

Memorandum



CITY OF DALLAS

DATE February 10, 2017

Honorable Members of the Transportation & Trinity River Project Committee:

TO Lee Kleinman (Chair), Eric Wilson (Vice-Chair), Sandy Greyson, Monica R. Alonzo, Adam Medrano, Casey Thomas II

SUBJECT City of Dallas D2 and Streetcar Considerations

On Monday, February 13, 2017 you will be briefed on City of Dallas D2 and Streetcar Considerations. Briefing materials are attached for your review.

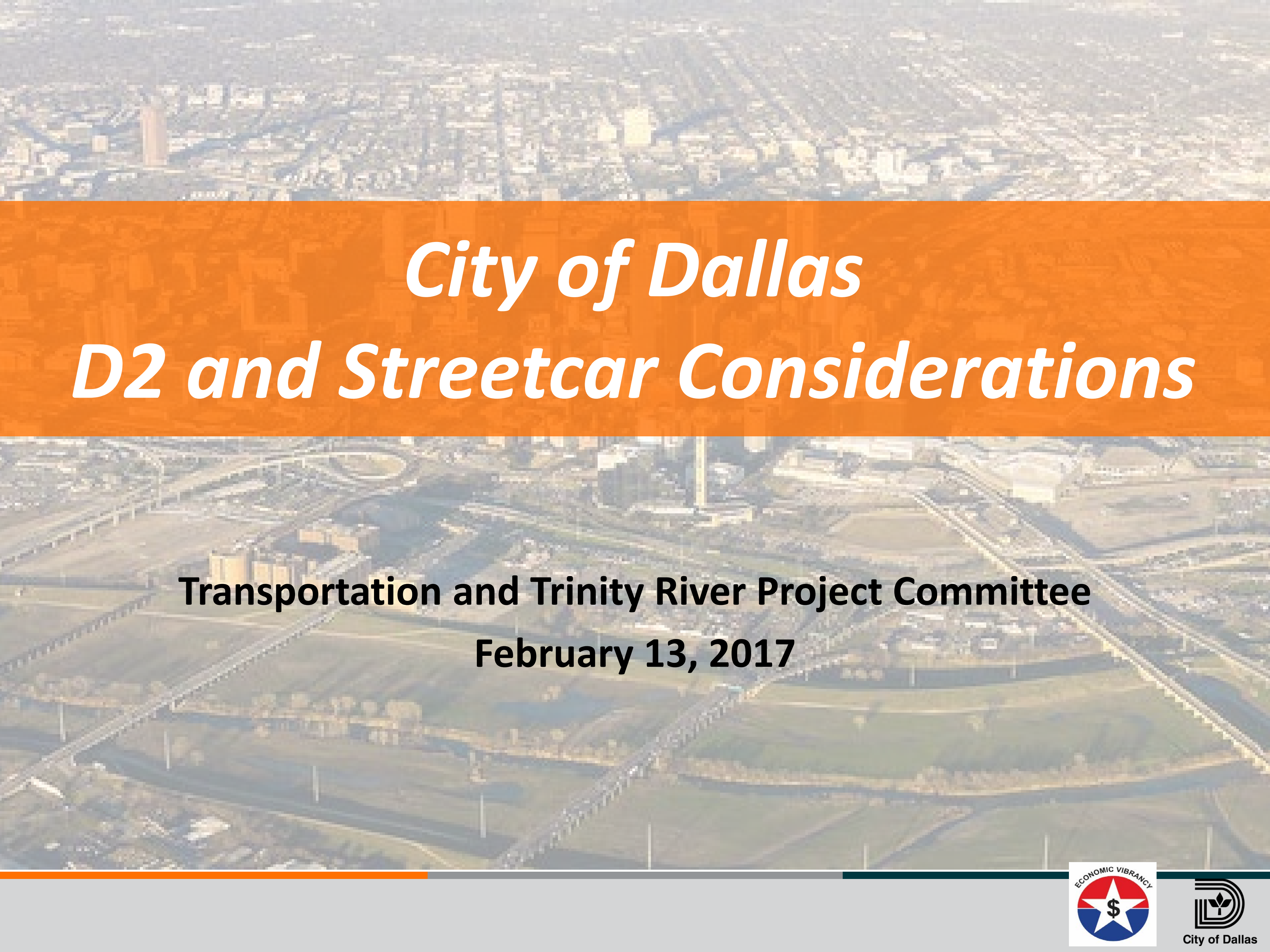
Please feel free to contact me if you have any questions or concerns.

