

Memorandum



CITY OF DALLAS

DATE November 7, 2018

TO Honorable Council Member Gates

SUBJECT **Dallas North Tollway and Northwest Highway Congestion**

The area around the Dallas North Tollway continues to experience significant growth with existing and planned developments such as Preston Center and others. The City of Dallas Department of Transportation (DDOT) has been working with our partner agencies NTTA and NCTCOG on many different items to help alleviate traffic concerns on DNT as well as the surrounding local roadway network. The following is a sample of items that have been or will be analyzed to mitigate the growing traffic concerns in the area:

NTTA Study

NTTA will be performing a corridor study of the DNT. They have not yet selected a consultant for the work but anticipate starting on the study in Summer 2019. The scope, which is still subject to some refinement by NTTA and DDOT, is intended to cover the whole corridor from downtown Dallas to Frisco (SH 380). However, this will be a corridor study and will be focused on the main lines and ramps of the DNT to help determine potential tollway improvements. DDOT will work in conjunction with this study to look at travel modeling of the intersections that lead to and from the DNT ramps.

Preston Center Garage Study

NCTCOG has provided funding to study the feasibility of constructing a parking garage as envisioned through a community involvement process. Walker consultants was hired to evaluate the constructability, design, interface with Northwest Highway, retrofit options, and construction access. This study should provide study results in early 2019. DDOT staff is working with the consultant to provide input.

Texas U-Turn at Northwest Highway

The DNT U-Turn at Northwest Highway was looked at by NCTCOG as part of the Northwest Highway and Preston Road Area Plan. The travel model added a U-Turn from northbound to southbound at the Northwest Highway/DNT intersection. The demonstrated U-Turn would provide only a marginal decrease in traffic on Northwest Highway at the DNT intersection. The modeling observations were that this U-turn would provide a marginal decrease in traffic on Northwest Highway at the DNT intersection. DDOT staff confirmed with NTTA that adding a U-turn there is not at all in their work plan.

Fire Station Signal:

The signal arm in front of the fire station is not a separate signal but is part of the signal at Northwest Highway and Douglas Ave. Therefore, it only works in conjunction (interconnected) with that signal. Deactivating the signal arm would not improve or even affect the traffic situation at the fire station. The only impact that signal has is when an actual fire truck is leaving or entering the station. Furthermore, an unintended consequence to deactivating the signal arm is that drivers would be required to stop at that signal arm before proceeding.

DDOT, will continue to work with our partner agencies to address our growing traffic demands and to work with our neighborhoods to preserve the quality of life within the community.



Michael Rogers
Department of Transportation Director

c: Majed Al-Ghafry, Assistant City Manager