



Addendum I

Additional Response to Comments



This addendum to Appendix G: Response to Comments includes an additional seventy-seven comments that were submitted during the public comment period for the Draft Environmental Evaluation that lasted from February 26, 2010 to March 29, 2010. The Issue Summary Table below summarizes the issues that were addressed in each of the seventy-seven comments. The following Response to Comments Table provides responses for each of the additional individual comments.

ISSUE SUMMARY

| Comment | Commenter | Issues |
|-----------------------|---------------------------------|----------------|
| Public Written | | |
| 4093 | Mark Newland | Noise |
| 4094 | Ellen Feeney | Noise |
| 4095 | Priscilla Porter | Noise |
| 4096 | Jaime Alberto Jaramillo | Noise |
| 4097 | Angela Morrison and Ryan Dreier | Noise |
| 4098 | Mike Margolis | Noise |
| 4099 | Rebecca Ruttenberg | Noise |
| 4100 | Cathy Wimmershoff | Noise |
| 4101 | Andrea Staton | Noise |
| 4102 | Kathleen Weakland | Noise |
| 4103 | Nadene Moccia | Noise |
| 4104 | Corey Drew | Noise |
| 4105 | Bridgette Moore | Noise |
| 4105 | Randolph E. Beister | Noise |
| 4107 | David Jilk | Noise |
| 4108 | Kayla Andreano | Noise |
| 4109 | Seth K. Hughes | Noise |
| 4110 | Windi Julias | Noise |
| 4111 | Jamie & Peter Solveson | Noise |
| 4112 | Leslyn Rose | Noise |
| 4113 | Kathleen Busch | Noise |
| 4114 | Iosif Fuks | Noise |
| 4115 | Susan Collins | Noise |
| 4116 | AJ Julian | Noise |
| 4117 | Sage Lesko | Noise |
| 4118 | Bernadette Noon | Noise |
| 4119 | Rick Kentner | Noise |
| 4120 | Rachel Haynes | Noise |
| 4121 | Jacob Todd | Noise |
| 4122 | Christie DeLuca | Noise |
| 4123 | Karen and Jason Hannahoe | Noise |
| 4124-4125 | Unknown | Noise, Traffic |
| 4126 | Marjorie Lerner | Noise |
| 4127 | Anthony Chiulli | Noise |
| 4128 | Laurel Reckert | Noise |
| 4129 | Mike Grusin | Noise |
| 4130 | Chris Fair | Noise |
| 4131 | Sue E. Hirschfeld | Noise |
| 4132 | Shelly Martin | Noise |
| 4133 | J Manternach | Noise |

| Comment | Commenter | Issues |
|---------|--------------------|--|
| 4134 | Susan Chiulli | Noise |
| 4135 | Michelle Kinkead | Noise |
| 4136 | Anand E. Sokhey | Noise |
| 4137 | Sarah Sokhey | Noise |
| 4138 | Chana Goussetis | Noise |
| 4139 | Andrea Knufken | Noise |
| 4140 | Cathy Cantor | Noise |
| 4141 | Patty Elliott | Noise |
| 4142 | Hossane Zirakzadeh | Noise |
| 4143 | Eric Gilleland | Noise |
| 4144 | Tara Dressler | Noise |
| 4145 | Chris Hawkey | Noise |
| 4146 | Thomas Doerr | Noise |
| 4147 | Jonathan Stoler | Noise |
| 4148 | Alyson Crabtree | Noise |
| 4149 | Fatima Hirji | Noise |
| 4150 | Ben Schilling | Noise |
| 4151 | Jim Dimmick | Noise |
| 4152 | James Songfield | Noise |
| 4153 | Kit Basom | Noise |
| 4154 | Angela Case | Noise |
| 4155 | Lisa Joss | Noise |
| 4156 | Beverly Springer | Track Alignment |
| 4157 | Anita Lynch | Track Alignment |
| 4158 | Bob Norris | Track Alignment |
| 4159 | Karen Kochanski | Track Alignment |
| 4160 | Robert Nyboer | Track Alignment |
| 4161 | Judy Lubow | Track Alignment |
| 4162 | M. Douglas Wray | Track Alignment |
| 4163 | Ryan Eisenbraun | Noise |
| 4164 | Lorena Kauffman | Noise |
| 4165 | Jamaica Jones | Noise |
| 4166 | Datch Baudisch | Noise |
| 4167 | Martin Rybczynski | Noise |
| 4168 | Unknown | Operations, Noise, Mitigation Measures |
| 4169 | Dewey Corts | US 36 Environmental Impact Statement |
| 4170 | Michael Shernick | Ridership, Costs |



RESPONSE TO COMMENTS

Note: Comments are in original form as submitted.

| Comment | Commenter | Comment | Response |
|-----------------------|--------------|---|---|
| Public Written | | | |
| 4093 | Mark Newland | <p>My name is Mark Newland and I am a resident of the Kings Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level</p> | <p>A Quiet Zone at the intersection of the rail corridor and 47th Street in Boulder is being proposed as part of the Northwest Rail Corridor Final Environmental Evaluation.</p> <p>The planned noise mitigation for the Northwest Rail project is the implementation of a Quiet Zone at all but 7 grade crossings from W. 64th Avenue in Adams County to SH 119 in Longmont. The grade crossings not included are:</p> <ul style="list-style-type: none"> • 112th Avenue in Broomfield • Dillon Road in Louisville • 55th Street in Boulder • 63rd Street in Boulder • N. 83rd Street in Longmont • Ogallala Road in Longmont • Private Driveway in Longmont <p>With the success of this strategy, both Northwest Rail commuter trains and freight trains will not sound their horns, resulting in a net reduction of noise when compared to existing conditions. RTD and the BNSF Railway Company, as the operators of the rail service are prohibited from submitting Quiet Zone requests; however, RTD will assist the local jurisdictions along the corridor in the submittal process for the Quiet Zone.</p> <p>If Quiet Zones are not found to be feasible at certain locations, RTD will provide alternate mitigation at those locations so as to comply with Federal Transit Administration guidelines governing noise impacts. The fallback mitigation measure would be to use wayside horns at the grade crossings. These horns, activated by the trains but located at the crossing, are not quite as loud as the train horns and focus the warning sound at the crossing area rather than along the tracks on the approach to the crossing. As a</p> |

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| | | <p>projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results", LT-9 "3865B Talisman Place" is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)", for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 - 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA - a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | <p>result, wayside horns significantly reduce the noise exposure in the vicinity of grade crossings.</p> <p>RTD is committed to implementing quiet zones on opening day (as shown in Table 3.8-3, Proposed Mitigation Measures – Noise). Mitigations associated with the Northwest Rail Environmental Evaluation will be adopted by the RTD board to ensure they are implemented and enforceable.</p> <p>Although the commuter rail trains will be shorter and less noisy than the existing freight trains on an individual basis, there will be many more commuter trains and thus the noise exposure on a cumulative basis is projected to increase significantly, by up to 10 decibels at some locations, along the Boulder to Longmont section without any noise mitigation. However, with the proposed mitigation measures (Quiet Zones and noise barriers) the maximum daily noise exposure increase would be reduced to less than 2 decibels, an insignificant amount. Furthermore, the noise exposure would actually be reduced with Quiet Zones at many locations near grade crossings due to the elimination of the existing freight horn noise.</p> |
| 4094 | Ellen Feeney | <p>I am a resident of Northcreek HOA and I also own a town home in Kings Ridge HOA. I am writing to express my concern about the 47th street crossing. I urge you to designate the neighborhood as a quiet zone as my neighbor, Jim Dimmick, did in his letter to you. Both my properties (3260 Sentinel Dr. and 3376 Sentinel Dr.) are within a third of a mile from the crossing. I am very concerned that a Quiet Zone has not been implemented for this neighborhood. Please modify the language on Page ES-79 to state "should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> | See response to comment 4093. |
| 4095 | Priscilla Porter | My name is Priscilla Porter, and I live at Kings Ridge | See response to comment 4093. |

