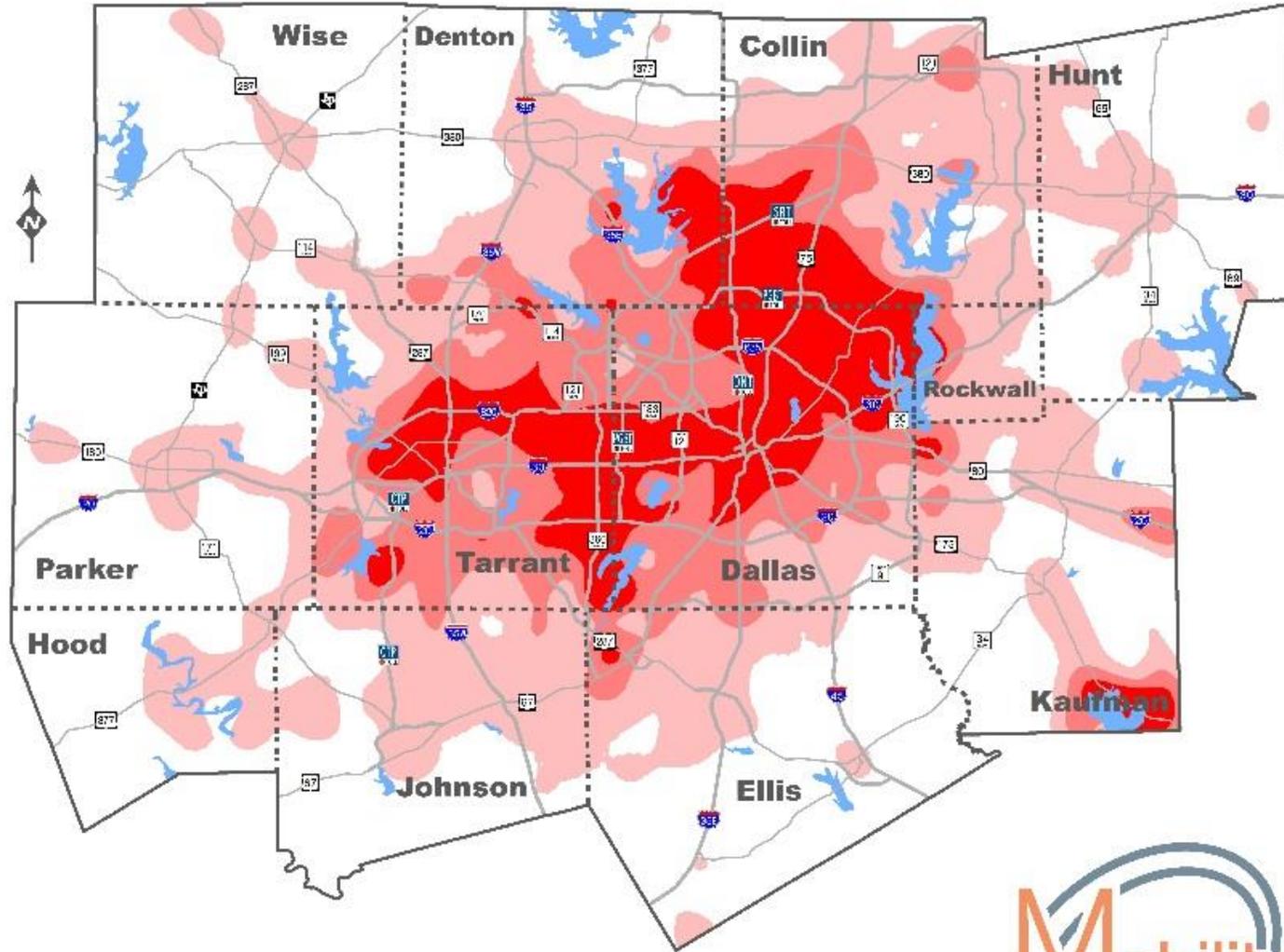
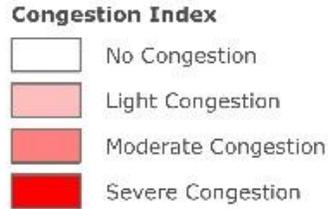


