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## MEETING MINUTES

**August 31, 2006**

**Re:** Coffee with Dennis

Thursday, August 31, St. Anthony's Hospital, Auditorium B, 5:30 p.m.

**In Attendance:**

Dennis Cole, Kim Podobnik

Lee Covington, Gloria Overholt, David Overholt, R.E. Chips Portales, Kathy Sandoval, Paul Ditson

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**Minutes:**

**1. Introductions**

**2. Project overview**

- Does the line go to Red Rocks Ampitheatre? No, Jefferson County Administration Building is the end of line.
- Is there a pedestrian bridge by Indiana or Red Rocks Community College? Yes, we are currently planning a ped bridge at RRCC.
- Is there a part of the track that is currently functioning? There is a part that the trolley runs on.

**3. Fencing and Barriers**

- What fencing will be used in this line? There will be ballast walls to minimize noise and vibration. RTD uses chain link fencing on top of the ballast walls but we know that is not aesthetically pleasing so we are looking to see what other options there might be.
  - What is the wall design for the area through the park? We are in the process of updating the noise study to determine what the noise impacts will be. We will have more information about this at the public meetings in September. There will be a higher concrete section in the parks to minimize noise. Sound barriers work best when they are placed closest to where the sound originates. We are also looking at what kind of
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artistic liners there are that will add to the aesthetic appeal. We have also tried to reduce the height of walls by following the topography of the natural terrain in the park. There will be four ped bridges east of Sheridan so that pedestrians can cross the LRT tracks and portions of the Gulch. The City and County of Denver also has money set aside to enhance connectivity and overall movement through the park. It must be used to enhance the West Corridor project. We encourage you to work with them about how this money will be spent.

- Will the fence run all the way down the line? That is RTD's standard. We will try to use some natural terrain to avoid this but pedestrian safety is our primary concern.
- The last thing the neighborhoods want is for the train drivers to have to lay on the horn. Fences will help with that.

#### **4. Bridges**

- What style of bridges are you planning? That is still to be defined. One of the ways to keep the project on budget and schedule is through uniformity of design.

#### **5. Street Closures**

- All the street closures are within our neighborhoods. It is still our opinion that closed streets should still allow pedestrian crossing using Z gates. We want to keep from dividing neighborhoods into two parts. It doesn't make sense that closing streets will make things safer. It encourages people to cross the tracks at a controlled crossing.
- With the redevelopment of Colfax in Lakewood, you will hopefully see more people coming from the neighborhoods to the south to have dinner at restaurants on Colfax.
- Do we know how the circulator buses will run? Not yet, we will do some surveys before the line opens to determine where people are coming from and going to. We will likely do that again after development occurs.
- Do you know how many kids cross the tracks to get too and from school? We are planning on doing actual counts at the site to get a better idea.

#### **6. Transit Oriented Development**

- What is happening with transit oriented development? Denver is doing their planning now. They have special zoning that encourages development around transit. It's called TMU 30.
- Are you leaving the corner of Federal and Decatur free or will it be developed? We are working with Denver to develop the station in a way that maximizes TOD opportunities. Right now, the triangle on the corner is not being developed as part of the station.

## **7. Bike Paths**

- Do you have counts as to how many people use the bike path? One of our consultants, Ordonez and Volgelsang, did a recent D10 bike path update for the City of Lakewood. You can contact Lakewood for those numbers.
- What did that study conclude in terms of impact to the plan? The City of Lakewood has all our drawings and is familiar with our plans.
- The EIS had the bike path crossing the tracks a lot. We are working on not having it cross as often. We are considering the best way to incorporate crossings and how they work with bridges, and if they are attached or unattached.
- Does the City of Lakewood have to come up with the money to widen the path? We have to at least maintain what is there but we try to improve it where we impact it.
- The community would like to see the path cross the tracks a minimum number of times. We are happy to help you work with the City of Lakewood on this. We also don't have a problem sharing the road. We want to make sure we take advantage of opportunities to make improvements when we have them.
- Will the path move from where it is now? We are still working with Lakewood to determine that.

## **8. Parking**

- How will people access the parking garage at Sheridan? There will be a 750 car structure with a right in/right out lane from Sheridan. There will be another access from Ames. We will have to relocate Ames but are still working with Lakewood and Denver on TOD. RTD is also looking at a private/public enterprise zone to develop the parking structure.
- We want to reduce the traffic impact from the parking structure on Ames. We will have to improve the intersection so as not to impact the level of service at the intersection. We will try to improve it but we can't make it worse.

## **9. General**

- Where and when will you start breaking ground? We will start construction in mid 2007 with relocation of utilities. Major civil construction will start in late 2008/early 2009. We are likely to start with bridge structures. The CMGC will have a Conduct of Construction plan in late 2007.
- Are you expecting to use the TRES model for keeping the public informed? Yes.

## **Action Item**

- Counts of children crossing from Eiber school.
- E-mail Bill Sirois's phone number to Chips Portales - done