City of Dallas

D2 Subway East End Evaluation

Transportation and Infrastructure Committee
October 18, 2021

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Department of Transportation

Presentation Overview

1-Purpose
2-Background
3-Evaluation Process Overview
4-Results of First Level Screening
5-Results of Second Level Screening
6-Staff Recommendation
7-Next Steps
8-Discussion

1-Purpose

- Present the results of the D2 East End alignment evaluation and staff's recommendation.
- Seek confirmation from members of the TRNI committee on proposed next steps.

2-Background

Master Interlocal Agreement: build a subway in the Downtown CBD (D2) when specific ridership/ headway thresholds are met

1990

2007

DART initiates alternatives analysis for D2 alignments

9/9/2015 City Council Resolution: endorsed at-grade Jackson Street as the locally preferred alignment (LPA)

2015

2016

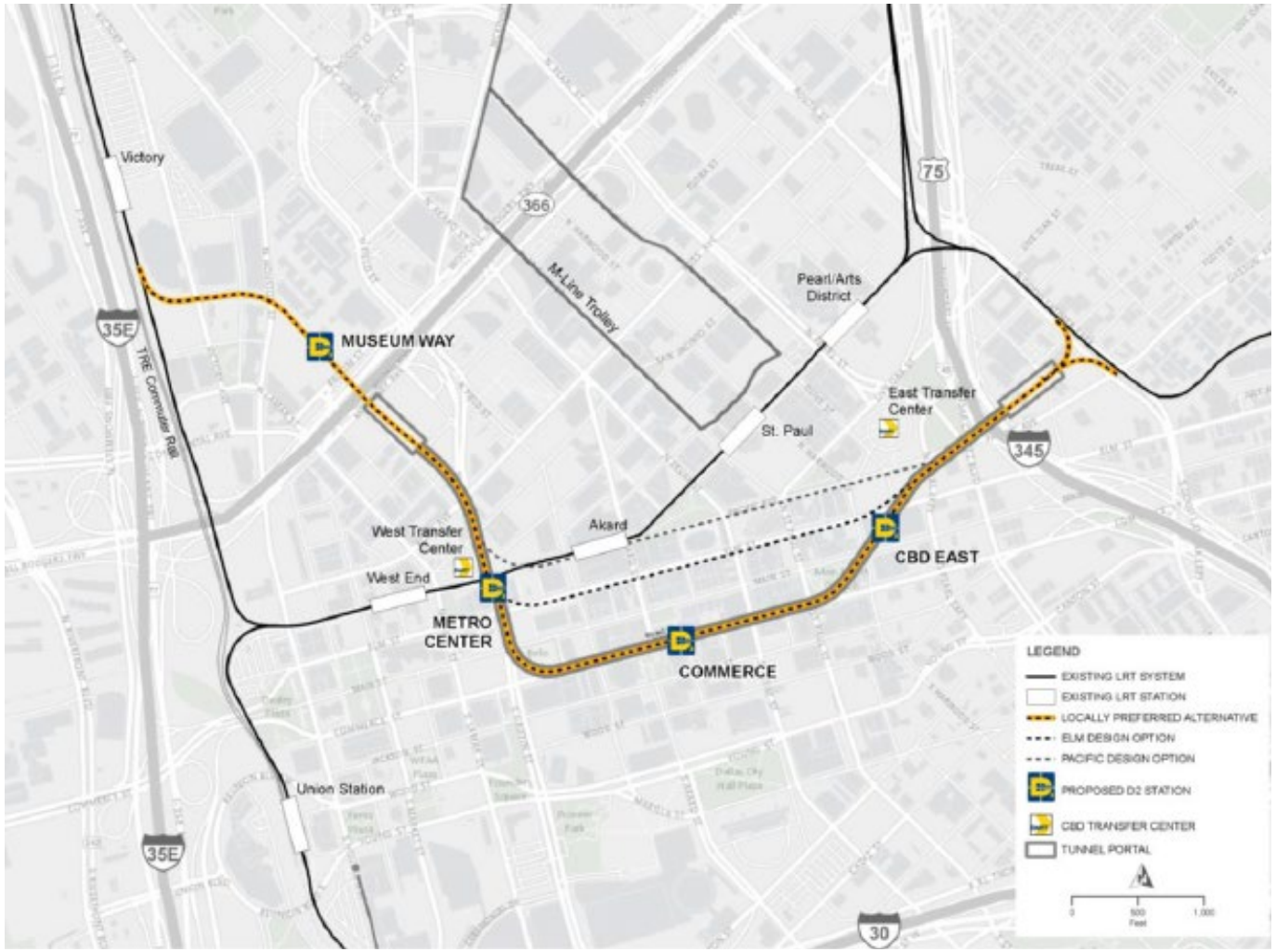
10/11/16 City Council Resolution: construct D2 in a subway through Downtown CBD; D2 is City's highest priority for DART's 2017 20-Year Financial Plan.

9/3/17 City Council Resolution: endorsed Victory/Commerce/ Swiss as the LPA for the subway, with specific provisions.

