



Appendix J

Comments Received on the Cotton Belt
Corridor Regional Rail Project (Project) Draft
Environmental Impact Statement (DEIS)



J-1

Responses to Comments



The Response to Comment Table contained in this appendix provides a response to all comments received within the 45-day comment period. All communications received were issued a unique comment number. The Response to Comment Table is divided into Elected Official Comments, Agency Comments and Public Comment Sections. The entry for each comment includes how the comment was received (mail, email, comment card, or oral testimony), the commenter name (and title where appropriate), the subject matter and the category of comment.

The Comment Categories are numbered 1 through 4:

- 1) Substantive comment requiring modification to EIS
- 2) General comment; response provided with no change to EIS
- 3) Minor factual correction, grammatical correction or clarification to EIS
- 4) Comment results in new or more detailed information included in FEIS but not a substantive change in the Project

In some cases, the comments have been abridged to eliminate redundancy or to reflect ongoing coordination. The complete text of the original comments is included in Appendix **J.2** through **J.6**.

J.2: Written Elected Official/Agency Comments Received on DEIS

J.3: Written Public Comments on DEIS

J.4: Public Hearing Summary and Transcript – Addison– May 14, 2018,

J.5: Public Hearing Summary and Transcript – Richardson– May 15, 2018,

J.6: Public Hearing Summary and Transcript – Irving/DFW– May 16, 2018

As discussed in **Section 8.6** master responses were prepared to address similar comments. The majority of comments received are addressed by 8 common master response themes shown in **Table 8-2**. Readers are encouraged to review **Section 8.6.1** before reviewing the individual responses.



No.	Subject	Commenter	Category*	Comment	Response
Elected Official					
E0001 PH Speaker + Card	General	Sandy Greyson, Dallas City Hall Sandy Greyson, Dallas City Council, 12 th District	2	I'm Sandy Greyson, Dallas City Council member representing District 12 in far North Dallas. I'm here tonight to speak about the DEIS for the proposed Cotton Belt rail line. Far North Dallas residents have expressed huge opposition to this low ridership rail project for twenty-five years, but DART has pushed ahead with it and now we are at the DEIS stage. If DART proceeds to build the Cotton Belt, the residents who live along the tracks and who will be greatly impacted by this commuter rail line need extensive mitigation and betterment protections built into the design of the project. There are many parks and schools along the Cotton Belt tracks, and DART should not put a cap on the amount of betterment dollars it will spend to keep Dallas residents safe and also allow them to continue the high quality of life they currently enjoy.	Comments Noted.
	Stations		1	On March 28th, 2018, the Dallas City Council unanimously passed a resolution that detailed the conditions the City expects in order to be able to support the construction of this rail line. Those conditions are, number one, rail stations within the City of Dallas are only provided at two locations, Cypress Waters and Knoll Trail. The Preston Road/ Keller Springs and Coit Road stations are eliminated from the project.	See Master Response # 6 regarding Stations.
	Traffic		1	Number two, grade-separated street crossings are constructed on Hillcrest Road and Coit Road. Infrastructure changes are at-grade or below grade. Number three, mitigation and betterments are provided throughout the residential communities in far North Dallas to mitigate adverse impacts including , at a minimum, continuous 15-foot -high concrete, sound -absorbing walls that meet the 3dBA Ldn limits at all residences on both sides of the rail line; tire-derived aggregate for track ballast to reduce vibration; enhanced landscaping to reduce visual impacts; double-gated, lower height crossings and quiet zones at all at-grade street crossings to improve safety and to reduce noise; train noise shall not exceed current community noise levels by more than 3dBA Ldn at maximum headways; vibration levels – the standard of reference for human exposure to vibrations in buildings will be ANSI S2.7-1983 (R2006) or 65VdB peak vibration level; directional crossing bells in all quiet zones that adhere to the lowest or quietest federal safety limits; DART will employ all practical measures to obscure sound intrusions from the bells into the residences; and, lastly, DART will enter into an Interlocal Agreement with the City of Dallas to assure that freight service will never be	See Master Response # 3 regarding Traffic Impact/Mitigation. See Master Response # 4 regarding Traffic Analysis Reevaluation. See mitigation commitments in the FEIS and Master Response # 8 regarding Betterments.
	Betterments		2		
	Noise		2		
	Vibration		2		
	General		2		



No.	Subject	Commenter	Category*	Comment	Response
	General		2	<p>allowed on the Cotton Belt between Water view Parkway and the Dallas North Tollway.</p> <p>Again, these are the minimum conditions that Dallas will accept on the Cotton Belt rail line. DART has the ability to provide these conditions and protections and should be doing so on all their projects.</p> <p>I would like to enter the Dallas City Council resolution #180488 dated March 28, 2018 into the written record of this hearing. COUNCIL CHAMBER / 18 04 8 8 /March 28, 2018</p> <p>(The entire City of Dallas resolution is included in Appendix G and Appendix J.2)</p> <p>Now, Therefore, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS: Section 1. That the City of Dallas supports the following conditions, to be approved by the DART Board before a construction contract for the line is awarded:</p> <ul style="list-style-type: none"> • A study is completed and an implementation plan adopted to create a comprehensive, high frequency grid network bus system for Dallas, and, • Funding is set aside in its 20 year Financial Plan for this comprehensive bus system, and • Rail stations within the City of Dallas are only provided at two locations, Cypress Waters and Knoll Trail. The Preston Road/Keller Springs and Coit Road stations are eliminated from the project, and • Grade-separated street crossings are constructed at Hillcrest Road and Coit Road. Infrastructure changes are at-grade or below grade, and • Mitigation and Betterments are provided throughout the residential communities in Far North Dallas to mitigate adverse impacts including, at a minimum: <ul style="list-style-type: none"> ○ Continuous 15-foot high concrete, sound-absorbing walls that meet the 3dBA Ldn limits at all residences on both sides of the rail line, ○ Tire-derived aggregate for track ballast to reduce vibration, 	<p>STB action that would require vetting through the City of Dallas and the public.</p> <p>Comments Noted.</p>
	General		2		
	General		2		
	Stations		1		
	Traffic		1		
	Betterments		2		
	Noise		2		
	Vibration		2		



No.	Subject	Commenter	Category*	Comment	Response
	<p>Betterments Design</p> <p>Noise</p> <p>Vibration</p> <p>Noise</p> <p>Freight</p> <p>Trail</p> <p>Alignment</p> <p>Betterments</p> <p>Betterments</p> <p>General</p>		2	<ul style="list-style-type: none"> o Enhanced landscaping to reduce visual impacts, o Double gated, lower height crossings and quiet zones at all at-grade street crossings to improve safety and to reduce noise, o Train Noise shall not exceed current community noise levels by more than 3dBa Ldn at maximum headways, o Vibration levels - the standard of reference for human exposure to vibrations in buildings will be ANSI 82.7-1983 (R2006), or 65 vdB peak vibration level, o Directional crossing bells in all quiet zones that adhere to the lowest/quietest federal safety limits. DART will employ all practical measures to obscure sound intrusions from the bells into the residences, and o DART will enter into an Interlocal Agreement with the City of Dallas to assure that freight service will never be allowed on the Cotton Belt between Waterview Parkway and the Dallas North Tollway, and o Cooperation is provided in the development and implementation of a bicycle-pedestrian trail within the Cotton Belt corridor outside of the sound walls consistent with the 2011 Dallas Bike Plan, subject to neighborhood input. <p>Section 2. That the City Council supports the proposed change in alignment and the location of a rail station for the Cotton Belt near the Cypress Waters development within the City of Dallas.</p> <p>Section 3. That the DART Board increases its \$50 million commitment to provide betterments in residential areas of the Cotton Belt corridor, adjusts the funding amount to reflect inflation since their resolution was approved in 2006, and stipulate that these funds will be used to provide betterments that would be in addition to the mitigation measures required by the FTA.</p> <p>Section 4. That the DART Board uses the funds budgeted for the eliminated Preston Road/Keller Springs and Coit Road stations on betterments for the Far North Dallas portion of the rail line.</p> <p>Section 5. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so resolved.</p> <p>APPROVED BY CITY COUNCIL MAR 2 8 2018</p>	<p>The DART Board may also consider additional walls as betterments (See Master Response 8).</p> <ul style="list-style-type: none"> o See Master Response # 2 regarding Vibration Impact/Mitigation. o See Master Response # 8 regarding Betterments. o Crossing designs will be coordinated with each city and will include safety elements for roadways and pedestrians. o See Master Response # 1 regarding Noise Impact/Mitigation. It is DART's policy to mitigate all 3dB or greater Project noise increases to existing receptors as reasonably feasible. o See Master Response # 2 regarding Vibration Impact/Mitigation. o Crossing Bell Mitigation will be employed at areas that have been identified as noise impacts through reduction of sound level or directional shrouds. o The Surface Transportation Board (STB) has abandoned freight service in North Dallas. DART has no plans to reinstitute freight in the corridor. Adding freight to the corridor would require an STB action that would require vetting through the City of Dallas and the public. o See Master Response # 7 regarding the Cotton Belt Regional Trail. <p>Section 2: The Cypress Waters Alignment and Cypress Waters Station are currently in the plans.</p> <p>Section 3: See Master Response # 8 regarding Betterments.</p> <p>Section 4: Use of unallocated dollars will be determined by the DART Board.</p> <p>Section 5: Comment Noted</p>
E0002 PH Speaker	Support	Joe Chow Mayor Addison	2	My name is Joe Chow, Mayor of Addison. This project, you know, we asked for, for 35 years, since the inception back to 1983. I want to thank all the DART board members for approving this project, but	Comments Noted.



No.	Subject	Commenter	Category*	Comment	Response
				also, I want to thank all the staff and about Gary Thomas who worked so hard and diligently to make this happen. So, if you have any question or good suggestions, please raise it today because once it's done, it's hard to change. And I want to make sure this is the number one rail service for the east to the west and so in the future day, we can hop on the train, go to DFW Airport in twenty, twenty -two minutes. So, I'm really happy that you are here. Do your best and make good suggestions, and we are – we can't wait until it happens. I can't sleep well until they really start to dig the ground.	
E0003 PH Speaker	Support	Ivan Hughes Mayor Pro Tem Addison	2	We appreciate what DART is doing for us. Related to this Environmental Statement, we are particularly appreciative as a town of the mitigation on the Wheeler Bridge, so we would like to go on record of how much we appreciate that.	Comments Noted.
Agency					
A0001 email	Clarification	Charles Goff Town of Addison	3	<p>FYI, in skimming the DEIS, I found a few minor errors in identifying particular sites or street crossings as being either in Addison when they aren't or not in Addison when they are. See below.</p> <ul style="list-style-type: none"> • Trafalgar Square Park is Carrollton, not Addison (Table 4-9 on Page 4-56) • Marsh Lane crossing is in Addison, not Carrollton (Table 4-10 on Page 4-57) • DNT NB and SB Frontage Roads are both in Dallas, not Addison (Tables 5-5, 5-6 and 5-7 on Pages 5-16, 5-17 and 5-21) 	Table 4-9, Table 4-10, Table 5-5, Table 5-6 and Table 5-7 have been amended to reflect comment.
A0002 Letter	Floodplain	FEMA	2	<p>WE WOULD REQUEST THAT THE COMMUNITY FLOODPLAIN ADMINISTRATOR BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT. IF FEDERALLY FUNDED, WE WOULD REQUEST PROJECT TO BE IN COMPLIANCE WITH EO 11988 & EO 11990.</p> <p>You are required to coordinate with your local Floodplain Administrator for Jurisdiction in which proposed work is being completed for project. You can contact Colleen Sciano if you need assistance in providing Floodplain Administrator for a specific jurisdiction.</p>	<p>Both executive orders are referenced in the document. DART has coordinated with the appropriate floodplain administrators either directly or through a designated city contact.</p> <p>As discussed in Section 4.11.1, consultation with the appropriate local, state, and federal representatives, including DFW Airport, will be conducted prior to construction across floodplain areas.</p>
A0003 Letter	Support	RTC	2	The need for the Cotton Belt Corridor Regional Rail Project has been recognized in long-range transportation plans for the North Central Texas Region since 1986, and its present development is consistent with the region's current long-range metropolitan transportation plan, <u>Mobility 2040</u> , as well as <u>Mobility 2045: The Metropolitan Transportation Plan for North Central Texas</u> , which is proposed for adoption in June 2018. This project plays an integral role in furthering a comprehensive and forward-looking regional transportation system	Comments Noted.



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	Air Quality		2	as it will connect and leverage the value of existing and future rail investments including Dallas Area Rapid Transit's Orange, Green, and Red light rail lines. It will also connect to other regional rail services including Trinity Metro's TEXRail line, Denton County Transportation Authority's A-train, and future rail service connecting north to Frisco and south to Irving. It will improve connections to existing businesses, residences and Dallas Fort Worth International Airport and it will provide a catalyst for future economic development. It will provide direct air quality benefits and will accommodate adjacent bicycle and pedestrian trails that are part of the Regional Veloweb trail. The Regional Veloweb trail along the Cotton Belt Corridor has been included in the Metropolitan Transportation Plan for more than 20 years since the adoption of Mobility 2020. Implementation of the trail along the Cotton Belt Corridor would result in improving non-motorized access to more than 120 schools, 400,000 residents, and 610,000 jobs located within a two mile radius.	
	Trail		2	The Regional Transportation Council has approved over \$140 million in construction funding for the Cotton Belt Corridor Regional Rail Project. The North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation of the Cotton Belt Corridor Regional Rail Project.	See Master Response # 7 regarding the Cotton Belt Regional Trail.
A0004 PH	General	NCTCOG Sandy Wesch		I am here this evening representing the North Central Texas Council of Governments. On behalf of the Regional Transportation Council and the North Central Texas Council of Governments who together serve as the Metropolitan Planning Organization for the Dallas /Fort Worth area, I would like to read a statement of support for the project.	Comments Note.
	Support		2	The need for the Cotton Belt Corridor Regional Rail Project has been recognized in long-range transportation plans for the North Central Texas Region since 1986, and its present development is consistent with the region's current long-range metropolitan transportation plan, <u>Mobility 2040</u> , as well as <u>Mobility 2045: The Metropolitan Transportation Plan for North Central Texas</u> , which is proposed for adoption in June 2018. This project plays an integral role in furthering a comprehensive and forward-looking regional transportation system as it will connect and leverage the value of existing and future rail investments including Dallas Area Rapid Transit's Orange, Green, and Red light rail lines. It will also connect to other regional rail services including Trinity Metro's TEXRail line, Denton County Transportation Authority's A-train, and future rail service connecting north to Frisco and south to Irving. It will improve connections to	



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	Trail		2	<p>existing businesses, residences and Dallas Fort Worth International Airport and it will provide a catalyst for future economic development. It will provide direct air quality benefits and will accommodate adjacent bicycle and pedestrian trails that are part of the Regional Veloweb trail. The Regional Veloweb trail along the Cotton Belt Corridor has been included in the Metropolitan Transportation Plan for more than 20 years since the adoption of Mobility 2020. Implementation of the trail along the Cotton Belt Corridor would result in improving non-motorized access to more than 120 schools, 400,000 residents, and 610,000 jobs located within a two mile radius.</p> <p>The Regional Transportation Council has approved over \$140 million in construction funding for the Cotton Belt Corridor Regional Rail Project. The North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation of the Cotton Belt Corridor Regional Rail Project.</p>	See Master Response # 7 regarding the Cotton Belt Regional Trail.
A0005 letter	Traffic	Michael Rogers City of Dallas	2	<p>Department of Transportation has reviewed the Draft Environmental Impact Statement (DEIS) for the Cotton Belt Regional Rail Corridor and have noted several deficiencies that should be addressed prior to completing the EIS. These are discussed below.</p> <p>DEIS Deficiencies</p> <ol style="list-style-type: none"> <u>Grade Separation on 6-Lane Arterials:</u> The City has concerns regarding the analysis results where six-lane arterials did not indicate a need for a grade separated crossing. These would include Hillcrest and Campbell streets in the City of Dallas. The ITE criteria referenced in the study is based upon vehicles per hour per lane and trains per hour. However, Table 3-1 describes the thresholds in terms of average daily traffic (ADT). This requires assumptions on peak hour factors and on direction split which may not match the vehicle count data. The analysis should be revised to be consistent with the project description, with ITE guidance and with the actual field data. 	<ol style="list-style-type: none"> See Master Response # 3 regarding Traffic Impact/Mitigation. See Master Response # 4 regarding Traffic Analysis Reevaluation. As discussed in Appendix B.17, Table 3-1 identifies the ADT traffic volumes; however, the actual analysis and SYNCHRO uses the peak hour volumes and directional splits in determining the LOS and queuing impacts.
	Traffic		2	<ol style="list-style-type: none"> <u>Headways:</u> The headways used in the grade crossing analysis do not adequately recognize the volume of train traffic in both directions. If 20-minute headways are proposed then this would equate to 6 trains per hour in both directions. However, the analysis is performed at 15 minute intervals; which only equates to four trains per hour. Please clarify and update as required. 	<ol style="list-style-type: none"> Since it has not yet been determined when DART would implement increased headways, the analysis does focus on the opening day 30 minutes peak period headway. Additional analysis has confirmed a very minor additional impact with the future 20-minute peak period service. Appendix B.17 clearly states that trains would operate in both directions.
	Traffic		1	<ol style="list-style-type: none"> <u>Grade Separation at Hillcrest:</u> The grade separation analysis at Hillcrest is fatally flawed and should be corrected. A detailed review of that analysis was performed by City staff (dated March 22, 2018) and is attached. An improved analysis will likely 	<ol style="list-style-type: none"> See Master Response # 4 regarding Traffic Analysis Reevaluation.



No.	Subject	Commenter	Category*	Comment	Response
	Traffic		2	<p>indicate that this crossing meets the criteria for grade separation. If grade separated, this crossing would have a larger footprint and would therefore have greater impacts than what is described. The larger footprint and area of disturbance needs to be addressed in the DEIS.</p> <p>4. <u>Grade Separation at Campbell</u>: The projected traffic demand for Campbell is higher than Hillcrest. Therefore, this crossing should be revisited along with the same considerations as previously mentioned for No. 3 Grade Separation at Hillcrest. If grade separated, this crossing would have a larger footprint and would therefore have greater impacts than what is described. In order to ensure the DEIS is complete and to reduce the risk for a supplemental EIS, the largest feasible footprint and area of disturbance should be addressed at this time.</p>	<p>4. See Master Response # 3 regarding Traffic Impact/Mitigation. The ongoing coordination with the City cited in Item 3 above did not result in a recommendation to change the design of Campbell.</p>
	Design		2	<p>5. <u>Max Street Grades</u>: The proposed street approach grades on the Coit Road overpass are unreasonably steep; especially for a high volume arterial. This crossing, as depicted, is poor design and is unacceptable to the City of Dallas. Using reasonable approach grades on Coit will require a larger footprint than what is indicated. Therefore, the area of impact as well as the impacts to the neighboring properties have been underestimated. The DEIS and the 10% design should be revised to conform to City of Dallas standard and ensure the larger footprint and area of disturbance is adequately addressed.</p>	<p>5. DART has redesigned the Coit Road grade separation and amended the environmental impacts associated with the revised plans. The Design-Build Team will further refine the plans.</p>
	Community Cohesion		2	<p>6. <u>Socioeconomic impacts</u> to the adjacent communities due to elevated crossings are not adequately addressed. Page 9 of "<u>Socioeconomic Characteristics Existing Conditions - Technical Memorandum</u>" [December 2013] states the following: "<i>the corridor serves as a logical physical boundary line for many neighborhoods as well as school attendance zones</i>" This assertion minimizes the potential disconnection across the corridor and the projects potential to isolate a segment of the community on one side of the tracks.</p>	<p>6. The technical memo cited by the commenter is not part of the DEIS and has been superseded by the memo contained in Appendix B.2. Community cohesion and school attendance zones are discussed in Section 4.3.1 of the FEIS. The existing railroad corridor serves as a physical separation in the Study Area, creating boundaries and defining neighborhoods. The addition of passenger rail would not create new boundaries or divisions. The existing corridor is not open to the public and free access across the corridor except at intersections is prohibited. As such, no impacts to community cohesion have been identified. Table 4-2 identifies school attendance zones with a potential to be affected by the Project. Mitigations for these identified moderate impacts are discussed in Section 4.3.2. Elevated crossings allow unrestricted access across the alignment resulting in no impacts to school attendance zones.</p>
	Design		2	<p>7. <u>Water Surface Elevations</u>: The DEIS (10%) plans show a lower post project water surface elevation in some of the waterways. How this is accomplished as well as the associated direct impacts to the waterways upstream and downstream of the rail crossing are not described or evaluated. As presented, the DEIS neglects to describe grading or construction in the creeks and therefore fails to adequately evaluate impacts to the waterways.</p>	<p>7. As indicated in the PE Design Report, no hydraulic modeling has been conducted. Hydrology will be fully investigated during Final Design. Water body impacts are discussed in Section 4.12.1.</p>



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	Trail		2	8. <u>Future Trail</u> : The public presentations on the Corridor indicate that the project alignment is designed to accommodate a future trail for public use. The DEIS should identify a potential planning alignment for this trail, preferably outside of the sound walls, and ensure that it will remain feasible once the project is operational. Similarly the planning alignment should conceptually address the need for additional bridges at the waterways and at grade crossings.	8. See Master Response # 7 regarding the Cotton Belt Regional Trail.
	Trail		2	9. <u>Bridge Widths and Creek Impacts</u> : DART's project will only construct bridges over waterways that are wide enough to accommodate the double track. However, this alignment will need to accommodate (but not necessarily construct) additional trail bridges parallel to the train bridges over the same waterways. The DEIS should clearly include these impacts as well.	9. See Master Response # 7 regarding the Cotton Belt Regional Trail.
	Design		2	10% Design Concerns: The following concerns have significant Scoping and Cost implications that ought to be clarified before contracting with the design-build team: 1. Preliminary plans need to show sidewalks and paths as being included at the street crossings. These are not currently depicted as being within the area of construction but should extend to the full length of the Rail right-of-way (Typically 100 feet). Per the City's complete streets manual the sidewalks should be 5 to 10 feet wide with a 10-foot buffer from the curb face.	1. The street modification plans which include sidewalks and cross sections for the City of Dallas streets are shown in Appendix A.3, vol. C, part 2 . DART is limiting the reconstruction of streets to the area necessary to construct the rail line. All disturbed sidewalks and streets will be constructed to meet existing cross-sections. Sidewalks will be at least 5 feet wide. DART will adhere to Complete Streets guidelines to the greatest extent feasible given the limited area of disturbance. Final design will be coordinated with the City. A discussion of Complete Streets has been added to Section 5.2 .
	Design		2	2. Please include quad gates at all street crossing that will not have a median. • Quad gates may still be needed on Dickerson even with a median due to high potential for wrong way left turns from the warehouse on the NE quadrant.	2. Crossing designs will be coordinated with each city and will include safety elements for roadways and pedestrians.
	Design		1	3. Design criteria should indicate the max acceptable street grade at the crossings. (4% is max desirable and 6% may be allowable in exceptional cases and where ADA compliance can still be achieved.) The grades proposed for the Coit overpass are 9.73% and 8.29%. This is a poor design and is unacceptable to the City of Dallas.	3. DART has redesigned the Coit Road grade separation and amended the environmental impacts associated with the revised plans. The Design Build Team will further refine the plans.
	Design		2	4. Street infrastructure should be designed and built to City of Dallas standards. These are similar to but are not identical to TxDOT standards. Please let us know, if your designer needs assistance accessing City standards.	4. The Design-Build Team will be required to comply with City design standards. The City will be afforded several opportunities to review the design.
	Design		2	5. Shorter-term impacts during construction also need to comply with City of Dallas ordinance and standards. These include obtaining permits for temporary traffic control on Dallas streets, for lane closures and for performing night work near residential	5. The Design-Build Team will coordinate with the City of Dallas to comply with City of Dallas ordinance and standards to the greatest extent feasible.