Cost of Congestion/Delay: \$12.1 billion

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



2045 Levels of Congestion/Delay

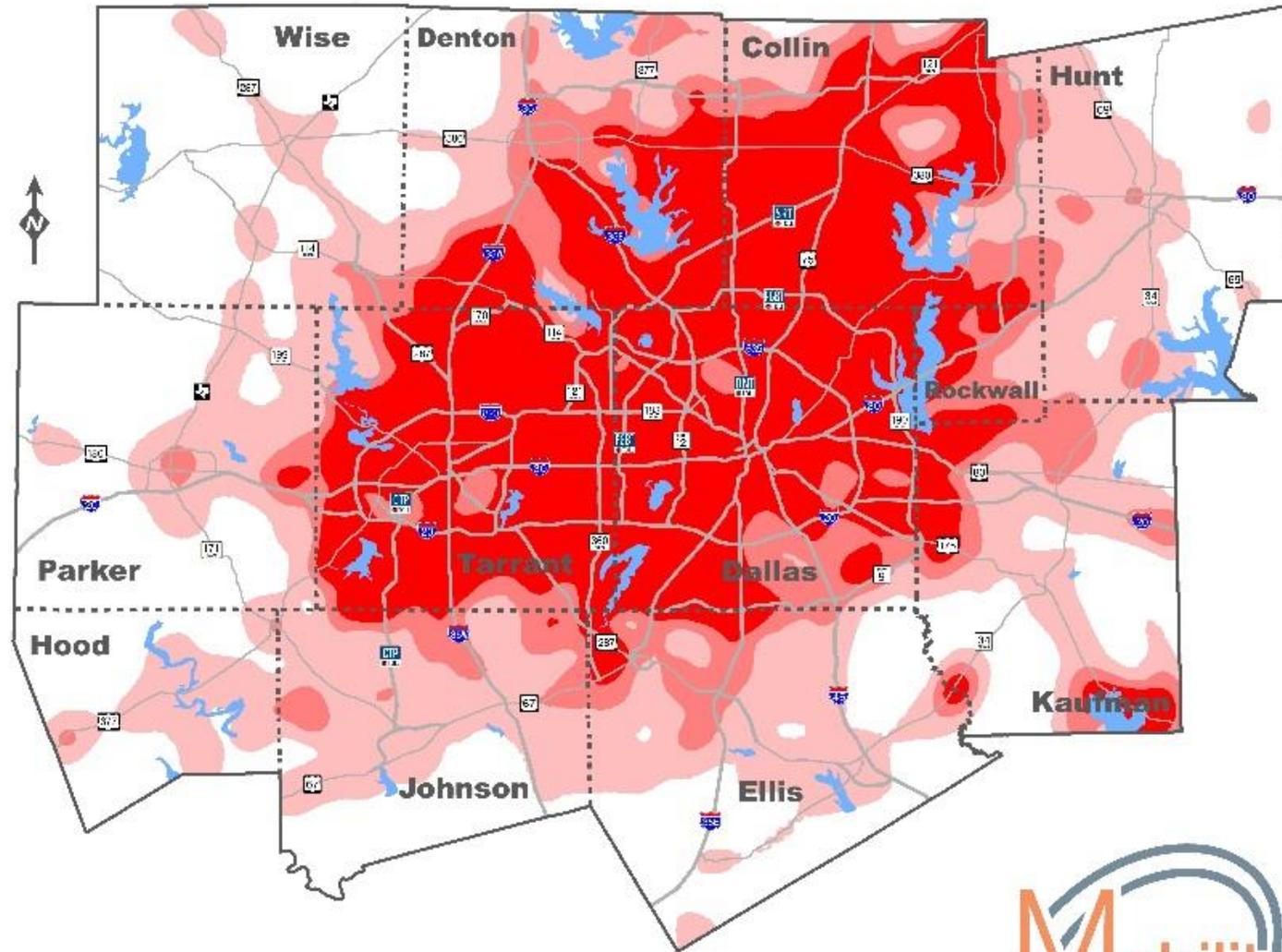
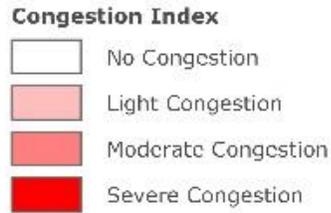


