

North Central Texas Council Of Governments

June 11, 2015

The Honorable Royce West
State Senator
5787 South Hampton Road, Suite 385
Dallas, TX 75232

Dear Senator West:

The North Central Texas Council of Governments (NCTCOG) was asked to investigate a traffic scenario along the US 67 corridor between IH 35E and IH 20 in Dallas, as well as traffic impacts to local freeways and arterials. Based on Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment, recommendations for this segment of US 67 include four general purpose lanes, two reversible managed lanes, and four to six lanes on the frontage roads in year 2035. NCTCOG received a request to model this section of US 67 as an at-grade, commercial boulevard/urban thoroughfare, similar to the current plans for S.M. Wright Parkway. The purpose of this request is to evaluate through traffic in the US 67/IH 35E corridor while helping to promote future economic development opportunities. In order to investigate this traffic scenario, NCTCOG was asked to perform a traffic analysis using the Dallas-Fort Worth Regional Travel Demand Model to assess the traffic impacts to US 67 and local freeways and arterials under this condition.

In order to simulate US 67 as a commercial boulevard/urban thoroughfare, the NCTCOG analysis was performed by modeling year 2035 recommendations contained in the Mobility 2035 – 2014 Amendment with all general purpose lanes and managed lanes removed on US 67 between IH 35E and IH 20. The US 67 frontage roads remained as part of the overall forecast. The modeling results indicate that most of the traffic decrease on US 67 (approximately 100,000 vehicles per day in certain locations) is relocated to IH 35E, IH 20, and local arterials. The performance of these adjacent freeways and arterials is generally compromised with reduced levels of service in several locations including IH 35E, IH 20, the IH 35E/IH 20 interchange, and Westmoreland Road. With US 67 removed, overall traffic is rerouted primarily to parallel facilities; notable north/south arterials which saw increased traffic include Westmoreland Road, Hampton Road, and Lancaster Road. Attachment 1 shows performance impacts of the two scenarios. Attachment 2 contains level of service maps indicating level of service failures in red. Eliminating US 67 removes 42 lanes miles of freeway capacity from the corridor resulting in a significant increase in localized delay of approximately \$38 million annually.

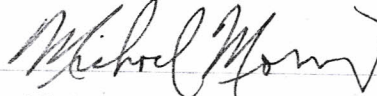
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US 67 serves a vital connection between the communities in southwest Dallas County and the city of Dallas. Because of its regional importance, NCTCOG would conclude that, based on the analysis including traffic impacts to local freeways and arterials and roadway performance measures, the concept of US 67 as an urban thoroughfare does not appear to be a feasible alternative. As a result of the poor accessibility, it would have questionable economic development benefits as well.

If you have any questions regarding the findings of this analysis or need any further information, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in dark ink, appearing to read "Michael Morris", with a stylized flourish at the end.

Michael Morris, P.E.
Director of Transportation

BB:cmg
Enclosure

Roadway Performance Measures

	Dallas County		
	Mobility 2035*	No US 67**	Difference
Traffic Study Area (<i>Square Miles</i>)	908.96	908.96	0
Lane Miles	14,189	14,147	-42
Daily Vehicle Miles of Travel (VMT)	96,625,016	96,660,860	35,844
Daily Vehicle Hours of Travel (VHT)	2,912,904	2,926,940	14,036
Vehicle Hours of Congestion Delay	647,989	654,978	6,989
Vehicle Hours of Traffic Control Delay	296,552	298,891	2,339
Total Delay (<i>Hours</i>)	944,541	953,869	9,328
Annual Cost of Delay (<i>\$Millions</i>)	3,837	3,875	38

