

Memorandum



CITY OF DALLAS

DATE April 7, 2016

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson,
Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT 2040 Transit System Plan

On Monday, April 11, 2016 you will be briefed on the 2040 Transit System Plan. The briefing materials are attached for your review.

Please feel free to contact me if you have any questions or concerns.

Alan E. Sims

Alan E. Sims
Chief of Neighborhood Plus

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

Eric D. Campbell, Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
Mark McDaniel, 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



2040 Transit System Plan

City of Dallas

Transportation and
Trinity River Project Committee Briefing

April 11, 2016



Agenda

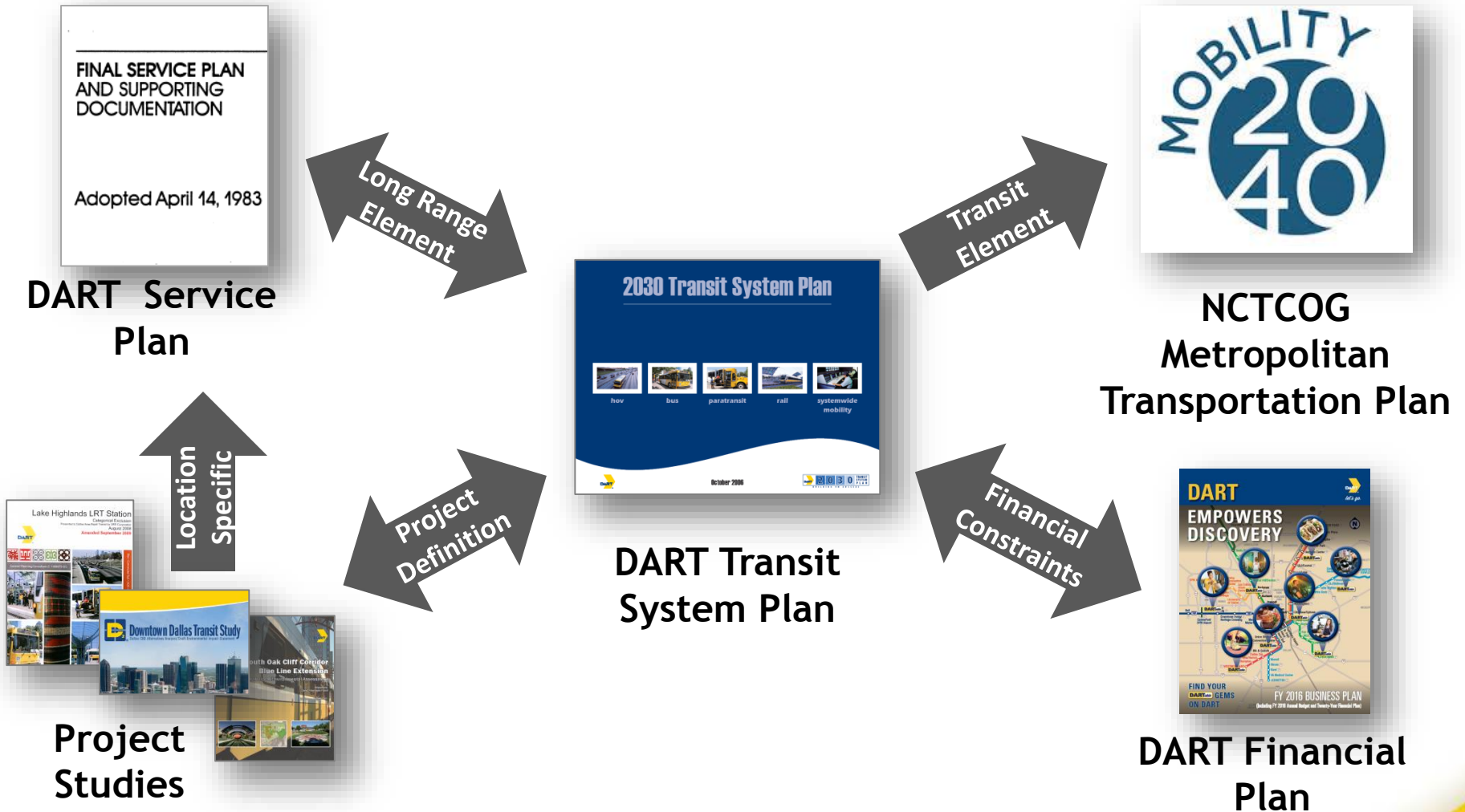
- Background
- Plan Development Process
- Phase 1 - Comprehensive Operations Analysis (COA)
- Phase 2 - 2040 Plan Development
- Next Steps

What is the Transit System Plan?

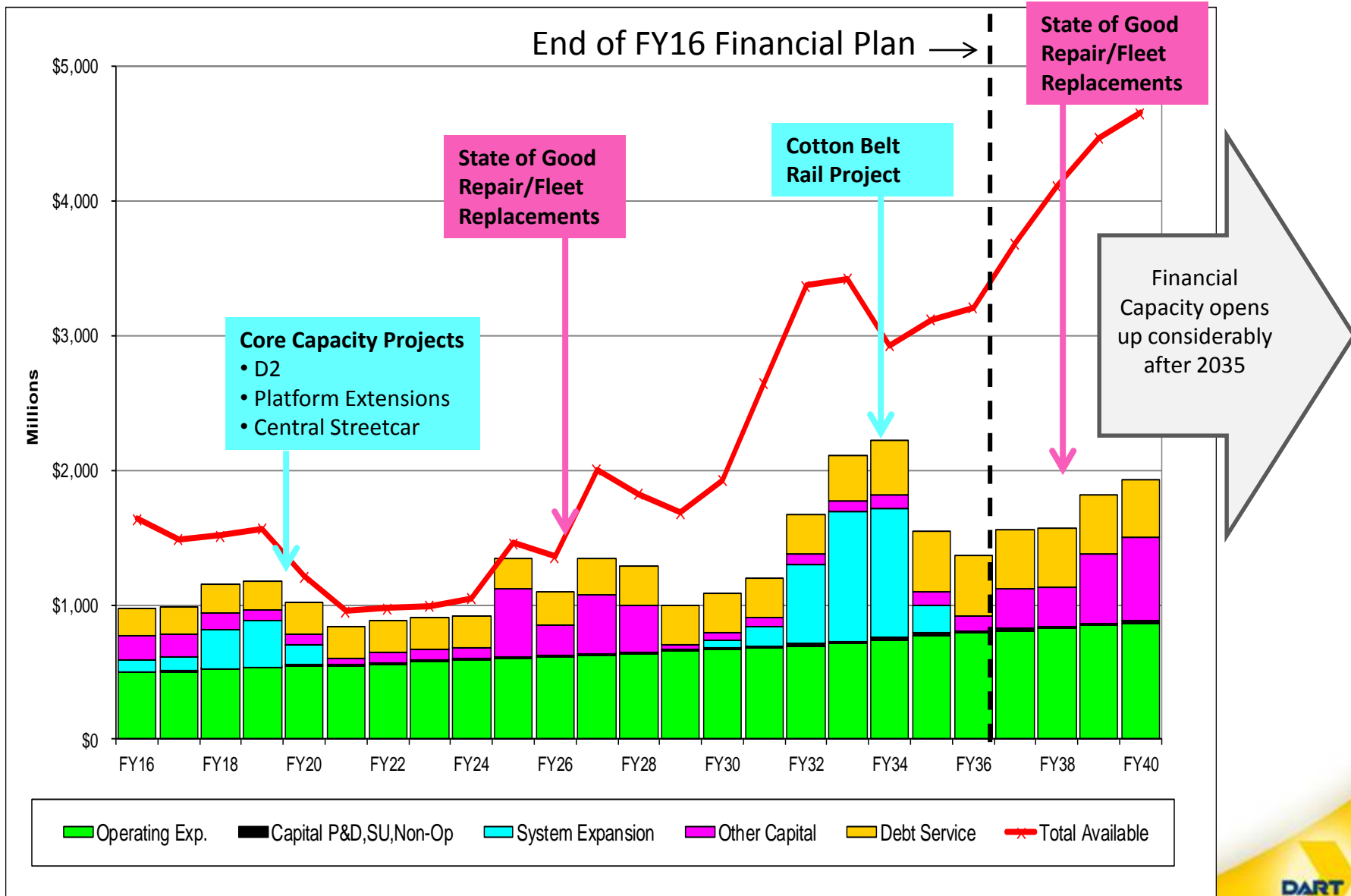
- Long-range element of DART Service Plan
- Guide for future capital and operating programs
- Programming tool that feeds into 20-Year Financial Plan
- Policy guidance
- Vision for future – our message to the region



System Plan Relationships



FY16 Financial Plan Affordability



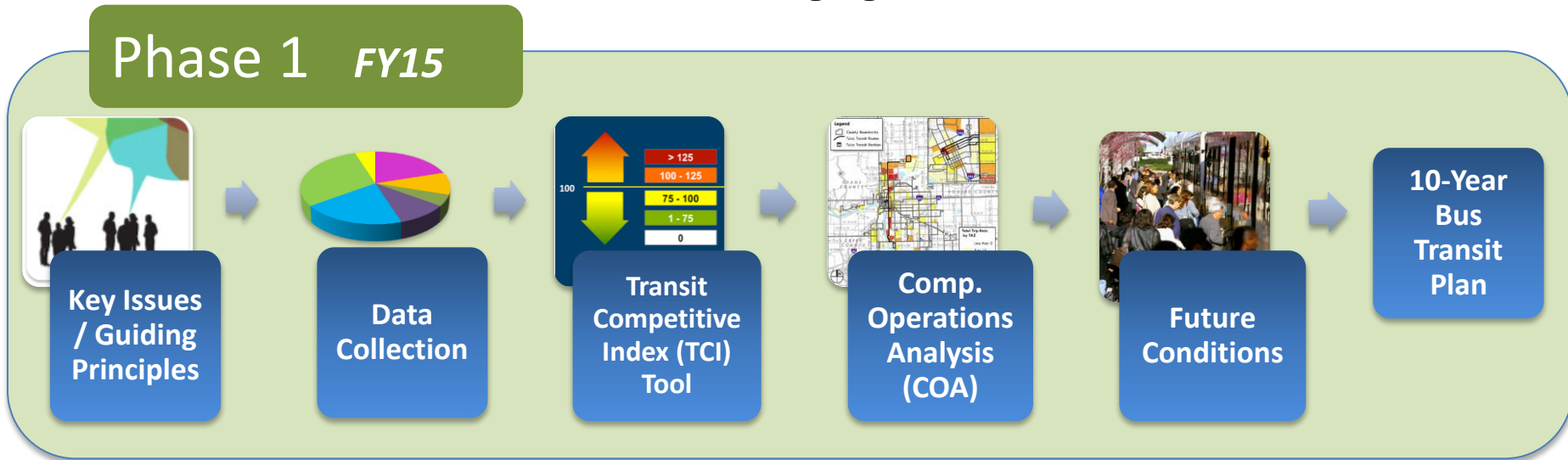
Current Projects

- Dallas Streetcar extension to Bishop Arts District
 - Opening August 2016
- Blue Line Extension to UNT Dallas
 - Opening October 2016



Phased Approach

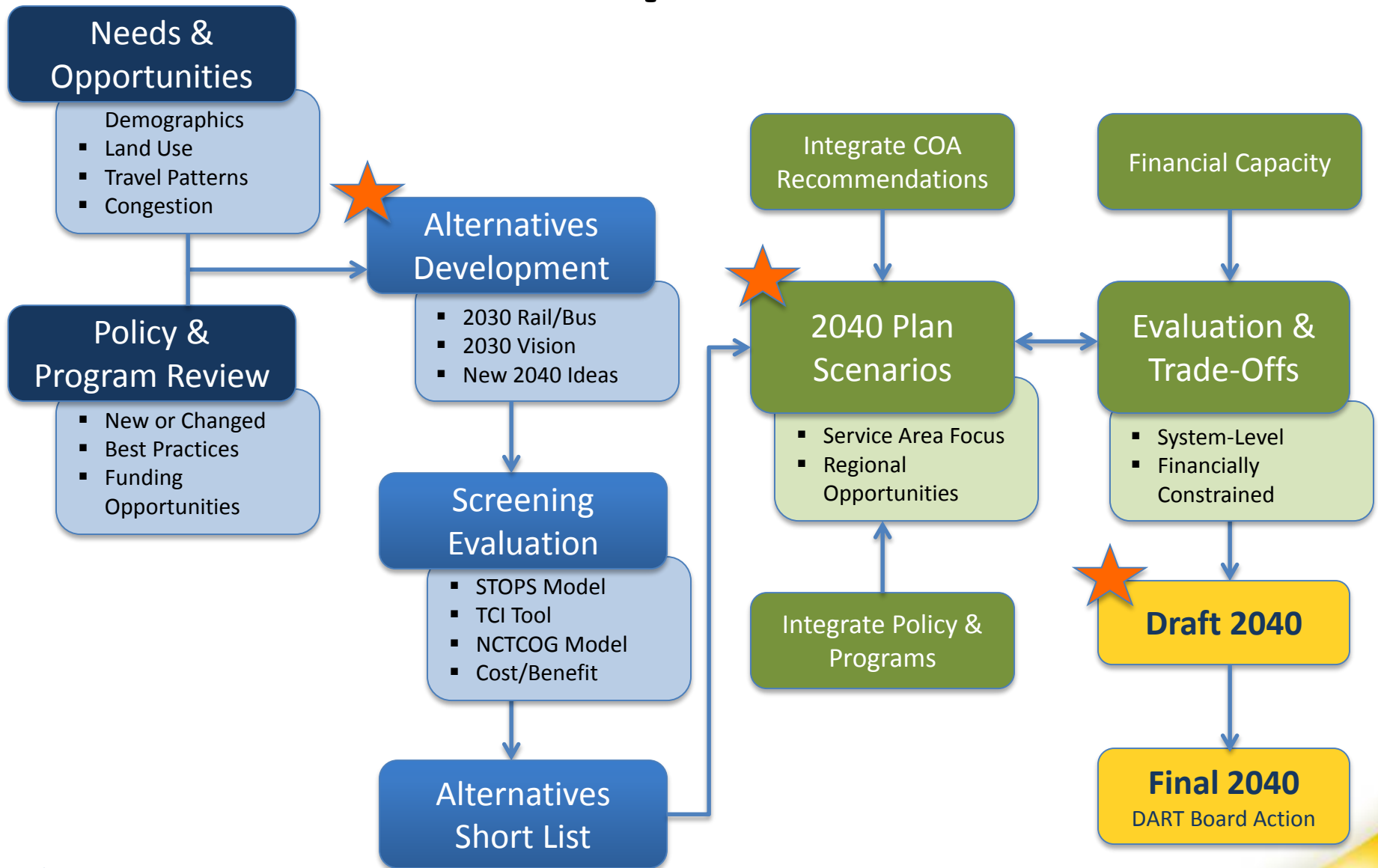
Phase 1 FY15



Phase 2 FY16



Plan Development Process



 Public/Stakeholder Input

Phase 1

Comprehensive Operations Analysis

(COA)

What is a COA?

