

Gold Line Environmental Impact Statement (EIS)


Station Location Evaluation Results and Recommendations

IFT Meeting
August 15, 2007

Tonight's Agenda



- **Draft Environmental Impact (DEIS) Project Update**
- **Station Location Evaluation Results**
 - Provide an understanding of the station site planning and location evaluation process, including:
 - Preliminary Station Concept Plans and Observations
 - Station Location Evaluation Results and Project Team Recommendations
 - Revised Concept Plans for Further Evaluation
- **Breakout Sessions**



Draft Environmental Impact (DEIS) Project Update

Project Update



- **Preferred Alternative selected on July 25**
 - Same as MIS with electric technology
 - Original FasTracks stations and termini
- **Penta P application submitted and approved**
- **Completing travel demand modeling**
- **Completing the Alternatives Analysis Reports**
- **Completed Avoidance/Minimization workshops**

Completion of the DEIS in Early 2008 Requires....



- **Basic Engineering completed September, 2007**
- **Draft of all other chapters, by September, 2007**
- **First internal DEIS draft on late October, 2007**
- **FTA/RTD comment periods November to January 2007**
- **NOA published by January, 2008**
- **Public Hearings February, 2008**

Decision Document in 2008



- **Completion of the Final EIS in 6 – 8 months**
 - **Complete response to comments in two months**
 - **Complete any technical revisions in two months**
 - **Complete engineering to a 30 percent PE by November, 2008.**



Station Site Planning and Location Evaluation Process

Review of Station Planning Process



Station planning is achieved in several steps...

- Step 1: Early-April 2007 (all stations)
 - Introduced process, principles, & criteria

- Step 2: Mid-April 2007 (station-specific meetings)
 - Developed and evaluated station site plan alternatives for IFT Workshops

- Step 3: April - July 2007
 - Refined most promising site plan alternatives

- Step 4: August 2007 (tonight's meeting)
 - Station locations to be evaluated in DEIS

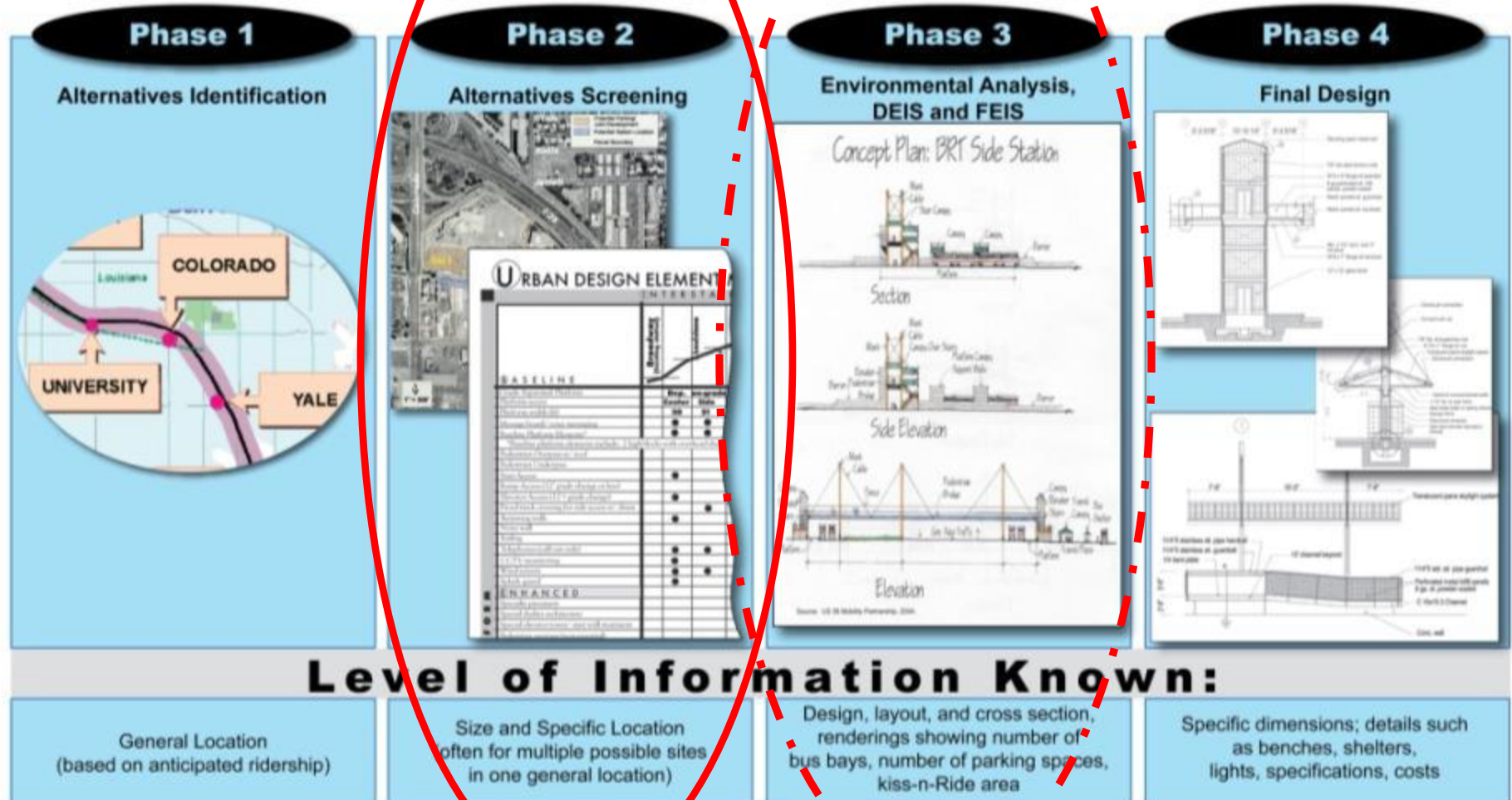
- Step 5: Spring/Summer 2008
 - Preliminary engineering

Evolution of a Transit Station



TODAY

2007--2008



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
- Use of existing park-n-Rides

Vehicle and Bicycle/Pedestrian Accessibility

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

Station Location Evaluation Criteria



Neighborhood Compatibility

- Compatibility with existing and future land uses
- Residential/business acquisitions
- Proximity to major activity centers

