



## North Metro EIS – 144<sup>th</sup> Station Meeting Summary

Thursday, April 9

144<sup>th</sup> Avenue Station Meeting

Prairie Hill Elementary School

This document provides a summary of the public comments drawn from the North Metro EIS – 144<sup>th</sup> Station Area meeting held on Thursday, April 9, 2009. The impetus for this community meeting was due to extensive comments received from new residents moving into the Fallbrook Farms subdivision not familiar with the North Metro EIS and potential station location in the vicinity of 144<sup>th</sup> Avenue and York Street in Thornton, Colorado. Fallbrook Farms is located on the east side of the RR ROW south of 144<sup>th</sup> Avenue.

Meeting invitations were e-mailed to 185 residents living in the 80206 zip code currently active in the North Metro database. On April 2 and 3, 2009, 500 fliers (community meeting announcements) were distributed to homes east of the proposed 144<sup>th</sup> Avenue station location. Coverage included Elizabeth Street on the west to Milwaukee Street on the east, E. 143rd on the north and E. 136th Place on the south. Fliers were also provided to the administrative offices of Prairie Hill Elementary School, Rocky Top Middle School, and Gene Putman at the City of Thornton, for distribution. In addition, the Homeowner's Associations and/or Management companies of Fallbrook Farms, Cherrywood I, II and III, and The Haven were contacted, provided details of the meeting, and encouraged to forward the information to their residents.

### Meeting Summary

The meeting was held from 7 to 9 p.m., and included a short presentation followed by a facilitated Q&A session and finally, an informal discussion period during which meeting attendees were able to speak with project representatives one-on-one. A total of 49 residents attended and 14 written comments were received as a result of the meeting. Thornton Mayor Erick Hansen was in attendance as was Thornton Councilman Charles Stevenson.

Jim Starling, RTD FasTracks Project Manager, provided the group with a history of the project and project milestones to date, stating that the Draft Environmental Impact Statement Document (DEIS) is expected to be released in June. Mr. Starling explained that once released, the document will be made available for a 45-day public and agency review and comment period to include two Public Hearings. He also stated that dates and locations of these Public Hearings will be available at the North Metro FasTracks Web site: [http://www.rtd-fastracks.com/nm\\_2](http://www.rtd-fastracks.com/nm_2).

Mr. Starling reviewed the three 144<sup>th</sup> Avenue station options included for consideration in the DEIS and provided display boards and handouts with conceptual renderings of the options, herein attached. Upon explanation that at one time, there were as many as 13 options under consideration, Gene Putman, City of Thornton, complimented and thanked the Project Team. He stated that more work and consideration went into the 144<sup>th</sup> Station options than all others within the corridor. Mr. Starling opened the floor for questions and comments.

At the end of the Q&A period, Mr. Starling encouraged those attending to submit or make additional comments by:

- Filling out a comment form and submitting it to the project team and
- Mailing, faxing or accessing on-line comment forms.

### What We Heard:

- Equal consideration should be given to the residents as has been given to the middle school.
- The options need to be reviewed with the new residential areas being taken into consideration.
- Move the west station option north, closer to 144<sup>th</sup>.
- Detroit is not a good station entrance option; too much traffic will create congestion.
- The split station is not a good option since it does not address the perceived pedestrian safety issues along York Street and adds vehicle traffic to Detroit.



The following provides an overview of questions and comments the team received and includes associated responses. Thorough documentation of comments received pertaining to the 144<sup>th</sup> Avenue station options since Jan. 1, 2009, is herein attached.

*Question/Comment:* The residents of Fallbrook Farms feel that their concerns are not being considered.

*Response:* When this process began, Fallbrook Farms was under construction and not yet populated. This meeting is in response to the concerns of Fallbrook Farms residents and will impact the way in which the various options are being looked at.

*Question/Comment:* The east station location will bring crime to the neighborhoods.

*Response:* While there are incidents of automobile break ins, RTD experience with existing rail corridors indicates that crime does not increase in adjacent neighborhoods.

*Question/Comment:* The station entrance located off of Detroit will cause too much congestion and will make access into Fallbrook Farms to difficult for residents. On the West, was there ever an entrance at 144<sup>th</sup> Avenue considered? Can the west station option be moved further north to mirror the east station option?

*Response:* The placement of the entrance and station in general is connected to the proximity of parking to the platform and the connection to the existing street west of York. RTD will look into the possibility of locating the entrance and parking further to the north. Locating an entrance to a station on the west side of the tracks from 144<sup>th</sup> Avenue is not possible due to the location of the signal at York Street and the rail crossing.

*Question/Comment:* The station will cause too much traffic congestion in the area in general.

*Response:* The increase in traffic is expected to be about 300 vehicles per day. Gene Putman, City of Thornton, and Thornton Mayor Hansen noted that the increase will not greatly impact traffic movements. Mr. Putman explained that the roadway is sufficiently wide enough to manage anticipated increased traffic well into 2030.

