

Gold Line EIS Contact Report

Date of contact: January 17, 2007
Contact method: SW Adams County/E. Arvada Issue Focused Team Meeting
Attendees: **Issue Focused Team Members:** Vincent Baldassano, Ruth Blan, Ron Gorman, Jeff Laws, Dan Micek, Dick Rudden, Jane Schnabel, David Swanis, Kim Tadych, Sharon Whitehair
LGT Members/City Staff/Elected Officials: Jeanne Shreve, Scott Tempel, Besharah Najjar, Kevin Nichols, Representative Cherylin Peniston
Project Team: Liz Telford, Don Ulrich, Jonathan Spencer, Andy Mountain

MEETING SUMMARY/KEY ISSUES

After introductions, Jonathan Spencer provided a detailed description of the section of Alternatives 3 being evaluated in the area of SW Adams County and East Arvada. Given the neighborhood-specific focus of the Issue Focus Teams, the three other alternatives being evaluated were not discussed in great detail. As the alternative was reviewed, Issue Focused Team members were engaged in discussion about impacts and potential mitigation measures. During this overview of alternatives and in a more structured discussion following, the team members provided feedback on each of the alternatives, as well as input and recommendations.

SPECIFIC TEAM INPUT:

Pecos Station Area

- The team prefers that the Pecos station be located east of Pecos to afford the possibility of a direct transfer NW Rail
- The team identifies the former dump site on the northwest corner of Pecos and the rail tracks as an ideal location for parking and/or Transit Oriented Development.
- The team recommended that RTD take all necessary steps during its planning efforts to not prohibit the possibility of a direct transfer to NW Rail at the Pecos station.
- Adams County is currently evaluating two options for grade-separating Pecos from the rail tracks in the area. While this effort is separate from RTD's Gold Line EIS, this group noted the importance of close coordination with Adams County's project and expressed a preference for Adams County to select the option that would grade separate Pecos from the Gold Line tracks.



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- When it comes time to recommend changes to RTD's bus system in light of this alternative, the group recommended considering a few key things:
 - Be sure to preserve service to neighborhoods in the area to provide them with adequate access to rail transit;
 - There will be a number of school closings/openings in the area, consider these as the routes are being refined to provide sufficient service to school-age children

Federal Station Area

- The group was very supportive of RTD's plans to grade separate Lowell, noting that in addition to the positive impacts for transit it also has positive impacts for how traffic in the area would interact with the freight rail service.
- The group was very interested in ensuring that the Federal Station has quality intermodal connectivity (especially bicycle and pedestrian access).
- While not related to the Gold Line EIS, the group noted that the Goat Hill neighborhood could be bounded on the south by the Gold Line and north by NW Rail. They expressed some concerns about how this may affect local community planning pressure to change or redevelop their community.

Sheridan Station Area

- The group noted that the Highland Hills Recreation District is developing a park bordered by I-76, Tennyson, the railroad tracks and Lowell. They recommended that RTD coordinate closely with these efforts that could include constructing new bike paths in between the Sheridan and Federal stations.
- The group is supportive of the grade separation at Tennyson as it provides an added safety measure for the children at Tennyson Elementary school a few blocks north of the tracks.
- The group has a strong interest in having the local municipalities explore better pedestrian connections between Tennyson and Sheridan. 60th Avenue was cited as a specific route that could be looked at.
- The group agreed with and supported RTD's potential plans to construct a new bridge at Sheridan, noting that the existing structure is in very poor shape and needs better pedestrian crossing capabilities.
 - They specifically noted that, if the station is on the east side of Sheridan, it will be important to attempt to accommodate easy pedestrian access to the employment on the west side of Sheridan.