



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

Summary for Silver Line Community Meeting – City of Dallas

Thursday, August 4, 2022, at 6:30 p.m.

- Dallas City Council member for District 12 Cara Mendelsohn opened the meeting with a statement. Ruben Landa gave the presentation for the meeting. The presentation included an update on the Silver Line Regional Rail Project, design-build status, construction activity, vehicle update, development of the Hike and Bike Trail, and community outreach meetings. John Hoppie, Christine DeCoudreaux, Landa and Dee Leggett answered questions submitted by the audience.
- Location: Campbell Green Recreation Center | 16600 Park Hill Dr, Dallas, TX, 75248,
- 219 attendees including Dallas Council Member Cara Mendelsohn with 1 media news team and 4 DART Board Leadership

Attendee Questions/Comments:

Question:

I asked questions to AWH, and I still have not been provided answers. When will you answer my questions?

Answer:

Your answers are included in this document.

Question:

Please provide the complete Dallas ILA.

Answer:

Upon discussion with staff and DART legal, you will need to submit an Official Open Records Request for this document. For more information on how to submit an open records request, please visit the following website: <https://dart.org/about/public-access-information/reports-and-policy-information>

Question:

Where can you go to experience something similar to what the Silver Line will be like?

Answer:

In Grapevine, you can experience what the Silver Line will be like. The TexRail is made by the same makers as our train, however, ours will be their newest model and will incorporate more sound mitigation measures such as bafflers, wheel skirts and HVAC enclosures. Grapevine also does not have sound absorbing walls around their system, in fact, they have no walls at all. There is a station at this location so there will be additional noise such as the rail announcements and you will hear the noise of the train starting and stopping. As there is not a stop close to your home, this is noise you will not experience from the Silver Line.

Harvest Hall - Food court
815 S Main St
Grapevine, TX 76051



It is at the Hotel Vin directly next to the Downtown Grapevine Station.

Question:

What is the anticipated decibel level of the train passing by?

Answer:

The noise generated by the vehicle will be absorbed by the wall. As identified in the FEIS, all noise impacts are being mitigated. Sound levels are reduced by both distance and sound walls.

Per the FEIS - Noise Mitigation: DART will eliminate noise impacts by implementing quiet zones at at-grade crossings, installing approximately 15-foot high noise barriers (from top of rail) in sections adjacent to the tracks near locations with noise impacts. Noise from grade crossing bells will be mitigated by adjusting the bell volume to the minimum industry standard level of 75 noise decibels (dBA) at 10 feet or by installing acoustic shrouds covering the back half of the bells. The 75 dBA is beyond the limits allowed by the FTA for infrequent events in a residential area. (Category 2)

Land Use Category	Ground-Borne Vibration Impact Levels (VdB re 1 micro-inch /sec)			Ground-Borne Noise Impact Levels (dB re 20 micro-Pascals)		
	Frequent Events ¹	Occasional Events ²	Infrequent Events ³	Frequent Events ¹	Occasional Events ²	Infrequent Events ³
Category 1: Buildings where vibrations would interfere with interior operations.	65 VdB ⁴	65 VdB ⁴	65 VdB ⁴	N/A ⁴	N/A ⁴	N/A ⁴
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

¹ "Frequent Events" is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.

² "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.

³ "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.

⁴ This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

⁵ Vibration-sensitive equipment is generally not sensitive to ground-borne noise.

Source: FTA, May 2006

The FEIS Section 4.14 identifies the assumption that noise levels were projected based on the DART DMU vehicle noise specification, the Project's Operating Plan and the prediction model specified in the FTA guidance manual. Based on analytical estimates, the noise level generated at an operating speed of 45 mph is estimated to be 75 dBA measured at a distance of 50ft from the train. Additionally, the vehicle manufacturer has

committed to be less than the maximum 76 dBA at 50 ft from the train as stipulated by the technical specification in the vehicle contract.

Question:

We do not want the train to be higher than the current top of the current grade of Coit. This should not happen, and we need this to be lower than the road because it will be a noise hazard to University Place. It is supposed to be only 12ft as per the original agreement ILA with the city says it should be only 12ft from the ground. Coit should always have 4 lanes open at all times.

