

Memorandum



CITY OF DALLAS

DATE June 10, 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 Dallas City Center Master Assessment Process (CityMAP)

On Monday, June 13, 2016, you will be briefed on Dallas City Center Master Assessment Process (CityMAP). The briefing materials are attached for your review.

Please do not hesitate to contact me if you have any questions or need additional information.

A handwritten signature in blue ink, appearing to read 'Alan E. Sims'.

Alan E. Sims

Chief of Neighborhood Plus

c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Christopher D. Bowers, Interim 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
Mark McDaniel, Assistant City Manager
Jill A. Jordan, P.E., 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



DALLAS CITY CENTER MASTER ASSESSMENT PROCESS (CityMAP)

Transportation and Trinity River Project Committee
June 13, 2016





AGENDA

The Challenge - Why CityMAP?

What is CityMAP?

Where We Began

The Process

Stakeholder Input

Factor Analysis

Observed Travel Patterns

Scenario Development

CityMAP Infographic

Next Steps

The Challenge – Why CityMAP?

Major metro areas in Texas are experiencing **RAPID POPULATION GROWTH**

The state's urban highway system is becoming **MORE AND MORE CONGESTED**

Governor Abbott initiated the Texas Clear Lanes program led by the Texas Transportation Commission to identify the state's most congested chokepoints

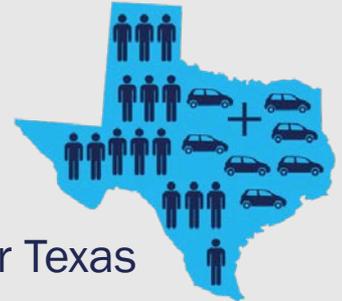
Texas Transportation Commissioner Victor Vandergriff is focused on this initiative

Dallas has 6 freeways that fall in the **TOP 25 MOST CONGESTED FREEWAYS** in the state

Proposition 7 and Proposition 1 establish funding

Innovative solutions must be found to realize Governor Abbott's vision for Texas

...to respond to the need for innovation, Dallas CityMAP was created



What is CityMAP?

An early, open and **COLLABORATIVE** process to...

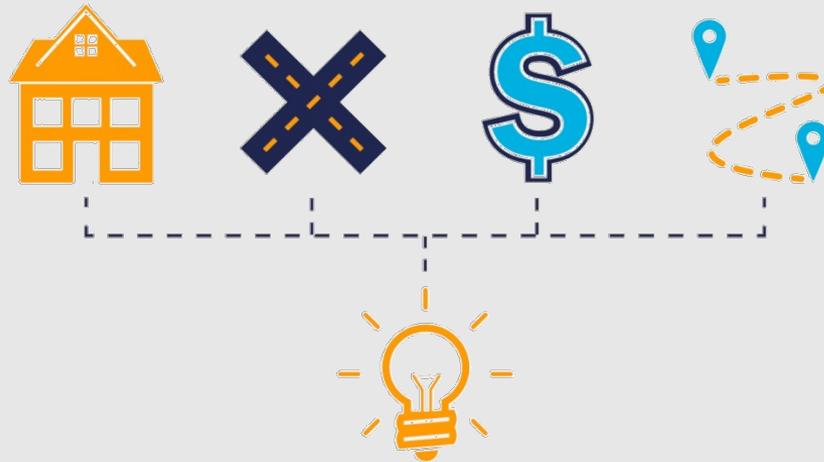
Improve **MOBILITY**

Create a more **LIVABLE** urban core

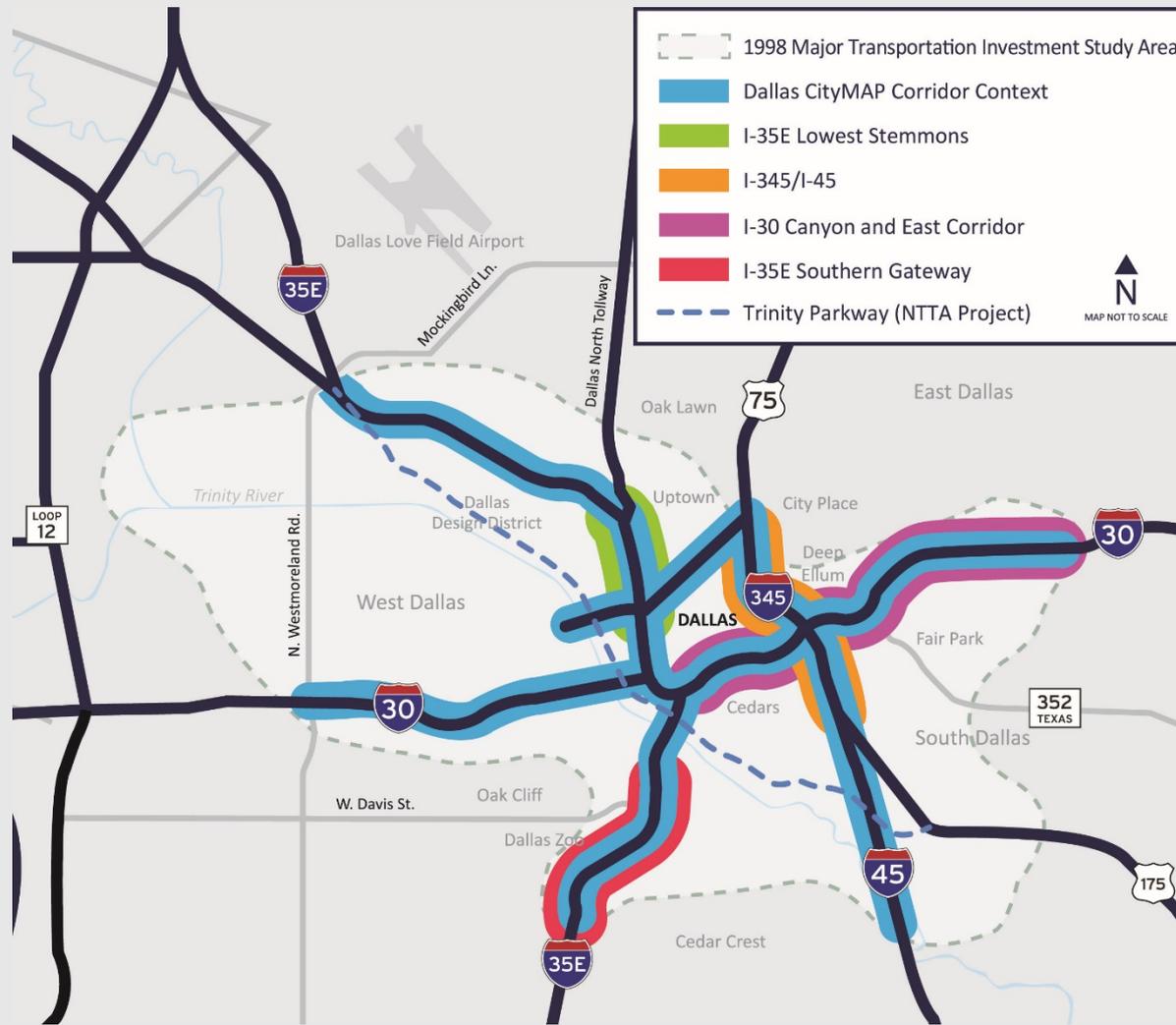
Increase **ECONOMIC** opportunity

CONNECT our neighborhoods and cultural resources

Evaluate the scenarios using a **MULTI-DIMENSIONAL** perspective



What is CityMAP?



