Cotton Belt Regional Rail Corridor Project

Public Meeting

Parkhill Junior High School
March 8, 2018
7:00 pm to 9:00 pm
Discussion

• Public Involvement
• Project Scope
  Alignment
  Stations
• Environmental Impacts and Mitigation
• Betterments
• Service Plan Amendment Public Hearing
Public Involvement
Public Meeting Summary

Public Meetings
• August 2016 (5)
• May 2017 (3)
• September 2017 (3)
• November/December 2017 (3)
• March 2018 (1)

Area Focus Groups
• April/May 2017 (4)
• August/September 2017 (4)
• March 2018 (1)
North Dallas AFG (3/1/18) Input

• Keep Knoll Trail Station, eliminate Preston & Coit Stations (cost savings go to N. Dallas)
• Support for Cypress Waters Alignment & Station
• Grade Separate Rail under Hillcrest and Coit (w/out modifying roadway)
• Continuous 15’ walls through N. Dallas (both sides)
• Written assurance of no freight in N. Dallas
• Enhanced standards for Vibration impacts with enhanced maintenance to maintain levels
• Betterments only for owner occupied residences, adjust budget to 2018 dollars
• Quiet Zones with quad gates and pedestrian gates
• Enhanced Landscaping
• Trail outside of Wall
Upcoming Opportunities for Public Involvement

- Always Available to You
  DART web site: www.DART.org/cottonbelt
  Email: cottonbelt@dart.org
  Letters
  Board Meetings

- Project Public Meetings and Hearings
  March 15, 2018 @ Noon: Facebook Live (DART’s Facebook page)
  March 27, 2018: Service Plan Amendment Public Hearing
  April/May 2018: DEIS Public Hearing
# City Resolutions for Cotton Belt

<table>
<thead>
<tr>
<th>City</th>
<th>For</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Addison</td>
<td>For Alignment Deviation and to Add Fixed Guideway west of Green Line</td>
<td>Not Required</td>
</tr>
<tr>
<td>Carrollton</td>
<td>For Alignment Deviation and to Add Fixed Guideway west of Green Line</td>
<td>Pending</td>
</tr>
<tr>
<td>Dallas</td>
<td>For Alignment Deviation and to Add Fixed Guideway west of Green Line</td>
<td>Pending</td>
</tr>
<tr>
<td>Plano</td>
<td>For Alignment Deviation and to Add Fixed Guideway east of Red Line</td>
<td>Passed February 26, 2018</td>
</tr>
<tr>
<td>Richardson</td>
<td>For Alignment Deviation and to Add Fixed Guideway east of Red Line</td>
<td>Passed January 22, 2018</td>
</tr>
<tr>
<td>Coppell</td>
<td>For Alignment Deviation and to Add Fixed Guideway west of Green Line</td>
<td>Passed June 13, 2017</td>
</tr>
<tr>
<td>Grapevine</td>
<td>For Alignment Deviation and to Add Fixed Guideway west of Green Line</td>
<td>Pending</td>
</tr>
</tbody>
</table>
Project Alignment
Station Update
# Station Guidance

<table>
<thead>
<tr>
<th>Station Name</th>
<th>Location</th>
<th>Input To Date*</th>
</tr>
</thead>
<tbody>
<tr>
<td>DFW DFWIA B Terminal Station</td>
<td>DFW</td>
<td>include in project</td>
</tr>
<tr>
<td>1 North DFW Station</td>
<td>DFW</td>
<td>include in project</td>
</tr>
<tr>
<td>2 Cypress Waters Station</td>
<td>Dallas</td>
<td>include in project</td>
</tr>
<tr>
<td>3 Downtown Carrollton Station</td>
<td>Carrollton</td>
<td>include in project</td>
</tr>
<tr>
<td>4 Addison Station</td>
<td>Addison</td>
<td>include in project</td>
</tr>
<tr>
<td>5 Knoll Trail Station</td>
<td>Dallas</td>
<td>include in project</td>
</tr>
<tr>
<td>6 Preston Rd Station</td>
<td>Dallas</td>
<td>candidate for elimination</td>
</tr>
<tr>
<td>7 Coit Rd. Station</td>
<td>Dallas</td>
<td>include in project</td>
</tr>
<tr>
<td>8 UT-Dallas Station</td>
<td>Richardson</td>
<td>include in project</td>
</tr>
<tr>
<td>9 CityLine/Bush Station</td>
<td>Richardson</td>
<td>include in project</td>
</tr>
<tr>
<td>10 12th Street Station (Light Rail and Cotton Belt)</td>
<td>Plano</td>
<td>include in project</td>
</tr>
<tr>
<td>11 Shiloh Station</td>
<td>Plano</td>
<td>include in project</td>
</tr>
</tbody>
</table>