*Question/Comment:* Some feel as though the west option has been eliminated. Please re-consider.

*Response:* The city has recommended the east side option; that being said, all three will be moved forward for consideration and RTD has not pre-determined the outcome.

*Question/Comment:* Why did the city recommend the east side option?

*Response:* Gene Putman, City of Thornton: in response to overwhelming concerns voiced at a meeting held at Rock Top middle school, a year ago come May. Each meeting and level of review brings new comments and therefore impact recommendations. Ultimately, RTD will evaluate these options in the EIS, with recommendations based on all public comments and agency review.

*Question/Comment:* What about noise and vibration impacts?

*Response:* We have studied noise and vibration extensively. There are no vibration impacts. Noise walls will provide a high level of noise mitigation. Freight trains are much louder and create far more vibration than the RTD commuter trains, because of how the freight tracks are constructed and the types of engines freight trains require.

*Question/Comment:* Why is the number of parking spaces different between the east and west options?

*Response:* These images are conceptual; each station option will provide approximately 300 spaces.

*Question/Comment:* When will a decision be made?

*Response:* RTD will consider the public comments and agency review of the Draft Environmental Impact Statement. A decision will need to be made by fall 2009 in order to keep the corridor on schedule.

# LEGEND

- Opening Day Parking
  - Landscape Area
  - Plaza/Walkway
  - Detention/Water Quality Pond
- 
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# DRAFT

Concept subject to change based on additional design analysis and planning review.

