

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
<p>I am writing to encourage the planners to provide MORE than ample FREE parking at the Transit stations. The overflow conditions at RTD Westminster (Hwy 36 & Church Ranch & 88th) give witness to the desire of commuters to use mass transit when available. The linkage of Transit centers to pedestrian sidewalks & city paved trails is very important to the success of the system. One concern I heard at the Thornton Comprehensive Planning Public Meeting was that the transit equipment was going to be Heavy Rail rather than a Light Rail system. Can you point me in the direction of information on this issue? Thank you for your consideration.</p>	website	Mar 2 2007 5:43 AM
<p>The open space between York Crossing where we live and Hunter's Glenn is directly to the west of us. I am concerned about the impact this will have on our quality of life. We moved here expressly for the peace and quiet.</p>	website	Mar 8 2007 2:12 PM
<p>I was at your meeting last night to discuss PROPOSED Station locations. Please read your statement above saying "public input is critical in making smart decisions that are in the best interest of the community". After talking with folks at the 144th Ave Station table, I realized that making a smart decision on your part will be to NOT place a station at 144th! This would be near Rocky Top Middle School plus eventually a new school with church will be built just east of the tracks. How many other schools will your stations be near in the entire city? Are these the only ones? Will it take a horrible accident/death of a child to make you realize having a station near a school was a bad idea?</p> <p>Actually, I am totally dissappointed with the fact that FastTracks will be going on the existing rails and through nice quiet neighborhoods. When the conceptual planning began we were told that RTD was looking at the I-25 corridor. I-25 really is the best location for rapid transit in Denver. So what if it costs extra money to build along I-25!! It's not like it is coming out of your pockets! It is what would be best for our quiet Adams County communities AND the entire transit system. Your ridership would be greater along I-25 since you'd be attracting folks from Broomfield, Westminster plus the east side residents. I would appreciate an e-mail back telling me how long RTD has known that they were 100% sure going to use the existing tracks. We'll be passing around a petition against the 144th Station and getting our gov't reps involved from now on. Maybe that will help since RTD really does not take any of our concerns to heart. Obviously you have everything all planned out already - these meeting are just to make us feel better by being informed - or should I say surprised.</p>	website	Mar 8 2007 2:13 PM
<p>I was trying to look closer and the options for coming out of Union station. i was wondering if one of those routes goes closer to the Denver Coliseum/Nat'l Western Complex. I see benefit in having the line go closer to destinations. For example, would be nice to take the train to go to events at the complex.</p>	website	Mar 8 2007 2:18 PM
<p>I have not received a response to my last comments. Someone called me to get my phone number. I gave it out, and still no one has contacted me. I am a former board member of the Riverdale Heights HOA. In my last comment email, I was incorrect by asking why doesn't Fas Tracks move the train to the Wadsworth corridor. What I meant to say, is what is the possibility of running the line down the Washington St. corridor. The city of Northglenn is opposing this line running along side of the railroad in the Northwest corridor also. I bought my house in this neighborhood to be in a peaceful setting. Now with the frequency and noise levels increasing because of the Fas Tracks project, I will be back at square one. I have offered my opinion as to the parcel of land on which this parking lot is to be built. It should be a grassy, linear park, with places for children to play. Not a black top parking lot with two trains running everyday. The traffic in my neighborhood is going to be unbearable. Doesn't anybody listen to the homeowners any more? It seems that the powers to be, are controlling this whole issue. When do we get what we want for once? Ernie +++++</p>	website	Mar 8 2007 2:40 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.

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
<p>I would still insist that this track be directed UNDER 136th ave. My bedroom window is exactly 100' form the existing ABANDONED tracks in this area. The whistle will blow right outside my bedroom window, not to mention the vibration I expect will accompany this. If this is routed UNDER 136th ave it will alleviate this noise and most likely the vibration associated with it. It will also alleviate the traffic congestion.dissruption along 136th ave. which will increase noise and pollution for the homes directly adjacent to the stop where all the cares and trucks will be forced to stop more frequently and the accellerate causing more noise and pollution in this area.</p> <p>I see all the talk about financial shortcomings and this worries me and the 45 other homeowners withinn my small retirement enclave here. Our thought is if you don't have the finances to do it right, then postpone it until you have the funding to do the job right the first time. I realize this may be a new concept for a government entity to comprehend but please consider the ramifications of doing it half hearted then return years later at 3 or 4 times the cost to make the corrections. I had intende to make the meetein on the 7th but was called into work unexpectedly. Thank you for considering these options. If at the least make thie area a quiet zone.</p>	website	Mar 9 2007 6:45 AM
<p>I want to make a comment about the stops at either Thornton Parkway or 104th Avenue. I understand from being at the meeting on March 7 that it is undetermined where this particular stop will be. I believe that the stop at a new "park-n-ride" at Thornton Parkway is a much better idea than the stop at 104th at a "kiss-n-ride." I think that the reason so many of us drive alone into downtown is because we do not have anyone to drop us off at a stop. If the stop is at 104th, there will be no parking and I have no one that will take me there. I will not use this stop. If the stop is at a park-n-ride with parking at Thornton Parkway, I will be able to drive myself there and then get on the train. I will use this service if I can get to it easily. I believe that you will have much more ridership at a stop where people can park than you would have at a non-parking stop. Thanks for allowing us the input! A great many of us are really looking forward to this!!</p>	website	Mar 9 2007 11:22 AM
<p>Our home backs directly to the railway line that the FasTrack line will be put on. When we had our home built the builders told us nothing about the possiblity of a train going through, but told us that this would be turned from Tracks to Trails. We have lived in this home for 3 years now and are hearing more and more about this FasTrack system that will be put in. We have heard many different things about what is being proposed from electric trains, light rail, to diesel engines that will be running through this area. We have also heard of the possiblity of the train being run under the road at 136th and York street, which would be so much better than having it go across the street. Running it across the road will cause a lot of traffic jams, as this road is getting busier with all the new home construction that is happening east of these tracks. The noise from the horns on the trains will be eliminated if the tracks are run under 136th street as well. We know that this FasTrack project is going to happen, and can do nothing about it, but we are concerned with the impact this will have on the prices of homes to the neighborhood, how it will look, the noise and vibration it will cause, how safe this will be as there two parks and one school tha I would be pleased to receive a response from you. Thank you, Larry +++++</p>	website	Mar 11 2007 2:24 PM
<p>Thank you for your response to my questions. I was starting to think that they weren't going to get answered. I am sorry to hear about your deputy project manager. I do have one follow up question. Can you please help me understand why a bus rapid transit system would be utilized on any "T-REX" type project on I-25 from US36 to E470 versus a rail system? What are the economics that drive this one way or the other? Also, I could not find the three reports mentioned below on your website. Could you please send me the direct link to those reports? Thanks, Chris</p>	(none)	Mar 12 2007 3:21 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.

