

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



Comment	Date	Source
I've heard some talk of a station near Berkeley Park (around 44th and Tennyson) and am writing in support of any further consideration of a light rail station in this neighborhood. With the recent growth in the neighborhood from 38th to 44th on Tennyson the neighborhood could support and utilize a station. Thanks.	Oct 1 2006	website
I live in the lofts at ++++ and Tennyson and would like very much for the committee to reconsider their original plan to run light rail near the highlands neighborhood (I.e. 38th street) vs. running it up I-76. Thank you! Brook	Oct 2 2006	email
Gold line West corridor \ The Channel 9 News mentioned that Union Pacific Railroad was not allowing the light rail to run along the existing rail line. They said the light rail would go along 52nd ave to Ward rd. As a resident of 52nd ave between Tabor and Ward road I would like to know how the line will run if not along the existing rail line. How will it impact my street and neighborhood. Thank you for any information you can give me. Kathy	Oct 3 2006	email
6B, 6BB, 6F: taking people out of their homes on Lowell should be taken into consideration.	Oct 4 2006	public workshop kiosk
80 property acquisitions is unacceptable.	Oct 4 2006	public workshop kiosk

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Added advantages in having the gold line served by emu or dmu's are : connecting tracks could be made for northern corridor services. eg: Ward Road to Boulder to Longmont are a potential possibility. An additional argument is the prospect of commuter rail service from Denver Union Station to Colorado Springs. Lastly, planning for northern or southern commuter rail service although perhaps initially using DMU units, could and should provide in the plans retrofitting for electricification. There would perhaps be added expense but the refitting and restructuring would be far more expensive than the nickels and dimes spent planning ahead.</p>	<p>Oct 4 2006</p>	<p>public workshop kiosk</p>
<p>alt. 3 and 4 are the best for following the results of the measure the was voted on. there is concern for the connections to the other projects without having to go to downtown denver for a connection, learn from previous bus configurations that forced everyone to the downtown area. how will this station connect to other rtd bus routes?</p>	<p>Oct 4 2006</p>	<p>public workshop kiosk</p>
<p>Alternative 3 with EMU & DMU. How will Gold Line trains share track with freight when freight is so slow? A: Can build separate tracks for Gold Line.</p>	<p>Oct 4 2006</p>	<p>public workshop kiosk</p>
<p>Arvada City Council will not support alternatives that affect arterial streets.</p>	<p>Oct 4 2006</p>	<p>public workshop kiosk</p>
<p>Arvada is already looking into ways to implement possible quiet zones and will work with RTD.</p>	<p>Oct 4 2006</p>	<p>public workshop kiosk</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Arvada Light Rail Routes - Hello!</p> <p>I see by your website that you're soliciting comments.</p> <p>If BNSF won't let you run on the rails through Old Town Arvada, instead of putting light rail on a major arterial street, why not consider purchasing land parallel to the existing BNSF tracks to use as a light rail corridor?</p> <p>I live on West 52nd Avenue, which was widened a few years ago, and I know how terribly disruptive that was for those of us property owners who live along this street.</p> <p>Of the proposed routes, it seems to me as though the streets with the most commercial buildings on them would be easier for riders to access and provide more customer traffic for businesses along the route.</p> <p>Thanks for providing a venue for comments!</p> <p>Jill</p>	<p>Oct 4 2006</p>	<p>email</p>
<p>City Council supports UP/BN alingment because it fulfills promise made to voters. Concerned about impact of other possible alingments.</p>	<p>Oct 4 2006</p>	<p>public workshop kiosk</p>
<p>Didn't get info for this meeting and should have.</p>	<p>Oct 4 2006</p>	<p>public workshop kiosk</p>
<p>Difference between DMU and EMU is very important. EMU is more similar to LRT.</p>	<p>Oct 4 2006</p>	<p>public workshop kiosk</p>
<p>EMU could help for adding additional stations later.</p>	<p>Oct 4 2006</p>	<p>public workshop kiosk</p>
<p>Has barrier been looked at to make LRT compliant in freight corridor?</p>	<p>Oct 4 2006</p>	<p>public workshop kiosk</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



How much land is required to use larger commuter rail?	Oct 4 2006	public workshop kiosk
How was streetcar developed? A: Had enough merits to stay on table. Streetcar can flow with traffic and doesn't have as many impacts.	Oct 4 2006	public workshop kiosk
I am completely against any kind of rail down 52nd Ave and Lowell. Stay with the original plan that we voted for. Don't take any homes.	Oct 4 2006	public workshop kiosk
I attended the meeting at the Arvada Center this evening. I appreciate all you have done to keep the community involved in this process. As you heard tonight, many people are concerned about the possibility of varying from the original plan voted upon. I am one of those people. I voted for FasTracks based on the preferred plan of alignment and I am still in favor of that plan. I support Alternative 3 using the EMU vehicles.	Oct 4 2006	website
I don't see parking being addressed.	Oct 4 2006	public workshop kiosk
I think planning efforts have been poorly advertised.	Oct 4 2006	public workshop kiosk
I work in Boulder, my husband in Denver. He either rides his bike or takes the bus. I on the other hand drive every day to Boulder, carpooling when I can. Would a light rail station in the Berkeley neighborhood be a possibility we would stay in the neighborhood. Otherwise, we plan on moving in the next 1-2 years to be closer to public transportation routes (initially the express buses from downtown to Table Mesa and eventually light rail). I've commuted for several years now and it is discouraging to see the increased traffic congestion along 36 that could be alleviated by lightrail should stations be positioned in key areas in Denver.	Oct 4 2006	
I would like to submit that I think Alternative 3: EMU-BN/UP, would be the best way to serve the northwest side of town with a cummuter rail system. I think it is VERY important to stick with the original route (following the existing BN/UP rail line) and that ANY other route should be put up for vote.	Oct 4 2006	website

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



I would like to submit that I think Alternative 3: EMU-BN/UP, would be the best way to serve the northwest side of town with a commuter rail system. I think it is VERY important to stick with the original route (following the existing BN/UP rail line) and that ANY other route should be put up for vote.	Oct 4 2006	website
If 52nd ave is a route that is finally decided upon, you will have destroyed that little community. Property values will go down, people who are left to live there will have to look at this monstrosity going by and listening to all that noise. You will make this little community a real slum area. Would you people like to be living right along this rail line and watch these cars go by day in and day out, with the noise and traffic? I think not. Please think twice before you decide on building this along 52nd ave.	Oct 4 2006	public workshop kiosk
If Gold Line doesn't stick to original alignment, it should be put back on the ballot.	Oct 4 2006	public workshop kiosk
If LRT is used, is trench still needed?	Oct 4 2006	public workshop kiosk
If we look at different technologies, process will take too long. To integrate the system, use commuter rail.	Oct 4 2006	public workshop kiosk
If you do have to gain more ROW it requires widening many roads.	Oct 4 2006	public workshop kiosk
If you do the alignment using the BNSF corridor either to the north or south and it involves eminent domain, will there be a wall to separate the neighborhoods from the Light Rail. I don't want to look out at Light Rail!	Oct 4 2006	public workshop kiosk

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Make sure the best ideas are not lost and are available for future consideration with expansion of the Light Rail service. We want to make sure that we don't lose sight of the goal and advantage of transporting passengers quickly to Denver Union Station. Light Rail has disadvantages with too many tracks and not enough right of way in BNSF corridor. DMU and EMU would be an extreme challenge in North Denver. Light Rail is the best.</p> <p>Some of the alternatives that go down side streets lose the efficiency of getting passengers to us. The Ward Road to Sheridan section needs to be high speed and keep the potential of servicing DIA and routes north.</p> <p>Whatever we do we have to support and enhance UP and BNSF in meeting their current and future freight needs.</p>	Oct 4 2006	public workshop kiosk
Not enough room for streetcar on Ralston.	Oct 4 2006	public workshop kiosk
Please send information from scoping meetings - was in the hospital.	Oct 4 2006	public workshop kiosk
<p>Presentation was misleading about human aspect to measurements of impacts. Not just houses, but people's quality of life should be counted. I feel that this project is destroying communities. I feel especially negative about 6B, 6BB and 7F. I live in a wonderful 100 year old house and I feel that those things and all of northwest Denver's history should be valued and respected. I did not vote for the alternate alignments. Why didn't people know about the alternatives unless they read the Post article. Can there be more direct outreach to everybody not just through email or the website (not everyone owns a computer).</p>	Oct 4 2006	public workshop kiosk
Putting streetcar in already-crowded streets doesn't make sense.	Oct 4 2006	public workshop kiosk
Question where grade separations will be required?	Oct 4 2006	public workshop kiosk
Reason FasTracks passed was the original map. Don't change what was voted on. Use BN/UP alignment.	Oct 4 2006	public workshop kiosk

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



Very concerned about 38th Avenue alingment. Can't afford to go down to two lanes of traffic.	Oct 4 2006	public workshop kiosk
We're making decisions that will affect future generations. Don't be shortsighted.	Oct 4 2006	public workshop kiosk
WE VOTED ON THE A LINE GOING ALONG THE RAIL TRACKS. THIS IS WHAT WE SHOULD GET. LIGHT RAIL NEXT TO THE BN AND UP. THE BN AND UP, AS A CARRIER, SHOULD SUPPORT PASSENGER TRAFFIC, EVEN IF IT IS RTD'S. IT NEEDS TO SERVICE SHERIDIAN AT RALSTON. THERE MUST BE A STATION IN OLD TOWN, ON GRANDVIEW.	Oct 4 2006	public workshop kiosk
We would be in support of variations of Alternative 3, 4 & 7. Three and four best because they are consistent with the local plan. CONCERNED ABOUT DEVELOPERS COMING IN AND ASKING for building departments to accept CONSTRUCTION MATERIALS THAT ARE NOT THE BEST FOR HIGH DENSITY, HIGH NOISE AREAS. We would like to see all of the FasTracks looks at Chicago and New York and they masonry construction thaqt is used along their corridors.	Oct 4 2006	public workshop kiosk
Wednesday meeting format - not enough time I think this meeting focused way too much on failed alternatives and not enough on the possible alternatives. Because of this, we were not given enough time for public comments. Yes, we can comment by email or phone, but sometimes as seen on Wednesday night by applause, one person may speak for many. Back to your meeting agenda, we don't really care about what is not going to happen. We don't care about your increased number of riders. Take a survey, most of us did not attend because we want service from point A to B. We care about our homes, traffic impact, and broken promises. Give us more reassurance that our lives won't be turned upside down.	Oct 4 2006	email
What is savings for EMU vs LRT? What is the cost savings for sharing track with NW Rail?	Oct 4 2006	public workshop kiosk
What is the potential impact of LRT and streetcar options on expansion to Golden?	Oct 4 2006	public workshop kiosk
When Arvada voted for FasTracks they voted for LRT on freight corridor. Streetcar seems inconsistent with the Need statement to improve mobility.	Oct 4 2006	public workshop kiosk

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



When the bond was passed it for light rail., not streetcars. you can make an agreement with the railroad by not making them liable for any accidents.	Oct 4 2006	public workshop kiosk
When we've had developers in the neighborhood, we've never had any notification. Why are we not notified with a persona letter? Any property acquisition (emminent domain) that RTD would need should require specific notification to surrounding property owners. The newspaper doesn't accomplish the job. Disappointed that word isn't out.	Oct 4 2006	public workshop kiosk
Will RTD implement quiet zones? A: Neighborhoods must apply for quiet zones. Safety a factor. RTD will work with communities to try to implement quiet zones.	Oct 4 2006	public workshop kiosk
With streetcar option where would maintenance facility go?	Oct 4 2006	public workshop kiosk
Would like a copy of the slide on the second stage alternatives.	Oct 4 2006	public workshop kiosk
Would like to see DMU - tech wise bio-petrol-option - electric. STILL FOSSIL FUEL! Coal burned (emission) natural resource used (not renewable). Appreciate work involved to get to this point. I live across from tracks at Grandview in a house was built in 1887. Change has been part of this history.	Oct 4 2006	public workshop kiosk
You are guaranteed to gain ridership at Regis.	Oct 4 2006	public workshop kiosk
1. What are the chances that BN would allow LRT on its corridor so as to allow alt. 6B, 6BB and 6F? 2. Alt. 6F calls for running LRT along 50th Avenue through Willis Case Golf Course to Sheridan. Is that a typo? Do you mean 52nd Avenue?	Oct 5 2006	public workshop kiosk
After this evening's meeting (Oct. 5th) I still believe EMU along the rail line is the appropriate alignment. Please keep this under consideration. Also, thanks for everyone's hard work!	Oct 5 2006	public workshop kiosk

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



Arvada doesn't want trains through NW Denver either.	Oct 5 2006	public workshop kiosk
As a 50 year resident of Northwest Denver, I am writing to voice my EXTREME displeasure about the proposed transit system using Lowell Blvd. I am a resident of Lowell Blvd. Living on a busy street presents its own set of problems and challenges, without the added congestion, pollution and busyness of the addition of a transit system running just outside my door. The proposed Goldline would eliminate part of my property, sidewalk, terrace and landscaping that I have maintained. The roadway would run about 20 feet from my bedroom window. My terrace would be eliminated, placing a wall and sidewalk uncomfortably close to my house. The integrity and residential feel of my neighborhood would be compromised, placing emotional stress on me and everyone else who lives on Lowell Blvd. Please ask yourselves, whoever makes such decisions, whether YOU would like to have the texture and feel of your neighborhood changed in a negative way to accomodate public transportation at the cost of your well being. The value of my home will be decreased by many thousands of dollars, and I am banking on my equity value to help sustain my lifestyle. The thought of light rail through my front yard sickens and apalls me. I will organize my neighborhood and all residents living on Lowell against this intrusive project. This project should be rethought, using Sheridan Blvd or somewhere else, where there are no historic homes. Even the trolley system, which is the least offensive solution, will contribute to more noise and pollution on my street. I do believe that public transportation is important, but not at the expense of the health and welfare of those it displaces and impacts. I thank you for your time and consideration in this matter, and hope to hear from someone soon. Dave .	Oct 5 2006	website
Ballot measure passed based on concrete data. New alternatives are a bait and switch.	Oct 5 2006	public workshop kiosk
Concerned about DMU. Dont' want to see more pollution in Denver.	Oct 5 2006	public workshop kiosk
Do the alternative alignments use railroad alignment out of Denver Union Station?	Oct 5 2006	public workshop kiosk

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Don't want the rail to run on 38th - too many homes, children, seniors, and schools. Not an appropriate place for rail. My house is already noisy with the buses and rail would be worse.</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>
<p>EMU all the way! Project needs to move faster, MUCH faster.</p>	<p>Oct 5 2006</p>	<p>comment card</p>
<p>From what I viewed last night, only two of the alternatives plan on crossing Wadsworth Bypass using the railroad overpass that has just begun construction. If the existing BNSF Freight only runs around 6 times a day, and it was voted by the residents of Arvada to pay to route Wadsworth Bypass under the freight line, why would it be proposed to have a transit system that crosses every 7 minutes also use an overpass.</p> <p>To sum my comment, please use an alignment for rail that will use an overpass over Wadsworth Bypass.</p>	<p>Oct 5 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Funding I went to the public meeting last night, but I was unable to get answers to some of our questions. So, I'm hoping to get further information through e-mail.</p> <p>How will the project be funded?</p> <p>Does RTD already have the funds programmed, or are they subject to matching federal grants?</p> <p>If working with FTA grants, how stable is the funding stream (i.e. has their budget been affected by budget cuts due to increased Defense spending)?</p> <p>How confident are you that the project will be constructed by 2017?</p> <p>What's the target date for construction for the Gold Line, as opposed to all of Fast Tracks?</p> <p>Should either alternative 3 or 4 be selected, what would the frequency of trains be? I heard someone mention every 7 minutes last night.</p> <p>Chris</p>	<p>Oct 5 2006</p>	<p>email</p>
<p>Gated crossings as all intersections is not feasible.</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>
<p>Has RTD considered elevated rail?</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>
<p>Have you considered extending to Golden/West on I-70? How would LRT and streetcar affect that?</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>
<p>How close could EMU be built to look like light Rail?</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



How could the alternative of going up 38th w/ street cars not be proposed at the last set of public meetings. I don't understand how this happened so fast. Why didn't we know the RR objections? This doesn't make sense to me. The route makes more sense from a rider perspective.	Oct 5 2006	public workshop kiosk
How many businesses and houses will be taken? The public need to know.	Oct 5 2006	public workshop kiosk
How much impact would DMU have in terms of pollution?	Oct 5 2006	public workshop kiosk
How would project affect sidewalks? What considerations are there for pedestrians who could fall on a sidewalk near the trains?	Oct 5 2006	public workshop kiosk
How would residents on Zuni get to stations on Lowell?	Oct 5 2006	public workshop kiosk
I am all for light rail but I don't want it to divide the neighborhoods. I would rather It went up Federal rather than 38th and Lowell. Losing parking on 38th (street) would be a big impact.	Oct 5 2006	public workshop kiosk
I am very displeased with the proposal to put light rail on Lowell Blvd. Lowell is already very busy and trains running up and down my street is not a pleasant prospect. The whole front part of my property will be involved, in regards to my space and landscaping, not to mention traffic being extremely close to my house. My property value will decrease as well as my quality of life. Lowell is a residential street with historic homes. This project does NOT belong there. Use another street such as Sheridan.	Oct 5 2006	public workshop kiosk