East 144th Avenue

Detention Pond

2030 Station Expansion Site

Kiss-n-Ride

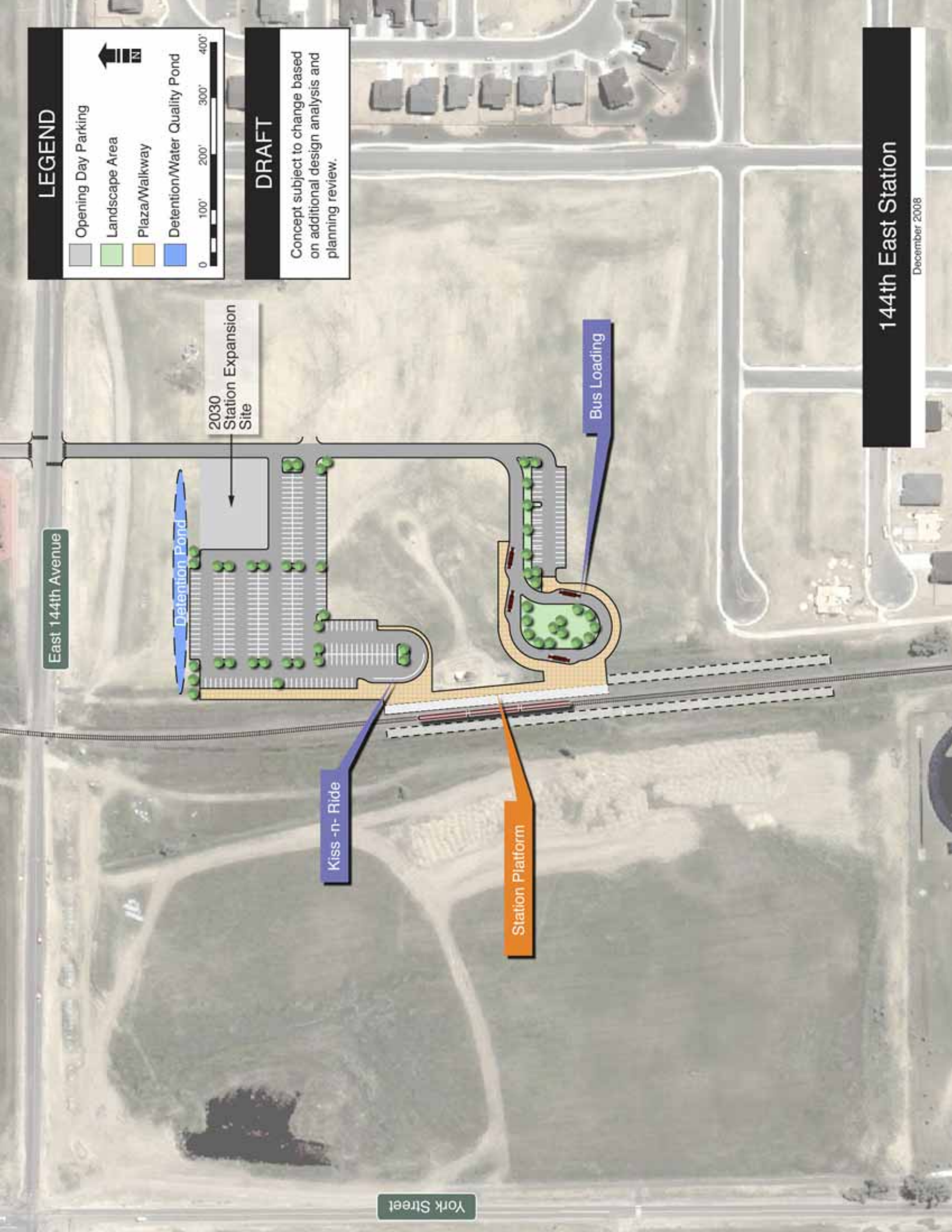
Station Platform

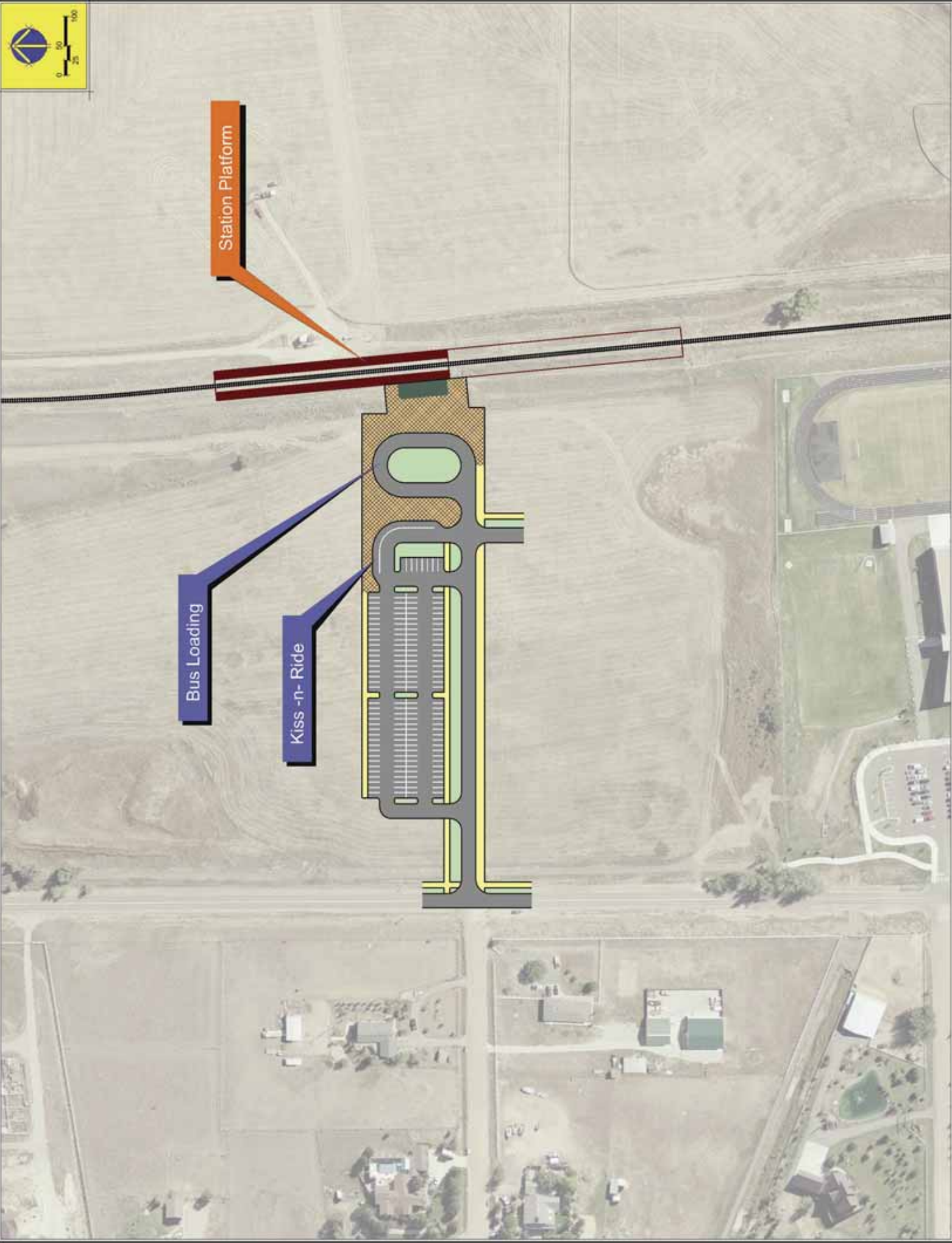
Bus Loading

York Street

# 144th East Station

December 2008





Station Platform

Bus Loading

Kiss - n - Ride

East 144th Avenue

York Street

# LEGEND

- Opening Day Parking
- Landscape Area
- Plaza/Walkway
- Detention/Water Quality Pond



# DRAFT

Concept subject to change based on additional design analysis and planning review.



