



RTD FasTracks Gold Line EIS Meeting Report Station Platform and Parking Issue Focused Team Meeting WARD ROAD STATION

Date of contact: August 15, 2007
Location: Wheat Ridge Senior Center

KEY MEETING TAKEAWAYS

- The team supports the recommended footprint for the Ward Road Station
- There are some concerns that the opening day parking will not be sufficient, particularly considering that the proposed number of parking spaces is less than the capacity of the existing park-n-Ride, which will be eliminated.

IDENTIFIED ADVANTAGES OF STATION FOOTPRINT

- Putting the parking to the north of the platform provides easier access for the residential area to the north of the station.
- The parking lot is in close proximity to the platform, providing easy access for commuters.
- The site is near to vacant land parcels and has good potential for Transit Oriented Development (TOD) around the station.

IDENTIFIED DISADVANTAGES OF STATION FOOTPRINT

- Concern that Phase 1 parking may not be sufficient for opening day.
- Concern that placing the parking to the north of the tracks could have traffic impacts to the residential area to the north of the station (e.g. cut-throughs, increased vehicular traffic, etc.) (*Note from Project Team: Traffic analysis will be completed during the Draft EIS.*)
- Because the parking is proposed to surface, the lot is taking up land that could be used for development.



CONSIDERATIONS MOVING FORWARD

The group requested that the Gold Line Team consider the following for the station:

- RTD should ensure that 200 spaces on opening day are sufficient. The group felt that 200 spaces seemed low, particularly with the elimination of the existing park-n-Ride, which has 496 spaces. *(Note from Project Team: The current Ward Road park-n-Ride operated at an average of 36% of capacity in 2006.)*
- Since the bus routes that use the existing park-n-Ride would likely use the Gold Line station, RTD should consider the distance from Ward Road to the bus loop. If it adds significantly to a bus route's travel time, it could impact the service.
- Additionally, if multiple buses use the Ward Road station, the bus loop may not be big enough to accommodate the bus traffic. RTD should consider this in their planning and perhaps look at switching the Phase 1 parking lot with the bus loop in order to provide additional space for buses. *(Note from Project Team: Some existing bus routes that operate to downtown and/or the airport will not need to be continued, as the rail service will replace some of the bus service.)*
- RTD should support the City of Wheat Ridge in developing a parking-management plan to avoid traffic impacts to surrounding neighborhoods, particularly for the neighborhoods to the north.
- Linking Ridge Road to 50th Place could reduce traffic impacts by allowing vehicles direct access to the station from the east. *(Note from Project Team: Traffic analysis will be completed in the Draft EIS.)*