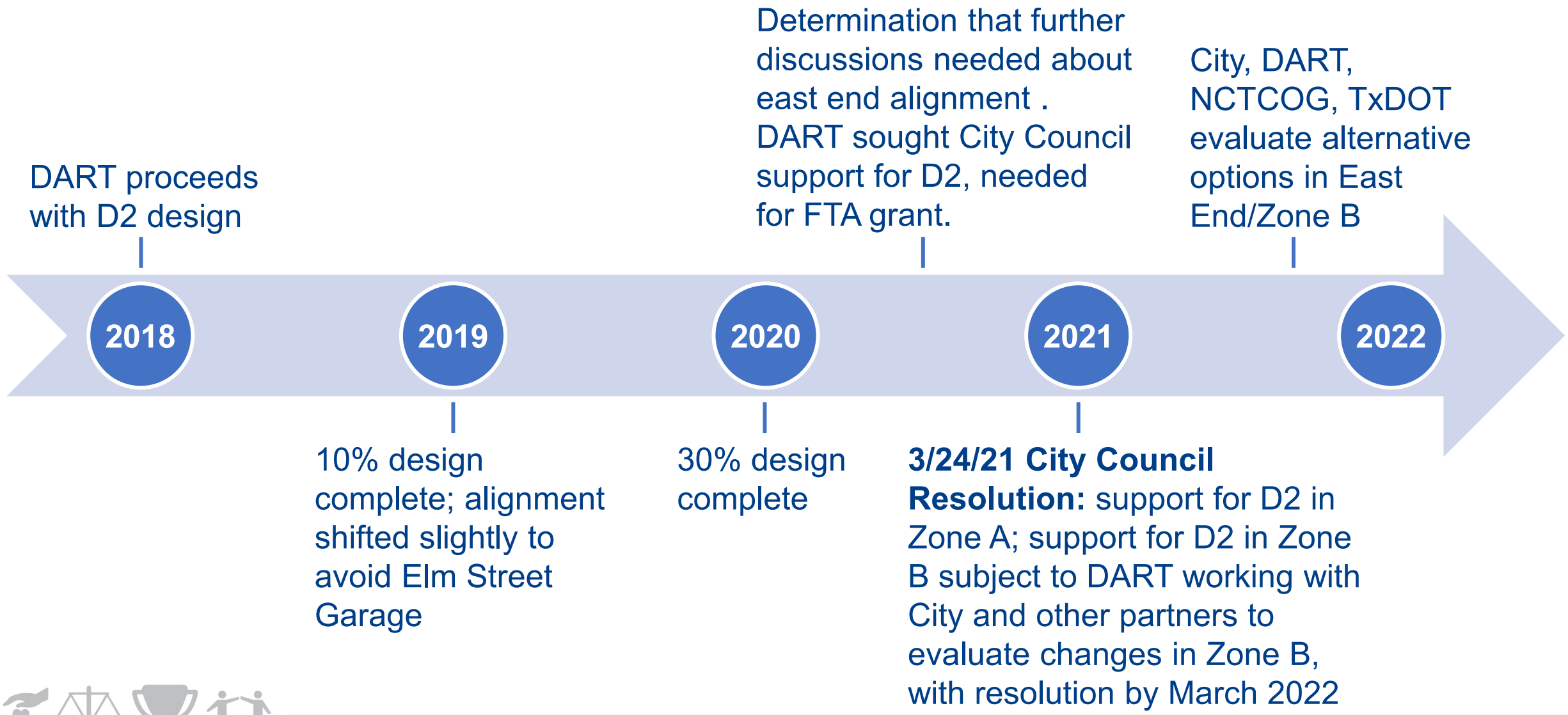
2017

2-Background

2017 Locally Preferred Alignment



2-Background



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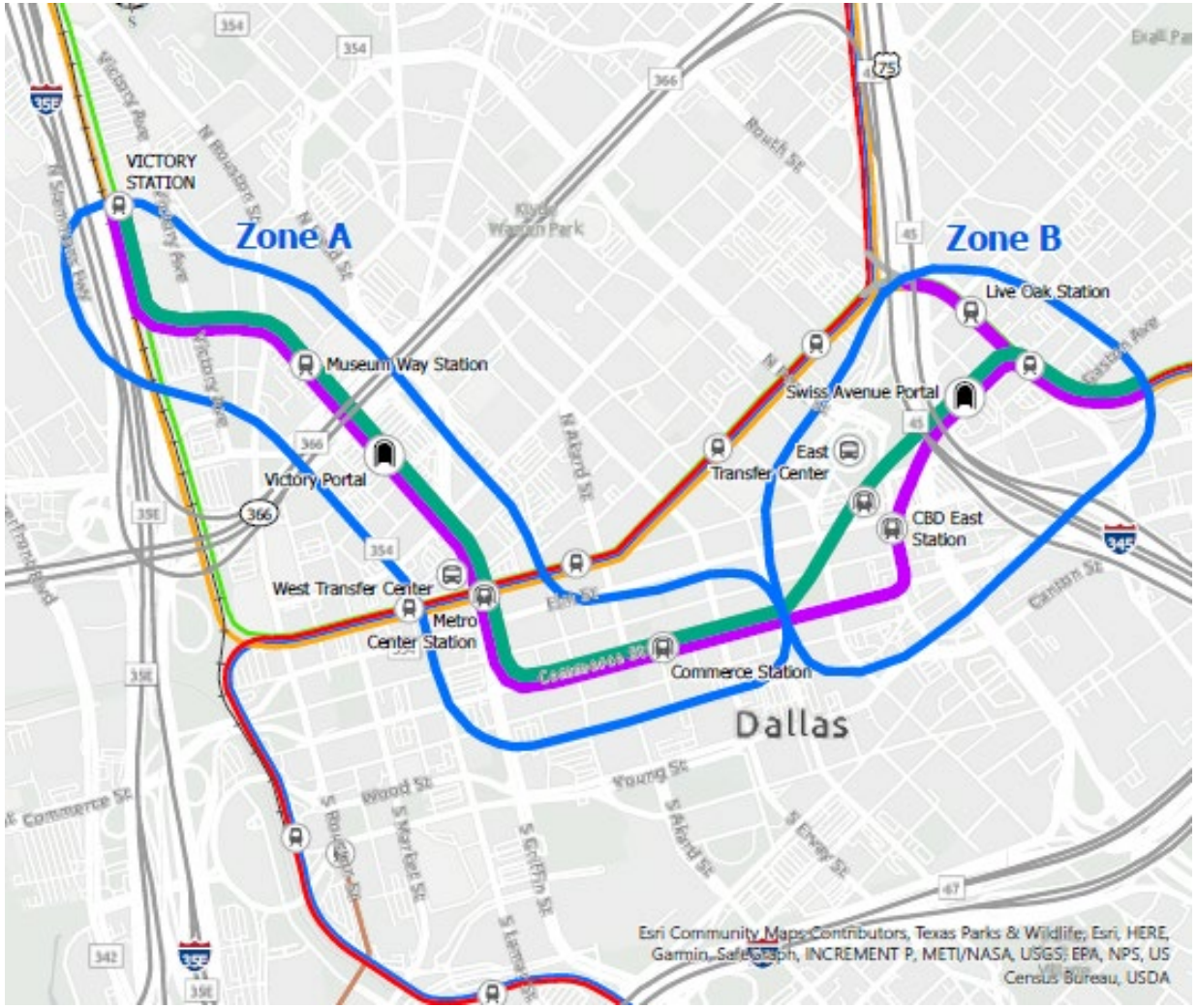


