

**NORTH METRO EIS  
PUBLIC COMMENTS  
April 2007**



Comment	Source	Date Created
88th Station location. Entitlement officer, north of New Town Site, 11 acres undeveloped. What are the plans?	other	Apr 2 2007 11:23 AM
Opposed to Park-N-Ride Station next to Rocky Top!   As a parent of three young children, I am adamantly opposed to the station being proposed next to Rocky Top middle school. I believe RTD is being irresponsible by even considering this location which would obviously create a great hazard to our children. It will also negatively affect the quality of life of the citizens living in the surrounding areas because of increased traffic, congestion and crime. Please do the right thing and DO NOT build this station. Tristen +++++ Business Partner, +++++	website	Apr 5 2007 8:04 AM
<p>From: Todd +++++ [mailto:+++++.com]            Sent: Thursday, March 29, 2007 4:55 PM            Subject: North Metro Station Location Opportunity...</p> <p>Dave, Evelyn, and Joe: I was talking with Laura +++++ (of +++++ at a recent North Metro Corridor open house, and during a follow up discussion she recommended that I make contact with each of you about a specific station location opportunity we would like to discuss with the appropriate person / people / agency. Our company owns a couple large pieces of property that run along the West side of the UP rail lines between 49th and 51st along York St. (physical address is 4950 York St.) From the information my boss (the owner) learned at the last Open House meeting, there are two station locations being considered within the Union Pacific line option just to the North and just to the South of our properties and since that particular option's plans show the FasTracks line plotted to run along the West side of the existing UP tracks, we think there might be a good fit.</p> <p>As I told Laura, much of that land is currently being used as either vacant, storage space and / or livestock pens hence, not much would need to be done to turn it into a more productive use. The owners told me in a meeting early this week that parts of that land would be more useful and valuable to FasTracks than it is to us. Bottom line, before the exact station location is decided upon at the next Stations Meeting, we would appreciate the opportunity to talk with you to suggest using part of our property for a station. We figure that we should at least try to let someone know that we are interested in bringing a few more options to the table. There seem to be too many advantages for everyone to just ignore. To use Laura's words from a recent e mail, it sounds like there may be some opportunities for synergy between your company's willingness and the needs of FasTracks. and I totally agree. Please let me know what the next step is and how I can put our company's owners in touch with the most appropriate people on your end. Thank you for your time and consideration. Todd +++++</p>	email	Apr 11 2007 9:06 AM
I have lived in 4 different homes in Northglenn since 1962 on both sides of I 25. I fully support the plans for the North Metro corridor. The tracks have been there for a long time and now the citizens along the rail corridor are doing most of the talking agisnt using those tracks. They don't like the drive to and from Denver but don't realize how the close proximity to the rail would improve their daily living. It reminds me of the people who don't want a Wal Mart across the street from them, but they will certainly drive miles to shop at one. I know many people who do support the North Metro Corridor. Are there petitions that we can sign?	website	Apr 12 2007 7:39 AM

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<p>It is in the best interest of us, the citizens of Northglenn and Thornton to have fastracks in the North area. I am looking forward to the future of being able to utilize public transportation to visit areas that due to the horrific congestion of the highway system, I choose to stay away. I speak for many people who say "YES, TO FASTRACKS"</p>	website	Apr 12 2007 8:32 AM
<p>I would support the location of a light rail station at 112th and York in the city of Northglenn. This would be an excellent site for future development in conjunction with light rail.</p>	website	Apr 12 2007 8:40 AM
<p>I BELIEVE ACQUIESCING TO AN OBVIOUS MINORITY JUST BECAUSE THEY MAKE MORE NOISE IS FOLLY. I KNOW YOU CANNOT FORCE THE PEOPLE WHO WOULD BE WELL SERVED BY A STOP IN NORTHGLENN TO SOUND OFF YOU CAN MAKE MORE NOISE YOURSELF TO WAKE UP THE SILENT MAJORITY. OBVIOUSLY THE TOWN MEETINGS ARE NOT WORKING. HOW ABOUT TRYING TO GET TO THOSE SILENT PEOPLE THRU TELEVISION. GET YOUR SELF ON LOCAL NEWS PROGRAMS OR ADVERTISE WIDELY ON RADIO. I DO BELIEVE THAT IF YOU COULD GET YOURSELVES INTO ELECTRONIC MEDIA IN A BIG WAY YOU WOULD WAKE UP ALOT OF THESE PEOPLE THAT NEED TO BE AWARE OF THE RAMIFICATIONS OF NOT HAVING A STOP IN NORTHGLENN. THANKS FOR THE OPPORTUNITY TO CONTRIBUTE.</p>	website	Apr 12 2007 11:21 AM
