Mobility 2025:
The Metropolitan Transportation Plan
Recommendations

February 16, 2000

North Central Texas Council of Governments
Transportation Department
WHAT IS THE TRANSPORTATION PLAN?

Identifies Policies, Programs, and Projects for Continued Development

Represents Blueprint for Multimodal Transportation System

Guides Expenditures of Federal and State Funds
MOBILITY 2025
Goal Summary

Transportation
Accommodate Expected Demographic Growth
Reduce Traffic Congestion
Provide Multimodal Options
Improve Travel Efficiency

Quality of Life
Provide for Continued Economic Development
Provide Increased Transportation Accessibility
Reduce Environmental and Community Impacts

Financial
Pursue Stable, Long-Term Revenue Options
Reduce Transportation System Costs

Mobility 2025 Identifies Projects and Programs Which Balance These Goals
## MOBILITY 2025
### Financial Summary

<table>
<thead>
<tr>
<th>Metropolitan Transportation System Components</th>
<th>Cost (Millions/1999$)</th>
<th>Baseline Revenue (Millions/1999$)</th>
<th>Revenue Initiative (Millions/1999$)</th>
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</thead>
<tbody>
<tr>
<td>Operation &amp; Maintenance</td>
<td>$16,760</td>
<td>$16,760</td>
<td>$0</td>
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<tr>
<td>Congestion Mitigation Strategies</td>
<td>$1,899</td>
<td>$1,899</td>
<td>$0</td>
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<tr>
<td>Bicycle &amp; Pedestrian Facilities</td>
<td>$754</td>
<td>$754</td>
<td>$0</td>
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<tr>
<td>Rail and Bus Transit System</td>
<td>$7,084</td>
<td>$7,084</td>
<td>$0</td>
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<tr>
<td>HOV and Managed Facilities</td>
<td>$2,316</td>
<td>$2,316</td>
<td>$0</td>
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<tr>
<td>Freeway and Toll Road System</td>
<td>$10,552</td>
<td>$7,174</td>
<td>$3,378</td>
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<tr>
<td>Regional Arterial and Local Thoroughfare System</td>
<td>$5,770</td>
<td>$5,770</td>
<td>$0</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$45,136</strong></td>
<td><strong>$41,758</strong></td>
<td><strong>$3,378</strong></td>
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</tbody>
</table>
## MOBILITY 2025
### DEMOGRAPHIC FORECAST

<table>
<thead>
<tr>
<th></th>
<th>1995</th>
<th>2005</th>
<th>2015</th>
<th>2025</th>
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</thead>
<tbody>
<tr>
<td>POPULATION</td>
<td>4,215,200</td>
<td>5,116,800</td>
<td>5,942,400</td>
<td>6,860,100</td>
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<tr>
<td>EMPLOYMENT</td>
<td>2,418,200</td>
<td>3,173,900</td>
<td>3,648,600</td>
<td>4,108,900</td>
</tr>
</tbody>
</table>

- Population Increase: 88,000 persons per year
- Employment Increase: 56,000 jobs per year
1995 Congestion Levels

Legend

_areas of moderate peak-period congestion_
_areas of severe peak-period congestion_

Annual Cost of Congestion = $3.9 Billion
2025 Congestion Levels with Mobility 2025 Recommendations

Legend

- Blue: Areas of Moderate Peak-Period Congestion
- Red: Areas of Severe Peak-Period Congestion

Annual Cost of Congestion = $7.4 Billion
Freeway System Components

- Mobility Assistance Patrols
- Communication Systems
- Advanced Traffic Management
- TxDOT Transportation Management Center (TMC)

Total System includes: Advanced Traveler Information System, Advanced Traffic Management System, and Advanced Public Transportation System
New facility locations indicate transportation needs and do not represent specific alignments.

All existing railroad rights-of-way should be monitored for potential future transportation corridors.

