

June 2022





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D2 Subway East End Evaluation Report

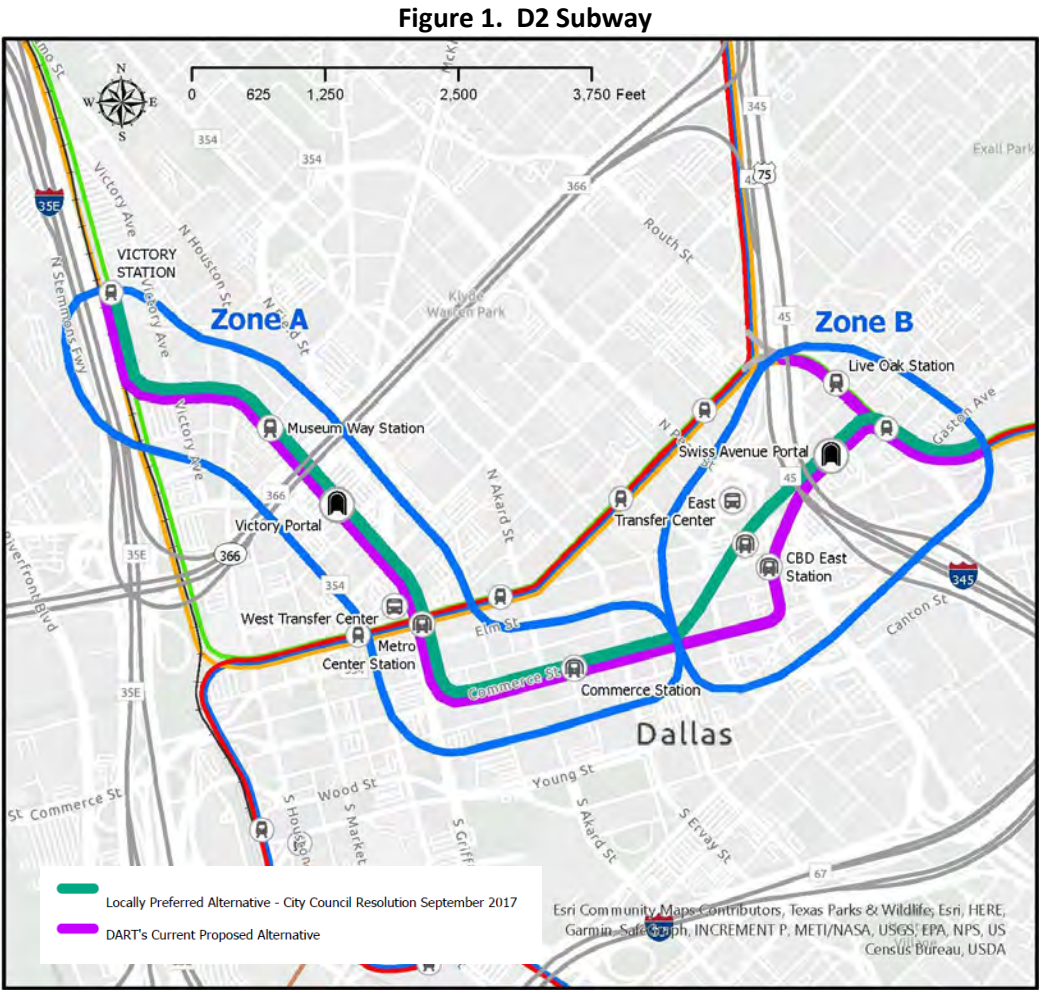
1.0 INTRODUCTION & BACKGROUND

The D2 Subway project is a future second light rail line through downtown Dallas that extends from Victory Park to Deep Ellum. The D2 Subway East End Evaluation was a collaborative effort of the City of Dallas, Dallas Area Rapid Transit (DART), the Texas Department of Transportation (TxDOT), and the North Central Texas Council of Governments (NCTCOG) to resolve concerns in the eastern portion of the project. The effort began in April 2021 and was completed in February 2022 with resolutions by Dallas City Council and the DART Board. This report documents the evaluation process, alternatives considered, evaluation parameters and results, public and stakeholder involvement, staff recommendation, and governmental support.

On March 24, 2021, the Dallas City Council approved a resolution to advance the D2 Subway, including support to issue the Final Environmental Impact Statement/Record of Decision and submit the project to the Federal Transit Administration for review (see Appendix A, Figure A-1). The Dallas City Council resolution set the alignment for D2 in Zone A (see Figure 1). It also provided direction for the City, DART, TxDOT, NCTCOG, and stakeholders to continue efforts to conduct an additional evaluation of project refinements, enhancements, and/or modifications along the east end of the project in Zone B to address and mitigate technical, environmental, and alignment concerns.

Within Zone B, the TxDOT I-345 Feasibility Study is still in progress and coordination is needed to optimize the interface of D2 with the future I-345 design options. The public and downtown stakeholders will be engaged throughout the process prior to a technical recommendation.

Per the March 2021 resolution, continued Dallas City Council support for the D2 Subway project is subject to a mutual binding interlocal agreement(s) by and between the City, DART, NCTCOG, and TxDOT, as well as a subsequent City Council resolution no later than March 2022.



2.0 D2 EAST END WORK PLAN

The East End Evaluation work plan and process was jointly developed by all four agencies. The plan included:

- Documentation and discussion of key issues and concerns with agencies and stakeholders to identify desired outcomes and to help define key parameters to guide the evaluation
- Development of alternatives based on input from agencies and stakeholders. This included a set of refinements, enhancements, and/or modifications to the current (Baseline) 30 percent design of the D2 Subway included in the April 2021 Final Environmental Impact Statement (FEIS)/Record of Decision.
- Evaluation and comparison of key factors to enable decision-makers and elected officials to clearly understand the differences in potential impacts, benefits, costs, scope, and schedule as compared to the Baseline. The evaluation will also consider the context of future scenarios of the east end area, which may include different I-345 options and land use development scenarios.
- Development of an agency staff recommendation and development of a draft interlocal agreement.

2.1 Agency Roles & Responsibilities

The City of Dallas Transportation Department led the overall lead for the effort. All agencies supported the process, shared information, and worked together in a collaborative manner. Each agency had a role in reviewing reports, preparing presentation materials, and briefing their respective leadership and/or elected officials.

Table 1. Summary of Agency Roles and Responsibilities	
Agency	Primary Responsibilities
City of Dallas Lead Agency (Transportation Department lead)	<ul style="list-style-type: none"><li>• Develop and distribute monthly reports for Dallas City Council with input from all agencies</li><li>• Set dates for council committee and/or city council briefings on study progress</li><li>• Land use/economic development and city street network vision</li><li>• Urban design concepts for various scenarios and D2 alternatives</li><li>• Lead stakeholder and public meetings</li><li>• Public meeting and stakeholder meeting logistics and notification</li><li>• Stakeholder and public meeting comment/feedback summaries</li><li>• Coordination and involvement of other City departments</li><li>• Interlocal agreement among all agencies</li></ul>
DART	<ul style="list-style-type: none"><li>• Identification of stakeholders in coordination with City, TxDOT, and NCTCOG</li><li>• Support public meeting logistics</li><li>• Technical support for engineering feasibility of D2 options using DART design criteria</li><li>• Cost estimates of D2 options</li><li>• Urban design enhancements for Baseline option</li><li>• Documentation of potential impacts/benefits compared to D2 Baseline</li><li>• Regular communication with Federal Transit Administration and feedback on options in coordination with the City</li><li>• Monthly briefings to DART Planning and Capital Programs Committee</li><li>• Distribute monthly report to DART Board</li></ul>
TxDOT	<ul style="list-style-type: none"><li>• Support public meeting logistics</li><li>• Evaluate and provide feedback on D2 options relative to I-345 scenarios</li><li>• Technical support for engineering feasibility of freeway designs using TxDOT/FHWA design criteria</li><li>• I-345 drainage/traffic information</li><li>• Cost estimates related to I-345 options</li></ul>
NCTCOG	<ul style="list-style-type: none"><li>• Support public meeting logistics</li><li>• Schedule team meetings and workshops</li><li>• Develop team meeting agendas, meeting summaries, including action items/decisions/feedback</li><li>• Document process and recommendation</li><li>• Monthly reports to the Regional Transportation Council</li><li>• Assess financial considerations, including funding sources and commitments</li></ul>



# D2 Subway East End Evaluation Report

Beginning in April 2021, the lead staff from City of Dallas, DART, TxDOT, and NCTCOG met on a weekly basis to develop the work plan, discuss project activities and progress, prepare presentations, and coordinate design and review efforts. Eight larger agency team meetings were held with design, planning, and operations staff from all four agencies. As needed, smaller team meetings were held to discuss and refine designs and screen/evaluate the options. Due to the on-going COVID-19 pandemic, most of the meetings were held virtually. For meetings held in person, appropriate COVID protocols were followed. A listing of the dates and types of meetings are included in Table 2.

Table 2. Agency Team Meeting

Date	Type of Meeting	Date	Type of Meeting
4/2/2021	Lead Staff Meeting	7/12/2021	Design/Evaluation Meeting
4/16/2021	Lead Staff Meeting	7/15/2021	Lead Staff Meeting
4/22/2021	Lead Staff Meeting	7/22/2021	Lead Staff Meeting
4/29/2021	Lead Staff Meeting	7/29/2021	Lead Staff Meeting
5/6/2021	Lead Staff Meeting	7/30/2021	Agency Team Meeting – in person
5/7/2021	Agency Team Meeting – in person	8/5/2021	Lead Staff Meeting
5/13/2021	Lead Staff Meeting	8/9/2021	Design/Evaluation Meeting
5/20/2021	Lead Staff Meeting	8/12/2021	Lead Staff Meeting
5/27/2021	Lead Staff Meeting	8/13/2021	Agency Team Meeting – in person
5/28/2021	Agency Team Meeting – virtual	8/19/2021	Lead Staff Meeting
6/3/2021	Lead Staff Meeting	8/26/2021	Lead Staff Meeting
6/10/2021	Lead Staff Meeting	8/31/2021	Design/Evaluation Meeting
6/10/2021	Design/Evaluation Meeting	9/2/2021	Lead Staff Meeting
6/17/2021	Lead Staff Meeting	9/9/2021	Lead Staff Meeting
6/24/2021	Lead Staff Meeting	9/10/2021	Agency Team Meeting – in person
6/24/2021	Design/Evaluation Meeting	9/15/2021	Design/Evaluation Meeting
6/29/2021	Design/Evaluation Meeting	9/16/2021	Lead Staff Meeting
7/1/2021	Lead Staff Meeting	9/16/2021	Design/Evaluation Meeting
7/2/2021	Agency Team Meeting – in person	9/23/2021	Lead Staff Meeting
7/8/2021	Lead Staff Meeting	9/30/2021	Agency Team Meeting – in person
7/9/2021	Agency Team Meeting – virtual	10/7/2021	Lead Staff Meeting

## 2.2 Evaluation Process and Schedule

Figure 2 shows the process used to develop and evaluation options for D2 East End. During April through May 2021, team members developed a vision and identified key issues (see Section 3.0). The effort in May and June focused on developing evaluation criteria and alternatives/options. The evaluation process was divided into two levels of screening (see Figure 3). The first level (June through July) determined if the option could meet engineering design criteria/construction feasibility, D2 purpose and need, and the vision of the D2 East End Evaluation. Options that successfully passed the first level of screening were then evaluated in a second screening (August through September) to understand potential effects to the community, economics, environment, and transportation systems as well as temporary impacts during construction, costs, funding, and schedule impacts. Public meetings were held after completion of the first and second levels of screening to provide the community an update and gauge stakeholder opinion on the options and evaluation results.

Figure 2. East End Evaluation Process and Schedule

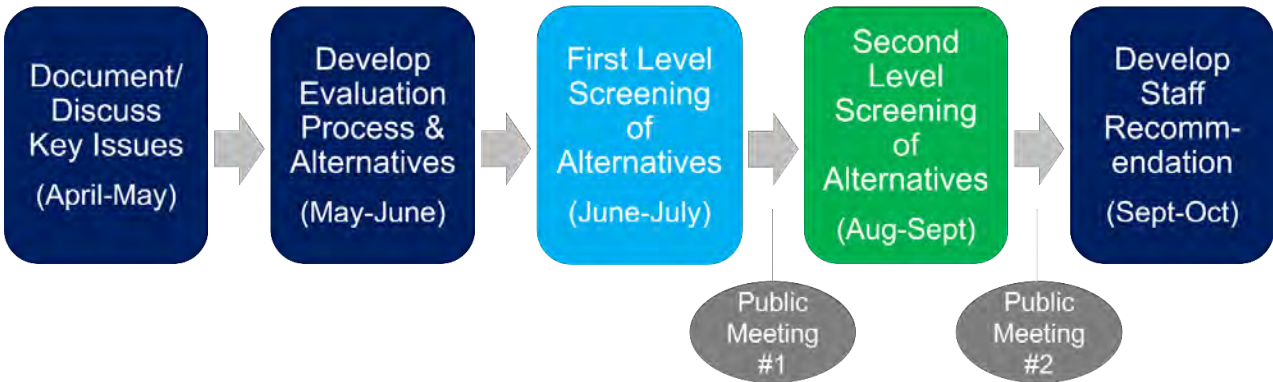
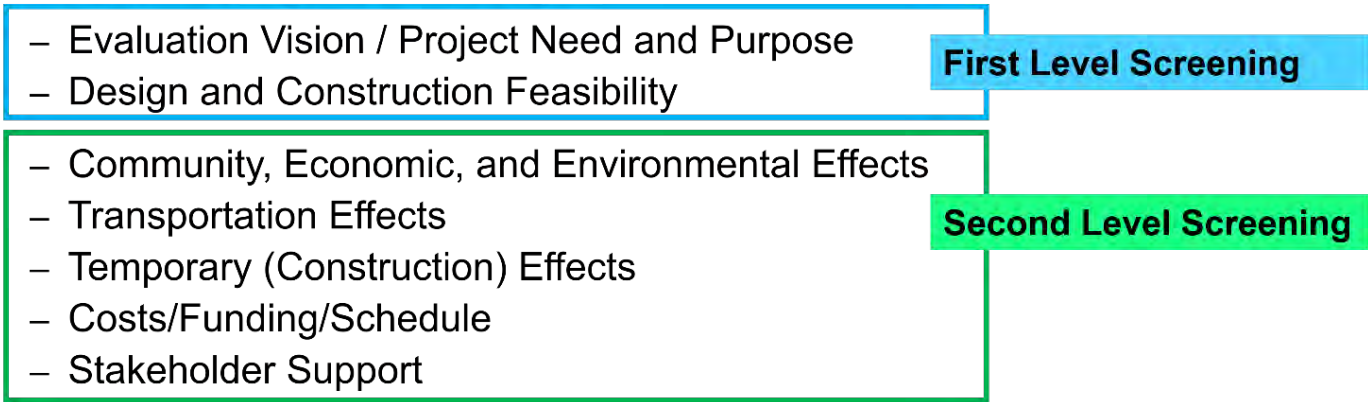


Figure 3. East End Evaluation Categories



The goal was to have a staff recommendation/agreement on a path forward by October 2021 to allow time to work on an interlocal agreement and gain agency approvals prior to and no later than March 2022 to adhere to the March 2021 Dallas City Council resolution.

## 2.3 Public, Stakeholder, & Agency Engagement

Both the D2 Subway process and I-345 Feasibility Study include comprehensive public and agency involvement/engagement plans. The D2 East End Evaluation effort built upon these efforts to continue to engage the public and stakeholders and ensure a transparent process. The public and agency engagement effort for the D2 East End Evaluation sought to actively inform, educate, involve, and seek feedback on scenarios and alternatives from the public and stakeholders.

Additionally, throughout the process, progress reports were provided to the Dallas City Council and committees, DART Board and committees, and members of the NCTCOG Regional Transportation Council (see Table 3). Agency staff was also available to meet with stakeholders as requested.



D2 Subway East End Evaluation Report

Table 3. Progress Reports & Briefings

Date	Agency/Committee Briefed	Format
April 8, 2021	NCTCOG Regional Transportation Council	Agenda Item 4.2, Director’s Report
April 23, 2021	Dallas City Council	Update 1: Memorandum to Council
May 13, 2021	NCTCOG Regional Transportation Council	Agenda Item 4.7, Director’s Report
May 21, 2021	Dallas City Council	Update 2: Memorandum to Council
June 10, 2021	NCTCOG Regional Transportation Council	Agenda Item 4.8, Director’s Report
July 6, 2021	DART Planning & Capital Programs Committee	Presentation
July 30, 2021	Dallas City Council	Update 3: Memorandum to Council
August 10, 2021	DART Planning & Capital Programs Committee	Presentation
September 9, 2021	NCTCOG Regional Transportation Council	Agenda Item 4.5, Director’s Report
September 14, 2021	DART Planning & Capital Programs Committee	Presentation
September 24, 2021	Dallas City Council	Update 4: Memorandum to Council
October 12, 2021	DART Planning & Capital Programs Committee	Presentation
October 14, 2021	NCTCOG Regional Transportation Council	Agenda Item 4.5, Director’s Report
October 18, 2021	City of Dallas Transportation and Infrastructure Committee	Presentation
October 26, 2021	DART Committee-of-the-Whole	Presentation
December 14, 2021	DART Planning & Capital Programs Committee	Presentation
February 8, 2022	DART Planning & Capital Programs Committee	Presentation/Action
February 9, 2022	Dallas City Council	Action
February 22, 2022	DART Board of Directors	Presentation/Action

The D2 East End Evaluation process included public meetings held on August 5, 2021, and September 29, 2021. Due to COVID-19 restriction, public meetings were held virtually. The public meetings were also recorded and posted on the both the City of Dallas and DART websites. Section 7.0 of this report summarizes the public meetings and comments received.

3.0 VISION & KEY ISSUES

Early in the process, the City, DART, TxDOT, and NCTCOG documented key issues and created a vision to guide the development and evaluation of options. The overall vision was based on looking at the 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

4.0 EVALUATION PARAMETERS

Evaluation parameters were identified to help assess potential options. As mentioned in Section 2.2, two levels of screening or evaluation were used. Table 4 lists the evaluation parameters for both the first and second level screenings and the specific items measured.

Table 4. Screening Parameters

Evaluation Parameter		Specific Item
First Level Screening		
Project Vision/Need and Purpose	Vision	How well does the option meet the vision and address the key issues established for the D2 East End Evaluation?
	Continue to Meet D2 Purpose and Need Objectives	<ul style="list-style-type: none"><li>• Adds capacity through downtown</li><li>• Enhances operational flexibility</li><li>• Improves system reliability and quality</li><li>• Serves new markets (continue to serve Deep Ellum area and CBD east area)</li><li>• Supports land use and economic development</li></ul>
Design & Constructability	Design & Operations Criteria	It is feasible under DART design criteria?
	Likely Impacts to I-345 Design Scenarios	<ul style="list-style-type: none"><li>• Does it maintain flexibility for I-345 design options?</li><li>• What are the impacts on existing and/or future I-345 ramping?</li><li>• Can I-345 gravity drain if depressed?</li><li>• What are the impacts on city street grid and D2 options in a I-345 removal (boulevard) situation?</li></ul>
Second Level Screening		
Community, Economic, and Environmental Impacts	East End Property Impacts	<ul style="list-style-type: none"><li>• Acres of land to be acquired</li><li>• Number property to be acquired/relocations</li><li>• Effects/impacts to park land</li><li>• Effects/impacts to historic properties</li></ul>
	Stations	<ul style="list-style-type: none"><li>• Number of stations</li></ul>
	Economic & Transit-Oriented Development Opportunities	<ul style="list-style-type: none"><li>• Maximum lost development potential</li><li>• Realistic lost development potential</li></ul>
	Impacts to Riders & Environmental Justice Populations	<ul style="list-style-type: none"><li>• Effect on service patterns</li><li>• Effect on transfers and walk times</li></ul>
Transportation Effects	Street Grid/Traffic Impacts	<ul style="list-style-type: none"><li>• Number of streets to be permanently removed/closed due to alignment</li><li>• Restrictions to roadway/access/egress</li><li>• Impacts to travel time along Good Latimer</li></ul>
	Pedestrian, Bicycle, and Micro-Transit Safety Effects	<ul style="list-style-type: none"><li>• Number of at-grade DART crossings</li><li>• Will the project improve the safety of pedestrian and bicycle connections identified in the Dallas Bike Plan or The 360 Plan?</li></ul>
Temporary (Construction) Effects	Temporary Construction Impacts	<ul style="list-style-type: none"><li>• Street closures and impacts to traffic during construction</li></ul>
	DART Service Impacts/Operations and Maintenance Considerations	<ul style="list-style-type: none"><li>• Will any existing DART line be shut down and replaced by a bus bridge?</li><li>• How long would (bus and/or rail) service be impacted?</li><li>• Effects on light rail transit (LRT) operations and maintenance</li></ul>
Impacts to I-345 Scenario	Impacts to Future Design Options for I-345	<ul style="list-style-type: none"><li>• Impacts to I-345 depressed or hybrid options</li><li>• Impacts to I-345 at-grade options</li><li>• Impacts to I-345 elevated options</li></ul>



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Table 4. Screening Parameters (continued)

Evaluation Parameter		Specific Item
Second Level Screening (continued)		
Costs/Funding	Additional D2 Project Costs	How much will the option cost compared to 30 percent FEIS design?
	Annual Transit Operating Costs	How much will the option cost to operate compared to 30 percent FEIS design?
	FTA Grant Implications	<ul style="list-style-type: none"><li>Financially feasible within core capacity schedule?</li><li>Can D2 advance prior to I-345 reconstruction within the core capacity schedule?</li><li>Would an option qualify under New Starts criteria if miss core capacity window or an option needs to proceed concurrent with I-345?</li><li>Would the magnitude of change to scope/cost/schedule delay entry into Engineering?</li></ul>
Schedule	DART Project Schedule	Potential change to D2 schedule

5.0 ALTERNATIVES CONSIDERED

Between May and June 2021, the team brainstormed and developed an initial set of options or alternatives to be considered to address/mitigate concerns about the D2 Subway Baseline design such significant impacts on street grid operations. The 30 percent design (Baseline) was set as the basis for comparison. A total of 17 alignment options and five operating operations were identified. The options were organized into four “families” based on similarities/commonalties. Table 5 lists and describe each option and includes a map. Larger maps are included in Appendix B.

- Family 1 – Enhancements/refinements/modifications to FEIS/ROD (keeps the wye junction in the Swiss/Good Latimer area)
- Family 2 – Moves the wye junction to a new location or underground along Good Latimer
- Family 3 – Moves the wye junction and alignment to a new location along I-345 and underground
- Family 4 – Changes to DART operations/service

Table 5. Initial Set of Options/Alignments Developed for D2 East End Evaluation

Option	Description	Map
Baseline		
Baseline – FEIS 30% Design	From Commerce Station (approximately 75-80 feet depth), the alignment continues under Commerce Street. Prior to Pearl Street the alignment turns northeast passing under parking lots and displacing two small commercial buildings. After passing under Cesar Chavez/Pacific intersection the portal transition begins to surface. Alignment is back to grade at Hawkins with a “wye” connection to the existing Green Line.	

Option	Description	Map
Family 1		
Option 1-1: FEIS LPA + Enhanced Urban Design	Same as Baseline but would define interim and long-term urban design enhancements to ensure pedestrian connectivity and economic development is maximized.	
Option 1-2: 2017 City Council Adopted LPA	From Commerce Station, the alignment would turn northeast sooner under Main Street Garden and locate the CBD East station below the existing Elm Street garages site. Garages would be displaced and potentially rebuilt on another nearby site. Alignment and wye are same as Baseline in the Deep Ellum area.	
Option 1-3: FEIS LPA with Portal West of I-345	Same horizontal alignment as the FEIS 30 percent design but the vertical alignment is changed to have the portal west of I-345 to allow for at-grade crossing at TxDOT right-of-way and maximum flexibility for I-345 depressed options. CBD East Station is relocated as an at-grade Swiss Station east of I-345 prior to the wye connection. No station would be located along Good Latimer. Portal location would require street network changes	
Option 1-4: 2017 City Council LPA with Portal West of I-345	Similar to the 2017 LPA horizontal alignment but attempts to locate a portal inside downtown that would be less disruptive to city street grid than Option 1-3. Pearl Street would need to be reconfigured or closed. Garages would be displaced and potentially rebuilt on another nearby site.	



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Table 5. Initial Set of Options/Alignments Developed for D2 East End Evaluation (continued)		
Option	Description	Map
Option 1-5: 2017 City Council LPA with Two-Portals East of I-345	This option would keep D2 in a tunnel from Commerce to Good Latimer. Wye connection would be underground with desire to have two portals – one south of Live Oak and one before Baylor. Crossing at I-345 assumed to be about 60 feet deep for D2 to be below I-345 depressed option. Subway Swiss Station and wye junction would also be about 60 feet deep.	
Family 2		
Option 2-1: Elm Street Alignment/Portal, East of I-345	Option would leave Commerce Station and continue to next CBD East station under Elm Street garages site. Garages would be displaced and potentially rebuilt on another nearby site. After crossing Cesar Chavez, a portal would be located along the south side of Elm Street coming back to grade under I-345 right-of-way. The alignment would continue at-grade within Elm Street, including an at-grade station adjacent to the Epic. Elm Street would be closed. The alignment crosses Good Latimer at-grade with a wye junction on the Marquis at Gaston Yard apartments site.	
Option 2-2: Commerce Street Alignment with Two Portals (Good Latimer and existing Green Line)	Option continues under Commerce Street to provide a subway station near Farmers Market/East Quarter area. The alignment stays deep to cross I-345 at about 60 feet depth. After crossing TxDOT right-of-way the profile begins to rise to provide a below-grade wye near Good Latimer/Monument and splits to reconnect with the existing Green Line via two portals – one within median of Good Latimer and one prior to the Baylor Station. At-grade existing track and station between portals is removed.	
Option 2-3: Commerce Street Alignment with One Portal (along existing Green Line)	This option is similar to the extended Commerce Option 2-2 but would extend the Good Latimer tunnel north to continue below I-345 right-of-way at about 60 feet deep, avoiding a portal in the median of Good Latimer. The alignment would pass under the SE junction area and reconnect near the existing NC tunnel portal.	

Option	Description	Map
Option 2-4: Main Street Alignment with One Portal (along existing Green Line)	From Commerce Station this alignment would turn northeast under Main Street Garden and follow under Main Street before turning north under Good Latimer. After crossing under the existing Green Line there would be a split portal within the Gaston Yard apartment site for trains to continue east toward Baylor or northwest to reconnect to the existing Good Latimer tracks to continue north. Existing at-grade tracks between/over portals would remain.	
Option 2-5: Original AA and 2010 DEIS	This option would continue D2 under Commerce adding a station in the Farmers Market/East Quarter area. After passing under Cesar Chavez, the alignment would shift to a side of Commerce and begin the portal transition. It would be mostly or all at-grade under existing I-345. The alignment would turn north into the median of Good Latimer in a “transit mall” configuration to reconnect with the Green Line near Monument Street.	
Family 3		
Option 3-1: 2017 City Council LPA with Wye under I-345 and Two Portals	From Commerce, the alignment would follow the 2017 LPA corridor to a station under the Elm Street garages site. From there it would turn east to continue under Elm Street and create a below-grade wye junction under TxDOT right-of-way. The eastern leg would continue under Elm Street and Monument Street to reconnect with the Green Line at a portal before Baylor Station. The northern leg would follow along the eastern edge of I-345 with a portal just south of Live Oak to allow for reconnection at the existing SE junction. The existing track in Good Latimer would be removed.	
Option 3-2: Commerce Street Alignment with Wye under I-345 and Two Portals	This option continues under Commerce Street to provide a subway station near Farmers Market/East Quarter area. The alignment stays in a tunnel and crosses under I-345 including a below-grade wye connection under TxDOT right-of-way. From that point, the eastern leg would continue under Elm Street and Monument Street to reconnect with the Green Line at a portal before Baylor Station. The northern leg would follow along the eastern edge of I-345 with a portal just south of Live Oak to allow for reconnection at the existing SE junction. The existing track in Good Latimer would be removed.	



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Table 5. Initial Set of Options/Alignments Developed for D2 East End Evaluation (continued)		
Option	Description	Map
Option 3-3: Harwood Street Alignment with Tie into Existing Portal	This alignment continues under Commerce Street then turns under Main Street Garden to Harwood Street. After crossing under Elm Street, the alignment turns northeast to pass under the East Transfer Center where a subway station would be located. After crossing under Live Oak Street, a portal would begin to rise to at-grade prior to the SE junction. One set of tracks (for Orange Line) would continue across the existing SE junction to reconnect prior to the NC tunnel portal. A second set of tracks would turn east before the junction so the Green Line could continue to the existing Good Latimer tracks. The Live Oak exit ramp would be removed for the portal.	
Option 3-4: I-345 Median Alignment	This alignment continues under Commerce Street then transitions under Main Street Garden to Main Street. After crossing under Pearl Street, the alignment turns north under parking lots to run between the main lanes of existing I-345. A portal would be located south of Live Oak and then tracks would split to connect to the existing transit mall and existing Good Latimer alignment.	
Option 3-5: Alignment under I-345 and Tying to Existing Portal	This horizontal alignment is like III-4 but would travel under the I-345 SB lanes and continue in a tunnel configuration to pass under the existing SE junction tracks. It would reconnect near the existing NC portal. The CBD East subway station would be located under Main Street east of Harwood.	

Option	Description	Map
Option 3-6: Alignment under I-345 and Tying to Existing Portal with Wye Connections	This horizontal alignment is like III-5, including a subway station on Main Street east of Harwood, but north of the Live Oak the tracks would split. The Orange Line would continue north in a tunnel configuration under the SE junction to reconnect near the existing NC portal. A second set of tracks would diverge via a parallel tunnel portal on the east side of the freeway, so the Green Line tracks could pass under I-345 before the SE junction to bypass the junction and reconnect to the Good Latimer alignment.	
Option 3-7: Alignment Under Southbound I-345 Access Road	The alignment follows the DART FEIS/30% design but instead of passing under I-345 along Swiss the alignment would turn north to travel under a proposed I-345 access road. The alignment continues on the west side of the freeway within TxDOT right-of-way in a tunnel under the existing SE junction to reconnect near the existing NC portal.	
Family 4		
Option 4-1	Operate Red and Green lines on existing transit mall and Blue and Orange on D2. This could operate with Options 3-5 or 3-7.	
Option 4-2	Operate Blue and Green lines on existing transit mall and Red and Orange on D2. This could operate with Options 3-5 or 3-7.	
Option 4-3	Build wye on west side of downtown or another area to eliminate wye along Swiss Avenue.	
Option 4-4	Interface Blue Line to improve service to southern sector	
Option 4-5	Use TRE to provide service to Fair Park during State Fair	

6.0 EVALUATION RESULTS

The evaluation process was divided into two levels of screening. Representatives from all four agencies were involved in evaluating the options.

6.1 First Level Screening Results

The purpose of the first level was to determine if the option could meet engineering design criteria/construction feasibility, D2 purpose and need, and the vision of the D2 East End Evaluation. The 18 alignment options were rated using colors and Harvey Balls:

Ratings: ● = Meets parameter    ● = Neutral    ○ = Does not achieve parameter

The team agreed that the Family 4 (operating options) should not be evaluated because they are not independent solutions and could be added to any of the alignment options. Table 6 provides a summary of the screening results and Table C-1 in Appendix C provide more detail and the rational for each score.



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Table 6. First Level Screening Results

Option	Vision & Key Issues	D2 Purpose & Need	LRT Design Criteria	Impacts to I-345 Design	Recommendation
Baseline – FEIS 30% Design	●	●	●	○	Move to Second Level Screening
Option 1-1: FEIS LPA + Enhanced Urban Design	●	●	●	○	Move to Second Level Screening
Option 1-2: 2017 City Council Adopted LPA	●	●	●	○	Move to Second Level Screening
Option 1-3: FEIS LPA with Portal West of I-345	○	●	●	●	Document and eliminate
Option 1-4: 2017 City Council LPA with Portal West of I-345	○	●	●	●	Document and eliminate
Option 1-5: 2017 City Council LPA with Two-Portals East of I-345	●	●	○	○	Document and eliminate
Option 2-1: Elm Street Alignment/Portal, East of I-345	●	●	●	●	Move to Second Level Screening
Option 2-2: Commerce Street Alignment with Two Portals (Good Latimer and existing Green Line)	●	●	●	●	Move to Second Level Screening
Option 2-3: Commerce Street Alignment with One Portal (along existing Green Line)	○	○	○	●	Document and eliminate
Option 2-4: Main Street Alignment with One Portal (along existing Green Line)	●	●	○	○	Document and eliminate
Option 2-5: Original AA and 2010 DEIS	●	●	●	●	Move to Second Level Screening
Option 3-1: 2017 City Council LPA with Wye under I-345 and Two Portals	●	●	●	○	Move to Second Level Screening
Option 3-2: Commerce Street Alignment with Wye under I-345 and Two Portals	●	●	●	●	Move to Second Level Screening
Option 3-3: Harwood Street Alignment with Tie into Existing Portal	●	○	○	●	Document and eliminate
Option 3-4: I-345 Median Alignment	○	○	○	○	Document and eliminate
Option 3-5: Alignment under I-345 and Tying to Existing Portal	●	●	●	●	Combine with Option 3-7 and refine
Option 3-6: Alignment under I-345 and Tying to Existing Portal with Wye Connections	○	●	○	○	Combine with Option 3-7 and refine
Option 3-7: Alignment Under Southbound I-345 Access Road	●	●	●	●	Move to Second Level Screening

Eight alternatives were recommended for further study: Options 1-1, 1-2, 2-1, 2-2, 2-5, 3-1, 3-2, and 3-7. However, the team recommended combining and refining Options 3-1 and 3-2 to determine if the design could reach an acceptable depth at I-345 and provide a Deep Ellum Station and combining Options 3-5, 3-6, and 3-7 to refine/optimize the design. Additionally, the 30 percent design was carried forward as the basis for comparison. The following eight options were eliminated from further consideration.

- Option 1-3 – A portal inside downtown results in significant street grid and property impacts which is inconsistent with the vision.
- Option 1-4 – A portal inside downtown results in significant street grid and property impacts which is inconsistent with the vision.
- Option 1-5 – Option is not feasible based on DART design criteria unless the wye shifts to pacific and into Epic development.
- Option 2-3 – Provides poor operational flexibility for rail. Not feasible to connect to existing DART portal if 600 feet deep at I-345.
- Option 2-4 – Not feasible with DART design criteria unless Pacific and Gaston are closed and Deep Ellum Station eliminated along Good Latimer.
- Option 3-3 – The at-grade track connection through the existing wye limits capacity. There is insufficient distance for portal and at-grade connection to Good Latimer.
- Option 3-4 – Provides poor operational flexibility for rail and conflicts with existing and future I-345 options.
- Option 4-2 – Does not address Red Line core capacity through downtown.

6.2 Second Level Screening Results

The purpose of the second level of screening was to understand potential effects to the community, economics, environment, and transportation systems as well as temporary impacts during construction, costs, funding, and schedule impacts of the remaining options. Prior to conducting the second level screening, the team developed a new Option 3-1a and Option 3-7a (see Figure 4, larger maps/design are included in Appendix B).

Figure 4. New Option 3-1a and Refined Option 3-7a

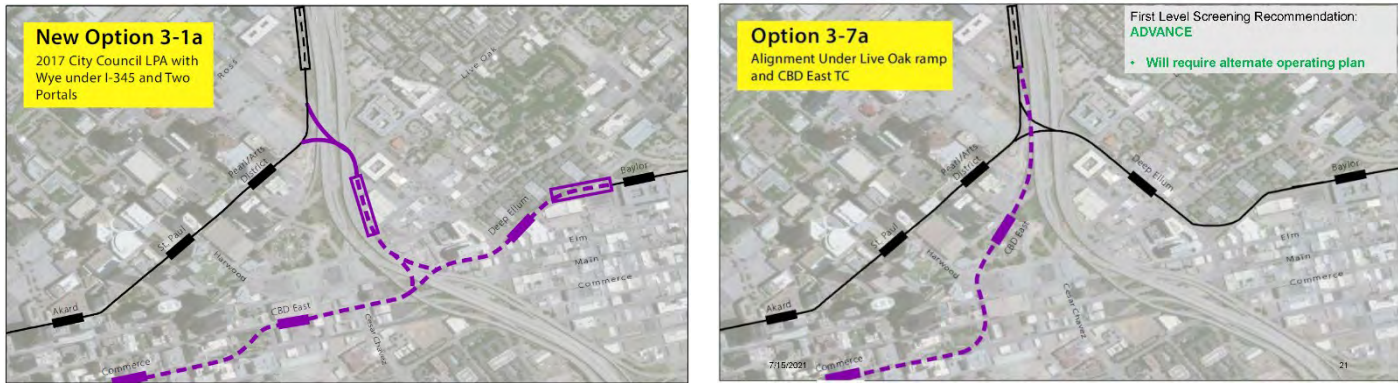


Table 7 provides a summary of the screening results and Tables C-2 through C-5 in Appendix C provide more detail and the rational for each score. Again, the remaining eight remaining alignment options and the Baseline were rated using colors and Harvey Balls:

Rankings: ● = Minimal impact or effect    ● = Moderate impact or effect    ○ = Substantial impact or effect



D2 Subway East End Evaluation Report

Table 7. Second Level Screening Results

Option	Community, Economic, and Environmental Impacts				Transportation & Temporary (Construction) Effects					Costs/Funding and Schedule				Support			
	East End Property Impacts	Stations	Economic & Transit-Oriented Development Opportunities	Impacts to Riders & Environmental Justice Populations	Street Grid/Traffic Impacts	Pedestrian, Bicycle, and Micro-Transit Safety Effects	Temporary Construction Impacts	DART Service Impacts/O&M Considerations	Impacts to Future Design Options for I-345	Additional D2 Project Cost	Annual Transit Operating Costs	FTA Grant Implications	DART Project Schedule	Stakeholder Support	● Meets Parameter	● Neutral	○ Does Not Meet Parameter
Baseline – FEIS 30% Design	○	●	○	●	●	●	●	●	○	●	●	●	●	○	6	4	4
Option 1-1: FEIS LPA + Enhanced Urban Design	○	●	○	●	●	●	●	●	○	●	●	●	●	○	8	2	4
Option 1-2: 2017 City Council Adopted LPA	○	●	○	●	●	●	●	●	○	●	●	●	●	○	5	5	4
Option 2-1: Elm Street Alignment/Portal, East of I-345	○	●	○	●	○	●	●	●	○	○	●	○	●	○	3	4	7
Option 2-2: Commerce Street Alignment with Two Portals (Good Latimer and existing Green Line)	●	○	●	○	●	●	●	○	●	○	●	○	●	○	4	4	6
Option 2-5: Original AA and 2010 DEIS	●	●	●	●	○	○	●	●	●	●	●	●	●	●	5	7	2
New Option 3-1a: 2017 City Council LPA with Wye under I-345 and Two Portals	○	●	●	●	●	●	○	○	●	○	●	○	○	○	4	3	7
Option 3-2: Commerce Street Alignment with Wye under I-345 and Two Portals	●	○	●	○	●	●	○	○	●	○	●	○	○	○	4	2	8
Option 3-7a: Alignment Under Live Oak Ramp and CBD East Transit Center	●	●	●	●	●	●	●	●	●	●	●	●	●	●	8	6	0



## D2 Subway East End Evaluation Report

Options 1-1, 2-5, and 3-7a ranked the highest. Figure 5 lists the key trade offs between these three options.

### Figure 5. Highest Ranking Options and Key Trade Offs

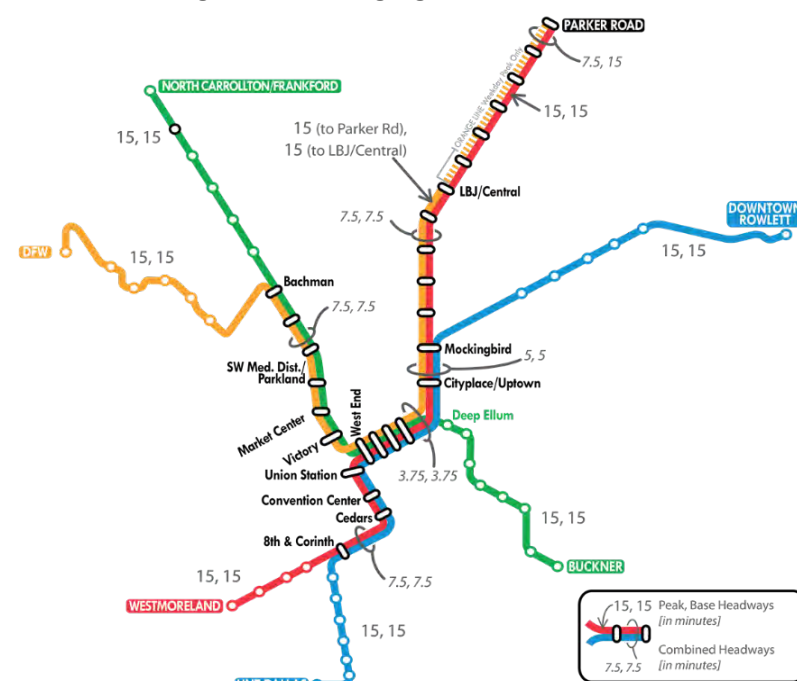


### 6.2.1 LRT Operation Plans

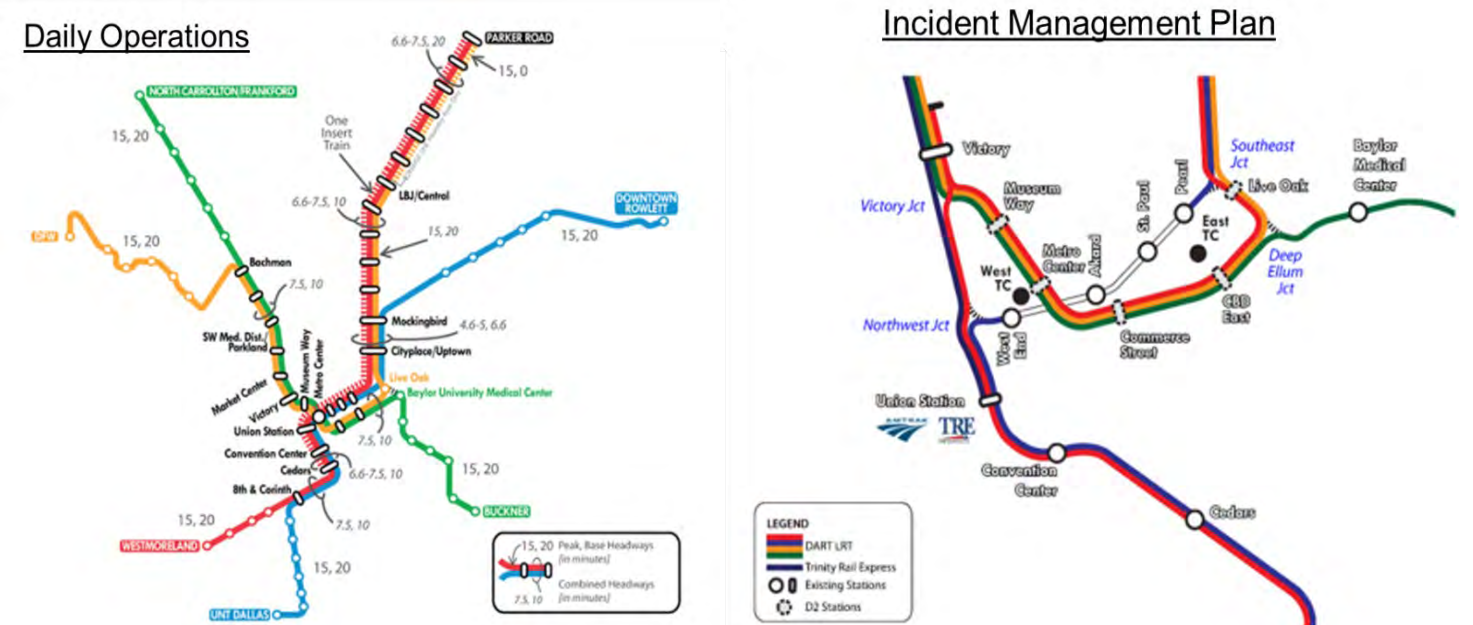
Option 3-7a would require a different operating plan than the Baseline (FEIS 30 percent design). Currently, all four light rail lines (Red, Blue, Orange, and Green) operate on the Transit Mall in downtown Dallas (see Figure 6). In addition to adding capacity to the light rail system in downtown Dallas, the D2 project will provide operational flexibility and improve system reliability in the event of service disruptions.

Under the Baseline, the Red and Blue lines would continue to operate on the Transit Mall and the Orange and Green lines would operate on the D2 Subway. The D2 Baseline would add four new stations and relocate Deep Ellum Station north by about a block. Transfers between the lines on D2 and the Transit Mall would all occur at the Metro Center Station. During incidents on the Transit Mall, the Red line could operate on D2 and the Blue line would come to either Pearl or West End Stations and turnback using track crossovers to allow patrons to transfer to service in the D2 Subway corridor. Figure 7 graphically show the operating plans during daily operations for the Baseline FEIS 30 percent design. To access the D2 Subway Corridor, the Red Line would either make use of the

### Figure 6. Existing Light Rail

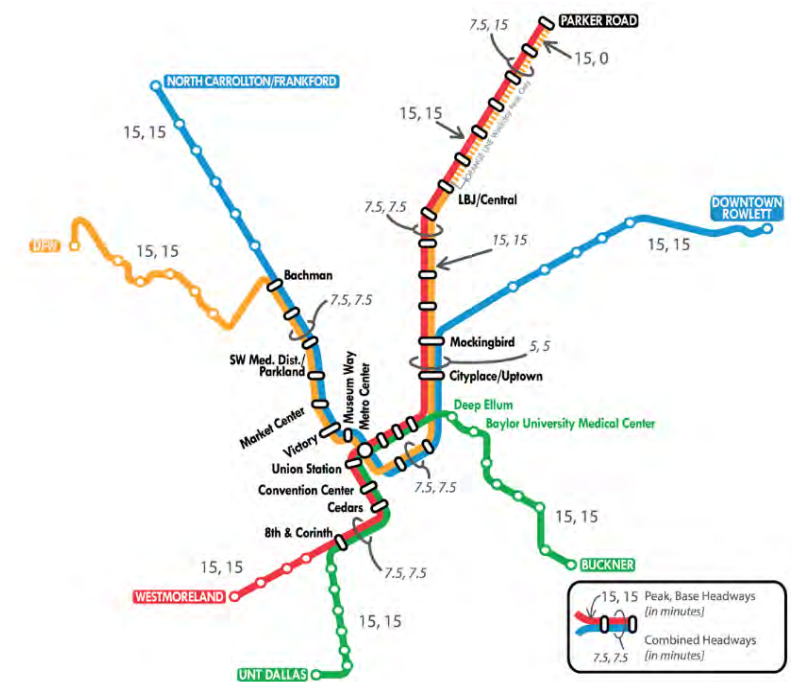


**Figure 7. Baseline (30 Design FEIS) Operating Plans for Daily Operations and Incident Management**



Because Option 3-7a would not include a connection to the D2 Subway on the east end, the Green Line would need to continue to use the Transit Mall along with the Red line and the Blue and Orange lines would use the D2 Subway alignment. Like the Baseline, Option 3-7a would add four new stations but would retain the Deep Ellum Station at its current location. Transfers between the lines on D2 and the Transit Mall could occur at the Metro Center Station (west side of downtown) or at the CBD East Station (east side of downtown). During incidents on the Transit Mall, the Red line could operate on D2 as shown in Figure 7, and the Green line would come to either Pearl or West End Stations and turnback using track crossovers to allow patrons to transfer to service in the D2 Subway corridor. Figure 8 graphically show the operating plan during daily operations and incident management for Option 3-7a. Similar to the

**Figure 8. Option 3-7a Operating Plans for Daily**





D2 Subway East End Evaluation Report

Blue Line incident operations previously described where the Transit Mall is not accessible, including the West End or Pearl Stations, the Green Line operation cannot physically shift to D2. Incident operations with and without the southern leg of the Victory wye will be explored to determine the most appropriate incident operations plan

6.2.2 Effects to Ridership and Riders

As part of the D2 East End Evaluation, DART did a high-level market analysis to assess the effects to riders and ridership based on changes to LRT operations. The Baseline (30 percent design) would change how transfers are made between certain markets such as Southeast to North Central or Northeast. Option 3-7a would also change how transfers are made due to a new operating plan, resulting in new transfers where there are direct connections today. The following summarizes the findings; for more information see Appendix D for the D2 Subway Ridership and Transfer Summary Technical Memorandum.

Transfers to/from two key markets – Southeast and South Oak Cliff (see Figure 9) – would be changed by the Baseline and Option 3-7a. Table 8 lists how the Baseline and Option 3-7a compared to existing LRT operations.

Figure 9. DART LRT Markets

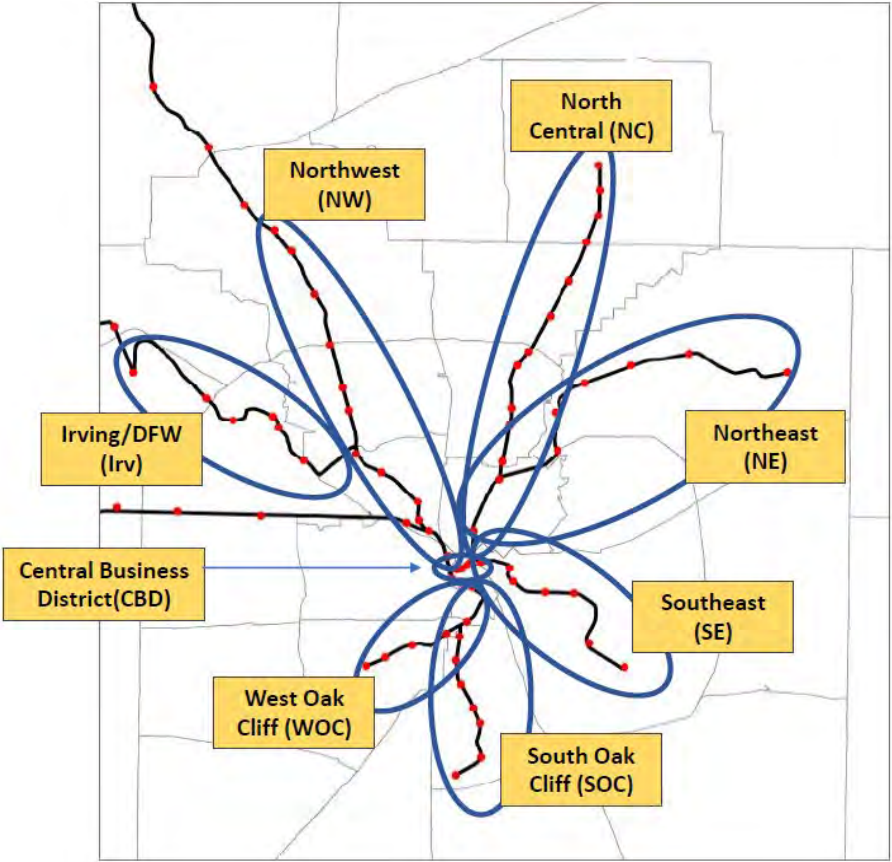


Table 8. Transfer Comparison

District		Transfer Station Location			Notes
From	To	Existing System	Baseline (FEIS 30 % Design)	Option 3-7a	
South Oak Cliff	Northwest	Yes - West End	Yes - West End to Metro Center	Yes - West End to Metro Center	Transferring for both D2 options are generally the same as existing
	Northeast	No - Direct	No-Direct	Yes - West End to Metro Center	3-7a requires riders to transfer
	North Central	Yes - along Transit Mall	Yes - Transit Mall (to Red) or Metro Center (to Orange)	Yes - Transit Mall (to Red) or Metro Center (to Orange)	Transferring for both D2 options are generally the same as existing
	Southeast	Yes - along Transit Mall	Yes - West End to Metro Center	No - Direct	3-7a provides new direct access but not a major destination market
Southeast	Northwest	No - Direct	No - Direct	Yes - West End to Metro Center or Pearl to CBD East	3-7a requires riders to transfer to a major destination market
	Northeast	Yes - Pearl	Yes - Metro Center to West End	Yes - Pearl to CBD East	D2 Baseline requires SE riders to travel further into downtown adding travel time
	North Central	Yes - Pearl	Yes - CBD East to Orange, or Metro Center	Yes - Pearl to Red or CBD East to Orange	D2 Baseline SE riders can transfer to Orange at CBD East, or travel further into downtown to Red adding travel time
	South Oak Cliff	Yes - along Transit Mall	Yes - Metro Center	No - Direct	3-7a provides new direct access

Legend: Green = Direct, no transfer  
Yellow = Transfer or comparable transfer compared to existing  
Orange = Less convenient transfer compared to existing

For Southeast residents, the Baseline would maintain direct access to the Northwest Corridor. However, it results in less convenient transfers to the North Central and Northeast corridors because it would require longer travel times. About 25 percent of Southeast residents are destined to these two areas. Option 3-7a would require a transfer to all major markets for the Southeast residents but would offer two major transfer hub opportunities at CBD East/Pearl or West End/Metro Center. It would also open a new direct connection to South Oak Cliff.

