

Gold Line

Draft Environmental Impact Statement (DEIS)

Public Hearing

August 6 & 7, 2008

What Will We Discuss Tonight?



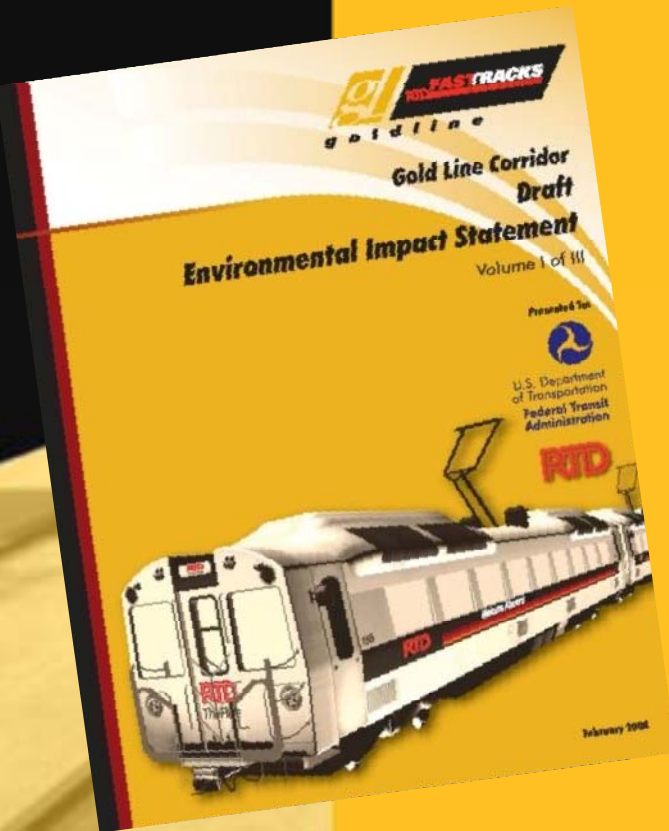
- Why is a DEIS written?
- How do I read the Gold Line DEIS?
- What is the purpose of the project and what area was studied?
- What alternatives were considered, and what were the results?
- What kinds of environmental impacts will the project have?
- What impacts would the project have on transportation systems?
- How has the public been involved?



Why is a DEIS Written?



- Required as a result of Federal funding
- Discloses the impacts of the project
- Improves decision making
- Serves as a forum for public input



How do I read the Gold Line DEIS?



