

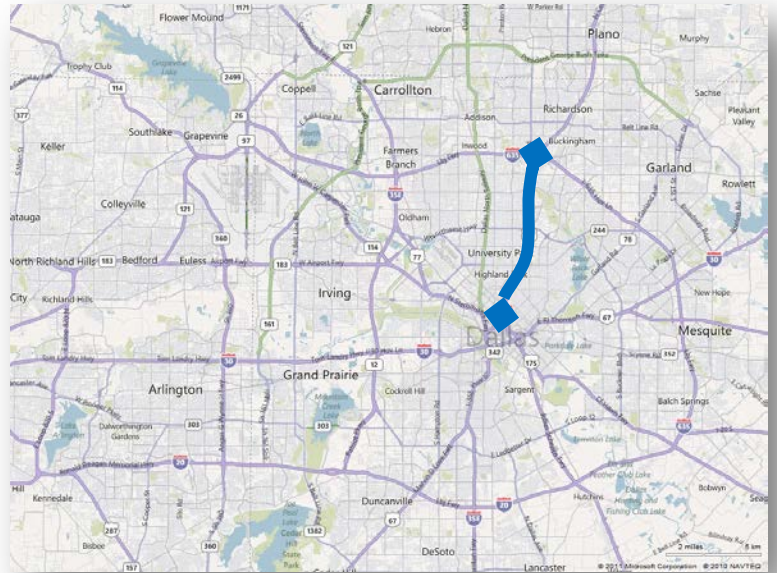
# US 75 (N. CENTRAL FWY)

**IH 635 (LBJ Fwy) to SS 366 (Woodall Rodgers Fwy)**

## Current Conditions

US 75 North Central Expressway is a main north-south route from the Dallas central business district (CBD) to the North Dallas area. The southern end of this corridor is depressed. The corridor is surrounded by multi-storied commercial, retail, low to high density residential, and a major university. Congestion slowdowns on US 75 occur equally regardless of direction throughout the day with the evening rush hour experiencing the slowest speeds.

- Segment Length: 9.2 miles.
- Road Type: 8-lane freeway.
- Annual Hours of Delay: 5,422,000.
- Texas Congestion Index: 1.67.
- Commuter Stress Index: 1.95.



## Possible Congestion Causes

North Central Expressway is the main non-toll north-south route between the northern suburbs of Dallas and the CBD. The roadway was reconstructed in the late 1990s using the full breadth of right-of-way.

## Projects in Progress or Completed

### Transit Service

The Dallas Area Rapid Transit (DART) Red and Blue Lines run parallel to the facility with seven stations along the corridor. The Red line carried 33,200 average weekday riders in FY2010. The DART Blue Line runs parallel to the facility to Mockingbird Station and carried 22,200 average weekday riders in FY2010. DART bus service operates over 20 bus routes in the corridor.

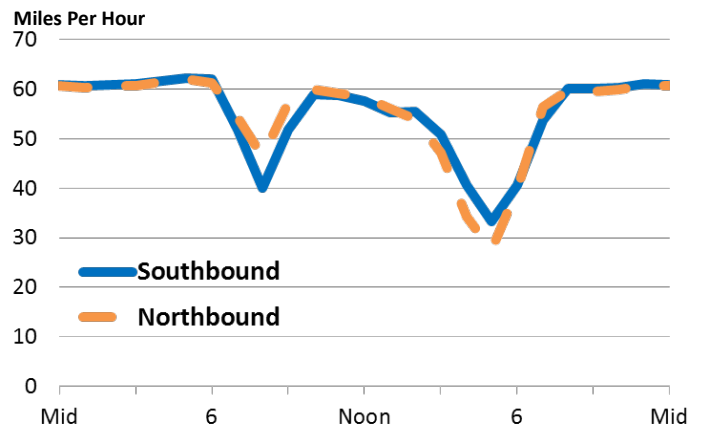
### LBJ Express

The LBJ Express (IH 635) project is under construction and may provide some congestion relief at the LBJ and US 75 interchange.

### Woodall Rodgers Extension

Similar to improvements with the LBJ Express, the extension completed spring 2012 may

<b>2010 Rank: 9</b>	<b>2013 Rank: 7</b>
<b>Annual Hrs of Delay/Mile: 590,000</b>	
<b>Congestion Time: 6 Hours</b>	
<b>Annual Cost of Delay: \$113.0 Million</b>	
<b>Average Daily Traffic: 293,000 Vehicles</b>	



relieve congestion on US 75 near its intersection with SS 366.

## Demand Reduction

The Regional Employer Trip Reduction Program is a voluntary program that is designed to reduce employee commute vehicle trips through the education and implementation of travel demand management strategies such as rideshare programs (carpooling and vanpooling),



telecommuting and flexible work-hour programs, transit pass subsidies, bicycling, and similar strategies. It is a cooperative program between North Central Texas Council of Governments, DART, Fort Worth Transportation Authority (The T), Denton County Transit Authority (DCTA), North Texas Clean Air Coalition (NTCAC), and other public and private sector organizations.

Downtown Dallas Inc. is a recognized transportation management association that promotes alternative travel modes and demand management among CBD businesses.

#### *Incident Management*

The Regional Freeway Incident Management Program operates in the corridor. This corridor currently has ITS technology deployed for incident detection and management. The police and fire departments in the City of Dallas and the Dallas County Sheriff's Office have participated in Freeway Incident Management training, as well as photogrammetry training.

Photogrammetry allows investigators to map a crash scene in significantly less time than traditional methods and results in up to 50 percent of average time saved per road closing crash scene.

#### *Traffic Signals*

Regional traffic signalization improvement program has been implemented on major streets in the corridor.

#### *Traveler Information*

The corridor-wide Integrated Corridor Management project, a demonstration for Federal Highway Administration (FHWA), will integrate systems (freeway, transit, and streets) to get the full use out of the available capacity. In addition, a regional 5-1-1 traveler information system will be developed as part of that project.

#### **Planning Efforts to Date**

There are no major reconstruction projects planned for North Central Expressway.

#### *Bicycle and Pedestrian*

The 2011 Dallas Bike Plan recommends on-street bicycle facilities for several roadways that intersect this corridor. There are three existing trails within this corridor.

#### **Next Steps**

- **No future widening of the freeway is possible.** The corridor is depressed and surrounded by multi-storied commercial buildings and a major university.

- As there are no plans for additional capacity, this corridor will continue to **address congestion through additional traffic management and travel demand management** efforts through the FHWA Integrated Corridor Management program.