CBD access for Southeast riders destined to St. Paul and Pearl/Arts District Station areas would be less convenient under the D2 Baseline. Survey data shows most riders are destined to areas north of Pearl/Arts District Station. Under the D2 Baseline, riders would have to walk three to four blocks from the new CBD East Station or would have to travel further to Metro Center to transfer and back-track to those stations. Option 3-7a would create a new transfer hub in the CBD East/Arts District area, which is closer to current destinations.

Similarly, Southeast riders going to the North Central corridor (Red/Orange LRT lines) transfer at Pearl/Arts District today. Under D2 Baseline, riders could transfer at CBD East to the Orange Line only; service frequency with only the one line would be less than today unless they walked north three to four blocks to the Red Line at the Pearl/Arts District Station. Under Option 3-7a transfers to either line would be more convenient giving riders a choice of transfer locations between all lines. The two options are either at the Pearl/Arts District Station to the Red Line or to the Orange Line at Metro Center Station or via a short walk to the slightly closer CBD East Station.



# D2 Subway East End Evaluation Report

DART also evaluated ridership projections for the D2 Baseline and Option 3-7a. The following are the key observations.

- Under both alternatives the average transfer rate is not significantly different. Transfer rates do change for certain markets based on a different operating plan and changed transfer points as previously mentioned.
- Ridership under the Option 3-7a would be about the same as existing and slightly higher in year 2045 compared to the D2 Baseline, which is projected to be slightly lower in both cases. The increase in total system trips under Option 3-7a is partially due to increased transfers.
- Faster travel times and a more convenient transfer hub on Option 3-7a would promote additional ridership at CBD East Station and Pearl/Arts District Station.
- There is an 8 percent increase on overall ridership in CBD stations on Option 3-7a.
- Station ridership would be slightly higher overall under Option 3-7a.
- West End/Metro Center transfers would remain strong and CBD East/Pearl/Arts District station transfer hub would become a more significant transfer location under Option 3-7a .

## 7.0 PUBLIC COMMENTS

Two public meetings were held after completion of the first and second levels of screening provide the community an update and gauge stakeholder opinion on the options and evaluation results. Each meeting included a presentation and an opportunity for participants to comment and ask questions. Due to the ongoing COVID-19 pandemic, the meeting was held virtually rather than in-person. Individuals could participate in the live public meeting through Microsoft Teams or on their phone. Appendices E and F include complete documentation of each meeting including comments received.

Following the completion of the first level screening, a public meeting was held on Thursday, August 5, 2021, from 6:30 to 7:30 p.m. The purpose of the public meeting was to provide the community an overview of the work plan, schedule, screening process, range of options considered , first level screening results as well as to provide interested persons an opportunity to ask questions and make comments. Over 100 people attended the meeting and 14 questions/comments were received during the meeting (see Attachment 3). Following the meeting, 18 comments were received. The majority of questions and comments were related the potential impacts of a specific option on station locations, roadway access, transit operations, construction impacts, and proposed designs for I-345. Numerous comments expressed a preference for a particular option with the majority supporting Option 3-7a or 3-1a. Several comments expressed opposition to options in Family 1.

A second public meeting was held on Wednesday, September 29, 2021, from 6:30 to 7:30 p.m. The purpose of the public meeting was to provide the community an overview of the work plan, schedule, screening process, range of options considered, second level screening findings as well as to provide interested persons an opportunity to ask questions and make comments. Over 100 people attended the meeting and 22 questions/comments were received during the meeting. Questions and comments were related to specific design features, property impacts, construction impacts, station design as well as potential affects to transit operations and proposed designs for I-345. Of those comments expressing support for a particular option, the vast majority preferred Option 3-7a .

## 8.0 STAFF RECOMMENDATION

Based on the two levels of evaluation and comments received from the public and stakeholders, staffs from City of Dallas, DART, TxDOT, and NCTCOG all recommended Option 3-7a as the preferred option for the east end of the D2 Subway.

## 9.0 CITY OF DALLAS AND DART BOARD ACTIONS

On February 9, 2022, the Dallas City Council approved a resolution to Option 3-7a as the revised alignment for D2 and support DART in the development of the 30 percent design, environmental assessment of the revised alignment, and public outreach and analyses related to environmental justice and changes to the light rail operating plan. The resolution is included in Appendix A and Figure A-2.

On February 22, 2022, the DART Board approved the revised alignment as well, including direction to proceed with preliminary design and environmental clearance and enhanced public outreach. The resolution is included in Appendix A as Figure A-3.



D2 Subway East End Evaluation Report  
Appendix A - Resolutions

Figure A-1. March 24, 2021, Dallas City Council Resolution

March 24, 2021

**WHEREAS**, on February 28, 1990, a Master Interlocal Agreement was executed between Dallas Area Rapid Transit (DART) and the City of Dallas (City) including language stating that a subway remains the City's preferred solution for light rail transit passing through the Dallas Central Business District (CBD) and requiring DART to begin planning for a subway within the CBD when certain ridership and headway thresholds are met; and

**WHEREAS**, DART has subsequently proposed that a second light rail transit line (D2), be constructed as a reliever route to the existing Bryan/Pacific CBD Transit Mall to ensure long term light rail transit service reliability, operational flexibility, and system capacity, as well as to provide opportunities for enhanced downtown circulation and economic development; and

**WHEREAS**, between 2007 and 2015, DART engaged with the community in a comprehensive planning process to develop a Locally Preferred Alternative (LPA) for a D2 alignment; and

**WHEREAS**, on August 24, 2015, the Dallas City Council Transportation and Trinity River Committee took action to support the D2 alignment; and

**WHEREAS**, on September 9, 2015, City Council authorized an LPA for the second light rail alignment, which included a combination of subway and at-grade segments, and specifically followed a Young/Jackson Street alignment in the southeastern part of downtown by Resolution No. 15-1657; and

**WHEREAS**, during 2016, while DART conducted project development for the Young/Jackson alignment, there was significant community and stakeholder concern with the at-grade alignment and a desire to pursue a subway alignment; and

**WHEREAS**, on October 11, 2016, City Council directed DART to develop a subway between Woodall Rodgers Freeway and Interstate Highway 345 (IH-345) by Resolution No. 16-1692; and

**WHEREAS**, in 2017, DART conducted a comprehensive review of subway alternatives in coordination with a technical and stakeholder work group and received broad-based support for a subway alignment along Commerce Street; and

**WHEREAS**, on September 13, 2017, City Council authorized a new LPA generally referred to as the D2 Subway using Commerce via Victory/Swiss by Resolution No. 17-1426; and

**WHEREAS**, the D2 alignment may include four new stations and the relocation of one station, which enhances the opportunity for transit-oriented development (TOD) and economic development; and

March 24, 2021

**WHEREAS**, the Federal Transit Administration (FTA), in cooperation with DART, issued a Supplemental Draft Environmental Impact Statement (SDEIS) for a 45-day public and agency review period from May 15 to June 29, 2020, and held three public hearings in accordance with federal guidelines for the D2; and

**WHEREAS**, environmental impacts associated with the project will be mitigated and are documented in the Final Environmental Impact Statement and Record of Decision (FEIS/ROD) to be issued by the Federal Transit Administration (FTA); and

**WHEREAS**, the D2 alignment from the western end of the project and through the majority of downtown is supported by the affected stakeholders (Attachment 1-Zone A); and

**WHEREAS**, the City is closely working with the North Central Texas Council of Governments (NCTCOG), Texas Department of Transportation (TxDOT), DART, and stakeholders to integrate all major projects in and around downtown Dallas and to reconfigure the street grids and re-knit communities that are separated by existing freeways; and

**WHEREAS**, the City, NCTCOG, TxDOT, and DART are working together to optimize interface of the D2 with future design options for IH-345 and to address stakeholders concerns on the east end of the alignment, including the potential for refinements, enhancements, and/or modifications along this part of the corridor (Attachment 1-Zone B); and

**WHEREAS**, the D2 is well-positioned to qualify for a significant federal grant under the FTA Capital Investment Grant Program as a Core Capacity project; and

**WHEREAS**, a Dallas City Council resolution supporting the D2 as presented above would significantly strengthen DART's application for the FTA Core Capacity grant and allow the project to proceed into the next phase of the FTA process; and

**WHEREAS**, a Dallas City Council resolution supporting the addition of the D2 alignment to the DART Service Plan is required under DART's enabling legislation.

**Now, Therefore,**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:**

**SECTION 1.** That the D2, as shown in Attachment 1, is generally consistent with the LPA per the City Council's direction provided in Resolution No. 17-1426, and pending any proposed refinements, enhancements, and/or modifications regarding the alignment in Zone B of Attachment 1.



D2 Subway East End Evaluation Report  
Appendix A - Resolutions

March 24, 2021

**SECTION 2.** That the City's support of the D2 is subject to all provisions of this resolution and DART continuing its efforts to work collaboratively with the City, NCTCOG and TxDOT and stakeholders to address and mitigate the technical, environmental, and alignment concerns at the eastern end of the D2, as shown in Attachment 1-Zone B.

**SECTION 3.** That the City supports DART in its efforts to seek and maximize all federal funding opportunities for the D2 through issuance of the FEIS/ROD and submittal of the D2 for federal review and funding in a timely manner.

**SECTION 4.** That the City will continue to support NCTCOG, TxDOT, DART, and stakeholders in efforts to ensure the D2 is well integrated into the City's downtown area while minimizing impacts and maximizing benefits for downtown residents, businesses, and visitors.

**SECTION 5.** That the City supports the addition of the entire D2 alignment as shown in Attachment 1 into the DART Service Plan, subject to additional future evaluations and review of D2 project refinements, enhancements, and/or modifications by the City, DART, NCTCOG, and TxDOT for the area in Attachment 1-Zone B, and subject to required subsequent Dallas City Council action as stated in this resolution.

**SECTION 6.** That the City's support provided for in this resolution is further subject to DART continuing to work collaboratively with the City, NCTCOG, TxDOT, and stakeholders to explore potential refinements, enhancements and/or modifications to address community concerns and optimize interface with IH-345 in the area of Attachment 1-Zone B under the following parameters:

- a. The scope of D2 project refinements, enhancements, and/or modifications will only apply to the area shown in Attachment 1-Zone B. No significant changes will be considered for Attachment 1-Zone A.
- b. The current D2 project budget assumption is \$1.7 billion (in 2021 dollars) with a local share of approximately 50% and the remainder from external sources including, but not limited to, a proposed FTA core capacity grant. Any project scope changes recommended by and advanced solely by DART within Attachment 1-Zone A or Zone B will be DART's financial responsibility. Also, any incremental costs for scope changes associated with D2 project refinements, enhancements, and/or modifications within Attachment 1-Zone B that are recommended by others and that fall within the \$1.7 billion budget (in 2021 dollars), will be DART's financial responsibility. Any D2 project refinements, enhancements, and/or modifications recommended by other parties within Attachment 1-Zone B that extend beyond the assumed budget of \$1.7 billion (in 2021 dollars) will be funded by other non-DART sources.

March 24, 2021

**SECTION 6. (continued)**

- c. The City, DART, NCTCOG, and TxDOT will mutually agree to a set of D2 project refinements, enhancements, and/or modifications that are financially and technically feasible and that are supported by additional conceptual engineering and environmental efforts.
- d. Elected and appointed officials of the City, DART, NCTCOG, and TxDOT will be briefed on a regular basis to document progress and stakeholder feedback.
- e. DART will seek FTA feedback on whether any proposed D2 project refinements, enhancements and/or modifications would be considered significant enough to fall outside of the core capacity grant schedule requirements. DART will provide any feedback received from FTA to the City, NCTCOG, and TxDOT.

**SECTION 7.** That the City, DART, NCTCOG, and TxDOT staff will continue to work together to brief the City Council on a regular basis on the potential D2 project refinements and/or enhancements developed to the D2 alignment in the area of Attachment 1-Zone B and will continue to confirm and obtain City Council approval to continue to advance the D2 project through the FTA funding process.

**SECTION 8.** That the City's support of the D2 is further subject to mutual written agreement prior to, or no later than March 2022, by and between the City, DART, NCTCOG, and TxDOT on selected D2 project refinements, enhancements, and/or modifications; or, in the alternative, advancement of the current 30% design of the D2 to full design, in either case, subject to the following provisions:

- a) DART will coordinate with the City, NCTCOG, and TxDOT to develop and submit to the City a work plan and schedule relating to key milestones and briefings on the D2 to elected officials within four weeks of the date of this resolution.
- b) DART will work with the City, NCTCOG, and TxDOT to submit monthly progress updates to City, inclusive of all pertinent information requested by the City.
- c) DART and the City will promptly resolve any D2-related conflicts in accordance with established procedures as outlined in the current Master Interlocal Agreement between the City and DART, dated February 28, 1990, as amended.
- d) Obtain a City Council resolution in support of any proposed refinements, enhancements and/or modifications to the D2 alignment in the area of Attachment 1-Zone B before advancing the design beyond the 30% level.

**SECTION 9.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.



D2 Subway East End Evaluation Report  
Appendix A - Resolutions

Figure A-2. February 9, 2022, Dallas City Council Resolution

220317

February 9, 2022

**WHEREAS**, on February 28, 1990, a Master Interlocal Agreement was entered into between DART and the City of Dallas which stated that a subway remains the City of Dallas's preferred solution for light rail transit passing through the Dallas Central Business District (CBD) and required DART to begin planning for a subway within the CBD when certain ridership and headway thresholds are met; and

**WHEREAS**, DART has subsequently proposed that a second light rail transit line, be constructed as a reliever route to the existing Bryan/Pacific CBD Transit Mall (D2) to ensure long term light rail transit service reliability, operational flexibility, and system capacity, as well as to provide opportunities for enhanced downtown circulation and economic development; and

**WHEREAS**, between 2007 and 2015, DART engaged with the community in a comprehensive planning process to develop a Locally Preferred Alternative (LPA) for a D2 alignment; and

**WHEREAS**, on August 24, 2015, the Dallas City Council Transportation and Trinity River Committee recommended support of the D2 alignment; and

**WHEREAS**, on September 9, 2015, the Dallas City Council authorized an LPA for the second light rail alignment, which included a combination of subway and at-grade segments, and specifically followed a Young/Jackson Street alignment in the southeastern part of downtown by Resolution No. 15-1657; and

**WHEREAS**, during 2016, while DART conducted project development for the Young/Jackson alignment, there was significant community and stakeholder concern with the at-grade alignment and a desire to pursue a subway alignment; and

**WHEREAS**, on October 11, 2016, the Dallas City Council directed DART to develop a subway between Woodall Rodgers Freeway and Interstate Highway 345 (IH-345) by Resolution No. 16-1692; and

**WHEREAS**, in 2017, DART conducted a comprehensive review of subway alternatives in coordination with a technical and stakeholder work group and received broad-based support for a subway alignment along Commerce Street; and

**WHEREAS**, on September 13, 2017, Dallas City Council authorized a new LPA generally referred to as the D2 Subway using Commerce via Victory/Swiss by Resolution No. 17-1426; and

**WHEREAS**, the Federal Transit Administration (FTA), in cooperation with DART, issued a Supplemental Draft Environmental Impact Statement (SDEIS) for a 45-day public and agency review period from May 15 to June 29, 2020, and held three public hearings in accordance with federal guidelines for the D2; and

220317

February 9, 2022

**WHEREAS**, environmental impacts associated with the project were documented in the Final Environmental Impact Statement and Record of Decision (FEIS/ROD) issued by the Federal Transit Administration (FTA); and

**WHEREAS**, a Dallas City Council resolution supporting the addition of the D2 alignment to the DART Service Plan is required under DART's enabling legislation; and

**WHEREAS**, on March 24, 2021, the Dallas City Council offered conditional support to the D2 alignment and directed staff to work with DART, NCTCOG, and TxDOT to optimize the interface of D2 with future design options under consideration as a result of the IH-345 Feasibility Study, including the potential for refinements, enhancements, and/or modifications along part of the alignment, and to address stakeholder concerns on the east end of the D2 alignment by Resolution No. 21-0535, attached hereto as **Exhibit 1** (Resolution); and

**WHEREAS**, the Resolution conditioned the City's support of D2 on the City, DART, NCTCOG, and TxDOT entering into a mutually binding interlocal agreement (ILA) prior to, or no later than March 2022 that addresses selected D2 project refinements, enhancements, and/or modifications and interface with existing or future transportation facilities or systems in conjunction with the development of the 30 percent engineering design; and

**WHEREAS**, DART and the FTA issued the Final Environmental Impact Statement and Record of Decision (FEIS/ROD) on April 9, 2021, including the 30 percent D2 design; and

**WHEREAS**, since April 2021 and pursuant to further conditions of the Resolution, the City, DART, NCTCOG, and TxDOT have worked closely with the public and area stakeholders to conduct the D2 subway east end evaluation, during which a range of options were evaluated in the context of other major projects being planned or advanced by the City, DART, NCTCOG, and TxDOT in and around the CBD and at the east end (also known as the Deep Ellum area) of the D2 project in Zone B; and

**WHEREAS**, based on the evaluation and input from the public and stakeholders, the City, DART, NCTCOG, and TxDOT have reached a consensus that Option 3-7a, attached hereto as **Exhibit 2**, performed best in terms of addressing concerns of area stakeholders and provides the most flexibility for future IH-345 design options; and

**WHEREAS**, on October 18, 2021, the Transportation and Infrastructure Committee was briefed on the final 3-7a locally preferred D2 alignment and was supportive of moving it forward; and



D2 Subway East End Evaluation Report  
Appendix A - Resolutions

220317

February 9, 2022

**WHEREAS,** the City of Dallas supports DART in moving forward with additional design work to bring Option 3-7a up to 30 percent design, to explore opportunities to enhance Light Rail Transit (LRT) operational flexibility, update and confirm capital costs, and obtain environmental clearance before the project can re-enter the FTA grant process; and

**WHEREAS,** while TxDOT anticipates completion of the IH-345 Feasibility Study and selection of a technically preferred alternative in 2022, schedule and funding have not yet been identified for the project and the selected alternative will need to undergo a multi-year feasibility and environmental review process prior to the beginning of construction; and

**WHEREAS,** the City, DART, NCTCOG, and TxDOT have been working together for several years to coordinate the interface of the D2, with IH-345 and city street grid projects and acknowledge that they will continue to collaborate to advance both projects in a coordinated and supportive manner.

Now, Therefore,

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:**

**SECTION 1.** That the revised D2 alignment, attached hereto as **Exhibit 3**, is consistent with the Locally Preferred Alternative as required by Dallas City Council Resolution No. 17-1426, and as determined through collaboration between the City of Dallas, DART, NCTCOG, TxDOT, stakeholders, and the public.

**SECTION 2.** That the City supports DART in: (1) the addition of the revised D2 alignment as shown in **Exhibit 3** into the DART service plan; (2) the development of the 30 percent engineering design and securing environmental clearance and an amended Record of Decision (ROD) for the revised D2 alignment; (3) preservation and/or acquisition of the necessary right-of-way; and (4) implementing project planning and development activities for approval of the revised D2 alignment beyond the 30 percent design milestone.

**SECTION 3.** That if at the 30 percent design milestone of the revised D2 alignment, or by the end of calendar year 2024, whichever is earlier, the City Council determines that the construction of the D2 project will be deferred, there will be discussions with the City and DART regarding their future potential increased contributions to the Dallas Streetcar program, other DART transportations programs, and other transit services improvements, that may result in future interlocal agreement(s).

**SECTION 4.** That the City Manager is hereby authorized to execute an interlocal contract between the City of Dallas, DART, NCTCOG, and TxDOT for the respective parties' roles and responsibilities related to advancing of the 30 percent design and environmental clearance for the revised D2 alignment as shown in **Exhibit 3**, approved as to form by the City Attorney.

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**SECTION 5.** That this interlocal contract is designated as Contract No. TRN-2022-00018333.

**SECTION 6.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.





D2 Subway East End Evaluation Report  
Appendix A - Resolutions

Exhibit 1

220317  
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March 24, 2021

**WHEREAS**, on February 28, 1990, a Master Interlocal Agreement was executed between Dallas Area Rapid Transit (DART) and the City of Dallas (City) including language stating that a subway remains the City's preferred solution for light rail transit passing through the Dallas Central Business District (CBD) and requiring DART to begin planning for a subway within the CBD when certain ridership and headway thresholds are met; and

**WHEREAS**, DART has subsequently proposed that a second light rail transit line (D2), be constructed as a reliever route to the existing Bryan/Pacific CBD Transit Mall to ensure long term light rail transit service reliability, operational flexibility, and system capacity, as well as to provide opportunities for enhanced downtown circulation and economic development; and

**WHEREAS**, between 2007 and 2015, DART engaged with the community in a comprehensive planning process to develop a Locally Preferred Alternative (LPA) for a D2 alignment; and

**WHEREAS**, on August 24, 2015, the Dallas City Council Transportation and Trinity River Committee took action to support the D2 alignment; and

**WHEREAS**, on September 9, 2015, City Council authorized an LPA for the second light rail alignment, which included a combination of subway and at-grade segments, and specifically followed a Young/Jackson Street alignment in the southeastern part of downtown by Resolution No. 15-1657; and

**WHEREAS**, during 2016, while DART conducted project development for the Young/Jackson alignment, there was significant community and stakeholder concern with the at-grade alignment and a desire to pursue a subway alignment; and

**WHEREAS**, on October 11, 2016, City Council directed DART to develop a subway between Woodall Rodgers Freeway and Interstate Highway 345 (IH-345) by Resolution No. 16-1692; and

**WHEREAS**, in 2017, DART conducted a comprehensive review of subway alternatives in coordination with a technical and stakeholder work group and received broad-based support for a subway alignment along Commerce Street; and

**WHEREAS**, on September 13, 2017, City Council authorized a new LPA generally referred to as the D2 Subway using Commerce via Victory/Swiss by Resolution No. 17-1426; and

**WHEREAS**, the D2 alignment may include four new stations and the relocation of one station, which enhances the opportunity for transit-oriented development (TOD) and economic development; and

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**WHEREAS**, the Federal Transit Administration (FTA), in cooperation with DART, issued a Supplemental Draft Environmental Impact Statement (SDEIS) for a 45-day public and agency review period from May 15 to June 29, 2020, and held three public hearings in accordance with federal guidelines for the D2; and

**WHEREAS**, environmental impacts associated with the project will be mitigated and are documented in the Final Environmental Impact Statement and Record of Decision (FEIS/ROD) to be issued by the Federal Transit Administration (FTA); and

**WHEREAS**, the D2 alignment from the western end of the project and through the majority of downtown is supported by the affected stakeholders (Attachment 1-Zone A); and

**WHEREAS**, the City is closely working with the North Central Texas Council of Governments (NCTCOG), Texas Department of Transportation (TxDOT), DART, and stakeholders to integrate all major projects in and around downtown Dallas and to reconfigure the street grids and re-knit communities that are separated by existing freeways; and

**WHEREAS**, the City, NCTCOG, TxDOT, and DART are working together to optimize interface of the D2 with future design options for IH-345 and to address stakeholders concerns on the east end of the alignment, including the potential for refinements, enhancements, and/or modifications along this part of the corridor (Attachment 1-Zone B); and

**WHEREAS**, the D2 is well-positioned to qualify for a significant federal grant under the FTA Capital Investment Grant Program as a Core Capacity project; and

**WHEREAS**, a Dallas City Council resolution supporting the D2 as presented above would significantly strengthen DART's application for the FTA Core Capacity grant and allow the project to proceed into the next phase of the FTA process; and

**WHEREAS**, a Dallas City Council resolution supporting the addition of the D2 alignment to the DART Service Plan is required under DART's enabling legislation.

**Now, Therefore,**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:**

**SECTION 1.** That the D2, as shown in Attachment 1, is generally consistent with the LPA per the City Council's direction provided in Resolution No. 17-1426, and pending any proposed refinements, enhancements, and/or modifications regarding the alignment in Zone B of Attachment 1.



D2 Subway East End Evaluation Report  
Appendix A - Resolutions

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**SECTION 2.** That the City's support of the D2 is subject to all provisions of this resolution and DART continuing its efforts to work collaboratively with the City, NCTCOG and TxDOT and stakeholders to address and mitigate the technical, environmental, and alignment concerns at the eastern end of the D2, as shown in Attachment 1-Zone B.

**SECTION 3.** That the City supports DART in its efforts to seek and maximize all federal funding opportunities for the D2 through issuance of the FEIS/ROD and submittal of the D2 for federal review and funding in a timely manner.

**SECTION 4.** That the City will continue to support NCTCOG, TxDOT, DART, and stakeholders in efforts to ensure the D2 is well integrated into the City while minimizing impacts and maximizing benefits for downtown residents, businesses, and visitors.

**SECTION 5.** That the City supports the addition of the portion of the D2 alignment as shown in Attachment 1-Zone A into the DART Service Plan, subject to required subsequent mutual binding written interlocal agreement(s) and Dallas City Council resolution(s), as stated in this resolution. The City's support of the addition of the portion of the D2 alignment as shown on Attachment 1-Zone B into the DART Service Plan is subject to additional future evaluation and review of D2 project refinements, enhancements, and/or modifications by the City, DART, NCTCOG, and TxDOT for the area in Attachment 1-Zone B, and subject to required subsequent mutual binding written interlocal agreement(s) and Dallas City Council resolution(s), as stated in this resolution.

**SECTION 6.** That the City's support provided for in this resolution is further subject to DART continuing to work collaboratively with the City, NCTCOG, TxDOT, and stakeholders to explore potential refinements, enhancements and/or modifications to address community concerns and optimize interface with IH-345 in the area of Attachment 1-Zone B under the following parameters:

- a. The scope of D2 project refinements, enhancements, and/or modifications will only apply to the area shown in Attachment 1-Zone B. No significant changes will be considered for Attachment 1-Zone A.
- b. The current D2 project budget assumption is \$1.7 billion (in 2021 dollars) with a local share of approximately 50% and the remainder from external sources including, but not limited to, a proposed FTA core capacity grant. Any project scope changes recommended by and advanced solely by DART within Attachment 1-Zone A or Zone B will be DART's financial responsibility. Also, any incremental costs for scope changes associated with D2 project refinements, enhancements, and/or modifications within Attachment 1-Zone B that are recommended by others and that fall within the \$1.7 billion budget (in 2021 dollars), will be DART's financial responsibility. Any D2 project refinements, enhancements, and/or modifications recommended by other parties within Attachment 1-Zone B that extend beyond the

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March 24, 2021

**SECTION 6.** (continued)

- assumed budget of \$1.7 billion (in 2021 dollars) will be funded by other non-DART sources.
- c. The City, DART, NCTCOG, and TxDOT will mutually agree to a set of D2 project refinements, enhancements, and/or modifications that are financially and technically feasible and that are supported by additional conceptual engineering and environmental efforts.
- d. Elected and appointed officials of the City, DART, NCTCOG, and TxDOT will be briefed on a regular basis to document progress and stakeholder feedback.
- e. DART will seek FTA feedback on whether any proposed D2 project refinements, enhancements and/or modifications would be considered significant enough to fall outside of the core capacity grant schedule requirements. DART will provide any feedback received from FTA to the City, NCTCOG, and TxDOT.

**SECTION 7.** That the City, DART, NCTCOG, and TxDOT staff will continue to work together to brief the City Council on a regular basis on the potential D2 project refinements and/or enhancements developed to the D2 alignment in the area of Attachment 1-Zone B and will continue to confirm and obtain City Council approval to continue to advance the D2 project through the FTA funding process.

**SECTION 8.** That the City's support of the D2 is further subject to mutual binding written interlocal agreement(s) prior to, or no later than March 2022, by and between the City, DART, NCTCOG, and TxDOT on selected D2 project refinements, enhancements, and/or modifications; or, in the alternative, advancement of the current 30% design of the D2 to full design, in either case, subject to the following provisions:

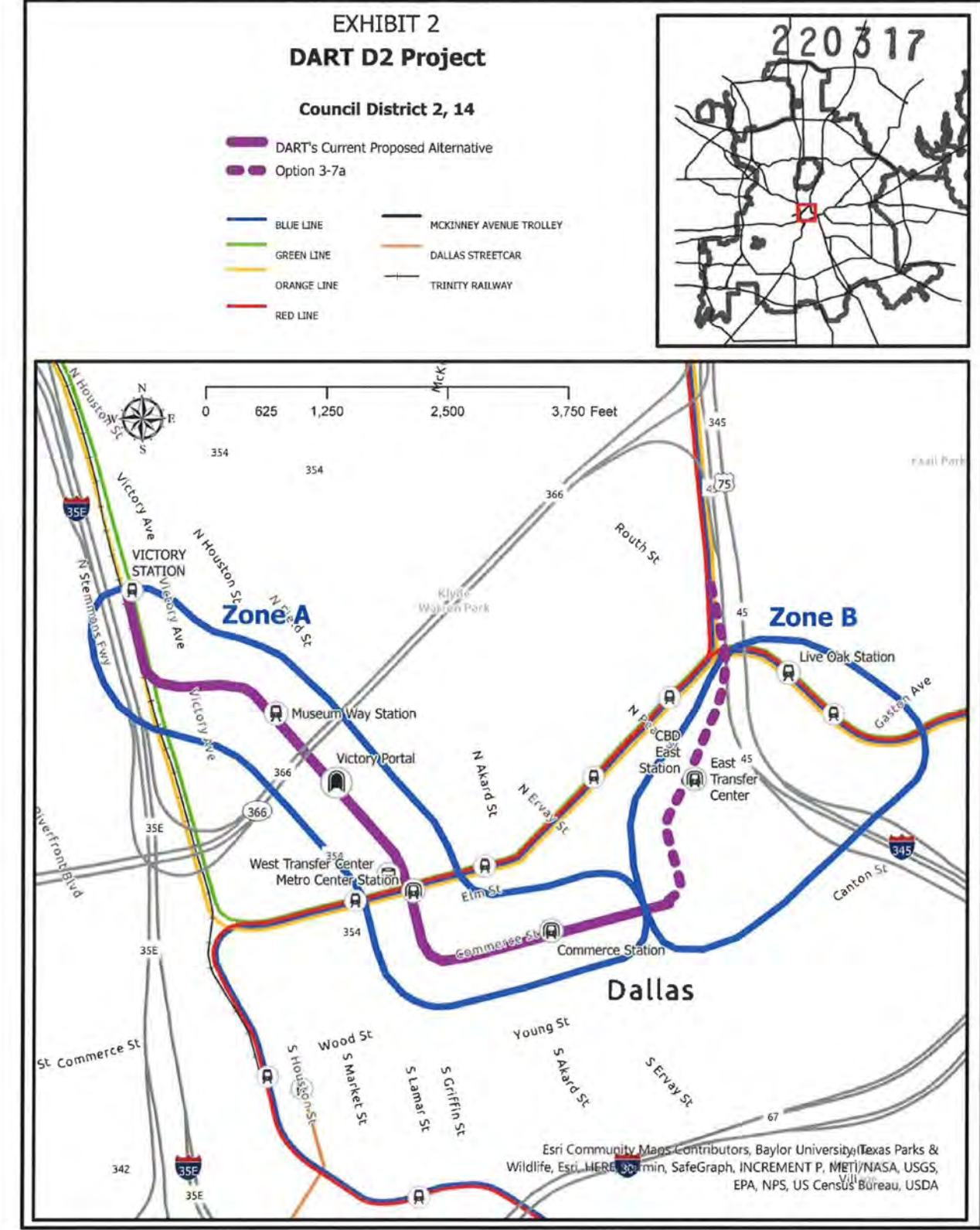
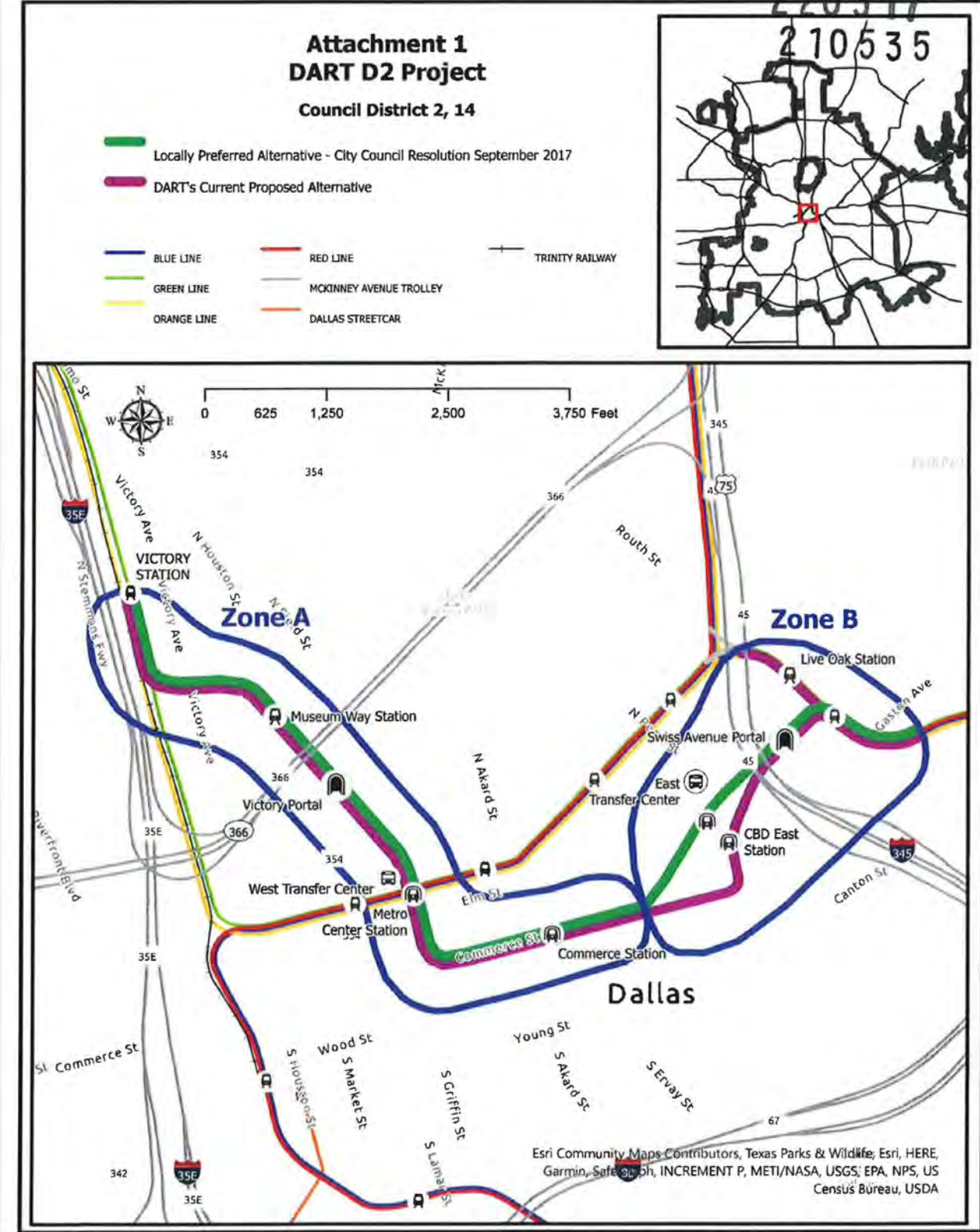
- a) DART will coordinate with the City, NCTCOG, and TxDOT to develop and submit to the City a work plan and schedule relating to key milestones and briefings on the D2 to elected officials within four weeks of the date of this resolution.
- b) DART will work with the City, NCTCOG, and TxDOT to submit monthly progress updates to City, inclusive of all pertinent information requested by the City.
- c) DART and the City will promptly resolve any D2-related conflicts in accordance with established procedures as outlined in the current Master Interlocal Agreement between the City and DART, dated February 28, 1990, as amended.
- d) Obtain a City Council resolution in support of any proposed refinements, enhancements and/or modifications to the D2 alignment in the area of Attachment 1-Zone B before advancing the design beyond the 30% level.

**SECTION 9.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

APPROVED BY  
CITY COUNCIL  
  
MAR 24 2021  
  
  
CITY SECRETARY

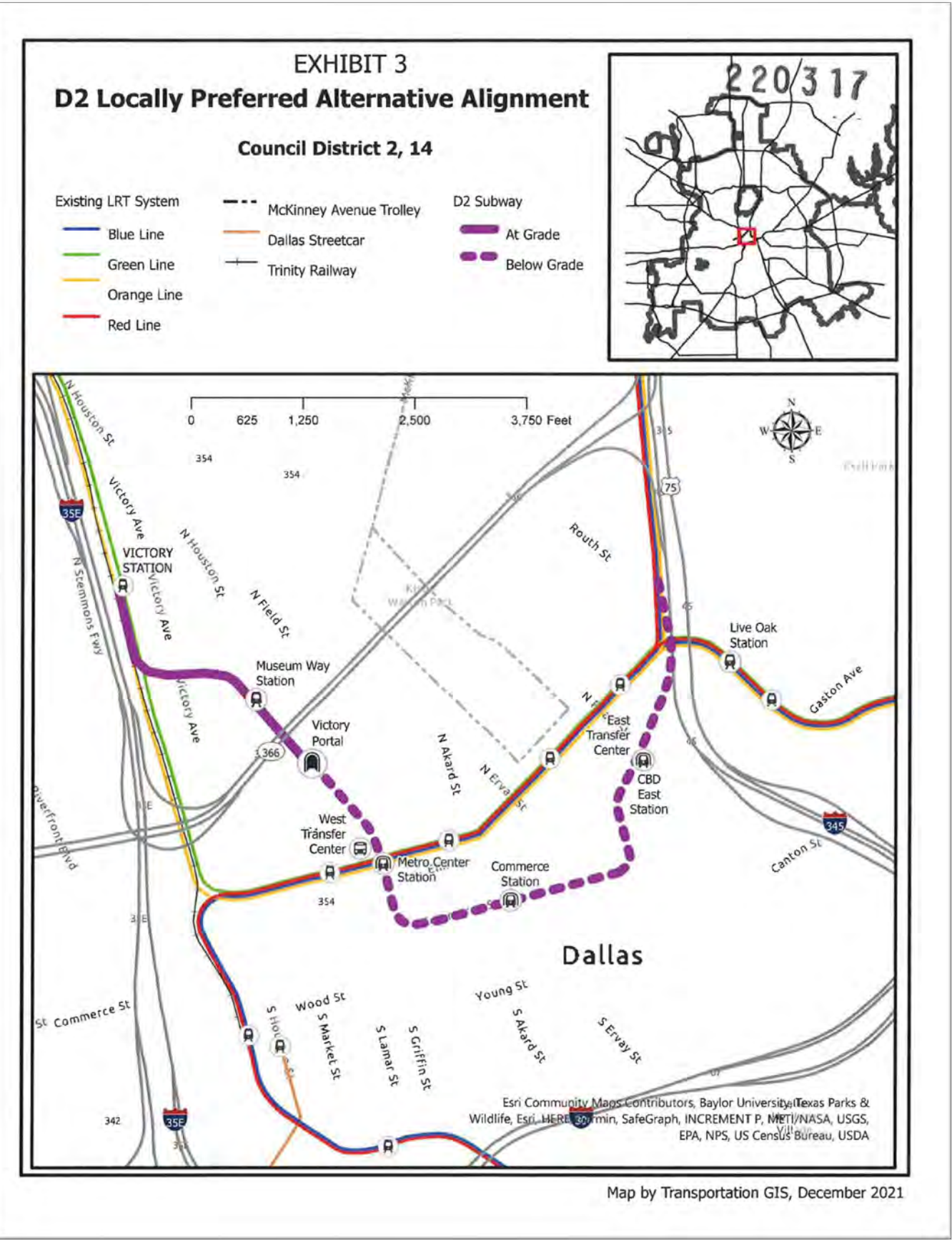


D2 Subway East End Evaluation Report  
Appendix A - Resolutions





D2 Subway East End Evaluation Report  
Appendix A - Resolutions





D2 Subway East End Evaluation Report
Appendix A - Resolutions

Figure A-3. February 22, 2022, DART Board Resolution 220030

RESOLUTION
of the
DART DALLAS AREA RAPID TRANSIT BOARD
(Executive Committee) RESOLUTION

Approval of a Revised Locally Preferred Alternative for the Dallas CBD Second Light Rail Alignment (D2 Subway)

WHEREAS, on October 26, 2006 (Resolution No. 060177), the Board approved the 2030 Transit System Plan (TSP), which included the second CBD alignment and anticipated a revenue service date of 2014; and
WHEREAS, in March 2010, DART completed the Dallas Central Business District (CBD) Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) for the D2 project; and
WHEREAS, on September 28, 2010 (Resolution No. 100130), the Board approved the FY 2011 Twenty-Year Financial Plan, which deferred the construction of the second CBD alignment to post year 2035; and
WHEREAS, on September 16, 2014 (Resolution No. 140101), the Board approved the FY 2015 Twenty-Year Financial Plan, which included funding for the second CBD light rail alignment in the amount of \$707 million (year-of-expenditure); and
WHEREAS, on September 22, 2015 (Resolution No. 150101), the DART Board of Directors passed a resolution approving Alternative B4: Lamar/Young/Jackson Street as the Locally Preferred Alternative (LPA) while continuing to examine LPA routing options; and
WHEREAS, on October 11, 2016, the Dallas City Council approved a resolution requesting that D2 be refined as a subway project between Woodall Rodgers Freeway and IH 345; and
WHEREAS, on October 25, 2016 (Resolution No. 160109), the DART Board approved the FY 2017 Twenty-Year Financial Plan, which included budget of \$1.3 billion (year-of-expenditure) and direction to pursue a subway option for the D2 Project; and
WHEREAS, in December 2016, DART initiated the LPA Refinement phase to define and evaluate subway alternatives to support a refined LPA recommendation by summer 2017; and
WHEREAS, on September 26, 2017 (Resolution No. 170101), the DART Board of Directors passed a resolution approving the LPA as Commerce via Victory/Swiss; and
WHEREAS, during Project Development, TxDOT initiated an Interstate Highway (IH) 345 Feasibility Study to design and evaluate options for a new facility in the future and coordinated with DART to incorporate the D2 design but noted that D2 would add costs and drainage requirements to any IH 345 depressed options; and
WHEREAS, the Deep Ellum Foundation, along with several impacted east end property owners, noted opposition to the D2 connection with the Green Line along Swiss and North Good Latimer Expressway; and
WHEREAS, DART completed Project Development for the Commerce via Victory/Swiss LPA including 30% preliminary engineering and issuance of the Final Environmental Impact

Statement/Record of Decision (FEIS/ROD) including a range of mitigation measures to address community and environmental concerns; and

WHEREAS, on March 24, 2021, the Dallas City Council passed resolution that supported the western segment of the D2 project but did not support the eastern segment subject to completion of an East End Evaluation to address community concerns and optimize IH 345 interface; and

WHEREAS, on May 25, 2021 (Resolution 210069), the DART Board of Directors approved an amendment to the FY21 Twenty-Year Financial Plan, bringing the D2 Subway project budget to \$1.94 billion to reflect the 30% design estimate; and

WHEREAS, the City of Dallas, in cooperation with DART, the North Central Texas Council of Governments (NCTCOG), and TxDOT, conducted the East End Evaluation, including two public meetings to obtain stakeholder feedback; and

WHEREAS, based on the East End Evaluation, the agency staff reached consensus on Option 3-7a as a revised east end alignment to minimize community and property impacts and provide maximum flexibility for IH 345 options; and

WHEREAS, DART and the other agencies recognize that Option 3-7a will require service changes to the light rail operating plan when implemented that would create equity impacts to southern sector residents due to increased transfers unless additional bus and/or rail service is provided; and

WHEREAS, future amendments of the Service Plan will be required to reflect the revised LPA alignment and station locations; and

WHEREAS, any future changes to the light rail service plan will require a Title VI analysis and public hearing(s) prior to D2 Subway beginning revenue service; and,

WHEREAS, upon completion of additional design and updated capital and operating estimates, the DART Board will consider amendments to the Twenty-Year Financial Plan to update the project schedule and external funding requirements, including proposed local, regional, state, or federal funding support; and

WHEREAS, funding for this LPA is within current Budget and FY 2022 Twenty-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that:

- Section 1: The revised Locally Preferred Alternative (LPA) for the Dallas CBD Second Light Rail Alignment (D2) is approved with east end Option 3-7a, as shown on Exhibit 1.
- Section 2: DART staff will advance the east end segment of the revised LPA through Project Development, including 30% Preliminary Engineering (PE) and environmental documentation and will continue to explore opportunities to minimize impacts, risks, and costs along the entire D2 Subway alignment.
- Section 3: DART staff will take steps to amend the Service Plan to reflect the revised LPA in accordance with DART's enabling legislation.
- Section 4: DART staff will expand public outreach and complete Title VI and environmental justice assessments as part of the environmental documentation and develop a range of service options for DART Board consideration to minimize impacts to the southern sector of Dallas.




