

**NORTH METRO EIS
PUBLIC COMMENTS
October 2006**



Comment	Source	Date Created
I just want to give you my option/comment on fastracks. I beleive we need it DESPERATELY. It takes me longer to get to the the Wagon Road park-n-ride, (beacuse of the traffic on 120th) then it does to get to work, so taking a bus from there, is not an option, and the bad thing is that my company pays for Ecopas, that I can not use. Driving is getting worse everyday, its so madding thinking that its my only way to get to work, I work in downtown Denver, and its always so crowed on I-76. I beleive that the homeowners in the North Metro are pay the highest taxes in the Metro area, and is unfair that we are the last to be considered.	website	Oct 2 2006 9:18 AM
The EIS should consider a transportation link to Loveland and Fort Collins in the future	public workshop	Oct 2 2006 1:57 PM
Will any homes be affected, ie torndown?	public workshop	Oct 2 2006 1:58 PM
It needs to be built faster. It is a great thing.	public workshop	Oct 2 2006 1:58 PM
There needs to be a crosstown rapid transit route considered.	public workshop	Oct 2 2006 1:59 PM
The mass mailings should include Brighton	public workshop	Oct 2 2006 2:00 PM
Concern that FasTracks voters assume Light Rail technology will be used and not DMU. Concern with noise from diesel engines	public workshop	Oct 2 2006 2:01 PM
This project is long overdue	public workshop	Oct 2 2006 3:26 PM
I want more information on quiet zones	public workshop	Oct 2 2006 3:27 PM
I-25 should be made wider near 120th to deal with congestion.	public workshop	Oct 2 2006 3:28 PM
At 104th Avenue (Sage Valley Townhomes), it would be a good place to have a walk-access only station. There are a number of townhomes and apartments here(Colony Glen, Fox Run, Sage Valley Townhomes, Champions Park Apartments) that would use a station.	public workshop	Oct 2 2006 3:31 PM
The BNSF line is better than the UPRR line because the BNSF line would serve the community. The UPRR line serves business and industry not the residents. There need to be stops in the southern reach neighborhood(s) to serve the lower income people so that they can have access to the rail line (do not pass through without a stop!!)	public workshop	Oct 2 2006 3:32 PM

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<p>Scoping Meeting Comment Form Dear Sirs:</p> <p>Attached is a Word file with our comments. Please add us to your contact list.</p> <p>Glen and Susan +++++</p> <p>note from admin: text from attachment: October 2, 2006</p> <p>Our comments on September 27, 2006 North Metro Corridor EIS meeting in the Thornton City Council Chambers are as follows.</p> <p>We did not speak up at the meeting but wanted you to know that we are in support of what you are doing. We thought the Rocky Mountain News article on the meeting was biased in terms of negativity and did not reflect the portion of the audience that had positive and constructive comments. Most of the comments seemed to be about noise, property values, and technical aspects of the trains.</p> <p>My interest and concerns are about the stations themselves, and specifically the Eastlake station. We would like to see the surrounding property owners, governmental interests, and RTD come up with a broad and general land use plan that would enhance the Transit Oriented Development aspects of the station. These aspects should include other means of</p>	email	Oct 4 2006 6:35 PM
<p>The alignment of the north line appears to be one of convenience. I cannot see how this alignment will be cost effective. Without a double line the efficiency is lost. Since you will have to move the tracks to accomodate a double line, you might as well install a new track. This alignment also crosses every major road in Thornton. Unless you plan on destroying the traffic flow every 8 minutes these crossing must be elevated or lowered. This will cost another fortune in addition to the fortune that we will spend just putting in the line. I feel that the only alternative is to do some kind of north end T-Rex. This is where the traffic is, so this is where the solution must be.</p>	website	Oct 7 2006 6:18 PM
<p>I am a customer of "Hair For You" salon near the proposed site of the station on Claud CT and 125th. There is a grain tower there plus the salon. In your design and planning for this station please include the grain tower and the hair salon in the station for us. It would be so fitting to call it "Still, Hair for You" and still have a new improved version of the grain tower to see as we drive or ride on the train into the station.</p> <p>Also, we would like an enclosed locking bike rack to be able to catch the train and safely lock our bikes at the station. There are bike racks like these at the Lockheed Martin plant in Gunbarrel, CO, above Boulder, for the employees to lock there bikes up protected from the weather as well.</p>	website	Oct 8 2006 11:50 AM

