



Dallas Area Rapid Transit (DART) Silver Line Project Hike & Bike Trail Questions & Answers

(ID# 23; Received May 25, 2019; Answered June 10, 2019)

Q: Is the setback requirement [for Mitigation/Betterment walls] the same for areas with the hike/bike trail and without?

A: There are no specific setbacks for the project.

(ID# 24; Received May 25, 2019; Answered June 10, 2019)

Q: Are there any places where Existing Structures/Vegetation are being removed for Site-line? Or along the corridor to place walls?

A: Vegetation and existing structures to be removed will be identified as the design progresses.

(ID# 26; Received May 25, 2019; Answered June 10, 2019)

Q: How close can the wall be built to the sidewalk/road with sightline requirements? If there is a formula for this based on how far the wall is set back, what is that formula?

A: This will be determined as part of the design process.

(ID# 27; Received May 25, 2019; Answered June 10, 2019)

Q: Will that distance, [distance from wall] change with split-level ending wall (from previous presentations)?

A: This will be determined as part of the design process.

(ID# 28; Received May 25, 2019; Answered June 10, 2019)

Q: There are no access roads included in the cross-section diagrams presented at the Betterments meetings. Some previous presentations also had an access road between the tracks. Will the hike/bike trail double as an access road? (This could affect the choice of placement for the betterments wall for some groups if the hike/bike trail also serves as maintenance access)

A: The design criteria and placement for the trail have not been provided to DART or AWH.

(ID# 29; Received May 25, 2019; Answered June 10, 2019)

Q: The presented diagram had the train fitting within approximately 40' width. With mitigation/betterment walls on both sides and no access roads between or connected to the tracks, isn't there a requirement for emergency egress? (e.g. worst-case scenario: two trains stall next to each other and catch fire. When people evacuate the train, isn't there a requirement that an emergency access door out of the rail corridor be within a certain distance? If so, what is that distance?)

A: The design will be evaluated by DART's fire, life and safety group to ensure all safety criteria are met.

(ID# 47; Received May 28, 2019; Answered July 31, 2019)

Q: Is the walk/bike trail an option for the Chalfont area? We keep hearing conflicted information and we aren't if this will happen or not.

A: DART is working with the City of Dallas and the North Central Texas Council of Government (NCTCOG) to implement a corridor-wide hike and bike trail that includes this location.



Dallas Area Rapid Transit (DART) Silver Line Project Hike & Bike Trail Questions & Answers

(ID# 50; Received May 28, 2019; Answered July 31, 2019)

Q: What would the drainage and final elevation be if there is no walk trail there? The construction plan shows at least 16ft between the sound wall and “existing ground”. If both the railroad and our properties are at a higher elevation, that space will become a drainage swell?

A: Final design for the guide way is advancing from the 10% level of design to the 30% level of design. Although the final configuration of the design is not yet completed, DART anticipates that both the hike and bike trail and storm water drainage will be accommodated in the DART right-of-way. The drainage and final elevations are not yet defined.

(ID# 51; Received May 28, 2019; Answered July 31, 2019)

Q: Will there be any openings or access along the sound wall? If not, who is responsible for maintaining the area between the wall and our property line?

A: Typically there are no openings for access in sounds walls. However, special access requirements will be evaluated as a part of the final design process, which is expected to be complete by Spring 2021. DART will maintain the DART right-of-way with access from the nearest grade crossing.

(ID# 57; Received May 28, 2019; Answered June 19 2019)

**Q: Request for Consideration of Residential Betterments Bullet 2 - Hike and Bike Trail
The Chalfont homeowners do NOT want any “Walking and Bike Trails” along the rear of their properties.**

A: We will forward your concerns to the City of Dallas and the North Central Texas Council of Governments (NCTCOG)

(ID# 70; Received June 10, 2019; Answered August 2, 2019)

Q: What is corridor safety fencing?

A: On 6/11/19 the following response was issued: I have received your email and we are working with our team to answer your questions and concerns within the next 24 hours.

Updated response: Corridor safety fencing is a minimum 6' chain link fence.

(ID# 77; Received June 17, 2019; Answered June18, 2019)

Q: If I see the presentation correctly, it appears that the proposed trail is on the Riverview Side of the tracks, not the Keller Springs Side. Is that correct?

A: Any questions regarding trails are not being addressed yet as that project is under an auspices other than DART. Trails will be discussed at future quarterly meetings for the project.

(ID# 88; Received June 20, 2019; Answered July 31, 2019)

Q: If there is no trail then it also becomes a maintenance issue. Who will be responsible for maintaining that area? We all know the city will not maintain that area properly. With all the trees and shrubs we have back there, I can see it turning into a swamp within a year if the drainage isn't done correctly.

A: DART will maintain the DART right-of-way. DART anticipates that the maintenance of the trail will be performed by the respective cities.



Dallas Area Rapid Transit (DART) Silver Line Project Hike & Bike Trail Questions & Answers

(ID# 89; Received June 20, 2019; Answered July 31, 2019)

Q: How far is the proposed sound-wall from our property lines?

A: It is anticipated that the proposed sound wall will be located 12' from the center line of the adjacent tracks and approximately 40 ft. from your property line (DART ROW line) at XXXXX Chalfont Circle.

(ID# 90; Received June 20, 2019; Answered July 31, 2019)

Q: Will it be on the outside or inside of the utility poles?