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| | | <p>Condominiums in the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Road train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from more than 80 train crossings per day at each of these three intersections, starting at 3:30am and running for 22 hours until 1:30am, would be intolerable for the residents in this area. In addition, home values would drop severely.</p> <p>It is essential that the Quiet Zones be implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> | |
| 4096 | Jaime Alberto Jaramillo | <p>I am Jaime Alberto Jaramillo, a resident of the KING'S RIDGE CONDOS on 80301 of Boulder. The condo is next to the UCAR center, less than 200 feet from the 47th street train crossing. We constantly get the awake by the horns of the crossing trains form the hours of 11pm to 5am.</p> <p>I appreciate RTD FasTracks' commitment to fund and implement the improvements needed for quiet zones in the Northwest Rail project. On the Executive Summary section</p> | See response to comment 4093. |

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| | | <p>of the Northwest Rail Draft Environmental Evaluation page ES-79 states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." takes as an assumption that the present noise level as acceptable when in fact are not.</p> <p>I personally appreciate any action that can be take prior the implementation of the new train traffic, about the quiet zones.</p> | |
| 4097 | Angela Morrison and Ryan Dreier | <p>We, Angela Morrison and Ryan Dreier, are residents of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs in this immediate area.</p> <p>We appreciate RTD FasTracks commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is unacceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And our home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed</p> | See response to comment 4093. |

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| | | <p>until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2, Summary of Existing Ambient Noise Level Measurement Results, LT-9 3865B Talisman Place is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location a noise level of 73 dBA was measured with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3, Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015), for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58-72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA, a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4098 | Mike Margolis | <p>My name is Mike Margolis and I reside in the Kings Ridge area of Boulder. My home is approximately a quarter of a mile from the 47th Street train crossing, a third of a mile from the Valmont Street train crossing, and half of a mile from the Independence Road train crossing.</p> <p>We appreciate RTD FasTracks commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that</p> | See response to comment 4093. |

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| | | <p>concerns our HOA. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable to the me as a home owner. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to myself and other residents in this area. And our home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented <u>before</u> operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results", LT-9 "3865B Talisman Place" is the only 24 hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)", for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place. On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than</p> | |

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| | | 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented. | |
| 4099 | Rebecca Rutenberg | <p>As a neighbor of Jim Dimmick, whose excellent letter I forward below <i>{included in comments}</i>, I would like to second his motions.</p> <p>I am Vice-President of the Apple Green Homeowners Association (Baldwin and Macintosh Places in the Kings Ridge Neighborhood), and also work at the NCAR site on Mitchell Lane. The closest railroad crossing to my home and work locations is the one on 47th St, but we also clearly hear the crossings from at least Jay Rd, Independence Rd, Valmont, to Pearl and beyond (especially on a quiet night).</p> <p>Please consider the impact that 80plus train-crossings a day will have on the neighborhood for homeowners as well as workers, if the quiet zones are not implemented. I am a supporter of FasTracks, and I hope and expect that the job can be thoroughly finished.</p> | See response to comment 4093. |
| 4100 | Cathy Wimmershoff | <p>My name is Cathy Wimmershoff and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes close to the 47th street train crossings - less then a third of a mile. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks commitment to fund and implement the improvements needed for Quiet Zones in the northwest rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Daft Environmental Evaluation that concerns us. It states "should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at each of these</p> | See response to comment 4093. |

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| | | <p>three intersections, starting at 3:30 am and running all the way through the day and ending at 1:30 am, would be intolerable to the residents. It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented".</p> <p>Currently, we hear the horn which each train sounds as it travels across 47th street near Kings Ridge Blvd because our home is located on Franklin Drive just a few houses past the tracks and I am frequently waken by such noise. We have lived at this location since 1993 and do not welcome additional noise especially since the number of trains as proposed to increase from a few a day, to approximately 70 per day.</p> <p>Please have the Quiet Zone implemented before operations in the Boulder to Longmont section are started.</p> | |
| 4101 | Andrea Staton | <p>My name is Andrea Staton and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 ft from the 47th St. train crossing, ¼ mile from the Independence Rd crossing, and less than 1/3 mile from Valmont St. crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states, "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train</p> | See response to comment 4093. |

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| | | <p>horn noise from 80+ train crossings per day at each of these three intersections, starting at 3:30 am and running throughout the day, ending at 1:30 am, will be intolerable to the residents in this area, and home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state, "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until Quiet Zones are implemented."</p> <p>In addition, we residents question some of your noise level projections. In Table 3.8-2, "Summary of Existing Ambient Noise Level Measurement Results," LT-9 "Talisman Place" is the only 24-hour noise measurement in your area (between Valmont and Independence Rd). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings per day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)," for the Pearl St. to Independence Rd section, you predict a total noise level with 80+ train crossing per day of 58-72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th St. increases from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 to more than 83 dBA – a truly outrageous noise level.</p> <p>Again, we strongly recommend that service on the Boulder</p> | |

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| | | to Longmont section not be started until the Quiet Zones are implemented. | |
| 4102 | Kathleen Weakland | <p>My name is Kathleen Weakland and I am a resident of the Boulders at Talisman area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results", LT-9 "3865B Talisman Place" is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> | See response to comment 4093. |



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| | | <p>In Table 3.8-3 “Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)”, for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place. On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4103 | Nadene Moccia | <p>My name is Nadene Moccia and I am a resident of the King’s Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks’s commitment to funding and implementing the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states “Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used.” This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home</p> | See response to comment 4093. |

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| | | <p>values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results," LT-9 "3865B Talisman Place" is the only 24-hour noise measurement in our area (between Valmont and Independence Road). At that location, you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)," for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4104 | Corey Drew | My name is Corey Drew and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47 th Street train | See response to comment 4093. |

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| | | <p>crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks's commitment to funding and implementing the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results," LT-9 "3865B Talisman Place" is the only 24-hour noise measurement in our area (between Valmont and Independence Road). At that location, you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 "Summary of the Noise Impact Assessment</p> | |

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| | | <p>for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015),” for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are</p> | |
| 4105 | Bridgette Moore | <p>My name is Bridgette Moore and I am a resident of the King’s Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks’s commitment to funding and implementing the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states “Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used.” This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> | See response to comment 4093. |

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| | | <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state “Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented.”</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 “Summary of Existing Ambient Noise Level Measurement Results,” LT-9 “3865B Talisman Place” is the only 24-hour noise measurement in our area (between Valmont and Independence Road). At that location, you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 “Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015),” for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4106 | Randolph E. Beister | My name is Randolph E. Beister and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th street train crossing, a quarter of a mile from the | See response to comment 4093. |

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| | | <p>Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail Project. However there is a statement on page ES-79 of the Executive Summary section of the Northeast Rail Draft Environmental Evaluation that concerns us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulations, will be used. This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And there home values would plummet. These economic times are hard enough without further home devaluation.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition we question some of your noise level projections. In table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results" LT-9 *3865B Talisman Place" is the only 24 hour noise measurement in our area (between Valmont and Independence Road). At that you measured a noise level of 73dBA with the current train environment (about 7 trains crossing a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without</p> | |

