

GOLD LINE PUBLIC COMMENTS

JANUARY 1-31, 2007



Comment	Date Captured	Source
<p>1. Our neighborhood already contends with the RR and noise from trains. Why bring the additional issues of noise and Safety of children and bicycles 1-2 blocks north to Ridge Rd when the RR land could be used. That land is already understood by children, pedestrians, etc.</p> <p>2. We also have a small parking issue on Ridge road as cars are parked on both sides of the road at this time. What will happen when the additional space is taken? Thank you!</p>	Jan 2 2007	website
<p>The light rail option appears to propose a system to provide an express route from Ward Road to Union Station, noting the limited stops. Would this require continued bus service in addition to the light rail to facilitate the transportation of our Denver residents? Is it possible to increase the number of light rail stops equal to the current bus stops? If not, I feel the street car should be built rather than the light rail. The street car stops more often which would provide a more meaningful form of transportation for Denver residents.</p>	Jan 2 2007	website
<p>A station in Olde Town! Suggesting Olde Wadsworth and Grandview vicinity.</p>	Jan 2 2007	comment card
<p>Major interest is the Arvada - Golde Line - Sheridan Station - projection for Sheridan 60th and 61 Ave's effect on residential area/urban renewal plan - displacement of residents and destruction of structures.</p>	Jan 3 2007	comment card
<p>I live near 32nd and Irving, in West Highlands. Here's another vote for LRT running down 38th Avenue.</p>	Jan 4 2007	website
<p>Thanks for the info and we are really hoping for the 38th Avenue trolley and a stop at Tennyson. Olivia ***** (hopeful future rider)</p>	Jan 4 2007	email
<p>Print everything in English only - this is America!</p>	Jan 4 2007	comment card
<p>To best serve the central metro the gold line must go don 38th Ave. To use the heavy rail that goes north world only serve those who live in the far north suburbs.</p>	Jan 4 2007	comment card

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<p>Dear Megan:</p> <p>Thanks for your email and please don't worry about the deday The holidays are always busy and our weather has and continues to be keeping us all busier than usual.</p> <p>I honestly appreciate your information and I am forwarding it on to other neighbors on our cul de sac. I know our biggest concern is the possibility of light rail trains running down Harlan. We are not against mass transit, but retro-fitting already established neighborhoods with trains is the biggest hurdle for everyone concerned. I hope a solution can be worked out with Union Pacific and that RTD could then establish bus service to train sites for us to use.</p> <p>We will definitely be at one of the February meetings, and I hope at some time to meet you and thank you for your help.</p> <p>Sincerely, Ellen *****</p>		
<p>I am submitting a comment in favor of Gold Line alternatives 6G & 6DD. I live in ***** & do not go downtown very often for shopping or entertainment because of the hassle & cost of parking. If the Gold Line were to come down 38th my downtown visits would increase greatly due to convenience. I'm not in favor of alternative 3 because I would probably have to drive to get to the closest stop, which would really be a disincentive. I also think the route of alternative 3 is not in the best interest of the potential ridership. So much of the early part of the route from Pecos to Sheridan & possibly even to Olde Towne Arvada is really industrial, and I question the amount of people who would really use it in those areas. Population density is really high both north & south of 38th & therefore I think that these options would be a better choice for the proposed route. Once again, I would really like to vote in favor of alternatives 6G & 6 DD.</p>	<p>Jan 5 2007</p>	<p>email</p>
	<p>Jan 8 2007</p>	<p>website</p>

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<p>I'm very much in favor of having the Gold Line come through northwest Denver along the 38th Ave. corridor. I can not wait for the ability to ride into downtown for various activities like dining, sporting events, and shopping. All with out having to negotiate parking. I also already have several destination spots in downtown Arvada and would use light rail to frequent those spots and discover new ones.</p> <p>I will feel cheated and angry if the Gold Line ends up following the union pacific railroad corridor.</p> <p>I also feel strongly about our environment and the light rail offers my neighborhood a potential reduction in car traffic and pollution while taking advantage of a potentially cleaner burning fuel, electricity.</p> <p>Thank you for listening and for your efforts.</p> <p>Terry *****</p>	<p>Jan 10 2007</p>	<p>website</p>
