

LAS COLINAS APT SYSTEM
EXPANSION AND UPGRADE
PROJECT

ALTERNATIVES ANALYSIS /
ENVIRONMENTAL ASSESSMENT (AA/EA)

Public Scoping Meeting / Open House

May 18, 2009

Agenda



- Welcome and Introductions
- Purpose of Meeting
- Introduction to the Study
- Alternatives being considered
- Public Participation
- Next Steps

Purpose of Meeting



- Introduce Study
- Receive your input on:
 - ▣ Purpose and Need for improvements
 - ▣ Study area definition
 - ▣ Alternatives to be studied
 - ▣ Potential environmental/community impacts and mitigation measures
 - ▣ Travel surveys for ridership forecasting
 - ▣ Other issues/concerns

Study Process

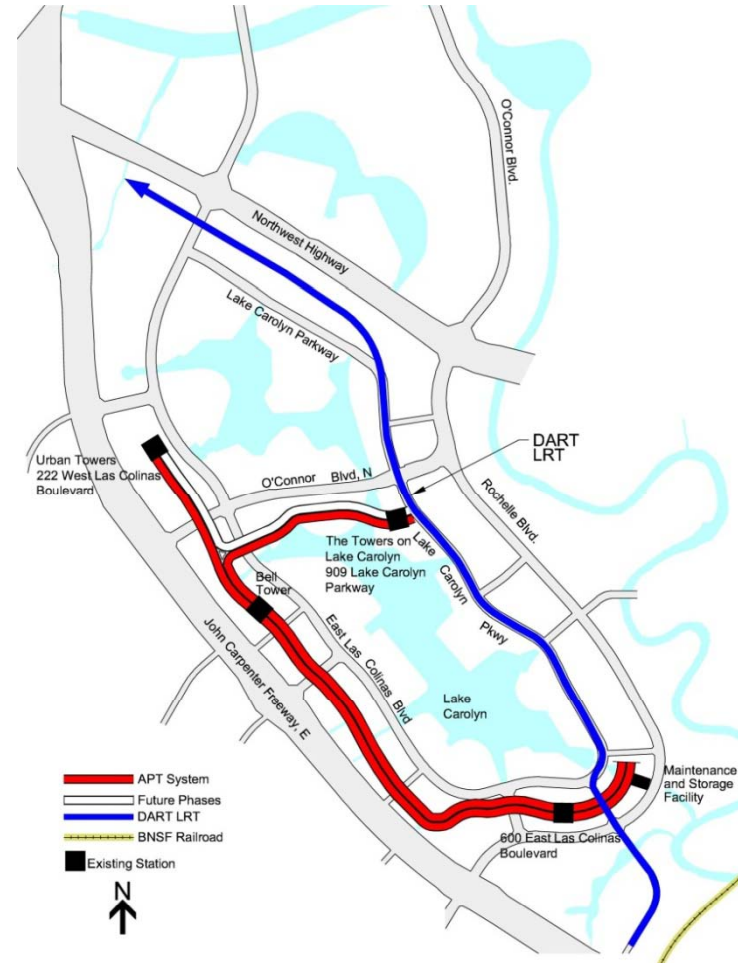
- Define Purpose and Need and Identify Study Area
- Confirm Purpose and Need and Study Area
- Define and evaluate Conceptual Alternatives
- Define and evaluate Detailed Alternatives
- Define and evaluate Final Alternatives
- Complete Environmental Assessment
- Identify Preferred Alternative
- Submit request to FTA to enter Project Development (Small Starts Application)
- Ongoing – Public Outreach and Participation



