

SH-360 CIS BULLETIN

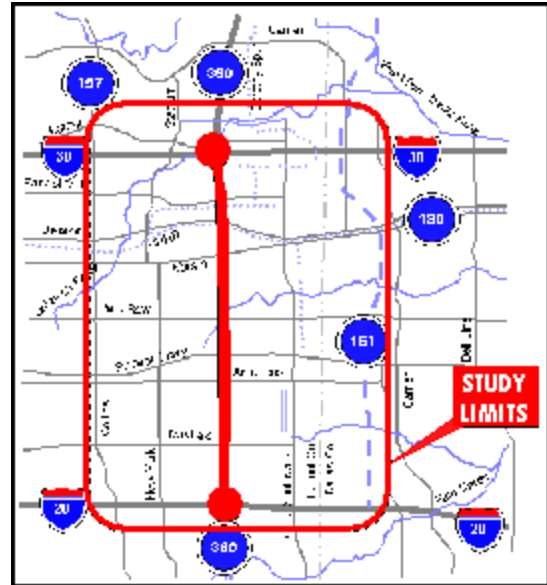


Corridor
Improvement
Study

Transportation Study Begins

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The Texas Department of Transportation (TxDOT) has begun an Improvement Study of the State Highway 360 Corridor through Arlington and Grand Prairie. The study area is centered on SH-360 (Watson Rd.) from IH-20 to just north of IH-30 as shown at right. The SH-360 study is expected to last about 30 months, concluding by the end of 2002. A complete study schedule is shown below.

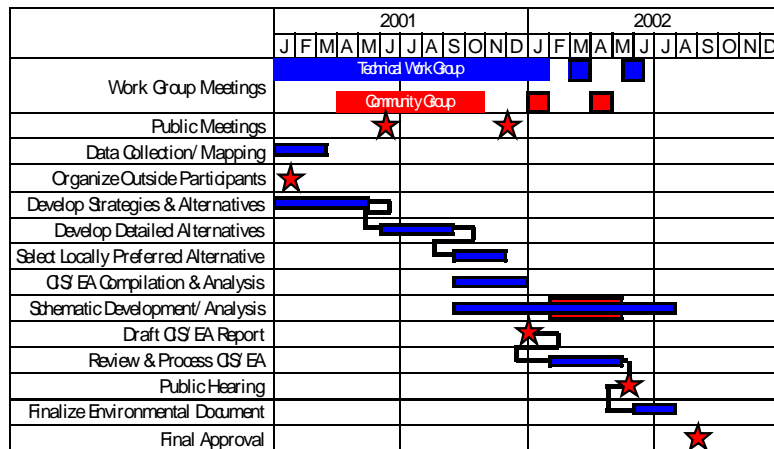


During the study, a preferred plan of action to solve transportation problems in the corridor will be developed. This will be accomplished through a committed effort to cooperate with citizens in developing options and finding a consensus solution. The purposes of the SH-360 corridor improvements are:

- relieve north-south traffic congestion;
- improve mobility, safety and air quality;
- maintain accessibility to businesses and public facilities.

The study will be based on standardized traffic modeling and demographic data developed by the North Central Texas Council of Governments (NCTCOG). The NCTCOG acts as a regional coordinator of transportation improvements, assisting in balancing and optimizing investments by all transportation providers, such as TxDOT, DART, the 'T', cities, counties, and others. The involvement of NCTCOG is a key step to assure uniformity in assumptions and technical approach throughout the study.

The study will include preliminary assessments of environmental and social impacts of the alternatives considered. A full environmental assessment (EA) will be completed on improvements recommended on SH 360. Data developed during the study will be made available to all interested citizens. Specific avenues for public involvement can be found in the article "How do You Get Involved?" on page 2.



SH 360 GS/ EA SCHEDULE

Your Involvement

YOU are encouraged to participate at any stage in this study. Currently planned opportunities for your involvement are:

- Public Meetings
- Newsletters
- Group Presentations
- Web Page
- Direct Contacts with TxDOT
- Community Advisory Work Group (CAWG)