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| | | <p>Mitigation (2015)", for the Pearl Street to Independence Road section you predict a total noise with 80+ train crossings per day of 58 - 72 dBA. These values do not seem credible when compared to the current noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10dB corresponds to an order of Magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at Talisman Place would increase fro 73 dBA to more that 83 dBA - a truly outrageous level. Again we strongly recommend that service on the Boulder to Longmont section not be implemented until the Quiet Zones are implemented.</p> | |
| 4107 | David Jilk | <p>I understand that the public comment period on the Northwest Rail Draft Environmental Evaluation is set to close shortly.</p> <p>My name is David Jilk and I am a resident of the King's Ridge/Noble Park area of Boulder. I am also the President of the Sunnypoint HOA in that neighborhood. My home is about one quarter mile from the railroad tracks, and the train horn noise is *already* completely unacceptable with just the BNSF traffic. In the past I have expressed my concerns about the existing train whistle noise to Boulder City Council and staff and have recommended Quiet Zone implementation.</p> <p>If FasTracks is implemented in Boulder without Quiet Zones, the amount of noise would rise two orders of magnitude. Roughly one-third of the population of Boulder would find their homes unlivable. Alternate methods of mitigation would have virtually no effect and cannot even be considered as reasonable options. Implementation of Quiet Zones must be a *mandatory prerequisite* for FasTracks in this region and they must be funded as part and parcel of the project. Any other approach will require</p> | See response to comment 4093. |

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| | | <p>us to defend our homes and oppose FasTracks with all the resources we citizens have at our disposal, including electoral, legal, public relations, and civil protest actions. Given the loss in real-estate values this train noise would entail, and the geographic scope of the properties impacted, there will be no lack of funds or enthusiasm to support such opposition.</p> <p>Of course, most Boulder residents otherwise support FasTracks. There is a very easy way to avoid this opposition to the program. On page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation, it states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This must be changed to "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> | |
| 4108 | Kayla Andreano | <p>My name is Kayla Andreano and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Valmont Street train crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project.</p> <p>However, there is a statement on page ES-79 for the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states "Should quiet zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable.</p> | See response to comment 4093. |

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| | | <p>The train horns noise from 80+ train crossings a day at each of these three intersections, starting at 3:30 am and running all the way through the day and ending at 1:30 am, would be intolerable to the residents in this area. And their home values will plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state, "Should Quiet Zones not be implemented prior to readiness for operations, then operations still be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3. 8-2 "Summary of Existing Ambient Noise Level Measurement Result," LT-9 "3865B Talisman Place" is the only 24-hour noise measurement in our area. (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day) You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3. 8-3 "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)," for the level with 80+ train crossings per day of 58-72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale 10 dB corresponds to an order of magnitude (10-1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA - a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |

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| 4109 | Seth K. Hughes | <p>My name is Seth K. Hughes, and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results", LT-9 "3865B Talisman Place" is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without</p> | See response to comment 4093. |

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| | | <p>Mitigation (2015)", for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place. On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4110 | Windi Julias | <p>My name is Windi Julias and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs in this immediate area.</p> <p>We appreciate RTD FasTracks commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns our us. It states Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used. This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented</p> | See response to comment 4093. |

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| | | <p>before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented.</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 Summary of Existing Ambient Noise Level Measurement Results, LT-9 Talisman Place is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015), for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58" 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA" a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4111 | Jamie & Peter Solveson | <p>My name is Jamie Solveson and I am a resident of the King's Ridge/Pleasant View Knoll area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train</p> | See response to comment 4093. |

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| | | <p>crossing. There are at least half a dozen residential HOAs in this immediate area.</p> <p>We appreciate RTD FasTracks commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns our us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results", LT-9 "3865B Talisman Place" is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)", for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 " 72 dBA. These values do not</p> | |



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| | | <p>seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>When the number of train crossings at 47th Street goes from 7 to more than 70 per day, we will for sure all go bonkers and mental. We have a baby who already fights the trains that drive thru here at 3am laying on their horn for 15 seconds. I think the conductors get a kick out of waking the town up, but quite frankly it's RUDE! Do you really think anyone is laying on the track at that time that it's necessary for such a loud noise for a long period of time.</p> <p>Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4112 | Leslyn Rose | <p>My name is Leslyn Rose and I am a resident of the King's Ridge/Noble Park/Northcreek area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FastTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Norwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside train horns and sound insulation, will be used". This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30 am and running all the way through the day and ending at 1:30 am, would be intolerable to the residents in this area. And their home values would plummet.</p> | See response to comment 4093. |

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| | | <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state “Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented”.</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 “Summary of Existing Ambient Noise Level Measurement Results”, LT-9 “3685 Talisman Place” is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 “Summary of the Noise Impact Assessment for the NWR Corridor FastTracks-Only Scenario Without Mitigation (2015)”, for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58-72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place. On logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865 Talisman Place would increase from 73 dBA to more than 80 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4113 | Kathleen Busch | <p>My name is Kathleen Busch and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> | See response to comment 4093. |

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| | | <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results", LT-9 "3865B Talisman Place" is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)", for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place. On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70</p> | |

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| | | <p>per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4114 | Iosif Fuks | <p>My name is Iosif Fuks and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results", LT-9 "3865B Talisman Place" is the only 24-hour noise measurement in our area</p> | See response to comment 4093. |

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| | | <p>(between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 “Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)”, for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place. On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4115 | Susan Collins | <p>My name is Susan Collins and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states “Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used.” This is not acceptable. The train horn noise from 80+ train crossings a day at each of these</p> | See response to comment 4093. |

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| | | <p>three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results", LT-9 "3865B Talisman Place" is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)", for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place. On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4116 | AJ Julian | <p>My name is AJ Julian and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the</p> | See response to comment 4093. |

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| | | <p>Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states, "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30 am and running all the way through the day and ending at 1:30 am, would be intolerable to the residents in this area, and their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the BOulder to Longmont section are started. Please modify the wording on page ES-79 to state, "Should Quiet Zones not be implemented prior to the readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2, "Summary of Existing Ambient Noise Level Measurement Results," LT-9 "3865B Talisman Place" is the only 24-hour noise measurement in our area (between Valmont and Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains. In Table 3.8-3, "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)," for the Pearl Streetto Independence</p> | |

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| | | <p>Road section you predict a total noise level with 80+ train crossings per day of 58-72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865 Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865 Talisman Place would increase from 73 dBA to more than 83 dBA - a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4117 | Sage Lesko | <p>My name is Sage Lesko and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states, "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30 am and running all the way through the day and ending at 1:30 am, would be intolerable to the residents in this area, and their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented</p> | See response to comment 4093. |

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| | | <p>before operations in the BOulder to Longmont section are started. Please modify the wording on page ES-79 to state, "Should Quiet Zones not be implemented prior to the readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2, "Summary of Existing Ambient Noise Level Measurement Results," LT-9 "3865B Talisman Place" is the only 24-hour noise measurement in our area (between Valmont and Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains. In Table 3.8-3, "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)," for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58-72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865 Talisman Place. On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865 Talisman Place would increase from 73 dBA to more than 83 dBA - a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4118 | Bernadette Noon | <p>My name is Bernadette Noon. I am a resident of the King's Ridge area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least l=half a dozen residential HoAs and even more office parks in this immediate area.</p> | See response to comment 4093. |

