



**TABLE 7-3
WRITTEN AND PUBLIC HEARING COMMENTS AND RESPONSES ON DRAFT EIS AND SUBSEQUENT PROJECT CHANGES**

| Subject * | Commenter | No. | Comment | Response |
|---|---|-------|---|--|
| <p>Written comments received are listed below, with the commenter noted (W-1, W-2, etc.) and in the case of comments on multiple issues, each comment is lettered (A, B, etc.). Verbal comments given at the February 28, 2008 Public Hearing are listed further down. Commenters are identified by PH-1, PH-2, etc.; multiple comments are lettered (A, B, etc.).</p> | | | | |
| S, T | Mr. Hare | W-1 | I would prefer for DART to organize parking for access to the Orange Line without the need for parking customers to cross a busy street. In other words, try to get the parking right from the get-go, rather than coming up with "creative" solutions to inadequate parking "later." After I park my car, I don't really want to be navigating busy traffic in the intersections to get to an Orange Line Station. | The Carpenter Ranch, North Las Colinas, North Lake College and Belt Line Stations are currently proposed to have parking. None of these would require customers to cross a street to access the station platform. Parking at the North Los Colinas Station, as proposed in the Draft EIS, would have required crossing Las Colinas Boulevard. This parking has been eliminated. A pedestrian walkway from the platform to the 715-space North Irving Transit Center will be built as part of the project. The walkway will pass under Northwest Highway next to the Lake Carolyn canal. See Sheet 114 of Appendix C. |
| M | Gabriel Bargas | W-2 | The Orange Line will only be built once. If Dallas is going to be a premier city, it needs to have a fast convenient way to get to the airport. I would encourage a tunnel directly beneath one of the terminals. All great northern cities like Chicago, Boston and Philly have lines directly to a terminal, if money is a problem; raise fares by about 60%. | Comments Noted. The alignment to the central terminal area will be determined during a future project. |
| M | Gabriel Bargas | W-3 | DART needs to expedite building the Orange Line all the way to DFW Airport. It is getting increasingly difficult to get to the airport. Every major City has direct service by rail, to its airport. If Dallas wants to be a world-class city it needs to showcase its airport with a first rail line. If you need more money, I would suggest raising fares. Compared to other cities fares are too low. | Comments Noted. The alignment to the central terminal area will be determined during a future project. |
| G | Roena "C" MackKey | W-4 | I think this is a good decision. I support you whole heartily. My son is looking forward to working along the route of the Orange Line this fall. So it'll be a big plus. | Comments Noted |
| M | David Davis | W-5 | I think you need to work on this project night and day. The project needs to be finished as soon as possible. People depend on public transportation to make a living and Dallas is behind in the public transportation compared to many other cities. This needs to be up and running within a year. | Comment Noted. The current schedule calls for implementation of the project to be phased in during the years 2011 and 2012. |
| G | Bill and Jean Claybourn | W-6 | We are retired and love to get to downtown Dallas and Forth Worth via TRE. We visit friends in north Dallas (also do light shopping) using TRE, light rail and shuttles; and always take the TRE and a bus to attend the State Fair. Thank you for continuing to expand public transportation. We could not be as active as we are without DART and the "T". | Comments Noted |
| G | Beverly Giddings | W-7 | I am very excited about DART railways expansion. I have been driving over 65 miles a day for 7 years and I am eager for a change. | Comments Noted |
| LU | John Watson, Director Facilities Services North Lake College | W-8 A | The EIS states acquisitions are to be considered as an irreversible commitment. NLC desires long term options that permit improvements in proximity to and in conjunction with the LRT station, revenue alternatives for the college, and significant influence on DART developments. | The right-of-way designated for the rail platform, rail alignment and realigned roadway does represent an irreversible commitment. Coordination will be required among the City of Irving, North Lake College and DART landing order to determine uses on DART's and NLC's property. DART's Transit Oriented Development group will work with the City of Irving and NLC on formulating plans for the area. |



