

Northwest Rail Public Meeting Period Comments (7/9/07 – 7/15/07)

07/09/2007	Boulder	A Boulder resident asked for clarification about the expected travel times, daily operations/frequency, and the relationship between freight and commuter service. There was concern about the shifting of freight service to night time since commuter trains would primarily operate during the day. (comment from public meeting discussion)
07/09/2007	Boulder	A Boulder resident asked about the ridership assumptions for Boulder including demographics, travel patterns, work schedules. Concern was expressed about how the frequency of commuter trains will impact vehicular traffic flow. (comment from public meeting discussion)
07/09/2007	Boulder	A homeowner in the Reserve Neighborhood in Boulder asked about the difference between a maintenance facility and a layover facility and how the public can influence project decisions. (comment from public meeting discussion)
07/09/2007	Boulder	A Boulder resident asked about the technology related tradeoffs between EMU and DMU especially as it relates to the issue of fuel imports and energy sources. (comment from public meeting discussion)
07/09/2007	Boulder	A North Boulder resident shared that travel times will be important and that all efforts must be explored to improve travel times. In particular there was concern about the potential loss of environmental benefits due to travel times that would not encourage people to use transit. (comment from public meeting discussion)
07/09/2007	Boulder	A University of Colorado at Boulder staff member shared that it will be important to gauge and articulate the environmental benefits of the project and to look at what factors influence ridership in the Northwest Rail corridor. (comment from public meeting discussion)
07/09/2007	Boulder	Please include transit time difference between EMU and DMU on project materials. Please give more details on cost breakdown of overall project budget, among construction, rolling stock, ROW purchase, etc... How are opportunities for TOD near stations being optimized?
07/09/2007	Boulder	It would be very important to consider electric trains in Boulder. The normal rail trains already pollute and emit loud noises in the city of Boulder. Also electricity is more economical.
07/09/2007	Boulder	I believe the station between Boulder and Longmont should be in Gunbarrel. The houses and jobs are in Gunbarrel.

07/09/2007	Boulder	<p>Most major metro areas have "grade separation" sometimes built later in the project.</p> <ol style="list-style-type: none"> 1. Has RTD determined that it would be cheaper to change to elevated or underground track years later? 2. Has RTD predicted (for each city) when traffic will be significant enough to require "elevated" tracks? This must include increased rapid rail service as well as increased road vehicle traffic (including local buses). 3. Of course noise and train horns are a major problem that could be eliminated with grade separation. 4. Is sales tax below projection? 5. Why are no federal funds requested for the project? Why not to Boulder/Longmont?
07/09/2007	Boulder	Keep stations to a minimum of 5. Have a design goal of a Boulder-DIA trip consist of 75 minutes.
07/09/2007	Boulder	I remember in the mid-90's RTD's attitude was "don't tell us how to get you there, just tell us where you want to go." The failed "guide the ride" proposition followed. FasTracks succeeded because of a healthy rail component. Please don't backtrack. Rail does not equal bus.
07/09/2007	Boulder	<ol style="list-style-type: none"> 1. Will parking effects be included in the EE? 2. At what point can the public decide whether the stations accommodate the public spaces around the stations? 3. I personally worry that the transit village in Boulder will be auto heavy and green space/public forum space too light if too much parking is incorporated.
07/09/2007	Boulder	Short term cost savings for DMU may result in long-term high costs. Fuel prices will rise. Reducing stations may be a better way to cut cost if alternative funds cannot be found. Stations can be added later. Building this rail corridor is IMPORTANT for the future when fuel prices increase. US 36 BRT may never be constructed.
07/09/2007	Boulder	You did not quite answer my question. Which is quieter on uphill and downhill grades-EMU or DMU? There is a grade between NBSF at Baseline & 63rd & Arapahoe. The current freight trains are different going up and down this modest grade. Thanks for the meeting.
07/09/2007	Boulder	If we can't afford an electric system, I believe we should not have a rail system built. A diesel system would be a big mistake that will be realized in the future.
07/09/2007	Boulder	Please examine commuter rail systems in Europe and Japan and let us know what works and why. What can we learn from them that we can't learn if we focus on such systems only in the U.S.? How can we apply what you learn from systems abroad?
07/09/2007	Boulder	Have you evaluated German rail/transit technologies? They are

		usually much more sophisticated than U.S. systems.
07/09/2007	Boulder	I'm generally a supporter of mass transit. My concern is the noise that will be generated at the crossing at Valmont, 47th St and Independence Road in Boulder when the projected capacity of 15 trains an hour (during rush) is reached. Currently one can somewhat romanticize the sound of a train horn when it is a couple of times a day. 50-100 times a day will quickly lose its appeal. Of course I am most concerned also about property values and peace of mind.
07/09/2007	Boulder	After 11 years living in the same neighborhood the freight trains through Boulder have become increasingly louder (long horn blasts) over the past 2-3 years. (This can be confirmed by anyone living close to tracks.) Question: Is the city of Boulder intending to set up Quiet Zones (using double barriers at intersections)? This is especially important considering that FasTracks will have a huge increase in trains.
07/09/2007	Boulder	I'm in favor of the EMU rather than DMU. Also, I would like to see more emphasis placed on environmental assessment. I understand the concept of trade-offs, but air quality and water quality, must be kept at the highest levels.
07/09/2007	Boulder	I have a question regarding traffic projections and the BRT proposal. 1) What exactly is proposed for the BRT system extension to Boulder? Is it just an additional HOV lane that will be available to both HOV's and busses? Or will it be a dedicated, isolated bus lane? 2) What are the traffic congestion projections regarding how soon it will be before the HOV lane is as slow as the regular traffic? I was in LA not long ago, and their HOV lanes are as crowded and slow as the regular lanes. I'm concerned about the cost per passenger mile issue that was raised in various questions tonight. If it's faster to take the bus, how will that affect the ridership of the train? At some point, the traffic congestion on the highway will make it faster to take the train. When is that point going to be reached, based on your projections? Actually, another question. It was stated tonight that there are several classes of riders, and because of this, the train can be viable even if we have BRT improvements. Who are these different classes of people, and can we target the train system to them initially to save money until the road traffic congestion gets so great that we need the train all the way to Boulder? Just a thought. Thanks.
07/09/2007	Boulder	Noise at 47th St, Valmont, and Independence Rd. is a concern. Can a "quiet zone" be established at these crossings? The capacity forecast will create an unbearable amount of new horn noise. Is this problem being addressed at all?

