

Transportation System Safety

Transportation System Safety

The Transportation System Safety Program aims to improve transportation safety throughout the region by supporting planning efforts to develop safety policies, programs, and projects for bicycle/pedestrian activity, bus transit, rail, roadways, and highways. NCTCOG continues to coordinate with the Texas Department of Transportation, the Department of Public Safety, insurance companies, local governments, and other partners to develop strategies for data collection, analysis and archiving that are used to enhance the safety of the regional transportation system. Recent advances have resulted in a reduction in the fatality rate.

Safety Recommendations

Mobility 2030 includes the following safety recommendations:

- Enhance roadway safety, transit safety, and roadway safety crossings.
- Develop a Dallas-Fort Worth regional safety information system.
- Support regional partners by developing engineering tools to improve transportation safety concerns.
- Continue the Freeway Incident Management Training Program.
- Identify regional high-crash sites and develop possible solutions.
- Conduct engineering studies to identify factors in automobile crashes with recommendations for mitigation.
- Initiate a safety education and training course for local governments and the public.

Transportation System Security

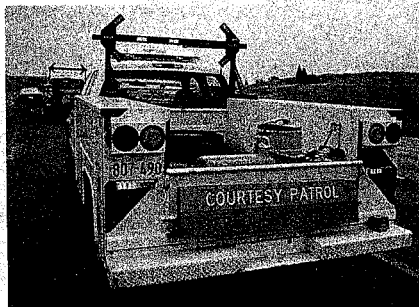
Transportation System Security

The Transportation System Security Program supports ongoing local, state, and federal initiatives to address transportation system security and emergency preparedness planning in North Central Texas. NCTCOG continues efforts to improve the security of the regional transportation system by working with leaders of local governments and transportation providers regarding the regional coordination of response plans, response capabilities, and emergency medical services in the event of a major incident.

Security Recommendations

Mobility 2030 includes the following security recommendations:

- Support initiatives to address transportation system security and emergency preparedness.
- Utilize existing regional Intelligent Transportation System to enhance transportation security.
- Develop regional response plans, evacuation plans, and point-of-service distribution plans.
- Develop an emergency responders uniform communication system.



Courtesy Patrol offers assistance to stranded motorists on Dallas-Fort Worth area freeways.

Emergency Responders Uniform Communication System

NCTCOG is conducting a study to determine if the region needs an emergency responders uniform communication system. This would give emergency responders access to vital video and data information before arriving at the scene of a roadway incident. Having this knowledge beforehand is important during a response, especially in the arena of managing freeway accidents and other major emergencies.

Congestion Management Process

What is the Congestion Management Process?

Congestion Management Process refers to several methods of transportation management. Included in the process are Intelligent Transportation Systems, Transportation System Management, and Travel Demand Management. These programs seek to improve traffic flow and safety through better operation and management of transportation facilities. Additionally, these programs provide low-cost solutions that can be constructed in less time while improving air quality.

Traveler Notification

Intelligent Transportation Systems aid transportation operators and emergency response personnel as they monitor traffic, detect and respond to incidents, and inform the public of traffic conditions via the Internet,







roadway devices, and the media. A Regional ITS Architecture has been developed to guide future deployment of intelligent transportation systems.