We Are Here

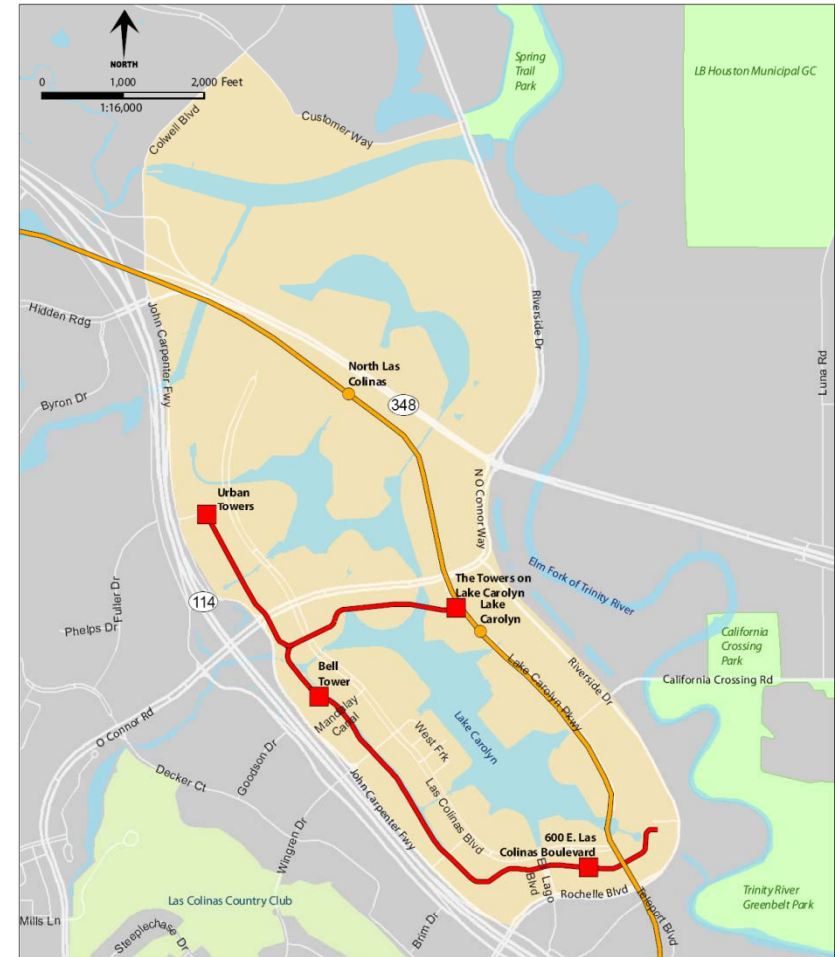
Las Colinas Area Personal Transit (APT) System

- Part of the original Master Plan
 - ▣ Designed to encircle the Urban Center
 - ▣ Operations began in 1989
- Basic characteristics:
 - ▣ Two tracks on existing guideway structure
 - ▣ Four stations and maintenance facility existing
 - ▣ Designed for automated operations



Study Area

- Las Colinas Urban Center - Currently
 - 950 acres
 - 6.3 million sf office space
 - 1,043 hotel rooms
 - 3,331 dwelling units
- Strategic Location
 - Between downtown Dallas and DFWIA
 - To be served by DART LRT Orange Line



Purpose and Need



□ Purpose:

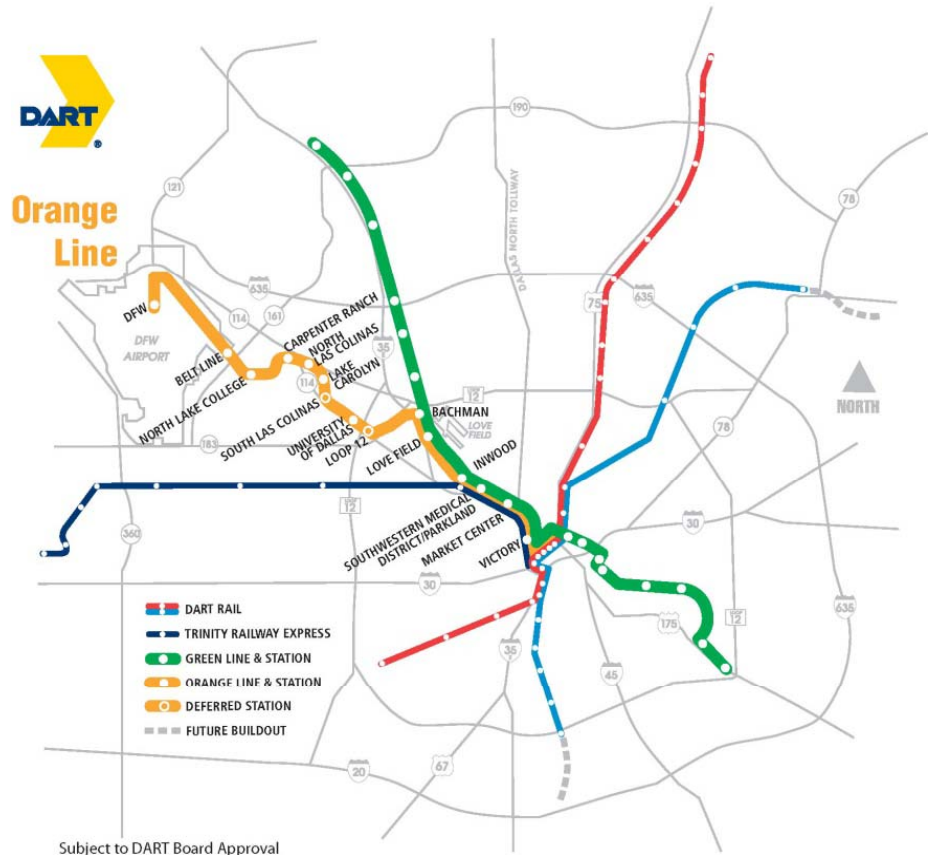
- Upgrade and expand existing APT System to meet future demands

