



RTD FasTracks Gold Line Environmental Impact Statement (EIS)

Station Platform and Parking
Issue Focused Team
Streetcar Work Sessions

April 2007

Meeting Objectives



- Summarize analysis that led to the recommended station locations
- Differentiate city/county planning from RTD planning
- Summarize location options for platforms, parking and access
- Discuss site opportunities and constraints
- Gather feedback

Streetcar Optimization



Streetcar Optimization



- **12 scenarios analyzed** which included:
 - ***Number of stations:*** 7 - 18 stations
 - ***Appropriate/available parking locations:***
Parking allowed at 6 - 9 stations
 - ***Operating scenarios:*** separate guideway, operating in exclusive lanes, operating with traffic
 - ***Decreasing capital costs:*** structural engineering evaluation of ability to run streetcar on Park Ave bridge

- **Travel time varied** from 41- 48 minutes

- **Ridership fluctuated** between 9,100 – 11,000

Streetcar Optimization



- **7 stations provides the best ridership**
 - Less access to the community

- **13 stations is optimal**
 - Most access to the community
 - Less ridership than 7 stations
 - Additional stations mimic bus service on 38th and in other places in the corridor/study area

- **Exclusive use of a lane on 38th Ave. during peak**
 - All day exclusive use on 38th Ave. had an insignificant impact on travel time and ridership

Streetcar Optimization Summary:



- Tradeoff between the best ridership and access to the community resulted in 13 stations
- Cannot significantly reduce capital cost
- Optimizing ridership still leaves the alternative less than competitive for federal funding
- Phasing should be considered



Decision-Making Process

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

Streetcar Station Criteria



Streetcar facilities are very different from EMU facilities...

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



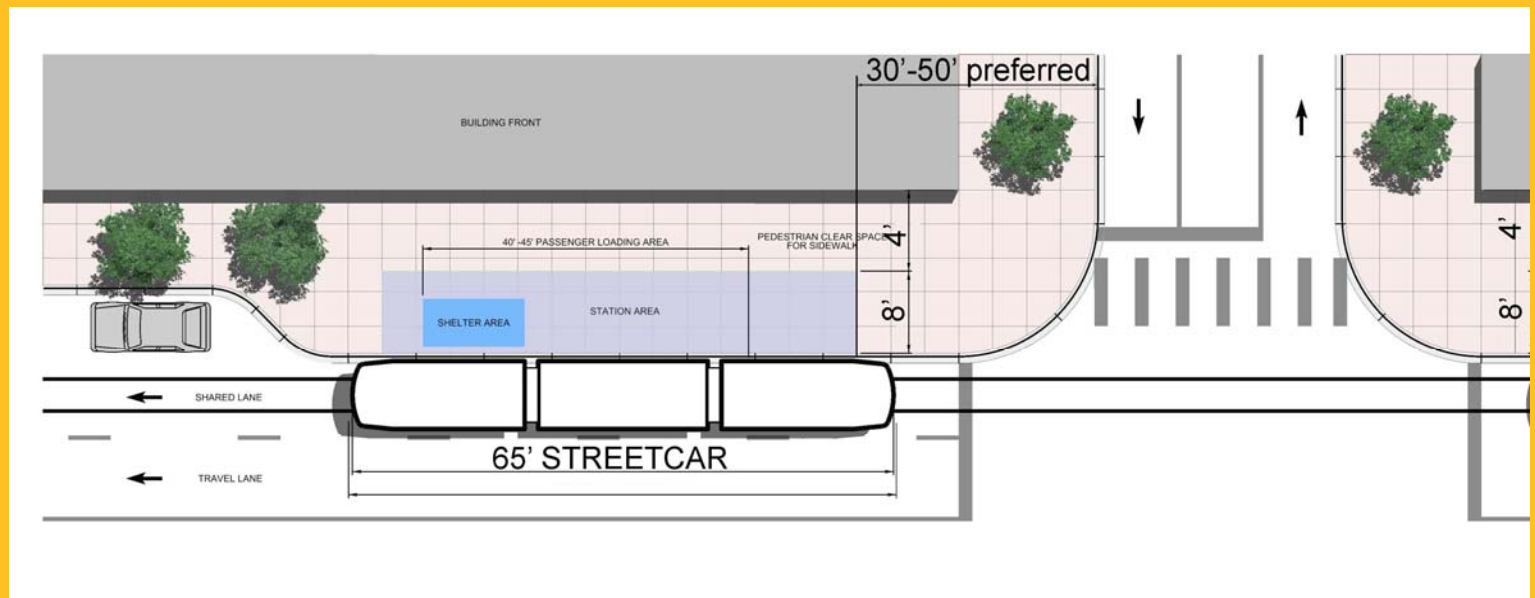
- ◆ Taxi Queue and Automobile Drop-Off/Pick-Up Areas
- ◆ Paratransit and Shuttle Bus
- ◆ Accessible Parking
- ◆ Car Sharing
- ◆ Driver-Attended Parking
- ◆ Motorcycle Parking
- ◆ Short Term Parking

