



## RTD FASTRACKS GOLD LINE EIS MEETING REPORT

### *41<sup>st</sup> Avenue Station Access and Design Issue Focused Team*

**Date of meeting:** November 5, 2008  
**Location:** Highland Senior Recreation Center  
2880 Osceola St., Denver

The purpose of this Issued Focused Team was to gather input on access and design for the 41<sup>st</sup> Avenue Station. The agenda included the following items for both stations:

- **Station Access & Design Issue Focused Team Process:** Overview of goals and process for teams
- **Alignment Overview:** Review the Gold Line alignment as it passes through this portion of the corridor.
- **Station Screening:** Review additional analysis of station options presented in the DEIS and the project team's recommendation of the 41<sup>st</sup> Avenue Station location
- **Existing Conditions and Future Plans:** Present the current design influences surrounding each station, as well as future plans for the area
- **Site Layout:** Discussion of station site plan including landscaping
- **Access Diagram:** Discussion of access routes into and out of station
- **Design Concepts:** Overview the individual elements of a transit station; overview the template methodology and design concepts; gather feedback on station design
- **Conclusion:** Wrap-up, next steps

The project team engaged participants in dialogue throughout the meeting. Below is a summary of the feedback gathered at the meeting.

#### **Key Meeting Takeaways**

- Regarding the station evaluation, some meeting participants had questions about the rationale the City and County of Denver used in determining its preference for the 41<sup>st</sup> Avenue location.
- From an access perspective, there was strong interest in seeing RTD work closely with the City and County of Denver to ensure adequate pedestrian connectivity to



and through the station area, particularly for commuters access the station from the west.

- The group felt that, unlike other stations on the Gold Line, the pedestrian bridge connecting the neighborhoods to the west with the station would be the dominant architectural/visual element. They indicated a strong desire to work closely with the City and County of Denver to integrate excellence in the design elements of that structure.
- There was general support for the industrial station design concept, with the understanding that it needed updating from both a form and function perspective.
- There was some concern about the function of the station as it relates to grades (having parking, the at-grade pedestrian crossing and station platforms at three different levels) and direct access to the platform from the pedestrian structure.

### **Access-Related Input**

- The group stressed the importance of retaining as much frontage on Fox St. as possible to preserve the potential for redevelopment around the station. They also emphasized the importance of locating station access roads where they will not conflict with potential TOD development and that the roads should fit into the existing street grid.
- Quality pedestrian and bike access from the west and south was emphasized.
  - The project team noted the pedestrian bridge as a key connection from the west.
  - The City and County of Denver discussed plans for a new pedestrian bridge over 38<sup>th</sup> Avenue to connect neighborhoods south of 38<sup>th</sup> to the north side of the road.
  - The group was supportive of RTD's plans to ensure that the elevators on both sides of the pedestrian bridge will be large enough to accommodate bicycles.
  - The group was interested in seeing if there was a way to provide direct access to the platform from the pedestrian bridge via an elevator.
- Providing adequate bike parking was identified as a priority for the group.
  - The north and south sides of the station plaza were identified as the preferred locations for such parking.
  - It was suggested that RTD provide bike and motorcycle parking at the west end of the pedestrian bridge.
- The importance of providing adequate protection from inclement weather and/or maintenance of snow/ice removal was discussed. Among the ideas identified were:
  - Providing more/larger canopies to cover stairs/ramps
  - Adapting canopy/wind screen layouts to provide better protection from dominant north/south winds in the area (current layout only protects east/west winds)



- There was a desire to see the site layout better allow for potential future redevelopment. Among the ideas discussed were:
  - Locating site drainage in an area that won't impede the development adjacent to the property
  - Considering landscaping and/or two-tree lined walkways (double rows on Fox) to make the streetscape more attractive
  - Providing a clear and notable east/west connection from the pedestrian structure to Fox Street. Specifically, the group requested a good crosswalk to facilitate safe pedestrian crossings across Fox (the stoplight at 39th was mentioned as a possibility).
- The group expressed concerns about the ability of Fox St. to handle peak hour traffic volumes even though the traffic analysis indicates that turn lanes will be sufficient. Among the specific concerns identified were:
  - Concern about ability of the existing signalized pedestrian crossing at 39<sup>th</sup> to adequately handle the pedestrian access from the east (The Regency houses 600 students) without a new signalized intersection
  - There were questions about how the station access traffic analysis would change if RTD selects the former Denver Post site as the site to relocate its bus maintenance facility. Chris Sheffer and Liz Telford clarified that the current analysis does not assume the facility moving there and that if RTD were to move the bus maintenance facility to that location, the Bus Maintenance Facility team would need to conduct additional traffic analysis.

### **Design-Related Input:**

- The group was generally supportive of the industrial design template for this station and shared some comments to consider as it is refined:
  - The design should continue to reflect the styles of the neighborhood.
  - The design needs to be sophisticated.
  - Consider how the design template for this station, as a joint Gold Line and Northwest Rail station, could/should integrate both lines.
- After it was clarified that any enhancements and/or betterments to the pedestrian bridge would need to be paid for by the City and County of Denver, the group indicated a strong desire to work with Denver to potentially enhance the design of the pedestrian bridge beyond what will be in RTD's budget. Among the thoughts shared were:
  - The bridge is likely to have a greater visual/architectural presence than any of the station elements and the group would like to see design excellence for it.
  - Utilize the best urban design planning possible to anticipate the pedestrian character and redevelopment in the future.



- The group questioned whether the bridge design needs to follow that of the station or if it could be even more localized and reflective of the nearby community.
- There was strong interest in how these preliminary designs would be used by the Public Private Partnership concessionaire that will finance, design, build, operate and maintain the project. Liz Telford clarified that this effort will provide the concessionaire with parameters, guidelines and guidance for completing the design of the station.
  - The group encouraged RTD to do as much as possible to encourage the concessionaire to avoid simple, basic designs and embrace some level of creativity and excellence.
- The group encouraged RTD to evaluate options that minimize the “sea of concrete” that could be created by the retaining wall on the west side of the parking lot. Among the ideas shared were:
  - Integrating design treatments to the wall surface
  - Adding planters with seating to help reduce the impact of the wall