

North Metro Corridor Draft Environmental Impact Statement

(DEIS)



Public Hearings
December 9 & 10, 2009



Welcome & Introductions

What Are We Doing Here Tonight?



- Public Hearing for RTD North Metro Corridor Draft Environmental Impact Statement (DEIS)
 - Open House Portion
 - Presentation Portion
 - Comments Portion

Why the Public Hearing?



- To Present the Results of the North Metro Corridor Draft Environmental Impact Statement (DEIS)
 - Highlights in Presentation
 - Details in Open House
- To Solicit Your Comments on the DEIS
 - *"What are your comments and why?"*

Your Comments to the DEIS by Jan 15, 2010



- Tonight:
 - verbal during comment period
 - verbal to the court reporter
 - written using comments form or computers
 - written – drop off previously written comments
- Online at www.rtd-fastracks.com, select North Metro Corridor
- By email at comments@rtdnorthmetro.com
- By mail
 - Dave Beckhouse, FTA
 - c/o North Metro Project
 - 999 18th Street, #900
 - Denver, CO 80202

Rules for Verbal Comments During Comment Period



- Please sign up at the welcome area
- 3 minute limit
- State your name, address, and organization (if applicable)
- Cannot give your 3 minutes to others
- Please focus your comment on the alignment, stations, vehicle technology, impacts and mitigation
- All comments will be addressed in the FEIS
- We are not responding to comments tonight

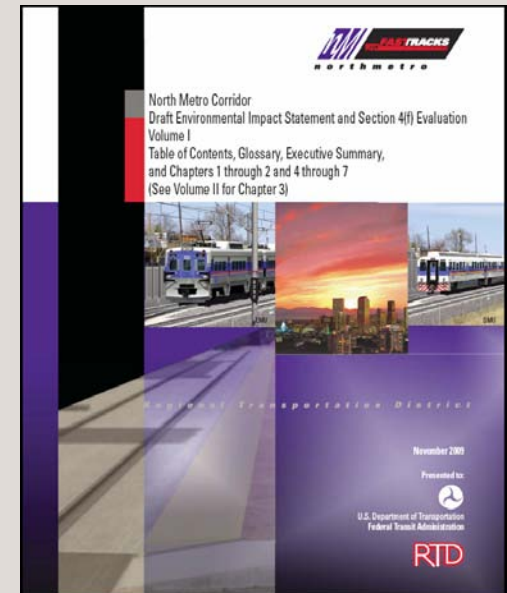
Agenda

- Welcome & Introductions
- Why this EIS?
- Purpose and Need
- Alternatives Considered
- Recommendations & Project Benefits
- Environmental Summary
- Public & Agency Outreach Summary
- Schedule & Next Steps
- *Receive Verbal Comments from Public*
- Continue Open House