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I believe the existing rail corridor is the best route for fixed guideway transportation on the Gold line. While I love the streetcar concept I do not believe it works in this corridor.</p> <p>My preference is for the EMU or DMU alternatives as they provide the best travel times and the least impact on the community. In addition, EMU or DMU both leave open the possibility that some type of future transit going west from Golden up I-70. None of the other options would allow for any future transit connection to the mountains.</p> <p>The street-running proposals for LRT would add probably 100 or more at grade crossings with the obligatory sounding of horns and the potential of rail-grade crossing collisions.</p> <p>Thank you for the opportunity to comment on this!</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>
<p>I can see so few reasons why this project should not proceed via Pecos/38th. I have lived in cities with public transit and those without. Those with it tend to be more vibrant, their citizens less disconnected from each other and therefore the communities richer, their air quality better, their highways less congested, etc. People become more aware of their surroundings and communities when they use public transit. It lessens the need for driving and therefore cars and pollution...on and on. This line can serve to bring the communities it touches closer together. I can see no real down side to its development beyond pushing a few reluctant old goats beyond their comfort zone. And that in and of itself is usually not a bad thing! Thank you to a city who has the foresight to see issues we and future generations could face, and having the courage and determination to do their best to take action today.</p>	<p>Oct 5 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I don't believe RTD should run through the 38th Avenue/Lowell Boulevard area because the aesthetics and environmental impact would drastically change the make-up of the neighborhood in which we live. We have deep concerns regarding parking, traffic affects, right of way impeding well into the neighborhood off of those streets into, especially, large residential areas. In addition, there must be stations and areas for parking taking up far too much area.</p> <p>Keep fast track, light rail, and other commuter systems out of that area and revert to the original plan out along the railway.</p>	Oct 5 2006	public workshop kiosk
<p>I don't want diesel at all and am concerned about my home being impacted or will it be the Rocky Mountain park? This corridor is too narrow for both LRT and cars.</p>	Oct 5 2006	public workshop kiosk
<p>I don't want light rail to go through my building!</p>	Oct 5 2006	public workshop kiosk
<p>I don't want the rail in north Denver at all. Not on Lowell. We already have highway impacts from two highways. We have already absorbed too many transportation impacts in our neighborhood. I am getting tired of accomodating Regis students.</p>	Oct 5 2006	public workshop kiosk
<p>I have great concern about environmental impacts in the valley areas, especially near waterways, and long-term effects on wildlife. How are pedestrian and bicycle traffic taken in to consideration? These are things that frequently seem to be left out. Electric technology would seem to have the least impact as relates to noise, air, and, presumably, soil pollution.</p>	Oct 5 2006	public workshop kiosk
<p>I hope DMU will be taken off the table quickly. I challenge the idea of streetcar operating much like lightrail. The streecar is slower.</p>	Oct 5 2006	public workshop kiosk
<p>I hope you will consider transport that will facilitate bicycles on the system, minimizing the pollution and soot in the air, overhead power lines (why can't the streetcars be powered from below?), and makes this transport accessible to as many people as possible. Whew! Is that asking for too much?</p>	Oct 5 2006	public workshop kiosk
<p>I live close to 38th Avenue and support the alternative that brings light rail to west 38th AVenue and would very much welcome it. Some of my friends feel the same. I hope you can do it before 2015! If you would like to speak with me about supporting this option.</p>	Oct 5 2006	public workshop kiosk

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I object to anything to going thru the neighborhoods. You need to do EMU or DMU on the railroad tracks as promised . Our neighborhood has already been divided by I-70. Lowell Boulevard Is mostly residential and needs to stay that way. The neighborhood has many young families and senior citizens and the don't need people crossing the street with streetcars in the way.</p> <p>You shouldn't take 80 houses when there is an option to take less.</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>
<p>I supported the original Light Rail and I don't feel the railroad should change their mind. You should pursue the railroads changing their minds. I do like the EMU and DMU on the rail tracks. I don't want like it coming through the neighborhood, the buses are very good. There are a lot of traffic problems in this part of town and this will make it worse. I'm concerned about property acquisition also. Will the light rail coordinate with the present bus or are we going to lose that? 38th & 52nd and Lowell are heavily used by the locals, this would make traffic problems worse.</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>
<p>I think the 7B alternative makes a lot of sense. Brings commuter rail into the neighborhood near potential passengers with significantly less environmental impact, neighborhood walkability, and less loss of property in this very close knit community. I think the streetcar is very much in keeping with the character and style of the neighborhood.</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>
<p>I think this is a great and nessessary project. My only concern is the look and feel of the actual cars. I wish there was an entire overhaul of the light rail car look. This is a great opertunity to have model system that looks nostalgic, warm and inviting. Don't cut corners. Do it right.</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>
<p>I think this is a great idea to bring in mass transportation to the community. In order to get to light rail I currently have to drive it and then park. They don't have downtown parking for light rail so that dissuades me from using it. My only concern is the asethetics of the car itself. Can it be made more nostalgic especially to fit in with the older neighborhoods. I think its great for the environment and for convenience.</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>
<p>I was at the meeting last night, unfortunately I had to leave early, but I did not hear the the differences addressed between DMU/EMU/ and LRT systems as far as noise and Vibration, compared to each other, and also compared to the existing BNSF freight line.</p>	<p>Oct 5 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



Thanks!		
<p>I would appreciate any new form of transportation for young people to travel to other areas of the city more efficiently.</p> <p>I also would appreciate improved transportation for lower income families.</p> <p>I also feel that there are substandard RTD routes right now that do not meet the need going from east to west and vice versa. There needs to be a bus down 64th avd. from Wadsworth to Federal at least. Also, i would like to see the 84 started again that goes by Pomona. Right now it is only accessible during rush hours and students are unable to use it before and after school.</p>	Oct 5 2006	public workshop kiosk
<p>I would much prefer to see the streetcar transit alternative put in. It would have less impact on the surrouding property. In addition it would restore streetcar technology that was traditional in the area.</p>	Oct 5 2006	public workshop kiosk
<p>I would prefer either the EMU on the original proposed alignment, or the street car alternative if the line must go through northwest Denver. This would cause the least impact on traffic and environment.</p>	Oct 5 2006	public workshop kiosk

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I would think the traffic pattern disruption issues related to FasTracks is not unique nationwide. The right of way granted to railroads in the 19th century was made at a time when a majority of citizens had less property rights and a voice in zoning and so forth than they do today. Perhaps such concerns should be brought before Congress as an issue that individual states should be allowed to re-address? Has the assessment of Burlington Northern and Union Pacific pertaining to the safety of FasTracks alternative 1 been made on a good faith basis? Or are they really just exercising their irrevocable rights and using safety to make it sound better? Additionally, would they be asked to reimburse the counties and the city for the cost of re-routing the FasTracks?</p> <p>The other alternatives for FasTracks will have a huge impact on traffic from the northern suburbs to downtown and will require a higher level of property displacement. What is the projected number of residents who will utilize FasTracks versus the number of cars that commute along the same route? Will any property be acquired to allow for the construction of light rail parking or will construction primarily be related to installing the track?</p> <p>I realize some of this is big picture stuff that you really cannot comment on, but I would like a quick answer on those last two questions.</p> <p>Thanks.</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>
<p>If bus service will remain east/west like today it might be easier for LRT to go a different way- say 34th or 35th and Harlan. 38th and Lowell and 52nd and Lowell are too busy. Might be easier to take commercial property rather than homes. 38th and Lowell are too busy and narrow to accomodate LRT without too many impacts. Make connections with present or planned RTD routes.</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>
<p>In my opinion the light rail should run in the existing tracks. We don't want the rail to be by 38th. Noise, speed in front of the house, etc seems to be very dangerous. There are lots of kids and schools in that area. There is a senior citizen high rise there, as well. Rail on 38th would be too dangerous. We are satisfied with the bus. I'm a blind person and I am scared of the train in front of my house.</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



Is there any study out there that addressed implementations of similar systems, and the effect that it had on adjacent property values.	Oct 5 2006	website
It doesn't make sense to run transit on neighborhood streets. Use railroad line.	Oct 5 2006	public workshop kiosk
It seems like the DMU and EMU alternatives are preferred. I don't see the benefit of using a diesel fueled rail line over electrical. It seems like a preferable choice both environmentally and aesthetically to use electricity whether it be with an EMU, Light Rail, or Streetcar.	Oct 5 2006	public workshop kiosk
Keep option #3 this is the alignment that was approved during the election. Additionally, Skyline Estates would be negatively impacted by option 6b- neighborhood association will be opposed to this option.	Oct 5 2006	public workshop kiosk
Lean towards railroad alignment. Alternative alignments would have more at grade crossings which is a safety concern.	Oct 5 2006	public workshop kiosk
Like the idea of having better access for NW Denver w/ Streetcar option but also concerned about impacts. Could extra leftover budget be used to mitigate impacts?	Oct 5 2006	public workshop kiosk
Look at development opportunities at proposed stations. Alternative alignments have higher populations and less ridership.	Oct 5 2006	public workshop kiosk
Lowell alignment - I am concerned about traffic safety. If there is an accident, how will traffic get around because there will only be one lane in each direction. The LRT will be fine but traffic won't be able to get by. Also, will there still be sidewalks? Parking will also be an issue if you take part of the road for the light rail.	Oct 5 2006	public workshop kiosk
LRT is preferred but open to looking at EMU. More important to use railroad ROW than to use LRT.	Oct 5 2006	public workshop kiosk
Most people in NW Denver use Lowell or 52nd St. A streetcar would force cars to compete with transit and cause congestion.	Oct 5 2006	public workshop kiosk

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>North West Denver has some of the most historic homes in Denver. I am opposed to ANY option that goes through NW Denver on environmental grounds. All options will destroy one of the most important regions in this city through taking historic homes, serious environmental impact (noise, aesthetics, requirements for stations and parking, destruction of pedestrian walkways and safety issue). You did not propose ANY of these option when you called for a vote - this is completely unethical. You have not alerted those that will be impacted by these plans, nor have you made serious attempts to advise us of your plan.</p>	Oct 5 2006	public workshop kiosk
<p>Opposed to the streetcar - particularly on Lowell. I have a busines on 49th and Lowell that I would NOT like to be interrupted. Have owned teh property since 1970 and my son is now operating it.</p> <p>I would like to see you run it down the rail road line BNSF and UP. That's how it was proposed when I voted on it.</p>	Oct 5 2006	public workshop kiosk
<p>Please keep the electric technology along the original rail corridor as the option for the gold line.</p>	Oct 5 2006	public workshop kiosk
<p>Please keep the original rail alignment and use EMU technology!</p>	Oct 5 2006	public workshop kiosk
<p>PUt the light rail any place but North Denver!</p>	Oct 5 2006	public workshop kiosk
<p>Q: 6B and 6B: what is the chance LRT could run on BN track?</p>	Oct 5 2006	public workshop kiosk
<p>Regis University is a 100 year plus institution. How is RTD taking it into consideration as an activity center?</p>	Oct 5 2006	public workshop kiosk

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>RTD Gold Line Comments</p> <p>Hello RTD Gold Line Team,</p> <p>Last night's meeting about the Gold Line was excellent. Your team did a great job of presenting, listening and answering questions.</p> <p>I live in NW Denver on Tennyson at +++. I am a Realtor. I sell more than 25 homes each year in NW Denver. I pay a lot of attention to what my Buyer clients comment on. I work with several developers who are doing new redevelopment projects in these older neighborhoods. I am walking the streets, riding my bike almost daily and logging many miles each week in my car throughout the NW Denver 'hoods. While I am not a transportation engineer, a safety expert or an urban planner, I am obnoxiously observant and think I may have some valuable insight.</p> <p>About NW Denver The likely need for realignment off of the existing heavy rail lines is a wonderful opportunity, especially for NW Denver, which is a dramatically different place than when the alignment research began more than 10-years ago.</p> <p>In my opinion, the realignment option to take the line north to 52nd is a mistake. It is too far north of the center of the NW Denver community. Practically no residential exists north of 55th that is accessible for pedestrians. Certainly this service could benefit Regis students, but why not via a mid-sized bus (like Hop, Skip & Jump in Boulder) that ran up and down Lowell from Regis to the light rail or streetcar lines on 38th? Or maybe Regis provides that service as have done with their own vans to the El Jebel Shrine's overflow parking???</p> <p>NW Denver was designed as a streetcar suburb. These older Central-Denver neighborhoods have a wonderful look & feel. That's why a lot of people come</p>	<p>Oct 5 2006</p>	<p>email</p>
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>here. They make compromises to live in a two bedroom, one bath house instead of a big cookie-cutter tract home with Hollywood sidewalks (those attached to the street).</p> <p>The streets were designed to accommodate cars/carriages, streetcars and pedestrians. Most of these homes have fewer people living in them than 50 years ago, but there certainly are more cars.</p> <p>Today there are more people, especially in these Central-Denver neighborhoods, who think driving a Prius or riding public transportation is cool, hip AND the right thing to do. I hear people regularly telling me that they "cant wait to ride the light rail" from their Platte Park & Wash Park homes to downtown. I see people considering the West End Neighborhood just south of Colfax from Lowell to Sheridan because of the West Corridor light rail. Two years ago they would have NEVER considered that as a viable alternative.</p> <p>Compared to those who live in the suburbs, generally-speaking NW Denver residents greatly prefer to not use their cars. A recent study by the West Highlands Merchants Association showed that a staggering # of their customers coming from within that zip code (80211) and one adjacent zip code (80212). A more informal study this past summer showed that on a Saturday night, greater than 40% of the people dining at those restaurants at Highland Square survey had WALKED to dinner.</p> <p>Another Alignment Option?</p> <p>I am curios about the possibility of either light rail or streetcars going up 38th to Harlan, then north on Harlan under I-70 (that overpass already exists) and then jogging west over to Marshall as the auto traffic does. Another alternative could be 38th to Sheridan, north on Sheridan to 44th, West on 44th to Harlan (with some opportunity to use Lakeside amusement park and mall land which is about to undergo major change). These paths seems to</p>		
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>me to be an excellent way to serve the greatest number of NW Denver residents, pass by what will eventually be a big mixed-use redevelopment site at Lakeside, then once north of 44th, pass through primarily industrial & commercial areas heading north to Old Town Arvada.</p> <p>38th Avenue is undergoing amazing change. Hundreds of thousands of retail and commercial square feet are being built or are proposed as of now on 38th. Two new condominium projects are working (successfully) to rezone to MS (Main Street) zoning on 38th (one at King and one at Yates). This is just the beginning! It means that 38th should remain the transportation corridor.</p> <p>A parking area acquisition for a station st/close to Sheridan & 38th would be far cheaper and more simple than one at 52nd & Sheridan - which poses significant grading, shifting/heaving soil and traffic safety issues. Buying properties on Sheridan or on 38th should be super-easy and very inexpensive.</p> <p>I can understand a concern about 38th carrying the current volume of auto traffic plus light rail. I think it'll work better than 52nd. What about running one line up 38th and the other down 44th?</p> <p>Other Options for Regis I currently live fairly close to Regis and I own several homes that I rent to Regis students. Although things would certainly change over time, based upon knowing may Regis students, I don't think Regis students would use it next week if it was installed today. Many Regis students are already living in the neighborhood and those who don't are probably not coming from downtown Denver and I doubt if many are coming from Arvada.</p> <p>Good luck with your process. I'll encourage many people to come to the BRUN meeting on October 10th. Sincerely, Steve</p>		
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



RTD has to stay within air quality standards	Oct 5 2006	public workshop kiosk
RTD team has done a great job of presenting the project.	Oct 5 2006	public workshop kiosk
Since original route can't be used with LRT. seems diesel would be best on same alignment.	Oct 5 2006	public workshop kiosk
The 38th to Sheridan is the best option. There is plenty of room to expand and it goes by Lakeside which has lots of land to use. There are already lots of houses for sale because Sheridan is so busy and no one wants to live there.	Oct 5 2006	public workshop kiosk
The Alternative Alignment on 38th Avenue instead of Lowell use Harlan Street to Marshall to 52nd. The advantage is that you would avoid tearing up Lowell. 38th Avenue is well developed commercially and would benefit from the transit application by generating ridership rather than commuters. People would have access to Harlan businesses (Lakeside). Harlan has a larger right of way and less properties would have to be condemned. The grade from Harlan to Marshall is not as steep as 52nd to Lowell and would be better for construction and more economical.	Oct 5 2006	public workshop kiosk
The alternative alignments are too impactful to existing properties and businesses. Why can't the rail go down the existing rail lines? Worried about noise and impacts- like bringing downtown to Lowell. We are opposed to this. we love our neighborhood the way it is. It is the rich helping the rich. Regis is getting too many benefits from the alternative alignments.	Oct 5 2006	public workshop kiosk
The environmental impact for DMUs is much worse relative to the EMU technology. Please use EMUs over DMUs. Thanks.	Oct 5 2006	public workshop kiosk
The streetcar will not serve communities as much as other technologies. Streetcar will cause RTD to lose riders. Must maximize value of every stop and the trolley won't do that.	Oct 5 2006	public workshop kiosk
The technology selected should accommodate bicycles. The car design should not present the challenges of entering and exiting the current LRT cars with a bicycle. The route chosen should allow the possibility of a parallel dedicated bicycle "FastRoute".	Oct 5 2006	public workshop kiosk

