

How will you determine how much parking is needed along the Southwest (SW) Corridor extension?

Parking for each station will be determined as part of the FasTracks SW 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 specific areas 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 by the SW Team for the FasTracks SW Corridor Environmental Evaluation is maintained by the Denver Regional Council of Governments (DRCOG) and plans for a future year of 2035. RTD & DRCOG cooperatively develop this model to capture multimodal trips, including bus, commuter rail, bicycle, pedestrian and light rail. It will assist the SW Team in finalizing station locations to ensure optimal ridership, as well as the maximum parking needs.

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

The FasTracks Program and the previous conceptual engineering study identified 1,000 total spaces for the SW corridor extension, not including parking that is being reviewed as part of the unfunded intermediate station at Erickson (which plans for 440). This total parking need was determined by the travel demand analysis based on the 2025 DRCOG model available in 2002 when the original 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.

The 2035 DRCOG model was made available to RTD in late 2007. The updated model will be used in the current Environmental Evaluation process to run a refined series of parking scenarios in the spring and summer of 2009. Final numbers are expected in Fall 2009.

What if parking need exceeds RTD's budget for the FasTracks SW corridor?

If the total parking need for the extension exceeds the 1,000 spaces accounted for in the RTD FasTracks budget, the SW Team will coordinate with our project partners and key stakeholders to identify alternative opportunities for parking expansion. Parking needs will be determined for opening day in 2015 and for 2035.

The Mineral lot is often full when I want to use it. Will the SW extension project alleviate the crowded parking at Mineral?

Several factors are expected to reduce parking congestion at Mineral, including the addition of the new station at Lucent, plans by Englewood to add approximately 450 spaces at Englewood Station, and the opening of the West corridor line in spring 2013.

Parking is proposed for a station near my neighborhood. I am concerned about 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. RTD's SW planning efforts 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 that are part of the light rail stations.

For More Information Regarding I-225

Online:
www.RTD-FasTracks.com
E-mail:
SW@RTD-FasTracks.com
Phone:
303-299-2000
(follow the prompts)

Contacts:

SW PI Liaison
Ed Romero
303-803-2941

RTD FasTracks Liaison
Tina Jaquez
303-299-6902