

Memorandum



DATE 25 October 2013

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo,
Mayor Pro Tem Tennell Atkins, Sandy Greyson, Sheffie Kadane

SUBJECT **D2-CBD Second Alignment**

At the Joint Transportation and Trinity River Project Council Committee and Dallas Area Rapid Transit (DART) Board Meeting on Monday, 28 October 2013, DART will present an Update on the D2-CBD Second Alignment. The material is attached for your review.



Jill A. Jordan, P.E.
Assistant City Manager

Attachment

c: A.C. Gonzalez, Interim City Manager
Warren M. S. Ernst, City Attorney
Judge Daniel F. Solis, Administrative Judge
Rosa A. Rios, City Secretary
Craig D. Kinton, City Auditor
Ryan S. Evans, Interim First Assistant City Manager
Forest E. Turner, Assistant City Manager
Joey Zapata, Assistant City Manager
Charles M. Cato, Interim Assistant City Manager
Theresa O'Donnell, Interim Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Frank Libro, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor and Council



D2 - CBD Second Alignment

Joint Meeting of DART Board of Directors/City of Dallas
Transportation and Trinity River Project Council Committee

28 October 2013

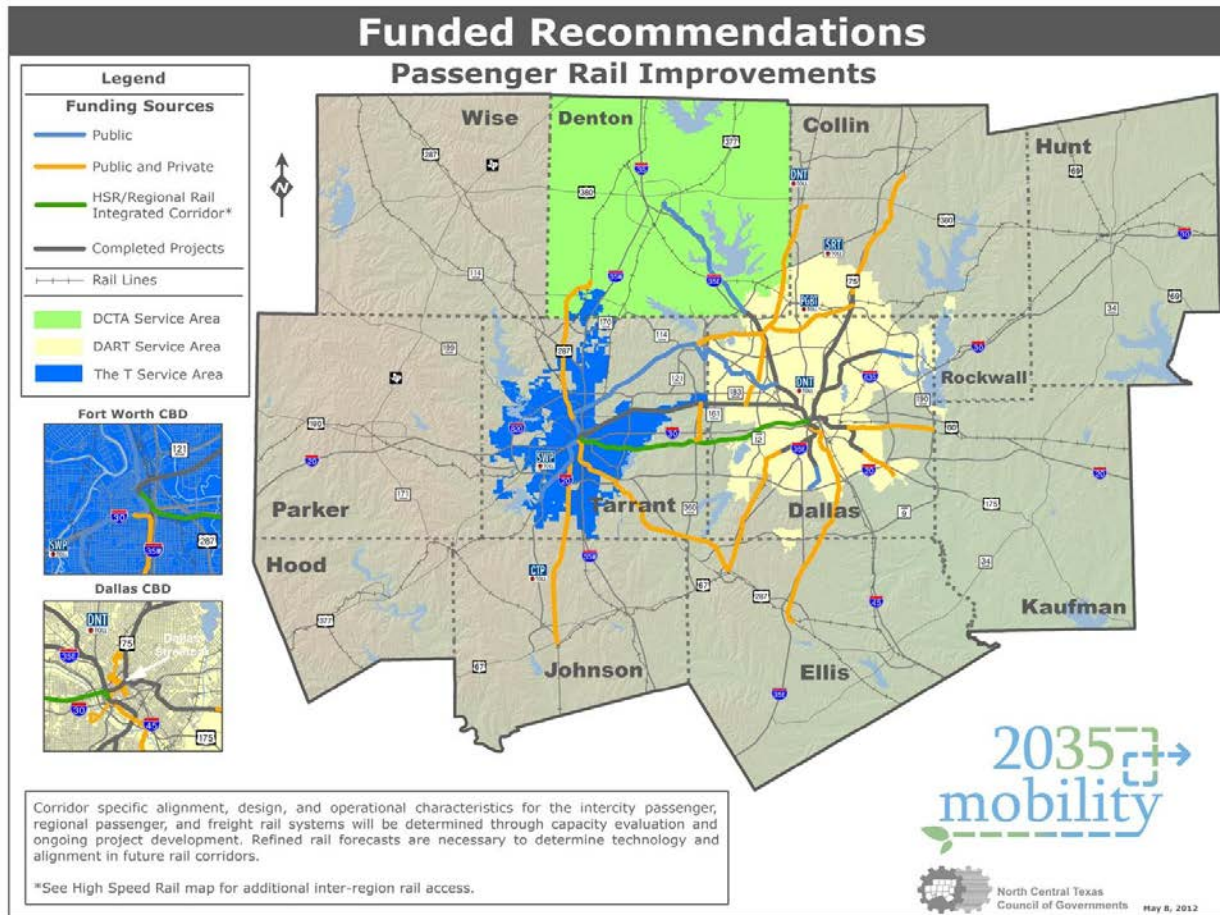
Steve Salin, AICP
Vice President, Rail Planning



