

Memorandum



CITY OF DALLAS

DATE August 21, 2015

TO The Honorable Members of the Transportation and Trinity River Project Committee: Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson, Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT **D-2 Locally Preferred Alignment Selection**

On Monday, August 24, 2015, you will be briefed on the D-2 Locally Preferred Alignment Selection. The briefing materials are attached for your review.

Please feel free to contact me if you have any questions or concerns.

A handwritten signature in blue ink that reads "Theresa O'Donnell".

Theresa O'Donnell
Chief Planning Officer

c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager
Eric D. Campbell, Assistant City Manager

Jill A. Jordan, P.E., Assistant City Manager
Mark McDaniel, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

D-2 Locally Preferred Alignment Selection

Transportation and Trinity River Project
Committee

August 24, 2015



Purpose of Presentation

- Provide input to the Transportation and Trinity River Project Committee (TTRPC) on the selection of a Locally Preferred Alternative for a second Downtown light rail alignment (D2)
- Discuss potential issues for DART to address through refinement and more detailed design of the Local Preferred Alternative
- Provide a draft Council Resolution for TTRPC consideration

D2 Background

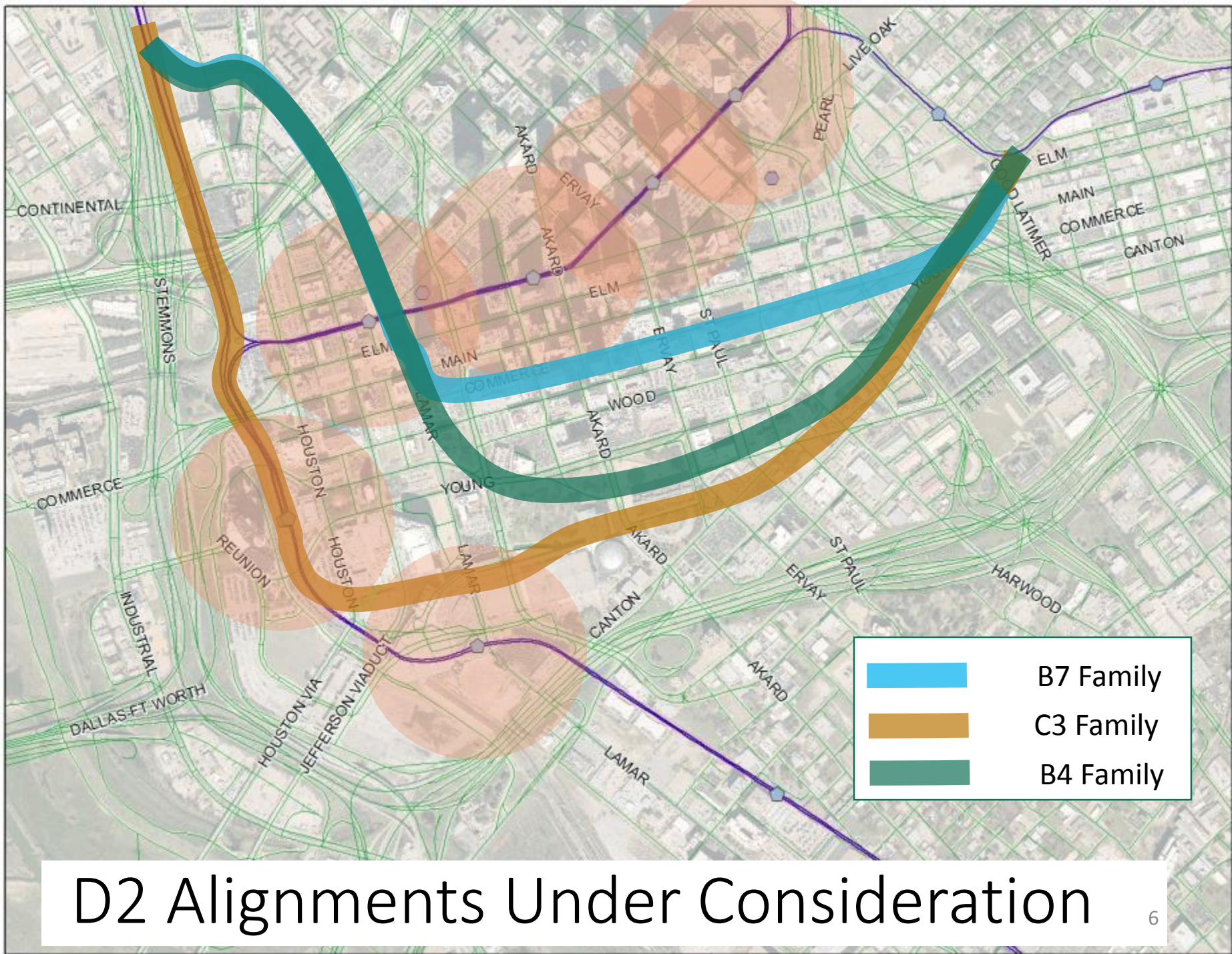
- DART initiated an Alternatives Analysis (AA) and Environmental Impact Statement (EIS) process for D2 in Summer 2007 and conducted stakeholder and community engagement throughout this process.
- On August 10, 2015, DART presented a summary of the alternatives analysis to TTRPC, and recommended the B4 alignment as the local preferred alternative.
 - Downtown Dallas Inc. has endorsed the B4 alignment in concept (letter attached).
 - Greater Dallas Planning Council has endorsed the B4 alignment (letter attached).

D2 Background (continued)

- Through the AA / DEIS process, DART has advanced the alternative alignments under consideration to the two percent design stage (approximate).
- Once a local preferred alternative is selected, DART would proceed with further refinement and detailed design, providing additional opportunities for community engagement, stakeholder involvement and City Council input.

Why is City Council action needed now?

- Window of opportunity for DART to pursue Federal Capital Investment Grant Program funds for D2 implementation as a Core Capacity project.
- City of Dallas endorsement of a locally preferred alignment would significantly strengthen DART's grant application.



D2 Alignments Under Consideration

B7 Family of Alternatives

Group of alignments along the Commerce Street corridor:

- Serves existing Downtown population centers
- Does not significantly expand service to new areas and destinations
- Creates limited new transit-oriented development opportunities

C3 Family of Alternatives

Group of alignments along existing DART right-of-way to Union Station and along the Young/Marilla corridor:

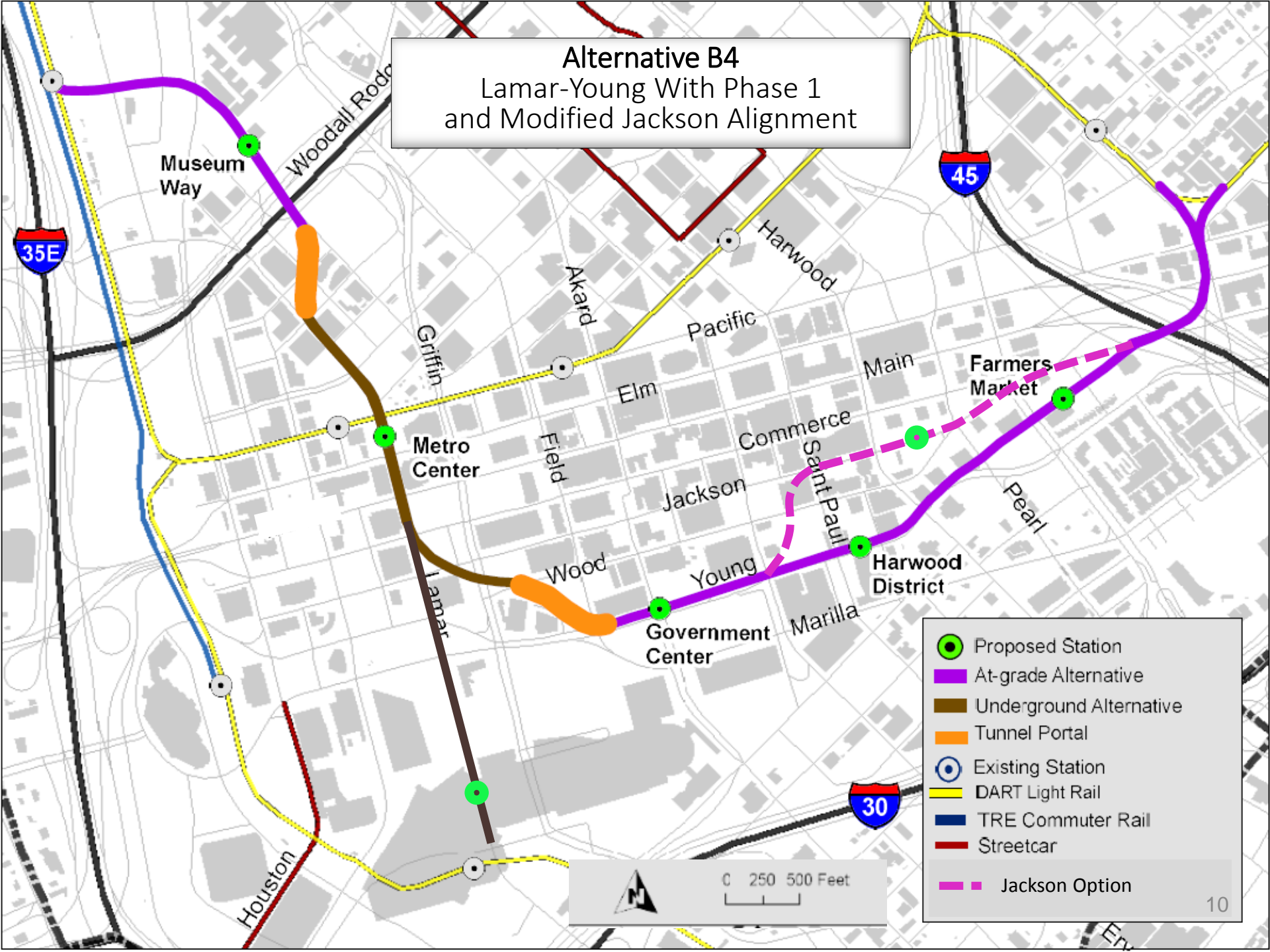
- Does not serve existing Downtown population centers
- Expands service to some new areas and destinations and creates some new transit-oriented development opportunities
- Union Station offered the potential for a major Downtown transit hub associated with High Speed Rail (HSR)
- However, Texas Central Railway's preferred HSR station options near the Convention Center Station minimizes this consideration

B4 Family of Alternatives

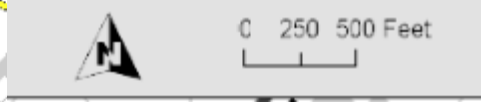
Group of alignments along the Lamar corridor and the Young/Marilla corridor:

- Serves existing Downtown population center
- Expands service to significant new areas and destinations
- Creates new transit-oriented development opportunities

Alternative B4
 Lamar-Young With Phase 1
 and Modified Jackson Alignment



- Proposed Station
- At-grade Alternative
- Underground Alternative
- Tunnel Portal
- Existing Station
- DART Light Rail
- TRE Commuter Rail
- Streetcar
- Jackson Option



Specific B4 Alignment Considerations

- Performs well relative to the FTA Core Capacity criteria
- Among the least expensive alignments under consideration
- A property owner has articulated concerns about potential property impacts (letter attached)

Key Considerations Going Forward

- Urban design considerations:
 - Thoughtful integration of rail within street rights-of-way
 - Transition from at-grade to below grade
 - Location and design of stations
- Impact on adjacent properties:
 - Minimizing negative impacts
 - Maximize transit-oriented development opportunities
- Preserve funding for D2 extension to connect with future High Speed Rail
- Preserve options for Blue, Red, Green, Orange and other future lines to flexibly use the D2 alignment in the future

Next Steps

- Take action on a Council Resolution endorsing a locally preferred alignment in concept and articulating key priorities and considerations for further design of the alignment
- Revisit the Master Inter-Local Agreement with DART to ensure clarity with regard to expectations for a future Downtown subway
- The D2 Alignment will be brought back for future Council consideration with regard to use of City rights-of-way and use of eminent domain to acquire property

Proposed Schedule

- August 24, 2015 – TTRPC action on a Council Resolution
- August 25, 2015 – Proposed DART Board action on Local Preferred Alternative;
- September 9, 2015 – Proposed City Council action on resolution;
- September 2015 – DART application submittal to FTA

Appendix

- Appendix A Draft Council Resolution
- Appendix B DART D2 Briefing to TTRPC – August 10, 2015
- Appendix C Stakeholder Letters
- Appendix D DART Response to TTRPC questions

Draft Resolution

WHEREAS, on February 27, 1990, a Master Interlocal Agreement was executed between Dallas Area Rapid Transit (DART) and the City of Dallas 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 stated capacity triggers are met; and

WHEREAS, DART has subsequently proposed the Downtown Second Light Rail Alignment (D2) as a reliever route to Bryan/Pacific CBD Transit Mall to ensure long term light rail transit service reliability, operational flexibility, and system capacity, as well as enhanced Downtown circulation and economic development; and

WHEREAS, in May 2007, in anticipation of pursuing federal funding, DART initiated an Alternatives Analysis (AA) and Draft Environmental Impact Statement (DEIS) process in accordance with federal guidelines, to identify and evaluate alternative D2 alignments, and has conducted extensive stakeholder and community engagement through this process; and

WHEREAS, the AA/DEIS was published by the Federal Transit Administration (FTA) in March 2010 and was circulated for a 45-day public comment period, wherein comments included examination of additional alternatives; and

WHEREAS, the AA process was reinitiated in 2013 to evaluate and advance alternative alignments to the two percent design stage and is concluded by selection of a Local Preferred Alternative, leaving more detailed design and alignment refinement to subsequent phases of the design process; and

WHEREAS, Texas Central Railway, a private Texas based company, is proposing inter-city high speed rail service between Dallas-Fort Worth and Houston, with a potential Downtown high speed rail station in the vicinity of the Dallas Convention Center; and

WHEREAS, providing convenient linkage between a Downtown high speed rail station and local and regional DART light rail service will be critical to take advantage of transit-oriented development opportunities associated with a well-connected inter-city high speed rail station; and

WHEREAS, on August 4, 2015, Downtown Dallas Inc., representing major development, corporate and community interests in Downtown, articulated a preference for the B4 alignment in concept, while calling for close attention to detailed design decisions during further development of the preferred alignment in order to minimize temporary impacts and property takings on adjacent properties, maximize station area development potential, and ensure quality and beauty of the streetscape environment; and

August 21, 2015

Draft Resolution

WHEREAS, on August 10, 2015, DART staff briefed the Dallas City Council Transportation and Trinity River Committee on D2, providing an update on the evaluation of alternative alignments, and identifying a window of opportunity for a Federal Transit Administration Capital Investment Grant for implementation of D2 as a Core Capacity project; and

WHEREAS, based on DART's evaluation, the B4 alternative with potential alignment modifications that may further reduce impacts provides the best balance between serving existing Downtown population centers, generating new ridership, creating opportunities for future transit-oriented development, limiting cost, and meeting the Federal Transit Administration grant criteria for Core Capacity; and

WHEREAS, a Dallas City Council resolution endorsing a preferred D2 alignment would significantly strengthen DART's application for a Federal Capital Investment Grant; Now Therefore,

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

SECTION 1. In consideration of taking timely advantage of the FTA Capital Investment Grant opportunity within the 2017 federal funding cycle, the Dallas City Council endorses the B4 alternative in concept with additional consideration of potential alignment modifications as shown in EXHIBIT 1 as the preferred D2 alternative with the understanding that DART will address the following City priorities during future detailed design of the alignment:

- (a) Integration of the at-grade light rail line within street rights-of-way will be designed and constructed in a manner that enhances the quality of the street environment through balanced consideration of multimodal accessibility to adjacent buildings and development sites.
- (b) Sufficient engineering analysis will be undertaken during the design process to study and take into consideration the impact of train operations on street-level traffic operations.
- (c) Alternative locations of the transition from at grade to below grade rail will be examined to optimize development potential on adjacent property, and to minimize street closures.
- (d) The alignment will be refined to minimize to the extent feasible negative impacts on adjacent properties.
- (e) A minimum of five new stations will be added in order to maximize transit oriented development potential.

August 21, 2015

Draft Resolution

- (f) Necessary planning and design will be undertaken to maximize the flexibility of D2 to accommodate to the extent possible operation of all lines through Downtown, and to preserve the option for future extension of the D2 alignment or other appropriate linkages to connect to the Red and Blue line alignment south of Downtown.

SECTION 2. That the D2 alignment will be brought back for Council approval, once the FTA Project Development phase (ten percent design stage) is complete and prior to incorporation of the alignment into the DART Service Plan under section 452.304 of the Texas Transportation Code, with regard to integration of the at-grade light rail line within street rights-of-way and the analysis of impacts on adjacent properties.

SECTION 3. That the Dallas City Council recommends that funding be set aside in DART's financial plan in a timely manner to enable construction of an extension of the D2 alignment to serve future high speed rail and the Convention Center station.

SECTION 4. That the Dallas City Council endorsement of the B4 alternative with potential alignment modifications does not in any way alter DART's commitment per the Master Interlocal Agreement to build a subway within the CBD when stated capacity triggers are met.

SECTION 5. 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.

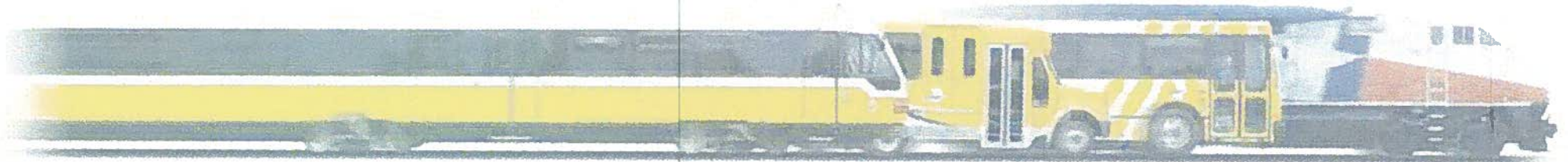


City of Dallas
Transportation and Trinity River Project
Committee

DART Priorities Overview

Gary C. Thomas
President/Executive Director

August 10, 2015





City of Dallas
Transportation & Trinity River Committee
Downtown Second Alignment (D2)

Gary C. Thomas
President/ Executive Director

August 10, 2015



Why is D2 Important?



Why is DART Concerned?

Flexibility





Capacity



Market Area Coverage



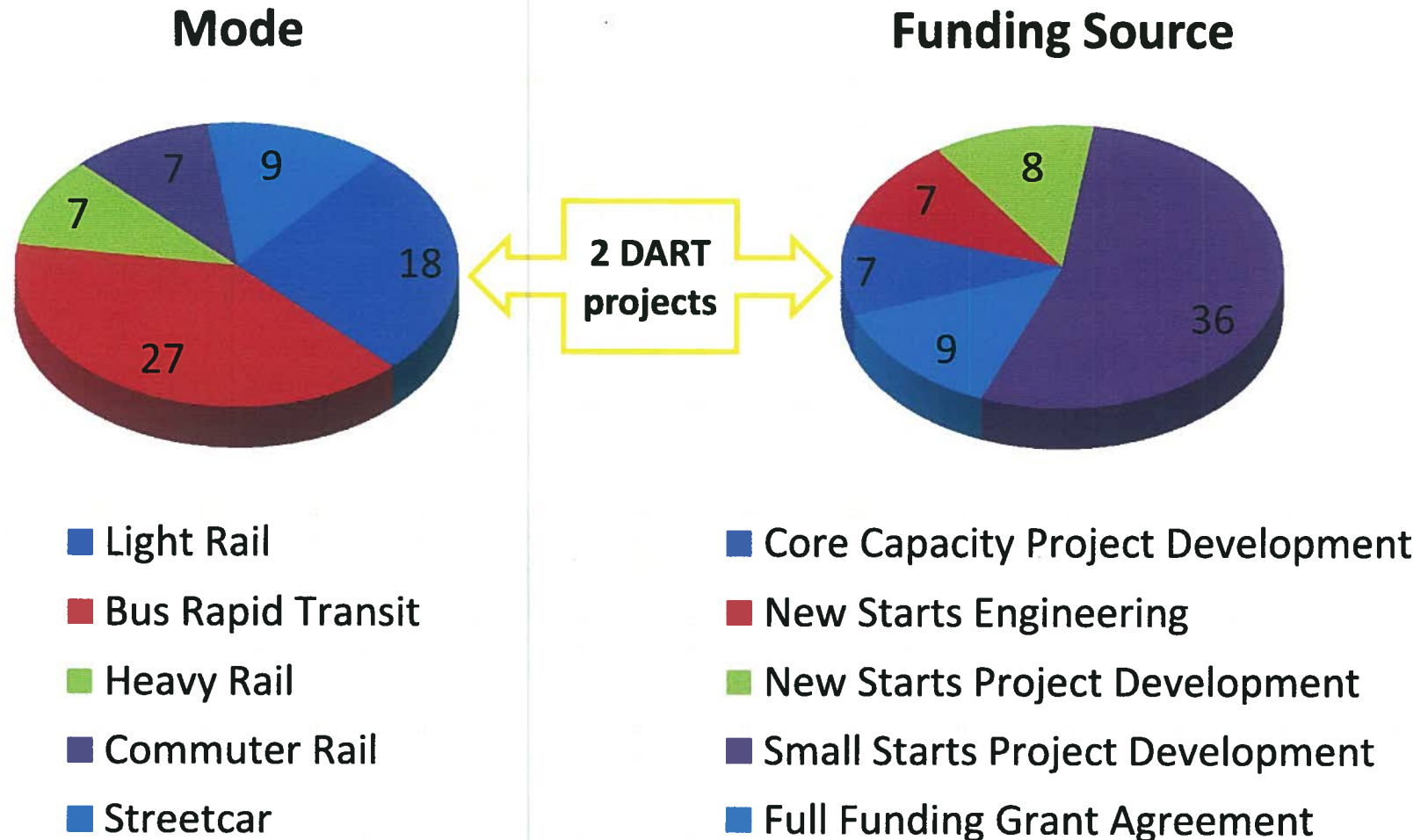
Legend

-  Existing Station
1/4 mile walk distance
-  D2 Station 1/4 mile
walk distance

Federal Funding Schedule

- Projects can be submitted any time for review
- Estimated request for funding between \$350 M- \$400 M
- Current Window
 - September 2015 – Submittal to FTA
 - October – November – FTA Review
 - December 2015 – Project Rating
 - February 2016 – President's FY 17 Budget
- Missed Window
 - February 2017 – President's FY 18 Budget or beyond
 - Change in Administration