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				areas. The ordinance also limits the use of trucks and construction equipment in residential zones.	
A0006 Letter	Natural Environment	TPWD	4	<p>Recommendation: TPWD recommends implementation of the mitigation measures presented in Section 4.17 and detailed in TPWD's May 4, 2017 scoping letter.</p> <p>Recommendation: Because woodland corridors are not typically prevalent in urban landscapes, TPWD recommends DART extend their examination of ways to reduce or eliminate impacts to riparian hardwood forest to also include floodplain hardwood forest and adjacent upland woodlands.</p>	<p>Comments Noted.</p> <p>Section 4.17.2 has been modified to reflect comment.</p>
A0007 Letter		Traci Leach Deputy City Manager Coppell		<p>The City of Coppell appreciates the opportunity to provide the following comments to the Draft Environmental Impact Study (DEIS). The City Council was briefed on the DEIS at a regular Council meeting held on May 22, 2018. At that time, the following position points were outlined, and the Council was unanimous in forwarding these comments to DART as the City's official comments.</p> <p>The City is recommending that the following comments be made for the record.</p>	
	Noise		2	<p>1. <u>Support the inclusion of the seven locations identified as quiet zones.</u> In Coppell, quiet zones (QZ) were shown to completely eliminate the number of residential homes moderately or severely impacted by horn noise.</p>	1. Comments Noted.
	Traffic		2	<p>2. <u>Support the traffic mitigation at the MacArthur/East Belt Line Road intersection and at South Belt Line Road.</u> The mitigation proposed for the MacArthur/East Belt Line intersection includes signal improvements at the MacArthur/East belt Line intersection and a grade separated crossing at South Belt Line Road and Sanders Loop.</p>	2. Comments Noted.
	Schools		2	<p>3. <u>Support the mitigation recommended for Pinkerton Elementary School.</u> The City's support here will be supplemental to any feedback that the school district has related to the enhanced safety features proposed for the school. CISD has no additional mitigation requests in addition to what is outlined in the DEIS, subject to DART's continued coordination to discuss issues related to the school.</p>	3. Comments Noted.
	Trail		2	<p>4. <u>Support the Cotton Belt Trail.</u> A regional trail within the DART right-of-way is currently included in the DEIS, but would not be funded as part of the rail project. The City is currently working with NCTCOG on this regional trail.</p>	4. Comment Noted. See Master Response # 7 regarding the Cotton Belt Regional Trail.
	Noise		2	<p>5. <u>Advocate for a quiet zone at Denton Tap Drive.</u> This location was originally included in the list of proposed QZ but was later eliminated with the rationale being that the Cypress Waters</p>	5. As indicated in Section 2.3.1 and shown in Figure 2-1 , the Project deviates from the existing railroad to serve the Cypress Waters development. Denton Tap crosses the



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	Noise		2	alignment draws the passenger rail and its associated noise south away from the residential neighborhoods in close proximity to Denton Tap. With QZ proposed from both intersections on either side of Denton Tap, leaving a gap at Denton Tap has the potential to render those QZ ineffective if the horns from the freight traffic must be sounded in advance of this crossing.	existing railroad corridor but not the Project alignment. The Denton Tap crossing is not part of the Project. Freight traffic will continue to operate on the railroad corridor and sound horns at this crossing as it does today. As discussed in Section 4.14.2 , seven Quiet Zones are proposed in Coppell. These quiet zones mitigate all <u>Project</u> noise impacts in Coppell. Freight traffic will not sound horns at these crossings. This represents an improvement over the existing condition.
	Noise		4	6. <u>Advocate for Modifications to Grade Crossing Bells</u> . While QZ eliminates the noise associated with the trains sounding their horns, they do not eliminate the noise associated with the crossing bells. The crossing bells can be adjusted to lower the volume to “near the minimum values.” Staff is respectfully requesting that DART consider adjusting the volume of the crossing bell to the minimum value to comply with American Railway Engineering and Maintenance of Way Association (AREMA) standard and also consider adding acoustic shrouds to the back half of the bells to direct noise away from noise-sensitive areas and direct it where it is needed.	6. As discussed in Section 4.14.3 , crossing bell modification will be used to mitigate identified crossing bell impacts throughout the corridor. No crossing impacts bell impacts have been identified in Coppell; volume setting will be determined during final design.
	Betterments		2	7. <u>Advocate for the Addition of Vehicle Wheel Skirts</u> .	7. The acoustic noise specifications for the Regional Rail Vehicle have been added to Section 2.3.2 and are discussed in Section 4.14.3 .
	Betterments		2	8. <u>Advocate for betterments for additional landscape planting in areas adjacent to residential areas</u> . While the betterment process is between individual neighborhoods in Coppell and DART, the City supports the addition of betterment improvements to help improve the visual impact of the rail.	8. See Master Response # 8 regarding Betterments.
	Betterments		2	9. <u>Advocate for betterments for enhancements to the proposed elevated crossing at South Belt Line Road</u> . While the City supports the mitigation improvement for this location, the City would like the aesthetics of the bridge to be consistent with other bridge structures throughout Coppell. As a major traffic point within Coppell, this crossing will be one of the first major structures seen by motorists traveling north from IH 635 on South Belt Line Road.	9. See Master Response # 8 regarding Betterments.
	Noise		4	10. <u>Advocate for a re-assessment of the residential area just west of the MacArthur/E. Belt Line Rd intersection</u> . The homes along Crestview Dr. are immediately adjacent to the proposed rail line and have no existing buffer for the freight traffic that is currently utilizing the line. With the increase in frequency of rail traffic, the residents along this stretch will be heavily impacted. The noise monitoring that took place in 2017 did not generate any readings due to noise programing error. According to the DEIS, this is the only location where the equipment malfunctioned during the 2017 survey. Based on the 2010 readings, the area would	10. Because of the monitor malfunction, new measurements were taken in June 2018. This is discussed in Section 3.12 . Similar results to what was discussed in the DEIS were determined. No noise impacts along Crestview Drive were identified. The new results have been incorporated into the FEIS. Table 3-13 and Table 4-11 have been revised to reflect the new data. See Master Response # 1 regarding Noise Impact/Mitigation. Noise walls will be located near residential areas where warranted. The DART Board may



No.	Subject	Commenter	Category*	Comment	Response
	Funding		3	<p>experience a 1.3 dB increase. Given the changes to the natural environment in this area since 2010 (wholesale removal of vegetation in the Atmos ROW), we believe the impact to these residents would be more pronounced today.</p> <p>Finally, as more of a clerical correction, the City of Coppell respectfully requests that the language reflected in the funding section of the DEIS be amended. At no time has the City pledged any portion of either sales tax or property tax towards the Cotton Belt project. While the details are still being discussed, the City has agreed in principle to contribute land for the Cypress Waters station. The City requests that the language be amended to show "in kind" contribution in Table 7.2 and in Section 7.3.2.3.</p>	<p>also consider additional walls as betterments (See Master Response # 8).</p> <p>Noise analysis does not assume any attenuation (i.e. reduction) of train noise due to vegetation between the tracks and the homes.</p> <p>The funding language in Section 7.3.2.3 has been changed as requested.</p>
A0008 Letter	Cultural Resources	US Department of Interior	2	The Department supports the actions set forth in the draft MOA and believes that execution of these stipulations as included in the version supplied with this DEIS will provide for appropriate care of the resource and minimize the effects of the action on it. In addition, based on the language in Section 4.22 of the draft EIS, FTA determined that the proposed action falls within a Section 4(f) Exception under 23 CFR 774.13(g). Therefore, we do not find it necessary to review the action in accordance with Section 4(f).	Comments Noted.
A0009 Letter	Cultural Resources	Texas Historical Commission	3	<p>THC concurs with FTA's conclusions in the DEIS and its Appendices, including the evaluation of historic properties eligible for listing in the National Register of Historic Places and the determination that the project will have an adverse effect on one historic property, the White Rock Creek Warren Pony Truss Bridge, which will be relocated as a result of the proposed project. We look forward to continued consultation with FTA and DART to develop a Memorandum of Agreement (MOA) to resolve this adverse effect.</p> <p>For clarity, THC requests that throughout the DEIS, the trinomials of archeological sites be included. Otherwise, THC has no comments on the DEIS.</p>	<p>Comments Noted.</p> <p>The trinomials of archeological sites have been added to Section 3.5 and Section 4.6.</p>
A0010 Letter	Support Alignment	City of Plano Bruce D. Glasscock, City Manager	2 4	<p>On March 26, 2018 the City Council approved a resolution supporting a DART Draft Environmental Impact Statement for the Cotton Belt Corridor Regional Rail Project from Shiloh Road in the City of Plano to DFW Airport (Project). In that resolution, the City Council affirmed our support of the Project and the following:</p> <ol style="list-style-type: none"> 1. The Plano City Council supports the proposed 12th Street rail station complex with Red Line transfer capability and a regional rail station near Shiloh Road. <ol style="list-style-type: none"> a. To that end, we would encourage DART to design a pedestrian connection that support and encourages walkability between the two platforms. In addition, those pedestrian connections 	<p>1. Comment Noted.</p> <p>a. DART will work with City during final design to connect platforms to each other and the community. See Section 5.4.3 for additional information on station connections.</p>



No.	Subject	Commenter	Category*	Comment	Response
	Funding		2	<p>should support the historic African-American Douglass Community and the southern part of Downtown Plano – the new focus of the City’s transit-oriented development activities. In an effort to bring the two 12th Street platforms together, the City of Plano requests a review of alignments that utilize the City of Richardson Cotton Belt spur (along F Avenue).</p> <p>2. The Plano City Council supports member cities contributing to the success of the project by creating tax increment financing districts or cash grants.</p>	<p>Section 2.5 has been modified to explain why this concept is infeasible.</p> <p>2. Comment Noted.</p>
	General		2	<p>3. The Plano City Council requests savings from the elimination of station(s) should be redirected to providing additional parking at adjacent stations and the reduction of overall project costs.</p>	<p>3. Use of unallocated dollars will be determined by the DART Board.</p>
	Betterments		2	<p>4. The Plano City Council requests that the DART Board maintain its \$50 million commitment to provide enhancements in residential areas of the Cotton Belt corridor, adjust the funding amount to reflect inflation since their resolution was approved in 2006, and stipulate that these funds will be used to provide betterments that would be in addition to the mitigation measures required by the FTA.</p>	<p>4. See Master Response # 8 regarding Betterments. Betterments will be applied consistently across the corridor.</p>
	Traffic		1	<p>5. The Plano City Council requests DART reinvestigate the need for grade crossings at K Avenue, Municipal Avenue, and Jupiter Road.</p>	<p>5. See Master Response # 4 regarding Traffic Analysis Reevaluation.</p>
	Design		2	<p>6. The Plano City Council requests DART provide additional parking at the Addison Station and University of Texas, Dallas Station should the Preston Road/ Keller Springs Station and Coit Road Station be eliminated for the project.</p>	<p>6. The town of Addison is developing station area plans that may modify the existing infrastructure and may include shared parking. UT Dallas station parking is temporary pending incorporation into campus development.</p>
	Parking		2	<p>7. The Plano City Council requests that should DART enact long-term or short-term paid parking policies at the stations, DART member cities’ residents receive free parking.</p>	<p>7. The policy for paid parking will need to be addressed at the Board level. The agency monitors the parking capacity and makes periodic adjustments as demand dictates.</p>
	Traffic		1	<p>The following are additional staff comments on the DEIS. Plano’s Transportation Engineering Division (Brian Shewski, Manager):</p> <p>Table ES-2(page E-9) – Highway and Roadway Impacts: ADD the following:</p> <ul style="list-style-type: none"> • Potential Grade Separations: Jupiter Road, K Avenue, and Municipal Avenue • Signal Timing Improvements <ul style="list-style-type: none"> ○ K Avenue at 18th, 15th, 14th, 10th and Plano Parkway ○ Municipal at 15th and 14th ○ Jupiter at 14th, 10th, Summit, and Plano Parkway ○ Shiloh at 14th and Plano Parkway 	<ul style="list-style-type: none"> • See Master Response # 4 regarding Traffic Analysis Reevaluation. • Signal timing improvement along K Avenue and Municipal have been incorporated into the Roadway mitigation in Section 5.2. Jupiter will now be grade separated. Revenue service will not cross Shiloh Road.
			4		



No.	Subject	Commenter	Category*	Comment	Response
	Traffic		4	<ul style="list-style-type: none"> Impact Category for Train Preemption Type <ul style="list-style-type: none"> K Avenue, Municipal, and Shiloh crossings require a Green Band Signal or some other train to wayside circuit technology that does not hold or preempt a gate down for an excessive time period when the train is LEAVING a station. A great example of an unacceptable situation is the southbound train coming from the Red Line Parker Road Station. The current manual process which preempts the gates when entering and leaving a station is not acceptable. On the departing side, train operators are pressing the preempt button 40 to 60 seconds BEFORE the train ever departs the station. The Red Line gates at Park Boulevard are down an average of 85 seconds before Park traffic can move again. 	<ul style="list-style-type: none"> Mitigation to avoid unnecessary downtime for crossing gates at stations directly adjacent to an at-grade street crossing, has been incorporated into Section 5.2.
	Access		2	<p>Table ES-2(page E-10) – Station Access and Parking:</p> <ul style="list-style-type: none"> Potential pedestrian access impacts: ADD the following: <ul style="list-style-type: none"> Construct multi-use walkway between the Cotton Belt 12th street station and DART Red Line Station. Already mentioned in Section 2.3.1 Alignment: 12th Street Station paragraph on page 2-10. 	<ul style="list-style-type: none"> DART will work with City during final design to connect platforms to each other and the community. See Section 5.4.3 for additional information on station access.
	Bicycle		2	<p>Table ES-2 (page E-10) – Non-Motorized Transportation</p> <ul style="list-style-type: none"> Add bicycle racks to Proposed Mitigation Measure(s) Table 1-3 (page 1-7). Year 2010 to 2040 Projected Population and Employment Change 	<ul style="list-style-type: none"> Bicycle racks are a standard design feature and are placed in all stations, where appropriate. They are not a form of mitigation.
	Demographics		2	<ul style="list-style-type: none"> We expect Plano’s 2040 population to be significantly higher than the 302k population shown in the table. Our most recent 2016 population was 286,057. Several errors have been found in the 2040 COG model. Please recalculate this 2040 population. 	<ul style="list-style-type: none"> The NCTCOG 2040 forecast is the regionally approved demographic model.
	Traffic		1	<p>Chapter 5. Surface Transportation Impacts Evaluation</p> <ul style="list-style-type: none"> Page 5-15 Roadway and Intersection Impacts (comments about Street At-Grade Crossing Traffic Analysis Report in Appendix B) Synchro models have several errors <ul style="list-style-type: none"> Network needs to be expanded 14th Street and current phasing need to be added to the Jupiter model. One issue is that the current DART model assumes random southbound arrivals since there is not an intersection (14th Street) to the north of Cotton Belt. Random arrivals evenly distribute traffic volumes across the analysis period thus minimizing the queuing impacts. 18th, 15th, and 14th Streets and current phasing need to be added to the K Avenue/Municipal model. 	<ul style="list-style-type: none"> See Master Response # 4 regarding Traffic Analysis Reevaluation. The coordination with the City of Plano covers the remaining traffic comments.



No.	Subject	Commenter	Category*	Comment	Response
	Trail		4	<ul style="list-style-type: none"> ○ Ideal Flow rate needs to be changed from 2200 vphpl to 1900 vphpl. 2200 vphpl is typically used for highways. 1900 vphpl is recommended for arterial roadways. ○ Turning movement traffic volumes need to be updated in both models. The 2040 Model volumes are lower than existing volumes. ○ Gate down time needs to be changed from 50 seconds to 100 seconds for the DART Synchro analyses. ● Traffic projections need to be updated. Several errors have been found in the 2040 COG Model. The growth rate analysis is therefore flawed. ● Given the above changes, the queuing analysis also needs to be redone. ● Once these changes are made, the Jupiter crossing should warrant a grade separation and the K Avenue and Municipal crossings might require a grade separation. <p>The following comments from the City of Plano's Parks and Recreation Department (Christina Sabastian, Trail System Planner):</p> <p>The City of Plano Parks and Recreation Department will be constructing a portion of the Cotton Belt Regional Trail, between President George Bush Turnpike and K Avenue, beginning in summer of 2018. While this trail is included in the DEIS in some locations, it is not included throughout the length of the trail. The trail is on the east or south side of the Cotton Belt line, however, just west of K Avenue, the trail turns and crosses the Cotton Belt line at grade, and this crossing is also not shown in the DEIS. Specifically, the trail is not shown on:</p> <ul style="list-style-type: none"> ● Guideway Plan and Profile Sheets: <ul style="list-style-type: none"> ○ STA 3465+00.00 TO STA 3473+00.00, north of 10th Street ○ STA 3473+00.00 TO STA 3481+00.00, west of K Avenue and crossing the Cotton Belt line ● Street Modification Plans: <ul style="list-style-type: none"> ○ 10th Street, north of 10th Street ○ K Avenue, west of K Avenue and crossing the Cotton Belt ● Existing Utility Composites: <ul style="list-style-type: none"> ○ STA 3465+00.00 TO STA 3473+00.00, north of 10th Street ○ STA 3473+00.00 TO STA 3481+00.00, west of K Avenue and crossing the Cotton Belt line ● 12th Street Station Site Plan: <ul style="list-style-type: none"> ○ Sheet 1 of 2, crossing the Cotton Belt line ○ Sheet 2 of 2, west of K Avenue 	<ul style="list-style-type: none"> ● The NCTCOG 2040 forecast is the regionally approved demographic model. <p>The Plano Transit Village Veloweb has been added to the plans in Appendix A.</p>



No.	Subject	Commenter	Category*	Comment	Response
	Trail			<p>100% Construction Design plans are available for this trail project. Additional Cotton Belt Regional Trail is planned, though not yet designed, between K Avenue and Shiloh, and this planned trail is also not shown in the DEIS at the 12th Street Station:</p> <ul style="list-style-type: none"> • Guideway Plan and Profile Sheets: <ul style="list-style-type: none"> ○ STA 3481+00.00 TO STA 3489+00.00, west of Municipal Avenue • Street Modification Plans: <ul style="list-style-type: none"> ○ K Avenue, east of K Avenue ○ Municipal Avenue, west of Municipal Avenue • Existing Utility Composite: <ul style="list-style-type: none"> ○ STA 3481+00.00 TO STA 3489+00.00, west of Municipal Avenue • 12th Street Station Site Plan: <ul style="list-style-type: none"> ○ Sheet 1 of 2, west of Municipal Avenue <p>This trail will also cross a number of streets, and the DEIS does not show methods for trail users to cross these roads, such as crosswalks or additional crossing enhancements:</p> <ul style="list-style-type: none"> • Street Modification Plans: <ul style="list-style-type: none"> ○ Municipal Avenue: no trail crossing shown ○ N Avenue: no trail crossing shown ○ Jupiter Road: no trail crossing nor median cut-through/pedestrian refuge island is shown 	See Master Response # 7 regarding the Cotton Belt Regional Trail.
A0011	Support	RTC Michael Morris	2	<p>On May 16, 2018, the North Central Texas Council of Governments (NCTCOG) submitted a Statement of Support for the Cotton Belt Corridor Regional Rail Project (Cotton Belt), highlighting that the need for the Cotton Belt Corridor Regional Rail Project has been recognized in long-range transportation plans for the North Central Texas Region since 1986, and its present development is consistent with the region's current long-range metropolitan transportation plan, <u>Mobility 2040</u>, as well as <u>Mobility 2045: The Metropolitan Transportation Plan for North Central Texas</u>, which is proposed for adoption in June 2018. This letter provides additional feedback on the Cotton Belt Draft Environmental Impact Statement (DEIS). The comments are organized by the topic areas of transportation network and connectivity, stations, double tracking, regional bicycle and pedestrian trail, air quality, and environmental justice.</p> <p>Transportation Network and Connectivity</p> <ul style="list-style-type: none"> • Support for the corridor as a key east-west connector of the Red, Orange, and Green Light Rail Lines, as well as TEXRail. • Support for the corridor as a network connection at Downtown Carrollton to future A-train service and to future rail service from 	<ul style="list-style-type: none"> • Comments Noted. • Comments Noted.



No.	Subject	Commenter	Category*	Comment	Response
			2	Irving to Frisco on the Madill subdivision and Burlington Northern Santa Fe (BNSF) corridor.	<ul style="list-style-type: none"> • Comments Noted.
	Stations			Stations	
	Support		2	<ul style="list-style-type: none"> • Support for all stations included in the DEIS and as contained in the approved Metropolitan Transportation Plan. • Support for direct service into Dallas Fort Worth International Airport (DFWIA) at the Terminal B station shared with TEXRail. • Support including north platform at the DFWIA North Station to accommodate future cross-corridor service. 	<ul style="list-style-type: none"> • Comments Noted. • Comments Noted.
	Support		2	<ul style="list-style-type: none"> • Support for highly integrated station at Downtown Carrollton to accommodate convenient passenger transfer among and access to Cotton Belt, DART Green Line, future Denton County Transportation Authority A-train extension, and future Irving to Frisco service. It is unclear whether access has been preserved for a pedestrian connection on the west side of the Cotton Belt platform to a future A-train station. It is also unclear from the text whether the space preserved for a future Irving to Frisco platform would accommodate both north-bound and south-bound passengers. Clarity on both of these items is needed to ensure future connectivity to new services at the Downtown Carrollton Station. 	<ul style="list-style-type: none"> • The station design does not preclude the future DCTA A-Train platform. A DCTA A-Train connection is discussed throughout the document including Sections 1.3, 1.4, 4.9.1, 4.20 and 5.1.
	RR		2	<p>Double Tracking</p> <ul style="list-style-type: none"> • Support for double-tracking of entire corridor and upgrading to Class 4 track standards. 	<ul style="list-style-type: none"> • Comments Noted. • Comments Noted.
	RR		2	<ul style="list-style-type: none"> • Support for ongoing, close communication with freight operators to maintain adequate freight service in the corridor and where freight lines cross the corridor. 	<ul style="list-style-type: none"> • Comments Noted. • The Downtown Carrollton station has been designed to accommodate a future platform along the Madill directly adjacent to the Cotton Belt Station.
	RR		2	<ul style="list-style-type: none"> • Support for implementation of Positive Train Control. 	
	RR		2	<ul style="list-style-type: none"> • It is unclear whether the design to grade-separate the Cotton Belt Corridor from the Madill subdivision will preclude future direct passenger service from Frisco to DFWIA. Request clarification on whether the configuration maintains this potential future regional service. 	
	Trail		2	<p>Regional Bicycle and Pedestrian Trail (Shared Use Path)</p> <ul style="list-style-type: none"> • We do not want to risk delay in the Cotton Belt for a bicycle and pedestrian component due to environmental clearance and in consideration of cost inflation over time. It is our expectation that the Cotton Belt Regional Trail would be environmentally cleared concurrently with the Cotton Belt. There are critical elements of the Cotton Belt Regional Trail that must be constructed concurrently with the Cotton Belt due to physical constraints and feasibility that would prohibit future construction on a separate timeline. 	<ul style="list-style-type: none"> • See Master Response # 7 regarding the Cotton Belt Regional Trail.



No.	Subject	Commenter	Category*	Comment	Response
	Air Quality		2	<p>NCTCOG is actively coordinating with DART to advance both projects concurrently and is coordinating with cities to provide funding for design and construction. We strongly encourage that the Cotton Belt Regional Trail be included in a supplemental environmental document or the Final Environmental Impact Statement for the Cotton Belt. Attachment 1 is a summary memo outlining components of the Cotton Belt Regional Trail to help DART determine whether the trail will be cleared with a supplemental environmental document or the Cotton Belt Final Environmental Impact Statement.</p> <p>Air Quality</p> <ul style="list-style-type: none"> NCTCOG expects to receive an updated designation for air quality attainment status by the time the Final Environmental Impact Statement and Record of Decision are issued. However, it is anticipated that the counties traversed by the Cotton Belt will retain nonattainment status. The project's air quality benefits will remain important to the region. 	<ul style="list-style-type: none"> Comments Noted.
	EJ		4	<p>Environmental Justice</p> <ul style="list-style-type: none"> Table 4-6: The DEIS separates ethnicity and race when establishing Environmental Justice (EJ) thresholds and populations for block groups. This alters the thresholds used to identify block groups as minority EJ populations; it also affects the population that can be counted to reach that threshold. Federal Transit Administration Circular 4703.1 includes Hispanics or Latinos in their definition of minority. The DEIS could support its reasoning for separating ethnicity and race by describing how these populations are "distinct" populations per the circular. 	<ul style="list-style-type: none"> Table 4-6 has been revised to include the total minority population. Figure 4-2 has been revised to reflect this change. Figure 4-2 shows that there are station locations as well as portions of the corridor that are in areas predominantly EJ or non-EJ, and the distribution of populations is even in terms of numbers of stations and length of corridor. Therefore, Project benefits and impacts will generally be applied evenly to both populations.
	EJ		2	<ul style="list-style-type: none"> Public participation efforts meet requirements and include non-traditional methods of outreach and efforts to reach populations with limited English proficiency. 	<ul style="list-style-type: none"> Comments Noted.
	EJ		2	<ul style="list-style-type: none"> The Overall Environmental Justice Findings section states that an analysis was done to compare design elements, impacts, mitigation and enhancement measures, and offsetting benefits between EJ and non-EJ populations. While impacts to EJ populations are reported, impacts to non-EJ populations are not evident in the DEIS. Providing this information could bolster statements declaring impacts would be borne evenly between EJ and non-EJ populations (demonstrating no disproportionately high and adverse effect). 	<ul style="list-style-type: none"> As documented throughout the EIS, there are very few impacts to any community. The Study Area is made up of EJ and non-EJ populations.
	EJ		2	<ul style="list-style-type: none"> The Indirect Impacts section (page 4-100) states EJ populations will face indirect impacts in the form of housing prices, neighborhood character, and others; the section states these 	



No.	Subject	Commenter	Category*	Comment	Response
	Support		2	<p>impacts will not be disproportionately high or adverse. Providing data, such as current housing values, in EJ and non-EJ block groups could support this statement.</p> <p>The Regional Transportation Council strongly supports this project and looks forward to its implementation shortly. The North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation of the Cotton Belt Corridor Regional Rail Project, including innovative ways to fund the project.</p>	<ul style="list-style-type: none"> Additional language to Section 4.9 and Section 4.20. The Project's effect on housing houses has been clarified. As documented throughout the EIS, there are very few impacts to any community <p>Comments Noted.</p>
A0012 Letter	General	Carrollton Cesar Molina	2	<p>Thank you for the opportunity to participate in this important regional mobility project. Our city council indicated their support of the overall project in a resolution dated May 1st 2018, as well as the city's priorities for the project. Enclosed is the resolution (Exhibit C), and the city staff technical review comments for the DEIS report (Exhibit D).</p>	Comments Noted.
	Noise		2	<p>One of our priorities is addressing the noise impacts of the project. Among other things, the technical review indicates sensitive receptors appear to be missing, and existing ambient noise appears to be too high. Therefore, there is a potential for 8,300 feet more of sound wall in Carrollton based the review (see Exhibit A). We strongly urge DART to renew the noise analysis and mitigation approach soon.</p>	<p>See Master Response # 1 regarding Noise Impact/Mitigation. The DART Board may also consider additional walls as betterments (See Master Response 8).</p>
	Traffic		1	<p>Another priority is the traffic impact of the at-grade crossings on streets in Carrollton. Among other things, the technical review indicates that projecting zero traffic growth of the next twenty-five years at the Josey Lane crossing is not a reasonable result. We first brought this to the attention of DART staff in a letter dated December 21, 2017.</p>	<p>See Master Response # 4 regarding Traffic Analysis Reevaluation.</p>
	Traffic		4	<p>Instead of staying at the 31,650 vpd traffic level of 2015 (and well below its capacity), Josey Lane has a potential to grow to 44,400 vpd by 2040 based on one possible growth scenario given in Exhibit B. This tends to indicate an orders-of-magnitude upgrade in the traffic mitigations is likely needed at the crossing, as well as an updated run of the regional transportation model.</p>	
	Traffic			<p>The Marsh Lane crossing is essentially shared by Addison and Carrollton, and it also has the potential for further growth. However, it has limited ROW, so the necessary, detailed mitigations for this</p>	<p>See Master Response # 5 Marsh Lane Traffic/Trafalgar Square Mitigation.</p>