Answer:

Thank you for your comment; however, at this time DART has been given direction by the City Manager to proceed in progressing the 10% design of Coit Road. Sound from the train will be mitigated with the use of noise walls as well as additions to the actual vehicle such as wheel skirts, bafflers and HVAC enclosures. The University Place residentially adjacent property owners will be receiving 15-foot noise walls from top-of-rail. Due to the 15-foot beginning from top-of-rail, the walls will actually be 17-18 feet tall. The noise walls will be the absorptive (Durisol) material on the trackside. The neighborhood side of the wall will be pre-cast concrete. DART and the City of Dallas are working together to determine the final construction and traffic coordination of Coit Road.

Question:

What is the mpg of the train? If all federal vehicles are to be electric by 2035, does a diesel hybrid make sense? Can you switch to electric?

Answer:

The average MPG is anticipated to be between 1-2 MPG based on what TexRail is experiencing. The selected diesel electric vehicle is discussed in Section 2.3.2 of the FEIS/ROD. Vehicles operating in the Silver Line (Cotton Belt) Corridor must be compliant with FRA requirements since the passenger rail will share much of the corridor with freight operations. (No freight will operate in North Dallas.) As such, overhead catenary cannot be used as they are incompatible with freight clearances. No, it cannot be switched to electric due to the previously stated reasons.

Question:

Why did DART ignore the EIS that states the train should run in a trench?

Answer:

DART studied both the tunnel and trench options for the Silver Line during the planning phase of the project and was determined to be unwarranted for implementing a safe and accessible commuter rail system. Tunneling and/or trenching was not feasible and unattainable due to the number of underground utilities, detrimental environmental impacts and public safety issues including the required fire and life safety systems that are necessary to operate rail transit in a tunnel and/or deep trench facility. DART has more than a 30-year history of designing and implementing at-grade rail transportation systems like the Silver Line. This includes the safe design and construction of the at-grade crossing protection systems being implemented along the Silver Line consistent with industry best practices and standards.

Question:

Why are you still moving forward with this project considering you will never pay for the cost of the upkeep and ongoing costs?

Answer:

Thank you for your comment.

Question:

When will you provide a new EIS?

Answer:

The Federal Transit Administration (FTA) has completed its review of this Silver Line document. The final Memorandum to File with response to comments is available on the Silver Line Website (<https://www.dart.org/about/expansion/silverline.asp#memo>). The FTA has determined that the Phase E Hillcrest Road Design modifications would not result in any substantial impact to the quality of the human environment, and the November 2018 FEIS/ROD remains valid.

Question:

Why are you opposed to a new EIS? Why are you ignoring our requests for additional sound barriers and trenches?

Answer:

The FTA has determined that the Phase E Hillcrest Road Design modifications would not result in any substantial impact to the quality of the human environment, and the November 2018 FEIS/ROD remains valid. An additional sound barrier has been granted, therefore, closing the gap located in University Place. DART studied both the tunnel and trench options for the Silver Line during the planning phase of the project and was determined to be unwarranted for implementing a safe and accessible commuter rail system. Tunneling and/or trenching was not feasible and unattainable due to the number of underground utilities, detrimental environmental impacts and public safety issues including the required fire and life safety systems that are necessary to operate rail transit in a tunnel and/or deep trench facility.

Question:

Will the gap in the wall at University Place between Pinyon Ln. and Sage Ln. be closed?

Answer:

Yes, NCTCOG has chosen to fund the extension of the wall, therefore, closing the gap where PISD land is located.

Question:

Why did DART ignore the EIS that state the train should be run in a trench?

Answer:

DART studied both the tunnel and trench options for the Silver Line during the planning phase of the project and was determined to be unwarranted for implementing a safe and accessible commuter rail system. Tunneling and/or trenching was not feasible and unattainable due to the number of underground utilities, detrimental environmental impacts and public safety issues including the required fire and life safety systems that are necessary to operate rail transit in a tunnel and/or deep trench facility. DART has more than a 30-year history of designing and implementing at-grade rail transportation systems like the Silver Line. This includes the safe design and construction of the at-grade crossing protection systems being implemented along the Silver Line consistent with industry best practices and standards.

Question:

What is the FTA contact information – name, phone, email, and title?