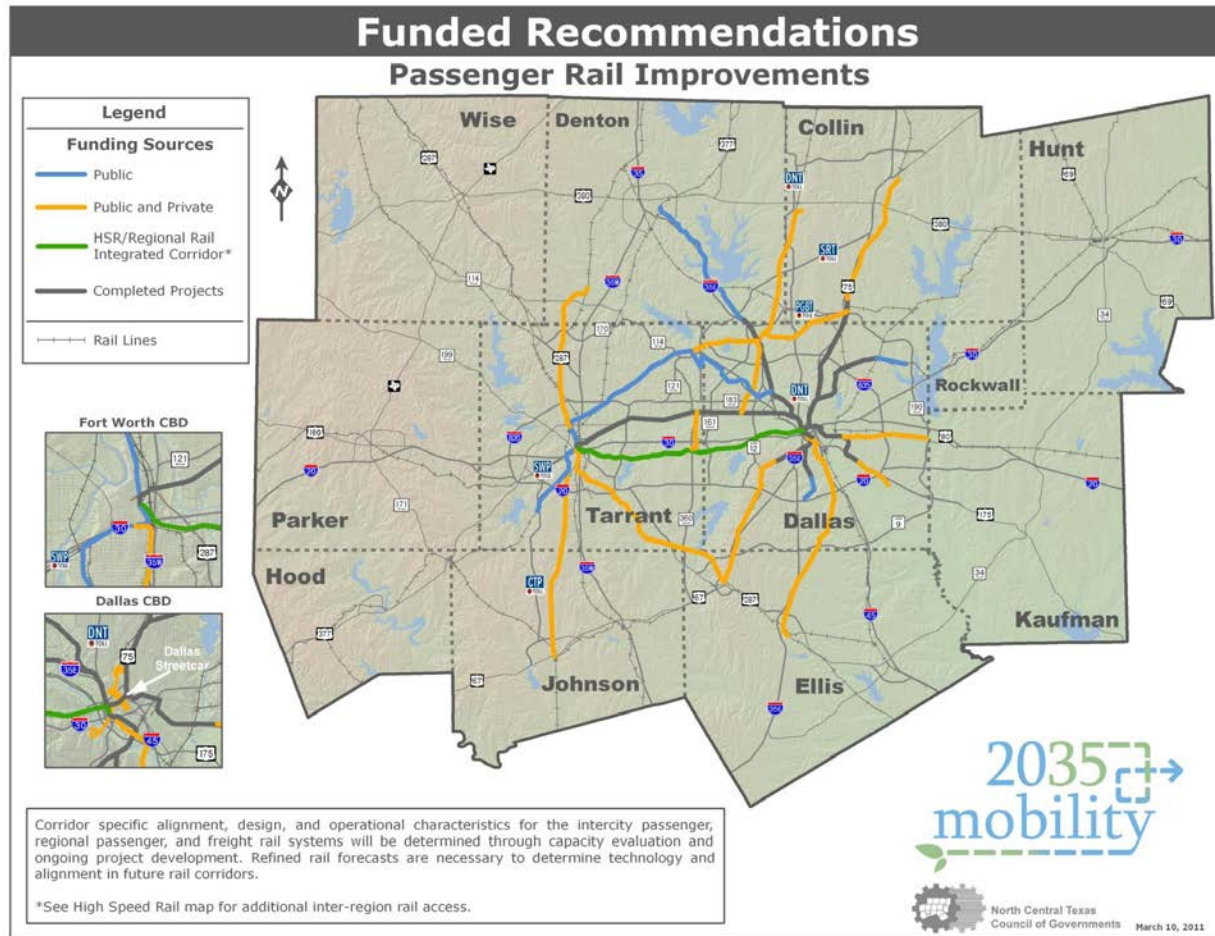
Presentation Outline

- Regional Context
- Project Overview Phase 1
 - Purpose and Need
 - Core Capacity
 - Alternatives Considered
- Project Overview Phase 2
- Next Steps

Regional Context



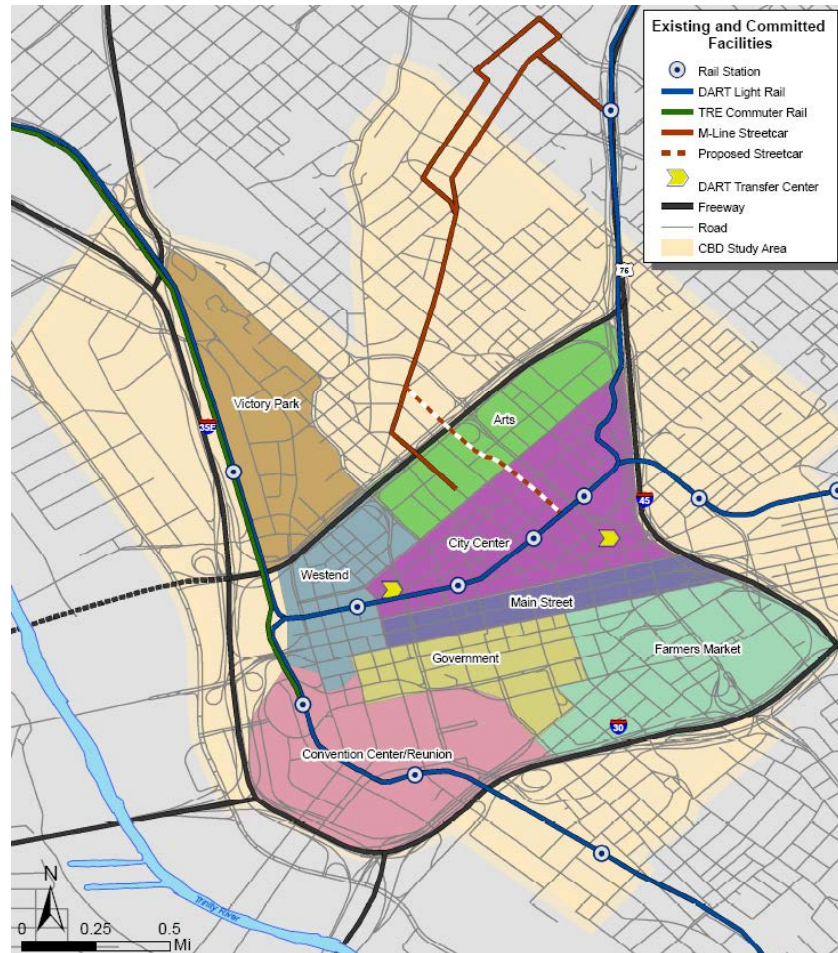
Regional Context - Rail



Downtown Dallas Transit Study



Study Area



Purpose and Need

- Near-Term:
 - Service reliability
 - Operational flexibility
- Long-Term:
 - System capacity
- Other Purposes:
 - Downtown access/circulation
 - Economic development



Background

- 2030 Transit System Plan included 2nd CBD LRT alignment with revenue service date of 2016
 - DART completed the D2 Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) in 2010
- Economic downturn (2007-2008) deferred D2 and other Transit System Plan projects
- Federal Transit Administration (FTA)
 - Supportive of D2 project as possible New Start Project

Background

- FTA grant awarded to continue D2 effort:
 - Address comments during Phase I AA/DEIS
 - Model and ridership forecasts
 - Coordinate with streetcar planning
 - Coordinate with High Speed Rail (HSR)
 - ROW preservation
 - Coordinate with downtown development
- Recommendations will be incorporated into 2040 Transit System Plan and Financial Plan

Moving Ahead for Progress in the 21st Century Act (MAP-21)

- Transportation bill signed into law in 2012
 - Two year bill
- Significant changes
 - Consolidates several programs and streamlines the major capital investment program
 - State of Good Repair (SOGR)
 - Asset Management
- Program guidance and rulemaking not yet completed

MAP-21

- New Starts/Small Starts
 - Competitive Program
 - Project Development Process modified
 - Project evaluation and ratings modified
- Core Capacity (new program)
 - DART was a key advocate for the new program
 - Projects must expand capacity
 - By at least 10% in the corridor that are at or above capacity or are expected to be at capacity in five years
 - Project selection guidelines undefined
 - Limited appropriations from New Starts

Core Capacity in Pictures



Core Capacity Issue

- Core of DART LRT system serves:
 - 43% of customers (total LRT riders)
 - 51% of transfer activity (LRT to LRT transfers)
 - 100% of LRT trips on existing mall
- Ridership forecasts through 2030
- Determined when ridership demand will exceed system capacity at various service levels and strategies
- Identified needed improvements to provide necessary system capacity to meet forecasted ridership demand

Factors Affecting System Capacity

- Maximum capacity determined by:
 - Number of trains per hour
 - Number of cars per train
 - Number of passengers per car
- Occurs at the maximum load points on each line
- Occurs at the peak one hour of each peak period
- DART considers line to be overcrowded when the average passenger load during the peak hour at a maximum load point exceeds 175 percent of seating capacity

