

UDC Summary Report September 27 and 28, all comments

Which bridges	Bridge comments	Railings, Fencing & Walls	Other?
Federal, 6th Avenue	I MUCH prefer the arched design for both bridges... I'm told the cost differential is minimal, and the arch is far superior aesthetically	they need to be of a high-quality design that does not provide a clean gray canvas for graffiti artists and should not be of materials that lend themselves to spray painting such as blank concrete or stucco.	I'm concerned about access to the park just south of 12 Ave around Osceola. Can you consider a pedestrian crossing across the tracks at Newton or around there?
Wadsworth	I would like to see ivy on the walls. I believe this would prevent graffiti. I know that RTD has stated that it would be more maintenance for them. However, if we just have a "wall" of some kind, there will be graffiti, no matter how well the wall cleans up after time it will start to look very ugly. On the other hand, after the ivy or other green has taken, it won't take much work to do. There are lots of alternatives out there for xeriscape plans.	I would like to see noise mitigation at its best, but do not want to see pickets on top of the fences. There are other alternatives that would look less prison like.	Please keep working and listening to the citizens and take in to consideration all their comments. Thanks
Wadsworth, 6th Avenue	The Arch bridge is looking much better than the Truss. At Wadsworth, the shorter open space ramp up and down would be better and saves money. The extended version isn't worth that much.	none.	Why was there no station put in at Indiana to serve Colorado Mills? Did Stevenson not want it? The Red Rocks ped bridge and back streets could serve to bring people into the Mills area. Not an easy walk though. I'd like to have an answer. Also somewhat concerned about spill over parking into the neighborhood at Garrison.
6th Avenue	Interested in ensuring public access to the Red Rocks station from the north neighborhoods. Please consider both pedestrian and bike access.	none.	Good job. I support the project and concurrent redevelopment of a bike friendly system along the line.
Wadsworth	Plain Jane appearance. How can we make it a signature feature of the West side of town?		On the alignment at the Jefferson County Courthouse - bike path area at the Courage Garden. We have planted a tree 6 years ago in memory of our son Andy Warren (Southwestern White Pine) which is located right above the gazebo and about 15' down from the bike path. If you have to move the tree PLEASE contact us before any uprooting. Ly Warren 303-279-6271 (home) 303-356-8537 (cell) and Deb Warren 303-379-9172 (home) 303-704-7038. Thank you for keeping us up to date.
Federal, 6th Avenue, Eldridge	6th Ave Bridge-Prefer Arch Design. Other Looks Too Industrial Eldridge Bridge-Excellent Design! Federal Bridge-Prefer Arch Design, Better Visual Effect 6th Avenue - Prefer tied arch bridge	I'm told these will vary by circumstance and location, which seems appropriate	I'm really excited by this whole project. I bought my condo west of Union Boulevard specifically because light rail (the Federal Center station) would be available. I look forward to the day when all the construction is complete and I can begin to take light rail downtown to Union Station, out to DIA, etc.
Wadsworth, 6th Avenue	Wadsworth - Bridge needs to be a significant architectural and visual feature due to its location. The materials of MSE wall is an inexpensive poor choice of material. This material is over used (obviously due to cost) and is not appropriate at this location. Materials should be tied more to historic materials that are regionally contextual and locally found. For example, brick, sandstone, etc. Much more thought should be put into this important bridge. Materials, architecture and aesthetics should be timeless. The columns and the horizontal pieces of the bridge should be be distinctly visually different either of different materials or colors or textures. It is my understanding an artist is part of the team. If this is true, I think it is important that the artist design for timelessness not for a statement that will be dated in a decade or two. I think lighting is a very important component of the design of the bridge at Wadsworth. Lighting architecturally of this bridge that may tie to Colfax	Railings should tie into the architecture of the station and bridges. Simple clean designs are best. Not too busy. Like the idea of historic themes integrated into glass, railing and fencing. Materials should be regional materials. First the term "Keystone" is a BRAND of MSE wall. You probably shouldn't use that term on your boards. Secondly MSE wall is a REALLY poor choice. The texture and material is not appropriate in an urban setting. It is over used and is tied to newer suburban. The size of these walls warrants a much better choice of materials, regardless of the cost. Cut costs somewhere else.	None. Station Architecture - Definitely don't think the western theme architecture is appropriate. The American theme is the most appropriate. This architectural type utilizes multiple materials (brick/stone, wood, metal). Utilizing multiple materials greatly enhances the visual impact of these features. Prefer the American style at the Wadsworth station. This style is more timeless than the interurban style. Ballasts - Ballasts should not have fencing. Concrete is not an architectural material unless artistically altered. The ballasts, and guards shown are not very attractive. The use of these should be greatly thought about and altered depending on visibility by residences. Obviously in areas where they won't greatly be visible, less expensive is OK. General - as you move toward more detailed design, remember the importance of materials and the key locations (Wadsworth, 6th Avenue, etc.). Spend the money where it is really going to be visible.

