The image shows the interior of a bus, viewed from the back of the vehicle looking forward. A person is seated in the foreground, looking out the window. The bus has overhead advertisements, including one for 'Spring FESTIVAL MOD' and another for 'BU CENTRAL'. A sign above the window reads 'BU CENTRAL'. The bus is moving, as indicated by the blurred view outside the window.

Appendix: Defining the Transportation Vision

Scenario Planning Process

The data-driven scenario planning exercise was not intended to provide “the answer” for how the City of Dallas should spend transportation dollars, but rather help understand tradeoffs and provide an opportunity to modernize how the City makes decisions. By measuring the effects of our transportation choices, we are able to inform the development of a transportation vision that outlines actual projects and illustrative funding guidance for the City moving forward.

Scorecards were developed which evaluated each scenario based on its performance relative to the six Driving Principles. This evaluation was based on agreed-upon set of metrics, measured through GIS analysis and Excel spreadsheet models.



Connect Dallas

Strategic Mobility Plan Scenario Guide

The Dallas-Fort Worth area is the country's fastest growing region. How will Dallas accommodate the next million people?

Connect Dallas is an initiative to align our transportation investments with community priorities.

Connect Dallas



City of Dallas



Driving Principles

Connect Dallas is the City of Dallas' first-ever five-year strategic mobility plan. It responds to the needs of a growing City by laying out a long-term transportation strategy that will allow the City to meet its community goals. The final plan will include recommendations for projects, policies, and programs.

Through the Connect Dallas process, six Driving Principles have emerged as long-term community goals:



Economic Vitality: Integrate transportation investments, workforce development goals, and economic development priorities.



Equity: Provide safe, affordable access to jobs, services, education, and opportunities for all City residents.



Housing: Support affordability by creating supportive environments where the City's diversified housing strategy can flourish.



Innovation: Leverage existing and emerging technologies to meet 21st century challenges and grow new industries.



Safety: Improve safety for all modes of transportation.



Environmental Sustainability: Provide a variety of travel options to encourage residents to travel by transit, biking, or walking.

Possible Scenarios

The Connect Dallas team has designed three possible mobility scenarios for our city. Each possibility tells a different story of a mobility future by testing a variety of mobility strategies. Each scenario has been evaluated based on these Driving Principles so you see how it might contribute to long-term community goals.

We Need Your Help

1. Review each of the possible scenarios in this brochure.
2. Consider how each scenario performs when compared to the Driving Principles, and how each aligns with your own priorities.
3. Take the MetroQuest survey and tell us what you think at: connectdallas.metroquest.com

Learn more about Connect Dallas at:

<https://dallascityhall.com/departments/transportation/Pages/Strategic-Mobility-Plan.aspx>



Scenario A

This scenario seeks ways to give people more choices in how they travel, especially for short trips. It emphasizes improving existing city streets, local bus and rail projects, and bicycle facilities that serve local activity centers. It also emphasizes more development around transit stops and on vacant or underutilized land in already developed areas. In general, there would be a greater intensity and mix of land uses.

Land Use

Promotes compact growth and transit-oriented development

65
New Roadway Lane Miles

225
New Miles of Transit

885
New Miles of Bikeway & Trails

Total cost by **2045**

\$\$\$\$\$

Roadway

- Over 100 miles of roadway projects throughout the City of Dallas
- Emphasis placed on streetscape, lane reallocation, and connectivity instead of the city's historical emphasis on new roadways and widenings

Transit

- Enhanced bus service along key routes and investment in regional rail, light rail, and streetcar for a total of over 200 new miles of infrastructure
- Increases current investment in transit

Bicycle

- Over 850 miles of new bike facilities and trails across the City of Dallas
- Nearly 75% of all facilities are premier facilities with either striped or physical buffer separation
- Significant increase in investment compared to current levels

Sidewalks

- Increases investment in sidewalk construction and maintenance

Transportation Demand Management

- Moderate increases in TDM investments beyond existing levels

Technology

- Includes less of a focus on operational improvements such as express lanes

How This Scenario Scored





Scenario B

This scenario builds on existing plans for both transportation or land use. It aligns with current investment levels for different travel modes with an eye toward what can reasonably be constructed by the year 2045. New development occurs along major roads, though more development is encouraged at existing regional activity centers (e.g. Galleria, Medical District).

