

Frequently Asked Parking Questions

How will you determine how much parking is needed at stations along the I-225 Corridor?

Parking for each station will be determined as part of the FasTracks I-225 Environmental Evaluation that is currently underway. The need for parking is determined primarily from the results of a travel demand model. A travel demand model is a tool used to consider the existing and projected number of residents and jobs for a specific area and determines the most likely travel routes based on factors such as congestion, accessibility, and cost (parking cost and/or transit fares). The model used for the FasTracks I-225 Environmental Evaluation is maintained by the Denver Regional Council of Governments (DRCOG) and has base years of 1997 and 2005, with a future year of 2035. RTD & DRCOG cooperatively develop this model to capture multimodal trips including bus, commuter rail, and light rail.

The I-225 Team will use the DRCOG model to determine specific station locations to ensure optimal ridership. Additionally, the parking need will be included in the model for each potential station location to determine the maximum or unconstrained parking need. In addition to parking need, the model will also project the amount of riders who will walk, ride a bus, or ride another train to the station.

In previous hand outs, I have seen numbers of spaces for some stations. Why are these numbers changing? When will the most current numbers be available?

The FasTracks Program and the previous Major Investment Study (MIS) identified 1,800 total spaces for the I-225 corridor. This total parking need and number of spaces for each station was determined by the travel demand analysis based on the 2025 DRCOG model available between 1997 and 2001 when that study was conducted. The model is revised at least every five years to account for changes in population, employment, and travel patterns in the rapidly growing Denver Metropolitan area. This amount of parking is included in the current FasTracks I-225 Program budget approved by the RTD Board of Directors.

As new versions of the model are released, RTD may choose to reevaluate parking demand at specific stations. This is the case for the FasTracks I-225 EE. The 2035 DRCOG model was made available to RTD in late 2007. The updated model will be used to refine the present model in order to run a refined series of parking scenarios in the spring and summer of 2008. These numbers will be made available to the public throughout the I-225 Environmental Evaluation process, and at future public meetings and hearings.

For More Information Regarding I-225

Online:
www.rtd-fastracks.com

E-mail:
I-225@rtd-fastracks.com

Phone:
303-299-2000
(follow the prompts)

Contacts:

Nanci Regnier
303-400-6175;

Tina Jaquez,
303-299-6902

What if parking need exceeds RTD's budget for the FasTracks I-225 corridor?

If the total parking need for the I-225 Corridor exceeds the 1,800 spaces accounted for in the RTD FasTracks budget, the I-225 Team will coordinate with our project Partners and key stakeholders to identify alternative opportunities for parking expansion. This may include shared parking (i.e. church parking lot) or additional public or privately funded parking resources. Parking needs will be determined for opening day 2015 and 2035. Close coordination with Aurora's Station Area Plans may increase flexibility to accommodate parking needs in 2035.

The Nine Mile lot is often full when I want to use it. Will the I-225 project alleviate the parking at Nine Mile?

The travel demand model analysis will evaluate the interaction of parking need between stations such as Nine Mile and other stations along the I-225 Corridor. RTD is exploring both short-term options (prior to the I-225 extension opening in 2015) and long-term options to address the challenges at the Nine Mile park-n-Ride.

Parking is proposed for a station near my neighborhood. I am concerned about cut through traffic and parking on my neighborhood streets. What can you do?

Traffic impacts to adjacent local streets and intersections will be evaluated and considered when locating stations and park-n-Rides during the planning process. Both RTD's I-225 study and City of Aurora station area planning efforts will offer ample opportunity for neighbors and businesses to participate in the process and to provide input on the location, quantity, and quality of parking facilities at or near light rail stations.