



Southwest Corridor Extension Public Meeting No. 2 – March 19, 2009

Summary of Meeting

Thursday, March 19, 2009 – City of Littleton, 2255 West Berry Ave. Littleton, CO 80165

Purpose of the Meeting:

- To present Recommended Alternatives and Environmental Conditions in the study area

Presentation:

- Ed Romero introduced Susan Wood, Andy Mutz, Phil Hoffmann and RTD Director Jack O'Boyle
- Susan Wood and Andy Mutz presented the Recommended Alternatives and Station Location Presentation
 - Project Background and summary of the extension
 - Extends popular Southwest light rail for 2.5 miles from Mineral Avenue to Highlands Ranch
 - New end-of-line station at C-470 and Lucent Boulevard with 1,000 space park-n-Ride
 - Potential Intermediate Station at SE corner of C-470/US 85 (not in FasTracks plan)
 - Southwest Light Rail Corridor Extension
 - Southwest Light Rail opened 2000
 - Planning and Conceptual Engineering Study completed 2002
 - FasTracks Plan approved by voters 2004
 - SW Corridor Extension Environmental Planning began 2008
 - Project Steps
 - Confirm Purpose and Need
 - Define Study Area/Data Collection
 - Evaluate and Refine Alternatives (We are here)
 - Alignment
 - Stations
 - Operations Planning
 - Project Definition (10% design)
 - Complete Environmental Evaluation
 - Identify Preferred Alternative
 - Complete Basic Engineering Plans (30% design)
 - Finalize Mitigation Commitments
- Basic Engineering
 - Alignment and Station Locations based on:
 - Purpose and Need
 - Previous work
 - Detailed Coordination with Stakeholders
- Recommended Alignment
 - Maintains a double-tracked configuration
 - Continues along the west side of railroad lines south of Mineral Avenue until just north of County Line Road
 - Alignment elevated on a structure that spans County Line Road, both railroad lines, C-470 and CDOT's proposed flyover ramp from Santa Fe Drive to C-470
 - Returns to grade south of C-470 and continues east and ends near Lucent
- Recommended Alignment
 - All crossings are grade separated
 - Alignment does not interfere with the High Line Canal or trail
 - Alignment will be configured to maintain C-470 bike path

- Station Planning Criteria
 - Projected ridership and parking availability (where applicable)
 - Access for patrons connecting via:
 - Transit
 - Automobile
 - Pedestrian and bicycle modes
 - System-wide bus and light rail service operations
 - Nearby Development
- C-470/Lucent Station
 - Equipped with park-n-Ride facility
 - Parking planned to accommodate 1,000 cars
 - Accessed from Plaza Drive
 - Accommodates automobile, pedestrian and bicycle access
 - Includes kiss-n-Ride drop-off and bus transfer areas near the platform
 - Intermediate Station
 - Not a part of the FasTracks Plan, but considered a potential future station
 - Located in the southeast quadrant of the Santa Fe and C-470 interchange
 - Includes a kiss-n-Ride loop, bus transfer area, and approximately 440 parking spaces
 - What is an Environmental Evaluation
 - With no federal funding, National Environmental Policy Act (NEPA) process not required
 - Environmental Evaluation (EE) is RTD's planning approach to include:
 - Conformance with NEPA and associated regulations
 - Ensure equal level of evaluation for all FasTracks corridors
 - Resources Under Study
 - Social Impacts and Community Facilities
 - Land Use, Zoning and Economic Considerations
 - Land Acquisition, Displacements and Relocation of Existing Uses
 - Historic, Archaeological, Cultural Resources
 - Visual and Aesthetic Qualities
 - Parklands and Recreation Areas
 - Air Quality and Energy
 - Noise and Vibration
 - Biological Resources
 - Hazardous Materials
 - Safety and Security
 - Utilities
 - Transit Operations
 - Traffic Conditions
 - Potential Effects
 - Historic Resources
 - Visual Aesthetic Resources
 - Recreational Facilities (Trails)
 - Wildlife (Prairie Dogs, Raptors)
 - Wetlands/Waters of the U.S.
 - Floodplains
 - Noise/Vibration
 - Air Quality

