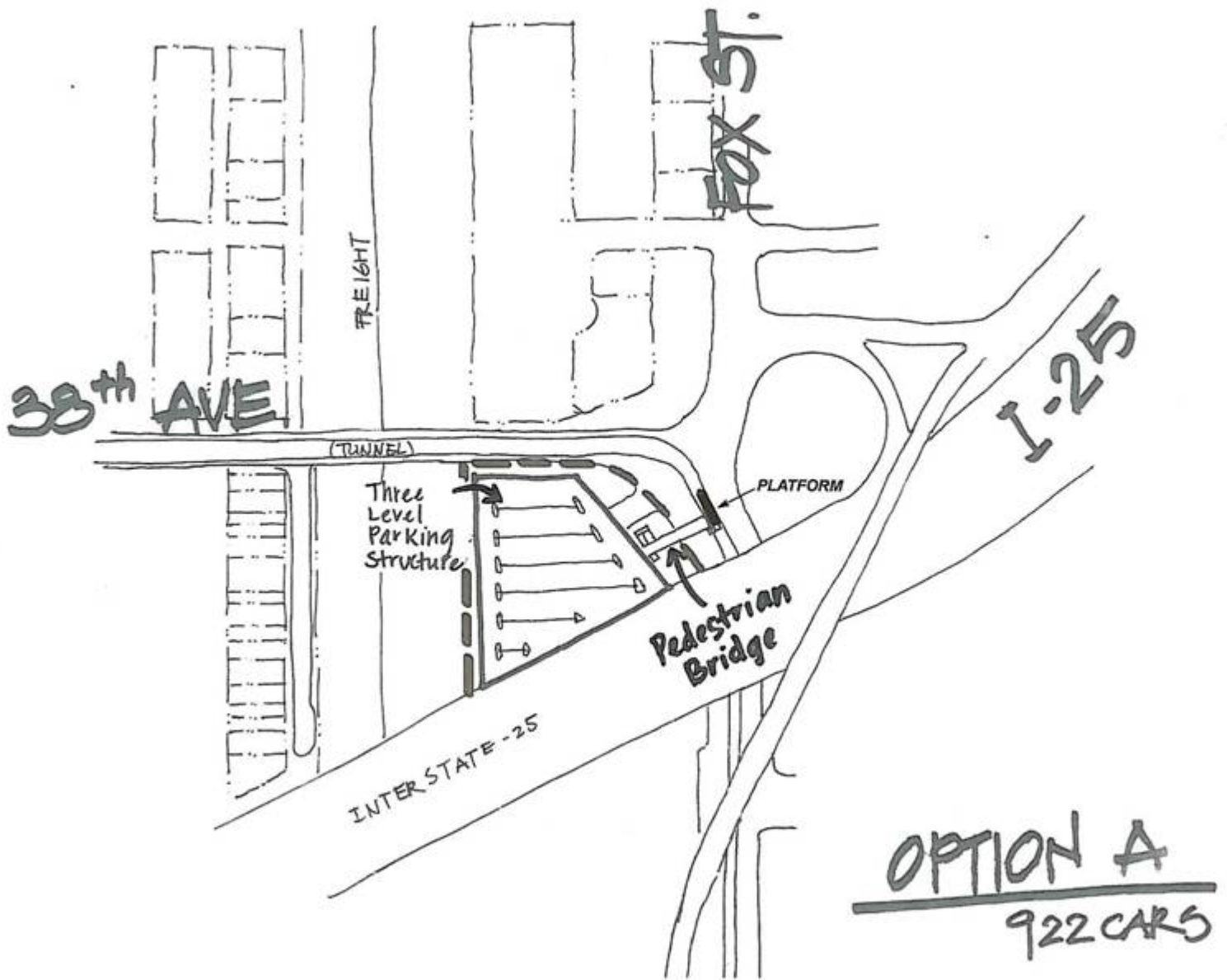


# STREETCAR: HARLAN ALTERNATIVE 38<sup>TH</sup> AND FOX STATION

## OPTION A



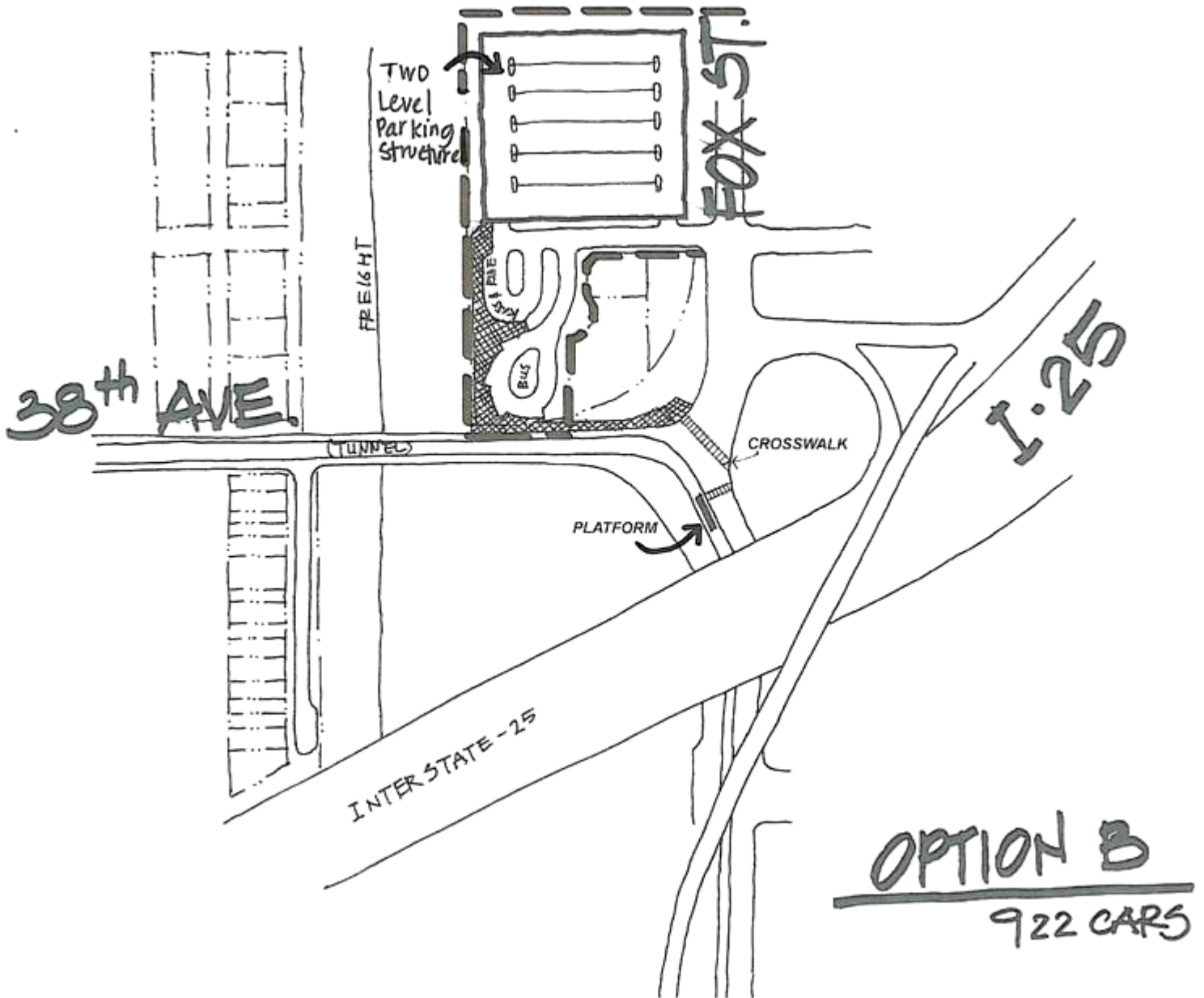
**STREETCAR: HARLAN ALTERNATIVE**  
**38<sup>TH</sup> AND FOX STATION**  
**OPTION A: GOLD LINE TEAM ANALYSIS**

**Option A – Parking located at the southwest corner of 38<sup>th</sup> & Fox; Center-loading platform located in the existing island north of I-25.**

