

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 connections between different ways we travel today or could travel in the future. 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

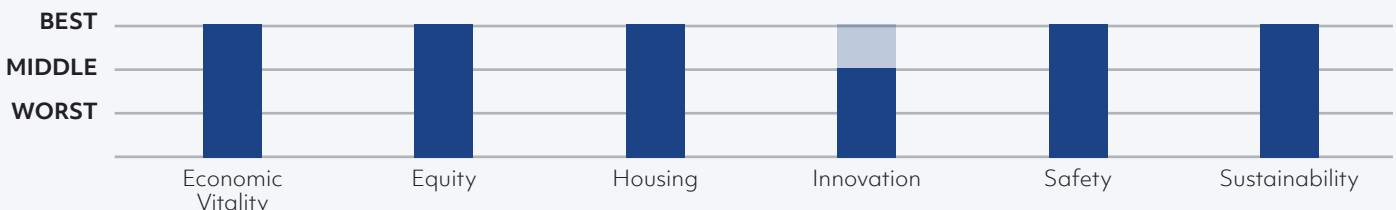
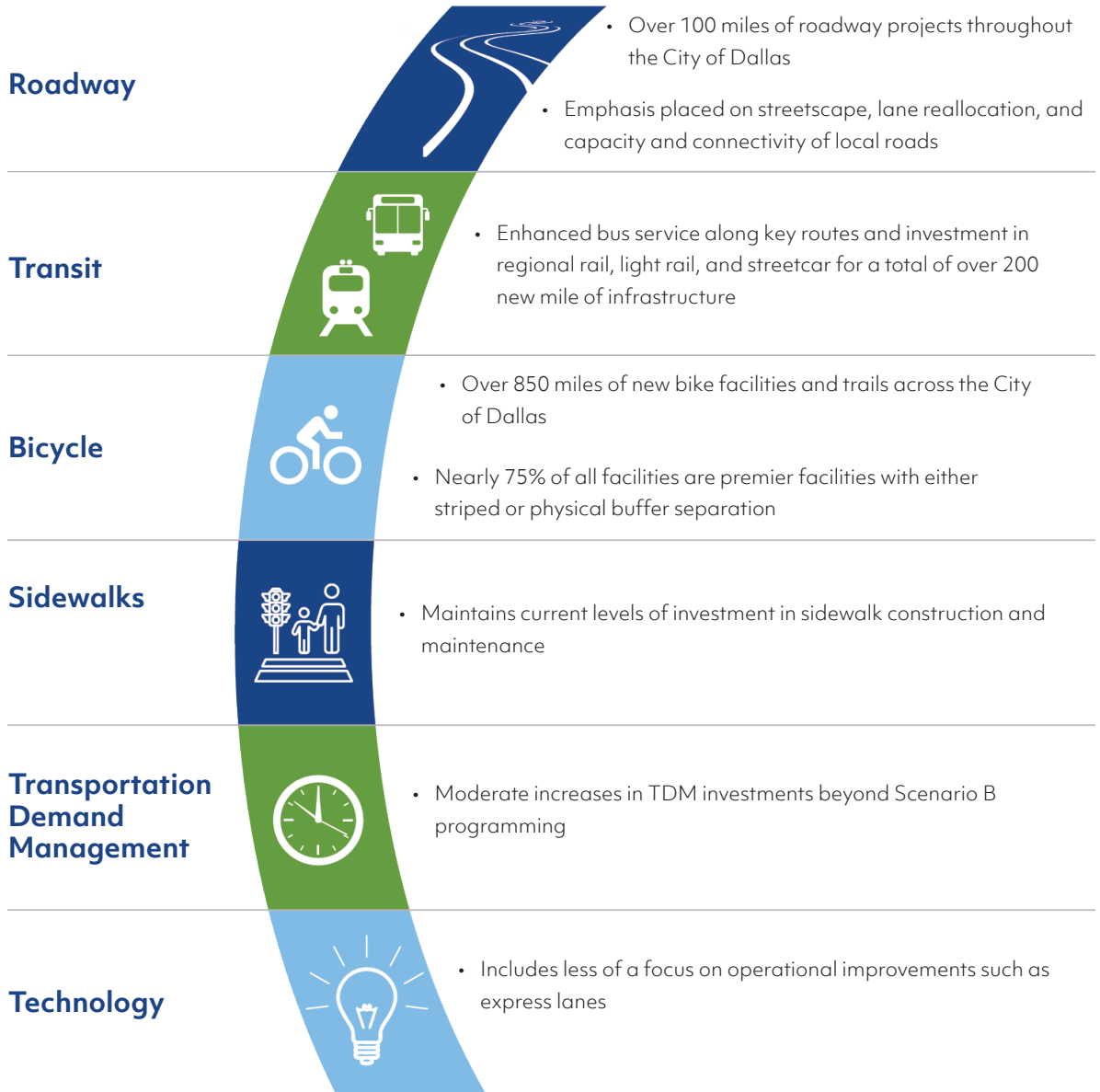
65
New Roadway Lane Miles

225
New Miles of Transit

885
New Miles of Bikeway & Trails

Total cost by **2045**

\$\$\$\$\$





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**
\$\$\$\$\$

Roadway

- Roadway projects funded by NCTCOG, TxDOT, and other agencies in the region
- Emphasis placed on maintaining a consistent geographic mix of projects to address capacity and operations

Transit

- Maintains currently funded transit projects such as the Cotton Belt, D2, and Downtown Streetcar.