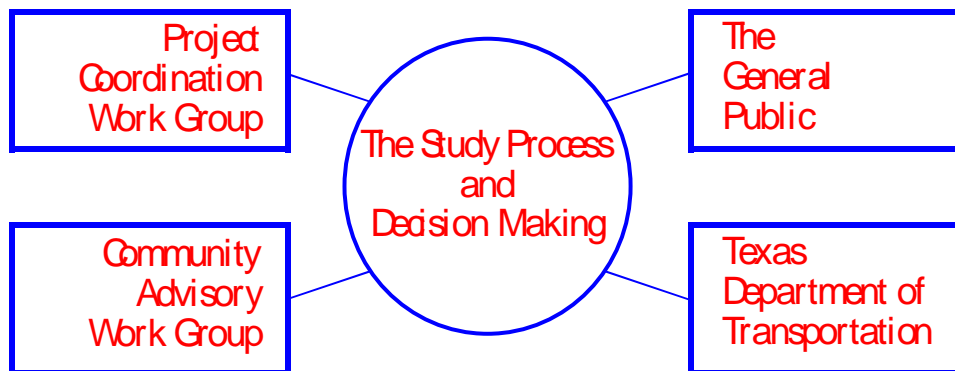
The SH-360 CAWG is forming now. Its members are volunteers from the community who stay involved in the study through regular meetings and other activities. The Community Advisory Work Group will monitor the study process from the community perspective, and will provide input, ideas and concerns to the study team. The group includes a balance of representatives from the following sectors of the community:

- Neighborhood Associations and Places of Worship
- Business Interests and Land Owners
- Environmental, Recreational and Historical Interests
- Civic Groups and Chambers of Commerce

The shaping of the Community Advisory Work Group will be closely coordinated with staff from impacted cities to ensure good representation. All meetings are open to the public. The first meeting of the Group is expected in June 2001.

A Project Coordination Work Group (PCWG) has been formed to offer policy recommendations, guide the study development and coordinate with their respective agencies. The PCWG meets usually on the third Thursday of the month at 2:00 p.m. in the offices of the North Central Texas Council of Governments. It is comprised of representatives from the following organizations:

- City of Arlington
- City of Grand Prairie
- City of Fort Worth
- Tarrant County
- Dallas County
- Trinity Railway Express
- Dallas Area Rapid Transit
- Fort Worth Trans. Authority
- TxDOT - Fort Worth
- TxDOT - Dallas
- North Texas Tollway Authority
- North Central Texas Council of Governments
- Federal Highway Authority
- Federal Transit Authority
- Texas Transportation Institute



What is a Corridor Improvement Study/Environmental Assessment?

A Corridor Improvement Study (CIS) is based on the format of what was formerly known as a Major Investment Study (MIS). An MIS was a transportation planning process established by the federal Intermodal Surface Transportation Efficiency Act of 1991, which was required for all corridors where a major transportation investment was anticipated to have a regional impact, and where federal funds were potentially involved. The Transportation Equity Act for the 21st Century (TEA-21) no longer mandates a MIS, but continued the requirement for planning multi-modal improvements and extensive public involvement. Based on the comprehensive, multi-modal nature of the SH-360 study, it has been designated a “Corridor Improvement Study.” Once a recommended plan of action is determined in the CIS, the formal environmental assessment (EA) will be completed. An EA requires early and continuous coordination and consultation among state and federal agencies on projects with potential federal funding, to assure thorough consideration of environmental protection concerns.

A combined CIS and EA process provides for continuous involvement of the different groups of stakeholders in the study area. Under the CIS and EA, one agency takes the lead, but all potential implementing agencies and the public are involved, because the final outcome will typically require coordinated action by many agencies. The Fort Worth District of the Texas Department of Transportation is the lead agency for this study. The TxDOT Project Manager is Matthew Asaolu, P.E.

“A combined CIS EA process provides for continuous involvement of the different groups of stakeholders in the study area.”

Goals and Objectives

This study is intended to develop a preferred plan of action to solve transportation problems along the north-south SH-360 Corridor through Arlington and Grand Prairie. The goals and objectives for the SH-360 Corridor will be used to focus the efforts in this study, and measure how well each alternative performs.

These goals will be continually refined with feedback from the study’s stakeholders. The stakeholders for this project include community interests (commuters, businesses, residents, freight carriers, environmental interests, and others), local elected officials, and involved agencies.

The five major goals of the study are:

Goal #1 - Improve north-south mobility on and along SH-360.

Goal #2 - Improve safety on SH-360.

Goal #3 - Minimize negative social and economic effects.

Goal #4 - Minimize negative environmental effects.

