



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

(ID# 4; Received May 20, 2019; Answered May 21, 2019)

Q: To me, the Cotton Belt is effectively a costly Airport train. It is not near a highway, which is vital for transport improvement since most businesses are near a highway. There are only 9 stations and 10 including DFW Terminal B. Can you please explain how this is effective? Also, how many riders are estimated to use this train?

A: As discussed in Section 1.4 of the FEIS/ROD, the Project's primary purpose is to provide passenger rail connections that will improve mobility, accessibility and system linkages to major employment, population and activity centers in the northern part of the DART Service Area and support sustainable growth, local and regional land use visions, and economic development.

(ID# 5; Received May 20, 2019; Answered May 21, 2019)

Q: I live near Brentfield Elementary. Knoll Street Station – Keller Springs and Toll Road - There will be NO parking. How is this station supposed to function? Is it just going to benefit the apartment complexes near there? Addison - This would be closest, but there is no new parking.

A: The Knoll Trail Station was located as the result of a 2006 City of Dallas Resolution. There is limited available space in the area to provide parking, so it is designed as a neighborhood walkup station. We will continue to work with the City of Dallas to identify opportunities to provide parking. The City of Dallas requested the elimination of the other City of Dallas Station (Coit Road) that provided parking. DART is working with the City of Addison on Station area plans that would include additional future parking at the Addison Station.

(ID# 76; Received June 17, 2019; Answered June 18, 2019)

Q: How do we get our Ballot ID? Do we just submit our comments to the Cotton Belt Email Address with our property info?

A: Ballots will be made available at some point near the end of the workshops. If you are an adjacent property owner, we will provide your ID number at the meeting on July 18th which you are encouraged to attend.

(ID# 126; Received June 27, 2019; Answered August 2, 2019)

Q: 3e) Does the EIS consider a 3 minute or longer train for the sound, vibration impact for betterments? It not, why? Would you want 6 crossing arms going down every 3 minutes out of 10 minutes in your neighborhood?

A: It is anticipated that approximately 56 Silver Line trains will transvers the Cotton Belt daily. All crossing events are anticipated to be 30 to 50 seconds, which is the typical crossing gate down-time. With three trains an hour in each direction, the crossing is expected to be closed approximately five minutes out of every hour.

(ID# 129; Received June 27, 2019; Answered August 2, 2019)

Q: 4c/4d Do you know how many dwell times are estimated in the 7 minutes travel time? Is it 1 or 2 dwell times?

A: It is 2 dwell times. Since these are not terminal stations, one-half of the dwell time is included at each station.



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

(ID# 139; Received June 27, 2019; Answered August 2, 2019)

Q: 8a) Do you know the capital cost to build each station under the current plant? Do you know the prior forecasted capital cost to build the following stations which have been removed, Preston Road/Keller Springs station and Coit Road station?

A: The value of removal of the Coit Station and the Preston Station is \$30,314,000 per the August 2018 service plan amendment approved by the DART Board.

(ID# 152; Received July 2, 2019; Answered July 6, 2019)

Q: What are the roles and responsibilities of this group?

A: Although there are elements of continuity at all Cotton Belt Stations, DART is seeking input from the site-specific committee to define elements that will be reflective of the community near the station. The site-specific committee is expected to attend the kick-off meeting on July 24, 2019, as well as the subsequent four meetings outlined in Exhibit I of the subject binder. Throughout the collaborative process, DART invites the committee to meet with the station artist and design team members; define what is important to the community; provide input on the content of the artistic value statement prepared by the station artist; brainstorm on options for station design-including materials, pattern and colors; and work to reach consensus on a final design. The Art and Design program is further outlined in the briefing shared with city staff on March 27, 2019, and with the council on June 18, 2019.

(ID# 164; Received July 8, 2019; Answered July 8, 2019)

Q: I understand that we can return one Request Form (rather than having each neighbor send separate forms). Two questions: Where/how do we submit the form? And do I need to list the names of the homeowners who have agreed to the general request?

A: Just send it to the Cotton Belt Mailbox. One form with the residents who agree should suffice for now. By the third workshop and once consensus is reached a majority vote (or ballot) of the adjacent property owners will serve as documentation for the Group. If I have told you anything that is inaccurate, it will be corrected during next weeks meeting.

