



RTD FasTracks Gold Line Environmental Impact Statement (EIS)

Station Platform and Parking
Issue Focused Team
Electric Commuter Rail Work Sessions

April 2007

Meeting Objectives



- Differentiate city/county planning from RTD planning
- Summarize location options for platforms, parking and access
- Discuss site opportunities and constraints
- Gather feedback

Station Selection Process



- Current focus is size and specific location of station platforms and parking facilities
- Preferred station locations will be determined with a Preferred Alternative (Spring/Summer `07?)
- More detailed engineering/design work will not commence until preferred station locations are determined (Summer `07?)

Decision Making Criteria



- Four factors influence our decisions:
 - Input from Issue Focused Teams, local municipalities and the general public
 - Fulfillment of evaluation criteria
 - Cost containment
 - Ability to be expanded

Electric Commuter Rail (EMU) Station Criteria



Station Design Criteria



- Provides direct access from an arterial street
- Has convenient connections from community
- Is consistent with local TOD plans
- Optimizes ridership
- Considers operational needs of each station
- Accommodates projected opening day parking needs
- Is safe, secure and visible
- Would minimize relocation of homes and/or businesses
- Would minimize environmental and community impacts
- Would have reasonable cost to acquire
- Would minimize need for costly improvements
- Does not conflict with freight tracks

Access Hierarchy

PEDESTRIANS



- ◆ Pedestrians
- ◆ Bicyclists

TRANSIT



- ◆ Bus Rapid Transit
- ◆ Other Bus Services
- ◆ Connection Rail

KISS & RIDE



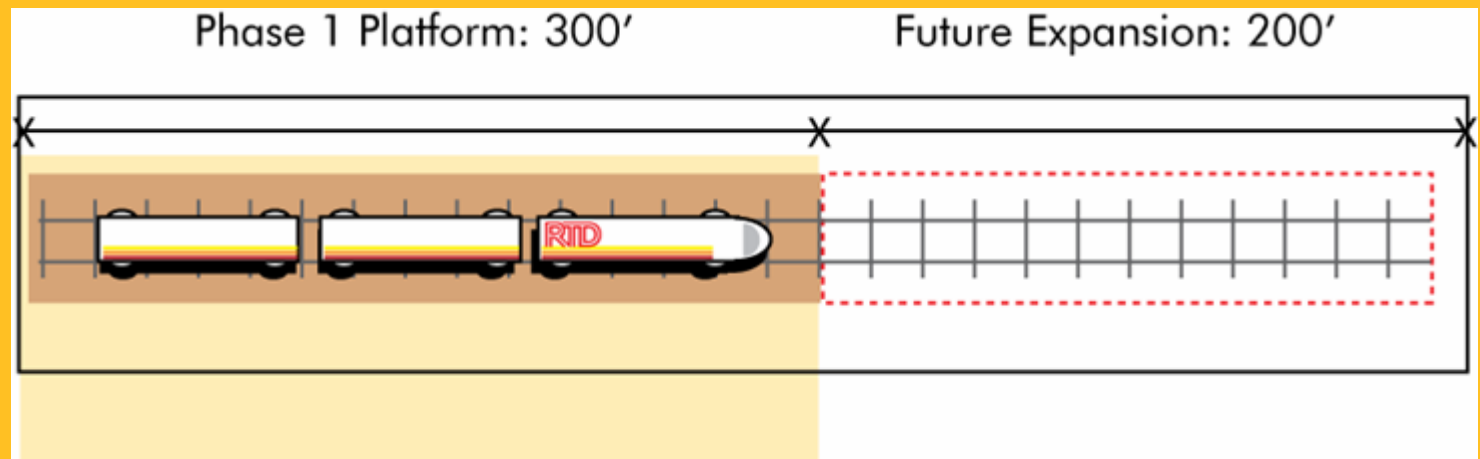
- ◆ Taxi Queue and Automobile Drop-Off/Pick-Up Areas
- ◆ Paratransit and Shuttle Bus
- ◆ Accessible Parking
- ◆ Car Sharing
- ◆ Driver-Attended Parking
- ◆ Motorcycle Parking
- ◆ Short Term Parking

PARK & RIDE



- ◆ Accessible Parking
- ◆ Single Occupant and Rideshare Vehicles

EMU Station Platform Length



Platform shall allow **300' of length** for the initial phase and another 200' for future station expansion.

