

# Gold Line Environmental Impact Statement (EIS)

IFT Orientation

January 11, 2007

# Agenda—Setting the Perspective



- Local Governments Team Welcome
- Review of the IFT Roles, Responsibilities and Objectives
- Overall of project status and remaining alternatives
- Availability of information at this stage of planning
- Breakout groups and individual agenda development
- Clean-up items

## LGT Welcome



- We are all in this together. Think regionally act locally
- Different neighborhoods have different, and equally important, issues—we must respect this
- While FasTracks was approved showing Light Rail on the railroad alignment, RTD is legally bound to evaluate other alternatives
- Get all the information, to understand the effects of each alternative, before making decisions
- We need citizen input to make the best decisions for everyone involved

# IFT Roles, Responsibilities and Objectives



# Role of the IFT Groups



- Offer local perspective on issues
- Develop deeper understanding of issues
- Partner with project team and municipalities develop solutions to specific issues
- Provide input into the planning process
- Influence design options to mitigate impacts
- IFT input feeds into the screening of alternatives but it is not where screening occurs
- IFT shares project information to their respective communities

# IFT Objectives



- Offer a deeper understanding of the potential projects and their challenges
- Create awareness of real project limits and affordability
- Develop avoidance and minimization design options
- Provide input into the best project

# Overview and Status

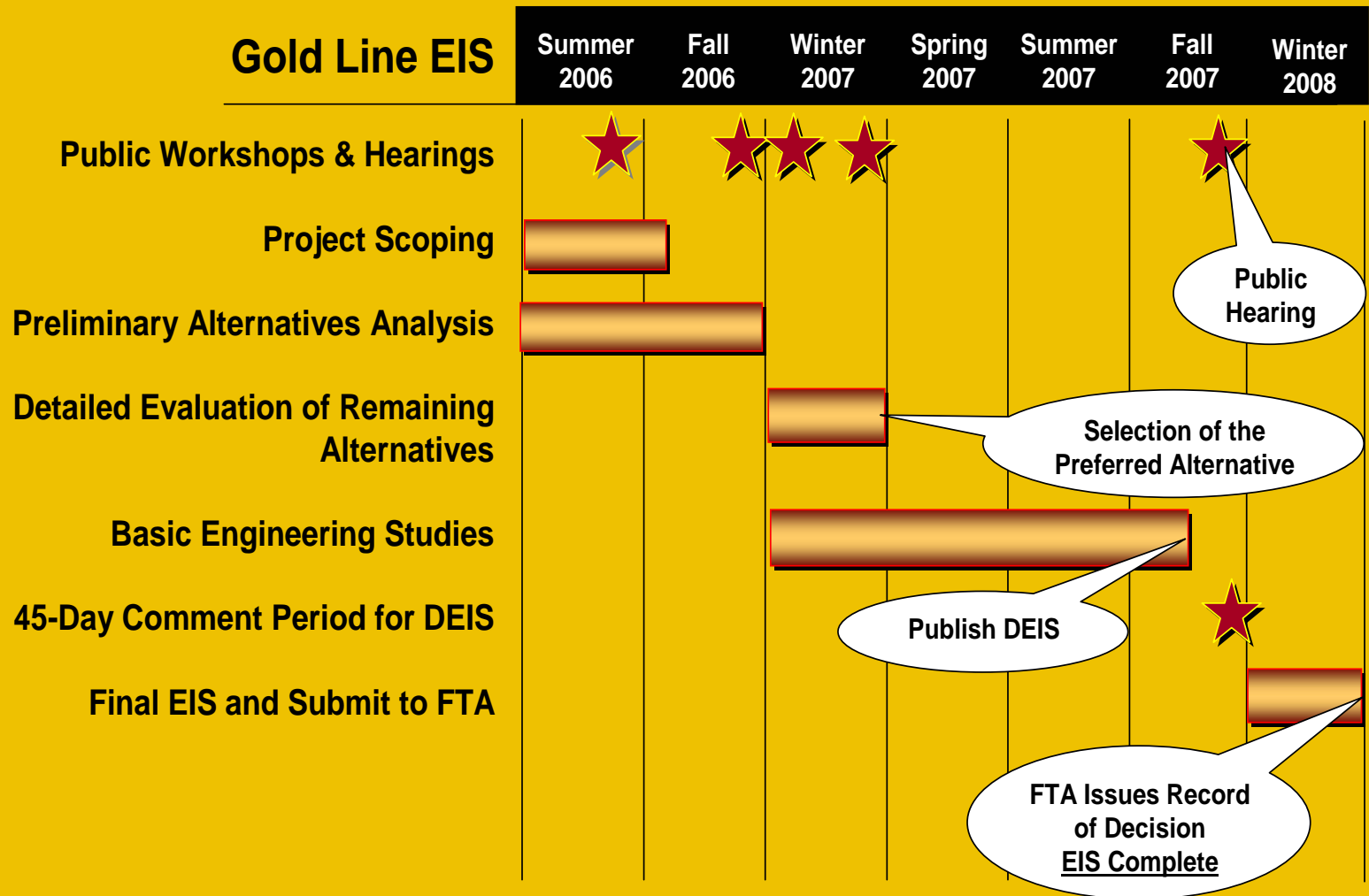


# What is the project?



- **Purpose:** Implement fixed guideway transit from Denver Union Station to Ward Road in Wheat Ridge, Colorado
- **Corridor Budget:**
  - \$463 Million

