



## Task 8 Technical Memorandum

### Station Site Identification

Draft

December 2008





## Table of Contents

Section	Page
Introduction.....	3
1.0 Initial List of Potential Transit Station Locations.....	4
2.0 Application of Screening Process .....	6
2.1 Web-Based Location Screening and Preferences .....	6
2.2 Focused Siting Criteria and Screening.....	8
3.0 Tier 1 Station Location Results.....	9

### Attachments

Web-Based Location Screening Results

County Working Group Round 4 Meeting Summaries (Location Screening Tables)



## Introduction

This technical memorandum summarizes the results of the regional transit station location screening process for communities along the I-70 corridor. The evaluation and screening process conducted in this study was developed and implemented with direct input by County Working Group members. The results are the Groups' assessments of station locations in relation to anticipated land use patterns and densities, consideration of community character, understanding of supportive transit service systems and discussion of potential ridership patterns assumed to be conducive to certain station locations, among other things. County Working Group members listened to all jurisdictional participants and participated in a consensus-building process with regard to station options. They considered community and regional interests in their discussions and, to the extent possible, weighed the technical considerations from of the Rocky Mountain Rail Authority's Feasibility Study. The evaluation and screening process results are agreed upon by participants and representative of a collaborative and informed decision-making process that included:

- The broad-based identification of potential station locations via County Working Group meetings Round 1 and 2 and the Transit Friendly Planning and Development Forum workshop, as documented in Task 6 Technical Memorandum.
- The discussion and development of screening criteria to be applied to the station location evaluation, as documented in the Task 5 Technical Memorandum.
- Input to the criteria evaluation and screening of proposed locations via the web-based survey of County Working Group members, as documented in this memo.
- The discussion and debate of the results of the evaluation screening through the Round 4 County Working Group meetings.

The eventual outcome of the criteria evaluation and screening process is a substantive achievement on the part of County Working Group members as it represents months of discussion and consideration of both local and regional needs for a future advanced guideway system (AGS). The Community's Preferred Tier 1 stations, or primary station locations, are considered to be the top priorities of the County Working Groups. However, the Tier 2 or secondary stations can be considered alternatives to the Tier 1 sites based on alignment options, or supplemental sites based on service characteristics of a future AGS.



## 1.0 Initial List of Potential Transit Station Locations

An initial list of potential transit station locations was developed during the Round 1 and 2 County Working Group meetings and the Transit Friendly Planning and Development Forum, and documented in the Task 6 Technical Memorandum. The list included potential stations at the following 24 locations (also see **Figure 1**):

### Jefferson County

- East Terminus Station (three potential sites)
  - I-70/US 6 Interchange Area
  - Washington Street/SH 58 Area (downtown Golden)
  - I-70 Hogback
- El Rancho

### Clear Creek County

- Floyd Hill
- Idaho Springs (includes five potential sites)
- Empire Junction
- Georgetown
- Loveland Ski Area

### Summit County

- Keystone
- Dillon
- Silverthorne
- Breckenridge (includes four potential sites)
- Lake Hill
- Frisco
- Copper Mountain Ski Area

### Eagle County

- Vail
- Avon
- Edwards
- Wolcott
- Eagle (Town)
- Eagle Airport
- Gypsum

### Garfield County

- Glenwood Springs (includes three potential sites)
- Cattle Creek
- Carbondale (includes three potential sites)



**Figure 1: Initial Station Locations Considered**





## 2.0 Application of Screening Process

Following development of screening criteria for transit station locations in Task 5, the consultant team worked with the County Working Groups to apply the criteria to the initial list of potential regional (county-wide) transit station locations through a two-step screening process. The first step in the process was for the County Working Groups to share their values about the screening criteria and to conduct an initial assessment of locations via a web-based criteria screening application. The second step in the process was to report back to the Working Groups the results of the web-based survey and to work hand-in-hand with the group members to integrate the survey results and the member input and discussion into a focused location screening table during the Round 4 County Working Group meetings held in August and September 2008. The screening tables document the input by location and the prioritizing or acceptance of each location. The following details this process and results.

### 2.1 Web-Based Location Screening and Preferences

The I-70 Coalition consultant team prepared an electronic station screening survey tool to facilitate input into the regional (county-wide) station screening process. In some locations, such as Golden, the County Working Groups identified more than one potential “site”, such as the I-70/US 6 Interchange area or at Washington Street/SH 58, where a station would be appropriate. At other locations, such as Copper Mountain, no specific sites were discussed in detail, which was fine for this level of screening. For the screening survey itself, the consultant team encouraged county and municipal input on the regional locations such as Golden, Idaho Springs, Frisco, Vail, and Glenwood Springs and not sites within a town or resort.

The web-based survey requested participants to answer three questions pertaining to the screening criteria and initial station locations:

1. From the list of 23 regional siting criteria, select five criteria you feel are most important in selecting a regional station location.
2. For each of the initial station locations in your county, list which of the 23 criteria you believe the site meets or does not meet (or if don't know, indicate that).
3. Because the transit technology for the I-70 corridor is currently under study and could influence the number and location of regional stations viable on a high speed system, please list your top two station locations and why.

The survey results for each County Working Group are attached to this memorandum and summarized below. The summary looks at the highest percentage responses from the survey, or what did most respondents agree on. It is important to note that the survey was only a tool to facilitate discussions, did not have enough responses for a robust statistical analysis, and did not represent the final selection of potential station locations.



## **1. Criteria Priorities**

In terms of the location screening criteria, the majority of survey respondents from all County Working Groups believed that it was most important for potential station locations to be compatible with future land use plans, strengthen desired development patterns in the community, maximize connections to local transit, have community support, and serve a role on the I-70 corridor. Preserving or protecting community character, connecting to employment centers, and availability of land were also viewed to be important to many respondents.

## **2. Regional Location Criteria Screening**

In terms of addressing regional criteria for potential station locations, most respondents appeared to indicate that they did not know how well a site met or did not meet the criteria (especially considering specific sites within a town or resort were not always known). However, in comparison to other regional or county-wide locations, some locations within a county appeared to have more criteria that respondents agreed upon than others, based on available data.

In Jefferson County, a location at the base of the foothills in the Golden area appears to meet more of the siting criteria than a location at El Rancho. For Clear Creek County, most respondents agreed that a location in Idaho Springs met more of the regional criteria than other locations, although Floyd Hill, Empire Junction/Georgetown, and Loveland Ski Area all met a number of criteria. In Summit County, respondents indicated that locations in Silverthorne, Lake Hill, and Breckenridge met more of the criteria than other locations, although a Lake Hill location may have some obstacles. In Eagle County, respondents clearly believed that a location at the Eagle County Airport would meet many of the siting criteria and to a lesser extent, Avon or Edwards (Vail was also recognized as a large tourist destination). Garfield County respondents indicated that Glenwood Springs would meet more of the criteria than potential locations at Cattle Creek or Carbondale.

## **3. Regional Location Priorities**

When factoring in potential technologies and the need to limit the number of stations for a viable high speed transit system, respondents indicated a need for at least one or two locations within each county along the I-70 corridor. For Jefferson County, respondents indicated a location at the base of the foothills in Golden was their first priority and a secondary priority would be a location that serves the foothills communities from El Rancho. For Clear Creek County, respondents indicated that Idaho Springs was their first priority and the Georgetown area, including Empire Junction was their second priority. Respondents from Summit County revealed that Lake Hill would be their first priority in terms of a centralized location in the county and that Frisco or Silverthorne would be their second priority. For Eagle County respondents, there was less agreement on a first or second priority, but there was a clear indication that a location in the east end of the county at Vail or Avon would be a priority, as well as a location in the west end at the Eagle County Airport. Finally, respondents from Garfield County clearly noted that Glenwood Springs would be their first priority and Carbondale their second.



## 2.2 Focused Siting Criteria and Screening

Using input from the web-based survey regarding criteria priorities and factoring in additional industry/expert-based criteria, the consultant team developed a shortened list of eight focused siting criteria for consideration by the County Working Groups during the Round 4 meetings. Specifically, the focused list of siting criteria included:

- Does the location serve a population center?
- Is the location an established activity center (or will be someday)?
- Does the location serve a geographic area (have the potential to capture ridership)?
- Is the location compatible with future land use plans?
- Does the location have good vehicular access?
- Does the location compliment future transit plans and connections?
- Are there any known environmental issues with the location?
- Is there County Working Group support for the location?

During the Round 4 County Working Group meetings in August and September 2008, the groups debated answers to each of these questions for every initial station location proposed by County areas. The result was a comparative matrix table for each County Working Group with the station locations listed in the left column and the criteria and responses in the columns to the right. The matrix tables provide the rationale for selection of the Tier 1 station locations by each County Working Group. The Round 4 meeting summaries with the matrix tables are attached to this Technical Memorandum.





### 3.0 Tier 1 Station Location Results

Through three rounds of County Working Group meetings and application of the two step screening process, each County Working Group was able to develop their list of priority station locations (Tier 1) to be served by a high speed transit (AGS) system. This list of recommendations does not preclude additional or alternative locations that might be served as part of spurs or skip service that could be developed at a later date. The list represents each County Working Group's recommendation of what locations they believe would best serve the people in the community as well as those traveling to their communities. It is important to note that the County Working Groups recognize that technical data such as ridership, are still being developed and such information may cause these recommendations to be reconsidered. Recommendations by the County Working Groups for Tier 1 Primary station locations are as follows (also see **Figure 2**):

#### Jefferson County

- I-70/US 6 Interchange Area (or Washington Street/SH 58 Area)

#### Clear Creek County

- Idaho Springs (includes five potential sites)
- Empire Junction/Georgetown (or somewhere in between)

#### Summit County

- Silverthorne and/or Frisco
- (also recognizing that Keystone, Breckenridge, and Copper Mountain may be preferred depending on ridership and alignment considerations)