(ID# 165; Received July 8, 2019; Answered August 12, 2019)

Q: I would like to know if I could obtain Silver Line's proposed track chart(s) in PDF file?

A: Please clarify if there is a specific city on the alignment that you are wanting so we can confirm when track charts are available.

(ID# 182; Received July 18, 2019; Answered July 31, 2019)

Q: I just moved into my townhome in University Place. Our townhome backs to old train tracks (I live off of Oxalis). Are these the tracks that the Dart Rail will use for the Cotton Belt Regional Corridor? I've looked at the documents online, but I couldn't tell.

A: This is the rail corridor in which new and upgraded tracks will be placed for the project. There will be a quarterly update meeting you can attend for additional information. It is scheduled as follows:

Thursday, August 15, 2019
Shelton School & Evaluation Center
15270 Hillcrest Rd.
6:30 p.m.



Dallas Area Rapid Transit (DART) Silver Line Project Stations 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# 296; Received August 17, 2019; Answered November 15, 2019)

- Q: 1. Comply with City of Dallas Cotton Belt Resolution**
2. Post questions, comments, etc and answers on website
3. Legally binding agreement that freight service will never be on CB line
4. Review grade separation plans & options for Coit & Hillcrest
5. Provide operating hours, ridership figures & fares

- A: 1.** DART is currently working with the City of Dallas to address the Cotton Belt Resolution.
- 2.** The questions and responses will be posted to the project website: www.dart.org/cottonbelt and updated as new responses are issued. Please be sure to sign up for alerts to receive communications on when the website is updated.
- 3.** 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. When the ILA is finalized and signed by all necessary Parties, DART will provide an update.
- 4.** The designs and reviews are in progress. Please see the August 15, 2019 presentation slides on the www.dart.org/cottonbelt website for current exhibits and renderings at Hillcrest Road and Coit Road.
- 5.** Please refer to the Final Environmental Impact Statement (FEIS), Section 5.1 “Transit Facilities and Services” for ridership figures. According to FEIS Section 2.4 “Operation Plan” during initial operations, weekday service will generally be from 6:00 am to 9:00 pm. The service hours for some stations could be as early as 5:15 am or as late as 10:15 pm as trains come in and out of the Equipment Maintenance Facility (EMF). The Operation Plan, including operating hours and fares, is a draft and will be refined during the final design and construction phase.



Dallas Area Rapid Transit (DART) Silver Line Project Stations 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 5 FOR THE REMAINDER OF THIS QUESTION AND THE ANSWER



Dallas Area Rapid Transit (DART) Silver Line Project Stations 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# 304; Received August 20, 2019; Answered September 30, 2019)

Q: How long will it take to get from the east terminus to DFW airport?

A: Table 5.3 in Section 5.1.2 of the Final Environmental Impact Statement (FEIS) indicates that the estimated travel time from the east terminus at Shiloh Road Station in Plano, Tx to DFW Airport is 58 minutes. As final design progresses, the operating plan will be refined and the anticipated travel time will be updated.

(ID# 305; Received August 20, 2019; Answered September 30, 2019)

Q: where will the east terminus be? My biggest concern, and also a lot of other DART riders are, there could possibly be TOO many stops! Every north Texas transit option is full of unnecessary stops, making the travel time ridiculously long. The new TEXRail has 3 or 4 absolutely pointless stops, which lead only to a parking lot in the middle of nowhere. All part of the reason why it is 4x slower than driving and that ridership is so low... please do not follow the TEXRail example.

A: The east terminus is at Shiloh Road Station in Plano, Texas. There will be 10 total stations along the Silver Line. The location of the stations was determined as part of the planning phase with input from the cities in which the project is located.



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

(ID# 310; Received August 20, 2019; Answered October 29, 2019)

Q: In response to the DART Community Meeting last night (August 15), I submit that the following items be given priority and addressed before the next Community Meeting:

- 1. DART needs to provide a legally binding agreement with the City of Dallas, ensuring that DART can never reinstitute freight service on the Dallas Cotton Belt Corridor. It also needs to address the other items identified in the City of Dallas Resolution.**
- 2. DART needs to post all submitted questions and answers in a FAQ section on its website.**
- 3. DART should provide the proposed operating hours for the trains as well as provide ridership statistics and fares that will be charged.**

A: 1. 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 steps required for 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.

