



Dallas Area Rapid Transit (DART) Silver Line Project Schools 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 a 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 2 FOR THE REMAINDER OF THIS ANSWER



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

(CONTINUED FROM PAGE 1)

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

Q: 4) 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 ROW will be secured with a minimum 6' chain link fence.

(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.

(ID# 199; Received July 26, 2019; Answered September 5, 2019)

Q: I am disappointed DART s not planning to install a wall along the Cottonbelt tracks near the Fairhill School. A wall would be much better to mitigate noise and light pollution. Thank you

A: As part of the Final Environmental Impact Statement (FEIS) process, there was not a noise impact identified at Fairhill School. The train runs parallel to the school and will not produce light pollution to this primarily daytime land use. As part of the design, DART is investigating opportunities to provide enhanced fencing or a wall along the property line.



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

(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.

(ID# 225; Received August 2, 2019; Answered September 24, 2019)

Q: This is to request DART be required to build walls, not fences, in front of our schools. My main concern is in front of Fairhill School. I've recently learned that DART is not currently required to erect walls when trains pass a school. Having a chain link fence, which children can climb, is a tragedy waiting to happen. If there is anything the City Council is able to do, please vote to make our schools safer. Thank you.

A: As part of the design, DART is investigating opportunities to consider enhanced fencing or a wall along the property line. DART will also coordinate with Fairhill School 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 Schools Questions & Answers

(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 Schools 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 Schools 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 Schools 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# 277; Received August 15, 2019; Answered November 18, 2019)

Q: In University Place please put up the wall in the middle by the potential school.

A: As part of the Final Environmental Impact Statement (FEIS) process, there was no substantial noise impact identified at this location. DART is in discussions with Plano ISD to consider enhanced fencing or a wall along the property line.

(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.



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

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

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-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# 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# 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 Schools 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 Schools 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

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