

**NORTH METRO EIS
PUBLIC COMMENTS
September 2006**



Comment	Source	Date Created
<p>I'm not asking for a personal response; however, in future updates, I would like to see the combined responses to the public's concerns.</p> <p>(1) Completion for FasTracks in the north area has been bantied about at the year 2013--when I retire; however, there is a real need for more park'n'rides, especially a little east of I-25. I would suggest that a couple of park'n'rides be completed before FasTracks is completed to provide more needed parking now--and for later use as parking areas for the FasTrack stations. I especially like the idea of a station at 112th & Colorado FasTracks station and the 124th Avenue FasTracks station to accommodate the fast growth of the north metro area and the new RTD riders in the corridor. (2) I also have a concern about the noise factor--the proposed track goes through long-established neighborhoods. How far away can these trains be heard and felt? (3) As to property owners--how many will lose their homes in buy-outs or condemnations? and will they get fair prices to sell? (4) And, again, since this proposed track goes through established neighborhoods with lots of children--what extra precautions will be taken for the safety of all residents, in particular children and elderly?</p>	website	Sep 22 2006 1:15 PM
<p>I hope you guys are planning on building bridges or tunnels at each and every existing street crossing. Commuter trains will not be an improvement to the community if it clogs up the east west flow of traffic. It will also not be safe to have trains running through the middle of town.</p> <p>Please move the right-of-way to run along I-25 in a fashion similar to the SE Corridor.</p> <p>Thank you.</p>	website	Sep 23 2006 7:24 AM
<p>I would like to submit my comment IN FAVOR of this project. I commute to Downtown Denver each morning, and if this service was available, I would make it my primary mode of transportation to and from work, as I am sure would many others in the north metro area. As anyone can see, the impact on the environment and the cost of maintaining I-25 is substantial as a result of the high volume of commuters each morning and evening. I believe this project, although expensive, is justified in that the reduced costs incurred in environmental damage and maintaining and expanding I-25 north outweigh the costs of this project. Thank you to everyone involved with this project and moving it forward!</p> <p>Boyd +++++ Northglenn</p>	website	Sep 23 2006 11:13 AM
<p>Its about time! We can't wait!</p>	website	Sep 24 2006 10:48 AM
<p>I have no problems with the construction of a light rail in the North Metro Corridor. In fact, I feel that it is necessary as the upper area of Denver does not have a reliable transportation outside of driving one's own car or taking a cab.</p>	email	Sep 24 2006 9:42 PM
<p>I'm in total support of the project and the sooner we can complete the project the better. My hope is the proposed alignment of having a station at 112th is kept in place. Don't let the objections of a few get in the way of the benefits for the many.</p>	website	Sep 24 2006 9:45 PM
<p>This is the best project idea that RTD has come up with. We need better transportation options for this area. I work in Commerce City and the current options to get to work are a 1-mile or better walk. Thank you for this project.</p>	website	Sep 24 2006 9:51 PM
<p>Is there a possibility of completing the North Metro Line sooner than 2015? I would be in favor of the DMU units than the other options.</p>	website	Sep 26 2006 5:23 PM

