

**NORTH METRO EIS
PUBLIC COMMENTS
December 2006**



Comment	Source	Date Created
I personally think it would be best if you didn't bring ant more transit up north, we don't need the trash that comes with it. keep them down south.	website	Dec 2 2006 11:04 AM
<p>Please do not build the tracks along I-25. Put the trains through the neighborhoods where people live and can easily get to the stations. If all the park and rides are next to I-25, people considering using the trains will be tempted to drive down I-25 when they drive to the stations. Take that out of the equation by running the trains down the existing railroad grades.</p> <p>I was appalled at the comments from the November 30th meeting. The lady that moved in next to the railroad tracks that is concerned about trains needs to have her head examined. The tracks have been there longer than Hunter's Glenn and I remember trains using the tracks every day when I was growing up. If anything, having easy access to public transportation will increase the value of her home.</p> <p>I don't care if diesel or gas trains are used, as long as you run the trains down the existing railroad right of way. I think it would be wise to invest and use electric trains, but either would work fine.</p> <p>Please make the decision soon and get this up and running as fast as possible. I-25 is a parking lot every morning and a nightmare commute for anyone heading south from the northern suburbs. Please do your part to get some cars off the roads a</p>	website	Dec 3 2006 8:32 PM
<p>After attending the second meeting on 11/30, I have the following comments:</p> <ol style="list-style-type: none"> 1. I would like to see more detail about the I-25 alternative and just how far north it could go and still be within budget. I realize the scope would be smaller, but I think it would make the surrounding community happier in regards to noise pollution. Then in the future, if the project is successful and rider-ship is as projected, it could be expanded further north. Rider-ship revenue could help fund such future projects. 2. I noticed on the maps that it seems that there are no plans to build over or under passes through the majority of intersections on the existing right away. My though is that this will cause a lot of traffic to backup on major roads such as 104th, 120th, especially during rush-hour traffic. It seems to me that this would defeat part of the scope of the project- alleviate traffic congestion. I would like to see this involved as part of the EIS and plans to prevent this. 3. This is not regarding FasTracks, but an idea for possible future projects: I would love to see RTD develop a project for 	website	Dec 4 2006 12:45 PM
<p>when light rail, or whatever, goes in, will there be local buses to take people to the rail stations or will people have to drive to the rail stations?</p> <p>I strongly feel that local buses to downtown will still be needed if people live too far away to take the light rail</p>	website	Dec 5 2006 8:42 AM

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<p>I urge you to consider putting the North Metro FasTracks site along I25. With it's close proximity to both Rocky Top Middle School and Silver Creek Elementary Schools, there is a child safety issue. The increased traffic and noise will greatly impact our neighborhood. I25 and 144th Avenue would be a much better location. There would be no large neighborhoods impacted by this placement.</p> <p>I realize the the current tracks in place make the proposed site attractive. But please consider the enormous impact it would have on our children's safety, property values, and quality of life in the area. There are very large neighborhoods around the site. A very large number of people will be affected.</p>	website	Dec 5 2006 2:35 PM
<p>I am submitting my thoughts as a very concerned homeowner. I am concerned that this project, which will cut through many residential neighborhoods in Thornton and pass by a number of schools including Rocky Top, Century, and Silver Creek, will pose a significant safety risk for our children, negatively impact our quality of life (ie: train whistles which must be blown at every crossing are very loud,) and reduce our property values. I am also concerned that the commuter station on the south side of the Haven will increase traffic to our area, invite graffiti, and increase noise.</p> <p>I would encourag RTD to explore other options --- like aligning the rail line with I -25, like they did in the southern part of the metro area. Few, if any, high density neighborhoods like ours were directly impacted by that successful project.</p> <p>Thank you for your consideration in this matter.</p>	website	Dec 5 2006 2:48 PM
<p>I am concerned about the impact this will have on our community. Having a station right next to our neighborhood may not be the best idea. The use of a diesel engine instead of the light rail also concerns me. Does this all mean that we should try and sell our home before the cost of my home drops. The tracks will also be very close to the schools and friens homes, why is this the only option to use the existing tracks instead of something closer to I-25?</p> <p>Thank you Christine Pfeifer</p>	website	Dec 5 2006 3:08 PM
<p>The Haven lives close to RR tracks with windows closed still hear existing train horns. 1)Noise levels and warning horns at each and every crossing. What can we expect even a mile or two away. 2) I-25 seems more viable 3) Tie into RTD bus station at 120th.</p>	public workshop	Dec 5 2006 3:14 PM
<p>Lives at York Crossing backyard backs up to RR tracks. View (wires from catenary lines) and noise are going to affect property values. Going down I-25 makes more sense since there's already noise there.</p>	public workshop	Dec 5 2006 3:16 PM
<p>Alignment down the middle of Washington Street doesn't make sense.</p>	public workshop	Dec 5 2006 3:18 PM
<p>Old Northglenn concerned if different routes will give you more or less stations.</p>	public workshop	Dec 5 2006 3:19 PM

