



RTD FASTTRACKS GOLD LINE EIS MEETING REPORT ***41st Avenue Station Access and Design Issue Focused Team*** ***Meeting #2***

Date of meeting: November 20, 2008
Location: CH2M HILL Downtown Denver Office
1515 Wazee St., #380, Denver

The purpose of this Issued Focused Team (IFT) was to follow up on some of the issues identified at the November 5 IFT meeting about the access and design for the 41st Avenue Station. The meeting focused on discussing three topics:

- Technical limitations and requirements of the pedestrian bridge
- Layout and functionality of the station
- Layout and options of the parking area

Pedestrian Bridge

Mark Leese summarized the many variables that influence the engineering of the pedestrian bridge. Among the factors discussed were:

- Increase in elevation from the station platform on the east to Inca Street on the west.
- Bridge must be low enough to allow adequate distance from the high-tension power lines on the west side of the rail yards.
- Bridge must be high enough to allow adequate vertical clearance over the freight tracks and RTD tracks.
- Need to avoid railroad property which extends into Inca Street on the west.
- Compliance with the Americans with Disabilities Act.

Following his summary, the group offered the following input:

- Explore opportunities to maximize the amount of the pedestrian bridge that could be located as a direct line-of-sight extension of 44th Avenue.
- Support for exploring variances in RTD's vertical clearance requirements to offer greater flexibility in the engineering of the bridge.
- Desire to maintain a linear structure and avoid any designs that required any north/south ramps or loops mid-structure.



Station Layout

After discussing the layout and functionality of the station, the group offered the following input:

- There was a strong desire to utilize natural landscaping as a means to minimize the visual dominance of the retaining wall on the east side of the station platform.
- The group supported RTD's plans to locate the elevator/stairs to the pedestrian bridge east of the platform so that non-transit patrons could access the pedestrian bridge without having to go through the station platform.
- On a related note though, some stakeholders felt that the elevator and stairs should provide direct access to the platform rather than requiring patrons to cross the northbound track to access the platform.
 - RTD staff clarified that the space requirements for an elevator and stairs, in addition to security/safety concerns, were significant challenges in this design concept.

Parking Layout

After discussing the parking layout, the group offered the following input:

- Locate the vehicular entrances to the parking in alignment with the existing street grid.
- Maximize the number and width of east/west sidewalks through the parking area (e.g. at 42nd, 41st and south end of the parking lot) to create a more pedestrian friendly environment.
- Allow for adequate landscaping along walkways both in the parking area as well as those fronting Fox Street.

After ensuring that there were no additional questions or input to be shared, the project team thanked the stakeholders for their input and concluded the meeting.