

Memorandum



CITY OF DALLAS

DATE 15 May 2015

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, and Sheffie Kadane

SUBJECT Special Called Transportation and Trinity River Project Committee Meeting

On Monday, 18 May, a Special Called Transportation and Trinity River Project Committee meeting will be held. Materials for the meeting are attached for your review.

Please feel free to contact me if you need additional information.

A handwritten signature in black ink, appearing to read 'Mark McDaniel'.

Mark McDaniel
Assistant City Manager

Attachment

c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager

Jill A. Jordan, P.E., Assistant City Manager
Eric D. Campbell, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council



City of Dallas Transportation and Trinity River Project Committee Special Called Meeting

18 May 2015

Gary Thomas
President/Executive Director



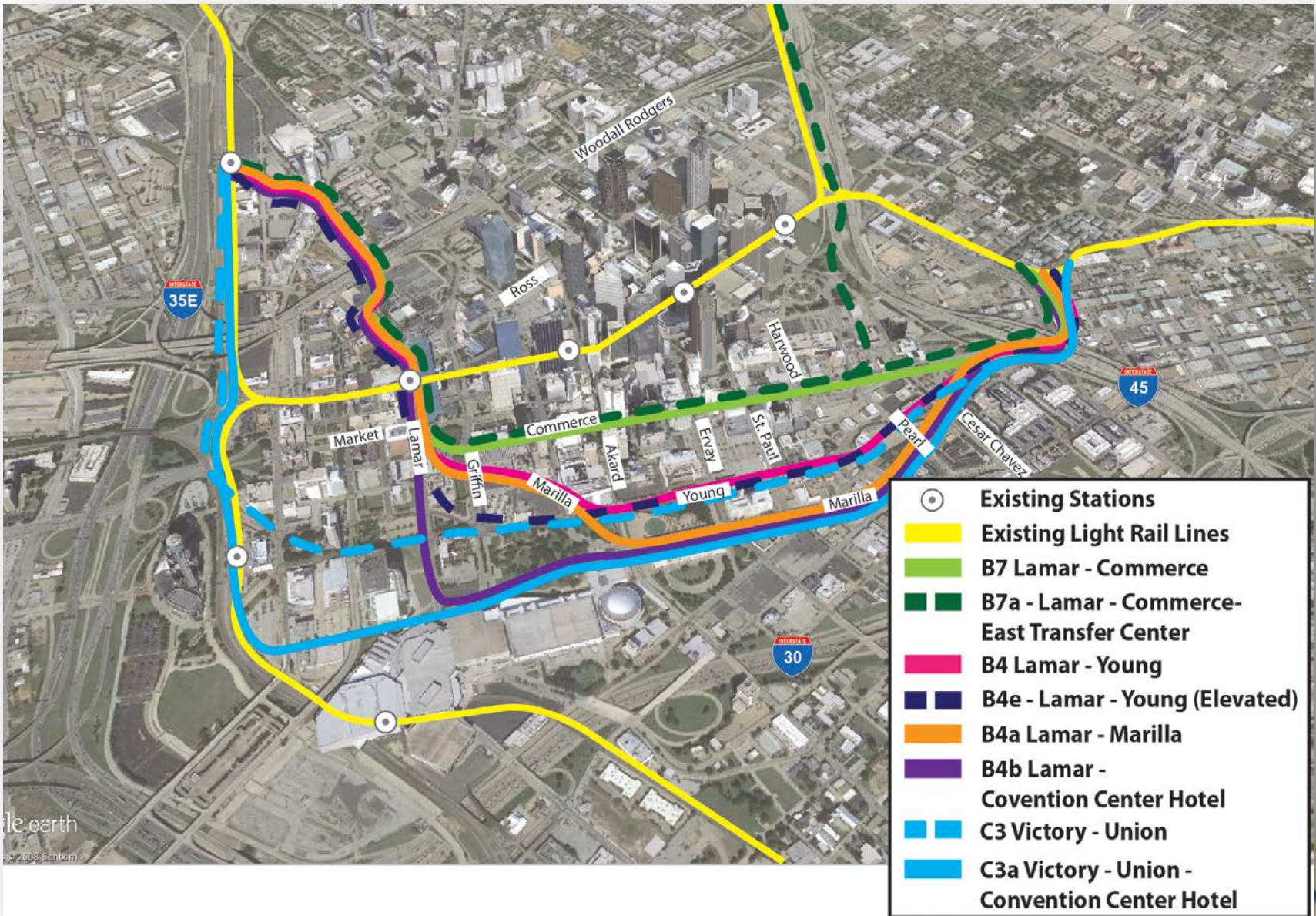
Discussion Items

- D2 Alignment – Three (3) Most Feasible Alignments
- DART Interface with Proposed High Speed Rail Station Locations
- Dallas Streetcar
 - Operations and Maintenance
 - Proposed Alignment
- DART 2040 Plan
 - Membership Options for Current Non-Member Cities
 - Rail Service to Addison
 - West Dallas Light Rail Line
 - Underground Station to Knox/Henderson
 - Pedestrian Access to Victory Station from Design District
- Connectivity to Inland Port