07/09/2007	Boulder	This line needs to be built for the 21st century, electric not diesel. What was our ozone level today? (7/9/07) Electric lets us use wind and solar generated power; even nuclear generated electricity.
07/09/2007	Boulder	PDFs don't seem to be text searchable/selectable on your website.
07/09/2007	Boulder	I would like to recommend a grade change at the rail crossing at South Boulder Road and a quiet-zone upgrade to the same location.
07/09/2007	Broomfield	<p>1. Our property currently backs to BN tracks. When BN sprays to control weeds, they kill my trees. I can prevent this by keeping the weeds down on their right of way. If you chain link fence the area, will you return to killing my trees? How will you control weeds on the right of way without killing my trees and plants?</p> <p>2. Construction of the area around the US 36 & Church Ranch park-n-ride has already had a major impact on wildlife in the area. How will you mitigate future impacts, particularly the adverse impacts on natural predators that control rodents?</p> <p>3. When the DMU units were run on the tracks behind my house, I didn't know they were there except for seeing them. I would suggest running demo units on the tracks to demonstrate the minimal impact they have compared to the trains.</p> <p>4. The Broomfield Event Center could easily be served by the US 36 & Church Ranch station if a crossing was built to the west side of the tracks. A road or path to the traffic light at about 109th and Wadsworth through Westminster Open Space could connect the event center to the rail station. This would be much less expensive than building another station to serve the event center. If anyone is interested, I would be happy to meet them and show the simple and inexpensive solution. A circulator bus like the one at Flatirons crossing might be necessary, but relatively inexpensive to provide only to serve events.</p> <p>5. Wheel noise is typically not bad when the wheels are round. When evaluating wheel noise and vibration, you should consider the impact of units running with "square wheels" that have been flat spotted by a fast stop.</p>
07/09/2007	Broomfield	I prefer the DMU option for various reasons.
07/09/2007	Denver	I live in Stapleton and work in Boulder. It takes me 35 minutes to commute. Because there's no direct line between Boulder and Stapleton, it would take me way over one hour to commute. I'd rather continue commuting in my hybrid car before tripling my commuting time (and my carbon footprint would still be the same.)
07/09/2007	Denver	1. Why is this an E.A. and not an E.I.S?

		<p>2. What are the projected riderships and how does that relate to densities around station areas, and served areas?</p> <p>3. What is the range comparison between technologies and why is LRT not an option? 4. No Diesel, Please!</p>
07/09/2007	Lafayette	<p>What is the opportunity to re-evaluate the need for north BRI and the NWR FasTracks? Update the need before going forward with any environmental impact studies. Buses are more flexible and less costly to implement and operate. How can one intercede now to re-evaluate the proposed program?</p>
07/09/2007	Louisville	<p>A Louisville resident shared that comfort features are important and should be considered in deciding between a DMU and an EMU train. (comment from public meeting discussion)</p>
07/09/2007	Louisville	<p>I'd like to be provided a current draft of the US 36 EIS. Also, I'd like to be provided the most current draft of the Louisville station layout and design. Please respond.</p>
07/09/2007	Louisville	<p>Please choose EMU over DMU. Yes, it's more expensive up front, but it will save money in the long run, not just because of operating costs, but also because of higher ridership. I rode DMUs last year in Scotland and even the most modern ones were no where near as smooth and quiet as all the electric trains in other parts of Europe. DMUs are just not pleasant to ride-- why even bother with rail if it's not smooth and quiet? Otherwise, you might as well save money and just have buses.</p>
07/09/2007	Louisville	<p>I am very excited to have another option for commuting to Denver without a car, but if you use the type of diesel car with the engine in the middle of the car itself I will most likely not ride them. Instead I'll stick with the express bus from Superior. I have been on one of these diesel trains in Scotland before and it was very unpleasant. The internal car noise and vibrations were unbearable compared to the electric trains.</p>
07/09/2007	N/A	<p>Where can I get a copy of the US 36 DEIS? Are there revisions to the stations in this document? (comment from public meeting discussion)</p>
07/09/2007	N/A	<p>I work for the City of Boulder Open Space and want to know whether there is a need to fence the entire corridor, i.e. in both urban and rural areas. What are the other mobility options, beyond rail, that are being looked at? Is the bikeway being examined as part of the NWR study? (comment from public meeting discussion)</p>
07/09/2007	N/A	<p>I favor the use of rail in this corridor; one only need look around the country to see the reversal of people's negative attitudes toward rail service, i.e. in California. Additionally, rail and bus service are not equivalent in terms of passenger appeal. Rail is most appealing to travelers. (comment from public meeting discussion)</p>