<p>Support for 6DD or 6G Dear RTD Goldline Team,</p> <p>I can't emphasize enough:</p> <ol style="list-style-type: none"> 1.The importance to the redevelopment of NW Denver of routing this line down 38th Ave., 2. The utility to NW Denver residents of stops along this route (and the corresponding waste of money the BN/UP route would represent), and 3. The importance of rail v. non-rail streetcars. <p>I believe that bypassing NW Denver would be a monumental blunder in that virtually identical sums of money would be expended to essentially provide direct service between Arvada and Denver downtowns, while ignoring the needs of NW Denver residents. At similar expenditures, the line could serve not only point to point between Arvada/Denver but also serve numerous short trip usage throughout the highlands, berkely, sunnyside, sloan's lake neighborhoods, etc. Such increased non-vehicular traffic I believe would only further fuel the beneficial redevelopment of these walking neighborhoods, and the commercial centers such as 32nd/Lowell, 44th/Tennyson,Zuni & Tejon, etc., as well as the 38th Avenue redevelopment.</p> <p>With respect to non-rail streetcars, even \$50 Million would seem to me a waste of money to institute a system that offers a service substantially similar to bus service (i.e., slower, dirtier and more susceptible to traffic congestion).</p>	<p>Jan 11 2007</p>	<p>email</p>

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<p>The members of our firm, and numerous NW Denver residents and business owners with whom we are acquainted and do business, overwhelmingly support light rail down the 38th Avenue corridor.</p> <p>Therefore, please register our robust support for options 6DD or 6G, and thank you for making this online avenue for comments available.</p> <p>Good luck on bringing this project to fruition,</p> <p>Mike</p>		
<p>All the Gold Alignments that use 38th Ave. for part of the route name "Kalamath" as the Gold Station in NW Denver closest to Union Station. So far as I know, no neighborhood plan or process has ever favored a Gold Line station at Kalamath. I would like to know what rationale is being used by the EIS team and RTD to propose a station on 38th Ave. at Kalamath. To place a station there would appear to have at least two terrible consequences for the neighborhoods of Highland and Sunnyside. The first is that such a station could never serve as part of the NW Rail line; there has always been strong neighborhood sentiment that the NW station at the east end of Sunnyside and Highland should serve both the Gold and the NW lines, improving the connectivity of the system and multiplying the potential of the station area for TOD. A second very bad consequence of putting a station at Kalamath will be to cheat NW Denver of an improved 38th Ave. rail underpass and suitable street entrance to NW Denver, both of which must surely be entailed by locating the station close to the rail yard either on the Inca or the Galapago side. I can well understand RTD's desire to sidestep intractable problems, but such issues cannot be postponed for ever. Now is the time to address them, in connection with the development of new rail transit. RTD must work with other agencies to cope with the 38th Ave. underpass situation.</p>	<p>Jan 12 2007</p>	<p>website</p>
<p>I think that 38th Avenue route would be good for the community. It would be good because a lot of people take the bus now and a lot of them don't like it. I liked it the way it used to be when there was a trolley.</p>	<p>Jan 12 2007</p>	<p>phone</p>

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<p>I would like to see the US-36 corridor drop the commuter rail alignment and the BRT. Then use the money to put EMU's up US-36 in the BRT's place. When coming into Denver, it could separate from US-36 at some point and come into Denver in the same alignment as currently planned for the DMU route. Same thing for Boulder - at some point approaching Boulder, it could separate from US-36 and go over to the currently planned alignment to go into Boulder - if necessary.</p> <p>Gold Line:</p> <p>I would like to see a streetcar from Civic center run west along Colfax to Federal, north up Federal to 38th, then on west as far as they want to take it. Simple, cheaper, effetely serves densest population areas. Meshes well with current plan for the Central corridor to be streetcar from 40th/40th to civic center. Establishes civic Center Station as the hub for a streetcar system - setting up making the Gold line into Civic Center a through line east on Colfax to Aurora. This also sets up making the 40th/40th streetcar line south to Civic center Station, perfect to extend south to Broadway/I-25 Station.</p> <p>These are my thought, as I have studied them over the last several months. I am a transit planning nut and this is the current version of my evolving plan. I believe there is something to my current suggestions that just makes financial and operational since! What do you think of these possible solutions to RTD's problems?</p> <p>Sincerely,</p> <p>Warren *****</p>	<p>Jan 16 2007</p>	<p>email</p>