	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Located at confluence of traffic from three neighborhoods: Globeville, Sunnyside and Highland</li> <li>▪ Bus and commuter access is on a major arterial and out of the residential neighborhood</li> </ul>	<ul style="list-style-type: none"> <li>▪ Busy auto-oriented intersection</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Good regional (I-25), community and local access for automobiles</li> <li>▪ No traffic impacts to existing neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>▪ Poor pedestrian access to neighborhoods</li> </ul>
<b><i>Environmental</i></b>	<ul style="list-style-type: none"> <li>▪ Parking is proposed on vacant land adjacent to I-25</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires a pedestrian bridge over southbound lanes</li> </ul>
<b><i>Financial</i></b>		<ul style="list-style-type: none"> <li>▪ Intersection and safety improvements may be necessary</li> <li>▪ Future TOD benefits are removed from the adjacent neighborhood b/c of platform location</li> <li>▪ Difficulty obtaining right of way</li> </ul>

# STREETCAR: HARLAN ALTERNATIVE 38<sup>TH</sup> AND FOX STATION

## OPTION B



**STREETCAR: HARLAN ALTERNATIVE**  
**38<sup>TH</sup> AND FOX STATION**  
**OPTION B: GOLD LINE TEAM ANALYSIS**

**Option B – Parking located at the northwest corner of 38<sup>th</sup> & Fox; Center-loading platform located in the existing island north of I-25.**

<b>ADVANTAGES</b>		<b>DISADVANTAGES</b>	
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Located at confluence of traffic from three neighborhoods: Globeville, Sunnyside and Highland</li> </ul>	<ul style="list-style-type: none"> <li>▪ Difficult bus and commuter access from 38<sup>th</sup> Ave</li> </ul>	
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Convenient to the Auraria Student Housing development</li> <li>▪ Good regional (I-25), community and local access for automobiles</li> <li>▪ No traffic impacts to existing neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>▪ Parking would displace an existing business</li> <li>▪ Poor pedestrian access to neighborhoods</li> <li>▪ Requires a pedestrian bridge from northwest corner of Fox St &amp; 38<sup>th</sup> to platform or reconstruction of underpass</li> </ul>	
<b><i>Financial</i></b>	<ul style="list-style-type: none"> <li>▪ Has some TOD potential north of 38<sup>th</sup> Ave.</li> </ul>		

## **STREETCAR: HARLAN ALTERNATIVE 38<sup>TH</sup> AND FOX STATION *ISSUE FOCUSED TEAM INPUT***

- **The participants far preferred Option A.** They felt the option has several benefits including consistency with existing neighborhood plans, better opportunities for redevelopment, less potential for traffic impacts to surrounding neighborhoods and improved safety with the pedestrian bridge.
- **Option B was not as preferred** due to its inconsistency with local plans and perceived safety issues associated with an at-grade crossing. However, the group felt that – if Northwest Rail were to have a station in the vicinity of 38<sup>th</sup> and Inca – Option B could provide better access to a Northwest Rail.
- The group identified the traffic flow in and out of the parking area as an important criterion to be considered in planning for the station area.
- The group recommended that RTD evaluate the possibility of including a pedestrian crossing over 38<sup>th</sup> Avenue in the area of Inca as part of the required reconstruction of the 38<sup>th</sup> Avenue underpass to improve bike/pedestrian connectivity and also accessibility to Sunnyside.

## STREETCAR: HARLAN ALTERNATIVE 38<sup>TH</sup> AND LIPAN STATION GOLD LINE TEAM ANALYSIS

**One Option – No Parking. Westbound platform located just west of Kalamath. Eastbound platform located just east of Kalamath.**

<b>ADVANTAGES</b>		<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Centrally located to Highland and Sunnyside</li> <li>▪ Good bus connections via 38<sup>th</sup>, Lipan and Tejon</li> </ul>	
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Serves local residents providing convenient and accessible transit access to the Gold Line and regional transit network via DUS</li> <li>▪ Serves retail on 38<sup>th</sup> Ave and Tejon Street (north-south neighborhood commercial spine)</li> <li>▪ Has TOD potential</li> <li>▪ Consistent with Blueprint Denver</li> <li>▪ Platform locations minimize impacts to right-turns from 38<sup>th</sup> to Kalamath</li> </ul>	<ul style="list-style-type: none"> <li>▪ On blocks immediately adjacent to the parking and the platform, parking management may be necessary to handle overflow</li> </ul>