07/09/2007	N/A	I live on Jay Road and have built a wildlife sanctuary close to the tracks. I notice that the current freight trains bother the birds and people. I want you to look at the rail impacts to wildlife. (comments from public meeting discussion)
07/09/2007	N/A	Look at the Atlanta MARTA electric system for a comparison of what can be done in the Northwest Rail corridor. Additionally, the MARTA system has extensive grade separations that should be implemented in this corridor to address the noise and traffic concerns. If you have grade separation then the train does not need to blow the whistle. (comment from public meeting discussion)
07/09/2007	N/A	I live ½ a mile away from the railroad tracks in Lafayette. I have concerns with the fuel assumptions for electric and diesel price increases and the risk of a single fuel source disruption. One thought is to use a core fuel source that has flexibility and is 'diverse'. (comment from public meeting discussion)
07/09/2007	N/A	I can currently hear the current freight train whistle from miles away, and do not think it is fair to say that only a certain decibel level counts for consideration of mitigation. The project team needs to think about noise in a more comprehensive fashion and implement 'soundscape design' into the planning process (comment from public meeting discussion)
07/09/2007	N/A	One issue not considered in the DMU/EMU discussion is the visual impacts of electrifying the corridor. The visual impacts of 41 miles of overhead wires will be large. (comment from public meeting discussion)
07/09/2007	N/A	I live in Niwot and would like to see an assessment of the environmental impacts of rail on the town of Niwot. A walk up station, with limited parking, would be a benefit to the community. (comment from public meeting discussion)
07/09/2007	N/A	The EMU/DMU analysis has only looked at the increased up-front cost of electrifying the corridor with an EMU. RTD needs to look at the long-term costs, including the rising cost of gasoline and reconsider the merits of EMU. (comment from public meeting discussion)
07/09/2007	N/A	I am opposed to the entire FasTracks program, especially with how it was 'sold' to the public. Given the travel time difference between commuter rail and the BRT, do you need the rail? The rail does not appear to be competitive. (comment from public meeting discussion)
07/09/2007	N/A	Why is the Northwest Rail an Environmental Assessment (EA) not an Environmental Impact Statement (EIS)? What is the difference between an EA and an EIS in terms of public involvement? (comment from public meeting discussion)
07/09/2007	N/A	How often will the proposed Northwest Rail trains pass my

		house? What is the frequency of service? (comment from public meeting discussion)
07/09/2007	N/A	Up to this point we have been discussing the environmental study, when do we look at whether this project should move forward? The question is whether there is real need for both the Bus Rapid Transit (BRT) and Commuter Rail Transit (CRT) in the US 36 Corridor. I do not think that there is a need for both. (comment from public meeting discussion)
07/09/2007	N/A	In regards to the noise from train horns at crossings, what other crossing techniques are available? What has been examined? (comment from public meeting discussion)
07/09/2007	N/A	Has the project team looked into cleaner burning diesel fuels, like many in operation in Europe? (comment from public meeting discussion)
07/09/2007	N/A	Why is the Northwest Rail project not trying to acquire Federal funding? Let's do this project right and try to get as much funding as possible. (comment from public meeting discussion)
07/09/2007	N/A	I live near the rail tracks now on Foothills Parkway and the freight noise wakes me up in the morning. Given the number of trains proposed and increased noise, what will be the effect on property values? (comment from public meeting discussion)
07/09/2007	N/A	What is the role of public input when deciding between EMU and DMU? Will public input make a difference? (comment from public meeting discussion)
07/09/2007	N/A	A Boulder resident asked why a Finding Of No Significant Impact (FONSI) was the expected outcome of the Northwest Rail environmental study. (comment from public meeting discussion)
07/09/2007	N/A	Regarding the Gunbarrel area location for a rail station, there was a question about any plans to use the old lumberyard site. (comment from public meeting discussion)
07/09/2007	N/A	A homeowner near the rail tracks asked about what will happen to freight trains when the Northwest Rail line is in service. Will freight service be moved east? Will extra tracks be built to accommodate both passenger rail and freight? How does the size of a freight train engine compare to a commuter rail train diesel engine? The homeowner was also concerned about train noise, horns, and was interested in quiet zones. (comment from public meeting discussion)
07/09/2007	N/A	Regarding the segment from Louisville to Boulder, will the tracks be single or double? On which side of the existing tracks would additional tracks be added? (comment from public meeting discussion)
07/09/2007	N/A	What are the sound differences between an EMU train and a

		DMU train as it travels uphill and downhill? (comment from public meeting discussion)
07/09/2007	N/A	How will horn noise be measured and evaluated and what will mitigation look like? There was an interest in more information about quiet zones and the types of noise mitigation such as sound barriers, dirt mounts, trees, etc. that might be considered for the project. (comment from public meeting discussion)
07/09/2007	N/A	A Boulder resident expressed an interest in quiet zones and any other options to avoid or minimize noise from train horns. (comment from public meeting discussion)
07/09/2007	N/A	A Louisville/Lafayette area resident expressed concern about the effects on property owners. In particular there was concern about the impact of noise and diesel pollution in relation to the frequency or rail service. (comment from public meeting discussion)
07/09/2007	N/A	Meetings must start on time. When meetings start late people think it is ok to be late. The meeting started over 35 minutes late. Very poor protocol.
07/09/2007	N/A	Vote DMU, EMU is ugly! 40 miles of ugliness!
07/09/2007	N/A	EMU vs. DMU - With EMU, consider electro-magnetic and electro-smog/pollution. Consider esthetics. Bury electric lines as much as possible. With DMU - employ pollution prevention for emissions, cleaner diesel!!!
07/09/2007	Niwot	Please, please DO NOT call a station at Highway 52 a "Niwot" station. That is not a part of our community and will not as readily serve the community as an actual stop. If Lakewood can have stops with no parking lets build one in Niwot, or at least let it be part of future planning options!!! Also, having seen what gas prices have done since we started the project, I highly encourage the use of electric power on the route. I also understand electric trains start and stop more quickly, making the number of possible stops less of a deterrent.
07/09/2007	Westminster	Has any thought or research been in the area of hybrid?? I prefer diesel.
07/10/2007	Boulder	Concerning the North West Rail study and its recommendations, I would hope that you don't chose to change from DMU to EMU because of a few vocal participants at the Boulder meeting last night. As a resident of Paul Nor Estates, near 75th and Baseline, myself and my neighbors do not want unsightly wires and poles near our back yards or anywhere in Boulder County. Please stay with DMU. In fact we don't want the commuter trains at all, but if it's going to happen, then we must try to limit the visual and noise pollution. Also, please mandate earthen berms or noise abatements in your recommendations.
07/10/2007	Boulder	Would the technology have to be the same for all the commuter

