



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 3; Received May 20, 2019; Answered May 21, 2019)

Q: Hillcrest and McCallum – Will the road or train go below the other one? This is a very high traffic street and there are plenty of kids in the neighborhood.

A: Highway and Roadway impacts are discussed in Section 5.2 of the FEIS/ROD. At Hillcrest Road, the roadway will be depressed under the Preferred Alternative. The City of Dallas requested this configuration.

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

Q: What would the emergency egress look like?

A: Emergency egress will be determined through the design process.

(ID# 31; Received May 25, 2019; Answered June 10, 2019)

Q: Does that emergency egress requirement change if instead of a wall, there is a chain link fence next to the train? (same scenario above, but one side has a mitigation wall and the other side has a chain link fence)

A: Emergency egress will be determined through the design process.

(ID# 32; Received May 25, 2019; Answered June 10, 2019)

Q: If the chain-link fence is next to the train and the betterment wall is further away, does the emergency egress have to get the rider on the other side of the fence? Or on the other side of the wall?

A: Emergency egress is determined by several factors, which will be evaluated as the design progresses.



Dallas Area Rapid Transit (DART) Silver Line Project Safety 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# 61; Received June 4, 2019; Answered June 10, 2019)

Q: There is a question on drainage. The south side of a couple of segments are dependent upon drain pipes that cross under the railroad tracks to take runoff water over to the creek. Some of these current drainpipes do not cross the full 40’ corridor that seems to be the width of the wall-to-wall double-rail profile from your latest diagrams. Matt said at the last meeting that “all the water in the right of way would stay in the right of way”. What about the water that is supposed to pass from one side of the right of way to the other? Did a hydrologist review the connected run of pattern to ensure houses on one side don’t get water backed up into their alleyways and yards by the DART wall acting like a dam and holding water in?

A: The drainage design is being developed and details are not available at this time. However existing drainage patterns must be maintained.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 63; Received June 6, 2019; Answered June 7, 2019)

Q: Can you please answer our 3 questions?

- 1.) Can you please tell me why a resident would not want walls between them and an up to 79 MPH train?
- 2.) Do you think this would create a safety hazard?
- 3.) Do you think no walls are safe for kids that walk to and from school or play in the neighborhood?

A: Thank you for reaching out with your questions and concerns. Please know that I am always available for inquiries, and that if I do not have the answer I will work to find it. You can also contact us through email at Cottonbelt@DART.org or through our DART Hotline number at (972) 833-2856.

A1: First, please let me take this opportunity to let you know that while the 79 miles per hour cited is the maximum speed the train can operate in the Cotton Belt Corridor, the design speeds through North Dallas are significantly slower. It is anticipated that the trains through the North Dallas area will average 35 miles per hour, which is similar to traffic on thoroughfares. As we continue our planning and refinement of the alignment we will have more exact speeds available. As for safety barriers between residential adjacent properties and schools and the Cotton Belt Regional Rail Corridor, please know that we take the safety and security of all our neighbors very seriously. DART will install corridor safety fencing along residential adjacent property lines and near schools, as well as other high pedestrian traffic areas. You can find more information about this in the Final Environmental Impact Statement (FEIS) at www.dart.org/cottonbelt. To address pedestrian activity, final 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 safety fencing will be used to control informal 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 Addison Circle where large special events are held. (Final Environmental Impact Statement; page 4-32). Betterments Policy for Residential Areas with the knowledge that there will be at a minimum corridor safety fencing in place along residential adjacent properties and schools, the next step in the process is betterments. DART Board Policy IV.11 Betterments Policy for Residential Areas outlines a process for the identification and implementation of betterments in residential areas that are adjacent to a project corridor. The DART Board of Directors has established two programs for residential adjacent properties: Residential Adjacent Betterments that are available to all residential adjacent properties, and the Corridor Betterments Program for residential adjacent properties that will not have sound mitigation walls.

DART has planned for 15-foot sound mitigation walls in the areas identified in the FEIS. This accounts for 17,700 Linear Feet (LF) of residential adjacent property out of the total 29,700 LF for the North Dallas area. Although the remaining 12,000 LF of residential adjacent property will not have a sound wall, these residential adjacent property owners are invited to work with the DART Betterments Team to reach consensus on how to spend the betterments budget allocated by the DART Board of Directors. The maximum betterment under this program is a 15-foot wall in addition to the corridor safety fencing, but the budget may be spent on other betterments instead, including additional landscaping, wall structures, wall finishes, or enhanced fencing. Now, does this mean that residential adjacent property owners who do not provide input on betterments will only have a corridor safety fence? Absolutely not. We have identified, and will continue to contact through registered U.S. mail, email, HOA contacts and door hangers, all residential adjacent property owners in the North Dallas area. They will be given no less than three opportunities to provide input on the betterments design process either in-person, online or through pre-paid U.S. mail. The DART Betterments Team will schedule as many meetings as are necessary to reach consensus among residential adjacent property owners on the final betterments program.

A2-3: PLEASE CONTINUE TO PAGE 4 FOR THE REMAINDER OF THIS ANSWER



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(CONTINUED FROM PAGE 3)

A2-3: Safety Education - I know that safety, especially for children, is as paramount to you as it is to us. Let me reiterate the importance DART places on safety education and awareness throughout our network. First, schools and school safety are discussed in the Final Environmental Impact Statement (FEIS) at www.dart.org/cottonbelt. Potential impacts to these schools will be mitigated through the addition of enhanced safety features in addition to the standard at-grade crossing elements. DART will provide mitigation and is considering such strategies as flashing signals, pedestrian gates, enhanced signage or striping, and/or tactile strips which will be evaluated for feasibility and reasonableness as the project advances. Use of these additional features will be determined during final design in consultation with school districts. In addition, DART has a comprehensive transit education program used at schools and other community organizations. DART will coordinate with schools and neighborhoods in the corridor to provide these education sessions prior to operations. (Final Environmental Impact Statement; page 4-11). DART has developed and implemented an extensive Transit Education Program that includes curriculums designed for both children and adults. Working with residents and the community, our Transit Education team presents these programs to schools, non-profit organizations, scout groups, recreation centers, libraries, faith-based organizations, civic groups, senior organizations and community organizations. We have already started our education outreach to establish and reinforce safety messaging for students, parents, teachers and administrators at schools throughout the Cotton Belt Corridor. Initial messaging was forwarded prior to the end of school and will resume this fall.

You can find more information about our Transit Education Program on the DART website at <https://www.dart.org/transiteducation/transiteducation.asp>. I hope I've been able to answer all your questions. If there's any other information I can provide, please feel free to contact me at any time.

(ID# 66; Received June 10, 2019; Answered August 2, 2019)

Q: I would appreciate it if you could please answer our questions with a direct answer. People are really concerned about the Safety and making sure we get the correct information to them. Also, we want to make sure that the public understands the Safety Issue since your comment "Maybe they don't want walls but want large trees" creates a misperception of Safety. Can you please tell me why a resident in Far North Dallas would not want walls between them and a train that will exceed 60 MPH+ going Westbound? Per Figure 3-3

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: *The Silver Line service through the most densely populated areas of the project between Waterview Parkway and Knoll Trail Drive will not exceed 45 miles per hour. In locations where no walls are required, the DART ROW will be secured with a minimum 6' chain link fence.*

(ID# 68; Received June 10, 2019; Answered August 2, 2019)

Q: Do you think no walls, along any part of the proposed cotton belt railroad track between Preston Rd and Waterview Pkwy, would create a safety hazard?

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: *In locations where no walls are required, the DART ROW will be secured with a minimum 6' chain link fence.*



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 69; Received June 10, 2019; Answered August 2, 2019)

Q: Do you think no walls, along any part of the proposed Cotton Belt Railroad track between Preston Rd and Waterview Pkwy, are safe for kids that walk to and from school or play in the neighborhood?

A: In locations where no walls are required, the DART Right-of-Way (ROW) will be secured with a minimum 6' chain link fence.

(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# 81; Received June 18, 2019; Answered July 31, 2019)

Q: Request for cross section at 3104

A: Please see the cross section at 3104+00.

(ID# 84; Received June 20, 2019; Answered July 3, 2019)

Q: At what distance from each of the intersections from Preston Road to Coit, will the betterment or mitigation walls start? (Similar question #2 of 6/21/19 email)

A: As noted in the response to question No. 1, DART is working with the design build team to optimize the limits of the betterments wall or sound wall near the at-grade crossing and comply with safety requirements. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance. For the next round of betterment meetings in July, DART will show the in-progress design for at-grade crossings.

(ID# 91; Received June 20, 2019; Answered July 31, 2019)

Q: What would the drainage and final elevation be if there was no walk trail there? The construction plan shows at least 16 ft. 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: The final design for the regional rail 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.