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| LU | | W-8 B | The ROW acquisition is now reduced to less than 6 acres. While NLC appreciates this avoidance measure, it does not likely represent a true long term outlook should LRT and roadway traffic demand increase. Documented agreements for land use should note this factor. | The amount of right-of-way required for the platform and alignment will not increase. The station parking lot has been sized to accommodate the projected year 2030 demand. Should demand increase faster than anticipated, DART will monitor parking usage at the station to ensure that demand is met. |
| C | | W-8 C | The EIS notes minimal numbers of incidents involving vehicular and pedestrian traffic are to be anticipated. NLC recommends further study of safety measures needed to fully mitigate a known risk | DART will coordinate with North Lake College during final design to ensure that vehicular and pedestrian safety is adequately considered. All improvements will be designed and constructed in accordance with City of Irving guidelines. |
| C | | W-8 D | The EIS describes traffic impacts at MacArthur and Walnut Hill entries to NLC during construction. The potential for enrollment declines and reduced community service over an extended period exists. The EIS does not recognize this business impact, and therefore, does not address strategies for mitigation. | DART has committed to sequencing the relocation/ reconstruction of Brangus Road project prior to construction of the rail line in this area. This will maintain access to NLC throughout the construction period. Section 5.12.7 has been modified to reflect this mitigation measure. DART will also work with North Lake College to minimize disruptions providing sufficient notifications for temporary disruptions. No enrollment reductions are anticipated due to the LRT project. |
| C | | W-8 E | The EIS does not recognize occupancy levels at NLC with the inherent need to ensure emergency access for fire fighting, EMS, and police despite construction traffic disruptions. | Providing emergency access to all properties, including North Lake College, throughout the construction period is specified in the document and is implicit throughout. This will be done through the construction access and management plan developed with and approved by the City of Irving. Part of maintaining the reasonable and safe traffic operations identified in Section 5.12.5 - Access and Distribution of Traffic, requires that DART follow City regulations which includes requirements to provide appropriate access for emergency vehicles. DART must also seek approvals from the City prior to construction. DART has several programs in place that will ensure emergency access. These programs include DART's Construction Safety and Security Program and DART's Fire/Life Safety Committee. The Fire/Life Safety Committee meets quarterly to review design and construction plans for the ongoing rail projects. In anticipation of the Northwest Corridor to Irving DFW project, the Irving Police and Fire Departments, the DFW Department of Public Safety and the North Lake College Police Department have already been incorporated into the process. |
| T | | W-8 F | The scope of this work has been value engineered from 4 lanes to 2, with possible phased increase as traffic demands. This approach extends the timeframe of construction impacts on NLC and constrains DART's ability to respond to demands as construction costs escalate. It is suggested that traffic management criteria be established for a future review, and that the City of Irving work with DART to ensure future funding methods coincide with timing for such a review. | The width of Brangus Drive has been reduced from 4 lanes to 2 lanes as the result of value engineering efforts conducted between the Draft and Final EIS. A Traffic Impact Analysis (TIA) was also conducted in the time period between the Draft and Final EIS. The TIA examined opening year (2012) and future horizon year (2030) conditions. Background traffic volumes were estimated based on NCTCOG traffic projections and park-and-ride and bus traffic information was provided by DART. Based on this detailed analysis, it was determined that traffic growth due to background traffic and traffic associated with the operation of the North Lake College Station would not cause any significant degradation in intersection levels of service by the year 2012. However, by the year 2030, background traffic growth will result in capacity constraints at MacArthur Boulevard and North Lake College Drive, Brangus and Walnut Hill Lane, and the two lane section of Brangus Drive. By the year 2030, improvements to each of these two intersections and the widening of Brangus Drive from 2 lanes to 4 lanes will be required. More discussion of this subject is included in Section 4.2.3 of the Final |