Current Capital Investment Grant Program Pipeline



67 Projects Nationwide Competing for Funding

Program of Interrelated Projects

1 Platform Extensions

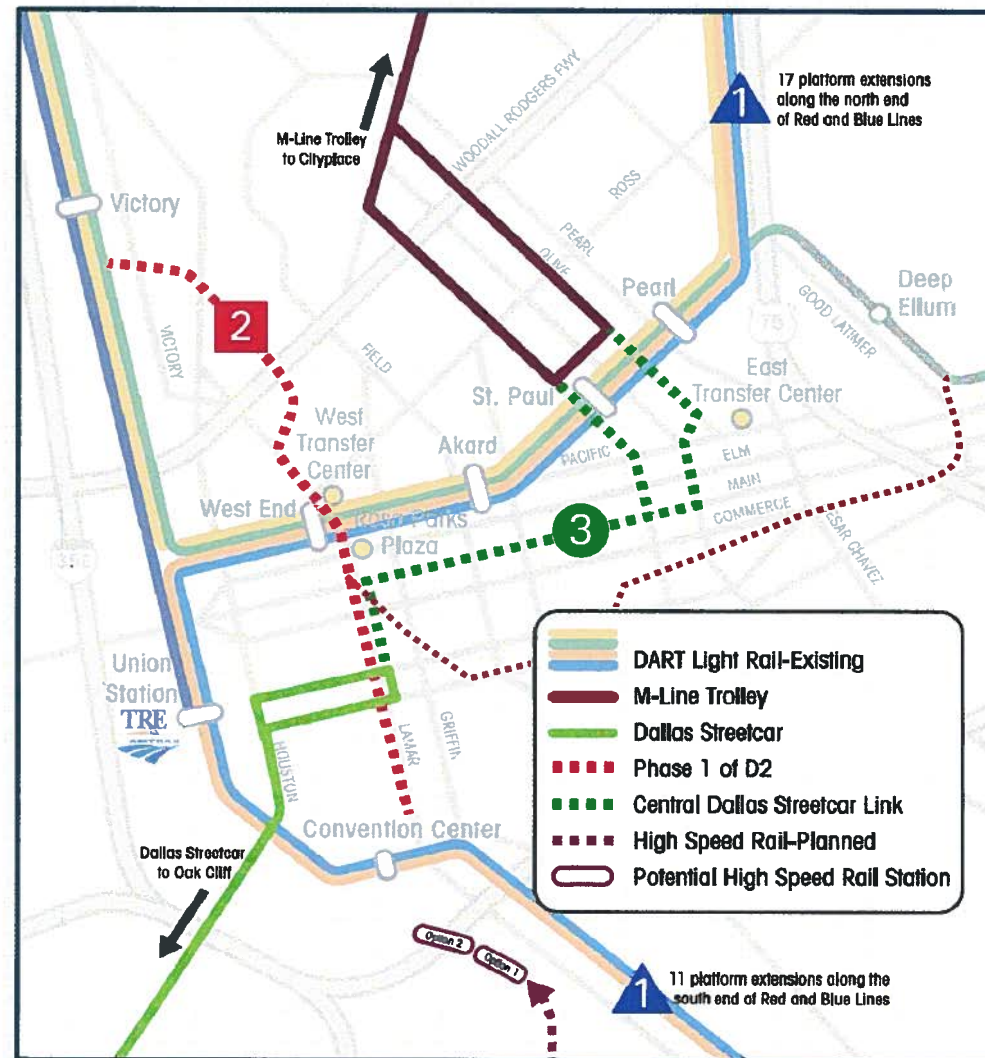
- 28 LRT Stations

2 Light Rail (D2)

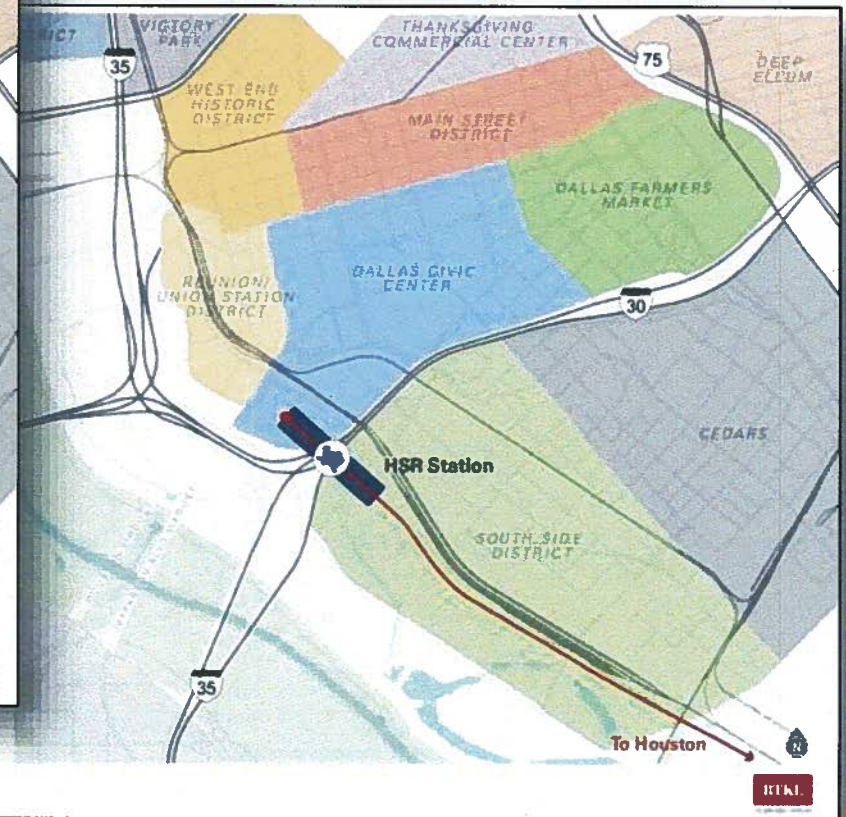
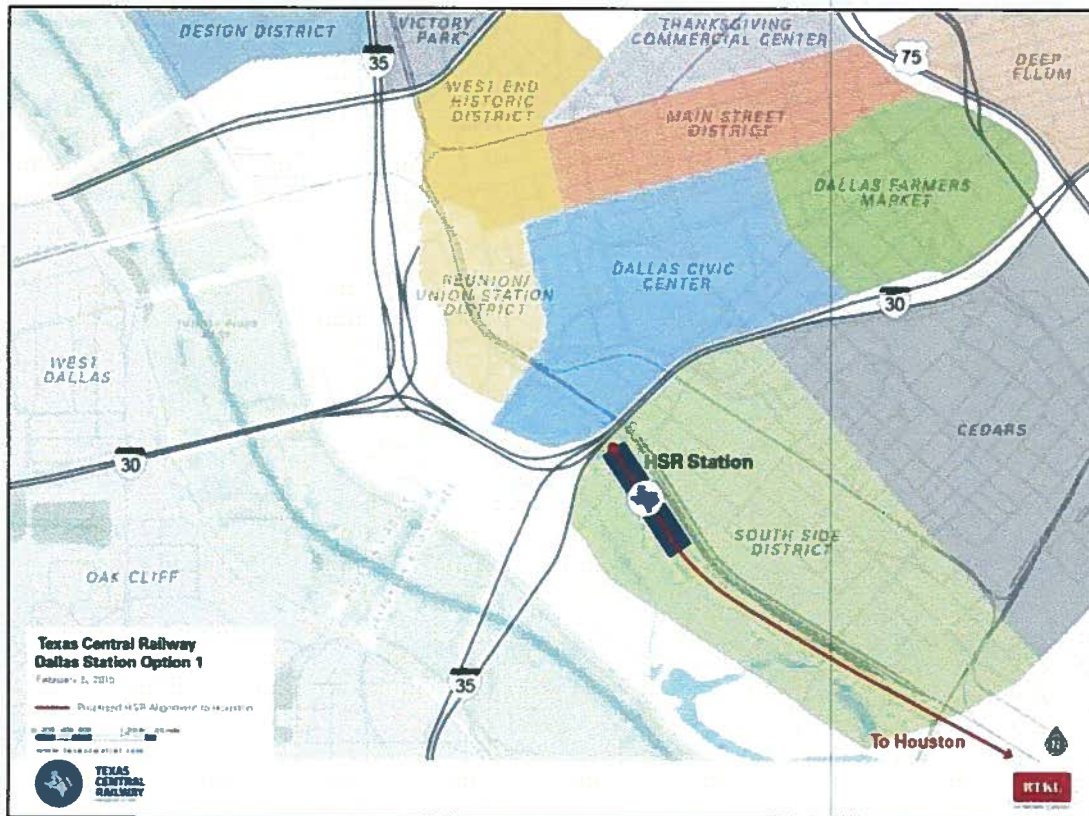
- Victory Station to Green Line

3 Streetcar (Central Dallas Streetcar Link):

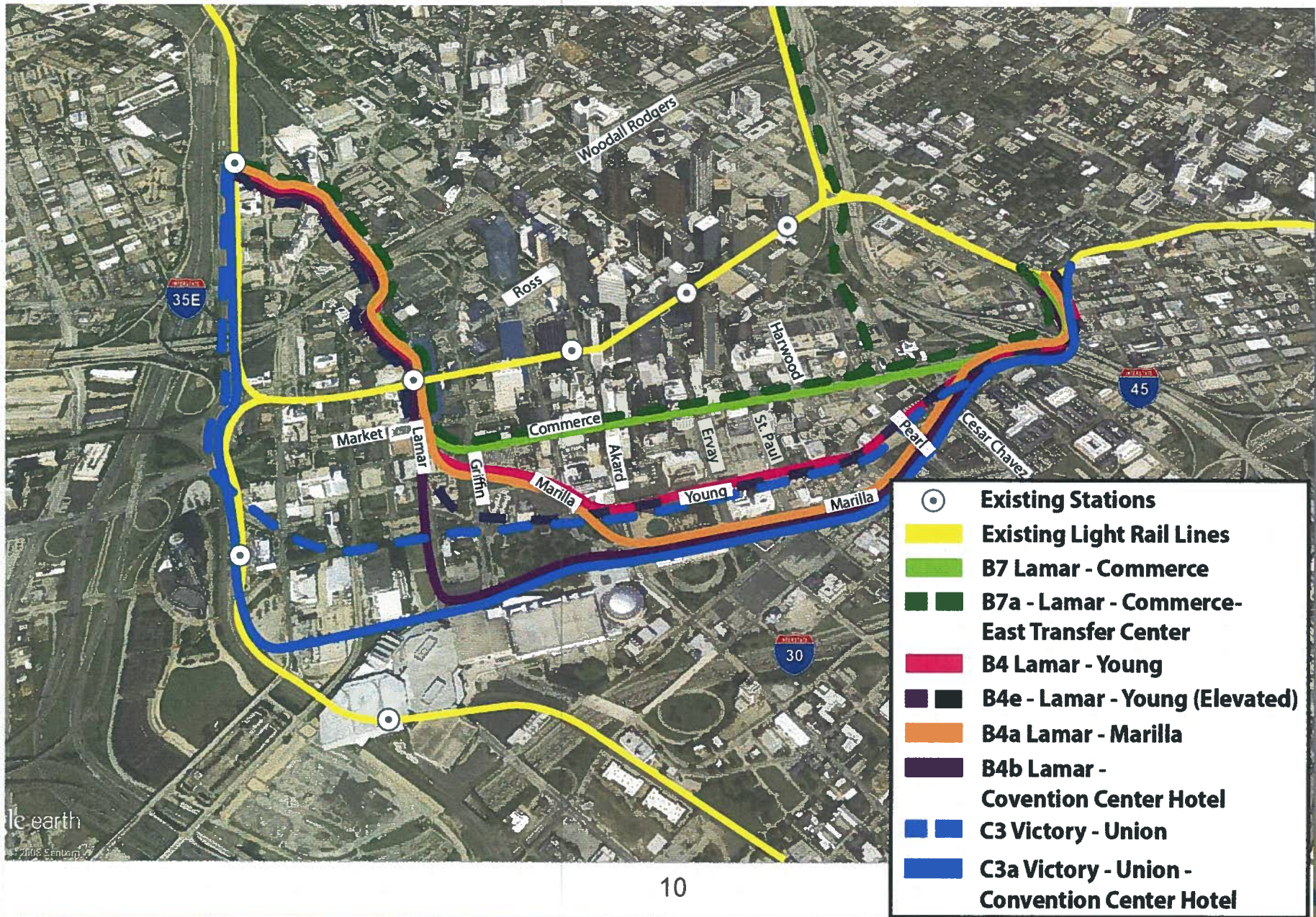
- Omni Hotel to St. Paul LRT Station



High Speed Rail Dallas Station Options



D2 Alternatives



le earth
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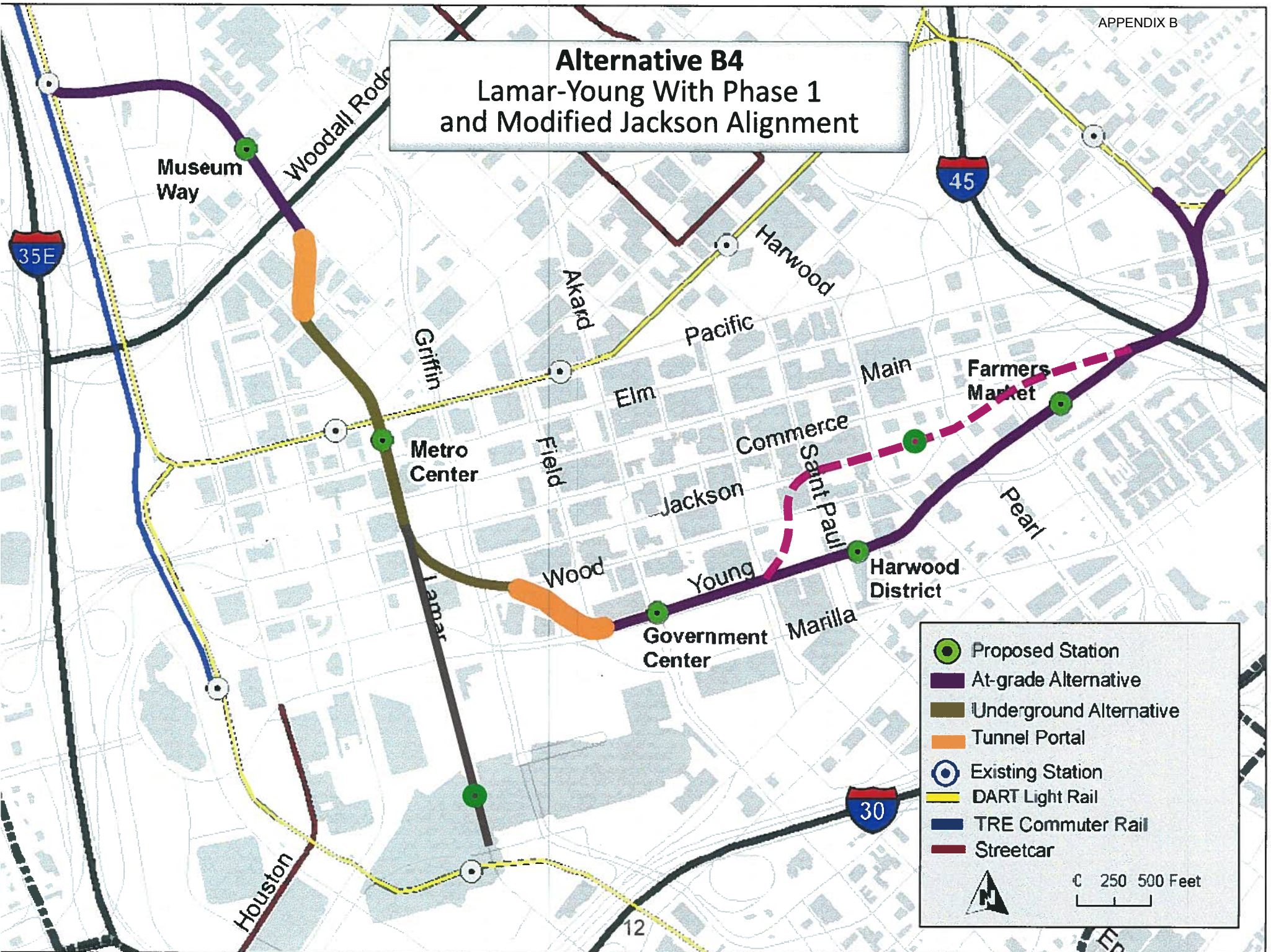
D2 Preliminary DRAFT Evaluation Results

	B4	B4wo	B4a	B4b	B4e	B7	B7a	C3 ¹	C3a ¹
Project Length (miles)	2.41	2.41	2.48	2.64	2.67	2.27	3.29	2.24	2.26
% Tunnel (miles)	21%	21%	41%	44%	Elevated	49%	65%	34%	54%
Capital Costs (2013,\$M)	\$511	\$493	\$830	\$898	\$505	\$912	\$1,173	\$596	\$1,057
O&M Cost Increase over No-Build (2013,\$M)	\$2.5	\$2.2	\$4.3	\$4.4	\$2.5	\$3.4	\$3.9	\$8.0	\$10.2
Project Trips	40,462	31,068	37,636	33,244	40,522	31,578	38,062	30,894	31,917
Added Riders	5,122	-4,454	1,761	-3,528	6,201	-3,945	-4,685	-8,886	-1,932 ²
FTA Core Capacity Criteria (Interim Guidance)	Med-High	Med	Med-High	Med	Med-High	Med	Med	Med	Med

1 Assumes West End Bus Transfer Facility is relocated to Union Station.

2 Added riders drops to -5437 if bus transfer facility is not relocated to Union Station.

Alternative B4 Lamar-Young With Phase 1 and Modified Jackson Alignment

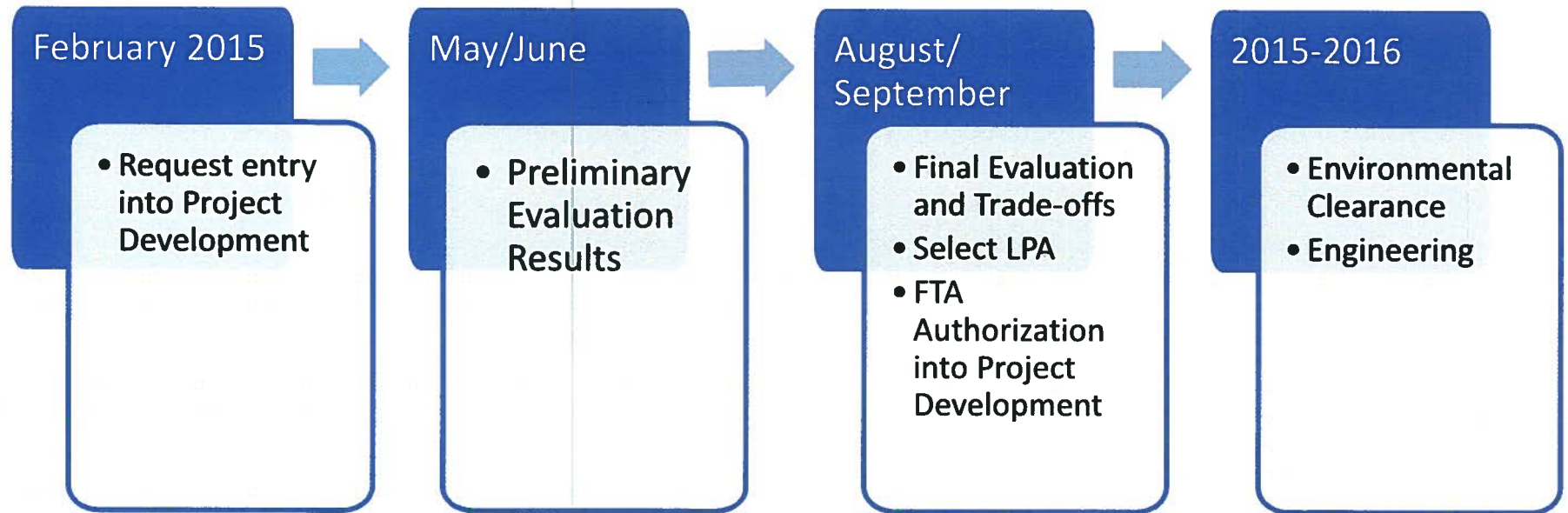


- Proposed Station
- At-grade Alternative
- Underground Alternative
- Tunnel Portal
- Existing Station
- DART Light Rail
- TRE Commuter Rail
- Streetcar