<p>I've been attending the North meetings, and my concerns are mostly around the station at 144th, and the overall northern corridor. I think this sums up my concerns around the stations fairly well. Obviously some comments carry more weight, and are more widely shared, than others. I also have some concerns about the decision to use DMU vs. EMU. Specifically, I think EMU would be preferable as it would help with noise mitigation, which obviously is a major concern up North. Given the distance between stations that have been proposed, it seems extremely unlikely that a train could get up to the appropriate speed, so as to make negligible the noise differences between EMU and DMU.</p>	email	Apr 16 2007 8:24 PM
<p>Also, I'm concerned about the potential air pollution impacts to the immediate neighborhood, as I learned at the last meeting that a DMU unit pollutes significantly more than a commuter bus. The rail-line up north runs through a valley of houses, if you will, and many houses have backyards that back up directly to the railroad right of way. A train spewing pollution (visible or not) could linger in that "valley", impacting the residents of those neighborhoods. Anyway, my question is what committee or team decides that ultimately (DMU vs. EMU), and how can I engage with them? Thanks for any help you can offer.</p>		
<p>I noticed on your website that you have an upcoming meeting for the North Metro stations. I will not be able to attend that meeting but I would like to know where the proposed station could be at 144th. Is it on the North or South side of 144th? Is it on the West or East side of the tracks?</p>	email	Apr 16 2007 8:26 PM
<p>Is there a stop on Washington? Come to our neighborhood meeting and give us an update? Call me at xxx-xxx-xxxx. Forum just for Elyria Swansea and Globeville. Electric is better for the environment. Need a stop in Globeville (Washington) - Don't exclude Globeville - Include Us!!</p>	public workshop	Apr 16 2007 11:32 PM

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I was made aware that the Denargo Market area was being considered for a station. We've been looking for new developments to move our business to and if a station was built in that area that would be a major asset. While the area is relatively undeveloped now, it does have a lot of potential.	website	Apr 17 2007 10:01 PM
I was reading the denverinfill.com blog regarding the new Denargo market development and the possibility of a new light rail station there. Please consider adding a station to this exceptional site. There could possibly be over 2000 residential units making it one of Denver's largest TODs!! please make this happen!	website	Apr 17 2007 10:28 PM
There needs to be a Denargo Market Station (roughly 29th ave.). There will be over 2,000 units alone in a few block radius of there, it's needed.	website	Apr 17 2007 10:52 PM
Greetings. I think it makes a lot of sense to add a light rail stop in the River North area, possibly near the future Denargo Market redevelopment. Pioneers like Mickey Zepplin are making a strong push in that area, which could someday be a wonderful urban infill mixed-use neighborhood. River North's location is tremendous, and it is a vastly undervalued asset to the city. It would be wonderful if FastTracks helped accelerate its transformation.	website	Apr 18 2007 6:22 AM
Hello, I am a board member of the Whittier Neighborhood Association. Our neighborhood is bounded by Downing St. on the west, York st. on the east, 23rd ave to the south, and MLK to the north. Would someone from your group be willing to talk to/solicit input to either our board or the neighborhood members about the future fastracks stations around our area? Thanks, Nathan +++++	website	Apr 18 2007 7:34 AM
We fully support a light rail station in River North. As an art district we would love to see more pedestrians in the area so we can sell more art. The River North Art District membership is currently at 53 creative businesses in the area as well as over 100 individuals that are a part of our group. We need to make this area more pedestrian and bike friendly. Safe for families. Arkins Ct between 31st and 38th is an unsafe straight away where cars, buses & trucks regularly surpass the speed limit. This traffic needs to be rerouted to Brighton Blvd. We need to celebrate the River Front like most cities do. It's a great asset with lots of wildlife that needs to be respected. Please let us know how we can help you make this area even more special than it already is. A light rail station in the area would help with the pollution problem we have in 80216, the most polluted zip code in Denver. It needs some attention. Thank you! Tracy +++++ Co-director +++++	website	Apr 18 2007 8:18 AM
