

# Dallas Area Rapid Transit (DART) Silver Line Project

Quarterly Community Meeting Update – North Dallas  
Renaissance Dallas Addison Hotel, Addison  
Wednesday, February 12, 2020



# How to Stay Informed

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Sign up for project alerts at  
[www.DART.org/SilverLine](http://www.DART.org/SilverLine)



Email [CottonBelt@DART.org](mailto:CottonBelt@DART.org)



**DART HOTLINE**  
**972-833-2856**



Attend meetings regularly



Mail your Community  
Engagement Representative

# DART Community Engagement Representative

Chris Walters

[CottonBelt@DART.org](mailto:CottonBelt@DART.org)

214-749-3280



# Questions and Answers

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**Please submit all questions and comments via Comment Card.**

Simply raise your card in the air at any time to turn in your card (or receive an additional card) for response at the end of the presentation.

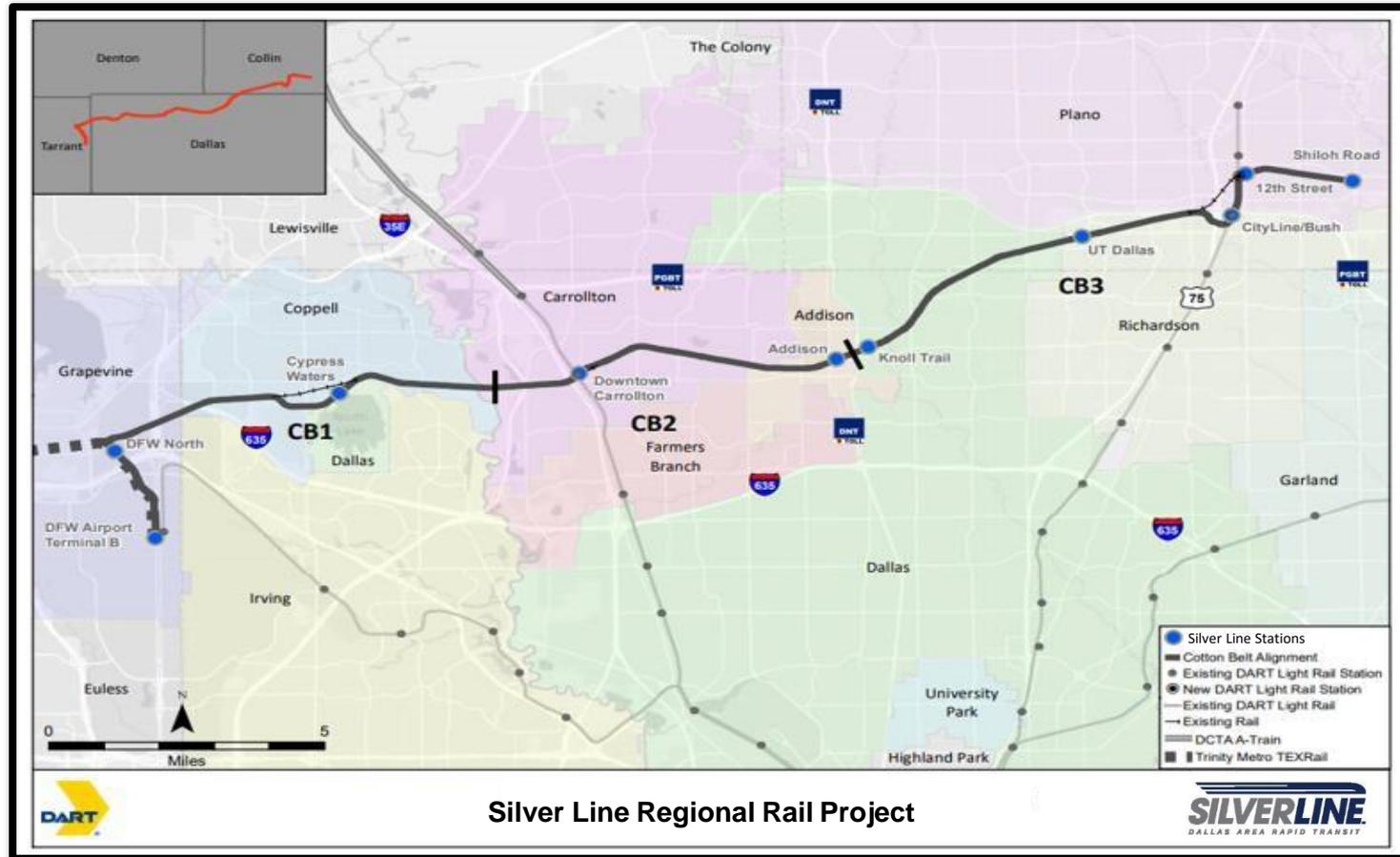
If we do not respond to your question/comment tonight, it will be responded to within 30 days of receipt.

Your question and answer will then be posted on [www.DART.org/SilverLine](http://www.DART.org/SilverLine)

## Thank You

# Program Update

# DART Silver Line Segment Map



# DART Silver Line Project Facts

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- \$1.243 Billion Project
- 26 Mile Alignment Serving the 7 Cities of:
  - Plano
  - Richardson
  - Dallas
  - Addison
  - Carrollton
  - Coppell
  - Grapevine
- 10 Rail Stations
- 4 Rail Connections (Green, Orange, Red Light Rail, TEXRail)
- 7,000 Daily Riders by 2024 (30/60 Headways)
- 210,000 Jobs within ½ Mile of Alignment
- 2022 Revenue Service

# Hillcrest & Coit Roads

# Hillcrest Road

## 10% Design / Evolution of 10% Design

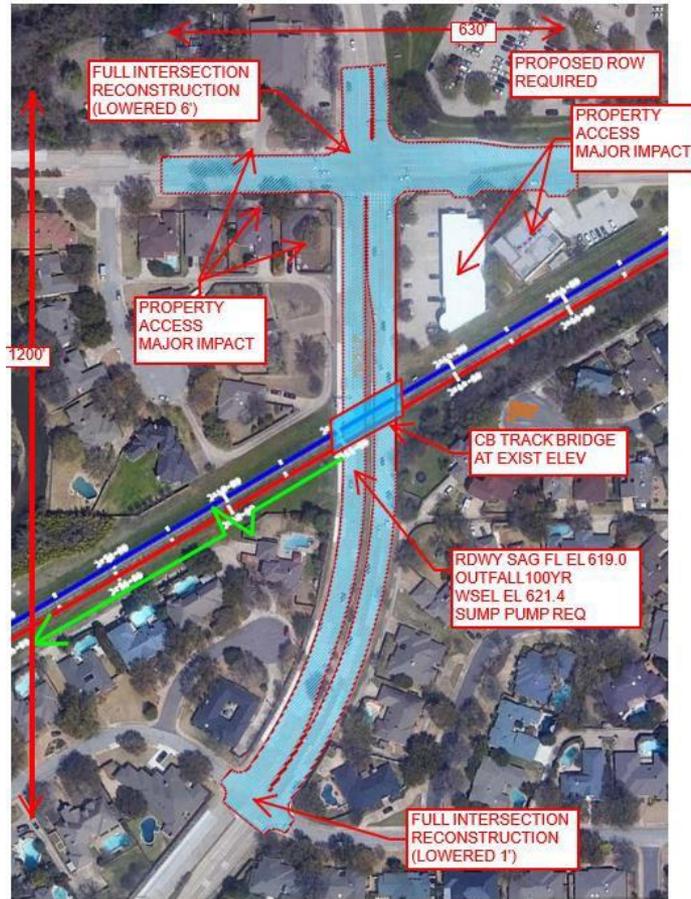
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- The **10% design** focused on trying to maintain rail as close to current elevation as possible
- This approach results in the lowering of Hillcrest Road that extends into McCallum Blvd. and Wester Way
- The **10% design** identified the driveway and access impacts with mitigation focused on working with the City and affected properties during the final design phase to relocate, modify or otherwise mitigate these changes to access
- The **evolution of 10% design** lowers the profile of the crossing at Hillcrest and mitigates driveway access impacts on McCallum Blvd.