#### Eagle County

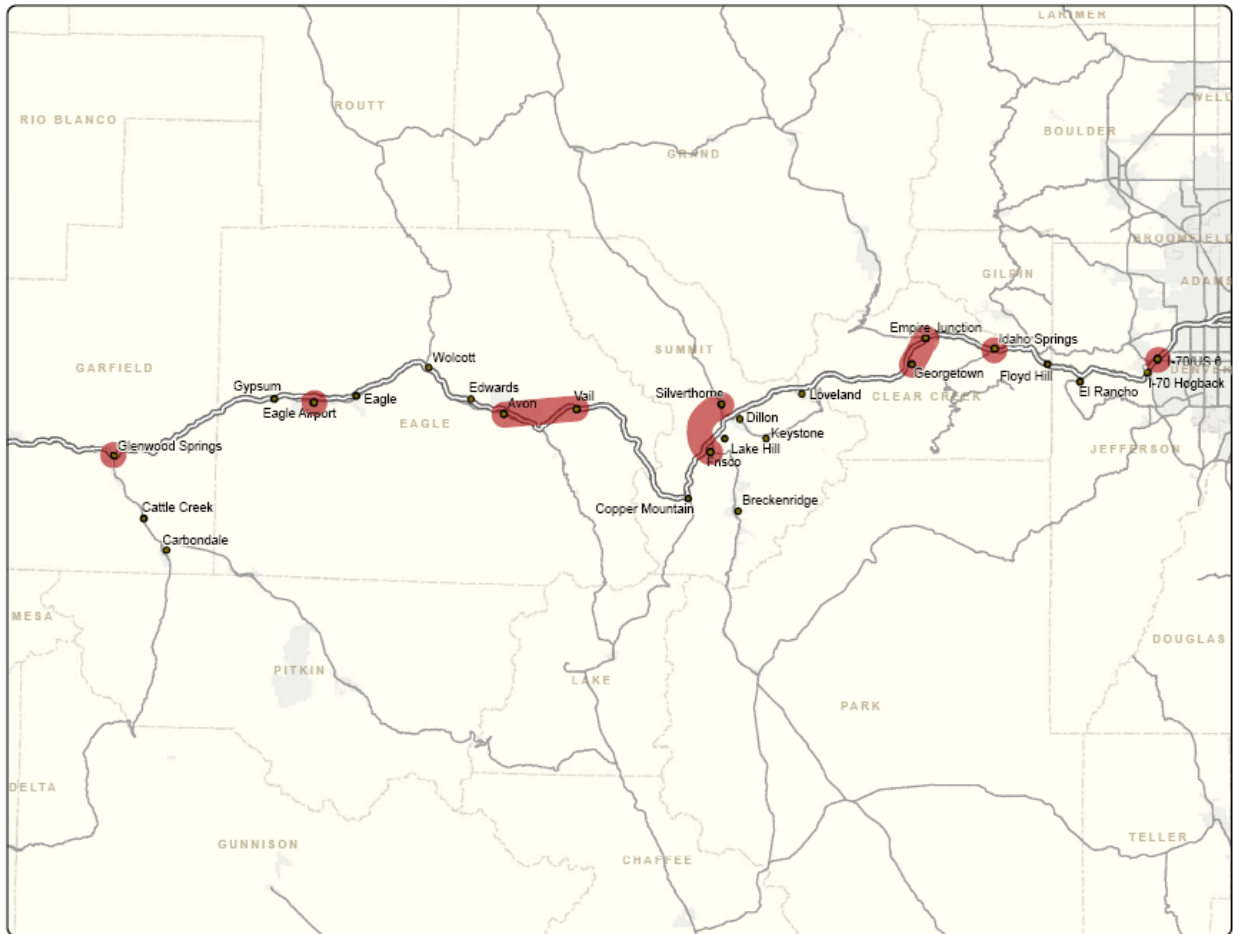
- Vail or Avon (east end of county)
- Eagle Airport (west end of county)

#### Garfield County

- Glenwood Springs (includes three potential sites with preference for the Downtown Wye location)



**Figure 2: County Working Group Recommended Station Locations (Red Dots)**



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## **Attachments**

### **Web-Based Location Screening Results**

#### **County Working Groups Round 4 Meeting Summaries (Screening Tables)**



## Jefferson County Web-Based Location Screening Results

An email with the survey link was sent to the Jefferson County Working Group members on August 8, 2008. Members were given until August 19, 2008 to complete the survey. A total of 8 respondents viewed the survey, but not everyone answered every question. The survey questions and results are listed below.

### Jefferson County Regional Criteria

Regional station location screening criteria were developed and reviewed with all the county working groups. The criteria were based on 1) county working group input, 2) technical siting requirements, and 3) consistency with the Context Sensitive Solutions project for the I-70 corridor. Please select five criteria you feel are most important in selecting a regional station location.

Top 5 Criteria Per Respondents		
Category	Criteria	Response Percent
Communities	Synergizes with or is integrated with future local land use plans	88%
Communities	Strengthens desired development patterns in community	50%
Mobility and Accessibility	Maximizes connections to local/regional transit	50%
Communities	Allows for growth potential	38%
Mobility and Accessibility	Compliments future transit plans	38%



**Jefferson County Regional Station Location Screening**

County working groups, through individual meetings and the transit-friendly development forum, have identified potential regional station locations within each county. These sites are listed below. Please help the project team understand more about these locations and how they serve your community.

<b>Golden Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Healthy Environment	Noise should be less than highway noise	50%
	Communities	Increases future economic opportunities	75%
	Communities	Provides joint development opportunities	75%
	Communities	Serves a role on the I-70 corridor	75%
	Mobility and Accessibility	Connects to employment centers	75%
Doesn't Meet Criteria	None	None	NA
Don't Know	Communities	Protects community character or key characteristics	100%
	Communities	Minimizes number of parcels impacted	100%
	Mobility and Accessibility	Meets transit ridership	100%
	Mobility and Accessibility	Compatible with light freight needs	100%
<b>Respondent Comments</b>			
1. This appears to be a downtown Golden opportunity. As such it is more difficult to evaluate without more information.			

<b>I-70 Hogback Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Healthy Environment	Noise should be less than highway noise	50%
	Communities	Allows for growth potential	75%
	Communities	Serves a role on the I-70 corridor	75%
	Mobility and Accessibility	Maximizes connections to local/regional transit	50%
	Mobility and Accessibility	Connects to employment centers	75%
Doesn't Meet Criteria	Communities	Protects community character or key characteristics	50%
Don't Know	Communities	Has community support	100%
	Mobility and Accessibility	Meets transit ridership	100%
	Mobility and Accessibility	Compatible with light freight needs	100%
	Aesthetics	Minimize visual impacts	100%
<b>Respondent Comments</b>			
1. Of the listed options, this one seems to work well. However, there should be an option at the location where the corridor crosses the West Corridor RTD line. That may be an even better location.			



El Rancho Station Location			
Response	Category	Criteria	Response Percent
Meets Criteria	Mobility and Accessibility	Connects to employment centers	75%
Doesn't Meet Criteria	None	None	NA
Don't Know	Safety	Site can accommodate tangent track for the length of the platform	100%
Respondent Comments			
1. I wonder if the El Rancho Station could be incorporated into the west side of the El Rancho Restaurant, in the parking lot between the restaurant and the hotel. Perhaps we could extend the structure of the restaurant to accommodate the transit station.			

**Jefferson County Regional Location Priorities**

The transit technology for the I-70 corridor is currently under study and could influence the number and location of regional stations viable on a high speed system. Please list your top two station locations and why.

1 <sup>st</sup> Regional Priority		
Location	Response Percent	Comments
I-70 Hogback	67%	<ol style="list-style-type: none"> <li>1. This location is already used as a starting point for entering the mountains.</li> <li>2. Proximity to the end of the West Line for FasTracks.</li> </ol>
Golden	33%	<ol style="list-style-type: none"> <li>1. Population center and transit connections.</li> </ol>
El Rancho	0%	

2 <sup>nd</sup> Regional Priority		
Location	Response Percent	Comments
El Rancho	100%	<ol style="list-style-type: none"> <li>1. This station will serve the easternmost mountain communities.</li> <li>2. Gateway to Evergreen and Conifer. Transit Connections, lots of existing infrastructure.</li> <li>3. Key point of departure and entry into and out of Evergreen area.</li> </ol>
Golden	0%	
I-70 Hogback	0%	



## **Jefferson County Survey Comments**

1. I like the Wind Rail proposal. I like the out of the box thinking on it and if we could place the turbines away from the actual transportation system (perhaps on ridgelines, or in discreet locations) it would minimize the visual impact. Brad Sorenson still needs to prove his technology but I'm in favor of a clean energy based transportation system in this corridor.
2. Again, evaluation of noise, siting, visual and land use must be considered as part of this effort.
3. Station locations were not available for Summit County. Maybe I missed something...



## Clear Creek County Web-Based Location Screening Results

An email with the survey link was sent to the Clear Creek County Working Group members on August 8, 2008. Members were given until August 19, 2008 to complete the survey. A total of 7 respondents took the survey. The survey questions and results are listed below.

### Clear Creek County Regional Criteria

Regional station location screening criteria have been developed and reviewed with all the county working groups. The criteria were based on 1) county working group input, 2) technical siting requirements, and 3) consistency with the Context Sensitive Solutions project for the I-70 corridor. Please select five criteria you feel are most important in selecting a regional station location.

Top Criteria Per Respondents		
Category	Criteria	Response Percent
Communities	Synergizes with or is integrated with future local land uses	57%
Communities	Serves a role on the I-70 corridor (destination, work force)	57%
Communities	Has community support	43%
Mobility and Accessibility	Maximizes connections to local/regional transit	43%





**Clear Creek County Regional Station Location Screening**

County working groups, through individual meetings and the transit-friendly development forum, have identified potential regional station locations within each county. These sites are listed below. Please help the project team understand more about these locations and how they serve your community. For each location, please identify which criteria the location meets and which it does not. If you don't know at this time, please indicate that.

<b>Floyd Hill Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Communities	Increases future economic opportunities	100%
	Communities	Has potential availability of land	83%
	Communities	Allows for growth potential	83%
	Communities	Provides joint development opportunities	83%
	Safety	Site can accommodate tangent track for the length of the platform	68%
	Historic Context	Preserves historic character and scale	68%
	Communities	Opportunity for affordable housing	68%
	Communities	Serves a role on the I-70 corridor (destination, work force)	68%
<b>Respondent Comments</b>			
1. Clear Creek County is currently engaged in the development of a "mixed use, gateway" plan for Floyd Hill. At this time we are not really far enough along in the process to evaluate many of the issues in the survey.			

<b>Idaho Springs Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Safety	Platform can be accommodated on a 1% grade or less	100%
	Communities	Increases future economic opportunities	100%
	Communities	Serves a role on the I-70 corridor (destination, work force)	100%
	Communities	Synergizes with or is integrated with future local land uses	83%
	Communities	Opportunity for affordable housing	83%
	Communities	Provides joint development opportunities	83%
	Healthy Environment	Noise should be less than highway noise	67%
	Communities	Has potential availability of land	67%
	Mobility and Accessibility	Meets transit ridership	67%
	Mobility and Accessibility	Connects to employment centers	67%
<b>Respondent Comments</b>			
1. At this time, I have not seen a document indicating that a transit station has community support. However, based on conversations over the years, I believe that if a transit line is located in the I-70 corridor, a stop would be supported in the city.			



Empire Station Location			
Response	Category	Criteria	Response Percent
Meets Criteria	Safety	Platform can be accommodated on a 1% grade or less	67%
	Safety	Site can accommodate tangent track for the length of the platform	67%
	Communities	Synergizes with or is integrated with future local land uses	67%
	Communities	Increases future economic opportunities	67%
	Communities	Provides joint development opportunities	67%
Respondent Comments			
1. I answered these questions thinking about Empire Junction - no the town of Empire. Empire Junction is identified in the Clear Creek County Master Plan as potential transit node, with mixed use possibilities			

Georgetown Station Location			
Response	Category	Criteria	Response Percent
Meets Criteria	Communities	Has potential availability of land	83%
	Communities	Increases future economic opportunities	83%
	Communities	Provides joint development opportunities	83%
	Communities	Serves a role on the I-70 corridor (destination, work force)	83%
	Safety	Platform can be accommodated on a 1% grade or less	67%
	Historic Context	Preserves historic character and scale	67%
Respondent Comments			
1. I answered these questions visualizing a stop at the proposed GT lake development.			



<b>Loveland Ski Area Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Historic Context	Preserves historic character and scale	83%
	Communities	Serves a role on the I-70 corridor (destination, work force)	83%
	Communities	Synergizes with or is integrated with future local land uses	67%
	Communities	Protects community character or preserves key characteristics	67%
	Communities	Strengthens desired development patterns in community	67%
	Communities	Has potential availability of land	67%
	Mobility and Accessibility	Connects to employment centers	67%
Doesn't Meet Criteria	Communities	Opportunity for affordable housing	67%
<b>Respondent Comments</b>			
1. None.			



