

MEETING NOTES: Transportation Focus Group

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| Date of Meeting: 1/21/2021 | Notes By: Leah Hales |
| Meeting Location: Zoom | Project Name: Hensley Field Master Plan |
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| **Attendees:  Invitees:**  Gus Khankarli (Asst. Director, Dallas Transportation Planning Department.) Efrain Trejo (Dallas Department of Public Works) Joe Clemens (Manager, Capital Planning, DART) Kay Shelton (Asst. VP Capital Planning, DART) Dan Kessler (Asst. Director of Transportation, NCTCOG) Shawn Conrad (Principal Transportation Planner, NCTCOG) Philip Hiatt Haigh (Circuit Trail Conservancy) Dung Nguyen (TxDOT) Dan Lamers (Senior Transportation Planner, NCTCOG) Kathryn Rush (Chief Planner, Dallas Department of Transportation)  Bret Huntsman (Transportation Planner, City of Grand Prairie) Berrien Barks (Program Manager, NCT­COG) Kay Shelton (Interim Vice President of Capital Planning, DART) Joe Clemmons (Asst. Interim VP of Capital Planning, DART) ~~Jennifer McPhail (ADAPT) Richard A. Zientek (Sr. Director of Public Affairs, Union Pacific RR) Jim Spann (Greater Dallas Bicyclists) Heather McNair (Bike DFW) Ali Hatefi (Asst. Director, Dallas Department of Public Works) Robert Perez (Director, Dallas Department of Public Works) Ceason Clemens (TxDOT) Walter Shumac (Director, Grand Prairie Transportation)~~  **Consultant Team:**  Jim Adams (MAS) Jana McCann (MAS) Leah Hales (SWA) Jeremy Klop (Fehr & Peers) Anjuli Tapia (Fehr & Peers) Ann Bowers (Fehr & Peers) Gail Vittori (CMPBS) Wil Murphy (K Strategies) MK Bozeman (K Strategies)   **City of Dallas Project Management Team:**  Peer Chacko (City of Dallas, Planning + Urban Design  Arturo Del Castillo (City of Dallas, Planning + Urban Design) Don Raines (City of Dallas, Planning + Urban Design) Monique Ward (City of Dallas, Planning + Urban Design) | |
| **NOTES** | |

**Introductions** (Jim Adams) **Presentation** (Jim Adams, Anjuli Tapia)

* Overview, project mission, timeline, policy framework
* Existing constraints, site opportunities