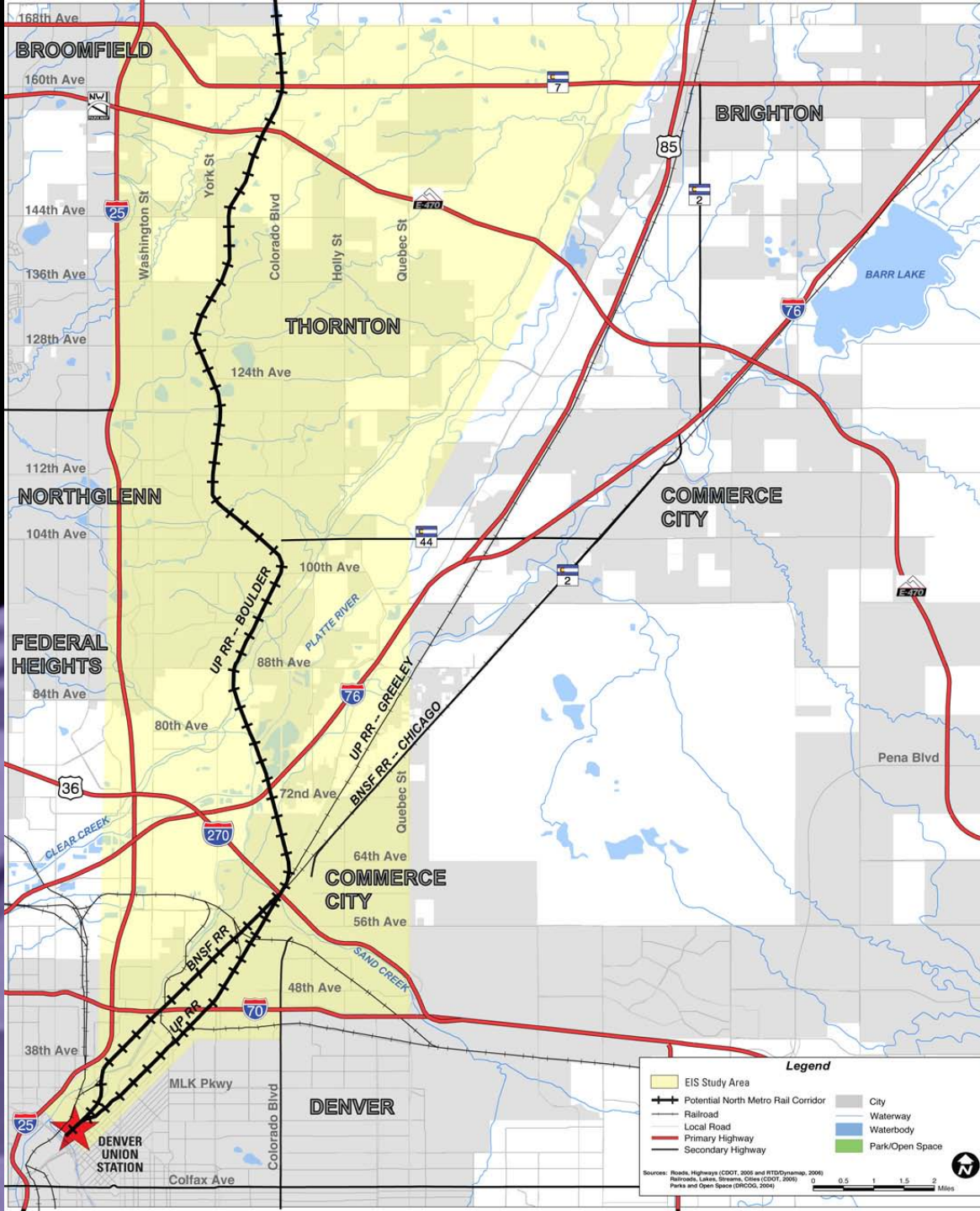
EIS Process Overview

Why Do an EIS?

- Required for a Major Federal Action (the proposed project)
- Discloses the Estimated Impacts and Proposed Mitigation for the Project
- Supports the Decision Making Process
- Serves as a Forum for Public Input



EIS Study Area



Purpose & Need

■ Purpose

-to implement high capacity, fixed guideway transit within the North Metro Corridor (Study Area) between Denver Union Station and 162nd Avenue area in Thornton.

■ Needs

- to improve mobility
- to enhance regional connectivity
- to serve traditional and new transit users
- to support community and regional plans