0 250 500 Feet

D2 Next Steps

Full D2 Corridor





214.979.1111
www.DART.org



City of Dallas

Transportation & Trinity River Committee

South Oak Cliff Extension to UNT-Dallas

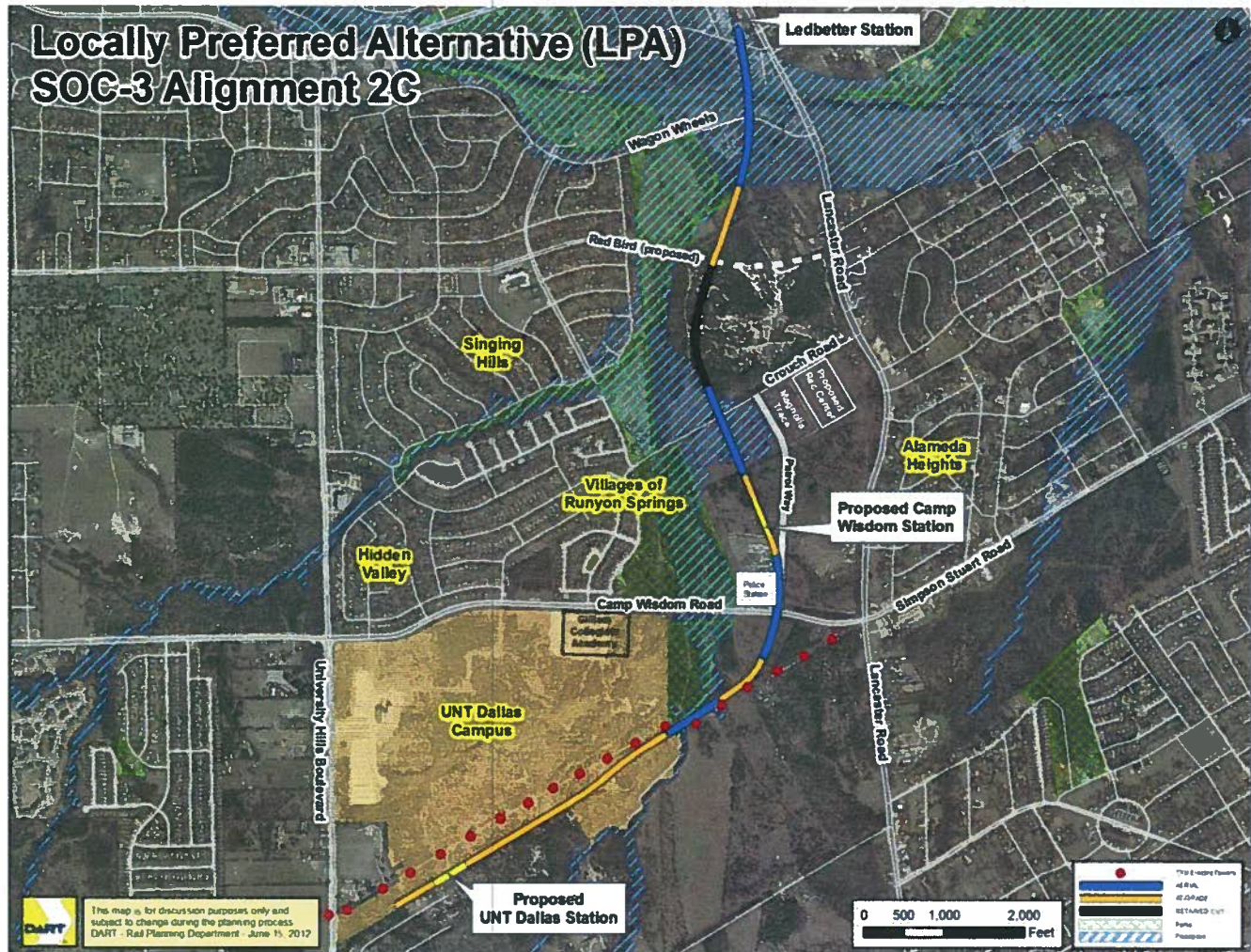
Gary C. Thomas

President/ Executive Director

August 10, 2015



Blue Line Extension to UNT-Dallas



South Oak Cliff - Status

- 2.61 mile extension of the Blue Line south from Ledbetter Station to UNT-Dallas
- Construction cost: \$104 M
- Two new stations
 - Camp Wisdom
 - UNT Dallas
- Camp Wisdom Station
 - Design coordinated with new Singing Hills Recreation Center
- Construction initiated October 10, 2014
 - Water line
 - Bridge construction
 - Ledbetter Station
- Anticipated revenue service – December 2016

Ledbetter Station



Camp Wisdom Station and Singing Hills Recreation Center



Above rendering as of January 2015
Value Engineering is being performed on
recreation center design
Station trellis are deferred

UNT Dallas Station

View from bus load/unload area



South Oak Cliff Construction

Ledbetter Station Improvements



South Oak Cliff Construction

View from North Abutment of Five-Mile Creek



South Oak Cliff Construction

Hanging Beams over Wagon Wheels Trail



South Oak Cliff Construction

North & South Abutments at Runyon Springs Tributary





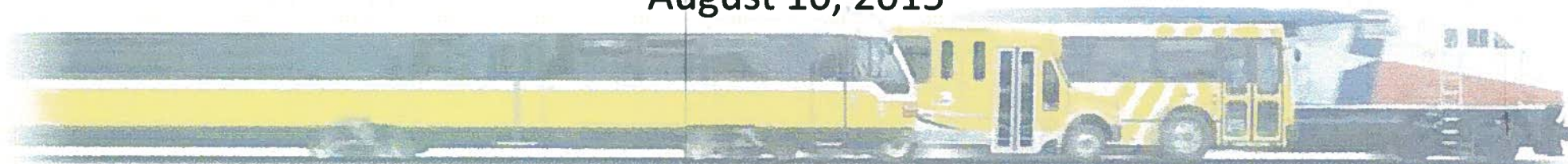
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City of Dallas
Transportation & Trinity River Committee
Cotton Belt Corridor Update

Gary C. Thomas
President/ Executive Director

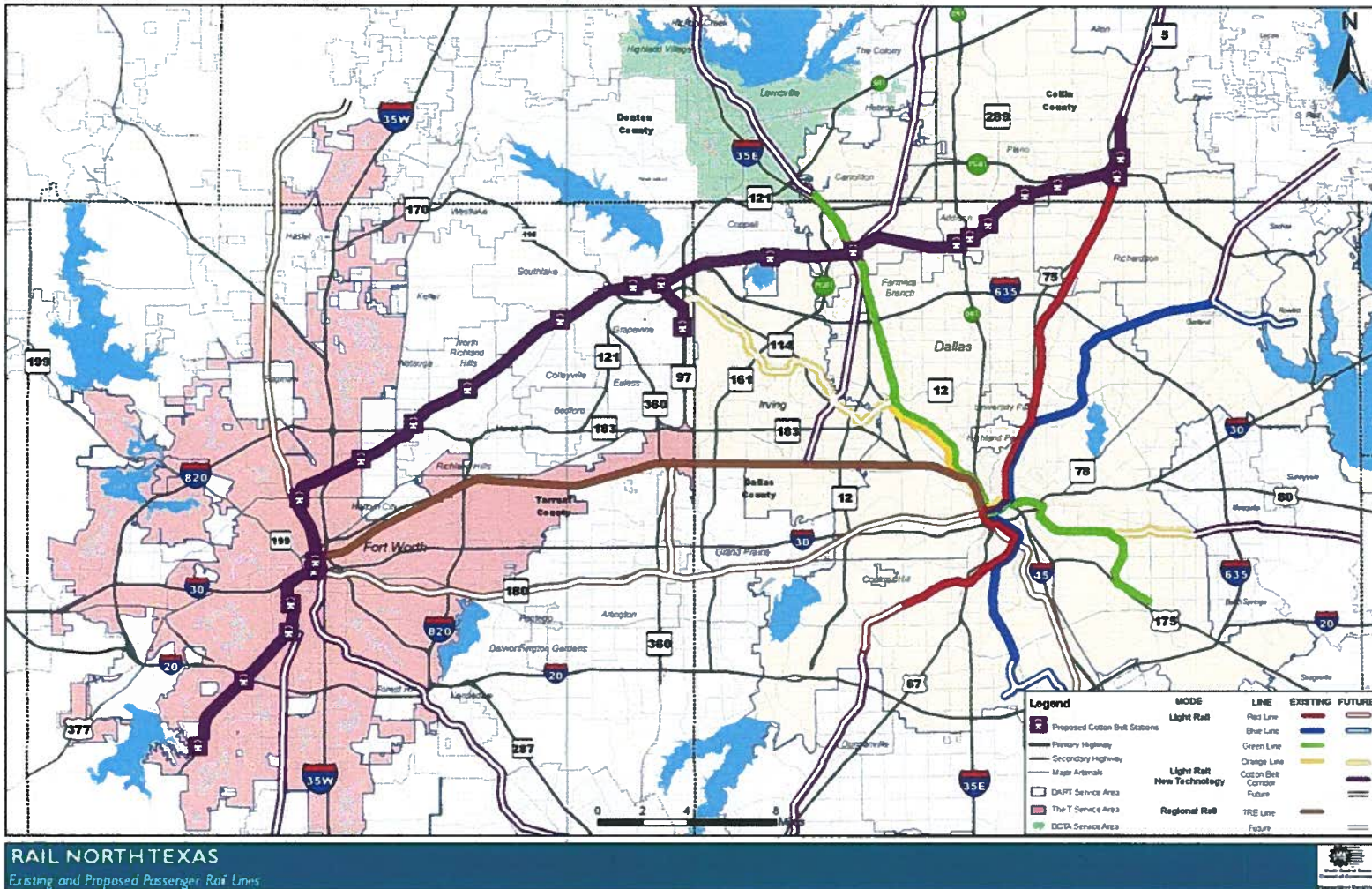
August 10, 2015



Overview

- **Two independent projects**
 - The Fort Worth Transportation Authority (TEX Rail)
 - Dallas Area Rapid Transit
- **Serves a large part of the region**
 - Located in Dallas, Collin and Tarrant counties
 - 13 Cities
 - 2 Universities (UTD and Texas A&M Research & Ext Center)
- **Important transit connections**
 - D/FW Airport and Orange Line Connection
 - DART Green Line and Red Line Connections
- **DART owns 52-miles of Cotton Belt right-of-way**
 - North side of Fort Worth to Wylie

Cotton Belt Corridor



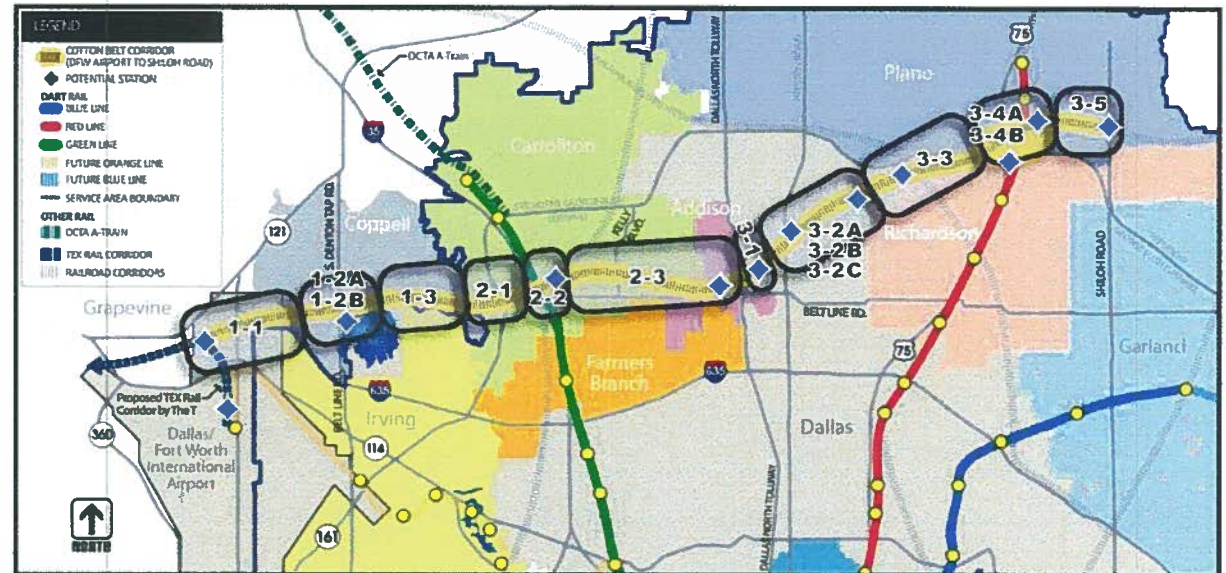
TEX Rail Status

- The T submitted New Starts application for Tex Rail in October 2011
 - Seeking \$405 million in federal funding
- In August 2013, the T Board redefined project as Minimum Operable Segment (MOS) from Downtown Fort Worth to the DFW Airport station
 - Revised environmental document under review by FTA and FAA
- Authorized for Engineering in June 2015
- Contract for 8 “FLIRT” vehicles with Stadler
- Anticipated revenue service in December 2018

Eastern Portion of the Cotton Belt

41 Options Evaluated

- BRT & Rail
- Base Line Project
- Alignment Alternatives
 - Cypress Waters
 - Bush Turnpike Station
- Profile Options
 - Trench
 - Tunnel



Summary Table: Gross Capital Cost

Operable Segment (At-grade)	Rail: Double Track	Rail: Single Track	Bus Rapid Transit (BRT)
DFW Airport to Plano	\$1,599 M	\$690 M	\$393 M

Regional Rail Vehicle



BRT Vehicle



Cotton Belt – Recent Activity

- Cotton Belt in the proposed 20 Year Financial Plan
 - Revenue service in 2035
- Town of Addison requested technical assistance from the NCTCOG to identify options to deliver the project earlier than 2035
 - Six operational scenarios identified
 - DART conducting financial review of proposals



214.979.1111
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**DOWNTOWN
DALLAS INC**

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August 4, 2015

Mr. Gary Thomas
President and Executive Director
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-0163

Dear Gary:

On behalf of the Downtown Dallas, Inc. (DDI) Executive Committee, representing major development, corporate, and community interests in Downtown, we welcome the opportunity to provide input as DART considers alternatives for the second Downtown light rail alignment (D2).

DDI established a Transportation Task Force to review the various alternatives for the second alignment. The task force established criteria and a weighting system to evaluate the alternatives.

The result of the evaluation was that Alignment B-4 Lamar Young was found to yield the highest score. At an estimated cost of \$511 million, it allows DART to deliver the entire D2 service within the budget established for the core capacity grant, rather than only a north-south Phase 1 spur, and it attracts the most new riders of any of the options. B-4 is characterized by a greater percentage of at-grade alignment, which if designed and constructed to a properly high urban design standard, can serve to beautify and bring vitality to the corridors through which it passes. This also can serve to better stimulate new development in station areas.

DDI's preference for B-4 is enthusiastic in concept, but reserved in detail. The ultimate success of this alternative depends on considerable attention to the fine-grained horizontal and vertical alignment decisions which can greatly increase or decrease 1) temporary impacts on adjacent properties, 2) whether a property take is required, 3) station area development potentials, and 4) quality and beauty of streetscape environment. The focus areas at which we encourage DART to exercise special attention to detailed design decisions are specified in the attached report.

The task force report and recommendation was approved by the DDI Executive Committee at its July meeting. The complete task force report is attached for your information.

A recommendation in our approved Downtown Dallas 360 plan was to have DART consider an alignment that would include a stop at Union Station. Since DART has determined that soil conditions are not conducive to that alignment, we would ask that the B-4 alternative be connected to Union Station by the Dallas Streetcar.

Sincerely,

John P. Crawford
President and CEO

**DART D2 Alternatives Analysis
DDI Transportation Task Force
Report and Recommendation
July 21, 2015**

DDI convened the Transportation Task Force for the purpose of reviewing the alternative alignments for DART's second light rail route through Downtown Dallas. Participating in this work were Larry Good, Chair of the Task Force, DDI team members John Crawford, Kourtney Garrett, Jim Wood, Dustin Ballard and Shalissa Colwell, and Task Force members Mark Goode, Craig Melde, Allan Zreet, Tom Persch, Lori McWilliams and Ben Reavis. Our review was facilitated by having a full copy of the briefing on the alternatives presented by DART staff to the DART Planning Committee, dated May 26, 2015. The briefing materials included maps of each of nine alternatives along with their cost and ridership analysis matrix, summary of pros and cons and renderings of key locations along the alignments.

In addition, the Task Force was informed by comments from Downtown Stakeholders in a series of community meetings facilitated by the Task Force over the past several months. These meetings were attended by more than 100 people in aggregate.

The Task Force discussed and agreed on a list of criteria against which each of the alignments should be considered in determining a "DDI-Preferred Alignment."

Those criteria are as follows:

1. Cost to construct, with particular importance placed on whether the entire D2 alignment (rather than just "Phase 1") could be constructed within the initial budget for core capacity.
2. Ridership projection (provided by DART)
3. New service to key destinations. For this criterion we paid particular attention to valuing new service over redundant service which duplicates that already provided by the current DART alignment downtown. Special value is placed on service to The Perot Museum/Klyde Warren Park, the Convention Center Hotel, City Hall and the Farmers Market district.
4. Catalytic effect. To what extent do new station locations promote/unlock the development potential of downtown sites?
5. Urban design character and street level activation. How might a proposed alignment and its station locations improve the vibrancy and character of downtown's fabric. Does DART's investment in a corridor improve the image of the city? Is there strong potential for exemplary design?
6. Transportation connectivity. How does an alignment decision provide multi-modal and transfer opportunities at a station hub. The connectivity with the Red/Blue light rail lines, the TRE, the Modern Streetcar, bus transfer station and future high speed rail should be considered.
7. Construction disruption and impacts on existing property owners; this includes consideration of any likely takings and considers whether the impacts have reasonable mitigation and/or replacement strategies.
8. Impact on historic and/or cultural resources.

We agreed that not all of these criteria should be weighted of equal importance. Toward that end, the Task Force established the following weights for each criterion:

Cost to Construct	25%
Ridership Projection	17%
Service to Key Destinations	16%
Catalytic Effect	12%
Urban Design Character/Street Level Activation	10%
Transportation Connectivity	10%

Disruption/Impacts on Property Owners	5%
<u>Impact on Historic/Cultural Resources</u>	<u>5%</u>
Total	100%

In an effort to create a quantitative analysis to compare the alignment options, values from 5 (best) to 1 (worst) were assigned to each alternative under each criterion. We also gave consideration to what we would term as “fatal flaws” that should rule out an alignment option regardless of how it scores on other criteria. Those “fatal flaws” are noted with an “x” on the matrix and those alternatives were not further evaluated.

Alignment B4 Elevated was eliminated from consideration by the Task Force because we felt the elevated structure and stations were harmful to the design character of the Downtown environment, and contributed nothing to the vitality of our Downtown street life. Alignments B7, B7a and C3a were not evaluated because they are far outside the budget for core capacity that would permit full construction of D2 as a single phase of work.

The result of the evaluation was that Alignment B-4 Lamar Young was found to yield the highest score. At an estimated cost of \$511 million it allows DART to deliver the entire D2 service through Downtown within the budget established for the core capacity grant, rather than only a north-south Phase 1 spur, and it attracts the most new riders of any of the options. B-4 is characterized by a greater percentage of at-grade alignment, which if designed and constructed to a properly high urban design standard, can serve to beautify and bring vitality to the corridors through which it passes. This also can serve to better stimulate new development in station areas.

DDI’s preference for B4 is enthusiastic in concept, but reserved in detail. The ultimate success of this alternative depends on considerable attention to the fine-grained horizontal and vertical alignment decisions which can greatly increase or decrease 1) temporary impacts on adjacent properties, 2) whether a property take is required, 3) station area development potentials and 4) quality and beauty of streetscape environment. The focus areas at which we encourage DART to exercise special attention to detailed design decisions are the following:

The West End U-Wall:

Examine alternatives for the location of transition from at grade to below grade, in cooperation with the Asian Museum and Granite Properties (among others) to optimize the development potentials and access for these important undeveloped tracts.

Metro Center Station:

The vertically separated multi-modal/transfer characteristic of this proposed station holds immense potential in an area that still has undeveloped parcels nearby. Connections of D2 with the Modern Streetcar, West End Bus Transfer and existing West End Station should be accomplished with an exemplary pedestrian-friendly design environment. No underground retail activities should be included at Metro Center, with the exception of rider amenities such as a newsstand or coffee kiosk. This station presents an opportunity to redesign and positively impact the existing bus transfer center.

Griffin/Young U-Wall:

The location where D2 transitions from below grade to at grade in the government center must be positioned to avoid the closure of Wood or Field Streets, should respect the access requirements of the Aloft Hotel and preserve development opportunities for the remainder of the block.

Harwood Station:

The B4 alignment without the Harwood Station deletes a station which could drive economic development in an area that may otherwise lag the rest of Downtown. Although we recognize that this station increases the dimensional pressures on Young Street right of way near First Presbyterian, as well as increases cost, we support the benefits of providing the Harwood Station, and encourage careful attention to its design.

First Presbyterian Church:

We believe it is possible to accomplish a median-running alignment in Young, passing between the FPC parking garage and the walls of Encore Park, providing that the City of Dallas will cooperate in either a two or three-lane Young configuration or a reduction to four 10-foot lane widths. The alternative is to construct a new below-grade replacement garage for FPC which opens an opportunity for the church to reclaim the lid of the garage for a welcoming new entry court and a future building construction site. DART's arrival on the FPC campus should be presented in such a way to be seen as a new asset for the church, rather than a liability. The detailed design of this portion of B4 is critical to access and pedestrian movements for the church.

Farmers Market Townhomes:

It appears that B4 can be accomplished without taking any townhomes. However, the alignment passes in close proximity to these homes, suggesting that sound attenuation measures (such as replacing windows with triple-pane glass) and construction of a trail alongside the DART tracks to provide a connection into Deep Ellum are mitigation strategies which should be considered. These same strategies should be applied to the alignment as it passes the Loncar Law Offices in the historic Wheel Factory building and adjacent to the Dallas Ballet building in future Harwood Park.