*Input received during Public and Board Meetings
Coit Station Area Considerations

[Map of the area with annotations for Coit Station, Frankford Rd, McCallum Blvd, Dickerson St, Frankford Middle School (PISD), and identified station relocation sites.]
Environmental Impacts and Mitigation
Mitigation vs Betterments

- **Mitigation** is required under Federal rules and DART policy to address impacts to the natural and cultural environment.
- There is no federal dollar “cap” to mitigation; the impact must be addressed in part, to the extent practical under the guidance of being prudent and feasible.
- Mitigation is the interest of the both the Federal Agencies under the National Environmental Policy Act and DART under the Mitigation Policy.
- **Mitigation is a requirement of the Federal documentation**
- DART Board Policy for **betterments** is based on residential adjacency.
- The Betterments Policy establishes the dollar amount to be applied.
- Betterments are not a requirement or interest of the Federal Agencies during the environmental review process.
- Betterments can be an enhancement to a mitigation treatment, but they can also be standalone.
- **Betterments are not a part of the Federal documentation**
Traffic Analysis and Mitigation
# Roadway Mitigation

## Grade Separations and Signal/Design Improvements

<table>
<thead>
<tr>
<th>Roadway At-Grade Crossing (Crossing Number)</th>
<th>City</th>
<th>LOS Impacts?</th>
<th>Queuing Impacts?</th>
<th>Recommended Traffic Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Belt Line Road (16)</td>
<td>Coppell / Dallas</td>
<td>Yes</td>
<td>Yes</td>
<td>Track over the Road</td>
</tr>
<tr>
<td>Includes Sanders Loop (17)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midway Road (37)</td>
<td>Addison</td>
<td>No</td>
<td>Yes</td>
<td>Track over the Road</td>
</tr>
<tr>
<td>Coit Road (53)</td>
<td>Dallas</td>
<td>No</td>
<td>Yes</td>
<td>Roadway over the Track</td>
</tr>
<tr>
<td>Custer Parkway (58)</td>
<td>Richardson</td>
<td>Yes</td>
<td>Yes</td>
<td>Track over the Road</td>
</tr>
<tr>
<td>Plano Parkway (66)</td>
<td>Plano</td>
<td>Yes</td>
<td>Yes</td>
<td>Track over the Road</td>
</tr>
</tbody>
</table>

### Grade Separation (5 New)

<table>
<thead>
<tr>
<th>Intersection Improvements (6)</th>
<th>Treatment</th>
</tr>
</thead>
<tbody>
<tr>
<td>MacArthur Boulevard (21)</td>
<td>Signal/Design Improvements</td>
</tr>
<tr>
<td>Luna Road (26)</td>
<td>Signal/Design Improvements</td>
</tr>
<tr>
<td>North Marsh Lane (35)</td>
<td>Signal/Design Improvements</td>
</tr>
<tr>
<td>Addison Road (38)</td>
<td>Signal/Design Improvements</td>
</tr>
<tr>
<td>Hillcrest Road (49)</td>
<td>Signal/Design Improvements</td>
</tr>
<tr>
<td>Alma Road (59)</td>
<td>Signal/Design Improvements</td>
</tr>
</tbody>
</table>

Notes:

- All at-grade roadway crossings will be gated; residential areas will include quiet zones.

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**Note:** All at-grade roadway crossings will be gated; residential areas will include quiet zones.
Cotton Belt Proposed Grade Separations

Future Dallas Road (Road Over)

Future DFW Road (Road Over)

Sanders Loop

S. Belt Line Road
BNSF/ Madill Sub (Cotton Belt over BNSF)

Cotton Belt Proposed Grade Separations
Cotton Belt Proposed Grade Separations
Noise Impacts and Mitigation
# Residential Noise Impact Summary