A handwritten signature in black ink, appearing to read 'Jill Jordan'.

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

c: T.C. Broadnax, City Manager
Larry Castro, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Mark McDaniel, Acting First Assistant City Manager

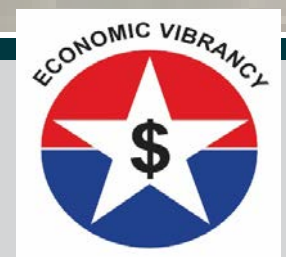
Eric D. Campbell, Assistant City Manager
Joey Zapata, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council
Directors and Assistant Directors



City of Dallas

D2 and Streetcar Considerations

Transportation and Trinity River Project Committee
February 13, 2017



City of Dallas

Purpose

- To review the City's high-level considerations and criteria for evaluation of D2 subway alignment alternatives
- To identify potential alignment alternatives for the Central Dallas Streetcar Link and review the City's high-level criteria for their evaluation

Background

- Dallas City Council resolution in October 2016 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
- Dallas City Council Transportation Committee was last briefed on the Central Dallas Streetcar link in August 2016, before D2 was redefined as a subway
- Re-evaluation of alternatives is necessary on both D2 and Central Dallas Streetcar in order to inform City Council and DART Board action on preferred alignments for these two systems

D2 Evaluation Considerations

- D2 and Streetcar
- High Speed Rail
- Station and Portal Locations
- U-Wall (Train Portal) and At-Grade Segment Locations

D2 and Streetcar

- D2 Light Rail and Central Dallas Streetcar serve different but related ridership markets and should be designed to compliment each other
- Key considerations:
Concurrently evaluate alternative alignments for D2 and Central Dallas Streetcar in order to:
 - maximize their combined benefits
 - enable simultaneous selection of locally preferred alternatives for both systems

High Speed Rail

- The prospect of a high speed rail station is a potential game changer, bringing significant opportunities for economic development and inter-city transit connectivity to Downtown Dallas
- Key Considerations:
 - Evaluate alternative D2 alignments based on relative ability to serve as a first phase for providing excellent light rail access to the proposed Downtown high speed rail station
 - Explore potential for enhanced near-term access to the proposed Downtown high speed rail station by using the freed up capacity on existing downtown light rail lines and junctions resulting from D2

Station and Pedestrian Portal Locations

- Station and pedestrian portal locations are critical to ensuring convenient access to a subway alignment
- Key Considerations:
Evaluate alternative D2 alignments based on how proposed station and pedestrian portal locations maximize:
 - Street-level pedestrian activity rather than pedestrian tunnel activity
 - Access to existing/planned jobs, major destinations and amenities (including parks)
 - Potential for future transit-oriented development



U-Wall and At-Grade Segment Locations

- U-walls (train portals) and at-grade light rail segments can become barriers within the urban fabric depending on location and design
- Key Considerations:
Evaluate alternative alignments based on minimizing the negative impacts of U-wall and at-grade segment locations on:
 - Major public amenities (including parks)
 - Street network connectivity for automobiles, transit, bikes and pedestrians
 - Economic development opportunities