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				crossing should be determined soon (such as additional SB left-turn lanes).	
A0013 Letter	General	Carrollton Staff	2	(The entire City of Carrollton Staff letter is included in Appendix J.2 . Each of the issues is addressed here. The letter contained a great deal of redundancy as similar comments were repeated in multiple locations. For brevity the comments have been paraphrased or consolidated.) <u>1. Purpose and Need</u> 1.4 Purpose and Need for the Proposed Action Page 1-9: Carrollton supports the expansion of the DCTA A-Train into Downtown Carrollton and desires horizontal and vertical passenger connections with the Green Line and Cotton Belt Line in the future, as well as an overall DART design that reserves space, and can accommodate the future expansion of the DCTA A-train into the DART station, consistent with the <i>Carrollton Resolution</i>	<ul style="list-style-type: none"> The station design does not preclude the future DCTA A-Train platform. A DCTA A-Train connection is discussed throughout the document including Sections 1.3, 1.4, 4.9.1, 4.20 and 5.1.
	General		2	<u>2. Alternatives Considered</u> 2.3 Proposed Build Alternative Page 2-8: Carrollton supports the implementation of a Cotton Belt Station adjacent to the Downtown Carrollton Station; with adequate horizontal and vertical connections between stations, parking, and passenger loading areas; with adequate shelter from inclement weather; with an adequate, expanded parking supply; and with accessibility to the hike and bike trails, consistent with the Carrollton Resolution.	Comments Noted.
	EMF		2	Page 2-22 (and elsewhere): Carrollton opposes the location of the EMF facility anywhere inside Carrollton, consistent with the Carrollton Resolution.	The FEIS now reflects the selection of the Irving Yard site as the Cotton Belt EMF See Section 2.3.3.
	RR		2	Page 2-25: <ul style="list-style-type: none"> Carrollton supports the relocation of Mercer Yard to a location further east of Kelly Blvd., consistent with the Carrollton Resolution. 	<ul style="list-style-type: none"> Comments Noted.
	Haz Mat		2	<ul style="list-style-type: none"> The previous Table ES-1 generally indicates that a Phase I ESA will be conducted on the existing Mercer Yard. Although it is inherently implied that any hazardous materials discovered by the ESA will be remediated, DART should clearly communicate its commitment to remediation within the EIS document. 	<ul style="list-style-type: none"> Section 4.16.2 identifies remediation as a mitigation measure. The design and preparation of required monitoring and remediation plans will be coordinated with the TCEQ.
	General		2	<ul style="list-style-type: none"> We note that Carrollton may have an interest in acquiring this property from DART later on. 	<ul style="list-style-type: none"> Comments Noted.
	Trail		2	<u>2.6 Cotton Belt Regional Trail</u> Page 2-34: The text should recognize that the Cotton Belt Hike & Bike may divert away from the rail ROW to use portions of the existing	



No.	Subject	Commenter	Category*	Comment	Response
	Land Use		3	<p>Carrollton Hutton Branch Trail. The western diversion would be at Denton Drive, and the eastern diversion may be on along the western side of Perry Road, along a new trail link.</p> <p>3.2 Land Use and Zoning Page 3-9 (and elsewhere): The text should further recognize that this TC zoning facilitates the re-development of the area into transit-oriented development (TOD). This includes the Union at Carrollton Square apartments south of the Cotton Belt - currently undergoing their third expansion, and the new construction along Broadway for the Switchyard Apartments, just north of the Cotton Belt. Therefore, character, density, and height of land uses have already started to increase adjacent to the Cotton Belt due to Carrollton zoning.</p> <p>3.12 Noise</p>	<p>See Master Response # 7 regarding the Cotton Belt Regional Trail.</p> <p>Text in Section 3.2 and throughout the document has been modified to reflect development in downtown Carrollton</p>
	Noise		2	<p>Page 3-49 (and elsewhere):</p> <ul style="list-style-type: none"> Regarding <i>Noise and Vibration Technical Report in Appendix B</i>, Measurement sites Criteria for Category 2 (Residential) were only taken at residential properties that are immediately adjacent (within 50-ft) to the track. Consequently, residential neighborhoods that are within 375-ft to 750-ft from the tracks are not being represented. Therefore, this may result in <u>lower</u> mitigations than are actually needed for a neighborhood later on in the analysis. 	<ul style="list-style-type: none"> See Master Response # 1 regarding Noise Impact/Mitigation. The measurement sites selected to represent the existing noise levels in various residential areas were typically located near the track since the potential for noise impact is greatest at such locations. However, because noise from sporadic freight trains was excluded from the data (to ensure a conservative assessment of noise impact), the measurement results at those sites are considered to be representative of the existing baseline noise levels used to evaluate potential noise impact at locations further away from the track.
	Noise		2	<ul style="list-style-type: none"> Regarding <i>Noise and Vibration Technical Report in Appendix B</i>, it states that <u>both</u> train horn and wheels on tracks are primary noise source. Yet it also stated that by mitigating one source of noise - train horn sounds - majority of severe noise impacts are eliminated. Therefore, the analysis process appears incomplete. 	<ul style="list-style-type: none"> See Master Response # 1 regarding Noise Impact/Mitigation. Both noise sources are considered together in the analysis. Eliminating train horns sounds eliminates 95% of the impacts and all severe impacts.
	Noise/Betterments		2	<p>Page 3-50 (and elsewhere):</p> <ul style="list-style-type: none"> Carrollton supports additional mitigation of impacts on adjacent private properties from the Cotton Belt Corridor. This should include the mitigation of rail noise by the use of quiet zones, sound walls, and other effective measures to include but not limited to the neighborhoods of, Woodcrest Estates, Carrollton Heights, Hill 'N Dale, Lakehill Townhomes, Country Place, Trafalgar Square, and Willow Lane Condominiums, consistent with the <i>Carrollton Resolution</i>. 	<ul style="list-style-type: none"> See Master Response # 1 regarding Noise Impact/Mitigation. All impacts are being mitigated; additional items would be considered betterments. Noise walls will be located near residential areas where warranted. The DART Board may also consider additional walls as betterments (See Master Response 8).
	Noise		2	<ul style="list-style-type: none"> Taking sample noise measurements for particular segment and using it as the general value may not specifically address the noise impacts of sensitive receptors adequately. Sensitive receptors may 	<ul style="list-style-type: none"> The number and location of representative existing noise monitoring sites meets FTA criteria for evaluating noise impacts along the corridor. While noise impact was assessed for all CAT 3 sensitive receptors along the Cotton Belt Corridor, not every receptor was necessarily mentioned in the DEIS unless impacts were identified. The sensitive



No.	Subject	Commenter	Category*	Comment	Response
	Noise		2	<p>need further mitigation, and some sensitive receptors appear to be missing see below.</p> <p>Page 3-50 (and elsewhere):</p> <ul style="list-style-type: none"> • Add & evaluate CAT 3 Sensitive Receptor: <u>Mclnnish Park</u>, RE Good Sports Complex, Maridoe Golf Club, Kelly Field 	<p>receptors will benefit from the proposed quiet zones in Carrollton.</p> <ul style="list-style-type: none"> • Per FTA guidance, most parks are not considered noise sensitive. <u>Mclnnish Park</u>, Kelly Field and Maridoe Golf Club are active recreational land uses and are not considered noise-sensitive (or vibration-sensitive). A noise-sensitive area of R. E. Good Sports Complex, was identified and assessed. This sensitive land use will not be impacted by Project noise.
	Noise		2	<ul style="list-style-type: none"> • Add & evaluate CAT 3 Sensitive Receptor: Primera Iglesia Bautista Hispana, 	<ul style="list-style-type: none"> • Primera Iglesia Bautista Hispana is located over 1,000 feet from the corridor and obstructed by intervening rows of houses. This sensitive land use is not impacted by noise.
	Noise		2	<ul style="list-style-type: none"> • Add & evaluate CAT 3 Sensitive Receptor: Thomas Park 	<ul style="list-style-type: none"> • The closest noise-sensitive location within Thomas Park is a passive recreational picnic area located more than 1,100 feet from the Cotton Belt corridor. At this distance and with the intervening rows of houses and the proposed residential noise barrier, Thomas Park is not impacted.
	Noise		2	<ul style="list-style-type: none"> • Add & evaluate CAT 3 Sensitive Receptor: Gravley Park 	<ul style="list-style-type: none"> • The closest noise-sensitive portion of Gravley Park was evaluated in conjunction with A. W. Perry Homestead Museum. This location was determined to have severe noise impact without Quiet Zones (See Table 4-9). No noise impact was identified with the proposed quiet zone crossing that would eliminate train horn noise at Perry Road.
	Noise		2	<ul style="list-style-type: none"> • Add & evaluate CAT 3 Sensitive Receptor: Hilltop Memorial Cemetery 	<ul style="list-style-type: none"> • As shown in Table 4-9, Hilltop Memorial Cemetery was identified as severe impact with train horns. This impact was eliminated with the implementation of quiet zones.
	Noise		2	<ul style="list-style-type: none"> • Recognize ambient noise level from Addison Airport as a contributor to noise in our area. 	<ul style="list-style-type: none"> • Section 4.2 of Appendix B.2 states that existing noise sources along the Project alignment include aircraft overflights.
	Noise		2	<ul style="list-style-type: none"> • Based on this review of the DEIS report and Appendix B, it appears Carrollton is only second to Dallas in number of severe noise impacts, with Dallas having about 2.5 more severe impact locations. However, Dallas appears to have 6.8 times more sound walls (17,700-ft) than Carrollton (2,600-ft). 	<ul style="list-style-type: none"> • As indicated in Section 4.14.3, quiet zones eliminate 100% of the identified severe noise impacts. All other noise impacts requiring mitigation are being mitigated, with bell mitigation and/or noise walls. Noise Barriers are located where required to mitigate impacts.
	Noise		2	<p>Page 3-54 (and elsewhere): Regarding ambient noise, local experience and other research suggests the ambient noise in Carrollton neighborhoods trends below 50 Ldn (dBA). Baseline noise levels for Carrollton should be verified and/or further explained given the U.S. DOT National Noise Map.</p>	<p>The U.S. DOT National Noise Map models background noise levels for the entire country based off available transportation data (number of planes, trains, and automobiles on major routes). Site-specific noise measurements are more accurate. The noise exposure levels (in terms of Ldn) measured at representative locations along the Cotton Belt Corridor are</p>



No.	Subject	Commenter	Category*	Comment	Response
	Vibration		2	Page 3-55: We note that the noise of two DCTA A-train vehicles is used as the model for one Cotton Belt DMU vehicle	appropriate for noise impact assessment using FTA methodology than the National Noise Map levels which depict background noise levels over general areas. The noise monitoring results conducted in 2017 are consistent with 2010 results. Nowhere long the corridor do actual measurements trend below 50 Ldn (dBA).
	Vibration		2	3.13 Vibration Page 3-52 (and elsewhere): Carrollton supports additional mitigation of impacts on adjacent private properties from the Cotton Belt Corridor. This should include the mitigation of rail noise by the use of quiet zones, sound walls, and other effective measures to include but not limited to the neighborhoods of, Woodcrest Estates, Carrollton Heights, Hill 'N Dale, Lakehill Townhomes, Country Place, Trafalgar Square, and Willow Lane Condominiums, consistent with the <i>Carrollton Resolution</i>	The DCTA vehicle has only two powered axles and four unpowered axles. It has been assumed that the Cotton Belt vehicle (with four powered axles and eight unpowered axles) would be equivalent to two DCTA vehicles in terms of noise emission. This assumption has been verified by the manufacturer specifications for sound emissions. See Master Response # 2 regarding Vibration Impact/Mitigation.
	Vibration		2	Page 3-56: Air-borne and ground-borne noise level prediction method uses data from only 9 measured sites. The method fails to show the calculation for noise level prediction at specific Severe Noise Impact receptors. Therefore, if any specific location was not considered, its impact will be lumped into the impact of a segment.	This sampling adheres to FTA guidance. Twelve vibration propagation test sites were selected to characterize the soil conditions in representative areas along the Cotton Belt Corridor. The results were combined with measured vibration source data for the DCTA vehicle to predict future train vibration in each area based on FTA methodology for a Detailed Vibration Analysis.
	Visual		2	<u>4. Environmental Consequences and Mitigation</u> 4.7 Visual and Aesthetic Conditions Page 4-24: • The text should recognize that Carrollton supports the development of transit facilities that have a design in context with the infrastructure aesthetic treatments recently constructed on 35E/Belt Line road in the downtown area, consistent with the <i>Carrollton Resolution</i> .	• The EIS is a federal document that is only intended to address impacts and mitigations. Aesthetic treatments will be discussed during final design. Station design will be coordinated with the City of Carrollton through the Art and Design Program detailed in Section 4.7.2 .
	Visual		2	Page 4-25: The table should be revised in the Carrollton area to recognize a greater emphasis on aesthetics, consistent with the <i>Carrollton Resolution</i>	Table 4-5 accurately reflects the visual assessment of the Project in Downtown Carrollton. The Project is located in an existing railroad corridor and the station is being located at an existing station location. The Project will visually benefit the



No.	Subject	Commenter	Category*	Comment	Response
	EJ		2	4.9 Environmental Justice; Page: 4-39 to 42: DART has conducted the appropriate public outreach opportunities for the communities in the study area and appears to have recorded comments and concerns for future consideration. According to the text, specific responses to address the noise, vibration, and visual changes concerns may not be known until final design. However, since DART has indicated it will use a design-build format for the construction contract; the final design may not exist until the end of construction. Therefore, community concerns should be resolved sooner.	<p>area with upgraded infrastructure and converted land uses. The tracks and crossings will be upgraded. An existing lumber yard and railroad yard will be displaced. The City will have input into the station Art & Design Program detailed in Section 4.7.2. Any aesthetic treatment of the elevated structure over the BNSF RR will be determined during final design.</p> <p>It is inaccurate to state "specific responses to address the noise, vibration, and visual changes concerns may not be known until final design." DART has identified all impacts. Identified mitigations will eliminate impact to EJ communities.</p>
	Soils		2	4.10 Soils and Geology; Page 4-42 to 43: Two soil types within City of Carrollton study area classified as either Prime Farmland or Farmland of Statewide Importance have been identified: Austin silty clay, 1 to 3% slopes and Dalco clay, 1 to 3% slopes. Information within report does not specifically address the land use on these soil types and provided maps are at too large a scale to identify land use.	<p>As stated in Section 3.7, no unique farmlands or farmlands of local or statewide importance were found in the Study Area. Within the City of Carrollton, the alignment is located within existing Railroad right-of-way. The station is located within the junction of two railroads, partially on lumber yard property.</p>
	Water		2	4.12 Wetlands Resources: The DEIS provides estimated impact acreage for each crossing, but numbers are not consistent between Section 3 and Section 4 and Appendix B - Technical Memorandum. It appears most stream crossings will fall under guidelines of Nationwide Permit (NWP) 14 (Linear Transportation Projects) without having to notify the US Army Corps of Engineers. A few crossings may exceed the 1/10 of an acre notification threshold if entire length within the ROW impacted. Crossing 13 of Perry Branch shows a long length of stream within ROW. This crossing may require notification. There are some wetlands and adjacent wetlands associated with stream crossings that may require notification if impacted by Project.	<p>As stated in Section 4.12.2, during final design, DART will continue to investigate reducing both the direct and indirect impacts to wetlands. DART will coordinate with USACE on all waters of the US and wetlands issues. Chapter 3 and the Water Resources Tech Memo summarize the existing conditions of the potential Waters of the US within the right-of-way for each water crossing and provides the linear feet or acres within the ROW. Chapter 4 summarizes the impacts at each water crossing for the Preferred Alternative.</p>
	Air Quality		2	4.13 Air Quality; Page 4 -53: Consider adding discussion relating to projected usage of the rail line that recognizes the resulting reduction in VMT and congestion.	<p>The reduction in VMT and congestion is discussed in Section 4.13.1 and Section 5.1.</p>
	Noise		3	4.14 Noise; Page 4-55: The text should also state how many passenger trains per day will travel the Cotton Belt (about 33 each way; about 66 daily trains; 35 mph average).	<p>Text in Section 4.14 has been modified to include number of trains.</p> <p>Note: Calculation has been slightly modified in FEIS to equal 95%. Quiet zones eliminate 5,121 of the 5,366 identified impacts, which equates to 95% (5,121/5,366 X 100).</p>



No.	Subject	Commenter	Category*	Comment	Response
	Noise		2	<p>Page 4-57: - This review could not locate a calculation for how quiet zones lower sound impacts by 96 % in the DEIS text, nor in <i>Appendix B</i>.</p> <ul style="list-style-type: none"> Furthermore, <i>Appendix B</i> should recognize that to be effective as noise barriers (6 dB noise reduction), trees and vegetation foliage should be dense, 100-ft wide, relatively uniform in vertical distribution, and should be evergreen. In addition, the vegetation belt should be as close to the noise sources as possible. Widely spaced foliage does not reduce noise effectively, and year-round noise screening is not effective when trees lose their leaves in the winter. 	<ul style="list-style-type: none"> This is an irrelevant comment that has no bearing on the Project. The noise analysis does not assume any attenuation (i.e. reduction) of train noise due to vegetation or lack between the tracks and receptors.
	Noise		2	<p>Page 4-60: Predicted noise levels are calculated by formula for individual segments; however, no explanation was found of how the calculated values corresponded to the identified severe noise impact receptors. Therefore, there is no way to substantiate whether a specific, severe noise impact location is mitigated.</p>	<p>The tables in Section 4.14 provide summary of impacts. As more than 5,000 receptors were evaluated using representative sites, it was not practical to provide specific results for each one. The location of all identified impacts and proposed mitigation is provided in Figures 4-7 through 4-13. With quiet zones, there are no severe noise impacts. See Master Response # 1 regarding Noise Impact/Mitigation.</p>
	Noise		2	<p>Page 4-62: The noise barriers proposed by the DEIS in Carrollton seem incomplete given the review herein. There is a potential for 8,300 feet more noise barriers in Carrollton given sensitive receptors that appear to be left out of the analysis and other factors.</p>	<p>All sensitive receptors were included in the analysis. The analysis did not identify a noise impact at these additional locations.</p>
	Vibration		2	<p>Page 4-73: Taking sample noise measurements for particular segment and using it as the general value may not address the noise impacts of specific sensitive receptors adequately. Sensitive receptors may need further mitigation, and some sensitive receptors appear to be missing see below:</p>	<p>The number and location of representative existing vibration test sites meets FTA criteria for predicting vibration impacts along the corridor. Also, while vibration impact was assessed for all CAT 3 sensitive receptors along the Cotton Belt Corridor, not all were necessarily mentioned in the DEIS unless impacts were identified.</p>
	Vibration		2	<ul style="list-style-type: none"> Add & evaluate CAT 3 Sensitive Receptor: McInnish Park, RE Good Sports Complex, Primera Iglesia Bautista Hispana, Thomas Park, Gravley Park, Hilltop Memorial Cemetery, Kelly Field, Maridoe Golf Club 	<ul style="list-style-type: none"> As indicated above, McInnish Park, Kelly Field and Maridoe Golf Club are not considered vibration-sensitive. Primera Iglesia Bautista Hispana and vibration sensitive areas of Thomas Park and RE Good Sports Complex are located beyond the FTA screening distance of 120 feet for vibration impact to CAT 3 land use. Hilltop Memorial Cemetery is located at the fringe of the screening distance and was evaluated. As indicated in Table 4-15, the highest predicted vibration level at sensitive receptors on the westbound side of the tracks between I-35E and Josey Lane is 65 Vdb, which is well below the impact threshold of 78 VdB for Category 3 receptors.
	Haz Mat		2	<p>4.16 Hazardous and Regulated Materials; Page 4-79 to 89: Information pertaining to low risk sites was not provided in Section 4. However, <i>Appendix B - Technical Memorandum</i> lists low risk sites. Several dry cleaner listings within the Carrollton study area are</p>	



No.	Subject	Commenter	Category*	Comment	Response
	Land Acquisition		2	<p>identified as Low Risk. Information pertaining to cleaning chemicals used at the facilities are not discussed in the report. Additional discussion or higher risk rating is recommended for dry cleaning facilities.</p> <p>4.18 Relationship Between the Short-term Use of the Environment and the Maintenance and Enhancement of Long-term Productivity Page. 4 93 to 94: Land acquisition should not be considered a short-term use. Land acquisition does have immediate impacts but it should be considered a long-term use.</p> <p>4.21 Construction Impacts; Page 4-101:</p> <ul style="list-style-type: none"> Based on other documents, DART is proposing a design-build format for the construction contract that should be recognized herein. This is important because it generally indicates there will not be a "final design" until the end of the project. Furthermore, city review and approval of construction permits, building permits, etc., should be recognized in the text as an integral part of the process. 	<p>Although within the Study Area, these sites are outside of the area that will be disturbed by the project. No further evaluation or discussion is required.</p> <p>Section 4.18 does not state that land acquisition is a short-term use. This has been clarified in the FEIS.</p> <ul style="list-style-type: none"> Design Build is discussed throughout the document, including in Section 4.21 in the FEIS.
	Construction Impacts		2	<ul style="list-style-type: none"> Based on other documents, DART is proposing a design-build format for the construction contract that should be recognized herein. This is important because it generally indicates there will not be a "final design" until the end of the project. Furthermore, city review and approval of construction permits, building permits, etc., should be recognized in the text as an integral part of the process. 	<ul style="list-style-type: none"> DART does recognize the city's integral role in advancing the project, but it does not need to be addressed in an EIS.
	Bus		2	<p><u>5. Surface Transportation Impacts Evaluation:</u> 5.1 Transit Facilities and Services: Page 5-6: DART is proposing that Route 400 is to be split into two routes, as indicated later on in this chapter.</p>	<p>As stated in Section 5.1, Route 400 was split into two shorter Routes, 402 and 403 on March 26, 2018.</p>
	Design		2	<p>Page 5-7: Given that the Carrollton Downtown station is projected to have the highest ridership of the corridor, DART should provide design features beyond the typical station such as more shelter from weather, vertical conveyance that exceed code minimums and have aesthetics that encourage their use, and other factors consistent with the Carrollton Resolution.</p>	<p>The design features of the station meet DART's design criteria. Station aesthetics will be coordinated with the City of Carrollton through the Art and Design Program detailed in Section 4.7.2.</p>
	General		2	<p>Page 5-8: The text should recognize that <i>Carrollton Festival at the Switchyard</i> has grown in attendance from about 20,000 in 2014, to about 40,000 in 2017, and is generally held in early November. Additionally, there are a number of smaller festivals and special events hosted downtown.</p>	<p>The festival is recognized in Section 5.1. Further elaboration is not required for the environmental documentation.</p>
	Parking		2	<p>-City of Carrollton supports additional parking for the Downtown Station consistent with the <i>Carrollton Resolution</i>.</p>	<p>As discussed throughout the document and shown in Figure 2-6, additional parking is proposed at the Downtown Carrollton Station.</p>
	Traffic		2	<p>5.2 Highway and Roadway; Page 5-9: The report shows Belt Line Road traffic increasing to 45,000 vpd by the year 2040 based on a particular run of the regional model. However, if future growth is similar to actual, previous growth trends, Belt Line Road travel demand could reach capacity before 2040.</p>	<p>Comment Noted. Accelerated growth will not change the analysis DART used the NCTCOG 2040 forecast which is the regionally approved demographic model.</p>



No.	Subject	Commenter	Category*	Comment	Response
	Traffic		2	<ul style="list-style-type: none"> The text should note that the 35E/Belt Line Road three-level interchange construction was substantially complete in mid-2017, which significantly reduces travel times on the road. 	<ul style="list-style-type: none"> Travel time on Belt Line Road is not discussed in Section 5.2. A slight decrease in travel time at one intersection will not alter the analysis.
	Traffic		2	<ul style="list-style-type: none"> The traffic projections for the greater Carrollton area should be refined based on comments herein, and consistent with the <i>Carrollton Resolution</i>. 	<ul style="list-style-type: none"> Upon input with the City of Carrollton, DART revised traffic analyses for Josey Lane.
	Traffic		2	Page 5-14: <ul style="list-style-type: none"> We note that a reduction in daily roadway travel of nearly 80,000 VMT is expected due to this project. 	<ul style="list-style-type: none"> Comment Noted.
	Traffic		1	(City of Carrollton expressed concern over the traffic analysis conducted for the project. They also request that DART provide specific mitigation for Marsh Lane. These comments were repeated several times in their comments.	See Master Response # 4 regarding Traffic Analysis Reevaluation. See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation
	General		2	Page 5-15: Carrollton citizens expressed concern that the traffic (and/or noise) mitigations may not be adequate during public gatherings hosted by DART on May 10, 2017; May 22, 2017; August 29, September 18, 2017; December 7, 2017; as well as during the May 14, 2018 DEIS Public Hearing. However, no responsive mitigations has been identified by DART, in contrast to the Hillcrest Road crossing in Dallas where such an approach is documented herein.	This is inaccurate. Any citizen input is considered individually on its own merit. The bulk of Carrollton citizen traffic concerns requests focused on Marsh Lane, where a need for mitigation was identified in the DEIS and further refined in the FEIS. See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation. Additionally, the DART board has addressed betterments: See Master Response # 8 regarding Betterments
	Traffic		2	Page 5-18: <ul style="list-style-type: none"> City staff concurs it is not feasible to grade separate the Luna Road Crossing. 	<ul style="list-style-type: none"> Comment Noted.
	Construction		2	Page 5-19: <ul style="list-style-type: none"> City staff greatly encourages DART to identify and resolve street crossing and intersection mitigation needs in Carrollton resulting from the Cotton Belt project soon, rather than coordinating later as stated in the text. This is particularly true given the design-build format for the construction contract. 	<ul style="list-style-type: none"> DART has initiated coordination with Carrollton and will continue to coordinate with each jurisdiction through final design to determine specific traffic mitigations to achieve maximum efficiency.
	Traffic		3	<ul style="list-style-type: none"> The text should recognize that the previous Maridoe Golf Course driveway across the Cotton Belt was barricaded to traffic a few years ago. At that time, Carrollton built a new, replacement driveway for the golf course that has been operating ever since. 	<ul style="list-style-type: none"> Although officially abandoned, the Maridoe Golf Course driveway through DART property is still being unofficially used to access the club. This informal use will be eliminated, and the roadway will be closed. This has been clarified in the FEIS.
	Construction		2	Page 5-23: <ul style="list-style-type: none"> Since the railroad crossings in Carrollton are expected to be reconfigured, the text should recognize that the portion of the city streets immediately adjacent are also likely to be reconfigured/rebuilt. 	<ul style="list-style-type: none"> Section 4.21.1 states that each of the at-grade street crossings will require reconstruction and modification due to the implementation of the double track along the Project. The 10% Design roadway modifications in Carrollton are shown in Appendix A.2, vol. 2 Part 2.