**Discussion**

* **Anjuli Tapia**: Hensley Field could be a new transportation mode hub half way between downtown Dallas and Fort Worth
  + Minimize impact to existing roadway network.
  + Expected congestion increase based upon population growth.
  + Critical to think about multi-modal opportunities. Significant opp. For high capacity transit.
  + Long term high speed rail studies.
  + Regional trail networks – no current connections, but critical to region.
  + Given the time frame – opportunities for autonomous vehicles.
  + Curb space management – specify for dynamic use of the curb.
  + Priorities – pedestrian, bike, auto, transit, freight.
* **Kathryn Rush**: We need streets in Hensley Field. Streets that connect to adjacent districts and neighborhoods..
* **Kathryn Rush**: Super convenient highway access isn’t super important unless it is a sports facility, or retail center.
* **Dan Lamers**: What type of uses are anticipated? Internal connectivity verses regional connectivity will depend on the type of uses. Likes consideration given to autonomous vehicles. HF has good connection to 180 and 303, which leads to the larger freeway network.
* **Kay Shelton**: DART – The Dart Zoom bus network redesign is underway with a draft concept to be presented to the Board on 2/23. The proposal is for additional routes that offer 15-20 min headways. Jefferson Blvd. and Singleton Blvd. are potential BRT corridors, with the potential to evolve into light rail corridors. Connections to Cockrell Hill transit center along Jefferson Boulevard should be considered. DART’s draft Transit System 2045 plan is on their website. A possible rail extension could be considered in the future from Westmorland Station, but it would require considerable density to be viable…..also D2, the proposed second light rail alignment through downtown which would increase capacity. There is a slim chance that UP would be willing to share their ROW for other transit uses since this corridor is dedicated to freight.
* **Joe Clemmons:** BRT seems the best mode in the toolbox for transit connectivity. Route 11 stops at Cockrell Hill transit center, only five miles from Hensley Field along Jefferson Boulevard. This route has one of the highest ridership levels in the system with over 5,000 per day. A north-south spine through Hensley Field could connect to this corridor.
* **Don Raines**: Union Pacific Rail has a large easement, could they use south side of easement for BRT light rail? As a dedicated lane. Is this possible?.
* **Kay Shelton:** DART’s GO Link zone is a designated zone for on-demand service through an app.
* **Jeremy Klop**: How much development needs to be made for adding transit?
* **Kay Shelton**: There are some parameters in the DART plan – density thresholds, etc.
* **Philip Hiatt Haigh**: The Loop hike and bike ped trail. Trail network does not extend that far west. Chalk Hill trail is closest. COD needs to adopt future planned trails for development. City of Grand Prairie has an east-west trail just north of I-30 that connects to Fort Worth. A north-south connection to Hensley Field would be a good opportunity to connect to the regional system.
* **Bret Huntsman**: COGP –There is a lot of truck traffic around Hensley Field, and as such trail development has not been a high priority for this area.
* **Shawn Conrad**: NCTCOG – The COG has funded feasibility studies of shared parking, which is critical to support transit and walkability. Parking can make or break the success of a project.
* **Jim Adams**: Jefferson BLVD – Are there any initiatives to enhance that street as a complete street?
* **Dung Nguyen:** TXDOT – no immediate plans to improve Jefferson corridor.
* **Jim Adams**: Would TXDOT consider an enhancement?
* **Dung Nguyen**: Could consider it.
* **B Barks:** COG – The COG has been supporting Grand Prairie’s efforts to divert truck traffic from Main to Jefferson.
* **Brett Huntsman**: GP – The Main Street corridor is envisioned as more of a complete street to with Jefferson more of a truck route.
* **Jana McCann**: We are interested in identifying potential anchor uses such as higher education or healthcare that could locate on the site.
* **Kay Shelton** : Those uses come with a need for parking, so hopefully there won’t be seas of parking.
* **Joe Clemons**: A BRT build-out plan to HF would be pretty easy to achieve. Easier reach to be along the BRT route. FTA thresholds 3000 riders a day. Jefferson was at 5000 riders per day pre Covid.
* **Philip Hiatt Haigh**: A trail loop around Mountain Creek Lake for recreation would relieve the congestion and safety converns along Mountain Creek Parkway, which is a very popular corridor for bikers. It would provide a protected path in one of the most geographically interesting areas of Dallas.
* **Kay** **Shelton**: There could be a near term strategy to increase BRT to Cockrell Hill before HF is developed, with a second phase between Cockrell Hill and Hensley Field.
* **Joe** **Clemens**: Cities and TxDot could be potential funding sources along with grants from the FTA’s New Starts program.
* **Katheryn** **Rush**: One of the biggest constraints to pedestrian access to Hensley Field is the rail crossings.
* **Brett** **Huntsman**: High levels of traffic and the railroad cause concern for ped crossings. Plans for improvements need to recognize that this is an industrial area.
* **Philip** **Hiatt** **Haigh**: Bike and ped crossings of rail lines can take years to get approvals. Houston has good examples of ped crossings at railroads.
* **Joe** **Clemons**: UPRR – requires a 50’ separation within ROW or construction of a crash barrier that could be costly.
* **Efrain** **Trejo**: What is the schedule for implementation of the masterplan?
* **Jim** **Adams**: masterplan complete in March, 2022. Scenario planning phase. Overall a 25-year time frame to completion
  + Next steps: Reconvene meeting in February to present guiding principles.