Answer:

FTA regional contact is Melissa Foreman Community Planner Federal Transit Administration
Region 6. The phone number is 202-366-4000. The mailing address is listed below.
819 E. Taylor
Room 14A02
Fort Worth, Texas 76102

Question:

Send the D-B update project schedule that is not the 4 look ahead.

Answer:

We have discontinued using this schedule view as it was confusing for many residents. Please visit AWHSilverLine.com to view weekly construction updates.

Question:

Since the work started, DART placed its “depot” behind my property, including three toilets. Is this going to be there until the end of the project?

Answer:

The port-o-cans will remain in the area until the section is completed. The number of port-o-cans is based off of the number of staff for the area and gender. They will be removed upon completion.

Question:

Rocky Top would like a community meeting to understand sound walls walking trail vs private wall and Preston trail as the diagram is inaccurate. It excludes existing brick wall.

Answer:

Dallas Area Rapid Transit (DART) takes the safety and security of all our neighbors very seriously. The Hike & Bike Trail is currently designed to be between the sound wall and the Highlands of McKamy IV and V privacy wall. We have revised the renderings and included the proper location, as shown below.

Updated Aerial View of Meandering Way



Updated View of Meandering Way Looking North



Question:

Meeting format – Can you make better use of time available, Pump House, Preston Green Park design, Traffic 2nd and 3rd order effects.

Answer:

Thank you for your feedback and support of the DART Silver Line Project. We will take your suggestions into consideration in the future.

Question:

How will Wester Way on the East/West side of Hillcrest be impacted during construction?

Answer:

AWH Public Information / Community Relations team will notify residentially adjacent property owners (RAPOs) of any upcoming activities that will impact their home. For more information regarding specific construction activity notifications (CA/CN) please visit AWHSilverLine.com or contact AWH at the project hotline 972-833-2856.

Question:

I want pumping station schematics and where water will actually be directed. My daughter lives on Oakington Court.

Answer:

Eventually, it will drain to Osage Creek due west from Hillcrest. Upon discussion with staff and DART legal, you will need to submit an Official Open Records Request for this document. For more information on how to submit an open records request, please visit the following website: <https://dart.org/about/public-access-information/reports-and-policy-information>

Question:

How many cars per morning rush hour are you calculating will exit University Place and how many cycles of traffic lights will it take to get out of the subdivision?

Answer:

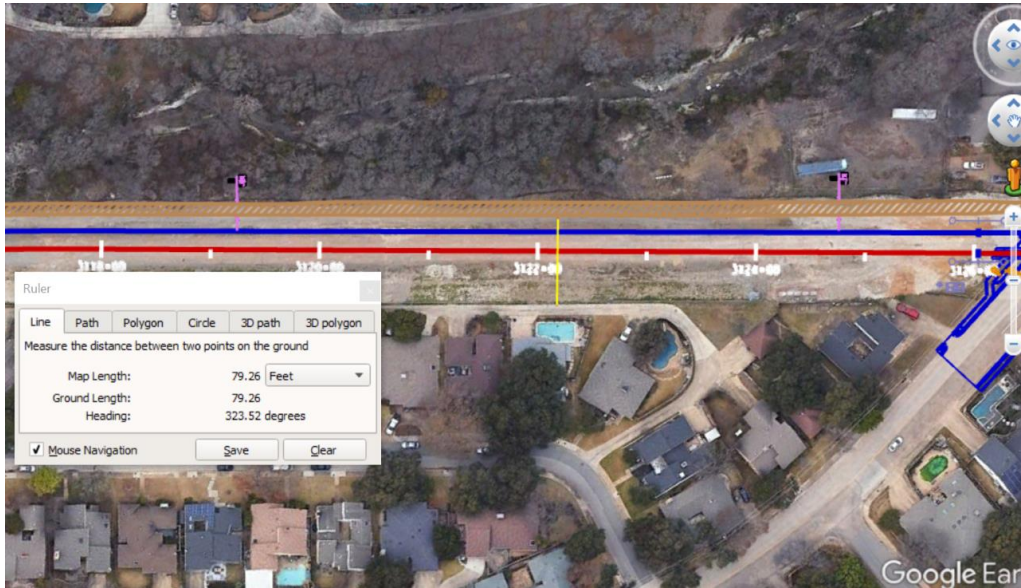
Please contact Ghassan (Gus) Khankarli, Director of Transportation with the City of Dallas at Ghassan.Khankarli@dallascityhall.com or 214-671-9957 to obtain any specific information on traffic counts or projections the city may have as this was not an area included in DART's traffic analysis required by the FEIS (Final Environmental Impact Statement).