# 144th Split Station

November 2008

## 144th Station Comments

Comment	Source	Date Captured
<p>Posts: 1</p> <p>Re: Are these definite plans?            « Reply #4 on: January 31, 2009, 10:21:29 AM »</p> <p>-----</p> <p>Dave, I am glad to hear the technology has moved to electric. I am so excited for the North Metro Fastracks. I am however concerned about the mention of bus bays for 144th/York. I do not consider this a nice addition at all. Is the 144th station refinement voted in yet or do we still have time to ensure we have just lightrail? What about the entrance, as well. The traffic will be coming in through the neighborhood instead of 144th. That doesn't sit well either.</p> <p>I would love a small kiss n ride or small retail area with entrances on 144th and/or York. The design with the bridge across for the neighborhood was nice too. That way we won't have to walk up to 144th and back down.</p> <p>Report to moderator 71.218.221.102 (?)</p> <p>Posts: 3</p> <p>Re: Are these definite plans?            « Reply #5 on: January 31, 2009, 08:05:06 PM »</p> <p>-----</p> <p>As a resident of Fallbrook Farms, I agree 100% that I think having the entrance for the 144th street station, now aligned to go in from Detroit Street off of 144th (the only entrance that Fallbrooks Farms has to enter their homes), is JUST as dangerous as the reason that they moved having the station/entrance on the west of the tracks because of the middle school there. If this station HAS to go on the east side of the tracks, an entrance east of the tracks ON 144th would be much less of a volume and danger concern than sending all those cars into the only neighborhood entry we have.</p>	forum	Jan 31 2009 10:21 AM
<p>Posts: 3</p> <p>New Alignment of 144th Station            « on: January 31, 2009, 07:37:38 PM »</p> <p>-----</p> <p>I live in one of 3 houses on E. 142nd Place in Fallbrook Farms subdivision, that currently faces the east side of the tracks at the proposed 144th street station (I am down at the end of the cul-de-sac on 142nd Place - RIGHT where the station is now proposed) and I have just been made aware that I'm going to have a huge parking lot about 100-300 feet in front of my home in addition to the station right at my home! I was told less than a year ago (in writing) when I purchased, that this field I face was to be a church or parochial school. Now I find that I'm going to have a huge Park-n-Ride at my front door with all the smells, lights, noise, etc., that goes with it. I understand the concern of the previous 144th station location on the west of the tracks (as pertains to the middle school there), but did no one voice any concerns at all about placing a park-n-ride up at a neighborhood border rather than a regular street/field border? Given that this neighborhood is new and has had additional houses built since all this changed to having the east side of the tracks used instead of the west for the 144th station, are they looking at current residential properties as compared to when there were no homes here? Why would they put this station and parking for 300+ at everybody's front or back door rather than in a non-residential setting such as that to the west of the tracks at 144th and York? Why can't they put this park-n-ride/station closer to 144th than pushing it as far south in that field back to the homes? There are many brand new homes down here by the tracks that don't want this thing here for one thing, but to have the park-n-ride moved to the neighborhood side of the field instead of the west side - was anybody noticing all the new homes over here? We were all lied to about this deal - we were all told that a church or church school was going in that lot and the light rail/station was going to be at the York and 144th area - not up inside our neighborhood! Wasn't anybody on any committee paying any attention! We not only are dealing with the track noise that other neighborhoods have to deal with, we now are going to have a park-n-ride inside our neighborhood? This is crazy that this was determined to be a good location for this. Being that there are only 3 homes with their fronts facing this field right now (those of us on E. 142 Place - paid premium lot fees), I realize I've got no pull at all, but will RTD be at least addressing the ramifications of the homes on 142nd Place regarding traffic (this is a cul-de-sac street) and appearance/noise reduction and lighting intrusion to what we were told less than a year ago would be a very pretty field or perhaps one day in the future, a pretty church or church school with lawns, etc.? Will they address all the homes along Detroit Street who paid premium lot fees to have the entire rear views of their homes be a beautiful field with mountain views. I would like to know if they are giving any concern to those of us who face this park-n-ride, whether it's the front of our home or those who face the same from the rear of their homes. This is a mean and illogical location to place this station - should not back right up to a neighborhood when to the west of the tracks is open and not obtrusive! Thanks! Pam L.</p>	forum	Jan 31 2009 7:37 PM