## Clear Creek County Regional Location Priorities

The transit technology for the I-70 corridor is currently under study and could influence the number and location of regional stations viable on a high speed system. Please list your top two station locations and why.

1 <sup>st</sup> Regional Priority		
Location	Response Percent	Comments
Idaho Springs	83%	<ol style="list-style-type: none"> <li>1. I believe it could be a tremendous hub for Casino Workers and Customers. Not to mention the tremendous financial impact it would have for the City of Idaho Springs and Clear Creek County.</li> <li>2. Largest population, eastern center of county.</li> <li>3. Largest community in the county and the retail center.</li> <li>4. This is an existing community (currently the largest in Clear Creek County), that has served as a transportation hub in the past. Representatives of this community are advocates for a station to be located here. I believe there is more than one possible location for a station in the city.</li> <li>5. Located in the center of the County.</li> </ol>
Loveland Ski Area	17%	<ol style="list-style-type: none"> <li>1. Loveland is as a key destination for Front Range travelers and would provide the greatest reduction in reducing peak travel congestion.</li> </ol>
Floyd Hill	0%	
Empire	0%	
Georgetown	0%	



2 <sup>nd</sup> Regional Priority		
Location	Response Percent	Comments
Georgetown	50%	<ol style="list-style-type: none"> <li>1. Second largest population, western center of county</li> <li>2. This is an existing community, the County Seat and cultural tourism destination. It has served as a transportation hub in the past. If the technology that is ultimately chosen for the corridor can feasibly stop in GT, I believe there is community support for this community to be considered for a station.</li> <li>3. Destination Location with nice accommodations</li> </ol>
Floyd Hill	17%	<ol style="list-style-type: none"> <li>1. Same as Idaho Springs but also a good commuter location for those living in and around Evergreen.</li> </ol>
Empire	17%	<ol style="list-style-type: none"> <li>1. Empire Junction would be the logical interconnect point to transit to Winter park/Grand County. It would also serve Henderson Mine, the largest employer in the county, and the largest employer of people who commute from outside the county. Empire junction is also central location for a light freight hub, with convenient connections to Empire, Georgetown, Grand County, and Henderson Mine.</li> </ol>
Loveland Ski Area	17%	<ol style="list-style-type: none"> <li>1. Resort destination in Clear Creek County</li> </ol>
Idaho Springs	0%	

**Clear Creek County Survey Comments**

1. I believe these two locations could help tremendously with possibly the worst "bottle-neck" location on I-70.
2. This was my first look at the questionnaire. I have since done more thinking and reading on the towns' plans. SO I'm doing the survey one more time. The second survey will reflect more thought.
3. Growth with in the communities is a key component to any improvements to the transit system here. With the Weather trending to get hotter living in the mountains will be more desirable especially if commuting was not so dependent on weather and traffic.



## Summit County Web-Based Location Screening Results

An email with the survey link was sent to the Summit County Working Group members on August 8, 2008. Members were given until August 19, 2008 to complete the survey. A total of 5 respondents took the survey. The survey questions and results are listed below.

### Summit County Regional Criteria

Regional station location screening criteria have been developed and reviewed with all the county working groups. The criteria were based on 1) county working group input, 2) technical siting requirements, and 3) consistency with the Context Sensitive Solutions project for the I-70 corridor. Please select five criteria you feel are most important in selecting a regional station location.

Top Criteria Per Respondents		
Category	Criteria	Response Percent
Communities	Synergizes with or is integrated with future local land uses	80%
Communities	Strengthens desired development patterns in the community	80%
Mobility and Accessibility	Maximizes connections to local/regional transit	80%
Communities	Protects community character or preserves key characteristics	60%
Communities	Serves a role on the I-70 corridor (destination, work force)	60%



## **Summit County Regional Station Location Screening**

County working groups, through individual meetings and the transit-friendly development forum, have identified potential regional station locations within each county. These sites are listed below. Please help the project team understand more about these locations and how they serve your community. For each location, please identify which criteria the location meets and which it does not. If you don't know at this time, please indicate that.

<b>Keystone Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Communities	Synergizes with or is integrated with future local land uses	67%
	Communities	Increases future economic opportunities	75%
	Communities	Allows for growth potential	75%
Doesn't Meet Criteria	Mobility and Accessibility	Maximizes connections to local/regional transit	75%
<b>Respondent Comments</b>			
1. I assume if a fixed guide-rail system came through Keystone, it would or might have the ability to stop at A-Basin? If so - that route would serve 2 of the 4 ski resorts in Summit County.			



<b>Breckenridge Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Communities	Serves a role on the I-70 corridor (destination, work force)	80%
	Communities	Synergizes with or is integrated with future local land uses	60%
	Communities	Contributes to local values about community	60%
	Communities	Strengthens desired development patterns in community	60%
	Communities	Increases future economic opportunities	60%
	Communities	Allows for growth potential	60%
	Communities	Minimizes number of parcels impacted	60%
	Communities	Provides joint development opportunities	60%
	Mobility and Accessibility	Maximizes connections to local/regional transit	60%
	Mobility and Accessibility	Compliments future transit plans	60%
	Mobility and Accessibility	Connects to employment centers	60%
	Aesthetics	Location of station fits within context of future character	60%
<b>Respondent Comments</b>			
1. Breckenridge was the most visited ski resort in the Country last year. 1.6 million skiers. Point is - whether summer or winter - Breckenridge seems to be the #1 destination in the county. If so - would prioritizing a stop there be important to the functionality of the guideway system?			

<b>Dillon Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Communities	Provides joint development opportunities	75%
	Communities	Serves a role on the I-70 corridor (destination, work force)	75%
	Mobility and Accessibility	Maximizes connections to local/regional transit	75%
	Mobility and Accessibility	Connects to employment centers	75%
<b>Respondent Comments</b>			
1. None.			





<b>Silverthorne Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Communities	Increases future economic opportunities	100%
	Communities	Serves a role on the I-70 corridor (destination, work force)	100%
	Mobility and Accessibility	Maximizes connections to local/regional transit	100%
	Mobility and Accessibility	Compliments future transit plans	100%
	Mobility and Accessibility	Meets transit ridership	100%
	Mobility and Accessibility	Compatible with light freight needs	100%
	Mobility and Accessibility	Connects to employment centers	100%
	Aesthetics	Location of station fits within context of future character	100%
	Aesthetics	Minimizes visual impacts and maintains key viewsheds	100%
	Historic Context	Preserves historic character and scale	75%
	Communities	Synergizes with or is integrated with future local land uses	75%
	Communities	Strengthens desired development patterns in community	75%
	Communities	Opportunity for affordable housing	75%
	Communities	Provides joint development opportunities	75%
<b>Respondent Comments</b>			
1. None.			



<b>Lake Hill Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Communities	Has potential availability of land	80%
	Communities	Opportunity for affordable housing	80%
	Communities	Allows for growth potential	80%
	Communities	Provides joint development opportunities	80%
	Communities	Serves a role on the I-70 corridor (destination, work force)	80%
	Healthy Environment	Noise should be less than highway noise	60%
	Communities	Synergizes with or is integrated with future local land uses	60%
	Communities	Strengthens desired development patterns in community	60%
	Communities	Increases future economic opportunities	60%
	Communities	Minimizes number of parcels impacted	60%
	Mobility and Accessibility	Compliments future transit plans	60%
	Mobility and Accessibility	Meets transit ridership	60%
	Mobility and Accessibility	Compatible with light freight needs	60%
Doesn't Meet Criteria	Aesthetics	Location of station fits within context of future character	60%
	Communities	Contributes to local values about community	60%
	Mobility and Accessibility	Connects to employment centers	60%
<b>Respondent Comments</b>			
<p>1. As was mentioned in a previous meeting, this site could pose implications or impede the notion of "separation" or "open space separation" or "community separation" between the different towns / communities (existing county master plans would not support this site for a transit location). Retaining community identity through buffers is an important goal or concept identified in existing county land use plans (which are intended to represent the communities or community's vision for future land uses).</p>			



<b>Frisco Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Communities	Serves a role on the I-70 corridor (destination, work force)	100%
	Mobility and Accessibility	Maximizes connections to local/regional transit	100%
	Mobility and Accessibility	Meets transit ridership	100%
	Mobility and Accessibility	Connects to employment centers	100%
	Communities	Strengthens desired development patterns in community	75%
	Mobility and Accessibility	Compliments future transit plans	75%
	Mobility and Accessibility	Compatible with light freight needs	75%
<b>Respondent Comments</b>			
1. None.			

<b>Copper Mountain Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Communities	Serves a role on the I-70 corridor (destination, work force)	100%
	Communities	Increases future economic opportunities	75%
	Mobility and Accessibility	Compatible with light freight needs	75%
<b>Respondent Comments</b>			
1. None.			



## Summit County Regional Location Priorities

The transit technology for the I-70 corridor is currently under study and could influence the number and location of regional stations viable on a high speed system. Please list your top two station locations and why.

1 <sup>st</sup> Regional Priority		
Location	Response Percent	Comments
Lake Hill	50%	<ol style="list-style-type: none"> <li>1. Central Summit County - downside is the dam road location. No other community in Summit county has the space necessary.</li> <li>2. One centrally located transit stop for the County that could serve other destinations through spurs. A transit stop on the I-70 corridor that would serve the year round transit needs. Opportunity for transit oriented development.</li> </ol>
Breckenridge	25%	<ol style="list-style-type: none"> <li>1. Breckenridge is potentially the highest ridership stop along the I-70 resort corridor. We currently have the highest number of skier visits in the US. Our annual visitation tops 3 million.</li> </ol>
Dillon	25%	<ol style="list-style-type: none"> <li>1. Great connections to local employment and destinations. Excellent connections to local transit, including easy access via bus to Keystone and A-Basin. Urbanized area that is seeking more development.</li> </ol>
Silverthorne	0%	<ol style="list-style-type: none"> <li>1. Silverthorne - existing factory outlets store locations. Seems central and a lot of opportunity for a good mixed use type project - to include parking garages, residential and commercial.</li> </ol>
Frisco	0%	
Keystone	0%	
Copper Mountain	0%	



2 <sup>nd</sup> Regional Priority		
Location	Response Percent	Comments
Frisco	50%	<ol style="list-style-type: none"> <li>1. I don't really have a clear 2nd choice, however Frisco is more centrally located in the County than any other location.</li> <li>2. Breckenridge or Frisco. Breckenridge if trying to maximize use and serve the majority of transit riders coming to the county. Frisco would be a great spot but not as centrally location as Silverthorne (in my opinion).</li> </ol>
Silverthorne	50%	<ol style="list-style-type: none"> <li>1. Crossroads of I-70, Highway 6, and Highway 9. Transit stop on the I-70 corridor that would serve the year round transit needs for the community.</li> <li>2. Future redevelopment has opportunity to create space for a transportation center</li> </ol>
Breckenridge	0%	
Dillon	0%	<ol style="list-style-type: none"> <li>1. Great connections to local employment and destinations. Excellent connections to local transit, including Copper Mountain and Breckenridge. Urbanized area that is seeking more development.</li> </ol>
Silverthorne	0%	
Keystone	0%	
Copper Mountain	0%	

**Summit County Survey Comments**

1. It would be great to have stations all over the County, but the reality is that only a few can make the cut. Dillon Reservoir in the middle of the County makes it impossible to choose locations that serve all needs, but those with great development potential, local support, easy transit access to other destinations, and are already urbanized will work best.
2. The ski resorts are probably going to generate higher ridership than any of the non-ski resort towns along the corridor. Ski resorts are the biggest employment centers, and attract far more visitors. The visitation in Breckenridge is just about as strong in the non-ski season as it is in the winter. With these demand characteristics for ski resorts, serving them with transit will have a bigger impact on taking vehicle miles off I-70, than not serving them, and keeping transit only on I-70.
3. At our last group meeting I thought a good philosophical question raised was in the context of: the targeted user in relationship to convenience (how to maximum ridership). I am very divided now on how I think about all this. If the purpose is to serve the majority of people that will be using it (i.e. the summer or winter visitor), it seems routing the rail through the resorts is preferred (especially for the sake of convenience). However, if there are multiple community goals to be achieved and there is only one location that can be selected – probably Silverthorne or Frisco makes more sense.