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



These trains MUST be electric. Diesel is a short sighted solution.	Oct 5 2006	public workshop kiosk
They have already ripped up Northwest Denver once for the people who live in the suburbs and the big businesses downtown. I-70 is a prime example of business and politicians being willing to destroy a neighborhood for people outside of the neighborhood. This is another example of exactly the same thing. When I voted for RTD Light Rail I expected it to be out in Adams County before it came back to Denver. If you can't do what we voted for, they can forget it. We have excellent bus transportation in this area.	Oct 5 2006	public workshop kiosk
This is a tremendous opportunity to have service to NW Denver. With alternative alignments consider opportunities available. Encourage people to look at how alternative alignments could affect NW Denver in positive way.	Oct 5 2006	public workshop kiosk
Traffic impacts on 38th are unreasonable.	Oct 5 2006	public workshop kiosk
Train cars could block car travel	Oct 5 2006	public workshop kiosk
Use original alignment with EMU/DMU	Oct 5 2006	public workshop kiosk
Using diesel fuel in our world today is unacceptable. The investment only digs deeper and deeper into the black hole of oil. Green alternatives are the only option. We are addicted to convenience and it has to stop. Our resources are finite and we in this economy behave as if we are oblivious to this fact. We already use more than our share. Please don't put your heads in the sand, and don't sell out to those with short range views and goals. Thankyou	Oct 5 2006	public workshop kiosk
Very concerned about the environment. We need to do everything we can to conserve oil and not drill in wildlife or offshore areas. We need to look at corn conversion to fuel for cars. I live just off 38th and Federal. I don't want it in my neighborhood. It is not fair for suburbs to use our neighborhood for their convenience.	Oct 5 2006	public workshop kiosk