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
<p>Please send me a copy of the study you did on running the line along or in the vicinity of Interstate 76 from Denver to Brighton, Lochbuie, and Hudson with the capability of extending on through Keenesburg, Wiggins, and Ft. Morgan. The increasing economic development marked by housing and commercial development on both sides of Interstate 76 and the need to alleviate the increasing traffic load on I-76. If the railroad right of way along I-76 is vacated and moved along the proposed Prairie Falcon Parkway Express, Colorado and RTD specifically will be recognized as enlightened planners. Please respond with a copy of your study. Thank you,</p>	(none)	Mar 12 2007 3:26 PM
<p>There are several subjects that I would like to comment on.</p> <p>1)People are commenting on pedestrian issues and the staff at the meeting did not know any details. If you have the public meeting the staff should have a basic knowledge of the current pedestrian walks on the ground for which there is a beaten path.</p> <p>2)RTD should bring the DMU and an EMU out to the communities to allow people to see them, walk on them, and get a sense of them.</p> <p>3)It is good that the alignment in the north area will be using the existing tracks. The people in the north area need to know that there will be no taking of people's private property, and only at stations will property be aquired.</p> <p>4)The technology should include not only the single level EMU and DMU but also any double deck configuration that may be avalivble. I have seen a double deck DMU.</p> <p>5)As a noise and aesthetics issue, the study should look into the use of dense evergreen trees for those homes that back up to the RR row to be planted now and be allowed to grow. They could be planted at the end of the study in peoples back yard in 2008-09 and by the time the train starts to operate the trees will have grown to 8 or 10 feet and provide some noise attenuation. Buy the trees and have the property owners plant them in their back yard and care and water them.</p> <p>6)It is my belief that the DMU will be less costly to put into operation and we will not have to have the overhead electric lines of a EMU.</p>	website	Mar 13 2007 3:21 PM
<p>would much rather see the electric power used as less particulate pollution would be generated, power plant energy (fuel) is not dependent on the oil issue as much, the noise is less, the time into Denver is less (and 3 minutes can be a lot of time if one is running late), even though today the diesel looks less expensive, we will still be paying either today or in the future, let's get it done right from the start, and not just settle for the easy way out</p>	website	Mar 15 2007 8:52 AM
<p>I voted yes to a light rail system being built to the metro areas around Denver. I felt that a light rail system would not impact neighborhoods, the enviroment (polllution), animal habitats, safety, etc. very much and could coinside with established areas. However, when I learned that the North Metro corridor would most likely be diesel engine railway, I was very upset and I feel that, as a voter, I was mislead. I do not like the idea of a diesel engine because it has so much more impact on the areas I mentioned above. I hope that the committee will reconsider the type of railway that is put in the north corridor. Keep to the LIGHT RAIL SYSTEM that I was lead to believe would be put in when I voted yes. Keep our neighborhoods clean and safe!</p>	website	Mar 15 2007 7:03 PM

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
<p>This is a fantastic project! I have two major concerns based on following the progress of this project at meetings and on the project website. 1) Station location in city of Denver. The current 1st stop is 23 blocks (2.5 miles) from Union Station at 40th/40th. This will completely skip the burgeoning neighborhood of upper Larimer. Also, since completing the MIS that overlooked this issue, a major project has been announced at Denargo Market that will have 2,000 res. units. Also, the River North Masterplan has been completed that will bring in thousands of more residents as well as new office development. Adding a station on the UP line at approximately 20th Street will serve this major area of growth for the city and still be spaced the recommended 1 to 1.5 miles from the next station.</p>	comment card	Mar 16 2007 8:55 AM
<p>2) UP vs BNSF Alignment in Southern Portion. Please choose the UP route for this portion of the North line. This will enable easy access to the Nat. West Stockshow from the airport. It will also enable a major station at 40th/40th to include the N, E and streetcar lines in one station. This will also save money for the N line as the UP track and overhead catinaries can be shared with the east line heading into DUS.</p>		
<p>1. 40th & 40th rail station has a great deal of pluses (A) will help the development of Brighton Blvd. The TOD at 40th & 40th will connect with taxi development & Denargo Market. Should make a strong new community. 2. 40th & 40th needs a ped crossing to connect with Brighton Blvd. It would be nice to have vehicle traffic from Brighton directly into 40th & 40th station. Possible overpass. 3. 38th Street & overpass, bike path will need some serious planning and development. 4. Plan for a future section between 40th & 40th and Denver Union Station. This will be needed when Taxi Denargo Market grows up. The land should be held for the future development of this site. 5. Encourage the City to finish the work in place on the River North project. The study stopped at 47th area and should extend to 52nd Avenue. 6. The BNSF line is a very weak plan. It will serve no neighborhoods. This area is lite on commercial development possibilities.</p>	comment card	Mar 16 2007 9:06 AM
<p>Mr. Gonzalez-Estay, First I want to thank you for the use of the FasTracks map and the expeditious manner in which you return phone calls. Furthermore, I attended a meeting conducted by you at the Thornton City Hall last fall and I want to compliment you on a genuine demeanor you brought to the meeting and your poise in dealing with some very difficult individual personalities. Obviously as an integral member of the North Metro Corridor project, you are well aware of proposed stations and many of the ensuing controversies involved with various locations. One of these in particular is the station proposed in Northglenn as 112th and York Street. Our family farm lies across from this location in the Thornton jurisdiction, specifically at 11420 York Street. My mother recently passed away and it has become my responsibility to sell her property.</p>	mail	Mar 16 2007 9:23 AM

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
<p>The 15.93 acres is adjacent to your proposed FasTracks North Metro Corridor. This vacant property is currently zoned single family residential. However, our property would make a perfect location for a FasTrack station! Currently a station is proposed at 112th and York Street however, Northglenn residents are very much in opposition for a station at this location. Our land resides in Thornton and directly across York Street is Northglenn. I can visualize a spur from the lighrail tracks traveling east onto our land. Because our land is undeveloped and vacant the opportunity to create a well designed station to maximize the needs of its users would be possible. As you know, the city of Thornton is embracing the expansion of this transportation system. Our property would allow FasTracks to work with a municipality that would compliment the vision of your transportation project. Sincerely, Mike +++++</p> <p>A prime parcel of 15.93 acres at approximately 11420 York Street in Thornton, Colorado is available for purchase. Property highlights include proximity to FASTRACKS North Metro Corridor. This unique parcel of land is directly across York Street from a planned light rail station at 112th and York Street. This property is currently zoned residential. However it has the potential to be developed as a "TOD" transit oriented development. This parcel has been in the family for over 100 years. Its owner recently passed away and the estate is now actively pursuing the sale of this land. This 15.93 acres is one of the few parcels of this size left in this area of Thornton. Price: \$2.2 million. Refer to the map below for property location. For more information contact Mike +++++ +++++ or Joe +++++ at REMAX +++++. For more information about FASTRACKS go to their website www.rtdnorthmetro.com. (Comment form scanned and attached to this record).</p>		
<p>Opposed to Fastracs behind my Home My name is Michelle Evans and we moved to York Crossings in October of 2005. The primary reason for our move here from Northglenn was for the peace and quiet. Our home at 13367 Gaylord is adjacent to the open space along the Union Pacific railroad line. We love the view, the sound of birds and the wildlife whose habitat is the open space. The invasive nature of Fastracs would ruin the quality of life we moved here to enjoy. The noise, fumes, commuters looking into our homes, and the infrastructure blighting our westward view are objectionable to us and our neighbors. Impact to our property value is another issue. The great frustration is knowing that RTD will do what it wants regardless of public opinion - it is a powerless feeling and very frustrating. Michelle +++++</p>	email	Mar 20 2007 12:54 PM
<p>Feel like there is a bend toward DMU. Some information may lack specifications that make DMU look more appealing or innocuous. Like DMU and EMu are the same. You show local impact on the data from DMU like emissions but no regional impact. Show no local impact for EMU but show a regional impact. A good example is where is the DMU fuel produced, shipped, pumped, etc... and that's not accounted for in the comparison. I am concerned about having an apples to apples comparison of the alternatives. Regional impacts should be calculated and included for all. Noise for the EMU and DMU are compared at 79 mph and they are close to equal but there is no capturing of the differences through the acceleration and operating curve. Since the stations are close together the DMU will be in the acceleration part of the noise curve through much of the corridor and thus noisier. Although it is not presented, at speeds less than 79mph the EMU may be quieter. I don't know because I don't see the data. I feel like there might be a predisposition to an answer and that the data is being presented in the best light for that answer.</p>	public workshop	Mar 20 2007 6:13 PM