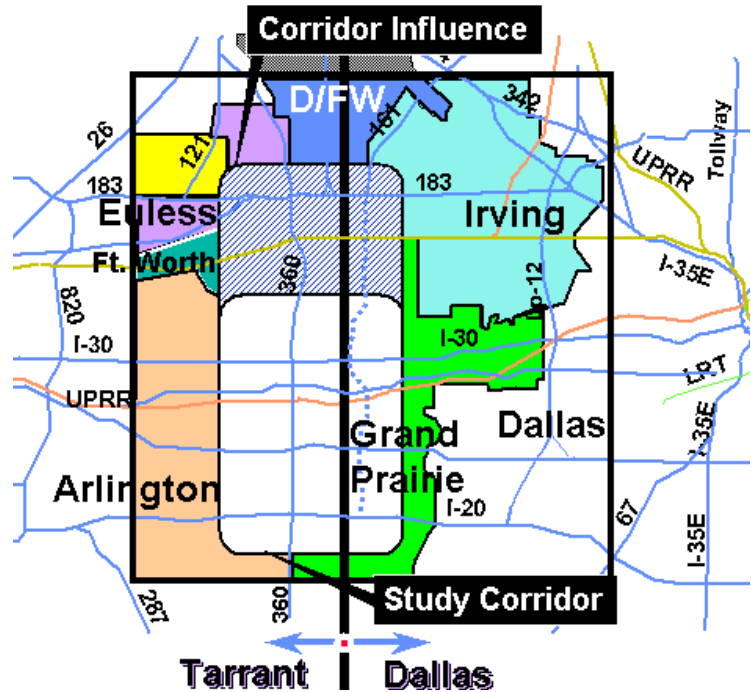
Goal #5 - Transportation improvements must be affordable and cost effective.

For more information, see the Goals & Objectives page of the SH-360 Corridor Improvement Study web site at www.dot.state.tx.us/insdtdot/geodist/ftw/mis/sh360/goals.htm

Defining the Study Corridor...

The TxDOT proposed area of study is a 30 square mile area centered on SH-360 from IH-20 to north of IH-30, including the IH-30/SH-360 interchange. The study area extends from Collins Street on the west to proposed SH-161 on the east. To consider the influence of SH 360 traffic north of IH-30, the northern boundary of the study area has been expanded up to SH-183. The study area lies principally in the cities of Arlington and Grand Prairie and includes small portions of Euless, Fort Worth, and Irving. The majority of the study area lies in Tarrant County, with the eastern edge extending into Dallas County, Texas.

The boundaries of the SH-360 Corridor have been chosen to represent a reasonable area of influence of the transportation improvements being considered in this Corridor Improvement Study/Environmental Assessment.



Options considered?

This Corridor Improvement Study is taking a multi-modal approach to solving traffic congestion. The kinds of facilities that are being considered include:

- Non-construction measures such as carpools, vanpools, and telecommuting.
- Intelligent Transportation Systems (ITS), such as changeable message signs and closed circuit TV monitoring.
- Bicycle and Pedestrian Facilities
- Rail and Bus Transit
- Arterial Improvements
- Managed High Occupancy Vehicle (HOV) Lanes
- Express Lanes
- Additional All Purpose Travel Lanes
- Toll Facilities
- No Action

The study will begin by considering a wide range of alternative solutions to the transportation problem. During the study, promising alternatives will be developed in detail, and low-performing alternatives will be set aside. The study will conclude with a Locally Preferred Alternative to solving congestion in the SH 360 Corridor. An environmental assessment (EA) will be performed simultaneously with the assistance of community, government and local agency input.

“This Corridor Improvement Study is taking a multi-modal approach to solving traffic congestion.”

Bulletin Board

The Fort Worth District Office of the Texas Department of Transportation is managing the SH-360 Corridor Improvement Study / Environmental Assessment (CIS/EA). The Project Manager is Mr. Matthew Asaolu, PE. You can write Matthew at:

Texas Department of Transportation
PO Box 6868
Fort Worth, Texas, 76115-0868

Or e-mail at: masaolu@dot.state.tx.us

You may also call with your questions or comments at: (817) 370-6852.

To stay updated on this project, visit the project website at <http://www.dot.state.tx.us/insdotdot/geodist/ftw/mis/sh360/project.htm>. There you will find information about the project description, team structure, considerations, current developments, alternatives, goals and objectives, public involvement, slide presentations, contact information, and more.

The SH-360 CIS Bulletin is published by the Texas Department of Transportation's Fort Worth District. Its purpose is to keep those interested in the SH-360 Corridor Improvement Study informed about the progress of the study and upcoming events.

If you know someone who you feel should be involved, please get in contact with TxDOT and we will include them in future mailings of newsletters and other announcements.

