

# GOLD LINE PUBLIC COMMENTS

## SEPTEMBER 1-30, 2006



Comment	Date	Source
No Grandview Ave. encroachment. Use RR tracks is possible. No overhead electrical wires. Why NOT add busses as needed and leave the areas as they are!??	Sep 1 2006	comment card
<p>scoping comments</p> <p>I attended the meeting at the Arvada Center in August and just wanted to make a few comments.</p> <ol style="list-style-type: none"> <li>1. Hurray!!!! It is about time we move forward on this project.</li> <li>2. I believe the current local preferred alternative of using light rail in the existing rail beds makes the most sense.</li> <li>3. In light of the current ending point at 52nd and Ward Road I would like to make sure that adequate parking will be added. This is a crucial spot as all Golden, Genesse, Evergreen and other people coming from the west will probably pick up the light rail at that point. The current parking will not be adequate to meet all the needs of the people. I also believe that parking should be free, will it and provide adequate security for those using it in off peak hours.</li> </ol> <p>Thank you, Liza</p>	Sep 5 2006	email
I have more of a question than a comment. How much room would be needed for the right of way corridor? If the BNSF tracks are not moved what would minimum width required be for the addition of the 2 additional sets of tracks be? Any information would be appreciated. Thanks	Sep 5 2006	website

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<p>support for rtd goldline</p> <p>To whom it may concern,</p> <p>I am a resident of the Sunnyside neighborhood. I live at ++++ Tejon St. I would just like to voice my whole hearted supported for the rtd gold line and a stop in my area.</p> <p>I feel like it would be a huge boon for the area and would be welcome by all residents. I am proud of my neighborhood and look forward to it's expanding development.</p> <p>I can be contacted here or by phone at +++-+++-++++.</p> <p>Thank you, Jasper</p>	<p>Sep 5 2006</p>	<p>email</p>
<p>Go Gold line!!!</p> <p>To whom it may concern,</p> <p>We really need better public transporation in this neighborhood, and have to continue thinking/acting globally in terms of our energy consumption.</p> <p>I 100% support the goldline efforts, and hope they come to fruition. Personally, 38th seems like the most logical corridor, it has tons of businesses, and would bring even more traffic to the area (revival).</p> <p>Sincerely, Michelle</p>	<p>Sep 6 2006</p>	<p>email</p>

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<p>I would like to see the Gold Line use Electric Commuter Rail because it is a cleaner and technology that will allow the Boulder train to have a stop at 38th and Inca.</p> <p>At a recent public meeting, RTD officials stated that perhaps Commuter Rail and Light Rail can share the stop at 38th and Inca. I want to see that possibility in writing and on a map. I was told there wasn't enough land there to accomodate two different technologies. I want to see on a map how the two different technologies could fit onto the land at 38th and Inca.</p> <p>At the same public meeting, an RTD official said diesel no longer pollutes. This was not true at all and for an RTD person to present diesel as totally clean is irresponsible. I would like to see the differences in pollution and costs for electric, diesel, and bio diesel. When I hear people saying electricity pollutes at it source, the implication is that diesel does not. If source pollution is counted in the presentation about electric then I want to see RTD present information about the source pollution at the oil refineries and political costs in obtaining the original oil used to make diesel.</p> <p>Also, I can choose where I look, I can not choose the air I breath. The argument that the electric lines' "visual pollution" equates to the actual particulate and other pollution generated by diesel is silly at best. I would like to see comparisons in human harm from visual pollution compared to human harm from diesel pollution.</p> <p>Again, I want Electric Commuter Rail for the Gold Line.</p> <p>I will look to see these comments addressed in the next public meeting in early October.</p>	<p>Sep 6 2006</p>	<p>website</p>
<p>RTD should look at using either EMU or DMU on the proposed alignment with connecting light rail spurs that go into the neighborhoods.</p>	<p>Sep 6 2006</p>	<p>listening session</p>
<p>RTD and the communities need to be supportive of the railroads in their business during the FasTracks negotiations.</p>	<p>Sep 6 2006</p>	<p>listening session</p>
<p>What about the consideration of using the UP line past Utah Junction instead of the BNSF line?</p>	<p>Sep 6 2006</p>	<p>listening session</p>
<p>The Gold Line needs to extend into Golden sometime in the future and the technology selected during the EIS should take that extension into consideration.</p>	<p>Sep 6 2006</p>	<p>listening session</p>

