



Silver Line Station Areas Plan Public Engagement Activities:

Community Survey

May 31 - July 14, 2023

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Purpose and Function

As part of the public engagement process for the Silver Line Station Area Plan, the City of Plano conducted a community survey online from May 31 to July 14. The web-based survey was a compilation of 44 questions promoted to the entire Plano community and available to all via the City's website. The goal of the survey is to understand residents' concerns, attitudes, opinions, experiences, and needs with regard to the future development of and around the Dallas Area Rapid Transit (DART) Silver Line stations at 12th Street and Shiloh Road. Community surveys are powerful tools because they can be used to engage everyone within an area, even those who aren't typically active within the community. The results of this community survey provide valuable insights into what the people envision for the station areas, thereby aiding in the local decision-making processes that are happening now and will happen in the future.

The survey was promoted to Plano community members and received 264 responses hosting a variety of questions and hosted a variety of questions from multiple choice and yes/no type questions, to ranking and multi-answer questions. In addition to variable question formats, the survey also inquired about a number of topics including: demographics, user preferences, land use, transportation/mobility, visioning, and quality of life. The survey will help Plano decision-makers gain an understanding of community desires, existing features, and opportunities in order to provide sustainable and efficient planning and development solutions specific to each station area. The survey provided a means through which community members could digitally and anonymously voice their opinions of the form and function of the future station areas. It is through insights from engagement activities like this that the City of Plano has gained a deeper understanding of community wants and needs.

Overview of Survey Findings

Based on the survey, several insights were revealed from the responses of the Plano community members.

- Of the 264 respondents to the survey, roughly 65% live elsewhere (outside of study areas) in Plano and 18% work elsewhere (outside of study areas) in Plano.
- Most survey respondents visit the 12th Street Station a few times a month, 50% on weekends (Saturday and Sunday) and the other half during the weekdays (Monday through Friday) for dining options (53%), just passing through (49%) or shopping (36%).
- Conversely, 23% of respondents rarely (less than once a year) visit the Shiloh Road Station area and if they do, they are just passing through (54%) during the week.
- Over 66% of responses indicate residents rarely ride DART (31% a few times per year), but 35% indicated they are likely to ride the incoming Silver Line due to its improved connections to Dallas/Fort Worth International Airport (50%).
- Throughout the survey, these several topics were mentioned repeatedly as primary concerns surrounding the new stations:
 - Increased noise and traffic from transient users
 - Cleanliness and safety enforcement in and around the stations
 - Concentration of homelessness (see above)
- Respondents identified active ground floor uses with a variety of dining options, shops and restaurants as attractive features for the Silver Line stations, as well as convenient and accessible pedestrian walkways and sidewalks designed with enhanced lighting and crime preventative urban design features to promote public safety.

12th Street Station

The survey prompted respondents to provide feedback on the stations individually. The overarching desire for the 12th Street Station is safe and easy pedestrian access, as well as access surrounding amenities and downtown.

- 51.59% of the respondents would like to see a mixture of business and service uses that include a variety of like retail shops, neighborhood food markets, as well as unique dining and casual cafes for a meal or coffee throughout the day. While 42.86% of the respondents would also like to see more diverse and attractive housing options to help support downtown's economy activity, identity, and success, that would provide additional customers for the businesses located in downtown.
- Survey respondents believe that the most needed development types in the station area, ranked in order, are: (1) green space, parks, and recreation; (2) neighborhood-scale retail/commercial space (grocery stores, pharmacies, restaurants, cafes, etc. without residential above); and (3) mid-rise (5 to 9 stories) mixed-use development with commercial/retail shops and dining on the bottom floor with multiple floors of diverse housing options above (which should include affordable workforce housing for moderate income residents and local workers).

- When prompted to choose among a number of potential recreational amenities, respondents prioritized the following; walking trails (67.46%), bike trails (53.97%), a community garden (28.57%), and an outdoor amphitheater (26.98%), that include amenities like landscaping and shade features/structures, public restrooms, water fountains, crosswalks, wide sidewalks, and lighting for comfort.

Shiloh Road Station

The survey prompted respondents to provide feedback on the stations individually. The overarching desire for the Shiloh Road Station is safe and accessible access to and from the DART station and surrounding amenities, leveraging the potential of the DART station as a commuter station.

- The top three land uses that respondents want to see in the Shiloh Road Station area are: (1) dining/cafes (unique places for a meal or coffee throughout the day); (2) public open spaces (dynamic parks, greenspaces, recreational amenities, plazas, etc.); and (3) a mixture of business and services uses (everything from retail shops to neighborhood food markets).
- Greenspace, parks, and recreation (52.81%), neighborhood-scale retail/commercial spaces (grocery stores, pharmacies, casual/fast dining, cafés/coffee shops), and affordable workforce housing are most needed and appropriate in the station area to accommodate local workers and compliment the industrial employment sectors located south of the station.
- Respondents highlighted walking trails and bike trails as recreational opportunities that should incorporate landscaping and shade features, shade structures, parks and open space, restrooms and trash cans (in order of preference).
- Respondents want to see more sidewalks, streetlights, crosswalks, bike lanes, public transit infrastructure, and parking available at the Shiloh Road station to ensure safety, accessibility, and functionality for both short-term commuters and longer-term DFW airport travelers.
- The feedback indicated that more restaurant and housing options should be made available for station users. Respondents felt it was highly desirable to add more: restaurant options (56.79%), mixed-use residential options with retail on the first floor and residential units on the floors above (40.48%), and incubator spaces for startup businesses (35.8%) to better serve Shiloh riders, residents, and the area economy.
- Public space amenities that add and define character in the Shiloh Road station area were incredibly desirable with respondents wanting to add lighting and safety features (88.1%), street trees and shade (86.75%), wide sidewalks and crosswalks(82.14%), landscaping/planters (69.14%), dedicated bike lanes/parking (63.41%), and comfortable outdoor seating and sidewalk dining (63.41%).

The community wants each station to be identifiable/recognizable to users, provide the highest and best uses, and maintain safe and comfortable amenities that encourage ridership and development/redevelopment efforts. Each station will have a unique character that encourages regular ridership via urban design amenities like shade, public art, benches, bathrooms and trash receptacles, as well as important safety features like crosswalks, sidewalks, and lighting. With the 12th Street station complimenting Downtown Plano and the Shiloh Road station serving as an employment hub, each station's specific needs and issues need to be addressed to ensure the highest and best use of the area's resources, as well as increase ridership and local economic development over time.

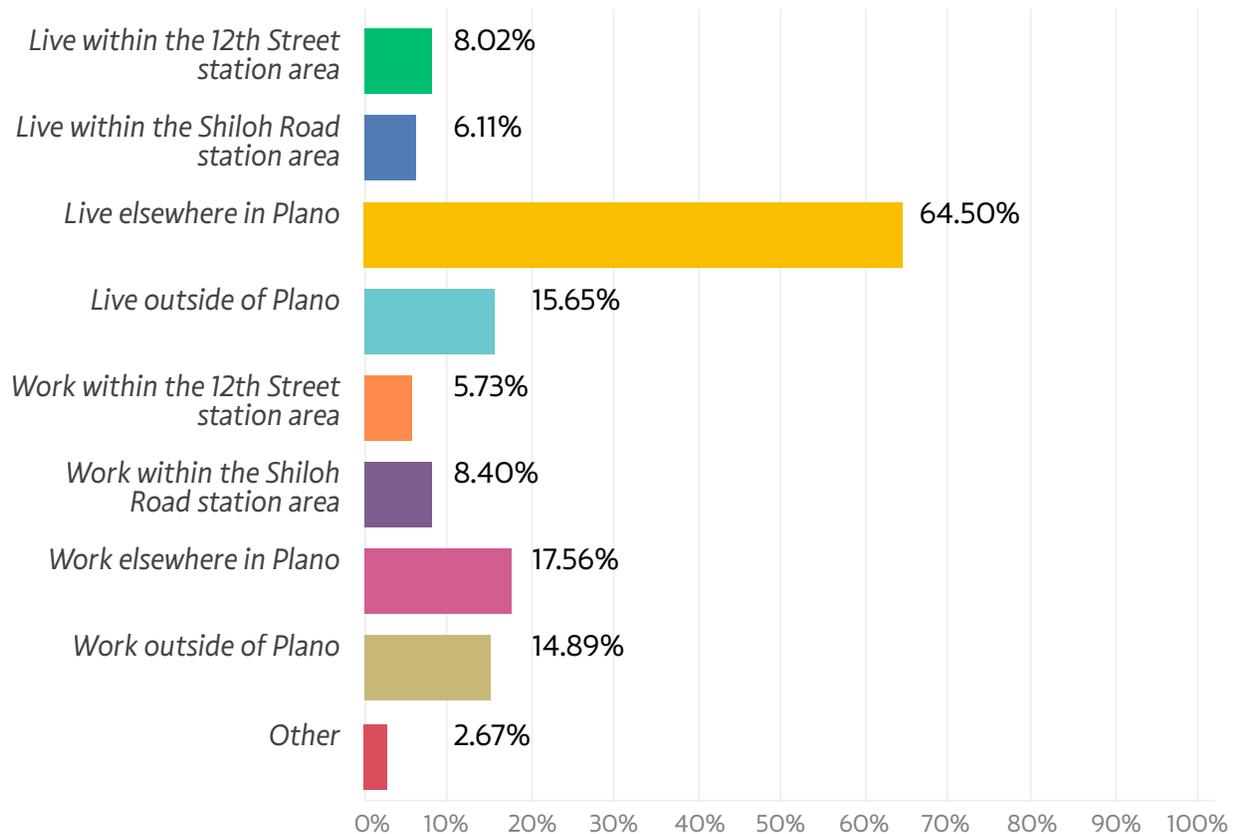
Full Documentation of Responses

Public Survey

Question 1:

Do you live and/or work in the station areas (as defined in the map on the following page)?
(Select all that apply).

Answered: 262 | Skipped: 2

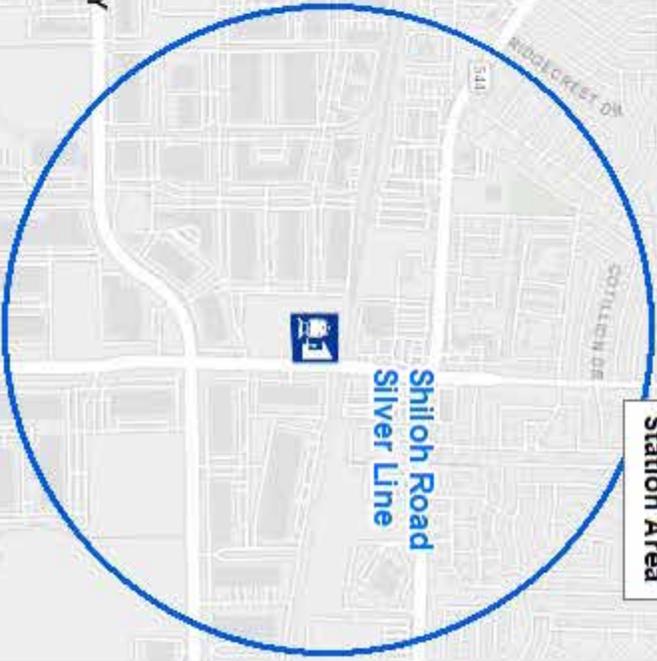


CENTRAL EXPY



12th Street Station Area

JUPITER



Shiloh Road Station Area

Legend



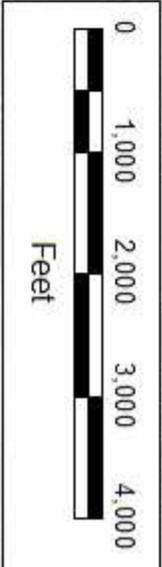
DART Stations



Half-Mile Station Buffer Red/Orange Line



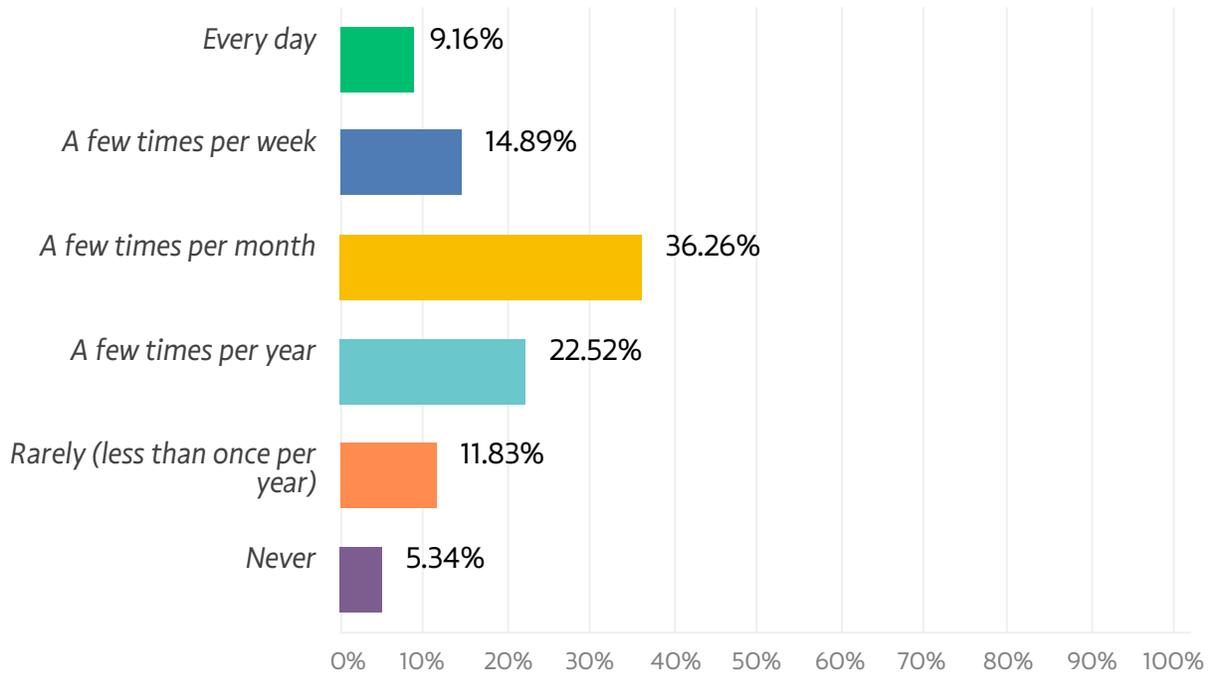
Half-Mile Station Buffer



Question 2:

How often do you come to the 12th Street station area (as defined in the map on the following page)?

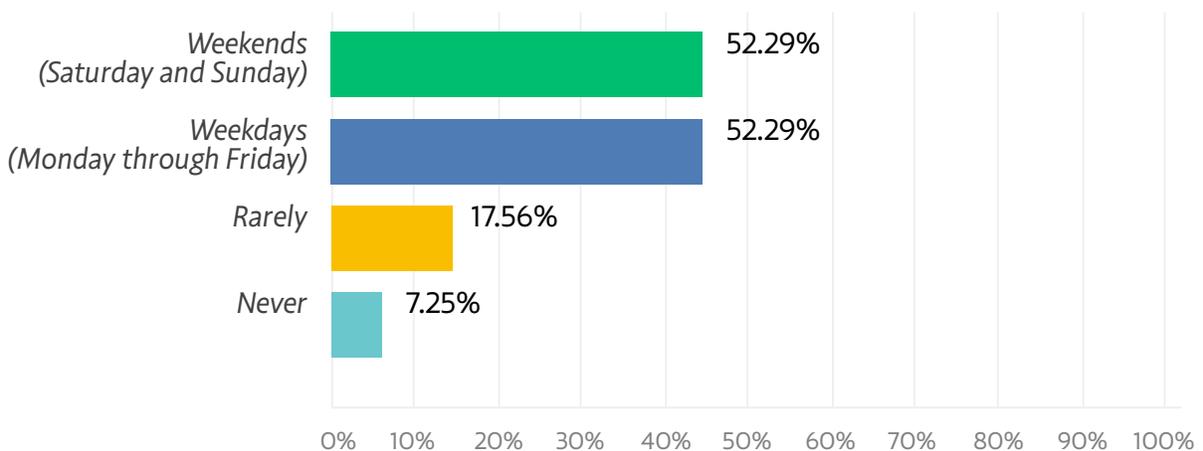
Answered: 262 | Skipped: 2



Question 3:

What days of the week do you come to the 12th Street station area? (Select all that apply).

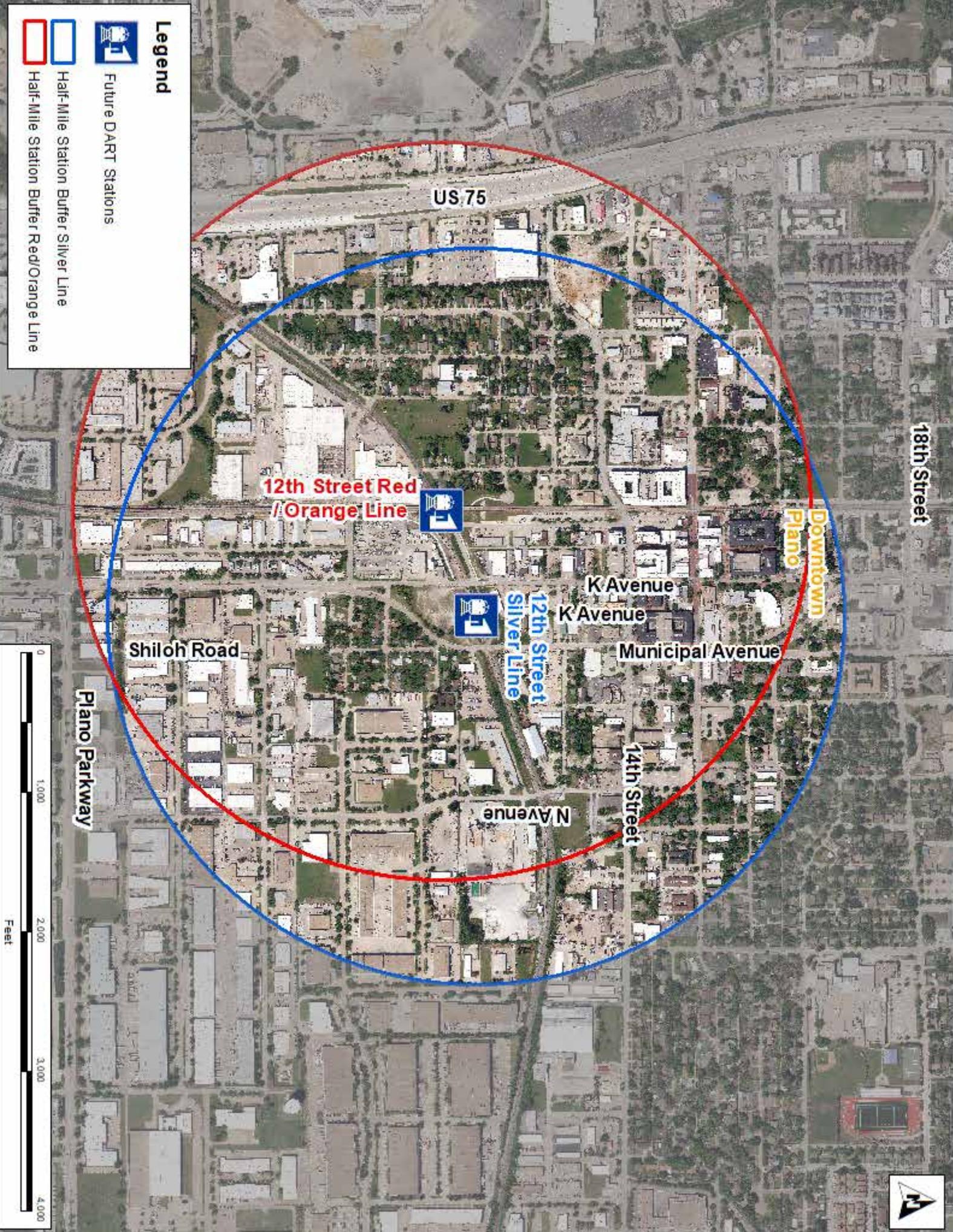
Answered: 262 | Skipped: 2





Legend

-  Future DART Stations
-  Half-Mile Station Buffer Silver Line
-  Half-Mile Station Buffer Red/Orange Line



18th Street

Downtown
Plano

K Avenue
K Avenue

Municipal Avenue

14th Street

N Avenue

12th Street
Silver Line

12th Street Red
/ Orange Line

US 75

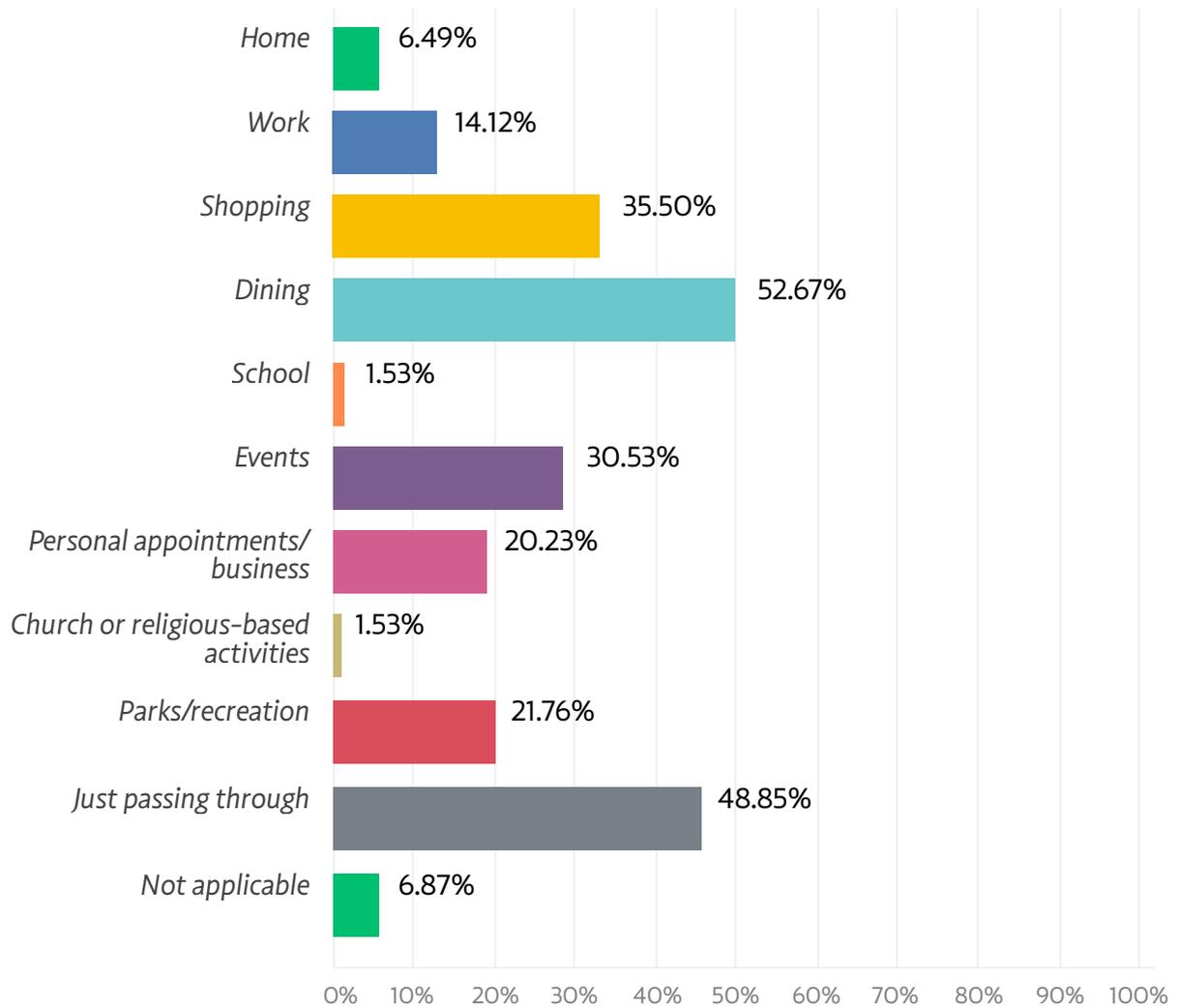
Shiloh Road

Plano Parkway

Question 4:

For what purpose do you typically come to the 12th Street station area? (Select all that apply).

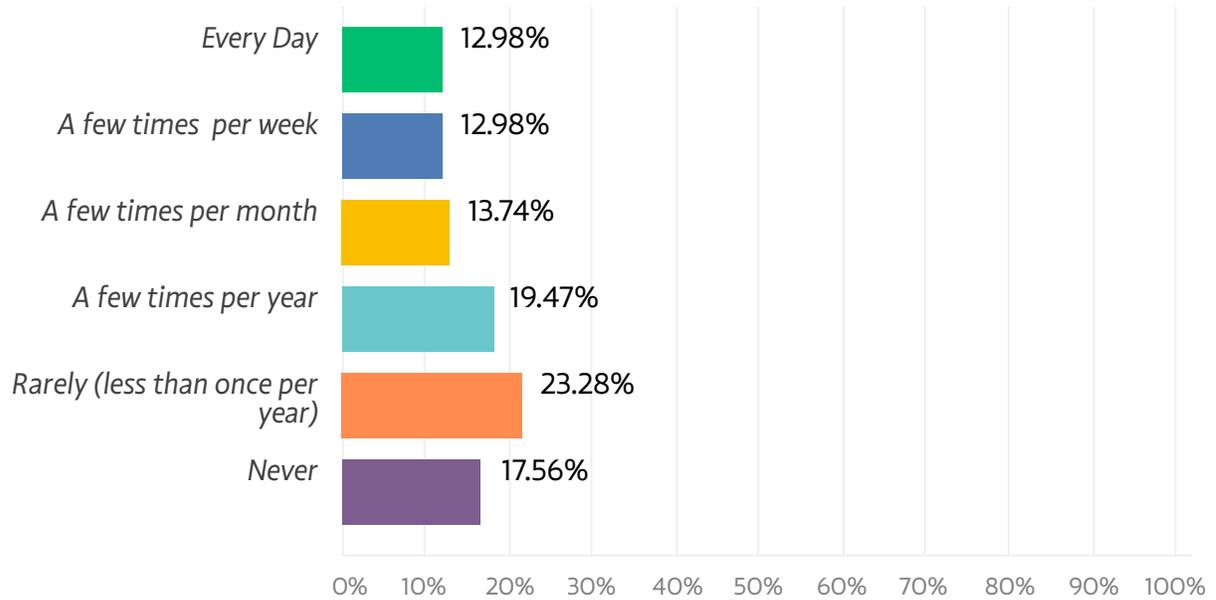
Answered: 262 | Skipped: 2



Question 5:

How often do you come to the Shiloh Road station area (as defined in the map on the following page)?

