

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



Comment	Source	Date
The president of the club, Jim ++++++, questioned why the proposed alignment goes to the north out of Union Station instead of heading directly down I-70.	listening session	Aug 8 2006
Issues of interest to the attendees included parking at the Olde Town station, railroad negotiations, plans for Union Station and the reasoning behind the proposed alignment	listening session	Aug 8 2006
One attendee recommended that RTD look at modeling the FasTracks system off of other successful transit projects, particularly the system in Sacramento	listening session	Aug 8 2006
The suggestion was made to someday expand the system further west into towns like Idaho Springs and Vail.	listening session	Aug 8 2006
Tim +++++ reiterated that both HUNI and SUNI want the 38th and Inca station to be done in a way that encourages economic development in the neighborhood. He pointed to the Fox Street corridor specifically as an area that has huge redevelopment potential.	listening session	Aug 8 2006
Tim +++++ stated that HUNI would prefer EMU technology for both the Gold Line and NW Rail. He mentioned that pollution is problematic for the Highland neighborhood, since it is located in the lowest part of the Denver Metro basin. He also thinks that EMU allows for the possibility of using other types of energy in the future, such as solar or wind power.	listening session	Aug 8 2006
Access to Northwest Denver stations is extremely important to the committee. They expressed a desire for convenient station locations that would result in fewer cars on the road.	listening session	Aug 8 2006
The committee wants Northwest Denver residents to have easy access to Boulder by having the 38th and Inca station serve both the Gold Line and NW Rail.	listening session	Aug 8 2006
The committee asked why the Gold Line would stop at Ward Road instead of continuing to Golden.	listening session	Aug 8 2006
The attendees were interested in knowing how many properties would be acquired in the proposed alignment.	listening session	Aug 8 2006

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



One attendee asked which parts of the alignment would be elevated.	listening session	Aug 8 2006
The committee was interested to learning about compliance and safety issues with running light rail trains in a freight corridor.	listening session	Aug 8 2006
The committee expressed their gratitude for the Gold Line team's public outreach efforts.	listening session	Aug 8 2006
Worried about bells and horns every 7 1/2 minutes and also property value going down.	comment card	Aug 13 2006
Please include me on all West Corridor publications! Thank you! George	comment card	Aug 13 2006
Two committee members questioned why RTD is doing an EIS instead of an EA. Some of the members felt that the EIS process could be a waste of money. Liz Telford responded by explaining FTA requirements that RTD evaluate all significant impacts. She also clarified that an EIS is a requisite to qualify for New Starts funding.	listening session	Aug 15 2006
Another member mentioned that she has concerns about noise levels in the proposed BNSF/UP alignment, specifically near Garrison Street.	listening session	Aug 15 2006
The committee expressed an interest in pursuing quiet zone regulations.	listening session	Aug 15 2006
One committee member was interested in learning the differences in speed between the different types of technology.	listening session	Aug 15 2006
The concern of safety at grade crossings, particularly near schools, was raised	listening session	Aug 15 2006
One committee member asked about grade separations at Wadsworth and which areas, if any, would require grade separations.	listening session	Aug 15 2006
The Gold Line is extremely important to the city of Wheat Ridge and its future, because it provides access to downtown and the opportunity for development around the station.	listening session	Aug 15 2006

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



Concerned that Wheat Ridge only gets one station on the entire FasTracks system and that the proposed station location is not easily accessible for most of the city's residents	listening session	Aug 15 2006
Keep the end of the line station at Ward Road as proposed. The area could be a significant hub in the future for mass transit into Summit County.	listening session	Aug 15 2006
There should be a circulator bus between the Ward Road station and the park-n-Ride at Ward Road and I-70.	listening session	Aug 15 2006
The more that RTD can standardize technology throughout the corridors, the better the system will be connected.	listening session	Aug 15 2006
Helping to alleviate the "addiction to oil" should be included in the Need statement	listening session	Aug 15 2006
Putting a big surface lot at the Ward Road station would be catastrophic to TOD efforts. A multi-level parking garage would be OK.	listening session	Aug 15 2006
400 parking spaces at the Ward Road station would be inadequate	listening session	Aug 15 2006
The earlier RTD can make the decisions about parking, the easier it will be for Wheat Ridge to move ahead with its TOD plans.	listening session	Aug 15 2006
Providing shuttles from Ward Road station to the Federal Center would help to better connect Wheat Ridge to the FasTracks system.	listening session	Aug 15 2006
Since Exempla (on 38th Avenue) has 2,600 employees, a shuttle from nearby stations to the hospital could have a big affect on reducing traffic on the roads.	listening session	Aug 15 2006
Less affluent areas need stops. Make sure that disenfranchised people have good access to the system	listening session	Aug 15 2006
The Ward Road station is paramount to the sustainability of Wheat Ridge.	listening session	Aug 15 2006
Eager for this study to begin.	comment card	Aug 17 2006
It is good to be informed.	comment card	Aug 17 2006
Please make sure to put a stop on the Gold Line at 38th and Inca!	comment card	Aug 17 2006

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



I live downtown (Riverfront Park) and commute to Inverness/Meridian area daily; any light rail updates for that route?	comment card	Aug 17 2006
I understand the need for this but concerned about EJ. as to people like me who have breathing problems.	comment card	Aug 17 2006
Park and Ride I see no plans for a park and ride other than at Ward Road. I believe that to get the most use of the line a park and ride must be included at Wadsworth and Sheridan. Please consider this in your plans. I am excited about the plans so far. I live very close to the rail line and do not feel the gold line plans will impact me negatively. I am looking forward to more updates and news of the plans as they develop. Sincerely Elaine	email	Aug 17 2006
Please consider throughout the 'Gold Line' the implementation of "quiet zones" as part of the cost and overall project scope in order better serve the local community that may have housing located near the line.	website	Aug 17 2006
Contact for women owned business to receive information on bid work opportunities.	comment card	Aug 17 2006
There needs to be an additional pedestrian station built at Garrison street to serve the extremely large high density housing ther which has a large under-served population of yound families, elderely, and disabled. There is also a park and a large nursery business there (Echters).	comment card	Aug 17 2006
Why is the Gold Line not going all the way to Golden?	comment card	Aug 17 2006
If my address is in a project let me know other than that forget it.	comment card	Aug 17 2006
Excessive train horn blowing at crossings through Old Town and crossings westward -	comment card	Aug 17 2006
When does the scoping period end?	website	Aug 18 2006