- Evaluates overall transit service efficiency and effectiveness, system route structure and delivery methods
- Results in a comprehensive review of all transit service as a system
- Culminates in a set of service recommendations, usually over a 5-10 year period

COA GOALS

- Increase route and system efficiency
- Better serve existing and emerging transit markets
- Improve ridership and productivity
- Ensure services are equitable
- Develop support through public and stakeholder input

Common Themes Heard during COA

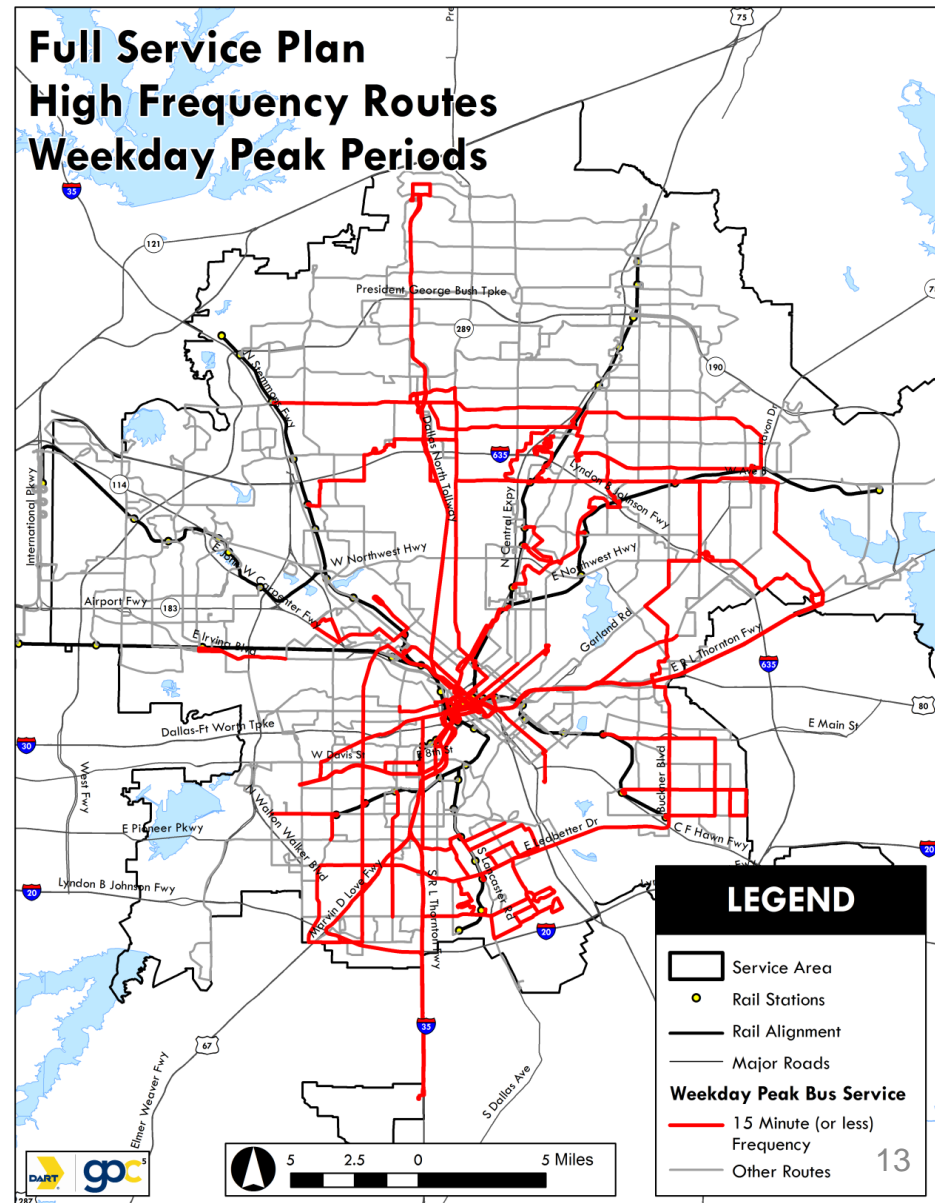
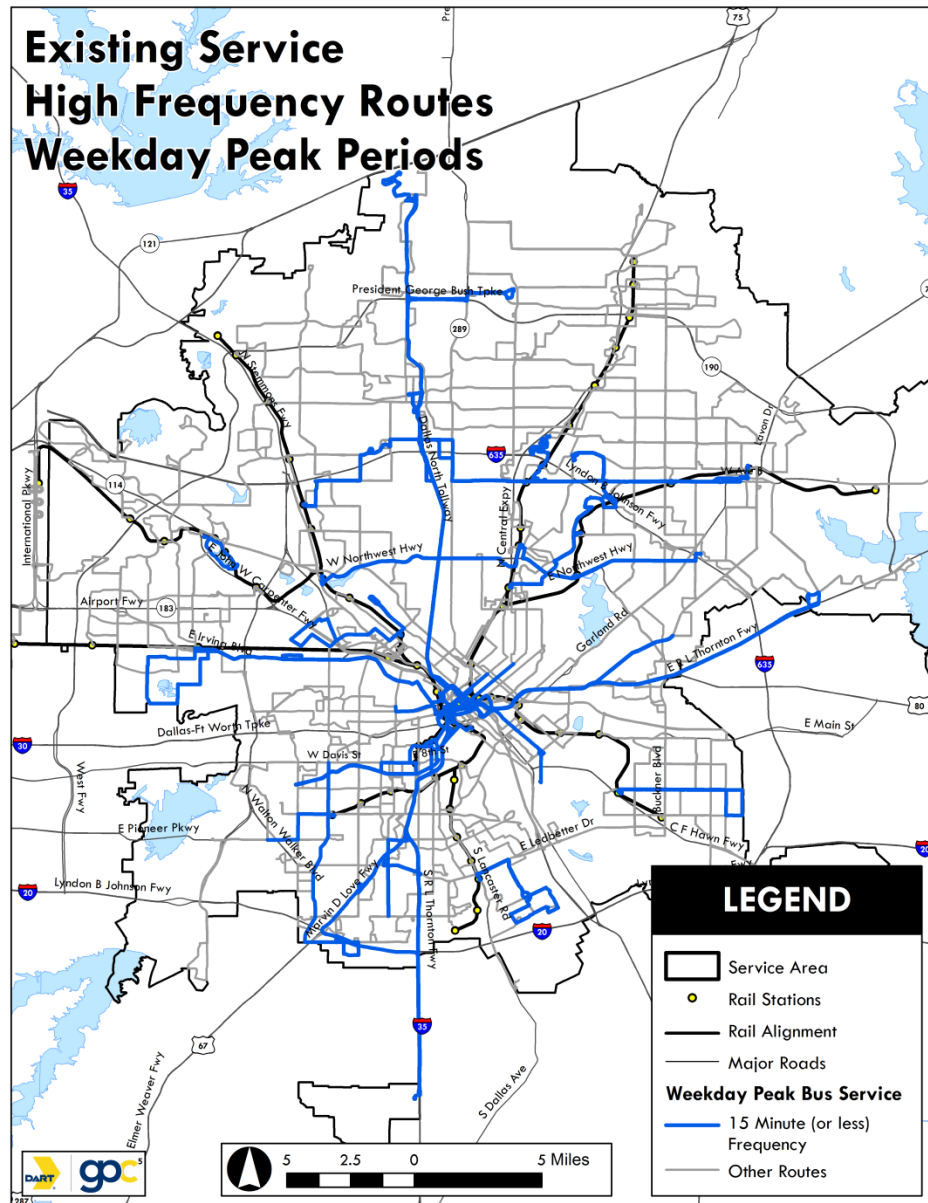
- Bus Network Design (simplify routes)
- Increase Frequency
- Late Night / Weekend Service
- Express Service (Bus and Rail)
- Crosstown Service (Bus, Cotton Belt)
- Specific Bus Route Ideas
- Service Area Expansion

Draft Service Plan Key Elements

- Core Frequent Route network
 - To strengthen local and crosstown routes
- High-frequency Rapid Ride network
- Crosstown / Airport Express network
- Other bus service improvements:
 - More consistent service headways (bus-rail connections)
 - Improved weekend service
 - More direct routing
 - Improved Uptown service

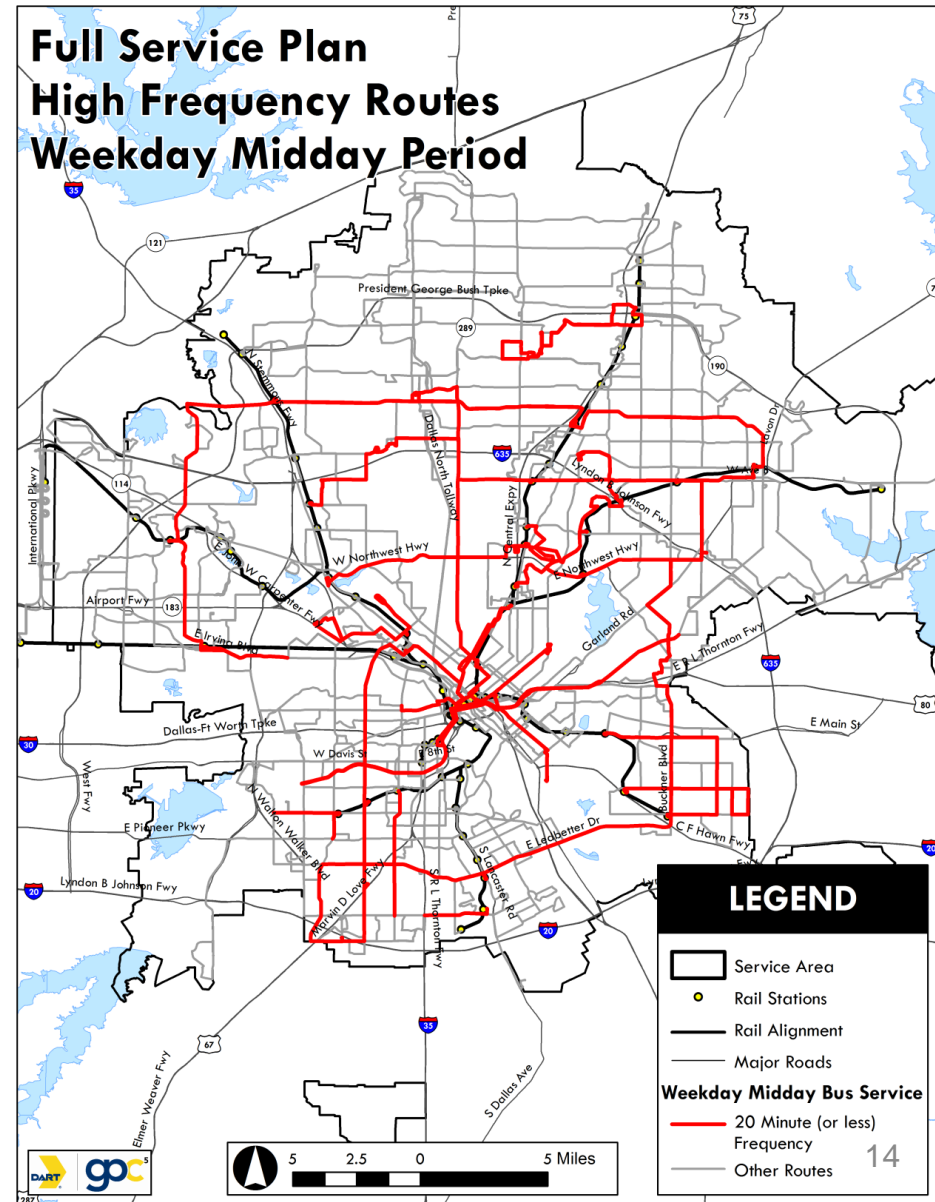
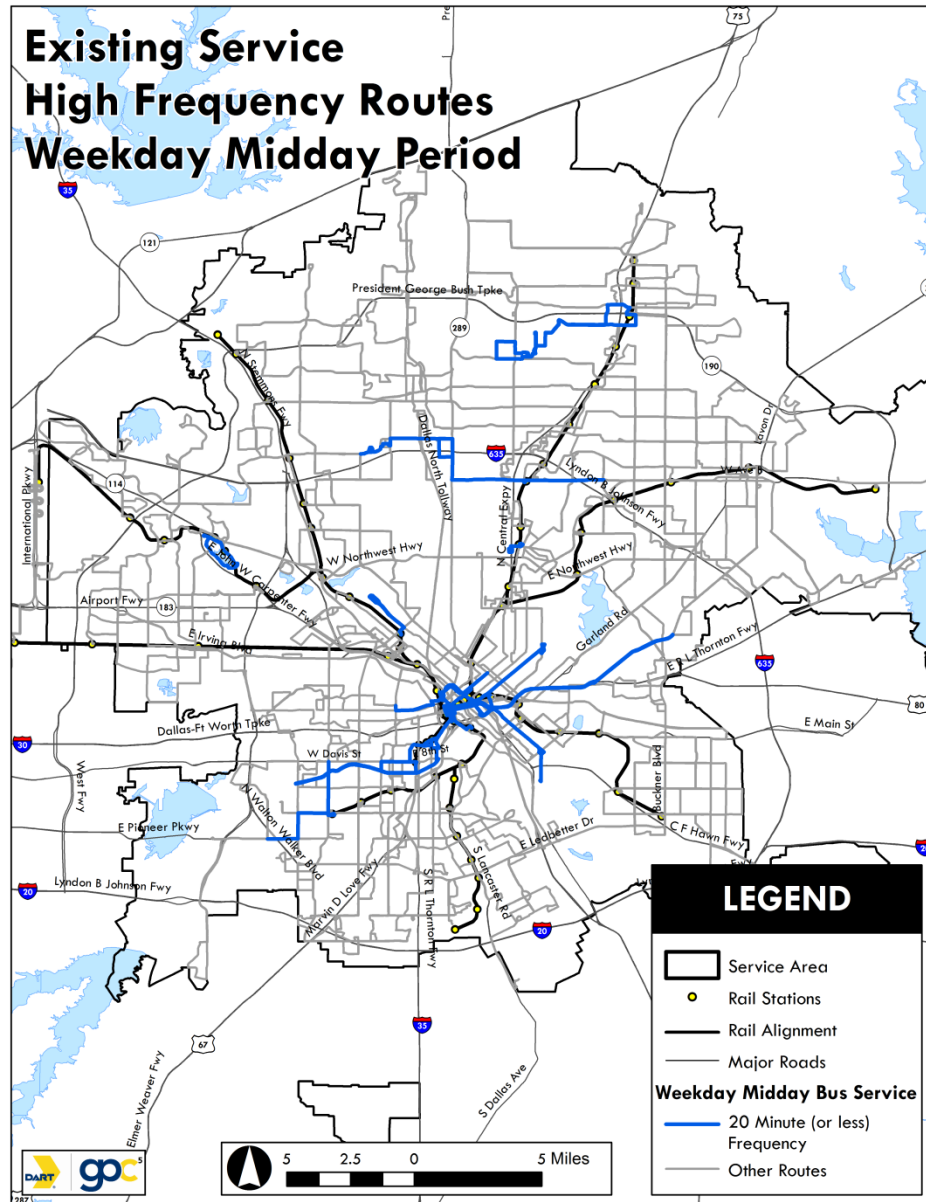
Core Frequent Route Network

Weekday Peak Service (15 minute or less)



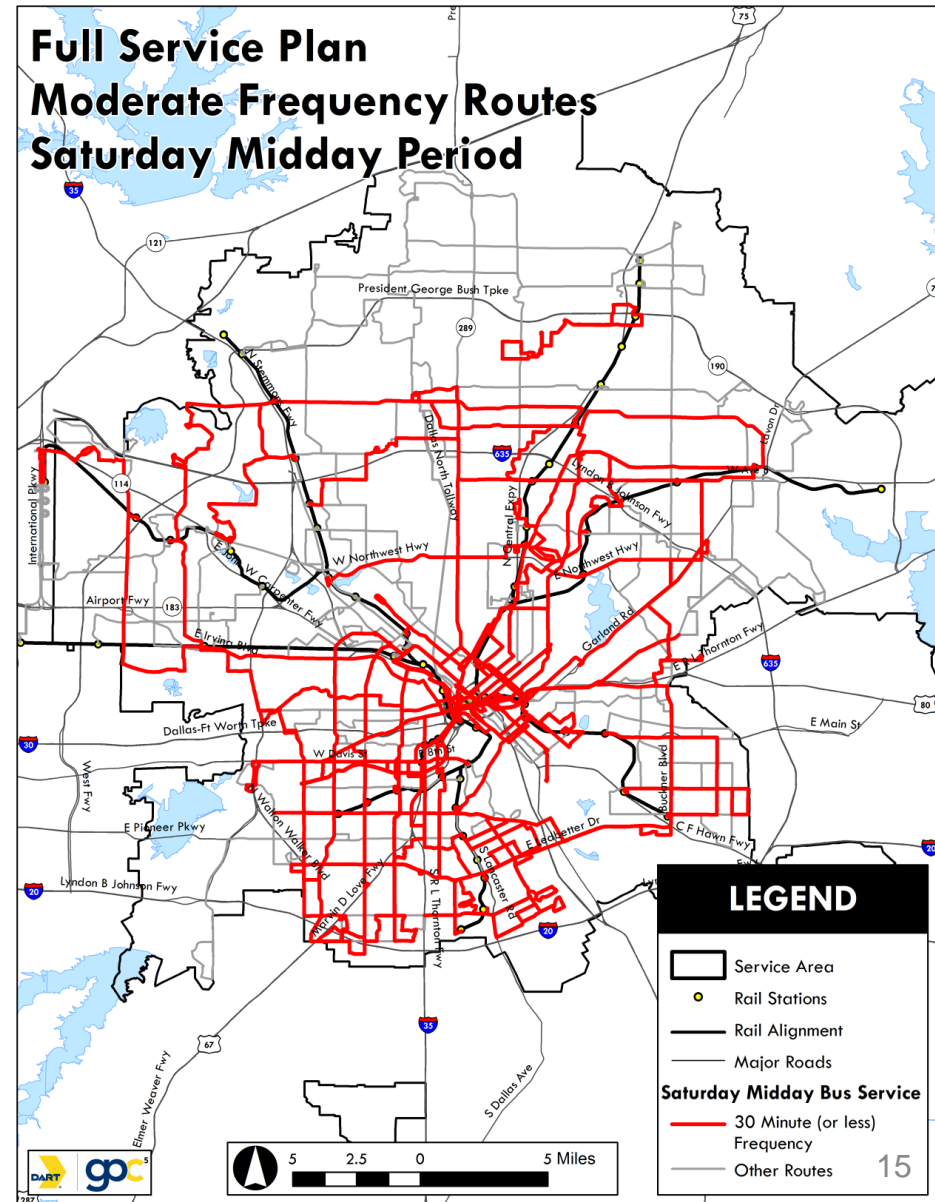
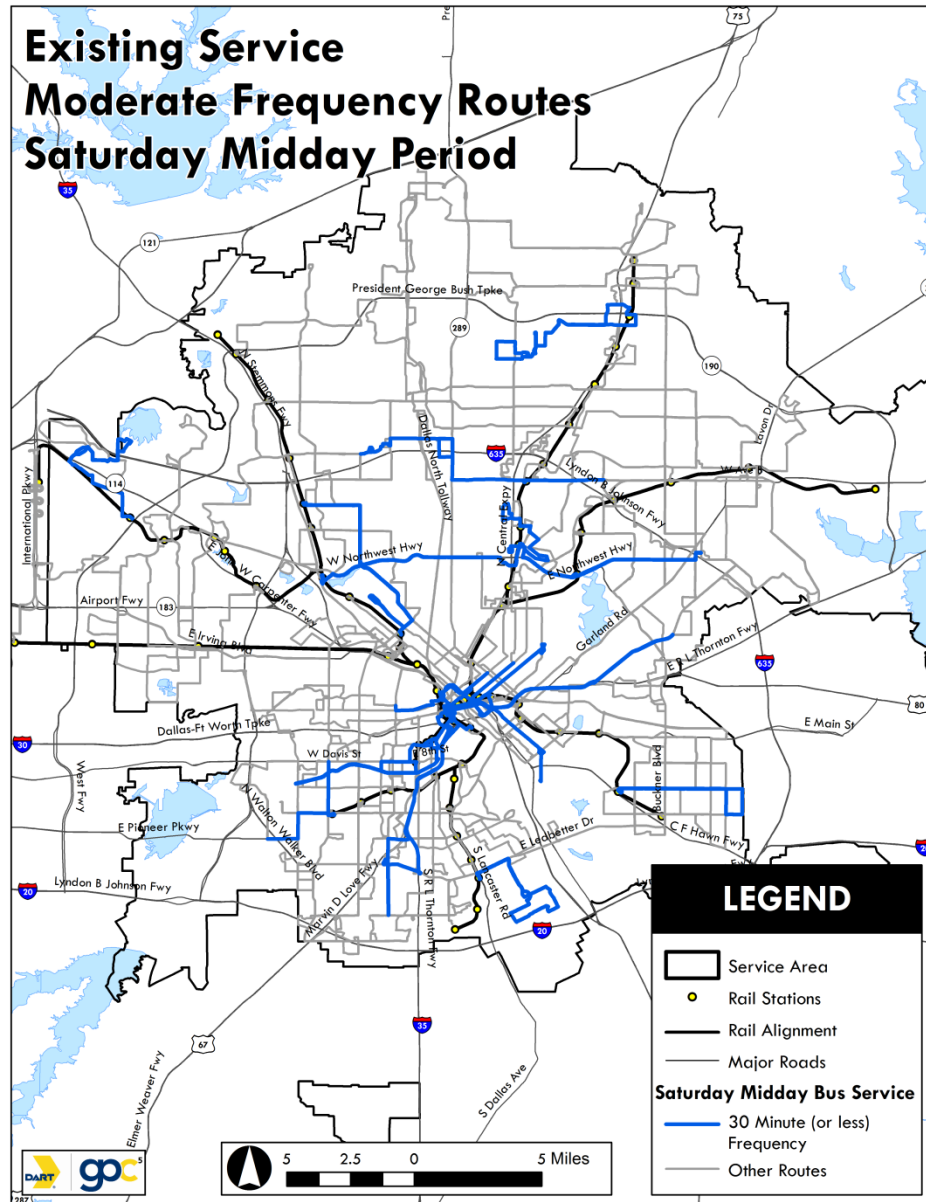
Core Frequent Route Network

