Developing Partnerships to Sustain Rail and TOD

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Outline

• Background of Transit & TOD in Dallas
• Lessons Learned
• Key Emerging Partnerships
• Q & A
History of Light Rail Transit in Dallas

- Light rail system planning initiated in 1990
- Considerable initial community opposition
- Light rail first opened in 1996
- Growing acceptance as benefits became evident
Strong Ridership Growth

Annual Light Rail Transit Ridership

Evolution of Light Rail Transit in Dallas

- 27 operational light rail stations today
- 45 operational stations by 2010
- Competition for future lines and stations has become fierce
- DART can’t add stations fast enough
TOD has been slow to follow

• City of Dallas has been reactive rather than proactive

• TOD has been largely dependent on private sector initiative

• Interagency and interdepartmental coordination to facilitate TOD has been lacking
A Few Isolated TOD Successes

- Mockingbird Station
- Southside on Lamar
- West Village
Overall Growth Patterns not Responsive to Transit

- Households & Employment Growth Relative to Light Rail Transit
Lessons Learned

- Importance of engaging the public in constructive ways to build a TOD vision
- Importance of proactive planning to lend predictability to development and create shovel-ready dirt in the most strategic transit areas
- Importance of coordination among City departments and other agencies
- Partnerships, Partnerships, Partnerships
Key Emerging Partnerships

- **Forward Dallas! Comprehensive Plan** – partnership with the community at large to build a vision
- **Partnership with DART for TOD on DART property**
- **Partnership with North Central Texas COG to revise forecasts to reflect TOD Vision**
- **Partnerships with major stakeholders for TOD plans in strategic station areas**