



CORRIDOR-WIDE MEETING SUMMARY

Date/Time: July 24, 2008/5:00 P.M.

Location: Bruce Randolph Middle School

Attendees:

Lavonne Griffie	Rosie Tozier	Donna Zoerb	Luella Torrez
Clara Griffie	Fernando Torrez	Tom Wambott	Sue Wambott
Diane Cunningham	Florence Starks	Margot Hackstaff	Peter Barnes
Wayne Forman	Ben Gordon	Jane Hartgrove	James Ellis
Sue Glassmacher	Juan Manuel Animas	Nelda Zamora	Neil Boucher
Rosemarie Gonzales	Robert Quintana	Evika Walker	Mario Accardi
A.J. Kiel	Joe Schab	Wayne Nelson	Lyman Ho
Steve Pole	Bill Levis	Robert Edmond	Bahman Shafa
Salina Anthony	Stephen Harris	Matt Aguirre	Shirley Valentine
Samuel Herrera	Steve Fletcher	Howard Amstotz	Arriteta Sal
Raymond Frederick Muse	Jay Mankamyer	William Mayer	Alice Marie Orth
Brandon Neil	Patrick Curving	Teresa Martinez	Ray Martinez
Teresa St. Peter	Jeff Collins	Bruce Kelley	Kim Proia
Tom Anthony	John M. Zapien	Robert Fletcher	Karen Brown Gerdine
Jose Esquibel	Andy Funk	Mike Bohn	Mary Martin
Sara Wade	Mark Burns	Sandra Dowling	Bob Gregory
Sotero Burciaga	Bonnie Stackhouse	Louis Angerer	Charlotte Brantley
Bryon Weiss	Rachel Liebman	Nat Martinez	Elaine Martinez
Keith Dameron	Eleanor Dewey	Ari Stutz	Mark Cytrynbaum
Russell Gruber	Dennis Lovato	Wilber Stackhouse	Kyle Zeppelin
Rocio Perez	Shawnda Maher	Hugh Brown	Emily Kiel
Ed Salazar	Rick McNeal	Constance Carter	Justin Mclead
Tom Leonard	Lisa Grimsley	Sal Rivera	Keith Pryor
Gina Fontaine	Brian Fontaine	Bill Kincaid	Joon Lee
Samuel Martinez	Larry Martinez	Anthony Thomas	Pete Mirelez
Norman Lane	John Gustafson	Luisa Zamora	Rayford Pouncy
Lynne Brown	Nefertiti Kiel	Harry McFarland	Elia Fisher
David Minschaol	Kurt Cole	Jorge Gomez	Imogene Tassian
Betty Graham	Arlene Welsch	John Ross	Marcy Kerchal
Maxine Ichikawa	Ted Krull	Haru Yamamoto	Bob Isett
Joan Isett	Ron Cuvey	Leah Ware	Trudy Underwood
Frank Underwood	Rex Canady	Jan McCusker	Vergenea Merelez
Stefan Kupper	Cheyrl Mills	Mike Mills	Kimberly Hirst
Mickey Zeppelin	B.J. Mirelez	Charles Nelson	Iris Streno
Georgia Clark	Dave Fischer	Todd Stanley	Scott Oson
Mark Leese	Frank Woertman	Jim Oleary	Brian Bashan
Rick Miller	John Hayden	John Rowe	Betty Wonder
Juanita Mirelez	Kyle Keahey	Bruce Bennion	Rebecca Bell
Curt Lerossignol	Lexi Lerossignol	Lee Coleman	Win King

Karle Seydel	Bernard Hurley	Councilwoman Carla Madison	Councilwoman Judy Montero
Elle Thomas	Nelson Bock	Maechele Longbatte	Chris Martinez

I. INTRODUCTION

The RTD East Corridor environmental impact statement (EIS) project team conducted corridor-wide meetings on July 23rd and 24th as part of the on-going community outreach process. These notes reflect the meeting held on July 23rd. The primary purpose of the July corridor-wide meetings was to disseminate, discuss, and answer questions regarding the status update on the East Corridor since the last set of corridor-wide meetings back in July 2007. A PowerPoint presentation was conducted followed by a question and answer period. Comment sheets were also provided for the attendees in an effort to solicit additional comments on the project. The meeting included an open house and presentation. Topics are listed in the following sections.