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
<p>What about the local impact of the diesel smell being able to be detected by people but not meeting the environmental standard levels? This will still affect property values and quality of life even though it is not over the limits. My belief is that RTD hired high end technology people that are capable of doing these assessments but that they might be being held back by agency politics. Also, there doesn't seem to be an assessment of horn noise yet because some decisions related to this haven't been made like where are at grade or grade separated crossings going to be and whether quiet zones would be implemented. And there is a significant traffic impact to at grade crossings- most of Thornton has to cross the tracks to get to/from I-25. 90dB in areas adjacent to tracks from horn noise is not acceptable. By law I am entitled to "quiet enjoyment" of my home and this would impact that right. I don't see noise addressed in the data and think it may be left out or forgotten.</p> <p>Summary- when you honestly compare the EMU and the DMU there are significantly intrusive impacts to the local residents through utilizing diesel technology where the one single impact that may be stated for EMU (aesthetics of overhead lines) is addressable through a nicely designed overhead wire system. The impacts from EMU are not as obtrusive as the impacts from DMU. The impacts from DMU seek you out (noise, smell) while the impacts from the EMU are only there if you choose to go see them. RTD should be trying to sell EMU as much as they are selling DMU to the stakeholders.</p>		
<p>concerns from homeowners adjacent to tracks: privacy - height of tracks currently on a "hill" that is level w/upper level of homes. vibration and noise: can a noise barrier be placed around track if it remains at the current height? crime: crime in this area of thornton is excessive (graffiti is on the rise). Can this significantly raise crime in the immediate area?. Is there a crime study available? If so, please forward copies to me so I may notify my community. property values (we are up against the tracks with no barrier)maintenance of the land surrounding the tracks: standing water, trash, weeds, graffiti, etc. traffic: I understand that Steele will be extended to cross 88th and meet Welby to eliminate the 88th/Welby intersection but current traffic congestion is quite extreme. **Other suggestion: Please be sure all mailings are set to go to Welby Road Terrace - I have been resident for 6 yrs and have not received mailings directly. thank you.</p>	public workshop	Mar 20 2007 6:56 PM
<p>currently there is consideration of relocating the elevated portion of I70 btwn Washington st and Colorado blvd. Will the proposed tracks in the northmetro corridor conflict with the proposed realignment of I70.</p>	public workshop	Mar 20 2007 7:01 PM
<p>I talked to Jim Starling at the Commerce City meeting. I am interested in any used aid maps that you would have. Please contact me if you have any available.</p>	public workshop	Mar 20 2007 7:02 PM
<p>We need something going up Hwy #2 or Hwy 85 light rail wise the 88 only runs once an hour. It makes things dificult to commute. The best light rail station would be closest to residential areas.</p>	public workshop	Mar 20 2007 7:09 PM

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
<p>The school board of Adams District 1 (Mapleton) Schools has jointly made a statement in support of the light Rail/Medium rail station at 88th and Welby. We feel that this will bring a great deal of options for the district. I am a Board Member who lives within close proximity of this proposed station. Personally, I voted for FastTracks due to the station sight. It worries me that other options (Thornton Pkwy and 104th) have been brought up. Thornton PKWY has become very congested after connecting with Washington Street and this will increase the traffic on that road. The proposed station at 104th is for pure political and monitary gains. I personally believe that the new developments close to the proposed station are behind this. I believe RTD should keep its committment to the 88th and Welby station that was presented in its original FastTracks proposal!</p>	public workshop	Mar 20 2007 7:12 PM
<p>Either myself or someone from our company would like to be involved in station selections around the Swansea area.</p>	public workshop	Mar 20 2007 7:13 PM
<p>What is cost effective doenst mean its the right thing to do. With that said here are my concerns: 1-Noise-The tracks are literally 50 feet from my home. Since the tracks are elevated on a hill my home will have no barrier against the noise. The sound vibrations with no barrier will cause stuctural damage to some degree over time which will add to the repair costs of homeowners already struggling. Should the tracks be re-placed on the opposite side of the hill and a barrier wall put in place, since my home is a 2 stroy, the sound would be redirected upward and right into my bedroom window and we are back to square one. Your own study states that the noise would be equivalent to an AIR COMPRESSOR in my lving room. You cannot tell my that structual damage will not occur. That children will not be able to sleep. That I won't be able to sleep, or enjoy a show on the television, or listen to Bach. 2-Privacy-As stated before, the tract is on a hill and level with my bedroom window. I will have no personal privacy unless I chose to close my drapes and live in darkness forever more. I will not be able to sit on my back deck and watch the birds without everyone on the train being able to see exactly what I am doing. When I'm doing it, and I'm doing it with. 3-Property Value-Yes, I believe that the area overall will improve. The problem is it will hurt me and my neighbors. Adams County has the higherst foreclosures rate in Colorado. My specific area has already dropped on average \$25,000. Withdirect expose to light rail, my property value may never recover and i will be faced with some very challinging economic struggles. 4-Safety-Many children from Skyview high school and some of the surrounding elementary schools walk to and from home in the area of the tracks. Many children play back there and many more neighbors walk there dogs near the tracks. Daily life will be disrupted. Children will be forced to walk to and from home in high traffic areas which will be further compounded by the 88th avenue station. You may say "well that's private property and they should'nt be there anyway." My answer to you is, they do it. A child will eventually be hurt. 5-What about wild life. There is a family of coyotes and sveral bird species that I currently enjoy most every day when i sit on my back deck. They will either disappear or die. If someone cares enough to respond, my mailin address is: Respectfully, Dawn +++++</p>	public workshop	Mar 20 2007 7:15 PM
<p>Station location preference - NEW 72nd. Ave. My property is located between options 1-B/2B and 1C/2C - that would not be acceptable to me. For my location, the best option would be 1E/1F. Options 2A and 1A appear to be too costly.</p>	public workshop	Mar 20 2007 7:24 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.