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Farms III - Is there a way to combine all three of these routes from DUS, then up Washington St. and over to I-25?	public workshop	Dec 5 2006 3:22 PM
<p>With regard to the proposed corridor between Denver Union Station and 162nd Avenue: We are concerned that this project, which will cut through many residential neighborhoods in Thornton and pass by a number of schools including Rocky Top, Century, and Silver Creek, will pose a significant safety risk for our children, negatively impact our quality of life (ie: train whistles â which must be blown at every crossing are very loud,) and reduce our property values. We are also concerned that the commuter station on the south side of the Haven will increase traffic to our area, invite graffiti, and increase noise. We doubt that the park-and-ride at 120th & Huron has done any good for the adjacent neighborhood.</p> <p>What about running it along I-25 like it is down south? This is of great concern to us. Thank You, Maylene +++++</p>	website	Dec 5 2006 3:40 PM
I am concerned about the proposal for a FasTracks station at 144th and York. It is too close to a residential area and by Rocky Top Middle school and I believe it would be a safty hazard to the kids and disturbance to the neighborhood. I recently view the success of FasTracks along I-25 southbound and would encourage that the Northward FasTracts line be lined up with I-25 instead of near a residential area. I believe this would be more accessible for people and a better location for traffic and noise which the FasTracks would create.	website	Dec 5 2006 4:06 PM
I would like to voice concern over the tracks planned for 144-162nd. I would like to see then closer to I-25 and away from the neighborhood/community.	website	Dec 5 2006 4:43 PM
<p>I understand that there was some concern expressed at your recent meeting at Rocky Top Middle School, regarding the FasTracks plan and a potential Park-n-Ride at York and 144th.</p> <p>I don't share those concerns. Specifically, there is some concern about the noise created by loud train whistles. I would guess that FasTracks would make some allowances to alleviate this near our neighborhood (The Haven). I don't see this as a safety threat, either....the roads in the neighborhood represent a much greater risk than any train tracks would, and a fence divides the neighborhood from the fence.</p> <p>I support the FasTracks plan and hope it proceeds as planned.</p>	website	Dec 5 2006 5:14 PM
As a resident of Thornton I am very concerned that my community, quality of life, and my children's schools and safety will be adversely affected by the current plan to have a fixed guideway transit line along the current train tracks which run through many of Thornton's communities. I hope RTD will consider the option of aligning the rail line with I -25 instead, like you did in the southern part of the metro area, which was a successful project. This option protects high density neighborhoods like ours and others all along the existing rail line, along with the children who live and attend school there, from being adversely impacted. Thank you for your consideration on this issue.	website	Dec 5 2006 6:28 PM