Question:

Please have WSP e-mail the plan showing the bike path locations and distance from Alley.

Answer:

Please reference the image below for the bike path location in correlation to your address of 16963 Davenport Ct. Dallas, TX. The distance is 80' away on the north side of the guideway. Please reference the image below for the bike path location in correlation to your address of 16963 Davenport Ct., Dallas. The distance is 80' away on the north side of the guideway.



Question:

While working on Hillcrest and Coit Road, will you be working on Campbell Road simultaneously? What work does DART plan for Campbell Road?

Answer:

At the time the question was asked, the Campbell permit was with Buyers and headed off to City of Dallas for approval. Campbell work has since been approved and construction activity notifications have been distributed. Campbell Road will have daily lane closures between Davenport and Keller Springs beginning on February 6 for construction of the new drainage lines. Campbell Road will have inside median lane closures and then continuing with the road improvements and new track crossings between Davenport and Keller Springs, following the drainage line work, for construction of the new double at-grade crossing. This work is happening simultaneously with work on Hillcrest and Coit.

Question:

What is the max sound decibel that the train will produce?

Answer:

The noise generated by the vehicle will be absorbed by the wall. As identified in the FEIS, all noise impacts are being mitigated. Sound levels are reduced by both distance and sound walls.

Per the FEIS - Noise Mitigation: DART will eliminate noise impacts by implementing quiet zones at at-grade crossings, installing approximately 15-foot high noise barriers (from top of rail) in sections adjacent to the tracks near locations with noise impacts. Noise from grade crossing bells will be mitigated by adjusting the bell volume to the minimum industry standard level of 75 noise decibels (dBA) at 10 feet or by installing acoustic shrouds covering the back half of the bells. The 75 dBA is beyond the limits allowed by the FTA for infrequent events in a residential area. (Category 2)

Table 3-2
FTA Ground-Borne Vibration and Ground-Borne Noise Impact Criteria

Land Use Category	Ground-Borne Vibration Impact Levels (VdB re 1 micro-inch /sec)			Ground-Borne Noise Impact Levels (dB re 20 micro-Pascals)		
	Frequent Events ¹	Occasional Events ²	Infrequent Events ³	Frequent Events ¹	Occasional Events ²	Infrequent Events ³
Category 1: Buildings where vibrations would interfere with interior operations.	65 VdB ⁴	65 VdB ⁴	65 VdB ⁴	N/A ⁴	N/A ⁴	N/A ⁴
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

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⁽⁵⁾ Vibration-sensitive equipment is generally not sensitive to ground-borne noise.

Source: FTA, May 2006

The FEIS Section 4.14 identifies the assumption that noise levels were projected based on the DART DMU vehicle noise specification, the Project's Operating Plan and the prediction model specified in the FTA guidance manual. Based on analytical estimates, the noise level generated at an operating speed of 45 mph is estimated to be 75 dBA measured at a distance of 50ft from the train. Additionally, the vehicle manufacturer has

committed to be less than the maximum 76 dBA at 50 ft from the train as stipulated by the technical specification in the vehicle contract.

Question:

What is the penalty of higher decibel levels?

Answer:

There will not be a higher decibel level as Stadler, the vehicle manufacturer, has committed to be less than the maximum 76 dBA at 50 feet from the train as stipulated by the technical specification in the vehicle contract.

Question:

Requesting map near pumping station near Meandering Way.

Answer:

Here is a map detailing where the pump station is located in relationship to your home.



Question:

Requesting map of specific location of crossings etc. He is requesting street locations be visible on map with renderings by placing a map at the bottom of the slide because it is difficult to see on the PowerPoint presentation.

Answer:

Thank you for feedback and support of the DART Silver Line. This request has been added to future presentations.

Question:

What is the decibel level at pump station at Hillcrest, all along the line, especially Meandering Way and Dickerson?

Answer:

The noise generated by the vehicle will be absorbed by the wall. As identified in the FEIS, all noise impacts are being mitigated. Sound levels are reduced by both distance and sound walls.