D2

DOWNTOWN DALLAS SECOND ALIGNMENT

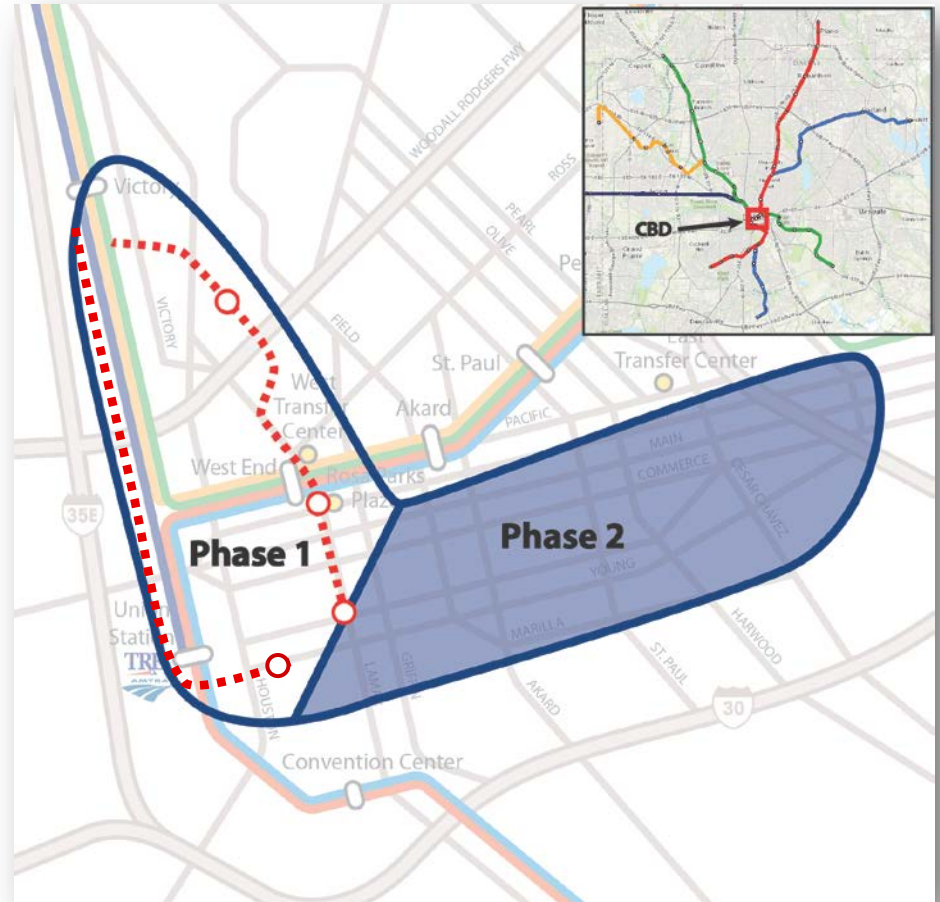
D2 Alternatives



- ⊙ Existing Stations
- Existing Light Rail Lines
- B7 Lamar - Commerce
- B7a - Lamar - Commerce - East Transfer Center
- B4 Lamar - Young
- B4e - Lamar - Young (Elevated)
- B4a Lamar - Marilla
- B4b Lamar - Convention Center Hotel
- C3 Victory - Union
- C3a Victory - Union - Convention Center Hotel

Relationship to D2 Phase 1

- Opportunity to advance D2 Phase 1 under Federal Transit Authority [“FTA”] Capital Investment Program to address capacity needs



Program of Interrelated Projects

1 Platform Modifications

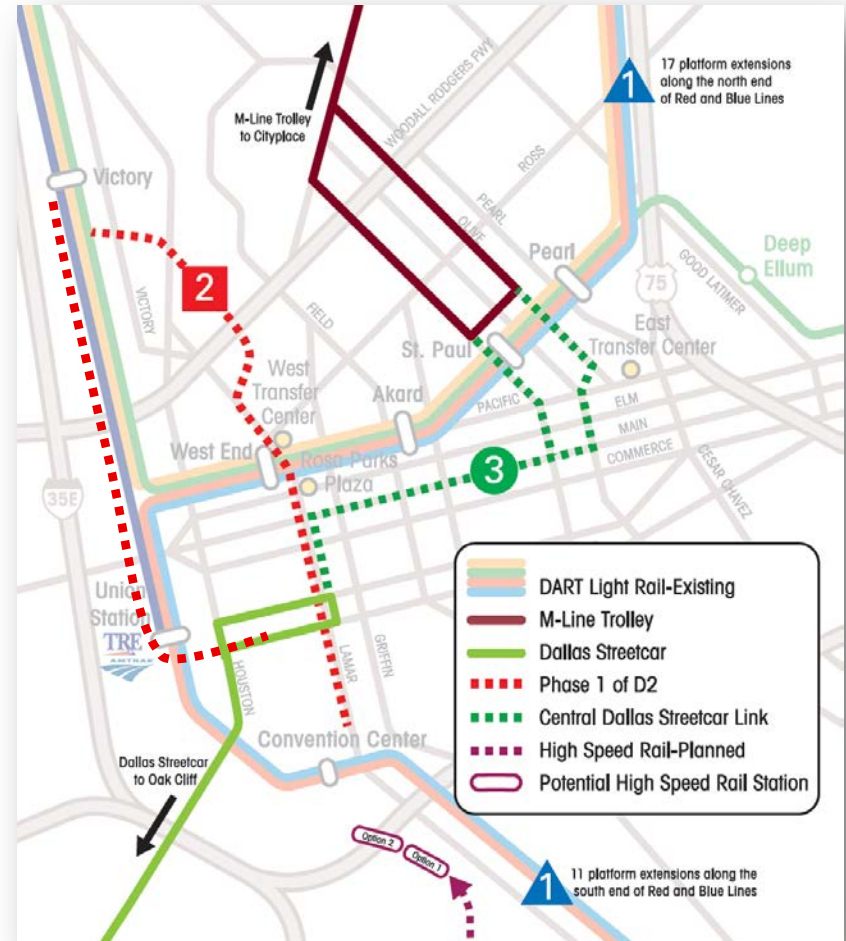
- 28 Light Rail Transit [“LRT”] Stations

