

GOLD LINE PUBLIC COMMENTS

MARCH 1-31, 2007



Comment	Date Captured	Source
<p>Never forget that interest in FasTracks is neither an endorsement or approval, rather it is more like the farmer checking on the fox to protect his hens. You government people waste more money daily than any other group of people I can think of. -frank XXXXX old North Denver</p>	Mar 01 2007	email
<p>To Whom It May Concern:</p> <p>I have read the attached letter regarding the two final alternatives for FasTracks Gold Line. I agree with the points expressed in this letter. I strongly OPPOSE the "Streetcar Harlan/Ralston Alternative 7BB," and I fully SUPPORT the "Electric Commuter Rail Car Alternative 3."</p> <p>Prentia XXXX Feb. 24/07 XXXX Yarrow St Arvada, CO XXXXX</p> <p><i>Note from the Project Team: To view the letter that accompanied this comment, please send an email request to info@rtdgoldline.com.</i></p>	Mar 01 2007	mail
<p>NW Denver Could you let me know if the routing through NW Denver (i.e. between 38th & 44th and Sheridan & Federal) is still in the running? There are many residents in this area, that I am sure would use this service, including myself!</p> <p>Thanks,</p> <p>Lisa XXXXX XXXXX Raleigh St</p>	Mar 02 2007	email

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<p>Greetings.</p> <p>My name is Elia XXXX and I am a resident of the Gold Line corridor. I am writing to request more information on a topic that was being discussed at the last Gold Line public meeting.</p> <p>From what I understand a recent decision was made by a national railroad association to not allow the construction of any new commuter rail line within the property of an existing freight line ROW. I know that LRT for has been ruled as being non-compliant for sometime but was very surprised to learn that commuter rail was looking at a similar fate.</p> <p>If my understanding is correct how does this effect the EMU alternative for the Fastracks Gold Line? Also, how would this affect the other Fastracks project considering that the other corridors (I-70 East, North West) have already chosen a technology and an alignment alternative that will use a freight ROW?</p> <p>I would like to find out more about this and also do whatever I can to assist RTD in preserving a viable commuter rail alternative in it's Fastracks planning efforts.</p> <p>Thank you in advance for the help and information.</p> <p>Regards,</p> <p>Elia XXXXX Denver</p>	<p>Mar 04 2007</p>	<p>email</p>
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<p>Gold Line I rode the bus today for the first time in decades. I live in unincorporated Jefferson County and now work in LoDo. Taking a bus now makes some sense, compared to three years ago when I worked at I-25 and Lincoln Avenue. The ride was pleasant and got me to downtown Denver in good time. No parking fees. And I got to walk about four blocks -- something that will be good for my girlish figure.</p> <p>As a Denver resident since the early 1960s, I remember many discussions about mass transit improvements, including something called a "People Mover" back in the late '60s or early '70s. That idea didn't pass, nor did many other ideas. I complained that I would be in a wheelchair by the time Denver got organized and built mass transit other than buses.</p> <p>Then came Fast Tracks. I hope it will be in place before I retire! I want to ride it! I like the commuter rail option for the Gold Line. It seems to have the most advantages, including greater ridership, less potential for delays (because it has a dedicated rail line) and many others. I hope you select this option.</p> <p>Also, I hope you speed up the construction process. Give your contractor a bonus for finishing early and under budget.</p> <p>Build more commuter rail to the north and south of Denver. It's about time we did some regional transportation planning, using something other than cars and roads.</p> <p>Thank you</p> <p>-- Cary XXXX XXXXXXXX XXXXX Wazee Street Denver, Colorado XXXXX Direct Line: XXX XXX XXXX Cell Phone: XXX XXX XXXX</p>	<p>Mar 05 2007</p>	<p>email</p>
<p>Please send me any information regarding the location of the proposed light rail station in Olde Town Arvada.</p>	<p>Mar 05 2007</p>	<p>website</p>