## Eagle County Web-Based Location Screening Results

An email with the survey link was sent to the Eagle County working group members on August 8, 2008. Members were given until August 19, 2008 to complete the survey. A total of 22 respondents took the survey, but not everyone answered every question. The survey questions and results are listed below.

### Eagle County Regional Criteria

Regional station location screening criteria have been developed and reviewed with all the county working groups. The criteria were based on 1) county working group input, 2) technical siting requirements, and 3) consistency with the Context Sensitive Solutions project for the I-70 corridor. Please select five criteria you feel are most important in selecting a regional station location.

Top Criteria Per Respondents		
Category	Criteria	Response Percent
Communities	Serves a role on the I-70 corridor (destination, work force)	73%
Communities	Synergizes with or is integrated with future local land uses	68%
Mobility and Accessibility	Maximizes connections to local/regional transit	64%
Communities	Strengthens desired development patterns in the community	41%
Mobility and Accessibility	Connects to employment centers	36%



**Eagle County Regional Station Location Screening**

County working groups, through individual meetings and the transit-friendly development forum, have identified potential regional station locations within each county. These sites are listed below. Please help the project team understand more about these locations and how they serve your community. For each location, please identify which criteria the location meets and which it does not. If you don't know at this time, please indicate that.

<b>Vail Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Communities	Serves a role on the I-70 corridor (destination, work force)	67%
	Mobility and Accessibility	Connects to employment centers	61%
	Communities	Protects community character	50%
	Mobility and Accessibility	Meets transit ridership	50%
<b>Respondent Comments</b>			
<ol style="list-style-type: none"> <li>1. These questions should be answered by Town of Vail.</li> <li>2. Town of Vail needs to respond to specific criteria.</li> <li>3. The station location in Vail will need to be placed within the I- 70 ROW Most likely an off main line platform will need to be constructed to allow access to cross between the station and the town. This will need to most likely be an elevated station platform as there is not enough room in the median for tracks and a separate station platform. If it is between the interstate and the frontage road it will need to be elevated as well as the interchange ramps will need to cross the tracks. In addition if the technology is different for a commuter line in Eagle County than a high speed to the Front Range this will need to be accommodated in a larger station. If a commuter line is constructed in Eagle County the number of stations in Vail could be as high as three or one every mile to serve the major destinations in town with the major destinations down valley.</li> <li>4. This is not the most functional for residents of Eagle County.</li> <li>5. Not enough information about where the station would be within the community to understand how it fits into the regional plan. Goal should be to integrate the station with a multi-modal hub with the existing transit system, but also to locate it adjacent to the retail village to maximize the potential for using light freight.</li> <li>6. Vail is a poor choice as the station has to be in between freeway lanes per Town of Vail Planner. This limits connectivity and CDOT road expansion capability, negatively impacts noise and views to property owners along North side of freeway. No additional long term benefit will be felt by TOV because the new zoning and redevelopment has already caused the intended changes. Minturn/Dowd Junction may be the best blend of the Vail/Avon area if only 1 "up valley" station is necessary.</li> </ol>			



<b>Avon Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Mobility and Accessibility	Compliments future transit plans	69%
	Communities	Serves a role on the I-70 corridor (destination, work force)	69%
	Mobility and Accessibility	Connects to employment centers	69%
	Mobility and Accessibility	Maximizes connections to local/regional transit	67%
	Communities	Synergizes with or is integrated with future local land uses	63%
	Communities	Increases future economic opportunities	63%
	Communities	Contributes to local values about community	56%
	Communities	Strengthens desired development patterns in community	56%
	Communities	Allows for growth potential	56%
<b>Respondent Comments</b>			
<ol style="list-style-type: none"> <li>1. It should provide a seamless transfer for pedestrians, local and regional bus transit and future potential rail.</li> <li>2. These questions should be answered by Town of Avon.</li> <li>3. Town of Avon needs to respond to specific criteria.</li> <li>4. This is a good central location for the Eagle Valley.</li> <li>5. Assume station would lie along the Union Pacific tracks adjacent to the TOA transit center. Light freight could spur in several locations within the business district.</li> <li>6. Existing Avon Station (by Westin just west of Avon Rd) already exists and was constructed as a multi-modal hub for bus, rail, bike, gondola. Other option is in East Avon (Post Blvd) where land in a PUD (one-owner) which has already been embargoed and zoned specifically for a train station. Avon Transit (local circulator fare-free) and ECO Transit (County-wide, fare-based) operated at Avon hubs already. Local character and vision for development is transit-oriented and a smart growth plan which includes a train station in Avon. Avon is both a housing center and employment center.</li> </ol>			





Edwards Station Location			
Response	Category	Criteria	Response Percent
Meets Criteria	Communities	Serves a role on the I-70 corridor (destination, work force)	79%
	Communities	Synergizes with or is integrated with future local land uses	79%
	Communities	Increases future economic opportunities	71%
	Mobility and Accessibility	Maximizes connections to local/regional transit	71%
	Mobility and Accessibility	Connects to employment centers	71%
	Healthy Environment	Noise should be less than highway noise	64%
	Communities	Protects community character	57%
	Communities	Strengthens desired development patterns in community	57%
	Communities	Allows for growth potential	57%
	Mobility and Accessibility	Compliments future transit plans	57%
Respondent Comments			
<ol style="list-style-type: none"> <li>1. The rest area is a good location for this station.</li> <li>2. The community has not had an opportunity to voice their concerns. Not sure what the station looks like.</li> <li>3. Also a good central location for Eagle County Residents.</li> <li>4. Not enough information about where the station would be within the community to understand how it fits into the regional plan.</li> <li>5. Edwards is kind of a bad compromise. Not clear where exactly this would go in Edwards.</li> </ol>			

Wolcott Station Location			
Response	Category	Criteria	Response Percent
Meets Criteria	Communities	Increases future economic opportunities	85%
	Communities	Allows for growth potential	85%
	Communities	Opportunity for affordable housing	77%
	Communities	Provides joint development opportunities	69%
	Communities	Serves a role on the I-70 corridor (destination, work force)	69%
	Communities	Has potential availability of land	62%
	Healthy Environment	Noise should be less than highway noise	54%
Doesn't Meet Criteria	Mobility and Accessibility	Connects to employment centers	46%
Respondent Comments			
<ol style="list-style-type: none"> <li>1. Not sure what the station looks like.</li> <li>2. This is not currently a great place for a regional station, but is about smack in the center of the valley. This would be a good future stop.</li> <li>3. Assume the station would be along the Union Pacific tracks where the historical station was located.</li> <li>4. Poor choice for connectivity and environmental impacts.</li> </ol>			



<b>Eagle Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Communities	Serves a role on the I-70 corridor (destination, work force)	64%
	Communities	Increases future economic opportunities	64%
	Mobility and Accessibility	Connects to employment centers	57%
	Healthy Environment	Noise should be less than highway noise	50%
	Mobility and Accessibility	Compliments future transit plans	50%
<b>Respondent Comments</b>			
<ol style="list-style-type: none"> <li>1. Town of Eagle should answer these questions.</li> <li>2. Town of Eagle needs to respond to specific criteria</li> <li>3. This would be very useful for Eagle Residents, but may not be the greatest for riders from a broader area.</li> <li>4. Assume the station would be along the Union Pacific tracks where the historical station was located. This would well serve the downtown area and strengthen it as a regional hub, but would not serve the sprawling residential developments south of town without feeder routes.</li> <li>5. Only need 1 at airport or at Eagle Access Rd - do not need 2. Airport makes more sense for visitors; Eagle for locals. Who is target ridership?</li> </ol>			



<b>Eagle Airport Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Communities	Increases future economic opportunities	86%
	Mobility and Accessibility	Maximizes connections to local/regional transit	86%
	Communities	Synergizes with or is integrated with future local land uses	79%
	Communities	Serves a role on the I-70 corridor (destination, work force)	79%
	Safety	Site can accommodate tangent track for the length of the platform	71%
	Communities	Protects community character	71%
	Communities	Strengthens desired development patterns in community	71%
	Communities	Allows for growth potential	71%
	Mobility and Accessibility	Compliments future transit plans	71%
	Aesthetics	Location fits within context of future character	71%
	Safety	Platform can be accommodated on a 1% grade or less	64%
	Communities	Has potential availability of land	64%
	Communities	Provides joint development opportunities	64%
	Historic Context	Preserves historic character and scale	57%
Communities	Contributes to local values about community	57%	
<b>Respondent Comments</b>			
<ol style="list-style-type: none"> <li>1. This would be a great connection for the "down valley" portion of the Eagle Valley residents and would be great for visitors to the County and possible other uses such as freight.</li> <li>2. Not sure where station would be located.</li> <li>3. Airport good if target train riders are guests/visitors. Airport dumb if most riders are locals traveling to/from work.</li> </ol>			



<b>Gypsum Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Communities	Serves a role on the I-70 corridor (destination, work force)	60%
	Communities	Allows for growth potential	60%
	Communities	Increases future economic opportunities	53%
<b>Respondent Comments</b>			
<ol style="list-style-type: none"> <li>1. The Town of Gypsum should answer these questions.</li> <li>2. Town of Gypsum needs to respond to specific criteria.</li> <li>3. Too expensive and seems odd that a community of only 100,000 is trying to build light rail system. This kind of transit makes sense in urban centers--not rural which Eagle County mostly is.</li> <li>4. Not as ideal as the Airport.</li> <li>5. Not sure where station would be located. Obvious choice would be location of historic station on UP tracks, but this doesn't seem to match the sprawling nature of Gypsum's development.</li> <li>6. Gypsum is probably better choice than Eagle if only 1 can be selected.</li> </ol>			



**Eagle County Regional Location Priorities**

The transit technology for the I-70 corridor is currently under study and could influence the number and location of regional stations viable on a high speed system. Please list your top two station locations and why.