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| | | <p>We appreciate RTD FasTracks" commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail Draft Environmental Evaluation that concerns us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ trains crossings a day at each of these three intersections, starting at 3:330 am and running all the way through the day and ending at 1:30 am would be intolerable to the residents in thei area. An their home values would plummet.</p> <p>It is necessart to have the Quiet Zones implemented before operatins in the Boulder to Longmont section is started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness fo operations, then operations will be delayed until the Quiet A Zones are implemented."</p> <p>IN addition,we question some of your noise level projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results", LT-9 "3865B Talisman Place" is the only 24hour noise measurement in our area. At that location you measured a noise level of 73dbwith the current train environment. YOu estimated a noise level of 60 dBa with no trains.</p> <p>In Table 3.8-3 Summary of the Noise impact Assesment for the NWR CorridorFastracks-only Scenario without Mitigation, for the Pearl Street to Independence Road section you predict a total noise leve with 80+ train crossings per day of 58-72 dBA . These values do not weem credible when compared to the noise levels currentloy measured with 7 trains per day at 3865B Talisnam Place.</p> <p>On the loarithmic dB scale, 10 dB corresponds to an order of mannitude 10 to 1 change. When the number of train crossings at 47th goes from 7 to 70 per day, it would be expected that moreh than 83dB z gfully outrageous level. Again, we strongly recommend that service on the</p> | |

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| | | Boulder to Longmont section not be started until the Quiet Zones are implemented. | |
| 4119 | Rick Kentner | <p>My name is <YOURNAME> and I am a resident of the King's Ride/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states "Should Quiet Zones not be implemented prior to operations, alternative methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2, "Summary of Existing Ambient Noise Level Measurement Results," LT-9 "3865B Talisman Place" is the only 24-hour noise measurement in our area</p> | See response to comment 4093. |

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| | | <p>(between Valmont and Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3, "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)," for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58-72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865 Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865 Talisman Place would increase from 73 dBA to more than 83 dBA - a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4120 | Rachel Haynes | <p>My name is Rachel Haynes and I am a resident of the King's Ridge/Noble Park area of Boulder. I am 400 feet from the 47th street train crossing. I would appreciate if you would implement a Quiet Zone before operations begin in the Boulder to Longmont section.</p> | See response to comment 4093. |
| 4121 | Jacob Todd | <p>My name is Jacob Todd and I live in the Northcreek subdivision in Boulder. I am urging RTD and the City of Boulder to implement Quiet Zones prior to operations of the new rail line from Boulder to Longmont for at least three locations that are less than 400 feet from our neighborhood -- 47th Street, Independence Road, and Valmont.</p> <p>The noise from 80+ trains running 12, 18, or 22 hours per day would be unbearable to residents (and those who use the open space trails at Cottonwood Trail) and would</p> | See response to comment 4093. |

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| | | <p>adversely affect our property values.</p> <p>Please implement quiet zones at these crossings.</p> | |
| 4122 | Christie DeLuca | <p>My name is Christie DeLuca and I live in the Northcreek subdivision in Boulder. I am urging RTD and the City of Boulder to implement Quiet Zones prior to operations of the new rail line from Boulder to Longmont for at least three locations that are less than 400 feet from our neighborhood -- 47th Street, Independence Road, and Valmont.</p> <p>The noise from 80+ trains running 12, 18, or 22 hours per day would be unbearable to residents (and those who use the open space trails at Cottonwood Trail) and would adversely affect our property values.</p> <p>Please implement quiet zones at these crossings.</p> | See response to comment 4093. |
| 4123 | Karen and Jason Hannahoe | <p>Our names are Karen and Jason Hannahoe and we are residents of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30 a.m. and running all the way through the day and ending at 1:30 a.m., would be</p> | See response to comment 4093. |

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| | | <p>intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results," LT-9 "3865B Talisman Place" is the only 24-hour noise measurement in our area (between Valmont and Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)", for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossing per day of 58-72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA - a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4124 | Unknown | I am one of the homeowners who live near the railroad tracks, off Kings Ridge Boulevard. Currently the noise | See response to comment 4093. |

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| | | <p>from the train and the horn are more or less tolerable only because the train traffic isn't very heavy, but when I do hear it when at home, it's still annoying and distracting. If/when the Fastrack is put into effect, I believe the noise level will become intolerable without the Quiet Zone. High noise level has been shown to cause stress level to skyrocket, and home value to plunge. This is pretty much a high-density residential area. I believe Quiet Zone MUST be implemented before any increase in train traffic is allowed to occur.</p> | |
| 4125 | Unknown | <p>On a related note, if the train is going over the existing tracks that crosses 47th Street, andValmont road, is there any mitigation being done to the railroad crossing itself? If the auto traffic must be stopped every time the train passes, I think that would cause a huge headache, as well, as, again, 47th Street is mainly a residential area. And Valmont is a very heavily trafficked road, both for residential and commercial use, as well as for folks coming and going to/from work/home. If the number of trains are to increase to such a level, those railroad crossings will cause an incredible gridlock. Without some traffic mitigation, I don't know how this Fastrack can be justified. I don't think we who live and work in this area should be sacrificed for this.</p> | <p>These crossings would not require traffic mitigation measures according to the analysis conducted as part of the NWR project. Although proposed to be more frequent than the BNSF freight trains, the Northwest Rail trains would be much shorter in length and require at-grade crossings to be blocked for a relatively short period of time.</p> |
| 4126 | Marjorie Lerner | <p>I live in the Noble Park 2 HOA, one of half dozen other residential HOA's in the immediate area, approximately a quarter of a mile from the 47th Street train crossing, a third of a mile from the Valmont Street train crossing, and half of a mile from the Independence Road train crossing.</p> <p>We are asking, with a degree of urgency, that this area be designated a Quiet Zone. We already know the jarring sound of the currently infrequent train horn. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be</p> | <p>See response to comment 4093.</p> |

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| | | <p>devastating to the quality of life in this neighborhood and subsequently to home values.</p> <p>We appreciate RTD FasTracks commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns our HOA. It states “Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used.” This is not acceptable to the Noble Park 2 HOA.</p> <p>It is necessary to have the Quiet Zones implemented <u>before</u> operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state “Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented.”</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 “Summary of Existing Ambient Noise Level Measurement Results”, LT-9 “3865B Talisman Place” is the only 24 hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 “Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)”, for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place. On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B</p> | |



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| | | <p>Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4127 | Anthony Chiulli | <p>My name is Anthony Chiulli and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project.</p> <p>However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results", LT-9 "3865B Talisman</p> | See response to comment 4093. |

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| | | <p>Place” is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 “Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)”, for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place. On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4128 | Laurel Reckert | <p>My name is Laurel Reckert and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, and a quarter mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>I appreciate RTD FastTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns me. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of</p> | See response to comment 4093. |