Locally Preferred Alternative - City Council Resolution September 2017

DART's Current Proposed Alternative

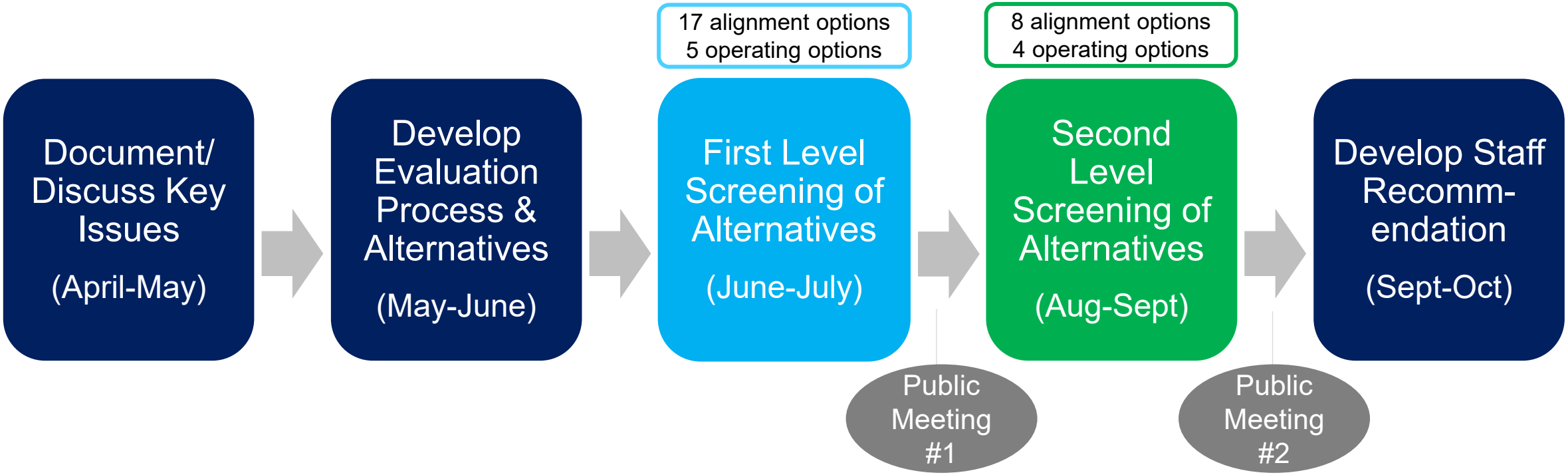
2-Background

The partnering agencies' staff developed the Vision and identified the Key Issues for Zone B's evaluation, as follows:

Look at D2 Subway, I-345, local street network, and other related infrastructure projects in a coordinated and holistic manner to:

- Minimize right-of-way needs
- Maximize economic development potential
- Reduce the potential for "throw-away" reconstruction of local streets
- Lessen business, property, and travel impacts during construction
- Enhance the city street grid and pedestrian network to reconnect neighborhoods
- Maximize the experience for transit, bicycle, pedestrian, roadway, and freight/goods movement

3-Evaluation Process Overview



KEY DATES

- Staff recommendation by October 2021
- Brief Transportation & Infrastructure Committee in October 2021
- Draft Interlocal Agreement(s) by and between the City, DART, NCTCOG, and TxDOT, by January 2022
- City Council resolution no later than **March 2022**

3-Evaluation Process Overview

- Alternatives were compared to the 30% design of the D2 Subway included in the April 2021 Final Environmental Impact Statement/Record of Decision (FEIS/ROD)
- Evaluation Categories and Stages:
  - Evaluation Vision / Project Need and Purpose
  - Design and Construction Feasibility

First Level Screening

  - Community, Economic, and Environmental Effects
  - Transportation Effects
  - Temporary (Construction) Effects
  - Costs/Funding/Schedule
  - Stakeholder Support

