

Gold Line EIS Contact Report

Date of contact: January 29, 2007
Contact method: Sheridan/Harlan Issue Focused Team Meeting
Attendees: **Issue Focused Team Members:** Tom Abbott, Mike Baran, Noel Copeland, Kitty DeAndrea, Ryan and Britta Fisher, Liza Fitzgerald, Carol Ann Fryer, Colleen Gillespie, Gary and Ellen Goodnight, Daniel LeMier, Beth McBride, Dan Piel, Rob Schmedeke, Don Seyfer, Russell Weisfield,
LGT Members/City Staff/Elected Officials: David Ruchman, Karen Good, Sally Payne, Kevin Nichols, Larry Schulz, Gene Barnes, Betty VanHarte, Steve Urban, Bob Kochevar
Project Team: Liz Telford, Don Ulrich, Jonathan Spencer, Andy Mountain, Megan Lane, Angela Brand

MEETING SUMMARY/KEY ISSUES

After introductions, Jonathan Spencer provided a detailed description of the alignments in the Harlan/Sheridan area for the light rail and streetcar alternatives. Issue Focused Team members were engaged in discussion about impacts and potential mitigation measures, as well as other issues of importance, including neighborhood access, traffic, street scaping and transit technology. During this overview of alternatives, the team members provided feedback on each of the alternatives, as well as input and recommendations. Feedback from this group was mixed, with some preferring the alternate alignments and others preferring the railroad alignment .

SPECIFIC TEAM INPUT:

Railroad Alignment

- Those preferring the railroad alignment cited cost effectiveness, better travel time, a higher projected ridership and reduced impacts, particularly to the neighborhoods around Sheridan and Harlan.

Alternate Alignments

- The majority of the team preferred the streetcar alternative over both light rail alternatives. They expressed support for its reduced impacts and compatibility with a



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pedestrian-friendly neighborhood. Their concerns about the light rail alternatives included property acquisition on Sheridan, eliminating mid-block left-turn capabilities on Harlan and larger station platform requirements.

- Some team members asked whether an exclusive guideway could be a possibility for the streetcar alternative in order to increase travel times. The general group consensus is that RTD should further evaluate the potential for creating an exclusive guideway for the alternate alignments, but not at the expense of private property.
- Providing a good level of service in the future in terms of travel time is important. The group questioned the reliability of mixed-use operations in the future as it is more susceptible to deteriorating traffic conditions.
- There was a question about why the Lowell route was removed from consideration.
- Those in favor of the alternate alignments feel that the routes through Sheridan and Harlan provide the neighborhood with better access to the system and could create opportunities for economic redevelopment. They believe that increasing accessibility to downtown would benefit their neighborhood.

Impacts:

- The group recommended that RTD make it a top priority to preserve left turn access to neighborhoods from Sheridan and Harlan.
- Preserving the streetscape and the quality sidewalks on 38th and Harlan is crucial to this team. They want to retain a pedestrian-friendly environment on their streets.
- The group recommended that RTD work with the local municipalities to integrate any considered Gold Line alignment along Harlan with the traffic signal at I-70 and Harlan. The traffic signal's timing should be optimized to reduce traffic congestion.

Stations

- If one of the alternate alignments is selected, having good access to the stations is important to the team. The group recommends that stations be placed within close proximity to the neighborhoods. Specific to the Harlan alignment, the group indicated that a station at 38th/Harlan or 45th/Harlan was satisfactory.
- The group expressed high-level concerns about the safety of locating station platforms in the center of the street.

ACTION ITEMS

- The group would like more specific information on ridership, broken down by each area of the Gold Line corridor.
- The team requested more information on how mixed-flow systems have worked in other cities, particularly the effect on traffic accidents.