- Traffic Circulation
- What Can You Impact
 - Purpose and Need for the Project
 - Alternative Alignments and Station Locations
 - Evaluation Process/Criteria
 - Environmental Impacts
 - Mitigation Measures
 - Schedule
 - Public Involvement Process
 - Other issues/Concerns
- Project Schedule
 - Fall/Winter 2008
 - Purpose and Need
 - Data Collection
 - Field Investigations
 - Public Meeting No. 1
 - Spring 2009
 - Project Definition
 - Affected Environment
 - Public Meeting No. 2
 - Conceptual Engineering (10% design)
 - Summer/Fall 2009
 - Draft EE
 - Potential Effects
 - Proposed Mitigation
 - Public Meeting No. 3
 - Final Grade Separation Plans
 - Winter 2009
 - Final EE
 - Final Mitigation Measures
 - Basic Engineering Complete (30% design)
 - Board Approval
- How to Stay Connected
 - Web site
 - www.RTD-FasTracks.com
 - E-mail
 - SW@RTD-FasTracks.com
 - RTD-FasTracks Hotline
 - 303.299.2000 and follow the prompts

Public Participation and Input:

| Forty three members of the community signed in

Deleted: (does this count include all the various CDOT staff?)

What we heard...

Comments/Questions

Parking:

- Concerned about the end of the line parking at Lucent. Mineral parking is inadequate. How does Lucent compare to the Mineral facility?
 - Parking at Mineral is 1200, Lucent models show 1000 spaces is adequate
 - Also some of the Mineral station is being used by west side commuters and believe that the pressure will come off when the West Corridor is complete
- Another concern from someone who lives in the golf course neighborhood about the parking and then overflow parking goes into the neighborhoods. Do you have adequate land to expand parking?
 - Still in the part of the study to look at overflow parking and how to handle.
 - No, we do not have additional land, we'd have to go up. Nor do we have plans to lease nearby land.
- Where is the access to parking? How close to the end of Greenborough?
 - From Plaza. Will be east of Quickside Way. Still looking at traffic impacts, etc. and the best place to access the parking.
- Wonder if access to parking should be opposite of the water plant. Could bypass neighborhoods.
 - In the process of looking at the design; we will consider that idea. We also look at distance from Lucent.
- Do you have schematic of the parking structure?
 - Not planning structure, planning surface parking. Adding parking would require a structure
- Comment from SouthPark community. Suggest people living around Lucent to petition early to city for parking management program.
- Is there a possibility that extension won't go? Would RTD commit to adding parking at Mineral?
 - Not considering at this point.

Intermediate Station:

- Does it have parking?
 - That station has a plan for 440 stations. That would provide some relief.
- Comment from Wolhurst citizen. Concerned about people making U-Turns in their driveway to access other areas and the same could happen with intermediate station.
 - Are concerned about access to the intermediate station and still need to look at it. One would hope if access is resolved, the U-Turn problem could be resolved.

End-of-the-line:

- Do the models take into account how long this station will be there?
 - Yes, the models look at long-term ridership and use.

Schedule:

- When will this extension open? Is this corridor on the chopping block? Could it go out to 2034?
 - Current schedule is 2016
 - Number of options being considered and that is one
 - 2034 is an option
 - If we go to 2034, the \$180 million cost will go up.

Flyover:

- Would construction be more than one contract? Would you ever look at an underpass?
 - No, the cost for an underpass is most likely double. Costs are close to \$180 million for this project and will be one contract construction project.
- Would this project follow the CDOT flyover?



- We are just slightly behind and would be nice to build together.
- We are coordinating the planning and engineering of the two projects.