1. Project Schedule

The EIS schedule in conjunction with the public-private partnership (PPP) schedule was presented. The Draft EIS (DEIS) is anticipated to be released to the public in early 2009 with a 45-day public comment period. The Final EIS (FEIS) is anticipated to be released the summer of 2009. Construction is projected to begin in 2011 and opening day in 2015.

2. Project Update

Since the last corridor-wide meetings held in July 2007, the Union Pacific (UP) has presented the Regional Transportation District (RTD) with a package of properties, including portions of the East Corridor alignment, that was more than the established budget. There was also substantial risk this cost would continue to escalate and that the schedule to relocate the freight yards to Fort Lupton would not be met. UPRR and RTD have been in negotiations and anticipate a signed agreement by the end of 2008 for limited pieces of UPRR right of way. Due to these issues, the project team has been evaluating refinements to the Preferred Alternative since February.

It was explained that several strategies were used to minimize property impacts in refining the Preferred Alternative. These strategies include negotiating individual segments of UPRR right of way, sharing right of way with the City and County of Denver and Aurora, building a barrier wall between freight and commuter rail where appropriate, and minimizing the width of the East Corridor through engineering design.

The five areas with the most change were identified, these areas include Denver Union Station (DUS) to the 40th/40th station, the 40th/40th station to the Colorado station, the Colorado station to Kearney Street, the Peoria station area, and the Denver International Airport (DIA) station area are not a result of the preferred alternative refinement or negotiations with the UPRR.

Area 1: DUS to 40th/40th

In this action, the East Corridor alignment has been shifted south and east of UPRR right of way. This alignment would have potential impacts to the Rockies Stadium parking as well as properties north of 35th Street.

The 40th/40th station site options were presented, which are 33rd Street or 38th Street. This discussion included a summary of the 40th/40th neighborhood meeting held on June 12, 2008. The project team received strong support for the 38th Street option at the neighborhood meeting. Each of the station options were evaluated using the project team's standard station site criteria.

The pros and cons of the 38th Street option were presented. The 38th Street option has better connectivity between bus, commuter rail, and streetcar; and it meets the original intent of the Central Corridor Extension direct connection to the East Corridor along Downing Street. However, there are potential drainage issues associated with this station option, and it would have minor traffic impacts to nearby intersections.

Pros and cons of the 33rd Street option were also reviewed. This option could have potential leased parking from Coors Field, which may decrease right-of-way costs; has more convenient access to the Platte River Greenway; and has better pedestrian access. Conversely, this option would have moderate station impacts to Coors Field parking; has only one access point off Blake Street; the nearest east-west vehicular connection across the UPRR is at 38th Street (over ½ a mile north); and requires a modified Central Corridor Extension connection along 33rd Street.

Area 2: 40th/40th to Colorado

The refinements to the alignment between 40th/40th and Colorado were presented. In order to minimize the amount of private property acquired, a combination of UPRR and City of Denver public right of way along 40th Avenue will be used. There will be a single at-grade crossing of a realigned York Street and Josephine Street intersection with 40th Avenue.

The other alignments considered included a North alignment option and a Market Lead alignment option. The North alignment option was eliminated due to it requiring two new bridges to take the alignment over UPRR tracks and the reconstruction of the existing Colorado Boulevard bridge. The extra cost incurred by these bridges would make this option more expensive than the preferred alternative refinement. The Market Lead alignment option was eliminated because it would require a bridge over 40th Avenue, increased travel time, and would place trains closer to Bruce Randolph Middle School. The private property impacts were also substantially more than originally anticipated.