Connection to High Speed Rail:

The Task Force agrees that a connection from light rail to a future High Speed Rail Station along I-30 is a must. None of the proposed alternatives provide an adequate connection within reasonable, safe, pleasant walking distance of the possible HSR station. In fact, none of the alternatives appear to serve HSR any better than the existing Convention Center Station. We recommend that construction of a spur tunnel as an extension of D2 be accomplished as a next phase of work, should the High Speed Rail come to pass. Alternatively, a modern streetcar extension might be implemented from the Convention Center Hotel on south Lamar to the Belleview LRT Station and on to the High Speed Rail Station. Or perhaps a "skylink" people mover could offer an elevated connection above the roof of the Convention Center from the hotel and Government Center Station to HSR.

**D2 Corridor
Alignment Alternatives
DDI Transportation Task Force Evaluation
21-Jul-15**

Criteria	Weight	B4 Lamar Young	B4 w/o Lamar Young w/o Harwood Station	B4a Lamar Marilla	B4b Lamar Convention Hotel	B4c Lamar Young Elevated	B7 Lamar Commerce	B7a Lamar Commerce with East TC	C3 Victory Union Young	C3a Victory Union Convention Center
Cost to Construct	25%	5 (\$511M cost)	5 (\$493M cost)	2 (\$830M cost)	1 (\$898M cost)	1 (\$505M cost)	3 (\$912M cost)	4 (\$1,173M cost)	4 (\$596M cost)	31,900 (\$1,057M cost)
Ridership Projection	17%	5 40,500	2 31,100	4 37,600	3 33,200	40,500	31,600	38,100	2 30,900	31,900
Service to Key Destinations	16%	3	3	4	5				2	
Convention Center Hotel		poor (5 blocks)	poor (5 blocks)	moderate (4 blocks)	good (1 block)				good (2 blocks)	
City Hall		good (1 block)	good (1 block)	excellent (on site)	excellent (within building)				good (1 block)	
Perot Museum/Blyde Warren Park		excellent (on site)	excellent (on site)	excellent (on site)	excellent (on site)				no service	
Farmers Market		moderate (4 blocks)	moderate (4 blocks)	moderate (3 blocks)	moderate (3 blocks)				moderate (4 blocks)	
Catalytic Effect	12%	5	3	1	1				4	
Urban Design Character/Street Level Activation	10%	5 Victory/Young	4 Victory/Young	1 Subway	1 Subway	(Elevated alignment undesirable)			3 Young only	
Transportation Connectivity	10%	3	3	3	4				2	
Modern Streetcar		Metro Center Station (good)	Metro Center Station (good)	Metro Center Station (good)	Metro Center Station (good)				Union Station (good)	
Red/Blue Transfers		Metro Center Station (good)	Metro Center Station (good)	Metro Center Station (good)	Metro Center Station (good)				Union Station (good)	
West End Bus Transfer Station		Metro Center Station (good)	Metro Center Station (good)	Metro Center Station (good)	Metro Center Station (good)				No Service (poor)	
High Speed Rail		Requires spur construction	Requires spur construction	Requires spur construction	Requires spur construction				Requires spur construction	
TRE Transfers		At Victory Station (good)	At Victory Station (good)	At Victory Station (good)	At Victory Station (good)				At Victory & Union Station (excellent)	
Disruption/Impacts on Property Owners	5%	2 First Pres./City Hall	2 First Pres./City Hall	2 Harwood closure/Townhomes	2 Townhomes				1 First Pres./CC	
Impact on Historic/Cultural Resources	5%	1 Wheel Factory/Harwood Park	1 Wheel Factory/West End U-Wall/Harwood Park	3 West End U-Wall/Scottish Rite	4 West End U-Wall/Scottish Rite				2 Wheel Factory/Harwood Park	
Summary Score		4.13	3.28	2.59	2.43				2.79	

Scoring:
 5 = best performance/most responsive
 1 = worst performance/least responsive
 X = fatal flaws/ alternative not evaluation



August 13, 2015

Lee Kleinman, Councilman
 Chair, Transportation Committee
 City of Dallas
 1500 Marilla
 Dallas, Texas 75201

Dear Mr. Kleinman:

We understand that DART will seek approval for a second rail line through downtown Dallas in early September. We also understand that the Transportation Committee will make a recommendation to the City Council related to this proposed rail project at its meeting on August 24, 2015.

At the Transportation Committee meeting on August 10th, Gary Thomas, DART's CEO, recommended the B4 alignment with a possible Jackson Street alternative. Without the Jackson Street alternative, the B4 alignment would place a 400 foot rail station directly between First Presbyterian Church's Welcome Center and the Church's Community Ministries Building, significantly impairing entrance and egress to and from Church property. It would also require the demolition of the Church's parking garage, including the classrooms and other meeting spaces in the Church basement, and take half the Church's limited surface parking. This alignment would also demolish the Chapel Garden and jeopardize the Columbarium, where remains of over 100 people are located, and the 67 year old oak tree at the corner of Harwood and Young Street. Based on earlier noise studies conducted by DART, the B4 alignment would also significantly impair the use of the Sudie George Chapel.

We appreciate the DART staff's considering an alternative B4 alignment that would turn to Jackson Street, avoiding the Church. However, based on the comments from Mr. Thomas at the Transportation Committee meeting on August 10th, we understand that DART will propose both B4 and the Jackson Street alternative for approval as the Locally Preferred Alignment (LPA).

We support the Jackson Street alternative because:

1. It should be less costly; with lower condemnation costs.
2. It will not displace new homes in the Farmers Market area.
3. It places a station just north of the proposed Harwood Street Garden.
4. It enables the Church to continue its 159 year ministry serving the Dallas Community.

We oppose B4 and any other alignment on Young Street because:

1. It would severely disrupt the only major east-west street on the south side of downtown Dallas.

Mr. Lee Kleinman
 August 12, 2015
 Page 2

2. It would demolish recently constructed homes in the Farmers Market.
3. It would destroy the 440-car parking garage and the Sunday School space and offices in its basement.
4. It would destroy the newly constructed Chapel Garden, jeopardizing the Columbarium in the courtyard of the Sudie George Chapel.
5. It would severely limit the use of the Sudie George Chapel.
6. It would bifurcate Church property, dividing the campus and isolating the Stewpot, Encore Park, and its new Amphitheater, Community Garden and the historic 508 Park Building.
7. It would severely impact access to the Church, impacting not only over 1,600 Church members, but also the 120 families who bring their children to our Developmental Day School every weekday, the additional 120 families whose children participate in our Kids Club program each Saturday, the Children's Chorus of Greater Dallas who rehearse every Monday night, the 130+ underprivileged youth that participate in the Stewpot's Venturing Crew and Junior Crew that meet at the Church every Wednesday night, and the All Stars Project of Dallas that offices in our basement meeting space. Of course, these are just a few of the community organizations that use our Church and other facilities.

We have not been provided with DART's internal estimates of the condemnation costs related to the B4 alignment. However, we strongly believe that any DART estimate significantly underestimates the costs associated with the taking of property owned by First Presbyterian Church and the substantial damage to our remaining property on both sides of Young Street.

For 159 years First Presbyterian Church has been a vital part of the downtown Dallas community, with a mission serving the citizens of this city, especially the least of these in our midst. The B4 alignment down Young Street would substantially burden the Church, placing the future of our ministry in grave danger. The Jackson Street alternative is the best option, not only for the Church, but also for our city.

We would invite you and the other members of the Transportation Committee to tour our campus in order to better understand what we are accomplishing for our city. If you would like to arrange a tour or need any additional information from us, please do not hesitate to contact me at 214.748.8051.

Sincerely,



The Reverend Joseph J. Clifford, D. Min
 Senior Pastor

cc: Transportation Committee



August 13, 2015

**Adam Medrano, Councilman
District 2
City of Dallas
1500 Marilla St.
Dallas, Texas 75201**

Dear Mr. Medrano:

We understand DART will seek approval for a second rail line through downtown Dallas in early September. We also understand the Transportation Committee will make a recommendation to the City Council related to this proposed rail project at its meeting on August 24, 2015.

We very much appreciate your statements at the August 10th Transportation Committee meeting in support of the Jackson Street alternative to the B4 alignment. We think it is important that First Presbyterian Church express our views on the new DART line in writing.

The B4 alignment would place a 400 foot rail station directly between the First Presbyterian Church Welcome Center and the Community Ministries Building, significantly impairing entrance and egress to and from Church property. It would also require the demolition of the Church's parking garage, including the classrooms and other meeting spaces in the basement, and take half the Church's limited surface parking. This alignment would also take the Chapel Garden and jeopardize the Columbarium, where remains of over 100 people are located, and the 67 year old oak tree at the corner of Harwood and Young Street. Based on earlier noise studies conducted by DART, the B4 alignment would also significantly impair the use of the Sudie George Chapel.

We appreciate the DART staff's considering an alternative B4 alignment that would turn to Jackson Street, avoiding First Presbyterian Church. However, based on the comments from Mr. Thomas at the Transportation Committee meeting on August 10th, we understand DART will propose both B4 and the Jackson Street alignment for approval as the Locally Preferred Alignment (LPA). From your remarks, we understand you do not support the B4 alignment without the Jackson alternative. We agree.

We support the Jackson Street alternative because:

1. It should be less costly; with lower condemnation costs.
2. It will not displace new homes in the Farmers Market area.
3. It places a station just north of the proposed Harwood Street Garden.
4. It enables us to continue our 159 year ministry serving the greater Dallas Community.

We oppose B4 and any other alignment on Young Street because:

1. It would severely disrupt the only major east-west street on the south side of downtown Dallas.
2. It would demolish recently constructed homes in the Farmers Market.
3. It would destroy the Church's 440-car parking garage and the Sunday School space and offices in the basement.

Mr. Adam Medrano, Councilman
August 13, 2015
Page 2

4. It would destroy the newly constructed Chapel Garden, jeopardizing the Columbarium in the courtyard of the Sudie George Chapel.
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6. It would bifurcate the Church's property, dividing our campus and isolating the Stewpot, Encore Park, and its new Amphitheater, Community Garden and the historic 508 Park Building.
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For 159 years First Presbyterian Church has been a vital part of the downtown Dallas community, with a mission serving the citizens of this city, especially the least of these in our midst. The B-4 alignment down Young Street would substantially burden the Church, placing the future of our ministry in grave danger. The Jackson Street alternative is the best option, not only for the Church, but also for our city.

If you need any further information from us or if there is anything else we can do to support the Jackson Street alignment, please do not hesitate to contact me at 214.748.8051.

Sincerely,

The Reverend Joseph J. Clifford, D. Min

Cc: Congresswoman Eddie Bernice Johnson
The Dallas City Council

GDPC

GREATER DALLAS PLANNING COUNCIL

MISSION IS TO SHAPE, PROMOTE AND ADVOCATE A CREATIVE SUSTAINABLE FUTURE FOR THE DALLAS REGION.

PEER REVIEW GROUP'S CONCLUSIONS ON ALIGNMENT ALTERNATIVES FOR DART "D2" 2ND DOWNTOWN LIGHT RAIL TRANSIT LINE

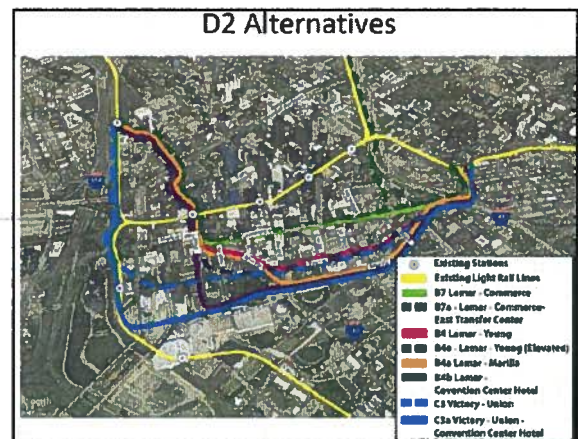
August 18, 2015

1.1 BACKGROUND

Dallas Area Rapid Transit (DART) has advanced substantially toward its initial vision adopted by 58 percent of voters in 14 cities, plus Dallas County on August 13, 1983. On August 18, 2014, the most recent segment of the Orange Line opened to the new DFW Airport Station. With this opening, DFW Airport becomes the third-largest American airport with a direct rail connection to the city center, giving the world's third-busiest airport direct-rail access for more than 61 million passengers annually. Only months later, DART held a groundbreaking for DART's 3-mile Blue Line extension from Ledbetter Station to a new University of North Texas (UNT) Dallas Station on the UNT-Dallas campus. The Blue Line extension also includes a new station at Camp Wisdom Road. (DART.org/about/history.asp)

These rail lines to and from the downtown Dallas area extend to cities north, south, east, and west, advancing the DART system from simply a public transportation mode to a ubiquitous mobility choice. At issue is ensuring that DART has the capacity to continue increasing its ridership and reduce its station headways. To satisfy these demands, DART must construct a second rail line connector through Downtown Dallas to accommodate the longer and additional trainsets required.

The Peer Review Team, made up of 6 architectural or planning professionals, 3 others from the public sector and another from academia, examined the outcomes and responses from DART's extensive alternative alignment studies and public meetings made available by DART principals. The peer reviewers met on four occasions to examine past discussions, evaluate recent conclusions, and offer feedback and recommendations on those



outcomes. In the opinion of most of the reviewers, DART's ultimate decision will set the direction for the emerging alignment for decades to come.

The proposed Alignments for the DART D2 next phase of the 2030 Plan (see *D2 Alternatives Summary Appendix A.*) were developed by the DART Planning Department, led by Mr. Steve Salin, Vice President of Capital Planning Growth & Regional Development, along with Transit Project Manager III, John Hoppi. With considerable public input, DART has suggested the various routes and station locations, indicated potential alignment alternatives (shown on the referenced Alternatives document *Appendix B*), as well as options for the final design and construction of D2. (*Appendix C.*)

The study area is bounded by the existing LRT line through the northern side of downtown, IH-35E (Victory Station), US-75/IH-345 (Deep Ellum Station), and IH-30.

This group originated when a GDPC member firm offered DART the input of a Peer Review Group - representing the GDPC membership, and DART accepted. This document is the summary of that review and dialog with resulting conclusions.

1.2 RATIONALE

It is important to the Greater Dallas Planning Council (GDPC) to maintain the role as a collaborative "thought leader" regarding public policy impacting the quality of life for current and future residents, as well as for visitors to North Central Texas.



1.3 CHARTER

To apply the collective expertise of GDPC members to develop a commentary on the DART D2 alignment determination, designed with the:

- Objective of increasing core capacity and an
- Outcome of increased ridership desired throughout the system

1.4 METHODOLOGY

The group gained insight into the various alignment and station possibilities as produced by the DART Planning Group. This information, along with questions and discussion regarding priorities as they relate to the goal of the meetings, shaped the dialog. Initially, the group engaged in adopting what they believed to be the most important points, then committed to a list of priorities, and identified desired outcomes. This activity designated major headings to examine, which in turn, produced points to discuss, making decisions on the validity of each point as it related to the two

objectives. What ensued for the duration of the meetings was a robust discussion covering numerous questions, posits, decisions, agreement, and discourse. But the take-away was that the exercise covered an abundance of information and potential remedies, leaving the group feeling that the time spent was worth the effort and of value to DART and Dallas City Leadership.

1.5 PRIMARY CRITERIA

The criteria described in A-E below were utilized to 1) explore possible alternatives/outcomes and 2) investigate, through dialog and exchange, other factors which produce results that may have stronger appeal to both riders and area stakeholders while satisfying the objectives of our Charter.

A. MAXIMIZE CONNECTIVITY

- Consideration of existing and forecasted future mobility systems. While some saw this as an important imperative to consider as it relates to the High Speed Rail (HSR), DART's Capital Investment Grant (CIG) application needs assurance that the selected Local Preferred Alternative (LPA) is based on empirical decisions in pursuit of enhancing current system ridership. While the group expressed that accommodating the greatest number of riders is the goal because revenues drive the train, they also confirmed support of HSR when it is farther along in development.
- For DART – there's nothing in their charter that enables them to direct how adjacent property owners choose to relate. Only the City's zoning and development codes can do that. A best outcome for them (and the proposed HSR enterprise) would be that enough area stakeholders embrace the value of the system. The result would be an energized district that contributes to O&M and further investments. Their key role is ensuring the right-of-way can connect and relate.
- The need to interconnect HSR and DART is obvious. However, caution is needed to arrive at valid assumptions about its impact, relationship to the CBD, and how best to provide the trip to the passenger's final destination. The proposed HSR train will arrive during peak hours every 30 minutes. The capacity of each train is 400 passengers. Probably fewer than ½ will be going to a destination that is within walking distance of a DART station. And of that number, many of the business travelers (who can expense the cost) will elect to take a cab or ridesharing service. Most likely passengers going to Houston will probably drive or rideshare to the station, some will cab. Many will ride DART. In many ways HSR may perform like Love Field, but with a higher percentage of business based trips. There is no question that multi-modal service, including DART LRT, is needed; however, peer reviewers determined that it's too early to judge its development impact or service needs.

- Part of the reluctance of DART to spend precious capital for additional line and station consideration for connections to HSR is lack of financial capacity.

B. WISE USE OF PUBLIC FUNDS

- Create a single system efficiently in one phase
- Recognize conflicts between other criteria and DART's capacity for funding
- Grant application needs to include the LPA based on empirical decisions in pursuit of enhancing current system ridership
- Some commented that the priority is to have an effective transit system that is done correctly, rather than just done efficiently

C. ADDRESS LIKELY PROJECTED FUTURE NEEDS

- Demographic shifts (multigenerational)
- Core vs. suburb shifting relationships
- Jobs vs. origin/destination emphasis
- Maximize flexibility over useful life
- Connections with future mobility option

D. COORDINATE WITH OTHER CIVIC DEVELOPMENTS

- Coordinate with existing urban civic infrastructure
- Accommodate transitions to "Complete Streets" and visions developed during DD360 updates
- Accessibility (wheeled vehicles and pedestrian routes)
- Be mindful of other developments/impacts and subsequent CityMap outcomes

E. FUTURE SYSTEM CONSIDERATIONS

- Consideration for how synergies can develop from working with multiple agencies/groups
- Strive for developing ambiance in the stations/boarding areas
- Plan for seamless experience beyond points of departure to points of destination, including before and after entering the DART system, creating a sense of place at each terminus
- Activate the Edges – transparent, interconnected stations that are less a transit stop and more a "piazza" to promote community, increase ridership, and improve the visibility and comfort of riding DART

1.6 CONCLUSIONS

- A. **B4 Alignment (Appendix B) or B4 Alternative with Avoidance Option (Appendix C)** comes closest to meeting the criteria of the majority of this group, although not everyone was in concert with this opinion. In addition, some worry that modifying current station locations - decreasing from two to one station - may reduce potential ridership, which DART staff are continuing to evaluate and will announce findings
- B. Alignment should be visible or at grade as much as possible
- C. Utilize appropriate architectural components as conduits to express public art
- D. Multimodal and Intermodal are both key (connectivity/future needs)
- E. Seamless accessibility must be maintained throughout the entire system
- F. Also discussed was the low current ridership from the Convention Center. The group felt there are much stronger potential catchment areas further east of City Hall.