I believe there should be a Light Rail station at the Denargo redevelopment. Keep up the good work.	website	Apr 18 2007 8:28 AM
I think that with the large proposal for the Denargo Market being right by North Metro Line with it's 2500 residential units and retail that it would be shortsighted to not have a station at that location, especially since the next nearest station would be a mile away. While budget constraints may prevent this station from being built with the rest of the North Metro Line, the provisions for a ghost station should at least be placed.	website	Apr 18 2007 8:30 AM
I urge you to take a look at adding a station to the Denargo Market area -- this area has the potential to be one of Denver's most intriguing TOD possibilities, but it does need a Fastracks station to make that happen.	website	Apr 18 2007 9:12 AM
I would like to add my voice to those requesting a transit station at the new Denargo Market development. With so many residential units planned for this area as well as the proximity of the north metro corridor, it would be a shame to not place a light rail stop here. So many developers have seen the potential of TOD's and have invested millions to build entire neighborhoods around current or planned light rail stations. Shouldn't RTD be willing to follow suit and incorporate a station into an existing high density project? Regards, Justin +++++	website	Apr 18 2007 10:52 AM

Comments in this report are shown in their original form.  
Personal and contact information has been removed to protect the privacy of the commenter.

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I would like to suggest that a FasTracks station stop at the up and coming Denango Market would be a big plus. Thank you, Michael	website	Apr 18 2007 9:09 PM
I support the additional Denargo Market Station impact study.	website	Apr 19 2007 2:28 PM
I am concerned that you are receiving comments from residents without any actual regard for their opinions. It seems like no matter what we say, you are planning to proceed as planned quite a while ago. My comment is simple: this transit system should NOT be running through an area as densely populated as you propose. It adversely affects the neighborhoods, property values, way of life, and is simply appalling. Move the route to I-25 where there is less impact on residential neighborhoods. If the budget can't accommodate it, then don't do it. You are affecting people's lives. Perhaps a better use of the abandoned RR tracks is a commuter bicycle path. It's cheaper, easier to maintain, and has a more positive impact on the area it runs through. If you are really taking resident's comments into consideration, then prove it. Otherwise, you are simply wasting our time and money.	website	Apr 24 2007 10:02 AM
FW: North Metro EIS-April Station Meetings Info.   Just over 48 hours before the next important meeting for the FastTracks project, I'm receiving an email to tell me about the meeting. This is the first I've heard of it. Why haven't we seen notices of this meeting posted in multiple community locations? Why haven't notices gone out in the mail? Sending out information about an evening event only two days prior to the event is VERY late notice, which makes the cynic in me wonder if that is on purpose. Since so many of these decisions are supposedly being made based on community input, it seems disingenuous to contact community members with very little notice, or not contact them at all. It seems like RTD isn't really interested in community input, but rather in going through the motions to satisfy Transportation Department requirements. Incidentally, in case you care, I - and all of my neighbors - are ADAMENTLY OPPOSED to the proposed station at 144th, next to Rocky Top Middle School. I can assure you that if the decision is made to go forward with this plan, there will be significant community outcry.	email	Apr 24 2007 4:24 PM