(ID# 116; Received June 25, 2019; Answered August 1, 2019)

Q: The online images of the equivalent TexRail unit suggests that only one LED light is mounted up high enough to practically be an issue. Are you able to tell me the photometrics of this light? I.e.. Its brightness and its beam focus performance.

A: The exterior lighting of the vehicle consists of three combinations of lights that form a triangular pattern. The bottom two lights consist of the auxiliary lights (ditch lights) compliant with 49 CFR Section 229.125, and end marker lights compliant with 49 CFR Part 221. The apex light on the front top of the train consists of a headlight compliant with 49 CFR Section 229.125.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 117; Received June 25, 2019; Answered August 1, 2019)

Q: Does DART have a path to influence the lighting design of the train? My question relates primarily to ensuring that the center mounted LED fixture at the top of the train exhibits the tightest beam pattern available that falls within any regulatory requirements.

A: The exterior lighting of the train will be designed to meet CFR 49 221 and 229. The interior vehicle LED lighting will be designed to meet APTA standard for vehicle lighting - APTA RP-E012-99. DART will review the vehicle design to ensure compliance with the above standards and regulations.

(ID# 118; Received June 27, 2019; Answered August 2, 2019)

Q: Did Dart incorporate the entire City of Dallas resolution for the Cotton Belt?

A: The City of Dallas resolution was considered in the project approved by the DART Board in August 2018. DART Board Resolution No. 180084 outlined a program for additional potential betterments to address the City of Dallas resolution in addition to mitigation measures.

The following provisions were incorporated in the project:

- Cypress Waters Station and Knoll Trail Station in City of Dallas
- Grade-separated street crossings at Hillcrest Road and Coit Road
- 15-foot sound wall (12-foot sound wall plus additional 3 feet for screening)
- 12-foot or 15-foot betterment wall based on input from residential adjacent property owners
- Vibration mitigation in residential areas to address the 65vdB standard
- Landscaping to reduce visual impacts
- Quiet zones based on FRA approval of application from City
- Vehicle noise level restriction at maximum headways
- Crossing bell mitigation
- Cooperation in the implementation of the hike and bike trail as funds become available
- Freight abandonment between Waterview Parkway and Knoll Trail Drive in Dallas

(ID# 124; Received June 27, 2019; Answered August 2, 2019)

Q: The fire station is west of the train of davenport and will be blocked off by a freight train. Do you think waiting 3 minutes or more for a fire engine to cross the road East creates a safety issue?

A: Freight has been abandoned through the Dallas portion of the Cotton Belt Corridor between Waterview Parkway and Knoll Trail Drive.

(ID# 125; Received June 27, 2019; Answered August 2, 2019)

Q: Davenport to Coit is a little over 2 miles. Assuming a train is 1.4-2.0 miles. Do you think this will shutdown all the traffic between this area except Hillcrest? Has this been discussed?

A: Freight has been abandoned through the Dallas portion of the Cotton Belt Corridor between Waterview Parkway and Knoll Trail Drive.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 135; Received June 27, 2019; Answered August 2, 2019)

Q: Questions about Hillcrest and McCallum ... Streetlights – are there limits to street lights if drivers can't see the light since effectively in a tunnel?

A: The environmental study was performed using planning level engineering documents. Final plans are being developed as part of the final design process. Updates to the design will be presented at the Quarterly Design and Construction Update Meeting to be conducted on Aug 15, 2019. Hillcrest will not be constructed in a tunnel.

(ID# 136; Received June 27, 2019; Answered August 2, 2019)

Q: How will you be able to remove all the water from this depressed area in the road, seems prone to flooding? This is all preliminary. If this does not comply with the city, will DART build a bridge? If the current plan did not comply, would the Train be on a bridge or would the road be on a bridge? All the drawings are preliminary, why? How often does DART materially change the drawings?

A: The environmental study was performed using planning level engineering documents. Final plans are being developed as part of the final design process. Updates to the design will be presented at the Quarterly Design and Construction Update Meeting to be conducted on August 15, 2019.

(ID# 146; Received July 1, 2019; Answered August 1, 2019)

Q: Is the pipeline above or below the ground? How far is it from where the tracks will be finalized? (About a 12" pipeline carrying fuel along the former Cotton Belt)

A: The Explorer pipeline was constructed in 1971 prior to DART property acquisition in 1990-1993. The previously installed pipeline is below ground, generally on the north side of the tracks, approximately 4'-6' in depth. Distance from the final track placement will vary. We anticipate relocating sections of the pipeline to meet Federal Railroad Administration (FRA) requirements. This will be determined during final track design, which is expected to be complete by Fall 2020.

(ID# 155; Received July 3, 2019; Answered July 31, 2019)

Q: You reference in your email below the sound including bells. We were told this would be a quiet zone without bells. With regard to the bells, what bells will make a sound and where will the bells be located?

A: Please review the Cotton Belt Corridor Regional Rail Project Final Environmental Impact Statement/ Record of Decision (FEIS/ROD) at www.dart.org/cottonbelt. As discussed in Section 4.14.2 of the FEIS/ROD, quiet zones are being established to eliminate the noise from the train horns near grade crossings in residential areas. At these locations (See Table 4-10 of the FEIS), train operators will not sound horns as a standard operating procedure. To address bell noise, DART will be implementing Grade Crossing Bell Mitigation at many intersections in residential neighborhoods. The noise exposure from the grade crossing bells will be minimized by adjusting the bell volume and ring rate. Additionally, bell noise will be directed away from noise sensitive areas and focused to areas where it is needed. Crossing Bell Mitigation Locations are identified in Table 4-13 of the FEIS/ROD. Final design will determine the appropriate location of the bells to minimize exposure to residential areas and effectively warn vehicles and pedestrians. McCallum Boulevard and Meandering Way have been identified for both quiet zones and Crossing Bell Mitigation.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 160; Received July 3, 2019; Answered July 31, 2019)

Q: Why wasn't vibration mitigation on the tracks offered as a betterment to Rocky Top Circle since it is a pink zone (highest noise) location? Can it be requested?

A: Vibration is discussed in Section 4.15 of the FEIS/ROD. As identified in Table 4-18, the vibration mitigation will be implemented at the track adjacent to Rocky Top Circle. Yes, additional Tire Derived Aggregate (TDA) may be requested as a betterment.

(ID# 163; Received July 4, 2019; Answered August 2, 2019)

Q: Follow-up: I attended the DART betterment meeting on June 20th. Michele Krause was also in attendance. DART has the video and can review but I asked the question is it fair to show distance at each crossing and I believe David Ehrlicher said that was fair.

- 1.) Can you please re-answer this question? At what distance will the betterment or mitigation walls start, specifically the line of sight distances for the 8 crossings and 4 corners or 32 and distances? This is an item David said was fair.**
- 2.) What is an in-progress design?**
- 3.) Are there three different designs now – preliminary, in-progress and final? Do you know when each will be completed?**

A: An in-progress design submittal is a design submittal that is incomplete and not ready for construction. The stages of design for this project are: 30% (preliminary), 60% (in-progress), and 100% (final).

The anticipated dates for each stage of design for this project are listed below:

30% Design – Jan 2019 to July 2020

60% Design – May 2019 to Sept 2020

Final Design – Oct 2019 to Apr 2021

Final design is expected to be complete by Spring 2021. However, the DART Betterments Policy for Residential Areas states "potential betterments will be identified in preliminary engineering after application of DART mitigation policies and design criteria. Betterments, if any, should be identified and approved by the Board before design reaches the 65% level for any rail segment", which for this project is 60% design level. DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. Details related to specific configuration at each at grade crossing are a final design issue and has not been defined. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance. DART will show the in-progress design as it becomes available.

(ID# 169; Received July 9, 2019; Answered August 2, 2019)

Q: Inclusion of directional bells at Davenport intersection

A: Although the FEIS Section 4.14, page 4-62, requires bell mitigation at only seven locations in the corridor, DART anticipates that the same directional bells will be used at all at-grade crossings, including Davenport between Keller Springs and Amberwood Road.

(ID# 184; Received July 19, 2019; Answered August 16, 2019)

Q: Speed from 20 to 35-45 will not be acceptable or tolerated through residential and school neighborhoods. "In that case build a tunnel". We requested and were told will get additional betterment wall or decorative wall with plants and flowers not just trees.

A: Train speeds in the area of Energy Lane will not exceed 45 mph. Your request for a decorative sound wall with plants and flowers has been noted.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(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# 198; Received July 26, 2019; Answered September 9, 2019)

Q: Also brought up at the meeting by XXXXX XXXX, was a concern about the substantial sink hole located at the eastern end of our property on the DART ROW (Right of Way). I’m glad that the engineer from AWH made note of this anomaly for further investigation and remedial action. The sink hole is again threatening the integrity of our wrought iron/brick column screen wall. This specific wall section failed about three years ago due to the sink holes’ continued erosive impact. The wall is again in trouble and an engineering design solution is imperative.