APPENDIX A.1

July 2015 City Briefings – Alternatives Summary, page 1 of 2

<h1>Alternatives Summary</h1> <p>July 2015 City Briefings</p>		Summary	Pros	Cons
<p>B4</p>	<ul style="list-style-type: none"> • 2.41 miles • Cost \$511 M • 21% tunnel • 40,500 trips • + \$2.5 M O&M/yr 	<ul style="list-style-type: none"> • Highest ridership • Low capital cost • Full D2 alignment within budget • Low O&M • Better visibility on Young Street • New market areas 	<ul style="list-style-type: none"> • Relocate First Presbyterian garage • Opposition from First Presbyterian Church • Concerns regarding proximity to residential 	
<p>B4 w/o Harwood</p>	<ul style="list-style-type: none"> • 2.41 miles • Cost \$493 M • 21% tunnel • 31,100 trips • + \$2.2 M O&M/yr 	<ul style="list-style-type: none"> • Low capital cost • Low O&M cost • Full D2 alignment within budget • Better visibility on Young Street • New market areas 	<ul style="list-style-type: none"> • Low ridership • Relocate First Presbyterian garage • Opposition from First Presbyterian Church • Concerns regarding proximity to residential 	
<p>B4a</p>	<ul style="list-style-type: none"> • 2.48 miles • Cost \$830 M • 41% tunnel • 37,600 trips • + \$4.3 M O&M/yr 	<ul style="list-style-type: none"> • Moderate-High ridership • New market areas 	<ul style="list-style-type: none"> • High cost • Some residential acquisition • Opposition from Farmers Market neighborhood 	
<p>B4b</p>	<ul style="list-style-type: none"> • 2.64 miles • Cost \$898 M • 44% tunnel • 33,200 trips • + \$4.4 M O&M/yr 	<ul style="list-style-type: none"> • Additional access to Convention Center area • New market areas 	<ul style="list-style-type: none"> • Low ridership • High cost • Some residential acquisition • Opposition from Farmers Market neighborhood 	
<p>B4e</p>	<ul style="list-style-type: none"> • 2.67 miles • Cost \$505 M • Elevated • 40,500 trips • + \$2.5 M O&M/yr 	<ul style="list-style-type: none"> • High ridership • Lower cost • Full D2 alignment within budget • Low O&M • Avoids relocation of First Presbyterian parking garage • New market areas 	<ul style="list-style-type: none"> • Visual issues with structure • Opposition from First Presbyterian Church • Concerns regarding proximity to residential • Lack of public support (negative visual impact) 	

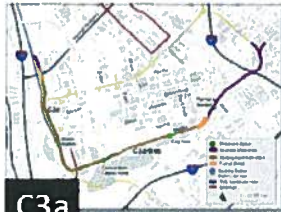
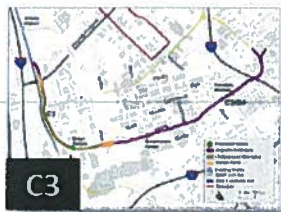
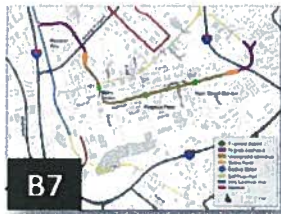
APPENDIX A.2

July 2015 City Briefings – Alternatives Summary, page 2 of 2



Alternatives Summary

July 2015 City Briefings



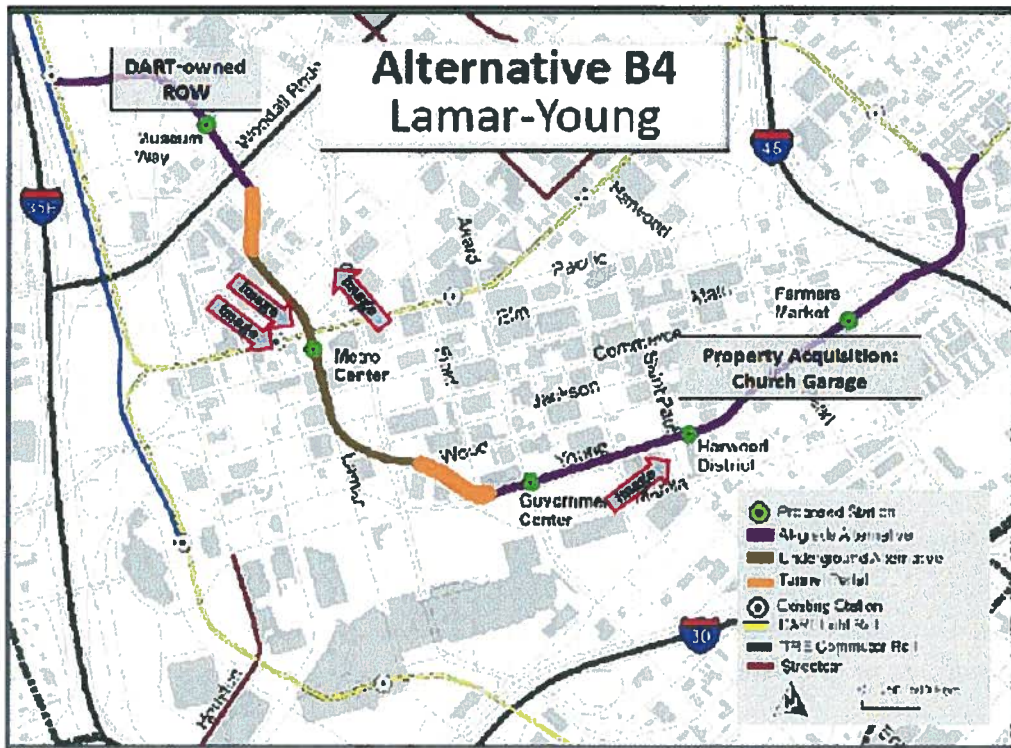
Summary	Pros	Cons
<ul style="list-style-type: none"> • 2.27 miles • Cost \$912 M • 49% tunnel • 31,600 trips • + \$3.4 M O&M/yr 	<ul style="list-style-type: none"> • Low O&M cost • Serves office core • Enhanced transfer opportunity with existing Bryan/Pacific LRT mall 	<ul style="list-style-type: none"> • High cost • Low ridership • Proximity to existing Bryan/Pacific LRT mall may duplicate service
<ul style="list-style-type: none"> • 3.29 miles • Cost \$1,173 M • 65% tunnel • 38,100 trips • + \$3.9 M O&M/yr 	<ul style="list-style-type: none"> • Serves office core • Increases use of East Transfer Center • More direct connection to North Central corridor 	<ul style="list-style-type: none"> • Most expensive • Most tunnel
<ul style="list-style-type: none"> • 2.24 miles • Cost \$596 M • 34% tunnel • 30,900 trips • + \$8.0 M O&M/yr 	<ul style="list-style-type: none"> • Utilizes existing LRT tracks north of Woodall Rodgers • Lower cost • Better visibility on Young Street • Full D2 alignment within budget 	<ul style="list-style-type: none"> • Low ridership • Poor geology • Relocation of West Bus Transfer Center • High O&M cost • Woodall Rodgers modifications • Relocate First Presbyterian garage • Opposition from First Presbyterian Church
<ul style="list-style-type: none"> • 2.26 miles • Cost \$1,057 M • 54% tunnel • 31,900 trips • + \$10.2 M O&M/yr 	<ul style="list-style-type: none"> • Utilizes existing LRT tracks north of Woodall Rodgers • Serves Union Station 	<ul style="list-style-type: none"> • Low ridership • Most expensive • Significant tunnel • Poor geology • Relocation of West Bus Transfer Center • Increased O&M • Some residential acquisition • Opposition from Farmers Market neighborhood

NOTES:



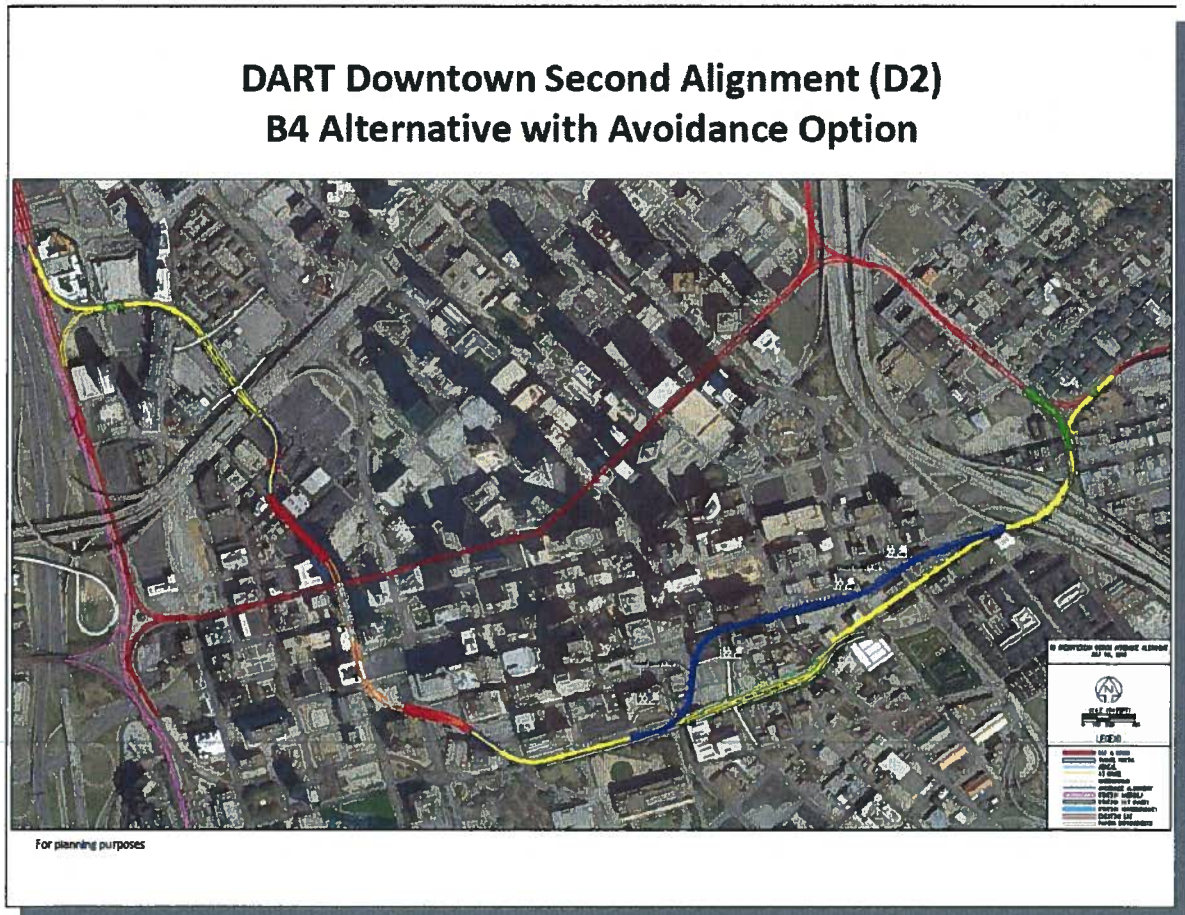
APPENDIX B.

Alternative B4 Overview - showing constraints



APPENDIX C.

B4 Alternative with Avoidance Option - slide provided to peer reviewers.




APPENDIX D.

DART D2 Preliminary Draft Evaluation Results chart

	B4	B4wo	B4a	B4b	B4e	B7	B7a	C3 ¹	C3a ¹
Project Length (miles)	2.41	2.41	2.48	2.64	2.67	2.27	3.29	2.24	2.26
% Tunnel (miles)	21%	21%	41%	44%	Elevated	49%	65%	34%	54%
Capital Costs (2013,\$M)	\$511	\$493	\$830	\$898	\$505	\$912	\$1,173	\$596	\$1,057
O&M Cost Increase over No-Build (2013,\$M)	\$2.5	\$2.2	\$4.3	\$4.4	\$2.5	\$3.4	\$3.9	\$8.0	\$10.2
Project Trips	40,462	31,068	37,636	33,244	40,522	31,578	38,062	30,894	31,917
Added Riders	5,122	-4,454	1,761	-3,528	6,201	-3,945	-4,685	-8,886	-1,932 ²
FTA Core Capacity Criteria (Interim Guidance)	Med-High	Med	Med-High	Med	Med-High	Med	Med	Med	Med

¹ Assumes West End Bus Transfer Facility is relocated to Union Station.
² Added riders drops to -5437 if bus transfer facility is not relocated to Union Station.



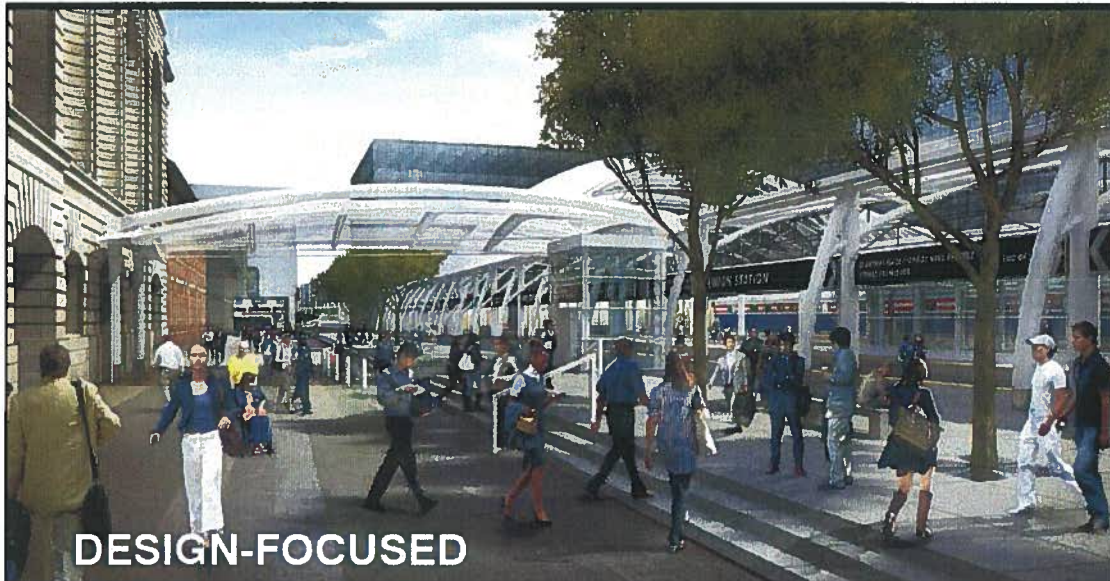
APPENDIX E.

Peer Review Team Makeup

GDPC D2 PEER REVIEW TEAM		
	SECTOR	PROFESSIONAL DISCIPLINE
1.	Private	Architectural & Engineering Strategy
2.	Private	Architecture
3.	Public	Planning
4.	Private	Architecture
5.	Private	Architecture & Planning
6.	Public	Planning
7.	Academia	Architecture
8.	Private	Planning & Urban Design
9.	Public	Director-Outreach Programs
10.	Private	Business Process Improvement

APPENDIX F.1

Peer Review Discussion boards – 1 of 2 (Exhibits prepared for Peer Reviewer discussion)



DESIGN-FOCUSED

- **IF** elevated, D2 should push the envelop of “infrastructure design”
- Visually appealing stations and line extensions
- Become an addition to the beauty of the city, not an eyesore
- Integrate with other alternative transit options; bike trails, car-sharing, and popular pedestrian routes
- Build sustainable communities by integrating transit into existing neighborhoods
- Develop creative partnerships to assist in the funding of design features



APPENDIX F.2

Peer Review Discussion boards – 2 of 2



- Develop station identity that is more of a community gatherer than a transit stop
- Create a Place with the use of physical elements that are welcoming and comfortable
- Effective relationship between surrounding retail and activity
- Be the conduit of a strong sense of community
- Find partners, public and private, to complete the goal of a complete street by a layering of activities
- Stations should be adaptable and dynamic



APPENDIX G.

Substantive peer reviewer and board member comments made during the process*

*Names of reviewers and commenters omitted per consensus of the GDPC board. Messages are in chronological order with most recent first.

August 17

Thanks (Task Force rep). I know we all appreciate your insights and input. I'm hopeful any shift north and subsequent move of the station be one that keeps a Farmers Market area station that's also accessible to Deep Ellum near IH 345. Your no-vote is noted. 'Hope we see you on Thursday.

August 17

I think that the 'Avoidance Alternative' raises a number of issues that could negatively impact development potential of bisected properties as well as connectivity in the southern portion of downtown. Given that the Jackson Corridor would have very limited access since the majority of it would be consumed by rail and a portion of Wood is also potentially being closed for park development, there is a potential that if both of projects happen there would be very limited east-west connectivity between Commerce and Young/Canton. This is contrary to supporting a tight, urban grid and could have further development and walkability implications for this portion of downtown. My vote is no.

August 13

Peer Review Group Colleagues:

I am not elated over the current discussion(s) but neither am I surprised. In my opinion consider this an example of an active democracy.

August 11

I agree our position isn't clear as to which type of B4 alignment we conclude is our version of LPA. We generally say it should be visible (even 'day-lighted' as in their proposed Ross Ave. station alternative) or at-grade as much as possible. While not unanimous - elevated is generally discouraged. In all cases - the urban-design-as-art is of key importance.

That DART continues looking into earlier realignment over to Jackson in response to resident concerns in the Farmers Market area shows an appropriate sensitivity. But they still need to determine whether consolidating two stations into one can be as effective. (DART staff) assured us they're still examining that - and he will have an update soon.

I remain an advocate for keeping both stations if they move the FM station westward to between Harwood and Pearl - by moving the Farmers Market station over closer to IH345 so it can serve the core of Deep Ellum as well as more FM area riders. Such as it is - until more info is available from DART - I feel this gets us as close to a conclusion as we can be. Seven responses to the affirmative <snipped> - do I have your direction to forward this Conclusion to the Board for its vote?

August 11

I vote in support moving this ahead to the Board. However I'm wondering if the committee had a recommendation on which B4 alignment to support and should it be included at this level of engagement? I believe there is consensus among DART and the Downtown community for B4 but we should be weighing in on which B4 alternative. The DDI Transportation Committee is supporting B4 Lamar - Young.

August 7

Just for the record:

Something I had pointed out during our conversations in the group is that when people are referring to “an elevated system”, I don’t believe that what we are meaning is a totally elevated system. Only short spans in lieu of tunnels would be elevated. The assumption that when those of us who are in favor of (at this point two) elevated spans – are in fact defining the entire system is a misnomer.

August 3

(Task Force reviewer) your points are certainly well taken, and we did discuss concern about HSR several times. At the end – we concluded that DART’s Capacity Building Grant application needs to select the LPA based on empirical decisions in pursuit of enhancing current system ridership – rather than hopeful, or yet-to-be fully vetted visions by others.

We also talked a lot about the very low current ridership from the Conv. Center and felt there are much stronger potential catchment areas further east of City Hall.

All of us are very passionate that it accommodate as many riders as possible – and we all really want HSR to be successful. But, one on our panel quantified it in terms of the potential daily trips that would actually deboard HSR and continue on DART. (Considered a very small number of daily potential given HSR proposed capacities and headways.)

Ideally – HSR recognizes the importance of DART with regard to its station location, and will be proactive in reaching out for connections. Given the new HSR board member is a major property owner in The Cedars – we felt there’s strong likelihood he’ll have great potential to expand his developments to accommodate adjacencies. In the end – it’s the adjacencies beyond DART ROW boundaries that will have the biggest impact on ridership.

Yes – I’ll be showing clips of a couple dozen slides that DART has used to get to this point. They’re continuing to weigh a few options on the Harwood and/or Farmers Market stations along the B4 alignments. I’ll show those in the morning too.

Thanks for your well-reasoned feedback! I’ll be prepared to address that in the morning as well – and it’ll be up to the board to give final guidance.

August 3

(Reviewer) makes some convincing and parallel points to some like ours in our meetings. I think (another reviewer) said it best when he talked about how he thinks HSR will be presented – as a station and accessed much like Love Field. I believe that he is right because HSR going longer distances will require luggage and those attendant accommodations. I envision something like a much smaller Grand Central. I believe at this point, we are primarily thinking in terms of “connecting”, which ultimately may not be practical because of the aforementioned scenario.

August 3, 2015

I didn’t respond because it is more of a personal concern than that of a task force concern. The report delivered does not list the methodology that was used to arrive at the conclusion. It only lists the factors for consideration which can be somewhat objective. Regardless of the subjectivity, it appears that GDPC is ready to endorse the (B-4) Alignment. My biggest hesitation is the lack of connectivity and consideration for high-speed rail in that alternative and with DART in general. <snipped> I do believe that coordination with High Speed Rail is essential. I’m hesitant for GDPC to endorse any alignment that does not show coordination with HSR. I understand that we should be cognizant of public expenditures but my biggest priority is to have an effective transit system that is done correctly, rather than just efficiently. Efficiently leaves us with no transit stop at Love Field and a multitude of other issues. Again, that’s just my personal view and personal perspective, not that of task force. It sounds like you are going to be presenting some information on it tomorrow and I look forward to that. Perhaps that discussion will clear up some of my hesitations and concerns.

August 1, 2015

(Reviewer) - your 'horse' is in full flight, no doubt being considered by both the CityMap study underway and the soon to be scheduled DD360 update sessions being undertaken for Downtown Dallas Inc.

Plus we have a great chance to keep these conversations alive with the upcoming joint breakfast mtg with ULI and the Sept 17-18 Going BIG with Small Steps summit.

What we need to do most - as members of GDPC - is be advocates for getting those stakeholders to those conversations.

August 1, 2015

I certainly agree about the realities surrounding those specific observations, but there exists a vacuum of leadership surrounding the bigger picture that is connecting the two systems.

There are definite political realities involved as well (and yes, sometimes leadership is uncomfortable). Yet and still, dialogue can be fostered without stepping on political toes and simply relying on some of the stakeholders to "get it".

As it relates to the big picture I'm referring to, a lunch and learn, forum discussion and/or series of "dream studies" with associated presentations could do wonders. This was the approach taken for the downtown/Trinity River connection issue and I believe it opened the eyes of many.

The D2 alignment and the form it takes is one thing, but the bigger picture is another. Specifically, within GDPC, the end product of this effort (policy, white paper, follow-up policies and efforts) should proactively recognize both and assist in fostering well rounded dialogue amongst all of the stakeholders including citizens. Huge opportunity.

For fear of beating a dead horse, or any other farm animals :), I will rest my case.

August 1, 2015

As do I agree with the importance of those connections of DART and HSR emerging. But for us to maintain our credibility, we must remember our charge and objectives. One does need to be verbally supportive of how HSR relates; but, we also must remember the free-will marketplace nature that our system currently works within. (Landowner's) architects will need to develop those concepts. Ideally – they'll engage feedback from those adjacent stakeholders in those designs.

For DART – there's nothing in their charter that enables them to direct how adjacent property owners choose to relate. Only the City's zoning and development codes can do that. A best outcome for them (and the HSR enterprise) would be that enough nearby stakeholders embrace the value you describe as worth investing in – the outcome will be an energized district that contributes to O&M and further investments. Their key role is ensuring the right-of-way can connect and relate.

We must be sure we embrace the long term vision with short term approaches – to (other reviewer's) point – by planning well. I'm optimistic the DD360 plan update and the CityMap study will help drive some of that potential.

Incrementally – the investors in both HSR and The Cedars will have great opportunities if the planning (is) well done. In DART's D2 decision, simplicity is essential to acceptance by those who will ultimately vote on the LPA. Those opportunities are by their very nature – implied. In the draft I've reviewed – it appears (reviewer/editor) (has) given a nod to that.

Perhaps one of our most important questions to bring up on Aug 20 is to what extent is the City working to accommodate those kinds of edges?

August 1, 2015

We can not underestimate HSR potential impacts nor those of coupling it to DART's network. That would be short sighted.

As is illustrated with declining auto purchases and travel, travel patterns are changing before our eyes.

Yes, people definitely will disembark HSR and jump in (a rideshare) or a taxi if there are no other options. They will also depart the area if there is nothing else around the station to entice them to spend time and money.

Part of the conversation is about planning and positioning. Station area planning, land planning and the coordination of assets, efforts and organizations or at least meaningful dialogue between them all. We can't get there relying on the models of the past.

I'm all for pretty stations and elevated structure (should this option be chosen, appearance is highly important), but there is much more at stake here.

We have to help create the environment in which such game changing decisions can be made. We are behind the curve already, but we should not just let portions of the opportunity just slip away. The P in GDPC is definitely there for a reason.

July 31, 2015

I tend to agree with your perspective. Yes – it'll be a very big deal, and the local property owner will have lots of options to designate what occurs around that landing point. Ideally – more form based would be more resilient to market demands.