LRT Operations at Buildout

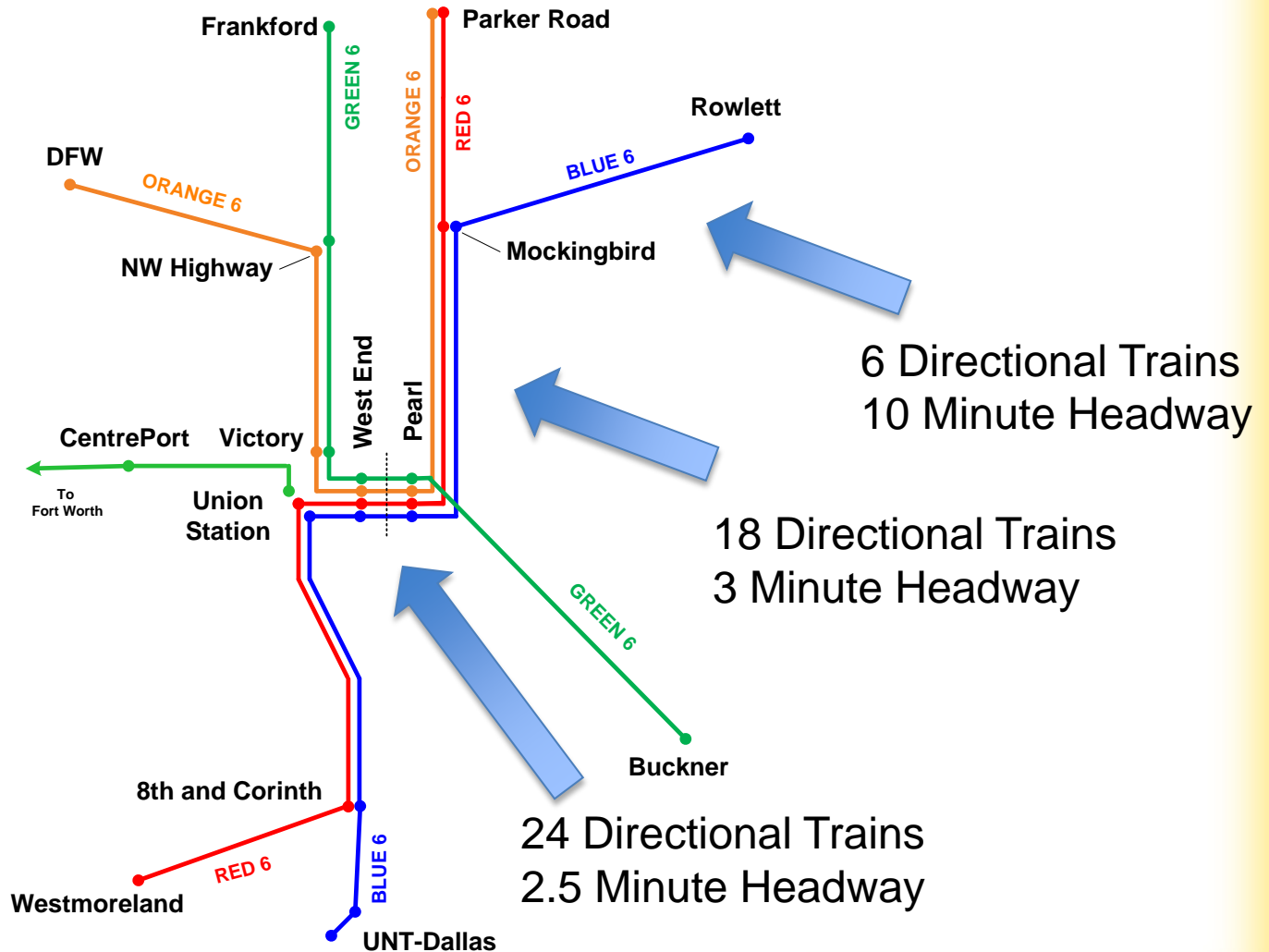