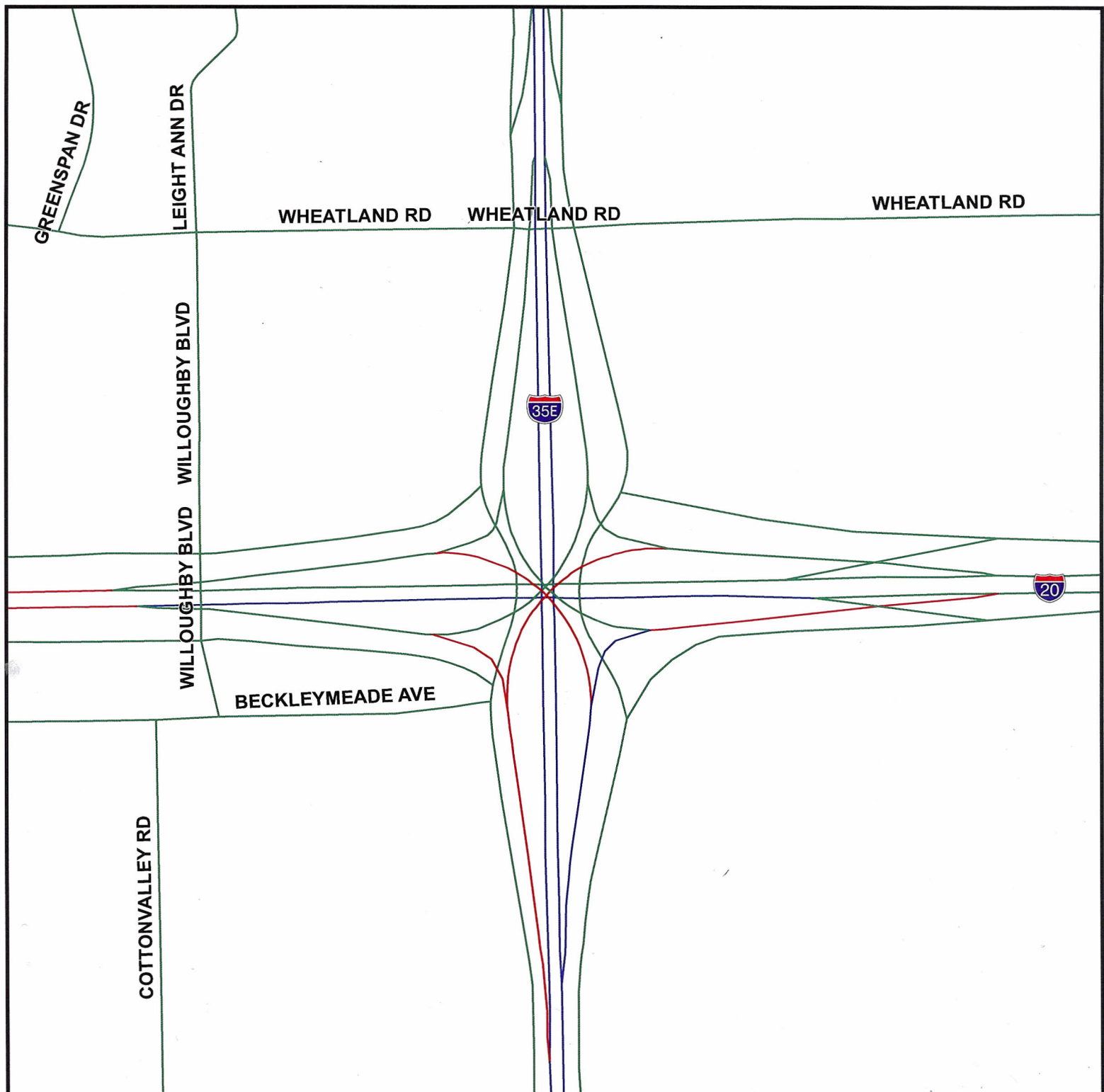
*Based on year 2035 recommendations contained in Mobility 2035: The Metropolitan Transportation Plan for North Central Texas - 2014 Amendment.

**Based on year 2035 recommendations contained in Mobility 2035: The Metropolitan Transportation Plan for North Central Texas - 2014 Amendment with all general purpose lanes and managed lanes removed on US 67 between IH 35E and IH 20.