		rail corridors? How are you coordinating with the other corridors?
07/10/2007	Boulder	My neighborhood really needs berms for noise mitigation. Twice I've input this idea, but yet have never received any feedback. How then, can you claim to be "working" with the public? Please contact me.
07/10/2007	Boulder	How about transportation to stations and getting people out of their cars? Currently I walk to RTD. Also will there be frequently empty trains? Currently I see many empty RTD busses in Boulder. I thought originally they were going to connect DTTC, will this be by light rail?
07/10/2007	Louisville	Hello- I live in Louisville and often hear the train (both the horn blasting at various times during the night) and the sound of the rails. I want to know what kind of consideration has been given to the thousands of home owners who will hear the train go by 40 times per day. Will the crossings be guarded so that the trains don't have to use their horns constantly? I live about 2 miles from the tracks and even with my windows closed the train horns wake me up in the middle of the night and as a result I am very concerned about fast tracks. Thank you for your time.
07/10/2007	Louisville	I am very, very upset to learn that this will be diesel. That is very short sighted. I won't support this. I live w/in 1/4 mi of tracks and haven't received any info on this. I will not support you on this method. I live in Louisville but don't see sufficient parking there. I am also concerned because I am a Sr. Citizen. I will need transportation from the stations so I don't foresee using this service. You never answered why do we need this?!
07/11/2007	Arvada	All BRT with or w/o HOV,HOV, Express lanes will carry more passengers, cost a fraction of rail, offer flexibility, reduce congestion, whereas the current plans on this and the other planned corridors will not provide these, as currently proposed. There seems to be little handled regarding costs, modes, and railroad liability.
07/11/2007	Boulder	Your environmental study is looking at impacts within half mile of track. There are significant impacts in some places well beyond the half mile. Look at all the impacts out to two miles. Traffic and noise are the two big ones.
07/11/2007	Broomfield	Put the 116th Station back in.
07/11/2007	Broomfield	I support the 116th/Broomfield station for proximity to Broomfield City Center and Arista/Bus park-n-Ride. I do not demand RTD funding And understand the need for our community to bring financing ideas. I support DMU to make this a lower-cost and compatible with other rail systems/expansions. Thanks for your early design input/feedback sessions. I continue to expect this project to work closely with US 36 transit and

		highway project and evaluate points of integration.
07/11/2007	Broomfield	Have you thought about the impact the increased train traffic will have on the car traffic at Railroad Crossings - specifically on Old Wordsworth there are at least 3 crossings and a car will have to wait for the train to cross each time. Please Respond. Thanks.
07/11/2007	Broomfield	Commuter rail/metro/subway - however you want to call it - we need it. Adding as many applicable stations the better and be creative to find financing as it will only be more expensive the longer we wait. And we are already behind to develop mass transit to better support growing/expanding areas of population.
07/11/2007	Broomfield	<p>I understand that due to projected cost overruns, the Northwest Rail corridor is considering moving forward with 4 fewer stations than originally designed. While identifying options to reduce costs are appreciated, the investment being made has a long-term return horizon. Short-term thinking will doom the ultimate success of the project. Especially, given the environmentally-friendly focus of those living in the northwest communities, and who are waiting the longest for modern-day rapid transit (this does not include buses bogged down by commuter traffic). Decreasing the number of access points only decreases the population that would elect to enjoy this long-awaited solution. Have you ever tried to ride the bus and get around this end of town? Let me assure you from personal experience it's a nightmare.</p> <p>As a Colorado resident for 20+ years, the taxpayers approved a plan than needs to be implemented instead of a short-sighted plan designed to address optimistic and out-dated financial projections. How can the Denver Metro area build a new airport, football stadium and baseball stadium with taxpayer funds, yet RTD finds itself in a position to foul up the transportation solution to access these other civic improvements?</p>
07/11/2007	Broomfield	I am concerned with noise and air pollution. (I have asthma). I am 1 acre from the rail. I am 73 years old and have lived with my wife in this location since 1967.
07/11/2007	Broomfield	<p>I'm really happy that the NW Rail project is happening and very excited about the prospect of rail being a viable mode of travel in the Denver area. My biggest concern is that Denver's transit system be as effective and robust as possible in the long term. So with regard to the choice of electric vs. diesel trains, on many fronts I think electric would be preferable, but I think the effects of cost need to be carefully considered and might override that.</p> <p>If the higher cost would incur long-term negative consequences that would degrade the overall viability of the system (especially subtle and indirect effects like decreased ridership because of higher fares) that probably needs to trump other concerns. On the</p>

		<p>other hand, an electrical system has the distinct advantage of fuel flexibility, and can run on whatever kind of electrical generation system is economically most feasible, and (what with big picture problems on the horizon like peak oil and carbon emissions) that might turn out to be even more important than the short-term one-time higher investment cost to get things off the ground.</p> <p>I don't have an opinion on what the right answer is, I just want to make sure that this kind of big-picture, long-term perspective is included in the decision-making process. The same holds for the details of the rail stations. Build for the conditions of the next 50 years. The existence of the train stations will affect the surrounding landscape, and I want to make sure that the planners are thinking about that, and considering what might happen as a result of adding an access road here or a parking structure there and what that will mean when 10, 20, 30 years of growth has happened. I also think it's really important to keep the options open for building those extra train stations in the future. We will need them eventually. Thanks for all your attention to the public's concerns.</p>
07/11/2007	Broomfield	<p>I would like to know how we will get out of our subdivision at 96th and Old Wadsworth with the constant movement of these trains and light traffic. I think there should be a bridge or some better way around all the busy commuters please call me or email me more information on the actual plan in our area.</p>
07/11/2007	Broomfield	<p>I am concerned about the switch to diesel, with its additional noise, pollution and SMELL! I am also worried about the blowing of horns, as I was severely injured in a horseback riding accident caused by a train blowing his horn at my horse and as we were riding on the trail by 99th Ave. and the tracks. Which sides of the existing tracks will the new ones to be built?</p>
07/11/2007	Denver	<p>I believe that the EMU is much more environmentally friendly for local housing in the near proximity than diesel would be. Pollution being a huge factor.</p>
07/11/2007	Denver	<ol style="list-style-type: none"> 1. Future Meetings in Denver, Please. 2. For those of us near the tracks in NW Denver, EMU is much preferred over DMU - cleaner local air, smaller maintenance facility, lower operating costs in the future. 3. A shared station with Gold Line at 38th & Inca is a great opportunity for access for Denver residents
07/11/2007	Denver	<p>In the long term, I hope that a goal of the commuter rail initiative will be to increase residential/mixed-use density in proximity to light rail stations where possible. I would imagine that this would include working with local jurisdictions to recommend re-zoning initiatives in specified areas of desired density. The goal should be to serve more rail users within walking distance of</p>