□ Needs:

- Improve regional transit connectivity with current LRT project and potential commuter rail project
- Support existing and future development
- Support TOD land use patterns
- Optimize return on public investment
- Provide alternatives to the automobile to support regional air quality goals

Improve Regional Transit Connectivity

- Orange Line
 - ▣ Under construction
 - ▣ Two stations in Las Colinas (with potential 3rd Station at BNSF)
 - ▣ 2011: Service from Dallas to Las Colinas
 - ▣ 2013: Service to DFWIA
- BNSF Commuter Rail Line (TRE Expansion)
 - ▣ Also being considered



Support Future Development and Growth

- Short-Term Plans:
 - 1.76 million s.f. of office space
 - 509,000 s.f. of retail space (437% increase)
 - 2,095 dwelling units (229% increase)
 - 250,000 s.f. convention center
 - Entertainment Venue



Support TOD Land Use Patterns

- Existing patterns of development are pedestrian and transit - friendly
- Need to enhance transit system to continue transit-oriented development
 - ▣ New Stations
 - ▣ Extensions
 - ▣ Operations



Optimize the Return on Past Public Investments



- Build upon Existing APT System
 - ▣ 90 second headways possible in original Master Plan
 - ▣ System designed to accommodate new track on existing guideway
 - ▣ Some structures in place to extend system
- Capitalize on Right-of-Way Reservations
- Provide a Reliable Alternative to the Automobile

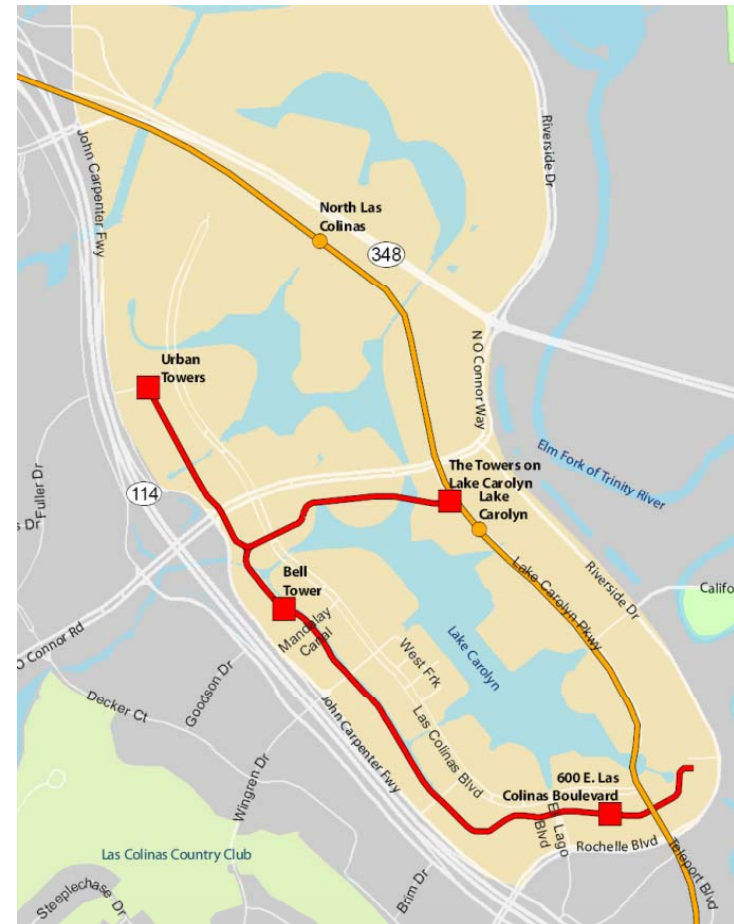
Alternatives Under Study



- No Build Alternative
- Transportation System Management (TSM) Alternative
- Build Alternatives