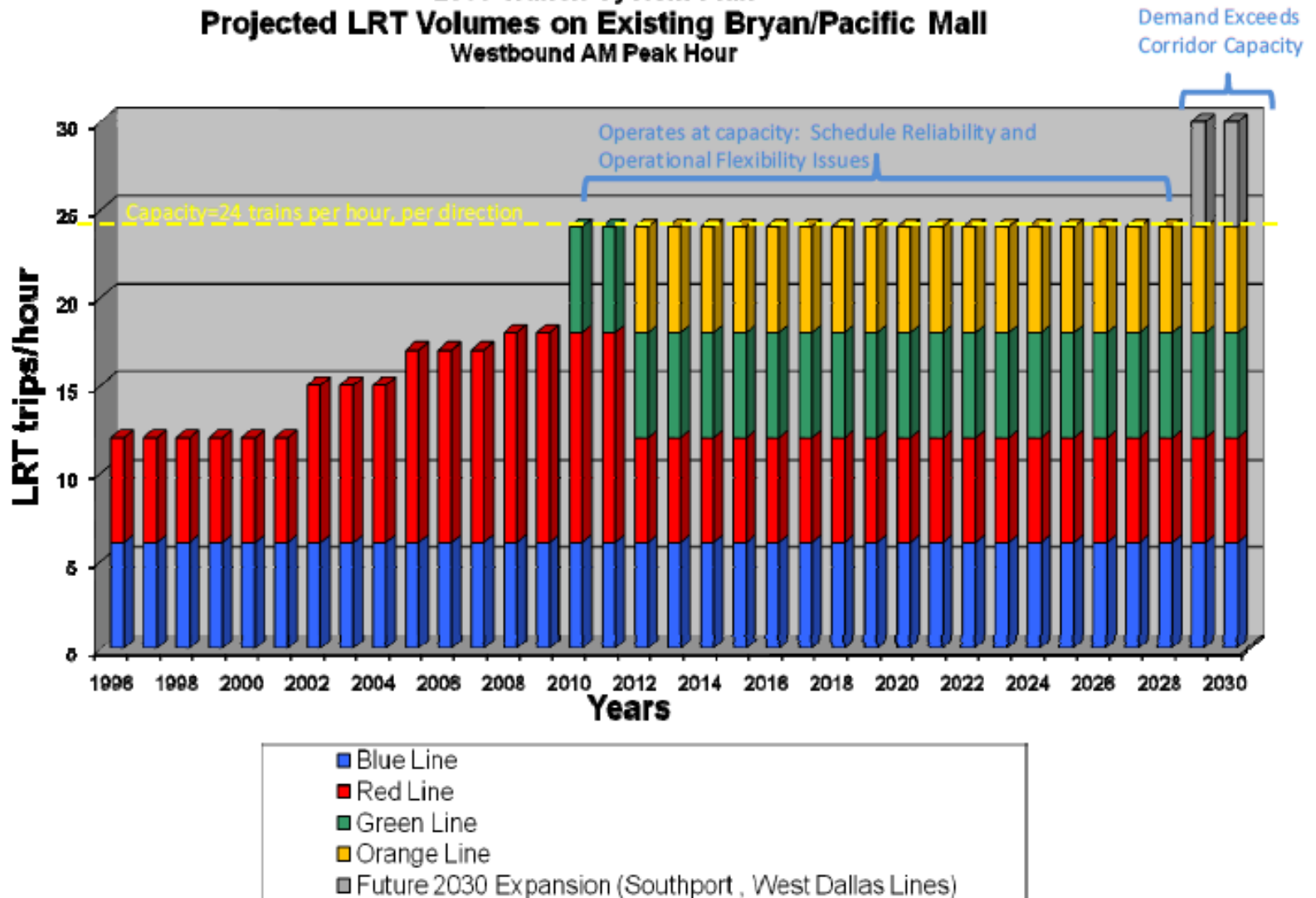
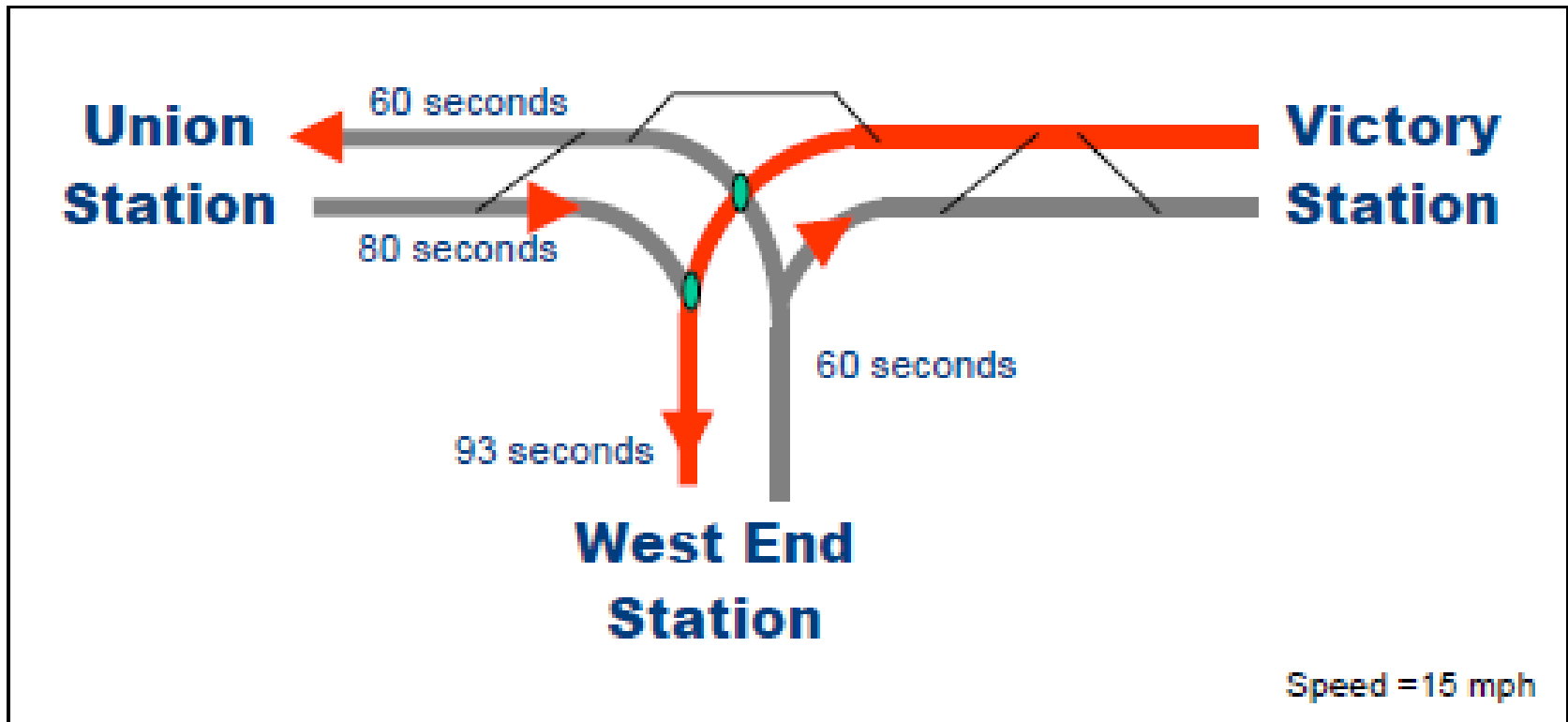


