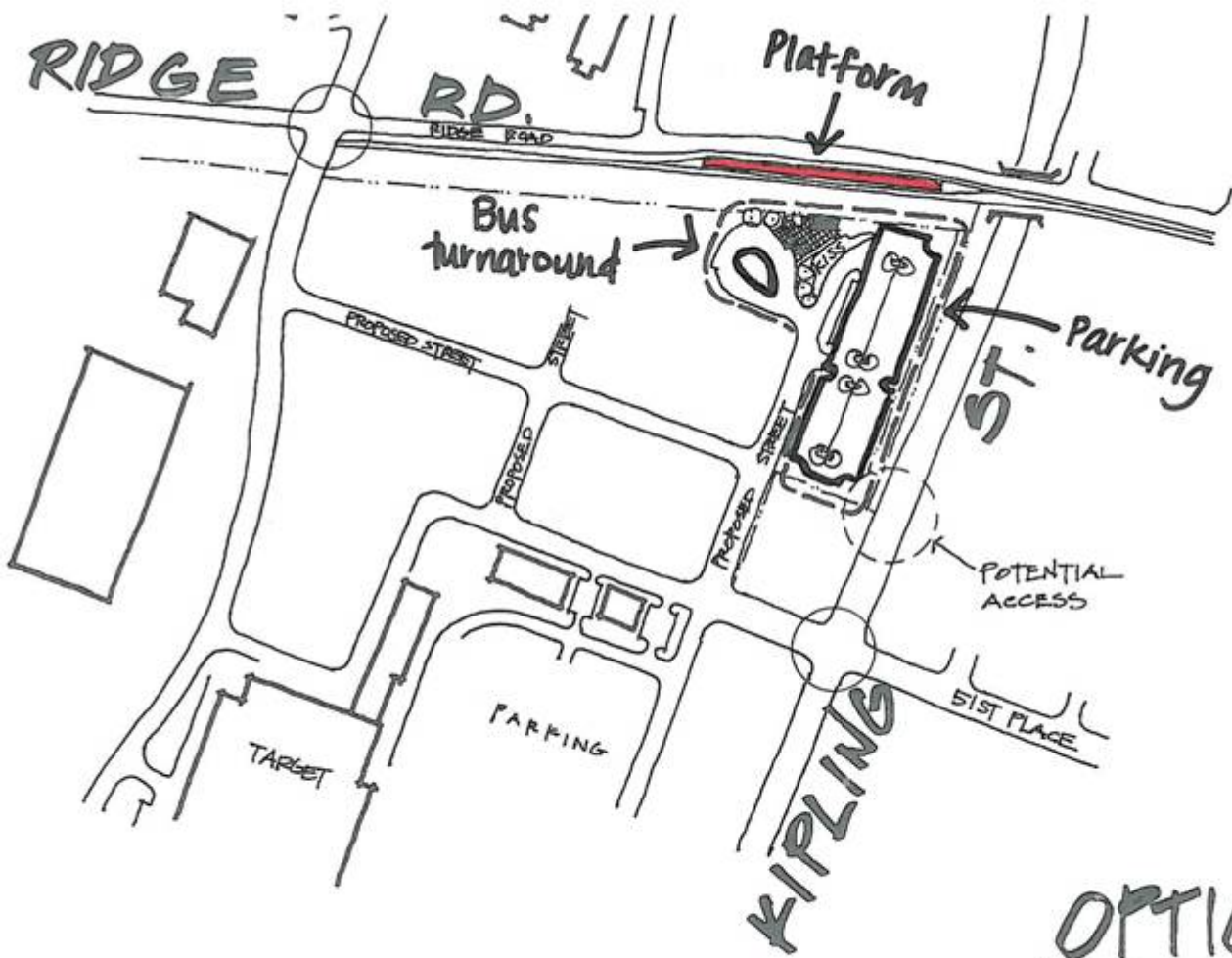


# EMU: BN/UP ALTERNATIVE ARVADA RIDGE STATION

## OPTION A



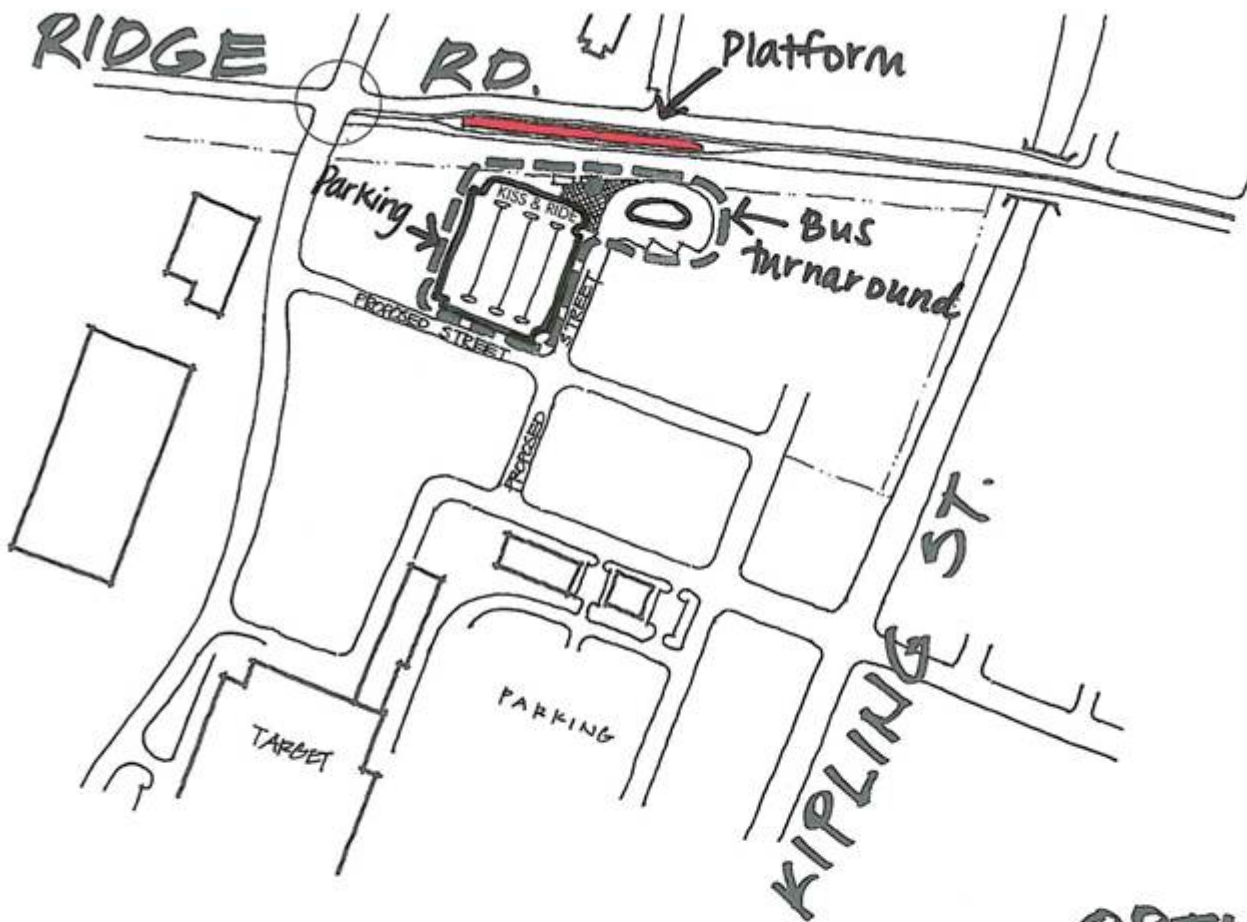
OPTION A  
150 CARS

# EMU: BN/UP ALTERNATIVE ARVADA RIDGE STATION OPTION A: GOLD LINE TEAM ANALYSIS

<b>Option A – Parking on the Southwest corner of Ridge &amp; Kipling</b>		
	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Good access off of Kipling at 51<sup>st</sup> Place</li> </ul>	<ul style="list-style-type: none"> <li>▪ Parking and drop-off are separated from the platform by the freight line</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Good community and local access</li> <li>▪ Potential for integration with TOD plan</li> </ul>	<ul style="list-style-type: none"> <li>▪ Access to the station and parking is dependent upon the street improvements per Arvada’s TOD plan</li> </ul>
<b><i>Environmental</i></b>	<ul style="list-style-type: none"> <li>▪ Parking is proposed on an underutilized industrial parcel</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires pedestrian access over the freight line</li> </ul>
<b><i>Financial</i></b>		<ul style="list-style-type: none"> <li>▪ High cost site</li> </ul>