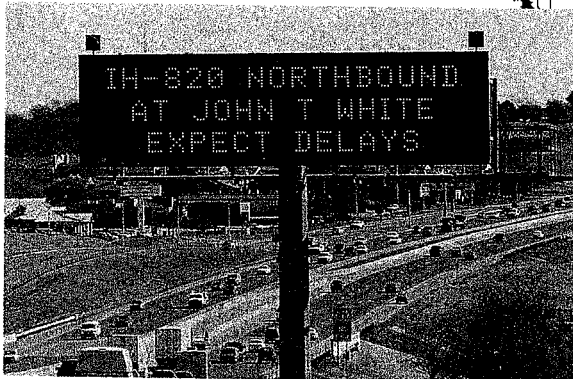
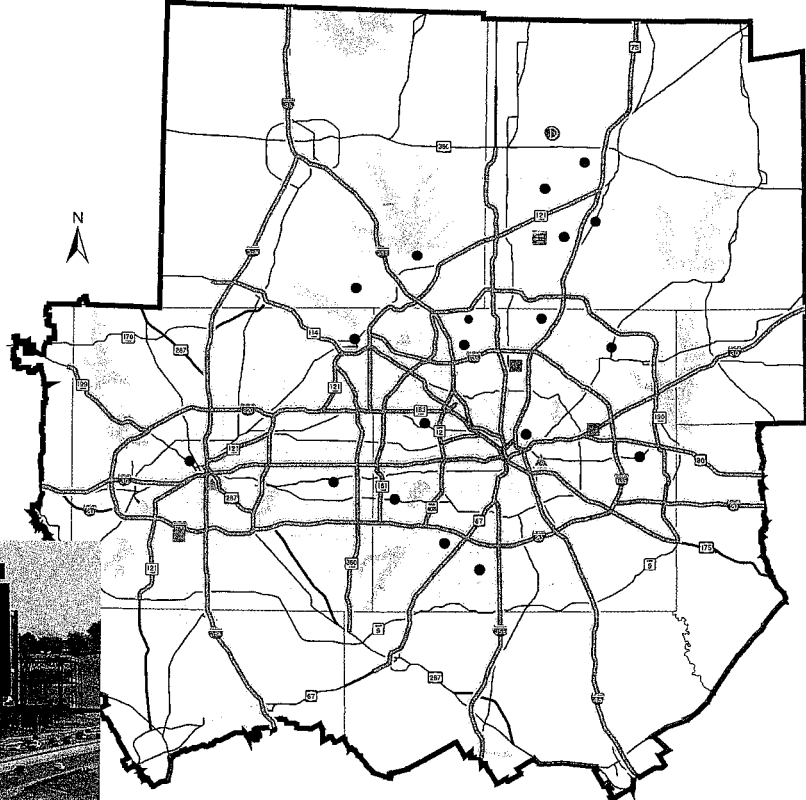
Transportation System Management

Transportation System Management identifies improvements that will enhance the capacity of the existing transportation system. Better management and operation of existing facilities improves traffic flow, air quality, and movement of vehicles and goods. It also enhances system accessibility and safety. Transportation System Management strategies include intersection and signal improvements, freeway bottleneck removals, special-event management, and data collection to monitor system performance. Mobility 2030 implements programs to remove freeway bottlenecks and better mitigate congestion created by special events. (In a region the size of Dallas-Fort Worth, special events become regular events).

Intelligent Transportation Systems

Legend

-  Mobility Assistant Patrols
-  Communication Systems
-  Advanced Traffic Management
-  TxDOT Transportation Management Center (TMC)
-  City Transportation Management Center
-  Transit Management Center



Dynamic message signs help inform motorists of potential traffic congestion.

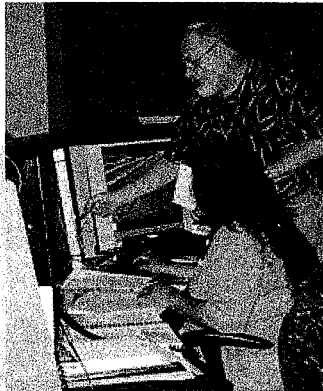
Congestion Management Process

Travel Demand Management

Travel Demand Management markets alternative forms of transportation to commuters. Programs seek to reduce congestion and air pollution and to increase efficiency of the transportation system by reducing the

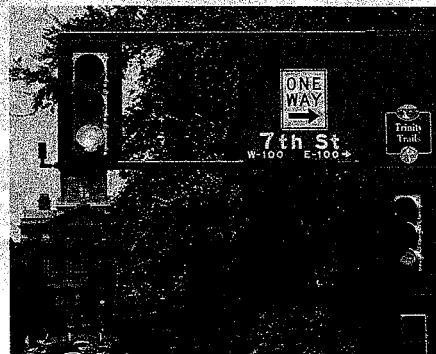
number of single-occupancy vehicles. They may include carpools, vanpools, transit, telecommuting, compressed work weeks, park-and-ride facilities, bike and pedestrian transportation, and transportation management associations working together on transportation issues.

Workers at the TransVision Center in Fort Worth use sophisticated technology to provide commuters with information about traffic conditions.



Vanpools have increased in popularity with the rise in gas prices.

NCTCOG acquired a hybrid Ford Escape to promote air quality and transit ridership.



Synchronizing traffic signals saves commuters time by improving traffic flow and enhances air quality.