Environmental


- Natural environmental impacts

Financial

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

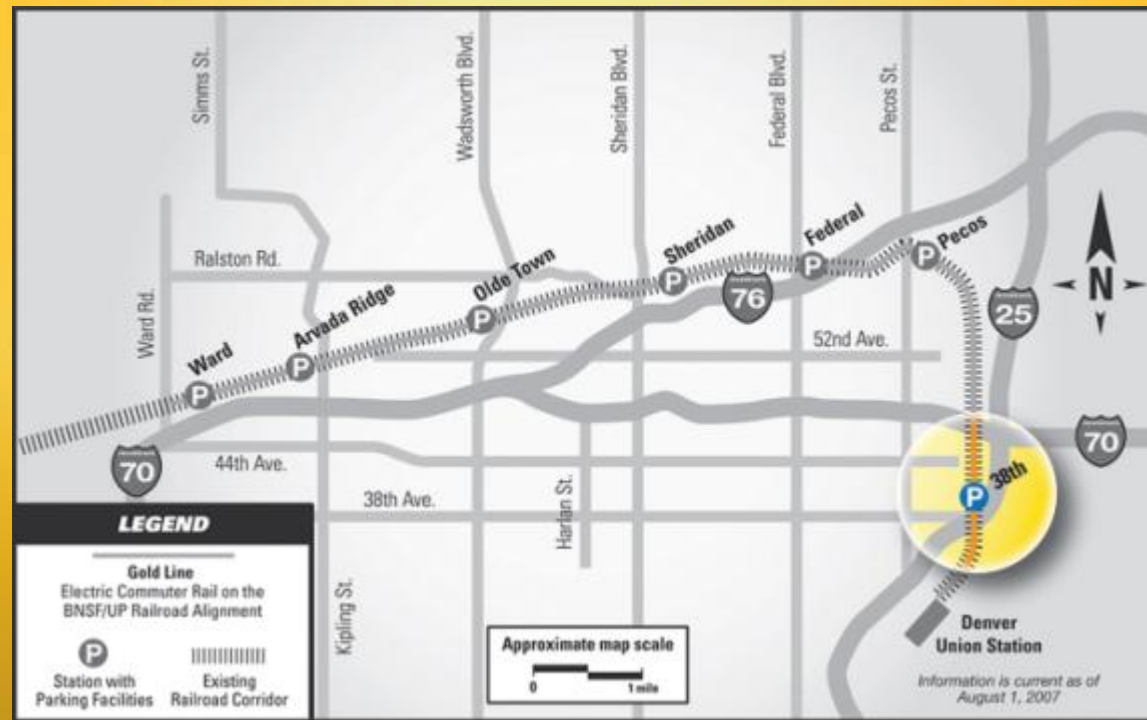
Public Input

- Public support of station concept received at Issue Focus Team meetings



Breakout Sessions

38th Avenue Station

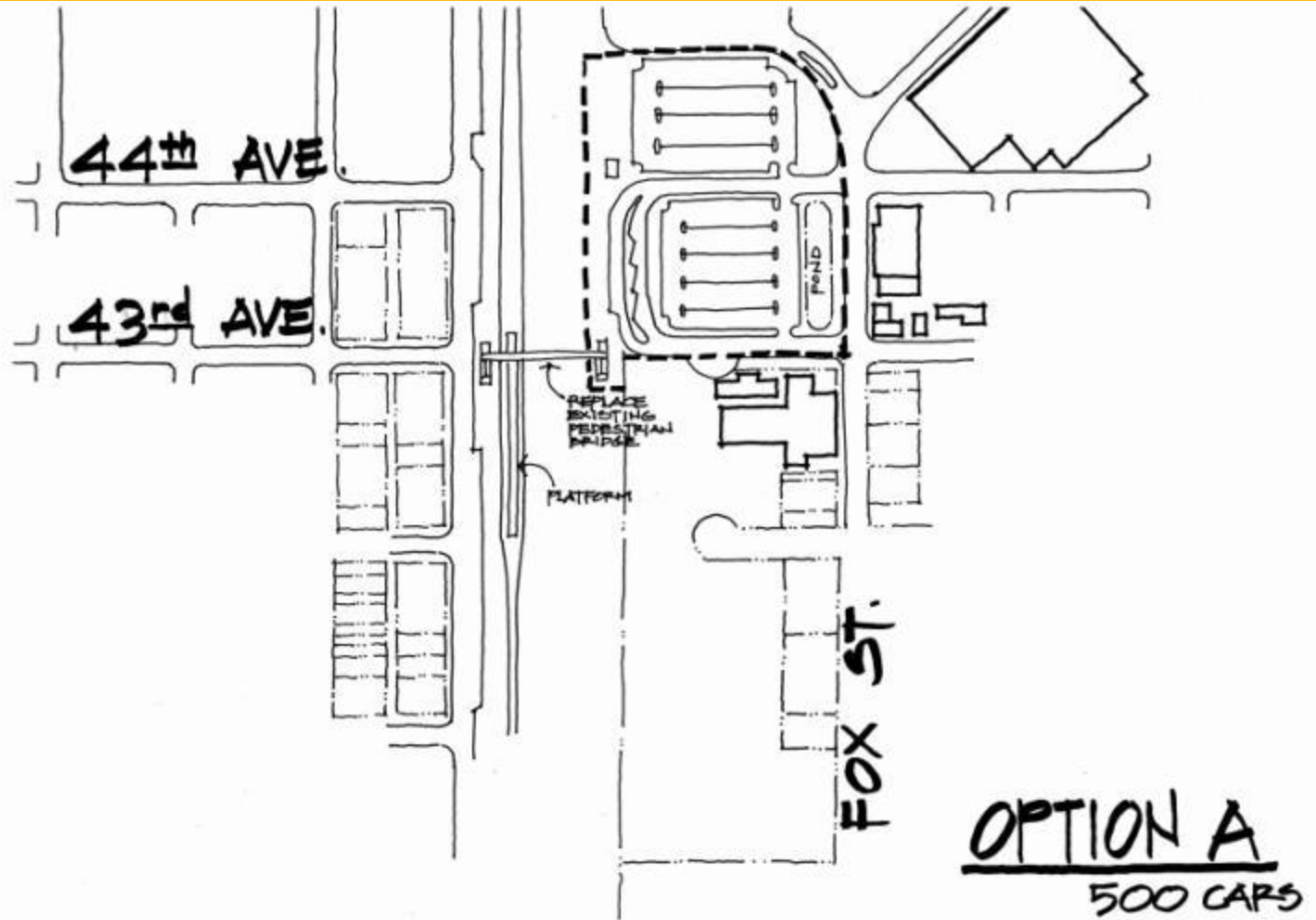


Parking

Opening Day: 500 spaces

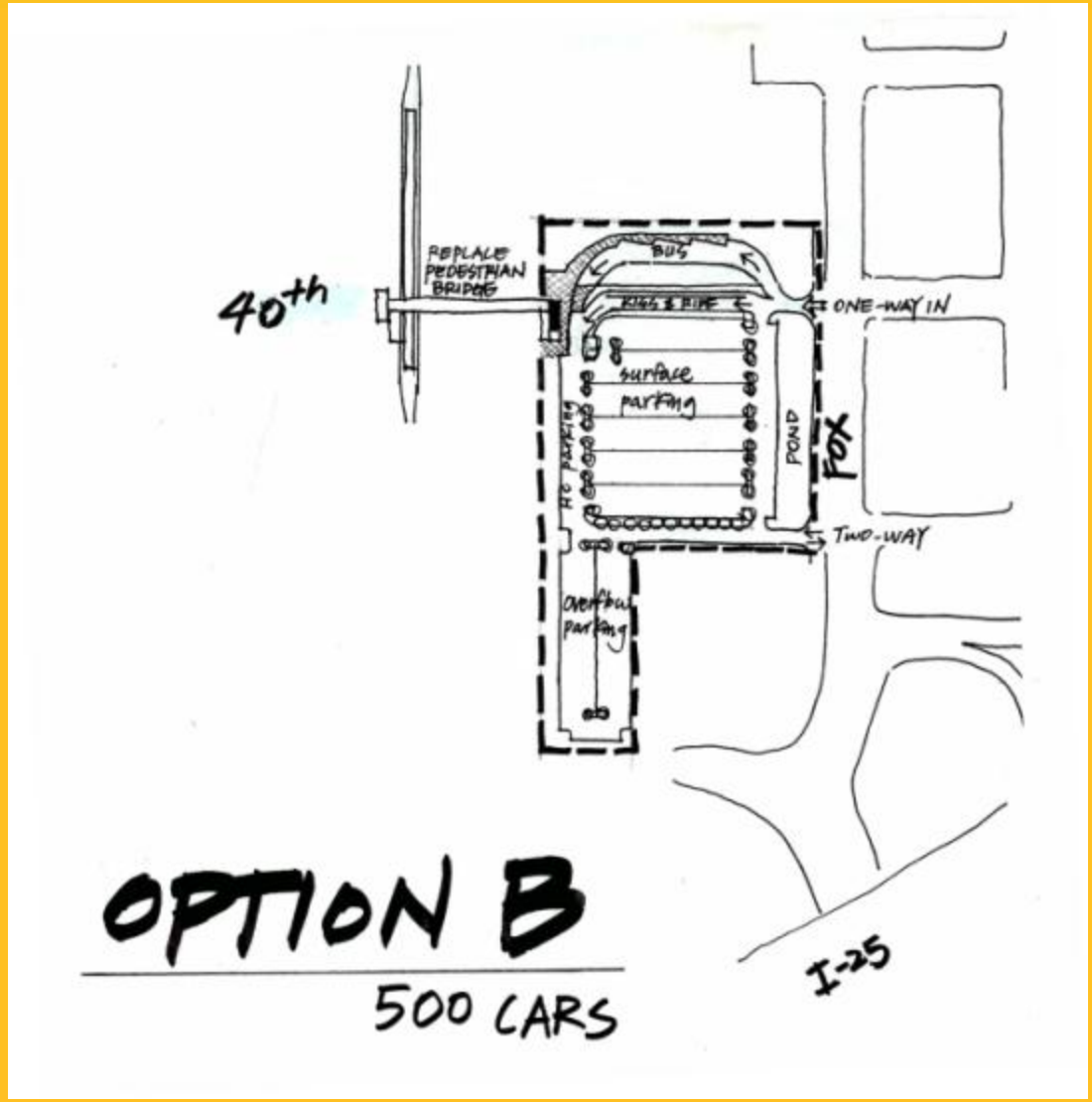
2030 (add): 1195 spaces

38th Ave. Station: Northwest Corner of Fox/43rd



- Less consistent with neighborhood plans
- Requires purchase of Burlington Northern right-of-way and is therefore infeasible due to cost and engineering constraints

38th Ave. Station: Southwest Corner of Fox/40th



- More consistent with neighborhood plans

38th Avenue Station Evaluation Results



CRITERIA	OPTION A (NORTHWEST CORNER OF FOX/43 RD)	OPTION B (SOUTHWEST CORNER OF FOX/40 TH)
SITE LAYOUT AND PARKING	POOR	FAIR TO GOOD
VEHICLE, BICYCLE AND PEDESTRIAN ACCESSIBILITY	FAIR TO GOOD	FAIR TO GOOD
COMMUNITY/LOCAL COMPATIBILITY	FAIR TO GOOD	FAIR TO GOOD
ENVIRONMENTAL	FAIR	FAIR
FINANCIAL	POOR	POOR
PUBLIC SUPPORT AT IFT MEETINGS	FAIR	GOOD

Project Team Recommendation:

- Carry forward Option B and refine by shifting platform and pedestrian bridge south