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| | | <p>noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable in my neighborhood. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running through the day until 1:30am would be intolerable to the residents in this area. Additionally, home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state, "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> | |
| 4129 | Mike Grusin | <p>I am a long-time resident of Kings Ridge Condominiums, at 3260 47th ST #212 in Boulder Colorado. It has recently come to my attention that planning is underway for light rail to be extended to Boulder and Longmont, using existing railroad tracks that run through my neighborhood.</p> <p>First of all I applaud this; I'm a big fan of alternate transportation, am very happy that you're expanding light-rail service, and am looking forward to someday being able to locally board light rail and use it to travel to many of the places I would currently drive.</p> <p>However, I am also concerned about the noise issue at street crossings in or near residential neighborhoods such as my own. My condominium is about 1/8th of a mile from the rail crossing on 47th St. We, and numerous other residences, also aren't far from where these same tracks cross several other roads (Valmont, Pearl, and 55th).</p> <p>About 10 trains a day currently use this crossing. With each of them blowing their horns, it can get noisy, especially during the night. During the summer months when we prefer to sleep with open windows, this always</p> | <p>It should be noted that the comment references light rail as the technology, while the proposed technology for this project is commuter rail Diesel Multiple Unit (DMU).</p> <p>See response to comment 4093.</p> |

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| | | <p>wakes us up. 10 trains a day is one thing, but the thought of this occurring every fifteen minutes through the day and evening is disturbing, and would certainly make me question whether I, or any potential real-estate buyers, would want to live in this neighborhood which is otherwise quiet and lovely.</p> <p>It is my understanding that such crossings can be made into "quiet zones", which would be an ideal solution for all involved. However, it is also my understanding that my local crossings are not currently scheduled for "quiet zone" modification, and that after the trains are running, there will be no requirement or incentive to do so.</p> <p>While I am looking forward to greater transportation options, I am not looking forward to the greatly increased noise from numerous daily trains, each sounding their horns, at my local train crossings. I hereby request that all consideration and funding be given to modifying the 47th St. crossing in particular, as well as all train crossings in or near residential areas, to be made into "quiet zones." Not doing so will turn what should be a service that all people can get behind, into a service which creates a nightmare for those unlucky enough to live near unmodified crossings.</p> <p>Thank you very much for your time, please feel free to contact me if there's anything I can do to help improve this situation.</p> | |
| 4130 | Chris Fair | <p>My name is Chris Fair and I live in the Kings Ridge neighborhood in Boulder, CO. My home is approximately 400 feet from the 47th Street rail crossing, a quarter of a mile from the Independence Road crossing and less than a third of a mile from the Valmont Road crossing. Train noise already has a severe impact on the quality of life for me, my neighborhood and the residents of the many neighborhoods and subdivisions within the short distances of the rail crossings.</p> | See response to comment 4093. |

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| | | <p>I applaud RTD FasTracks' commitment to fund and implement the improvements required for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns me a great deal. It states that "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable to me and the residents of the neighborhoods affected by the current and projected train noise. The horn noise from over 80 train crossings per day at each of the three crossing mentioned above, beginning at 0330 hours and continuing throughout the day until 0130 hours would be intolerable to me and the others in these neighborhoods. This environmental stressor and the almost certain degradation of property values as a result would cause undue harm and financial injury to those affected.</p> <p>I strongly believe it is necessary to have the Quiet Zones implemented prior to beginning operations in the Boulder to Longmont section. Please modify the wording on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation to state: "Should Quiet Zones not be implemented prior to readiness for operations, and then operations will be delayed until the quiet zones are implemented.</p> | |
| 4131 | Sue E. Hirschfeld | <p>My name is Sue E. Hirschfeld. I live in the Northcreek development of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. I have become aware that there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that states "Should Quiet Zones not be implemented prior to operations,</p> | See response to comment 4093. |

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| | | <p>alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used” This would be disastrous to residents in my neighborhood. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state “Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented”.</p> <p>Again, I strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4132 | Shelly Martin | <p>My name is Shelly Martin and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs in this immediate area.</p> <p>We appreciate RTD FasTracks commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns our us. It states “Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used.” This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be</p> | See response to comment 4093. |

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| | | <p>intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results LT-9 - 3865B Talisman Place - is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015), for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 - 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA?" a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4133 | J Manternach | I live in Boulder in the Noble Park - Kings Ridge | See response to comment 4093. |

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| | | <p>neighborhood.</p> <p>I am writing to ask you to establish the crossings near our neighborhood as Quiet Zone crossings, particularly the one on 47th Street.</p> <p>The train horns are LOUD now and even louder in certain weather conditions that allow sound to travel particularly well. The highly increased number of trains that will come through this area with the FasTracks Northwest Rail system will be a nightmare of noise and interruption and will engender enormous animosity toward FasTracks itself. Train crossings in or close to residential neighborhoods need to be Quiet Zone crossings.</p> | |
| 4134 | Susan Chiulli | <p>My name is Susan Chiulli and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states ³Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used.² This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are</p> | See response to comment 4093. |

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| | | <p>started. Please modify the wording on page ES-79 to state ³Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented.² In addition, we question some of your noise level projections. In Table 3.8-2 ³Summary of Existing Ambient Noise Level Measurement Results², LT-9 ³3865B Talisman Place² is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 ³Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)², for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place. On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4135 | Michelle Kinkead | <p>Hello - as a new home owner in the King's Ridge/Noble Park area of Boulder, I am firstly very in favor of added mass transport in the area.</p> <p>However, I am extremely concerned about the possible impact of increased train horn noise with the addition of FasTracks. Already after 3 weeks of living here, I am not impressed by multiple train horns blowing at late/early hours when most people are trying to sleep (i.e. 5 a.m.,</p> | See response to comment 4093. |

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| | | <p>12.30 a.m., etc). I cannot imagine what the impact would be with many times that number of trains going through if horn regulations are not put into place beforehand.</p> <p>Please consider what you would be able to live with if you were in our position.</p> <p>Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs in this immediate area.</p> <p>We appreciate RTD FasTracks commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns our us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used."</p> <p>This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area and would ensure that home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level</p> | |

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| | | <p>projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results", LT-9 3865B Talisman Place is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)", for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58-72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA - a truly outrageous level.</p> <p>Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented - please consider us, the residents who have to live with the noise.</p> | |
| 4136 | Anand E. Sokhey | <p>My name is Anand E. Sokhey, and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in</p> | See response to comment 4093. |

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| | | <p>the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states “Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used.” This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state “Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented.”</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 “Summary of Existing Ambient Noise Level Measurement Results”, LT-9 “3865B Talisman Place” is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 “Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)”, for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an</p> | |

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| | | <p>order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4137 | Sarah Sokhey | <p>My name is Sarah Sokhey and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> | See response to comment 4093. |

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| | | <p>In addition, we question some of your noise level projections. In Table 3.8-2 “Summary of Existing Ambient Noise Level Measurement Results”, LT-9 “3865B Talisman Place” is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 “Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)”, for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place. On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4138 | Chana Goussetis | <p>I am a property owner and resident in the King's Ridge area of Boulder. My home is less than 400 feet from the 47th Street train crossing, a quarter mile from the Independence Road crossing, and less than a third of a mile from the Valmont street train crossing.</p> <p>I appreciate RTD FastTracks' commitment to funding and implementing the improvements needed for Quiet Zones in the Northwest Rail project. It is imperative that Quiet Zones are implemented before any operations begin in this area. The train horn noise from more than 80 train crossings each day at these three intersections from 3:30</p> | See response to comment 4093. |

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| | | <p>a.m. to 1:30 a.m. is unacceptable. Such noise would be intolerable, significantly disrupting our environment, well-being, and home prices.</p> <p>Please modify the language on page ES-79 of the Executive Summary of the Environmental Evaluation to state "Operations will not begin until Quiet Zones are implemented."</p> <p>Thank you for ensuring the welfare of residents in this area.</p> | |
| 4139 | Andrea Knufken | <p>My name is Andrea Knufken and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the</p> | See response to comment 4093. |