A: It is anticipated that the proposed sound wall will be located 12' from the center line of the tracks and that the utility poles will be between the sound wall and the property line.

(ID# 156; Received July 3, 2019; Answered July 31, 2019)

Q: Who handles the upkeep/maintenance of the trees/landscaping offered as part of the betterments?

A: DART will be responsible for the maintenance of all betterments landscaping within the DART ROW, unless an agreement exists whereby someone else takes on that responsibility. Example, if a residential adjacent property owner wants to plant additional trees or shrubs on DART ROW through a license agreement, the resident will maintain.

(ID# 183; Received July 19, 2019; Answered August 16, 2019)

Q: It was a pleasure meeting you last night in a much improved DART communication session pertaining to betterments. To confirm our conversation following the session, the Southpoint group would like for DART & COG to consider moving the proposed bike trail to the west side of the tracks behind the homes that back up to the track on Southpoint.

For several reasons:

- 1.) There is not enough space in the easement to allow the Bike Trail on the East side of the tracks (our side). If the measurements are correct, the Bike Trail will butt up to our property line (wooden fences in most cases), allowing Trail users to easily access our property by climbing the proposed cyclone fence. Not good!**
- 2.) The property on the West side has more space in the northern portion near Campbell; and in the southern portion abutting Davenport there a creek that abuts the back of the last 6 to 8 homes, not allowing any room for the Bike Trail.**
- 3.) To transition to the other side of the tracks takes only a diagonal crossing at Campbell road, rather than the existing direct path as shown on DART's drawings-a very simple change that will be done previously on the Trail.**

John, we ask that you review this suggested change with Mike Morris and others at your upcoming sessions with COG.

A: During our 8/9/19 meeting, we reviewed the proposed location of the hike and bike trail relative to the adjacent properties along Southpoint. The Hike and Bike trail defined by the North Central Texas Council of Governments (NCTCOG) and the City of Dallas is at the 10% level of design development. DART intends to enter into agreements for final design and construction of the trail. During final design, DART will explore opportunities to locate the trail on the west (opposite) side of the tracks.



Dallas Area Rapid Transit (DART) Silver Line Project Hike & Bike Trail Questions & Answers

(ID# 187; Received July 23, 2019; Answered July 24, 2019)

Q: Regarding the Cotton Belt project: when is the right-of-way acquisition process anticipated to begin?

A: DART owns the 100 ft. right-of-way for the alignment. If there are other properties required for the project, property owners will be contacted by DART Real Estate.

(ID# 189; Received July 23, 2019; Answered August 29, 2019)

Q: What if any fence will be on our side of trail? Bent Creek North Condos

A: Bent Creek North Condos will receive a standard 6' chain link fence at the property line.

(ID# 193; Received July 24, 2019; Answered September 30, 2019)

Q: Can the hike and bike trail be located closer to the sound wall and the trees closer to residences in those areas?

A: Yes, the hike and bike trail can possibly be located closer to the sound wall and the trees closer to residences. The Hike and Bike trail defined by the NCTCOG and the City of Dallas is at the 10% level of design development. DART intends to enter into agreements for final design and construction of the trail. The final location of the trail will be determined by the respective city and NCTCOG.

(ID# 194; Received July 24, 2019; Answered September 13, 2019)

Q: I found something interesting that you should be aware of: The presentation from Group 2 (Preston to Campbell) indicates that the hike/bike trail will be on the East/South Side of the tracks. See the left image below. The presentation from last night for Group 3 (Campbell to Hillcrest) indicates that the hike/bike trail will be on the North side of the tracks. (see right side image below). This means that the hike/bike trail will cross BOTH automobile traffic AND train tracks at Campbell. Residents still have not seen images of how the quad gates will work at a "standard" crossing, and now we have an even more precarious crossing of two types of traffic. Please advise if you can get DART staff to confirm this crossover and exactly how it is supposed to work.

A: The hike and bike trail is currently in the 10% level of design and crosses both Campbell Road and the Silver Line alignment. This is different than the FEIS because keeping the trail on the north side would require relocating several utility poles. The hike and bike trail defined by the NCTCOG and the City of Dallas is at the 10% level of design development. DART intends to enter into agreements for final design and construction of the trail. The final location of the trail will be determined by the respective city and NCTCOG.

(ID# 195; Received July 24, 2019; Answered September 13, 2019)

Q: Per the conversation we had last night with Ms. Krause (copied), I am reiterating the 3 main exception points of the mitigation/betterments I am requesting at XXXXX Davenport Road.

1. Wall placed at or near my property line (teal line in the image below). This is consistent with what David Ehrlicher said was an option during the May attempt at the Betterments meetings - the video is on Cara Mendelsohn's Facebook page and Mr. Ehrlicher indicated that the Betterments wall could be placed at the property line. I reiterate my offer to provide free access easement to maintain the residential side of the wall.

A: During our 8/9/19 meeting, DART committed to reviewing the betterment wall placement between the hike and bike trail and the property line. Utilities will be investigated and betterment wall placed as close as feasible to the property line.



Dallas Area Rapid Transit (DART) Silver Line Project Hike & Bike Trail Questions & Answers

(ID# 196; Received July 24, 2019; Answered September 13, 2019)

Q: 2. 15' tall measured from top of rail (even though it is more than 12' off center). I reiterate my offer to bring in all the fill dirt needed to change the grade if needed.