Transit Operations and Human Services

Transportation Coordination

No one should be limited in mobility due to lack of coordination among transportation providers. This is a particular burden to the elderly, disabled, and those who cannot easily access transportation. The goal of the Transit Operations and Human Services Coordination program is to work with local governments and transportation providers to create a more coordinated, efficient, accessible and seamless transportation system. Mobility 2030 includes several recommendations intended to improve the region's transportation services. Recommendations include

increased communication and education through a regional customer education program, an inventory of transportation services available within the region, a provider and operations workgroup, and inter-agency coordination agreements to address common issues among providers. Additionally, the plan recommends better coordination of resources by establishing a capital asset management program and a regional taxi registration/certification program. Mobility 2030 calls for the drafting of regional policies for integrated services, developing a linked system of transfer points, eliminating service gaps or overlaps, and enhancing service where there is none or where it is limited.

Regional Rail

Rail Transit System

Expanding the regional transit system is a vital part of improving the transportation network in the Dallas-Fort Worth area. Transit service includes local bus, express bus, light rail, and commuter rail service. Transit system planning is a coordinated effort involving NCTCOG, Dallas Area Rapid Transit, the Denton County Transportation Authority, and the Fort Worth Transportation Authority (The T). DART and The T jointly operate the Trinity Railway Express, a commuter rail service that carries riders between Fort Worth and Dallas, with several stops along the way.

Commitment to Rail Development

North Texas is committed to expanding the rail system throughout the region. A number of potential rail corridors have been identified and will be evaluated for further development. North Texas rail plans suggest the area can be best served by a combination of light, commuter, and regional rail.

Rail Transit System Funding

The transit recommendations include about 480 miles of rail. Dallas-Fort Worth is served by 83 miles of rail, and 158 miles have been programmed and are under development. However, 251 miles are pending alternate funding through a regionwide rail transit development initiative. This initiative brings together federal, state, and local elected officials along with the private sector to achieve consensus on how to implement regional rail.

The RTC is committed to increasing transportation options to people in the region. A seamless transit system is a vital element of the overall plan.

Passenger Rail Recommendations

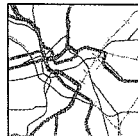
Legend

- Light Rail
- Light Rail - New Technology
- Regional Rail
- - - Regional Rail - Special Events Only
- - - Existing Rail Corridors
- Highways

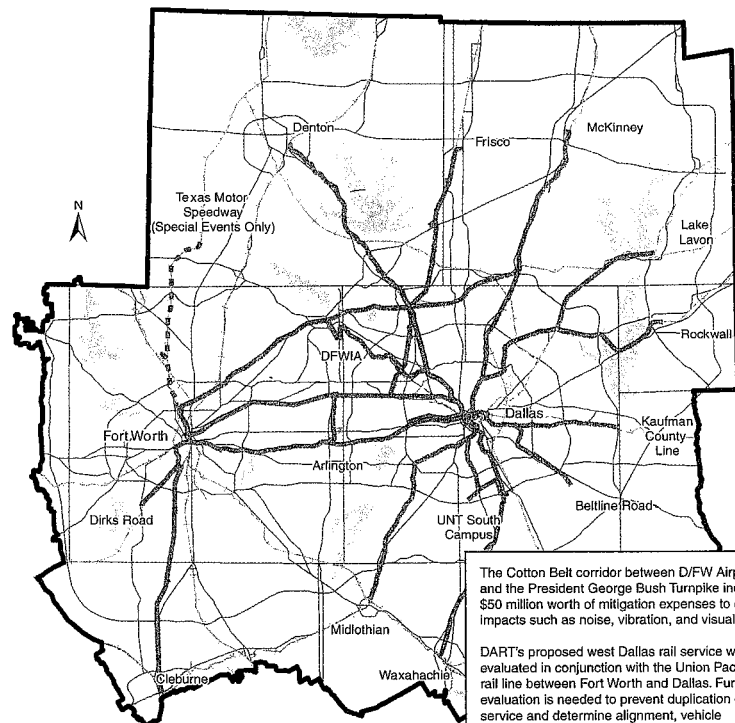
Fort Worth CBD



Dallas CBD



397 Additional Rail Miles
\$9.6 Billion (2006\$)



The Cotton Belt corridor between DFW Airport and the President George Bush Turnpike includes \$50 million worth of mitigation expenses to curb impacts such as noise, vibration, and visual impacts.