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Very upset that had to read the paper to find out about proposal - changes. City Council should have let folks know sooner. If people don't read the paper, they don't know. RTD only gets part of the input.</p> <p>If we can't have light rail, why do we need anything? If we can't use the route that we voted on, maybe we don't need anything.</p> <p>We live right on Lowell. We're concerned that the house may be acquired, and at a minimum the on-street parking will go.</p> <p>Prefer that it run up Federal.</p> <p>If worse came to worse, my preference would be the street car.</p> <p>Would like to see drawings of proposed alignment as SOON AS POSSIBLE.</p> <p>If Regis is in favor, then they should compensate home owners who lose their property or lose value in their property.</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>
<p>We already have buses on 38th. A transfer for Arvada would be horrible. Horrible to bring loud, noisy trains through populated neighborhoods of NW Denver.</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>
<p>What I voted for was following the rail line and I find it very difficult to support anything else. I don't support anything going through the neighborhood. Why do we need streetcars when we have a good bus system? Why do we have to sacrifice our neighborhood for the people in the suburbs to get downtown quickly? I would DMU or EMU on the existing railines.</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>
<p>What is the environmental impact of DMU?</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>
<p>What would the impacts be to state highways?</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Why not go down 38th Ave \</p> <p>I live in the Sunnyside neighborhood near Federal and 44th.</p> <p>My comment is with respect to 38th Ave. I am wondering if RTD is considering closing auto traffic to 2 or 3 lanes and building the light rail along 38th street.</p> <p>This seems like a fanastic option that would re-vitalize the business along 38th ave. The proximity to downtown has already been transforming the neighborhood with lofts popping up everywhere and remodels of older homes. But if light rail were to be built along 38th, I think the adjacent neighborhoods would explode with redevelopment. It would be Lodo all over again. Such a solution would also be very asthetically pleasing given the old-town feel of 38th ave.</p> <p>Sincerely,</p> <p>Paul</p>	<p>Oct 5 2006</p>	<p>email</p>
<p>Will light rail cars have poles? How does that work with telephone poles?</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>
<p>With less cost for streetcar, what could be done with leftover budget?</p>	<p>Oct 5 2006</p>	<p>public workshop kiosk</p>
<p>Hello - I attended the public meeting on 10/4. The presentation and materials were very informative and you all did a fantastic job explaining the different alternatives and how you have gotten to where we are today.</p> <p>My preference is to take LRT through the neighborhood. My first choice would be 38th to Lowell. However as I was driving down Lowell today I started thinking about the old trees that line the street. Would there be a big loss of trees with this alignment?</p>	<p>Oct 6 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I read in the paper that one alternative currently being evaluated is an alignment along 38th Avenue. I think that's a great idea. it would be a huge benefit to North Denver.</p>	<p>Oct 6 2006</p>	<p>website</p>
<p>I think it is important to retain the original alignment of the Gold Line, as proposed at the ballot for FasTracks. As light rail is not feasible on the original alignment, I support the commuter rail alternative. If this is not possible I would support an alternative that does the least amount of harm to 38th Ave. and Lowell and does not destroy homes or the character of these neighborhoods. This option would appear to be the streetcar that would run down the center of 38th using the turn lane that exists in the middle. The 38th/Lowell alignment should be an alignment of LAST RESORT. I believe it would be incredibly destructive to our neighborhood. Thanks for taking comments.</p>	<p>Oct 6 2006</p>	<p>website</p>
<p>Light Rail on 38th Hi, My name is Ben +++. I live at 44th and Umatilla and feel that I would as well as my neighbors (we've talked) would use the lightrail if put on 38th. With the way in which the highlands area has been growing, it only makes sense to have a transportation options in the neighborhoods.</p> <p>Please don't circumvent us.</p> <p>Go light Rail!!</p> <p>Sincerelly Ben</p>	<p>Oct 6 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Question about alternatives I was unable to make the meetings on the 4th and 5th of October, but read that some of the alternatives include property takings along Ridge Road in Arvada.</p> <p>Can you provide a map of these locations as I am be impacted by this action? I have searched the website, but cannot find anything that show specifically those properties mentioned.</p> <p>I can be reached at this email address or at +++-+++-++++.</p> <p>Thank you.</p> <p>Tim</p>	<p>Oct 6 2006</p>	<p>email</p>
<p>As a resident of Lowell Blvd, I was shocked to find out that you are even considering putting the light rail right through the middle of our neighborhood and destroying 80 historic homes. This can't possibly be a real consideration. The only only alternative that should be considered is 3.</p>	<p>Oct 7 2006</p>	<p>website</p>
<p>I support 7A Alignment</p>	<p>Oct 7 2006</p>	<p>email</p>
<p>Question I heard there was a proposal to make the Gold Line run down Lowell and turn West down 52nd Ave, but I don't see that proposal on your Maps and Graphics link. Is that a consideration or just a rumor? Many homes are along there and I understand only land will be taken from the residents on the Adams County side of 52nd. Also, there are already many accidents at the corner of 52nd and Tennyson intersection because the moronic 4-way stop there. RTD going down the middle of 52nd will only make that worse. Can you clarify?</p> <p>Megan</p>	<p>Oct 8 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>You need to leave the light rail where the voters approved it, not come in & move out people that have been living here for 30 - 40 - 50 years just to make Regis happy. Regis is not the almighty around here! Messing with people's lives is not the way to do things. Leave the tracks near the original train tracks, there is a reason that they were put where they are in the first place. Tearing up neighborhoods that have been established is WRONG! Trying to sneak this thru without notifying the residents is UNACCEPTABLE! What are you people thinking??? Would you want your homes ripped up without any notice because some greedy school asked for it?</p>	<p>Oct 8 2006</p>	<p>website</p>
<p>EIS alternatives Re: Gold Line EIS October 2 List of Alternatives I want to thank you for listening to us and adding alternatives that included routes further south and nearer where we live. When you look at ridership, I sure hope you take into consideration that the route way north will be "too much trouble" for a lot of people to access. I was hoping for a route as far west on 38th as possible so my vote goes for the already apparently disqualified Alternative 6D, but other choices are 6B, 6BB and 6F. I am open to Alternatives 7B that includes the streetcar, but the extra travel time is an issue. If the preferred alternative includes commuter rail, I would be open to DMU if biodiesel is used on a regular basis. If these comments are to be made public, I wanted to include my disbelief at the misconceptions people seem to have of what adding rail to the neighborhood means. Comparisons to I-70 dividing the neighborhood in the 1970s have no relevance. Rail does not divide and in fact will provide faster, cleaner, safer, and more efficient access to all of the Denver metro area to many who may not have it currently and those that become disabled or for whom driving becomes dangerous (this will be all of us some day!). I have ridden the 38 bus for years and although it's nice to have, it is by no means efficient, many times not on time, and slow as it stops almost every 2 blocks. I also rode the Littleton light rail for almost 4 years and only saw it arrive late during unusual circumstances (e.g., citywide power outage). Complaints about less access to rail stations also are invalid as the buses will be rerouted to provide just such station access. If rail replaces a traffic lane, congestion does not get worse because for every transit rider, a car is usually taken out of traffic. So even if you never ride the trains, you benefit with</p>	<p>Oct 9 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>the reduced number of cars on those routes. The addition of any type of public transportation will reduce causes of air pollution as well regardless of the vehicle used, compared to the 30 cars it is replacing on the roads.</p>		
<p>I almost hate to point this out, but ... there's an alignment for the "alternative 7" streetcar option that offers a lot of potential. 46th Ave is a wide, straight, lightly travelled street with very few traffic lights that goes from Sheridan right up to the existing rail lines past Pecos. The alignment between Olde Town and Harlan will be tricky, but a streetcar line that squeaks in between Lakeside and I-70, then across 46th would have truly minimal impact on existing auto traffic. The fact that it goes past 2 large lake parks means far fewer residents/businesses affected -- and it's actually rather pastoral. Plus, there's room for parking. It would also encourage possible future redevelopment at Lakeside. The reason I hate to mention it is ... I live right there. So let's not have a streetcar going "ding ding" every 7 minutes, 'k?</p>	<p>Oct 9 2006</p>	<p>website</p>
<p>I am not in favor at all in the trolley technology for the FasTracks program. While it is presumed to be faster than the regular bus system it seems to cost too much for too little improvement.</p>	<p>Oct 9 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I do not want to see any streets to lose any capacity, especially in Denver. Adding a track does not give our community anything we don't already have - if anything I fear that you will take some of the street lanes away.</p> <p>It seems that you have not considered a good north-south line to hook up the western part of the Metro area - it looks like everything goes downtown. This same poor idea is the reason so many people don't take the bus - you are forced to go downtown for everything - losing valuable time.</p> <p>If you are going to do this thing then I suggest you pick up places that aren't being serviced by buses - like Regis University - students/faculty would probably be more likely to use the system versus housewives who lug kids/strollers/ etc everywhere.</p>	<p>Oct 9 2006</p>	<p>website</p>
<p>I have heard that the goldline is considering running up 38th street. I want to understand why the original plans to run it by 70 have been abandoned. Running this line up 38th street will ruin my husband and me financially by drastically reducing the value of our house. I am also extremely concerned about the noise and potential danger of this route. Please contact me and let me know what is needed to propose this decision with huge impace to my community that RTD is keeping disturbingly quiet. Thank you.</p>	<p>Oct 9 2006</p>	<p>website</p>
<p>I think 7A -- involving a combination of technologies -- is a bad idea. The 'details' sheet claims little/no difference in travel time or ridership between the EMU/Streetcar and pure Streetcar options. Any 'transfer' between cars is a hassle that will increase time and decrease ridership.</p>	<p>Oct 9 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I would like to support alternatives 7 and 6 being considered for the next stages of assessment.</p> <p>I strongly support a Gold Line alignment that would support the neighborhoods south of I-70, especially along the existing commercial corridor of 38th. The alignment options along the rail ROW far to the north does very little to improve transportation options for these established and dense residential and commercial centers.</p> <p>The streetcar technology option is especially intriguing, with lower cost and less impact than on-street light rail. It seems to be by far the most appropriate for the character of the neighborhoods (e.g., difficulty of street widening, built out). Moreover, some of the cost savings could be used to address concerns raised by some, including safety, speed of operation (priority signals, etc.), effect on traffic and parking, etc.</p> <p>Within the various options for streetcar routing, I would support an alignment that runs on 38th starting as far west as possible. This would (selfishly) come closest to my house, but also minimize the impact on denser residential blocks and do the most to support the commercial corridor.</p> <p>Finally, I strongly support the maximum ability to bring bikes on the streetcar (or other final options). This is often critical to completing a journey. (I currently bike to an express bus for my commute.)</p>	<p>Oct 9 2006</p>	<p>website</p>
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>In my personal value system my property's value will plummet if either the trolley or light rail is placed along Lowell or 52nd. In other words if I were looking to buy in that area I would expect to pay less for my property, not more. Not only is there no monetary compensation to me for this decrease in property value calculated in the cost of the alternative, but there will be speculators looking for 'bargains' as existing residents sell homes that have been degraded in their eyes and they will resell the properties at a profit to people who will entirely change the neighborhood. No wonder real estate people are pleased at these alternatives, like other brokers they thrive on turnover and this sort of forced change to a fairly stable neighborhood will definitely cause turnover.</p>	<p>Oct 9 2006</p>	<p>website</p>
<p>The diagram presented in the October 4 workshop showed the noise of the required bell/whistle to be higher than the operational noise of either the electric alternatives or the diesel. This has been my experience living over a mile from the railroad tracks. I rarely hear the trains themselves, though I do occasionally, but am almost always awakened by the whistle in the middle of the night. I do not need or want additional noise, especially a bell that will be sounded every 10 to 15 minutes, in my neighborhood no matter how incremental.</p>	<p>Oct 9 2006</p>	<p>website</p>
<p>The only reason I supported FasTracks in the previous vote was to move commercial growth and traffic out of my northwest Denver neighborhood to a place it could more efficiently move people in and out of Denver. The only routes for the Gold Line I support are the two along the railroad right of way.</p>	<p>Oct 9 2006</p>	<p>website</p>
<p>The portions of Lowell Blvd and 52nd Ave that are involved in the light rail (6B, 6D & 6F) and trolley (7A & 7B) alternatives is an active bicycle route for people in the neighborhood. The proposed route of these two sets of alternatives also crosses a favored jogging/running route between Rocky Mountain and Berkeley parks and parallels a recreational softball field. Increasing traffic along here even with state of the art safeguards is extremely unsafe. We should be taking cars and traffic off these residential streets not adding to it. These 5 alternatives are entirely unsuitable and should be eliminated.</p>	<p>Oct 9 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>To Whom It May Concern:</p> <p>My name is Katja ++++++. I am currently a freshman at Colorado State University. I have lived in the Lakewood-Wheat Ridge-Arvada area for most of my life and have taken the bus to denver. Every time I have taken the bus to downtown Denver it was enjoyable and cheaper than driving, although it was long, with many stops. Recently I heard about the new FasTracks' Gold Line plan and was very intrigued.</p> <p>By having this plan it would make going into Denver more convenient and fast for me and others in my family. The first RTD line to the southeast corridor was much more successful than even RTD thought it would be and I don not think this line would be any different. With the cost of gas and parking, I would enjoy taking a light rail downtown more than driving myself or even taking the bus. I also hate to sit in traffic when going to Denver. I believe that anything that would make it easier to travel downtown would be of economic benefit to the area as it would invite a more convenient way that would draw more people to the area. Light rail would also take cars off the road, creating less traffic and air pollution. I am concerned about the environment and think this is one of the best ways to help with clean air in Colorado.</p> <p>I do not live primarily in this area anymore because I live in the dorms on campus in Ft. Collins; however I do take frequent trips home to visit which include trips into Denver and I look forward to traveling downtown on the new light rail. I hope this plan will provide Denver with better transportation system. I also would hope that there will be future consider action for a light rail traveling up to Fort Collins into Denver. This would provide an easier way for college students to travel into Denver. Thank you for taking the time to read my letter</p> <p>Sincerely</p> <p>Katja</p>	<p>Oct 9 2006</p>	<p>mail</p>
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Hello,</p> <p>I just reviewed the slides from last week's GoldLine project presentation and I have a few comments and questions. Currently I take the 38 bus from Sheridan downtown every day to where I catch the B express to Boulder. Generally speaking, I am happy with the commute. (non-sequitor - taking the proposed train to Boulder in the morning with a 45 minute travel time would likely add 20 minutes to my morning commute.)</p> <p>Of the proposals - I like 7B - the street car alternative the best. I have taken these in other cities and they seem to work well. I like them for aesthetic reasons as well as the fact that being close to major streets seems an improvement over along rail corridors. (I think the southeast rail will do more for the community than Santa Fe.)</p> <p>My questions are.</p> <p>Would travellers on buses like the 38 and 44 be made to transfer at Lowell?</p> <p>How would the frequency of service compare with the 38's current level of service?</p> <p>Are streetcars given preference in crossing major intersections? The light at Federal is very poorly timed in the east/west direction.</p> <p>Thanks,</p> <p>Matt</p>	<p>Oct 10 2006</p>	<p>website</p>
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I am very concerned about the proposed possibility of putting light rail up Lowell Blvd. from 38th Ave. to 52nd Ave. I would like to know what probability there is to this happening and a time frame for this decision being made. Will there be other public meetings besides the ones that were held in October and what can I do to oppose the likelihood of this alternative being chosen? I have lived here on Lowell for the past 26 years and have no desire to move or relocate.</p> <p>If RTD does decide to put light rail on Lowell, what does this mean for me as a homeowner? What can I plan for and what can I expect? Will I have any say whatsoever in this decision making process?</p> <p>If you need to know how I feel about it, I am very opposed to this proposed light rail route.</p> <p>I would like you to respond and to answer my questions. I have already signed up for the newsletter and I do want to stay involved in this process.</p> <p>Sincerely,</p> <p>Mary, Homeowner.</p>	<p>Oct 10 2006</p>	<p>website</p>
<p>I think that having the Gold Line go through NW Denver via W. 38th Avenue is a wonderful idea--and we're just half a block off of W. 38th. I hope the project will place light rail through this vibrant area of town.</p>	<p>Oct 10 2006</p>	<p>website</p>
<p>I want the EMU or DMU - on the BNSF - right-of-way.</p>	<p>Oct 10 2006</p>	<p>comment card</p>
<p>Put a street car #7 on the agenda.</p>	<p>Oct 10 2006</p>	<p>comment card</p>
<p>Steve owns a dentist office at +++ and Lowell. He is against any alternative that would negatively impact his business, since a relocation would be a huge financial burden. He said that moving his business would be very difficult, especially since he would need to stay in the same neighborhood to maintain his customer base and property values are now very high in northwest Denver.</p>	<p>Oct 10 2006</p>	<p>phone</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>STOP "THESE" TRACKS</p> <p>I attended the "Fast Tracks" meeting held in North Denver on 10-05-06 concerning several "New" plans for light rail. First I want to point out I am a North Denver native, still live in North Denver, raising my family in North Denver, work for the City of Denver and own a coffee shop in North Denver. One of the proposed routes takes the light rail down Lowell Blvd through a residential neighborhood lined with homes that have been around well over a 100 years. If this proposal were to be accepted it would ruin many lives and homes in this North Denver neighborhood.</p> <p>RTD said this is in the very early planning stages and no one should get upset at this point. Well I disagree and I am asking that City Councilman Rick Garcia and Mayor John Hickenlooper openly reject this plan now before any more tax dollars are spent on this part of the planned proposal.</p> <p>If RTD wants to run its light rail through North Denver then they need to stick to the main streets. I am sure that the Mayor, City Councilpersons or anyone on the RTD Board would not want their children playing in their front yard as the light rail streaks past.</p> <p>John, Kathy, Patrick and Vincent</p>	<p>Oct 10 2006</p>	<p>email</p>
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>ALTERNATIVES</p> <p>I have looked at the plan for Alternative 7A again and again and I can't begin to tell you what a bad idea this is. I don't know who came up with this streetcar idea but I can honestly say, I would never use it!</p> <p>To have to transfer before you even get to downtown would be more than frustrating. The trip is not that long and shouldn't even require a transfer. The streetcar route zigzags all over the area of Olde Town and is most intrusive. In addition, you want to run it down Grandview - where are people supposed to park? There is parking on one side only right now and a streetcar system would eliminate parking for residents completely. On the information sheet in the column Results/Comments next to the environmental impacts it states, "Streetcar reduces impacts to Olde Town." Who are you kidding?? In the last 6 years, Old Wadsworth has been torn up twice and we are currently stuck with a street that barely accommodates cars - and you're suggesting a streetcar? Sorry, but this is not what I voted for in Arvada. This is not acceptable. The way the streetcar is planned through the neighborhood, this will add to more traffic congestion - something we really don't need especially on Grandview with the current addition of the Water Tower Village. There are times right now where I have to wait a considerable amount of time just to get out of my driveway.</p> <p>I attended the public meeting on October 4th at the Arvada Center and I couldn't agree more with those folks who said, if you can't use the railroad corridor, then put it back to a vote by the people. I understand the reasoning behind not being able to do light rail in the same railroad corridor. However, I do not support light rail being put anywhere else within the community - not with up to 80 or 90 properties being acquired. Alternative 6BB would destroy Olde Town - the proposed route takes the train south on Old Wadsworth from Ralston to the rail corridor. That means you would condemn a large part of Olde Town! And the station would be...where?? Again, not acceptable.</p> <p>You have one alternative that comes close to what we voted for - Alternative 3.</p>	<p>Oct 11 2006</p>	<p>email</p>
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>The electric cars would be reasonably quiet - and next to the trains that come through there now, that would be a blessing.</p> <p>The rail corridor would be used with a limited number of properties being acquired. Its close to budget and if light rail cannot be done, this is the next best thing. I understand that the alternatives are simply that - alternatives. But I see only one that would do the least amount of damage, provide us with what we voted for and allow Olde Town to stay intact. Plus, no transferring just to get to downtown Denver.</p> <p>Thanks for listening. Trish</p>		
<p>Berkeley Regis United Neighbors meeting \ Dear RTD FasTracks Gold Line Corridor Team,</p> <p>Unfortunately, I was not able to attend the Berkeley Regis United Neighbors meeting tonight (10.10.06) to discuss the alternate routes being proposed for the Gold Line, but I did want to provide my comments. As a proud resident of the Berkeley neighborhood I and many of my neighbors that I talk with welcome the different Gold Line options which would bring it to NW Denver. I hear that there are Arvada residents who are upset with the proposed deviations into NW Denver even though I believe all the alternate routes still end up in Olde Town Arvada. Berkeley residents are helping pay for this project too so why can't we be part of the excitement as well. I particularly like the Alternative 6D - LRT plan with the route going down 38th and up Sheridan. I believe that this route would have the least amount of resistance in the neighborhood and could provide a great opportunity to develop two main thoroughfares which desperately need the help. I truly feel that the Gold Line rerouted through the Berkeley neighborhood</p>	<p>Oct 11 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>would be a huge benefit to NW Denver that local residents would welcome and appreciate.</p> <p>Thank you for your time!</p> <p>Robyn</p>		
<p>Hello, My name is Michael ++++ and I reside at ++++ Highland PI, Arvada. I have attended both of the recent Goldline meetings, and have some grave concerns regarding a couple of the newly proposed Alternatives - 6B/6BB. When I attended the first meeting, I was assured that my property would be subject to minimal impact, if any, with preferred alternatives proposed at the time. Since then, I understand that the Railroads have elected against any LRT systems running in their corridors. Because of this, the Alternatives were reduced to EMU, DMU, Street Cars, and two possible LRT lines, that would run directly through the heart of a series of neighborhoods, resulting in aquisitions, and unnecessary destruction of several historic neighborhoods. I understand the necessity of developing additional Alternatives, as a result of the Railroad's position. What I don't agree with, are the new Alternatives chosen. Can you really, ethically speaking, consider displacing 100's of famililes as a resonable alternative? When we voted on the Goldline, we voted for the project under the</p>	<p>Oct 11 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>terms presented at the time. The line was to be routed within the current freightline corridor. If this can not happen, for LRT, do you really think it's ethically sound to consider altering and possibly devastating people's lives? I think not. I would like to see the RTD expansion into Arvada, as well as anyone else... but not at the expense of personal lives. I feel if either of the primary Alternatives are not selected (EMU/DMU) then it's time to take things back to the drawing board, and honor your initial promise to the community.</p> <p>I understand the some of the residents of Arvada are not interested in a "Street Car" line, running through our neighborhoods, but it's certainly a better alternative then displacing so many people. I suggest, if the Goldline does not share the freight corridor, that a Street Car line would be the next best suggestion. Better to disrupt the public streets, then disrupting personal property.</p> <p>As for me and my family, an aquisition of our property would effect us beyond belief. Not only have we lived here for the better part of a decade, but our property is our vested interest for retirement. No long ago, we refinanced our property, and put it on a "fastrack" pay off schedule. God willing, our property will be paid off in 12 1/2 years. That will be just about the same time our two boys will be entering college. Without a massive mortgage payment, we will be able to financially assist our children with college. Not to mention, our house is currently financed at 4.875% fixed interest for 15 years. Is RTD going to extend us a matching interest rate on a new property?</p> <p>I appologize if my letter is lengthy and possibly brazen, but the decisions made in the next couple of months could change to course of my family's future. I hope your future decisions are made with cautious descretion.</p> <p>Sincerely, Michael Arvada</p>		
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I have read through the material on the RTD site detailing the proposed Gold Line alignments. As a daily rider of the 38 bus into downtown where I catch the B bus to Boulder, I strongly support the streetcar concept (7B). I think this would be a great benefit to the people in this area.</p> <p>Some of my concerns with this route are - that the frequency of the 38 bus not be decreased because of this proposal. - that riders of the 38 bus not be made to transfer at Lowell.</p> <p>I don't know if these options are being considered.</p> <p>Thank you for your time,</p> <p>Matt</p>	<p>Oct 11 2006</p>	<p>email</p>
<p>I know that I will only get a automatic message and never hear from a real person, but I guess I shouldn't expect anything different from a organization that disregards what they told the voters they were going to do and does what whatever the person or group with the most money wants. I wish you could switch shoes with my family so you can feel how horrible it feels to have someone try and wreck or destroy your home.</p> <p>Your plans to change the fast tracks projects from what the voters approved is absolutely unacceptable. Because you are having difficulties with an aspect of the project, it does not give you the right to ruin a neighborhood. The actions you took to keep this quiet and not notify the area and trying to do it quickly without giving people a chance to voice their opinion is so disgusting that I can't put into words how to describe it.</p> <p>Just because some self serving, greedy "PRIVATE SCHOOL" wants something done for free to make them more money does not give you the right to destroy peoples homes. Whether you knock down the houses or put the train right in front of their house, it is a bad idea!</p>	<p>Oct 11 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>The voters told you where you could but the fast tracks. You need to do what the voters said otherwise the our votes meant nothing. Placing a train thru a residential area is extremely stupid. The students that live in the area can walk, they don't need to ride a train for a half mile walk! As for serving Regis and getting more people in, they already knocked down a shopping center and put a parking lot in. They don't need a train!</p> <p>I grew up in the neighborhood you are now proposing to put the train system thru and my family lives right on the path that you want to take the train on. I can tell you that you are inviting problems. Many young kids walk up an down 52nd ave. If you put the train there you are going to wind up hitting a kid. Also, the traffic in that area is pretty heavy and putting in crossing signals and tracks would just be inviting a accident. Also, bringing in a train to the area would not increase the residents property value! you are trying to ruin a lot of peoples lives.</p> <p>I will tell you that I will never ride on RTD ever again! Also, because of your blatant disregard for what the voters approved and you complete lack of consideration for people I will be voting out everyone one of your board members that comes up for election! I am also letting everyone know at my company which has over 200 employees what is happening and telling them that they may be next. the only way you can change my opinion is to do the right thing and go with your original and "VOTER APPROVED" planned.</p>		
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I would like to weigh in on the proposals for the mass transit line through northwest Denver.</p> <p>I attended the meeting last night and have questions/comments that were not addressed. Please understand that I am in favor of mass transit and would take advantage of it if possible. However, the current options are unacceptable to me as a homeowner in the impacted area.</p> <p>First of all, I believe the first priority of the board is to work with the railroads to secure usage of the current rail lines using the acceptable vehicles. Since there is currently an agreement with the BN railroad allowing the EMU technology, it seems foolish not to take advantage of that and do everything possible to assure that option. Making use of resources already available is the most logical approach. Perusing plans which displace 80 homes/ businesses over a plan which displaces an eighth of that number is unacceptable. Bigger, newer, flashier is not necessarily better. This makes the most sense to me, especially since it seems the EMU technology will be the most compatible with the Boulder and DIA lines. The board needs to actively pursue the same agreement with the Union Pacific railroad. It seemed from the discussion last evening that there is some problem with connecting the system to Ward road if right of way cannot be obtained with the other rail line. Finding options for that link should also be a priority for the board.</p> <p>There seem to be myriad problems with using Lowell boulevard as a link in all of the proposals. I see the following as the greatest obstacles:</p> <p>Parking-many of the homes along Lowell do not have access to off-street parking. For many, there is simply no place on their property to park one vehicle, let alone multiple vehicles. For most residents, even if there is space available to park on their property, the cost of a curb-cut is prohibitive. During the spring, summer, and fall, Rocky Mountain Park is used for organized sporting events and entertainment. On any given weekend day, the blocks between 46th north to the freeway entrance to I-70 are packed solid with cars. If the parking lane is taken away, the folks using the park will be forced to park on the neighboring streets.</p>	<p>Oct 11 2006</p>	<p>email</p>
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Many of us will have no access to our own homes for many hours on those days if we leave before 9 a.m.</p> <p>Neighborhood demographics- the neighborhood around Lowell is an old, established residential neighborhood. I have owned my home in the area since 1988 and have seen a decided shift in population in that time. From 1988 to 1993 or so there were mostly older retired families and young families with children. Many of the families began leaving in the late 1990s as children reached school age. Many residents simply did not want their children to attend North High School. In the past three years, there has an increase in young families with children moving into the area. There are three schools in close proximity to Lowell and there are many children crossing Lowell to get to and from school. Kids being kids, they will try to outrun a light rail or street car and I anticipate accidents will occur. The second part to the change in demographics involves traffic patterns. Currently the children on my street feel safe riding their bikes and playing in the street. Running any type of mass transit vehicle along Lowell will simply move then local traffic (and the traffic of commuters using the system) onto side streets. As commuters try to get to and from the stops, they will no doubt speed on the side streets, which poses a huge risk for our neighborhood children. As someone who walks to RMLP every day, I can attest to this increase in traffic. Currently a small construction project involving one half block of Irving just south of 46th has shut down Irving at 46th. The detour has traffic using my street, Julian. I have noticed the number of cars and the rate of speed have both increased significantly. Which is a segue to the next point.</p> <p>Construction time- no one has given us a time frame for construction of any of the vehicle options. As I have seen with the current detour at Irving and 46th, more and more people are using the detours as they become accustomed to them. If Lowell is torn up for any length of time and traffic is rerouted to side streets, motorists will likely continue to use the detours even after the project is finished. The longer Lowell is under construction, the greater the traffic increase on the side streets. For many of us, Lowell is our preferred north/south corridor precisely because traffic on both Federal and Sheridan is so great. Using Lowell as a light</p>		
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>rail route will only increase the existing traffic on those streets, creating more problems than the light rail will solve.</p> <p>Neighborhood character-the area surrounding the Lowell project is one of the oldest in Denver. Most of the houses were built in the early 1900s. (Although the deed says my house was built in 1928, I have anecdotal evidence that it was actually built in the last 1880s.) Any sort of mass transit is inconsistent with the character of the neighborhood. Like most of my neighbors, I am concerned about property values, but I am also very concerned with taking care of the neighborhood and keeping it's unique character alive.</p> <p>I found the comments about people expecting light rail and board's feeling that any other type of vehicle would be unacceptable to the residents insulting. No one I know is narrow minded or inflexible enough to reject out-of-hand other technology because it isn't what we expected. Please give us more credit than that. We are educated people who simply want the most viable alternative possible for this project. We are all concerned about our neighbors and friends losing their homes and livelihoods because the board cannot see past a false impression.</p> <p>I would also like to see hard data on positive impact on property values in areas where light rail is currently in operation. For many of us, the idea of more revitalization in the area is not necessarily a positive. Granted, the area of Lowell and 32nd has been a boon to property values and so far has had little negative impact in the neighborhood, it should be remembered that the area was commercial already and simply need new businesses to operate. With the exception of the Regis area and at 44th, Lowell and environs is residential and has very little commercial property from 44th to 48th.</p> <p>I have hope that the board will take to heart the concerns of this neighborhood and can find some other option to Lowell boulevard as a route for this project.</p> <p>Lori</p>		
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>If you don't make the system convenient for people, they won't use the system. You have to have enough parking or people will use their cars!</p>	<p>Oct 11 2006</p>	<p>email</p>
<p>My name is Amanda ++++ and I live in North Denver. I'm really excited about the Gold Line, and I hope it comes through the Berkeley Regis neighborhood. I think it's great. Please include my comment as someone who doesn't want Berkeley Regis to be left out.</p>	<p>Oct 11 2006</p>	<p>phone</p>
<p>Note: The comment below was sent to Councilman Rick Garcia.</p> <p>light rail</p> <p>Hello Sir,</p> <p>I was reading in the Denver Post about the "Gold Line" and the possibility that instead of light rail, some version of streetcars might be used. Instead of using railroad right of way an alternative route using city streets is being discussed. At this time, I do not have a problem with the route being discussed going up Lowell Blvd (I live on Osceola St). I know diesel powered streetcars were being discussed to be used to go from downtown out to DIA. To me this is political spin for BUSES. I did not vote for busses. I voted for light rail. My position is preferably the power should come from electric overhead lines, fuel cells or batteries. The fuel source I DO NOT WANT used is gasoline or diesel fuel. I feel that in the short/long term we need to take steps to get away from our oil dependency. If we can find the money to fund the war in Iraq, then we can find more money for alternative sources of energy. The sooner the better. I think terrorism is clouding the issue of oil and the big corporations in the military industrial complex. I think we need to do something about terrorism, I just don't like the way we are PRESENTLY spending our money to do it. Developing alternative energy sources quickly would change our political agenda.</p> <p>Thank you for your time, Dennis</p>	<p>Oct 11 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Streetcar alignment is my top preference and commuter rail on BN/UP is probably second runner-up.</p>	<p>Oct 11 2006</p>	<p>phone</p>
<p>Don just bought a home on Lowell and is against any alignment that runs down Lowell. He suggested looking at 44th.</p>	<p>Oct 12 2006</p>	<p>phone</p>
<p>Response to RTD Gold Line Alternatives</p> <p>Thank you for the presentation at the Regis science amphitheater on October 10, 2006. Although my wife and I attended this neighborhood meeting, the format and the time available did not afford us an opportunity to express our opinions on the materials and options presented.</p> <p>We are excited that there is chance to reassess the alignment of the Gold Route. It offers a great opportunity to improve the fabric of the city and the FasTracks system. To this point, the northwest Denver community has been orphaned by the FasTracks alignment along the railroad right of way, with NO stations truly and conveniently serving this vital area of the city.</p> <p>We wish to express our unconditional, enthusiastic support for the conceptual development of the alternative LRT routes, any of which would provide desperately needed transit service improvements to the northwest Denver community. It is a crucial act of good transportation planning to link the northwest Denver community with the rest of the city in the FasTracks system. When this urban community is given the convenience and access afforded the rest of the city with the development of the FasTracks system, the ridership, an ultimate test of the success of the system, would increase dramatically (a fact that is not disclosed by the data presented, but recognized by the RTD consultants). The community expressed some valid concerns for many of us, it was our first introduction to the concepts and possibilities. But, with so much at stake, and with the certain benefits of this change for the northwest community and by extension the entire city, I feel confident that a route can be devised that will resolve the primary community concerns.</p>	<p>Oct 12 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>As Councilman Garcia stated, additional study is needed. This issue is too important to receive anything less than the best possible effort and analysis. It cannot be left to an effort that is only being accomplished to ~check off' the Federal requirement.</p> <p>Toward this end, a process should be implemented immediately to find an acceptable, low impact route(s). The route should obviously begin, as the alternatives suggest, by utilizing 38th avenue as the fundamental component in a primary east west corridor, then linking the northwest Denver community to Arvada and Golden in one direction, the Union Station hub in the other. We can find a ~way'!</p> <p>Noel</p> <p>cc: Rick Garcia</p>		
<p>ABout the street car thru NW Denver I am a resident of the NW Denver's SunnySide neighborhood- more specifically 46th and Federal. I am excited about the possibility that the Gold Line will run through our community. I am in favor of seeing a streetcar option that would run up West 38th Avenue from the Platte River Valley to Sheridan or Harlan and then north to Arvada. It seems liek it would do alot for this area of town.</p> <p>Raymond</p>	Oct 13 2006	email