Area 3: Colorado to Kearney

In this section, a combination of UPRR and Smith Road right of way will be used. The impacts generally stay within the existing Smith Road right of way except around intersections and at the station. Because the existing Smith Road can not be maintained with both the freight and commuter rail under Colorado Boulevard, a relocation of Smith Road is being proposed from 40th Avenue and Colorado Boulevard to the intersection of Dahlia Street and Smith Road along the edge of the Park Hill Golf Course.

Area 4: Peoria Station Area

A summary of the Peoria Station neighborhood meeting that was held on February 27, 2008 was provided. There is strong public support for the Peoria West station option. The project team recommends the Peoria West station option. This option provides for a direct transfer with the I-225 light rail corridor and a relocated Smith Road.

Area 5: DIA Area

The preferred alignment refinement for the DIA area was presented. The project team is working with the Federal Aviation Administration and DIA to minimize impacts to the runway protection zone. There are two options still being evaluated in this area.

Parking Refinements

The refined parking recommendations were presented. These recommendations increased the total amount of parking spaces for 2030, but kept the opening day parking totals the same.

Ridership and Travel Time

The project team presented the 2030 daily station activity for the preferred alignment refinement versus the preferred alternative from July 2007. The ridership totals decreased to 36,800 total daily boardings and the travel time increased to 31.5 minutes.

3. Next Steps

The tentative schedule includes a DEIS by February 2009 with public hearings after the release; the FEIS by July 2009 with public hearings after the release, and a Record of Decision in October 2009.

II. SUMMARY OF COMMENT SHEETS

The following section details the comments received to date from the comment sheets distributed at the meeting. These comments are recorded verbatim.

1. What comments do you have regarding the refinements to the East Corridor Preferred Alternative?

- Need more information.
- The station at 40th/40th should be at 38th street. All information points to this conclusion.
- 33rd Station preferred to because more parking and more conducive with the development.
- If they build a new light rail station in my neighborhood, I agree.
- The 38th Station would be a better alternative to the 40th/40th decision. What would be done to encourage turnover in the parking lots? It would be a disadvantage to commuters looking for a daily park and ride if the parking was taken by patrons using the lot for inexpensive (free) long term DIA parking. While I am highly supportive of this plan, I am concerned about increased noise from the additional trains through the Elyria/Swansea neighborhood? Would the UP trains use the same gates as they cross Steele Street? If so, would the gates allow for reduction in the use of air horns – especially at night?

- No 33rd Station! Find another way to serve that. Move maintenance facility to a different area. Appreciate these meetings – clarifies the intricacies of the development
- We would advise 33rd Street as road could be real good from Arkins to 33rd and a Metro District is being proposed to help fund improvements.
- Please include biking/pedestrian access in conjunction with light rail. Asphalt/biking (parking).
- I prefer the 38th Street alignment; glad to see the new preferred alternative includes the parking on Colorado Boulevard.
- 38th Avenue Station much preferred over 33rd! Please consider pedestrian needs from Swansea/Elyria to Cole neighborhood when planning the necessary UP/RTD barrier. Provides breaks at regular intervals.
- So far the ideas look feasible.
- Excellent job of avoiding Union Pacific Property (as much as possible). I like the new location for the commuter rail maintenance facility. Looks like a good fit by the district shops of RTD! Improving the 40th Avenue/York/Josephine connection would be outstanding!
- Interesting issues. Hope solution comes soon.
- I feel that the East Corridor project team is doing a great job.
- Prefer the 38th Avenue Station and the 48th and Brighton North Metro station.
- Smith Road refinement makes sense. Concerns about impact with parking.
- 33rd Street Station should already be off the table based on the pros and cons you have presented.
- Mickey Zeppelin prefers 33rd only because it is closer to all the property he owns around it – he is only concerned about touting a public project for his own gain when it comes to selling his property. Money not people in my opinion.
- I hope that ultimately all at grade crossings can be eliminated. In downtown Denver, it may not be physically possible, but in the outer areas, total grade separation makes sense.
- Topics discussed were mostly about the Five Points area, east of 33rd Avenue, Curtis Park, Cole School and the 38th Avenue area. This is not my neighborhood, so I cannot justify commenting about areas not in my area!
- 38th and Blake station serves more neighborhoods. Perhaps the developers should pay for a stop at 33rd and Blake in addition to 38th. The neighborhoods that stand to be served and thus reinvigorated should not be sacrificed to the potential gain for developers.