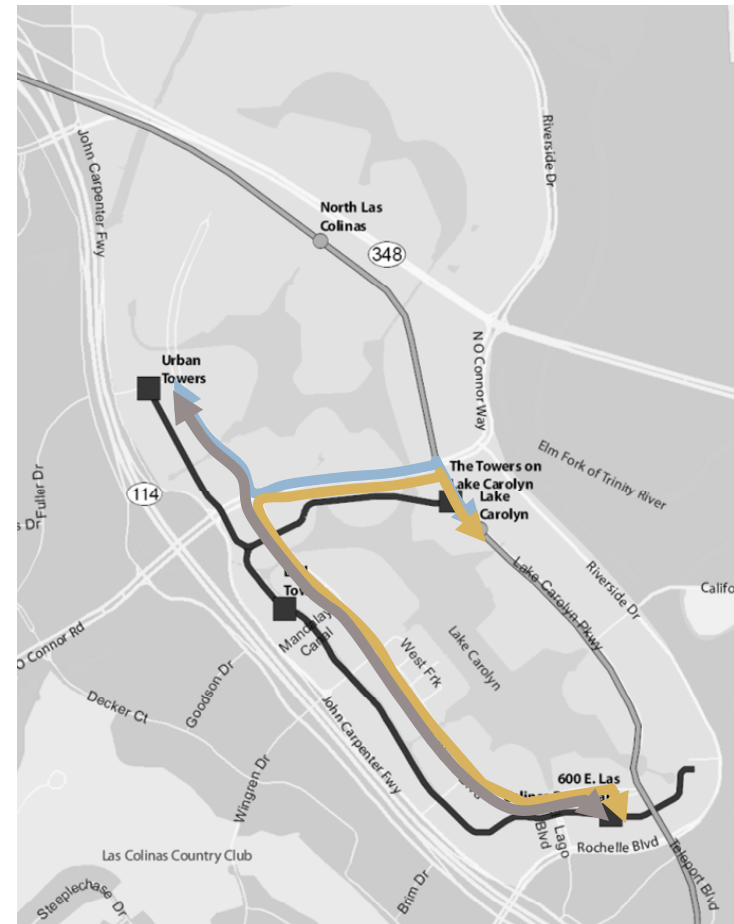
No Build Alternative

- Existing Facilities and Services
 - ▣ Las Colinas APT System
 - ▣ Existing DART routes
 - ▣ Existing roadways
- Improvements Planned for 2011
 - ▣ DART LRT Orange Line to Las Colinas



TSM Alternative

- Required by FTA
- Demonstrates what can be done without a new guideway
- Proposed Improvements
 - ▣ 3 bus routes
 - ▣ 10 minute peak headway, 20 minute off-peak



Build Alternatives



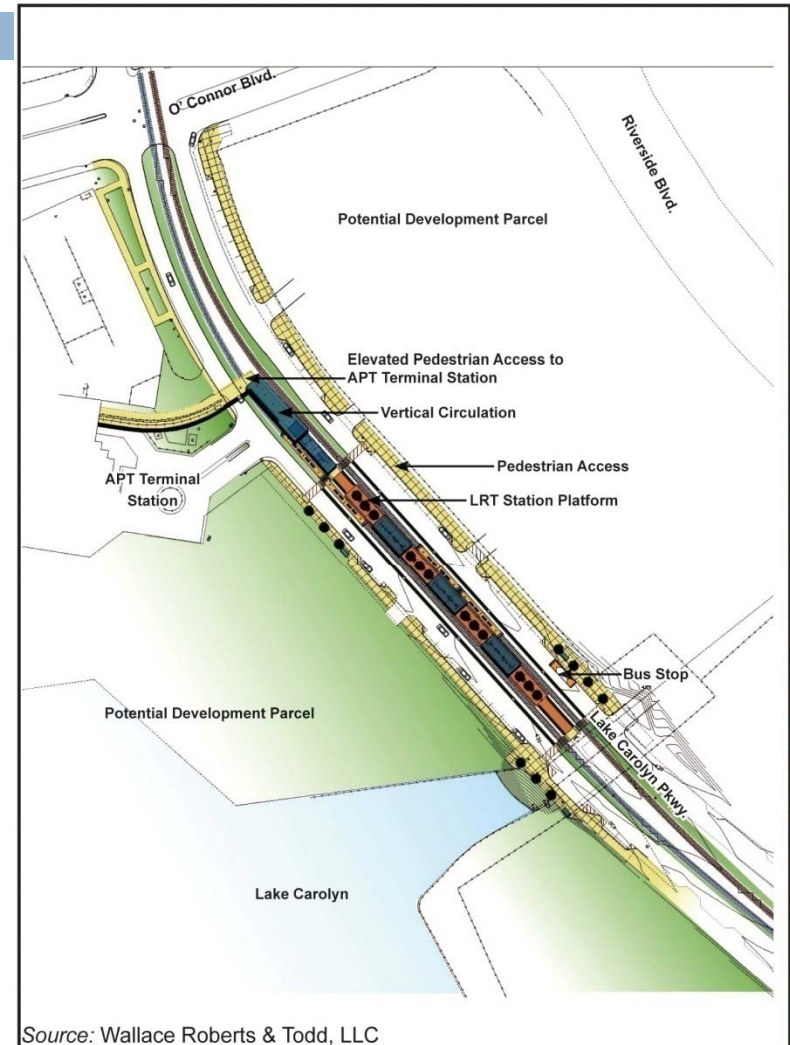
- Four Types of Improvements
 - Optimization and modernization
 - Operational changes/improved intermodal connections
 - Addition of in-fill stations
 - System expansion
- Build Alternatives Designed to Evaluate Combinations of these Improvements