It's foreseeable that DART would deploy a small sequence of shuttles during the lead up to departures and following each arrival event based on demand. Ideally – the free market (prop owners), perhaps driven by city planning staff, would take the initiatives to activate those adjacencies according to potential demands.

July 31, 2015

I'm pro HSR. I believe the need to interconnect HSR and DART is obvious. I believe, however, that we need to use caution in making assumptions about its impact, relationship to the CBD and how best to provide the trip to the passenger's final destination. In exchanges with the HSR staff I learned that the train will arrive during peak hours every 30 minutes. The capacity of each train is 400 passengers. I've asked for their assumptions regarding the final destination of the passengers, but I have not received them. My guess is less than ½ will be going to destination that is within walking distance of a DART station. And of that number, many of the business travelers (who can expense the cost) will elect to take a cab or (rideshare). I suspect most passengers going to Houston will likely drive or rideshare to the station, some will cab. Many will ride DART. In many ways I would expect HSR to perform like Love Field, but with a higher percentage of business based trips. There is no question that multi-modal service, including DART LRT, is needed; however, I'm not ready to judge its development impact or service needs.

July 31, 2015

Maybe just to clarify some of my input...

At grade is clearly preferable, any elevated track would be as minimally necessary to separate line crossings.

Even with below grade tunnel, there are two stretches of several hundred feet of open trench at either end, which have a clear urban impact.

The example (another reviewer) has included in his exhibit is simply that, an example of a future possibility and offered to expand the conceptual thought and range of possibilities.

And while I'm in complete agreement on the most of the design and development points, I fear we could muddy the clarity of our report with too much detail.

July 31, 2015

I agree the D2 alignment presents opportunities to activate adjacencies - and I'm a huge advocate of that. DART's budget - quite constrained - isn't likely to be able to cover much beyond accommodations of connections with those spaces. The best this effort can do is attempt to select an alignment that by certain metrics seems most likely to do that. Our worry regarding the City's engagement is valid but has to recognize the free-market nature of how our city gets built out or redeveloped.

This causes me to want to acknowledge how many of, or to what extent the subject parcel owners have had conversations with DART. How have these been characterized in the environmental documentation? (DART staff) has mentioned conversations with several of them, so I'm reasonably confident he's reaching out through this and the preceding process. Without getting into the wildflowers, some explanation of the transparency of this process is in order?

My initial reaction to (submitter's) illustrations is very positive (although I want to see fewer 'dust-catcher' elements), we need to remember that some if not many will not see lingering space in this context as a positive. The differentiator in my mind would be how can the adjacencies become supportive of economic generators (coffee, dining, phone sales, shopping, etc.) that serve to foster rapid turnover rather than accommodating the kind of lingering that occurs around many of the current stations.

As a public transit agency - DART can't activate those spaces; but, must at least strive to support access in proximity to those private investors who see value in DART's passenger turnover. Retail sales tax revenues - in part a direct funding source for DART - should be among the top considerations during these types of discussions.

An immediate impediment to the introduction of those uses will be the City's current development codes. This falls into that area we've described as needing increased support and collaboration from city staff and elected decision makers.

July 31, 2015

Wow! You really captured what I meant by placemaking and high design and functional art.

I vote for this to be one of our recommendations to the GDPPC. (*attached pdf*) I think if we are to be thought leaders, we shouldn't be afraid to push the envelope. The reason the public may have been opposed to part of the system being elevated is because they've never experienced a complete and thoughtful human space such as (contributor) has so aptly rendered. And their only reference is something like the "L" in Chicago, which is terrible.

July 31, 2015

I also want to echo (other reviewer's) emphasis on High Speed Rail, which has the (potential) to turn the Greater Dallas & Houston regions into an economy longer than most states and is a top priority to city staff and the largest job creating employers in downtown.

July 31, 2015

I believe DART has been in conversations with HSR and like the City, the dialog may not be productive, nor given to operating as allies for the betterment of the overarching system(s). (DART) said at one point that they don't feel like (they) should be the one making all of the concessions and absorbing costs to make it convenient for HSR's station(s). So

you are right. Some involvement by the agencies, public, GDPC, and others could be advocates or an ombudsman to promote conversation and encourage a level playing field.

Also, regardless of what elevation the stations occupy, I would encourage the idea that structures do not have to look like TxDOT, but rather have a more creative approach and public appeal. Didn't we say that the millennials will be a large percentage of public transportation modes now and in the future?

July 31, 2015

I agree as well.

I'm not a fan of most of the rail stations and largely because they offer little shelter from the sun and/or rain in most cases (cost consideration I'm sure and maybe safety to a lesser extent).

I do believe a street level line has its benefits. I just wonder if the impacts to vehicular traffic within the downtown grid outweigh the benefits.

To (other reviewer's) point, I do not believe an elevated system will be maintained well. Let alone make it thru the inevitable cuts to the budget that will most likely result in design sacrifices (sometimes you have to be careful about what you fight for). Of course, a bucket of variables must be considered. Many of which will impact the overall cost of the system.

All of the above being said, whichever option is chosen, it is tantamount that adequate consideration be given to design. For an elevated or street level line, the design must take into consideration impacts on adjacent properties including access to rail stations, pedestrian/auto access to buildings and impacts to the ability to develop or redevelop adjacent sites. This must include the input of stakeholders (property owners, DDI, DART, GDPC, and downtown businesses and residents).

Also, station area planning must be brought to the forefront. If done well, this could work in tandem with economic development efforts facilitated by mechanisms such as TIF districts and/or transit districts.

Lastly, I still say, IF AT ALL POSSIBLE IN ANY CAPACITY, consideration should be given to facilitating serious discussions with the city and Texas Central Railroad regarding the possibility of planning the best outcome possible for linking the two systems. This dialogue should also include NCTCOG, the federal government and possibly even the business community. GDPC can help facilitate this meeting of the minds. This is the type of progressive, visionary effort needed to leverage opportunities in this region and successfully position Dallas for the future.

If we can do it to pursue the Super Bowl and the Olympics, surely we can do it for something that is permanent and potentially hugely transformative.

July 30, 2015

It** (image boards provided by Reviewer – Appendix F.) is an attractive design, but I have reservations.

1. Public agencies are not known for delivering high levels of maintenance. Look at North Central Expressway through Dallas. It was a very well designed and an attractive highway that now looks like the poster child of neglected investment.
2. Any separation from the surface level of the street separated the pedestrian from the service and erodes potential ridership. Go to Mockingbird Station. The escalator is frequently out of service and the elevator is as appealing as service station restroom. The same can be said at above grade stations.

3. Most people who advocate grade separation do so because they don't want to interfere with cars. I think car interference is a plus, especially in core urban areas where cars should move slowly, if not discouraged. The train should be integral to street life.

July 29

Here are a few additional thoughts in support of the recommendations:

There is a correlation in the travel patterns in rail and surface road trips (Red Line and US 75). People using both modes are likely in same corridor for the same reason. It is the best path to the destination. Thus, rail patterns should parallel heavily used roads. The more congested the road, the better it is as a transit corridor.

The station is not the destination. Stations need to be as close to the destination(s) as possible. Walking distances need to be short and in a comfortable walking environment.

Commuting to work is the number one reason for using transit. While proximity to other trip attractions is good, it is a secondary consideration.

Most transit uses travel two or more links on transit between the trip origin and destination. That means the interconnection between rail to rail and rail to bus, streetcar, etc. is very important.

The cost of parking is a major factor in using transit. If the supply of parking is high and inexpensive at the destination station, commuters may decide to drive or using transit.

Rail availability alone is not a major inducement to development. The most successful TOD developments are successful due to other locational advantages, including road accessibility, existing anchor attractions, high concentrations of employment/housing, and general market demand. Rail is a major catalyst for TOD in areas already possessing good attributes for development.

July 28, 2015

I'd like to hear how they arrived at changes in ridership by moving the FM station (prox to rooftops, job densities, walk-indexes?), and the current descriptions of affected parcels/population densities affected - that we can compare side by side.

A multi-objective design consideration, should the overhead option stay alive: Overhead sections may require longer than some blocks to climb above street clearances, leading to potential street closures. (DART staff) knows that distance? [Approx. 250 L.F.]

Knowing which blocks aren't long enough to achieve sufficient clearance would inform which streets to consider incorporating into large-scale ped-mall connections --perhaps even trolley or driverless car routes? I advocate doing this along one or more central corridors NS through downtown. Q. can John H. confirm the distance require from ground to overhead so we know what length envelopes are required to elevate, should consideration be given to Overhead?

Partially-elevated sections may accommodate a large scale pedestrian mall beneath those streets? (Close and convert those to 'woonerfs' with could be controlled parking and delivery access. This could create blocks-long lateral ped-way extensions to other downtown streets. Add good crosswalks at those.

DART Response to Questions August 20, 2015

Questions and Comments

(1) If Young Street operates with 2 lanes versus 4 lanes, does that minimize the impact to adjacent property owners?

Based on very preliminary review, the Church property would still be slightly impacted on the north and south side of the street. This opportunity can continue to be reviewed.

(2) Provide a map showing the businesses that will be impacted by the B4 alignment?

See Attachment

(3) Can the modified B4 alignment along Jackson Street replace the B4 alignment along Young Street?

As a result of concerns expressed, DART developed the Jackson Street alignment. While we have completed an initial assessment of the alternative that would utilize Jackson Street, we will continue to develop additional and more detailed information in the next 18-24 months as the project moves forward in Project Development.

(4) Provide detailed listings, dates/locations, of the public outreach

See Attachment

Most Recent General Public Meetings Held June 2015

June 17@DART HQ

June 17 @Renaissance Dallas Richardson Hotel

June 18 @ Dallas Methodist Hospital

Small Group Meetings

Downtown Stakeholders, property owners, residents, HOAs, DART Cities, Technical Staff from agencies, utilities, and professional organizations such as the Greater Dallas Planning Council (GDPC).

Social Media Site - My Sidewalk

Activity Summary

7100 Views; 106 Responses; 6 Likes; 112 Interactions

Newspaper, Blogs, Door Hangings

DART Response to Questions August 20, 2015

Other Questions Raised During the Committee Briefing

EXISTING MALL

Is the current Transit Mall (D1) working well and if it were below grade level would it be more efficient.

The Transit Mall is at its limits which is the reason for the second alignment. Once the second alignment is in place, there will be some relief for the existing Transit Mall

The tunnel would operate at approximately the same level of operation because of the spacing of the stations and the number of trains in the tunnel portion of the mall. One difference of being in the tunnel versus being at grade is that the tunnel would not have to contend with the street traffic signals that are found on the surface. However, because of station spacing in the CBD, the tunnel operation would still be relatively slow. The unknown portion of the answer is where would the transition to the surface occur and what might be the conditions associated with that.

Does the current Transit Mall have signal priority or signal pre-emption.

Traffic Signal Priority (TSP) - is an operational strategy that is applied to reduce the delay to transit vehicles experience at traffic signals. TSP involves communication between trains and traffic signals so that a signal can alter its timing to give priority to transit operations. Priority may be accomplished through a number of methods, such as extending green lights on identified phases, altering phase sequences, and including special phases without interrupting the coordination of green lights between adjacent intersections.

Signal Preemption - Preemptive control is designed and operated to give the most important classes of vehicles the right of way at and through a signal. This right of way is usually achieved with a green indication on the approach of the vehicle requesting preemption. Preemptive control may be given to trains and emergency vehicles. It is commonly used for fire engines because the size of their vehicles makes them less able to move through traffic without the aid of preemption.

DART utilizes preemption for all Trinity Railway Express (TRE) and most of the DART light rail system, with the exception of downtown Dallas and along Lancaster Road. The light rail system in downtown Dallas is controlled by a traffic signal priority system.

DART Response to Questions August 20, 2015

DART Response to Questions August 20, 2015

FUNDING

We are pursuing a Capital Investment Grant (CIG) of approximately \$400 million in core capacity funding with a local match of \$400 million.

It was indicated that some TxDOT Commissioners would support providing future funding for transit authorities

There is no single identified source for urban transit funding through TxDOT like there is for rural agencies. Proposition One funding is limited to only roadway projects. The timing of any funds coming from the state is unknown and could potentially delay the projects or affect federal funding.

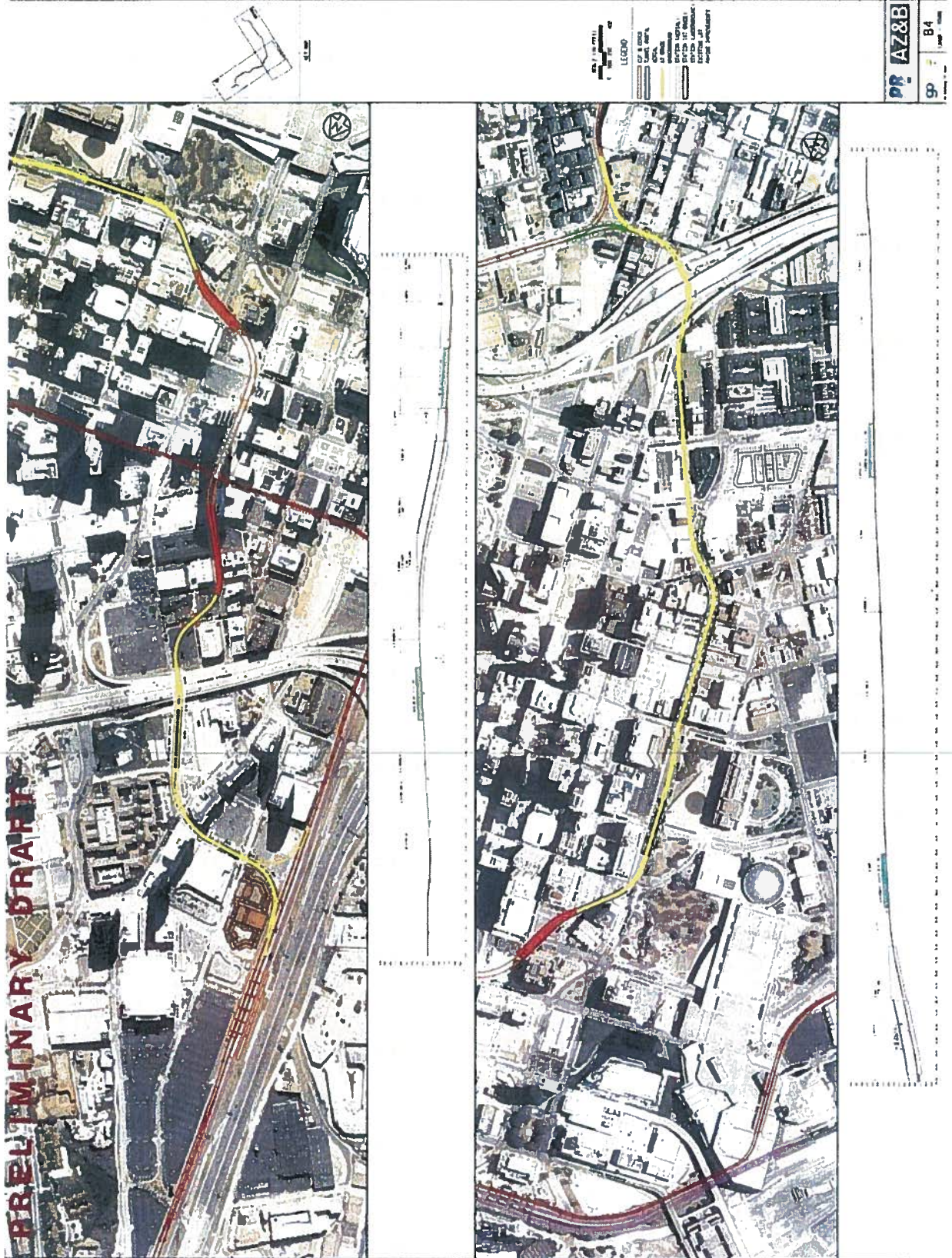
ALIGNMENT

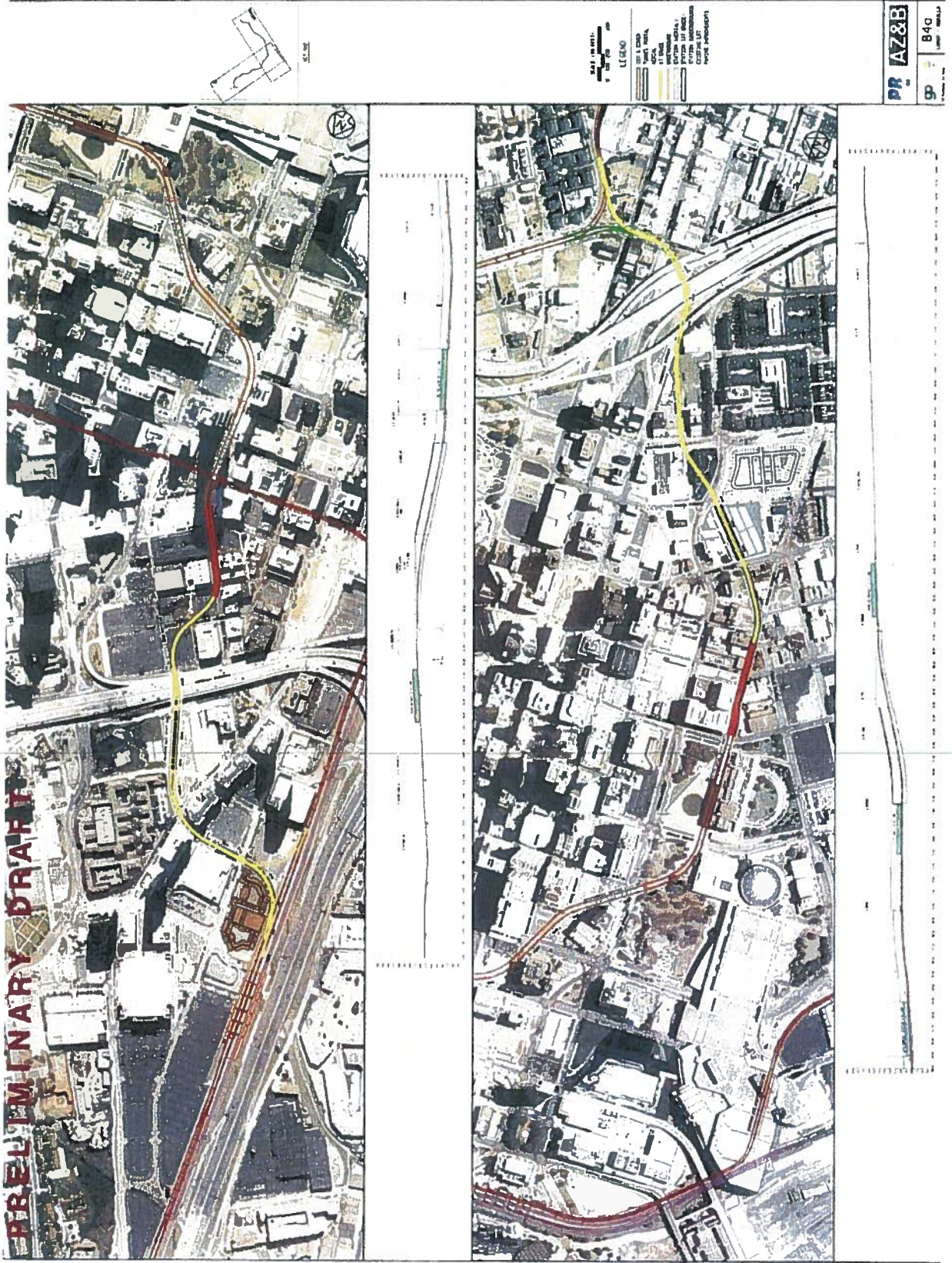
Was the B4 decision encouraged by Downtown Dallas Inc. (DDI)?

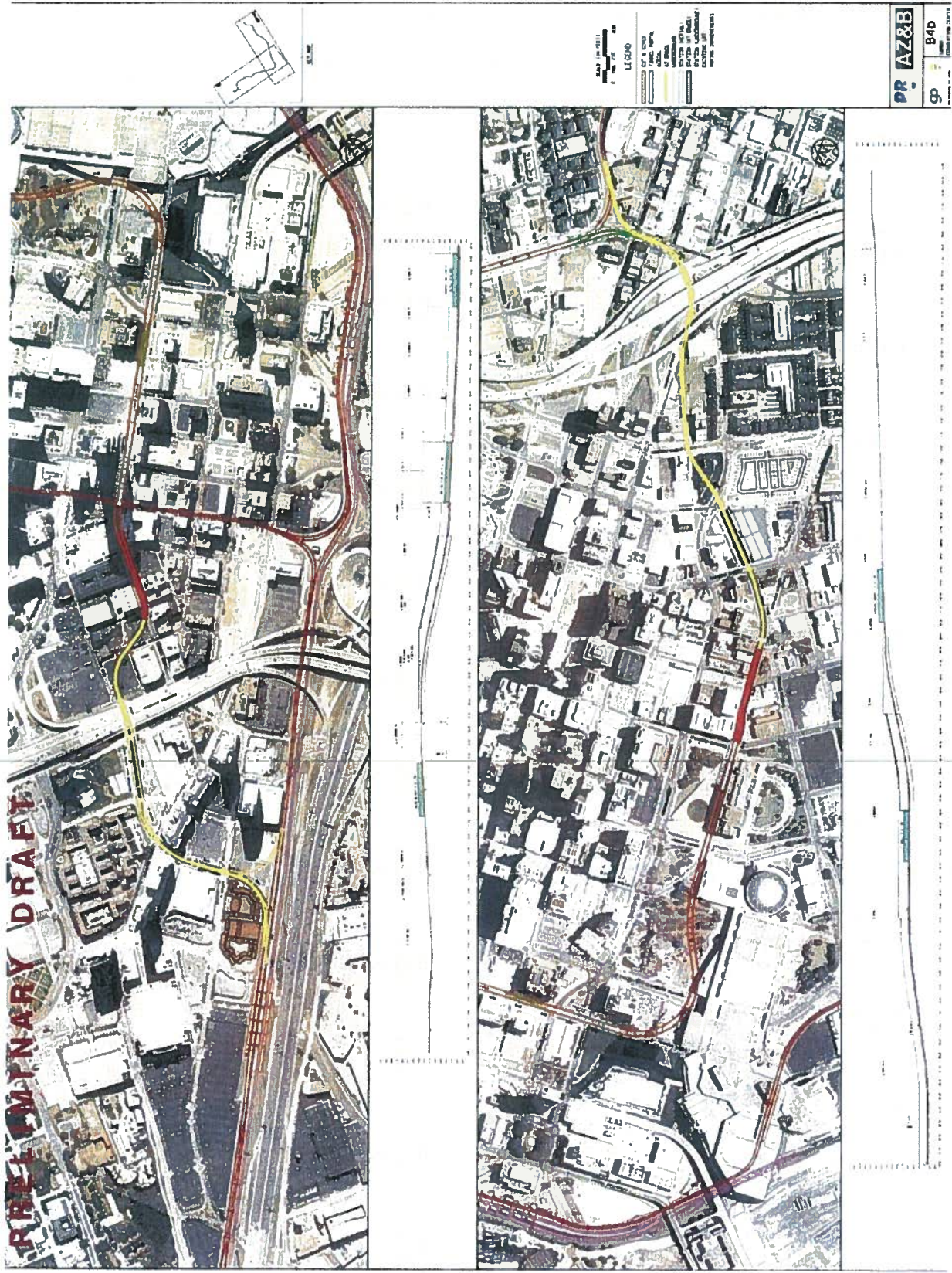
No. B4 and its modified alignment along Jackson is identified as the preferred alternative because of its potential to positively address many of the key evaluation criteria used by the Federal Transit Administration in the review of core capacity projects.

