Dallas Area Rapid Transit (DART) Cotton Belt “Silver Line” Project
Quarterly Update Meeting
Richardson and Plano Community Stakeholders
Courtyard Theater, Plano, TX
July 22, 2019
How to Stay Informed

- Visit www.DART.org/cottonbelt
- Email Cottonbelt@DART.org
- Attend meetings regularly
- Sign up for project alerts at www.DART.org/cottonbelt
- DART HOTLINE 972-833-2856
- Mail your Community Engagement Representative

let’s go.
DART Community Engagement Representative

Chris Walters
cottonbelt@dart.org
214-749-3280
Design-Build Team Update

• 30% Design Packages - Currently in review
  — Track, Grade Crossings (Ave N), US75 Alignment

• UT-Dallas & CityLine/Bush Stations – 60% design submittal to
  DART in 1st Quarter 2020

• 12th Street & Shiloh Road Stations – 60% design submittal to
  DART in 2nd Quarter 2020
Pre-Construction Activities

• Activities on DART Right-of-Way
  – On-site photography / videography
  – Survey
  – Geotechnical investigations and soil samples
  – Utility identification

• Design

• Coordination with others
  – Quiet Zone coordination with cities
  – Hike & Bike Trail Coordination
Design-Build Team Update

Dec 31, 2022

Design/Build: Overall Final Design and Construction

Design/Build: 30% Design

Design/Build: 60% Design

Design/Build: Final Design

Design/Build: Construction

Testing

Revenue Service
TYPICAL CROSS SECTION
Hike and Bike Trail on 1 side
Base Landscape Site Components

- SHRUBS - PARKING SCREENING
- VISIBILITY TRIANGLE
- ENTRY PLANTING
- SHRUBS - PARKING SCREENING
- TURFGRASS
- STREET TREES
- PARKING ISLANDS
- PARKING TREES
- STATION TREES

Meets City / DART Policies

- STREET TREE 5 CALIPER MIN.
- SITE/PARKING TREE 3 CALIPER MIN.
- SHRUBS - PARKING LOT SCREENING MIN. 5 CAL. 30" SP.
- REQUIRED ENTRY OR INTERIOR PLANTING SHURBS OR GROUND COVER PER CITY ORDINANCE
- TURFGRASS SOLID 50% DEGREE OF GRASS COVERAGE
- LANDSCAPE EDGING COMMERICAL GRADE STEEL EDGING 12" W/ STRIKES AT 600 CSO

COTTON BELT Regional Rail Corridor
Elements of Continuity - Center Platform:

- Boarding Platform – 350’
- Canopy (Weather Protection) – Standard Color
- Branding Pylon – Standard Color
- Trackway Crosswalks
- Warning Strip
- Passenger Amenities
  - Seating, Lighting, Windscreens, Bike Racks, Trash Receptacles, Bus Shelters
Center Platform
Center Platform
Elements of Continuity – Side Platform:

- Boarding Platform – 350’
- Canopy (Weather Protection) – Standard Color
- Branding Pylon – Standard Color
- Trackway Crosswalks
- Warning Strip
- Passenger Amenities
  
  *Seating, Lighting, Windscreens, Bike Racks, Trash Receptacles, Bus Shelters*
Side Platform
Side Platform
DART Station Art & Design Program

• Station will have elements of continuity and community reflection
• Opportunity for community input – Site Specific Art Installation
  – Platform surface, column finish, pedestrian railing, coatings on steel
• Use systematic workshop process to reach consensus within budget
  – Materials, colors, and patterns
DART Station Art & Design Program

Predecessor Activities

• 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

• 30-day notice of Art & Design kick-off meetings
DART Station Art & Design Program

UT-Dallas, CityLine/Bush

• Community Orientation Meeting – Late September 2019

• Site tour & key items identified – Early October 2019

• Workshop 1 Artistic value statements & brainstorming – Late October 2019

• Workshop 2 Options & estimates presented with feedback and selection – Mid January 2020
DART Station Art & Design Program

12th Street LRT and Silver Line Station, & Shiloh Road

• Community Orientation Meeting – Late November 2019
• Site tour & key items identified – December 2019
• Workshop 1 Artistic value statements & brainstorming – Early February 2020
• Workshop 2 Options & estimates presented with feedback and selection—Early April 2020
DART Station Art & Design Program