A: During our 8/9/19 meeting, DART committed to reviewing the betterment wall placement between the hike and bike trail and the property line. Utilities will be investigated and betterment wall placed as close as feasible to the property line. Thank you for the offer of providing additional fill dirt as needed, however this will not be necessary.

(ID# 197; Received July 24, 2019; Answered September 13, 2019)

Q: 3. Integration points (red circle at ends of teal line in image below) where I can construct an extension around my house (blue line along Davenport in image below. These 3 exceptions integrate to provide the extended protection this unique residence needs because of the angle of the rail intersection and the topography I pointed out to John Hoppie during the sound studies. From the topographical image above, note the concave limestone creek wall on the opposite side of my residence which will focus reflected sound into my house. This integrated approach is also based on the assumption that the betterment wall is constructed with the same posts and panels as the mitigation walls. Last night was the first time we had indications that the same panels would be used for both walls.

A: During our 8/9/19 meeting, DART committed to reviewing the betterment wall placement between the hike and bike trail and the property line and along Davenport Road. Utilities will be investigated and betterment wall placed as close as feasible to the property line. A license agreement will be required and DART will provide a draft for your review.



Dallas Area Rapid Transit (DART) Silver Line Project Hike & Bike Trail Questions & Answers

(ID# 204; Received August 1, 2019; Answered October 24, 2019)

Q: Identify all the safety measures you are putting at Meandering Way/Rocky Top crossing including the tracks crossing the walking trail.

Note City Council requirements:

3. Mitigation and Betterments are provided throughout the residential communities in Far North Dallas to mitigate adverse impacts including, at a minimum:

- a. Continuous 15-foot high concrete, sound-absorbing walls that meet the 3dBA Ldn limits at all residences on both sides of the rail line,
- b. Tire-derived aggregate for track ballast to reduce vibration,
- c. Enhanced landscaping to reduce visual impacts,
- d. Double gated, lower height crossings and quiet zones at all at-grade street crossings to improve safety and to reduce noise,
- e. Train Noise shall not exceed current community noise levels by more than 3dBa Ldn at maximum headways,
- f. Vibration levels – the standard of reference for human exposure to vibrations in buildings will be ANSI S2.7-1983 (R2006), or 65 vdB peak vibration level,
- g. Directional crossing bells in all quiet zones that adhere to the lowest/quietest federal safety limits. DART will employ all practical measures to obscure sound intrusions from the bells into the residences, and ...”

A: The safety measures included in the project at Meandering Way/Rocky Top are:

- a.) 15' mitigative sound walls are provided on both sides of the rail in this area required by the Final Environmental Impact Statement (FEIS);
- b.) Tire Derived Aggregate (TDA) will be provided as required for vibration mitigation in the FEIS that includes 700 feet of TDA between Hillcrest and Meandering Way under both east bound and west bound tracks.
- c.) The residential adjacency betterment dollars may be used for enhanced landscaping. Residential Adjacent Property Owners of Rocky Top Circle (Highlands of McKamy) have \$126,400 of Residential Adjacency Betterments budget that can be used for enhanced landscaping to reduce visual impacts;
- d.) All crossings in North Dallas are proposed to be quiet zones. Establishing quiet zones will require cooperative action among the municipalities along the Project, FRA, the freight railroads and DART. The City of Dallas is a key participant in the process as they must initiate the request to establish the zones through application to the FRA. Types of gates will be determined during design of the intersection;
- e.) Consistent with DART Policy the impacts over 3dB will be required to be mitigated. The mitigation at this location include a 15' mitigation wall, crossing bell mitigation, and quiet zone;
- f.) FEIS Section 4.15 “Vibration” says FTA one-third octave band impact threshold is 72 VdB for residential buildings. DART Board of Directors determined that a more conservative approach should be employed end added locations where TDA will be installed;
- g.) Directional electronic crossing warning bells will be used.



Dallas Area Rapid Transit (DART) Silver Line Project Hike & Bike Trail Questions & Answers

(ID# 212; Received August 1, 2019; Answered October 24, 2019)

Q: On page 9 of the Cotton Belt Corridor Regional Rail Public Involvement Plan FINAL Dallas, Texas dated March 13, 2017 you say: 2.5 Potential Project Concerns

DART is committed to working with key stakeholders, agencies and the public to identify potential areas of concern. Many issues can be identified in advance, based on community and stakeholder input.

You mention safety.

In Chapter 2 Alternatives Considered Page 2-31 of COTTON BELT CORRIDOR REGIONAL RAIL PROJECT FINAL ENVIRONMENTAL IMPACT STATEMENT/ RECORD OF DECISION (FEIS/ROD) you state: Shallow Trench Profile - The shallow trench profile option was developed as an alternative to the deep trench profile option because the shallow trench would not require the use of pumping stations. This option combined a maximum trench depth with walls and berms to maintain a top of wall height of 15 feet over the rail with the use of culverts instead of bridges at the creek crossings of McKamy Branch, Osage Branch Crossing #1 and Osage Branch Crossing #2. The roadways of Davenport Road (two locations), Campbell Road, Hillcrest Road, McCallum Boulevard and Meandering Way would be elevated over the rail alignment. This alternative profile met the spirit of the City of Dallas resolution without the creek impacts of the deep trench option; however, the construction of roadway grade separations over the trench would require the purchase of additional right-of-way including publicly owned parcels.

You also state: DART policy requires that the potential impacts of any proposed project be assessed, and if adverse effects are found, that these impacts be avoided or minimized and mitigated.

