D2 Subway
Public Meeting
November 13, 2019
Purpose of Today’s Meeting

• To update the community on D2 Subway progress since last meeting in April 2019
• To get your feedback on:
  – In progress 20% level of design
    o Proposed street modifications
    o Urban design plans
    o Subway station concepts and access points
• IH 345/D2 Design Coordination Status
D2 Subway Alignment
Engineering and Proposed Street Modifications
Engineering Progress Update

• Several activities in progress for 20% design submittal in March 2020
  – Finalized alignment/profile assumptions (see roll plots)
  – Initiating design for street modifications
  – Geotechnical report based on boring data along corridor
  – Construction Methods Report
  – Field surveys complete including visible utilities
  – As-built research complete for underground utilities
  – Building foundations data collected – Six key buildings/features along Commerce will have supplemental survey
Construction Methods

• Tunnel construction approaches:
  – Sequential Excavation Method (SEM)
  – Tunnel Boring Machine (TBM)
  – Cut-and-Cover

• DART will likely leave final method(s) up to contractor based on best time/cost efficiencies and considering staging area needs
Proposed Street Modifications
Victory/Museum Way Focus Area

**River Street**
Crossing panel by DART for future through street

**Museum Way**
Remove median parking and construct D2 with embedded track

**Victory Park Lane**
Possibly remove north-south through movement to right-in, right-out only

**Broom Street**
Relocated closer to freeway; lowered slightly at rail crossing

**McKinney Avenue**
Lowered slightly at rail crossing
Museum Way Cross-Section
Houston Street to Victory Avenue

- DART owns 35’ of median right-of-way

- Current approach is to revise cross section to include parking lane along sidewalk and 10’ travel lane
Proposed Street Modifications
North Portal/Metro Center Area

**Hord Street**
Rebuilt over D2 and remains open

**Corbin Street**
To be closed due to portal

**Griffin Street**
Cut and cover construction temporary impacts; to be rebuilt
Proposed Street Modifications
CBD East and Deep Ellum Focus Area

IH 345 Frontage Road
Northbound road closed from Pacific to Swiss; possible local access south of portal

Swiss Avenue
Proposed one-way westbound from Good Latimer to Hawkins

Good Latimer to Live Oak
Southbound left turn lane closed due to track widening for station

Good Latimer
Sections reconstructed with embedded track and relocated median station

Miranda Street
Closed

Rebuilt Street Crossings
Cut and cover construction temporary impacts

Hawkins Street
At-grade crossing; proposed reconstruction to align with Jett Way
Urban Design and Station Plans
Urban Design 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
DART Station Design Principles

Seamless, intuitive path of travel

Highly visible entries, street presence

Avoid dead ends

Natural light to enhance wayfinding

Clear passenger information

Intermodal integration

Minimal blind spots

Enhanced urban realm
Museum Way Station
Urban Design Plan
Museum Way Station Urban Design Plan

D2 SUBWAY | MUSEUM WAY STATION & NORTH TUNNEL PORTAL AREA | URBAN DESIGN PLAN
Museum Way Station

- Museum Way will be similar to Akard Station
- Side platform with canopies
- Opportunity for coordinated design with Perot Museum
Metro Center Station
Architectural Concept
Commerce Station Headhouse

Proposed approach to avoid Cut-and-Cover along Commerce Street
Commerce Station
Architectural Concept

Pegasus Plaza
Headhouse Concept

Commerce Street

Pegasus Plaza

let's go.
Pegasus Plaza
Existing Condition

Opportunities
• Arrival portal to heart of downtown
• First Dallas experience for visitors
• Renewed purpose for Plaza
• Retains plaza design
• Can help activate the park
• Blend station with Plaza
• Links public uses – Plaza/Station
Pegasus Plaza
Headhouse Concept
Pegasus Plaza
Headhouse Concept
CBD East Station
Architectural Concept

Elm

Main

let's go.
East Portal Urban Design Plan
East Portal Urban Design Plan
Live Oak Station
Relocation of Deep Ellum Station

- Community desire to retain station in this area
- Median station similar to today
- Objective is to remove ballast and use embedded track for more urban feel along Good Latimer
FTA TOD Planning Grant Opportunity

• DART and the City of Dallas are partnering on grant opportunity for comprehensive transit-oriented development (TOD) plan along D2 Subway Corridor
  – Plan must be associated with a fixed guideway or core capacity project
  – Anticipated 2 year effort as sub-plan concurrent with city’s comprehensive plan update

• TOD Pilot Program intended to fund:
  – Comprehensive planning that supports economic development, ridership, multimodal connectivity and accessibility, increased transit access for pedestrian and bicycle traffic, and mixed-use development near transit stations
  – Encourages identification of infrastructure needs and engagement with the private sector
Supplemental Draft
Environmental Impact Statement
SDEIS Progress

- Supplemental Draft Environmental Impact Statement (SDEIS) in progress
- Initiated early reviews with FTA staff
- SDEIS will include information in potential impacts and benefits of the project, along with mitigation options where impacts are identified
- Coordination with several entities, including: City of Dallas, Dallas Park and Recreation Board, Texas Historic Commission, TxDOT, private property owners, utility providers
Agency Coordination Efforts
IH 345 Interface Coordination

- DART, City of Dallas, TxDOT and NCTCOG staff have met several times to discuss design interface
- TxDOT approval of a crossing permit pending completion of Feasibility Study – this could be 2-3 years or longer
  - TxDOT would prefer DART at-grade crossing under IH 345
- DART continues to advance D2 Subway with portal at IH 345 but has reviewed other options with agency staff
- DART has also participated in interviews with Coalition for a New Dallas IH 345 study team
- Policy-level discussions are occurring to provide guidance
FTA Considerations & Next Steps
FTA Capital Investment Grant Process

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

- D2 received MEDIUM-HIGH ratings in 2015, 2016, 2017
- Project refined as subway in September 2017
  - No formal rating submittal in September 2018
- FTA deadline for Project Ratings in 2019 was August 23
- DART provided letter to FTA with project update (no formal rating request at this time) and key milestones for next phase
- Early 2020, begin coordination to enter Engineering
- August 2020 – DART will request rating
## Key Milestones for FTA Schedule

<table>
<thead>
<tr>
<th>Activity</th>
<th>Date</th>
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<tbody>
<tr>
<td>10 percent design complete</td>
<td>March 2019</td>
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<tr>
<td>Advance notice of Request to Enter Engineering</td>
<td>February 2020</td>
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<tr>
<td>- <em>Initiate Readiness Documents</em></td>
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<tr>
<td>20 percent design</td>
<td>March 2020</td>
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<tr>
<td>Draft Supplemental Environmental Impact Statement</td>
<td>March 2020</td>
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<tr>
<td>30 percent design</td>
<td>August 2020</td>
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<tr>
<td>Final Environmental Impact Statement/Record of Decision (FEIS/ROD)</td>
<td>August 2020</td>
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<tr>
<td>Entry into Engineering</td>
<td>Late 2020/</td>
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<tr>
<td>- <em>FTA Rating</em></td>
<td>Early 2021</td>
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<tr>
<td>- <em>Readiness documents review complete</em></td>
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