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
The BNSF alignment, which allows for a station at the national Western Complex is far superior to the UP alignment! Options 2B-2C would appear to be much better than going thru Sand Creek Jct....!DMU is a much better choice for this corridor as it leaves open the possibility of eventually extending the line north to Longmont. EMU would not allow that -- at least not in a fiscally affordable way...Is there a way to eliminate one of the two crossings at 136th and York? The Commerce City station needs to have good transit and passenger car connectivity to I-76 and 72nd/74th ave. Don't precede future extension of this corridor to the north!!	public workshop	Mar 20 2007 7:27 PM
Is there any way to come up with a "2E OR 2F" argument? I.E. use BNSF to connect with M-Western then follow the "I F " argument from 56th ave on North?	public workshop	Mar 20 2007 7:30 PM
We don't have enough hot spots along the tracks. Places that people like to go to and see and do things. we don't have a transportation system adequate enough to get to a mall or something like that where people will use it every day. It's not just work trips we should be accomodating. We should especially think in other ways than getting people to and from downtown Denver. We should be thinking about getting from City to City like Boulder to Thornton. The transportation street infrastructure is inadequate to get people to/from stations. It is too difficult so I may as well drive downtown rather than to the station. What happens if they add an activity center to the Commerce City area. People will want to get there. Also, with school open enrollment children go to school far from where they live sometimes and accomodating those trips is important. They should be able to use transit.	public workshop	Mar 20 2007 7:31 PM
Thinks project idea is great. Would prefer EMU. Concerned that there is no way to get to work once arrive at station because bus services have been cut.	public workshop	Mar 20 2007 7:33 PM
Need a paved or unpaved trail for bikes, peds, etc. the whole length of the line. Need good bus connections into Federal Heights --- 84th Ave. and 92nd Ave. etc. Prefer the energy technology that can most easily be converted cheaply to more energy efficient, less polluting technology. Transit-oriented development needs to include a good mix of residential, retail and services so commuters can get groceries, cleaning, books, dining, etc. and other conveniences near the station. Need good parking and bike parking available and improved suburban taxi service.	public workshop	Mar 20 2007 7:42 PM
If the decision is made to use the UP tracks instead of the BNSF fom Union Station- then the extension from 30th and Downing should not stop at 40th/40th- but continue over the tracks- to the National Western Complex!	public workshop	Mar 20 2007 7:42 PM
I am concern about the impact of the project in the area of 47th Avenue and Brighton Boulevard, near the Coliseum. I have been at that location for 25 years and I am planing to do some renovations in my home. But I want to be sure my home will not be affected. Also, I would like to know when and how the final decision will be taken. Finally, I prefer sound walls to sound berms. Children can climb berms but not walls. ****I prefer information in Spanish	public workshop	Mar 20 2007 7:43 PM
I live approximately a mile away from the existing tracks and want to know the impact of the different types of cars. (emu vs dmu) I am also interested in station placement.	public workshop	Mar 20 2007 8:18 PM
I am excited by the possibilities. I would prefer the station further north than 64th Ave maybe 70 something! I think the present high school could be turned into a nice shopping area and big restaurant! I suggest that our youth (high school and jr high) be taken on some tours to enjoy the trains and see the possibilities for future transportation. Now all they know is "get a car." A lot of us need educated to the possibilities. We need feeder lines from east Commerce City to the west where the line will be.	public workshop	Mar 20 2007 8:22 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.

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
Connection to the coliseum/National Western Complex is very important. Favor BN for this reason.	public workshop	Mar 20 2007 8:24 PM
Favor cross country alignment 2-B and 2-C or 1-B and 1-C because it reduces need for at-grade roadway crossings. Better from a safety perspective.	public workshop	Mar 20 2007 8:25 PM
eastern alignments E and F reduce property impacts.	public workshop	Mar 20 2007 8:25 PM
DO not like 1c/2c because it impacts my property and goes over the landfill.	public workshop	Mar 20 2007 8:26 PM
No value in 64th Station. Need to consider stations in north portions of Commerce City... better access.	public workshop	Mar 20 2007 8:27 PM
Refinery wants to close Brighton Blvd. Don't like idea because it is important for access.	public workshop	Mar 20 2007 8:27 PM
Look at connection from BN to 1E or 1F	public workshop	Mar 20 2007 8:27 PM
If UP alignment used from DUS, explore an alignment for extending LRT from 30th/Downing through the 40/40 station and end at National Western. Access to National Western is critical.	public workshop	Mar 20 2007 8:28 PM
Prefer UP option because it is closer to our business and serves Swansea neighborhood.	public workshop	Mar 20 2007 8:30 PM
Share station with I-70 east corridor on UP. Provide service to downtown Commerce City (76 and SH 2). Provide Better bus links between rail stations. Connect to Federal Heights along 84th St to N. Metro Line.	public workshop	Mar 20 2007 8:31 PM
Station preference at 72nd Ave. Connections to I-76. Connects to existing bus lines. Nearby services. 1E and 1F alignments preferred. at grade crossings are less expensive. Prefer EMU. Concerned about pollution and noise.	public workshop	Mar 20 2007 8:34 PM
let's get people excited. Take them on a tour of the Fastracks program. Kids will be using this system in the future. They are future users.	public workshop	Mar 20 2007 8:35 PM
Where will the East Corridor line connect?	public workshop	Mar 20 2007 8:35 PM
Will there be zoned fares? Have there been power outage issues in the south LRT corridor?	public workshop	Mar 20 2007 8:37 PM
I am interested in DMU vs EMU; crossing at major streets- overpass vs underpass vs at grade crossings	public workshop	Mar 20 2007 10:50 PM
Like the commuter rail vehicle look- more comfortable than LRT	public workshop	Mar 20 2007 10:51 PM
84th and Devonshire area- homeowner supports commuter rail but interested in finding out about noise and vibration impacts.	public workshop	Mar 20 2007 10:52 PM
prefer EMU, better for the environment; RTD should be willing to pay more for EMU to protect the environment.	public workshop	Mar 20 2007 10:54 PM