The residents of The Highlands of McKamy IV & V and Willow Greene Condominiums have expressed alarm at the July 25, 2019 presentation over the latest proposal to have Cotton Belt tracks both crossing a walking trail (unsafe) and so close to homes (very dense residential area.) Why haven't you rerouted the line or mitigated with the proposed train elevation?

A: As documented throughout the FEIS/ROD, potential impacts of the project have been assessed. All adverse effects are being minimized and/or mitigated. Safety and Security is addressed in Section 4.8 "Public Safety and Security."

All public at-grade crossings along the project will be protected by standard safety features that may include flashing lights, bells, and gate arms alerting vehicles, bicyclists, and pedestrians of approaching trains.

(ID# 222; Received August 2, 2019; Answered November 2, 2019)

Q: Hike and Bike Trail: Not interested in having more strangers walking, riding, and littering behind our houses. It's already a tight squeeze from the alley to the tracks - all we need is to worry about running over someone while backing out of the garage. Would DART Police be responsible for unwanted behavior in the Hike and Bike Trail on DART's property.

A: DART Police may patrol the hike and bike trail area along the Silver Line corridor. Although the agreements have not been defined, it is anticipated that the cities will be responsible for safety and security of the trail sections located in their city.

(ID# 227; Received August 8, 2019; Answered October 4, 2019)

Q: Council Member Mendelsohn, representing District 12, requested information related to the design and construction of the Cotton Belt Trail. She would like to know: The nature of the design contract (is it design-build, etc.), and scope

A: The final design and construction of the trail project is anticipated to be completed using DART's current Design-Build contractor for the Silver Line following a successful negotiation and execution of a change to the contract. The scope of work for the trail is the 10% design received from NCTCOG on 6/17/19.



Dallas Area Rapid Transit (DART) Silver Line Project Hike & Bike Trail Questions & Answers

(ID# 228; Received August 8, 2019; Answered October 4, 2019)

Q: To whom was the contract awarded?

A: The Cotton Belt trail project has not been awarded.

(ID# 229; Received August 8, 2019; Answered October 4, 2019)

Q: When was the contract awarded?

A: The contract for the Cotton Belt hike and bike trail has not been awarded.

(ID# 230; Received August 8, 2019; Answered October 4, 2019)

Q: Who approved the contract?

A: The Cotton Belt trail contract has not been approved.

(ID# 231; Received August 8, 2019; Answered October 4, 2019)

Q: Are there contracts/agreements with the City of Dallas? If so, is any funding being exchanged?

A: There are no contracts/agreements currently between the City of Dallas and DART for the Cotton Belt trail.

(ID# 232; Received August 8, 2019; Answered October 4, 2019)

Q: Can she receive copies of these agreements?

A: Yes, the draft agreement will be provided to City of Dallas for review and comments prior to finalizing.

(ID# 233; Received August 8, 2019; Answered October 4, 2019)

Q: Timeline for design and construction

A: The goal is to have the design and construction of the hike and bike trail completed before the revenue service date of the Silver Line scheduled for December 2022.

(ID# 237; Received August 12, 2019; Answered September 24, 2019)

Q: Page 1 - Requesting your estimated measurements for placement of tracks, walls and pedestrian trail. 'See attachment'

A: See "Attachment Page 1" for the estimated measurements on the sketches you provided. Please note: There will be space for the trail to move away from the fence line. The new track moves slightly to the east. The new centerline of track is at the edge of the existing tie.



Dallas Area Rapid Transit (DART) Silver Line Project Hike & Bike Trail Questions & Answers

(ID# 238; Received August 12, 2019; Answered September 24, 2019)

Q: Page 2 - Requesting current “West/East” placement of pedestrian trail both, north of Campbell and south of Davenport, of our townhome location. ‘See attachment’

A: See “Attachment Page 2” for the current placement of the hike and bike trail, north of Campbell Road and south of Davenport Road on the sketched you provided.



Dallas Area Rapid Transit (DART) Silver Line Project Hike & Bike Trail Questions & Answers

(ID# 244; Received August 13, 2019; Answered October 29, 2019)

Q: Dear DART Board- My family has lived in the Highlands of McKamy neighborhood for 27 years. This is a neighborhood of 247 homes. We live at XXXX Halprin Ct. My husband and I have deep concerns regarding the Dart Cotton Belt rail coming through our neighborhood, and ask that you take these into consideration:

1. Heightened Safety concerns with so many children, families, parents with baby carriages, walkers, bikers, elderly going across the trail in our neighborhood that goes directly across at Meandering Way and McCallum. This is an active residential neighborhood, and should not have to endure 60-90 trains coming through the neighborhood every 15 mins at a speed of 45 miles per hour. Children also walk to school in the area, to the 2 schools at Hillcrest and Frankford.

2. Emergency Response Times: We have concerns with response time of our Police and Fire stations that are at the corners of Hillcrest/McCallum and Hillcrest/Frankford respectively. With the amount of trains you propose coming through our neighborhoods and the resultant impact on these roads, it is very concerning.

3. Traffic- The rail line crosses over 4 major roads within a 1 mile radius of our neighborhood. The proposed solutions of a graded decline in the roads and the train to run above are terrifying to think of the traffic, getting in and out of our neighborhood. The proposed line through our neighborhood puts more pressure and traffic on Coit and Frankford, two roads that have increasing traffic due to growth of new housing and retail in this area. DARTs disregard for homeowner inputs.