## 144th Station Comments

Comment	Source	Date Captured
<p>« Last Edit: February 01, 2009, 07:11:36 PM » Report to moderator 67.177.239.192 (?)            Posts: 30            Re: New Alignment of 144th Station            « Reply #1 on: February 02, 2009, 03:48:03 PM »</p> <hr style="border-top: 1px dashed black;"/> <p>Hi Pam-</p> <p>Thank you for giving us your thoughts on the 144th Station and for your interest in the North Metro Corridor project.</p> <p>Currently, North Metro is in the planning phase of the project and is working on the Draft Environmental Impact Statement (DEIS) document (the official planning document for the corridor). Our team has not made a decision on which 144th station option we will recommend. When we started our station planning process in 2006, we started on the west side. Based on further analysis as well as community input, we are now looking at an east side, west side and split option. We feel the 144th station warrants further analysis, so we will not be making a recommendation in the DEIS. We will make that recommendation in the Final EIS document this summer.</p> <p>We have been working closely with the City of Thornton, the school district and the neighborhoods to determine the best station option to meet the needs of the project while addressing the concerns of the community and will continue to gather input on all of the station options. The Thornton City Council has officially recommended the option on the east side.</p> <p>We would be happy to meet with your neighborhood personally to go over the station options as well as any updates to the North Metro Corridor project. If you are interested, please let us know, and we'll get it scheduled.</p>	forum	Jan 31 2009 7:37 PM
<p>I have just been made aware (new resident of Fallbrook Farms subdivision - I'm located on E. 142nd Place) that my home is going to be facing and within about 250-300' of the station at 144th since it has been moved to the east side of the tracks at 144th/York. I was told in writing that the field my home faces would be either a church or parochial school and because I was not concerned with that, I specifically chose this lot based on views/location. Now I find that I'm within 300' of a 300+ car park-n-ride and light rail station. I am hearbroken about this. I don't have a problem with the station being west of the tracks as was presented to me when buying my lot/home, but for RTD to re-plan the location for the 144th street station to not only within a major residential neighborhood, but to place it as far south of 144th as possible and put this "parking lot" with all it's lights/noise/smells, etc., within a few hundred feet of people who paid in the \$300,000-\$400,000 range for their homes is not fair. I would like to know exactly what plans have been made to make my street (E. 142nd Place - cul-de-sac which will face the station) as unaffected by the noise/views/lights/traffic of this station as it appears that the 3 houses now on this street are the only ones extremely affected and nobody even seemed to give us any consideration at all. Could a landscaped hill be put along the E. 142nd Place street so that the impact of this parking lot would be as visually hidden as possible. Did it occur to anyone, or did anyone even care, that moving this from a perfectly good empty area (the west alignment of the 144th station) to up inside a major residential neighborhood was going to tear the property values down horribly. The same middle school students that would have been impacted with the west plan will still be impacted just as much using the east plan (5/08 alignment) that is now planned since a great many live in the Fallbrook Farms subdivision on the east side. I would like to see RTD give some consideration to the 3 houses (for now) that have the fronts of their homes face what will be the park-n-ride/rail station at 144th. We are the only ones at present that have this particular situation and none of us wants to face out looking at this parking lot and smell and hear the buses and cars idling at all hours!</p>	website	Feb 01 2009 1:29 PM

## 144th Station Comments

Comment	Source	Date Captured
<p>Fastrack Station at 144th   To Whom It May Concern:</p> <p>I just reviewed the latest plans online for the Fastrack Station at 144th (<a href="http://www.rtd-fastracks.com/media/uploads/nm/DEIS_144_sta_11_7_07.pdf">http://www.rtd-fastracks.com/media/uploads/nm/DEIS_144_sta_11_7_07.pdf</a>).</p> <p>As a resident of Fallbrook Farms my first choice for placement of the Station would be the west side of the tracks at 144th and York with traffic exiting onto York Street. I feel this would have the lowest impact on our development.</p> <p>While I like the idea of having a station close by I would rather see no station at 144th than to have the parking located on the East side.</p> <p>My last choice would be for the station to be located on the East side. If this is the plan chosen I would strongly request that it stay as drafted with traffic exiting onto 144th directly and not being routed through the Fallbrook Farms subdivision as previous plans have shown. I have serious concerns about the impact to traffic on 144th with this option, though. I am worried that it would create the need for a traffic light at that new intersection and would also lead to increased traffic along 144th. The thing we like about 144th now is the lack of traffic flow (between York and Colorado in particular) and stop lights along 144th in general. The more development that occurs along 144th, the more traffic will be generated and the more our lives will be impacted.</p> <p>I just wanted to share my comments on the development. Thank you for your time.</p>	email	Mar 26 2009 10:56 AM
<p>144th park-n-ride: I like the split version of the park as opposed to individual East and West lots. I can see in the split version more opportunities for growth in parking spaces and commercial ventures (i.e. coffee stands) for the patrons using the facilities. I would like to see parking on the West side where the Bus Loading would occur for the folks who can't walk as far but would still like to use the train system. Also connections of bike trails to both sides of the track would be a plus for those who wish to ride the rails with their bike.</p> <p>I am excited about the project, if the station is 144th west! Out of the three options I believe the west station to be the best-fit overall. This way the station is not in anyone's backyard. Both other options put the station right in the middle of the community. The west station would not be in anyone's backyard and centrally located right off 144th and York. There would not be any houses directly around it making homeowners excited. The school is far enough south I wouldn't be worried about it. I truly believe the West station to be the best option for everyone! Thank you!</p>	website	Mar 31 2009 8:23 AM
<p>Reviewing the 3 proposed options for 144th st station. The East station provides the best option. Considering the current and future housing, the East side station will give the best access to residence of the region. There may be traffic objections, but access form 144th, addresses. Also, this provides significant room for future expansion.</p> <p>The initial plan should also include bike paths and bike parking to encourage biking to the station.</p> <p>One key question is zoning and land utilization in the remaining un-developed lands near the station? How are these zoned and what utilization is planned or suggested</p>	website	Apr 02 2009 4:37 PM
<p>Unfortunately I cannot attend the upcoming meeting on April 9th addressing the park-n-ride station at 144th so I am sending this as my comment. I believe the East station to be the safest for children in the area that attend the middle school on York. Also, York has traffic from the school and the recreational fields located just south of the school. If all of the traffic is driven to York street there will be major congestion and a higher probability that either a child or adult will be injured. Therefore, if the station is located on the east side of the railroad tracks with traffic off of 144th St., it will distribute the traffic more evenly and create a less dangerous traffic pattern. Also, for the children, there is a traffic light at York and 144th St., but on the York side additional cross walk lights would need to be put up to help ensure safety and hopefully slow commuters. This is why I believe the East station would be the best option.</p>	website	Apr 06 2009 9:58 PM
<p>I really like the idea of a station at 144th Avenue, but I am concerned about Noise impacts. If you install noise walls, make them decorative. We hope there are no vibration problems, either.</p> <p>How are kids and pedestrians to cross the tracks to access the school once service starts? If you grade-separate the ped crossing, I prefer that the trail goes under the tracks because the looks of a huge ped bridge would be too much for the adjacent neighborhoods. We also hope the future trails in our area provide good, safe access to the station platforms and school. I like the idea of walking to the station from our neighborhood, and for students.</p>	website	Apr 07 2009 2:56 PM
<ol style="list-style-type: none"> <li>1. Please tell us which station you prefer of the three stations presented this evening and why you favor this station over the other two?</li> <li>2. I prefer the west option. The east option will create too much traffic in the a neighborhood. I am also very concerned about the children who walk to school from the Fallbrook Farms and Cherrywood neighborhoods. Move west plan north, closer to 144th Corner. What are your plans for access to the school?</li> </ol>	community meeting	Apr 09 2009 8:00 PM