38th Avenue Station Revised Concept Plan



Opening Day

38th Avenue Station Revised Concept Plan



2030

Pecos Station

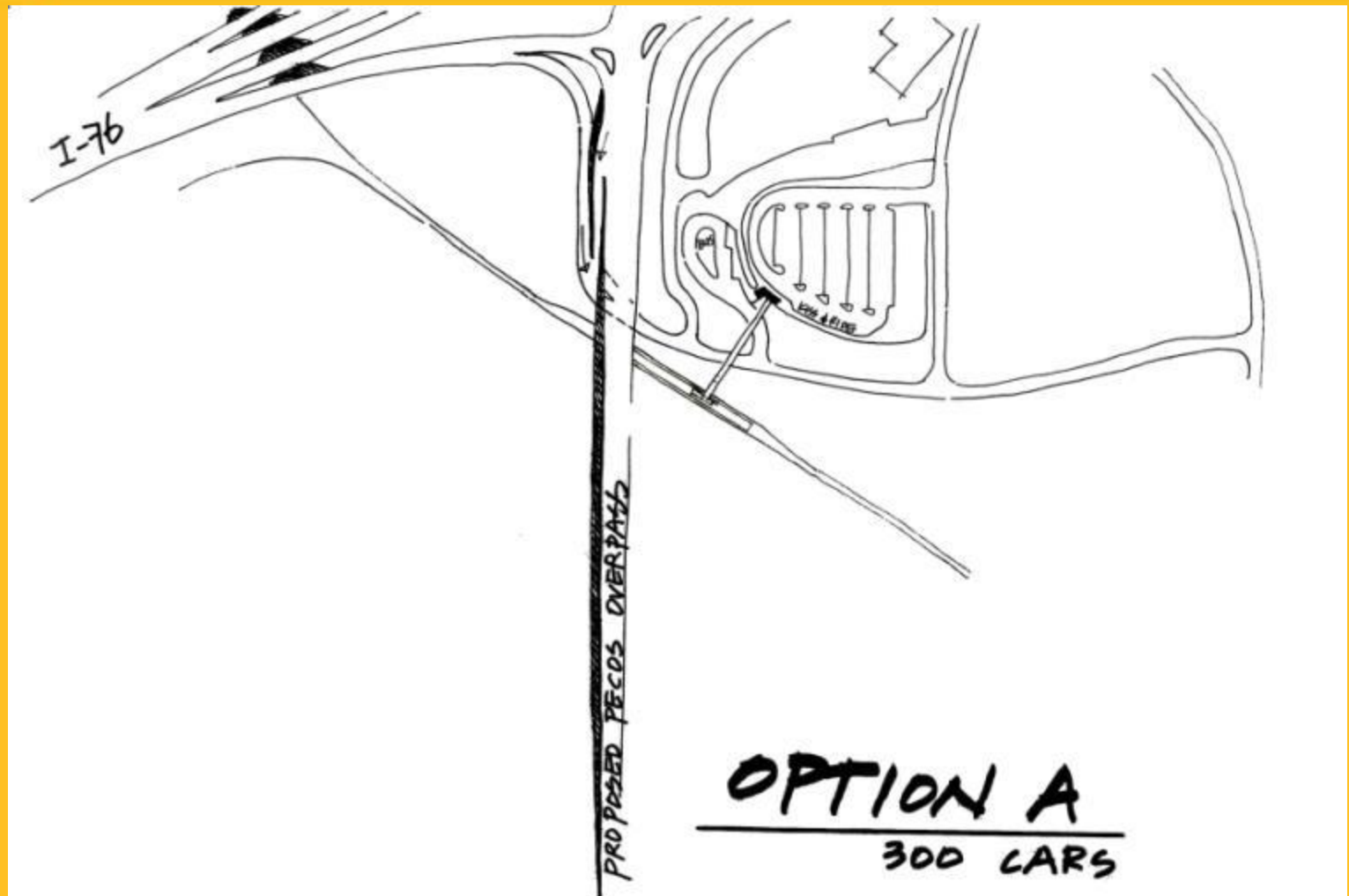


Parking

Opening Day: 300 spaces

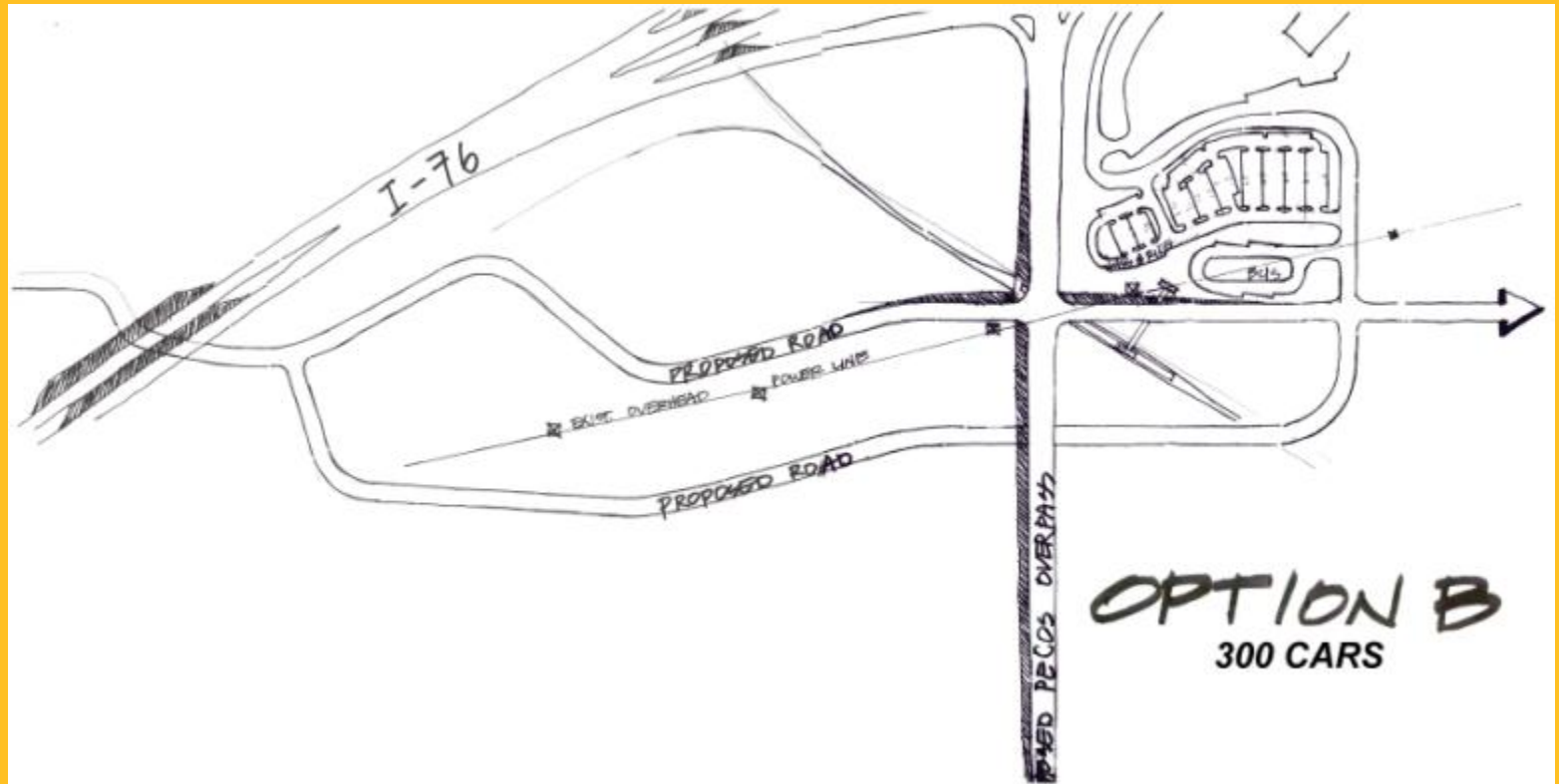
2030 (add): 400 spaces

Pecos Station: East of Pecos with Overpass



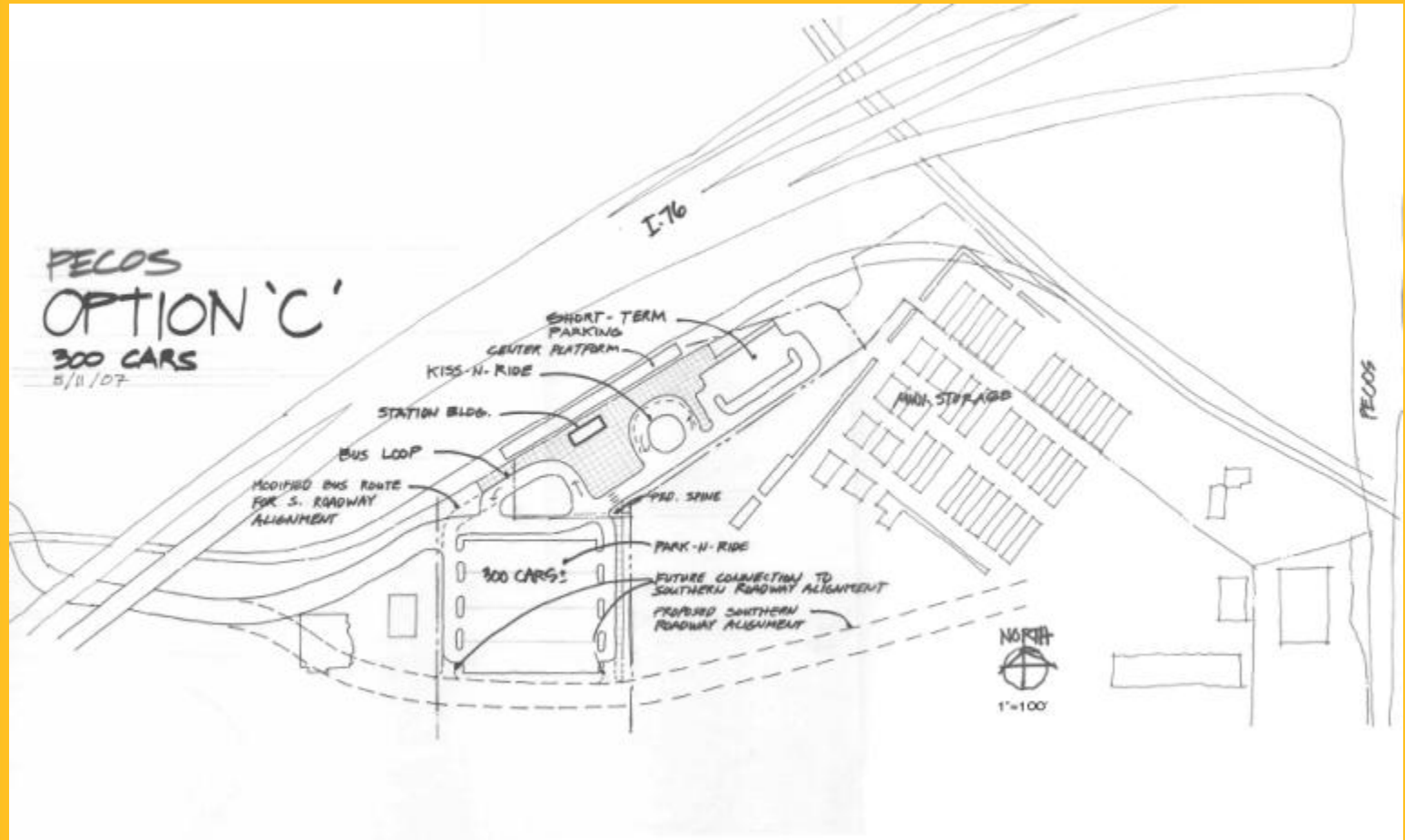
- Dependent on grade separation of both railroads by Adams Co.
- Wetlands impacts
- Potential for intermodal transit center with Northwest Rail

Pecos Station: East of Pecos with Elevated Intersection



- Dependent on Pecos elevated interchange by Adams County
- Wetlands impacts
- Potential for intermodal transit center with Northwest Rail

Pecos Station: West of Pecos without Overpass



- Not dependent on Pecos improvements
- Would function independent of Northwest Rail

Pecos Station Evaluation Results



CRITERIA	OPTION A (EAST OF PECOS WITH OVERPASS)	OPTION B (EAST OF PECOS WITH ELEVATED INTERCHANGE)	OPTION C (WEST OF PECOS WITHOUT OVERPASS)
SITE LAYOUT AND PARKING	GOOD	GOOD	GOOD
VEHICLE, BICYCLE AND PEDESTRIAN ACCESSIBILITY	POOR TO FAIR	FAIR TO GOOD	FAIR TO GOOD
COMMUNITY/LOCAL COMPATIBILITY	FAIR	FAIR TO GOOD	GOOD
ENVIRONMENTAL	FAIR	FAIR	GOOD
FINANCIAL	FAIR	FAIR	FAIR
PUBLIC SUPPORT AT IFT MEETINGS	GOOD	FAIR	NOT PRESENTED

Project Team Recommendation:

- Carry forward and refine Options A and B, but combine into Option A – Phase 1 and 2
- Carry forward and refine Option C (to be renamed Option B)