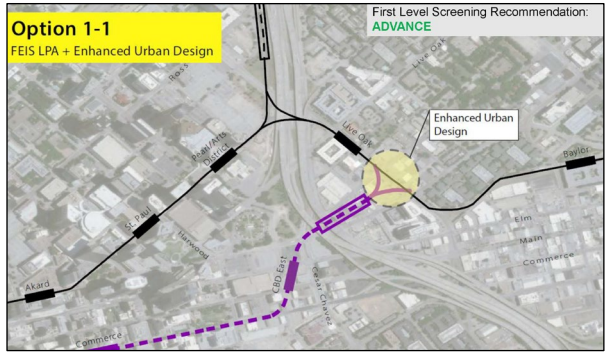
Second Level Screening

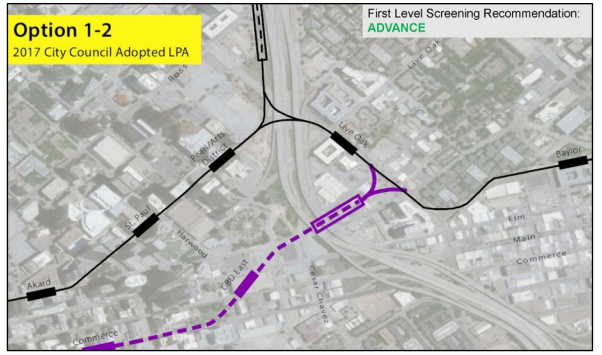
4-Results of First Level Screening

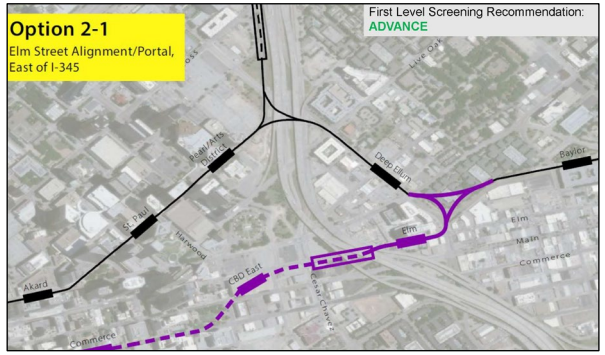
- Presented at Public/Stakeholder Meeting #1 on August 5, 2021.
- Seventeen (17) alignment alternatives were developed, in three "families."
- As a result of the First Level Screening, it was recommended that eight (8) alternatives be advanced to the second level screening.
- Most stakeholder and public support was for options 3-1a and 3-7a.

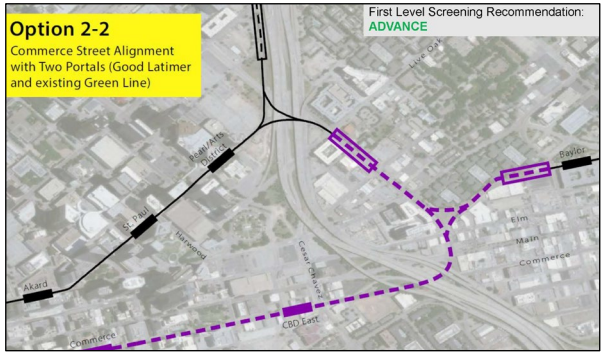
4-Results of First Level Screening

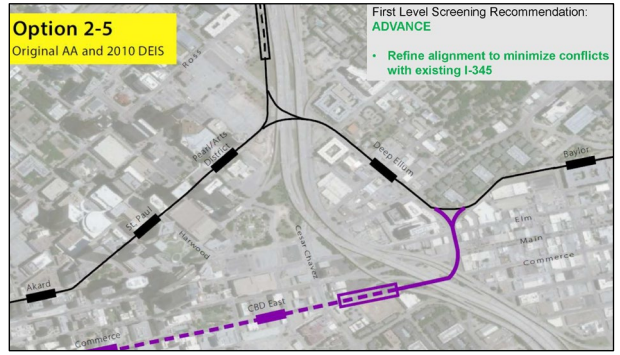
Alternatives advanced to second level screening