Where We Began



www.dallascitymap.com



[HOME](#) [RESULTS](#) [WORKSHOPS](#) [CONTACT](#)

www.dallascitymap.com

WE BELIEVE

that great things happen when a city **COMES TOGETHER** to develop a long-term plan **FOR THE FUTURE** of the community.



Where We Began



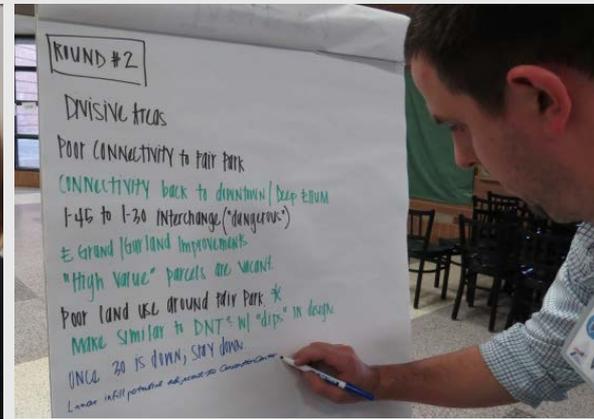
we listened to
200+ INFLUENCERS

for more than
150 HOURS

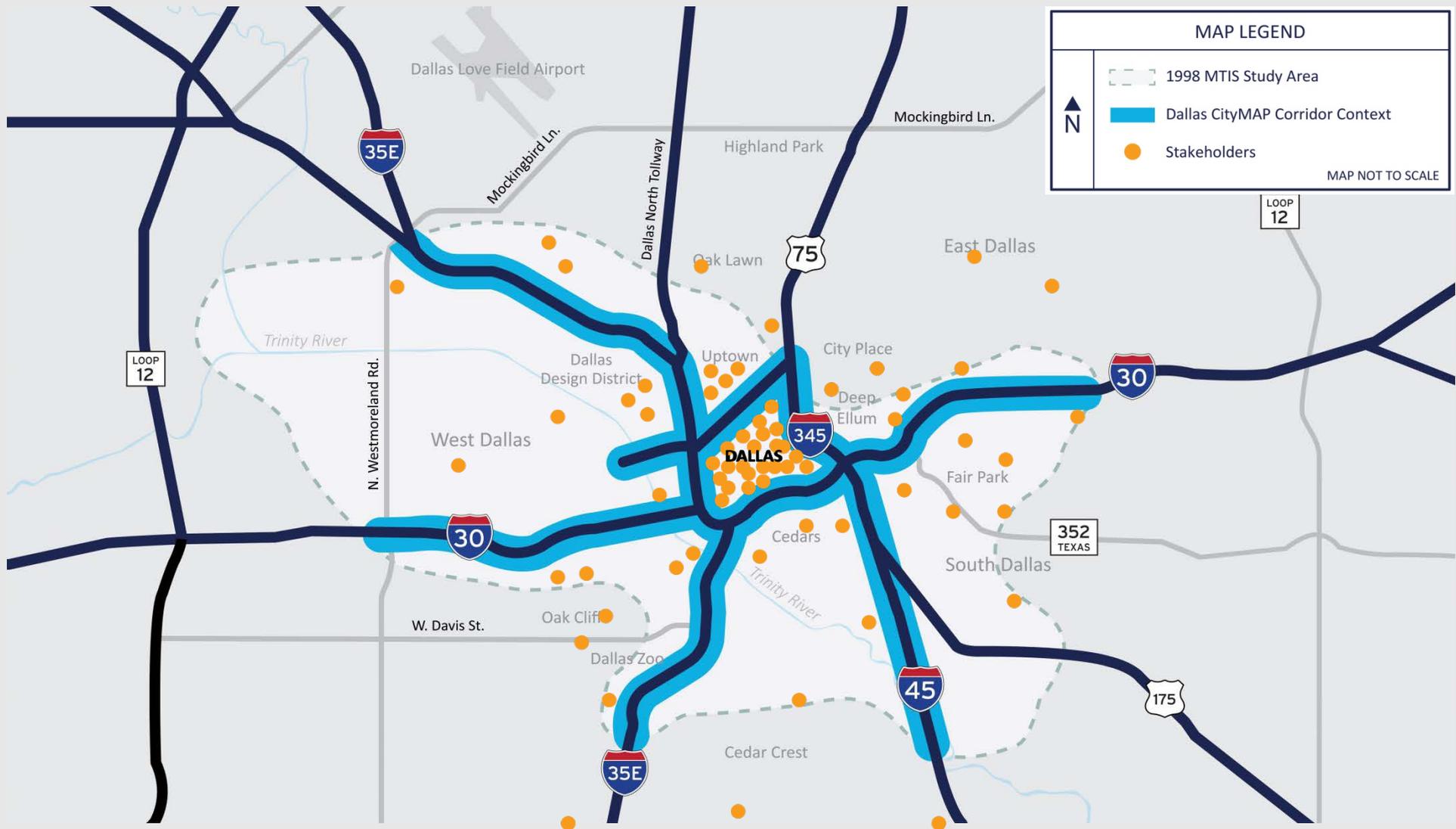
during
80 + SESSIONS
with stakeholders

concerning more than
30 MILES
of Dallas' urban freeways

More Than 80 Listening Sessions and 3 Public Workshops



Stakeholder Input



Stakeholder Input

LIVABILITY and QUALITY OF LIFE improvements for the downtown

Recognize the LINK BETWEEN TRANSPORTATION, COMMUNITIES AND DEVELOPMENT of all scales

Improved MOBILITY and TRAFFIC CONGESTION

Neighborhood safety CONNECTIONS

Highways and complete streets can COEXIST

Potential for LAND USE TO EVOLVE in response to new corridor construction

Consider D2, Dallas 360, HSR and convention center IMPACTS TO ECONOMIC DEVELOPMENT and urban fabric

Multiple BARRIERS LIMIT CONNECTIVITY

PARKING should be reconsidered in the downtown core

Public Workshop at the Dallas African American Museum



Public Workshop at the Dallas Regional Chamber



Factor Analysis (Important Factors That Emerged)

Factors evaluated for each scenario:

- Mobility
- Connectivity
- Economic Development
- Facility Capital Cost
- Facility Development and Construction Duration
- Parks and Open Space Quantity
- Visual Impact

Observed Travel Patterns

- How motorists use the “spoke” system to and through the “hub” of downtown
- Downtown receives the highest or next highest percentage of origin trips
- Through-downtown trips to other destinations in the city or some that leave Dallas
- Through trips are small in comparison to the number of trips which originate outside the loop and leave the freeway inside the loop
- Hub and spoke freeway system serves a multitude of travel patterns
- The most prevalent remains direct access to the CBD and greater Downtown from the City, suburban neighbors, and the region

Bluetooth Data Examples

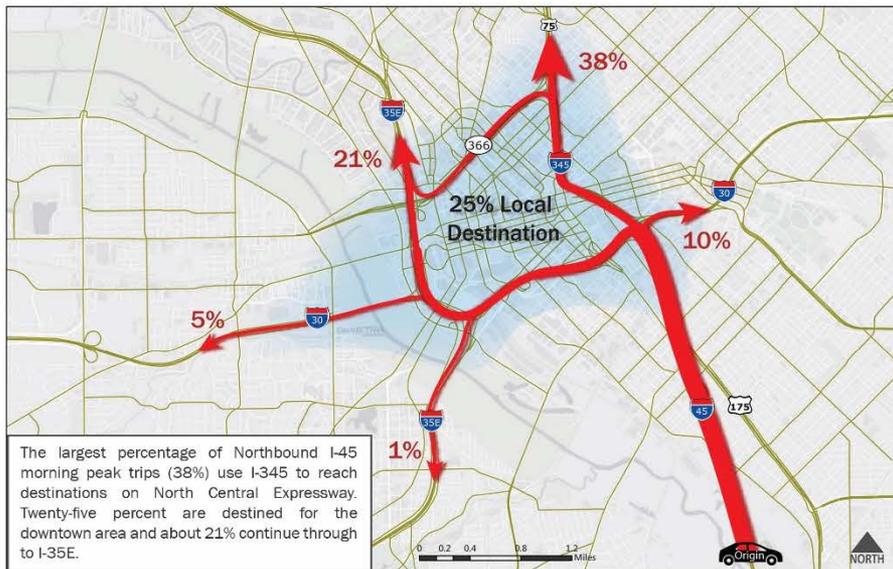


FIGURE 4-7 TRANSPORTATION ANALYSIS OF AM TRAFFIC FLOW - ORIGIN: I-45 Source: Kimley-Horn

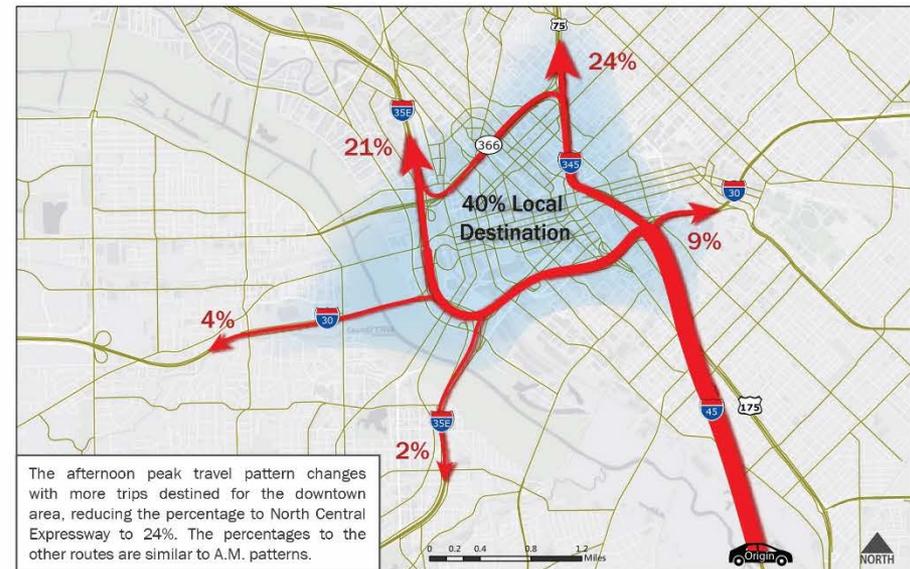


FIGURE 4-8 TRANSPORTATION ANALYSIS OF PM TRAFFIC FLOW - ORIGIN: I-45 Source: Kimley-Horn

Observed Travel Patterns

Bluetooth Data Examples

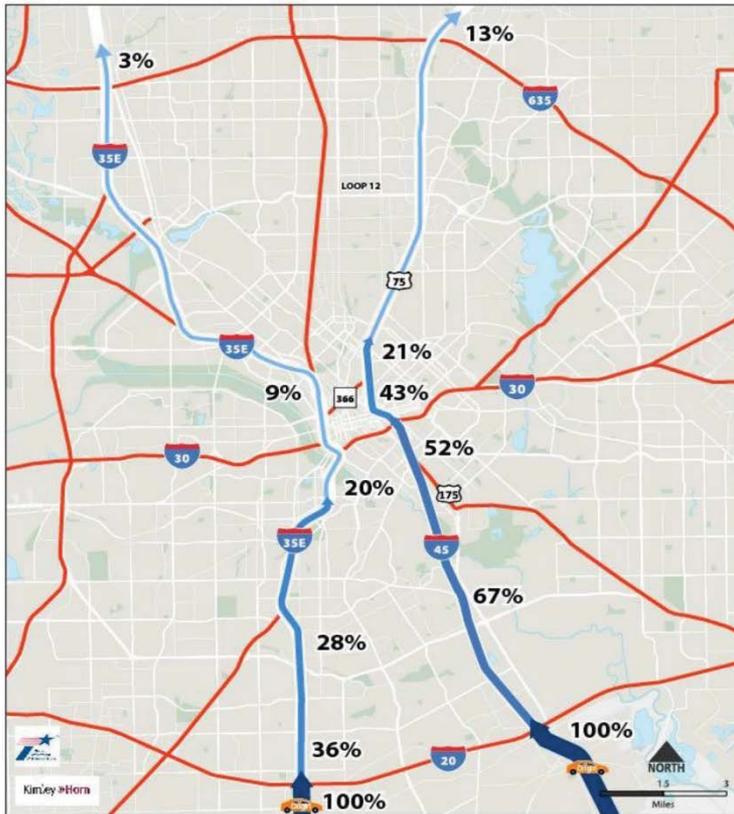


FIGURE 4-19: WEEKDAY NORTHBOUND TRAFFIC FLOW Source: Kimley-Horn

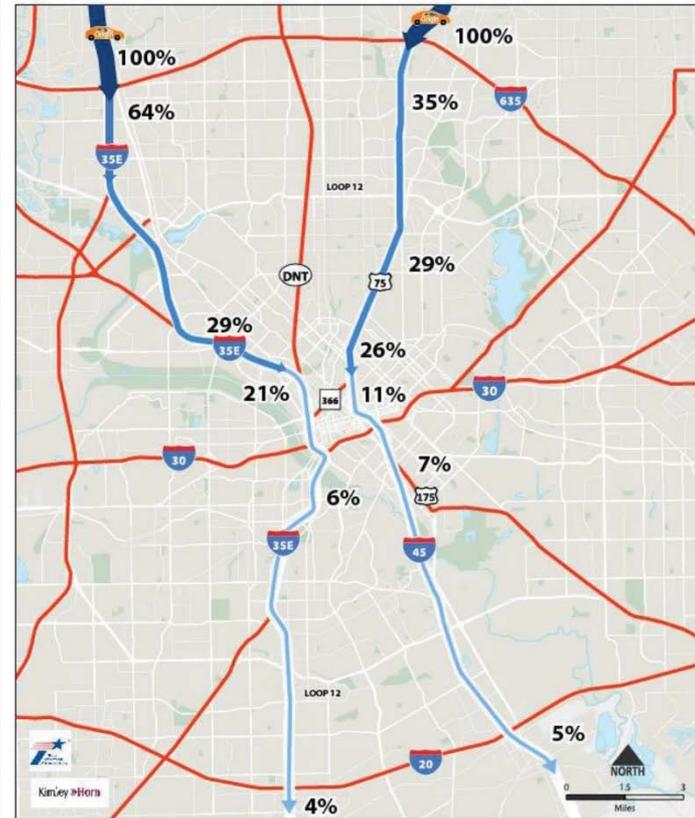
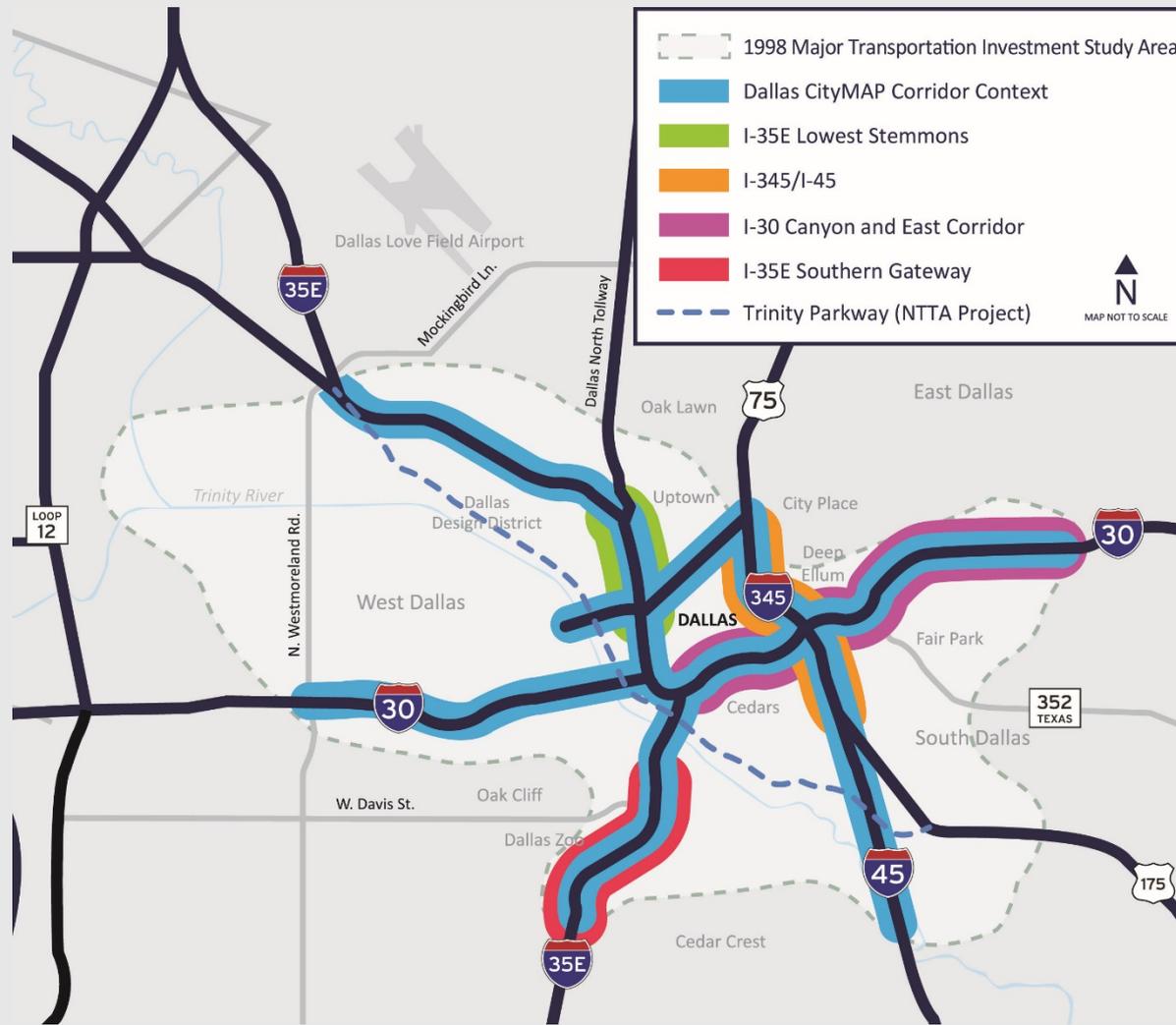


