

# GOLD LINE PUBLIC COMMENTS

## OCTOBER 1-31, 2007



Comment	Date Captured	Source
<p>I am a realtor representing a young couple who is looking at property in the area of the Gold and West lines. I've been trying to find a detailed/comprehensive map of those lines but the maps on your website do not show specific streets that are affected. Is there such a map available and if so, how can I obtain?</p> <p>Thank you!!</p> <p>PJ XXXXX</p>	Oct 12 2007	email
<p>Please just cut off any portion of the Flour Mill garden to have 2 tracks. No one cares about that garden. The Arvada Community Garden volunteers to maintain the garden each year.</p> <p>No one that supports the Flour Mill does anything to maintain the garden. The Community Garden folks do the work and pay for the plants. Do not listen to the folks who complain because they do nothing.</p>	Oct 23 2007	public workshop kiosk
<p>RTD has done an excellent job on this project, thank you so much for all your hard work!</p> <ol style="list-style-type: none"> <li>1. Quiet Zones are key to the success of this project, please make the cities implement/approve/work with you</li> <li>2. Thank you SO much for no residential acquisitions</li> </ol>	Oct 23 2007	public workshop kiosk
<p>PLEASE keep the Ward Road Station exactly where it is on the map board today (10/23/07). This is perfect for not interfering with Tabor/Ridge intersection, Ridge Road and the homes on Ridge Road.</p> <p>Thank you.</p>	Oct 23 2007	public workshop kiosk
<p>Ward Road station is perfect with the least amount of impact to the neighborhood to the east and no impact on Ridge Road. Please keep ward road station as it is on the map today 10-23-07.</p> <p>Thank you.</p>	Oct 23 2007	public workshop kiosk

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<p>Questions: 1. How much money does the single track through Olde Town save? 2. How much do "quiet zones" cost and how do they fit into the FasTracks budget? 3. Don XXXX, in his helpful presentation, said there would be a "3,000 foot structure across the South Platte River." How will construction of this structure affect the South Platte Greenway? What permanent impact will it have on the Greenway and, more broadly, how will the Gold Line affect all bicycle/walking paths? 4. There has been a report that the Gold Line's terminus will be a couple of blocks from Denver Union Station. a. Is that the case? b. Why not put the trains into Denver Union Station, which seems more customer-friendly? Thanks.</p> <p>By the way, although I am a member of the XXXX Line Advisory Committee, these questions are personal and from one individual Arvada resident.</p> <p>Thanks for your time and your commitment to this project!</p> <p>Mike XXXXX</p>	<p>Oct 23 2007</p>	<p>public workshop kiosk</p>
<p>WE ARE ONE LITTLE HOUSE ON THE WEST FRONTAGE ROAD, WEST SIDE AND WEDON'T FEEL WE HAVE BEEN CONSIDERED AS ONE OF THE RESIDENT THAT WERE BEING CONCERNED.</p>	<p>Oct 23 2007</p>	<p>public workshop kiosk</p>
<p>I encourage Arvada City Council and people from state to make sure Olde Town station is a "signature station". Helps make Arvada and identifiable community.</p>	<p>Oct 23 2007</p>	<p>public workshop kiosk</p>
<p>I live on Grandview. If half of the money is public, half private, why aren't you concerned there will be delays?</p>	<p>Oct 23 2007</p>	<p>public workshop kiosk</p>
<p>Have Quiet Zone been approved? It's important. Thank you for not taking residences.</p>	<p>Oct 23 2007</p>	<p>public workshop kiosk</p>
<p>I appreciate that there aren't residential acquisitions, but what about businesses? Have they been contacted? What is the process?</p>	<p>Oct 23 2007</p>	<p>public workshop kiosk</p>
<p>I'm surprised that safety wasn't in the top ten comment lists. There are concerns about pedestrian crossings. How do we know this will be done safely?</p>	<p>Oct 23 2007</p>	<p>public workshop kiosk</p>
<p>Careful analysis of the ward road parking needs to be considered. the mineral station was completely overloaded in a short time, making use of the station impossible. Since it was the end of the line, it drew people from all areas surrounding...ward needs to consider the same element.</p>	<p>Oct 23 2007</p>	<p>public workshop kiosk</p>

