

GOLD LINE PUBLIC COMMENTS

NOVEMBER 1-30, 2006



Comment	Date	Source
I prefer Ralston streetcar alignment	Nov 1 2006	email
<p>When researching the "alternative" routes, we were told at the meeting held at the Mosonic Temple on Federal Blvd that the alternatives that were being presented that night, had passed what was called a "Fatal Flaw Analysis". Then I just received a email from a friend of mine showing the alternatives that are still on the table.</p> <p>I am dumbfounded on how running a fixed line train down the middle of North Denver' s Main east west thoroughfar passed the "Fatal Flaw Analysis". This alternative would push all the traffic north onto 44th or south onto 32nd both of which I think would create huge saftey as well as conjection during and after construction. Not to mention that you did not present any traffic #'s to show that impact at any of the meetings. What is the number of cars during peak and off peak that would be forced off 38th Ave?</p> <p>I am affraid that the powers that be (?) already have made commitments that are not in line with what the community wants or needs.</p> <p>If the Larger trains can be utilized in he same coridor that we voted for and be had within budget or there abouts" (we know that never happens anyway) then why all the hub bub?!! An announcement should have been made that "Because of safty concerns that the railroad companys have, we are upgrading the trains that will be utilized on the Gold Line to a more comfortable, higher capacity and most of all safer train design. Period. Why does everything have to be a debate. NORTH DENVER does not need a train cutting through its nieghborhoods!</p>	Nov 1 2006	website
<p>+++++ W. 49th Ave Wheat Ridge properties</p> <p>Hello – I own three commercial buildings addressed above. Please summarize any direct impact planned or possible for the properties such as condemnation, etc. Has the exact location of the Ward Road station been identified. I would appreciate knowing anything you can share as leasing etc is directly impacted by the Gold Line plans. Thank you</p>	Nov 1 2006	email
I'm for the route 7BB in the goldline. Thank you.	Nov 1 2006	phone

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<p>Gold Line Thank you for your thoughtful and thorough evaluation of proposed alignments for the Gold Line. Its an exciting project and I look forward to riding it one day no matter what the alignment is.</p> <p>Martha</p>	<p>Nov 1 2006</p>	<p>email</p>
<p>I want to voice my support for the 7BB plan for the Gold Line. I believe that plan is the best mix of cost and stations and the street cars would fit in with the town of Arvada better than a train.</p>	<p>Nov 1 2006</p>	<p>website</p>
<p>I like plan 7BB best for the number and placement of station and that the streetcars could share the road with traffic. The trains would would cause more congestion.</p>	<p>Nov 1 2006</p>	<p>website</p>
<p>I support 6DD Alignment</p>	<p>Nov 2 2006</p>	<p>email</p>

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<p>Preferred Route - EMU Corridor</p> <p>First of all, I want to thank you for eliminating alternatives which involved Lowell Blvd. Secondly, I want to support the light rail EMU option down the BN/UP corridor, as the option which we voted on during the FasTracks referendum. Please do not go against the campaign promise to keep light rail along the corridor and out of North Denver. I believe that light rail along the existing corridor is good everyone because:</p> <ol style="list-style-type: none"> 1. It will increase ridership 2. It will allow for development of multi-use retail and living space 3. It will reduce congestion along the highway 4. It will allow suburban commuters a convenient way to park and access downtown 5. It will not affect the charm and aesthetics we have worked so hard to build in North Denver. <p>Thanks!</p> <p>Gina</p>	<p>Nov 2 2006</p>	<p>email</p>
<p>Wheatridge area goldline</p> <p>I think Alternative 6DD is the best for the area. Bill</p>	<p>Nov 2 2006</p>	<p>email</p>
<p>The four final options look fantastic. However, it seems that there are not enough stations along 38th for the LRT options. For the dense and growing neighborhoods of NW Denver, please consider a stop at Lowell and Tejon as well - these are great TOD opportunities and close to downtown. Station spacing would be similar to the West light rail line in the areas closest to downtown. Thank you.</p>	<p>Nov 2 2006</p>	<p>website</p>

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<p>Thank you for sending a personal note in response to my public comment. I expected an auto reply so it's really nice to get the personal touch.</p> <p>I attended the Arvada and Federal public participation meetings and was extremely impressed with how well planned and executed they were. This comes from the daughter of a former Rockville, MD city planning commissioner. Dear old dad thought it was a good civic lesson to take me to public meetings starting at age seven so I do know what I'm talking about when I say, WELL DONE!</p>	Nov 2 2006	email
<p>Revised Plans 11-2-06</p> <p>I was glad to see that RTD was so responsive to community input and has dropped the Lowell Blvd. light rail concept. I'm mostly in favor of the electric train along the original route, but I can see some of the merits of the light rail routes along 38/Sheridan and 38/Harlan. I am not in favor of the streetcar, since this application is easily provided by buses.</p>	Nov 2 2006	email
<p>I understand Option 3-EMU (electric commuter rail on Grandview Ave.) is being proposed and that it would greatly limit access to homes & businesses on Grandview Ave. I believe that Ralston Road has a great deal of space available for this versus the limited space on Grandview. I believe it would ruin the historic atmosphere also on Grandview -much more than on Ralston. Please reconsider.</p> <p>Thank you.</p>	Nov 2 2006	website
<p>I'm for 6BB</p>	Nov 3 2006	email
<p>Alternate route for gold line</p> <p>I recommend Ralston Road as the route rather than Grandview. The Grandview route damages part of the historical Arvada area as well as imposing unnecessary inconvenience and restriction on residents on Grandview.</p> <p>Berl</p>	Nov 3 2006	email

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No light rail on 38th!!	Nov 3 2006	comment card
Absolutely NO light rail on 38th!!	Nov 3 2006	comment card
I read with disappointment the change in the proposed routing away from Lowell Blvd. I felt that this was the best solution in terms of the appropriate distance for the street running portion of the light rail line and that it included access to Regis College. I do support the idea of running along 38th avenue in general.	Nov 4 2006	website
Hi, I would like to give my opinion on where the goldline should go. I have lived in Arvada for 60 years and have watched it grow and change. My parents home was on Grandview and a relative now lives there. It is an old historic house and very beautiful. They have to get premissin to even change or do any work. I feel that a line on Grandview through that historic area would not be good. Especially since it would be just as easy to go down Ralston where there is more room without taking from property owners. As they dig out Wadsworth at Grandview all traffic will have to get off at Ralston anyway. It seems logical to put your rail access where the people will be. It would be closer to the big apartment areas for them to use and yet away from private homes. Seems like a no brainer to me. Alice	Nov 4 2006	email