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6th Avenue	Like the warran truss as it fits with a RR bridge. The arch appears out of proportion vertically. Possibly a arch not as high would look better though is acceptable.	The walls should match the Stevenson's rock walls used at Indiana & 6th and the entrances to 6 Ave. Dont like MSE blocks and panels in general as in time calcium deposits stain the facing and they look cheap.	Thank you for having the open house. The staff was very helpful.
6th Avenue	The basket handled tied arch bridge will be much better design in allowing open view of city and of mountains; in lightweight, far less steel used, lower cost of construction, and far more beautiful, elegant design.	RE: Walls: Use earthen textures and materials resembling sandstone, wood, muted earth tones, not "concrete" in appearance. Try pockets for plants in tight spaces? Railings: wrought iron look? NOT chain-link look. We need Very much the asymmetrical articulated sub-divided railings/fences for APPROACHES to the station (especially across from residential property), not solely IN the station, since, especially at west end of Lamar, residents will look directly out at this station approach.	I am sure you will eventually have to include some provision for pull-out, kiss-n-ride and parking at Lamar Stn. Would be better to plan for it than to ignore it, produce congestion and have to create later solution/response. Appreciate efforts to incorporate history and to "soften" what have been very bleak stations in other light-rail lines. You must check sun-angles in July-August to insure shelters Actually provide shade on seating areas, and protection from wind/snow in winter. Thank you all for all your efforts!
		Please make certain to put up a high fence between the trailer park (West Colfax & Ulysses)and Light Rail for the children's safety.	I am concerned about future development with a frontage road near Indiana and roughly 8th Ave. I use the frontage road in the winter when I do not want to climb 8th Ave hill because of snow or ice. I do not like change. We have "done our share" in our neighborhood. I loved 8th Ave before it was removed for the car dealership, altho the traffic in the neighborhood has slowed and there are fewer cars. I loved the open ground and horses grazing, before the shopping center. A historic Wide Acre Rd is gone with the shopping center. A quick back road to the old Hugh M. Woods was taken from our neighborhood. These are quality of life issues!
Kipling	none	At what point in the design process will we be able to request & comment on fencing or walls to be used at our location--specifically visual pollution. Our yard is about 3 feet below the current rail grade. We have a 6 ft. fence on top of the north side of the ditch--this will not be sufficient to screen us from the train & prevent riders from seeing into our house & yard. We would like to have seen the rails run below the current grade. We also wonder if the 18 inch ballast wall is enough for noise mitigation.	We need a commuter or shuttle bus to serve the Colorado Mills and adjacent shopping areas from the Red Rocks station area. A service like that would eliminate the need for as much parking. Please do it on-time and on-budget so we have a better chance of getting the money to get the job done. And you forgot the stirring sticks for the coffee!
Eldridge	Would prefer this bridge be further east closer to Red Rocks Station.	A sound wall should be considered as noise will impact the 6th Ave West subdivision	Although this is the first time we have made comments at meetings attended the past few years, we have been attending Light Rail meetings for over 20 years. Up to this point we have not found the process & staff/consultants to be receptive to our concerns. Hopefully this will be different now that the project is moving forward. We have lived at our house for almost 30 years & want to stay, but fear the park-like setting of our almost 1/2 acre property will never be the same after the trains come.
			Worried with alignment at Jeffco end of line in relation to trees in Courage Memorial Garden. I have planted the tree furthest up hill from Gazebo, approximately 15' below the bike path. How can you fit two tracks and not impact the tree? Tree- Southwest white pine "Andrew Thomas Warren" planted in 2000. If moved where would it go?
Wadsworth, 6th Avenue, Kipling	Wadsworth - Go for the e-span version with TOD. I think that will be fine. Use Keystone blocks, rough is possible. Virginia Creeper on south side. Maybe English Ivy on north to increase aesthetic appeal. Reflect heat on south side and discourage graffiti. 6th Ave - Love the basket handled tied arch! Kipling - Keep it simple and use shadow and color to extend horizontal visual line, angle the abutment for better visual effect.		Wind Screens - please add perforated steel screens to possible choices - more effective - The stations with masonry "benches" built into wind screen/pair column structure seem practical and attractive. Lighting?
			Mr. Ore called on 9/29 to give the following statement. The meetings have been very good with lots of information. The staff is very helpful and informative. Special kudos to Beth, DEA and Dennis, who are all doing a wonderful job of keeping the public informed. They are very supportive, willing to listen and helpful. Thanks to RTD and their staff.