4. Home values in our area will decline due to the safety, noise and traffic increase. This decline in home valuation will, in turn, erode the tax base for this area.

Proposed Solution:

Reroute the Cotton belt Line: We support Cara Mendelsohn's proposal to reroute the Cotton Belt Line. Have the line stop at Addison and go up the Tollway to Frankford. Build a station at that corner that would be a more appropriate location for people that would use the line and not impact residential neighborhoods.

A: DART responses:

1) It is anticipated that approximately 56 Silver Line trains will transverse the Cotton Belt daily. All street and trail crossings will meet ADA accessibility standards. All public crossing approaches will be protected with warning signs, lights, bells, and gates to warn drivers, pedestrians, and cyclists of an approaching train. In addition, corridor safety fencing will be used to control unauthorized pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity centers. During final design, DART will coordinate with local jurisdictions to determine needs for enhanced pedestrian crossing features such as additional signage, tactile strips, safety lights or pedestrian crossing gates to address localized concerns for school children activity and special events. DART will also coordinate with local schools and interested parties to provide outreach events through the Transit Education Program to educate children, residents, businesses, and others about the project and best safety practices.

2) Hillcrest Road is grade separated, will run under the tracks, and train operation will not cause traffic delays. All at-grade crossing events are anticipated to be 30 to 50 seconds, which is the typical crossing gate down-time. Alternate routes for fire and emergency service vehicles operating near at-grade crossings will be evaluated as part of the final design phase. Final design of the project will be in accordance with National Fire Protection Association NFPA-130 (Standard for Fixed Guideway Transit and Passenger Railway Systems), as well as the applicable fire and building codes of local jurisdictions.

3) As detailed in Section 5.2 of the Final Environmental Impact Statement (FEIS) and DART's Street At-Grade Crossing Traffic Analysis Report in Appendix B, a study of the roadway crossings was conducted. This study analyzed future traffic conditions at major roadway crossings, determined traffic impacts due to the Project and established whether any of these at-grade rail crossings might warrant traffic mitigation. Hillcrest Road and Coit Road will be grade separated. This traffic study was approved by City of Dallas.



Dallas Area Rapid Transit (DART) Silver Line Project Hike & Bike Trail Questions & Answers

(ID# 262; Received August 15, 2019; Answered October 21, 2019)

Q: Has the proposed positioning of the rail, walls, & trail shifted in the last several months for the rail section between Hillcrest & Davenport? If so, how & when? How are these elements shifted in relation to the alleyway & park in our neighborhood?

A: In the past recent months, there have been no changes in alignment between Hillcrest & Davenport. At this time there are no proposed changes to rail alignment between Hillcrest and Davenport. However, the design of grading, drainage and track alignment is advancing from the 10% design level to final design which may result in changes. In-progress information and changes, if any, will be shared at future Quarterly Design and Construction Update meetings.

(ID# 287; Received August 15, 2019; Answered October 24, 2019)

Q: Very important to make sure that our sidewalks along Hillcrest are protected!! This is an area that gets much pedestrian traffic every day, especially Fri-Sun. Also, I have a great concern about the tracks turning into a freight run. I do not see many people from our area using this system. This does not seem to be sustainable.

A: The proposed sidewalks along Hillcrest are being evaluated to consider a physical barrier between pedestrian traffic and vehicular traffic. The City of Dallas and DART are working on steps required for an Interlocal Agreement (ILA) that will address freight abandonment cited in the City of Dallas Resolution dated March 2018. Additionally, DART has no intention in the foreseeable future of revoking its freight abandonment on the Cotton Belt (Silver Line) between Renner Junction (Waterview Parkway) and Knoll Trail Drive that was granted by the Surface Transportation Board in January 2010.

(ID# 327; Received August 20, 2019; Answered November 27, 2019)

Q: You have made adjustments to the track at Hillcrest Road so as not to disturb street surface traffic. You based it on car traffic. The Preston Ridge Trail is a very active walking/cycling trail with hundreds of walkers. How did you consider active foot traffic when making street level rail adjustments?

A: The adjustments at Hillcrest Road resulted in significant improvements to the project including: reducing the extent of reconstruction of Hillcrest Road, elimination of reconstruction and pedestrian impacts of two other roads, elimination of impacts to several driveways, elimination of direct impact to Congregation Ohev Shalom, elimination of the need for an electric pump to handle stormwater runoff and reducing construction time. It will also involve a much shorter construction duration than the Hillcrest Road grade separation. However, the City of Dallas has notified DART that they are interested in the 10% level design concept. DART is reviewing potential additional impacts based on the City's interest and will update the community if the current design concept changes. To address pedestrian activity, final design will include the installation of special signage, designated street crossings, and adequate lighting. In addition, corridor safety fencing will be used to control unauthorized pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity centers.

The reconstruction of the Preston Ridge Trail crossing near Meandering Way will be coordinated with the City of Dallas to maintain pedestrian access.



Dallas Area Rapid Transit (DART) Silver Line Project Hike & Bike Trail Questions & Answers

(ID# 328; Received August 20, 2019; Answered November 27, 2019)

Q: If you didn't account for active foot traffic along the Cotton Belt specifically at Preston Ridge walking Trail, why not?