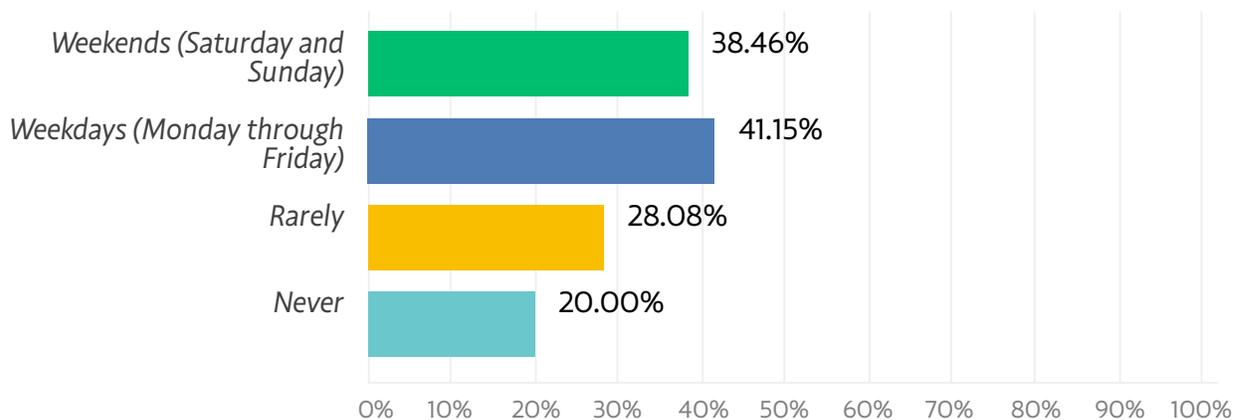
Answered: 262 | Skipped: 2



Question 6:

What days of the week do you come to the Shiloh Road station area? (Select all that apply).

Answered: 260 | Skipped: 4





Legend

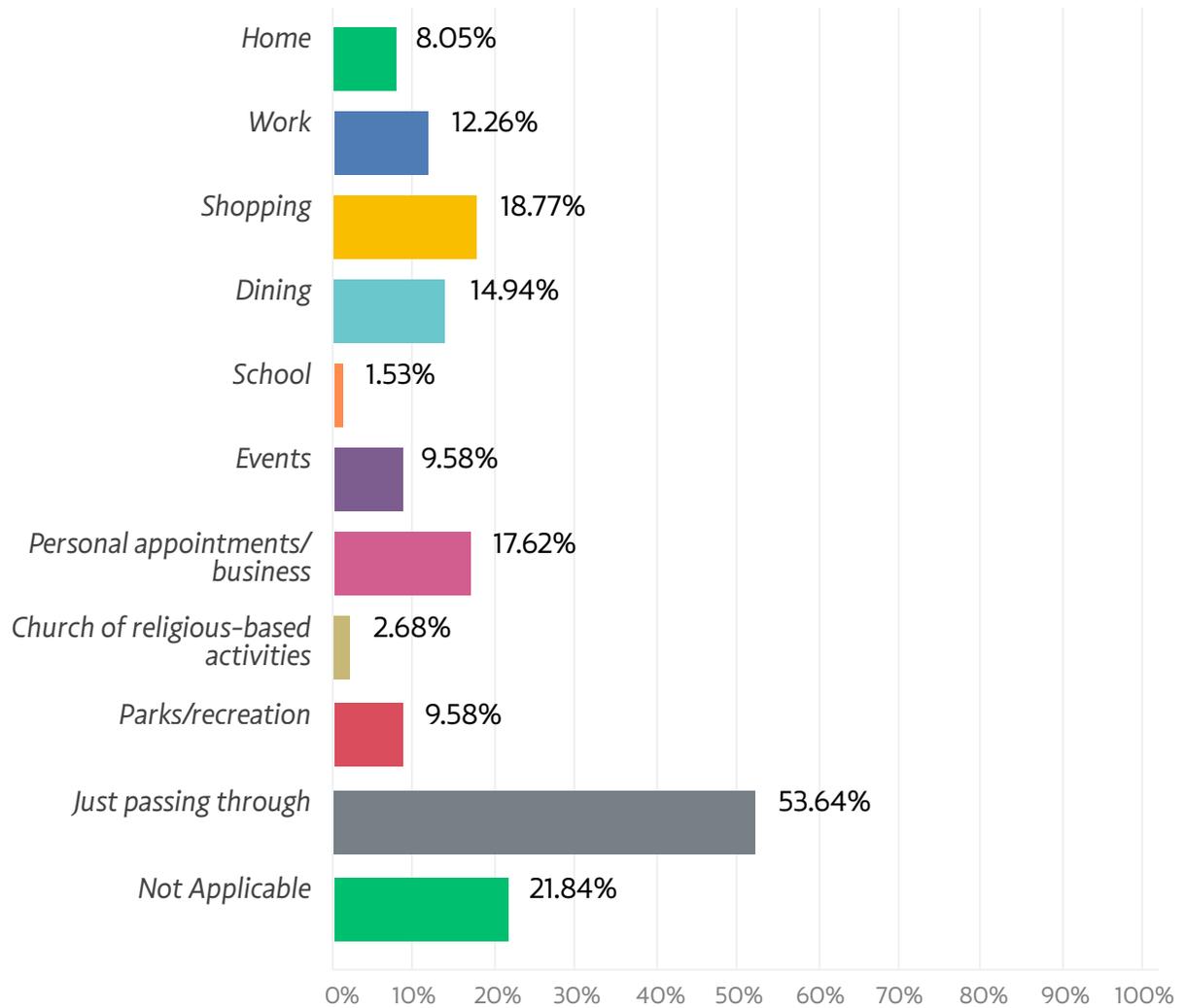
-  Future DART Stations
-  Half-Mile Station Buffer Silver Line



Question 7:

For what purpose do you typically come to the Shiloh Road station area? (Select all that apply).

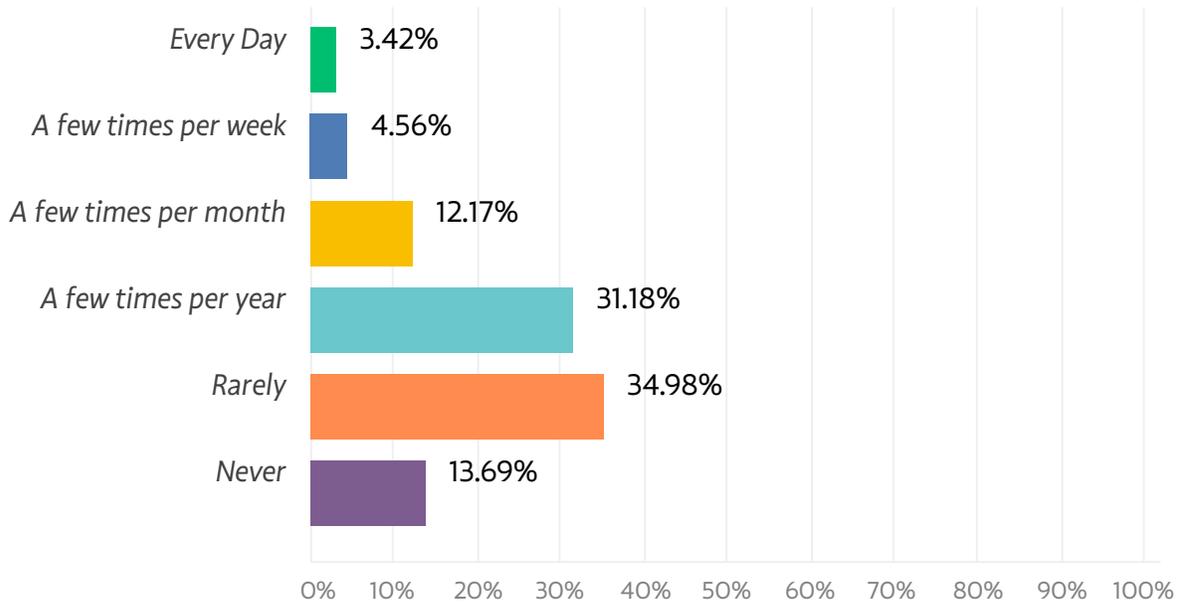
Answered: 261 | Skipped: 3



Question 8:

How often do you ride DART (either bus, rail, or both)?

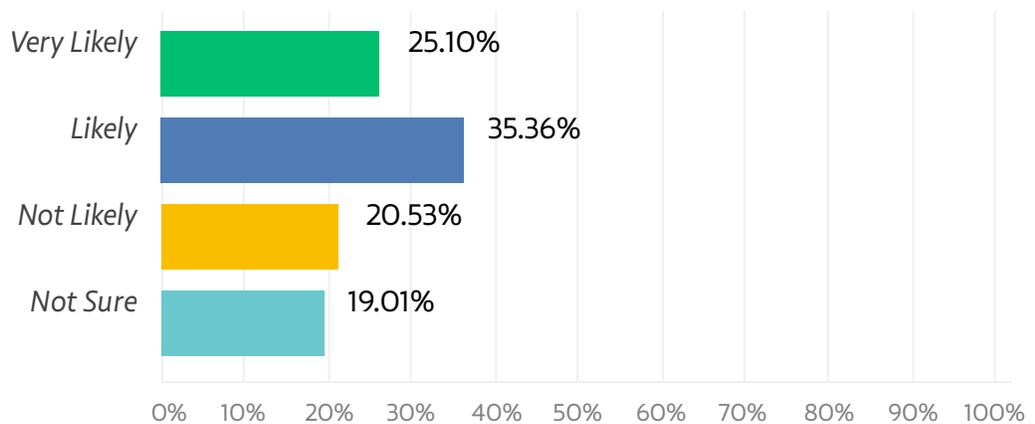
Answered: 263 | Skipped: 1



Question 9:

How likely are you to ride the incoming DART Silver Line?

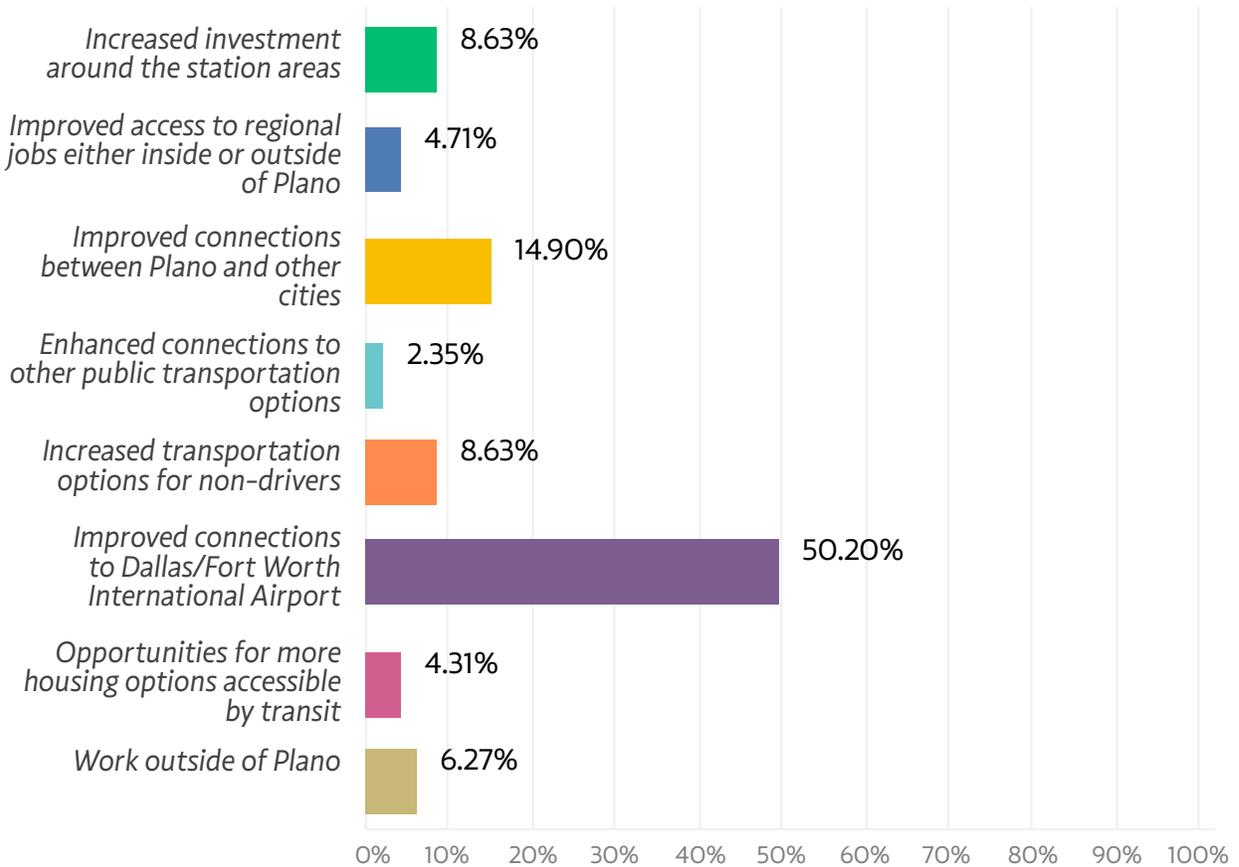
Answered: 263 | Skipped: 1



Question 10:

What do you think will be the biggest benefit of the new Silver Line stations?

Answered: 255 | Skipped: 9



Question 11:

Do you have any concerns about the new Silver Line stations? Please type your response below.

Answered: 134 | Skipped: 130

- We live just outside the Shiloh buffer and we worry about the noise and increased traffic / transients.
- Only weekday service was mentioned in some of the literature I read. 7 day a week service would be important to me to improve access to both airports and Ft. Worth.
- No
- City of Plano will be paying even more money to DART and this line will be underused as the whole DART in Plano, instead Plano should use these funds to fix the roads for example.
- I am concerned that the already strained traffic patterns will be exacerbated by adding this type of park and ride to the area. I really don't see much benefit to this project to the area.
- Increased foot traffic near my work's parking lot might lead to more crime.
- Increased traffic and longer commute time to work
- Will bring more homeless people to those areas that will not be monitored by security.
- Cleanliness and safety
- I'm concerned that the trains won't run often enough or late enough to be useful for UTD students or when arriving at DFW on a late flight. I'm also concerned about the lack of bathroom facilities on the existing Red Line stops and whether that mistake will be repeated with the Silver Line. People riding the train need bathrooms and it's frankly ridiculous to allow NIMBY-ism to make our public transit system less humane and accessible.
- Making sure that it is easily accessible to foot/pedestrian traffic as well as car traffic. Making sure that they have restrooms so that people who need to use the dart can have accessible toilets. Comfortable seating for while people wait
- Since the downtown Plano DART station opened it is often crowded with riders from Allen and McKinney. There's no doubt in my mind that the Silver Line with experience the same issue, so while I'd like to utilize it for business travel to DFW, I'm wondering whether it will actually benefit Plano citizenry. I suspect that parking and crowding will discourage me from doing so.
- I have concerns about the entire. Train system. At one time we used the train exclusively to go into Dallas. But now, security on the trains is so poor that I know longer feel safe , let alone take my family. I don't have a problem with folks using the trains to get out of extreme weather or to get to services offered in other communities . But, until you enforce ticketing and protect people from assault, I won't tide the trains anymore.
- Increased crime, increased indigent population
- Parking problem, increase in homeless people
- The lack of security at the stations and on the trains makes me very hesitant to use it unless it is a day with heavy traffic.
- Increase of homeless population in my area. Increase of crime. Noise. Increase of parked cars in neighborhood. Pollution. Home will lose value.

- I'm not convinced the dollars that Plano spends on DART are well spent. Denton provides bus service for a fraction of what Plano spends on Dart. Development is possible w/o DART (see Legacy West).
- Nope
- Just like the DART rail line that ends at Parker Rd this line will deliver crime and vagrants to the area where I live and work. Is it a coincidence that this line will stop at the Salvation Army center? No. Should be a interesting winter when the vagrants flock in for the winter.
- None at this time
- It will bring more crime, drugs and problems to our area! I M VERY concerned about it
- The two red line Plano stations are really close together. Also, not much development around Shiloh station, it is very industrial.
- I only hope the cities infrastructure starts preparing for the line. I hope the areas thrive with new shopping, dining and entertainment. Our area needs more entertainment closer to home.
- These Silver Line stations are in great locations and will encourage people to ride in order to help reduce car traffic, road congestion, and air pollution as our region continues to grow rapidly!
- None. I love that DART is going hard on public transport.
- I'm concerned with Plano's lack of walkability. With a strong trend of more than 65% of Millennials and Gen Z electing to live in walkable cities, Plano is bound for a brain drain and mass emigration if urban planning trends do not begin moving towards a walkable future.
- No concerns, just my thanks for your awesome planning and commitment to non-auto transportation.
- I am concerned that it will have lots of crime on board like the Red Line.
- Concerned about the crowd that is typically congregated around the Dart stations. But, it is an opportunity to create an architecturally significant or art scape to increase the perceived value of the stops.
- No
- Road speeds and traffic flow must remain at current levels. Do NOT remove lanes or reduce speeds. Vehicle travel should not become harder because of this.
- I'm mostly concerned about poor land use around the stations. I'm hoping for a dense and walkable area that has a lot of opportunities for fun, grocery shopping, and decent rent that I can get to and from easily by DART from the UTD campus.
- Would like to see zoning changes that encourage mixed-used development around the stations to increase ridership and increase the appeal of the surrounding areas and make them a destination
- Shiloh Rd needs bike / ped connectors in all 4 directions; the sidewalks in that area are nonexistent. Would be best if you make a connection on the SW side of the station thru the parking lot to Technology Drive. At 12th st, the walk/bike path to the South should be restored, it's a really important connector across 190. Also would be great if Plano made a real path from the 12th st station, to the North into the downtown area.
- Please don't create large free or paid parking areas directly around the stations. Put them somewhere else or use valet parking.
- Don't build big parking lots
- Crime, homelessness, train derailment and train hitting vehicles and pedestrians, increased traffic delays

- Would like the area to be more walkable
- Please plan secure bike lockers and bike paths to get to the stations.
- Increased crime in my neighborhood.
- No, but some DART stations I feel are underutilized. It's really helpful to have lots of stuff to do by DART stations, I love going to downtown Plano by DART there's a lot of good activities there. I want Shiloh and 12th Street to also have lots of activities within walking distance and connections to DART buses and GoLink
- Safe, long-term parking for DFW
- Low income housing displacement.
- After living in Japan, it's all very underwhelming. There's so much more opportunity to invest in stations and make them convenient for commuters by including space for retail, grocery, restaurants, etc.
- I think the housing around the stations isn't dense enough for transit oriented development as well as the need for population growth in Plano. I hope Plano decides to densely develop the area around these stations so more people can take advantage of the silver line
- Worried about the increase of homeless/vagrant DART light rail riders getting off and loitering at the Shiloh Station. It's a continuing issue at Parker Road station and nothing is done about it.
- Attracting undesirable people who have no business in Plano
- I am worried that anti-development forces will stop Plano from designing great, dense, transit-oriented-development around the two new stations
- My concern is that the immediate area surrounding the stations won't be dense/walkable enough.
- I am concerned that future development around the stations may end up not being dense multifamily housing, and also concerned that it may not mix uses enough. Any development should include affordable housing and a significant amount of retail in very close proximity to each other, ideally in the same buildings, and I hope that any development is held to a strict standard of minimum density, walkability, and affordability.
- No
- The land use plan surrounding these new stations might not complement the billions poured into the silver line. It needs to be zoned for and allow dense mixed use development.
- Mixed use, walkable development is key here. The ability to have access to businesses, housing, and transit all in the same area is very important to me.
- No, just get the line complete ASAP!
- What is to keep the Non-DART city citizens from coming down and just filling up all the parking spots like they do at then dead end station of the Red Line
- I would love to see the new stations prioritize mixed use development (like cityline) over large parking lots. Easy access to the stations by walking, bus, and biking is also important.
- That they won't be adequately upzoned. The Silver Line presents a substantial impetus to upzone areas around stations to build new dense, mixed-use, walkable developments that are highly connected to transit, rather than making no change or simply constructing giant parking lots. This is a once-in-a-lifetime opportunity for cities like Plano to invest tremendously in the area surrounding this amazing new transit link which provides direct service to the airport, UTD, and more -- and it provides a chance to create a permanent revenue stream that will bring billions to Plano's coffers.

- More apartments going up. Plano can't seem to stay away from putting apartments on any open land.
- It will only increase the issues with the homeless, drugs, and crime that we are already seeing in the downtown Plano area. I only hope the new cities on the silver line are prepared for the mess that it will bring.
- I have concerns about an increase in homeless coming into the area
- I don't know what to expect from the increased traffic in the area, and would like to know more about what's happened in other neighborhoods in the metroplex where DART stations opened.
- Would really like consideration for Dallas Love field as well as other cities. Petition for connection to Allen, McKinney as well!
- Crime tends to increase near DART light rail stations. Still worth it.
- (1) Connection to the surrounding area. If you want people to walk to the stations, then sidewalks need serious improvement. (2) Safety. Last two times I've taken the DART, I was glad it was broad daylight as I would NOT feel safe as a single woman after dark. I rode the T (Boston MBTA) pretty much every day & night for 6 yrs & never felt as nervous as I did riding DART lately.
- Just want to make sure it runs early enough - possibly express service to DFW and late enough for late arriving planes
- Safety of parking areas
- Excited about it!
- Dart brings more homeless ppl in area since it's been constructed. Grew up off Renner and Jupiter, live in downtown Plano, been in the area for 35 years. I hate the homeless beggars and population. I used to take the dart everyday before Covid but not as much bc of homeless ppl.
- The area around the Parker Road station always has lots of people yelling and a great amount of homeless. The area also has a much higher crime rate than my area. I do worry about crime increasing around Shiloh street station and an increase of homeless in my neighborhood. I would like assurance that the area will stay clean of litter and have an increased police presence in order to stop any crimes happening.
- Security and safety
- My concerns are what type of development will occur around the area. East Plano has been forced to take on more warehouses and little retail or new home construction projects. I don't want my neighborhood congested with traffic and influx of commuters.
- A complete waste of our taxpayer dollars, no one rides the rail or bus or will, get out of DART immediately
- More damage to our roadways; more traffic; more congestion.
- No benefit. Increased crime and homeless people will follow
- More homeless and panhandlers.
- Just keep it safe!
- Since the first Rail was put in there has been a massive increase of beggars and panhandlers that never lived in Plano. They are coming in from other cities that the rail begins at and cities the rails passes through. These persons are a danger to themselves and the drivers that have to pass them.
- No

- Increased traffic, hopefully there will be turn only lanes into the stations to limit the impact.
- Construction is annoying.
- No! I think this is an amazing development for east Plano and hope to see further expansion of public transport throughout Plano and surrounding cities.
- Yes, it's simple, and I'm citing previous issues with DART stations. They will breed nothing but low income apartments and dwellings, homeless increase, drug use and transactions, and more crime in the downtown area. This is not science or my opinion; it is FACT.
- No
- How much parking will be available and how safe will vehicles be if parked for multiple days?
- I'm concerned it might be a bit far away for me to access, but I should be able to find some way to get to it. I'm also worried it might not be given proper resources or might have bad time tables like a lot of American transit (apparently the NYC metro frequently runs their trains at times up to 30 minutes between trains, despite being such a large city)
- Will the transit service operate on Sundays?
- I might be interested in using the Silver Line for transport to DFW. However, if the parking at the Silver Line lot is too expensive or it is unsafe to leave my vehicle for the period of time that I am traveling, I would not use the Silver Line. I live close to the Shiloh Station off of Los Rios Blvd. And I drive through the station area nearly every day. If the Silver Line increases traffic congestion in the area I will not be a supporter of the Silver Line at all. In addition, I am concerned that the Silver Line will provide convenient transport to the homeless people migrating out of Dallas, just as the Dart Rail has done at the Parker Road Station where the homeless people camp, lounge, defecate and urinate in public. Also, the crime rate in the residential areas around the station has increased due to the homeless people roaming the neighborhoods looking for opportunities to beg and steal. I don't want to feel unsafe in my home because of homeless people roaming the neighborhood. I don't want the East side of Plano to earn an even worse reputation because of garbage accumulating in and around the stations, in addition to the crime and filth perpetrated by the homeless people and other riff-raff who have now gained easy access to a more comfortable, more affluent area than what they find in downtown Dallas. I am appalled at the behavior of the homeless people that commonly occurs at the Parker Road Dart Station. I feel sorry for the local businesses and residents in that area who have to deal with it. I have personally witnessed the behavior myself and have reported it to the Police. If those same conditions develop at the Silver Line Station, I may be forced to move out of Plano. And, lastly, the Dart Rail is viewed as being unsafe. I have talked with many friends and associates and they share the same opinion. They would never use it either. I wouldn't ride it unless I was desperate. My son attended Jesuit and used the Dart Rail to commute to school. He and a couple of school friends were assaulted while waiting for the train at the Mockingbird Station. He never rode the train again. That is exactly what will happen to the Silver Line if the safety of the passengers is not guaranteed. The Silver Line will become a ghost train and the stations will become garbage pits where homeless people camp, get drunk, and leave their body wastes wherever it is convenient for them. Unless you make the Silver Line an attractive, clean, affordable, and safe option, no one from this part of town will use it, except the homeless people seeking a more comfortable place to lounge, and a more lucrative place to beg and steal.
- It's a waste of money. There are two other stations within a half mile. This was a money grab.
- Public safety. We should have a police presence to ensure safety.