Pecos Station Revised Concept Plan - Option B



Federal Station

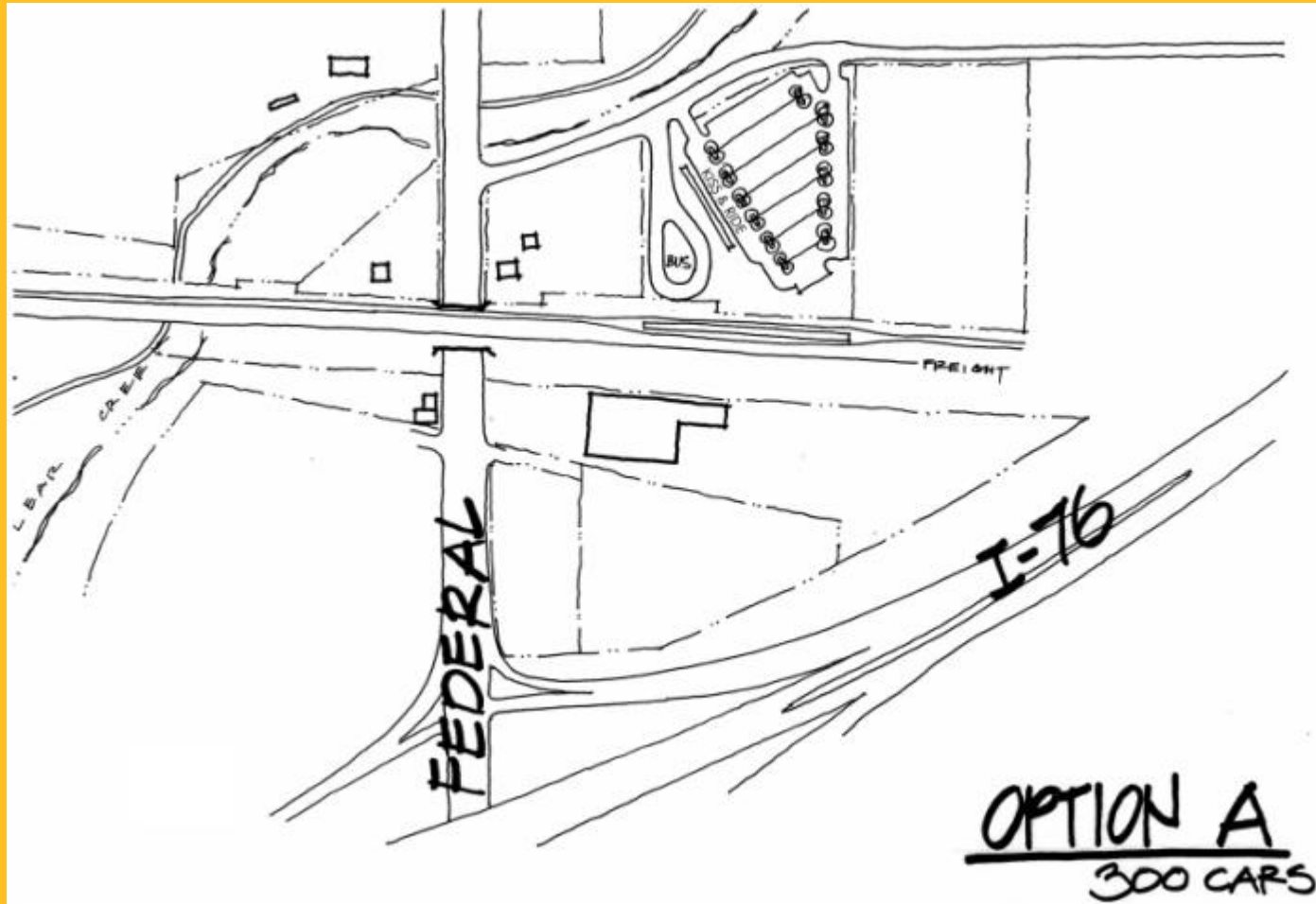


Parking

Opening Day: 300 spaces

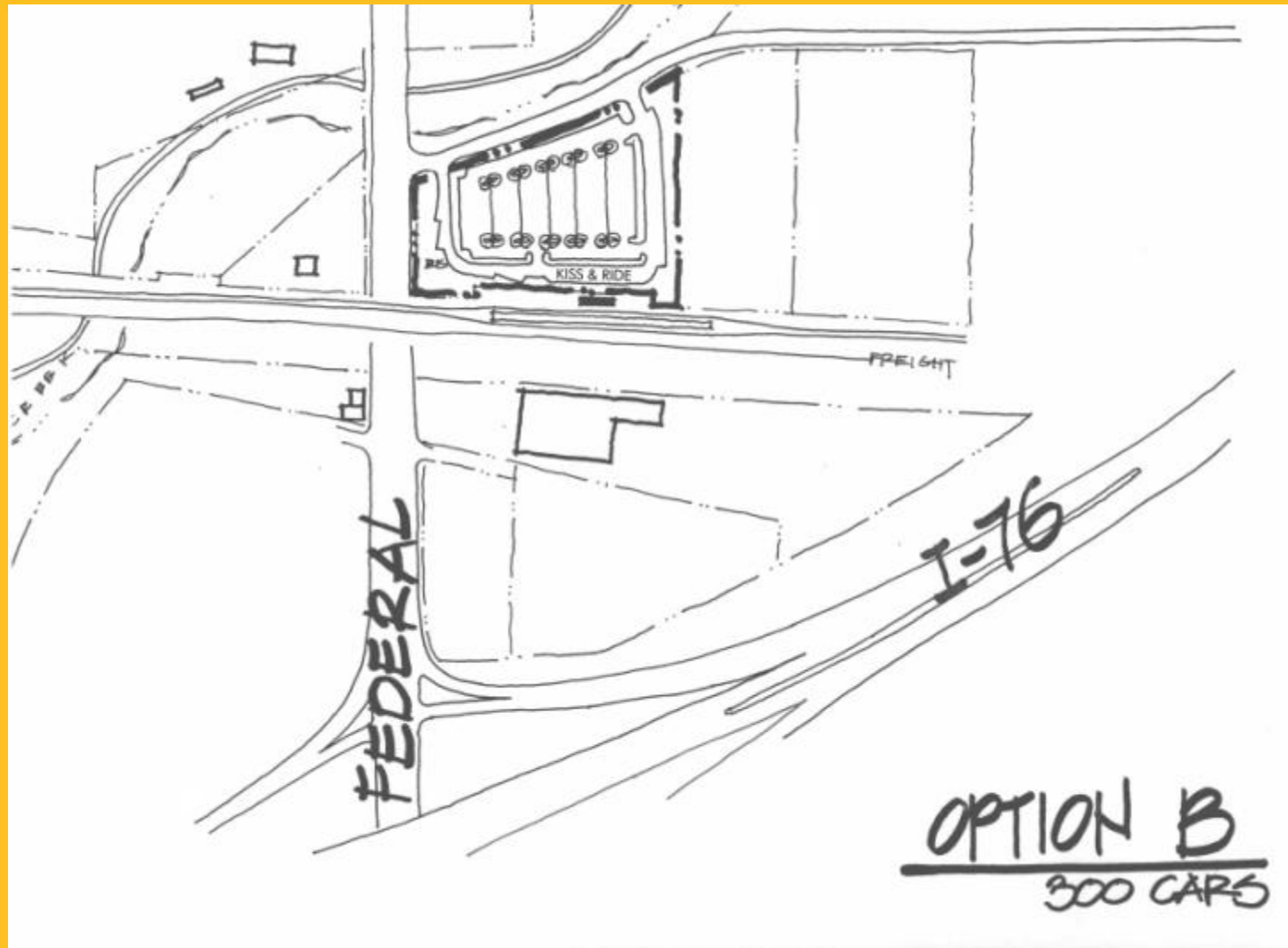
2030 (add): 400 spaces

Federal Station: W. 60th Ave.
(1 block E of Federal)



- Would allow for TOD development along Federal

Federal Station: W. 60th Ave. (Adjacent to Federal)



- Would potentially preclude redevelopment along Federal

Federal Station Evaluation Results

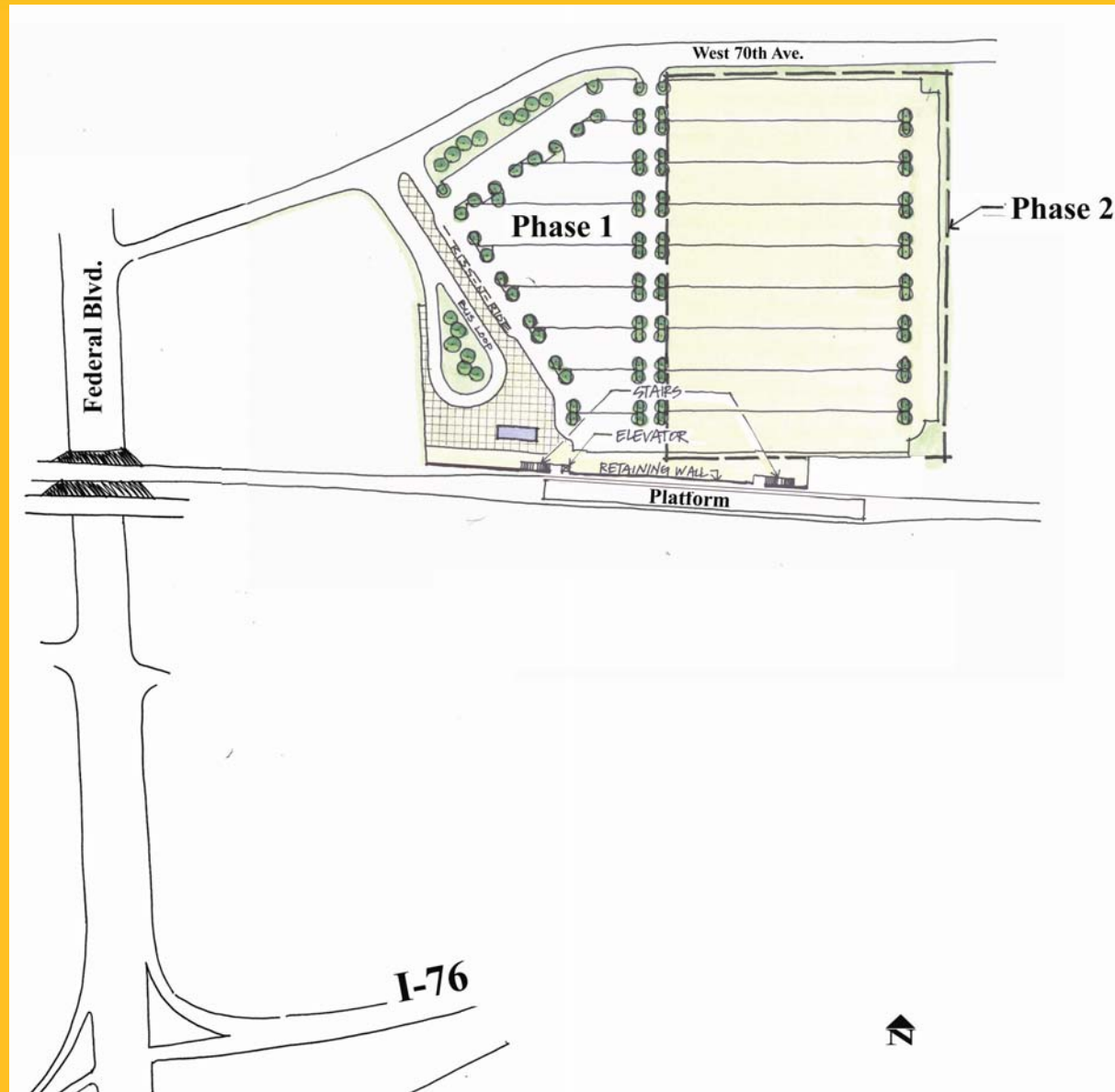


CRITERIA	OPTION A (W 60 TH AVE. – 1 BLOCK EAST OF FEDERAL)	OPTION B (W 60 TH AVE. – ADJACENT TO FEDERAL)
SITE LAYOUT AND PARKING	GOOD	GOOD
VEHICLE, BICYCLE AND PEDESTRIAN ACCESSIBILITY	FAIR TO GOOD	FAIR TO GOOD
COMMUNITY/LOCAL COMPATIBILITY	GOOD	FAIR TO GOOD
ENVIRONMENTAL	FAIR	FAIR
FINANCIAL	GOOD	GOOD
PUBLIC SUPPORT AT IFT MEETINGS	GOOD	FAIR