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



The proposed Gold Line does not seem to go far enough into West Arvada to serve a growing area near 64th and Quaker, and areas north of there. The EIS should explore option for taking it out to McIntyre. Jim	website	Aug 18 2006
Electric vehicles should be selected instead of diesel to allow development closer to the tracks and existing neighborhoods. Improve air-quality and allows to purchase alternate energy in the future.	comment card	Aug 18 2006
Keep street parking on Grandview Ave in Olde Town! How will additional tracks fit through historic areas?	comment card	Aug 18 2006
I have not yet seen a good, detailed map of proposed route with stations. Graphic in mailer inadequate. Otherwise, I'm 100% behind this and all rail projects (and helped pass FasTracks). If EMU is cheaper and faster to build, I'm for it!	comment card	Aug 18 2006
I think there should be a station at Mailwell.	comment card	Aug 18 2006
Very informative.	comment card	Aug 19 2006
Finally catching up with the rest of the world. Exciting that perhaps we'll actually be able to get places with public transportation in a timely matter!	comment card	Aug 19 2006
I like to stay informed. Thank you!	comment card	Aug 19 2006
We think the light rail will be very popular in the Arvada area. We hope you develop adequate parking for cars because at the Sheridan Terminal you will get people from Westminster, Arvada, Broomfield, Wheat Ridge and Denver riding it.	comment card	Aug 19 2006
Stick with what the voters voted on.	comment card	Aug 20 2006
Have a building at ++++ Van Gordon Street in Wheat Ridge 80033	comment card	Aug 21 2006
Has a construction time-table been estimated at this point - both start and completion dates?	comment card	Aug 21 2006
Stop the lightrail plans. I will fight to keep my land and you off it.	comment card	Aug 21 2006
We need/want to stay informed.	comment card	Aug 21 2006
I will be at the public meeting.	website	Aug 21 2006
Thank you. JMC	comment card	Aug 21 2006

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



The Gold Line should respect and showcase Arvada's history.	comment card	Aug 21 2006
We like the idea and we want it to get moving. We would like the Arvada Ridge Station to be a higher priority. #1 that it is there #2 the exact location of the terminal #3 the design of hte station itself.	public workshop kiosk	Aug 22 2006
It was my understanding that there would be a light-rail line, and that now RTD is reconsidering and might put in a regular rail line, which is not what I voted for. I am in favor of light-rail only. The citizens of Arvada should have some oversight or review capability to approve RTD's plans. Thank you.	public workshop kiosk	Aug 22 2006
<p>WE must have a citizen committee to advise on the Gold Line / Fastracks from Arvada.</p> <p>Every other line being constructed has a citizen review board and community involvement and this does not.</p> <p>Futhermore, I want light rail.</p> <p>I voted for light rail. That was the project that was sold to the voters - light rail.</p> <p>I will work hard to oppose heavy rail.</p> <p>thank you.</p>	public workshop kiosk	Aug 22 2006
Resident of +++++ +++++ lofts - extremely concerned over proximity of proposed light rail tracks on west side of cml north of 20th Street. Current UP track is 30 ft from property line. Building has minimal setback from property line. So how close would light rail alignment be to Flour Mill property line? If you retain the elevation for future light rail, then you wont block views.	public workshop kiosk	Aug 22 2006

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>I think there should be a pedestrian station at Garrison with limited parking. There are elderly, disabled and young working families in a high density neighborhood who would be well served by such a station. This neighborhood has historically never had access to public transportation. Such a proposed station is equidistant between the two miles of the proposed Olde Town Arvada station and the Kipling station. Additionally, there is a park and a local nursery business (Echter's Nursery) which would be well served by such a station at Garrison Street. Both Garrison Lakes Condominium Association and Four Acre Lake have expressed strong interest in having a proposed station at Garrison Street. Additionally, such a proposed station at Garrison Street would help alleviate the parking congestion at the other two proposed stations at Kipling Street and Olde Towne Arvada.</p> <p>I also feel that there needs to be a sound barrier on both sides of the tracks to the residential neighborhoods between Olde Town Arvada and Kipling Street station. Finally, there should be consideration for Arvada Fire Station #1 which needs to have access between Grandview Avenue and the neighborhoods on the south side of the tracks access crossing at Carr, Garrison and Independence Streets. Historically, the fire trucks have been held up at these intersections due to train traffic. Perhaps there should be an underpass at Independence, Carr and Garrison Street.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>I would like to be informed on any property acquisition or direct property impacts involved within the address listed above.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>I would like to be notified of any property acquisition or impacts for my property.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>use of joint rail with freight does not work because of: 1. Scheduling conflicts and priority of usage conflicts 2. Potential for collisions</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>The most important thing in this corridor is to go all the way to Golden terminating where the tracks end close to the Coors brewery (north yard). Just as important the technology should be commuter rail, not light rail due to the existance of an existing freight railroad track that would save enormous amounts of money and it would allow through running to other commuter rail corridors without changing trains at Union station. These would include East to the airport, north and eventually to the south all on heavy rail tracks. It could be done faster if it was heavy rail.</p> <p>The technology in the corridor should be compatible with other rail corridors (diesel of electric) so the trains can run through.</p> <p>If electric dmus and and the funding is not available up front, an interim diesel powered service could be implemented until funding is available.</p> <p>The most important thing is to try to establish a peak hour service perhaps before the full implementation can be done because of the existing track that could be adapted to peak hour service.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>The 'alternate alignment' only really works if it's like the old trolley system with multiple neighborhood stops. Seems to me that might increase ridership between the Denver neighborhoods and downtown, but would *decrease* ridership for those commuting from the outskirts due to increased ride time. The goal of rail, in my opinion, shouldn't be added convenience for inner neighborhoods, but a reduction in traffic from outlying areas. I doubt the Sheridan, Pecos, & Federal stations will see much ridership due to where they are, but ... that alignment still serves to keep more cars off the road.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>I have several comments:</p> <ol style="list-style-type: none"> 1. I support keeping the alignment that I thought was voted on - along the BNSF rail corridor through Old Twon Arvada. 2. I have some questions/ concerns about the deisel DMU's. Are there examples were the desiel units are used on the surface around a TOD without fumes? If so, I would like to know examples. My concerns are that desiel units will have unpleasant emissions and it will be difficult to attract the type of walking, shopping, living in the area near the station. 3. I heard that light rail would be more expensive to construct, but cheaper to operate and the DMU's would be cheaper to construct, but more expensive to operate. If that is true, I have concerns about pursuing an option that ends up creating a difficult operation scenario. Can you shed some light on this? 4. Do electric or deisel DMUs have the same ride characteristics or are the slower? 5. Please consider primarily what would aid densification, walkability, the opportunities to participate in the economy without needing a car, multi generational access as all the corridors go forward. I believe that Fastracks is an opportunity to correct a lot of planning and development that is currently causing a fiscal crisis in many cities - specifically because communties have constructed an infrastructure (long, wide roads) with low density development that exceeds the tax base to maintain or repair...and the current solution is to construct large shopping centers at the fringes of a community to capture sales tax. There needs to be an alternative vision of community and mass transit and densification are a logical fix. <p>Thank you, Michelle</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
--	--------------------------------------	--------------------