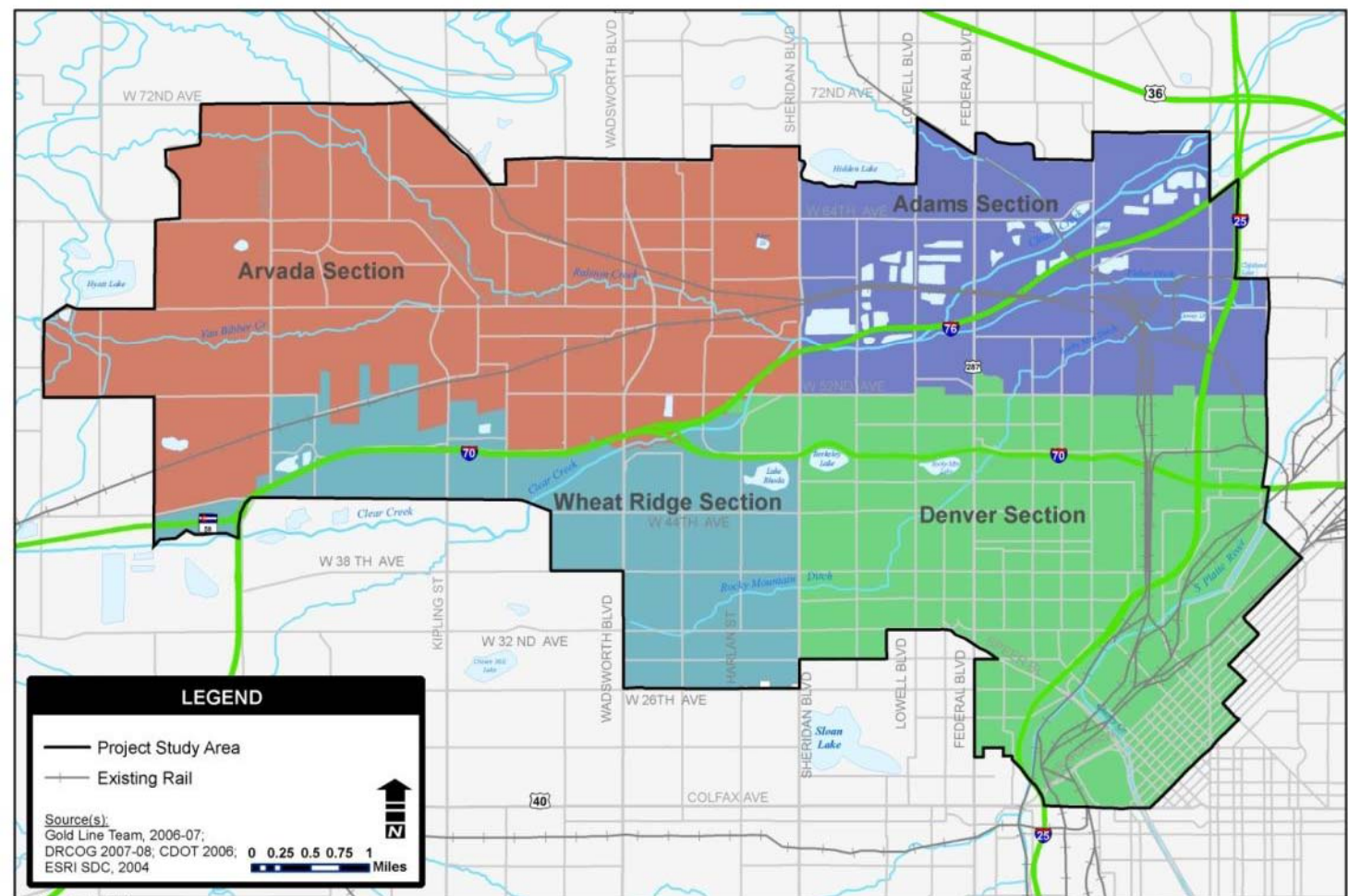
- **Executive Summary**
- Chapter 1—Purpose and Need
- Chapter 2—Alternatives Considered
- Chapter 3—Affected Environment and Consequences
- Chapter 4—Transportation Systems
- Chapter 5—Evaluation of Alternatives
- Chapter 6—Public Comment and Agency Coordination
- Chapter 7—Draft Section 4(f)/6(f) Evaluation

What is the purpose of this project?
What is the area studied in the DEIS?

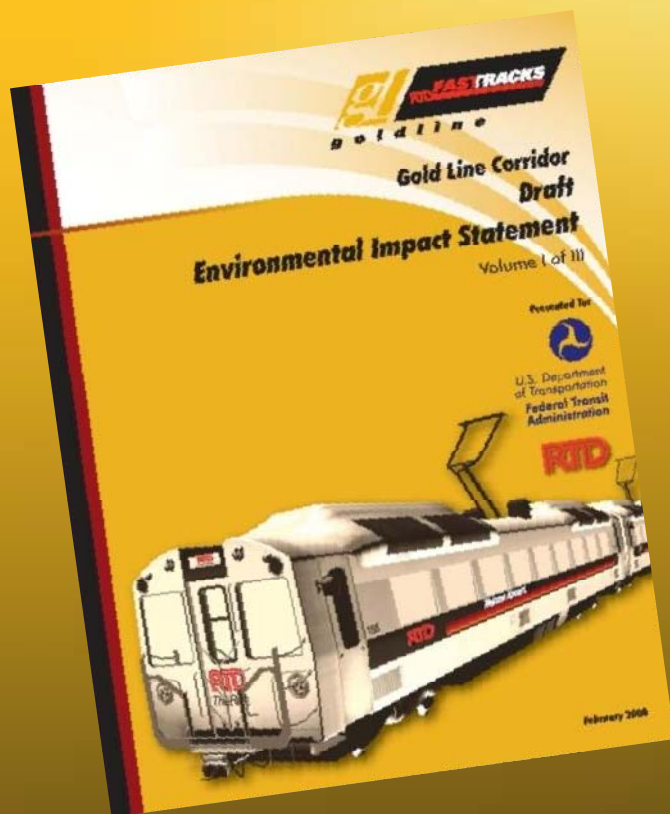


Purpose: *Implement Fixed Guideway Transit Between Denver Union Station and Ward Road*

Area studied in the DEIS:



What alternatives were considered?



