



MEETING MINUTES

March 12, 2007

Re: Coffee with Dennis

Wednesday, February 21, 2007, noon, Clements Community Center

In Attendance:

Dennis Cole, Kim Podobnik

Sue McMahon, Barbara Byron, Diane Dodge, Brandon Neill, Dave Baskett, Rob Smetana, Wilma Zellitti, Gannon Merrell, James Hurlbut, Bruce Geller

Minutes:

1. Introductions

2. Value Engineering Overview

- Dennis described the VE process, why it is necessary and how the process will proceed.
- Is the Lamar station being eliminated? – The station is in.
- What will happen with the Burnam Yard? When will the design be complete? – The UP Railroad will design it. They should be done at the end of the year.
- What about the Oak Station? I submitted a plan that included a slight tweak in the parking. – We are proceeding.
- Where will the Jeffco Station be located? – It will be on the east side of the administration building, west of Earl Johnson Road. The station will have a stub end at the station with a 50 to 60 foot third track that will allow us to perform operations on a single track. The VE proposal to move the station has been rejected.
- Will there still be a pedestrian bridge over 6th Avenue? – It is in the plans but there is no funding for it at this point.
- How will the light rail turn around? – The light rail doesn't turn around, it runs from both directions. There is a diamond figure at the front of the station, they pull into it and back up to get to the other track.
- Is there an update on Red Rocks Station? – It will be moved to the west side of Arbutus. By combining the 6th Avenue flyover with the Indiana Street bridge, we

are able to move the station further west and avoid the wildlife habitat. We no longer need to gain speed so quickly to get up and over the bridge.

- You are no longer planning a flyover of 6th Avenue? - We will still flyover 6th Avenue, but will cross Indiana at the same time. There will not be a flyover between Deframe and Flora. Because we went to single track in this area, we are able to combine the two bridges into one and move them further west.
- What will happen with the frontage road on the north side? – We will no longer be impacting the frontage road. The access to the Hurlbut and Stevinson’s will remain as is.
- Are you still planning a pedestrian bridge? Will it have an elevator? – Yes, the bridge will move further west with the station. The elevator will be on the west end of the station.
- Who owns the vacant land around the community college? – The state does.
- Can’t you put the RRCC station on 2nd Street? – We will not consider that as it would reopen the ROD and require an EIS.
- Where do you start going uphill? – West of the 6th Avenue West neighborhood, at about Gladiola.
- Don’t you have the same problems with grade? We don’t have to get as high because the flyover won’t be as high.
- Is there a way for the kiss-n-Ride at RRCC to have a minibus that picks up people in the neighborhood? – The ridership numbers don’t dictate it. We will look at it again as we put the service plan together about one year before the line opens.
- Will there be parking on the north side of 6th Avenue? – No.
- What about the increased foot traffic on the frontage road on the south side of 6th Avenue? - That is a CDOT road. They control the speed. The City of Lakewood enforces it. The model didn’t show a lot more people driving on the frontage road. The light rail will mostly bring people from other areas of the city to the college.
- I have a business near the Lamar Station – JMZ Distributing. We have business trucks coming and going. We are worried about people parking in our lot. – This is just a kiss-n-Ride station, no parking. If people park in your lot, you will have to have them towed. There will be sewer replacement under Lamar and 13th. We will work with you to make certain you have access during construction.
- How long will it take to build the Wadsworth station? – About a year.
- What will the effect on property value be? – Property values can drop some during construction. Our research shows that property values generally go up when the line opens if you are located near a station. If not, then property values generally stabilize to the levels in the area.
- Dave Baskett, City of Lakewood: City staff is ok with the LRT going over the road at Sheridan.
- What is the date for construction? – It will begin in spring 2008. Pulling up the old track and utility relocation will start late spring 2007.

3. Questions from Sue McMahon and Barbara Byron

- I would like a copy of the noise report. – We will send it to you when it is done. Brenda sent you the appendices already.

- What mechanism will be in place to ensure the trains do not exceed the stated speeds? – There is a signal block system that controls the timing of the trains. The operations plan dictates the speeds and they are monitored.
- What will go under the tracks to reduce vibration? – Vibration mitigation will only happen along 13th Avenue. There isn't a need for it further west. The tracks will be isolated from the ties with a plate and clip. There will be no steel on steel contact.
- How will you control the decibel level? – By speed and signal block. With the single track design, we have to be mindful of trains meeting.
- Where does the single track start? – At the Denver Federal Center.
- Have you looked at local providers for sound walls that use recycled tires? There is no local distributor for Whisper Walls. – We are working with them about assimilating their product with pre cast walls. That will be a bid item that will need to meet RTD specs. The bidding process will happen in 2008.
- What noise mitigation was in the VE proposals? – We will have to follow FTA guideline. We proposed privacy fences along the property lines. This idea was not well received by the property owners.
- What is the design criteria for lighting the stations? – Poles will be 20 feet in the center. They will have lighting at a level of five footcandles. The fixture will direct light to the ground so there is no dispersion. We will use a more natural light than halogen. Lights will be in the center of the platform.
- What type of bridge will there be at Indiana Street? – Steele plate girder that is 8 feet deep.
- Why did you move the RRCC station west? – The grade is a little better and we avoid the drainage and wetlands issue on the east side of Arbutus.
- Is there a buzz on the electric line? – Not that you can hear. The EMI is less than what you get from an electric drill.
- What security will there be at the Federal Center? The Federal Center will move their boundaries to contain the federal offices, outside of the light rail and new hospital development. The Federal Center will maintain security for their site. For the light rail station, it will be the same as everywhere else along the line.
- Do the security cameras record or are there someone watching at all times? Some are monitored, others record.
- Will you be doing another tour? – We could if there is enough interest. It would be better to wait until the weather gets a little better. We can send you passes if you wish to ride the line on your own.

Action Items

- Send light rail passes to all attendees.