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I just received a packet from your organization regarding the gold line project and while reading the packet I noticed that my property (++++ Hooker St, Denver, 80221) is located within the 1/4 mile buffer zone for the Federal Blvd. (I-76&Federal) station. I am very concerned about the development of this station and its impact on my property; particularly, it's permitted land use, zoning, and floodplain designation. While I understand you are currently going through an impact study I am curious if you have any conceptual design plans for the Federal Blvd. station along with any type study of the neighborhood (environmental, impact, proposed changes, etc.). I would like to discuss these issues with someone from your organization. Please feel free to contact me via email (preferred method) or phone so that we may discuss this further. Thank you for your time and I look forward to hearing from you soon.</p> <p>Nick</p>	<p>Oct 13 2006</p>	<p>website</p>
<p>I think the alignment down 38th Ave and Lowell is the appropriate line of thinking for the Gold Line. I realize it has more property right issues and creates some technical issues on what type of technology to use (LRT or EMU) but I think it services North Denver more appropriately. By using the existing Burlington Northern lines we may save money but the area from Union Station to Pecos is mostly inaccessible and negates the usage for most North Denver residents. I believe slowing down the traffic and making 38th a more pedestrian freindly street will revitalize an area of North Denver that has lost its vitality due to the automobile. I would like to see more information about its impacts and potential alignment in upcoming meetings. Thank you.</p>	<p>Oct 13 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I would like to see Alternative 3 move forward. That alternative closely resembles the original expected alignment and uses EMUs.</p> <p>I am definitely not in favor of an alternative alignment to 3 and I do not want to have DMUs for the Gold Line.</p> <p>Thanks.</p> <p>John</p>	<p>Oct 13 2006</p>	<p>website</p>
<p>Thank you for the opportunity to comment. I fully support this project, and would like to see the streetcar come back to North Denver, specifically the alternative that brings the streetcar into the neighborhood along 38th and Lowell. It is more consistent with the land uses and character of the neighborhood, and a tremendous opportunity for continued community development in the Berkeley neighborhood. I do not want to see higher capacity transit service on the outskirts of the heart of the neighborhood, I want to see it IN the neighborhood. I think RTD has a higher chance of attracting sov commuters to transit if it is a servcie that is convenient to a large population that can walk to the streetcar line, rather than drive to the closest station. Glancing at the fact sheets, the streetcar alternative is one of the more cost-effective and least intrusive in terms of eminent domain. I lived in San Francisco when Muni brought back historic streetcars to Market Street. The streetcars were, and still are wildly popular, attracting tourism as well as local ridership. Please bring streetcars to my backyard!!</p> <p>Susan 41st & Osceola</p>	<p>Oct 13 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>The thought of those beautiful homes along Lowell, 44th, or 46th being lost to yet another government project is unthinkable. If this must be done in our neighborhood I would urge you to seriously look at 38th which is predominately business and Sheridan. Although Sheridan is greatly residential you must acknowledge that for the most part the homes are decrepit and very unsightly. Not only that Sheridan is a narrow, highly traveled street that could use a face lift. I have not been able to attend any meetings yet and would like to but especially would like to know who exactly will be making the final decision and how that will be arrived at. Thank you.</p>	<p>Oct 13 2006</p>	<p>website</p>
<p>after viewing all the proposed routes, it seems the 6D alternative route makes most sense by bringing the line through on 38th and allowing people closer access to 32nd neighborhood and the Tennyson neighborhood.</p>	<p>Oct 14 2006</p>	<p>website</p>
<p>Hooray! From someone who has lived in San Francisco and Chicago, HOORAY that the Gold line would consider running through the neighborhoods its trying to serve! Denver needs this!</p> <p>In recent week, I know the Gold project team has been considering alternative routes for the line taking it through NW Denver (via 38th/Lowell). I am a firm supporter of these alternatives!</p> <p>I live at 45th and Stuart. Before, I was somewhat discouraged that the Gold line would either be so far east or north that I would not be able to take advantage of it. Now, with the option of running it down Lowell or 38th, I am more excited about the opportunities this opens for everyone in NW Denver. NW Denver has changed considerable since the last "vote" to run the line through the neighborhood was rejected 7-8 yrs ago. In that time, you have a populace that is increasingly younger, professional, progressive and many with young children. This populace is looking for near-by, environmentally-conscious transportation alternatives to travel throughout the metro area. Running the line along the existing rail line will bypass many of the people that would take advantage of it in the first place! I've heard it joked that the Gold line is for the people of Arvada. I say that's bogus-the idea of the Gold line is</p>	<p>Oct 14 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>about the future of the people along its entire route. Why would you exclude the people of Denver simply because its easiest to run it along the BN/UP line? This line is for everyone along its path and the more people that can use it along that path-the better.</p> <p>By running it through the neighborhood, you can impact so many more people positively. This includes all types: Regis students, senior-citizens, sports-enthusiasts, and travelers to the airport. The investment Denver has made in its future with FasTracks is a sign that the majority of residents want this in our future. Yes, you will have detractors and property owners who will absolutely denounce the line change. Many of those same people have already benefited with the increase in property values in NW Denver over the last 15 yrs and would receive a fair market price for displacement.</p> <p>You won't be able to please everyone with any decision. I urge the decision-makers in this process to consider the long-term ramifications and future growth the Gold line will have on everyone along its path.</p> <p>Other alternatives to 38th/Lowell:</p> <ol style="list-style-type: none"> 1. Westbound along 38th to Harlan, Harlan North to Old Town Eastbound from Harlan along 44th, 44th East to Downtown 2. Zuni to 44th or 46th. 3. Zuni to Regis Blvd to Lowell to 52nd 4. 38th to Tennyson to 52nd <p>Ben 10 yr Denver resident 4 yr NW Denver resident</p>		
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I just learned up Fast Tracks potential plans to send light rail down Lowell Blvd. between 38th and 52nd. As someone who lives along Lowell and VOTED for Fast Tracks, I am shocked that the plans have taken this turn. I want to know what plans RTD has to meet with and get the input of people in this area that initially approved this project, without knowing they were risking the value and peace of their present home.</p>	<p>Oct 14 2006</p>	<p>website</p>
<p>Light Rail</p> <p>To Whom it May Concern:</p> <p>As a resident of the Berkely neighborhood, I am excited about the possibility that the Gold Line will run through our community. I am in favor of seeing a streetcar option that would run up W. 38th Avenue from the Platte River Valley to Sheridan or Harlan and then north to Arvada.</p> <p>Sincerely,</p> <p>Jessica</p>	<p>Oct 14 2006</p>	<p>email</p>
<p>i am urging you to support using routes other than lowell. voters wanted lightrail in an existing train corridor, not running up a residential street. i feel that having the route travel up lowell would negatively affect this historic neighborhood. trees would be uprooted, pedestrian sidewalks removed, and the quality of life for the residents on lowell blvd would be all but destroyed. and this is the best case senario!!!! i strongly urge the committee to scrap the lowell blvd. routes and focus their attention on alternatives to destroying a beautiful, historic denver neighborhood.</p>	<p>Oct 15 2006</p>	<p>website</p>
<p>i wonder what the fiscal impact of lost property taxes for all the propeties on lowell blvd. that would be aquired would be over time. i imagine that this is included in rtd's cost estimates?</p>	<p>Oct 15 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I am a homeowner who lives in a 100 year old house along the proposed Lowell Blvd. routes. We are a cohesive neighborhood who support our city and our local schools. We have improved our homes and helped to make Northwest Denver a desirable place to live instead of a blighted part of Denver. I OPPOSE the propose Lowell options and would like to express my concerns. Safety for Mt. St. Vincent residents and students, Skinner students, children (including mine) should be of clear concern to RTD and be a clear prohibition on considering Lowell Boulevard as an option. I'm also very concerned about the blighting effect on a beautiful residential neighborhood, and the effect on my property value. I'd like to know also why I never was advised about the 2 public meeting. Few of my neighbors found out until they were over. Please schedule another one. Believe me, it will be well attended this time.</p>	<p>Oct 16 2006</p>	<p>website</p>
<p>I have heard that several different technologies are being considered for this route and want to vote for light rail over street cars (with unsightly overhead wires) or diesel vehicles because of the obvious polution and noise.</p>	<p>Oct 16 2006</p>	<p>website</p>
<p>It is not clear to me which East/West corridor the tracks will be located on, but if it is a choice between 38th Ave, 44th Ave and 46th Ave, I would like to vote for 38th because of its existing role as a commercial district. Both 44th and 46th are almost entirely residential, and therefore not appropriate for this type of traffic. I am also concerned about the use of Lowell as the cutover street for the same reasons. I am concerned that there will have to be significant enfringement on the residential properties located there, in order to accomodate the trains. Overall though, I am supportive of the lightrail system, and would like to see acciess into northwest Denver.</p>	<p>Oct 16 2006</p>	<p>website</p>
<p>As a resident of NW Denver in the Highlands neighborhood (29th & Lowell), I am excited about the possibility that the Gold Line will run through our community. I am in favor of seeing a streetcar option that would run up W. 38th Avenue from the Platte River Valley to Sheridan or Harlan and then north to Arvada ." Thank you for your time. Sincerely, Shaina +++++</p>	<p>Oct 17 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I would prefer on the RTD Gold Line to have one of the Ralston alternatives because there is much more highway available that wouldn't impact the neighborhood on Ralston as much as the proposed Grandview alignment would.</p>	<p>Oct 17 2006</p>	<p>phone</p>
<p>NW Denver As a resident of NW Denver Berkley neighborhood, I am excited about the possibility that the Gold Line will run through our community. I am a new home owner in the Regis area and really believe in the light rail program is a big part of Denver's positive grow. I am in favor of seeing a streetcar option that would run up W. 38th Avenue from the Platte River Valley to Sheridan or Harlan and then north to Arvada.</p> <p>Rochelle</p>	<p>Oct 17 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>October 16, 2006 From: Arvada Chamber of Commerce Address: 7305 Grandview Ave. Arvada, CO 80002</p> <p>RE: Gold Line Alignment and Technology</p> <p>Dear Gold Line Corridor Team Members:</p> <p>The Arvada Chamber of Commerce has supported the Gold Line rail project from the beginning and the Chamber actively supported FasTracks with the voters. With three stations within Arvada, and a fourth at Ward Rd. serving Arvada residents, we expect the Gold Line to be an important economic and cultural asset for the City of Arvada, the citizens of Arvada and the Arvada business community. The Chamber has had its members participate in the many public workshops and meetings and we have participated in the Arvada Station Planning Project Steering Committee being coordinated by the City of Arvada.</p> <p>We are growing concerned that route alignment and transit technology decisions are being made without adequate consideration of alternatives and without appropriate deference to what voters approved. It is fair to say that the business community feels let down that we have come this far in the process of promoting light rail on the Gold Line without having a firm commitment from the railroads that light rail can be used in their rights of way.</p> <p>With regards to route alignment, we are not in favor of any alignment that would result in longer travel times and diminished rider ship. The portion of the Gold Line in Arvada is along the relatively straight Burlingtong Northern Line to Golden. While the precise location of stations may be under consideration, this portion of the route should be settled. The route between Union Station and the Arvada border may be more challenging. We understand that Union Pacific may have become particularly uncooperative in the use of its right of way of Denver. We</p>	<p>Oct 17 2006</p>	<p>mail</p>
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>encourage the Team to consider all reasonable alternatives, within the UP right of way, adjacent to the UP right of way, along Interstate 76, and others. Whatever the decision, the primary criteria should be travel times, rider ship, impact on surrounding neighborhoods along the line, and community plans for development and redevelopment.</p> <p>With regard to the transit technology to be used, the Chamber continues to support light rail as the preferred technology. Light rail is what was presented to voters and light rail is what voters approved. Light rail is already a proven technology in the south corridor both alone and adjacent to freight lines. We see RTD making a strong push for modular units, both electric and diesel, and actively dissuading people from light rail. We also see some representations about the technology that lack credibility. The Chamber would not support diesel modular units for the Gold Line. The size, noise, vibration, pollution and inefficiency in starting and stopping make this technology inappropriate in a twelve-mile-long urban corridor, particularly through the residential and dense commercial portions of Arvada. We don't have sufficient information about FRA-rated electric modular units inasmuch as we are unaware of any such system actually in use. We are concerned about the size, noise, vibration and efficiency of this technology in current and planned residential and commercial areas. We have heard about the possible use of street car-type technology. We don't see how short transit times and rider ship could be maintained using this technology to Union Station.</p> <p>We understand that much of this upheaval has been caused by recent pronouncements from the railroads concerning the safety of light rail in freight rights of way. We encourage you to challenge the credibility of these positions and alternative ways of addressing legitimate concerns. The condition of the BN line through Arvada has been deteriorating for many years. Making this line suitable for passenger travel, and even the installation of an adjacent line within the right of way for passenger travel would result in the improvement of the BN line. While we are aware of the tragic derailment in California caused by a person parking his automobile on the rail crossing in front of a commuter train, this sort of intentional act should not prevent what would otherwise be safe and efficient mass</p>		
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>transportation. We encourage you to press the railroads, and we offer to help by enlisting our Congressional delegations to extent possible.</p> <p>Finally, we encourage you to work with the cities, counties and non-governmental organizations along the Gold Line to realize the full potential of this economic and cultural asset. Thank you for your consideration.</p> <p>Sincerely,</p> <p>Lee Arvada Chamber of Commerce</p> <p>Lynn Arvada Chamber of Commerce</p>		
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Goldline route preference I prefer the Ralston Road alternatives for two reasons. 1) There is a great deal of road space available on Ralston Road which isn't true on Grandview Avenue. 2) I know CDOT is concerned with preserving the historical integrity of a community. Grandview has a National Historical Neighborhood designation.-Ralston does not. By not putting in a fast track on Grandview it would maintain the historical quality of the neighborhood. None of the following nearby communities, except Arvada, have state and/or national historical designations via the State Historical Society...Westminister, Thornton, Lafayette, Wheatridge, Lakewood, or Broomfield. I'd appreciate your consideration in this matter.</p> <p>Thanks, Carol</p>	Oct 18 2006	email
<p>I am opposed to a plan that would create a light rail line along Lowell Avenue. I believe that the light rail line should be on currently heavily-used streets like 38th, Sheridan, and Federal. If the light rail ran north-south along Federal, it could be extended to access the stadium. I think allowing the light rail along Lowell is inconsistent with how that road is used now and how it has been planned for use.</p>	Oct 18 2006	website
<p>1. The station "38th/Inca" station serving multiple lines. As you may know, the Gold Line project has recently been impacted by a decision by the current right-of-way owner (the railroads) to disallow light rail vehicles in that corridor. The likely resolution, unless legal issues surrounding safety and liability are addressed, will involve either light rail line down 38th Avenue or commuter rail on the original alignment. In the former case, a transfer-style station could accommodate both lines (the Gold and NW, where they intersect); and in the latter, the same station could serve both lines -- as they would utilize similar (if not the same) rail technology.</p> <p>2. Parking facility for the 38th/Inca station. As the FasTracks plan stands, Northwest Denver is extremely under-served. With only one station (near 38th/Inca), which is located within walking distance of a relatively small population (future TOD aside), it's unlikely that a large number of people in this quarter of the city will use what they contributed a large amount of tax money and local resources to. The site's proximity to downtown is one of the biggest reasons to</p>	Oct 19 2006	website

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>have an on-site parking structure: it will allow local access to downtown without overburdening the neighborhood with on-street parking problems.</p> <p>3. EMU vs. DMU. As you probably know, the mayor of Denver has recently endorsed EMU as the preferred vehicle technology. The reasons for his decision are many, including the air and noise pollution implications of diesel and the renewable energy possibilities associated with electricity. Because the city center will host both the highest density of trains (both idling and in-service) and the CRMF to maintain them, this endorsement should resonate throughout RTD/FasTracks.</p> <p>Please feel free to contact me directly to discuss these matters. The decisions made now are going to have a long-lasting impact on my neighborhood, the city, and the region for many years to come.</p>		
<p>In order for Highlands residents to make well-informed comments on the Gold Line, they need to see the whole picture as opposed to weighing the individual parts. Circulator buses should be considered early on, as this could influence opinions on whether the railroad alignment is able to provide good access for Highlands. Providing access to Boulder from the Gold Line is extremely important to the residents of Highlands.</p>	Oct 20 2006	phone
<p>Please remove from the table, your plans to run light rail on Lowell Blvd. There are many historic properties along this blvd. Light rail will negatively impact our neighborhoods by causing several problems. Among these problems are: noise and emission pollution, lower property values due to noise, emissions, busier blvd. traffic, unsafe for pedestrians & children, removal of the scenic treeline parkway strips, traffic closer to existing properties, and possible removal of historic properties. I have lived in the area for 53 years. Northwest Denver is finally gaining property value. We have waited a long time to catch up to other areas in regards to value. Light rail would be devastating to residents like myself who live on Lowell. Sheridan Blvd. would be a better choice, since homes along there are already depreciated and of little historic value (mostly frame & small business intermixed). RTD could save \$ by acquiring homes of lesser value. The neighborhood of Highlands is rallying against this absurd plan.</p>	Oct 20 2006	mail