A: DART did account for foot traffic in the FEIS. Section 4.8 of the FEIS/ROD discusses pedestrian safety and sites specific mitigation for high pedestrian areas (See #17 Response). All pedestrian crossings of the rail will be located at street crossings or at stations. The Preston Ridge Trail crossing of the Cotton Belt is directly adjacent to the Meandering Way street crossing. Traffic analysis of approximately 4438 daily automobiles traveling on Meandering Way did not warrant additional traffic mitigation at this location.

Each train crossing of Preston Ridge Trail will have a gate down time of approximately 30 to 50 seconds. With three trains an hour in each direction, the crossing is expected to be closed approximately five minutes out of every hour. This is far less disruptive to trail activity than the traffic signals located along the trail. A typical traffic signal will be red 30 minutes out of every hour. Elsewhere along the trail, actuated signals require pressing a button and waiting for a signal cycle to permit crossing.

(ID# 335; Received August 20, 2019; Answered November 27, 2019)

Q: This question was not answered at the Aug. 15, 2019 Dart community meeting. Road speed along Meandering Way is 30mph. You reported that train speed behind Rocky Top Circle is 45MPH. Why won't you agree to a 20MPH speed limit if the train is at street level since it crosses the Preston Ridge Trail, an active walking/bicycle trail?

A: The maximum speed in North Dallas between N. Dallas Tollway and Waterview Parkway will be approximately 45 mph. DART is working to consider safety provisions along track Right of Way (ROW) and at crossings. Section 4.8 of the FEIS/ROD discusses pedestrian safety and mitigation for high pedestrian areas. To address pedestrian activity, final design will include the installation of special signage, designated street crossings, and adequate lighting. In addition, corridor fencing will be used to control unauthorized pedestrian crossings and access to the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity centers. All pedestrian crossings of the rail will be located at street crossings or at stations. The Preston Ridge Trail crossing of the Cotton Belt is directly adjacent to the Meandering Way street crossing. Traffic analysis of Meandering Way did not warrant additional traffic mitigation at this location.

(ID# 339; Received August 20, 2019; Answered November 27, 2019)

Q: The National Association of City Transportation officials says: physically separating bicycle lanes from streetcar lanes is preferred. In addition to cycle tracks, placing rails on raised beds or transitway design treatments, such as rails in raised beds, or vertical separation, prevent bicycles from entering tracks. The FEIS/ROD states "The Project aims to preserve or improve upon the existing levels of safety for school children crossing the Preferred Alternative." Why haven't you specified grade separation where you cross the Preston Ridge bicycle /walking trail?

A: The cited information addresses bicycle lanes running parallel to a street running Streetcar Line not a trail crossing of a Regional Rail Line. The primary reason for segregating streetcar from bicycles is to avoid bicycle tires getting caught in parallel running imbedded tracks. The Preston Ridge Trail crossing will be perpendicular to the track. All trail crossings of the Cotton Belt will be perpendicular to the tracks. All federal, state, and municipal laws regulating safety, design and operating procedures will be followed for the Project. See response to previous questions. Traffic analysis of Meandering Way did not warrant additional traffic mitigation at this location.



Dallas Area Rapid Transit (DART) Silver Line Project Hike & Bike Trail Questions & Answers

(ID# 375; Received September 13, 2019; Answered November 27, 2019)

Q: Will the hike and bike trails be continuous i.e. will they traverse roads and intersections with roads in the same way as the trains? For example, will they traverse Hillcrest and Coit Roads? Will those traverses be continuous i.e. not subject to crossing the roads at road grade?

A: It is anticipated that the trail will cross intersections at grade. The City of Dallas and Council of Government, have advanced the trail to a level of design of about 10%. Please contact Kevin Kokes with North Central Texas Council of Governments (NCTCOG), and Jared White with the City of Dallas for additional information on the Hike and Bike Trail.

(ID# 376; Received September 13, 2019; Answered November 27, 2019)

Q: Where will access be gained to the trails? Is this decided yet?

A: Trail access points have not been determined at this point.

(ID# 377; Received September 13, 2019; Answered November 27, 2019)

Q: Will the trails be concrete or asphalt?

A: It is expected that the hike and bike trail may be concrete.

(ID# 378; Received September 13, 2019; Answered November 27, 2019)

Q: How wide will the trails be?

A: The hike and bike trail will typically be 12 feet wide; however, it may range between 10 to 14 feet wide depending on the location.

(ID# 398; Received September 17, 2019; Answered October 24, 2019)

Q: It became pretty evident to all of us in the last meeting that DART does not have a lot of information regarding the Bike/Walk trail. We understand that is not part of your project but we would like to know who is the point of contact in the city so we can get in touch with them and get some concrete answers. This is extremely important to us since the trail will directly affect our decision making with the betterments.

A: The contact from the City of Dallas Parks and Recreation Department for the Hike and Bike Trail is Jared White. He can be reached via email at: jared.white@dallascityhall.com or by telephone at: 214-670-4090.

(ID# 410; Received September 24, 2019; Answered September 24, 2019)

Q: We have a community meeting with owners of the Preston Green Townhomes, and I need to make sure I'm giving them the latest and correct information. Please clarify the bike trail placement between ... Campbell and Davenport. East or West side?

A: At the current 10% design definition, the trail is on the east side between Campbell and Davenport Rd.



Dallas Area Rapid Transit (DART) Silver Line Project Hike & Bike Trail Questions & Answers

(ID# 422; Received September 27, 2019; Answered November 21, 2019)

Q: It appears there is a planned bike/hiking trail running East / West on the south side of the Silver Line.

