

GOLD LINE PUBLIC COMMENTS

DECEMBER 1-31, 2006



Comment	Date Captured	Source
<p>Comments on Gold line I would like to show support for moving the Gold line back to the 38th or 44th area.</p> <p>I just moved to th 44th and Tennyson area and am excited about all the development, but the one thing that is missing is the light rail. With the redevelopment of the old elitches, I think this would be a much better place for the line. I fully support it coming through this neighborhood.</p> <p>I hope that you reconsider the placement of this line.</p> <p>Thank you</p> <p>Stephen *****</p>	December 2, 2006	email
<p>I prefer 6DD -----</p>	December 2, 2006	email
<p>(2) issues:(1) We currently have our house up for sale which is along one of the proposed routes(6DD). Our home is essentially blacklisted the longer the selection process takes. How long would it be before a Goldline route is selected?</p> <p>(2) If the 6DD Alternate is selected; would the project purchase the entire property, or just the footage that is enchroched upon?</p>	December 4, 2006	website
<p>I love the 38th & Harlan PLAN either trolley or lightrail - we need lightrail gold line to energ development in EAST Wheat Ridge.</p>	December 4, 2006	comment card
<p>I support Alt. 6DD. Thank you.</p>	December 4, 2006	website
<p>Street car, street car, street car.</p> <p>Thanks,</p> <p>Jeff *****</p>	December 4, 2006	email
<p>We love all of the ideas! We lean most towards the 6DD plan.</p>	December 4, 2006	comment card

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Will this effect the **** Bldg **** Yarrow Arvada CO 80002	December 4, 2006	comment card
Hi, my name is Barry **. I'm calling on behalf of the Inspiration Point Neighborhood Association. We are a group of Denver residents. We live in the area basically between 48th Ave. on the south, 52nd on the north, from Sheridan on the east, and to Harlan and Clear Creek basically on the west. We of course have an interest in the Gold Line Corridor and specifically 3 of the alternatives which would basically come close to, or go along borders to, our neighborhood, along Sheridan and Harlan. I'd like to get some more information about some specifics concerning any details about planning for the Gold Line beyond what is already available on the website, and we possibly may want to invite a representative to come to our next quarterly membership meeting in January. So please give me a call. I'm at **-*-*-****, again **-*-*-****. My name in Barry ****. Hope to talk to someone soon.	December 5, 2006	phone
I don't understand why an additional form of mass transit will be added on 38th Ave, when there already is a route on Bus #38.	December 5, 2006	comment card
I prefer the Ralston street car alignment	December 7, 2006	email
To preserve integrity of historic neighborhood on Grandview I want alignment 6DD	December 8, 2006	email
My vote....alignment 6DD	December 11, 2006	email
I just read this article that was from Wheat Ridge here, and if that Gold Line just comes up to this one street here in Wheat Ridge, why, and then goes up North, what good for the rest of it -- from that street clear out to Youngfield due on 38th. It just stops on Harlan and then it goes North. I think it's lousy. 26 million dollars a mile is that for the whole thing or is that just for Wheat Ridge? I think it shouldn't be built. Thank you.	December 12, 2006	phone
I prefer alignment 6DD	December 13, 2006	email

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<p>Thank you for your response Megan. I hope that you will take one more suggestion. Due to the lack of clarity in the maps that you provide on your handouts and mailers, I am not sure that everyone who could perceptively have Streetcar service in front of their house know. What it took me to understand where that streetcar proposal was going was taking your directions and opening google earth to actually make the map. I think that it is a little disingenuous to compare THIS: With THIS: Especially when your maps for the other three options are ALMOST IDENTICAL in how they look through and West of Old Town Arvada. What I would suggest is giving a more accurate map to those people who may have Street Cars In their front yard, or affecting the parking in front of their house. Please do respond, I do hope that you work hard to ensure that those most affected by the streetcar option do know how they may be affected including the parents of students at Lawrence Elementary (where your proposed streetcar runs right in front of the entrance). Thank you for your response. Danny ***** ***_**_*_**** ***** Grandview Ave.</p> <p><i>Note: This comment included image attachments that cannot be displayed in the PDF file.</i></p>	<p>December 13, 2006</p>	<p>email</p>
<p>Alignment 6DD...Yes</p>	<p>December 14, 2006</p>	<p>email</p>