Project Team Recommendation:

- Carry forward and refine Option A
- Carry forward new option west of Clear Creek to be renamed Option B
 - avoidance and minimization of wetland impacts
 - opportunity for joint development
 - development potential

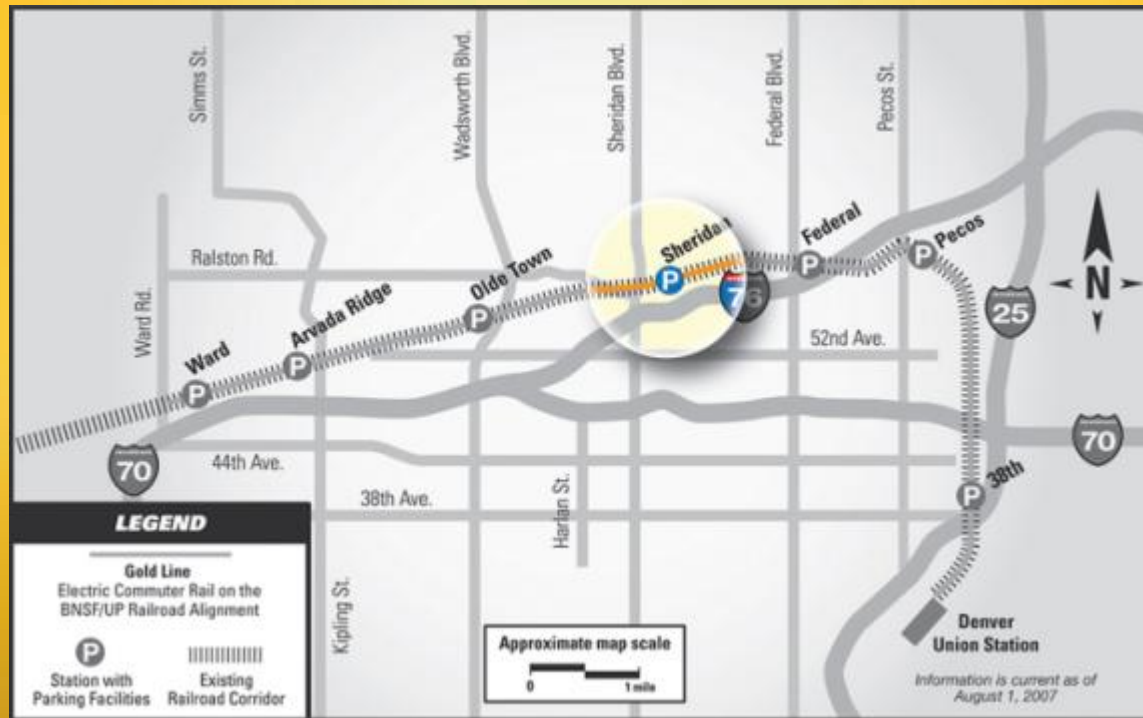
Federal Station Revised Concept Plan - Option A



Federal Station Revised Concept Plan - Option B



Sheridan Station



Parking

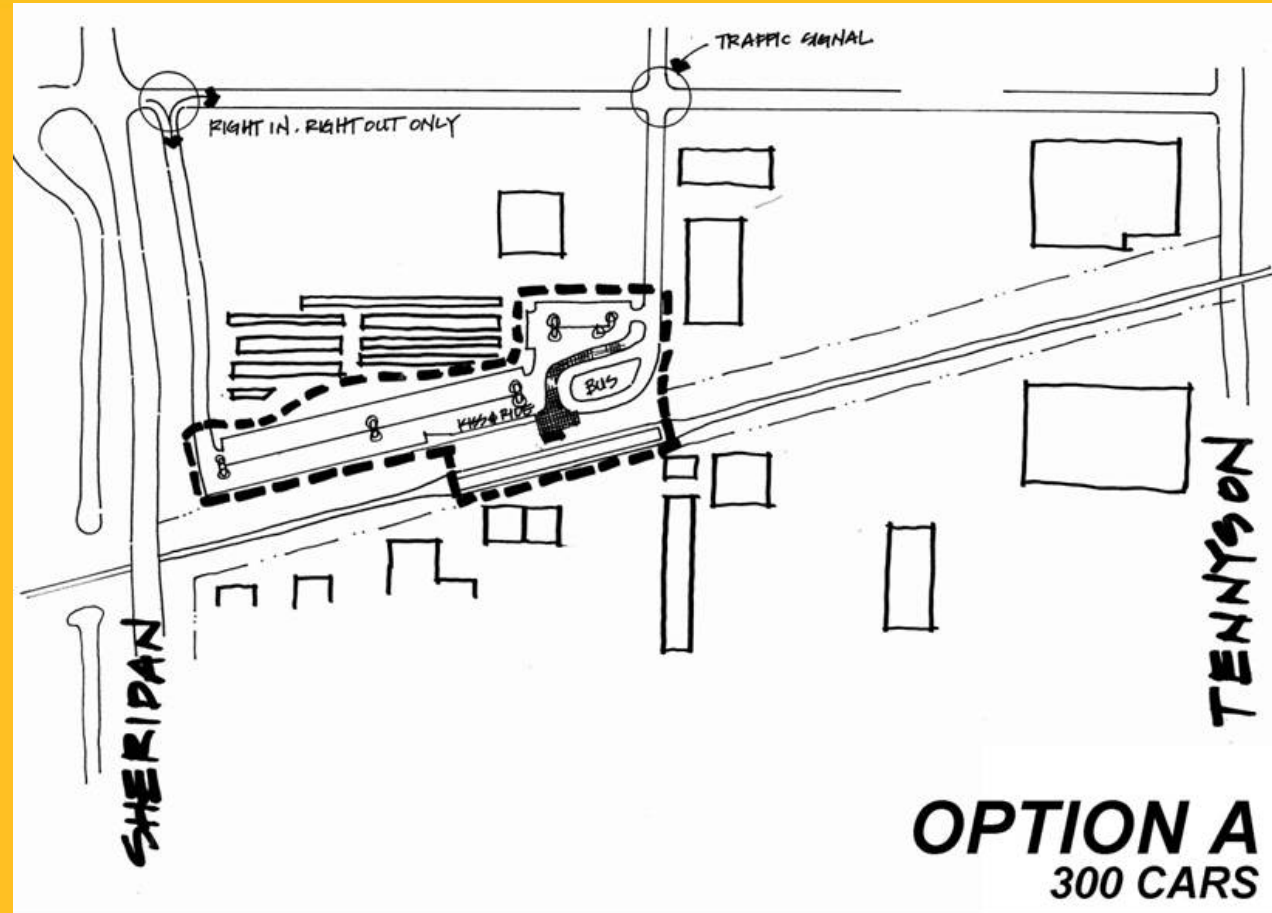
Opening Day:

300 spaces

2030 (add):

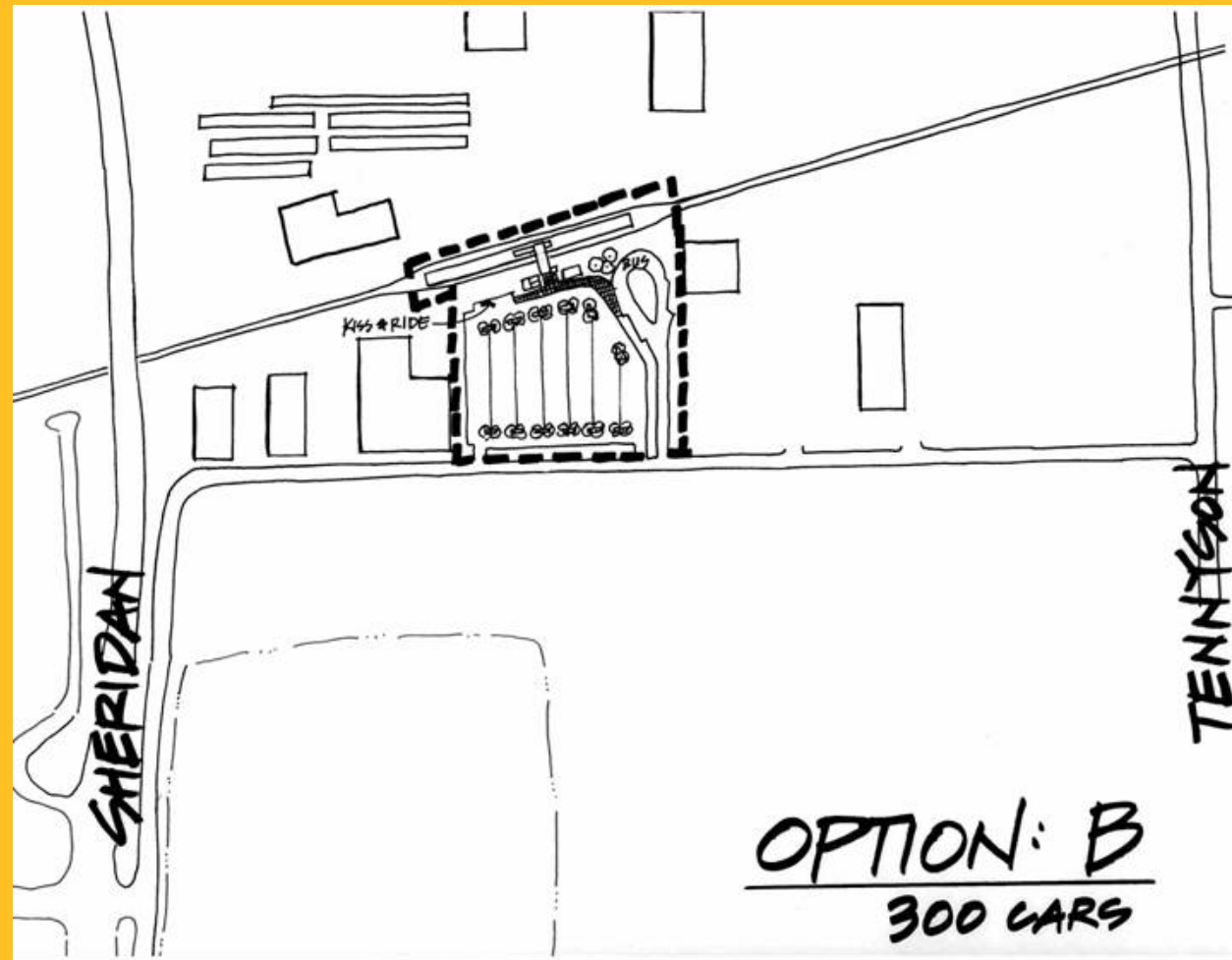
370 surface spaces

Sheridan Station: East of Sheridan & North of Tracks



- Efficient access to station site and good access to surrounding neighborhoods
- Consistent with TOD Framework Plan, but does not necessitate pedestrian bridge as shown in local plans