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<p>W. 38th I have written before to express support for Light Rail on W. 38th, but have reversed my position. Now that the proposal is a street car, the idea of the project is less than attractive. Since a ³modern² street car is essentially a bus, which we already have along 38th, it seems like an investment for little improvement. Count me as a no.</p> <p>Jenny XXXX XXXX King Street Denver, CO XXXXX</p>	<p>Mar 10 2007</p>	<p>email</p>
<p>Stick with the original allignment. Electric trains on the RR alignment is what the residence of North Denver have told you @ 2 meetings at the Masonic Temple , That do not want fixed Mass Transit going down 38th. Put this to bed already. just stick to the RR alignment which is what we voted for in the first place!!</p> <p>Thank you for LISTENING!</p> <p>Paul XXXXX North Denver Residence</p>	<p>Mar 12 2007</p>	<p>email</p>
<p>Hi Liz,</p> <p>I would like to participate on both Issues Focused Teams, not as a city representative, but as a Sunnyside neighbor. As a head's up, though, here are my thoughts about Gold Line and the issue of streetcar (I'd love to hear your thoughts, too):</p> <p>While I was originally very interested in a 38th streetcar alignment, a fantastic conversation with my neighbor Keith ***** tempered my initial enthusiasm. Keith pointed out that Gold Line should be a trunk line and run in the rail alignment to Golden and I fully agree.</p> <p>If the originally planned rail alignment remains, the Gold Line station platform seems most appropriately sited on Inca (proximate to the neighborhood – not isolated on a platform above the tracks) as close as possible to 46th. A platform location on Inca proximate to 38th does not make sense to me due to the area's isolation and lack of basic station area building blocks. With no direct connection to 38th at this location, what is the incentive for drivers to divert to transit rather than continuing on in to downtown?</p>	<p>Mar 17 2007</p>	<p>email</p>

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By contrast, 46th and 44th provide direct routes from NW neighborhoods. These streets primarily serve residential uses, have few curb cuts for driveways/commercial property access, carry lower traffic volumes, and for the most part provide pleasant detached sidewalks for pedestrians as well as bike/parking lanes. Overall, 44th/46th seem more suitable for multi-modal traffic. Furthermore, the area around 46th/Pecos/I-70 has all the building blocks of a town center – post office, hardware store, florist, sandwich shop, school, police station, public housing (that could be redeveloped in the future as mixed-income, higher density), marginal light industrial uses that could be redeveloped, and a recreation center (with a pool). Don't we want to make significant transportation investments where there is greater synergy with nearby existing desired land uses and potential to stimulate private investments in the redevelopment of undesirable uses? Plus there would seem to be more room here to provide a reservoir of parking to serve that station area.

I don't think we should abandon a streetcar conversation. As a future complementary transit service, streetcar would be a welcome addition to NW neighborhoods (and Denver in general). I question whether 38th would be the right alignment. A number of factors warrant greater consideration. The volume of traffic, limited potential for wide sidewalks/on-street parking, and limited potential for nodes of development pose significant challenges for 38th. It functions today as the primary automobile corridor for NW Denver, which is not necessarily a bad thing. 38th needs complete, context-sensitive street solutions to tame the traffic and better integrate the street with the neighborhood. Adding a streetcar to a relatively dysfunctional street gives me pause. A streetcar alignment that makes more sense to me would flow from downtown (38th, 20th, 15th??? – the historic alignment was 16th traversing the valley where the Highland Bridge is today) to Pecos, Pecos to 46th (connecting to the Gold Line Station platform), then follow 46th to Tejon, Tejon to 44th, 44th to Harlan/beyond... Such an alignment could stimulate node development of a town center in the vicinity of Inca/Pecos/46th/I-70, as well as neighborhood business districts at 46th & Tejon, at 44th & Tejon/Federal/Lowell/Tennyson and another town center at 44th from Sheridan to Harlan. We should also understand how an alignment on 46th/44th vs. 38th might better distribute traffic across the grid rather than concentrating it in an already congested corridor. By contrast to 38th, a 46th/44th alignment offers lower auto traffic volumes (less competition for the existing/scarce ROW), better pedestrian infrastructure (in most places), greater opportunity to stimulate development at key nodes, fewer curb cuts/conflict points, etc... What are your thoughts? Thanks,