		stations to truly reduce the impacts of vehicular use while attaining the highest possible benefit from the addition of rail transit.
07/11/2007	Denver	I would like for you to very strongly consider putting electric engines in this corridor. I presently have experienced very noisy diesel engines, plus their air horns, at every crossing between 56th and Pecos all the way up to 88th and Sheridan.
07/11/2007	Denver	I request a meeting with your organization.
07/11/2007	Denver	I'd like to see express commuter transportation FOR REVERSE COMMUTERS - i.e. Denver to Longmont. The bus system does not provide such a route; even 1 per day would likely be used more.
07/11/2007	Denver	I thought the end point in Longmont was going to be the Sugar Mill? I think Longmont will experience lots of traffic jams as people have to drive thru town from the north and the east to get to the station! I believe that the line should split in Longmont and one portion should end at the Sugar Mill and the other should end at Hwy 66 on the current BNSF track. That would sure help with traffic in Longmont! Also, some thought should be given to the possibility that the line could possibly be used for future inter-city rail between the metro area and Cheyenne with stops in Loveland and Fort Collins. Double-decker DMU would not only be much less costly but also carry many more passengers per vehicle! If you start with DMU you can always change to EMU in the future when more money is found. I think the emissions argument regarding EMU/DMU is not accurately stated. It seems like supporting EMU in Denver just puts the emissions in Adams County (at the Cherokee power plant).
07/11/2007	N/A	Why is the Army Corp of Engineers a part of this project, aren't they too busy in Iraq? (comment from public meeting discussion)
07/11/2007	N/A	I am wondering about when we will know about the impacts to my property. I live on 94th Ave and Wadsworth Parkway, not Wadsworth Boulevard. Will there be impacts to Wadsworth Parkway at 94th Avenue? (comment from public meeting discussion)
07/11/2007	N/A	Can you define what the 'corridor' means, is it a mile wide or 1/2 a mile wide? (comment from public meeting discussion)
07/11/2007	N/A	This project needs to avoid the parking problems that have plagued other areas – provide adequate parking. Additionally, what is the difference in pollution effects if you primarily have people dropping passengers off versus having adequate parking? (comment from public meeting discussion)

07/11/2007	N/A	How close can the tracks be from a residence before you have to buy it? Some houses are 5 ft from the track. What about noise barriers – when will we know if we get these? There are also parking, traffic and lighting concerns in Westminster. (comment from public meeting discussion)
07/11/2007	N/A	The project team needs to consider how passengers will get from the stations to their destinations. Bus connections are very important to getting people to where they work. (comment from public meeting discussion)
07/11/2007	N/A	What will be the hours of rail operation? We need convenient and frequent service. (comment from public meeting discussion)
07/11/2007	N/A	A smaller number of rail stations also mean lower ridership due limited access. (comment from public meeting discussion)
07/11/2007	N/A	What are the projected hours of operation? Rail vibration at night will be significant as we try to sleep. (comment from public meeting discussion)
07/11/2007	N/A	I am concerned about the relationship between the number of stations/stops and rail travel times. If there are more stations travel times will be slower. The rail has to be as fast as BRT and/or car. I live in Broomfield and can get to downtown Denver in 20 minutes; the travel time for rail can be no longer than 20 minutes. (comment from public meeting discussion)
07/11/2007	N/A	I am concerned about the noise from the train whistle and want to know, in addition to grade-separations, what can be done to mitigate against this? (comment from public meeting discussion)
07/11/2007	N/A	I am concerned about grade-crossings, and want support grade-separation at 94th and Wadsworth Boulevard. There are numerous parks, schools and a federally protected wetland in proximity to this location. Additionally, the stations and rail will have an adverse effect on traffic. My point is that we want more than just ‘at-grade’ crossings in this corridor. (comment from public meeting discussion)
07/11/2007	N/A	I want to advocate for the 116th Avenue station. There are hundreds of employee’s in close proximity to the station with abundant land (115 acres) to attract TOD opportunities. Having this station would increase RTD’s ridership and raise needed sales tax revenue. (comment from public meeting discussion)
07/11/2007	N/A	I would like to advocate for keeping the 116th Avenue rail station. This station would serve many employees near 116th Avenue and meet the commuting needs my neighbors. Please reconsider this decision. (comment from public meeting discussion)
07/11/2007	N/A	I don’t understand why we are looking at both highway and rail improvements from a cost factor. You need to combine the rail and highway finances and begin by improving the highway;

		maybe after a decade there will be enough money for the rail. (comment from public meeting discussion)
07/11/2007	N/A	I support commuter rail in this corridor and think that if the jurisdictions want additional stations, above what was promised in the FasTracks campaign, then they should pay for it. Additional stations should be a joint venture with the jurisdiction and RTD. (comment from public meeting discussion)
07/11/2007	N/A	Why was the increase in costs not anticipated and accounted for in the financial analysis done for the FasTracks campaign? RTD should have recognized that this type of increase was going to happen. (comment from public meeting discussion)
07/11/2007	N/A	RTD should consider double-decker DMU trains since they can carry more passengers per trip. (comment from public meeting discussion)
07/11/2007	N/A	In regards to electric versus diesel, the project should consider that those near the power plants supplying electricity are also impacted. (comment from public meeting discussion)
07/11/2007	N/A	Concern was expressed about impacts to wildlife that may currently use the railroad corridor. (comment from public meeting discussion)
07/11/2007	N/A	Concern was expressed about the loss of views with the potential use of sound barriers for noise mitigation. (comment from public meeting discussion)
07/11/2007	N/A	A resident near 88th and Sheridan asked when will property acquisition needs be determined? Concern was also expressed about noise impacts to properties adjacent to the railroad tracks. (comment from public meeting discussion)
07/11/2007	N/A	The project should consider how rail service will act as an inducer of growth in the area. (comment from public meeting discussion)
07/11/2007	N/A	Concern was expressed about noise from trains affecting sleep, health, quality of life. A request was made to consider ways to reduce noise from trains including horns. (comment from public meeting discussion)
07/11/2007	N/A	What will happen to the existing trail system that goes underneath the tracks near 99th and Old Wadsworth? Will the tunnels be widened? Interest was expressed in maintaining use of the trail system. (comment from public meeting discussion)
07/11/2007	N/A	Concern was expressed about the impacts of train horn noise in relation to the frequency of rail service. (comment from public meeting discussion)
07/11/2007	N/A	What will happen to the Mountain States Toyota dealership near US 36 and I-25 and the houses in that area? What will be the property acquisition impacts? (comment from public meeting discussion)