IH 35E/IH 20 Interchange

Mobility 2035* - Year 2035 Level of Service

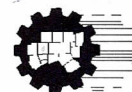
Attachment 2



Level of Service

- ABC
- DE
- F

*Mobility 2035 - 2044 Amendment



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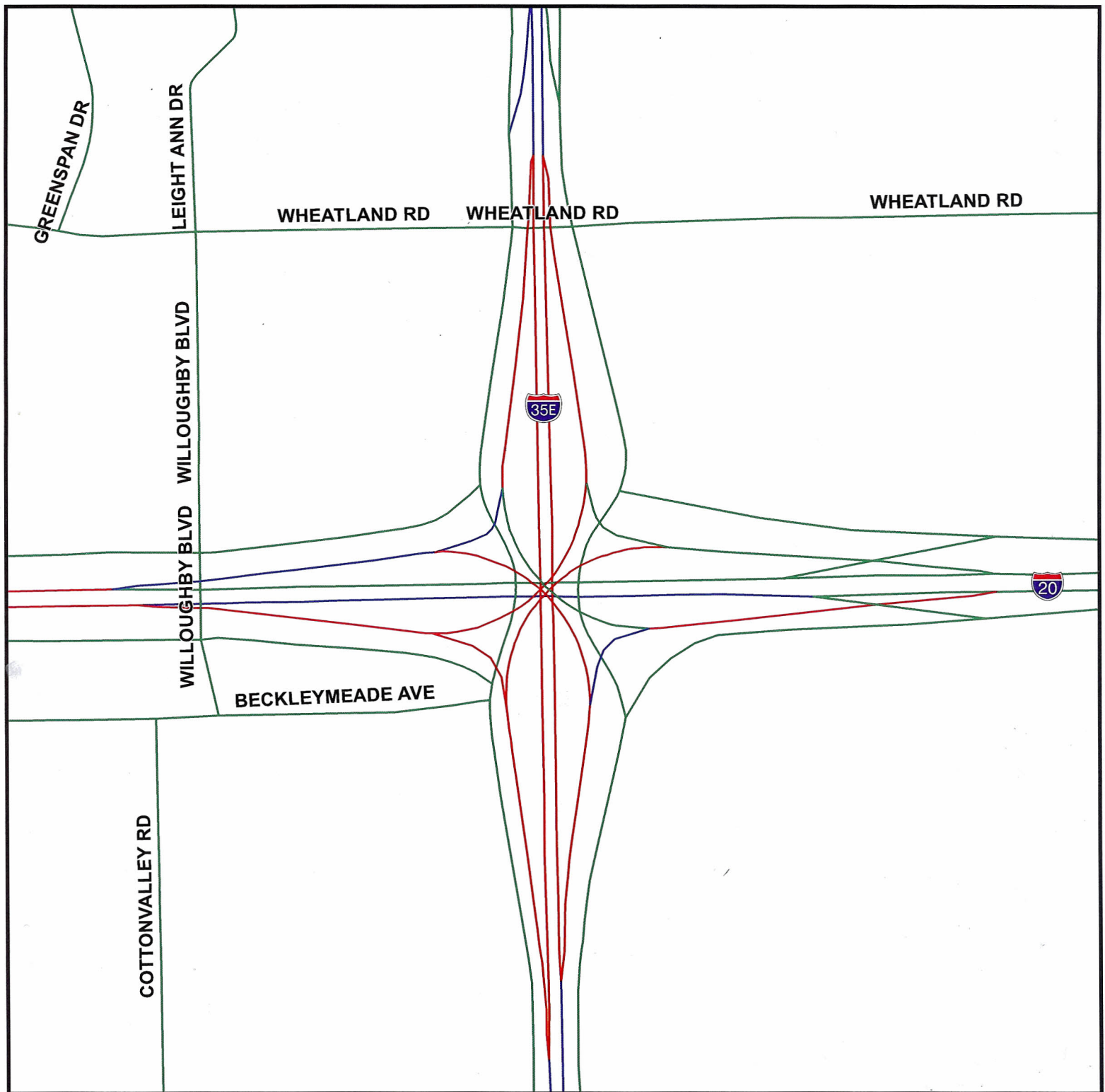
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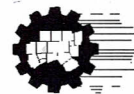
IH 35E/IH 20 Interchange