No.	Subject	Commenter	Category*	Comment	Response
			2	<ul style="list-style-type: none"> Carrollton supports construction staging that minimizes impacts to the driving public. 	<ul style="list-style-type: none"> Section 4.21.1 states that roadway modifications will be coordinated with each city.
	Parking		2	5.4 Station Access and Parking; Page 5-23: Please note in text that the Downtown Carrollton station has the highest parking demand among existing stations.	This is clearly indicated in Section 5.4 .
	Bus		2	Page 5-24: We note several new bus routes are proposed to the downtown station, in addition to converting route 400 into two routes, according to Table 2-2.	Comment Noted.
	Traffic		2	Page 5-26: <ul style="list-style-type: none"> Text should say a portion of the cross-section of Denton Drive adjacent to the new parking areas may be expanded to include a continuous two-way left turn lane (TWLTL), to match the existing cross-section of the street adjacent to the existing station (and immediately south). However, the design could instead include medians, special curbs, and other design elements to qualify for a quiet zone. This is true for all at-grade crossings in the Cotton Belt Corridor. 	<ul style="list-style-type: none"> Section 4.21.1 states that roadway modifications will be coordinated with each city.
	Pedestrians		2	<ul style="list-style-type: none"> Generally, new automatic gates for pedestrian safety and other mitigation measures should be provided where necessary, such as along Denton Drive. 	<ul style="list-style-type: none"> Comment Noted.
	Pedestrians		2	<ul style="list-style-type: none"> Carrollton supports the addition of pedestrian crossings that reduce safety hazards with the use of automatic gates and other measures across the Madill/BNSF tracks to access parking areas, as well as the UP/DGNO tracks to access future developments, and the future hike & bike trail along Broadway. 	<ul style="list-style-type: none"> Comment Noted.
	Parking		2	<ul style="list-style-type: none"> As it relates to the Downtown Carrollton station and the additional surface lots to be constructed for the Cotton Belt, the City would like to explore with DART the possibility of a parking structure on the existing lot at the Downtown Carrollton station. The City has made several important investments over the last few years to minimize the amount of surface parking in its Downtown area, so the addition of these two lots is in direct contrast to the City's goals. 	<ul style="list-style-type: none"> Comment Noted.
	Trails		2	5.5 Non-Motorized Transportation; Page 5-28: Carrollton supports the implementation of hike and bike trails adjacent to the Cotton Belt Corridor, including the Hutton Branch Trail, and the Downtown Trail linking the Downtown and Trinity Mills Stations - approximately along North Broadway Street, consistent with the <i>Carrollton Resolution</i> .	See Master Response # 7 regarding the Cotton Belt Regional Trail.
	Safety		2	Page 5-29: Generally, new automatic gates for pedestrian safety and other mitigation measures should be provided where necessary.	



No.	Subject	Commenter	Category*	Comment	Response
	Trails		2	Page 5-30: The text should recognize that the Cotton Belt Hike & Bike Trail may divert away from the rail ROW to use portions of the existing <i>Carrollton Hutton Branch Trail</i> . The western diversion would be at Denton Drive, and the eastern diversion may be on along the western side of Perry Road, along a new trail link.	See Master Response # 7 regarding the Cotton Belt Regional Trail.
A0014 Table		Carrollton Design Comments		The City of Carrollton has submitted a series of comments pertaining to the 10% Design.	These comments are generally final design comments. They will be provided to the selected Design-Build Team and addressed during final design.
A0015 Letter	Traffic Traffic Property Vibration Airspace Property Traffic Traffic Traffic Parking	DFW	2 2 2 2 3 2 2 2 3 4	<p>Item No. Section Page # Table/Figure Comments</p> <p>1 Exec. Summary E-9 2nd para. Traffic Study should be done at 35% to allow findings to have input on design.</p> <p>2 Exec. Summary E-9 Table ES-2 Please name the three at-grade crossings referred to under the column, Impacts.</p> <p>3 Exec. Summary E-9 Table ES-2 under Impacts- add impact to DFW developable property resulting in severed parcels with Proposed Mitigation- grade separations east of CB N. Station and Dallas Road as listed in Table 5-7.</p> <p>4 Exec. Summary E-10 Please expand on how will DART participate in the Tex Rail vibration testing.</p> <p>5 Exec. Summary E-10 Under Airport and Aviation Impacts, it should be footnoted 60 days is the baseline time for processing of Airspace forms 7460-1.</p> <p>6 Exec. Summary E-10 Under DFW Airport Subsection under Airport and Aviation Impacts, expand or add paragraph to describe developable property approved by Airport Board for commercial development will require rail/ roadway grade separations.</p> <p>7 Exec. Summary E-10 Continuation of Comment #6-Identify grade separations on DFW Airport property: along Cotton Belt east of Cotton Belt North Station and along Spur south of Cotton Belt intersecting with Dallas Road.</p> <p>8 DFW Airport Connection page #5-14 DART to coordinate with DFW DPS and DFW Code for the at-grade crossing to ensure roadway crossing geometry is adequate for fire vehicles.</p> <p>9 DFW Airport Terminal B Connection Mitigation page #5-19 clarify the Service Road to North Employee Road..."These turning movements would utilize "a right turn only lane at" the signalized intersection...</p> <p>10 5.5 page #5-29 Table 5-8 Under DFW North, Mitigation for Parking- please note that future parking lot expansion for future demand needs to be identified as part of this EIS.</p>	<p>1. Detailed traffic analysis will be coordinated with appropriate jurisdiction.</p> <p>2. Table E-9 is a summary table that provides general overview. Detailed information is located in Section 5.2.</p> <p>3. The DFW developable property is currently segregated by the existing Cotton Belt RR and the TEXRail Line. This is an existing condition, not a Project impact.</p> <p>4. This Executive Summary provides a general overview. Additional detail is provided in Section 6.4.1.7. Additional coordination with DFW Airport, FAA and TEXRail is required.</p> <p>5. Text has been modified in the Executive Summary and in Section 6.3.1 and Section 6.3.2.</p> <p>6. This discussion identifies impacts. The DFW developable property is currently segregated by the existing Cotton Belt RR and the TEXRail Line. This is an existing condition, not a Project impact.</p> <p>7. This Executive Summary provides a general overview. Detailed information is located in Section 5.2.</p> <p>8. Comment Noted. DFW Airport and DFW DPS will be included in the Project design review process.</p> <p>9. Text has been modified to reflect comment.</p> <p>10. The 2040 forecasts indicate sufficient parking for both TEXRail and the Cotton Belt. Expansion options exist that don't require additional land. Table 5-8 has been modified.</p>



No.	Subject	Commenter	Category*	Comment	Response
	Property		2	11 4.4 page #4-12 Table 4-3 Alignment Deviations- row 1: please provide diagram to support 30 acres proposed acquisition	11. Appendix A.1 provides the right-of-way plans. Detailed survey will be conducted during final design.
	Property		2	12 4.4 page #4-12 Table 4-3 Alignment Deviations- row 2: please provide diagram to support 10 acres proposed acquisition	12. Appendix A.1 provides the right-of-way plans. Detailed survey will be conducted during final design.
	Traffic		3	13 DFW Airport Connection page #5-14 In reference to future aerial roadway crossing- add "precise alignment of roadway bridge w/r to rail is to be determined/ coordinated with DFW Airport"	13. Text in Section 5.2 has been modified to reflect comment.
	Traffic		3	14 Highway and Roadway Summary page #5-20 Table 5-7 Please add a bullet prior to Table 5-7 to state DFW is planning a road extension "Technology Drive" just north of the Railroad easement. As such, DART and DFW will coordinate plans to ensure there is sufficient clearance under SH 121 for the rail, trail, and road.	14. Text in Section 5.2 has been modified to reflect comment.
	Trail		3	15 2.6 page #2-34 Number 4 point: CB Trail will not adversely affect DFW and connectivity is limited to the Cotton Belt Station (no extension further south)	15. Text in Section 2.6 has been amended to reflect comment. Also reflected in Master Response # 7 regarding the Cotton Belt Regional Trail.
	Traffic		2	16 General Comment Please refer to the DFW/FWTA agreement for language on Dallas Road grade separation timing and funding commitment.	16. Future roadways will be coordinated with DFW at the appropriate time.
	Property		2	17 General Comment In regard to property easement, there needs to be an understanding of the process towards securing the easement. FAA approves the request for property release and the price based on a market value appraisal. DFW suggests DART coordinate w/ DFW asap on this.	17. Comment Noted. This cannot happen before ROD.
	Property		2	18 General Comment With regard to DART track existing within FWTA's TEX Rail easement, a separate operating agreement may still be necessary b/t DFW and DART.	18. Comment Noted.
	Property		2	19 6.2 6--2 Is the TRE being constructed in the cotton belt ROW? If not then I think change this to "west of the Cotton Belt ROW".	19. Before turning south to the DFW North Station, TEXRail is located in Cotton Belt ROW.
	Property		2	20 6.3 6--7 Use NAAQS since its already been spelled out in previous sections	20. NAAQS is used throughout the Section 6.3.2.1 .
	Air Quality		2	21 6.3 6--15 General comment: subscript (i.e. CO2 instead of CO2)	21. Either format is acceptable.
	Air Quality		2	22 6.4 6--29 it will be helpful to see an exhibit that shows the areas that have already been cleared and graded as well as the areas of new disturbance.	22. The areas that have been cleared and graded are located from DFW North Station south to the Terminal B Station. See Appendix A. vol. 1, Sheets 95-110 .
	General		2	23 6.4.1.1 6--29 To support the conclusion that the proposed work is well below de minimis, it would help if you provide actual numbers of the estimated construction emissions	23. Estimated construction values will be calculated during final design. Text in Section 6.4.1.1 has been modified to show TEXRail numbers well below threshold.
	Air Quality		3	24 6.4.1.2 6--31 Under Wildlife, add some statement that says what steps/measures would be taken/implemented in the event that protected species are identified within the study area.	24. Text in Section 6.4.1.2 has been modified to reflect comment.
	Biological Resources		3		



No.	Subject	Commenter	Category*	Comment	Response
			3	25 6.4.1.2 6--32 we were advised by TPWD and USFWS to remove inactive nests so as to discourage nesting of migratory birds...so I'd recommend deleting bullet #2	25. Bullet has been removed.
	Property		3	26 6.4.1.2 6--32 bullet #3 is confusing	26. Text in Section 6.4.1.2 revised to state "Prevent the establishment of active nests during the nesting season". 27. Text indicated a release is " <u>not anticipated</u> ." The Public Mass Transit Easement for DART's Orange Line on DFW property did not require a release.
			2	27 6.4.1.5 6--34 Did FAA say a land release from DFW to DART is not required?	
	Vibration		3	28 6.4.1.6 6--35 Remove partially since all of the DFW Airport portion of the proposed action would be on airport property...it's possible that the intended sentence was "The Proposed Action would be constructed partially within DFW Airport property..."	27. Text indicated a release is " <u>not anticipated</u> ." The Public Mass Transit Easement for DART's Orange Line on DFW property did not require a release. 28. Text in Section 6.4.1.6 has been modified to reflect comment.
	Water Resources		2	29 6.4.1.7 6--36 "Wouldn't the vibration mitigation responsibilities be on DART only...not DART and DFW? What are the possible mitigation requirements in the case of operational impacts to the ASR-9?"	29. This was language provide by FAA. DART will be responsible. Potential mitigation will be coordinated with FAA.
			3	30 6.4.1.7 6--36 DART will participate "in," delete "with"	30. Text in Section 6.4.1.7 has been modified to reflect comment.
	Water Resources		3	31 6.4.1.9 6--37 what is the estimated change in floodplain capacity as a result of the fill required to construct the DART including the bridge(s)?	31. And 32. As indicated in Section 4.11.2 , a detailed hydrologic/hydraulic analysis will be conducted in Final Design. This language has been added to Section 6.4.1.9 .
	General		2	32 6.4.1.9 6--38 was an H&H analysis done? If not, we (DFW) usually would want H&H so that we can better compete pre-and post-development conditions 33 6.4.1.9 6--39 "how wide are the WOUS crossings? I think it would be best to include some language from the TexRail WOUS crossings...something to the effect of "" as documented in the TexRail EIS approved on [Date], impacts to WOUS were XX. These impacts are due to the construction of the TexRail bridge(s)...and then move into the DART rail will utilize the TexRail bridges to traverse crossings S-1a and S2a and therefore no additional impacts to these tributaries are anticipated. "	33. These crossings have been coordinated with DFW and TEXRail no additional wording is required.
	Water Resources		2	34 6.4.1.9 6--39 I think join the intro sentence starting with "The Project" with the next paragraph that starts with "Project construction" since the thought about aquifer recharge is continued.	34. Comment Noted.
			2	35 6.4.1.9 6--39 would a NWP with PCN be required for the work on Airport property since it's over the 1/10 acre threshold or is the whole project permitted as through an Individual permit? It would be helpful to identify the different USACE permits that would be applicable to the project...my thoughts are each crossing is treated as a single and individual project and therefore could be covered by NWPs but it would help to identify the NWPs in a table or something.	35. Section 6.4.1.9 focuses on DFW; however, coordination with USACE would cover the entire project. See Section 4.11 for additional detail.
	General		2	36 General What areas will be used for construction and contractor staging?	36. Staging areas will be determined by the selected Design-Build Team. Addition environmental analysis may be required.



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	Water Resources		2	37 4.11, 4.12 Figure 6-7 Note: DFW has tasked CDM Smith under the Stormwater Drainage Master Plan project to perform an H&H drainage analysis of the Cottonwood Creek Watershed in DFW Airport property. The analysis is to be completed by the end of July 2018. This analysis will complete the floodplain delineation of Cottonwood Creek to TX 114/121 and will, most likely, modify the existing FEMA floodplain.	37. Comment Noted.
	Water Resources		2	38 4.11, 4.12 Figure 6-7 Note: The Grapevine Creek drainage analysis was performed previously by Halff Associates, Inc. and TexRail performed some drainage analysis for the crossing of the concrete channel. We will be happy to provide the reports and model files for these analyses whenever DART desires them.	38. Comment Noted.
A0016 Letter	Air Quality	EPA	3	<u>Air Quality</u> In Chapter 4 Environmental Consequences and Mitigation, Mitigation of Air Quality Impacts (pg. 4-109) - This section states that "(t)he control of exhaust emissions emanating from non-road equipment and other construction related vehicles will be in accordance with EPA guidelines." EPA recommends that the FTA specify the EPA guidelines that will be employed in mitigating exhaust emissions. If the EPA guidelines being referred to are anticipated/forthcoming during project development, please provide further information as well.	A link to EPA guidance has been added to Section 4.21.2 .
	Tribal Analysis		2	<u>Office of Environmental Justice and International Tribal Affairs</u> Tribal Analysis: Executive Order 13175, Consultation and Coordination with Indian Tribal Governments (November 6, 2000), was issued in order to establish regular and meaningful consultation and collaboration with tribal officials in the development of federal policies that have tribal implications, and to strengthen the United States government-to-government relationships with Indian tribes. The Federal Transit Administration (FTA)/USDOT consulted with and sent letters to representatives of The Caddo Nation, The Comanche Nation, The Tonkawa Tribe, and The Wichita and Affiliated Tribes. The four Native American tribes consulted have not responded to the letters. The EPA recommends the FTA/USDOT conducts consultation and coordination with the Kiowa Tribe, also.	Additional consultation with EPA identified that there is no need for further tribal coordination for this Project. Future DART project will include more extensive tribal analysis and coordination.
	EJ		4	Environmental Justice Analysis: Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994) and the Interagency Memorandum of Understanding on Environmental Justice (August 4, 2011) direct federal agencies to identify and address	NCTCOG has provided input to the EJ process and Section 4.9 has been modified to reflect input.



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				<p>disproportionately high and adverse human health or environmental effects on minority and low-income populations, allowing those populations a meaningful opportunity to participate in the decision-making process. FTA/USDOT included in the EIS the extensive efforts utilized to engage the EJ populations in a meaningful opportunity to participate in the decision-making process. In addition, FTA/USDOT identified the assessment of the project's impact on minority and low income populations within 0.5 mile of the Station. The EPA recommends that the Partnering Agencies, including NCTCOG utilize their monthly public meetings to encourage meaningful engagement of environmental justice communities to participate in the decision-making process by disseminating information on the EA and EISs of the upcoming proposed NEPA projects.</p>	
<p>A 17 PH Speaker</p>	<p>Support</p>	<p>Sandy Wesch</p>	<p>2</p>	<p>I am here this evening representing the North Central Texas Council of Governments. On behalf of the Regional Transportation Council and the North Central Texas Council of Governments who together serve as the Metropolitan Planning Organization for the Dallas /Fort Worth area, I would like to read a statement of support for the project. The need for the Cotton Belt Corridor Regional Rail Project has been recognized in long-range transportation plans for the North Central Texas Region since 1986, and its present development is consistent with the region's current long-range metropolitan transportation plan, <u>Mobility 2040</u>, as well as <u>Mobility 2045: The Metropolitan Transportation Plan for North Central Texas</u>, which is proposed for adoption in June 2018. This project plays an integral role in furthering a comprehensive and forward-looking regional transportation system as it will connect and leverage the value of existing and future rail investments including Dallas Area Rapid Transit's Orange, Green, and Red light rail lines. It will also connect to other regional rail services including Trinity Metro's TEXRail line, Denton County Transportation Authority's A-train, and future rail service connecting north to Frisco and south to Irving. It will improve connections to existing businesses, residences and Dallas Fort Worth International Airport and it will provide a catalyst for future economic development. It will provide direct air quality benefits and will accommodate adjacent bicycle and pedestrian trails that are part of the Regional Veloweb trail. The Regional Veloweb trail along the Cotton Belt Corridor has been included in the Metropolitan Transportation Plan for more than 20 years since the adoption of Mobility 2020. Implementation of the trail along the Cotton Belt Corridor would result</p>	<p>Comments Noted.</p>



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				<p>in improving non-motorized access to more than 120 schools, 400,000 residents, and 610,000 jobs located within a two mile radius. The Regional Transportation Council has approved over \$140 million in construction funding for the Cotton Belt Corridor Regional Rail Project. The North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation of the Cotton Belt Corridor Regional Rail Project.</p>	
<p>A18 PH Speaker</p>	<p>Support</p>	<p>Cliff Miller</p>	<p>2</p>	<p>My name is Cliff Miller. I'm an Assistant City Manager, City of Richardson, and I'm here tonight representing the City with some of these comments. The Richardson City Council has already expressed its support for the DART Cotton Belt project on numerous occasions at other public meetings, through correspondence and official Council resolutions over the past several years. The Council and City Management sincerely appreciate DART's open and transparent process of public meetings and official public hearings and look forward to the operating service in 2022. We understand that DART and its consultants have worked diligently to determine if there is any noise, vibration, traffic, or other environmental mitigation required by the FTA standards. DART has already addressed the Southern Alignment deviation into the CityLine/Bush station, the grade separation of Custer Parkway, station locations at both UT Dallas and CityLine/Bush as well as required mitigation to relocate approximately a 1,500 -foot segment of the City's Spring Creek Trail which will be part of another public hearing to be conducted in Richardson in the very near future. We understand that even though additional sound walls may not be required by FTA's standards, there are Richardson residents and property owners that have residential adjacency with setbacks along the Cotton Belt Corridor who desire additional protection from the additional noise and visual impacts. We appreciate that DART is willing to consider other design solutions for short, solid walls instead of open metal hand rails on top of raised embankment walls and bridge over passes as part of other enhancement or betterment programs. We believe these short walls will help mitigate both noise and visual concerns, particularly those near the bridge overpasses of Synergy, Renner Road, Custer, U.S. 75, and Red Moon Way near the CityLine development. The Cotton Belt Hike and Bike Trail is an important feature of the Region's multimodal transportation plan. We understand and appreciate that DART and also COG and all the municipal agencies along the corridor are coordinating to develop a trail plan along the Cotton Belt line. The City of Richardson believes that it is imperative that critical segments of the Cotton Belt trail be built during construction of the</p>	<p>Comments Noted.</p> <p>DART will continue coordinate with the City of Richardson through final design.</p>



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				DART's rail project because it would be extremely difficult, if not impossible, and much more expensive to construct these segments once the DART rail service is in place. The City of Richardson is also prepared to work with DART and COG to find additional funding opportunities to ensure the Cotton Belt trail is built with the DART's rail project. Thank you for the opportunity to make these comments tonight.	
A19 PH Speaker	Support	Dr. Calvin Jamison, Vice President, University of Texas at Dallas	2	My name is Dr. Calvin Jamison. I'm the Vice President for Administration at University of Texas at Dallas. We happen to be probably the fastest growing DART bus system, vendor system itself. We've grown from less than two buses on campus to 1.5 million riders. The idea of the DART station being located at UT Dallas and being able to go all the way to DFW is a plus for -- for our university overall. We are a small city. We have a daytime population of almost 30,000 and a nighttime population of 7,000 people living on and around the campus. This would be a huge boom for the university and the community where many of our individuals who come to campus will land at DFW, get on the rail station and get off at UT Dallas and all the way up to Bush. It's extremely important to work together, all of us throughout the community, to make this work, particularly the fact that we're in the process now of updating our master plan as well as our strategic plan. And as we do that, the key parts of this is that we will be developing a more comprehensive transit-oriented development around that station; and with the fact that we have increased our enrollment the way we have with quality students and the number of companies that are in North Dallas and all those in the Dallas area who are looking for the talent pool that we produce at UT Dallas, this is an extreme plus for the university and the community.	Comments Noted.
Public					
P0001 email	Noise	Daniel Smith	2	I live in the new neighborhood, University Place, southeast of where the light rail intersects Coit Road. Your recently published study of the noise impact is very concerning to our residents. There are approximately 100 homes already built with more on the way and you're only showing a fraction of the homes that currently exist along Sunflower Lane and Snapdragon Way as being impacted. This is a problem. In Appendix B.12 (pages 136 and 137), as well as the previous plans that were published to the public, there are very few existing homes taken into consideration as being "impacted" by the noise. My request to you is that our section of the study for the homes located along this portion of the rail line be revised based on the number of homes	See Master Response # 1 regarding Noise Impact/Mitigation. Although not apparent on aerial photos, the noise analysis did consider the residential build-out of University Park. The graphics in Appendix B.12 indicate moderate noise impacts to



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	Noise		2	currently under construction and to be constructed. There are supposed to be 600 homes in this neighborhood, so I think it would be prudent for DART to consider the existing homeowner's and future homeowner's by including all current and future homes the study since most of the neighborhood will be built by the time the Cotton Belt starts service. There is also a retirement community to the north of our neighborhood (at the southeast corner of Coit and Frankford) that is not considered in this study, either. As it exists your data set for homes/residents being impacted by the noise the Cotton Belt will create is inaccurate and incomplete.	residences along the rail line. As discussed in Section 4.14.3 and depicted in Figure 4-11 , these impacts will be mitigated with noise barriers placed within the DART alignment.
	Noise		2	We will be requesting the report be updated to include noise impact data for all existing and future homes to be built in this neighborhood; the same way the data is collected for all existing homes along the Cotton Belt shown in the study. We will also be requesting the Coit intersection be included as a "Quiet Zone Crossing" due to the number of homes near this intersection. Please let me know what I need to do to make sure this goes on record for public input during the comment period.	The Highland Springs Retirement Community was also considered in the noise analysis. The noise generated by the Project would not result in a noise impact to the retirement community. This is, in part, because the residential units are set back at least 148 feet from the tracks.
	General		2	As an extension of my previous email I'd like to request that someone go out to this neighborhood to survey the roads that have been cut in and consider both the existing, currently under construction and future homes to be built. Below are some of the existing streets that will be impacted by the Cotton Belt; however, I ask that someone also drive the remainder of the University Place neighborhood (to the south, southwest and southeast) and observe the new streets/lots that will soon have homes occupying the currently vacant lots. Sunflower Lane, Snapdragon Way, Sugar Cane Way, Sabal Court, Pinyon Lane, Acoma Lane, Lily Court, Crabapple Court, Sage Lane, Agave Lane, Primrose Way, Coralberry Dr., Shumard Oak Drive	The Coit Road crossing will be grade separated; therefore, train horns are not required at the crossing. A quiet zone is not necessary. The build-out of University Place was considered in the analysis and no further analysis is required.
P0002 email letter	Comments	Sue Robinson	2 2	1.0 Background: From the DART website, I have reviewed the Draft Environmental Impact Statement and other relevant supporting documentation for the Cotton Belt Rail Project. Additionally, as a concerned citizen, I have attended most of the prior meetings and public hearings and submitted a number of written responses containing my comments and concerns regarding the Cotton Belt Rail. At one such public hearing it was asked, and answered affirmatively, that all written comments would be published and made a part of the public record for all to see. Where are they published? Since none were included with the DEIS, I am left to wonder if that provided information was correct. So question is, "what use is made of concerned citizen's comments"? I am now thinking all my time and effort has been wasted. Am I correct in that assumption? More	1.0. DART has maintained a log of all public comments provided for the project. All comments, with responses, received during the DEIS 45-day public comment period are included in the FEIS. All comments receive appropriate consideration. The DEIS adheres to FTA guidance and DART policy for identifying and mitigating impacts. Not all requested changes can or will be incorporated into the Project. FTA and the DART Board considers impacts and public comments in advancing the Project.