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RTD should look into the possibility of creating an inter-changeable system that allows for both EMU and DMU	Sep 6 2006	listening session
The public is hearing a lot of hearsay and rumor about what is and what is not planned for the Gold Line. Many are tired of generalities and are anxious for specifics. Wondering when more detailed information will become available	Sep 6 2006	listening session
Was impressed with positive feedback from the public at the scoping meetings	Sep 6 2006	listening session
The conversion from DMU to EMU down the road would not be easy. Take this into consideration when selecting a technology.	Sep 6 2006	listening session
Because the Ward Road Station is the only station Wheat Ridge has on the FasTracks system, it is essential that the Gold Line serve it.	Sep 6 2006	listening session
Interconnectivity between transit lines (e.g. the West Corridor and Gold Line) is important so that if you don't have to go from Wheat Ridge east to downtown to get to Golden.	Sep 6 2006	listening session
RTD should look at ways to accelerate the schedule for the Gold Line.	Sep 6 2006	listening session
As the Gold Line EIS progresses and the alternatives are narrowed, the GLAC would like to see more intense neighborhood outreach to help disseminate accurate information.	Sep 6 2006	listening session
Hello, I am a double home owner in the West Highland area, and have heard rumor that the fast track light rail is coming our way. I think we would see a multitude of benefits if there was a stop or two in our neighborhood along the line to Boulder, instead of downtown first. Not only for our convenience, but also for the additional traffic this could bring from Boulder to the Highlands shopping area on their way to downtown. We in Denver know and love the San Fransisco feel of the 32nd and Lowell area, why not open that up to Boulderites as well. Thanks for taking the time to read this, and best wishes with the Fast Tracks, Kamla	Sep 7 2006	email

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<p>With the recent decision by BNSF to not allow light rail vehicles to share the existing corridor through to Arvada, it makes more sense than ever to consider alternative alignments. That said, EMU technology can still be used in the BNSF corridor -- allowing for sharing of track and stations (in particular, Inca/38th) with the US36 line. A multi-line station in Northwest Denver -- along with sufficient park-n-ride facilities -- is something that the city needs.</p> <p>The preceding paragraph presents a lot of ideas in rapid succession, but they make sense together. The main points:</p> <ul style="list-style-type: none"> <li>- We need to think of renewable energy (not to mention noise, air, and other types of pollution) when making a decision about vehicle technology. Either LRT or EMU fit this requirement.</li> <li>- We need FasTracks to serve the Northwest Denver community. Light rail through the 38th Ave. corridor would accomplish this, as would EMU going along the BNSF corridor (with perhaps an extra stop near residential neighborhoods in Denver).</li> <li>- We need to provide great service. The 38th/Inca station should serve both the US36 and Gold lines, and include a sufficient park-n-ride facility. This will also present substantial TOD opportunity for the area.</li> </ul>	<p>Sep 8 2006</p>	<p>website</p>
<p>light rail in north Denver</p> <p>I live in west highlands and would love to be able to have a light rail stop in my neighborhood! I would definitely take advantage of it!</p> <p>Patty</p>	<p>Sep 9 2006</p>	<p>email</p>

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<p>RTD Gold Line</p> <p>To Whom it May Concern,</p> <p>As a resident of Northwest Denver's Highland's neighborhood, I would like to express me strong desire that you consider redirecting the Gold Line of the proposed RTD project. My family lives on Stuart Street just south of 29th and would love to see the line go along 29th and 26th. Our second choice would be 38th and 44th.</p> <p>Sincerely, Meagen</p>	<p>Sep 9 2006</p>	<p>email</p>
<p>alignment</p> <p>I have recently learned about the gold line and its proposed route along 55th Ave. I think it misses a great number of people in northwest Denver from Sloans Lake to I-70. These people would be much less likely to use this system if it ran that far north. I wonder what the population density is up there on 55th? I think the rail should be where the people are not down some abandoned right of way that not many people live near. I don't see many people getting off or on at the Pecos, 38th, F ederal and Sheridan stops at all , even with park and rides there. Old town Arvada I can understand, at least there is something there. How about bringing it down 38th or 29th Ave , I would be in favor of that and I know a lot of people that would agree with me. Let's bring mass transit to the people of Denver and its wonderful attractions, not around everything.</p> <p>Robert, Northwest Denver Resident</p>	<p>Sep 10 2006</p>	<p>email</p>

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<p>Gold line on 38th Avenue</p> <p>Hello,</p> <p>I'd like to express my support for changing the routing of the Light Rail Gold Line from 55th to 38th Avenue in NW Denver.</p> <p>Thanks,</p> <p>Rebecca</p>	<p>Sep 10 2006</p>	<p>email</p>
<p>With the setback RTD has suffered with UPRR on rights of way, why not reconsider the route through north Denver? Highland Square and Berkeley areas are great neighborhood stops that would be well-served by light rail/streetcar. My route suggestion: Union Station, 32nd/Central, 32nd/Zuni, 32nd/Federal, 32nd/Lowell, 44th/Tennyson and from there on to the present route.</p> <p>If the Gold Line doesn't serve this route, then I hope a future streetcar line will -- I think north Denver needs rail transit on this route because the area was originally built around a 32nd Ave streetcar line.</p>	<p>Sep 11 2006</p>	<p>website</p>
<p>rtd goldline</p> <p>To whom it may concern,</p> <p>Thanks for this opportunity to comment on a potential alternative route for the goldline. 44th avenue is too residential and already too busy. 46th is too residential and it would destroy the tranquillity of the lake. 38th ave or I-70 would be fine or how about up Federal between 38th and I-70 with stops at 38th and 44th or 46th. It seems reasonable to use the already designated throughways. Federal could only be improved with the new construction. Please forward any new info.</p> <p>Thankyou.</p>	<p>Sep 11 2006</p>	<p>email</p>