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| | | <p>Quiet Zones are implemented.”</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 “Summary of Existing Ambient Noise Level Measurement Results”, LT-9 “3865B Talisman Place” is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 “Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)”, for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place. On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4140 | Cathy Cantor | <p>My name is Cathy Cantor and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs in this immediate area.</p> <p>We appreciate RTD FasTracks commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that</p> | See response to comment 4093. |

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| | | <p>concerns our us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 Summary of Existing Ambient Noise Level Measurement Results, LT-9 3865B Talisman Place is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015), for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58" 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B</p> | |

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| | | <p>Talisman Place would increase from 73 dBA to more than 83 dBA" a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4141 | Patty Elliott | <p>My name is Patty Elliott and I am a business owner at Wilderness Place/ Valmont Tec Center in Boulder. I am a full service alteration shop less than 400 ft. from the railroad tracks which are right behind my shop.</p> <p>I appreciate RTD FasTracks commitment to fund and implement the important needed for Quiet Zones in the Northwest Rail project. However, there is a statement on pages ES-79 of the Executive Summary section of the Northwest Rail Draft Environment Evaluation that concerns me. It states "Should Quiet ZOnes not be implemented prior to operations, alternate methods of noice mitigation, such as wayside horns and sound insulations, will be used.". This is not acceptable. The train horn noise from 80+ train crossings a day at each of these 3 intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the business in this area. And business could very well be effected due to this noise.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wroding on pages ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented.".</p> <p>In addition, I question some of your noise level projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results", LT-9 "3865B Talisman Place" is the only 24-hour noise measurement in our area (between Valmont and Independence Road). At that location you measured a noise level of 73 dBA with the current train</p> | See response to comment 4093. |

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| | | <p>environment (about 7 trains crossing a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)", for the Pearl St. to Independence Rd. section you predict a total noise level with 80+ train crossings per day of 58-72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th St. goes from 7 to more than 700 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA- a truly outrageous level. Again, I strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4142 | Hossane Zirakzadeh | <p>My name is Hossane Zirakzadeh and I am a resident of the King's Ridge/Noble Park(3260 47th ST.) area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area.</p> <p>We appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at each of these</p> | See response to comment 4093. |

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| | | <p>three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results", LT-9 "3865B Talisman Place" is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)", for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place. On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4143 | Eric Gilleland | I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a | See response to comment 4093. |

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| | | <p>third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs and even more office parks in this immediate area. In fact, I also work within this neighborhood so that this will impact me at both home and the office. As it stands, the trains that roll through now are intolerably loud as they roll through whaling on their horns. However, they only go through at very limited intervals making it relatively tolerable.</p> <p>I understand that there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation stating, "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is completely unacceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area; home values will plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state, "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results", LT-9 "3865B Talisman Place" is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without</p> | |

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| | | <p>Mitigation (2015)", for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place. On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4144 | Tara Dressler | <p>My name is Tara Dressler and I am President of the HOA Board at Kings Ridge Condominiums. The Kings Ridge Condominiums includes residential condominium homes in the Kings Ridge area of Boulder. Kings Ridge is approximately one eighth of a mile from the 47th Street train crossing, less than half of a mile from the Valmont Street train crossing, and less than half of a mile from the Independence Road train crossing. There are at least half a dozen other residential homes in this immediate area.</p> <p>We appreciate RTD FasTracks commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns our HOA. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable to the Kings Ridge Condominiums HOA. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area and their home values would plummet.</p> | See response to comment 4093. |

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| | | <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state “Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented.”</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 “Summary of Existing Ambient Noise Level Measurement Results”, LT-9 “3865B Talisman Place” is the only 24 hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 “Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)”, for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level.</p> <p>Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4145 | Chris Hawkey | My name is Chris Hawkey and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street | See response to comment 4093. |

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| | | <p>train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs in this immediate area.</p> <p>We appreciate RTD FasTracks commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns our us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used. This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2, Summary of Existing Ambient Noise Level Measurement Results, LT-9, 3865B Talisman Place is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3, Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without</p> | |

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| | | <p>Mitigation (2015, for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58" 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA" a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4146 | Thomas Doerr | <p>My name is Thomas Doerr and I am a resident of the King's Ridge area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs in this immediate area.</p> <p>We appreciate RTD FasTracks commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used. This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are</p> | See response to comment 4093. |

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| | | <p>started. Please modify the wording on page ES-79 to state Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented.</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 Summary of Existing Ambient Noise Level Measurement Results, LT-9 3865B Talisman Place is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015), for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place. On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA, a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4147 | Jonathan Stoler | <p>My name is Jonathan Stoler and I am a owner of of a house on Hopkins Place. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs in this immediate area.</p> <p>We appreciate RTD FasTracks commitment to fund and implement the improvements needed for Quiet Zones in</p> | See response to comment 4093. |

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| | | <p>the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns our us. It states ‘Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used.’ This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state ‘Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented.’</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 Summary of Existing Ambient Noise Level Measurement Results LT-9 3865B Talisman Place is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015), for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> | |

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| | | <p>On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4148 | Alyson Crabtree | <p>My name is Alyson Crabtree and I am a resident of the King's Ridge/Noble Park area of Boulder. Our neighborhood includes homes less than 400 feet from the 47th Street train crossing, a quarter of a mile from the Independence Road crossing, and less than a third of a mile from the Valmont Street train crossing. There are at least half a dozen residential HOAs in this immediate area.</p> <p>We appreciate RTD FasTracks commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns our us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the</p> | See response to comment 4093. |

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| | | <p>Quiet Zones are implemented.”</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 “Summary of Existing Ambient Noise Level Measurement Results”, LT-9 “3865B Talisman Place” is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 “Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)”, for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4149 | Fatima Hirji | <p>My name is Fatima Hirji and I am a resident and the Vice President of the HOA Board at Kings Ridge Condominiums. The Kings Ridge Condominiums HOA includes residential condominium homes in the Kings Ridge area of Boulder. The HOA is approximately one eighth of a mile from the 47th Street train crossing, less than half of a mile from the Valmont Street train crossing, and less than half of a mile from the Independence Road train crossing. There are at least half a dozen other</p> | See response to comment 4093. |

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| | | <p>residential HOAs in this immediate area.</p> <p>We appreciate RTD FasTracks commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns our HOA. It states “Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used.” This is not acceptable to the Kings Ridge Condominiums HOA. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state “Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented.”</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 “Summary of Existing Ambient Noise Level Measurement Results”, LT-9 “3865B Talisman Place” is the only 24 hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 “Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)”, for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not</p> | |

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| | | <p>seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4150 | Ben Schilling | <p>My name is Ben Schilling and I am a resident, and member of the HOA Board, at Kings Ridge Condominiums. The Kings Ridge Condominiums HOA includes residential condominium homes in the Kings Ridge area of Boulder. The HOA is approximately one eighth of a mile from the 47th Street train crossing, half of a mile from the Valmont Street train crossing, and less than half of a mile from the Independence Road train crossing. There are at least half a dozen other residential HOAs in this immediate area. We appreciate RTD FasTracks commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns our HOA. It states “Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used.” This is not acceptable to the Kings Ridge Condominiums HOA. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet. It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page</p> | See response to comment 4093. |