2 Light Rail (Phase 1 of D2)

- Victory Station to Union Station

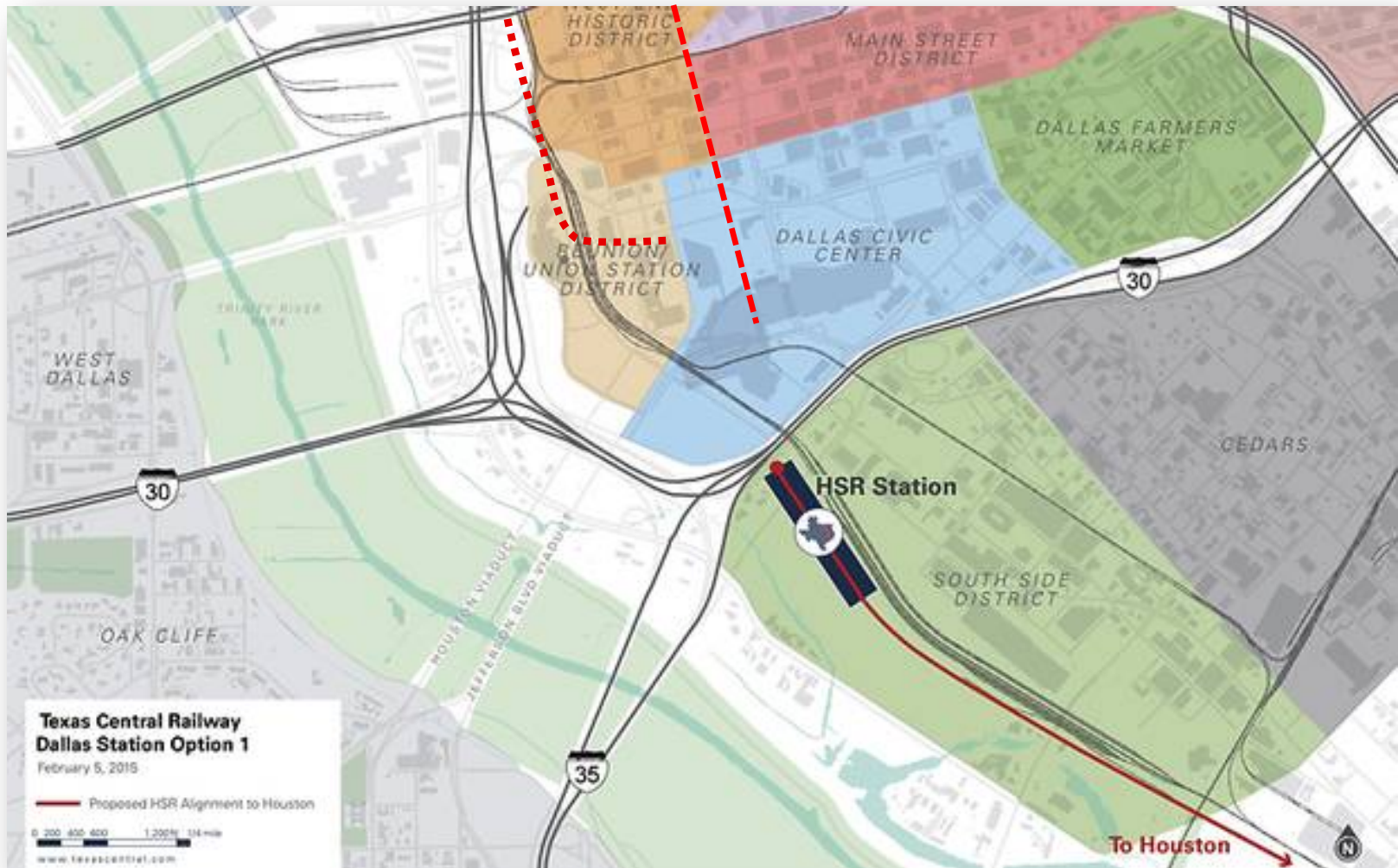
3 Streetcar (Central Dallas Streetcar Link):

- Omni Hotel to St. Paul LRT Station



HIGH SPEED RAIL [“HSR”]