Weekday Midday Service (20 minute or less)



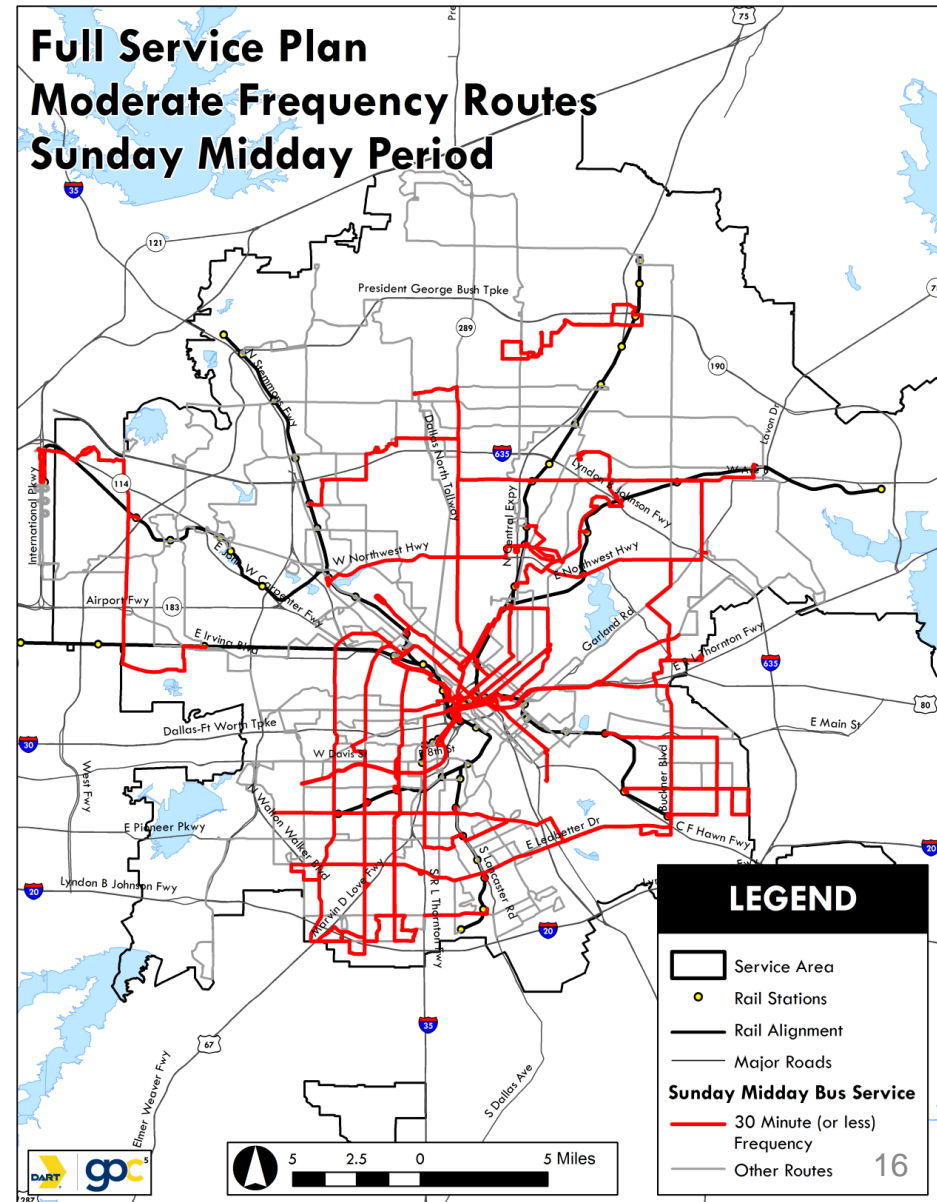
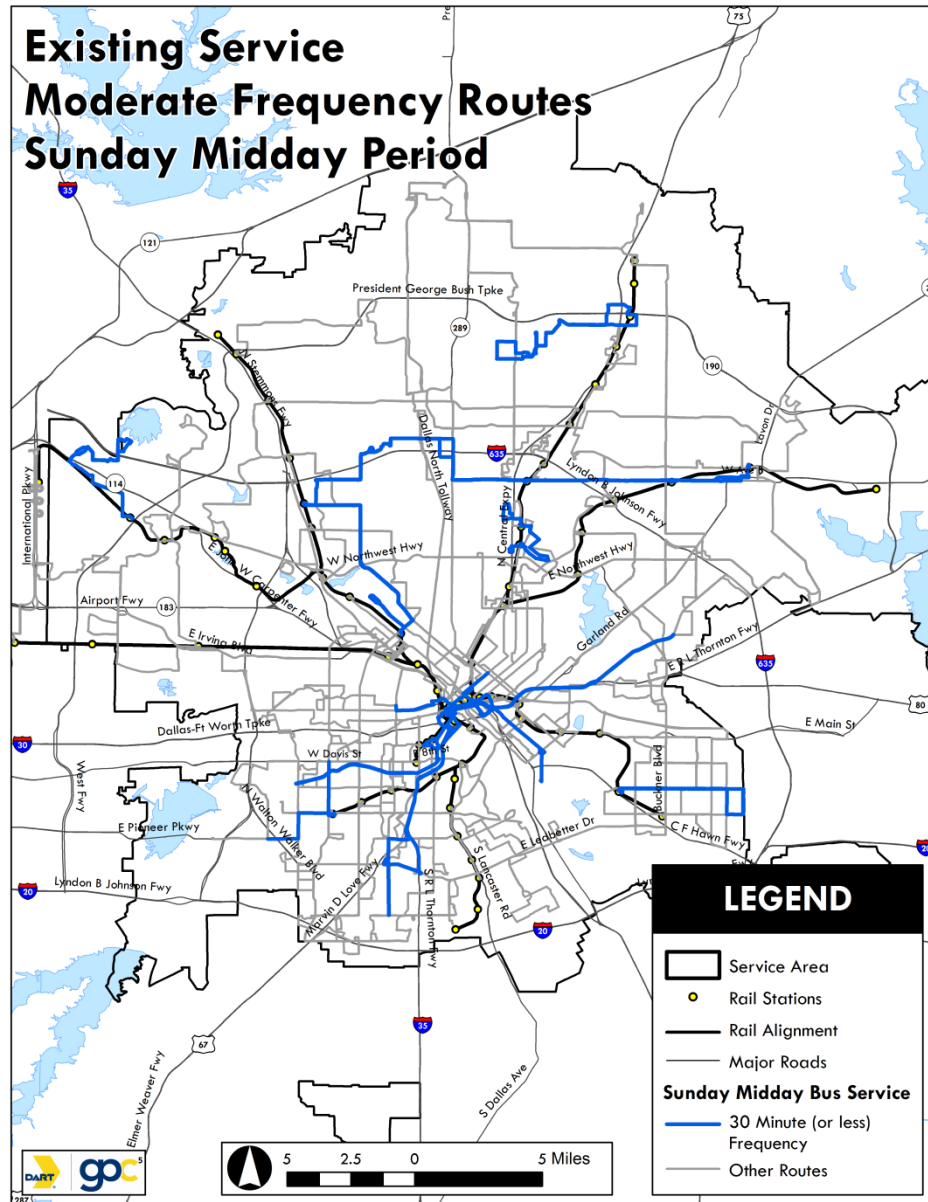
Core Frequent Route Network

Saturday Midday Service (30 minute or less)

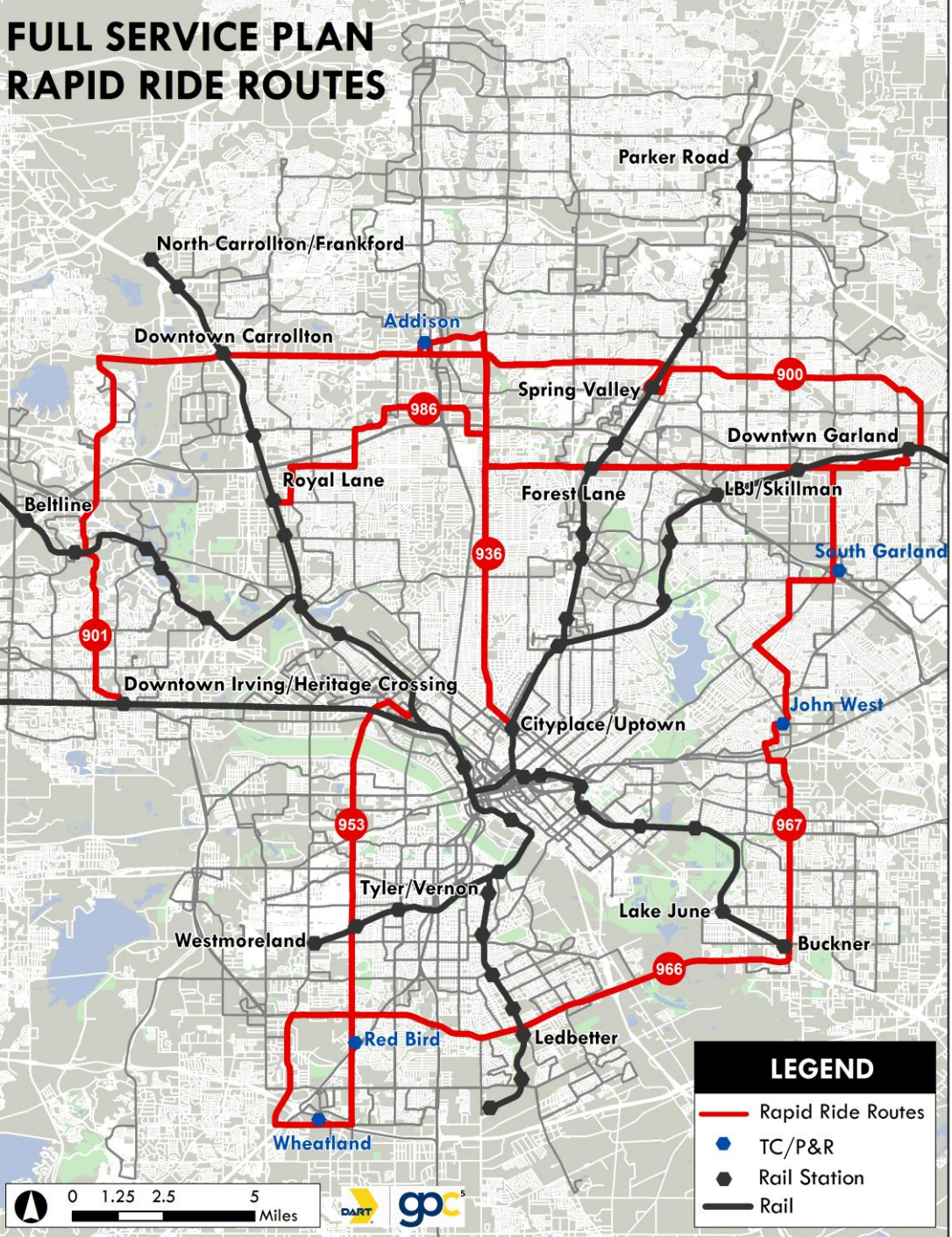


Core Frequent Route Network

Sunday MIDDAY Service (30 minute or less)



**FULL SERVICE PLAN
RAPID RIDE ROUTES**

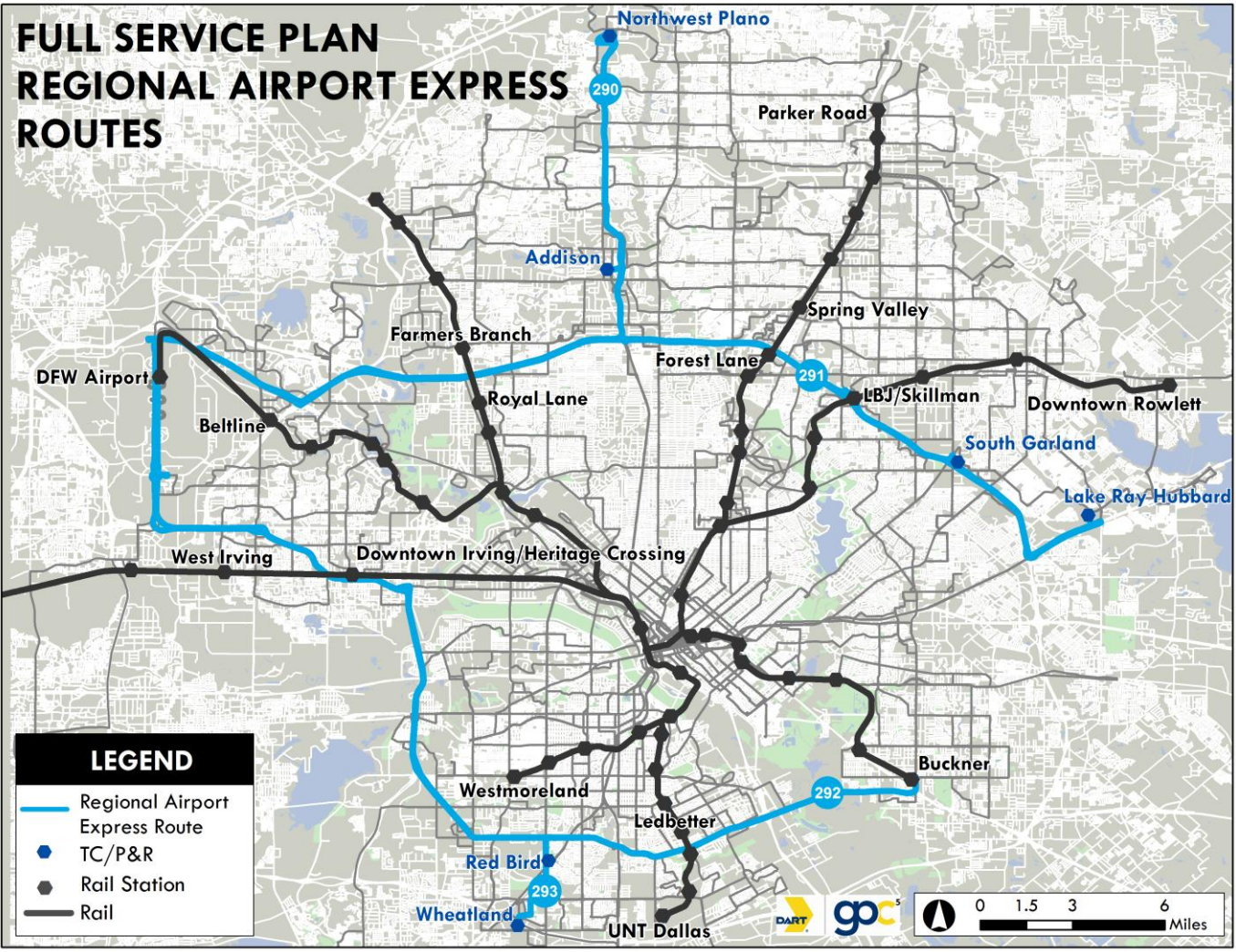


Rapid Ride Element

- Seven (7) corridors
- Frequent, limited stop layered over local routes
- Fills the crosstown service gap not met by rail
- 20,000 daily riders projected in 2028



