



1560 Broadway, Suite 700, Denver, CO 80202

February 20, 2007

## **Value Engineering Public Comment Summary**

Attached please find a complete list of the public comments received by the West Corridor project team regarding the Value Engineering proposals presented by FasTracks in January 2007. More than 400 comments were received from members of the general public. These do not include comments submitted directly to the design team by stakeholders or elected officials. Comments were taken through the project Web site and at a public meeting held on January 31, 2007. In some instances, duplicate comments are listed, but they were received by different people.

Proposals P01-005 and Staff #1 garnered the most comments with over 50 comments each.

Proposal P01-005 suggested deferring the construction of the four stations that are not directly associated with a park-n-Ride facility. RTD determined that all four non park-n-Ride stations would not be eliminated, although the elimination of Knox and Lamar stations are being tabled for further study. Consequently, the public was asked to comment only on the possible deferral of the construction of Knox and Lamar. Of the comments received, 43 were in support of keeping these kiss-n-Ride stations. Some of the reasons for keeping them include:

- The serve low income and disabled populations.
- There is potential for redevelopment around Lamar including a six acres parcel recently acquired by the Lakewood Housing Authority.
- These stations, especially Lamar, are important transfer points for the #1 and #49 bus lines, among others.

The Staff #1 proposal suggests leaving Sheridan at grade and bringing the light rail over the top on a bridge. This allows for the construction of a single span bridge instead of a three span highway bridge. Support was generally given for maintaining the light rail at grade with Sheridan on the bridge. Comments included:

- Many concerns were expressed about the ability to accommodate bicycle traffic on a single span light rail bridge as compared to a three span highway bridge.
- The safety of the intersection at Sheridan and 10<sup>th</sup> was a concern to the public: "The VE solution for the Sheridan station presents the problem of the seriously dangerous intersection at Sheridan and 10<sup>th</sup>."

Proposal P02-038 suggests depressing the light rail alignment under Wadsworth rather than flying over. This proposal is of great interest to the design team as well as the City of Lakewood. Only 13 comments were received from the public on this proposal. Of those 13, nine were in support of depressing the light rail station. Examples of comments received are:



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- EXCELLENT IDEA! (caps done by commenter) Reduces noise and visual pollution. Much cleaner lines. Much cheaper to build. A win-win idea for everybody.
- Depressing LRT at Wadsworth seems innovative to me rather than regrettable. I like this idea.

It is important to point out that we have started to receive a fair number of comments regarding the cost of what is perceived as the constant redesign of the alignment. Examples of these comments are:

- You are wasting funds.
- Consider cost of redesign at the 11<sup>th</sup> hour.
- Stop studying and build it!

This summary is meant only as a highlight of what the team heard from the public. All of the comments received from the public are attached to this report and we encourage you to read them.