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<p>Hello,</p> <p>My name is Ryan **** and I took part in the IFT Orientation on January 11th. I live at 39th and Harlan and I'm looking forward to being involved in the community aspect of the Gold Line planning. First off I wanted to say that the web site you have developed is really great. There is a lot more detail there than I expected. I do have a couple of quick questions though.</p> <p>I have a question about Alternative 3: EMU-BN/UP. It sounds like some legislative support is needed for imdenification for the railroad operators. I was wondering if you had a bill or any sponsors yet?</p> <p>Some of the alternatives show the population w/in 1/2 mile of stations. I got this information from Web_version_final3.pdf page 35 (http://www.rtdgoldline.com/page_45). Is that data available for the Harlan alternative? Is there a fact sheet for the Harlan alternative that is similar to the one I referenced for the Public Workshop #2, but for Harlan?</p> <p>I'm also curious about the process of removing Lowel from the Alternatives and adding in Harlan. From what I gather on your website the primary reason for that was negative community responce. It just seems like if community responce is that important of a factor, then the community responce from Harlan should have been equally considered before Lowel was taken off of the list of alternatives.</p> <p>I would appreciate any responce you can give, expecially on the legislative question. I think RTD has done a great job of providing information and meeting so far. I have only gone to one of them, but I'm looking forward to the next round.</p> <p>Thanks,</p>	<p>Jan 17 2007</p>	<p>website</p>
<p>Brenda,</p> <p>Thank you very much for your response. I'm surpeised by the willingness of RTD to relate to me and my specific issues. I relize the importance of transit issues in the changing society and would like to tell you I'm pleased with the transairncy of the process. I've been chosen to be on the local focus team and am being included in the process. All the people I've talked to have been more than happy to listen and respond to my concerns. Keep up the good work.</p> <p>Mike **** ****Clara Belle Drive Arvada,co</p>	<p>Jan 17 2007</p>	<p>email</p>

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<p>Dear RTD Gold Team,</p> <p>Currently – and traditionally – mass transit is a success story her in NW Denver. The area is amply served by routes (the #28, #32, etc). Bus stops are conveniently spaced and provide easy access to the businesses along the routes-particularly along the 32nd and 38th Street corridors. In addition, 38th Avenue is a designated Snow Route, allowing RTD to transport us to work, even on the worst days. A certain percentage of the NW Denver populace, though uses RTD not for traveling to work, but for their total transportation needs. The residents of the Argyle and Cottage Gardens, to name two local institutions, are significant users of the system.</p> <p>If Light Rail-Streetcars are instituted – if all follows the pattern established in other parts of the Light Rail line – existing – nearby – bus routes would be eliminated. This would have an effect on businesses. I patronize a health provider in the area who explained that he purposely positioned his office on a bus route in order to serve those who do not always have transportation choices. His practice is but one example of otherwise healthy businesses that would be negatively impacted by Light Rail – Streetcar.</p> <p>The populace currently relying solely on public transportation – the elder citizens - would probably suffer the most. The proposed stops or stations are fairly widely – spread – much more so than the current configuration. Seniors will have to disembark at the station navigate the station, and then walk home from there. The stations themselves - the urban stations, as ours would be – seem to lend themselves to an increase of illegal behavior in the area. There are safety issues that go along with the proposed change to Light Rail – Streetcar.</p> <p>Finally, there is the question of the continued effectiveness of 38th Avenue as a Snow Route.</p> <p>NW Denver is an example of a community that has invested itself in public transportation because the design suits its needs. The Light Rail – Streetcar model does not suit its needs. It should be reconsidered.</p> <p>Sincerely, Rosaleen ***** *****Meade Denver, CO *****</p>	<p>Jan 20 2007</p>	<p>mail</p>
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<p>Hi Megan,</p> <p>Thanks for this information. We came to the meeting last week and learned a great deal. We and our neighbors would like to see the railroad alternative be the one chosen. Do you know when the state legislature is going to be presented with the indemnification issue for RTD? We have been talking about doing a letter-writing campaign to our elected state officials about this issue, but we want to coordinate it with the time it will be before them.</p> <p>Sincerely, Ellen *****</p>	<p>Jan 20 2007</p>	<p>email</p>
<p>I live near 38th and Federal and I strongly support Alternatives 6DD or 6G, and 7BB to a lesser degree. I commute to downtown for work and school five days a week. I occasionally take the 38 bus to downtown, but would be far more likely to take light rail or streetcar if it were available. I would not mind the addition of light rail within the 38th Street corridor; loss of on-street parking or a vehicular lane is a small sacrifice for efficient public transportation. I also believe light rail or streetcar could help with the much needed revitalization of 38th Ave..</p> <p>I am really excited that RTD is looking at routes that go through the Highlands area. Light rail or streetcar access would provide a critical link for the residents of this community to downtown and areas beyond.</p>	<p>Jan 21 2007</p>	<p>website</p>