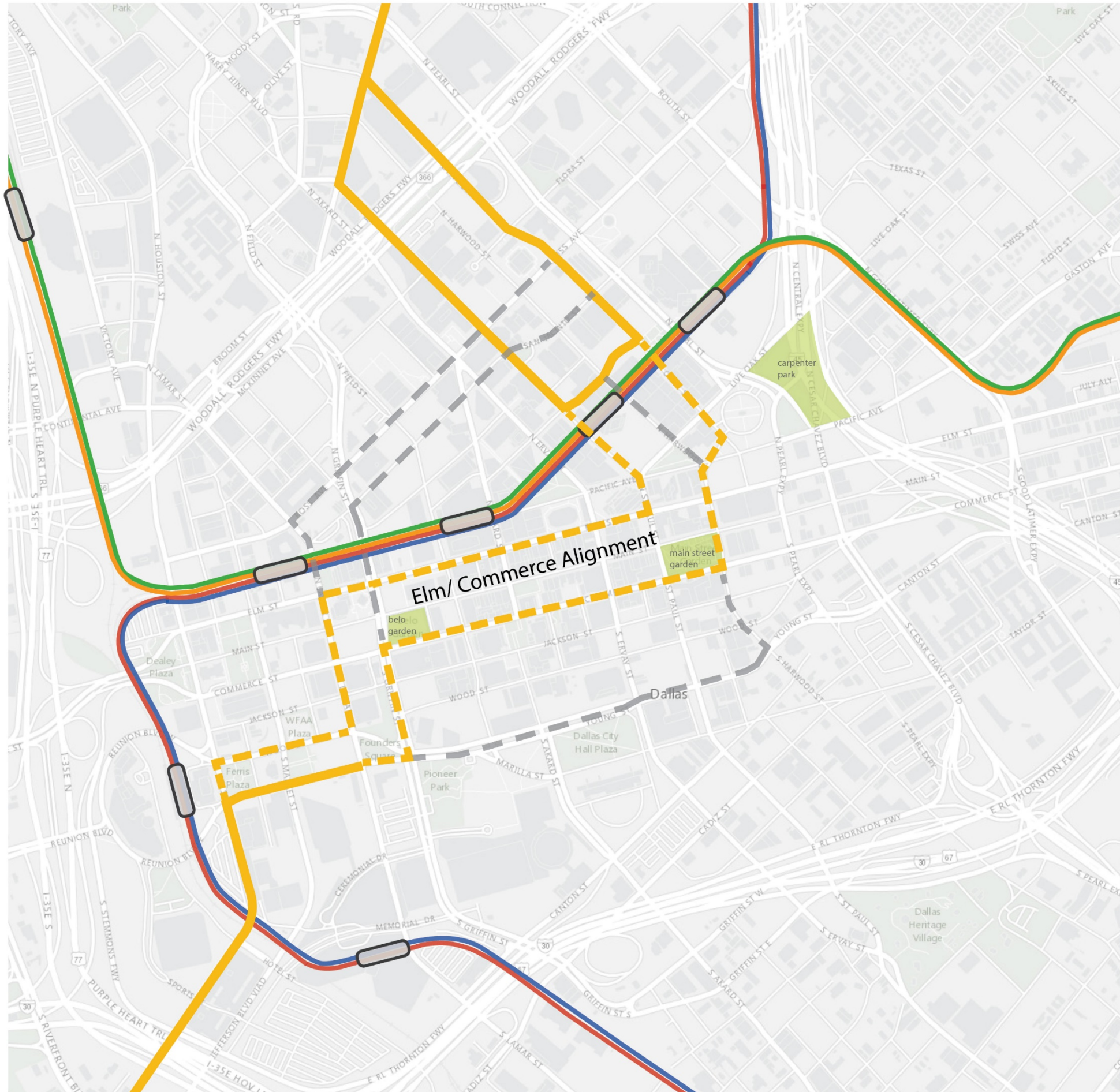
Central Dallas Streetcar Considerations

- Focus immediate efforts on connecting the existing Oak Cliff Streetcar to the existing McKinney Avenue Trolley Authority (MATA) line
- Plan for the Central Dallas Streetcar Link in the context of the longer-term streetcar desire lines identified in the Downtown Dallas 360 Plan