Figure 1-7. Volume to Capacity Analysis

2030 Transit System Plan
Projected LRT Volumes on Existing Bryan/Pacific Mall
Westbound AM Peak Hour



West Junction Crossing Movements

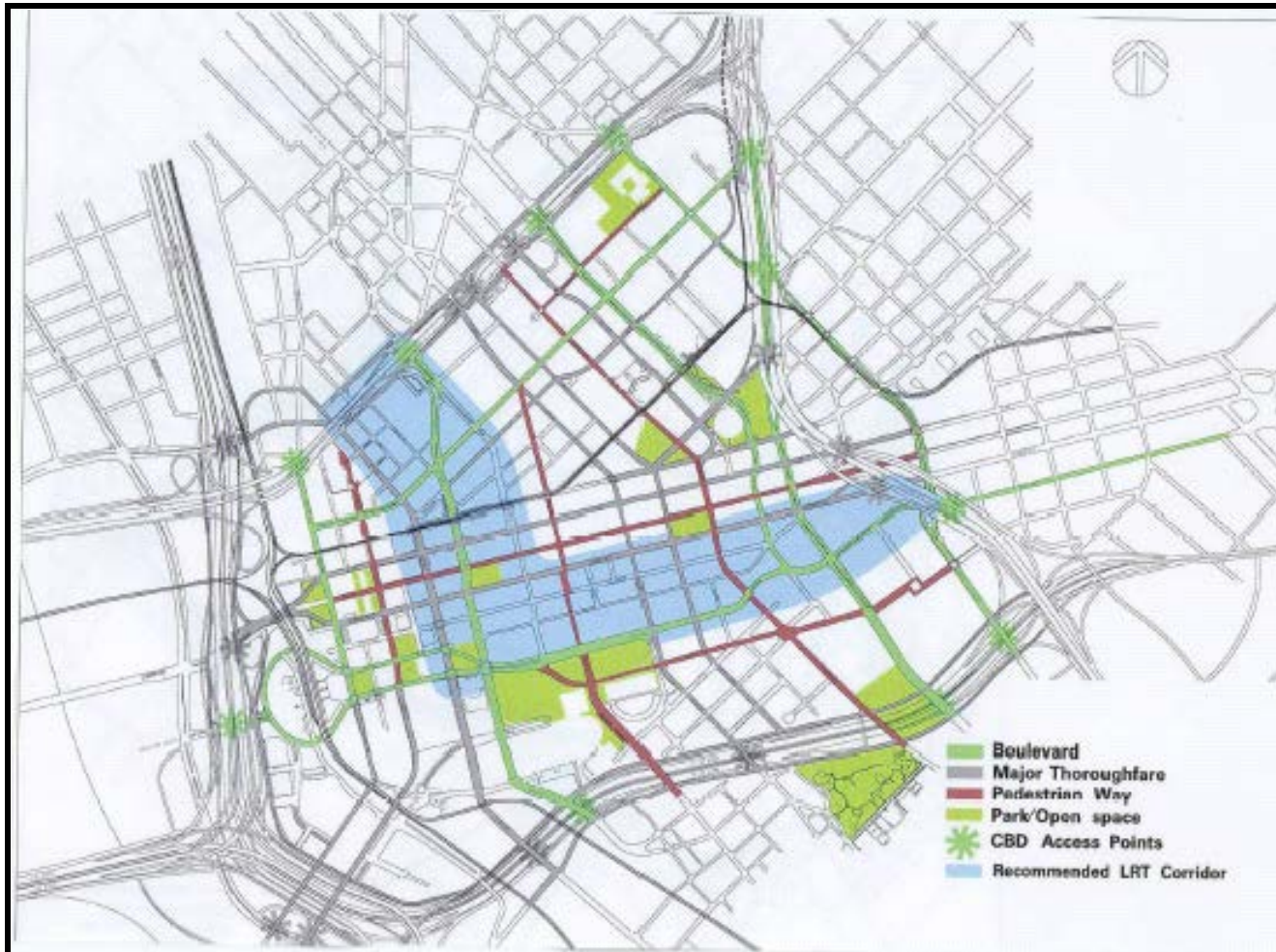


Initial Alternatives

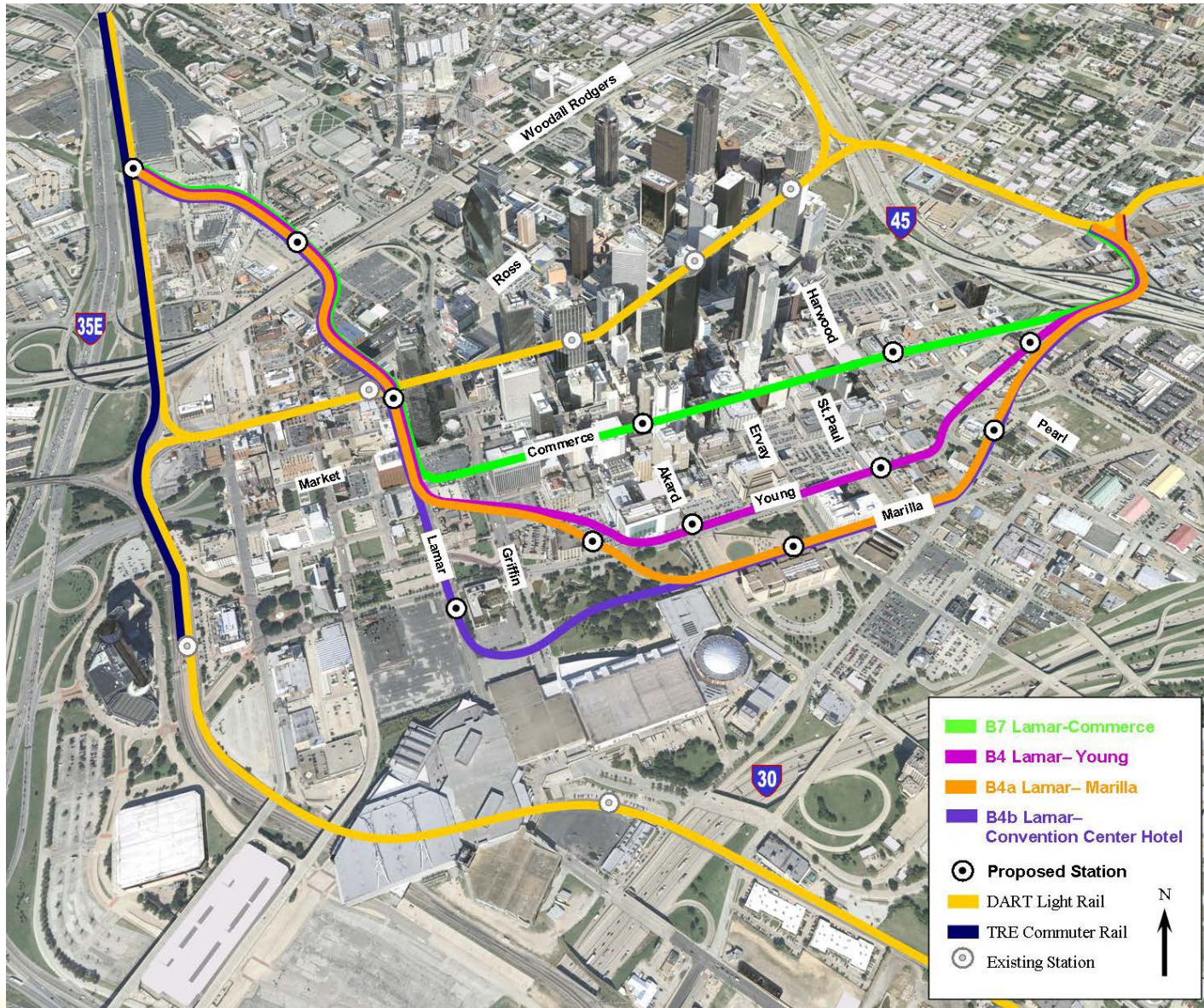
- No Build Alternative
 - Required for comparison in the EIS
 - Includes existing and committed projects through 2030
- Bus Alternative
 - Lower cost, primarily bus
- Rail Alternative
 - Additional LRT capacity through downtown
- Expanded, modernized streetcar to complement and support any of the above