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<p>Andy **** spoke with Paul on the phone on 12/18/06. He is supportive of Alternative 3 but expressed three main concerns with the alternate alignments: * Impact of parking loss on local business - I let him know we are conducting a parking analysis now. His main concern is the impact of parking on small businesses that have no parking as well as how the loss of parking on 38th would impact parking on side streets. * Loss of turn lane and/or one-way each direction on 38th – I let him know we're updating cross sections in an effort to accommodate 4 travel lanes and a turn lane. He mentioned that delivery trucks (Coors, FedEx, UPS, etc.) park in the turn lane to make deliveries. He's worried that these trucks will be forced to park and backtrack to 38th on neighborhood streets. * Railroad Update – He wants an update (more detailed than simply stating that negotiations are ongoing) on the railroad negotiations at the next public meeting.</p>	<p>December 18, 2006</p>	<p>phone</p>
<p>I am really concerned about the idea of having a parallel bike facility next to the tracks. I have not been impressed with the way that bicyclists have conducted themselves in the transportation space including not obeying signs and signals and not following the rules of the road. In Europe bikes are part of the transportation system and they follow the rules just like other vehicles. I am worried about safety when the bikes and trains are so close together. However, I do see great potential for the bike as a transportation mode w/ perpendicular access to the train stations. One of the shortcomings of the information presented so far for Gold Line is the lack of accommodation for bikes on the trains. The current LRT cars don't accommodate bikes well. We need to reinforce inter modal connections to make the whole system work. Europe has good accommodations for bikes on trains. Perhaps we could learn from their experience.</p>	<p>December 18, 2006</p>	<p>phone</p>

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<p>Thanks for the presentation to the Arvada GLAC meeting last week. With the project in front of us today we need to focus on staying in the BN alignment with EMU's for a good suburban type service. The solution for the alignment has to be finding a way to work with the BN to be parallel to their alignment. The other alignments are no good for suburban service. They are, however, good for urban type service. We should do good planning on the alternate alignments and keep that work for a potential Phase II project. I am concerned that all the work that is going into these alternate alignments will be wasted. Gold Line is a suburban type service and a quick trip to DUS. The alternate alignments discourage this quick connection. There should be an extension at some future time to Golden but not in this project. There should be physical track connections between Gold Line, Northwest Rail, I-70 East, and North Metro for passenger service. We should install the necessary track to move equipment and people between these lines.</p>	<p>December 18, 2006</p>	<p>phone</p>
<p>Alternative 7BB Comment I am a long time resident of Highland. I look favorably on running rail on 38th Ave. In particular, I look favorably on alternative 7BB. In my opinion, if rail runs on 38th Ave, the important goals for North Denver are: 1) Take this as an opportunity to IMPROVE the pedestrian and mixed-use character of 38th Ave. 2) Increase the amount of on-street parking along 38th Ave in order to sustain mixed-use and retail and improve the pedestrian character of the sidewalk. 3) Reduce the number of travel lanes to one each way if necessary. 4) Maximize the number of stations within historic neighborhoods of North Denver, to revitalize these neighborhoods, increase ridership, and reduce car usage. 5) Coordinate rail with zoning so that mixed use redevelopment can occur along these corridors. 6) If possible, reduce the control of CDOT on this corridor and make it a city street. Michael ***** Highland United Neighbors Inc. Planning and Community Development Committee (PCD) Michael ***** ***** Navajo Street Denver, CO 80211</p>	<p>December 19, 2006</p>	<p>email</p>

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<p>I support the Gold Line alternatives along 38th - especially 7BB Option 2, because of the proposed station locations. I live at 41st & Julian and would really like to have walking-distance access to light rail or street car. Thanks.</p>	<p>December 19, 2006</p>	<p>website</p>
<p>Gold Line Alternatives Hi. I would like to make a few comments on the current alternatives for the Light Rail. Personally, I like Alt 3 with the electric commuter rail best. It is the closest to that which was first advertised and I believe is the most clear-cut alternative. In my opinion, light rail is for the suburbs, not local routes. However, I think it would be good to have enhanced bus service to the interior portions of northwest Denver into downtown or to the light rail stops. Regarding Alt. 6DD or 6G, I think a light rail line down 38th would be OK (I live approximately 42nd and Osceola). But I think it would be best to keep 38th four lanes like it is now. I like the idea of turning the light rail at Harlan, but I think it would probably really negatively impact the neighborhood there until you get to 44th. I don't know much about the route west of there. I am opposed to Alt. 7BB with the streetcar. In my opinion, it would be better to just ramp up the bus service. I don't see how the streetcar would be an improvement compared to busses, since the busses are more flexible in terms of schedule, route, maintenance, and they don't need anything specialized. I think you guys are doing a really good job keeping the public informed. I am glad I have an easy and convenient way to provide my comments. Keep up the good work. Linda *****</p>	<p>December 20, 2006</p>	<p>email</p>
<p>I am in favor of option Alt. 6DD 38th and Sheridan- that route I think is the best- I have no opinion on the type of rail/train/etc..</p>	<p>December 20, 2006</p>	<p>comment card</p>
<p>Please consider using the most efficient and least polluting trains.</p>	<p>December 20, 2006</p>	<p>comment card</p>
<p>Will 16th St shuttle extend to Union Station? Will part of streets be utilized? Will 2 tracks be side by side or across street?</p>	<p>December 20, 2006</p>	<p>comment card</p>