Sheridan Station: East of Sheridan and South of Tracks



- Access is more circuitous
- Would require pedestrian bridge across tracks

Sheridan Station Evaluation Results



CRITERIA	OPTION A (EAST OF SHERIDAN & NORTH OF TRACKS)	OPTION B (EAST OF SHERIDAN & SOUTH OF TRACKS)
SITE LAYOUT AND PARKING	FAIR TO GOOD	FAIR TO GOOD
VEHICLE, BICYCLE AND PEDESTRIAN ACCESSIBILITY	GOOD	FAIR
COMMUNITY/LOCAL COMPATIBILITY	FAIR TO GOOD	FAIR TO GOOD
ENVIRONMENTAL	FAIR	FAIR
FINANCIAL	GOOD	GOOD
PUBLIC SUPPORT AT IFT MEETINGS	GOOD	POOR

Project Team Recommendation:

- Carry forward and refine Option A

Sheridan Station Revised Concept Plan



Olde Town Station



Parking

Opening Day: 500 spaces (200 existing)

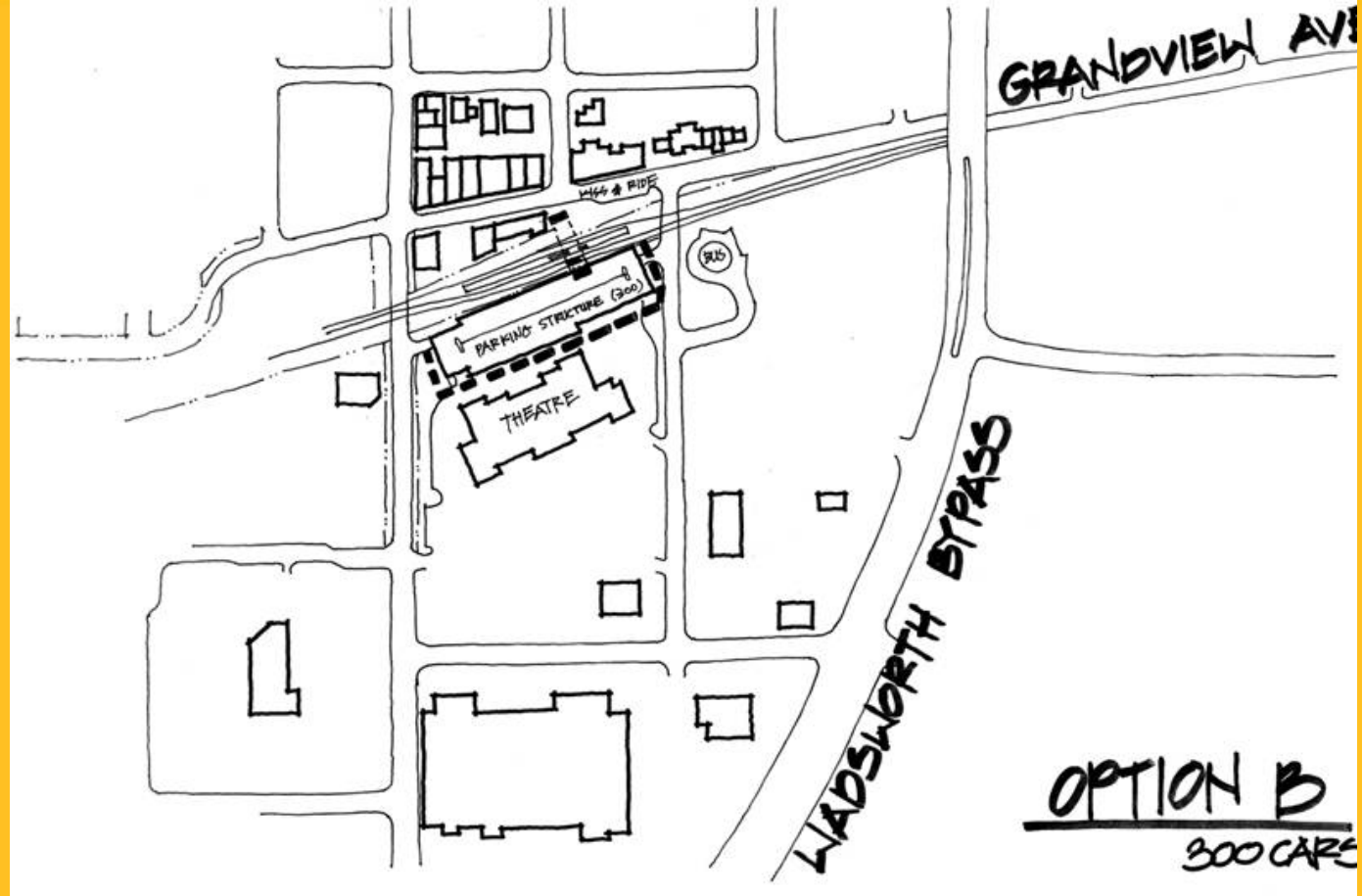
2030 (add): 150 spaces

Olde Town Station: Existing park-n-Ride



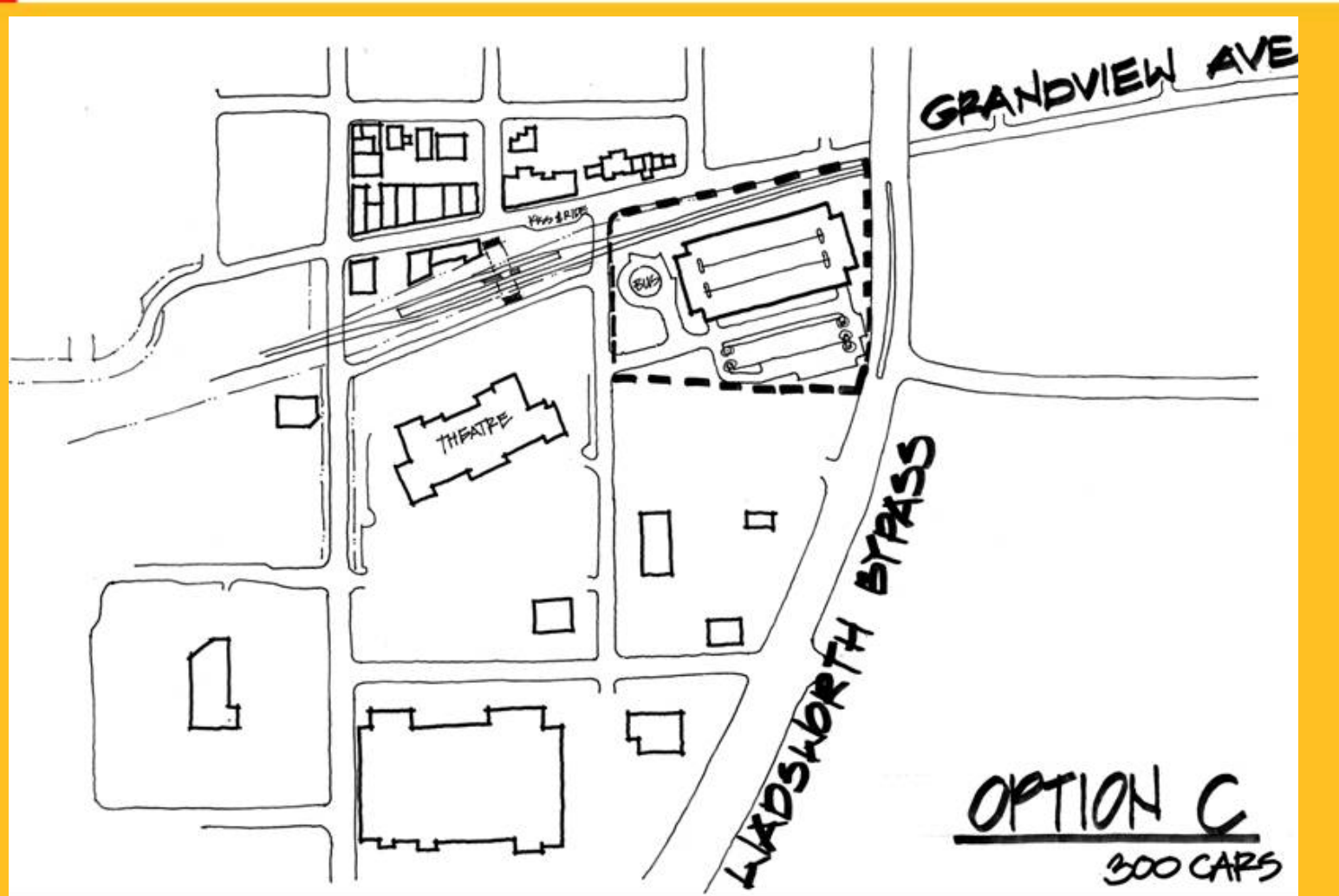
- Most direct access to Wadsworth Bypass
- Uses existing park-n-Ride and property owned by RTD
- Designated parking area less consistent with local plans