## D2 Subway East End Evaluation Report Appendix A - Resolutions

220030

## Approval of a Revised Locally Preferred Alternative for the Dallas CBD Second Light Rail Alignment (D2 Subway)

  
Rodney Schlosser  
Secretary

  
Michele Wong Krause  
Chair

APPROVED AS TO FORM:

*Gene Gamez*  
Gene Gamez  
General Counsel

ATTEST

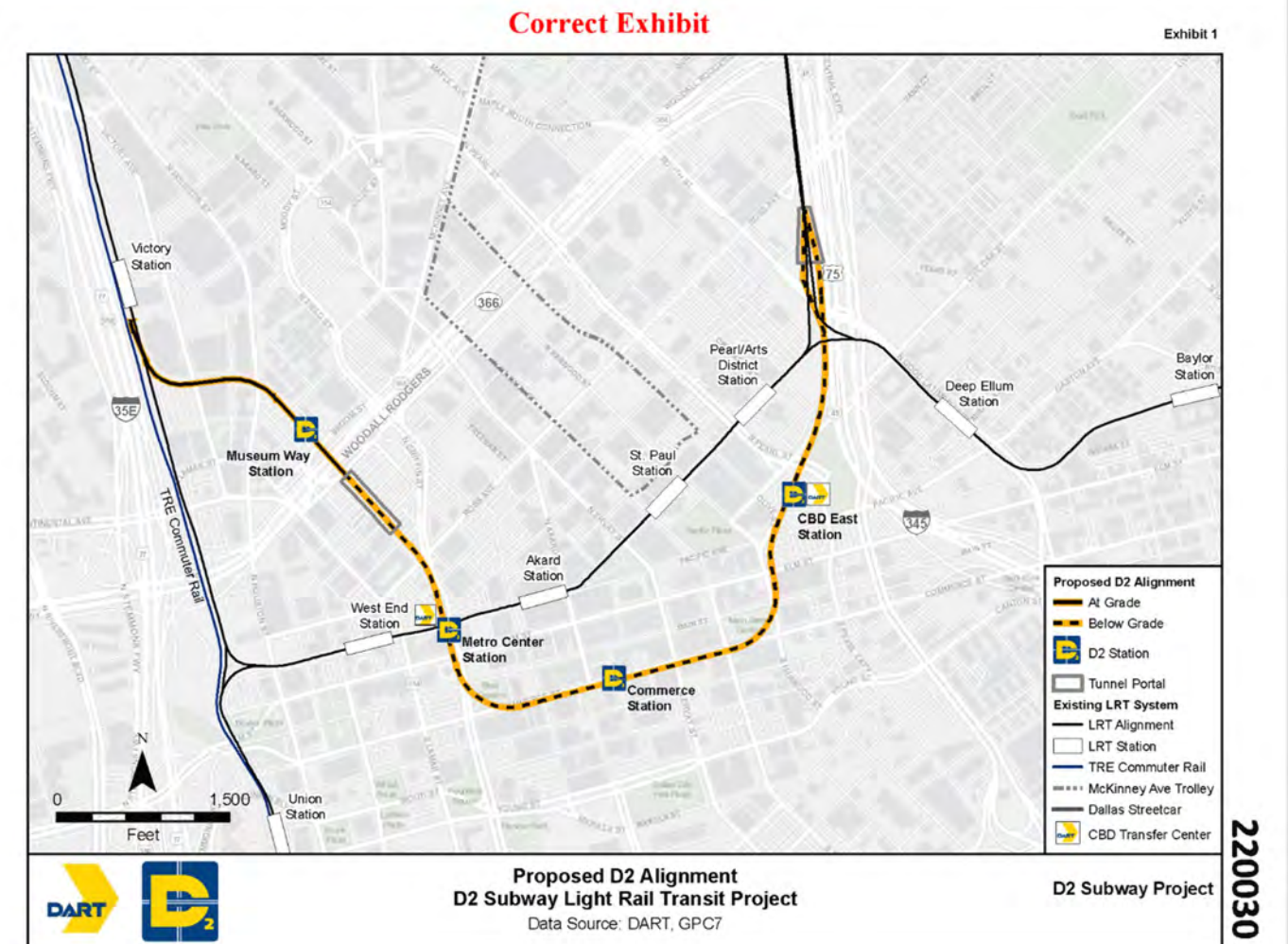
  
Nadine S. Lee  
President & Chief Executive Officer

February 22, 2022  
Date

App of Rev LPA\_D2 Subway

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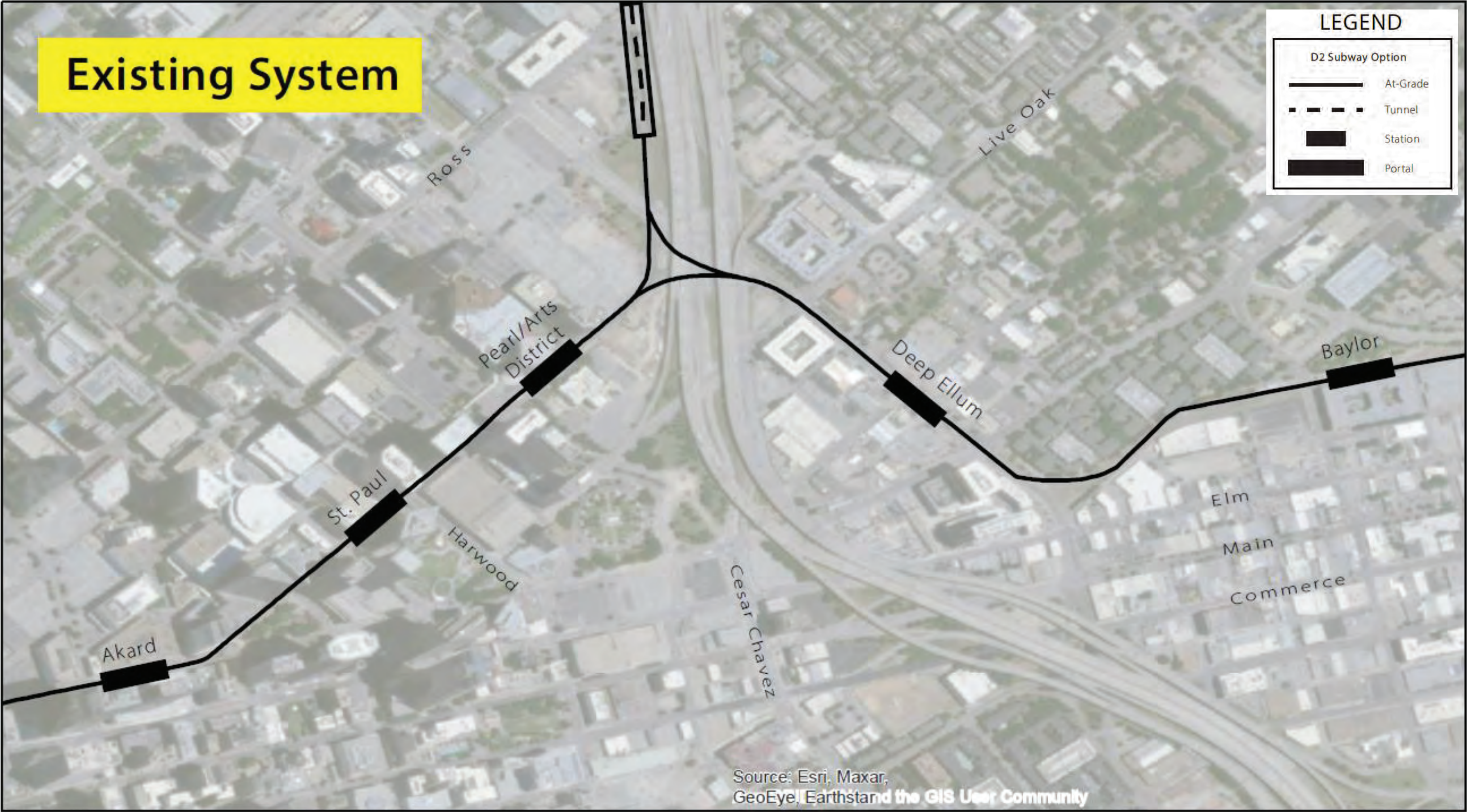
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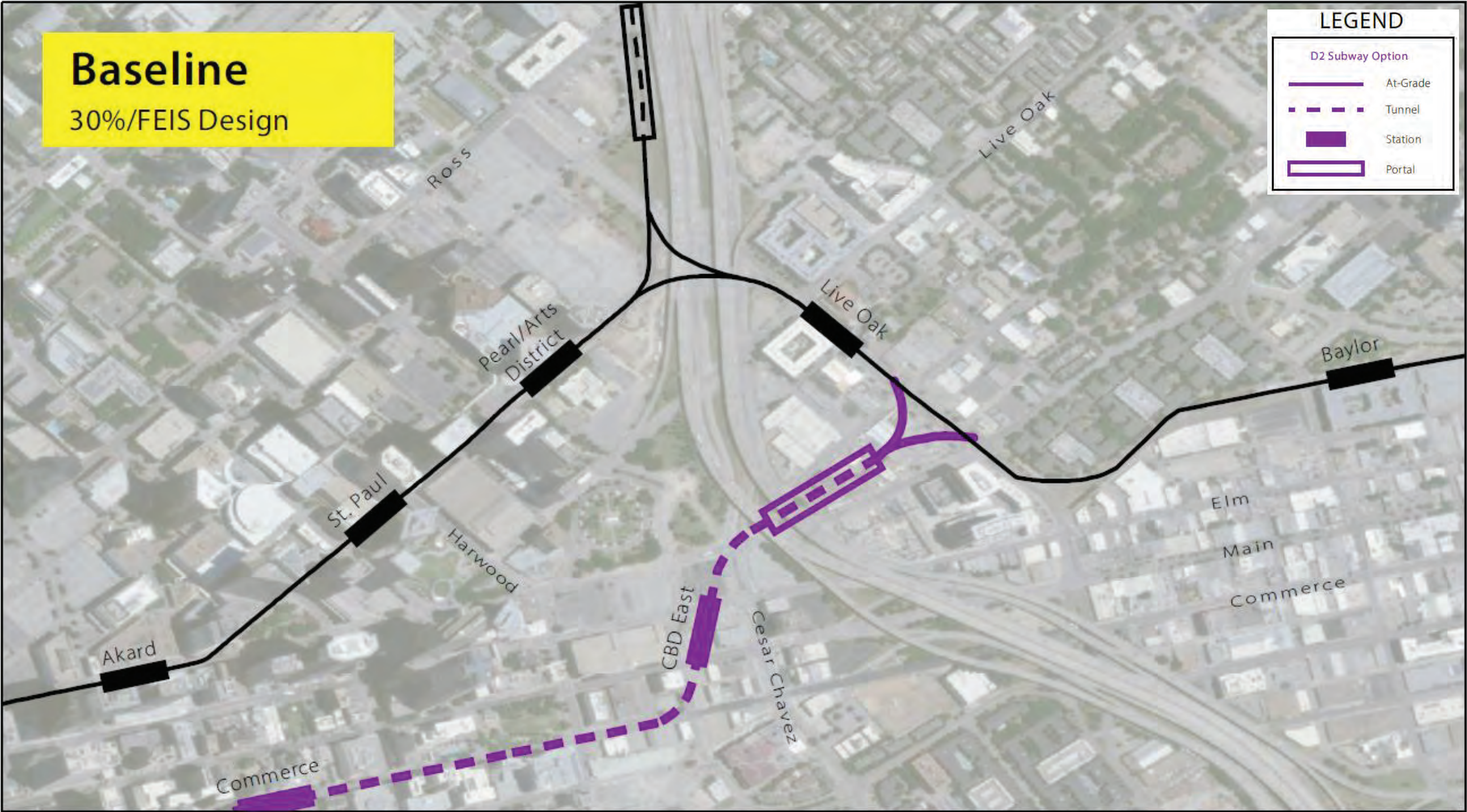


# **Initial (First Level Screening) Alignment Options June 2021**

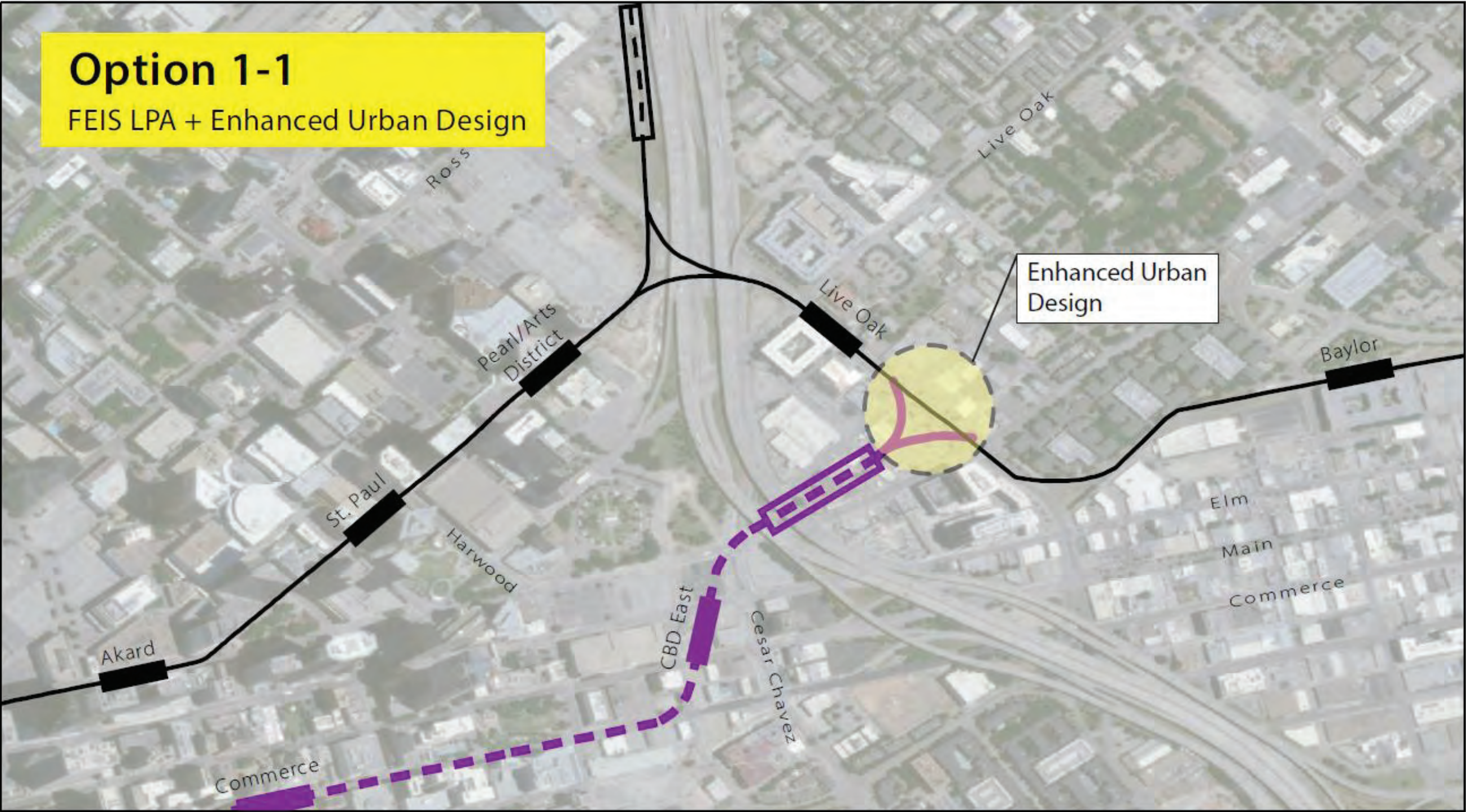




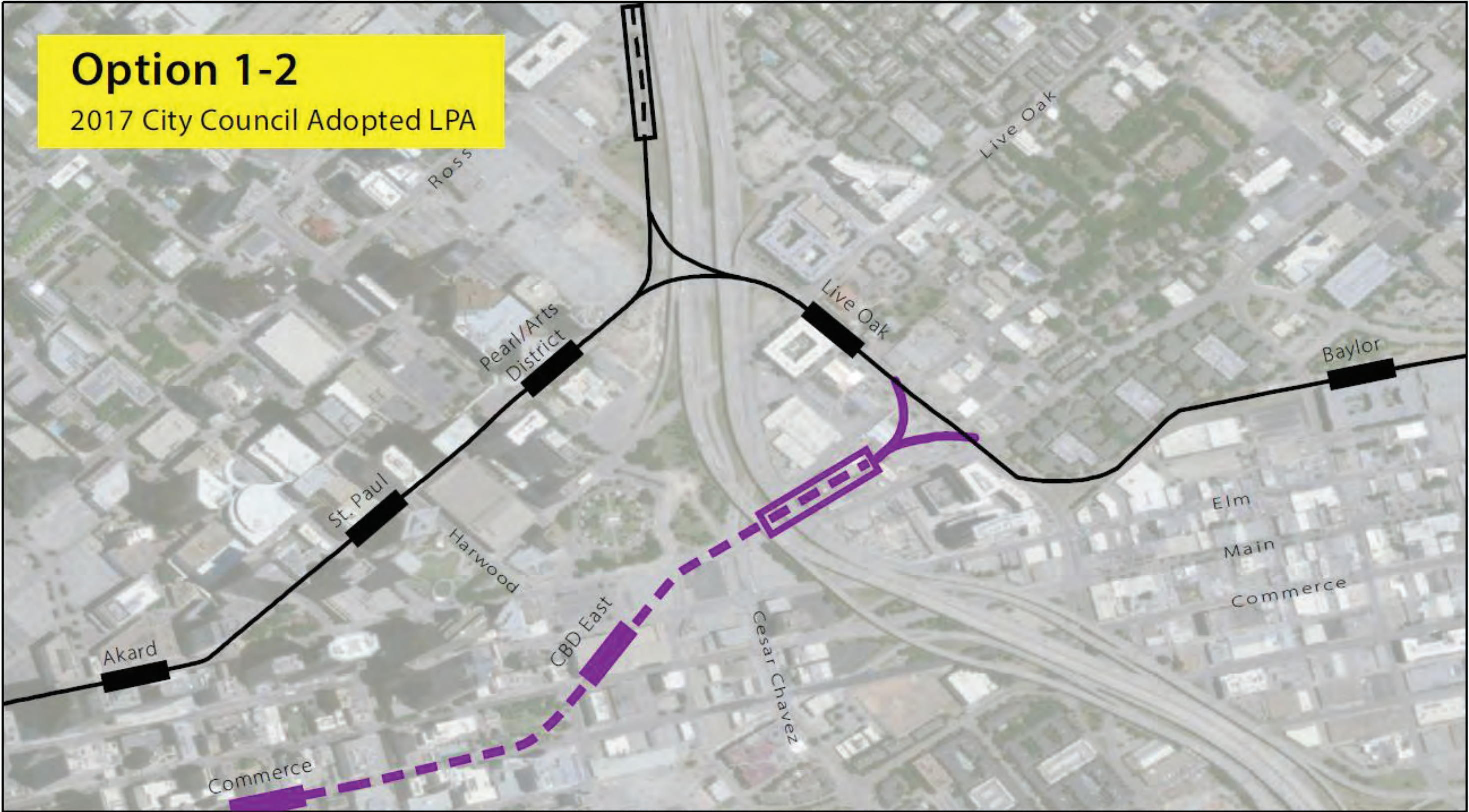




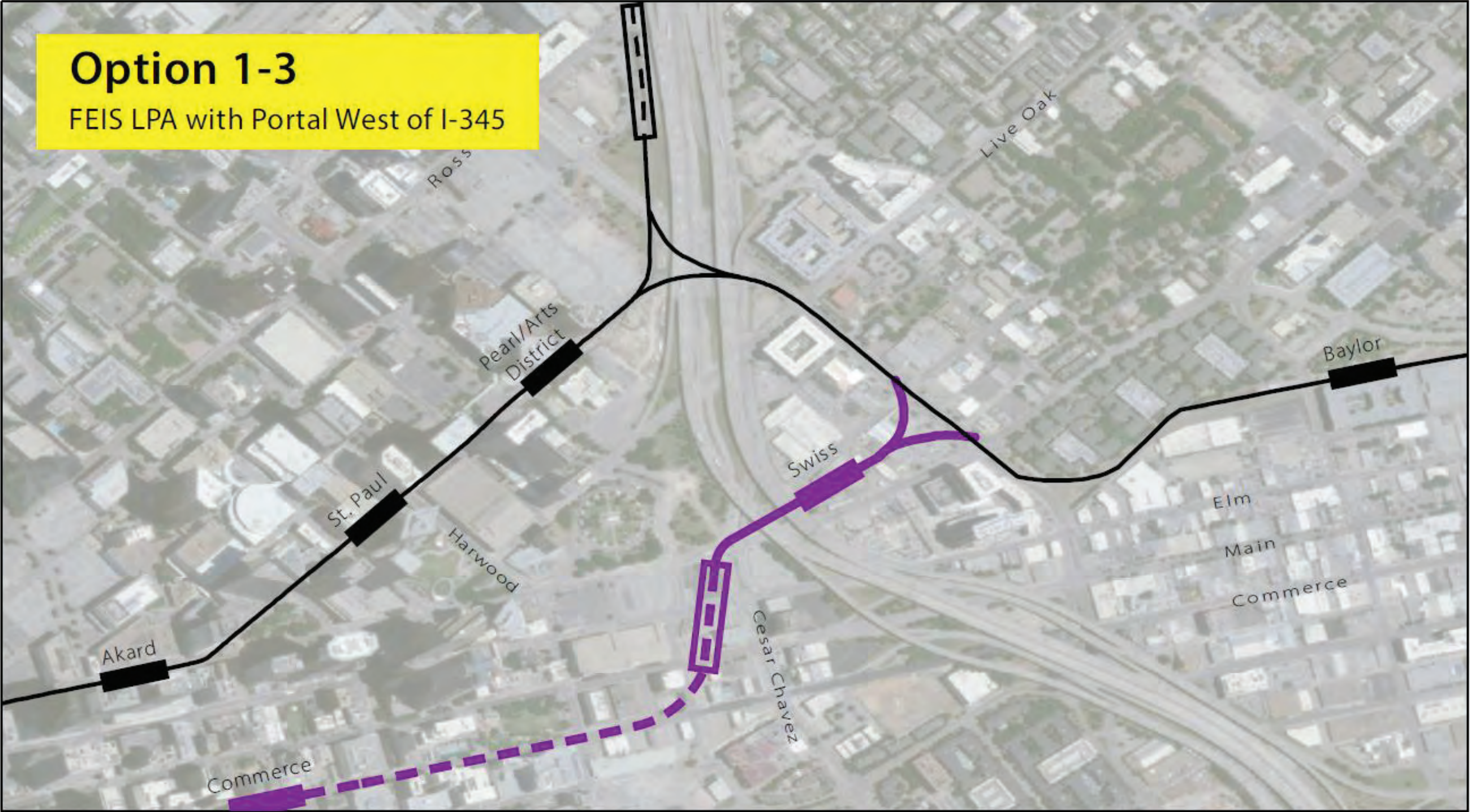




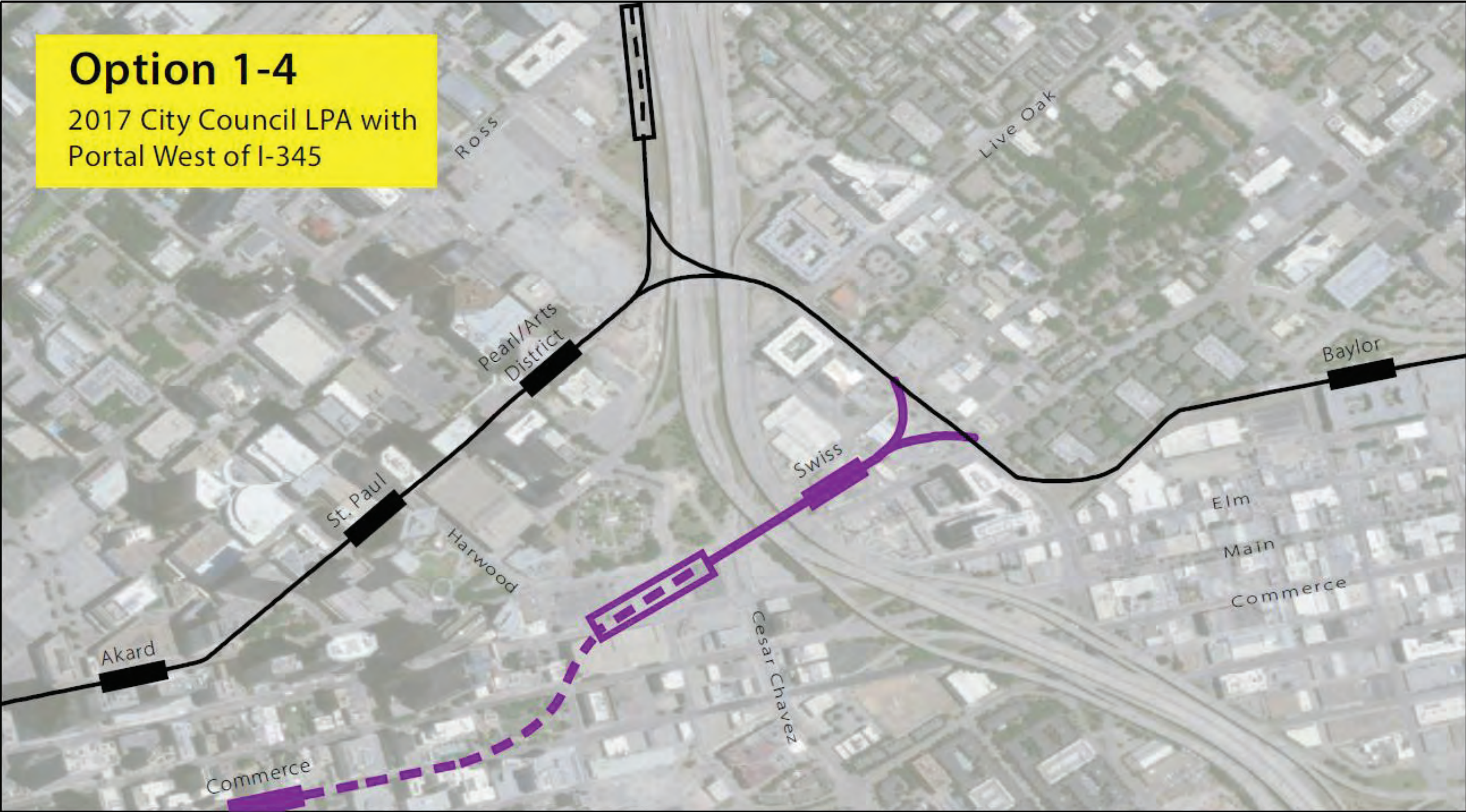




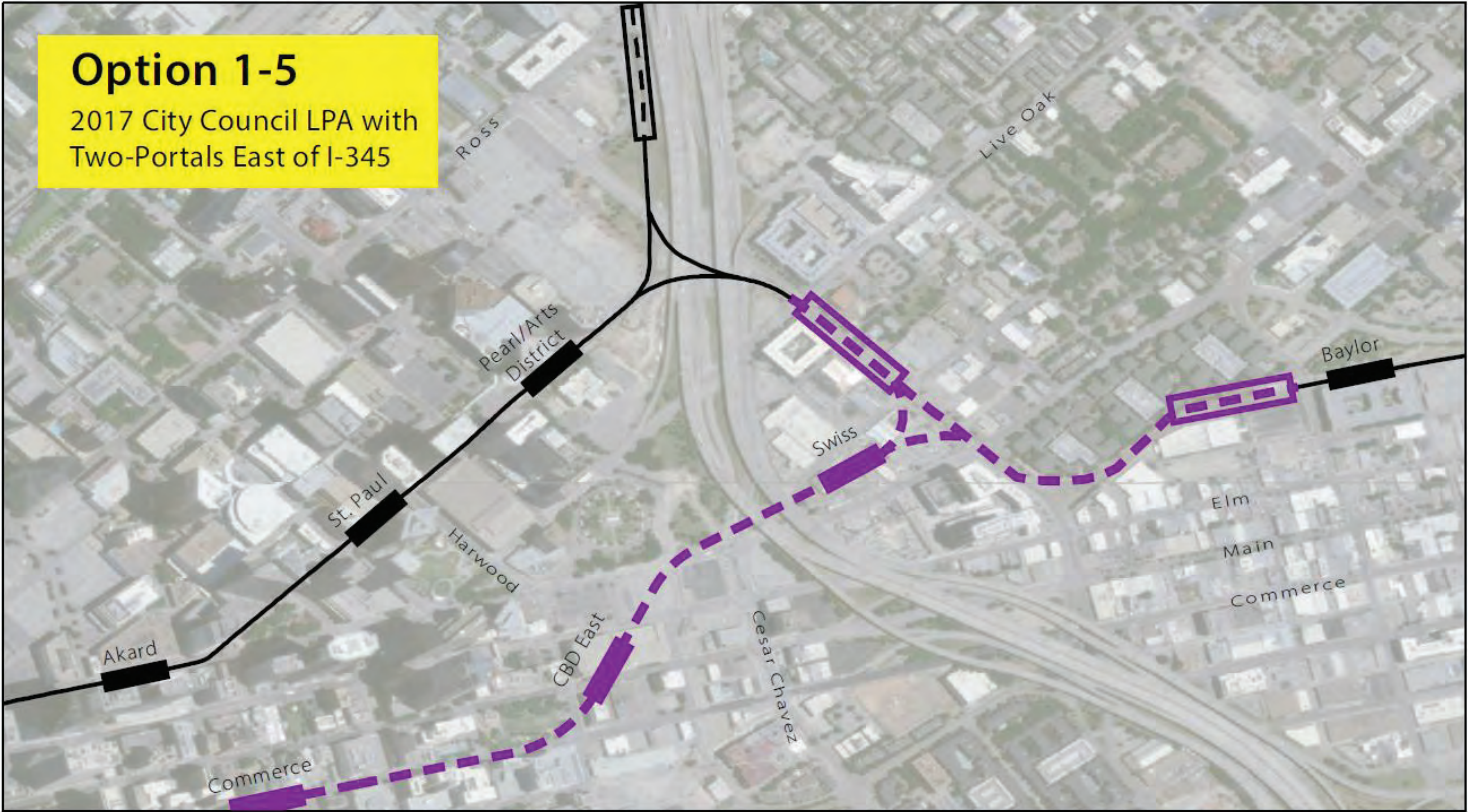




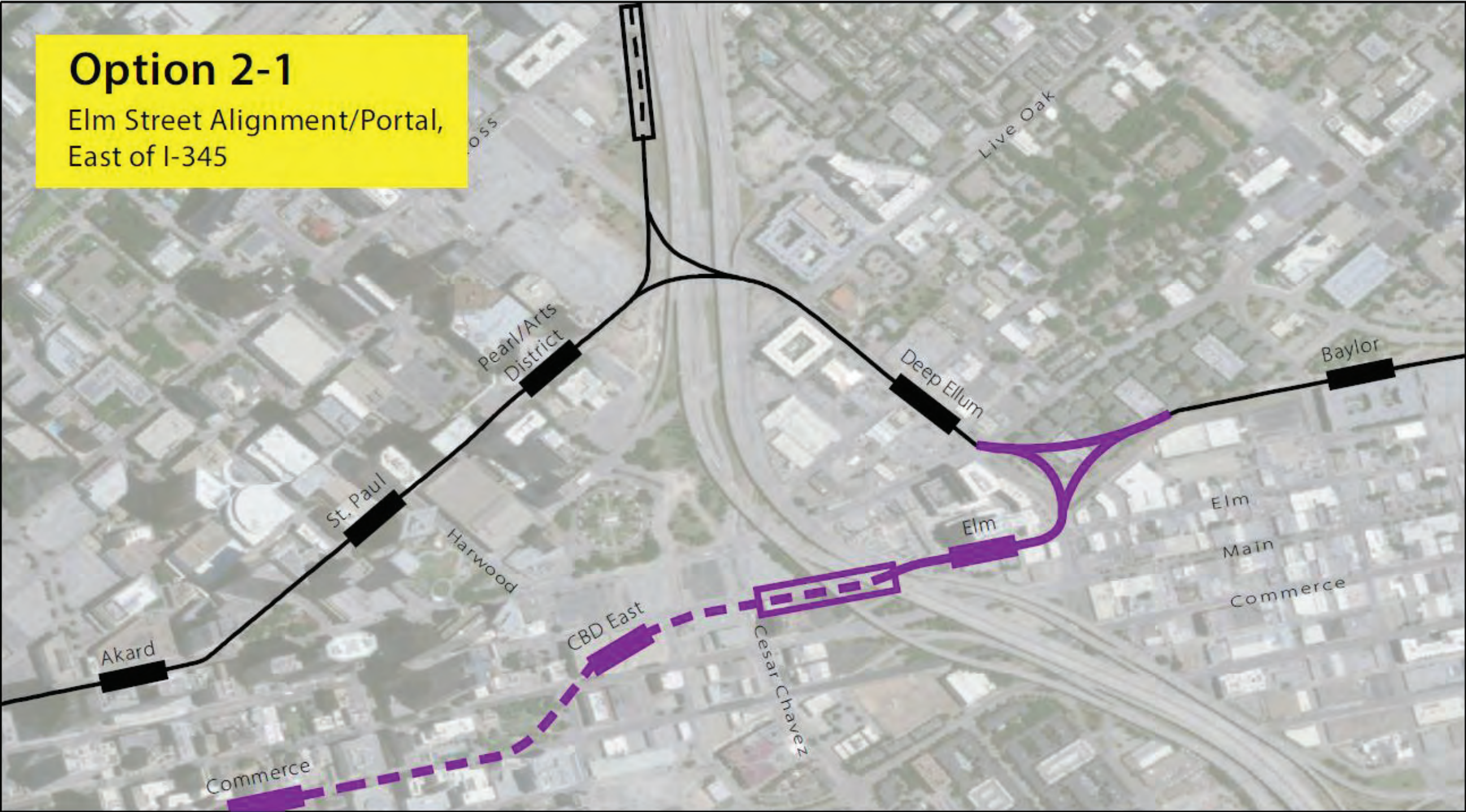
















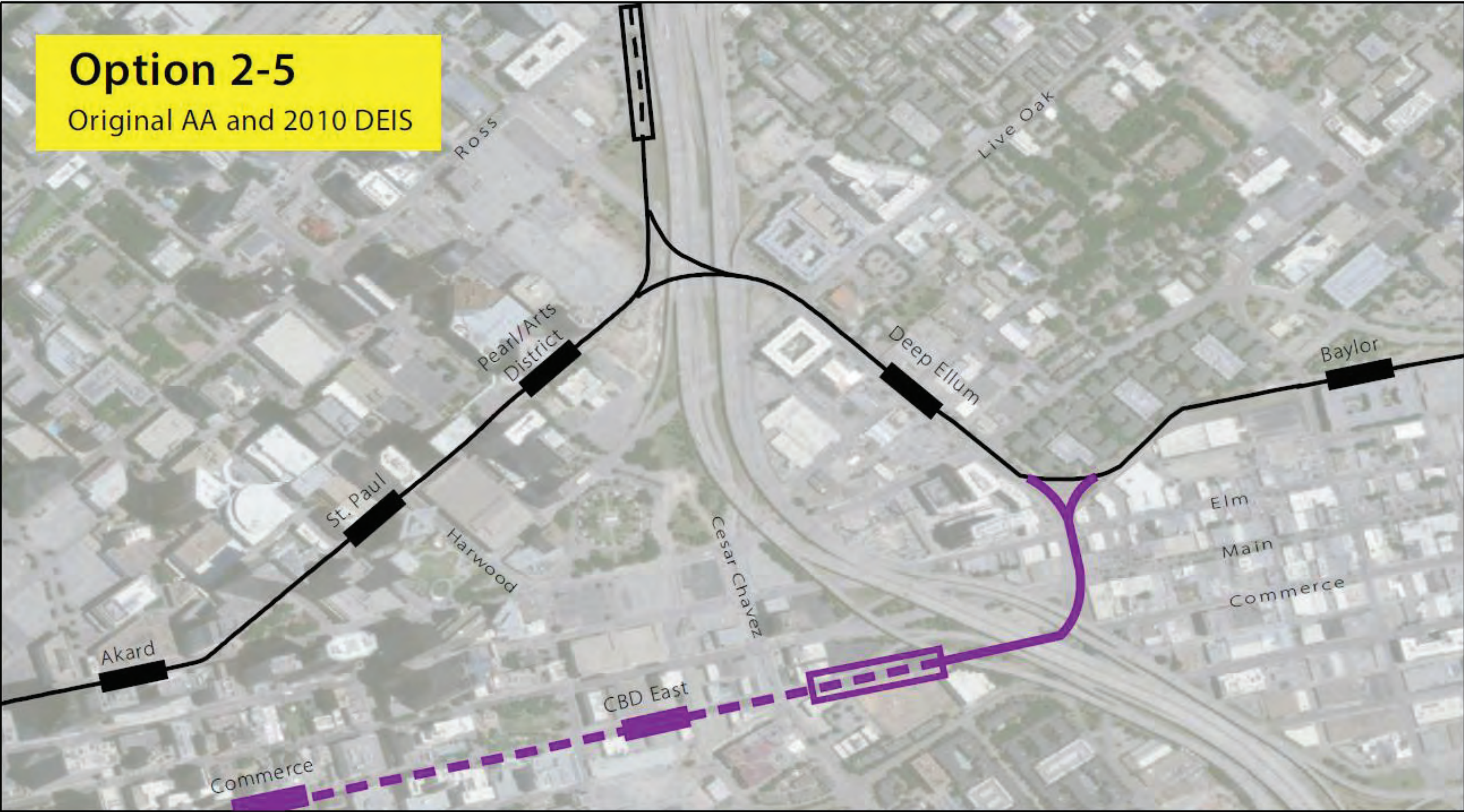




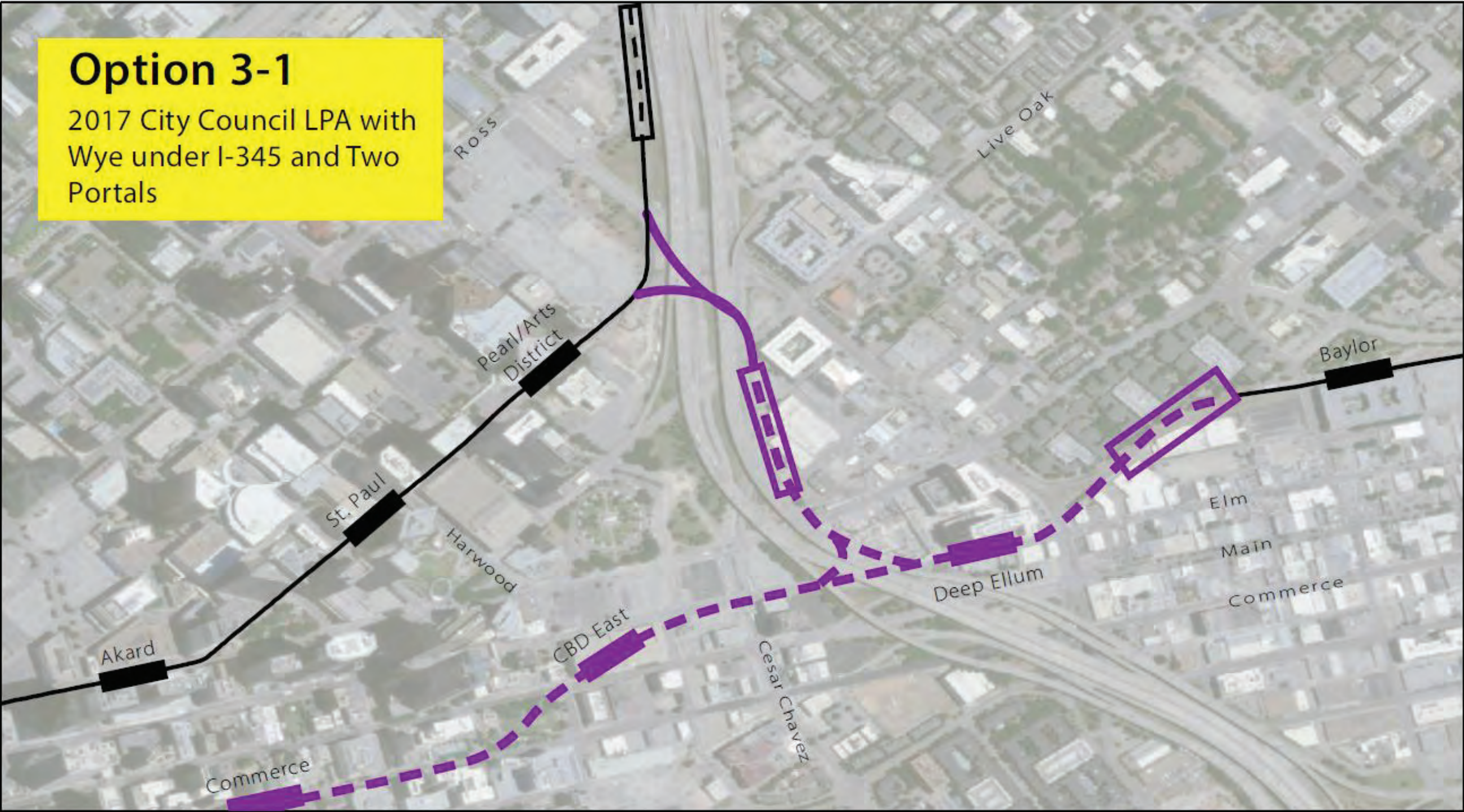








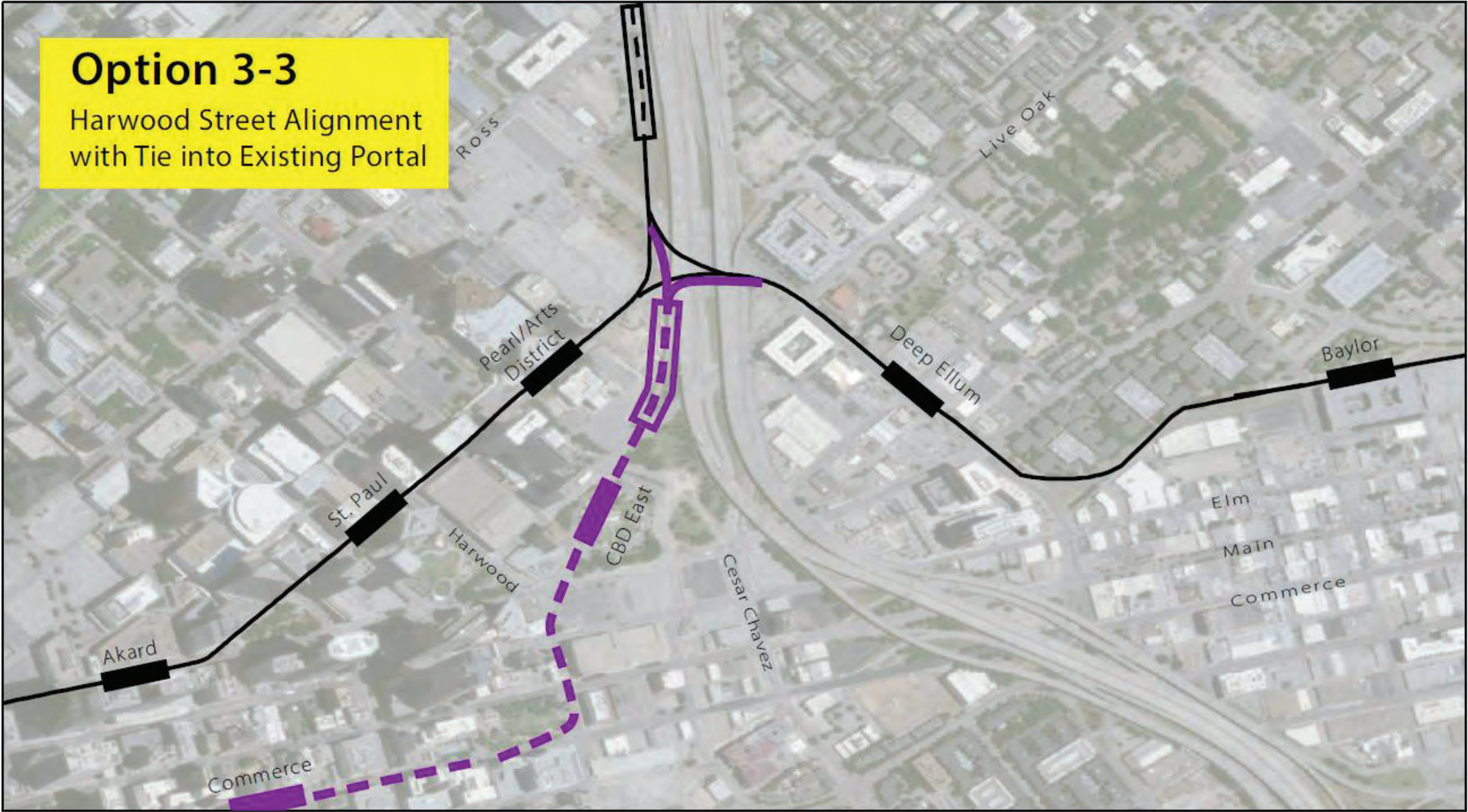




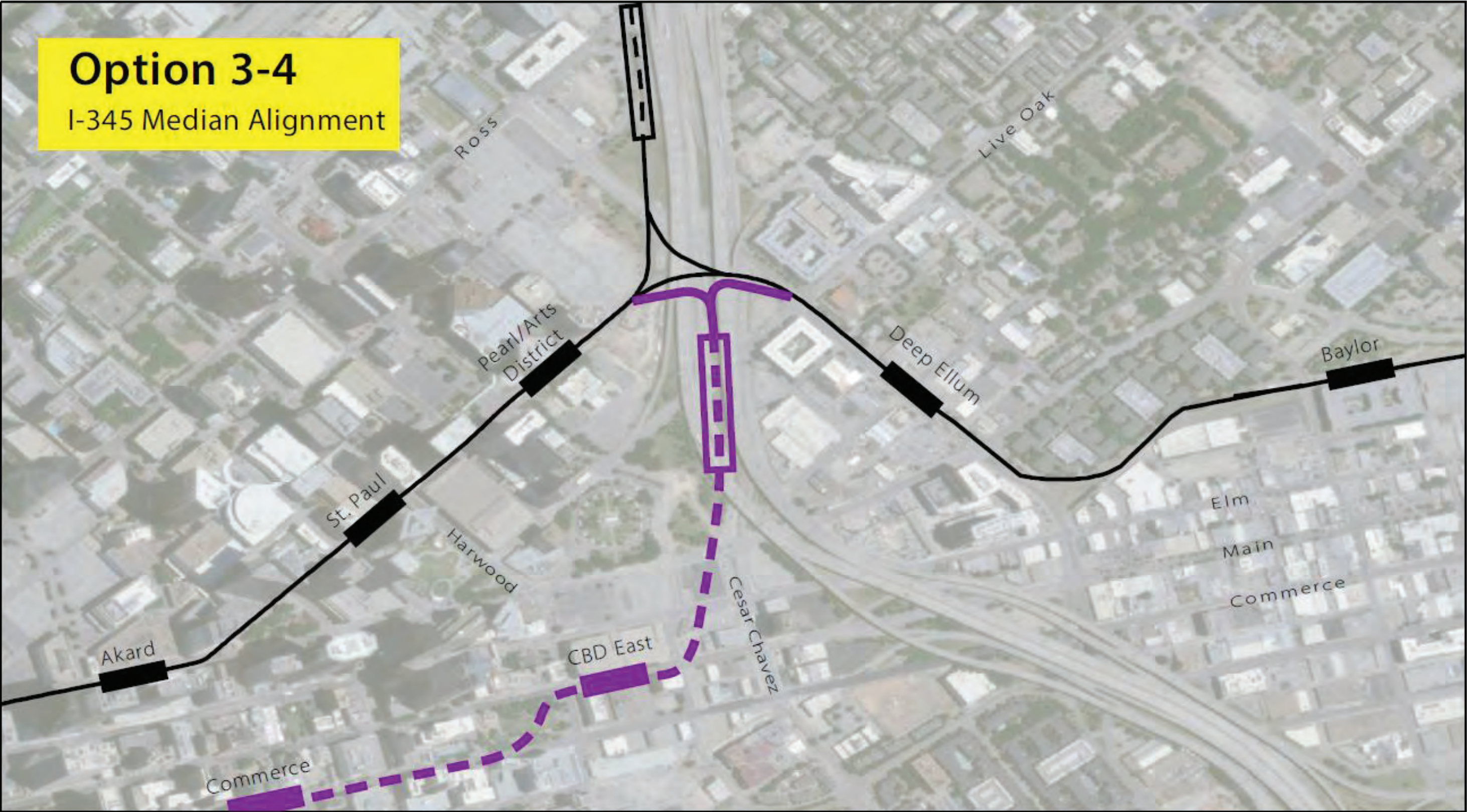




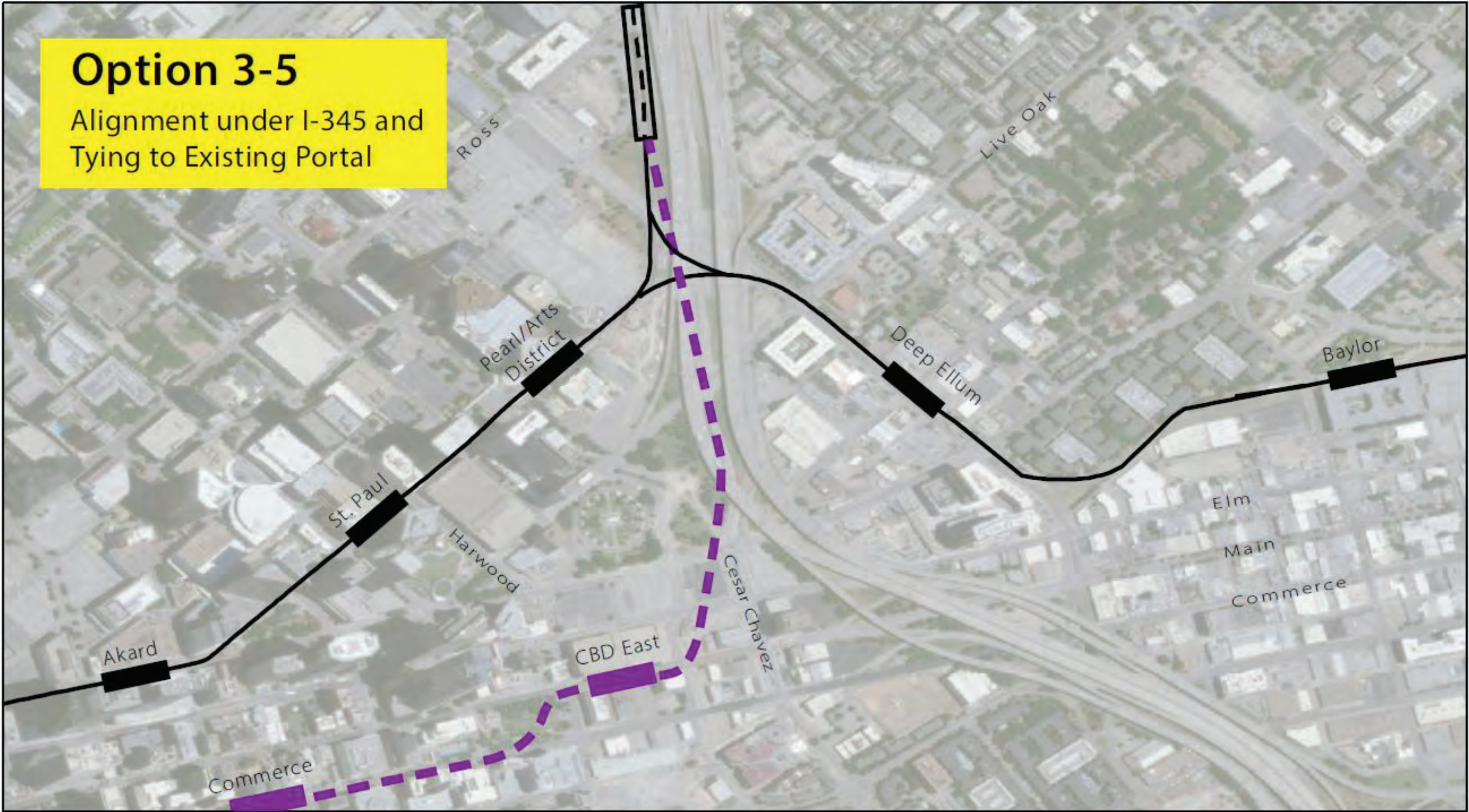




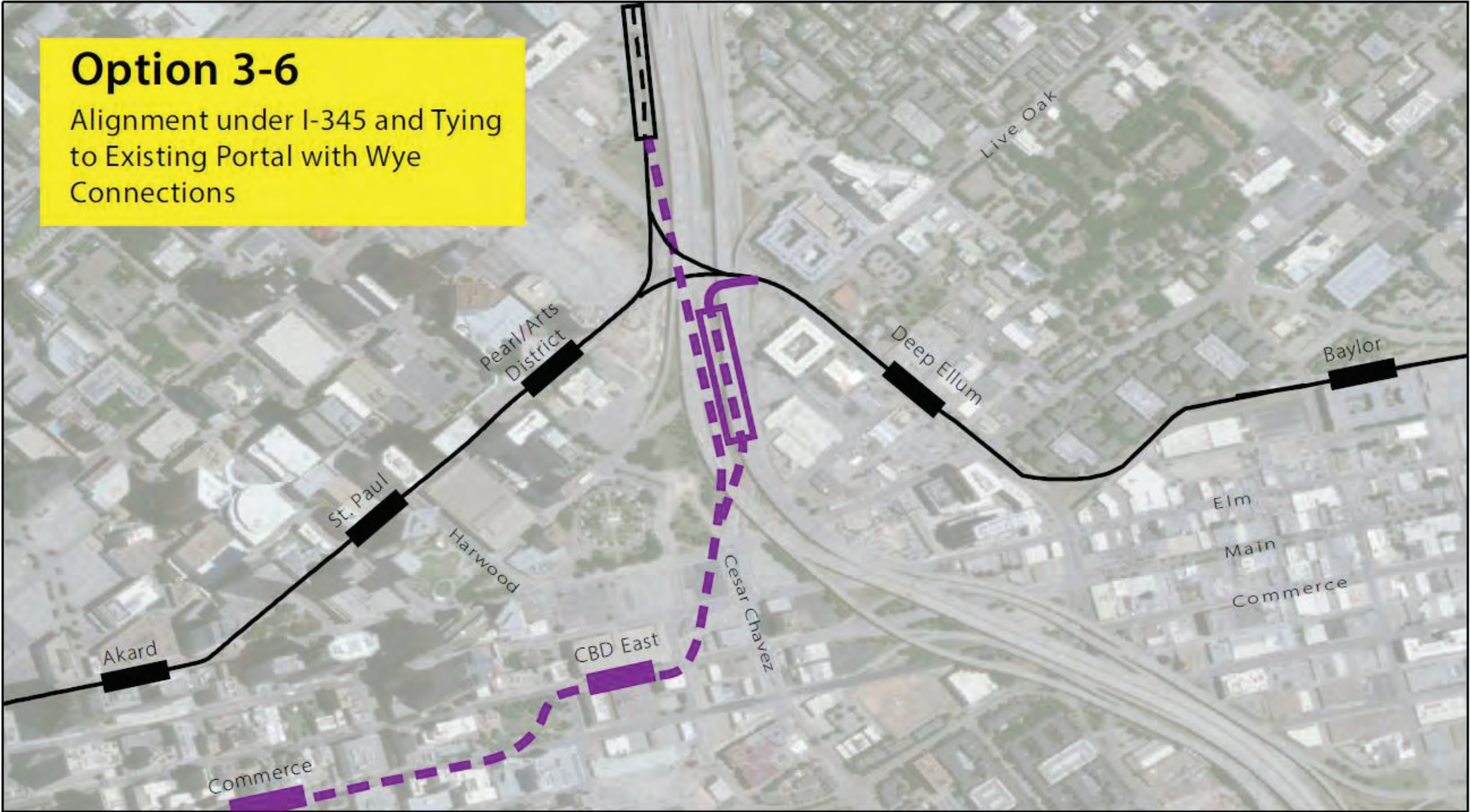




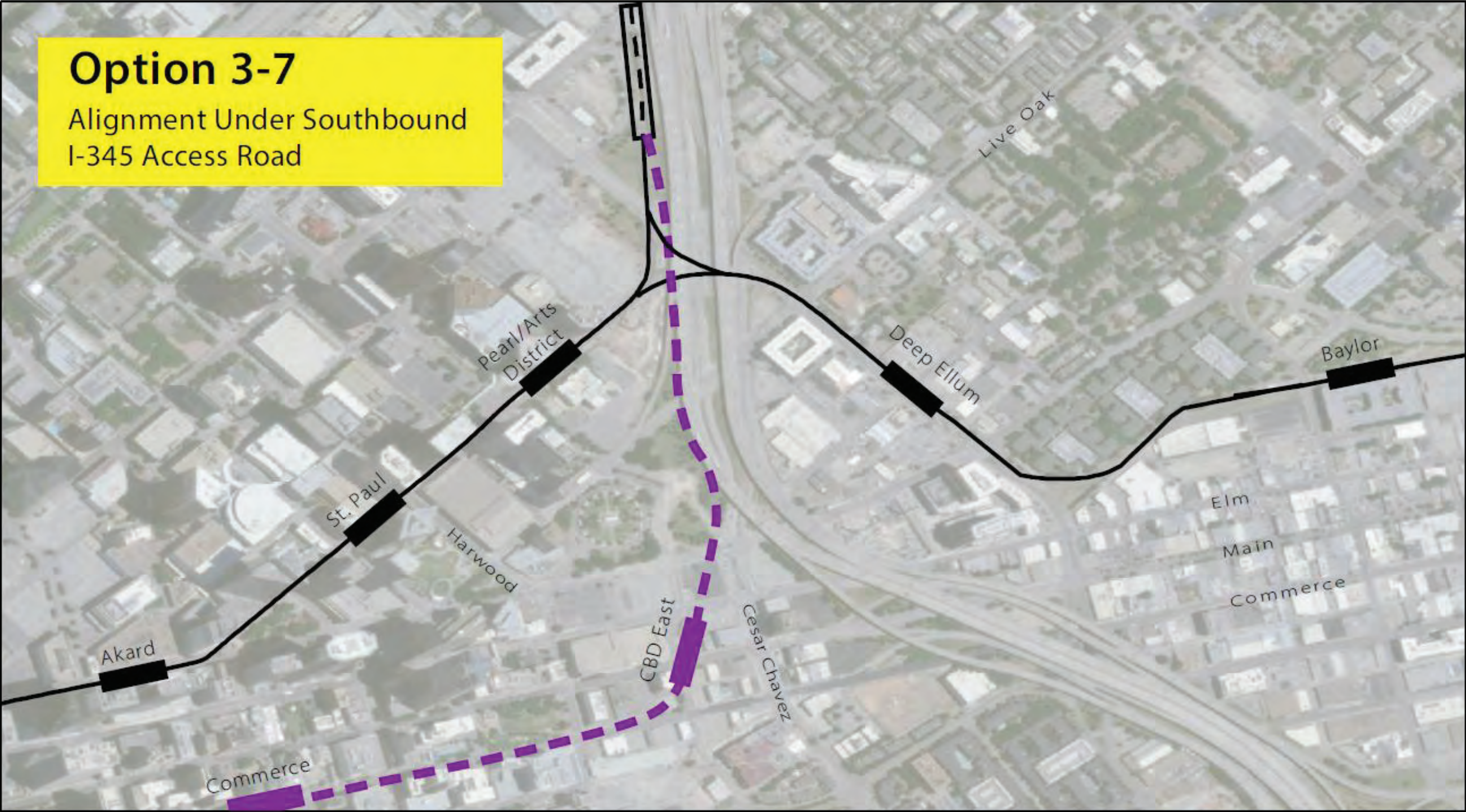












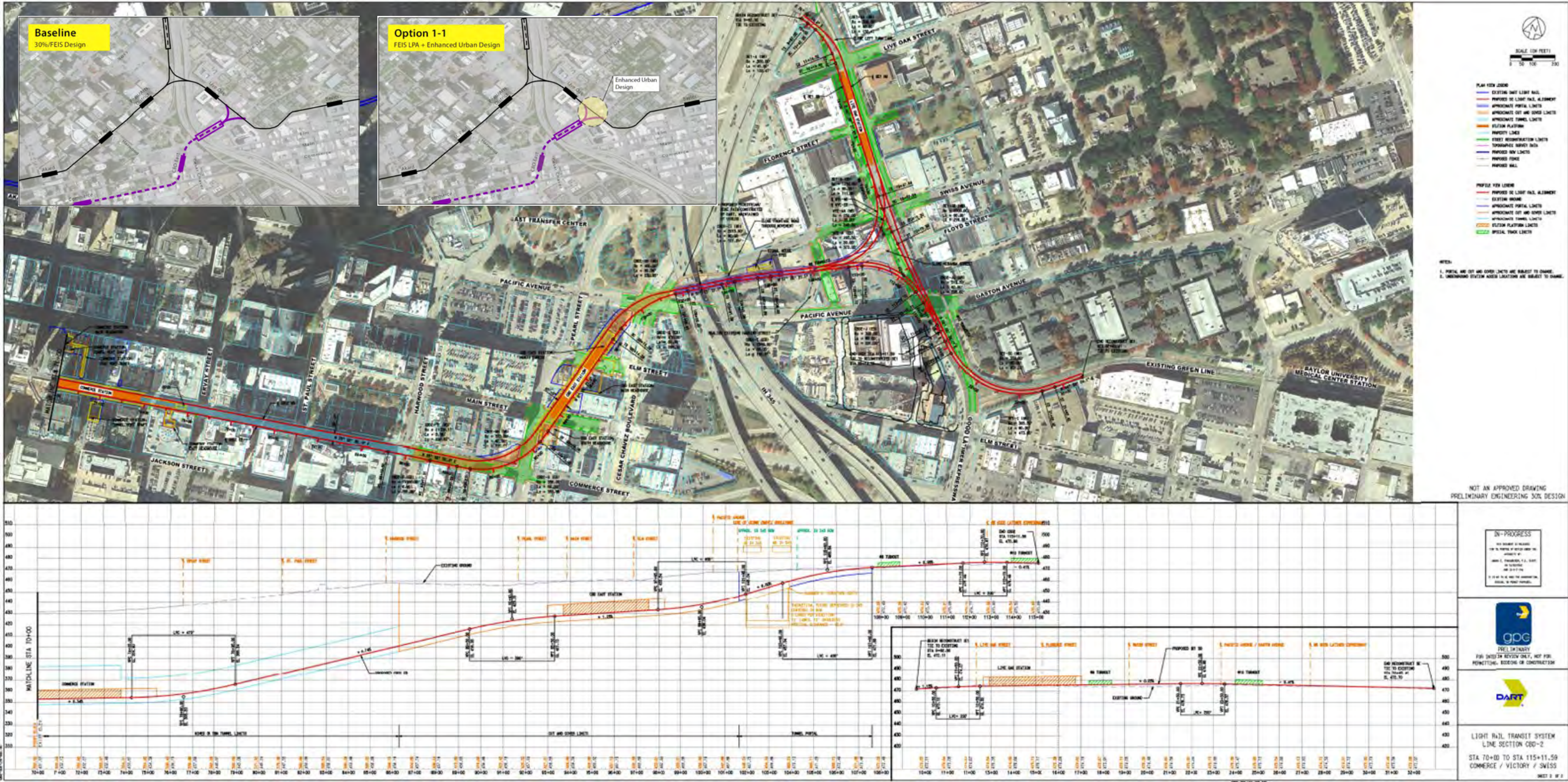


# **Second Level Alignment Options August 2021**



D2 Subway East End Evaluation Report  
Appendix B – Alignment Option Maps

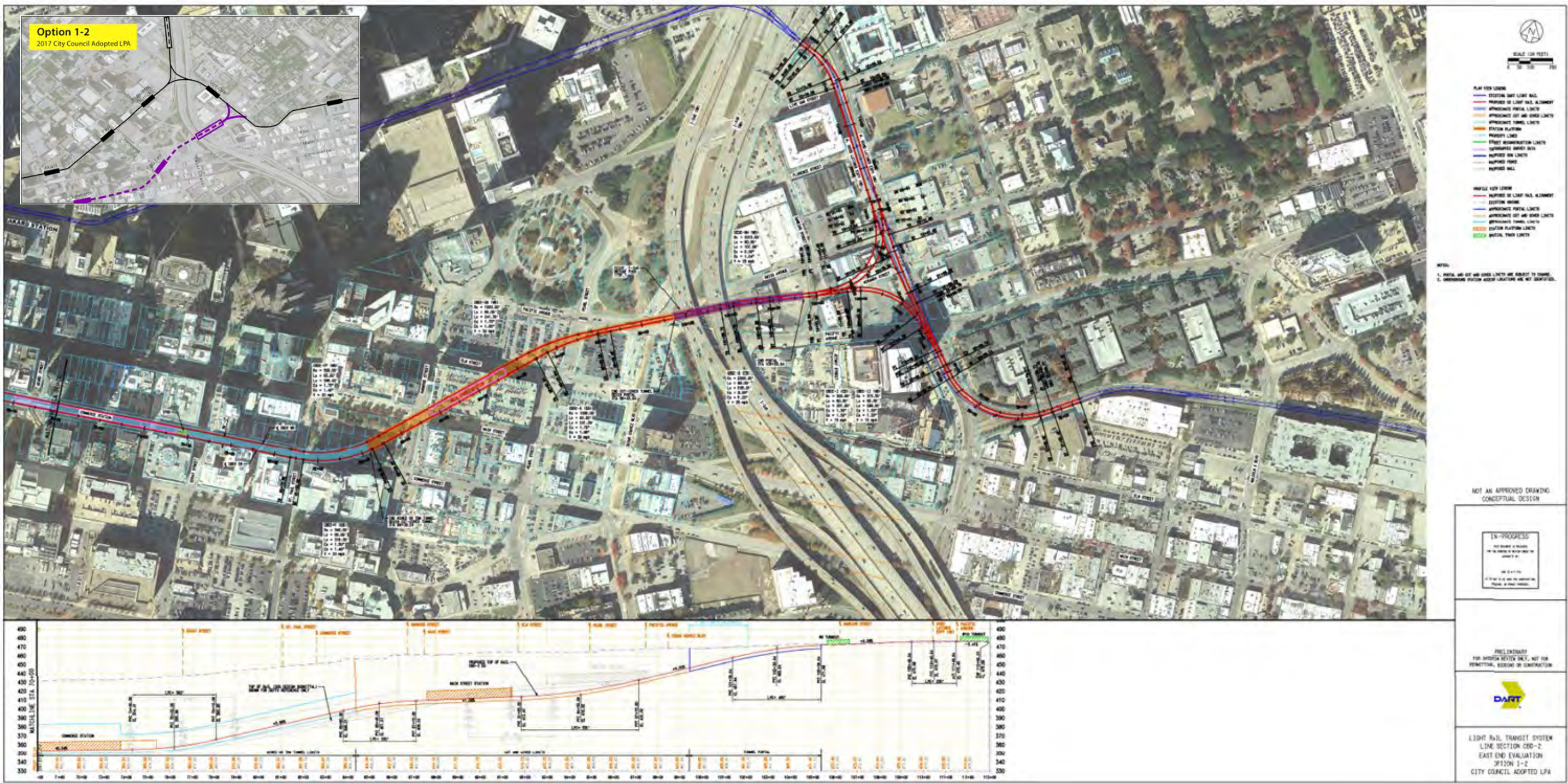
Baseline & Option 1-1





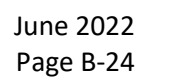
D2 Subway East End Evaluation Report  
Appendix B – Alignment Option Maps