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>I live at 52nd and Garrison and know there is a lot of high-density residences could along Garrison and more east on 52nd.</p> <p>For this reason I think a non-parking walk to light rail stop would be very useful where the tracks cross Garrison. I and other people otherwise have to use a car to get to the stations at Olde Towne and Arvada Ridge. I'll bet the parking areas will be heavily used and this would relieve some of that.</p> <p>I know people would park along the north side of the tracks but NO PARKING signs should take care of that problem. Personally I would love to walk from my home to a light rail station.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>I am in favor of either option 3 or option 4 (LIGHT RAIL AND EMU) because we voted to approve funding for light rail, EMU's are a reasonable replacement if the sound and vibration impacts are similar to light rail. No action is not a viable response to the increasing need for transportation and cost of alternatives. DMU's are too noisy for the neighborhoods, will not be as good for transit oriented development. One would hope that if we could solve the problems with buses, we would have years ago. More highways are not an answer to the long term problems because we don't have the space or money and the condemnation problems would keep the problem from ever being resolved.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>Whether emu or dmus are decided upon for the gold line corridor or light rail should perhaps hinge upon whether the gold line users would desire connections to the north and denver international terminal or orientation to south east denver or north. It should be interconnected.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>Would like to see this not take place as we are on the corner of RR & lot needs to be taken for light rail. Please keep me informed.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>Please advise distance the proposed light rail line will be from the Flour Mill Lofts buildings? Will it be close or farther away than the existing UP track?</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>If people are going to use "fastracks", we need to improve our transit operations so that more people are in the transit-using mode. Don't wait to get more customers in the system. Then you'll get more support for the whole program. good that we're starting these meetings to learn more.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>I believe that is a very much needed program which will help cut down on the use of so many card in this area to Denver and cutting down on the use of gasoline. The maps were well done and RTD worked helped explain what was to e done the technology to be used, etc. I believe that the project shoudl stay on schedule as much as possible or speed up a little if they can. There is some disagreement as to what type cars to use - light rail or commuter rail. I know light rail looks more sleek and modern but commuter rail is less expensive to build because it can exist on present rial lines. I personally prefer the commuter rail but if it is perferred by peole to make light rail that is okay with me, eventually I feel that this Gold Line should be built to Golden as soon as possible before homes or businesses are built in the right of way. Also I think that the Gold Line should not go through residential areas of Denver but stick to the present alignment.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>Purpose and Need - I-70 traffic is a zoo most of the time.</p> <p>Evaluationj Methodology - Cost benefit of commuter rail would appear to be allow the lijne to be extended to Golden within the existing budget.</p> <p>Screening Criteria - combine the increased ridership you would get by extending the line to Golden! Also the reduced cost!</p> <p>Project Schedule - start a "peak period" and "special event" service onthe existing rail line within 2 years. This would help during construction by providing mitigation.</p> <p>Alternatives to evaluate - one seat service from Arvada to DIA (via Union Station).</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



Have you spoken with BNSF ? Where are they on this project?	public workshop kiosk	Aug 22 2006
EMU is my first choice, LRT second choise, no DMU! EMU combines the bestw of both - quiet, fast accellerating electric technology of LRT, but can use same track as BN freight. less space would be taken up where the second track is added (than 2 additional tracks of LRT). Also would not need to relocate BN tracks in Olde Towne which brings them very close to Flour Mill.	public workshop kiosk	Aug 22 2006
Has there been a detailed study about the bus feeder system?	public workshop kiosk	Aug 22 2006
Will you add another track (in addition to the existing BNSF track)?	public workshop kiosk	Aug 22 2006
What will the headways (train requirements) be?	public workshop kiosk	Aug 22 2006
When they do the crossing upgrades for Light Rail you must comply with quiet zone regulations.	public workshop kiosk	Aug 22 2006
At 38th street if GL uses LRt, will users be able to connect to US36 train? My understanding is no, but this is a user need, especially for students. System connectivity is important. Why is LRT perferred for the Gold Line?	public workshop kiosk	Aug 22 2006
What rail technology will be used for the Gold Line? What data will be available for this issue? When?	public workshop kiosk	Aug 22 2006
Grade separations on Wadsworth - how will rail decisions (track technology) affect this work?	public workshop kiosk	Aug 22 2006