Cost of Congestion/Delay: \$27.2 billion

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



2045 No-Build Levels of Congestion/Delay



Cost of Congestion/Delay: \$47.9 billion

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



Other Collin County Efforts

Mobility Plan

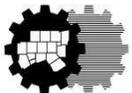
Cotton Belt Rail

TxDOT / RTC Roadway

Collin County Bond Program

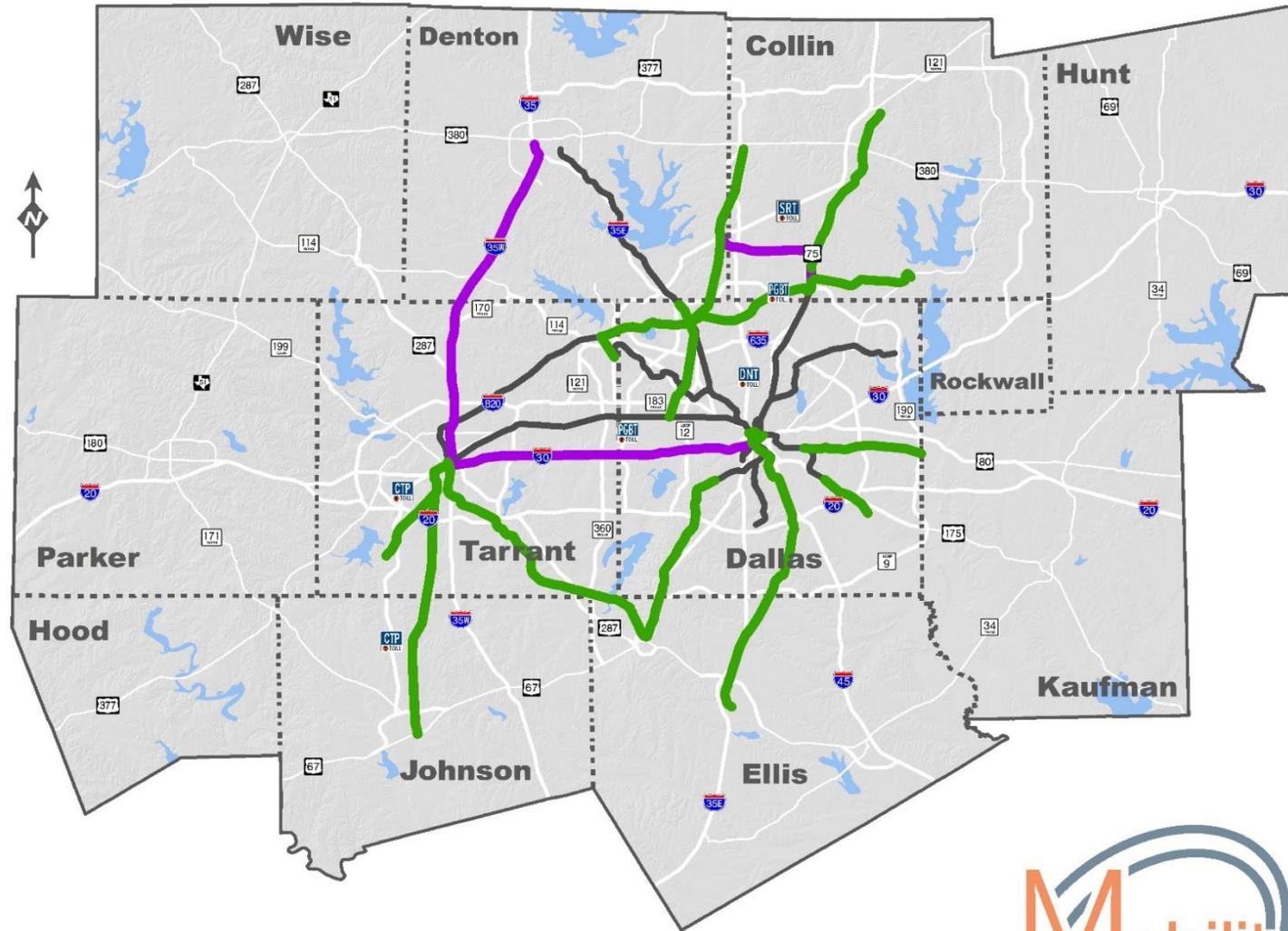