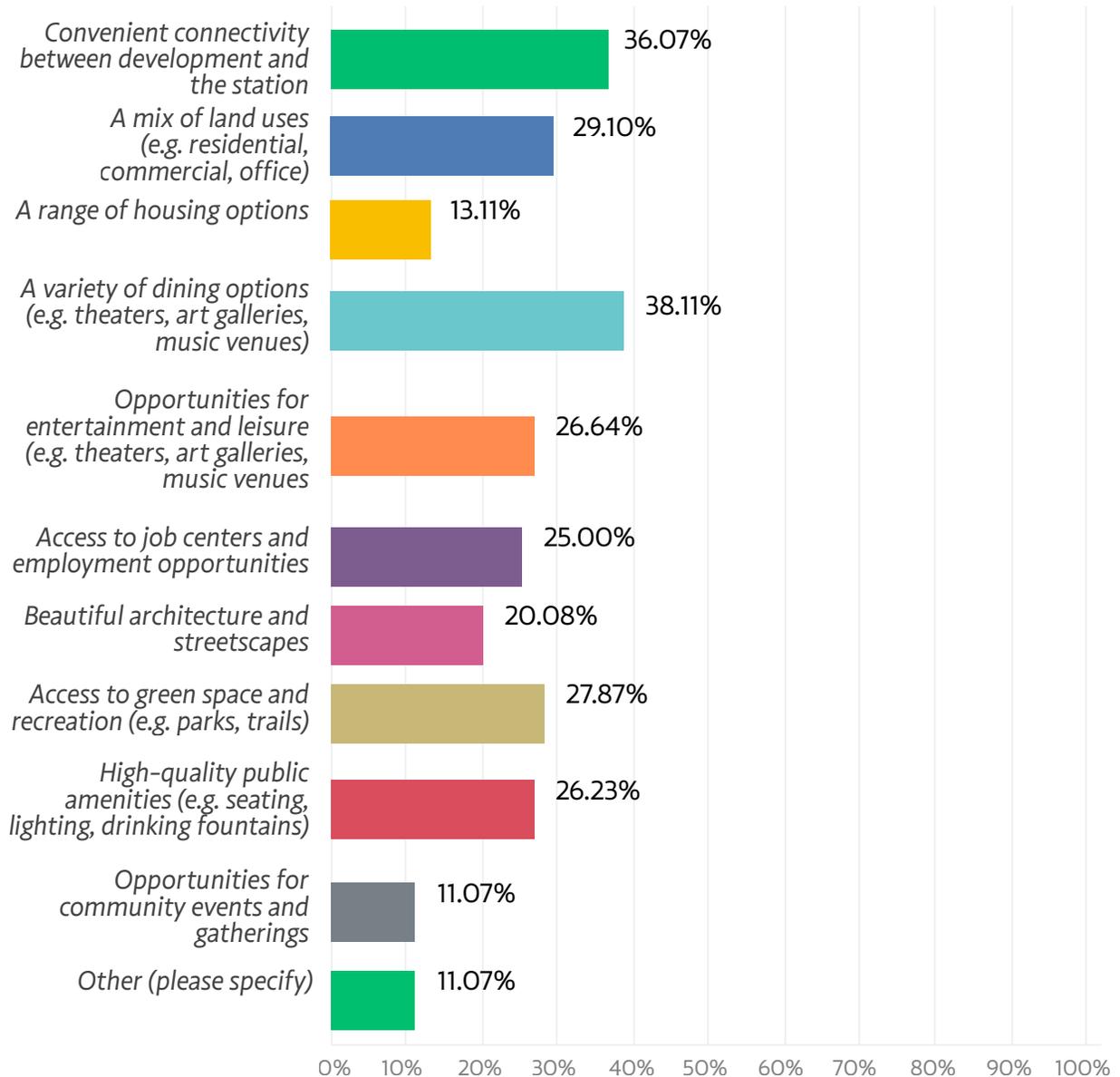
- I am concerned about the increase in crime brought by increasing numbers of transients.
- Increase access of unwanted individuals loitering in and around the area with the possibility of increased crime
- More homeless coming to Plano with subsequent crime issues
- None yet
- Traffic, parking, and crime
- No concerns
- I suppose this will benefit somebody but I'm not sure who. Travelers to the airport, no. Local residents, no.
- Crime/break-ins of vehicles parked at Station. Congestion getting into/out of station when doing drop-off (we live close - in Richardson; plan to use silver a lot to the airport)
- Fare enforcement and general cleanliness of the trains.
- No concerns come top of mind. Always concerned that all development in Plano is delivered with excellence!
- I wish I lived closer to the train line. I would use it all the time. I live in north Plano (Stonehaven & Coit). We don't even get buses up our way.
- I live right outside the circled area. The train tracks run right behind the homes a block away. We are all hoping that part of the track stops being used and a pedestrian/bicycle bridge built so we can get easily to Breckenridge Park. Will you do that for us?
- Homeless congregating, unsupervised and without enough services
- Not enough development outside of workplaces near Shiloh road station
- Long term parking should be considered
- Security
- Vagrants and other undesirable outsiders.
- Traffic, congestion, crime
- Panhandling in the parking lots, loss of real estate in the city that can be used for housing or other businesses
- I am concerned that they will have free and easy bicycle access, and connections to the promised multi-use trails paralleling the Silver Line.
- Frequency of train crossings at Jupiter and impact on traffic flow.
- As a resident of an adjacent area, I have concerns about the stations adding large parking areas nearby. Parking is large swaths of hot, unusable, concrete that don't add to an area either aesthetically or financially. They are unpleasant and unproductive and will increase traffic, which will inevitably lead to widening of roads, which will make our lovely walkable neighborhood (one of a very few in Plano where it's possible to walk to all necessary businesses and live without a car) into a car-required silo.
- Increased traffic especially at railroad/road crossings. Lack of parking around the stations.
- My concern is about maintenance and upkeep of the stations. I want to make sure they are visually appealing and increase, not decrease, the value of the area.
- Traffic and safety
- Not enough parking, safety
- Every time I have ridden DART it has been negative. Panhandlers, people urinating in the car, girl screaming and swearing at her boyfriend on the phone, unstable people, word of mouth at work where people are being 'mugged' w/o violence...just put the fear in you - so no - i don't support any more city efforts or resources being spent on DART projects.

- Can't wait
- I read it is diesel. Is that true? If so, why?
- My only concern is safety, at the station and ON the train.
- No
- No
- From what I've read the train will only come once per hour. I think it should come by more frequently than that. Also we need much more rail, the silver line is not nearly enough but its a good start.
- This is a hard request to fulfill, but we need more rail stations in central and west Plano.
- A stop a bit west of these locations would be very helpful
- Increase in vagrancy
- No concerns. It's will be great!
- I'm worried about the traffic. If development is supposed to follow their opening, then that means more people. Downtown Plano is already a NIGHTMARE with traffic and the current roads don't support the number of people who will be living there. My commute to work gets longer each year and neither my place of work or home has moved. I'm also very concerned about the homeless population. I already don't feel safe in Haggard Park. Will the Silver line bring more homeless people? Will it give them easier access to more places? I recognize that these people might be having their own struggles but I don't feel grace for them should come at the expense of my feeling of safety. I shouldn't have to worry that the man who is screaming and punching at something or someone that only he can see is going to force his way into my house or my backyard and hurt me and my dog. The police rarely respond when you call with concerns and the last time I did so, I received a lecture about how that person had a right to be the way they are. I no longer call the police. I just hope that I will be safe and can take care of myself.
- Would like somewhere the station could enhance Travel to DFW
- My biggest concern is that since this connects to the airport people may leave their cars there for extended periods. This could result in many vehicle break-ins or burglaries. We will need much more police monitoring in the area.
- Many of the DART stations have become locations for pan handling. Cities like Dallas will often give homeless a rail pass and send them to the end of line.
- Please build a bike path next to it!
- The traffic during construction with the influx of new residents
- The delays. The Silver Line was originally supposed to open in 2022. Now it might be towards the end of 2024.

Question 12:

Which of the following area features or activities do you think are most important in making the Silver Line station areas an attractive destination? (Select you top three responses).

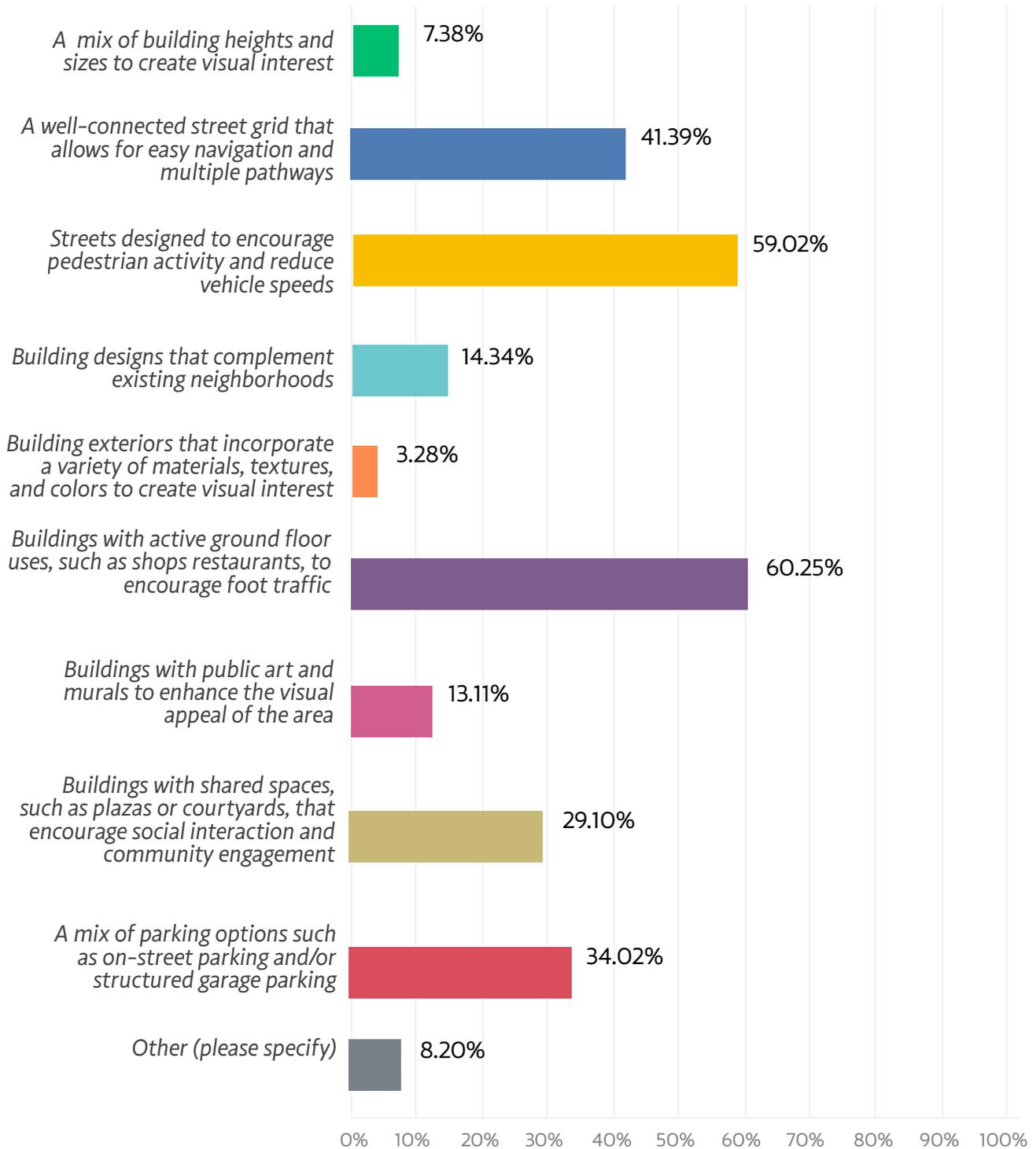
Answered: 244 | Skipped: 20



Question 13:

Which of the following characteristics do you think are most important in making the Silver Line station areas an attractive destination? (Select your top three responses)

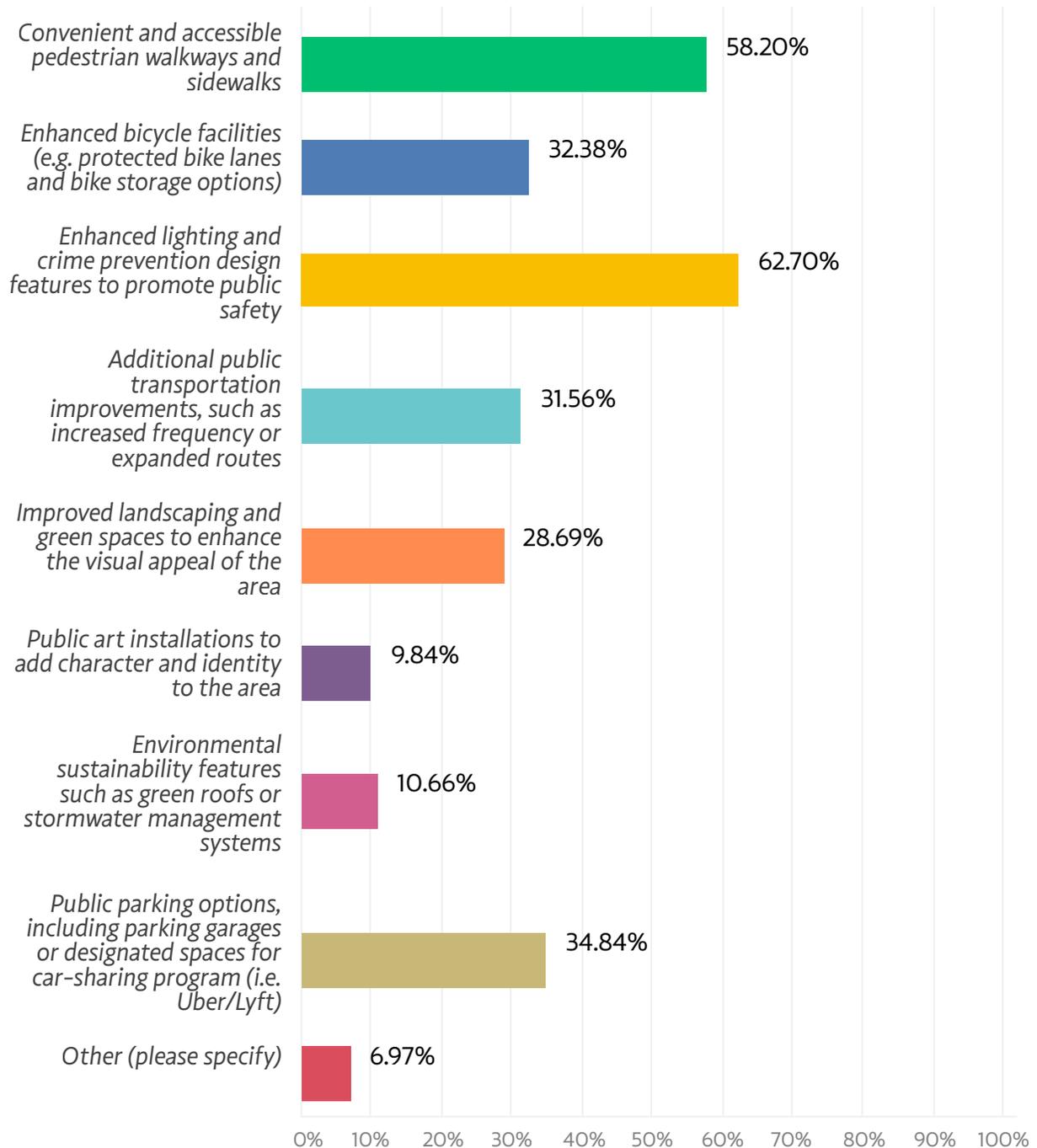
Answered: 244 | Skipped: 20



Question 14:

Which of the following infrastructure improvements do you think are most important in making station areas an attractive destination? (Select your top three responses)

Answered: 244 | Skipped: 20

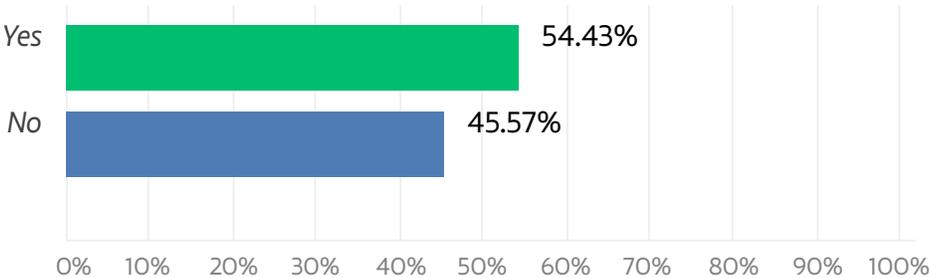


12th Street Station Area

Question 15:

Would you like to provide feedback specific to the 12th Street station area?

Answered: 237 | Skipped: 27

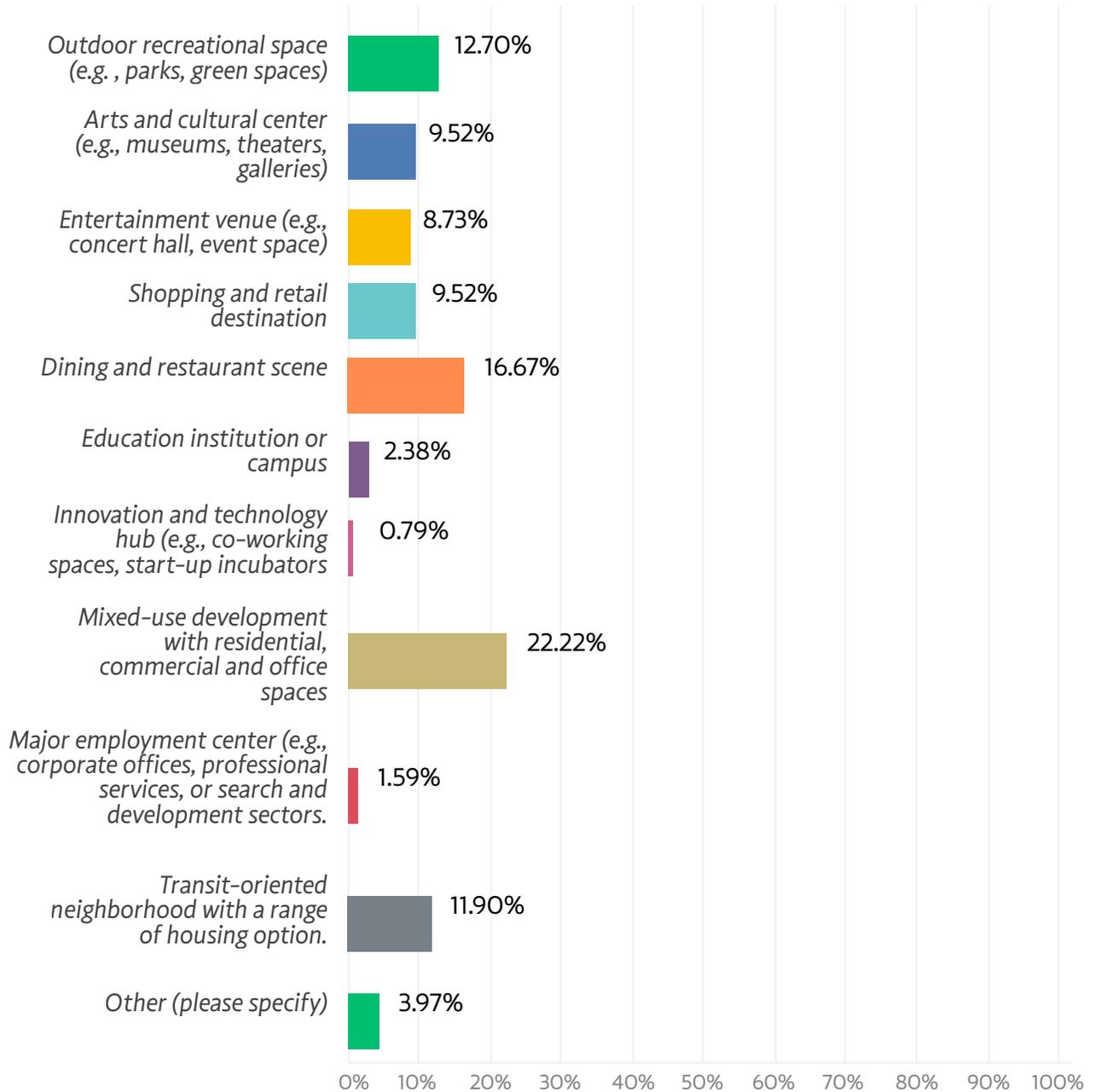


** Please note that those who selected “No” were not prompted to answer questions 16 - 26.*

Question 16:

Which of the following new uses or activities would you like to be the major draw or anchor attraction for the 12th Street station area?

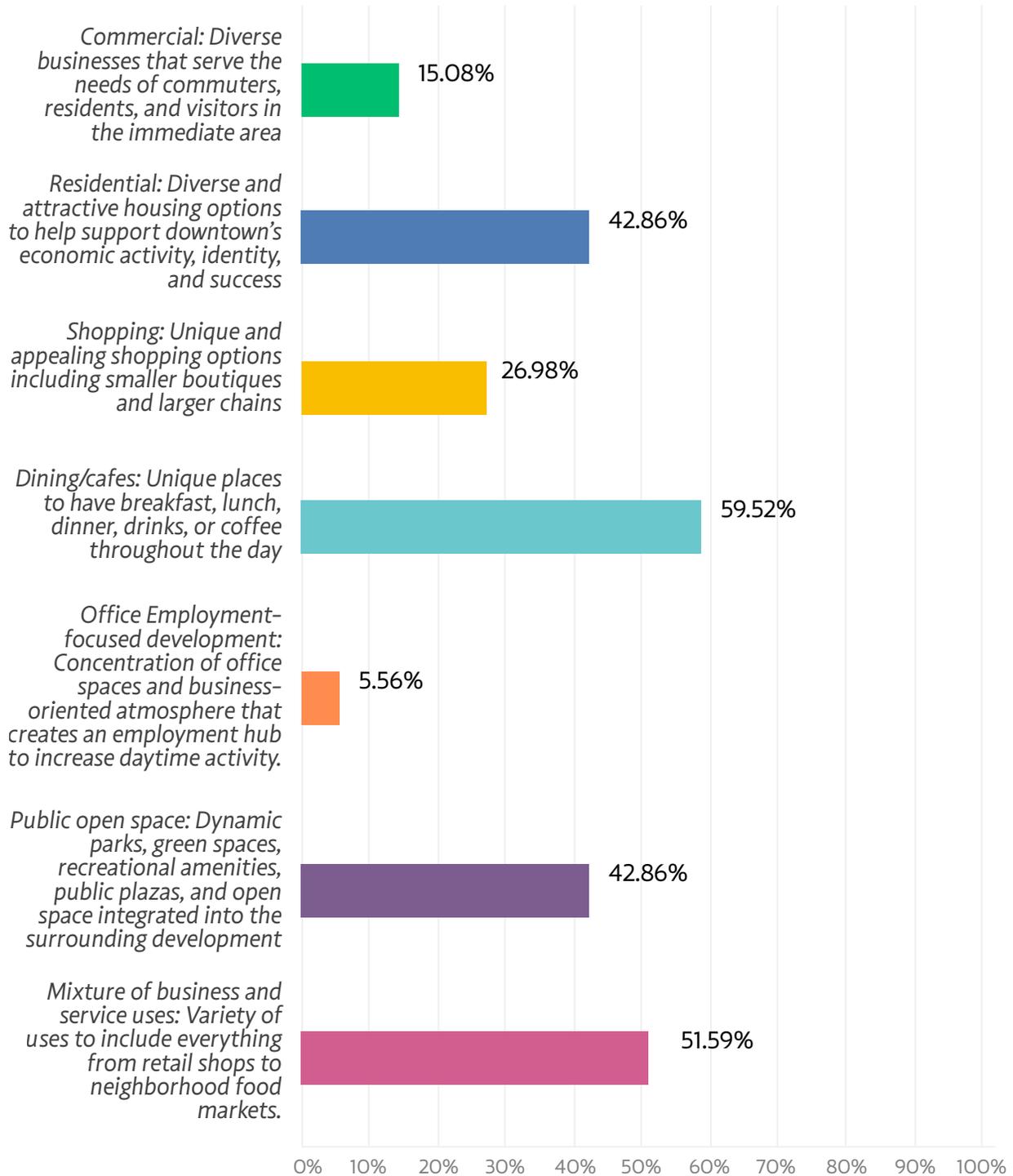
Answered: 126 | Skipped: 138



Question 17:

When thinking about the land use and character of the area surrounding the 12th Street Silver Line DART Station, what new land uses would you most like to see? (Select your top three responses)

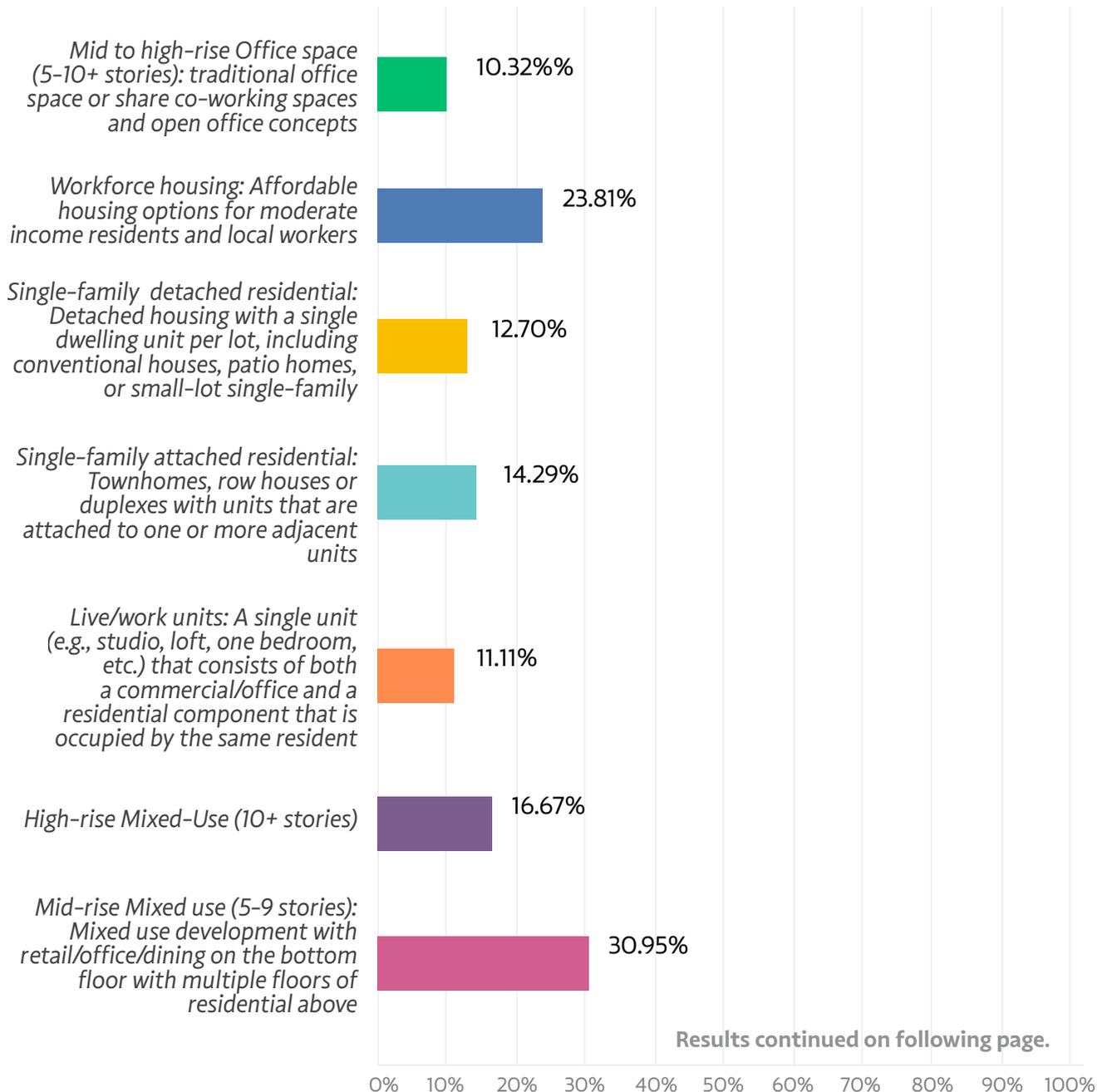
Answered: 126 | Skipped: 138



Question 18:

Which three specific development types are most needed and appropriate in the 12th Street station area? (Select your top three responses)