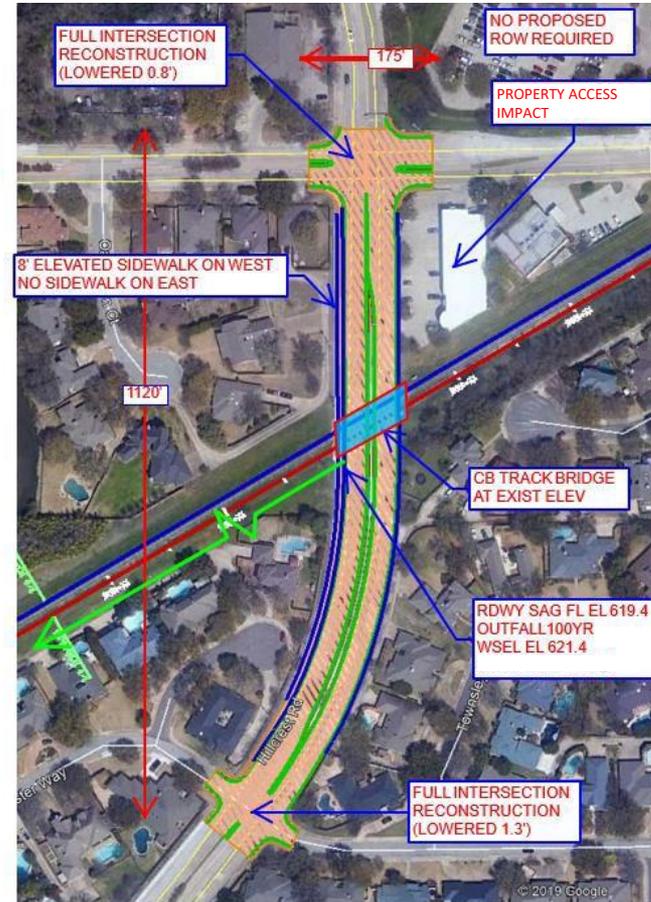
# Hillcrest Road

## 10% Design / Evolution of 10% Design

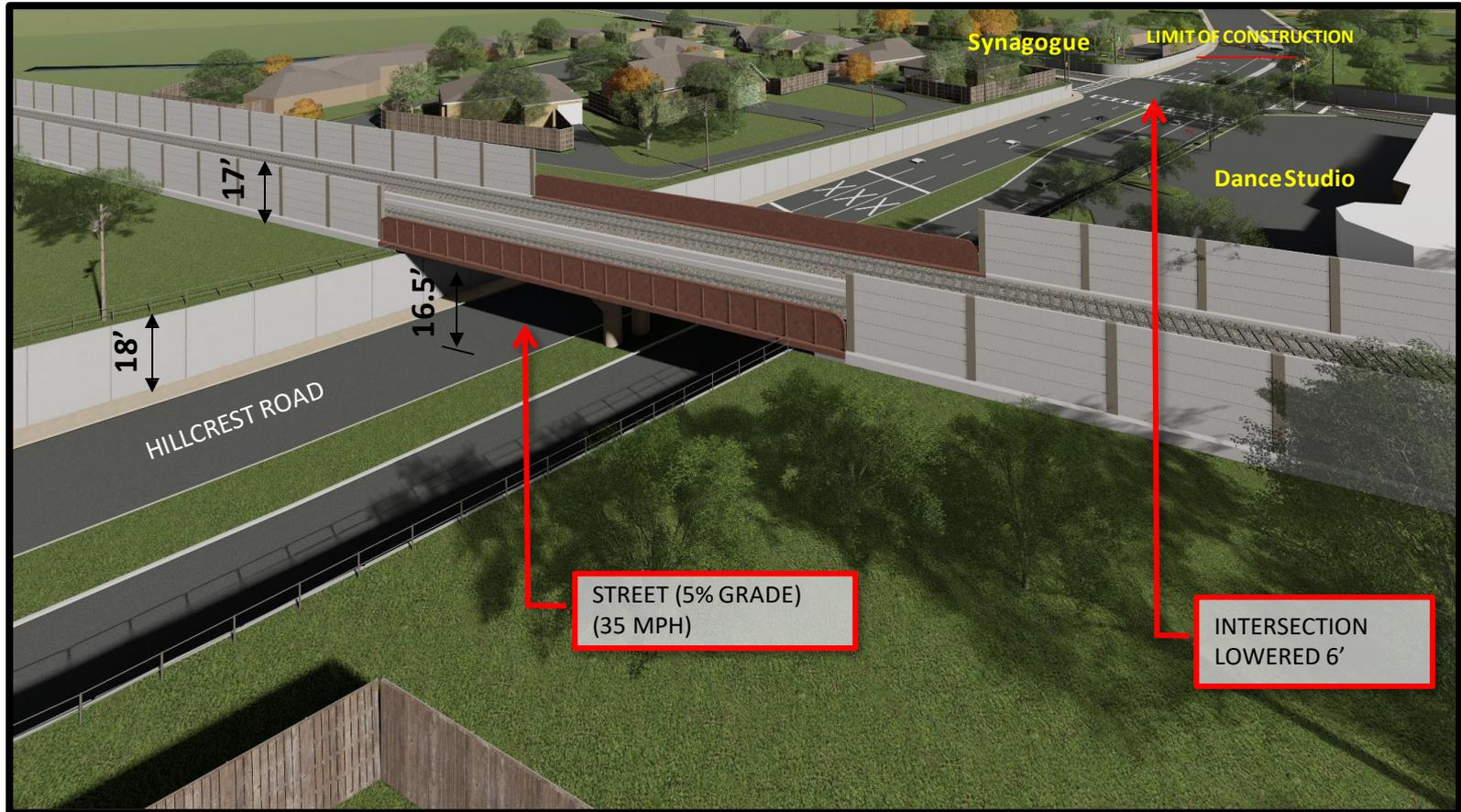
HILLCREST ROAD 10% DESIGN



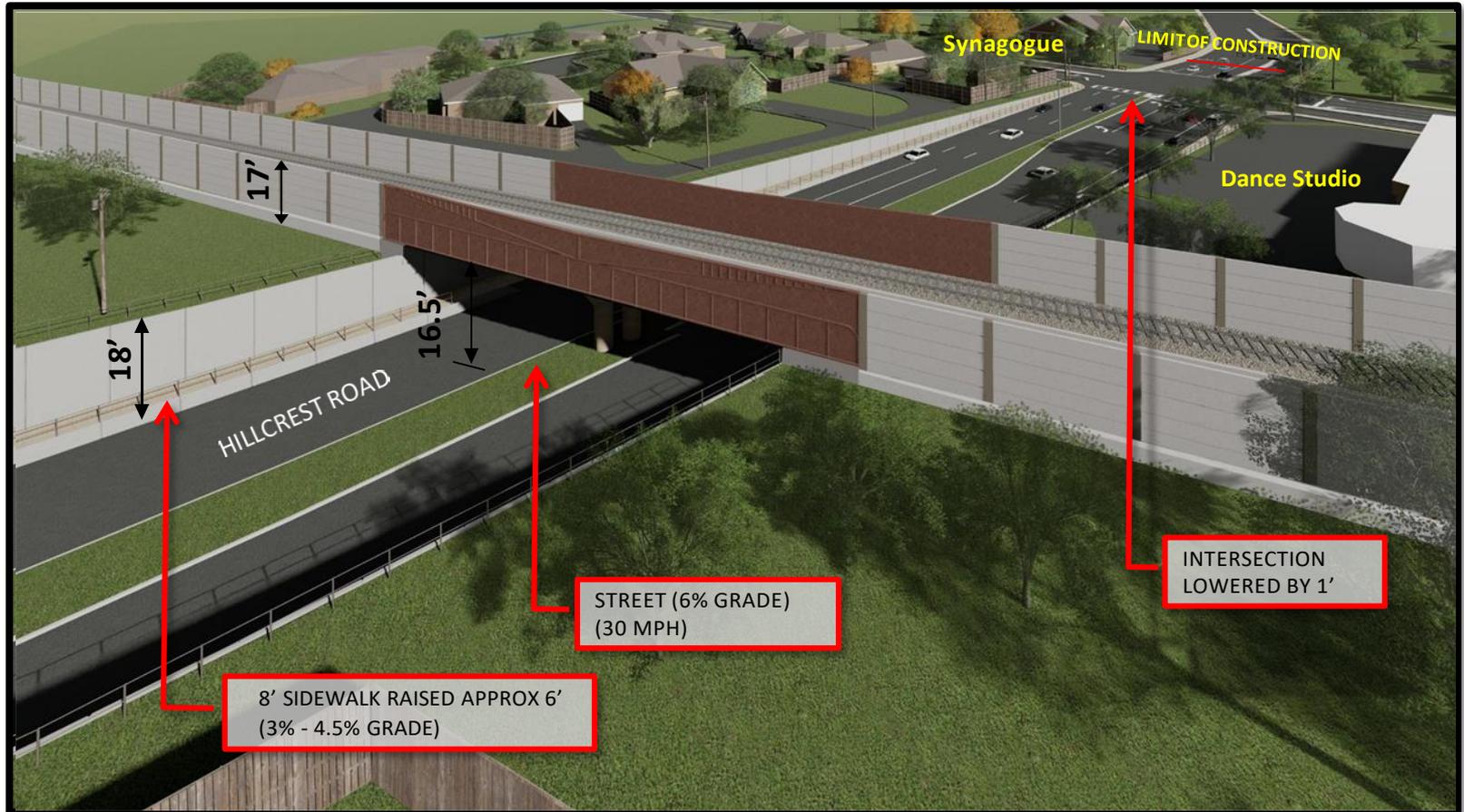
HILLCREST ROAD EVOLUTION OF 10% DESIGN



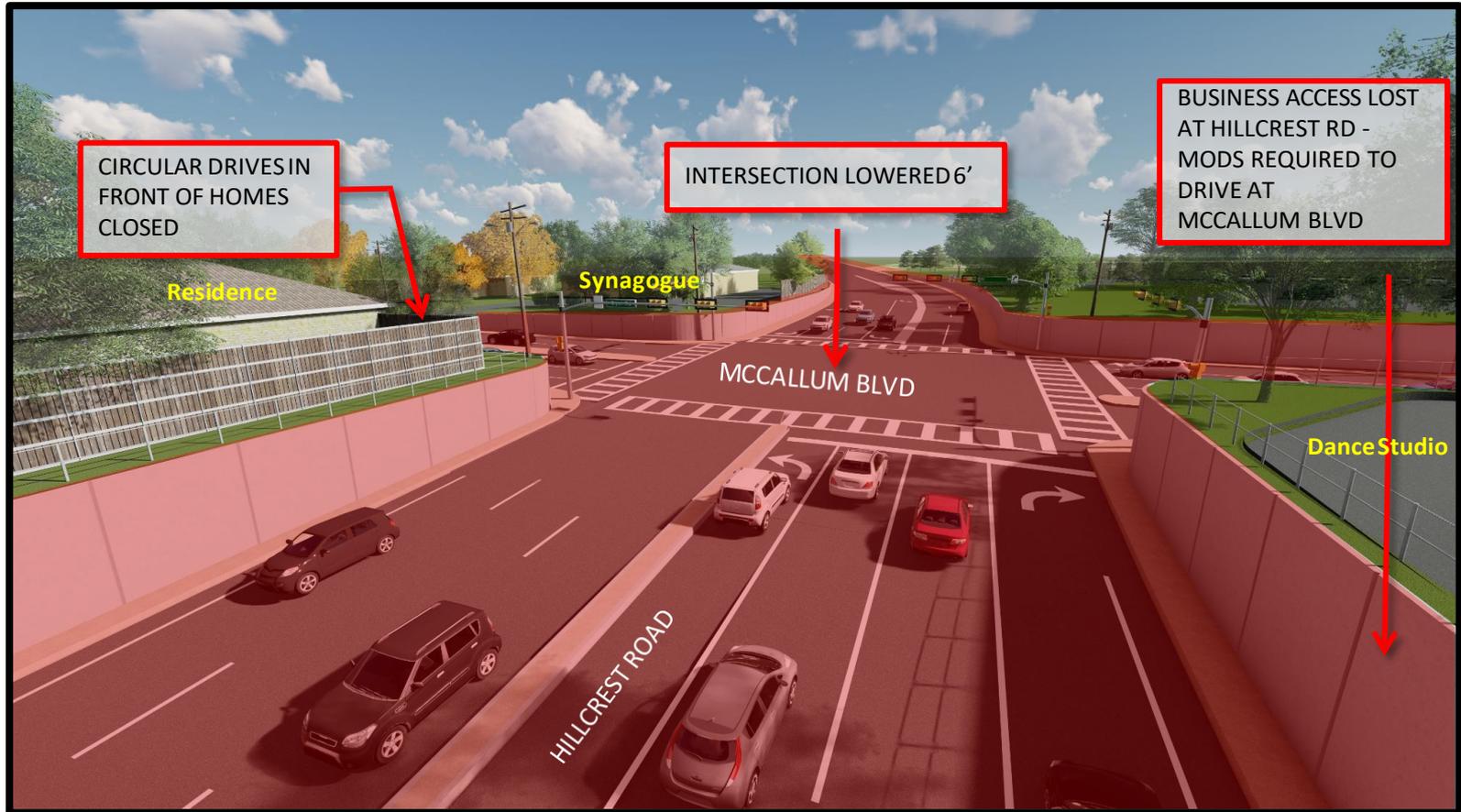
# Hillcrest Road - 10% Design (Aerial View Looking Northwest)