Option 1-2



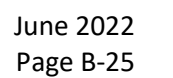


### Option 2-1





### Option 2-2





D2 Subway East End Evaluation Report  
Appendix B – Alignment Option Maps

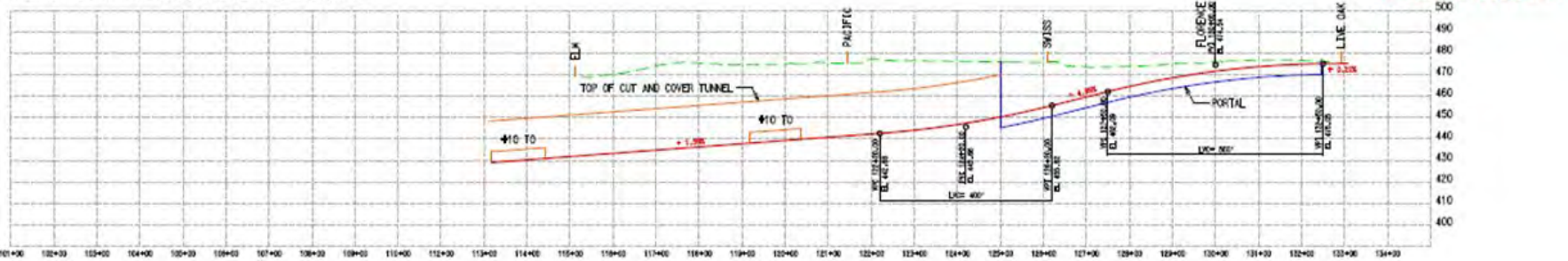
Option 2-2



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SUBJECT TO CHANGE

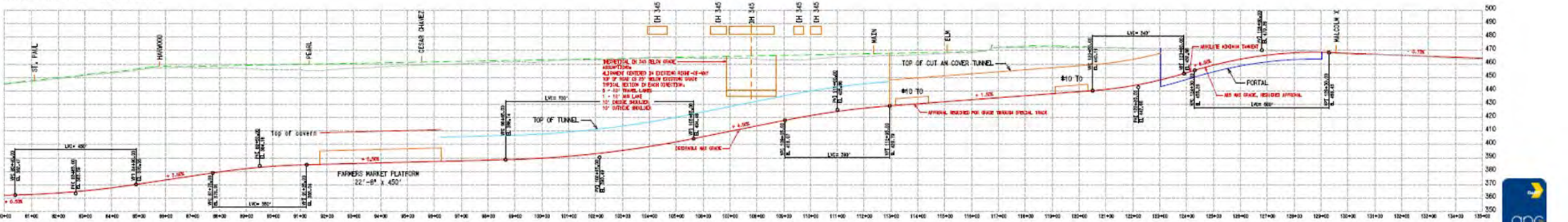
NOT A DART ALIGNMENT ALTERNATIVE  
PREPARED AT THE REQUEST OF:  
CITY OF DALLAS, TxDOT AND METCOG

COMMERCE / VICTORY / GOOD LATIMER 2 PORTAL NORTH CONNECTION v0



PRELIMINARY

COMMERCE / VICTORY / GOOD LATIMER 2 PORTAL v0



PRELIMINARY

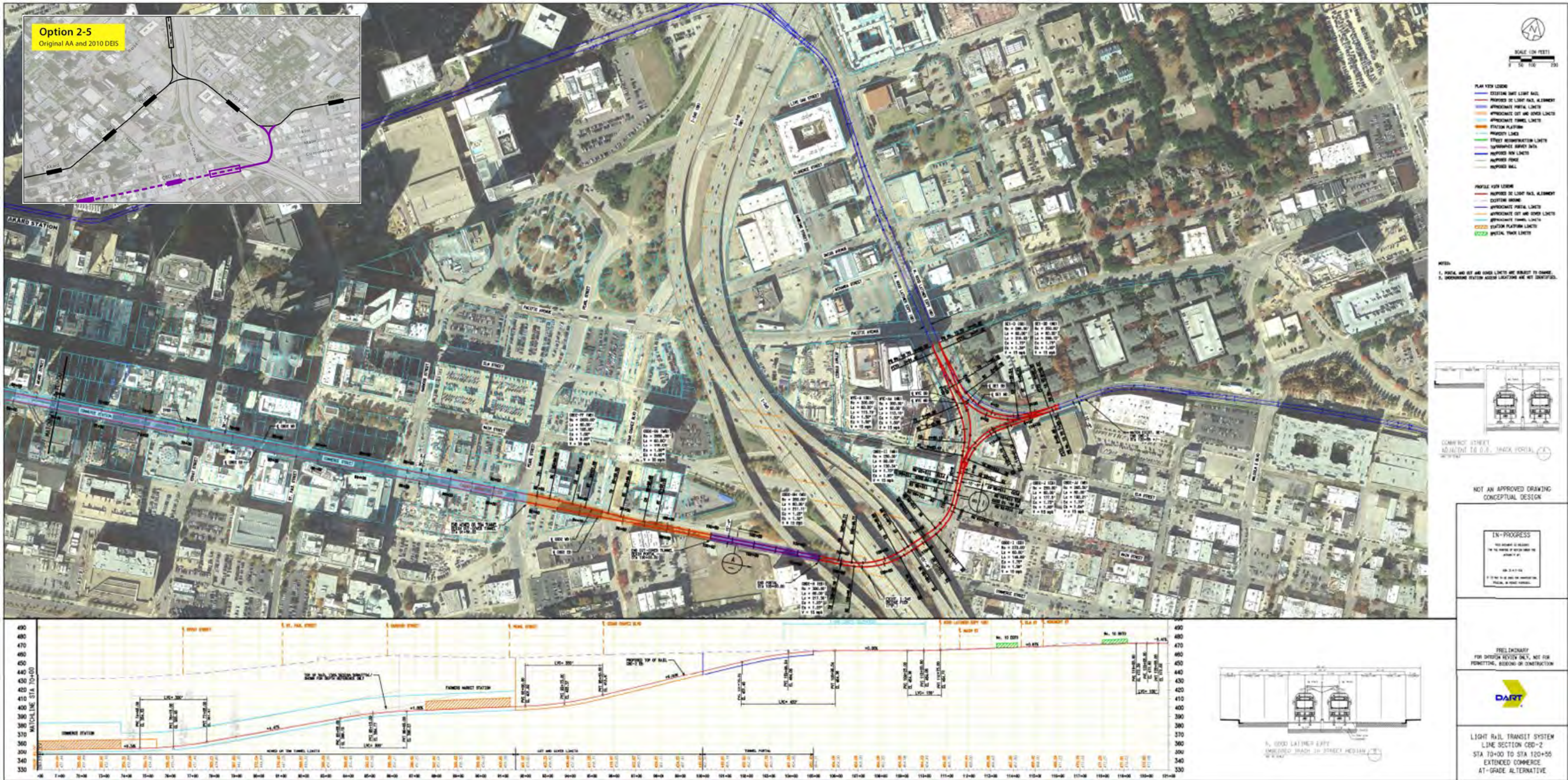


PRELIMINARY  
FOR INTERIM REVIEW ONLY. NOT FOR  
PERMITTING, BIDDING OR CONSTRUCTION



D2 Subway East End Evaluation Report  
Appendix B – Alignment Option Maps

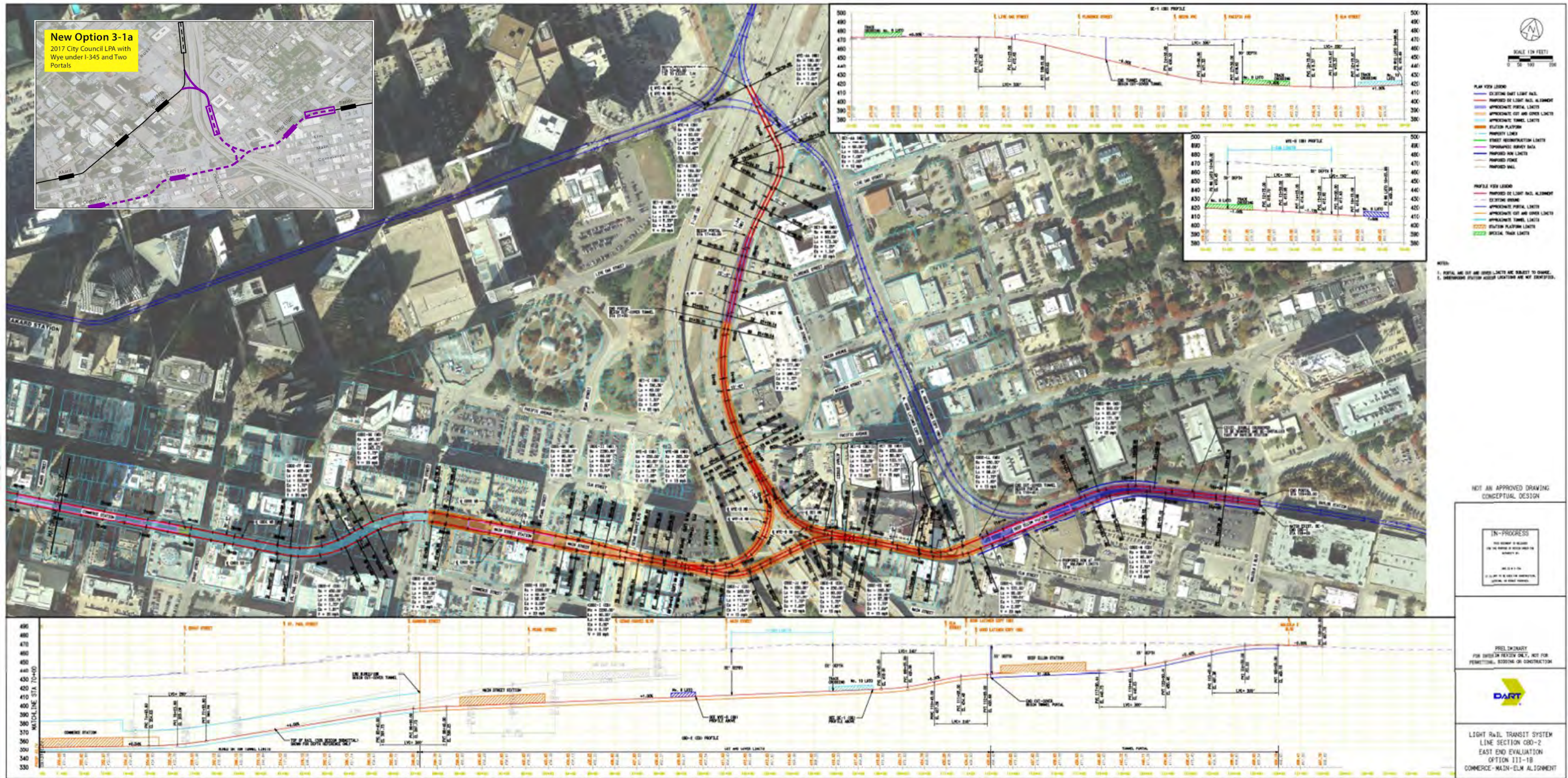
Option 2-5





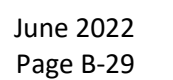
D2 Subway East End Evaluation Report  
Appendix B – Alignment Option Maps

New Option 3-1a



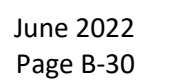


### Option 3-2

































### Option 3-7a





D2 Subway East End Evaluation Report

Appendix C – Evaluation Tables

Alternative	Vision & Key Issues <sup>1</sup>		D2 Purpose and Need <sup>2</sup>		LRT Design Criteria		Impacts to I-345 Design Scenarios		First Level Screening Recommendation
Baseline - FEIS 30% Design		Redevelopment of surface parking lots between Swiss and Pacific Avenues could create large TOD site		Meets purpose and need		Meets LRT design criteria		D2 Depth – 22 feet or less While the option does not preclude any of the I-345 options it would require depressed options to be deeper; increases costs and drainage and ramping challenges	Move to Second Level Screening
1-1: FEIS LPA + Enhanced Urban Design		Redevelopment of surface parking lots between Swiss and Pacific Avenues could create large TOD site		Meets purpose and need		Meets LRT design criteria		D2 Depth – 22 feet or less While the option does not preclude any of the I-345 options it would require depressed options to be deeper; increases costs and drainage and ramping challenges	Move to Second Level Screening
1-2: 2017 City Council Adopted LPA		<ul style="list-style-type: none"><li>• Same temporary/permanent impacts to streets</li><li>• Likely cut-and-cover through portion of Main Street Garden</li><li>• Redevelopment of parking garage could create a large TOD site</li></ul>		Meets purpose and need		Meets LRT design criteria but raises profile under Main Street Garden and portion of Commerce		D2 Depth – 22 feet or less While the option does not preclude any of the I-345 options it would require depressed options to be deeper; increases costs and drainage and ramping challenges	Move to Second Level Screening
1-3: FEIS LPA with Portal West of I-345		<ul style="list-style-type: none"><li>• Significant impacts to streets (Pearl, Pacific, Cesar Chavez, Elm, Main, Commerce)</li><li>• Impacts to existing development</li><li>• Significant impact to access to existing businesses because of changes to street</li></ul>		Meets purpose and need  Closure of Elm would impact bus operations		Portal exit at major north-south thoroughfare (Cesar Chavez)		At-grade at I-345; maintains most flexibility for I-345 Design Options	Document and eliminate
1-4: 2017 City Council LPA with Portal West of I-345		<ul style="list-style-type: none"><li>• Impacts to streets [Pearl (reroute), Pacific, Cesar Chavez, Good Latimer, Swiss, Gaston]</li><li>• Impacts to existing development</li><li>• Significant impact to access to existing businesses because of changes to street</li></ul>		Meets purpose and need  Closure of Pearl would impact bus operations				At-grade at I-345; maintains most flexibility for I-345 Design Options	Document and eliminate
1-5: 2017 City Council LPA with Two-Portals East of I-345		<ul style="list-style-type: none"><li>• Impacts to streets (Good Latimer, others?)</li></ul>				Portals will not fit; shifts the wye south and directly impacts the Epic Development		While the option does not preclude any of the I-345 options it would require depressed options to be deeper; increases costs and drainage and ramping challenges	Document and eliminate
2-1: Elm Street Alignment/Portal, East of I-345		<ul style="list-style-type: none"><li>• Additional station on Elm and could maintain existing Deep Ellum station</li><li>• Uses mostly city street right-of-way</li><li>• Would require acquisition of multi-family property</li><li>• Close Elm due to station</li></ul>				Feasible but includes less than desirable curve from Elm to Good Latimer		D2 Depth -~ 10 feet or less Closes NB I-345 Elm Street off-ramp Could I-345 still gravity drain?	Move to Second Level Screening



## D2 Subway East End Evaluation Report

### Appendix C – Evaluation Tables

Alternative	Vision & Key Issues <sup>1</sup>	D2 Purpose and Need <sup>2</sup>	LRT Design Criteria	Impacts to I-345 Design Scenarios	First Level Screening Recommendation
2-2: Commerce Street Alignment with Two Portals (Good Latimer and existing Green Line)	● <ul style="list-style-type: none"> <li>Impacts to streets (Good Latimer is reconstructed; can maintain lanes)</li> <li>Would disrupt service to Green Line during construction</li> </ul>	● Would not serve Good Latimer corridor/Deep Ellum station area (no station)	● Meets LRT design criteria	● D2 Depth ~ 55-60 feet	Move to Second Level Screening
2-3: Commerce Street Alignment with One Portal (along existing Green Line)	○	○ Does not provide operational flexibility	○	● D2 crosses I-345 twice. South crossing would be 55-60 feet deep. North crossing would be ~ 30 feet	Document and eliminate
2-4: Main Street Alignment with One Portal (along existing Green Line)	● Impacts to streets (Pacific-Gaston would likely be closed), impacts to real estate	●	○ To connect north leg of wye prior to existing Deep Ellum station is not feasible due to distance/grade. If portal along this leg of wye was extended north it would close Pacific/Gaston	○ D2 Depth ~ 30 feet. Would preclude depressed options	Document and eliminate
2-5: Original AA and 2010 DEIS	● <ul style="list-style-type: none"> <li>Impacts to streets (portal to north of Commerce St may reduce by 1 lane, LRT in median of Good Latimer, others?)</li> <li>Impacts to park</li> </ul>	●	● Meets LRT design criteria	● At-grade under I-345. Would need to place portal to minimize impacts to Main on-ramp to southbound I-345. Would need to design around columns	Move to Second Level Screening
3-1: 2017 City Council LPA with Wye under I-345 and Two Portals	● <ul style="list-style-type: none"> <li>Maximize use of public rights-of way</li> <li>Lessens impacts to development</li> </ul>	●	● To hold Elm Street with station only gets D2 to 45 feet depth at I-345 requires design exceptions	○ D2 Depth – 35-45 feet Would preclude depressed options	Move to Second Level Screening
3-2: Commerce Street Alignment with Wye under I-345 and Two Portals	● <ul style="list-style-type: none"> <li>Maximize use of public rights-of way</li> <li>Lessens impacts to development</li> </ul>	● May not be able to have Good Latimer/Deep Ellum Station	● Meets LRT design criteria	●	Move to Second Level Screening
3-3: Harwood Street Alignment with Tie into Existing Portal	● <ul style="list-style-type: none"> <li>Maximize use of public rights-of way</li> <li>Lessens impacts to development</li> </ul>	○ <ul style="list-style-type: none"> <li>Potential operational conflicts which may impact long-term capacity and affect ability to hold trains (storage)</li> <li>Would result in circuitous Green Line route</li> </ul>	○ Creates complicated junction/signal system (still investigating). Need to ensure Green Line bypasses SE junction and may not be feasible with portal location.	● Green Line connection south of existing track may impact multiple columns and existing on-ramps	Document and eliminate
3-4: I-345 Median Alignment	○	○ Does not enhance operational flexibility	○ Not designed due to operational fatal flaws	○ Would preclude existing and future I-345 design options	Document and eliminate
3-5: Alignment under I-345 and Tying to Existing Portal	● No impacts to streets east of I-345	● Slightly less operational flexibility without Good Latimer to D2 connection	●	● Being optimized with 3-7 under future I-345 service road	Combine with Option 3-7 and refine
3-6: Alignment under I-345 and Tying to Existing Portal with Wye Connections	○ <ul style="list-style-type: none"> <li>Large use of I-345 right-of-way</li> <li>Impacts to streets (Live Oak, others)</li> <li>Options 3-5 and 3-7 are better versions of this concept</li> </ul>	● Would result in circuitous Green Line route	○ Connection to existing wye not feasible	○ Major conflicts with existing and future I-345	Combine with Option 3-7 and refine
3-7: Alignment Under Southbound I-345 Access Road	● <ul style="list-style-type: none"> <li>Maximize use of public rights-of way</li> <li>Lessens impacts to development</li> <li>No impacts to streets east of I-345</li> </ul>	● Slightly less operational flexibility without Good Latimer to D2 connection	● <ul style="list-style-type: none"> <li>Meets LRT design criteria</li> <li>Merge junction at portal is better than flat junction</li> </ul>	● Coordinate with I-345 design or create variation that follows 3-3 alignment	Move to Second Level Screening



# D2 Subway East End Evaluation Report

## Appendix C – Evaluation Tables

**Ratings**    ○ = Does not achieve parameter    ◐ = Neutral    ● = Meets parameter

**Notes**

1. D2 East End Evaluation Vision & Key Issues: The overall vision will be based on looking at the 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
  
2. D2 Purpose and Need
  - Add capacity through downtown
  - Enhance operational flexibility
  - Improve system reliability and quality
  - Serve new markets (continue to serve Deep Ellum area and CBD east area)
  - Support land use and economic development



# D2 Subway East End Evaluation Report

## Appendix C – Evaluation Tables

Table C-2. Second Level Screening - Community, Economic, and Environmental Impacts

Alternative	East End Property Impacts	Stations	Economic & Transit-Oriented Development Opportunities <sup>3</sup>	Impacts to Riders & Environmental Justice
Baseline - FEIS 30% Design	<ul style="list-style-type: none"> <li>40 parcels <ul style="list-style-type: none"> <li>35 private – 415,000 square feet (sf)</li> <li>5 public – 23,000 sf</li> </ul> </li> <li>Some business displacements</li> </ul>	<ul style="list-style-type: none"> <li>2 - CBD East (subway) and Live Oak (at-grade center)</li> </ul>	<ul style="list-style-type: none"> <li>Maximum Lost Development Potential: 2,400,000 sf</li> <li>Maximum Lost Development Value: \$703.2 million</li> <li>Realistic Lost Development Potential: 1,152,000 sf</li> <li>Realistic Lost Development Value: \$343.8 million</li> </ul>	<ul style="list-style-type: none"> <li>Maintains proposed FEIS LPA rail service patterns</li> <li>Transfer (all lines) at Metro Center</li> <li>Additional walk time from CBD East to Pearl/Arts District destinations</li> </ul>
1-1: FEIS LPA + Enhanced Urban Design + West Side Running LRT	<ul style="list-style-type: none"> <li>40 parcels <ul style="list-style-type: none"> <li>35 private – 415,000 sf</li> <li>5 public – 23,000 sf</li> </ul> </li> <li>Some business displacements</li> </ul>	<ul style="list-style-type: none"> <li>2 - CBD East (subway) and Live Oak (at-grade side)</li> </ul>	<ul style="list-style-type: none"> <li>Maximum Lost Development Potential: 2,400,000 sf</li> <li>Maximum Lost Development Value: \$703.2 million</li> <li>Realistic Lost Development Potential: 1,152,000 sf</li> <li>Realistic Lost Development Value: \$343.8million</li> </ul>	<ul style="list-style-type: none"> <li>Maintains proposed FEIS LPA rail service patterns</li> <li>Transfer (all lines) at Metro Center</li> <li>Additional walk time from CBD East to Pearl/Arts District destinations</li> </ul>
1-2: 2017 City Council Adopted LPA	<ul style="list-style-type: none"> <li>42 parcels <ul style="list-style-type: none"> <li>29 private – 473,000 sf</li> <li>13 public – 79,000 sf</li> </ul> </li> <li>2,000 space garages displaced</li> <li>Park -Main Street Garden potential temporary impact</li> </ul>	<ul style="list-style-type: none"> <li>2 – CBD East (subway) and Live Oak (at-grade center)</li> </ul>	<ul style="list-style-type: none"> <li>Maximum Lost Development Potential: 2,440,000 sf</li> <li>Maximum Lost Development Value: \$714.9 million</li> <li>Realistic Lost Development Potential: 1,171,200 sf</li> <li>Realistic Lost Development Value: \$349.5million</li> </ul>	<ul style="list-style-type: none"> <li>Maintains proposed FEIS LPA rail service patterns</li> <li>Transfer (all lines) at Metro Center</li> <li>Additional walk time from CBD East to Pearl/Arts District destinations</li> </ul>
2-1: Elm Street Alignment/Portal, East of I-345	<ul style="list-style-type: none"> <li>15 parcels <ul style="list-style-type: none"> <li>11 private – 649,000 sf</li> <li>4 public – 32,000 sf</li> </ul> </li> <li>480 multi-family units displaced</li> <li>2,000 space garages displaced</li> <li>Park - Main Street Garden potential temporary impact</li> <li>Historic -Knights of Pythias/Deep Ellum district effects</li> </ul>	<ul style="list-style-type: none"> <li>3 - CBD East (subway), Elm (at-grade side), retain Deep Ellum</li> </ul>	<ul style="list-style-type: none"> <li>Maximum Lost Development Potential: 5,600,000 sf</li> <li>Maximum Lost Development Value: \$1.641 billion</li> <li>Realistic Lost Development Potential: 2,688,000 sf</li> <li>Realistic Lost Development Value: \$802.1 million</li> </ul>	<ul style="list-style-type: none"> <li>Maintains proposed FEIS LPA rail service patterns</li> <li>Transfer (all lines) at Metro Center</li> <li>Additional walk time from CBD East to Pearl/Arts District destinations</li> </ul>
2-2: Commerce Street Alignment with Two Portals (Good Latimer and existing Green Line)	<ul style="list-style-type: none"> <li>15 parcels <ul style="list-style-type: none"> <li>13 private – 278,000 sf</li> <li>2 public – 13,000 sf</li> </ul> </li> <li>Some business displacements</li> <li>Historic - Automobile row district effects</li> </ul>	<ul style="list-style-type: none"> <li>1 – CBD East (subway under Commerce)</li> </ul>	<ul style="list-style-type: none"> <li>Maximum Lost Development Potential: 540,000 sf</li> <li>Maximum Lost Development Value: \$158.2 million</li> <li>Realistic Lost Development Potential: 259,200 sf</li> <li>Realistic Lost Development Value: \$77.3 million</li> </ul>	<ul style="list-style-type: none"> <li>Maintains proposed FEIS LPA rail service patterns</li> <li>Transfer (all lines) at Metro Center</li> <li>Reduced access to Deep Ellum area</li> <li>Highest walk time from CBD East to Pearl/Arts District destinations</li> </ul>
2-5: Original AA and 2010 DEIS	<ul style="list-style-type: none"> <li>5 parcels <ul style="list-style-type: none"> <li>3 private – 55,000 sf</li> <li>2 public – 18,000 sf</li> </ul> </li> <li>Park - Permanent impacts to Julius Schepps Park</li> <li>Historic - Knights of Pythias/Deep Ellum/Automobile row district potential effects</li> </ul>	<ul style="list-style-type: none"> <li>2 – CBD East (subway under Commerce and retain Deep Ellum</li> </ul>	<ul style="list-style-type: none"> <li>Maximum Lost Development Potential: 1,060,000 sf</li> <li>Maximum Lost Development Value: \$310.6 million</li> <li>Realistic Lost Development Potential: 508,800 sf</li> <li>Realistic Lost Development Value : \$151.8 million</li> </ul>	<ul style="list-style-type: none"> <li>Maintains proposed FEIS LPA rail service patterns</li> <li>Transfer (all lines) at Metro Center</li> <li>Highest walk time from CBD East to Pearl/Arts District destinations</li> </ul>
New 3-1a: 2017 City Council LPA with Wye under I-345 and Two Portals	<ul style="list-style-type: none"> <li>30 parcels <ul style="list-style-type: none"> <li>16 private – 382,000sf</li> <li>14 public – 76,000 sf</li> </ul> </li> <li>Some business displacements</li> <li>Requires TxDOT right-of-way easement</li> <li>Park - Main Street Garden potential temporary impact</li> <li>Historic - Knights of Pythias (indirect), Deep Ellum district resource (direct) effects</li> </ul>	<ul style="list-style-type: none"> <li>2 – CBD East (subway under Main) and Deep Ellum/Monument (open-cut depressed)</li> </ul>	<ul style="list-style-type: none"> <li>Maximum Lost Development Potential: 1,100,000 sf</li> <li>Maximum Lost Development Value: \$322.3 million</li> <li>Realistic Lost Development Potential: 528,000 sf</li> <li>Realistic Lost Development Value : \$157.6 million</li> </ul>	<ul style="list-style-type: none"> <li>Maintains proposed FEIS LPA rail service patterns</li> <li>Transfer (all lines) at Metro Center</li> <li>Highest walk time from CBD East to Pearl/Arts District destinations</li> </ul>
3-2: Commerce Street Alignment with Wye under I-345 and Two Portals	<ul style="list-style-type: none"> <li>15 parcels <ul style="list-style-type: none"> <li>13 private – 278,000 sf</li> <li>2 public – 13,000 sf</li> </ul> </li> <li>Requires TxDOT right-of-way easement</li> <li>Some business displacements</li> </ul>	<ul style="list-style-type: none"> <li>1 – CBD East (subway under Commerce)</li> </ul>	<ul style="list-style-type: none"> <li>Maximum Lost Development Potential: 540,000 sf</li> <li>Maximum Lost Development Value: \$158.2 million</li> <li>Realistic Lost Development Potential: 259,200 sf</li> <li>Realistic Lost Development Value : \$77.3 million</li> </ul>	<ul style="list-style-type: none"> <li>Maintains proposed FEIS LPA rail service patterns</li> <li>Transfer (all lines) at Metro Center</li> <li>Reduced access to Deep Ellum area</li> <li>Highest walk time from CBD East to Pearl/Arts District destinations</li> </ul>



D2 Subway East End Evaluation Report  
Appendix C – Evaluation Tables

Alternative	East End Property Impacts	Stations	Economic & Transit-Oriented Development Opportunities <sup>3</sup>	Impacts to Riders & Environmental Justice
3-7a: Alignment Under Live Oak Ramp and CBD East Transit Center	<div></div> <ul style="list-style-type: none"><li>12 parcels<ul style="list-style-type: none"><li>3 private – 29,000 sf</li><li>9 public – 349,000 sf</li></ul></li><li>No displacements</li><li>Requires TxDOT right-of-way easement</li><li>Park - Carpenter Park temporary impact (northwest corner clip)</li><li>Historic - Dallas High School potential indirect/visual effect</li></ul>	<div></div> 2 – CBD East (subway under transfer center) and retain Deep Ellum	<div></div> <ul style="list-style-type: none"><li>Maximum Lost Development Potential: 340,000 sf</li><li>Maximum Lost Development Value: \$96.6 million</li><li>Realistic Lost Development Potential: 163,200 sf</li><li>Realistic Lost Development Value: \$48.7 million</li></ul>	<div></div> <ul style="list-style-type: none"><li>Modifies proposed FEIS LPA rail service patterns and increases transfers</li><li>Transfer opportunities enhanced (all lines) at both Metro Center and CBD East-Pearl/Arts District</li></ul>

Table C-3. Second Level Screening - Transportation & Temporary (Construction) Effects

Alternative	Street Grid/Traffic Impacts	Pedestrian, Bicycle, and Micro-Transit Safety Effects	Temporary Construction Impacts	DART Service Impacts/O&M Considerations	Impacts to Future Design Options for I-345
Baseline - FEIS 30% Design	<div></div> <ul style="list-style-type: none"><li>Number of streets to be permanently removed/closed: 2<ul style="list-style-type: none"><li>Closes Miranda Street between Hawkins and Good Latimer</li><li>Closes northbound I-345 frontage road between Pacific Avenue and Swiss Avenue</li></ul></li><li>Restrictions to roadway access/egress:<ul style="list-style-type: none"><li>West of Good Latimer, Swiss Avenue is converted to one-way westbound operations (Good Latimer to Hawkins)</li><li>Removes westbound free right-turn from Pacific to northbound Cesar Chavez</li><li>Hawkins (Swiss to Gaston) is straightened to align with Jett Way south of Gaston</li></ul></li><li>Travel Time Impacts – Number of at-grade train crossings of arterials in Zone B, per hour<sup>4</sup>: 80</li></ul>	<div></div> <ul style="list-style-type: none"><li>Number of at-grade crossings: 3<ul style="list-style-type: none"><li>Creates an at-grade LRT crossing at Hawkins Street</li><li>On southbound Good Latimer, the wye creates two new at-grade LRT crossings. Gated crossings to reduce the likelihood of vehicles /pedestrians “caught” between turnouts</li></ul></li></ul>	<div></div> <ul style="list-style-type: none"><li>Cut and cover along block requires temporary closure of Commerce Street between Harwood Street and Pearl Expressway</li><li>Cut and cover requires short-term temporary closure until decking in place of:<ul style="list-style-type: none"><li>Pearl Street between Commerce Street and Main Street</li><li>Main Street between Pearl Street and Cesar Chavez Boulevard</li><li>Elm Street between Pearl Street and Cesar Chavez Boulevard</li><li>Intersection of Cesar Chavez and Pacific Avenue</li></ul></li><li>Traffic on Good Latimer between Live Oak Street and Gaston Avenue would be impacted during the construction of the wye and relocation of the Deep Ellum Station</li><li>Connection from Cesar Chavez to the northbound frontage road on the east side of I-345 and the northbound frontage road on the east side of I-345 will likely need to be closed during construction</li></ul>	<div></div> <ul style="list-style-type: none"><li>Potential for short term or reduced service on Green Line due to reconstruction along Good Latimer and relocation of Deep Ellum Station</li><li>Temporary bus detours as part of traffic management plans as needed during construction</li></ul>	<div></div> <ul style="list-style-type: none"><li>Depressed or Hybrid Option for I-345:<ul style="list-style-type: none"><li>Unless D2 is designed for a depressed I-345, would likely close D2 during to take I-345 under D2</li><li>Due to the depth of D2 as it crosses I-345, in a depressed I-345 option, the I-345 mainlanes will not be able to gravity drain and a pump station and vault will be needed; cost estimated at \$100 million plus O&amp;M. TxDOT will require others to pay for the capital costs of the pump station/vault as well as maintenance and operations of the pump station and vault.</li></ul></li><li>At Grade/Boulevard I-345 Option: Due to the volume of traffic now utilizing city streets, grade separations of D2 and an at-grade I-345 option would likely be warranted at some city streets</li></ul>



# D2 Subway East End Evaluation Report











## Appendix C – Evaluation Tables

Alternative	Street Grid/Traffic Impacts	Pedestrian, Bicycle, and Micro-Transit Safety Effects	Temporary Construction Impacts	DART Service Impacts/O&M Considerations	Impacts to Future Design Options for I-345
1-1: FEIS LPA + Enhanced Urban Design + West Side Running LRT	<div></div> <ul style="list-style-type: none"> <li>Number of streets to be permanently removed/closed: <ul style="list-style-type: none"> <li>Closes Miranda Street between Hawkins and Good Latimer</li> <li>Closes northbound I-345 frontage road between Pacific Avenue and Swiss Avenue</li> </ul> </li> <li>Restrictions to roadway access/egress: <ul style="list-style-type: none"> <li>Just south of Gaston, modifies driveway access to the one property from southbound Good Latimer</li> <li>Good Latimer reduced to 3 lanes (1 southbound, 2 northbound) between Live Oak and Swiss to accommodate side-platform station south of Live Oak</li> <li>West of Good Latimer, Swiss Avenue is converted to one-way westbound operations (Good Latimer to Hawkins)</li> <li>Left turn opportunity created to/from Swiss east of Good Latimer, and for cars to travel straight on Swiss across Good Latimer</li> <li>Removes westbound free right-turn from Pacific to northbound Cesar Chavez</li> <li>Hawkins (Swiss to Gaston) is straightened to align with Jett Way south of Gaston</li> <li>Simplifies left-turn movement from southbound Good Latimer to eastbound Live Oak.</li> </ul> </li> <li>Travel Time Impacts – Number of at-grade train crossings of arterials in Zone B, per hour<sup>4</sup>: 64</li> </ul>	<div></div> <ul style="list-style-type: none"> <li>Number of at-grade crossings: <ul style="list-style-type: none"> <li>Creates an at-grade LRT crossing at Hawkins Street (south of Swiss)</li> <li>Removes two at-grade crossings for southbound Good Latimer</li> </ul> </li> <li>Bike/Ped (360 Connectors): <ul style="list-style-type: none"> <li>Simplifies bicycle crossing of Good Latimer and train tracks at Swiss, and for pedestrian crossings of Good Latimer at Live Oak and Pacific</li> </ul> </li> </ul>	<div></div> <ul style="list-style-type: none"> <li>Cut and cover along blocks requires temporary closure of Commerce Street between Harwood Street and Pearl Expressway</li> <li>Cut and cover in a perpendicular manner across roadways results in short-term/temporary closure of the following streets because they can accommodate paneling/decking of roadway to maintain traffic: <ul style="list-style-type: none"> <li>Pearl Street between Commerce Street and Main Street</li> <li>Main Street between Pearl Street and Cesar Chavez Boulevard</li> <li>Elm Street between Pearl Street and Cesar Chavez Boulevard</li> <li>Intersection of Cesar Chavez and Pacific Avenue</li> </ul> </li> <li>Traffic on Good Latimer between Live Oak Street and Gaston Avenue would be impacted during the construction/relocation of tracks to the west-side of the street and relocation of the Deep Ellum Station to Live Oak</li> <li>Connection from Cesar Chavez to the northbound frontage road on the east side of I-345 and the northbound frontage road on the east side of I-345 will likely need to be closed during construction</li> </ul>	<div></div> <ul style="list-style-type: none"> <li>Potential for short term or reduced service on Green Line due to reconstruction along Good Latimer and relocation of Deep Ellum Station</li> <li>Temporary bus detours as part of traffic management plans as needed during construction</li> <li>O&amp;M – Reduced auto conflicts with west-side running track</li> </ul>	<div></div> <ul style="list-style-type: none"> <li>Depressed or Hybrid Option for I-345: <ul style="list-style-type: none"> <li>Unless D2 is designed for a depressed I-345, would likely close D2 during to take I-345 under D2</li> <li>Due to the depth of D2 as it crosses I-345, in a depressed I-345 option, the I-345 mainlanes will not be able to gravity drain and a pump station and vault will be needed; cost estimated at \$100 million plus O&amp;M. TxDOT will require others to pay for the capital costs of the pump station/vault as well as maintenance and operations of the pump station and vault.</li> </ul> </li> <li>At Grade/Boulevard I-345 Option: Due to the volume of traffic now utilizing city streets, grade separations of D2 and an at-grade I-345 option would likely be warranted at some city streets</li> </ul>
1-2: 2017 City Council Adopted LPA	<div></div> <ul style="list-style-type: none"> <li>Number of streets to be permanently removed/closed: <ul style="list-style-type: none"> <li>Closes Miranda Street between Hawkins and Good Latimer</li> <li>Closes northbound I-345 frontage road between Pacific Avenue and Swiss Avenue</li> </ul> </li> <li>Restrictions to roadway access/egress: <ul style="list-style-type: none"> <li>West of Good Latimer, Swiss Avenue is converted to one-way westbound operations (Good Latimer to Hawkins)</li> <li>Removes westbound free right-turn from Pacific to northbound Cesar Chavez</li> <li>Hawkins (Swiss to Gaston) is straightened to align with Jett Way south of Gaston</li> </ul> </li> <li>Travel Time Impacts – Number of at-grade train crossings of arterials in Zone B, per hour<sup>4</sup>: 80</li> </ul>	<div></div> <ul style="list-style-type: none"> <li>Number of at-grade crossings: <ul style="list-style-type: none"> <li>Creates an at-grade LRT crossing at Hawkins Street</li> <li>On southbound Good Latimer, the wye creates two new at-grade LRT crossings. Gated crossings to reduce the likelihood of vehicles /pedestrians “caught” between turnouts</li> </ul> </li> <li>Bike/Ped (360 Connectors): <ul style="list-style-type: none"> <li>Stays the same</li> </ul> </li> </ul>	<div></div> <ul style="list-style-type: none"> <li>Cut and cover in a perpendicular manner across roadways results in short-term/temporary closure of the following streets because they can accommodate paneling/decking of roadway to maintain traffic: <ul style="list-style-type: none"> <li>Intersection of Harwood Street and Main Street</li> <li>Elm Street between Harwood Street and Pearl Street</li> <li>Pearl Street between Elm Street and Pacific Avenue</li> <li>Intersection of Cesar Chavez and Pacific Avenue</li> </ul> </li> <li>Traffic on Good Latimer between Live Oak Street and Gaston Avenue would be impacted during the construction of the wye and relocation of the Deep Ellum Station</li> <li>Northbound I-345 frontage road from Elm to Pacific will likely need to be closed during construction</li> </ul>	<div></div> <ul style="list-style-type: none"> <li>Potential for short term or reduced service on Green Line due to reconstruction along Good Latimer and relocation of Deep Ellum Station</li> <li>Temporary bus detours as part of traffic management plans as needed during construction</li> </ul>	<div></div> <ul style="list-style-type: none"> <li>Depressed or Hybrid Option for I-345: <ul style="list-style-type: none"> <li>Unless D2 is designed for a depressed I-345, would likely close D2 during to take I-345 under D2</li> <li>Due to the depth of D2 as it crosses I-345, in a depressed I-345 option, the I-345 mainlanes will not be able to gravity drain and a pump station and vault will be needed; ; cost estimated at \$100 million plus O&amp;M. TxDOT will require others to pay for the capital costs of the pump station/vault as well as maintenance and operations of the pump station and vault.</li> </ul> </li> <li>At Grade/Boulevard I-345 Option: Due to the volume of traffic now utilizing city streets, grade separations of D2 and an at-grade I-345 option would likely be warranted at some city streets</li> </ul>



## D2 Subway East End Evaluation Report











### Appendix C – Evaluation Tables

Alternative	Street Grid/Traffic Impacts	Pedestrian, Bicycle, and Micro-Transit Safety Effects	Temporary Construction Impacts	DART Service Impacts/O&M Considerations	Impacts to Future Design Options for I-345
2-1: Elm Street Alignment/Portal, East of I-345	 <ul style="list-style-type: none"> <li>Number of streets to be permanently removed/closed: <ul style="list-style-type: none"> <li>Elm Street between I-345 and Good Latimer permanently closed to through traffic due to LRT at-grade station.</li> <li>Number of lanes on Elm between Cesar Chavez and I-345 is reduced</li> <li>Northbound I-345 exit to Elm Street removed, but there is a reasonable alternate route to Main Street</li> </ul> </li> <li>Restrictions to roadway access/egress: <ul style="list-style-type: none"> <li>Swiss Ave could have two-way operations west of Good Latimer</li> </ul> </li> <li>Travel Time Impacts – Number of at-grade train crossings of arterials in Zone B, per hour<sup>4</sup>: 112</li> </ul>	 <ul style="list-style-type: none"> <li>Number of at-grade crossings: <ul style="list-style-type: none"> <li>No at-grade crossing of Hawkins</li> <li>Creates an at-grade LRT crossing at the Good Latimer/Monument/Elm Street intersection</li> </ul> </li> <li>Bike/Ped (360 Connectors): <ul style="list-style-type: none"> <li>Narrow sidewalk on Elm (pedestrian connector) - one more crossing of a bike/ped district connector than Baseline</li> </ul> </li> </ul>	 <ul style="list-style-type: none"> <li>Cut and cover requires long-term closure of Commerce Street between St. Paul Street and Harwood Street</li> <li>Cut and cover in a perpendicular manner across roadways results in short-term/temporary closure of the following streets because they can accommodate paneling/decking of roadway to maintain traffic: <ul style="list-style-type: none"> <li>Intersection of Harwood Street and Main Street</li> <li>Pearl Street between Elm Street and Main Street</li> <li>Cesar Chavez between Elm Street and Main Street</li> <li>Elm Street between Cesar Chavez Boulevard and Good Latimer</li> </ul> </li> <li>Intersections of Elm Street and Pacific Avenue with Good Latimer would be impacted during track construction</li> </ul>	 <ul style="list-style-type: none"> <li>Potential for short term or reduced service on Green Line due to and tie-ins between Deep Ellum and Baylor Stations</li> <li>Temporary bus detours as part of traffic management plans as needed during construction</li> <li>Due to Elm Street closure, shift bus routes that use Elm Street to Main Street</li> </ul>	 <ul style="list-style-type: none"> <li>Depressed or Hybrid Option for I-345: <ul style="list-style-type: none"> <li>Unless D2 is designed for a depressed I-345, would likely close D2 during to take I-345 under D2</li> <li>Due to the depth of D2 as it crosses I-345, in a depressed I-345 option, the I-345 mainlanes will not be able to gravity drain and a pump station and vault will be needed; cost estimated at \$100 million plus O&amp;M. TxDOT will require others to pay for the capital costs of the pump station/vault as well as maintenance and operations of the pump station and vault.</li> </ul> </li> <li>At Grade/Boulevard I-345 Option: Due to the volume of traffic now utilizing city streets, grade separations of D2 and an at-grade I-345 option would likely be warranted at some city streets</li> </ul>
2-2: Commerce Street Alignment with Two Portals (Good Latimer and existing Green Line)	 <ul style="list-style-type: none"> <li>Number of streets to be permanently removed/closed: <ul style="list-style-type: none"> <li>Would not close Miranda Street</li> <li>Would not close northbound I-345 frontage road</li> </ul> </li> <li>Restrictions to roadway access/egress: <ul style="list-style-type: none"> <li>Swiss Avenue could have two-way operations west of Good Latimer</li> </ul> </li> <li>Travel Time Impacts – Number of at-grade train crossings of arterials in Zone B, per hour<sup>4</sup>: 40</li> </ul>	 <ul style="list-style-type: none"> <li>Number of at-grade crossings: <ul style="list-style-type: none"> <li>Removes four at-grade LRT crossings north and south of Pacific Avenue (three on Good Latimer and one at Pacific/Good Latimer intersection)</li> <li>No at-grade crossing of Hawkins</li> </ul> </li> <li>Bike/Ped (360 Connectors): <ul style="list-style-type: none"> <li>Due to portal in middle of Good Latimer, Bike District Connector on Swiss would need to be relocated.</li> <li>Improves Pedestrian. District Connector across Pacific</li> </ul> </li> </ul>	 <ul style="list-style-type: none"> <li>Cut and cover construction (including the portal) along Good Latimer between Pacific and Live Oak will reduce the number of travel lanes for an extended period of time</li> <li>Cut and cover construction of the wye junction at Monument/Good Latimer/Elm intersection and the Good Latimer portal, requires long-term closure of: <ul style="list-style-type: none"> <li>Good Latimer between Pacific and Main Street</li> <li>Monument Street between Good Latimer and Indiana Street</li> </ul> </li> </ul>	 <ul style="list-style-type: none"> <li>Due to two portal connections and replacement of Green Line in tunnel, there will be long-term service impact to Green Line and bus bridge requirements between Baylor and Pearl Stations for riders in southeast Dallas</li> <li>O&amp;M - Undesirable below grade wye with special trackwork, signals. Less accessible for emergency or regular repairs so response time will be increased and potential for longer service delays. May be desirable to have parallel access road underground.</li> </ul>	 <ul style="list-style-type: none"> <li>Depressed or Hybrid Option for I-345: D2 would be depressed over 50 feet below ground at I-345, which would accommodate a depressed I-345 option and allow for the mainlanes to gravity drain</li> <li>At Grade/Boulevard I-345 Option: No impact to proposed design options</li> </ul>