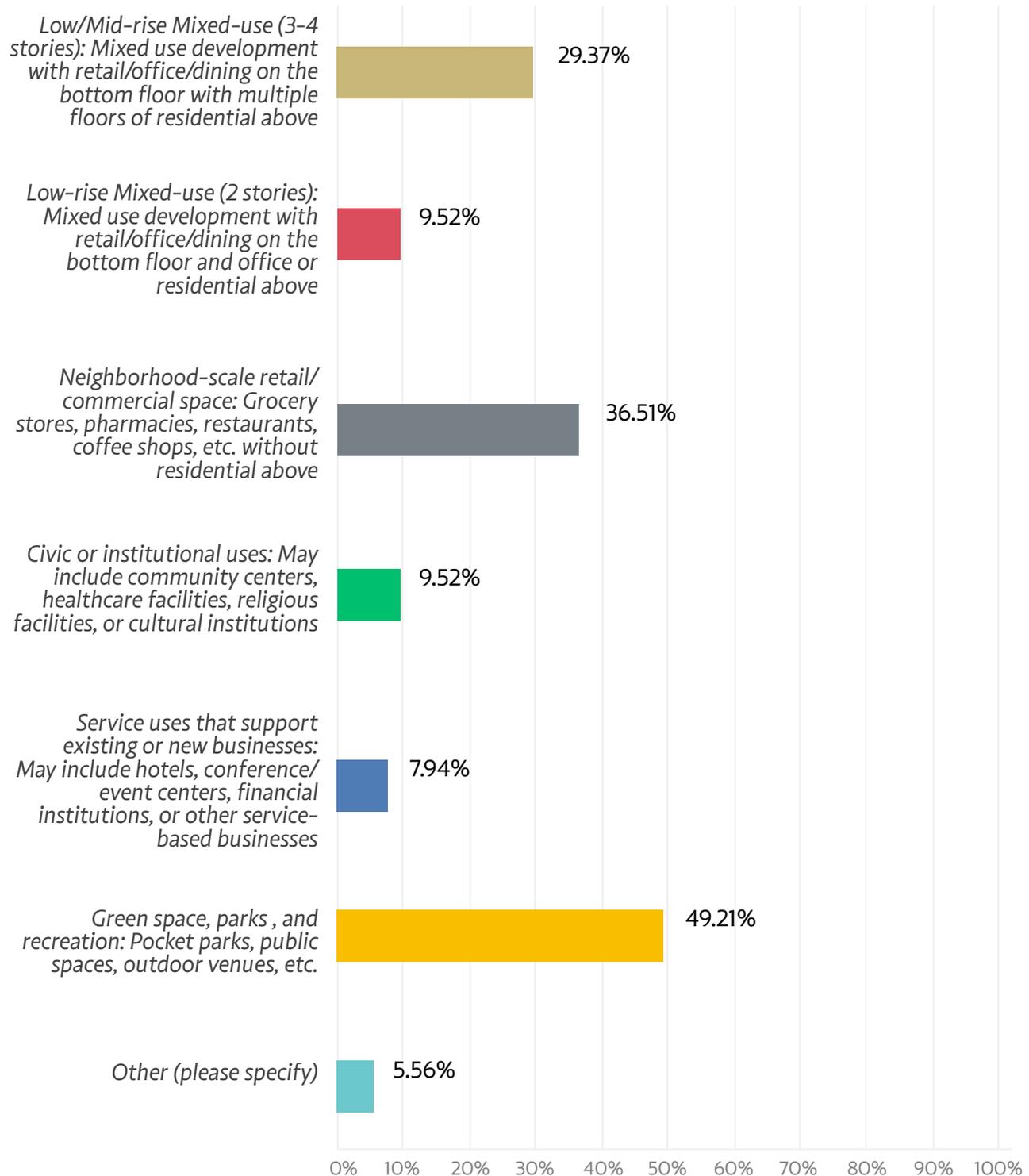
Answered: 126 | Skipped: 138



Question 18 (continued):

Which three specific development types are most needed and appropriate in the 12th Street station area? (Select your top three responses)

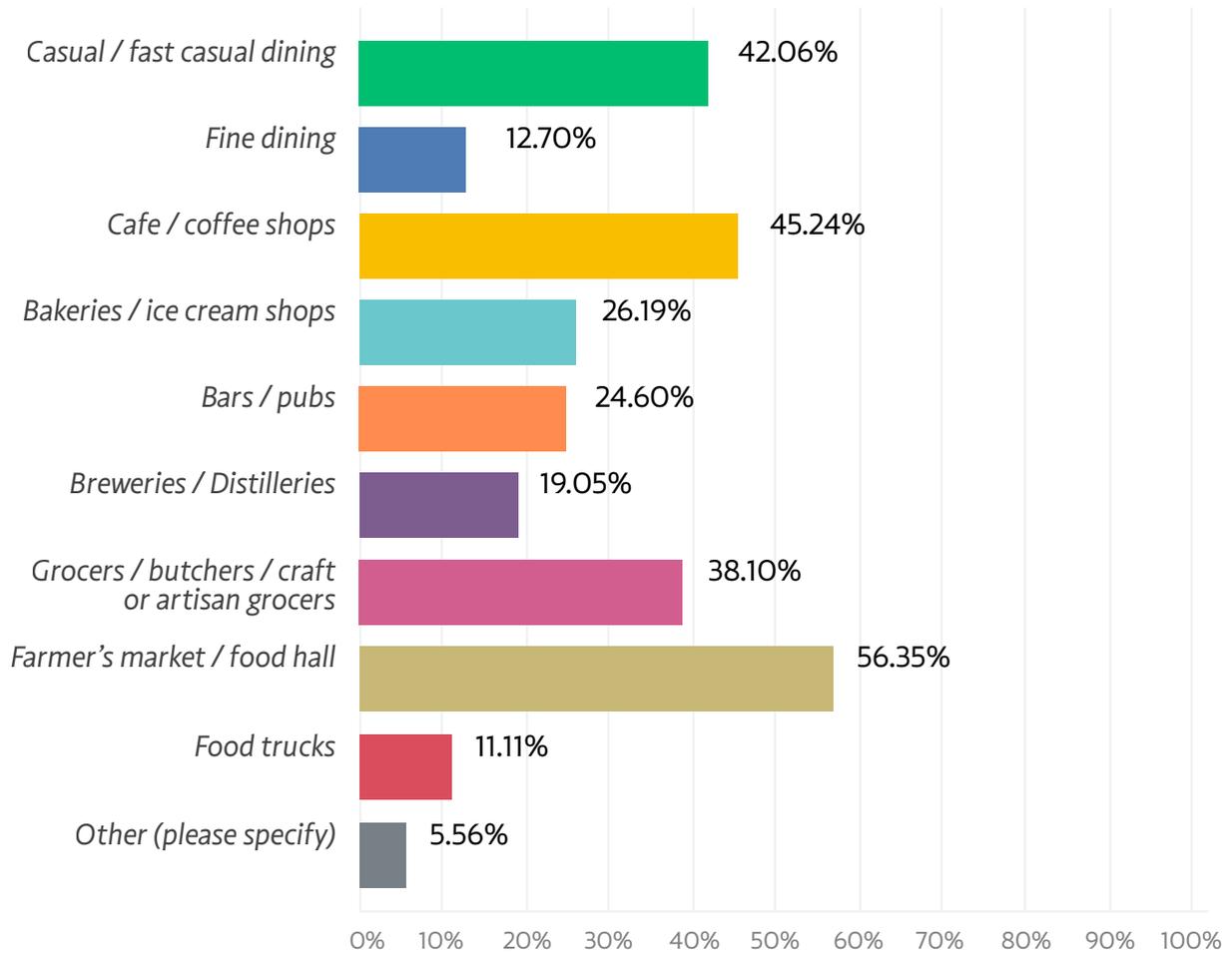
Answered: 126 | Skipped: 138



Question 19:

Which of the following types of food-related establishments would you most like to see in the 12th Street station area? (Select your top three responses).

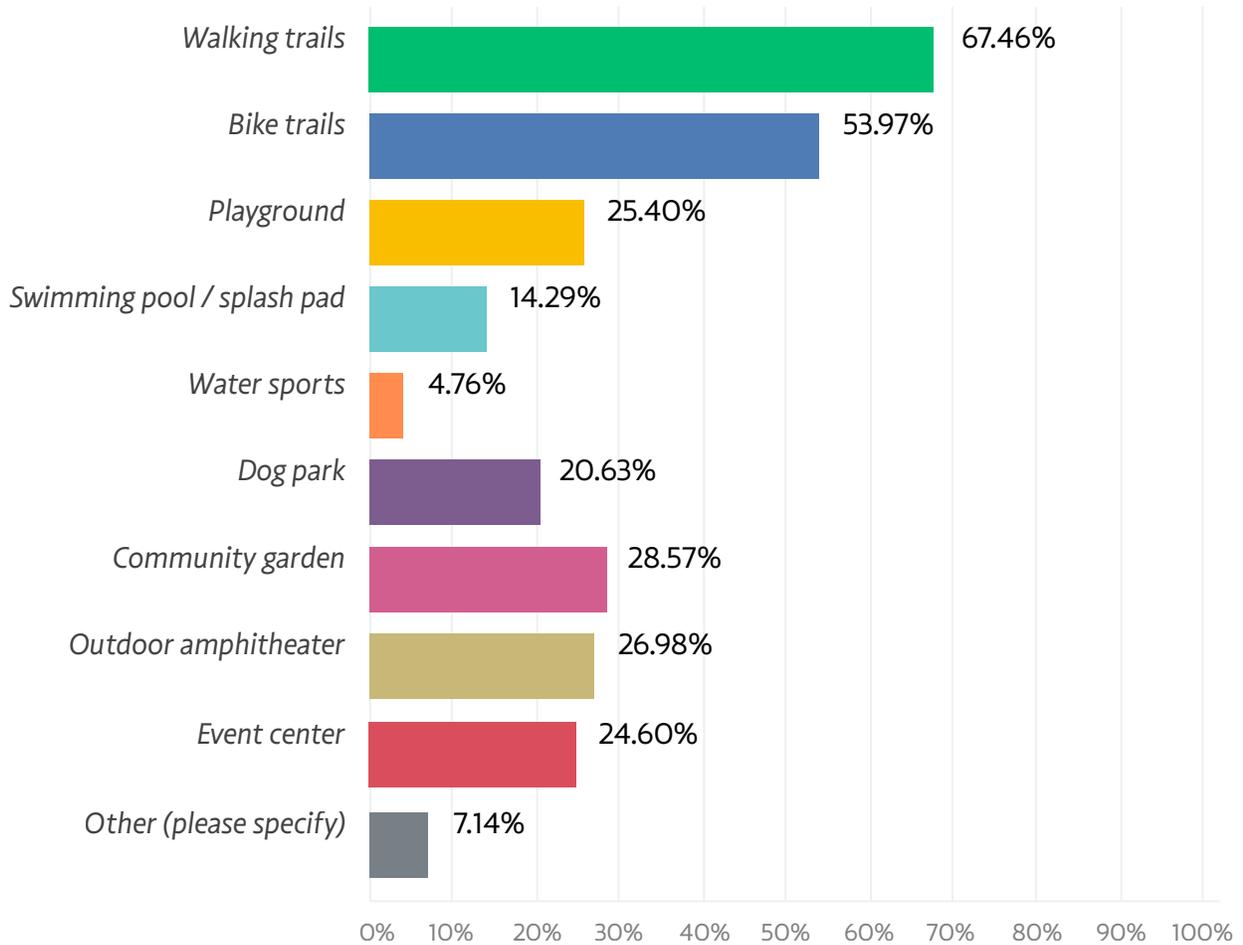
Answered: 126 | Skipped: 138



Question 20:

What kind of recreational activities would you like to see in the 12th Street station area?
(Select your top three responses).

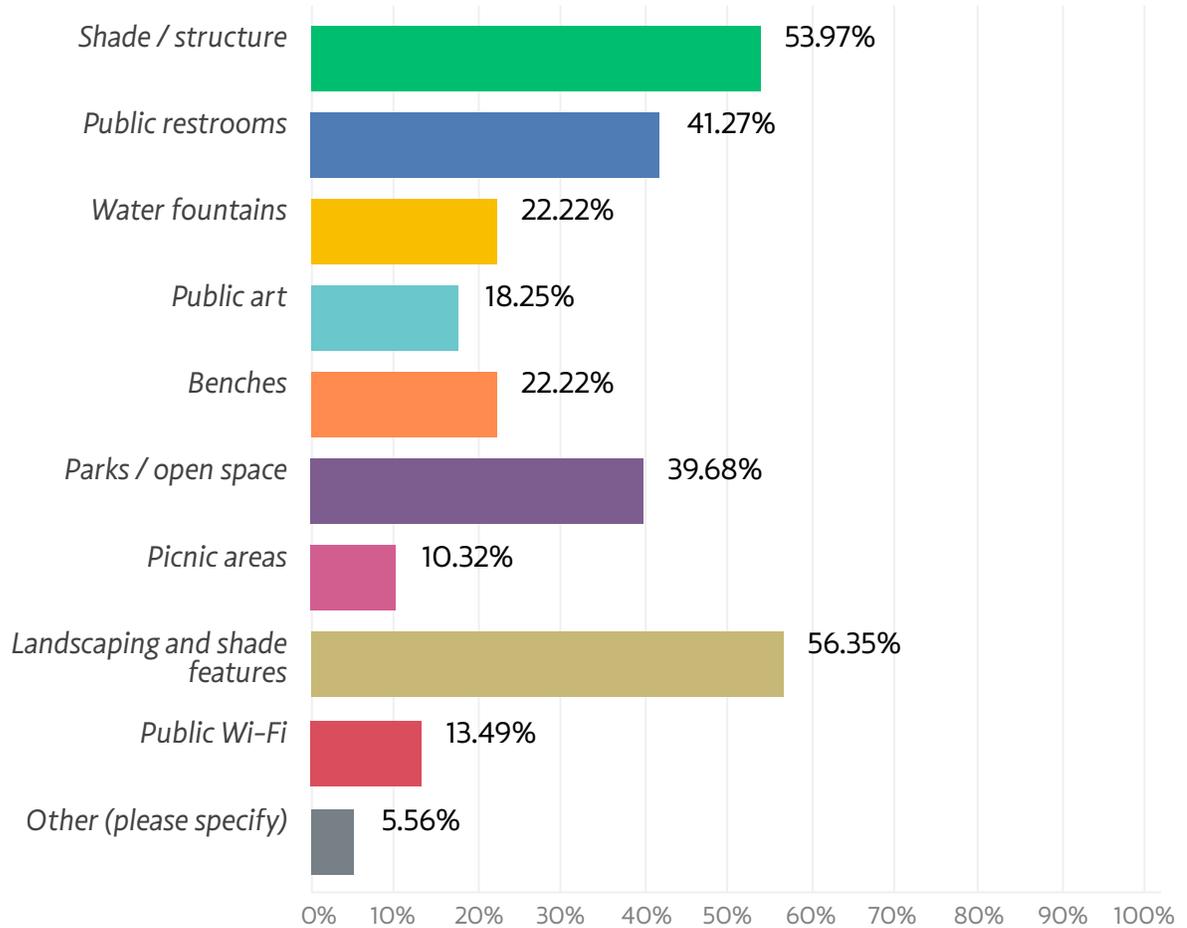
Answered: 126 | Skipped: 138



Question 21:

What amenities and additions would you like to see in the 12th Street station area?
(Select your top three responses).

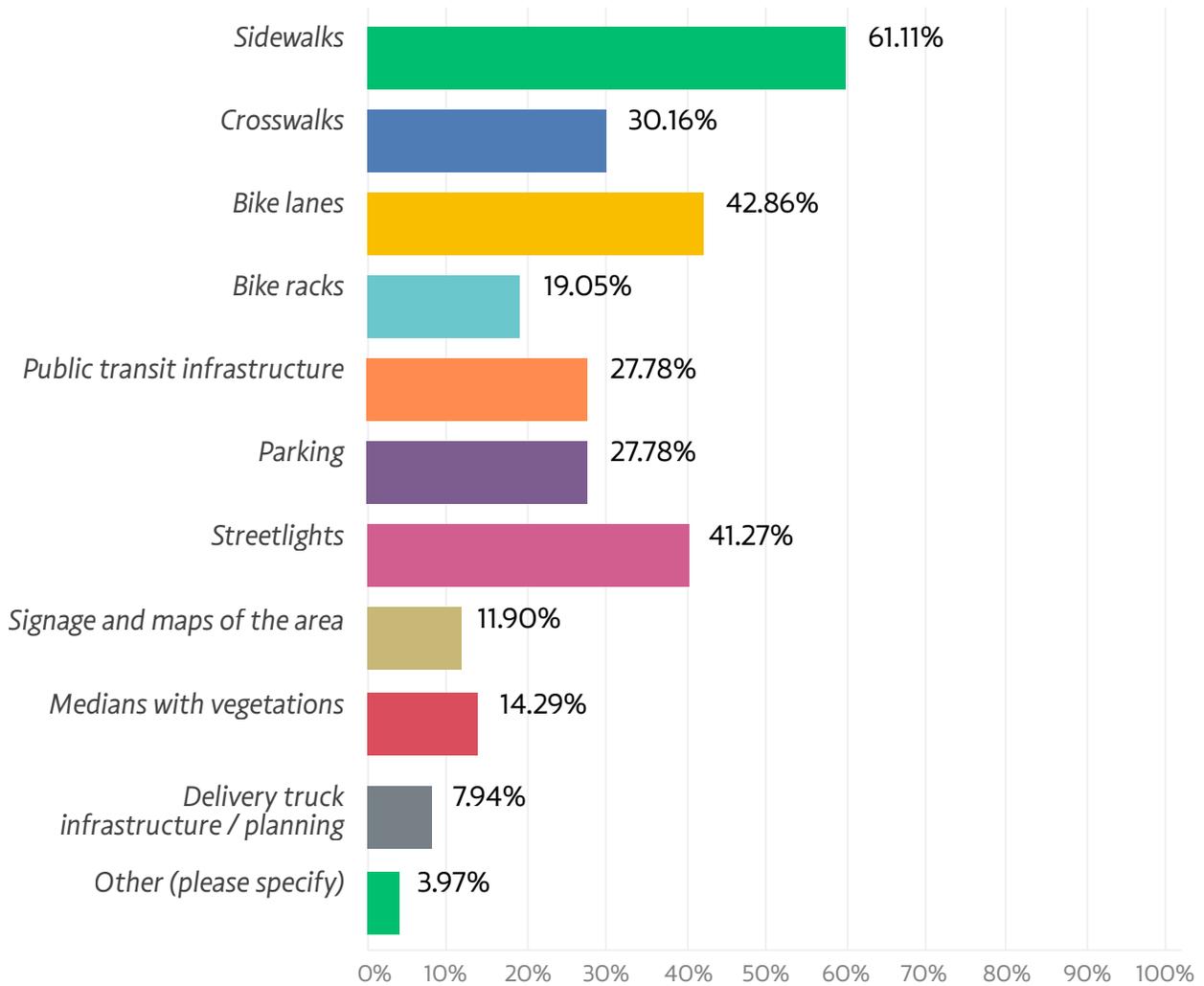
Answered: 126 | Skipped: 138



Question 22:

What safety and mobility features would you like to see more of in the 12th Street station area?
(Select your top three responses).

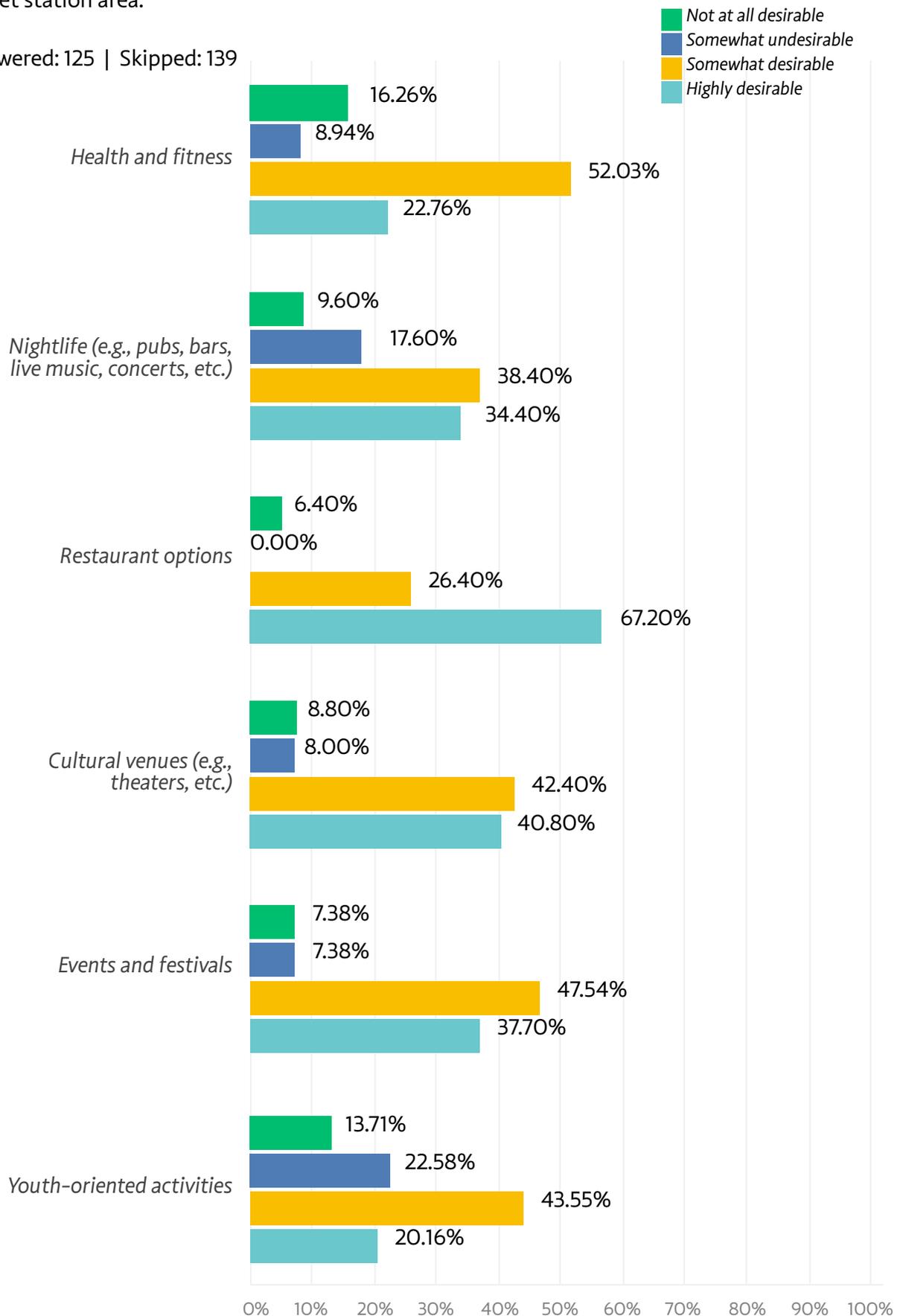
Answered: 126 | Skipped: 138



Question 23:

Rate the desirability of adding/enhancing the following entertainment/nightlife resources in the 12th Street station area.

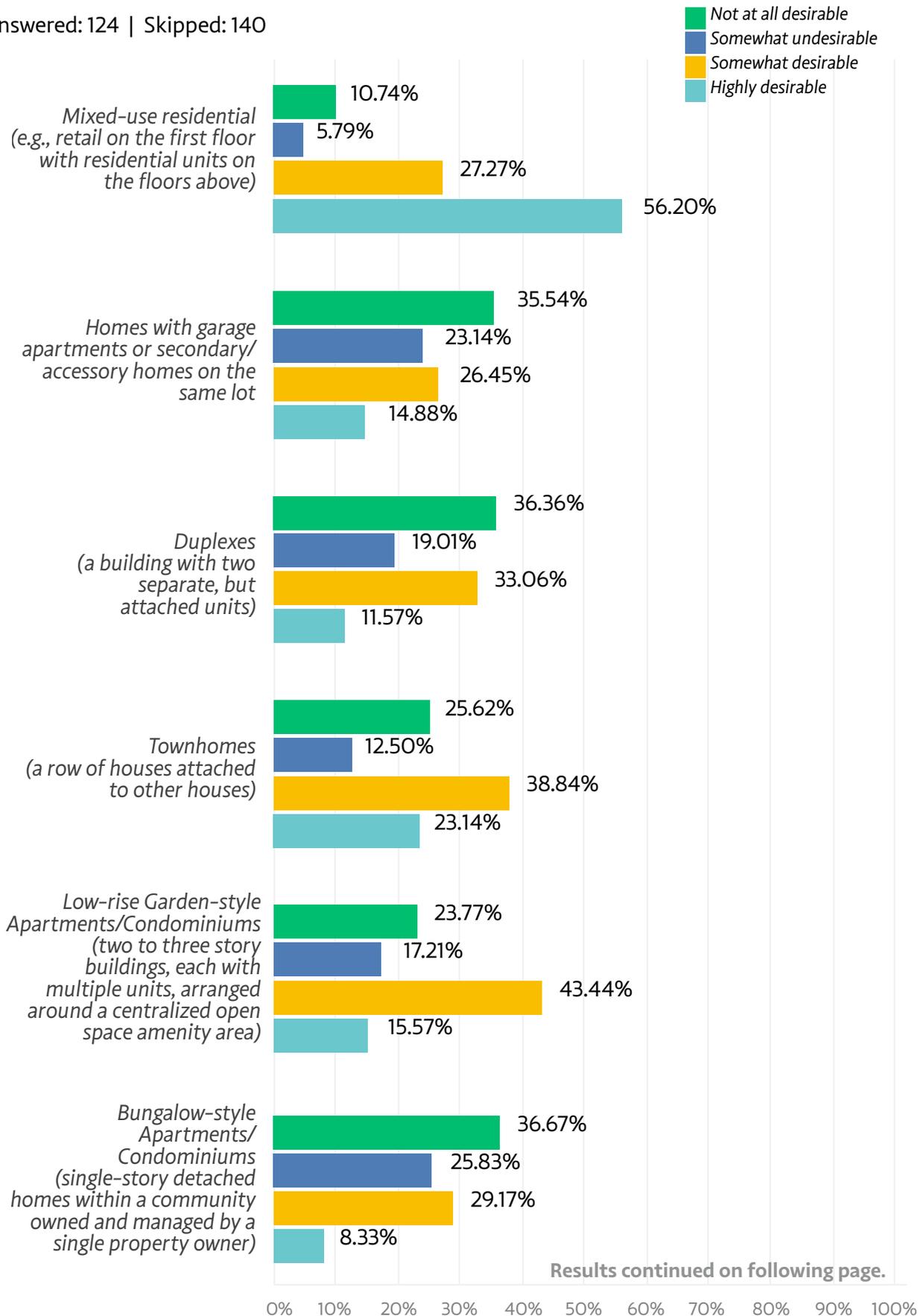
Answered: 125 | Skipped: 139



Question 24:

Rate the desirability of the following housing types in the 12th Street station area.