2. What comments do you have regarding the two station location options for the 40th/40th station?

- 38th is much better; has parking, easily accessible and bigger areas. Connection to 30th and Downing is better. No need for neighborhood street changes since Downing is in major street.
- 38th Street option is easy for the preferred alternatives. It serves more neighborhoods, fits with the existing proposed extension of Downing, more cost effective, less impact on existing neighborhood (county park) on 33rd. 38th needs to be the location. Please eliminate 33rd Street option.

- 38th Street is better.
- Prefer 38th/40th station.
- Much prefer the 38th Street option. It follows blueprint Denver and is better for the neighborhoods to the north.
- Prefer the 38th Street station.
- 38th Avenue Station much preferred over 33rd! No parking spots are needed at 40th/40th location if the area around stations is changed to resident parking only. Who is going to drive to 38th/York to get to the airport? If the station is meant for locals, there won't be need for 200 parking spaces. There will be a cultural shift in driving – don't lock us into 20th Century thinking when we are living in a 21st Century reality. It's wasteful and counter productive. Just be sure the bus/rail connectivity is given primary importance.
- The people seem to like the 38th Street station, judging by this meeting, though the 33rd Street station would be closer to my home. I would like the architecture near 33rd presented.
- 38th Street is a much better location. Closer to the National Western Complex. Better service to the community and citizens. Extension now on Downing has been planned for years. I believe it is more economic to build. Better transit connections.
- 38th works the best for more transit users in more neighborhoods.
- I prefer the 33rd Street option.
- 38th Street station better. It's on the Elyria Neighborhood Plan because it best serves the residents of Globeville, Elyria and Swansea.
- Ditto as above they serve the existing residents better who voted for the tax increase. 10,000 people north of I-70 for instance. The 80216. It's on the Elyria 2020 Plan. Lacking one officially, let's use that.
- Not presented clearly.
- I am in favor of the 38th Street location. Putting a station at 33rd will impact residential areas especially Curtis Park. The rail would have to cut through the park. There seems to be quite a bit more potential for commercial development at 38th Street. Downing Street is already a busy street and would not be as impacted by a streetcar line.
- 38th Street is a better location than 33rd Street.
- I'd prefer the 38th street location – not just because it's closer to my house, but it seems that if 33rd/Blake was chosen, you'd have a longer stretch between 33rd/Blake to Colorado Boulevard station. People between that 33rd/Blake and Colorado Boulevard station would have a longer distance from homes to nearest station. Seems like 33rd/Blake location is too close to 30th/Downing stop.
- It seems the only priority you seek is for DIA and I personally think you have already got good transportation there with all the highways to there, shuttle buses, taxis, buses, etc. These people doing this all have employment driving to DIA. Why do you want to spend millions of dollars to change all this? They could have let the airport be at Stapleton, which was adequate. But every politician wanted change. What change will be thought up to spend money after 2015?
- I only see negatives on 33rd and Blake; going down 33rd with the "trolley", the split parking lot at the station, the special interests being served and the inconvenience to old neighborhoods around 38th & Blake.

- New changes look good; now make a decision for 38th and Blake.