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Having lived within 1 block to 3 blocks of the tracks in Arvada for the past 30+ years the noise is not a real problem. I am more concerned about the safety aspect of the Quiet zones. I would rather have the horns than the possibility of people wandering on to the tracks with out hearing the train coming. I have seen too many people try to beat the train. The horn is an added safety feature.	Oct 23 2007	public workshop kiosk
I want to assure everyone that Arvada is working hard to implement quiet zones.	Oct 23 2007	public workshop kiosk
Where do we stand with funding/budget? When will the project be finished?	Oct 23 2007	public workshop kiosk
I appreciate the single track in the Grandview Avenue historic area.  I appreciate you actively pursuing a Quiet Zone.  I think you should take a better look at the amount of trains that are running off peak. If there aren't enough riders to support having a train run, it shouldn't run. It's environmentally irresponsible to run them empty.	Oct 23 2007	public workshop kiosk
Please make the Draft EIS and the Engineering Drawings available on the website as a single PDF download file (if possible) or by chapters if not. thanks	Oct 23 2007	public workshop kiosk

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<p>My comments are my own and do Not necessarily reflect the position of my colleagues. The items listed are of equal importance to me; therefore the numbering could be mixed in any order.</p>	<p>Oct 23 2007</p>	<p>public workshop kiosk</p>
<p>1. As to the Old town Arvada Station, I believe it should be far far more than a station stop platform but a unique friendly structure that reflects the architecture of the original Colorado Sourthern Arvada Station with ample space to accommodate waiting and arriving passengers, be large enough that a coffee, perhaps even a small restaurant, flower shop, etc. (Revenue from rentals.) Not for revenue purposes but for passenger and public use. [RTD's vehicles have been designed for angel, but I am not. A clean WC with appropriate ceramics {Australian: Dunny, aka Thunder Box} would relieve me of pauses for refreshment the devil that I am needs.]</p> <p>2. I am very concerned that a single track through Old Town is inadequate. Side tracks with turn outs at both end really need to be part of the Alignment. Setting out trains that are mechanically out of service is one concern. But most important of all is the use of the Arvada Old Town Station to be used for passengers detraining to transfer to bus, perhaps future Light Rail trains or Street Cars to attend special functions at the Arvada Center, Arvada Harvest Festival an other appealing functions too.</p> <p>3. If a side track is not initially to be included, engineer for it before construction begins.</p> <p>4. The original C&amp;S Arvada Station had two tracks. Why oh why can't Arvada's beautiful architecturally historic, passenger friendly [with WCs] edifice accommodate a track on its North facing and another track on it's South?</p> <p>5. Where the Arvada line on the inbound to DUT vears southward, please, please construct a turn out to facilitate equipment interchange, Railway construction and repair vehicles, and DMUs from the Northwest Corridor (and future trains from Longmant, Loveland, Ft. Collins, and perhaps beyond. Can swing up into Gold Line Corridor and passengers on the Gold Line as well as other northern points can have access without changing trains.</p> <p>6. Denver Union Station is RTD's achilles heel. Cross platform access from light rail, commuter rail and AMTRAK are in the public interest. No mother bearing children and pushing a stroller, an old man on a cane, a woman at night alone, would maneuver two or two and a half blocks to transfer from light rail to other modes. To carry through with the current plans for DUS is to reduce it to a quaint historic artifact that has little or no value for passengers accessing the station.</p>		

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<p>What a great idea to thank those making comments on the EIS! I've used the EIS comment process in the past yet I do not recall ever receiving an acknowledgment. From my view point, such a mailing as this keeps people involved and really supports the FasTrack's momentum.</p> <p>I've often wondered whether what I've commented upon was ever read and wondered too whether the comments arrived or were lost in transmission.</p> <p>It seems to me that what has been sent could be so set up (of course using the "confuser"), to automatically reply and thank everyone who takes the time to submit a comment.</p> <p>It would be great to receive a reaction to specifics made in comments, but that would be far too much and be an inordinate consumption of precious staff time. I am aware that when the EIS is published, one's response can then be read.</p> <p>Could a response to specifics be generically composed to illustrate that the how one's comments are being objectively considered? I'm not quite sure what I'm suggesting, but if an automatic generic responses could be developed, perhaps by category and sent to those making comments, the process I believe would be enhanced and greater public involvement be generated. Give this some deep thought because all of You have more to do than answering E-Mail.</p> <p>Meanwhile, trusting that the comments that I and others make will be objectively weighed and considered [and if they are not the process is a disgraceful sham], knowing that they arrived (technicological snafus do occure), it's a relief to know the comments have been received - and a thoughtful courtesy on the part of FasTracks!</p> <p>Thank You!</p> <p>Georg XXXX</p>	<p>Oct 24 2007</p>	<p>email</p>
<p>I like the concept of a station at Pecos. Hope that works with your final alignment...</p> <p>Will all 'at-grade' crossings have quad gates for safety?</p> <p>Please ensure that the catenary height is sufficient for locomotive drawn double decker equipment to be used for other corridors when leaving union station...</p>	<p>Oct 24 2007</p>	<p>public workshop kiosk</p>