## 144th Station Comments

Comment	Source	Date Captured
<p>1. Please tell us which station you prefer of the three stations presented this evening and why you favor this station over the other two? East Station I prefer the access be from 144th.</p> <p>2. Please tell us which station you are opposed to and why? Split - access from one of two primary neighborhood access roads. Too close to homes. This drives down home process.</p> <p>3. Do you have any comments regarding the RTD FasTracks program or the North Metro EIS project? N/A</p> <p>4. Do you have any other general comments? Flip the east over to the west will all access from 144th.</p>	community meeting	Apr 09 2009 8:00 PM
<p>1. Please tell us which station you prefer of the three stations presented this evening and why you favor this station over the other two? West Option Noise, traffic, appearance of other options is not acceptable for my home. Paid premium lot fee for no commercial or other homes for my front view.</p> <p>2. Please tell us which station you are opposed to and why? Both east and split. Too close to my home and traffic on Detroit Street is too much.</p>	community meeting	Apr 09 2009 8:00 PM
<p>1. Please tell us which station you prefer of the three stations presented this evening and why you favor this station over the other two? I favor the west. There is less impact on the more dense residential neighborhoods.</p> <p>2. Please tell us which station you are opposed to and why? Opposed to East and Split. These options entrance on 144th either one- will be a traffic disaster. Have your traffic engineer check this out</p> <p>3. Do you have any comments regarding the RTD FasTracks program or the North Metro EIS project? Do no put a station at 144th at all. Save your money for now. Let's see how North Metro goes first and skip this station. Too much controversy and impact (negative) on homeowners and proximity to school. I live very close to this station but I would drive North to HWY 7 and park there and then ride downtown. The HWY 7 station would be safer and larger.</p> <p>4. Do you have any other general comments? Flip the east over to the west will all access from 144th. N/A</p>	community meeting	Apr 09 2009 8:00 PM
<p>1. Please tell us which station you prefer of the three stations presented this evening and why you favor this station over the other two? East Its a way from the school and access poles not all come from York.</p> <p>2. Please tell us which station you are opposed to and why? West oppose because of proximity to school and for reasons brought up in the past.</p> <p>3. Do you have any comments regarding the RTD FasTracks program or the North Metro EIS project? These are the consequences of aligning the north metro corridor along the freight track (highest concentration of residential option) instead of along I-25.</p> <p>4. Do you have any other general comments? Flip the east over to the west will all access from 144th. N/A</p>	community meeting	Apr 09 2009 8:00 PM
<p>1. Please tell us which station you prefer of the three stations presented this evening and why you favor this station over the other two? West- with the caveat that it needs to have 300-400 spaces, not the 200 indicated. I think safety for school children CAN be accommodated.</p> <p>2. Please tell us which station you are opposed to and why? East and Split Both other options seem to have more problems with entry access.</p> <p>3. Do you have any comments regarding the RTD FasTracks program or the North Metro EIS project? It needs to be built all the way to Hwy. 7. There needs to be sufficient parking at the 144th Station.</p> <p>4. Do you have any other general comments? Flip the east over to the west will all access from 144th. N/A</p>	community meeting	Apr 09 2009 8:00 PM