I attended this evening's public meeting (4/24) and want to point out a misconception that was stated at the meeting regarding the potential-new station along Brighton Blvd./Blake Street. One of the citizens mentioned that he preferred the 40/40 station OVER the proposed Brighton/Blake station. As i am sure you are aware, the growing group of people pushing for the Brighton/Blake station are not makgin this requiest in place of the 40/40 station, but in addition to that sation. There are over 3,000 planned residential units within 1/2 mile of the new station (an easy 10 minute walk for most people). Adding a new station in this locaiton is very much in line with Blueprint Denver and will enable thousands of new and current residents to walk take the train to DUS, to the North Metro, and possibly even to DIA (if the UP alignment is chosen). Without this new sation to serve this dense area, most of these residents will probably drive to their destination.	website	Apr 24 2007 10:32 PM

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<p>Plea for a new north metro transit stop   Dear Dave Shelley and the entire north metro project team, As a concerned citizen of the Denver area, I am writing this letter to express my support for the inclusion of a new transit station in the brighton/upper larimer neighborhoods near downtown. Fastracks is undoubtedly a great move forward for the city and region, but we must continue to pay close attention to the needs of inner city neighborhoods that are, quite frankly, underserved by the upcoming rail system. Furthermore, the brighton/upper larimer area has huge potential for new development and an influx of new residents, including some sizeable projects already on the table. Serving the area with transit will only encourage such development and will undoubtedly spur more, making central Denver a stronger and more vibrant hub of the region. Thank you for your time, Austin +++++ Golden, CO</p>	email	Apr 25 2007 8:24 AM
<p>North Metro stations   Hello Dave Shelley and other project managers, I recently learned from a colleague that RTD is taking comments relating to a proposed light rail station somewhere in the vicinity of 27th and 31st streets in the Upper Larimer section of downtown Denver. I applaud this idea and can only hope that the funding will be available to make this station a reality. The residents of Ballpark, Upper Larimer and RiNo will without a doubt utilize this station to its fullest. Not to mention the economic impact it can spur for this area. I've also been reading about the proposed Denargo Market development which could over time 2000 residential units to a now mostly deserted area of town. I hope that you will take these comments as my support for a station that will fill a 2.3 mile gap in the line. Let's get people out of the cars and using the light rail to their destinations including downtown, the airport and towns up north. Thanks again for your time! Sincerely, Robert +++++</p>	email	Apr 25 2007 8:24 AM
<p>From: tom [mailto:+++++@earthlink.net] Sent: Tue 4/24/2007 4:37 PM To: Meghana Shah Subject: Re: North Metro EIS: April Station Meetings Reminder Dear Ms. Shah: Elyria Neighborhood Association is aware of the North Metro EIS Study. We have submitted our neighborhood plan, which we developed over 2 years and with an investment by the neighbors of several thousand dollars. The plan shows the commuter rail station location across Brighton Blvd from the vacant Denver Public Schools bus parking lot north of 48th. To date, your EIS study isn't considering this site, although from a textbook TOD perspective, you will not find a better one in a ten state region. The problem is your process is tainted beyond redemption. RTD has hired Manolo +++++ to run this EIS, and put the offices at +++++ This is like making Saddam Hussein Director of the United Nations and then forcing the United States to pay tribute to support him while he decides the fate of your nation. As a tiny example, Manolo and the +++++ have been promoting a highway alignment for I-70 under a different EIS study that would split and ruin Elyria Neighborhood.</p>	email	Apr 25 2007 10:25 PM

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<p>They wouldn't listen to Elyria then, and they won't listen now. For two years, Elyria has been living under the guillotine that Manolo and the +++++ have erected. We think that's enough time. While our neighborhood, like human beings everywhere, love the activity of engaging in conversations for possibility for the future, RTD's empowerment of your key personnel has ensured that your EIS process is not, nor will be, that. We aren't ready to roll over and let Lorraine +++++ and her minions, including Manolo, destroy us, so we won't sanction whatever it is you are doing by pretending it's a real study. It's a speakeasy, and the real card game is in the back room, not the parlor. Al Capone ran this type of business. Back in his day, it was illegal. I venture to guess it still is. We are in a fight for our lives and homes, with Manolo and Lorraine as prime perpetrators. This our official statement on the matter, for the record. Tom +++++ Elyria Neighborhood Association</p>		