Over 20 alternatives have been studied over 10 years



- **Alternative Technologies**

- Highway (MIS)
- Bus (MIS)
- Light Rail Transit
- Commuter Rail (electric and diesel)
- Streetcar



- **Alternative Alignments**

- Railroad
- Streets

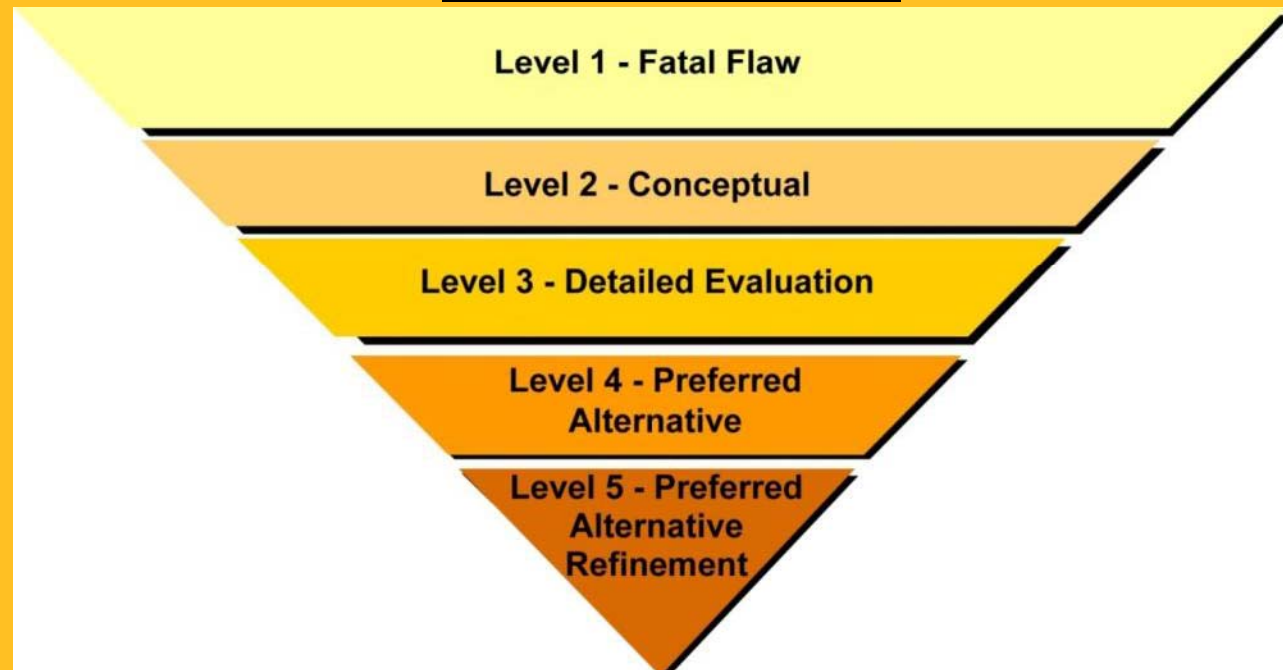


Alternatives were screened at increasing levels of detail

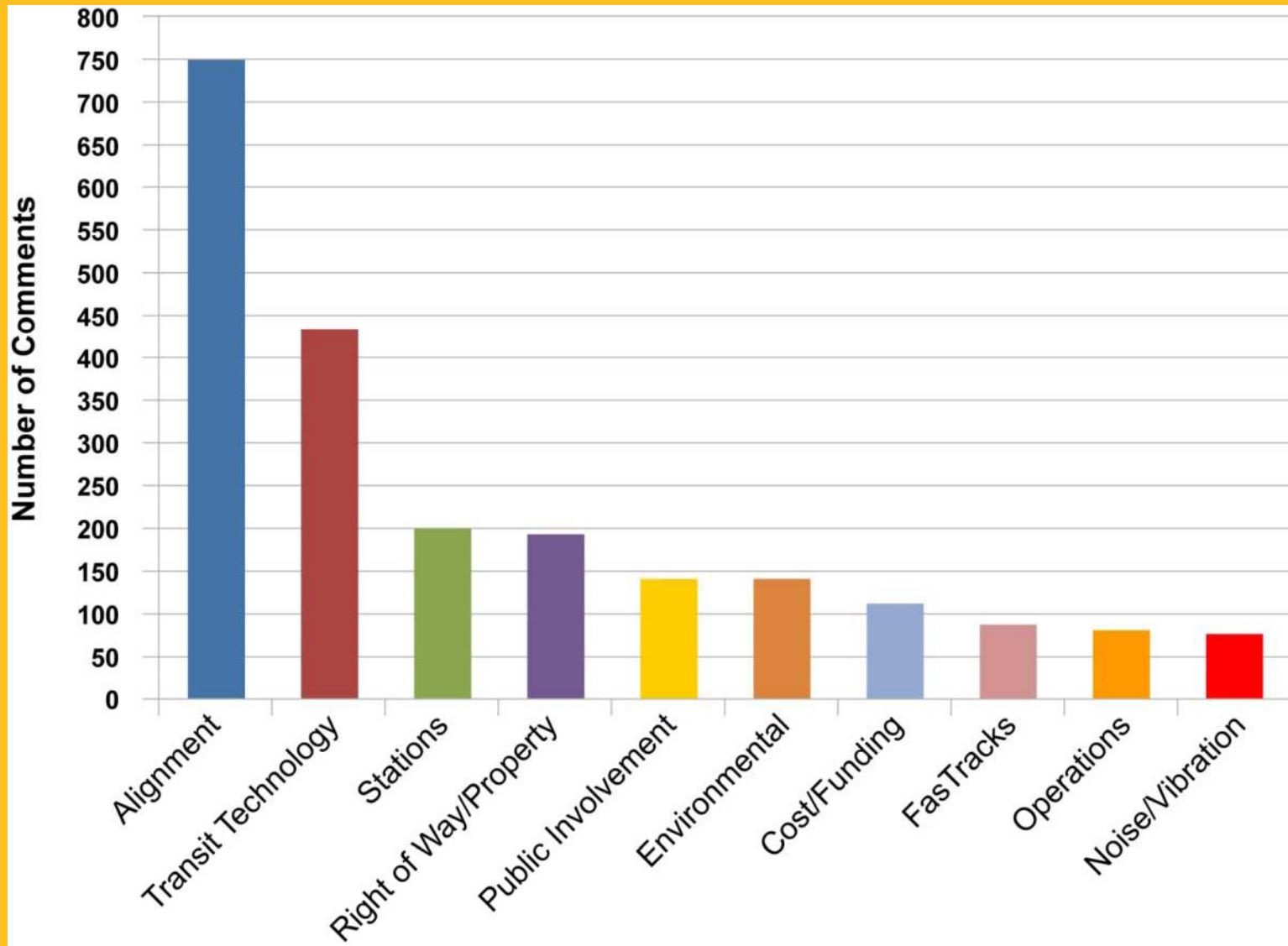


- **Evaluation factors included:**
 - Mobility
 - Environment
 - Community support
 - Cost
- **Public workshops provided at each level**