<p>I live near 28th and Federal and I strongly support Alternatives 6DD, 6G, and 7BB as a compromise. While I may live too far away from the proposed routes to utilize the light rail or streetcar, I strongly support enhancing public transportation links between the highlands and downtown. This neighborhood is isolated and in need of better public transportation options. I believe light rail or streetcar could also help with the revitalization of 38th Avenue.</p>	<p>Jan 21 2007</p>	<p>website</p>

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<p>Why I support the Gold Line Bob ****</p> <ol style="list-style-type: none"> 1. Electric light rail or trolley cares are environmentally better than internal combustion engines 2. Electric light rail trains or electric trolley cars bring no air pollution to the neighborhood. E3. Efficiency is greater carrying up to 100 people in one vehicle reduces traffic congestion. 4. Less noise than buses, trucks, vans, cars. 6. Safer per passenger mile than any other form of motorized surface travel. 7. Cheaper than the \$.30 per mile costs of operating a private automobile. 8. Faster during rush hour traffic congestion, relieves grid lock. 9. Alternative transportation for people too young to have a drivers license. 10. Necessary for the handicapped, for students, for old people who no longer drive. 11. \$.04 out of every \$10 of sales goes to RTD Fas Tacks. We pay for it why not have access? 12. Close access to light rail will, I believe, boosts property values for our homes and businesses. 13. Greatest good for the greatest number of people for the greatest length of time. 14. Opens up access to jobs downtown Convention Center, Pepsi Center, and at the Tech Center 15. Opes up access to educational opportunities at Auraria Campus, C.U. Denver, D.U. Campus, Metropolitan College, Performing Arts Center, Denver Convention Center, etc. 16. Offers access without parking fees to Denver International Airport, Denver Union Station, Boulder C.U. Campus, Sports Stadiums – Rockies, Avalanche, Nuggets, Broncos, Rapids. 17. Offers shopping at Flat Irons, Park Meadows, Colorado Mills without driving or parking. 18. Offers access to government offices and services in Capitol building, Court house, Webb Building without driving or parking costs. 19. Connects families who have children and/or grandchildren in Parker, Boulder, Longmont, Aurora, Arvada, Wheat Ridge, Lakewood, Lone Tree, Broomfield, without driving or parking. 20. Safer, cheaper, fater during rush hour, onservees energy, cleaner, quieter, more efficient at moving large numbers of people without causing traffic jams, grid lock or traffic congestion. 		<p>Jan 23 2007</p> <p>mail</p>
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<p>As a member of the Alternative Alignment IFT, I attended last night's meeting for the "east of Federal" interest section. A variety of viewpoints were brought forward with regard to rail along densely-populated 38th Ave., and I would like to add my comments for the record.</p> <p>1. In the compromise between travel time from the suburbs and convenience for residents of Northwest Denver, the latter group should get priority. In the case of alignment along 38th Avenue, the adjacent neighborhoods will be most impacted -- and deserve to reap proportional benefits. Stations must be convenient for local residents, with spacing of no more than a few blocks in the most densely-populated areas. Ideally, Denver should grow from the center out, and further sprawl shouldn't be directly encouraged.</p> <p>2. Traffic issues along 38th Avenue are a chief concern. Great care must be taken to ensure that neighborhood intersections and turning lanes remain accessible and unimpeded. The brewing conflict between the width of the corridor and projected traffic load is only compounded by the additional strain from the rail lane(s). There are many lane sharing schemes worth a closer look, but it's likely that the best long-term solution will be to keep the car and train traffic completely separate. Diversion of traffic to nearby I-70 needs to be examined in parallel. The interstate should be the main east-west arterial for cars, and access needs to be made more convenient.</p> <p>3. Good access to the Northwest Rail station in the vicinity of 38th/Inca should be a primary goal. The dual-line station must make both access to itself and transfers between the lines safe and convenient. Transit-oriented development in the area relies heavily on this facet.</p> <p>4. Impact to private property along 38th Ave. should be minimized. But, if this alignment is chosen for rail, it's best to plan ahead for the future and secure the necessary right-of-way sooner rather than later. There are several spots, where significant buildings are already encroaching on the corridor, and any widening, etc., will only become more difficult with time. A single, bi-directional rail lane with passing points (adjacent to stations, for instance) seems to be a good option for the 38th Avenue portion of this alignment. This would minimize both unused lanes and the related eminent domain issues.</p> <p>6. The choice between regular light rail and trolley (street car) seems obvious, as the former has bigger negative impacts (roads, utilities, size/maneuverability, etc.) without any significant benefits.</p> <p>7. Parking should be provided at key station locations, most notably the multi-line 38th/Inca (or 38th/Fox) station.</p>	<p>Jan 25 2007</p>	<p>website</p>