A: DART representatives made a site visit to the corner of Dickerson Street and the DART ROW to assess the situation. The area identified as a “sinkhole” is an open drainageway connecting a culvert and storm drain. The design team will consider the information you have provided and evaluate alternatives to incorporate into the proposed design without adversely affecting your property.

(ID# 203; Received August 1, 2019; Answered October 24, 2019)

**Q: With the Dallas City Council resolutions stating significant concern for health and safety (See below), why wasn’t DART Cotton Belt routed along George Bush as previously recommended?
“Dallas City Council Resolution: WHEREAS, the proximity of residential homes, schools, parks and at-grade street crossings raises significant community safety concerns, as well as issues related to noise, vibration, and visual impacts; and”**

A: The City of Dallas Resolution approved the current alignment. The Federal Transit Administration (FTA) has determined that with the execution of the mitigation measures identified in the Final Environmental Impact Study/Record of Decision (FEIS/ROD), all reasonable steps are being taken to minimize the adverse effects of the project.



Dallas Area Rapid Transit (DART) Silver Line Project Safety 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.

(ID# 207; Received August 1, 2019; Answered October 24, 2019)

Q: Please provide a complete copy of the Design Hazard Analysis. Please provide both as DART requires two versions of the Hazard Analysis.

A: A Preliminary Hazard Analysis (PHA) and Threat Vulnerability Analysis (TVA) will be developed for the overall project at the 60% design level. It contains secure and sensitive information and is not for public distribution.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 234; Received August 11, 2019; Answered September 13, 2019)

Q: Line of sight - what will this impact in the FEIS?

A: Line of sight will not impact what is in the Final Environmental Impact Statement (FEIS).

(ID# 240; Received August 12, 2019; Answered November 8, 2019)

Q: Dear Mr. Slagel:

Why is Dart intent on destroying our neighborhoods when there are other options? Dart should be held to Dart City Council Resolution. There are at least two options that would have satisfied Addison, Richardson and Plano had they been addressed in a timely fashion which Dart did not do. Unfortunately, now both would involve either a delay or additional cost. Our neighborhoods should not be destroyed just because Dart cannot get its act together and is now trying to force through a BAD plan to placate the long-suffering Addison, Richardson and Plano.

I am a homeowner in Highlands of McKamy IV who will be directly impacted by the Dart plan to put the Silver Line on the Cotton Belt. I have lived in this house since 1981. Putting the Silver Line through my neighborhood when there is a viable option, so far unexplored, that would not affect ANY neighborhood by running it up the Tollway and connecting with the George Bush is the vision of either a madman or someone who will directly or indirectly benefit from it. If this plan delays the opening of the Silver Line, surely that is preferable to destroying so many neighborhoods. I might point out that if Dart adhered to the resolution of the City Council, there might have been less opposition, but Dart has been consistently less than forthcoming about its plans. The message this is sending to companies thinking of relocating to Dallas is clearly one of beware of what can happen to your employees.

At the very least, if the Cotton Belt must be used, the line should run so that the neighborhood is not severely impacted: either above or below grade. Using the current plan is so bad on so many levels: It will cross Meandering Way, McCallum Blvd. and Hillcrest (that's THREE crossings) within a half mile and will cut our neighborhoods off from police and fire protection and schools. It will affect all pedestrians, bikers, and motorists with four crossings per hour. Many of these are children going to school. It will drastically lower our property values and affect the tax revenues derived from these neighborhoods.

A: Please visit www.dart.org/cottonbelt to review the Final Environmental Impact Statement/Record of Decision (FEIS / ROD). Many of the issues you raise are discussed in this document. Alternatives considered but eliminated from further consideration are discussed in Section 2.5.

Hillcrest Road will be grade-separated from the rail. Public safety and security are addressed in Section 4.8 of the FEIS. It is anticipated that emergency vehicle response times, whether for police, fire, or other emergency services, could be slightly delayed at rail crossings when a rail passenger vehicle passes by for approximately 30 to 50 seconds which is the typical crossing gate down-time. DART meets with emergency service providers to discuss regional rail operations, potential safety or security issues.

Section 4.8 of the FEIS/ROD discusses pedestrian safety and mitigation for high pedestrian areas and Section 4.3 discusses Schools. To address pedestrian activity, final 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 pedestrian activity centers. 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.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 241; Received August 13, 2019; Answered October 25, 2019)

Q: I am writing today to express my deep concern with the current plans for the DART Cotton Belt diesel commuter train planned to run through my Far North Dallas neighborhood. I am a resident of the Highlands of McKamy on Rocky Top Circle which is the closest adjacent street north of the Cotton Belt line west of Meandering Way. I am very concerned about the safety associated with the DART Cotton Belt plan for the following reasons.

- In case of medical emergency, the closest way out of our neighborhood is to travel south on Meandering Way. We are now faced with the risk of being stopped by a train and delayed at least 4 times per hour. At ages 70 and 65 respectively for my husband and myself, this is a very real concern.
- Just east of Meandering Way is a walking trail used by many residents of Highlands of McKamy and other adjacent developments and many UT-Dallas residents of adjacent apartments. The DART Cotton Belt line, running at a speed of up to 45 MPH, is planned to cross the walking path at grade. I am very concerned about possibility of injury/death for walkers on the trail.
- Directly west of our house at the corner of McCallum and Hillcrest is the North Central Dallas Police Station. Their ability to quickly respond to police calls will be impeded by both of the at grade crossings planned on both McCallum and Meandering Way, I urge and request that the DART Board and executive management reject the current DART Cotton Belt plan and consider safer and more reasonable alternatives.

My alternative recommendations are as follows:

- Construct the DART path through the crossings at Meandering Way, McCallum and Hillcrest as a shallow trench so that it will not run at grade through the residential neighborhoods, including the areas referenced above, or
- Revise the DART path from DFW Airport to Plano to reroute at Addison Circle up the Dallas North Tollway and connect along George Bush Turnpike east to rejoin the Cotton Belt line.

It is not too late to stop this unsafe intrusion into City of Dallas neighborhoods. DART has yet to respond to many questions and you are still in the design phase. The time to act on changes impacting the safety of our citizens is now. I greatly appreciate your attention to this matter that will significantly impact the safety of your citizens.

A: Thank you for your comments. Public safety and security is addressed in Section 4.8 of the FEIS. It is anticipated that emergency vehicle response times, whether for police, fire, or other emergency services, could be slightly delayed at rail crossings when a rail passenger vehicle passes by for approximately 30 to 50 seconds which is the typical crossing gate down-time. During final design, DART will evaluate the design approach to incorporate the trail with safe crossing at Meandering Way. During the early phases of planning the Cotton Belt Corridor, DART developed and evaluated both a shallow trench alternative and an alignment generally consistent with the Dallas North Tollway and the George Bush Turnpike alternative. Both options were eliminated from further development in consultation with the DART Board and key stakeholders. In the first case, the shallow trench was shown to have significant environmental impacts to adjacent water resources/floodplains and an increased number of public and private property acquisitions to accommodate three large pump stations in the corridor. In the second case, DART evaluated an alignment that followed a combination of the Kansas City Southern and Burlington Northern Santa Fe Railroad (KCS/BNSF) tracks. This option explored the use of the existing railroad corridors rather than using the combination of the Tollway and Turnpike rights-of-way. The railroad corridors were eliminated for several reasons including the anticipated increase in freight movement that was expected in those corridors. The alignment did not serve the travel market that was being addressed by the Cotton Belt, it added significant travel time for each cross-corridor trip, DART did not own or dispatch the corridors thereby making scheduled service more difficult, and the significant additional cost for acquiring right-of-way if track access was not permitted by the railroads. DART has revisited a combination of the Tollway and KCS tracks and an alignment that follows the Tollway and the Turnpike. Although these options were not explored in depth, both alternatives were found to have longer travel times, be higher in cost, and require acquisition of significant rights-of-way in each corridor for DART use. As documented throughout the FEIS and its appendices, rail service on the existing Cotton Belt Corridor is the most cost-effective and direct route to serve this east-west crosstown corridor.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 242; Received August 13, 2019; Answered September 19, 2019)

Q: Councilwoman Mendelsohn, Thanks for your presentation to the Highlands of McKamy HOA yesterday. Our members indicated their formidable opposition to DART's current plan for the Cotton Belt (Silver line) to run 60 plus trains daily through our dense residential neighborhood on surface streets. Our 247 HOA members' concerns are:

- Police and fire response delays caused by the multiple surface trains in our neighborhood
- Safety of numerous walkers both on the trail and on the sidewalk
- Noise from 45 mph train
- Dart disregard of neighbors input

We support rerouting the Cotton Belt along the tollway north to a George Bush connection or a shallow trench option from Coit to Preston Road. We are exploring all of our legal options as well.

