

Technical Memorandum - Station Design Strategy For DEIS Purposes



Date: January 26, 2007
By: Jennifer Merer
Subject: Transit Design Team – Station Design Strategy for DEIS

Transit Station Siting

To start the station site selection process an evaluation was conducted to determine the general locations of stations on the BNSF rail, I-25 and US 85 corridors. Potential station locations were identified and evaluated using a set of criteria that screened if the potential station location met the following criteria:

- Serves a population center
- Provides East/West Access
- Supported by existing transit infrastructure
- Serves an activity center
- Has committee support
- Has stakeholder support
- Provides end of the line connectivity

The station evaluation process is documented in more detail in the *Station Selection Process Criteria, January 2007* which can be found in the appendix of this document. As a result of this process 9 commuter rail stations, 12 BRT stations and 5 commuter bus stations were recommended to move forward for evaluation in the Draft EIS.

Transit Station Site Selection

After determining the general vicinity of station locations a more detailed evaluation was conducted for each station location. Numerous sites were identified at each station to house the platform, park and ride and bus activity. The preferred station locations were chosen based on the following primary criteria:

- Minimal neighborhood and environmental impacts
- Connectivity
- Opportunity for joint development
- Compatibility with adjacent land use

The evaluation process is described in detail in *The North I-25 EIS Station Alternatives and Evaluation Report, January 2007* which can be found in the appendix of this document.

Commuter Rail

Commuter Rail Station Design Elements

Each station with the exception of the Fort Collins Downtown Transit Center Station would be equipped with 2 side loaded platforms that are 25' wide x 400' long. A pedestrian overpass would be provided to connect the two side loaded platforms. The pedestrian overpass would be 23'-0" to the bottom of the bridge and 27'-10" to the top of the bridge and accessed by elevators and stairs. Figure 1 illustrates a typical cross section of the commuter rail station and

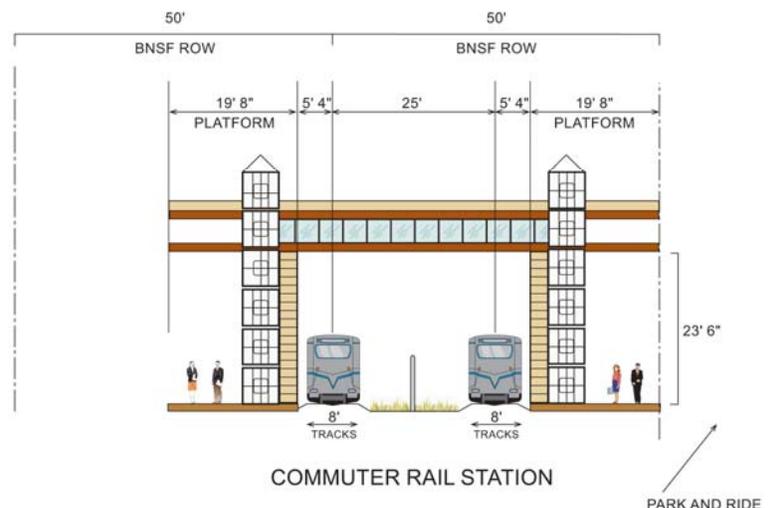
pedestrian overpass. At all stations a 12'-0" wide multi-use path and 6'-0" tree lawn would provide connectivity between the platform, park and ride and connectivity to the closest road. All stations would be designed in accordance with the accessibility standards set forth in the *Americans with Disabilities Act* (ADA). Platforms were located to accommodate 100'-0" tangent track on both sides of the platform and 300'-0" clearance from the end of platform to the nearest intersection. The Fort Collins Downtown Transit Center and the Downtown Loveland stations were exceptions to the required 300'-0" clearance because the platforms were located in the downtown grid and would require closing major roads. The platform would be located 5'-9" from the existing and proposed rail with the park and ride being proposed as close to the platform as possible. Each platform would include standard amenities:

- 1 low block with shelter
- 2 windscreens
- 1 overhead shelter
- minimum 200 foot-candles lighting (approximately 8 lights at 50'-0" spacing)
- 3 trash receptacles
- 4 benches
- electrical outlets
- wet tap
- 2 security cameras
- 400 lineal feet warning strip
- signage
- 1 variable message sign
- 1 telephone
- 1 commuter Rail schedule information sign
- 1 ticket vending machine
- 2 elevators
- 1 stair

Figure 1

Park and rides would include parking for commuter rail patrons, bus drop off and kiss and ride. A kiss and ride is a passenger drop off area for private cars. Each park and ride would include standard amenities:

- lighting
- 1 ticket vending machine
- 1 rail information sign
- bike racks (2% of parking)
- 2 newspaper racks
- benches/ shelter (depends on number of parking spaces and bus bays)
- signage
- electrical outlets
- telephones
- security cameras
- landscaping (in accordance with local landscape ordinances)



Commuter Rail Stations

The following describes the general location and the program for parking, bus service and kiss and ride service at each commuter rail station. The *Station Alternatives maps* and the Station park and ride maps provide a visual map of the proposed and preferred station sites and can be found on the prl site. The table below summarizes the program for each station.

Commuter Rail on BNSF

STATION	Location	Platform	Bus Transfer Plaza	Parking	Land Acquisition
Fort Collins Downtown Transit Center	Adjacent to Mason Street between Maple Ave and Cherry Street	1 platform At-Grade	1 bus bay	100 surface or structure spaces	Yes
Colorado State University	On the BNSF corridor between University Ave and W Pitkin St	2 Side loaded platforms At-Grade	No bus bays	No Parking	No
South Fort Collins Transit Center	Off of US 287 and W. Fairway Lane	2 Side loaded platforms At-Grade	2 bus bays	110 surface spaces	Yes- coordinate with FC who owns land
North Loveland	On the east side of the BNSF and south of 29 th Street	2 Side loaded platforms At-Grade	1 bus bay	140 surface spaces	Yes
Downtown Loveland	On the west side of the BNSF between 4 th Street and 6 th Street	2 Side loaded platforms At-Grade	3 bus bays	40 surface spaces	Yes
Berthoud	On the east side of the BNSF north of SH 56	2 Side loaded platforms At-Grade	1 bus bay	70 surface spaces	Yes
North Longmont	On the east side of the BNSF and north of SH 66	2 Side loaded platforms At-Grade	No bus bays	30 surface spaces	Yes
Longmont at Sugar Mill	On the BNSF and near Ken Pratt Boulevard	2 Side loaded platforms At-Grade	No bus bays	150 surface spaces	Yes
I-25 and Weld County Road 8	North of County Road 8 and west of I-25.	2 Side loaded platforms At-Grade	1 bus bay	210 surface spaces	Yes

Fort Collins Downtown Transit Center Station (existing)

The Fort Collins Downtown Transit Center station would be located at Mason Street and Maple Street in the jurisdiction of the City of Fort Collins. This station is the exception to the standard station layout. There would be one track at the Fort Collins Downtown station, therefore there

would be 1 platform located to the east of the existing BNSF track with no pedestrian overpass. The program for the commuter rail station requires 1 bus bay, a kiss and ride and 100 surface or structure parking spaces. There are two station sites under consideration, Site A and Site C. Final site selection would depend on public input, additional evaluation of engineering and availability of land. For the two station sites under consideration, the platform would be located at grade in the center of Mason Street east of the existing BNSF tracks between Maple Street and Laporte Avenue. Despite the recommended 300'-0" safety distance to an intersection both Cherry Street and Laporte Avenue will remain open in order to maintain the Fort Collins city grid. The platform is approximately 80'-0' from Maple Street and 120'-0" to Laporte Avenue.

Site A is located east of Mason Street between Maple Street and Cherry Street. Site A assumes a surface parking lot and that bus loading/unloading would occur at the existing Downtown Transit Center.

Site C is located west of Mason Street between Maple Street and LaPorte Ave. This site is currently utilized by the City of Fort Collins as a surface parking lot for their municipal building. Site C assumes a shared parking structure which would replace the existing parking for the City of Fort Collins Municipal Building and an on street bus stop on Maple Street. The City of Fort Collins has stated their preference for Site C.

Traffic analysis at this station site can be found in the Ft Collins Downtown Parking Traffic Evaluation located on the PRL.

Colorado State University Station

The Colorado State University station is located on the BNSF corridor between University Avenue and W Pitkin Street in the jurisdiction of Fort Collins. This station is proposed to be a walk up station to serve the Colorado State University campus with no parking, kiss and ride or bus bays. Since this station is only adding a platform, no site has been identified for evaluation. The platform would be located at grade adjacent to the current BNSF track and the proposed commuter rail track. The City of Fort Collins has been very specific on where they would like the platform to be located, as a result the platform is very close to University Avenue. Due to the length of the platform and the 300'-0" recommended safety distance to an intersection, University Avenue would no longer cross the BNSF tracks. The Colorado State University running track to the east of the BNSF is considered historic and has just completed an expansion to the west.

Traffic analysis at this station site can be found in the Ft Collins CSU Traffic Evaluation located on the PRL.

Fort Collins South Transit Center (New) Station

The Fort Collins South Transit Center station is located off US 287 and W. Fairway Lane in the jurisdiction of Fort Collins. The program for the commuter rail station would require 2 bus bays, a kiss and ride and 110 surface parking spaces. There is one site, Site A proposed to move forward in the Draft EIS. Site A is owned by the City of Fort Collins and identified as a transit facility in the Mason Transportation Corridor. The platform is at grade with the BNSF tracks. Bus loading/ unloading and kiss and ride services would occur in the park and ride. Coordination with the Mason Transportation Corridor is required to not preclude the additional parking that would be needed for the Mason Corridor BRT.

Traffic analysis at this station site can be found in the Ft Collins South Transit Center Parking Traffic Evaluation located on the PRL.

North Loveland Station

The North Loveland station is located on the BNSF and 29th Street in the jurisdiction of the City of Loveland. The program for the commuter rail station would require 1 bus bay, a kiss and ride and 140 surface parking spaces. Bus loading/unloading and kiss and ride services would occur in the park and ride. There is one site, Site C proposed to move forward in the Draft EIS. Site C is located on the east side of the BNSF and south of 29th Street. Loveland anticipates significant development to occur in the future near 29th Street.

Traffic analysis at this station site can be found in the Loveland 29th St Parking Traffic Evaluation located on the PRL.

Downtown Loveland Station

The Downtown Loveland station is located on the BNSF between 4th Street and 6th Street in the jurisdiction of the City of Loveland. The program for the commuter rail station requires 3 bus bays, a kiss and ride and 40 surface parking spaces. Bus loading/unloading and kiss and ride services would occur on street. There is one site, Site I proposed to move forward in the Draft EIS. Site I is located on the west side of the BNSF between 4th Street and 6th Street. This site is owned by the City of Loveland and is currently used for parking. Despite the recommended 300'-0" safety distance to an intersection both 4th Street and 6th Street will remain open in order to maintain the Loveland city grid. The platform is approximately 80'-0' from Maple Street and 120'-0' to Laporte Avenue. Site I would serve the downtown of Loveland and provide an opportunity to reinvigorate the historic downtown core. There are two existing rail related historic structures in close proximity, the RR Depot on the northeast corner of 4th Street which is currently being used as a restaurant and the Feed and Grain Building at 1st Street.

Traffic analysis at this station site can be found in the Loveland Downtown Parking Traffic Evaluation located on the PRL.