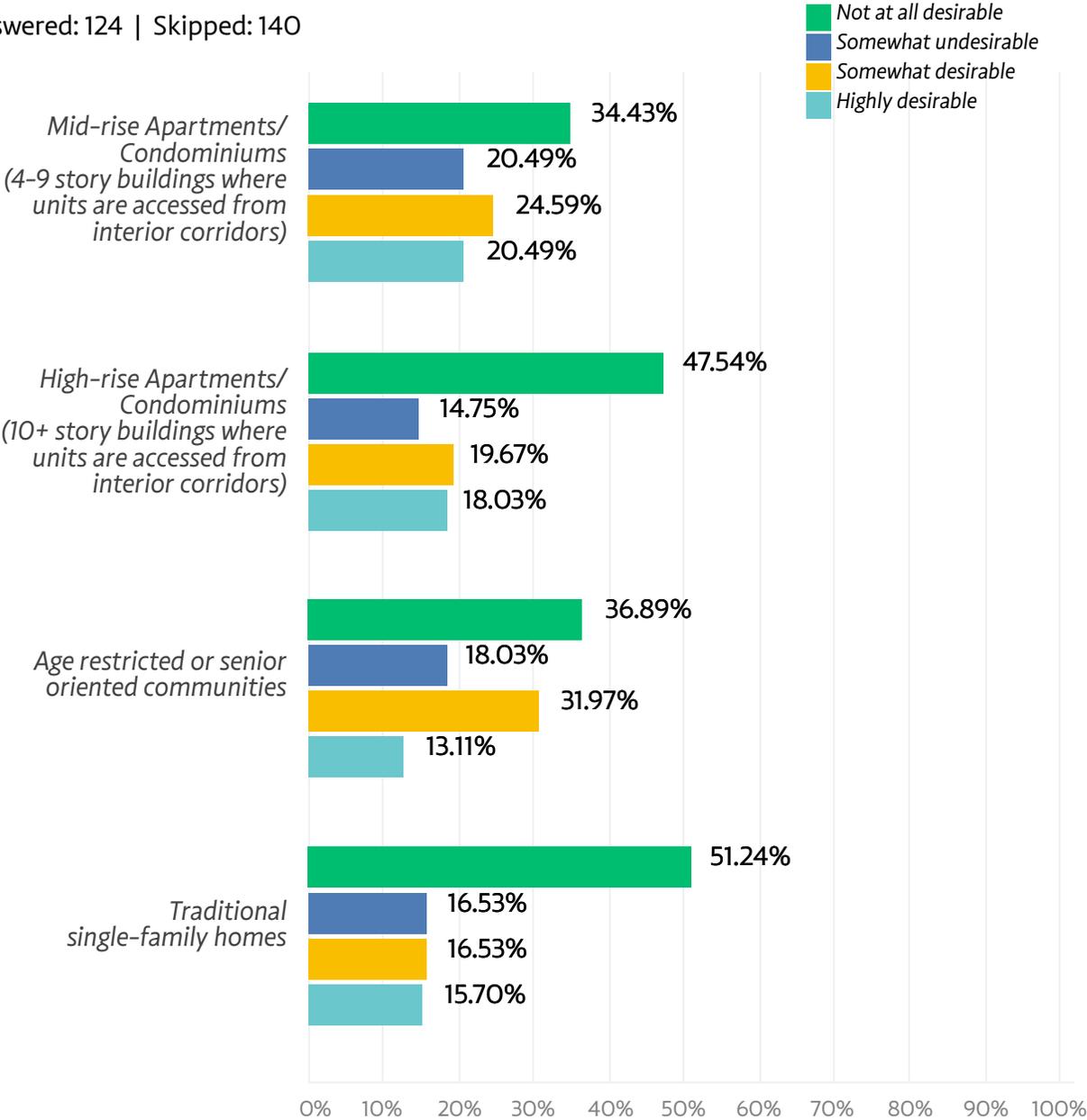
Answered: 124 | Skipped: 140



Question 24 (continued):

Rate the desirability of the following housing types in the 12th Street station area.

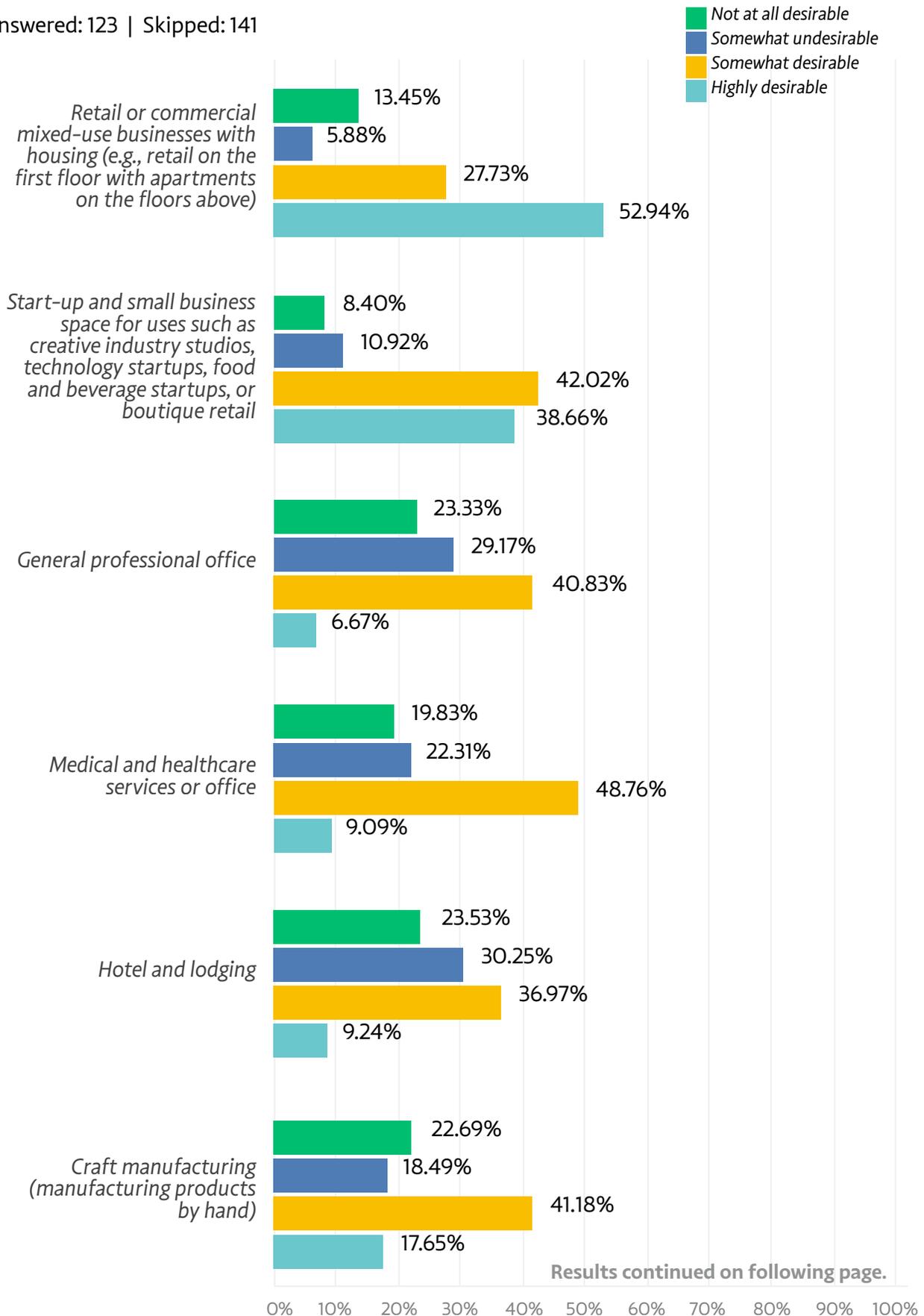
Answered: 124 | Skipped: 140



Question 25:

Rate the desirability for the following business types in the 12th Street station area.

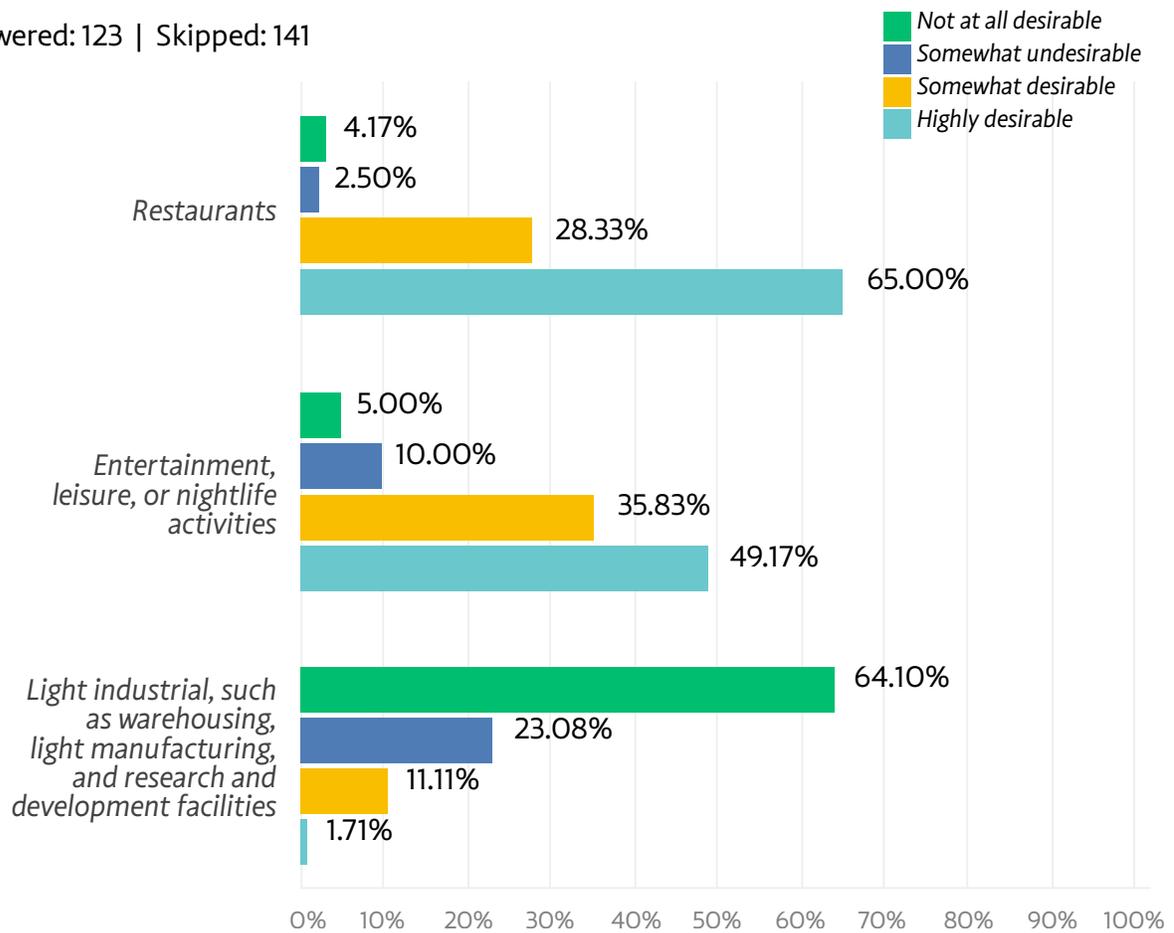
Answered: 123 | Skipped: 141



Question 25 (continued):

Rate the desirability for the following business types in the 12th Street station area.

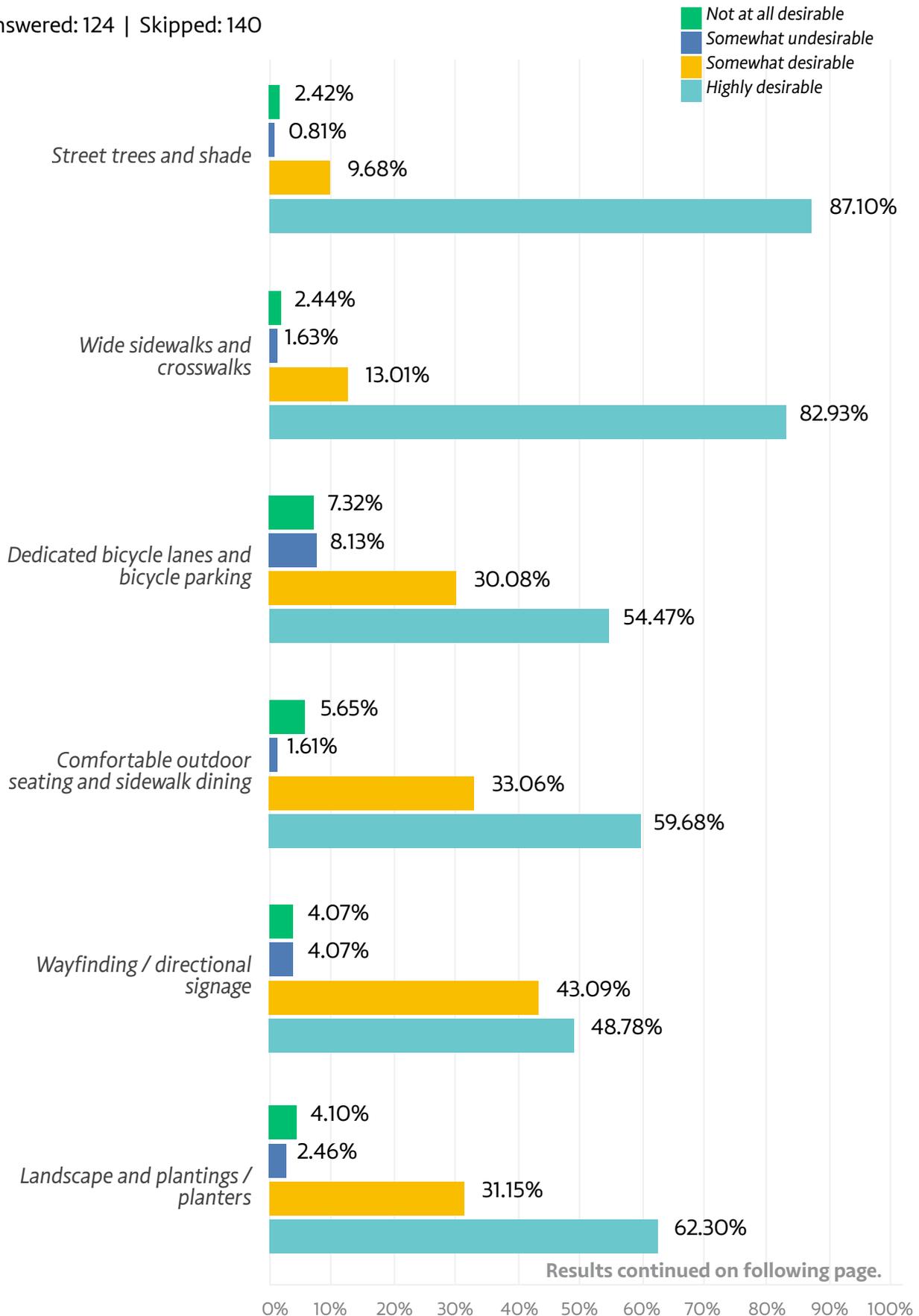
Answered: 123 | Skipped: 141



Question 26:

Rate the importance of the following features in public spaces in the 12th Street station area.

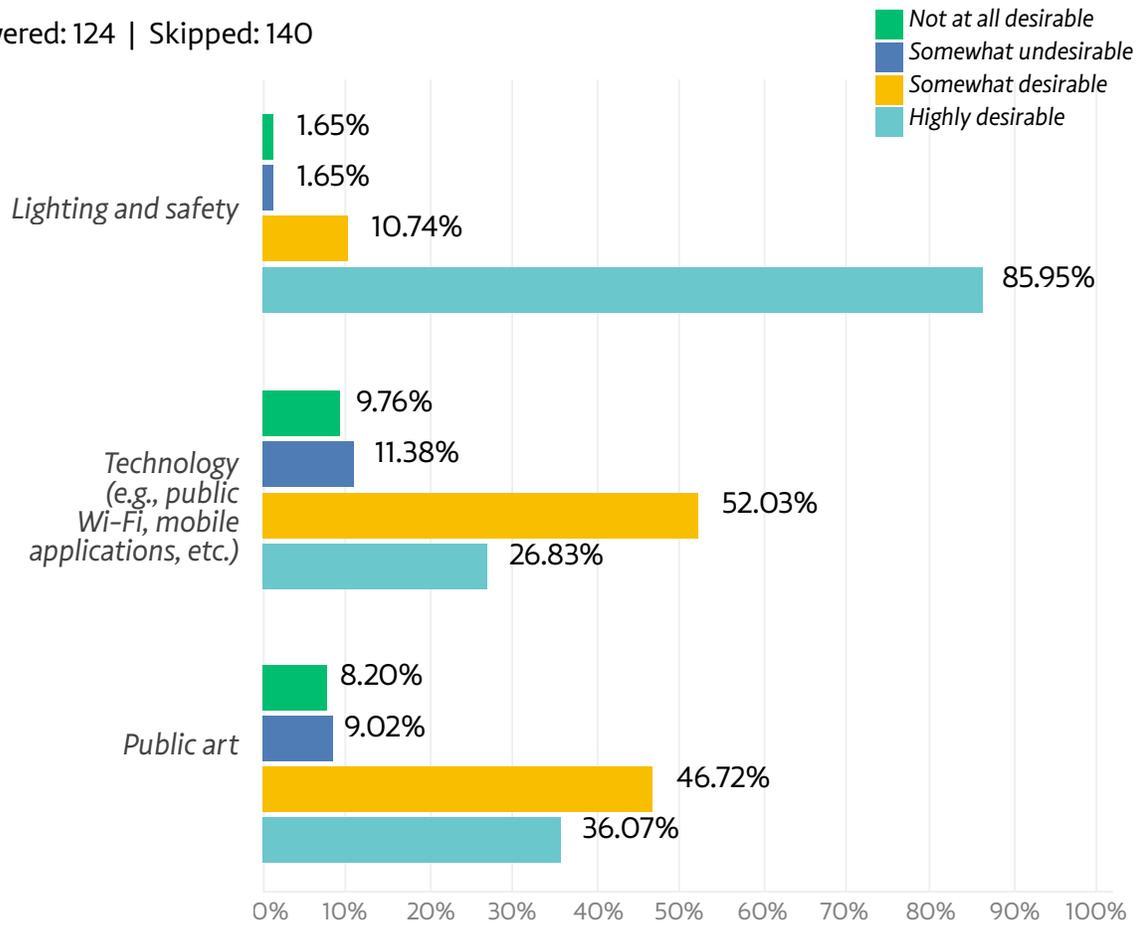
Answered: 124 | Skipped: 140



Question 26 (continued):

Rate the importance of the following features in public spaces in the 12th Street station area.

Answered: 124 | Skipped: 140

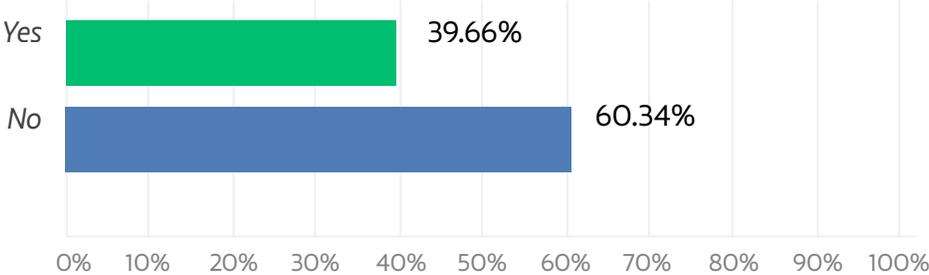


Shiloh Road Station Area

QUESTION 27:

Would you like to provide feedback specific to the Shiloh Road station area?

Answered: 232 | Skipped: 32

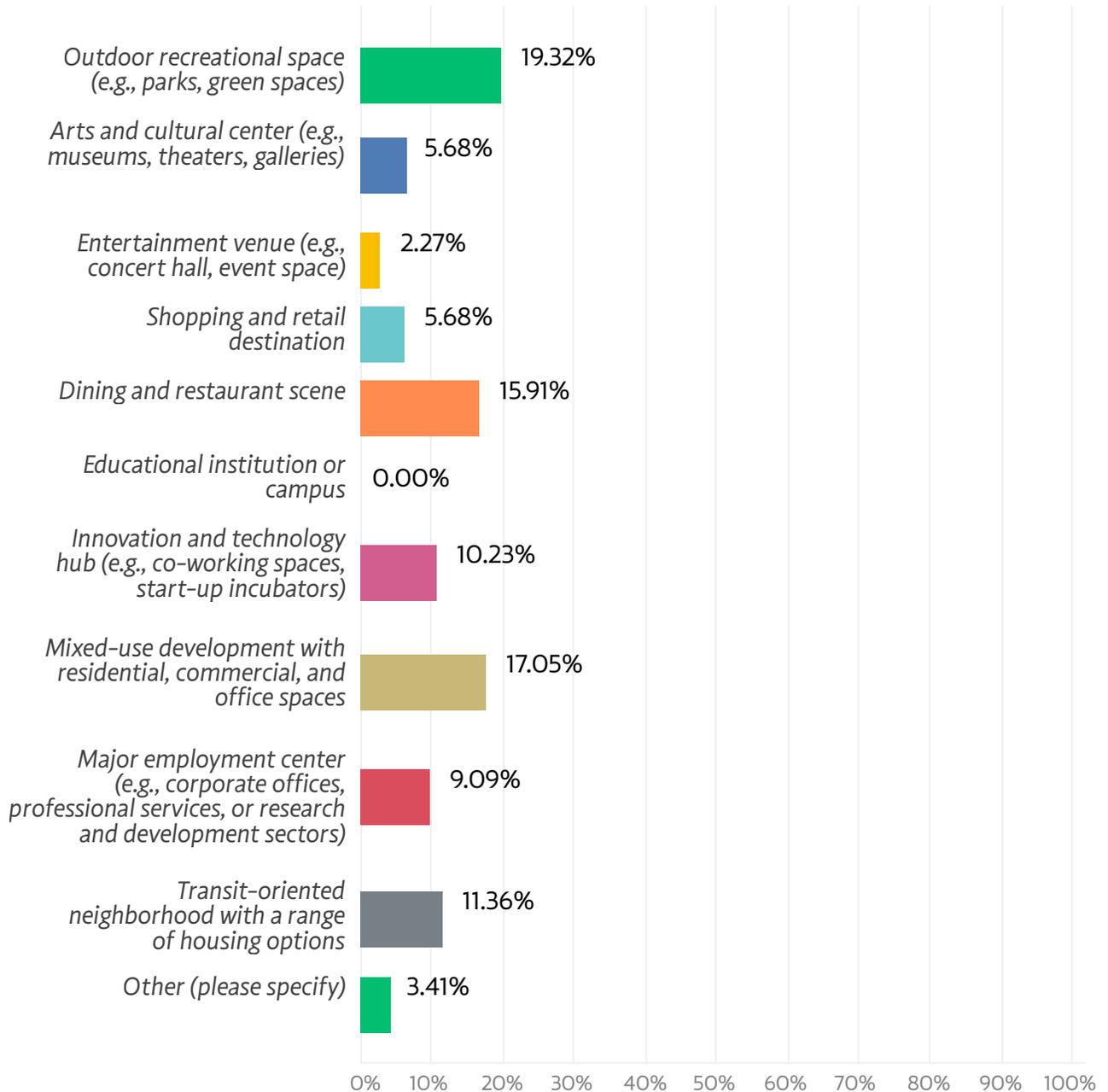


** Please note that those who selected “No” were not prompted to answer questions 28 - 38.*

Question 28:

Which of the following new uses or activities would you like to be the major draw or anchor attraction for Shiloh Road station area?

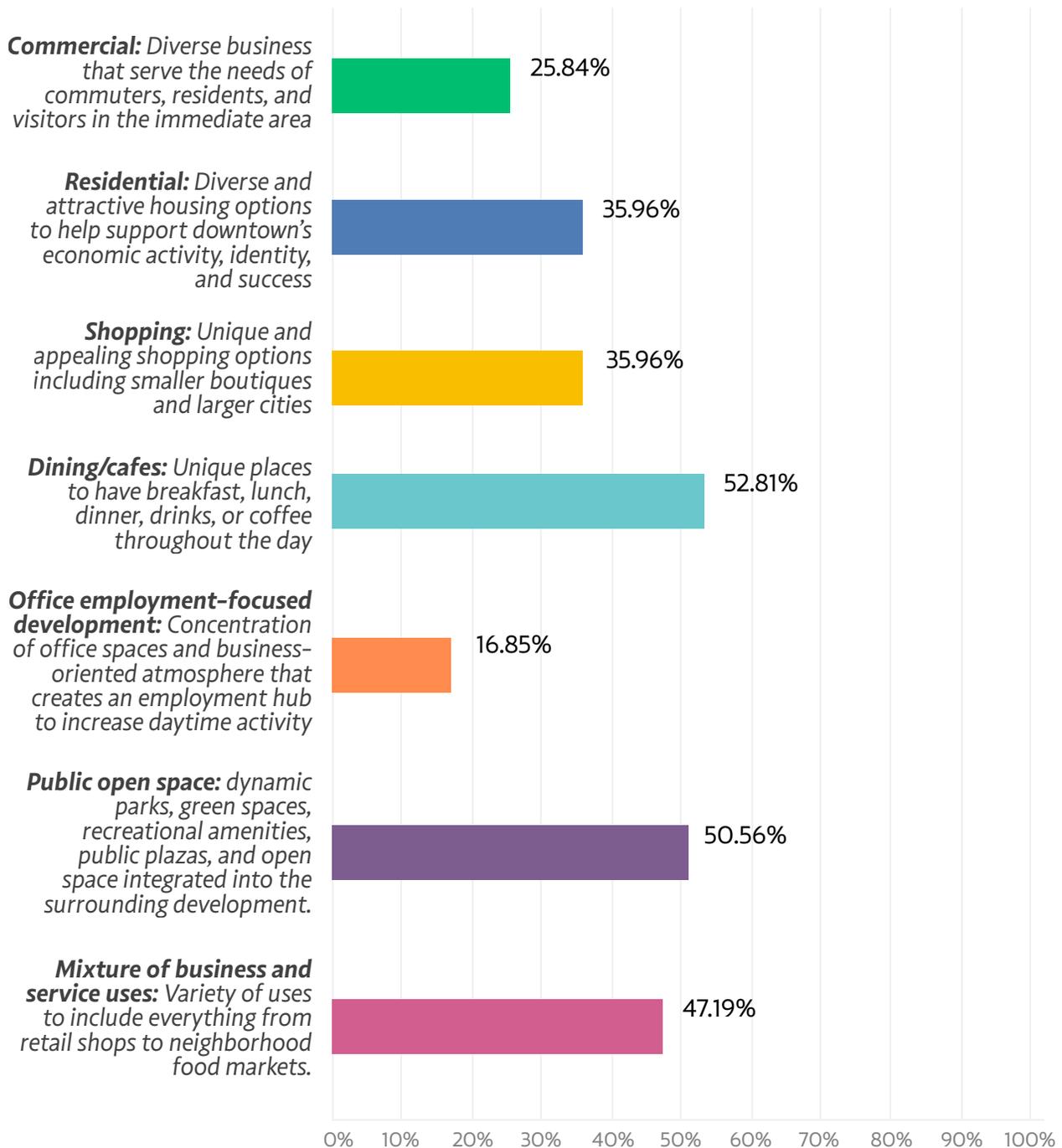
Answered: 88 | Skipped: 176



Question 29:

When thinking about the land use and character of the area surrounding the Shiloh Road Silver Line DART station, what new land uses would you most like to see? (Select your top three responses).