Straight Tracks at Platforms

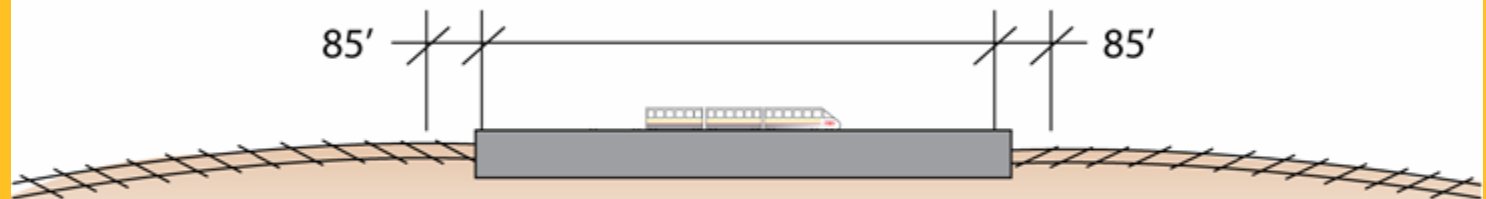


Phase I: 300' / Total 200' With Future Expansion



PLAN

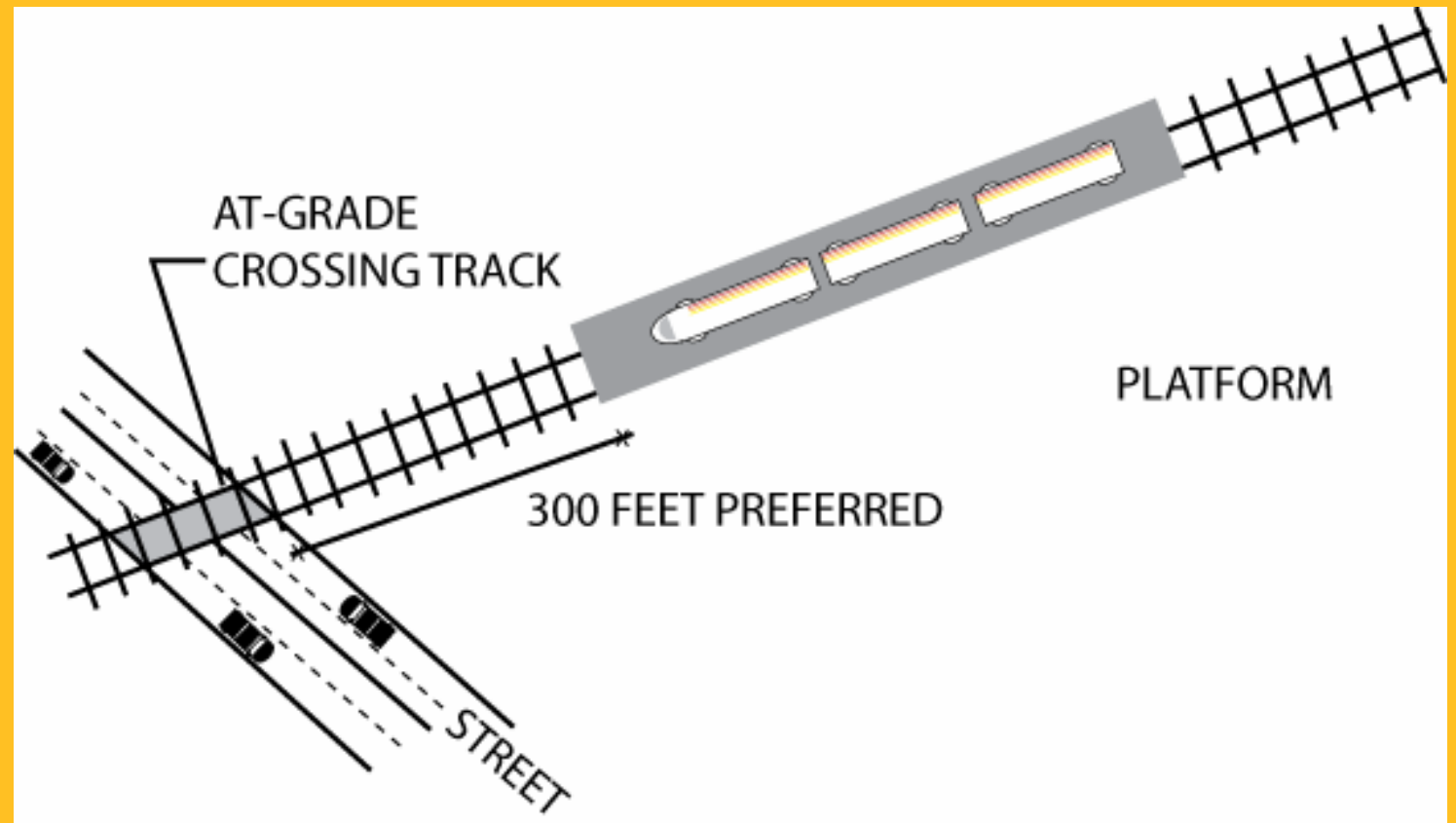
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PROFILE