Berthoud Station

The Berthoud station is located on the BNSF and SH 56 in the jurisdiction of the Town of Berthoud. The program for the commuter rail station requires 1 bus bay, a kiss and ride and 70 surface parking spaces. Bus loading/unloading and kiss and ride services would occur in the park and ride. There is one site, Site B proposed to move forward in the Draft EIS. Site B is located on the east side of the BNSF north of SH 56. Site B is the preferred site of the Town of Berthoud. Initial environmental analysis revealed that there are potential impacts to a detention pond and hazardous materials. Site B is in close proximity to downtown Berthoud.

Traffic analysis at this station site can be found in the Berthoud Parking Traffic Evaluation located on the PRL.

North Longmont Station

The North Longmont station is located on the BNSF and SH 66 in the jurisdiction of the City of Longmont. The program for the commuter rail station requires no bus bays, a kiss and ride and 30 surface parking spaces. Kiss and ride services would occur in the park and ride. There is

one site, Site B proposed to move forward in the Draft EIS. Site B is located on the east side of the BNSF and north of SH 66. The City of Longmont has plans for a commercial development to occur in this area.

Traffic analysis at this station site can be found in the Longmont SH 66 Parking Traffic Evaluation located on the PRL.

Longmont at Sugar Mill Station

The Longmont at Sugar Mill station is located on the BNSF near Ken Pratt Boulevard in the jurisdiction of unincorporated Boulder County and the City of Longmont. The program for the commuter rail station requires no bus bays, a kiss and ride and 150 surface parking spaces. Bus loading/unloading and kiss and ride services would occur in the park and ride. There are three station sites under consideration, Site A, Site E and Site G. Final site selection would depend on public input, additional evaluation of engineering and environmental impacts and availability of land.

Site A is located south of the BNSF and Sugar Mill Road and north of Ken Pratt Boulevard. Site A would require an at-grade pedestrian crossing of Sugar Mill Road. Site E is located north of SH 119 and west of County Line Road. Site G is located north of the BNSF and south of Rogers Road. Site A has been identified in the Longmont Diagonal Rail Feasibility Project as the preferred site for the Northwest Rail. However, the current FasTracks plan does not have funding to reach this station.

Traffic analysis at this station site can be found in the Sugar Mill Parking Traffic Evaluation located on the PRL.

I-25 and Weld County Road 8 Station

The I-25 and Weld County Road 8 station is located at the intersection of I-25 and Weld County Road 8 in the jurisdiction of Erie, Dacono and Broomfield. The program for the commuter rail stations requires 1 bus bay, a kiss and ride and 210 surface parking spaces. Bus loading/unloading and kiss and ride services would occur in the park and ride. There is one site, Site E proposed to move forward in the Draft EIS. Site E is located north of Weld County Road 8 and west of I-25.

Traffic analysis at this station site can be found in the WCR 8 at I-25 Interchange and Parking Traffic Evaluation located on the PRL.

Commuter Bus

Commuter Bus Station Design Elements

Commuter bus would stop in the park and ride to load and unload passengers. At all stations a 12'-0" wide multi-use path and 6'-0" tree lawn would provide connectivity between the bus drop-off, park and ride and connectivity to the closest road. All stations would be designed in accordance with the accessibility standards set forth in the *Americans with Disabilities Act* (ADA).



information. cooperation. transportation.

Park and rides would include parking for commuter bus patrons, bus drop off and kiss and ride. A kiss and ride is a passenger drop off area for private cars. Each park and ride would include standard amenities:

- lighting
- bike racks (2% of Parking)
- 2 newspaper racks
- benches/ shelter (depends on number of parking spaces and bus bays)
- signage
- electrical outlets
- telephones
- security cameras
- landscaping

Commuter Bus Stations

The following describes the general location and the program for parking, bus service and kiss and ride service at each commuter bus station. The *Station Alternatives maps* and the Station park and ride maps provide a visual map of the proposed and preferred station sites and can be found on the prl site. The table below summarizes the program for each station.

Commuter Bus on US 85

STATION	Location	Bus Transfer Plaza	Parking	Land Acquisition
Greeley	West of Business US 85 and north of D Street and south of Cache La Poudre River	2 bus bays	40 surface spaces	Yes
South Greeley	Off of 8 th Avenue between 26 th Street and US 34	2 bus bays	80 surface spaces	Yes
Evans	East of US 85 and south of 42 nd Street	2 bus bays	70 surface spaces	Yes
Platteville	West of US 85 and north of SH 66	2 bus bays	60 surface spaces	Yes
Fort Lupton	East of US 85 and south of CR 14.5	2 bus bays	110 surface	Yes

Greeley Station

The Greeley station is located on Business US 85 and D Street in the jurisdiction of the City of Greeley. The program for the commuter bus station requires 2 bus bays, a kiss and ride and 40 surface parking spaces. Bus loading/unloading and kiss and ride services would occur in the park and ride. There is one site, Site A proposed to move forward in the Draft EIS. Site A is located west of Business US 85 and north of D Street and south of Cache La Poudre River. Site A was recommended by the City of Greeley as the end of the line for commuter bus.

Traffic analysis at this station site can be found in the Greeley D Street Parking Traffic Evaluation located on the PRL.

South Greeley Station

The South Greeley station is located off of 8th Avenue between 26th Street and US 34 in the jurisdiction of the City of Greeley. The program for the commuter bus station requires 2 bus bays, a kiss and ride and 80 surface parking spaces. Bus loading/unloading and kiss and ride

services would occur in the park and ride or on-street. There is one station site, Site G and two stop locations under consideration. Final site selection would depend on public input, additional evaluation of traffic modeling, environmental impacts and availability of land.

A stop is considered an on-street bus stop with no associated parking, kiss and ride and bus transfer activity. Stop 1 is located on 8th Avenue between 19th Street and 20th Street. Stop 2 is located on 8th Avenue between 21st Street and 22nd Street. Site G is located west of 8th Avenue between US 34 and 26th Street. The two proposed stops would serve the UNC campus and Site G would allow for a park and ride in southern Greeley.

Traffic analysis at this station site can be found in the South Greeley Parking Traffic Evaluation located on the PRL.

Evans Station

The Evans station is located off of Business US 85 and 42nd Street in the jurisdiction of the City of Evans. The program for the commuter bus station requires 2 bus bays, a kiss and ride and 70 surface parking spaces. Bus loading/unloading and kiss and ride services would occur in the park and ride. There is one site, Site F, proposed to move forward in the Draft EIS. Site F is located east of US 85 and south of 42nd Street.

Traffic analysis at this station site can be found in the Evans Parking Traffic Evaluation located on the PRL.

Platteville Station

The Platteville station is located off of US 85 and SH 66 in the jurisdiction of the Town of Platteville. The program for the commuter bus station requires 2 bus bays, a kiss and ride and 60 surface parking spaces. Bus loading/unloading and kiss and ride services would occur in the park and ride. There is one site, Site J, proposed to move forward in the Draft EIS. Site J is located west of US 85 and north of SH 66.

Traffic analysis at this station site can be found in the Platteville Parking Traffic Evaluation located on the PRL.

Fort Lupton Station

The Fort Lupton station is located off of US 85 and CR 14.5 in the jurisdiction of the City of Fort Lupton. The program for the commuter bus station requires 2 bus bays, a kiss and ride and 110 surface parking spaces. Bus loading/unloading and kiss and ride services would occur in the park and ride. There is one site, Site E proposed to move forward in the Draft EIS. Site E is located east of US 85 and south of CR 14.5.

Traffic analysis at this station site can be found in the Ft Lupton Parking Traffic Evaluation located on the PRL.

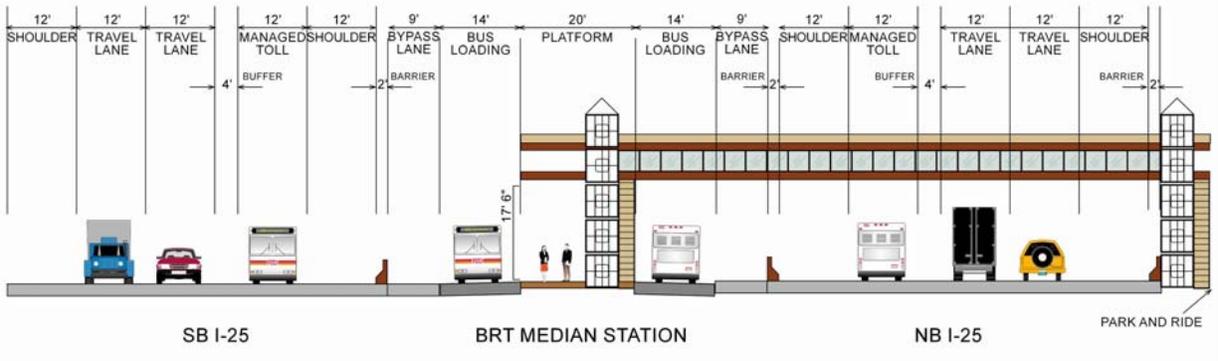
BRT

BRT Station Design Elements

BRT is proposed to travel on arterial roads and I-25. When BRT travels on arterial roads, it would function similar to commuter bus. The BRT bus would load and unload passengers in the park and ride or at an on-street bus stop. When BRT travels on I-25, the BRT bus would stop at a platform located in the median of I-25. Each station would be equipped with 1 center loaded platform that is 20' wide x 300' long. A pedestrian overpass would be provided from the median platform over I-25 to the proposed park and ride with the exception of SH 7 where the grade separated cross street would be utilized for pedestrian connectivity. The pedestrian overpass would be 17'-6" from the top of road to the bottom of the bridge. The proposed overpass would only cross one side of I-25 but would not preclude a municipality or private developer from continuing the connection to the other side of the highway. Figure 2 illustrates a typical cross section of the BRT station and pedestrian overpass. At SH 7 where the cross street is utilized, connectivity would be provided to both the east and west sides of I-25. Stairs, elevators and ramps would be provided at each platform and park and ride to meet the vertical separation of the pedestrian overpass or cross street. At all stations a 12'-0" wide multi-use path and 6'-0" tree lawn would provide connectivity between the bus drop-off, park and ride and connectivity to the closest road. All stations would be designed in accordance with the accessibility standards set forth in the *Americans with Disabilities Act* (ADA). Each platform would include standard amenities:

- 2 elevators
- 1 stair
- 4 windscreens
- 2 shelters
- 8 benches
- minimum 200 foot candles Lighting (approximately 6 lights at 50'-0" spacing)
- 4 trash receptacles
- electrical outlets
- wet tap
- 2 security cameras
- 300 lineal feet warning strip
- signage
- 1 variable message sign
- 1 pedestrian overpass
- 1 telephone
- 1 signage BRT schedule information
- 1 ticket vending machine

Figure 2



Park and rides would include parking for BRT patrons, bus drop off and kiss and ride. A kiss and ride is a passenger drop off area for private cars. Each park and ride would include standard amenities;

- lighting
- 1 ticket vending machine
- 1 BRT information sign
- bike Racks (2%)
- 2 newspaper racks
- benches (depends on number of parking spaces)
- signage
- electrical outlets
- telephones
- security cameras

BRT Stations

The following describes the general location and the program for parking, bus service and kiss and ride service at each BRT station. The *Station Alternatives maps* and the Station park and ride maps provide a visual map of the proposed and preferred station sites and can be found on the prl site. The table below summarizes the program for each station.

BRT on I-25

STATION	Location	Platform	Bus Transfer Plaza	Parking	Land Acquisition
South Fort Collins Transit Center (New)	Off US 287 and W. Fairway Lane	At-Grade	2 bus bays	70 surface spaces	Yes coordinate with FC who own land
Harmony Road and Timberline	Harmony Road and Timberline Road	At-Grade	2 bus bays	Utilize existing surface lot	Yes for pedestrian connectivity
I-25 and Harmony Road	Harmony Road and I-25	At-Grade	1 bus bay	350 surface spaces	Yes



information. cooperation. transportation.