Katherine

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<p>Streetcar Gold Line Hi,</p> <p>I live at Marshall and 38th in Wheat Ridge. It does not look like the Gold Line will be a viable transportation alternative for me. The only people who will benefit in my neighborhood are those who work downtown. Since I work at a hospital east of downtown, a transfer to bus will be required. A transfer to bus will double my commute time. In fact, having streetcars on 38th will probably slow the commute time considerably. If there is no station built at 38th and Harlan, it will be too far to walk. Bus transportation will continue to be the only alternative to driving.</p> <p>Unfortunately, the plan does not look like a good alternative for anyone in my neighborhood who does not work downtown. In fact, it will add a lot of congestion to an already crowded travel corridor.</p> <p>I hope the street car alternative is dropped.</p> <p>Thank-you. Lynne XXXXX Denver, Colorado</p>	<p>Mar 19 2007</p>	<p>email</p>
<p>New E-mail address Could you please change my e-mail address from XXXXXX To my new address which is XXXXXX</p> <p>Thanks</p> <p>Lisa XXXX XXX Raleigh</p> <p>Please note my new e-mail address: XXXXXXXXX</p>	<p>Mar 19 2007</p>	<p>email</p>

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<p>First, thank you for the updates.</p> <p>I was thinking that a streetcar instead of a lightrail would be disappointing for obvious reasons. So I hope that you can acheive success with this option.</p> <p>Also, it would make sense that the gold line would connect to the west corridor via the I-70 pathway. The ridership would increase significantly if they could move back and fourth in this way rather than take the long route to get around, especially when there are just a few miles seperating the two corridors.</p> <p>Jory XXXX XXX.XXX.XXXX direct XXX.XXX.XXXX fax</p>	<p>Mar 21 2007</p>	<p>email</p>
<p>Streetcar option When performing your optimization of the remaining two alternatives, please do consider reducing the number of lanes on 38th in order to provide a dedicated lane for the streetcar. 38th is a major thoroughfare at the moment, but I certainly would not miss a lane, and I think the impact to traffic speeds would be positive. Most treat that street as a drag strip currently, and a reduction in lanes would help to slow the street down. I would fully support the reduction in the number of lanes on 38th, and hope this is explored as an option in order to decrease streetcar travel times and thus increase ridership numbers produced by the model.</p> <p>Thanks for all your efforts, and I look forward to working with you at the upcoming IFT meetings.</p> <p>Matt XXXXXX</p>	<p>Mar 21 2007</p>	<p>email</p>

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<p>Gold Line Alternatives To Whom It Concerns,</p> <p>I just wanted to voice my opinion on the Gold Line Alternatives. I take the bus daily from Arvada to Mineral and Broadway. One of my biggest disappointments in RTD bus service from Old Town is that the earliest express bus doesn't leave until 6:17 a.m. Currently I catch the 5:45 a.m. bus out of Westminster Park & Ride. The street car alternative would keep me going to Westminster Park & Ride due to the length of time. We already have the 52 route today which takes too long to get to and back from downtown Denver. I can get from Westminster Park & Ride to Union Station in 10 minutes which is very beneficial for me getting to work prior to 7 a.m. That doesn't happen today from Old Town. The other alternative on the BN/UP line is workable especially during snow storms. This way I can still walk to catch a bus to the Old Town Park & Ride for the commute to downtown Denver.</p> <p>Sincerely,</p> <p>Bill XXXX</p>	<p>Mar 22 2007</p>	<p>email</p>
<p>I am writing in support of the Gold Line alignment - Alternative 7BB - Streetcar - Harlan. I believe that this alignment will provide improved service to the residential areas near 38th Ave and in that general vicinity. The alternative alignment may provide improved service to areas further west near Ward Rd, but at the detriment to the areas closer to central Denver. The alignment along 38th ave will provide minimal disruption and will improve property values in northwest Denver.</p>	<p>Mar 23 2007</p>	<p>website</p>