3. Any other comments or questions?

- Maybe there should be more transfer stations. Four doesn't really seem like enough when other corridors have many more frequent stops.
- Please make cuts so that Swansea/Elyria residents can cross to go to school at Bruce Randolph. Please time construction across York/Josephine with I-70 reconstruction to minimize congestion.
- Demand that maintenance facility be within five or ten minutes of Union Station is ridiculous in Denver. Denver has ozone problems because of its location in a geological "bowl". The Maintenance Facility should be located outside the Denver Bowl. At very least it should be well above Platte River level so that cross winds will move bus/diesel exhaust away. Platte River should be lined by park lands not tracks and highways 19th Century railroads needed the river way for emergency waters bar should now be moved out of the river corridor? Same goes for RTD.
- I am new to the area and cannot comment on the refinements – however I am very excited about light rail and very much want the station to be at Stapleton Central Park.
- Thank you for your hard work. This isn't easy to manage and your diligence is appreciated. Please be sure to include neighborhood associations in meeting/comment notification. The Cole Neighborhood Association was left out of the loop in the '07 meetings.
- What stage does pedestrian and bicycle safety (increased flow of traffic for the future?) (waking bridges?) come into effect? Parking planning looks excellent, lets keep bikers and pedestrians safe. Comment: public out on long accessible areas will preempt taggers possibly saving money down the road. Taggers hit up public art installations less than blank walls.
- Is it "possible" that your public/private partnership could actually speed up the project building schedule? EG: T-REX was supposed to take seven to eight years to build but the contractor states (right away) that they would do it in five years. They did it too! Just an observation: The old market lead track, running south and west from the Colorado Boulevard station, would make an excellent starting point for a streetcar that could (eventually) connect with City Park, the zoo, and the Museum of Natural History. Do your current ridership projections take into account the impact of \$4.00 per gallon gas and recent increases that RTD has seen in recent weeks? Seems like the numbers need revised up! Are you still considering the use of bi-level rail cars in the East Corridor? Failure to do so would appear to be shortsighted. Some advantages would include:
 - Nearly double the passenger capacity per car
 - Fewer cars needed on opening day. (save money)
 - Shorter station platforms (save money)
 - Reduced annual maintenance costs to each car (save money)
 - Union Station capacity is limited

At least do an RFP to see if any maintenance can/will build a bi-level EMU that is FRA compatible!

- I am very interested in what repairs or expansion is planned for I-70 and 46th Avenue from Brighton Boulevard to Colorado Boulevard. I-70 is very dangerous and I

believe that Brighton Boulevard to Colorado Boulevard could collapse causing much damage soon. I understand there is no money for any proposals at this time. Does it take a disaster to get funds? I would really appreciate information on when and how plans are coming to resolve this problem.

- Two level cars seem worthy of consideration.
 - I feel that tonight's presentation was the best ever! I like the speakers very well.
- Question: It seems that the railroad companies and the cities are the main interference with the build out of the FasTracks project. What can we citizen advocates do to pressure the city and railroad companies to relinquish their properties for the development of public transportation? Thanks.
- All this heavy industrial to support this 120 year old technology is going to be hard to pay for and hard to live with. For instance all the diesel buses and trains and maintenance facilities. It's like using a typewriter to get onto e-mail. We need a paradigm shift.
 - It concerns me that children of an illegal alien may suffer hardships because they are not eligible for any relocation benefits.
 - Regardless of weather you do 33rd or 38th Downing Street Extension must happen.
 - This is an environmental impact statement meeting. I'm an architect and am very concerned about LEED (leadership in environmental and energy design founded by US Green Building Council) and whether or not LEED protocols are a factor in any of the design. (Some projects are registered LEED, others just follow the LEED protocol in order to end up with a more green product.). LEED addresses many "green considerations especially for this project would apply the "site" selection portion. It addresses a lot of issues. I would hope would be incorporated in this project – not just gettin'er done mentality. Let's get it done, but think about the green aspect of the project and utilize green practices. Noise levels, light pollution, serving large number of riders, brownfield development versus Greenfield. Etc. etc.etc.
 - Other than Union Station and DIA, it does not appear there is a link to any major venue that attracts a lot of people. It seems that the overall system would be more attractive and flexible if either all light rail or all commuter rail were used to avoid changing trains. It would also allow a continuous loop with downtown. It would be easier to build that into the system now than later. What would it take to use light rail to DIA? What is the top speed of light rail versus the projected speed on the East Corridor? What is the cost difference in rail stock? Also, the trains would not be interchangeable.
 - You need to put people on the East Corridor planning committee that have lived in each neighborhood currently being considered that have lived in the neighborhood know it, and what has happened in their neighborhood for many years. A bunch of college educated people who are imports from other states, who rely on what their computers show and not what common sense tells them, and do not pay attention to the will of each neighborhood, is not my idea of getting input from the majority of the people who live in each place being considered for fast rail. Put a group of people from each neighborhood being considered, at the time, on the planning committee to work with some of the committee planning members, who know how to bend a little and not just go by the book and bureaucracy. I know I am wasting my time telling you this, but a lot of neighbor people feel as I do. I think your planning meetings are a complete waste of our time.