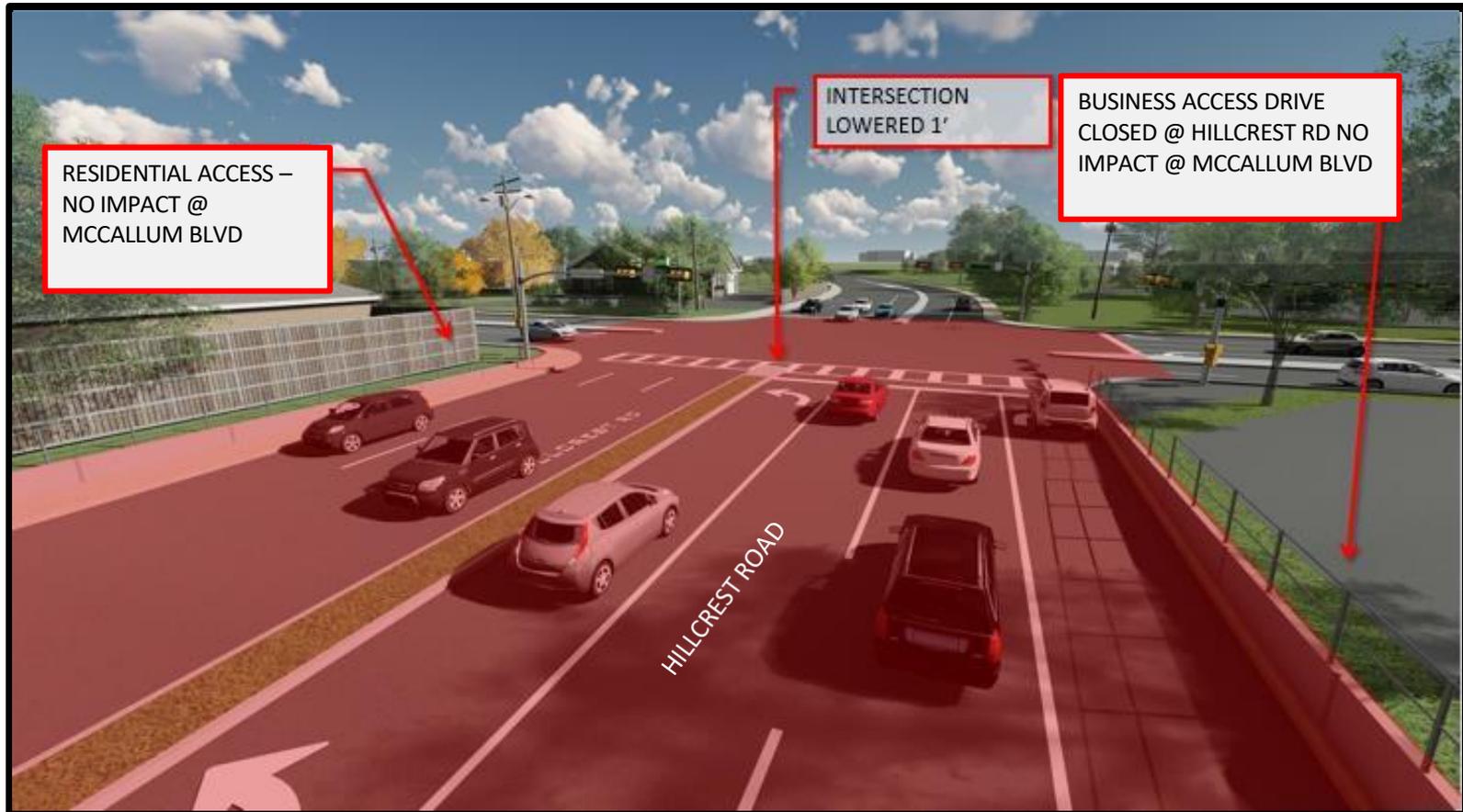
# Hillcrest Road – Evolution of 10% Design (Aerial View Looking North)



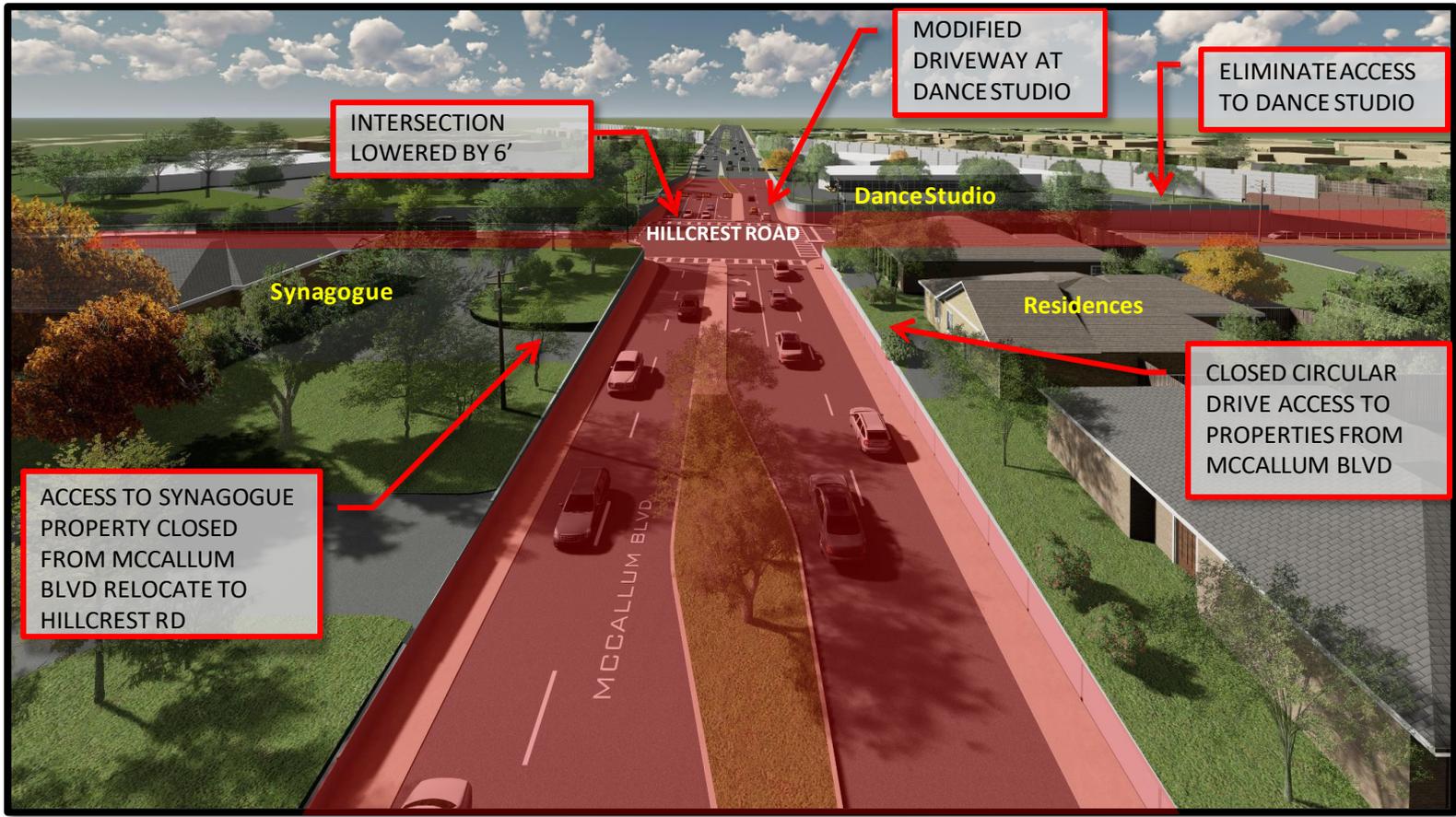
# Hillcrest Road – 10% Design (Hillcrest Road @ McCallum Blvd Looking North)