HSR Proposed Station Location Option 1

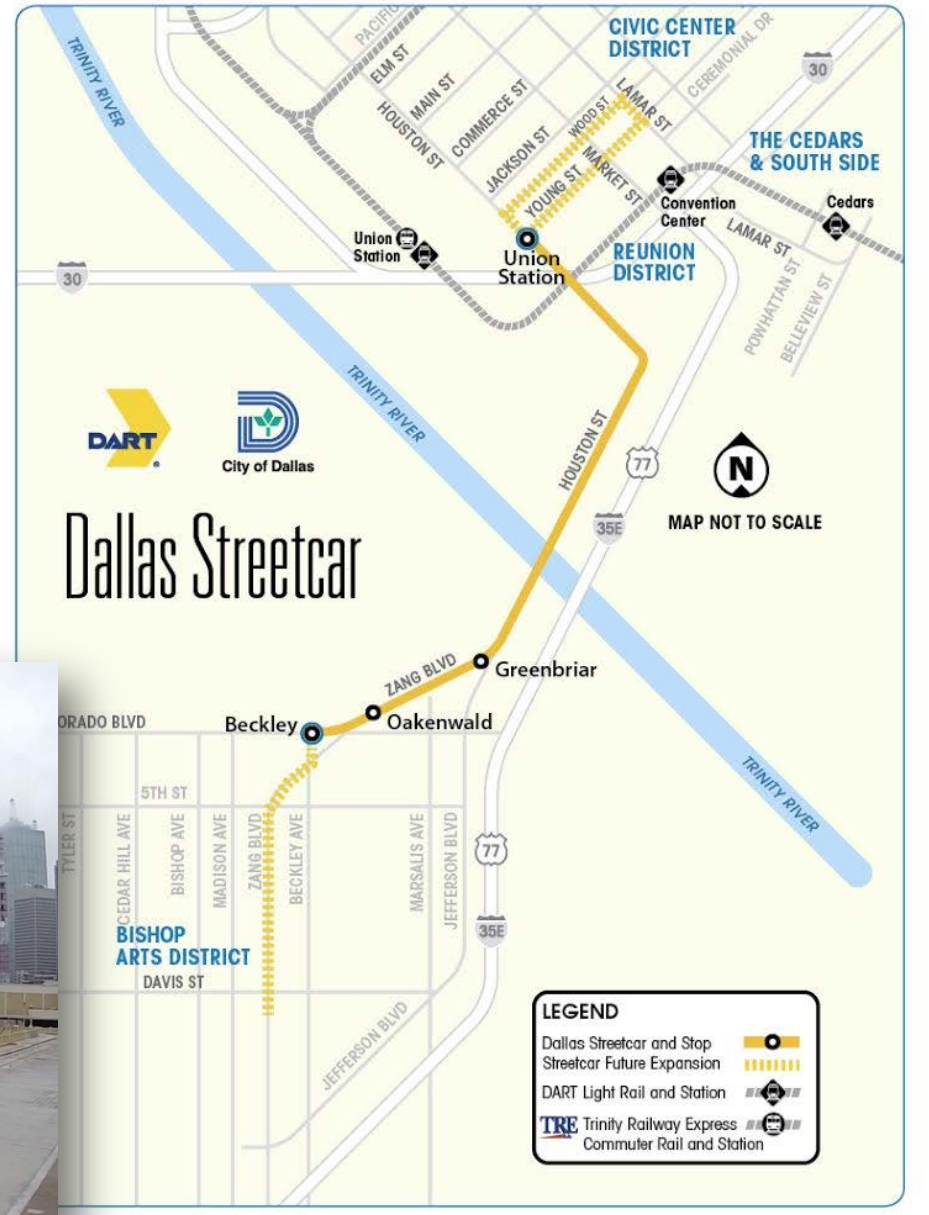


HSR Proposed Station Location Option 2



STREETCAR

Dallas Streetcar



Streetcar Extensions

- Bishop Arts
 - TxDOT Categorical Exclusion approved
 - Construction Manager General Contractor [“CMGC”] Awarded
- Convention Center Loop
 - 10% Design
 - Option for CMGC



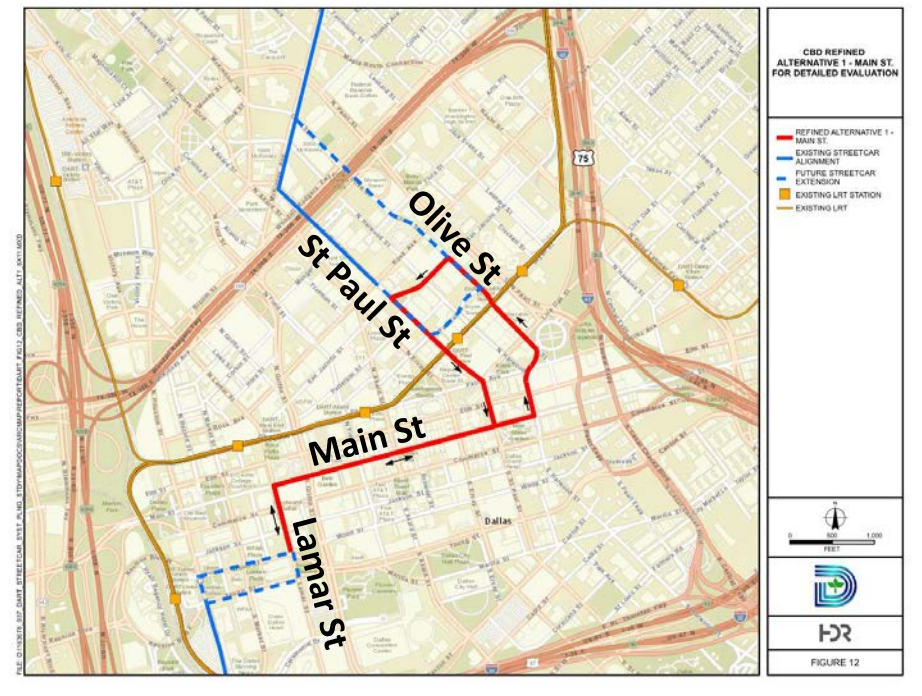
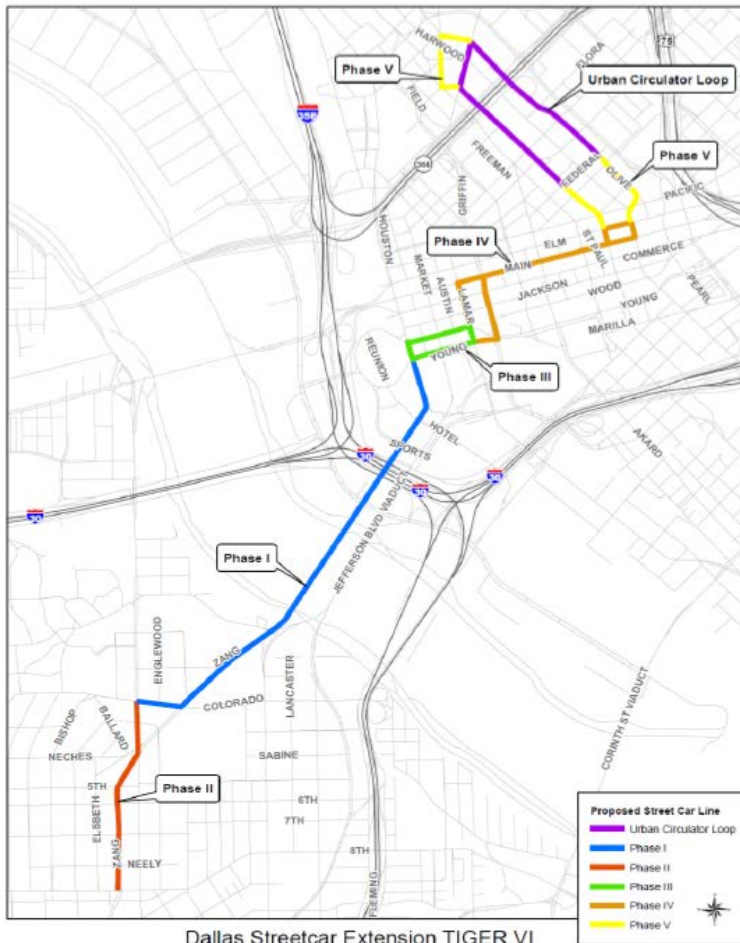
Streetcar Alternative Analysis [“AA”] Status

- City of Dallas
 - AA Report under revision
 - Main Street Alignment recommended
 - Young Street and San Jacinto Street/Ross Avenue also considered
 - Final Report will incorporate upcoming meeting input and Locally Preferred Alternative [“LPA”] decision
- DART
 - Central Dallas Streetcar Link
 - Pending City of Dallas review and action on AA

