



DART Silver Line Regional Rail Project Community Meeting Summaries City of Dallas

Wednesday, May 17, 2023, at 6:30 p.m.

- The presentation consisted of an update on key things to remember, Veloweb Cotton Belt Hike & Bike Trail, construction updates for work activities at Coit Road, Meandering Way, Hillcrest Road, Campbell Road. Additional construction updates and upcoming community events in District 12, City of Dallas were also provided.
- Dee Leggett, Ruben Landa and Jon Collins gave the presentation for the meeting and Project Team members answered questions submitted by the audience.
- Location: A&M AgriLife | The Dallas Center Water and Land Resource Building 17360 Coit Road, Dallas, TX 75252
- 34 individuals attended including City of Dallas, Department of Transportation, Dr. Gus Khankarli, City of Dallas District 12 Councilmember, Cara Mendelsohn, AWH staff and DART/Project Team staff members.

Attendee Questions/Comments:

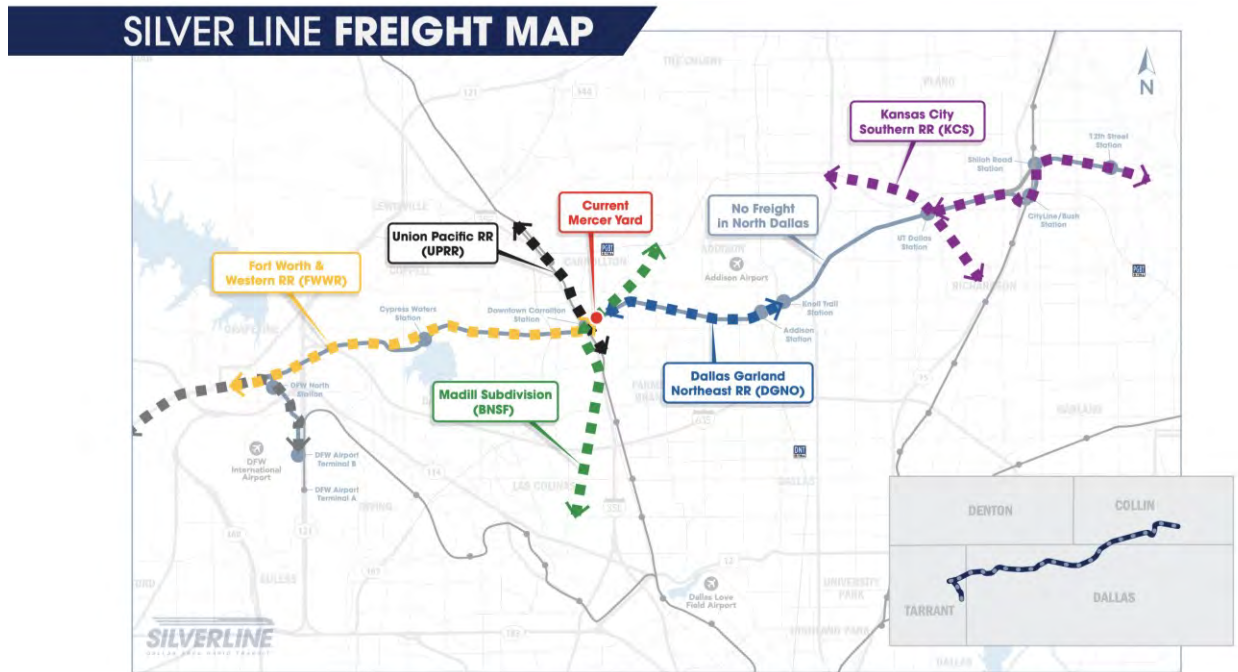
Question:

Are there any rails on the DART Silver Line that freight will be traveling on? Does “shared corridor” mean that it is on the same track? Therefore, in those instances where there would be freight, not in North Dallas, but where there is freight along the Silver Line, has DART accommodated that by adding a third set of tracks? Aren’t there trains for passengers running on both tracks all the time in both directions?

Answer:

Thank you for your continued interest in the DART Silver Line Regional Rail Project. DART has Trackage Right Operation Agreements with various freight operators to operate across DART’s railroad tracks. Excluding North Dallas where freight operations are abandoned, the DART Silver Line corridor does share portions of rail with freight operations. The DART Silver Line has double tracks. In some cases, the double track is sufficient. However, in other parts of the corridor there is a third track to accommodate freight operations. The DART Silver Line Regional Rail will have passenger trains running on both tracks, but not in the same portion of the corridor at the same time. DART has authority and dispatches the entire corridor and controls all movements of commuter and freight trains. Attached is a diagram detailing where different freight operations can occur on the same track as the DART Silver Line. Please note that freight deviates around the North Dallas portion of the area. Please let us know if you have any

additional questions or comments by emailing the Project Team at SilverLine@DART.org.