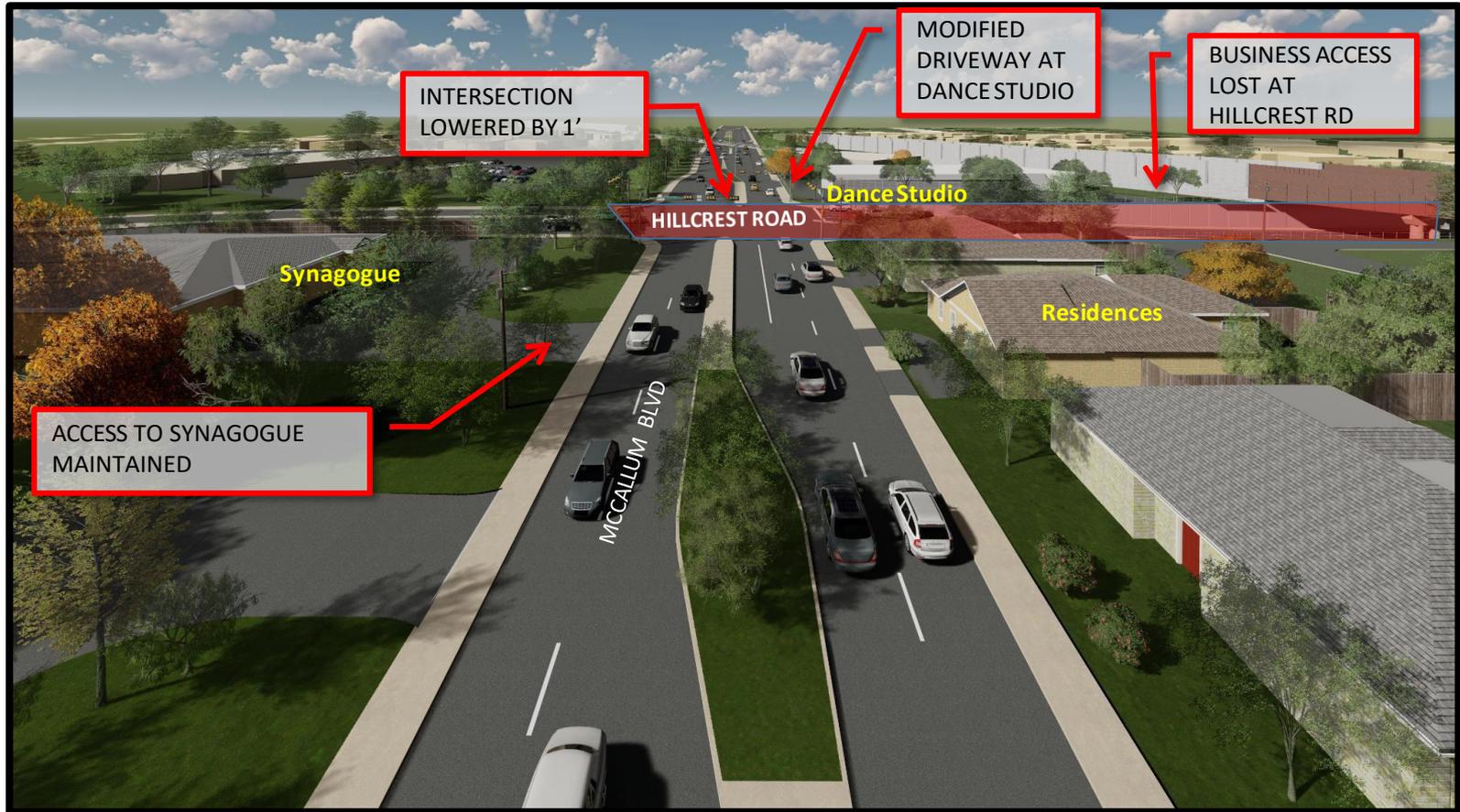
# Hillcrest Road – Evolution of 10% Design (Hillcrest Road @ McCallum Blvd Looking North)



# Hillcrest Road – 10% Design (McCallum Blvd @ Hillcrest Road Looking East)



# Hillcrest Road – Evolution of 10% Design (McCallum @ Hillcrest Looking East)

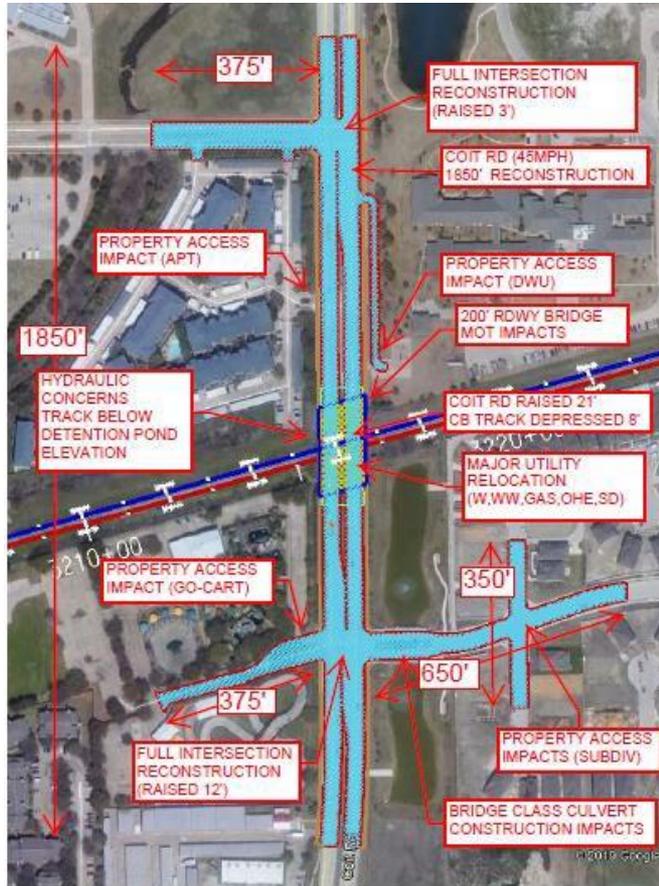


# Coit Road 10% Design / Evolution of 10% Design

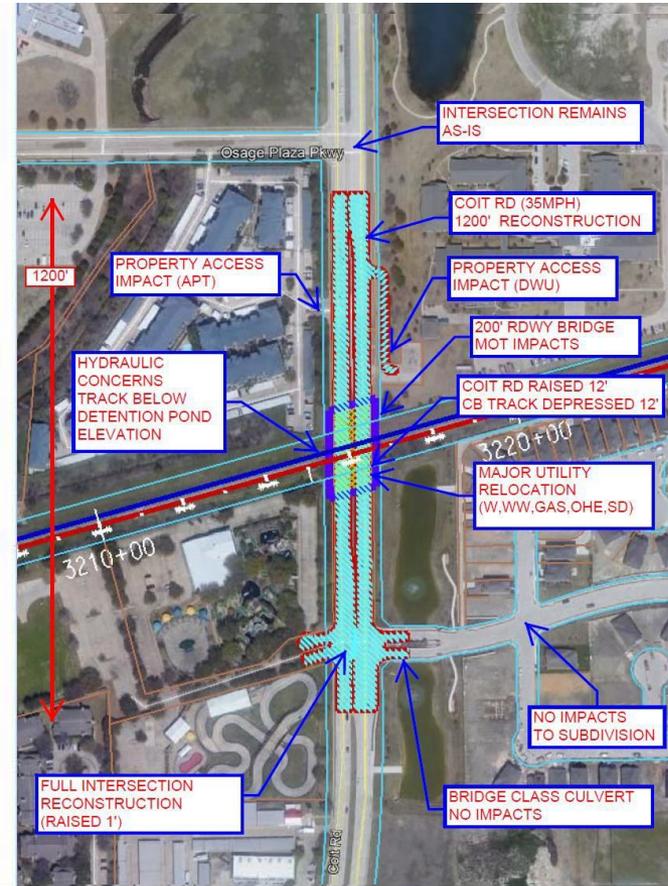
- The **10% design** was based on early concepts to “split” the difference between rail and Coit Road to minimize road structure height and accommodate a station. Adventure Landing would have been acquired for station parking
- The Coit Road Station was removed prior to 10% approval
- The **10% design** identified several driveway access impacts:
  - The northwest corner of Coit Garden Apartments; close Coit Road driveway and relocate to Osage Plaza Parkway
  - Adventure Landing (no longer to be acquired); the only entrance to the property would be raised and modified with possible temporary closure
  - Reconstruction of entrance to University Place; raised intersection affects alleys and homes
- The **evolution of 10% design** approach is to coordinate with the City and community to maintain access to the greatest extent possible during construction and evaluate need for traffic signal and turn lanes at Sugar Cane Way at Coit Road