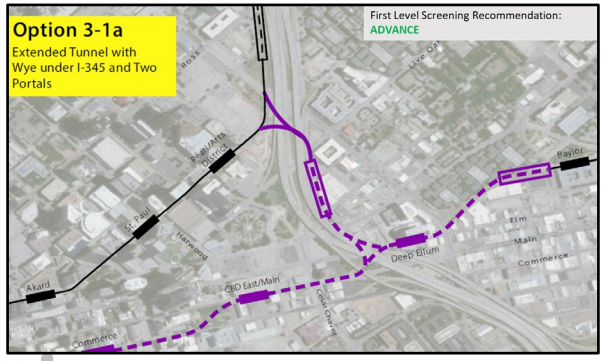


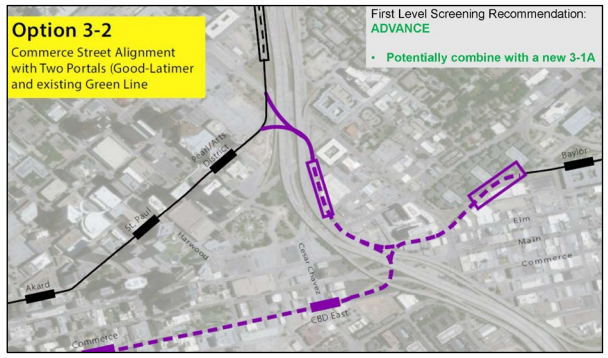


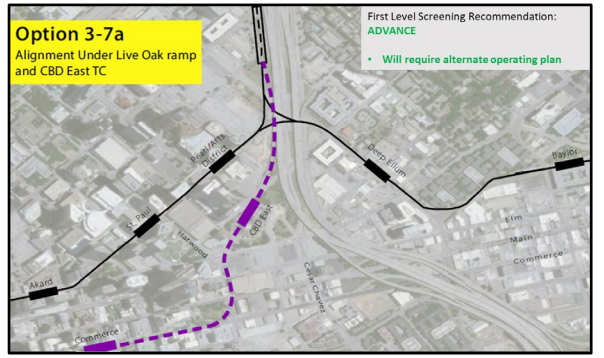








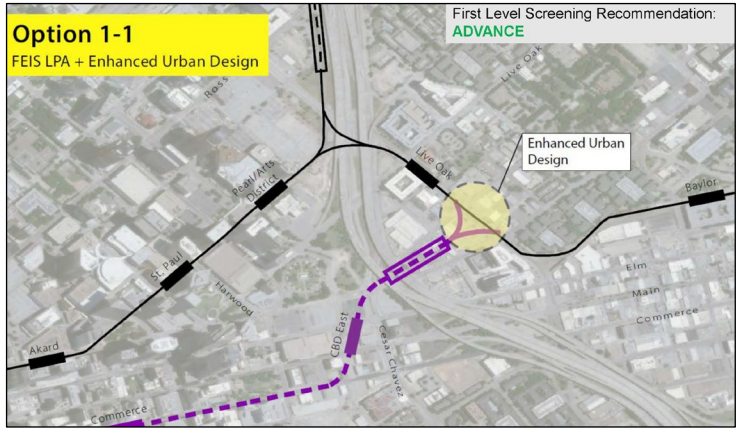




4-Results of Second Level Screening

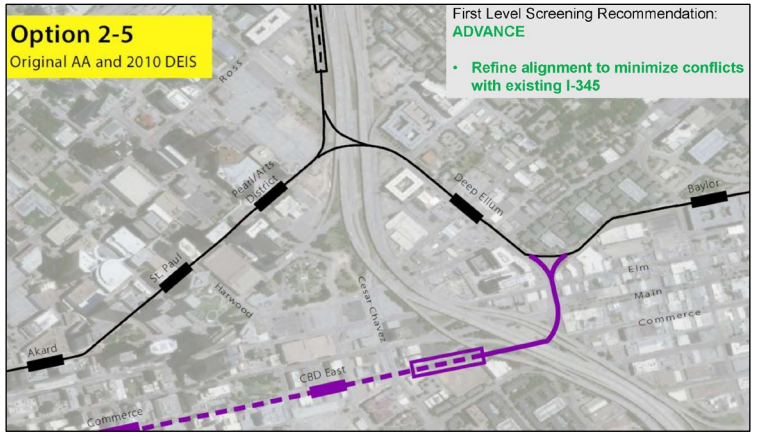
Alternative	Green	Yellow	Orange	East End Property Impacts	Stations	Economic & TOD Opportunities	Impacts to Riders & EJ	Street Grid/Traffic Impacts	Ped, Bike, and Micro-Transit Safety Effects	Construction Impacts	DART Service Impacts/O&M Considerations	Impacts to Future Design I-345	Project Costs	Operating Costs	FTA Grant Implications	DART Project Schedule	Stakeholder Support
Baseline - FEIS 30% Design	6	4	3	orange	green	orange	green	yellow	yellow	yellow	yellow	orange	green	green	green	green	
1-1: FEIS LPA + Enhanced Urban Design + West Side Running LRT	8	2	3	orange	green	orange	green	green	green	yellow	yellow	orange	green	green	green	green	
1-2: 2017 City Council Adopted LPA	5	5	3	orange	green	orange	green	yellow	yellow	yellow	yellow	orange	yellow	green	green	green	
2-1: Elm Street Alignment/Portal, East of I-345	3	4	6	orange	green	orange	green	orange	yellow	yellow	yellow	orange	orange	green	orange	yellow	
2-2: Commerce Street Alignment with Two Portals (Good-Latimer and existing Green Line)	4	4	5	yellow	orange	green	orange	green	green	yellow	orange	green	orange	yellow	orange	yellow	
2-5: Original AA and 2010 DEIS	5	6	2	yellow	green	yellow	yellow	orange	orange	green	green	green	green	yellow	yellow	yellow	
3-1a: 2017 City Council LPA with Wye under I-345 and Two Portals	4	3	6	orange	green	yellow	yellow	green	green	orange	orange	green	orange	yellow	orange	orange	
3-2: Commerce Street Alignment with Wye under I-345 and Two Portals	4	2	7	yellow	orange	green	orange	green	green	orange	orange	green	orange	yellow	orange	orange	
3-7a: Alignment Under Southbound I-345 Access Road	7	6	0	green	green	green	yellow	green	green	yellow	yellow	green	yellow	green	yellow	yellow	

5-Results of Second Level Screening



- Minor refinements to LPA
- Minimal schedule delay
- Minimal D2 cost increase

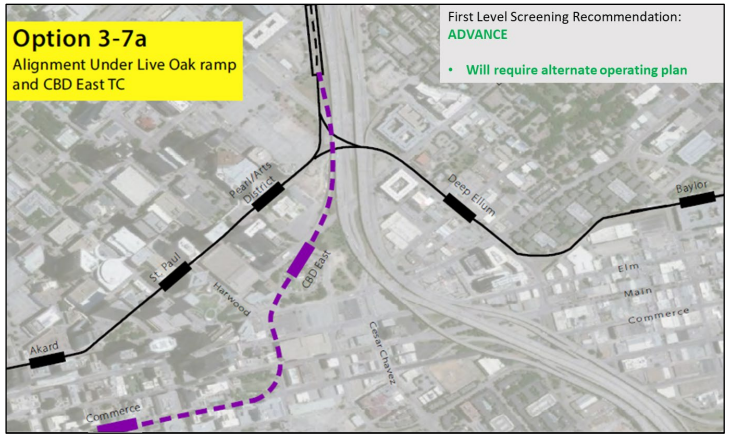
- Number of private property acquisitions required
- I-345 depressed option cannot gravity drain/adds costs
- Further disruption to City street grid