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| | | | | EIS. DART will work with the City of Irving and North Lake College to monitor traffic conditions at all streets and intersections adjacent to the North Lake College Station to ensure that traffic conditions are satisfactory to all users. |
| FP | | W-8G | The EIS does not address this issue in relation to flood plain sites at NLC, and consequently, does not consider the potential for property loss at NLC in its design and during construction. | No impacts to the floodplains on North Lake College campus are anticipated. Neither the alignment nor the stations are sited within the Cottonwood Creek floodplain located on the campus of North Lake College. Storm water at the DART facilities will be channeled into the City of Irving storm water system. Elsewhere along Cottonwood Creek direct floodplain impacts are limited to minor amounts of fill (See section 5.9.3). It is not anticipated that DART construction will increase flood levels within the community. DART has committed to coordinating with the US Army Corps of Engineers (USACE) and the City of Irving during final design. These regulatory agencies will evaluate and approve the project design, including any mitigation measures that may be required. |
| V | | W-8 H | The DART development has an overall impact on the public profile and marketability of NLC. Construction and the resulting presentation of the development will be a major factor in the 'first impression' to visitors and potential students. Visual aesthetics should not be sacrificed in the VE process. | DART intends to construct this rail line to the same high standards that have been set in previous corridors. Visual aesthetics will not be sacrificed. Additionally, the two adjacent communities north were identified to have visual impacts. North Lake College will benefit from the proposed visual mitigation developed for these communities. See Section 5.6.3. |
| T | | W-8 I | The EIS does not respond to NLC's earlier requests for an ADA shuttle or bus route connectivity to Liberty Circle. This is a critical need and was agreed to by DART as a required provision Nov. 21/05. | The EIS is not necessarily the forum for this issue; however, DART is committed to providing connectivity to Liberty Circle from the rail platform. DART will evaluate route alternatives to accomplish this connection prior to the opening of the rail line. When the line opens in 2012, DART's bus fleet will be equipped with low floor, ADA accessible buses. |
| T | | W-8 J | The EIS does not sufficiently identify pedestrian routes from the LRT station, across Brangus, to college connections. Safety at crossings and accessibility to the college have been key concerns throughout discussions with DART. | See response to comment W-8 C. |
| S | | W-8 K | This is not seen as an EIS issue at the station itself and can be dealt with pro-actively during operational dialogue with DART Police. Safety of athletic field users in close proximity to re-aligned Brangus traffic levels needs to be defined, acknowledged, and addressed during design. | DART will coordinate with the City of Irving and North Lake College to ensure that the relocation/reconstruction of Brangus does not jeopardize the safety and security of the athletic field users. |
| P | | W-8 L | The EIS addresses a number of concerns relative to neighboring communities and continues to demonstrate commitment to a high involvement process. | DART's public involvement process will continue through final design, construction and operations. |
| P | | W-8 M | NLC strategies for alternative delivery at multiple college locations, public information, and marketing should be developed. | DART will coordinate the dissemination of information with North Lake College throughout final design, construction and operations. |
| AD | | W-8 N | Life cycle cost responsibilities and maintainability aspects should be dealt with during land acquisition discussions and design. | Any agreement developed between the City of Irving, North Lake College and DART will detail roles and responsibilities of the three parties and determine uses on DART's and NLC's property. |
| NV | | W-8 O | Soil stability due to vibration should be monitored at elevated | Since DART is making a major capital investment in the rail line and facilities; |