Contact:

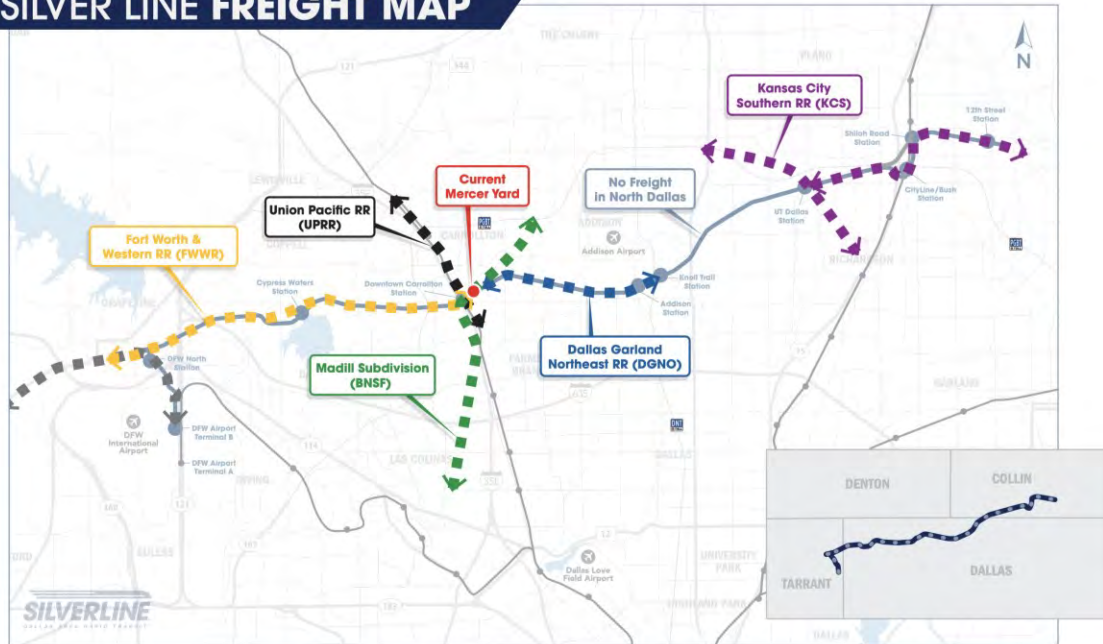
Question:

If there are freight trains on tracks heading east, must it stop by the Knoll Trail Station? What happens to that train? Does the train go in reverse along the same rail line?

Answer:

Thank you for participating in the DART Silver Line Dallas District 12 Community Meeting. The freight train would travel to its destination then return on the same rail line after finishing dropping off its cargo, likely to Mercer Yard in Carrollton. Freight will not enter the North Dallas portion of the corridor. If a freight train goes to Addison, it will then reverse back the way it came. Mercer Yard in Carrollton is where the freight operators store their equipment. Below is a map detailing the various freight operations and their routes along the DART Silver Line corridor. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

SILVER LINE FREIGHT MAP



Contact:

Question:

Please confirm that it is a federal rule for passenger trains to have priority Right-of-Way (ROW) to the rail tracks everywhere in the United States comparatively.

Answer:

Thank you for participating in the DART Silver Line Dallas District 12 Community Meeting. It is correct that passenger trains have priority in most cases. However, there are cases where freight rail lines are hosts for passenger train service. In DART's case, AMTRAK receives priority. Nonetheless, DART dispatches the trains and DART's rail lines are under sole authority of DART regardless of who is traveling on the rails. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

What is a shy zone? Is the finish of the shy zone gravel or another material?

Answer:

Thank you for participating in the DART Silver Line Dallas District 12 Community Meeting. A shy zone is essentially a buffer to protect bicycle riders at the edge of the trail from hitting their handlebars on an object. A shy zone is grass in some cases, but not always. If the Veloweb Cotton Belt Hike & Bike Trail is next to a wall, DART is extending the concrete to reduce the amount of maintenance needed. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

What does “by halfway down the two DART stations connect to the trail” mean?

