

FasTracks I-225 Corridor EE/PE Project

Public Comments to Date (as of February 27, 2008)



Comment Date	Stakeholder Comments/Issues
09/11/2007	I was looking at the map for the I-225 Corridor on the RTD website. There seems to be a Park and Ride proposed at Iliff and 225 but not a light-rail stop. Is that an error on the map or is the plan to try to shuttle people to the Nine Mile or Alameda Stations? I would wholeheartedly support a light-rail station at this location. Such a station would support the hotels, businesses and the surrounding neighborhoods. Such would not be true if it was just a parking structure or parking lot with a shuttle connection to other stations. All the advantages and convenience of light-rail would be lost. The hassle of a shuttle on top of the light-rail would make the hotels much less appealing. For me, the inconvenience of the shuttle transfer would have me driving to work. Just as I don't want to ride the bus, I also feel the same about a shuttle. A large parking lot wouldn't add anything positive to the area either. It would cause less of a hassle to let Fas Tracks pass us by than be burdened with the overflow parking from other areas. Light-rail could help revitalize the area while another parking lot is a step backward for the community.
10/30/2007	I am very excited about the I-225 project, but I can't make the meeting on the 7th. I just have one question. Is the proposed station on 4th ave a certainty? If not exactly on 4th ave, will there be a station in between the Aurora city center and 6th ave? We own property on 1st and are very excited about the station being near the neighborhood. For the record, I think it's a great place for a station. Also, will there be other community meetings in this planning phase? Thanks.
11/05/2007	Would you please send me large maps of the East and I 225 corridors? Thank you.
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? Yes
11/07/2007	Will the construction preclude the proposed toll lane.
11/07/2007	Re: Fitzsimons - will there be 24 hour service to that hospital since people are working there 24 hours per day.
11/07/2007	Would love to take LRT to DIA - will there be long term parking at stations?
11/07/2007	Go over possibility of having LRT on west side of mall - will there be a cost savings if we put it there. This citizen thinks so.
11/07/2007	Grade separated crossings? How much time to DIA - what percentage of ridership will have a destination to DIA.
11/07/2007	Air quality during construction? Right now there is a sound box for measurement. Will there be a box measuring air quality.
11/07/2007	What future plans do you have to tie Aurora with Denver and other surrounding cities.
11/07/2007	How do I get to Denver? If I connect to East, I go in a big circle. There is no parking. In the winter the stations are freezing. Nine Mile faces north - is there any chance at looking at a more user friendly station especially at the hospital.
11/07/2007	Dissapointed at parking siutation on TREX and Nine Mile - don't like going because of parking problem at this and other stations - what is parking plan for this expansion - will it be adequate at future stations?
11/07/2007	Since you say the money is already there, what happens in the next few years when concrete and steel get more expensive - like the West Corridor increased construction costs - will cuts be made to this project like the West?
11/07/2007	You indicated that the Nine Mile station is not included - it seems totally packed now - once you put in the LRT, is there another project that will expand the parking at Nine Mile Station.
11/07/2007	Is the funding totally in place?
11/07/2007	Drives past Parker/I-225 - now there is pan handling and people living under bridge - same as up by I-70 - what will this do to our neighborhoods when we link Nine Mile with I-70 when these pan handlers have access to rail?
11/07/2007	What about traffic on Peoria to Montview?
11/07/2007	Stations near old Aurora Mall - are they receptive or problematic like Park Meadows? - and, are deadlines concrete?
11/07/2007	Any thought about circulator buses? - Fitzsimons, Mall, etc.
11/07/2007	For stations that do not include PNRs, is there existing parking already?