Olde Town Station: Between Tracks & Movie Theater



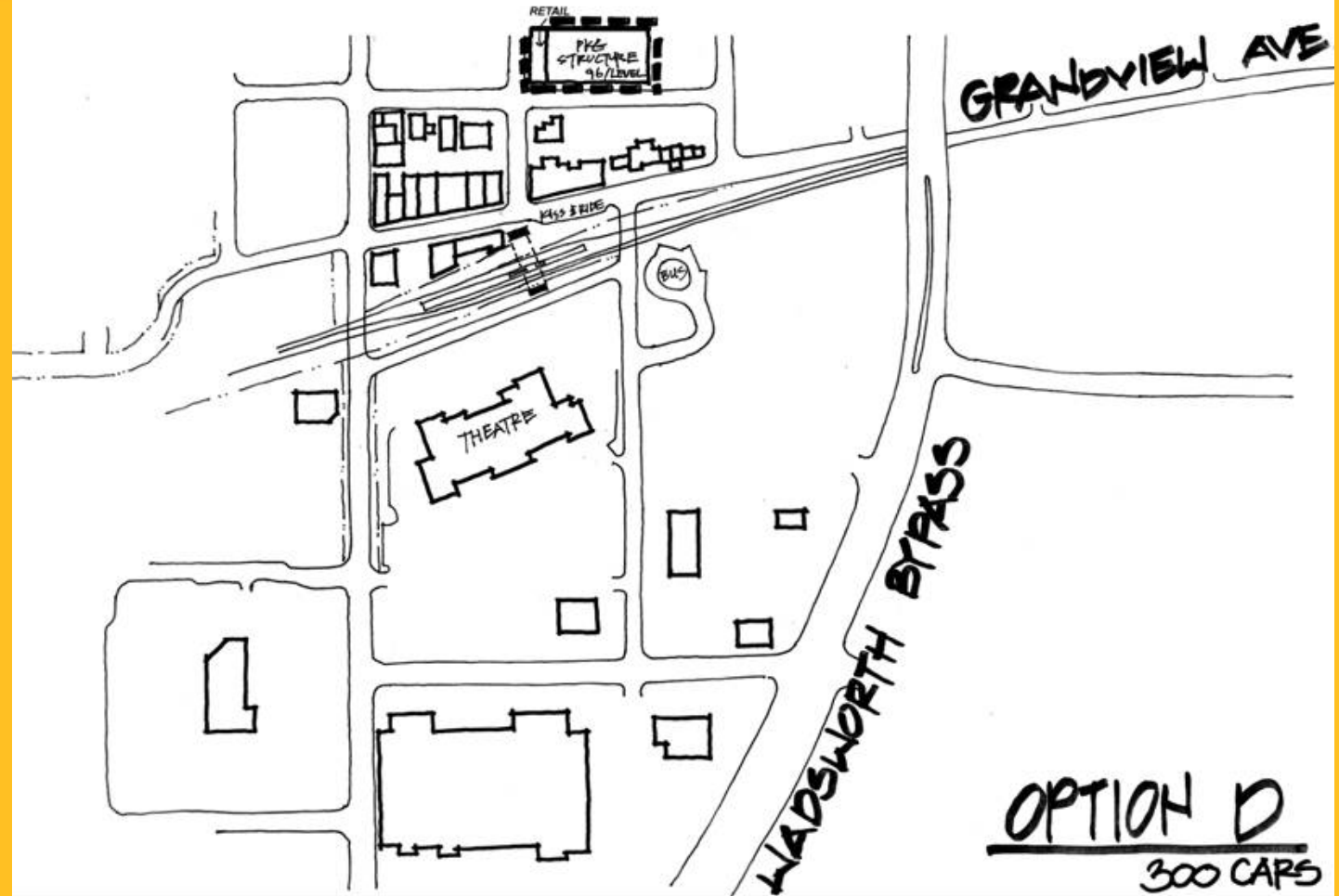
- Fair pedestrian and vehicular access, but lack of expandability
- Less consistent with local plans
- Two to five times the site acquisition cost of other options

Olde Town Station: North of Existing park-n-Ride



- Fair to good vehicular and pedestrian access
- Consistent with local plans
- Potential wetlands impacts

Olde Town Station: W 57th & Webster



- Would potentially increase vehicular traffic through downtown area
- High site acquisition cost
- Lacks community support

Olde Town Station Evaluation Results



CRITERIA	OPTION A (EXISTING PARK-N-RIDE)	OPTION B (BETWEEN TRACKS & MOVIE THEATER)	OPTION C (NORTH OF EXISTING PARK- RIDE)	OPTION D (W 57 TH & WEBSTER)
SITE LAYOUT AND PARKING	GOOD	FAIR TO POOR	GOOD	FAIR
VEHICLE, BICYCLE AND PEDESTRIAN ACCESSIBILITY	GOOD	FAIR	FAIR	POOR
COMMUNITY/LOCAL COMPATIBILITY	GOOD TO FAIR	FAIR TO POOR	GOOD	GOOD
ENVIRONMENTAL	GOOD	GOOD	FAIR	GOOD
FINANCIAL	GOOD	POOR	GOOD TO FAIR	POOR
PUBLIC SUPPORT AT IFT MEETINGS	FAIR	GOOD	FAIR	POOR

Project Team Recommendation:

- Carry forward and refine Options A and C

Olde Town Station Revised Concept Plan - Option A*



*Exact location of parking and bus access to be determined

Olde Town Station Revised Concept Plan - Option C*



*Exact location of parking and bus access to be determined

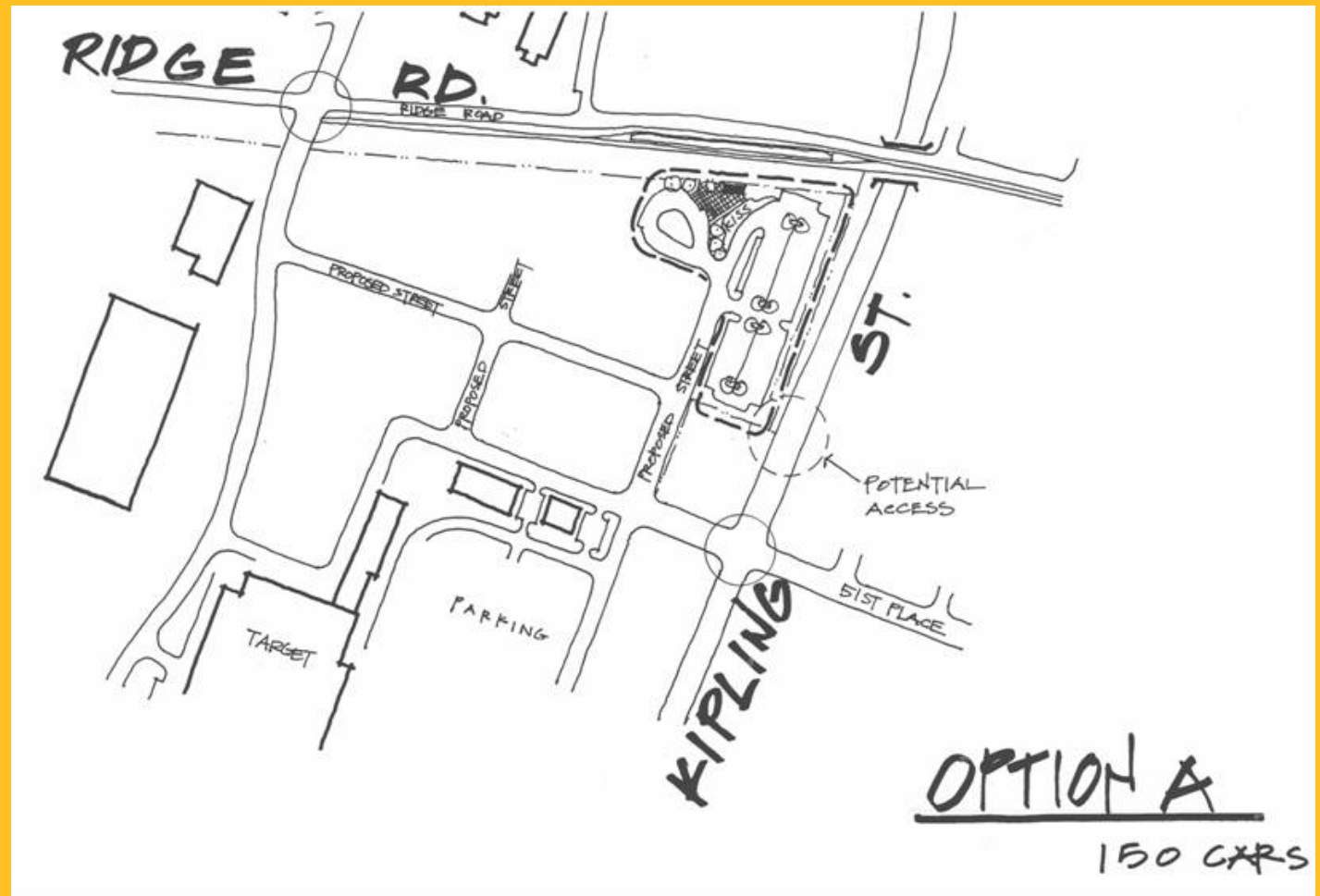
Arvada Ridge Station



Parking

Opening Day:	150 spaces
2030 (add):	50 spaces

Arvada Ridge Station: SW Corner Ridge & Kipling



- Consistent with local development plans
- Good access to Kipling Street and site circulation

Arvada Ridge Station: SE Corner Ridge & Miller



- Less consistent with local development plans
- Further from Kipling and circuitous site circulation

Arvada Ridge Station: North of Ridge



- Would require costly realignment of Ridge Rd. and construction of vehicular access from Kipling to the station
- Inconsistent with local planning completed to date

Arvada Ridge Station Evaluation Results

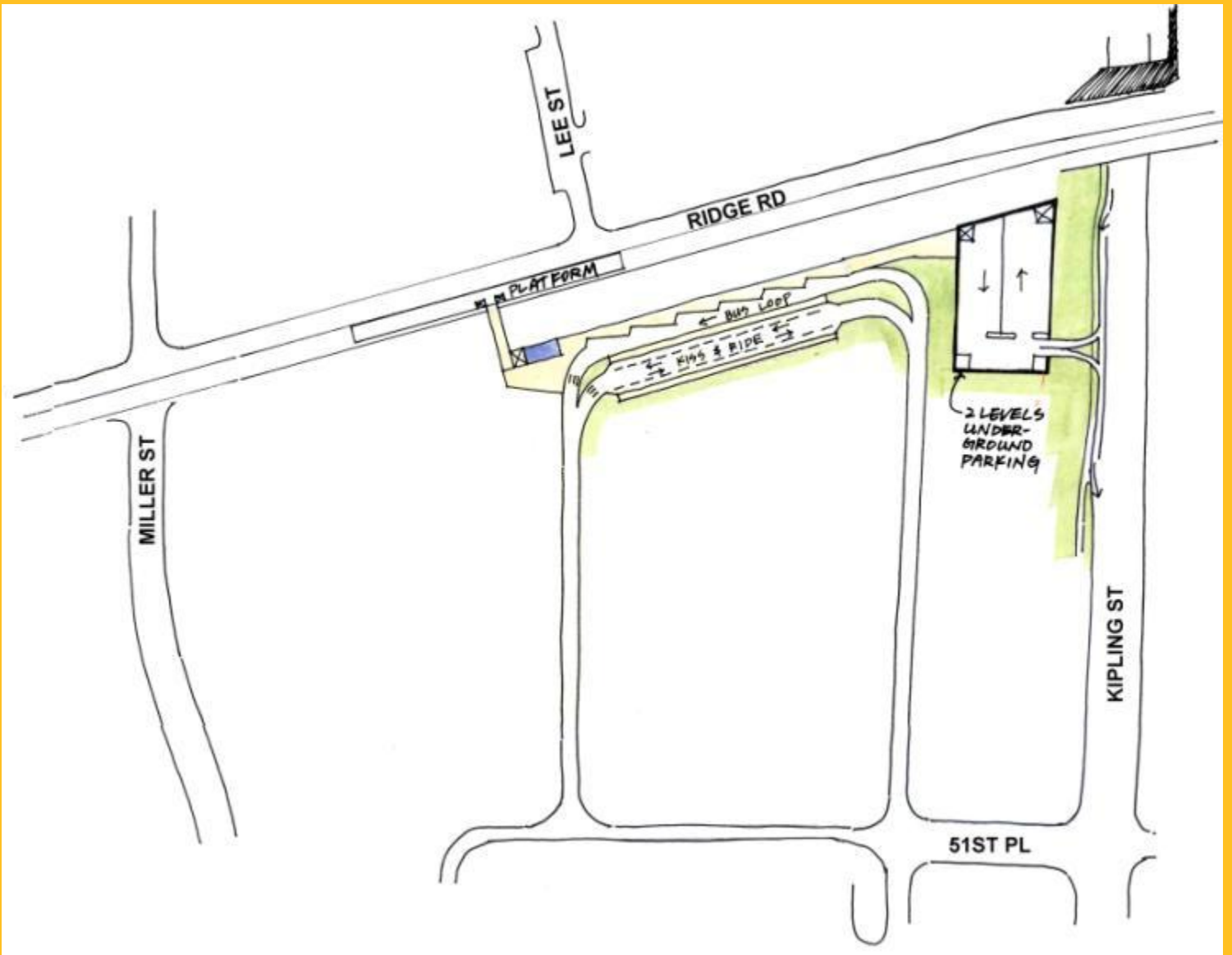


CRITERIA	OPTION A (SW CORNER OF RIDGE & KIPLING)	OPTION B (SE CORNER OF RIDGE & MILLER)	OPTION C (NORTH OF RIDGE)
SITE LAYOUT AND PARKING	GOOD	GOOD	GOOD
VEHICLE, BICYCLE AND PEDESTRIAN ACCESSIBILITY	GOOD	FAIR	POOR
COMMUNITY/LOCAL COMPATIBILITY	GOOD	FAIR	FAIR TO POOR
ENVIRONMENTAL	GOOD	GOOD	GOOD
FINANCIAL	POOR	GOOD	POOR
PUBLIC SUPPORT AT IFT MEETINGS	GOOD	FAIR	FAIR