1 <sup>st</sup> Regional Priority		
Location	Response Percent	Comments
Avon	35%	<ol style="list-style-type: none"> <li>1. Central Avon is walkable, and dense enough to contribute to ridership volumes.</li> <li>2. It is centrally located.</li> <li>3. Centrally located, serving the communities and destinations in East Eagle County.</li> <li>4. This could be easily tied to existing transit stations, and is a very good location in the valley. Local transit options could easily bring riders to and from this location to destinations from Wolcott to Vail. This could also be built in conjunction within an expanded development to add local residential and commercial facilities.</li> <li>5. Avon is one of the main areas of employment in the valley.</li> <li>6. Proximate to major employers and destination resorts of Vail and Beaver Creek. More readily accessible than Vail, land is available, fits local character and vision for growth best. Still tons of construction expected from 2010-2030 in Avon (Vail will be done) for worker access. Direct connections to existing established transit systems (free and low cost); easy access for hotel shuttles; near box stores for freight mobility. East Avon (off of Post Blvd) probably better than Avon Station (off of Avon Rd) for vehicle connectivity and available land for parking garage.</li> </ol>
Eagle Airport	35%	<ol style="list-style-type: none"> <li>1. Established transit hub.</li> <li>2. The airport would allow for access to visitors to Eagle County as well as locals in Dotsero, Gypsum and Eagle easy access to the system.</li> <li>3. Serves as western terminus of proposed rail. Will provide transport for residents and visitors from EGE up valley to resorts and employment centers.</li> <li>4. Major multi-modal connection. Allows for ease for tourism traffic to easily connect to air routes.</li> <li>5. Connection to Airport is key to maintaining the resort economy. Also, a light freight distribution system would add another facet to the airport for overnight delivery, etc.</li> <li>6. Could provide a nice connection between RFTA and ECO Transit in the future. Additionally, would pick up a lot of working class, to move them up valley for their jobs. If we are talking about Rail, when 'high speed system' is referenced, it would be beneficial to have an easy route to tourist spots from the airport.</li> </ol>
Vail	29%	<ol style="list-style-type: none"> <li>1. For transit to resort but doesn't necessarily address local transit.</li> <li>2. Vail is the dominant economic center and visitor destination and it is becoming increasingly high density. This factor makes it attractive and appropriate for hosting a high-speed rail station. Moreover, Vail feels comfortable having quick access to Denver</li> </ol>



1 <sup>st</sup> Regional Priority		
Location	Response Percent	Comments
		<p>and the Front Range. Other communities in Eagle County do not feel comfortable with having such rapid access to the Front Range, fearing that it will compromise heir small mountain town character.</p> <ol style="list-style-type: none"> <li>3. Main destination for workers, tourists, etc.</li> <li>4. connection to Vail Ski Area and local transportation network</li> <li>5. Resort and Employment center in Eagle County.</li> </ol>
Edwards	0%	
Wolcott	0%	
Eagle	0%	
Gypsum	0%	



2 <sup>nd</sup> Regional Priority		
Location	Response Percent	Comments
Eagle Airport	47%	<ol style="list-style-type: none"> <li>1. Airport link is critical for meeting ridership volumes.</li> <li>2. Eagle Airport is the main origin/destination for national and international visitors. This is an opportunity for important multi-modal access. It would also allow visitors to access Vail and Beaver Creek without needing a car, which could reduce traffic congestion and parking requirements.</li> <li>3. Multi-modal.</li> <li>4. Airport is already a major transit hub, and it is centrally located serving the communities and destinations in Western Eagle County.</li> <li>5. Will allow Eagle Airport to be the back door airport to the mountains.</li> <li>6. Connection to regional airport.</li> <li>7. This could make the Eagle Airport a true multimodal transit hub that could be a hub for all of the Eagle Valley. There should be adequate land nearby for a good station and there is plenty of nearby residential development that could benefit by additional commercial.</li> <li>8. Would accommodate guest traffic from the airport to Vail/Beaver creek as well as commuter traffic from Eagle and Gypsum up valley to Vail/Avon.</li> </ol>
Avon	29%	<ol style="list-style-type: none"> <li>1. Give both local transit and access to Beaver Creek.</li> <li>2. Avon already creating transit terminal infrastructure in vicinity of existing tracks. Avon is at base of Beaver Creek ski area. Avon is the easternmost logical location for a rail transit stop. Due to lack of land availability will be an unduly expensive challenge for Vail to accommodate a rail stop; connection to Vail can be made via bus from Avon terminal.</li> <li>3. Resort and Employment Center</li> <li>4. Both Avon and Vail are critical to connect the resort based economy to transit to serve the largest employment base and maximize the elimination of car use by tourists.</li> <li>5. Act as a hub for valley, due to Avon's central location. Also, would allow for ease access to Beaver Creeks' lodging facilities.</li> </ol>
Vail	12%	<ol style="list-style-type: none"> <li>1. Vail is likely the primary destination for tourist and workforce users from the Airport or down valley communities.</li> <li>2. Other end of the tourism connection. Also serves as a "east ending point" for Eagle County. Allows express service to run from one side of the County to the other. Smaller feeder and local routes can disperse traffic within.</li> </ol>
Edwards	6%	<ol style="list-style-type: none"> <li>1. Central location</li> </ol>
Gypsum	6%	<ol style="list-style-type: none"> <li>1. Year-round need is moving of workforce from affordable housing to employment centers. Winter tourists (with lots of gear) and summer tourists are second priority and less likely to use train between Avon/Dowd and Glenwood Springs.</li> </ol>
Wolcott	0%	
Eagle	0%	



## *Eagle County Survey Comments*

1. Thanks for offering the survey. Please consider Eagle County's 2030 Transit Vision in the planning effort.
2. As a County representative, I have answered the unincorporated station location (Edwards, Wolcott, and Airport) questions and will leave the Towns to answer relative to their locations.
3. Please see previous comments. What is the purpose of light rail? Money should be spent on increasing amount of buses on the road to tie the communities together. Busses can also better serve getting people directly to resort destinations as well as employment centers than light rail ever could. Even with all of our growth Valley Road, we are still rural and not urban.
4. I am very excited to hear about the high-speed rail planning, and I would like to urge the selection of a technology that could accommodate a local train service also. This would be the ideal for Eagle Valley.
5. Light freight is a critical component and could provide a critical buffer to the seasonal nature of our transit use. Gasoline price escalation will make efficient distribution of goods imperative to our relatively isolated valley and prevent rampant inflation of necessary goods like food. I think there is real potential to also partner with the UPS and FedEx carriers through paint schemes on cars, etc. and receive private money to offset the cost of the infrastructure.
6. While I agree with the idea of improving service with more frequent buses; I am not sure that a dedicated rail system makes financial sense on this side of the hill. When looking at the area, it does not appear that there is much room for growth, and certainly not enough room that is going to cause the valley to have huge traffic issues like on the Front Range. This is a personal view only, and NOT reflective of the Town of Gypsum.
7. The coalition must realize that the target market between Denver-Frisco (weekend visitors/tourists) is not the same as between Frisco and Glenwood Springs (local workers).





## Garfield County Web-Based Location Screening Results

An email with the survey link was sent to the Garfield County Working Group members on August 8, 2008. Members were given until August 19, 2008 to complete the survey. A total of 2 respondents took the survey. The survey questions and results are listed below.

### Garfield County Regional Criteria

Regional station location screening criteria have been developed and reviewed with all the county working groups. The criteria were based on 1) county working group input, 2) technical siting requirements, and 3) consistency with the Context Sensitive Solutions project for the I-70 corridor. Please select five criteria you feel are most important in selecting a regional station location.

Top Criteria Per Respondents		
Category	Criteria	Response Percent
Communities	Has potential availability of land	100%
Mobility and Accessibility	Maximizes connections to local/regional transit	100%



**Garfield County Regional Station Location Screening**

County working groups, through individual meetings and the transit-friendly development forum, have identified potential regional station locations within each county. These sites are listed below. Please help the project team understand more about these locations and how they serve your community. For each location, please identify which criteria the location meets and which it does not. If you don't know at this time, please indicate that.

<b>Glenwood Springs Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Communities	Synergizes with or is integrated with future local land uses	100%
	Communities	Strengthens desired development patterns in community	100%
	Communities	Has potential availability of land	100%
	Communities	Increases future economic opportunities	100%
	Communities	Opportunity for affordable housing	100%
	Communities	Allows for growth potential	100%
	Communities	Provides joint development opportunities	100%
	Communities	Serves a role on the I-70 corridor	100%
	Mobility and Accessibility	Maximizes connections to local/regional transit	100%
	Mobility and Accessibility	Compliments future transit plans	100%
	Mobility and Accessibility	Meets transit ridership	100%
	Mobility and Accessibility	Connects to employment centers	100%
<b>Respondent Comments</b>			
<ol style="list-style-type: none"> <li>1. If a regional rail station were built in Glenwood Springs, RFTA would prefer the "Wye" re-development area (or courthouse area on 8th St) near the junction of I-70 and SH 82. A Bus Rapid Transit (BRT) station is planned for this location</li> <li>2. The location in mind is the current sewer treatment plant in GWS, adjacent to City Hall and the County Complex. I am not aware of any public support research which has been conducted for this site.</li> </ol>			



<b>Cattle Creek and CMC/US 82 Intersection Area Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Communities	Opportunity for affordable housing	100%
Doesn't Meet Criteria	Communities	Serves a role on the I-70 corridor	100%
<b>Respondent Comments</b>			
<p>1. If a regional rail station were built in this area, RFTA would prefer the CR 114 (or CMC turnoff) location because of transit infrastructure negotiations with the Cattle Creek Crossing developer. RFTA does not have a proposed BRT station in this area and transit ridership is historically low here.</p> <p>2. This site is currently under review for an approx. 1000 unit development. The exact configuration is not determined as it is in the early stages, which provides many opportunities to integrate a station into this site. However, the related work nearby is much less than that of either Carbondale or GWS. Development at this location is consistent with the Garfield County Comprehensive Plan, but public support been mixed. This is really the last undeveloped parcel between GWS and Carbondale.</p>			

<b>Carbondale Station Location</b>			
<b>Response</b>	<b>Category</b>	<b>Criteria</b>	<b>Response Percent</b>
Meets Criteria	Communities	Synergizes with or is integrated with future local land uses	100%
	Communities	Strengthens desired development patterns in community	100%
	Communities	Has potential availability of land	100%
	Communities	Increases future economic opportunities	100%
	Communities	Opportunity for affordable housing	100%
	Communities	Allows for growth potential	100%
	Communities	Provides joint development opportunities	100%
	Mobility and Accessibility	Meets transit ridership	100%
<b>Respondent Comments</b>			
<p>1. If a regional rail station were built in this area, RFTA would prefer the RFTA-owned Carbondale Park-n-Ride location on SH 133 because of adjacent TOD development, Rio Grande Trail connectivity, available parking and this is a proposed BRT station location with enhanced BRT service.</p> <p>2. This site has been contemplated for use as a light-rail transit stop for some time. I would think that the local population would be in support of this site (next to Town of Carbondale Town Hall), but like GWS I am not aware of any public opinion work which has been done around the project. This is existing RFTA railroad grade which currently has a paved recreation path developed within it. To the east of this site is an industrial area which is ripe for redevelopment, but also within the Town of Carbondale limits.</p>			



## Garfield County Regional Location Priorities

The transit technology for the I-70 corridor is currently under study and could influence the number and location of regional stations viable on a high speed system. Please list your top two station locations and why.