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<p>As a resident of the north metro area for over 30 years, I agree that mass transit is needed and must be improved within the north Denver metro area. However that being said, options should be kept to the I-25 corridor. As a homeowner, I feel that brining a form of Light Rail system within 200 yards of our homes not only will reduce our property values within the Haven at York street subdivision but will also pose a danger to our children. Several points come to mind and are listed below:</p> <ul style="list-style-type: none"> · Schools within the area of the proposed station- A lot of children walk home from Rocky top middle School which will require those students to pass this station every morning and afternoon during times considers as rush hour traffic. · Station may draw unwanted late night traffic such as people hanging out in the parking lot possibly causing vandalism and other criminal acts which may spill over into the close by neighborhoods · The northern corridor of I-25 has the room to expand lanes as well as add light rail to either the East or West Side of the highway. There is plenty of open space to allow for parking garages as well as with the new shopping Centers found at 136th, 	website	Dec 5 2006 7:48 PM
<p>As a member of the community of The Haven at York Street on 144th & York, I strongly encourage RTD to explore other options such as re-aligning the light rail closer to I-25 as was done in the southern part of the city. It would be more convenient for commuters. Light rail poses a significant safety risk for our children if it stays with the current proposal since it would pass through many school areas--Rocky Top Middle School, Century, and Silver Creek Elementary. Many children create pedestrian traffic in the area walking to school, and the plan of putting a park-and-ride in the area invites nothing but trouble and danger to these youths.</p> <p>The light rail would have a negative impact on property values and on our quality of life due to noise pollution from whistles and possible air pollution from diesel engines. I strongly urge RTD to explore other options, specifically considering options to move closer to I-25, away from communities and schools.</p>	website	Dec 5 2006 9:17 PM
<p>As a homeowner near the proposed North section of FasTracks, I have some definite concerns. I worry about the fact that the rail line, which has been dormant for years, will carry multiple trains daily past three schools. Currently children living near Rocky Top Middle School cross those tracks to attend school. I worry about the noise it will bring to our neighborhood, as well as the potential for crime. I would prefer to see this section moved to I-25, similar to what has been done on the South end of Denver.</p>	website	Dec 5 2006 9:30 PM
<p>Homeowner at 70th & Birch St. Utilizing existing rail lines is best less impacts to homeowners. Deisel is there more pollution vs. electrical. Crossing at 68th impacts to homeowners. City making a viable part of nothing at 64th not a viable location for station closer to 72nd Ave social services, sheriffs dept, etc. Bus access to take east. How many parcels are impacted in this area. Clapping was in support of all comments.</p>	(none)	Dec 5 2006 10:01 PM
<p>Citizen and operation lifesaver Alignment on Washington St. lots of lights, horns etc. at grade crossing. Following existing RR makes more sense. Car accidents with left turns and LRT not compatibly. Safety Issues.</p>	public workshop	Dec 5 2006 10:05 PM
<p>Resident of Commerce Would like to see this service in the neighborhood. Going up I-25 will not service our neighborhood. Transportation is supposed to be an enhancement. Wants the benefits where people live.</p>	(none)	Dec 5 2006 10:07 PM

Comments in this report are shown in their original form.
Personal and contact information has been removed to protect the privacy of the commenter.

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To get to work has to take several buses. We need help over hear. A station in Commerce City at 74th & Colorado would be preferred.	(none)	Dec 5 2006 10:12 PM
i have noticed that on the south end if the project, light rail has followed existing heavy traffic routes. why would you want go away from that on the north end. I understand that there is an exsisting commuter rail (that is not used), that would save RTD money, but I believe the inverse would occur. RTD would have to spend millions more fighting lawsuits from various cities regaurding child safety, enviormental impacts, and decreased vaule of thousands of properties. In the downtown area, there have been multiple accidents and deaths. I hate to say this, but think of the cost of a law suit when the first child is killed, by RTD. RTD is already fighting a greedy public image. The voters know that we have passed a tax increase to facilitate this project, but they didn't past the tax so the project could run through nieghborhoods and by the schools. I beleive RTD did the right thing on the south end of town by staying in exsisting high traffic areas. Stay next to I-25, doesn't RTD own the land or the right of way next to the freeway anyway. Concider the cost a city (thornton, northgleen, commerce city, henderson,	website	Dec 6 2006 9:07 AM
We all know that traffic int he last year has increased dranmatically from the North to downtown and will continue to increase with all the new construction that is being done in the north areas but putting a train in the middle of housing developments and near schools cannot be the answer. We moved to this area becasue it was outside Denver and quiet. Now you propose to put a loud, smelly train 3 blocks from my home and 2 blocks from our new school and the increased traffic at 144th for the park and ride. If I wanted to live in a congested parking lot I would have moved into Denver itself. Has anyone taken into consideration what a project like this will do to property values within these areas? I do not beleive that it will be of any good. I also believe that there would be enough room on I-25 to add a lane and a lite-rail to help with congestion and also believe it would be much easier than the south project due to it not being as built up as it is downtown.	website	Dec 6 2006 5:57 PM
Yes, we do need something to help with congestion but I do not believe that this is the answer to our problems.		
After reading "Rail plan for the north concerns residents" in the 12/7/06 Your Hub, I want to voice my approval of your plan for 8 stations along the existing freight line between Union Station & 162nd Ave. A passenger line to downtown from this north area cannot come soon enough. We currently use the park-n-ride whenever possible. I wish the opponents that worry about "quality of life" would sit in bumper to bumper traffic between 120th & 84th Ave going south or between 58th Ave and 104th Ave going north on I-25. I do hope you provide plenty of parking at each station.	website	Dec 7 2006 8:55 AM
I'm a land owner on 160th half mile north of E-470, half mile west of colo blvd. It's my opion that fast tracks will be a great asset to the Denver Metro area. In time of great energy cost for transportation Fast tracks is a great plan. I look forward to it's contruction.	website	Dec 7 2006 10:29 AM
I25 route is the only one that will satisfy those of us who live in the North Metro area.	website	Dec 7 2006 7:27 PM
Light Rail versus Diesel line - I presently ride ther light rail in down town Denver from Market street to Auroria campus stop and then walk over to my office. I enjoy the light rail ride because it is quiet, clean and fast. I am worried that a diesel line would not provide the same experience. I also feel that the north area would become the LAUGHING stock of the metro area if we put in diesel instead of light rail. We would become the ridicule of other communities and lower our property values.	website	Dec 8 2006 7:58 AM

