



City of Arvada
ARVADA GOLD LINE ADVISORY COMMITTEE
September 27, 2007
6:00 – 7:30
Council Conference Room

Members Present

Adam Browning
Georg Ek
Stephan Hannan
Bernard Kionka
Mark Schaefer

Jane Schnabel
Greg Thomason
Bob Wilson

Staff Present

Edward Stafford

Guests Present

Chris Quinn - RTD

I. Introductions

Committee members and guest introduced themselves.

II. Northwest Rail Project Update

Chris Quinn, RTD Project Manager, provided an update on the Northwest Rail FasTracks project. The Northwest Rail line will share track and operations with the existing freight rail for a majority of the line, which average 8 trains per day, and will provide service from Denver Union Station to Boulder and Longmont. Mr. Quinn explained that a joint transit station with the Gold Line and the Northwest Rail Line was possible at the Pecos Street station, but only if a complete grade separated crossing at Pecos is built. Adams County has been working on plans for a grade separation for the Union Pacific line, but it may not include the Burlington Northern line (the corridor for Northwest Rail). The Northwest Rail and the Gold Line will share tracks from the 38th Avenue station to the Denver Union Station.

The current technology proposed for the Northwest Rail corridor is Diesel Multiple Unit (DMU), which is similar to the 2001 Major Investment Study (MIS) recommendation. Electrical Multiple Unit (EMU) has been evaluated, but DMU is more cost effective for the Northwest Rail line. The RTD board will consider the DMU recommendation at the October 16, 2007 meeting. Public Comments on technology have favored EMU because of concerns about noise and vibration and the perception that DMU will have greater impacts. The noise issue is mostly related to train horns and is the same for both EMU and DMU. RTD has conducted noise and vibration analysis, which have shown no severe impacts (as per the FTA guidelines) would be seen for either technology. Air quality modeling for the corridor shows a net benefit

for both technologies (as they would take cars off the road) and that at the stations 99 percent of the air emissions are from automobiles in the area.

A draft environmental document is expected to be completed late this winter or in early spring 2008 and a decision document is expected in late 2008. Construction could then start in 2010.

III. Gold Line Update

Staff reminded the GLAC about upcoming public meetings for the Gold Line on October 23rd and 24th and encouraged all members to attend one of the meetings.

Staff informed the GLAC about recent discussions with RTD for the use of a single track through the Olde Town Arvada area.

IV. Harvest Festival Debrief

GLAC members who were at the Harvest Festival were asked to provide Bob Wilson with a brief write up what they heard from the community at the festival. Members stated that in general the comments were mostly positive or people were looking for more information about the project. Many people appeared more informed about the Gold Line this year than last year. The committee expressed disappointment at the lack of information/presentation at the RTD Gold Line booth.

V. Other Items

Staff provided an update on the status of the Quiet Zone project along the Union Pacific rail line in Arvada.

Jane Schnable told the group that the next HOTA merchant meeting will be on November 13, at the Library at 8:30 AM, and the topic will be a presentation about the Gold Line by Liz Telford and Don Ulrich to business owners in Olde Town.

Gerg Ek told the group that on Saturday, October 6, 2007 Colorado Rail will be meeting and their agenda will focus on issues with Denver Union Station and also Front Range Rail.

The next meeting is on November 29, 2007 at 6:00 PM in the Council Conference Room at City Hall.