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<p>I highly recommend you consider moving the rail line back into the Berkeley Regis neighborhood along a major arterial such as 38th, 44th, 46th. Thank you.</p> <p>Martha</p>	<p>Sep 12 2006</p>	<p>website</p>
<p>Please open a Gold Line route through Highlands</p> <p>Hello,</p> <p>My name is Gwendolyn ++++++ and I live at ++++ Hooker Street. I encourage you to provide a route through the Harkness Heights/Highlands section of North Denver. 38th and 44th streets would be excellent candidates for this stop. Thank you for your careful consideration of this request.</p> <p>Sincerely, Gwendolyn</p>	<p>Sep 12 2006</p>	<p>email</p>
<p>Goldline</p> <p>It is wonderful, this is just what is desperately needed to connect downtown with the west side of town. I know a lot of people, including myself that will take advantage of it. This will ease the traffic on Speer and Federal. I am 100% + for it</p>	<p>Sep 12 2006</p>	<p>email</p>
<p>Light rail is what Arvada voted for, and RTD needs to know that light rail is what Arvada wants. Looking at other alternatives seems like a "bait and switch."</p>	<p>Sep 12 2006</p>	<p>listening session</p>
<p>Since EMU is similar to light rail, it may be a suitable alternative to light rail, but diesel is an unacceptable choice for the Gold Line</p>	<p>Sep 12 2006</p>	<p>listening session</p>
<p>It seems futile to evaluate Transit System Management and No Build alternatives if the purpose and need states "fixed guideway transit." A rail transit system is crucial to the viability of the communities in the study area, and it would be extremely devastating if anything less than rail was implemented, such as TSM.</p>	<p>Sep 12 2006</p>	<p>listening session</p>

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If BNSF persists in not permitting FasTracks to use its right-of-way, then RTD should require the use of the larger (standard gage railroad-type) electric equipment. Under no circumstances should diesel equipment be used on the Goldline. Folks voted for an electric train system and not a noisy, dirty, slow system as a diesel system would be.	Sep 12 2006	website
goldline I do not want any rail project that would hurt property values.	Sep 12 2006	email
It would be preferable to allow access to the Northwest Rail line at the 38th and Inca station by using EMU technology.	Sep 13 2006	listening session
Concerned over how the rights will be worked out with railroads and how the commuter trains will operate in conjunction with freight trains.	Sep 13 2006	listening session
Make sure that there is enough parking at the stations.	Sep 13 2006	listening session
RTD should look at the student project that studied station area planning for 38th and Inca.	Sep 13 2006	listening session
EMU seems to be the best option for the Gold Line	Sep 13 2006	listening session
Will RTD really take public comment into consideration?	Sep 13 2006	listening session
Make sure that RTD takes future growth of Denver into consideration when looking a projected ridership. Growth of Denver will be out of control in 2015.	Sep 13 2006	listening session
If Northwest Rail selects diesel, RTD should consider the possibility of switching the technology mid-corridor, so that there would only be EMUs coming through northwest Denver.	Sep 13 2006	listening session
RTD needs to make sure that they are effectively coordinating between all the corridors to ensure that the entire system is connected and blunders are avoided. Concerned that decisions on the Gold Line could be affected by decisions made on other lines down the road. Make sure that there are ways to later adapt, should decisions made by other corridors make that necessary.	Sep 13 2006	listening session

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Consider alternative types of energy for the Gold Line, like wind and solar. RTD should also look at transit projects in other cities that use this technology, such as Las Vegas.	Sep 13 2006	listening session
The fact that DMU has fewer manufacturers than EMU should be a huge factor for RTD to consider. It's unsuitable for RTD to use Colorado Rail Car – a “fledgling corporation” – as a single source for all DMU data. EMU has been tested more extensively, which makes it a more reliable and preferable technology for the Gold Line.	Sep 13 2006	listening session
Judy ++++++ asked whether RTD would look at previously discarded alternatives and questioned what impacts those alternative alignments (non-BNSF/UP) could have on businesses, property, residents, etc. in northwest Denver.	Sep 13 2006	listening session
I wish to voice my opposition to realigning the Gold Line to run along either 44th or 46th Avenues, and between Sheridan and Tejon in particular. Both 44th and 46th run through residential neighborhoods consisting of older single family homes. In recent years these neighborhoods have regained their popularity as places for families who wish to live in older established communities. The Gold Line would negatively transform these quiet, historic neighborhoods into an urban mass transit corridor. The plan calls for 7 light rails stations along with thousands of parking spaces, undoubtedly accompanied by the widening of roads and removal of homes to make room for these facilities. On the other hand, the current plan for placement of the Gold Line north of I-76, taking advantage of current rail easements for development of the project, is more appropriate. The current alignment will encourage positive development rather than devastating the neighborhoods on 44th and 46th Avenues.	Sep 13 2006	website
Stop in NW Denver I was unable to attend the community meeting in August at the Masonic Temple, but I want to voice my opinion. I support having the line run through NW Denver with a stop in our neighborhood.  Laura	Sep 15 2006	email

