

Gold Line EIS Contact Report

Date of contact: Sept. 13, 2006
Contact initiated by: GBSM/Keith Howard
Contact method: Presentation/Q&A with Sunnyside United Neighbors Inc.
Attendees: Don Ulrich, Liz Telford, Megan Lane and approximately 30 attendees, including Judy Montero and Juanita Chacon.
Purpose: To conduct outreach to the members of SUNI and involve them in the EIS process

Meeting Summary/Key Issues

Don Ulrich gave a 10-minute presentation that overviewed the EIS process with an emphasis on scoping. Afterwards, Liz Telford and Don conducted 45 minutes of Q&A. Following the Q&A, Juanita Chacon gave a brief talk to the group. Attendees were given access to a variety of handouts on the Gold Line.

Specific Comments:

- It would be preferable to allow access to the Northwest Rail line at the 38th and Inca station by using EMU technology.
- Concerned over how the rights will be worked out with railroads and how the commuter trains will operate in conjunction with freight trains.
- Make sure that there is enough parking at the stations.
- Judy Montero asked whether RTD would look at previously discarded alternatives and questioned what impacts those alternative alignments (non-BNSF/UP) could have on businesses, property, residents, etc. in northwest Denver.
- RTD should look at the student project that studied station area planning for 38th and Inca.
- EMU seems to be the best option for the Gold Line.
- Will RTD really take public comment into consideration?
- Make sure that RTD takes future growth of Denver into consideration when looking a projected ridership. Growth of Denver will be out of control in 2015.
- If Northwest Rail selects diesel, RTD should consider the possibility of switching the technology mid-corridor, so that there would only be EMUs coming through northwest Denver.
- RTD needs to make sure that they are effectively coordinating between all the corridors to ensure that the entire system is connected and blunders are avoided. Concerned that the decisions made on the Gold Line could be affected by decisions made on other lines down the road. Make sure that there are ways to later adapt, should decisions made by other corridors make that necessary.



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- Consider alternative types of energy for the Gold Line, like wind and solar. RTD should also look at transit projects in other cities that use this technology, such as Las Vegas.
- The fact that DMU has fewer manufacturers than EMU should be a huge factor for RTD to consider. It's unsuitable for RTD to use Colorado Rail Car – a “fledgling corporation” – as a single source for all DMU data. EMU has been tested more extensively, which makes it a more reliable and preferable technology for the Gold Line.

Action Items:

- Add all members who signed up for the mailing list into the database.
- Log specific comments in TrackVia.