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
Need to connect at 40th/40th for airport. THis should increase ridership.	public workshop	Mar 20 2007 10:54 PM
Need better bus service from stations in DTC to businesses. THis line would increase ridership to DTC so there will be additional needs for improved transit service from//to stations. If you don't improve the transit service to/from the stations, then people won't ride the commuter rail line.	public workshop	Mar 20 2007 10:58 PM
concerns about EMU but has learned that there is more info on diesel trains. Soccer stadium and civic center- possibility for new flow (Bus) routes to serve a changing area. Social events service. Colorado/68th station preferred to rejuvenate this part of Commerce City.	public workshop	Mar 20 2007 11:00 PM
LRT is right up to tracks. Concerned with noise. The noise at 55mph is like a compressor which is an impact to my property and quality of life. I am also concerned with air quality today and in the future.	public workshop	Mar 20 2007 11:03 PM
What are the future financial aspects of the subsidized train?	public workshop	Mar 20 2007 11:05 PM
I am concerned with the use of the RR ROW for the train and with Children's safety. I totally support the project. Please reach out to the community to inform them and to get people to the line. I am looking forward to the project.	public workshop	Mar 20 2007 11:07 PM
I am concerned about the current transportation situation. How do we make it work? Also concerned about game day traffic in Commerce City with new stadium.	public workshop	Mar 20 2007 11:08 PM
concerned with Northglenn 112th Station. Northglenn has said we do not want a station at 112th.	public workshop	Mar 20 2007 11:13 PM
Will the EIS look at levels of Diesel fumes along the RR?	public workshop	Mar 20 2007 11:15 PM
Please look at the odor of diesel along the alignment during the EIS process.	public workshop	Mar 20 2007 11:15 PM
comments to current north metro alternatives Hello,It looks like you guys are doing a great job. Unfortunately I did not make it to the public meeting, but would like to voice my thoughts. I live near the future 40/40 station(3754 Williams St) and would like to see the alignment pass through the 40/40 station to give this area quick access to commerce city, brighton etc. I would also like to see the route connect to brighton. It appears that one alternative would not pass through brighton, if this is true, i would not be in favor of that option. I cannot express enough desire of me and my neighbors - current and future - that there is a stop of the north metro alignment at the 40/40 station. Thank you, Patrick +++++	email	Mar 21 2007 4:44 PM
I think that the proposed station at 112th and York is a good placement for a station as this area has been building up quickly. This should help lighten traffic problems which are a huge problem espically on the Northglen side. Having this area commute to 124th or 104th would only add to the traffic problems we have in the area that Thornton and Northglenn don't seem to want to deal with. I like the idea of using he EMU type unit for the less amount of noise around the stations. We do have a concern are the citys (Thornton and Northglenn) planing to expand the roads around the stations? as an excmple 112th and York are both two lanes with no turn lane or is that part of the project? I am an RTD employee but these comments are mine from my concerns as some one who owns a home within a few blocks of the line.	public workshop	Mar 21 2007 5:43 PM

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
Why does the northern side of the metro area always get shortchanged? We have been paying the RDT tax since the beginning. I25 has seen virtually no improvement like T-Rex in the south and now we will be the next to last to get rail service, even though we have been paying for it. Meanwhile, the fastest growth is up north and I25 is jammed in both directions most of the time. With 7 more years until we get rail service (and only if you can remain on schedule), it is likely that I25 will be gridlocked and the side streets (Washington, Colorado, Huron) will be congested and noisy. Just once, make the north metro area FIRST, not LAST.	public workshop	Mar 21 2007 5:53 PM
I feel that a demonstration of both EMU and DMU technology would be very valuable to the community. (a short piece of test track)	public workshop	Mar 21 2007 5:53 PM
I am completely comfortable with the rail alignment but would like additional information on DMU vs. EMU	public workshop	Mar 21 2007 5:54 PM
Concerned about the devaluation of their property especially with the diesel trail and noise level. They prefer the electric train because it would be quieter and entail less pollution. How close are the tracks going to be to thier house? Crime and grafetti at the station locations are also a major concern.	public workshop	Mar 21 2007 6:05 PM
Wants to find out if RTD will be buying out any property near his location for a station location? Would like to stay informed on stations, 88th ave. area. what property is being looked at and what is the purchasing process - 88th devonshire north and south, hope court?	public workshop	Mar 21 2007 6:11 PM
Just feel using existing tracks would be most cost effective if building new racks along I 25 or sharing traffic lanes on washington street. station issues, parking and noise barriers and accesibility.	public workshop	Mar 21 2007 6:17 PM
I really like the DMU option due to cost and compatability.	public workshop	Mar 21 2007 6:18 PM
<ol style="list-style-type: none"> 1. Air Noise 2. Air Quality 3. Air Erosion 4. Home valuation 	public workshop	Mar 21 2007 6:20 PM
I live very close to the proposed 112th site. I agree completey with putting a station at the 112th site - why? It will utilize the fields there that require maintenance. It will improve business revenue for Northglenn and property values. However I am concerned with the roadway infrastructure from 112th and Washington to 112th & Colorado. It's a 2 lane road and in terrible shape. (PS - perhaps the mayors for both cities - Northglenn and Thornton could drive down tha road and experience the pot holes!). Clearly this infrastructure must be revamped in order to deal with the incresed traffic. Northglenn needs to maximize its visibility and revenue streams from this new infrastructure and from what I understand 112th is the only full location that it has within its city limits.	public workshop	Mar 21 2007 6:28 PM

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
As I understand it, 124th is shared between Thornton and Northglenn. I lived in Ireland for many years in Dublin and they built a light rail system similiar to the proposed rail system for the North corridor and it dramatically changes the city for the better in terms of business growth and property price increases as well as encouraging new businesses to locate close to the railway environment and improve the choice of businesses available to the local consumers. 112th is also a good choice (versus 104th or 120th) because it does not suffer from the traffic coming trough from I-25. Both 120th and 14th suffer from traffic and so rail traffic will only increase this more. Yes there will be more noise, yes, there will be more traffic but the local community for 112th will benefit with home price increases and improve the area of Northglenn that I think has been generally ignored. Good job on selling this solution Fastracks. Alan +++++		
<p>-Noise from the train including the horn sounding at intersections 104th and 112th during all hours of the night (I was told 5am-1am the next day). I think that the project should budget with the city of Northglenn to help fund alternative safty measures at the intersections so the city can apply for a quite zone and actually get approved.</p> <p>-The consideration of a station at 112th... the current road does not have the capacity to handle the traffic and it would increase the noise polution to the near by homes.</p> <p>-Property value- we have seen examples of where property value increases... how about areas where property value decreases?!</p> <p>-Come time to take db readings for current noise levels, I would like to volunteer to have readings taken from my backyard.</p>	public workshop	Mar 21 2007 6:35 PM
I am a representative of the Adams County Greens and I attend this meeting to obtain information about the North Metro Corridor. I would like to be updated on further developments as they ocur in the future. The main concern my constituency might have is the environmental Impact Study (EIS). Noise pollution and air pollution, in the case of the DMU raises concerns. The weight difference between the EMU and the DMU was not available from my observation. Alas, the DMU seems to be the most favored choice as far as cost, available rail lines, and development opportunities. Personally, I prefer the EMU because it will not emit pollutants. I appreciate the opportunity to learn more about FastTracks at this open house.	public workshop	Mar 21 2007 6:41 PM
I love it!!!!!! Can you move up the time frame? People need to realize how this will help the community, clean up the environment, improve property values and add to the quality of life along the tracks.	public workshop	Mar 21 2007 6:47 PM
Please consider using hydrogen fuel cells to power the engines.	public workshop	Mar 21 2007 6:55 PM

