Purpose of Today’s Meeting

• To update stakeholders 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

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

- **River Street**: Crossing panel by DART for future through street.

- **Potential street opportunity**: Crossing panel by DART for future through street.

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

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

- **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

**Proposed Street Modifications**

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

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

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

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

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

**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 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
- Clear passenger information
- Minimal blind spots
- Avoid dead ends
- Natural light to enhance wayfinding
- Intermodal integration
- Enhanced urban realm
Museum Way Station
Urban Design Plan
Museum Way Station
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 Urban Design Plan
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
CBD East Station Architectural Concept
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
FPA 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>
</tr>
</thead>
<tbody>
<tr>
<td>10 percent design complete</td>
<td>March 2019</td>
</tr>
<tr>
<td>Advance notice of Request to Enter Engineering</td>
<td>February 2020</td>
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<tr>
<td>- Initiate Readiness Documents</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/Early 2021</td>
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<tr>
<td>- FTA Rating</td>
<td></td>
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<tr>
<td>- Readiness documents review complete</td>
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