*** Will that cause any issues for our entry/exit from the property?**

*** Will any signage be posted to warn bikers/hikers of a vehicle crossing?**

There is limited vision for a vehicle coming underneath the trestle to see anyone crossing the road.

A: The 10% design indicates the Pistol Club members will cross the hike/bike trail at the Belt Line Road entrance where the NCTCOG currently intends to align the trail along Belt Line Road; see graphic below. The final alignment is subject to further development during the upcoming final decision effort.

(ID# 426; Received October 10, 2019; Answered October 15, 2019)

Q: I realize our vote is needed, and apologize for the delay. I just wanted to make sure I understood correctly, is it the sound wall that will be the 15 ft. and the betterment wall is 12 ft. Also which side of the tracks would each be placed, I know it had been mentioned that a trail would also be added, just wondering how it will come together on the Campbell side, then run along over the creek. I can only imagine how many times you have been asked the same questions over , over, (I don't want to be that person) obviously we want what's best for our community and the value of our property.

A: Thank you so much for getting back to me! Prestonwood Trail Apartments has two betterment sections. Section 1 has a sound wall, and you may select other enhancements such as landscaping or decorative panels. Section 2 does not have a sound wall, and the you may select to add a wall with or without landscaping as noted on the attached sketch. Both walls will be placed at a 12' offset from the tracks. You get two ballots, one for each section. The graphic should provide a good summary of the options you have for either section.

Trail: The plan at this moment is for the proposed trail to run on the south side of the tracks at this location and for it to cross to the north side of the tracks at Campbell Rd.



Dallas Area Rapid Transit (DART) Silver Line Project Hike & Bike Trail Questions & Answers

(ID# 427; Received October 11, 2019; Answered January 6, 2020)

Q: RE: Hike & Bike Trail Placement between Campbell and Davenport behind the Preston Green Townhomes

Judson, we were encouraged after the onsite visit on August 9th, 2019 with the various representatives involved with the Silver Line project. Especially during the hike with everyone on the tracks and listening to everyone's observations regarding the unobstructed wooded area on the West side of the tracks, should make the decision to move the H&B Trail to the West side..... obvious.

We understand from your last email (9/24) that you are working on a new design and are @10% regarding the Hike and Bike Trail (H&B) placement as requested from the Preston Green Townhome Association for moving the proposed H&B Trail from the East side of the tracks, which would be against the fence-line of our backyards, to the West side which has the unobstructed wooded area. Our group is concerned that time is getting critical for the change to be made and are asking when can we expect a definitive answer of which side the H&B placement will be regarding our homes, East or West side of the track?

If DART cannot give us an answer of West or East, or the final date when the decision will be made, would you please elaborate and give us up to date details to what has been done to determine the placement change to the West side, and a list of the concerns causing the dilemma for DART? The most common question we are asked, Why is the trail designed on the West side until it reaches Campbell then "crosses" over?

We have a 7PM, Oct. 16th (Wed.) meeting with our group and would appreciate answers we can relay to them.

A: The NCTCOG and City of Dallas developed the 10% design not DART; consequently, modifications to the 10% Hike & Bike trail design should be directed to the following: Mr. Kevin Kokes with North Central Texas Council of Governments (NCTCOG), Mr. Jared White with the City of Dallas for information and suggestions on the Hike and Bike Trail 10% design.

Kevin Kokes with NCTCOG can be reached at kkokes@nctcog.org or by telephone at 817-695-9275. Jared White can be reached via email at jared.white@dallascityhall.com or by telephone at 214-670-4090.



Dallas Area Rapid Transit (DART) Silver Line Project Hike & Bike Trail Questions & Answers

(ID# 452; Received November 1, 2019; Answered December 3, 2019)

Q: Mr. Meshack,

On Sept. 19 we spoke with Ms. Carolyn Cook, Senior Crossing and Trespass Prevention Regional Manager for the Southwest-Region of the Federal Railroad Administration. Region 5. We explained our concern with Dart's current proposal of 60-90 trains a day at street level over the Preston Ridge Trail. The Highlands of McKamy IV & V want the safest solution to address DART's Cotton Belt/Silver line rail traffic in our neighborhood. Tunneling the train is the safest solution.

Ms. Cook indicated that a Diagnostic Review Team is being formed which will make safety recommendations for the Preston Ridge Trail. She said that stakeholders are supposed to be part of this Diagnostic Review Team. That includes our neighbors. We would like someone who represents the 247 homeowners of the Highlands of McKamy IV & V to be on this Diagnostic Review Team. Our request is not for a site visit or conference call, but to be placed on the Diagnostic Review Team.

Also, we read this from Rails-with-Trails: Lessons Learned: Literature Review, Current Practices, Conclusions <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/RailsWithTrails.pdf>. p IX:

At-Grade Crossings

With many railroads actively working to close existing at-grade roadway-track crossings, consistent with U.S. Department of Transportation policy, new at-grade crossings will be difficult to obtain. Each trail-rail intersection is unique; most locations will require engineering analysis and consultation with existing design standards and guidelines. Issues that should be considered include the following:

- Train frequency and speed;
- Location of the crossing;
- Specific geometrics of the site (angle of the crossing, approach grades, sight distance);
- Crossing surface;
- Night time illumination; and
- Types of warning devices (passive and/or active). Page IX

If the DOT says new at-grade crossings will be difficult to obtain, how is DART going to get one for the Cotton Belt/Silver Line at-grade over the actively used Preston Ridge Trail used by children, the disabled and families?