BRT on I-25 (continued)

STATION	Location	Platform	Bus Transfer Plaza	Parking	Land Acquisition
Windsor	South of SH 392 and east of I-25	At-Grade Median with overpass	No bus bay	140 surface spaces	Yes
Crossroads	Off I-25 between Crossroads Blvd and US 34	At-Grade Median with overpass	2 bus bays	80 surface spaces	Yes
Berthoud	North of SH 56 and west of I-25	At-Grade Median with overpass	1 bus bay	160 surface spaces	Yes
Firestone	South of SH 119 and east of I-25	At-Grade Median with overpass	1 bus bay	450 surface spaces	Yes
Frederick/Dacono	North of SH 52 and west of I-25	At-Grade Median with overpass	1 bus bay	290 surface spaces	Yes
I-25 and SH 7	I-25 and SH 7	At-Grade Median with overpass or utilize SH 7	No bus bays	460 surface spaces	Yes
US 34 and SH 257	SH 257 between US 34 and Business US 34	At-Grade	No bus bay	Utilize existing surface lot	No
West Greeley	South of Business US 34 and east of 83 rd Avenue	At- Grade	1 bus bay	100 surface spaces	Yes
Greeley Downtown Transfer Center	9 th Ave and 8 th Ave on 7 th Street	At-Grade	1 bus bay	0 spaces	No

South Fort Collins Transit Center Station (New)

The South Fort Collins Transit Center station is located off US 287 and W. Fairway Lane in the jurisdiction of Fort Collins. The program for the BRT station requires 2 bus bays, a kiss and ride and 70 surface parking spaces. There is one site, Site A proposed to move forward in the Draft EIS. Site A is owned by the City of Fort Collins and identified as a transit facility in the Mason Transportation Corridor. BRT and feeder bus loading/unloading and kiss and ride services would occur in the park and ride. Coordination with the Mason Transportation Corridor is required to not preclude the additional parking that would be needed for the extension of the BRT to the Downtown Transit Center. Fort Collins would like the North I-25 BRT to access the station site by traveling west on Harmony Road to the Mason Corridor and south in the BNSF ROW to Site A. Since this access would require additional infrastructure associated with the proposed Mason Transportation Corridor improvements this was not pursued as part of the North I-25 EIS.

Traffic analysis at this station site can be found in the Ft Collins South Transit Center Parking Traffic Evaluation located on the PRL.

Harmony Road and Timberline Station

The Harmony Road and Timberline station is located on Harmony Road and Timberline Road in the jurisdiction of Fort Collins. The program for the BRT station requires 2 bus bays, a kiss and ride and 40 parking spaces shared with the existing movie theater. Shared parking

opportunities need to be discussed with the property owner and management. Two sites have been identified to move forward in the Draft EIS in order to accommodate a pedestrian connection from Harmony Road to the movie theater parking. Bus loading/unloading would occur on Harmony Road.

Site B is located south of Harmony Road and west of Timberline Road. Site E is located south of Site B. Site E has potential for shared parking with the movie theater.

Traffic analysis at this station site can be found in the Harmony-Timberline Parking Traffic Evaluation located on the PRL.

I-25 and Harmony Road Station

The I-25 and Harmony Road station is located on Harmony Road and I-25 in the jurisdiction of Fort Collins. The program for the BRT station requires 1 bus bay, a kiss and ride and a total of 350 surface parking spaces. At Harmony Road and I-25 there is an existing carpool lot with 257 spaces. The North I-25 EIS proposes using the existing 257 spaces and providing an additional 350 spaces for carpool and BRT. There are three station sites under consideration, Site A, Site C and Site D. Final site selection would depend on public input, additional evaluation of traffic modeling, engineering and environmental impacts and availability of land. Bus loading/unloading would occur at the reconfigured bus bays in the existing carpool lot.

Site A is located north of Harmony Road and west of I-25, it is the existing carpool lot. Site C is located north of Harmony Road and west of I-25, it is north of Site A. Site D is located north of Harmony Road and west of I-25, it is north of Site A and B. When the existing park and ride was built there was an agreement between CDOT and the City of Fort Collins that if there was a need to expand the existing park and ride it would occur in Site C and D.

Traffic analysis at this station site can be found in the Harmony Road at I-25 Interchange and Parking Traffic Evaluation located on the PRL.

Windsor Station

The Windsor station is located off I-25 and SH 392 in the jurisdiction of the Town of Windsor and unincorporated Larimer County. The program for the BRT station requires no bus bays, a kiss and ride and 140 surface parking spaces. The existing carpool lot and proposed park and ride would be combined. 100 spaces will be provided for carpool and 40 for BRT park and ride spaces. Local and feeder bus loading/unloading and kiss and ride services would occur in the park and ride. There is one site, Site M proposed to move forward in the Draft EIS. Site M is located south of SH 392 and east of I-25 in the jurisdiction of Windsor. A park and ride at this site would utilize the frontage road for access. The City of Fort Collins is concerned that Site M does not serve the residents of Fort Collins and would like to see a station west of I-25 evaluated, due to environmental impacts there is not an ideal station location west of I-25.

Traffic analysis at this station site can be found in the SH 392 at I-25 Interchange and Parking Traffic Evaluation located on the PRL.

Crossroads Station

The Crossroads station is located off I-25 between Crossroads Blvd and US 34 in the jurisdiction of the City of Loveland. The program for the BRT station requires 2 bus bays, a kiss and ride and 80 surface parking spaces. Local and feeder bus loading/unloading and kiss and ride services would occur in the park and ride. There are two station sites under consideration, Site M and Site O. Final site selection would depend on public input, additional evaluation of engineering and environmental impacts and availability of land.

Site M is located south of the Great Western railroad and west of I-25. Site M is located in the Centerra development and has been identified by Centerra as a potential station location. Site O is located north of Crossroads Blvd and east of I-25 at The Budweiser Event Center/ The Ranch. Shared parking opportunities need to be discussed with the property owner and management. A hotel development is proposed to the south of Site O.

Traffic analysis at this station site can be found in the Crossroads Parking Traffic Evaluation located on the PRL.

Berthoud Station

The Berthoud station is located off I-25 and SH 56 in the jurisdiction of the Town of Berthoud. The program for the BRT station requires 1 bus bay, a kiss and ride and 160 surface parking spaces. Local and feeder bus loading/unloading and kiss and ride services would occur in the park and ride. There is one site, Site M proposed to move forward in the Draft EIS. Site M is located north of SH 56 and west of I-25. The Town of Berthoud has expressed interest in this site and has development plans that could support a station.

Traffic analysis at this station site can be found in the SH 56 at I-25 Interchange and Parking Traffic Evaluation located on the PRL.

Firestone Station

The Firestone station is located at I-25 and SH 119 in the jurisdiction of the Town of Firestone. The program for the BRT station requires 1 bus bay, a kiss and ride and 450 surface parking spaces. The existing carpool lot and proposed park and ride would be combined. 100 spaces would be provided for carpool and 350 for BRT park and ride spaces. Local and feeder bus loading/unloading and kiss and ride services would occur in the park and ride. There is one site, Site J proposed to move forward in the Draft EIS. Site J is located south of SH 119 and east of I-25.

Traffic analysis at this station site can be found in the SH 119 at I-25 Interchange and Parking Traffic Evaluation located on the PRL.

Fredrick/ Dacono Station

The Fredrick/Dacono station is located at I-25 and SH 52 in the jurisdiction of the Town of Frederick, the Town of Dacono and the Town of Erie. The program for the BRT station requires 1 bus bay, a kiss and ride and 290 surface parking spaces. 80 spaces would be provided for carpool and 210 for BRT park and ride spaces. Local and feeder bus loading/ unloading and kiss and ride services would occur in the park and ride. There is one site, Site A proposed to

move forward in the Draft EIS. Site A is located north of SH 52 and west of I-25. Wyndam Hills residential development is platted and scheduled to be built to the south of site A.

Traffic analysis at this station site can be found in the SH 52 at I-25 Interchange and Parking Traffic Evaluation located on the PRL.

I-25 and SH 7 Station

The I-25 and SH 7 station is located at I-25 and SH 7 in the jurisdiction of the City and County of Broomfield and the City of Thornton. The program for the BRT station requires no bus bays, a kiss and ride and 460 surface parking spaces. The existing carpool lot and proposed park and ride will be combined. 180 spaces would be provided for carpool and 280 for BRT park and ride spaces. Local and feeder bus loading/unloading and kiss and ride services would occur in the park and ride. There are two station sites under consideration, Site C and Site E. Final site selection would depend on public input, additional evaluation of traffic modeling, environmental impacts and availability of land.

Site C is located south of SH 7 and west of I-25. *The City of Broomfield I-25 Sub-Area Plan* has identified this site for a Transit Center and transit oriented development. The platform would be located under SH 7, provide vertical circulation to SH 7 and utilize the sidewalks of SH 7 to connect to the proposed station. The City and County of Broomfield would like to see a station at this site but are concerned about the walk distance from the platform to the park and ride activity. The platform is unable to be shifted to the south due to impacts to the E470 interchange. Site E is located north of SH 7 and east of I-25. There is a large amount of development occurring at SH 7. The Larkridge commercial development is being built on the southeast quadrant of SH 7 and I-25 and the Northlands residential development is proposed for the northwest quadrant.

Traffic analysis at this station site can be found in the SH 7 at I-25 Interchange and Parking Traffic Evaluation located on the PRL.

US 34 and SH 257 Station

The US 34 and SH 257 station is located at SH 257 between US 34 and Business US 34 in the jurisdiction of the City of Greeley. The BRT bus would stop at the existing carpool lot. There would be no additional infrastructure proposed at this station. Site A is located west of SH 257 between US 34 and Business US 34 at the carpool lot.

Traffic analysis at this station site can be found in the SH 257 Parking Traffic Evaluation located on the PRL.

West Greeley Station

The West Greeley station is located on Business US 34 and 83rd Avenue in the jurisdiction of the City of Greeley. The program for the BRT station requires 1 bus bay, a kiss and ride and 100 surface parking spaces. All bus loading/unloading and kiss and ride services would occur in the park and ride. There is one site, Site D proposed to move forward in the Draft EIS. Site D is located south of Business US 34 and east of 83rd Avenue. Within this site there is a parcel that is owned by Xcel. The City of Greeley has had initial conversations with Xcel and Excel has stated that they are willing to allow a station on this land.

Traffic analysis at this station site can be found in the West Greeley Parking Traffic Evaluation located on the PRL.

Greeley Downtown Transfer Center Station

The Greeley Downtown Transfer Center is located between 9th Ave and 8th Ave on 7th Street in the jurisdiction of the City of Greeley. The program for the BRT station requires 1 bus bay. BRT would utilize the existing bus transfer center.

THIS PAGE LEFT BLANK INTENTIONALLY.

Technical Memorandum -
Station Design Strategy
For DEIS Purposes



Appendix

THIS PAGE LEFT BLANK INTENTIONALLY.

Legend

Alignment

The overall corridor used by the transit service (US 287, BNSF, I-25, or US 85).

Station

A station is the point where patrons access a transit service or line. The stations are named after the nearest cross street or in some instances named after an existing transit facility. Where there is no existing or planned transit facility, the team is evaluating potential sites within a mile radius of the identified cross street.

