

# GOLD LINE PUBLIC COMMENTS SEPTEMBER 1-30, 2007



Comment	Date Captured	Source
Well done! Answered all my questions. Thank you.	Sep 01 2007	comment card
Interesting discussion -- appreciate the information. In planning stations, would strongly encourage you to have restrooms at each. Believe it will encourage use.	Sep 04 2007	comment card
Using electric trains will make it prohibitive to extend the line west to Golden in the future. I believe diesel would have been a better choice.	Sep 04 2007	comment card
Do away with combustible engines and old technology like light rail. Use maglev trains between tracks and save money. It's the future.	Sep 07 2007	comment card
<p>Ward road station   Hello,            One concern that was brought up in the August 15 session regarding that Ridge Road be connected to 50th is that Ridge Road does not connect to any major roadway to the east. Wheat Ridge had a plan of a new larger east/west road to the south of the tracks that would connect Ward road station to Kipling street via Tabor. This was discussed during our meeting and met with approval but is not listed under your summary of the meeting.            Toby</p> <p>Toby XXXXX            XXXX Operations Manager            XXXXXXXX            XXXXX Colorado Boulevard            Denver, Colorado 80205            P: XXX-XXX-XXXX            F: XXX-XXX-XXXX            XXXXXXXX            XXXXXXXX</p>	Sep 13 2007	email

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<p>Hello Liz,</p> <p>Thanks for the report. I'm not the least surprised that the E. coli report is negative. In the old days of outhouses and cesspools, wells were often located as close as 25 feet to those sources and their coliform tests would come back as clean. Most soils have a pretty amazing ability to filter out pathogens. Today's well standard call for a separation of 150 feet, or more, depending upon the soil types.</p> <p>The giveaway is the types and quantity of algae growing in the parking lot spillover. Normal groundwater does not sustain that kind of growth--it needs additional nutrients dissolved in the groundwater. Spilt fertilizer can provide nutrients as well as any historical livery site, chicken coop, etc, but my best guess is still a leaking sanitary sewer line on the hill somewhere above parking lot--in other words, something that can be corrected.</p> <p>If there is indeed a sanitary sewer leak, there are industrial fluorescent tracing dyes that can be used to identify and quantify those leaks. Considering the importance of the site for at-grade access to the Olde Town station, that kind of testing might be a worthwhile investment.</p> <p>I'll cc: this reply to Bob XXXX as well.</p> <p>Thanks,</p> <p>--John XXXXX</p>	Sep 13 2007	email
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<p>I live in Old Town Arvada. Trains running past our back yards do not have any consistency regarding the duration, pattern, nor the noise level that their signals create. I believe some of these signal are at decibel levels sufficient to cause permanent damage over time to humans and animals living near the tracks. The noise will certainly wake you up from a night's sleep. High frequency signals used to activate the crossing guards. The whistle signals are only supposed to augment the crossing guards. When an overly enthusiastic train engineer sounds his whistle while the high frequency guard signals are in full swing, the cacophony from the dogs will wake you up with a start! (Note that dogs hear the high frequency signal that closes the crossing guard as well as the train whistle). Can't train engineers be required to use a consistent, measurably safe, legally sufficient warning signal at all crossings? For example, there is no need for the train engineers to blow their horn after the crossing guard is fully closed. With the addition of the Gold Line to the chaos of noise, there must be some basic constraints as to how loud and how long a train signal can be sounded for both commercial cargo and public transportation! Jordan XXXXX</p>	<p>Sep 19 2007</p>	<p>other</p>
<p>Dear Gold Line .....</p> <p>I am a business owner on W. 38th Avenue and am interested in learning more about the current and future traffic pattern statistics for 38th Avenue. Steve XXXX suggested that I write and ask if some of this information could be shared.</p> <p>Please also know that I am in support of a 38th Avenue trolley when the project subsequent to FastTracks is underway.</p> <p>Thank you very much for your time.</p> <p>Sincerely....Maria XXXXX</p>	<p>Sep 19 2007</p>	<p>email</p>