Please note that Dart misrepresents its actions and we no longer find it a trustworthy organization. We are ccing the Mayor, Dallas City Council and the Dart Board so you can address our concerns now.

Highlands of McKamy 2019 Board

Maura Schreier-Fleming, President, Judi St

Jeff Jones, Treasurer, Halprin

Dan Faltermeier, Secretary, Rocky Top Circle

Jeff Rance, Board Member, Blue Mesa

Catherine Paulson, Board Member, Rocky Top

A: DART's response to the HOA concern, "Police and fire response delays caused by the multiple surface trains in our neighborhood": Public safety and security is addressed in Section 4.8 of the FEIS. It is anticipated that emergency vehicle response times, whether for police, fire, or other emergency services, could be slightly delayed at rail crossings when a rail passenger vehicle passes by for approximately 35 to 50 seconds which is the typical crossing gate down-time. DART has established a Fire/Life Safety Committee to provides a forum for regular communication and action plans with police, fire, and other emergency response teams. DART meets with emergency service providers to discuss regional rail operations, potential safety or security issues, and agency or public responsibilities. Discussion topics include alternate routes, response times and potential mitigations. DART's response to the HOA concern, "Safety of numerous walkers both on the trail and on the sidewalk": All federal, state, and municipal laws regulating safety, design and operating procedures are being followed for the Project. To address pedestrian activity, all public crossing approaches will be protected with warning signs, lights, bells, and gates to warn drivers, pedestrians, and cyclists of an approaching train. 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. Final design will include special signage, designated street crossings, and adequate lighting, as required, to mitigate the potential for accidents involving pedestrians and cyclists. In addition, corridor safety fencing will be used to control informal 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. DART will secure the right-of-way with a 6-ft chain link fence. Improvements to the fence may be considered under the betterments program. In some cases, the sound wall or the betterment wall may fulfill this requirement. The final location will be determined during the final design process. Information regarding noise analysis, noise impact, and noise mitigation may be found in Section 4.14 of the FEIS. It is anticipated that the 45 mph speed limit in North Dallas will further reduce Noise. DART will be conducting additional noise analysis based on updated vehicle information. DART's response to the HOA concern, "Dart disregard of neighbors input": DART has not disregarded neighbors input. DART's public involvement activities included numerous public meetings, comment periods, and website-based information sharing beginning with the public scoping meeting conducted on July 29, 2010. On August 28, 2018, the DART Board of Directors approved the Project with several changes in response to public and agency comments on the DRAFT EIS, including elimination of two stations and addition of three grade separations. In response to concerns raised at the community meetings conducted in June and July 2019, DART has communicated that the maximum speed of the vehicle will be 45 MPH in the most heavily residential portions of the corridor which includes North Dallas between the Dallas North Tollway and Waterview.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 243; Received August 13, 2019; Answered September 24, 2019)

Q: Mr. Mayor and Members of the Dallas City Council:

I write to bring to your attention problems and concerns with the proposed Cotton Belt DART project in North Dallas. Under the original Natinsky Plan, much of the Cotton Belt that my community has problems with would have been built in a trench below road level. This was envisioned in a Dallas City Council resolution that the DART Board is ignoring. However the problems and issues remain:(1) safety - the train intersections at Hillcrest, McCallum and Meandering way are about a mile apart and will definitely reduce response time for police (at the corner of Hillcrest and McCallum) and firefights (t the corner of Hillcrest and Frankford); (2) safety - creating a risk for numerous members of the community who walk in the area; (3) safety - posing a risk for users of the bike, walking, jogging trail that runs along Meandering Way; (4) traffic delays - from the estimated 60+ trains a day that will traverse the three intersections; (5) noise and vibrations - again from the 60+ trains a day that will replace a sleepy freight line; and (6) reduction in property values in adjacent areas and in the adjoining neighborhoods in general. My home backs up to the Cotton Belt and I have lived here for more than 30 years, the cavalier approach being taken by DART to these concerns is appalling. Frankly it borders on taxation without representation - since the Dallas appointed members of the Board have repeatedly disregarded the wishes of the Dallas City Council, our elected representatives. DART will not evaluate any proposal except for its predetermined solution. For example, DART has disregarded the City Council requirement to trench through the heavily populated because of the cost and the waterways involved. While I cannot speak for the entire route through North Dallas, certainly there are no creeks or streams between Hillcrest and Meandering Way that would prevent trenching in this heavily used section. Has DART evaluated this option. NO. They rejected the required trenching in totality instead of investigating what areas could be trenched to solve the above identified problems. I certainly hope that DART is not prioritizing costs over safety. That would be criminal. If the Cotton Belt is worth building then it should be built right --- especially since it is costing all of us more than \$1 billion. The time to get it right is now, not after it is built or after there is a safety incident. It should be pointed out that DART has no experience in building or operating a line through a densely populated residential area. The citizens of North Dallas should not be guinea pigs for DART's learning exercise. There are alternatives that have fallen on DART's deaf ears; such as partial selected trenching or the alternative to route along the DNT to the existing freight railroad line south of Plano Parkway (which would avoid residential interference but accomplish the same end result. While I am for progress and public transport, DART is not listening (their meetings are monologues of what they are going to do, usually without answers to neighborhood questions) and are bulldozing forward with their selected plans. This is not how the citizens of Dallas should be treated and not something the Dallas City Council should tolerate through inaction. I would sincerely appreciate if you would look further into this disgraceful action on the part of DART.

A: *PLEASE CONTINUE TO PAGE 15 FOR THIS ANSWER*



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(CONTINUED FROM PAGE 14)

A: Please visit www.dart.org/cottonbelt to review the Final Environmental Impact Statement/Record of Decision (FEIS / ROD). Many of the issues you raise are discussed in this document. As demonstrated in the FEIS/ROD, there are very few environmental impacts associated with the Cotton Belt Project. In the ROD, the Federal Transit Administration (FTA) found that, with the execution of the mitigation measures summarized in the FEIS/ROD, all reasonable steps will be taken to minimize the adverse environmental effects of the Project, and where adverse environmental effects remain, no feasible and prudent alternative to such effect exists. Specific areas of the FEIS/ROD that address your concerns are:

- Consideration of trench options are discussed in Section 2.5.4.
- Safety mitigation is discussed in Section 4.8.2
- Traffic is discussed in Section 5.2 (Please note that the intersection of Hillcrest Road and the Cotton Belt will be grade separated.)
- School safety mitigation is discussed in Section 4.3.2

The following addresses some of the other points raised in your letter:

- A trench that would be below Hillcrest Road would need to begin well before Hillcrest Road and would directly impact Osage Branch.
- Hillcrest Road is not an at-grade crossing; this change was made prior to release of the FEIS/ROD at the request of City of Dallas.

- For trail at Meandering Way, DART will evaluate design approach that incorporates the trail into a safe crossing.
- DART has constructed rail lines through many densely populated residential areas. This includes large portions of the Red and Green Lines.
- There is no credible evidence to suggest that property values are lowered by the implementation of transit in an existing rail corridor.



Dallas Area Rapid Transit (DART) Silver Line Project Safety 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 transvers 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 Safety Questions & Answers

(ID# 249; Received August 15, 2019; Answered November 8, 2019)

Q: - “Training” the principals & kids about trains is absolutely insufficient. Move the speed to school speed throughout the area. 20 MPH max.

- ABSOLUTELY comply with the Dallas City Council Resolution!

Questions for you to answer to me:

- At how many feet West of Coit does the rail start above grade?

- At how many feet West of Coit does the rail line have a sound wall alongside it? As it goes across Coit, does it have a sound wall alongside it?

A: The speed in North Dallas between N. Dallas Tollway and Waterview Parkway may be up to 45 mph. DART is working with area principals to consider safety provisions along the track Right of Way (ROW) and at crossings. Your comment will be addressed in a separate response. At this time the design configuration shows the rail starts to rise above grade approximately 1,400 feet west of Coit Road. However, the final configuration of the design is not yet complete. The Final Environmental Impact Statement (FEIS) does not warrant a sound wall between Dickerson Street and Coit Road. A betterment wall starts at approximately 1,350 feet to the west and continues to the west on the south side of the tracks. On the north side of the tracks, the betterment wall starts at Coit Road and extends approximately 700 feet. There is no betterment wall over the bridge at Coit. However, DART is working with the project team to consider a barrier or screen on the bridge that will align with the top of the wall on each side of Coit Road.

(ID# 254; Received August 15, 2019; Answered November 15, 2019)

Q: Is there any synching w/ train (at grade) crossings & traffic lights?