Project Team Recommendation:

- Carry forward and refine Option A location with potential to structure parking

Arvada Ridge Station Concept Plan



Ward Road Station

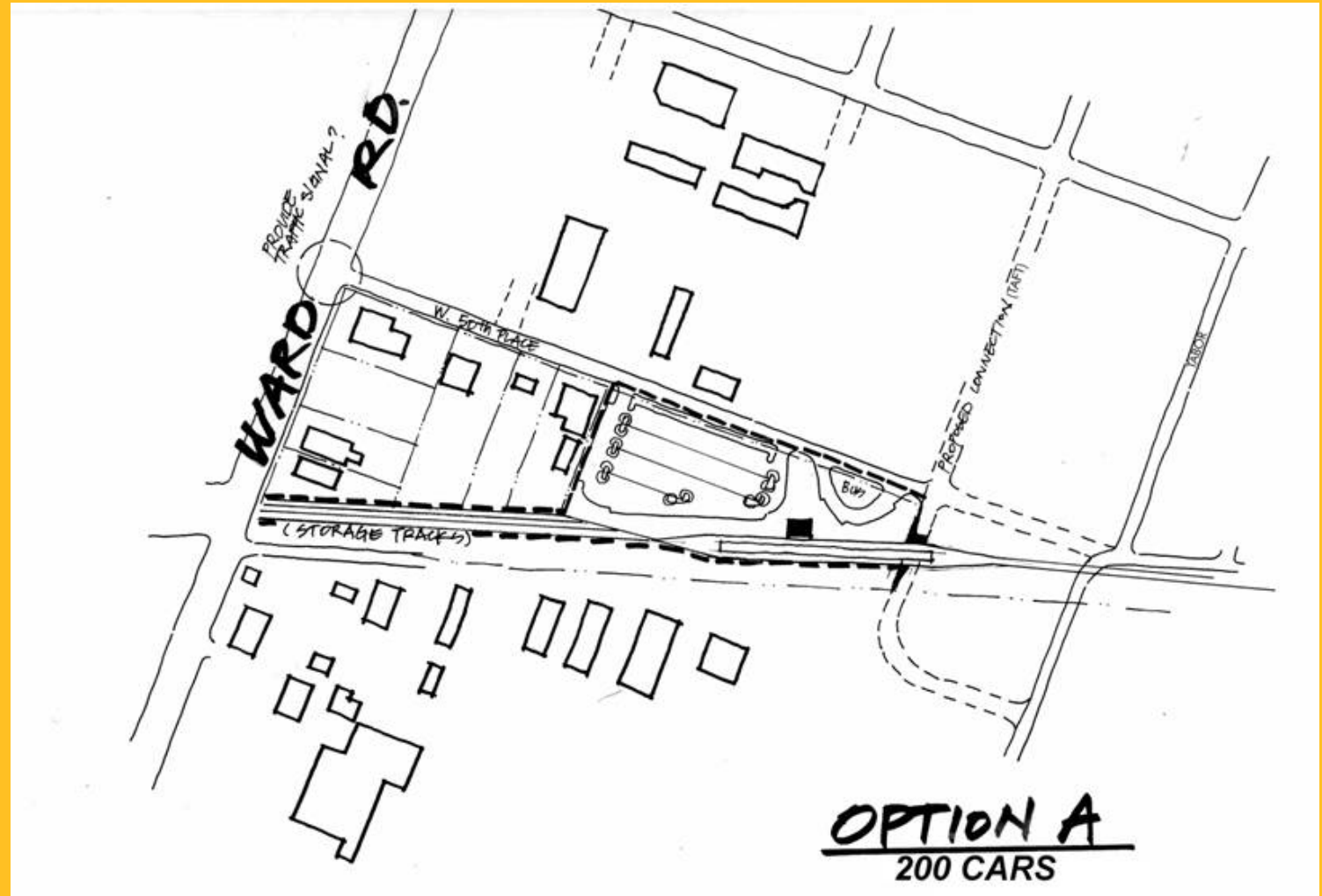


Parking

Opening Day: 200 spaces

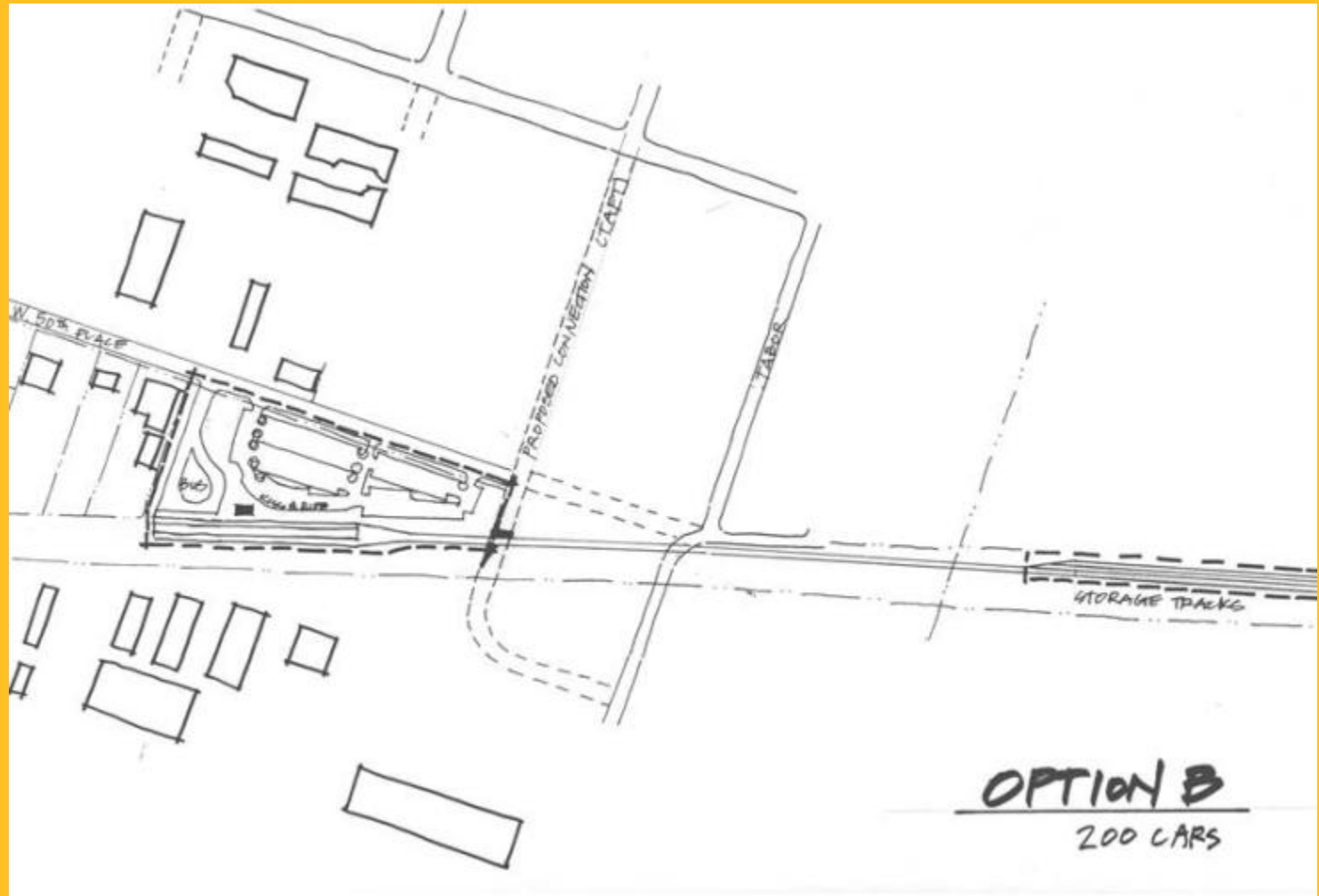
2030 (add): 575 spaces

Ward Road Station: East of Ward & South of 50th Pl. (E/W Parking Orientation)



- Consistent with Northwest Sub-Area Plan
- Access from Ward Rd. needs further study

Ward Road Station: East of Ward & South of 50th Pl. (Storage Tracks to East)



- Infeasible due to length needed for storage tracks

Ward Road Station: East of Ward & South of 50th Pl. (N/S Parking Orientation)



- Consistent with Northwest Sub-Area Plan
- Access from Ward Rd. needs further study

Ward Road Station Evaluation Results



CRITERIA	OPTION A (EAST OF WARD RD & SOUTH OF W 50 TH PL – NORTH/SOUTH PARKING ORIENTATION)	OPTION B (EAST OF WARD RD & SOUTH OF W 50 TH PL - STORAGE TRACKS TO WEST)	OPTION C (EAST OF WARD RD & SOUTH OF W 50 TH PL – EAST/WEST PARKING ORIENTATION)
SITE LAYOUT AND PARKING	GOOD TO FAIR	POOR	GOOD TO FAIR
VEHICLE, BICYCLE AND PEDESTRIAN ACCESSIBILITY	FAIR	FAIR	FAIR
COMMUNITY/LOCAL COMPATIBILITY	GOOD	GOOD	GOOD
ENVIRONMENTAL	GOOD	POOR	GOOD
FINANCIAL	GOOD	POOR	POOR
PUBLIC SUPPORT AT IFT MEETINGS	GOOD	POOR	GOOD

Project Team Recommendation:
Carry forward and refine Option A

Ward Road Station Revised Concept Plan





Next Steps