

Memorandum



CITY OF DALLAS

DATE December 4, 2009

TO Trinity River Corridor Project Committee Members:
David A. Neumann (Chairman) Vonciel Jones Hill
Steve Salazar (Vice-Chair) Delia Jasso
Mayor Pro Tem Dwaine Caraway Linda Koop
Deputy Mayor Pro Tem Pauline Medrano
Carolyn R. Davis

SUBJECT **Case Study for Continental Bridge**

Attached you will find a briefing entitled Case Study for Continental Bridge that will be presented to the Trinity River Corridor Project Committee on December 8, 2009. The briefing describes the High Line in New York as a comparison to the planned Continental Pedestrian Bridge.

Please contact me if you have questions.

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



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C: Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
Ryan S. Evans, First Assistant City Manager
A.C. Gonzalez, Assistant City Manager
Forest E. Turner, Assistant City Manager
David K. Cook, Chief Financial Officer
Deborah A. Watkins, City Secretary
Thomas P. Perkins, Jr., City Attorney
Craig D. Kinton, City Auditor
Judge C. Victor Lander
Helena Stevens-Thompson, Asst. to the City Manager
Frank Libro, Director, Public Information Office
Kelly High, Director, Trinity Watershed Management
Rebecca Rasor, P.E., Managing Director, Trinity Watershed Management

Case Study for Continental Bridge

Trinity River Corridor Project Committee
December 8, 2009



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Purpose



- To explore the High Line in Manhattan as a case study as it relates to the Continental Pedestrian Bridge.

Retrofitting Infrastructure



- The High Line, like the Continental Bridge, takes advantage of converting obsolete infrastructure.
- Retrofitting these structures comes with unique opportunities and unique constraints.



High Line New York City



The High Line is a 1.45-mile section of a former elevated freight railroad that runs along the lower west side of Manhattan.



Credit: James Corner Field Operations and Diller Scofidio + Renfro

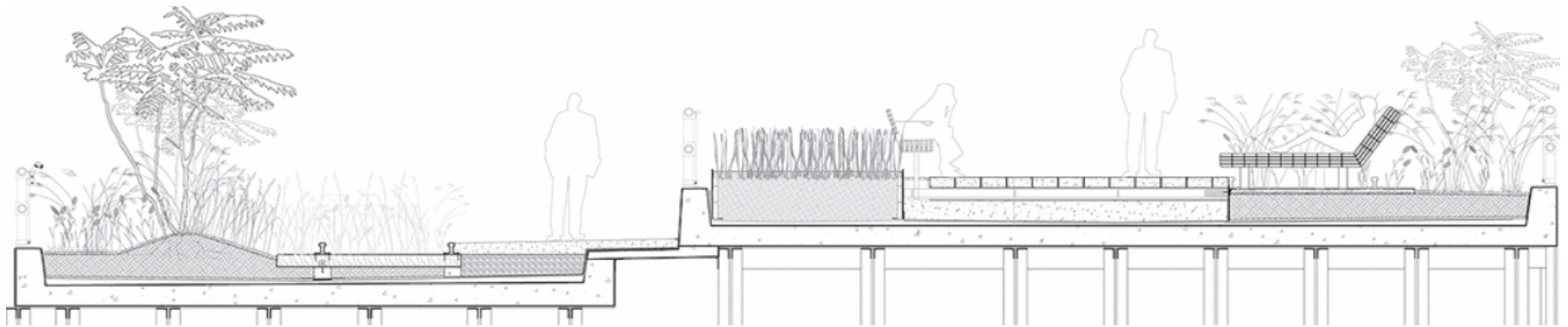


The line has been repurposed to accommodate pedestrians with areas for both active and passive use.



Source: www.thehighline.org

A section of the High Line



The width varies between 30 feet and 60 feet, depending on how many train tracks ran along the elevated path.



Credit: James Corner Field Operations and Diller Scofidio + Renfro



The High Line is open daily from 7:00 a.m. to 10:00 p.m.



Source: www.thehighline.org



The residential population of the 2 to 3 block radius around the High Line is 8,127 (based on census tracts).



Source: www.thehighline.org

High Line Costs and Sources



Total Project Cost: **\$152.3 million**

- City: \$ 112.2 million
 - Federal: \$ 20.3 million
 - State: \$400 thousand
 - Friends of the High Line and other sources: \$19.4 million
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- Section 1, the portion currently open, cost \$86.2 million.
 - Costs include quantifying rezoning, including exchanges of development bonuses for the construction of public amenities (example: access points and bathrooms).
 - There are \$20 million in additional projected costs for a future maintenance and operations facility to be City funded.



Friends of High Line



- Friends of the High Line has a License Agreement with the New York City Department of Parks & Recreation that requires them to secure capital funds.
- In addition, Friends of the High Line is responsible for 70% of the cost of operation and maintenance of the park, including staff (other than security officers).
- Friends of the High Line also funds public programming, education, outreach and art programs associated with the park.



High Line Events



- Walking Tours
 - 1 hour tour of High Line
- Astronomy on the High Line
 - Stargazing
- City Symphonies Out of Doors: Text of Light
 - Live symphony along side film that captures urban life

sample of recent activities













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Moving Forward



- The design lessons and success factors of the High Line can be incorporated into the design plans for the Continental Pedestrian Bridge.
- The design options will be explored through the CH2M-Hill contract scheduled for the January agenda.
- The design contract will allow the consultants to address the following questions:
 - What can we learn from the High Line?
 - How do we envision using the space?
 - What are the unique opportunities?
 - How do we overcome the constraints of retrofitting existing infrastructure?
 - How do we balance everyday use with special events/festivals?
 - What will draw people to the bridge?