# Coit Road 10% Design / Evolution of 10% Design

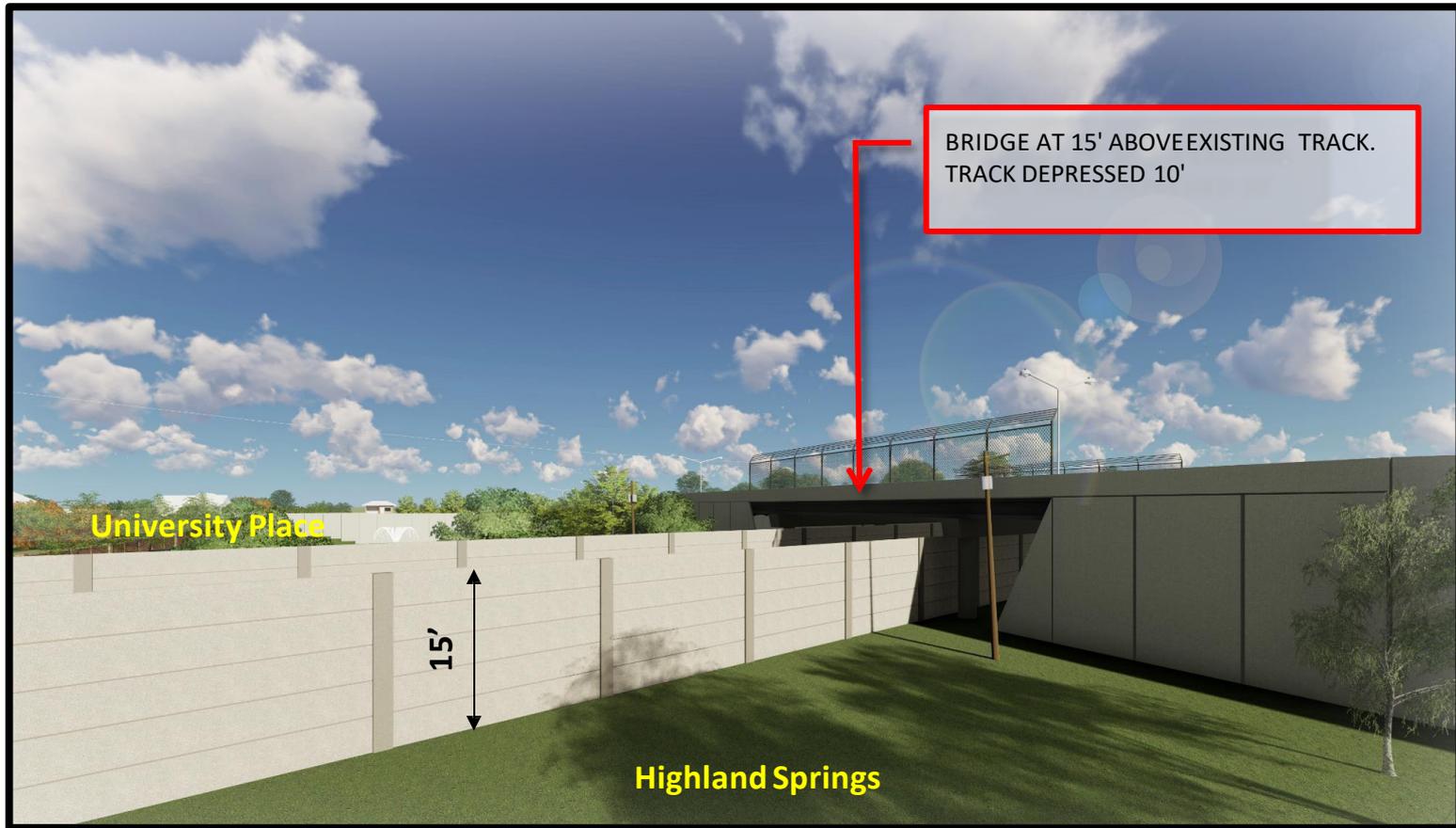
COIT ROAD 10% DESIGN



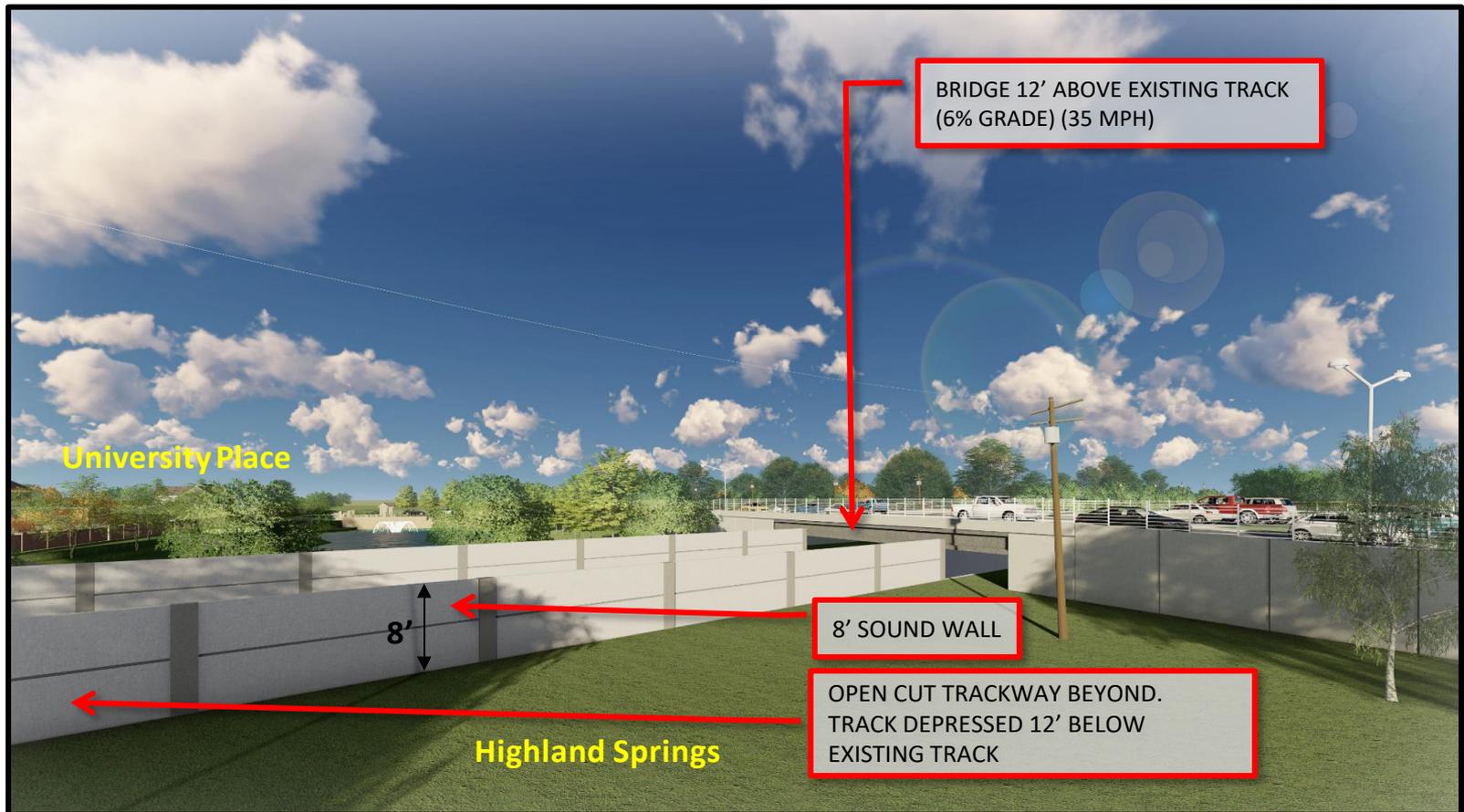
COIT ROAD EVOLUTION OF 10% DESIGN



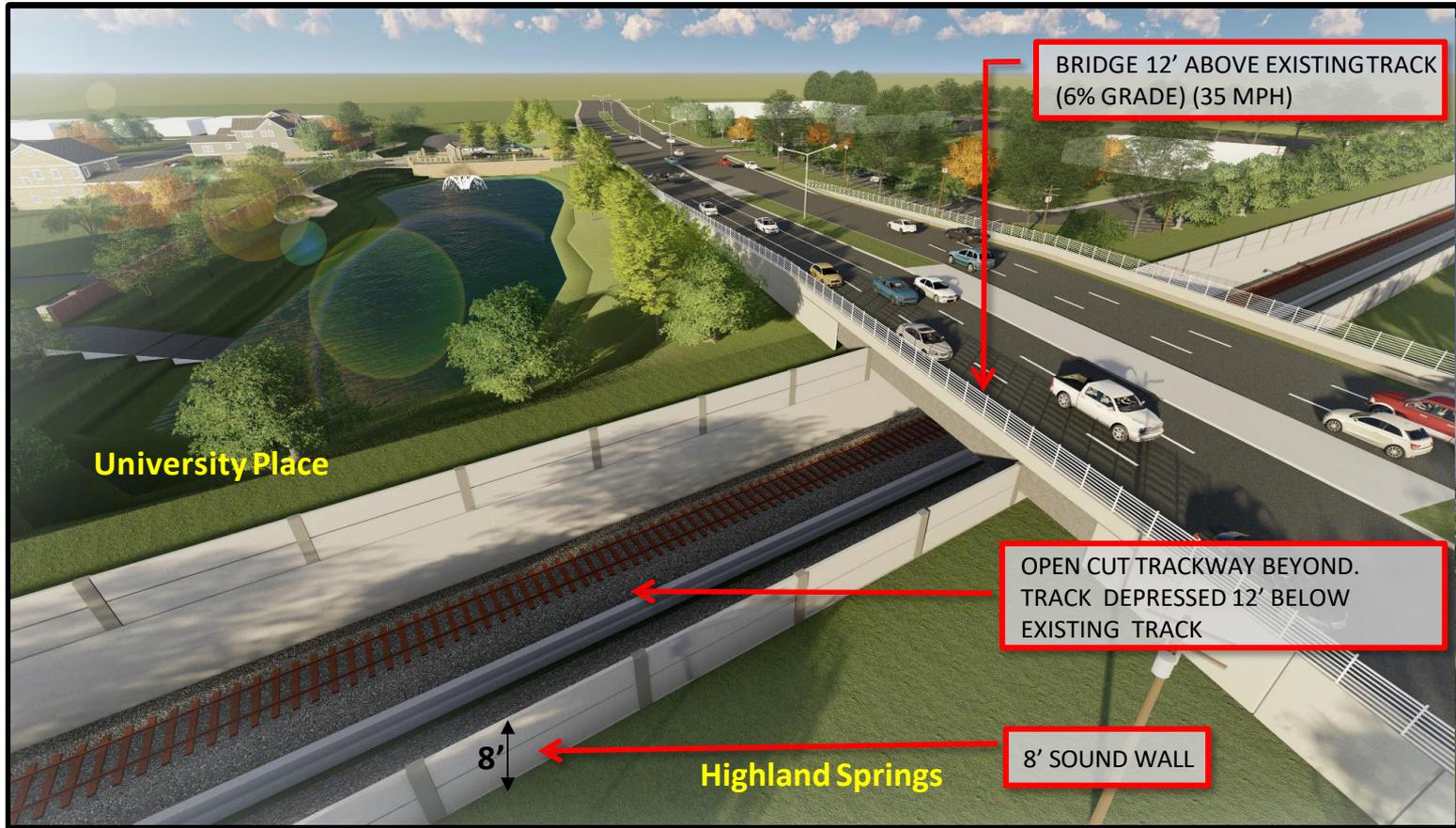
# Coit Road – 10% Design (Looking Southwest)