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>1) I prefer the EMU alternative based on the cost savings and limited impact on the existing Grandview Ave. right-of- away. 2) I would like to see RTD upgrade the rail crossings at Lamar Street, allowing for a quiet zone along the lightrail right-of-way between Lamar and Wadsworth.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>Build transport around people, not people giving way to transport needs.</p> <p>Move the track south on Grandview so as to leave the street as is. Close the underused crossing between Lamar and Wadsworth</p> <p>Ensure that warning noises are warning and not just custom based on old concepts.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>While I have both business and personal involvement in this, these comments are mostly from a personal perspective since the BNSF and proposed commuter line are right across the street from my house! I am disturbed by the change in proposed alignment of the commuter track from the South to the north side of BNSF track, because in our neighborhood, there is more space for it on the south side. I have heard that location on the NOrth side will require taking part of Grandview ave. I oppose locating the line where it visually and from a noise perspective will have a significant negative impact on a neighborhood that is one of Arvada's historic and aesthetic gems. I am pleased tonight to learn that EMU technology might reduce the amount of land needed while still reducing the noise that a Diesel communter rail alternative (which I oppose strongly) would bring. So if the North alignment is necessary, I would support the EMU alternative. I would also strongly suggest that our neighborhood be designated as a quiet zone for both BNSF and commuter purposes, and that the historic nature of the Stocke-Walter Historic Distric be considered and our neighborhood residents be consulted and involved as the planning progresses.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>Some of the houses don't have foundations (only dug down 18 inches) and when trains go by now it vibrates the house (cracked windows). More trains mean more vibration.</p> <p>If light rail goes in will there be a fence and will it be historically compatible?</p> <p>North of Grandview there is high density housing. Lots of kids cross Grandview between Wadsworth and Lamar. They will need a way to get across other than the tracks when the project is built.</p> <p>If part of Grandview is taken, access for emergency vehicles needs to be preserved.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>Were subways (underground rail) look at previously as an alternative?</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>Where in the schedule is consideration of parking?</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>If BNSF won't share track/ROW, will there be property acquisitions? (Concerned about this possibility).</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>I am for FasTracks and light rail; however, I am concerned with the noise, pollution, etc. from diesel trains.</p> <p>I would appreciate it if you would consider the EMU or the Light Rail trains and not the DMU.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>We need to look at the north-south bus lines that currently exist ie. 51, 76, 31 which will cross the east-west goldline corridor. How will these connect with the Gold and West line and lines further north, as in Broomfield Park-n-ride, Westminster Park-n-ride, lines in Westminster. The transportation north and south is very important to aid commuting that is necessary for people that want to go north and south and transfer between the two lines, versus going downtown to a transfer station. Suburban to suburban transportation needs to be increased versus commuting suburban to downtown.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>I am in favor of commuter rail coming into Arvada. However, as a resident and business owner in Arvada, I am concerned about the health and safety of the people of Arvada, and its surrounding communities.</p> <p>I would like express my opinion that the DMU option not go forward. The impact of the diesel trains would be a huge negative, and I feel that the cons would outway the pros were this the option implemented.</p> <p>At first glance, the EMU option appears to be a good one, although I understand that a feasibility study must be done to consider the options.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>Purpose okay</p> <p>Need Statement should include choices should include higher density/lower vehicle use at station areas.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>By 2030 system should move toward sustainability.</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>Our house was built in 1887 with no foundation (dug down 18 inches). We are concerned about vibration if trains are closer to the house. BN trains already crack windows.</p> <p>The Brick is very soft, and we are concerned about cracks in the house.</p> <p>We are very concerned about the historical value of the house and if there is a retaining wall or other type of wall that is historically compatible.</p> <p>Safety - there is a high density apartments and children cross railroad tracks to get to school. They need a safe school crossing.</p> <p>Too much noise from crossing would like them to be upgraded to comply with quiet zone.</p> <p>If Grandview is taken for light rail (either all or just encroached on) will there still be enough easement for emergency vehicles?</p> <p>If you take Wadsworth Ditch, where will our ditch water go?</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>LRT on Gold Line has had high public support in the City of Arvada (80% approval on city survey). Also enjoyed highest ridership on LRT (consistent with above comment).</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>How often will horns blow at crossings, every time a train crosses? There is support for not having horns. What can you do about this?</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>Lane taken from Grandview will move traffic to 44th. There will be impacts to travel throughout the corridor, specifically how would this impact 44th?</p>	<p>public workshop kiosk</p>	<p>Aug 22 2006</p>
<p>LRT is what the voters voted on. LRT needs to be kept in place.</p>	<p>public workshop</p>	<p>Aug 22 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



	kiosk	
Make is useable. Denver to Boulder is a very important line for commuters and students. Be sure to make it easy for students at the Regency to get to Boulder. (Commuter rail for the Gold Line).	public workshop kiosk	Aug 22 2006
Follow the path of the existing hard rail line or I-70.	public workshop kiosk	Aug 22 2006
Commuter rail is cheaper to build.	public workshop kiosk	Aug 22 2006
EMU combines the best of both.	public workshop kiosk	Aug 22 2006
LRT works best in integraqtion with the community and neighborhoods. TOD, Less impact (noise), best service.	public workshop kiosk	Aug 22 2006
Gold Line LRT cost/productivity measure even better than southeast corridor.	public workshop kiosk	Aug 22 2006
We would like Alternative 4.	comment card	Aug 22 2006

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>In response to the brewing storm regarding LTR vs diesel train service has anyone considered the ability to run express trains during peak times to allow faster travel to downtown for games or out of downtown at peak hour. Seems like this arrangement might let you achieve the speed of the commuter trains during peak times while still providing better neighborhood access, maintaining the public's preference for LTR, and hopefully in turn saving the 38th Ave station.</p> <p>Otherwise last night was a great presentation and hopefully kicks the project off to a great start.</p> <p>Vance</p>	email	Aug 23 2006
--	-------	-------------

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>Scoping comments:</p> <p>In the "Purpose" or "Need" statements, there should be a reference to a possible Phase II of the Gold Line, and the completion of the line to Golden's CBD. Otherwise that "vision" for a complete transit line in NW Denver metro may get lost. Adding a statement like, "Envisioning an extension of the Gold Line in the future with linkages to downtown Golden."</p> <p>No matter what technology is used (LRT, EMU, DMU), study the impacts of the transit line on pedestrian access between Olde Town Arvada and the urban renewal area to the south of the Gold Line corridor (where the big box retailers are, e.g., Lowe's, Home Depot, etc.).</p> <p>Also, if EMUs and DMUs are alternatives studied in detail in the EIS, please include information on crash / fatality histories of both technologies on existing transit lines in western U.S. (which would be similar to the Gold Line). Going back 5-10 years would be an appropriate analysis.</p> <p>Please recommend ways to increase safety and mitigate / reduce / eliminate accidents / fatalities at the numerous at-grade crossings the transit line will create throughout Arvada.</p> <p>Wherever the transit line passes through a park, open space area or crosses a creek / riparian corridor, please include in the EIS inventories of wildlife species within the area and recommend mitigation measures to reduce impacts to its habitat, migration / movement corridors, and water sources.</p> <p>In meetings this fall, please describe in detail how the Gold Line project will be funded, not go over budget and still will be built due to the potential for huge shortages of base materials like steel, cement, etc. due to increased worldwide demand, e.g., China, India, etc. I would like to be assured by RTD officials that nothing will stop the Gold Line from being built within the next 10-12 years, and that funding will be there for this transit line since it will be the last FasTracks line built.</p>	<p>website</p>	<p>Aug 23 2006</p>
---	----------------	--------------------

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>Will there be "station" advisory committees or something similar (maybe according to the phases shown on scoping meeting poster boards) to provide citizen-based input on the various issues of the EIS?</p> <p>When the adjustments to the bus routes feeding the Gold Line are reviewed, please consider a new service to the Arvada Center from the Olde Town station. A shuttle that would carry transit passengers to the Center on nights of shows would allow residents from throughout the metroplex to take light rail to Olde Town Arvada and not have to worry about getting to the theater from the light rail station.</p> <p>Thank you.</p>		
<p>Why build light rail in a flood plain?</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>There are few north-south roads in Southwest Adams Co wadsworth-Sheridan-Tennyson-Lowell-Federal-Pecos. Wadsworth will have an overpass and Sheridan too. Tennyson & Lowell will be blocked most of the time pretty much making them impassable. That should be looked at. Federal is ok. Pecos will be realigned for a train underpass - losing two streets out of 6 north-south roads and will tie up traffic worse than it is now.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



