

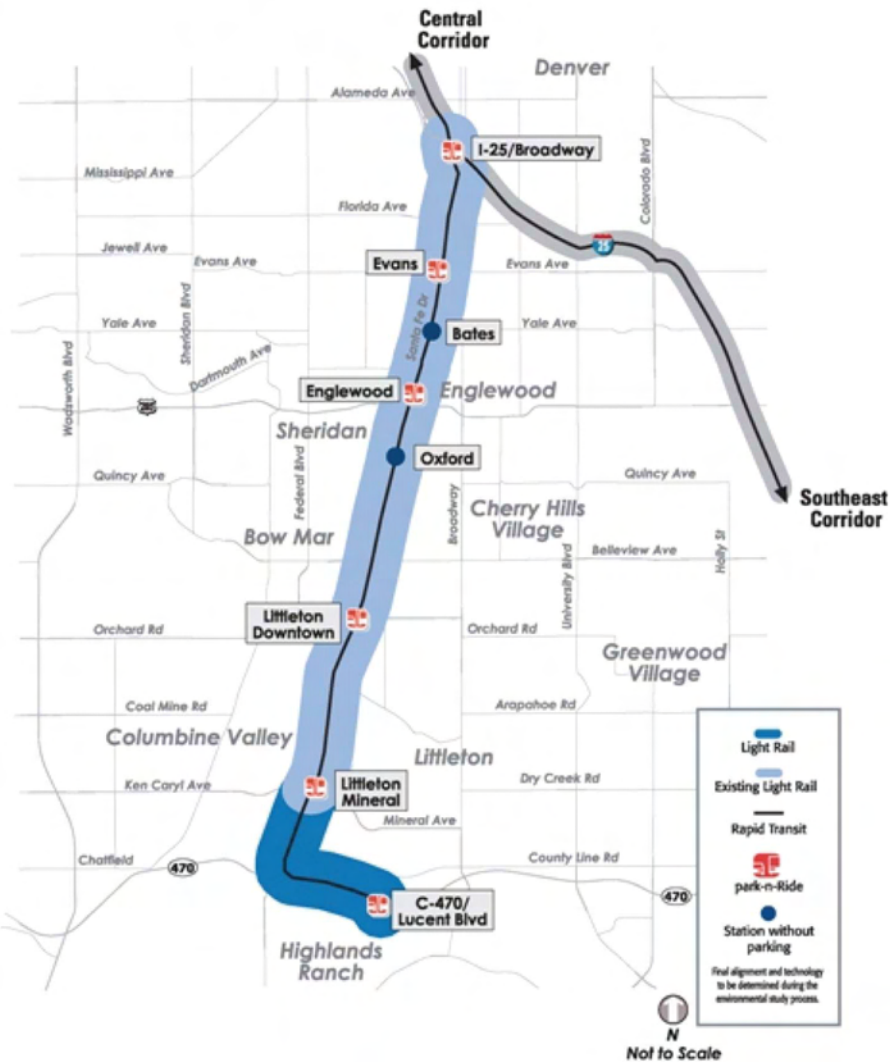
SouthwestCORRIDOR

Times

SPRING 2009

RTD FASTRACKS SOUTHWEST QUARTERLY NEWS LINK

Southwest Corridor



Southwest Corridor Planning Moving Ahead

The RTD FasTracks Southwest Corridor project team has made significant progress developing the Preferred Alternative since the last public meeting held on October 15, 2008. The project team has been working very closely with its project partners, the City of Littleton, Highlands Ranch Metro District, Highlands Ranch Master Association, the Colorado Department of Transportation (CDOT), Douglas and Arapahoe counties to further define the Preferred Alternative, including the location of the alignment and stations, as well as the layouts for the station areas. The project team has also met with numerous other stakeholders to discuss alternatives that avoid or minimize potential impacts.

A detailed overview of the recommended Preferred Alternative will be available for public review and comment at the project's next public meeting, scheduled for Thursday, March 19, 2009 at City of Littleton, City Hall. We encourage you to attend and provide your input and feedback.

You are Invited!

FasTracks Southwest Corridor Extension Public Meeting #2

Thursday, March 19, 2009
6 p.m. – 8 p.m.

City of Littleton
Community Room
2255 W. Berry Ave.
Littleton, CO 80165

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FOR MORE INFORMATION

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click on SW Corridor

E-mail: SW@RTD-FasTracks.com

Hotline: (303) 299-2000, follow the prompts

Mail: RTD-FasTracks, Attn: Tina Jaquez, 1560 Broadway, Suite 700, Denver, CO 80202

Contacts: Ed Romero, SW Corridor Public Involvement Specialist: (303) 803-2941

Tina Jaquez, SW Corridor FasTracks Liaison: (303) 299-6902

Update on Environmental Evaluation

The Environmental Evaluation process is conducted to identify potential impacts and recommend ways to minimize and mitigate those impacts. While the Preferred Alternative has been under development, the following topics have been studied by the Southwest Corridor Project Team:

- 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
- Natural Resources
- Hazardous Materials
- Safety and Security
- Utilities
- Transit Operations
- Traffic

The existing conditions in the vicinity of the proposed improvements have been identified and preliminary analyses are being conducted to ensure there are no fatal flaws to the preferred alignment and station locations. At the March meeting, you will have an opportunity to see the environmental conditions in relation to the proposed project.