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| | | <p>ES-79 to state “Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented.”</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 “Summary of Existing Ambient Noise Level Measurement Results”, LT-9 “3865B Talisman Place” is the only 24 hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 “Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)”, for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place. On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4151 | Jim Dimmick | <p>My name is Jim Dimmick and I represent the Noble Park 2 HOA. The Noble Park 2 HOA includes 54 residential homes in the Kings Ridge area of Boulder. The HOA is approximately a quarter of a mile from the 47th Street train crossing, a third of a mile from the Valmont Street train crossing, and half of a mile from the Independence Road train crossing. There are at least half a dozen other residential HOAs in this immediate area.</p> <p>We appreciate RTD FasTracks commitment to fund and implement the improvements needed for Quiet Zones in</p> | See response to comment 4093. |

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| | | <p>the Northwest Rail project. However there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns our HOA. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable to the Noble Park 2 HOA. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to the residents in this area. And their home values would plummet.</p> <p>It is necessary to have the Quiet Zones implemented <u>before</u> operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 "Summary of Existing Ambient Noise Level Measurement Results", LT-9 "3865B Talisman Place" is the only 24 hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 "Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)", for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place.</p> <p>On the logarithmic dB scale, 10 dB corresponds to an</p> | |

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| | | order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented. | |
| 4152 | James Songfield | I just wanted to comment on the Longmont NWRail Project Quiet Zones must be implemented before service begins on the Boulder to Longmont section of the Northwest Rail project. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented." The train horn noise would be unbearable for the residences and workers in neighborhoods and office parks adjacent to the tracks from Pearl to Independence. | See response to comment 4093. |
| 4153 | Kit Basom | Quiet Zones must be implemented before service begins on the Boulder-to-Longmont section of the Northwest Rail project. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented." The train horn noise would be unbearable for the residences and workers in neighborhoods and office parks adjacent to the tracks from Pearl to Independence. | See response to comment 4093. |
| 4154 | Angela Case | Quiet Zones must be implemented before service begins on the Boulder to Longmont section of the Northwest Rail project. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented." The train horn noise would be unbearable for the residences and workers | See response to comment 4093. |



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| | | in neighborhoods and office parks adjacent to the tracks from Pearl to Independence. | |
| 4155 | Lisa Joss | <p>I attended the public meeting at Louisville Middle School this past Wednesday, March 17. Many of my questions and concerns were addressed, but I have since thought of another question.</p> <p>Will the RTD-established quiet zones apply to the BNSF freight trains as well? If not, can you suggest a website or phone # that I could use to find out how to get quiet zones for the crossing near my house?</p> <p>Thank you in advance for your assistance.</p> | See response to comment 4093. |
| 4156 | Beverly Springer | As a regular bus rider to Denver, I have a personal interest in getting efficient rail service from Longmont. Please consider the two track option. | The NWR Environmental Evaluation is intended to address the full impacts of the planning horizon year (2035). The engineering design plans address the improvements that RTD believes would be required for an opening-day scenario (2015). See Appendix E, Preliminary Engineering, for the design plans, which show the opening day condition. See Appendix F, Project Parcel Atlas for the parcel impacts for the full build-out. |
| 4157 | Anita Lynch | Please, I urge you to build a double track from Longmont to Boulder. This makes sense on so many counts...traffic, people's time on the road, environment, economic vitality for both communities!! | See response to comment 4156. |
| 4158 | Bob Norris | <p>Fast tracks will be good for Boulder and Longmont. Many people work in one place and live in the other. The connection and resulting pollution on the Diagonal (Rte 119) continues to grow. Many Longmont residents also work in Denver. We know about congestion on I-25. FastTracks will help bring businesses to the area ad they can locate so that a wide range of workers can have good transportation to and from work.</p> <p>A double track is the best way to go.</p> <p>And by the way, we have been paying taxes for this for many years.</p> | See response to comment 4156. |
| 4159 | Karen Kochanski | Please keep the double track in your plans for the corridor | See response to comment 4156. |



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| | | from Longmont to Boulder. With the frequent freight traffic using this rail line, I feel it would be very dangerous to maintain a single track. It would also significantly increase travel times if trains had to wait on sidings for oncoming traffic. | |
| 4160 | Robert Nyboer | As a citizen of Longmont, I would like you to expand service to Longmont by building a double track connecting the two cities. I see this as a great necessity for a greener economy and service to the citizens here. | See response to comment 4156. |
| 4161 | Judy Lubow | I live in Longmont and very much want Longmont to have adequate FastTrack services. Therefore, I strongly urge RTD to build a double track from Boulder to Longmont. Why should we have to pay the tax and yet get inferior service to other communities? I would like to see Longmont get terrific service, with loads of trains. | See response to comment 4156. |
| 4162 | M. Douglas Wray | Please build a double track from Boulder to Longmont. This will allow for maximum operating efficiency as well as provide redundancy if a track needs repairs. | See response to comment 4156. |
| 4163 | Ryan Eisenbraun | To Whom It May Concern: Hello, my name is Ryan Eisenbraun and I am a property manager for a commercial office building, located at 3005 Center Green Drive in the area of Valmont & Foothills Parkway in Boulder. Our building is located directly next to the Valmont Street train crossing. As a representative of the building owner I am seeking your reply on our request below. While we certainly appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns us. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. The train horn noise from 80+ train crossings a day at the Valmont intersection, starting at 3:30am and running all the way through the day and ending at 1:30am, would be | See response to comment 4093. |

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| | | <p>intolerable to the tenant in our building and the businesses in the area. In addition, our building value could deteriorate significantly as a result.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state <u>“Should Quiet Zones not be implemented prior to readiness for operations, <i>then operations will be delayed until the Quiet Zones are implemented.</i>”</u></p> <p>In addition, we question some of your noise level projections. In Table 3.8-2 “Summary of Existing Ambient Noise Level Measurement Results”, LT-9 “3865B Talisman Place” is the only 24-hour noise measurement in our area (between Valmont & Independence Road). At that location you measured a noise level of 73 dBA with the current train environment (about 7 train crossings a day). You estimated a noise level of 60 dBA with no trains.</p> <p>In Table 3.8-3 “Summary of the Noise Impact Assessment for the NWR Corridor FasTracks-Only Scenario Without Mitigation (2015)”, for the Pearl Street to Independence Road section you predict a total noise level with 80+ train crossings per day of 58 – 72 dBA. These values do not seem credible when compared to the noise levels currently measured with 7 trains per day at 3865B Talisman Place. On the logarithmic dB scale, 10 dB corresponds to an order of magnitude (10 to 1) change. When the number of train crossings at 47th Street goes from 7 to more than 70 per day, it would be expected that the noise level at 3865B Talisman Place would increase from 73 dBA to more than 83 dBA – a truly outrageous level. Again, we strongly recommend that service on the Boulder to Longmont section not be started until the Quiet Zones are implemented.</p> | |
| 4164 | Lorena Kauffman | I am writing you because I would like to request a “Quiet Zone” for the rail crossings in Boulder at the 47 th St., Valmont and Independence Road crossings. I live at 4734 Franklin Drive in Boulder and don’t mind the few train | See response to comment 4093. |