1 <sup>st</sup> Regional Priority		
Location	Response Percent	Comments
Glenwood Springs	100%	<ol style="list-style-type: none"> <li>1. RFTA has four proposed BRT stations in the Glenwood Springs area: West Glenwood Springs Park-n-Ride; Courthouse or Wye re-development; Downtown Grand Ave., and the Roaring Fork Marketplace in South Glenwood Springs. If a regional rail station were to be built in Glenwood Springs, RFTA would most prefer the courthouse area (“Wye” re-development) on 8th St. due to its geography at the junction of I-70 and SH 82 and the fact that a BRT station and enhanced service are planned for this area. The RFTA-owned Rio Grand Trail runs through this area.</li> <li>2. GWS is the first choice due to the I-70 connection and the connection with the existing freight and Amtrak rail. The site is prime for redevelopment, within the town center, owned by the City of GWS, has rail connections already to the property owned by RFTA.</li> </ol>
Cattle Creek and CMC/US 82 Intersection area	0%	
Carbondale	0%	



2 <sup>nd</sup> Regional Priority		
Location	Response Percent	Comments
Carbondale	100%	<ol style="list-style-type: none"> <li>1. RFTA has one proposed BRT station for the Carbondale area, the Carbondale Park-n-Ride. If a regional rail station were to be built in Carbondale, RFTA would prefer this park-n-ride that is growing in popularity (opened on Labor Day 2007), is surrounded by incentivized TOD development and will receive enhanced BRT service. More parking would need to be added for I-70 travelers, but a parking structure has been briefly mentioned in planning discussions. The RFTA-owned Rio Grande Trail runs through the parcel.</li> <li>2. This is an ideal location, but does not offer the population and connectivity incentives of GWS. The redevelopment in the area is prime, but I would not expect a large redevelopment like I would in GWS.</li> </ol>
Glenwood Springs	0%	
Cattle Creek and CMC/US 82 Intersection area	0%	

**Garfield County Survey Comments**

1. Let's keep this ball going!



## **County Working Groups Round 4 Meeting Summaries (Screening Tables)**



## Meeting Summary

**Meeting Date:** August 21, 2008

**Subject:** Jefferson County Working Group Meeting #4  
Screening of Potential Transit Station Locations and Working Group Preferences for Regional Stations

**Attendees:** Rick Muriby, City of Golden  
Steve Glueck, City of Golden  
Mike Schuster, Jefferson County  
John Wolforth, Jefferson County  
Jeanie Rossillon, Jefferson County  
Tim Carl, Jefferson County  
Jennifer Merer, Jacobs Carter Burgess  
Brian Werle, Jacobs Carter Burgess  
Beth Vogelsang, Ordonez and Vogelsang  
Flo Raitano, I-70 Coalition, Director

**During this meeting, the results of the station screening survey were distributed and reviewed. The attached table contains the results of the station screening discussion held during this meeting. Please provide any comments or revisions to the I-70 Coalition Transit Land Use Study team by October 17, 2008.**

# I-70 Coalition Transit Land Use Study

Station Selection Criteria – Summary from county working group meeting #4 on August 21, 2008

## Potential Transit Stations in Jefferson County

STATION	CRITERIA									COMMENTS – WORKING GROUP SUPPORT
	Population Center	Activity Centers	Ridership Capture	Compatible with Land Use Plans	Vehicular Access	Compliments future transit plans	Maximizes connections to transit	Known Environmental Issues	End-of-Line Connectivity	
I-70/US 6 INTERCHANGE AREA	<b>Fair</b> - Not at immediate site. Location draws from regional population centers of Golden, Denver West, Union/Federal Center area, and future C-470/Rooney Road. Visible location.	<b>Good</b> – Expanding retail area with Home Depot and other chain retail. Proximity to Colorado Mills.	<b>Good</b> - High ridership capture based on proximity to west metro urban populations and visibility of site from converging highways.	<b>Good</b> - Station use compatible with site uses. Commercial and retail density and redevelopment potential supported by local land use plans.	<b>Fair</b> – Limited access based on current highway/road configuration at site. Increased vehicular access capacity to site necessary to accommodate future demand for park-n-ride facilities.	<b>Good</b> – Site within RTD urban service area and within 1-2 miles of future LRT station at Jefferson County Building. Also within county ADA transit service area.	<b>Good</b> - Possible connection to West Corridor light rail.	Unknown	<b>Good</b> - Potential for connection to West Corridor light rail.	<b>Good – Regional Priority Tier 1 Station Location</b> This location is central to Golden/Jefferson County, has the potential for land use development supportive of future transit operations and has the land mass needed to support a significant transit center or park-n-ride operation related to a west metro station. Access to the site would need to be improved for future demand levels.
I-70 HOGBACK	<b>Poor</b> - Nearby quarry and regional Park-n-Ride lots make site difficult to support population center adjacent to site. Site would draw from west metro population centers.	<b>Fair</b> - Nearby quarry and regional Park-n-Ride parking lots make site difficult to support significant activity center in future. Some mixed-use retail currently under construction east of site.	<b>Good</b> - Potentially high ridership capture because of proximity to west metro area urban populations and demand patterns currently associated with existing park-n-ride lots.	<b>Good</b> - Station use consistent with existing park-n-ride activities. Moderate commercial and retail development east of area supported by local land use plans.	<b>Good</b> - Access to I-70 and US 40 all directions.	<b>Good</b> - Site within RTD urban service area. Also within county ADA transit service area.	<b>Fair</b> - Isolated from West Corridor light rail end of line. Connection would need to be explored.	Potential archeological and soils issues	<b>Fair</b> - isolated from West Corridor light rail end of line.	<b>Fair</b> – This location has issues with availability of services including water and sewer, and a lack of potential supportive development for a major station.  Location recommended to be eliminated for consideration due to proximity of the I-70/US 6 Interchange area site which better meets criteria.
EL RANCHO	<b>Good</b> - Location draws from Bergen Park and Evergreen population centers of over 30,000 residents.	<b>Good</b> – El Rancho area is an emerging activity and retail center.	<b>Good/Fair</b> - Not as strong a ridership capture as west metro location, but substantial number of rural residents with reverse commute to and from Denver.	<b>Good</b> - Station use compatible with area use. Commercial and retail development densities in this area support transit and are consistent with local land use plans.	<b>Good</b> - Generally good access from the south on SH 74. Access capacity off I-70 interchange sufficient.	Good - Within RTD rural service area.	None.	Unknown	Not end of line location.	<b>Good – Regional Tier 2 Station Location</b> This location would serve the Evergreen and western Jefferson County residents (over 30,000 population) and pull potentially high reverse commute numbers into Denver.





## Meeting Summary

**Meeting Date:** September 2, 2008

**Subject:** Clear Creek County Working Group Meeting #4  
Screening of Potential Transit Station Locations and Working Group Preferences for Regional Stations

**Attendees:** Chuck Sterns, Town of Georgetown  
JoAnn Sorenson, Clear Creek County  
Cynthia Neely, Town of Georgetown  
Krasimir Koev, Easter Seals of Colorado  
Jim Pals, Landowner  
Fred Rollenhagen, Clear Creek County  
Rick Caldwell, Town of Silver Plume  
Jennifer Merer, Jacobs Carter Burgess  
Brian Werle, Jacobs Carter Burgess  
Craig Gaskill, Jacobs Carter Burgess  
Beth Vogelsang, Ordonez and Vogelsang

**During this meeting, the results of the station screening survey were distributed and reviewed. The attached table contains the results of the station screening discussion held during this meeting, and reflects the edits or input provided by the group in review.**

# I-70 Coalition Transit Land Use Study

Station Selection Criteria – Summary from county working group meeting on September 2, 2008

## Potential Transit Stations in Clear Creek County

STATION	CRITERIA								COMMENTS
	Population Center?	Activity Center?	Ridership Capture?	Compatible with Land Use Plans?	Vehicular Access?	Maximizes connections to transit?	Known Environmental Issues?	Working Group Support?	
<b>FLOYD HILL</b>	<b>Fair</b> – Approx 800 rural residents.	<b>Poor</b> – Only a few commercial/retail businesses. Future plans include mixed use activities, but not a large center.	<b>Poor</b> – Minor reverse commute numbers to Denver. Little or no destination travel.	<b>Fair/Poor</b> – Station development could be compatible with future mixed-use land use patterns suggested in current Master Planning effort. Scale and density may not support station use.	<b>Fair</b> – Half interchange at I-70 with access onto I-70 westbound, and off I-70 eastbound	<b>Poor</b> – Currently no transit service to area. Potential site for transit connections to gaming area.	Water and sewer infrastructure limited to top of Floyd Hill. Currently under review with County Master Planning effort. Hill part of Wildlife migration corridor and wetlands.	<b>Fair</b> –	Depending on alignment and/or spur routes, this location could also serve the gaming area. It should be noted that this location is currently undergoing planning efforts to add some mixed use development, but is not likely to be a big population or activity center in comparison to Idaho Springs or Georgetown.
<b>IDAHO SPRINGS</b>	<b>Good</b> – Approx 2000 residents, largest population center in county.	<b>Good</b> – Largest retail and commercial center in county with shopping, tourism, lodging, and USFS. Attempting to develop more recreational activities.	<b>Good</b> – Destination travel to Idaho Springs and mountain corridor from Front Range. Reverse commute to Denver.	<b>Good</b> – Potential locations in town could accommodate infill development and mixed use supportive of future transit operations.	<b>Good</b> – Town has three interchange access points on I-70. East end of town offers easiest access configuration. Other interchange locations somewhat constrained.	<b>Poor</b> – Currently no transit service, but there is an employee shuttle to Loveland Ski Area. Could serve as a potential transit connection to gaming area or transit hub for county.	Potential infill issues related to historic mining activities. Preservation of historical properties and context critical.	<b>Good – Tier 1 Regional Priority Location</b>	Depending on alignment and/or spur routes, this location could also serve the gaming area.
<b>EMPIRE</b>	<b>Fair/Poor</b> - Town of Empire has approx 400 residents.	<b>Fair</b> – Town has minor retail activities, but strong employment demand at Henderson Mine.	<b>Fair</b> - Local employment to Henderson Mine, regional capture greater if station is transfer point to Grand County spur.	<b>Fair/Poor</b> – Land use plans support existing residential and small retail use patterns in Empire. While these uses are not inconsistent with transit operations, the scale and density are not significant enough to support station activities.	<b>Fair</b> - Access to Town of Empire not as good because of steep grade and reliance on US 40.	<b>Poor</b> – Currently no transit service, but could act as transfer point to Grand County spur.	Adjacent to wildlife corridor	<b>Fair</b> –	This location of higher value if spur to Grand County implemented.
<b>EMPIRE JCT</b>	<b>Poor</b> - Little to no residential use in proximity to Empire Junction.	<b>Fair</b> – Easter Seals Camp and Henderson Mine employment base.	<b>Fair</b> - Local employment to Henderson Mine, regional ridership capture greater if transfer point to Grand County spur.	<b>Good</b> – Current light industrial uses, land availability and future plans for mixed-use development considered to be compatible with	<b>Good</b> – Direct access to I-70.	<b>Poor</b> – Currently no transit service, but could act as transfer point to Grand County spur.	Location not on municipal water and sewer. Wildlife migration considerations.	<b>Good – Tier 1 Regional Priority Alternate Location</b>  <i>(recommended to coordinate a</i>	This location of higher value if spur to Grand County implemented. Availability of land and compatibility of existing/future uses important to this site.