No US 67* - Year 2035 Level of Service



Level of Service

- ABC
- DE
- F



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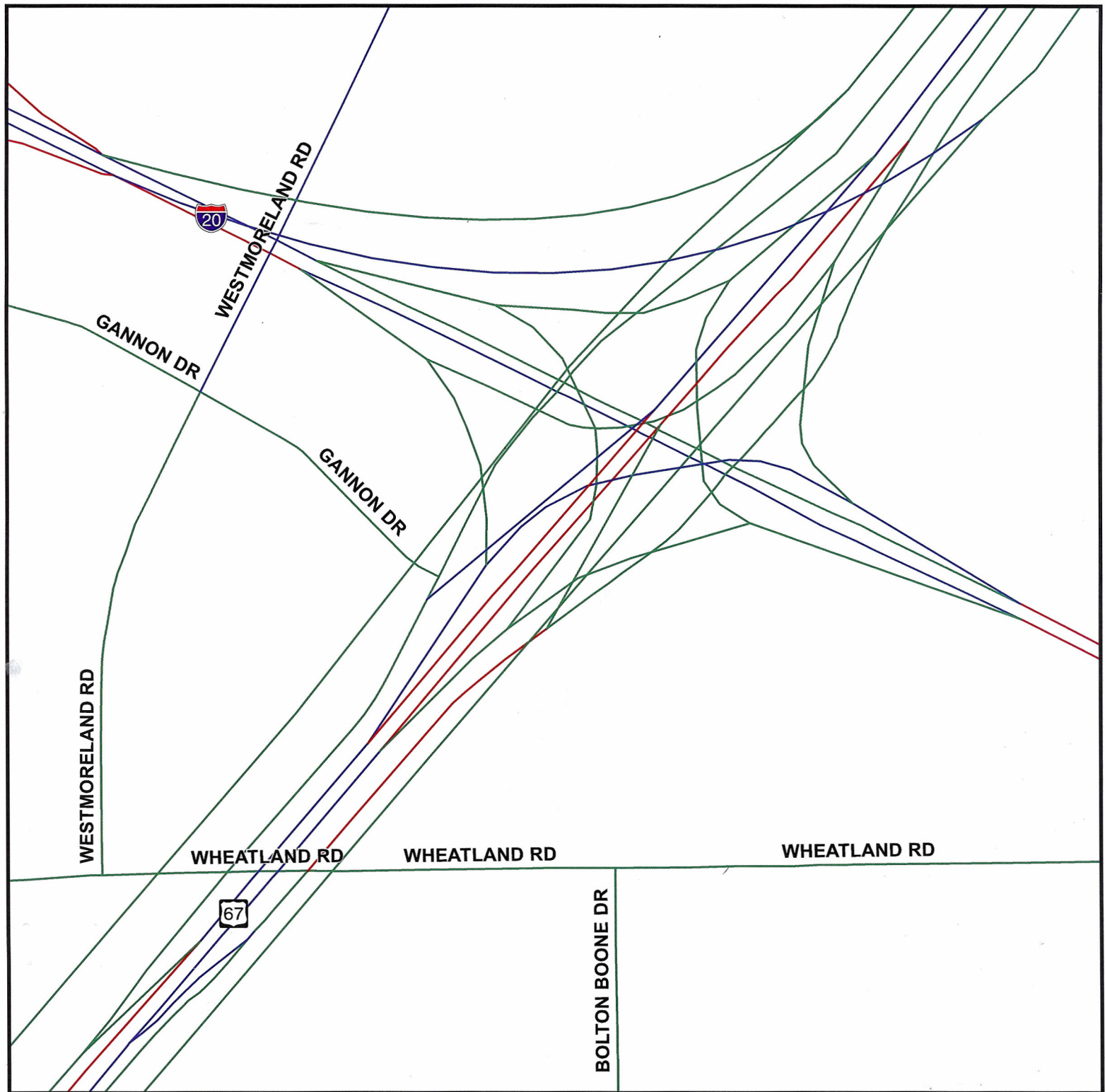


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*Map shows 2035 2014 Amendment with no maintenance or managed lanes on US 67 (IH 35E to IH 20)

US 67/IH 20 Interchange

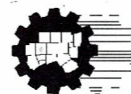
Mobility 2035* - Year 2035 Level of Service