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Bike Jeffco would like bikeways along the entire length of the Gold Line and that the rail cars could handle bikes. This would encourage cyclists to because in the event they needed to return in inclement weather, a viable alternative would exist.	Oct 24 2007	public workshop kiosk
The trains/stations/route should facilitate multi-modal transportation. In particular, bicycles should be considered in every design aspect of the project. In particular, we would like to see: 1) An uninterrupted bicycle route along the length of the line. 2) Easy interchange between bike route and trains at every station. 3) Proper accomodation for bicycles on the train.	Oct 24 2007	public workshop kiosk
Are businesses that may be acquired aware of this? It might be nice to give a head's up.	Oct 24 2007	public workshop kiosk
I am 55 ft away from Gold Line. I learned that train frequency is every 7.5 minutes in rush hour, 15 minutes in off peak. I don't think this timeframe/frequency is warranted and will cause too many impacts.	Oct 24 2007	public workshop kiosk
I was wondering if you could do a quiet zone at the Lowell area because impacts are already bad in that area with the railroad. I would appreciate a quiet zone near Lowell.	Oct 24 2007	public workshop kiosk
When is the time to think about using alternate energy sources for this line? I want to thank the citizen's for participating.	Oct 24 2007	public workshop kiosk
I have heard that Gold Line, East Corridor, and commuter rail maintenance facility were packaged together for public private partnership. What is the timing and process for private partners?	Oct 24 2007	public workshop kiosk
There are schools near Grandview. How do you ensure safety?	Oct 24 2007	public workshop kiosk
What is the status of RTD's negotiations w/ railroads? Will it cause budget issues?	Oct 24 2007	public workshop kiosk
38th station- planning shows station w/ parking right next to it. I think private sector and public will want mixed use next to station instead of parking. Could this take place?	Oct 24 2007	public workshop kiosk
Does EMU have level boarding? What are other advantages of EMU?	Oct 24 2007	public workshop kiosk
What is the status of Arvada "wetland" by Olde Town North station option?	Oct 24 2007	public workshop kiosk
Thank you for supprting a quiet zone, rubber padding and one track through old town Arvada	Oct 25 2007	email

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<p>The information I got at the last meeting (re: RTD service to my neighborhood so I can use Access-A-Ride) was SO discouraging. You might as well delete my name from your mailing list(s).</p>	<p>Oct 28 2007</p>	<p>comment card</p>
<p>Cal Marsella General Manager Regional Transportation District 1600 Blake Street Denver, Colorado 80202</p> <p>October 29, 2007 Re: Gold Line single track concept in Olde Town Arvada</p> <p>Dear Cal,</p> <p>In September Arvada City Council heard a presentation from Liz XXX and Don XXX updating us on the Gold Line EIS and introducing the concept of a single track for the Gold Line through eastern Arvada and Olde Town.</p> <p>We found the EIS update informative and a single track through Arvada as a creative way to avoid property impacts and at the same time allowing for the transit operations as promised in FasTracks (7.5 minute frequencies in the peak and 15 minute frequencies in the off-peak).</p> <p>Under the single track concept only one track would be built for the Gold Line from east of Ralston Creek to approximately Dudley Court west of Olde Town. This concept offers several advantages including reducing environmental impacts, saving several properties (including parking on Grandview and impacts to Grandview itself) from acquisition and reducing construction duration in Olde Town.</p> <p>We understood from the information presented that this would have no impact to the Gold Line headways including the 7.5 minute headways during peak hours. We also understood that should additional capacity be needed another car could be added to the Gold Line consist without altering headways We'd like to take this opportunity to indicate our acceptance of this concept and encourage RTD to carry it forward in the EIS. There are numerous advantages to both RTD and the City of Arvada that warrant continued analysis in this EIS.</p> <p>Sincerely, Ken XXXX XXXXX</p>	<p>Oct 29 2007</p>	<p>mail</p>