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<p>Andy,</p> <p>I want to thank you for including me as a participant in the focus team and tell you that your group is doing a fantastic job wrestling with a terrific problem. I am impressed with the effort you are putting forth to include the people in the process.</p> <p>When the Burlington Northern refused to grant use of thier right of way, it threw a terrific monkey wrench into the works of the Goldline project. Your realignment team is faced with a HUGH delemma that will attempt to solve one of the biggest problems in the metro area now and in the future which is traffic congestion and mobility of the citizens of the front range. I think the community has a responsibility to be involved in the decisions of the community and am looking foward to working together to find a workable solution to this important issue.</p> <p>Mike</p>	<p>Nov 4 2006</p>	<p>email</p>
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<p>Community use</p> <p>The more I look at the alternatives, the more I see a project designed round a system because it's there. This is not necessarily the best way of designing a new service. A good service by it's nature will meander but give more access to more facilities. A rail over road service although adding total time to end to end journeys will have some advantages and disadvantages. In favor. More stops can and should be incorporated. More usage overall due to the system being more user friendly and having more access Closer to more homes. Less parking required as service is within walking distance from more homes. Direct access to shops and restaurants enhancing business. Less chance of having to drive after drinking due to closer proximity to homes. Fewer additional motor vehicles on the road. Although time is increased, the roads are inevitably becoming more and more crowded so although the time for total journey is greater, rail is still favorable in comparison. No heavy rail track near pedestrians.</p> <p>Disadvantage Demolition of properties Longer end to end time due to more stops. Making streets one way to avoid traffic conflict.</p> <p>Geoff</p>	<p>Nov 4 2006</p>	<p>email</p>
<p>I am writing to express my support for a 38th street station on the Boulder line.</p>	<p>Nov 5 2006</p>	<p>website</p>

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<p>Light rail on Grandview Grandview is a nice road to travel, not too narrow, leading into downtown Arvada. To make it one way when there is an alternative, Ralston road, is unthinkable. Ralston Road has a wide green area that could accommodate the light rail. Why destroy a well working road. Ralston is already more of a business zone, whereas Grandview is residential East of the bypass. Why disturb this quiet neighborhood when a parallel business area is available. Beth</p>	<p>Nov 5 2006</p>	<p>email</p>
<p>Alignment 6DD would be my choice -</p>	<p>Nov 6 2006</p>	<p>email</p>
<p>Yes, I have a question regarding the actual location of the Gold Line. My 83 year old mother has lived in her home for 50 years, and she lives along Ridge Road, and she is very concerned that the Gold Line is basically going to run through her house. If you could please give me a call, My name is Toby ++++++, my work number is: +++ +++ +++++. Thank you very much Bye.</p>	<p>Nov 6 2006</p>	<p>phone</p>
<p>Hi I have a specific question about the a 38th St Corridor and, or 38th Avenue. And my question is whether or not, depending on whatever goes in, Light Rail or Street Cars, if cars can turn across traffic, for instance going west, turning left onto a side street? Because I have a business that I am putting in on 38th and Tennyson, and access is critical. So I wondered if you can answer that question, my name is Pam +++++, my phone number is: +++ +++ +++++. Its 4:30pm on Monday, November 6th. Thank You</p>	<p>Nov 6 2006</p>	<p>phone</p>
<p>I like 6BB</p>	<p>Nov 6 2006</p>	<p>email</p>

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<p>Dear Sirs:</p> <p>I respectfully have a serious concern about the route that will be taken down 38th. Ave. It has been presented to me that two tracks would come west on 38th. Ave. in the center of the street to either Sheridan Blvd. or Harlan St. limiting 38th. Ave. to two lanes of traffic either side of the tracks. That would severely limit the amount of traffic that could travel the street. I do not feel the prevailing theory that ridership would significantly decrease the amount of auto traffic as I have polled many of my customers who empathetically say they would not use the transportation to come to my store or any other business along the street. My conclusion is the two lanes for auto traffic would not be enough to support the demand. There would be those who would seek other routes to drive like 44th. Ave. or 32nd. Ave. which are not adequate enough to accommodate the added volume.</p> <p>Additionally there is a strong possibility crime would increase along 38th. Ave. add that to decreased patronage of the businesses the emergence of increased graffiti and property values of both businesses and residences would plummet. I personally fear the very real possibility I would eventually default on my mortgage and lose it and the possibility of selling either my business or my building.</p> <p>West 38th. Ave. is one of the busiest streets in Denver with a very high traffic count and much of it is not local or commuters to the destinations of the proposed train stops. Actually the existing bus lines better serve the local residences as they have convenient stops for riders. The proposed rail would not serve them as much making it more difficult for those who have no other source of transportation.</p> <p>I see W. 38th. Ave which has been seriously developing the past several years to one of the better areas of the city with a nostalgia of its own becoming the newest run down ignored and possibly sudo ghetto areas of town as businesses fail and leave-- residences fear loss of property values and the area loses its attraction to the young married couples and the new home buyers who are bringing so much new life to this area.</p> <p>The way I see it W. 38th. Ave would be sacrificed as a viable major artery in Denver and as a thriving source of small business to provide a corridor for light rail or whatever method of mass transportation is decided upon to outlying areas. I think this can be accomplished without causing such serious damage to all the emerging new businesses and in turn to the uniquely developing community by taking a route that is less disrupting and doesn't turn so many businesses and residences upside down.</p> <p>Sincerely, Mike</p>	<p>Nov 6 2006</p>	<p>website</p>
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<p>Hi, my name is Jakes +++, I was more curious as far as property acquisition. I happen to live off the Burlington Northern Corridor, on the North side. My house actually backs up to it, and I was curious if that turns out to be the primary track where it will be put in. What Property Acquisition will happen, if there will be any, so I can plan for that. If you can give me a call, my number is. +++ +++ +++++.</p>	<p>Nov 7 2006</p>	<p>phone</p>
<p>Tp preserve the historical integrity of the Nat. Hist. Dist on Grandview I vote for Alignment 6BB</p>	<p>Nov 7 2006</p>	<p>email</p>
<p>I prefer Alignment option 6DD</p>	<p>Nov 8 2006</p>	<p>email</p>
<p>I would like to voice my opposition to running a rail line up 38th Avenue in Denver. As a long time resident of the area, I was deeply disturbed to find out that my historic neighborhood had the potential of being run over by your light rail trains. Denver has few areas as precious as the historic Highlands left, and it will be critically damaging to infect it with this public transportation. Please do what you can to use the existing railroad tracks for the light rail measure voted on and agreed to by the citizens.</p>	<p>Nov 8 2006</p>	<p>website</p>
<p>As a property owner in Olde Town I am grateful that all four remaining proposals will maintain our pedestrain access to the light rail. Anything I can do to help RTD negotiate/persuade BNSF to give you the ROW you want I will do. My main concern is that it gets built through Olde Town and RTD has a great track record of getting things done, so I am confident that the railroads will finally work with you. Secundarily the aesthetics, noise and vibration issues are a concern but not overly so, as the new RTD lines have done a good job of addressing these concerns (except the noise inside the Louisiana Station platform area next to I-25). If the Olde Town station is to be finally located on Grandview, I would like to see it sited closer to new Wadsworth (integrated with a bus station and Park and Ride) rather than next to Olde Wadsworth, as the site provides a good multi-modal center, and now the heavy rail train whistles echo into Water Tower Village. I know LR will be quieter, but the whistles can be a bit annoying. Access to new redevelopment after new Wadsworth is rebuilt (near the east end of Olde Town) and the Olde Town Theatres, Starbucks, Sandwich shops, etc along new Wads. will be a lot easier too if the Olde Town Station is nudged a bit further east. Good luck with all, Cal, including convincing those stubborn railroads to let you play in their ROW!</p>	<p>Nov 8 2006</p>	<p>website</p>

