
Draft Meeting Summary

Gold Line Local Governments Team

Wednesday, October 1, 2008

2:00- 4:00 p.m.

City of Arvada - Public Works Conference Room

8101 Ralston Road, Arvada, CO

MEETING GOALS AND AGENDA

The meeting goals were to:

- Provide project schedule and budget updates
- Overview New Starts process
- Review latest recommendations for alignment and stations
- Discuss station design and access
- Discuss fencing decision-making process

The meeting's agenda included a presentation and discussion about updates to the Gold Line's stations, alignment, budget and fencing. The presentation began with an update on the Gold Line's schedule and budget. The team also provided an overview of the New Starts process and the Gold Line's Cost Effectiveness Index rating. Included in this discussion were the latest modeling and parking numbers. Next, the team provided a recap of the comments received on the Draft Environmental Impact Statement and the resulting recommendations related to the alignment and the Pecos and 38th Avenue stations. The team then presented the station design templates and design process, as well as the updated station layouts. This was followed by a discussion about the approach that will be used to determine fencing options throughout the corridor. The presentation concluded with a summary of next steps and upcoming public involvement opportunities.

MEETING HANDOUTS

- Meeting Agenda

PRELIMINARY ITEMS

Liz Telford, RTD Project Manager, welcomed the participants and announced that the Gold Line Draft Environmental Impact Statement had won an excellence award from the Federal Transit Administration. Andy Mountain, Public Involvement consultant, conducted introductions and overviewed the agenda and goals for the meeting.

PRESENTATION

Don Ulrich, consultant Project Manager, reviewed the slides about the schedule, and Liz reviewed the slides about New Starts and the Gold Line budget. Don then presented the slides about the DEIS comments and resulting recommendations. The attendees had the following questions/comments:

- Shelley Cook, City of Arvada, asked if the 38th Avenue station is near the existing pedestrian bridge. Liz Telford replied that RTD plans to rebuild the bridge closer to station and will take over maintenance of the bridge from the railroads.
- Rick Garcia, Denver City Council, asked if the information being presented was already public. Liz Telford replied that it was not but that they are hoping to announce the latest recommendations to the public the following day, pending LGT approval. Rick responded that the location of the 38th Avenue station has been a very sensitive issue to Northwest Denver, and he encouraged the team to make sure that the message is carefully crafted.
- Jeanne Shreve, Adams County, asked what documentation Adams County needs to provide to RTD in order for them to officially declare that the Pecos Grade Separation project will take place. Liz Telford replied that they will likely need to include language in the IGA that clarifies Adams County's commitment to the grade separation project and to covering any costs RTD may incur should the grade separation not be implemented, which would cause RTD to reevaluate the location of the Pecos station.

Mark Leese, consultant from URS, presented the slides on the commuter rail station design process and the revised station concepts. The attendees had the following questions/comments:

- David Ruchman, RTD Board, stated that the Gold Line design influencers seemed heavily based on Olde Town. He reminded the team that Olde Town only speaks to one station and may not have the same character as the stations to the east or west.
- Shelley Cook stated that the gold after which the Gold Line was named was originally discovered in Ralston Creek. She suggested that the design team change the title of the corridor character to include Ralston Creek.
- Lorraine Anderson, Arvada City Council, stated that she hopes the Gold Line team is working with the Gold Line Advisory Committee to develop its designs. Mark Leese responded that the Main Street Historic station theme was inspired by a GLAC design.

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- Kevin Nichols, City of Arvada, asked if it would be possible for individual jurisdictions to vary the stock design if it's still within budget. He also wanted to know how much customization would be allowed. Liz Telford responded that the team is aiming to provide for some customization through the station themes. She stressed the importance of having all the stations to fit within context of corridor. She added that RTD is trying to stay flexible while still staying within budget.
 - Rick Garcia asked whether existing corridors used the same process for their station designs. He also asked whether the station design templates were being driven by recent budget issues. Liz Telford replied that the design process had nothing to do with budget issues, adding that RTD started developing the design templates before any of the current budget discussions began. Liz reiterated that RTD is trying to maintain consistencies within each corridor, but that they also want to develop a collaborative design process that everyone is comfortable with.
 - Rick Garcia asked if station betterments that are paid for by a jurisdiction would be counted towards local match dollars. Liz Telford replied no and explained that enhancements and betterments do not count towards local match.
 - Jeanne Shreve stated that 62nd Avenue will likely be shifting south to make for a cleaner route and that RTD will need to coordinate for with Adams County on their opening day parking lot layout at Pecos.
 - Kevin Nichols inquired as to whether RTD would acquire enough right-of-way on opening day for the 2030 plans. Liz Telford replied that it varies from property to property.