- Minimal acquisition of private property
- I-345 depressed options can gravity drain
- Minimal D2 cost increase

- Inconvenient transfers/ access

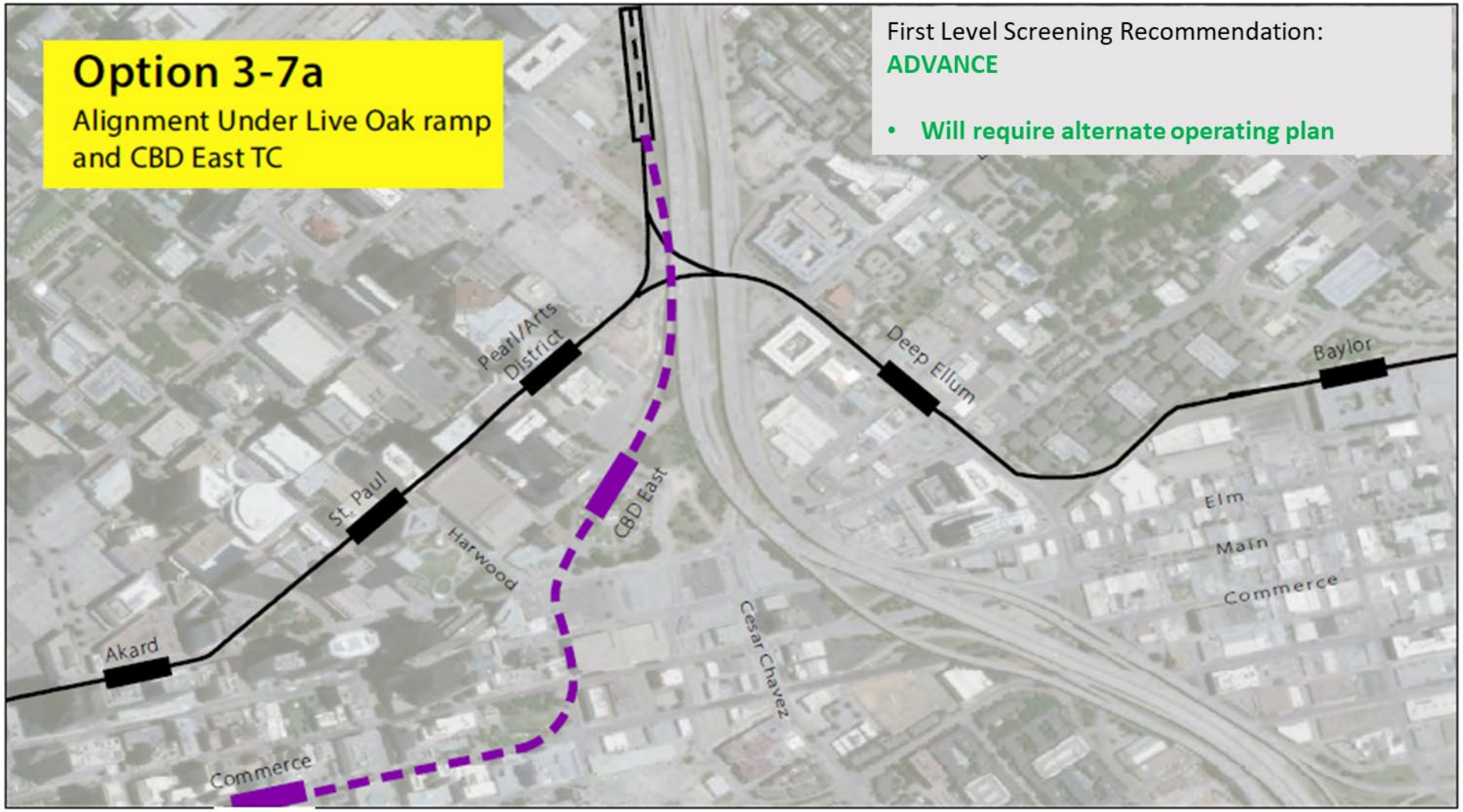
- Traffic conflicts
- Longer travel time