Answer:

Thank you for participating in the DART Silver Line Dallas District 12 Community Meeting. Passengers will be able to get off the Silver Line at the Knoll Trail Station and walk onto the Veloweb Cotton Belt Hike & Bike Trail via a connecting pathway. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

If someone is on the Veloweb Cotton Belt Hike & Bike Trail, will they be able to walk directly up to the Knoll Trail Station? Is the Veloweb Cotton Belt Hike & Bike Trail separate from the Knoll Trail Station?

Answer:

Thank you for participating in the DART Silver Line Dallas District 12 Community Meeting. The Veloweb Cotton Belt Hike & Bike Trail is separate from the Knoll Trail Station. However, the Veloweb Cotton Belt Hike & Bike Trail will connect to the Knoll Trail Station via a path allowing for access between the station and the trail. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

What is the typical width of the Veloweb Cotton Belt Hike & Bike Trail at Meandering Way?

Answer:

Thank you for participating in the DART Silver Line Dallas District 12 Community Meeting. The typical width of the Veloweb Cotton Belt Hike & Bike Trail is 12 feet. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

When you state that the Veloweb Cotton Belt Hike & Bike Trail is fully funded by North Central Texas Council of Governments (NCTCOG) and the seven cities across the corridor, are there considerations for lighting in the budget proposal?

Answer:

Thank you for participating in the DART Silver Line Dallas District 12 Community Meeting. It is at the discretion of the individual cities for additional amenities to be added along the trail. Currently, the only areas that are funded are Phase 1 and Phase 2 for the projects. Phase 1 and Phase 2 are planned to be constructed simultaneously with the DART Silver Line Regional Rail Project. Phase 1 are critical trail bridges essential to be completed concurrently with Silver Line Rail construction, trail intersection crossings of rail and roadways, and Downtown Carrollton Station area trail improvements funded by Congressional Earmark. As of June 1, 2023, below is a list of the specific work areas for Phase 1:

- Dallas North Tollway Trail bridge
- White Rock Creek Trail bridge
- Hillcrest Road Trail bridge
- Preston Green Park Trail bridge
- Trail section from Preston Green Park to Hillcrest Road
- Trail section under Coit Road bridge
- Trail section from Knoll Trail to the west end of the station platform
- Plano Parkway Trail bridge
- Jupiter Road Trail bridge
- Trail section at 12th Street Station from K Avenue to Municipal Avenue
- Various trail sections at intersections where the Silver Line and Veloweb Cotton Belt Hike & Bike Trail cross a major street (just within the limits of the street Right-of-Way (ROW))
- Trail sections associated with Downtown Carrollton Station area trail improvements funded by Congressional Earmark
 - Trail from Broadway through Carrollton Station up Denton Drive until it joins the existing COC trail system.

Phase 2 is the connection of critical Phase 1 trial bridges to make usable trail sections, and primarily serves the historically disadvantaged areas in the cities along the length of the trail with various trail sections and selected bridges. As of June 1, 2023, below is a list of the specific work areas for Phase 2:

- Trail in Addison from east of Surveyor Boulevard to Dallas Parkway West southbound frontage road
- Midway Trail bridge
- Majority of the trail sections in the City of Dallas
 - Exception – Cypress Waters area from Sanders Loop to Moore Road
 - Exception – Campbell Road to Preston Green Park
- McKamy Trail bridge
- Majority of the trail in Richardson
 - Exception – Renner/Synergy Bridge
 - Exception – trail from Red Moon Way to City Line Drive (to be constructed by developer)
- Trail from Municipal Avenue to Shiloh Road in Plano

DART is looking to NCTCOG and partnering cities to figure out the funding sources for the Phase 3 elements. Phase 3 are trails and bridges to be built after Silver Line rail is in revenue service once additional funding is available. As of June 1, 2023, below is a list of the specific work areas for Phase 3:

- Trail and bridges in Grapevine
- Trail and bridges in Coppell
- Trail and bridges in Carrollton except for the Downtown Carrollton Station area trail improvements funded by Congressional Earmark
- Cypress Waters area from Sanders Loop to Moore Rd
- Campbell to Preston Green Park
- Renner/Synergy Bridge in Richardson (if determined feasible)

The Veloweb Cotton Belt Hike & Bike Trail is funded by NCTCOG and multiple cities with assistance from DART. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

What work activities are involved in Phase 1 and Phase 2 of the Veloweb Cotton Belt Hike & Bike Trail?