Optimization and Modernization

- APT System began Operations in 1989
- Proposed Technological Improvements:
 - Communications
 - Power supply
 - Vehicles
 - Signaling
 - Operations control
 - Safety equipment
- Upgrade Systems to:
 - Improve reliability
 - Decrease costs of operations

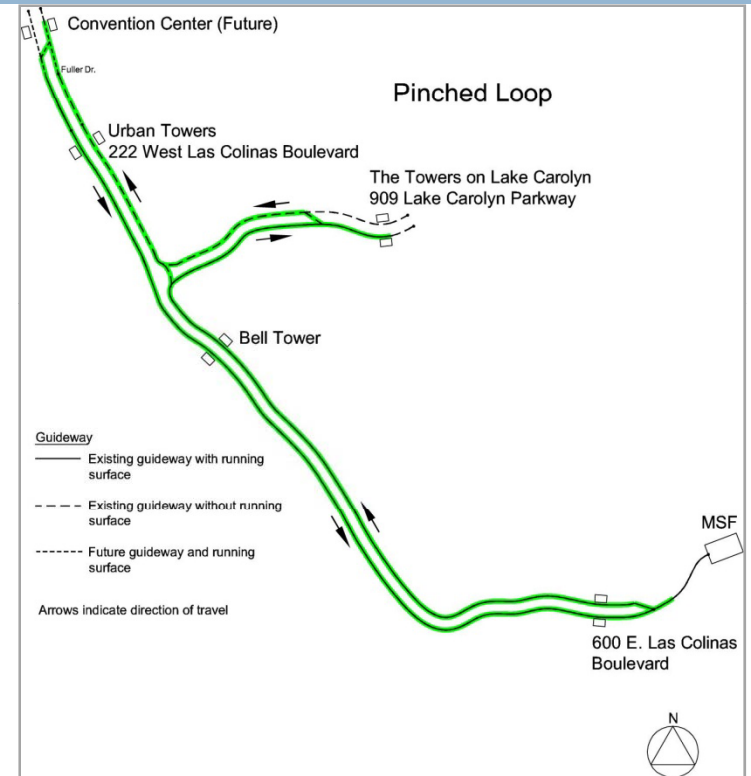
Operational Changes

- Multiple Improvements to Existing System
- Direct Connection between DART LRT Orange Line and APT System
 - ▣ Allows direct access between stations
 - ▣ Reduces pedestrian-vehicular conflict



