

GOLD LINE PUBLIC COMMENTS

MARCH 1-31, 2008



Comment	Source	Date Captured
How will weather effect the rail project once completed? This rail system is being based off of Portland's TriMet, they dont get a fraction of snow as Denver does. How will snow, floodings effect/delay the rail?	website	Mar 03 2008
Hello Brenda. My name is Barney XXXXX. I live in Historic Olde Town Arvada, and I wondered if it was to late to provide testimony for the EIR, and I am not sure what form or who to address it to. So I need to get that information and I would appreciate if you would call me. My number is XXX.XXX.XXXX. Thanks a lot. Bye bye.	phone	Mar 04 2008
Please don't pick Olde Towne North Station. This would affect the Arvada Rifle and Pistol club Building north of RTD park and ride at Wadsworth and Grandview. If Arvada rifle and Pistol Club is forced to move, could we be compensated by having an adequate building built on another lot, preferably in or near Arvada. Arvada Rifle and Pistol Club among its many activities sponsors a natioanal award winning youth team with emphasis on gun safety and excellent markmanship. Truly an asset to the City of Arvada and the State of Colorado.	public workshop kiosk	Mar 04 2008
You don't mention the NW line. How are you going to coordinate your decisions with NW Rail? The area from DUS- why don't you consider them a separate cost submittal and remove them from these EIS's so we can move forward. We should wrap that area up with the DUS EIS which will be done first.	public workshop kiosk	Mar 04 2008
I am interested in the politics. Why can't RTD use eminent domain to take RR property?	public workshop kiosk	Mar 04 2008
Have you had much feedback from people you have contacted regarding potential taking their properties?	public workshop kiosk	Mar 04 2008
The involvement of our people has been exciting. You've asked for our opinion and you have listened. By the same token you've asked us to express our thoughts- what about expressing our concerns to the UP in Omaha to reconsider the price they are asking? Would that have any value?	public workshop kiosk	Mar 04 2008
A big advantage to residents of Arvada is the potential cross platform transfer to Boulder- NW Rail. Will that still happen with the preferred alternative?	public workshop kiosk	Mar 04 2008
How you do things and the timing is important. Is it inappropriate to ask for a raise of hands to see if the public wants the costs from UP lowered?	public workshop kiosk	Mar 04 2008
What is the logic of changing the EIS now when you could wait for the RR negotiations to be done to get the EIS done then>	public workshop kiosk	Mar 04 2008
Where exactly is the Sheridan Station and are you filling oin gravel pits? Will we have only one train running one direction because of hte single track? You've identified properties that might be impacted. When will you notify the property owners?	public workshop kiosk	Mar 04 2008

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<p>1. I want to encourage a quiet zone in the Olde Town Arvada residential area between Ole Wadsworth and Marshall.</p> <p>2. I don't think the projected schedule of 4:30 am to 1:30 pm is appropriate. There is not enough ridership to justify terms of energy it would use and noise it would generate.</p>	public workshop kiosk	Mar 04 2008
<p>The public is involved in presenting ideas and concepts for the well being of the FasTracks development and operations, and the staff of the gold Line and other corridors listen to the comments and ideas. Why cannot we also request of the Union Pacific to listen to our concerns? IN the long run it is to the advantage to coordinate and cooperate with us. the public after all is the root of their strength. Without public acceptance and support of the railroads, particularly in this case the Union Pacific. Doesn't the UP endanger their viability?</p> <p>It is vital that a widely placed near the Pecos connection the the Northwest Corridor so there is access to Boulder and Longmont to attend the Arvada Center and other Cultural attractions. By the same token it is appropriate for trains to run into Boulder and Longmont for special events, e.g. college football at Football, other activities that are taking place on the NW corridor and beyond.</p> <p>Another feature of this activity would be the necessity to shuffle and shunt equipment to various places - emergency situations, traffic, etc.</p> <p>Do not include the structuring of the Pecos station delays the inevitable, if not the necessity of the construction at far greater cost than if done immediately. Additionally, consider the need for maintenance to move efficiently from one corridor to another. The fewer the reverse movements the better.</p>	public workshop kiosk	Mar 04 2008
<p>On the Gold Line between Marshall and Olde Wadsworth we would like to have natural plantings to act as a visual barrier to the north of the tracks (between the tracks and the street) for the people that live there. This would help with noise too.</p>	public workshop kiosk	Mar 04 2008
<p>I am very concerned about the public private partnership. Absolute Control of what happens must be under the direct control of RTD. It is very important that the trains and the schedules are run for the well being of the public, not the private sector. Safety is paramount. The necessity of drivers, engineers and staff operating trains and other modes must be at the highest level of competence. RTD personnel have in my judgement distinguished themselves with outstanding safety and public service performances.</p> <p>Will the private sector maintain the same levels of performance? In the event that those hired by the private sector to operate the trains or other modes fails to meet the level required by RTD, absolute stringent measures must be imposed. The public is not yet prepared to assume total cost, therefore it is necessary to seek financial assistance elsewhere. The goal might be when the system is in complete operation to develop an enlightened attitude on the part of the citizenry to assume the total cost (by that I mean I am very willing to pay 50 cents on a ten dollar purchase, perhaps even more - for it serves the needs of the public.)</p>	public workshop kiosk	Mar 04 2008