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	Public Participation		2	importantly, I don't see any changes that have been requested incorporated in DART's plans and documents? Further, to what end have I written them and to what end are concerns actually addressed? I am feeling that DART is just going through the motions of a process onward to its original planned end without regard to citizens' concerns or inputs. Indeed, I don't even see any of the requests from the recent City of Dallas resolution incorporated. If not now; then when? But, in the slight chance that someone is listening, I will once again state my comments and concerns along with several new ones discovered while reading this recently released DEIS. In short, for my part, I prefer the no build alternative.	The resolution is included in Appendix G of the DEIS and FEIS. As discussed in Section 2.2 , City of Dallas and public input resulted in the elimination of both the Preston Road Station and the Coit Road Station. Hillcrest Road will also be grade separated. See Master Response # 6 regarding Stations and Master Response # 4 regarding Traffic Analysis Reevaluation.
	Alternative		2		Your preference has been noted.
	Finance		2	2.0 DART Priorities not in order: How can the Cotton Belt Line possibly be objectively prioritized over the D2 line? Cotton Belt capital costs and O&M costs compared to ridership (DART estimate) simply cannot justify the outlay.	2.0. Both the D2 and the Cotton Belt are in the DART 20-year Financial Plan.
	Opposition		2	I realize Addison is keen to have the rail. Therefore, if DART must placate them, I suggest the Cotton Belt be built from Addison to DFW. The Cotton Belt is destroying the residential neighborhoods of far North Dallas. The City of Dallas has little to no benefit with a severe disruption to the lovely communities of far North Dallas.	Comment Noted.
	Opposition		2	DART's time estimate to DFW is about 1 hour. Why would I ride the train when I can be at DFW in about 20 minutes by private auto or ride share? Plus, if you count time for driving and parking at the closest station, wait time at the station (30 minutes to 60 minutes), the train option simply does not make sense to me.	Comment Noted.
	Station		2	Previously, I suggested the elimination of the Knoll Trail and Preston Road stations and at that time, I thought these stations were kiss and ride. Now, from the DEIS, I learn they are not kiss and ride...they are walk and ride. This is a totally a stupid idea. Pure and simple, if you don't have parking, then don't build the stations. Traffic is already horrendous in the far North Dallas area without the proposed at-grade train's crossings every short distance at 30 to 60 minute intervals. DART is forcing me to seriously consider moving out of the far North Dallas area before construction and inauguration slated for 2022.	Comment Noted.
	Finance		2	3.0 Interest rates: Also, DART personnel informed me that the cost of money in the plan is set at 3 percent. At least be honest with the public and calculate project with a realistic cost of money. DART and the taxpayers (who ultimately must pay) should be able to accurately	3.0. As detailed in Section 7.3.2.1 , the Project is proposed to be financed through a federal loan program called Railroad Rehabilitation and Improvement Financing (RRIF). Under this program, the FRA is authorized to provide direct loans and loan



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				measure project costs and DART's performance against budget. I request the plan be revamped to include realistic interest rates projected over time.	guarantees to finance development of railroad infrastructure. The twenty-year financial plan assumes a realistic 3.25% interest rate loan through the RRIF program.
	Betterments		2	4.0 Mitigation versus Betterments I note that the DEIS does not mention betterments. Why not? They are VERY important. City of Dallas is most severely affected and deserves to be at the head of the list for betterments. Also, the City of Dallas is the largest and longest contributor to DART. FTA standards and planned mitigation are the absolute rock bottom minimum.	4.0. See Master Response # 8 regarding Betterments.
	Environment		2	5.0 Unless I missed it, I did NOT see in DART documentation the White Rock Creek just west of Preston identified as a floodplain and wetland. It definitely is in a 100-year floodplain.	5.0. Impacts to Water Resources are detailed in Section 4.11.2 ; approximately 0.04 acres of White Rock Creek and its floodplain would be impacted. Final mitigation will be coordinated with the US Army Corps of Engineers during final design. There is no wetland impact at White Rock Creek.
	Freight		2	6.0 Freight on the Cotton Belt Rail This area of the City of Dallas does not now have freight nor do we want freight on the far North Dallas portion of the Cotton Belt. The DEIS does not speak to this exclusion, on the contrary, it seems to be advocating freight inclusion. NO to freight in the far North Dallas corridor.	6.0. Nowhere in the document does DART advocate freight in North Dallas. The abandonment of freight in North Dallas is detailed in Sections 1.3, 2.3 and 5.3 and depicted in Figure 2.3 . It is also discussed in several impact sections of Chapter 4 .
	Dallas Resolution		2	7.0 City of Dallas Resolution: I reluctantly support the City of Dallas resolution Number 180488 dated March 28, 2018 regarding the Cotton Belt Rail.	7.0. Comment Noted.
	Vehicle		2	8.0 However, if the Cotton Belt Rail is built, I request that DART:	8.0.
	Track		2	A. Provide state-of-the-art train cars (with any and all safety features, low noise, low vibration and visual improvements).	A. The proposed vehicle is the new technology vehicle discussed in Section 2.3.2 .
	Noise		2	B. Provide state-of-the-art tracks (use tire-derived aggregate throughout far North Dallas and other material and construction techniques to absorb maximum noise and vibration)	B. As detailed in Section 5.3 , the Project is being designed to Class 4 track standards and consists of new track, ballast, sub ballast and subgrade. See Master Response # 2 regarding Vibration Impact/Mitigation.
	Noise		2	C. Use highest walls (with good acoustical properties)	C/E. See Master Response # 1 regarding Noise Impact/Mitigation.
	Betterments		2	D. Use lots of natural plant materials and landscaping	D. Comment Noted.
	Safety		2	E. Use quiet zones, directed horns and other techniques to minimize disruption through the far North Dallas neighborhoods.	F. See Master Response # 8 regarding Betterments. See Master Response # 2 regarding Vibration Impact/Mitigation.
				F. Use any and all betterments to reduce noise and vibration and enhance traffic flow within the far North Dallas neighborhoods.	G. As discussed in Section 4.8.2 , DART has committed to ongoing coordination with emergency service providers. The
				G. Take care in design not to impede fire, police and ambulance services and response times.	



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	Station		1	H. If Preston Road station is to be built, provide protection from hide and ride as we already have parking safety hazard near the Wagging Tails Dog Park as overflow parking spills onto Keller Springs Road posing a safety hazard on this very busy street at a blind curve during summer months.	grade separation of Hillcrest avoids operational impact to the North Central Police Station at McCallum. H. See Master Response # 6 regarding Stations.
	Traffic		2	I. Do NOT disrupt all at-grade intersections with construction at the same time. Blocked streets and lanes are already a problem with normal repair. Finish one intersection at a time.	I. Construction activities and phasing will be coordinated with the City of Dallas.
P0003 email	Support	Mark Howerton	2	Thank you for proceeding with the Cotton Belt. Having more affordable transportation is vital to our metroplex's economic health. I live in Prestonwood and have attended previous public forums so am well informed with the plans.	Comment Noted.
P0004 email	Station	Hugh A. Koste	2	I live in Valley Ranch, an area of 40,000-plus residents and an area with a very high population density. Our community would be better served if we had a DART connection to the Green Line Station in downtown Carrollton (even a bus would help) and DART access to DFW from Valley Ranch would be very popular. The Cotton Belt rail line needs to have a station where MacArthur Boulevard crosses the rail line. (I know, that particular spot is just outside of the Irving city limits and is in Coppell--Valley Ranch is mostly in Irving, but a small part is in Coppell.) What can we residents of Valley Ranch do to get DART to include a station on the Cotton Belt Line at MacArthur Boulevard? To serve a more immediate need, what can we residents of Valley Ranch do to get DART to institute a bus connection to the Green Line Station in downtown Carrollton from a logical point in Valley Ranch.	The existing development and location outside of the DART service area would preclude placing a station at MacArthur. The Cypress Waters Station will serve Valley Ranch and Cypress Waters and is supported by the City of Dallas and the City of Coppell.
	Bus		2		As indicated in Section 2.4.6 , Bus Route 401 through Valley Ranch would be extended to the Cypress Waters Station. Additionally, Cypress Waters is coordinating with Dallas County to connect the Campion Trail through Valley Ranch to the Cypress Waters Station.
	Bus		2		Your request for bus service from Valley Ranch to the Green Line has been passed on to Service Planning.
P0005 email	Support	Craig Hughes	2	I am a long time North Dallas and Plano resident (29 years) and have followed the progress of the DART rail system closely. Amazingly I watched as the first two lines went to South Dallas to get their buy in despite the forecast of low ridership. It would seem to most Business minded persons that the first run would go from the central business district to the local airport but I digress. That being said I am fine with the south Dallas routes as I believe public transportation should lean toward the lower income folks. It has had a positive impact on south Dallas development which is and has been very much needed. However it is well PASSED time to provide the critical east west connector between the north south lines....to where?...the local airport of course. The Cotton Belt route will finally provide the huge and growing population in the north with a way to the DFW International Airport. This route will not only connect the red line up through Plano and the blue route up through Carrollton an east west route to the airport but it also connects key destination spots to the	Comment Noted.



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				light rail system (downtown Carrollton, Long paying into the system Addison, University of Dallas, TI plant and the New State Farm complex development). I wholeheartedly support this new route and look forward to its long overdue completion.	
P0006 email	Noise Security Traffic	Peter St. Charles	2 2 2	I have concerns about noise impact due to no 15 foot barrier walls in your design along the rail line that borders our Trafalgar Square HOA. I also have security concerns due to the close proximity of the rail line 50 feet from our property line and I have a big concern of traffic impact that will be caused by the Marsh Lane crossing which is one block south of our only entrance into our 173 home community. Additionally, the intersection of Marsh Lane @ Arapaho north to Marsh Lane @ Country Place Drive is a two (2) block moving intersection with multiple accidents and traffic congestion.	See Master Response # 1 regarding Noise Impact/Mitigation. Noise walls will be located near residential areas where warranted. The DART Board may also consider additional walls as betterments (See Master Response 8). See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.
P0007 email	Support Station Trails	Amy Bonney	2 2 2	I live near the proposed 12 th Street station in Plano and I'm excited about the prospect of the Cotton Belt Line and having an efficient way to access Addison and DFW by DART Rail. After reviewing the expansion documents, I have concerns about the Knoll Trail and Preston Road stations which do not have any planned parking or access by car. The idea of bike/walk access is a nice, lofty goal. The reality is that in a car dominated area like North Dallas, a train station without at least a convenient car drop-off point is not going to be used. At best, it will create higher usage at nearby stations that do offer car drop-offs, but if the goal is to alleviate traffic, that's a missed opportunity. I'm also concerned that the added traffic on K Avenue due to the parking lot at the 12 th St station will impede walkability on the south side of Downtown Plano. The 12 th St Station is in an area that is already prime for walkable access (one of the only truly walkable areas in all of North Dallas), so if that is a goal, it needs to be addressed and cared for in the plan.	Comment Noted. Comment Noted. See Master Response # 6 regarding Stations. DART is coordinating the Project with the City of Plano and the programmed Plano Transit Veloweb which will utilize part of the portion of both the Cotton Belt Corridor and the LRT corridor. This trail will connect the City/Line Bush Station through south Plano, the 12 th Street Station area, and the Douglass Community to the Downtown Plano Station. Also See Master Response # 7 regarding the Cotton Belt Regional Trail.
P0008 email	Support	Robert Haliburton	2	Can you please speed up the construction project soon thanks I hope y'all will get the rail line started by this summer	Comment Noted.
P0009 email	Noise Safety	Czarina Reyes	2	As a resident of the Trafalgar Square neighbor, in Carrollton, I am asking that you please install a sound wall on the southeast side of the proposed railway. The homes by those railroad tracks will be severely impacted with noise if this wall is not installed. Families with small children live in these homes and it would be beneficial for them to continue to enjoy the neighborhood that they are living in. Therefore, please add this sound wall to your plans and let's start the building process for the wall immediately.	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation. Comment Noted.



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P0010 email	Design	Roger Fuller	2	I have received the Engineer reports and maps, but no artistic rendition of what the Cotton Belt Rail will really look like to the casual observer. Would you please forward that information to me? I am particularly interested in the Tollway to Shiloh Road section. I'm curious about how the Rail will look as it crosses McCallum and Campbell Roads, and as it runs through the neighborhoods in that area.	DART is still in early design and no definitive rendering exists yet. Presentations from public meetings contain some conceptual renderings. These can be found at www.DART.org/cottonbelt .
P0011 email	Trail	Cary Fitzgerald	2	DART: Please have hike and bike paths connected to all of your proposed stations.	See Master Response # 7 regarding the Cotton Belt Regional Trail.
P0012 email	Support	Paul McManus	2	I wanted to comment on the Cotton Belt DEIS by saying that the Cotton Belt passenger rail line is very much needed given the rapid population and traffic increase throughout the Dallas-Fort Worth Metroplex and will help reduce car traffic, road congestion and the stress of having to drive. The Cotton Belt Line will also provide alternative transportation options for people who need and want them, encourage more use of mass transit options, help improve air quality, and help improve the quality of life for all DFW residents. I look forward to the opening of this rail line in 2022!	Comments Noted.
P0013 email	Traffic	Peter Jacobs	2	Line section CB-3: How does DART propose to handle the high auto traffic loading on Campbell Road and Davenport Road from and to Preston Road during the school term? Parents are dropping off children to an elementary and middle school on Davenport within 1/4 mile from the tracks! This occurs again in the afternoon.	See Master Response # 3 regarding Traffic Impact/Mitigation. Analysis did not indicate a traffic impact to Campbell or Davenport. School access is discussed in Section 4.3.1 .
	Station		2	Will there be a station at Preston Rd near Keller Springs Road?	See Master Response # 6 regarding Stations.
	Operations		2	Why are you averaging 57.5 MPH thru CB-3 area near two schools and a group of neighborhoods?	The cited 57.5 mph is inaccurate. Design speeds indicate the maximum speed that can be achieved. Operating speeds will be slower. In CB-3 the train would average 35 mph.
	Opposition		2	Why does DART not have a permanent bus line from Carrollton to Plano?? Not enough demand? Why do we need this line then?	Crosstown routes suffer from schedule reliability due to increasing traffic congestion. The purpose and need for the Project is discussed in Section 1.4 . Surveys indicate that eastwest transit improvements are a highest priority.
	Vehicle		2	Why are you running noisy and dirty diesel locomotives near two schools and neighborhoods?	No locomotives will be used for the Project. The proposed new technology vehicle is discussed in Section 2.3.2 .
P0014 email	Noise	Eric Dion	2	I have several serious concerns regarding the impact of the Cotton Belt rail line in the area of the crossing at Marsh Lane. <u>Noise and visual disruption:</u> The fact that there is no 20 foot noise barrier east of the crossing at Marsh will negatively impact the quality of life for the residents of the Trafalgar Square town home community which borders the rail line. There is currently a six foot concrete wall	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.



No.	Subject	Commenter	Category*	Comment	Response
	Traffic		2	bordering the community. The railroad tracks are above the grade of the wall making the wall an ineffective barrier for the sight of passing trains and the noise that is generated. There are plans for a wall on the west side of the crossing. The same consideration must be made for the residents on the east side of Marsh Lane. There must be a noise barrier on the east side of the crossing at Marsh. <u>Traffic disruptions due to the crossing at Marsh:</u> There is currently considerable traffic congestion during rush hours at the intersection of Marsh and Stonehenge just north of the crossing. During the morning commute, southbound traffic backs up through the intersection, making merging onto southbound Marsh extremely difficult. Frequent crossings during the morning commute will make this backup even worse. This will create a situation where southbound egress from Stonehenge untenable. During the afternoon commute, northbound traffic typically backs up from a red light at Country Place Drive just north of Stonehenge Lane. This makes turns onto Stonehenge Lane extremely challenging in both the north and south bound directions. While a stoppage of traffic at the crossing would provide a temporary beneficial breakage in traffic flow, the concentration of north bound vehicles once the train has passed would create an unacceptable disruption ingress and egress onto Stonehenge.	
	Security		2	A detailed traffic study is needed to devise mitigations including a traffic signal at Stonehenge and Marsh. <u>Security at the bike/hiking trail:</u> The proposed trail along the tracks would bring many people into neighborhood. Sufficient security measures must be taken to ensure that this does not pose a safety/security threat.	
	Visual		2	<u>Beautification:</u> The rail line will serve as an eyesore, greatly diminishing the desirability of the Trafalgar Square community. Beautification efforts such as trees should be used to mitigate impact.	
P0015 Card	Support	Jason Bradford	2	Let's go. I think this line will bring a future of dreams. I'm sorry I can't attend the meeting. I have problems with transportation.	Comment Noted.
P0016 Card	Noise	Judy Arrant	2	Will need wall to block out the sound.	See Master Response # 1 regarding Noise Impact/Mitigation.
P0017 email	Noise Traffic	Erin Dion	2	Concerned about noise and traffic at crossing at Marsh.	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.
P0018 email	Support	Lee M. Kleinman	2	I am a resident of North Dallas and I strongly support the Development of this commuter line. North Dallas has a major service gap for transit service with most residents living or working many miles from any rail transit facilities. The Cotton Belt line significantly	Comment Noted.



No.	Subject	Commenter	Category*	Comment	Response
				fills in that gap and provides service to hundreds of thousands of residents so that they may enjoy the benefits of transit. In addition, this part of Dallas is experiencing tremendous growth. And because the area is mostly built out, the growth comes in the form of vertical density. A major redevelopment of an aging regional mall into a high density, mixed use development is underway in the area, and the Cotton Belt line is integral to the economic success of this venture.	
P0019 email	Support Station	Isaac Pugach	2	<p>I live in North Dallas, about 1/2 mile from the proposed Coit Road station, and I strongly support building a Cotton Belt station near Coit Rd.</p> <p>However, I recommend that the location of the station is not at the Coit Road, but slightly west, at Dickerson St (see attached image), as was previously identified by community. See page 11/12 of this document: https://www.dart.org/ShareRoot/about/expansion/cottonbelt/CottonBelt08mar18PublicMeeting.pdf</p> <p>The reasons for the location next to Dickerson are as following:</p> <p>1) The area next to Dickerson has been lagging in development, and hard to believe that it is in such nice area of North Dallas. Building a station there will result in chain reaction and transit-initiated development, which city of Dallas will certainly welcome, given the tax revenue. The costs of acquiring this land should be very reasonable.</p> <p>2) Large number of UTD student live in apartments right next to Dickerson St, who will use DART rail to attend school. This is evidenced by UTD running a bus route in the area -see attached PDF bus route.</p> <p>3) Car sharing company Zip-cars has 2 stations right next to Dickerson, which indicates large demand for mass transport (see attached image)</p> <p>But even if the planners feel that the Coit station should be located on Coit Road, not on Dickerson, I would still strongly support it.</p>	<p>Comment Noted.</p> <p>See Master Response # 6 regarding Stations.</p>
P0020 email	Station Access	Mike Machin	3	<p>I know that detailed designs have not been completed for the Cotton Belt line. However, I would assume that significant logistical issues for airport interconnections have been determined.</p> <p>So, my question is this. For passengers arriving at DFW with checked baggage, how will they get from baggage claim (outside security) to the Terminal B station to catch the Cotton Belt, since the Skylink trains are inside security.</p>	<p>This has been clarified in Section 5.4 of the FEIS.</p> <p>Passengers at Terminal A or B can use a pedestrian walkway to access the Cotton Belt DFW Terminal B Station. Passengers arriving at other terminals can use the DFW Terminal Link Bus Shuttle which will connect to Terminal B.</p>



No.	Subject	Commenter	Category*	Comment	Response
P0021 Card	Vehicle Amenities	Dominique Jackson	2	I am writing in concern to us riders not having certain conveniences / necessities like restrooms, WiFi for those who use Go Pass. And local outlets. How can I show my pass if I can't charge phone or WiFi	The exact vehicle has not yet been selected but WiFi and restrooms are included in the specifications. Stations will not have restrooms or WiFi.
P0022 Card	Noise	Jerry Arrant	2	We need a noise abatement wall for Trafalgar Square.	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.
P0023 Card	Noise Traffic Visual	Shannon Dion	2	Concern @ Marsh Lane crossing – Noise and privacy – need for 20 ft. sound barrier on east side of Marsh as on west side. Traffic study and follow up improvement made – traffic on Marsh already overwhelming. Train will make flow worse. Beautification to maintain property value.	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.
P0024 Card	Noise	David Richardson	2	What is being done to mitigate noise pollution at Marsh / Stonehenge / Banbury / San Sebastian? (Trafalgar Square community). Currently NO noise mitigation is planned.	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.
P0025 email	Trail	Neil Teitelman	2	(At Willow Green Community) Is there going to be a barrier of some type between the trail and our wall? If yes, then what would this consist of? Naturally, with this area opening up to more public usage, we have concerns about security and controlling entry into Willow Greene by nonresidents, especially at the pool area where the trail is only 4 feet from our wall. If DART has no plans for a barrier, then Willow Greene may need to address the height of our replacement wall or some other considerations,	See Master Response # 7 regarding the Cotton Belt Regional Trail.
P0026 email	Stations Double Track	Robert Lusчек	2 2	<p>The projected ridership for the Preston Road Station and the Coit Road Station, along with the proximity to adjacent stations indicates that DART should not include these stations in the project. Additionally, the Preston Road Station does not include parking, and would result in riders being dropped off by illegally stopped vehicles in the roadway, or by riders parking in the neighborhood and increasing congestion in the neighborhood. Both of these situations would unduly affect the folks in this neighborhood.</p> <p>*With the reduced number of stations, and the distance between stations being increased, DART should reconsider a single track alignment with passing areas and 2 line stations to further reduce the impact and cost of the project. The rail line does not have a high frequency to begin with, so train passing would be minimal, and it seems like a poor use of funds to build out 2 lines for the entire length, when a train may only pass another train in the opposite direction 1 time each trip. Why not use the schedule and use signals to make sure these passes occur at rail stops. The time between stations is always less than 5 minutes...so a prolonged wait to allow for a train to pass in the opposite direction would only add 5 minutes to the total trip time at a maximum.</p>	<p>See Master Response # 6 regarding Stations.</p> <p>Operations are discussed in Appendix B.18, Operations Simulation Methodology and Results Report. Reducing the number of stations does not eliminate the need for double tracking. Many factors contribute to the need for double tracking including, freight movements along the corridor and a future 20-minute headway. Double tracking provides added flexibility for track maintenance, emergency operations and special events. It also avoids construction impacts of adding a second track in the future.</p>



No.	Subject	Commenter	Category*	Comment	Response
	Cultural Resources		2	*The relocated White Rock Creek Bridge should be used for the trail associated with the Cotton Belt Line. The trail should be prioritized so that this historic bridge can be used by all.	As discussed in Section 4.22.1 , the bridge will be used for a trail. As discussed in Section 2.6 , the trail will be implemented and funded by others.
	Alignment		2	*A true alternatives study should have evaluated the benefit of completely abandoning the Cotton Belt for an alternative line along existing rail line near the President George Bush Turnpike or using right of way along the I-635 corridor. Routing through residential neighborhoods as the Cotton Belt does through North Dallas minimizes the true benefits of this development by taking it away from prime Transit Oriented Development areas such as the Dallas Mid-Town, and the Dallas North Tollway/Preston/Coit and President George Bush Turnpike intersections. DART appears fixated on bringing transit to Addison and selectively ignored routes along existing highways such as LBJ and the Bush Turnpike.	As discussed in Section 2.1 , DART's 2030 System Planning effort conducted in 2006 evaluated several alternatives including the PGBT and I-635. The Cotton Belt was determined to be the most direct and cost-effective route to provide an east-west connection in the northern part of the DART Service Area.
	Safety		2	*Crossings in the North Dallas Area (near Brentfield and Parkhill schools) need to be designed with children in mind as there are students that walk and bike to both of these schools by crossing the tracks. The trench/tunnel option would be great as it would eliminate the crossing issue. Additionally,...if the Preston Road Station were to be eliminated, the tunnel option would be able to go underground from UTD to Knoll Trail prior to crossing over the Dallas North Tollway. The costs associated with stations and the tunnel would be reduced with Preston Road Station and Coit Station being eliminated. Additionally, these are the 2 stations located in the most residential neighborhoods...and tunneling would minimize the impact to this area.	Safety is a high priority for DART. School and pedestrian safety is discussed in Section 4.3 and Section 4.8 . In addition to standard safety features, additional safety strategies will be considered during final design.
	General		2		As discussed in Section 2.5.4 , below grade options were previously evaluated but eliminated from further consideration. Use of unallocated dollars will be determined by the DART Board of Directors. As demonstrated throughout this document, there are very few unmitigated impacts associated with the Project.
	Access		2	*The O&M document states that there is bus service to the Preston Road Station. This is not true as the proposed Preston Road Station is adjacent to the Keller Springs Road roundabout. The closest bus stop is actually on Preston Road, which is at a different grade than the Preston Road Station (Preston Road passes over top of Keller Springs Road). Adding a bus stop on Keller Springs would be dangerous due to the before mentioned roundabout.	See Master Response # 6 regarding Stations.
	Maintenance		2	*Routine maintenance should include periodic noise and vibration testing to ensure the noise mitigation required is still working. For instance, rubber degrades over time especially in the Texas heat and sun. This may need to be replaced at a more frequent interval than the typical gravel for rail lines. This would particularly impact the residences in the North Dallas area.	Comments Noted. As discussed in Section 4.14.2 , Tire Derived Aggregate (TDA) does not replace the surface ballast and is not exposed to the elements, it is an underlayment application.
	Operations		2	*In Appendix A of the O&M document, it appears that the trains actually begin prior to 6:30 AM. This is a pretty early operating time in the areas adjacent to the neighborhoods. DART should store trains	



No.	Subject	Commenter	Category*	Comment	Response
	Traffic		2	closer to the end terminals of the line to prevent very early morning activity in neighborhoods. *In the street crossing document, it states that crossing at Campbell would cause minimal disruption. The evaluation does not take into account the effect of the neighborhood schools that are in this area. Additionally, it is noted that there is a stop light 600 feet east of the crossing. This stop light exists due in part to visibility constraints and the evaluation does not appear to take this into account.	As discussed in Section 2.4.1 , trains will be operating in the corridor prior to 6:00 am. DART's morning peak begins at approximately 6:00 am. See Master Response # 3 regarding Traffic Impact/Mitigation.
	Visual Station		2	*In the Visual Assessment Document, it is very difficult to see the residences that back to the tracks east of the proposed Preston Road Station. These residences would be significantly impacted by the Preston Road Station from parking and noise.	See Master Response # 6 regarding Stations.
	Noise		2	*In the 10% design drawings, there is some indication of a Proposed Retaining Wall, adjacent to the proposed trail in the North Dallas Area, east of the Proposed Preston Road Station. What does this retaining wall look like? Currently, there is a sloped grass area that allows rain water to drain from the neighborhoods. A retaining wall too close to the alley may affect cars using the alley to access their homes and this would need to be taken into account (a way to pass and exit driveways for instance.)	At 10% design it is too early to determine what the walls would look like, but all improvements are planned to take place within the DART owned right-of-way.
P0027 email	Noise Vibration Safety	Harry W. Sullivan	2 2 2	I have read the DEIS and continue to have serious concerns about noise and vibrations at my home, which is in the severe noise impact area. I also have serious concerns about grade level crossing at Meandering Way from a safety perspective. If this project is to be done, it should be done correctly taking into account the many residential areas impacted, especially in the City of Dallas.	See Master Response # 1 regarding Noise Impact/Mitigation. See Master Response # 2 regarding Vibration Impact/Mitigation. The location cited was identified as a <u>pre-mitigation</u> severe noise impact. This is reduced to a moderate impact with the implementation of Quiet Zones, and the noise impact is eliminated with the proposed noise barrier (See Figure 4-12 and Table 4-14). Section 4.8 discusses safety at street crossings.
P0028 Card	Construction	Daniel Berns	2	What measures are being promised by DART to minimize traffic disruptions by day during construction, and minimize noise disruptions both during construction and after (i.e. during normal service operation)? Your potential neighbors & customers deserve to know. Please write your answers to the above address.	Construction impacts and mitigation are discussed in Section 4.21.2 .
P0029 Card	Traffic Noise Visual	Marianne Doyle	2 2 2	<ul style="list-style-type: none"> Concerned about traffic impact at Marsh Lane crossing Also need barrier wall to reduce noise and vibration in nearby areas Landscaping necessary along the corridor of the rail line 	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.
P0030 Card	Support Traffic	No name provided.	2	Fast track this project. Double track. Elevate ALL crossings. Don't make the Park Blvd. mistake like in Plano.	Comment Noted. See Master Response # 3 regarding Traffic Impact/Mitigation.
P0031	Opposition	Diane Geracie	2	I would like to comment of the proposed belt rail going through. I live in Glen Abbey and Keller Springs has really increased in traffic	Comments Noted.