Criteria

The elements used to evaluate station locations. See the **Criteria Definitions** (below) for explanations of the specific criteria used to evaluate the station locations. An **X** in a column indicates that the given station location meets the criteria.

Comments

Various text-based notes for specific station areas are included in the comments column. These bullet points convey information.

Stations shown with gray shading were not selected for analysis in Level 3 screening

Stations shown with blue shading are part of FasTracks

Criteria Definitions

Population Center:

Development density within ½ mile of the station area as shown in the 2030 travel model

East / West Access: East / west regional roadways connecting the station area to existing or planned population and/or employment growth areas as shown in the 2030 travel model

Transit Infrastructure:

Existing and/or committed park-and-rides, fixed guideway transit connections, or other major transit facilities within walking distance of the station

Activity Centers:

Existing or potential location with concentrated trip generation, such as urban centers, regional health care facilities, major transit hubs, etc.

Committee Support:

A reflection of comments or suggestions made by TAC and/or RCC members expressing support for a given station area. A blank box does not imply inadequate support, but an X depicts vocalized support by local agencies.

Stakeholder Support:

A reflection of comments or suggestions made by TAC and/or RCC members expressing support for a given station area. This category has not been evaluated yet since the station areas have not been presented to the public.

End-of-Line Connectivity:

Proposed station provides a connection to an end-of-line station and/or a major transit center owned / operated by another transit agency or committed to in the 2030 travel model.

COMMUTER RAIL ON BNSF

ALIGNMENT	STATION	CRITERIA							COMMENTS
		Population Center	East / West Access	Transit Infrastructure	Activity Centers	Committee Support	Stakeholder Support	End-of-Line Connectivity	
BNSF	Fort Collins Downtown Transit Center	X	X	X	X	X		X	<ul style="list-style-type: none"> Existing transfer facility Service to North Transit Center included to avoid turning trains in Mason Street Corridor
	Colorado State University	X		X	X	X			<ul style="list-style-type: none"> Serves high-density activity area
	Exist. South Transit Center	X	X	X	X				<ul style="list-style-type: none"> Insufficient parking area Not along BNSF rail line
	South Fort Collins Transit Center	X	X	X		X			<ul style="list-style-type: none"> Serves planned transit service connections
	Loveland West 57 th Street		X			X			<ul style="list-style-type: none"> Serves growing population to the north
	Loveland West 37 th Street	X				X			<ul style="list-style-type: none"> Serves growing population to the north
	North Loveland	X	X			X			<ul style="list-style-type: none"> Serves growing population to the north
	Downtown Loveland	X	X		X	X			<ul style="list-style-type: none"> Access to Loveland and Greeley Access to downtown Loveland and connecting local bus routes
	SH 402	X	X						<ul style="list-style-type: none"> Loveland would prefer station to north Access to growth areas south of Loveland Stakeholder Comment- SH 402 is industrial maybe combine SH 402 and US 34
	SH 60		X						<ul style="list-style-type: none"> Not close enough to population centers
	Berthoud	X	X			X			<ul style="list-style-type: none"> Access to Berthoud
	North Longmont		X			X	X		<ul style="list-style-type: none"> The City of Longmont is proposing a commercial development here and would like to have a station at this location. Helps meet station spacing needs
	17 th Street (Longmont)	X							<ul style="list-style-type: none"> Does not provide east/west access Insufficient parking area City of Longmont does not support a station in this location
	1 st and Terry	X	X			X			<ul style="list-style-type: none"> This station is recommended by RTD's recent Boulder to Longmont commuter rail study No park-n-Ride planned
Longmont at Sugar Mill	X	X			X			<ul style="list-style-type: none"> This station is recommended by RTD's recent Longmont Feasibility study 	

COMMUTER RAIL ON BNSF (continued)

ALIGNMENT	STATION	CRITERIA							COMMENTS
		Population Center	East / West Access	Transit Infrastructure	Activity Centers	Committee Support	Stakeholder Support	End-of-Line Connectivity	
I-25	SH 119		X						<ul style="list-style-type: none"> Spacing too close to Sugar Mill
	I-25 and Weld County Road 8		X			X			<ul style="list-style-type: none"> Access to Dacono

COMMUTER RAIL ON I-25- (NOT BEING CARRIED FORWARD IN THE Draft EIS)

ALIGNMENT	STATION	CRITERIA							COMMENTS
		Population Center	East / West Access	Transit Infrastructure	Activity Centers	Committee Support	Stakeholder Support	End-of-Line Connectivity	
I-25	Harmony Transfer Ctr.		X	X				X	<ul style="list-style-type: none"> Existing park-and-ride facility
	SH 392		X						<ul style="list-style-type: none"> Access to Windsor
	Crossroads	X			X		X		<ul style="list-style-type: none"> Access to Hospital at Crossroads and other area growth
	US 34	X	X						<ul style="list-style-type: none"> Access to connecting service from Loveland and Greeley Interchange, ramp, and frontage road design may complicate vehicular and/or pedestrian access. Station spacing too close to crossroads Stakeholder Comment- Feel interchange will be too difficult and do not want a station here, instead just one station at Crossroads.
	SH 402		X						<ul style="list-style-type: none"> Spacing too close to US 34 and Crossroads Furthest of Loveland stations from population centers
	SH 60		X						<ul style="list-style-type: none"> Would require out-of-direction travel for Berthoud residents
	SH 56			X			X	X	<ul style="list-style-type: none"> At least one station required between Loveland and Longmont to meet spacing needs Allows in-direction access from Berthoud, Johnstown, and Milliken Stakeholder Comment- Is planned to be large commercial, retail and residential development
	SH 66			X					<ul style="list-style-type: none"> Too close to Longmont for station spacing
	SH 119			X				X	<ul style="list-style-type: none"> Access to Longmont Stakeholder Comment- Key connection point to bring people into Boulder and Longmont
	SH 52			X					<ul style="list-style-type: none"> Access to Frederick / Firestone and Dacono Stakeholder Comment- Looking at park and ride at Miner's Station (Frederick)
	SH 7		X	X		X	X		<ul style="list-style-type: none"> Access to Thornton, Lafayette and Louisville Stakeholder Comment- Committed park and ride at SH 7

BUS RAPID TRANSIT ON I-25

ALIGNMENT	STATION	CRITERIA						COMMENTS	
		Population Center	East / West Access	Transit Infrastructure	Activity Centers	Committee Support	Stakeholder Support		End-of-Line Connectivity
College Avenue	North Transit Center	X	X	X	X			X	<ul style="list-style-type: none"> College Avenue not recommended for BRT service due to traffic congestion
	CSU / Downtown	X		X	X				<ul style="list-style-type: none"> College Avenue not recommended for BRT service due to traffic congestion
	Exist. South Transit Center	X	X	X	X				<ul style="list-style-type: none"> College Avenue not recommended for BRT service due to traffic congestion
Harmony Road	South Fort Collins Transit Center	X	X	X		X		X	<ul style="list-style-type: none"> Directly connects to potential future Mason Street service
	Harmony and Timberline	X	X			X			<ul style="list-style-type: none"> Serves growing residential population
I-25	Harmony Transfer Ctr.		X	X					<ul style="list-style-type: none"> Existing park-and-ride facility
	Windsor		X						<ul style="list-style-type: none"> Access to Windsor
	Crossroads	X			X		X		<ul style="list-style-type: none"> Access to Hospital at Crossroads and other area growth
	US 34	X	X						<ul style="list-style-type: none"> Access to connecting service from Loveland and Greeley Interchange, ramp, and frontage road design may complicate vehicular and/or pedestrian access. Stakeholder Comment- Feel interchange will be too difficult and do not want a station here, instead just one station at Crossroads.
	SH 402		X						<ul style="list-style-type: none"> Spacing too close to US 34 and Crossroads Furthest of Loveland stations from population centers
	SH 60		X						<ul style="list-style-type: none"> Would require out-of-direction travel for Berthoud residents
	SH 60 / SH 56						X		<ul style="list-style-type: none"> Would require out-of-direction travel for Berthoud residents Included as a comparison to SH 56 station one mile south

BUS RAPID TRANSIT ON I-25 (continued)

ALIGNMENT	STATION	CRITERIA							COMMENTS
		Population Center	East / West Access	Transit Infrastructure	Activity Centers	Committee Support	Stakeholder Support	End-of-Line Connectivity	
I-25	Berthoud		X			X	X		<ul style="list-style-type: none"> At least one station required between Loveland and Longmont to meet spacing needs Allows in-direction access from Berthoud, Johnstown, and Milliken Stakeholder Comment- Is planned to be large commercial, retail and residential development
	SH 66		X						<ul style="list-style-type: none"> Too close to Longmont for station spacing Stakeholder Comment-There is no station near Platteville- SW Weld is expected to grow.
	Firestone		X				X		<ul style="list-style-type: none"> Access to Longmont Stakeholder Comment- Key connection point to bring a lot of people into Boulder and Longmont
	Frederick/ Daono		X						<ul style="list-style-type: none"> Access to Frederick / Firestone and Dacono Stakeholder Comment- Looking at park and ride at Miner's Station (Fredrick)
	I-25 and SH 7	X	X		X	X			<ul style="list-style-type: none"> Access to Thornton, Lafayette and Louisville Stakeholder Comment- Committed park and ride at SH 7
	120 th Ave	X	X	X				X	<ul style="list-style-type: none"> Access to connecting RTD service at existing park-n-Ride
	DUS	X		X	X			X	<ul style="list-style-type: none"> Access to connecting RTD bus and rail services Access to downtown Denver
US 34	US 34 and SH 257		X	X	X	X			<ul style="list-style-type: none"> Access to Windsor Adjacent to commercial development Existing park and ride
	West Greeley	X	X			X			<ul style="list-style-type: none"> Access to Greeley residential growth Access to Two Rivers Parkway
	Greeley Downtown Transfer Center	X	X	X	X	X		X	<ul style="list-style-type: none"> Existing Transfer Center Connection to Greeley Business District
E-470	120th		X						<ul style="list-style-type: none"> Does not serve purpose and need
	DIA			X	X	X		X	<ul style="list-style-type: none"> Access to DIA Station being tested for comparison to DUS as an end-of-line

COMMUTER BUS ON US 287 (NOT BEING CARRIED FORWARD IN THE Draft EIS)

ALIGNMENT	STATION	CRITERIA							COMMENTS
		Population Center	East / West Access	Transit Infrastructure	Activity Centers	Committee Support	Stakeholder Support	End-of-Line Connectivity	
US 287	Exist. South Transit Center	X	X	X	X				<ul style="list-style-type: none"> Insufficient parking area Does not serve planned Mason Transportation Corridor
	New South Transit Center	X	X	X		X		X	<ul style="list-style-type: none"> Serves planned transit service connections
	Loveland West 57 th Street		X						<ul style="list-style-type: none"> Serves growing population to the north
	Loveland West 37 th Street	X							<ul style="list-style-type: none"> Serves growing population to the north
	Loveland West 29 th Street	X	X						<ul style="list-style-type: none"> Serves growing population to the north
	US 34	X	X		X				<ul style="list-style-type: none"> Access to Loveland and Greeley Access to downtown Loveland and connecting local bus routes
	SH 402	X	X						<ul style="list-style-type: none"> Access to growth areas south of Loveland Stakeholder Comment- SH 402 is industrial maybe combine SH 402 and US 34
	SH 60		X						<ul style="list-style-type: none"> Not close enough to population centers
	SH 56	X	X			X			<ul style="list-style-type: none"> Access to Berthoud
	SH 66		X			X	X		<ul style="list-style-type: none"> The City of Longmont is proposing a commercial development here and would like to have a station at this location. Helps meet station spacing needs
	17 th Street (Longmont)	X							<ul style="list-style-type: none"> Does not provide east/west access Insufficient parking area City of Longmont does not support a station in this location
1 st and Terry	X	X			X			<ul style="list-style-type: none"> This station is recommended by RTD's recent Boulder to Longmont commuter rail study No park-n-Ride planned 	