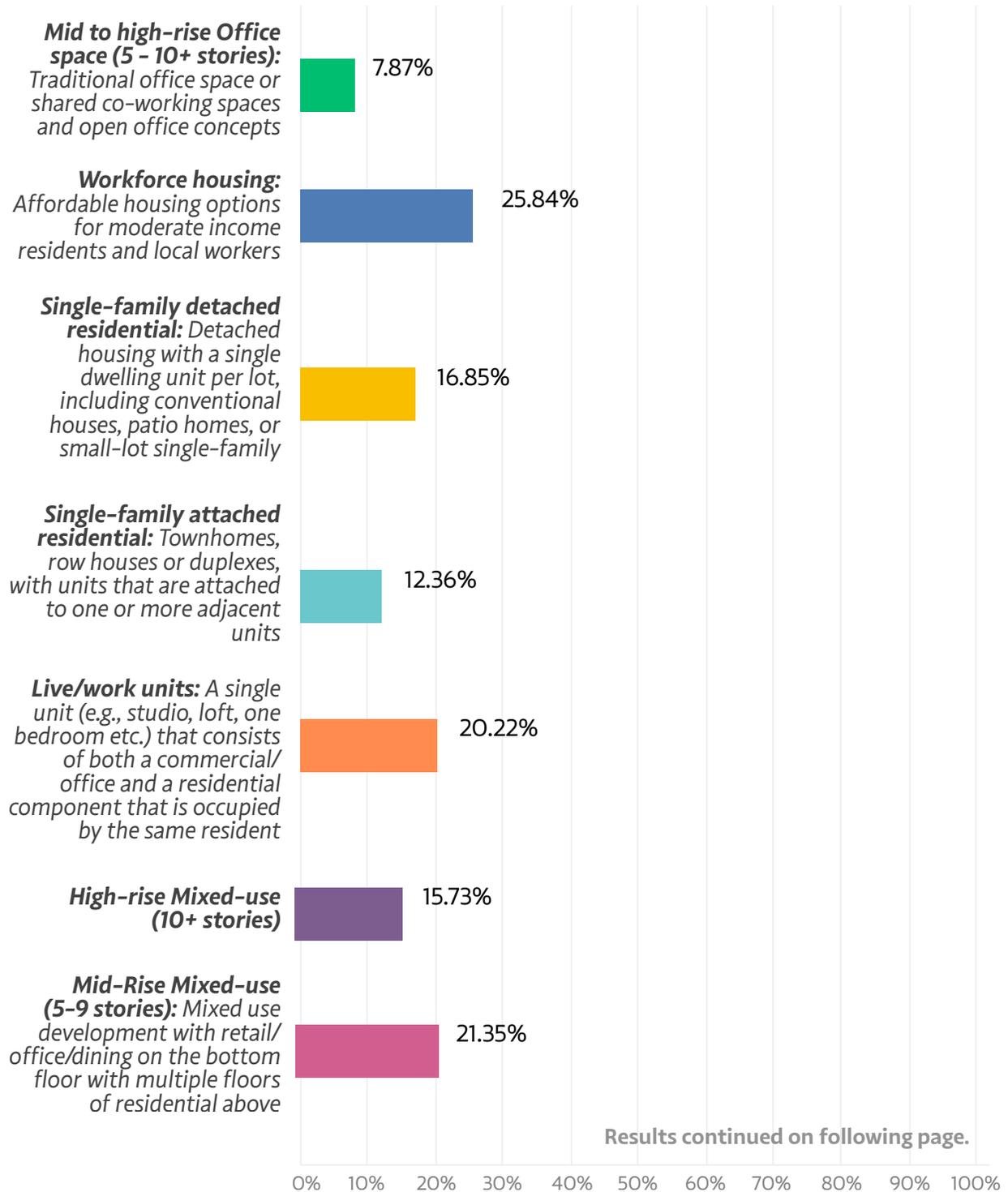
Answered: 89 | Skipped: 175



Question 30:

Which three specific development types are most needed and appropriate in the Shiloh Road station area? (Select your top three responses).

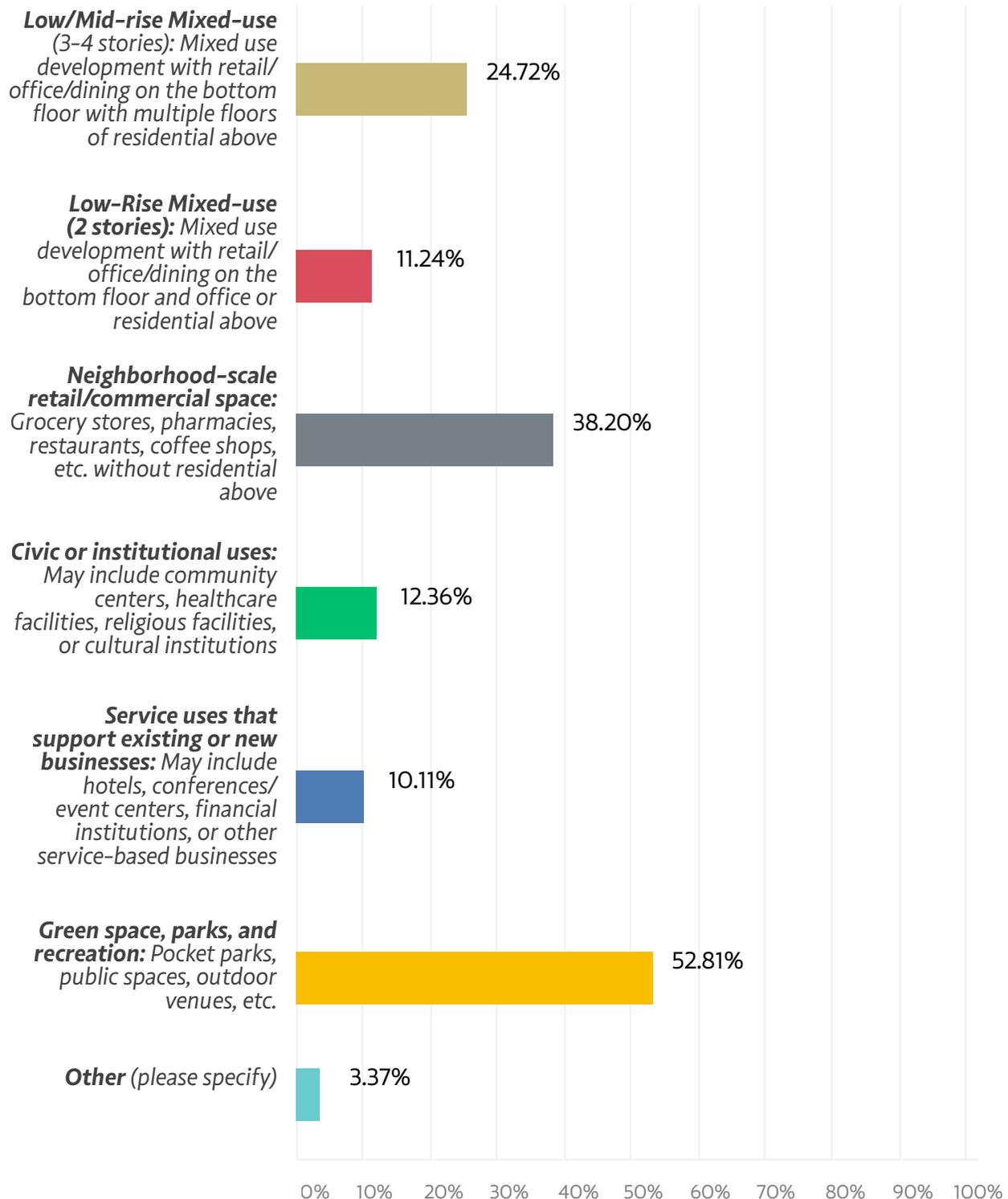
Answered: 89 | Skipped: 175



Question 30 (continued):

Which three specific development types are most needed and appropriate in the Shiloh Road station area? (Select your top three responses).

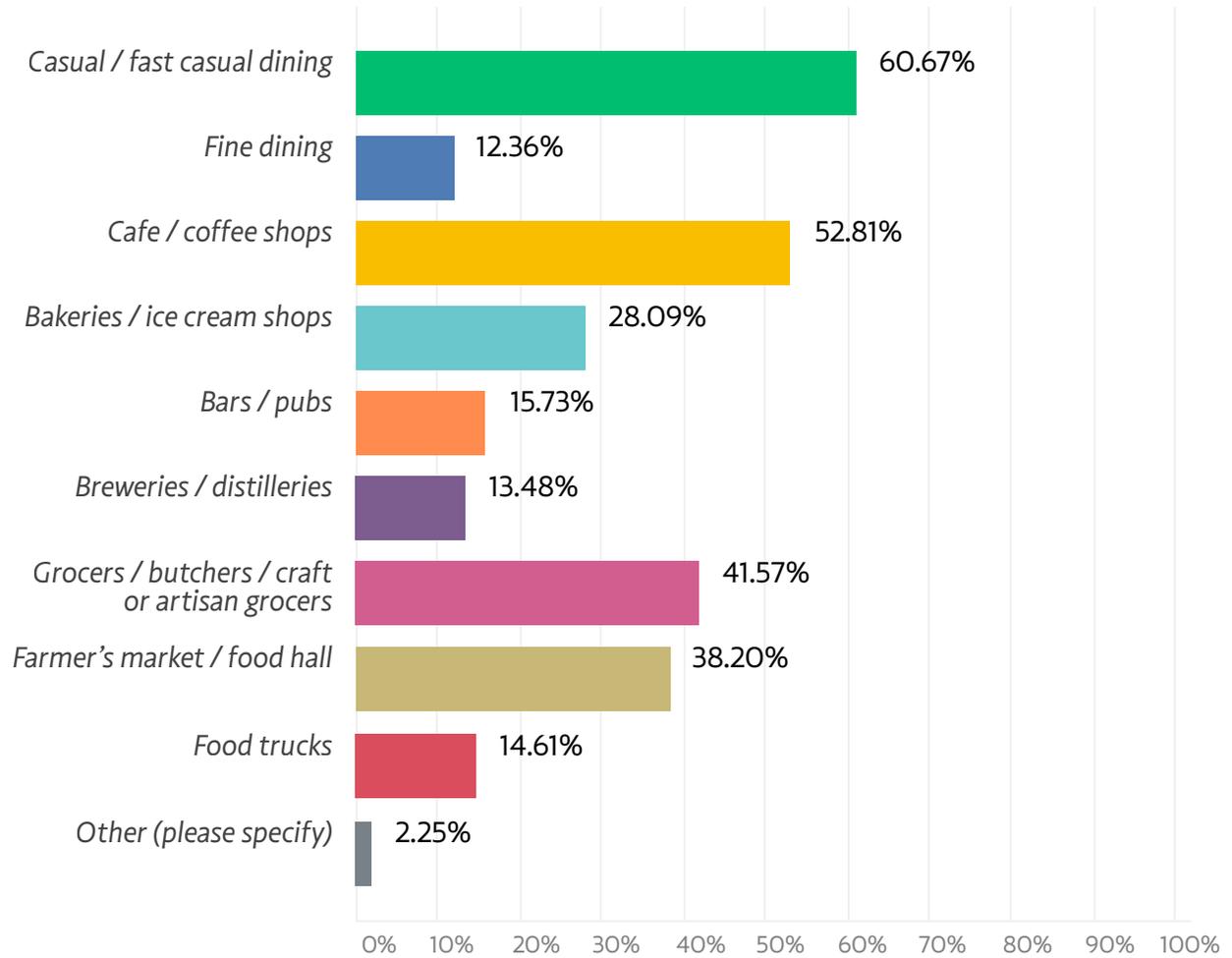
Answered: 89 | Skipped: 175



Question 31:

Which of the following types of food-related establishments would you most like to see in the Shiloh Road station area? (Select your top three responses).

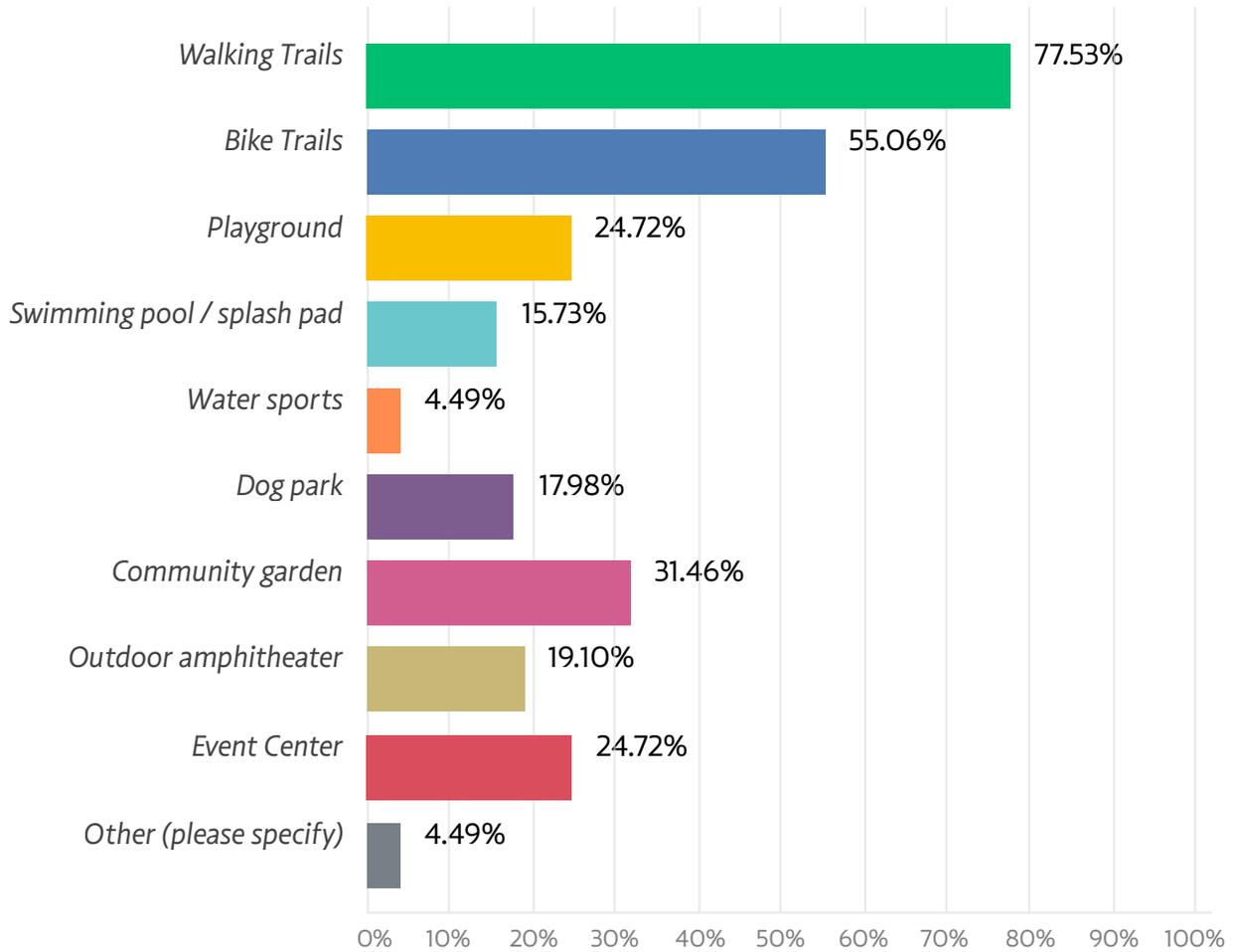
Answered: 89 | Skipped: 175



Question 32:

What kind of recreational activities would you like to see in the Shiloh Road station area?
(Select your top three responses).

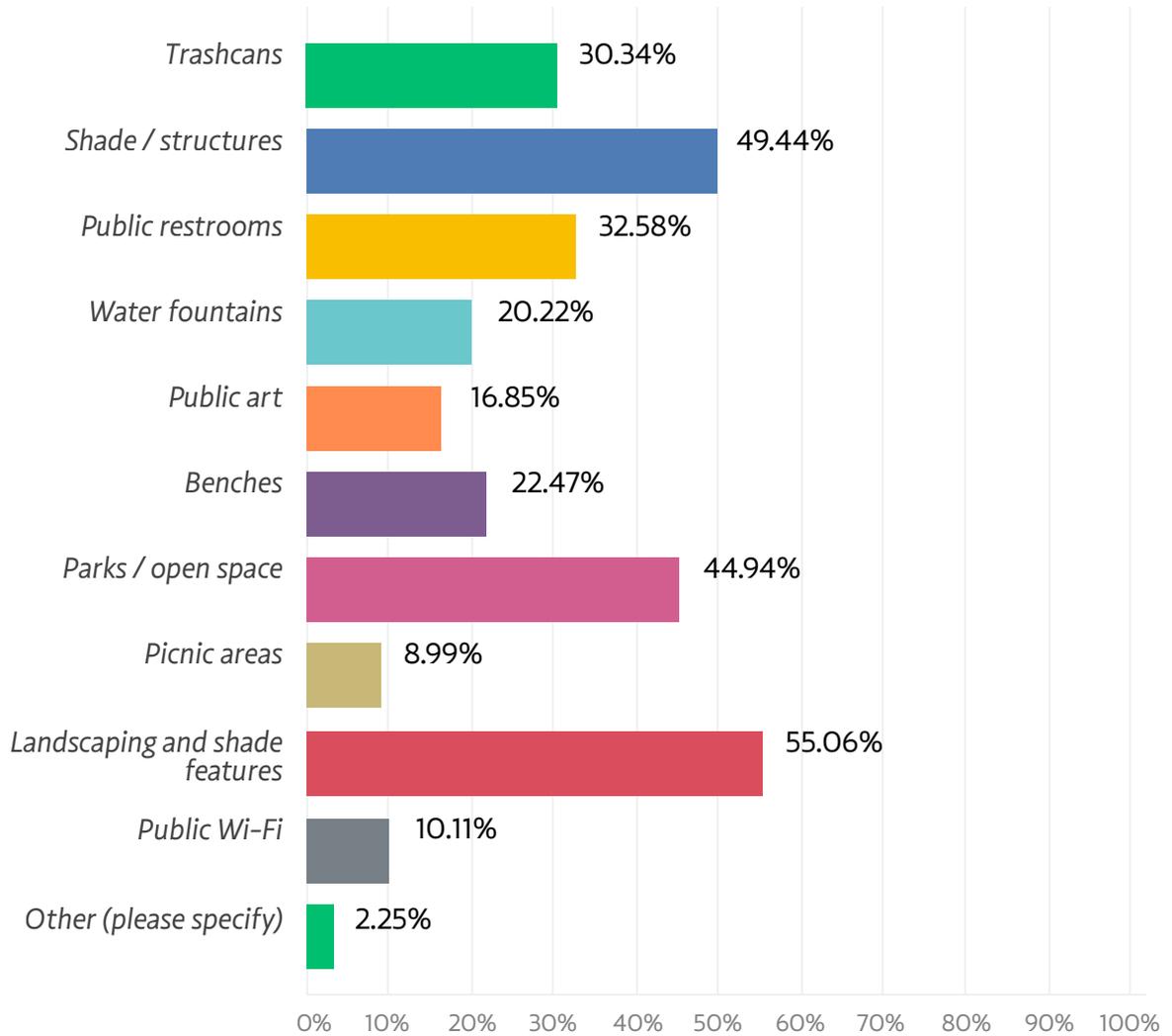
Answered: 89 | Skipped: 175



Question 33:

What amenities and additions would you like to see in the Shiloh Road station area?
(Select your top three responses).

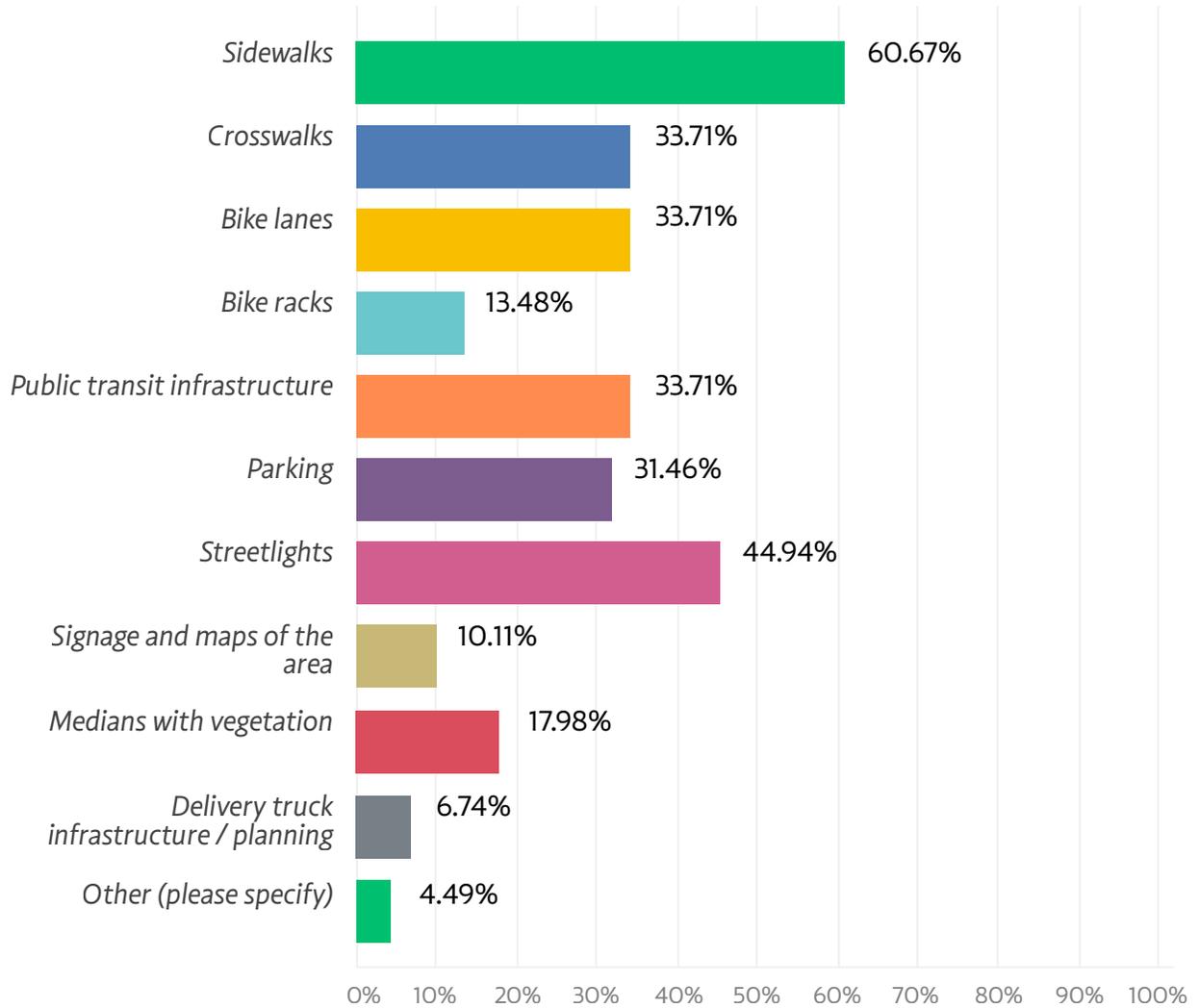
Answered: 89 | Skipped: 175



Question 34:

What safety and mobility features would you like to see more of in the Shiloh Road station area? (Select your top three responses).

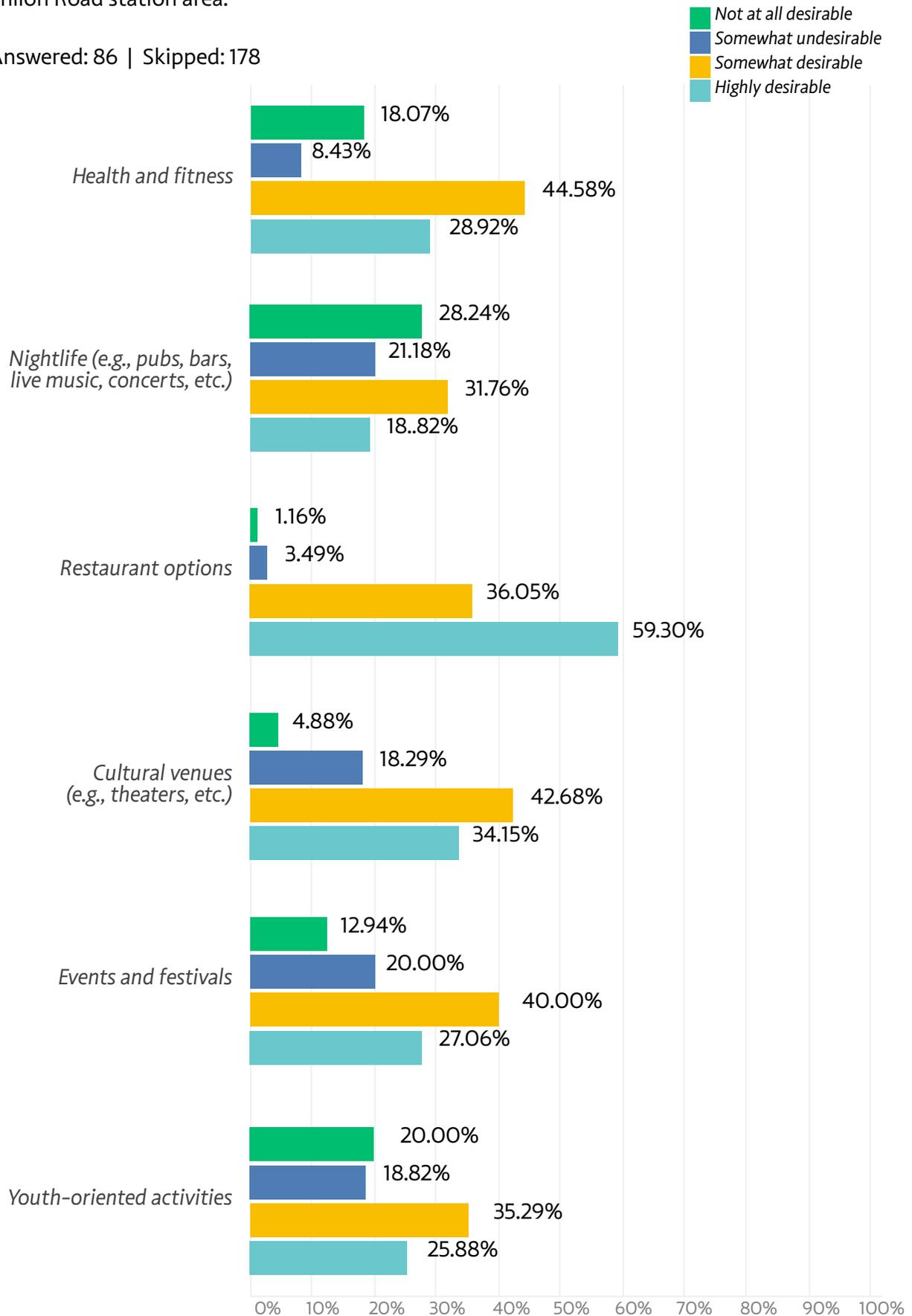
Answered: 89 | Skipped: 175



Question 35:

Rate the desirability of adding/enhancing the following entertainment/nightlife resources in the Shiloh Road station area.