<p>40th/40th/Swansea (N&amp;S) Attaching Globeville is of importance to our organization. The southern station would at first glance seem to be more central to the community, but impacts on local elementary school and other community gathering points.</p>	public workshop	Apr 25 2007 11:01 PM
<p>40th/40th: Please add me to the contact list for the East Corridor.</p>	public workshop	Apr 25 2007 11:03 PM
<p>40th/40th: - Please use UP to share track with east line to allow for transfer to the east line. - Can you shift station slightly south to allow better interaction/access from 38th Ave.</p> <p>Denargo/Brighton/31st - Fantastic to see this station be seriously considered! Thank you. - Access from 31st is good - but please make sure that access is provided from Blake as well. - 800' station has a double advantage of pedestrian access from 29th St. as well.</p>	public workshop	Apr 25 2007 11:10 PM
<p>We are working with +++++ Estate Advisors on the redevelopment of the Denargo Market at 29th and Brighton. A transit stop, along with increased bus service, will be an incredible asset to the area and project. We are proposing 2000-2500 housing units, with retail uses, and in addition to other redevelopment, there will be a strong desire for a simple and reliable transit connection to both downtown and the north. The stations already proposed are too far away to provide service to this area. A rail station would enhance connectivity to an area currently underserved, and support the redevelopment of the Brighton corridor as envisioned in the City's River North Plan.</p>	public workshop	Apr 25 2007 11:19 PM
<p>144th Station - No station at this location.</p>	public workshop	Apr 26 2007 10:06 PM
<p>144th - No station next to the school. Its an unnecessary risk when 162nd is a clean slate ideal for TOD.</p>	public workshop	Apr 26 2007 10:09 PM
<p>We are vehemently opposed to a Park-n-Ride near Rocky Top Middle School. There are other options that will not endanger our children.</p>	public workshop	Apr 26 2007 10:20 PM

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We oppose the proposed location at 144th & York! This is strickly a residential area - no commerce. More importantly, the factor the middle school across the street is alarming!! The traffic of people in such close proximity of children is too dangerous. The crime involved with such stations, it is a blatant disregard for children's safety for that proposed location. Given light of the crime involved with these trains, it is careless to even consider the 144th & York site. I suggest an area AWAY from schools, in a multi-purpose area that does include commerce. Alternatives such as 100th (Thornton Parkway) or 88th Ave would be more suitable.	public workshop	Apr 26 2007 10:31 PM
144th Ave. - I am very concerned about the proposed 144th Ave station. Obviously, as a homeowner I am concerned with the negative impact of a large parking structure - traffic, security, property values. But as a parent and educator, I feel this structure at 144th is unacceptable. This would be placed right next to the middle school. Safety for our children is a huge concern. My children will have to cross 144th and the traffic congestion and safety is a big worry for me. I am pleased to have a mass transit system to alleviate the environmental impact of additional cars on the road. But I do not feel our children's safety should be jeopordized. This is not a good placement decision.	public workshop	Apr 26 2007 10:39 PM
I am not for FasTracks at all. It is hard to believe that your want to put this going through a residential neighborhood by two schools. I also think it is ridiculous to put a 600 car lot on 144th right next to a junior high school! Safety Safety Safety! Where is the safety for our kids and neighborhood! If I need to go door to door I will! Why would you not put it on 162nd where it is not in the middle of a neighborhood or next to a school!	public workshop	Apr 26 2007 10:44 PM
Key proposal is to eliminate altogether the 144th station site. Considerations are obvious to the residents of this immediate area and include: 1)child safety given the high number of students in the area and proximity of Rocky Top Middle School. 2) Increased crime rate increase in this highly residential area, and 3) Increased traffic. The best proposal is to eliminate this site in favor of stations at 162nd and 124th.	public workshop	Apr 26 2007 10:49 PM
144th Ave & York. The idea of this station coming to reality is a harsh reality for nearly all residents in proximity of this proposed station. It is not needed, or WANTED. The plans for this station should be scrapped and the funds allocated for it would be better directed to improving and expanding the stations at 122nd and 162nd. These stations (122nd & 162nd) are wanted by surrounding residents as well as increased capacity to these stations has been discussed by surrounding residents. *Ultimately the SAFETY RISK for children at the school and ball fields is the main reason this station should not be built. Safety far outweighs ANY convenience for ANYONE.	public workshop	Apr 26 2007 10:55 PM
Please do not build the 144th Ave station at all. It does not belong near a school in the middle of residential neighborhoods. A larger parking structure at 162nd is more logical and feasible and safer! Please think about the safety of children and the impact on our neighborhoods!!	public workshop	Apr 26 2007 10:59 PM
NO station at 112th & York. Concerned about noise and diesel emissions. My husband and several other people in our neighborhood are on oxygen 24/7. So I am here for them.	public workshop	Apr 26 2007 11:02 PM
Thornton Pkwy Station. The Thornton Parkway station is a great opportunity to increase ridership for the system. AS the owner of The Reserect Thornton, which is an attainable housing community with residents at 60%, 50% and 40% AMI restrictions. We are more than open to finding means and promoting ideas to create a functional, efficient and accessible transit station. The fact that Thornton Pkwy is a major arterial providing easy east west accessibility, the land surrounding the station is currently vacant and there is a willing property owner eager to work with Thornton and RTD at finding a solution. This is a functional station and the Transit Oriented Development make this a superior option.	public workshop	Apr 26 2007 11:13 PM

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<p>112th Station. Prefer no station if station is placed at 112th, the station needs to be built to negate the traffic impacts on 112th, with a park-n-ride on the Thornton side way in the back of the space. Need to keep the green areas. Like the idea of having a park at corner of 112th &amp; York on the Thornton side. Allow for development and use by Northglenn and Thornton. Plase a bus drop of at the corner of 112th &amp; York on Northglenn side across from the park. Placing commercial on the area next to 112th would not be a careful management. Regardless of whether a site is placed at 112th, grade separation is necessary due to traffic, safety for children, noise, emergency vehicles. There are several schools in this area (5 or 6 I think). Horns will impact neighborhood and schools.</p>	public workshop	Apr 26 2007 11:22 PM
<p>112th. Northglenn needs 112th!! This station is a good location for bicycle and walking traffic. Should have some parking, but not a huge park-n-Ride. Northglenn has a large elderly population, many of can't walk/bike to the station. 100th/104th/124th stations don't serve the majority of the northglenn population. Station could be designed where both Thornton/Northglenn sides of York Street could be used for parking and TOD. RTD needs to start showing how bus service could be integrated into this (&amp; other) stations. This could help mitigate traffic concerns. 122th was the plan when I voted on this measure which was passed! You guys, RTD &amp; Consultants, are doing a great job!</p>	public workshop	Apr 26 2007 11:29 PM
<p>104th &amp; Colorado. I believe this station should have a parking structure as well as great walk-up access. My alternative to this station would be 112th St. My main concern is the noise &amp; vibration related to running a commuter train. I would perfer an electric train to a diesel train. Also of great concern is the blowing of the horn each time the train passes through a major road. I believe this should be eliminated when the train is going through residential areas as 104th, 112th, ... There should also be mitigation of noise and vibration along the tracks in the residential areas.</p>	public workshop	Apr 26 2007 11:34 PM