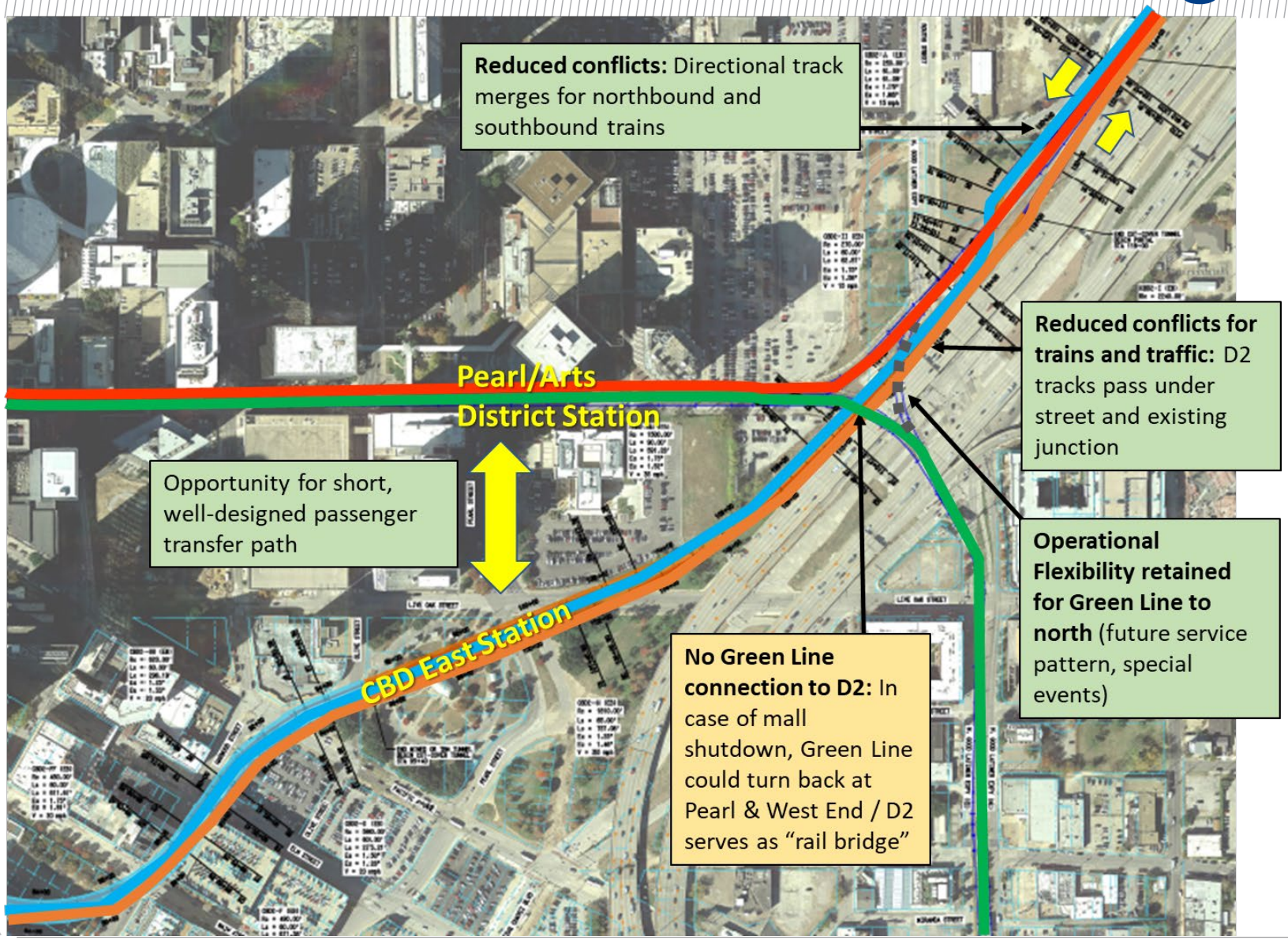
- Minimal acquisition of private property
- No crossing of I-345
- Reduced train/traffic conflicts
- Convenient transfers
- Minimal impact to City street grid

- Some schedule delays
- Minor D2 cost increase (relative)
- Requires adjustments to DART's operation plan