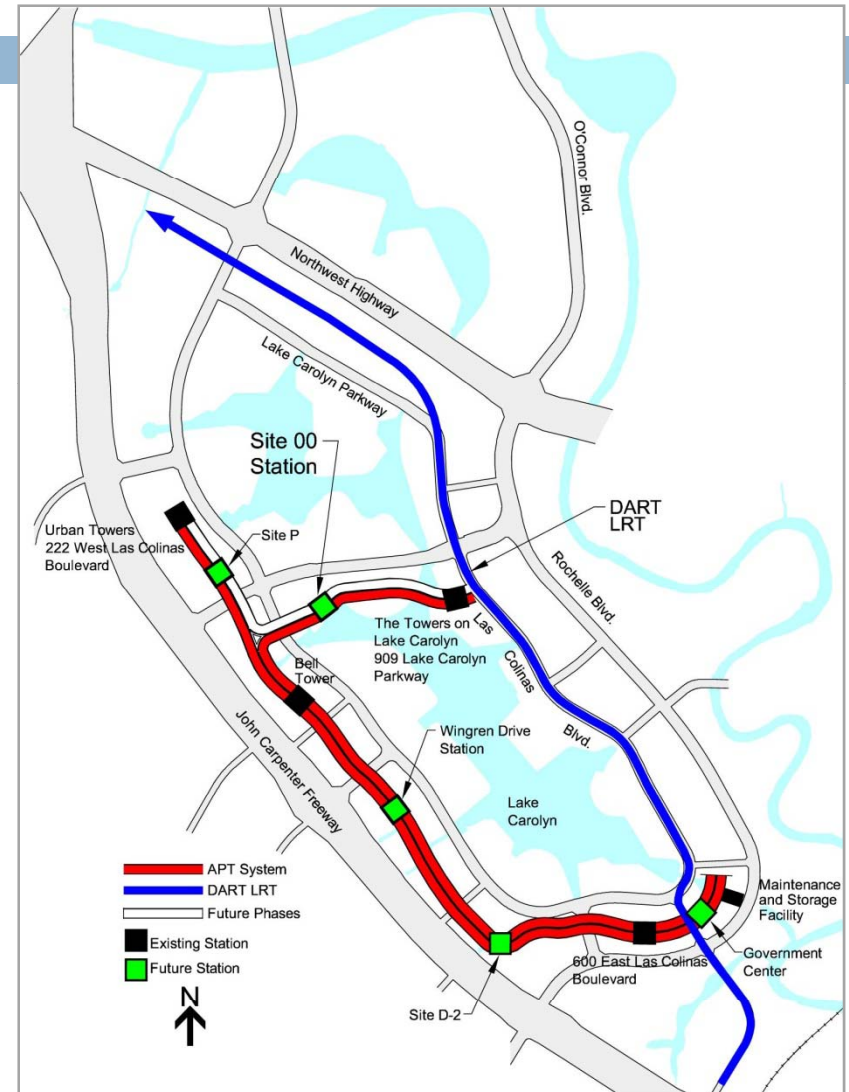
Operational Changes

- Implement third lane on existing guideway structure to allow direct service between Urban Towers & the Towers on Lake Carolyn
- Fixed schedule service
- Consider two-car trains