2. The questions and responses will be posted to the project website: www.dart.org/cottonbelt and updated as new responses are issued. Please be sure to sign up for alerts to receive communication on when the website is updated.

3. Please refer to the Final Environmental Impact Statement (FEIS), Section 5.1 "Transit Facilities and Services" for ridership figures. According to FEIS Section 2.4 "Operation Plan" during initial operations, weekday service will generally be from 6:00 am to 9:00 pm. The service hours for some stations could be as early as 5:15 am or as late as 10:15 pm as trains come in and out of the Equipment Maintenance Facility (EMF). The Operation Plan, including operating hours and fares, is a draft and will be refined during the final design and construction phase.

(ID# 334; Received August 20, 2019; Answered November 27, 2019)

Q: This question was not answered at the Aug. 15, 2019 Dart community meeting. How can you promote DART Cotton Belt as an alternative of auto transit to the airport when your website clearly states, "Overnight or long-term parking is at the discretion of the customer. DART assumes no responsibility for vehicles left overnight."?

A: Thank you for your comment. DART's guidance on overnight parking is customary and aligns with the "Lock, Take, Hide" promotion at many business and city station parking facilities.

(ID# 347; Received August 20, 2019; Answered November 27, 2019)

Q: You state in the FEIS, "The DFW Terminal B Station does not have a designated parking area, but is anticipated to be a destination station versus a boarding station as it shows more alighting's than boarding's in the 2040 ridership forecast. In other words, travelers are likely to board at a different station to get to this station and to DFW Airport." How did you conclude that riders are likely to board at a different station instead of concluding that passengers are more UNLIKELY TO USE DART Cotton Belt Line since overnight parking is not provided by DART at its parking lots? The demographics of the Cotton Belt line which you reference in the FEIS/ROD also support the unlikely to use DART conclusion.

A: As discussed in Section 5.1 of the FEIS/ROD, ridership is based on the NCTCOG regional travel demand model for ridership forecasting. Approximately 10% of the Cotton Belt ridership will use the DFW Terminal B Station which will serve the airport and be a transfer point between the Trinity Metro TEXRail Line, the DART Orange Line and the Cotton Belt Silver Line.



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

(ID# 349; Received August 20, 2019; Answered November 27, 2019)

Q: You indicate in the FEIS that stations have the potential to impact housing in nearby neighborhoods. You state, (DART) “periodically analyzes the economic impacts of development near DART stations. In the past, these studies have focused on property values.” What were the results of changes in property values near the DART stations you studied?

A: The most recent study concludes that the studies done over the past 16 years document the positive effects property values derive from being located near a light rail station. More detail can be found at: <https://www.dart.org/about/economicimpact.asp>.

(ID# 351; Received August 20, 2019; Answered November 27, 2019)

Q: You state in the FEIS/ROD (5-5) that “During off-peak times, the Preferred Alternative travel time may take longer than auto travel given station stops and dwell times.” It is less likely that the Cotton Belt will be used if there is longer travel time. How did you deduct from your usage forecasts of the Cotton Belt to reflect the decreased usage during off peak hours?

A: The ridership model accounts for traffic volume and time of day.

(ID# 352; Received August 20, 2019; Answered November 27, 2019)

Q: You state in the FEIS/ROD “Corridor and Station Ridership: System level ridership impacts and benefits are highlighted in Table 5-2. (p 5-6)” Yet Table 5-2 is 2040 Transit System Performance Measures. What are the highlighted system level ridership impacts and benefits?

A: The paragraph above Table 5-2 summarizes system level ridership impacts and benefits. Overall, the Cotton Belt will have a positive impact on system performance. Local bus trips will increase due to additional riders using this mode to access the rail stations. Express bus and light rail ridership changes less than 1 percent. This is largely because there are no competing express bus or light rail modes. Regional rail trips increase by 16,000 or 42 percent with the additional riders now using the Project as part of their total trip. The total regional transit system, including DART, Trinity Metro, and DCTA will see an overall 2.6 percent increase in linked trips, or an additional 7,400 riders. Linked trips include all segments and modes of travel to complete one trip. The Project will increase total transit system passenger miles by 2.5 percent, and total passenger hours by 1.6 percent. This indicates that the project has the effect of allowing transit passengers to travel longer distances but with travel time savings over the No-Build Alternative.