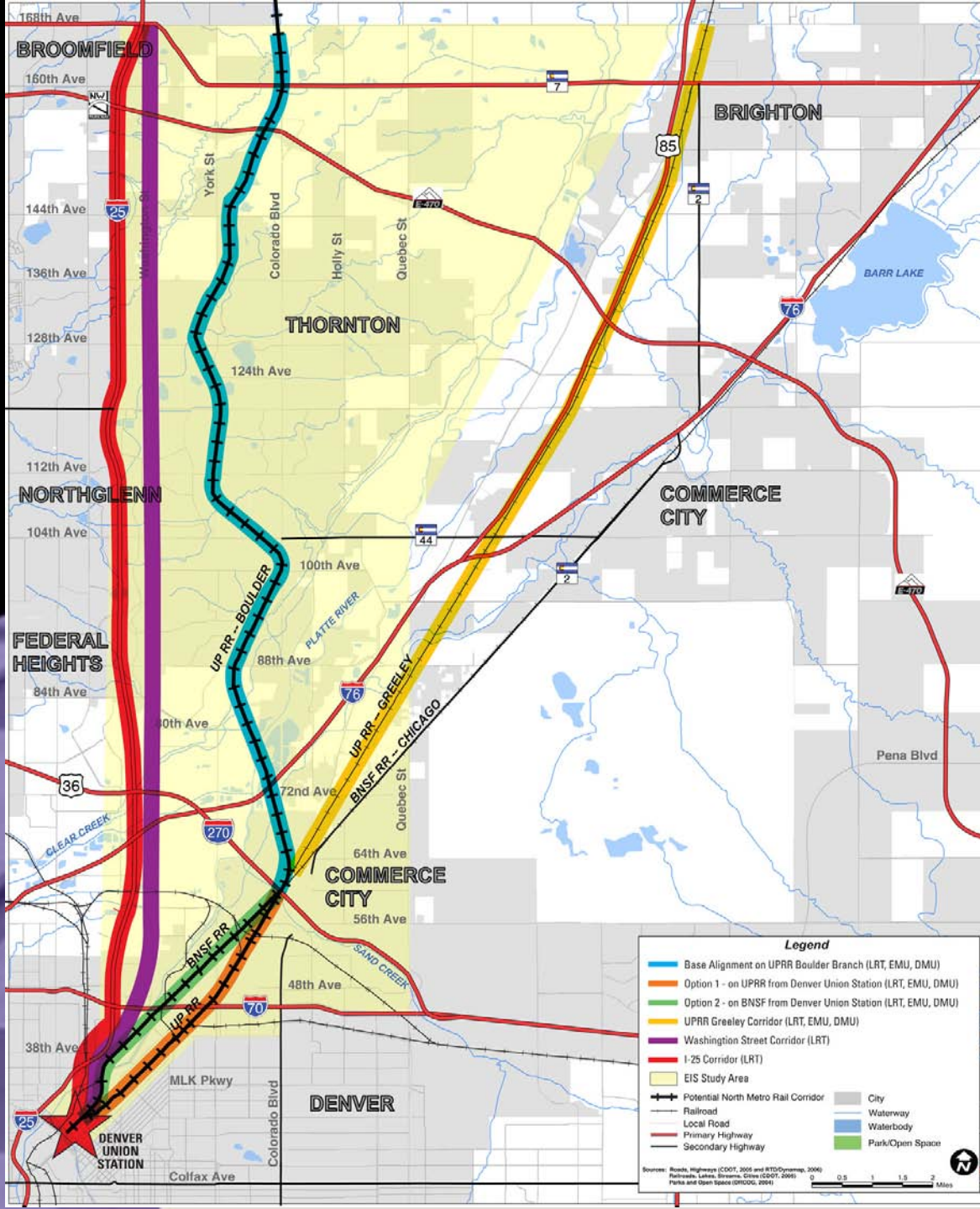
Alternatives Considered

Range of Alternatives Considered

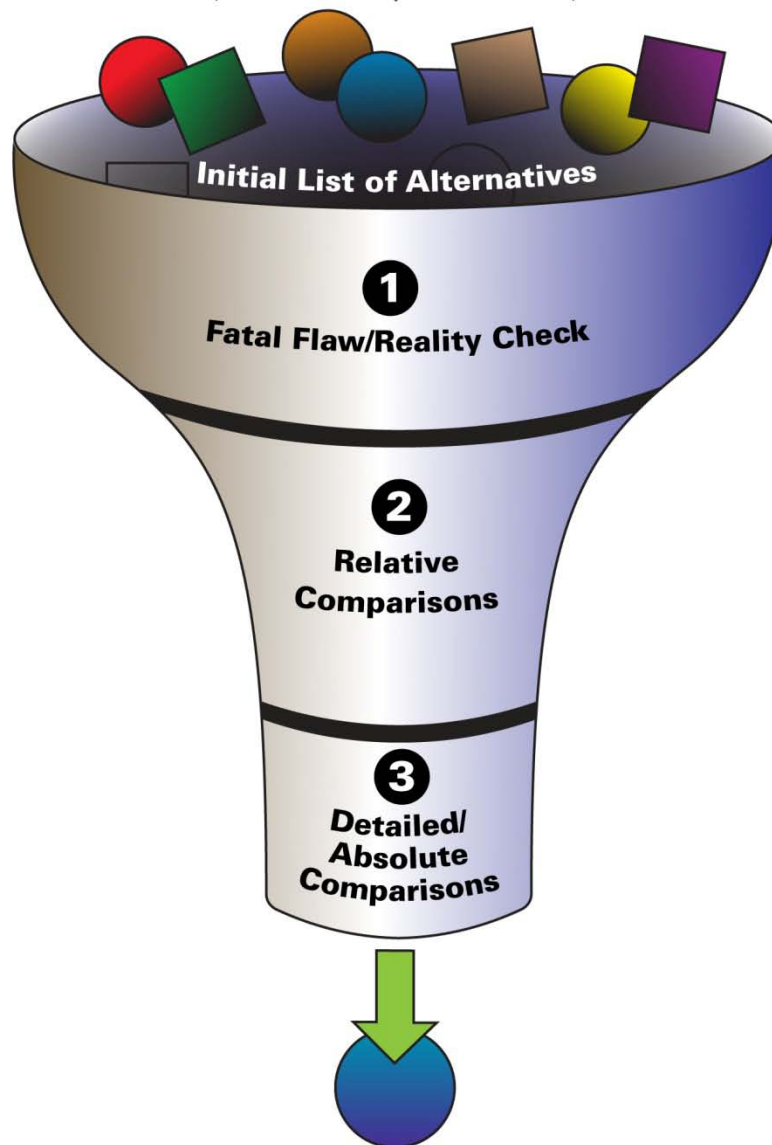
- No Action
- Transportation Systems Management (TSM)
- Light Rail Transit (LRT)
- Diesel Multiple Unit (DMU)
- Electric Multiple Unit (EMU)
- Other Alternatives