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<p>NW Denver As a resident of NW Denver, I am persistently frustrated with the public transit out in this direction. I live 3 miles from downtown and work at Rose Medical Center which is an additional 4 miles away. If I were to take public transit now to Rose -it takes over an hour. It takes 25 minutes to drive. I would love to see NW Denver more "connected" to downtown with a light rail going near 38th Avenue and Tennyson area. I feel that with the opening of the New American Theatre at Old Elitch Gardens in the upcoming years-it would be great to provide transit to the site. Thanks for your consideration. -Jenny</p>	<p>Sep 16 2006</p>	<p>email</p>
<p>I attended a scoping meeting on 8/23/06 at the Highlands Masonic Center and one issue that is of concern to me as a resident is the ability to have a station at 38th that will go out to Boulder. I feel this would be a great option plus it would push for using the same rail lines that are already in place and therefore not have to acquire more right of way and build additional lines. This of course would require the use of the larger trains opposed to the light rail trains, which might be a larger cost, but the highlands neighborhood is only growing with condo buildings filling up the empty voids left and right plus you have the new dorms for the downtown denver colleges right by the proposed station, so the use of larger trains should compensate for a growing community that in my mind would take advantage of a train leaving from their neighborhood and going out to Boulder.</p>	<p>Sep 16 2006</p>	<p>website</p>

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<p>scoping comments for Gold Line EIS Gold Line project team: I would like to submit the following scoping comments for the RTD Gold Line EIS.</p> <p>Comments on the "Purpose" section - A reference should be made to an extension of the Gold Line to the City of Golden. This idea is not new and will continue to be a topic of consideration for regional transportation projects. It would make the most sense for consideration of FasTracks accessibility to the City of Golden to be included in this EIS, rather than RTD having to eventually fund a separate EA or EIS for the analysis of connectivity to Golden. It should be noted that part of the "Need" statement includes regional connectivity. Including the analysis of the feasibility of extending the line is needed and cost savings can be realized by RTD if the analysis is completed with this EIS.</p> <p>Comments on the "Need" section - There should be a reference in the Need section to improving the region's air quality. This is extremely pertinent and should be part of the need for all FasTracks EISs due to the fact that the Denver metro is constantly flirting with being a non-attainment area as defined by the EPA and Clear Air Act.</p> <p>- Related to the first bullet there should be reference in the "Need" section to improving public health through use of transit as a means to remove cars from the road and reduce air pollution that results from automobile emissions.</p> <p>- As regards land use and transit systems there should be a reference in the "Needs" section about creating sustainable communities and encouraging urban style development around stations. This is mentioned in the "Goals" on the website where it states "Improving the environmental sustainability and development of sustainable communities."</p> <p>Alternatives - Eliminate alternative 2 as it is focused only on a bus system. While it does meet the criteria</p>	<p>Sep 18 2006</p>	<p>email</p>
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<p>of analyzing a reasonable range of alternatives, analyzing a bus-only system is unnecessary and an inefficient use of dollars. However, analyzing the bus connector system in relation to a rail transit alternative is necessary and TDM should be used to assess the adequacy of the bus feeder system in relation to the rail transit stations.</p> <p>Thank you for the opportunity to submit comments.</p> <p>Sincerely, Gregg</p>		
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<p>This message is in response to several recent reports that RTD might be considering routing the Gold Line along area streets and therefor through residential neighborhoods. I would strongly recommend that this not be allowed to occur. There seems to be adequate space in current rights-ow-way owned by Burlington Northern. I would also request that any study of this issue revisit the impact that Northwest Denver suffered when I-70 was routed directly through this neighborhood. Hundreds of families were displaced and the neighborhood remains divided with the area north of I-70 still suffering the impact. Without detailed information it is difficult to determine the econonic impact but I would suggest that the economic development that has occured along Federal and Pecos is not sufficient to have made up for the negative impact of the decision to place the highway in its present location instead of routing it more logically along the Clear Creek route. Please keep me advised of your involvement in this proposal.</p> <p>Thank you for your consideration of these comments.</p> <p>Bill and Sandy</p>	<p>Sep 18 2006</p>	<p>email</p>
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<p>Gold Line Through NW Denver</p> <p>Hi, I am a resident and own several properties in NW Denver. I am strongly in FAVOR of a realignment that would bring the Gold Line through Berkeley and/or Highlands.</p> <p>Taking that line up and down the 38th Avenue corridor would be amazing. It would further jump-start that retail and residential corridor in a way that is much-needed. It seems quite logical that it could continue up 38th to Harlan and then north through/past whatever will become of the now soon to be former-Lakeside Mall, over to 52nd or something similar and into Old Town Arvada.</p> <p>I would also be in favor of taking it up 44th and down 46th or up 44th and down 38th or any similar combination.</p> <p>I have had many conversations with neighbors in the past few days and think all concur that bringing it through NW Denver would be great.</p> <p>I will plan to come to upcoming meetings and see what I can do to help.</p> <p>Sincerely, Steve</p>	<p>Sep 18 2006</p>	<p>email</p>
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<p>RE: Gold Line Through NW Denver Hello,</p> <p>I am a resident and own several properties in NW Denver. I am strongly in FAVOR of a realignment that would bring the Gold Line through Berkeley and/or Highlands.</p> <p>Taking that line up and down the 38th Avenue corridor would be amazing. It would further jump-start that retail and residential corridor in a way that is much-needed. It seems quite logical that it could continue up 38th to Harlan and then north through/past whatever will become of the now soon to be former-Lakeside Mall, over to 52nd or something similar and into Old Town Arvada.</p> <p>I would also be in favor of taking it up 44th and down 46th or up 44th and down 38th or any similar combination.</p> <p>I have had many conversations with neighbors in the past few days and think all concur that bringing it through NW Denver would be great.</p> <p>I will plan to come to upcoming meetings and see what I can do to help.</p> <p>Sincerely, Brad</p>	<p>Sep 19 2006</p>	<p>email</p>
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<p>The Gold Line should consider a station at Prospect near the old Mailwell facility because it would provide a good connection to potential park n ride in a redevelopment scenario for 3500 Rockmount Drive.</p> <p>The idea of sharing trackage and bridge with the Northwest corridor (US-36) is a good one. Because of the potential cost savings an elevated station structure over the river at Prospect should be considered, as it would be desirable as a commuter transfer point under several scenarios and provide a safety valve before the descent into Union Station. Since the City of Denver already owns the land it becomes a very interesting public space opportunity.</p>	<p>Sep 19 2006</p>	<p>email</p>
<p>Station at Prospect</p> <p>The Gold Line should consider a station at Prospect near the old Mailwell facility because it would provide a good connection to potential park n ride in a redevelopment scenario for 3500 Rockmount Drive.</p> <p>The idea of sharing trackage and bridge with the Northwest corridor (US 36) is a good one. Because of the potential cost savings an elevated station structure over the river at Prospect should be considered, as it would be desirable as a commuter transfer point under several scenarios and provide a safety valve before the descent into Union Station. Since the City of Denver already owns the land it becomes a very interesting public space opportunity. Tom</p>	<p>Sep 19 2006</p>	<p>email</p>
<p>Gold Line meeting To whom it may concern--</p> <p>Why has RTD made no effort to inform the community about meetings/ process on the Gold Line? We haven't seen a single press release or meeting notice.</p> <p>Guerin</p>	<p>Sep 21 2006</p>	<p>email</p>