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Table 3-2 FTA Ground-Borne Vibration and Ground-Borne Noise Impact Criteria						
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Question:

The crossing on Davenport is scheduled for at-grade. Due to a feasibility study based on vehicular. There is no mention of the children crossing on their way to school. Do you really think they have adult judgement to safely cross? It is not a matter of if a child dies, but when a child will die.

Answer:

The DART Silver Line project team works with all adjacent schools and ISDs to promote rail safety through our Transit Education Program and certified Operation Lifesaver staff to teach safety around rails stations and crossings. Rail crossing safety is everyone's responsibility, as it starts at home through teachers at school and within other entities. If you would like to have a presentation on rail safety, please contact us at SilverLine@DART.org

Question:

It would be better to take questions before the meeting to take the sting out of the meeting. Open communication that is genuine that doesn't have to come from upper management to answer, but a person that will continue to communicate when questions arise.

Answer:

Thank you for your feedback and support of the DART Silver Line. The DART Silver Line Project Community Engagement Representative for the City of Dallas and Project Deputy Public Involvement Lead is Christine DeCoudreaux. Please email her and DART Silver Line Project email at CDeCoudreaux@DART.org and SilverLine@DART.org.

Question:

The frequency is not high enough. One hour waits and service cutting off at 8 p.m. will be inconvenient. Run more trains with better frequency and later hours.

Answer:

The initial operating plan will include service seven days a week, with 30-minute frequency during the morning and evening peak weekday commute. The trains will operate with 60-minute frequency during the day and evenings. The final schedule is yet to be developed but will be published prior to operations. Once in operation, DART will continue to evaluate the need and adjust the schedule accordingly.

Question:

Who will maintain the invasive vegetation that will grow naturally on the wall?

Answer:

It is the homeowners' responsibility to maintain vegetation along the walls. DART is responsible up to the right of way.

Question:

How many add services have been issues for this project?

Answer:

Please clarify your question by sending a response by sending an email to SilverLine@DART.org.

Question:

What is the train schedule?

Answer:

Service will be offered seven days per week, with more frequent service during weekday morning and evening peak periods. During initial operations, weekday span of 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 revenue service from the EMF. Trains will operate in both directions every 30 minutes during the peak travel periods of 6:00 am - 9:00 am and 3:00 pm - 7:00 pm. Trains will operate in both directions every 60 minutes during the non-peak travel periods of 9:00 am - 3:00 pm and after 7:00 pm. Initial operations will include approximately 60 trains per day. Service on Saturday, Sunday, and major holidays will be from 8:00 am to 8:00 pm operating in both directions every 60 minutes throughout the day.

Question:

Will the proximity of the existing traffic light on Coit Road by Target affect the decision to place the light at Alocasia?

Answer:

No, the decision to place a traffic light at Alocasia was a request from the City of Dallas.

Question:

Why ae we talking about design details when it appears that nobody has asked if we even want a train? I have followed this project since it was announced in 2017. It's always, "how," never "if." Can we use the work you have done so far for the trail rather than a train? Why not reevaluate and ask if.

Answer:

Thank you for your comment.

Question:

What will be the miles-per gallon of the train?

Answer:

The average MPG is anticipated to be between 1-2 MPG based on what TexRail is experiencing. The selected diesel electric vehicle is discussed in Section 2.3.2 of the FEIS/ROD. Vehicles operating in the Silver Line (Cotton Belt) Corridor must be compliant with FRA requirements since the passenger rail will share much of the corridor with freight operations. (No freight will operate in North Dallas.) As such, overhead catenary cannot be used as they are incompatible with freight clearances. No, it cannot be switched to electric due to the previously stated reasons.

Question:

We want another EIS. What will it need to get another study? There have been massive changes in the area which should need another study.

Answer:

The FTA has determined that the Phase E Hillcrest Road Design modifications would not result in any substantial impact to the quality of the human environment, and the November 2018 FEIS/ROD remains valid. An additional sound barrier has been granted, therefore, closing the gap located in University Place. DART studied both the tunnel and trench options for the Silver Line during the planning phase of the project and was determined to be unwarranted for implementing a safe and accessible commuter rail system. Tunneling and/or trenching was not feasible and unattainable due to the number of underground utilities, detrimental environmental impacts and public safety issues including the required fire and life safety systems that are necessary to operate rail transit in a tunnel and/or deep trench facility.