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
<p>1. Looks like its a single track there now. How will that work out - trains pass each other at stations? 2. RTD promised HOV lanes all teh way up north to 120th. It never happened. RTD has lost some credibility on this!! 3.Charts show capital lost for light rail, MDU, and EMU, and mentions EMU lower op costs. Need to put together and tell us total est. cost out 10 to 15 years. 4. Commented before - please include massive bike racks, bike storage and connection to local bike trails. People will ride over to the RTD station if reassured their bike will be safe there. Much lower cost and better environmental impact to encourage bickes versus cars. 5. The EMU would be a better choice, even if costs more. Less noise, less local emmissions, faster, and opens up RTD to using renewable energy elect power. 6. Why does it cost so much? Most of the rail and row is already there. How can new stations, road crossing guards, etc. cost so much? 7. Why does it take three to four years for counsel? Again, much of the RR infrastructure is already there. Please try to speed the project up. We're stuck in traffic today! Thank you for the opportunity to offer comments.</p>	public workshop	Mar 21 2007 7:04 PM
<p>Alignment along I-25 will be useful. The current approach will have relatively low ridership. It creates more traffic congestion along main streets. DMU will make the enviornment dirty. Must use a ballot/voting process from the people living in the area before making a decision on the following: - value/usefulness of the project - DMU or EMU If the cost is unmanageable for the line along I-25, let us build it in multiple phases.</p>	public workshop	Mar 21 2007 7:10 PM
<p>I live on the east side of the tracks at 136th Ave. and Elizabeth. My fence is the only thing between my house and the tracks. I am concerned about the value of my home, noise level and train schedules. I encourage all concerned to do all possible to assure homeowners - most of us were told the tracks were never going to be used (this info came from land developers) - are kept in mind when decisions of noise factor, type of trains or schedules are discussed. As I travel for work, I will attend meetings when I'm in town. Thank you. Marilyn +++++</p>	public workshop	Mar 21 2007 7:11 PM
<p>1. Why wasn't anyone with tracks contacted before RTD made this decision? 2. Who died and made RTD GOD!</p>	public workshop	Mar 21 2007 7:25 PM
<p>If I had to vote today it would be for EMU (over DMU)</p>	public workshop	Mar 21 2007 7:26 PM
<p>1. You should have gone and talked to all involved homeowners by the track before you ever started this project. There are MANY upset homeowners along the track that will be surprised when the train comes through. 2. You also should have either in person or as a neighborhood, talked to the homeowners on the west side of the city as to their feelings about where these tracks are located. If I lived there and had to drive to the stations I might as well drive to my destinations.</p>	public workshop	Mar 21 2007 7:30 PM

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
I am heart sick at the impact that fastTracks will have on my quality of life. It is an invasive aesthetic spoiling prospect. The peace and privacy we have enjoyed living on the open space will be stolen from us --- not to mention the potential detriment to our property value. So called mitigation factors like tall fences are equally disruptive. I am wholly, wholly opposed.	public workshop	Mar 21 2007 7:39 PM
My property backs directly to the tracks. Our property is a ranch style home and our bedroom is a the back of the house. There is only about 15 feet from the back of our house to our fence. My concern is the noise. What are the hours of operation - will it run all night? What time will it stop in the am? Also it runs thru too many neighborhoods which poses a safety issue along with vandalism, ec.. In my opinion this will affect the property values in a negative way. I work with residential appraisers who agree on this. What is the demand for this method of transportation? We already have RTD buses that run downtown. We have spent money on the carpool lane for the buses down I-25. I think it is not fair to impact communities with public transportation. Public transportation needs to be along the main corridors (I-25). This will affect schools. Children will be curious to invesigate and would cause a safety issue.	public workshop	Mar 21 2007 7:52 PM
I would like to have a real DMU to see and hear for myself.	public workshop	Mar 21 2007 7:55 PM
My property backs directly to the existing tracks. My biggest concerns are noise issues when the train is running - especially in the evening. We have bedrooms on the back of the house that would be affected when the horns blow. Some of the stations are very near schools. How will the safety of the kids be addressed? There will be increased foot and car traffic. Also vandalization will alsobe an issue. All the additional cars may irritate the kids to try things they wouldn't normally do. I think that the public transportation system needs to be located near I25 where there is better access for all residents in the area and retailers. I am also concerned about my property value going down since I do back up to the tracks.	public workshop	Mar 21 2007 7:56 PM
Why did you not look at I-25?	public workshop	Mar 21 2007 7:57 PM
I would support DMU.	public workshop	Mar 21 2007 7:58 PM
88th Station: Concerned about parking. Wish we had it 20 years ago.	public workshop	Mar 21 2007 8:01 PM
I am concerned about noise on the tracks- the tracks are much higher than houses in some places.	public workshop	Mar 21 2007 8:01 PM
CONCERN: School crossing at 144th.	public workshop	Mar 21 2007 8:02 PM
I am concerned about noise. If at a high impact will RTD evaluate mitigation factors?	public workshop	Mar 21 2007 8:03 PM
I am concerned about noise levels.	public workshop	Mar 21 2007 8:03 PM
I am concerned about noise levels.	public workshop	Mar 21 2007 8:03 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.

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
I would like I-25 alignment but think rail is a bad idea.	public workshop	Mar 21 2007 8:05 PM
104th is major throughfare, not 112th. Small neighborhood, smaller streets. City of Northglenn = thinking of faster route as one-way street. 112th is very congested. Traffic through fox run would be minimal. Wants station closer to her house. No 112th station --- too much traffic on 112th. Diesel smell from train is a concern because her husband is on oxygen and can't breathe.	public workshop	Mar 21 2007 8:05 PM
I suggest a ballot vote on technology and all other issues.	public workshop	Mar 21 2007 8:05 PM
The noise wall provides security and keeps kids off the tracks.	public workshop	Mar 21 2007 8:06 PM
If 112th, no parking and a quiet zone. Trails needed. Station would cut down on traffic coming through. Busses perhaps would help the rest of the community. Need bike racks.	public workshop	Mar 21 2007 8:06 PM
I like option with 40th/40th station because it would allow people to transfer to the east line without going to DUS	public workshop	Mar 21 2007 8:08 PM
Get compactive noise fuels. Need sound barriers.	public workshop	Mar 21 2007 8:08 PM
I don't like C or D because of impacts to existing development.	public workshop	Mar 21 2007 8:08 PM
I prefer the station between 70th and 72nd.	public workshop	Mar 21 2007 8:09 PM
Need consise details. Details of bike racks, lockers.	public workshop	Mar 21 2007 8:09 PM
Will there be ROW impacts between 64th and 68th under any of the alignment alts?	public workshop	Mar 21 2007 8:10 PM
I prefer alts 1B or 2B.	public workshop	Mar 21 2007 8:11 PM
Northglenn - Need town hall meeting and project managers should attend and educate.	public workshop	Mar 21 2007 8:13 PM
How will my property be affected. I live between 128th and 136th along the tracks. Please contact me.	public workshop	Mar 21 2007 8:14 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.