STATION	CRITERIA								COMMENTS	
	Population Center?	Activity Center?	Ridership Capture?	Compatible with Land Use Plans?	Vehicular Access?	Maximizes connections to transit?	Known Environmental Issues?	Working Group Support?		
				transit. There could be some public debate regarding change. CDOT also big land owner.					<i>combined Georgetown/ Empire Junction location)</i>	
<b>GEORGETOWN</b>	<b>Good</b> – Approx 1400 residents and home of County seat. Town has land available adjacent to lake and highway for future growth and/or station planning area.	<b>Good</b> – Summer tourist center for shopping, historic, railroad, and recreational uses. Considered to be somewhat lower activity level than Idaho Springs.	<b>Good</b> – Destination travel to Georgetown and mountain corridor from Front Range. Reverse commute to Denver.	<b>Good</b> – Planned land use mix and density compatible with transit service.	<b>Good</b> – Direct access to I-70 and potential location adjacent to US 6.	<b>Poor</b> – Currently no transit service.	National landmark status. Noise levels for residents in valley.			Infrastructure in place. Political center of county.
<b>LOVELAND SKI AREA</b>	<b>Poor</b> – No existing or future residential base or lodging.	<b>Fair</b> – Seasonal recreational activities only including skiing and hiking. Hiking is dispersed and would require shuttle.	<b>Good/Fair</b> – Seasonal destination travel to ski area and recreation.	<b>Poor</b> – Entire ski area, including base on USFS lands. Would require USFS approval and NEPA process. Currently Master Plan for Loveland proposes moderate expansion of recreation, but primarily preservation of USFS lands.	<b>Good</b> - Access at interchange with I-70.	<b>Poor</b> – Currently no transit service.	Land owned by USFS and NEPA required. Wildlife migration corridor.	<b>Fair – Tier 2 Local Priority Location</b>		Location under consideration as a seasonal stop if alignment passes through Loveland Pass.

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## Meeting Summary

**Meeting Date:** September 2, 2008

**Subject:** Summit County Working Group Meeting #4  
Screening of Potential Transit Station Locations and Working Group Preferences for Regional Stations

**Attendees:** John Roberts, Summit County  
Melissa Wyatt, Town of Dillon  
Peter Grosshuesch, Town of Breckenridge  
Mark Leidal, Town of Silverthorne  
Michael Penny, Town of Frisco  
Jennifer Merer, Jacobs Carter Burgess  
Brian Werle, Jacobs Carter Burgess  
Craig Gaskill, Jacobs Carter Burgess  
Beth Vogelsang, Ordonez and Vogelsang  
Flo Raitano, I-70 Coalition, Director

**During this meeting, the results of the station screening survey were distributed and reviewed. The attached table contains the results of the station screening discussion held during this meeting. Please provide any comments or revisions to the I-70 Coalition Transit Land Use Study team by October 17, 2008.**



Potential Transit Stations in Summit County

STATION	CRITERIA								COMMENTS
	Population Center?	Activity Center?	Ridership Capture?	Compatible with Land Use Plans?	Vehicular Access?	Maximizes connections to transit?	Known Environmental Issues?	Working Group Support?	
<b>KEYSTONE</b>	<b>Poor</b> – Mostly seasonal (winter) residents and tourists. Summit Cove is not high density but nearby	<b>Fair</b> – Ski area employment center, ski destination, and 2 <sup>nd</sup> most popular off-season resort.	<b>Good</b> – Popular ski destination from Front Range and local employment.	<b>Good</b> – Land use plans support Included in goals and policies, but not shown on plans.	<b>Fair</b> – Good at ski area, but out of way for most residents. US 6 limited eastbound by Loveland Pass.	<b>Fair</b> – More end of line for local transit. Served by resort shuttle and Summit Stage.	Elk migration corridor near land fill – potential alignment impacts.	<b>Good</b> -Tier 2 Local Priority Location, based on alignment	Considered potential stop on a Loveland Pass alignment. If service focuses on resorts, then Keystone, Breckenridge, and Copper Mtn would provide large ridership base.
<b>DILLON</b>	<b>Fair</b> – Approx 850 year-round residents. Swells to 3,000 to 5,000 with tourists and shoppers.	<b>Fair</b> – Town, marina, concerts and events and shopping draw. Year-round events but most activity in summer.	<b>Fair</b> – Mostly summer destination and lodging and shopping in winter.	<b>Good/Fair</b> – Infill growth desired at town center or main shopping area. Depending on the results of the blight survey development could be compatible with the urban renewal of the town center. Land assemblage could be challenge.	<b>Good/Fair</b> – Central portion of county and good access to US 6, I-70 and Dam Road. Town center may have local limitations.	<b>Good/Fair</b> – Central access to town center and shopping areas by Summit Stage.	Wetland was formed when north dam went through. Not sure of quality and if it can be avoided.	<b>Fair</b>	Might be better served as a local stop on milk run?
<b>SILVERTHORNE</b>	<b>Good</b> – Approx 4,000 year-round residents. Provides regional services to towns and resorts.	<b>Good</b> – Strong shopping/outlet location, commercial employment, and civic uses.	<b>Good/Fair</b> – Local and regional draw to shopping area, employment and civic uses, but not a resort destination. Opportunity to capture freight traffic.	<b>Good</b> – Comp plan updates will include higher density, mixed use and development possibilities conducive to transit use in the area.	<b>Good</b> – Direct interchange access at I-70 and Hwy 9.	<b>Good</b> – Central location at interchange with access to town center and shopping areas by Summit Stage.	Blue river nearby.	<b>Good – Alternate Tier 1 Regional Priority Location</b>	One of most central locations. Probably best location for light freight service with commercial uses, access, and land availability. Also best location for forward travel to other parts of county.
<b>LAKE HILL</b>	<b>Poor</b> – Currently not a population center. Closest residential is across the highway.	<b>Poor</b> – No commercial or retail draw.	<b>Poor</b> - Centrally located, but no population or activity center within proximity of the site.	<b>Fair/Poor</b> – According to Summit County and the Ten Mile Master Plan, the area is designated Open Space and Developed/Dispersed Recreation in order to maintain an open space buffer and separation between communities.	<b>Poor</b> – Access to site is limited to the Dam Road.	<b>Good/Fair</b> – Currently no transit connections, but central location in county support future connections to multiple county destinations.	Property owned by USFS and would require trade/NEPA analysis. Denver Water has raised concerns about the use and viability of the Dillon Dam Road which could significantly influence the future use of the site.	<b>Fair</b>	This location was evaluated as it exists today and is currently planned. Opportunity may exist for large track of USFS land to be developed in manner supportive of transit services in the future.
<b>BRECKENRIDGE</b>	<b>Good</b> – Approx 3,500 year-round residents. Also draws residents from upper Blue River.	<b>Good</b> – Town and ski area draw. Shopping popular year-round. Most popular off-season resort.	<b>Good</b> –Capture based on regional and ski destination travelers, and employees to and from the area.	<b>Good</b> – Land use mix, residential base and accepted densities in town are supportive of current transit and gondola service, and conducive to future services.	<b>Good/Fair</b> – State Hwy 9 access in and out of Breckenridge could be considered to be out of the way for travelers.	<b>Good</b> – Existing Summit stage and local service in and out of Breckenridge.	Unknown.	<b>Good</b>	Would be largest ridership draw for a southern Summit County alignment serving Loveland, Keystone and Breckenridge.



STATION	CRITERIA								COMMENTS
	Population Center?	Activity Center?	Ridership Capture?	Compatible with Land Use Plans?	Vehicular Access?	Maximizes connections to transit?	Known Environmental Issues?	Working Group Support?	
<b>FRISCO</b>	<b>Good</b> - Approx 2,700 year-round residents.	<b>Good</b> - Town, marina, and shopping draw. Year-round events; majority of activity in summer.	<b>Fair/Good</b> – Ridership capture based on proximity to I-70 interchange, local residential base, and Breckenridge destination riders if the station is not located in Breckenridge.	<b>Good</b> – Mixed land use and residential base supported in Comp Plan and conducive to transit operation. Acceptance of higher densities and land availability will be issues going forward.	<b>Good</b> – In proximity to I-70 interchange and easy access to State Hwy 9.	<b>Good</b> – Central access to town center by Summit Stage. Central location in county.	Unknown.	<b>Good- Tier 1 Regional Priority Location</b>	One of most central locations providing access to Summit County, including Breckenridge. Some back-tracking required to get to Keystone. Changes in land use mix and density may be hindered by growth or build-out concerns in Frisco at this time.
<b>COPPER MOUNTAIN</b>	<b>Poor</b> - Seasonal residents only. Not envisioned as a significant year-round population base.	<b>Good</b> - Ski area employment center, ski destination, and off-season tourist recreational activity center.	<b>Good/Fair</b> – Popular ski destination and employee commute connection from Leadville to resort employment.	<b>Good</b> – Ski destination and related uses outlined in Master Plan and conducive to transit operation.	<b>Good</b> – Direct and visible access at interchange with I-70. Easy access to/from Leadville.	<b>Fair</b> – More end of line for local transit. Served by resort shuttle and Summit Stage.	Unknown.	<b>Good/Fair - Tier 2 Local Priority Location</b>	Might be better served as a local stop on milk run? If service focuses on resorts, then Keystone, Breck, and Copper Mtn would provide large ridership base.

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## Meeting Summary

**Meeting Date:** September 24, 2008

**Subject:** Eagle County Working Group Meeting #4  
Screening of Potential Transit Station Locations and Working Group Preferences for Regional Stations

**Attendees:** Eva Wilson, Eagle County  
Tom Kassmel, Town of Vail  
Greg Hall, Town of Vail  
Cliff Simonton, Eagle County  
Pete Fralick, Eagle County  
Greg Schroeder, Eagle County  
Tom Johns, Eagle County  
Ben Gerdes, Eagle County  
Ross Morgan, Town of Gypsum  
Don Cohen, Eagle County Economic Council  
Harry Taylor, Eagle County  
Bill Gray, Town of Eagle  
Matt Gennett, Town of Avon  
Bob Narracci, Eagle County  
Tom Gosiorowski, Town of Eagle  
Cissy Olson, Robertson & Marchetti  
Jennifer Merer, Jacobs Carter Burgess  
Brian Werle, Jacobs Carter Burgess  
Beth Vogelsang, Ordonez and Vogelsang  
Flo Raitano, I-70 Coalition, Director

**During this meeting, the results of the station screening survey were distributed and reviewed. The attached table contains the results of the station screening discussion held during this meeting, and reflects the input or edits made by the group in review of the results.**

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Potential Transit Stations in Eagle County