Central Dallas Streetcar Link Alignments Options

PROPOSED ELM / COMMERCE STREET STREETCAR ALIGNMENT



- Evaluate 3 families of alternative routes in conjunction with D2:
 - Lamar - Elm/Commerce
 - Young - Harwood
 - Griffin - Ross/San Jacinto

LEGEND

- Red Line
- Blue Line
- Green Line
- Orange Line
- Existing Streetcar/ Trolley
- Existing DART Station
- - - Commerce/ Elm Alignment

Central Dallas Streetcar Link Alignments Options

PROPOSED YOUNG STREET STREETCAR ALIGNMENT



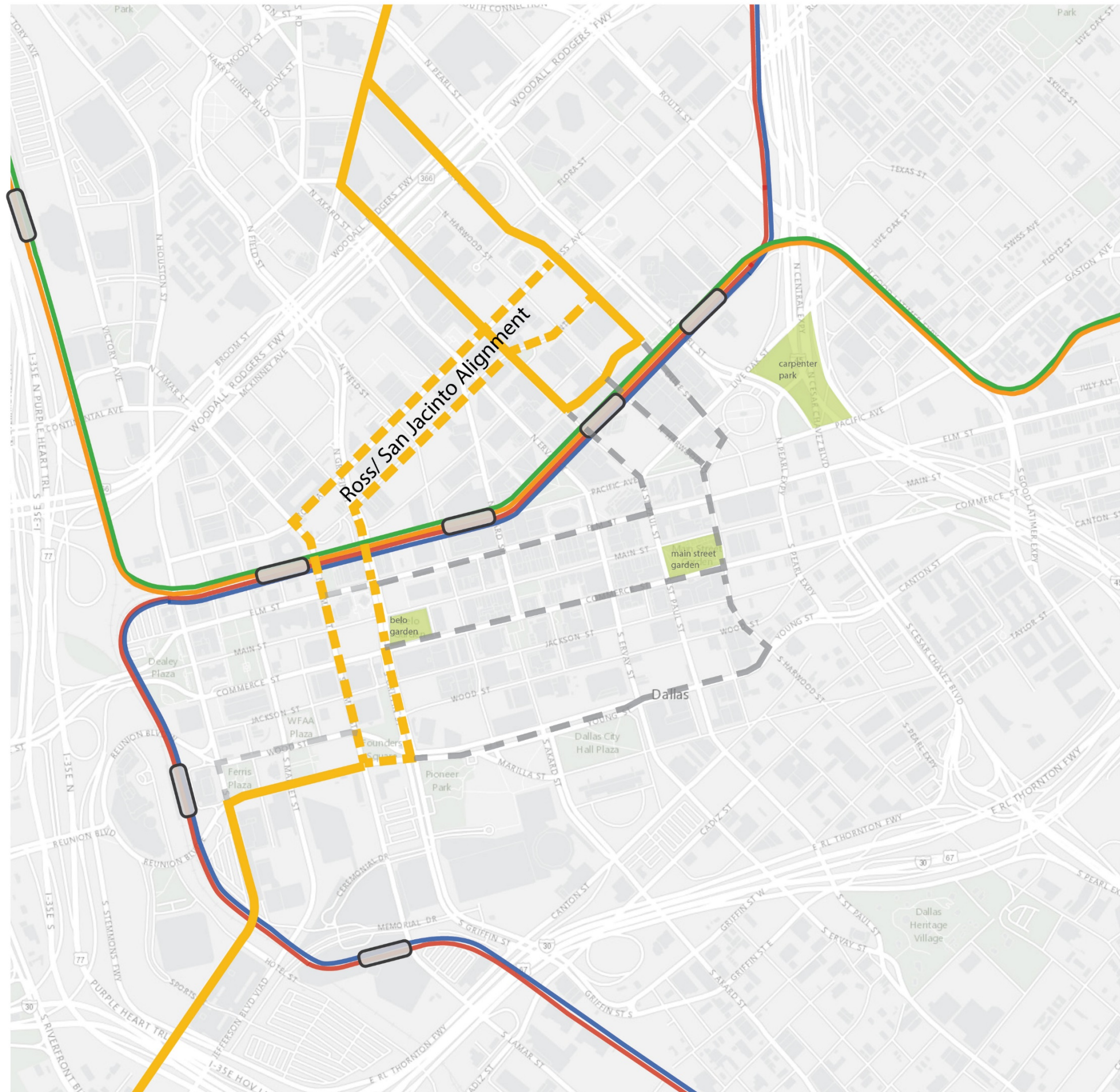
- Evaluate 3 families of alternative routes in conjunction with D2:
 - Lamar - Elm/Commerce
 - **Young - Harwood**
 - Griffin - Ross/San Jacinto