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<p>my priorities for remaining 4 alternatives I wanted to first mention that I am on an Issue Focused Team and have not received email from you in a long time. I received no reminder for the Team meeting, but did attend. Please make sure I am on the email list.</p> <p>FasTracks Gold Line Comments 1-28-07</p> <p>Thank you for your attentive consideration of opinions from the affected neighborhoods. I know of what I speak because I rode the 38 bus downtown and took the Littleton light rail 4 days per week for 4 years. The shorter but slower, crowded trip downtown by bus was a great contrast to the longer but faster, quiet, comfortable light rail portion of my trips. The bus was often late, fortunately the trains were frequent enough to make up for lost time or the whole commute wouldn't have been worth it. I also write NEPA documents for a living.</p> <p>You asked for our top priorities at this point in the decision process. These are mine:</p> <ol style="list-style-type: none"> 1. I would only find useful one of the 3 routes that utilized 38th street. If I have to drive or even bus that far to the northern RR route, I would not use it. 2. I am of the mind that we can spare one or even two car lanes on 38th for dedicated mass transit. People have to get used to the reduction in individual car travel on some routes sooner rather than later. Please do those studies, people seem to not be aware how well it works downtown. 3. Because of negative bus experiences, shortest travel times are of greatest importance to work commuters like me. I find it difficult to believe that your projections show the streetcar only 7 minutes slower than light rail. I trust the dedicated lane studies will show different results. 4. People's misconceptions that the streetcar better fits "quality of life" in our neighborhood than the light rail or that it is somehow safer. Having seen the crowded conditions of local buses, I am concerned about reduced capacity and increased travel times with streetcars. <p>I agree with the mention at the last meeting that the parking lanes on 38th have to go. I also liked the discussion of making Lakeside Mall a transit center. Don't know the availability but I would prefer Highlands Garden Village, perhaps by the new Sunflower Market (38th and Wolff - Vrain), as a potential station as well.</p> <p>Thank you and regards, Debra **** **** Quitman Issue Focused Team Member for 38th St west of Federal</p>	<p>Jan 28 2007</p>	<p>email</p>
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<p>Hello,</p> <p>I attended the second Harlan/Sheridan local meeting on Monday 1/29/2007. I was a little disappointed by some of the information that was presented. I would like to highlight that these decisions are being made very quickly. I still haven't received a response to the questions I asked through the RTD Gold Line Web site several weeks ago.</p> <p>- In the first local meeting we brought up several important issues that we wanted more input in. One of the major issues discussed was ridership, and if local people in the Harlan/Sheridan area would use the rail line. I do not feel like this topic was covered. I would like to see more specific information on how this would be used by residents in the area.</p> <p>- Another issue that concerns me is the timeline for these decisions. Presenters have stated that they hope to limit the possible routes down to two in the next couple of weeks. I do not think this is enough time to make that decision. This is especially true since one of these options is the rail line and dependent on legislative approval. Residents in the Harlan area have not been given enough time to understand these proposals.</p> <p>- From the information that I have seen, the Lowell options were better when it came to cost effectiveness than some of the options that are currently under consideration. The Harlan alternatives have the lowest estimated levels of ridership. But if negotiations with the railroad do not succeed, Harlan seems to be the only option under serious consideration.</p> <p>Thanks, Ryan *****</p>	<p>Jan 29 2007</p>	<p>website</p>
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<p>Hi Megan,</p> <p>My husband and I walked away from last night's meeting with serious concerns. Afterwards, we met with other neighbors who also felt the same way. Here are some things we talked about:</p> <ul style="list-style-type: none"> • The railroad negotiations were not really addressed. It is only what you have told me in your email below about where RTD is at in the process. Why not tell us this? • Last night's meeting then looked at the Sheridan and the two Harlan alternatives, but Sheridan was quickly side-lined with RTD officials stating there are numerous large scale problems with this alternative. • The focus then went to the Harlan alternatives and a better portion of the meeting was left to discussing light rail vs. street cars. • Then, in summarizing the meeting, Andy ***** stated that RTD would like the list of alternatives pared down to two in the next two weeks. If these two alternatives are the railroad and the Harlan light rail alternative, and the bill for the indemnification fails in the legislature, then the Harlan street car will be the only alternative left. We