A: This will be determined on a case-by-case basis through the design process.

(ID# 258; Received August 15, 2019; Answered November 20, 2019)

Q: The gentleman’s answering questions were a disgrace. Answer- I don’t know is not an answer. This is a sham for people that live in this area. Safety for the children that walk ride in his area are going to be very hazardous to them.

A: Thank you for your comments and concerns. Safety for all pedestrians and cyclists, including children, is important to DART. All public at-grade crossings along the project will be protected by standard safety features that will include flashing lights, bells, and gate arms, which alert vehicles, bicyclists, and pedestrians of approaching trains. DART is committed to making sure school age children are educated on safety and awareness throughout our network and along the corridor.

(ID# 259; Received August 15, 2019; Answered November 20, 2019)

Q: We are homeowners. Our home is our largest investment. Our homes will be unsaleable and lose value. You are destroying our neighborhood. The safety of kids walking to & from school and any time the train runs is my main concern. How are you protecting these kids? Do you have to have an accident before you figure it out?

A: Section 4.8 of the Final Environmental Impact Statement (FEIS) discusses pedestrian safety and Section 4.3 discusses schools. As discussed in Section 4.8.2 of the FEIS, all federal, state, and municipal laws regulating safety, design and operating procedures are being followed. 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. As part of the design, DART is considering enhanced fencing or a wall along the property line in proximity to schools and is communicating with all schools listed on Figure 3-11 of the FEIS. DART will also coordinate with individual schools to provide outreach events through the Transit Education Program to educate children about the project and best safety practices.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 260; Received August 15, 2019; Answered October 24, 2019)

Q: We need a traffic light at Sugar Cane and Coit exit urgently. It will only get worse with...

A: DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration.

(ID# 266; Received August 15, 2019; Answered September 26, 2019)

Q: We need a traffic light on Coit at University Place (either entrance is fine)

A: DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration.

(ID# 267; Received August 15, 2019; Answered September 26, 2019)

Q: We need a traffic light on Coit at University Place, either entrance is ok.

A: DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration.

(ID# 268; Received August 15, 2019; Answered October 22, 2019)

Q: We need a traffic light on Coit at University Place (either entrance is fine)

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or [ghassan.khankarli@dallascityhall.com](mailto:g Hassan.khankarli@dallascityhall.com).

(ID# 269; Received August 15, 2019; Answered October 22, 2019)

Q: We need a traffic light on Coit at University Place (either entrance)

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or [ghassan.khankarli@dallascityhall.com](mailto:g Hassan.khankarli@dallascityhall.com).

(ID# 270; Received August 15, 2019; Answered October 22, 2019)

Q: We need a traffic light on Coit at University Place (either entrance)

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or [ghassan.khankarli@dallascityhall.com](mailto:g Hassan.khankarli@dallascityhall.com).



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 271; Received August 15, 2019; Answered October 22, 2019)

Q: We need a traffic light on Coit at University Place (either entrance)

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or ghassan.khankarli@dallascityhall.com.

(ID# 272; Received August 15, 2019; Answered October 23, 2019)

Q: We need a traffic light on Coit at University Place (either entrance)

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or ghassan.khankarli@dallascityhall.com.

(ID# 273; Received August 15, 2019; Answered October 23, 2019)

Q: We need a traffic light on Coit at University Place (either entrance is fine)

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or ghassan.khankarli@dallascityhall.com.

(ID# 274; Received August 15, 2019; Answered November 18, 2019)

Q: Please put a traffic light on Coit/Sugar Cane Ln (University Place)! Needed for when you start bridge construction.

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or ghassan.khankarli@dallascityhall.com.

(ID# 278; Received August 15, 2019; Answered October 22, 2019)

Q: With all the construction that will take place on Coit over a long period of time, a traffic light should be put up at Coit and Sugar Cane to allow residents to use/enter/exit the main road.

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or ghassan.khankarli@dallascityhall.com.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 279; Received August 15, 2019; Answered October 22, 2019)

Q: We urgently need a light at Coit Rd and Sugar Cane. This is one of the two entrances of University Place. Wall enhancement: Green Hedge Barrier.

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or ghasan.khankarli@dallascityhall.com. Your request for Residential Adjacency betterments at XXXX Snapdragon Way has been documented.

(ID# 280; Received August 15, 2019; Answered October 24, 2019)

Q: Please put traffic light at Sugar Cane Way & Coit to help traffic. Also would like another traffic light at Alocasia and Coit or backed-up traffic. Put a sound wall to protect open field in University Place neighborhood as there are houses next to open field and will hear the train.

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or ghasan.khankarli@dallascityhall.com.

The noise analysis, noise impacts and noise mitigations are documented in section 4.14 of the Final Environmental Impact Statement (FEIS). This area at open field does not require a sound wall. As part of the design, DART is exploring opportunities to consider enhanced fencing along the property line.

(ID# 281; Received August 15, 2019; Answered October 22, 2019)

Q: I live in the University Place subdivision, which opens to Coit Road. Due to the amount of traffic on Coit Road, I think a stop light needs to be installed at Coit Road and Sugar Cane Way.

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or ghasan.khankarli@dallascityhall.com.

(ID# 282; Received August 15, 2019; Answered October 22, 2019)

Q: I feel that a traffic light is needed to improve safety when making a left turn to go south on Coit from Sugar Cane Way from the University Place Subdivision. I am very concerned about the increased traffic tie up that will be caused when construction on the rail narrows traffic to one lane in each direction at the Coit Rd. crossing it is already extremely difficult and dangerous to turn left at this intersection. To go left at present it is sometimes necessary to turn right, then make a U-turn in order to go south on Coit. This will become increasingly difficult as construction progresses. There is a great need for a traffic light to help drivers safely turn left.

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or ghasan.khankarli@dallascityhall.com.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 283; Received August 15, 2019; Answered October 22, 2019)

Q: This might be irrelevant, but I want to have your help with adding a signal light at the intersection of Coit Rd. and Sugar Cane Way. It's only couple of hundreds feet away from the rail.

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or [ghassan.khankarli@dallascityhall.com](mailto:g Hassan.khankarli@dallascityhall.com).

(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# 289; Received August 16, 2019; Answered November 15, 2019)

Q: We were not able to attend the meeting this week as we were out of town. However, we would like to register our concerns regarding the Dart crossing over Hillcrest. Hillcrest is heavily travelled with cars; walkers; runners; and children in strollers. It would be very dangerous for Hillcrest to be tunneled under the Dart tracks. Ask yourself, would YOU be comfortable on the sidewalks in the tunnel? For that matter, would you like Dart in your backyard?!?! This whole project has been opposed by the entire community but Dart never listened to us. Nevertheless, please reconsider tunneling Hillcrest under the Dart tracks.

A: At this time design configurations indicate the Hillcrest grade-separation may be constructed in an excavated "open-cut" manner that may cover Hillcrest Road and the sidewalks only at the bridge section. Please see the August 15, 2019 presentation slides on the www.dart.org/cottonbelt website for exhibits and renderings at Hillcrest Road. However, the final configuration of the intersection is not yet complete and the design is in progress. Additionally, the proposed sidewalks along Hillcrest are being evaluated to consider a physical barrier between pedestrian traffic and vehicular traffic.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 291; Received August 16, 2019; Answered December 19, 2019)

Q: The DART plans for the Cotton Belt originally had the design for the rail below grade (within a tunnel or a trench). That design has changes please specify the reasoning. Did DART look at an option to only place the train below grade within the residential neighborhoods only after these “issues” were discovered?

A: DART has previously studied below grade options through north Dallas but there has never been an approved below grade option plan. On August 28, 2018, DART, with input from the City of Dallas passed a Service Plan Amendment (SPA) for the Cotton Belt alignment, stations and track profile. This SPA identified an at-grade alignment with grade separation at Hillcrest Road and Coit Road. Section 2.5 of the Final Environmental Impact Statement/Record of Decision (FEIS/ROD) discusses the profile options that were eliminated from consideration. DART has concluded that the additional environmental concerns associated with the trench profile option include potential impacts to adjacent water resources/floodplains and increased property acquisitions including residential property and publicly owned recreational property. The added Project cost and impacts, with only minimal benefits, did not justify the shallow trench. Additional information on the profile options can be found in the Alternatives and Environmental Considerations Report (2014) which is linked at the bottom of the www.dart.org/cottonbelt page. A technical Memorandum (Pump Station Study for Deep Trench) found in Appendix B of this report further identifies impacts to the community.

(ID# 294; Received August 17, 2019; Answered November 20, 2019)

Q: I have attended your community meetings, including the most recent on August 15.