Initial LRT Corridor

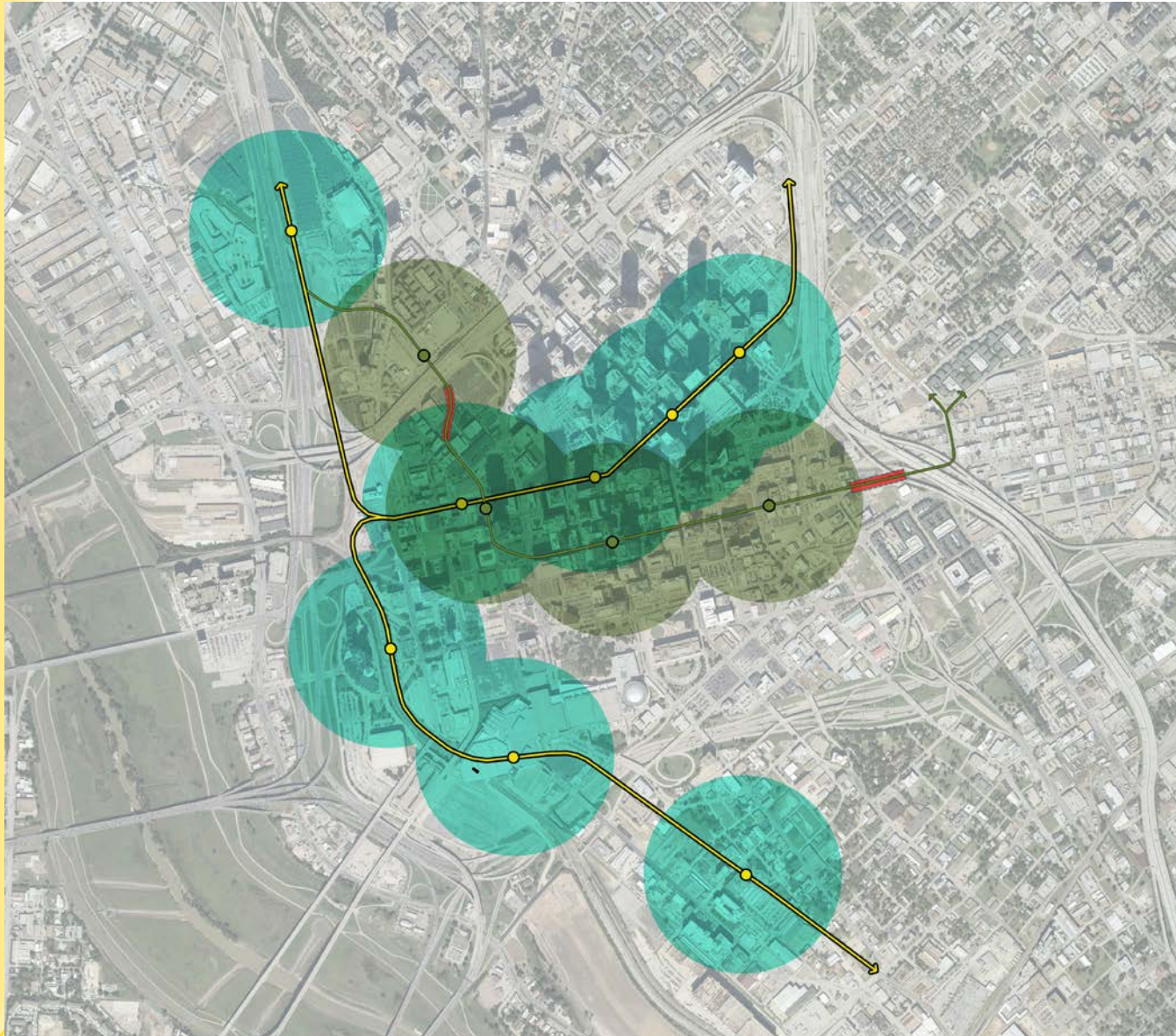
City of Dallas Comprehensive Transportation Plan
for the Dallas Central Business District



First Phase Alternatives



Lamar—Commerce Alignment



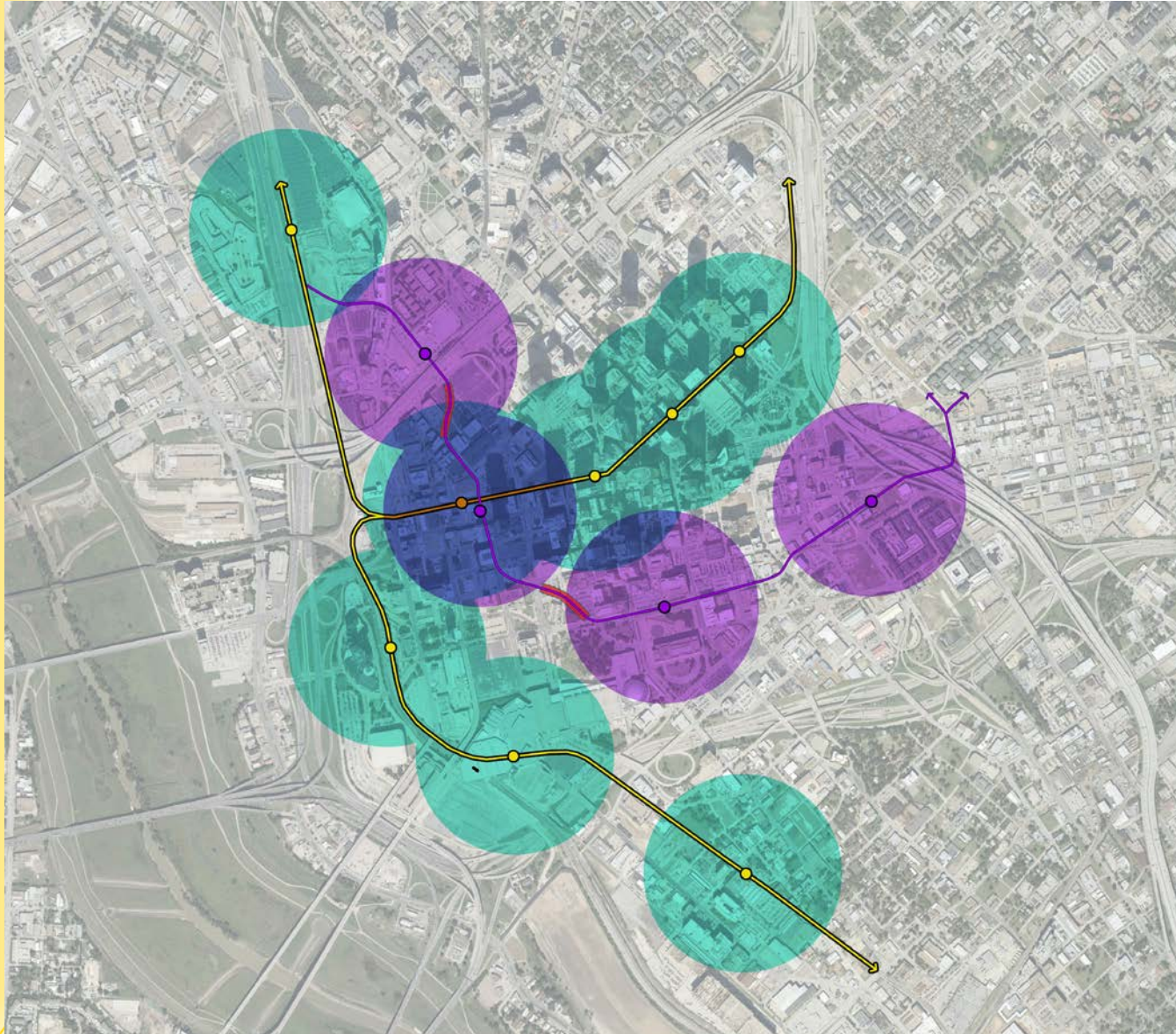
PROS

- Supports existing high density development
- Underground has minimal surface disruptions

CONS

- Little to no coverage of Government district, Convention Center Hotel and Farmers Market
- Subway – Lack of visibility
- Perception as unsafe?