## D2 Subway East End Evaluation Report

### Appendix C – Evaluation Tables

Alternative	Street Grid/Traffic Impacts	Pedestrian, Bicycle, and Micro-Transit Safety Effects	Temporary Construction Impacts	DART Service Impacts/O&M Considerations	Impacts to Future Design Options for I-345
2-5: Original AA and 2010 DEIS	 <ul style="list-style-type: none"> <li>Number of streets to be permanently removed/closed: <ul style="list-style-type: none"> <li>Would not close Miranda Street</li> </ul> </li> <li>Restrictions to roadway access/egress: <ul style="list-style-type: none"> <li>Swiss Avenue could have two-way operations west of Good Latimer</li> <li>Location of the portal within Commerce between Cesar Chavez and I-345, would result in a reduction of travel lanes on Commerce</li> </ul> </li> <li>Travel Time Impacts – Number of at-grade train crossings of arterials in Zone B, per hour<sup>4</sup>: 136 <ul style="list-style-type: none"> <li>LRT operations would increase traffic delay at the intersections of Good Latimer and Elm Street and Good Latimer and Main Street</li> <li>Good Latimer traffic would continue to be impacted LRT in the median of the roadway</li> </ul> </li> </ul>	 <ul style="list-style-type: none"> <li>Number of at-grade crossings: <ul style="list-style-type: none"> <li>New at-grade crossings at Good Latimer and Main, Good Latimer and Elm</li> </ul> </li> <li>Bike/Ped (360 Connectors): <ul style="list-style-type: none"> <li>Two more at-grade LRT crossings of bike/ped District Connectors than Baseline (Main and Elm)</li> </ul> </li> </ul>	 <ul style="list-style-type: none"> <li>Cut and cover construction along Commerce requires long-term closure of some travel lanes on Commerce between Pearl and entrance-ramp to southbound I-345</li> <li>Good Latimer between Main Street and Pacific Avenue would be impacted by track construction</li> <li>Construction would impact I-345 column foundations and likely require closures of I-345</li> </ul>	 <ul style="list-style-type: none"> <li>Minor closure of Green Line to tie in new track connection from the south [weekend(s)]</li> <li>O&amp;M – Need to incorporate ability to hold train under/over I-345 in case of street closure/incident along short blocks.</li> </ul>	 <ul style="list-style-type: none"> <li>Depressed or Hybrid Options: D2 would be at grade as it crosses I-345, therefore there will be no drainage impacts</li> <li>At Grade/Boulevard I-345 Option: Due to the volume of traffic now utilizing city streets, grade separations of D2 and an at-grade I-345 option would likely be warranted at some city streets</li> </ul>
New 3-1a: 2017 City Council LPA with Wye under I-345 and Two Portals	 <ul style="list-style-type: none"> <li>Number of streets to be permanently removed/closed: <ul style="list-style-type: none"> <li>Closes Monument Street between Good Latimer and Indiana Street</li> <li>Would not close Miranda Street</li> </ul> </li> <li>Restrictions to roadway access/egress: <ul style="list-style-type: none"> <li>Swiss Avenue made a through street at Good Latimer with two-way operations on both sides of Good Latimer</li> </ul> </li> <li>Travel Time Impacts – Number of at-grade train crossings of arterials in Zone B, per hour<sup>4</sup>: 32</li> <li>Other: <ul style="list-style-type: none"> <li>Northbound Cesar Chavez between Elm Street and Good Latimer relocated from east side of I-345 into the middle of I-345</li> </ul> </li> </ul>	 <ul style="list-style-type: none"> <li>Number of at-grade crossings: <ul style="list-style-type: none"> <li>Removes at-grade crossings at Good Latimer north of Live Oak, three between Swiss and Elm, at-grade crossing at Pacific</li> </ul> </li> <li>Bike/Ped (360 Connectors): <ul style="list-style-type: none"> <li>Improves District Connector crossings at Pacific and Swiss. Simplified ped. District Connector at Live Oak</li> </ul> </li> </ul>	 <ul style="list-style-type: none"> <li>Cut and cover requires long-term closure of: <ul style="list-style-type: none"> <li>Main Street between Harwood Street and western right-of-way of I-345</li> <li>Northbound I-345 exit ramp to west Main Street</li> <li>Elm Street between I-345 and Good Latimer</li> <li>Monument Street between Good Latimer and Indiana Street</li> </ul> </li> <li>Cut and cover in a perpendicular manner across roadways results in only short-term/temporary closure of the following streets because they can accommodate paneling/decking of roadway to maintain traffic: <ul style="list-style-type: none"> <li>Pearl Street across Main Street</li> <li>Cesar Chavez across Main Street</li> <li>Good Latimer north of Elm Street</li> </ul> </li> <li>Northbound I-345 frontage road (Pacific to Cesar Chavez connection) and Cesar Chavez/northbound frontage road to Good Latimer/Live Oak is closed before relocating replacement road.</li> <li>Southbound Central (just south of Good Latimer) would be impacted during track construction</li> <li>To remove the existing Green Line, Good Latimer requires reconstruction</li> <li>Construction of the wye would impact I-345 column foundations and likely require closures of I-345</li> </ul>	 <ul style="list-style-type: none"> <li>Due to new Baylor portal connections and replacement of Green Line in tunnel, there will be long-term service impact to Green Line and bus bridge requirements between Baylor and Pearl Stations for riders in southeast Dallas.</li> <li>O&amp;M – Undesirable below grade wye with special trackwork, signals. Less accessible for emergency or regular repairs so response time will be increased and potential for longer service delays. May be desirable to have parallel access road underground. Undesirable reverse curves combined with grades leads to poor train performance. Proximity of stations with 5 to 6 percent grade in between is undesirable due to short acceleration up grade then immediate brake.</li> </ul>	 <ul style="list-style-type: none"> <li>Depressed or Hybrid Options: <ul style="list-style-type: none"> <li>D2 would be depressed over 50 feet below ground at I-345, which would accommodate a depressed I-345 option and allow for the mainlanes to gravity drain</li> <li>Depressed and Hybrid I-345 options will need to be modified to allow room for D2 on the east right-of-way line. TxDOT believes modifications can be made</li> </ul> </li> <li>At Grade/Boulevard I-345 Option: No impact to proposed design options</li> </ul>



## D2 Subway East End Evaluation Report

### Appendix C – Evaluation Tables

Alternative	Street Grid/Traffic Impacts	Pedestrian, Bicycle, and Micro-Transit Safety Effects	Temporary Construction Impacts	DART Service Impacts/O&M Considerations	Impacts to Future Design Options for I-345
3-2: Commerce Street Alignment with Wye under I-345 and Two Portals	<ul style="list-style-type: none"> <li>Number of streets to be permanently removed/closed: <ul style="list-style-type: none"> <li>Closes Monument Street between Good Latimer and Indiana Street</li> <li>Would not close Miranda Street</li> </ul> </li> <li>Restrictions to roadway access/egress: <ul style="list-style-type: none"> <li>Swiss Avenue made a through street at Good Latimer with two-way operations on both sides of Good Latimer</li> </ul> </li> <li>Travel Time Impacts – Number of at-grade train crossings of arterials in Zone B, per hour<sup>4</sup>: 32</li> <li>Other: <ul style="list-style-type: none"> <li>Northbound Cesar Chavez between Elm Street and Good Latimer relocated from east side of I-345 into the middle of I-345</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Number of at-grade crossings: <ul style="list-style-type: none"> <li>Removes at-grade crossings at Good Latimer north of Live Oak, three between Swiss and Elm, at-grade crossing at Pacific</li> </ul> </li> <li>Bike/Ped (360 Connectors): <ul style="list-style-type: none"> <li>Improves District Connector crossings at Pacific and Swiss. Simplified pedestrian District Connector at Live Oak</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Cut and cover requires long-term closure of: <ul style="list-style-type: none"> <li>Commerce Street between Harwood Street and western right-of-way of I-345</li> <li>Southbound I-345 entrance ramp from Commerce Street</li> <li>Elm Street between I-345 and Good Latimer</li> <li>Monument Street between Good Latimer and Indiana Street</li> </ul> </li> <li>Cut and cover in a perpendicular manner across roadways results in short-term/temporary closure of the following streets because they can accommodate paneling/decking of roadway to maintain traffic: <ul style="list-style-type: none"> <li>Southbound I-345 entrance ramp from Main Street</li> <li>Northbound I-345 exit ramps to Main Street and Elm Street</li> <li>Main Street at I-345</li> </ul> </li> <li>Northbound I-345 frontage road (Pacific to Cesar Chavez connection) and Cesar Chavez/NB frontage road to Good Latimer/Live Oak is closed before relocating replacement road.</li> <li>Southbound Central (just south of Good Latimer) would be impacted during track construction</li> <li>To remove the existing Green Line, Good Latimer requires reconstruction</li> <li>Construction of the wye would impact I-345 column foundations and likely require closures of I-345</li> </ul>	<ul style="list-style-type: none"> <li>Due to new Baylor portal connections and replacement of Green Line in tunnel, there will be long-term service impact to Green Line and bus bridge requirements between Baylor and Pearl Stations for riders in southeast Dallas.</li> <li>O&amp;M – undesirable below grade wye with special trackwork, signals. Less accessible for emergency or regular repairs so response time will be increased and potential for longer service delays. May be desirable to have parallel access road underground.</li> </ul>	<ul style="list-style-type: none"> <li>Depressed or Hybrid Options: <ul style="list-style-type: none"> <li>D2 would be depressed over 50 feet below ground at I-345, which would accommodate a depressed I-345 option and allow for the mainlanes to gravity drain</li> <li>Depressed and Hybrid I-345 options will need to be modified to allow room for D2 on the east right-of-way line. TxDOT believes modifications can be made</li> </ul> </li> <li>At Grade/Boulevard I-345 Option: No impact to proposed design options</li> </ul>
3-7a: Alignment Under Live Oak Ramp and CBD East Transit Center	<ul style="list-style-type: none"> <li>Number of streets to be permanently removed/closed: <ul style="list-style-type: none"> <li>Would not close Miranda Street</li> <li>Closes exit from southbound I-345 to Live Oak Street but there is a reasonable alternate route; lane balance on I-345 will need to be evaluated</li> </ul> </li> <li>Restrictions to roadway access/egress: <ul style="list-style-type: none"> <li>Swiss Avenue could have two-way operations west of Good Latimer</li> </ul> </li> <li>Travel Time Impacts – Number of at-grade train crossings of arterials in Zone B, per hour<sup>4</sup>: 64</li> </ul>	<ul style="list-style-type: none"> <li>Number of at-grade crossings: <ul style="list-style-type: none"> <li>Would not add at-grade LRT crossing at Hawkins Street</li> <li>Would not create two new at-grade LRT crossings on southbound Good Latimer.</li> </ul> </li> <li>Bike Ped (360 Connectors): <ul style="list-style-type: none"> <li>Minimal change</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Cut and cover requires long-term closure of Good Latimer Expressway, west of I-345</li> <li>Cut and cover in a perpendicular manner across roadways results in short-term/temporary closure of the following streets because they can accommodate paneling/decking of roadway to maintain traffic: <ul style="list-style-type: none"> <li>Pearl south of Live Oak</li> <li>Live Oak east of Pearl</li> </ul> </li> <li>Would impact bus operations at the East CBD Transfer Center</li> </ul>	<ul style="list-style-type: none"> <li>Potential for short term closure or reduced service on Red/Blue/Orange lines due to parallel portal construction, cut-and-cover construction of southbound D2 track connection and tie into existing tunnel portal tracks</li> <li>Potential short term closure of Green Line for D2 cut-and-cover construction at southeast junction</li> </ul>	<ul style="list-style-type: none"> <li>Depressed and Hybrid Options: Would require modifications to the conceptual I-345 designs to allow room for D2 on the west right-of-way line. TxDOT believes modifications can be made</li> <li>At Grade/Boulevard I-345 Option: No impact to proposed design options</li> </ul>



## D2 Subway East End Evaluation Report

### Appendix C – Evaluation Tables

**Table C-4. Second Level Screening - Costs/Funding and Schedule**

Alternative	Additional D2 Project Cost <sup>5</sup>		Annual Transit Operating Costs		FTA Grant Implications	DART Project Schedule
Baseline - FEIS 30% Design	●	na	●	na	● Continue under FTA Core Capacity; possible shift to FTA New Starts	● Minimal delay assuming agency support
1-1: FEIS LPA + Enhanced Urban Design	●	Up to \$20 million	●	Similar to Baseline - FEIS 30% Design	● Continue under FTA Core Capacity; possible shift to FTA New Starts	● Minimal delay assuming agency support
1-2: 2017 City Council Adopted LPA	◐	\$175 million: \$83 million capital costs \$93 million right-of-way	●	Similar to Baseline - FEIS 30% Design	● Continue under FTA Core Capacity; possible shift to FTA New Starts	● Potential minor delay due to shift in alignment and likely need to mitigate parking garage loss
2-1: Elm Street Alignment/Portal, East of I-345	○	\$300 million: \$74 million capital costs \$217 million right-of-way	●	Similar to Baseline - FEIS 30% Design	○ Shift to FTA New Starts due to delay to enter FTA Capital Investment Grant (CIG) Engineering phase • Added cost may remove project from cost-effectiveness range	◐ Approximately 1 to 2 year delay to update design/environmental
2-2: Commerce Street Alignment with Two Portals (Good Latimer and existing Green Line)	○	\$300+ million: \$273 million capital costs \$29 million right-of-way	◐	Up to \$1 million higher due to longer route/below grade wye may add costs	○ Shift to FTA New Starts due to delay to enter FTA CIG Engineering phase • Added cost may remove project from cost-effectiveness range	◐ Approximately 1 to 2 year delay to update design/environmental
2-5: Original AA and 2010 DEIS	●	\$50+ million: \$47 million capital costs \$5 million right-of-way	◐	Up to \$1 million higher due to longer route	◐ Shift to FTA New Starts due to delay to enter FTA CIG Engineering phase	◐ Approximately 1 to 2 year delay to update design/environmental
New 3-1a: 2017 City Council LPA with Wye under I-345 and Two Portals/Open Cut Station	○	\$390+ million:	◐	Up to \$1 million higher due to longer route/below grade wye may add costs	○ Shift to FTA New Starts due to delay to enter FTA CIG Engineering phase • Added cost may remove project from cost-effectiveness range	○ • Approximately 2 to 3 year delay to update design/environmental in coordination with I-345 • May need to tie construction schedule to I-345 due to construction risk
3-2: Commerce Street Alignment with Wye under I-345 and Two Portals	○	\$300+ million: \$276 million capital costs \$27 million right-of-way	◐	Up to \$1 million higher due to longer route/below grade wye may add costs	○ Shift to FTA New Starts due to delay to enter FTA CIG Engineering phase • Added cost may remove project from cost-effectiveness range	○ • Approximately 2 to 3 year delay to update design/environmental in coordination with I-345 • May need to tie construction schedule to I-345 due to construction risk
3-7a: Alignment Under Live Oak Ramp and CBD East Transit Center	◐	\$125 million: \$113 million capital costs \$12 million right-of-way	●	• Up to \$1 million lower due to different operating plan statistics • Insert peak period short train opportunities would add \$6 to 8 million each to maintain direct access	◐ Shift to FTA New Starts due to delay to enter FTA CIG Engineering phase	◐ Approximately 1 to 2 year delay to update design/environmental and shift to new program



# D2 Subway East End Evaluation Report

## Appendix C – Evaluation Tables

Table C-5. Second Level Screening - Support		
Alternative	Stakeholder Support	
Baseline - FEIS 30% Design	○	
1-1: FEIS LPA + Enhanced Urban Design	○	
1-2: 2017 City Council Adopted LPA	○	
2-1: Elm Street Alignment/Portal, East of I-345	○	
2-2: Commerce Street Alignment with Two Portals (Good Latimer and existing Green Line)	○	
2-5: Original AA and 2010 DEIS	◐	During the September 29, 2021, meeting, this option received three comments of support.
3-1a: 2017 City Council LPA with Wye under I-345 and Two Portals	○	
3-2: Commerce Street Alignment with Wye under I-345 and Two Portals	○	
3-7a: Alignment Under Live Oak Ramp and CBD East Transit Center	●	During the September 29, 2021, meeting, this option received 13 comments of support.

**Ratings**   ○ = Substantial impact or effect   ◐ = Moderate impact or effect   ● = Minimal impact or effect

### Notes

- For economic and transit-oriented development opportunities, two measures were developed:
  - Maximum lost development potential (a total amount of developable square feet that could be built but cannot be because of D2). Calculated using the total square feet of the private property acquisitions times a Floor Area Ratio (FAR) of 20 (what is currently allowed in all downtown zoning).
  - Realistic lost development potential (assume almost no development will build 100 percent lot coverage at an FAR of 20). Calculated using the total square feet of the private property acquisitions times 80 percent lot coverage (reasonable assumption looking at other downtown developments) times FAR of 12.
  - Assumptions:
    - Improvement Value: \$288/square feet (sf), blended from \$275/sf for multifamily and \$300/sf commercial which is current values downtown
    - Land Value: \$100/sf (downtown has a wide range from \$30 to 160/sf. \$100/sf is the rate the Office of Economic Development suggested.
    - Values were derived from current comps taken from Dallas County Appraisal District from eastern Downtown and Deep Ellum developments
    - Does not assume air rights development, which is possible in many locations.
    - The City of Dallas Office of Economic Development helped provide comp and guidance based of recent projects in and around the project area.
    - Rating was determined as follows: ● or Green < \$100 million in lost development value, ◐ or Yellow = \$101-\$300 million in lost value, and ○ or Orange > \$301 million in lost value.
- Travel time impacts along Good Latimer was assessed by the change in number of trains crossing lanes of any street on the City of Dallas Thoroughfare Plan in Zone B, at-grade, per hour, total in both directions. The goal was to measure the potential extent of vehicular travel disruptions to arterials that carry the bulk of the through traffic in the area.
  - Streets on the Thoroughfare Plan that are impacted by at-grade train crossings in Zone B include Good Latimer, Cesar Chavez, Live Oak, Pacific/Gaston, Elm, and Main.
  - It is assumed that the Green and Orange LRT lines will have 15 minute frequency. Therefore, where present at a given location, each line would have four trains arriving per hour in each direction, or a total of eight in both directions.

It is assumed that trains traveling in different directions or on different lines will not cross an arterial at the same time. Therefore, if the Orange line crosses X Arterial, it would do so eight times per hour. If both lines cross X Arterial, the arterial would experience 16 train crossings per hour.
- Change in costs compared to the Baseline - FEIS 30 Percent Design. Due to the conceptual nature of the options, costs are order of magnitude with limited information relative to geological conditions, utilities, and street and/or I-345 modifications.



D2 Subway East End Evaluation Report  
Appendix D – Ridership Technical Memorandum



INTEROFFICE MEMORANDUM

DATE: January 27, 2022

TO: Kay Shelton  
Ernie Martinez

FROM: Philip Johnson  
Connie Xu

SUBJECT: D2 Subway Ridership and Transfer Summary

The purpose of this memorandum is to document the differences between the existing system, the D2 Baseline as contained in the Final Environmental Impact Statement/Record of Decision (FEIS/ROD) and Option 3-7a in terms of forecasted ridership and transfer activity. The analysis was done as part of the East End Evaluation to assess differences with a modified alignment, stations and operating plan under 3-7a. The analysis was done using both the FTA STOPS model (which would mostly likely be used for a future grant application) and the NCTCOG Regional Travel Demand Model. The latest 2014 On-Board survey was also reviewed.

1.0 SUMMARY OF ALTERNATIVES AND OPERATING PLANS

Figures 1 illustrates the operating plans for each alternative. Compared to the existing system operations, the D2 Baseline maintains the same interlining plan and trip patterns for all four rail lines but moves the Green and Orange Lines to D2. The D2 Baseline adds four (4) new stations and relocates Deep Ellum north by about a block. Transfer convenience between some lines and some travel patterns will change.

The 3-7a option changes the interlining plan for the Blue and Green lines. Without the Deep Ellum wye, the Green Line stays on the existing transit mall and Blue and Orange Lines shift to the D2 corridor. This means both of these lines turn north near Victory on the west; as a result, the normal operations for the Green Line will be to turn south toward South Oak Cliff to replace the Blue Line. Red Line stays on the transit mall as today, and Orange Line maintains its travel pattern but shifts to the D2 corridor.

Figure 1 – Existing and D2 Alternative Operating Plans



Kay Shelton  
Ernie Martinez  
January 27, 2022  
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1.1 Summary of Transfer Points and Access for Travel Pattern Markets

The downtown area operating plans for the D2 Baseline (Figure 2) and Option 3-7a (Figure 3) are shown below and support the discussion of how rider transfer activity and access between major travel markets would be affected.

Figure 2 – D2 Baseline Operating Plan



Figure 3 – D2 Option 3-7a Operating Plan





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Appendix D – Ridership Technical Memorandum

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Table 1 summarizes a comparison of two key markets that would be changed by D2 – Southeast and South Oak Cliff – and highlights how the D2 Baseline and Option 3-7a compare to existing operations. Appendix A includes travel market analysis maps for these corridors based on 2014 On-Board Survey data. As shown, major travel markets for Southeast residents are to the Northwest Corridor (especially the UTSW/Parkland Medical District area) and the North Central Corridor. These same travel markets are most important for South Oak Cliff residents.

As shown in Figure 2, the D2 Baseline will change how transfers are made between certain markets such as Southeast to North Central or Northeast. Option 3-7a will also change how transfers are made due to a new operating plan, resulting in new transfers where there are direct connections today.

For South Oak Cliff the key changes with 3-7a are a new requirement for transfers to the Northeast Corridor, but 3-7a also offers a benefit associated with a new direct access to the growing east Dallas area.

For Southeast residents, the D2 Baseline maintains direct access to the Northwest Corridor which is a key market. However, it results in less convenient transfers to the North Central and Northeast corridors by requiring longer travel times. About 25% of Southeast residents are destined to these two areas. 3-7a requires a transfer to all major markets for the Southeast residents but offers two major transfer hub opportunities at CBD East/Pearl or West End/Metro Center. It also opens a new direct connection to South Oak Cliff.

In addition to the observations in Table 1, CBD access for Southeast riders destined to St. Paul and Pearl/Arts District Station areas would be less convenient under the D2 Baseline. Survey data shows most riders are destined to areas north of Pearl/Arts District Station. Under the D2 Baseline, riders will have to walk 3 to 4 blocks from the new CBD East Station or would have to travel further to Metro Center to transfer and back-track to those stations. Option 3-7a creates a new transfer hub in the CBD East/Arts District area which is closer to current destinations.

Similarly, Southeast riders going to the NC corridor (Red/Orange) transfer at Pearl/Arts District today. They can transfer at CBD East under D2 Baseline to Orange only; service frequency with only the one line will be less than today unless they walk north 3-4 blocks to the Red Line at the Pearl/Arts District Station. Under 3-7a transfers to either line will be more convenient giving riders a choice of transfer locations between all lines.

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Table 1 – Transfer Comparison

From	To	Transfer Today?	Transfer with D2?		Notes
		Existing	D2 Base Operating Plan	Option 3-7a Operating Plan	
South Oak Cliff (SOC)	Northwest (NW)	Yes-West End	Yes-West End to Metro Center	Yes-West End to Metro Center	Transferring for both D2 options are generally the same as existing
	Northeast (NE)	No-Direct	No-Direct	Yes-West End to Metro Center	3-7a requires riders to transfer
	North Central (NC)	Yes - along Mall	Yes - Mall (to Red) or Metro Center (to Orange)	Yes - Mall (to Red) or Metro Center (to Orange)	Transferring for both D2 options are generally the same as existing
	Southeast (SE)	Yes - along Mall	Yes-West End to Metro Center	No-Direct	3-7a provides new direct access but not a major destination market
Southeast (SE)	Northwest (NW)	No-Direct	No-Direct	Yes-West End to Metro Center or Pearl to CBD East	3-7a requires riders to transfer to a major destination market
	Northeast (NE)	Yes-Pearl	Yes-Metro Center to West End	Yes-Pearl to CBD East	D2 Base requires SE riders to travel further into downtown adding travel time
	North Central (NC)	Yes-Pearl	Yes-CBD East to Orange, or Metro Center	Yes-Pearl to Red or CBD East to Orange	D2 Base SE riders can transfer to Orange at CBD East, or travel further into downtown to Red adding travel time
	South Oak Cliff (SOC)	Yes - along Mall	Yes - Metro Center	No-Direct	3-7a provides new direct access

LEGEND:

Green	= Direct, no transfer
Yellow	= Transfer or comparable transfer compared to existing
Orange	= Less convenient transfer compared to existing



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Appendix D – Ridership Technical Memorandum

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2.0 RIDERSHIP SUMMARY

The following sections summarize ridership estimates using the FTA STOPS model and the NCTCOG Regional Travel Demand Model.

2.1 FTA STOPS

For Capital Investment Grant (CIG) project evaluations, FTA encourages use of their STOPS model and allows for the use of an existing and forecast year to provide average ridership projections. As such, DART tested D2 options using year 2018 and year 2045 to see if there were any major differences.

Table 2 – STOPS Model System and Line Ridership

Table with 7 columns: Category, Existing, D2 Baseline, Option 3-7a, No Build, D2 Baseline, Option 3-7a. Rows include Linked Trips, Ridership (Blue, Green, Orange, Red, LRT Total, System Total) for Year 2018 and Year 2045.

Source: DART; FTA STOPS Model output

Key observations from Table 2 include:

- Under all alternatives the average transfer rate (total trips divided by linked trips) is about 1.4 and not significantly different. Transfer rates do change for certain markets based on a different operating plan and changed transfer points as described in the prior section.
- Ridership under the 3-7a is about the same as existing and slightly higher in year 2045 compared to the D2 baseline, which is slightly lower in both cases. The increase in total system trips under 3-7a is partially due to increased transfers.

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CBD Station Ridership (Year 2045)

Table 3 presents STOPS station level ridership for the D2 Baseline and Option 3-7a, including transfer percentages at each station.

Table 3 – STOPS Model Station Ridership (Year 2045)

Table with 5 columns: Station, D2 Baseline, Transfer %, Option 3-7a, Transfer %. Rows include Existing Stations (Deep Ellum, Union, West End, Akard, St. Paul, Pearl/Arts), D2 Stations (Museum Way, Metro Center, Commerce, CBD East, Live Oak), and Totals.

SOURCE: DART; FTA STOPS Model Output

Key observations of station ridership are:

- Faster travel times and a more convenient transfer hub on option 3-7a promote additional ridership at CBD East Station and Pearl/Arts District Station
- An 8% increase on overall ridership in CBD stations on Option 3-7a



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2.2 NCTCOG TRAVEL DEMAND MODEL

DART also did a representative “opening year” test with the year 2028 NCTCOG network. LRT ridership is comparable to that estimated in STOPS but the STOPS model predicted a larger ridership increase in the Blue and Red Lines than the regional model.

Table 4 – NCTCOG Model System and Line Ridership (Year 2028)

Table with 5 columns: Category, System, Existing, D2 Baseline, Option 3-7a. Rows include Linked Trips, Ridership (Blue, Green, Orange, Red, LRT Total, System Total).

SOURCE: DART, NCTCOG Travel Demand Model run output

Note: LRT lines were tested with 15/15 headways

Table 5 – NCTCOG Model Station Ridership (Year 2028)

Table with 7 columns: Station, D2 No Build, Transfer %, D2 Baseline, Transfer %, Option 3-7a, Transfer %. Rows include Existing Stations (Deep Ellum, Union, West End, Akard, St. Paul, Pearl/Arts District), D2 Stations (Museum Way, Metro Center, Commerce, CBD East, Live Oak), and Total.

SOURCE: DART, NCTCOG Travel Demand Model run output

- Station ridership is slightly higher overall under Option 3-7a.
- West End/Metro Center (8,100) transfers remain strong and CBD East/Pearl/Arts District station transfer hub becomes a more significant transfer location under 3-7a (increase from 7,200 to 9,300 combined).

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3.0 EQUITY CONSIDERATIONS UNDER 3-7A

DART and its consultant conducted a high-level assessment to understand potential Title VI or equity considerations under the 3-7a operating plan using the latest available 2014 On-Board Survey (OBS) ridership data. The 3-7a operating plan will result in additional transfers for existing markets in Southeast Dallas and South Oak Cliff that currently have a direct trip to the north via the Green or Blue Lines. However, the 3-7a operating plan also will benefit riders by opening new markets that will no longer require a transfer. Title VI was not addressed for the Baseline option since it does not result in an operating plan change.

The primary findings of this assessment are as follows:

- The proposed rail line configuration will generate more transfers, assuming current travel patterns remain static. The new operating plan configuration could induce new ridership patterns in the future.
- Minority and low-income trips are impacted slightly more than non-minority and non-low-income trips; however, those impacts would likely remain within DART’s Title VI 5% threshold.
- Southeast Green Line riders would lose their one seat ride to northwest stations, and that number is greater than those one-seat rides gained by changing the Green Line to UNT Dallas. However, low income and minority trips on other segments benefit from the 3-7a rail line configuration, offsetting those impacts and resulting in slight systemwide transfer increases for low-income and minority riders. For example, riders in the northwest and northeast corridors that have new more direct patterns with the reconfigured Blue Line.

In terms of current ridership characteristics, the 2014 OBS indicates that 48.5% of regional rail trips are low-income trips and 72.1% are minority trips. Note that this is inclusive of TRE and A Train, but those additional systems likely have minimal impact on these percentages.

The OBS indicates that 19.4% of rail riders need to transfer to another rail line somewhere along their trip (25,184 trips). The transfer percentages are 18.6% for low-income riders and 20.1% for non-low-income riders. The transfer percentages are 19.1% for minority riders and 20.0% for non-minority riders. So, there are slight differences in transfer percentages between the equity/non-equity groups, but not significant differences.

All trip categories see an increase in rail-to-rail transfer rates. Table 6 shows the changes in transfer rates for low-income and minority riders compared to non-minority and non-low-income riders. Note that transfer calculations are to maintain end-to-end trips under current rail configuration and do not address changes to end-to-end trip patterns that may evolve with different rail configuration



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Table 6 – Change in Transfer Rates

Characteristic	Existing System	New Rail Pattern under 3-7a	Difference
Low-Income Trip Transfers	18.6%	20.9%	+2.3%
Non-Low-Income Trip Transfers	20.1%	22.0%	+1.9%
Difference			+0.4%
Minority Trip Transfers	19.1%	21.4%	+2.2%
Non-Minority Trip Transfers	20.0%	21.7%	+1.8%
Difference			+0.4%

Source: Connetics; 2014 OBS data

Specific Travel Market Impacts

While the overall change in transfer rates is low around 2% this is due to some areas benefitting and others being disrupted. Using the OBS data, the biggest travel movement for Southeast Green Line riders (from Deep Ellum to Buckner) is to/from CBD stations (31% of southeast trips). Those trips would remain unchanged under Option 3-7a.

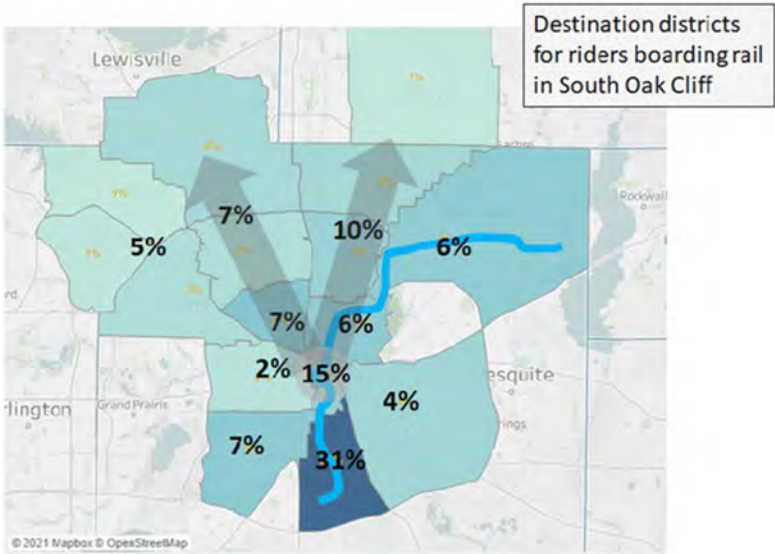
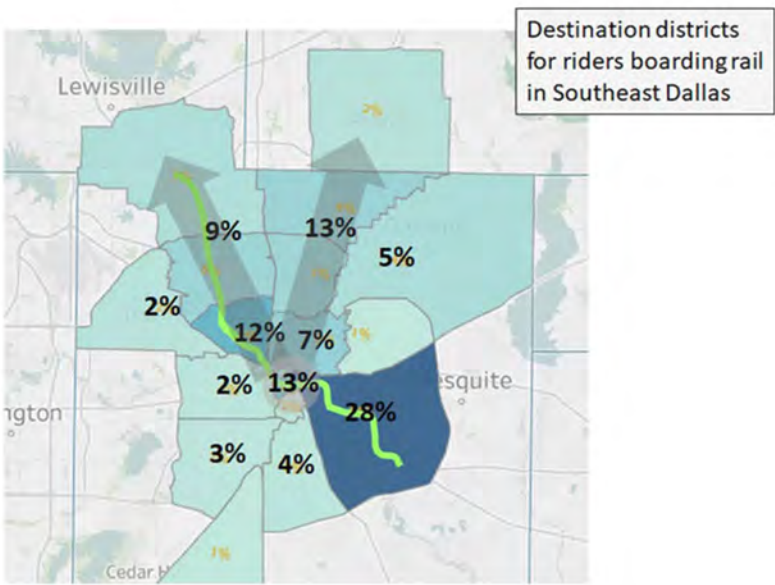
Option 3-7a would disrupt existing Southeast (SE) Green Line trips traveling through downtown to the Northwest (NW, Victory to North Carrollton). That consists of 20% of existing SE Green Line riders. However, Option 3-7a would provide new one-seat ride opportunities to the South Oak Cliff stations. That consists of about 5% of existing SE Green Line riders. Thus, the potential rail line configuration could have a net impact on 15% of existing SE Green line riders, assuming current travel pattern characteristics. In the future travel patterns may be different so future on-board survey data should be reassessed.

DART also looked at impacts for riders originating in South Oak Cliff (SOC) using the OBS data as Option 3-7a would disrupt existing patterns from SOC to the Northeast (Blue Line CityPlace to Rowlett). The potential net impact on existing SOC riders is lower at 6%.

SUMMARY

- The proposed rail pattern change results in additional transfers for existing Southeast Green and Southwest Blue (South Oak Cliff) trips
- These adverse impacts are slightly offset by one-seat ride gains with the new patterns, but the number of riders requiring an additional transfer still exceed those that benefit with the proposed new rail patterns.
- Low-Income and minority riders are impacted with additional transfers slightly more than non-low-income and non-minority riders
- The increase in transfer rates for low-income and minority riders is relatively small in relation to transfer rates for non-low-income and non-minority riders, and thus is likely to be within DART’s typical Title VI threshold standard
- Per Title VI considerations, transfer calculations are based on maintaining end-to-end trips under current rail configuration. Therefore, analysis does not address changes to end-to-end trip patterns that may evolve with different rail configuration.

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SOURCE: 2014 On-Board Survey Data



# D2 Subway East End Evaluation Report

## Appendix E – August 5, 2021, Public Meeting Summary



# Documentation of August 5, 2021, Public Meeting

As part of the D2 East End Evaluation process, the City of Dallas, in cooperation with DART, NCTCOG, and TxDOT, held a public meeting on Thursday, August 5, 2021, from 6:30 to 7:30 p.m. Central Daylight Savings Time (CDT). The purpose of the public meeting was to provide the community an overview of the work plan, schedule, screening process, range of options considered , first level screening results as well as to provide interested persons an opportunity to ask questions and make comments . Due to the ongoing COVID-19 pandemic, the meeting was held virtually rather than in-person. Individuals could participate in the live public meeting through Microsoft Teams.

Flyer meeting notices in English and Spanish (see Figure 1) were emailed to 100+ downtown community members and stakeholders on July 22, 2021, and distributed to Mayor/City Council offices to share with constituents, as well as the City’s communication team. All information was posted on the Dallas Department of Transportation website (<https://dallascityhall.com/departments/transportation/Pages/Projects.aspx>). The meeting was also posted in English and Spanish on DART.org and TransporteDART.org. Email/text notifications were sent on July 30, 2021, to subscribers of DART Community Meeting/Public Hearing Notices and D2 Updates (12,169 total recipients).

Hortencia Rubalcava (City of Dallas) moderated the meeting. Gus Khankarli (City of Dallas), Kathryn Rush (City of Dallas), and Kay Shelton (DART) presented information (see Attachment 1 for the presentation). Following the presentation, attendees were requested to type questions into the chat or “raise their hand” if they wished to speak. Over 100 people attended the meeting (see Attachment 2) and 14 questions/comments were received during the meeting (see Attachment 3). The presentation was recorded.

Following the meeting, the presentation, meeting recording, and engineering concepts (see Attachment 4) were made available on-line at:

<https://dallascityhall.com/departments/transportation/Pages/Projects.aspx>  
<https://www.dart.org/about/expansion/downtowndallas.asp#meetings>

The public comment and review period was August 5 through August 26, 2021. Public comments could be sent via email to [DDOTPlanning@dallascityhall.com](mailto:DDOTPlanning@dallascityhall.com) or via mail to Department of Transportation, c/o D2 Subway , 1500 Marilla Street, L1BS, Dallas, Texas 75201. Following the meeting, 18 comments were received and documented in Attachment 3.

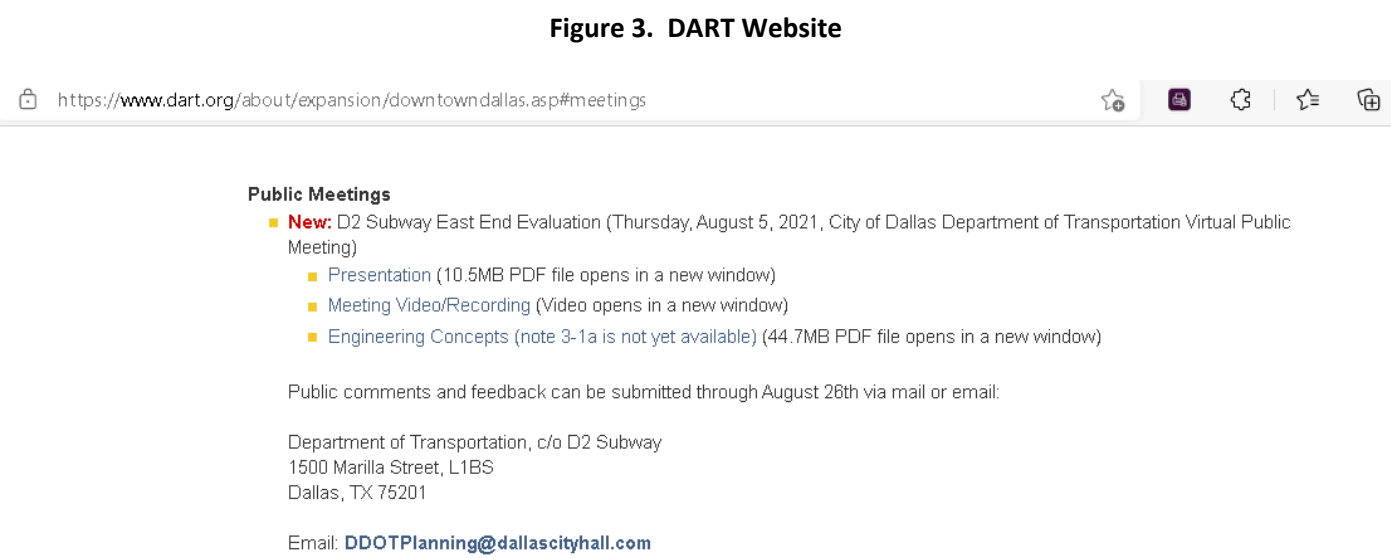
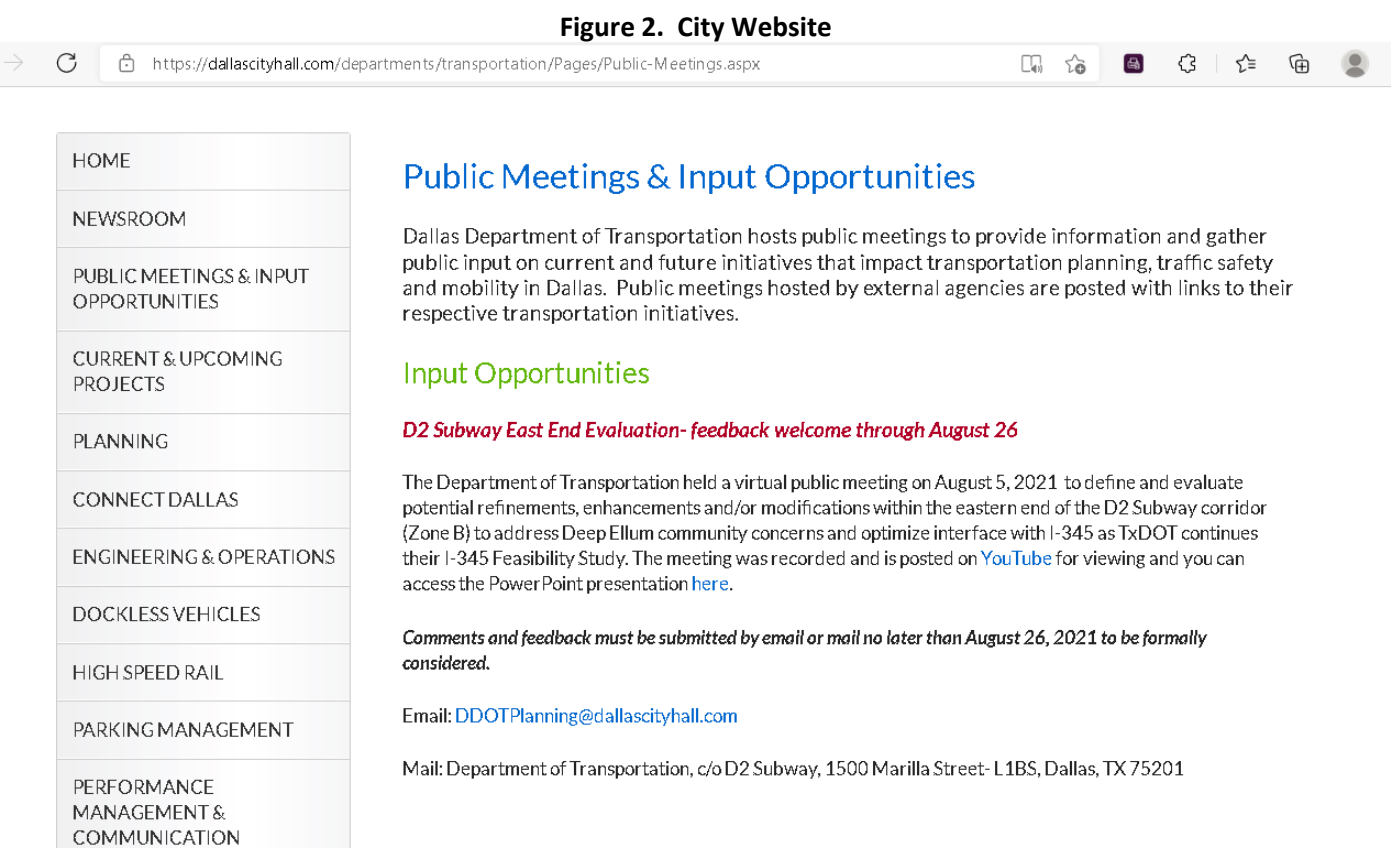
The majority of questions and comments were related the potential impacts of a specific option on station locations, roadway access, transit operations, construction impacts, and proposed designs for I-345. Numerous comments expressed a preference for a particular option with the majority supporting Option 3-7a or 3-1a. Several comments expressed opposition to options in Family 1.

# D2 East End Evaluation

Figure 1. Meeting Flyers









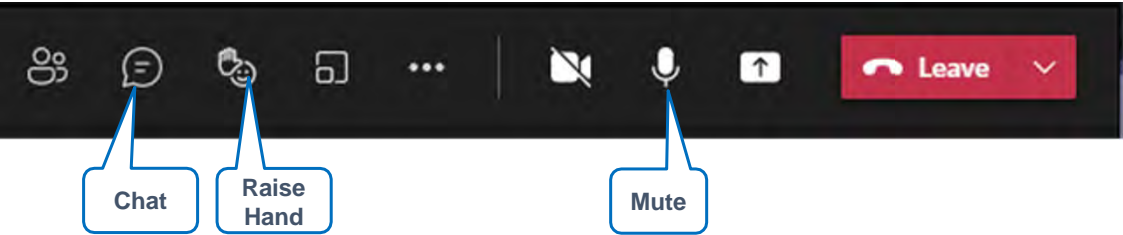
# D2 Subway East End Evaluation

August 5, 2021 Public Meeting



## **PLEASE MUTE YOUR MICROPHONE**

The presentation is being recorded and will be posted to DART.org/D2. Please use the chat box to type your questions or raise your hand if you would like to ask a question or speak. There will be a Q&A period and opportunity to comment at the end of the presentation.



