

GOLD LINE PUBLIC COMMENTS

NOVEMBER 1-30, 2007



Comment	Date Captured	Source
<p>EIS Comment I live on Grandview Avenue, between Lamar Street and Wadsworth By-Pass, and have been told that there are currently no plans for construction of a sound-barrier for the Gold Line. If true, this is a gross oversight, and one that will force all the residents along Grandview to endure the sight and noise from the transit line, repeated times every hour.</p> <p>Since noise barriers were a part of the construction plan for the southern leg of the light rail construction program, they should also be a part of the Gold Line construction plan.</p> <p>Greg XXXX XXXXX Grandview Ave. Arvada, CO</p>	Nov 19 2007	email

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<p>Feedback on the Fastracks' Gold Line and Airport Access 25 November 2007 Arvada</p> <p>Dear RTD:</p> <p>This e-mail is feedback from last month's environmental impact meetings for the Gold Line and DIA access for Gold Line riders.</p> <p>Although the current status of the design of the line through Arvada was well covered during the meeting I attended, the issue of what happens to the line, as it's currently being designed, when it gets to Union Station and its connections to other Fastrack lines--particularly to the Denver International Airport via the East Corridor--were not addressed at all. That DIA connection may be very important to the Fastracks' ridership numbers and its overall success as a transportation project in Arvada.</p> <p>I had assumed that, when the RTD board voted to have the EMU be the only vehicle option for both the East Corridor and the Gold Line last July, that there would be a seamless interface between the two at Union Station. I also hoped that many trains from Arvada would even be able to continue onto DIA without having to have passengers disembark and get on another train.</p> <p>Apparently, I was mistaken.</p> <p>After the presentations, when I asked the RTD and consultant support staff about the transfers needed to do a DIA trip from Arvada, I got four different answers from four different people. They ranged from it being as easy as just moving across the platform to another waiting car with the possibility of some through trains to DIA during the day, to the unpleasant scenario of needing to disembark and then climb a set of stairs (with luggage) to pass over one or more tracks and then descend another staircase to take a fairly long walk (possibly exposed to weather) to find another platform to wait for yet another East Corridor train that would be leaving on an uncoordinated schedule. The other connection scenarios were somewhere in between.</p> <p>It's not that anyone was trying to mislead me. It was simply that the latest design plans for the Gold Line's DIA connections at Union Station were changing so frequently that none of the presenters at the meeting really knew what the most recent physical plans (and scheduling plans) for the airport connections were.</p> <p>At future public input meetings for the Gold Line, I'd very much like to see this airport transfer issue addressed as fully as other Gold Line design issues have been addressed in the past.</p>	<p>Nov 25 2007</p>	<p>email</p>
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<p>Here's my hope: I'd like to see Arvada's A-Line airport shuttle service go out of business when the Gold Line first starts running its trains.</p> <p>Not that Ride Provide, Inc.'s A-Line, and its RTD AA route predecessor, haven't been some of the most useful transit services the City of Arvada has ever seen. I'd like to see the A-Line go out of business because the Fastracks Gold Line service will be providing something even more convenient, faster, user friendly and reliable for access to DIA and that the A-Line will close simply because of a lack of customers.</p> <p>The current A-Line is a knockout service and besting it will be a tall order, but it suffers from the inherent limitations of increasing traffic congestion and unpredictable capacity demands. Those problems can only get worse in the coming decades.</p> <p>A lot of the taxpayer's money is going to be spent on the Gold Line. Let's make it as airport friendly as it can be.</p> <p>Sincerely, John XXXXX XXXXX Field Street Arvada, Colorado 80004-XXXX XXX-XXX-XXXX XXXXXX.com</p> <hr/>		
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<p>Hello, my name is Keith XXXX. Quick question for you on technology of the EMUs that we're talking about. Are we looking at single-level or bi-level/double-decker type equipment on that corridor? I believe at one time somebody told me when I was at one of the meetings that they couldn't use bi-level because Union Station was going to be underground for commuter rail tracks. But the latest I've heard is they're going to go at grade at Union Station, and all the tracks would be capable of handling bi-level cars. That's what I heard this morning and I wanna make sure that Gold Line corridor is able to look at bi-level cars and not just single-level cars for a whole bunch of reasons. But if somebody would call me about that, I sure would appreciate it. I am at (XXX) XXX-XXXX. Thanks.</p>	Nov 28 2007	phone
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