City Streetcar Plan

City of Dallas 2014 TIGER VI Grant Application

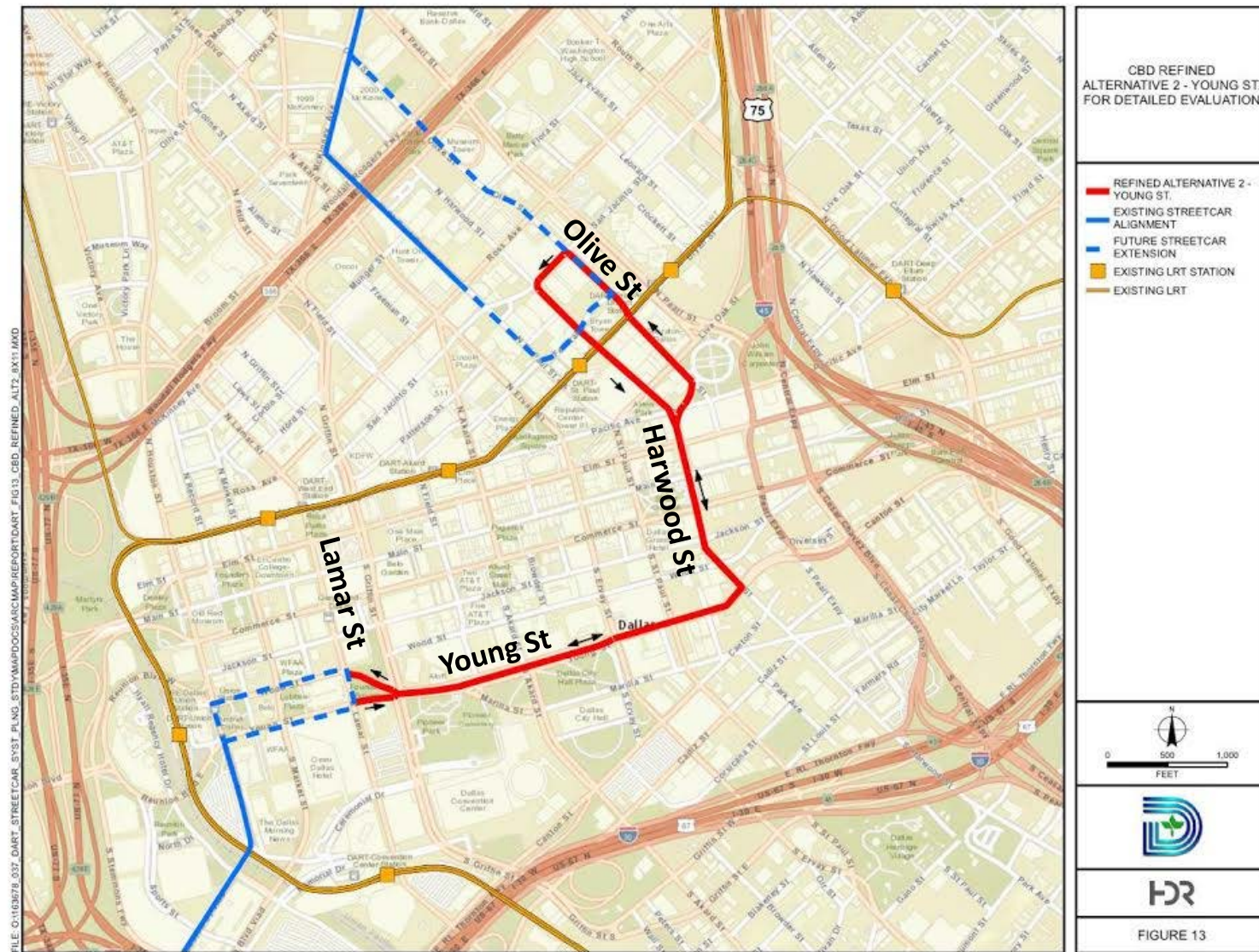
Central Link - LPA – Alt 1



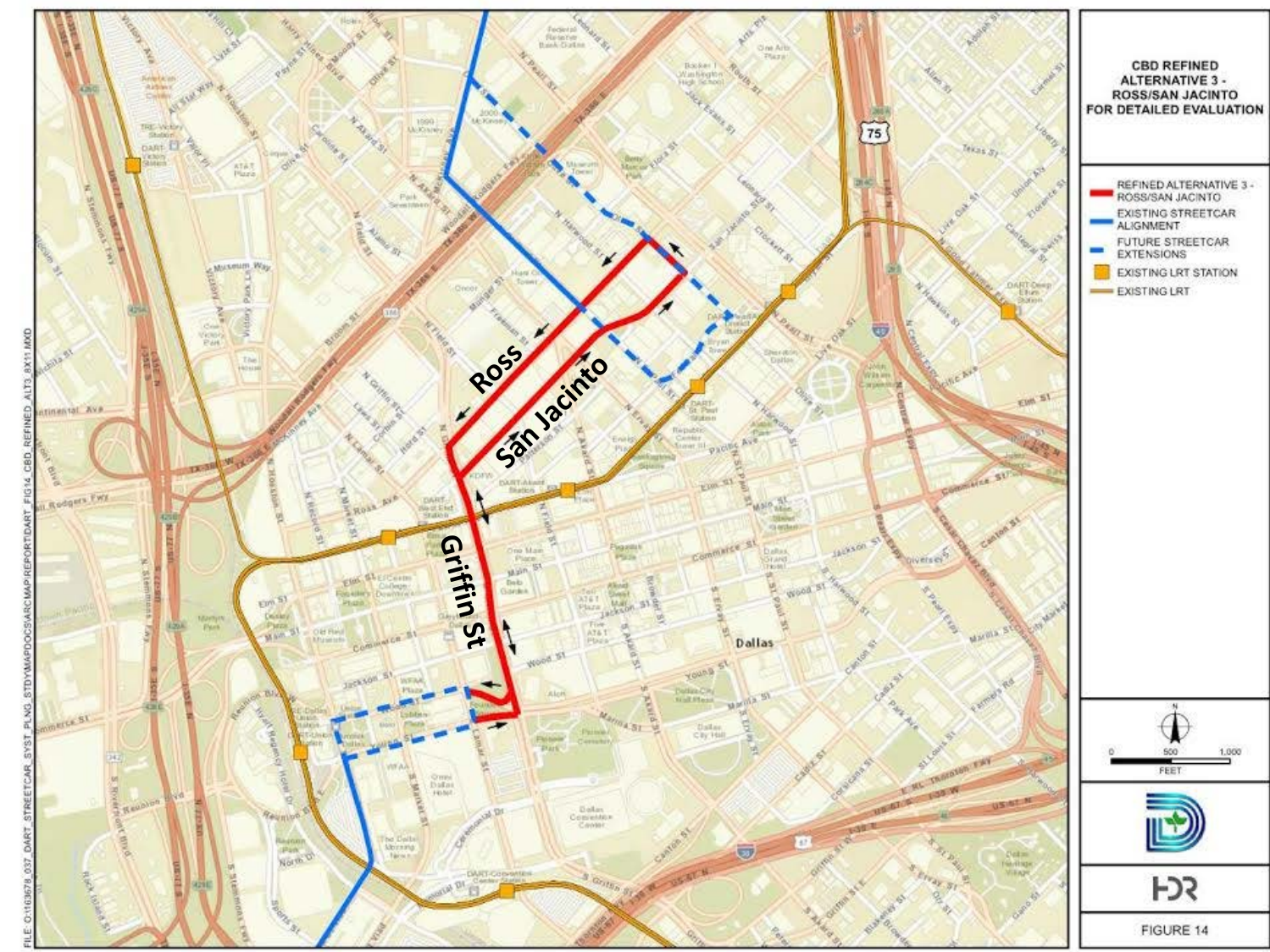
Consideration during next phase of Project Development:

- Create turnaround on Cedar Springs Road or integrate with M-Line upgrade?

Alternative 2 – Young Street



Alternative 3 – San Jacinto Street/Ross Avenue



2040 TRANSIT SYSTEM PLAN

Non-Member Service Area Options

- DART Board Policy III.07
- Contracted Service
 - currently with Mesquite and Arlington
- Texas House Bill 3485
 - Allows Arlington and Grand Prairie to vote on transit with incremental sales tax support up to 1% to transit authority
- DART System Plan
 - Evaluation of Opportunities
 - Service Plan Development
 - Marketing of Plan

Rail to Addison

- In DART Financial Plan 2035
- North Central Texas Council of Governments [“NCTCOG”] looking for funding options to move forward
 - Recently met with cities
- Include Bus Rapid Transit [“BRT”] alternative that could provide earlier service delivery

2030 Transit System Plan

Approved October 24, 2006



- Rail**
- Rail Line & Station (Existing/Committed)
 - Express Rail
 - Rapid Rail



- Bus**
- Express Bus
 - Enhanced Bus
 - Rapid Bus



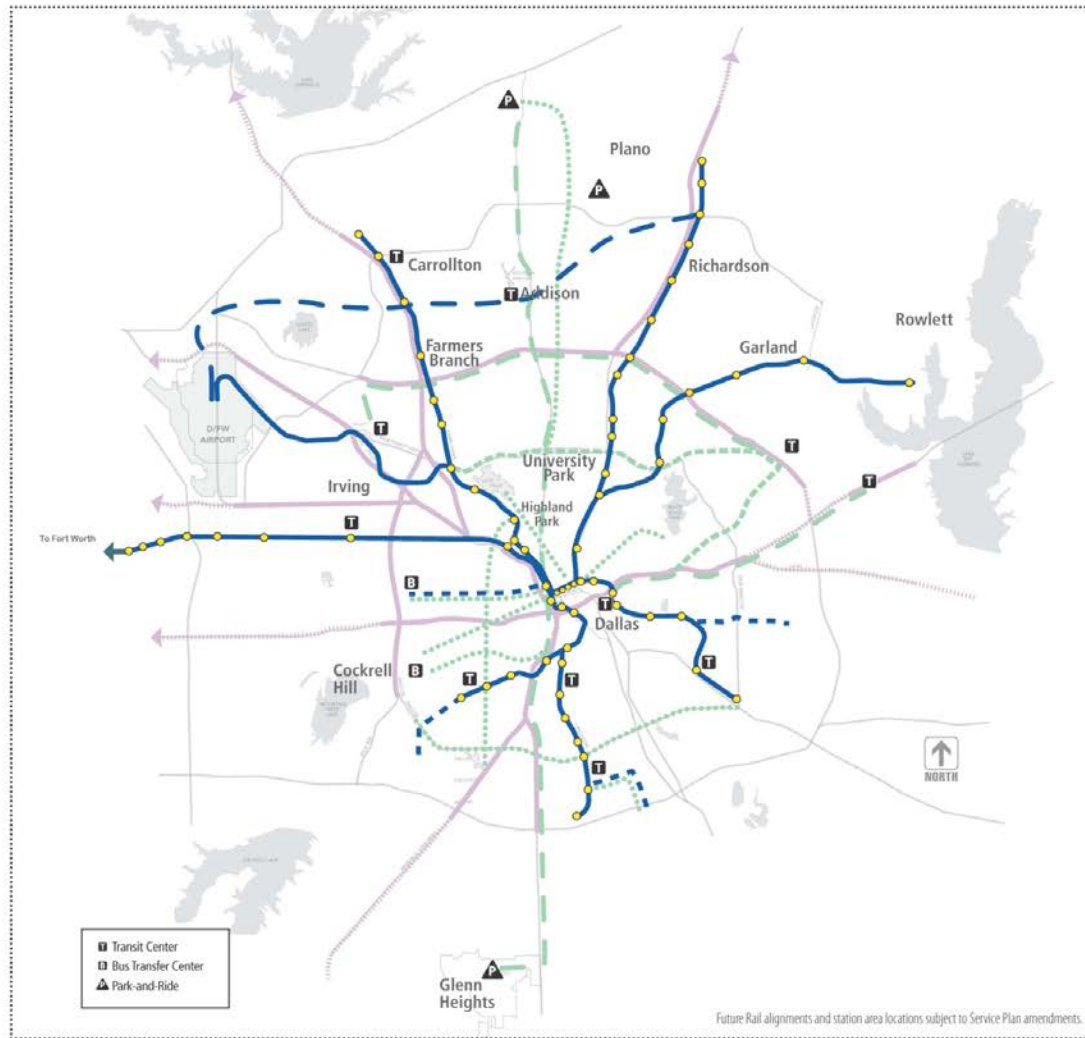
- Managed HOV Lanes**
- DART Participation
 - No DART Participation