<table>
<thead>
<tr>
<th>City</th>
<th>Without Quiet Zones</th>
<th>Quiet Zones without Additional Mitigation</th>
<th>Quiet Zones with Additional Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Moderate</td>
<td>Severe</td>
<td>Moderate</td>
</tr>
<tr>
<td>Coppell</td>
<td>303</td>
<td>425</td>
<td>0</td>
</tr>
<tr>
<td>Carrollton</td>
<td>328</td>
<td>547</td>
<td>31</td>
</tr>
<tr>
<td>Addison</td>
<td>414</td>
<td>297</td>
<td>16</td>
</tr>
<tr>
<td>Dallas</td>
<td>968</td>
<td>1,502</td>
<td>188</td>
</tr>
<tr>
<td>Richardson</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Plano</td>
<td>316</td>
<td>319</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2329</td>
<td>3090</td>
<td>235</td>
</tr>
</tbody>
</table>

* Additional mitigation to be considered
Example of Quiet Zone Quad Gates

Quiet Zone = No Train Horn
## Proposed Noise Mitigation

<table>
<thead>
<tr>
<th>Mitigation</th>
<th>Corridor</th>
<th>Coppell</th>
<th>Carrollton</th>
<th>Addison</th>
<th>Dallas</th>
<th>Richardson</th>
<th>Plano</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quiet Zones</td>
<td>36</td>
<td>7</td>
<td>9</td>
<td>4</td>
<td>7</td>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>Crossing Bell</td>
<td>8</td>
<td>-</td>
<td>1</td>
<td>1</td>
<td>6</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Noise Barriers</td>
<td>19</td>
<td>-</td>
<td>2</td>
<td>-</td>
<td>17</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Noise Barrier Length (feet)</td>
<td>20,300</td>
<td>-</td>
<td>2,600</td>
<td>-</td>
<td>17,700</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Example
Noise Barrier Locations
Carrollton
Noise Barrier Locations
North Dallas
Vibration Impacts and Mitigation
Vibration Impact Location Map
Dallas and Carrollton
Proposed Vibration Mitigation

Track treated with Tire Derived Aggregate (TDA)
Visual Mitigation
Visual Mitigation Examples

• Typical landscaping at 120-150 foot intervals along residential areas for:
  Visual screening
  Soften views of sound walls, corridor fencing (where possible)
• Preservation of existing vegetation
• Station landscaping/appropriate lighting in residential areas
• Station materials/finishes to complement surrounding character
• Complementary structure design
• Public and agency coordination to define types of vegetation
Other Impacts and Mitigation
Other Impacts Identified in DEIS

1. Cottonwood Creek Floodplain Encroachment - DFW
2. Wheeler Signature Bridge - Addison
3. White Rock Creek Bridge Reuse - Dallas
4. Spring Creek Trail Relocation - Richardson
Design Examples

Channelized Pedestrian Crossings
(TCRP Report 69)

Fencing in Residential Areas

Pedestrian Gates
Design Examples

- Noise Barrier
- Trail
- Combined Auto and Pedestrian Crossing Arm
- Quiet Zone (Quad Gates)
Equipment Maintenance Facility Location

- Luna Road EMF site no longer identified as preferred location
- Utilization of existing TRE/Irving Yard facility is suggested
  
  No Service Plan Amendment needed for this facility
Betterments
Betterments

• Betterments require Board approval typically during final design
• Based on community Input
• Suggestions to be made to DART Board include:
  Increase noise barrier height from 12 to 15 feet
  Use higher standard for vibration betterments
  Enhanced landscaping package (This will be defined during Final Design with Community Input)

Los Angeles - Orange Line BRT (dedicated fixed guideway)
Proposed Vibration Mitigation (TDA)
FTA Threshold 72 VdB - Dallas
Suggested Vibration Betterment (TDA)
Suggested Threshold 65 VdB - Dallas
Suggested Vibration Betterment (TDA)
Suggested Threshold 65 VdB - Carrollton
Suggested Vibration Betterment (TDA) Suggested Threshold 65 VdB - Carrollton
Suggested Vibration Betterment (TDA)  
Suggested Threshold 65 VdB - Plano
Service Plan Amendment Public Hearing

March 27, 2018: DART Board of Directors Meeting, 6:30 pm, DART Board Room

• Opportunity to provide testimony on:
  Alignment
  Station Locations
  Grade Separations

• Advocate for Betterments
Draft Environmental Impact Statement
Public Hearing
Draft EIS
Public Hearing

April/May 2018: Location and date to be determined

• Opportunity to provide testimony on:
  Contents on the DEIS document including Mitigation
  Advocate for Betterments