I prefer the commuter and EMU option - less property impact.	public workshop kiosk	Aug 23 2006
Olde Towne parking?	public workshop kiosk	Aug 23 2006
Alter the rail for the town, not the town for the rail.	public workshop kiosk	Aug 23 2006
Use CRT - existing track	public workshop kiosk	Aug 23 2006
When buildingjg the light rail over bridge over Wadsworth bypass upgrade the crossings to comply with quiet zone regulations.	public workshop kiosk	Aug 23 2006
Relocate BNSF tracks from Sheridan to the south west to Wadsworth	public workshop kiosk	Aug 23 2006
No high density housing in Olde Towne or historic neighborhood east on Grandview.	public workshop kiosk	Aug 23 2006
Noise Noise Noise	public workshop kiosk	Aug 23 2006
our 20 acres at 56th and Sheridan undeveloped and zoned industrial.	public workshop kiosk	Aug 23 2006
add to mailing list	public workshop kiosk	Aug 23 2006
I am extremely interested in any property acquisitions or impact that may affect the address listed above.	public workshop kiosk	Aug 23 2006

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



why so close to the Flour Mill lofts?	public workshop kiosk	Aug 23 2006
There is so much open space here (Kipling at rail) that you should have a lot of flexibility to design a nice stop.	public workshop kiosk	Aug 23 2006
Concern is if adding more tracks what happens with vibration to my historical home(Olde Towne).	public workshop kiosk	Aug 23 2006
If you take too much of Grandview the fire trucks will not be able to get in safely (Olde Towne)	public workshop kiosk	Aug 23 2006
Crossing for children going to elementary school (Olde Towne)	public workshop kiosk	Aug 23 2006
Some homes do not have foundations on homes. They are dug down 18 inches and the brick is laid. Home is 1887.	public workshop kiosk	Aug 23 2006
Protect this historic neighborhood and don't reduce the width of Grandview!	public workshop kiosk	Aug 23 2006
Close crossing (east of Lamar)	public workshop kiosk	Aug 23 2006
would like to use existing tracks rather than build new ones (Ralston Road)	public workshop kiosk	Aug 23 2006
Put light rail on south side of tracks from Sheridan West. Build a crossing bridge from North side at Sheridan because of ditch rights.	public workshop kiosk	Aug 23 2006
Upgrade crossings in Arvada to meet quiet zone regulations.	public workshop kiosk	Aug 23 2006

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>Don't block view on Grandview with safety fences from Lamar to Old Wadsworth.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>I am very excited to have FasTracks in my area. I have 2 comments. I own a Real Estate Company and happen to know that many of the homes around 45th and Jason have been rezoned industrial. This makes it hard for them to sell as residential homes even though they are grandfathered in, for the reason that the buyer's lender can not insure the home as it can not be rebuilt as a residence. I say this because right of way will be difficult at the 38th and Inca cross section and perhaps the homeowners to the north would welcome the sale. My second note would be that (having worked for the city of Arvada) tax revenue becomes a very competitive issue. Consider that the placement of the station will result in a commerce center and consider that there are many areas in "Arvada" that are unincorporated, it would seem then, favorable to keep the commerce centers in incorporated areas. Lastly I hope that there are safe walkways for the children who will be biking and walking to the lightrail. Walking down the side of Sheridan or Wadsworth or 38th would not be an option for my children in present condition. However, if safe and weather sheltering walkways were available it would be terrific!</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>Want light rail station on NW side of Denver. Would increase property value and help congestion. Renaissance for the community. Noise might be a factor at the rail stop.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>I think it would be wise to use the EMU technology rather than the diesel option. For air quality issues, noise issues, as well as future fuel cost.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>I think it is critical that ALL stations be engineered and configured to accommodate bicycles and pedestrians. This will relieve the strain for parking and encourage ridership from a broader population. Bike parking as well as safe trails/paths should be considered. Thank you.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>the Gold line to Boulder must have a stop at Pecos. It would be a time save for comuters on the north side to not have to double back to Union Station. Plus, the beffitt of the proposed stop for the Rigis Student Housing--remember how hard it was to get to class on time ... Lets make the omute easy and convenient.</p> <p>thank you _Stephen</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>I like the 38th street station to be south of 38th and on the west side (more convenient for neighborhood). Also consider an additional stop at 46th - there is a walk over bridge to Globeville.</p> <p>Get it done!</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>I am very much in favor of light rail. I have used the existing light rail and find it to be a very clean and quiet mode. I voted for the Fast Tracks ballot question because I want to see the light rail expanded to the west and north metro areas. My tax dollars have been used to pay for amenities for Denver and southern metro area long enough. It is now time for the west area to see their tax dollars give them a better transit system.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>It is imperative to the success of the fasTracks program that the 38th and Inca stop makes Boulder train accessable to REGENCY students, Highland and Sunnyside Commuters. If that means using Commercial Rail for the Gold Line than do it! From my limited research there are NO advantages of using Light rail over Commercial Rail for the Gold Line. Light rail will only hamper the useability of the Boulder Train / and Commercial line is Cheaper (right?) The Boulder line carries more commuters and people and its useability MUST trump any 'brand name' preferance for the Gold line.</p> <p>thanks!</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>I think each station should have a "circulator" bus service that will serve the neighborhood/area within a 2 mile radius. It would be a shame if this line was only a tour of the areas park-n-rides.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>In regards to the 38th and Inca: If that station could have a train/light rail system that went directly out to Boulder, it would benefit the Regency Student population along with the neighborhood. In addition, I would like to ask, when is the project time line on this project? Will it be up and running in the next 5 years? At least! Thanks</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>I would like to comment on the proposed stop at 38th and Inca for the Boulder Gold Line. As a resident of NW Denver I feel strongly that there should be a stop at this location that will connect directly with Boulder.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>Go for it! The more Public Transportation the better!</p>	<p>comment card</p>	<p>Aug 23 2006</p>
<p>Want to know at Pecos Street are they going to build the underpass or overpass before rail goes in? Are you going to have adequate parking (BUILDINGS)?</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>Aligning rail down 38th ave will revitalize these neighborhoods, support sustainable land use, and increase ridership. Please study this option from many different standpoints.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>RTD needs to develop a good relationship with mainline railroads (UJPRR & BNSF) or the FasTracks will crash and burn! The GL alignment along railroad is most easily facilitated but you must give thought to rail service in the NW area, perhaps 44th Avenue.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>I'd like to see strong reconsideration of an alignment on 36th Ave. or 44th. Old world cities were able to grow up around their public transit systems. We unfortunately have to insert public transit somewhat after the fact. Though there will undoubtedly be some resistance to a corridor through older neighborhoods, I believe in the long-run, these neighborhoods will have a great improvement in their quality of life with close, convenient rapid transit. I'm unlikely to use the Gold Line if it follows the current PA. It's just too far north</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>I live in the West Highland neighborhood and commute to Boulder daily weekdays. I very much miss the "unofficial" Park and Ride option that used to exist at 16th near the Amato statuary shop where I was able to catch the Boulder Express. Since that stop has been deleted, I now drive to the Westminster Park and Ride to catch the local to downtown Boulder...a more time intensive and costly option for me, but still a savings rather than driving to Boulder myself.</p> <p>I am hopeful that the commuter line to Boulder may work out so that I can park and ride from the Inca/38th station and ride directly to Boulder.</p> <p>1) If a station is created at Inca/38th, will it be a park and ride facility? (Why is there no park and ride express option from Denver to Boulder anyway?)</p> <p>2) If a commuter line does become an option to Boulder, where will it arrive in Boulder? Would there be stops along the way or would it be an "express" type service?</p> <p>Thanks for considering my input and questions.</p> <p>Greg</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>Please read the Joint Goals Statement for the 38th & Inca Rail TOD produced by Sunnyside, Globeville, and Highland in 2005. Please read the HUNI PCD letter to fastracks dated 27 July 06 regarding transit positions. Frequent access both directions between 38th & Inca and Union Station is important. Access to the NW Corridor Line without having to go south is important. Treating 38th & Inca as a TOD with a park and ride or kiss and ride is important.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>Three vehicle types - DMU, EMU, LRT - are there significant noise or speed issues?</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