FIGURE 4-20: WEEKDAY SOUTHBOUND TRAFFIC FLOW Source: Kimley-Horn

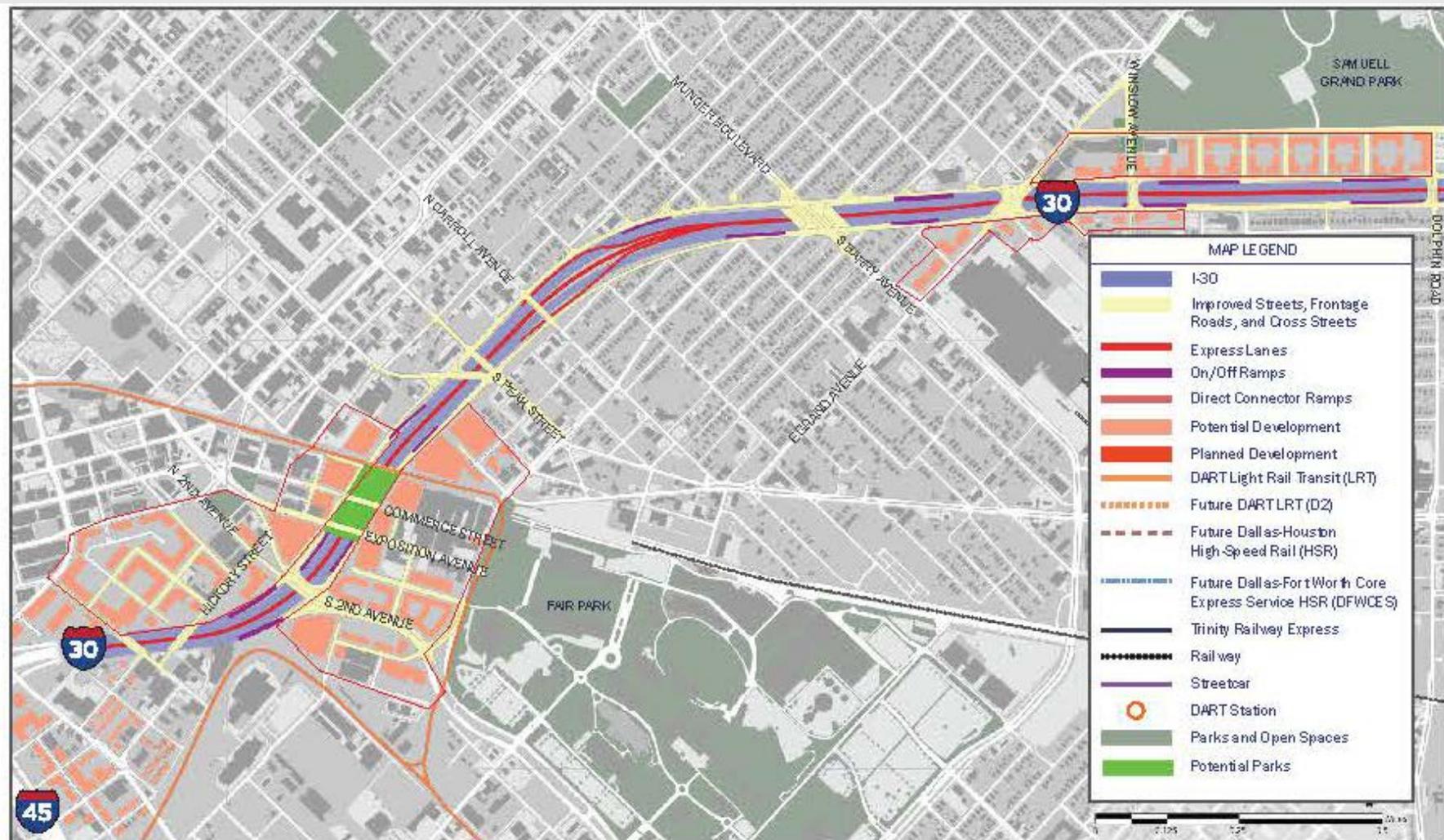
Scenario Development - Study Area Corridors



