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Sounding Off: Carrollton, Farmers Branch and Addison readers tell us if they will use the light rail system to get to the airport.

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**Do you plan to use the DART light rail for airport travel? What impact will this transportation access have on your community?**

**Martha Joe Thrasher, Carrollton:** I don't anticipate using the DART light rail because transportation is available to both airports from where I live at Lakeview on Josey Ranch. Those living in other areas of Carrollton may appreciate the convenience.

**Carolyn Rutkowski, Carrollton:** I am not sure where the Green Line in Carrollton would hook up with the Orange Line to DFW; also, I don't know if this service will be available all the time. If it is, that would be great. The only drawback is schlepping luggage on and off the train, which would cause a bit of frustration.

I would love it if I was only planning a short trip with minimal luggage, as it offers a great service at a great cost savings.

Riders just have to be aware of the stumbling blocks they might encounter along the way and devise a Plan B to resolve them.

**Richard Liljestrand, Addison:** I suppose that it is an "age" thing, but the thought of going to a DART station, dragging bags on the train, dragging them off again at Terminal A, getting aboard a tram (again with bags) to finally arrive at baggage check-in is not very appealing. Consequently, I do not anticipate using DART for airport travel.

Perhaps business people (often with little or no baggage) will consider that mode of transportation, if for no other reason than the ever-increasing cost of parking and traffic congestion.

We were recently in Washington, D.C., with the option of using the Metro, which offers even more conveniences than DART, but we opted to use a shuttle to Reagan Airport for the same reasons listed above.

**David Borland, Carrollton:** No, I don't plan to use it because I suspect that my traveling days are over. My son was here last Sunday, and it would have been convenient for him, as he stayed downtown in the W Hotel, but the Green Line wasn't open yet. When I am to meet someone at the airport, I will drive, as it would be a long trip to take the Orange Line to downtown Dallas, then transfer to the Green Line to Carrollton.

**Robert Murphy, Addison:** I am a very infrequent DART rider, having used it twice in my life. If I could get from Addison to D/FW Airport via DART, I would do so in a heartbeat. Unfortunately, I have no idea where the Orange Line starts nor stops. And I wouldn't drive from Addison to downtown in order to transfer to DART. Probably a noble idea that won't affect me.

**Steve McCluer, Far North Dallas:** Nope. Dallas [Area] Rapid Transit is like a wheel that is all spokes and no rim. It's great if you want to go downtown. But if you want to go from one suburb to another, you can't get there. From my house to the parking lot at D/FW is 30 minutes at almost any time of day. "Rapid" transit would take more than two hours, and that's before getting to the terminal and wading through TSA security. Nope, you won't see me on the rails any time soon.

**Juli R. Branson, Addison:** I promise to use DART to go to D/FW, Love Field, the Downtown Dallas Arts District, the Bush Library — you name it — if it would just stop here. I could walk from my home in the Addison Circle area to the DART rail station that should already exist right next to the DART bus station off of Arapaho. Our forward-thinking leaders have already set aside the land for this great DART rail stop that still does not exist.

So where's our train station?

**Kristine Weibel, Carrollton:** DART is a sorry excuse for public transportation. Now, San Francisco has real public transport: trains, buses, ferries — and they are all dependable. DART is not. Chicago and Los Angeles also have choices in public transport —Dallas does not. I would not ever use DART.

**Richard Broberg, Dallas:** Congratulations to DART on completing the tracks to D/FW, but I will not be riding the DART to D/FW. It would take too long. I guess I would have to take to DART from Carrollton to Victoria station and change to the D/FW DART. That would take at least three hours, plus the one hour to be at the airport before the plane leaves. That means about four hours to get to the airport. Forget it.

I will continue to take the Super Shuttle to the airport.

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