No.	Subject	Commenter	Category*	Comment	Response
email	Station			already with new subdivisions and apartments in the area. My first would like to oppose the idea all together and my second option is to be at Montfort. Montfort has more apartments and I think more clients for the rail.	Montfort extending to the north becomes Knoll Trail. There is a station planned at this location.
P0032 Letter	Support	Mark Hawthorn	2	As a paying customer and frequent DART passenger, I agree that increasing access to public transportation in far north Dallas should be a priority. As a former resident in far north Dallas, I found the traffic to be extreme at certain times and would have used public transportation if a better system such as the proposed Cotton Belt Corridor Regional Rail Project had existed at that time (2013-2014). The proposed Knoll Trail station will be in walking distance from my former residence in north Dallas, which would have provided a very convenient way for me to avoid all the traffic congestion in the area. It is very important to remind those who are opposed to any type of public transit system expansion, that the main purpose of DART is to provide affordable public transportation.	Comments Noted.
	General		2	On Thursday, March 8, 2018, I attended a DART Cotton Belt Community Meeting in the Parkhill Junior High School Cafeteria. At that meeting, a Dallas City Council member claimed that a resolution was being drafted to eliminate the Coit road park and ride station, because some in far north Dallas did not want it. The councilperson also stated that the City of Richardson and Plano wanted and requested a Coit road station, but because it was to be located in far north Dallas, the City of Dallas could choose to eliminate it and use the money for beautification. The main purpose of the Cotton Belt Corridor Regional Rail Project is to provide public transportation. The main purpose should not be to limit park and ride rail stations and provide massive beautification and noise reduction modifications simply to please the requirements of current residence.	Comments Noted. (The inclusion of the Coit Road Station in the Cotton Belt Corridor was proposed by the City of Dallas in a June 2006 City of Dallas Resolution. It is also identified as a Transit Center in the City of Dallas Comprehensive Plan: <i>ForwardDallas!</i> adopted in June 2006).
	General		2	The Cotton Belt Rail Corridor existed long before some of the current residents moved to the area and it will probably exist long after these same residents have moved away. If someone's property is and has always been located near a rail corridor, there is a good possibility that one day that corridor will support rail service.	Comments Noted.
	Equity		2	Residents in the Cedars area of Dallas who live next to the DART red and blue lines are entitled to the same noise mitigation and beautification as those along the Cotton Belt Corridor, but there are no walls or trails or special consideration for beautification and vibration in the Cedars.	Identified impacts in the Cedars area were addressed in the South Oak Cliff Corridor FEIS (August 1991). All identified noise, vibration and visual impacts were mitigated. The DART Board passed its Residential Betterments Policy in October 1997. In 2001, DART retroactively installed betterments in South Oak Cliff based on residential adjacency.



No.	Subject	Commenter	Category*	Comment	Response
	General		2	The area along the Cotton Belt Rail Corridor will continue to experience an increase in the number of people who live, work and do business in the area, along with an increase in traffic. This trend will drive the need for a better public transportation system along the Cotton Belt Rail Corridor. Park and ride stations are required to provide the public with more transportation options that can help reduce traffic congestion. Those who would arbitrarily choose to eliminate the proposed Coit road park and ride station, obviously don't understand anything about transportation projects and have failed to consider the future, the facts, the data, and the needs of riders.	Comments Noted.
	Parking		2		Comments Noted.
	Station		2	The elimination of the Coit road park and ride station would increase passenger's commute time to and from residential, retail and commercial business locations along Coit road. It would also significantly reduce projected ridership and possibly end the partnership with the City of Richardson and Plano, thereby reducing the revenue needed to help build, maintain and operate the line.	See Master Response # 6 regarding Stations.
	Parking		2	DART should consider building a three story parking garage at the proposed Coit road station location. Based on the planned grade separation for this station, the ground level would be at station grade and the second level would be at Coit road grade, with the third level just one story above. The parking garage would be reserved for DART customers and would operate using the new DART tap card system. This would reduce the surface area required for parking cars by 33%. DART could also add frontage road access lanes (down and under Coit road) at the Coit road station location to allow access into and out of the station and eliminate left turns across Coit road by buses and cars.	Comments Noted.
	Support		2	I urge the DART Board to adopt the recommendations of the DART Engineering Staff for the Cotton Belt Corridor Regional Rail Project, keep the Coit road park and ride station and reject the arbitrary changes and bias resolutions proposed and drafted by Dallas council members who don't represent everyone in the region.	Comments Noted.
P0033 email	Opposition Stations	Sherel Horsley	2 2	It's not clear to me that the Cotton Belt line is needed at all. Having said that, having a station at Preston and Keller Springs makes no sense at all. There is no room for parking or a station and Keller Springs is a high traffic feeder to the Dallas North Tollway. A station at Montfort makes more sense in that is a destination station offering	See Master Response # 6 regarding Stations. Montfort extending to the north becomes Knoll Trail. There is a proposed station at this location.



No.	Subject	Commenter	Category*	Comment	Response
				access to a lot of shopping and restaurants. There is more room for a station and parking.	
P0034 email	Noise	Howard Paige	2	We live Trafalgar Square in SW Carrollton and we are very concerned about possible noise from the Cotton Belt line. Our home is probably only 200 from the tracks and this could be a great problem for us and the value of our home.	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.
P0035 email	Noise	Jim Hayworth	2	With the problem we have due to the traffic on Marsh and no traffic light to control the flow on to Marsh. I am concerned that with the DART lights will only add to our problem getting into and out of Trafalgar Sq.	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.
P0036 Card	General Operations Trail Noise	Bill Luisi	2 2 2 2	1. I would like to know exactly how far the rail tracks will be from Country Place property. 2. Also what is the frequency of trains east and west? 3. Will there be a bike/walk path on the north side of the track and how wide will it be? 4. And finally what is the expected DB level of the trains and fast will they be traveling in our area?	1. Country Place was constructed directly adjacent to the existing freight railroad corridor. The nearest home is approximately 140 feet from the track. 2. As discussed in Section 2.4.1 , trains will initially operate every 30 minutes in each direction. This will increase to every 20 minutes in the future. 3. See Master Response # 7 regarding the Cotton Belt Regional Trail. At Country Place, the trail would be located north of the tracks. 4. As discussed in B.12 , the noise characteristics of the train vary depending on speed. The noise analysis assumes the top design speed of the track (up to 79 mph); however, the train is anticipated to average about 35 mph in this area. Speeds are included in Section 4.14.1 .
P0037 Card	Noise Safety	Terry Laughlin	2 2	Need sound barriers in Coppell home areas for safety reasons.	See Master Response # 1 regarding Noise Impact/Mitigation. The DART Board may also consider additional walls as betterments (See Master Response 8).
P0038 Card	Noise Safety	Michael Kubic	2 2	I live in Coppell near where the lines will run. I believe for safety, sound & security reasons that a barrier wall is needed for the Beltline road area. The home-owners in the area are very concerned.	See Master Response # 1 regarding Noise Impact/Mitigation. The DART Board may also consider additional walls as betterments (See Master Response 8).
P0039 email	City of Dallas Resolution Noise Vibration Betterments	Ken and Sherrie Kubiak	2 2 2	We live in the Far North Dallas area that will be severely impacted by the Cotton Belt train. We urge the DART Board to adopt the Dallas City Council's Resolution for DART/Cotton Belt. Our specific concerns include: Need for stronger mitigations and betterments, including for noise and vibrations that exceed the minimum federal requirements. Installation of 15' sound walls on both sides of the tracks for the entire length of our neighborhood (Coit through Keller Springs). Currently, there is a portion of the train tracks that have a wall on only one side. This is not acceptable.	As demonstrated throughout the document, there are no severely impacted residential areas. Comment Noted. See Master Response # 1 regarding Noise Impact/Mitigation. See Master Response # 2 regarding Vibration Impact/Mitigation. The DART Board may also consider additional walls as betterments (See Master Response 8).



No.	Subject	Commenter	Category*	Comment	Response
	Traffic		2	Grade separation at Coit Rd. as well as Hillcrest Rd. Hillcrest is an extremely busy street with a police station directly impacted by the tracks.	See Master Response # 4 regarding Traffic Analysis Reevaluation.
	Stations		2	Elimination of planned Coit Rd. and Keller Springs stations. There are too many stations on the route. Do not add more congestion to our neighborhood with these stations.	See Master Response # 6 regarding Stations.
	General		2	This issue will have an extremely negative impact on our neighborhood, and overall, we are very frustrated because we feel that DART is continuing to ignore our valid concerns.	Comment Noted.
P0040 email	Support	Shovaen Patel	2	Just writing to say I'm excited about DART's expansion and about a station being in walking distance from my townhome in Addison Circle. Looking forward to the day when I no longer have to drive very much at all.	Comments Noted.
P0041 email	Noise Security Traffic	Donna Clark	2 2 2	<p>My name is Donna Clark. I live in Trafalgar Square HOA, which is right next to the railroad tracks at Marsh Lane and Arapaho Road on the border of Carrollton and Addison.</p> <p>We have enough problems with the traffic on Marsh Lane as it is. Stopping traffic three times an hour is going to cause increased problems that we don't need. There are 173 homes in this development, most have 2 to 3 occupants, most work, and ALL pay taxes. We understand that one of our major concerns was put to rest about your building a park and ride facility just next to our neighborhood. But there are still many issues that are unresolved, such as security, noise barriers, privacy, and traffic.</p> <p>Progress is important, and the need for transporting the public in a more efficient way is paramount. With over 135,000 people moving in to DFW every year, it is vital that city governments keep up with the population. However, it should be just as important to consider the residents who have lived and worked here and not abuse them in the name of that progress.</p> <p>I strongly urge you to consider making your rail project as unobtrusive and acceptable as possible for the people who will be living right next to your rail line.</p>	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.
P0042 card	Noise Vibration	David Dick	2 2	<p>I remain very concerned about the noise and vibration that will emanate from the rail line Our neighborhood is currently very quiet and peaceful and the view of the trees behind my house are nice and</p>	See Master Response # 1 regarding Noise Impact/Mitigation.



No.	Subject	Commenter	Category*	Comment	Response
				relaxing - like living in the country. I believe that it is essential and in the best interests of DART that the sight, sound and vibration be mitigated to the best possible extent to salvage some amount of quality of life for myself and my neighbors.	See Master Response # 2 regarding Vibration Impact/Mitigation.
P0043 email	Noise	Gregg Bronson	2	I have reviewed the DEIS and attended a review meeting and provided comments. I am also using this email to provide one more source of comments.	See Master Response # 1 regarding Noise Impact/Mitigation.
	Visual		2	The DEIS does not address the visual and sound impacts to my property. To suggest that my property is too far away to be impacted by noise is incorrect. Please provide the basis for the statement, "Based on federal guidance and noise impact criteria there is not a noise impact projected for your neighborhood due to the distance from the tracks." What is the federal guidance and what is the noise impact criteria? Also provide what you believe is the distance between my property and the tracks.	The analysis did not identify a noise impact at Country Place. As measured from the plans in Appendix A , your house is 174 feet from the nearest rail line. Noise dissipates over distance. The FTA guidance can be found at: www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf .
			2	To further suggest that existing visual screening is on my property is not correct. It is not on my property. Also to tell me to work with the HOA regarding visual screening on ONCOR property does not make sense and simply passes the responsibility to someone else. If you do not build the project there is no impact. So if you are going to build it please address the true sound and visual impacts that the project will create and don't pass the responsibility to property owners.	Country Place was constructed directly adjacent to an existing freight rail corridor. The common area of CountryPlace has a significant amount of existing landscaping; however, as discussed in Section 4.7.2 , landscaping will be installed at intervals of approximately 120 to 150 feet along residential areas for visual screening. This may be supplemented with residential betterments. The DART Board may also consider additional walls as betterments (See Master Response 8).
P0044 Card	Noise	Tim Allen		Please install sound barriers if the rail line passes Arapaho/Marsh.	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.
P0045 Card	Traffic	Leslie Goodman	2	1) Grade separation at Coit, Hillcrest and Campbell roads	1) See Master Response # 3 regarding Traffic Impact/Mitigation. See Master Response # 4 regarding Traffic Analysis Reevaluation.
	Betterments		2	2) 15 ft. high walls out N. Dallas area	2) See Master Response # 1 regarding Noise Impact/Mitigation.
	Stations		2	3) NO stations at Coit or Preston Rd.	3) See Master Response # 6 regarding Stations.
	Schools		2	4) Davenport / Brentfield crossing with extra protection for school children	4) School attendance zones and Community Cohesion are discussed in Section 4.3.1. Table 4-2 identifies school attendance zones with a potential to be affected by the Project. Mitigations for these identified moderate impacts are discussed in Section 4.3.2 .
	Alignment		2	5) Use the Sana Fe line so as not to carve up our neighborhoods	5) The Sante Fe line does not serve the purpose and need of the Project discussed in Section 1.4 .



No.	Subject	Commenter	Category*	Comment	Response
P0046 Card	Noise	Mitchell Yuckovich	2	A sound and privacy barrier should be constructed along north side of DART rail between Surveyor and Marsh!	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.
P0047 Card	Station	Allyn Kramer	2	Please do not build the Preston Rd station. The parking area available is not adequate. Also, the tracks run directly in front of Fairhill School. If trains continuously stopped at the proposed Prestonwood Station, it would be a total disruption to the school.	See Master Response # 6 regarding Stations.
P0048 Card	Noise	Serena Allen		Our neighborhood Trafalgar Square needs a sound barrier. Please install to protect the value of our neighborhood. The rail passed a large section of Trafalgar Square, Arapaho / Marsh.	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.
P0049 letter	Station	Wilbur & Lucy Hildebrand	2	<p>We are writing to express our strong objections to any taking of our Adventure Landing property on Coit Road for the DART Cotton Belt project.</p> <p>We are longtime business residents of the area of taking. We have continually improved the facility during our 28 year tenure. Our facility has provided recreation to Dallas residents, as well as tourist and employment opportunities for many people in the North Dallas area.</p> <p>The proposed taking of our property would leave less than half of the property available. We would lose the miniature golf course, the game room, the batting cage, the restaurant and parking facility. We built the recreation facility from the ground up with the idea that it would provide us with a good income during our lives and leave a nice inheritance for our children and grandchildren. That plan is substantially impaired with the proposed taking.</p> <p>Please consider our plea for the reasons stated. Please do not do take our property for a currently proposed Coit Road station for the Cotton Belt rail project.</p>	See Master Response # 6 regarding Stations.
P0050 Card	Station	Susan Kramer	2	We do not need Prestonwood station. There is no parking available to have a station. No parking means no station!	See Master Response # 6 regarding Stations.
P0051 email	Noise Traffic	Melba Hobson	2	<p>I am a resident of Trafalgar Square and am very concerned about the noise and traffic that will result from the rail system that will pass our neighborhood.</p> <p>Please consider installing a sound barrier wall that will cut the noise produced from the rail. Other issues are safety, security, and increased traffic. The traffic on Marsh is already heavy and will increase dramatically due to the frequent train traffic. We trust that you will do what is necessary to preserve our neighborhood.</p>	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.



No.	Subject	Commenter	Category*	Comment	Response
P0052 card	Noise Traffic	Patsy Swindell	2	You are going to ruin my home – and my life with at train a few yards from my fence. I hear you don't want to put a wall up – disastrous! Traffic on Marsh will be implicated too. Help – do something else.	There is existing freight traffic on the Cotton Belt Corridor. See Master Response # 5 regarding Marsh Lane Traffic/ Trafalgar Square Mitigation.
P0053 card	Station	Eric Laceyford	2	Please do not build a Preston Road station. There is no room for a parking lot. It would create car congestion like crazy for drop-offs.	See Master Response # 6 regarding Stations.
P0054 card	Support	Lisa Figuero	2	I like your new ideas!	Comments Noted
P0055 email	Noise Vibration	Rick Glover	2	I made an oral statement at one of the hearings but want to reiterate a comment I made there. I'm not aware of any project in the country where a diesel commuter train is operating within a few feet from over 1,000 single family homes. The noise and vibration standards DART used in the draft EIS don't seem to cover such a situation. If there are no comparable projects, and the draft report doesn't discuss or identify any comparables, is DART citing the correct or most applicable regulations for sound and vibration issues, given the unique situation existing in North Dallas? I would think that given the close proximity of over 1,000 homes to the tracks, the most stringent standards would be more appropriate to eliminate any noise and vibration, not merely reduce it to some supposedly tolerable level, as the draft EIS does.	The existing railroad corridor pre-dates the homes that were constructed along the line. Freight currently operates along most of the corridor. The closest home to the rail line is 39 feet from the track. Most homes were constructed greater than 50 feet away. This corridor is very similar to regional rail corridors throughout the country including the TEXRail corridor currently under construction in Tarrant County. See Master Response # 1 regarding Noise Impact/Mitigation. See Master Response # 2 regarding Vibration Impact/ Mitigation.
P0056 letter	Alignment Noise Socio- economics	Robert Weatherford	2 2 3 4	The following comments regarding the Cotton Belt Corridor Regional Rail Project Draft Environmental Impact Statement (DEIS) are submitted on behalf the Carter Estates Residential Community, Inc. homeowners' association. Our 22 homes are located in Coppell with some adjoining the existing freight line that parallels Belt Line Road. 1. The planned Cypress Waters Alignment and proposed Quiet Zones at Moore Road and East Belt line Road are essential mitigation steps. 2. Crossing Bell Mitigation should be added at the Moore Road and East Belt Line Road crossings. This location is unique as there will be two crossings in close proximity to each other and extended periods of crossing bell soundings will result. 3. The DEIS should be corrected to acknowledge that the Carter Phase III Addition common area is in existence and not "Future" as stated in Table 3-7 (page 3-26). The common area has been in place since 2014. 4. The Carter Estates Residential Community Homeowners Association should be shown on Figure 3-10 and considered. The association has been in existence since 2014 and has been listed on the City of Coppell Homeowner's Associations List since 2016.	1. Comment Noted. 2. As discussed in Section 4.14.3 , crossing bell modification will be used to mitigate identified crossing bell impacts throughout the corridor. No crossing impacts bell impacts have been identified at these locations and volume setting will be determined during final design. 3. Table 3-7 has been modified to reflect active status. 4. Figure 3-10 has been modified to include Carter Estates. Comments Noted.



No.	Subject	Commenter	Category*	Comment	Response
			2	It is requested that you consider our comments and that the related changes be incorporated into the final EIS and Record of Decision. Carter Estates Residential Community, Inc. Directors Ramesh Alwarappan, Kirthi Kumar, Robert Weatherford	
P0057 Letter	Noise	Danny & Lydia Goulas	2	<p>As indicated in the attached statements from (58) area residents, there is a <u>significant level of concern</u> about the increase in noise level that will occur with the Cotton Belt Regional Rail Project, and noise mitigation is requested.</p> <p>The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.</p> <p>Installation of a sound wall is requested along the area of Crestview Drive which adjoins the rail line.</p> <p>Crossing Bell noise mitigation is also requested at Mockingbird Lane.</p> <p>These requested noise mitigation steps are clearly <u>justified</u> based on the following:</p> <ol style="list-style-type: none"> 1. This area is unique due to the relatively <u>high existing Noise Exposure</u> (65 decibels per Table 4-1, page 20, Appendix B-12, Noise and Vibration Technical Report) 2. At this level of Existing Noise Exposure, FTA Cumulative Noise Impact Criteria indicate a <u>Moderate Impact</u> would start occurring with a Noise Exposure Increase in the one to two decibel range (Figure 3-2. FTA Cumulative Noise Impact Criteria, page 10, Appendix B-12, Noise and Vibration Technical Report) 3. A <u>Noise Level Increase of 1.3 decibels</u> is predicted for the West Bound side of tract at 97 feet with a train speed of 79 miles per hour with Quiet Zone Installation (Table 4-11. Summary of Residential Noise Impacts with Implementation of Quiet Zones, page 4-60) 4. The <u>noise level increase is at or near the moderate level</u> and there is <u>significant community input regarding those concerns</u>. 5. <u>Noise Exposure could even be higher</u> now that Atmos Energy cleared the trees between the existing rail tracks at the neighborhood. <p>We appreciate your review and consideration regarding our response to the DEIS and look forward to meeting with you if further discussion is required.</p>	<p>New measurements were taken at Crestview Drive in June 2018. This is discussed in Section 3.12. Similar results to what was discussed in the DEIS were determined. No noise impacts along Crestview Drive were identified. The new results have been incorporated into the FEIS. Table 3-13 and Table 4-11 have been revised to reflect the new data. See Master Response # 1 regarding Noise Impact/Mitigation. Noise walls will be located near residential areas where warranted. The DART Board may also consider additional walls as betterments (See Master Response # 8).</p> <p>Comment Noted.</p> <ol style="list-style-type: none"> 1. The FTA guidance for noise analysis considers varying ambient conditions. 2. No moderate impact was identified. 3. As indicated in Table 7-5 in Appendix B.12 and Table 4-11 in Section 4.14.1, none of the homes along this section of track fall within the moderate impact range. 4. DART's policy document <i>Environmental Impact Assessment & Mitigation Guidelines for Transit Projects</i> (March 2016) does not require mitigation of moderate impacts unless the increase is at least 3 dB. At this location, there is no identified moderate impact and the noise level increase is only 1.3 dB. 5. The noise analysis does not assume any attenuation (i.e. reduction) of train noise due to vegetation or lack between the tracks and the homes. <p>Comments Noted.</p>



No.	Subject	Commenter	Category*	Comment	Response
P0058 Letter	Noise	Hollows of North Lake Woodlands	2	<p>The following residents of the <u>Hollows of Northlake Woodlands</u>, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.</p> <ol style="list-style-type: none"> 1. Kalirajam Pitchen & Menaka Ranjin 2. Suresh Thuraipandian 3. Kamal Khan 4. Dinesh & Anupama Kini 5. Michael Puente 6. Rhonda Peel 7. Tiju & Reny John 8. Rajesh Balan & Deepa Ramachandran 9. Steven K. & Lisa A. Read 10. Pankaj Jarn 11. Adam & Sheila Rasmussen 12. Btyoung Shin 13. Michael & Dawni L. Colon 14. Don & Tianay Carroll 15. Christopher J. Nims 16. Beverly Douglas 17. Steven Slette 18. Alicia Prado & Carlos Luis Sanchez 19. Stephen & Amanda Harrison 20. Jehanzeb Manzoon & Elini Dalmaneras 21. Thomas Chirayath & Bency Thomas 22. Jon Capezzuto 23. Joan Capezzuto 24. Lisa Bonner 25. Cenez Tindoc 26. Mohan W. Karaupundi 27. Phoebe W. Culp 28. Charles & Colleen Green 29. Ryan T. & Angelia Sprehe 30. Ajay & Geeta Sheladia 31. Asma & Mahmood M. Shah 32. Dalip & Jaishri Patel 	<p>At the request of the City of Coppell, new measurements were taken at Crestview Drive in June 2018. This is discussed in Section 3.12. Similar results to what was discussed in the DEIS were determined. No noise impacts along Crestview Drive were identified. The new results have been incorporated into the FEIS. Table 3-13 and Table 4-11 have been revised to reflect the new data. See Master Response # 1 regarding Noise Impact/Mitigation. Noise walls will be located near residential areas where warranted. The DART Board may also consider additional walls as betterments (See Master Response # 8).</p> <p>Comment Noted.</p>



No.	Subject	Commenter	Category*	Comment	Response
				33. Valstan Thomas & Marciline Valstan	
				34. Michelle M. Miller	
				35. Niranjana & Ekta Pathare	
				36. Greg & Jennifer Allen	
				37. Mani Ratu & Loganayaki Selvaraj	
				38. Mark & Leslie Shannon	
				39. Amal & Mesmin Jesayen	
				40. Muru & Meena Muruganandha	
				41. Cindy & Shelby B. Beasley	
				42. Tammy & Paul Meister	
				43. Patrick & Linda K. Silver	
				44. Danny & Lydia Goulas	
				45. Zuifgan Habib & Umara Usman	
				46. Suresh Tummala & Supriya Nagulapalli	
				47. Vicas Nedumpillil & Resmi Vicas	
				48. Janak & Rupal Mehta	
				49. Kal & Sirisha Yella	
				50. Scott Southwick	
				51. Ashley & Jeff Mues	
				52. Harry Boldin	
				53. LaVonne B. & Michael Durcan	
				54. Addie Gatan	
				55. Elisabeth A. & Brittish D. Brandenburg	
				56. Todd & Cyndi Williams	
				57. Susan E. & Chris Hall	
				58. Joyce & David M. George	
				59. Mikko & Katriina Jarvela	
				60. Cynthia & Steven Byford	
				61. Alan K. & Ellen L. Orr	
				62. Bruce & Shelly Akerly	
				63. Trina & Donald Biverns, Jr.	
				64. Shawn & Todd Reck	
				65. Bobby E. Corberly, Jr. & Janice Corberly	
				66. Alice E. Cullison	
				67. Mary Elizabeth Wilcox	
				68. Denise E. & Michael Hernandez	
				69. Amy & Chris Kryzak	
				70. Brad E. & Brenda L. Barton	
				71. Jennifer Cottingham	
				72. Kellie Becker	
				73. Lisa & David Knowlton	
				74. Rebekah & Wayne Leitner	



No.	Subject	Commenter	Category*	Comment	Response
				75. Larry Hunt 76. Angela & Michael Granberry 77. Lynn & Mike Dorn 78. Michelle Cohen 79. Dana Green 80. Amy Saiter 81. Kay-Lynn & Nick Boyd 82. Maureen & James A. Pranske 83. Kristie & Jason Kessler 84. Mark & Nicole Reddick 85. Colleen M. Wood 86. Claire K. & Daniel W. Ebert 87. Kathleen VanderPol 88. Vickie McBride 89. David Warner 90. Amanda Glassey & Peggy Carnahan	
P0059 email	Noise Vibration	Craig Janssen	2 2 4 4 4	(Mr. Janssen is an acoustic engineer who lives adjacent to the corridor and has consulted with the City of Dallas regarding noise and vibration. Mr. Janssen has provided extensive comments on the project. The entire text of his comments is contained in Appendix J.3 . DART has also met with Mr. Janssen on several occasions. The response to comments contain the results of this coordination.)	See Master Response # 1 regarding Noise Impact/Mitigation. See Master Response # 2 regarding Vibration Impact/Mitigation. Additional consideration for increased application of Tire Derived Aggregate (TDA) to reduce vibration along the corridor is discussed in Section 4.15.3 . While a 12-foot noise barrier wall is sufficient to mitigate noise, walls will be 15-feet above the top of rail to also serve as a visual screening where both noise barrier walls and visual screening are required (see Section 4.7.2). The acoustic noise specifications for the Regional Rail Vehicle have been added to Section 2.3.2 and are discussed in Section 4.14 . A discussion of track grinding to reduce noise has been added to Section 4.14 .
P0060 email	Opposition	Deb Tarantino	2	Almost 30 years ago when this whole Cotton Belt project was proposed, it was not wanted then by the majority of citizens of Dallas and that has not changed. What has changed in the past almost 30 years is technology, demographics in Dallas, lack of government money (and more Taxpaying citizens becoming more attentive to irresponsible government spending), and the disparity of needs within Dallas. As driverless vehicles become more and more a part of the landscape of transportation as well as other technological advances, the need for bulky, extremely expensive projects - especially rail - with fixed routes and huge overhead expenses - extending additional	Comments Noted.



