D2 Subway Project Development

Victory–Perot Focus Area Meeting
August 9, 2018
Agenda

- Welcome and Introductions
- Meeting Objective
- Project Background and Overview
- Focus Area Discussion
  - LPA and Focus Area
  - Stakeholder Input
  - City Urban Design Transit Guidelines
  - Dallas 360 Plan – Catalytic Development Area | D2 overlay
  - Challenges and opportunities
- Establish Focus Area Goals
- Urban Design Elements and Components
- Next Steps
Project Team

• **DART Team Members**
  – Steve Salin, Vice President
  – Chad Edwards, Assistant Vice President
  – Ernie Martinez, D2 Project Manager
  – Kay Shelton, D2 Environmental Task Manager
  – Carlos Huerta, D2 Community Engagement

• **Consultant Team Members**
  – Tom Shelton, Program Manager
  – James Frye, Project Manager
  – Kris Lloyd, Environmental Lead
  – Israel Crowe, Engineering Lead
  – Brandi Crawford, Urban Design Lead
  – Jory Dille, Public and Agency Involvement Lead
  – Frank Turner, Stakeholder Liaison
The purpose of the focus area meeting is to collaboratively discuss potential urban design ideas and opportunities to aid decision-making during the engineering and environmental process that catalyze the subway project for future Downtown Dallas development.
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

Victory–Perot Focus Area

LEGEND
- Existing DART LRT System
- DART Transfer Center
- Existing M-Line Trolley
- Existing Dallas Streetcar
- Potential Streetcar Line
- Future D2 Alignment
- D3 Tunnel Portal
- Future D2 Station (Above Ground)
- Future D2 Station (Below Ground/Tunnel)

DART. let's go.
Victory-Perot Focus Area
Stakeholder Input – July 19, 2017
Victory-Perot Focus Area
Concept Sketch – Ramp to Field Street
Victory-Perot Focus Area
Concept Sketch – Ramp to Akard Street
**The 360 Plan | Catalytic Development Area**
Adopted by Dallas City Council December 2017

- **Advance complete street design concepts for Field Street**
  Field Street has been identified as a Corridor of Interest and is envisioned to play a key role in reconnecting Downtown with the Victory / Harwood District across Woodall Rodgers Freeway. Advance preliminary complete street design concepts for Field Street to spur mixed-use, pedestrian-friendly economic development along the corridor and to create a safe environment for all users.

- **Reconfigure and enhance the Field / Griffin Intersection**
  The Field / Griffin intersection is currently confusing and unsafe for all users, particularly for pedestrians. Redevelopment interest along the Field Street corridor presents an opportunity to redesign this intersection to create a safe and attractive place for all users while enabling new development to attract people to this location.

- **Create a multi-purpose trail connection along Old Griffin**
  Development of the DART D2 light rail alignment along the Old Griffin corridor presents a unique opportunity to create a strong pedestrian and bicycle pathway across Woodall Rodgers. This would fill in a missing link in the City Center bicycle and pedestrian district connector network, linking the West End and the Dallas World Aquarium to the Perot Museum, the proposed DART station, and beyond to Victory Park to the north and Kyle Field Park to the east.

- **Design the DART train portal to facilitate development over it**
  The DART train portal needs special attention to alignment and design to ensure that it does not become a circulation barrier. Design the DART train portal to enable creation of a civic space at the intersection of Old Griffin and Corbin, as close to grade level as possible to help create a stronger pedestrian-friendly connection along Corbin between Lamar and Field Streets. The remainder of the train portal should be designed to enable development of air rights over it in a way that activates the Old Griffin frontage and minimizes the impact of the portal as a barrier.

- **Investigate near-term reconfiguration of the Field Street ramp**
  The Field Street ramp from Woodall Rodgers is currently designed in a substandard format, depositing fast moving vehicles on to local streets. Investigate the potential to reconfigure this ramp in a more urban format, to help create a safer intersection at Field and Griffin and to open up potential opportunities for new development along the Field Street frontage.
Victory-Perot Focus Area
Commerce via Victory/Swiss Alternative
Victory-Perot Focus Area Commerce via Victory/Swiss Alternative
Urban Design Considerations
Adopted by Dallas City Council April 2017

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
Tunnel Portal and Transition to Subway Challenges and Opportunities

• Clearance under Woodall Rodgers and potential modification to freeway ramp
• Property requirements: Temporary construction staging needs vs. permanent acquisitions
• Coordination with property owners and future development
• Pedestrian connections
• Tunnel portal security
• Impacts of noise and vibration
Victory–Perot Challenges and Opportunities

- Street crossings
- Coordination with Perot Museum expansion plans and new developments
- Maintaining access to properties during and after construction
- Parking impacts
- Traffic/pedestrian movements during special events
- Noise/Vibration (hotels, residents)
Victory–Perot Museum Way Section
Victory-Perot Focus Area
Commerce via Victory/Swiss Alternative
Next Steps
What’s Next

• DART will host a range of meetings over next 3 months to begin to identify issues, opportunities and discuss solutions, options
• Will report back to Stakeholder Committee this Fall
Note: Schedule is preliminary and subject to change.

we are here
PRINTED FOCUS AREA
AERIAL MAP
DART D2 Subway design decisions will begin with the direction established in the Urban Transit Design Guidelines for Dallas, Texas developed by City staff in partnership with the Downtown Dallas Inc. Mobility Committee with input from DART staff. The D2 Subway project should emulate the following 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.
1. Advance complete street design concepts for Field Street

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4. Design the DART train portal to facilitate development over it

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The Field Street ramp from Woodall Rodgers is currently designed in a suburban format, depositing fast moving vehicles on to local streets. Investigate the potential to reconfigure this ramp in a more urban format, to help create a safer intersection at Field and Griffin and to open up potential opportunities for new development along the Field Street frontage.
Creative public space design, implementing techniques such as terraces and stairs, could be used to screen the DART light rail portal.

A multi-purpose trail should be provided paralleling the DART train alignment, connecting the West End to bike lanes on Houston Street.

The DART train portal should be designed to allow for air rights development above, allowing for the neighborhood to seamlessly flow around the tunnel entrance.
EXISTING DART RAIL OPERATIONS

- Terminate near East TC and turnback to DFW
- Continue existing service pattern to Parker Road Station
- Add service to Baylor

Orange Line Options (3):

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<th>Option</th>
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