Bicycle

- Maintains currently projected levels of investment to construct nearly 275 miles of bicycle infrastructure.

Sidewalks

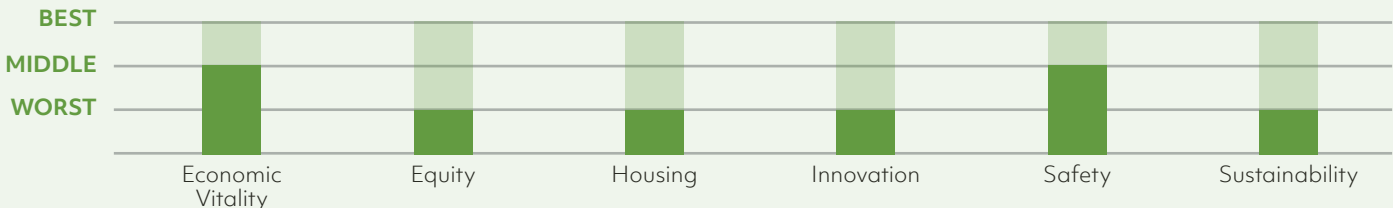
- Maintains current levels of investment in sidewalk construction and maintenance.

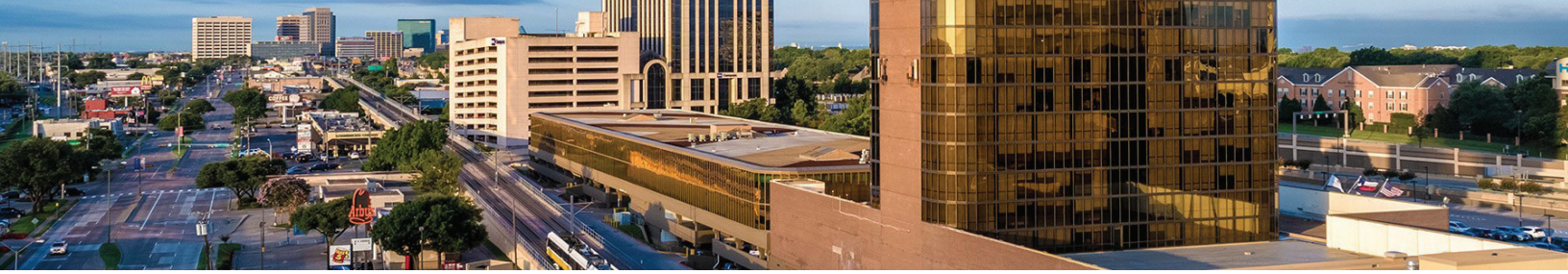
Transportation Demand Management

- Consistent with current levels of TDM programming, to promote telecommuting and flexible schedules

Technology

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





Scenario C

This scenario focuses on ways to connect 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 major 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 220 miles of roadway projects throughout the City of Dallas.
- Emphasis placed on capacity adding 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

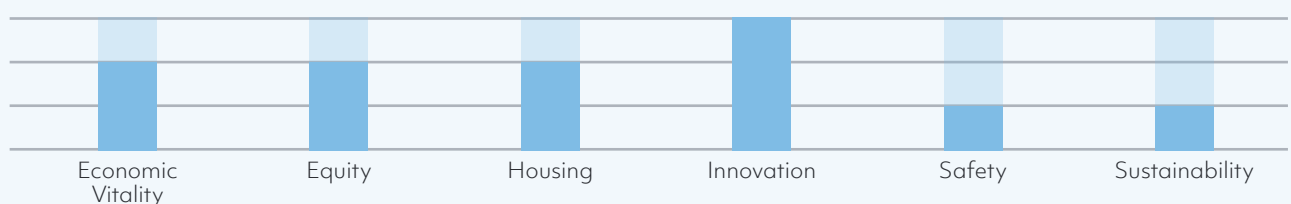
Transportation Demand Management

- 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.

BEST
MIDDLE
WORST



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>

GOT A MINUTE?

TELL US WHAT YOU THINK OF THE CONNECT DALLAS SCENARIOS

In addition to participating in the public workshop, please be sure to take the Connect Dallas online survey! The data collected through this survey will help identify a starting point to craft the City's transportation strategy that creates a more economically vibrant, sustainable, and equitable future.

The survey takes approximately five minutes to take, and works on mobile devices or tablets.

Share the survey with family and friends!

CONNECTDALLAS.METROQUEST.COM





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