		discussion)
07/11/2007	N/A	When will I know more about the impacts? What are the environmental issues that will be studied? (comment from public meeting discussion)
07/11/2007	N/A	Concern was expressed about effect on property including value, effect on health and air quality from diesel trains, and about the overall quality of life. (comment from public meeting discussion)
07/11/2007	N/A	<ol style="list-style-type: none"> 1. Single track between Boulder and Longmont sure makes sense to me (with passing tracks). 2. Sticking with the 7 original stations makes sense to me too! 3. Double deck (bi-level) DMU cars would haul lots more passengers and save money on total vehicles needed to begin service. 4. Commuter rail maintenance facility belongs in North Denver. 5. Would EMU appear to preclude any Amtrak bi-level car from using the line? 6. Consider air quality and impact around power plants too. 7. Overhead wires are visual pollution too!
07/11/2007	Westminster	Consider making some train-cars so that you can walk your bike or skateboard scooter or rollerblades onto it. We need a way to commute to work from the nearest station
07/11/2007	Westminster	The train seems to be in direct competition with the bus route along US 36. One or the other is redundant and a waste of taxpayer money. Also, could you put an overpass over the railroad at 80th St.? More frequent trains will cause more frequent backups of traffic and more frequent noise pollution due to the horns blowing.
07/11/2007	Westminster	I understand all about the extra track that needs to be added to the existing corridor. You say it shouldn't affect any homes in the area but I really think someone needs to come out to my address and see for themselves that there is not much room for addition without upsetting my property. I really think I'm going to get the short end of the stick from this adventure. I hope to hear from someone on this matter. Thank you.
07/11/2007	Westminster	Please explain that the train formation is short, not half a mile long. Many people are confused, thinking about long cargo trains
07/11/2007	Westminster	I would rather see overhead electric lines than have diesel engines on the NW Corridor.
07/11/2007	Westminster	I live on Tennyson St. The current rail line is just on the other side of my back fence. I have a wonderful view of the front range mountains from my back porch. I DO NOT WANT TO LOOSE MY VIEW!! I've heard that there is to be a wall put up? NO. NO.NO.NO.NO. I wouldn't even mind losing a few feet of my back yard as long as I could keep my view.

07/11/2007	Westminster	North Westminster's access to I25 from 150th Ave. i.e. - 147th Ave. to Downtown Denver should be (needs to be) critically evaluated by RTD. I see potential RTD stops on the east side of I25. However, there's nothing in the plan dictating the drastic need to remedy the growing population and bumper to bumper traffic going north and south on I25. We would like to submit a recommendation - regardless of cost - to eliminate that volume of traffic on I25. Just having it on the east side of I25 is not sufficient.
07/11/2007	Westminster	The train seems to be in direct competition with the bus routes along 36. One or the other is redundant and a waste of taxpayer money. Also could you put an overpass over the railroad at 80th St? More frequent trains will cause more frequent backup of traffic and more frequent noise pollution due to the horns blowing.
07/11/2007	Westminster	I am concerned with investment into fossil fuel dependant vehicle. Can trains be retro fitted to alternative fuels - i.e. cooking oil, say fuels, bio diesel, etc...?
07/11/2007	Westminster	What if any homes are going to be affected by this project - via eminent domain?
07/11/2007	Westminster	Do not drop the 116th Ave. station in Broomfield! This station is the heart of a Broomfield Bus/Rail hub as well as a rail path to Arista/Broomfield events center. This station would become a key station for Broomfield and I bet it will surpass any current ridership expectations!!!
07/12/2007	Boulder	"IF IT AIN'T BROKE DON'T FIX IT" The present bus service between Boulder and Denver (especially the BX line) is close to ideal. I suspect that the Fastracks improvements will destroy the efficiency of the current bus service and substitute a much slower, less rideable, lower service frequency rail service. It is a complete scam to call the proposed service "FasTracks" since it runs at half the speed of the current service. It should be called HALF-FAST idea!!! (Sound that out to get the full point) The comments about the superiority of the current Boulder to Denver service - the BX line - can extend to Longmont (and Niwot, Louisville, etc) by luring express buses from these communities as well. Even with such an expansion the cost would be a fraction of the HALF-FAST TRACKS proposal.
07/12/2007	Boulder	In view of the huge cost over runs before breaking ground, I think it only proper that the public have another opportunity to vote on FasTracks. We can not afford not to do this right.
07/12/2007	Boulder	I am concerned with night-time noise in Boulder in the vicinity of 55th and Arapahoe. Already there is significant noise with rail freight traffic, particularly due to warning whistles at road crossings. What will be done to ensure the passenger rail project