Crosstown/Airport Express Element



- Four (4) corridors
- Fills gap for key crosstown travel markets and airport access
- May be preliminary step to longer-term rail improvements



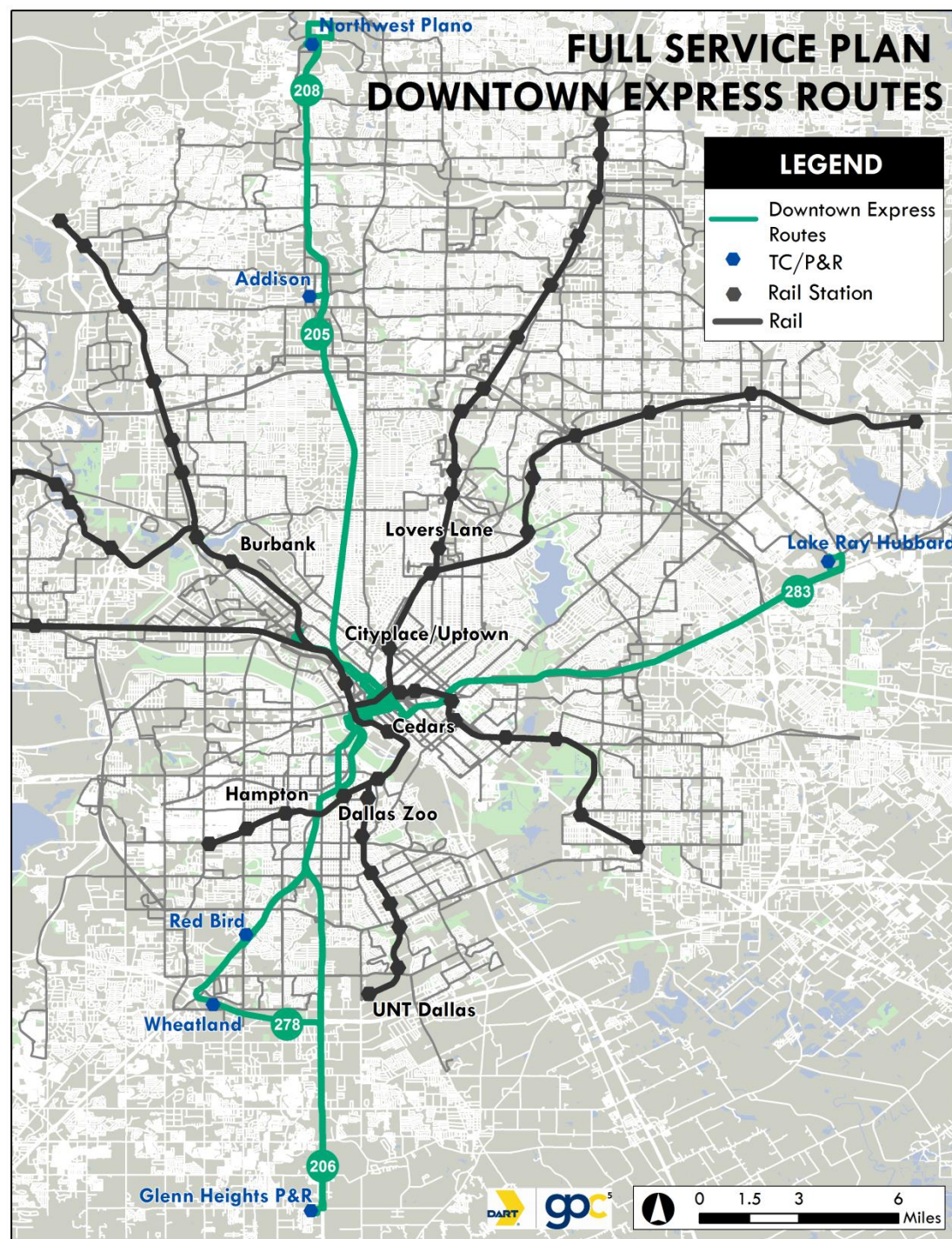
FULL SERVICE PLAN DOWNTOWN EXPRESS ROUTES

LEGEND

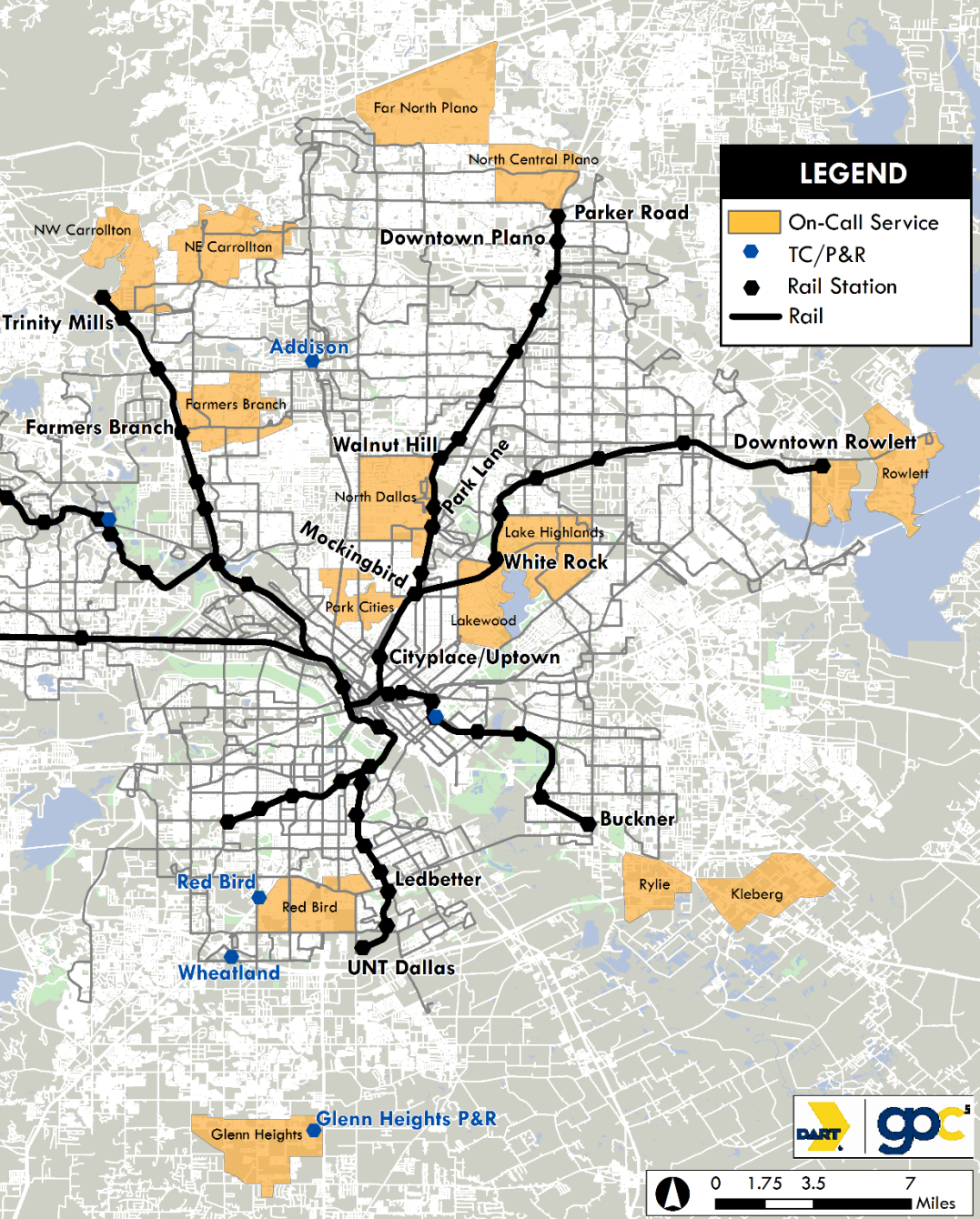
- Downtown Express Routes
- TC/P&R
- Rail Station
- Rail

Downtown Express Element

- Similar to today's express routes
- Modifies downtown routing to provide direct links to growing employment centers (Uptown and Medical District)



FULL SERVICE PLAN ON-CALL ZONES



On-Call Zones

- Expand from 8 to 14 zones
- New on-call zones proposed for:
 - Northwest Carrollton
 - Northeast Carrollton
 - Rylie
 - Kleberg
 - Far North Plano
 - Red Bird
- Other potential changes:
 - Far North Plano (and potentially other areas) as demonstration project for taxis and private auto ride services such as Uber and Lyft.
 - Sunday only on-call service in North Garland.



Benefits of Draft Service Plan

- Responds to key comments received during outreach
- Targets new/growing travel markets
- Increases ridership and adds service to accommodate population growth
- Increases DART coverage for employment/population within ½ mile of key corridors

Next COA Steps

- Review public and stakeholder feedback on draft recommendations
- Complete phasing plan
- Cost associated capital improvements – mainly buses and bus facilities
- Integrate recommendations into 2040 Plan Phase 2 work

Phase 2 - 2040

- 2030 Plan Status
- Demographic Growth
- Potential Alternatives to Consider

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



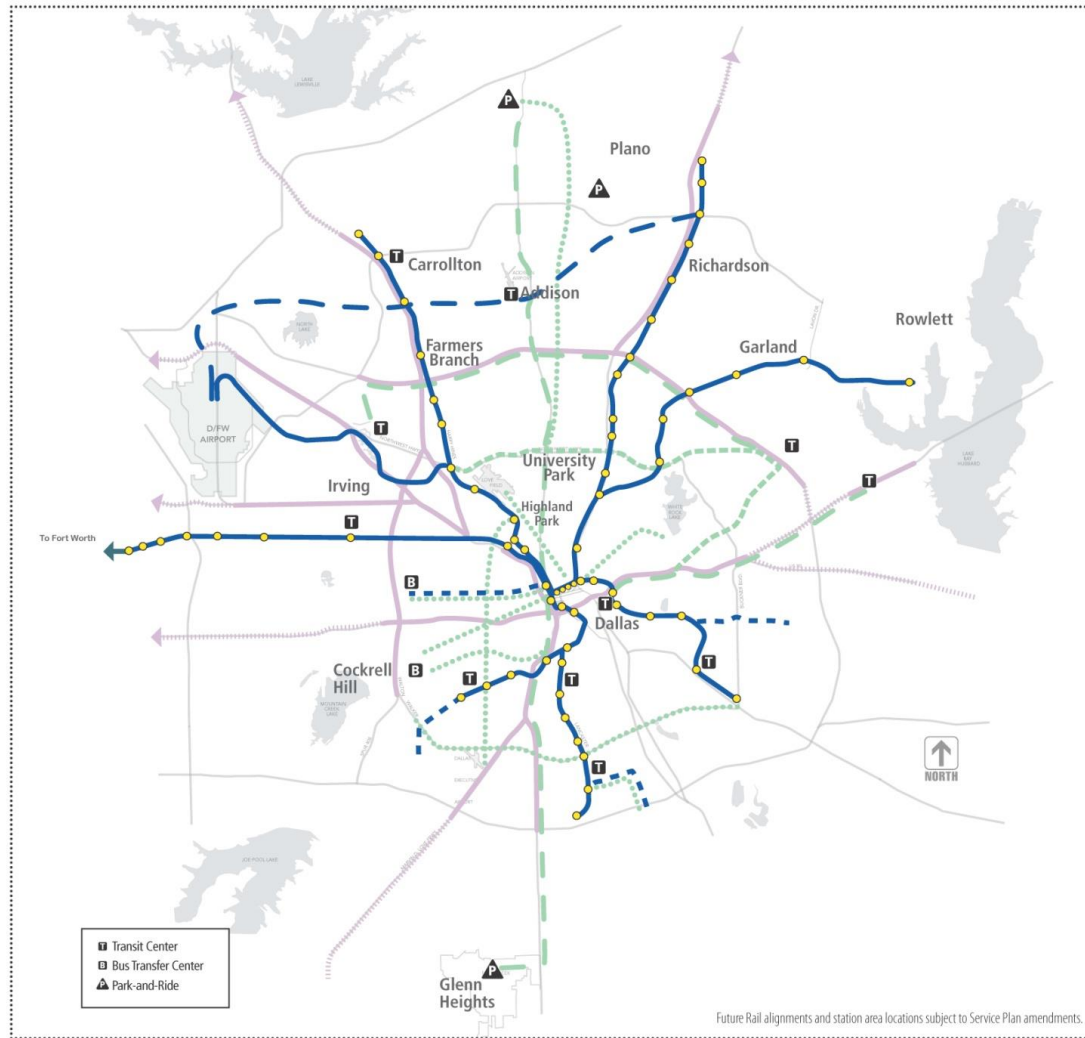
- Managed HOV Lanes**
- DART Participation
 - No DART Participation



- Paratransit**
(service provided systemwide)

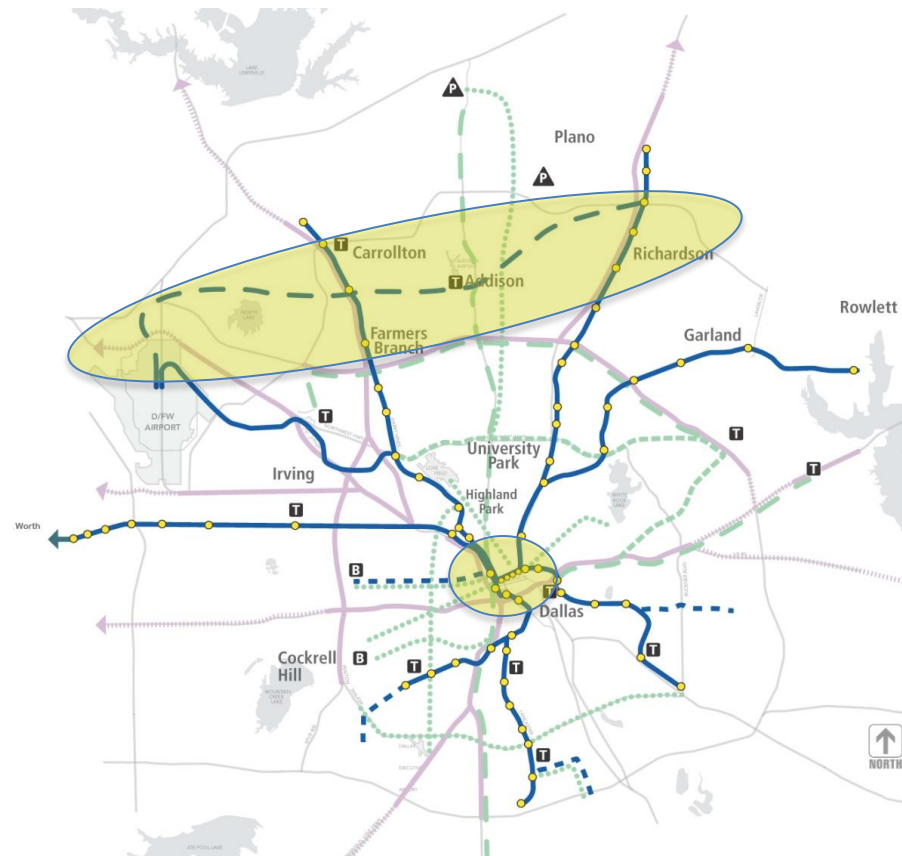


- Systemwide Mobility**
- Intelligent Transportation Systems
 - Transportation System Management
 - Travel Demand Management
 - Safety and Security
 - Passenger Facilities
 - Bicycle/Pedestrian Integration
 - System Accessibility



What's Changed since 2006?