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<p>I would like to see the North Metro rail be electric both for noise and environmental reasons. I feel the over all plans should include both parking and bus connections from outlying neighbor hoods. In my vision busses would channel traffic to the rail stations and the rail would handle the distance transfers. Passes could be purchased at stations or procured on line or by mail. There should be a multi level pass system, One way local, round trip local, One way extended and round trip extended. Also there should be unlimited extended use passes like those available now. Transfers may increase- bus to rail to bus to reach a destination- so the transfer limit should be removed and replaced with some time of destination format.</p>	website	Dec 8 2006 1:08 PM
<p>Please DO NOT run FasTracks along the already existing railroad tracks on York Street. This will be a very negative impact on our neighborhood and surrounding neighborhoods where many families want to call home for many years to come.</p> <p>Also, the close proximity of the tracks to several schools and through several neighborhoods will greatly increase the chance of one of our children getting hurt. We completely support FasTracks coming north, but please align it with I-25 as was done down south. This would also benefit the number of new businesses along the northern I-25 corridor, more so than FasTracks running through residential areas.</p> <p>Thank your consideration in keeping my neighborhood safe as you would want your neighborhood.</p> <p>Sincerely, Katherine +++++</p>	website	Dec 10 2006 8:27 AM
<p>My family and I live near the Rocky Top School, and are very concerned about the Fas Tracks cutting through our quiet neighborhood. Why isn't the plan to have it go along the I-25 corridor as it does down south. I work down south and people seem to be extremely happy with the the FasTracks being along I-25, that is because the noise is already there with the traffic of the interstate. The noise added to the interstate is not significant, but will be with the rail going along the neighborhoods here in Thornton. I like the idea of having the rail come up North, but it really should be next to I-25 and not through our neighborhoods.</p>	website	Dec 11 2006 8:02 AM
<p>I live in one of the Cherrywood Park communities in Thornton. I attended both FastTracks meetings this fall. I can understand how FastTracks would be attacted to the idea of using the UPRR as the North Metro Corridor to get commuters to and from downtown Denver. However, while this may have been good choice 10 or 15 years ago it is certainly not a good choice today. Today, there are about 800 homes along this railway that will be ill-affected by this decision as well as several surrounding communities. Transportation improvements are welcomed and encouraged by Colorado communitines until the proposed plan becomes detrimental to those communities by means of either safety, property value or disruption from noise and pollution. There have been alternatives offered of which at least one makes good sense from every aspect - the I-25 Corridor. A large group of people from surrounding communities showed up at the FastTracks meeting on November 30 and most everyone was in agreement that this alternative is an excellent choice to address the all concerns of the communitines. This alternative would certainly improve transportation for the target communities rathar than impose on them. Thank you.</p>	website	Dec 11 2006 2:00 PM

