SEQUENCING OF TRANSPORTATION SYSTEMS

Councilmember Jungus Jordan
Chair of the Regional Transportation Council
District 6, City of Fort Worth

Funded Recommendations
Freeway, Tollway, and HOV/Managed Lane Improvements

Legend

Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics for the freeway/tollway system will be determined through ongoing project development.
INTERMODAL TRANSPORTATION
PEOPLE/GOODS/SERVICES

- Air
- Rail
- Bus
- Interstate/Roads
- Toll/Managed
- Street Car
- High Speed Rail

HUB
Seamless
TRANSPORTATION PRIORITIES
EAST

1) George Bush
2) SH-121
3) LBJ - I-635
4) Horseshoe Project
5) Oak Cliff Street Car
6) Regional Rail System
7) I-35E
8) SH-183
9) High Speed Rail

TRANSPORTATION PRIORITIES
WEST

1) Chisholm Trail Parkway/ SH 161
2) DFW Connector
3) Tower 55
4) North Tarrant Express (NTE)
5) I 35W TIFA
6) Regional Rail System
7) SH 360
8) High Speed Rail
CANDIDATE TRANSPORTATION AUTHORITY PRINCIPLES

I. Seamless Customer Service Experience
II. Interoperability
III. One Seamless Regional Approach

Streetcar: $25 – $35 million per mile (single track with loops)

Light Rail: $60 - $80 million per mile (double track w/ frequent stations and w/ amenities)

Commuter Rail
DMU: $20 - $30 million per mile (single track with passing sidings)

High Speed Rail: $60 - $80 million per mile (complete grade separated w/ very few stations)
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