

# Gold Line Environmental Impact Statement (EIS)

38<sup>th</sup> Avenue Station Platform & Parking  
Refinement Options  
Issue-Focused Team (IFT)

March 31, 2008

# Agenda



- Issue-Focused Team Roles
- Project Update
- Denver Station-Area Planning Update
- Transit Station Planning Process
- Preferred Alternative (PA) Constraints & Options
- PA Refinement Constraints & Options
- Discussion and Input

## Role of Issue Focused Teams



- Partner with project team and municipalities
- Develop deeper understanding of issues
- Represent your community
- Provide informed input on solutions to specific issues
- Share information with your respective communities



# Project Update

## Project Update



- Union Pacific (UP) put a preliminary price tag on a package of properties that was outside of the FasTracks Budget
- Portions of the Gold Line Preferred Alternative alignment within the UP North Yards (38<sup>th</sup> to Pecos) were included in the package
- Refinements were developed to minimize the use of railroad right of way from DUS to Pecos
- RTD continues to negotiate with the UP

# Preferred Alternative Refinements Overview



- Four refinement options that do not require significant railroad right-of-way were evaluated
- One refinement option will be engineered and evaluated using the same criteria and level of detail as the Preferred Alternative
- The Preferred Alternative and the recommended refinement option will be included in the DEIS
- The refinement will result in the DEIS being released this summer/fall with the FEIS being completed in early 2009.

# Recommended Preferred Alternative Refinement Option



## LEGEND

### Gold Line Preferred Alternative

Electric Commuter Rail on the BNSF/UP Railroad Alignment

### Gold Line Refinement Option

Alignment option being evaluated to avoid impacts to railroad operations



Station with Parking Facilities



Existing Railroad Corridor

Information is current as of March 25, 2008.

# Denver Station-Area Planning Update

*Tom Hoaglund, City and County of Denver*



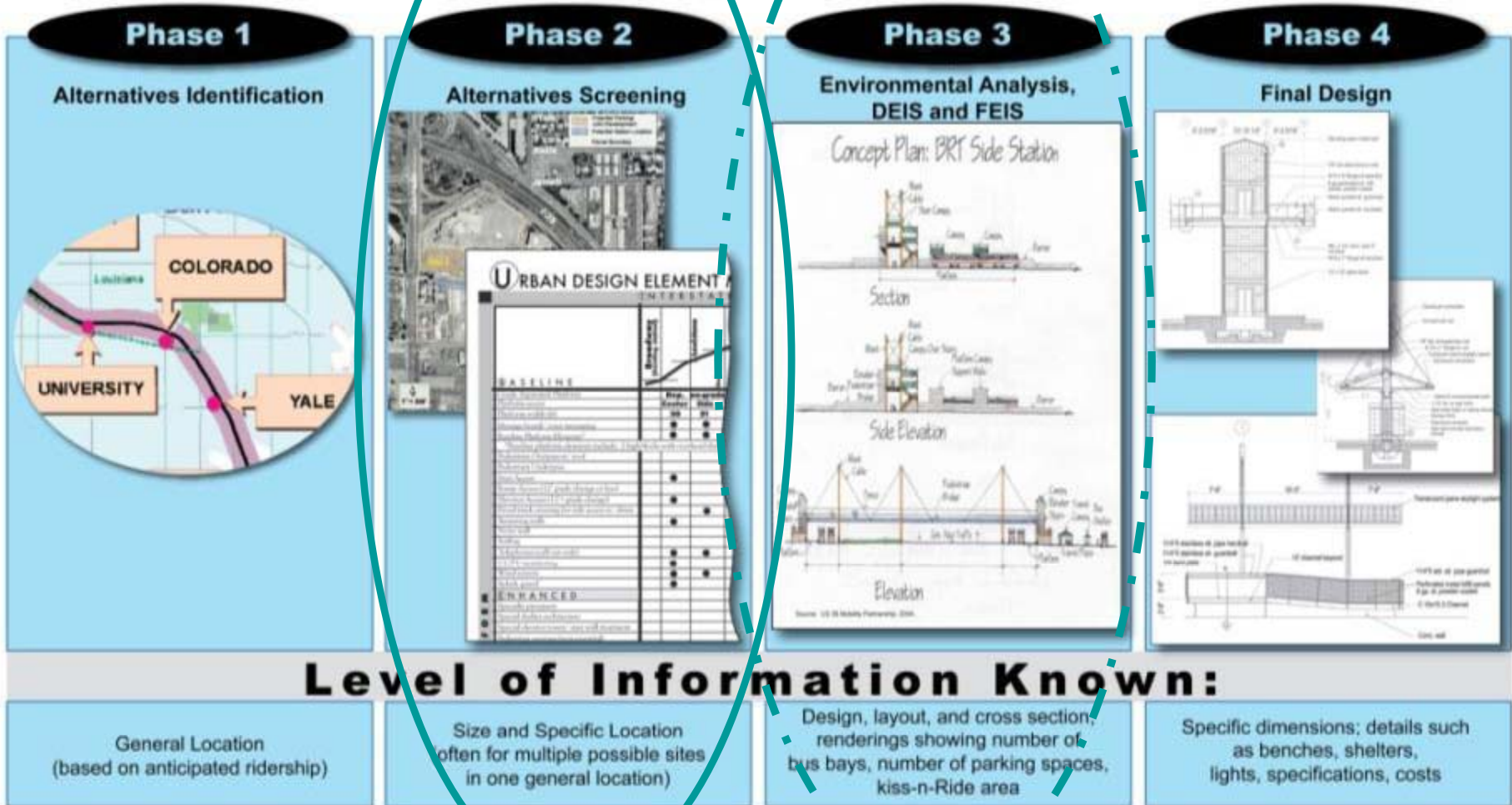
# Transit Station Planning Process

# Evolution of a Transit Station



TODAY

2008 - 2009



# Station Location Evaluation Criteria



## **Station Layout and Parking**

- Meets geometric requirements (platform, length, tangent track)
- Meets spatial needs (area available to meet parking requirements, bus facilities, etc.)
- Room for future expansion, opening day and 2030 as required by the Federal Transit Administration

## **Vehicle and Bicycle/Pedestrian Accessibility**

- Proximity to regional thoroughfares
- Ease of traffic ingress/egress
- Potential for inter-modal transit center nearby
- Bicycle/pedestrian accessibility

## **Environmental**

- Environmental impacts
- Impacts to historic properties

# Station Location Evaluation Criteria (cont.)



## **Neighborhood Compatibility**

- Compatibility with existing and proposed future land uses
- Residential/business potential property impacts
- Proximity to major activity centers

## **Financial**

- Site acquisition costs
- Infrastructure requirement cost (in addition to provision of basic platform and park-n-Ride)

## **Public & Agency Input**

- Public support of station concept
- Agency support of station concept



# 38<sup>th</sup> Avenue Station Constraints & Options



# PA Refinement Constraints & Options

# Discussion & Input