Lamar—Young Alignment



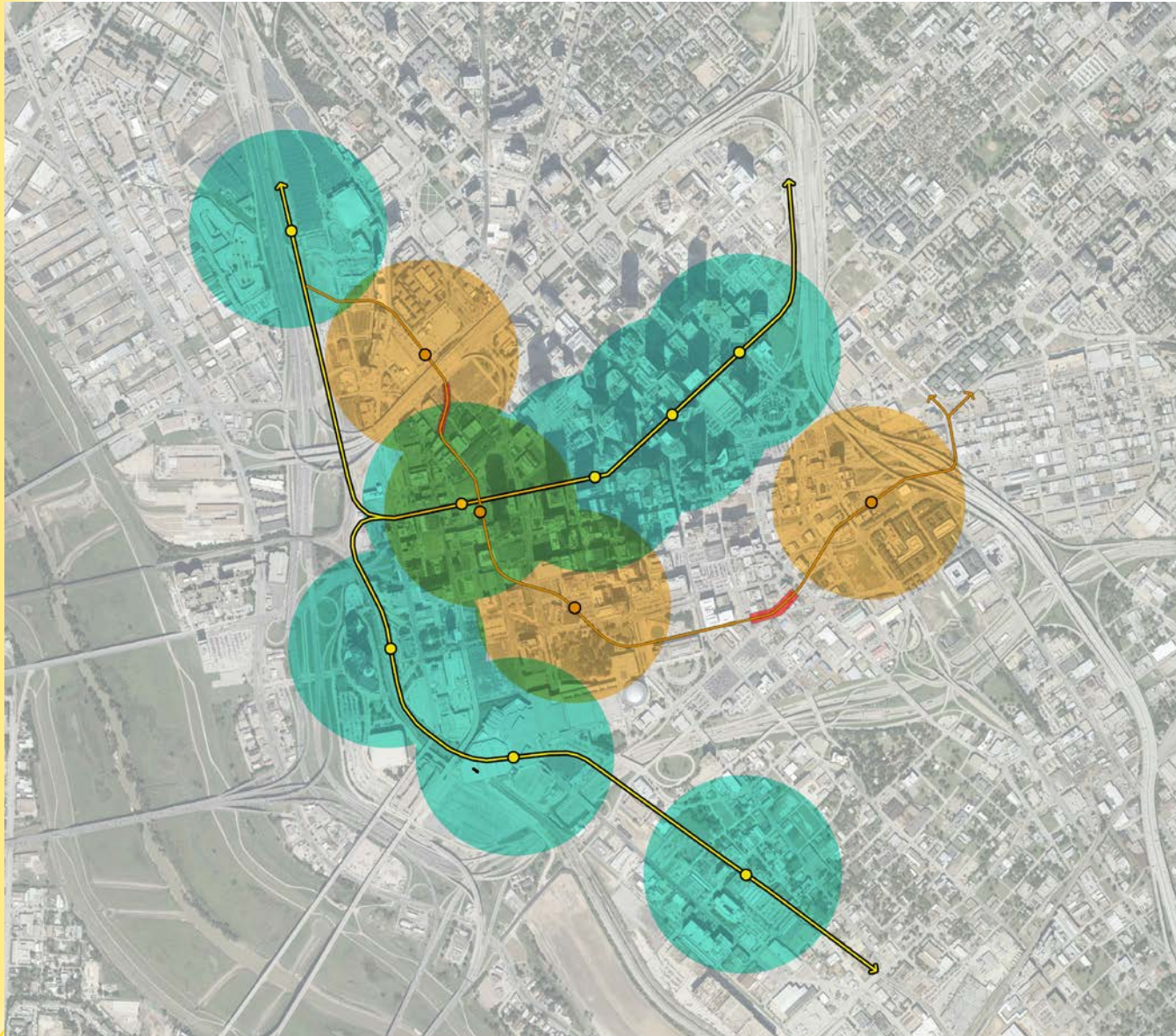
PROS

- Serves new market areas
- At-Grade visibility and “marketability”
- Leverages currently underdeveloped areas
- At-Grade stations perceived to be safer