# EMU: BN/UP ALTERNATIVE ARVADA RIDGE STATION

## OPTION B



## OPTION B

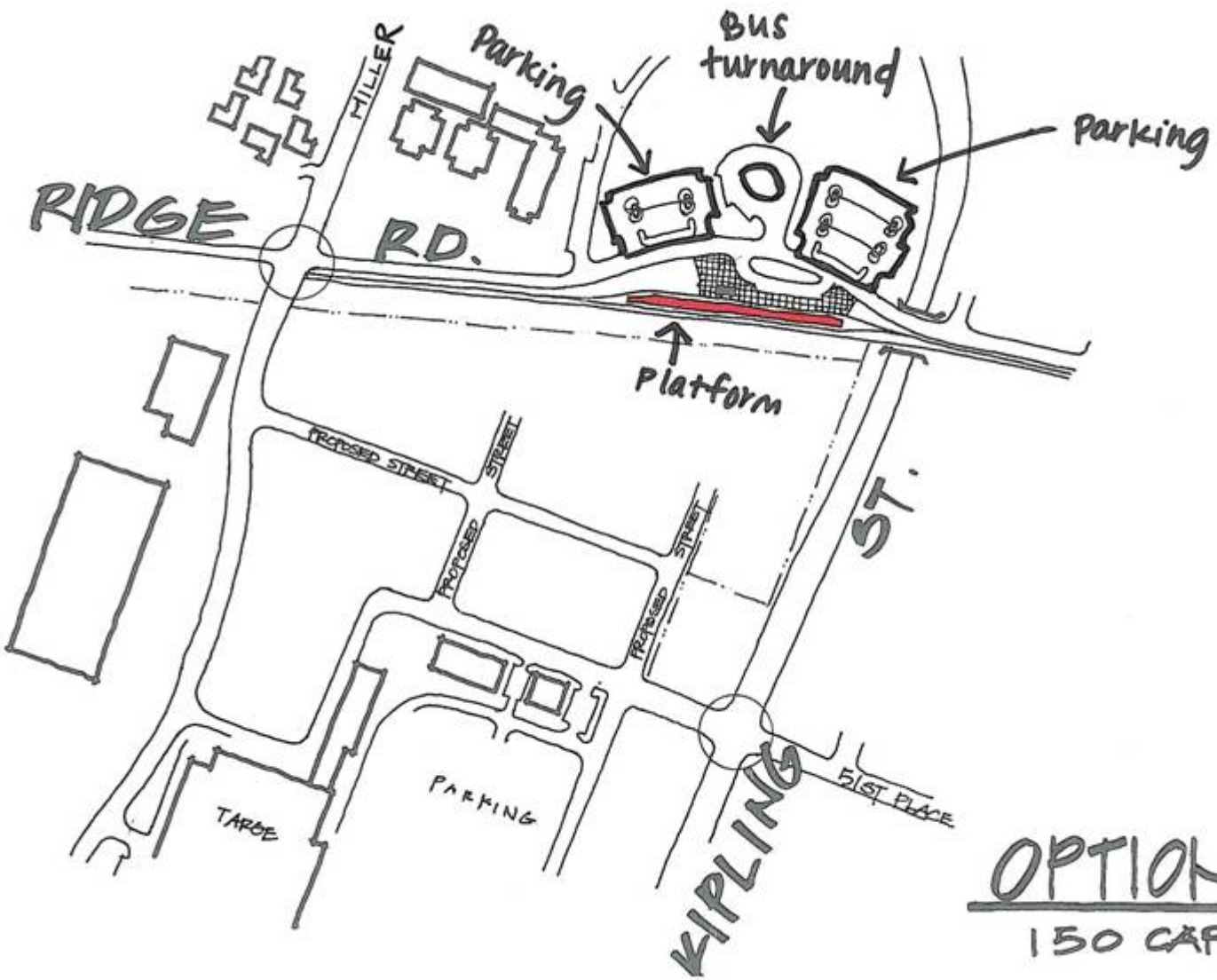
150 CARS

## EMU: BN/UP ALTERNATIVE ARVADA RIDGE STATION OPTION B: GOLD LINE TEAM ANALYSIS

<b>Option B – Parking on the Southeast corner of Ridge &amp; Miller</b>		
	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Good access off of Kipling at 51<sup>st</sup> Place</li> </ul>	<ul style="list-style-type: none"> <li>▪ Parking location not consistent with the TOD plan</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Good community and local access</li> <li>▪ Potential for integration with TOD plan</li> </ul>	<ul style="list-style-type: none"> <li>▪ Access to the station and parking is dependent upon the street improvements per Arvada's TOD plan</li> </ul>
<b><i>Environmental</i></b>	<ul style="list-style-type: none"> <li>▪ Parking is proposed on vacant land</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires pedestrian access over the freight line</li> </ul>
<b><i>Financial</i></b>	<ul style="list-style-type: none"> <li>▪ Low cost site</li> </ul>	

# EMU: BN/UP ALTERNATIVE ARVADA RIDGE STATION

## OPTION C



OPTION C  
150 CARS



**EMU: BN/UP ALTERNATIVE  
 ARVADA RIDGE STATION  
 OPTION C: GOLD LINE TEAM ANALYSIS**

<b>Option C – Parking North of Ridge Road</b>		
	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Direct access from kiss-n-ride to platform</li> </ul>	<ul style="list-style-type: none"> <li>▪ Parking location not consistent with the TOD plan</li> <li>▪ Difficult bus access</li> <li>▪ Difficult regional commuter access</li> <li>▪ Parking and bus loading are separated from the platform by Ridge Road</li> <li>▪ Requires realignment of Ridge Road or significant crossing improvements</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Convenient access to Red Rocks Community College</li> </ul>	<ul style="list-style-type: none"> <li>▪ No direct access to existing retail and TOD potential south of tracks</li> </ul>
<b><i>Environmental</i></b>	<ul style="list-style-type: none"> <li>▪ Parking is proposed on a vacant parcel</li> </ul>	<ul style="list-style-type: none"> <li>▪ Inconsistent with existing TOD planning.</li> </ul>
<b><i>Financial</i></b>		<ul style="list-style-type: none"> <li>▪ High cost site</li> </ul>