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<p>If I understand the project plan correctly, the new light rail line will run directly through my neighborhood and right behind my home. My concerns are along several fronts:</p> <p>1) Safety. Today children cross the railroad tracks to go to school, to the baseball fields on York St and to play and walk their dogs. Balls go over the backyard fences and are then retrieved by children. People jog and walk along the tracks. Having light rail whipping up and down that corridor would put many people at risk and make it impossible for people to enjoy the space as they do today.</p> <p>2) Noise. We live in a quiet, residential area. There is very little traffic. To put a light rail right through the middle of our quiet neighborhood, operating at all hours of the day and night would disturb our neighborhood. When the weather is nice, we can sleep with our windows open. Light rail would mean noise and lights at night, disrupting sleep.</p> <p>3) Crime. I understand a park-n-ride is planned for York and 144th. The park-n-ride we used to use in Longmont was</p>	website	Sep 26 2006 8:24 PM
<p>Hello, I have just moved my family here from Minnesota last month. We are really enjoying the fresh mountain air, and the lack of noise from living away from the busy roads. I have just received a postcard today regarding the RTD North Metro project, and this is the first I learned of this. We are greatly concerned with the RTD North Metro project and what this means for our current living conditions and where we raise our family. We truly hope that nearby housing is considered when deciding among the alternatives for the project, especially noise, visual obstructions, and air pollution (from possible DMUs). I hope this input is valuable in the decision making process. Thank you for taking the time to read these concerns, Donovan +++++</p>	website	Sep 26 2006 9:06 PM
<p>There needs to be an interconnect between the Gold Line, Northwest Line, North Metro Line, East Line, and the existing D-Line. My HOA supports the DMU technology.</p>	website	Sep 27 2006 1:00 PM
<p>Two comments:</p> <p>1. I am not in favor of FastTracks as my home is right next to the track that will be used. My biggest concern is noise/vibration. I think this should be a priority RTD as well.</p> <p>2. Did RTD ever consider building a rail system along I-25 north corridor as was done in the south corridor T-Rex area? It seems to me that this would cause the least amount of home depreciation and existing Park-n-Rides could be used.</p>	website	Sep 27 2006 7:08 PM
<p>Please keep me on the mailing list</p>	public workshop	Sep 28 2006 1:14 PM
<p>124th location seems ideal for our area and all of our neighbors tend to agree. We are all looking forward to the convenience of FasTracks and plan on walking to the station and using it as often as possible!</p>	public workshop	Sep 28 2006 1:14 PM
<p>Excited about the project!</p>	public workshop	Sep 28 2006 1:14 PM
<p>Technology should reflect the up coming future that it the technology will be used in and not the past. Electric and alternative energy should be considered during this process. I also believe that people that build and buy homes near a railroad line need to wake-up and not blame their ignorance on FasTracks. No-one guaranteed that the use on the railroad line would remain the same and not increase or decrease. This is a great project and I look forward to its future sucess. How often would the general public have access to the line (route schedule)? Thank you for persisting in the advancement of traffic flow the advancement of the stagness that currently runs this country.</p>	public workshop	Sep 28 2006 1:14 PM

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You guys should look at future technology in regards to the DMV, etc. And think 15-30 years in advance, not just the now. I also think you should take a look at other cities, states, and countries that use rail as a way of commute and see how they upgrade commuter cars as well as rail maintenance. I also hope that you really take into account the output of pollution, global, warming, and the use of oil. Try to minimize this and save our planet. How soon can you get this thing on the tracks and rolling?!?!?	public workshop	Sep 28 2006 1:14 PM
Concerned about parking facilities - needs to be enough parking	public workshop	Sep 28 2006 1:14 PM
It is +++++ pleasure to participate in this scoping process. We appreciate the hard work that has been done to date with regard to the North Metro EIS and look forward to seeing the project progress. +++++ has an option to purchase a 53-acre parcel at 88th and Welby. Over the past three years, +++++ has worked with the community-at-large, the city(Thornton) and the school district to plan our transit-oriented development. The city and urban drainage district have made significant financial commitments to the project at 88th & Welby. We are very excited to move forward and want to be as active as possible in the EIS process. The possible relocation of stations in the corridor - is the 88th Ave. station at risk of moving to an alternative site? What groups/pressures may influence the relocation of a station? Is RTD requiring private cost-sharing (i.e. from private developers) to help build stations and/or station-area improvements like parking?	public workshop	Sep 28 2006 1:14 PM
Think you need to include the following: A) Overall air pollution, traffic congestion, and greenhouse gas impacts in study region if North Metro implemented per plan vs. being implemented on an accelerated schedule. B) Technology alternatives should include: 1) combination of technologies over time. For example, using DMU on existing track while later transitioning to LRT. 2) Bus guideways/road travel multi-modal operation. DOT has looked at rail bus vehicles which might allow service to be extended to e.g. Brighton, or minimize footprint of stations (less parking required). C) Integration of rail & bus routes.	public workshop	Sep 28 2006 1:14 PM
Would be interested in keeping abreast by mail results of meetings and results of changes (if any). Topics most interested in: traffic, location of stations, environmental impacts.	public workshop	Sep 28 2006 1:14 PM
Noise level - pollution - wall on both sides of existing tracks. Property placement - traffic at crossings - property values - increased traffic and parking and barriers to keep noise down. Are there going to be alternatives if not using the current tracks anticipated upon. RR crossing and 88th traffic accident prone.	public workshop	Sep 28 2006 1:14 PM
My concern is more in getting to the DTC from the northern and Boulder areas. From what I have seen the "w" and the "t" will be discontinued on November 17th. I now take the "w" line from Wagon Road to the DTC and the bus drops me off at the building I work at. In November I will have to take the 120X to Union Station then to Light Rail to Belleview Station, then I will need to catch the 727 line to the closest stop to my building, which will be about a block. With this change, I am going from one bus to using two buses and on train. Will the transfers go well and how long will my commute take after the change? At this time it takes around an hour to travel down. At my work place several people at my work place use the "w" line, which have similar concerns. One of these is a young blind man that depends on the "w" from the building to Broadway station. With the new system he will have to walk one block on his own or be escorted to the stop to catch the bus. I have also noticed other handicap persons that use this express lines and their impact will also be affected.	public workshop	Sep 28 2006 1:14 PM

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Adams County, the largest County directly impacted by the implementation of FasTracks was the only community to reject the plan during the election. I believe this can be due to a number of factors/considerations of each voter but would urge the EIS to be sensitive to the fact that residents are reluctant to have mass transit rail running through and servicing their community. My concerns as an Adams County voter is that the proposed corridor/rail line runs through not an industrial area but community after community and by literally many schools and mutitudes of neighborhoods. This results in safety and quality of life concerns for hundreds of homeowners and their children. I urge the EIS to look at alternatives beyond the existing proposed line through the north metro neighborhoods such as a north-side T-REX up north that was successful down south. Utilizing the existing track may be cheap to implement but please consider the alternatives that are not just the most obvious. I personally would pay more through out and "right" solution to North Metro's traffic congestion and mass transportation needs. Most interested in alternatives! Thanks!	public workshop	Sep 28 2006 1:14 PM
Expedite schedule - why does it take so long? Most interested in SPC/TOD	public workshop	Sep 28 2006 1:14 PM
Suggest alignment along I-25 because traffic and park n Rides are already there	public workshop	Sep 28 2006 1:14 PM
Against 112th/York Station due to noise and vibration - this is quiet residential area.	public workshop	Sep 28 2006 1:14 PM
LRT or electric preferred technology. Need to put what you had on south to the north for equity.	public workshop	Sep 28 2006 1:14 PM
Consider Washington Ave as an alignment because: 1) closer to I-25; 2) mirrors SW Corridor (along Santa Fe); 3) Anshutz difficult to negotiate with. B) Need line to go east-west on CO 7 to connect North Metro and NW lines, US 85 and I-76. C) Don't put alignment near I-25 because people live in established neighborhoods - concerns about noise. Good idea to relieve congestion on I-25 which is already noisy.	public workshop	Sep 28 2006 1:14 PM
+++++ - Concerned about noise near residential - even LRT is noisy. Would need to bury as subway to mitigate noise. 104th, 112th, 120th concerned about congestion of these intersections. Couldn't find a site for a station due to existing development - concerns about noise and traffic.	public workshop	Sep 28 2006 1:14 PM
Have presence in West Corridor within next year so people really know that something is going to happen. "Show me" mentality and need results. People who will want to use new line are those who live on Washington or use the bus that travels on Washington. Consider Washington inead of UP. Look at demographics (low income) along Washington.	public workshop	Sep 28 2006 1:14 PM
Environmental Station: On Community Resource Map - Add missing Rocky Top Middle School 144th/York? And elementary school (Adams 12) south of E-470 at 152nd and Filmore.	public workshop	Sep 28 2006 1:14 PM
Diesel issues, Noise vs. Vibration, Property values, Glad LRT is needed, What was the ballot language, LRT only?	public workshop	Sep 28 2006 1:14 PM
122nd/124th Station is centrally located	public workshop	Sep 28 2006 1:14 PM
Interested in presentation for a meeting on October 10th and Nov 14th (2nd Tues of the month)	public workshop	Sep 28 2006 1:14 PM

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Interested in presentation for a meeting on October 10th and Nov 14th (2nd Tues of the month)	public workshop	Sep 28 2006 1:14 PM
I live parallel to I-25 on the east side, just behind the old North Valley Mall. The highway fence is about 75 to 100 yards from my house. What is the bottom line impact this will have in my area, will we be asked to move, will the highway get closer. I would like to see something specific about that area. Thanks.	public workshop	Sep 28 2006 1:14 PM
Near 124th Station area, York to Steele, 124th to 128th. Interested in hearing about station area. Can report back to neighbors. Neighborhood Liaison Program. Prefers mail correspondence.	public workshop	Sep 28 2006 1:14 PM
My concerns are that it will be too close to Sky View Alternative school. Also we have farm land still around the railroad track at 78th & Steele St. I moved there 16 years ago for peace and quiet. In the Riverdale Farm community area there are modular and mobile homes as well as the Chaparell Village Park. These type of homes are not very sound proof. In my opinion these type of projects should be kept by the highways and main streets that do not disrupt populated areas of of people's homes and farms. Also prefer Light Rail on the main streets.	public workshop	Sep 28 2006 1:14 PM
Using present tracks should be reconsidered. Track should run along I-25 instead. There are homes, schools along and near the present tracks. Also noise pollution and vibration would not only upset our quiet neighborhoods but drop property values in the area. If we are to spend the money for RTD trains they should be either Light Rail or Electric to reduce noise pollution as well as pollution from diesel engines. Diesel is also more noisy and dirty. I also would like to see no station at 112th Street in Northglenn as the area is residential and this would cause an increase in noise, traffic and pollution in our area.	public workshop	Sep 28 2006 1:14 PM
Noise, horns, type of vehicle, what kind of mitigation measures, property values. Money for new windows, noise barriers, etc.	public workshop	Sep 28 2006 1:14 PM
This should be easy access, making it easy for everyone. And they should make it easy by letting everyone be able to use a local discount bus pass. Making easier for the disabled or low income.	public workshop	Sep 28 2006 1:14 PM
Concern is traffic impacts at my house and that train is running through neighborhood. Noise, should be located along I-25, too close to residential	public workshop	Sep 28 2006 1:14 PM
My concerns are the noise and also we haave many children in the area. There is a mobile home community and a mobile home park near to the area. Along with a school that is K-12 right near the area. I would rather see the Project done along highways and main streets. This way it helps keep peaceful homes anddoes not disturb residents in the area.	public workshop	Sep 28 2006 1:14 PM
I am concerned that the station in Commerce City will be near my house at the corner of 64th and Monroe. Will there be a chance that the parking will extend that far west? Concern re: the noise in the area.	public workshop	Sep 28 2006 1:14 PM
1) What type of barrier (wall, fence) will border the corridor in residential areas? Also, how much land on both sides of tracks will be needed? 2) How many trips/vehicles will be made daily? 3) How loud will the vehicles be? 4) When will the type of vehicle be decided? *5) How will this project impact value of homes that directly border the tracks? 6) Are there vibration impacts for homes directly bordering tracks? 7) How will the landscape change to support the tracks? Specific answers to facilities (vehicles)...all the questions answered so far are process that's already documented. I would like specifics to implementation!	public workshop	Sep 28 2006 1:14 PM
Needs info on property values in corridors. Where can we find documentation and studies?	public workshop	Sep 28 2006 1:14 PM

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Concerned with potential station at 112th. I would like a station at this location.	public workshop	Sep 28 2006 1:14 PM
I fully agree on purpose and need. I appreciate your interest in public input. I want attention and sensitivity put to minimizing any eminent domain activity. Are you (can you) looking at alternative technologies than diesel? Thank you.	public workshop	Sep 28 2006 1:14 PM
City of Northglenn created a task force that evaluated the potential for stops in Northglenn. I will make sure that the formal recommendation gets to RTD. Please feel free to use me as a pipeline to doing ongoing outreach to the residents in my ward as well as in my city. We have many many residents that are very concerned for their property values and the potential impact of the FasTracks coming through the neighborhoods. How will we deal with the noise, visible "pollution" and possible diesel pollution? How can we transition into this situation with minimal impact to residents who live directly along the track?	public workshop	Sep 28 2006 1:14 PM
Public Outreach - mass mailing to inform, then further public meetings to report progress. *Alternatives - has a monorail been considered? Less noise, pollution and property. When and why was it taken off the table? What will be the tax impact for the NE corridor population? Will the public be able to volunteer for various committees? Upgrades and local buses to P-n-Rs and rail station areas? The RR tracks were there before the houses were. People can't complain - they knew the tracks were there when they moved. *I would like a response from RTD on this please!	public workshop	Sep 28 2006 1:14 PM
I'm just here to learn about the scoping process. I would like to know more about the NEPA process - your citizens need to be educated about the process. They don't seem to understand that the decisions have not been made. They need to know what they are here for. Not just that they went to a meeting and didn't get any answers. This meeting, Sept. 27 at Thornton City Hall, was really easy! This will be much more difficult when you go to Brighton (small town, uneducated people who've never heard of NEPA or EIS). Thank you for your time!	public workshop	Sep 28 2006 1:14 PM
Study area in Brighton area - we need effect to the cross streets from increased traffic. Location of the cemetery. Very excited about the project. Supporting bus routes	public workshop	Sep 28 2006 1:14 PM
Can you provide more information on the various transit technologies. Can you provide the public with examples.	public workshop	Sep 28 2006 1:30 PM
The current railroad does not bother me right now	public workshop	Sep 28 2006 1:31 PM
What is the standard of noise barriers that you are going to use along the R/R. Is there going to be a wall behind my house.	public workshop	Sep 28 2006 1:33 PM
I live near the tracks around 50 ft away. I voted against FasTracks. What is the frequency of trains being proposed. I am also concerned with the noise impact. How is traffic going to be impacted. Safety or kids and animals is of concern.	public workshop	Sep 28 2006 1:36 PM
What are you going to do about increased traffic to the stations. Is traffic increase being evaluated in the EIS.	website	Sep 28 2006 1:37 PM
Why does the U.S. like to get stuck in the dark ages in regard to public transportation? It works great in Europe why not here. I lived in Germany.	public workshop	Sep 28 2006 1:38 PM
Suppose you can not use the Union Pacific line. I live in Brighton. Is there another line considered for Brighton area? Are there any FasTracks projects starting (breaking Ground) next year?	public workshop	Sep 28 2006 1:41 PM

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Have you considered parking? And how do you get people to the stations?	public workshop	Sep 28 2006 1:42 PM
Are you planning on upgrading the current park-n-rides in the area?	public workshop	Sep 28 2006 1:43 PM
The purpose of transit is to improve is to improve air and congestion. Do you have any studies to show this?	website	Sep 28 2006 1:45 PM
Differences between cars and rail - what is the advantage for either. DMU and EMU examples for people to experience in person	public workshop	Sep 28 2006 6:54 PM
<p>1. It was appropriate to ask the group to turn off cell phones and keep conversations down. Next time it would be good to set norms prior to meeting. This is not a forum for public attack and the gentleman made the group nervous.</p> <p>2. Even after being asked to stop side conversations a group of project team members sitting in the back of the room were talking throughout the presentation. It was very distracting and rude.</p> <p>3. Too much terminology used, instead need to ask about hopes and fears in more humanistic terms and explain benefits the same way.</p> <p>4. Use of acronyms and technical terminology was confusing. Not all of us know what they are.</p> <p>5. Vocabulary modified to meet audience - example Environmental Justice. Don't believe this question was properly answered.</p> <p>6. Please come to present at our Neighborhood Watch Group.</p> <p>Fears vs Hope</p>	public workshop	Sep 28 2006 7:42 PM
I am proposing the idea of a stop at 104th Ave in Thornton. While there is not enough space for a park & ride, there are many residences within walking distance. (see other side of comment sheet for rough drawing). While park n Ride stations are important, adding "walk to" stations would greatly increase the number of riders. This location would provide easy access to FasTracks for residents of the surrounding townhomes, apartments and single family homes. Topics most interested in: Location of stations, timeline.	public workshop	Sep 28 2006 7:54 PM
We will be moving to the Engle Homes Haven development in November. We attended the meeting in Thornton last night. I thought you mentioned you were having committees for the stations. If each station has it's own committee, I might be interested in being on the station committee for the possible station at 144th.	website	Sep 28 2006 9:51 PM
My goals are this. My family wants to use this transit system. We want to become a one vehicle family. We want to know that we will be safe on this transit system. Please design the stations so they look aesthetically pleasing. For examples landscaping, art, modern looking. Also, designed to deter crime. Good lighting, security camera's & security people present. Eliminate hidden spots. Perhaps RTD & the local police departs could join forces to help keep our transit system safer. The presents of a police car & officer at a station may really help? Bathrooms would also be nice. Clean well kept stations & buses or trains would also be desired. I know this is outside the scope however I think it should be somehow put into RTD culture. RTD employees need to be paid fairly so they can suport there families. Perhaps if the RTD employees were happy they may be reminded that they are transporting people NOT trash.	website	Sep 29 2006 11:08 AM
I live in Elyria. We have been left off the FasTracks map. Only Globeville and Swansea have been mentioned.	public workshop	Sep 29 2006 12:31 PM

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What do your capacity studies show? We want to make sure that this is considering the future growth for our area.	public workshop	Sep 29 2006 12:32 PM
I live at 134th and Washington, very close to the current R/R tracks. I am concerned with pollution and noise. What engines will you be using?	public workshop	Sep 29 2006 12:35 PM
I live at Signal Creek. I want you to implement improvements on existing corridor sooner. I know that cost is a factor but we need this line open sooner.	public workshop	Sep 29 2006 12:36 PM
I am concerned about transit stations. What is the process used to ID a station location?	public workshop	Sep 29 2006 12:50 PM
What happens along the route? Will you need to acquire property, and will people be displaced?	public workshop	Sep 29 2006 12:51 PM
I live at 136th and York. I am concerned about property values. What studies have been done and what is impact of property values?	public workshop	Sep 29 2006 1:04 PM
I am concerned with the old tracks. We need to consider another alignment on I-25 for the rail. I do not support Diesel trains, we need technology that produces less pollution and environmentally damaging. I am also concerned with noise and vibration.	public workshop	Sep 29 2006 1:06 PM
Do not replicate the mistakes done in the east coast.	public workshop	Sep 29 2006 1:07 PM
I live in Commerce City. Are station locations a done deal? Is everything already decided?	public workshop	Sep 29 2006 1:08 PM
I am concerned with school safety. There are many schools in the northern portion of this route that are near the tracks. I am concerned with the safety of the children. I am also concerned with crime around the stations.	public workshop	Sep 29 2006 1:10 PM
I am concerned with noise and vibration and my quality of life.	public workshop	Sep 29 2006 1:11 PM
I am on the Northglenn city council and I wanted to inform you that we have begun a Task Force to discuss the proposed station location in Northglenn. We do not want a stop in Northglenn. Would like someone from project to come speak to our ward.	public workshop	Sep 29 2006 2:55 PM
I am on the Downing Street - level - Street Car would be more economical in our area. Also despositive majority impact on low income?	public workshop	Sep 29 2006 3:13 PM
York Street - 2 lane existing or 4 lane expansion. 6 lanes @ 136th north. 124th station - west side. 124th station - west side.	public workshop	Sep 29 2006 3:22 PM
I'm interested in the impact to property values in the area. Specifically to the houses directly against the tracks. Also: noise, vibration, safety.	public workshop	Sep 29 2006 3:30 PM

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<p>1) Need - provide alternative to the congestion on highway and streets 2) Need - need the improvement soon, it bud. 3) Eval method - why does it take so long? 4) Information - need information on travel time differences between each station on corridor and the following: a)downtown Denver b)DIA c)Lakewood Federal Center d)Littleton e)Denver Tech Center f)Boulder and g)Aurora Mall 5. Interested in the 88th & Welby Area Station 6. Are buses from my neighborhood to the station 7. Can we have the different types of technology be available to see in person so that we have a personal understanding of each. 8. Need to know are the trains going to blow their horn at each road crossing. The will be to much at 110dBA. Need quiet zones? 9. Need information on how buses in area will connect us to the station so that we will not have to drive my car.</p> <p>It was a problem when the man stood up and attacked (verbally) one of the consultant staff. I did not see or understand his problem. This was disruptive!!!</p>	public workshop	Sep 29 2006 3:54 PM
RTD - circulator buses - multiple routes during rush hour. Any work going on in the Bromley area?	public workshop	Sep 29 2006 3:56 PM
Property value is my concern. The RR runs behind many properties. Is there going to be studies on property value. I live in York crossing.	public workshop	Sep 30 2006 8:35 AM
I have concerns about noise, safety, and resale of my home.	public workshop	Sep 30 2006 8:37 AM
What are the flows of traffic from various areas in the metro area. Can we have the various technologies in person so people can sit on them and try them out.	public workshop	Sep 30 2006 8:39 AM
Concerned about safety for kids and residents in these neiborhoods. Kids are crossin the tracks daily. How will this be addressed?	public workshop	Sep 30 2006 8:40 AM
Don't preclude the future routes including going further north. People do not know the various technologies - take them to Union Station so that people can see and feel them.	public workshop	Sep 30 2006 8:43 AM
I see two different routes being proposed - can you help us understand the two differences. Train horns are a concern, will you have a quiet zone?	public workshop	Sep 30 2006 8:45 AM
Subdivision is on rail. Noise and property values are a concern.	public workshop	Sep 30 2006 8:47 AM
Put a station in Brighton near DPS parking lot. Neighborhood plan certified.	public workshop	Sep 30 2006 8:50 AM
Office at Cross Community Coalition is a concern.	public workshop	Sep 30 2006 8:51 AM
Health concerns - cancer.	public workshop	Sep 30 2006 8:52 AM

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Neighborhood impacts on low income/minorities. What does this mean?	public workshop	Sep 30 2006 8:54 AM
Schools impacted by rail - within a few 100 feet of tracks such as Century Middle School and Garden Place. Protect our children. Don't understand impact.	public workshop	Sep 30 2006 9:00 AM
Houses that back up to tracks have gates used for walking and recreation along tracks. Chain link fences are forbidden by most HOA's.	public workshop	Sep 30 2006 9:04 AM
Are there other cities to use/compare technologies?	public workshop	Sep 30 2006 9:05 AM
Quiet zone determination - how does this work?	public workshop	Sep 30 2006 9:06 AM
What is a disproportionate impact on minorities? What is adverse?	public workshop	Sep 30 2006 9:07 AM
UP alignment works better for Swansea neighborhood. Just provide a connection from 40th/40th to the National Western Complex.	public workshop	Sep 30 2006 9:10 AM
Are stations meant to be only for regional transit?	public workshop	Sep 30 2006 9:11 AM
Pay attention to transit on Hwy 85 and possible connection across Hwy 7 - Could that be part of a rail network in 10+ years.	public workshop	Sep 30 2006 9:12 AM
Add Rocky Top Middle School and the nearby elementary school to maps.	public workshop	Sep 30 2006 9:13 AM
Crossing at York & 136th are close together. What is the potential for crossing arms or grade separation? High traffic levels lead to potential for accidents.	public workshop	Sep 30 2006 9:15 AM
Noise is a concern.	public workshop	Sep 30 2006 9:16 AM
Consider grade-separation at RR tracks and US 2.	public workshop	Sep 30 2006 9:17 AM
Translate Gold Line information into Spanish like North Metro has done.	public workshop	Sep 30 2006 9:19 AM
Realignment of I-70 could have an important influence on the location of N. Metro track crossings. Roadway options should be shown on project maps.	public workshop	Sep 30 2006 11:13 AM
A rail station at 104th Avenue with only pedestrian/bus access would be valuable to the neighborhood. Very dense development exists here.	public workshop	Sep 30 2006 11:14 AM
I-25 between 104th and 84th Avenues needs widening.	public workshop	Sep 30 2006 11:15 AM

**NORTH METRO EIS
PUBLIC COMMENTS
September 2006**



Comment	Source	Date Created
Ramp metering to SB I-25 at 104th Ave. is needed.	public workshop	Sep 30 2006 11:17 AM
I live at 136th and Holly. I was wondering about your public outreach efforts. How do people know about project?	public workshop	Sep 30 2006 1:19 PM
You need to expand beyond what you are currently proposing. You need to accelerate your schedule	public workshop	Sep 30 2006 1:20 PM
Will you be using single track or double track in the corridor?	public workshop	Sep 30 2006 1:21 PM
I have an interest in the transit technology. Can FasTracks use diff technologies on diff tracks? You also need a bus from Brighton to 162 to catch the rail.	public workshop	Sep 30 2006 1:22 PM
The corridor should run along I-25.	public workshop	Sep 30 2006 1:23 PM
I have concern about traffic impacts and noise impacts	public workshop	Sep 30 2006 1:24 PM
the corridor should not run through the residential neighborhoods	public workshop	Sep 30 2006 1:25 PM
the stations will be a real asset to the community	public workshop	Sep 30 2006 1:26 PM
You should avoid diesel technology	public workshop	Sep 30 2006 1:26 PM
How soon will you erect the walls between residents and the rail line?	public workshop	Sep 30 2006 1:27 PM
I am concerned about property values in my area. Is there a difference in the impact of property values with diff technologies used diesel vs electric, increase or decrease in property values?	public workshop	Sep 30 2006 1:45 PM
What will the operation times be for the trains?	public workshop	Sep 30 2006 1:46 PM
are there plans to connect to Boulder?	public workshop	Sep 30 2006 1:47 PM
I have a concern about the impact to adjacent homes such as those in the Fox Run Neighborhood. I would support electric power, due to the fact that it will produce less noise. I do not want diesel.	public workshop	Sep 30 2006 1:48 PM