Question:

Why has there been no effort towards educating children about being safe around trains?

Answer:

The DART Silver Line project team works with all adjacent schools and ISDs to promote rail safety through our Transit Education Program and certified Operation Lifesaver staff to teach safety around rails stations and crossings. Rail crossing safety is everyone's responsibility, as it starts at home through teachers at school and within other entities. If you would like to have a presentation on rail safety, please contact us at SilverLine@DART.org.

Question:

What are the lines of sight, and sight triangle, where streets intersection with the Silver Line?

Answer:

Please share your address so I can provide the most current information regarding your home and neighborhood as the line of sight/triangles vary by intersection. You can send an email to SilverLine@DART.org.

Question:

How do we reopen the EIS?

Answer:

The FTA has determined didn't warrant a reopening of the EIS. The FTA has determined that the Phase E Hillcrest Road Design modifications would not result in any substantial impact to the quality of the human environment, and the November 2018 FEIS/ROD remains valid. An additional sound barrier has been granted, therefore, closing the gap located in University Place. DART studied both the tunnel and trench options for the Silver Line during the planning phase of the project and was determined to be unwarranted for implementing a safe and accessible commuter rail system. Tunneling and/or trenching was not feasible and unattainable due to the number of underground utilities, detrimental environmental impacts and public safety issues including the required fire and life safety systems that are necessary to operate rail transit in a tunnel and/or deep trench facility.

Question:

Will be the pump station be loud? Will it be smelly? What impact will it have on the area?

Answer:

The pump station will not be loud or smelly as it is underground and covered by a hatch. Having this pump station will bring the area up to the City of Dallas' 2019 drainage criteria and standards and will withstand the 100-year flood.

Question:

Please add a direction compass to the diagrams and maps.

Answer:

Thank you for feedback and support of the DART Silver Line. This request has been added to future presentations.

Question:

You have said people will have to use alternate routes. Have you studied the impact of using these alternate routes?

Answer:

All detours have been discussed and approved by the City of Dallas staff prior to the start of construction.

Question:

Has there been a study of the potential ridership of the Silver Line?

Answer:

A study has been conducted regarding the potential ridership of the DART Silver Line. A detailed breakdown of these numbers can be found in the FEIS (Final Environmental Impact Statement) in Section 5.1.2/ Table 5-4.

Question:

Where will traffic rerouted from Meandering Way and Sugar Cane Way go?

Answer:

Traffic rerouted on the south side of Meandering Way at the Silver Line crossing will be routed back to McCallum Blvd. and on the north side Frankford Road. Sugar Cane Way will be a phased closing, so access will remain.

Question:

The University Place neighborhood did not exist when DART made the EIS. This should change things enough to need a new EIS.

Answer:

University Place had been platted prior to the FEIS and the residential units were accounted for in the noise vibration analysis.

Question:

Is there a working example of the pumping station people can look at for a comparison?

Answer:

No, there is not in the area; however, the pump station will be equipped with pumps sized to handle a 100-year storm event with redundant capacity in accordance with City of Dallas criteria. The pump station design includes a wet well measuring 28 feet by 18 feet and contains three main pumps and one jockey pump to meet the City of Dallas storm drainage criteria with redundant capacity. The proposed main pumps are designed to have a capacity of 2,200 GPM (Gallons per Minute) and 4.9 CFS (Cubic Feet per Second). The current design jockey pump has a capacity of 450 GPM and 1 CFS.

Question:

DART ridership is down, so why do we need another train line?

Answer:

Thank you for your comment.

Question:

What work does DART plan for Campbell Road?

Answer:

Campbell permit is with Buyers then off to CITY OF DALLAS for approval. Once approved, we plan to distribute construction activity notification. Currently this is all tentative for late January. The work most likely will be phased, we will have more details once the permit is finalized.

Question:

Making fun the questions, and the people asking questions, is not professional.

Answer:

Thank you for your comment.

Question:

Where will the water moved by the pumping station go?

Answer:

Eventually it will drain to Osage Creek due west from Hillcrest.

Question:

Why does the question-and-answer session not last longer?

Answer:

Thank you for your comment. We will look into extending the question-and-answer portion.