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<p>I am a Berkeley resident of over 8 years and work downtown. I would love to see a light rail line located in our neighborhood - possibly running along 32nd, 38th, 44th or I-70. I beleive it would be a great asset.</p> <p>Theresa</p>	<p>Sep 21 2006</p>	<p>email</p>
<p>I think the a better alternative route to the proposed gold line along I-76 would be to route it down 38th.</p> <p>Also I think burying light rail lines and stations should be considered at every opportunity.</p> <p>Thanks for accepting comments.</p> <p>Damon</p> <p>RTD Gold Line (this is a letter from one of our neighbors)        I attended the RTD Gold Line meeting on August 23, 2006. As you might recall, about six or seven years ago, residents of North Denver rejected a plan to run light rail running through the neighborhood. Consequently, the Gold Line which will run from Union Station to Arvada, was moved way north up to I-76 far, far away from our neighborhood. The only stop in Highland will be at 38th Avenue &amp; Inca Street, near I-25. Apparently, RTD is open to revisiting the alignment options that were proposed back then. In other words, there is a possibility, with enough positive neighborhood feedback, that we could convince them to move the rail line back into our neighborhood along a major arterial such as 38th, 44th, 46th, I-70 or ?? If you think this would be a good idea, please, please, please take a few minutes to e-mail a comment to: <a href="mailto:comments@rtdgoldline.com">comments@rtdgoldline.com</a> Make sure you take a minute to look over the Goldline project website at: <a href="http://www.rtdgoldline.com">http://www.rtdgoldline.com</a>        The comment period is officially open -- there will be another meeting on October 5th at 6 p.m. at the Masonic Lodge on Federal Blvd. If you send in a comment, you can get on the RTD mailing list and be notified of upcoming meetings/info. They are shooting for early 2007 to select the recommended alternative route, so this is happening really FAST and LOTS of feedback right now could make the difference.        Thanks!! I know this is a long shot, but please feel free to share this information with anybody you think would be interested. Thank you so much for going and reporting this to us.</p>	<p>Sep 21 2006</p>	<p>email</p>