Comments not received during this meeting must be submitted to [DDOTPlanning@dallascityhall.com](mailto:DDOTPlanning@dallascityhall.com) or by mail to be formally considered.  
8/5/2021 2

## Agenda

1. Welcome and Introductions
2. Background
3. Overview of Process and Schedule
4. Work to Date
5. Next Steps
6. Q&A / Opportunity to Comment

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## Meeting Purpose

- Provide the community an update on the D2 East End Evaluation process and work to date
- Solicit input on the alternatives to be evaluated during the second level screening

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# Background

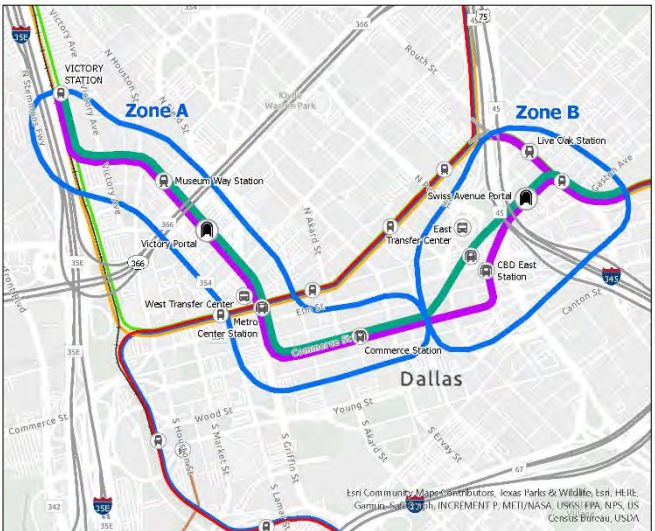
8/5/2021

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## Background

March 24, 2021, Dallas City Council Resolution

- Advanced the D2 subway and set the Alignment in **Zone A**
- Directed city staff to work with DART, TxDOT, NCTCOG, and stakeholders to evaluate project refinements, enhancements, and/or modifications in **Zone B** to address and mitigate technical, environmental, and alignment concerns



Source: Map by Transportation GIS, February 2021

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## Vision & Key Issues for Zone B Evaluation

The overall vision will be based on looking at the 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

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## Overview of Process and Schedule

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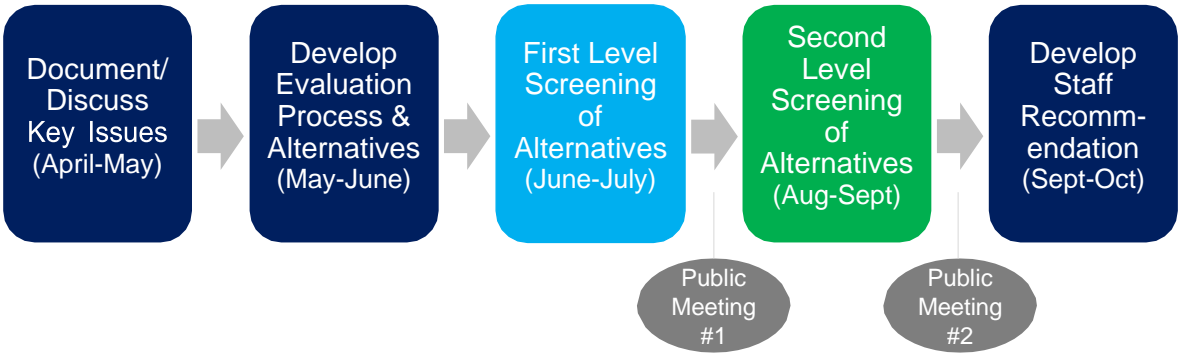
8



# Process & Schedule

## KEY DATES

- Staff recommendation by October 2021
- Brief City Council by November 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**



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# Work to Date

Evaluation Process Development  
Alternatives Development and First Level Screening

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# Evaluation Process

- Alternatives to be 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

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# Alternatives Development & First Level Screening

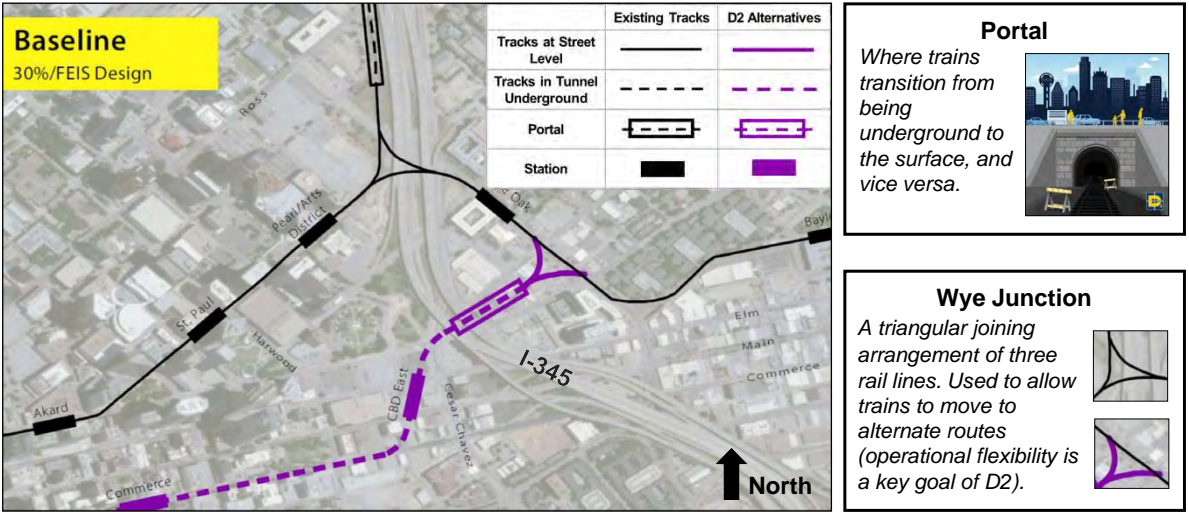
- Seventeen (17) alignment alternatives were developed, in three “families”
  - Family 1 - Enhancements/refinements/modifications to FEIS/ROD (keeps the wye junction in the Swiss/Good Latimer area)
  - Family 2 - Moves the wye junction to a new location or underground along Good Latimer
  - Family 3 - Moves the wye junction and alignment to a new location along I-345 and underground
- Of the 17 alternatives, eight will be advanced to the second level screening.
- Goal is to try to find 2 to 3 alternatives for a short list after getting stakeholder feedback and second level screening

8/25/2021

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How to Read the Maps & Definitions

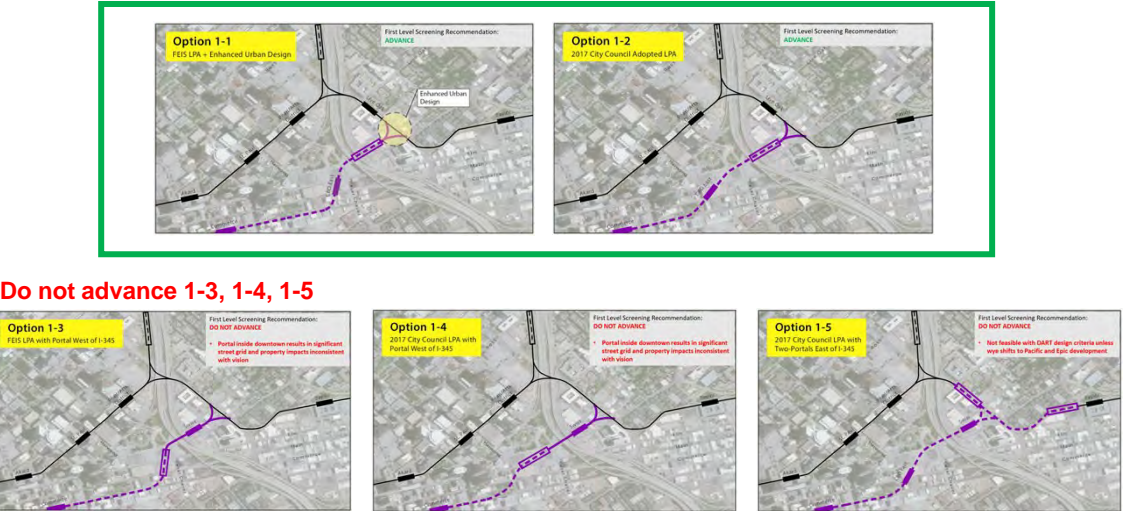


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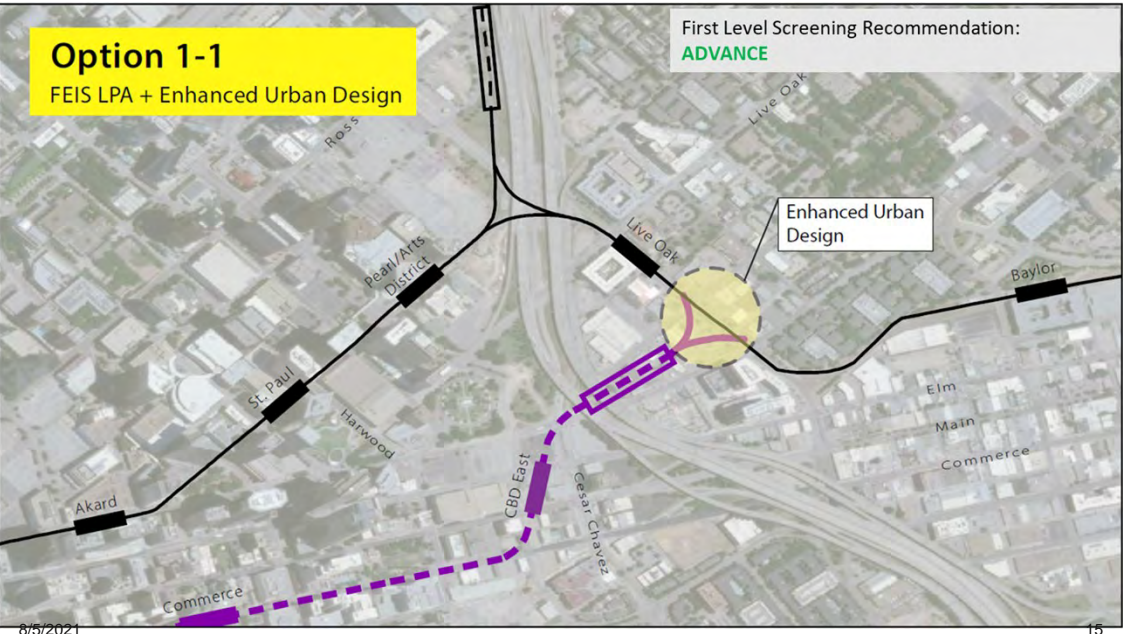
First Level Screening Results: Family 1

Advance 1-1 and 1-2



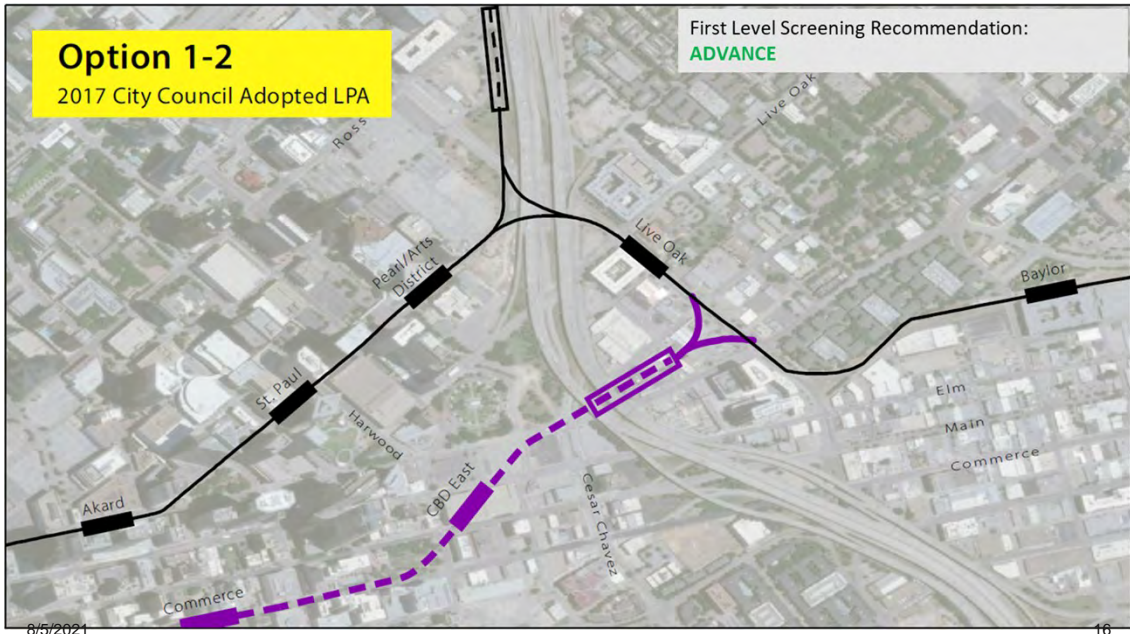
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8/5/2021

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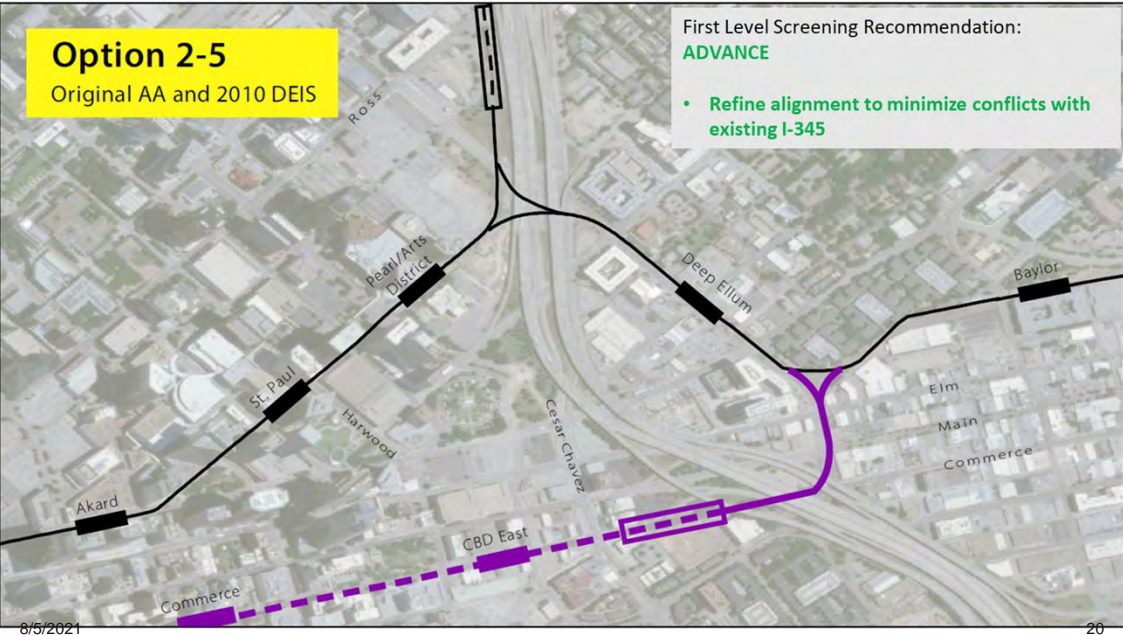
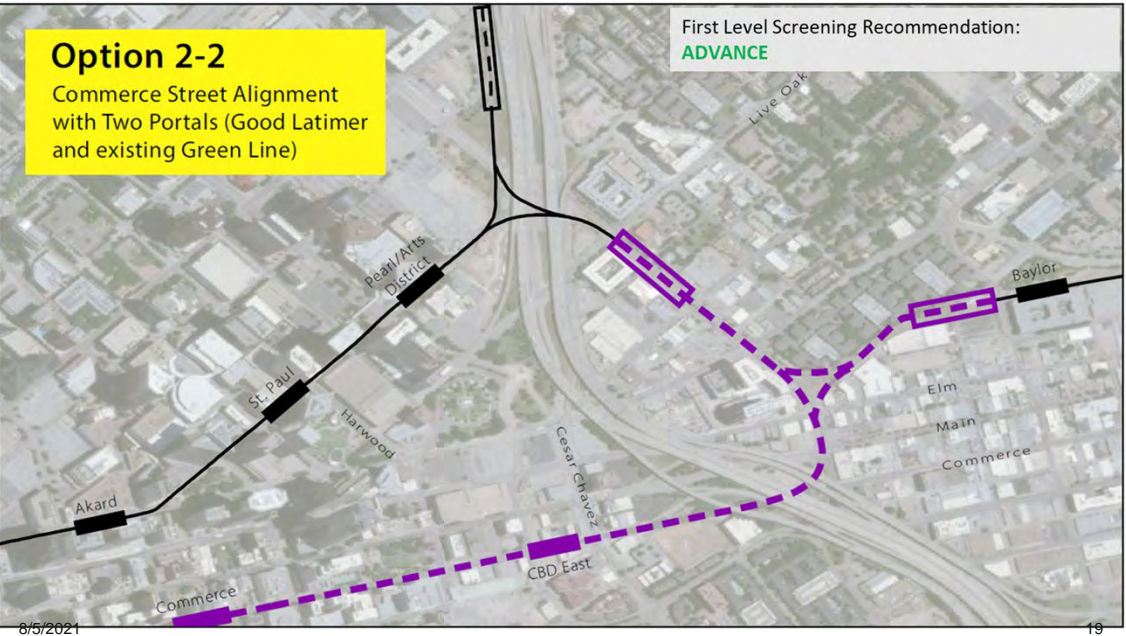
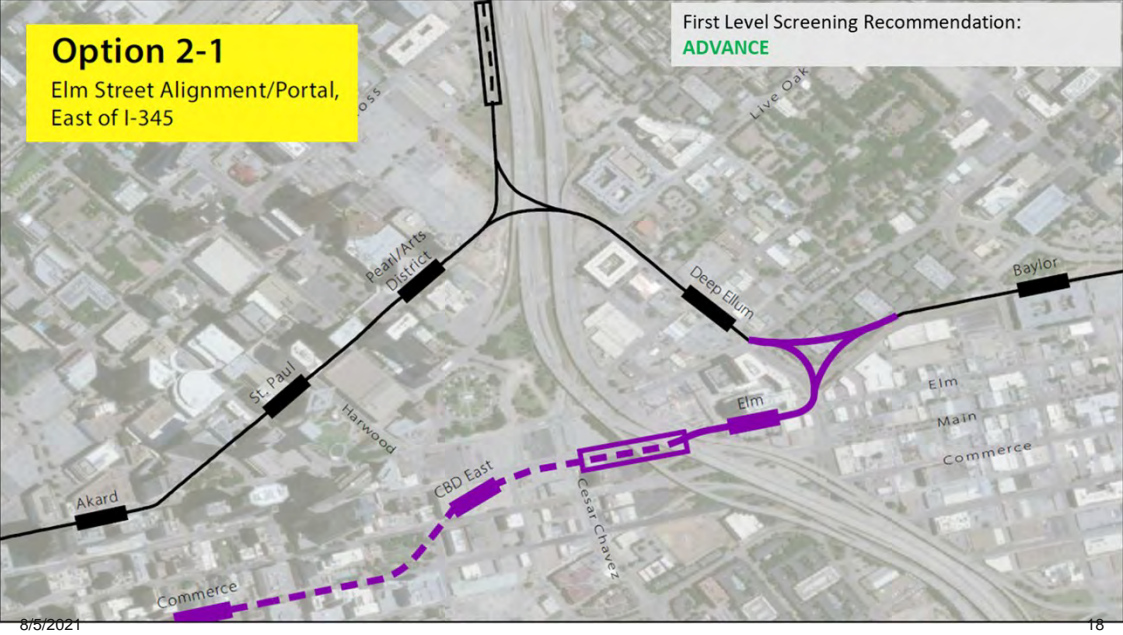
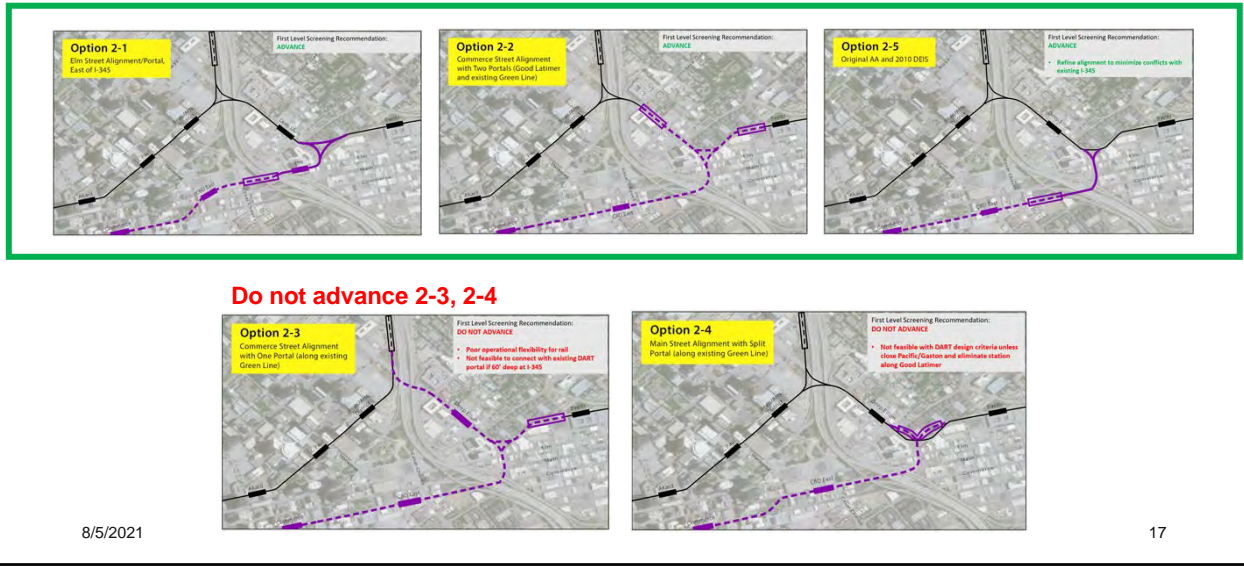
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First Level Screening Results: Family 2

Advance 2-1, 2-2, 2-5



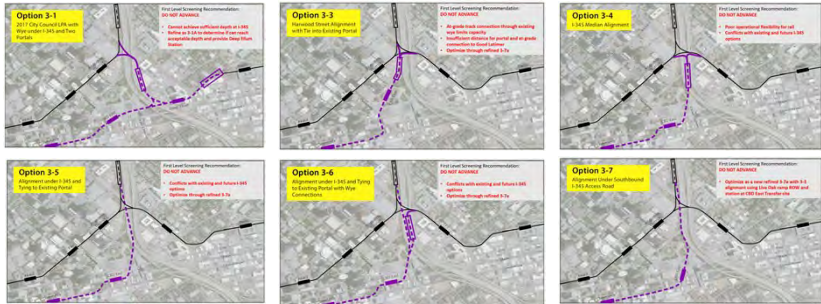


First Level Screening Results: Family 3

Advance 3-1a, 3-2, and 3-7a

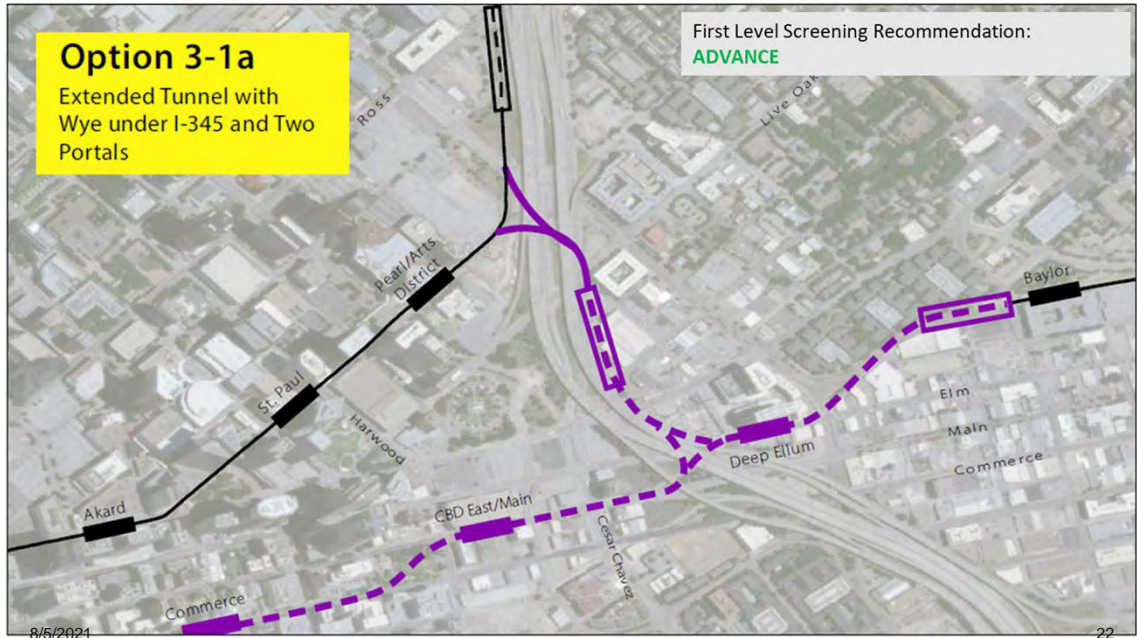


Do not advance 3-1; or 3-3, 3-4, 3-5, 3-6, and 3-7 (optimized as 3-7a)

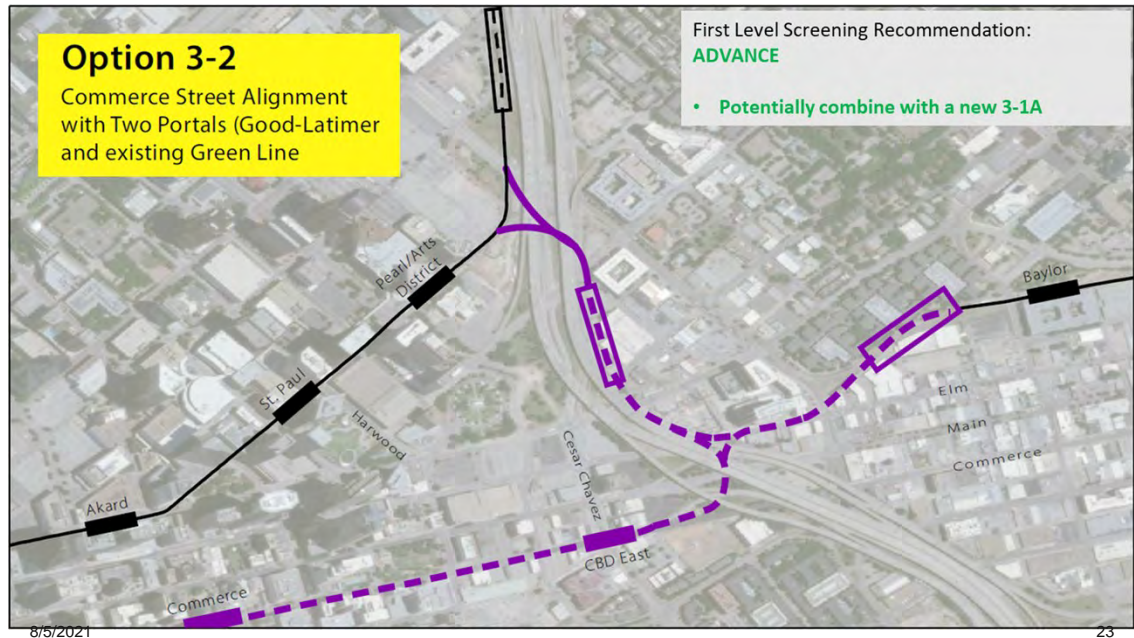


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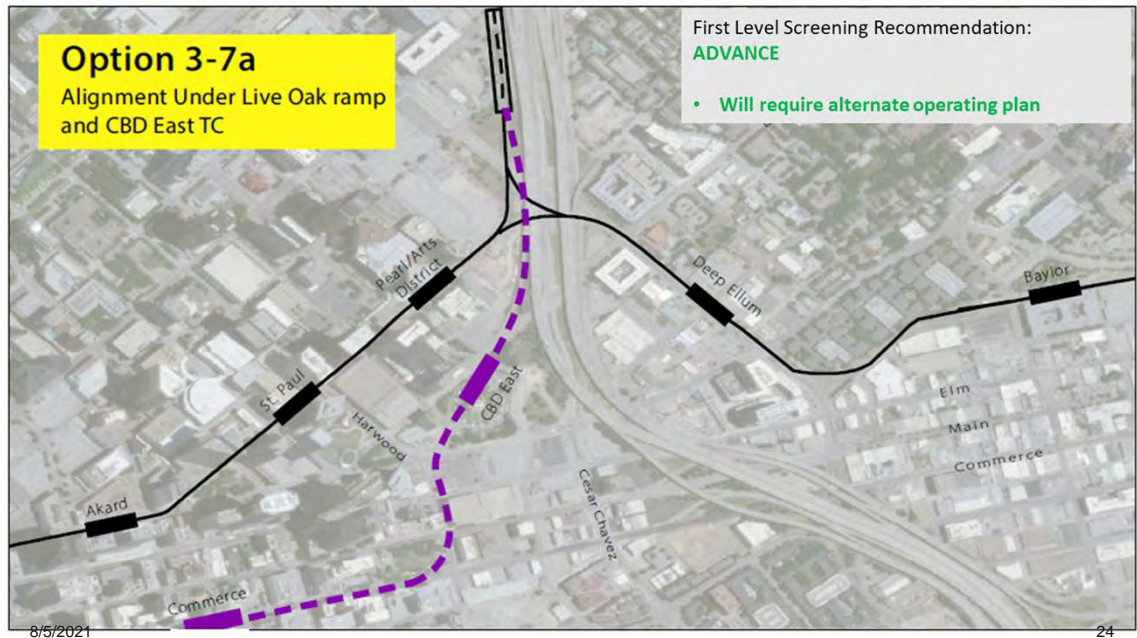
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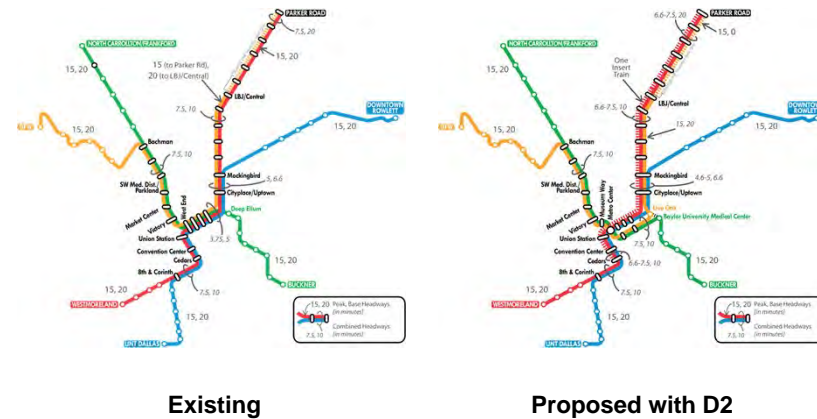
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## Family 4 – Changes to DART Operations/Service

Questions:

- Can we operate DART service differently to avoid having a new wye junction in Deep Ellum?
- Can we put a wye somewhere else (e.g., west side of downtown)?



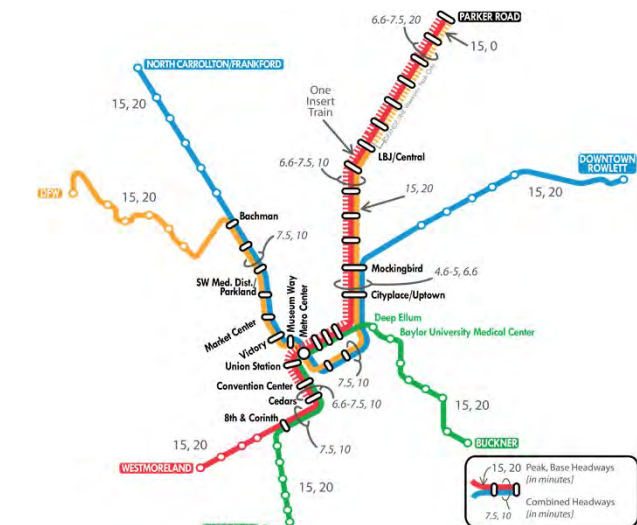
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## Family 4 – Changes to DART Operations/Service

Potential rail operations/service changes:

- Red and Green lines stay on existing transit mall, and Blue and Orange lines use D2 Subway. This would be applicable for Alternative 3-7a but could be applied to the other alternatives
- TRE service to Fair Park
- Layer in additional light rail service



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## First Level Screening Results Summary

Alternatives to be

Alternatives to be Advanced :

- 1-1
- 1-2
- 2-1
- 2-2
- 2-5
- 3-1a (Modified 3-1)
- 3-2
- 3-7a (Combined 3-5, 3-6, and 3-7)

Documented and Eliminated:

- 1-3
- 1-4
- 1-5
- 2-3
- 2-4
- 3-3
- 3-4

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## First Level Screening Results Summary

Alternatives to be  
advanced to second  
level screening



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# Next Steps

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# Next Steps

- Second Level Screening
  - Community, Economic, and Environmental Effects (e.g., property impacts, park impacts, TOD opportunities, and potential ridership/markets served)
  - Transportation Effects (e.g., street grid/traffic impacts, transportation safety impacts)
  - Temporary (Construction) Effects
  - Costs/Funding/Schedule
  - Stakeholder Support
- Anticipate Public Meeting #2 to occur late September/early October

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# Q&A / Opportunity to Comment

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# Q&A / Opportunity to Comment

Please use the chat box to type your questions or raise your hand if you would like to ask a question or speak.

Comments or questions not received during this meeting must be submitted by email or mail no later than **August 26, 2021** to be formally considered.

Email:  
[DDOTPlanning@dallascityhall.com](mailto:DDOTPlanning@dallascityhall.com)

Mail:  
Department of Transportation, c/o D2 Subway  
1500 Marilla Street, L1BS  
Dallas, TX 75201

Recording of the presentation and the maps will be posted to [DART.org/D2](https://DART.org/D2) and the City of Dallas Department of Transportation website.

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Attachment 2 – Attendees  
Documentation of August 5, 2021, Public Meeting

D2 East End Evaluation

Last Name	First Name
(none)	Scott42
(none)	Billy
(none)	Richard
(none)	Alfredo
(none)	Devyn
(none)	Mark
(none)	Breonny
(none)	Ashley
Abraham	Sherry
Al-Ghafry	Majed
Alldredge	Nicole
Allen	Joseph
allen@baskind.onmicrosoft.com	
Amy@theburrellgroup.net	
Andricopoulos	John
Atta-Fynn	Autumn
Avila	Randy
Bell	Joyce
Best	Shaun
Beyers	Ken
Brandao	Edgardo
Browning	Jacob
Bullard	Dustin
Burns	Ryan
Cass	Rich
Church	Daniel
Clemens	Joseph
Clemens	Ceason
Cordell	Fletcher
Crawford	Brandi
Del Castillo	Arturo
Devine	John
Di Conti Cole	Allyson
Diaz	Edie
Dorman	Dawn
Emerson	Donald
Ernst	Vojtech
Espiricueta	Abdon
Fitzgerald	Brian
Fry	James
Fuegenschuh	Norbert
Fulani	Kamal
Fullerton	Lisa
Granberry	Erin

Last Name	First Name
Heimbürger	Tad
Henmi	Denis
Hetzel	Jon
Hinkle	Randy
Hudiberg	Stephanie
Huerta	Carlos
Hughs	Sarah
Hunt	Denny
Jobert	Jesse
Jurisich	Gwen
Khankarli	Ghassan
King	Daphne
Lloyd	Kristine
Lober	Tracey
Martinez	Ernie
Massof	Michael
McCann	Emily
Meadows	Amy
Meyer	Melissa
Moser	Joerg
Okelo	Roman
Oliphant	Marc
Plakson	Terence
Plesko	Todd
Pratt	Ezra
Prewitt	Billy
Preziosi	David
Raines	Don
Rastogi	Dev
Reese	Minesha
Reese	Ken
Rollins	David
Rubalcava	Hortencia
Rush	Kathryn
Saunders	Kelly
Shane	Josh
Sharp	Paul
Sheets	Evan
Shelburne	Charles
Shelton	Kay
Sierra Toral	Mercedes
States	Jessie
Stevens	Van
Straight	Greg

Last Name	First Name
Strong	Ashton
Suhitha	Kosuri
Taylor	Christopher
Toffer	Jonathan
Tricia	Williamson
Turner	Frank
W	Luke
W	Tom
Weiss	Christopher
Wesch	Sandy
Williams	Joycelyn
Young	Kurtis
Zreet	Allen
(214) xxx-2098	
(214)xxx-1598	
(214)xxx-6247	
(214)xxx-1081	
(214)xxx-3201	
(469)xxx-0465	
(469)xxx-9124	



# Attachment 3 – Comment/Response Table

## Documentation of August 5, 2021, Public Meeting

## D2 East End Evaluation

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
1	Allan Zreet	8/5/2021 Collected at meeting	What impacts does Alternative 2-1 (shallow tunnel) have on I-345	The goal of Option 2-1 was to cross I-345 closer to existing ground level to provide TxDOT more flexibility and allow the depress I-345 option to gravity drain.
2	Richard	8/5/2021 Collected at meeting	Has the city of Dallas weighed in on any of the 2nd level alternatives?	The City of Dallas is facilitating the D2 East End Evaluation process through the first level screening and will continue through the second level screening using the criteria presented.
3	Tom W.	8/5/2021 Collected at meeting	Do any of the eliminated alternatives come back with the Family 4 options? For example, if a wye on the west end is viable, does Option 1-5 become viable again?	None of the options eliminated during the first level screening would be viable if a wye was built on the west side of downtown. The options eliminated in the first level screening did not meet DART LRT design criteria and/or the purpose and need for the D2 project.
4	Devyn	8/5/2021 Collected at meeting	Hi - Is the downtown streetcar extension being considered when thinking through all the alternatives?	DART is looking at the interface and transfer opportunities with all modes including bus and streetcar. The second level screening criteria includes customer convenience and impacts to riders. We will be looking not only at streetcar opportunities but how does the DART Zoom new bus network work with the options to make sure the systems work together.
5	Paul Sharp	8/5/2021 Collected at meeting	In both Options 1-2 and 2-1, is the CBD station below the Elm St. Garage?	Yes, in both of these options the station would be located below the Elm Street Garage.
6	Tom W.	8/5/2021 Collected at meeting	What is the need to force this decision now instead of waiting for the decision on I-345? Or making a decision on both those projects at the same time?	<p>The main reason D2 is being advanced is related to the grant/funding DART is pursuing from the Federal Transit Administration. There is a timeframe in terms of being eligible for the grant. Also, downtown and Deep Ellum are continuing to develop. There are several private properties that would be needed for the D2 project. DART has been working with developers on future plans so they can know and plan accordingly. In some cases, developers are integrating the project into new developments or accommodating it into existing buildings.</p> <p>Additionally, the March 2021 Dallas City Council resolutions states we must have an agreement by March 2022. We want DART to be viable for the funding opportunity and support transit improvements in the region but also want to be sure city and stakeholder needs are being heard at the same time.</p>
7	John Andricopoulos	8/5/2021 Collected at meeting	<p>I live in the Live Oak Lofts building at Good Latimer and Live Oak. Are there plans to minimize impact on people who live in the areas of construction and if so, what are they? Also, once construction is complete, are there any plans to minimize noise caused by the trains? Currently they are very loud when going around corners. Thanks!</p> <p>Also, will this slideshow be available online?</p>	<p>Construction for any project, roadway or transit, must comply with city noise ordinances to minimize the hours of operation of construction equipment. DART will work with the city to minimize noise impacts during construction. It will also be important to communicate to residents and businesses during construction about what is going to happen and when.</p> <p>A noise analysis was conducted as part of the environmental impact statement. No noise impacts at Live Oak Lofts were cited because there is already train service in the area. There is a lubricating machine next to the track to minimize noise; if noise is an issue, please contact DART and we can verify the machine is working properly.</p> <p>This presentation and meeting recording are posted at:  <a href="https://dallascityhall.com/departments/transportation/Pages/Projects.aspx">https://dallascityhall.com/departments/transportation/Pages/Projects.aspx</a>  and <a href="https://www.dart.org/about/expansion/downtowndallas.asp#meetings">https://www.dart.org/about/expansion/downtowndallas.asp#meetings</a></p>



## Attachment 3 – Comment/Response Table

### Documentation of August 5, 2021, Public Meeting

## D2 East End Evaluation

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
8	Ashley	8/5/2021 Collected at meeting	Second John, I live at LOL also and DART took some of our sidewalk when they first put in Deep Ellum station and we had a hard time getting sidewalks fixed etc.	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
			I would love for transit improvements to include looking at how DART can support homeless students in Dallas ISD re: letting them ride for free so they can go to jobs, library, etc. We had 4,368 homeless students in DISD last year	
			NYC has tons of buses and subways-hoping that's the way we go here!	
9	Tad Heimbürger	8/5/2021 Collected at meeting	Does 3-7a utilize operational changes to facility this option, such as those shown with family 4 , (Ex blue - green changes)	Yes, Option 3-7a would require operational changes. The red and Green Lines would stay on the transit mall and the Blue and Orange lines would operate on the D2 section. Part of the second level screening will help us understand the benefits and impacts of this change.
10	Jesse Jobert	8/5/2021 Collected at meeting	Are all proposed stations after the portal at-grade stations?	Yes, all of the proposed stations after the portals would be at-grade.
11	Christopher Taylor	8/5/2021 Collected at meeting	How would you use stakeholder support as screening criteria? Based on comments or will there be polling or survey process?	We are asking everyone to review the alternatives and to submit formal comments/questions via email ( <a href="mailto:DDOTPlanning@dallascityhall.com">DDOTPlanning@dallascityhall.com</a> ) or mail (Department of Transportation, C/o D2 Subway, 1500 Marilla Street, L1BS, Dallas, TX) by August 26 <sup>th</sup> .  Also, as part of the second level screening there will be another public meeting tentatively scheduled for late-September.
12	Scott 42	8/5/2021 Collected at meeting	1. Please make sure 345 can be depressed in any option. 2. Please make sure Baylor is not cut off. 3. None of the Family 1 options seem to work for Deep Ellum. 4. Why does the west side not have to have a full WYE and it is being forced onto the east side. 5. Not sure need to have a station so close to another station on one of the later Options. This is important as we do not want extraneous costs to kill an option. 6. Let's not take money from the Feds and ruin options, just to get their money. 7. Kay said "the west side only has one WYE leg and not two because of a potential development there. Is the east side getting the same consideration?	We appreciate your feedback and will take your comments into consideration.  Comment 7. The wye at Victory only has one connection. A wye to the south would not be used for regular revenue service but for incidents only. The benefit of the Victory Station is that there is a pocket track immediately north of the station that does facilitate some incident operations. It would be nice to have a full wye at that location. However, there is currently a planned developed with a building designed, if the design changes there might be an opportunity.
13	Joseph Allen	8/5/2021 Collected at meeting	Will portal options west of 345 be within existing street right-of-ways?	Two of the remaining options have portals west of I-345. For Option 3-7a the portal would be within TxDOT/DART right-of-way. The portal for Option 2-1 would be primarily within existing Elm Street right-of-way.
14	Stephanie Hudiburg	8/5/2021 Collected at meeting	First, on behalf of DEF, we appreciate this public meeting and all of the work to date by all the agencies as well as leadership of the City. DEF will be sharing comments in writing after this meeting. A quick question on 2-1: How would the station on Elm by the Epic impact the street, sidewalks and businesses on either side to include it upon Elm Street?	Under Option 2-1, it is likely Elm Street would have to be closed to build the portal and station.
			Thank you for those responses. I assume the possible street closure for an Elm Street station also applies to the Family 3 options?	Under Options 3-1a and 3-2, it is likely Elm Street would have to be closed during construction.



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## D2 East End Evaluation

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
15	Rich Cass City Hotel, Ltd. CTC Texas Associates, L.L.C.	8/5/2021 Sent via email	I am one of the original major property owners / redevelopers of modern Deep Ellum (1979 forward) and I am owner of multiple properties located in the 2500 block of Elm Street (2528 Elm Street via City Hotel, Ltd., 2532 Elm Street via CTC Texas Associates, LLC, and 2538 Elm Street via CTC Texas Associates, LLC) and <b><u>I am opposed to any plan that involves placing a transit station in the 2500 block of Elm Street</u></b> based upon the information shared in this evening's meeting due to the destructive impact on property and businesses that such action would pose. From what was shown this would block the flow of traffic between Deep Ellum and the downtown CBD in an already narrow thoroughfare and this is unnecessary, not to mention the disruption of operations caused by construction after having already endured years of the same during the years of construction of the Epic development. Please give the well being of those on this block due consideration and a needed break and pick another better option that will not further harm these properties and businesses there that are already struggling in the wake of a pandemic on top of everything else.	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
16	Richard Schumacher	8/6/2021 Sent via email	DART's D2 line would have better operational flexibility if there were a complete wye connection to the existing light rail line south of Victory Station. Operational flexibility, especially in the inevitable event of a service interruption on the existing downtown line, would benefit the city. However to build and operate that complete wye connection DART needs ownership of or a permanent easement on a certain parcel, now owned by a private party which plans development on that parcel. In exchange for a property swap or permanent easement the city should consider offering to the property owner a permanent tax abatement, one covering either development in the air rights above that parcel or on an equivalent parcel elsewhere on their property.	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
17	George Marcos	8/10/2021 Sent via email	<p>Greetings, as a regular DART rail and bus rider I wished to provide feedback on the August 5th presentation regarding the potential D2 alignments.</p> <p>Of the alignments presented, <b>Option 3-1a</b> appears to be the best alignment, grade separating most of the route in addition to allowing for a below-grade station at Deep Ellum, isolated from traffic and especially the congestion on weekends. Grade separation from automobile traffic is ideal as it eliminates the possibility of collisions with cars and pedestrians as well as allowing trains to traverse the route with greater speed. This alignment is also preferable as it provides a station close to the CBD East Bus Transfer Center and the Main Street Garden Park.</p> <p>Keeping grade separation a top priority, <b>Option 2-2</b> is the second best alignment. While it eliminates the Deep Ellum/Live Oak Station it again keeps trains separate from auto traffic, which I would implore should be of greater importance, as there are already other existing stations within walking distance of this area.</p> <p>Finally, if for whatever reason Option 3-1a cannot be advanced, <b>Option 3-2</b> is preferable to Option 3-7a from this category as it prevents the need to reorganize rail operations and also maintains the possibility for the Orange Line to be rerouted to Lawnview Station in anticipation for an eventual expansion to Masters Dr along Scyene Cir/Hwy 352 in the future as outlined in previous DART transit plans.</p> <p>Option 2-1 and 2-5 should be eliminated, as well as both Option 1-1 and 1-2 on the basis of trying to keep trains from surface grade for as long as it is possible.</p> <p>If alignments in the first category must be kept, I would hope Option 1-2 is advanced as opposed to 1-1.</p> <p>Thank you for your consideration.</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.



# Attachment 3 – Comment/Response Table

## Documentation of August 5, 2021, Public Meeting

## D2 East End Evaluation

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
18	Chuck Hixson Vice President – Commercial Division Westdale Real Estate Investment and Management 2550 Pacific Avenue, Suite 1600 Dallas, Texas 75226	8/10/2021 Sent via email	Herein this message, I am stating preferred options of the alignment route options for DART D2: Preference #1 = 3-7; Preference #2 = 3-1a  Please consider this request. Thank you	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
19	Mitchell Fonberg	8/12/2021 Sent via email	To whom it may concern, We are long time, Circa the 1930's, property owners in Deep Ellum including 2540, 2542, 2544, 2536 Elm and numerous others. We are strongly opposed to any plan that involves placing a transit station in the 2500 block of Elm Street based upon the information shared in the meeting a few nights ago due to the destructive impact on property and businesses that such action would pose. From what was shown this would also block the flow of traffic between Deep Ellum and downtown. The CBD is in an already narrow thoroughfare and this is unnecessary, not to mention the disruption of operations caused by construction after having already endured years of the same during construction of the epic development. This would affect our family as this has been in our family for generations and being where my Great grandfather opened his first business . This would also displace numerous tenants that have established themselves over the years thru all the hard times and construction in the area . This just is not fair or necessary , please give the well being of those on this block due consideration and a needed break and pick another better option that will not further harm these properties and businesses that are already struggling in the wake of a pandemic on top of everything else. Sincerely	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
20	Dietrich Bailey	8/14/2021 Sent via email	Thanks again for reaching out to the community.  My personal votes are: 1) 3-7a 2) 2-5 3) 2-1  This is of the assumption the at grade crossing of 2-1 does not impact the matching of 345 to 45 underground. If so I only submit two choices.  Thanks	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
21	Charles Shelburne Vice President Campus Planning Real Estate Services Baylor Scott & White Health 301 N. Washington Ave Dallas, TX 75246	8/18/2021 Sent via email	Baylor Scott & White Health is an immense supporter of DART and very grateful for the DART station on our Dallas campus. In general, we are always supportive of expansions to DART and mass transportation because it enhances the quality of life for all residents of North Texas.  The Baylor Scott & White (BSWH) Dallas Campus priorities for this project are: 1. Avoiding any closure of Live Oak or Pacific / Gaston ave. These critical access lines to the campus needs to be maintained, delays and confusion related to detours and street could have life impacting consequences to our patients.  2. Avoiding any extended closure of the Greenline / Baylor station. Transfers and detour negatively impact ridership and create delays and confusion for our patients.  (cont.)	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.



# Attachment 3 – Comment/Response Table

## Documentation of August 5, 2021, Public Meeting

## D2 East End Evaluation

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
21 (cont.)	Charles Shelburne (cont.) Vice President Campus Planning Real Estate Services Baylor Scott & White Health 301 N. Washington Ave Dallas, TX 75246	8/18/2021 Sent via email	<p>3. Future extension of rail access from the north to the Baylor. Many of our employees, physicians and patients' interface with the Dallas campus from that direction.</p> <p>4. Ability to add a new rail station near Exposition Plaza to support our new 300,000sf administrative support facility which will house up to 2,000 assigned employees. Pre-pandemic 17% of our employees utilized DART for their transportation to and from work. The current distance between Baylor Station and the next closest stop at Fair Park is over 1 mile (a roughly 25-minute walk) whereas the average distance between downtown stops is less than 1/3 this distance.</p> <p>5. Limiting the cut and cover construction in the community and around the campus. Some of the options presented show an underground sub-way, however I do not think it was clearly communicated that much of that work would be completed from the surface, requiring cut and cover construction technique. This technique is traumatic to the street grid and access to business, especially when there are other options available.</p> <p>At first review, option 3-7a seems to be an option worth exploring in more detail. I am sure there are others, however this one specifically seems to allow for the priorities mentioned above.</p> <p>Lastly, the North Texas community in general and the City of Dallas in particular rely on Baylor Scott and White Health to provide emergency care for citizens. Baylor University Medical Center as one of two Level 1 trauma centers for adults in North Texas is particularly critical for Dallas. The scientific literature is filled with empirical data that illustrate how rapid response can save lives. The difference between life and death for patients in accidents is sometimes minutes. The difference between permanent paralysis and complete recovery for a stroke patient is often minutes. Traffic delays have the potential to impact care.</p> <p>We look forward to hearing the final solution for expansion of DART and as always, are very grateful for your service to the community.</p> <p>Thank you</p>	
22	Kristian Teleki PEng MBA Senior Vice President Matthews Southwest 320 W Main St., Lewisville TX 75057	8/24/2021 Sent via email	<p>We would be supportive of Option 3-7A, per presentation we had yesterday from Daniel Church and Sandy Wesch.</p> <p>Seems to be a cost effective option that doesn't interfere with any of the possible 345 options that are still being reviewed.</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
23	Doug Brunker	8/25/2021 Sent via email	<p>Hi, I own a condo in Live Oak Lofts, 2502 Live Oak Street. Of the proposals available for viewing, I prefer either 2-1 or 2-5.</p> <p>thank you!</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
24	Amy Malone Asset Manager CWS 9606 N Mopac Expy, Suite 500 Austin, TX 78759	8/26/2021 Sent via email	<p>The Marquis on Gaston ownership would like to respond to The City of Dallas on our preferred option for the D2 Subway. Our preferred options presented during the public meeting held virtually on August 5th, 2021, are listed below.</p> <p>Preferred Options for The Marquis on Gaston Ownership:</p> <ul style="list-style-type: none"> <li>• Family 1: Option 1.1 and Option 1.2</li> <li>• Family 3: Option 3.7a</li> </ul> <p>(cont.)</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.



Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
24 (cont.)	Amy Malone (cont.) Asset Manager CWS 9606 N Mopac Expy, Suite 500 Austin, TX 78759	8/26/2021 Sent via email	<p>The majority ownership of The Marquis on Gaston is opposed to all options listed in Family 2 and the remaining options in Family 3. We are not interested in advancing any options that would result in a taking of any proportion of our property or cause significant disruption to the operation of our property. In the event these options are advanced we will be forced to take legal action necessary to protect our investment.</p> <p>The owners of the Marquis on Gaston are long term owners. The property is not for sale and there are no current discussions taking place of selling the property. Over the last 5 years we have invested over \$3.0 million back into the asset (\$2,117,555 in capital projects plus \$948,437 in unit renovations). Additionally, by the end of 2021 we plan to invest an additional \$765,000 in capital projects into the asset.</p> <p>Lastly, and very important to us, The Marquis on Gaston is a very important source of housing for the medical work force in the area. As you are aware numerous Baylor Medical employees consider the Marquis on Gaston home, and this will continue for the long term because of location and the value of housing the property provides.</p> <p>Please consider this letter The Marquis on Gaston's response to the D2 Subway Options.</p>	
25	Eric Wagliardo	8/26/2021 Sent via email	<p>Hello, first off I want to thank everyone working on this project for your ongoing efforts and hard work!</p> <p>I live at the Live Oak lofts and will be directly impacted by the planned changes. As a (small) stakeholder, I would like to voice my support for <b>3-1A</b>, offer a comment on <b>3-2</b> and voice serious concert and opposition for the <b>Family 1</b> options.</p> <p><b>3-1a</b> Very strongly support this option. It provides an appealing alternative to the rampant drinking and driving in Deep Ellum. The improved traffic flow on Good Latimer is also a significant advantage and will improve noise and other issues created by late night traffic exiting Deep Ellum and congestion created by Bottled Blonde. Hopefully the station on Elm street will also support future economic growth through improved access and a reduced need for parking.</p> <p><b>3-2</b> is also very attractive for similar reasons with the caveat that a future expansion would add an underground station at the proposed portal along Central during the reconfiguration of i345. The intersection of Good Latimer and Central are complicated and convoluted at best. Assuming <b>i345</b> is moved below grade, this intersection will be redesigned. This presents an opportunity to move the D2 line below grade with a similar connection to the portal north of Ross seen in option <b>3-7a</b>. This will drastically simplify street level traffic and restore access to neighborhoods to the east. The addition of a deck park connecting Carpenter Park with a brand new Carpenter Station would be the cherry on top creating a dynamic gateway between Downtown to Deep Ellum! Likely spurring significant private capital investment similar to the explosive development seen around Klyde Warren Park.</p> <p>Thanks again for your hard work! I appreciate your time reading this.</p> <p>Sincerely,</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.



Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
26	Benton Payne	8/26/2021 Sent via email	<p>My name is Benton Payne and I live at 5738 Vanderbilt Ave, 75206</p> <p>In my opinion, the only D2 options that should be considered are the Family 3 options, especially option 3-7a.</p> <p>This is a 50 year infrastructure decision, and Dallas &amp; its citizens should not be forced to accept a sub-par solution and live with it for generations because of the capricious rules of a forgotten federal grant.</p> <p>It is time to take DART into the future with efficient, well-thought out planning.</p> <p>Please only focus on the Option 3 bunch.</p> <p>Thank you,</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
27	Mary H. Barkley Cantey Hanger LLP 600 W. 6th Street, Suite 300 Fort Worth, Texas 76102	8/26/2021 Sent via email and certified mail	<p>To the Honorable Dallas Department of Transportation:</p> <p>I represent James Grey, owner of Block 136 in downtown Dallas, also known as 2200 Pacific Avenue. I am providing the following comments for the evaluation of the design for the D2 Subway East End.</p> <p>The proposed alignment continues to show that the D-2 line will bisect the downtown block owned by Mr. Grey. Mr. Grey has been and continues to be actively engaged in mixed use development (including hotel and multi-family residences) for that property, which contemplates a 76-story tower on that site with substantial underground infrastructure, renderings of which have been previously provided to DART through Mr. Ernie Martinez. Mr. Grey requests that DART and the City of Dallas reconsider the alignment to avoid block 136 entirely because there are feasible alternatives along either Pearl Street or Cesar Chavez Boulevard which will not impact commercial development. We trust that the City of Dallas will thoughtfully consider Mr. Grey's concerns.</p> <p>Sincerely,</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
28	Harris Corrigan Todd Interests	8/26/2021 Sent via email	<p>To whom it may concern –</p> <p>Thank you to DART and its partnership with the city for the continued commitment to D2. As stakeholders and residents of Downtown, we appreciate your efforts for this long-term investment to support our growth and improved connectivity to jobs throughout the city and metroplex. Todd Interests would like to show its support for 1-1, which has previously been approved, coupled with the environmental studies already executed.</p> <p>Thank you</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.



Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
29	<p>Allen F Baskind MD 18610 Turnbridge Dr. Dallas TX 75252-5023</p> <p>For:- Pacifico Partners Ltd., Lezily LP Nolimiter LLC, Francor LLC Alfralyn LLC Tales and Spirits LP dba Stars and Spirits Minstrel LLC</p>	<p>8/26/2021 Sent via email</p>	<p><u>To Whom it May Concern.</u></p> <p>The “Good Latimer area” emphatically votes for Option 3-7a or a less desirable but acceptable 3-1a</p> <p>The many property owners ( including Pacifico Partners Ltd., Nolimiter LLC, Francor LLC and Alfralyn LLC) and the many businesses lying within the Deep Ellum area bounded by Good Latimer Rd., Pacific Ave and Interstate 345 (“Good Latimer area”) are absolutely <u>totally opposed</u> to the DART D2 planned project intruding into those properties at an <u>above ground/ surface level</u> in any way whatsoever. They uniformly regard the Dart D2 plan to use any above ground surface level properties as not only a very poorly conceived but seriously destructive project that would result in significant hardship for the many residents living there and in the surrounding densely occupied areas as well as the loss of numerous jobs for the employees working there and the certain total elimination of the many very successfully currently operating businesses within that area.</p> <p>The stated objectives of DART to have an alternative route between their multiple light rail lines lying on the East to those to the West can be far better and <u>more economically</u> accomplished without the destruction of the multiple livelihoods and businesses by the adoption of the <u>Option 3-7a or a less desirable but acceptable 3-1a.</u></p> <p>Option 3-7a besides avoiding the many obvious and possible unforeseen obstacles impairing the <u>TX DOT reconstruction of the Interstate-345</u> would ensure the continued economic success of the “Good Latimer Area” and continued existence of the many businesses, jobs and its associated tax revenue to the City of Dallas.</p> <p><u>Option 3-7a</u> would be maintaining the current important <u>desirable aesthetic appeal</u> of the main entrance to Deep Ellum directly off of US 75 and thereby continue to attract and encourage visitors to a quick easy access to its multiple attractions.</p> <p><u>Option 3-7a</u> would avoid the <u>inevitable years of disruption of traffic</u> to this main entrance to Deep Ellum occasioned by the necessity of having huge 18 wheelers constantly hauling away enormous amounts of dirt and debris thrown up by the huge tunnelling operation if the DART D2 were to occupy the“<u>Good Latimer area</u>”.</p> <p><u>Option 3-7a</u> would prevent a constant large <u>atmospheric contamination by the dust and debris</u> throughout a large area surrounding the enormous huge tunneling operation occurring over many years. The “<u>Good Latimer area</u>” would thus preserve the enormous appeal and desirable reputation of the whole of Deep Ellum thereby attracting visitors to this concentrated area of great appeal for wining and dining relaxation and great music.</p> <p>Because of its rare and strategic zoning the Good Latimer Area is ripe for <u>large scale integrated garden project developments including high-rises</u> comparable to that of the adjacent Westdale EPIC project; with enormous potential for increasing the tax basis to the City of Dallas. Multiple planned developments have been stalled or abandoned by the looming threatr of the planned DART D2 project intruding into The “Good Latimer area” at an above ground/ surface level.</p> <p>(cont.)</p>	<p>Thank you for your interest. We appreciate your feedback and will take your comments into consideration.</p>



## Attachment 3 – Comment/Response Table Documentation of August 5, 2021, Public Meeting

## D2 East End Evaluation

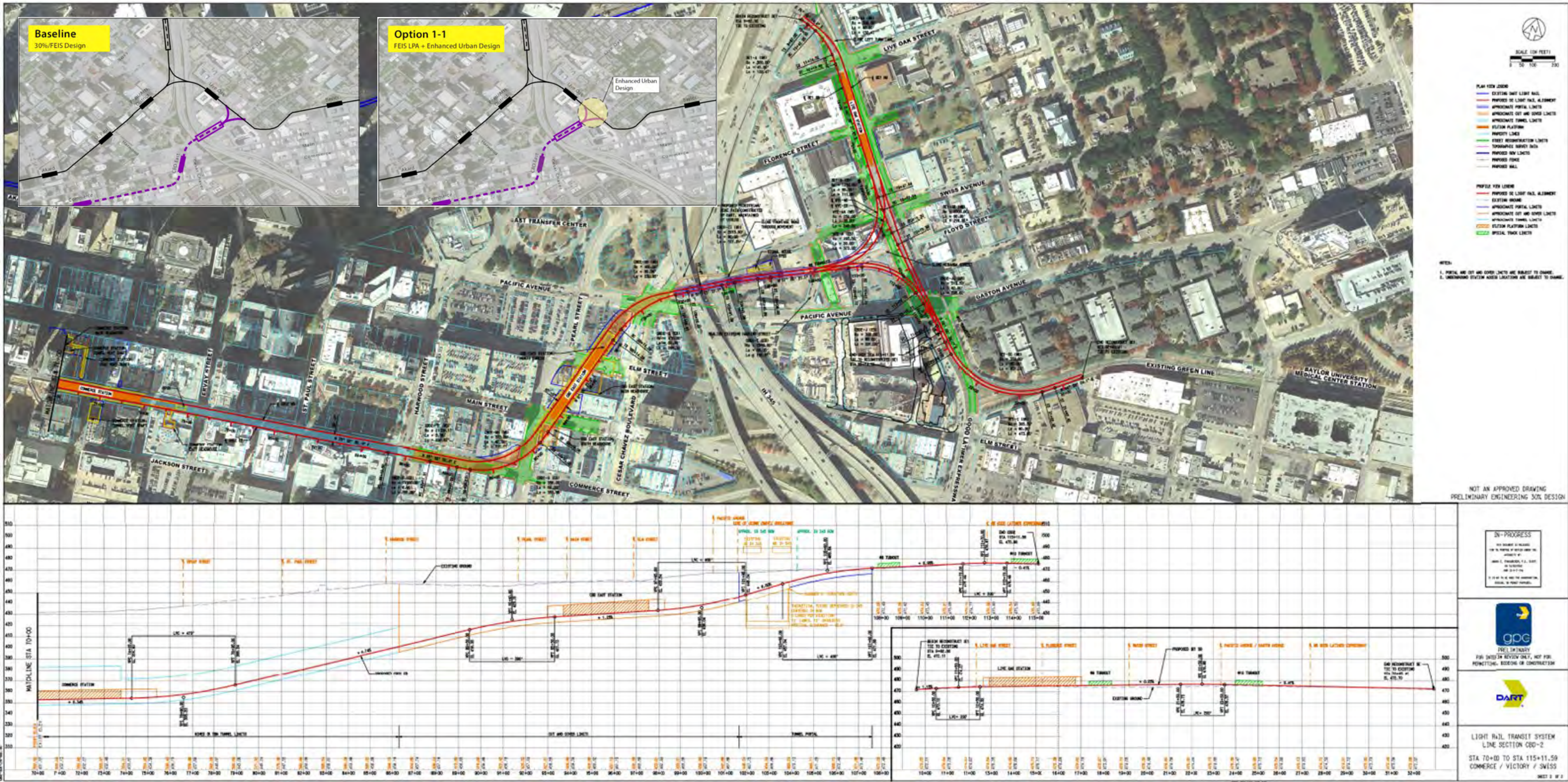
Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
29 (cont.)	Allen F Baskind MD (cont.) 18610 Turnbridge Dr. Dallas TX 75252-5023  For:- Pacifico Partners Ltd., Lezily LP Nolimiter LLC, Francor LLC Alfralyn LLC Tales and Spirits LP dba Stars and Spirits Minstrel LLC	8/26/2021 Sent via email	With Option 3-7a the businesses in the "Good Latimer area" and its immediate environs, including those involved in residential, entertainment and parking, will in the near future provide jobs directly and indirectly for well over 500 Dallas citizens and the combined annual revenue of the "Good Latimer area" is estimated to exceed \$50 million.  This scenario of prosperity and success will most certainly be seriously impaired if DART D2 was to pursue any of the above ground/ surface level projected plans in the "Good Latimer area".	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
30	Mark Hardaway Greenway Investment Company 2808 Fairmount, Suite 100 Dallas, Texas 75201	8/26/2021 Sent via email	Dear Ms. Rubalcava,  Greenway Investment Company ("Greenway") appreciates the opportunity to provide feedback on the options presented at the public meeting on August 5th. After careful review of the all options presented, Greenway is in support of Options 3-1A and 3-7A as they appear to mitigate/alleviate many of the concerns that have been raised by East End stakeholders in the past few years. Greenway is in strong opposition to the Family 1 option supported by DART.  Greenway is the owner of multiple properties totaling almost 75,000 sf of building area on over 3 acres of land. These buildings have been converted or are in the process of being converted to food and beverage establishments that will employ over 200 individuals and have the potential to generate monthly revenues in excess of \$4M. Long-term plans for the property include re-development with high-rise office, restaurant and residential that could easily eclipse 1.5M GLA. These long-term plans and current operations would be in certain jeopardy should DART move forward with a version of Family 1 at the East End.  As an active member of the Deep Ellum Foundation's Good Latimer Committee, Greenway has attended numerous meetings and presentations regarding D2 over the last 3-4 years and is supportive of the Committee's direction.  Please feel free to contact me should you have any questions.	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
31	Kourtny Garrett President & CEO Downtown Dallas, Inc. 1401 Elm Street, Suite 500 Dallas, TX 75202	8/26/2021 Sent via email	Mr. Khankarli:  Downtown Dallas, Inc. (DDI) is pleased to continue its support of DART's Central Business District Second Alignment (D2 Subway) project and the interagency effort to determine the most appropriate design modifications to the east end alignment (Zone B).  Upon review of the 17 alignment alternatives presented at the August 5, 2021, meeting, DDI staff proposes the following design objectives as DART and City staff perform the second-level screening process of the eight advanced proposals:  (cont.)	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.



Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
31 (cont.)	Kourtney Garrett (cont.) President & CEO Downtown Dallas, Inc. 1401 Elm Street, Suite 500 Dallas, TX 75202	8/26/2021 Sent via email	<ul style="list-style-type: none"> <li>Minimize disruptions to the Zone B street grid in both the construction and operation of the D2 Subway in order to maintain multimodal connections between Downtown and Deep Ellum (Options 1-1, 3-1a, 3-2, and 3-7a);</li> <li>Avoid permanent closure and displacement of the Elm Street garages in order to retain critical parking infrastructure for adjacent office towers (Options 1-1, 2-2, 3-1a, 3-2, and 3-7a);</li> <li>Allow the constructability of any proposed I-345 design scenario at its intersection/interaction with the D2 Subway (Options 1-1, 2-2, and 3-7a); and</li> <li>Minimize impacts to Carpenter Park during construction and operation of the D2 Subway (Options 1-1, 2-2, 3-1a, and 3-2).</li> </ul> <p>Evaluating these design objectives, several alternatives (Options 1-2, 2-1, and 2-5) pose significant challenges impacting existing development and affecting the efficient circulation of Downtown traffic and/or the overall cost, constructability, and operation of the D2 Subway.</p> <p>The D2 Subway is a significant transportation investment that will support a comprehensive, balanced, and efficient multimodal system in Downtown Dallas, as envisioned in the 360 Plan. DDI looks forward to its continued partnership with DART and the City of Dallas to deliver the most impactful, well-designed project possible.</p> <p>Sincerely,</p>	
32	Phyllis Silver	Postmarked 8/20/2021 Sent via US Mail	<p>Dear Transportation Representative:</p> <p>As a loyal supporter of DART and a transit rider interested in the success of the D2 Project, I have reviewed the hand out of the August 5, 2021 Public Meeting on the Deep Ellum alignment.</p> <p>I am most in favor of Family 1 – option 2-2 or 3-2. Each offers 2 portals, which I think is important. It would be a nice feature to also include an Enhanced Urban Design, as shown in Option 1-1.</p> <p>Thank you for the opportunity to provide input on this important matter.</p> <p>Sincerely,</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.

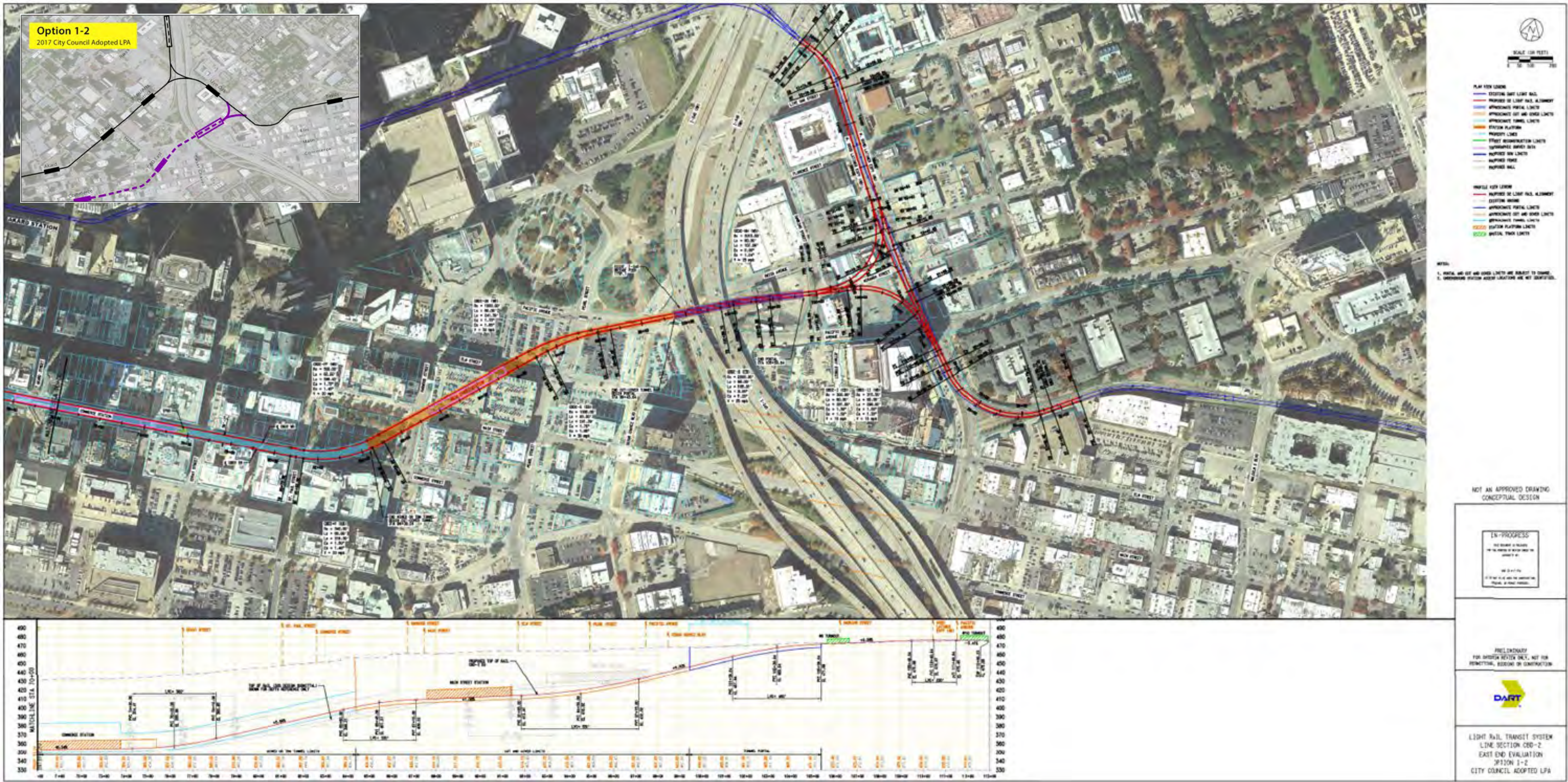


Baseline & Option 1-1





Option 1-2

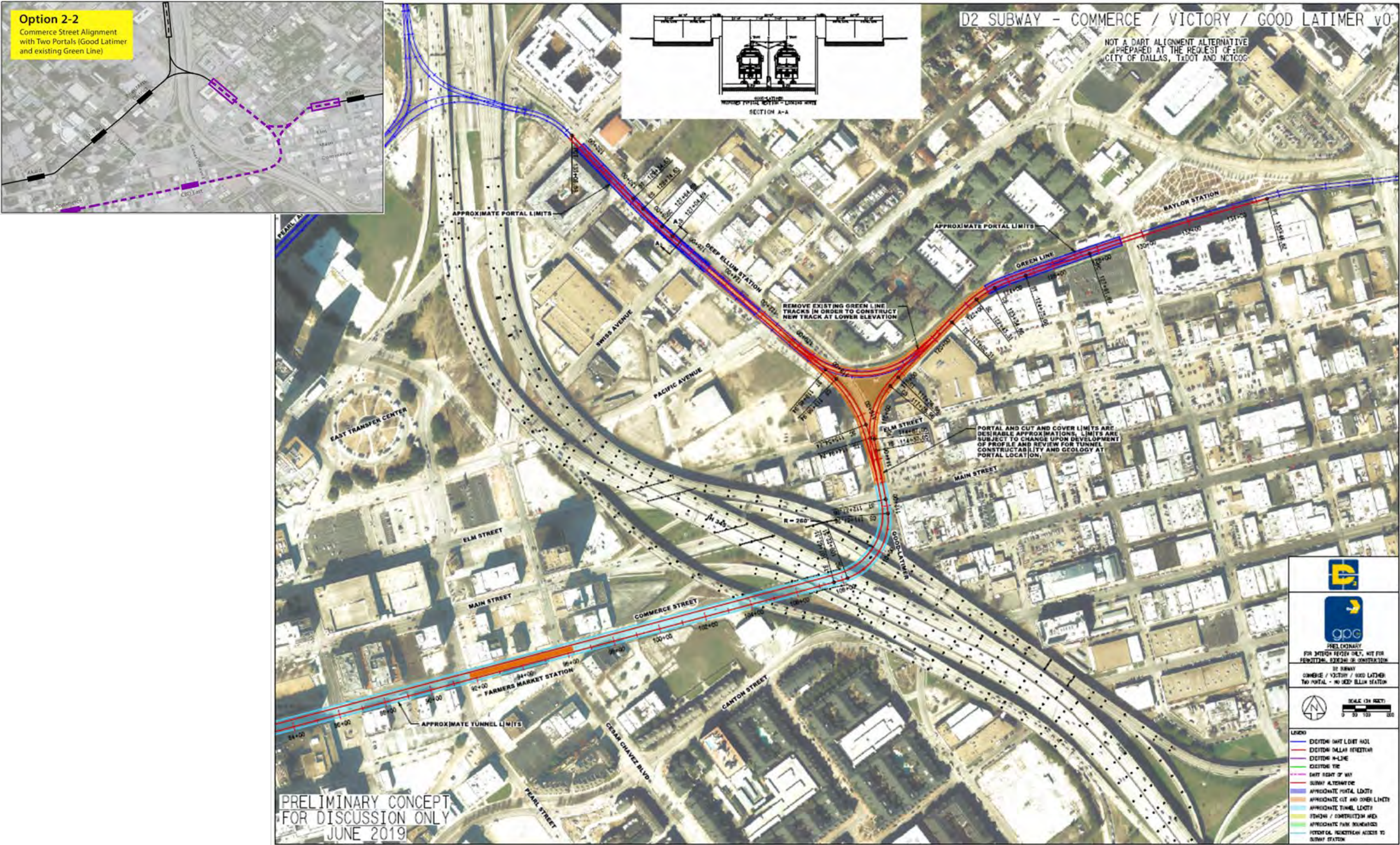








Option 2-2





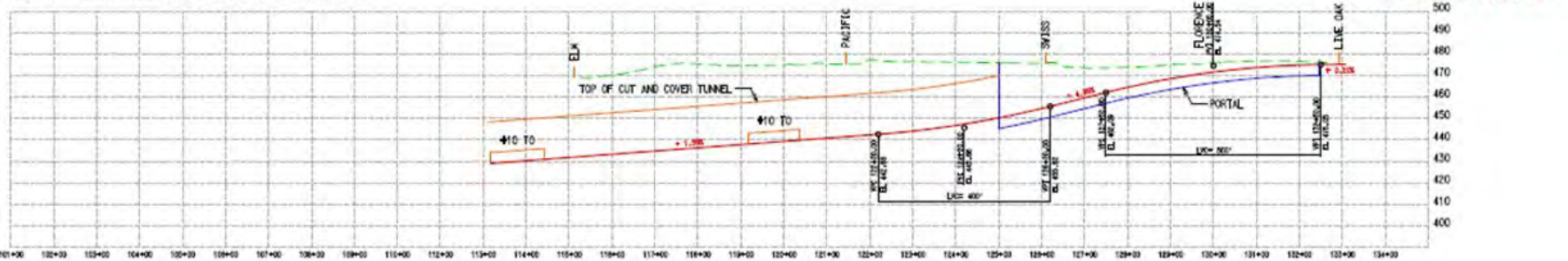
Option 2-2



DRAFT - FOR DISCUSSION ONLY  
SUBJECT TO CHANGE

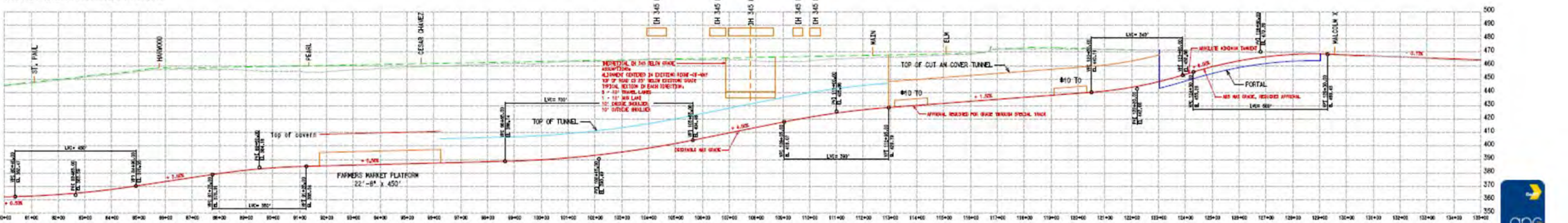
NOT A DART ALIGNMENT ALTERNATIVE  
PREPARED AT THE REQUEST OF  
CITY OF DALLAS, TxDOT AND METRO

COMMERCE / VICTORY / GOOD LATIMER 2 PORTAL NORTH CONNECTION v0



PRELIMINARY

COMMERCE / VICTORY / GOOD LATIMER 2 PORTAL v0



PRELIMINARY



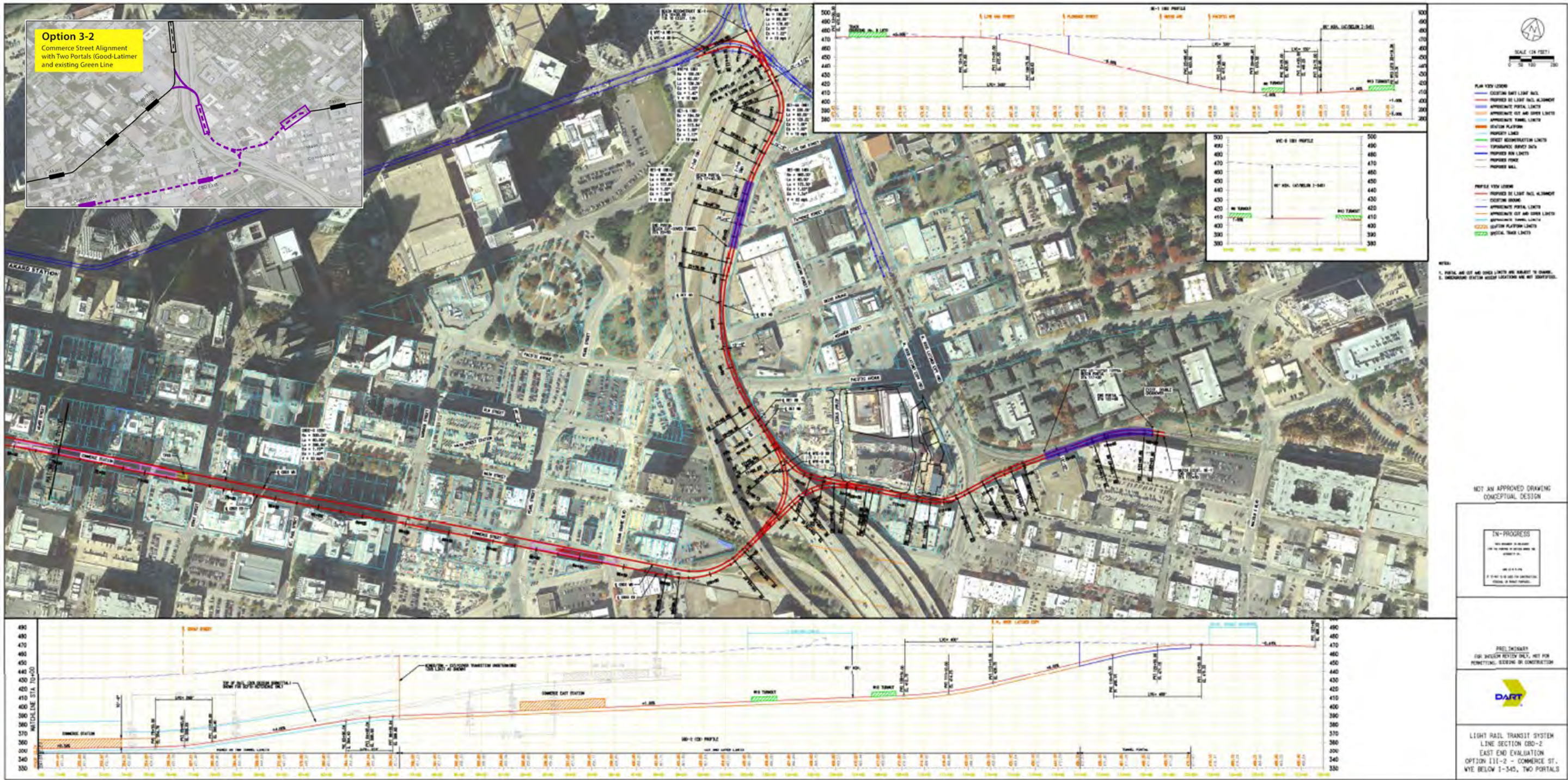
PRELIMINARY  
FOR INTERIM REVIEW ONLY. NOT FOR  
PERMITTING, BIDDING OR CONSTRUCTION



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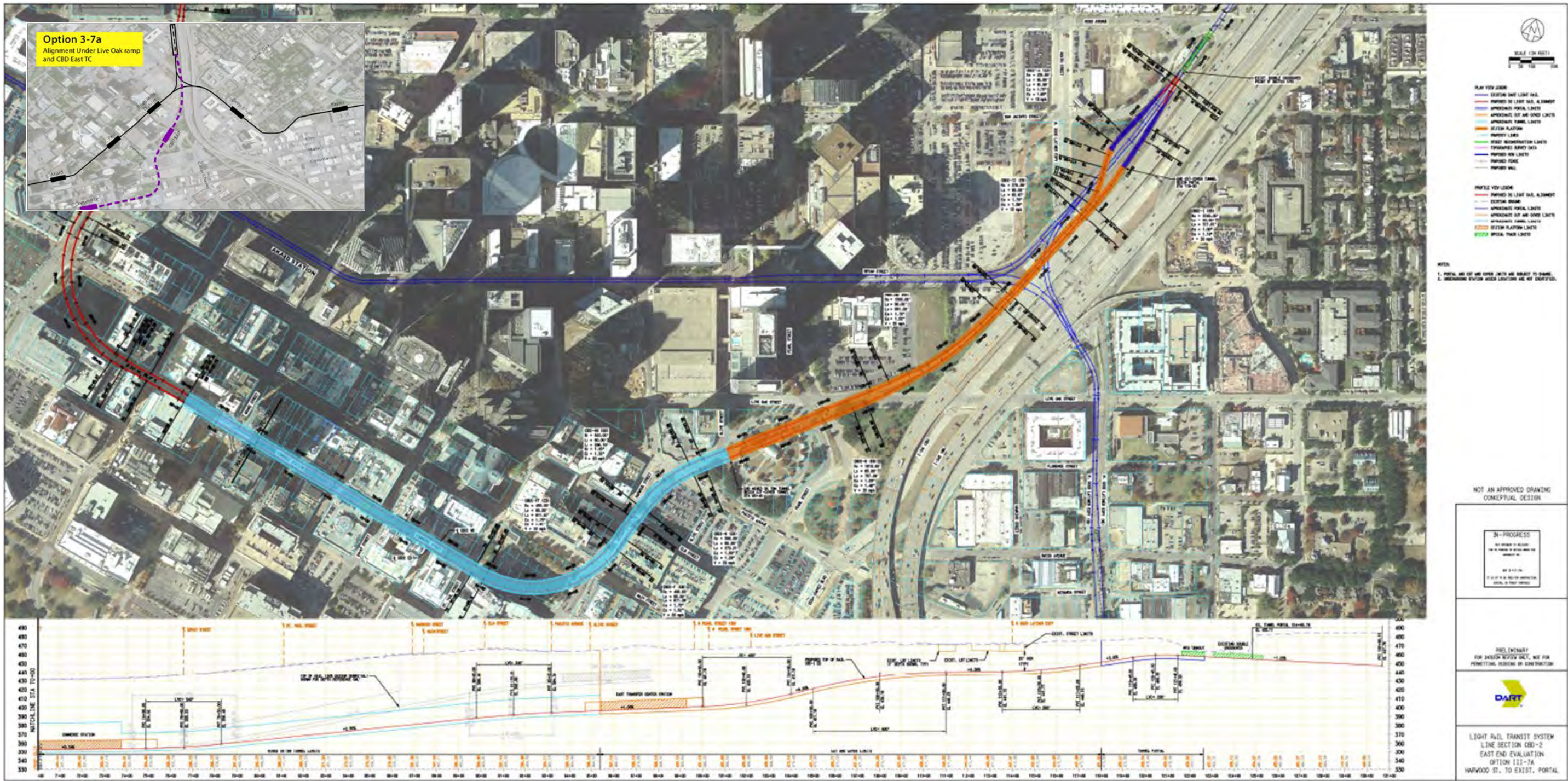


Option 3-2





Option 3-7a





# D2 Subway East End Evaluation Report

## Appendix F – September 29, 2021, Public Meeting Summary



Documentation of September 29, 2021, Public Meeting

As part of the D2 East End Evaluation process, the City of Dallas, in cooperation with DART, NCTCOG, and TxDOT, held a public meeting on Wednesday, September 29, 2021, from 6:30 to 7:30 p.m. Central Daylight Savings Time (CDT). The purpose of the public meeting was to provide the community an overview of the work plan, schedule, screening process, range of options considered, second level screening findings as well as to provide interested persons an opportunity to ask questions and make comments . Due to the ongoing COVID-19 pandemic, the meeting was held virtually rather than in-person. Individuals could participate in the live public meeting through Microsoft Teams or on their phone.

Flyer meeting notices in English and Spanish (see Figure 1) were emailed to 100+ downtown community members and stakeholders on September 15, 2021, and distributed to Mayor/City Council offices to share with constituents, as well as the City’s communication team. Meeting information was shared on the City of Dallas official Facebook (70K followers) and Twitter accounts (184K followers) and posted to the Events Calendar on the City’s website and posted on the Dallas Department of Transportation website (<https://dallascityhall.com/departments/transportation/Pages/Projects.aspx>). The meeting notice was also posted in English and Spanish on DART.org and TransporteDART.org. DART sent out email/text notices on September 16 at noon to subscribers of Community Meeting/Public Hearing Notices, D2 Updates, All DART Rider Alerts, DART Rail Blue Line, DART Rail Green Line, DART Rail Orange Line, and DART Rail Red Line, a total of 28,513 recipients.

Hortencia Rubalcava (City of Dallas) moderated the meeting. Gus Khankarli (City of Dallas) and Kathryn Rush (City of Dallas) presented the project information (see Attachment 1 for the presentation). Following the presentation, attendees were requested to type questions into the chat or “raise their hand” if they wished to speak. Kay Shelton (DART) helped respond to questions. Over 100 people attended the meeting (see Attachment 2) and 22 questions/comments were received during the meeting (see Attachment 3). The presentation was recorded.

Following the meeting, the presentation, meeting recording, engineering concepts, and evaluation table (see Attachment 4) were made available on-line at:

<https://dallascityhall.com/departments/transportation/Pages/Projects.aspx>  
<https://www.dart.org/about/expansion/downtowndallas.asp#meetings>

The public comment and review period was September 29 through October 6, 2021. Public comments could be sent via email to [DDOTPlanning@dallascityhall.com](mailto:DDOTPlanning@dallascityhall.com) or via mail to Department of Transportation, c/o D2 Subway, 1500 Marilla Street, L1BS, Dallas, Texas 75201. Before the meeting, one comment was received. Following the meeting, 14 comments were received. These comments are documented in Attachment 3.

Questions and comments were related to specific design features, property impacts, construction impacts, station design as well as potential affects to transit operations and proposed designs for I-345. Of those comments expressing support for a particular option, the vast majority preferred Option 3-7a .

D2 East End Evaluation

Figure 1. Meeting Flyers





Figure 2. City Website

CONTACT INFO

Department of Transportation

1500 Marilla Street, L1BS

Dallas, Texas 75201

Phone: (214) 670-6904

Fax: (214) 670-3292

Upcoming Meetings

Dallas Department of Transportation- D2 Subway East End Virtual Public Meeting

September 29, 2021 (6:30-7:30pm)

The City of Dallas Department of Transportation, in cooperation with DART, NCTCOG and TxDOT are hosting a virtual public meeting to provide updates on the D2 East End Evaluation process, share results of the second level screening and gather stakeholder and public input on the second level screening results to support staff recommendation. Click [here](#) to view the meeting flyer or connect using the following links:

Connect via Microsoft Teams: <https://bit.ly/D2SubwayEastEnd>

Call in number: +1 469-217-7604

Conference ID: 774 727 707#

Click [here](#) to learn more about the D2 Subway East End Evaluation.

Construction Alerts

*It's our DART.  
Let's keep it safe.*

Meetings

Newsroom

ADDITIONAL LINKS

Paratransit Services

Accessibility

Route Effective Dates

Holiday Schedule Information

Meetings

Newsroom

Special Events

DART Scorecard (Key Performance Indicators)

D2 SUBWAY EAST END EVALUATION

VIRTUAL PUBLIC MEETING

Wednesday, September 29, 2021

6:30 - 7:30 p.m.

On March 24, 2021, the Dallas City Council approved a resolution directing the City of Dallas to work in cooperation with Dallas Area Rapid Transit (DART), the North Central Texas Council of Governments (NCTCOG) and the Texas Department of Transportation (TxDOT) to define and evaluate potential refinements, enhancements and/or modifications within the eastern end of the D2 Subway corridor (Zone B) to address and mitigate technical, environmental and alignment concerns.


The City of Dallas Department of Transportation held a virtual public meeting which addressed the following items:

- Updates on the D2 East End Evaluation process
- Results of the second level screening
- Stakeholder and public input on the second level screening results to support staff recommendation






The presentation will be recorded and made available for viewing online after the meeting. Public comments and feedback must be submitted via mail or email no later than **October 6** to be formally considered.


**Mail to:**  
Department of Transportation, c/o D2 Subway  
1500 Marilla Street, L1BS  
Dallas, Texas 75201

**Email:** [DDOTPlanning@dallascityhall.com](mailto:DDOTPlanning@dallascityhall.com)




Visit [DART.ORG/D2](https://www.dart.org/d2) for more information on the D2 Subway.







City of Dallas



DART



North Central Texas  
Council of Governments






Texas  
Department  
of Transportation

Page 2




# D2 Subway East End Evaluation

September 29, 2021 Public Meeting



North Central Texas  
Council of Governments



Agenda

1. Welcome and Meeting Purpose

2. Background and Process Overview

3. Results of Second Level Screening

4. Next Steps

5. Q&A / Opportunity to Comment

## PLEASE MUTE YOUR MICROPHONE

The presentation is being recorded and will be posted to DART.org/D2.

Please use the chat box to type your questions or raise your hand if you would like to ask a question or speak. There will be a Q&A period and opportunity to comment at the end of the presentation.

Chat

Raise Hand

Mute

Comments not received during this meeting must be submitted to [DDOTPlanning@dallascityhall.com](mailto:DDOTPlanning@dallascityhall.com) or by mail to be formally considered.

Meeting Purpose

• Provide the community an update on the D2 East End Evaluation process

• Solicit input on the findings of the second level screening to support staff recommendation



# Background & Process Overview

9/29/2021

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## Vision & Key Issues for Zone B Evaluation

The overall vision will be based on looking at the 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

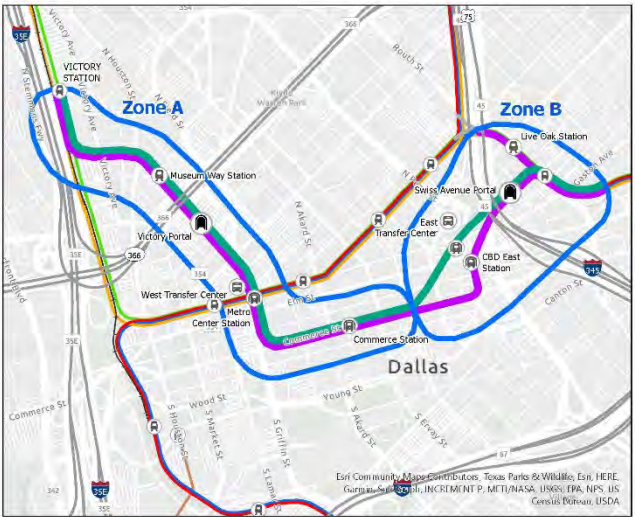
9/29/2021

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## Background

March 24, 2021, Dallas City Council Resolution

- Advanced the D2 subway and set the Alignment in **Zone A**
- Directed city staff to work with DART, TxDOT, NCTCOG, and stakeholders to evaluate project refinements, enhancements, and/or modifications in **Zone B** to address and mitigate technical, environmental, and alignment concerns



Source: Map by Transportation GIS, February 2021

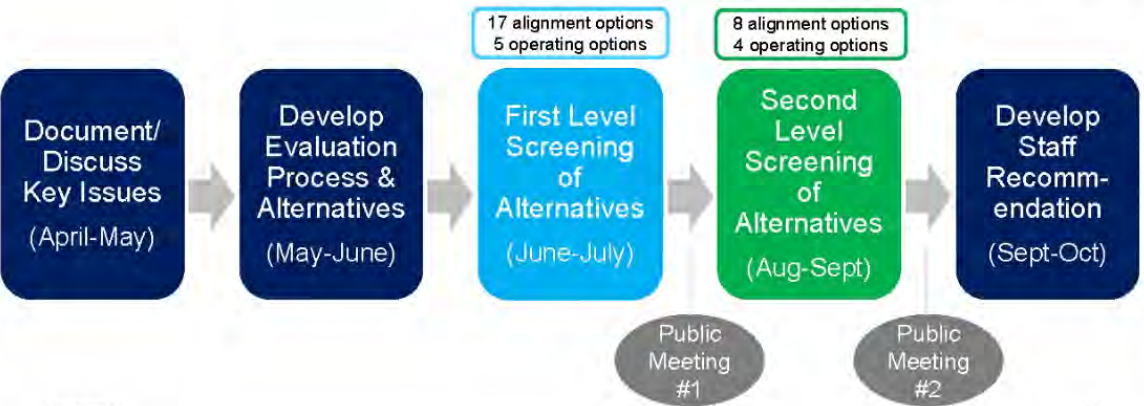
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## Process & Schedule

### KEY DATES

- Staff recommendation by October 2021
- Brief City Council by November 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**



9/29/2021

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Evaluation Process

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

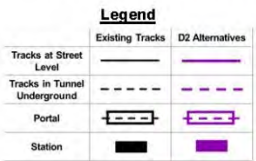
First Level Screening

Second Level Screening

9/29/2021

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Options Evaluated in Second Level Screening



Updated  
since August  
5<sup>th</sup> Meeting

9/29/2021

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Results of Second Level Screening

9/29/2021

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Second Level Screening Results

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	


9/29/2021

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Highest Ranking Options & Key Trade Offs

**Option 1-1**  
FEIS LPA - Enhanced Urban Design




First Level Screening Recommendation: ADVANCE

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

- Complicates street grid operations

- Number of private property acquisitions required
- I-345 depressed option cannot gravity drain/adds costs

**Option 2-5**  
Original AA and 2010 DEIS




First Level Screening Recommendation: ADVANCE

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

- Inconvenient transfers/access

- Traffic conflicts
- Longer travel time

**Option 3-7a**  
Alignment Under Live Oak ramp and CRD East TC



First Level Screening Recommendation: ADVANCE

- Minimal acquisition of private property
- No crossing of I-345
- Reduced train/traffic conflicts
- Convenient transfers

- Some schedule delays
- Moderate D2 cost increase
- Requires refinements/adjustments to proposed FEIS LPA operating plan

Next Steps

- Obtain and document Stakeholder Support
- Meet with TxDOT, DART, and NCTCOG to develop staff-level recommendation
- Briefing to DART Planning and Capital Programs Committee on October 12<sup>th</sup>
- Briefing to Dallas City Council Transportation and Infrastructure Committee on October 18<sup>th</sup>
- Prepare report to summarize D2 East End Evaluation effort
- Develop draft City Council resolution

Next Steps

Q&A / Opportunity to Comment



# Q&A / Opportunity to Comment

Please use the chat box to type your questions or raise your hand if you would like to ask a question or speak.

Comments or questions not received during this meeting must be submitted by email or mail no later than **October 6, 2021** to be formally considered.

**Email:**  
[DDOTPlanning@dallascityhall.com](mailto:DDOTPlanning@dallascityhall.com)

**Mail:**  
Department of Transportation, c/o D2 Subway  
1500 Marilla Street, L1BS  
Dallas, TX 75201

Recording of the presentation and the maps will be posted to [DART.org/D2](https://www.dart.org/D2) and the City of Dallas Department of Transportation website.

9/29/2021

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Attachment 2 – Attendees  
Documentation of September 29, 2021, Public Meeting

D2 East End Evaluation

Last Name	First Name
(none)	Dietrich
(none)	Alex
(none)	Steffany
(none)	Jessica
(none)	Audrey (& Mitchell)
(none)	Stephanie
(none)	Laura
214-xxx-2098	
214-xxx-4792	
214-xxx-6247	
214-xxx-9646	
561-xxx-8152	
817-xxx-1850	
817-xxx-5869	
Alexander	David
Al-Ghafry	Majed
Amy@theburrellgroup.net	
Arzu	Jay
Ashan	Mansoor
Avila	Randy
Baskind	Allen
Bhattari	Kumar
Boundy	Hannah
Bowman	Kristin
Bracken	William
Brett	Ellen
Brown	Scott
Browning	Jacob
Bullard	Dustin
Castaneda	Adriana
Chen	Abigail
Cohen	Jeff
Craig	Matt
Crawford	Brandi
Crowe	Israel
D	Daniel
De La Fuente Gonzalez	Jesus Miguel
Ducas	Lynn
Duong	Steven
Dyer	Russell
Feigl	Elmar
Fulani	Kamal
Grey	James
Guven	Emre
Harris	Luther
Harvey III	William
Hernandez	Evelio

Last Name	First Name
Hinkle	Randy
Hohmann	Kendall
Holcomb	Kristina
Huerta	Carlos
Humphries	David
Khankarli	Gus
Langston	Jim
Lau	Tatum
Lloyd	Kristine
Lober	Tracey
Marcos	G
Martin	Brad
Martinez	Ernie
McKay	Tim
Michael	Joel
Moutran	Mike
Neal	Jeffrey
Nguyen	John
Paine	Casey
Palles	Nick
Patton	Bob
Pena	Warren
Plaskson	Terence
Plesko	Todd
Pratt	Ezra
Rastogi	Dev
Reese	Minesha
Rejcek	Daniel
Rogers	Teresa
Rollins	David Cordell
Rubalcava	Hortencia
Rush	Kathryn
San Miguel	Albert
Schumacher	Richard
Scott	Jessica
Shattles	Gordon
Sheets	Evan
Shelton	Tom
Silver	Gaye
Sosebee	Tony
Stanley	Wesley
Stewart	Valarie
Stone	Andy
Talkington	Kyle
Tam	Vince
Terrell	Paul
Thomas	Gary

Last Name	First Name
Turner	Frank
Vadana	Poojitha
Wesch	Sandy
White	Jared
Winters	Kristin
Wood	Marcus
Yerby	Phil
Zhao	Peng



Attachment 3 – Comment/Response Table  
Documentation of September 29, 2021, Public Meeting

D2 East End Evaluation

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
1	David de la Fuente	9/29/2021 Sent via email	<p>I'm writing to urge DART to not demolish the Deep Ellum station. My family uses DART to travel to Deep Ellum to support local businesses and the Deep Ellum community.</p> <p>Replacing the Deep Ellum Station with the proposed Live Oak Station, which is two blocks north, will decrease our likelihood to go to Deep Ellum as frequently and increase our likelihood to drive as opposed to taking public transportation. I'm sure this is true of other individuals and families as well.</p> <p>I would urge DART decision makers to go to the proposed Live Oak Station intersection and walk to Deep Ellum from there, and then walk back. Public transportation works when it takes people where they want to go. You are cutting off Deep Ellum from the rail system by moving it from a 0.2 mile walk to a 0.5 mile walk.</p> <p>I also want to say that I do approve of DART's bold vision overall to continue to expand our rail system. I just want to advocate that rail takes into consideration creating stops at popular attractions and not just random places somewhat nearby.</p> <p>Thanks for your consideration,</p>	<p>Thank you for your interest. We appreciate your feedback and will take your comments into consideration.</p>
2	Richard Schumacher	9/29/2021 Collected at meeting	<p>Is the Alternatives slide available online now, during this meeting? It would be helpful if you could put up the eight alternatives slide now, for reference. By "up" I mean online.</p>	<p>This presentation and meeting recording are posted at: <a href="https://dallascityhall.com/departments/transportation/Pages/Projects.aspx">https://dallascityhall.com/departments/transportation/Pages/Projects.aspx</a> and <a href="https://www.dart.org/about/expansion/downtowndallas.asp#meetings">https://www.dart.org/about/expansion/downtowndallas.asp#meetings</a></p>
3	Luther Harris	9/29/2021 Collected at meeting	<p>It looks like with one of those maps that there are a few places to place the end station near I-345. It was also mentioned that the placement of the transit center was a big factor in where the station was placed, why can't the transit center be moved?</p> <p>Would D2 be built at the same time as I-345</p>	<p>The proposed station was located at the existing DART CBD East Transfer Center to minimize private property impacts and take advantage of property already owned by DART. This location is also near the existing Pearl/Arts District station, which would provide for an easy transfer for passengers. Additionally, a station must be located along a flat and straight section of the alignment.</p> <p>The timing of D2 and I-345 construction is still under consideration. It would be desirable to coordinate the design and construction of both projects to minimize throw away items.</p>
4	Audrey & Mitchell	9/29/2021 Collected at meeting	<p>Do all of the options include putting 345 underground and rejoin Deep Ellum to East Quarter?</p>	<p>All the D2 options considered a depressed I-345 design. The remaining options affect the flexibility of the I-345 designs differently. The D2 options in Family 3 would not interfere or preclude a depressed I-345 scenario. Therefore, TxDOT can continue their process whether I-345 would be elevated, at-grade, or depressed.</p>



Attachment 3 – Comment/Response Table  
Documentation of September 29, 2021, Public Meeting

D2 East End Evaluation

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
5	Stephanie Hudiburg of Deep Ellum Foundation	9/29/2021 Collected at meeting	<p>I'm the Executive Director of the Deep Ellum Foundation. First and foremost, I just want to express my thanks to the Dallas City Council for their leadership in moving to reevaluate the LPA to ensure that it aligns with the comprehensive vision for the future of the City of Dallas. I want to thank Gus and your entire team at the Transportation Department at the City of Dallas for your diligence, your creativity, your communication, and really your intentionality and community engagement especially, I know this has been a long process and you will have really kept at it. I want to thank Michael Morris and his team at the North Central Texas Council of Governments, DART, TxDOT, and all the agency partners.</p> <p>Deep Ellum is at the center of many of the transportation planning efforts, innovation opportunities, and challenges that we face as a city. The Good Latimer corridor in particular in Deep Ellum is emerging as a gateway from the arts district east quarter in downtown to Deep Ellum and east Dallas. It's something where with smart investments like Carpenter Park, like our Dallas cultural trail, that we're planning along the Good Latimer corridor, I think we have potential to really weave these districts back together. The D2 project as previously configured severely interrupted that potential so we're incredibly grateful for this process.</p> <p>I would like to share that after careful consideration, many questions, and conversations, the Deep Ellum Foundation, our board, and our Good Latimer committee are in support of option 3-7a. We believe this option best coincides with the city's overarching planning across systems including I-345 all the way down to street connectivity and neighborhood connectivity. We believe it best positions us to weave neighborhoods back together, maintain or enhance our connectivity as well as avoid the negative impacts specifically to Deep Ellum.</p> <p>So once more we just want to share our thanks, we look forward to this process moving forward hearing from other communities other stakeholders and ultimately making the best decision for Dallas, the region as well as the neighborhoods most impacted like Deep Ellum. So thank you all so much.</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
6	Jay Arzu	9/29/2021 Collected at meeting	How would option 3.7a effect Light Rail service during subway construction	The segment of the Option 3-7a alignment north of the existing southeast junction (wee near I-345 and Good Latimer) would be built along side of the existing track. The crossing of the southeast junction would be grade-separated so temporary facilities would be put in place to minimize the impact to light rail operations. DART will continue to look at the LRT operations during construction to minimize impacts to riders.
7	Joel Michael	9/29/2021 Collected at meeting	Beyond the next steps slide, is there an anticipated schedule/time frame for construction	In the current DART Financial Plan, D2 shows starting operations in 2028. If the design is changed, DART will need to complete additional design and environmental work that may take a year or two and cause a slight delay to the schedule but still be within the time frame the project is needed to serve downtown Dallas.
8	Luther Harris	9/29/2021 Collected at meeting	What does the underground of Downtown Dallas look like in all of these light rail proposed sections? Are there underground tunnels there already or is there a lot of utility lines? Does the type of soil have a factor in where the light rail is placed?	<p>As part of the planning and design process, DART has worked closely with utility companies to identify utilities and determine critical conflicts to potentially start relocations before D2 construction begins. DART has looked the location of pedestrian tunnels, there are no conflicts.</p> <p>DART has done some geotechnical baseline reporting and borings through downtown. The soil conditions vary as you go west to east; on the soil conditions are better in the east than the west. This research will help define the construction approach. In area where there is rock, it can be mined. In areas where the soil is not so great, cut and cover construction will likely be used.</p>



## Attachment 3 – Comment/Response Table

### Documentation of September 29, 2021, Public Meeting

## D2 East End Evaluation

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
9	Randy Hinkle	9/29/2021 Collected at meeting	Are there any updates with FTA approvals to move to final engineering?	DART has been closely working with FTA to get into the next phase (engineering) of the grant program. If the design is changed, DART will need to complete additional design and environmental work that may take a year or two before entering the engineering phase of the project.
10	Audrey & Mitchell	9/29/2021 Collected at meeting	I understand why the 3-7a would be easiest and most cost effective, but we need some closer rail or trams around the Farmers Market area. Is that something that can happen in the future?	DART is completing a new bus network redesign that has an emphasis on enhancing bus service which is an important part of the transit system. There has also been talk about expanding the streetcar within downtown Dallas, which would present another opportunity. Previously, other D2 options were considered that were closer to Farmers Market but there is not a lot of available rights-of-way down there without impacting residential development.
11	Brad Martin	9/29/2021 Collected at meeting	The new station on 3-7a is a long way from the Farmers Market side of downtown.	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
12	Luther Harris	9/29/2021 Collected at meeting	The area in Deep Elm seems to be the most affected by the possible light rail coming through as it seems it takes a little more land. How does DART plan to reduce the impacts in business? Would DART maybe consider possibly letting businesses or apartment build foundations on top of the light rail like how the Convention Center is over Botham Jean to make sure land it saved?	We think you are referring to air rights as well as Option 1-1, which affects the most property. DART is open to develop air rights over its LRT alignments and works with developers to minimize impacts and maximize development around the light rail system.
13	Jay Arzu	9/29/2021 Collected at meeting	3.7a seems like the safe and effective alt.	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
14	Dev Rastogi	9/29/2021 Collected at meeting	Is there a no-build option being considered?	As part of the environmental impact statement, a no build alternative was considered. DART selected the LPA/baseline. We are currently trying to determine the best option to address concerns on the east end of the corridor.
15	Luther Harris	9/29/2021 Collected at meeting	Approximately how many people are affected by this project.	It is unknown whether the commentor is referring to property/business impacts or riders. Depending on the option, 40 different private property parcels on the east side of downtown could be impacted; some options have less impacts. Regarding riders, D2 will change the way some people travel through downtown and destinations. We want to minimize impacts for both properties and riders.
16	Brad Martin	9/29/2021 Collected at meeting	I believe the disruptions to businesses and residents during construction should take a back seat to the long-term benefits to the City. Has there been a projection of what those impacts might be, in particular to Deep Ellum?	DART prepared an environmental impact statement for D2. Some of the concerns from the community were related to private property impacts, displacements, traffic concerns along Good Latimer, and seem to conflict with the strategic plan for Deep Ellum. That is why we are going through this process to see if there is a better option.
17	Todd Plesko	9/29/2021 Collected at meeting	Can you explain the impact of the change in the LRT operating plan for the option 3.7a?	We do not have a map of the operating plan for Option 3-7a in the presentation but will add one to the website. Option 3-7a would be grade-separated on the east side of downtown which would reduce conflicts with automobile traffic. The Green Line from the Southeast Corridor would continue to operate as it does today along the transit mall but instead of going north towards the Northwest Corridor in the Medical District, it would turn south and continue towards the UNT Dallas Station. The Blue and Oranges Lines would continue to serve Garland and Rowlett and operate on D2 in downtown. On the west end of downtown, the both the Blue Line and Orange lines would turn north to serve the Northwest Corridor. That means there would be more slightly transfers systemwide; however, Blue Line riders would have direct access to the Medical District and there would be higher ridership systemwide. One of the benefits of D2 is that it adds the ability for DART to plan for long-term service improvements and DART could still layer in additional service because the lines would be grade-separated.