(ID# 373; Received September 13, 2019; Answered November 21, 2019)

Q: We’re so excited for the Silver Line to be completed! Where will the Knoll Trail Station be located, i.e. which side of Knoll Trail? We live close to it.

A: The Knoll Trail Station will be located on the east side of Knoll Trail Road.

(ID# 374; Received September 13, 2019; Answered November 21, 2019)

Q: Will there be parking available at that [Knoll Trail] station? Thanks!

A: Currently there is no parking for the proposed Knoll Trail Station. DART is working on a shared parking agreement with the adjacent office building. Parking facilities will be available at the Addison and UTD Stations.



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

(ID# 381; Received September 17, 2019; Answered October 31, 2019)

Q: Is there a source that shows estimated travel times on the silver line? I'm interested in learning how the train time will be from the station near my house to dfw.

A: Table 5-3 in Section 5.1 of the Final Environmental Impact Statement (FEIS) provides preliminary travel times. The final schedule cannot be set until completion of the final design. The FEIS can be found online on the project website: www.dart.org/cottonbelt.

(ID# 412; Received September 24, 2019; Answered November 20, 2019)

Q: Will there be bicycle and pedestrian crossing areas around mockingbird lane and/or Moore road that lead to the Cypress waters station?

A: As discussed in Section 2.6 of the FEIS/ROD, DART is working with the North Central Texas Council of Governments to implement the Cotton Belt Regional Trail. The current concept would extend the trail from the Cypress Waters Station to East Belt Line Road and then cross at Moore Road to rejoin the railroad right-of-way. There may be an additional crossing of East Belt Line Road at Mockingbird Lane to tie into the Campion Trail.

(ID# 413; Received September 24, 2019; Answered November 20, 2019)

Q: How will the silver line cross belt line road as it arrives/departs the Cypress waters station? Specifically, how will traffic and the train interact?

A: East Belt Line Road will be an at-grade crossing on a skew angle. Traffic will be controlled with railroad crossing signals and gates. As discussed in Section 5.2 of the FEIS/ROD, signal systems at grade crossings within the Cotton Belt right-of-way will include all signs, signals, and warning devices. The function of these systems is to permit safe and efficient operation of the train, on track equipment, highway traffic, and pedestrians over level grade crossings. Grade crossing warning devices will be designed in conformance with the Texas Manual on Uniform Traffic Control Devices (TMUTCD), TxDOT, and the recommended American Railway Engineering and Maintenance-of-Way Association (AREMA) practices.

(ID# 414; Received September 24, 2019; Answered November 20, 2019)

Q: Will Cypress waters station have a place to lock bicycles?

A: Yes, Cypress Waters Station will have a designated area for bicycle racks.

(ID# 415; Received September 24, 2019; Answered November 20, 2019)

Q: How will commuters transition from the silver line to the green line at the downtown Carrollton station?

A: As discussed in Section 2.3.1 of the FEIS/ROD, an aerial walkway will extend from Downtown Carrollton Green Line north to a new elevator and stairs that will connect to the street level Silver Line Platform. In addition, street level pedestrian paths will provide for crossing of the tracks and connect the Silver Line Platform to the bus transfer and the concourse level of the Green Line Station.



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

(ID# 416; Received September 24, 2019; Answered November 20, 2019)

Q: Has there been any discussion about the specific times the silver line train would run and arrival/departure times at each station?

A: The rail operation schedule has not yet been fully developed. It is anticipated for trains to operate approximately every 30 minutes during peak travel periods and approximately every hour in the off-peak travel periods.

(ID# 417; Received September 24, 2019; Answered November 20, 2019)

Q: Will the Cypress waters station have ample shaded areas (trees or covered areas) so people aren't suffering heat related illness? In my ideal world I would be able to ride a bicycle to the silver line, ride the silver line to the green line, and take the green line downtown. Part of the trade-off of being able to ditch my car, not pay parking costs, and relax on the way to work is that it takes longer to ride the train. I'm fine with that as long as the ride/wait times are somewhat reasonable.

A: Design for the Silver Line Platform includes canopy structures.
When complete the Cotton Belt Regional Trail would extend from Fort Worth to Plano primarily along the Cotton Belt Corridor. The Trail will have connections to all Silver Line Stations except for two DFW Airport Stations.