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<p>Gold Line</p> <p>I like alternative 3. The point of fast tracks is to provide transportation alternatives and not further congest the existing roads. Thank you.</p> <p>Shelton</p>	Nov 8 2006	email
<p>I would like to recognize the 38th street alternatives as good viable solutions for NW Denver. I voted for Fasttracks and would like to be able to take advantage of what I voted for. I think that NW Denver could use some revitalization to its business community. Running down 38th I believe would do that.</p> <p>Thanks for everyone's hardwork on this. Your efforts are really showing through and I hope are appreciated by the community.</p>	Nov 8 2006	website
<p>If one of the corridors along 38th is chosen, I recommend and request that there be a few stops along 38th to help the revitalization of the businesses along 38th. I would especially like to request one at 38th/Tejon. I know my husband, myself and many of my neighbors would greatly appreciate having close access to the rail line.</p>	Nov 8 2006	website
<p>I prefer Alignment 6DD</p>	Nov 9 2006	email
<p>I understand that there would be an impact to homes and businesses if we were to have Light Rail on 38th Avenue, but the opportunity to serve at least twice as many people by going through the Highlands neighborhood seems to make a lot more sense. I probably live further than your 1/2 mile radius around a 38th/Sheridan station, but will most definitely walk to the station to then commute to work at the University of Denver. And I would guess that many others like me would do the same. However going with a street car on that route or using the rail right of way wouldn't be enough to swing me to use the transit option.</p>	Nov 9 2006	website
<p>I prefer the streetcar Alignment on Ralston</p>	Nov 10 2006	email
<p>Keep light rail out of North Denver! Stick to what we voted on!!!</p>	Nov 10 2006	comment card

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<p>Grandview route</p> <p>This is one of the worst options I see. If this is done you will be destroying part of the Historical District of Arvada. Grandview would have to become a one way street and that would cause traffic flow to be negatively impacted. Please chose a rjoute that does not impact the Historical Distric of Arvada.</p> <p>Gary</p>	<p>Nov 11 2006</p>	<p>email</p>
<p>streetcars?</p> <p>I am unable to see the advantage of using streetcars over the curruent bus system. It seems that the cost of building and operating a streetcar system would far out-weigh any benifits and that reliability would not be improved. Can you explain why a streecar system is being explored and what benifits there would be for the commuter and/or taxpayer?</p> <p>Tom</p>	<p>Nov 11 2006</p>	<p>email</p>
<p>I am writing to voice my support for Gold Line alternative 7DD, which calls for a return of streetcars to north Denver. Three criteria make this option look the best to me. 1. The lower cost of the project. 2. The need to aquire fewer properties to make the project a reality. And 3. until the early 1950's north Denver was served by the city's streetcar system, and in an area full of historic properties it would be wonderful to see the streetcar return to our community!</p> <p>Thank you!</p> <p>-John</p>	<p>Nov 12 2006</p>	<p>website</p>
<p>I prefer Alignment 6BB</p>	<p>Nov 13 2006</p>	<p>email</p>

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<p>I would strongly support any of the alternatives that run along West 38th Avenue in northwest Denver (alternatives 6DD, 6G or 7BB). Light rail or streetcar would be a crucial resource for residents and businesses in the surrounding area, which accounts for the majority of the neighborhood population. The 38th Avenue options would also help revitalize the street itself, which is currently somewhat blighted and neglected.</p> <p>I'm opposed to alternative 3 because it would bypass a significant amount of the local population. If this alternative were selected, I believe most residents of northwest Denver would continue to drive to destinations such as downtown due to the inconvenient locations of the proposed stations.</p> <p>Mark</p>	<p>Nov 13 2006</p>	<p>website</p>
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<p>As someone who moved to Olde town Arvada for the future light rail, I am very excited for the ability to take light rail to games, to downtown, and to DU.</p> <p>However I am NOT excited about one of the proposals. The streetcar idea. Though it is less expensive I am wary of having street cars in neighborhood streets. The twists and turns through Garland, Carr and others could be dangerous for the children who go to elementary and middle school around there. I am strongly opposed to proposals that would run streetcars anywhere, especially on streets within a block or two of elementary schools (ESPECIALLY in Residential neighborhoods.)</p> <p>I do hope that this option is just a matter of EIS and not the preferred alternative. I would like to be informed about the probability of the use of the streetcar option.</p> <p>In my own personal opinion my preferred options are as follows: -Light rail (Harlan option) -Light rail (Sheridan option) -Electric Commuter Train -Streetcar option.</p> <p>If you could let me know when meetings and public hearings are going to happen, I would appreciate it.</p> <p>Sincerely, Excited Light Rail Fan Danny</p>	<p>Nov 13 2006</p>	<p>website</p>
<p>Hello, My 84 year old mother has lived in her house at +++++ Ridge Road for over 50 years. Please do not take her home. Please use the railroads right of way and do not impact Ridge Road. Thank you.</p>	<p>Nov 13 2006</p>	<p>website</p>
<p>A stop at Wolf or Tennyson near the new Sunflower Mkt/Shopping Center would benefit many. We would use the trolley or Ltrail to go directly downtown, transfer at Union Station for Broncos, attend plays, museums etc.</p>	<p>Nov 13 2006</p>	<p>comment card</p>