Will light rail have an impact on safety and crime?	public workshop kiosk	Aug 23 2006
POssibility of incorporating wind generated electricity for rail system at various points along route. i.e. self-supporting power and clean. Other considerations: traffic congestion around the rail stations. Perhaps disperse bus hubs instead of having them all depart from Olde Towne. If there enough room at the other stations and roads for traffic and parking - Sheridan, Ward. Arvada Ridge	public workshop kiosk	Aug 23 2006
Make all transit bike friendly! Include places in train cars to put bikes. This will greatly improve access to the rail. Current light rail makes people stand and hold bikes in swaying vehicle. Need hooks!	public workshop kiosk	Aug 23 2006
I vote for access from 38th Ave. to the Boulder trains. I work in BOulder and live at 33rd and Alcott. I would ride my bicycle to the 38th St. station; or walk; or bus. I don't care if it's light rail or CRT, just that there's a stop in northwest Denver for the Boulder trains.	public workshop kiosk	Aug 23 2006
Will people in the northwest Denver neighborhoods need to go INTO DUS (downtown Denver) on Goldline to then ride the train up to Boulder on the northwest corridor line? Is this technology dependent? How important is getting those in Northwest Denver to Boulder?	public workshop kiosk	Aug 23 2006
Is thought being put into tickets, spevidically how they will be used ona system level? Corridor to corridor? What is the cost difference between LRT and EMU?	public workshop kiosk	Aug 23 2006