# Gold Line Schedule



# Alternatives



## Where Are We in the Process?



- Level 1 and Level 2 screening draft results are complete
- We are just starting Level 3, Detailed Evaluation

**Level 1-Fatal Flaw Screening  
(20 Alternatives)**

**Level 2-Conceptual Screening  
(11 Alternatives)**

**Level 3-Detailed Evaluation  
(4 Alternatives)**

**Preferred  
Alternative**

# Alternatives Under Consideration-- Technologies



## EMU (Railroad alignment)



## Light Rail—(Alternate alignments)



## Streetcar—(Alternate alignments)



# Electric Rail--BNUP



**Alternative 3**

# Alternative Alignment Alternatives



# The Alternatives Look the Same, What's Different??



- Detailed refinement of the alignments
- Developed multiple cross-sections by type of guideway (e.g. at-grade, on structure, in trench)
- Developing refined cost estimates
- Estimates of parking requirements
- Calculation of ridership and cost effectiveness
- Estimate of environmental benefits
- Avoidance and minimization of impacts through:
  - Use of mixed flow operation (alternative alignments)
  - Use of select single track configuration
- Study of parking demand on 38<sup>th</sup> Ave.
- Preliminary traffic analysis on 38<sup>th</sup>

# Comparison of Final Alternatives



| Criterion                    | EMU BN/UP                   | LRT Sheridan        | LRT Harlan                      | Streetcar Harlan                    |
|------------------------------|-----------------------------|---------------------|---------------------------------|-------------------------------------|
| Fulfills P&N                 | Yes                         | Yes                 | Yes                             | Yes                                 |
| Affordability                | TBD                         | TBD                 | TBD                             | TBD                                 |
| Cost-Effectiveness           | Best                        | Weak                | Weak                            | Second best                         |
| Environmental                | Impacts contained to RR R/W | New R/W on Sheridan | Impacts contained to public R/W | All impacts contained to public ROW |
| Property Acquisition         | 10-20                       | 80--100             | 40-60                           | <10                                 |
| Consistency with local plans | TOD Plans in place          | No TOD Plans        | No TOD Plans                    | No TOD Plans                        |
| Travel Time                  | 25 minutes                  | 34 minutes          | 37 minutes                      | 41 minutes                          |
| Ridership*                   | 15,900                      | 13,200              | 11,600                          | 10,500                              |
| Parking Reqmt                | 3,500                       | 3,300               | 3,100                           | 2,900                               |
| Community Support            | Best                        | TBD                 | TBD                             | TBD                                 |
| Agency Support               | Best                        | Weak                | Moderate                        | Weak                                |

# Information Available to the IFT Workshops



# Response to Concerns



| Concern             | Response  | Impact                                      |
|---------------------|---|---|
| Property Impacts    | Mixed flow operation and avoidance design options | Dramatic reduction in property requirements |
| Traffic Congestion  | Traffic analysis on 38th                          | Challenge to alternative alignments options |
| Noise and Vibration | Summer '07  | NA  |
| Safety and Security | Station security analysis                         | Shows no impact                             |
| Historic Properties | Mixed flow operation & avoidance options          | Less direct impact                          |
| Property Values     | Placed articles on Website                        | Neutral impact                              |
| Station Locations   | Summer '07  | NA  |
| Parking Impacts     | Parking Study                                     | No impacts on local parking                 |
| Technology          | Eliminated DMU                                    | Increased project cost                      |

## What Data Will Be Available to the IFTs?



- More detailed project descriptions
  - alignments and type of construction
- Refined ridership estimates
- More detail on parking requirements
- More detail on traffic impacts (on 38<sup>th</sup> Avenue)
- Parking study on 38<sup>th</sup>
- Some refinements to environmental information
- Station locations at the conceptual level (detailed station site planning is at least 6 months off)

## What Data will be Available for the Public Workshops (Feb. '07)?



- Information to narrow the Alts. from 4 to 2
- More detail on alternative performance (which is the driver at Level 3):
  - Capital cost estimates
  - Operating cost estimates
  - Cost effectiveness (CEI)
- Higher level of detail on environmental impacts
- Detailed traffic impacts on a corridor-wide basis will not be available until summer '07
- Detailed noise and vibration analysis will not be available until summer '07

# Breakout Sessions



# Breakout Sessions



- One moderator
- Listen—all ideas to be considered
- Prioritize issues to be discussed
- **PRODUCT** - Agenda for their neighborhood IFT Workshop
  - We fully expect different agendas for different neighborhoods
  - Topics for your agendas could include:
    - How can the alternatives be made to better suit your neighborhood
    - What more information do you need to help with the decision

# Breakout Sessions



- 38<sup>th</sup> Avenue (East of Federal)
- 38<sup>th</sup> Avenue (West of Federal)
- Sheridan/Harlan
- Olde Town Arvada
- Ridge Road/Ward Road
- SW Adams County/East Arvada

# Next Steps



## Key next steps



- Complete Level 3, Detailed Evaluation
- Complete IFTs before Public Workshops
  - February 5 – 6:00 PM, Highlands Masonic Center
  - February 7 – 6:00 PM, Arvada Center
- Determine which alternatives perform well enough from a cost and mobility perspective to continue their consideration
- Refine the concept designs to improve cost effectiveness