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<p>To whom it may concern,          I am a resident of the Berkley neighborhood and I have been informed that there is a chance that the RTD Gold line could be moved to run along streets like 38th. 44th or 46th. I would be a huge proponent of such a move, as I would take the bus to Union station every day for work if it was available. Furthermore, I would love to see a light rail route put in through the neighborhood. I understand the light rail was shot down several years ago, but for what it is worth that is something that would interest me a great deal. Please et me know if there is any more opinions of information I can give to help this cause.          Best Regards,           Chris</p>	<p>Sep 21 2006</p>	<p>email</p>
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<p>Light rail stops in NW Denver</p> <p>Hi,</p> <p>I am a 2-year resident of the Regis neighborhood and have been looking forward to seeing the light rail come to our part of town. I work right in downtown Denver and would LOVE to commute to work on the light rail. I would use it nearly every day. However, I just found out that there aren't going to be any stops in the Regis, Berkeley or Highlands neighborhoods and am very disappointed. These neighborhoods have seen such growth and redevelopment over the last several years, and there is no end in sight. Berkeley continues to be one of the hottest neighborhoods in Denver and new people keep moving to NW Denver.</p> <p>Please reconsider the planning of the light rail stops. I know that if you were to look at the demographics of NW Denver, you would find that it would be wise for you, and for our community, to have stops that are convenient for those of us in these neighborhoods.</p> <p>Thank you,</p> <p>Maro</p>	<p>Sep 21 2006</p>	<p>email</p>
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## SEPTEMBER 1-30, 2006



<p>RTD Gold Rail</p> <p>Hello, I am a resident of the Berkeley/Regis Neighborhood, and I'm hoping you will reconsider the proposed Light Rail stop for the NW corridor. Has anyone in your office seen the proposed site near I-76 and Federal Who wants to get off the light rail at 11:00 pm and walk to their car or walk home It's downright scary. I think you'd be doing a great disservice to the residents of the NEIGHBORHOODS in the area. There are no neighborhoods near I-76, and I don't anticipate there will ever be with or without Light Rail. On the other hand, 38th Street is a gold mine! What about 44th, I-70 and Tennyson Please throw us a bone here. Business owners are clawing and scratching their way to revitalize Tennyson Street, and they're doing a great job. Homes are appreciating, and people want to live here. Please bring Light Rail to our neighborhood - it's a no-brainer. PLEASE!</p> <p>Regards, Jason</p>	<p>Sep 21 2006</p>	<p>email</p>
<p>highlands neighborhood request</p> <p>My name is Megan ++++++ and I am a resident of the highlands/sunnyside neighborhood. I am emailing to request that we revisit the Gold line proposal. I understand about six or seven years ago, residents of North Denver rejected a plan to run light rail running through the neighborhood. I think this should be revisited considering the change in the neighborhood since then.</p> <p>Thank you very much for your consideration - keep up your great work in making Denver a more livable city!!!</p> <p>Megan</p>	<p>Sep 21 2006</p>	<p>email</p>

# GOLD LINE PUBLIC COMMENTS

## SEPTEMBER 1-30, 2006



<p>Gold Line light rail alignment \ Hello, I live at 43rd and Raleigh and support the possibility of having a light rail line along one of the major streets in the area (38th, 44th, or 46th). I believe having close access to light rail would be a benefit to the quality of life in the neighborhood. Thank you for your consideration. Sincerely, Sara</p>	<p>Sep 21 2006</p>	<p>email</p>
<p>Please, please, please consider a RTD rail stop in the Highlands neighborhood. Commuter traffic from our neighborhood is increasing each year. Many of us chose to live in the highlands because it is close to the city without being in the city. We love going out downtown and would love to have a safe alternative to getting home at night. I believe that an RTD stop would drastically reduce the amount of drunk driving between the city and our community.</p>	<p>Sep 22 2006</p>	<p>website</p>
<p>I have been a homeowner in the northwest denver neighborhood of Berkely since 1999. I would love to see the lightrail come through our neighborhood! Please give our neighborhood another opportunity to approve the goldline.  Sincerly,  Julie</p>	<p>Sep 22 2006</p>	<p>email</p>
<p>We are excited about the Gold Line. It will come so close to our home. We now go to town by bus, but will take LR in future.</p>	<p>Sep 22 2006</p>	<p>comment card</p>

# GOLD LINE PUBLIC COMMENTS

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<p>Bring it down 38th Light Rail needs to come down 38th Avenue; at least from Tennyson to Lowell, to Irving and on to Union Station. I would think it is more important to connect the neighborhoods of Denver than it is to connect the suburbs of Denver. People live in the suburbs to be disconnected, they live in the city to be connected. All those great neighborhoods around Denver, like Highland Square and Berkely, were created as a result of the old trolley system that connected them to the rest of the city. It should be a priority to reconnect and revitalize these neighborhoods. Bring the Light Rail down 38th to the neighborhoods that would appreciate it the most.</p> <p>Thank you for the consideration, Robert</p>	<p>Sep 23 2006</p>	<p>email</p>
<p>Dear RTD,</p> <p>I am a resident of NW Denver and am sad to see that the Gold Line plan skirts around my neighborhood. As the map is set, it would not be useful for me. However, if the plan were to be modified to a route that runs either through the neighborhood or is more directly linked with I-70, it would become something that I would look forward to utilizing.</p> <p>I don't need a response, because I will join the mailing list and follow the project's progress from there.</p> <p>Thank you for this opportunity to submit a comment.</p> <p>-Mendy</p>	<p>Sep 23 2006</p>	<p>website</p>
<p>Let me know if we can take it for a test drive. Are they going to have new train cars.</p>	<p>Sep 23 2006</p>	<p>comment card</p>
<p>Excited for timetable.</p>	<p>Sep 23 2006</p>	<p>comment card</p>

