



RICHARDSON - LAKE HIGHLANDS

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Sounding Off: Richardson-Lake Highlands readers tell us if they will use DART for airport travel



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Published: 27 July 2014 06:00 AM

Updated: 25 July 2014 04:04 PM

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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?

Bruce Dunn, North Dallas: I think it is great that DART will be running to the airport. I miss very little from where I grew up in the New York metro area. One thing I do miss is good mass transit. Years before I was driving I could take a bus, train or subway anywhere. We don't have that here. I live in North Dallas and work in Arlington. I haven't yet found a combination of buses and trains that could get me to work in under four hours and require taking the most circuitous routes. While I don't expect another transit system like what New York has, I think DART would be a lot better if it went more places and the airport is an excellent start.

Kathy Minde, Richardson: I am happy we finally have the option of using a DART train to get to D/FW Airport, but there are a couple of drawbacks for Richardson residents. First of all, it involves a long train ride to downtown and then out to D/FW. If I knew traffic was at a standstill or parking was not available, I would be tempted. My second concern is luggage. For a short business trip with minimal luggage, this could be a great deal, but for a seven- to 10-day vacation with the family and all the luggage we take, I'm afraid it would be too much of a hassle. I do applaud DART for getting the route built and providing an alternative to driving to the airport.

Dormand Long, Lake Highlands: In growing a start-up company for Wells Fargo & Company to leading its category in the nation, for several years I traveled to San Francisco multiple times annually. Each time I was struck by the question of why can a traveler arriving in San Francisco have the ease of catching one of several frequently cycling low-cost shuttle buses that constantly rotate from the San Francisco Airport to downtown San Francisco, when one arriving at D/FW has to hire a taxi at substantial expense? I think that we need to be more customer friendly to our visitors.

Donna Starnes, Far North Dallas: I will not take DART rail to the airport on a regular basis. This type of mass transit is not convenient in most situations to travel the two or three hours it might take to get to the airport from Far North Dallas with a load of suitcases for a vacation or a longer business trip. I can see that people on the line who work at the airport or are taking a day business trip might find it convenient. However, we as taxpayers are subsidizing each trip. Also we have paid to build and will continue to pay for maintenance of this very expensive infrastructure for the use of too few.

Roger Durham, Lake Highlands: I'm delighted to have DART's Orange Line opening to D/FW Airport. I will use it at every opportunity. The current rail access to the airport (via the TRE) is not very useful, since the train does not run on Sunday, and many people either leave or return on that day. Frequent train service to and from the airport seven days a week will be a real benefit for visitors to Dallas and those who live or work [in] downtown particularly. Dallas is finally beginning to look like a world-class city.

Lloyd Jones, Richardson: Although I'll probably try it out to verify, I am very doubtful that the line will be practicable from the Richardson area. I quit riding the DART to the VA Hospital because it took approximately two hours causing me to be late. That amounted to a four-hour round trip — no thanks. A D/FW air reservation is something that one simply can't be late for, so I'm pretty sure that the long DART ride with lots of stops from Richardson would not be practical. But it's nice to have the option when I need it.

Neil J. Orleans, Richardson: The opening of the Orange Line to D/FW Airport will [be] wonderful for this area. It facilitates transportation needs for the many visitors and convention-goers who come to this area. It will now be possible to take DART from Richardson directly to Terminal A-10 on the Orange Line. I plan to use the line for travel to and from D/FW Airport. The opening of the D/FW Airport station will facilitate getting from D/FW to Love Field in instances where a traveler arrives at one airport, but leaves from the other airport.

Richard Manning, North Dallas: I would use the Green Line from Frankford Road and then switch to the Orange Line. This will be a great option for getting to the airport, rather than driving. This would be great for the area and events in Dallas. A direct route to Dallas from the airport will help Dallas.

Paula Dardaganian, Richardson: While this will be a welcome addition to our DART system for many areas and riders, this will be a circuitous route for my husband and me. We can travel on the President George Bush Turnpike to D/FW Airport very easily. We always have friends and family who take us to D/FW, should we choose and pick us up. This could be a convenient choice for others.

Patricia Allbee, Richardson: Yes, I definitely plan to use the DART light rail for travel to and from the airport. My family used DART light rail to travel to the airport last summer, when the train got passengers almost to D/FW Airport, and then a special shuttle bus took us and our bags the rest of the way. That was pretty convenient and a great way to save on fuel and parking costs, although the wait for the bus seemed long and hot.