Example

Arapaho Station

Downtown Plano Station
UT Dallas Station

Station Facts

- **Platform Type:** Side
- **Parking Spaces:** 248
- **Bus Bays:** 5
- **Bus Routes:** 3

Projected Daily Ridership

- **Opening Day:** 700
- **2040:** 850

**Mode of Access %**

- **Bus Transfer:** 63%
- **Drive:** 5%
- **Walk:** 32%

Key Community Comments

- Supported by City of Richardson
- Supported by UT-Dallas
- Seen as complement to planned development
- Serves future students but not current students

Station Benefits

- Access to UT Dallas campus
- Near-term shared use parking with UTD opportunity for shared structure parking long-term
- Transit-Oriented Development opportunities adjacent to platform
- Adjacent to two large employers
Key Community Comments
• Supported by City of Richardson
• Supported by CityLine developers and businesses
• Seen as complement to existing and planned development
• Seen as multimodal transit hub

Station Facts
Platform Type: Side
Parking Spaces: Existing
Bus Bays: Existing
Bus Routes: 4

Projected Daily Ridership
Opening Day: 1,000
2040: 1,380

Mode of Access %
Rail Transfer: 70%
Bus Transfer: 8%
Drive: 11%
Walk: 11%

Station Benefits
• Transit-Oriented Development
• Serves CityLine
• Large employment centers
• DART Red Line connection
12th Street Station

Key Community Comments
• Supported by City of Plano
• Envisioned as development catalyst
• Seen as complement to planned development
• Seen as multimodal transit hub

Station Facts
- Platform Type: Side
- Parking Spaces: 314
- Bus Bays: 5
- Bus Routes: 1

Projected Daily Ridership
- Opening Day: 200
- 2040: 370

Mode of Access %
- Rail Transfer: 46%
- Bus Transfer: 8%
- Drive: 32%
- Walk: 14%

Station Benefits
• Additional Red Line/Cotton Belt transfer opportunity
• Part of Plano’s 10-Year vision to extend downtown Plano to the south and create pedestrian-oriented development corridor
• Parking serves entire station complex
**Shiloh Road Station**

**Station Facts**
- Platform Type: Center
- Parking Spaces: 672
- Bus Bays: 2
- Bus Routes: 2

**Projected Daily Ridership**
- Opening Day: 400
- 2040: 660

**Mode of Access %**
- Drive: 47 %
- Bus: 13 %
- Walk: 40 %

**Key Community Comments**
- Supported by City of Plano
- Support for terminal station parking
- Interest expressed in extending line eastward

**Station Benefits**
- 146,000 Residents with 5 mile track shed
- End of line commuter park-and-ride
- Access/visibility from major arterial
- Bus connections to industrial employment areas
Base Vehicle Overview
Base 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
• Vehicle Business System (VBS)
• CCTV System
• Number of Seats per Vehicle: 230
Base Vehicle Overview

- Passenger Car
- Passenger Car
- Cab Car
- Cab Car
- Engine Compartment
Convenient bicycle racks within the train allow riders to store their bike on board and out of passengers’ paths during the trip.

The design of the entrance area is centered on integration, clarity, and modularity. The required interface modules such as the emergency brake, emergency door opening, and normal door buttons are clearly marked and integrated into the columns at an optimal location.
Base Vehicle Overview - Interior

Lighting is one of the most important elements for modern train design. A light strip running along the middle ceiling section illuminates the passenger compartments with diffused light.

The overhead luggage carriers form a continuous horizontal element throughout the compartment. Items placed on the carriers can be seen from the seat, so passengers are less likely to forget their belongings.
Wheelchair users can board the train easily from the platform and find convenient seating in close proximity to the entrance. The wheelchair areas in the FLIRT3 are equipped to provide the same level of comfort as the other passenger compartments.

The interior layout is not only light and open, but also offers a range of functional benefits. The rigorous modular construction, which follows a basic grid structure, reduces the number of different parts required and thus life-cycle costs.
How to Stay Informed

- Visit www.DART.org/cottonbelt
- Email Cottonbelt@DART.org
- Attend meetings regularly
- Sign up for project alerts at www.DART.org/cottonbelt
- DART HOTLINE 972-833-2856
- Mail your Community Engagement Representative
DART Community Engagement Representative

Chris Walters
cottonbelt@dart.org
214-749-3280
Dallas Area Rapid Transit
Cotton Belt “Silver Line” Project