- Economic recession
 - All new 2030 bus/rail corridors deferred to after 2030, including D2
- By 2015, some projects added to Financial Plan
 - Program of Projects (D2, Red/Blue Platforms, Streetcar)
 - Cotton Belt Corridor
- 2040 Plan will re-evaluate remaining corridors



Program of Interrelated Projects

1 Red and Blue Line Platform Extensions

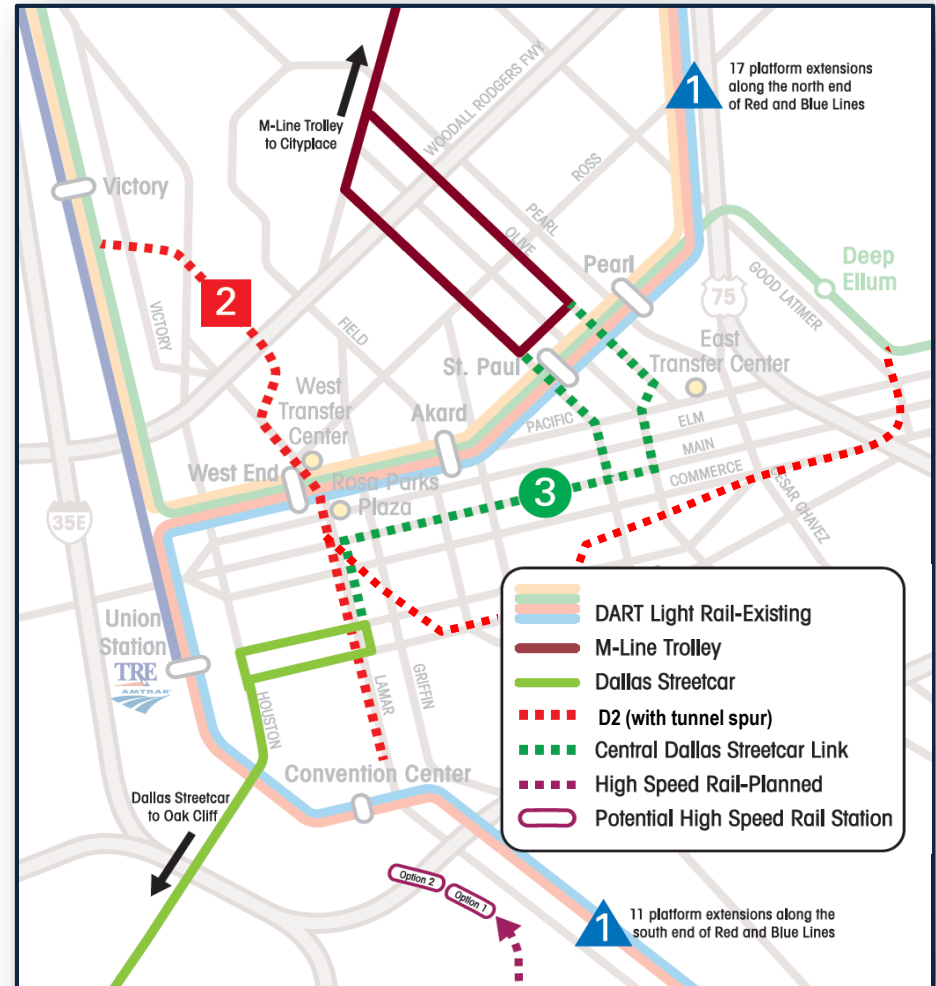
- 28 LRT Stations

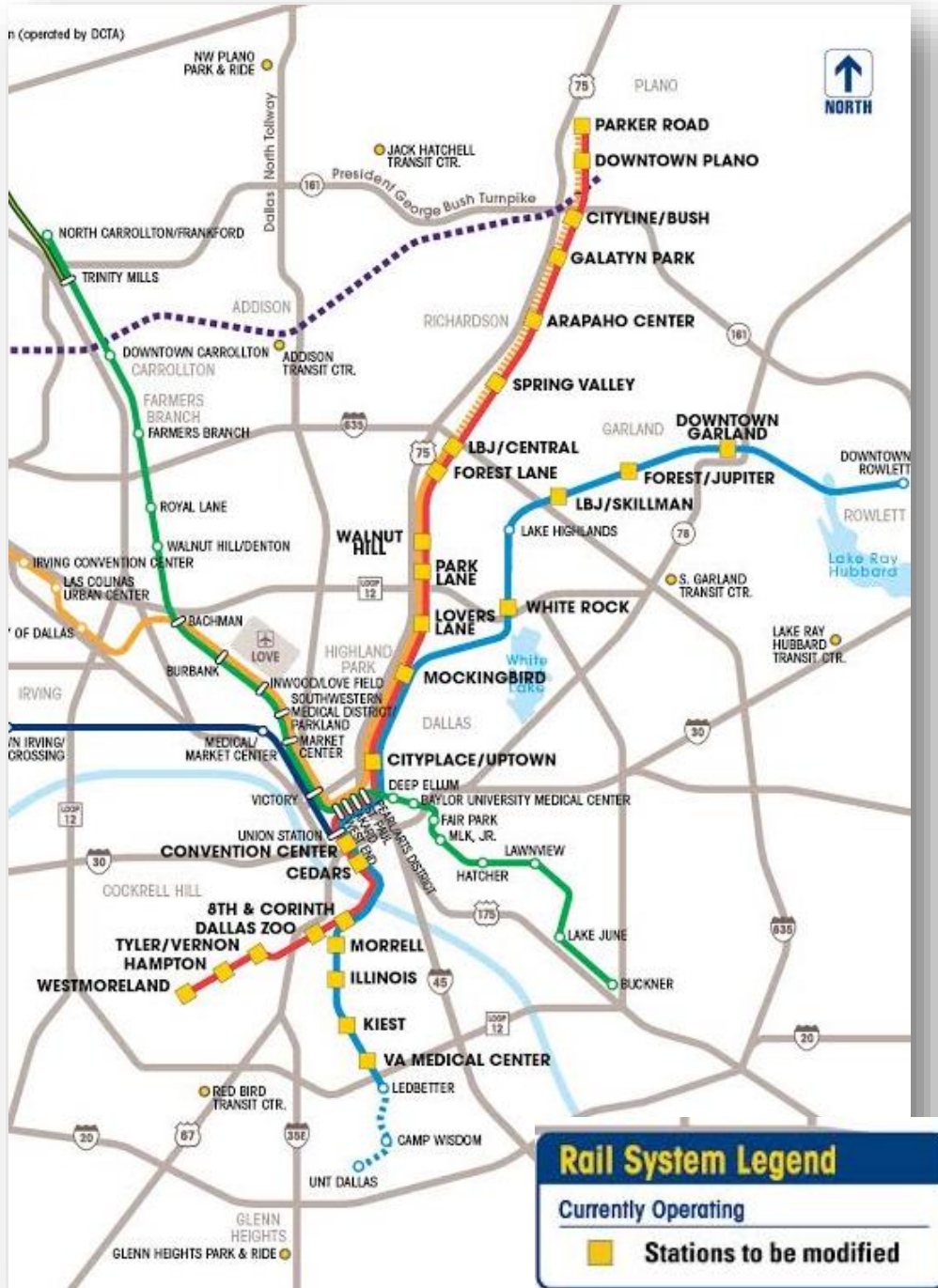
2 Downtown Second Light Rail Alignment (D2)

- Victory Station to Green Line

3 Dallas Central Streetcar Link

- Omni Hotel to St. Paul LRT Station





1

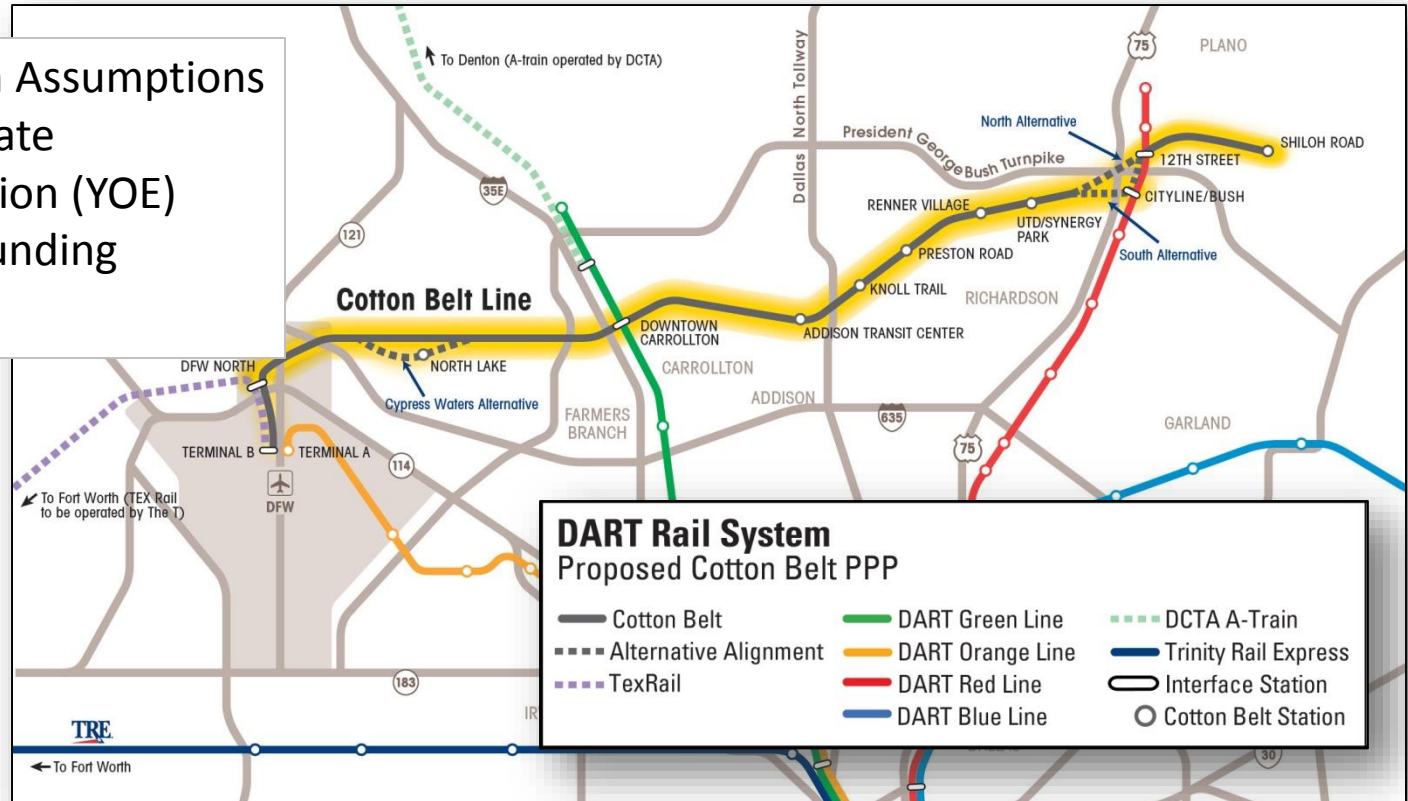
Platform Extensions

- All DART Stations constructed since 2004 can accommodate 3-car trains
- CBD stations modified in 2008 -2009
- 28 Red & Blue stations can only accommodate 2-car trains
- \$120 M Project Cost
 - \$60 M Texas Mobility Funds
 - \$58 M FTA Grant budgeted

Cotton Belt Corridor

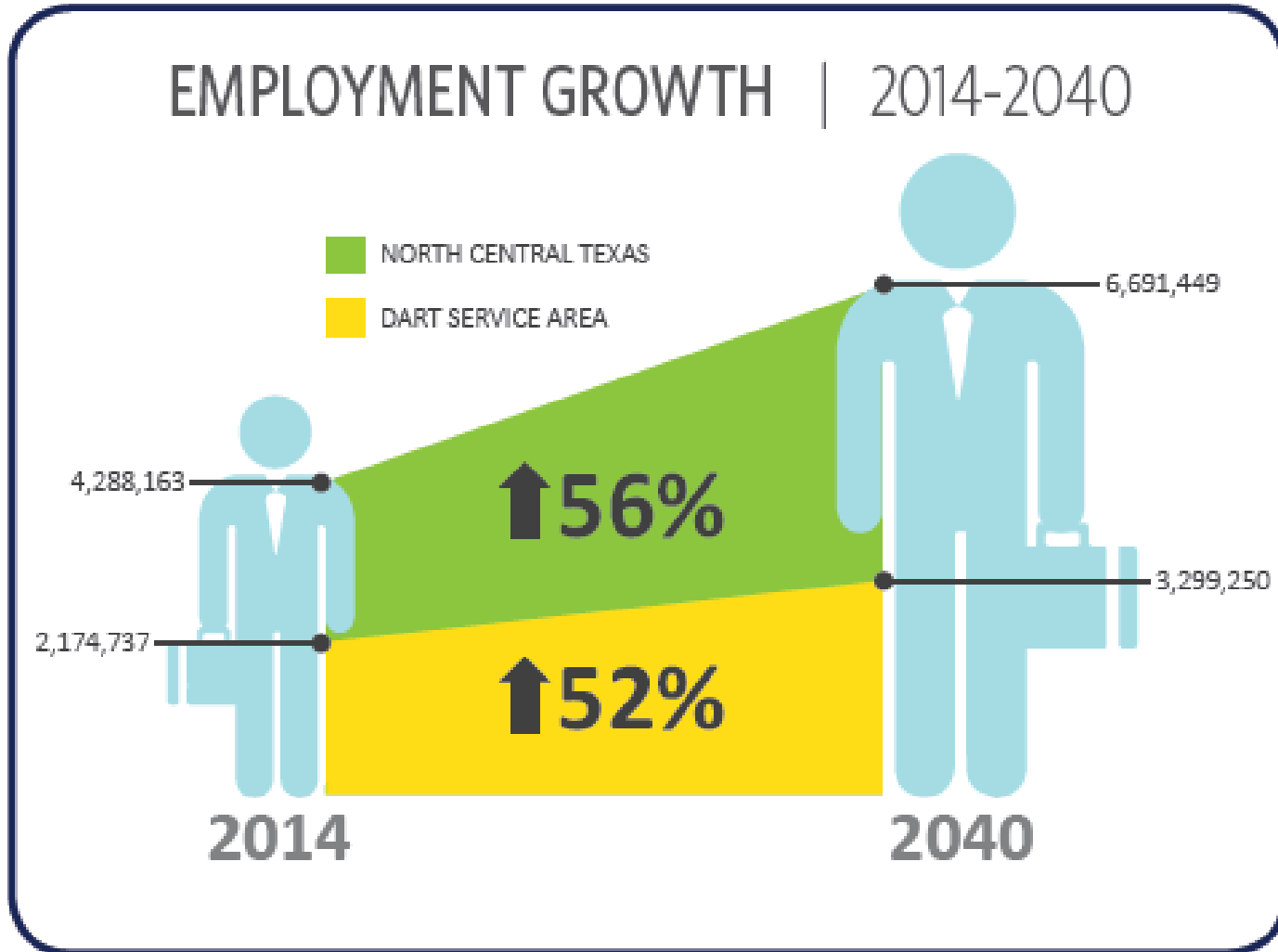
FY16 Financial Plan Assumptions

- 2035 Service Date
- \$2.9 Billion option (YOE)
- 20% external funding

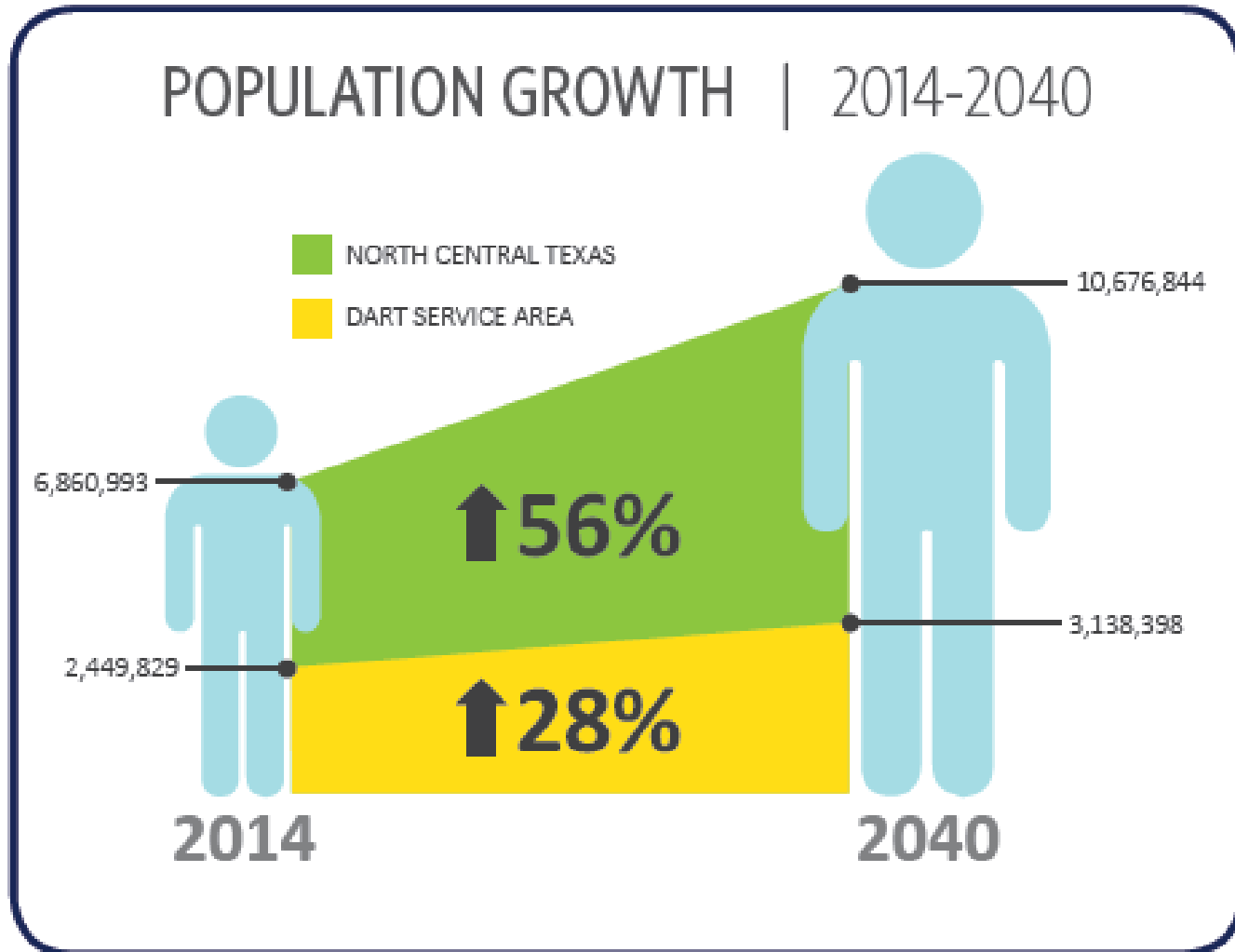


- Current efforts focused on public-private partnership options to accelerate and phase service.