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Thank You David</p>		
<p>Properties acquired on lowell blvd. To Whom It May Concern: I am a resident on Lowell Blvd. and my biggest concern is what is going to happen to me if my property needs to be acquired. How do you determine the compensation for the residents which will have to give up their houses on lowell blvd. if the properties needed to be acquired. I have heard the answer "we will offer fair market value" before, and that is not what I am looking for. Please give me some details on this information, as I know my neighbors share my same concern but have been hesitant to ask the questions.</p>	<p>Oct 20 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Dear Adams County Planning Commission,</p> <p>Our property is over 16 acres and is South of the Union Pacific and Burlington Northern Railroads between Federal Blvd. and Lowell Blvd., approximately 2,000 feet in length. We live on the property and operate ++++++ which is a trophy trout and bass fishery and recently identified by Westword Magazine as the Best Urban Fishing Hole in the Denver Area. We urge the planning Commission to table this amendment, on the Gold Line, which will cost FasTracks millions of extra dollars to build! We also oppose RTD FasTracks EIS Alternatives as written in the North Denver News. We recommend that the old Golden Interurban (from Denver to 14th Ave. to the Federal Center, to the new St Anthony's Hospital, to Golden, down the Clear Creek Corridor, up to Lakeside, to Elitch Garden area and back to Denver be put back to use as the Gold Line. The tracks are still in the streets and paved over.</p> <p>Adams County and FasTracks will do much better using its' money to develop the US36/ Longmont Corridor, the North Metro Line and a more user friendly Bus Rapid Transit. Leave the train tracks for the original users.</p> <p>Thank you for your time.</p> <p>Sincerely, Eddie and Carol</p> <p>cc: Liz Telford, RTD FasTracks cc: North Denver Tribune cc: Margaret Jackson, Denver Post cc: Raymond J. Townsend, Burlington Northern Railroad cc: Patty Calhoun, Westword Magazine cc: Dick Hartman, Union Pacific Railroad</p>	<p>Oct 22 2006</p>	<p>email</p>
<p>Alignment I prefer 7a or 7b</p>	<p>Oct 23 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I feel it is absolutely essential that the Gold Line pass through North Denver with a stations close enough for residents to walk or bike to. We obviously need parking options too. I was a longtime bus commuter between Boulder and Denver, but when the parking near downtown evaporated and the connections got too cumbersome I had to abandon mass transit. Let's look to Portland, Seattle or Minneapolis where transit runs frequently and does not price itself out of consideration. I recently took light rail from the airport outside of Minneapolis into the downtown area, an approximate 30 minute ride, for \$1.65. I am curious why Federal was not selected over Lowell, but in any event I am in favor of having access to transit options as close to my home as possible, which is near 32nd and Sheridan.</p>	<p>Oct 23 2006</p>	<p>website</p>
<p>This is not what I voted for when this was approved. I do not want light rail traversing residential streets ie Lowell Blvd. This is not what most people had in mind. I am totally against the idea of it going down Lowell Blvd.</p>	<p>Oct 23 2006</p>	<p>website</p>
<p>Alignment I prefer 7A</p>	<p>Oct 24 2006</p>	<p>email</p>
<p>hey just wanted to comment you guys on all of your studies you guys are conducting! This really show that you guys do want to make an impact on the lives of our commuters and those beyond. Im so excited for ya'll and hope to be a part of the project.</p> <p>also, i signed up for the news letter, is there any way you guys can send it to my mailing address!? thanxxx! always your biggest "groupie" Isaac ++ northwest denver!</p>	<p>Oct 24 2006</p>	<p>website</p>
<p>How do you know how it will impact neighborhood and property values? If the Gold Line goes down Lowell, how are property owners compensated for depreciation in property values?</p>	<p>Oct 25 2006</p>	<p>listening session</p>
<p>I'm not in favor of 3EMU</p>	<p>Oct 25 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I live at 76th & Simms, and work downtown at 15th and Arapahoe. By car it takes me an average of 20 to 25 minutes at most ea. way.</p> <p>I would take train if the commute were the same amount of time, and parking was available. Parking at the stations currently running and coming online is never available. (I commuted for 7 years prior to DTC).</p> <p>Under any of the scenarios I would drive to olde town.</p> <p>I like scenarios 3, 6B, 6BB.</p> <p>I am not in favor of 7A or 6.</p>	<p>Oct 25 2006</p>	<p>website</p>
<p>Lowell Route </p> <p>I definitely disagree with the Lowell Route option - there will be less people utilizing it on this route. I think the 38th avenue route makes the most sense as it's a major street as well as already a major bus route.</p> <p>To widen Lowell Avenue to compensate for the line, would put most houses on Lowell just a few feet away from the line.</p> <p>Thank you,</p> <p>Victoria</p>	<p>Oct 25 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>This is my formal response to the various proposals being considered for constructing the line from Union Station to Ward Road.</p> <p>I highly object to any of the plans that go through Northwest, Denver. Specifically, any that follow 38th Avenue to Lowell Blvd.</p> <p>I do support that other options that follow the right of way along the train tracks from Union Station out to Pecos.</p> <p>Finally, I want to compliment you on your excellent work explaining the project and addressing community issues. While I realize all options had to be considered to quality for federal funding, again there are numerous reasons to oppose any line through Northwest Denver.</p> <p>Thank you for your time and consideration.</p> <p>Sincerely, Carolyn</p>	<p>Oct 25 2006</p>	<p>website</p>
<p>What happens to bus on 38th? Would service be reduced? (A: Adjusted to meet new needs.)</p>	<p>Oct 25 2006</p>	<p>listening session</p>
<p>Yes I am leaving a message for project team, and I am in favor of alignment 7A. Thank you.</p>	<p>Oct 25 2006</p>	<p>phone</p>
<p>(+++) +++-++++</p>	<p>Oct 26 2006</p>	<p>comment card</p>
<p>Alignment </p> <p>I prefer Ralston Rd. alternatives(7a or 7b) to protect historical integrity of Nat Hist Neighborhood on Grandview</p>	<p>Oct 26 2006</p>	<p>email</p>
<p>All of the Lowell Blvd. alternatives should be taken off the table. This is about more than losing landscape and few trees. Crime will increase with transit. Don't waste tax dollars on something like this.</p>	<p>Oct 26 2006</p>	<p>listening session</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



Any lightrail going up 38th Ave. with greatly affect a close-knit neighborhood. Lightrail should be kept out of the neighborhoods and instead on large roadways were there is heavy conjection.	Oct 26 2006	website
Any routes that go further west on 38th Ave. impacts our "Hub of Commerce" and connection to surrounding areas. Don't use 38th Ave.	Oct 26 2006	listening session
Board member, Inspiration Point Neighborhood Assn.	Oct 26 2006	comment card
Business owner on Lowell Blvd owns a day spa. How loud will this be?	Oct 26 2006	listening session
Commerce (trucking + other) on 38th will be negatively impacted by any street alignment.	Oct 26 2006	listening session
Commerce (trucking + other) on 38th will be negatively impacted by any street alignment.	Oct 26 2006	listening session
Concerned about bus changes impacting bus riders. Changes in service could make for longer travel time.	Oct 26 2006	listening session
Concerned that FasTracks did not properly communicate risks of railroad right of way. If RTD didn't have the foresight to know about the railroads position, they should have told us this wasn't a done deal.	Oct 26 2006	listening session
Do what we voted on, "Rail right of ways" no trains on ANY streets in north Denver.	Oct 26 2006	comment card
EMU on BN/UP opens up possibility of connection to Boulder, which has significant benefits. Pursue the railroad route.	Oct 26 2006	listening session
Focus on the EMU and DMU. Drop the street alignments.	Oct 26 2006	listening session
Go with street car. It can make a 90-degree turn and has less impacts.	Oct 26 2006	listening session
Harlan seems far more logical than Lowell and has less impacts. Harlan also has activity centers. Why was Harlan eliminated previously? You told us you would look at Harlan and give us more specifics.	Oct 26 2006	listening session
Has there ever been a study on whether there is a real need for transit from Wheat Ridge to Downtown? Denver is not a big city. We don't need mass transit.	Oct 26 2006	listening session

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



Have property on W. 38 that need street parking for the business.	Oct 26 2006	comment card
How did we get to this point (from the FasTracks railroad route to looking at street routes)? We voted for the railroad route. Why can't RTD use eminent domain over railroads?	Oct 26 2006	listening session
How important is serving Regis? (A: Regis doesn't drive a decision) What is Regis' position? Regis representative: We're seeking more information and have no position	Oct 26 2006	listening session
I've always been happy with the bus service, but maintenance around bus stops is unacceptable, (trash, graffiti, broken bottles, shelters). There is a lot of loitering (drugs, alcohol). If RTD can't maintain existing stops, how will they maintain new light rail stations?	Oct 26 2006	listening session
I am in favor of a Ralston Road or West 52nd Avenue route for the light rail out of Olde Town Arvada. I live in an historic home built in 1909. The Historic District in which I live (Stocke Walter) would be very adversely affected by light rail (or EM) adjacent to the existing railroad tracks. The noise and vibration of frequent cars, the impact to the view along Grandview, and the impact on the historic character of this area are unacceptable. Our historic district is already being impinged by the addition of high density housing in the Water Tower Village and in all likelihood - more of the same to the south of our neighborhood. This is the only historic area in the northern metro area (Note that Westminster, Thornton, Broomfield, Lafayette, Wheatridge and Lakewood do NOT have historic districts.). These houses are a beautiful irreplaceable niche of historic Arvada that deserve to be protected.	Oct 26 2006	website
I can't even believe that EIS is considering running Light Rail up 38th ave. This community is really trying to establish a type of neighborhood that is surrounded by small business, great homes and a real community feel. Something that is rare in Colorado We are close enough to downtown where we can walk, ride our bikes, or take a bus if we want to go there. There is no need to have an entire light rail system running right through our backyards. Lightrail makes sense to run parallel with major roadways where decreasing traffic congestion would be beneficial like it does on I-25 and Santa Fe. These are industrial/developed areas, not neighborhoods. Keep the development away from 38th!	Oct 26 2006	website

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



I have a business on 52nd Ave parking is very minimal. I cannot afford to lose this business ++++ W. 52nd.	Oct 26 2006	comment card
I have safety concerns about children crossing the streets. What happens to children at schools? Concern about kids crossing 38th and Rail crossings.	Oct 26 2006	listening session
I live very near 38th Ave in Northwest Denver and would love to see a light rail or streetcar system come through my neighborhood. It would provide great access to downtown for me (where I work) and would also be useful to me in getting to the farther reaches of town as well. I would love to see the kind of transformation this type of a line would bring to my neighborhood. In the future, this type of a system will be vital to the growing density of our city and will help in cutting down pollution. Please put this line in down 38th Avenue, you have my support!	Oct 26 2006	website
I support expansion of access to the neighborhood, but we need real world examples to visualize impacts. RTD should organize walking tour of alignments.	Oct 26 2006	listening session
I support the Gold Line route down Sheridan to 52nd. There are a large number of households who need access to transit. Many elderly people can't drive. Buses are a lousy way to travel. Denver will grow and we need this. Poor, disabled and homeless need service.	Oct 26 2006	listening session
I support the original line that was voted on. No light rail through our neighborhoods!	Oct 26 2006	comment card
I would like to have a light rail station near my home, so I would like to see the line run down 38th to Sheridan, but am wondering how much noise/vibration comes from the trains. Thanks.	Oct 26 2006	website
I would support an alignment through NW Denver along Lowell Blvd. My opinion is that this street does not currently act as a local street, but is more of a neighborhood collector that already carries significant traffic through and to the neighborhood. I have lived in this neighborhood since 1992 and have watched all my tax dollars being directed to transportation improvements that serve and benefit the suburbs. Link us up!!!! Thx, Heather	Oct 26 2006	website
If the light rail goes down 38th Ave., how much of the street is taken? (A: No properties would be taken. Parking and one lane each way would be acquired.)	Oct 26 2006	listening session

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



If the original corridor that we voted for will not be used, then no other alternative should be used. We don't need any light rail street car or other fast trac in our neighborhood.	Oct 26 2006	comment card
If you acquire property, when/how does it happen? How do you determine "Fair Market Value"?	Oct 26 2006	listening session
Impact is crazy and absurd. No on Lowell and in North Denver.	Oct 26 2006	listening session
Impact is much greater than removing trees and lawns. Lowell means a big impact to people and families. Don't just think about the trees.	Oct 26 2006	listening session
Inspiration Point Neighborhood Association supports Fast Tracks Gold Line through N.W. Denver, Sheritan to 52nd Ave.	Oct 26 2006	comment card
It stinks - helps "?????" and business downtown but scres old North Denver - any politican for it i will work to vote out!!!	Oct 26 2006	comment card
Just considering alternate alignments is already impacting property values. Get them off the table now.	Oct 26 2006	listening session
Let's follow what was presented to us EMU on rail lines.	Oct 26 2006	comment card
Mount St. Vincent Home and the children we serve would be detrimentally impacted by a light rail so close to our property. Dangerous for our children and school busses.	Oct 26 2006	comment card
My name is Judith +++, and I would like to make a statement on the Gold Line and that is it should go up Pecos to I-70, as orginally discussed. To bring it through the neighborhood of Northwest Denver -- especially for Regis -- feels like special interest.	Oct 26 2006	phone
My son & daughter-in-law own a home one block from 38th. I am against running the Gold lightrail system up 38th because it is an up and coming area for young people with children to own their own home and raise their families. I don't know how all of the businesses and homes on 38th could be bought by the city and torn down so a lightrail system could be put in. It seems it should run along side a congested highway instead. I hope this does not pass.	Oct 26 2006	website

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



Noise concerns. People a few blocks away wouldn't support this if they knew/heard the real noise level.	Oct 26 2006	listening session
North Denver is a "little town in the city." Don't sacrifice us for increased travel time from Ward Rd. Arterial routes will ruin the neighborhood character.	Oct 26 2006	listening session
Not in our neighborhood	Oct 26 2006	comment card
Not on 38th or Lowell Blvd!!	Oct 26 2006	comment card
Outreach to North Denver is inadequate. We want door-to-door, advertising, and a more aggressive effort to educate, inform, and engage the community in North Denver.	Oct 26 2006	listening session
Parking on 38th is a concern. With not enough parking at stations, won't people begin to park on our neighborhood streets?	Oct 26 2006	listening session
Please keep BNSF alignment. Not down 46th Ave.	Oct 26 2006	comment card
Please send information from scoping meetings - was in hospital	Oct 26 2006	comment card
Please take Lowell Boulevard off the table now! We already have been harmed by the concept. I have 2 near neighbors who are unable to sell their homes.	Oct 26 2006	comment card
PLEASE! Not on Lowell or 38th. If you can't complete the project the way we voted, it has to go back on the ballot.	Oct 26 2006	comment card
Restricting parking on 38th Ave will severely negatively effect businesses. The railroad corridor should be thonly one considered OR streetcars should be used.	Oct 26 2006	comment card
RTD is not keeping up the bus stops now - now they will need to maintain more property - how will that get done.	Oct 26 2006	comment card
RTD made a commitment to the neighborhoods through FasTracks. The city should respect that. I never would have voted to have my front yard cut up by a train. You have to demonstrate respect for promise you made during FasTracks.	Oct 26 2006	listening session
Safety concerns for traffic if Gold Line is in the middle of the street. There were a lot of accidents in downtown Denver when they first installed the light rail (ex. Wolf Camera).	Oct 26 2006	listening session
Service to disabled/elderly is not a viable excuse to put Gold Line on arterial routes.	Oct 26 2006	listening session

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



Smells like big money at work.	Oct 26 2006	comment card
Start negotiation with Burlington RR for I-25 rail - 5 stops to Arvada. Get Smart!	Oct 26 2006	comment card
Stay on the original plan - stay off the streets. No streetcars!!	Oct 26 2006	comment card
The General Assembly of Colorado has the power to facilitate usage of railroad right of way. They ought to get involved in the negotiations with railroad.	Oct 26 2006	listening session
The proposed arterial routes provide service to suburbs, but little to North Denver. This is just to benefit the suburbs and businesses downtown. I don't see this as an advantage to Northwest Denver.	Oct 26 2006	listening session
There is no advantage to anyone in N.W. Denver by having a train go thru it.	Oct 26 2006	comment card
We've worked hard to create a wonderful urban community in N.W. Denver - We hope the City will be careful to honor what has been invested by its citizens in building neighborhoods that work well.	Oct 26 2006	comment card
We don't want this on 38th Ave (or 52nd Ave) either.	Oct 26 2006	listening session
We have worked SO hard to restore our homes and our neighborhood. We replaced boarded up plywood with glass, cars on blocks with beautiful lawns. We send our kids to public school. Don't eviscerate...	Oct 26 2006	comment card
We support transit. But we see all pain and no gain with arterial routes.	Oct 26 2006	listening session
We want RTD to listen. But northwest Denver must also hold elected officials accountable. We need to organize and fight this and let our government representatives know that we mean business. We need to put pressure on elected officials.	Oct 26 2006	listening session
We want to see studies of Portland/Atlanta and other cities on the effect of transit on property values.	Oct 26 2006	listening session
What about noise impacts of bells and horns? Help us understand how loud the bells/ horns can be. How often are they required to blow horns? Will you put sound walls on Lowell?	Oct 26 2006	listening session
What happens if both Harlan and Lowell communities don't want it, but RTD does? How is final decision made?	Oct 26 2006	listening session

