Dallas Area Rapid Transit (DART) Cotton Belt “Silver Line” Project
Quarterly Update Community Meeting
Carrollton and Addison Community Stakeholders
Crosby Recreation Center, July 31, 2019
How to Stay Informed

- Visit www.DART.org/cottonbelt
- Email Cottonbelt@DART.org
- Attend meetings regularly
- Sign up for project alerts at www.DART.org/cottonbelt
- DART HOTLINE 972-833-2856
- Mail your Community Engagement Representative
Community Engagement Representative

Rosa Rosteet
cottonbelt@dart.org
214-749-2522
Design-Build Team Update

- 30% Design Packages - Currently in review

<table>
<thead>
<tr>
<th>Carrollton</th>
<th>Addison</th>
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<tbody>
<tr>
<td>Perry Rd</td>
<td>Station Standards 30%</td>
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<tr>
<td>N Josey Ln</td>
<td>Marsh Ln</td>
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<td>Bridge 21A - Josey Ln</td>
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<td>Station Standards 30%</td>
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<td>Kelly Blvd</td>
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- Downtown Carrollton Station– 30% design submittal to DART and Carrollton in 1st Quarter 2020
- Addison Station – 30% design submittal to DART and Addison in 4th Quarter 2019
Pre-Construction Activities

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

• Design

• Coordination with others
  – Quiet Zone coordination with cities
  – Hike & Bike Trail Coordination
Carrollton BNSF Flyover
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**

Timeline:
- 2019
- 2020
- 2021
- 2022

Dec 31, 2022
TYPICAL CROSS SECTION
Hike and Bike Trail on 1 side
Base Landscape Site Components

- SHRUBS - PARKING SCREENING
- VISIBILITY TRIANGLE
- ENTRY PLANTING
- SHRUBS - PARKING SCREENING
- TURFGRASS
- STREET TREES
- PARKING ISLANDS
- PARKING TREES
- STATION TREES

Meets City / DART Policies

- STREET TREE
- SITE/PARKING TREE
- SHRUBS - PARKING LOT SCREENING
- REQUIRED ENTRY OR INTERIOR PLANTING
- TURFGRASS}

Cotton Belt Regional Rail Corridor

Jacobs
Elements of Continuity – Side Platform:

- Boarding Platform – 350’
- Canopy (Weather Protection) – Standard Color
- Branding Pylon – Standard Color
- Trackway Crosswalks
- Warning Strip
- Passenger Amenities
  - Seating, Lighting, Windscreens, Bike Racks, Trash Receptacles, Bus Shelters
Side Platform
Side Platform
Downtown Carrollton Station

Key Community Comments
• Supported by City of Carrollton
• Strong citizen support
• Interest in downtown Carrollton as multimodal transit hub
• Seen as complement to existing and planned development

Station Benefits
• DART Green Line connection
• Existing and future Transit-Oriented Development
• Potential regional rail transfer hub if DCTA extends south and/or Irving/Frisco Line is developed

Station Facts
- Platform Type: Side
- Parking Spaces: 251 existing, 231 new
- Bus Bays: 4
- Bus Routes: 4

Projected Daily Ridership
- Opening Day: 1,000
- 2040: 1,970

Mode of Access %
- Rail Transfer: 60%
- Bus Transfer: 18%
- Drive: 7%
- Walk: 15%
Addison Station

Key Community Comments
• Supported by Town of Addison
• Strong citizen support
• Seen as complement to existing and planned development
• Interest in special events service

Station Facts
- Platform Type: Side
- Parking Spaces: 300 existing
- Bus Bays: 9 existing
- Bus Routes: 17

Projected Daily Ridership
- Opening Day: 1,000
- 2040: 1,690

Mode of Access %
- Bus Transfer: 46%
- Drive: 5%
- Walk: 49%

Station Benefits
• Existing and future Transit-Oriented development in walkable area
• Access to special events
• Adjacent to existing transit center for bus connection to area employment
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

Predecessor Activities

• DART recommendations for site-specific committee members for each station
  — Committee consists of 8-12 individuals representing neighborhoods, businesses, and institutions near station

• Design-Builder recommendations for station artists for each station

• Approvals of artists and site committee

• 30-day notice of Art & Design kick-off meetings
DART Station Art & Design Program

Downtown Carrollton Station

- Community Orientation Meeting – Sept. 18, 2019
- Site tour & key items identified – Sept. 18, 2019
- Workshop 1 Artistic value statements & brainstorming – Mid October 2019
- Workshop 2 Options & estimates presented with feedback and selection – Early January 2020
DART Station Art & Design Program

Addison Station

• Community Orientation Meeting – July 24, 2019
• Site tour & key items identified – August 2, 2019
• Workshop 1 Artistic value statements & brainstorming – Late August 2019
• Workshop 2 Options & estimates presented with feedback and selection – Late October 2019
DART Station Art & Design Program

Example

Arapahoe Station

Downtown Plano 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
Base Vehicle Overview - Interior

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.
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