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>After hearing high-level comments about the MIS at this evening's scoping meeting (8/23), my comments are related to access and equity. It seems that keeping the route along the BNSF rail line hinders access to residents of Northwest Denver. I believe that underserved populations, who don't have access to cars for park and ride options (or folks who choose not to use cars for environmental reasons), will be less than likely to take advantage of bus service going that far north in order to get into downtown or to any other of the far-end destinations. I understand that the previously considered options of sending the line down 38th Ave, 44th Ave or the middle of I-70 were taken off the table due to impacts to communities and/or to current commuter routes. An alternative I would suggest to be taken into consideration would be to run the line north from the 38th St station to just south of I-70 and to run the line just along the south side of I-70 where there is now a kind of frontage side street; or perhaps to keep the frontage street (I believe it's 48th?) and to run the light rail line between the frontage street and the wall along the side of I-70. This would require much more convenient and accessible for residents of northwest Denver to access the system without having a major impact on traffic and commercial corridors in the same area. Thanks...we're excited about this happening!!</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>The north/south positioning of the 38th & Inca station is of great importance to both the Sunnyside and the Highland neighborhoods. There is a lot of new high-density residential development and commercial activity occurring in Highland which would greatly benefit from the station being located either on the south side of 38th Avenue or OVER 38th Avenue, similar to the Wadsworth Station. The brilliance of the Wadsworth Station is that it provides full access from both sides of a dangerous arterial (for pedestrians) and treats both neighborhoods equally. Since, I'm sure, the City of Denver and RTD must address the 38th Avenue underpass (and the drainage issues) as well as the train bridges spanning 38th, I think it would be a fantastic solution to many problems to consider building the station over 38th.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>This is a follow-up to earlier comment on bikes: I do like CRT more than LRT because it would provide more room for transporting bikes. Bikes on transit can be a big generator of demand for transit. The combination makes transit work so much better than if you have to walk or take a bus to get to rail.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>If DMU or EMU is used will any stations be eliminated from teh Goldline? (because commuter rail needs greater spacing between stations for acceleration and deceleration)</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>First, I wouldl like to compliment you onthe professional & instructive presentations. Boththis meeting and another I attended for the line to Golden were very good. I am in support of the 38th street station serving both the line to Arvada and the line to Boulder. I realize the terminal challenge but it seems this could be overcome either by technology choice or station design. Also for those of us on new to the area, I think having another line going to Golden (the city) created a bit of confusion.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>You should give good consideration to the 38th St. alternative. Although there would obviously be public opposition, the long run benefit would greatly outweigh the short-term pain. Yes, it would require condemnation of properties and/or reduction in car lanes. But it would tremendously revitalize what is now a run-down neighborhood. 38th St. is nothing for us to be proud of. Yes, there are some very good businesses along it, such as the security door maker from whom I just bought an expensive door. But long term benefit of rail down that corridor would be huge. It would be hard to sell the public and officials on this because it takes vision. It will be a challenge to you planners to effectively state the vision of a revitalized neighborhood 20 years down the road. It definitely would make the land much more valuable.</p> <p>That said, my priority remains that there be a northwest Denver stop for the Boulder trains. I think you could probably accomplish both that and a 38th St. alignment.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>Can you talk about the "art and science" of ridership travel demand forecasting, as these numbers seem to vary in different points in time? Do you have the travel demand numbers for the Goldline yet?</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>In the six years since the MIS, thinking has changed about the impacts of LRT on a neighborhood level - rail service used to be less desirable. What opportunity is there to provide input to add another station? We in northwest Denver would like to consider this particularly in relation to the technology issues. Can DMUs use biodiesel?</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>Explore Fox Street instead of Inca. there is immense opportunity on 46 & Fox. I would like not to go downtown to go north, north east or north west. I would like not to have to use bus/combo.</p> <p>Consider light rail near high schools public and private.</p> <p>I prefer light rail on its own tracks.</p> <p>Why not underground (we have some cold months) for the stations?</p> <p>I would advise having a consultant with experience in older cities like Boston, Chicago or NYC so that you can skip making mistakes that have been made. For example - "Big Dig" Boston.</p> <p>Diesel seems like a non sophisticated option. Electric? What about solar hybrid? China is using magnets!</p> <p>Could the rail pass Ward head south and connect with Colfax line and increase ridership and time efficiency.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>Do diesel units pollute (emissions) more than electrical units? Would this then be a trade off to the visual impacts of electric units?</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>I feel that the northwest neighborhood station at 38th and Inca need to connect directly to the Boulder corridor. For northwest Denver having light rail on 38th and 44th would be a more desirable route than north of 76. What about light rail from particular road to parker road to speer to downtown?</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>I have lived in North Denver for 24 years and have seen huge demographic changes, especially in the past 5-10 years. I firmly believe that the alignments along major arterials through North Denver must be reopened for public debate, and that an entirely different result will emerge. Now that Fastracks has passed and we have several rail lines to ride and experience, I think there are far more people who would welcome a rail line through our neighborhood than before.</p> <p>Please consider this route: head north from the 38th & Inca Station, turn west on 46th Avenue all the way to Sheridan. The lines could be coupled on 44th and 46th if necessary. At Sheridan the lines could curve south around Lakeside Amusement Park, joining together on 44th Avenue, heading west to Harlan or Ward from there.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>I'd like to see the LRT and EMU alternatives explored. I think the ability to catch trains to either Arvada or boulder at the Inca station to be the most attractive option, therefore, I find EMU to be preferable.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>The current candidate for alignment almost completely ignores NW Denver with a single stop (38th/Inca). which isn't intended to include a Park-n-Ride facility. This is unacceptable if residents of the area are expected to help pay for it.</p> <p>DMU is an unacceptable technology given its environmental impact.</p> <p>EMU is an excellent alternative and would provide (as opposed to Light Rail) the potential to share the 38th/Inca station with the Boulder/US 36b line. and also share some track.</p> <p>NW Denver residents need direct access to Boulder, which requires both a stop at the 38th/Inca station (or an additional Denver station) and Park-N-Ride facilities there.</p> <p>Keeping commuter rail technology consistent across the system will reduce the need for redundant maintenance facilities. So, Light Rail isn't a great option for the Gold Line (facility is far away).</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>I am mostly interested in keeping the potential corridor alignments of 38th and/or 44th Avenues in consideration as would be most convenient for most people (38 bus is very busy!) Was 52nd considered? I would prefer the DMU technology, especially if new bio-diesel can be used. I prefer commuter rail option so easier to transfer connect to US 36 and Boulder rail, less new ROW and tracks needed and DMU for no overhead wires.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>Display Board - No way does Downtown have 20-50% low income!</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>
<p>Given the existence of existing lines, I believe the preferred technology should be EMU. Hopefully, this will also allow for a commuter rail station at 38th that would connect the line to Boulder.</p>	<p>public workshop kiosk</p>	<p>Aug 23 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



The station planned for 38th Avenue should be: A commuter rail station that connects to the Boulder line, and it should be on the west side of the tracks and, the station should have a pedestrian bridge that crosses over 38th Avenue and, finally, should connect to the park area being developed along the Platte River to downtown.	public workshop kiosk	Aug 23 2006
Need connection and cross platform for connection towards Boulder via NW corridor (Pecos at rail)	public workshop kiosk	Aug 23 2006
This area is an important future TOD (39th at Fox)	public workshop kiosk	Aug 23 2006
Need easy and frequent two way access between 38th & Inca and Union Station (DUS)	public workshop kiosk	Aug 23 2006
Need park nad raide at 38th/Inca stop so that Denver residents can go downtown (I-25 & rail)	public workshop kiosk	Aug 23 2006
need more stops in the city of Denver (38th/Navajo)	public workshop kiosk	Aug 23 2006
Many Sunnyside and Highland residents commute to Boulder via public transit. Need direct way to go north on NW rail without first going to Union Station (38th/.Navajo)	public workshop kiosk	Aug 23 2006
Light rail is really the only reasonably alternative. I strongly urge you to form and work closely with a citizen's advisory board. That kind of collaborative process is critical for a successful implementation of today's projects.	comment card	Aug 23 2006
Looks very interesting! Sure would appreciate a more detailed map.	comment card	Aug 23 2006

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>I have heard that RTD is open to revisiting the placement of the Goldline so that it would run on either 46th, 44th, or 38th Avenue through northwest Denver. I recall that there was strong opposition to this proposal when the plan was originally discussed. I hope that this is not being considered, because it would have a devastating impact on the neighborhood. Can you let me know if this is in fact being considered? Thanks you.</p>	<p>website</p>	<p>Aug 23 2006</p>
<p>Is Balsam Street getting closed off on both sides of the tracks and are you putting up a sound wall like on S. I-25?</p>	<p>comment card</p>	<p>Aug 23 2006</p>
<p>Chugga chugga chugga! Get this line in ASAP and watch the hood (gentrify). I love it and will do what I can to help.</p>	<p>comment card</p>	<p>Aug 23 2006</p>
<p>We attended the Public Scoping Meeting in Highland last night. We were very disappointed to discover that the proposed route does not include Stations to serve residents of the Highland neighborhood, nor does it include Regis University. We strongly agree with the gentleman who raised concerns that the decision to avoid 38th Ave were made on studies completed in 2000. We moved into Highlands Potter in October 2002 & it has changed so much since we have been here- we are question who 2000 data is valid. We had hoped to see a station that would allow us to get to Union Station WITHOUT DRIVING.</p> <p>Thank you. Marc & Laura</p>	<p>website</p>	<p>Aug 24 2006</p>
<p>RE Fast Tracks - Light Rail I am writing to let you know that I would like to see light rail go through NW Denver. I live near 38th and Federal and understand that the closest stop will be on I-25 and Inca. Please consider this as you make your plans.</p> <p>Cheryl</p>	<p>email</p>	<p>Aug 24 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>Gold Line Input</p> <p>As a northwest Denver resident, I would like to provide input for the Gold Line project. Although I know that there is a plan drawn up, I ask you to reconsider the proposed route to include the Highlands, West Highlands and Berkeley neighborhoods. West 38th Avenue is a busy thoroughfare that many Denver and Jeffco residents use as a commuter street already. It would be great to add a light rail to the commuter options for the surrounding communities. Also, the potential for redevelopment along W. 38th would ensure the economic benefits would come to an already-established urban area, rather than creating more sprawl.</p> <p>I urge you to include more of the NW Denver area in the Gold Line plan.</p> <p>Jenny</p>	email	Aug 24 2006
<p>Please make 38th & Inca into a dense active TOD! The "Fox Street Neighborhood" north of 38th ave will be a great redevelopment area for office space, artist studios, light industrial, and residential mixed use. This area will need frequent two way connections all day long in both directions -- to Boulder and Denver primarily, and to Arvada secondarily. Please share my comments with the Northwest Corridor or US 36 EIS.</p>	website	Aug 24 2006