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11/07/2007	How will you notify us about the next meeting.
11/07/2007	How many more meetings over the next 27 months?
11/07/2007	Station marked north of Jewell - ROW constraints - if it's on the east side, how do people on the west get to it and vice versa?
11/07/2007	Flood considerations @ Tollgate Xing - 1000-year flood - where Stapleton at 26th/Peoria - no station, why?
11/07/2007	Parking at rail stations - problem - particularly at Peoria - please take adequate parking at stations into consideration.
11/07/2007	Seven years ago this was presented to us as it is now - there was a survey done - \$55 million was spent - what happened to this survey and why are we doing this again -we never heard back from the last
11/07/2007	I remember when TREX was built, there was supposed to be a reduction of autos down I-25 - with not widening 225, what is the projection of auto reduction on 225?
11/07/2007	There's already been with the next exit - a lot more noise behind our house - now are they going to have to widen it more? Are more people going to have to travel down Potomac? Noise and traffic question and also lane widening?
11/07/2007	Convenient access to medical center of Aurora for both employees and patients.
11/07/2007	The widening of I-225 and the addition of light rail will combine to make the footprint wider?
11/07/2007	<p>Thank you for a wonderful presentation on the upcoming I-225 project. Having spent the past 20 years in Chicago and using that transport quite often, I'd like to offer a few suggestions that I think worked great for Chicago and can work great for Denver: 1. Currently, it is far too easy to get onto the Light Rail without paying. I feel installing turnstiles where you insert your ticket or use SmartCard technology will greatly reduce lost revenue by unpaying passengers. 2. I would also suggest along with turnstiles to get onto the Light Rail, installing turnstiles that require the insertion of a ticket or SmartCard in order to Exit. This is used in Paris on their Metro system and ensures that those that are exiting are paying passengers. Both measures will also enhance the security of our train system by ensuring only paying passengers are onboard. 3. With the I-225 line and the East Corridor, it would be very wise to have 24/7 service on these lines due to the types of business served on these lines (Fitzsimmons hospital and DIA). Those types of businesses employ thousands of people that are required to work various shifts starting at various hours. By having a train system that is appealing to shift workers, ridership will be greatly increased. Aurora is home to most of the DIA workers because of the close proximity to the airport. I am one of those thousands! 4. In Chicago, the L platforms routinely had heat lamps for the winter. Perhaps we could look into installing those on our platforms, and maybe even look into solar-powered ones...tapping into one of our greatest resources here in Colorado. I cannot begin to tell you how excited I am to see this project moving forward. I did alot of research online before I moved from Chicago to Denver, and knowing that this was in the works, was one of my determining factors in choosing Denver, and specifically, this area of Aurora in which to buy a home. Even though I was a bit shocked that the city built an airport way out East but didn't provide a train system to support it, just knowing that it was coming before I retire from United Airlines makes it worth it. Thanks again for a bright future</p>
11/07/2007	<p>I attended last Thursdays public hearing and so far I like what I have heard. There are some concerns that I have had to think about since the public meeting This could be a major expense depending on grade or grade separations, that is whether a grade separation is done at 6th Ave or Alameda Ave. Either way it's decided a grade separation will substantially drive up the cost of the project. If it decided to be used at 6th Ave or Alameda I have no problem with that. If for cost cutting purposes it's decided to have an at grade crossing than I can understand hopefully sufficient warning systems including crossing gates will be installed. The other concern I have if the line goes in under I-225 how will it go in along the creek and not bother the residents of these apartments nearby. This is something I am inquiring about. Your response will be greatly appreciated.</p>
11/07/2007	Support tunnel vs. structure to reach Exposition - visual issues, transmission lines.
11/07/2007	Expected fares to ride?