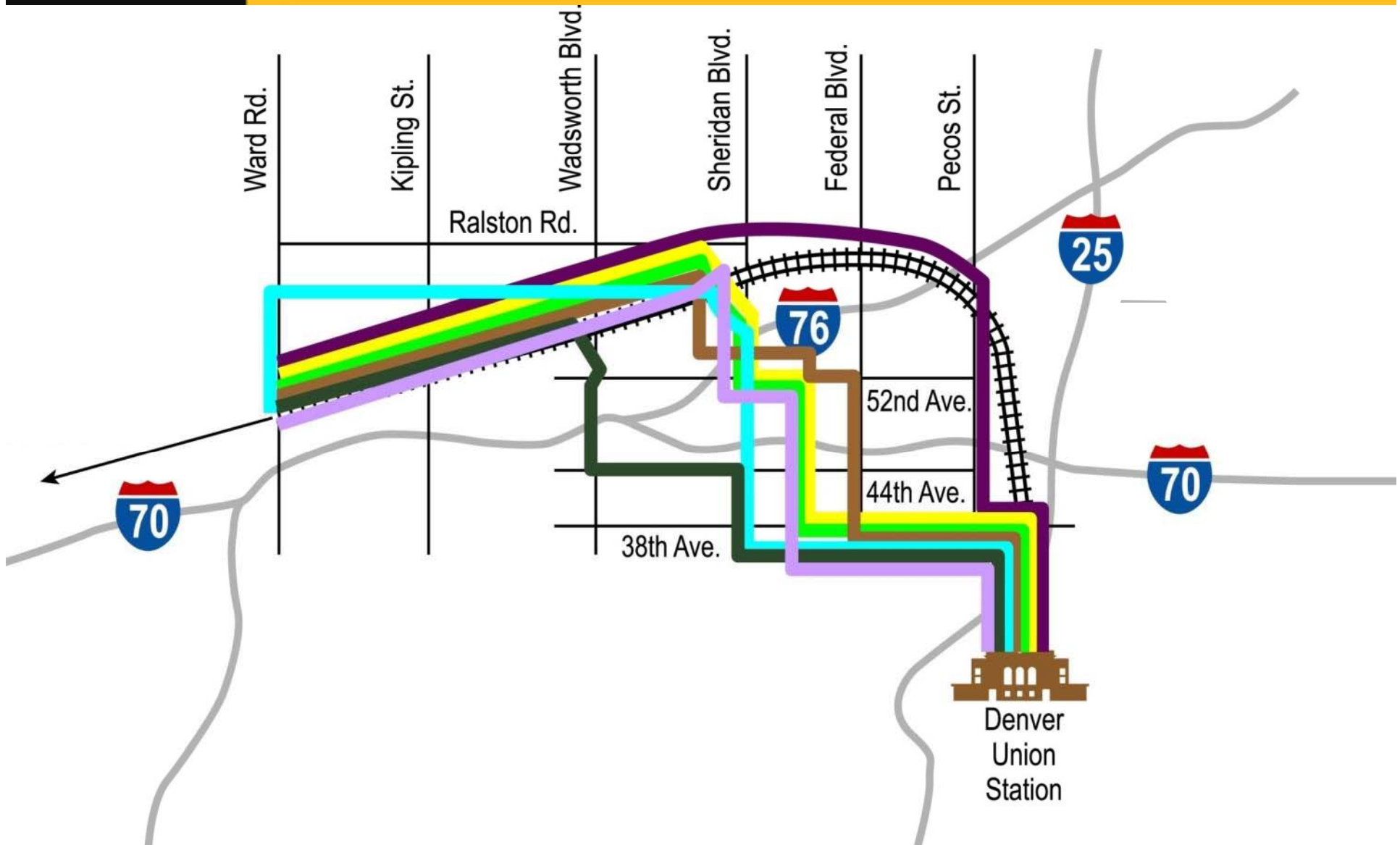
5 Step Process



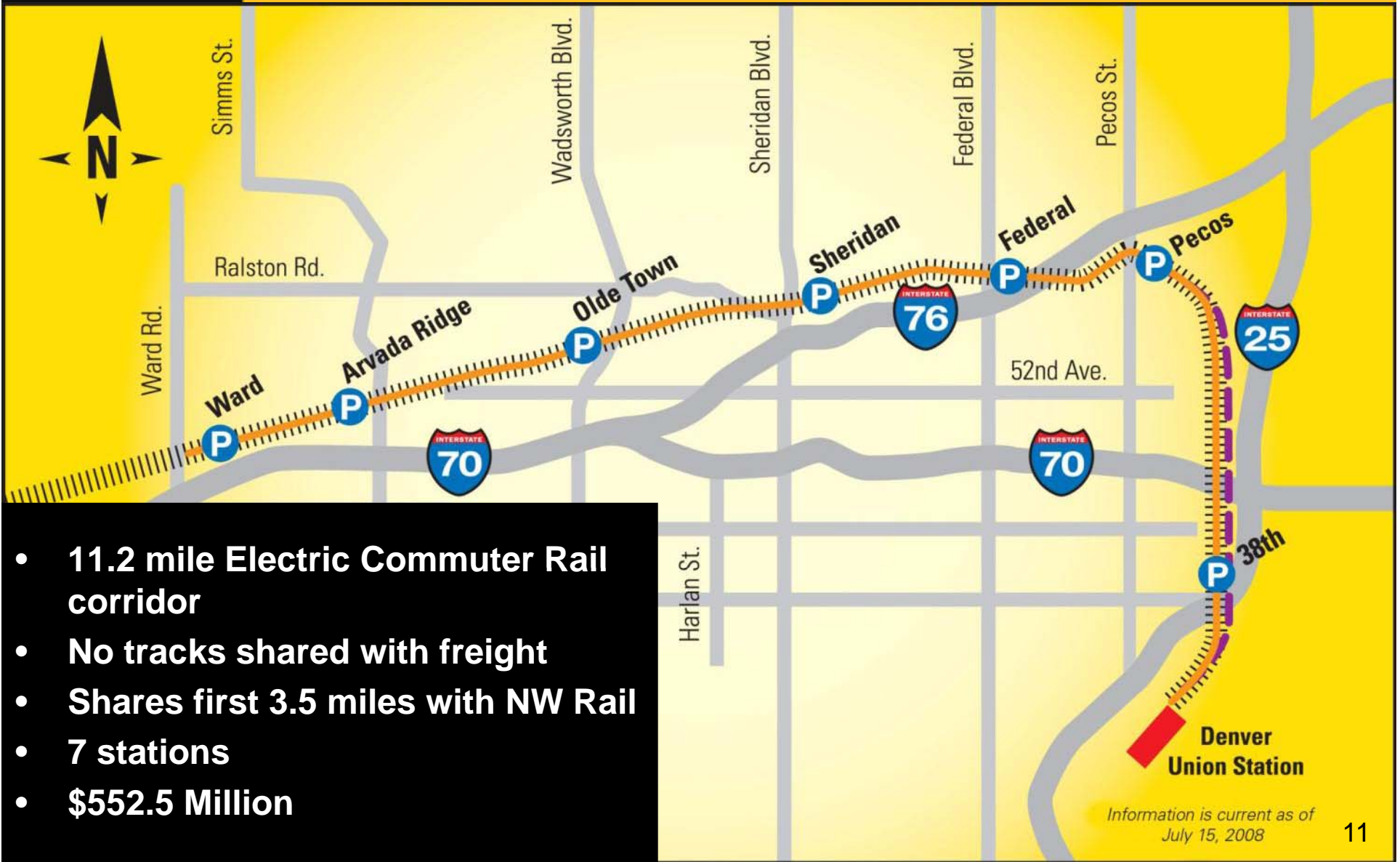
Public feedback influenced the decision



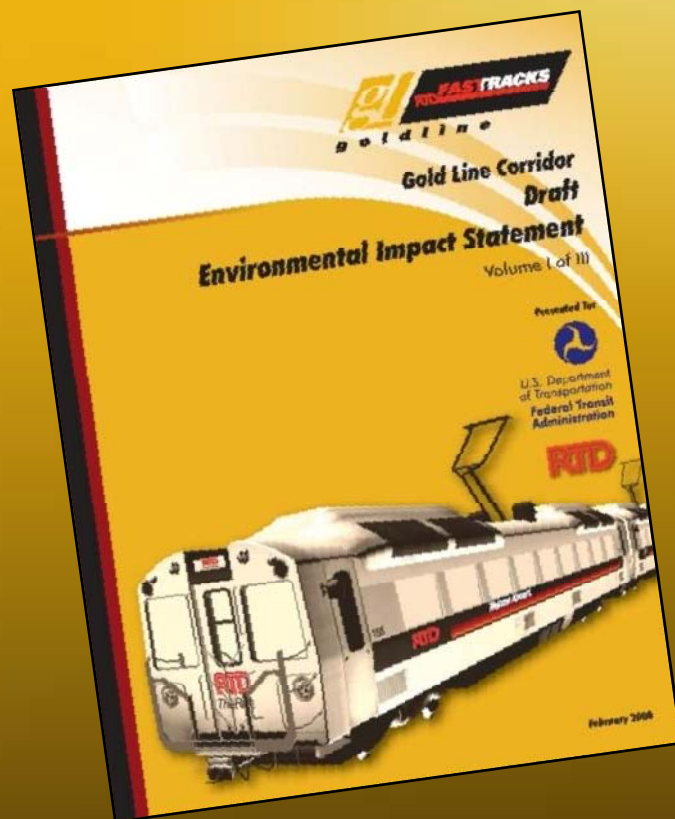
Alternate alignments had too many impacts and performance was poor