Answer:

Thank you for participating in the DART Silver Line Dallas District 12 Community Meeting. North Central Texas Council of Governments (NCTCOG)/DART is focusing on what needs to be built at the same time as the DART Silver Line Regional Rail Project. It would be difficult to build certain portions of the Veloweb Cotton Belt Hike & Bike Trail after the completed construction of the DART Silver Line Regional Rail Project. Phase 1 work is primarily bridges and Phase 2 work consists of key connections to those bridges and additional bridges. Areas where Phase 1 and Phase 2 work will occur include: Dallas North Tollway, White Rock Creek, Plano Parkway, Hillcrest Road, Custer Road, Jupiter Bridge, Grapevine Creek, Midway Road, McKamy Branch, Synergy Park Boulevard/Renner Road, and Spring Creek Bridge. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

Based on what has been stated, Phase 1 and Phase 2 of the Veloweb Cotton Belt Hike and Bike Trail are funded. However, if Phase 3 doesn't get funded, then the communities would have sections of unusable trail, correct?

Answer:

Thank you for participating in the DART Silver Line Dallas District 12 Community Meeting. There should not be any unusable trails, just trail sections that have not been built. North Central Texas Council of Governments (NCTCOG)/DART are focused on developing logical connections. There will be some bridges built as part of the work activities in Phase 1 that will have the connecting trail built as part of the Phase 2 work activities. The Phase 3 work activities will not be built until funding is available. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

Are the Veloweb Cotton Belt Hike & Bike Trail plans available for the public to see the progress of a certain section of the trail? I am interested to know the plans for the triangular piece of land behind my property as well as the design for the trail head across the street. I believe the City of Dallas recently agreed to purchase the property. Is there any information you can provide me with?

Answer:

Thank you for participating in the DART Silver Line Dallas District 12 Community Meeting. Yes, the DART Silver Line Project Team can provide you with plans for specific sections for the Veloweb Cotton Belt Hike & Bike Trail. Your property is 140 feet away from the Veloweb Cotton Belt Hike & Bike Trail and 215 feet away from the Silver Line track. The Veloweb Hike & Bike Trail is designed to be located on that triangular shaped property which is privately owned. The City of Dallas will need to purchase it in the future as DART is not building this portion of the Veloweb Cotton Belt Hike & Bike Trail as a part of the Silver Line Project. Please contact the City of Dallas to inquire about timing of the purchase of the property and construction of the Veloweb Cotton Belt Hike & Bike Trail. For any additional questions regarding this section please email the City of Dallas Parks & Recreation Department, Jared White at Jared.White@dallascityhall.com or North Central Texas Council of Governments, Kevin Kokes at KKokes@nctcog.org. If you have any additional questions regarding DART and the Veloweb Cotton Belt Hike & Bike Trail, please contact Keith D. von Kohn with the Silver Line project team at kvonkohn@azb-engrs.com. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

I have a question about the DART Committee of the Whole meeting on April 18, 2023. There was an item 19 that was an [Approval to Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcel DE3-004-WE Located at or near 17717 Coit Road, in Dallas, Texas for the Silver Line Regional Rail Project and Authorize Eminent Domain Proceedings for This Parcel, if Necessary](#). Where is that located in the picture and what would that be for? What is the diagram of the proposed land DART wants to take? What is the proposed use for DART?

Answer:

Thank you for participating in the DART Silver Line Dallas District 12 Community Meeting. The image shown on slides 23-25 of the presentation depicts the relocation of the water line. DART needs a waterline easement at Adventure Landing and in front of Palencia Apartments to accommodate the relocation of the Dallas Water Utilities water line. View the presentation at to review slides 23-25:

[https://dartorgcmsblob.dart.org/prod/docs/default-source/silverline/meeting-presentations-2023/district-12-meetings/final-dallas-d12-community-meeting-\(05-17-23\).pdf?sfvrsn=4aabb4a3_1](https://dartorgcmsblob.dart.org/prod/docs/default-source/silverline/meeting-presentations-2023/district-12-meetings/final-dallas-d12-community-meeting-(05-17-23).pdf?sfvrsn=4aabb4a3_1)

Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

How does DART expect to make all these changes to University Place's entrance without engaging the property owner? How can the City of Dallas consider providing permits without consulting the property owners? For example, there is a Plan Development Ordinance that prohibits a resident from changing their own neighborhood or property, but DART is able to make these changes without consultation with property owners. For example, the guardhouse is our private property, how is DART's construction that will raise streets (i.e., Coit Road, Sugar Cane Way) going to affect it? What is the distance between the guard house and the retaining walls?