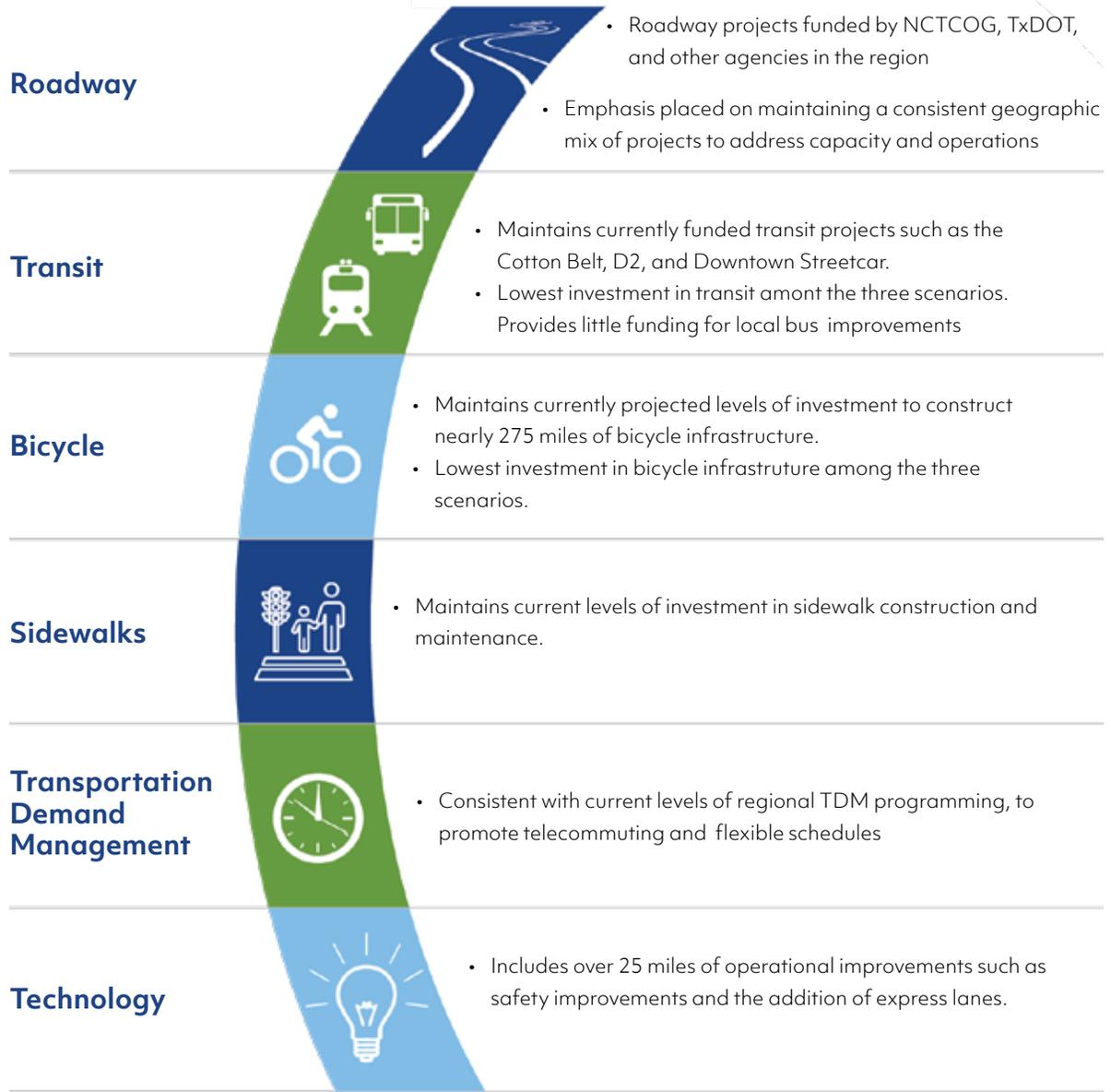
Land Use
Maintains current growth patterns

463
New Roadway Lane Miles

48
New Miles of Transit

273
New Miles of Bikeway & Trails

Total cost by **2045**
\$\$\$\$\$



How This Scenario Scored





Scenario C

This scenario focuses on connecting the City of Dallas to the greater Dallas-Fort Worth area through regionally significant transit and roadway projects. The land use portion is composed of growth focused around regional activity centers and along regional corridors, creating wedges of existing low-medium density residential areas.

Land Use

Promotes growth along highway corridors and regional development

541 

New Roadway Lane Miles

74 

New Miles of Transit

307 

New Miles of Bikeway & Trails

Total cost by 2045

\$\$\$\$\$

Roadway

- Over 500 miles of roadway projects throughout the City of Dallas.
- Emphasis placed on roadway widening projects for regional and freeway routes.

Transit

- Provides nearly 80 miles of regional transit infrastructure.
- Shifts focus from City center projects to more regionally scaled extensions of the rail system.

Bicycle

- Provides over 300 miles of bicycle infrastructure across the City of Dallas.
- Infrastructure shifts from Scenario B to provide regional commuter trails.

