



Impacts on Major Arterials

Similar to the freeway system, congestion delays can be expected on many of the arterials in the study corridor by 2030, even with the LRT Alternative in place. **Table 4-6** shows the anticipated 2030 ADT on many of the local arterials in the Northwest Corridor for the No-Build and LRT Alternatives. With the LRT Alternative fully operational in 2030, many arterials would experience the same daily traffic levels compared to the No-Build Alternative, and more would experience small increases in ADT.

TABLE 4-6				
2030 ARTERIAL ADT IN THE NORTHWEST CORRIDOR				
Location and Map No.*		Average Daily Traffic (ADT)		
		No-Build Alternative	LRT Alternative	Increase (Decrease)
15	Northwest Highway at Community	68,000	69,000	1,000
16	Harry Hines Blvd. at Northwest Hwy.	37,000	37,000	0
17	Northwest Hwy at Technology Blvd.	42,000	43,000	1,000
18	Northwest Hwy at California Crossing	53,000	54,000	1,000
19	Northwest Highway at Riverside	38,000	38,000	0
20	Las Colinas Blvd. at O'Connor	11,000	11,000	0
21	O'Connor at Lake Carolyn Blvd.	11,000	12,000	1,000
22	O'Connor at Riverside	13,000	13,000	0
23	Riverside south of Northwest Highway	14,000	15,000	1,000
24	Riverside north of Northwest Hwy	27,000	27,000	0
25	Colwell Drive at SH 114	10,000	10,000	0
26	Colwell Drive at Las Colinas Blvd.	8,000	7,000	(1,000)
27	Las Colinas Blvd. at Royal Lane	7,000	7,000	0
28	Hidden Ridge at SH 114	17,000	18,000	1,000
29	Hidden Ridge at LRT Alignment	15,000	15,000	0
30	MacArthur Blvd. at Hidden Ridge	35,000	35,000	0
31	Walnut Hill Lane at MacArthur Blvd.	17,000	18,000	1,000
32	Walnut Hill Lane at Brangus Drive	36,000	38,000	2,000
34	Walnut Hill Lane at Belt Line Road	25,000	27,000	2,000
35	Belt Line Road south of SH 161	43,000	42,000	(1,000)
36	Belt Line Road north of SH 161	40,000	41,000	1,000
37	Belt Line Road at SH 114	53,000	54,000	1,000
38	Valley View Lane at Belt Line Road	15,000	17,000	2,000
39	Tom Braniff Parkway at SH 114	9,000	9,000	0

* See **Figure 4-2**.

Source: NCTCOG; DART; February 2006

Comparing **Tables 4-5 and 4-6** and **Figure 4-2**, the reductions in ADT that would occur on the regional freeway network are greater than those that would occur on the arterial road network in the project corridor. The freeway reductions in ADT are due to the elimination of some of the commuter trips that would have used the freeways, but would now use the expanded transit system. The arterials experience very similar (or slightly higher) traffic levels in both alternatives because any arterial traffic eliminated by the LRT would likely be offset by increased traffic using the arterials to approach new transit station park-and-ride lots.

LRT implementation would create some larger localized increases in traffic on some roadways that are not shown in the macroscopic analysis in **Table 4-6**. This is because some roadways would serve as primary access roads to LRT stations and park-and-ride lots and therefore would carry the station-bound traffic in addition to the commuter traffic already projected for 2030.