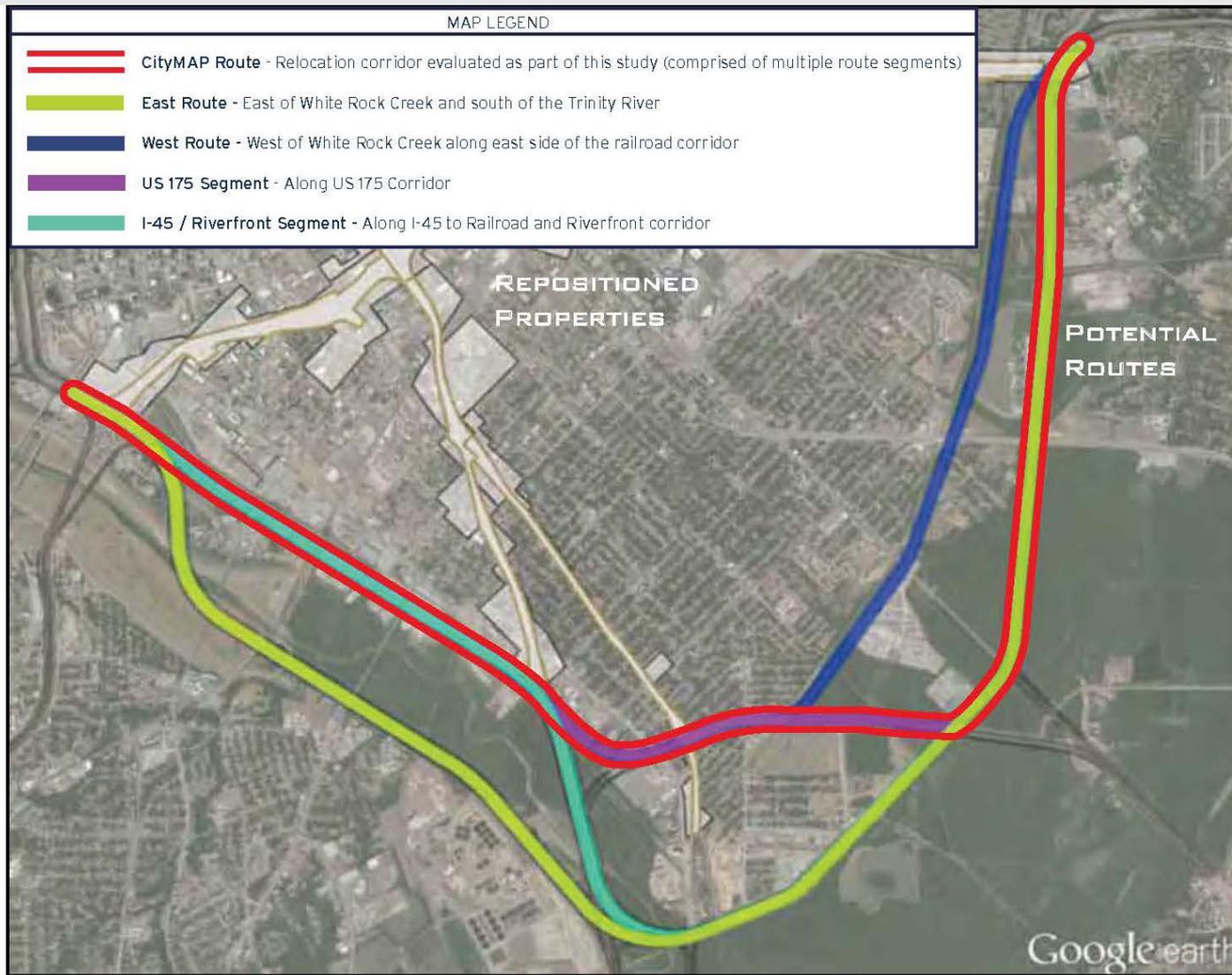
I-30 Canyon Compressed Scenario



I-30 East Corridor Below Grade Scenario

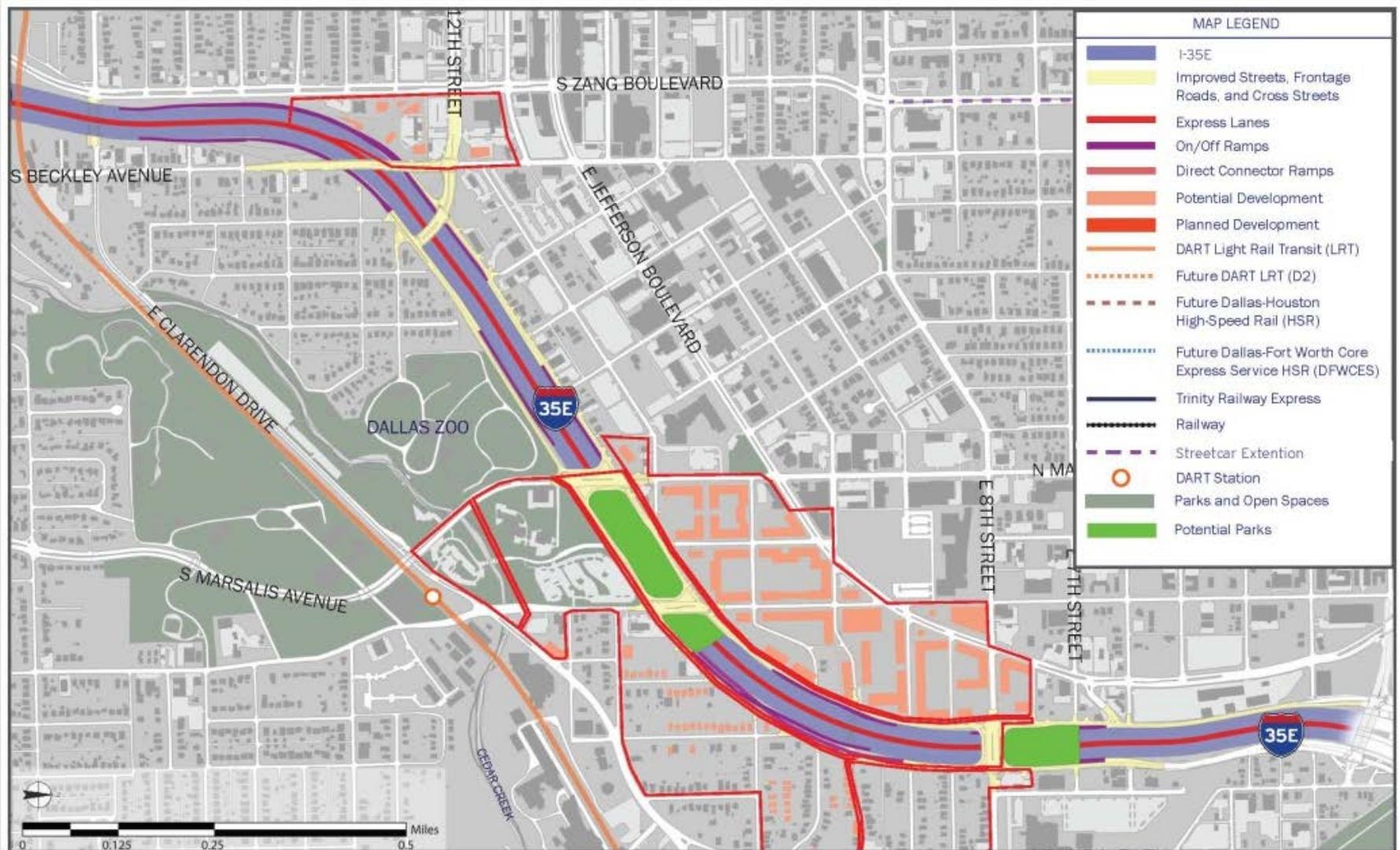


I-30 Relocate Scenario

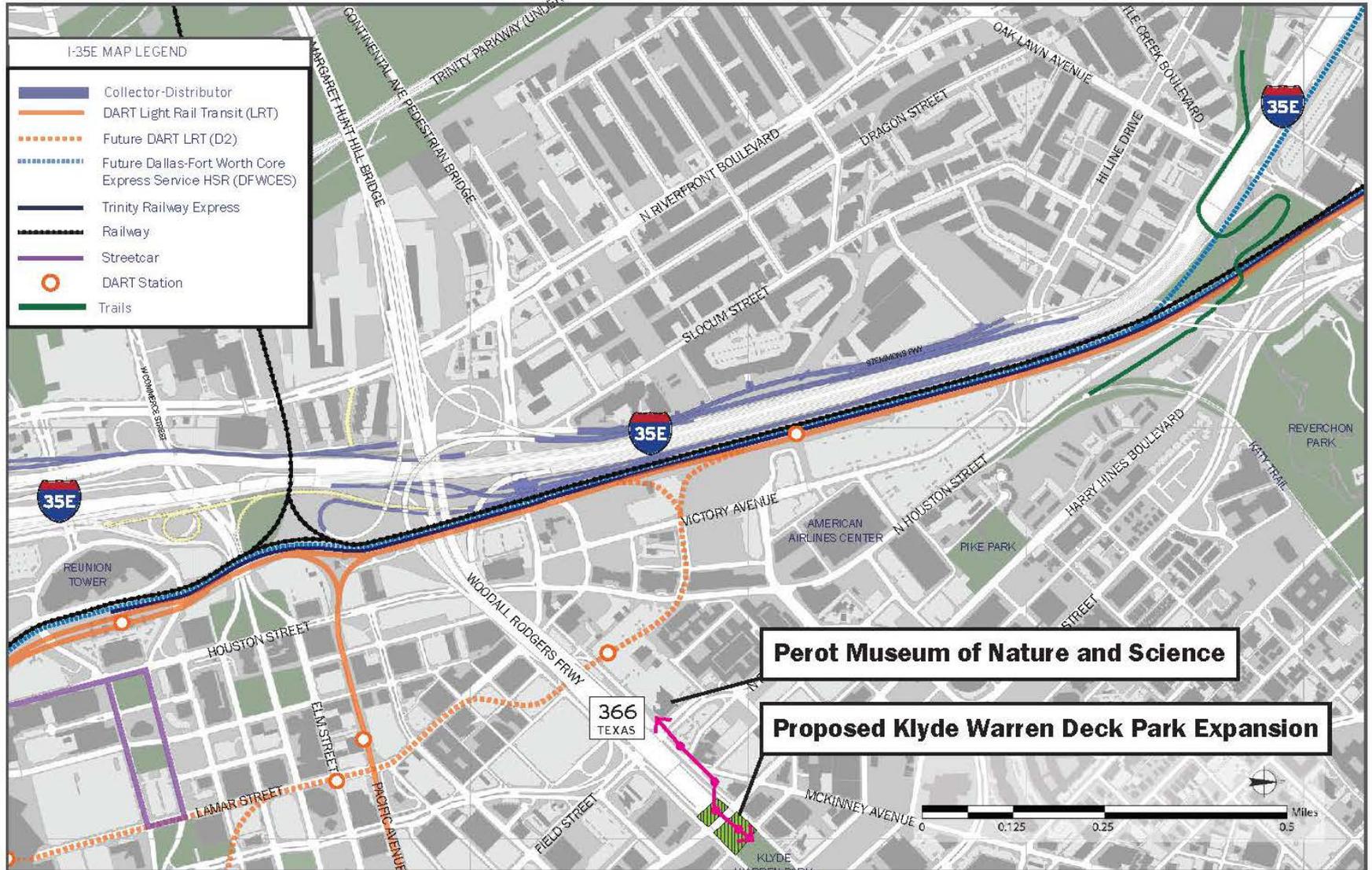


I-30 CONCEPT DRAWING Source: Adapted from a drawing by Patrick Kennedy

I-35E The Southern Gateway Scenario



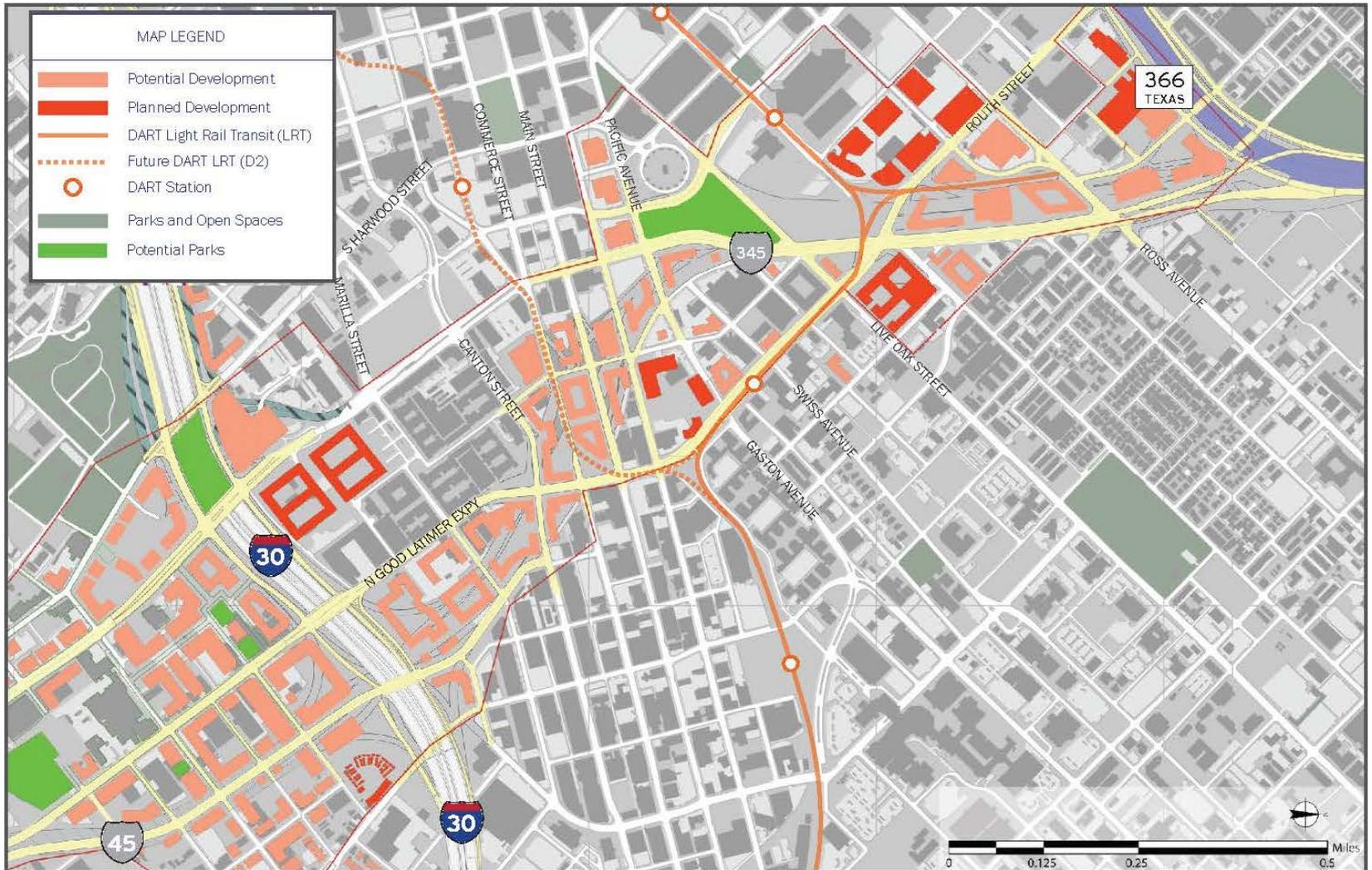
I-35E Lowest Stemmons Scenario



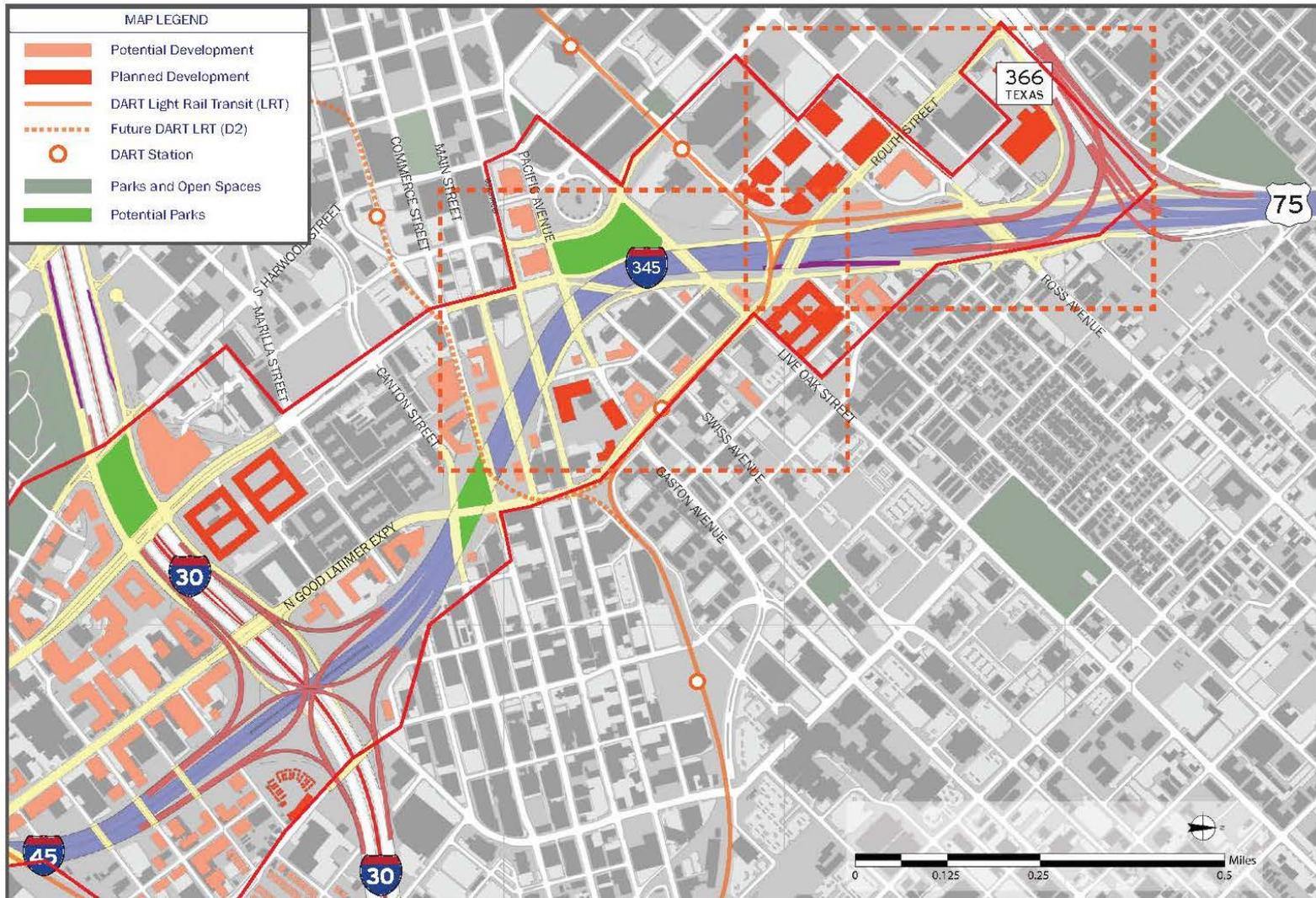
I-345/I-45 Modify Scenario



I-345/I-45 Remove Scenario



I-345/I-45 Below Grade Scenario



WORKING TOGETHER TO IMPROVE

MOBILITY ECONOMY

For additional data and to the complete CityMAP

ECONOMIC ANALYSIS

For analysis areas depicted in areas on the adjacent map to Scenario and High-Speed Rail

\$3.1 B
NET NEW PROPERTY VALUE

\$105 M