LEGEND

- Red Line
- Blue Line
- Green Line
- Orange Line
- Existing Streetcar/ Trolley
- Existing DART Station
- - - Young St. Alignment

Central Dallas Streetcar Link Alignments Options

PROPOSED ROSS / SAN JACINTO STREETCAR ALIGNMENT



- Evaluate 3 families of alternative routes in conjunction with D2:
 - Lamar - Elm/Commerce
 - Young - Harwood
 - **Griffin - Ross/San Jacinto**

LEGEND

- Red Line
- Blue Line
- Green Line
- Orange Line
- Existing Streetcar/ Trolley
- Existing DART Station
- - - Ross/ San Jacinto Alignment

Downtown Dallas 360 Streetcar Desire Lines

FUTURE STREETCAR "DESIRE LINES"



- Downtown Dallas 360 Plan provides a framework for long-term streetcar corridors

LEGEND

- Red Line
- Blue Line
- Green Line
- Orange Line
- Existing Streetcar/ Trolley
- Existing DART Station
- - - Proposed Streetcar Alignments
- - -> Potential Streetcar Expansion

Key Streetcar Evaluation Criteria

- Maximize transit-oriented development potential
- Serve existing jobs, residents, and destinations
- Maximize the connectivity to light rail from under-served areas
- Minimize impact on existing and planned bikeways linking Downtown districts

Downtown Transit Design Criteria

- Regardless of the preferred D2 alignment ultimately chosen, design and implementation coordination will be critical to ensure the best outcome
- Implementation of D2 through a design-build process will require design expectations to be established prior to execution of the design-build contract

Downtown Transit Design Criteria



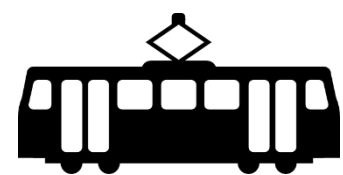
Station + Pedestrian Portal Placement

- Maximize access to jobs, major destinations and amenities
- Ensure sensitivity to the existing neighborhood context
- Activate streets
- Maximize connectivity for multimodal transfers
- Station amenities



U-Wall (Train Portal) Placement (West End and Deep Ellum)

- Minimize negative impact on existing urban fabric
- Promote economic development and air rights development potential
- Design for maximized safety



At-Grade Rail Alignment Design (Victory and Deep Ellum)

- Integrate into street design
- Median versus curb station placement
- Minimize impacts on other modes
- Promote economic development potential
- Station amenities

Urban Transit Design Guidelines

- City Staff, in partnership with Downtown Dallas Inc. and with input from DART, has drafted *Urban Transit Design Guidelines* to assist stakeholder, technical committee and staff design review of D2 and Central Dallas Streetcar Link
- Contains guidelines and best practices for:
 - At-Grade Alignment Design
 - Underground and At-Grade Station Facility Design
 - Corridor Design
 - Adjacent Development Considerations
- Draft guidelines are scheduled to be briefed to Transportation and Trinity River Project Committee on February 27, 2017



Discussion and Committee Direction