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| | | | crossing near MacArthur entry | frequent inspections of the facilities will be conducted. |
| G | | W-8 P | Public art is incorporated in DART's plans. NLC appreciates opportunities to participate in this program. | North Lake College will be an integral part of the Art & Design Program for the Station. |
| T | | W-8 Q | Parking Management: DART notes potential problems for the college in the EIS. NLC has a parking management permit system plan. Joint enforcement and public communications can be developed. | Comments Noted |
| T | | W-8 R | Parking Management: DART still includes a 197 space parking lot in the plans. NLC encourages that this not be lost as a VE item. | The parking lot has been sized to meet demand. The number of parking spaces is not anticipated to change. |
| C | | W-8 S | Staging areas can be located within the proposed land acquisition and development area. | Comments noted |
| C | | W-8 T | Noise levels may be intermittent yet tolerable. | Comments Noted. Construction Noise Mitigation is discussed in Section 5.12.2 |
| C | | W-8 U | Preservation or restoration of existing conditions and improvements should be negotiated during land acquisition, noted in contractual agreements, and identified in design documents. | Comments Noted. The land will be restored to the original condition. Any agreement developed between the City, North Lake College and DART will detail roles and responsibilities of the three parties in the use and possession of the land. |
| Verbal comments given at the February 28, 2008 Public Hearing are listed below. Commenters are identified by PH-1, PH-2, etc.; multiple comments are lettered (A, B, etc.). | | | | |
| G | James C. Cline, Jr., P.E. Public Works Director City of Irving | PH-1 A | I want to thank everybody for coming out. We've had great support for this project. I was doing the math and figured out it's been almost ten years since I joined the City, and one of the first meetings I went to was on this project in August of 1998. So we've been working a long time all together to make this come together. And I appreciate your help on that and everything that's been done. I also want to bring thanks to the City Council on their behalf for your being here tonight and everything you've done to get here. John did bring up a lot of issues and did bring up issues that came up recently with the funding and timing. I'll tell you this, from the City's perspective, we've been very pleased with the response that we've received from the DART staff and the DART Board, and we're moving – they are working closely together to facilitate this project and see that it comes through in a manner and timing that we need here in the City of Irving. So I appreciate that. I would like to make a couple of specific comments, if I could. | Comments Noted |
| V | | PH-1 B | The first is, aesthetics of this project is really important. And one of the things that we're particularly concerned with is how we deal with the traction power substation and communication bungalows. So I just want to make sure those are taken care of and dealt with in an aesthetic and pleasing way. | DART will continue to work with the City and adjacent property owners to ensure the proper placement and sensitive location of these facilities. It should be noted that final location of these facilities is subject to change based on mathematical load testing conducted during final design. The DART mitigation-monitoring program will track any changes to these facilities. DART will continue to work with the City of Irving on issues of aesthetics. |
| AD | | PH-1 C | We have a lot of right-of-way dedications that's being done. We want to try to minimize the amount of driveway that we do require when possible to minimize the impact on our property owners. | The amount of right-of-way required is based on the 10% design. As the design advances, it is anticipated that right-of-way requirements may be reduced. DART will continue to work with the City and property owners on limiting the amount of right-of-way needed. |



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| T | | PH-1 D | With the Area Personal Transit (APT) system, I'm pleased to see that the vertical circulation was not included in the value engineering, and we would like to see that saved as part of the project. | Comments Noted |
| M | | PH-1 E | We would suggest that the Loop 12 station may be sooner rather than later, and it may need to be implemented, so we would like to see the -- make sure the planning for that goes into place. | The Loop 12 Station is deferred until warranted by development. DART will work with the City and property owner on implementing this station at the appropriate time. Additional environmental documentation will be required to implement this station |
| G | | PH-1 F | And we want to certainly encourage DART to continue to stay on time and develop a quality project as it is now. So, thank you very much, and I appreciate you again for your taking the time to come tonight and for all the support you give to the city and our whole community. | Comments Noted |
| P | Jackie Knox, General Manager Dallas County Utility and Reclamation District (DCURD) | PH-2 A | First, I would like to thank the DART Board, DART management staff for the intensity and the productive manner in which they've addressed these issues over the last few months. That was impressive. | Comments Noted |
| T | | PH-2 B | And I wanted to thank John for affirming a while ago that the vertical circulation from the Lake Carolyn median platform of that station is left in the plans to get the vertical circulation up to APT guideway. And I know you got your priorities correct in the safety, quality, and the service -- and the service function of it. It only improves the function of mass transit by connection through the APT station. That connection enables you to immediately utilize four other APT (Area Personal Transit) stations and in the future, six more stations. And by the time DART brings service at the end of 2011, there will be approximately 58,000 people living and working there in the Urban Center. So, again, thank you for your efforts. | Comments Noted |
| G | Claude Doane DART Citizens Advisory Committee | PH-3 | I'm chair of the DART Citizens Advisory Committee, and I would like to go on record thanking staff for coming up with the answers and solutions to keep this project on schedule. | Comments Noted |
| T | Andrew Scheffield | PH-4 | I live in Garland, but I work in Las Colinas. I just wanted to make a cost-cutting suggestion for the north -- where the North Irving Transit Center is right now. I frequent the Arapaho Center Station, and there's a train station on one side of the road and the bus station on the other. Everybody hates standing there because it takes so long. It looks like it's going to be the same way in North Irving. I suggest that -- I think this will be less costly to have the bus station where the train station is and convert the entire bus station and raise the building and make that one big parking lot. That | DART has carefully evaluated the alignment and station location in the North Las Colinas Area. Modifying the alignment to connect with the existing transit center proved to be problematic in that would require an additional grade separated crossing of a major roadway and would require a significant amount of right-of-way and add considerable length to the alignment. Relocating the existing Transit Center would hinder development plans in the area. Unlike the Arapaho Center Station, buses serving the North Las Colinas Station will circulate to both the Transit Center and the station platform. DART has worked closely with the City of Irving and the adjacent property owners in developing the current concept. This station is envisioned as a destination station that will serve |