- I think the double-decker cars should be investigated seriously once again in light of the changes at Union Station. I think RTD is underestimating ridership demand.

III. SUMMARY OF COMMENT CARDS

The following section provides a summary of the comments received from the public during the course of the meeting. Public comments were recorded by project team members, then posted on a comment card board for the public to review and add on to.

- 38th Street station preferred.
- Will this corridor be contracted out or run by RTD?
- Relocating Smith Road around park-n-Ride should help traffic.
- What would prevent you from moving the Peoria station somewhere else?
- How far over budget is the project?
- Who will pay for the DIA station?
- Don't believe stations serve the community between 38th station and Colorado station – can't get on at York. Opposed to Martin Luther King Boulevard route.
- How soon will everything (station locations) be set in stone?
- Opening day ridership numbers are not high enough. Other corridors always have low numbers on opening day.
- We do not need a facility along Platte River.
- Parking at 30th should be minimal! If meant for residents, parking is not needed if it's for suburbanites, why are we funding it?
- Rocky Mountain news quoted more money to ride and pay for parking at park-n-Rides?
- Look at the suburbs to share the burden not just the benefit.
- Don't want maintenance facility in Central Platte Valley area or nearby! No diesel rail either.
- Prefer 38th station.
- Prefer 38th station not 33rd.
- Prefer the 38th station option.
- Flyers for the 40th/40th neighborhood meeting strewn about neighborhood.
- In favor of project looking for bike connection from Smith Road to Northfield Stapleton Development.
- Need to consider feeder system to the 40th/40th station.
- How will you impact properties along 42nd?
- Concerned about capacity of commuter rail to accommodate I-225 light rail four cars to four cars versus stand up and sit down capacity numbers.
- 38th Street station encompass more neighbor loads and is the preferred location.
- Prefer 38th Street station – it provides a more “intermediate” stop between Five Points/Curtis Park and 40th/Colorado station. 33rd/Blake seems too close to 30th/Downing station.
- River North Street Master Plan should include high density residential.
- More money to ride? Money to park at park-n-Ride Rocky Mountain news.
- 38th better than 33rd but 40th still better than both. Get up to move!
- 14,200 to DIA is too low, look at previous corridor numbers.
- Glad to see station near Quebec is still included.

- Graphics from Station meeting couldn't find online 33rd/38th.
- Why is the commuter rail maintenance facility going into such valuable river front?

IV. SUMMARY OF QUESTIONS AND ANSWERS

Following the PowerPoint presentation, the meeting was opened up to a question/answer period. Below is a summary of the public's questions/concerns followed by the responses provided by members of the project team.