General:

- Is there any way to evaluate the people that we are not serving?
 - We are closely looking at the Mineral station and how Lucent impacts both
- Noticed concern about fare collection.
 - Are doing fare collection and beginning some sting operations to catch non-paying riders.

Written Comments:

- I don't believe that 1,000 parking spaces are sufficient at the Lucent Station. The end-of-line station makes for more passengers coming from the south as shown by their response to the Mineral Station and the subsequent parking problems. I am not able to get parking to go to work still as my job starts later in the day. I hope the Lucent station will take some of the pressure off of Mineral. – Resident
- Please change current bus route from Lucent to County Line to Mineral to Lucent to Plaza to Erickson to Mineral. Would help residents and reduce traffic. – Wolhurst Resident
- Please put up pay-to-park structure at Mineral for seniors who don't want to walk all the way across the current parking area. – WindCrest Resident
- I think this is a valuable addition to the Light Rail line! I think this will alleviate some of the parking issues at the Mineral Station, and provide a more convenient way for bicyclists to use light rail, myself included. Attempting to ride the light rail from Mineral Station during a weekday is usually futile at best, as there are no parking spots left after 6:30-7:00 am. I look forward to this expansion. – Resident unable to attend the meeting.
- We attended the Southwest public meeting #2 in Littleton last week and wanted you to know we appreciate the work you do. Public transportation/FasTracks is a fundamental necessity for the future health of the metro area. We support full build out and are willing to vote for an increase in taxes to pay for it. Thank you and please keep up the good work. – Highlands Ranch Resident

FasTracks Overview

- Director O'Boyle offered to answer any questions regarding the big picture of FasTracks
 - Asked how many want the SW corridor to be completed. Approximately 2/3 of audience raised hands
 - Gave overview of FasTracks budget issues
- What is RTD's commitment to use local firms?
 - High commitment to local labor but recognize this is big and will require a lot of support.

Materials

- Display Boards:
 - *Southwest Corridor Extension
 - *Project Background
 - *Draft Project Purpose
 - *Draft project Need
 - *Project Milestones
 - *Public Input Is Crucial
 - *Ways to Stay Involved
 - *What is an EE
 - *Steps in the EE process



*Contents of an EE

*Southwest Conceptual alignment and Station Locations

- SW Corridor Newsletter #2
- PowerPoint Presentation, Public Meeting #2 (March)

Outreach

- 50 newsletters distributed to RTD offices
- 20 newsletters distributed to WindCrest Senior Housing
- 20 newsletters distributed water treatment facility
- 150 newsletters distributed to Highlands Ranch Apartment Complex
- 35 newsletters delivered to Wolhurst Mobile Home Park
- 10 newsletters delivered to Wildlife Foundation
- 20 newsletters delivered to Highlands Ranch Golf Course
- 100 newsletters delivered to Lucent (3 buildings)
- 10 newsletters delivered to Harley Davidson
- 10 newsletters delivered to Sports Bikes
- 300 newsletters door-to-door to SouthPark Residents
- 75 newsletters door-to-door to Littleton Businesses
- 50 newsletters delivered to the City of Littleton
- 200 newsletters door-to-door to Creekside ownhomes
- Email newsletter and meeting notice to City of Littleton
- Email newsletter and meeting notice to CDOT representatives
- Introduction letter and newsletter mailed to all local elected officials, City of Littleton and Douglas County
- Announcement ran on City of Littleton web site
- Newsletter placed on City of Littleton web site
- Advertisement run in weekly paper:
 - Centennial Citizen- 11,660 circ
 - Englewood Herald- 1,565 circ
 - Highlands Ranch Herald- 28,320 circ
 - Littleton Independent- 3,970 circ
 - Lone Tree Voice- 5,085 circ
- Project website updated with meeting information and notices
- Pre-public meeting briefings were held with Wolhurst, Highlands Ranch Golf Club, Community Relations of the City of Littleton, Highlands Ranch Metro District and WindCrest.