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Since the project will be going right past our front door, will we be "bought out?"...as the locomotive passes across 104th, undoubtedly the locomotive warning horn will sound, the warning arm will come down with the lights and bells protecting traffic on 104th. This will tremendously devalue our property! How often do you anticipate the unit passing by our property? Half hour, hourly..24-7?...this is bad news for the property owners in this area. Please advise me of project intentions in the above areas just mentioned....thanks. Richard +++++	website	Oct 8 2006 12:21 PM
I have a concern about the DMU technology. WHY can't we just use Electrical engines, it is clearly better for the environment.	public workshop	Oct 9 2006 12:50 PM
How long will the project take? How long to build? When can I use it?	public workshop	Oct 9 2006 12:52 PM
Is there a current number of properties that would be taken dependent on the technology and alignment used?	public workshop	Oct 9 2006 12:53 PM
Has the community been informed of about this project? How?	public workshop	Oct 9 2006 12:55 PM
Are there current plans to expand the list of current station locations, or will you leave the current list?	public workshop	Oct 9 2006 12:57 PM
I received a postcard for your meetings. Thank you for letting me know about the project and coming today.	public workshop	Oct 9 2006 12:59 PM
Will the NMC go to Wagon Road Park-n-Ride?	public workshop	Oct 9 2006 1:00 PM
I would support the I-25 alignment.	public workshop	Oct 9 2006 1:02 PM
I am concern with the elimination of bus routes in the corridor if the train is built.	public workshop	Oct 9 2006 1:13 PM
Feeder buses to stations need to work with the community to get the right ones in place. Make sure it is functional. You don't want to drive too far to catch a train.	public workshop	Oct 9 2006 1:15 PM
Parking at stations is crucial for community	public workshop	Oct 9 2006 1:16 PM
you need to purchase the trains sooner so we have enough when you open the line.	public workshop	Oct 9 2006 1:17 PM
I am concerned with the public process. The Southwest corridor public outreach was horrible. They did not care about the community. I am glad that you guys are so different. Thank you for coming to us to present and collect comments.	public workshop	Oct 9 2006 1:19 PM
I have a concern with LRT and its use in bad weather (Rain, snow). Is DMU and EMU able to work in bad weather?	public workshop	Oct 9 2006 1:26 PM
We want a realiable technology selected. I think that EMU is the solution.	(none)	Oct 9 2006 1:27 PM

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How will you deal with a train the is not working. Repairs on tracks etc?	public workshop	Oct 9 2006 1:28 PM
I am concerned with possible terrorist attacks of our trains. Are we making sure that our system is safe?	public workshop	Oct 9 2006 1:29 PM
I would support some type of underground subway system through the corridor.	public workshop	Oct 9 2006 1:31 PM
<p>I am concerned about compatability with the environment. Also I discovered my own sensitivity regarding worthwhile use as opposed to my own car. And what of provate monies are to used that do not come from the tax base. I'm glad you opened the discussion to the audience members. It shows the RTD FasTracks project as a public directed venture.</p> <p>The Forward thinking physical outcome (Enviro, housing, effieency in transport, etc) of the project and the open forum we have started.</p>	comment card	Oct 9 2006 1:40 PM
In order to reduce noise and make the ongoing operation less dependent on flucuating gasoline prices, it would be better to use an electric option for the trains.	website	Oct 10 2006 9:12 AM
I think the proposed north metro corridor is a great idea and the location is perfect due to the growth in that area. It would be vertually to accomodate everyone as far as not wanting to drive 10 or 20 minutes to get to a designated park-n-ride. Happy to see thar so many different areas have been carefully looked at like safety-speed-weather conditions etc.	comment card	Oct 11 2006 8:39 AM
Please bring rail to the North as soon as` possible. Any alignment I-25, I-76, Boulder, etc.	comment card	Oct 11 2006 8:43 AM
will there be any meedeation for the noise caused by the trains?like new windows for the older houses. are the station location firm?	website	Oct 12 2006 3:28 AM
would like to know if the Light Rail project in a North part of the Denver can be comming to us sonner than by the year 2015? Because I-25 is so so packed every day going South. Thanks in advance	website	Oct 15 2006 5:04 PM
would like to know if the Light Rail project in a North part of the Denver can be comming to us sonner than by the year 2015? Because I-25 is so so packed every day going South. Thanks in advance, Natalya +++++	website	Oct 15 2006 5:38 PM