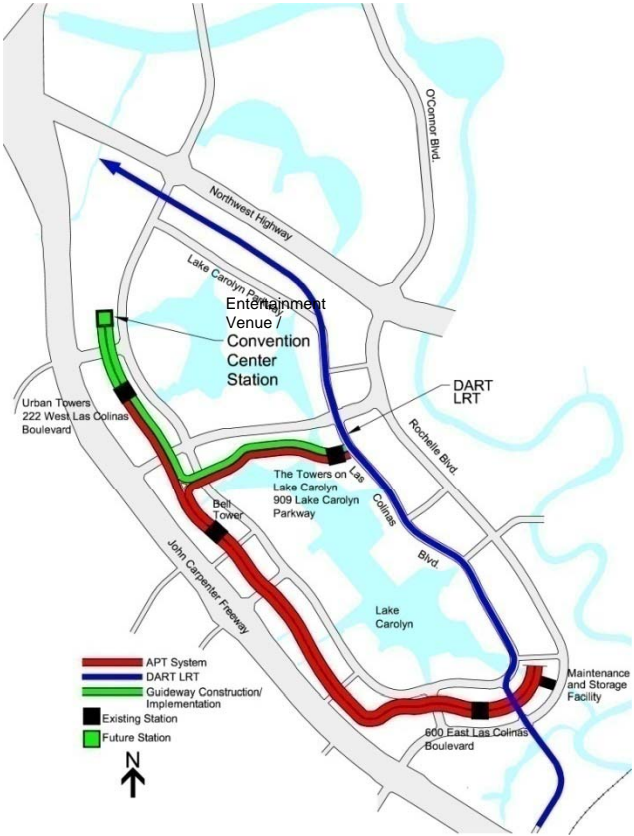


In-Fill Stations

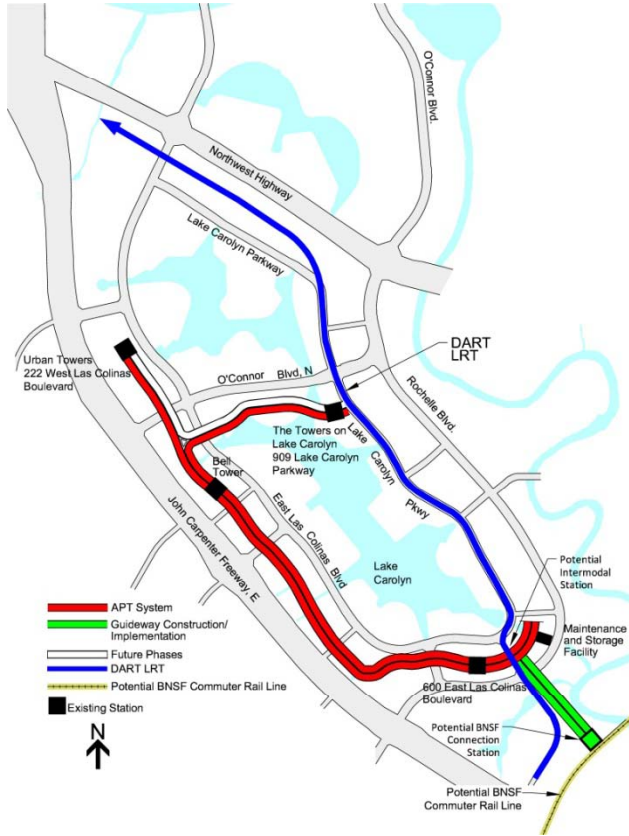
- Potential stations added to existing tracks
 - ▣ Site 00
 - ▣ Wingren Drive
 - ▣ Site P
 - ▣ Site D-2
 - ▣ Government Center



Extensions to Service



Entertainment Venue / Convention Center



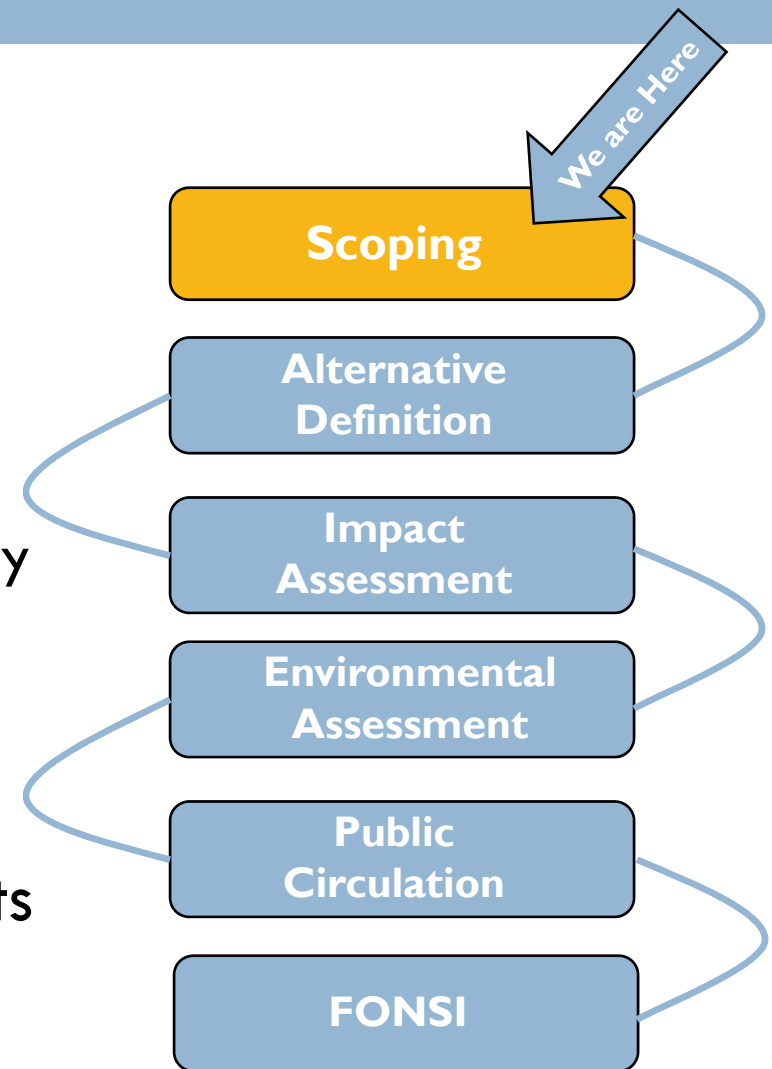
Potential BNSF Commuter Rail Service

Build Alternatives

Improvement	B1: Basic	B2: In-Fill	B3A: Extension to Entertainment Venue/ Convention Center	B3B: Extension to BNSF	B3X: Full Expansion
Modernize Equipment: vehicles, power supply, communications	●	●	●	●	●
Connection to DART LRT Orange Line Station	●	●	●	●	●
Implement 3 rd lane on existing guideway to allow “pinched loop” operations	●	●	●	●	●
Introduce automated, fixed-schedule service (maximum headway of 10 minutes), extend hours of service	●	●	●	●	●
One or more new stations along existing guideway: Site 00, Wingren Drive, Site P, Site D-2, Government Center		●	●	●	●
Extension to Entertainment Venue / New Convention Center			●		●
Extension to BNSF Railroad				●	●