Question:

Is the design of the Preston Ridge trail settled?

Answer:

Park and trail redesigns are conducted by the City of Dallas. This is not of the scope of the DART Silver Line project.

Question:

Has DART considered traffic mitigation on all levels? Has this consideration involved the community?

Answer:

DART/AWH work with the various cities to determine traffic control measures surrounding construction.

Question:

There is a gap in the EIS for the sanitary pump on Coit Road. Where will the sound walls, that are close to homes, start and end?

Answer:

The sound wall in this area will be continues there will not be a break for the sanitary pump on Coit Road.

Question:

Will the traffic lights at the University Place make it harder to get in and out?

Answer:

No, they will make it easier and more consistent.

Question:

There is a lot of community concern. When did this begin?

Answer:

Service along the corridor has been in plan since 1983 Service Plan. DART purchased the Right-of-Way in 1990. In August of 2016, DART announced that the project would be fast tracked and secured funding.

Question:

DART needs to reevaluate the sound walls at University Place. The sound walls should not contribute to sound and light pollution in the area.

Answer:

Thank you for your comment.

Question:

Will there be work hours on Sundays?

Answer:

The work hours agreed upon between DART and the City of Dallas are from 7 a.m. to 9 p.m. on weekdays and 9 a.m. to 7 p.m. on Saturdays. DART has agreed to not work on Sundays.

Question:

Has DART agreed to the additional safety measures outlined in the field diagnostic that incubated over neighbors and councilwoman?

Answer:

Yes, 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, pedestrian gates, and adequate lighting, to mitigate the potential for accidents involving pedestrians and cyclists.

Question:

Where will the soundwalls actually be located?

Answer:

They are identified in the FEIS and will be 12 ½ feet off the rail. Please see December 7, 2022 - District 12 Community Meeting presentation.

Question:

Has there been a calculation about increased traffic accidents with the construction?

Answer:

No.

Question:

Have there been any changes to the trail? Councilwoman Mendelsohn said she was with DART representatives, and they assured her the trail would be in the same place as we were told and there was 12 feet available plus the 2 feet on either side. I agree with her that it does not look like it is possible.

Answer:

DART is working closely with the City of Dallas to ensure that the trail will fit.

Question:

When will fare service for the train begin?

Answer:

The starting date is mid-2026.

Question:

Is requesting when will she receive all of the questions and answers from this meeting?

Answer:

DART will provide Councilwoman Cara Mendelsohn a notice of Q/A that she can release to residents to read all of the findings from this meeting.

Question:

Will the work shut down the Hillcrest intersection for six months?

Answer:

Yes. Completing the work of dropping the road under the Silver Line tracks will need six months.

Question:

Is the Silver Line project working on Knoll Trail?

Answer:

Yes, Knoll Trail station is the only City of Dallas station. It is located at 15292 Knoll Trail Drive Dallas, Texas 75248.

Question:

The intersection of the Silver Line and Meandering Trail will be at grade and is a quiet zone. How will DART keep pedestrians safe?

Answer:

A train operator may use the train horn to signal if they see people on the tracks. Also, the intersection will use gates, crossing arms, lights, and alarms to alert people when a train approaches. People should educate children about best practices using a railroad crossing. Our project team is certified in Operation Lifesaver. If you would like a presentation, email us at SilverLine@DART.org.

Question:

What is the purpose of the pumping station.

Answer:

The Hillcrest Road will be below grade where it crosses the Silver Line. The pumping station will keep it dry and passable to traffic in the event of rain and storms. The currently proposed pump station is equipped with pumps sized to handle a 100-year storm event with redundant capacity in accordance with City of Dallas criteria. The proposed pump station design includes a wet well measuring 28 feet by 18 feet and contains three main pumps and one jockey pump to meet the City of Dallas storm drainage criteria with redundant capacity. The proposed main pumps are designed to have a capacity of 2,200 GPM (Gallons per Minute) and 4.9 CFS (Cubic Feet per Second). The current design jockey pump has a capacity of 450 GPM and 1 CFS.

Question:

Does the current design of the train and the route permit a trench? What problems would a trench for the train solve?