Level of Service

- ABC
- DE
- F

*Mobility 2035 - 2014 Amendment



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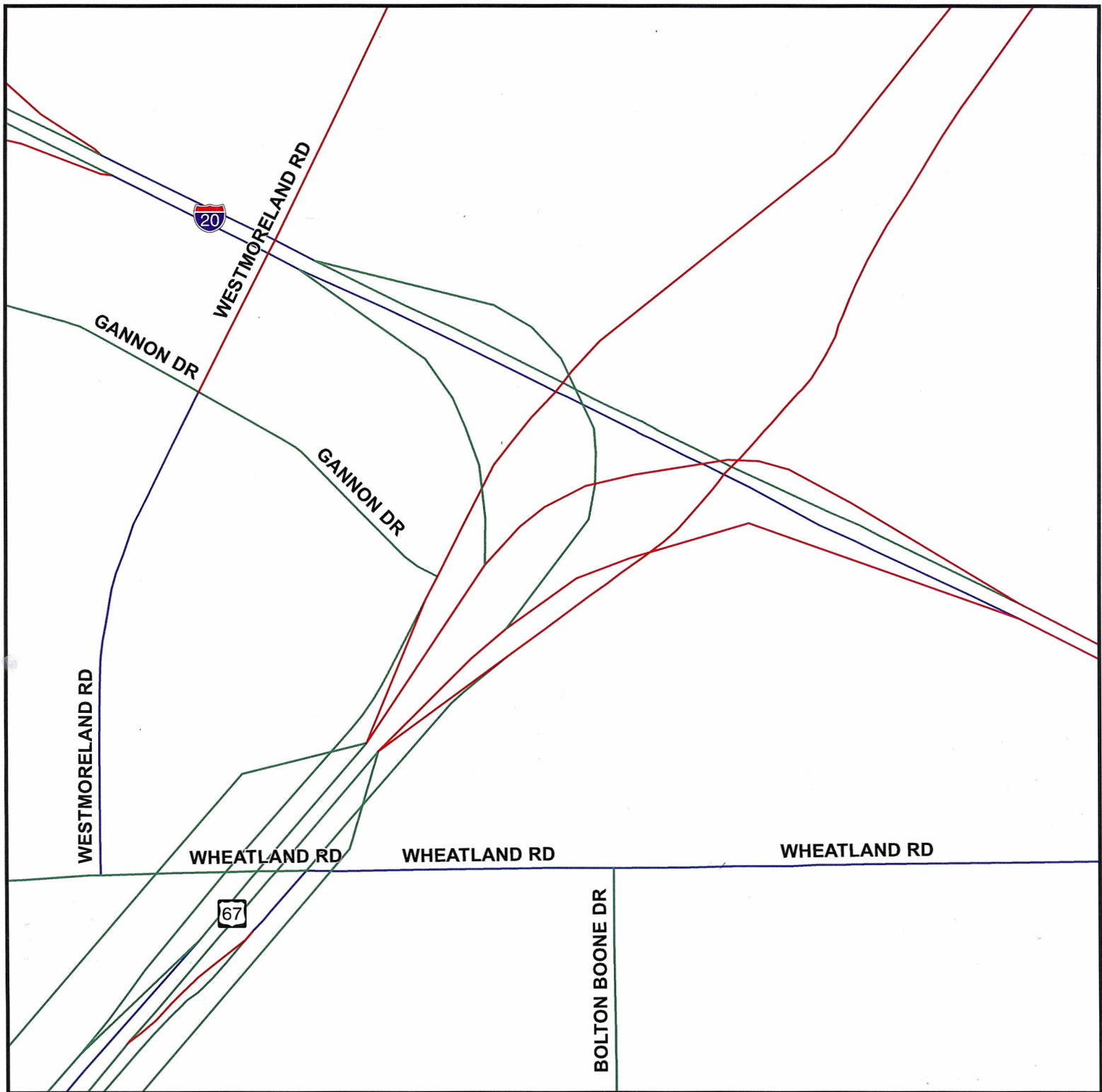
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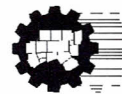
US 67/IH 20 Interchange