I, along with everyone in our neighborhood, am concerned about the safety of all our many children, elderly residents, wheel chair pushers, parents with baby carriages, and families that walk along Meandering Way and the bike path. I am also concerned about reduced response time to reach homes in Highlands of McKamy 4 & 5 from the police station and fire station. So I am pleased to see the plans to run the trains above street level at Preston, Hillcrest, and Coit. But, please also elevate the crossing at Meandering Way and McCallum. Additionally, I request the Dart strengthen its promise not to implement freight service on the Cotton Belt line by executing a legally binding document to that effect.

A: Section 4.8 of the FEIS/ROD discusses pedestrian safety and mitigation for high pedestrian activity areas. To address pedestrian activity, final 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 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. 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 the Meandering Way street crossing. Traffic analysis of Meandering Way and McCallum Boulevard did not warrant additional traffic mitigation at these locations. Regarding reduced response time, all crossing events are anticipated to be 30 to 50 seconds. Alternate routes for fire and emergency service vehicles operating near at-grade crossings will be evaluated as part of the final design phase of the Preferred Alternative through the Fire/Life Safety Committee. This committee was established in 1992 and provides a forum for regular communication and action plans with emergency service providers. Furthermore, final design of the project will be done 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. 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. The City of Dallas and DART are working on an Interlocal Agreement (ILA) that will address freight abandonment cited in the City of Dallas Resolution dated March 2018. When the ILA is finalized and signed by all necessary Parties, DART will provide an update.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 295; Received August 17, 2019; Answered November 20, 2019)

Q: I have attended so many of your community meetings that I have lost count. I am pleased to see the plans to run the trains above street level at Preston, Hillcrest and Coit. Thank you. BUT I am, as is everyone in our neighborhood, deeply concerned about the safety of all our many children, parents with baby carriages, elderly residents, wheel chair pushers and families that walk along Meandering and the bike path. I am equally concerned about diminished response time to reach homes in Highlands of McKamy 4 & 5 from our police station and fire station. PLEASE alter your plans to run trains above street level at Meandering Way and McCallum. Also, I ask that DART sign a legally binding agreement not to implement freight train service along the Cotton Belt line.

A: Section 4.8 of the FEIS/ROD discusses pedestrian safety and mitigation for high pedestrian activity areas. To address pedestrian activity, final 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 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. 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 the Meandering Way street crossing. Traffic analysis of Meandering Way and McCallum Boulevard did not warrant additional traffic mitigation at these locations. Regarding reduced response time, all crossing events are anticipated to be 30 to 50 seconds. Alternate routes for fire and emergency service vehicles operating near at-grade crossings will be evaluated as part of the final design phase of the Preferred Alternative through the Fire/Life Safety Committee. This committee was established in 1992 and provides a forum for regular communication and action plans with emergency service providers. Furthermore, final design of the project will be done 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. 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. The City of Dallas and DART are working on an Interlocal Agreement (ILA) that will address freight abandonment cited in the City of Dallas Resolution dated March 2018. When the ILA is finalized and signed by all necessary Parties, DART will provide an update.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 298; Received August 18, 2019; Answered November 27, 2019)

Q: I want to start by saying that Dallas taxpayer dollars are funding this rail project in conjunction with other, smaller surrounding cities. Given the number of Dallas residents that are in opposition to this rail line that runs through a densely populated residential community setting, I would ask the Dallas City Council at minimum to enforce their resolution. Dallas City Council controls how much funding Dart receives from the city of Dallas, yet will receive little to no benefit from this rail that cuts through residential areas of Dallas. There will be no economic development in Dallas as a result of the Silver Line. This rail exists for the benefit of cities such as Addison, Plano, and Richardson, as stated by Dart board members at the Thursday meeting. Dallas; however, provides significant funds here. Does this make financial sense for Dallas? I was incredibly disappointed by Dart's inability to answer most of the questions posed at last Thursday's meeting at the Shelton School. For example, when asked about ridership projections for the Silver Line, the Dart board members in attendance had to look them up in 1000+ page binder. This is something I would expect them to know offhand, especially given the "importance" of this project. Yet another example of lack of knowledge: when asked where people could stow their luggage on the proposed train, the response was simply "we'll find space for it." Every train in Europe has luggage racks. It sounds like Dart hasn't even thought that part through. . . is it because no one is going to ride the train? Yet another great question: what is the earliest projected start tie of the train? The board members were unsure. Further, not a single Dart board member in attendance at the Thursday meeting lives in North Dallas. Dart, next time you want to hold a community meeting to provide us with answers, please send a board member that is involved in this project, can answer the questions, and perhaps lives in this part of the city. That being said, I did appreciate the Dart contractor's willingness to discuss the scope of the project and dig into the details when asked. He was the only individual who was able to provide any clarity. While Dart's efforts to involve the community may be sincere, not answering questions, not responding to emails, and not showing up to community meetings communicates a message that Dart is elusive. The neighborhoods' inputs have not been considered as part of this project at all. Betterments do not matter. We do not care about what type of trees are going to line the track, nor do we care about sculptures at the stations that are nowhere near our homes. We want safety for our residents and our children, which includes a better plan than an at-grade railway with 60-90 trains per day. If you think that providing a chain link fence by the three schools along this rail plus some education is going to keep young children away from the railroad tracks, you are sorely mistaken. No matter how good the education or training, have you spent much time around young children or toddlers? They absolutely love trains, so adding one going 45 MPH through a residential area that has a heavily trafficked walking trail is asking for trouble. Lastly, I'll state the obvious. Projected ridership numbers appear extremely low, and projections are typically higher than reality. We have already seen the lack of success of the TRE between Fort Worth and Dallas. This Silver Line has stations that do not have overnight parking, and even if they did, train stations are notorious for crime. So, what I'm understanding is that to even use the train safely, I'll need to take an Uber or Lyft to the station, then sit on the train for 45-90 minutes, and then take another train when I arrive at Terminal B. At the risk of sounding arrogant, most people that live along the Silver Line can afford the \$35 Uber or Lyft ride to the airport that takes about 30 minutes and arrives at the appropriate terminal. Further, with rideshare becoming more and more popular, usage of public transportation will continue to decline, as Dart has seen in recent years. Again, this project does not appear to make financial sense. All that being said, if Dart and Dallas feel strongly about constructing the Silver Line, I completely agree with Jerod's statement: If this rail was placed below grade in the residential zone of Dallas this project would be met with dramatically less resistance.

A: [PLEASE CONTINUE TO PAGE 25 FOR THIS ANSWER](#)



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(CONTINUED FROM PAGE 24)

A: The federal financing for the project is in the form of a \$908 million loan from the U.S. Department of Transportation's Railroad Rehabilitation and Improvement Financing program (RRIF). DART will repay the loan at a 2.98% annual interest rate, with final maturity in 2057. The projected development cost and funding sources for the project are noted below.
graphic

Initial funding is shown in section 7 of the Final Environmental Impact Statement (FEIS).
The table above is the revised funding table for the project.

For responses to questions regarding ridership figures, refer to the FEIS Section 5.1 "Transit Facilities and Services". DART uses the NCTCOG regional travel demand model for ridership forecasting. It is used by all regional agencies for projects. The travel demand model is a system of complex computer programs.

For responses to questions about operation times, refer to Section 2.4 of the FEIS. According to Section 2.4 "Operation Plan" during initial operations, weekday service may generally be from 6:00 am to 9:00 pm. The service hours for some stations may be as early as 5:15 am. The Operation Plan, including operating hours and fares, is a draft and will be refined during the final design and construction phase.

The trains will have overhead luggage racks and there will be additional luggage racks in the train cabs. Additionally, the wider area of the train may accommodate larger bags.

Section 4.8 of the FEIS discusses pedestrian safety and mitigation for high pedestrian activity 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 secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity. As part of the design, DART is considering enhanced fencing or a wall along the property line in proximity to schools and is communicating with all schools listed on Figure 3-11 of the FEIS. DART will also coordinate with individual schools to provide outreach events through the Transit Education Program to educate children about the project and best safety practices.