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>Highland, Sunnyside, and Globeville comments</p> <p>Dear Gold Line EIS team:</p> <p>Thank you for your public meeting in North Denver last night (8/23/06)!</p> <p>Please incorporate attached feedback and refer to these as past planning efforts. This work was done over the past two years by neighborhoods near the 38th & Inca Rail station.</p> <p>Thank you,</p> <p>Michael Highland United Neighbors Inc Planning and Community Development Committee</p> <p><i>Note: This comment contained two lengthy attachments. To request copies of the files, please email info@rtdgoldline.com.</i></p>	<p>email</p>	<p>Aug 24 2006</p>
<p>fasTracks on 38th</p> <p>Hello, My name is Kyle +++++. I have lived in Highland for 12 years and I am opening a business here in the fall of 2006 as well. I would love to see a FasTracks line on 38th ave. I think the biggest concerns of the neighborhood deal with eminent domain. We would hate to see anyone displaced. Thanks for your consideration. Kyle</p>	<p>email</p>	<p>Aug 24 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>FasTracks Gold Line I live in NW Denver, 36th and Osage. I would, we would love Gold Line through our area. Please consider coming through 38th or 44th. We who live in the neighborhood will support the efforts.</p> <p>Thank you, Pamela</p>	email	Aug 24 2006
Please don't get rid of the Arvada Olde Town movie theater!	comment card	Aug 24 2006
Concerned about property acquisitions and traffic flow at the end of line station.	phone	Aug 24 2006
<p>change the route This route looks like it was created by NIMBY activists not transportation planners. Why doesn't this line follow existing right of ways such as I-70, 44th Ave or 38th?</p> <p>Can we get this "line" straightened out?</p> <p>-- Phil Life is a picnic, but someone has to make the sandwiches.</p>	email	Aug 24 2006
We need more frequent bus service between Highland and Union Station. Do not reduce our bus service as part of the Gold Line transit planning.	comment card	Aug 24 2006
Thank you - please keep me updated.	comment card	Aug 24 2006
I hope something can be done about the ridiculous horns/noise these trains are making these days. Completely unnecessary with barricades.	comment card	Aug 24 2006

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>To Whom it May Concern:</p> <p>I live on 46th Avenue near Federal and I would very much like to have the RTD project come closer to my neighborhood. I teach at the University downtown and am a single family. I am sure there are many others in my neighborhood that would prefer to jump on the light rail rather than clogging up the roads with single family cars. With a light rail in my neighborhood I would virtually never have to use a car except for long distances.</p> <p>I think 44th Avenue would be a good choice for the rail.</p> <p>Thank you,</p> <p>Elizabeth</p>	email	Aug 24 2006
---	-------	-------------

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>Gold Line To NW Denver</p> <p>To the RTD committee</p> <p>I love the idea and practicality of light rail and my only disappointment is that it will not connect NW Denver and specifically the Highlands area to the system. There must be a variety of reasons you have chosen the route you did, but I urge you to consider relocating, bringing the line farther west and closer to the heart of the Highlands area. As you know, this area has some of the most sought after neighborhoods in which to live. The urban fabric is rich with commuters, popular shopping districts, and forward-thinking redevelopment. To by-pass this area would be unfortunate.</p> <p>Thank you</p> <p>Bill</p>	<p>email</p>	<p>Aug 24 2006</p>
<p>Build it now! We have waited long enough for even minimum improvement in the western corridor.</p>	<p>comment card</p>	<p>Aug 24 2006</p>
<p>Ed owns an apartment at the ++++++ Apartment complex on Field St. and 54th near the BNSF alignment. He is wondering what sort of noise impacts the Gold Line will have.</p>	<p>phone</p>	<p>Aug 25 2006</p>

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



<p>Fastracks This email is to input some feedback on future proposed light rail routes. I have been living in the NW area of Denver for the past 20 years and have observed the changes over this period. There are many pockets of vast development around here. A light rail system that ran through NW Denver parallel to 38th somewhere would be used by everyone in the area and would cut back on traffic and would fit the development picture that is now obvious to this area. This is an important area to consider for any future transportation plans and I would highly recommend consideration for a fastracks in this area.</p> <p>Sincerely, John</p>	email	Aug 25 2006
<p>I stongly desire a citizen advisory committee of people living in the corridor. We do not want heavy locomotive-type engines (deisel or electric)- we want lightrail on separate tracks from freight trains.</p>	comment card	Aug 26 2006
<p>Electric!! Gas is expensive, noisy and dirty. It's common sense!!</p>	comment card	Aug 29 2006
<p>We live in the general area of the gold line, we were wondering if we were going to have to move in the near futre.We have a lot of animals and a rescue so we would need enough time to find a place.</p>	website	Aug 30 2006
<p>Light Rail Is there any way to incorporate bike stalls on / in the rail cars? Otherwise how about this for a simple and cheap fix: allow / request that bikes fold up the ADA seats (obviously disabled / seniors would get priority...) and store the bikes there instead of clogging up the doorway / steps? I must admit that the fact that I can take the bike on the train is FANTASTIC...I'm just trying to figure out a way to minimize the confusion when I'm taking up prime real estate at the door...and maybe get to sit once in a while!</p> <p>Vance</p>	email	Aug 30 2006

GOLD LINE PUBLIC COMMENTS

AUGUST 1-31, 2006



Like to know what's going on.	comment card	Aug 31 2006
-------------------------------	--------------	-------------