Agenda

- Project Background
- Process, Funding and Schedule
- Project Development (PD) Efforts
  - Preliminary Engineering (PE)
  - Environmental Impact Statement (EIS)
  - Urban Design
- How to Stay Involved
Purpose of Today’s Meeting

- To reinitiate Project Development (PD) phase for the D2 Subway project
- To update the public on recent activities
- To explain what Project Development entails and how you can be involved
- To collect your comments on issues for the engineering, environmental, and urban design process
- To outline how you can be involved and what input we need from you
Project Background and Overview
Project Purpose

• Add **Core Capacity** to and through downtown
  – Some trains will be at capacity within a few years

• Provide **Operational Flexibility** for the system
  – Continuity of service during incidents
  – System expansion/added service

• Enhance **Mobility and Access** for existing and future riders
  – Get our riders where they need to go

• Enhance **Economic Development**
  – Add value through context sensitive design
Project History

2007
- D2 Study launched by DART and Federal Transit Administration (FTA).

2010
- Phase one of the study included an Alternatives Analysis (AA) and a Draft Environmental Impact Statement (DEIS).
- Economic downturn resulted in the D2 project being deferred to post year 2030.

2013
- Phase two of the study evaluates new and refined alternatives based on public comments on the AA/DEIS and changed conditions.
- D2 project identified as candidate for new FTA Core Capacity Funding Program.

2015
- The DART Board approves the Locally Preferred Alternative (LPA) as B4 - Lamar/Young/Jackson Street.
- FTA gives approval to DART to initiate two-year project development (PD) phase for the D2 project.

2016
- Stakeholder concerns lead DART to consider subway alternatives.

2017
- The DART Board and Dallas City Council approve a refined LPA Subway project using commerce via Victory/Swiss.

2018
- DART re-initiates local PD efforts for the D2 subway.

DART is conducting PD locally for the subway as the original two-year Federal timeline requirement was not met given the change in project definition in 2017.
Locally Preferred Alternative Commerce via Victory/Swiss
Process, Funding and Schedule
Project Development Phase

- Project Development is the first phase of the federal funding process
- DART is doing Project Development and will request entry into Engineering after this phase is complete

**PROJECT DEVELOPMENT**
- Complete environmental review process including developing and reviewing alternatives, selecting locally preferred alternative (LPA), and adopting it into the fiscally constrained long-range transportation plan

**ENGINEERING**
- Gain commitments of all non-New Starts funding
- Complete sufficient engineering and design

**FULL FUNDING GRANT AGREEMENT**
- Construction

**LEGEND**
- FTA Approval
- FTA Evaluation, Rating & Approval
Project Development Phase

• What happens during Project Development?
  – Preliminary Engineering (PE) to a 30% level
  – Environmental Impact Statement (EIS) in accordance with National Environmental Policy Act (NEPA)
  – Urban Design task included

• Why is it important?
  – Establish Project Budget for the Federal Grant
  – Identifies Project Impacts and Mitigation Commitments
  – Refines the project for Engineering and Construction Phase
Project Funding

• The Project budget is included in the Draft FY19 20-Year Financial Plan
  – $1.41 Billion estimate
• FTA is lead Federal agency
• Funding approach will be to seek approximately 50% Federal grant
Public and Agency Involvement Framework

**Policy & Management**
- Recommendations • Decisions

**Public & Stakeholders**
- Issue Identification • Advisory

**Technical**
- Engineering Design • Issue Resolution

- **DART Board**
- **Dallas City Council**
- **Federal Transit Administration**
- **DART Staff**

- **Stakeholder Committee**
  - Focus Area Committees
  - One-on-One Meetings
  - Service Area Cities
  - Transits User & Public Meetings
  - DDI Mobility Committee

- **Technical Committee**
  - Utilities/Agencies
  - City of Dallas Staff
  - Dallas Urban Design Peer Review Panel
Schedule

PUBLIC & AGENCY INVOLVEMENT

PROJECT DEVELOPMENT PHASE

PRELIMINARY ENGINEERING (PE)
10-20% PRELIMINARY ENGINEERING
30% PRELIMINARY ENGINEERING

SUPPLEMENTAL DEIS (SDEIS)
EXISTING CONDITIONS
IMPACT ASSESSMENT
MITIGATION OPTIONS
DOCUMENT DEVELOPMENT & REVIEW

FINAL EIS (FEIS)
MITIGATION COMMITMENTS
FTA RECORD OF DECISION (ROD)

MITIGATION MONITORING PROGRAM

ENGINEERING PHASE
DESIGN-BUILD
REVENUE SERVICE

Note: Schedule is preliminary and subject to change.