1. Does the government not have eminent domain over railroad property? Why are they not able to force Union Pacific railroad (UPRR) to move?
Answer: The government must comply with the terms set when the property rights were given to the UPRR.
2. Has the barrier wall solution placated UPRR or would there be other reasons UPRR may decide to relocate?
Answer: To the best of our knowledge, UPRR does not have any intention of relocating in the near future.
3. Smith Road between Quebec Street and Havana Street is currently closed. Are there plans to reopen that portion of roadway?
Answer: (This question was referred to Steve Gordon with the City and County of Denver). As part of the Stapleton Plan, the City and County of Denver does have plans to open that portion of roadway; however, the timing of the project is unknown.
4. If the station at 33rd and Blake is selected will there be roadway improvements to 33rd including Americans with Disabilities Act (ADA) improvements such as curb cuts?
Answer: Roadway improvements will be designed after the station location is selected.
5. Has the City and County of Denver been involved in the process of selecting between the 33rd and 38th Street stations?
Answer: The City and County of Denver has been very involved in the station selection process.
6. Has the number of station parking spaces taken into account the increased interest in alternative transportation? It is possible the number of needed parking spaces will decrease as people turn to alternative methods of transportation.
Answer: The analysis used to project the necessary number of station parking spaces uses the Denver Regional Council of Governments (DRCOG) model, which is the required model for all analysis. Once transportation trends change for a sustained period of time, the analysis parameters could be adjusted accordingly in future models.
7. The Downing Street extension to 38th Street makes more sense, especially since 33rd Street is a residential street and not a wide street. If 33rd Street was selected, would the road need to be widened to accommodate the Downing Street extension?
Answer: The Downing Street extension plans to use a single light rail vehicle running in traffic. The roadway would not be widened along 33rd Street.

8. Will there be traffic studies to evaluate the type of traffic moving near the Park Hill Golf Course area? There seems to be a significant amount of industrial traffic moving along a roadway with sharp turns.

Answer: The traffic analysis is in process and we are using the DRCOG model to predict future traffic. The model does look at the type of traffic, but not specifically what trucks might be carrying. The City and County of Denver is also concerned about the type of traffic in this area and we are working with them to resolve the issue.

9. Is there the possibility of a Stapleton station?

Answer: There is a station proposed at Central Park Boulevard and this has not changed based on the alternative refinements.

10. Will the Peoria Street station be near the county jail? Have you taken into consideration the aesthetics of having the train run past a jail?

Answer: The current alternative does go past the county jail. However, there is discussion about moving the county jail, so it may not be a concern by opening day in 2015.

11. Will there be a parking structure or surface parking at the selected 40th/40th station?

Answer: The 40th/40th station will have surface parking; however, there will be a parking structure at the Colorado station.

12. You mentioned eventually expanding parking structures for several of the station locations. Has accessibility to the existing parking during the expansion been taken into consideration?

Answer: The intent is to keep access to existing parking open at all times during expansion construction.

13. A station at 33rd Street would destroy the historic Curtis neighborhood. We have a petition with approximately 300 signatures in favor of the station at 38th Street.

14. Where do you propose to put the maintenance facility now that the trailer-on-flat-car facility is no longer an option?

Answer: The proposed commuter rail maintenance facility site is west of the Platte River at 31st Street near RTD's District Shops and Platte bus maintenance facility.

15. I am opposed to having the maintenance facility near the Central Platte neighborhood. I am concerned about health issues and that the facility will interfere with development in the neighborhood.

16. Ridership has increased, therefore should projections be re-evaluated to include consideration of using bi-level cars?

Answer: We are not considering bi-level cars because there are no compatible bi-level electrical multiple unit FRA-compliant cars.