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<p>High speed vs light rail Having lived in Europe for the past 8 years and living in Asia now, I wonder why Denver has not taken the time to explore HOW the different types of rail services. That is "high speed" for longer distances and "light rail" for local service. Seems like Denver is using "light rail" for everything. Parker Road to Union Station is definitely a longer distance!!! Driving a car to Alameda station is faster than taking light rail. ----- Bill of *****</p>	<p>December 21, 2006</p>	<p>email</p>
<p>the table I hope you will find this useful and put some form of it on the website.</p>	<p>December 26, 2006</p>	<p>email</p>
<p>routes? On the December 2006 FastTracks it appears the 6DD and 6G routes are switched. Dick ***** Wheat Ridge, CO</p>	<p>December 27, 2006</p>	<p>email</p>
<p>I just received my first order of car bumper stickers that say "Don't let RTD go on W. 38th ave." The first batch is 100 and they have large blue lettering with a white background. There are another 100 being printed. Also as soon as this snow clears I will be delivering flyers with phone numbers, e-mails, addresses and names of all local politicians and RTD members urging people to call and protest this route. I will list why I am against it and how people can order bumper stickers that I will deliver to them at cost (actually I will take a hit but I don't mind). And I will be walking the neighborhoods from Wheat Ridge to old Northwest Denver and urge people to be active and involved. I will let them know that I voted for RTD but when the vote came it was the Railroad route that was being pitched by you guys not 38th. I feel this is a bait and switch tactic. And I hate it. I sent Rick Garcia, my councilman a three page letter and gave him two bumper stickers to let him know I won't let up and that the anti- Wal-Mart campaign against going in at old Elitch Gardens will look mild compared to what I will wage this time. You can take that to the bank! And I will so phrase the flyers that I will make it inescapable that our politicians will have no choice as to who they are serving-the money people or us their constituents. I am a retired manager from Public Service (I don't like to say Xcel). It isn't personal but I won't budge. Hope you had a Merry Christmas and have a great New Year!</p>	<p>December 28, 2006</p>	<p>email</p>

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<p>Comment - alternatives We would like to take this time to voice our opinion on the proposed Goldline alternatives that are to run through North Denver and Arvada. After studying the alternatives, we would like to see Alternative 6DD - the light rail Sheridan / Ridge. This alternative seems to be the one most beneficial to the community and to RTD in terms of cost and ridership. Please take our opinion into consideration when making your decision. Thanks for your time. Jim and Sandy **** ** Utica St. Denver 80212</p>	<p>December 30, 2006</p>	<p>email</p>
<p>Concerning the Goldline project I have a question concerning this project. Will the Bus Route 38 and Route 44 be going away once this is approved and built? My concern about this is, I do not drive and I depend completely on the bus system. I live between 38th and 44th on Newland and these two buses are my lifelines for my doctors who are on 38th and 44th and also to get me to work at **** Broadway. Thank you in advance for your response. Karen *****</p>	<p>December 30, 2006</p>	<p>email</p>
<p>Goldline Alternates RTD Gold Line Team, As a North Denver resident it is with great interest that I have been reading about the plan to bring light rail to our neighborhood. After reviewing the alternatives I feel that any of the three versions that follow 38th Avenue would be in the best interests of Northwest Denver. I feel that using the existing rail corridor would detract from the redevelopment of the entire 38th Avenue area which includes Tennyson Street, Highlands Square, Potter Highlands and 38th Street proper. By bringing light rail along 38th Street a much needed boost to our up-and-coming neighborhood would continue to spur on re-development and help with the existing transportation needs. Thank you so much for your consideration of my comments. Respectfully, Tom **** ** Julian Street Denver, CO 80211</p>	<p>December 30, 2006</p>	<p>email</p>

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<p>I think that 6DD provides the best transit service to the community. The alignments in the RR corridors miss a significant portion of the city. I think that contrary to many comments posted on the website, that LRT down 38th would help generate a significant business boost to that area. Also the lakeside area is badly in need of some revitalization. Also the ralston road alternative is much better than the ridge road alternative as ridge road is a side street, and ralston would better use a transit link.</p>	December 31, 2006	website
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