ANTICIPATED KEY MILESTONE MEETINGS

1 KICKOFF MEETINGS
2 EXISTING CONDITIONS/ISSUE IDENTIFICATION/10% PE
3 IMPACT ASSESSMENT FINDINGS/MITIGATION OPTIONS/10-20% PE
4 PUBLIC HEARING FOR SDEIS

REVENUE SERVICE - END OF 2024
Project Development: Preliminary Engineering
Project Development Phase
Preliminary Engineering (PE)

- PE is the first stage of design
  - Project will be developed up to 30% level
    - Alignment
    - Tunnel section
    - Utilities, Subsurface
    - Station Design
    - Street Modifications
    - Right-of-way requirements
    - Construction approach
  - Future phases will do final design from 30-100% as part of a Design-Build contract
Victory Segment and Museum Way Station (At-grade)
Metro Center to Commerce Station
Commerce to CBD East Station
East Portal and Good Latimer Connection

North of Swiss Avenue
East Portal and Good Latimer Connection

South of Swiss Avenue
Project Development: Environmental
Project Development Phase
Environmental Impact Statement (EIS)

- Original Notice of Intent (NOI) issued April 2007
- Original Draft EIS published in March 2010
  - Initial assessment of potential impacts for multiple alternatives
- Supplemental Draft EIS will be prepared for the D2 Project – Why?
  - To address public, agency, stakeholder comments on the DEIS
  - To use more current data to reassess potential impacts within the project corridor
  - To assess potential impacts of new areas not included in 2010 DEIS
Environmental Categories for Analysis in the Supplemental Draft EIS

- Land Use & Zoning
- Displacements/Relocations
- Historic Resources
- Water Resources
- Community Facilities & Resources
- Economic Effects
- Parkland
- Hazardous Materials
- Socioeconomics & Demographics
- Air Quality
- Visual Effects
- Traffic/Transportation Impacts
- Environmental Justice
- Noise & Vibration
- Ecological Resources
- Energy Impacts
- Construction Impacts
- Cumulative Impacts
- Soils & Geology
- Safety & Security Considerations
Cultural and Historic Resources

- Area of Potential Effects (APE) of 300 feet from either side of alignment
- 600-foot radius around the three subway stations
- Resource age of 45 years from the anticipated revenue service date of 2024 (1979 or prior)
- Field survey work and research has been initiated
Historic Resources*

*NOT A COMPLETE LIST OF RESOURCES
Parklands

- Opportunities to activate parks/plazas with station portals
- Potential park impacts:
  - Tunnel passes underneath
  - Potential right-of-way needs
Noise & Vibration Process

**Noise & Vibration Assessment Process**

1. **Document existing noise and vibration propensity at representative sensitive land use locations**

2. **Estimate noise and vibration levels with the project**
   - Operating Plan
   - Vehicle Specifications

3. **Identify impacts and propose mitigation consistent with FTA and DART guidance**

**What Kinds of Land Uses are Considered Sensitive?**

- **Land Where Quiet is Essential to Purpose**
  - Amphitheater
  - Recording Studios
  - Some Historic Properties

- **Places Where People Sleep**
  - Homes
  - Apartments
  - Hotels
  - Hospitals

- **Institutional Uses with Daytime/Evening Use**
  - Churches
  - Libraries
  - Schools
  - Theaters
  - Cemeteries
  - Museums
  - Historic Sites
  - Parks

**Types of Mitigation**

**Noise Mitigation**
Mitigation for noise impacts may involve treatment:

1. At the Noise Source
2. Along the Source-to-Receiver Propagation Path, or
3. At the Receiver

Typical Noise Mitigation Techniques include:
- Stringent transit vehicle and equipment specifications
- Rail vehicle treatments
- Track treatments (e.g., moveable-point frogs and wayside rail lubricators)
- Bell Shrouds
- Enhanced maintenance
- Restricted vehicle speeds or operating hours
- Alignment adjustments
- Insulation of affected buildings