All veloweb routes should be targeted for right-of-way preservation.
Mobility 2025
Bicycle Facilities

Legend

- Bicycle Transportation Districts
- Freeways/Parkways
- Candidate Veloweb Routes
- Recommended Veloweb Routes
- Existing Off-Street Hard Surface Trail (Improved)
- Programmed Off-Street Bicycle/Pedestrian Routes

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

All existing railroad rights-of-way should be monitored for potential future transportation corridors.

All veloweb routes should be targeted for right-of-way preservation.
All existing railroad rights-of-way should be monitored for potential future transportation corridors.

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

North Crosstown Corridor Study Area
At a minimum, evaluate the engineering feasibility and environmental implications of:
- rail along the Santa Fe line and the Burlington Northern line, including the feasibility of an alternative connection along S.H. 190;
- rail along the full Cottonbelt Corridor, from Parker Road to DFW Airport; and
- rail along the Cottonbelt Corridor from DFW Airport with an eastern transition to light rail along LBJ Freeway at an Addison Intermodal Center.
Arrows represent the direction of travel during the morning peak period. Direction of travel is reversed during the afternoon peak period on these HOV facilities.

Right-of-Way preservation should be encouraged in all freeway corridors to accommodate potential future HOV facilities.

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

All HOV facilities will be managed for mobility efficiency.
Additional and improved freeway interchanges and service roads should be considered on all freeway facilities in order to accommodate a balance between mobility and access needs.

New facility locations indicate transportation needs and do not represent specific alignments.
Regional Arterials
Proposed Freeways and Toll Roads
Existing Freeways and Toll Roads
Local government thoroughfare plans vary in these corridors

Legend
Regional Arterials
Existing Freeways and Toll Roads
Proposed Freeways and Toll Roads
Preserve Right of Way
Local government thoroughfare plans vary in these corridors

New facility locations indicate transportation needs and do not represent specific alignments.
Based on 2000 Regional Thoroughfare Plan

North Central Texas Council of Governments Transportation

Legend:
- Regional Arterials
- Existing Freeways and Toll Roads
- Proposed Freeways and Toll Roads
- Preserve Right of Way
- Local government thoroughfare plans vary in these corridors

Maps:
- Dallas CBD
- Fort Worth CBD
## MOBILITY 2025

Strategies to Meet Financial Constraints, Diversify Mobility and Improve Air Quality

<table>
<thead>
<tr>
<th>Topic</th>
<th>Recommended Strategy</th>
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<tbody>
<tr>
<td>Sustainable Development</td>
<td>Support NCTCOG “Integrated Regional Process”.</td>
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<tr>
<td>Transit Service Providers</td>
<td>Support service providers in areas with recommended rail service and/or HOV lanes.</td>
</tr>
<tr>
<td>Increased Densities and Mixed Use Development</td>
<td>Form new Center for Development Excellence.</td>
</tr>
<tr>
<td>Speed Limits</td>
<td>Reduce peak limits by 5 mph as per SIP initiative.</td>
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<tr>
<td>Congestion Pricing</td>
<td>Support on selected corridors (case by case).</td>
</tr>
<tr>
<td>Trip Reduction Programs</td>
<td>Support voluntary 20% program for major employers during ozone season.</td>
</tr>
<tr>
<td>Borrowing Roadway Funds to Expedite Rail Projects</td>
<td>Develop proposal.</td>
</tr>
<tr>
<td>Air Quality Transportation Enhancements</td>
<td>Develop proposal.</td>
</tr>
<tr>
<td>Revised Project Scoring</td>
<td>Develop proposal.</td>
</tr>
</tbody>
</table>
Pursue Congestion Pricing Opportunities Through Managed Facilities in Specific Corridors Identified Through Major Investment Studies

Continue Value Engineering Initiatives

Increase D-FW Share of State Allocations

Continue to Pursue Legislative Actions Aimed at:

  Increasing Revenue Through Initiatives Identified by the RTC Mobility Plan Finance Subcommittee
  Decreasing Project Costs Through Streamlining the Project Development Process