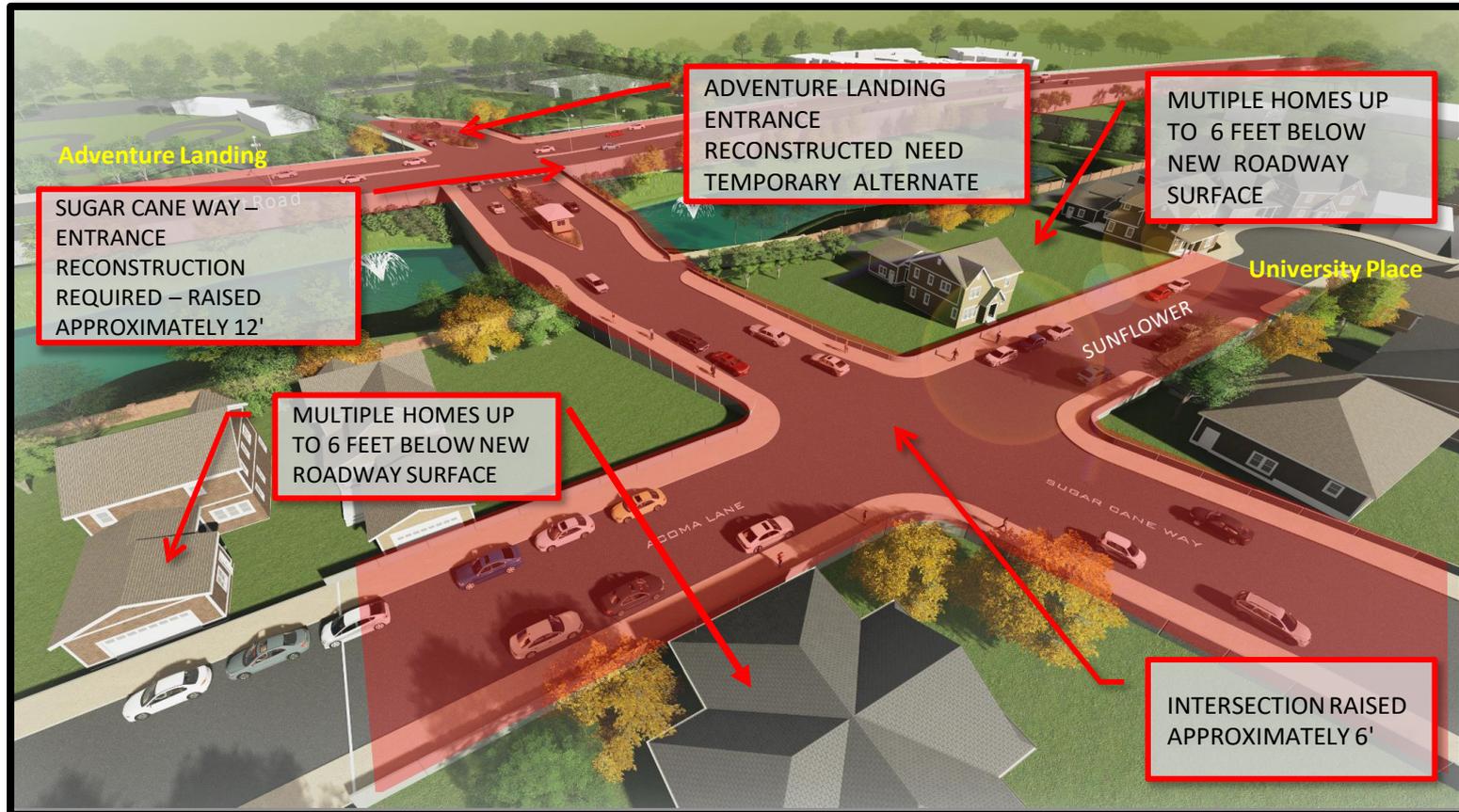
# Coit Road – Evolution of 10% Design (Looking Southwest)



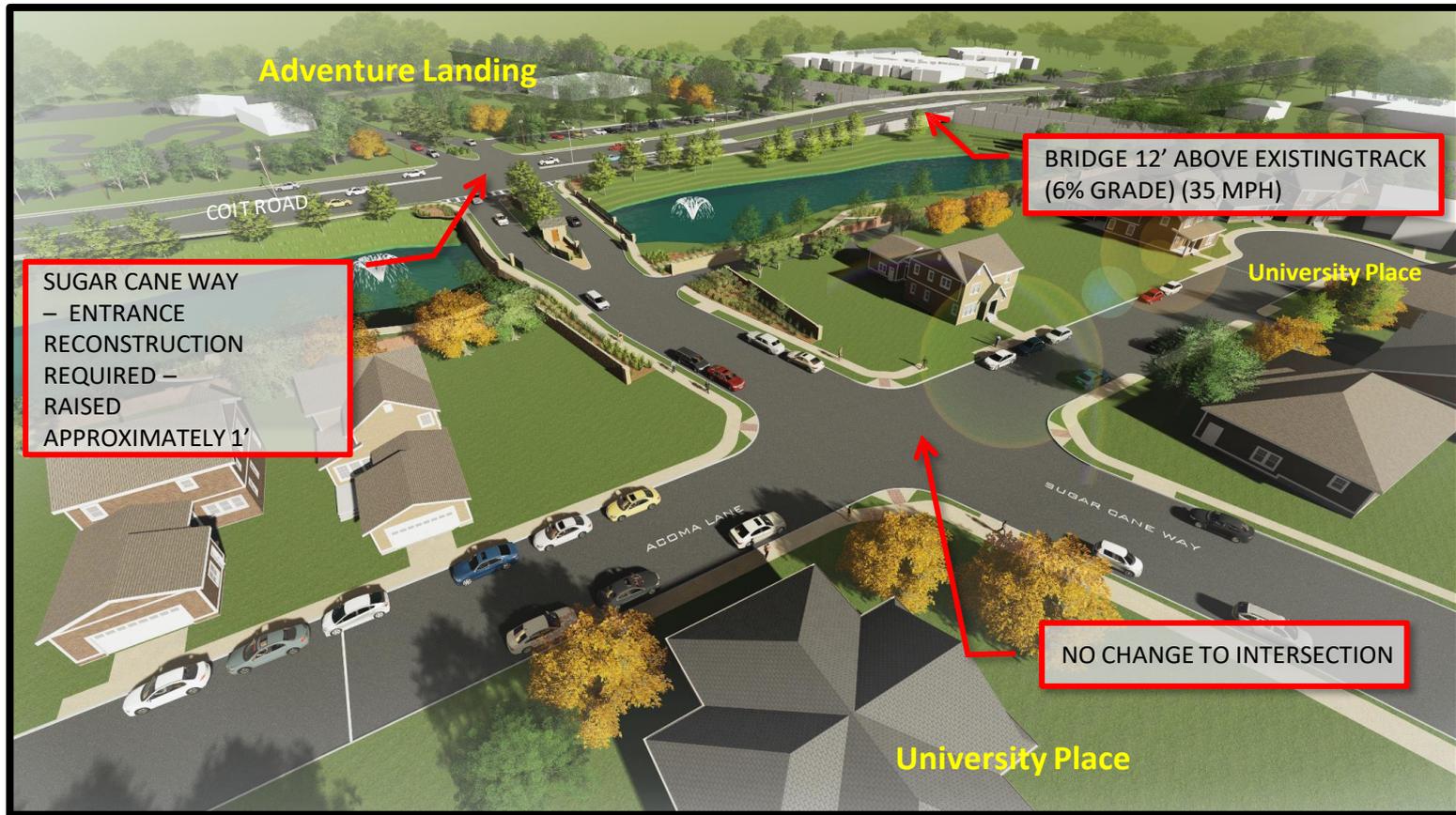
# Coit Road – Evolution of 10% Design (Looking Southwest)



# Coit Road – 10% Design (Sugar Cane Way Looking Northwest)



# Coit Road – Evolution of 10% Design (Sugar Cane Way Looking Northwest)



# Betterments Program

# Betterments Program

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- Series of community meetings for residential adjacent property owners
- Betterments are project elements above and beyond the standard mitigation measures or design criteria

Thank you to those who participated!

# Betterments Program

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## Betterments Ballot Timeline

### **Wednesday, November 20<sup>th</sup>**

- Mailed ballots to Residential Adjacent Property Owners

### **Friday, December 20<sup>th</sup>**

- Deadline for collection of ballots

### **Monday, December 23<sup>rd</sup>**

- Confirm consensus for all neighborhoods

### **Tuesday, January 14<sup>th</sup>**

- Present betterment results to DART Board

# Betterments Consensus Results

**37** Ballot Consensus  
**14** Default Consensus  
**2** City Led Programs

- Town of Addison – City Led Program
- City of Carrollton – 13 Neighborhoods
  - 5 Ballot Consensus
  - 8 Default Consensus
- City of Coppell – 4 Neighborhoods
  - 4 Ballot Consensus
- City of Dallas – 32 Neighborhoods
  - 26 Ballot Consensus
  - 6 Default Consensus
- City of Plano – 2 Neighborhoods
  - 2 Ballot Consensus
- City of Richardson – City Led Program

# Upcoming Betterments Meetings

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- Late March and April
- Discuss consensus results specific to each neighborhood
- Determine final details such as wall color and vegetation options, where applicable