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Need some repairs donw so I want to know how far to go.	Nov 13 2006	comment card
I don't care where you put it as long as you don't take my home. Have lived here 50 years and raised a family here. It would break by heart to move.	Nov 13 2006	comment card
I am in favor of the light rail option up Sheridan Blvd.	Nov 13 2006	comment card
We have good bus serve in Wheat Ridge. Leave it as is. Why not use existing right-of-ways. Instead of tearing up communities and small businesses. Build light rail to towns such as Boulder, Golden, Parker, Longmont, where it will be used much more, than in Wheat Ridge.	Nov 13 2006	comment card
I think Light Rail along Harlan or Sheridan would be fantastic!!	Nov 13 2006	comment card
Would be nice to have light rail to downtwon and Arvada.	Nov 13 2006	comment card
If light rail on Sheridan would result in improvements to that portion of Sheridan, then I'm all for that option!	Nov 13 2006	comment card
I think it is a very good thing about the Gold Lines.	Nov 13 2006	comment card
Would like to know whats going to happen with my area or residence or what plans or future for my area.	Nov 13 2006	comment card
While construction for a 38th Ave. light rail will be very disruptive to us, we are very supportive of it. It's a great long-term solution for transit and we think it's great!	Nov 13 2006	comment card
Very interested to see where this is going.	Nov 13 2006	comment card
It has very good potential also will help the community.	Nov 13 2006	comment card
Good plan	Nov 13 2006	comment card
I think the routes along 38th and Harlan would be best. Would connect Old Town Arvada, Wheat Ridge, the future Lakeside mall project and downtown. This could benefit these areas.	Nov 13 2006	comment card
Ingalls Street is on block west of Harlan. This could impact our house. I'd like to know if this is probable.	Nov 13 2006	comment card
I favor lightrail or streetcar that goes down 38th Ave.	Nov 13 2006	comment card
We are concerned regarding the use of 38th Ave and Sheridan Blvd for light rail.	Nov 13 2006	comment card

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LRT is meant to serve residents and should be easily accessible to the greatest number of residents possible. Therefore routing the Gold Line along 38th Ave is the only reasonable option.	Nov 13 2006	comment card
I highly support any route on 38th Street. Please continue exploring those options.	Nov 13 2006	comment card
Please no more noise, and traffic on 38th Ave.!	Nov 13 2006	comment card
On what side of 38th would the tracks go?	Nov 13 2006	comment card
I prefer either alternative 3 or 6g. I live very close to the proposed alignment west of Wadsworth and am very concerned how many homes may be taken in my area. Is there a map of proposed homes between Allison and Carr St in Arvada that may have to be taken? Thank you.	Nov 13 2006	website
Voting for 6DD Alignment	Nov 14 2006	email
<p>I recently learned that one of your alternatives was to reduce Sheridan down to 2 lanes of traffic and replace them with the light rail train. I'm told that ROW will be purchased or taken to accomplish this. The Town of Mountain View is financially strapped and we rely on sales tax from our 15 or so businesses and traffic fines to operate. Eliminating the businesses from Sheridan will reduce our sales tax income by more than a third. This would devastate a town that struggles to provide basic services to its residents.</p> <p>The traffic lanes lost won't be replaced by gold line riders as the future light rail customers will be passing through Mountain View on their way to and from Downtown Denver.</p> <p>I'd be surprised to learn that CDOT endorses this alternative. I'd be happy to support this effort for the existing rail line alignment should you need to go before the PUC. I'm sure they'll rule in your favor. Please eliminate this alternative for the gold line.</p> <p>I appreciate this forum and opportunity to comment. This is a very professional presentation and process. Unfortunately, Mountain View was left out of the initial planning efforts.</p> <p>Brad</p>	Nov 14 2006	website

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<p>Please don't bring light rail up 38th Ave. It should go along the railroad right-of-way, as it does in other parts of Denver. (I know there's been a report that the railroads won't allow that, but they have in other areas of Denver where it has worked well, and oddly, it no longer seems to be an issue once the light rail crosses Wadsworth Blvd., since from there on it does occupy the rail right-of-way.</p> <p>Of course, the real issue is that RTD, by doing the 38th Avenue placement, wishes to favor the developer of the Old Elitch property. It's quite telling that the proposed line runs just to the edge of his property and then turns north. And what is his idea of development? Having promised to build a garden community on the old Elitch site, he put up cheap ticky-tacky crap, without the City and County of Denver intervening to require him to build what was promised. We recently had to fight off his proposal to put a Walmart in this historic neighborhood. During public meetings on that proposal, he stated that he "wanted to 'help' with the redevelopment of 38th." We know what that means -- raze both sides of 38th, taking down all sorts of turn-of-the-century homes, and inserting every anonymous big box imaginable, without regard to the small businesses, solid families, and historic patrimony of Denver in this neighborhood. And here is RTD, ready and willing to help him by putting light rail up 38th to weaken and destroy the businesses there -- just as it did in Five Points during light rail construction there.</p> <p>Putting light rail in the railway right-of-way would bring heavy commercial development to a much more appropriate and profitable area, since that location has good access to all three major highways that run through northern Denver.</p> <p>If the railroads really won't allow that placement, then the line should run up the Federal Blvd. corridor. Many lower income families live there who depend on public transport because they cannot afford to own cars and it would run close enough to Regis University to also serve that student population.</p> <p>But the proposed route has nothing to do with giving citizens who need it access to public transportation, does it? It's all about giving developers the opportunity to gut a desirable neighborhood to line their own pockets.</p>	<p>Nov 14 2006</p>	<p>website</p>
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<p>No public project should have that as its motivation.</p> <p>Please put light rail along the railroad right-of way, where it belongs and where it would be most cost effective to build it.</p>		
<p>Gold Line Comment: Build on 38th!</p> <p>Hi - I don't know the most effective way to comment, but I did want to be heard that I am a resident at 35th and Meade street and I would LOVE the lightrail, a street car or anything to run up 38th from Union Station. That means that I'm in support of maps 6DD, 6G, and 7BB. If there are other ways to show support (I'm sure you hear much more from people against the light rail than for it) please let me know. Residents in the area do want it - and I, for one, want it on 38th!</p> <p>Thanks, Elizabeth</p>	<p>Nov 14 2006</p>	<p>email</p>
<p>I would not like light rail or street cars going down 38th at all. That is my input. Family members feel the same also. Thank you.</p>	<p>Nov 14 2006</p>	<p>comment card</p>