Highlands of McKamy IV & V HOA 2019 Board

Maura Schreier-Fleming, President, Judi St

Jeff Jones, Treasurer, Halprin

Jerod Bauer, Rocky Top Circle

Jeff Rance, Board Member, Blue Mesa

Catherine Paulson, Board Member, Rocky Top

A: All federal, state, and municipal laws regulating safety, design and operating procedures are being followed for the project. To address pedestrian activity, the design will include the installation of special signage, designated street crossings, and adequate lighting, as required, to mitigate the potential for accidents involving pedestrians and cyclists. In addition, corridor fencing will be used to control unauthorized pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity centers such as Preston Ridge Trail centers.

The Preston Ridge Trail crossing of the Cotton Belt Corridor is an existing crossing and not a new crossing. This crossing was implemented through a 2009 License Agreement between DART and the City of Dallas. This agreement for the trail to cross the rail alignment at-grade was developed with the understanding that DART intended to implement rail in the corridor and before the abandonment of freight in the corridor. DART intends to operate the Silver Line at-grade where the trail crosses the rail corridor and DART will implement an at-grade crossing. Should you wish to pursue a grade separation for the trail crossing please contact Jared White, City of Dallas Parks and Recreation Department, at 214-670-4090 or jared.white@dallascityhall.com to request that they construct a grade separation.

DART will follow up with you regarding the Diagnostic Review Team.



Dallas Area Rapid Transit (DART) Silver Line Project Hike & Bike Trail Questions & Answers

(ID# 474; Received December 25, 2019; Answered January 6, 2020)

Q: Will the hike and bike be on the West side or East side of the new RR tracks between Campbell and Davenport?

A: The Hike and Bike trail defined by the North Central Texas Council of Governments (NCTCOG) and the City of Dallas is at the 10% level of design development. The 10% design locates the trail on the north side of the regional rail tracks between Campbell and Davenport.

(ID# 475; Received December 25, 2019; Answered January 6, 2020)

Q: What are the estimated measurements for placement of tracks, walls and pedestrian trail?

A: The DART owned right-of-way is approximately 100 feet wide. Although final design may modify this slightly, the hike and bike trail will typically be 12 feet wide. It can range between 10 to 14 feet wide depending on the location, design for the guideway is in-progress. The tracks are typically located in the center of the right of way and sound walls will be located 12 feet from the centerline of track.



Dallas Area Rapid Transit (DART) Silver Line Project Hike & Bike Trail Questions & Answers

ID# 476; Received November 25, 2019; Answered December 16, 2019)

Q: Mr. Walters,

Highlands of McKamy HOA Board Member, Maura Schreier-Fleming received notice (below) that she will receive a DART Betterments ballot. In previous Community Meetings, DART has limited betterments voting from neighbors to rail adjacent homeowners. She is not rail adjacent.

Perhaps you sent this email because she is the President of the Highlands of McKamy IV & V Homeowners Association (members are 247 neighbors) Yet other non-rail adjacent HOA Board members did not receive this email notice.

Is this a change in DART's policy? What is the current policy for providing input for betterments? Will she be voting for 247 homeowners and represent 247 votes? When and where was this change announced? Also, what other changes in policy have you implemented?

Discussing betterments is the wrong course of action. DART proposes running the Cotton Belt/ Silverline at street level over a heavily used Preston Ridge walking trail which is used by our neighbors. We have a considerable number of neighbors who walk crossing McCallum and Meandering Way, both during the day and at night. The Betterments you offer do not address our safety concerns.

The members of our HOA are still interested in getting the train tunneled to ensure our safety and maintenance of quality of life in our neighborhood. We strongly encourage you to tunnel the train.

Highlands of McKamy IV & V HOA 2019 Board

Maura Schreier-Fleming, President, Judi St

Jeff Jones, Treasurer, Halprin

Jerod Bauer, Rocky Top Circle

Jeff Rance, Board Member, Blue Mesa

Catherine Paulson, Board Member, Rocky Top?

A: Ms. Schreier-Fleming,

We apologize for any confusion we may have caused by sending you the above-mentioned letter. This email you received was forwarded as a result of a mix-up in (North Dallas Resident) lists and was intended for only North Dallas Resident Adjacent Property Owners. We assure you that no DART policy's regarding input for betterments have changed. We also wish to clarify that we are not requesting that you vote on behalf of the 247 homeowners at Highlands of McKamy IV & V. We have already contacted the residential adjacent property owners in the Highlands of McKamy IV & V voting group notifying them of their ability and option to vote, or confirmation of their previously submitted vote.

We thank you for your comments in regard to tunneling the train. However, all federal, state, and municipal laws regulating safety, design and operating procedures are being followed for the project. The Preston Ridge Trail crossing of the Cotton Belt Corridor is an existing crossing and not a new crossing. This crossing was implemented through a 2009 License Agreement between DART and the City of Dallas. This agreement for the trail to cross the rail alignment at-grade was developed with the understanding that DART intended to implement rail in the corridor and before the abandonment of freight in the corridor. DART intends to operate the Silver Line at-grade where the trail crosses the rail corridor and DART will implement an at-grade crossing. Should you wish to pursue a grade separation for the trail crossing please contact Jared White, City of Dallas Parks and Recreation Department, at 214-670-4090 or jared.white@dallascityhall.com to request that they construct a grade separation.