# Attachment 3 – Comment/Response Table

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## D2 East End Evaluation

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18	Luther Harris	9/29/2021 Collected at meeting	Which Alternative has the least impact?	It depends on what type of impact you are looking at; there are trade-offs with all of the options. Some options have fewer property impacts but require more transfers. The detailed evaluation table for the options will be posted on-line so you could review each of the criteria and ratings.
19	Brad Martin	9/29/2021 Collected at meeting	Deep Ellum favors 3.7a	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
20	G. Marcos	9/29/2021 Collected at meeting	Wouldn't Option 3-7a preclude the rerouting of the Orange Line to Lawnview for a possible future expansion to Masters Dr along Scyene Cir/Hwy 352 that has been outlined in previous DART transit plans?	No, any future line (Purple or Turquoise) that would use the transit mall would have the ability to travel to Lawnview.
21	Richard Schumacher	9/29/2021 Collected at meeting	In 3-7a, could there also be an underground Green Line connection to D2, a second underground wye? Correction: that would be another surface wye, with another portal.	Under Option 3-7a, both at-grade and under ground connections to D2 were considered but not possible because of the grades and turning radii.
22	Luther Harris	9/29/2021 Collected at meeting	Why can't there be a right turn of D2 to the Green Line?	As proposed in Option 3-7a, D2 would be 30 feet below ground and the Green Line would be at ground level. Based on DART design criteria, there is not enough distance to turn and get tie the tracks together. Once a design is determined for I-345, DART could re-evaluate the possibility of a connection.
23	Luther Harris	9/29/2021 Collected at meeting	I was at a different Public meeting where someone who worked at DART told me that on the west side of D2 that there was a property that the agency wanted that would allow them to build a track to make a right turn from the Green/Orange Lines to the D2, if Blue changes track there, Does that mean that DART got the property?	Currently, there is only a connection to the north. DART would like to see if there is an opportunity to add a connection to the south but the Blue Line probably would not use it; it would likely be a non-revenue track for incident management.
24	Luther Harris	9/30/2021 Sent via email	I would like to submit a Public comment in regards to the Public meeting from September 29th on the D2 Subway proposal. I believe the best option for the subway line maybe to use Option 3.7a but I think there should be one change in the plan.  The original purpose of D2 was to provide DART with a second alternative through the Downtown Dallas Area in case of an unforeseen event on Pacific Ave and to relieve the downtown rail traffic in that region. The current plan only has rail traffic reaching from the north on the Green and Orange Lines to only connect to North Carrollton/DFW Airport to another north connection or Parker Road/Rowlett. If DART wants to focus on relieving traffic by using a subway line to divert in case of accidents, DART should focus on that plan which includes building that southbound track on the west side of Uptown near Victory. I believe that on Option 3.7a that a southbound option from the Green Line should be built. If trains have to go and turn around from Cityplace or Victory, it would cause more delays than needed. I would insist that if Option 3.7a is planned, I would suggest that maybe the line should have a below-grade station at CBD similar to how Mockingbird Station is built then meet the large track interchange at grade with the Green and Red Lines. There are a few Parking Lots in the way but having fewer places with vacant lots would be better for the city overall. Having the train go to at grade would save a little money having to build another tunnel from the Red/Blue/Orange to the proposed tunnel near I-345. All of this is to make sure that the train doesn't have to turn around as it could cause more delays for transit.  Thank you for having the public meeting yesterday and I hope to be a part of more in the future.	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
25	Doug Brunker	10/1/2021 Sent via email	Hello,  I just wanted to let you know that I'm really happy with the proposed 3-7a D2 route. SUPER HAPPY!!! It is accessible w/o causing some of the headaches I worried about with some of the other proposals.  I own a condo in Live Oak Lofts. The 3-7a route is near us w/o making our lives difficult during its construction.  thank you,	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.



Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
26	Kenneth P. Beyers	10/1/2021 Sent via email	<p>To:</p> <ul style="list-style-type: none"><li>• Officials of Dallas Dept. of Transportation</li><li>• DART President Nadine Lee and DART Board of Directors</li></ul> <p>My comments pertain to the D2 East End portion, and to the entirety of the D2 project.</p> <p>Before further design and engineering work is done, I request that the D2 project be modified to provide automated fare payment devices, gates, and access barriers at all new rail stations to be constructed. This request is made for the following reasons:</p> <p>I have been a frequent rider of the DART trains for several years. Most of my travel on DART trains is to and from downtown Dallas, and within the area to be served by the D2 Subway.</p> <p>On practically every trip I take, I observe many people riding my train who are obviously homeless, intoxicated, or on drugs, and have not paid the required fare. In fact, it appears that a large percentage of riders on my trains are riding for free, without having paid their fares.</p> <p>Moreover, these people often cause problems for both for DART, and for fare paying passengers. For example, I boarded a Blue line train at the St. Paul station, and transferred to the Orange line at the Mockingbird station to go to the LBJ/Central station. DART had routed the Blue line train to the other track to bypass the Orange line train because the Orange line had been delayed at Mockingbird Station. The delay was caused by a man who was passed out on the floor of the car. The man appeared to be heavily drugged and homeless, and had not paid his fare. The Orange line train was delayed until paramedics arrived and physically removed the man from the train.</p> <p>Then, one week later, I was on the Red line going from St. Paul station to LBJ Central station. A man who appeared to be drunk and homeless, and who had no DART ticket, was walking up and down the aisle shouting in a loud voice. When the train arrived at either the Mockingbird Lane station or the Lover's Lane station, it was delayed while a police officer got on the car and removed him.</p> <p>Frequently when I ride the train, people who have obviously not paid their fare approach me and beg me for money. When I rode the train to downtown on July 6, 2021, a man boarded my car at the St. Paul station and immediately solicited money from everyone on my car, announcing loudly to all that he needed money. People will also beg from me while I am waiting on a DART station platform for my train. Since panhandlers on DART trains and at the rail platforms are begging for money, they have obviously not paid their fares to access the station platforms and the trains.</p> <p>Under the City of Dallas criminal ordinances, it is a criminal offense to beg for money near a public transportation stop for a light rail vehicle, and anywhere within the Central Business District solicitation-free zone, and the Uptown solicitation-free zone. See City of Dallas Code of Ordinances SEC. 31-35, entitled SOLICITATION BY COERCION; SOLICITATION NEAR DESIGNATED LOCATIONS AND FACILITIES; SOLICITATION AFTER SUNSET; SOLICITATION-FREE ZONES. All of the DART rail stations meet the definition in the ordinance of a "public transportation stop."</p> <p>(cont.)</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.



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Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
26 (cont.)	Kenneth P. Beyers (cont.)		<p>On July 6, when I de-boarded my train at the West End station, I noticed a man indecently exposing himself in public as he was boarding my train. (I reported this incident to DART security.) Later that morning, when I was at the West End station awaiting my train, I noticed that the homeless who hang out at that station day and night, had a stolen grocery store shopping cart on the platform with their clothing in it</p> <p>I have seen the homeless carrying their stolen shopping carts with them on the trains, taking up limited space needed by disabled fare-paying passengers in wheel chairs. Non-fare paying passengers will frequently sleep on the trains, occupying more than one seat. Some have been observed to be smoking marijuana on the trains.</p> <p>When I have complained to DART about the large numbers of non-fare paying people riding the trains, I was simply told that DART uses the "honor system" for fare payment. But the "honor system" is obviously not working.</p> <p>Also, DART's reliance on fare enforcement officers for fare payment enforcement has utterly failed. First, most of the trains have no fare enforcement officers on them. And the homeless, the drunks, the drug addicts, and all manner of irresponsible people know that, so they board the trains without paying. Non-paying people board a DART train just to get out of the weather, or to have a place to sleep or rest, and without any trip planned or purpose for riding. Some take the train to D/FW airport to sleep in a terminal building. They do this because they know there is very little chance they will be caught, and no real consequences if they do get caught.</p> <p>On the rare occasions when I have seen DART fare enforcement officers on my train, they usually have not asked me to show my fare payment, or asked anyone else that I have observed. They will usually board my train at one station, walk the aisle or stand near a door, and then de- board at a later station, without checking anyone for proof of fare payment.</p> <p>As a registered Professional Engineer, I have investigated the technical feasibility of installing the fare gates, fare card payment machines, and access walls or barriers at existing DART rail station. My investigation determined that such installation is feasible from an engineering standpoint.</p> <p>The projected cost of building the D2 Subway is \$1.7 billion,<sup>1</sup> or \$1,700 million. DART has informed me that the estimated cost of installing fare barriers, gates, and fare validators at the rail platforms would be \$117 million. <math>\\$117 / 1,700 = 0.069 = 6.9\%</math>. Therefore, the cost for DART to install fare payment enforcement devices throughout its system is less than 7 percent of the cost of the D2 Subway.</p> <p>On July 21, I sent a letter to Nadine Lee, DART President, and to the DART Board of Directors, in which I stated the above facts and requested that DART begin a project to install automated fare payment enforcement devices, gates with fare card readers, and access barriers to limit access to rail platforms to only passengers who have paid their fares.</p> <p>On Aug. 24, I attended the DART Board of Directors' meeting and personally appealed to Ms. Lee and to the DART Board of Directors to put this matter on the Board's agenda for an upcoming meeting. I also asked that the D2 Subway project be put on hold until DART had approved a plan to install fare enforcement devices at all existing and new rail stations to be build for the D2 subway.</p> <p>(cont.)</p>	



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Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
26 (cont.)	Kenneth P. Beyers (cont.)		<p>To date, I have received no response from Ms. Lee or anyone at DART to my request.</p> <p>My Requests:</p> <p>Please:</p> <p>1. Have the D2 project plans modified as soon as possible to include the installation of automated fare payment devices, fare gates, and access barriers at all new rail stations to be constructed for the D2 subway.</p> <p>2. Request that DART President Nadine Lee and its Board of Directors place the matter of installing fare payment devices at all existing DART rail stations on the Board's agenda for discussion in its next meeting.</p> <p>Thank you for consideration of this matter. I am available to discuss this matter with you if you wish.</p> <p>Sincerely,</p>	
27	Christopher Penney	10/1/2021 Sent via email	<p>Hi There,</p> <p>This message is to advocate support for DART to use "option 2-5" as the preferred D2 alignment on the upcoming subway.</p> <p>I have been a homeowner of Downtown Dallas for almost 6 years and am on a number of Downtown Dallas nonprofit organization boards. I am also a tenured business professor at University of North Texas in Denton, TX.</p> <p>Option 2-5 preserves as much of the urban fabric of Downtown Dallas as possible, while adding a key new station by the upcoming East Quarter and Farmer's Market areas. The development in these areas will propel Downtown Dallas to be one of the most walkable cities in the nation, if not the world. Currently, there are several great projects in these areas, but lack of good public transportation remains a major kink in the proverbial garden hose. In addition, the station that would be created in the East Quarter with option 2-5 would serve a far greater number of new passengers than the location of the East Downtown Dallas stations in the other two alignments under consideration.</p> <p>I submit that organizers must take a long term view as they choose which alignment to choose. This is a once in a generation opportunity to choose what's best for the next 50 years of development as opposed to whichever option costs the least amount of money. Please choose what's best for Dallasites as you deliberate these possible alignments, and choose option 2-5.</p> <p>Thank you,</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
28	Craig Kolell	10/5/2021 Sent via email	<p>None of the alignments are worth tunneling. I am a recently retired engineer/construction manager with over 30 years of building tunnels. I agree with Mr. Wageman and Morris's (NTCGOG) comments at last months meeting whether it should be built at all or delayed. The alignment needs to tie with the future high speed rail line. The alignment should go down Young Street. On the west end you have high speed rail, Union Station, Convention Center, and then City Hall. Then down Canton under I-345 to N Good Latimer Expwy tying into the Green line at the Deep Ellum station or Baylor U Medical Center Station. TXDOT should build their buried I-345 section with a concrete structure passing underneath it large enough for the future train clearance envelope. You could use PPP to build a station/hotel/shopping by the convention center. Convention center remodeling planning is underway.</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.



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Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
29	James Grey	10/5/2021 Sent via email	<p>Dear Sirs,</p> <p>In regard to the East End alignment planning for the D-2 subway line, please be advised that our position as regards the alignment running through block 136, bounded by Pacific/Pearl/Elm/Ceasar Chavez remains unchanged in our opposition as expressed to you in our previous private meetings as well as in response to your previous public meeting last August, as per the attached letter sent to you by counsel on August 26th, 2021.</p> <p>We consider your 2-5 option to be the most desirable routing, followed by the 3-7 option which would tie in the proposed east end subway station with the existing Dart East Transfer Center.</p> <p>We look forward to receiving your future input on the Dart elaboration for a final East End alignment that is the most suitable and takes into consideration the importance of minimizing impact disruption of future development potential for the area.</p> <p>Sincerely yours,</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
30	Bradley Gaulden	10/5/2021 Sent via email	<p>Good Morning,</p> <p>I would like to submit comments to the proposed D2 eastern alignment in favor of plan 3-7A.</p> <p>I think this project while greatly increasing the capacity and resiliency of the DART rail network, creates an opportunity for the City of Dallas to generally repair the street network that is currently disrupted by the DART lines along I-345, as well as in Deep Ellum.</p> <p>3 key challenges should be addressed: how the DART line interfaces with the proposed I-345 rework, impact to local streets, and network flexibility. I believe plan 3-7A, while not 100% perfect, is a good compromise to mitigate the 3 challenges mentioned above.</p> <ul style="list-style-type: none"><li>• I-345 Interface: The proposed DART route should not limit the design work and should allow for I-345 to be submerged if possible. By not having to cross the I-345 ROW, this proposal effectively eliminates any conflict with future rework of the highway.</li><li>• Impact to Local Streets: while I would love to see the entire network depressed under street level to mitigate traffic impacts, financially I understand this isn't feasible. As such, I think the 3-7a plan reduces the amount of train traffic through the WYE interchange next to the Pearl St. station.</li><li>• Network Flexibility and frequency: overall, the addition of the underground network capabilities of trains greatly increases the flexibility and frequency available to DART. My biggest hindrance in regularly riding the trains, is the fact that trains simply do not run frequently enough for me to choose to ride vs. an uber.</li></ul> <p>All things considering, while 3-7a is not perfect, I think it is a good compromise to allow better transit service quality to the DFW region.</p> <p>Thanks,</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.



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Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
31	Scott Rohrman Manager of 42 Real Estate, LLC 42 Real Estate, LLC 2030 Main Street., Suite 342 Dallas, TX 75201	10/6/2021 Sent via email	<p>To Whom it May Concern,</p> <p>We hereby submit this letter as a demonstration of support for Option 3-7a for the DART D2 alignment as well as the narrow, depressed option for I-345 with a full cap. We believe these options best ensure the future health and vibrancy of Dallas's city center while creating a pleasant, walkable connection between the attractions and residents of Deep Ellum with their places of work in Downtown.</p> <p>Thank you for your time and consideration.</p> <p>Sincerely,</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
32	Allen Baskind  Allen F Baskind MD. For:- Pacifico Partners Ltd., Lezily LP Nolimiter LLC, Francor LLC Alfralyn LLC Tales and Spirits LP dba Stars and Spirits Minstrel LLC And Others:-	10/6/2021 Sent via email	<p><u>To Whom it May Concern:</u></p> <p>A) Congratulations are in order to compliment the City Transportation Department working in concert with DART (under new leadership) and supported by NTCOG for an excellent comprehensive and intensive analysis of the various proposed options for DART D2.</p> <p>By using a very transparent evaluation method that is clearly documented and easy to understand they have achieved a solution to a very difficult problem.</p> <p>The outcome is a clear thumbs up for 3-7a with the “Yellow areas” concerning, DART project scheduling delays and FTA grant implications being the direct result of an obstinate refusal by a previous top DART leadership to heed the repeated strong appeals by Deep Ellum Stakeholders and the Deep Ellum Foundation not to proceed with Option 1-1/ FEIS LPA on the East End.</p> <p>A initial more open minded approach by DART, as exemplified by your current efforts, would have had the FTA Grant approved years ago and a great deal of wasted time and money obviated. There has already been a significant loss to the City coffers and intense frustration to property owners due to the lack of opportunity for many years in not being able to proceed with significant development plans in the Good Latimer area.</p> <p>Hopefully, the now obvious decision would be proceed with alacrity in moving forward with Option 3-7a which is strongly supported by all Deep Ellum stakeholders and is without any serious naysayer objections.</p> <p>B) The “<u>Good Latimer area</u>” emphatically votes for <u>Option 3-7a</u></p> <p>The many property owners ( including Pacifico Partners Ltd., Nolimiter LLC, Francor LLC and Alfralyn LLC) and the many businesses lying within the Deep Ellum area bounded by Good Latimer Rd., Pacific Ave and Interstate 345 (“Good Latimer area”) are absolutely totally opposed to the DART D2 planned project intruding into those properties at an above ground/ surface level in any way whatsoever. They uniformly regard the Dart D2 plan to use any above ground surface level properties in the Good Latimer Area as not only a very poorly conceived but seriously destructive project that would result in significant hardship for the many residents living there and in the surrounding densely occupied areas as well as the loss of numerous jobs for the employees working there and the certain total elimination of the many very successfully currently operating businesses within that area.</p> <p>(cont.)</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.



# Attachment 3 – Comment/Response Table

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## D2 East End Evaluation

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
32 (cont.)	Allen Baskind (cont.)  For:- Pacifico Partners Ltd., Lezily LP Nolimiter LLC, Francor LLC Alfralyn LLC Tales and Spirits LP dba Stars and Spirits Minstrel LLC And Others:-		<p>The stated objectives of DART to have an <u>alternative route</u> between their multiple light rail lines lying on the East to those to the West can be far better and more economically accomplished without the destruction of the multiple livelihoods and businesses by the <u>adoption of the Option 3-7a</u>.</p> <p>Option 3-7a besides avoiding the many obvious and possible unforeseen obstacles impairing the TX DOT reconstruction of the Interstate-345 would ensure the continued economic success of the "Good Latimer Area" and continued existence of the many businesses, jobs and its associated tax revenue to the City of Dallas.</p> <p>Option 3-7a would be maintaining the current important desirable aesthetic appeal of the main entrance to Deep Ellum directly off of US 75 and thereby continue to attract and encourage visitors to a quick easy access to its multiple attractions.</p> <p>Option 3-7a would avoid the inevitable years of disruption of traffic to this main entrance to Deep Ellum occasioned by the necessity of having huge 18 wheelers constantly hauling away enormous amounts of dirt and debris thrown up by the huge tunnelling operation if the DART D2 were to occupy the "Good Latimer area".</p> <p>Option 3-7a would prevent a constant large atmospheric contamination by the dust and debris throughout a large area surrounding the enormous huge tunneling operation occurring over many years. The "Good Latimer area" would thus preserve the enormous appeal and desirable reputation of the whole of Deep Ellum thereby attracting visitors to this concentrated area of great appeal for wining and dining relaxation and great music.</p> <p>Because of its rare and strategic zoning the Good Latimer Area is ripe for large scale integrated garden project developments including high-rises comparable to that of the adjacent Westdale EPIC project; with enormous potential for increasing the tax basis to the City of Dallas. Multiple planned developments have been stalled or abandoned by the looming threat of the planned DART D2 project intruding into The "Good Latimer area" at an above ground/ surface level.</p> <p>With Option 3-7a the businesses in the "Good Latimer area" and its immediate environs, including those involved in residential, entertainment and parking, will in the near future provide jobs directly and indirectly for well over 500 Dallas citizens and the combined annual revenue of the "Good Latimer area" is estimated to exceed \$50 million..</p> <p>This scenario of prosperity and success will most certainly be seriously impaired if DART D2 was to pursue any of the above ground/ surface level projected plans in the "Good Latimer area".</p>	
33	Richard Schumacher	10/6/2021 Sent via email	1st choice: 3-7a 2nd choice: 2-5	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
34	Chuck Hixson Vice President Westdale Real estate Investment & Management 2550 Pacific Avenue Suite 1600 Dallas, Texas 75226	10/6/2021 Sent via email	I wholeheartedly favor alignment 3-7a for D2. Thank you,	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.



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Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
35	Mark Hardaway Greenway Investment Company 2808 Fairmount, Suite 100 Dallas, Texas 75201	10/6/2021 Sent via email	<p>Dear Ms. Rubalcava,</p> <p>Greenway Investment Company ("Greenway") appreciates the opportunity to provide feedback on the options presented at the public meeting on September 29th. After review of the all options and thorough investigation presented by the Dallas Department of Transportation, Greenway is in support of Option 3-7 A as this option will mitigate/alleviate many of the concerns that have been raised by East End stakeholders in the past few years. Greenway is in strong opposition to the other options presented.</p> <p>Greenway is the owner of multiple properties totaling almost 75,000 sf of building area on over 3 acres of land. These buildings have been converted or are in the process of being converted to food and beverage establishments that will employ over 200 individuals and have the potential to generate monthly revenues in excess of \$4M. Long-term plans for the property include redevelopment with high-rise office, restaurant and residential that could easily eclipse 1.5M GLA. These long-term plans and current operations would be in certain jeopardy should DART move forward with a version of Family 1 at the East End.</p> <p>As an active member of the Deep Ellum Foundation's Good Latimer Committee, Greenway has attended numerous meetings and presentations regarding D2 over the last 3-4 years and is supportive of the Committee's direction.</p> <p>Please feel free to contact me should you have any questions. I can be reached at [REDACTED].</p> <p>Sincerely,</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.
36	Stephanie Keller Hudiburg Executive Director Deep Ellum Foundation P.O. Box 710596 Dallas, TX 75371	10/6/2021 Sent via email	<p>Dear Mr. Khankarli,</p> <p>On behalf of the Deep Ellum Foundation, I wish to express our thanks to the Dallas City Council for their leadership in moving to reevaluate the eastern portion of the DART D2 LPA to ensure it aligns with a comprehensive vision for the future of the City of Dallas. We are grateful to you and your staff and that of the NCTCOG, DART and TxDOT for supporting and leading the recent D2 alignment reevaluation process. We are strongly encouraged that through and as an outcome of this process the City of Dallas and partner agencies are now championing developing a holistic and integrated vision for the future of Deep Ellum, downtown and surrounding neighborhoods' transportation, connectivity and development.</p> <p>In September of 2021, the Deep Ellum Foundation Board voted unanimously to support option 3-7a as the preferred DART D2 alignment. After careful consideration and review of all options by our Good Latimer Committee, Mobility &amp; Infrastructure Committee and the DEF Board, we are confident this option best addresses the negative impacts upon Deep Ellum of the previously proposed D2 Swiss Avenue alignment.</p> <p>(Cont.)</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.



Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
36 (cont.)	Stephanie Keller Hudiburg (cont.) Executive Director Deep Ellum Foundation P.O. Box 710596 Dallas, TX 75371		<p>At the same time, the Deep Ellum Foundation Board moved to support the hybrid option for I-345, conditional upon several stipulations. Specifically, we request further design and engineering work focus upon neighborhood connectivity such as maintaining the Canton Street direct link between Deep Ellum and the Farmer's Market and minimizing impacts to Carpenter Park. We also encourage the City of Dallas, TXDOT and NTCOG to consider further reducing the through lanes in the hybrid option and thus minimizing the footprint of 345 creating additional opportunities for the City of Dallas to achieve their goals in the area. As members of Downtown Dallas Inc's Mobility Committee, the Deep Ellum Foundation supports the recommendations offered by DDI in their letter submitted August 20th to the Texas Department of Transportation.</p> <p>These interrelated projects are both extremely consequential for the Deep Ellum Cultural District. The Good Latimer corridor in Deep Ellum touched by both of these projects is emerging as the gateway from the Arts District, East Quarter and downtown to Deep Ellum and East Dallas. With smart investments like Carpenter Park as well as plans we have for a Dallas Cultural Trail along this corridor, we have the potential to weave these districts back together. Deep Ellum is at the center of many of the transportation planning efforts, innovation opportunities and challenges we face as a City. As such, we are thrilled to see these projects be considered and planned for together within a broader mobility vision for our region and Dallas inner urban neighborhoods including Deep Ellum.</p> <p>As you know, Deep Ellum is the premier entertainment district in the North Texas region, generating approximately \$10 million in alcohol sales tax revenue per year alone. A cornerstone of the City's tourism industry, this cultural magnet consistently attracts both Texans and tourist from around the world. The district hosted approximately 1.2 million unique visitors in 2019. Deep Ellum is one of the most historically significant neighborhoods in Dallas and serves as both the inspiration and launching pad for artists, musicians, entrepreneurs, and many independent businesses. A mere 0.5 square miles, the district is home to over 400 businesses today. In addition, Deep Ellum is leading the Central Business District in new office attracting firms nationwide and residential development with available units expanding by more than 75 percent between 2018 and 2020 alone. This growth is especially crucial as the City faces budget restrictions in the wake of the COVID-19 pandemic. In just the last five years, the Deep Ellum district doubled property tax contributions to our City, County and school districts adding more than \$10 million annually during that time period. Simply put, Deep Ellum's future trajectory is integrally tied to the overall success of Dallas. What impacts Deep Ellum has ripple effects upon the entire city and region. Moreover, this economic and cultural hub is at the center of how the Dallas region's transportation landscape is transforming. From shared and micro-mobility firms testing new offerings to TxDOT assessing the future of I-345, mobility innovations and decisions taking place in Deep Ellum today are shaping future transportation options for the rest of the region. It is within this context that we write to you regarding the D2 project and I-345 in Deep Ellum.</p> <p>Thank you.</p> <p>On behalf of the Deep Ellum Foundation,</p>	



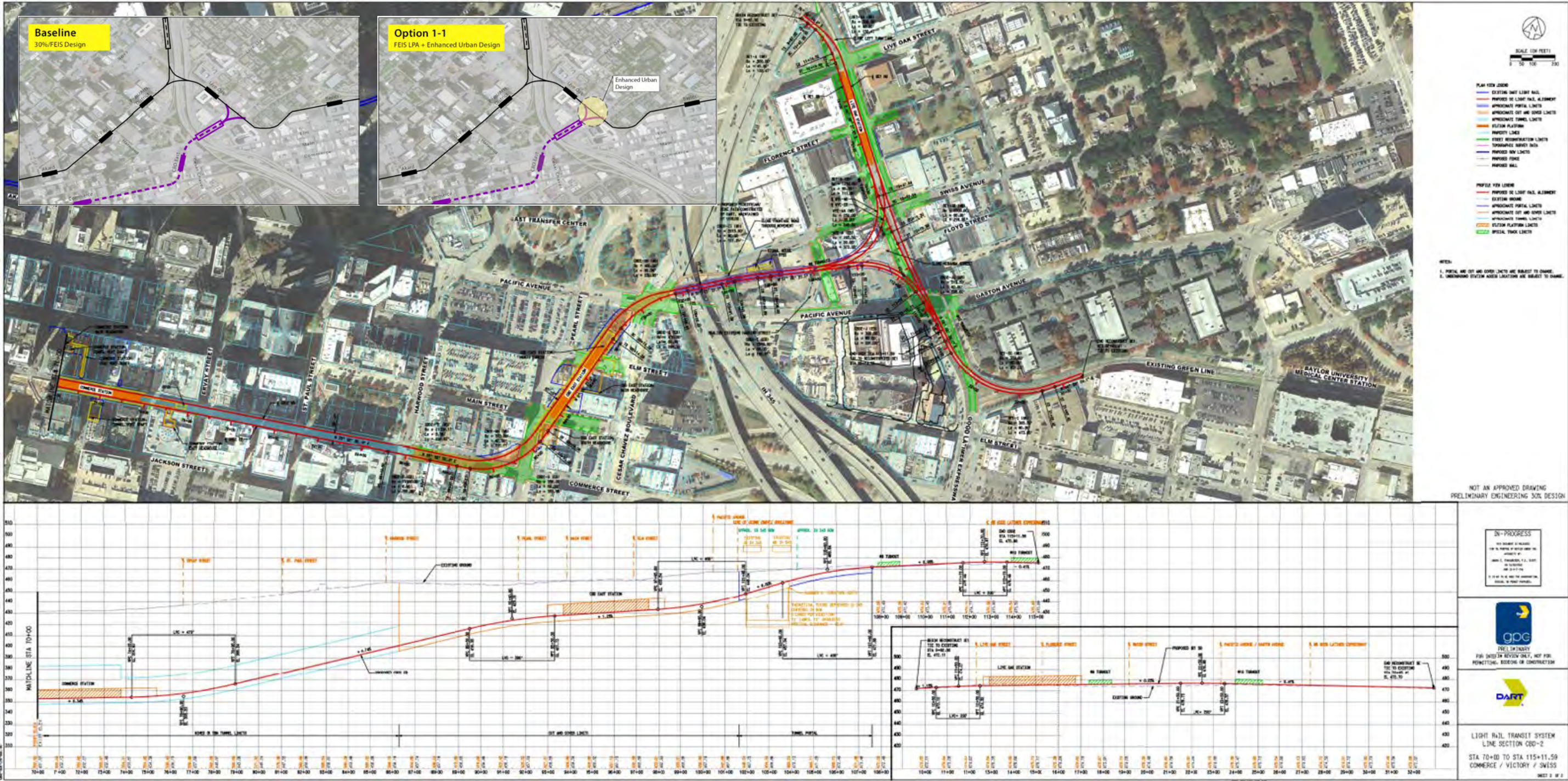
Attachment 3 – Comment/Response Table
Documentation of September 29, 2021, Public Meeting

D2 East End Evaluation

Comment ID	Name/Contact Information	Date & Method Comment Received	Comment	Response
37	Amy Malone Asset Manager 9606 N Mopac Expy, Suite 500 Austin, TX 78759		<p>The Marquis on Gaston ownership would like to respond to The City of Dallas on the top 3 preferred options for the D2 Subway presented during the virtual public meeting held on, September 29th, 2021.</p> <p>Preferred Option for The Marquis on Gaston Ownership:</p> <ul style="list-style-type: none"> <li>Option 3.7a</li> </ul> <p>As stated in our response on August 26th, 2021, the majority ownership of The Marquis at Gaston is opposed to all options that would result in a taking of any proportion of the property or cause significant disruption to the operations of the property. In the event these options are advanced we will be forced to take legal action necessary to protect our investment.</p> <p>Please consider this letter The Marquis on Gaston's response to the D2 Subway Options.</p>	Thank you for your interest. We appreciate your feedback and will take your comments into consideration.

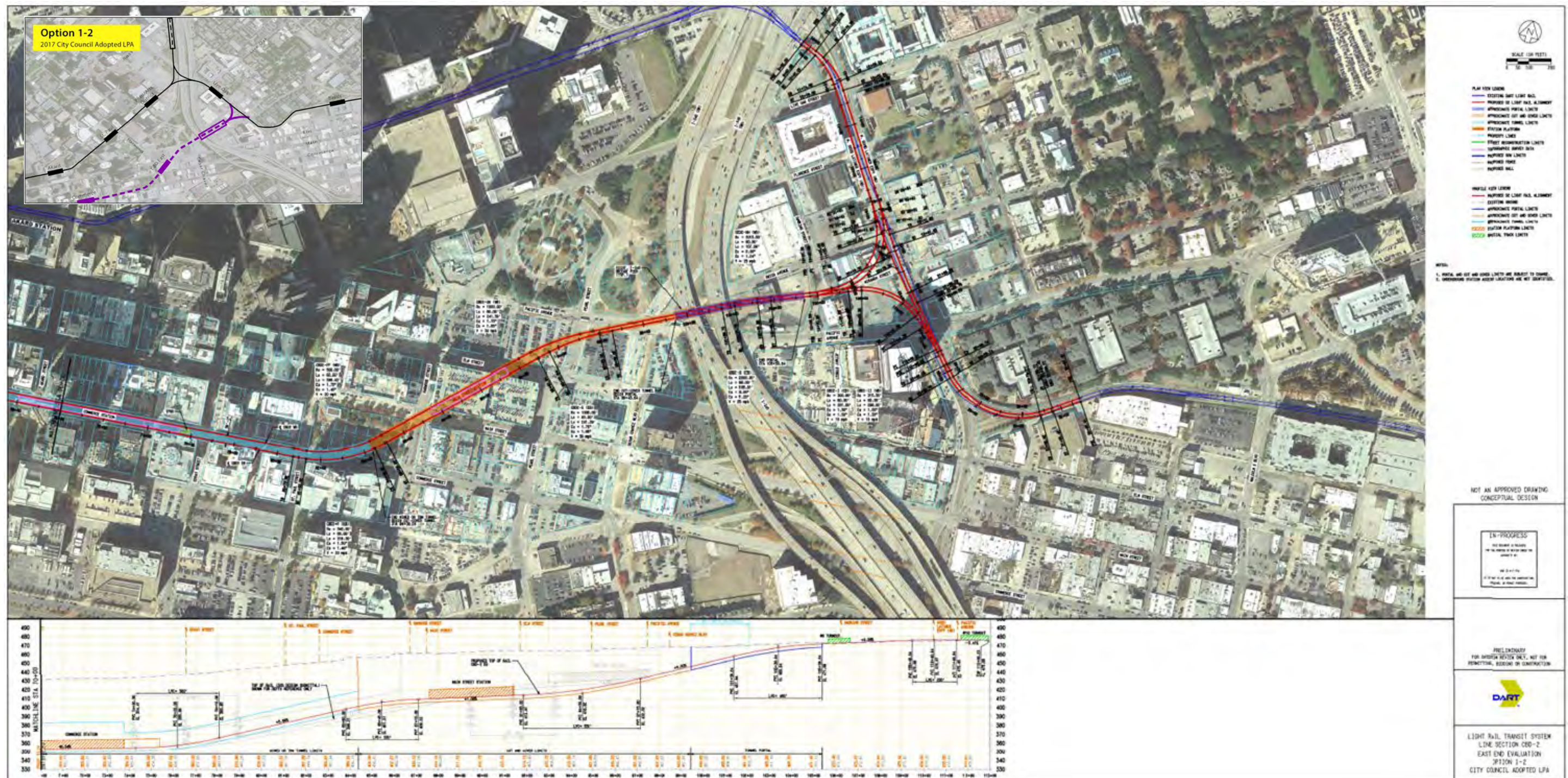


Baseline & Option 1-1



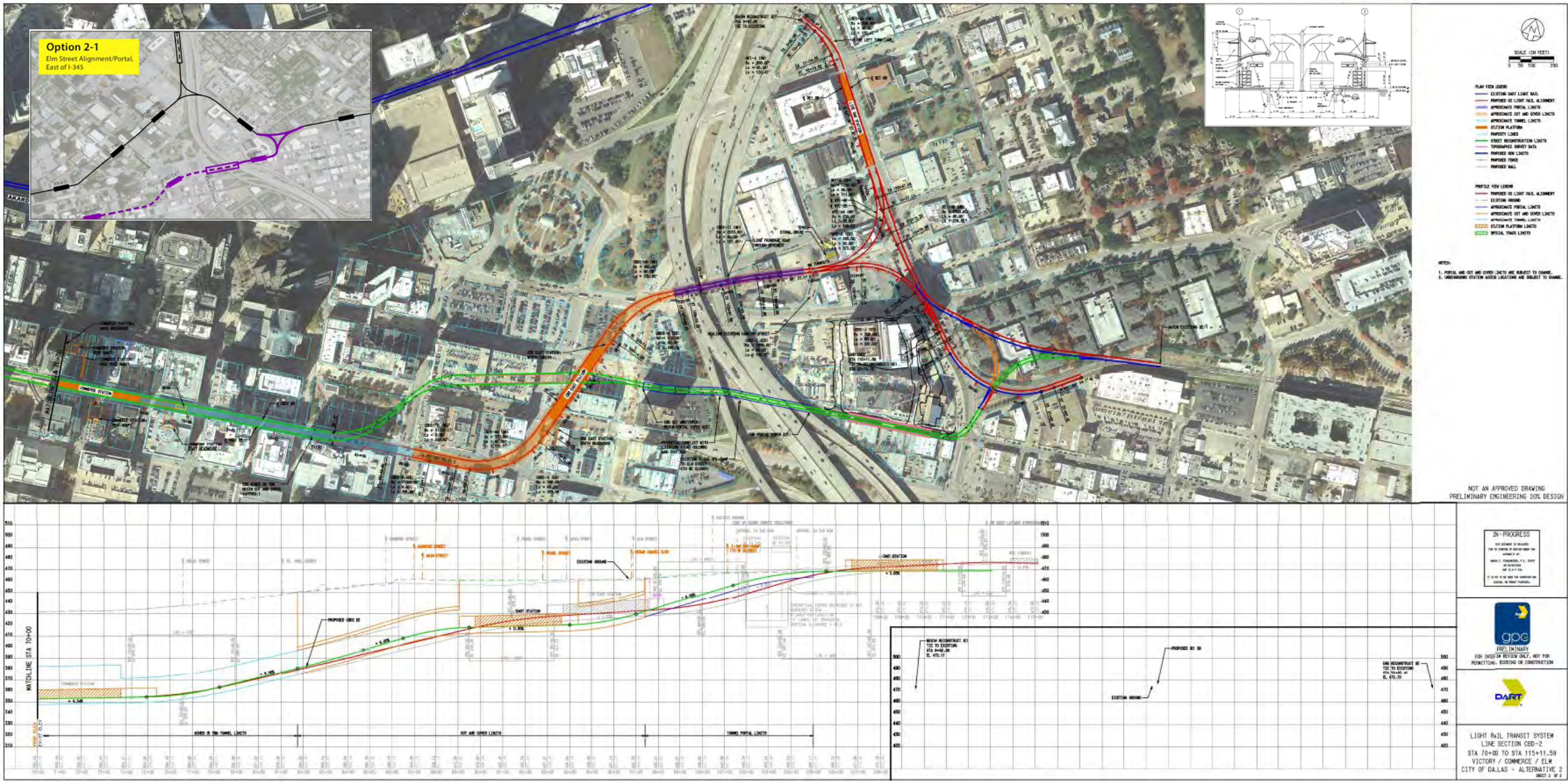


### Option 1-2



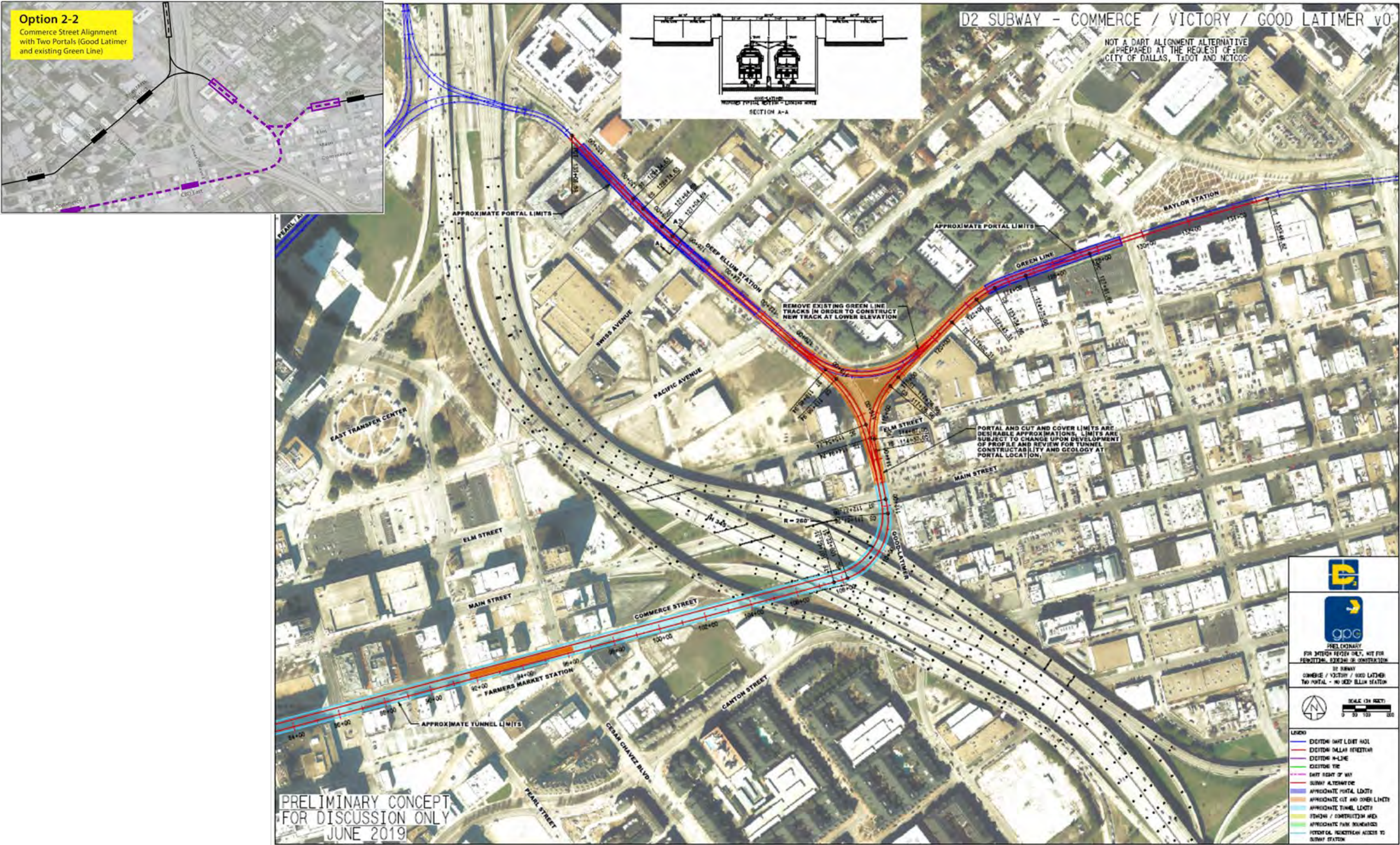


Option 2-1





Option 2-2





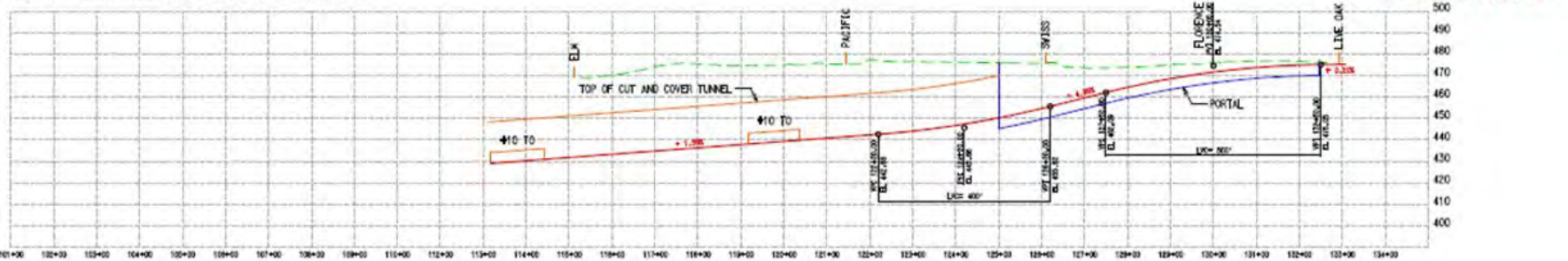
Option 2-2



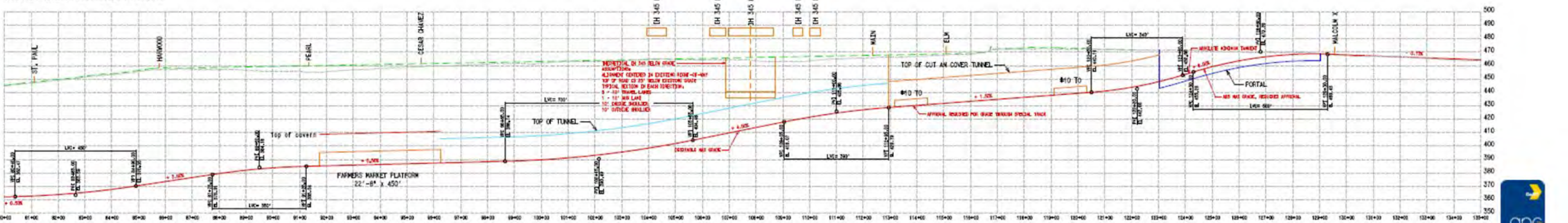
DRAFT - FOR DISCUSSION ONLY  
SUBJECT TO CHANGE

NOT A DART ALIGNMENT ALTERNATIVE  
PREPARED AT THE REQUEST OF  
CITY OF DALLAS, TxDOT AND METCOG

COMMERCE / VICTORY / GOOD LATIMER 2 PORTAL NORTH CONNECTION v0



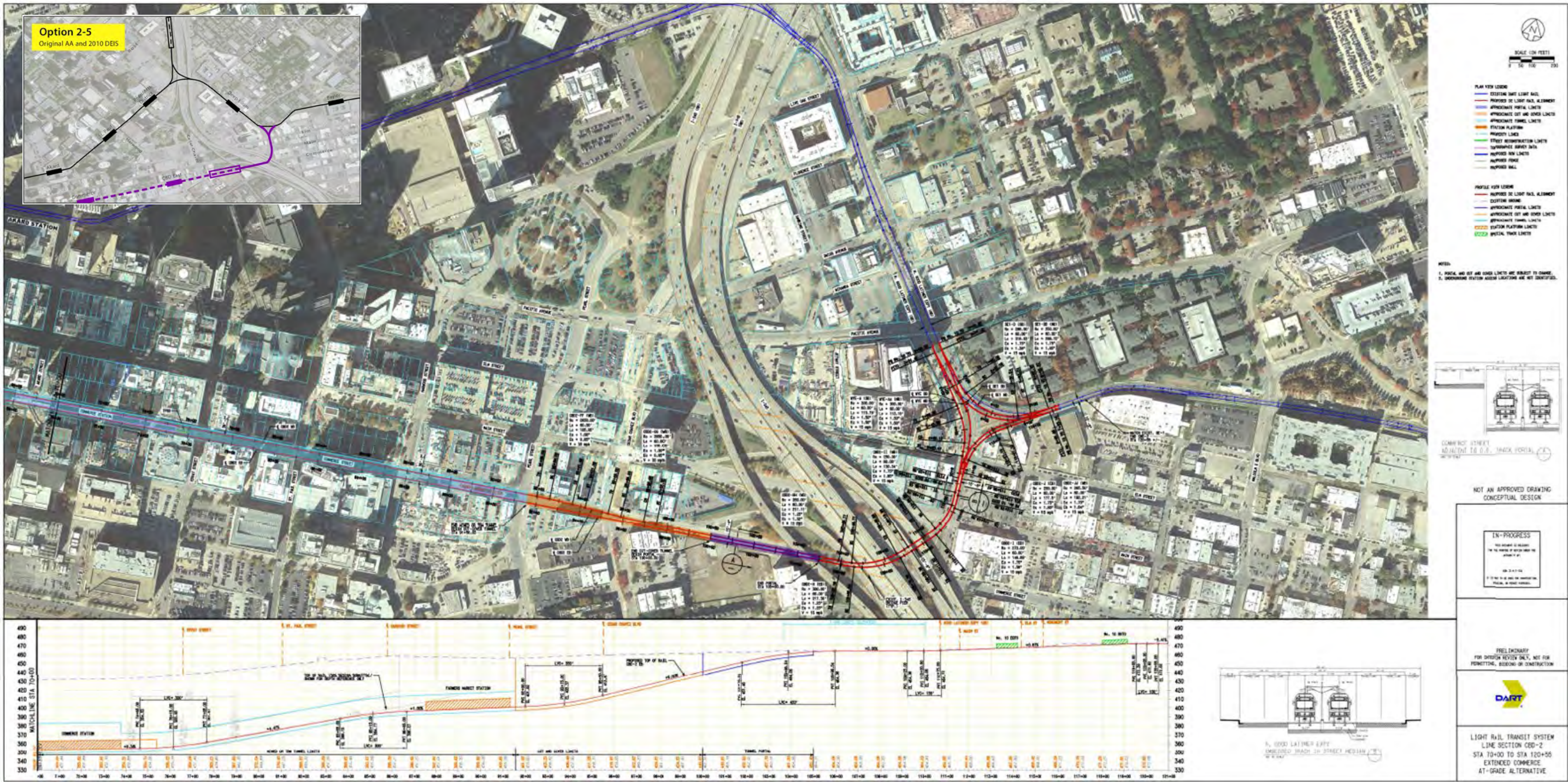
COMMERCE / VICTORY / GOOD LATIMER 2 PORTAL v0



PRELIMINARY  
FOR INTERIM REVIEW ONLY. NOT FOR  
PERMITTING, BIDDING OR CONSTRUCTION



Option 2-5





### New Option 3-1a

**New Option 3-1a**  
2017 City Council LPA with  
Wye under I-345 and Two  
Portals

**PLAN VIEW LEGEND**

- PROPOSED LIGHT RAIL ALIGNMENT
- STATION LOCATIONS
- PROPOSED STATION AREAS
- PROPOSED STREET CROSSINGS
- PROPOSED SIDEWALKS
- PROPOSED BIKEWAYS
- PROPOSED PLANTING
- PROPOSED LIGHT RAIL ALIGNMENT
- STATION LOCATIONS
- PROPOSED STATION AREAS
- PROPOSED STREET CROSSINGS
- PROPOSED SIDEWALKS
- PROPOSED BIKEWAYS
- PROPOSED PLANTING

**PROFILE VIEW LEGEND**

- PROPOSED LIGHT RAIL ALIGNMENT
- STATION LOCATIONS
- PROPOSED STATION AREAS
- PROPOSED STREET CROSSINGS
- PROPOSED SIDEWALKS
- PROPOSED BIKEWAYS
- PROPOSED PLANTING
- PROPOSED LIGHT RAIL ALIGNMENT
- STATION LOCATIONS
- PROPOSED STATION AREAS
- PROPOSED STREET CROSSINGS
- PROPOSED SIDEWALKS
- PROPOSED BIKEWAYS
- PROPOSED PLANTING

**NOTES:**

1. PORTAL AND GUT AND GUT LAYOUTS ARE SUBJECT TO CHANGE.
2. INTERSECTION PLANTING LOCATIONS ARE NOT IDENTIFIED.

**IN-PROGRESS**

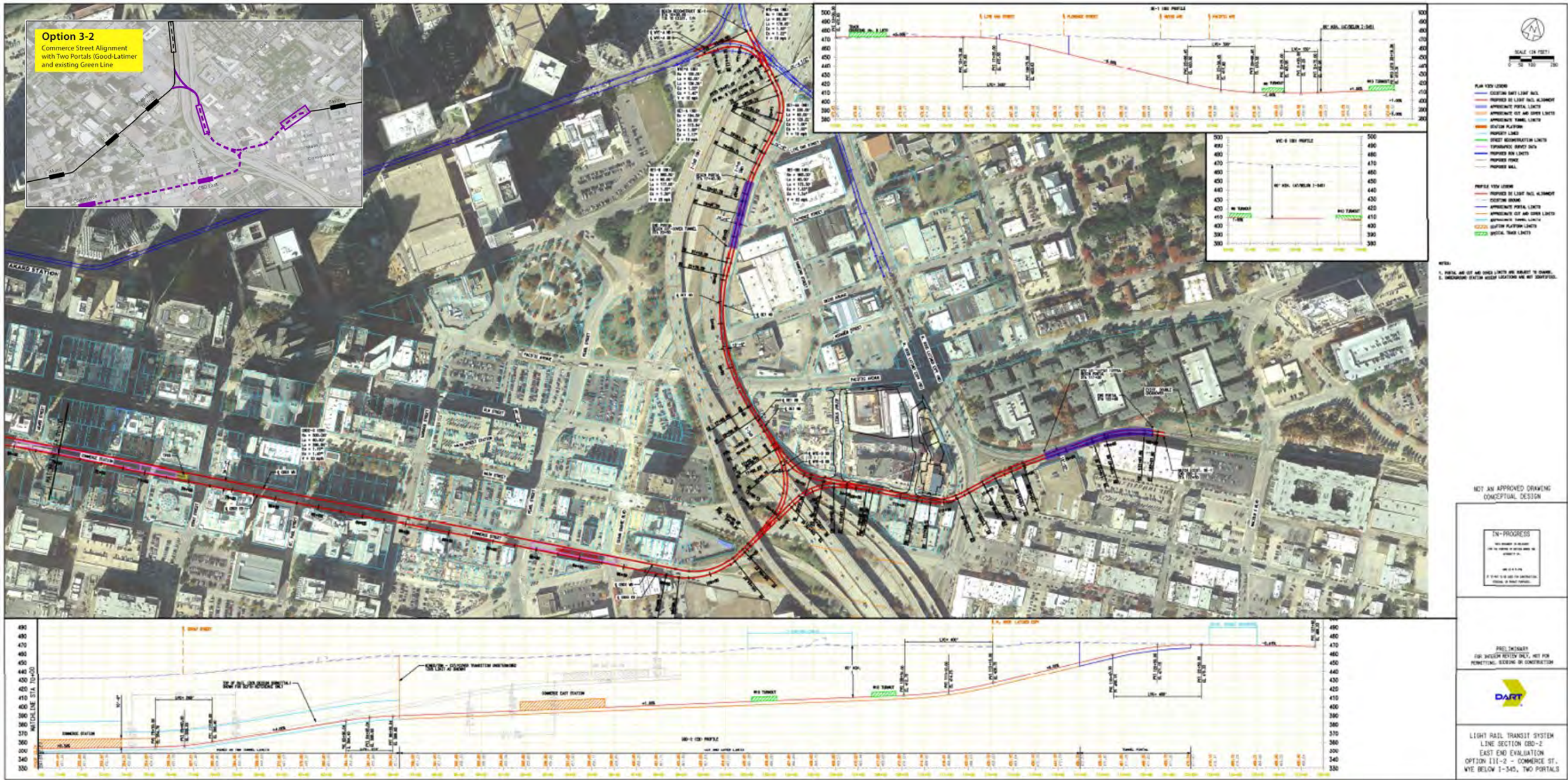
**PRELIMINARY**  
FOR DESIGN REVIEW ONLY, NOT FOR  
PERMITTING, BIDDING OR CONSTRUCTION

**DART**

**LIGHT RAIL TRANSIT SYSTEM**  
LINE SECTION CBO-2  
EAST END EVALUATION  
OPTION III-1B  
COMMERCE-MAIN-ELM ALIGNMENT



Option 3-2





[illegible]