Overnight parking at DART stations with parking is allowed.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 301; Received August 19, 2019; Answered November 27, 2019)

Q: Letter of Action for Dallas City Council –

Enforce Dart to Become Compliant with City of Dallas Cotton Belt Resolution

Date: August 16, 2019

To: Dallas Mayor Eric Johnson & Dallas City Council: Chad West, Adam Medrano, Casey Thomas II, Carolyn King Arnold, Jaime Resendez, Omar Narvaez, Adam Bazaldua, Tennell Atkins, Paula Blackmon, Adam McGough, Lee Kleinman, Cara Mendelsohn, Jennifer S. Gates, David Blewett

The proposed Cotton Belt “Silver Line” diesel hybrid rail project will materially impact Far North Dallas. These are just a few concerns needing action: **Safety** – For all residents including children that walk to & from school & play in the neighborhood. 2 schools will receive chain link fences at their properties per DART. **Safety** – How many children will DART have to kill to stop the Cotton Belt? Since June 6, 2019 – 3 people have been struck and killed by a DART train, 1 officer struck by a DART train this week. 1 person struck & killed by DCTA train. **Dense Residential Neighborhoods:** The proposed route runs through a neighborhood full of children which is a major safety issue. **Preston Road to Waterview Parkway - 9 railroad crossings in 3 miles.** Train Speeds present material safety issue – DART keeps changing speeds while FEIS shows up to 70 MPH, DART has moving targets – average 35 MPH then average 43 MPH (should be 56 MPH+) then max 45 MPH. **Decreased tax revenue:** Home Values will be negatively impacted. **Quality of Life** will decrease from safety concerns and noise. **DART (Dallas Area Rapid Transit) is Non-Compliant with multiple items of the City of Dallas Cotton Belt Resolution: Full non-compliance list on back of this page, Page 2, including but not limited to:** Non-compliance with “at grade or below grade” at Coit Road & (now Hillcrest) Non-compliance with “Continuous 15-foot high concrete, sound-absorbing walls that meet the 3dBA Ldn limits at all residences on both sides of the rail line” I want Dallas City Council to pass a NEW resolution to Enforce DART to become compliant with each & all of the items in City of Dallas Cotton Belt Resolution. Action item from Mayor and Each Council Member – Please respond. Please provide to me a response by Friday August, 23rd, of how the Dallas City Council will Enforce DART to become compliant with each & all items in the City of Dallas Cotton Belt Resolution. Name : XXXXXXXXXXXXXXXX Address: XXXX Blue Mesa Drive, Dallas, Texas 75252 **Non-compliance Items We Put Together (Myself and other residents):** -The DCC resolution requires infrastructure changes “at grade or below grade”, but the Cottonbelt plans include infrastructure changes that are above grade on COIT road (and now Hillcrest) -The DCC requires 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”, but the DART plans for the Cottonbelt do not provide for a continuous/consistent wall meeting these standards. -The DCC requires “Enhanced landscaping to reduce visual impacts”, but the plans for the Cottonbelt project require that many residents choose between getting the wall required above and getting the enhanced landscaping(i.e. These residents cannot get both of the requirements, but that they can only have one or the other) -The DCC resolution requires that “Train Noise shall not exceed current community noise levels by more than 3dBa Ldn at maximum headways,” and “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,”, but DART’s plans do not guarantee that these thresholds will be maintained. -The DCC resolution requires that “DART will employ all practical measures to obscure sound intrusions from the bells into the residences”, but the DART plans for the Cottonbelt do not apply all practical measures to minimize sound intrusions into the adjacent residents. The plans specifically exclude any implementation outside the boundaries of the current Right-of-Way. -The DCC resolution requires that “DART will enter into an Interlocal Agreement with the City of Dallas to assure that freight service will never be allowed on the Cotton Belt rail line between Waterview Parkway and the Dallas North Tollway”, but no such interlocal agreement has been entered into. -The DCC resolution Section 3 requires “That the DART Board increases its \$50 million commitment to provide betterments in residential areas of the Cotton Belt corridor, adjusts the funding amount to reflect inflation since their resolution was approved in 2006, and stipulate that these funds will be used to provide betterments that would be in addition to the mitigation measures required by the FTA.” -Per Dart email, DART is providing \$38 million for Cotton Belt Corridor Betterments which is significantly below the \$50 million even without the adjustment for inflation.

PLEASE CONTINUE TO PAGE 27 FOR THE REMAINDER OF THIS QUESTION AND THE ANSWER



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(CONTINUED FROM PAGE 26)

-The DCC resolution Section 4 requires “That the DART Board uses the funds budgeted for the eliminated Preston Road/Keller Springs and Coit Road stations on betterments for the Far North Dallas portion of the rail line”, but the plans for the Cottonbelt area in Far North Dallas does not provide a budget commensurate with the requirement to use the funds from the eliminated stations in Far North Dallas. -Per DART email, DART is providing \$15 million for Betterments in Far North Dallas which is significantly below the removal of the Coit and Preston Stations of \$30.1 million. I think the stations are more than \$15 million each.

A: Thank you for reaching out with your comments and concerns. Please know that DART is available for inquiries, you can also contact us through email at Cottonbelt@DART.org or through our DART Hotline number at (972) 833-2856.

(ID# 307; Received August 20, 2019; Answered October 22, 2019)

Q: With the Cotton Belt Dart Line coming soon, there will be a substantial increase in traffic & more traffic lights are necessary. Specifically a light a Coit Rd / Sugar Cane Way is necessary. With all of the new DART traffic getting in and out of our subdivision will be very cumbersome.

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or ghassan.khankarli@dallascityhall.com.

(ID# 308; Received August 20, 2019; Answered October 22, 2019)

Q: With the potential increased traffic, I feel a light needs to be installed at the Sugar Cane Way and Coit intersection.

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or ghassan.khankarli@dallascityhall.com.

(ID# 313; Received August 20, 2019; Answered November 27, 2019)

Q: Since you seek public input before final design, how do key stakeholders, like HOA leaders, railroad adjacent homeowners, and other neighbors concerned about safety provide input on design recommendations to DART?

A: As detail in Section 8 of the FEIS, DART has received significant public input throughout the project. Safety and security mitigations are identified in Section 4.8.2 of the FEIS. Final design will coordinate with cities and schools. The final design will be presented at quarterly meetings.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 329; Received August 20, 2019; Answered November 27, 2019)

Q: How did you accommodate for safety the estimated 3,000 children along the Cotton Belt tracks who would be walking to schools?

A: Section 4.8 of the FEIS/ROD discusses pedestrian safety, Section 4.3 discusses Schools. Potential impacts to these schools will be mitigated through the addition of enhanced safety features in addition to the standard at-grade crossing elements. DART is considering such strategies as flashing signals, pedestrian gates, enhanced signage or striping, and/or tactile strips which will be evaluated for feasibility and reasonableness as the project advances. In addition, DART has a comprehensive transit education program used at schools and other community organizations. DART will coordinate with schools and neighborhoods in the corridor to provide these education sessions prior to operations.

(ID# 330; Received August 20, 2019; Answered November 27, 2019)

Q: This question was not answered at the Aug. 15, 2019 Dart community meeting. This is especially relevant since you currently have plans to run the train at 45 MPH over the actively used Preston Ridge walking trail. How much do you compensate the victim's family when there is a death from a DART train?

A: The maximum train speed in the North Dallas Area will be approximately 45 mph. DART is self-insured. DART's statutory limitations of liability for personal injury are set out in the Texas Tort Claims Act, Section 101.023(b). DART's liability is limited to money damages in a maximum amount of \$100,000 for each person and \$300,000 for each single occurrence for bodily injury or death and \$100,000 for each single occurrence for injury to or destruction of property.

(ID# 331; Received August 20, 2019; Answered November 27, 2019)

Q: This question was not answered at the Aug. 15, 2019 Dart community meeting. This is especially relevant since you currently have plans to run the train at 45 MPH over the actively used Preston Ridge walking trail. How much do you compensate the victim when there is an accident from a DART train?

A: The maximum train speed in the North Dallas Area will be approximately 45 mph. DART is self-insured. DART's statutory limitations of liability for personal injury are set out in the Texas Tort Claims Act, Section 101.023(b). DART's liability is limited to money damages in a maximum amount of \$100,000 for each person and \$300,000 for each single occurrence for bodily injury or death and \$100,000 for each single occurrence for injury to or destruction of property.

(ID# 332; Received August 20, 2019; Answered November 27, 2019)

Q: This question was not answered at the Aug. 15, 2019 Dart community meeting. This is especially relevant since you currently have plans to run the train at 45 MPH over the actively used Preston Ridge walking trail. Is there a difference in compensation for a child or adult if a DART train kills or causes an injury?

A: The maximum train speed in the North Dallas Area will be approximately 45 mph. DART's statutory limitations of liability for personal injury are set out in the Texas Tort Claims Act, Section 101.023(b).



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 333; Received August 20, 2019; Answered November 27, 2019)

Q: Darts' Cotton Belt Public Involvement Plan (March 2017) says Key Public Stakeholders are HOAs. Why didn't you contact the elected Homeowners Association leaders in the Highlands of McKamy IV & V at any time between 2015 and 2019 for their input on safety concerns, noise concerns and design preferences?

A: During the Planning phase in 2017 DART worked with representatives for the Highlands of McKamy 4-5 HOA as part of the North Dallas Area Focus Group. During the current design phase, including the betterments phase, DART also contacted Highlands of McKamy 1-3 HOA officers and residential adjacent property owners.