Electric Multiple Unit trains on the railroad alignment became the Preferred Alternative



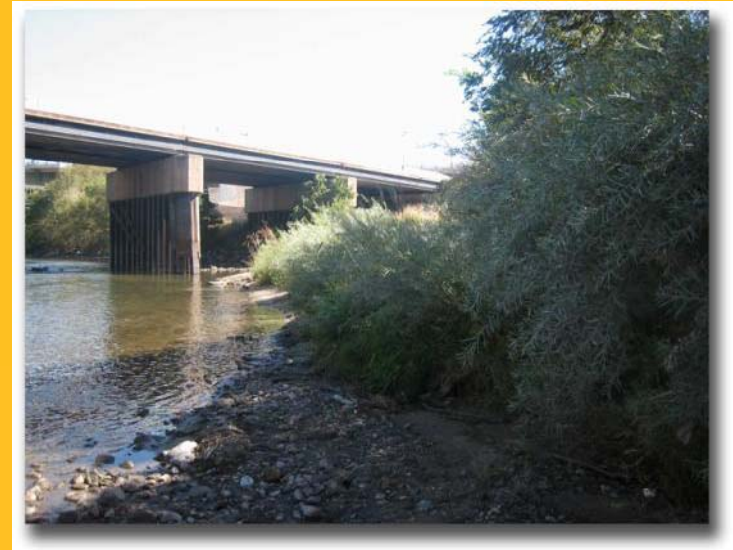
How are impacts evaluated and what impacts would the project have?