Why not advance the B7 Alternative?

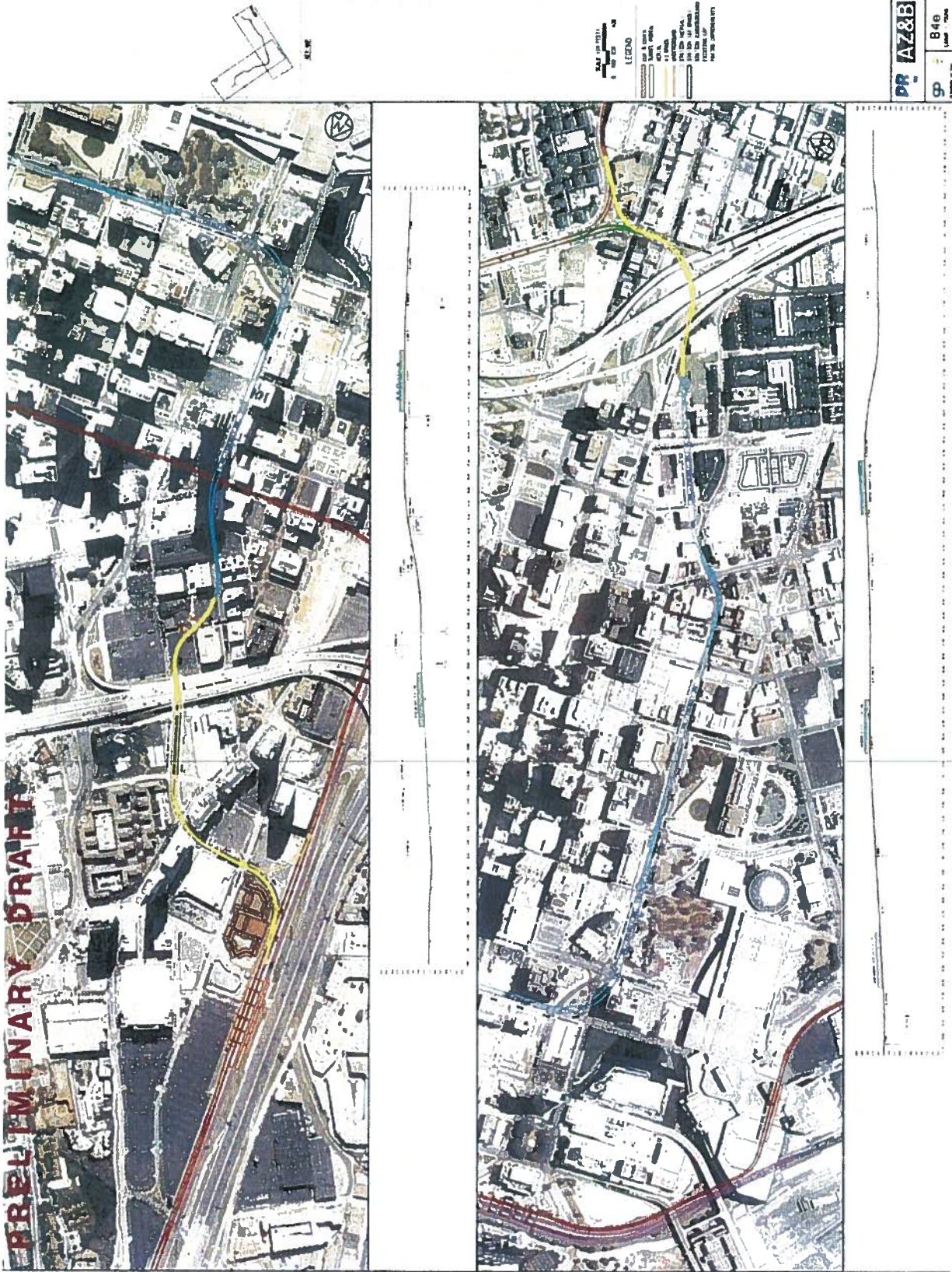
B7 does not perform well against the FTA criteria for a core capacity project and is extremely expensive relative to the available DART funding for a local match. In addition, the streetcar alignment proposed for Main Street provides better circulation and station spacing in the corridor. Because of the proximity of the Metro Center Station to Commerce Street, the alignment is forced to the south before it can realign to the street right-of-way.