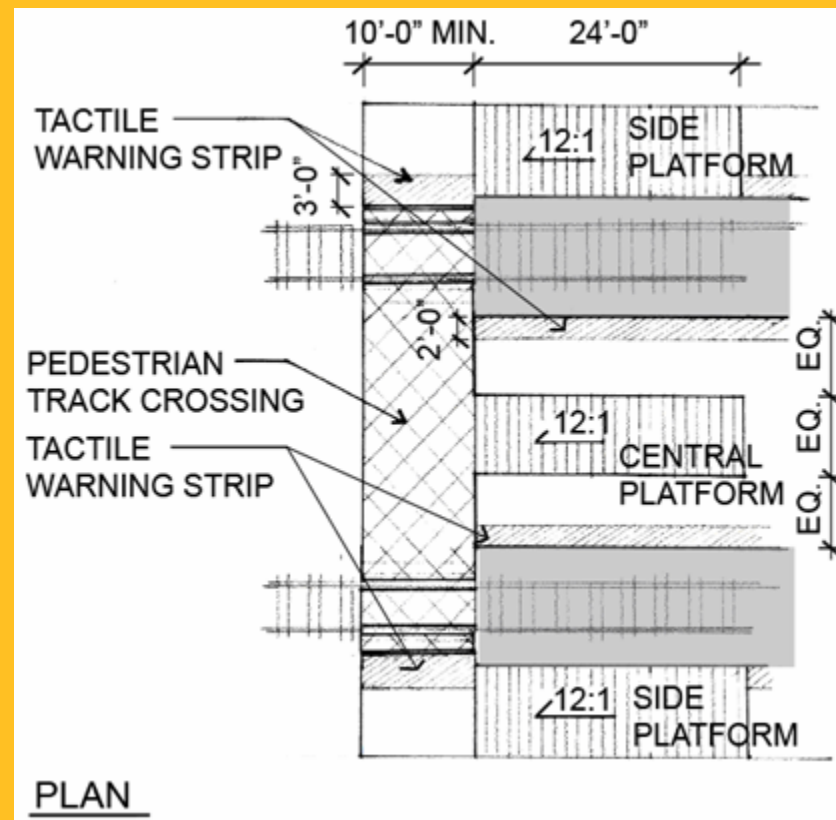
Platforms shall be on a **straight track** segment; a minimum of 85' away from curves.

Proximity to At-Grade Intersections



Preferred platform location is at least **300'** away from an **at-grade street crossing**.

ADA Compliance



Platform shall allow ***level-boarding***.



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