How do we evaluate impacts?



- **Direct impacts**
 - Occur immediately
- **Indirect impacts**
 - Impact that occur later in time or further removed in distance
- **Cumulative impacts**
 - Additive to other projects/actions



Arvada Transit Station Planning Project
TOD Framework Plan

February 19, 2007 Draft

Prepared For: ARVADA

Prepared By: PlaceMakings

What is evaluated in the DEIS?



Resource Studied	Results Significantly Different from the No Action?
Social Impacts	Yes (during construction)
Environmental Justice	No
Land Use	Yes (benefits)
Economic Conditions	No
Property Impacts	Yes (no homes impacted)
Historic Resources	Yes (dependent on station location)
Visual Resources	Yes
Parkland, Open Space	No
Air Quality & Energy	No
Noise & Vibration	Yes
Biological Resources	No
Water Quality/Floodplains	No
Wetlands	Yes
Hazardous Materials	No
Public Safety & Security	No

What are the community issues?



- **Neighborhood impacts during construction**
 - Noise, dust, construction traffic
 - All can be mitigated (Construction Management Plan)
- **Land use changes**
 - Compatible with local land use planning
 - Transit oriented development around stations
- **Land acquisition for right of way**
 - 0 homes
 - 12 to 23 businesses
 - up to 62 acres of private property mostly at stations
- **Visual change**
 - Catenary, bridges and retaining walls especially through Arvada

- **Noise and vibration impacts near the alignment:**
 - 192 residences affected
 - 10 multi-family buildings affected
 - 1 park affected
 - 1 museum affected
 - 18 residences affected by vibration
- All noise impacts will be mitigated with a Quiet Zone
- All vibration impacts will be mitigated with isolation treatment of the track

How would the natural environment be affected?



- **Wetlands**
 - 1.17 acres of wetlands would be affected
- **Parkland**
 - Temporary impacts to two trails
- **Air Quality**
 - Small positive impact to air quality
- **Biological resources**
 - Approximately 1 acre of riparian habitat affected during construction
- **Water resources**
 - Possible temporary erosion and sediment impacts to Clear Creek and Ralston Creek during construction
- **Hazardous materials**
 - Up to 18 sites (none pose public health risks) could require remediation during construction

Other environmental issues



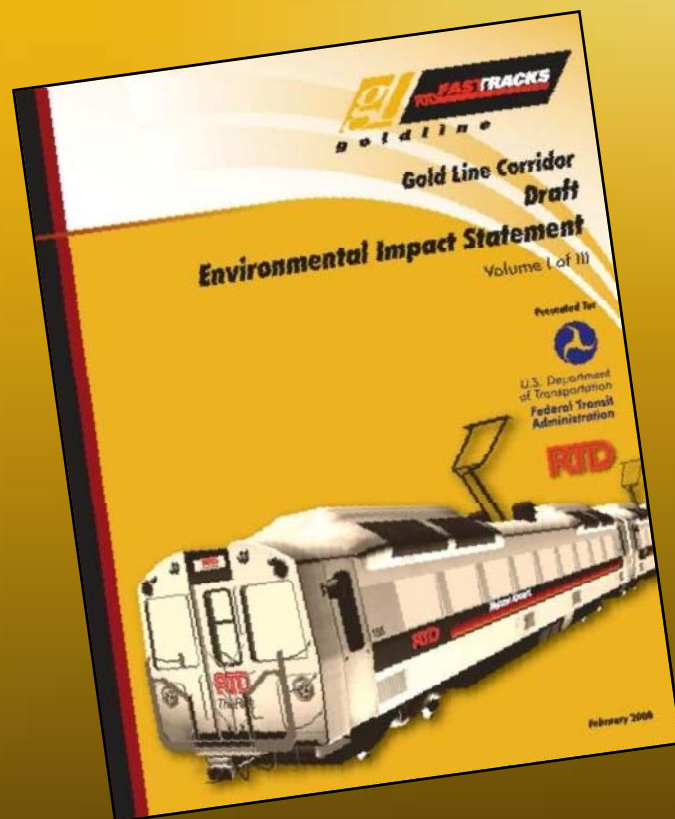
- **Historic and Cultural Resources**
 - Not more than one property with an impact (depending on the station location chosen at 38th)
 - No impacts to archaeological resources
- **Mineral Resources, Geology and Soils**
 - Expansive soils, collapsible soil and shallow ground water would affect construction
- **Floodplains/Drainage/Hydrology**
 - Portions of the Preferred Alternative are located in the 100-year floodplain
- **Safety and Security**
 - No increase in crime as a result of Gold Line
 - Crime rate at park-n-Rides will be about the same as existing neighborhoods

How would transportation be affected?