DART's proposed west Dallas rail service will be evaluated in conjunction with the Union Pacific rail line between Fort Worth and Dallas. Further evaluation is needed to prevent duplication of service and determine alignment, vehicle technology, connectivity and staging.

DART's proposed SouthPort rail line extension will be evaluated in conjunction with the Dallas-to-Waxahachie rail service. Further evaluation is needed to prevent duplication of service and determine alignment, vehicle technology, connectivity and staging.

Regional Rail

Rail Recommendations Dependent on Alternative Funds

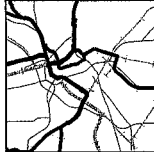
Legend

- Existing Service, Programmed Projects and Projects Under Development
- - - Projects Pending Alternative Funding
- ⇄ Existing Rail Corridors
- Highways

Fort Worth CBD



Dallas CBD

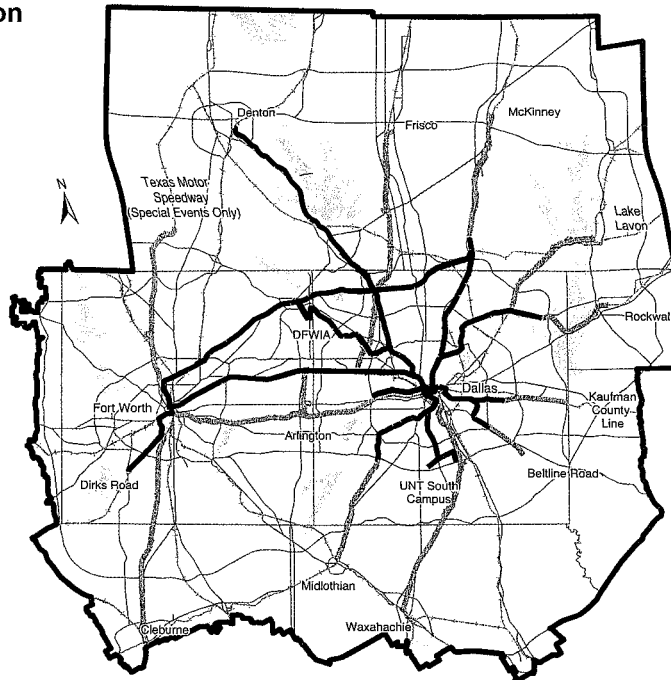


Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.

All existing railroad rights-of-way should be monitored for potential future transportation corridors. New facility locations represent transportation needs and do not reflect specific alignments.

Institutional structure being reviewed for the region.

The need for additional rail capacity in the Dallas CBD, Fort Worth CBD, DFW International Airport, and other inter-modal centers will be monitored. A grade separation is needed for the Dallas CBD second alignment.



251 Rail Miles in Jeopardy

The RTC is working to identify a revenue source to fund transit throughout the region.

Inter-Regional Passenger Rail Connectivity Recommendations

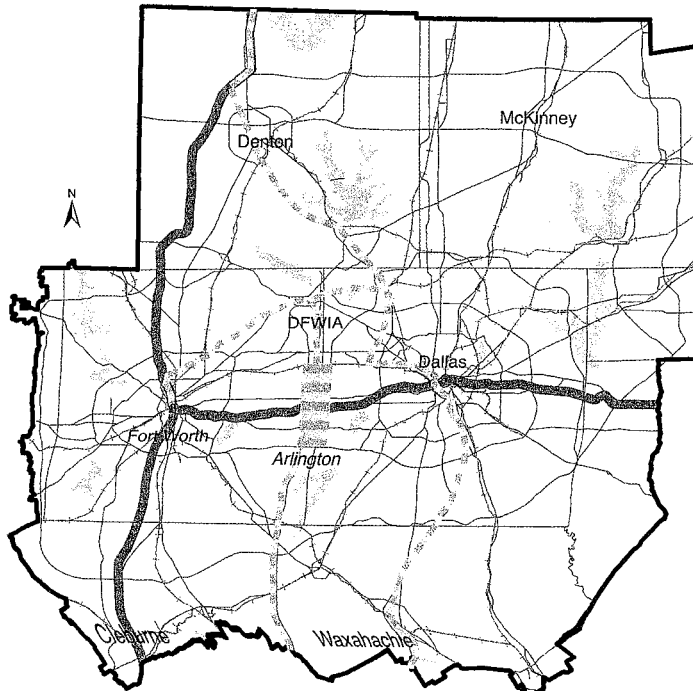
Legend

- Intercity Rail (e.g., Amtrak)
- - - Potential TTC High Speed Rail
- ⇄ Existing Rail Corridors
- Highways

Fort Worth CBD



Dallas CBD



Inter-regional rail or inter-city rail provides a path through North Texas to destinations outside the Dallas-Fort Worth area. In similar fashion, the high-speed rail corridors outline future access to the region beyond current rail technology.