		does not aggravate this already bad situation?
07/12/2007	Broomfield	I am sure that you have received a glut of comments today concerning the proposal that RTD has made to remove the rail stop near Arista. I would also like to add my comments to that issue. With up to 2000 proposed DU's at Arista, the possibility of additional single family homes directly south of the Arista development, the 6,000 seat Event Center and the density of the commercial development proposed at Arista, deleting this stop seems to ignore the massive potential ridership that could be gained by providing this stop. I understand that there are budget issues, and that we do not fully understand the project-wide ramifications of this station, but as a potential rider and a Broomfield resident, I would very much encourage RTD to study hard other alternatives.
07/12/2007	Broomfield	I would like to see more stops in Broomfield especially folks along the I-25 corridor. I would really like to take a train to downtown but it would take me about 15 minutes to go to the other side of town just to get on a train. It would take the same amount of time just to go to Downtown. Please consider more stops in Broomfield and something to accommodate the eastern side of Broomfield and Westminster.
07/12/2007	Longmont	I am looking forward to the train - can we have it sooner?
07/12/2007	Longmont	I disagree with the decision to locate the Longmont station downtown. The mall area would be much easier for people in outlying areas to commute into. Feeder buses would carry people into downtown. Also, Boulder residents who work in SW Longmont could ride to work more easily.
07/12/2007	Longmont	I am hoping that the FasTracks will try to do some preliminary planning to go forward to I-25 to join the Cheyenne to Pueblo line. I feel that we should have planned to go as far as the Sugarmill as a larger station and provides of parking.
07/12/2007	Longmont	I live in the Niwot corridor. Horn noise is the "major" issue for residents. All hours of the day and night. I encourage the concept of "quiet zones" to start NOW, even before the RTD system is in effect. Thanks.
07/12/2007	Longmont	We have to do this. Absolutely. ASAP. Paris has had a rail system since the late 1800's. So has New York. Other big cities. Colorado needs to follow their examples. I have lived in Colorado all of my life and it's quite upsetting to see the blanket of bad polluted air that covers the front range every day. When I was young, you could see up and down the whole front range every single day. No pollution. We are all breathing this awful air every day. Not to mention reducing potential drunk driving - there are so many reasons to do this.
07/12/2007	Longmont	Please conform to your original plan and have the Longmont

		Station in the area of Twin Peaks Mall. Thousands of people live on the west side of Longmont and need a station. There is commercial property for sale--old site of the Silo Restaurant. Check it out. Ideal for a multi-level parking structure and a transportation hub for Longmont.
07/12/2007	N/A	I'm totally against this project for the following reasons: 1.) You cannot build a 41-mile rail system on existing freight tracks. As I understand it the FasTracks will be using the freight train tracks during day time and the freight will be moved during the night - imagine the noise level from the whistle all nightwhat a nightmare.... it is bad enough at present. 2.) Trains should run at least every 20 minutes - how can this be done on a single rail? 3.) Most important: Trains should only be powered by electricity - NOT diesel. Do this project right or DROP it.
07/12/2007	N/A	A high-speed train system needs to be considered. (comment from a public meeting discussion)
07/12/2007	N/A	This project is duplicating improvements that will be taken care of by US 36 improvements. (comment from a public meeting discussion)
07/12/2007	N/A	Speed of trains need to be communicated with the public as well as trip times and frequency of trains. (comment from public meeting discussion)
07/12/2007	N/A	The public should know about the FasTracks budget- such as the capital and operating costs- and what the FasTracks tax covers. (comment from a public meeting discussion)
07/12/2007	N/A	Please implement this service earlier. (comment from a public meeting discussion)
07/12/2007	N/A	I am looking forward to the project's implementation and to having rail service. I value rail service and believe the benefits it brings outweigh the impacts it may have, as the impacts seem to be minimal. (comment from a public meeting discussion)
07/12/2007	N/A	The Flourmill Station is inconvenient to those in West Longmont and there is preference for a Twin Peaks station as well as a Niwot location. (comment from a public meeting discussion)
07/12/2007	N/A	How will the project impact bus service between Boulder and Longmont, and what will be the reassurance of the rail service's dependability and its convenience. (comment from a public meeting discussion)
07/12/2007	N/A	Things that should be taken into consideration or communicated to the public are evening and non-peak hour operations, service and convenience, costs of riding the trains, bike access and if animals will be allowed on the trains. (comment from a public meeting discussion)

07/12/2007	N/A	There is concern for the location of Longmont stations. For instance, there should be another station besides the downtown station, perhaps an extension to East Longmont to serve that area. (comment from a public meeting discussion)
07/12/2007	N/A	What is the CDOT plan for connecting this project to North I-25? Would connecting NW Rail to North I-25 impact the technology choice? (comment from a public meeting discussion)
07/12/2007	N/A	Bicycles should be accommodated to be brought aboard trains. (comment from public meeting discussion)
07/12/2007	N/A	Is the service schedule of the trains known and what will be the peak and non-peak hours of operations? (comment from a public meeting discussion)
07/12/2007	N/A	Will bike paths and pedestrian trails have grade separated crossings? Path and trail connectivity is important. Are these connections the responsibility of the project or of the jurisdictions? (comment from public meeting discussion)
07/12/2007	N/A	Does the option of enhancing the bus service exist versus moving forward with rail service? Enhancing the bus service throughout the corridor should be examined and should still be on the table as part of this discussion. (Comment from public meeting discussion)
07/12/2007	N/A	What mitigations and safety measures will be used at grade crossings? (comment from public meeting discussion)
07/12/2007	N/A	If the project utilizes a single track configuration, what will be the effect on operations? (comment from public meeting discussion)
07/12/2007	N/A	If the technology chosen is EMU, will this dictate whether the project will be single rail or a double rail configuration? Can you elaborate on the costs and impacts associated with the different configurations. (comment from public meeting discussion)
07/12/2007	N/A	The decision to use a single rail or double rail configuration should be made earlier in the process rather than later. (comment taken from a public meeting discussion)
07/12/2007	N/A	The technology decision should weigh the different operating costs associated with each technology. (comment from a public meeting discussion)
07/12/2007	N/A	While some people are concerned about pollution from diesel trains, they forget that the train will be taking congestion off of the roads. There are positive, environmental benefits, from the implementation of commuter rail. (comment from public meeting discussion)
07/12/2007	N/A	I want to hear more about 'quiet-zones' as a mitigation tool and what we can do to ensure that these are implemented. Additionally what are the costs of implementing quiet zones?

