Dallas Area Rapid Transit (DART) Cotton Belt “Silver Line” Project
Quarterly Update Community Meeting
Shelton School and Evaluation Center
August 15, 2019
Community Engagement

• Overview of Discussion with Dallas Community
  – Noise analysis, noise impacts, and noise mitigation, including sound wall locations, are outlined in the completed Final Environmental Impact Statement issued by the FTA
  – During discussions, most residential adjacent property owners requested that the two budgets that offered a combination of 12-foot high walls and landscaping be combined to achieve a 15-foot high wall
  – Freight abandonment in North Dallas between Knoll Trail and Waterview Parkway is the result of a legal process and a legal process would be required to re-instate freight activity
Community Engagement (Continued)

- Overview of Discussion with Dallas Community (continued)
  - Maximum operating train speed in North Dallas will be 45 mph
  - Drawings during the planning phase show the sound wall and betterments wall at the limits of property line to maximize the benefit and budget tabulation for residential adjacent betterments
    - Some residents are concerned that the sound wall and betterment wall would be stopped well short of the property limit near at grade crossings, resulting in a chain link fence instead of a wall
    - Final design team is looking at applicable safety requirements and equivalent measures in order to set wall limits as close to street right-of-way as possible to maximize wall coverage
Community Engagement (Continued)

• Overview of Discussion with Dallas Community (continued)
  – August 2 - completed response to questions through July 4
  – August 16 – deadline for response to questions through July 23
  – 30-day deadline for response to questions after July 23
  – All noise-related questions received from March through August 23 will be included in separate response on September 23

<table>
<thead>
<tr>
<th>Status of Questions</th>
<th>Number of Questions</th>
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<tbody>
<tr>
<td>Responses sent to originator</td>
<td>170</td>
</tr>
<tr>
<td>Responses in progress for questions received July 8 or later</td>
<td>37</td>
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<tr>
<td>Total questions received</td>
<td>207</td>
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Design-Build Team Update

Design/Build: Overall Final Design and Construction

Design/Build: 30% Design

Design/Build: 60% Design

Design/Build: Final Design

Design/Build: Construction

Testing

Revenue Service

August 2019
Design-Build Team Update

- 30% Design Packages - Currently in review

<table>
<thead>
<tr>
<th>Dallas</th>
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<tbody>
<tr>
<td>Bridge 27 - McKamy Branch</td>
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<tr>
<td>Br.25&amp;26 Preston Road (protection at existing bridge structure)</td>
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<tr>
<td>Bridge 28 - Osage Branch #1</td>
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<tr>
<td>Hillcrest Road</td>
</tr>
<tr>
<td>Bridge 29 - Osage Branch #2</td>
</tr>
<tr>
<td>Station Standards 30%</td>
</tr>
<tr>
<td>Bridge 29A - Hillcrest</td>
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</tbody>
</table>

- Knoll Trail Station – 30% design submittal to DART and Dallas in 3rd Quarter 2019
Design-Build Team Update

• Pre-Construction activities on DART Right-of-Way
  – On-site photography / videography
  – Survey
  – Geotechnical investigations and soil samples
  – Utility identification

• Coordination with others
  – Design development of grade separations at Hillcrest Road and Coit Road
  – Quiet Zone and Crossing Design
  – Hike & Bike Trail

• Knoll Trail Station Design
Hillcrest Rd Design – Pros and Cons
Hillcrest Rd Design
Hillcrest Rd Design
Section at Silver Line Bridge (Looking North)

- 15’ FEIS Precast Sound Wall on Retaining Wall
- 16’6” Min
- Site of Hillcrest Rd Cross Section
- Silver Line Bridge
- Groundline
Coit Rd Design – Pros and Cons
Coit Rd Cross Section

Section at Silver Line Bridge (Looking North)
At-Grade Crossing – Typical
Typical Cross Section
Hike and Bike Trail on One Side
Hike and Bike Trail
Questions About Hike and Bike Trail

City of Dallas

And

North Central Texas Council of Governments

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Knoll Trail Station

Key Community Comments
- Supported by City of Dallas
- Some concern for lack of parking
- Good citizen support with limited opposition
- Some concern too close to Addison Station

Station Facts
- Platform Type: Side
- Parking Spaces: N/A
- Bus Bays: No
- Bus Routes: 1

Projected Daily Ridership
- Opening Day: 500
- 2040: 530

Mode of Access %
- Drive: 0%
- Bus Transfer: 9%
- Walk: 91%

Station Benefits
- Proximity to high density residential north and south of station
- Arterial access and proximity to DNT
- Walk distance to Prestonwood Town Center
Side Platform Rendering
Side Platform Rendering
DART Station Art & Design Program

- Station will have elements of continuity and community reflection
- Opportunity for community input – Site Specific Art Installation
  - Platform surface, column finish, pedestrian railing, coatings on steel
- Use systematic workshop process to reach consensus within budget
  - Materials, colors, and patterns
DART Station Art & Design Program

Activities Completed

• DART recommended site-specific committee members for Knoll Trail Station
  — Committee consists of individuals representing neighborhoods, businesses, and institutions near station

• DART and Design-Builder recommended station artist

• City approved artist and site committee
DART Station Art & Design Program

Knoll Trail Station

• Community Orientation Meeting – May 29, 2019
• Site tour & key items identified – June 6, 2019
• Workshop 1 Artistic value statements & brainstorming – July 3, 2019
• Workshop 2 Options & estimates presented with feedback and selection – August 27, 2019
• Workshop 3 Report Back – October 23, 2019
DART Station Art & Design Program Example

Frankford Station

Trinity Mills Station

MLK Station
Base Vehicle Overview
Base Vehicle Information

- Environmentally and community friendly vehicle that meets tier 4 EPA emissions standards and FRA Standards
- Self-Propelled Diesel Multiple Unit (DMU)
- Automatic Passenger Counters
- Vehicle Business System (VBS)
- CCTV System
- Number of Seats per Vehicle: 230
Base Vehicle Overview

- Passenger Car
- Passenger Car
- Cab Car
- Cab Car
- Engine Compartment
Convenient bicycle racks within the train allow riders to store their bike on board and out of passengers’ paths during the trip.

The design of the entrance area is centered on integration, clarity, and modularity. The required interface modules such as the emergency brake, emergency door opening, and normal door buttons are clearly marked and integrated into the columns at an optimal location.
Lighting is one of the most important elements for modern train design. A light strip running along the middle ceiling section illuminates the passenger compartments with diffused light.

The overhead luggage carriers form a continuous horizontal element throughout the compartment. Items placed on the carriers can be seen from the seat, so passengers are less likely to forget their belongings.
Wheelchair users can board the train easily from the platform and find convenient seating in close proximity to the entrance. The wheelchair areas in the FLIRT3 are equipped to provide the same level of comfort as the other passenger compartments.

The interior layout is not only light and open, but also offers a range of functional benefits. The rigorous modular construction, which follows a basic grid structure, reduces the number of different parts required and thus life-cycle costs.
How to Stay Informed

Visit [www.DART.org/cottonbelt](http://www.DART.org/cottonbelt)

Email [Cottonbelt@DART.org](mailto:Cottonbelt@DART.org)

Attend meetings regularly

Sign up for project alerts at [www.DART.org/cottonbelt](http://www.DART.org/cottonbelt)

DART HOTLINE 972-833-2856

Mail your Community Engagement Representative
Dallas Area Rapid Transit
Cotton Belt “Silver Line” Project