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<p>Final 2 Alternatives I've followed the Gold Line progress for about 10 years, when the first iteration was proposed to follow the rail line all the way to Golden. I was interested in the time because I would someday be able to take the train to the baseball game.</p> <p>Intuitively, being in the rail right of way from Union Station to Ward Road/Golden, has been the only real budget-conscious alternative, whether Light Rail or Commuter rail is the rail vehicle selected based on cost, speed, and railroad liability limits. The issue has always been that the commuter population is not within walking distance of this route.</p> <p>However, I like the Light Rail or Trolley option of being near the population, but the remaining Streetcar Harlan Option will simply not work, because it can't run down very busy streets and make the unreasonable number of route turns through narrow streets and traffic light intersections without being either a traffic hazard, bottleneck, or just stuck in traffic like a bus. With all the Streetcar and Light Rail options examined, I'm really surprised that none looked at routes through the populated areas but using secondary through streets with much less impact than 38th Ave for East/West and Sheridan/Federal/Pecos for North/South.</p> <p>Less busy streets with some commercial development and close population are a more logical choice, in my mind. Such as using a route from 20th St - 32nd Ave - Zuni or Irving - 44th Ave - Tennyson to BNSF rail ROW - Ward Rd., or the even simpler route following 15th St - 29th Ave - Tennyson - BNSF rail ROW - Ward Rd.</p> <p>As it is, we only have one real option, commuter rail in the ROW for the whole route and it will be a park-n-ride commuter line. That isn't all bad, but it isn't integrated transportation that ties communities together and gets people to more places than to and from work, it will simply reduce the worker commuter trips because there is nowhere else people want to get off the train between their park-n-ride and Union Station.</p> <p>Lyman XXXX</p>	<p>Mar 23 2007</p>	<p>email</p>
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<p>The abbreviated comparison of the virtues of the two remaining options for the Gold Line include the expected time of travel between Ward Road and Union Station, and this favors the EMU-BN choice. Ridership is also listed, and I wonder, by association, whether this figure's tilt toward EMU-BN is also estimated solely from one end of the line to the other.</p> <p>The EMU-BN option runs for perhaps half its length through what is now largely empty industrial territory. Given that this is also in a floodplain, I doubt much residential or commercial development will take place there over the next twenty-five years. The Streetcar: Harlan route, on the other hand, would serve, in its eastern half, a corridor that Denver and Wheat Ridge have worked for decades to develop.</p> <p>My basic comment and query is how much RTD has considered the advantages of short trips on the Gold Line. As a resident near the Clay Street intersection of West 38th Avenue, I have many reasons to travel a few miles east or west on the proposed route without going to either terminus, and I do take the bus or walk. The EMU-BN option would be of no use to me or my neighborhood, and it seems designed to serve only high volumes, only in one direction, only during rush hours. That may be RTD's goal, and that kind of service should obviously bypass this increasingly vibrant mid-range community. I expect, however, that the presence of a streetcar line between West 38th and Olde Towne Arvada would bring considerable growth, value, and local vitality to this part of the metropolitan area.</p> <p>Thanks for including me in the on-line newsletter.</p> <p>Bob XXXX</p>	<p>Mar 23 2007</p>	<p>email</p>
<p>Of the two options remaining for the Gold Line, I would like to put in my vote for the Electric Multiple Unit (EMU): BN/UP. I am looking forward to the Gold Line coming to Arvada and I believe the reason it's being put in is to create faster commute times and reduce congestion from Arvada to Denver. I would love to ride this train to work and plan on doing that once it's in place.</p> <p>I would not, however, ride the street car that is also being proposed. I do not ride the bus now because of the length of time to get to work on the Express (I did ride the bus for two years) and the excessive length of time and number of stops that were made when I rode the Local and that seems to be just what the new streetcar is. I don't think that would benefit me at all and I hope that RTD does not waste the time and money on the streetcar. Thank you.</p>	<p>Mar 26 2007</p>	<p>website</p>

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<p>To Whom It May Concern:</p> <p>I have read the attached letter regarding the two final alternatives for FasTracks Gold Line. I agree with the points expressed in this letter. I strongly OPPOSE the "Streetcar Harlan/Ralston Alternative 7BB," and I fully SUPPORT the "Electric Commuter Rail Car Alternative 3."</p> <p>Rose XXXXX 3/12/07 XXXX Eaton St. Arvada, XXXXX CO</p> <p><i>Note from the Project Team: To view the complete letter that accompanied this comment, please send an email request to info@rtdgoldline.com.</i></p>	<p>Mar 29 2007</p>	<p>mail</p>
<p>I am a teacher in Northwest Denver and just realized that one of the proposed alignments would possibly travel along 38th Avenue IN Northwest Denver. As someone who constantly deals with the effect of neighborhoods and groups, I just think that if the alignment were to travel along 38th (near Sunnyside and Berkeley), it would be an excellent thing for the neighborhood and for my students who live there. I would like to see Fastracks serving that oft-neglected portion of the city, and I would like my at-times isolated students to have the opportunity to make use of such a great transportation system. If this in any way influences the decision about alignment, it would be nice.</p>	<p>Mar 30 2007</p>	<p>website</p>