# GOLD LINE PUBLIC COMMENTS

## SEPTEMBER 1-30, 2006



<p>With updated info my comments have changed.          1st priority - do nothing. 2nd - diesel on one track. 3rd - electric on one track - leave trees north of tracks on Grandview between Lamar and Wadsworth Bypass. Upgrade track to meet quiet zone requirements.</p>	<p>Sep 23 2006</p>	<p>comment card</p>
<p>BNSF corridor already has a huge negative impact on adjacent homes and businesses. How will increased volume affect crossing streets that serve these homes and businesses? i.e. interrupted traffic and pedestrian access, noise, sleep disturbance, SAFETY to all who need access to the other side of tracks. Blowing horns have increased this year.</p>	<p>Sep 23 2006</p>	<p>comment card</p>
<p>NW Denver Neighborhoods          I understand that the Light Rail is bypassing the NW Denver neighborhoods! Is it possible we can get on the route? It would be a shame if the light rail missed our growing neighborhoods.</p> <p>How can I help to push this through?</p> <p>Lisa</p>	<p>Sep 25 2006</p>	<p>email</p>

# GOLD LINE PUBLIC COMMENTS

## SEPTEMBER 1-30, 2006



<p>With regard to the MISSION AND NEED, I'd like to make the following suggestions for the NEED portion:</p> <ol style="list-style-type: none"> <li>1. "Meeting transportation demands of growing population..." needs to be done in a sustainable way, that is, clean and non-damaging.</li> <li>2. The development of fixed-guideway transit in the Gold Line corridor needs to be done in such a way as to encourage concentration of population and employment in areas close to rail stations.</li> <li>3. "Reliable alternative modes of travel" need to be characterized by low and stable or declining fares; thus they will remain real alternatives for all kinds of people.</li> </ol> <p>On the subject of the Schedule of the Gold Line EIS, I have the following comments/observations:</p> <ol style="list-style-type: none"> <li>1. Although the accelerated schedule is clearly desirable for cost and other reasons, there must be sufficient time for a reasonable degree of detailed station area planning before the DEIS is issued.</li> <li>2. The EIS schedule needs to have enough time to coordinate with Denver CPD and Public Works on projects that are integrally related to the stations and lines, e.g., the 38th Ave. underpass at Inca St.</li> <li>3. The timing of the schedule must not preclude significant changes in preferred alternatives (for vehicle technology, for instance) if economic trends late in the process seem to warrant.</li> </ol>	<p>Sep 25 2006</p>	<p>website</p>
<p>I do not see any disadvantage to the use of EMU vehicles on the Gold Line. There are clear advantages: the best thought-out alignment can be maintained; the clean and quiet operation of LRT is equaled by EMU; the EMU equipment is better quality and longer-lasting, and more comfortable; it has an outstanding record of reliability.</p>	<p>Sep 25 2006</p>	<p>website</p>
<p>I believe that the station near/at 38th Ave. and Inca street should serve both the Gold Line and the NW Rail line. The 38th/Inca station will best serve the surrounding three neighborhoods if it is very close to the actual intersection of 38th and Inca. Planning for the station has to be done in conjunction with the City's consultant and neighborhood input with regard to TOD.</p>	<p>Sep 25 2006</p>	<p>website</p>

# GOLD LINE PUBLIC COMMENTS

## SEPTEMBER 1-30, 2006



<p>I believe that the BNSF alignment is the only practical one for the Gold Line. The idea of a an LRT alignment along 38th Ave from Inca Street is not feasible from any standpoint. LRT is not a streetcar. We would like convenient and fast connections along 38th Ave, but LRT is not the way to do it.</p>	<p>Sep 25 2006</p>	<p>website</p>
<p>I've had the pleasure of riding the Dallas area light rail system. Considerable design smarts, artistic inventiveness, and money went into the building of the DART stations. The surfaces and pavements, the shed cladding materials, and landscaping all contribute to a genuine sense of pride and public amenity. RTD should not do worse on the Gold Line; this is a permanent investment.</p>	<p>Sep 25 2006</p>	<p>website</p>
<p>Gold Line.</p> <p>It would be AWESOME to run light rail through the Highland's neighborhood!!!</p> <p>I have never used light rail because it doesn't go anywhere I need to go and because it is not convenient for me to access it.</p> <p>Would LOVE to add this to our neighborhood!!!</p> <p>Fiona</p>	<p>Sep 25 2006</p>	<p>email</p>