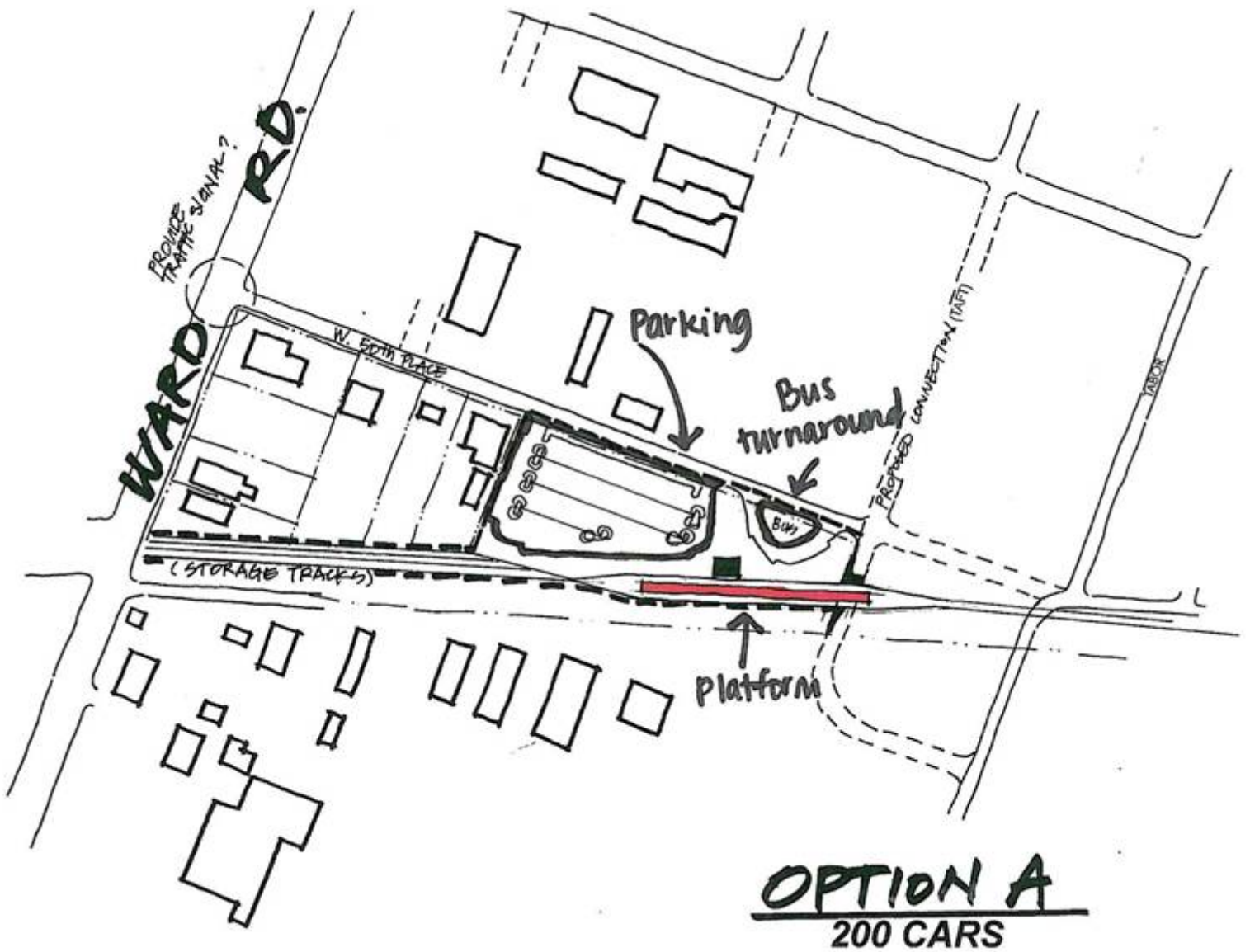
## **EMU: BN/UP ALTERNATIVE ARVADA RIDGE STATION ISSUE FOCUSED TEAM INPUT**

- **The group strongly preferred Options A and B over Option C,** primarily due to consistency with local plans and access to Kipling Street.
- A benefit of Option A is that the parking creates a buffer between Kipling and proposed residential development, and provides easier and more direct vehicle and bus circulation into and out of the station.
- A benefit of Option B is its better access from Miller, although the drawback is that it's further from Kipling.
- For both options A and B, the group would prefer a pedestrian bridge from the parking to the platform. Cost was identified as a drawback for these two options.
- The cost benefits of Option C were recognized, since a pedestrian bridge would likely not be required. However the cost savings could be offset by required roadway enhancements to Lee.
- The group felt that Option C would provide better bus access to the existing residential community north of the tracks, as well as Red Rocks Community College.
- Option C's primary drawbacks are that it has poor access to parking off Kipling and that it's inconsistent with all local planning completed to date. Additionally, the grade of surrounding land may lessen redevelopment viability of the overall parcel.
- The following recommendations were made:
  - Evaluate potential cost savings of putting structured parking on less land with the same number of spaces.
  - Evaluate a narrow parking area north of the freight tracks, adjacent to the west side of Kipling to maximize the steeply graded land parcel.