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In talking with our neighbors at 38th and Depew area, we are not in favor of bringing FasTrac or street car down 35th and Sheridan to Harlan. The City of Wheat Ridge just revitalized this area with our tax money. Sheridan to 52nd needs a revitalization this would be a better plan all around. It would not hurt the case golf course.	Nov 14 2006	comment card
It would be nice to have the rail line be old school and run the Lakesie Wheat Ridge area. As rumor has it there be improvements to the mall and park area.	Nov 14 2006	comment card
Don't want light rail on Harlan Street!! No light rail on Harlan!! Use Alt #3	Nov 14 2006	comment card
Please send me updates as to the Gold Line.	Nov 14 2006	comment card
Wheat Ridge just completed a beautification on 38th and Harlan Streets. How about going north on Sheridan?!	Nov 14 2006	comment card
Please provide a secure method for us to send our personal information, ie. an envelope - not a postcard for everyone to see. Thanks.	Nov 14 2006	comment card
Will there be any passing tracks	Nov 14 2006	comment card
I prefer Alt 7BB (streetcar) with stops on W. 38th Ave at Lipan, Pecos, Tejon, Zuni-Clay, Federal, Lowell, Tennyson, Sheridan.	Nov 14 2006	comment card
Where are the stations proposed to be in the Old Town? We hope to see FasTracks int he aera without objections.	Nov 14 2006	comment card
Proposed route The proposed route for the Gold Line along Ralston Road makes the most sense since there is the most available room along this route with the least disruption of existing homes. Thank you	Nov 14 2006	email
Alignment 6DD	Nov 15 2006	email

GOLD LINE PUBLIC COMMENTS

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<p>I support Alternatives 6DD, 6G and 7BB. According to the information you have provided on this website, these alternatives would provide direct access to nearly double the population as compared with Alternative 3. Despite the larger property impacts of 6DD and 6G and the additional 10 minutes of travel time under 7BB, these alternatives would enable more people to access the facility without use of a car. This could result in fewer people starting up a car each morning to drive to work or to an RTD parking lot.</p>	<p>Nov 15 2006</p>	<p>website</p>
<p>Support for Alternative 6G RTD</p> <p>I live in Northwest Denver, on Stuart Street just south of 29th Avenue. I have lived in this neighborhood since 1992 - before it was "hip". My profession is commercial real estate and development, with a back ground in planning and landscape architecture. I own investment properties in Northwest Denver as well as my home. My support comes from the point of view of both a resident AND a real estate professional.</p> <p>I have always supported the "light-rail" initiative as I see this form of transportation being effective in supporting positive redevelopment of the existing urban area that is more environmentally friendly. The latest changes to the Gold Line route is a great opportunity for the inner urban communities of Northwest Denver, as well as Wheat Ridge, Mountain View and Lakeside. Access brings opportunity. I fully support the Alternative 6G: Light Rail along 38th Avenue to Harlan/Ralston.</p> <p>This venue provides the best opportunity for all of the effected communities. 38th Avenue is ripe for redevelopment throughout Denver and Wheatridge. The Harlan route will support redevelopment in Wheatridge and Lakeside, benefiting these communities with both improved retail services and the coinciding tax base benefit. And residents along the route will appreciate the access afforded to the entire light rail system. Friends and acquaintances in Northwest Denver and Wheatridge all concur that this route will be a great benefit to the whole quarter.</p> <p>Concerns of Arvada constituents that a route through Northwest Denver would slow</p>	<p>Nov 15 2006</p>	<p>email</p>

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<p>commute times is unfounded. However - that concern is one of the reasons why I do not support the "street Car" alternative along the same route (as defined in Alternative 6G). Travel time for Alternative 6G is only two (2) minute more than the EMU-BN/UP (Alternative 3), and Alternative 3 provide far less benefit to Northwest Denver, and virtually no (zero) benefit to Wheat Ridge or Lakeside.</p> <p>Alternative 6G is by far the most inclusive and beneficial alternative for all of the Northwest communities of Denver and it's suburbs. I WILL RIDE IT, AND I WILL INVEST BECAUSE OF IT.</p> <p>Tim</p>		
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GOLD LINE PUBLIC COMMENTS

NOVEMBER 1-30, 2006



<p>about the gold line going down 38th</p> <p>Hello.</p> <p>My name is Karen +++++. My husband, Stuart +++++, and i live on +++++ W. 38th ave., between Zuni and Wyandot.</p> <p>WE ARE VERY OPPOSED TO THE GOLD LINE GOING DOWN 38TH IN ANY CAPACITY. PLEASE CONSIDER THE EMU/BN-UP OPTION VERY SERIOUSLY.</p> <p>We do not want the noise, loss of property values, pollution, and anticipated traffic problems!! We live a block away from Academia Ana Maria Sandoval. The traffic is already a problem when parents drop off or pick up students. Just imagine the congestion when the school is at full capacity and 38th is not as accessible!</p> <p>We will not support a project that does not benefit the neighborhood (being that there will be no stops for us ((well, unless there are trolley cars, but..))), yet causes a loss of quality in our lives.</p> <p>The buses on 38th provide an adequate alternative to cars already. Many of us over here, however, live close enough to downtown that we can even walk.</p> <p>I have yet to hear a reason why light rail would serve as a WORKABLE mode of transportation for us affected by its presence. It seems to us that it works for people in ARVADA, that would like access to Coors Field.</p> <p>I also understand that crime rates have increased substantially and businesses have suffered in Five Points due to light rail.</p> <p>Mark us down as two "NO WAY" votes for the GoldLine on West 38th Ave.</p> <p>Thank you. Karen and Stuart</p>	<p>Nov 15 2006</p>	<p>email</p>
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GOLD LINE PUBLIC COMMENTS

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<p>We have property on the South West corner of Harlan at 41st What are your plans? None of us like change, however we understand the location. How will this effect the flow of traffic? Harlan feeds Wheat Ridge from I 70 is it fair to take that away from Wheat Ridge and why wouldn't Wasdworth be better for Wheat Ridge and Arvada plenty of Right of way on either side of the street and it would benifit all commerical and residential</p>	<p>Nov 15 2006</p>	<p>website</p>
<p>My concern is that I am about to sign a 20 year lease for a retail food establishment in Highlands Gardens Village on 38th and Tennyson. At this stage in the process Gold Line officials are unable to give clear answers about future access or lack thereof, to my business or potential right of way/street expansion issues.</p> <p>I may or may not go forward with my plans upon learning of the proposed route down 38th because of the uncertainty. I live in the neighborhood and opening this business is the culmination of 20 years planning, saving and gaining experience. A great deal of the success of any retail business is visibility and easy access. I chose this location because of this and because I believe in the live/work model of a community and am trying to make that come to fruition. I certainly could go to a big mall in Parker or Castle Rock or Westminster though I have no interest in doing so - I'd rather contribute and be more a part of the community in which I live.</p> <p>I support Light Rail in the way it is utilized in the Southeast and Southwest corridor, following the highways and rail corridors. The Highlands Gardens Village development is encouraging more pedestrian and bicycle traffic . Light Rail, while theoretically reducing some amount of auto traffic, in this case would be a adding higher and longer physical profile vehicle to an already busy neighborhood thoroughfare.</p> <p>I would like to see the Commuter Rail follow the existing rail corridor north out of downtown then west- I believe it is Alternative #3.</p> <p>Thank you.</p>	<p>Nov 15 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