# GOLD LINE PUBLIC COMMENTS

## SEPTEMBER 1-30, 2006



<p>Fwd: Would you support an RTD light rail stop in Highlands neighborhood?</p> <p>Hi, there-</p> <p>I'm emailing to express my interest and support in the Gold Line making a stop in the Berkeley/Highlands neighborhood. I'm aware that this area voted down a stop in the neighborhood about seven years ago, however, the needs and goals of the area have changed considerably since then. We have a viable and thriving district with galleries and restaurants in a very walkable and pedestrian friendly environment. Allowing visitors and residents to ride the light rail to and from this area would greatly improve the quality of life for residents and improve environmental conditions in the area.</p> <p>Please help us to increase the viability and convenience of living in the Highlands. I-25 and Inca is not close enough to service this area successfully.</p> <p>Thanks-</p> <p>Wendy</p>	<p>Sep 25 2006</p>	<p>email</p>
<p>Against 38th Ave. Train \</p> <p>I've heard that you are considering adding a light rail route along 38th Ave. and I'd like to go on the record by saying that I am against such a plan. My house is very close to the corner of 38th and Vrain St. and I am concerned about safety issues (for my child and for the children of DATA school) and noise issues related to this plan. Please consider another route. I'm generally in favor of light rail expansion, but I'd rather not have it in my front yard.</p> <p>Sincerely, Katherine</p>	<p>Sep 25 2006</p>	<p>email</p>
<p>I was under the impression that it might be possible to view all comments received to date. Is this function available? How do find it and use it?</p>	<p>Sep 25 2006</p>	<p>website</p>

# GOLD LINE PUBLIC COMMENTS SEPTEMBER 1-30, 2006



<p>Comments of the Gold Line Scoping Study</p> <p>Please find attached some comments for the Gold Line Scoping Study. There are two documents, one in Word format and one in PDF format. Please acknowledge receipt by return e-mail or telephone.</p> <p>Sorry for the last minute submittal but I have been traveling for about three weeks.</p> <p>Keep up your good work.</p> <p>Bob</p>	<p>Sep 25 2006</p>	<p>email</p>
<p>38th &amp; Fox Station</p> <p>As a representative of the Regency Auraria Student Housing Community, I am attaching comments for your consideration. It is my understanding that you will be looking at incorporating comments in your report during the "scoping" period for the Gold Line. Please see the attached file for comments and recommendations.</p> <p>Ramona</p>	<p>Sep 26 2006</p>	<p>email</p>
<p>Make it happen (LRT or EMU) ASAP. Please no e-mail.</p>	<p>Sep 26 2006</p>	<p>comment card</p>
<p>Save Inca Street. Utilize existing track from B.N. Spend our tax dollars wisely - it's the best alternative.</p>	<p>Sep 26 2006</p>	<p>comment card</p>
<p>Please deal with parking issues, and train horns near residential areas - especially after 10pm.</p>	<p>Sep 26 2006</p>	<p>comment card</p>

# GOLD LINE PUBLIC COMMENTS

## SEPTEMBER 1-30, 2006



<p>1. Our urgent concern is the "talk" that there might be mass destruction of existing businesses (e.g. movie theatre! shops), especially below Old Towne, Arvada. Government projects, with all their power, should practice an economy of space, given enough pd. multilevel parking and money. 2. Work for passenger rail "windows" on BNSF during new rail construction. 3. Go for electric multiple units.</p>	<p>Sep 26 2006</p>	<p>comment card</p>
<p>Why not electric multi-unit trains? Show that you can economize on the construction! Do not take excessive propertys. Build multi-story parking and charge \$1 or \$2/day.</p>	<p>Sep 26 2006</p>	<p>comment card</p>
<p>I live off of Ridge Road. I like Alternative 4 EMU on shared BNSF line. Looking forward to using the Gold Line.</p>	<p>Sep 26 2006</p>	<p>comment card</p>
<p>ridership projections   What are your peak hour ridership projections for the Gold Line, what are the projected service intervals, what is the capacity of each train (in passengers) and how many cars will each train have? Thanks, Tom</p>	<p>Sep 27 2006</p>	<p>email</p>
<p>Got your other e-mail on alignments- the LRT alginments seem to focus on 38th. How soon will the team be able to talk about how often the train would stop - how they picture this alignment working (aka will they take property or a traffic lane?), how long construction would take, etc.... Judy asked these questions at the Sunnyside meeting last month and no one was able to answer. Will this be something they can answer at the Local Governments meeting? Also, is this info public info? We have a very very interested group in Sunnyside and if this is public info I want to let them know about it - if not I would like to know when the public will be shown these alternatives? If you aren't the correct person to ask this of - let me know who to direct these questions to.</p>	<p>Sep 28 2006</p>	<p>email</p>

# GOLD LINE PUBLIC COMMENTS SEPTEMBER 1-30, 2006



<p>October 4th meeting  </p> <p>To whom,</p> <p>Will the meeting at the Arvada Center on the 4th of October include discussion of alternatives for all the stations along the goldline corridor including the Sheridan station?</p> <p>Thanking you in advance for your timely response.</p> <p>Moni</p>	Sep 29 2006	email
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