# EMU: BN/UP ALTERNATIVE WARD ROAD STATION

## OPTION A



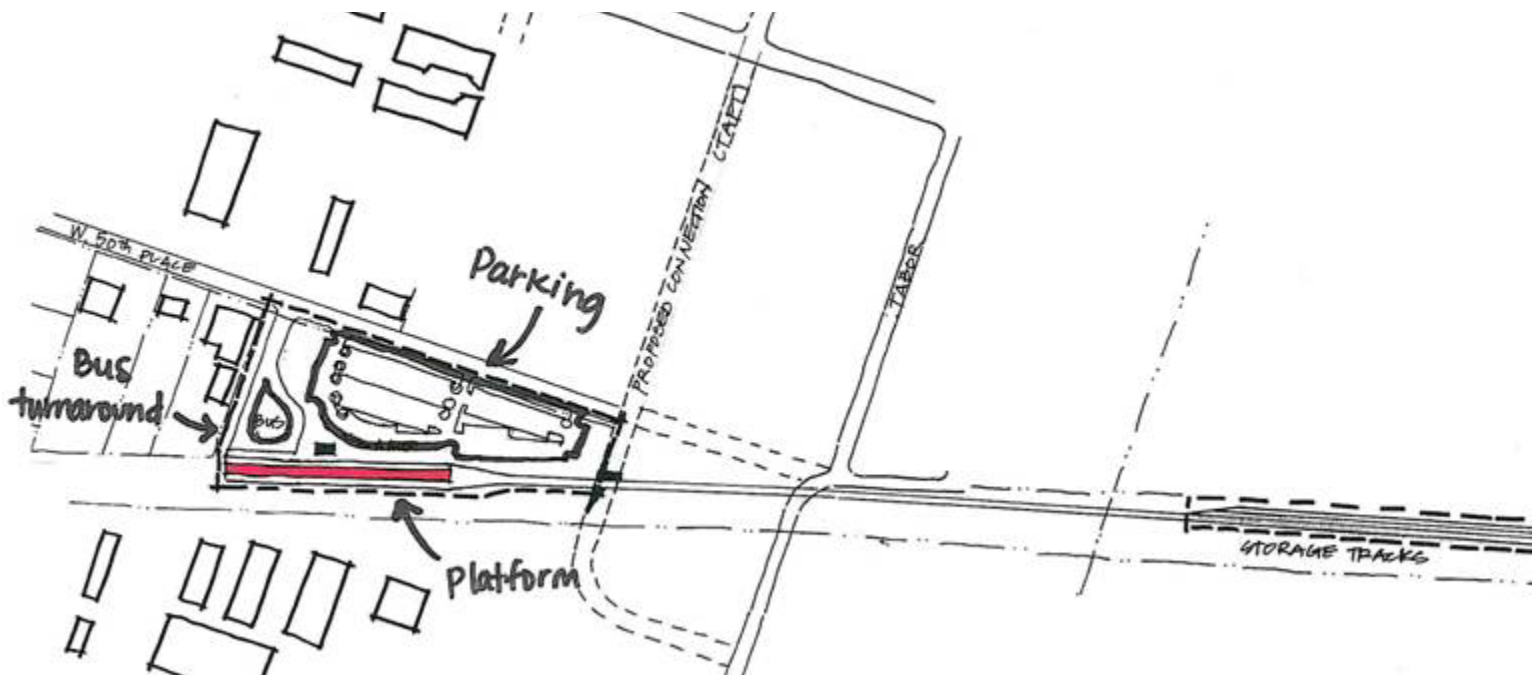


**EMU: BN/UP ALTERNATIVE**  
**WARD ROAD STATION**  
**OPTION A: GOLD LINE TEAM ANALYSIS**

<b>Option A – Parking at W 50<sup>th</sup> PI, west of Tabor</b>		
	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Parking and drop-off immediately adjacent to the platform</li> <li>▪ Storage tracks at end-of-line</li> </ul>	<ul style="list-style-type: none"> <li>▪ Less north-south connectivity</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Station &amp; parking are consistent with existing rail and industrial uses</li> <li>▪ Minimizes impacts to residential</li> </ul>	<ul style="list-style-type: none"> <li>▪ Inconsistent with the Wheat Ridge TOD plan because Taft cannot be extended</li> </ul>
<b><i>Environmental</i></b>	<ul style="list-style-type: none"> <li>▪ Parking is proposed on an underutilized industrial parcel (primarily surface parking)</li> </ul>	
<b><i>Financial</i></b>		<ul style="list-style-type: none"> <li>▪ Medium cost site</li> </ul>

# EMU: BN/UP ALTERNATIVE WARD ROAD STATION

## OPTION B



**EMU: BN/UP ALTERNATIVE  
WARD ROAD STATION  
OPTION B: GOLD LINE TEAM ANALYSIS**

<b>Option B – Parking at W 50<sup>th</sup> Place, west of proposed Taft extension</b>		
	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Parking and drop-off immediately adjacent to the platform</li> <li>▪ Good community and local access from Ward Rd &amp; W 50<sup>th</sup> Pl</li> </ul>	<ul style="list-style-type: none"> <li>▪ Platform location requires relocation of storage tracks to east of Tabor and realignment of Ridge Rd around storage tracks</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Station &amp; parking are consistent with existing rail and industrial uses</li> <li>▪ Consistent with City TOD plan</li> <li>▪ Minimizes impacts to residential</li> </ul>	<ul style="list-style-type: none"> <li>▪ Access from the east will not improve until Taft is extended</li> </ul>