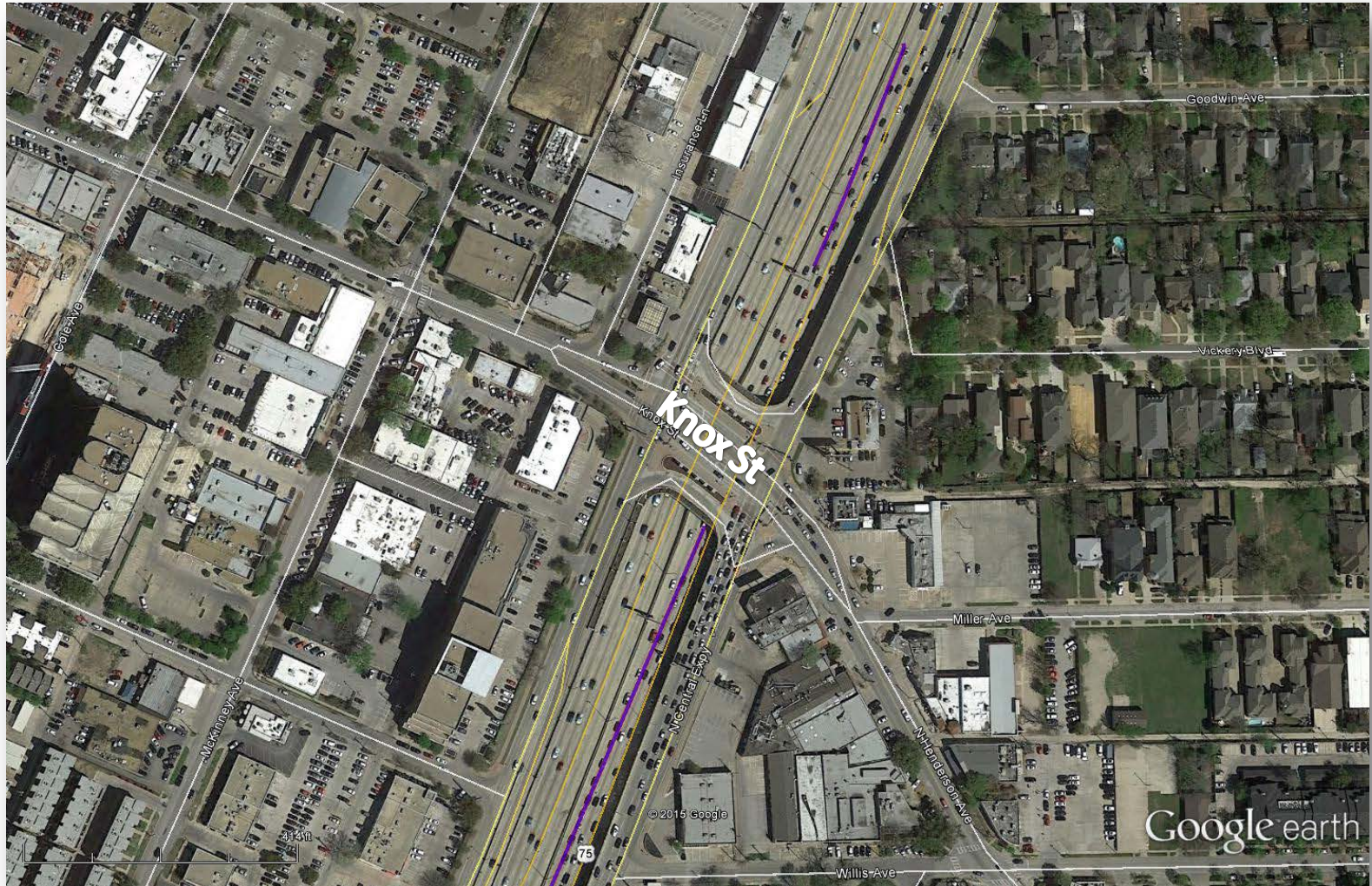
- Paratransit**
(service provided systemwide)



- Systemwide Mobility**
- Intelligent Transportation Systems
 - Transportation System Management
 - Travel Demand Management
 - Safety and Security
 - Passenger Facilities
 - Bicycle/Pedestrian Integration
 - System Accessibility