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<p>I live at the intersection of jason st and 38th ave. It appears that a station is going to be located near here regardless of what plan is accepted. I want to know how my block will be impacted. Are we going to be part of a parking area for the 38th ave station? How have homes near or adjacent to stations been affected, ie. property value, etc. in past similar projects around the city, state, and country. I know that nothing is decided yet, but there has to be some information accumulated at this time. Please email me with any and all info you can provide.</p> <p>thank you, Neil</p>	<p>Nov 16 2006</p>	<p>website</p>
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GOLD LINE PUBLIC COMMENTS

NOVEMBER 1-30, 2006



<p>Dear Sirs:</p> <p>I am submitting for your consideration some of my views and questions regarding the remaining alternatives for the Gold line.</p> <p>Alternative 3: EMU-BN/UP</p> <p>I fear this will be the alternative ultimately selected due to neighborhood opposition to the other alternatives and the comparative ease of construction. I believe my use of it would be limited because the proposed stations (38th Ave at Inca and Federal at I-76) are not within walking distance from my home. Moreover, the proposed station at Federal at I-76 would be at the bottom of a long steep hill in what is now a no man's land.</p> <p>How will it's terminus work in relation to the light rail stop at Union Station given the announced plan by the developers, Continuum Partners / East Wet Partners, to have the Commuter lines underground? Will it be difficult to transfer to SW and SE light rail?</p> <p>Alternative 6DD: LRT-Sheridan / Ridge</p> <p>This is an attractive alternative for me since it will run on 38th Ave. at an ideal distance from my home. I can see myself becoming an enthusiastic and dedicated rider. I am concerned that it could destroy the character of Old Arvada should the route run south down Olde Wadsworth from Ralston as planned. I think the route should be changed to Yarrow street to the west of Olde Wadsworth or perhaps Webster to the east of Olde Wadsworth, if possible.</p> <p>Alternative 6G: LRT â “ Harlan / Ralston</p>	<p>Nov 17 2006</p>	<p>website</p>
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GOLD LINE PUBLIC COMMENTS

NOVEMBER 1-30, 2006



<p>My views on 6G are the same as they are for 6DD particularly with respect to the routing through Old Arvada. However, I do like this route better simply because it goes further west on 38th Ave.</p> <p>Alternative 7BB: Streetcar Harlan / Ralston</p> <p>I like this alternative best for several reasons. It runs close to my home, streetcars are easier to get on and off of, It will have more stops on 38th Ave, It promises more ridership, and It will cost less. I wonder if it would be less disruptive of Old Arvada (Olde Wadsworth) than 6DD and 6G “ and perhaps add more character to the area.</p> <p>With 6DD, 6G and 7BB, I am naturally concerned about the disruption from construction, traffic safety and the noise that would come with the operation of any one of them. However, if RTD can demonstrate that the traffic safety would be good, I could deal with the noise as long as it is not too bad. This said, I still find it exciting to think of rail running on 38th Ave. and believe it would be a courageous enhancement that would serve well the neighborhoods through which it passes.</p> <p>I wonder if RTD will be at a disadvantage in the long run or some day become hamstrung by having a type of vehicle running on the Goldline that is of a different gauge and weight from the LRT vehicles presently used on the SE and SW lines. Overall, if RTD thinks it is in the best interest of its operations to have LRT trains run on all its routes, I feel that should be given weight. What will happen to the proposed maintenance facility should LRT not be selected?</p> <p>Finally, diesel powered commuter trains would be terrible.</p> <p>Thank you for taking my views into consideration. I will be following with interest the progress of the Goldline.</p> <p>Brian</p>		
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GOLD LINE PUBLIC COMMENTS

NOVEMBER 1-30, 2006



<p>Two fixed tracks running down 38th street would:</p> <p>1) Eliminate much if not all parking along 38th street. and hurt small businesses all along the route during and after the construction.</p> <p>2) People unable to park on 38th would be forced to park on the side streets along 38th therefor impacting all quality of living on those side streets.</p> <p>Is the city going to issue parking permits in all the nieghborhoods to be impacted?</p> <p>3) When traveling East or west on 38th Ave, now we have a turning lane that allows us to turn in and out of businesses on the oposite side of the street. That turning lane will be eliminated and much of our access will be denied when traveling in the opposing direction.</p> <p>4)) All of the traffic diverted off 38th will be forced up to 44th or down to 32nd. This reason alone is enough to scrap the 38th allingment alltogether. This is the fatal flaw that no one saw or addressed during that part of the analisys.</p> <p>Just stay with the original allignment with the larger electic train. The least amount of impact with the largest possible utilization of the finished product should be your goal. If you need any more proof of how much North Denver does not want this in there neighborhood just look at the Cove of the last North Denver Tribune. The Lowell Blvd Residence and Business owners could not have been happier to be taken off the list!</p> <p>Paul</p>	Nov 17 2006	email
<p>Should I be super worried about my house here on 38th? Are the properties that are at risk the homes down 38th ave? I do not understand from the map proposals what side of the street the light rail will run or how it would be feasable. my house is ++++ Zuni, the 2nd house from 38th. I am very concerned. Thanks</p>	Nov 18 2006	email
<p>We are homeowners who live near Harlan who are very very concerned about how this will affect our quiet neighborhood, what homes will be lost if one of the Harlan proposals is selected and how this will impact the value of our home and those of our neighbors. Why was Harlan proposed in the first place? There is no bus service on Harlan. Sheridan or Wadsworth would make more sense for the northbound from 38th since these are RTD routes and accessible to a greater number of riders.</p>	Nov 18 2006	website