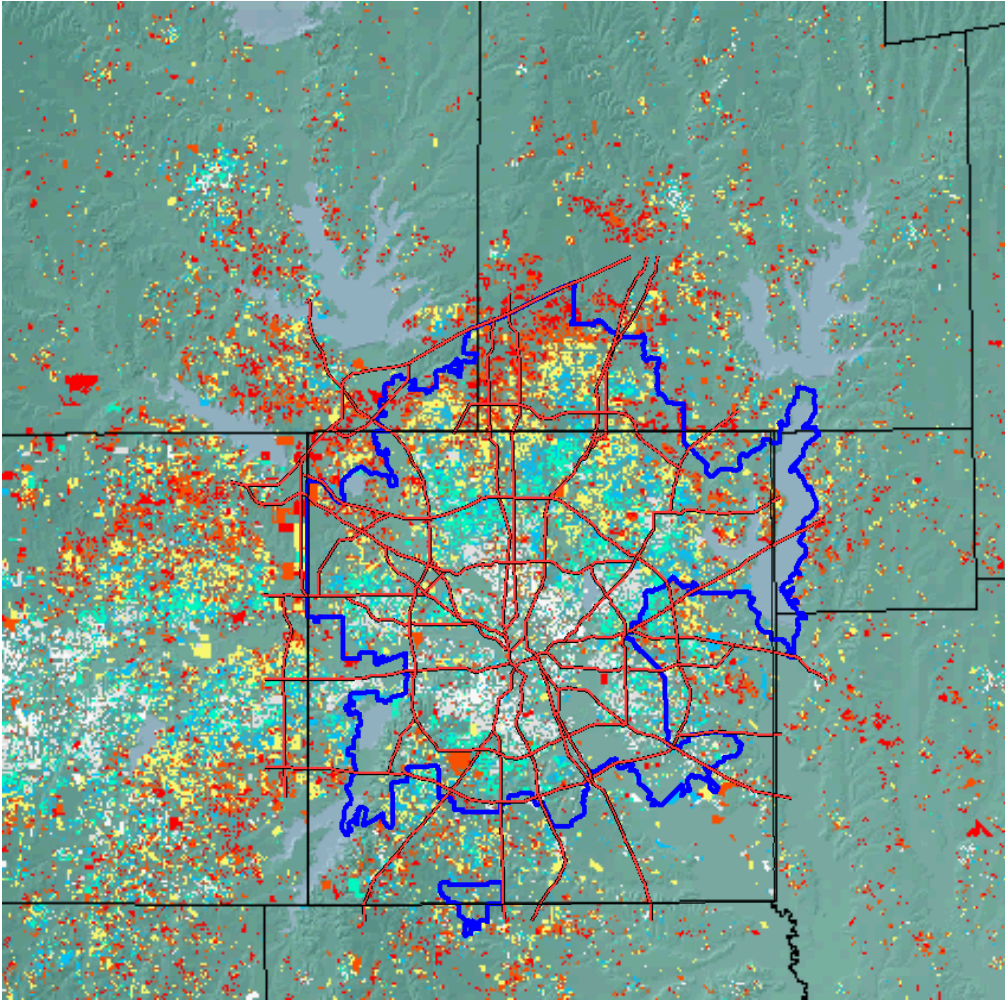
Employment Growth



Population Growth



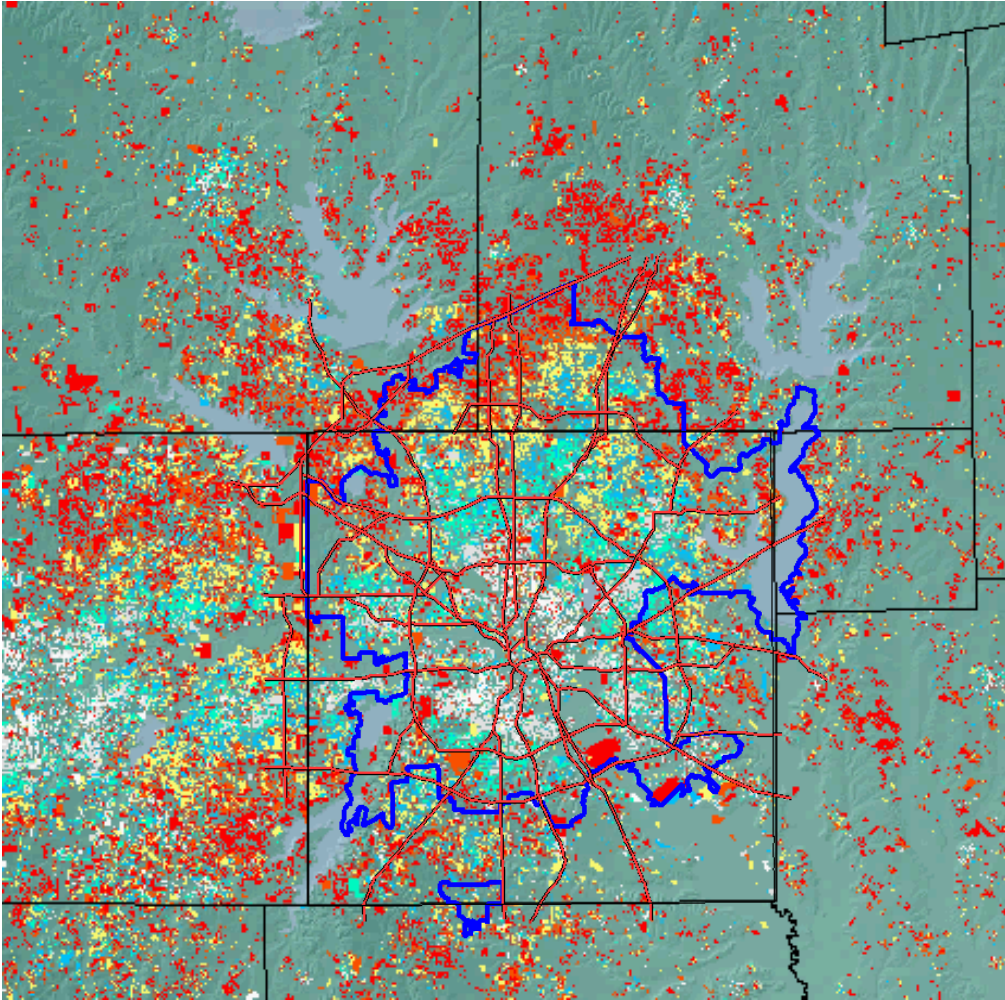
1950-2040 Growth Animation



2000

- Before 1955
- 1956-1965
- 1966-1975
- 1976-1985
- 1986-1995
- 1996-Present
- 2040 Forecast

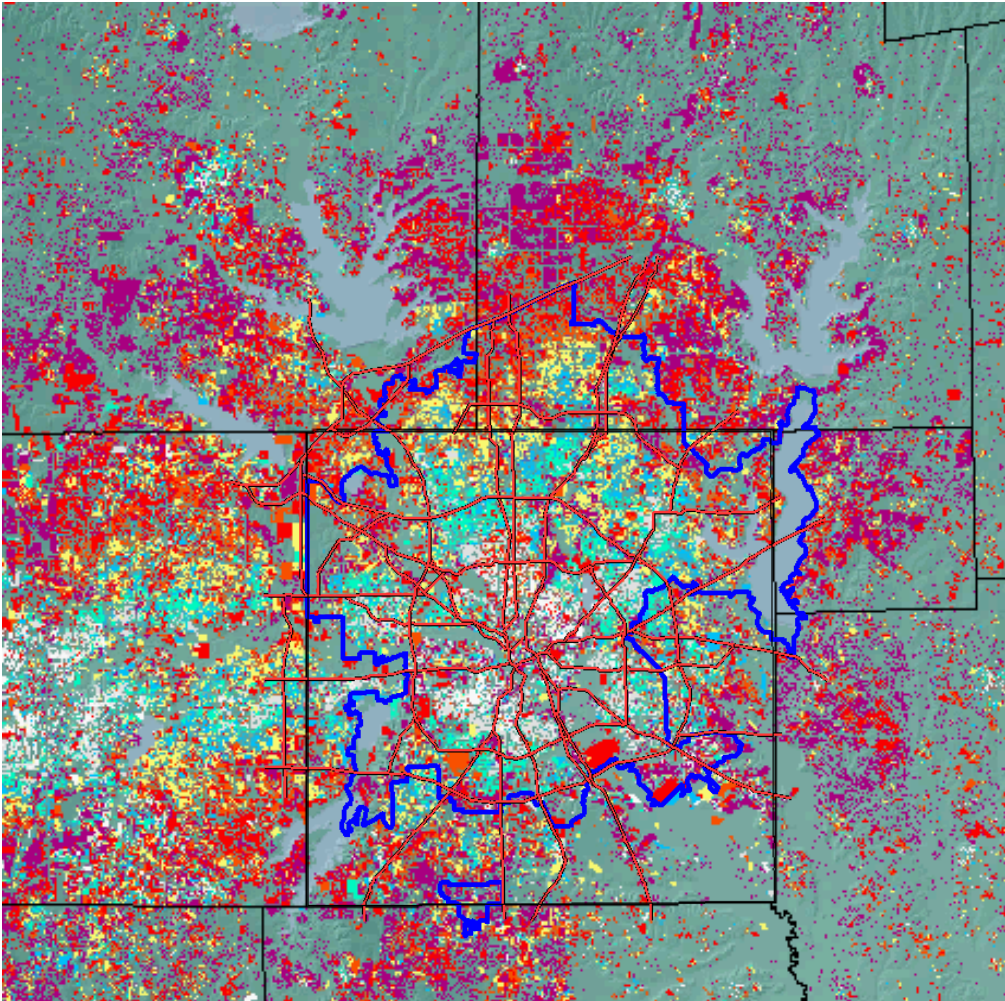
1950-2040 Growth Animation



2010

- Before 1955
- 1956-1965
- 1966-1975
- 1976-1985
- 1986-1995
- 1996-Present
- 2040 Forecast

1950-2040 Growth Animation



2040

- Before 1955
- 1956-1965
- 1966-1975
- 1976-1985
- 1986-1995
- 1996-Present
- 2040 Forecast

Initial Alternatives

- Several initial alternatives to consider are based on prior DART plan and NCTCOG plan
 - DART 2030 Transit System Plan
 - DART 2030 Vision Element
 - NCTCOG 2040 Recommendations

West Dallas



Midtown/Valley View Dallas



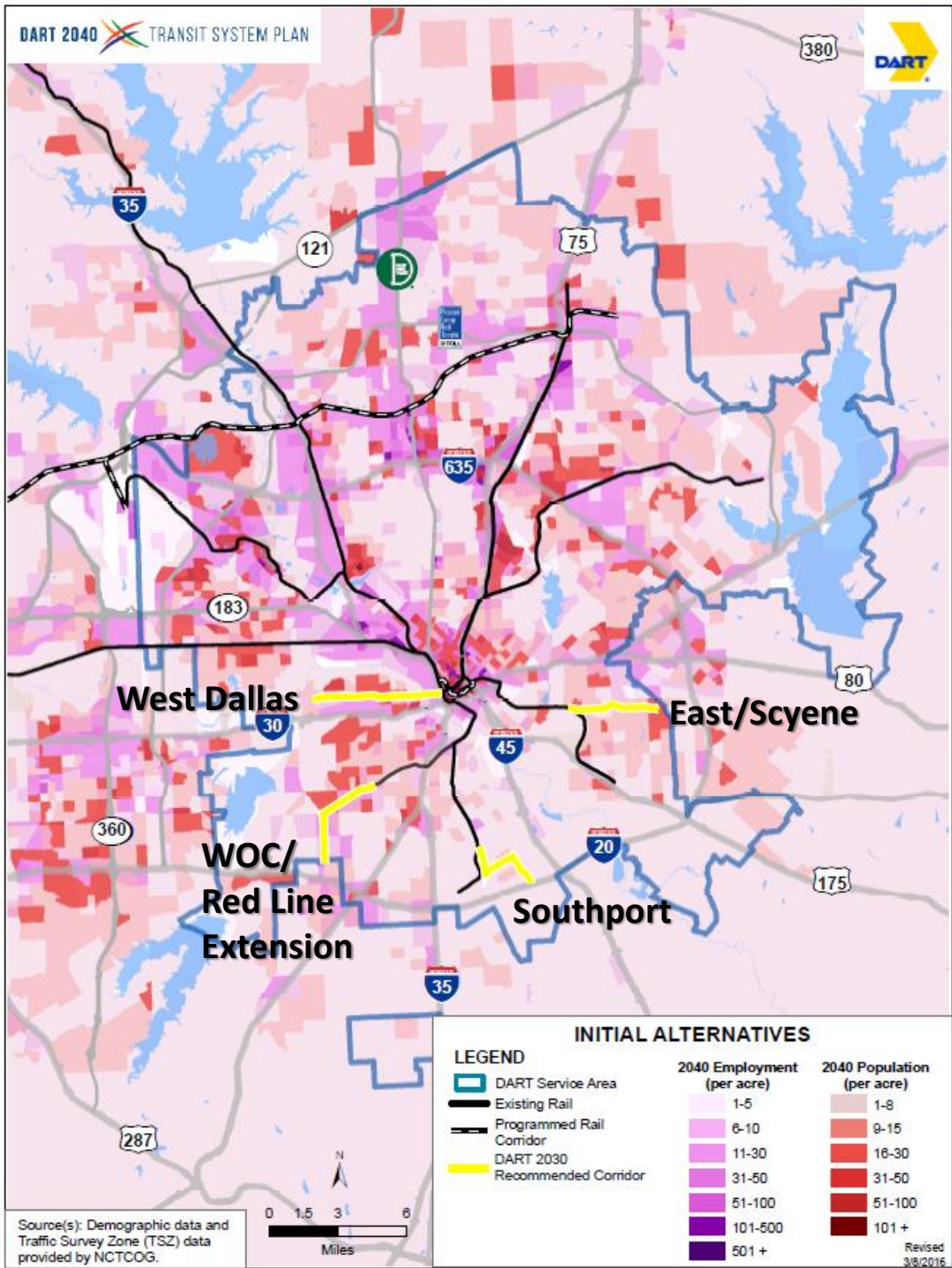
Legacy West Plano





Initial Alternatives

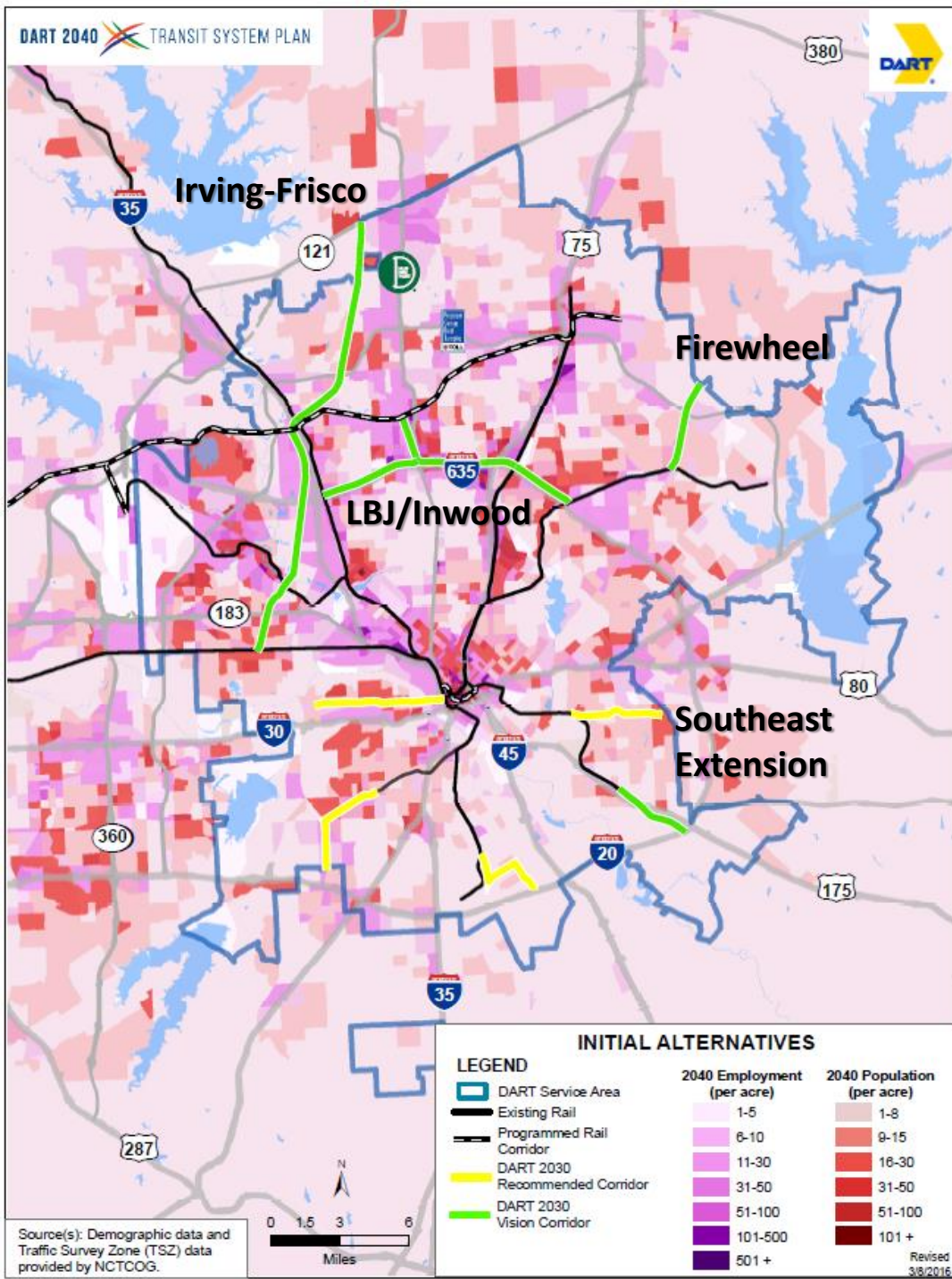
- Deferred 2030 Transit System Plan Corridors