No US 67* - Year 2035 Level of Service



Level of Service

- ABC
- DE
- F



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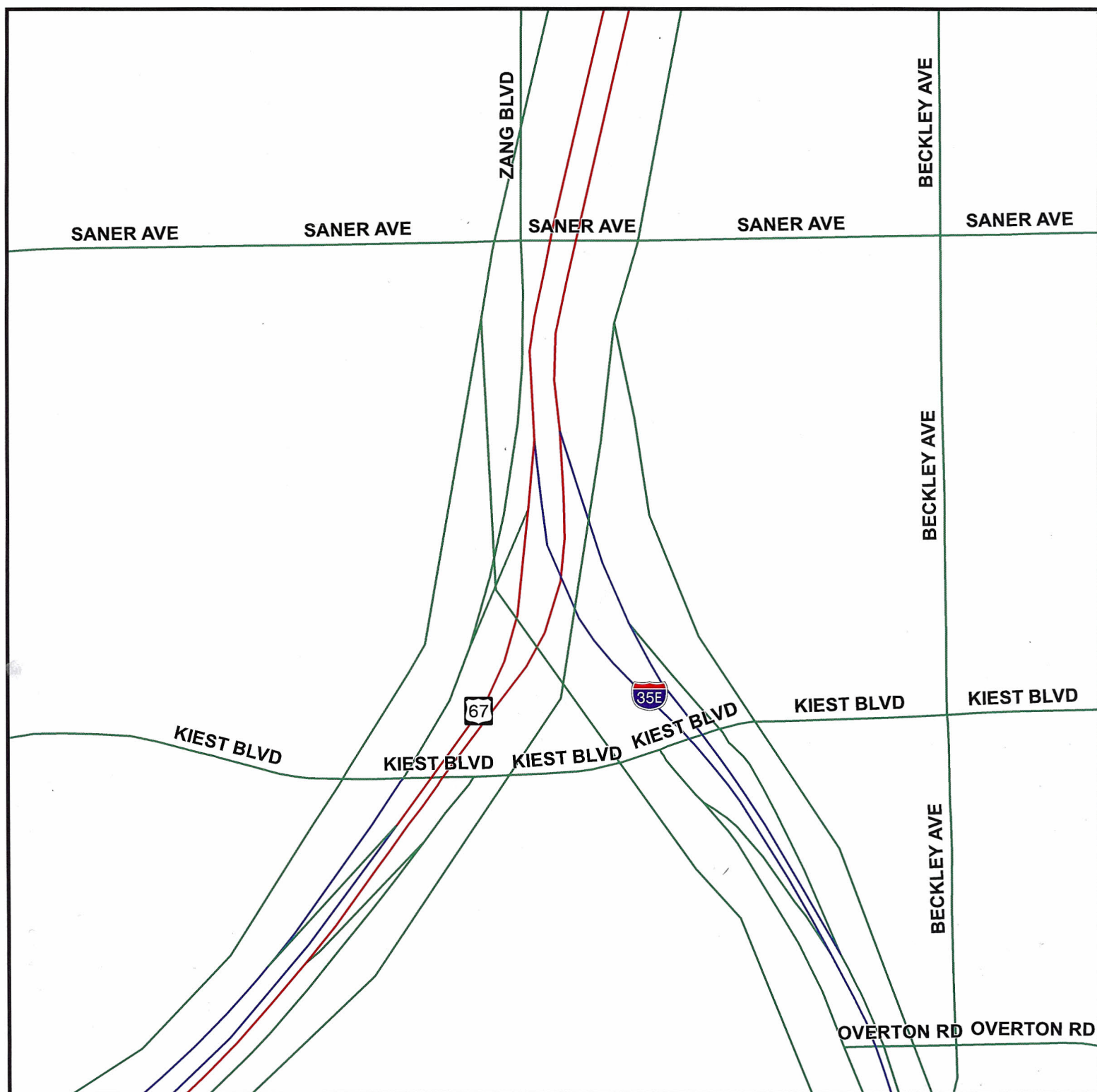


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*Mobility 2035 - 2044 Agreement with no maintenance or managed lanes on US 67 (IH 255 to IH 20)

IH 35E/US 67 Interchange

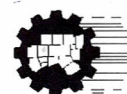
Mobility 2035* - Year 2035 Level of Service