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<p>People are concened that, along with the \$543,000 political contributions by consultants who were awarded contracts, we now have Siemens, who made a six-digit political contribution befor being awarded about an \$87million NO BID contract, arrangements which were made during one of the largest bribery scandals in history. Also, Siemens was fined \$300million for bribery in Germqany and forced to open their books which revealed \$2.3 billion in "questionable transactions"....a bribery slush fund. We all know the limp aguments about Siemens attractive price. This does not permit any look at competitive costs. My question is: How much of this bribery spills over into FasTracks. Our perception,strengthened by some knowledge is that there are massive irregularities. We, the knowledgeable transit planners, know that this is the only reason for continuation of the project, which has becme an incompetent fiasco, in view of all reports and studies showing BRT to be vastly superior and cost effective. Tom XXXXX</p>	public workshop kiosk	Mar 04 2008
<p>How far above 38th ave is the crossing?</p>	public workshop kiosk	Mar 06 2008
<p>The blue line is moving to the east. What is the distance between the new blue line and the old red line?</p>	public workshop kiosk	Mar 06 2008
<p>Do you have any sense for the property cost for the new alternatives and how will you get them?</p>	public workshop kiosk	Mar 06 2008
<p>I hope the station will be directly easy of my house? 38th/Fox is dangerous. I want good pedestrian and bicycle access to the station from my neighborhood.</p>	public workshop kiosk	Mar 06 2008
<p>What we will leave for future generations needs to be a viable transport system. I would like to use it someday. I am becoming more transit dependent as I get older. I also like the public forum and I never felt like this process is fixed. I think RTD has listened and incoporated our input thoughtfully. I also want to commend the UP being open to this in the beginning. I want to convey to UP my feelings that we want them to negotiate in good faith with us.</p>	public workshop kiosk	Mar 06 2008
<p>I have been blindsided by eminent domain by RTD. I own property along West Corridor. They shared my vision to make a great station. I got a letter of intent to purchase and my life flip flopped upside down. I own XXXX SF and they couldn't avoid the only non government owned land near the Federal Station. I want to help you get information on eminent domain and your rights. My property was identified in Aug 2006 then I got a letter 13 months later. RTD wants your land and wants to turn it over to developers so they can sell it and make money up in the budget deficit. RTD wants to do economic development of private property. Why haven't you told the other families (120 of them) that you are taking their land. Let's build Fastracks but within budget and honestly. This has ruined people's lives. Go to XXXX.org to get info. I want to help property owners. I am running for the board of RTD too.</p>	public workshop kiosk	Mar 06 2008

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<p>A developer wants my corner but I want to keep it and I bought it for my retirement. I have worked hard for it and I won't be claim jumped by RTD or others. I think UP is smart- they know the property will be worth a lot more later. 4 to 5 times more. We're at 14th and Wadsworth. Lakewood has told me that our corner will be the crown jewel of Lakewood. You'll need to go to the property rights coalition and get help. They've helped me and you need help too. Get an attorney. You'll get sick from all the stress. I love the Rockies and I am going to stay here.</p>	<p>public workshop kiosk</p>	<p>Mar 06 2008</p>
<p>On your proposal for the Federal parking lot. Is it north or south of the tracks?</p>	<p>public workshop kiosk</p>	<p>Mar 06 2008</p>
<p>I like the preferred alternative or the B option for the Gold Line Tracks. For the Olde Town station location, I'd like to see the alternative that allows for the parking structure by 2030. Finally, I would like to participate in the station issue focus groups. Thank you for doing the difficult, extended work to make FasTracks come to life!</p>	<p>public workshop kiosk</p>	<p>Mar 06 2008</p>
<p>Will my property get impacted by the 38th ave station? Will parking be at grade or on structure? Can it move? The property goes XXXX XXXX, us and XXXX.</p>	<p>public workshop kiosk</p>	<p>Mar 06 2008</p>
<p>Can you address the eminent domain issue? Have RTD and CCD identified properties to be taken already?</p>	<p>public workshop kiosk</p>	<p>Mar 06 2008</p>
<p>is this meeting the same as the Arvada meeting?</p>	<p>public workshop kiosk</p>	<p>Mar 06 2008</p>
<p>station at gold strike historical area- Sheridan station area. Sheridan and where Ralston/58th come in. What impacts to the creek or that area will be expected? In all of this development for Fastracks how many RTD employees have had their land impacted? The meetings I've been to have had so many people asking about property and fair market changes all the time.</p>	<p>public workshop kiosk</p>	<p>Mar 06 2008</p>
<p>As to PPP, do our public reps recognize that they have opened the door to being scorned for contracting a sell off of their precious public trust to public interests at the expense of the public good.</p>	<p>public workshop kiosk</p>	<p>Mar 06 2008</p>
<p>as the easumption of private and public property through eminent domain, those who are so affected from a moral point of view, should be so adequately compensated that their relocation is far superior to that that they had before.</p>	<p>public workshop kiosk</p>	<p>Mar 06 2008</p>
<p>If a property is taken, the ideal condition would be that everyone would like to have their property taken at fair market value.</p>	<p>public workshop kiosk</p>	<p>Mar 06 2008</p>