<b><i>Environmental</i></b>	<ul style="list-style-type: none"> <li>• Parking is proposed on an underutilized industrial parcel (primarily surface parking)</li> </ul>	
<b><i>Financial</i></b>		<ul style="list-style-type: none"> <li>▪ High cost site</li> </ul>

## **EMU: BN/UP ALTERNATIVE WARD ROAD STATION ISSUE FOCUSED TEAM INPUT**

- **The Issue Focused Team and the project team all agreed that Option B should be eliminated** due to length of track needed for storage at Ward Road.
- Key criteria in refining Option A include the following:
  - Study of drainage issues in the area.
  - Do not preclude future expansion west of the line (west of Ward Road).
  - Locating the platform between the existing Ridge Road crossing and the area needed for storage tracks is inconsistent with the Wheat Ridge TOD plan for a 50<sup>th</sup> Avenue connection. Platform location should be coordinated with city of Wheat Ridge moving forward.
- The following recommendations were made:
  - Shift the primary access point from 50<sup>th</sup> to 52<sup>nd</sup> Ave for bus and vehicular traffic.
  - The 50<sup>th</sup> and Ward intersection does not have good access today and could not function as a primary access point. Re-evaluate the possibility of a signal at this intersection with CDOT.
  - Evaluate the possibility for pedestrian access from the south of the tracks.
  - Work with the City of Wheat Ridge to identify roadway extensions and address potential cut-through traffic from 50<sup>th</sup> to Kipling that could negatively impact residential neighborhoods and school access routes.
  - Work with bike organizations and parks departments so the station design does not prohibit the creation of an integrated bike trail.
  - Evaluate extending the parking north from the platform towards 52<sup>nd</sup> Avenue on the existing storage parcel. This location may help provide bridge access on opening day via 50<sup>th</sup> Avenue with long-term access shifting to 52<sup>nd</sup> Avenue.