Answer:

Thank you for participating in the DART Silver Line Dallas District 12 Community Meeting. DART contacted the developers prior to homes being built in the subdivision, notifying them of the future DART Silver Line (Cotton Belt) Project and the impacts that would occur at the property entrance should it not be relocated. DART has since attempted numerous times to set up meetings with University Place and attempts by DART to collaborate with University Place have been unsuccessful. The area in which DART is working is located within the public Right-of-Way (ROW). Sugar Cane Way is a public roadway. DART is putting forth their best efforts to construct the roadway in a manner to not touch the guardhouse. Per the drawings, the guardhouse is located approximately two feet on either side from the retaining wall that DART will construct in the public ROW. DART's goal is to maintain the integrity and access to the guardhouse from the back with a retaining wall built around the front. DART believes building retaining walls around the guardhouse is the best course of action. Visibility from the guardhouse will still exist and the guardhouse will still be operational. As DART's request for the as-built drawings was not fulfilled for the guard house, it is difficult for DART to plan how to reconstruct the guardhouse should this be the desire of the University Place community. DART believes the best approach is to leave the guardhouse in its current location untouched. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

DART have made very recent attempts through University Place’s attorney. We’ve asked for information before setting up a meeting with DART which was not provided.

Answer:

Thank you for participating in the DART Silver Line Dallas District 12 Community Meeting. DART has provided the plans to the attorney representing University Place. DART understands the position of the community; however, DART has provided the attorney with the requested Silver Line plans and has also requested the as-build plans for the guardhouse from your attorney. As of this meeting tonight, the attorney has not provided the as-build plans for the guardhouse. DART is willing to participate in a meeting hosted by Councilmember Cara Mendelsohn to speak with residents of University Place and the HOA to work through these issues. DART has reached out to Councilmember Mendelsohn for a date and time for this meeting, however the details of this meeting have not been provided to date. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

In addition to property and impeding the guardhouse, there are other changes to the neighborhood. For example, signage, decrease in the property’s aesthetic attributes. All these things had to be agreed upon before the neighborhood can be built. The way DART is talking about reconstructing the road there is not even a way under these plans to replicate the neighborhood entrance. Things as simple as landscaping at the intersection will now be behind the feet of retaining wall. How does DART think this is okay to do this without engaging the property owners or residents? How would the City of Dallas approve any of these things that are changes that all had to be laid out to build the neighborhood in the first place?

Answer:

Thank you for participating in the DART Silver Line Dallas District 12 Community Meeting. DART contacted the developers prior to homes being built in the subdivision notifying them of the future DART Silver Line Project and the impacts that would occur to the property entrance and guardhouse. DART is not impeding access to the guardhouse. There are no safety impacts regarding the guardhouse. The door to the guardhouse is ADA compliant to meet the standards of the City of Dallas. DART is willing to participate in a meeting hosted by Councilmember Cara Mendelsohn to speak with residents of University Place and the HOA to discuss these issues. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

Phase 2 for the Coit Road bridge is now through 2025? Is that now the date plus or minus a few months for the service initiation, 2025?

Answer:

Thank you for participating in the DART Silver Line Dallas District 12 Community Meeting. DART announced earlier this year that the latest anticipated opening date for the DART Silver Line Regional Rail is likely the end of 2025 or early 2026. Hillcrest Road and Coit Road construction are going to be the last elements to be completed. Once DART completes Hillcrest Road and Coit Road then DART will be able to perform a complete testing of the entire rail line. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

Please explain why Meandering Way was delayed. Why was the schedule pushed back? Do your contractors alert homeowners when they are going to lose power? We had an incident where a very nervous parent of a baby called about the loss of power. We did call the hotline and found that it was not DART, but someone else. However, in the future could you instruct your contractors if they are going to cut power to give neighbors notice.

Answer:

Thank you for participating in the DART Silver Line Dallas District 12 Community Meeting. DART experienced unanticipated utilities that were not in the original drawings AWH received from the City of Dallas. DART and AWH do alert residents of any impacts resulting from the construction of the DART Silver Line Regional Rail Project. The power outage was not a contractor of the DART Silver Line Project. DART has no record of any power strikes/outages in this area due to the work of AWH or its subcontractors. There may have been work by another entity in the area that caused the outage. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

Wasn't there a discussion that sound walls are effectively useless if you are going to have these giant swaths underneath them? I know you have it for drainage. Are there any plans to back fill the space underneath the sound walls?