Sidewalks

- Maintains current levels of investment in sidewalk construction and maintenance

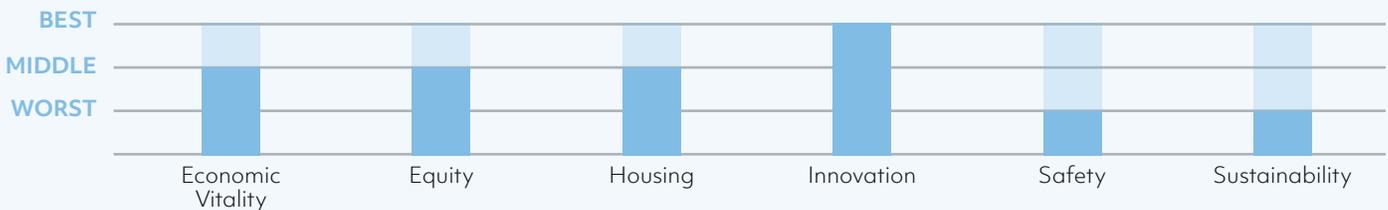
Transportation Demand Management

- Moderate increases in TDM investments beyond Scenario B programming.

Technology

- Includes over 25 miles of operational improvements such as safety improvements and the addition of express lanes.

How This Scenario Scored



Comparative Performance of Indicators

Driving Principle	Scenario A	Scenario B	Scenario C
 <p>Economic Vitality</p>	<p>BEST</p> <p>serves the most jobs and households and invests the most in Priority Improvement Zones</p>	<p>MIDDLE</p> <p>serves a lower amount of jobs and invests moderately in Priority Improvement Zones</p>	<p>MIDDLE</p> <p>serves a lower amount of households and invests moderately in Priority Improvement Zones</p>
 <p>Equity</p>	<p>BEST</p> <p>provides the highest mobility choice for historically disadvantaged populations often limited by the availability and affordability of transportation options</p>	<p>WORST</p> <p>continues existing levels of mobility choice for historically disadvantaged populations often limited by the availability and affordability of transportation options</p>	<p>MIDDLE</p> <p>provides a moderate increase in mobility choice for historically disadvantaged populations often limited by the availability and affordability of transportation options</p>
 <p>Housing</p>	<p>BEST</p> <p>provides the greatest access to existing affordable housing, as well as areas land banked for future affordable housing development</p>	<p>WORST</p> <p>provides the lowest access to existing affordable housing, as well as sites land banked for future affordable housing development</p>	<p>MIDDLE</p> <p>provides moderate access to existing affordable housing, as well as sites land banked for future affordable housing development</p>
 <p>Innovation</p>	<p>MIDDLE</p> <p>provides operational and safety benefits for all travelers, but may contribute to increased vehicle miles traveled or reduction in transit ridership</p>	<p>WORST</p> <p>provides limited operational and safety benefits for travelers due to gaps in system connectivity</p>	<p>BEST</p> <p>provides the greatest operational and safety benefits for all travelers due to the emphasis on a regional network and travel patterns</p>
 <p>Safety</p>	<p>BEST</p> <p>provides the highest safety benefit for road users, particularly through investment in dedicated bicycle and trail facilities</p>	<p>MIDDLE</p> <p>provides moderate safety benefit for road users, particularly through investment in vehicle infrastructure</p>	<p>WORST</p> <p>provides the lowest safety benefit for road users due to the emphasis on controlled access roadways</p>
 <p>Sustainability</p>	<p>BEST</p> <p>experiences a slight mode shift away from single occupancy vehicles, lower vehicle miles traveled, and decreased greenhouse gas emissions</p>	<p>WORST</p> <p>experiences a slight increase in single occupancy vehicle travel, higher vehicle miles traveled, and increased greenhouse gas emissions</p>	<p>WORST</p> <p>experiences a slight increase in single occupancy vehicle travel, higher vehicle miles traveled, and increased greenhouse gas emissions</p>

Confirm the Transportation Vision

Through consultation with the general public, Mobility Advisory Committee, and the City Council, Scenario A was overwhelmingly selected as the best starting point for developing our future direction. Overall, Dallas residents expressed excitement about the transformative opportunities possible by pursuing a multimodal, neighborhood-centric strategy, and many wondered aloud: "Why aren't we already doing this?"

Scenario	Public Input Rate your preference for each of the scenarios (Out of 5)	Mobility Advisory Committee Rate your preference for each of the scenarios (Out of 5)
Scenario A (Compact and Connected)	4.28 ★★★★★	83%
Scenario B (Business as Usual)	2.29 ★★☆☆☆	8%
Scenario C (Corridor-based Growth)	2.99 ★★★☆☆	8%