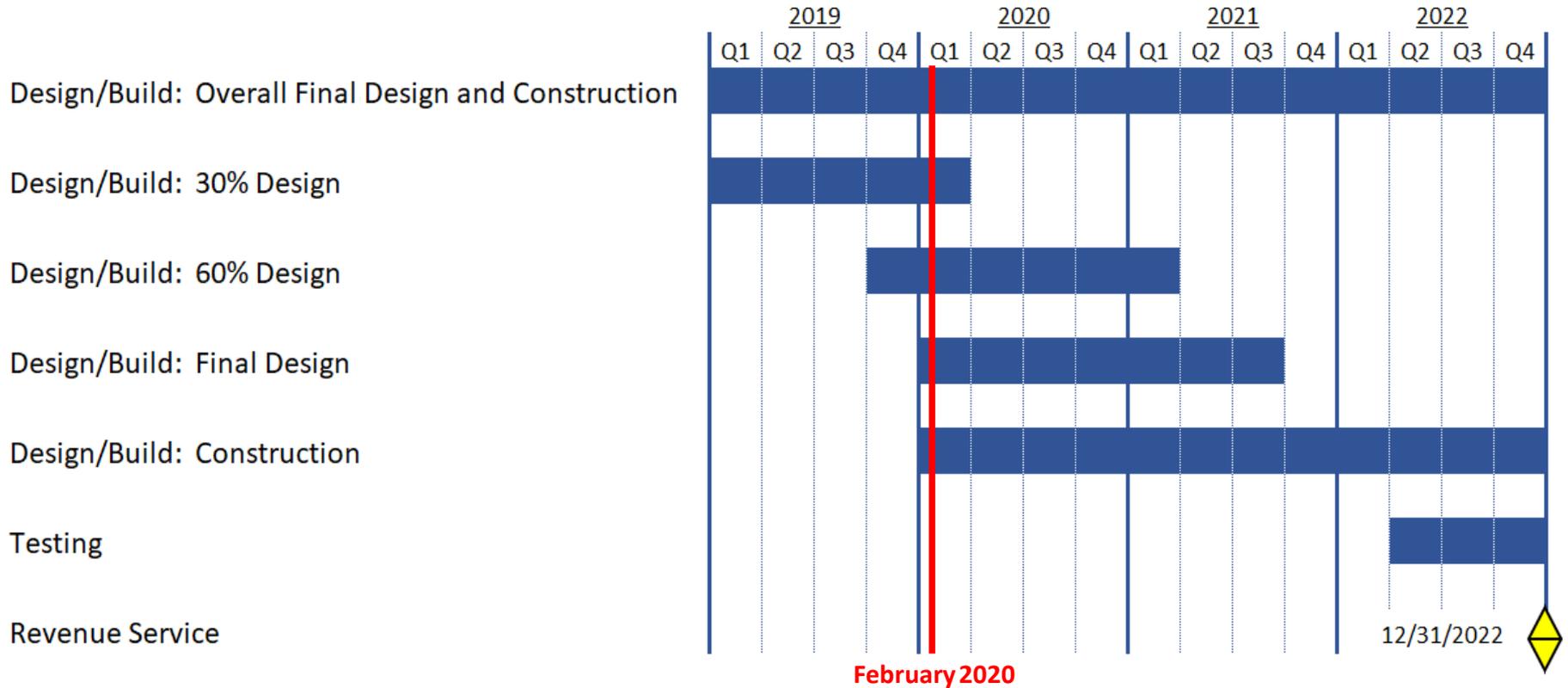
# Design-Build Update

# What is Design-Build?

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**Design–build** alternative project delivery method is used in the construction industry. **Design-build** is a method of project delivery in which an entity (Archer Western Herzog, AWH), works under a single contract with the project owner (Dallas Area Rapid Transit, DART) to provide **design** and construction services.

# Design-Build Schedule



# Construction Activity Update

# Construction Activity 1<sup>st</sup> Quarter 2020

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The following work is scheduled to begin the first quarter of 2020:

- Relocation of Wet & Dry Utility Relocation
- Excavation/Embankment
- Retaining Walls
- Bridge Structures

# Upcoming Construction Activity



UTILITY RELOCATION



EXCAVATION

# Upcoming Construction Activity



**RETAINING WALLS**



**BRIDGE STRUCTURES**

# Upcoming Construction Activity

## Construction Equipment



\*NOT AN ALL-INCLUSIVE LIST\*

# Upcoming Construction Activity



DUST CONTROL

# Upcoming Construction Activity

## Public Access

- Maintain Business Access
- Maintain Home & Community Access
- Maintain Access for Emergency Vehicles
- Maintain Pedestrian Access



# Upcoming Construction Activity

## Maintenance of Traffic

- Schedules and Notification Deadlines
- Lane Restrictions
- Closures
- Detours



# Construction Notifications



PROJECT WEBSITE



DOORHANGER NOTICE

- Construction Activity Notifications (Doorhangers, Emails, Social Media, etc.)
- DART & Archer Western Herzog Project Websites
- DART Silver Line Project Newsletters
- DART Silver Line Project At-A-Glance Fact Sheets
- Quarterly Design & Construction Community Meetings
- Stakeholder Meetings with Businesses and Residents
- Project Hotline

# 10 Construction Safety Tips

With construction about to begin on the Silver Line Project along the historic Cotton Belt Regional Rail Corridor, DART reminds everyone that construction areas can be very dangerous. Play it safe by following these 10 tips:

## 1 STOP, LOOK AND LISTEN

Phones, video games and other electronic devices can be distracting.



## 2 REMOVE EARBUD OR TURN VOLUME DOWN

Headphones can keep you from hearing approaching bulldozers, dump trucks and other construction vehicles.



## 3 AVOID DANGERS

Do not walk, ride, run, hang out or play in construction zones or work areas, as heavy machinery and debris pose dangers.



## 4 OBEY SIGNALS

Always obey all traffic signs and signals; never assume you have the right-of-way - and look both ways before crossing.



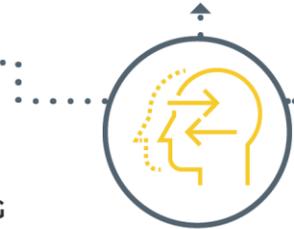
## 5 USE CROSSWALKS

Use sidewalks and cross only at designated crosswalks, as construction vehicles make sudden stops and wide turns.



## 9 BE ON THE LOOKOUT

Watch out for falling objects, moving vehicles and other hazards.



## 8 KEEP AWAY

Keep away from construction fencing and traffic cones - they're there to protect you.



## 7 WATCH OUT

Observe all construction signs and warnings.



## 6 SEE AND BE SEEN

Make eye contact with construction vehicles before crossing.



## 10 START TALKING

Safety begins with you. Talk to your family.

# Quiet Zones

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- DART Silver Line grade crossings are designed to be quiet zones
- The configuration of the gates will be determined during design of the intersection
- Quiet zone mitigations are independent of the sound wall mitigations
- Establishing quiet zones will require cooperative action among the municipalities along the Silver Line, the Federal Railroad Administration (FRA), the freight railroads and DART

# At-Grade Crossing - Typical



# Questions and Answers

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**Please submit all questions and comments  
via Comment Card for response at the end of  
the presentation.**

# **DART Station**

# **Art & Design Program**

# Art & Design Program Overview

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The DART Art & Design Program was established to achieve the following goals:

- Recognition that art is an important component in the creation of public spaces
- Integration of art as an important component of public transit
- Involvement of the community in the design of stations and related artwork
- Creations of opportunities for maintenance savings through reduced vandalism

The Silver Line Art & Design Program includes:

- Art and design of 10 Stations along the 26-mile Silver Line Corridor
- A team of architects, artists, engineers and neighborhood advisory committee members for each station collaborating from station concept to completion
- Architectural elements including paving and column cladding, site elements, landscaping and site-specific artwork

# DART Station Art & Design Program

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- Station artists work with community groups and design team to enhance station elements in 5 workshops
- Station enhancements have been completed for **Knoll Trail Station** in Dallas
  - The station theme is “Urban Refuge”
- Station enhancements have also been completed for Grapevine, Coppell and Dallas while work on designs continue for stations in Carrollton and Addison

# DART Station Art & Design Program

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- DART recommendations for site-specific committee members for each station
  - Committee consists of 8-12 individuals representing neighborhoods, businesses, and institutions near station
- Design-Builder recommendations for station artists for each station
- Approvals of artists and site committee
- Workshop schedules include the following meetings:
  - Community Orientation
  - Meeting Site tour and key items identified
  - Workshop 1 artistic value statements and brainstorming
  - Workshop 2 options and estimates presented with feedback and selection
  - Workshop 3 Report Back

# Knoll Trail Station



# Knoll Trail Station



# Knoll Trail Station



# Questions and Answers

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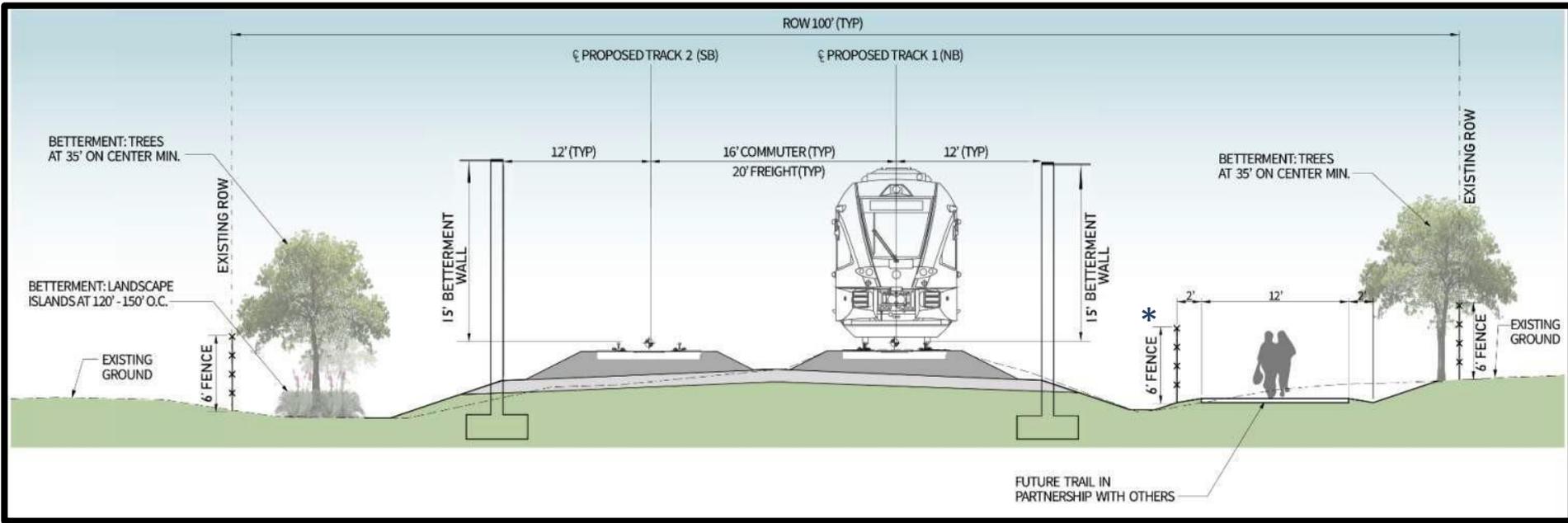
# Hike & Bike Trail