COMMUTER BUS ON I-25 (NOT BEING CARRIED FORWARD IN THE Draft EIS)

ALIGNMENT	STATION	CRITERIA						Stakeholder Support	End-of-Line Connectivity	COMMENTS
		Population Center	East / West Access	Transit Infrastructure	Activity Centers	Committee Support				
College Avenue	North Transit Center	X	X	X	X			X	<ul style="list-style-type: none"> College Avenue not recommended for Commuter Bus service due to traffic congestion 	
	CSU / Downtown	X		X	X				<ul style="list-style-type: none"> College Avenue not recommended for Commuter Bus service due to traffic congestion 	
	Exist. South Transit Center	X	X	X	X				<ul style="list-style-type: none"> College Avenue not recommended for Commuter Bus service due to traffic congestion 	
Harmony Road	New South Transit Center	X	X	X		X		X	<ul style="list-style-type: none"> Directly connects to potential future Mason Street service 	
	Harmony and Timberline	X	X			X			<ul style="list-style-type: none"> Serves growing residential population 	
I-25	Harmony Transfer Ctr.		X	X					<ul style="list-style-type: none"> Existing park-and-ride facility 	
	SH 392		X						<ul style="list-style-type: none"> Spacing too close to Harmony Transfer Ctr. Access to Windsor 	
	Crossroads	X			X				<ul style="list-style-type: none"> Access to Hospital at Crossroads and other area growth 	
	US 34	X	X						<ul style="list-style-type: none"> Access to connecting service from Loveland and Greeley Interchange, ramp, and frontage road design may complicate vehicular and/or pedestrian access. Stakeholder Comment- Feel interchange will be too difficult and do not want a station here, instead just one station at Crossroads. 	
	SH 402		X						<ul style="list-style-type: none"> Spacing too close to US 34 and Crossroads Furthest of Loveland stations from population centers 	
	SH 60		X						<ul style="list-style-type: none"> Would require out-of-direction travel for Berthoud residents 	
	SH 60 / SH 56						X		<ul style="list-style-type: none"> Would require out-of-direction travel for Berthoud residents Included as a comparison to SH 56 station one mile south 	
	SH 56		X				X	X	<ul style="list-style-type: none"> Allows in-direction access from Berthoud, Johnstown, and Milliken Stakeholder Comment- Is planned to be large commercial, retail and residential development 	
	SH 66		X						<ul style="list-style-type: none"> Too close to Longmont for station spacing Stakeholder Comment-There is no station near Platteville- SW Weld is expected to grow. 	

COMMUTER BUS ON I-25 (NOT BEING CARRIED FORWARD IN THE Draft EIS) continued

ALIGNMENT	STATION	CRITERIA						Stakeholder Support	End-of-Line Connectivity	COMMENTS
		Population Center	East / West Access	Transit Infrastructure	Activity Centers	Committee Support				
I-25	SH 119		X					X	<ul style="list-style-type: none"> Access to Longmont Stakeholder Comment- Key connection point to bring a lot of people into Boulder and Longmont 	
	SH 52		X						<ul style="list-style-type: none"> Access to Frederick / Firestone and Dacono Stakeholder Comment- Looking at park and ride at Miner's Station (Fredrick) 	
	SH 7	X	X		X	X			<ul style="list-style-type: none"> Access to Thornton, Lafayette and Louisville Stakeholder Comment- Committed park and ride at SH 7 	
	120 th Ave	X	X	X				X	<ul style="list-style-type: none"> Access to connecting RTD service at existing park-n-Ride 	
	DUS	X		X	X			X	<ul style="list-style-type: none"> Access to connecting RTD bus and rail services Access to downtown Denver 	
E-470	120th		X						<ul style="list-style-type: none"> Does not serve purpose and need 	
	DIA			X	X	X		X	<ul style="list-style-type: none"> Access to DIA 	

COMMUTER BUS ON US 85

ALIGNMENT	STATION	CRITERIA							COMMENTS
		Population Center	East / West Access	Transit Infrastructure	Activity Centers	Committee Support	Stakeholder Support	End-of-Line Connectivity	
US 85	Greeley					X			<ul style="list-style-type: none"> Comment from City of Greeley- North of Downtown and could accommodate parking
	8 th Street (Greeley)	X	X	X	X			X	<ul style="list-style-type: none"> Existing transfer center Comment from City of Greeley- Need parking and 8th and 8th is landlocked so need to look further north or south Comment from City of Greeley- Consider having commuter bus run on Two Rivers Parkway to serve growth occurring in the West
	South Greeley	X	X						<ul style="list-style-type: none"> Connection to Greeley Business District Comment from City of Greeley- would like parking Comment from City of Greeley- US 85 and US 34 would better serve people than at 18th Street Comment from City of Greeley- Northwest corner of 17th and 8th Ave is possibility for parking
	Evans	X				X	X		<ul style="list-style-type: none"> Stakeholder Comment- Evans is a better location for a park and ride than La Salle
	La Salle	X							<ul style="list-style-type: none"> Access to La Salle Stakeholder Comment- LaSalle population not as dense as Evans move station to Evans
	Platteville		X						<ul style="list-style-type: none"> Access to Platteville
	SH 52	X	X						<ul style="list-style-type: none"> Access to Fort Lupton Comment from Fort Lupton- Large sports complex south of 52 Comment from Fort Lupton- Look at station site to the west of Platte River
	Fort Lupton		X			X			<ul style="list-style-type: none"> Available land Comment from Fort Lupton- Would like a station at CR 14.5- will serve future development
	SH 7	X	X	X	X			X	<ul style="list-style-type: none"> Access to Brighton RTD –programmed park-n-Ride and Express service from new park-n-Ride
	69 th Street (Commerce City)	X		X					<ul style="list-style-type: none"> Access to Commerce City Committed park-n-Ride facility Stakeholder Comment- According to FasTracks 69th will become a “hub” for this region- not at Brighton.

COMMUTER BUS ON US 85 (continued)

ALIGNMENT	STATION	CRITERIA							COMMENTS
		Population Center	East / West Access	Transit Infrastructure	Activity Centers	Committee Support	Stakeholder Support	End-of-Line Connectivity	
	DUS	X			X			X	<ul style="list-style-type: none"> Access to connecting RTD bus and rail services Access to downtown Denver Stakeholder Comment- Service to DUS is better for ridership rather than ending at RTD in Brighton.
DIA Service									
E-470	120th		X						<ul style="list-style-type: none"> Does not serve purpose and need
	DIA			X	X	X		X	<ul style="list-style-type: none"> Access to DIA

Station Site Evaluation

Parks

- 0 No parks located on site
- Parks are located on site

Wetland

- + The station site has no wetland impacts
- 0 20% of the station site is impacted by wetlands
- 20%+ of the station site is impacted by wetlands

Environmental Justice

- + The station site provides access to 10+ EJ homes
- 0 The station site provides access to 0-9 EJ homes

Historic Property

- 0 There are no historical properties on the station site
- Historical properties impact more than 20% of the station site

Hazmat

- + The station site has no hazmat impacts
- 0 The station site has **minor** hazmat impacts
- The station site has **major** hazmat impacts
- FF The station site is a superfund site

Threatened/ Endangered Species

- + The station site has no threatened/endangered species
- 0 The station site impacts threatened/endangered species considered not high quality
- The station site impacts threatened/endangered species considered high quality
- FF The station site is within a ¼ mile of a bald eagle nesting site

Existing or Committed Infrastructure

- + There is an existing or planned park and ride or land is purchased or existing pedestrian crossing
- 0 There is no existing park and ride

Platform Site Relationship/ BRT

- 0 Platform requires pedestrian overpass
- Platform requires an extra long pedestrian overpass over interchange or for commuter rail requires pedestrian overpass over I-25

Platform Site Relationship/ Commuter Rail

- + Platform is in close proximity to site and has adequate distance from the intersection and adequate tangent length
- 0 Platform either is not in close proximity to site or does not have adequate distance to intersection or does not have tangent length
- Platform does not meet two of the following criteria; not in close proximity to site or does not have adequate distance to intersection or does not have tangent length

Platform Site Relationship/ Commuter Bus

- 0 Bus pull in is in close proximity to bus route
- Bus pull in requires bus to go off bus route

Commuter Rail

- + Platform can be located adjacent to site
- Platform can not be located immediately adjacent to site because site is not located on a tangent section of track or is too close to an intersection

Site Access

- + Existing access to station site
- 0 Infrastructure is required to serve station site
- Infrastructure and acquisition of more than one property are required

Traffic Impact

- + Station site is located at interchange
- 0 Station site is located on an arterial or frontage road
- Station site is located on a local road

Access to Bus Routes

- + Station site is directly served by existing bus service
- 0 Station site is in close proximity to existing bus service
- There is no bus service

Pedestrian and Bicycle Connectivity

- + Station site is located within 2 blocks of existing or proposed trail
- 0 Station site is located further than 2 blocks from existing or proposed trail

Zoning

- + Zoning is commercial/business
- 0 Zoning is industrial
- Zoning is residential/ open lands, parks

Adjacent Land Use

- + Adjacent land use is complimentary to a station- commercial business, residential
- 0 Adjacent land use does not compliment a station- industrial

Compatible with Plans

- + Plans (municipal plan or vocalized plan or developer) are in place that identify a transit station
- 0 Plans (municipal plan or vocalized plan or developer) do not conflict with proposed station site
- Plans (municipal plan or vocalized plan or developer) conflict with proposed station site

Station Site Evaluation (continued)

Access to destinations/ origins

- + Station site is located near a destination/ origin. A destination/origin is classified as a recreational facility, shopping mall, municipal buildings, recreation zone and downtown.
- 0 Station site does not provide access to a destination/ origin

Proximity Residential

- + Station site is located within 2 blocks of residential housing
- 0 Station site is located further than 2 blocks from a station site

Number of Parcels Impacted

- + 1-4 parcels are impacted for station site
- 0 5-10 parcels are impacted for station site
- 10+ parcels are impacted for station site

Parcel Availability

- + Parcel is not developed or planned for development
- 0 Parcel is built on
- Parcel is planned to be built on

Visual Impact

- + Station site does not have visual impacts
- 0 Station site has minor visual impacts
- Station site has major visual impacts

Expansion Opportunity

- + The station site is large enough to allow for expansion and there are undeveloped adjacent sites
- 0 Station site is large enough to accommodate additional spaces but is landlocked by development
- The station site is only large enough to serve the required program and the station site is landlocked

Stakeholder Support

- + Support for a station site has been identified through the Transit Station Working Group
- 0 No supportive comments have identified

Joint Development Opportunities

- + Station site is located near a compatible land use with potential for shared parking or enhanced retail
- 0 Existing land use is not compatible with station site

Engineering BRT

- + Meets engineering requirements
- 0 With additional cost meets engineering requirements
- Does not meet engineering requirements (requires lengthening cross street structure but does not provide benefit of being located at cross street)

Engineering Commuter Rail

- + Meets engineering requirements
- 0 Platform is not located the 300'-0" safety distance from an intersection
- There is not 100'-0" tangent track off both ends of the platform or requires a street closure