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| | | | will get rid of all the air-conditioning, and the attendant won't need to be there. And I think it would be a lot cheaper. | the planned development and the nearby Irving Convention Center, which is in final design. Functionally, both facilities are needed. Since there is more than sufficient parking at the transit center, it will not be necessary to alter the existing facility. |
| T | Vincent Gaines | PH-5 A | I live in Richardson, Texas and work here at the University of Dallas. I have to concur with Andrew's (Scheffield) suggestion. That seems like it would make a lot of sense to move that train station and bus station, make it homogenous and would save a lot of money; and, as you said, it's a bad station anyway. So, I think that would make a lot more sense. | . See response to Comment PH-4. |
| S | | PH-5B | Wherever the light rail crosses at-grade, it seems like it's a pretty heightened incidence – heightened opportunity for incidents between cars and trains and so -- it just seems like it's really great to avoid that. I know that in the Richardson area, they've elevated all the major roads, and there in Plano. And it really minimizes the disruption on traffic. And I know, being a person who drives in Richardson, I'm really happy I don't have to stop for a train every five minutes when its coming through at its frequent times. And so -- and given that corridor out at D/FW that has become extremely busy. That really should be a consideration, too. If not an initial, would like to see them consider a later compilation of that. | DART has, in part, selected light rail for its flexibility and ability to operate at street level. Most of the major street crossings in Irving will be grade separated. DART policy requires that only streets that meet traffic warrants be grade separated. None of the 11 identified at-grade crossings for the corridor meet the warrants for grade separation. DART runs a very safe system with very few accidents. A typical light rail crossing stops cross traffic less often and for a shorter duration than a typical traffic signal. |
| T | Richard Button | PH-6 | I live in Richardson, Texas. And, so, I would like to concur with Andrew (Scheffield). We all use the 234 bus that comes across, and being able to co-locate that train station with a bus station is a big deal for us. It just doesn't work real well throughout the whole station. I'm pretty sure if you talk to the City of Richardson folks, they are not real happy with the way it worked out. So, I don't see that it's a good idea to do it again. | See response to Comment PH-4. |
| T | Bob Ortega | PH-7 | I recently moved to Irving from Dallas. I've been in Dallas 28 years, but I use DART every day. I work at the airport. But one suggestion -- I want to agree with everybody else, who rides the system, about merging the bus with the train stop. You might want to look at the Intermodal Transport Center down at Fort Worth, which is a real -- TRE stops there, and there are buses that go right there. It's a very convenient system that they have. But I'm looking forward to it. I'm living in the area where Carpenter Ranch is, so I'm really looking forward to utilizing the system and eventually to the airport. | See response to Comment PH-4. |



* Subjects:

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|---|--------------------------|
| AD - Real Estate Acquisitions and Displacements | M - Miscellaneous |
| C - Construction | NE - Natural Environment |
| FP - Floodplains | NV - Noise / Vibration |
| G - General | P - Public Involvement |
| HP - Historic Resources and Parklands | S - Safety and Security |
| LU - Land Use | T - Transportation |
| P - Public Involvement | V - Visual / Aesthetics |