

Memorandum



CITY OF DALLAS

DATE May 1, 2017

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

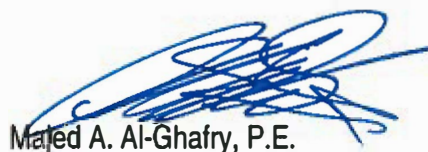
SUBJECT D2 Subway Alignment Alternatives and Central Dallas Streetcar Link Potential Alignments

On Monday, May 8, 2017 you will participate in a Joint DART Board and TTRPC Meeting. At this meeting the following topics will be discussed: 1) the shortlist of proposed D2 alignments and, 2) potential alignments for the Central Dallas Streetcar Link.

As a reminder on October 11, 2016, the City Council approved a resolution, identified D2 as the City's top priority for DART and established the expectation that D2 be built as a subway within the CBD Freeway Loop. On February 13, 2017, the Transportation and Trinity River Project Committee was briefed on four D2 alignments and three families of streetcar alternatives. The Committee instructed staff to concurrently evaluate alternative alignments for D2 and Central Dallas Streetcar to maximize the combined benefits and enable simultaneous selection of locally preferred alternatives for both systems.

On June 12, 2017, City staff will brief the Transportation and Trinity River Project Committee on the pros and cons of the Central Dallas Streetcar Link alignments, and will seek action from this committee on a local preferred alignment. In addition, DART will present a recommendation for a preferred D2 alignment and seek an endorsement. A Council Resolution will be forwarded on to the June 28, 2017 City Council Agenda for action on both items.

Please feel free to contact me if you have any questions or need additional information.



Majed A. Al-Ghafry, P.E.
Assistant City Manager

C: T.C. Broadnax, City Manager
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Kimberly Bizzor Tolbert, Chief of Staff to the City Manager
Raquel Favela, Chief of Economic Development & Neighborhood Services

Jo M. (Jody) Puckett, P.E., Assistant City Manager (Interim)
Eric D. Campbell, Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
Joey Zapata, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Alan E. Sims, Interim Chief of Community Services
Theresa O'Donnel, Chief of Resilience
Directors and Assistant Directors

COUNCIL CHAMBER

161692

October 11, 2016

WHEREAS, the Dallas Area Rapid Transit (DART) 20-Year Financial Plan is a long-term projection of revenues, operating expenses and capital expenditures that validates the affordability of system expansion, and is approved annually by at least a two-thirds affirmative vote by their Board; and,

WHEREAS, DART is in the process of developing its 2017 20-Year Financial Plan which includes funding for rail projects such as a second light rail transit (LRT) line through the Central Business District (CBD), commuter rail transit in the Cotton Belt corridor between Richardson/Plano and DFW Airport, and the Dallas streetcar expansion, as well as funding for bus service operations and expansion; and,

WHEREAS, on September 9, 2015, the Dallas City Council approved a Locally Preferred Alternative (LPA) for the development of a second CBD LRT line, called D2, that included a combination of subway and at-grade segments, and specifically followed a Jackson Street alignment (B4) at the eastern end of downtown; and,

WHEREAS, the Project Development phase of D2 has shown that the City Council's LPA on Jackson Street is not feasible because of the narrow width of the street; and, since other at-grade alignments also result in unacceptable property impacts; and,

WHEREAS, DART is also developing its 2040 Transit System Plan whose first phase has focused on a Comprehensive Operations Analysis (COA) intended to expand and improve the bus network to provide better service and build ridership; and,

WHEREAS, DART has identified a ten-year implementation schedule for bus system enhancements to meet the urgent need for convenient access to jobs and essential services for low income and transit-dependent riders; and,

WHEREAS, travel for public transit passengers should be reasonable in comparison to travel by private auto for trips made between component parts of the service area including home, job, school, healthcare, retail, etc. and be consistent with transit industry best practices; and,

WHEREAS, a streetcar study completed by the City of Dallas and DART in February 2016, evaluated potential alignments for the Central Dallas Streetcar Link through Downtown Dallas connecting the modern streetcar line from Union Station to the McKinney Avenue Trolley Authority system at Saint Paul;

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

October 11, 2016

Section 1. That the City Council has identified its highest immediate priorities for improved transit services, and urges the DART Board to include these projects for priority implementation in their 2017 20-Year Financial Plan in this order:

1. Construction of the second LRT line (D2) through the CBD in a subway generally between Woodall Rodgers and I-345 along an alignment to be developed by DART, and subject to approval by the Dallas City Council.
2. Expedited implementation of expanded bus services targeted toward the transportation needs of low income and transit-dependent riders. The City Council requests that DART develop, adopt and implement a Level of Service policy consistent with transit industry best practices including but not limited to the following service area metrics:

- ~~a. Transit travel time vs. automotive travel time ratio anticipated to be 2 times or less.~~
- ~~b. Maximum distance from transit stations to be 3 miles or less.~~
- ~~c. Maximum trip transfers to be 2 or less.~~
- ~~d. Maximum waiting time between transfers.~~
- ~~e. Ridership.~~
- ~~f. Enhanced public safety plans in and around DART stations and bus stops, ensuring coverage at all times DART modes of transportation are running.~~

- a. Level of Service policies should be based on increasing ridership by improving passenger service and efficiency through a sustainable high frequency grid network with on-time performance of 90% or better during peak service and 95% all other times;
- b. Travel time for public transit passengers should be as time-competitive as possible with auto travel and should not exceed two times (2x) auto travel time per trip ratio. Special focus should be placed on minimizing the travel time from low to moderate income areas (defined by the city of Dallas) to:
 - i. The top five work centers;
 - ii. Health care centers and hospitals;
 - iii. Education and training centers; and
 - iv. General merchandise or food stores greater than 3,500 square feet;
- c. Passenger shelters should be provided at all bus stops where warranted by existing conditions, including boarding passenger counts, passenger wait time, bus stop situation, exposure to weather conditions, and the facility or land use being served;

October 11, 2016

- d. Passenger wait time should be reduced during transfers by coordinating bus schedules to reduce wait times at key transfer locations or by reducing the number of transfers where possible;
 - e. Transit rail stations should be within 3 miles of all service areas within the City of Dallas to support multi-modal transportation options;
 - f. Enhanced public safety and quality of life plans (including DART's Code of Conduct) in and around DART stations, bus stops, and rail lines should be made public and cite specific collaborations and responsibilities with partnering jurisdictional entities to ensure coverage and enforcement at all times DART modes of transportation are operational.
3. Construction of the Central Dallas Streetcar Link and study of streetcar extensions to Knox Street, Deep Ellum and the Government District.

Section 2. That the City intends DART to seek all funding opportunities for the D2 subway including an expansion of the Federal funding request, that D2 be the funding priority for the system, and that Local Match funding be prioritized for this project.

Section 3. That the completion of D2 subway satisfies DART's obligation to provide a subway in the Dallas CBD as stated in the Master Interlocal Agreement between DART and the City of Dallas dated February 28, 1990.

Section 4. That City of Dallas Resolution No. 15-1657, dated September 9, 2015, remains in effect, acknowledging that today's resolution waives at grade considerations and that DART will submit to the City Council D2 subway alternatives for alignment, station locations and transition portals. DART will take timely advantage of the FTA Capital Investment Grant opportunity within the 2018 federal funding cycle.

Section 5. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

APPROVED BY
CITY COUNCIL

OCT 11 2016


City Secretary