NET NEW REVENUE AGGREGATED

25,000
NEW RESIDENTS

51
NEW JOBS

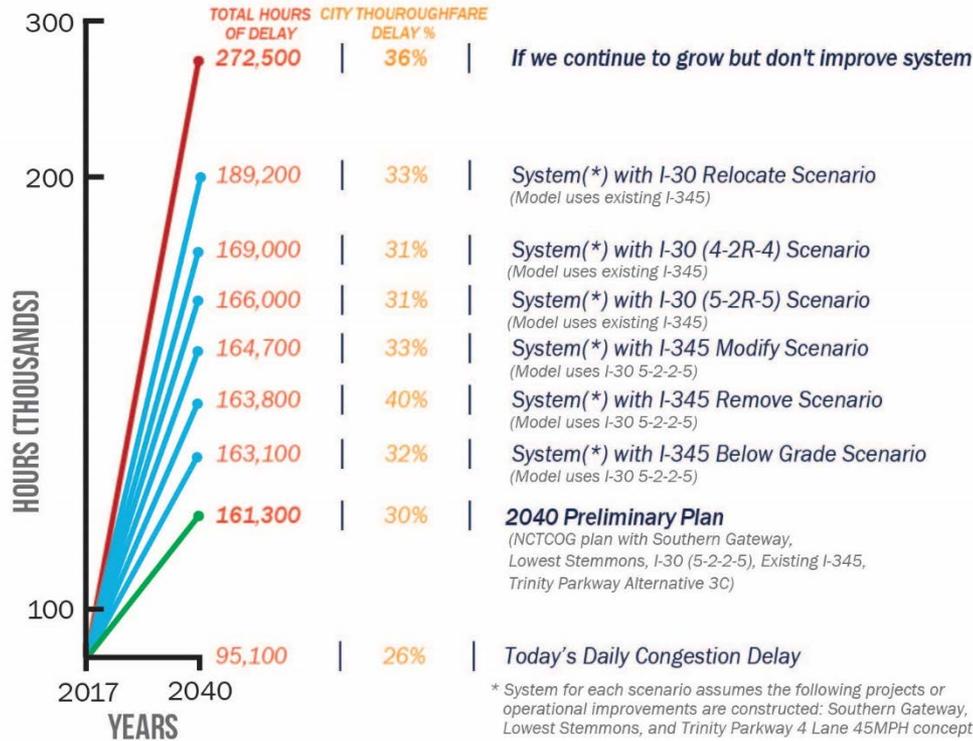


I-35E LOWEST STEMMONS

Connectivity analysis only. Refer to adjacent map for keyed improved connection locations.

IMPROVED CONNECTIONS

WEEKDAY TOTAL HOURS OF CONGESTION DELAY



Congestion delay analysis is for freeway/toll road and thoroughfare system within transportation analysis study area.

* System for each scenario assumes the following projects or operational improvements are constructed: Southern Gateway, Lowest Stemmons, and Trinity Parkway 4 Lane 45MPH concept.

I-345

"Modify, "Remove,"Below Grade

COST RANGE

\$--\$ < \$100M^M | \$100-499M^R | \$500-999M^B

POPULATION GROWTH

6,000^M | 12,000^R | 5,000^B

EMPLOYMENT GROWTH

23,000^M | 40,000^R | 29,000^B



I-30 EAST CORRIDOR

NET NEW PROPERTY VALUE

\$590M

NET NEW REVENUE TO CITY

\$19M

COST RANGE

\$--\$ \$500-999M

POPULATION GROWTH

5,000

EMPLOYMENT GROWTH

8,300

COST RANGE
\$--\$ \$100-499M

25% INCREASE

I-35E SOUTHERN GATEWAY ANALYSIS AREA: 149 ACRES

NET NEW REVENUE TO CITY
\$32M-\$82M

COST RANGE

\$--\$ \$500-999M

POPULATION GROWTH

6,200-12,200

EMPLOYMENT GROWTH

10,700-20,300

Continue The Dialogue

Schedule Stakeholder Report-Back Session – Summer 2016

Schedule Public Report-Back Session – Summer 2016

Deliver CityMAP

The Final CityMAP Document will be delivered following input from the Report-Back Sessions

Next Steps

City of Dallas, Dallas County, DART, NCTCOG, TxDOT and Stakeholders work together to establish project prioritization, sequencing, and funding strategies to support collective needs and desires.