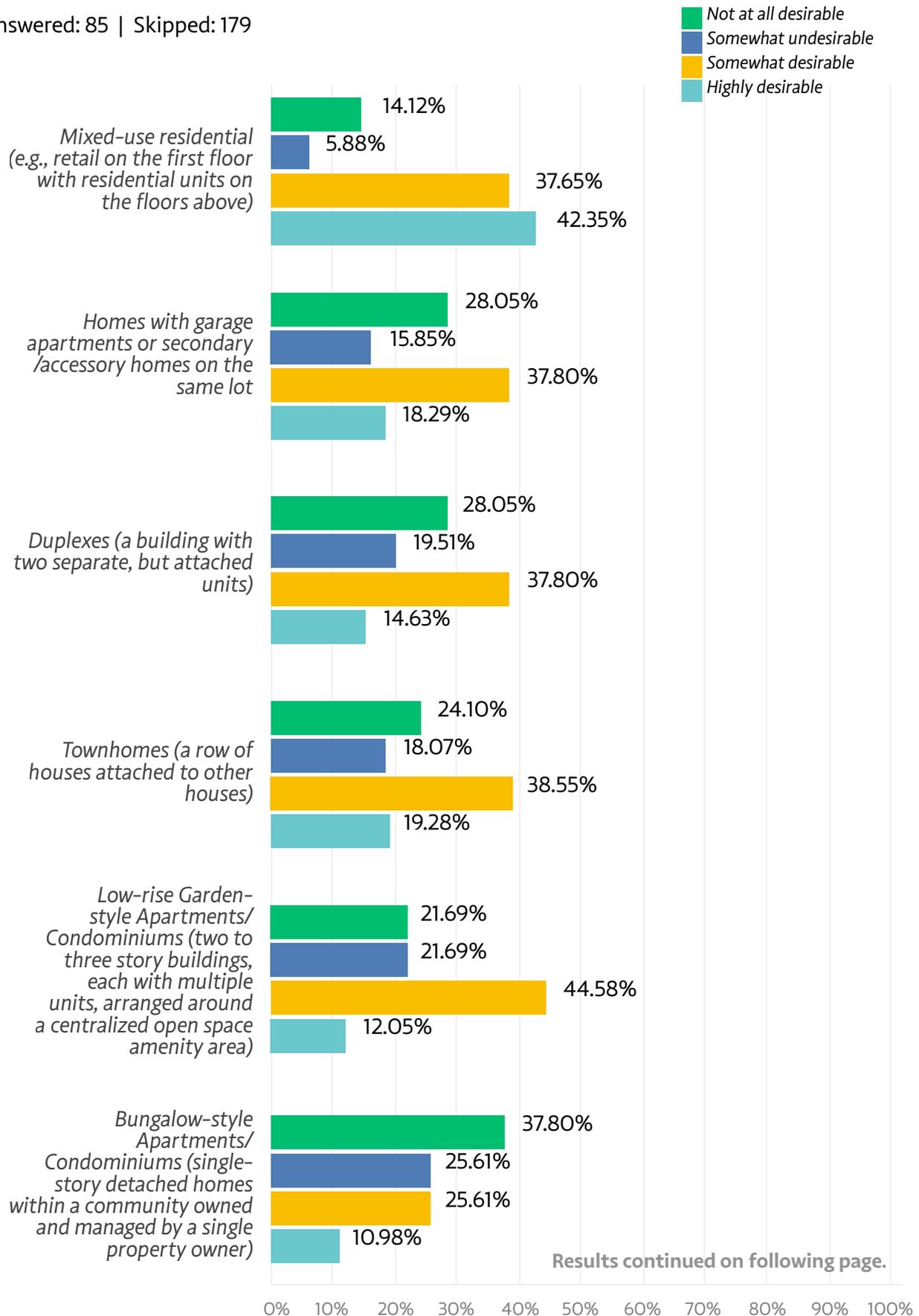
Answered: 86 | Skipped: 178



Question 36:

Rate the desirability of the following housing types in the Shiloh Road station area.

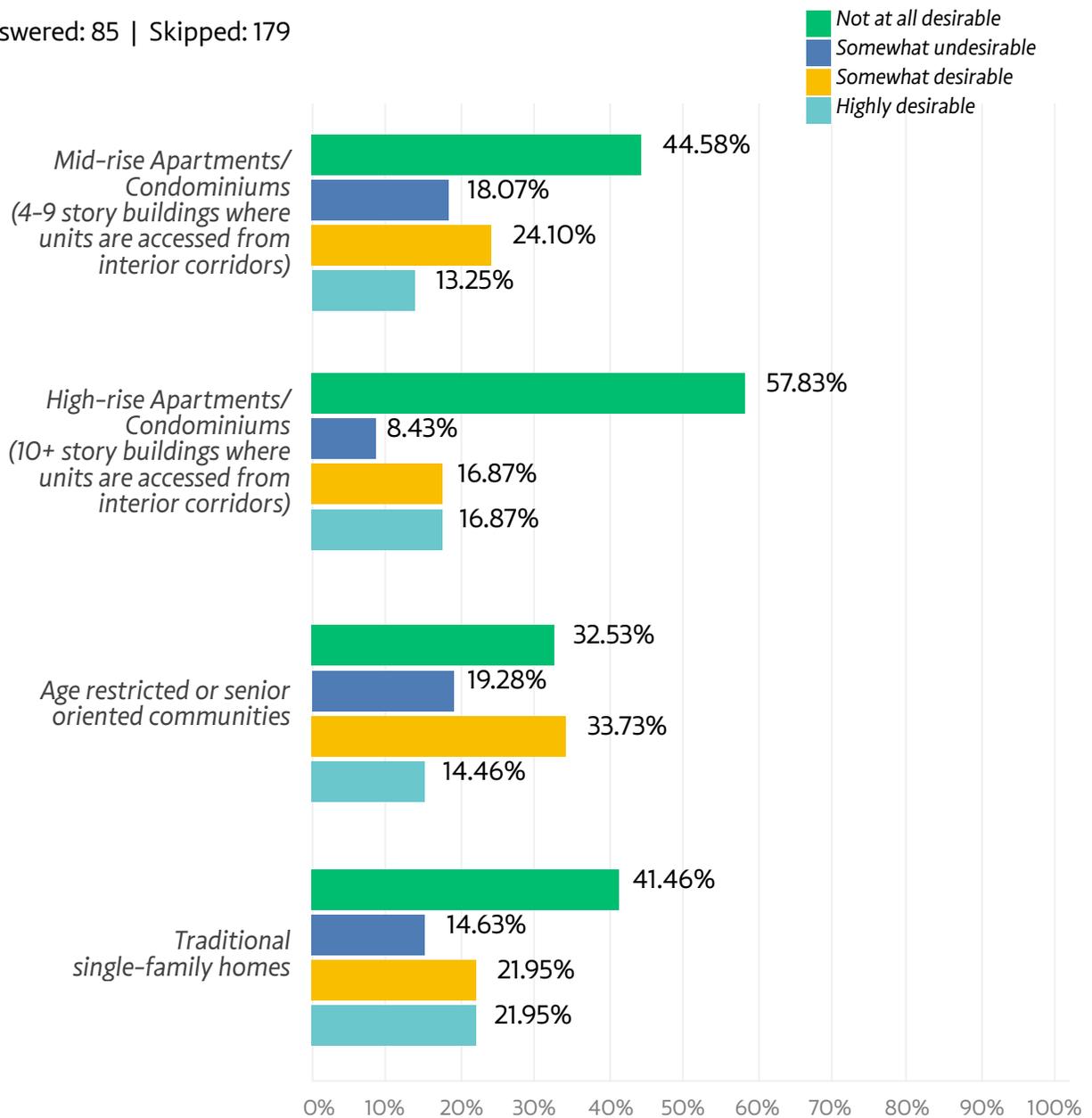
Answered: 85 | Skipped: 179



Question 36 (continued):

Rate the desirability of the following housing types in the Shiloh Road station area.

Answered: 85 | Skipped: 179

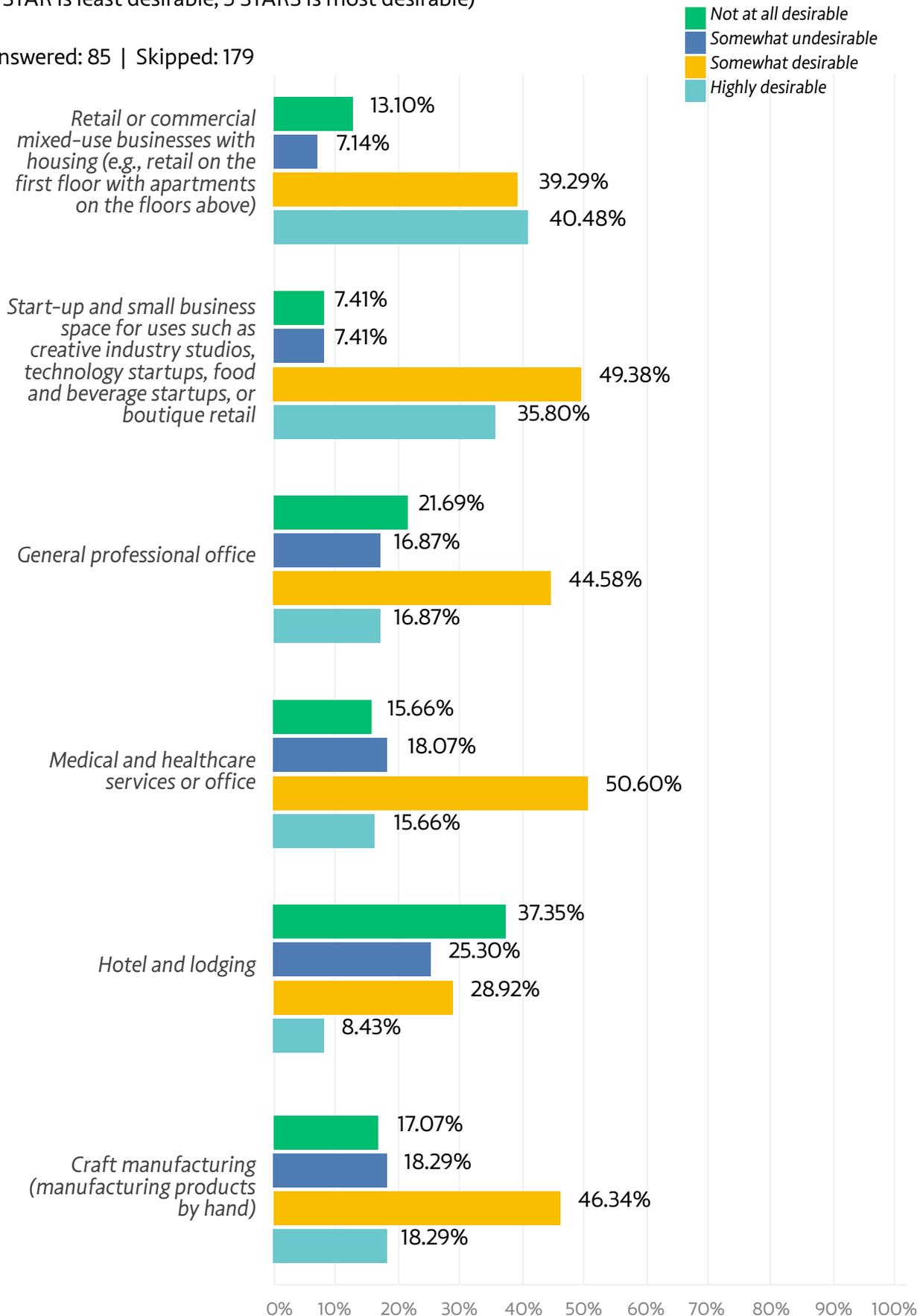


Question 37:

Rate the desirability for the following business types in the Shiloh Road station areas.

(1 STAR is least desirable, 5 STARS is most desirable)

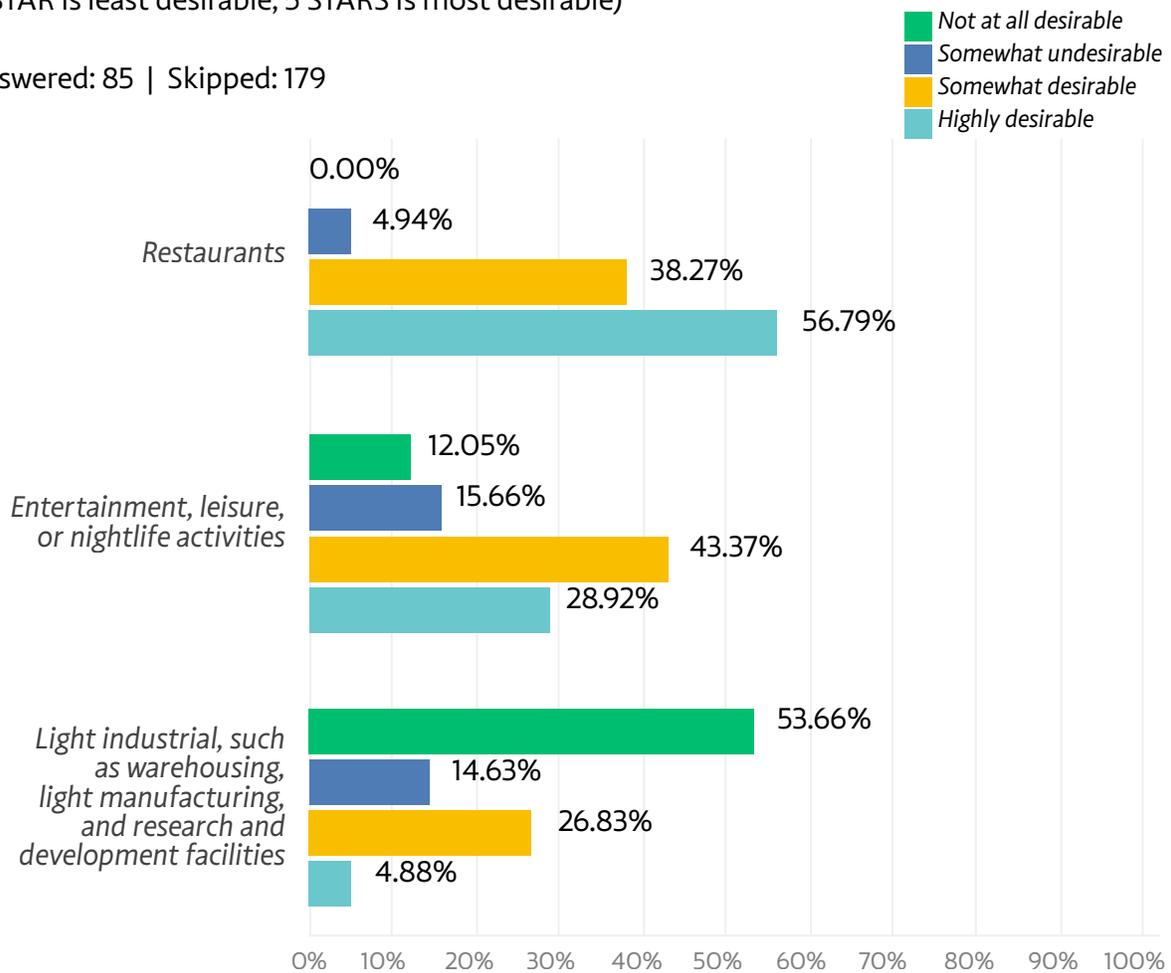
Answered: 85 | Skipped: 179



Question 37 (continued):

Rate the desirability for the following business types in the Shiloh Road station areas.
(1 STAR is least desirable, 5 STARS is most desirable)

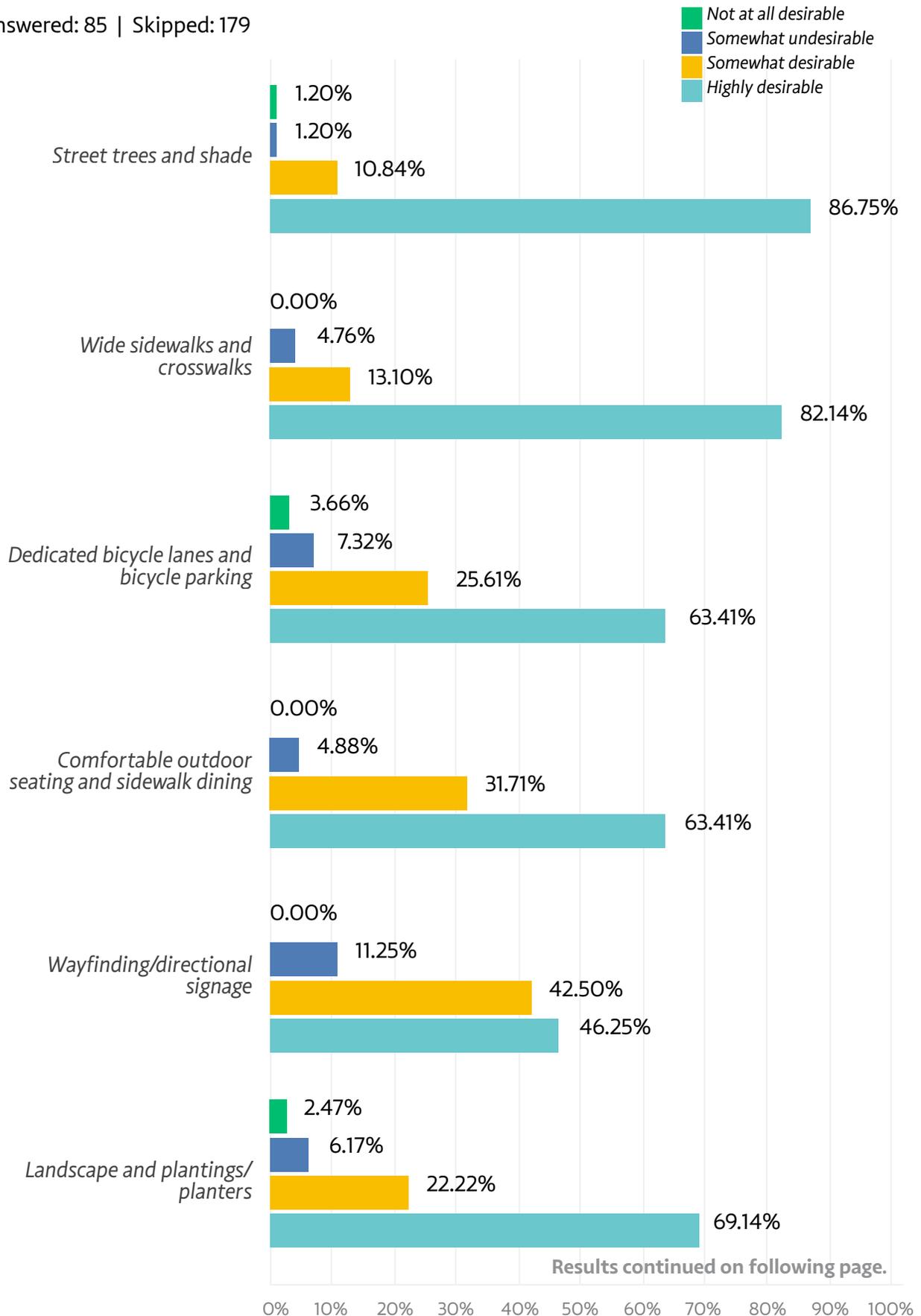
Answered: 85 | Skipped: 179



Question 38:

Rate the importance of the following features in public spaces in the Shiloh Road station area.

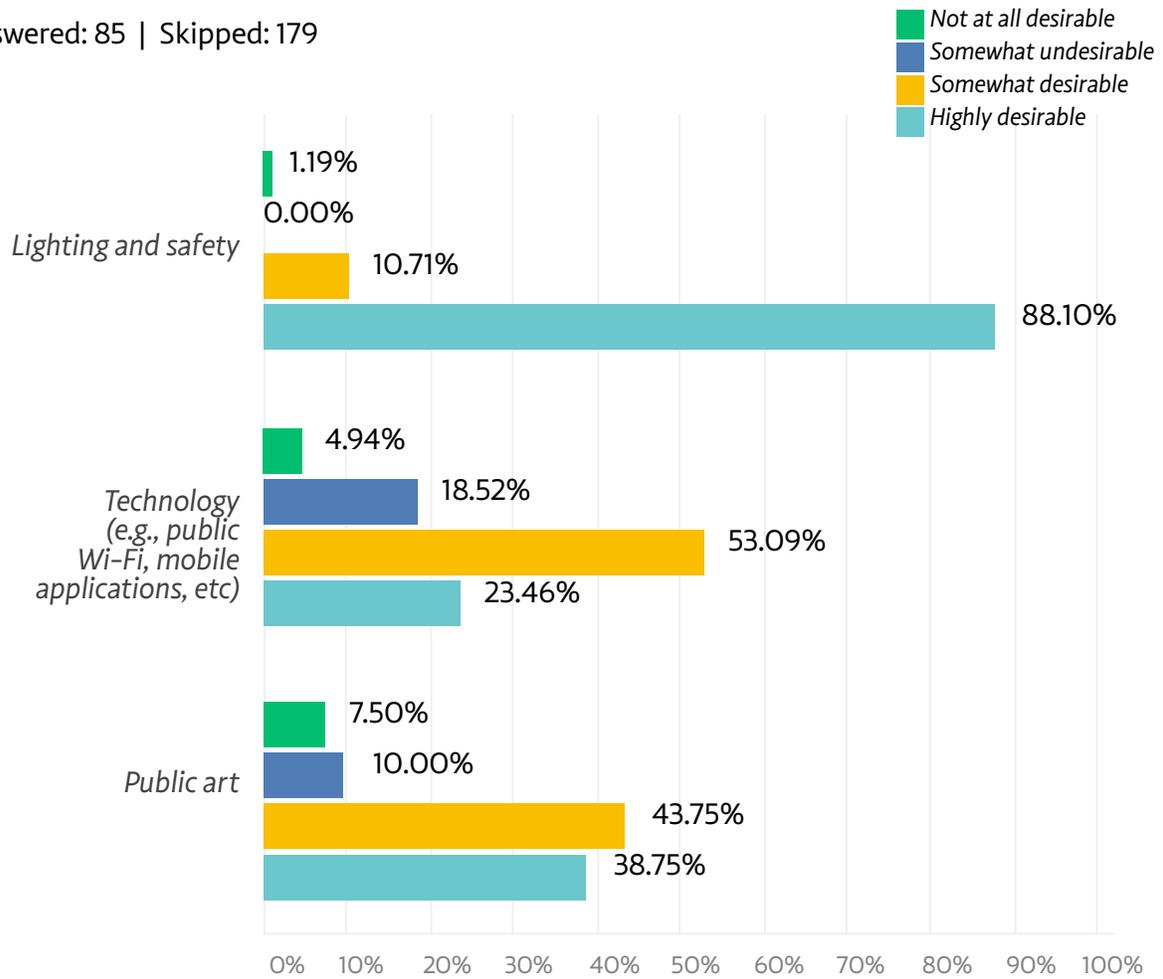
Answered: 85 | Skipped: 179



Question 38 (continued):

Rate the importance of the following features in public spaces in the Shiloh Road station area.

Answered: 85 | Skipped: 179



QUESTION 39:

What existing development or physical characteristics (if any) of the station areas would you like to see preserved as it evolves over time?

Answered: 90 | Skipped: 174

- N/A
- Downtown Plano feels mixed-use and highly walkable vs other areas of Plano
- Green spaces.
- The Douglass Community is historically significant and should not be gentrified. Protections from predatory development need to be put in place to ensure people can stay in their family homes.
- The 12th street station is close to downtown and would be smart to build on what downtown already has going for it. To decrease car and semi traffic and to increase public use spaces
- None
- I hope the historic architecture and features like the brick roads are preserved and used as a visual aesthetic to any new design.
- Would love to see the vacant lot preserved.
- None
- Plano historical buildings
- Parks
- Bike paths!
- The train museum is a fun historical attraction.
- Low density
- Keep our number of lanes and speed limits the same - do NOT remove lanes or reduce speed limits.
- Honestly theres not a lot of special character about either location
- Pedestrian and cyclist first design
- Unknown
- Maintain walkability
- Both of these areas are mostly blighted, unattractive and of little use to the community as a whole. Nothing to preserve.
- I want the walkability of 1#th street preserved
- Family friendly, safe
- I would not want any low/mid income housing displaced without a greater new addition.
- The historic feel of downtown Plano
- Affordable housing
- Not a huge fan as it is.
- N/A
- Walkability, wide sidewalks, Affordable Multifamily housing and Density.
- N/A
- Any significant historical structures.
- Old Main Street type building fronts

- None for Shiloh Road -- the existing development/physical characteristics surrounding this station are very poor. Surrounding 12th Street Station, it's a bit lackluster, but the character of Downtown Plano Station area should be extended southwards toward the station.
- Preserve existing parks and green spaces.
- I would love to see safety and cleanliness features preserved overtime (lights, cameras, and other safety measures)
- The historical nature of downtown Plano. Don't bulldoze over the small homes & Victorian houses in the name of progress. Repair, restore, reuse - it's what makes downtown Plano unique.
- A vibrant retail environment.
- Old town charm.
- Buildings that are smaller/less stories
- Please leave the existing foliage or replace it with equal sized
- Nothing that I can think of.
- Downtown Plano, Courtyard and Cox Theatre, Douglass Area
- The cleanliness and newness along with being very well manicured.
- The history of the DART system
- N/A
- East Plano has a long history and I've been fortunate to live the last 21 years here. I would like for its rich history to be preserved. The public art and other features should highlight the community and its contributions.
- Small town/historic feel of downtown area
- You've already torn out any of the original landscape, so what's to "preserve"?
- A continued commitment to transportation for the citizens of Plano. Access to these routes is vital for employees and residents for a variety of reasons.
- N/A
- Historical surroundings and small town charm
- The green spaces and the older homes and the low lighting (street light lonely point down and are not bright white on streets/less light pollution) of neighborhoods (though station should be well lit itself
- TREES
- I'd like to avoid the areas becoming too overrun with cars. Downtown Plano is really peaceful right now, and while I'd be okay with more cars going there, I think it needs a lot of non car stuff, taller buildings, more variety, and other improvements before it'd be able to take on more cars without becoming unpleasant
- Clean, functional, attractive and safe with adequate, secure, affordable parking.
- Wasted money.
- Preserve the historic markers
- Existing neighborhoods. This area is a great place to live. Bringing in new types of housing could improve it, but do not displace or degrade the lives of existing residents.
- None
- Keep the streets wide enough to carry traffic flow
- The one near downtown needs to be beneficial to downtown and its character.
- Parks and green space and parking access

- The existing nearby parks and green space. Enhancing the green spaces and expanding walkability/biking is important.
- N/A
- It should be pedestrian friendly. Super SAFE. Police/Security.
- Nothing in the 12th street area is unique or special to preserve. Same with Shiloh. Shiloh is industrial and should have uses that bridge the surrounding area to the station.
- The nice trees
- Less apartments
- Trees!
- For the 12th Street station, this is the transition area from the highly accessible downtown Plano area to the slightly more upscale Cityline development. Make sure that the development won't end up out pricing the local residents,(this includes me!)
- To be frank, east Plano is lower-income. It also has a slightly higher Hispanic proportion of the population. I want to ensure that the food, business, and amenities are relevant to the people living there - in cost basis, in interest (e.g. taquerias, laundromats and other services) and in functional service (bilingual signage, services proportioned for the age of the population - kid areas, etc). I don't want to see too many new homes added. Plano is growing too quickly.
- Nothing
- On the North side of the 12th Street Station, transition gracefully from the Station attributes to the historic nature of parts of Downtown, but don't become obsessed !
- Don't erase too much of the history of Plano. Keep the charm of Plano.
- The light industrial area around Shiloh fits well and it would be hard to develop too much mixed use around the area without it seeming out of place.
- Small older single-family homes near the 12th street Station, narrow streets that are easy to safely cross.
- Keep the integrity of existing neighborhoods. We want this to be an area where people want to live there, not leave.
- Density/Walkability, specifically in the 12th street station area.
- Feels like a mid sized town and not a big city
- Please preserve the charm of downtown Plano in the 12th Street station area
- N/A
- Outdoor Warehouse Supply must stay
- Downtown Plano, and any parks
- Down town Plano station
- The downtown area is nice. I like the old buildings, but a lot of downtown Plano needs updating and is still "rough" looking.
- I live in a home built in the 50s and live in fear that I'll be forced to move and it be torn down. Please preserve the historic, preexisting buildings. Don't force them out.
- Keep the small town feel of downtown Plano for the events that occur today. Safety that Plano has today.
- Preserve and integrate the bike path that runs N-S along Central
- I like how the area around the dart station in city line is set up and convenient with all the food and activities.
- Preservation of old architecture, Preservation of green spaces

QUESTION 40:

What existing development or physical characteristics (if any) of the station areas would you like to see changed as it evolves over time?