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



What is at 52 Ward Rd that so important we need to build a light rail to downtown? Now you are going to tear up a community to reach a goal of RTd. Not a goal of NW Denver.	Oct 26 2006	comment card
Why don't we see a no build alternative -- we may want it!	Oct 26 2006	listening session
Why was FasTracks approved without a contract with railroads? This is a bait and switch. RTD should have known the railroad's position before hand. Put you energy in getting a deal with the railroad instead of looking at these alternate alignments.	Oct 26 2006	listening session
Why was Federal dismissed? (A: Huge property impacts with needed purchases, plus complications of state highway) It seems much wider than Lowell.	Oct 26 2006	listening session
You'll destroy the character of N.W. Denver if you buildthis. It's not what was voted for and we'll fight you tooth & nail!!	Oct 26 2006	comment card
You should publish comments for the public to see. The contact information for the decision makers should also be posted online.	Oct 26 2006	listening session
You will ruin me as a business owner if you put the Gold Line on Lowell	Oct 26 2006	listening session
Your plan stinks. We will have our pound of flesh in voting against any politician that supports this.	Oct 26 2006	comment card
Your top priority should be to work with Burlington North and obtain right of way.	Oct 26 2006	comment card
I am writing this comment in regards to the proposed lightrail system along 38th avenue. I am always in support of increasing the availability of public transit to cut down on pollution, accidents, and traffic. However, when the proposed route is going right through the middle of a historic neighborhood that is trying to preserve its beauty, I am strongly opposed. There are streets near there that would be much better access for people, and would not bother the folks in that beautiful old neighborhood. I am a 4th generation Colorado native, and I know there are getting to be fewer and fewer places that preserve the pride of past generations. Putting a major public transit system right through the middle of that neighborhood would be destroying another part of what makes Colorado so special.	Oct 27 2006	website

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I strongly oppose any development of the lightrail system on 38th Ave. It doesn't make any sense to run lightrail right through these neighborhood streets. This is a great area and would be ruined with this. Lightrail should be left to roadways that are plagued with congestion which is what the original proposed route achieved.</p>	<p>Oct 27 2006</p>	<p>website</p>
<p>I vehemently oppose any development of the lightrail system on 38th Ave. It does not make any sense to run lightrail right through neighborhood streets, ruining this great area. Lightrail should be left to roadways that are plagued with congestion which is what the original proposed route achieved.</p>	<p>Oct 27 2006</p>	<p>website</p>
<p>I wish to leave a message regarding Gold Line Fastracks. I'd prefer 7A.</p>	<p>Oct 27 2006</p>	<p>phone</p>
<p>Please do not put the Light Rail in the neighborhoods along 38th Ave. Stay on larger thoroughfares.</p>	<p>Oct 27 2006</p>	<p>website</p>
<p>We strongly oppose the light rail development on 38th Ave!!!</p>	<p>Oct 27 2006</p>	<p>website</p>
<p>I have attended meetings. It seems that you tell the same story over and over at these meetings and the same people in the community attend these meetings and the bickering amongst all of us, you and the concerned citizens, repeats itself over and over and over. Are we getting anywhere with this? Why are there no persons really attending the meetings that are for the transit system dissecting our neighborhoods? Do you encourage those people to attend? You repeatedly say they are out there and I think if there were more who were for the system running right through our neighborhoods, maybe some of the nay sayers may see the other side of the story. Just to be sure you understand my position, I do not want the system to run up Lowell Boulevard. I live one block off of Lowell and feel that it would impact my life tremendously. I believe that it would not only decrease my property value, but increase crime in our area, cause issues such as noise and vibrations, more trash and unkempt stations. Parking in our neighborhoods is already an issue and I believe the mass transit would create an even larger problem.</p>	<p>Oct 28 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I wanted to make two overwhelming statements of support.</p> <p>First - I'd like to say that I strongly support the Gold Line alternatives that might route through NW Denver. I'd be disappointed if the line goes straight north to Arvada.</p> <p>Second - I want to commend the presenters that have faced the tough crowds in NW Denver several times now. I only attended one meeting, but I've heard the other meetings have been just as difficult, if not worse. I think the RTD representatives have maintained an excellent attitude throughout and I'm every happy that you continue to take the effort to continue trying to talk to us, despite the poor behavior of my neighbors.</p>	<p>Oct 28 2006</p>	<p>website</p>
<p>In reviewing your website, I read what questions came up at each of the meetings you have attended with concerned citizens, however, your response to those questions is not noted. It is impossible to remain up to speed with this project and all that is considered, if we see only one side of each meeting. Please, consider logging the responses to each question so that we can move forward during these meetings instead of being redundantly repetitive.</p>	<p>Oct 28 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Various Technologies enable the RTD to be flexible for the citizens of our communities that could be affected by this fantastic project. After living in Europe for several years...one begins to understand the true value of building the spirit of a COMMUNITY in the shadows of a sprawling city that will continue to expand due to population growth and the breathtaking attractiveness of our city.</p> <p>Public safety, convenience, ecological/environmental impact, and future city growth are the reasons that this project is a winner for North Denver. I've read about 2-4 minute or even 15 minute commute time extensions depending on the route. Does our study factor the city's population growth estimates or the number of registered drivers/cars on our already antiquated roads? Accidents? The rail projects were a decisive factor in our choosing to move to Denver. We chose also to live in a neighborhood that was close to Downtown in hopes of having transportation options as this plan unfolds.</p> <p>Citizens can adapt to extended commutes finding valuable idle time for reading, talking with neighbors and most importantly will benefit healthwise by walking to the neighborhood stations.</p> <p>My families choice for the route would be to use existing roads that can accommodate smaller streetcars. From the studies..this would minimize cost and environmental impact...but extend commute times. We feel that this approach would help preserve the quiet nature of our Harkness Heights neighborhood and minimally impact those living directly on the routes. Aesthetic studies should complement our route selection to insure that we are sensitive to the changes in our neighborhood and particularly those directly affected.</p> <p>We are fortunate to have had city planners that recognized the value of space that citizens desires, as seen in our alleys and generous lot sizes. That being said.....we must prepare for our childrens lives recognizing that a few feet here and there.....for the good of the community is the right thing to do.</p>	<p>Oct 29 2006</p>	<p>website</p>
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Alingment</p> <p>To protect the Historic Neighborhood on Grandview I want 7a or 7b</p>	<p>Oct 30 2006</p>	<p>email</p>
<p>Alternative 3</p> <p>Which 18 properties would have to be purchased for this alternative?</p> <p>Moni</p>	<p>Oct 30 2006</p>	<p>email</p>
<p>Dear Liz Telford,</p> <p>I appreciate your work on this project and I wanted to contact you to get some information I am not able to get in the public meetings.</p> <p>I do not understand why RTD cannot put the gold line down Federal. I think you would have everything you want if you could do that. I am hearing you say there is not enough space to put the North/South lines down Federal as well as two lanes of commuter traffic as well. So here is my question, why not put the North/South lines down Federal and simply reduce the commuter traffic lanes to one lane in each direction? Surely there is enough space for that. You would only be impacting traffic for 14 blocks. This makes so much more sense. It seems to me it would make more sense to impact traffic in this way than people. Additionally, the residents of Northwest Denver would support this, I believe. Or you could make the north/south lines going up Federal and the car traffic going only north, one way --using two lanes. Then Lowell could be used as the South route for car traffic --going one way south.</p> <p>If you are looking for a way to have the most ridership that does mean Northwest Denver. It makes sense. There are twice as many riders as on the railroad alternatives. That's a good thing for Fastracks and the environment. However, it seems to me that putting the lightrail system on a street it wasn't made for is not a good idea. Federal is a wide street, in fact it is a main North/South vein in the city. You might want to consider putting a line all the way up and down Federal. That</p>	<p>Oct 30 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>would really reduce traffic.</p> <p>I know you are concerned about impacting traffic, but if you had the North/South Gold line going up Federal, it would probably decrease traffic, because more people would be taking the light rail.</p> <p>Correct me if I am wrong, but I heard you say you didn't even really look at Federal because the assumption was that there was too much traffic. That might seem true, but there really is not much more traffic on Federal than there is on 38th street, from a resident's perspective.</p> <p>It seems to me that impacting fourteen blocks of traffic is not as big a deal as impacting a residential street like Lowell. If you could study this and bring it back to the residents here then that would probably be very beneficial to the project.</p> <p>Thanks for getting back to me. I look forward to hearing from you.</p> <p>Sincerely,</p> <p>Amanda</p>		
<p>Gold Line</p> <p>To Whom It May Concern,</p> <p>I live on Grandview St. in Arvada, I would like to see that the Gold Line go in on Ralston Rd and not Grandview. There is more room on Ralston, and there is already a "landscape buffer" between Ralston Rd. and the homes that would face the line. It will be too crowded to put the line in on Grandview! Thank You so much.</p> <p>Mary</p>	<p>Oct 30 2006</p>	<p>email</p>
<p>I am completely against any rail going thru Northwest Denver except the plan I voted for.</p>	<p>Oct 30 2006</p>	<p>comment card</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I am concerned that all of a sudden 3 of the 4 final options now are aligned on 38th Ave. to Sheridan or beyond. I attended the meeting at Regis, and NONE of these 3 alternatives were being considered at that time. Now transit will be 1/2 block from my home and I am concerned about noise, traffic conflicts and especially a DECREASE in my home value. Are any of the case studies about property values similar to this "urban" situation (with single family homes) being a block or less from the line/station??</p> <p>Honestly I am a fan of public transportation, but I do not want the light rail so close to my home. I plead that you only seriously consider Alternative 3. Thank you.</p>	Oct 30 2006	website
<p>Keep the commuter train in the corridor. Electric, Diesel whatever you have to do, but keep it out of my neighborhood.</p>	Oct 30 2006	comment card
<p>Keep the light rail in the corridor. Do not take it down Lowell!!</p>	Oct 30 2006	comment card
<p>Keep the RR corridor. Don't bait and switch! Don't split "North Denver" again! We now have I-70 and NO viaducts.</p>	Oct 30 2006	comment card
<p>Light rail - gold line comments/ideas</p> <p>I am a northwest Denver resident who welcomes light rail to our neighborhood. I also understand the fear some residents have about the potential negative impact to their homes and businesses. It occurred to me that perhaps a win/win situation might be to run the line down 38th as far as Tennyson, then turn north along Tennyson as far as 52nd, where the line could back-track a few blocks to Lowell and proceed north on Lowell until it catches up with the main line. Such a route would service the Elitch neighborhood, all the businesses along Tennyson, Berkeley Park, Case Willis Golf Course, El Jebel, and Regis. I think the Tennyson Street merchants, in particular, would welcome turning Tennyson into a walking mall with light rail running through there - just as was done with 16th Street mall. A one-way northbound and a one-way southbound along parallel streets from 38th to 52nd would serve existing traffic without unduly impacting existing housing.</p> <p>Hope these comments help!</p>	Oct 30 2006	email

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Sincerely, Deborah</p>		
<p>Light Rail on 38th</p> <p>PLEASE! Please build the Light Rail down 38th Avenue. What a GREAT thing for the Highlands community!!! THANK YOU! How can I help? What can I do to see this through?</p> <p>Jeff</p>	<p>Oct 30 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>new alternatives</p> <p>Thank you thank you for the new alternatives going further west on 38th street! It is the perfect street for rail and I believe was the original trolley route to Elich Gardens - will be fantastic to see rail return to the area. Also, it seems to me most Regis students don't live far enough away to need rail travel to school so ok to eliminate.</p> <p>My preferences are the LRT routes 6DD and 6G, followed by 7BB. Still not a fan of the original BN-UP corridor way north of everything.</p> <p>Thanks for your creative pursuits of the perfect route.</p> <p>Debra</p>	<p>Oct 30 2006</p>	<p>email</p>
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Possible roadblocks to one Goldline route</p> <p>From: Neil +++++ ++++ W. 51st Ave. Denver, Co +++++</p> <p>I'm all in favor of any route RTD can find through northwest Denver, including Sheridan Blvd., even though I live just a few doors away. I figure the electric trams have to be quieter than the concrete trucks grinding up the steep hill from W. 52nd Street.</p> <p>However, it strikes me two of the properties along Sheridan may have fatal encumbrances, should you need to expand right-of-way.</p> <p>One is Camp Rollandet, the seven-acre site on the southwest corner of 52nd and Sheridan. The former Campfire Girls property was purchased this year by Denver using lottery money. It is designated as a "natural area," supposedly in perpetuity.</p> <p>On the other side of the street is Willis Case Golf Course, purchased by the city with a bequest from a dead golfer in 1934, which may carry a clause which could have the property reverting to the family of the late, lamented Mr. Case if used for anything but golf. At least this is the gist of an old newspaper article I saw recently. This is worth clearing up because planning has just begun for a new \$2.7 million clubhouse: shame to waste it.</p> <p>I leave this to you and the lawyers, but personally, I wouldn't mind if that pesky sandtrap next to the 13th green vanished.</p> <p>NEIL</p>	<p>Oct 30 2006</p>	<p>email</p>
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>RTD Goldline</p> <p>Hello, I just received an updated newsletter regarding the revision of the proposed Goldline Alternatives. I am very disheartened to learn some of the decisions you've made. It's obvious that you've relented some of your previous alternatives, that would have ran along Lowell Blvd., in regards to public reaction from that area. What I don't understand, is why the residents of Lowell Blvd. are now exempt from losing their properties to acquisition, but those of us in Arvada are still subject? Are our neighborhoods not revered the same?</p> <p>My family and I reside at ++++ Highland Pl, Arvada. The current BN/UP freight line currently runs directly behind our property. As proposed in two of your remaining alternatives (6DD & 6G) our entire street (a historic neighborhood in it's own right) would be leveled. How is it that our properties are any less worthy than those on Lowell Blvd.? This is the only home I've ever owned, and had recently refinanced it to have it paid off within the next 12 years. Neither my wife nor I have any retirement. The timely pay off of our home was our plan. Instead, we are now looking at a 50/50 possibility of losing, not only the only home our children have ever known, but also our only retirement investment.</p> <p>I've heard so many times, "we will receive fair market value." Well, I have invested tens of thousands of dollars worth of home improvements to my home, how will I be compensated for that? The value of my home far exceeds all the others on my street. Not to mention, when I refinanced it a couple of years ago, I locked in at a 4.875% fixed interest rate. Is RTD going to provide us with a matching loan at this rate? We will not only be forced to move from our home, but also subject to whatever the interest rates are at that time. How is this fair? This is not what I voted for!</p> <p>After doing my own "survey analysis" the question arose... why have you not considered running the light rail adjacent to I-76 - along the North side? There is</p>	<p>Oct 30 2006</p>	<p>email</p>
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>plenty of vacant and commercial property along this corridor. Not only would it have far less personal property impact, but the station and parking allowance would be far greater. As for where I-76 and I-70 intersect, the light rail could continue along the Northern frontage road of I-70, continuing across Kipling and then running north along Miller, up to the Ridge Home area, and then west to Ward. During this survey, I noted only 7 (potential) personal property impacts, a couple of warehouse storage properties, and a business or two. Routing the line further south, as I have suggested, would not only impact less personal property, but it would also offer much more practical planning for parking and stations. There could be a potential station where every major street intersects with I-76 (i.e., Wadsworth, Sheridan, Federal and Pecos). Is it really that necessary to route the light rail through Old Town Arvada, where there is nearly no room for large volumes of parking? What's more, at the expense of dozens of unassuming families?</p> <p>With that said, I'm sure you have political reasons for staying the course you have chosen. I realize that I am only one man, with one voice, but this my home, and my future that you've considering destroying. I may have not have a say in the matter, but rest assure - I will fight this to the end! As it has been said before, "I will not go quietly!" I vow to tell my story to anyone who will listen. It is simply a matter of bait and switch. Have you truly explored all the possible alternatives, or are you simply bound by bureaucracy? These are not only lives you have considered changing, but futures as well.</p> <p>Bitterly oposed to your agenda, Michael</p>		
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>RTD is telling lies</p> <p>I hope that subject line got your attention. It looks like, based on the email below, I was told a total lie last month when I expressed concern that lite rail would go up 38th street. I was told "it is only being proposed that it go up 38th to Lowell". Next thing I know 3 of 4 proposed routes are 1/2 block from my house, the whole way up 38th to Sheridan or Harlan!?!?!? What do you suggest we do to protest this? My property value is going to be ruined, not to mention the noise and danger of having a train/streetcar within a block of my house. I am irate that I was lied to by RTD and suddenly the route is more than likely coming up 38th when I was told a month ago it wasn't even under consideration???? To whom is RTD accountable for their actions???</p> <p>Anne Quitman St.</p> <p>-</p>	<p>Oct 30 2006</p>	<p>email</p>
<p>The light rail must NOT go down Lowell - this would be criminal to the established people who live there and have for decades - put it down Sheridan or Harlan - NOT established long term households.</p>	<p>Oct 30 2006</p>	<p>comment card</p>
<p>(Reserve Judgement) More facts needed.</p>	<p>Oct 31 2006</p>	<p>comment card</p>
<p>Bring service to Northwest Denver, but please put it down Federal please, impact traffic not people. Please look harder at traffic alternatives on Federal, it would only impact 14 blocks of traffic to put down federal, with one lane of traffic North/South.</p>	<p>Oct 31 2006</p>	<p>comment card</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Come on guys!!</p> <p>You know your going to come up the BN corridor so why not just get it out in public. Why all the political BS. There laying the second track for the EMU east of Federal and you have all ready torn down all the businesses at Ridge Road and Wadsworth. If you want my property at Ridge Road and Balsam you can have it for 205 K and it's a 1/2 acre lot. That's appraised value, come and take it! Thanks for your valued time Troy</p>	<p>Oct 31 2006</p>	<p>email</p>
<p>comments</p> <p>I just reviewed the 4 alternatives for the goldline serving North Denver and all of the possibilities with the exception of Alternative 3 would be best for our neighborhood. I just returned from my first visit to NYC and the excellent public transportation they have their is IN THE NEIGHBORHOODS. The people that oppose it in their neighborhood are not likely users of alternative transporation, but they will not be happy with the future traffic jams in their neighborhoods if the train bypassed the densely populated areas and everyone who does use it needs to drive to get there.</p> <p>Kim</p>	<p>Oct 31 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Comments on Update to Routes</p> <p>Hello,</p> <p>Although I understand your decision not to pursue any route possibilities on Lowell, I find it hard to believe that the "comments" you received were from a majority of residents within the route area - rather a vocal minority. I live at 50th and Tennyson and, like many of my neighbors, would welcome a route that would include Lowell and 52nd.</p> <p>As for the four alternatives routes noted in your email I would vote for 6G. As for equipment I would vote for lightrail cars that match the existing system. It is the best economical solution, as I noted in a previous email comment.</p> <p>Thanks,</p> <p>Robert +++++++</p>	<p>Oct 31 2006</p>	<p>email</p>
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Dear Fastracks,</p> <p>Thank you so much for providing these new alternatives. I am just letting you know I support 6DD the most! It seems to make the most sense. I also support 6G and 7BB as well. Alternative 3 is not my preference because it doesn't provide service to Northwest Denver. I like the fact that 6DD, 6G, and 7BB would provide service to twice as many people as alternative 3. Therefore, this makes the most sense for the city, considering growth projections. I would definitely ride the fastracks gold line if it came through Northwest Denver. I would ride it daily probably.</p> <p>Thank you for providing these new alternatives. I appreciate your work on this. Please keep me informed of upcoming public meetings.</p> <p>Sincerely,</p> <p>Amanda</p>	<p>Oct 31 2006</p>	<p>website</p>
<p>Gold Line</p> <p>As a long time resident of NW Denver I would strongly support the Gold Line servicing our area. If this exciting new form of public transportation overlooks our neighborhood I believe that we will be seen as less desirable to futre businesses and residents. Please bring the Gold Line to NW Denver!</p> <p>Sincerely,</p> <p>C. R.</p>	<p>Oct 31 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>gold line I just received an update regarding proposed routes for the Gold Line. I do not recall seeing or hearing about any proposal for the two routes going down Harlan before. Has RTD been in contact with municipalities regarding effect on communities? I spoke with Mountain View mayor VanHarte, and she indicated she was contacted by someone within the past week. Otherwise, no info has been provided to them, including the contents of the update I received today. What gives? Thanks, Susan</p>	<p>Oct 31 2006</p>	<p>email</p>
<p>Gold Line Alternatives</p> <p>To Whom It May Concern,</p> <p>As a northwest Denver resident who live 1/2 block off 38th Ave. (++++ W. Clyde Pl.) the ONLY alternative that I can support is # 3. This is the only route that I approved when I voted to support Fast Tracks. If the Fast Track committee did not do their homework with the railroad companies before the vote then I do not want to be one of the many to suffer the consequences.</p> <p>We have been dealing with construction at Speer and Federal for the past month and have several more months to survive it. This has made me even more convinced that altering the traffic flow on 38th Ave. by including a light rail track and train makes NO sense. The entire neighborhood will be tied up!</p> <p>There is also a serious safety factor when you consider all the side streets that come onto 38th. Would each street have a traffic light??</p> <p>Since alternative #3 would serve the most riders and in the least amount of time it seem to be the ideal route. It seems like an express bus, with very few stops, given the right-away with green lights would serve the same purpose as the three other alternative routs without the destruction of our neighborhood.</p>	<p>Oct 31 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