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
Need public town hall meeting to educate community and provide concepts and facility details (racks, lockers, amenities) Eliminate or move 144th station.	public workshop	Mar 21 2007 8:14 PM
I live near York and 136th and I am cocerned about the traffic, noise, and pollution impacts.	public workshop	Mar 21 2007 8:14 PM
112th station ought to be a walk up station with an enforced quiet zone.	public workshop	Mar 21 2007 8:15 PM
For 144th Station -No sidewalks east in vicinity / lack of pedestrian connections. Concerns: Wadly Farms Too close to school; private school planned at 144th and rail line. Not walkable --- move further north to E 470.	public workshop	Mar 21 2007 8:17 PM
I would like a noise study in my backyard. Please let me know. I talked to Scott Epstein about it at the open house.	public workshop	Mar 21 2007 8:17 PM
I live near 104th and York and I like the station option at 104th/Cole.	public workshop	Mar 21 2007 8:18 PM
EMU vs. DMU - Advantages vs. Disadvantages: DMU produces residue - could impact agriculture uses (grasses, livestock, impact)	public workshop	Mar 21 2007 8:18 PM
fox run thru traffic is bad already. a station at 112th will make it worse.	public workshop	Mar 21 2007 8:19 PM
Why 162nd station chosen as EOL? Possible to move south and eliminate the 144th station?	public workshop	Mar 21 2007 8:20 PM
We residents from the west side of 112th welcome the station at Huron and Canedy. I live at 10th and Huron.	public workshop	Mar 21 2007 8:20 PM
112th dead ends at Washington St. People from the west side of the north metro alignment actually have easier access to stations at 124th and 104th.	public workshop	Mar 21 2007 8:21 PM
Look at another vehicle technology - perhaps a circulator around Denver metro area - it is clean, fast, alternative, and cost effective.	public workshop	Mar 21 2007 8:21 PM
Chain link fence won't stop kids from crossing the tracks. More secured option such as high concrete/wood wall should be considered at locations by schools or anywhere there might be peds crossing the tracks. Also provide an overpass for peds.	public workshop	Mar 21 2007 8:23 PM
For people west of I 25 at 112th, the access to the 112th station is not easy. People would probably use the 104th station.	public workshop	Mar 21 2007 8:23 PM
I like the presentation materials.	public workshop	Mar 21 2007 8:23 PM
There were lot's of knowledgable staff at the meeting.	public workshop	Mar 21 2007 8:24 PM
Support for the project and the 88th avenue station would be a great alternative to driving or the bus.	public workshop	Mar 21 2007 8:24 PM

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
The sooner the project is built the better.	public workshop	Mar 21 2007 8:24 PM
Excited about the possibilities at stations.	public workshop	Mar 21 2007 8:25 PM
The 88th station would provide good access for students at Skyview.	public workshop	Mar 21 2007 8:25 PM
We need connections from the stations so we could get to work without a car. I work near 52nd and Quebec.	public workshop	Mar 21 2007 8:26 PM
Re-Route line at 124th. Go West on 128th to I25, then proceed north. This would provide good access to shopping centers on the west side of I 25. General support for the project.	public workshop	Mar 21 2007 8:28 PM
Where is Fastracks going to wind up at. Will it impact my house and yard? Where will stations be? What hours will it run?	public workshop	Mar 21 2007 8:38 PM
Yes, let's build it. Looks good.	public workshop	Mar 21 2007 8:39 PM
I have heard many comments about a station at 112th Ave and my concern is traffic. During rush hour, it is not uncommon to have traffic backed up. You factor in the traffic light at Irma and 112th and then the arms of the crossing gate going up and down every 7-15 minutes the traffic will be really backed up to Washington St to the West and Colorado Blvd to the East. If 112th is not being considered for a station, why not take the tracks over all the traffic and leave the road alone. It has it's own problems without factoring in a commuter train running over it and crossing gates blocking the street. It would also relieve the concern of what do Emergency Vehicles do when they need to pass and the gates are down? You may not think 2-3 minutes is a long time but if a life is in danger or your house is on fire it can make a big difference. Put yourself in our shoes. Think about it. The Emergency Vehicle concern is valid at any intersection where the train should run. I feel the emergency vehicles should have the right of way and NOT the trains!!!!	website	Mar 21 2007 10:22 PM
The vertical noise chart is deceiving. The intensity by decibal increases exponentially. You should show logarithmic chart.	public workshop	Mar 22 2007 8:38 AM
I have quality of life concerns regarding noise and air impacts. Aesthetics is a major concern, as well as blocking of views.	public workshop	Mar 22 2007 8:41 AM
Can you add a threshold of pain and normal conversation to the noise chart? Can you build sample sound walls for the community to see?	public workshop	Mar 22 2007 8:42 AM
Show travel speeds along each segment and link the speed illustration to the noise graph by segment.	public workshop	Mar 22 2007 8:43 AM
BN - Consider station at Coliseum because it would provide good access to this area.	public workshop	Mar 22 2007 8:44 AM
DMU would be preferred because it wouldn't take as long to build because you don't need to build catenary.	public workshop	Mar 22 2007 8:45 AM
112th Avenue - concerned about the road to the stations.	public workshop	Mar 22 2007 8:46 AM

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

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
South 112th and east RR have flood potential. RTD would need to consider this in its design. Also, 112th between Washington and the UP has sufficient ROW to widen the roadway.	public workshop	Mar 22 2007 8:47 AM
Look at 80th, 104th, 120th, 136th and consider grade-separation due to traffic and safety.	public workshop	Mar 22 2007 9:33 AM
On 133rd, next to the tracks - concerned about property values.	public workshop	Mar 22 2007 9:34 AM
Mixed feelings about 112th Station - want and don't want.	public workshop	Mar 22 2007 9:36 AM
Concerned that there will be not be enough parking or parking lots.	public workshop	Mar 22 2007 9:42 AM
Will crossings be below grade?	public workshop	Mar 22 2007 9:42 AM
Who are the final decision makers?	public workshop	Mar 22 2007 9:43 AM
Who is responsible for accidents along the corridor?	public workshop	Mar 22 2007 9:44 AM
Use Mag lev to connect a loop around the region.	public workshop	Mar 22 2007 9:45 AM
at 144th and York Station - reroute to commercial at I-25 from 124th west through popen land.	public workshop	Mar 22 2007 9:56 AM
There is a misconception of LRT versus commuter rail. Can you spell out the difference between DMU vs EMU? RTD needs to alert adjacent property owners about the technology. We voted for LRT.	public workshop	Mar 22 2007 9:57 AM
What are your outreach activities and notification processes?	public workshop	Mar 22 2007 9:58 AM
Police and safety at the stations are important.	public workshop	Mar 22 2007 9:59 AM
In Fox Run canvassed the neighborhood. No one knows about this project. You need more communication!	public workshop	Mar 22 2007 10:00 AM
At 100th and Colorado Blvd we are concerned about the station area.	public workshop	Mar 22 2007 10:02 AM
What is the budget and cost for the North Metro line? Will there be a need for additional funds for North Metro?	public workshop	Mar 22 2007 10:03 AM
An alternate alignment option is to take the train from 124th to East of I-25.	public workshop	Mar 22 2007 10:04 AM
Feel that DMU choice has been made. Please share more information. Please do a direct mailing to those near the track since they will face the impacts.	public workshop	Mar 22 2007 10:06 AM