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11/07/2007	Need to provide costs per station.
11/07/2007	Mississippi bridge issue - not designed with media in centerline. Need to realign I-225 (one lane) if center run LRT. West alignment would require new bridge structure or complete realignment of lanes (space, support bridge issues).
11/07/2007	How will bus services interact? Need improved bus system to connect with stations with good timing.
11/07/2007	Why more stations at SE Corridor than planned on I-225? Can we consider more stations?
11/07/2007	Is the goal to have one technology throughout or multiple technologies?
11/07/2007	Timing - when will this be built? Any way to accelerate? What areas can be accelerated?
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? Yes I can hardly wait another eight years. I love light rail trains!
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? Yes Provide convenient access to the Medical Center of Aurora for employees and patients. I thought the informational meeting was well run and managed by staff and execs were attentive and responsive to attendees questions.
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? Yes
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? Yes
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? Yes Several things will make this project successful. 1. Enough parking - overestimate what you need and build it now. Too little parking will kill ridership. 2. A circulator bus for City of Aurora buildings, Fitzsimons, City shopping, Ronald McDonald House, etc., Medical Center of Aurora. 3. Effective bus/train intersection and bus transit centers.
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? Yes Would like to be able to vote on design.
11/07/2007	Do you agree with the purpose and need for the project as presented this evening. - Somewhat. There is no statement of need that includes specifically the need to address growth in density in a sustainable manner. Isn't it that population growth is what is driving the need to improve transit? What amount of parking is being developed as part of this project?
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? Yes Concerned with Nine Mile station. There must be some solutions to increase capacity for parking to accommodate a lot of new riders. Failure to solve this problem will result in disgruntled potential riders to remain in their cars.
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? Yes. The project should provide great environmental benefits and some congestion improvements. Good presentation - bike access are community goals. Since dense development can provide as much ridership as park-n-ride lots, please reduce the parking replacement requirements down from 1:1 replacement for properly constructed TOD development. Consider increasing the distance between parking and station or bus drop off at stations where this would help create a walkable environment.
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? Yes Speed project delivery - PLEASE! The Fitzsimons campus development was accelerated which accelerated the need.
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? Yes Thank you, very informative.
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? Yes How is the construction of the FasTracks going to effect the local wetlands? How will the construction effect my air quality? Will there be a study conducted in regard to this matter?
11/07/2007	If I work in DTC, let's say, East Belleview, how would I get from Fastracks to work? Waiting for a bus might take too long and I'd just decide to drive. I wonder if shuttles that zip back and forth would work and be cost effective? I love the idea of Fastracks, every major city has one. But, once I get off the train I want to continue toward my destination with efficiency. RTD, keep up the good work! I always voet YES for your stuff! PS - what

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	about an elevated track (or combination ground level/elevated) that would wind through DTC?
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? Yes. Right now I don't have any issues but as plan is developed more - I might see some problems.
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? Yes Larry mentioned that Denver has winters and as such people have to ""get used to"" the cols and snow, unlike southern cities like Dallas. His point is good, but the response seems inadequate BECAUSE Denver is different than Dallas - shouldn't the stations be designed differently? Why not radiant heaters? What about wind blocks? Could solar power be employed? Adequacy of parking seems to be the major issue. If it isn't available and convenient, I don't believe the goals we would all support. Given what appears to be increased riderships and lessons learned on the SE corridor, what is possible to increase the amount of parking from what is currently planned? I suppose you can add train cars when there is increased ridership, but how do you deal with the parking when that occurs?
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? Yes
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? Yes Needed for Fitzsimons to relieve the existing and future traffic congestion due to the extensive construction at the Fitzsimons site, and for the development of the surrounding areas on Colfax and Peoria. Recommend there to be NO parking at the Colfax/Potomac/Fitzsimons Parkway station because Fitzsimons should be a destination station, not to park and go elsewhere. Also because the University charges for parking and if RTD parking is free or low cost, it will fill up with University employees and students.
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? No Track follows E. Exposition to extend to City Center. This will kill 13 businesses in the Aurora Plaza at the mall shopping center. An alternative would be to go behind the strip center between the Aurora Mall. This would involve the purchase of one vacant building and the cinema rather than killing 13 other businesses.
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? Yes My priorities: 1. Ease of access for bicycle commuters and pedestrians. 2. Adequate parking both short term for daily commuters and long term for airport users. (Note: RTD should charge a reasonable fee for parking). 3. Adequate bicycle parking both lockers and ""inverted U"" racks. 4. Ease of loading and unloading of bicycles on light rail trains. 5. RTD needs to improve circulator bus service covering all areas of Aurora getting riders to both downtown and Fitzsimons in a timely manner. 6. Better service to Buckley AFB is needed. 7. Pedestrian crossings on nearby busy streets needs to be considered. The pedestrian crossing near Sable and Alameda is a problem today and needs to be improved. 8. Adequate ticket checkers needed. 9. Build for 4-car trains even if 3-cars are initially planned. Wish List: TV monitors on trains with info and current media news would be nice and make time go quicker.
11/07/2007	What is RTD doing to control "free-loaders" on the train (i.e., those people riding without buying tickets)? Suggests installing turn-styles, having to use the ticket that you purchased to exit the station and using a scanning technology for eco-passes.
11/07/2007	Is there any possible way to construct the project in segments so that initial parts of the line could be open before the entire line is completely constructed?
11/07/2007	Do you agree with the purpose and need for the project as presented this evening? Yes I appreciate the information provided and the opportunity for comment. Despite what I have heard (at the meeting), I am concerned that the project cannot be built within the existing CDOT right-of-way. If not there, what then? I am also concerned with the strong indication that FasTracks will be built on the west side of 225. Living where I do, noise and earthwork effects are a major concern. Backyard family living, property values, ability to sleep, all will be negatively affected. Do you have any plans to mitigate these negative outcomes? Why the west side rather than the east? No homes on the east. Do I detect a bias - not to impact businesses during and after construction?
11/12/2007	I would just like to offer a couple of comments about last week's meeting. First, I would like to compliment everyone involved . The meeting was well organized and very well presented. Second, I would like to make a comment about the project itself. I would like to suggest that the alignment