DEIS Alternative A- Station Site Evaluation Commuter Rail on US 287

	Parks	Zoning	Existing or Committed Infrastructure	Platform/ Site Relationship/ Commuter Rail	Platform/ Site Relationship/ Bus	Access to Bus Routes	Site Access	Traffic Impact	Adjacent Land Use	Compatible with Plans	Access to Destinations/Origins	Proximity to Residential	Pedestrian and Bicycle Connectivity	Wetland	EJ	Historic Property	Hazmat	T/E species	Parcels Impacted	Visual Impact	Expansion	Joint Development Opportunities	Engineering	Comments	Site Recommendation
Fort Collins Downtown Transit Center																									
Fort Collins Downtown Transit Center CR-A	0	+	+	0	0	+	+	+	+	+	+	+	0	+	+	0	+	+	+	0	0	0	0		28
Fort Collins Downtown Transit Center CR-B	-	-	0	0	0	+	+	+	+	+	+	+	0	+	+	0	-	+	+	0	0	+	0	Hazmat, RR thru site	18
Fort Collins Downtown Transit Center CR-C	0	+	0	+	0	+	+	+	+	+	+	+	0	+	+	0	-	+	+	0	-	+	0	Existing parking lot/ Hazmat	24
Colorado State University																									
Colorado State University CR-A	0	+	+	0	0	+	+	+	0	+	0	+	0	+	0	0	+	0	+	0	0	0	-	No Parking Proposed	18
South Fort Collins Transit Center																									
South Fort Collins Transit Center CR-A	0	+	+	+	-	+	0	0	+	+	0	+	0	+	0	0	-	0	+	+	0	0	+	Hazmat	18
North Loveland																									
North Loveland CR-A	0	+	0	+	-	0	+	0	0	+	0	0	0	+	+	0	-	+	+	+	0	0	+	Hazmat	18
North Loveland CR-B	0	+	0	+	0	+	+	+	0	+	0	0	0	+	+	0	-	+	0	+	0	0	+	Hazmat	20
North Loveland CR-C	0	+	0	+	0	+	+	+	+	+	0	+	0	+	+	0	+	+	-	+	0	0	+	26	
Downtown Loveland																									
Downtown Loveland CR-A	0	-	0	+	0	+	+	+	+	0	0	+	0	+	+	0	-	0	-	+	0	0	+	Hazmat	14
Downtown Loveland CR-B	0	-	0	+	0	+	+	+	+	0	0	+	0	+	+	0	0	0	-	+	0	0	0	14	
Downtown Loveland CR-C	0	-	0	+	0	+	+	0	+	0	0	+	0	+	+	0	-	0	-	+	0	0	0	Hazmat	10
Downtown Loveland CR-D	0	+	0	+	0	+	+	0	+	0	+	0	0	+	+	0	-	0	+	+	0	+	+	Hazmat	22
Downtown Loveland CR-E	0	+	0	+	0	+	+	0	+	0	+	0	0	+	+	0	-	0	0	+	0	+	0	Hazmat	18
Downtown Loveland CR-F	0	+	0	+	-	+	+	0	+	0	+	0	0	+	+	0	+	0	0	+	0	+	0	20	
Downtown Loveland CR-G	0	+	0	+	-	+	+	0	+	0	+	0	0	+	+	0	0	0	+	+	0	+	0	20	
Downtown Loveland CR-H	0	+	0	+	-	+	+	0	+	+	+	0	0	+	+	0	0	0	+	+	0	+	0	Loveland is okay with site	22
Downtown Loveland CR-I	0	+	0	+	-	+	+	0	+	+	+	+	0	+	+	0	+	+	+	+	0	+	0	Loveland owns land and recommended	28
Berthoud																									
Berthoud CR-A	0	0	0	+	0	-	+	0	+	0	+	+	0	+	+	0	0	0	-	+	+	+	+	Work around Historic	18
Berthoud CR-B	0	0	0	+	0	-	+	+	+	+	+	+	0	0	+	0	-	0	-	+	+	+	+	ref. by Berthoud/work around det. Pond & haz	18
Berthoud CR-C	0	-	0	+	0	-	+	+	+	-	0	+	0	+	+	0	-	0	-	+	0	0	0	Hazmat	6
Berthoud CR-D	0	-	0	0	-	-	-	-	+	-	0	+	0	+	+	0	+	0	0	+	0	0	0	0	
North Longmont																									
North Longmont CR-A	+	+	0	+	-	+	-	-	0	+	0	0	0	0	0	0	+	+	+	+	+	0	0	Wetland Issues	14
North Longmont CR-B	+	+	0	+	0	+	+	+	0	+	0	0	+	-	0	0	+	+	+	+	+	0	0	Wetland Issues	24
Longmont at Sugar Mill																									
Longmont at Sugar Mill CR-A	0	0	0	0	+	-	+	-	0	+	0	0	0	+	+	0	-	0	+	+	+	+	+	Identified in Longmont Diagonal Study	14
Longmont at Sugar Mill CR-B	0	0	0	0	+	-	+	-	0	0	0	0	0	+	+	0	-	+	+	+	+	0	+	Sugar Mill Buildings	12
Longmont at Sugar Mill CR-C	0	0	0	0	+	-	+	0	0	0	0	0	0	+	+	0	-	0	+	+	+	0	+	12	
Longmont at Sugar Mill CR-D	0	+	0	+	+	-	+	0	0	0	0	+	0	0	+	0	+	+	+	+	+	0	+	20	
Longmont at Sugar Mill CR-E	0	+	0	+	+	-	+	+	0	0	0	+	0	0	+	0	+	+	+	+	+	0	+	24	
Longmont at Sugar Mill CR-F	0	0	0	+	+	-	+	+	0	0	0	0	0	0	+	0	-	0	+	+	+	0	+	14	
Longmont at Sugar Mill CR-G	0	0	0	+	+	-	+	-	0	0	0	0	0	+	+	0	-	+	+	+	0	0	+	Closer to preferred Longmont Diagonal site	12
I-25 and Weld County Road 8																									
I-25 and Weld County Road 8 CR - A	0	+	0	+	-	-	+	0	0	0	0	0	0	0	0	0	0	0	-	+	0	0	+	4	
I-25 and Weld County Road 8 CR - B	0	+	0	+	-	-	+	0	0	-	0	0	0	+	0	0	0	0	+	+	+	0	+	Opposed by Erie	10
I-25 and Weld County Road 8 CR - C	0	0	0	+	-	-	+	0	0	0	0	0	0	0	0	0	0	0	+	+	0	0	+	6	
I-25 and Weld County Road 8 CR - D	0	0	0	+	-	-	+	-	0	0	0	0	0	0	0	0	0	0	+	+	0	0	+	4	
I-25 and Weld County Road 8 CR - E	0	0	0	+	0	0	+	0	0	0	0	0	0	0	0	0	0	0	+	+	0	0	+	10	
I-25 and Weld County Road 8 CR - F	0	+	0	+	0	-	+	0	0	0	0	0	0	0	0	0	0	0	+	0	+	0	-	6	
I-25 and Weld County Road 8 CR - G	0	+	0	0	-	0	+	0	0	0	0	0	0	0	0	0	0	0	+	0	+	0	-	2	
I-25 and Weld County Road 8 CR - H	0	0	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0	0	+	0	+	0	-	4	
I-25 and Weld County Road 8 CR - I*	0	-	0	+	0	+	+	0	0	-	0	0	0	+	0	0	0	+	+	0	+	0	0	10	
I-25 and Weld County Road 8 CR - J*	0	-	0	+	0	+	+	0	0	0	0	0	0	+	0	0	0	+	+	0	0	0	0	10	

* Site is located at SH 52 and Weld County Road 7

DEIS Alternative A- Station Site Evaluation Commuter Bus on US-85

	Parks	Zoning	Existing or Committed Infrastructure	Platform/ Site Relationship/ Bus	Access to Bus Routes	Site Access	Traffic Impact	Adjacent Land Use	Compatible with Plans	Access to Destinations/Origins	Proximity to Residential	Pedestrian and Bicycle Connectivity	Wetlands	EJ	Historic Property	Hazmat	Threatened/Endangered Species	Parcels Impacted	Visual Impact	Expansion	Joint Development Opportunity	Comments	Site Recommendation
Greeley																							
Greeley CB-A	0	0	0	0	+	+	0	0	+	0	+	+	+	+	0	0	+	-	+	+	0		18
Greeley CB-B	0	0	0	0	0	+	0	0	+	0	0	+	0	+	0	+	+	+	+	0	0		16
South Greeley																							
South Greeley CB-A	0	-	0	0	0	+	0	+	0	+	+	0	+	+	-	0	+	+	+	0	0	FF- Historic Property	FF
South Greeley CB-B	0	-	0	0	0	+	0	+	0	+	+	0	+	+	0	0	+	-	+	0	0	No Parking	12
South Greeley CB-C	0	-	0	0	-	+	0	+	0	+	+	0	+	+	0	0	+	-	+	0	0	No Parking	10
South Greeley CB-D	0	-	0	0	-	+	0	+	0	+	+	0	+	+	0	0	+	-	+	0	0	No Parking	10
South Greeley CB-E	0	-	0	0	-	+	0	+	0	+	+	0	+	+	0	0	+	-	+	0	0	No Parking	10
South Greeley CB-F	0	-	0	0	0	+	0	+	0	+	+	0	+	+	0	0	+	0	+	0	0	No Parking	14
South Greeley CB-G	0	-	0	-	+	+	-	0	+	0	+	0	+	+	0	0	+	+	+	0	0	Preferred site by Greeley want parking	12
Evans																							
Evans CB-A	0	+	0	0	0	+	-	0	0	0	+	+	-	+	0	+	+	+	+	-	0	Wetlands	12
Evans CB-B	-	0	0	-	0	+	-	0	0	0	0	+	+	+	0	+	+	+	+	+	0		12
Evans CB-C	0	+	0	0	-	+	0	0	0	0	0	+	0	+	0	+	+	0	+	+	0		14
Evans CB-D	0	+	0	-	-	+	-	0	0	0	0	+	0	+	0	+	+	+	+	-	0		8
Evans CB-E	0	+	0	0	0	+	-	0	0	0	+	+	+	+	0	+	+	+	+	-	0		16
Evans CB-F	0	0	0	0	-	+	0	+	0	0	+	+	0	+	0	+	+	+	+	+	0		18
Platteville																							
Platteville CB-A	0	0	0	0	-	+	0	0	0	0	0	+	+	+	0	0	+	+	0	0	0		10
Platteville CB-B	0	-	0	0	-	+	+	+	0	+	+	+	+	+	0	0	+	-	0	0	0		12
Platteville CB-C	0	-	0	0	-	+	+	+	0	+	+	+	+	+	0	0	+	-	0	0	0		12
Platteville CB-D	0	0	0	0	-	+	+	0	0	0	0	0	+	+	0	0	+	0	0	0	0		8
Platteville CB-E	0	0	0	-	-	-	-	0	0	0	0	0	+	+	0	0	+	+	0	+	0		2
Platteville CB-F	0	0	0	-	-	+	-	0	0	0	0	0	+	+	0	0	+	+	0	+	0		6
Platteville CB-G	0	0	0	-	-	+	-	0	0	0	0	0	+	+	0	0	+	+	0	+	0		6
Platteville CB-H	0	0	0	-	-	-	-	0	0	0	0	0	+	+	0	0	+	+	0	+	0		2
Platteville CB-I	0	0	0	0	-	0	-	0	+	0	0	+	+	+	0	+	0	+	+	+	0		12
Platteville CB-J	0	+	0	0	-	+	+	+	+	0	+	+	+	+	0	+	0	+	+	-	0		20
Platteville CB-K	0	+	0	0	-	+	+	+	+	0	+	+	+	+	0	+	0	+	+	-	0	Site size too small for program	20
Platteville CB-L	0	0	0	0	-	0	-	0	+	0	0	0	-	+	0	+	0	+	+	0	0	Wetlands	4
Platteville CB-M	0	0	0	0	-	0	-	0	+	0	0	0	-	+	0	+	0	+	+	0	0	Wetlands	4
Ft. Lupton																							
Ft Lupton CB-A	0	0	0	0	-	+	0	0	+	0	0	+	-	+	0	+	0	+	-	+	0	Wetlands	8
Ft Lupton CB-B	0	0	0	0	-	+	+	0	+	0	0	+	-	+	0	+	0	+	-	+	0	Wetlands	10
Ft Lupton CB-C	0	0	0	0	-	+	+	0	+	0	0	0	+	+	0	+	0	0	-	0	0		8
Ft Lupton CB-D	0	+	0	0	-	+	+	0	+	0	0	+	+	+	0	+	+	+	-	0	0	Site size too small for program	16
Ft Lupton CB-E	0	0	0	0	-	+	+	0	+	0	+	+	+	+	0	+	0	+	-	0	0		14