Build Alignment Alternatives Considered



Purpose and Need Ideas for Solutions Project Goals

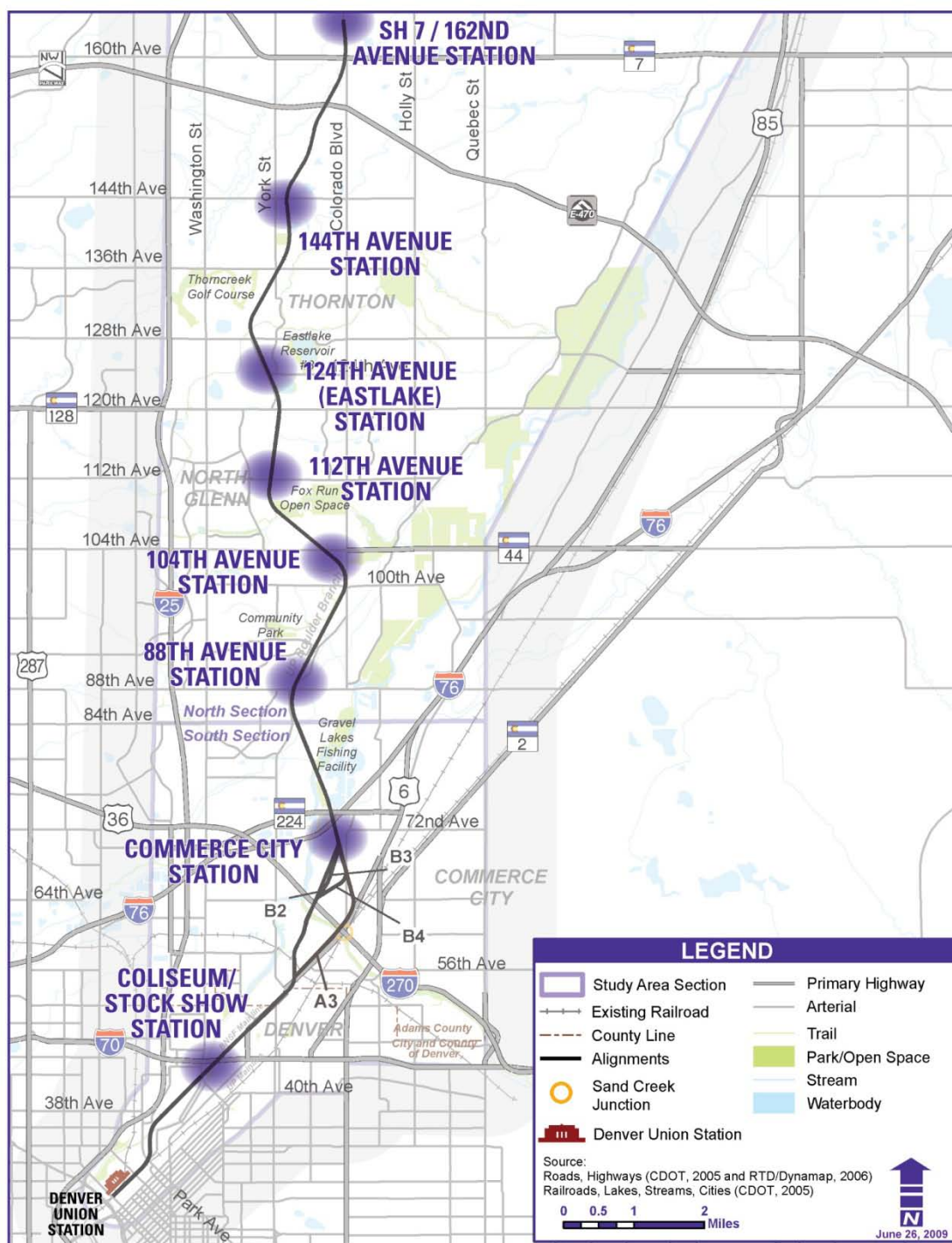


Alternatives Evaluation

Preferred Alternative

Recommendations

DEIS Build Alternative



**Build Alternative -
Southern Section
Alignment Options
in DEIS –
A-3, B-2, B-3, B-4**

EMU is Preferred Vehicle Technology

- More cost-effective than DMU
- Fewer environmental impacts
- General public preference
- Fewer noise impacts and less noise wall construction than DMU



Build Alternative Proposed Operations Plan



- Weekday Base Service
 - 30 min headway each direction
 - DUS to 162nd Ave / SH 7
 - 21.5 hours per weekday
- Weekday Peak Period Service
 - Additional service each direction
 - DUS to 162nd Ave/SH 7
 - 6 peak hours – 3 morning / 3 afternoon

Recommended Stations

- Denver – Coliseum or Stock Show
- Commerce City – 72nd Avenue
- 88th Avenue – w/o Welby Road Relocation
- 104th Avenue – only option
- 112th Avenue – parking west of York option
- 124th Avenue – RTD option
- 144th Avenue – west side
- 162nd Avenue/SH 7 – east side

Capital Cost

- \$1,066 million YOE
 - DUS to 162nd Ave/SH 7
 - EMU vehicle technology
 - 8 New Stations
 - Right of Way

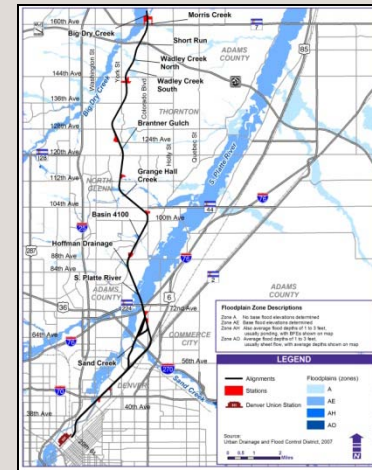
Project Benefits

- Mobility
 - Ridership – 14,300 in 2030
 - Faster travel time than auto: DUS to SH 7 in 2030 (27 min vs. 62 min); improved reliability
 - Increase in overall transit use & connectivity
 - Reduced VMT and VHT
- Economic & Land Use
 - Jobs for construction
 - Improved access to jobs, especially for transit dependants
 - Land use support and TOD opportunities