PARK & RIDE



- ◆ Accessible Parking
- ◆ Single Occupant and Rideshare Vehicles

Far-Side Platform Location



Vehicle length = 65 feet

Distance beyond intersection = 30-50 feet

Sidewalk = 4 feet

Station area = 8 feet

Near-Side Platform Location



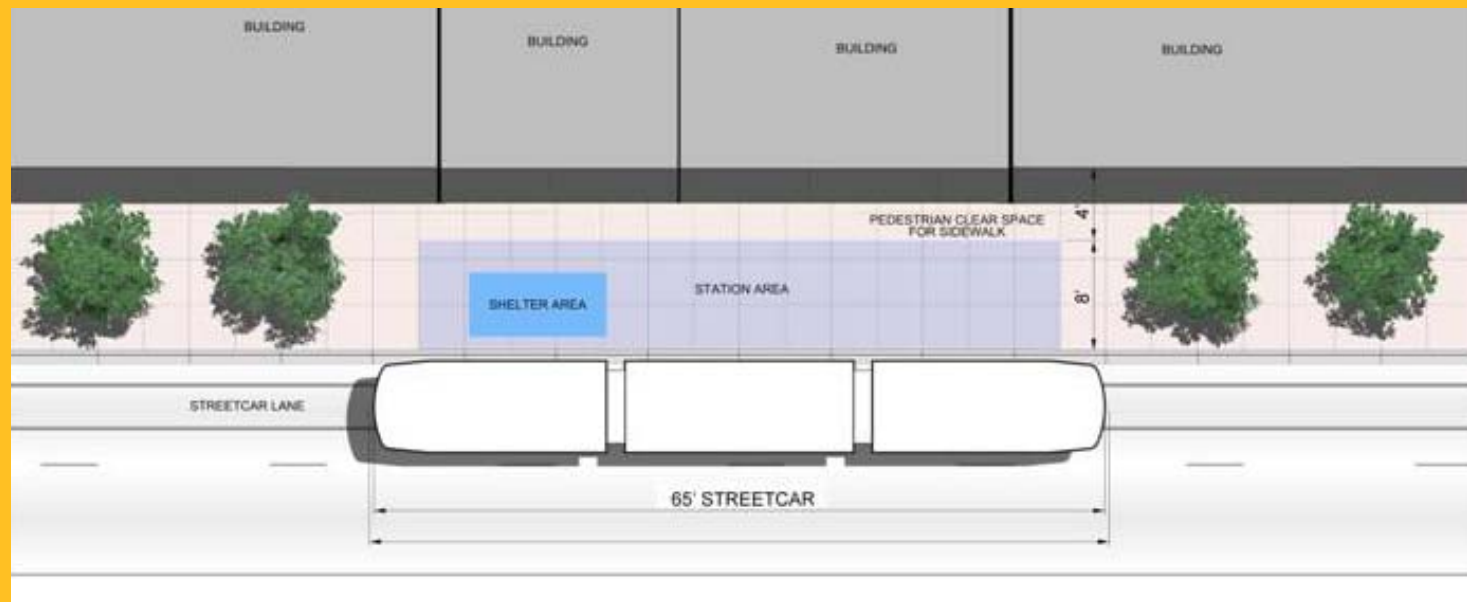
Vehicle length = 65 feet

Distance beyond intersection = 30-50 feet

Sidewalk = 4 feet

Station area = 8 feet

Mid-Block Platform Location



Vehicle length = 65 feet

Sidewalk = 4 feet

Station area = 8 feet



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