Level of Service

- ABC
- DE
- F

***Mobility 2035 - 2044 Amendment



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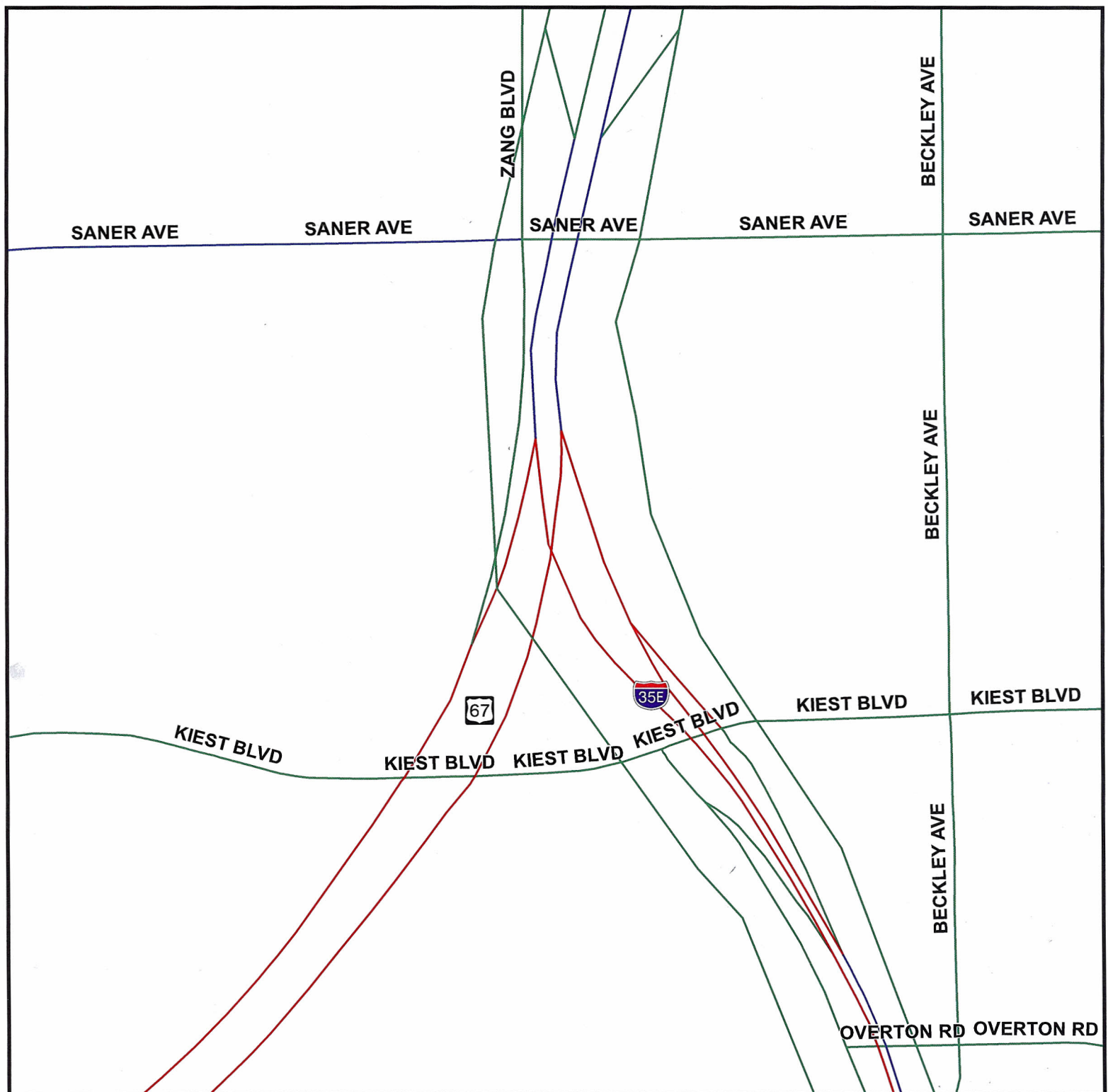


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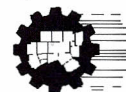
IH 35E/US 67 Interchange

No US 67* - Year 2035 Level of Service



Level of Service

- ABC
- DE
- F



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*Mobility 2035 - 2044 Agreement with no widening or improved lanes on US 67 (IH 35E to IH 20)