Historically, traffic volumes on Dallas freeways have increased five to ten percent per year between 1995 and 2000. Growth slowed in the first years of this decade due to a general economic recession, but is expected to increase again through the year 2030. Within the project corridor, traffic volumes on the mature freeways (IH 35E, Loop 12, and Spur 482) are projected to grow at about one percent per year, while traffic volumes on SH 114 are projected to grow at about four percent per year. With the connection of SH 161 to the main portion of President George Bush Turnpike being opened in late 2005, traffic on this section of the turnpike will increase rapidly in the next few years. The traffic volume statistics for the major roadways serving the corridor are listed in **Table 1-2.** These statistics include the existing traffic volumes, existing levels of service, projected 2030 traffic volumes, and their projected 2030 levels of service. The level of service is a measure of the relative delay and congestion experienced on a roadway, with level of service A being the best, and anything worse than level of service D being unacceptable.

TABLE 1-2
EXISTING AND PROJECTED TRAFFIC VOLUMES[1]

Roadway	Location	2000		2030		
Freeways		**ADT[2]**	**LOS[3]**	**ADT[2]**	**LOS[3]**	**%Change**
IH 35E (Stemmons Freeway)	South of Spur 482	134	E	170	E	+ 26.9
Spur 482 (Storey Lane)	East of IH 35E	54	C	72	C	+ 33.3
Loop 12 (Walton Walker Freeway)	North of SH 114	130	E	194	F	+ 49.2
SH 114 (John Carpenter Freeway)	North of Spur 348	100[4]	D	191[4]	E	+ 91.0
	South of Spur 348	91[4]	E	181[4]	F	+ 98.9
SH 161 (Pres. George Bush Tpke.)	Valley View to Beltline	47[4]	B	207[4]	F	+ 340.4
Arterials						
Riverside Drive	Teleport to O'Connor	6	B	11	B	+ 83.3
	O'Connor to Spur 348	21	C	27	D	+ 28.6
O'Connor Boulevard	West of Riverside	25	D	13	B	- 48.0
Spur 348 (Northwest Highway)	Loop 12 to Luna Road	36	E	54	F	+ 50.0
	O'Connor to SH 114	28	E	38	F	+ 35.7
Hidden Ridge Dr.	West of SH 114	9	B	18	C	+ 100.0
Walnut Hill Lane	SH 114 to MacArthur	15	B	18	C	+ 20.0
	East of Belt Line Rd.	22	C	27	D	+ 22.7
Belt Line Road	South of Valley View	32	E	41	F	+ 28.1

[1] Along major roadways paralleling and crossing the proposed LRT alignment
[2] ADT = Average Daily Traffic volume (in thousands). All freeway traffic counts were collected in 2003, all arterial traffic counts were collected in 2003 or 2004.
[3] LOS = Level of Service, a measure of traffic flow and delay. LOS "A" is free flow/no delays, LOS "F" is congested/long delays. Level of Service determined by NCTCOG.
[4] Includes traffic on main lanes and frontage roads

Source: Parsons Transportation Group, NCTCOG. 2006

1.3.3 Existing Transit Conditions

The Irving/DFW LRT corridor is served by a network of 14 bus routes. The bus routes traveling through the study corridor have a total average ridership of more than 220,000 passengers each month, almost 91 percent of which use the system on weekdays. These routes account for about seven percent of DART's total system-wide bus ridership. The two highest ridership routes are actually suburb-to-suburb services which travel between the North Irving Transit Center and the City of Garland.

Several types of transit use occur within the corridor. Some transit users drive to a park-and-ride lot and board a bus bound for downtown Dallas, a cross-town destination, or destinations within the corridor. Other transit users walk to bus stops near their homes and board the bus bound for their place of employment. Depending on their destination, some of these latter transit users may use the transit center to transfer from one bus route to another in order to reach their final destination. Finally, some transit users use the commuter rail that travels just south of the corridor. These users