Answer:

Thank you for participating in the DART Silver Line Dallas District 12 Community Meeting. Yes, there will be ballast under the wall. The images shown on slide 50 depict an incomplete section of the corridor,

To view the presentation visit: [https://dartorgcmsblob.dart.org/prod/docs/default-source/silverline/meeting-presentations-2023/district-12-meetings/final-dallas-d12-community-meeting-\(05-17-23\).pdf?sfvrsn=4aabb4a3_1](https://dartorgcmsblob.dart.org/prod/docs/default-source/silverline/meeting-presentations-2023/district-12-meetings/final-dallas-d12-community-meeting-(05-17-23).pdf?sfvrsn=4aabb4a3_1)

Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

[Dallas City Council Resolution 18-0488](#) states that for the DART Silver Line Regional Rail Project all infrastructure will be at or below existing grade. So, good luck with that.

Answer:

Thank you for participating in the DART Silver Line Dallas District 12 Community Meeting. The AREMA definition from section 3.4.2 Highway/Railroad At-Grade Crossings of the AREMA manual, more specifically in section 3.4.2.1 General states, "Highway/railroad at-grade crossings are locations where highways and rail lines cross each other at the same grade." Industry standard for "at-grade" means they cross at the same grade "at-grade." Otherwise, it would be "grade separated." Hillcrest Road and Coit Road are grade separated sections of the corridor all other roadways in North Dallas are at-grade. Excluding North Dallas where freight operations are abandoned, the DART Silver Line corridor does share portions of rail with freight operations. The DART Silver Line has double tracks. In some cases, the double track is sufficient. However, in other parts of the corridor there is a third track to accommodate freight operations. The DART Silver Line Regional Rail will have passenger trains running on both tracks, but not in the same portion of the corridor at the same time. DART has authority and dispatches the entire corridor and controls all movements of commuter and freight trains. DART has already petitioned the Service Transportation Board (STB) and abandoned the North Dallas corridor from freight service. DART has fulfilled its obligation to abandon operation of freight in North Dallas. DART must clear its own trains through the North Dallas corridor which requires an 18.5-foot clearance, the minimum clearance allowed, for DART's commuter trains. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

DART's mobile website incorrectly states that the Dallas District 12 Community Meeting is next week, Thursday, May 25, 2023. DART did not advertise the schedule change from Thursday, May 25, 2023, to Wednesday, May 17, 2023. DART is not advertising the Dallas District 12 Community Meetings well to the public, especially the schedule changes. Unless a community member is participating in the meetings, they would not receive notification of the meeting. People in this room did not receive notification from DART's email and short message service (SMS) notification platform.

Answer:

Thank you for your continued interest in the DART Silver Line Regional Rail Project. The Project Team provided fliers about the date change at the DART Silver Line Dallas District 12 Community Meeting held on April 27, 2023. This information was also included in the April meeting presentation. DART communicated with the City of Dallas' Assistant City Manager, Robert Perez, on several occasions to inform him and the City of Dallas staff of the change. DART also updated the DART Silver Line Project website with the new date prior to the meeting. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

What are DART's expectations for ridership on opening day for the DART Silver Line Regional Rail Project from the City of Plano to the Dallas Fort Worth International Airport? What are the revenue projections versus the cost structure of the DART Silver Line Regional Rail Project?

Answer:

Thank you for your continued interest in the DART Silver Line Regional Rail Project. The project's goal is to build a first-class rail system that will serve the communities of North Texas. Please note that like all DART capital projects, the DART Silver Line Regional Rail Project revenue is based on sales tax revenue, rather than fare revenue. The estimated average daily ridership programed in the FP is approximately 5,630 per day when the service opens in late 2025 or early 2026. Annual revenue is estimated to be approximately \$1.8 million when service opens in late 2025 or early 2026. Annual operating expenses are anticipated to be \$27.5 million when the service opens. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:

Question:

From the City of Richardson to the Dallas-Fort Worth International Airport, how many riders per day is DART expecting?

Answer:

Thank you for your continued interest in the DART Silver Line Regional Rail Project. As noted in Section 5.1.2 of the FEIS/ROD, the 2040 ridership projection for the Silver Line is 11,160 daily riders. Please let us know if you have any additional questions or comments by emailing the Project Team at SilverLine@DART.org.

Contact:
