

CORRIDOR-WIDE MEETING SUMMARY

Date/Time: May 18, 2006/5:00 P.M.

Location: Swansea Recreation Center

Attendees:

Betty Cram	Maria Ramirez	Joel Judd	Betty Wonder
Manuel Zamora	Nilda Zamora	Ryan Mulligan	Pete O'Mera
Abraham Soltero	Roberto Godoy	Darrell Arndt	Foley Gordon
Joel Noble	Janice Finch	David Schoenfeld	Fred McPeck
Diane Cunningham	Joe Mares	Arlene Welsch	J.R.
Andrew Hornbrook	Tim Boers	Aureliano Arrieta	Jake Jakubowski
Steve Gordon	Jose Luis Deleon	Six Silva	Frank W.
Evelyn Baker	Rob Mann	Alice Medina	Jennifer Gonzalez
Ted Robinson	Anthony Thomas	Dominick Divrito	Aylene Quale
Bob Mero	Rene Ramiro	Tom Anthony	Keith Pryor
Pat Herlihy	Randy Schnicker	Helen Perry	Jeff Kinney
Jay Barry	Salena Anthony	Gabriel Zuniga	Ray Ruppert
Phil Prather	Antonio Diaz	Chris Arend	Irene Brotzman
Kenny Snyder	Juan Antonio Zapata	Mandy Stackhouse	George Brotzman
Nancy Green	Elizabeth Casillas	Sal Birritteri	Rene Bullock
Jake Rishady	Martin Valles	Pam Hutton	Lori Cole
Michael Ritchie	Constantin Nickolo	Misty Pugh	Lyle Pugh
Judy Montero	Toni Robinson	Jorge Gomez	George Torrez
Mike Fritts	Angie Malpiede	David Ruchman	Dan Grover
Lynne Charles	Elia Fisher	Wenonah	Norma
Bonnie Stackhouse	Robert Kennah	Rich Maginn	Greg Walker
Peter Zurawel	Kim Kucera	Leo Bransonstetter	Larry Burgess
Okarle Seydel	Harriet R. Hogue	Lana Welsh	Justin McPeck
Keith Howard	Fannie Taylor	Diane Barrett	Gardiner Hammond
Jean Croley	Judith McNutt	Manolo Gonzales-Estay	Nicole Kemp
Wayne Nelson	Joe Schaub	Jeff Collins	Cecil Trejo
Roberta Waggoner	Harold Waggoner	Debbie Chavez	Tyler
Ned Parker	Ben Silver	Clarence Hermit	Wilber Stackhouse
Tom Tobbiassen	Eliseo Casillas	John Hayden	Cheryl Bicknell
Bret Kudlicki	Mike Stone	Bob Wilson	Jay Corbett
Derek Officer	Maria Officer	Roger Rodine	Jack Gillespie
Mary Groetken	Richard Groetken	Bob Marusin	Sal Rivera

The I-70 East Corridor Environmental Impact Statement (EIS) project team conducted corridor-wide meetings on May 17th and 18th, 2006 as part of the on-going community outreach process. These notes reflect the meeting held on May 18th. The primary purpose of the May corridor-wide meetings was to disseminate, discuss, and answer questions regarding the identification of preferred highway and transit alternatives recommended for further analysis. The meeting included an open house with boards that focused on the project overview, alternatives eliminated, highway and transit alternatives, ways to stay involved, and

how the highway and transit portions of the study would move forward independently. Small group discussions were conducted. Comment sheets were also provided for the attendees.

I. SUMMARY OF COMMENT FORMS

The following section details the comments received to date from the comment sheets distributed at the meeting. These comments are recorded verbatim.

Highway Alternatives	
Alternative A (2 options)	Add general purpose lanes on the existing I-70 alignment Alternative A2 – Shifting north between Brighton Boulevard and Quebec Street Alternative A4 – Shifting south between Brighton Boulevard and Quebec Street
Alternative B	Add general purpose lanes on the existing I-70 alignment with a combination of tolled express and general purpose lanes from Colorado Boulevard to Chambers Road
Alternative C	Add general purpose lanes on the I-70 realignment
Alternative D	Add general purpose lanes on the I-70 realignment with a combination of tolled express and general purpose lanes from east of Brighton Boulevard to Chambers Road
East Corridor Transit Alternatives	
Alternative 1 (2 options)	Union Pacific Commuter Rail Option 1 – Peña Boulevard Option 2 – Telluride/Himalaya Street
Downing Street Transit Extension Alternatives	
D1 – Light Rail	Double track on west side of Downing Street from 30 th Avenue/Downing Street to 40 th Street/40 th Avenue
D2 – Streetcar	In the street from 40 th Street/40 th Avenue to 30 th Avenue/Downing Street, then in the existing light rail tracks along Welton Street to 20 th Street/Welton, then in the street on a loop along Broadway Street, 16 th Avenue, and Lincoln Street

1. What comments do you have regarding the highway alternatives being evaluated?

- The realignment alternative will add a permanent 1.8 mile detour to the east – west commuters of hundreds of thousands of trips a day; maybe half a million unnecessary vehicle miles a day.
- The tunnel is a great idea.
- I would like Alternative A (add general purpose lanes in the existing I-70 alignment) since the success of the express toll lanes depends on congestion in the general purpose lanes. Also, express toll lanes cost more, \$200 million plus.
- I would like to see the highway remain in its current direction and configuration since it has less effects for my business.
- I don't think that you're looking to the future; the highway alternatives do not address future needs, only current. We already have 2 lanes on I-270, (it's a mess during rush hour), and 3 and 4 lanes on I-70, (it's the same mess), so 6 lanes just meets current needs.
- I like Alternative D (add general purpose lanes on the I-70 realignment with a combination of tolled general purpose lanes from east Brighton Boulevard to Chambers Road).

- I approve the realignment of I-70 and joining the neighborhoods. Figure out a way not to add eight more lanes to the highway. It seems counter intuitive to encouraging and improving mass transit.
- Toll lanes reinforce “the haves versus have nots”
- I favor the realignment through the National Western Stock Show (NWSS) even though it is more money, there are less residential impacts.
- Living on the east end of the project, my interest is in promoting through access to the mountains and recreational areas. I do not commute into the downtown area. I support the addition of general purpose lanes, probably would not use express toll lanes because I don’t like to pay to drive, besides gas and depreciation.

2. What comments do you have regarding the transit alternatives, including the DIA connection options, Downing Street transit extension, and commuter rail maintenance facilities being evaluated?

- Quid pro quo
- No commuter rail maintenance facilities in Northeast Denver.
- The 68th Street and Himalaya station/alignment is preferred by a property owner in HighPointe
- The current commuter rail maintenance facility looks good as planned.
- I like the streetcar down Downing Street.
- We would like to see Welton Street as a two way light rail option. The demographics of surrounding neighborhoods have changed. It is a missed opportunity for new and long term business owners.
- Make sure everyone can easily access Denver Union Station (DUS) and Denver International Airport (DIA), no matter which option (is chosen).
- Consider building passing tracks at commuter rail stations for future express trains to and from DIA and Denver Union Station or skip stop service
- Build bridge structures and overhead catenary wires for Electric Multiple Unit (EMU) that accommodate double deck trains
- I like having a rail alternative for traffic between downtown and DIA and servicing the enroute neighborhoods.
- I like the streetcar for the Downing Street/Welton Street corridor because of the cost and I don’t think that, functionally, light rail is any better than streetcar.

3. What comments do you have regarding the different commuter rail vehicle technologies that are being evaluated?

- All obsolete 50 years ago
- Light rail needs to stay on Welton Street. Do not disconnect Five Points from the rest of the transit system.
- Prefer the electric technology.
- I would like EMU since it is quieter.
- The EMU technology sounds exciting.
- Why diesel? It seems like a technology that can not be continuously supported.
- EMU seems cleaner.
- I hope that electric EMU would be quieter and the pollutants aspect would be outside residential areas.

4. Any other comments or questions?

- We need an 8-lane through traffic tunnel with 4 elevated lanes to serve local traffic. It needs to be only .6 miles long.
- There needs to be a community meeting specifically about light rail vs. streetcar.
- I like that there are plenty of yellow shirts available to answer questions.
- We need a rail station at Monaco Street.
- Need to schedule another Cole/Whittier/Five Points/Curtis Park neighborhood meeting at Kiva (former Tosh's Hacienda) for updates.
- Need to provide more information and specifics about property loss on Downing Street

II. SUMMARY OF COMMENT CARDS

The following section summarizes comments that were received by the staff in the open house portion of the corridor-wide meeting.

- Need a lot of parking. Without a lot of parking not as many people will use it (transit).
- Most of parking needs to be close to 40th Street/40th Avenue– a lot of people coming down I-25 will use that station
- Like both highway and train alternatives but prefer train because it does not impact my business. (at 46th Street Elizabeth Street)
- I don't want diesel it is dirty. If we can't have light rail we want EMU stop at Denargo Market (more potential for growth than at 40th Street/40th Avenue)
- Want Monaco Station on commuter rail
- On Downing Street, why isn't bus being compared to streetcar? Why was it eliminated?
- Okay with light rail being eliminated because Denver Union Station to DIA connection still being made with rapid transit mode.
- EMU preferred over Diesel Multiple Unit (DMU) for emissions
- Whittier neighborhood notification: 20 people at monthly meeting, four said they got notice and two said notice came the day of the meeting
- We would like another neighborhood meeting for the Downing Street extension. The corridor-wides don't bring enough people from the neighborhoods.
- If the Downtown Multi-modal Access Plan (DMAP) downtown circulator and the Downing Street extension are both streetcar Curtis Park is more receptive.
- Please consider changing Welton Street to two-way for streetcar use.
- Prefers realignment, displaces the fewest people. Why not close the viaduct area and reroute traffic up I-270 to I-76 to I-25 and back to I-70. Construction would be much faster.
- Between Colorado Boulevard and Central Park is too far without a station. A Monaco Street station needs to be added.
- RTD should push to have the light rail on Downing Street reconsidered to reduce width of sidewalk and free lawn to reduce the impacts on Downing Street.
- Welton Street Corridor – Concerned about depreciation of property values based on perception of different technologies and diminished access from current high level of service.

- Concerned about published FasTracks bond issue information that designates light rail technology in Welton Street to 40th Street. Safety concerns with technology in traffic.
- Devaluation of property along Welton Street!
- Do not like change in technology on Welton Street or change from one mode to another at 20th Avenue on Broadway
- Prefers streetcar, less takes, cheaper
- Express the benefits of streetcar and its potential expansion to the neighborhoods. Light rail is more limited.
- Downing Street only meeting that is necessary.
- Wants light rail brought back along commuter rail, if no light rail then Electrical Multiple Unit more stops.
- We strongly oppose any toll lane options for I-70. We don't need another separation between rich and poor in this society. You should not be able to pay to fly through traffic. If they were high occupancy vehicle (HOV) lanes instead that would be much better.
- We support realignment of I-70 to reconnect severed neighborhoods.
- We support the light rail option for Downing Street instead of streetcar. We want to be part of the overall system, not on separate technology that sets up additional transfers.
- The Whittier neighborhood needs more information on specific property loss with the light rail option.
- No streetcar. Want designated right of way along Downing Street. Three-lane alternative for streetcar might as well be light rail. Broadway rush hour would interfere with scheduling.
- Heavy truck traffic on local streets (E/S) needs to leave the area
- Lived in the area since 1953 – pollution problems
- Downing Street Streetcar – Likes three-lane cross-section with 10 minute frequency. It should work and minimize impacts and keep traffic volumes lower.
- Bigger cross-section would invite more traffic
- Yes, to streetcar. No, to light rail.
- Concerned/disturbed that a new streetcar option would pop up so late.
- Platform at 20th Avenue/Welton Street– is it large enough to accommodate both light rail and streetcar transfer?
- How would you address traffic at 20th Avenue/Lincoln Street/Broadway with the proposed streetcar tracks without causing more congestion? Traffic congestion issues at this intersection.
- Void in areas without bus or rail north of downtown
- Do not want to transfer from Welton Street to go to convention center or Broadway and I-25.
- The projects shouldn't be broken out.
- Prefer electric rather than diesel emissions: wind power, solar are alternatives
- Oil is thing of past.
- Object to transit to DIA. DIA should pay for any form of transit to DIA

- How can the two alternatives cost the same? Does not seem like would be the same costs.
- Prefer realignment instead of existing alignment due to industrial nature of the area around realignment.
- Lived in the area for 69 years. Don't want highway widened.
- Need to do cost study for transportation public on the two different alignments for I-70. Benefit to cost analysis needs to be done for all alternatives for traveling public.
- Would like to see Alternative A4 (Widening I-70 to the south) be the preferred option.
- Consider uptown development between Colfax Avenue/23rd Street and Downing Street /York Street for better transit connection to Central Business District and points south.
- 20th Avenue/Welton Street/Lincoln Street already a problem with traffic. Move streetcar to 23rd Street/Welton Street to avoid.
- Elyria Swansea resident – Likes No-Action Alternative
- Resident that lives south of I-70 at York Street prefers Alternative C (add general purpose lanes on the I-70 alignment)
- Concern over numbers of residential properties affected by I-70 realignment versus existing alignment widening options.
- Would like to see realignment option so that it will not further separate residents of Elyria Swansea.
- No DMU noise information on exhibits. Like two thru lanes so traffic can get around trains, like turn lanes.
- Like existing alignment over realignment. Realignment adds too much traffic to I-270
- Put I-70 at-grade.
- Air quality is a big concern for out neighborhood
- Realignment is not a bad idea.

III. SUMMARY OF SCRIPTS

The corridor-wide meeting included several discussion tables (each facilitated by a project team member) that focused on different issues: Highway, Maintenance Facilities/Transit, Community/Environmental Issues and Right of Way. The discussion tables provided a format for the public to be able to voice their concerns, ask questions, or comment on project related issues. Notes were taken at each table and are highlighted here.

Highway

1. What is the construction timeline for the highway?

Answer: The construction timeline usually depends on funding. The timeline is uncertain until the alternative is chosen and potential funding opportunities are defined.

2. What are the criteria for the study? What is still left to think about?

Answer: A project purpose and need and goals and objectives have been developed. These are the criteria used in the analysis of alternatives. There are alternatives along the existing alignment and alternatives along a realignment of I-70.

3. Will the Draft EIS have a recommended alternative?

Answer: Yes. The DEIS will be released towards the end of the year and will have a recommended alternative.

4. How will the express toll lanes operate?

Answer: There will not be toll booths. The toll stands will use card readers.

5. If the realignment alternative is chosen will the ramps be elevated?

Answer: Yes, in many areas to cross existing railroads.

6. If the Brighton Boulevard realignment option is chosen then a cost benefit analysis should be done. The commuter would be sent too far out of the way.

7. Have you compared alternatives to those in other cities like Chicago or New York?

Answer: No. We have focused on Denver's issues.

8. How does the cost to build the realignment compare to the cost of having the viaduct rebuilt?

Answer: The cost estimates are being refined, but the alternatives have had relatively similar costs.

9. Will you be able to go 55 mph in this corridor?

Answer: Yes. It is designed for that.

10. Is the realignment alternative mostly in Denver?

Answer: Yes. It does loop out to Commerce City, but by Quebec it's in Denver again.

11. What happens next in this process?

Answer: The DEIS will be out towards the end of this year and a final decision will be made by 2007.

12. What about the tunnel alternative?

Answer: It was screened out a long time ago for several reasons.

13. I prefer that the project is done all at once. I'm interested in the alternative that would move the highway north. I prefer the realignment. It doesn't make any sense to spend money repairing the viaduct.

14. I like the depressed alternative. Why would that alternative be eliminated? Pumping water out of the below-grade does seem feasible.

15. The community is concerned about the realignment alternative. Buyers, sellers and business owners will all be impacted if this alternative is chosen.
16. I don't believe that the realignment alternative costs the same as the others. Please provide cost information for each section of each alternative, not the overall project.
17. Fair market value is not an equal reimbursement for property owners. National Western Stock Show and others will be relieved if the highway is left where it is, on the ground.
18. I would support rebuilding the on/off ramps between Quebec Street and Washington Street.
19. Does the City Master Plan affect the engineering and evaluation of the alternatives?
Answer: We consider consistency with local plans as part of our analysis.
20. I wonder what would happen to local delivery trucks.
21. I don't believe that construction will actually be done to meet the standards/criteria laid out in the final project specific.
22. Does a Record of Decision (ROD) ever get overturned?
Answer: Not typically, but legal cases have reopened them in some cases.
23. Are construction costs the same for each alternative?
Answer: Construction costs are higher for bridges.
24. Environmental Justice lawsuits will be filed if any alternative other than the tunnel alternative is selected.
25. The realignment would affect neighborhoods more than widening. I prefer widening the highway.

Transit/Maintenance Facilities

1. RTD should choose the 31st Street maintenance facility site since it is adjacent to the current Amtrack route through Denver, Amtrack trains could take advantage of services available there. Specifically the wash facility.
2. The Union Pacific railroad (UPRR) has transported hazardous material through the corridor. RTD needs to make sure that they are fully prepared and coordinated with UPRR to address any type of spill or accident that would include hazardous material.
3. If light rail is chosen, would it be on the west side of Downing Street? I have a house on the west side and I'm concerned about my house being taken.
Answer: Yes, it would be on the west side.

4. I'm concerned about light rail going down Downing Street.
5. I'm not worried about the electric lines for the streetcar; we used to have those in the old days.
6. I'm glad the transit line will go all the way to Denver Union Station and it's not going to go down 32nd Avenue through Park Hill.
7. I'm against the Martin Luther King Boulevard alignment.
8. I'm disappointed that environmental concerns have gotten kicked off the table when making highway, alignment and design decisions.
9. I would prefer to have a trench rather than have more pollution raining down on folks.
10. I'm happy with the Elati maintenance facility on T-REX. Anything in this corridor should be similar.
11. Will the maintenance facility bring entry level jobs to the neighborhood? We need jobs and workforce training in the neighborhood, not the dirty industrial jobs like in the past.

Answer: There is a possibility that the maintenance facility would bring entry level jobs to the neighborhood.

12. I'm not far from the C5 (UPRR 36th Street Yard West) maintenance facility site. I'm worried about noise at night from it.
13. The Economic Development Working Group never really got any traction.
14. Things are moving really fast in the Globeville and the Curtis Park Neighborhood that will be halted by the maintenance facility. The railroads eventually would have moved out of these sites.
15. If you put a maintenance facility at Site C5 (UPRR 36th Street Yard West), I want to see some good economic development opportunities around it. I don't like the current rail yards and I'd like to see transit-oriented development like in Englewood.
16. Is it true that commuter rail will run on existing tracks?

Answer: No, the commuter rail will use new tracks.

17. What's the difference between EMU and light rail?

Answer: An EMU is an electric commuter rail vehicle. It can run in the same right of way (ROW) as freight trains where light rail cannot. EMU can not make tight turns like light rail which makes an EMU not suitable to run in or along streets in downtown urban areas.

18. Will EMU allow for the additional stations in the neighborhood that we want?

Answer: We have to look into it.

19. We need stations in the neighborhood because the connection between Denver Union Station and DIA won't carry enough passengers to justify the line. It won't attract enough ridership.

20. It's selfish of the neighborhood to demand lots of stops that slow down business travelers. The population increases alone will lead to increased ridership.

21. The thing about commuter rail is that no one can guarantee that Denver Union Station won't be an express line charging express fares. Where does that leave people making local stops and hoping to pay local fares?

Answer: Even if express service were to be introduced to the east corridor local service will not be eliminated.

22. We feel railroaded (pun intended) by the Union Pacific not allowing light rail in their right of way, all the politics are keeping us from getting a line we can use.

23. We can always put in more stations anyway, just get it built and get it going.

24. Is the streetcar a valid option?

Answer: Yes, it is a valid option.

25. Is it confusing to add one more mode? Didn't the streetcar line on Broadway and Lincoln Street die? Seems like we're adding three modes and making the system confusing.

Answer: The alternative to extend light rail is still being considered. The disadvantage is the property impacts concerns voiced by many residents.

26. So Alternative 1 (Union Pacific Commuter Rail) is still the same?

Answer: Yes, the light rail alternative along Downing Street from 30th Street and Downing Street to 40th Street and 40th Avenue is still the same.

27. Will we lose parking or traffic?

Answer: Parking along Downing Street will be on the east side of the street with both the light rail and streetcar alternatives.

28. How big is the streetcar station?

Answer: Approximately 60 ft.

29. How do cars turn and pass?

Answer: (Description demonstrated using a graphic)

30. How will we get from Welton Street to DIA without transferring?

Answer: With both the streetcar and light rail alternatives require a transfer to the East Corridor at 30th Avenue/30th Street.

31. We don't have any buses through the Ballpark Neighborhood, so can a bus connection be made between Denver Union Station and 40th Street and 40th Avenue?
Answer: Yes, we're considering a variety of ways to connect to the major transfer centers.

32. Too bad that the Lincoln Avenue/Broadway streetcar idea didn't continue from Broadway Station.

33. Wasn't there once a streetcar down Colfax Avenue?
Answer: Yes, and in other corridors.

34. What's the next step in the process to decide which option?
Answer: The public process is part of the EIS process, but more technology analysis to refine the alternatives is necessary.

35. Two major changes are in process, light rail options are now gone and the new streetcar alternative and refined commuter rail analysis.
Answer: The original plan had diesel commuter rail, but electric commuter rail is now being considered. Electric commuter rail is more efficient.

36. How is the relative weight?
Answer: The streetcar is lighter than light rail.

37. Curtis Park is changing one-way streets into two-way streets (Stout Street, California Street and others), when doing analysis of the streetcar, you must consider the 20 years of efforts to reconvert streets into two-way streets. We want these streets considered neighborhood streets. The funding is now coming and I don't want the streetcar design to conflict with this change.
Answer: Most streetcars can be converted without traffic impacts. California Street and Lawrence Street are paired and Stout Street and Champa Street are paired in the evaluation.

38. What is the order of magnitude of costs between the streetcar and the light rail?
Answer: We still need to do more research into utilities before we can answer that.

39. Downtown Multi-Modal Access Plan recommended a downtown circular. Could we use the money saved by creating a rail-based downtown circular?
Answer: I don't know.

40. How will the project proceed now that it is splitting?
Answer: Highway and transit will separate into different processes.

41. Traffic volumes are high at certain times, but not always. How will the two-way street conversion affect Martin Luther King Boulevard and Stout Street?
Answer: It could get worse.

42. The streetcar forces a transfer.

43. Will there need to be a maintenance facility for the streetcar?

Answer: No, the streetcar will use the light rail maintenance facility.

44. How would northern C1 (BNSF Rennick Yard) and C2 (BNSF TOFC Yard) facilities support service to DIA?

Answer: They would have to deadhead to Denver Union Station.

45. How many people would use the commuter rail line?

Answer: Between 30,000 and 45, 000 daily

46. Who would use the commuter rail line?

Answer: There is growth in jobs to the east and at the airport.

47. What would the DIA stop be like? Like Atlanta?

Answer: Below an extended main terminal, the tram would also be extended.

48. Both electric and diesel commuter rail trains are being considered?

Answer: Yes.

49. Will RTD generate its own electricity?

Answer: Most likely, RTD will have to purchase its electricity.

50. Where will the tracks be for the commuter rail line?

Answer: The tracks will be next to the freight tracks.

51. We live close to the railroad in Swansea. The problem is where the tracks will be.

52. There are not enough facilitators at discussion tables. Some people are impatient and frustrated.

53. It seems that consistent technologies (along Downing Street) would be easier.

Answer: Yes, different technologies, like various buses, various rail types for different purposes with one line, uniform technology makes sense, but there are other considerations as the line expands.

54. Are there safety issues with streetcars operating with traffic?

Answer: Streetcars are smaller vehicles that are designed to operate within the traffic lanes. Safety issues are currently being studied.

55. I would prefer one technology through the system, light rail and the option to interline.

Answer: Each corridor has different features that lend themselves to certain types of transit technology. Through the planning process RTD will select the technology that will best serve the corridor as well as the regional system.

56. Transferring at Denver Union Station may be inconvenient (out of the way) as a preferred transfer spot.

Answer: Buses may be faster and the streetcar would require a transfer. There are still options to consider. The streetcar could still go to Denver Union Station for convenient access.

57. Something down 19th Avenue and Welton Street to Denver Union Station is very desirable and better than 40th Street and 40th Avenue.

58. Is a transit-oriented development planned at the C1 (BNSF Rennick Yard) maintenance facility location?

Answer: The area around any site could develop as a potential TOD.

59. You wouldn't operate C1 (BNSF Rennick Yard) without C2 (BNSF TOFC Yard) and vice versa, correct?

Answer: C5 (UPRR 36th Street Yard) must be purchased anyway (as a station). With the other sites, the railroad requires multiple purchases of maintenance facilities. You cannot have transit-oriented development without acquiring C1 (BNSF Rennick Yard).

60. The C2 (BNSF TOFC Yard) site is contaminated; there is lots of dirt to remove.

Answer: The C2 (BNSF TOFC Yard) site land use is compatible, but it has other problems. C3 (BNSF 31st Street Yard) and C5 (UPRR 36th Street Yard West) are industrial and are more compatible. Phase 2 for environmental evaluation on the C5 (UPRR 36th Street Yard West) site for contaminants shows a possible topsoil issue.

61. I would prefer housing and other development. The rail maintenance facility is not attractive.

62. Could there be jobs? Any sort of journeyman plan?

Answer: That is a good idea, the mitigation must be part of the plan and mitigation could include a training plan for neighborhood residents related to the maintenance facility.

63. There is unanimous opposition to the maintenance facility.

64. Is there any example of transit-oriented development adjacent to a maintenance facility?

Answer: Not sure.

65. In spite of costs, I would prefer housing at the C5 (UPRR 36th Street Yard West) site and the maintenance facility at the C2 (BNSF TOFC Yard) site.

Answer: C2 (BNSF TOFC Yard), C1 (BNSF Rennick Yard) and C3 (BNSF 31st Street Yard) all must be purchased, plus the cost of making C2 (BNSF TOFC Yard) work.

66. Could the brownfields be used?

Answer: C2 (BNSF TOFC Yard) requires more excavation. RTD could apply for Brownfields.

67. There will be noisy switching at the C5 (UPRR 36th Street Yard West) site.

Answer: The new yard won't have switching noise. The potential for EMU could be even quieter. We are now trying to look at the life cycle cost system wide. The D/C is more expensive to run and the A/C is cheaper to run and allows for one main substation.

68. Calgary transit owns a wind farm to power its system, "Ride the Wind".

69. How can you minimize the space required for the maintenance facility to preserve space for other uses?

Answer: RTD is discussing sustainable design, better fit, lead, etc.

70. I am disappointed that light rail is off the table.

71. You should coordinate with the Union Pacific and seek a modification of service.

72. Consider developing a wash facility that could be used by other trains (Amtrac) and it will have more benefit and efficiency. Amtrac and RTD could try to integrate their operations.

Community/Environmental

1. There is an activist that is always saying something wrong.
2. We're in favor of lowering the viaduct.
3. There will be more pollution and noise with the realignment alternative. There would be traffic on the old I-70 and on the new one.
4. I would hate to see people lose their homes.
5. People are already paying high taxes; they will have even higher taxes if they are moved.
6. I've heard that if you have to move they will find you a comparable home, but my home has already been here 100 years. It would be tough to find another home that old.
7. There are always wrecks by the Purina Factory. It's dangerous over there.
8. I have heard that diesel rail is being considered, but electric is better for the environment. Alternative wind power is a good idea too.
9. I really like the EIS process I-70 East Corridor is running. The public involvement process is very inclusive for all and I love the Spanish translating.

10. How does the ozone affect this project? Will air be monitored?

Answer: Currently the east end of the corridor is being monitored. EPA is imposing vehicle restraints. When construction begins, vehicles will be more environmentally friendly.

11. RTD and Union Pacific should not mix. It causes too much danger of derailment.

12. I'm in favor of rail on 56th Avenue to DIA.

13. I'm concerned about the depressed highway. What was the problem with this alternative? Why was this changed?

Answer: Because the depressed would have required more property takes and has a variety of complex technical issues including access during construction, drainage, and duration of construction. We are still looking at two alternatives.

14. I-70 puts out a lot of pollution from the freeway.

15. I'm at 43rd Avenue and York Street and I'm concerned about right of way acquisitions of my property for the rail maintenance facility.

16. I'm happy with the Union Pacific maintenance yard at Smith Road because it is quiet, rails are seamless and the turns more gradual.

17. Smith Road should be four lanes to alleviate traffic on I-70.

18. I would like a station location at Monaco Street.

19. Are they trying to get the Union Pacific yard?

Answer: RTD and the Union Pacific are still discussing options.

20. What is the difference in train colors on the transit system map?

Answer: The streetcar is red and commuter rail is blue.

21. I support the Downing Street streetcar or light rail. These are good alternatives.

22. Make Smith Road four lanes going east and 56th Avenue four lanes coming west. This would take a lot of traffic of I-70.

23. What is the plan on I-70 to intersect Brighton Boulevard?

Answer: There are two options to connect Brighton Boulevard off I-270. One is through the National Western Stock Show and the other is in that area, but goes further east through more residences.

24. How long before a decision will be made on this project?

Answer: The goal is to have a record of decision by the end of next year, 2007.

25. I support a station at 40th Street and 40th Avenue and Colorado Boulevard and Smith Road.

26. I prefer the streetcar for Five Points to 20th Avenue and Broadway, then to Civic Center.

27. How will city planning fit in this area with this project?

Answer: The hope is for mixed use. The City is in the process of putting in new zoning for mixed use.

28. Alternative 3 is not a good option. There are too many impacts and it takes too many properties.

Right of Way

1. Will I be notified if my property is going to be affected?

Answer: Yes.

2. I own property in High Point and would be willing to donate right of way for the 68th and Himalaya Station.

3. How can you justify giving up fair market value if you've contributed to the red for several years?

4. I don't mind my land being taken, but if there is a chance that it won't be used and I can develop it, I want that chance.

5. I'm concerned that some of my land would be worth less because it is vacant.

6. I've invested 10 years in my property and now you guys are just going to come and swipe it.

7. What happens if my property is affected?

Answer: First, an independent appraisal. The fair market value is offered to the property owner. The property owner can also have an appraisal.

8. Does the tenant also have relocation rights?

Answer: Often times, yes. It is one award. The tenant and the landlord need to agree themselves on how to split it up. It depends on the lease. The judicial process can come into play to divide the award between the tenant and the landlord.

9. If a deal is negotiated and an agreement is reached, is this sold under the "threat of condemnation"? Does this avoid capital tax?

Answer: I don't know.

10. Since the market has been stagnant since the proposal of the new highway, if the owner sells, is the appraisal independent of this or is it the selling price?

Answer: The appraisal will try to take this into consideration and will appraise it so the depressed value does not define the appraised cost.

11. Does the appraisal take into account risk? Example, if a buyer redevelops a property and the project acquires it?

Answer: If tangible steps have been made to redevelop it, yes, if no actions to redevelop, then probably not.

12. What is the cap for reestablishment?

Answer: \$10,000. It is for rebuilding structural aspects of relocating.

13. \$10,000 is not enough.

14. The possibility of improvement depresses the real estate market. Is this taken into account?

Answer: The appraiser will try to give a fair estimate with the effect of the improvement.

15. Property values have been affected by this EIS, particularly since there are two alignment options.

16. How often do you see an EIS with so many different options as you see in this one?

Answer: It happens a lot, but on different scales. Northwest corridor is an example that affects lots of homeowners.

17. What is National Environmental Policy Act (NEPA)? How much weight is given among land acquirement versus people affected?

Answer: In NEPA, purpose and need weighs these costs and all issues. An exact percentage is not set.

18. What if the business is rented?

Answer: The tenant has relocation benefits, but they are different.

19. What about bicycle paths? Does the government have the right to condemn them?

Answer: Yes.

20. What kind of benefits are there for relocation?

Answer: Acquisition allows for relocation.