Answered: 92 | Skipped: 172

- Emphasize re-development of Vendome neighborhood, existing older homes on large lots are no longer feasible in downtown ... redevelop to make better use of land.
- There is no need to force change, just let it evolve naturally
- Substation next to station.
- Do something to hide the eyesore power stations
- More green space, less pavement
- Security
- Safety and cleanliness
- Fewer car-centric design choices - fewer gas stations and surface parking lots, more walkability, density, and public transit access.
- Less car traffic and more pedestrian traffic at both. Less warehouse use at the Shiloh Road station and more public spaces. And RESTROOMS AT BOTH. EVERYONE DESERVES TO BE ABLE TO SAFELY USE THE FACILITIES.
- Easier walkability to silver line crossing 14th. New crosswalk solution is still highly dangerous
- Encourage density and redevelopment or aging retail
- Would love to see the vacant lot preserved.
- Make it modern and sustainable, something Plano can be proud of
- Better pedestrian support, more density
- Would like to see better multi-modal connectivity (bike lanes and bus routes connected to the stations)
- Walkability needs to improve
- Better bike paths!
- The bathrooms at the downtown Plano station don't have running water.
- Adequate parking
- Safety - DART stations are crime magnets. We need public transit, but right now I am afraid to use it because of crime in the area of stations and trains
- Would like to see traffic-calming measures implemented
- Just make the areas more walkable, especially in summer
- Less car oriented
- Unknown
- Nightlife should develop more in the area
- Exercise eminent domain over blighted businesses with wrecked cars security fences and so forth. Be bold and redevelop those areas from scratch.
- The low density industrial uses. Land near train stations is valuable, we need lots of activity and jobs near it.
- 12th is cramped, difficult to navigate and park
- More affordable housing.
- It's awfully boring and there needs to be more space/safety to promote walking and biking

- Shiloh Road area is so empty of any character. I'd love to see some trees, art, etc. installed at this station. Not much else going on over there unless you're headed to the mosque. 12th Street is a different story: Plenty of opportunity to change into a thriving area for entertainment connecting the gap between cityline and downtown Plano.
- Increased density for good mixed use transit oriented development
- Definitely would like to see a more urban feel to it, especially the 12th street station. Roads should be narrowed, creating a comfortable atmosphere for pedestrians.
- Improved pedestrian activity and bike infrastructure
- More density and walkability with less industrial.
- Dense, mixed use walkable neighborhoods that can build a neighborhood independent of Dallas proper while also dating people to Plano.
- Must remain safe to use!
- Amount of traffic
- Better walkability and mixed land use to better improve use of space and pedestrian activity.
- Both stations represent key opportunities for walkable, well-connected, mixed-use, transit-oriented developments. The low-rise research park zoning surrounding Shiloh Road should be eliminated, and replaced with medium- to high-density development. 12th Street is zoned a bit higher-density, but should be upzoned further to maximize development opportunity.
- Expand parks and green spaces. Improve drainage and clean the trash from the storm sewers and creeks and other waterways.
- Would like to have options for scooters, skateboards, and bikes. Trees with hammocks! Outdoor large size games like chess or other fun things. Would love to see more technology as well.
- More pedestrian friendly. Sidewalks, shade trees, benches. Make it a place people want to walk in, not someplace they drive to, shop/eat, then leave.
- Old town charm.
- The area needs a refresh, it looks old
- Please fix the roads nearby and add more walking/biking spaces
- Less industrial look and more vegetation
- Increase footprint of downtown, hotel
- N/A
- More disabled access. Ease of process
- N/A
- As we work to preserve the historical elements of east Plano, I would like to see a change in our public art and names of buildings/parks, etc. We typically focus on land owners and not the very diverse people from a wide variety of cultures who actually LIVE in east Plano. I want their names and work to be highlighted instead of land owners of long ago.
- I would like to see more bicycle and class 2 bike facilities incorporated into the station and corresponding trails infrastructures.
- N/A
- More pedestrian friendly
- I just want less traffic and more people use the metro line.
- Much it warmer and less industrial

- I'd like to see the areas be made more comfortable. Having access through biking, walking, transit, scooter, and other non-car options would be greatly appreciated. I would also like to see some more development, since a lot of areas around Plano are kind of boring and empty right now. Most of what I'd like to see around the station areas is about the same as what I want to see elsewhere in the city, since modern trains tend to not impact much due to their quietness, efficient size, and natural filtering of criminal activities (stolen items, weapons, and other dangerous materials are way harder to conceal on a train or bus than in a private car).
- Maintain what I listed in #28
- None
- More legitimate mixed use developments. More condos and fewer apartments. Too many of the area residents can't own a stake in the neighborhood if they wanted to because there are so many apartment developments.
- Underground utilities. Better night lighting
- Need restaurants, Trader Joe's, "hip stuff" on Shiloh station. Expand upon businesses there and make Tech Hub destination.
- More public spaces, shade, gathering spots and mixed use
- Creating a beltway of walkability/biking between the downtown Plano area and Shiloh would be very symbiotic for the new technology companies in the Shiloh area.
- Landscaping and Accessibility
- N/A
- Add more greenery and shaded areas so that the stations are usable in the summer Add convenient connections
- It should be pedestrian friendly. Super SAFE. Police/Security.
- Go modern and futuristic architecture. No need to continue downtown look. This area is devoid of any character. Build a unique space and forward looking area. This will be a gateway to Plano from all around the world due to direct connection to DFW Airport. Do not make the new area look historic or old/traditional. Make it exciting to draw the region to the space.
- The old ugly buildings, but keep the nice ones. More residential/mixed use
- Stay ahead of crime with cops walking the beat.
- For the Shiloh station, while the focus of this station should be to help the local residents get around DFW and get workers to the industrial district, this area doesn't have a lot of personality. This station has the opportunity to be a centerpiece for the area and start to bring a little more flavor to what's becoming a gray industrial district.
- Although I think it would be best to keep the Shiloh area as more commercial, that space could really be improved by the addition of more services for the families there (e.g. park spaces)
- Eliminate run down plazas
- The area closer to, and especially South of the Station can be redeveloped extensively.
- 12th Street needs to be improved to be more like the downtown area to the north and Cityline to the south.
- Improved aesthetics along the Ave K corridor. Less giant swaths of parking around the 14th & Shiloh intersection. Always more shade and traffic calming.
- Increase transit connectivity and micro mobility options.

- Cleaner, better lighting, shade
- The Shiloh Road station area doesn't have a lot of desirable businesses right now. I would like for it to bring more attractive businesses and increase property values
- More crosswalks and sidewalks, add traffic signals as needed to control vehicle and foot traffic access
- N/A
- Dire need of beautification. It's a dust bowl.
- Change the parking lots into parks, build bike infrastructure,
- Parker road station get rid of that big ugly unused parking lot
- It always feels hot and unwalkable. I'd like to see this improve.
- Support bicycling and walking
- More native plants and dark sky friendly lighting.
- There needs to be more safety aspects added to the stations because a lot of crime happens with those traveling from inner Dallas to Plano
- Increase outdoor restaurant/pub space. Improvements for walking and biking. Wider sidewalks and bike lanes. Reduce or ban vehicle traffic in certain areas. Make this area for people and not for cars. Closing 15th street for cars would be nice. Have through traffic directed via 14th street or 18th street.
- Sidewalks, shade structures, crosswalks, public art

QUESTION 41:

Describe your vision for the station areas.

Answered: 103 | Skipped: 161

- Immediately south of 12th street, emphasis on efficient land use for residential; north of 12 street, low level commercial service (restaurant, coffee shop) with off street parking.
- Industrial manufacturing and warehousing and small to medium-sized development businesses
- A place where commuters feel safe every day on their way to/from work. Increased access to job opportunities. Convenience to run errands or go out after work.
- Have some character and reflect the charm of downtown. I'd like an area where I feel comfortable walking alone as a female.
- More foot traffic
- Well lit stations with benches or access to shade.
- Modern green urbanism with shared spaces, community amenities like nicely maintained public restrooms, public art and green spaces.
- Welcoming, warm, artsy, Plano centered.
- The preferred way for Plano residents to access DFW
- A beautiful partnership of both form and function where the station serves its initial purpose but is a breath of fresh air during one's route through town. Also a place for residents and families to enjoy with green space, unique shops, dining, museums, concert halls, and gorgeous trails.
- Highly walkable live/work/play lifestyle opportunities for the jet set.
- Panhandlers, vagrants, theft will surely increase and increased traffic will also be a problem. If you wanna see for yourself it's easy! Just go to the Parker rd station and observe what a rail does for the city.
- Make it modern and sustainable, something Plano can be proud of
- Ease of access, mixed use, support for low income citizens
- Rejuvenation
- Public open spaces. Parks. More emphasis on pedestrian and bicycle use. Safe and friendly environment where community gathers for events.
- Walkable and less care dependent.
- Great connectivity for all types of travel.
- Provide outhouses for the homeless, otherwise everything becomes an outhouse.
- A clean, safe area to wait for the train to DFW airport.
- Safe, pretty stations that drive economic growth without impacting our current road grid and traffic speeds.
- The stations are very close to the UTD campus already and the silver line station at UTD will make these areas much more accessible to UTD students, many of whom are already part of the Plano community. There is a need for more recreation, grocery shops and other retail, and housing near campus. I would love for these station areas to meet the needs and wants of youth and college students in the area, especially since we are more likely to not have cars and depend on DART to get places.

- These stations should be in the heart of a vibrant neighborhood that *many* people live and work in. These should not just be stations people board to go somewhere else - they should be stations people elsewhere want to go to. Create an atmosphere that is attractive and constantly has amenities and people.
- Minimal car parking spaces safe, big, sidewalks and paths connecting in all 4 directions amenities like shade, water
- A car free living space where most tasks can be done by walking or cycling.
- Sorry, I don't have a vision for it
- I would like to see this station bring in more businesses like restaurants, cafes, and bars. I would like Plano to be a spot where many can just relax and find a good decent spot to hang out
- Look at successful areas elsewhere. Downtown Carrollton is a great blueprint. Do it. Grandscape is amazing. Don't attempt to do this incrementally. Bulldoze and redevelop.
- Lots of housing, mixed use, very walkable. Safe to walk, safe to bike, and even bus lanes if there's food routes that serve these stations I can see Shiloh having more employment, and 12th Street being more residential, but both should be mixed use.
- Safe, clean area for families and individuals alike
- Neighborhood/family friendly extensions of Downtown Plano that benefits the diverse community instead of gentrifying them.
- A place where I can live, work, and play.
- 12th Street should become a thriving area for entertainment, shops, restaurants, connecting the gap between Cityline and downtown Plano. Shiloh is different. I envision a continuance of the same, but possibly improvement in the aesthetic, thus making it a beautiful area to catch the train.
- Make the area aesthetically pleasing. Somewhat traditional design, much like the Grapevine Texas depot area.
- Walkable, bikeable, DARTable area with high density and a mix of uses
- 12th street should definitely be a major mixed-use destination considering its role as a junction for two rail lines. I'm thinking Cityline but better. Shiloh road will be a bit harder since the transit isn't there right now, so I'm envisioning some lower scale development, mainly shopping and restaurants.
- Dense residential buildings that bring more DART rides to the Silver line and DART system in general.
- A walkable mixed-used Transit oriented and connected neighborhood with A variety of housing options and pedestrian friendly access.
- Accessible and walkable.
- Again, must remain safe to use!
- A modest place where you can step off the train and not get bothered by people who want you to buy something. Somewhere you can go eat and enjoy yourself without having to worry about security.
- The areas around the station should be a mixed use so when you leave the stations there is dining, leisure, offices and housing that are built tall rather than wide so you can walk, bike, or take the bus to a majority of these locations. I don't it to be like several existing stations where you really need a car from the station to go anywhere.

- Both stations should see new, dense, mixed-use development. These represent opportunities for Plano, which remains (and will still remain) mostly car-oriented and sprawling, to introduce areas of density near the higher-tier transit service needed to support it. These developments not only bring substantial tax revenue for the City of Plano, but can also incentivize more transit ridership, which can convince DART to increase off-peak train frequencies from every 60 minutes to every 30 minutes or better. This not only leads to more transit ridership, but more visitors to Plano as well!
- Improvements upon what exists, redevelop and upgrade for the benefit of current and future residents.
- A place where your professionals can work, play, network, and connect! The opportunity to meet people is really important to meet as I grow, start businesses, and progress in my career.
- For 12th Street, I see it as a place that enhances downtown Plano & turns it into an expanded destination like downtown McKinney or Grapevine.
- Safe place to be able to walk to and take the train to DFW. Not all Darts are safe as a single women.
- Clean, lighted, safe, pretty
- We don't need more residential. We need more cultural events & public parks
- A mix of affordable housing with retail and dining options, with shade areas and good landscaping
- A complete waste of taxpayer money
- Seating, coverings for inclement weather, water fountains
- A place well people live/work/play
- Mixed use welcoming and accessible to all. Do not make each station the same, make them different with attractions at each.
- No station at all
- These new station areas will bring more people and more business to east Plano. The lack of medical facilities is concerning. I envision a way to have a wider variety of medical offices that are closer to home for our east Plano residents. Also, the food desert we have in east Plano is an important part of this growth. We want HEB and Trader Joe's but we also don't want to drive 30 minutes to get there. We want a reliable dentist, optometrist, and other medical facilities without having to drive an hour into Frisco.
- Area will provide destinations for entertainment/arts and dining options that will attract more people to the area
- I'd like to see a safe, well lit area that is patrolled frequently by police.
- Clean, well lit, well attended areas that drive pedestrian traffic as well as vehicles through varied businesses and accommodations. True places that see the community come together in both commerce and kinship.
- Security to prevent panhandlers from coming into Plano.
- Hub for young people looking for a thriving downtown area. A safe walkable space with practical human design.
- Less pollution

- I went to Boston recently and went on a walk with my mom. We followed a tour trail that we took a train to the start of and took one back to the hotel when we reached the end. On the walk, we encountered many enjoyable spaces such as cafes, bakeries, shops, and other things to enjoy. I would like to be able to place that same level of trust in my city, to be able to trust that I'd be able to encounter something fun and always be able to rely on public transit, or at least a bike.
- Same answer as #28
- Torn down
- A crime free area with places to entertain, eat, learn and with futuristic design
- Make a great neighborhood to be a homeowner even better by bringing in more homeowners with a stake in the neighborhood and bringing in more ground-level businesses when building complexes.
- Evolving over time in an economically viable method that respects the landowners involved.
- A cool destination that I would want to go to, even if I'm not riding the train.
- Downtown - it's downtown (spinup Petula Clark). Shiloh - it's Techy and Cool.
- Open public space to gather, more green space, very safe, well-lighted and with mixed use so there is more activity
- Ability to reach the destination and have safe, walkable features to get to nearby restaurants and shopping. Ability to walk safely from living nearby the Shiloh station to then take the dart to other existing towns such as Addison, Carrollton, and the airport.
- There's such very high potential for these two areas to fundamentally pivot Plano's center and economic development. They should be complementary but not the same - since they are connected there can be different focuses.
- A balance of residential and destination
- N/A
- They become connecting points for safe and convenient public transportation so that people prefer the train and bus travel over personal vehicles, resulting in lower emissions
- It should be pedestrian friendly. Super SAFE. Police/Security.
- I'm scared this is a conduit for the homeless to flood East Plano. I don't think it's particularly preventable, so security needs to increase.
- Futuristic. Family oriented for day uses. Lively nightlife for evening uses. Make it exciting and unique. Bring and attract the area to the space. Show that Plano is an exciting area, not just a mature city. Draw interest from the further north suburbs.
- Ideally, mixed use transit oriented development, with heavy emphasis on pedestrian work. Lots of apartments and maybe some townhomes
- We need a movie theater in this part of town.
- Long term parking
- Modern facility that is safe and secure.
- I'd love to see the new stations truly become hubs used by residents in the area to move around DFW and to help bring DFW in for a taste of Plano, either for play at the 12th Street station or work at the Shiloh station

- The western station is in the middle of a more “urban” feeling area - many homes, lots of traffic to and from businesses. If anything, I would like to see it beautified and made more functional for the people who live there, while being visit-able for people who are just passing through. Mixed use buildings (store on bottom, home on top) can help provide that. The eastern station is placed where there is a lot of commercial stuff currently. Crowding more people into that space would be a disservice to the existing residents and any who came in the future. Keeping the area generally commercial but with added amenities for the families in the area would be ideal.
- Vibrant uses with a lot of housing, and significant businesses that add to the neighborhood. Dining, nightlife are important.
- Inviting and strive to uplift these areas.
- 12th would become an extension of downtown.
- Similar to the downtown Plano station... surrounded by a healthy mix of residential, business, retail, restaurants and green space, Areas that encourage walking and biking and discourage driving.
- Inviting, clean, functional, accessible
- Higher density with more localized commercial applications.
- Community hubs and points of interest for everyone
- I would love for the station areas to be destinations not just for people traveling by rail but also people who live in the area.
- N/A
- Shady, community, operational, have chess tables, games.
- A place where locals could go for dinner and a drink, then see public art.
- Densed mixed use walkable and car free.
- I could see mixed-use buildings (offices, retail, apartments, condos, etc) in the area. I could also see more greenery and parks.
- Vibrant; good bicycle and pedestrian access
- More options of express to go from Plano to major station hubs like Mockingbird or Pearl.
- I like the downtown Plano set up with food places, shopping, and events available but also enough parking around the area you don't feel over cramped.
- Love to see a mixed business and living space. Similar to areas like uptown Dallas, Oak Cliff, Deep Ellum, Watters Creek. Walkable lively areas which brings people together. Add green spaces with entertainment such as stages, food trucks similar to Clyde Warren Park.
- Utilize connection from DFW airport to make 12th Street/Downtown Plano area a viable option for people visiting the region for business and a nightlife destination for a variety of age groups, such as young professionals and UTD students

QUESTION 42:

What else should we know?

Answered: 65 | Skipped: 199

- Safety on DART is a priority. Commuters won't use it if they don't feel safe waiting for their transportation or on their ride
- Lighting and security
- The developer of the lot on 15th St east of Hamilton Law Firm should be prosecuted for tearing up the sidewalk and abandoning the development without ever fixing it. That's our neighborhood and everyone who lives here, or visits Haggard Park or downtown for an event, has suffered from their poor planning and negligence, not to mention total lack of responsibility, and shame on the city for letting them get away with it for MULTIPLE YEARS.
- Restrooms! Also, remember people live here already and would love to see the space continued to be more about people and less about cars
- This is not wanted or needed
- Please no high rises, apartments, and hotels.
- Where are people going to park?
- Thanks for taking the survey
- As a lifelong resident of DFW and an advocate for improved and expanded public transit options, I've seen the tremendous population growth and increase in vehicle traffic over many years. As a result, the Silver Line is very much needed to provide an additional transportation alternative to help reduce car traffic, road congestion, and air pollution as our region continues to grow rapidly!
- You are doing great. Dallas residents will enjoy this.
- I bike a lot and lead bike groups into Plano, and just want you to know that any improvements to bike infrastructure are exceedingly well appreciated!
- The people who ride the train back and forth all day take up most of the room. You need to have more fare enforcement. Turnstiles or something similar are what other cities use.
- Looking forward to riding Dart rail to the airport.
- May be able to convince more people to live in the area by selling the easy access to the airport.
- Will there be parking? How much will the train cost? Is it easy to get on the train if you are disabled or are there steps?
- Please no more apartments.
- Downtown Plano station is one of the best stations. If you model other station areas off downtown Plano you really can't go wrong.
- Police and public safety presence are appreciated
- Look at Ebisu Station in Tokyo.
- I'm hopeful that everyone at the City of Plano recognizes the significance of these projects. They are likely to shape this area for years to come.
- I would love to see higher density with smaller developments instead of multi-block, billion dollar developments by one big developer

- It's absolutely essential to get a major grocery store (but not Whole Foods) as an anchor for any mixed use development in these areas. I think the lack of a good grocery store is what led to more disappointing developments in Richardson and the like.
- N/A
- The areas not walkable enough.
- This project needs to be completed as soon as possible without any future delays
- There is no parking at 12th Street Red Line station. How does this new line elevate that?
- For a good example of such a rail-led upzoning in a historically car-oriented suburb, see the development surrounding Grapevine-Main Street Station. Also, I did a research project this year for the University of Texas at Austin about these two new Silver Line Stations, which found that current development and zoning in Plano will not adequately capture nor induce transit ridership on the Silver Line, while all other Silver Line Stations will or already have capitalized on transit-oriented development or similar dense development. Can't wait to see how Plano seizes this opportunity!
- I live here, in the areas under consideration.
- Easy and clear access between the silver line and the red line is important
- I plan to settle in Plano and I am just starting my career. One thing I have struggled with is networking and meeting people with similar interests organically. Hoping to see more opportunities for connection with like minded people who also want to grow and be successful. Resources for people like me who are just finding their way would be helpful as well. The library has tons of resources so that's a great feature of the city. Would like to see more targeted features for GenZ and Millennials. I hope to see Plano grow as I do. Also I am so excited to provide feedback and collaborate. If there are any other ways to collaborate in a more hands on way I am happy to help!
- I'd like to know how the plans will actively work to prevent the new 12th Street station from pulling business from downtown Plano.
- Keep the downtown Plano charm with it. Don't make it look like West legacy area.
- Nothing
- Security, safety and lighting will be paramount. The existing dart lines through this area aren't that safe at night
- Fire whoever thought this was a good idea
- Plano rules.
- Cleanliness is next to Godliness. Make public transport as nice as in Europe. :)
- No matter what my opinions are, there will still be homeless and panhandling in the area.
- Don't turn these 'new' stations into what 'downtown Plano' station and surrounding 15th street areas and parks have become, and that is a destination for homeless tents, vagrants, ill-reputes coming up from Dallas, migrants. Make these new areas UNAPPEALING to these. How do you do that? Keep the space wide open, with little 'resident' development, plenty of lighting, plenty of police presence. Good luck. I am a resident for 30+ years, and I've seen what happened to downtown Plano with DART. Terrible. Nobody wants to come downtown any more, businesses don't thrive, and soon leave after a few months or years. 15th street downtown is terrible. Why? DART!
- Thank you for your hard work at this. I'm happy that I received this survey in an email
- Just because the Shiloh Station is the end of the line, it should not receive the lowest amount of attention in terms of safety, cleanliness, and functionality. It seems that East

Plano is always at the bottom rung of the ladder when any new City of Plano planning is concerned. Any effort to revitalize never seems to make it to East Plano. East Plano is viewed as the low class part of town with lots of foreigners and renters and not worth spending the time or money.

- I hate the idea
- Despite my comments above, I'm not against apartments, but it seems like that's all Plano knows how to do these days. Show some creativity and try to build something that does not involve housing.
- The Shiloh station needs a better sidewalk and much more shade along the sidewalks to help drive the walkability. Currently it seems very barren to walk around.
- This survey's a good start but I hope there's plan for extensive research into finding the 'unlock' that will make these areas a true draw. It's often the unstated that no one thought of that becomes that 'unlock'.
- Make it amazing!
- Make the downtown area a place for people and not for cars.
- The reason DART isn't as popular and used more is SAFETY. As a single women riding I don't feel safe. The only way I'd ride DART is if every individual car had a permanent/always riding security/police officer. Or a dedicated car/cars of the train with security that only women or women with going children were allowed to ride. Prefer the security/police on every DART train. Then your ridership would increase exponentially.
- Connect Collin Creek Mall to this area is table stakes. Do so with an extremely low barrier to encourage movement between the spaces.
- Very excited to see an increase in Plano's public transport availability
- Look to big cities like Chicago and New York to see what they did right and wrong, since they both have 100 years of experience.
- Shade and greenery, always.
- That pretty much covers it.
- Who added trash cans? Of course you'll have them.
- Please, please, please no giant parking lots or widened roads! Less concrete, more trees!
- I do not think Plano should pursue this project.
- I don't understand where these stations connect to each other.
- The dream would be to have people come up from Dallas to see the areas around the station, to make it a regional draw.
- It would be wise for the city or for DART to own the land around the station and lease it out to businesses. This provides additional income for improvements.
- We should clean up and make the station area safer and cleaner. Lots of people love light rail, but many people don't feel safe doing it because it's just "left to rot". We should see law enforcement and security in the area to make people more comfortable about using it. We should also have more ticket enforcement. We can't have people come from the airport on a business trip to Plano and get off our public transport and think things are dumpy or not safe.
- Make both stations bicycle friendly
- Keep safety in mind.
- Concerns about robberies from Dallas following the train.
- Could be dangerous without a good network of traffic flow
- Make the downtown area a place for people and not for cars.

Question 43:

Please stay engaged in the Silver Line Station Areas Plan by providing your email address below.

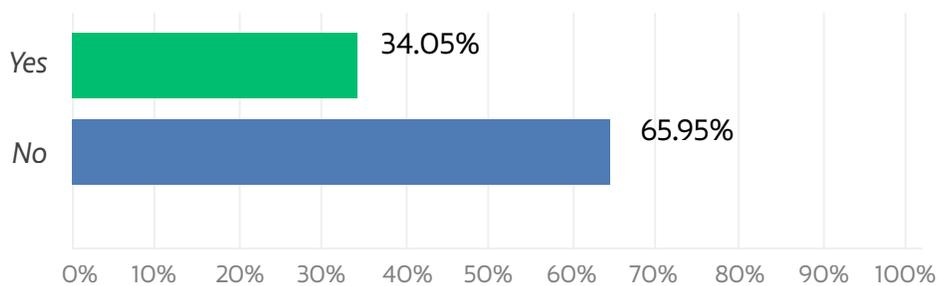
Answered: 113 | Skipped: 151

** Respondent email addresses are confidential and not included in this report.*

Question 44:

Please consider becoming an Advisory Group Member. The Advisory Group is the sounding board for the planning effort. This group will provide key insights into Plano's vision for the character, land use, and aesthetics of the areas surrounding the new transit stations. Are you interested in becoming a member of the Advisory Group?

Answered: 185 | Skipped: 79



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