Knox/Henderson Station

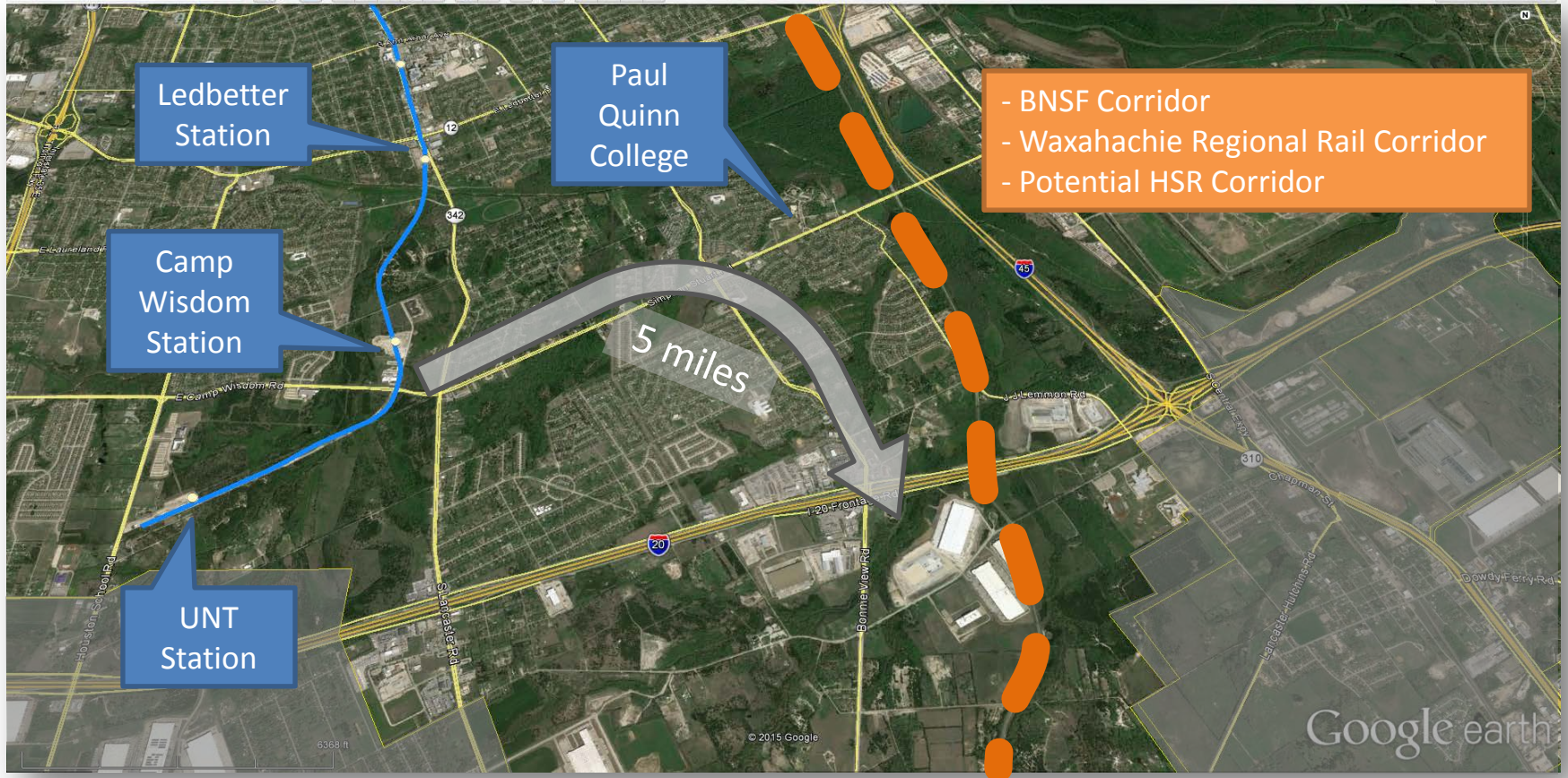


Pedestrian Access to Victory Station

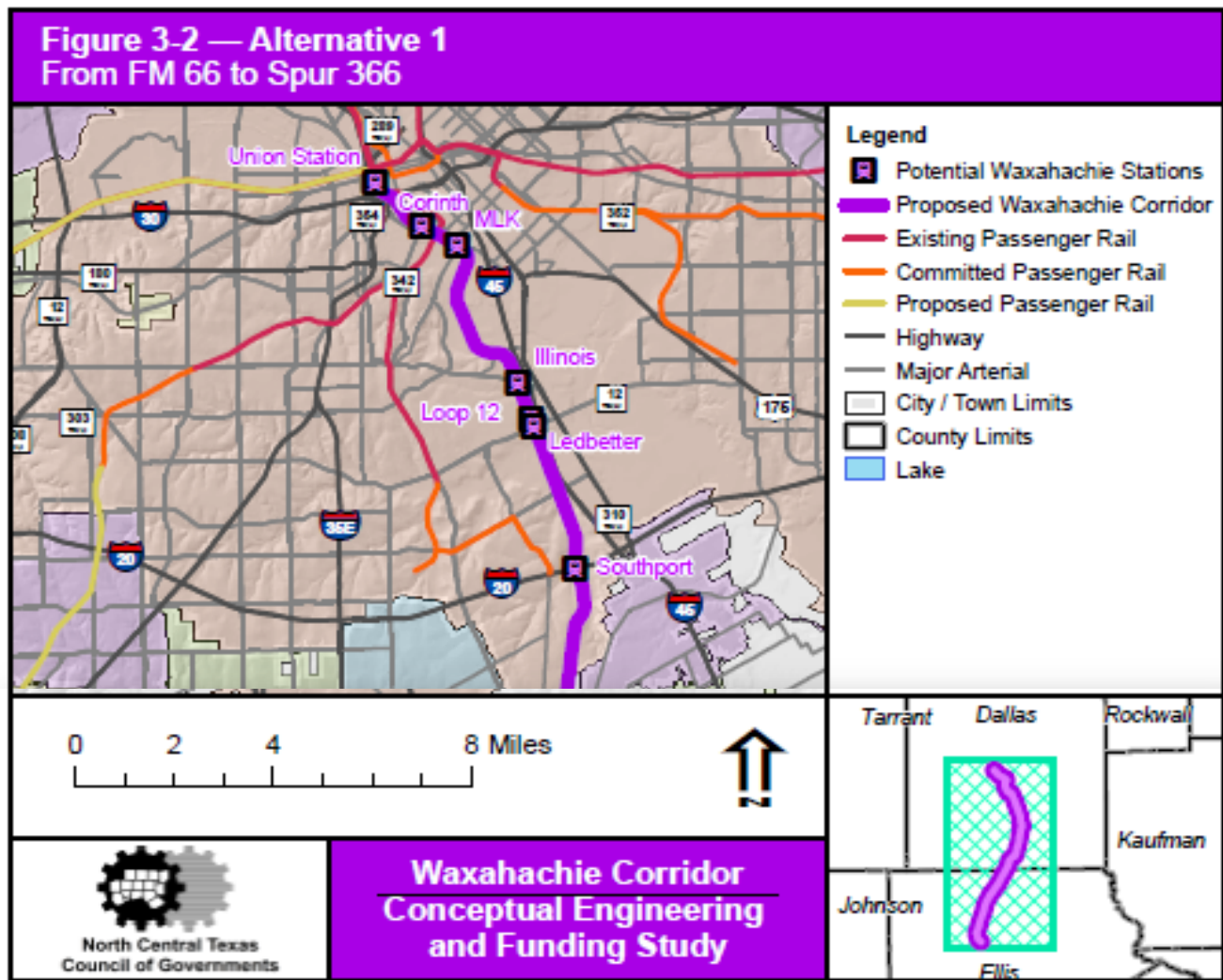


INLAND PORT

Inland Port Map 1



Inland Port Map 2





214.979.1111
www.DART.org