DEIS Alternative B- Station Site Evaluation BRT on I-25

	Parks	Zoning	Existing or Committed Infrastructure	Platform/ Site Relationship/ BRT	Platform/ Site Relationship/ Bus	Access to Bus Routes	Site Access	Traffic Impact	Adjacent Land Use	Compatible with Plans	Access to Destination/Origins	Proximity to Residential	Pedestrian and Bicycle Connectivity	Wetlands	EJ	Historic Property	Hazmat	Threatened/Endangered Species	Parcels Impacted	Visual Impact	Expansion	Joint Development Opportunity	Engineering	Comments	Site Recommendations
South Fort Collins Transit Center																									
South Fort Collins Transit Center BRT-A	0	+	+	NA	0	+	+	-	0	+	0	0	0	+	0	0	-	+	+	+	+	+	+	Hazmat/ Land owned by FC	20
Harmony Road and Timberline																									
Harmony Road and Timberline Rd BRT-A	0	-	0	NA	0	-	+	+	+	0	+	+	0	+	+	0	+	+	-	+	0	+	+	No Parking Proposed	18
Harmony Road and Timberline Rd BRT-B	0	+	0	NA	0	-	+	+	+	0	+	+	0	+	+	0	+	+	0	+	0	+	+	No Parking Proposed	24
Harmony Road and Timberline Rd BRT-C	0	+	0	NA	0	-	+	+	+	0	0	+	0	+	+	0	+	+	0	+	0	0	+	No Parking Proposed	20
Harmony Road and Timberline Rd BRT-D	0	+	0	NA	0	-	+	+	+	+	+	+	0	+	+	0	+	+	+	+	+	0	+	Shared Parking Opportunity	28
Harmony Road and Timberline Rd BRT-E	0	+	0	NA	0	-	+	+	+	+	+	+	0	+	+	0	+	+	+	+	0	+	+	Preferred by Ft. Collins Shared Parking Opportunity	26
Harmony Road and I-25																									
Harmony Road and I-25 BRT-A	0	+	+	NA	0	-	+	+	0	0	0	0	+	+	0	0	0	+	+	0	+	0	+	Existing park and ride	18
Harmony Road and I-25 BRT-B	0	+	0	NA	0	-	+	+	+	0	0	0	+	+	0	0	-	+	+	0	+	0	+	Hazmat	16
Harmony Road and I-25 BRT-C	0	-	0	NA	0	-	+	+	+	+	0	0	+	0	0	0	+	+	+	0	+	0	+	CDOT agreement with FC	16
Harmony Road and I-25 BRT-D	0	-	0	NA	0	-	0	+	+	+	0	0	+	-	0	0	+	0	+	0	+	0	+	CDOT agreement with FC	10
Harmony Road and I-25 BRT-E	0	-	0	NA	0	-	0	0	+	0	0	0	+	+	0	0	TBE	0	+	0	+	0	+		8
Windsor																									
Windsor BRT-A	0	+	0	0	-	-	+	0	0	0	+	0	+	+	0	0	+	-	+	+	+	0	+	Fatal Flaw T/E	FF
Windsor BRT-B	0	+	0	0	-	-	+	0	0	0	+	0	+	+	0	0	+	-	+	+	+	0	+	Fatal Flaw T/E	FF
Windsor BRT-C	0	+	0	0	-	-	+	0	0	0	+	0	+	+	0	0	-	-	+	+	-	0	-	Hazmat/ Fatal Flaw T/E	FF
Windsor BRT-D	0	+	0	-	0	-	+	+	0	0	+	0	+	+	0	0	-	-	+	+	-	0	0	Hazmat/ Fatal Flaw T/E	FF
Windsor BRT-E	0	0	0	-	0	-	+	+	0	0	0	0	+	-	0	0	+	-	+	+	+	0	0	Fatal Flaw Wetlands and T/E	FF
Windsor BRT-F	0	0	0	0	-	-	+	0	0	0	0	0	0	+	0	0	+	0	+	+	+	0	-	Can be located to mitigate impacts to Bald Eagle	6
Windsor BRT-G	0	0	0	0	-	-	+	0	0	0	0	0	0	+	0	0	+	+	+	+	+	0	+		12
Windsor BRT-H	0	+	0	0	-	-	-	-	0	0	0	0	0	+	0	0	+	0	+	+	+	0	+	Can be located to mitigate impacts to Bald Eagle	8
Windsor BRT-I	0	+	0	0	-	-	-	-	0	0	0	0	0	0	0	0	+	0	+	+	+	0	-	Can be located to mitigate impacts to Bald Eagle	0
Windsor BRT-J	0	+	0	-	0	-	+	+	0	0	0	0	0	0	0	0	0	0	0	+	0	0	0	Can be loc. to mitigate impacts to Bald Eagle 2 1/2 grade	4
Windsor BRT-K	0	+	0	-	0	-	+	+	+	0	0	+	0	+	0	0	+	+	-	+	0	0	0	Location developed	12
Windsor BRT-L	0	0	0	0	-	-	+	0	+	0	0	+	0	+	0	0	+	0	+	+	0	0	-	Can be located to mitigate impacts to Bald Eagle	8
Windsor BRT-M	0	0	0	0	-	-	+	0	+	0	0	+	0	+	0	0	+	0	+	+	+	0	+	Can be located to mitigate impacts to Bald Eagle	14
Windsor BRT-N	0	0	0	0	-	-	+	0	+	0	0	+	0	+	0	0	0	+	+	+	+	0	+	Property owner does not want	14

DEIS Alternative B- Station Site Evaluation BRT on I-25 (continued)

	Parks	Zoning	Existing or Committed Infrastructure	Platform/ Site Relationship/ BRT	Platform/ Site Relationship/ Bus	Access to Bus Routes	Site Access	Traffic Impact	Adjacent Land Use	Compatible with Plans	Access to Destination/Origins	Proximity to Residential	Pedestrian and Bicycle Connectivity	Wetlands	EJ	Historic Property	Hazmat	Threatened/Endangered Species	Parcels Impacted	Visual Impact	Expansion	Joint Development Opportunity	Engineering	Comments	Site Recommendations
Crossroads																									
Crossroads BRT-A	0	0	0	0	-	-	+	0	0	-	0	0	0	+	0	0	+	+	+	-	+	0	+		6
Crossroads BRT-B	0	0	0	0	-	-	+	0	0	-	0	0	0	+	0	0	+	+	+	-	+	0	+		6
Crossroads BRT-C	0	0	0	0	-	-	+	0	0	-	0	0	0	+	0	0	+	+	+	-	+	0	+		6
Crossroads BRT-D	0	0	0	-	-	-	+	0	0	-	0	0	0	+	0	0	+	+	+	-	+	0	-		0
Crossroads BRT-E	0	-	0	0	0	-	+	+	0	-	0	0	0	+	0	0	-	+	0	-	+	0	0	Hazmat	0
Crossroads BRT-F	0	0	0	0	0	-	+	+	0	-	0	0	0	+	0	0	-	+	+	-	+	0	0	Hazmat	4
Crossroads BRT-G	0	0	0	-	-	-	0	-	0	-	0	0	0	+	0	0	+	+	+	-	+	0	-	Over 2% grade	-4
Crossroads BRT-H	0	0	0	0	-	-	0	-	0	-	0	0	0	+	0	0	+	+	+	-	+	0	+		2
Crossroads BRT-I	0	0	0	0	0	-	+	+	+	-	+	0	0	+	0	0	+	+	+	-	0	+	0	Location of hotel development	12
Crossroads BRT-J	0	0	0	0	0	-	+	+	0	0	0	0	0	+	0	0	+	+	0	-	0	0	0	Over 2% grade	6
Crossroads BRT-K	0	0	0	0	-	-	+	-	0	-	0	0	0	+	0	0	+	+	-	-	+	0	-	Over 2% grade	-4
Crossroads BRT-L	0	+	0	0	-	-	0	-	+	-	0	0	0	+	0	0	+	+	+	-	+	0	+		6
Crossroads BRT-M	0	0	0	0	-	-	+	0	+	+	0	0	0	+	0	0	+	+	+	-	+	+	0	Recommended by Centerra	12
Crossroads BRT-N	0	0	0	0	-	-	+	0	+	+	+	0	0	+	0	0	+	+	+	-	+	+	+	Recommended by Centerra	16
Crossroads BRT-O	-	0	0	0	-	-	+	0	+	0	+	0	0	+	0	0	+	+	+	-	+	+	+	Shared Parking Opportunity	12
Berthoud																									
Berthoud BRT-A	0	0	0	0	0	-	+	+	+	0	0	0	0	+	0	0	+	+	+	-	+	+	0		14
Berthoud BRT-B	0	0	0	-	-	-	0	-	+	0	0	0	0	+	0	0	+	+	+	-	+	0	-		0
Berthoud BRT-C	0	0	0	0	-	-	-	-	0	0	0	0	0	+	0	0	+	+	+	-	+	0	0	Over 2% grade	0
Berthoud BRT-D	0	0	+	0	-	-	+	-	0	0	0	0	0	+	0	0	+	+	+	-	+	0	+	Access to ped circ/ compromise of comm.	8
Berthoud BRT-E	0	0	+	0	-	-	+	-	0	0	0	0	0	+	0	0	+	+	+	-	+	0	0	Access ped circ over 2%	6
Berthoud BRT-F	0	0	0	0	0	-	+	+	0	0	0	0	0	+	0	0	+	+	+	-	+	0	0		10
Berthoud BRT-G	0	0	0	-	-	-	0	0	0	0	0	0	0	-	0	0	+	+	+	-	+	0	-	Wetlands	-4
Berthoud BRT-H	0	0	0	0	-	-	-	0	0	0	0	0	0	-	0	0	+	+	+	-	+	0	0	Wetlands/ Over 2% grade	-2
Berthoud BRT-I	0	0	+	0	-	-	+	0	0	0	0	0	0	-	0	0	+	+	+	-	+	0	+	Wetlands/ Access to ped circulation	6
Berthoud BRT-J	0	0	+	0	-	-	+	0	0	0	0	0	0	-	0	0	+	+	+	-	+	0	0	Wetlands/ Access ped circ over 2%	4
Berthoud BRT-K	0	0	0	0	-	-	-	-	0	0	0	0	0	-	0	0	+	+	+	-	+	0	+	Wetlands	-2
Berthoud BRT-L	0	0	0	0	-	-	0	-	+	+	0	0	0	-	0	0	+	+	+	-	+	0	-	Berthoud support/ Wetlands	0
Berthoud BRT-M	0	0	0	0	0	-	+	+	+	+	0	0	0	-	0	0	+	+	+	-	+	+	0	Berthoud and Johnstown support/ Wetlands	12
Berthoud BRT-N	0	0	0	0	-	-	-	0	0	0	0	0	0	-	0	0	+	+	+	-	+	0	+	Wetlands	0
Berthoud BRT-O	0	0	0	0	-	-	0	0	0	0	0	0	0	-	0	0	+	+	+	-	+	0	-	Wetlands	-2
Berthoud BRT-P	0	0	0	-	0	-	+	+	0	0	0	0	0	-	0	0	+	+	+	-	+	0	0	Wetlands	4