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<p>This is to alert you that a typing error in the my email address has been corrected so that you may respond to the previously submitted comment below. Thank you.</p> <p>I live in one of the Cherrywood Park communities in Thornton. I attended both FastTracks meetings this fall. I can understand how FastTracks would be attracted to the idea of using the UPRR as the North Metro Corridor to get commuters to and from downtown Denver. However, while this may have been good choice 10 or 15 years ago it is certainly not a good choice today. Today, there are about 800 homes along this railway that will be ill-affected by this decision as well as several surrounding communities. Transportation improvements are welcomed and encouraged by Colorado commuinties until the proposed plan becomes detrimental to those communities by means of either safety, property value or disruption from noise and pollution. There have been alternatives offered of which at least one makes good sense from every aspect - the I-25 Corridor. A large group of people from surrounding communities showed up at the FastTracks meeting on November 30 and most everyone</p>	website	Dec 11 2006 2:04 PM
<p>We strongly support the use of diesel trains to expand FastTracks up the northern corridor. Less expensive, faster expansion, current residents near the tracks purchased their homes knowing the the tracks were frequently used.</p>	website	Dec 11 2006 5:40 PM
<p>This website does not have an RSS feed, making it very hard to track changes. An RSS feed allows users to get automatically notified when a change occurred without having to visit the website on a regular basis.</p> <p>Informational posters on display at the Nov 30th meeting are still not available on this website as promised (or I could not find it).</p>	website	Dec 12 2006 9:55 AM
<p>1. East - West major roads, traffic during rush hour on 100th, 104th, 120th.</p> <p>2. bridges over major east/west roads 100th, 104th, 120th.</p> <p>*interested in Station Planning Committee (Northglenn and Thornton)</p>	mail	Dec 15 2006 11:39 AM
<p>1. Length of traffic stopagges @ 136th & York. Number of possible trains per day, how many @ peak times, parking availability at stations, free or charge?</p> <p>4. Would like to know the true \$ impact this will make to my property value (track is directly in my back yard) Would like somehow if possible a sample of the noise level.</p> <p>*Issue Forums: I am a PMP/IBM Certified PM & manager of PM's. I'd be willing to "lead" a group discussion on property values, noise levels, planning of technical items (PDs, kiosks, etc). Amtrack was my assigned client for 4 yrs so familiar with a "few" things</p>	mail	Dec 15 2006 11:48 AM

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<p>I want to voice support for the North Line using the Union Pacific r/w from Commerce City north. An I-25 alignment is absurd: too expensive, too disruptive, and would force more vehicles toward the already congested corridor. The UP r/w is well located to serve the east of I-25 communities. The r/w is wide, there is space for transit interchanges and parking, and it is already an operating railroad albeit minimal traffic. Please blow off the whiny NIMBYs who knowingly purchased property near a railroad; they have no right to the expectation of low or non use. Safety is and education and dicipline issue. We do not see the Long Island RR, Boston MTA, Philadelphia SEPTA, New Jersey Transit, or Chicago Metra mowing down children. The property value ploy is also not acceptable as residences near stations will increase in value, and those along the r/w will not suffer if one compares the new high price housing built and occupied adjacent to the 28 or so trains per day UP tracks through Arvada. Quality of life is an undefinable cliché expounded by dissidents and should be ignored. The location of the</p>	website	Dec 19 2006 5:35 AM
<p>I can't understand how RTD expects traffic to flow along 104th ave. and 120th. ave. with fast track using the train tracks every half hour. These roads are very congested now. In particular 120th. avenue as it is the North areas main road to the airport. Why doesn't the North area rate equally with the South. Our tracks should run along I25 just as the south line. We pay the same taxes!!! And forget about a diesel line. Diesel would affect the environment too much. RTD needs to really look at the North area and realize we also have multi million dollar homes here. We do not want our property values negatively affected by irresponsible RTD decisions. What is good for the South end of town is good for the North. I intend on contacting my state representatives concerning North Area Fast Track. We are not second class citizens.</p>	website	Dec 20 2006 7:15 PM
<p>I currently live near the border of Brighton and Commerce City near I-76 and 120th, and I commute downtown M-F. The new housing development in this area is intense and the number of commuters along I-76 and Hwy 85 continues to increase. I live too far south of the Brighton Park-n-Ride (about a 15 minute drive) to use this facility as it is in the opposite direction of my commute. The Commerce City Park-n-Ride is somewhat better, but frankly, the commute on Colorado Blvd. to downtown is a slog during rush hours. On those rare occasions that I take the Brighton R bus, I have had my ride pick me up at 120th and Hwy 85, which is somewhat near where I live. However, this means that I step off the bus onto the highway shoulder and have to walk on the side of the road in heavy traffic and through somewhat rugged terrain after that to get to a vacant lot on 120th where I meet my ride. I have seen other riders in similar straits along Hwy 85 and cannot think that this is a safe situation for commuters. I would think that a Park-n-Ride somewhere along 104 and 85, for instance, would allow riders</p>	website	Dec 28 2006 3:49 PM