Now, being able to go from Richardson all the way to a terminal on DART light rail will be great, and I think a great benefit for the residents of Richardson and the surrounding communities that are also served by DART.

Bob Franklin, Far North Dallas: I will definitely use this service the next time I travel to the airport. The cost of parking at the airport or the parking services located nearby is high, and my experiences on DART so far have always been favorable.

Tom Naylor, Richardson: Every major city that I've ever been in has had rail lines from their downtown to their airport. For all of the businesses in downtown Dallas, this new connection should be a real boon for business travel. It is another step toward making Dallas the major city it would like to be.

Having said that, I also have to say that we do not travel much anymore and what travel we do is pleasure, not business travel. We live in Richardson, not far from several Red Line stops. But the idea of hauling our suitcases over to the Red Line stop (and having to worry about parking), then going downtown to make a connection to the Orange Line out to either airport is not something that would be very convenient for us, especially since there are easier ways for us to get to the airport.

So, while I think that having a rail line connection from downtown Dallas to both airports is a wonderful idea for the Dallas Metro area, it is not something that we are likely to use.

Mike Lysell, Richardson: While I think the new DART station at the airport is long overdue, it is unlikely we'll be using it. Our travel by air is very infrequent and when we do fly, it is usually out of Love Field. We are also fortunate to have children living in the area that can take and pick us up from the airport. That said, I think people traveling to Dallas will find the DART trains from the airport a convenient and inexpensive way to get downtown. Before retiring, I made an annual business trip to Atlanta and used their light-rail connection from the airport to my hotel. It was faster and cheaper than either a taxi or rental car. The only drawback was the two-block walk from the downtown station to my hotel dragging my suitcase behind me.

While the new DART airport station will make Dallas an easier place to visit, it won't have much impact on the Richardson area. Hopefully, that could change when the Cotton Belt part of the DART system is finally built.

LaRuth Morrow, Richardson: A resounding yes, I will use DART to get to D/FW Airport for the convenience and value. Arapaho Station is just a short car ride away to catch the train to connect with the Orange Line, which will take me to D/FW. I don't mind asking for a ride to a local DART train station, but asking for someone to come or take [me] all the way to D/FW can be an imposition. In the past, our limo service to D/FW was \$80 each way. So the savings will be \$160 per trip. All of Richardson's air travelers and our guests will be impacted with this economical choice for traveling. A taxi cost approximately \$50 per trip from D/FW to the center of Richardson and that adds up for small companies coming here for meetings. So now conference sites promotional materials can spotlight the convenience and economics of DART's light rail Orange Line.

Trenton Browne, Northeast Dallas: I wouldn't get on a plane for less than a million, after taxes. I quit flying back in the summer of 1979. We came in to Love Field in a black sky and couldn't land. Went back up and flew around a little, tried a second time and made it. Of course, I was praying one of those prayers: "I ord. iust get me down and I'll never fly again." And I never have. That was not the first time a

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source, I was praying one of these prayers. Well, just getting the car and in motion again. And never, never. That was not the intention. A plane had scared me to death, but if I were going to fly, I think DART would be ideal. There is a station right up the road about a mile on Forest Lane, which we have used before. Just think, no leaving your car "way out there," no airport shuttles or taxis and no imploring a friend for a ride — just drive over to the station, park, and hop on DART. It is possible this might cause the shuttle folks some discomfort, but to me, it seems like a divine way to begin one's journey.

Eric Strull, Far North Dallas: I live less than 10 minutes from Interstate 635, so I use LBJ all the way to D/FW Airport. I will not use the new DART rail line. However, I think it's a great idea that has finally come to fruition. It is my hope that there will be other rail lines in the Dallas area and that DART gets some good publicity from this one. There will come a time when the metroplex will be a true metropolis. I hope to see that day.

Morris D. Fried, Richardson: This sounds like a good idea and I may make use of it in the future. I have in the past used mass transit successfully between Newark airport and Manhattan. What about a link to Love Field? That might be even more useful to me. Publicity is important in getting these links known and used.

Tami Cannizzaro, Lake Highlands: I think it's important that Dallas have a mass transit solution that provides transportation to and from the airport to key points in the city. That said, DART will not be a convenient option for me when going to D/FW Airport. It will be easier to drive to the airport from my house and probably quicker — than taking DART downtown first then back out toward D/FW.

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