No.	Subject	Commenter	Category*	Comment	Response
				<p>taxes on all citizens of Dallas for the next 45 years - is totally irresponsible and totally unnecessary! Southern Dallas is languishing waiting for additional buses and other transportation modes to help an area that really needs help. And, as one previous DART board member said - putting this line in North Dallas where the majority of citizens do NOT want this line, do not need this line, and will not use this line - is "Window Dressing" for DART and not a wise use of who public transportation is supposed to serve. 30 years later, this line is only being pushed to serve several elected, non-elected, and previous elected officials who have made this line their life long project - their great legacy. But, it's a debacle. DART ridership is down across all sectors - and this is one of the least "in demand" sectors in all of Dallas. And, promises made 30 years ago - with all of the other newer and better ways to solve some of the transportation issues in Dallas - absolutely makes no sense at all. 30 years ago, who of us thought we would have multiple computers at our fingertips - in our homes, our offices, our pockets, etc. It was inconceivable to us that we would have cell phones that not only made phone calls but took pictures replacing most cameras, replaced address books, replaced phone directories, encyclopedias, watches, writing letters and sending by snail mail, etc. and all on one small device that fits in a pocket! Now, new modes of transportation are changing rapidly and within the timeframe that the Cotton Belt is scheduled to be completed - the line will be even more obsolete when completed than it already is today! Projected ridership does not warrant this line and projected ridership based on the current downward trends of all ridership on DART indicates this is just a BAD project and BAD idea - an antiquated idea. I hope this line, this money, will NOT be approved and more borrowed / debt money spent on yet another very expensive obsolete and unnecessary project benefitting an area of Dallas that is mostly affluent and not racially diverse. To bolster part of my objections to this line, please see the attached article: https://www.downsizinggovernment.org/transportation/urban-transit Please reconsider the 30 year old plan and "promise". A 30 year old promise based on 30 year old technology, isn't a great plan or legacy for the few who just want to bring it to fruition or gain because of investments they've made in this area. There are other more technologically advanced ways to solve some of the transportation problems (like VIA) and serve more people in this area without creating another very expensive outdated train and putting Dallas taxpayers into further long-term debt!</p>	



No.	Subject	Commenter	Category*	Comment	Response
P0061 email	Alignment	Richard Summey	2	Regarding the Cotton Belt impact to the far North Dallas area. When the Cotton Belt was initially approved, there was assurance that it would go below the street levels for two major reasons. 1. Noise/Vibration reduction 2. Surface street interference There are two ways to avoid the problems for 1. and 2. above.	Early planning of the Cotton Belt gave consideration of below grade options but made no assurances.
	Noise Traffic		2	Utilize an alternate route for the area spanning from Coit to the Dallas North Tollway. 1. Why not use the GC & SF RR, and AT & SF RR lines which avoids this area entirely and accomplishes the train going from Richardson to DFW. or 2. Implement the original plan going below grade. This will avoid the many train crossings on the streets of Coit, Meandering Way, Hillcrest, Campbell Road and Davenport.	1. See Master Response # 1 regarding Noise Impact/Mitigation. See Master Response # 2 regarding Vibration Impact/Mitigation. 2. See Master Response # 3 regarding Traffic Impact/Mitigation.
	Alignment		2	In referencing environmental impact- having that many street crossings with a surface train that portends to get more popular and increasing the number of trains per day, will create surface traffic jams that only will increase over time and cause cars to sit by idling as the trains pass east and west. If the GC & SF RR and AT & SF RR lines are utilized where they do not cross surface streets, except on Ohio/Hillcrest, traffic will continue to better flow on the surface streets and the trains will operate with less possible surface street crossings.	1. The suggested alignment mentioned is circuitous and does not serve the purpose and need of the Project as discussed in Section 1.4 . 2. As discussed in Section 2.5 , below grade options were eliminated from consideration.
	Alignment		2	The surface street crossings historically have always caused traffic backups. Today, we do not have the surface street backups at those crossings-the current Cotton Belt plan would create a problem countering the advantage of the train for all concerned. Plus, it increases the possibilities of a crossing crash, which have always occurred when cars and trains intersect each other.	As discussed in Section 2.4 , the trains would operate at 30 minute headways and expand to 20 minutes in the future.
	Operations		2	Please seriously consider doing this correctly in the beginning, even though it will cost more initially, in the long run, it will cost less, avoiding the surface traffic problems and the possible collisions which could affect needed surface street access to fire trucks, ambulances and the police much less the citizens of this area.	Section 4.8 discusses safety at street crossings.
	Safety		2		Comments Noted.
P0062 Card	Noise	Florence Snowton	2	Very concerned about noise level to my neighborhood, property values, and we need a very tall wall.	See Master Response # 1 regarding Noise Impact/Mitigation.



No.	Subject	Commenter	Category*	Comment	Response
P0063 Card	Noise Traffic	W. Abramski	2	It is essential that a sound barrier wall be erected along our community (Trafalgar Square) not to mention the increase of traffic on Marsh.	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.
P0064 Card	Support	Frank Cooney	2	A great addition to our rail system. Must have stop at CityLine/Bush, UTD. What is an interface station? Our station is Arapaho.	Comments Noted. An interface station would be a transfer point. Coming from Arapaho, you could transfer at the CityLine/Bush Station or the 12 th Street Station.
P0065 Card	Noise Traffic	Elizabeth Cornell	2	Need along Cotton Belt: 1. noise abatement wall; 2. no horns sounding; 3. traffic concern on Marsh due to closure when train passes; 4. concern about traffic making it difficult to get in and out of neighborhood – at Marsh and Stonehenge.	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.
P0066 Card	Station	Tim Feemster	2	I support the City of Dallas to not construct the Coit & Preston stations. The map as drawn has too many stations.	See Master Response # 6 regarding Stations.
P0067 Card	Noise	David Pace	2	The train runs right by our houses and yet there are no plans for noise reduction for our location. I do not want to be enjoying my pool or sleeping and have to deal with noises of a train.	See Master Response # 1 regarding Noise Impact/Mitigation.
P0068 Card	Noise	Steve Gerdes	2	My main concern about a DART train running within 50' feet of the Trafalgar property is the noise produced by the cars. We need a 15 foot high concrete wall erected to ensure that the noise is minimized. Please include a wall, since will have to live with what is built.	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.
P0069 email	Noise	David Richardson	2	To date there are no plans for noise reduction barriers near Trafalgar Square in the Marsh and Arapaho area (north of the tracks on the north and east side of the tracks. We have a very quiet, peaceful neighborhood of townhomes with nice yards, tennis courts and a lovely park area. Having trains come thru regularly with no concern of noise will GREATLY reduce the quality of life for our neighborhood and decrease the value of our homes. Please insure noise barrier walls are utilized in this area.	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.
P0070 Card	Station	Leslie Randolph	2	I do not want a Prestonwood DART station. It would be total disruption since there is no parking space available at all. Please remove this station from your plans for DART.	See Master Response # 6 regarding Stations.
P0071 PH Speaker	Noise Traffic Safety Visual	Peter St. Charles	2	My name is Peter St. Charles. I live in a HOA called Trafalgar Square. I represent our community of 173 homeowners, almost 400 citizens, taxpayers who actually support the DART rail line. Earlier this year I was afforded the opportunity to meet with the DART folks down town, and I identified concerns that we have, three major areas. One is the noise. Although the engineer and the project manager, John Hoppie, identified the noise issues could be eliminated because of the – no train horn being sounded, we still have steel wheels on a steel rail	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.



No.	Subject	Commenter	Category*	Comment	Response
				<p>and we have a DART train moving very fast. So looking at your plan and not seeing a 15 -foot wall barrier going along the south side of our community, which is a major residential area – and it's the first residential area going west from this nice City of Addison, which I frequent a lot -- we are asking for you to recognize our noise concern as well as a major traffic issue on Marsh Lane. Marsh Lane's traffic, north and south flow, is just as extreme as the flow of traffic on Midway Road where you're going to install a bridge. We're asking you to do a serious traffic study and identify the traffic impact at Marsh Lane. We already have major issues, and we've discussed that before in the past. The next concern we have is security and safety. You're going to raise the track ten to twelve inches. That is higher than our wall around our community, which is six foot tall. And if you're going to raise it another twelve feet, you're going to have people on the DART train driving past, east and west, looking into our neighbors backyard. Unacceptable. We want you to recognize that we do support you, but lacking these resolutions on traffic and noise and safety and security is the reason why I'm here tonight. We want you to fix it. We want it right because somebody said earlier if you don't get it done right the first time, you're not going to get -- get it done later.</p>	
P0072 PH Speaker	Support Safety Noise	Phyllis Silver	2 2 2	<p>My name is Phyllis Silver, and my address in Addison is on record. First of all, I also want to thank DART and everybody else involved for coming to Addison for this public hearing, and we are thrilled that the train is coming to Addison. As with all improvements, there are new challenges to be addressed. Safety is one of the factors that I want to address. In addition to vehicular traffic, the railroad intersections at Quorum Drive and Addison Road are very busy with pedestrians and cyclists even during times when there are no special events. We need barriers that are difficult for pedestrians to bypass. I have also noticed that people walk, often with their dog, in the grassy area adjacent to the tracks, especially between Quorum Drive and the Dallas North Tollway. I understand that you are considering fencing along the corridor which would prevent people and animals from entering the tracks. Noise and vibration are also concerns. I realize that Addison will be in a quiet zone, so we will not hear train horns. I ask that you look closely at the apartments on McEntire. And that's between Quorum and almost as far east as Dallas North Tollway. The apartment units in the area that I described are only a few feet from the railroad tracks. I ask that measures be taken to mitigate any bell tones and vibration from trains traveling along the tracks and the ballast. I have read that in addition to the initial</p>	<p>Comments Noted.</p> <p>Section 4.8 discusses safety at street crossings. As discussed in Section 4.8.2, DART will install fencing in residential areas. DART has a task force that meets monthly to discuss upcoming special events that will be served by transit service. This task force can implement additional service and crowd control as needed.</p> <p>The existing corridor is not open to the public and free access across the corridor except at intersections is prohibited. As discussed in Section 2.6, DART is coordinating NCTCOG to implement a trail along the corridor. This trail will provide a location for pedestrian activity that will be segregated from the rail with a fence.</p> <p>See Master Response # 1 regarding Noise Impact/Mitigation.</p>



No.	Subject	Commenter	Category*	Comment	Response
	Parks Noise		2 2	measures taken when building the track and roadbed, ongoing maintenance is essential to retain the reduction of noise and vibration. By alleviating noise and vibration along McEntire, you will also be maintaining quiet in Beckert Park, a few blocks away. We have concerts and other activities in this park, and it would be preferable to have minimal or no interference. We also have concerts and Shakespeare in the Park in Addison Circle Park, so noise and vibration is a consideration here also. Another issue for the entire length of the project is the sound of the bells and other tones at the crossing gates. Is there some way to concentrate the sound so that it will protect those in the immediate area while preventing the sound from being diffused? This would result in people not being disturbed in their homes and in the parks. Thank you for taking these factors into consideration when developing your Final Environmental Impact Statement.	Noise impacts to both Beckert Park and Addison Circle Park are discussed under both Park (Section 4.5) and Noise (Section 4.14). The implementation of quiet zone eliminates a noise impacts to both parks. There is no vibration impact to the either park. As discussed in Section 4.14.3 , modification of crossings bells will be used where warranted.
0073 PH Speaker	Noise Safety Traffic	Cookie Peadon	2 2 2 1	I won't echo the comments from the gentleman related to Marsh Lane because we also in the North Dallas area have approximately 80 to possibly even more percentage of mitigation needs in terms of noise and vibration, but we have somebody who's working with us on that to be sure DART is aware. I did want to talk briefly about parks because in none of the documentation I found yet have we talked about children's parks that are directly abutting those tracks. A four-foot -high chain -link fence is not sufficient to protect those children, and we are talking about the track is right there. It's a four-foot fence. They're over there and playing on that very attractive nuisance. So, we have a concern about safety there. We also have thirteen schools in our area in a 2.6-mile radius of the -- a 2.6-mile section of the track. We have three schools, Fairhill School, Frankford Middle School and a proposed Plano elementary school, that are going to be directly abutting the tracks. We need to be certain that the safety of those children, as well as the children walking to those other schools, is definitely protected. So, we're asking that DART address those issues and make sure that it's covered adequately and that that feedback is -- is transferred up the pike. Another thing that we've had some questions about is grade separation, at Hillcrest Road especially, because it carries a tremendous amount of traffic north and southbound on a daily basis with Plano -- Plano and Dallas area commute is using that thoroughfare. The City of Dallas was concerned enough, they conducted an independent study and found in excess of 30,000 cars per day, which says that by the principles that DART abides by, that needs to be definitely grade -separated	See Master Response # 1 regarding Noise Impact/Mitigation. See Master Response # 2 regarding Vibration Impact/Mitigation. Parks are discussed in Section 3.4 and Section 4.5 . Table 3-6 lists all the parks within the study area and Figures 3-16 through 3-19 shows these parks in relation to the Project. Schools and school safety is discussed in Section 3.3 , Section 4.3 and Appendix B.2 . Section 4.8.2 identifies that fencing will be installed in areas where people congregate. The fence would be 6-foot tall not 4-foot tall. The DART Board may also consider additional walls as betterments (See Master Response # 8). It should be noted that the existing railroad corridor predates the schools and parks that were constructed adjacent to the corridor. See Master Response # 4 regarding Traffic Analysis Reevaluation.



No.	Subject	Commenter	Category*	Comment	Response
				because that's going to be a significant challenge for the people transferring through that neighborhood as well as we have a fire station and a police station right there on Hillcrest Road just south of Frankford. So, we are concerned about those safety issues.	
P0074 PH Speaker	Bus Service	Dave Brady	2	I'm Director of the Garland Bus Users Society. A very important aspect of this corridor is the job and educational pockets along the way that are going to demand having bus feeder service and connectivity in a very, very effective way. We already know about the traffic difficulties that we have along some of the streets within the area, but this is going to require some really good coordination on the part of all of the cities involved to help make sure that we can reduce some of that traffic with good bus service throughout that particular corridor. We'll have increasing numbers of jobs as the area continues to grow, and the corridor itself provides an incentive for far more employers bringing people into the area and far more young people going to the educational facilities that are along the way. So, the process will require some really serious thinking about the bus routing to serve the needs of the individuals within the area and all of the feeders to the station locations, and this means that the planning effort will certainly require allowing for buses to move effectively in and around all of the station locations which are finally chosen. Now, this can be a true benefit for DART and for all of the DART cities because it is the real connector for east and west. Think in terms of that bus connectivity and the features that it will require for the environmental impacts.	Bus route modifications are discussed in Sections 2.4.6 and Sections 5.1 . Bus service changes would be refined prior to revenue service through the development of a detailed feeder bus plan.
P0075 PH Speaker	Station	Allyn Kramer	1	I'd like to speak specifically against the Preston Road station for two reasons. First, there's no adequate parking area at that location for the cars that would be serviced there; and, secondly, the station is currently planned right in front of Fairhill School, and the constant starting and stopping of trains at a station in front of the school would be totally disruptive to the school.	See Master Response # 6 regarding Stations.
P0076 PH Speaker	Traffic	Barbara McAninch	2	I reside in Carrollton. I'm in a community called The Country Place. We are an established community of 700 homes and have the same issue with Marsh Lane that Trafalgar Square has. Marsh Lane backs up at the railroad and Arapaho already. We question the traffic study that showed that there is no need for any kind of grade separation. We don't want it raised because that would impact our homes. It would also impact Trafalgar Square to have it raised, and our engineer tells me it can't go below grade; but we -- I would like us to look at what can be done at Marsh Lane. Marsh has a tremendous traffic flow. I am concerned that the environmental impact did not look at that well enough. Also, as a part of that, something has to be done	As discussed in Section 5.2 , traffic mitigation at Marsh Lane does not meet warrants for a grade separation. The DEIS recommended signal and capacity improvements along Marsh Lane. Specific traffic mitigation will include dual turn lanes to Arapaho Road and a new traffic signal at Stonehenge Lane.



No.	Subject	Commenter	Category*	Comment	Response
	Noise		2	at Marsh and Arapaho because you cross – when you cross that track, there is not enough room for the left-lane-turn people to get over and turn to the left and it backs up the left lane already way past the railroad tracks, up almost to our entrance. Those of us who live in The Country Place, if we want to go south to go toward Downtown, we have to go on Marsh; we don't have another exit. We don't have a back exit out of Country Place. So, it's very important to us that Marsh Lane traffic be taken care of. We're also concerned about the noise and safety. We want to be sure that the quiet zone is implemented before the train starts. We get some noise now already from the crossing. We understand we are not getting any kind of other barrier because luckily, we didn't put our homes right against the railroad and we don't ha- -- and we have a beautiful set of trees that we've grown and taken care of, but we don't want any impact to our environment of our open space caused by this train track. Also, as a user of public transit, I am a person who goes Downtown to work. I come to beautiful Addison and take an Express bus to go Downtown because it's so much faster than to go to Downtown Carrollton. If I know there's going to be a big traffic jam, if the president is coming in or something and the Tollway is not going to flow, I will take the train; but the train from Carrollton takes a circuitous route and it takes a lot longer to get Downtown. I'm afraid that if you eliminate the bus service from Addison, the Express, then you will have more people in cars. Please think about the environmental impact of that.	DART will work with each jurisdiction to implement quiet zones prior to implementation of the rail line. See Master Response # 1 regarding Noise Impact/Mitigation. The noise analysis did not identify a noise impact at Country Place. The DART Board may also consider additional walls as betterments (See Master Response # 8).
	Bus Service		2		Bus route modifications are discussed in Section 2.4.6 and Section 5.1 . No elimination of service in Addison is planned. Bus service changes would be refined prior to revenue service through the development of a detailed feeder bus plan.
P0077 PH Speaker	Noise Vibration	Crystal Hampton	2	I moved here about eighteen months ago. My boxer, Major Mayhem, and I relocated from East Texas; and when we did, we -- we kind of looked around different communities, and Addison was the perfect community for us. He's allowed to go almost everywhere I can go. We love it. The lifestyle is exactly what we were looking for; couldn't be better. It -- it's a wonderful community who really cares about each other. I support Ms. Phyllis' concern with the vibration and all the noise. Sorry. I hope -- I -- I support that, but my concern is with the growth, we're going to see more and more impact to our residences; and I really don't feel like we currently have enough voice to address the noise, and I -- I just don't feel like we're going to have a voice at all whenever all the growth, to overpower the significant growth. So, what this gentleman said, let's do it right the first time. What can we do to ensure that our apartments -- that our residences currently what -- do you know what our current impact to our residents would be? Like, if you would like to come into my residence and do noise studies and sound studies, come on. So, my question is, what -- as the railroad brings growth, what commitment have local municipalities	See Master Response # 1 regarding Noise Impact/Mitigation. See Master Response # 2 regarding Vibration Impact/Mitigation.
	Cumulative Impacts		2		As discussed in Section 4.20 , the cumulative impacts assessment indicates that no substantial impact would result from any projected incremental impacts of the Project combined with other past, present and reasonably foreseeable future actions. However, DART has no control over development.



No.	Subject	Commenter	Category*	Comment	Response
	Cumulative Impacts		2	<p>made to ensure public services, zoning regulations and ordinances are abided by to pursue the positive health, wealth and enjoyment for all residences, for all residents?</p> <p>I just wanted to make sure that it was clear that I was addressing the commercial noise that's -- all the growth and the commercial that is going to come to Addison Circle, I really look forward to it, and I thank everyone for -- for being diligent regarding the noise that the train is going to produce, but I'm also a little worried about the noise. These clubs and bars, they stay open until 2 a.m. and there -- you know, it - - there are residences all around them, and what are we going to do to make sure that our apartments and our -- and -- and we have -- we still have the safety and the well-being that is -- should be afforded to us? Does that make sense?</p>	Comments Noted.
P0078 PH Speaker	Noise Visual	Gregg Bronson	2 2	I live in Carrollton. Our residence is just east of the Lake Hill Apartments. It has -- from our backyard, we're able to clearly see the tracks because they're elevated and we're actually -- property line to roughly where the railroad property starts is about a hundred feet, so we're going to have both visual and noise impact; and at this point in time there's no mitigation planned. I just want to go on record as requesting mitigation in that area east of Lake Hill Apartments	See Master Response # 1 regarding Noise Impact/Mitigation. As discussed in Section 4.7.2 , landscaping will be installed at intervals of approximately 120 to 150 feet along residential areas for visual screening. The DART Board may also consider additional walls as betterments (See Master Response # 8).
P0079 PH Speaker	Noise	Craig Janssen	3	I live on Spanky Branch Court in Dallas. I wanted to address train noise. It's been brought up several times. I'm an acoustics engineer, and I'm working with the North Dallas group. Something that's completely uniform to the entire community that the train runs through is the train noise. The train noise is generated by the train, and it's mitigated by what is around outside of the train. So specifically, for the DEIS, I want to comment on train noise itself. The train is being specified as a Tier 4 train. What is not in the DEIS is anything on the wheel skirts that are being publicly committed to or any additional performance specifications about the noise control, for example, the HVAC units on top of the train and mitigating that. Those are the issues that will impact the community very significantly regardless of whether there are walls or not, so, again, specifically I would like to ask for it to be included in the DEIS what those specifications are, what the requirements are and how we can be assured that a train is quiet.	The vehicle assumptions used in the noise analysis are detailed in Appendix B.2, Noise and Vibration Technical Report . Based on these assumptions, noise mitigation measures have been identified where appropriate in accordance to FTA guidance and DART mitigation policies. Although a specific vehicle has not yet been selected, Pref (Acoustic Noise Requirements) of the <i>Cotton Belt Regional Rail Vehicle Technical Specification</i> (June 11, 2018) states, "Enclosures, baffles, seals, acoustical absorption, body panels with adequate sound transmission loss, vibration isolators, or other appropriate methods shall be incorporated into the vehicle design to lessen noise and vibration generated by wheels, rails, engines, motors, and all elements and equipment, and to ensure that the limitations on interior and wayside noise are not exceeded." Wheel skirts are also included in the specifications. This information is in Section 2.3.2 and Section 4.14.2 .
P0080 PH Speaker	Safety	Angie Wiltshire	2	We have a half -acre lot right next to the switching yard in Carrollton Heights. We were on the design committee for the Downtown Carrollton station, and every day we live with the switching yard and also with DART, so we are familiar with the noise impact; but one of the things that I wanted to address is the environmental impact of	Customer safety and security is a high priority for DART. Security cameras are located at each DART Station and are being added to each train. DART works with local agencies to maintain a high level of security for the transit system and to strengthen its ability to respond to incidents. DART uniformed



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	Maintenance		2	aesthetics. When you go over there, and you see the homeless individuals at DART or when you tell people, "I live right next to DART," you think they're going to be excited, and the first thing they ask you is, "Is it safe; how do you deal with the homeless people walking through your neighborhood " because Downtown Carrollton station does have direct access through Carrollton Heights. And then also I do take DART to the Convention Center for work. I also take it to Fair Park, and it's a little bit scary. When you do get on there, you wonder, is it going to be safe? I have tried to take it to the airport, and I know everybody is talking about it's going to be so great to take it from -- all the way to DFW, and I hope I get to do that; I really do. But at the same time, I would balance it with, is it going to be safe? Should I just Uber over there because it may not be safe that day? I don't know how often DART rides their trains. I get on DART; it's a little bit dirty. You have to pick up trash. Homeless people go -- they do the rest room on the DART, and I wonder to myself, how did we build this beautiful train and we can't keep up with it? I rode the Downtown Carrollton train before it opened to the public, and it was gorgeous, beautiful, pristine; and I thought it would stay that way. So, I would think that's an environmental impact that we also want to address.	officers maintain a visible presence on trains, buses and facilities. DART also uses plainclothes officers. The new DART <i>Say Something Safety and Security App</i> offers riders a quick and discreet method for reporting concerns directly to DART Police. App users can send photos, six second video, text descriptions, and locations of suspicious people or activities. DART stations, buses and trains are cleaned on a nightly basis.
P0081 PH Speaker	Traffic	Rusty Pendelton	2	I represent 740 homeowners. Trafalgar Square, the Marsh traffic is a major, major issue, that if that cannot be addressed, then we have a big problem. It's very simple. It could be as easy enough as like Addison has done at the Belt Line, have two -- two left turn lanes during rush hour traffic working to allow the traffic to flow through there faster and during nonpeak hours, go back to regular traffic flow	See Master Response # 5 regarding Marsh Lane Traffic/Trafalgar Square Mitigation.
P0082 PH Speaker	Stations City Resolution Noise	Rick Gover	2	My name is Rick Gover. I live at Chalfont Circle in Dallas. We have a community of about 95 homes. We are on Preston just south of Davenport and north of Arapaho. It is very difficult for us to enter and exit our community due to the traffic on Preston. I can only imagine the disruption that's going to be caused if the Preston station goes through. I have attended many of these meetings. I have never heard anyone express any approval or desire for the Preston station, and I would certainly hope that DART sees fit to eliminate it as the Dallas City Council resolution also shows. Councilperson Greyson took a lot of what I was going to say. I do think it's unusual that for an environmental impact study -- obviously the impact to our area in North Dallas is extreme, and there wasn't one word about the Dallas City Council resolution. We certainly hope that DART implements it in its entirety. The noise and vibration issues are absolutely critical. It's not just the -- the bells and whistles of the train; it's the actual operation of the train. It's going to run all day, day and night; and yet	See Master Response # 6 regarding Stations. The Dallas City Council Resolution was passed on March 28, 2018, while the DEIS was being finalized. The resolution is included in Appendix G of the DEIS and FEIS. Changes to the project based on City of Dallas coordination are discussed in Section 2.2 of the FEIS.