<p>112th. Excellent opportunity to redevelop an under utilized piece of land. Potential to build a city within a city - unparalleled along the north line. Could be a "benchmark" for high density new urbanism. Despite a few residents of Fox Run who were vocal in their opposition, a survey of Northglenn residents indicated they would like a FasTracks station in Northglenn. This station at 112th would allow a new community to revitalize the surrounding areas, provide a pedestrian friendly area, a destination, a seed crystal for redevelopment of the exising single family housing (primarily within Northglenn). A revitalization of the area would increase property values, thereby increasing funds for schools, etc. Bottom line, the amount of social capital/ability to impact change for good in the neighborhood would be a positive force for change in Northglenn and help Northglenn grow its tax base, have a station that allows the residents of Northglenn a portal for transportation. This station represents an amazing opportunity to transform the eastern section of Northglenn. *Sadly, most people at my table could not</p>	public workshop	Apr 26 2007 11:49 PM
<p>144th &amp; York. Prefer: No station at this location AT ALL!! OK at 124th &amp; 162nd. EMU technology with ground level power. Quiet zones at all locations. #1 is children's safety issues! Other obvious issues are traffic, parking in neighborhoods (overflow), graffiti, crime, and property values. At 124th &amp; 162nd, actually all sites should have bike parking as well as availability to take bikes on the trains.</p>	public workshop	Apr 26 2007 11:54 PM
<p>Go for station at 104th and Colorado Blvd. Straight trip to DIA. More lanes of traffic now down 104th Ave. Most traffic goes down Colorado Blvd. &amp; 104th Ave. Great place to put station - NOT AT 100TH &amp; THORNTON PARKWAY. This 104th Ave &amp; Colorado Blvd. would least impact on housing areas!!! Stores and parking are already at 104th Ave &amp; Colorado Blvd.</p>	public workshop	Apr 26 2007 11:59 PM

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<p>I live next to the tracks off 124th and First St. in Eastlake...I have six questions.            1.) Last I heard, the large, red, diesel-powered train cars were planned for use for North Metro FasTracks. Will those train cars be used?            2.) If so, why isn't a more efficient type of train being used? Just my two cents, but it seems that there are other options for trains that do not depend on gasoline or diesel. As well, the price of diesel seems to have gone up substantially recently.            3.) How will the trains operate when crossing major streets such as 120th? Will the traffic stop for trains, or vice versa?            4.) I know you probably only have an estimate, but how long would the projected train ride be between 120th and downtown (one-way, either direction)?            5.) Are express train routes planned during peak travel times, or will all trains stop at each station (i.e. from 120th to downtown or vice versa)?            6.) Have you had any interest from developers, etc., in the properties located adjacent and across the street from proposed station locations and train stops?            Thank you! I look forward to a response to each of my questions. Take care, Erin +++++</p>	website	Apr 28 2007 3:12 PM
<p>144th Station: The meeting last night was very organized and handled professionally. We appreciate the time in considering our concerns.</p>	email	Apr 30 2007 10:36 AM
<p>I was unable to attend last nights meeting at the Northglenn Rec Center. Please update me with the topics discussed and where you are at specifically on the 144th Ave. station. As I'm sure you know, there are several neighborhoods opposed to a station at 144th Ave. I am one of those that is 100% opposed for several reasons, however now I can add something to my list of opposition which is lack of patrol at your current stations along the I-25 corridor. According to the news channels last night and radio this morning, there has been a rash of crime incidents occurring at your existing stations.</p>	email	Apr 30 2007 10:41 AM
<p>As much as I'd like to believe this won't happen at 144th Ave., I'm sure it will. Our quiet little neighborhood at 144th &amp; York does not want or need this. Please do what you can as a human with compassion to help us fight the construction of a station at 144th. It would save RTD/taxpayers millions of dollars by omitting this station entirely. Just think, you can build a bigger and better one at 160th where you do not have existing homes that would be as affected as the ones near 144th. Of course the perfect solution would be to use the new Mag-Lev technology along north I-25 and not use the old RR tracks going through so many nice neighborhoods. What do you think? Linda +++++</p>	email	
<p>Hi Nanci--I was calling schools today to discuss some pedestrian safety issues, and spoke to a woman who lives right on the track. She requested that I send her some information on Noise. Would it be possible to send her the official FasTracks Noise handout? Her info follows:</p>	phone	Apr 30 2007 10:46 AM