New Transit Element - \$0.7M

New Trinity Rail Express to Frisco - \$1.0M

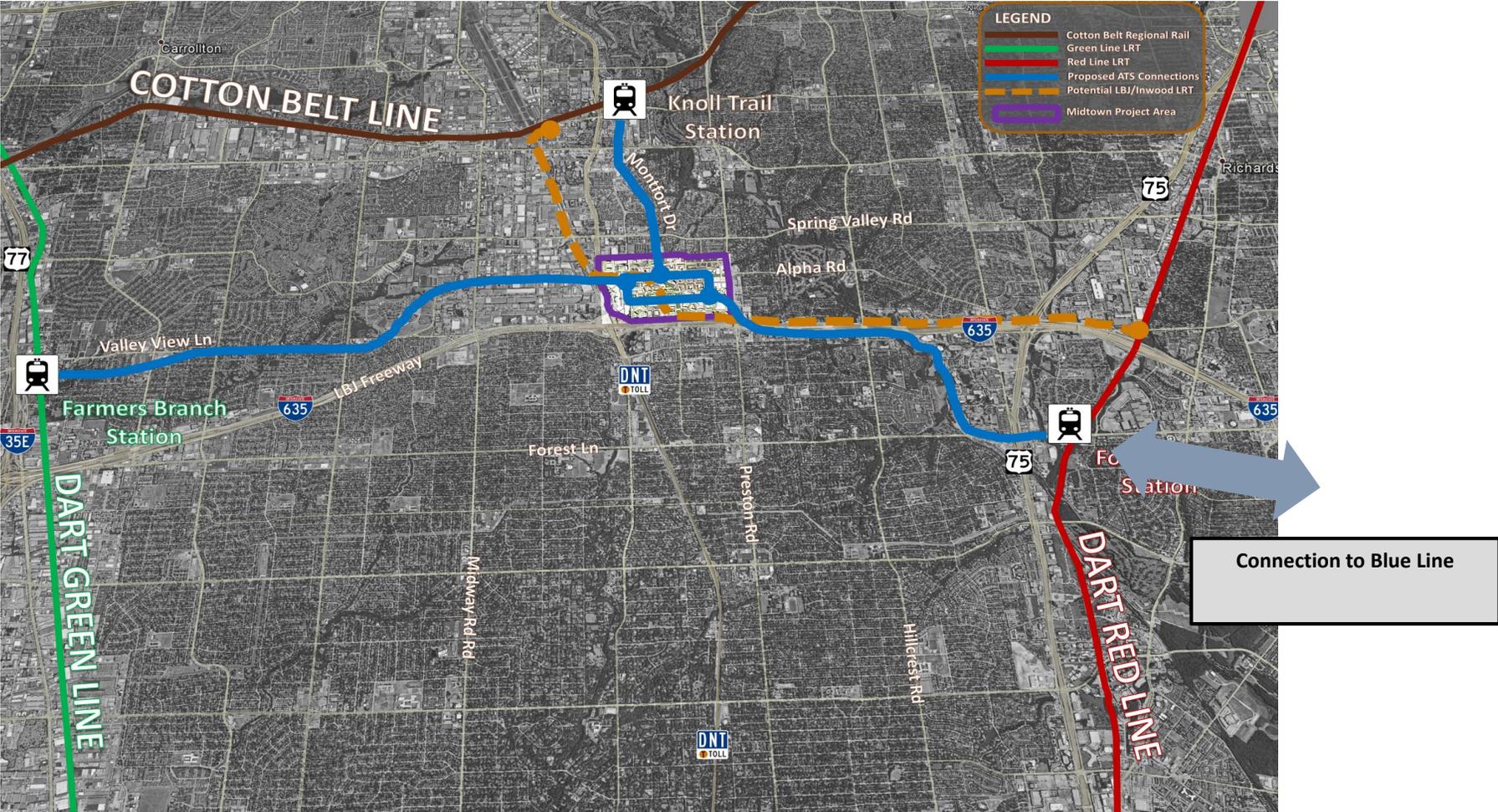


Major Transit Corridor Recommendations

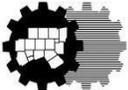
-  Recommended Rail
-  Existing Rail
-  Recommended High-Intensity Bus



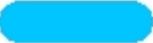
Regional Connections



Dallas Midtown Automated Transportation System