DEIS Alternative B- Station Site Evaluation BRT on I-25 (continued)

	Parks	Zoning	Existing or Committed Infrastructure	Platform/ Site Relationship/ BRT	Platform/ Site Relationship/ Bus	Access to Bus Routes	Site Access	Traffic Impact	Adjacent Land Use	Compatible with Plans	Access to Destination/Origins	Proximity to Residential	Pedestrian and Bicycle Connectivity	Wetlands	EJ	Historic Property	Hazmat	Threatened/Endangered Species	Parcels Impacted	Visual Impact	Expansion	Joint Development Opportunity	Engineering	Comments	Site Recommendations	
Firestone																										
Firestone BRT-A	-	+	0	-	0	0	+	+	0	0	0	0	0	0	0	0	-	+	0	+	0	0	0	Hazmat	4	
Firestone BRT-B	0	-	0	-	0	0	+	+	0	0	0	0	0	+	0	0	-	+	-	+	0	0	0	Hazmat	2	
Firestone BRT-C	0	-	0	-	-	0	-	-	0	0	0	0	0	+	0	0	-	+	-	+	0	0	-	Hazmat	-10	
Firestone BRT-D	0	0	0	0	-	0	-	-	0	0	0	0	0	0	0	0	+	+	+	+	+	0	+	6		
Firestone BRT-E	0	+	0	0	-	0	+	0	+	0	+	0	0	0	0	0	+	+	0	+	+	0	-	Too close to intersection	14	
Firestone BRT-F	0	+	0	0	0	0	+	0	0	0	0	0	0	0	0	0	+	+	0	+	+	0	-	Too close to intersection	10	
Firestone BRT-G	0	+	0	-	0	0	+	+	0	0	0	0	0	+	0	0	-	+	0	+	0	0	0	Hazmat/ Del Camino Business Park	8	
Firestone BRT-H	0	+	+	-	0	0	+	+	0	+	0	0	0	+	0	0	+	+	+	+	0	0	-	Interchange improvements do not allow	16	
Firestone BRT-I	0	0	0	-	-	0	+	0	0	0	0	0	0	+	0	0	+	+	+	+	+	0	-	American Furniture Warehouse	8	
Firestone BRT-J	0	0	0	0	-	0	+	0	0	0	0	0	0	+	0	0	+	+	+	+	+	0	+		14	
Frederick/Dacono																										
Frederick/Dacono BRT-A	0	-	0	0	-	0	+	0	+	0	0	+	0	+	0	0	+	+	+	+	+	0	+		16	
Frederick/Dacono BRT-B	0	-	0	0	-	0	+	0	0	-	0	0	0	+	0	0	+	+	+	+	+	0	-	Platted for Wyndham Hills	6	
Frederick/Dacono BRT-C	0	+	0	-	0	+	+	+	0	0	0	+	0	+	0	0	+	+	+	+	+	0	-	FF-SH 52 not being rebuilt	FF	
Frederick/Dacono BRT-D	0	+	+	-	0	+	+	+	0	0	0	+	0	+	0	0	+	+	+	+	0	0	-	FF-SH 52 not being rebuilt	FF	
Frederick/Dacono BRT-E	0	+	0	-	0	+	+	+	0	0	0	0	0	+	0	0	+	+	-	+	+	0	0	FF-SH 52 not being rebuilt	FF	
Frederick/Dacono BRT-F	0	+	0	0	-	0	-	-	0	0	0	0	0	+	0	0	0	+	-	+	+	0	-		0	
Frederick/Dacono BRT-G	0	+	0	0	-	0	-	-	0	0	0	0	0	+	0	0	+	+	+	+	+	0	+		10	
Frederick/Dacono BRT-H	0	+	0	-	-	0	-	0	0	0	0	0	0	+	0	0	+	+	+	+	+	0	0		8	
Frederick/Dacono BRT-I	0	+	0	-	-	0	-	0	0	0	0	0	0	+	0	0	+	+	+	+	+	0	-		10	
Frederick/Dacono BRT-J	0	+	0	-		0	-	0	0	0	0	0	0	+	0	0	+	+	+	+	+	0	-		6	
Frederick/Dacono BRT-K	0	+	0	-	0	0	+	+	0	0	0	0	0	0	0	0	+	+	+	+	0	0	0	FF-SH 52 not being rebuilt	FF	
Frederick/Dacono BRT-L	0	+	0	-	0	0	+	+	0	0	0	0	0	0	0	0	+	+	0	+	0	0	0	FF-SH 52 not being rebuilt	FF	
Frederick/Dacono BRT-M	0	0	0	0	-	0	+	0	+	0	0	+	0	0	0	0	+	-	+	+	+	0	-	Fatal Flaw T/E	FF	
Frederick/Dacono BRT-N	0	-	0	0	-	0	+	0	0	-	0	0	0	+	0	0	+	-	+	+	+	0	+	FF T/E Platted for Silver Peaks	FF	
SH 7 and I-25																										
I-25 and SH 7 BRT-A	0	+	0	0	-	0	+	0	0	0	0	0	0	+	0	0	+	+	+	+	+	0	+	Issue with ditch	16	
I-25 and SH 7 BRT-B	0	+	0	-	0	0	+	+	0	0	0	0	0	+	0	0	+	0	+	+	+	0	0	Issues with ditch	14	
I-25 and SH 7 BRT-C	0	+	0	0	0	0	+	+	0	+	0	0	0	+	0	0	+	+	+	+	+	0	0	Broomfield TOD site- concerned with walk dist.	20	
I-25 and SH 7 BRT-D	0	+	0	0	-	0	0	-	0	0	0	0	0	+	0	0	+	+	+	+	+	0	-		8	
I-25 and SH 7 BRT-E	0	+	0	0	-	0	+	0	0	0	0	0	0	+	0	0	+	+	+	+	+	0	+		16	
I-25 and SH 7 BRT-F	0	+	0	0	0	0	+	+	0	0	0	0	0	+	0	0	+	+	+	+	+	0	-	Issue with ditch and reconstruction of interchange	16	
I-25 and SH 7 BRT-G	0	+	0	-	0	0	+	+	0	-	0	0	0	+	0	0	+	+	+	+	0	+	0	Fatal Flaw Larkridge being built	FF	
I-25 and SH 7 BRT-H	0	+	0	0	-	0	+	-	0	-	0	0	0	+	0	0	+	+	+	+	0	+	-	Fatal Flaw Larkridge being built	FF	
I-25 and SH 7 BRT-I	0	+	0	0	-	0	+	-	0	-	0	0	0	+	0	0	+	+	+	+	0	+	+	Fatal Flaw Larkridge being built	FF	
I-25 and SH 7 BRT-J	0	+	0	0	-	0	+	-	+	0	+	0	0	+	0	0	+	+	+	+	0	+	+	FF Conflict with E-470 Engineering	FF	

DEIS Alternative B- Station Site Evaluation BRT on I-25 (continued)

	Parks	Zoning	Existing or Committed Infrastructure	Platform/ Site Relationship/ BRT	Platform/ Site Relationship/ Bus	Access to Bus Routes	Site Access	Traffic Impact	Adjacent Land Use	Compatible with Plans	Access to Destination/Origins	Proximity to Residential	Pedestrian and Bicycle Connectivity	Wetlands	EJ	Historic Property	Hazmat	Threatened/Endangered Species	Parcels Impacted	Visual Impact	Expansion	Joint Development Opportunity	Engineering	Comments	Site Recommendations
West Greeley																									
West Greeley BRT-A	0	0	0	NA	0	0	+	+	0	0	0	0	0	+	0	0	?	+	+	+	+	0	+		14
West Greeley BRT-B	0	+	0	NA	0	0	+	+	0	0	0	0	0	-	0	0	?	+	+	+	+	0	+	Wetlands	14
West Greeley BRT-C	0	-	+	NA	0	0	+	+	0	+	0	0	0	-	0	0	?	+	+	+	+	0	+	Wetlands/ Xcel Row	14
West Greeley BRT-D	0	+	+	NA	0	0	+	+	0	+	0	0	0	-	0	0	?	+	+	+	+	0	+	Wetlands/ Xcel Row	18
US 34 and SH 257																									
US 34 and SH 257 BRT-A	0	0	+	NA	0	0	+	+	0	+	0	0	0	+	0	0	+	-	+	+	+	0	+	burr. owl- Utilizing ex p-n-r	18
US 34 and SH 257 BRT-B	0	+	0	NA	0	0	+	0	0	0	0	0	0	+	0	0	+	+	+	+	+	0	+		18
US 34 and SH 257 BRT-C	0	+	0	NA	0	0	+	0	+	0	0	0	0	+	0	0	+	+	+	+	+	0	+		20
Greeley Downtown Transfer Center																									
Greeley Downtown Transfer Center BRT-A	0	+	0	NA	0	+	+	+	+	0	+	0	0	+	+	0	0	+	+	+	0	0	+	Not proposing parking	24
Greeley Downtown Transfer Center BRT-B	0	+	+	NA	0	+	+	+	+	0	+	0	0	+	+	0	0	+	0	+	-	0	+	Downtown Transfer Center	22
Greeley Downtown Transfer Center BRT-C	0	+	0	NA	0	+	+	+	+	0	+	0	0	+	+	0	0	+	-	+	-	0	+	Not proposing parking	18
Greeley Downtown Transfer Center BRT-D	0	+	0	NA	0	+	+	+	+	0	+	0	0	+	+	0	0	+	-	+	-	0	+	Not proposing parking	18
Greeley Downtown Transfer Center BRT-E	0	+	0	NA	0	+	+	+	+	0	+	0	+	+	+	0	0	+	0	+	-	0	+	Not proposing parking	22
Greeley Downtown Transfer Center BRT-F	0	+	0	NA	0	+	+	+	+	0	+	0	0	+	+	0	0	+	+	+	-	0	+	Not proposing parking	22
Greeley Downtown Transfer Center BRT-G	0	+	0	NA	0	+	+	+	+	0	+	0	0	+	+	0	0	+	+	+	-	0	+	Not proposing parking	22
Greeley Downtown Transfer Center BRT-H	0	+	0	NA	0	+	+	+	+	0	+	0	0	+	+	0	0	+	0	+	-	0	+	Not proposing parking	20
Greeley Downtown Transfer Center BRT-I	0	+	0	NA	0	+	+	+	+	0	+	0	0	+	+	0	0	+	0	+	-	0	+	Not proposing parking	20
Greeley Downtown Transfer Center BRT-J	0	+	0	NA	0	+	+	+	+	0	+	0	0	+	+	0	0	+	0	+	-	0	+	Not proposing parking	20
Greeley Downtown Transfer Center BRT-K	0	+	0	NA	0	+	+	+	+	0	+	0	0	+	+	0	0	+	-	+	-	0	+	Not proposing parking	18