feel cutting the list to two alternatives in the next two weeks is premature since the railroad right-of-way may not be a viable alternative at all. • Finally, we all agreed that the process is not allowing the community enough time to evaluate all of the alternatives that existed prior to this round of community meetings. For example, we are unclear as to why the Lowell route was dropped and the Harlan alternatives RE-instated after they had been initially rejected especially since, to our knowledge, the Lowell alternative would have given greater ridership at approximately the same cost. The cursory discussion of this item left us with a feeling that the presenters were skirting the issue. <p>Our community members don't want to be a rubber-stamp for the Gold-Line planners, Megan. As a result, we feel we need more information and more time to digest that information before we can make sensible recommendations.</p> <p>We will see you at the next meeting.</p> <p>Ellen *****</p>	<p>Jan 30 2007</p>	<p>email</p>
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<p>alternatives Dear Sir,</p> <p>I was a rider of Bus 100 to the Denver Federal Center from Arvada for 17 years. I am now retired but still teach graduate level courses in remote sensing and image processing (incl. mapping) at the University of Denver and at Webster University (I-25 and Arapahoe). I could potentially use the Gold Line for my teaching, though the evening course times may make this impractical.</p> <p>It occurred to me that the street car option should be seriously compared to an ordinary bus route along the same general path. I would guess that the street car and bus timings should be similar, giving no advantage to the street car option. The bus route would not need such large capital costs for route acquisition. If the only remaining option is the street car, one would question, "Why bother with the Gold Line?"</p> <p>Edmond ***** ***** Howell St. Arvada. CO ***** (***) ***_**** *****.com</p>	<p>Jan 31 2007</p>	<p>email</p>
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<p>I will support Alternative 3 along the railroad corridor ONLY.</p> <p>It is ridiculous that RTD continues to try to shove trains--whether light rail or streetcars down our residential streets.</p> <p>Northwest Denver does not need trains down 38th St. It will be disruptive to the neighborhood, negatively impact neighborhood traffic, a safety hazard for kids crossing 38th St. to and from school or on their skateboards or bikes to visit friends, and of no benefit to residents.</p> <p>People will continue to drive because they have to. It takes me 12 minutes in the morning to get to ***** on 14th and Emerson from Lowell and 38th St. via Park Avenue. It will take me probably three times longer if you put trains down 38th and Park Avenue!</p> <p>The only ones who will benefit are the suburbanites who work downtown but even they will probably have to walk several blocks to get to their place of work or transfer to a bus or another train. Since they are not about to hop off the train for a cup of coffee or to drop off their clothes at our neighborhood cleaners' they can travel along the railroad corridor.</p> <p>The people who are pushing for trains down 38th St. are developers, planners, architects, construction companies and realtors/investors who envision a lot of construction like what is happening on Welton with those huge lofts and condos. It is certainly an economic opportunity for them! The hell with a great neighborhood!</p> <p>FastTracks was voted on because it promised to move people in and out of the city fast. The streetcar alternative down 38th St. WOULD CERTAINLY DEFEAT THAT PURPOSE.</p> <p>Selecting Alternative 3 will REDUCE traffic down 38th St. and subsequently our side streets. I'm all for that.</p> <p>Sincerely,</p> <p>Gregoria *****</p>	<p>Jan 31 2007</p>	<p>website</p>
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<p>Please forward to me how a person can oppose the new plan being considered w/ regard to "street cars". Why on earth would someone want to ride a street car from Ward Road to Downtown that takes 50min when a bus takes less time and by car your downtown in 20minutes. This is not what we voted for. Please forward me the appropriate address to voice an opinion on this matter. As always - the south part of Denver and Boulder residents are receiving the better options - though the west area residents have been paying RTD taxes for how long?</p> <p>Joanne *****</p>	<p>Jan 31 2007</p>	<p>email</p>
<p>Hello,</p> <p>I was extremely disappointed with the information that the Denver Post reported today in the "Gold Line streetcars possible after rail snag". The story says that the decision has already been made to narrow the options for the Gold Line down to two.</p> <p>I was at the public meeting TWO DAYS ago and was told that that decision would not be made for several weeks. Harlan residents were not invited to any specific meeting covering their area until about three weeks ago, and it appears that a decision has already been made. There has not been sufficient time give to Harlan residents to give input into this process! I have yet to receive answers or a response to questions that I sent through this website after the first public meeting.</p>	<p>Jan 31 2007</p>	<p>website</p>