Roadway System

Roadway System

Significant improvements are needed to help relieve the existing roadway system, which for years has been saddled with increasing congestion. Because Mobility 2030 must be financially constrained, not all needs can be funded. The use of innovative funding strategies such as toll roads, comprehensive development agreements, public-private partnerships, and managed lanes have allowed the region to add a number of projects that otherwise would have been left unfunded.

Many of these recommendations will be funded through toll-revenue agreements, such as the one made with NTTA. Toll roads and tolls on managed lanes will be used to raise revenue for improving mobility throughout the Dallas-Fort Worth area.

The RTC does not support converting existing free lanes to toll roads. Only new lanes on existing gas-tax funded highways will be tolled since it is against RTC policy to turn existing free lanes into toll lanes.

Toll and Managed Facilities

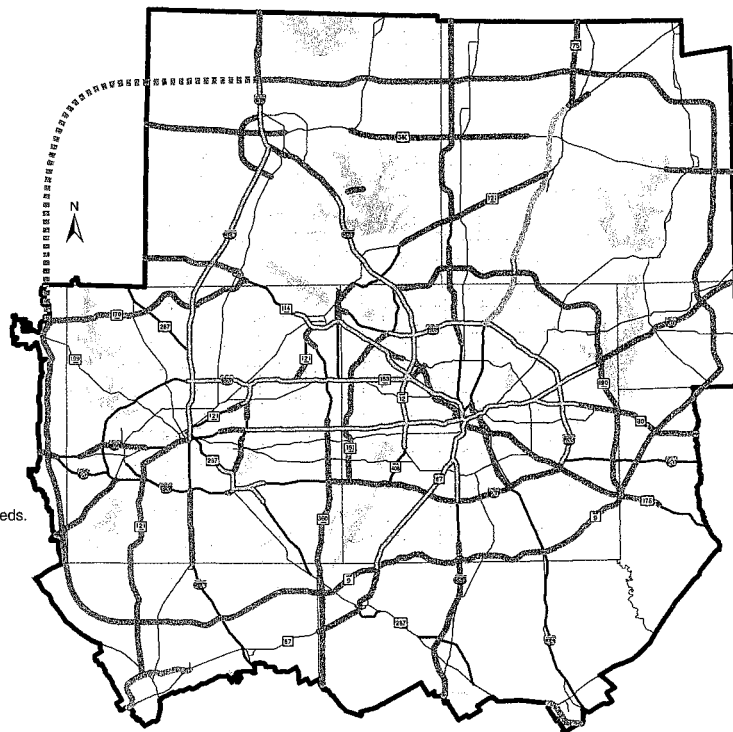
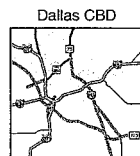
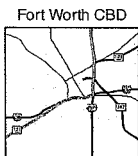
Toll roads and managed facilities are integral components of Mobility 2030 due to enhanced financing options and the ability to construct roads much sooner than through traditional funding sources.

Plans for managed lanes, which would aid congestion by charging differential tolls by time period and auto occupancy, are moving forward in several key corridors.

Funded Roadway Recommendations

Legend

-  New Freeway Facilities
-  New Tollway Facilities
-  Additional Capacity To Existing Freeway/Tollway
-  HOV/Managed Lanes
-  Improvements to Existing Freeway and HOV/Managed Lanes
-  Selected New/Improved Regionally Significant Arterials
-  Freeways/Tollways



Corridor-specific design and operation characteristics for the freeway/tollway system will be determined through ongoing project development.

Additional and improved freeway/tollway interchanges should be secured on all freeway/tollway facilities to accommodate a balance between mobility and access needs.

All freeway/tollway corridors require additional study for capacity, geometric and safety improvements related to truck operations.

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

Operational strategies to manage the flow of traffic should be considered in the corridors where additional freeway or tollway lanes are being considered.

\$29.8 billion (2006\$) regional roadway system
Additional freeway/tollway lane miles: 3,444
Additional HOV/managed lane miles: 626