- **The Preferred Alternative would:**
 - **Provide a faster travel option than the auto** (19 minutes vs. 27 minutes from Denver Union Station to Ward Road)
 - **Provide service to 20,100 riders** on the average weekday
 - **Reduce corridor vehicle mile traveled** by 14,550 per day
 - **Have no impact on freight operations**
- **Some mitigation would be required:**
 - **Add turn lanes and signals** at some stations
 - **Improve 19 at-grade crossings** to accommodate the Quiet Zone

How has (and will) the public been involved?



Public input has helped shape the Preferred Alternative



Meeting Type	Number
Public Workshops	12
Listening Sessions	35
Issue Focus Teams	17
Total Meeting Attendees	2,698
Newsletters, Scoping Booklets	27,232
Website Visitors	44,380

Issues to be Resolved after the DEIS



- Select station sites for 38th Avenue and Pecos
- Conduct preliminary station design charrettes
- Railroad negotiations
- Refine/select mitigation measures
- Continued coordination with local governments to support Quiet Zone applications
- Public Involvement during the FEIS process

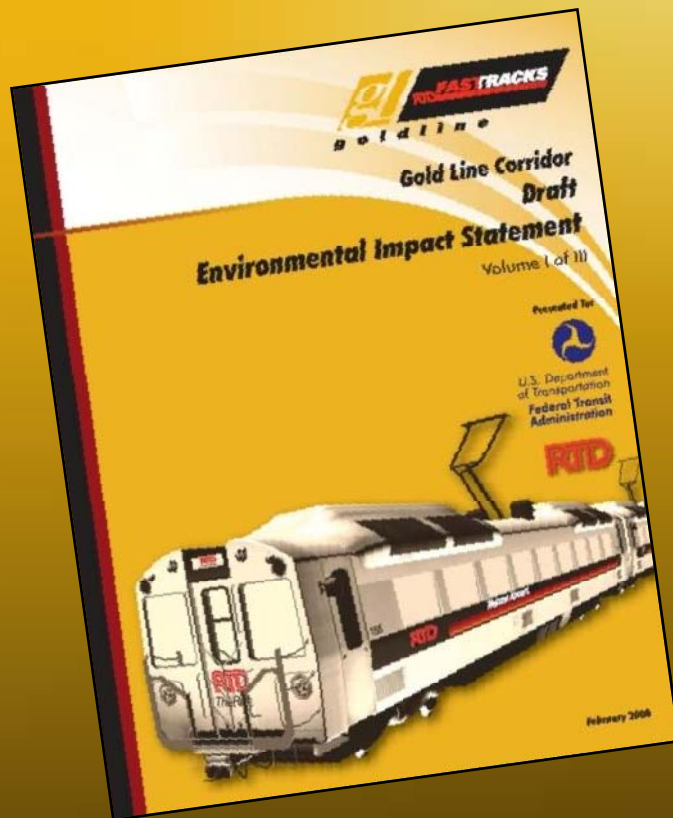
Upcoming Milestones



- **September 1, 2008** – DEIS 45-day comment period comes to an end
- **Sept/Oct 2008** – Public & agency input on preliminary station designs
- **December 2008** – Final EIS completed and submitted to FTA
 - All DEIS comments responded to in Final EIS
 - Final decisions (e.g. parking, stations)
 - Select mitigations
- **Spring 2009** – FTA Decision Document
- **2011** – Construction begins and the Gold Line opens to the public by 2016

DEIS

Public Comment Period



DEIS Comments



In Person

At the public hearings on
August 6 & 7

Online

www.rtdgoldline.com

By Email

comments@rtdgoldline.com

By Mail

RTD Gold Line Comments
Dave Beckhouse, FTA
c/o GBSM, Inc.
600 17th Street 2020-S
Denver, CO 80202



DEIS Comment Period ends September 1, 2008

Verbal Comment Rules



- **Verbal comment registration** outside the Hearing Room
 - Assigned to a comment group
 - Random order within comment groups
- **3-minute limit** for verbal comments
- **Can't deferred/give verbal comment time** to other individuals
- **Clearly state your full name and city of residence** before beginning your comment