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| | | whistles we currently have. However, with all the extra trains that are coming with the FasTracks System, I think a quiet zone is in order. Please consider my request for a quiet zone here in our neighborhood. | |
| 4165 | Jamaica Jones | I am a lover of trains and a lover of train noise. That much being divulged, I have friends who own a home near the intersection of 47th and the Diagonal. They are rightly concerned on the effects of train traffic and related noise issues not only on the quality of their home lives but also on the value of their property. I urge you to find some accommodation for these concerns while also meeting the needs and requirements of the rail industry. Surely there is a middle ground. | See response to comment 4093. |
| 4166 | Datch Baudisch | <p>I am concerned about the impact the increased train noise could cause to our neighborhood. I am aware that our concerns would be taken in consideration if presented before March 29th 2010.</p> <p>For this very reason, I am writing to you urging your careful consideration in preserving our relatively noise free environment. Our beloved 47th Street community consists of several HOA and is prized as a friendly and peaceful neighborhood. Please help it stay this way.</p> <p>Having a train blasting noises every 15-minutes 22 hours a day would impact our community in seriously detrimental ways. I sincerely hope that you take our right to Quiet zone in to account.</p> | See response to comment 4093. |
| 4167 | Martin Rybczynski | <p>My name is Martin Rybczynski, and my office is located at 3005 Center Green Drive in Boulder. I can see the Valmont Rd train crossing through my office windows, as it's less than 200 feet from the building. Several times a day I hear the trains blow their horns at this crossing. When that happens, it is impossible to talk on the phone or carry on a conversation in the south-west portion of the office space that my company, Terma Software Labs, occupies. I can also hear train horns at the Pearl Parkway, the 47th Street train crossing, and at the Independence Road, all three less than a third of a mile away.</p> <p>This is an area with high commercial and residential</p> | See response to comment 4093. |

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| | | <p>density. It encompasses</p> <ul style="list-style-type: none"> • office buildings • commercial buildings • medical facilities • governmental offices • child care facility • hotel property • residential neighborhoods (next to the tracks, next to the crossings, and within a quarter mile of each crossing) <p>It is imperative to turn these train crossings into Quiet Zones. The train horn noise from 80+ train crossings a day at each of these three intersections, starting at 3:30am and running all the way through the day and ending at 1:30am, would be intolerable to anybody in this area. Implementing Quiet Zones for these crossings is just common sense. I appreciate RTD FasTracks' commitment to fund and implement the improvements needed for Quiet Zones in the Northwest Rail project. However, there is a statement on page ES-79 of the Executive Summary section of the Northwest Rail Draft Environmental Evaluation that concerns me. It states "Should Quiet Zones not be implemented prior to operations, alternate methods of noise mitigation, such as wayside horns and sound insulation, will be used." This is not acceptable. RTD needs to consider the effect the trains will have on the residents and businesses in this area with more than ten fold increase of the train traffic.</p> <p>It is necessary to have the Quiet Zones implemented before operations in the Boulder to Longmont section are started. Please modify the wording on page ES-79 to state "Should Quiet Zones not be implemented prior to readiness for operations, then operations will be delayed until the Quiet Zones are implemented."</p> <p>I urge you to implement the Quiet Zones at all four train crossings at Pearl Pkwy, 47th St, Valmont Rd, and Independence Rd before the service on the Boulder-Longmont section opens.</p> | |

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| | | <p>If you would like to experience first hand the amount of noise the trains generate at the Valmont Rd. crossing, I would be happy to host you at my office for a day. Please give me a call to arrange for a visit.</p> | |
| 4168 | Unknown | <p>Could you please send me some information:</p> <ol style="list-style-type: none"> 1. Please send me a schedule of the trains that will pass through Boulder. 2. Also, where will the Boulder train station be located? 3. Why can't gates with flashing lights be used instead of whistles where the rail road tracks cross roads? | <p>RTD is currently in negotiations with the BNSF Railway Company on an operating agreement. The final operating plan will depend on the results of these negotiations. The Northwest Rail (NWR) Environmental Evaluation has evaluated the impacts of the full service plan, which presents a worst-case scenario from an environmental impacts perspective. This plan provides trains on 15 minute headways during the peak periods and 30 or 60 minute headways during off peak periods. The morning peak period was assumed to be from 6:00 to 9:30 am and the evening peak period was assumed to be from 2:30 to 7:30 pm.</p> <p>There are three Boulder Stations evaluated in the NWR Environmental Evaluation: East Boulder, Boulder Transit Village, and Gunbarrel. Concept plans for each of these stations can be found in Chapter 2, Alternatives Analysis.</p> <p>Gates and flashing lights will be provided at all public crossings in the corridor. Quiet Zones are being considered for many crossings throughout the corridor. The establishment of Quiet Zones requires additional safety measures that allow trains to not sound their horns. See response to comment 4093 for more information.</p> |
| 4169 | Dewey Corts | <p>My address is 8185 Turnpike Drive, Westminster, CO 80030. I just heard from my neighbors across the street that their homes will be demolished. Funny, I haven't received any info from you about this. Perhaps you think its not a big deal or just don't care. I do have a flyer MY NEIGHBOR gave us and will attend the open house no thanks to you.</p> | <p>Improvements to US 36 near where your home is located are being proposed as part of the US 36 project, not as part of the Northwest Rail project. The current preferred alternative for the US 36 project would require a partial acquisition from the properties adjacent to US 36 in this area. For more information, please go to http://www.coloradodot.info/projects/us36eis or contact CDOT at (303) 757-9228.</p> |
| 4170 | Michael Shernick | <p>I thought of another comment for the NWR EE report. I attended the meeting in Longmont last night, which was very helpful.</p> <p>In the report, there are two images, which, if combined with</p> | <p>Comment noted.</p> |

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| | | <p>some basic numbers, can make a very persuasive argument for the economic benefits of the NWR project when it comes time to ask for more funding from the voters or in any situation in which the project is criticized for being too costly.</p> <p>First, take the map in Section 404(b)(1), Figure 1-4, page 1-10. This shows the projected work trip travel patterns, with percentages of populations commuting between cities in the NW Corridor each work day. It would be easy enough to combine this with the estimated population figures shown in Figure 1-3 (page 1-8), to get estimated numbers of people commuting each day.</p> <p>Then, take Figure 4-8 from section 4 of the report, page 4-23. This figure shows the estimated peak travel times between segments of the corridor in 2035. You will also need the text on page 4-24, which explains that the average travel time in GP lanes on all segments will increase by 24 minutes.</p> <p>Next, based on the median income figures for the corridor, you can calculate the cost of the average worker's time. Say the median income is \$30,000/year, their hourly rate is \$14.24, their minute rate of pay is \$0.24, or about a quarter of a dollar per minute. This is the value of their time. And if it is time spent stuck in traffic, it is lost productivity for society (not that that time has to be spent at work to be productive, it could be time spent at home parenting, etc.)</p> <p>Now apply the following easy calculation:</p> <p>24 minutes x \$/min x people commuting x 2 commutes/day x 5 days/week x 52 weeks/year = annual cost of lost productivity due to commute time increase</p> <p>For example, if we assume 50,000 people commuting, each of whom loses 24 minutes of productivity at 25 cents per minute, the annual cost of the increase in time is \$3000.00 per person, or 3000 x 50,000 = \$150M. That's a</p> | |



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| | | <p>lot of money lost to society in one year!</p> <p>Obviously, you can tweak my approach and make it more rigorous, but the basic idea is there: RTD can defend the cost of the project more concretely by showing the approximate value of the time lost to commuters by being stuck in traffic. The naysayers (many of whom post comments to the Longmont Times-Call newspaper website any time there is an article about FasTracks, claiming the project is a boondoggle) would be proven wrong, short-sighted, and their ideas that the project is not a worthy investment would be blown out of the water.</p> <p>Hope this helps, and I look forward to having rail mass transit in our future!</p> | |