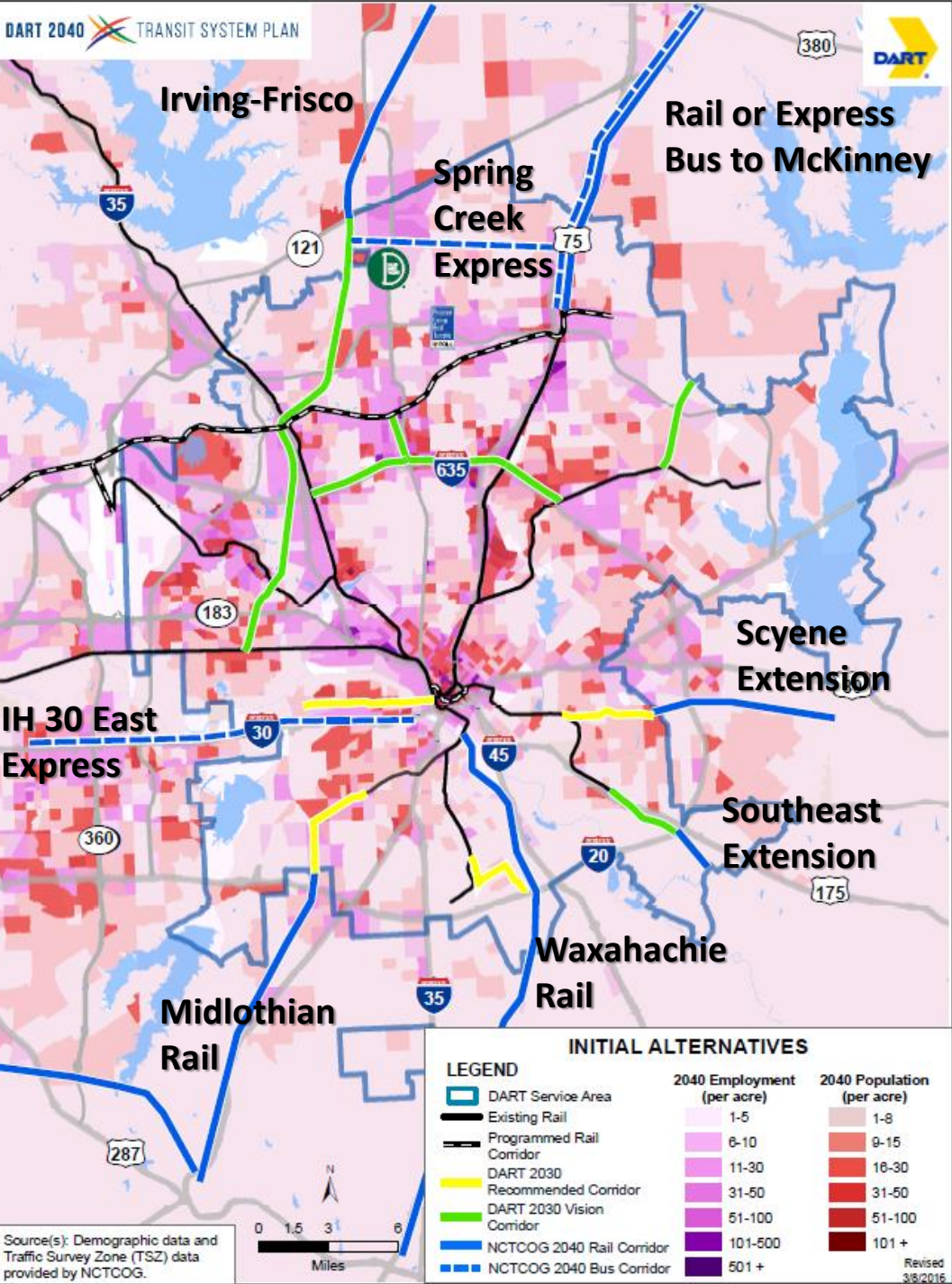




Initial Alternatives

- Deferred 2030 Transit System Plan Corridors
- 2030 Vision Corridors





Initial Alternatives

- Deferred 2030 Transit System Plan Corridors
- 2030 Vision Corridors
- **NCTCOG 2040 Plan Rail and Bus Corridors**

Source(s): Demographic data and Traffic Survey Zone (TSZ) data provided by NCTCOG.

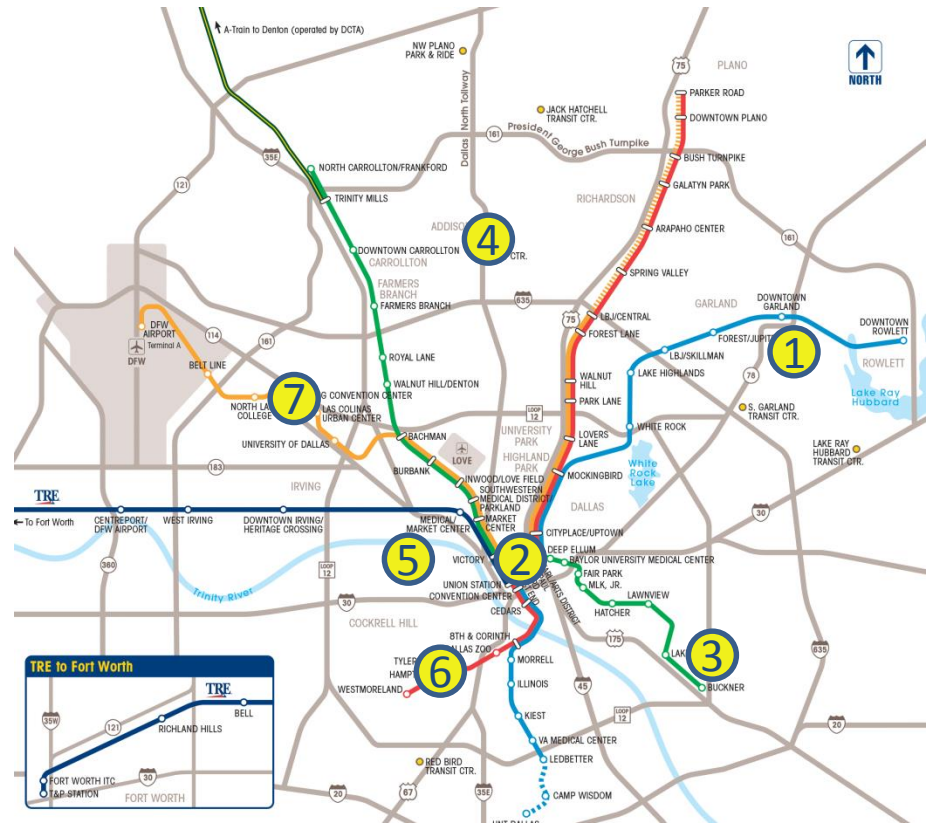


Financial Capacity

- There are many potential projects to consider
 - but there is limited financial capacity.
- 2040 Plan will be closely tied to the DART 20-Year Financial Plan :
 - What level of COA/Bus Service Plan changes DART can afford over the next 10-15 years?
 - What longer-range projects or programs can we afford through 2040?

Recent Community Meetings

- 1** **MAR 21** **Monday, March 21 | 6:30pm**
 Gale Fields Recreation Center
 1701 Dairy Road, Garland
- 2** **MAR 23** **Wednesday, March 23 | Noon**
 DART Board Room
 1401 Pacific Avenue, Dallas
- 3** **MAR 23** **Wednesday, March 23 | 6:30pm**
 Eastfield College Pleasant Grove Campus
 802 South Buckner, Dallas
- 4** **MAR 24** **Thursday, March 24 | 6:30pm**
 Addison Conference Centre
 15650 Addison Road, Addison
- 5** **MAR 29** **Tuesday, March 29 | 6:30pm**
 West Dallas Multipurpose Center
 2828 Fish Trap Road, Dallas
- 6** **MAR 30** **Wednesday, March 30 | 6:30pm**
 Hampton Illinois Library
 2951 S Hampton Road, Dallas
- 7** **MAR 31** **Thursday, March 31 | Noon**
 Urban Towers
 222 W. Las Colinas Blvd, Irving



Outreach Efforts

- March 9 – City/Agency Staff Meeting
- www.DART.org/2040 / www.transporteDART.org
- DART MySidewalk page www.DART.org/Talk2040
- Email to 2040Plan@DART.org
- Email/text notifications to subscriber lists
- Social media posts
- Bilingual brochure on buses/trains
- Community meetings
- Stakeholder briefings

Suggestions We've Heard

RAIL

- Dallas North Tollway Rail
- TRE Extension south to HSR station area
- Streetcar to Knox-Henderson area, other
- Infill Knox-Henderson Station
- Operational improvements to the current rail system

BUS

- More frequent service
- Express and Rapid Bus service
- Crosstown routes
- Weekend service
- Straighter/simpler network
- New or enhanced last mile connections/ partnerships.

Next Steps

- Review public and stakeholder input
- Define initial alternatives
- Develop evaluation criteria and analysis tools
- Conduct evaluation to develop short list of projects and programs
- Update financial affordability relative to FY17 Financial Plan development
- Continue briefings with DART Board of Directors and key stakeholders

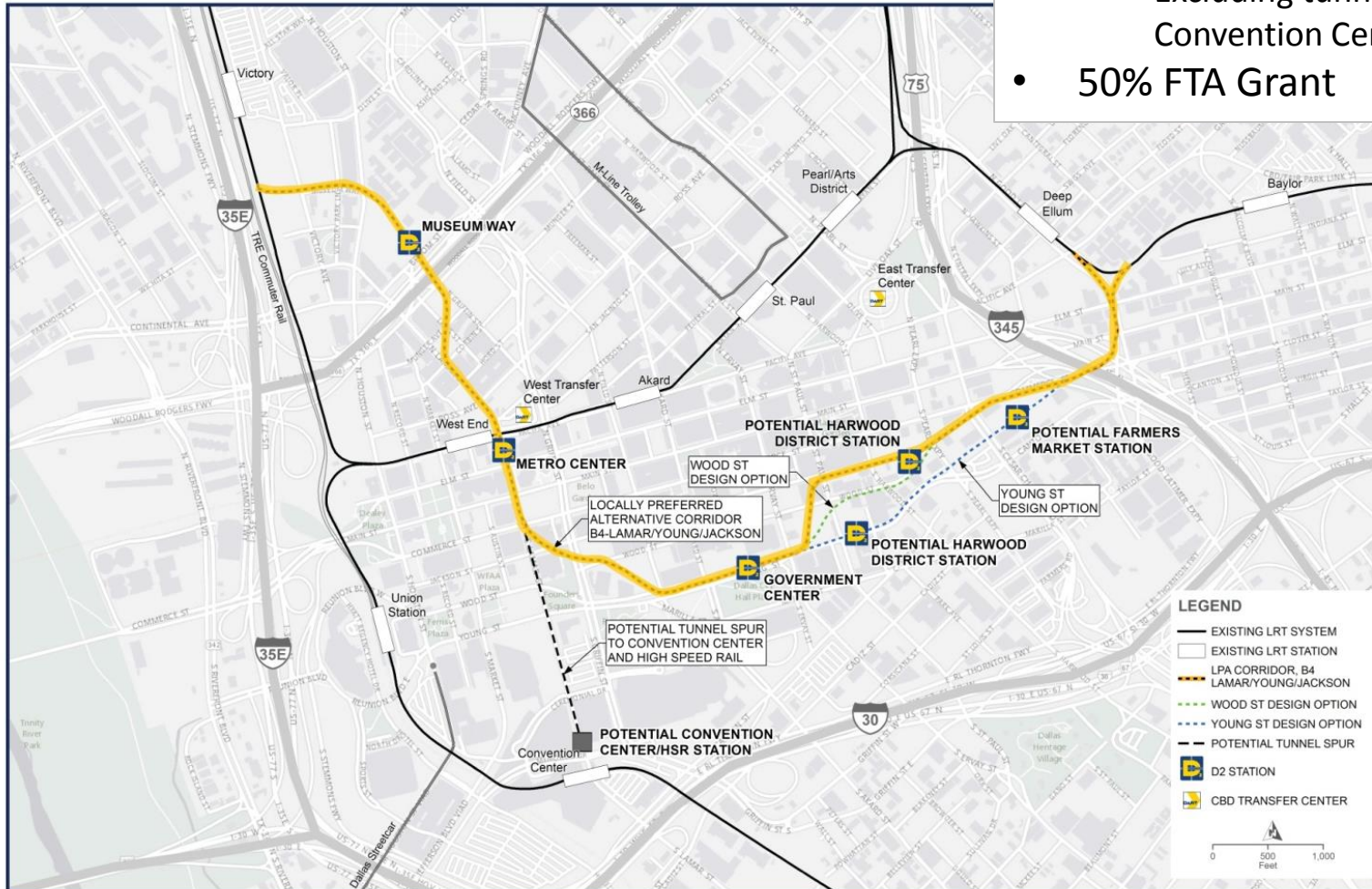


214.979.1111
www.DART.org

D2 Project

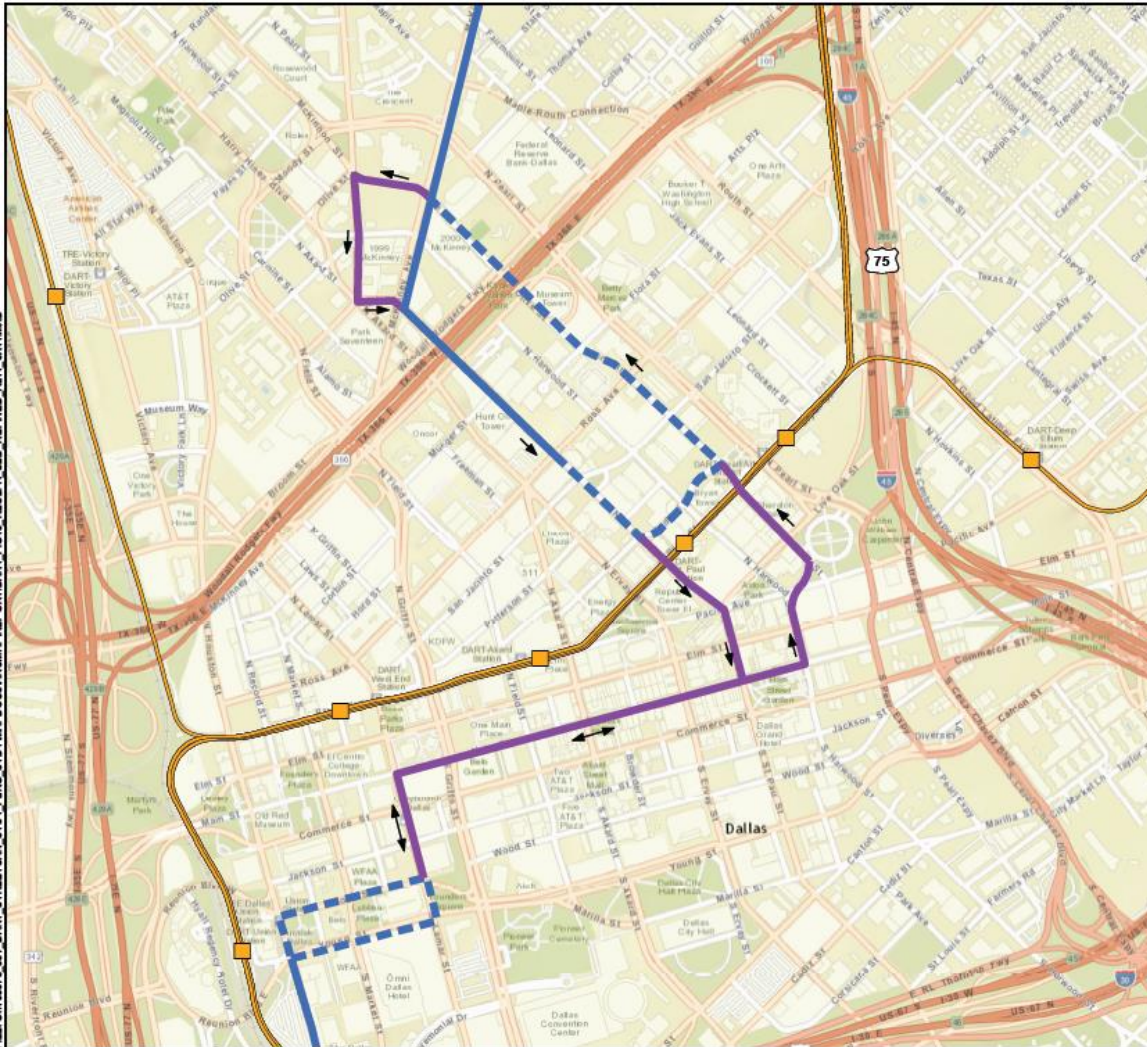
FY16 Financial Plan Assumptions

- 2021 Service Date
- \$650 M Project Cost (YOE)
 - Excluding tunnel spur to Convention Center
- 50% FTA Grant