**Vibration Mitigation**
Vibration mitigation measures are similar to those listed for noise, but can also include:

- Track treatments (e.g., resilient rail fasteners, ballast mats, resiliently-supported ties and floating track slabs).
- Building vibration isolation (for new construction)
- Vibration mitigation for historic buildings (especially during construction)
Noise & Vibration

Noise Measurement Locations

Site ID  Location
LT-1  Arpeggio Victory Park Apartments
LT-2  The Vista Apartments
LT-3  Northend Apartments
LT-4  Dallas World Aquarium
ST-1  W Hotel
ST-2  Uplift Luna Prep School
ST-3  Lizard Lounge
ST-4  Marquis on Gaston (Residences)

Vibration Measurement Locations

Site ID  Location
VT-1  Victory Ave and High Market Street
VT-2  Commerce Street and Browder Street

- Noise Measurement Site
- Vibration Propagation Testing Site
Transportation and Access

- At-Grade segment through Victory to Woodall Rodgers Freeway
- At-Grade reconstruction in Swiss/Good Latimer area
- Tunnel portals and potential circulation/access changes
- Ridership and station access (pedestrian/other modes)
- Bicycle lane interface
- Parking impacts/mitigation
- Other key issues?
Construction Considerations

- Staging areas (materials, equipment, etc)
- Construction coordination/phasing with other projects
- Utility coordination/relocation
- Maintaining access / traffic & bus detours / pedestrian & bike access
- Construction noise/vibration
- Stormwater/air quality
- Safety
- Hauling routes
- Business impacts/Business Assistance
- Special events
- Other issues?
Project Development: Urban Design
Project Development Phase
Urban Design

• Urban design relates to:
  – Context sensitivity
  – Experience/promotion of quality of life
  – Enhanced access/mobility
  – Recognition and wayfinding

• Good urban design can be a catalytic driver
  – Implementation and success will rely on multi-agency partnerships

• Considers feedback from stakeholders, riders, agencies, and the City of Dallas

Urban design can:
• Encourage ridership/desire to use
• Maximize the purpose of D2 Subway
• Enhance the livability of downtown
• Create long term value
• Integrate D2 Subway into the downtown fabric
Urban Design Considerations
Approved by Dallas City Council

Urban Transit Design Guidelines key principles:
• Creation of pedestrian friendly stations that are accessible, safe, encourage transit ridership and contribute to the public realm through street-level activation and high quality materials and detailing
• Contribution to a sustainable urban environment that follows low impact development standards and incorporates appropriate native landscaping
• Integration of streetscapes that enhance and encourage pedestrian activity while safely accommodating all other modes of transportation
• Enhancement of economic development potential along transit corridors and transit-oriented development around station
Focus Areas
Small Group Workshops
Victory-Perot Museum Focus Area
Metro Center Station Focus Area
Commerce Street Station Focus Area

Examples

Hollywood, California

New York, New York

Lisbon, Portugal

LEGEND

- Park/Plaza
- Potential Access to Subway
- Potential Streetcar
- D2 Subway Route
- Pedestrian Connection

NOT TO SCALE
CBD East Station Focus Area

Examples

Example 1 - San Francisco, CA

Example 2 - Tokyo, Japan

Example 3 - Stockholm, Sweden
Deep Ellum Focus Area
How to Stay Involved
Your Role

• Attend Public Meetings, monitor activity on project website
  – Provide comments on issues important to you
  – Complete relevant questionnaires and surveys
• Identify key issues for the SDEIS
  – Early documentation of issues for EIS
• Request briefings for your neighborhood or other organization on general or specific topics
• Disseminate project information to your organization/group
• Assist DART with developing solutions for key issues
How to Stay Involved

- Visit www.DART.org/D2
- Email D2@DART.org
- Attend meetings regularly
- Sign up for project alerts at www.DART.org/D2
- Request a briefing or meeting with your organization
- Mail the Project Manager