Scott Epstein, RTD consultant, reviewed the slides on the approach RTD is taking to determining fencing along the alignment. The attendees had the following questions/comments:

- Kevin Nichols asked whether the entire length of the corridor will be fenced. Liz Telford responded yes.
- Shelley Cook asked if individual neighborhoods can fund a special type of fencing. Liz stated that they could, as long as it's a material that can be maintained and is acceptable to RTD and the railroads.
- David Ruchman asked how fast trains will go from Arvada Ridge to the end of the line. Liz Telford replied that trains will likely reach speeds greater than 50mph in that area. Director Ruchman asked whether the team had considered if there is really a need for

fencing in areas where the trains are going slower. Liz said that they had and that they still recommend that fencing be in place, since there are both speed and frequency considerations. Director Ruchman said that while there is a safety risk with high frequency, he questions whether we really need a fence all along the corridor on both sides. He added that busy roads don't have fencing and asked if there was any possibility for wiggle room on the fencing issue. Liz said that she thinks that is a policy issue and something that would need to be addressed at that level. Don Ulrich added that the highest number of fatalities in railroad corridors is a result of pedestrians in right of way. He stated that it is a liability issue if you don't have a fence.

- Will Kerns, Jefferson County, stated that RTD could cut down on material costs by putting in less fencing. He added that if people are going to trespass, they're likely going to get in one way or another. Jonathan Spencer, RTD consultant, mentioned that the Gold Line is constrained by right of way availability throughout the corridor. He said that many sections of the track will have retaining walls and fill walls and that fencing will be required in those areas to protect people.

Participants also had several follow-up questions/comments on the revised station templates:

- Regarding the Arvada Ridge station, Shelley Cook said that she preferred the old layout with the TOD integrated into the station area. Liz Telford said that it's still possible that a developer would build a parking structure by 2030. Kevin Nichols added that Arvada will likely want to discuss circulation options for this station with RTD.
- David Ruchman asked whether there are porous pavements available that could help to avoid storm water runoff at stations. Jonathan Spencer replied that he hasn't seen that used in high-volume situations, because the maintenance and costs are extensive.
- Jennifer Hillhouse, City and County of Denver, suggested that the Gold Line team provide a zoomed-out view of the stations at the upcoming Issue Focused Team meetings in order to provide better idea of surrounding neighborhoods. Renee Martinez-Stone, RTD consultant, stated that the team plans to have graphics that show a quarter-mile radius around the station.

After ensuring that there were no further questions, Andy Mountain mentioned that an email blast would be sent out to public to summarize the updates covered during the meeting. He then adjourned the meeting.

MEETING PARTICIPANTS

1. Jeanne Shreve Adams County
2. Kevin Nichols City of Arvada
3. Shelley Cook City of Arvada
4. Bob Manwaring City of Arvada
5. Lorraine Anderson Arvada City Council
6. Jenn Hillhouse City and County of Denver
7. Rick Garcia Denver City Council
8. Will Kerns Jefferson County
9. Steve Nguyen City of Wheat Ridge
10. Sally Payne City of Wheat Ridge
11. David Ruchman RTD Board, District
12. Liz Telford RTD FasTracks Gold Line Team
13. Don Ulrich RTD FasTracks Gold Line Team
14. Jonathan Spencer RTD FasTracks Gold Line Team
15. Terry Ruitter RTD FasTracks Gold Line Team
16. Mark Leese RTD FasTracks Gold Line Team
17. Tim Baldwin RTD FasTracks Gold Line Team
18. Renee Martinez-Stone RTD FasTracks Gold Line Team
19. Scott Epstein RTD FasTracks Gold Line Team
20. Andy Mountain RTD FasTracks Gold Line Team
21. Megan Lane RTD FasTracks Gold Line Team