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<p>The project team is doing an amazing job. The only complaint I have, however, involves the parking at the planned 38th Avenue Station.</p> <p>As a life-long resident of the the intersection I'd rather not experience all the vehicular traffic that a 500-space parking lot would bring. I feel that such a lot would just act as subsidized parking for those who travel in from the suburbs and do not want to pay for parking in downtown Denver.</p> <p>I feel the station should be a pedestrian paradise for the residents it is intended to serve.</p> <p>Globeville is getting a stop at the NWSS Complex (North Metro Rail). Sunnysiders should have no problem accessing the station by bike or by foot. Let's have the station serve the neighborhood (Quigg Newton Housing Projects, Regency Student Housing, Brannon Sand and Gravel, etc, etc) and not those who live elsewhere.</p> <p>Is Fastracks not intended to connect communities by rail?</p> <p>Thank you.</p> <p>Elia XXXX</p>	<p>public workshop kiosk</p>	<p>Mar 06 2008</p>
<p>Options C and D should be eliminated for engineering and cost reasons.</p>	<p>public workshop kiosk</p>	<p>Mar 06 2008</p>
<p>I like the option B east direct alternative with options for stations at pecos and federal.</p>	<p>public workshop kiosk</p>	<p>Mar 06 2008</p>
<p>Pecos Station must work for NW rail too. Pecos station east is the best option.</p>	<p>public workshop kiosk</p>	<p>Mar 06 2008</p>
<p>Why not use bi-level cars? saves money by needing fewer cars and shorter platforms. Helps with capacity issues at union station too.</p>	<p>public workshop kiosk</p>	<p>Mar 06 2008</p>
<p>Yes, good morning. Chris XXXXX, XXX.XXX.XXXX extension XXXX, trying to leave a message for Liz Telford or Andy Mountain. I was hoping I could get a call back in regards to the Gold Line and specifically the 38th and Inca or 39th and Inca station. We are a property owner in the area, and I'd just like to talk to you a little bit about the planning of that line and that station. XXX.XXX.XXXX extension XXXX. Thank you.</p>	<p>phone</p>	<p>Mar 07 2008</p>

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<p>My name is Greg XXXX, and I'm calling with regard to the EIS input process for the Gold Line. I wanted get a date when I can, or the last date I can, get information mailed to you on comments and concerns that I have for the current Gold Line process. My phone number is XXX.XXX.XXXX, again XXX.XXXX. My name is Greg XXXX inquiring about the last date I can get comments mailed to you regarding the Gold Line EIS process. Thank you.</p>	<p>phone</p>	<p>Mar 10 2008</p>
<p>What is the estimated timing for a decision on the Federal Blvd station (A or B)? Thank you. Greg XXXX</p>	<p>email</p>	<p>Mar 10 2008</p>
<p>I support RTD / the Gold Line consultant team including Option B - East Direct, as an alternative for study in the EIS. I think Option B complements the Preferred Alternative already being analyzed, and provides an option in the event negotiations with the railroads doesn't produce results favorable to FasTracks.</p> <p>While the analysis of Option B delays the publishing of the Draft EIS, I still support its inclusion since it doesn't affect the project's participation in the Penta-P program, or any other federal funding option.</p>	<p>website</p>	<p>Mar 13 2008</p>
<p>Hello Angela, my name is Ted XXXX and through the website and calling the general number, your name and number was given to me about getting information about the Gold Line. I wondered if you could send me any brochures or information sheets or handouts from public meetings. My name is Ted XXXX; my home address is XXXX S. Joliet Ct. in XXXX, Colorado XXX, and my home phone number is XXX.XXX.XXXX. Thank you very much.</p>	<p>phone</p>	<p>Mar 20 2008</p>
<p>As a member of the 38th Avenue Station IFT, I would like to note that the northern alternative (41st Ave.) of station location makes the most sense on balance. Though this proposal is slightly further from Highland, the quarter mile radius around it serves more people and businesses -- in part because I-25 is now at the edge of that range. The fact that it's a bit removed from the 38th/Fox intersection means less congestion there, more TOD opportunity for the two blocks between 38th and 40th, and great TOD potential for both Northeast Sunnyside and the rest of Fox St. to the north (including the Denver Post parcel). A couple of important notes: good access for drivers from Northwest Denver must be ensured, and bus service must be maintained (in particular, the north-south component of the 44 route, down Tejon St. from 44th Ave. to 29th Ave. and onward through downtown).</p>	<p>website</p>	<p>Mar 31 2008</p>