# Hike & Bike Trail

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- The Hike & Bike Trail is being funded through an Interlocal Agreement with the North Central Texas Council of Governments (NCTCOG)
- NCTCOG is working with participating cities to develop the project
- DART will complete final design of the Cotton Belt Corridor Hike and Bike Trail

# Typical Cross Section Hike and Bike Trail on One Side



\* 6' Fence is not used with Betterment Walls



# Questions About Hike and Bike Trail

City of Dallas

and

North Central Texas Council of Governments

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**City of Dallas Parks and Recreation Department**

Jared White

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**North Central Texas Council of Governments**

Kevin Kokes

[KKokes@nctcog.org](mailto:KKokes@nctcog.org)

817-695-9275

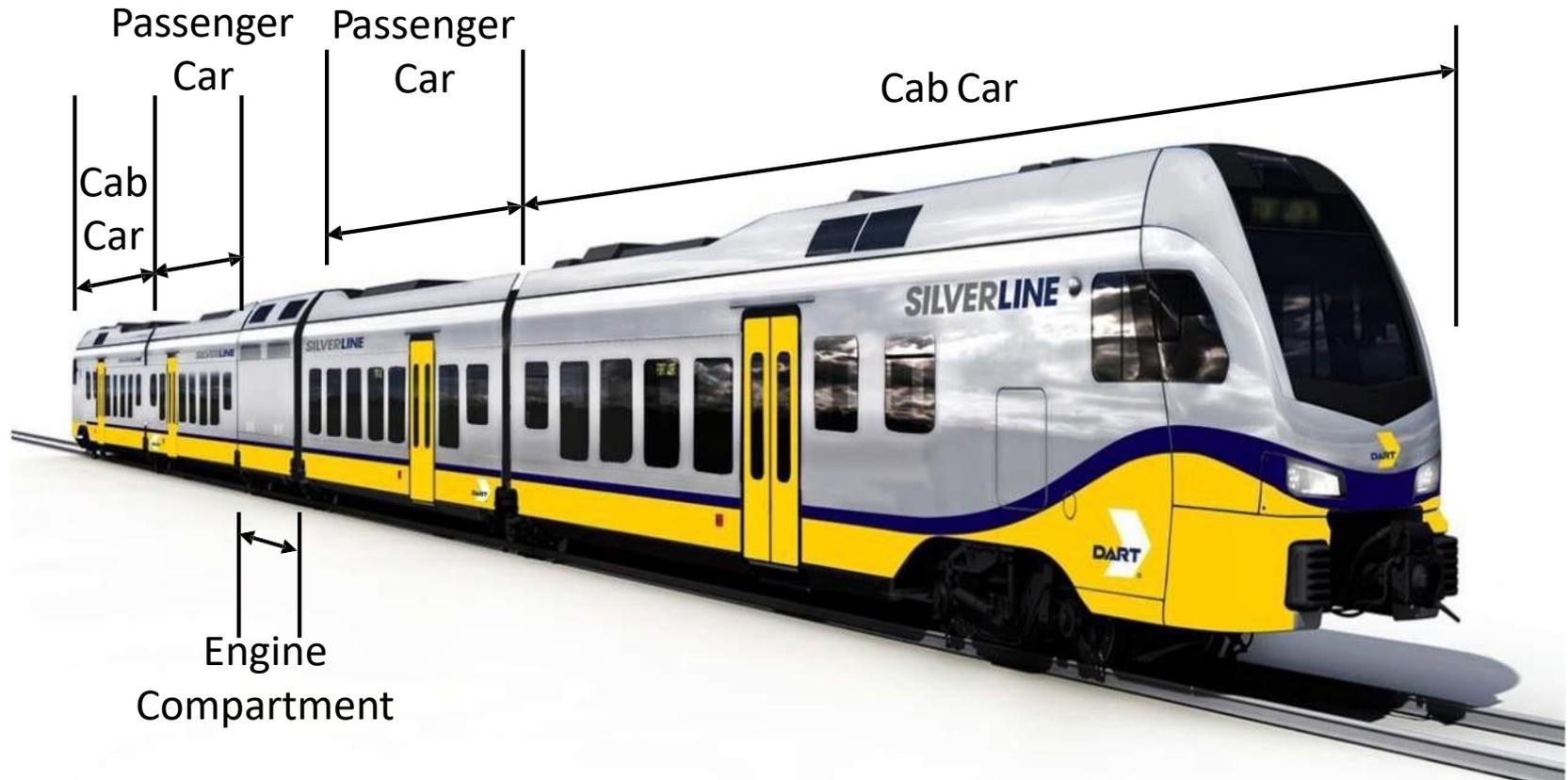
# Silver Line Vehicle Information

# Vehicle Information

- Environmentally and community friendly vehicle that meets tier 4 EPA emissions standards and FRA standards
- Self-Propelled Diesel Multiple Unit (DMU)
- Automatic Passenger Counters (APC)
- Vehicle Business System (VBS)
- Closed Circuit Television System (CCTV)
- Number of seats per vehicle: 230  
(Room for up to 250 standees; 480 total passengers)

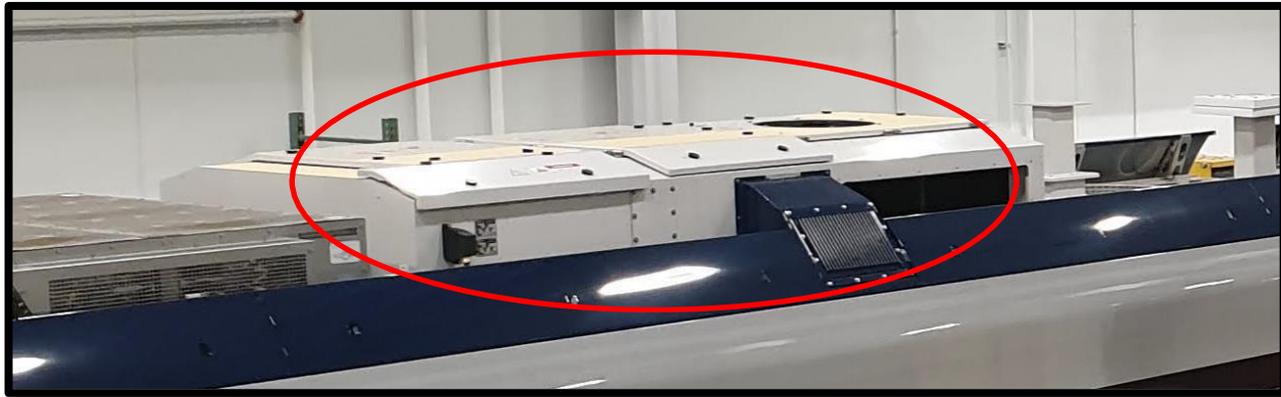


# Vehicle Overview



# Vehicle Overview - Exterior

## HVAC Enclosure



# Vehicle Overview - Exterior

## Wheel Skirts



**WHEEL SKIRTS  
(STILL UNDER DESIGN)**

# Vehicle Overview - Interior



INTERIOR SEATING



ENTRANCE AREA

# Vehicle Overview - Interior

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INTERIOR LIGHTING



OVERHEAD LUGGAGE CARRIERS

# Vehicle Overview - Interior



**WHEELCHAIR ACCOMMODATION**



**BICYCLE RACKS**

# Vehicle Frequency

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- Weekday service is currently slated to be from 6:00 a.m. to 9:00 p.m.
- Weekend and Holiday service is currently slated to be 8:00 a.m. to 8:00 p.m.
- Service hours could be as early as 5:00 a.m. or as late as 11:00 p.m.



# How To Stay Informed

# DART Community Engagement Representative

Chris Walters

[CottonBelt@DART.org](mailto:CottonBelt@DART.org)

214-749-3280



# Questions and Answers

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for upcoming Q&A section.**

# How to Stay Informed

**NEWS & EVENTS**

- DART News
- Expansion
  - Silver Line Project**
  - D2 Subway: Dallas Central Business District (CBD) Second Light Rail Alignment
  - Platform Extensions
  - Transit System
  - Expansion Map
  - DART Rail
  - Const
  - It's our DART. Let's keep it safe.
- Meetings
- Newsroom

**ADDITIONAL LINKS**

- Paratransit Services

## Silver Line Project

Future service running on the Cotton Belt Regional Rail Corridor will be known as the Silver Line

- Upcoming Meetings
- Meeting Presentations and Videos
- Construction Alerts
- Final Environmental Impact Statement / Record of Decision (Nov 2018)
- Questions & Answers
- Historical Information

The DART 2030 Transit System Plan (TSP), approved in October 2006, identified the Cotton Belt Corridor as a priority project. In 2016, DART advanced implementation of the Cotton Belt to the year 2022 in its FY2017 Twenty-Year Financial Plan. The DART 2045 Transit System Plan, which is under development, will reflect this change to the project schedule.

The 26-mile Cotton Belt Corridor extends between DFW Airport and Shiloh Road in Plano (see map below). The alignment traverses seven cities: Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano. The Cotton Belt "Silver Line" Project's primary purpose is to provide passenger rail connections and service that will improve mobility, accessibility and system linkages to major employment, population and activity centers in the northern part of the DART Service Area.

The Cotton Belt "Silver Line" Project would interface with three DART LRT lines: The Red/Orange Lines in Richardson/Plano, the Green Line in Carrollton and the Orange Line at DFW Airport. In addition, at DFW Airport, the project would connect to the Fort Worth Transportation Authority TEXRail Regional Rail Line to Fort Worth and provide access to

**Subscribe to:**

- Silver Line Project Updates
- DART Construction Alerts
- DART Community Meeting/Public Hearing Notices
- DART Rider Alerts

# How to Stay Informed

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