



North Central Texas
Council of Governments
Transportation Department

MEDIA RELEASE

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10 Reasons to Build the Trinity Parkway

Not Building Planned Toll Road Would End \$4.8 Billion of Other Transportation Projects

Oct. 11, 2007 (Arlington) – Nearly \$5 billion of much-needed transportation projects will be in jeopardy if voters pull the plug on the Trinity Parkway. Without the planned toll road, improvements to roads such as IH-35E, IH-30, US 67, and US 175 cannot be made. (See attached map).

The Trinity Parkway, proposed as a toll road since 1995, is essential to relieving traffic congestion in and around downtown Dallas. Building the planned toll road will provide a reliever route to the downtown Dallas Mixmaster, the intersection of IH-35E and IH-30. Without a reliever route, it will be impossible to make the needed radial improvements such as adding additional lanes and replacing bridges.

Reasons for building the toll road range from decreased congestion to improved air quality:

1. Mobility Benefits

- 15,000 vehicle hours per day of reduced congestion delay.
- 4.2 million vehicle hours of reduced congestion delay per year.
- \$66 million reduction per year in the cost of congestion delays for the region.

2. Included in Regional Plan Since 1974

- Recommended as a toll road since 1995.

3. Project (and those it directly impacts) Unlocks Downtown Dallas' Congestion Nightmare

- The third most congested roadway bottleneck in the U.S.
- 10 percent reduction in regional congestion delay.

4. Safety Benefits - Downgrade S.M. Wright Elevated Sections

- Construction of the Trinity Parkway between U.S. 175 and I.H. 45 permits the removal of the elevated S.M. Wright bridge structures.

5. Creates Opportunity to Rebuild Canyon/Mixmaster

- Provides a reliever route that facilitates reconstruction of the Canyon/Mixmaster.

6. Air Quality Benefits

- In 2015, the Trinity Parkway will reduce approximately 84 tons of nitrogen oxide and volatile organic compound emissions - a 10 percent reduction.

7. Reliability Benefits

- Unreliability of Canyon/Mixmaster would be benefited by the Trinity Parkway as a reliever facility.

8. Regional Project for Dallas Residents

- 44 percent of road users live or work in the City of Dallas.

9. Recreation + Flood Control + Mobility = Dallas Economic Development Winner

- Supported by the city of Dallas Economic Development Study.
- 10. Appropriate Need for Appropriate Facility/Thoroughfare Street Near the Park Would be a Disaster**
- Higher speed commuters by-passing congested freeways will lead to safety concerns.
 - Industrial Boulevard as a Trinity Parkway alternative contradicts the city of Dallas' intended purpose in the Balanced Vision Plan for the Trinity River Corridor.

The Regional Transportation Council of the North Central Texas Council of Governments opposes City of Dallas Proposition 1 that would prohibit building the Trinity Parkway as planned.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth Metropolitan Area includes Collin, Dallas, Denton, Rockwall and Tarrant counties, as well as portions of Ellis, Johnson, Kaufman and Parker Counties. The RTC's 40 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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