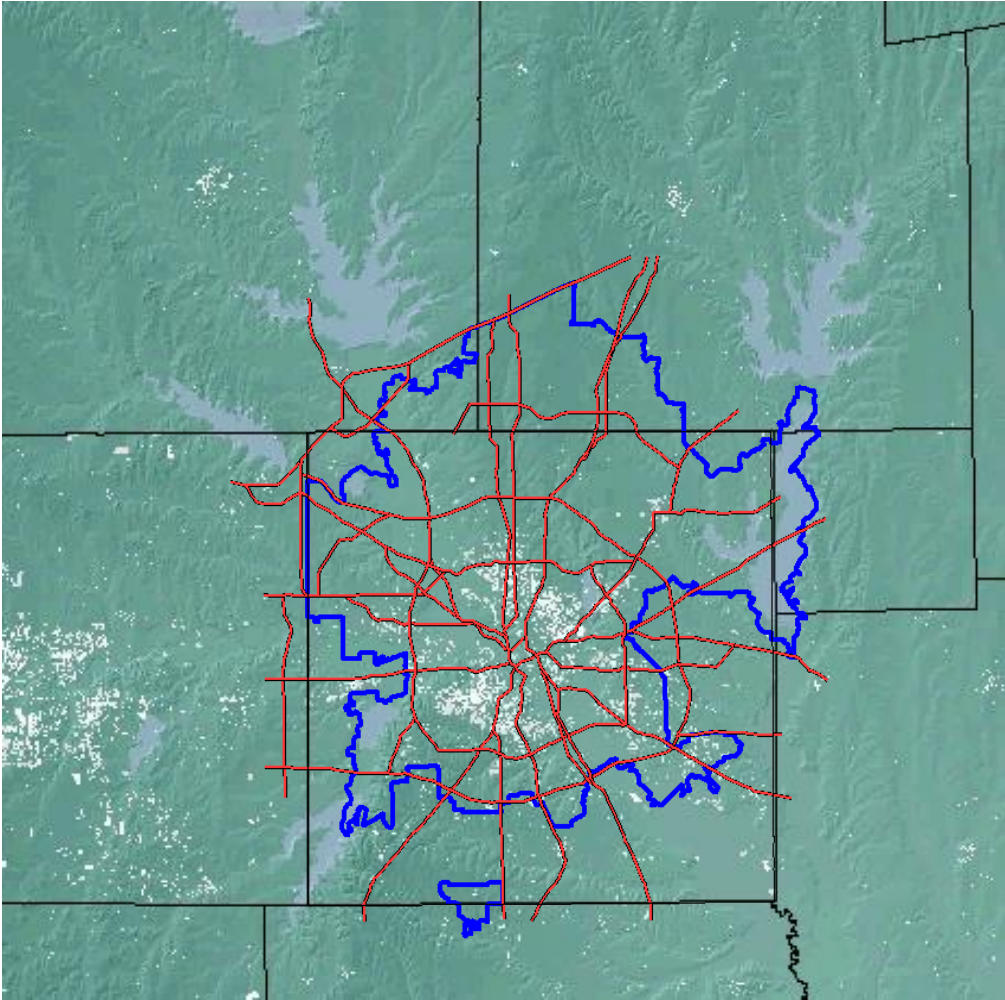
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Dallas Streetcar Central Link



- Proposed Locally Preferred Alternative
- DART FY16 Financial Plan includes \$80M for project
 - \$40M external funds

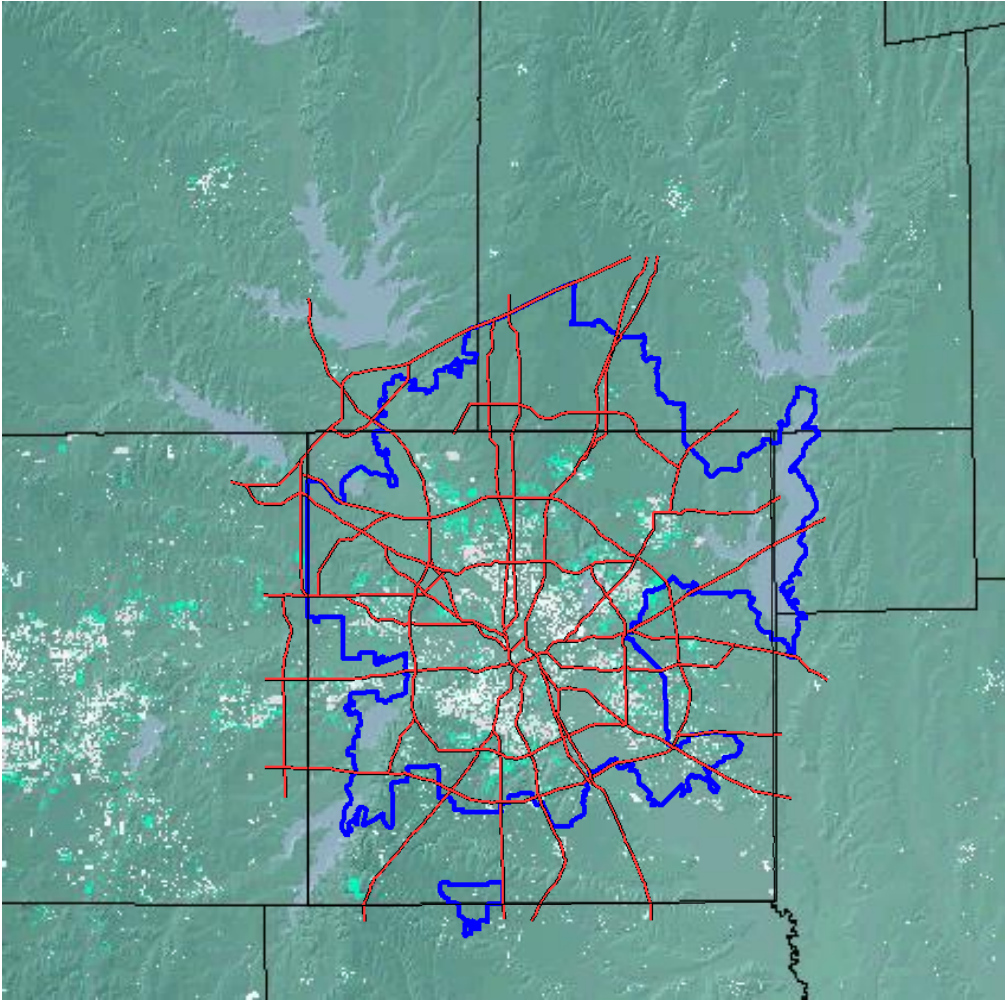
1950-2040 Growth Animation



1950

- Before 1955
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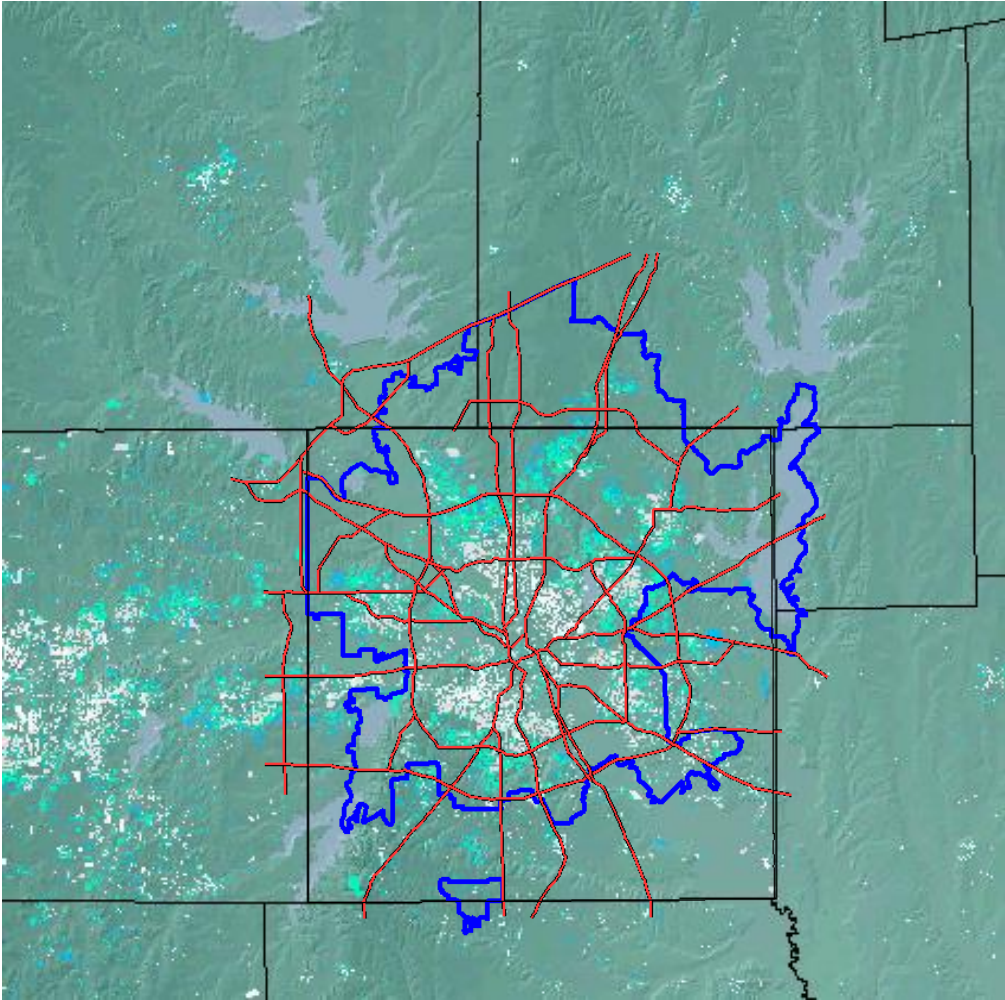
1950-2040 Growth Animation



1960

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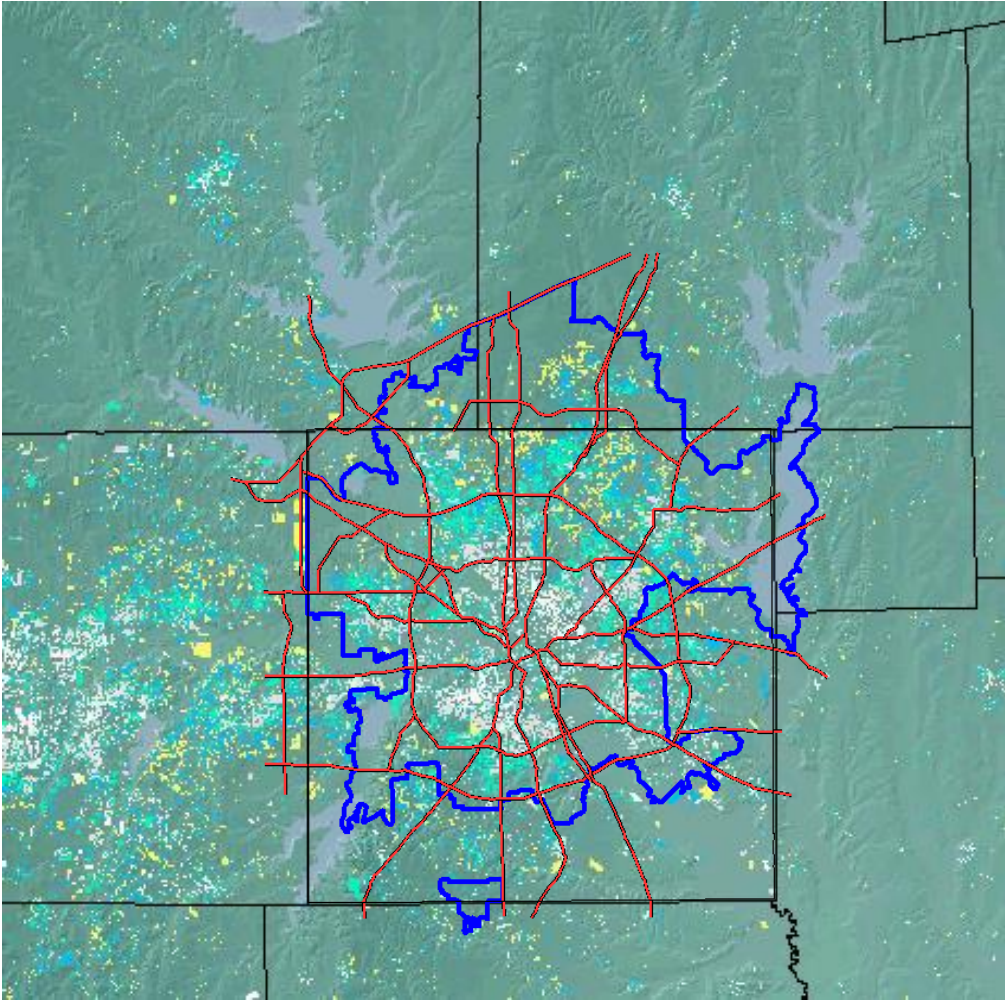
1950-2040 Growth Animation



1970

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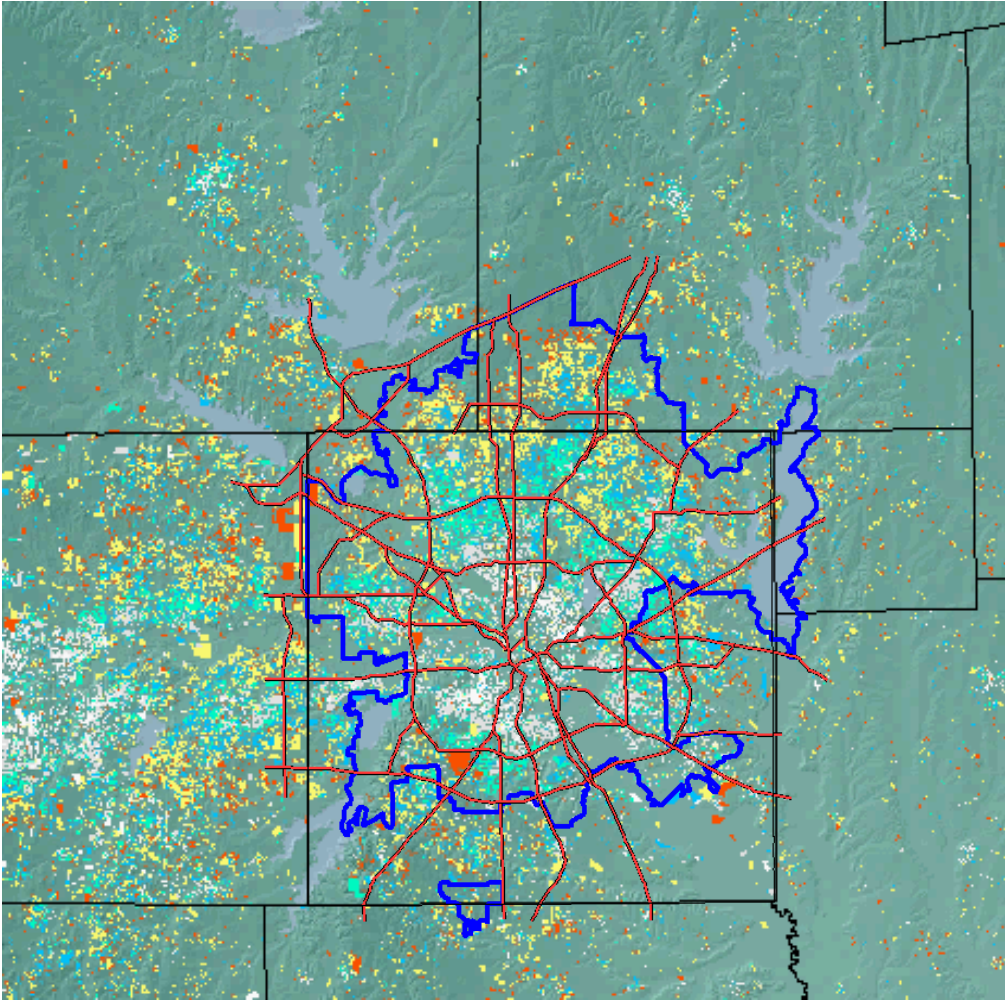
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1980

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1950-2040 Growth Animation



1990

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