More detailed results of this analysis will be available in the summer/fall of 2009. Again, input and questions from the different stakeholders, including the general public, is welcomed during this entire process.

Message From the Project Manager



We are continuing to make good progress on the Environmental Evaluation and Basic Engineering for the Southwest Corridor extension. As we have committed to you, we welcome your input and feedback into this planning process and hope you can join us at our next public meeting on March 19 from 6 to 8 p.m. at the City of Littleton where we will be discussing the preferred light rail alignment and station locations.

Since our last public meeting in October, we have been working with a variety of different stakeholders in the Southwest Corridor to further define the Preferred Alternative for the Southwest Corridor light rail extension. Not only do we work to establish the best route for the light rail extension, but we also look at how the prospective light rail stations fit into land use plans around them.

One such example is the communications between RTD and the Wolhurst and Wind Crest community leaders and coordination with the Colorado Department of Transportation regarding the proposed C-470 flyover ramp at Santa Fe near their communities. Throughout our interactions with these and all stakeholders we are focused on creating win-win solutions that enable RTD to effectively expand our popular light rail system.

As we continue to move forward with our process, you also most likely have become aware of the overall financial situation faced by FasTracks. During these tough economic times, no one is immune and

that includes RTD. We greatly appreciated those of you who were able to attend the metro-wide public meetings last fall to give your opinions as to how RTD and the cities can best fulfill the promises of FasTracks.

In January, RTD released the results of an annual public opinion survey in which 83 percent of metro-area residents said that approving FasTracks funding in 2004 was a good decision. The same survey date showed that Southwest Corridor residents agree with these sentiments.

The majority of respondents expressed a clear desire for FasTracks to be built within the original time frame, with 63 percent indicating that they would support a tax increase if necessary, to get it done by 2017. The findings will be part of the information available to the RTD Board of Directors and metro mayors as they work to determine a long-term, viable funding approach to FasTracks.

Most importantly for the Southwest Corridor, however, is that we remain on track to finish the Environmental Evaluation and Basic Engineering by Fall/Winter 2009. We encourage you to participate in the public process so that the outcome of these efforts is a success.

Thank you and I look forward to seeing you throughout the public process.

A handwritten signature in black ink that reads "Susan A. Wood".