STATION	CRITERIA								COMMENTS
	Population Center?	Activity Center?	Serves Geographic Area?	Compatible with Land Use Plans?	Vehicular Access?	Compliments future transit plans/connections?	Known Environmental Issues?	Working Group Support?	
<b>VAIL</b>	<b>Good/Fair</b> – Large hotel base but somewhat lower year-round residential base.	<b>Good</b> – Largest in county. Employment, recreation/resort, retail. 35,000 beds. Destination location.	<b>Good</b> – For tourists coming into county. <b>Poor</b> – For regular/commuter use by all county residents.	<b>Good</b> – Planned Land Use mix and densities within the village strongly support transit operations and ridership.	<b>Good</b> – Interchange access off I-70 to Vail Village and Lionshead. Increased travel demand between interchange and station or park-n-ride location could create substantial congestion at key locations. Vail believes that increased transit ridership will free up existing parking.	<b>Good</b> – Served by ECO and Vail Transit. Connection to Leadville.	<b>None Known</b>	<b>Good – Tier 1 Regional Priority Location (Vail or Avon)</b>	Hub location. If there were to be only one location in Eagle County, most would support an eastern county location at Vail or Avon location because of east travel direction. Vail would likely work best for tourists coming to county and Avon would work best for county residents using system.
<b>AVON</b>	<b>Good</b> – Large year-round residential base of about 7,000.	<b>Good</b> – Regional commercial/retail and recreation base, and access point to Beaver Creek ski area.	<b>Good</b> – Ridership would consist of both tourists and county residents.	<b>Good</b> – Town of Avon currently developing mixed-use, high density Town Center Plan supported by transit center.	<b>Good</b> –Two interchanges which provide good access to I-70.	<b>Good</b> – ECO hub with planned expansion to Transit Center in Avon. Offers service connections to Leadville, Vail, and Beaver Creek.	<b>None Known</b>		
<b>EDWARDS</b>	<b>Good</b> – Largest population base in county. Also more diversified.	<b>Fair</b> –Local retail, schools.	<b>Good/Fair</b> – Ridership would consist of both tourists and county residents.	<b>Good</b> – Current land use plans indicate growth in residential base and retail/commercial, supportive of commuter transit patterns.	<b>Fair</b> – Road system has limited capacity and access would require use of spur road. Limited land availability for substantial parking infrastructure.	<b>Fair/Poor</b> – Served by ECO transit	Close to Eagle River.	<b>Fair</b> – Local system location only.	
<b>WOLCOTT</b>	<b>Poor</b> – Currently minor population base. In future could have 500 to 1,000 dwelling units or up to 2,000 residents.	<b>Poor</b> – Not an activity center.	<b>Poor</b> – Regional commuter ridership possible, but limited since the area is not a population base or activity center. Could serve as a connection to Steamboat Springs.	<b>Good</b> - Building 500-1000 roof tops	<b>Good</b> – Has excess parking capacity.	<b>Poor</b> – Served by one ECO stop	Least built out location, but may have soil issues and close to Eagle River	<b>Poor</b> – Local system location only.	
<b>EAGLE</b>	<b>Good</b> – Smaller population base than Edwards.	<b>Good/Fair</b> – Local retail, county government center, workforce services.	<b>Poor</b> – For tourists coming into county. <b>Fair</b> – For regular/commuter use by all county residents.	<b>Good/Fair</b> Ultimate build out 10,000-12,000 roof tops.	<b>Fair/Poor</b> – Fair parking availability but poor road system would require building additional capacity.	<b>Poor</b> – Served by ECO.	<b>Not Known</b>	<b>Fair</b> – Local system location only.	





STATION	CRITERIA								COMMENTS
	Population Center?	Activity Center?	Serves Geographic Area?	Compatible with Land Use Plans?	Vehicular Access?	Compliments future transit plans/connections?	Known Environmental Issues?	Working Group Support?	
<b>EAGLE AIRPORT</b>	<b>Poor</b> – No population base in proximity to airport.	<b>Fair/Poor</b> – Activity center between 10 am and 2 pm. Seasonal fluctuation is use levels, as well.	<b>Good</b> – For both tourists and county residents. Central to Vail and Gypsum and could pull regional commuter ridership.	<b>Good</b> – Existing and planned commercial and industrial uses are compatible with future transit operations.	<b>Good</b> - Widened Cooley Mesa Rd better able to accommodate increased travel demand. Capacity would increase with construction of planned I-70 interchange.	<b>Good</b> – Served by ECO and potential RFTA connection. Direct airport connection.	<b>Not Known</b>	<b>Good – Tier 1 Regional Priority Location</b>	Hub Location. This location would provide a western connection to the regional system and connect airport to system. Good light freight location.
<b>GYPSUM</b>	<b>Good/Fair</b> – Residential base of 6,000 and growing; similar in size to Eagle.	<b>Fair</b> – Local retail and workforce services.	<b>Poor</b> – For tourists coming into county. <b>Fair</b> – For regular/commuter use by all county residents.	<b>Good</b> – Planned residential growth up to 10,000 roof tops would support future transit operations.	<b>Good/Fair</b> – Improvements at US 6 and I-70 would make access more direct. Parking planned at location close to I-70.	<b>Good/Fair</b> Served by ECO and potential RFTA connection. Close to airport.	<b>Not Known</b>	<b>Poor</b> – Local system location only.	

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## Meeting Summary

**Meeting Date:** August 26, 2008

**Subject:** Garfield County Working Group Meeting #4  
Screening of Potential Transit Station Locations and Working Group  
Preferences for Regional Stations

**Attendees:** Jason White, RFTA  
Craig Richardson, Garfield County Planning  
Jennifer Merer, Jacobs Carter Burgess  
Brian Werle, Jacobs Carter Burgess  
Beth Vogelsang, OV Consulting

(it should be noted that Kristin Kenyon provided input to this meeting via hard copy notes)

**During this meeting, the results of the station screening survey were distributed and reviewed. The attached table contains the results of the station screening discussion held during this meeting, and reflects the groups' edits or input on results.**

# I-70 Coalition Transit Land Use Study

Station Selection Criteria – Summary from county working group meeting #4 on August 26, 2008

## Potential Transit Stations in Garfield County

STATION	CRITERIA								COMMENTS
	Population Center?	Activity Center?	Ridership Capture?	Compatible with Land Use Plans?	Vehicular Access?	Compliments future transit plans?	Known Environmental Issues?	Working Group Support?	
<b>GLENWOOD SPRINGS – DOWNTOWN WYE</b>	<b>Good</b> – Within a 1-3 minute walk for residents in established downtown neighborhoods.	<b>Good</b> – Top overall Garfield location because of downtown attractions, tourist draw, retail, pool.	<b>Good</b> - 9 <sup>th</sup> St residential area, Amtrack, tourist draw to mix of uses and potential access for regional capture.	<b>Good</b> – Redevelopment plans for large mixed-use area highly supportive of integrated transit service.	<b>Fair</b> – Plans to punch 8 <sup>th</sup> St through to future site will improve direct access. Other improvements may be needed depending on demand.	<b>Good</b> – Connections to local and regional bus/BRT service via RFTA.	Historical industrial uses.	<b>Good - Tier 1 Regional Priority Location</b>	Central connectivity to Garfield/Pitkin locations, urban population and activity centers, tourist destinations. Residents up valley and to west easily drawn to location to use regional transit. Proposed BRT system would cover transit needs up valley and bring users to the regional transit station. Planned land use mix conducive to successful transit services from site.
<b>GLENWOOD SPRINGS – ROARING FORK MARKETPLACE</b>	<b>Fair</b> - Not much residential in immediate vicinity.	<b>Fair</b> – Retail area with mostly daytime use. Connected to Roaring Fork Valley.	<b>Good</b> –Served by both local and regional bus routes, better local capture.	<b>Good/Fair</b> – Existing uses to remain with limited space for additional development or rail.	<b>Good</b> – Direct access to US 82.	<b>Good</b> – Local and regional bus connections.	Cemetery to west across US 82.	<b>Fair</b>	Possible second choice regional location. Visible retail development and likely to have the least difficulties developing site because of existing rail tracks and availability of land. More remote site, however, than downtown mixed-use and tourist activity centers.
<b>GLENWOOD SPRINGS – WEST RFTA PARK-N-RIDE</b>	<b>Fair</b> – Large residential area north of I-70 is at least a 15 minute walk to the potential station location.	<b>Fair</b> – Emerging retail area with mostly daytime use. Somewhat isolated location.	<b>Fair</b> – Mostly bus transfer area. Better for locals going to Denver.	<b>Fair/Poor</b> – Compatible with current development but would need to address land availability and an affordable housing requirement.	<b>Good</b> –because of existing easy access I-70.	<b>Fair</b> – Local and regional bus connections.	Steeper slopes and close to Colorado River.	<b>Fair</b>	May not be feasible if alignment comes through Glenwood Canyon. Use as a regional station depends on land use/redevelopment potential at the time. Serves both up and down valley.
<b>CATTLE CREEK AND CMC/US 82 INTERSECTION AREA</b>	<b>Poor</b> - Mostly rural development in area. CMC nearby. Proposed Cattle Ck Crossing development could add 900 units	<b>Poor</b> – Only minor retail, not many activities to draw people. Some activity associated with CMC.	<b>Poor</b> – Mostly just a local bus stop. No future BRT stop.	<b>Fair</b> – Current planning for smaller mix of uses.	<b>Fair</b> – But limited access to US 82, which has congestion issues. Also frontage road is congested. Future stop light at CR 114 may be required.	<b>Poor</b> – No BRT stop planned, only local bus service.	Wetlands and presence of wildlife; herons, eagles and elk.	<b>Poor</b>	Under consideration if an alignment were to come over Cottonwood Pass. But even then, this is not a population or activity center. Most would prefer a location at an existing center.
<b>CARBONDALE – RFTA P-N-R</b>	<b>Good</b> - Growing transit-oriented development area	<b>Good</b> – near downtown, mixed uses, transit, trail connections and CRM school.	<b>Good</b> – existing transit stop with ridership capture from up valley. Not as strong tourist draw as Glenwood.	<b>Good</b> – Town of Carbondale is planning for and providing incentives for transit-oriented development.	<b>Good</b> – Recent improvements with direct access to SH 133.	<b>Good</b> – Planned for BRT station. Local and regional bus connections.	Unknown.	<b>Good - Tier 2 Local Priority Location</b>	Under consideration if an alignment were to come over Cottonwood Pass. Best Carbondale location because minimizes impacts to downtown and takes advantage of existing transit-oriented development and transit connections.
<b>CARBONDALE – TOWN HALL AREA</b>	<b>Good</b> – Highest of Carbondale sites because of downtown land uses.	<b>Good</b> – local activity center	<b>Good</b> – Capture locals up valley. But not as strong a tourist draw as Glenwood.	<b>Good/Fair</b> – Town is planning for and providing incentives transit-oriented development. But not clear if fits into context of downtown area.	<b>Fair/poor</b> – Downtown location with limited access.	<b>Fair</b> – Connections to RFTA P-n-R, but not as direct.	Unknown.	<b>Fair</b>	A downtown location could have more impacts.

## I-70 Coalition Transit Land Use Study

Station Selection Criteria – Summary from county working group meeting #4 on August 26, 2008

STATION	CRITERIA								COMMENTS
	Population Center?	Activity Center?	Ridership Capture?	Compatible with Land Use Plans?	Vehicular Access?	Compliments future transit plans?	Known Environmental Issues?	Working Group Support?	
<b>CARBONDALE – CATHERINE'S STORE AREA</b>	Fair - Mostly rural single family with some multifamily.	Poor – only one convenience store.	Fair – Capture locals up valley.	Poor – Community would like to keep rural but two higher density developments are in the planning process.	Good – Direct access to US 82.	Poor – only local bus service.	Floodplain issues and public concern about conversion of farmlands.	Poor	Site likely to be controversial and doesn't serve an activity center.

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