Collin County Roadway Action Plan



Corridor 1 (Near Term):

US 75

- Widening in Allen
- PGBT Interchange Ramp Improvement
- Widen Plano Parkway and DART rail bridges
- Technology Lane



Corridor 2 (Near Term):

Collin County Outer Loop

Staged construction of frontage roads



Corridor 3 (Near Term):

US 380

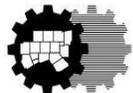
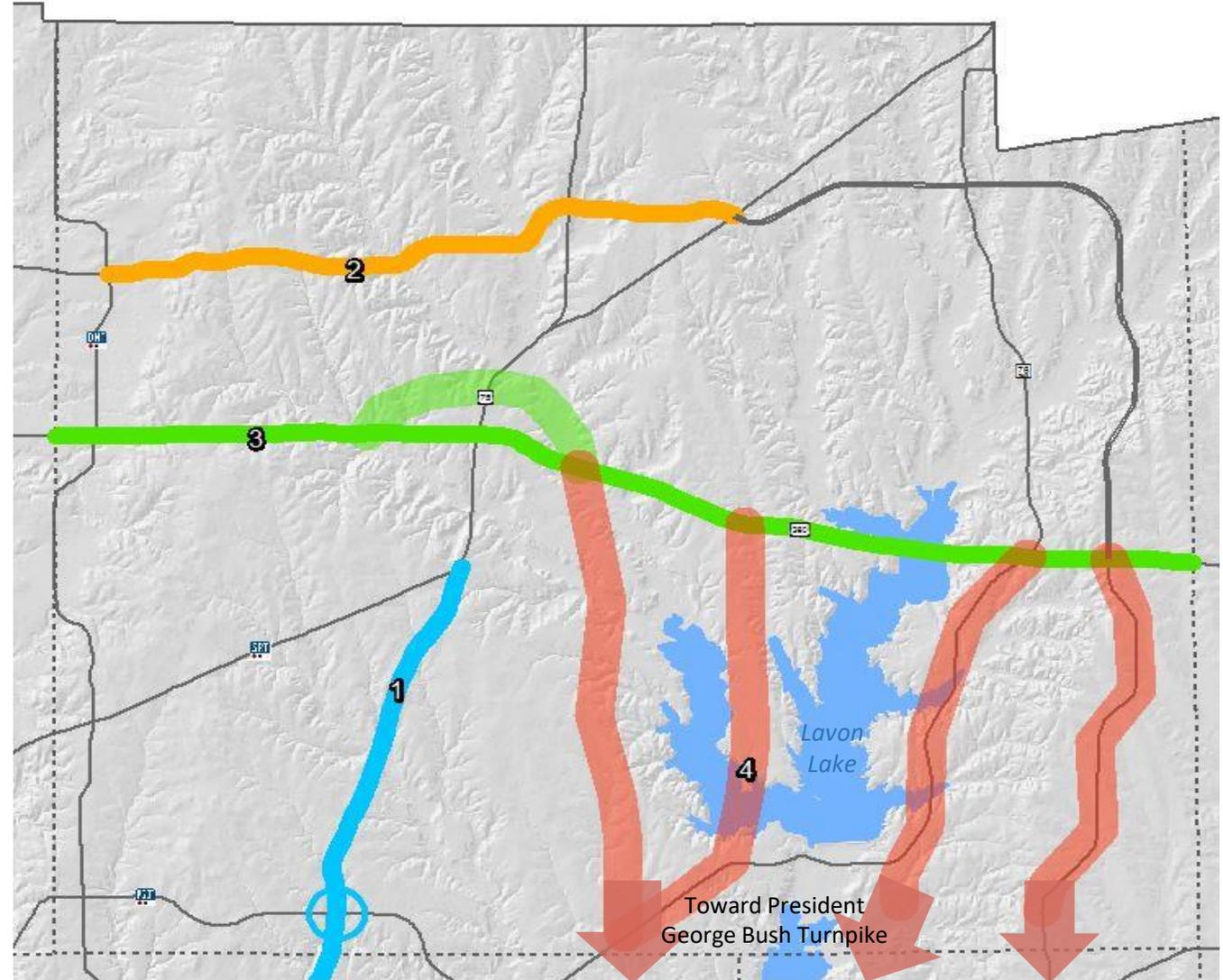
- Countywide Study
- McKinney Bypass