GOLD LINE PUBLIC COMMENTS

NOVEMBER 1-30, 2006



<p>++++ Eaton St. Wheat Ridge, CO +++++ November 19, 2006</p> <p>RTD FasTracks Gold Line Team 600 17th St. #2020-S Denver, CO 80202</p> <p>FasTracks Team:</p> <p>I would like to express my vehement oppostiion to having transit service located on West 38th Ave. in Wheat Ridge.</p> <p>The area between Sheridan Blvd. and Harlan on W. 38th borders a wonderful, well-established neighborhood. The disruption to this area would be tremendous. Residents have long fought to keep this area from falling into disrepair and to maintain the stability and safety of the neighborhood.</p> <p>Wheat Ridge only recently updated W. 38th Ave. This was done at considerable expense to keep the area looking attractive and to keep out any creeping deterioration that might occur. The city also has established a "2020 Committee" which is studying and creating a Master Plan for the future development of the City.</p> <p>There are many alternatives for placing transit service where it will not devastate an area with noise, pollution, loss of quality of lifestyle, and falling property values.</p> <p>There are existing tracks in both Arvada and Lakewood that could be used or followed—even if it means buying heavier, more expensive train cars. That would be substantially cheaper than building an entire new system.</p> <p>I am concerned that many of the neighbors in this area are unaware of this plan. Only a few</p>	<p>Nov 19 2006</p>	<p>mail</p>
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GOLD LINE PUBLIC COMMENTS

NOVEMBER 1-30, 2006



<p>houses received the map and brochure talking about it. Public input only occurs when people are made aware of what is being planned.</p> <p>I truly hope that our concerns are important to you, and that the impact of this plan will make you re-consider this placement.</p> <p>Thank You,</p> <p>Karen</p>		
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GOLD LINE PUBLIC COMMENTS

NOVEMBER 1-30, 2006



<p>Dear Gold Line Team,</p> <p>We did not receive your notice of Oct. 30th meeting, however a neighbor informed us.</p> <p>As you probly know, the City of Wheat Ridge has completely renewed and beautified 38th Ave. It has never looked so good. A lot of trees were planted, brick walls and street crossings were installed. We would hate to see all this destroyed. Harlan Street was also redone and improved. New street lights were installed on 38th & Harlan.</p> <p>We would like to see all this over by I-70 but if you must come this direction, do it on Sheridan. Sheridan has not been improved.</p> <p>Please do not destroy what we residents taxpayers have just beautified.</p> <p>Respectfully, Dr.& Mrs. ++++++</p> <p>P.S. Please send us further updates.</p>	<p>Nov 20 2006</p>	<p>mail</p>
<p>The question that begs asking is what is the uptimate purpose of this line. 11.2 miles seems a bit short for an EMU option, but doesn't give Northwest Denver and Eastern Wheat Ridge Residents easy access to any commuter rail, but also wouldn't provide any additional foot traffic to the business on 32 and lowell and 44th and Lowell/Tennyson, not to mention the ability to turn lakeside into some sort of transit oriented development. However, if the primary goal of the line is to get people from East Golden, Arvada, Southwest Arvada and Lakewood to Downtown more quickly by circumventing Northwest Denver completely, and it is more imprtant for the system to accomodate those commuters, Then EMU is better. I prefer the Trolley option because I would be able tpo benifit from it as a commuter and as a Wheat Ridge Resident trying to find a better alternative to parking in the Berkley Neighborhood, or Highland Park.</p>	<p>Nov 20 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

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<p>If you think Lowell Blvd met opposition, you have yet to see the much larger opposition to 38th!!! If you recall I opposed the Lowell proposal at the church meeting on a snowy night at the Church meeting and I mainly addressed the politicians. I was there at the request of Mark Haney. I was a big factor in the opposition to the Elitich Wal-Mart. And I guarantee that you haven't seen a thing to the opposition to the 38th Ave. or how huge it will be. That is a promise. If you don't believe me ask Rick Garcia if he thinks I will do it or not.</p> <p>Sincerely-Frank</p>	Nov 21 2006	email
Thank you!	Nov 21 2006	comment card
I am pleased the Lowell Blvd option has been stopped, if there is any try to resurrect I will strongly oppose any track down Lowell Blvd.	Nov 21 2006	comment card
Were will there be stations? Will this raise RTD tax?	Nov 21 2006	comment card
What we saw in October is NOT what we voted on. To take the Gold Line down 56th/Ralston or thru Olde Town is ludicrous. There are two plans that take the Gold Line along side BNSF that the BNSF is open to, doesn't destroy homes and property that costs less. Why not go with them. Our neighborhood will be at the mtgs!	Nov 21 2006	comment card
I like the idea of the Lightrail line Alt 6DD: 38/Sheridan or Alt. 6G: 38th/Harlan or the street car Alt. 7BB: 38th/Harlan but prefer Lightrail if faster.	Nov 21 2006	comment card
We have just purchased this property on corner of 38th and Newton. We are VERY concerned about adding any more value to our home.	Nov 21 2006	comment card
Why not take it all the way on 38 to Apple Wood, then over to Ward Rd. past 70? And will the Stapleton to Apple wood route continue. that is the one I use a lot.	Nov 21 2006	comment card
The Harlan Street street car idea is good. It DOES affect me directly - I live 1/2 block east of Harlan on 39th Ave. I think this would seve the community best, though.	Nov 21 2006	comment card
Strongly support the route of West 38th Avenue. Avoid the mixing with railroad fright cars.	Nov 21 2006	comment card
More parking/be transparent in planning / face tough issues realistically and truthfully/don't manipulate facts and figures / avoid "group think"/ listen to what WE want and can use / don't loose credibility.	Nov 21 2006	comment card
Send mail to PO Box +++++, Wheat Ridge, CO +++++	Nov 21 2006	comment card