Environmental Summary

Key Environmental Topics

- Transportation System
- Social & Environmental Justice
- Property Acquisition & Economics
- Cultural
- Noise
- Visual
- Parks & Open Space
- Trails
- Other



Transportation System

Traffic Impacts

- Crossings

Mitigation: Protection Upgrades & Grade Separation at 104th and 120th

- Stations

Mitigation: Intersection re-configuration, signalization, turn lanes

CDOT I-70 East Project Conflicts

Mitigation: Coordinate with CDOT

Freight Railroad Access

Mitigation: North-temporal separation;
South-may need agreement with Railroads



Social Impacts

Barrier Effect

- New Alignments
- Increased Train Use

Mitigation: Identified pedestrian & bike crossings to maintain connections including social trails



Environmental Justice

- Property acquisition impacts

Investigations: Surveys will be conducted in the FEIS

Right of Way Acquisition

- 77 – 91 Acres
- Approximately 80 Parcels Affected

Acquisitions with Relocations

- 0-3 Residential
- 13-17 Commercial/Industrial

Loss of Opportunity to Extract Minerals

Mitigation: Coordinate with Current Property Owners and Comply with Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

Note – Will try to further minimize impacts as more detailed design advances.

Paleontological Resources

- 1 impact from alignment

Archaeological Resources: Adverse Effect

- Quimby RR Stop
- Eastlake RR Stop

Historic Built Environment – Adverse Effect

- 124th Avenue Farmstead

Mitigation: MOA with SHPO,
FTA and RTD



Noise Impacts - EMU (2030)

- 1,172-1,275 total impacted sites
- 584-651 severe

Post-Mitigation Impacts from Quiet Zones and Noise Walls:

- 143 total impacted sites
- 4 severe

Mitigation:

- Quiet Zones (local jurisdictions)
- Noise Walls
- Investigating Additional Measures



Visual Impacts

- Noise Walls (37,200+ linear feet; 8 feet high)
- Fencing – length of corridor
- Overhead Catenary – length of corridor
- Aerial structures

Mitigation: Consult local jurisdictions on design



Parks and Open Space

Globeville Landing Park

- Impacted by alignment
- 15 trees removed
- 3 frisbee golf holes



Yucca Way Property

- Impacted by station parking



Globeville Landing Park

Grandview Ponds Open Space and Prairie Dog Habitat

- Impacted by relocating pond at 104th Avenue Station



Yucca Way Property

Mitigation: Coordinate with Jurisdictions

Trails

Trails Direct Impact:

- Fernald Trail
- Signal Ditch Trail
- Rocky Top Middle School Connector Trail

Mitigation:

- Coordinate with Jurisdictions and Schools
- Realign or Grade Separate



Other

Wetlands

- 2.6-3.0 acres
- 2.3-3.8 acres Other Water features

Mitigation: As specified in 404
Permit with USACE

Health, Safety & Security

- Potential industrial incidents
- Hazardous materials impacts

Mitigation: Additional investigations



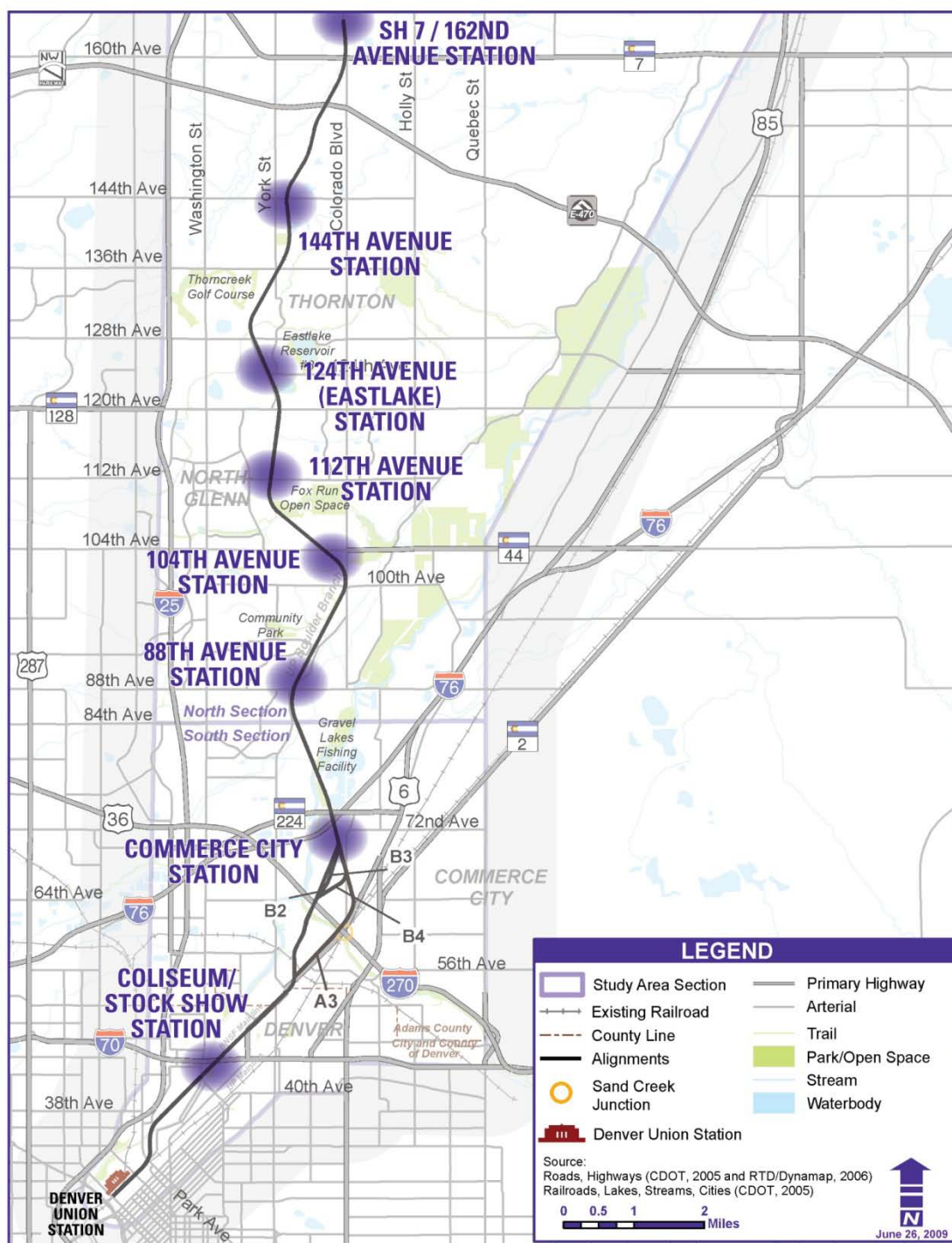
Outreach Summary

- Project Notices – 100,000 +
- Major Public Meetings – 20+
- Other Meetings/Presentations – 90+
- Public Comments Received – 1,400
- Other Public Outreach Efforts
 - newsletters/e-news including bilingual
 - web site
- Agency Coordination



Schedule & Next Steps

DEIS Build Alternative



Schedule/Next Steps

- Public Hearings – 9 & 10 December 2009
- End DEIS Comment Period 15 Jan 2010
- Address DEIS Comments
- Address Other Outstanding Issues
- Refine Engineering of Project Elements
- Refine Impact Calculations & Mitigation Measures
- Agency Coordination – Ongoing
- Intergovernmental Agreements (IGA)
- FEIS – Spring 2010
- ROD – Summer 2010
- Quiet Zones – work with Jurisdictions on Applications
- DESIGN BUILD RFQ – Winter 2010
- DESIGN BUILD RFP – Early 2011
- OPEN - 2016

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Comments?