(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 Safety Questions & Answers

(ID# 359; Received August 22, 2019; Answered November 27, 2019)

Q: Consistent rumbling vibration can damage even the best-built homes and their foundations. Trains running past nearby homes can actually make the earth around them move slightly. Over time, rumbling vibration from passing trains might affect a home's structural integrity as the earth surrounding their foundations shifts.

What is the remediation plan if the train vibrations affect the foundation of nearby homes?

Will DART participate in a study to determine potential foundation issues of nearby homes?

A: DART is mitigating through the application of Tire Derived Aggregate (TDA) in all locations where vibration exceeds 65VdB. DART's Noise and Vibration consultant has indicated that buildings that are extremely susceptible to vibration damage, such as adobe structures or sensitive archeological sites, may experience damage from vibration levels above 90VdB (0.12 PPV, in/s). The maximum predicted vibration level at a sensitive building along the Silver Line is 78VdB. This level is significantly below the most stringent criteria for vibration damage, and, therefore, no vibration damage from the project is expected.

(ID# 363; Received August 28, 2019; Answered November 20, 2019)

Q: I want to know why the train needs to be raised over Hillcrest before any construction starts.

a. What went into making this decision?

b. Why are the train tracks being raised and the street being lowered 12' down?

c. What would it take for DART to change the current plans and have not have Hillcrest lowered but instead lower the train?

d. Has anyone at DART contacted the City of Dallas' street department to do an analysis on how this will effect safety at Wester Way and Hillcrest? This is a huge concern for me and my neighbors.

A: a & b. The benefits of this modification include:

- Reduce the extent of Hillcrest Road reconstruction from 1200 linear feet to 930 linear feet.
- Eliminate all reconstruction on McCallum Boulevard.
- Eliminates need to lower McCallum/Hillcrest intersection by 6 feet.
- Eliminates construction lane closures on McCallum Boulevard.
- Eliminates pedestrian impacts on McCallum Boulevard.
- Eliminates reconstruction of the Hillcrest Road/Wester Way Intersection, which will eliminate direct access impacts to residential neighborhoods along Wester Way.
- Eliminates impacts to driveways along McCallum Boulevard.
- Eliminates closure of businesses East of the intersection.
- Eliminates driveway closure and parking access impact to Congregation Ohev Shalom.
- Reduces pedestrian impacts to Congregation Ohev Shalom.
- Eliminates need for an electric pump to handle stormwater runoff.
- The duration of roadway construction would be significantly reduced.

c. Please see FEIS Section 2.5.4 for a discussion on this profile option.

d. This concept is being coordinated with the City and the City will review all DART plans



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 380; Received September 17, 2019; Answered November 15, 2019)

Q: Hi Gus,

I have major safety concerns for Wester Way with the current proposal DART has for Hillcrest Road to accommodate the Cotton Belt railroad. Can you please help address traffic and safety concerns on the South side of Hillcrest at Wester Way? Currently it's extremely hard to exit my neighborhood onto Hillcrest Road. If DART depresses the road, I am concerned for the safety of homes near there and traffic.

A: DART's response: At the current date and design stage, as presented at the Community Meeting on August 15, 2019, it is expected that Wester Way will not be reconstructed and Hillcrest Road south of Wester Way will not be reconfigured.

(ID# 400; Received September 17, 2019; Answered October 24, 2019)

Q: We would like to schedule a site visit with a DART representative to go over some of our questions and show our concerns.

A: On Tuesday July 16, 2019, a visit was scheduled with Mr. XXX XXXXXX to go over his questions and concerns. The meeting took place prior to the betterments workshop. Items discussed include wall height and wall extension beyond resident properties, trail location, safety and Betterment budget among other concerns.

(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# 425; Received October 9, 2019; Answered November 20, 2019)

Q: I am so glad that I went to the meeting last Tuesday. I was writing with a few concerns/questions.

First, thanks again for the meeting. It was very informative. I would like to suggest a very beautiful crosswalk at Cecil and Perry. All of the middle school kids walk home across the railroad tracks every day. As is, there is no crosswalk, much less sidewalk for them to use. With a silver line crossing every 15 minutes, I think it would be in everyone's best interest to have a pedestrian crossing there.

Secondly, I want to know if the "screens" would go "on top of" the 15' wall or "in lieu of" it? The reason I ask is because we have a fabulous wind that comes off the hill and I don't want that to stop. If we could get one of the screens in lieu of the wall, the wind wouldn't stop. If it were "on top of" the wall, I think I'd vote for a different betterment. I would love to see samples of the screens at the next meeting as well as the landscaping options. Thank you again for letting us have an opinion!

A: Thank you for attending the meeting. The safety of all pedestrians is important to us and DART will provide appropriate crossings and signage along the Silver Line Corridor, including at the crossing located at Perry Road in Carrollton. The screens will not go on top of the 15' wall, the screens and metal panels may be attached to the face of the wall.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

(ID# 440; Received October 17, 2019; Answered December 2019)

Q: We recently read Councilwoman Mendelsohn's 10-10-19 Newsletter about the City Council refusal of the 30% DART design because of problems of prolonged street closures for traffic and emergency response vehicles. DART has said the Cotton Belt Silver line will have 20-minute headways. DART is proposing double tracks. This means if you take into account there would be trains on both tracks, going in opposite directions, then there would be trains passing through the grade crossings every 10 minutes. DART says it is concerned with safety. We find 2-minute delays of emergency vehicles for street level trains crossing at McCallum Blvd and Meandering Way roads unacceptable. DART needs to tunnel the train at McCallum/Meandering Way. Why haven't you changed the design to accomplish this? You are now at 10% design.

A: Safety is important to DART. The DART Silver Line will have 20-minute headways and run on a double track. It is anticipated that all crossing events are approximately 30 to 50 seconds in duration, which is the typical crossing gate downtime. With three trains an hour in each direction, the crossings are expected to be closed approximately five minutes out of every hour.



Dallas Area Rapid Transit (DART) Silver Line Project Safety 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

Safety Questions & Answers

(ID# 454; Received November 3, 2019; Answered December 3, 2019)

Q: To: Members of the DART Organization

My husband and I are homeowners in the Highlands of McKamy neighborhood, and I am writing to express our concerns about the proposed DART Cotton Belt line.

This line has been moved forward over a decade in DART's plans and is now affecting the safety and value of our neighborhood. DART plans to run trains over this line 60 to 90 times per day. The line is adjacent to houses and will cross the Preston Ridge Trail, which is extensively used by neighbors and children in this area. Running these trains at street level (as planned) will be very dangerous, will disrupt the police and fire services in the area, and the noise will have a negative impact on the quality of life in the neighborhood.

The concerns of current homeowners and prospective homeowners should be obvious from some neighborhood statistics I received recently. A real estate agent (XXX XXXXX) sent out a market report for Preston Highlands, Highlands of McKamy, and Bent Trail for January - September 2019. Reviewing these numbers, I find that the numbers in the Highlands of McKamy are definitely suffering and the most obvious reason is concerns of future buyers about the DART Cotton Belt line: Homes Sold: Preston Highlands, down 33%; Highlands of McKamy, down 67%, Bent Trail, up 24%.

Average Price / Sq. Ft.: Preston Highlands, about the same; Highlands of McKamy, down 19%, Bent Trail, about the same.

Average Days on Market: Preston Highlands, about the same; Highlands of McKamy, up 39%, Bent Trail, down 1%.

Average Sales Price: Preston Highlands, down 2%, Highlands of McKamy, down 24%, Bent Trail, down 2%.

While there are obviously some differences in the homes that sale from one year to the next, based on the huge changes for Highlands of McKamy versus the two other neighborhoods, it seems obvious that the Highlands of McKamy neighborhood is suffering a huge negative as a result of the anticipated DART Cotton Belt line.

We understand that the line is probably a foregone conclusion. We are asking all responsible for the line to consider the safety and property value concerns of the surrounding neighborhoods and require that DART build a tunnel for the train.

Sincerely,
XXX X XXX XXXXXXXX
XXXX Judi Street
Dallas, 75252

A: 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.



Dallas Area Rapid Transit (DART) Silver Line Project Safety Questions & Answers

ID# 455; Received November 3, 2019; Answered December 19, 2019)

Q: Carlos- what is the status of having crossing bell sound mitigation at the Moore Road and close by Belt Line street crossings in Coppell?

A: Electronic volume adjusting bells are in the design of the Silver Line and will be used at Moore Road crossing and other crossings in residential areas, including Coppell. Adjusting the bell volume and other mitigation measures, as discussed in the Final Environmental Impact Statement (FEIS), may be applied to the Moore Road crossing even though crossing bell mitigation is not required at Moore Road per FEIS. Grade crossing bells are addressed in Section 4.14.3 of the FEIS.



Dallas Area Rapid Transit (DART) Silver Line Project Safety 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.