## **STREETCAR: HARLAN ALTERNATIVE 38<sup>TH</sup> AND LIPAN STATION *ISSUE FOCUSED TEAM INPUT***

- The group recommended that RTD evaluate shifting this station further west – likely to Mariposa or Navajo. This would allow the stations in the area to be more equal distance apart, capturing more of the residential areas in northwest Denver.
- Additionally, the group felt that it would be beneficial to put the station nearer a mixed-use area like Navajo as opposed to Kalamath, which is mostly residential.
- The group recommended that RTD work closely with the City of Denver to minimize on-street parking impacts in the surrounding neighborhoods.

# STREETCAR: HARLAN ALTERNATIVE

## 38<sup>TH</sup> AND ZUNI STATION

### GOLD LINE TEAM ANALYSIS

**One Option – No Parking. Westbound platform located just west of Zuni.  
Eastbound platform located just east of Zuni.**

<b>ADVANTAGES</b>		<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Centrally located to Highland and Sunnyside</li> <li>▪ Good bus connections via 38<sup>th</sup>, Lipan and Tejon</li> </ul>	
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Serves local residents providing convenient and accessible transit access to the Gold Line and regional transit network via DUS</li> <li>▪ Serves retail on 38<sup>th</sup> Ave, Zuni Street and Tejon Street (north-south neighborhood commercial spine)</li> <li>▪ Has TOD potential</li> <li>▪ Consistent with Blueprint Denver</li> <li>▪ Platform locations minimize impacts to right-turns from 38<sup>th</sup> to Zuni</li> </ul>	<ul style="list-style-type: none"> <li>▪ On blocks immediately adjacent to the parking and the platform, parking management may be necessary to handle overflow</li> </ul>



## **STREETCAR: HARLAN ALTERNATIVE 38<sup>TH</sup> AND ZUNI STATION *ISSUE FOCUSED TEAM INPUT***

- The group recommended that RTD evaluate the benefits and drawbacks of shifting this station closer to Tejon. Some felt that Tejon could create better opportunities for redevelopment.
- The group noted the importance of providing good bus connections to the station.
- The group recommended that RTD work closely with the City of Denver to minimize on-street parking impacts in the surrounding neighborhoods.

# STREETCAR: HARLAN ALTERNATIVE 38<sup>TH</sup> AND FEDERAL STATION GOLD LINE TEAM ANALYSIS

<b>One Option – No Parking. Westbound platform located west of Federal, Eastbound platform located just east of Federal</b>		
<b>ADVANTAGES</b>		<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Centrally located to Highland, West Highland, Sunnyside and Berkeley</li> <li>▪ Good bus connections via 38<sup>th</sup> and Federal</li> </ul>	
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Serves local residents providing convenient and accessible transit access to the Gold Line and regional transit network via DUS</li> <li>▪ Serves retail on 38<sup>th</sup> Ave and Federal</li> <li>▪ Has TOD potential</li> <li>▪ Consistent with Blueprint Denver</li> <li>▪ Platform locations minimize impacts to right-turns from 38<sup>th</sup> to Federal</li> <li>▪ Location of westbound platform preserves existing driveway access to business</li> </ul>	<ul style="list-style-type: none"> <li>▪ On blocks immediately adjacent to the parking and the platform, parking management may be necessary to handle overflow</li> </ul>

## **STREETCAR: HARLAN ALTERNATIVE 38<sup>TH</sup> AND FEDERAL STATION *ISSUE FOCUSED TEAM INPUT***

- The traffic congestion at this intersection was mentioned as a potential concern.
- One participant questioned whether it would be possible to add parking to this station and identified many of the current commercial properties on the corners of this intersection as possible sites. Others questioned whether those sites would be more valuable as redevelopment opportunities than a parking facility.
- Most of the group felt that it is important to maximize the redevelopment potential around this station.
- The group recommended that RTD work closely with the City of Denver to minimize on-street parking impacts in the surrounding neighborhoods.