5-Results of Second Level Screening

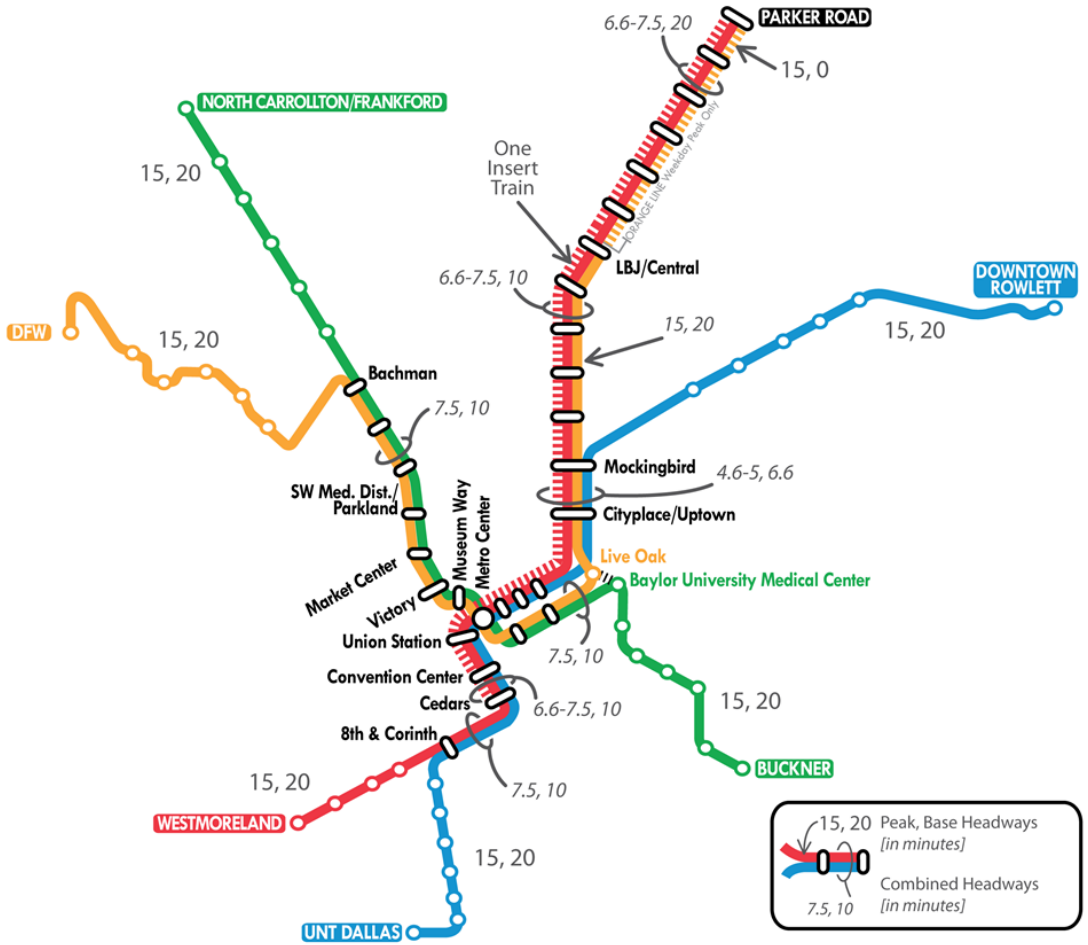


5-Results of Second Level Screening

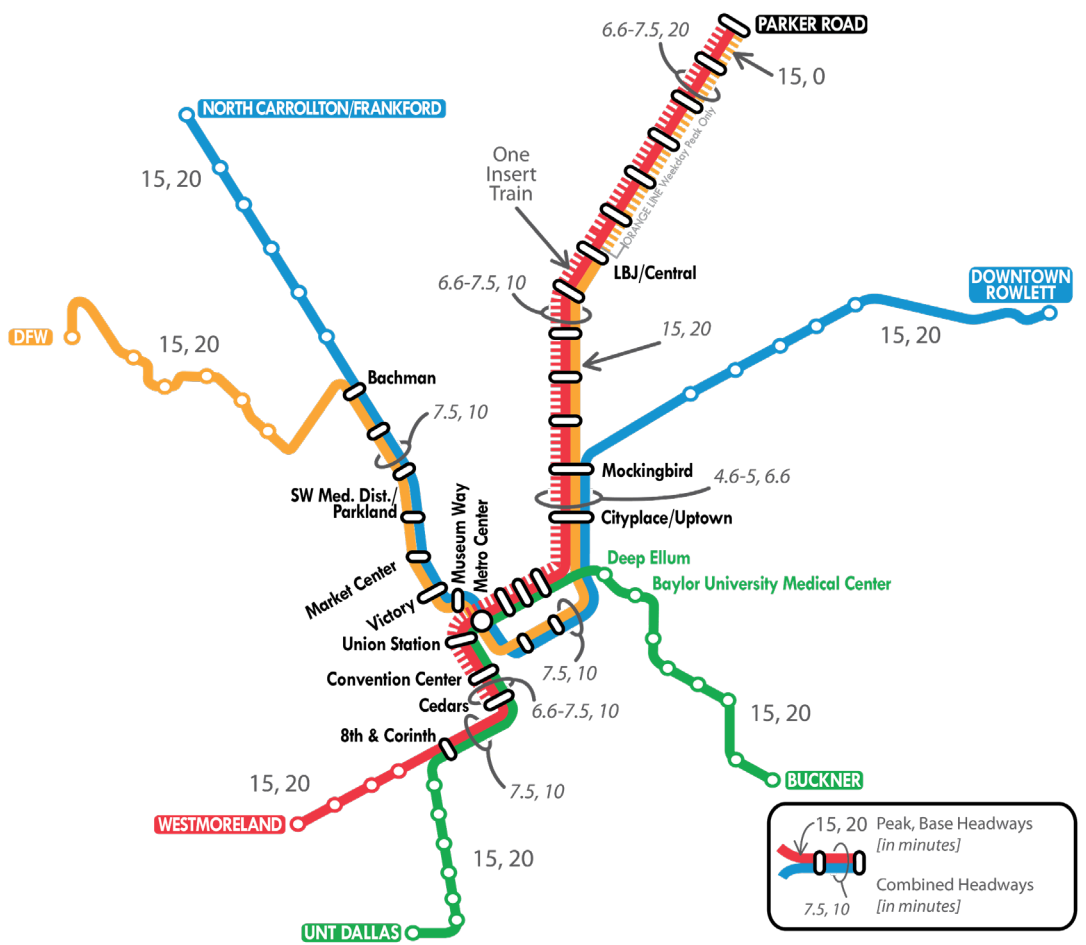


5-Results of Second Level Screening

Operations Under Current D2 Alignment



Operations Under Option 3-7a



6-Staff Recommendation

- Public meeting #2 was conducted on September 29, 2021. Initial public feedback indicated support for alternative 3-7a.
- Alignment Option Recommendation: Based on input from stakeholders, staff from all partner agencies agree on recommending 3-7a as the preferred alignment for the eastern end/Zone B of the D2 alignment.
- The 3-7a alternative presents key opportunities as follows:
  - Allows DART to develop long-range service plan with opportunities for augmented service and new patterns
  - Eliminates any further complications to the city's roadway operational challenges, especially on Good Latimer
  - Mitigates any major impacts to properties and disruptions due to construction activities and accessibility, especially in the Deep Ellum area
  - Provides the necessary flexibility for IH 345 planning effort

7-Next Steps

- Per the March 23, 2021 Resolution, the City's future support for D2 is subject to the following:
  - Obtaining a City Council resolution in support of any proposed changes to the D2 alignment in Zone B.
  - Entering into a mutual binding interlocal agreement between the City, DART, NCTCOG, and TxDOT on selected D2 changes before March 2022.
- Staff Recommendation on Next Steps:
  - Develop and approve City Council resolution and ILA supporting 3-7a in December 2021/ January 2022 timeframe.
  - DART to begin process of environmentally clearing the new alignment, acquiring right-of-way, and proceeding to 30% design.
  - Discussion on timing of D2 construction.

7-Next Steps

- Solicit input from members of the TRNI Committee on staff's recommendation for D2:
  - Alignment option
  - Next steps

8 - Discussion

- General questions/comments/feedback

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