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	at Alameda and Sable be grade-separated because the traffic at that intersection can be horrible at times. I'm not an engineer but that would seem like the easiest way to keep traffic flowing a smoothly as possible. Thank you for your time.
11/14/2007	Do you agree with the purpose and need for the project as presented this evening? Yes Mass public transportatio is a very smart way to move into the future. I would like to have information on imminent domain laws - particularly as it pertains to private residential property.
12/03/2007	The need is excessive and past due! Roads are already in gridlock condition today. In 8.5 years when this project is due to be completed the area will be immobile. The need for thisproject is great and necessary. As attendance at this meeting showed, and traffic counts and Nine Mile station confirm, demand for this project among aurora residents is very high. When building, I would suggest you start this project from Nine Mile in the South and work North. By doing this you couldopen each individual station as you work North. While I understand there might be extra cost in this method it would help tremendously in lessoning an already gridlocked traffic situation. 2) Move the station of the Park & Ride at Aurora Town Center further North, to put it closer to 6th Ave. Presently there is open space on the North side of 6th & I225. As a 2cd choice - 4th and Blackhawk. This gives better access to the very busy 6th ave. 3) Move the Aurora Town Center PNR North to place it closer to able & Alameda. This would allow riders to access both the old Aurora Mall and the New Aurora Town Center shops North of Alameda. 4) Maybe add a station North of the Fitzsimmons stops, between 25ht ave and 30 th along Peoria. This would give more access to those in the Boston,New England and Morris Heights areas. Priority wise is ,as outlined, 1 to 4- with number 1 being highest of priority. This needs to get up and running as soon as possible- We are already in gridlock conditions out here- If Stations could open as the line got built that would help trmedously. Thank You
01/29/2008	I am looking to get some information from the I 225 Team, as to the alignment & proposal of the Illiff station. I am unable to get in touch with Marion Combs, can you please share some of the information you have for this station or forward my message to another person on the Team, asap?
02/05/2008	Re: REQUEST FOR LIGHT RAIL INFORMATION Tina, this will confirm the voice mail message I left you today regarding my request for light rail information from the 9 mile location at I-225 and Parker Road to DIA. My hope is you can help me understand where each of the new stations will be, where exactly the track will be placed to access each of these new stations and when this extension to your already great system will be completed. Thank you in advance for your assistance.
02/21/2008	When is the Illiff station on 225 expected to be completed?