17. Will budget problems extend the proposed dates?
Answer: RTD is experiencing funding challenges and the RTD board is evaluating several possible solutions. Options include extending the dates on projects, reducing the scope of the program, or finding alternative funding sources.
18. With plans for development near the proposed 33rd Street station, could a 33rd Street station result in the possible realignment of 33rd Street? And could financial assistance be provided by developers working in the 33rd Street area?
19. Are there plans for a noise wall on the north side of the UPRR line?
Answer: Current and future noise conditions are under evaluation and noise mitigation will be taken into consideration once we have the results of the analysis.
20. It is already hazardous for pedestrians to get across 36th Street. Will there be pedestrian crossings for the 38th Street station?
Answer: There is a proposed pedestrian crossing for the 38th Street station and pedestrian safety will be taken into consideration.
21. Have you considered the possibility of using the 500-car parking area near 33rd Street that is virtually unused by the stadium authority?
22. There is currently no way to get through the Elyria and Globeville neighborhoods. The 38th Street station would provide better access to those neighborhoods.
23. Is there the possibility of a second station if developers pay for it? Higher income people are moving into the 33rd Street area, but they will not be riding for service jobs out at DIA.
24. There is no reason to have two lines. Why not eliminate the UPRR line and then extend from there out to DIA?
Answer: Two tracks are needed for trains moving in each direction.
25. What is RTD going to do about the financing? Are they going to prioritize projects? As costs increase we should be trying to cooperate with one another.
Answer: The RTD board is discussing how to address the funding issues. Several options have been proposed; however, there are no definite answers right now.
26. RTD needs to make a decision and then give the public details. The 33rd Street versus 38th Street station decision should have been decided at the last neighborhood meeting. The option should not be on the table again. The neighborhood meeting attendees made it very clear which option they want.
Answer: The smaller (neighborhood) meetings are always followed up with a larger (corridor-wide) meeting. Even if we receive strong community sentiment for a particular alternative at a neighborhood meeting, we still need to go through the process of presenting it at a corridor-wide meeting to solicit input. We listen to all the opinions, but a thorough evaluation and disclosure must still be done.

27. At what stage will pedestrian considerations be evaluated? Are walking bridges possible? I want pedestrian access to stations kept in mind, especially pedestrian safety.
Answer: Regardless of whether the 33rd Street station or the 38th Street station is selected, there will be a pedestrian crossing with the UPRR. Pedestrian safety is a consideration and station access is being evaluated.
28. Public art on the barrier wall and in the stations could help decrease and deter tagging and vandalism.
Answer: The suggestion of public art is noted; however, we are not yet to that level of planning.
29. Special interest should not jeopardize the project and the transportation of working people. Due to the development on 33rd Street could a shuttle to the 38th Street station be considered?
30. Could the disadvantaged business enterprise (DBE) goals for the design-build portion of the project be separated between the consulting and the construction portions of the project? That way the construction portion of the project also has DBE requirements.
31. As the Downing Street extension moves down Downing Street, it shifts onto 36th Street and then back over to Downing Street. Why doesn't it travel straight down Downing Street?
Answer: The turn onto 36th Street is needed in order for the platform approach to work.
32. Has the useful life of this system been evaluated, since the project will not be done until 2030?
Answer: The evaluation process looks way out to make sure the system is still useful well past 2030.
33. Five Points residents feel there is no good system in place to connect the different neighborhoods in Five-points.
Answer: Our evaluation will include looking at adjusting bus connections to serve stations in the Five Points area.
34. How are decisions weighted? For example, is more consideration given to public comment?
Answer: Decisions are not weighted; all aspects of the evaluation process are considered because all points of view are important.
35. Will taxes be raised to pay for construction of the line?
Answer: There will be funding challenges; however, the RTD board is evaluating several possibilities including extending the end date, reducing the scope of the program, or looking at other funding sources.
36. Could the Public Private Partnership (Penta-P) process speed up the construction of the project?

Answer: Yes, the Penta-P process will speed up the schedule. However, this has already been built into the schedule, so the 2015 opening day is accurate. The Penta-P process cannot begin until the record of decision is complete.