Environmental Assessment (EA)

- Process used to study the impacts and benefits of alternatives
 - ▣ Required to receive Federal Funding
 - ▣ Ensures compliance with National Environmental Policy Act
- Documents impacts
- Specifies measures to reduce or eliminate impacts



Topics Considered in the EA

- Purpose and Need
- Alternatives Considered
- Land Use, Socioeconomics, and Neighborhoods
- Environmental Justice
- Cultural Resources
- Parklands and Recreational Resources
- Visual and Aesthetic Resources
- Hydrology and Water Quality
- Geology and Soils
- Ecology (Wildlife, Habitat, and RTE Species)
- Hazardous and Contaminated Materials
- Air Quality
- Noise and Vibration
- Economic Development
- Energy
- Public Safety and Security
- Roadways and Traffic
- Transit
- Bicycle and Pedestrian Facilities

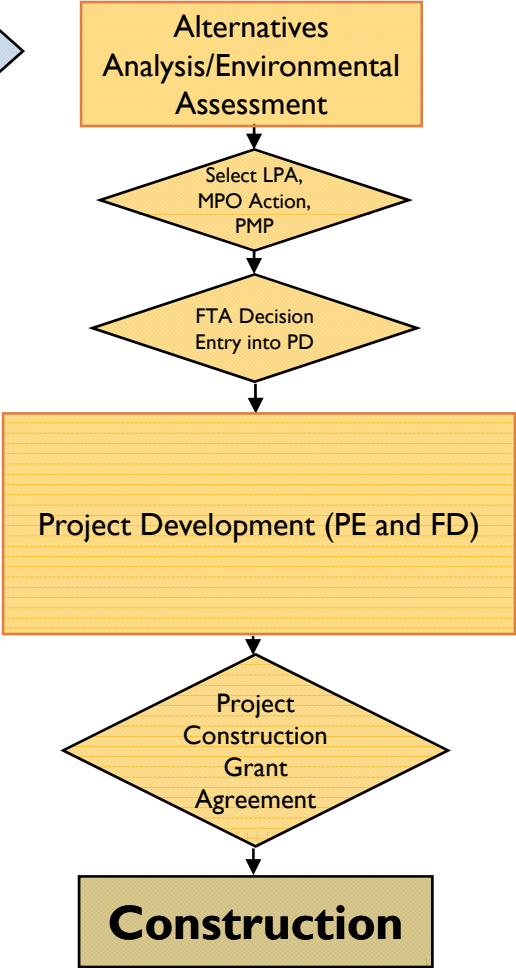
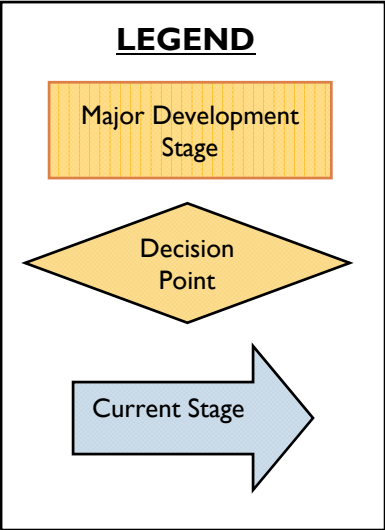
Public Participation

- Public input is one of three main areas analyzed in the decision-making process



FTA's Small Starts Planning and Project Development Process

We are here →



TIMELINE

December 2008	1 Year
August 2009 Interim Submittal to FTA	
December 2009	3 Months
March 2010	
October 2010	7 months
December 2010	
December 2011	12 Months

AA/EA Timeline

- Evaluate conceptual alternatives
- Develop and evaluate detailed alternatives
- Continue Public Participation in the Study

	J	F	M	A	M	J	J	A	S	O	N	D
Purpose and Need	█	█	█									
Develop Alternatives			█	█	█							
Analyze and Refine Alternatives					█	█	█	█	█	█	█	
Select Locally Preferred Alternative											█	█
Submit Request to FTA to Enter Project Dev.								█			█	█
Public Meetings					◇			◇		◇		

Interim Submittal to FTA

Stay Involved!



- *Your participation in this project is important*
- Additional meetings to come!
 - ▣ Summer and Fall 2009
 - ▣ Ongoing meetings with stakeholders
- Other ways to stay involved:
 - ▣ Website: www.dcurd.com
 - ▣ Project contact:
 - Paul Brown, DCURD Transportation Manager
 - (972) 556-0625
 - pbrown@dcurd.org