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	Vibration		2 2	it -- it seemed to me when I read the draft report, it looked as if all that was done was the bare minimum, and the bare minimum is not even close to being good enough. I was surprised that there was not more attention given to mitigation and betterment in the document. I certainly hope that DART is not intending to do this on the cheap, that it is going to do just what is required by the federal law. Basically, I'm not even sure that the regulations cited in the report really apply to this project. I cannot think that there is a comparable project that affects hundreds if not thousands of homes literally feet from railroad tracks. And just to say that it's going to be 72 instead of 65, that's not good enough. The vibration issues, the rubber tire, the crumbles are not the length of the road as I understand it or -- or the -- the route, only in parts. It should be the whole route. The sound walls have to be at least fifteen feet, not twelve. We just need a lot more mitigation and betterment than the draft report would give us. I appreciate your time and attention.	See Master Response # 1 regarding Noise Impact/Mitigation. See Master Response # 2 regarding Vibration Impact/Mitigation.
	Vibration		2		Additional consideration for increased application of Tire Derived Aggregate (TDA) to reduce vibration along the corridor is discussed in Section 4.15.2 .
	Noise		2		Noise walls will be located near residential areas where warranted. Noise barrier height will be adjusted to 15 feet above the top of rail to also serve as a visual screening where noise barrier walls are required (see Section 4.7.2). The DART Board may also consider additional walls as betterments (see Master Response # 8).
P0083 PH Speaker	Traffic	Mark Goodman	2	My name is Mark Goodman. I live at Redpine Road, Dallas. I'm in Region 12. And a lot of what Ms. Greyson said and the last gentleman, I'm going to just say I'm seconding and third. Ms. Greyson talked about the grade separation at Coit and Hillcrest. I also think there needs to be a grade separation on Campbell Road because that's the main east/west highway. So, besides Coit and Hillcrest, also Campbell Road. With regards to the mitigation and betterments, I'm in complete agreement again. It -- we're probably the second largest tax base for the City of Dallas where we live, and, you know, to have it slice and dice through our neighborhood, you know, I just don't think it's right. There was the Santa Fe line that could have been used and just circled around, but if it's going to go through, it's important that the mitigation, the betterment, all these things are taken into account based on the homes, based on the children, based on all the schools located there, based on traffic flows. You know, they're making exceptions for other areas I notice as far as Coppell and for Richardson. Well, for the City of Dallas and for our neighborhood, I think it's important that these things are taken care of also.	See Master Response # 3 regarding Traffic Impact/Mitigation. See Master Response # 4 regarding Traffic Analysis Reevaluation. Coit has been designed to be grade separated. Hillcrest Road will now be grade separated. A grade separation of Campbell is not warranted.
	Betterments		2		See Master Response # 8 regarding Betterments.
	Alignment		2		The alignment mentioned is circuitous and does not serve the purpose and need of the Project discussed in Section 1.4 .
	General		2		As demonstrated throughout the document, all impacts are being mitigated. The cited minor deviations were designed to serve areas not avoid impacts.
P0084 PH Speaker	Traffic	Pete Jacobs	2	I live at Timber Creek Lane. I'm a short walk from the corner of Keller Springs and Campbell, and there's another hundred feet to the tracks where they cross Campbell. My first question is, how is DART going to control traffic at that intersection at 8 o'clock in the morning when you stop Campbell Road, Keller Springs, Brentfield, and Davenport with a train when people are trying to drop their kids off at two schools plus you have a middle school where children are crossing the tracks with bikes and they're walking across those tracks? Next question:	See Master Response # 3 regarding Traffic Impact/Mitigation. The alignment does not cross Keller Springs or Brentfield. School access is discussed in Section 4.3.1 .
	Operations		2		The cited 57.5 mph is inaccurate. Design speeds shown in Appendix A indicate the maximum speed that can be achieved. Operating speeds will be slower than the design speeds. In CB-



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	Vehicle Stations		2 2	I'm in Line Section CB 3, Charlie Baker three, Dallas North Tollway to Shiloh Road. Why are you averaging 57.5 miles per hour through that area an eighth of a mile from the two schools I just talked about? Why are you running diesel locomotives so close to a school? Why was there no mention of the diesel in the Impact Statement? Oh, I'm against the station at Preston Road. I guess you figured that out. I really respect the people who were here before me. I think it's great that they had something to say, especially the neighborhood people, because this is going to impact the neighborhood.	3 the train would average 35 mph, which is similar to traffic speeds on arterial streets. No locomotives will be used for the Project. The proposed new technology vehicle is discussed in Section 2.3.2 . See Master Response # 6 regarding Stations.
P0085 PH Speaker	Noise Operations Noise Safety	Maureen Hanratty	2 2 2	My name is Maureen Hanratty. I live at Hidden Glen, Dallas, Texas. And I read this report with a great deal of incredulity, not believing that our concerns that we've been raising for years had been glossed over in such a superficial manner. What's very clear from this report is that the North Dallas area is disproportionately impacted with thousands of severe noise issues before mitigation. The, quote, mitigation is not to blow your horn, and that's -- that surprisingly takes it from thousands of severe impacts to none, which is very surprising. There are going to be twelve trains an hour passing through this line at 70 miles an hour. And you give us a nice plot that is the logarithm of the difference between the daylight noise level and the night time noise level, increased by ten decibels, which decreases the difference; and it falls below a severe level which is supposed to make us happy. That doesn't say that the quality of life that you're going to be sitting in your backyard and not hear a train come every six minutes isn't going to impact or allow you not to hear it. It just means it's not dangerous to you. The solutions that DART came up with were, surprisingly, the least costly solutions, and they seem to -- to not blow the horn and to take and put directional bells, to have quiet zones. That doesn't address the issue that there is not an average detrimental noise level but an immediate and very -- very loud noise level as that train passes, one in each direction, six of them every hour, twelve of them in an hour and running all day, from 5 a.m. until almost midnight. I don't see how the average noise level makes me happy to sit out in my backyard just saying, Well, if we just average it out over day and night, it will be fine. The other impacts that we objected to was the safety issues for the kids crossing at these high-speed crossways that were not changed in any way, and the solution that DART came up with is, okay, we'll put crossing barriers and we'll do a -- education for the children. That's like saying to address an influenza outbreak, we're going to do a hand -washing education. It is not a solution and it is not	As discussed in Section 4.14 , all severe noise impacts were the result of train horns. The implementation of quiet zones eliminates <u>all</u> severe noise impacts and 95% of all impacts. The remaining noise impacts in North Dallas will be mitigated with sound wall and bell modifications. The cited speed and frequency are inaccurate. The average minimum speed is 35 mph and maximum speed is 79 mph. Speeds are discussed in Section 4.14.1 . In North Dallas the train would average 35 mph, which is similar to traffic speeds on arterial streets. As discussed in Section 2.4.1 , trains would initially operate in both directions every 30 minutes during the peak travel periods. In the future, trains would operate during the peak periods at an increased service level of every 20 minutes in both directions. This equates to a maximum of 6 trains per hour. See Master Response # 1 regarding Noise Impact/Mitigation. Safety is a high priority for DART. School and pedestrian safety is discussed in Section 4.3 and Section 4.8 . In addition to standard safety features, additional safety strategies will be considered during final design. Section 4.8.2 identifies that fencing will be installed in areas where people congregate. The fence would be 6-foot tall not 4-foot tall.



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P0086 PH Speaker		Maura Flemming		Hi. I'm Maura Fleming. I live at Judi Street. And I had understood that the trains would be running through the neighborhoods six times an hour. Now I hear it's twelve times an hour. I think that's unconscionable, and I wonder how many DART officials live in neighborhoods where the trains will be running through twelve times an hour and sitting in their backyard. Making a decision like this to allow trains to go through neighborhoods at street level and not put it under ground is a wrong decision; it's misguided. And I think the Dallas City Council resolution is a great start. It doesn't go far enough.	The frequency cited by an earlier speaker is inaccurate. As discussed in Section 2.4.1 , trains would initially operate in both directions every 30 minutes during the peak travel periods. In the future, trains would operate during the peak periods at an increased service level of every 20 minutes in both directions. This equates to a maximum of 6 trains per hour. Comments Noted.
P0087 PH Speaker	Support	Curtis Garrison	2	Hi. I'm Curtis Garrison. I'm a founder and president of ETA, the Enthusiasts of Transit Association. My address is 3317 Timber Brook in Plano, and that's just north of Spring Creek, which, um, that's another discussion because Parker is the highest the DART rail goes. I just came back a week or so ago from Hong Kong, and every time I go to Hong Kong or Tokyo, other places, it just pains me to come back home to Dallas where I love my home and have a big contrast of how our transit system works -- well, barely works and theirs is just like Star Trek. I want to request that the stations you have -- you know, if we're talking about environmental impact, I know there's noise when people have a train go near their homes and their neighborhoods; but if you think about it, this place is exploding with population growth. The traffic congestion is crazy. The environmental impact would be much greater if we don't embrace transit investment and development and have higher density around the stations. That's why I really wanted to emphasize is where you develop these stations, please don't make them Park-and-Rides. Please don't make them where people are almost encouraged to leave and just get on the train and -- and make them a destination. Have retail, food, security, weather protection. Make it a valuable, comfort able experience. We want you to be successful. We want this to be where people are using it and getting off the road so that people that do have cars or do need to travel for their work and be dynamic on the road can have that ability without having to spend an hour a day commuting for a fifteen -minute ride or something and degrading the value of life and increasing their expenses and causing the stress and the road rage and being -- like, in Hong Kong and Tokyo, I -- my friends get home at 5:15 after a 5 o'clock work period, and they have energy and they want to do something that evening. Here, you're just wiped out and you don't even want to do anything but eat and go to bed because it's just too hectic getting up way early in the morning to get to work and -- and then also driving all day to get home and not knowing how long it may or may not take. Throughout the day, just to	Comments Noted.



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				do business, you have to leave big windows because -- we need this infrastructure, and I hope everybody that has a problem will work with these guys and just, you know, make it happen. North Dallas is needing this badly, and we got to work together to make everybody have lower transfer costs and a better quality of life.	
P0088 PH Speaker	Support	Chip Pratt	2	I'm Chip Pratt with Canyon Creek Homeowners Association. My address is West Prairie Creek, Richardson. Canyon Creek Home owners represents a neighborhood bordered by approximately Campbell and Renner, 75 and Synergy. Almost to UTD, there's also Cottonwood Creek that represents a little under 200 homes on our west edge. As -- as Richardson mentioned, we've also been supporters of DART and voiced that support for quite a long time in support of the Cotton Belt. Also, as -- as Richardson staff mentioned, we do have a section of our neighborhood that borders the -- the Cotton Belt rail closely, and we have supported the efforts to include sound mitigation as part of the development, part of the betterments of the project. We've been working with the City of Richardson and Richardson staff to understand what they're doing, and we fully support their efforts for a grade -separated trail {sic} system crossing Renner Road and Synergy, which could include a sound barrier that acts both as a safety barrier and as a noise abatement.	Comments Noted. The DART Board may consider additional walls as betterments (See Master Response # 8).
P0089 PH Speaker	Support Stations	Judy Hill	2 1	My name is Judy Hill. I live at Duffield Drive. I'm here to speak for all of this project. Yeah, Preston is -- the Preston station won't work. But I grew up living within walking distance of rapid transit in Chicago. I've traveled extensively. I've seen how positive it can impro -- how much it can improve a neighborhood, reduce congestion. I traveled on business to Boston, New York, all sorts of places where I see how it improves neighborhoods and improves property value. I don't understand why it's mostly people who don't want it that make the most noise. There are many, many, many people who will benefit from this and will improve our neighborhood and the values. So, having lived in an environment, grown up in an environment where I see how it works, how well it works and how much it helps people get from one place to another, I think I would like to share now and I support all those folks, especially the guy from Hong Kong. He sees it worldwide. I have just seen it locally in -- in this country. We need to come a long way, and I hope DART will include the Coit station because that's one of the areas that can most branch out and give people the opportunity to get to other locations without having the roads be so clogged. It's gotten so much worse in the fifteen years I've lived here, I can't believe it. Thank you very much for continuing your efforts.	Comment Noted. See Master Response # 6 regarding Stations. Preston Road Station has been eliminated.



No.	Subject	Commenter	Category*	Comment	Response
P0090 PH Speaker	Support	John Stafford	2	John Stafford, Harvest Glen Drive, Plano. I want to speak in favor of this line. My wife used to take the Red Line Downtown to work every day, but in February her company moved her office out to Cypress Waters. So, she now has to drive along the Bush Toll Road every day and then 635 to get in – get to her office, and having the train be able to make her commute less stressful and easy to accomplish would greatly improve my life at home because she is not a happy camper after having to do that drive on a daily basis. So, this particular line would greatly improve my -- my own life tremendously just by making it easier for my wife to get to work in a stress-free manner.	Comments Noted.
P0091 PH Speaker	General	Cookie Peadon	2	Cookie Peadon, Debbe Drive, Dallas, Texas. I came in a little bit late because I had a conflicting meeting, but I did hear some things that I thought were really worthwhile; and that is this is the one chance we have of putting in a world -class transit system from the airport to here. I am very concerned because I have taken the time to read a large part of the environmental study, and I'm -- sorry, DART. I'm very disappointed because there are a number of things that are not addressed fully in there, and it's almost like a minimalist treatment of some of the mitigation issues and other things that are going on. If we're going to build a railroad that's going to last forever and ever -- and hopefully it will last for at least fifty years -- then we need to do it right, just like in Japan and in Hong Kong and in Europe -- they've done it right -- because we have a number of people who are severely impacted. They're not just whining. They're severely impacted by what's going in. I was at the meeting last night with people from Carrollton who had the same issues, and they've had no voice in being able to explain what their concerns were. So I cheered when the first DART train was completed because I had waited thirty years as a native Dallasite to see that happen. But if you're going to do something, take the time and the effort and get it think the city is growing, growing well. I think we need to support the -- the system. I think DART, I trust, will do all the things that need -- that will be needed, not to discomfort communities but to add to it. Just a reflection, when you go in (inaudible) other cities, but when you take the mass transit system from Tokyo Airport, from Narita, into downtown, you pass through neighborhoods and they look very nice and you see that a lot of effort has been done to eliminate the noise and the vibration, but also there is a culture of using mass transit. I think in our community it probably will be a benefit from working together, getting used to the system and make the city continue to grow like it has been growing the last thirty years.	The EIS is a federal document that is only intended to address impacts and mitigations. The DEIS and the FEIS adheres to FTA guidance and DART policy for identifying and mitigating impacts. As demonstrated throughout the document, all impacts are being mitigated.



No.	Subject	Commenter	Category*	Comment	Response
P0092 PH Speaker	Support	Michael Zwerg	2	My name is Michael Zwerg. I'm living at Hunters Point Drive in North Dallas. I grew up in Germany. I used public transit my whole life, and I kind of embrace it. I -- before I moved to North Dallas, I was living for two years actually at the Blue Line, just diagonal, one over; and I can say the noise was not a problem. If there was something that was disturbing me, it was more the flashlight that they have on top of it, the doors. It looked like it had thunder in my bedroom when it came in, but that was kind of the only thing. I'm riding a bicycle to work, and I'm crossing the Orange and Yellow Line every day. I have to say every traffic light gives me more stop than actually if I have to stop at the traffic light or, like, a light for -- for a train. The only concern that I have is my understanding is that part of this rail will be a one-track rail. If I recall, back in Germany, the most severe accidents that happened actually on rails was usually on commuter rails that only had one track. Fortunately, these accidents are not happening often, but if they happen, they're actually kind of severe; and I wish that in this case they would have spent -- or DART would spend the money to make it proper and put a two-track system into this rail. That's all.	As described in Section 2.3.1 , the Preferred Alternative is a dual-track alignment.
	Design		2		
P0093 PH Speaker	Support	Colleen Zwiebel	2	My name is Colleen Zwiebel, Easton Road, Dallas, Texas. I grew up on Long Island, and on Long Island there's trains all over the place and they run all the time. My elementary school was a half a mile from one railroad track and a mile from another one. We got lessons every year about how to cross the railroad tracks safely. We rode our bikes over the railroad tracks. We walked over the railroad tracks. I think I heard of, like, two kids dying, being hit by trains the whole time I was growing up and they -- it's because they would walk down the railroad tracks. So as long as people pay attention and follow it, it's not that big of a -- it's definitely a concern, but it's not that big of a risk if there's education in place. Another thing I wanted to say was that in the northeast, the trains are used a lot, and part of that is because it's a web of connectivity. So, putting this east/west connection in is going to make the DART system into more of a web instead of everything just going towards Downtown because not everybody wants to go straight to Downtown or have to go to Downtown to get to DFW. So, I think there -- it -- it's the start of the web, which will make ridership and make the system much more useful. And the third thing is there was a lot of questions about how many trains there would be. So, I'm reading from 2.4.1 of the DEIS, and it says the -- what the travel times would be; and it says, during peak travel times -- so the train would operate from 6:00 till 9:00, total peak hours, which is 6:00 to 9:00 a.m. and 3:00 to 7:00 p.m. -- the trains would operate thirty minutes -- every thirty minutes during peak travel times in both directions. So	Comments Noted. Initially trains will operate in both directions every 30 minutes during the peak travel periods. In the future, trains would operate during the peak periods at an increased service level of
	Operations		2		



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				that's two trains in each direction, so it's four trains per hour, so four trains per hour. And another part of this, which is Section 4.14 .1, says the average speed would be 45 miles per hour. So, I implore everybody to read the document before you accept what somebody else is reading or before you accept what a document is reading.	every 20 minutes in both directions. This equates to a maximum of 6 trains per hour. Trains speed will vary throughout the corridor.
P0094 PH Speaker	Noise Vibration Noise Safety Design	Dane Cofer	2 2 2 2	My name is Dane Cofer. I live at Davenport Road, literally right on the track. So, when we're talking about the impact that this train is going to have on people's lives, let me say that I am at the core center of the impact that it's going to have on people's lives. And I've been okay with -- with the train, but to the -- there's a couple of comments that I wanted to make in -- in this space. So I've traveled around the world also, and I've seen what transportation has been like in a lot of other countries, Germany included; and one of the key differences between this and the Blue Line that you lived on is that this is not an electric train. This is light rail with diesel, and the noise is substantially different. It's also measured in a -- a logarithmic scale, which a sound engineers in our own neighborhood said had a rule book that was -- basically conflicted itself in ways that could be interpreted a hundred different ways. And last but not least, I think that one of the things that has -- has been glossed over here -- and it's fine when it's not your two children that were killed on that line -- is that safety is a paramount concern here; and in my reading of the DEIS is that there's a complete gap of the visibility triangle that has required FRA review before this was -- was published, and so just saying that that is a gap and shows certain places where we -- we've missed fundamental pieces of the overall impact study.	See Master Response # 1 regarding Noise Impact/Mitigation. See Master Response # 2 regarding Vibration Impact/Mitigation. Earlier studies conducted by DART indicate the DMU noise profile is very similar to light rail vehicles. Safety is a high priority for DART. School and pedestrian safety is discussed in Section 4.3 and Section 4.8 . In addition to standard safety features additional safety strategies will be considered during final design. The Cotton Belt Regional Rail Project Design Criteria Manual, as referenced in Appendix A of the DEIS, states "The design of the track alignment shall abide by the design requirements and recommendations of the following documents unless otherwise specified, including the current edition of the Manual for Railway Engineering published by the American Railway Engineering and Maintenance-of-Way Association (AREMA)."
P0095 PH Speaker	Support	Sarah Chadderdon	2	My name is Sarah Chadderdon. I'm here representing the North Central Texas Council of Governments, and our office is located at 616 Six Flags Drive in Arlington. On behalf of the North Central Texas Council of Governments and the Regional Transportation Council, which together serve as the Metropolitan Planning Organization for the Dallas/Fort Worth region, I'm speaking in support of the project. I'd like to highlight its important role in our region's transportation system. The project will not only connect DART's light rail lines, the Orange, Green and Red Lines, but also play a key role in connecting to other existing and future transit services to the north, west and south, completing a very important part of our region's transportation networks. A formal statement of support from my agency was read into the record last night and submitted electronically, and I'm just in general, speaking for the project.	Comments Noted.



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P0096 PH Speaker	Safety	Angela Cristy Smith	2	My name is Angela Christy Smith. I live at Falkirk Court in Coppell, and I'm speaking on behalf of my concern for the security and safety of this project going through Coppell. I've been actually riding DART since probably October of 2010, right when it first -- the Green Line first opened in Carrollton, and I'm very concerned about the safety. I know that reading through some of the plans, there are several neighborhoods that are going to be, well, several neighborhoods north and south of the school in Coppell are close enough that walking or biking to school is likely to occur. Students walking from one neighborhood northwest of the school would cross the passenger rail line twice, once at Coppell Road and once at Southwestern Boulevard. There's also a new middle school that's gonna be -- that's built, and they haven't determined yet about the zoning or how that's going to impact that project. I personally have been on DART multiple times and have had and witnessed pedestrian fatalities. It happens - - it's happened three times. So those trains come quickly. I'm very concerned about the safety of the kids crossing. Second of all, personal safety.	Safety is a high priority for DART. School and pedestrian safety is discussed in Section 4.3 and Section 4.8 . As discussed in Section 4.3.2 , potential impacts to schools will be mitigated through the addition of enhanced safety features in addition to the standard at-grade crossing elements. In addition, DART has a comprehensive transit education program used at schools and other community organizations.
			2	I've had several incidents on DART that have occurred, and I'm concerned because DART police cannot even cover their current routes, and you're going to be adding another whole corridor. We do not have security at any point before 7 a.m. on our train. Just a few events that have happened to me. I have recently had to quit riding DART. It's become too dangerous. I've had a -- I had a schizophrenic guy threaten to kill me a couple of days ago. It's just other things. I've been harassed by gang members. I've had my hair stroked. I've been -- I've had juveniles attempt to pour liquor down my throat. I've had several multiple events of verbal abuse. Panhandlers, extremely abusive, if you don't give them quarters or whatever. I just don't see that DART can actually provide the security to cover this line, and you are now opening up a town where the average income is about \$111,000 to all kinds of potential riff-raff that's riding the train, the panhandlers, the homeless, the gang members. It's become very, very violent. So, I guess that's my concern. At this point, I actually almost have DART PTSD.	The DMU that will be selected for the Project will be a single-car vehicle. Each DMU will have a train operator as well as a conductor on board who will monitor activities and ensure that only ticketed passengers ride. To ensure safety, the procurement specifications for the vehicle include two-way, private communication between the passenger intercom stations and the train crew (intercom function) and passenger compartment surveillance cameras. Stations also will include closed circuit cameras.
			4	I've called DART several times and they do not respond to my complaints. So I'm very, very concerned with the train coming this close to schools, and I want to know what is going to be done and what is the expectation of the City of Coppell to cover some of these extra security issues. I haven't read in any of the documentations how	The new DART <i>Say Something Safety and Security App</i> offers riders a quick and discreet method for reporting concerns directly to DART Police. App users can send photos, six second video, text descriptions, and locations of suspicious people or



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				this is going to be addressed. So, in order to be supportive of this project, you know, I'm very, very curious. Coincidentally, the gang members that attempted to pour liquor down my throat, one of the gentleman's name was Roosta, and he was arrested for murder at the Mockingbird Station. And he actually, came up on a CBS DFW app as one of the people that was harassing me.	activities. Additional information has been added to Section 4.8.2.
P0097 PH Speaker	Support	Steve McCullough	2	My name is Steve McCullough. I'm a resident of Irving and former City Manager of the City of Irving. I can say that I -- this is, I'm speaking for myself only, but I have been a supporter of this project since DART was first implemented in this region. I think that the DART board in its wisdom in the beginning of the system, created the light rail system, and it all was centered on the city of Dallas. The system needs this east/west corridor connection, and I believe it does provide -- the young lady from COG said this evening a major connection, an important connection to the rest of the transit system, the transportation system for this entire region. I think the Cotton Belt is an important project for DART to complete. I believe it was a promise that was made in the beginning, and I think DART should keep its promises. So this is -- I think it should be built. I think it's been a good project. They've been working on it forever, and it's time to get going. So looking forward to it, and after this, you can look at the Burlington Northern Santa Fe, which connects the old downtown Irving with downtown Carrollton.	Comments Noted.

*Category

- 1) Substantive comment requiring modification to FEIS
- 2) General comment; response provided with no change to EIS
- 3) Minor factual correction, grammatical correction or clarification to EIS
- 4) Comment results in new or modified information included in FEIS but not a substantive change in the project