Susan		
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Good afternoon, My name is molly ++++++ and I own 2 homes in the 28th and Federal area. I want to express my sincere support for the Goldline. My personal option is that the Streetcar is the best option regarding style of transit. I think the streetcar is the best fit for the neighborhood, with lower impact on traffic, noise and availability. I think the streetcar would increase the aesthetic of the area- showing that we are environmentally considerate and transit friendly. I represent a younger demographic in the area and am extremely pre-public transportation. I would like to see our neighborhood expand its options above and beyond just busses. Busses seem like a dated way for mas transit. I think the street car is sleek, modern and meets all the needs of the area. I would use it as much as possible it was in the area. In terms of the roots you have selected I am happy to see 38th being used- as this is a major root and we need to come up with options as more people are diving and it will never accommodate the growing population. I would prefer the Streetcar to turn on Sheridan. Sheridan needs the rejuvenation and I would like the street car to access the newer developments on north 38th. I am a huge fan of all the options you have presented. I attended the community meeting at the place on federal a few weeks ago and I thing you are doing a great job at exploring all the options. Please let me know if I can support the streetcar in any other way and if there are any other meetings I can attend to learn more about how to show my support. Thanks. Molly</p>	Oct 31 2006	website
<p>Hello - I am very happy to see light rail on 38th Avenue as 2 of the remaining options. I am for either one. I don't think that a street car option is very progressive and will be outgrown in the short term.</p> <p>Thanks for your continued good work.</p>	Oct 31 2006	website

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Hello There... I think the options to have the light rail come up 38th to either Sheridan or Harlan is awesome!!! Thank you for considering this. I work downtown and would love to have this option. I would also like to get involved on these meetings if possible.</p> <p>I think this would help the area greatly I would think. If it was to go down Harlan, what would be the closes station's in that area? Also, has there been any link to more congestion or crime by these stations? And what homes or businesses would affected on 38th? Just curios. Thanks</p>	<p>Oct 31 2006</p>	<p>website</p>
<p>I am delighted to see the alternatives that included a line up Lowell Blvd are now off the table.</p> <p>Of the four current plans, I support Alternative 3 because it does not go through Northwest Denver and would be the fastest in terms of commuter time.</p> <p>Thank you, Carolyn</p>	<p>Oct 31 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I am in favor of option 7BB. I believe that it will serve the needs of the outlying areas from Ward Rd. east, as well as the diverse local population. Aesthetically, a streetcar may be designed to reflect the region (think RTD buses in the area, with interesting graphics), will be relatively quiet and quick, and have the least environmental impact during operation.</p> <p>It would be good to have "express" runs, as well as "stop on demand" runs, especially on weekends. While major stations with parking are necessary, I hope you will consider additional "mini-stations" like the stops on the 16th St. mall.</p> <p>I am dismayed at the negative response by local businesses (expecially for the Lowell option)... don't they realize that transportation without the traffic and parking nightmares will bring more customers?? This option should be a boon to both businesses and residences along the corridor.</p> <p>More targeted promotion needs to be done, addressing the benefits to businesses, low-income populations, senior citizens, and yes, developers! Businesses should be targeted individually, encouraging them to make it easier for their employees to use mass transportation - subsidized passes, emergency transportation, flexible scheduling, etc.</p> <p>Let's make this a mode of transportation that encourages mass transit, walking, biking and community building!</p>	<p>Oct 31 2006</p>	<p>website</p>
<p>I am totaly appalled by your choices for this line; this must be political. Our neighborhood will fight this.</p>	<p>Oct 31 2006</p>	<p>comment card</p>
<p>I am unable to access the phone comment line..please check to see if it's working</p>	<p>Oct 31 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I have spent a lot of my life in other countries and used many means of transport.</p> <p>Just because there is an existing rail does not mean that it is the best route for alternative transport. From my selfish point of view - use the exiting track. I live right beside it and a station will be easy to reach</p> <p>From societies point of view, the route should take people from localities to localities - a bus/ tram service. There is nothing magical about light rail other than it is preferable to individual vehicles. It is designed to get people to one point and that is it's failing.</p> <p>Are we looking for mass transport for locales or are we only catering for commuters?</p> <p>If for both, the line should run through localities, not following a cargo rail track. To ensure reasonable speed, make the roads one way.</p> <p>We are one hundred years too late to optimize routes, but to use a train track, just because it is there, is not particularly helpful to moving people.</p>	<p>Oct 31 2006</p>	<p>website</p>
<p>I prefer the 7BB Alingment</p>	<p>Oct 31 2006</p>	<p>email</p>
<p>I strongly oppose any development of the lightrail system on 38th Ave. The lightrail should be left to roadways that are plagued with congestion which is what the original proposed route achieved. It will ruin the up and coming neighborhood if you develop on 38th Ave. I hope you take into consideration my comments as I feel strongly about this.</p>	<p>Oct 31 2006</p>	<p>website</p>
<p>I support the new proposed alignments along W 38th/harlan/Ralston, both 6G and 7BB. I live within 5 blocks of W 38th Ave and would welcome both alternatives and would use them often to go downtown or Old Town Arvada. I think it could help the semi-business areas along W 38th and Harlan aesthetically and with more business, and perhaps it could even have a positive impact on the Lakeside area, which is completely wasted space but could/should be redeveloped.</p>	<p>Oct 31 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>I would like to say that when I first heard about the RTD Gold Line project no mention of it running through our historic neighborhoods in Arvada was mentioned. All that was presented was the fact that the existing railroad lines (I believe those owned by either UP or BN) would be utilized. I am very opposed to any type of streetcar or light rail running through Carr St. and Grandview Ave. in Arvada. I feel like that is not an alternative that is upholding our quality of life in our neighborhood. I cannot support a project that would potentially lower my property values and greatly impact my quality of life, and the safety of my family.</p>	<p>Oct 31 2006</p>	<p>website</p>
<p>In looking at the 4 current alternatives - I want to comment that Alternative 3 may have some community support but does not have my support nor that of many/most of the homeowners along Grandview Avenue east of Olde Town. The assessment summary on this web site mentions nothing about this route impinging on a historic district. This option will adversely affect the Stocke-Walter historic district because of the right of way needed to build two additional tracks as well as causing more noise and interfering with the view across Grandview. Alternative 7BB seems to make the most sense in terms of cost, ridership, route and preservation of historic old town. 5 minutes difference in travel time is NOT significant. And Ralston Road has MUCH more space than Grandview for the additional traffic of Street Cars (or light rail). Thanks for considering our input.</p>	<p>Oct 31 2006</p>	<p>website</p>
<p>Lou has a business on the south side of 38th near Tennyson. He wants to buy an adjoining lot and he was not certain he should do that. He asked if we were planning on going on the south or north (ie where would the property impacts be). I told him that we were planning on taking 2 travel lanes and the turn lane, and that the impacts would be likely to be more traffic impacts, than property impacts.</p> <p>He said I “made his day” but he was a bit disappointed that the RR corridor was the “1st runner up” and 38th is the “2nd runner up” as he thought something on 38th would be a good idea.</p> <p>Count Lou as a positive vote for 38th.</p>	<p>Oct 31 2006</p>	<p>phone</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Of the remaining four alternatives under consideration, I am only in favor of Alternative 3: EMU-BN/UP.</p> <p>Thanks,</p> <p>John</p>	<p>Oct 31 2006</p>	<p>website</p>
<p>Please DON'T put a light rail down Lowell Blvd.</p> <p>Thanks.</p>	<p>Oct 31 2006</p>	<p>comment card</p>
<p>Prefer to see the Streetcar Line down 38th Street</p> <p>I would like to see Alternative 7BB: Streetcar-Harlan/Ralston chosen, preferably with the option of more stations including one on Lowell Blvd.</p> <p>I live at 37th and Julian in West Highland, and I think this would be a great addition to our neighborhood.</p> <p>Greg</p>	<p>Oct 31 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>rtd light rail into the west</p> <p>Dear People</p> <p>I am still in favor of the original plan. That is what I voted for. It is somewhat deceptive to have us vote on one plan then entertain all these other routes. The other three plans that cut through our neighborhood are unsatisfactory because</p> <ol style="list-style-type: none"> 1. We in northwest Denver already have very good bus service to downtown. If you need to do something to serve the nw Denver community, improve the busses. Running busses at 10-15 minute intervals would certainly cost less than tearing down neighbors houses and a destroying a neighborhood. 2. Our community does not want to be torn apart with fast trains, street cars running through, not to mention the years of construction. I imagine that those who propose this new north Denver leg do not live on the proposed line. We do not need more noise, more danger to our people. 3. There is no plan for parking garages. It seems unlikely that someone will walk 10-30 blocks to get onto a fast track train, when they can walk to a bus stop in 5 minutes. The ride time to downtown would be approximately the same .. We are served well by the 52, 44, 38 32 all to downtown . These busses run on the 1/2 hour and are all in the proposed new route area. 4. There are few stops proposed in our area. That is good as no one from the suburbs would enjoy multiple stops on a fast track, thus slowing their forward progress down, but I do not know how this really serves the nw Denver community. 5. We voted on the plan the goes along the tracks up north, not on all these alternatives that cut through our neighborhood. Changing something so critical as the route, should demand a new vote on the project. <p>It seems that you are defeating the purpose of fast tracks by running the trains through our or any little neighborhood. We in northwest Denver can and do get to downtown very fast and easily already. It would be a good thing for those that live in outlying areas to have quick easy access to the downtown area also. I can't imagine that they want to wind their way through a neighborhood, when they could be traveling much faster and more efficiently to their destination on the trains</p>	<p>Oct 31 2006</p>	<p>email</p>
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>along the original proposed route.</p> <p>Thank you very much Annie +++++</p>		
<p>Sir or Madam:</p> <p>Please do not consider any rail through 38th Avenue. Go back to your original plan and do the BN-UP northern corridor.</p> <p>We do NOT support anything on 38th.</p> <p>Alicia</p>	<p>Oct 31 2006</p>	<p>email</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Streetcar</p> <p>I live on west 37th and Julian and think a streetcar down 38th is a great idea. I certainly would use it. I know that it is not practical, but wish it would go all the way to Wadsworth. I work at ++++++ as a hospital adminsitator and would love to ride the streetcar to work. Also, those needing healthcare could take the streetcar to Lutheran Hospital instead of going the opposite direction to St. Joseph Hospital. Gary ++++++</p>	<p>Oct 31 2006</p>	<p>email</p>
<p>Thank you for consideration of routing the Gold Line through N. Denver. As a resident, I feel that the new station along with the bringing back of street cars to the area will provide a revitalization that is desperately needed in the area. I am 100% supportive of this idea.</p>	<p>Oct 31 2006</p>	<p>website</p>
<p>Thank you for eliminating several of the alternative alignments going through Northwest Denver. I'm still very concerned there are two plans to install lightrail up 38th avenue. To decrease this main road to 2 directional lanes and one "suicide" lane while taking out all on street parking would be a big problem for the neighborhood. All the traffic congestion would work through the neighborhood streets rather than 38th and all the business parking (for whatever businesses are left) will also be on the streets in the neighborhood. No matter what route the lightrail takes North (Lowell, Sheridan or Harlan) the traffic and parking have to go somewhere and it will be in our neighborhood. Please take 38th ave out of consideration!!!</p>	<p>Oct 31 2006</p>	<p>website</p>

GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>Thank you for sending the updates on the Gold Line. I would like to express some concerns I have about the 38th Avenue alternative. Thursday night Oct. 26th, discussion was primarily limited to Lowell Blvd. concerns. When 38th Avenue was mentioned, there were a few people there with views about that as well. The north Denver route seemed to be favored as long as it was kept off the streets and left to the original railroad route. Over the weekend I took a look at the 'new' light rail down south and tried to visualize what the gold line would be like in the 38th Avenue alternative. It would be nothing like the south route. The speed of the train would be limited to the speed of the lights on 38th or the traffic jams crossing 38th. Cars turning onto or from the side streets would block the trains. In other words the speed would not be any better than the bus service now! However, because the trains won't have stops on each block, the access by neighbors will be limited. The stations won't have large parking lots so the neighborhoods will fill with cars parked by commuters. Cars that should be parked on 38th Avenue will have to be parked in the neighborhoods so that they can do business with the commercial establishments on 38th. Commercial businesses in the area of the stations will be fighting with the commuters to keep them from parking in their parking lots. Not to say that the construction would be absolutely the ruin of many of the businesses on 38th due to the lack of access. When the existing service is doing as well or even better than the proposed light rail and the cost is substantially less, why change?</p> <p>I recommend that a meeting of the 38th Avenue 'concerned citizens' be scheduled to get feed back on the impact of this consideration. Please help to get similar feedback from this vital Denver street.</p> <p>Michael Property Owner</p>	<p>Oct 31 2006</p>	<p>email</p>
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GOLD LINE PUBLIC COMMENTS

OCTOBER 1-31, 2006



<p>The Denver Post's story today (Tue., Oct. 31, 2006), that the Lowell alignment is no longer being considered is a positive development. I live six blocks from Olde Town Arvada and the proposed corridor established in the FasTracks plan. so I strongly encourage RTD and its consultants to find a way to make that alignment work in negotiations with the railroads.</p> <p>Moreover, the Gold Line CAN NOT use two different transit technologies, such as EMU / DMU and something else like light rail or streetcars. It MUST use only one technolgy, which I think could be EMUs, and the railroads need to be convinced to alllow such technolgy within their railyard / corridor.</p> <p>Finally, the length of time for the trip on the Gold Line to DUS must be about equal to or less than it would take to drive a car. If I can drive from Olde Town Arvada to DUS in 20 minutes during morning or evening rush, and the Gold Line takes me 27-30 minutes because of the transit technology chosen, I'll choose driving everytime.</p> <p>Doug Arvada, CO</p>	<p>Oct 31 2006</p>	<p>website</p>
<p>Who is paying you to come up with such a ridiculous street. Think Federal business area not putting people out of their homes.</p>	<p>Oct 31 2006</p>	<p>comment card</p>