Corridor 4 (Longer Term):

Collin County Strategic Transportation Initiative

Study of non-tolled north/south roadway needs and opportunities



Capital Improvements

Cotton Belt

Cotton Belt Connections

Cotton Belt to Rail Storage Yard

Plano to McKinney

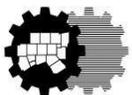
Trinity Railway Express to Frisco

Autonomous People Mover – West Plano

Autonomous People Mover – Frisco

US 75 Technology Lane

Class I Rail Improvements

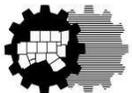


Innovative Funding Initiative (iFi) Purpose

Enhance Mobility With a More Sustainable Economic Development Pattern

Expedite Implementation Through Innovative Funding Methods

Increase Communication and Create Opportunities for “Silo Busting”



Sustainable Development

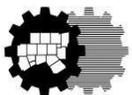
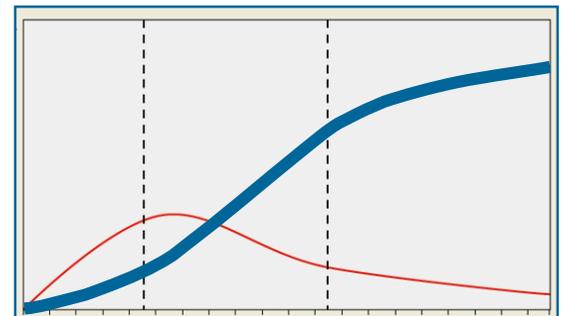
Transitions Instead of Buffers

A Transportation Network Encouraging Choice

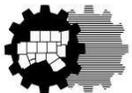
Broad Market (age, socio-economic, race, marital status)

Designed to Endure

When Original Use is no Longer Viable, Value Holds



TRAVEL DEMAND FORECASTS AND VISUAL REPRESENTATION



APM:	0
DART Express:	0
DART LRT:	3193
DART Local_1:	466
DART Local_2:	1863
DART Local_ToRail:	0
DART Street Car:	0
DCTA Express:	2
DCTA Local:	0
DRIVE:	3175
FWTA Express:	6261
FWTA Local:	0
High Intensity Bus:	0
High Speed Rail:	0
TRE:	1319
WALK:	7776