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
My neighbors don't know about this project. We are in School District 12. What are their comments?	public workshop	Mar 22 2007 10:07 AM
HAvе the state representatives been notified? What is the elected officials notification process?	public workshop	Mar 22 2007 10:08 AM
Concerned about noise along the rail corridor. Will there be a PA system at the stations?	public workshop	Mar 22 2007 10:09 AM
What is the proposed parking?	public workshop	Mar 22 2007 10:10 AM
What are your outreach activities and explain your PI process?	public workshop	Mar 22 2007 10:11 AM
Please explain the decision making process by RTD.	public workshop	Mar 22 2007 10:11 AM
<p>This comment deals with:</p> <ol style="list-style-type: none"> 1) Wildlife 2) Residents 3) Property Values <p>Somebody from RTD said in a recent article that there is alot of land "available for development" up north. That land is occupied by wildlife already. Sorry! If RTD plans to capture and relocate, it will be against what "wildlife areas" stand for. Sound doesn't stop at a wall. Light doesn't stop after a desingated diameter. Anything RTD will produce for sound and light will not disappear before reaching homes. Walls (sound) are only visual barriers that don't prevent sound or light pollution. The homes backing to the tracks between 112th and 120th will not only lose property values, but they will be converted to rentals. Rentals historically have brought property values even lower. Perl Mac neighborhoods are blue collar, truck driving demographics. The home values will NOT go up because people would rather drive to the stations then buy a major fixer-upper which Perl Mac's are. So...</p> <ol style="list-style-type: none"> 1. Don't harm wildlife 2. Don't let light and sound get to the residents 3. Don't let property values go down. 	public workshop	Mar 22 2007 10:20 AM
When can you start? We have needed this for a long time. I would like to see a station at 124th and Claude Court. I am old and will need to park.	public workshop	Mar 22 2007 1:35 PM
I appreciate the information and opportunity to voice concerns and gain information. Your staff was very receptive and helpful. This is a huge project and very needed - sooner than later. It's good that you are having more meetings and studies. thank you.	(none)	Mar 22 2007 1:37 PM

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
My main interest is 144th Station. There seems to be quite a lot of opposition from the attendees. After listening to much of this, I seriously think you should consider dropping the 144th station and use all the development costs for the 162nd Street station. It would even be better if the 162nd Street station was much nearer to the Lake Ridge Center itself - possibly a spur to get it closer. I think most who want to ride could just go to Eastlake or 162nd Street stations. There is really no possibility of retail development at 144th. If this station does go in, you will need to have an underpass for pedestrians and bikes to cross 144th. There is an area of 144th west of York to Washington that is only 2-lanes.	public workshop	Mar 22 2007 1:42 PM
Kristi, It was good to see you at the meeting on Wednesday night. Thank you for your support. I think the whole RTD team is doing a great job. Take care and hope to see you at future meetings.	public workshop	Mar 22 2007 1:46 PM
I am very interested in being able to use light rail in order to enjoy Denver more than I currently do. I'll even move to make it easier to access when it comes to the northern suburbs. Please connect to the Dicks Sporting Goods Park (Rapid Soccer stadium) in Commerce City. Thanks, Tina +++++	website	Mar 22 2007 2:46 PM
Stating a preference for either DMU/EMU is hard to do since the alignment, grade, and crossing-types are not yet known	public workshop	Mar 22 2007 5:00 PM
This is great!! Bring it sooner!!	public workshop	Mar 22 2007 5:01 PM
Concerned about construction impacts at 136th Ave (dust, noise, etc).	public workshop	Mar 22 2007 5:01 PM
The existing RR alignment is not compatible with the residential nature of this area	public workshop	Mar 22 2007 5:02 PM
I-25 is a better option	public workshop	Mar 22 2007 5:02 PM
Concerned about wildlife in the Eastlake area (coyotes, beavers, deer, raccoon, foxes, etc.). The Eastlake Reservoir #2 is home to lots of wildlife that should be considered. Eastlake Reservoir #1 is very protected and is likely to be impacted by the 112th Ave station. Some fox dens exist along the RR ROW.	public workshop	Mar 22 2007 5:04 PM
Concerned about light pollution from the stations (particularly 112th Ave)	public workshop	Mar 22 2007 5:05 PM
Concern about the Perl Mac neighborhood property values, particularly that people will turn their homes into rental homes and ruin the nature of the neighborhood.	public workshop	Mar 22 2007 5:06 PM
The noise diagrams are not accurate. Not all noise would bounce off the walls. There will be some noise that escapes that barrier.	public workshop	Mar 22 2007 5:07 PM
While I am excited about the north metro corridor, I am concerned that my current transit commute will actually increase with the light/heavy rail. Currently, I take the 122x into downtown. My office is on the east of Civic Center. If the connection for the north corridor is Union Station then I will still need to find a connection to the east side of Civic Center. To this end, I have two questions: 1) Will the 120x continue to run? Will it have a reduced service schedule? 2) Will there be other options to connect from where the north corridor comes into downtown and getting to east of Civic Center? Unfortunately, I have not been able to make any of the public meetings so I have not been able to ask this question to one of the project team members.	website	Mar 22 2007 7:00 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.

**NORTH METRO EIS
PUBLIC COMMENTS
March 2007**



Comment	Source	Date Created
I would appreciate a response to this concern. I am sure there are others like myself who are concerned that with the new corridor that their commute will increase. Its ironic really that those who support transit by being faithful bus riders are actually disadvantaged or at least potentially disadvantaged by the new transit option of light rail. I know this is true of the riders from the Wagon Road Park and Ride that used to take the "W" and I worry this will be true for riders of the 122x as well. Thank you. Sincerely, Laura ++++		
I think the FasTracks is a good idea, and as a resident of Northglenn believe there should be a way to get on and off the train in Northglenn. (Otherwise, what's the point for us?) Thank you!	website	Mar 25 2007 9:14 PM
Handicap Access at Stations for North Metro Mr. Shelley, Are there plans to make the access on EMU or DMU handicap accessible at all stations? Will wheelchairs roll easily across the tracks, and onto the train? Regards, John +++++	website	Mar 27 2007 3:44 PM
I developed the major project on the major hub station of the Bay Area Transit System in Oakland, California. Based upon the influence of the station (as much as any other influence), which opened just as our first building did, we transformed a huge urban slum into a gleaming 11-building project containing over 2 million square feet that became a headquarters location for 6 major corporations. In Dallas, Texas I developed the tallest building in the City and worked to get the city's Light Rail System approved by the voters. I helped locate the stations downtown. The system has been a tremendous success. Both systems dramatically changed property values positively in the vicinity of transit stations, as much as a freeway ramp next to your property would. I welcome any property owner in the vicinity of East 112th Avenue and York Street to call me with questions. This station if built will be the best thing ever to happen to nearby property owners. Doug +++++	website	Mar 29 2007 4:56 PM
homeowner living in the Sand Creek Junction area prefer alternatives 1-A and 2-A	public workshop	Mar 29 2007 11:04 PM
participant preferred the Thornton Parkway station because it is an existing major travel corridor	public workshop	Mar 29 2007 11:05 PM
participant preferred the 88th Ave. station because of the benefits to the adjacent school	public workshop	Mar 29 2007 11:06 PM
One participant thought Northglenn needed a station within its political jurisdiction	public workshop	Mar 29 2007 11:12 PM
participant thought that ALL stations should have strong bus connections with timely service	public workshop	Mar 29 2007 11:13 PM
participant thought the 104th Station had great reuse potential if the Albertson closed. Also, the participate wanted the train to be tunneled under 104th to avoid a grade crossing	public workshop	Mar 29 2007 11:14 PM