Susan A. Wood, AICP
Project Manager,
Southwest Corridor Extension



Existing Southwest Corridor Light Rail Station at Littleton/Mineral

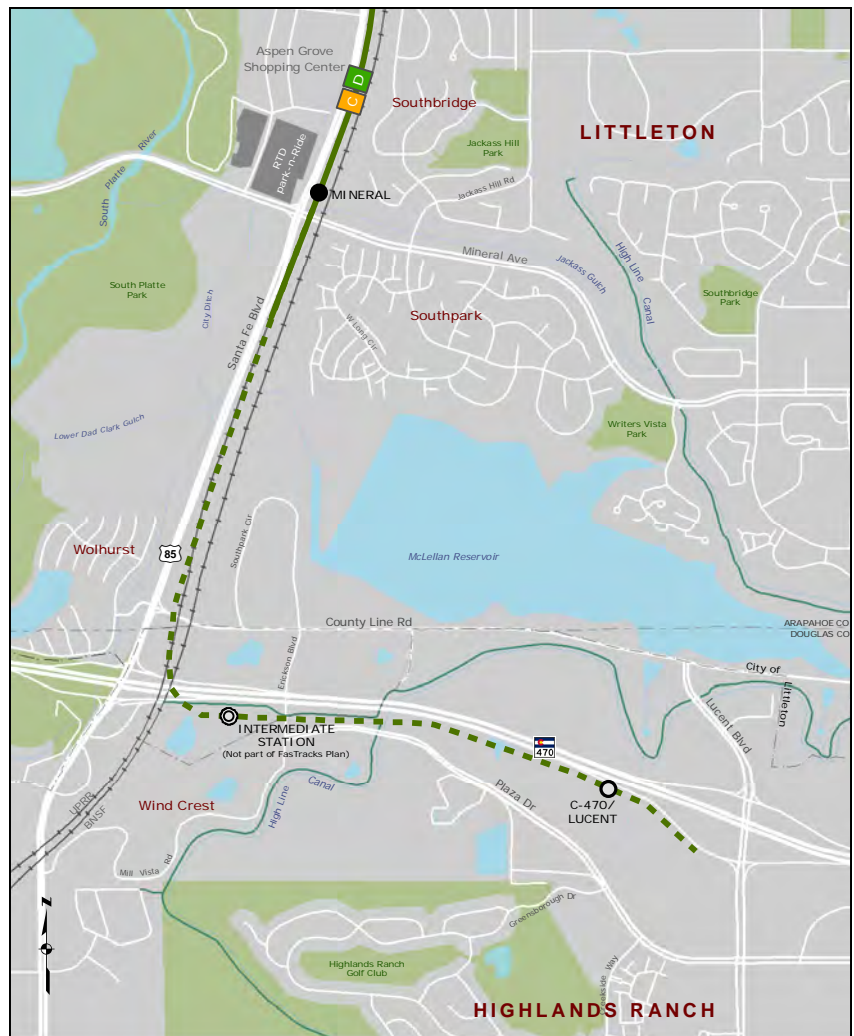
Proposed Light Rail Alignment



A recommended light rail alignment has been developed based on the project Purpose and Need statement that was developed in 2008 and reviewed by the public at the October meeting. This alignment incorporates work done during this and prior studies, as well as input from a variety of stakeholders throughout the corridor.

The Southwest Corridor Extension extends the Southwest Corridor light rail line from Mineral Station to Lucent Boulevard in Highlands Ranch. The light rail alignment prescribed by the Preferred Alternative maintains a double-tracked configuration along the 2.5-mile extension. The alignment continues along the west side of the UPRR and BNSF railroad lines south of Mineral Avenue until just north of County Line Road. Here, the alignment will be elevated on a structure that spans County Line Road, both railroad lines, C-470 and CDOT's proposed flyover ramp to C-470. The alignment returns to grade south of C-470 and continues east parallel to the highway in predominantly RTD and CDOT rights-of-way. The alignment terminates near Lucent Boulevard.

There is one minor stream crossing, three road crossings, and one railroad crossing along the extension, all of which are grade-separated. At County Line Road, C-470 and Erickson Boulevard, the alignment is elevated above the roadway. The alignment also crosses over both the BNSF and UPRR freight rail lines. Importantly, the alignment does not interfere with the High Line Canal path and will be configured to maintain the C-470 bike path.



Station Locations

During the March 19 public meeting, the project team will also provide an overview of the recommended station locations. Station locations have been verified through an interactive process with the project partners and the public. Key criteria used to confirm stations include ridership, parking availability (where applicable), and access for patrons connecting to the station via transit, automobile, pedestrian and bicycle modes.

The development of a station footprint requires close coordination with RTD to determine how a particular station fits operationally into the system-wide bus and light rail service plan. Consideration as to how a given station works within a series of stations, the spacing needed between those stations, the operations at each station, and how a particular station fits in with the local and regional bus connections are critical for providing a smooth transition between all modes of transportation.

The station location and footprint under evaluation includes:

- **C-470/Lucent Station.** The end-of-line station at Lucent Boulevard will be equipped with a park-n-Ride facility. A combination of surface and structured parking will accommodate up to 1,000 cars initially and will be accessed from Plaza Drive. Automobiles constitute the primary mode of access to Lucent Station, but the station design also facilitates pedestrian and bicycle access. Lucent Station will include kiss-n-Ride drop-off and bus transfer areas near the platform.
- **Intermediate Station.** An intermediate station that is not a part of the FasTracks plan is also being considered. This station would be located in the southeast quadrant of the Santa Fe and C-470 interchange and include a kiss-n-Ride loop, bus transfer area, and approximately 440 parking spaces.

Public Participation

Your participation is a key element of the decision-making process that is considered along with technical, environmental, and schedule feasibility and cost. The best time to give your input on the project is now, during the planning phase. As we move into design and construction, input becomes more focused and changes become more costly.

We recognize that it is not always easy to make public meetings, but your input is highly valued. You can also learn more about the project by going to www.RTD-FasTracks.com for the most recent updates and to provide feedback. Our staff is always available to speak on the phone and answer any questions you might have about this project.

The following schedule outlines the opportunities you will have to provide input during this all important planning phase of the project.

MILESTONES:

- Scoping/Defining Purpose and Need for the Project**
– October 2008
- Alternative Development/ Environmental Evaluation**
– Spring/Summer 2009
- Final Results**
– Fall/Winter 2009

The Southwest Corridor Project Team plans to implement a comprehensive public involvement program to ensure that you can provide input at the following project decision points or milestones.

You are invited!

FasTracks Southwest Corridor Extension Public Meeting #2

Thursday, March 19, 2009

6 p.m. – 8 p.m.

City of Littleton

Community Room

2255 W. Berry Ave. Littleton, CO 80165

Your input is extremely valuable in helping RTD to plan an extension of the existing Southwest Corridor light rail line. Please join us at the meeting to learn more about the planning phases of this project.

Web/Phone

For questions and/or to be notified of future public meetings, visit the project Web site at www.RTD-FasTracks.com and click on Southwest Corridor, or call (303) 299-2000 and follow the prompts.

Para información en español, visitar RTD-FasTracks.com y pulsar el enlace con el Corredor Suroeste o llamar al 303-299-2000.

Communication Assistance Available

The following communication assistance is available for RTD public meetings: language interpreters, sign-language interpreters, assisted listening devices, alternative formats such as large print or reasonable accommodations for special needs. Contact RTD at 303-514-4913 at least 72 hours prior to the meeting to discuss your special needs and request for accommodation.