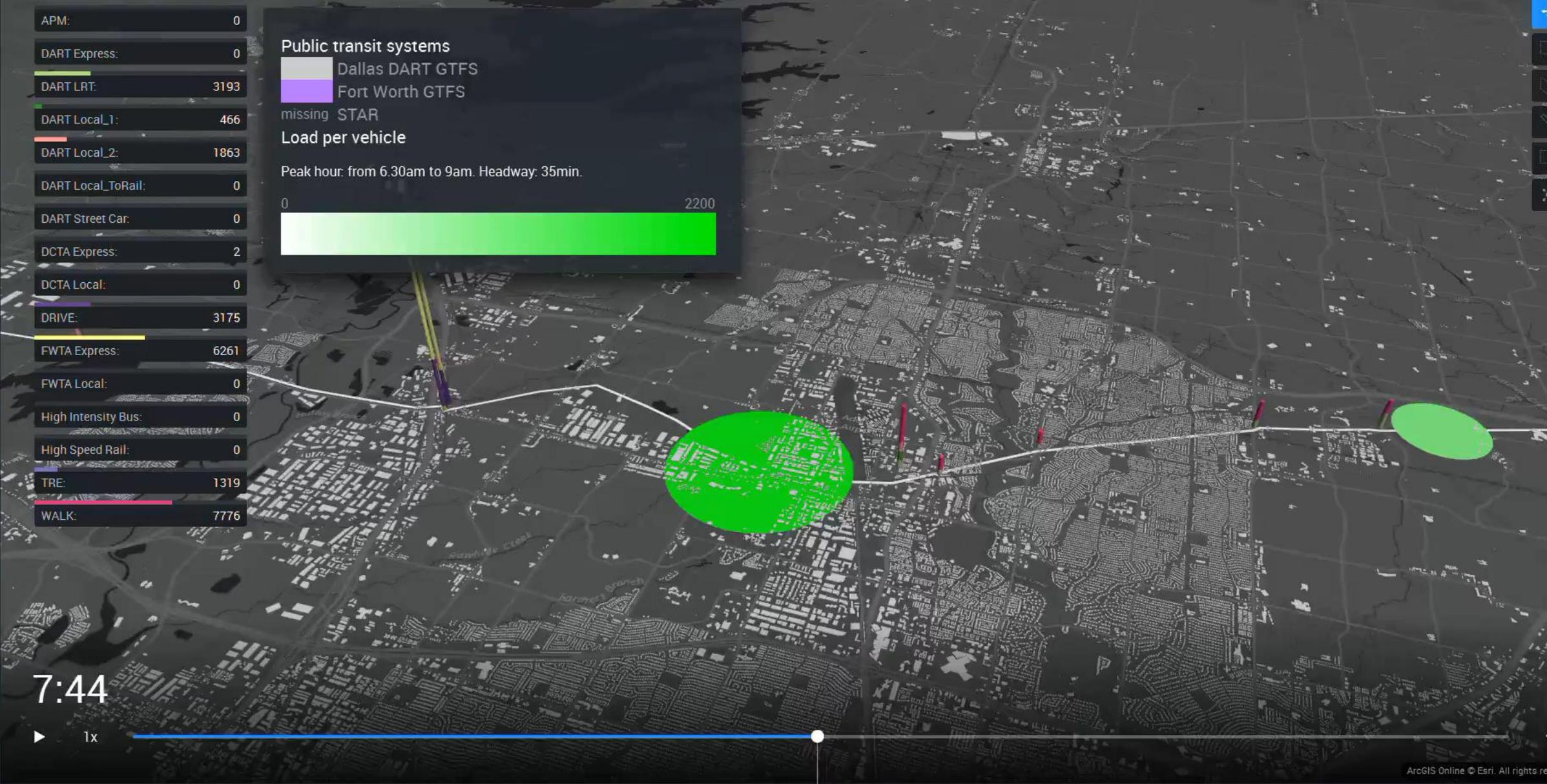
Public transit systems

- Dallas DART GTFS
- Fort Worth GTFS
- missing STAR

Load per vehicle

Peak hour: from 6.30am to 9am. Headway: 35min.

0 2200



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