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<p>I am writing to voice our concerns about the Fastracks project in the North Metro area.</p> <p>While we agree that there is a valid need for some type of mass transit option for the northern suburbs, we do not favor using the existing rail line or any rail service which would run through Thornton. Our reasons for objecting include environmental concerns, resale value of existing homes along the train's path, and above all, safety.</p> <p>Our primary concern is safety. The Larry Walker baseball field borders the existing train tracks. Both Rocky Top Middle School and Century Middle School are literally a few yards from the rails. There are several elementary schools in close proximity to the rail line, including brand new Silver Creek, which is less than a block from the line. All of the school children from the schools live on both sides and cross over the rail line at least twice a day.</p> <p>We not only have a concern for the children, but the tracks also run through a very high density residential area. Every year people are hit by RTD trains in downtown Denver We cringe at the potential for accidents in a scenario that calls for Fastracks</p>	website	Oct 17 2006 3:21 PM
<p>Mr. Shelley, We are industry located at 35th & Brighton Blvd. with service from the Union Pacific Railroad. We have a cement distribution terminal with service and supply to the construction industry. At this time we are an interested party with no concerns.</p>	comment card	Oct 18 2006 5:42 PM
<p>I am a northglenn resident, and just wanted to comment that I do not agree with the cities stand on not wanting a station withing their boundries.</p> <p>I am a proponent of the current proposal to have stations at ~100th or 104th, at ~112th, and at ~124th avenues. I also believe that a loss of any of these stations would be detrimental to the project and would reduce the potential use by persons in that community.</p> <p>I believe that northglenn's position was based on minimal input, and with "not in my backyard" mentality, without considering the needs of the whole area.</p> <p>Thanks.</p>	website	Oct 20 2006 12:04 PM

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<p>I disagree with the proposed locations for FasTracks North METro for the following reasons:</p> <p>1. Safety - there are at least 5 schools that are along the tracks that would be used. The tracks are currently not used (with the exception of one train once a week). Not every child knows to stay away from train tracks. In addition, people use the surrounding space as "recreation" (riding horses, bikes, jogging, etc) every day.</p> <p>2. Property Value - there has been a lot of development near tracks since the initial evaluation in the 90's. If the tracks start being used, then entire subdivisions will decrease in property value. I can't speak for everyone, but I certainly don't want a train coming through my backyard every 7 minutes.</p> <p>3. Habitat- living next to the tracks over the past 4 years, my wife and I have seen a variety of wildlife and domestic pets use the area around the tracks. We have a red fox, a coyote, and a hawk that use the area behind our house as their home. My wife has even seen a bald eagle in the past at the 112th intersection. While this might not be a big concern to most, I would</p>	mail	Oct 25 2006 3:36 PM
<p>How close the proposed station at 88th would be to her house.</p> <p>Would like to be involved in the projects and station planning process.</p>	phone	Oct 25 2006 4:36 PM
<p>Key Information Communicated: The estimated year of completion for the North Metro Corridor and technology information.</p> <p>Stakeholder Comments/Input: He would like to be added to an email distribution list.</p>	phone	Oct 25 2006 4:41 PM

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<p>From:+++++, Brenda Sent: Friday, October 20, 2006 6:24 AM To: L H Cc: Estes, Kristi Subject: RE: Buffer Zones for Proposed FasTrack Corridors & Stations</p> <p>Linda: RTD does its best not to apply our right of eminent domain, unless absolutely necessary. Keeping in mind that i'm not stating legal advice, RTD has the right to purchase (through a very complicated legal process) and for fair market value, any property that is needed for a transit project, no matter how far it is from the tracks. We can purchase land for park-n-Rides, track right-of-way and station locations. We follow the federal Property Acquisition and Relocation Act of 1973.</p> <p>This corridor is very early in the planning process and has not yet, and will not for about three years, identify properties that will be needed for the project.</p> <p>I am asking via this e-mail that Kristi Estes, who is the Public Involvement liaison for this corridor, contact you and send you some brochures on the acquisition and relocation process. In addition, she can add you to the mailing list so you can continue to receive updates on the project as we move forward.</p>	email	Oct 25 2006 4:47 PM