		(comment from public meeting discussion)
07/12/2007	N/A	The biggest rail impact is noise – the train whistle is a big impact. (comment from public meeting discussion)
07/12/2007	N/A	From an environmental perspective, the No-Action alternative has the greatest harm, i.e. increased congestion. Rail is essential in this corridor. (comment from public meeting discussion)
07/12/2007	N/A	The project team needs to look at the concept of ‘peak-oil’ in the long-range planning and determine when we will hit it (peak-oil). We should use an electric system. (comment from public meeting discussion)
07/12/2007	N/A	The focus on one DMU rail manufacturer is troubling especially since Colorado Rail Car (a commuter rail manufacturer) has had financial difficulties over the past number of years. (comment from public meeting discussion)
07/12/2007	N/A	Why are we not looking at Locomotive Hauled Coaches (LHC) for this corridor? LHC’s have greater capacity and have been used for the past 25 years. (comment from public meeting discussion)
07/12/2007	N/A	When was the decision to use the existing BNSF railroad tracks and use diesel trains made for this corridor? I think we should revisit these assumptions/decisions. (comment from public meeting discussion)
07/12/2007	N/A	I hope that the rail car manufacturers are American companies – keep the jobs at home. (comment from public meeting discussion)
07/12/2007	N/A	Do we have multiple vendors for diesel commuter rail vehicles; we need to make sure there is competition to get the best price. (comment from public meeting discussion)
07/12/2007	N/A	What are the price projections on the diesel technology – what is the payback timeframe? (comment from public meeting discussion)
07/12/2007	N/A	In the long-run, based on the increase in diesel fuel, electric will be cheaper. If more money is needed for the start up, then get the federal government involved. (comment from public meeting discussion)
07/12/2007	N/A	Is the cost outlined for EMU based on an assumption of one or two tracks? (comment from public meeting discussion)
07/12/2007	N/A	When do the EMU costs balances against DMU, i.e. EMU becomes more economically viable? (comment from public meeting discussion)
07/12/2007	N/A	The project team has to factor in climate change into the evaluation of DMU and EMU, in terms of the continuing cost of using diesel fuels. (comment from public meeting discussion)
07/12/2007	N/A	There is a lot of misunderstanding about what was proposed for

		this corridor in terms of technology. Many people are surprised by the fact that light-rail is not being considered; I thought we voted for light rail. Do we get a chance to re-vote? (comment from public meeting discussion)
07/12/2007	N/A	You have to factor in long-term operating costs, peak oil costs and future federal regulations for greenhouse gas emissions in the technology decision. Cheapest and quickest does not equal best.
07/12/2007	Niwot	Please put a small station in Niwot Please. We have a large group of elderly in this area. It would be very convenient for a trip to all towns north and south.
07/13/2007	Broomfield	I just want to stress the importance of as many stops in Broomfield as possible (1 yes and 1 maybe; as I understand it). The additionally proposed East Wadsworth near 116th location is essential to taking the load off the Flat Iron Crossing stop as well as reaching out to more residents in Broomfield. In particular this will promote more pedestrian and bicycle traffic to and from this stop. The additional cost (or budget overrun) is well worth it NOW. Continued growth will make this sort of addition that much harder in the future. Thank you for the opportunity to have my voice heard on this subject and good luck with the project!
07/13/2007	Longmont	I mentioned this at the meeting last night held in Longmont - RTD needs to reconsider using DMU's because our country is facing PEAK OIL - what is going to happen when the price of diesel fuel goes through the roof? Biofuels can't possibly supply the amount of fuel needed to run this country - our food supply will be greatly affected otherwise. Colorado is rapidly building up renewable energy production and I believe we should focus on electrifying the system. Why not use as much renewable energy as possible to fuel this system instead of relying on "OLD" technology? I heard the argument last night that DMU's are "new" technology and pollute much less, BUT, I still believe we should use EMU's and base it on our new energy economy. I'm also concerned we are going to outsource the light rail cars from outside of this country. Tim mentioned last night about buying from Siemens - this is not a US company. SEE, their technology surpasses ours! Why not build up infrastructure and manufacturing here! Let's keep the \$\$ in the US!
07/14/2007	Lafayette	Two comments: 1. The whistle noise of the current train service is extremely loud. The new project should take all steps possible to mitigate the whistle noises of the trains. 2. The train information indicates that the operating grade of the EMU is less than 4% and the DMU is less than 3%. The grade of

		the current track going south bound from east Boulder to the Baseline Rd crossing certainly exceeds 4%. This is the steepest grade between Cheyenne and Pueblo. What will be done to address this problem?
07/15/2007	Boulder	I was unable to make it to the meeting last week. I have the following things to add. First, I am happy to see that the website is becoming more informative and that you are showing off some of the technology being considered. Also, I would like to make the case for an electrified line. The most important characteristics for a commuter train in my opinion are speed and comfort and aesthetics. I do not believe that a diesel provides the necessary acceleration needed for a commuter line. Additionally an electric line is more environmentally friendly, quieter, capable of regenerative braking (no squeaking bakes), and lighter, and faster. The trains shown in the pictures and videos look dated and hideous to say the least. I think it is important to have a good looking and especially modern looking train. Who will want to ride in an ugly or weird looking train? I grew up in the Zurich area in Switzerland and unfortunately there are not many English language links but there is a short entry on wikipedia here http://en.wikipedia.org/wiki/Z%C3%BCrich_S-Bahn Anyways the S-Bahn there is very successful, I think primarily because the trains accelerate and decelerate very quickly. They have very large doors on each side of the car making it very quick to get on and off. The trains are very quiet and provide a smooth and comfortable ride, and they are modern and nice looking trains. I think we (the citizens of the front range) should invest in similar if not better technology otherwise we are just wasting our money.
07/15/2007	Broomfield	I feel that it is extremely important that we add another option for Northwest riders that need to get to south Denver. Right now my commute is 1.5 hrs between bus and light rail. That's fine but if this could improve with a single light rail ride in the morning vs. a transfer that would be even better. Plus I feel that there are a lot of northwest residents who would take the light rail if that was an option! Please push through on the NW Light rail project as I'm sure many of my fellow residents would agree is a great idea!