## 144th Station Comments

Comment	Source	Date Captured
<p>1. Please tell us which station you prefer of the three stations presented this evening and why you favor this station over the other two? Split Just like DIA separate commercial traffic (busses) from consumer or non-commercial traffic. Also the split option has the smallest impact on the surrounding neighborhoods and schools. Also it will avoid a battle w/ the Catholic Church over the land that would have to be purchased if the east option is chosen.</p> <p>2. Please tell us which station you are opposed to and why? East I wouldn't mind a Catholic Church and school being built there. If the east option is chosen we won't ever have a church and school there. West- too small.</p> <p>3. Do you have any comments regarding the RTD FasTracks program or the North Metro EIS project? Please work with the North communities (Thornton, etc) to put an increase in taxes on the November 2009 ballot so we can get this station built by 2015.</p> <p>4. Do you have any other general comments? Flip the east over to the west will all access from 144th. N/A</p>	community meeting	Apr 09 2009 8:00 PM
<p>City Prefers full east side Access Minimize impacts to neighborhood 300-400 spaces big Hwy. 7 bigger park n' ride How far will it go? Either Hwy. 7 or much shorter.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q: On the West, was there ever an entrance @ 144th considered? A: The study mainly focused further south. This would require a signal @144th and a train crossing. There is a signal planned at Detroit but not at Elizabeth.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: On the East, why is there such a gap? A: There is an oil well.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: On the split option, the entry from Detroit is highly pedestrian and it is one of 2 entrances into Fallbrook Farms.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: Will there be difficulty getting ROW for east side option? A: No</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: We need to consider that school is only in session 5 days a week, 8 months out of the year, whereas houses will be impacted 24/7.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: Will bus routes be altered? A: No there will still be 2 buses/hr. peak and 1 bus/hr. off peak.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: What is the difficulty with the west option? There is a large distance between the parking and the school. A: We have received numerous comments suggested security concerns.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: Will there be a signal at Post? A: We don't know if it meets requirements.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: Why is the number of parking spaces different between the east and west options? A: They will be adjusted as needed to ensure no residential parking.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: On opening day what is the expected ridership? A: Did not get the answer.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: I'm concerned about the number of spaces on the west side. A: They will be adjusted and equal.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: Why was the access changed on the west? (not at 144th) A: It would require additional ROW.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: What is the timing of church construction? A: TBD</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: What is the timing of the corridor? A: Opening day 2015.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: We are concerned about elevated tracks disrupting our view. A: The grades will not change, they cannot be lowered.</p>	community meeting	Apr 09 2009 8:00 PM

## 144th Station Comments

Comment	Source	Date Captured
<p>Q/C: What about noise and vibration impacts?                      A: We have studied these extensively and the impacts are minimal. Little to no vibration and noise walls provide a high level of mitigation of noise impacts. Gene Putnam added that current train traffic is much louder and creates far more vibration than the RTD train, due to how the tracks are constructed and the types of engines used.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: There will be single tracks from 128th north.</p>	community	Apr 09 2009 8:00 PM
<p>Q/C: If you purchase the church property and don't use it all, what will happen to the excess property?                      Would it be made into parking later or would the church still build on it?                      A: No, the excess would be sold off. If the property is purchased the church will look for another site.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: Does the station choice have any impacts to 136th and York? No.</p>	community	Apr 09 2009 8:00 PM
<p>Q/C: We are concerned about people speeding through the school zone to get to the train.                      A: We will continue to look at every opportunity to improve safety. The city will not allow it to be unsafe.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: Middle school starts at 8:45 a.m., so, peak hours will have little impact on the school.                      Q/C: How will the increase in traffic from the station impact the overall neighborhood?                      A: Gene Putnam responded that their traffic planning has created a flexible configuration. This will create only a small increase in the overall scheme of things.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: I feel as though the west option has been decided against. Please consider the west option.                      A: The city has recommended the east side option; that being said, all three will be moved forward for consideration and RTD has no preconceived notions.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: Can we find a compromise for the west side option and the safety concerns relative to the middle school?                      A: Yes, we feel that we can.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: Noise walls will ruin our views. Can we decide not to have them?                      A: Yes, a neighborhood has the ability to influence the placement of the walls - If there is consensus, they are not a requirement.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: Can train traffic be interrupted during school peak periods?                      A: No.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: Why did the city recommend the east side option?                      A: Gene Putnam: in response to overwhelming concerns voiced at a meeting held at Rock Top middle school, a year ago come May. Each meeting and level of review brings new comments and therefore impact recommendations.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: The residents of Fallbrook Farms feel that their concerns are not being considered.                      A: When this process began, Fallbrook Farms was under construction and not yet populated. This meeting is in response to the concerns of Fallbrook Farms residents and will impact the way in which the various options are being looked at.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: What impacts will the parking have on neighborhood safety? The east option doesn't make sense; crime will increase in the neighborhoods. The west side isn't in the middle of a residential area, it makes more sense.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: Why can't the west side parking lot be closer to 144th like on the east option? Will you look at it?                      A: Yes. It may have to do with the platform and proximity to parking.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: An entrance from Detroit makes no sense.</p>	community	Apr 09 2009 8:00 PM
<p>Q/C: Why are we building this station at all? It doesn't make sense to put a station in a residential area. Why not make the stations to the north and south bigger.                      A: Moving station traffic would create too much congestion and impacts to the south.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: Is the church zoned as commercial?                      A: I didn't get the answer.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: Put parking as far away from the school as possible.</p>	community	Apr 09 2009 8:00 PM
<p>Q/C: With the east option, would there still be room for the church and school?                      A: No. The area in which the church can be built is limited by the oil well.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: I am under the impression that this planning has to be finished soon.                      A: Yes, the planning has to happen now to meet the opening date of 2015.</p>	community meeting	Apr 09 2009 8:00 PM
<p>Q/C: Detroit will be overtaxed with the school and the church using it too.                      Q/C: I think we should consider offering the church another piece of land to allow for the east option.</p>	community meeting	Apr 09 2009 8:00 PM