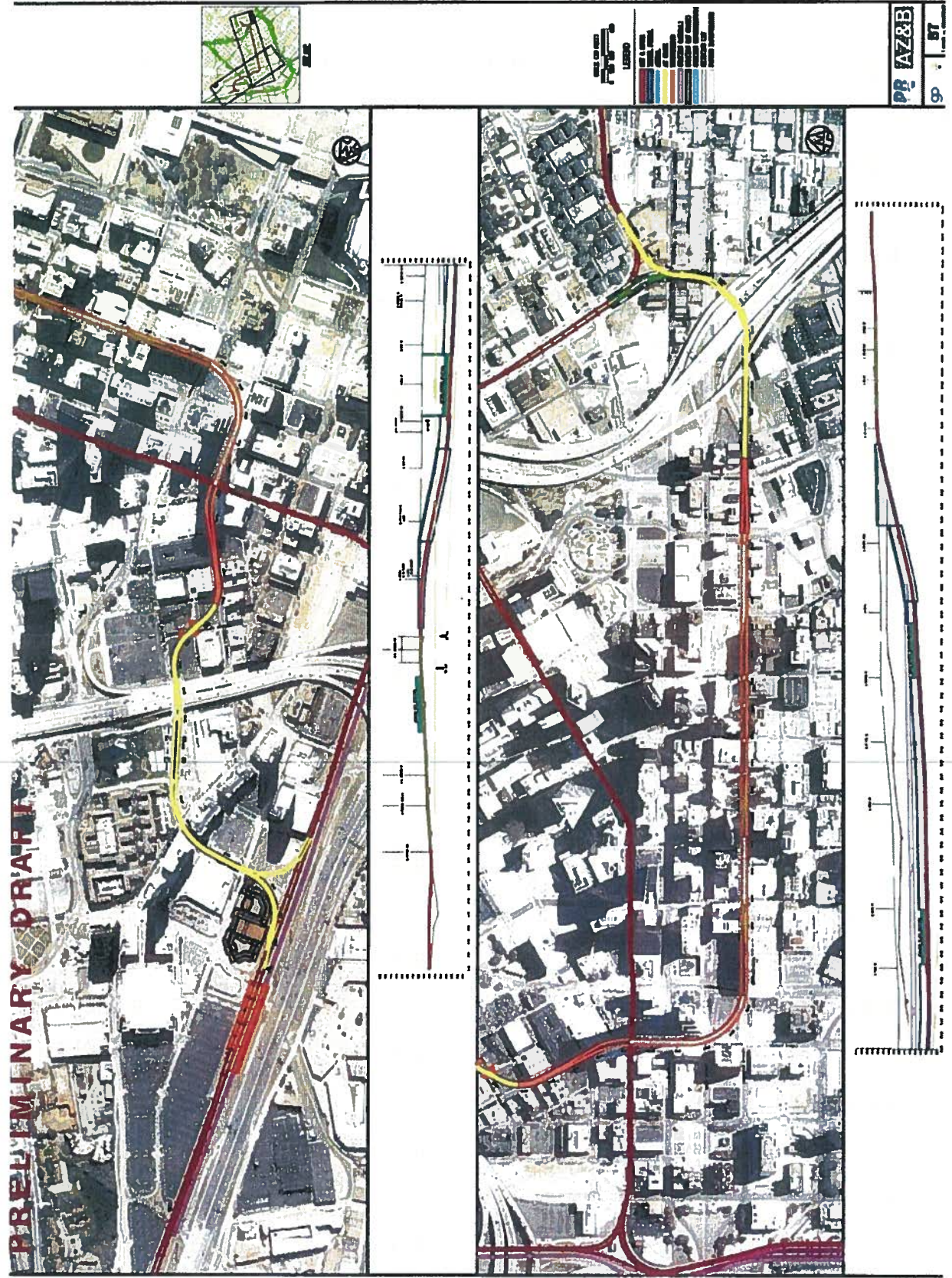


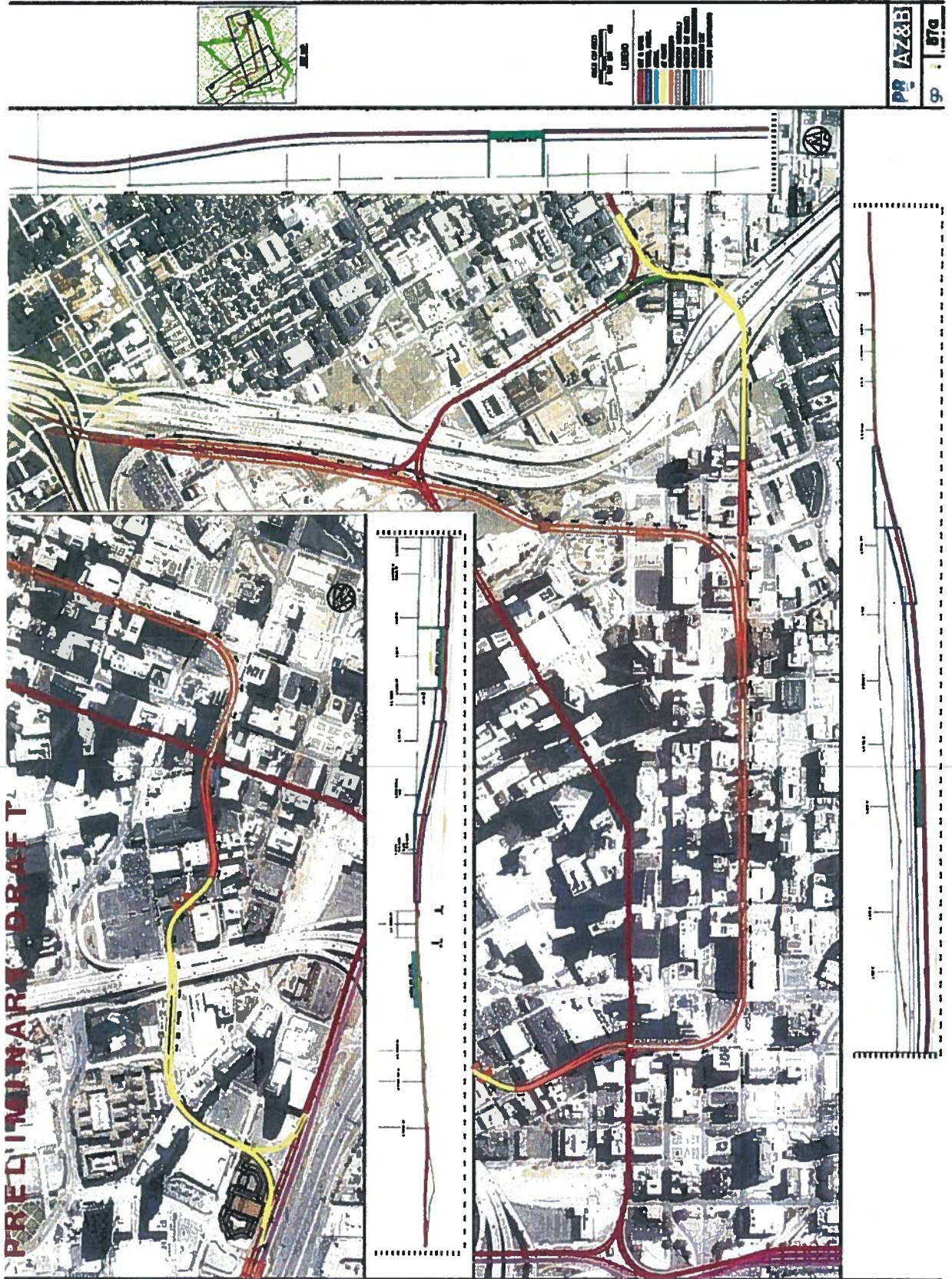


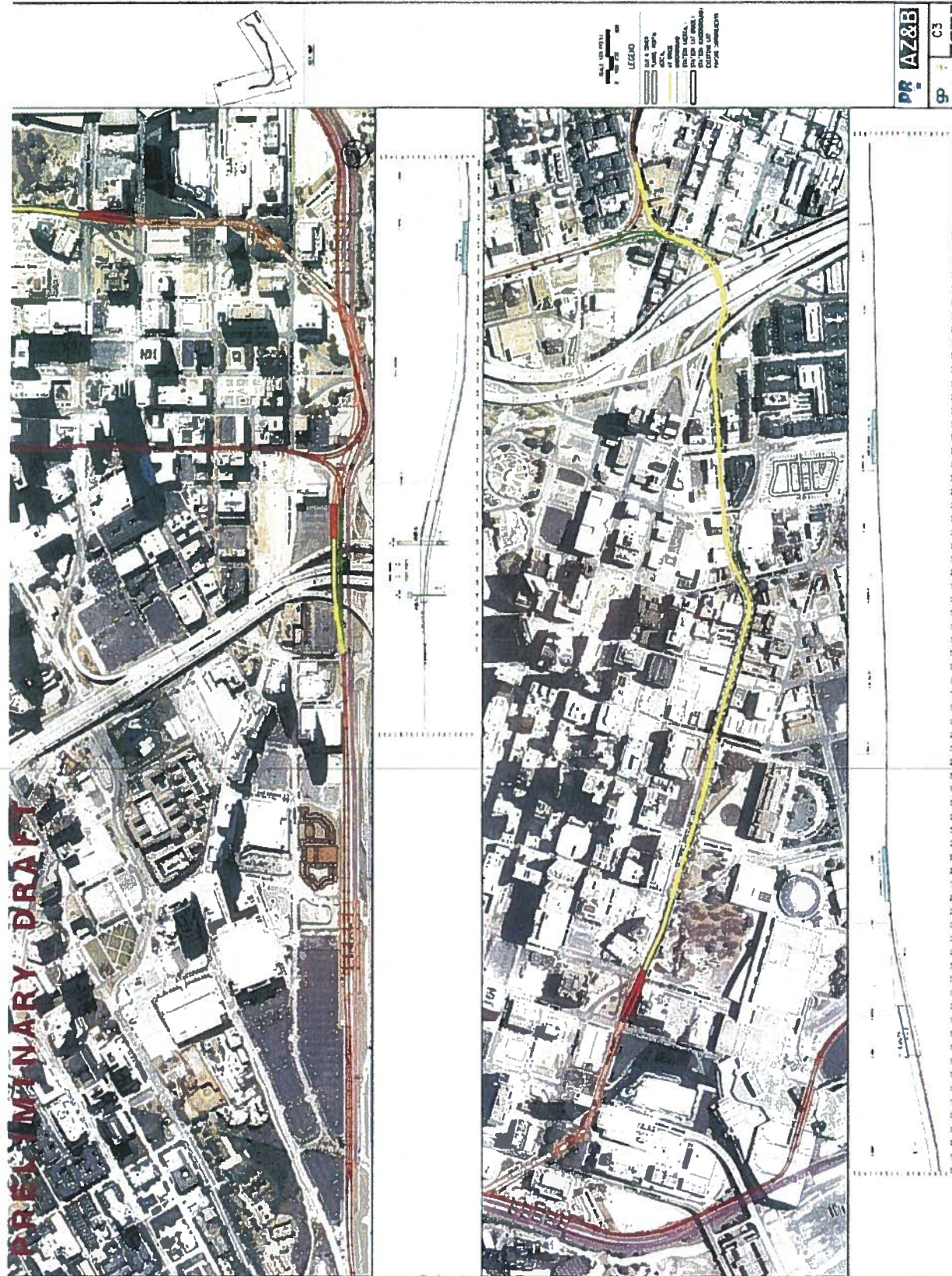


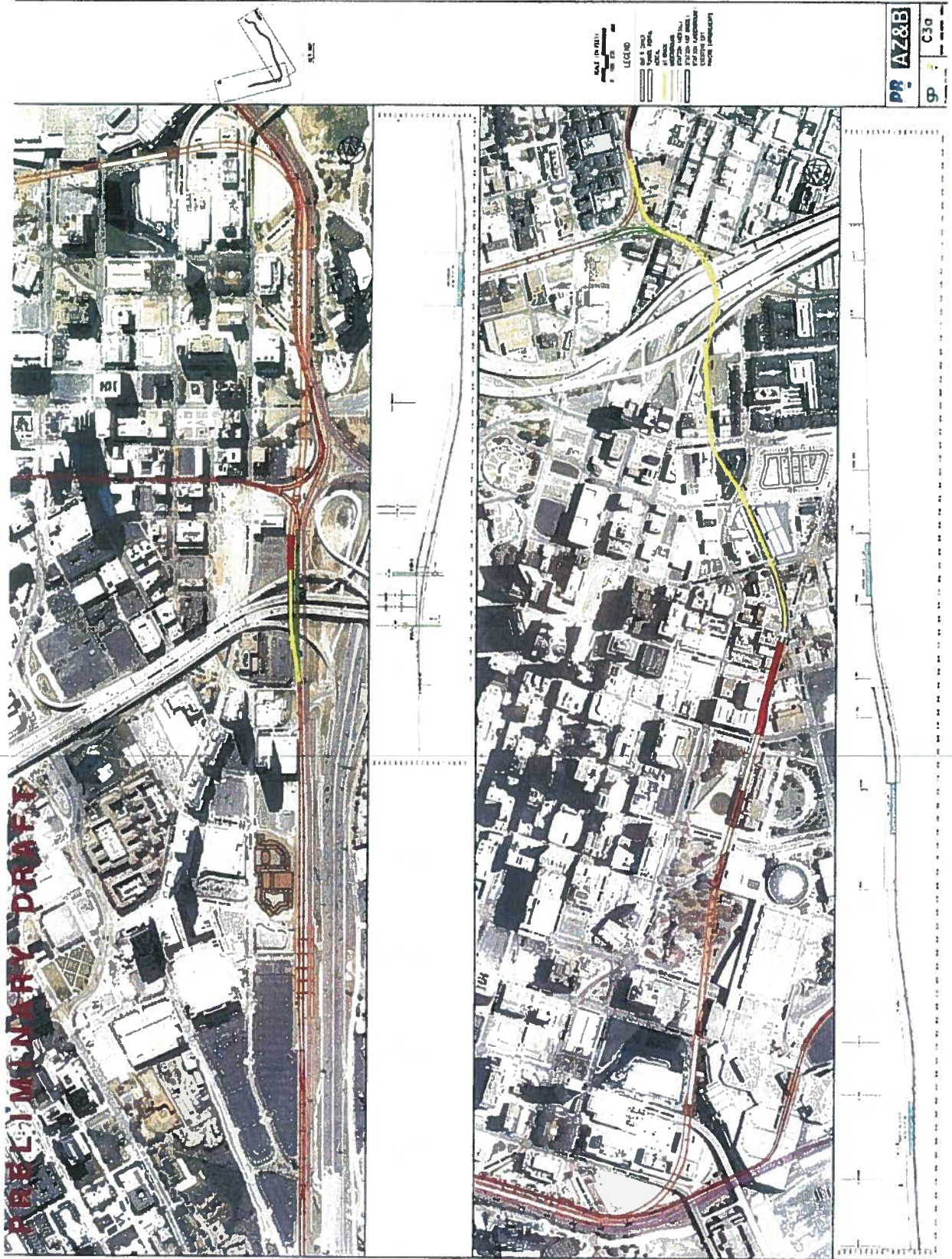
PRELIMINARY DRAFT















Downtown Dallas Transit Study

Dallas CBD Alternatives Analysis/Draft Environmental Impact Statement



Dallas Area Rapid Transit
PO Box 660163
Dallas, TX 75266-0163

March 2010

Figure 7-1. Advisory Committees

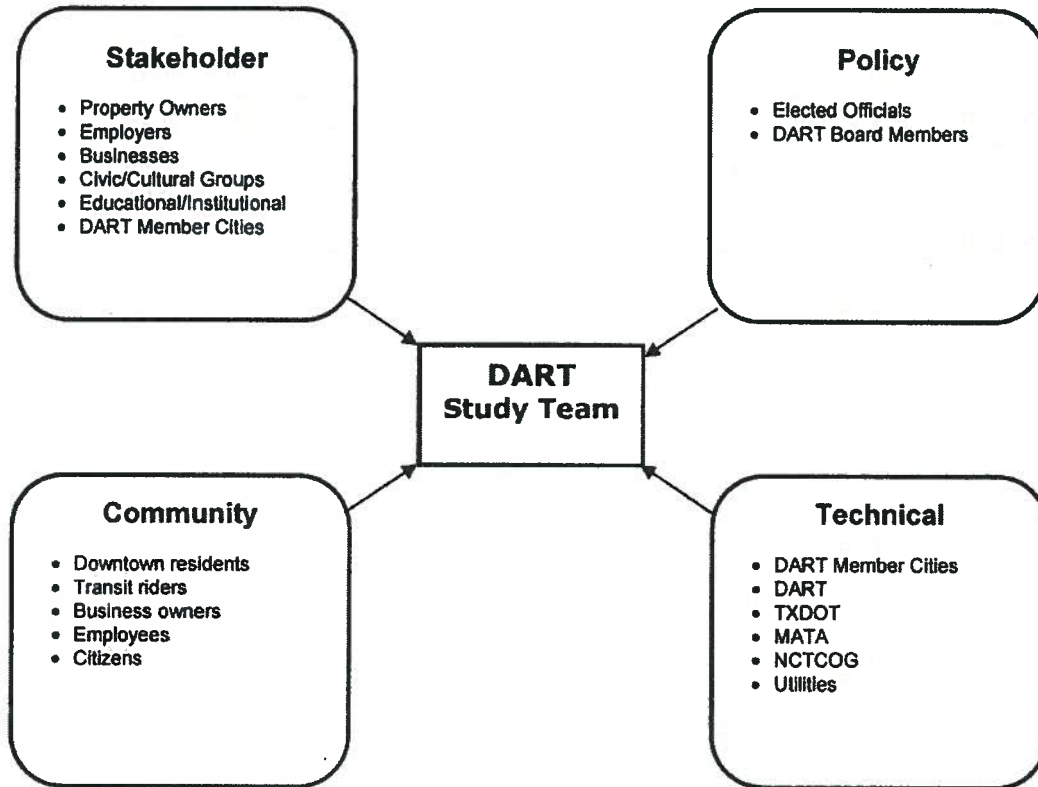


Table 7-1. Summary of Public and Agency Participation

MEETINGS	DATE
PUBLIC MEETINGS/HEARINGS	
Scoping Public Meeting (Noon)	May 2, 2007
Interagency Scoping Meeting (Noon)	May 3, 2007
Scoping Public Meeting (6:30 p.m.)	May 3, 2007
Public Meeting (Noon)	April 24, 2008
Public Meeting (6:30 p.m.)	April 24, 2008
Public Meeting (Noon)	December 16, 2008
Public Meeting (5:30 p.m.)	December 16, 2008
Public Meeting (Noon)	June 16, 2009
Public Meeting (6:00 p.m.)	June 16, 2009
Public Hearing (DEIS)	TBA
D2 COMMUNITY ADVISORY COMMITTEE MEETINGS	
D2 Community Advisory Committee Meeting	July 31, 2007
D2 Community Advisory Committee Meeting	November 1, 2007
D2 Community Advisory Committee Meeting	April 10, 2008
D2 Community Advisory Committee Meeting	July 29, 2008
D2 Community Advisory Committee Meeting	November 20, 2008
D2 Community Advisory Committee Meeting	June 10, 2009



Table 7-1. Summary of Public and Agency Participation (continued)

MEETINGS	DATE
D2 POLICY ADVISORY COMMITTEE MEETINGS	
D2 Policy Advisory Committee Meeting	December 19, 2007
D2 Policy Advisory Committee Meeting	November 19, 2008
D2 STAKEHOLDER ADVISORY COMMITTEE MEETINGS	
D2 Stakeholder Advisory Committee Meeting	June 20, 2007
D2 Stakeholder Advisory Committee Charrette	September 13, 2007
D2 Stakeholder Advisory Committee Meeting	March 27, 2008
D2 Stakeholder Advisory Committee Meeting	April 16, 2008
D2 Stakeholder Advisory Committee Meeting	June 26, 2008
D2 Stakeholder Advisory Committee Meeting	August 7, 2008
D2 Stakeholder Advisory Committee Meeting	October 9, 2008
D2 Stakeholder Advisory Committee Streetcar Workshop	October 9, 2008
D2 Stakeholder Advisory Committee Meeting	November 19, 2008
D2 Stakeholder Advisory Committee Meeting	June 4, 2009
D2 TECHNICAL ADVISORY COMMITTEE MEETINGS	
D2 Technical Advisory Committee Meeting	June 18, 2007
D2 Technical Advisory Committee Meeting	August 20, 2007
D2 Technical Advisory Committee Meeting	December 17, 2007
D2 Technical Advisory Committee Meeting	March 13, 2008
D2 Technical Advisory Committee Meeting	June 25, 2008
D2 Technical Advisory Committee Meeting	October 9, 2008
D2 Technical Advisory Committee Meeting	November 17, 2008
Phil Cobb, TAC member update	December 9, 2008
D2 Technical Advisory Committee Meeting	January 15, 2009
D2 Technical Advisory Committee Meeting	June 8, 2009
CITY OF DALLAS TRANSPORTATION AND ENVIRONMENT COMMITTEE MEETINGS	
City of Dallas Transportation & Environment Committee	September 24, 2007
City of Dallas Transportation & Environment Committee	November 26, 2007
City of Dallas Transportation & Environment Committee	March 24, 2008
City of Dallas Transportation & Environment Committee	June 9, 2008
City of Dallas Transportation & Environment Committee	December 8, 2008
City of Dallas Transportation & Environment Committee	January 26, 2009
DART BOARD PLANNING COMMITTEE MEETINGS	
DART Board Planning Committee	September 26, 2006
DART Board Planning Committee	April 24, 2007
DART Board Planning Committee	August 28, 2007
DART Board Planning Committee	October 28, 2008
DART Board Planning Committee	November 18, 2008
DART Board Meeting	January 27, 2009
DART Board Planning Committee	March 24, 2009
DART Board Planning Committee	May 26, 2009
DART Board Planning Committee	June 23, 2009

Downtown Dallas Transit Study
Dallas CBD AA/DEIS



Table 7-1. Summary of Public and Agency Participation (continued)

MEETINGS	DATE
AGENCY/CITY COORDINATION MEETINGS	
Leonard Martin, City Manager, member city, Carrollton	September 22, 2006
Modeling and Alternatives Workshop with NCTCOG	October 4, 2006
Mary Suhm, City Manager, Ramon Miguez, Asst. City Manager, Jill Jordan, Asst. City Manager and David Dybala, Director of Public Works, all City of Dallas	November 20, 2006
Keith Manoy & Jacobs, City of Dallas	December 19, 2006
Mayor's Sustainable Downtown Committee Meeting	February 9, 2007
Officials of GSA, Agency Telephone Conference	March 5, 2007
DART Member City Briefing	April 30, 2007
Representatives of DART member cities	May 1, 2007
Eastern Downtown Improvements Meeting	May 2, 2007
Ron Whitehead, Town Manager, Town of Addison, DART member city	May 7, 2007
Leonard Martin, City Manager, City of Carrollton, member city	June 4, 2007
Mary Suhm, City Manager, City of Dallas	June 14, 2007
Keith Manoy, City of Dallas Public Works and Transportation	July 24, 2007
Streetcar Strategy Meeting with Agency Representatives	July 31, 2007
Jill Jordan, Frank Poe and Keith Manoy, City of Dallas	August 6, 2007
Keith Manoy, City of Dallas Public Works and Transportation	August 15, 2007
Laura Wallace, FRA Regional Director, Agency Meeting	August 20, 2007
TxDOT, Review of Conceptual Alignments, Agency Meeting	December 14, 2007
City of Dallas Coordination (Katy Trail Extension)	February 19, 2008
Bill Davidson Modeling Workshop with NCTCOG	February 28, 2008
Vernae Martin, City Economic Development, Agency Meeting	March 7, 2008
Keith Manoy, City of Dallas Public Works and Transportation	March 11, 2008
Angela Hunt, Councilwomen, Dallas City	April 15, 2008
City of Dallas Coordination (Katy Trail Extension)	April 23, 2008
DART Board members, Dallas City Council members, Stakeholders Committee members	May 23, 2008
City of Dallas Coordination (Santa Fe tunnels)	May 29, 2008
Joint Meeting of DART Board and City Council	June 9, 2008
Steve Skidmore, US Homeland Security, Agency Meeting	July 30, 2008
Agency Meeting, Keith Manoy, City of Dallas	July 31, 2008
Sherman Catalon, Federal GSA Building Impacts, Agency Meeting	August 6, 2008
City Council and Trammel Crow, Agency Meeting	August 22, 2008
Mary Suhm, City Manager, City of Dallas	November 13, 2008
Streetcar Meeting with City Staff	November 17, 2008
City of Dallas Coordination (Economic Development Dept)	November 20, 2008
Mary Suhm, City of Dallas Coordination (Victory Park Station)	December 4, 2008
City of Dallas Coordination (Historic Preservation Dept)	January 28, 2009
Dallas Economic Development Department Meeting	February 2009
City of Dallas Coordination (Parks Dept)	February 12, 2009
Dallas Landmarks Commission	March 2, 2009
Texas Historic Commission	March 3, 2009
City of Dallas Historic Preservation	March 5, 2009
Texas Tree Foundation	April 9, 2009



Table 7-1. Summary of Public and Agency Participation (continued)

MEETINGS	DATE
Mike Hellman, Dallas Parks and Recreation, Agency Meeting	April 9, 2009
INDIVIDUAL/LAND USE/COMMUNITY MEETINGS	
Bill Lively, Dallas Center for the Performing Arts	October 13, 2006
John Scovell, Hunt Oil, downtown stakeholder	October 31, 2006
Bill Lively, Dallas Center for the Performing Arts	November 6, 2006
Jan Hart Black, President, Greater Dallas Chamber	September 22, 2006
John Tatum, key stakeholder	February 19, 2007
Larry Good, Stakeholder Interview	February 21, 2007
Robert Dechard and Dan Blizzard, Belo Corporation, key stakeholders	February 23, 2007
Walt Humann, key stakeholder	February 27, 2007
Mike Rawlings, Chair Dallas Convention & Visitors Bureau and Homeless Task Force, key stakeholder	March 9, 2007
Larry Hamilton, Stakeholder Telephone Conference	March 21, 2007
Jan Hart Black, Stakeholder Telephone Conference	March 22, 2007
Steve Skidmore, General Services Administration, key stakeholder and downtown property owner	March 23, 2007
Lee Ann Stone, Deep Ellum Foundation	March 26, 2007
Larry Hamilton, downtown property owner and Jim Wood and Paul Lindenberger, Downtown Dallas	March 27, 2007
Tracy Curts, Uptown Public Improvement District	March 28, 2007
Jack Matthews and Kristian Teleki, Matthews Southwest, downtown property owner	March 29, 2007
Jim Truitt, Forest City, downtown property owner	April 9, 2007
Don Raines, Downtown Residents Council	April 13, 2007
John Bradley, Bradley and Bradley	April 18, 2007
Ken Reese, Hillwood, key stakeholder	May 3, 2007
John Chilton and David Arbuckle, AT&T, downtown property owner	May 8, 2007
Rev. Dr. Bruce Buchanan, First Presbyterian Church and Director of Stewpot	May 30, 2007
Victory Area Transit Summit	June 5, 2007
Glen Boehl, Atmos Energy, downtown stakeholder	August 14, 2007
Ken Reese, Hillwood Development (i.e. Victory Park)	August 15, 2007
Bury Partners (The Gables)	August 21, 2007
Joseph Cahoun, The Gables	September 12, 2007
Joseph Cahoun, The Gables	October 4, 2007
Dallas Arts District Alliance	October 18, 2007
Joseph Cahoun, The Gables	November 14, 2007
Joseph Cahoun, The Gables	November 28, 2007
Ken Reese, Hillwood Development (i.e. Victory Park)	January 30, 2008
Farmer's Market	February 7, 2008
Hillwood Development, Stakeholder Meeting	February 7, 2008
Joseph Cahoun, The Gables	February 13, 2008
Museum of Nature and Science, downtown property owner	February 19, 2008
Arts District Planning Meeting	April 28, 2008
Keith Williams, Oncor Utilities Meeting, Stakeholder Interview	April 29, 2008
Downtown Dallas-Planning Committee	May 5, 2008
Dan Blizzard, Belo Corporation	June 12, 2008

Downtown Dallas Transit Study
Dallas CBD AA/DEIS



Table 7-1. Summary of Public and Agency Participation (continued)

MEETINGS	DATE
Greg Chilton, Cushman and Wakefield	June 18, 2008
Larry Hamilton, Hamilton Properties, Stakeholder Meeting	June 25, 2008
Ken Reese, Hillwood Development (i.e. Victory Park)	June 27, 2008
Trammell Crow	July 8, 2008
Ken Reese, Hillwood Development (i.e. Victory Park)	July 18, 2008
Reggie Graham, B4 Development Site Stakeholder Interview	July 30, 2008
General Services Administration	August 6, 2008
Ken Reese, Hillwood Development (i.e. Victory Park)	August 7, 2008
Trammell Crow Attorneys	August 8, 2008
Convention Center Hotel	August 27, 2008
Brian Loncar, Stakeholder Interview	August 27, 2008
Reggie Graham, Maharger Development	September 9, 2008
Reggie Graham, B4 Development Site Stakeholder Interview	September 19, 2008
Ken Reese, Hillwood Development (i.e. Victory Park)	September 26, 2008
ASCE, Project Status Presentation	October 6, 2008
Brian Loncar, Brian Loncar and Associates	October 9, 2008
Joseph Cahoun, The Gables	November 11, 2008
Art Anderson, Brian Loncar/Winsted	November 14, 2008
Keith Williams, Utility Review, Stakeholder Interview	November 21, 2008
Downtown Dallas-Planning Committee	December 12, 2008
First Presbyterian Church	December 17, 2008
First Presbyterian Church	January 13, 2008
ASCE UTA Student Section, Presentation	February 4, 2009
Preservation Dallas	February 12, 2009
A Alsobrook, Texas Historic Commission	March 3, 2009
First Presbyterian Church, Station Update	March 3, 2009
John Scovell and Associates, Woodbine Development Corp.	April 1, 2009
Downtown Dallas Board of Directors	April 3, 2009
Downtown Dallas Association, Board of Directors Interview	April 4, 2009
Developers of Masonic Temple Site, Stakeholder Interview	February 4, 2009
Dallas Police Association	April 8, 2009
Valetta Forsythe Lill, Executive Director, Dallas Arts District	April 10, 2009
North Texas Forum	April 10, 2009
Sixth Floor Museum Officials	April 15, 2009
Urban Market, Staffed Exhibit	April 15, 2009
Farmers Market, Staffed Exhibit	April 18, 2009
D2 Funding Gap Presentation Review Meeting	April 19, 2009
D2 Funding Gap Options Workshop	April 21, 2009
Chris Cummings, BOA Cushman & Wakefield	April 22, 2009
Federal Building at Lamar and Young	April 22, 2009
Latino Cultural Center at DART	April 22, 2009
Downtown Residents Association at Old Red Courthouse	April 22, 2009
Urban Market, Staffed Exhibit	April 22, 2009
Federal Building, Staffed Exhibit	April 29, 2009

**Table 7-1. Summary of Public and Agency Participation (continued)**

MEETINGS	DATE
Dallas World Aquarium, Stakeholder Interview	April 29, 2009
Pearl Street LRT Station, Staffed Exhibit	May 7, 2009
St. Paul LRT Station, Staffed Exhibit	May 13, 2009
Dallas City Hall, Staffed Exhibit	May 13, 2009
West End Transfer and LRT Station, Staffed Exhibit	May 20, 2009
Union Station, Staffed Exhibit	June 2, 2009

Source: Group Solutions RJW

Table 7-2. Public Meeting Notifications by Newspaper

Type	Newspaper	Dates
General	Dallas Morning News	April 13, 17, 20, 2008; December 7, 11, 14, 2008; June 7, 11, 14, 2009
	Quick	April 16, 21, 23, 2008; December 15, 2008
	Downtown Business News	April 14, 2008; December 10, 2008; June 15, 2009
	Dallas Observer	April 16, 2008; December 10, 2008; June 10, 2009
	Peoples Newspapers (Oak Cliff, Park Cities)	April 18, 2008; December 12, 2008; June 11, 12, 2009
	Park Cities News	December 11, 2008; June 11, 2009
	Oak Cliff Tribune	December 11, 2008
Hispanic	Al Dia	April 16, 21, 23, 2008; December 10, 15, 2008; June 10, 13, 2009
	El Hispano	December 11, 2008; June 11, 2009
African American	Dallas Weekly	April 16, 23, 2008; December 11, 2008; June 11, 2009
	Examiner	December 11, 2008; June 11, 2009
Asian	Dallas Chinese News	April 18, 2008; December 12, 2008; June 12, 2009
	Korea Daily	April 16, 22, 23, 2008; December 10, 12, 2008; June 10, 12, 2009
	Nguoi Viet	April 18, 2008
Gay & Lesbian	Dallas Voice	April 18, 2008; December 12, 2008; June 12, 2009

Source : DART

D2 Phase 2 AA Public Involvement and Agency Meetings*

* Not a complete listing, additional small group and recurring meetings are not included.

ORGANIZATION/INDIVIDUAL	DATE
Public Meetings	
Public Meetings Round 1-Meeting 1	February 13, 2013
Public Meetings Round 1-Meeting 2	February 13, 2013
Public Meetings Round 2-Meeting 1	June 17, 2015
Public Meetings Round 2-Meeting 2	June 17, 2015
Public Meetings Round 2-Meeting 3	June 18, 2015
Stakeholders Advisory Committee (SAC)	
SAC Meeting	June 15, 2012
SAC Meeting	November 15, 2012
SAC Meeting	June 15, 2015
SAC Meeting	August 19, 2015
Technical Advisory Committee (TAC)	
TAC Meeting	June 15, 2012
TAC Meeting	May 9, 2103
TAC Meeting	November 21, 2014
Community Advisory Committee (CAC)	
CAC Meeting	February 11, 2013
DART Board of Directors	
DART Board Planning Committee	May 22, 2012
DART Board Planning Committee	September 25, 2012
DART Board Planning Committee	January 22, 2013
DART Board Planning Committee	August 27, 2013
DART Board Planning Committee	September 16, 2014
DART Board Planning Committee	November 10, 2014
DART Board Planning Committee	January 28, 2015
DART Board Planning Committee	April 28, 2015
DART Board Planning Committee	May 26, 2015
DART Board Planning Committee	July 7, 2015
DART Board Planning Committee	August 25, 2015
City of Dallas City Council	
City of Dallas TTRC	January 24, 2011
City of Dallas TTRC	October 28, 2013
City of Dallas TTRC	February 28, 2014
City of Dallas TTRC	November 10, 2014
City of Dallas TTRC	May 18, 2015
City of Dallas TTRC	May 21, 2015
City of Dallas TTRC	August 10, 2015
City of Dallas TTRC	August 24, 2015
City of Dallas (Linda Koop)	February 25, 2013

ORGANIZATION/INDIVIDUAL	DATE
Downtown Dallas, Inc.	
DDI (Jim Wood)	April 24, 2014
DDI Transportation Task Force	June 5, 2014
DDI Transportation Task Force	March 10, 2015
DDI Transportation Committee	June 3, 2015
DDI 360 Plan	July 22, 2015
DDI 360 Plan	August 6, 2015
DDI 360 Plan	August 7, 2015
Other Planning Organizations	
Greater Dallas Planning Council (GDPC)	May 16, 2013
GDPC Peer Review Meeting #1	July 13, 2015
GDPC Peer Review Meeting #2	July 21, 2015
GDPC Peer Review Meeting #3	July 29, 2015
Urban Land Institute	August 20, 2015
DRMC-Executive Committee	August 7, 2015
Transportation Management Team	April 24, 2015
Technical Staff	
TxDOT Dallas District Meeting	March 11, 2013
NCTCOG Modeling Discussion	March 28, 2013
City of Dallas Planning	November 1, 2012
City of Dallas Parks Department	June 3, 2013
City of Dallas Planning, PW&T	November 25, 2013
City of Dallas Water Utilities	October 9, 2013
Downtown Stakeholders	
Perot Museum of Nature & Science	March 14, 2013
Dallas World Aquarium	March 27, 2013
Cedars Neighborhood Association	June 27, 2013
Hines Development	July 31, 2014
Scottish Rite Temple	September 12, 2014
Shraman Asian Museum	June 12, 2014
Shraman Asian Museum	June 30, 2015
First Presbyterian Church	November 7, 2012
First Presbyterian Church	November 9, 2012
First Presbyterian Church	July 1, 2015
First Presbyterian Church	July 15, 2015
First Presbyterian Church	July 28, 2015
First Presbyterian Church	August 7, 2015
Farmers Market residents HOA	July 13, 2015
Hamilton Properties	August 6, 2015
Rader Properties	August 7, 2015
Rader Properties	August 17, 2015
Maharger Development	August 3, 2015
Belo Foundation	June 25, 2015
Belo Foundation	August 14, 2015

ORGANIZATION/INDIVIDUAL	DATE
The Kanter Company	August 20, 2015
The Statler	TBD
InTown	phone conversations
Service Area Cities	
DART north Service Area City Mgrs	March 13, 2013
City of Plano	July 17, 2015
City of Richardson	July 22, 2015
City of Garland	August 17, 2015
City of Irving	July 28, 2015
City of University Park	July 17, 2015
City of Farmers Branch	July 23, 2015
City of Carrollton	July 20, 2015