Answer:

DART studied both the tunnel and trench options for the Silver Line during the planning phase of the project and was determined to be unwarranted for implementing a safe and accessible commuter rail system. Tunneling and/or trenching was not feasible and unattainable due to the number of underground utilities, detrimental environmental impacts and public safety issues including the required fire and life safety systems that are necessary to operate rail transit in a tunnel and/or deep trench facility. DART has more than a 30-year history of designing and implementing at-grade rail transportation systems like the Silver Line. This includes the safe design and construction of the at-grade crossing protection systems being implemented along the Silver Line consistent with industry best practices and standards.

Question:

May we have access to data? What will the alternate routes be?

Answer:

All construction activity/notifications, which include alternate routes can be found at AWHSilver.com.

Question:

When did the Silver Line plan begin to have two sets of tracks? How much of the plan has changed?

Answer:

The plan always included double tracking.

Question:

We want reasonable access to files? The proposed sound walls are unacceptable. What is the difference between the plan and the presentation given tonight?

Answer:

The most current information is available on the DART.org/SilverLine website. If you are unable to find what you are looking for, please email us at SilverLine@DART.org. Thank you for your comment.

Question:

When will DART submit sound studies for the pump station and the proposed sound walls?

Answer:

The FTA has determined that the Phase E Hillcrest Road Design modifications would not result in any substantial impact to the quality of the human environment, and the November 2018 FEIS/ROD remains valid. An additional sound barrier has been granted, therefore, closing the gap located in University Place. DART studied both the tunnel and trench options for the Silver Line during the planning phase of the project and was determined to be unwarranted for implementing a safe and accessible commuter rail system. Tunneling and/or trenching was not feasible and unattainable due to the number of underground utilities, detrimental environmental impacts and public safety issues including the required fire and life safety systems that are necessary to operate rail transit in a tunnel and/or deep trench facility.

Question:

How do you submit comments?

Answer:

Comments can be submitted via email at SilverLine@DART.org

Question:

DART purchased the homes in my neighborhood. Why? Will DART demolish these houses?

Answer:

AWH and DART needed subsurface access to the neighborhood and so pursued the houses to get the access. The current plan is to sell the home when the project is complete.

Question:

We don't have time to process everything and ask good questions. When did the plans for the project costs, and Sugar Cane Way, change? How do you get to your time estimates?

Answer:

DART, AWH, and the City of Dallas are working together. They are adjusting the plan as necessary. The city requires the construction to come in many phases. The closure of Sugar Cane Way will be short term, but construction will take months.

Question:

What is the length of the left-turn lane on Coit Road in the final plan?

Answer:

The turn lane will be extended to the maximum allowed and will remain safe and compliant with local, state, and federal laws.

Question:

Will DART honor its agreement on the depth of Coit Road?

Answer:

DART will adhere to the ILA and agreements made with the Dallas City Manager.

Question:

How will DART handle drainage along Sugar Cane Way and Coit Road?

Answer:

The design of the entire Silver Line corridor meets all local municipal standards for drainage design. This includes the recently revised City of Dallas 2019 drainage criteria and standards. Specific to Hillcrest Road, all design plans and calculations related to storm drainage are being submitted to the City of Dallas Transportation Department and Dallas Water Utilities (DWU) for review and approval.

Question:

DART has not addressed community concerns. Questions are not answered. Why not use below grade passages for pedestrians crossing the Silver Line? When will DART address our concerns?

Answer:

The plans for the Silver Line do not include below-grade passages for pedestrians due to below-grade passages in these areas not meeting safety standards. Also, in order to go below grade, major underground utilities would have to be relocated which is not feasible.

Question:

Will Sugar Cane Way get a traffic signal?

Answer:

Yes. Sugar Cane Way will receive a traffic light.

Question:

There are two schools (in North Dallas) near the Silver Line. How will DART keep children crossing the intersections safe?

Answer:

The DART Silver Line project team works with all adjacent schools and ISDs to promote rail safety through our Transit Education Program and certified Operation Lifesaver staff to teach safety around rails stations and crossings. Rail crossing safety is everyone's responsibility, as it starts at home through teachers at school and within other entities. If you would like to have a presentation on rail safety, please contact us at SilverLine@DART.org.

Question:

How many trains will run during the school day?

Answer:

There will be about two trains passing along the route every hour. The number of trains passing during the school day will depend on the length of the school day.