## 144th Station Comments

Comment	Source	Date Captured
<p>1. Please tell us which station you prefer of the three stations presented this evening and why you favor this station over the other two? We prefer the west station because it will cut the traffic on Detroit Street and 144th. Also, it will lessen the crowd on the east side if a church and school are built on the property.</p> <p>2. Please tell us which station you are opposed to and why? The 144th east and split stations will make accesses of 144th and Detroit Street poor and dangerous. The split station will be too close to the neighbors on 142nd and will cause high creim. It will also influence the empty lots on 142nd Place not being built by new buyers. The value of homes can be dropped.</p> <p>3. Do you have any comments regarding the RTD FasTracks program or the North Metro EIS project? How about the open field up northeast of 152nd and Fillmore Streets? That will be perfect accesses, even close to E-470.</p> <p>4. Do you have any other general comments? Please respond to us on what you and others have to say.</p>	community meeting	Apr 09 2009 8:00 PM
<p>My preference for the 144th avenue sites is the 144th West alternative, for several reasons, it keeps the traffic both vehicle and pedestrian away from the natural gas wellhead, and facilities that the East alternatives surround, which would unnecessarily expose this facility to potential damage, vandalism, and unnecessary exposure to curious people. An additional advantage in the West alternative is moving the traffic/activity to a less densely populated residential area.</p>	website	Apr 10 2009 8:44 AM
<p>My wife and I attended last nights meeting regarding the 144th Avenue Station. Although we did not speak I would like to voice our thought and opinion here. We are all for the West side Station with the Split Station being completely unacceptable. The West alternative seems most logical as it accomodates and impacts the least amount of people. The church would still have their land to build on and the new and still mostly undeveloped Fallbrook Farms development would be minimally affected. I understand the concern for the children walking to school but doesn't my tax dollars supply bus transportation for these children as an alternative? I'll wrap this up by simply stating that I want this station as far away from the area I call home as possible, Fallbrook Farms. Regardless of what all the impact studies say the fact is this will affect our home values, bring noise and light pollution, increased traffic, and very likely an increase in petty crimes in our development. Please consider those of us that will be affected 24/7, 365 days a year!</p>	website	Apr 10 2009 10:55 AM
<p>We live one block south of the 144th Station Site. After the meeting last night, we have several concerns about the three options. We feel that the only access on Detroit Street will be terrible and dangerous if the station and church/school are built on the East. Putting the station on the west will cut the traffic and crowd if the church/school are still built on the east. Otherwise, we feel that the other option should be out of here - HOW ABOUT THE OPEN FIELD UP NORTHEAST OF 152ND AND FILLMORE STREETS. That will be perfect accesses, even close to E-470.</p>	website	Apr 10 2009 5:27 PM
<p>I would like to express my preference that the East side ONLY option be the option selected for the following reasons:</p> <p>1. It is on the opposite side of the track from the school, which I feel is a safer option than having the platform and parking on the same side as the school.</p> <p>2. The east side only option will move traffic past the intersection of 144th and York, which will lessen concerns with traffic and the kids crossing going to school at Rocky Top. The west side options would cause a traffic nightmare with the parents going to drop off kids at the school and decreases the safety of the children crossing and walking to go to school.</p> <p>3. The parking option is better on the East side only option.</p> <p>I do not feel the options with the platform and/or parking on the west side of the tracks is a safe or acceptable option.</p>	website	Apr 13 2009 9:30 PM