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Exciting! Please keep us informed.	Nov 21 2006	comment card
We are seniors and our condominium complex borders on the left (facing north) Sherican at 38-41 St. We are concerned about our home status.	Nov 21 2006	comment card
Please no more noise, and traffic on 38th Ave.	Nov 21 2006	comment card
Remember, it's FASTracks, not meandering city-streets tracks! Please keep it in clear corridors with limited, half-mile stops as this isn't a Welton-street solution. OK, so BNSF clipped the light rail plans in their ROW, but let's not lose sight of the project's purpose: Remove cars from freeways and get COMMUTERS easily connected to the rest of the rail system.	Nov 21 2006	comment card
I am not sure if I would want to have Light Rail on Harlan Street. Would rather have light rail on Sheridan.	Nov 21 2006	comment card
I like the idea of 38th Ave. transit - with light rail - to Harlan.	Nov 21 2006	comment card
LOVE the idea of a street car or light rail lines 3-4 blocks from where we live, which would be 38th and Tennyson or 38th and Sheridan.	Nov 21 2006	comment card
Since these routes are very close to my home, I need more info on Light Rail and street cars and how each would affect 38th, Harlan and Sheridan.	Nov 21 2006	comment card
You are doing a good job.	Nov 21 2006	comment card
38th and Harlan would be great!	Nov 21 2006	comment card
This is the stupidest idea you've come up with yet. It seems you just can't leave well enough alone. Bunch of Bubbleheads.	Nov 21 2006	comment card
We will fight you! It is horrible that North Denver is targeted to be torn up and misused for Arvada's commuters. I am very angry! Havee some respect for us.	Nov 21 2006	comment card
Denver and vicinity couldn't wait til all the tramway tracks were removed. Seems like we're going backwards.	Nov 21 2006	comment card
It seems as if the 38th/Harlan streetcar option/combined with freight rail corridor from Harlan, and westward would make light rail accessible to many N.W. Denver residents.	Nov 21 2006	comment card

GOLD LINE PUBLIC COMMENTS

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RTD has established a significant light rail system and commuters are familiar with the technology. Light Rail should be used in the "Gold Line" corridor so that a fluid, consistent network can be established. Other technologies should be avoided to prevent rider-confusion and complicated transfer systems. If light rail is used, RTD has the option to run two lines on the gold line tracks: one east bound to Union Station, one east bound to 18th and California.	Nov 24 2006	website
Light rail To whom it may concern, I was born and raised in Arvada as was my mother. My mom always told me about how she would catch the trolley in Old Towne to go downtown when she was a girl, so I am very happy that light rail is coming and things will come full circle. However, if the rail line that goes down Grandview cannot be used for light rail, it does not make sense to use Grandview because it does not have enough space, especially when Ralston Road so close to the north provides so much more space for rail stations and such. Ralston borders Old Towne and would be the best place to put light rail in. Please consider this alternative to destroying the charm of Grandview. Thank you, Susan	Nov 27 2006	email
I vote for alignment 6DD	Nov 27 2006	email
My favored alignment is 6DDD	Nov 27 2006	email
I like alignment 6DDD	Nov 27 2006	email
38th St!!	Nov 28 2006	comment card
I do not want to lose my home - understand? You will take it and we will receive nothing.	Nov 28 2006	comment card
I favor an alignment on Harlen St. Please add me to your distribution list. Thx	Nov 28 2006	comment card
May help pollution and traffic we have a long way to catch up with the Eastern State & Europe as far as transportation!	Nov 28 2006	comment card
The Sheridan Route (Alt 6DD) seems like an ideal location.	Nov 28 2006	comment card
I have tried light rail in the past. With having to take a bus though, my commute was over an hour. With a train on 38th, I could look at light rail as a viable means to get to work	Nov 28 2006	comment card

GOLD LINE PUBLIC COMMENTS

NOVEMBER 1-30, 2006



<p>I am against RTD's plans to put trains on our city residential neighborhood streets, specifically 38th Avenue. When this issue was placed on the ballot, there was no mention of it being located in a residential neighborhood. Had the ballot issue made mention of this being a possibility, it would NOT have received my vote. There are no other RTD light rail lines that are located in the middle of any neighborhood. So why now?</p> <p>There are safety concerns that bother me. First, there is an elementary school located on the corner of 37th Street and Zuni. This area gets very congested with vehicles driven by parents who drop off their children at the school. Moreover, there are children that walk to school that have to cross 38th Avenue. With the addition of a light rail or streetcar, it will be an additional item they have to be aware of before crossing the street. In addition to vehicle congestion, RTD wants to add light rail or even worse, street cars to the congestion. This will only create safety issues for children and traffic congestion that the existing road was not designed for.</p> <p>Second, existing light rail traffic does not stop frequently as the buses do. In fact, light rail trains that I have witnessed go whizzing by at speeds far greater than the posted speed limit. That is one of the advantages of light rail, to save travel time. To locate the light rail down the middle of 38th Avenue, a neighborhood, will not be a benefit to consumers if the trains have to reduce their speed to equal the posted speed limit for vehicles and will defeat the purpose of riding light rail in the first place. In addition, there are numerous street lights that light rail would have to obey which would decrease the travel time.</p> <p>Another concern is the noise from a light rail or street car will make during the middle of the night. The rail system will have to warn motorists and pedestrians at major intersection such as Zuni and 38th Avenue. This will disturb light sleepers such as myself and be nothing more than an annoyance. And because of numerous cross streets on 38th Avenue, travel time will be no better than what the buses offer now. Also, the light rail will not offer as many stops as the buses now offer which would mean some residents would have to drive to the nearest light rail stop. With the energy crises this nation is facing, it would force more people to drive and use the scarce resource of gasoline.</p> <p>Even more disadvantageous would be the implementation of street cars. These plans will</p>	<p>Nov 28 2006</p>	<p>website</p>
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GOLD LINE PUBLIC COMMENTS

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<p>not only cost the taxpayers money to install but there are no additional advantages or benefits to taxpayers than what buses currently offer. Currently RTD could implement buses to run the same route as street cars at no additional cost to taxpayers. By implementing a bus schedule change, taxpayers would save money.</p> <p>The Highlands area is very proud of their unique homes. It would be a shame to loose even one of these unique older homes to a light rail system that will NOT bring any additional benefits to our neighborhood. The system should follow the original plan and run along the existing BNSF and Union Pacific freight corridor.</p> <p>RTD should reconsider the safety impacts in implementing a light rail system down a residential neighborhood such as 38th Avenue and evaluate the greatest benefits to taxpayers instead of looking at the bottom line. RTD should not implement the Street Car project just for the sake of having a project.</p>		
<p>I live in the neighborhood near Regis, and would have LOVED for the gold line to go up Lowell. I was out of town for the meeting and am just catching up on the news that some of my neighbors protested. If Lowell Blvd is still under consideration, I would be willing to collect signatures in support of the Lowell location. Many of the neighbors that I speak to would be thrilled to have it near us. Is there anything else I can do to encourage you to reconsider Lowell as a prospect?</p>	<p>Nov 28 2006</p>	<p>website</p>
<p>I prefer alignment 6 DD </p>	<p>Nov 29 2006</p>	<p>email</p>
<p>It makes sence to me to stop the Gold Line at Olde Town. Why continue a N-S Line west to service only a few people?</p>	<p>Nov 29 2006</p>	<p>comment card</p>
<p>I'm for alignment 6DD</p>	<p>Nov 30 2006</p>	<p>email</p>