CONS

- May affect access to some properties

Lamar—Marilla Alignment



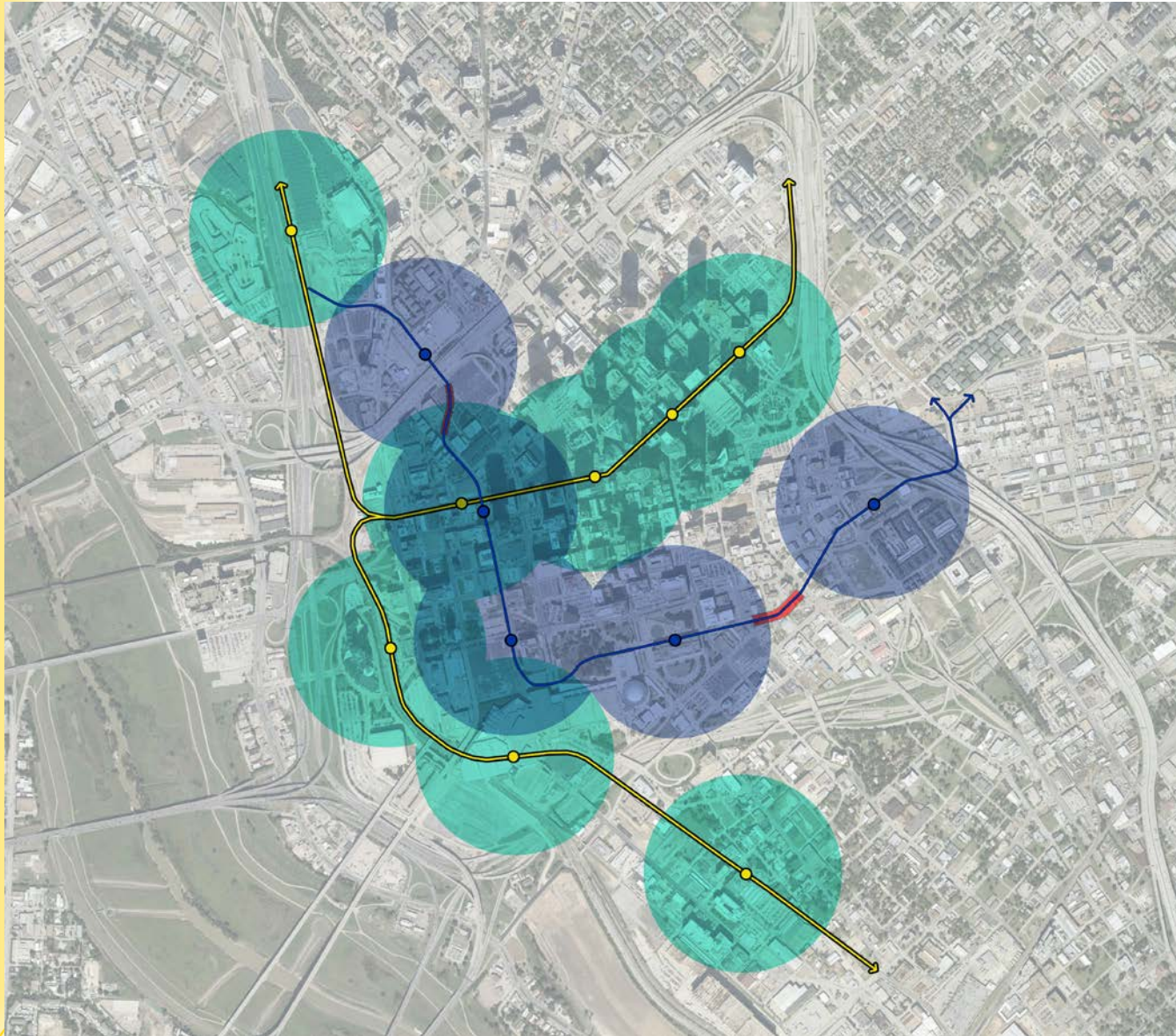
PROS

- Centered Government District Station serves Convention Center Hotel and City Hall
- Utilizes cavern beneath City Hall
- South Portal area lies within underutilized street ROW

CONS

- Station spacing leaves small area underserved
- Subway-Lack of visibility

Lamar—Convention Center Alignment



PROS

- Direct service to Convention Center Hotel
- Additional station within City Hall cavern
- Longest corridor, more stations in South CBD to leverage investment

CONS

- Duplicates some coverage of existing Convention Center station
- Subway-Lack of visibility
- Perception as unsafe

Metro Center Station

(Alts - B4, B4a, B4b, B7)



Metro Center Station (Alt B4 Elevated)



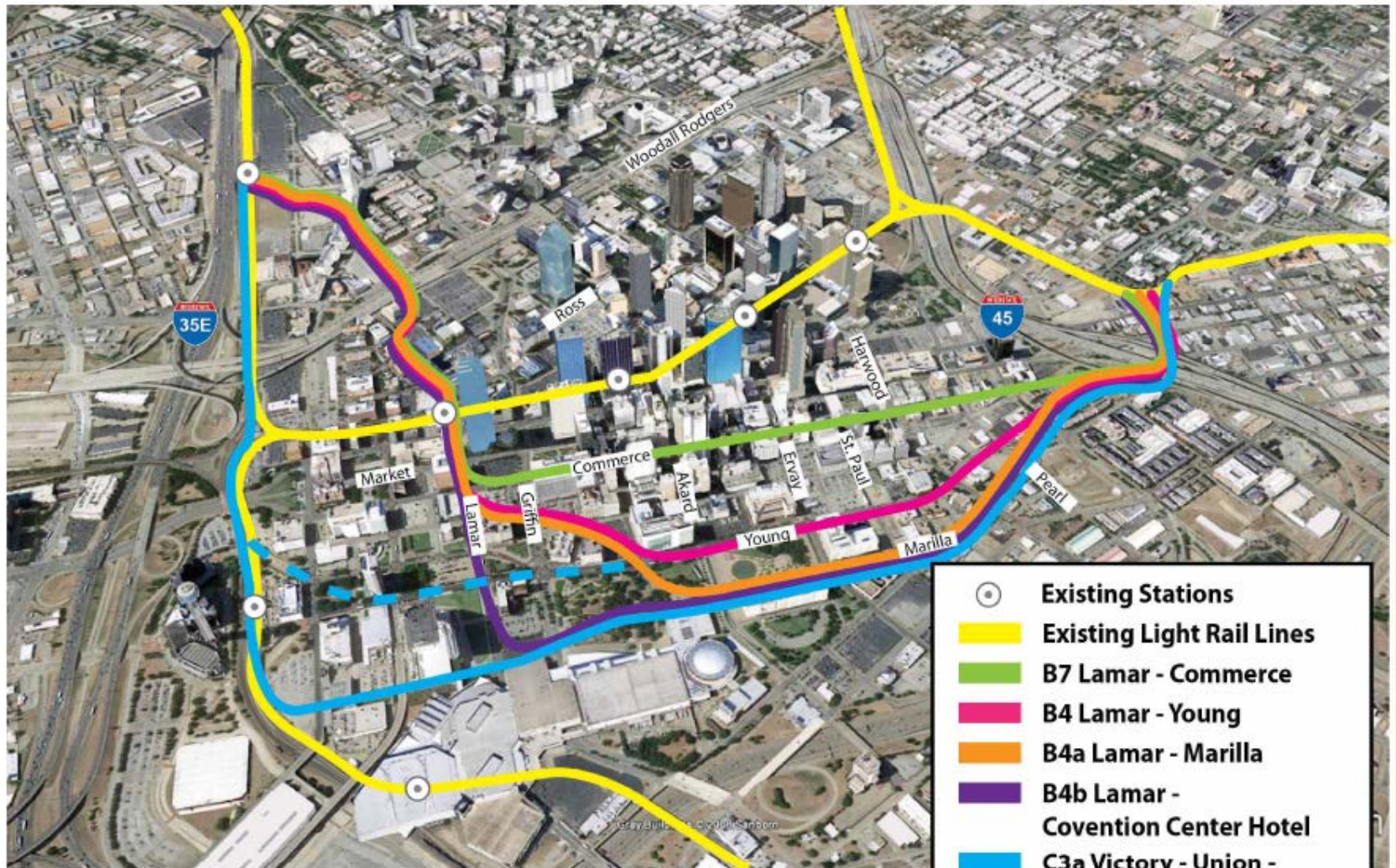
Commerce Street Tunnel (Alt B7 Lamar-Commerce)



Vicinity of Union Station



Second Phase Alternatives



- Existing Stations
- Existing Light Rail Lines
- B7 Lamar - Commerce
- B4 Lamar - Young
- B4a Lamar - Marilla
- B4b Lamar - Convention Center Hotel
- C3a Victory - Union - Convention Center Hotel
- C3 Victory - Union

Next Steps

- Continue Coordination with FTA
 - Ridership model and forecast
 - Core Capacity Program
- Next public meetings in early 2014
 - Traffic
 - Capital, operating and maintenance costs
 - Visual and noise impact analysis

Summary

- Second Alignment is Key for:
 - Service reliability
 - Operational flexibility
 - System capacity
 - Downtown access/circulation
 - Economic development



214.979.1111
www.DART.org