

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

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

<b>ADVANTAGES</b>		<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Far side platforms allow through traffic to pass as streetcar passengers load and unload</li> <li>▪ Does not conflict with right turns at the intersection</li> <li>▪ Proximity to intersection creates good community and local access.</li> </ul>	
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Convenient location for Berkeley, West Highland, North Denver and Sunnyside neighborhoods</li> <li>▪ Serves adjacent retail development</li> <li>▪ Consistent with Blueprint Denver</li> <li>▪ Many residences within walking distance. This could reduce the need for parking</li> </ul>	<ul style="list-style-type: none"> <li>▪ No land available for parking. This could raise community concerns about transit riders using on-street parking.</li> <li>▪ Likely community concern about a “split platform”</li> </ul>

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

- The group expressed concerns about the amount of available space at Lowell, since the sidewalks seem narrower than other sections of 38<sup>th</sup>.
- If there are space constraints for a station platform at the current location, the group recommended evaluating shifting the platform to the east, where there may be more space to accommodate the platform.
- The benefits of any shift in the platform location should be weighed against the importance of providing good bus connections nearby activity centers including Regis University, 44<sup>th</sup> and Lowell and 32<sup>nd</sup> and Lowell.

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

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

<b>ADVANTAGES</b>		<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Far side platforms allow through traffic to pass as streetcar passengers load and unload and does not conflict with right turns at the intersection</li> <li>▪ Proximity to intersection creates good community and local access.</li> </ul>	
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Convenient location for Berkeley and West Highland neighborhoods</li> <li>▪ Serves new residents, businesses and community events in Highland Gardens redevelopment area</li> <li>▪ Serves DATA elementary school</li> <li>▪ Consistent with Blueprint Denver</li> <li>▪ Many residences within walking distance. This could reduce the need for parking</li> </ul>	<ul style="list-style-type: none"> <li>▪ No land available for parking. This could raise community concerns about transit riders using on-street parking.</li> <li>▪ Likely community concern about a “split platform”</li> </ul>



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

- The group identified concerns about the traffic congestion at 38<sup>th</sup> and Tennyson. Some recommended evaluating the possibility of shifting this station to the east or west in order to avoid additional traffic congestion.
- Pedestrian safety is a concern for this station. The group believes the station could be an opportunity for the city to improve overall safety at the Tennyson intersection.

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

<p><b>One Option – No parking. Westbound platform located just west of the King Soopers entrance on the west side of Sheridan, Eastbound platform located just east of Sheridan.</b></p>		
<b>ADVANTAGES</b>		<b>DISADVANTAGES</b>
<b>Operational</b>	<ul style="list-style-type: none"> <li>▪ Far side platforms allow through traffic to pass as streetcar passengers load and unload and does not conflict with right turns at the intersection</li> <li>▪ Proximity to intersection creates good community and local access.</li> <li>▪ Good bus connections</li> </ul>	<ul style="list-style-type: none"> <li>▪ No land available for parking (however, more parking could be provided at 45<sup>th</sup> and Harlan)</li> </ul>
<b>Community</b>	<ul style="list-style-type: none"> <li>▪ Convenient location for West Highlands, Berkeley, Wheat Ridge and Mountain View neighborhoods</li> <li>▪ Serves adjacent retail development</li> <li>▪ Consistent with Blueprint Denver</li> <li>▪ Many residences within walking distance. This could reduce the need for parking</li> </ul>	<ul style="list-style-type: none"> <li>▪ Located at a major arterial with auto oriented focus and scale</li> <li>▪ Parking would require relocation of neighborhood retail and/or residents</li> <li>▪ Likely community concern about a “split platform”</li> </ul>
<b>Environmental</b>	<ul style="list-style-type: none"> <li>▪ Station location preserves existing access to King Soopers</li> </ul>	



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

- Some in the group expressed concern about the distance between the westbound platform and the intersection. While it works well with vehicular traffic, they are concerned about pedestrians crossing 38<sup>th</sup> mid-block.
- The group recommends evaluating the potential for shared parking with King Soopers.

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

**One Option – No Parking. Westbound platform located just before the right-turn lane on the east side of Harlan, Eastbound platform located just east of Harlan.**

	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Placement of the Westbound platform preserves right-turn lane to lessen conflicts with right turns at the intersection</li> <li>▪ Good bus connections</li> </ul>	
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Convenient location for Wheat Ridge residents</li> <li>▪ Serves adjacent retail development</li> <li>▪ Many residences within walking distance. This could reduce the need for parking</li> </ul>	<ul style="list-style-type: none"> <li>▪ No land available for parking. This could raise community concerns about transit riders using on-street parking.</li> </ul>
<b><i>Environmental</i></b>		<ul style="list-style-type: none"> <li>▪ Both station locations impact one parking entrance each</li> </ul>

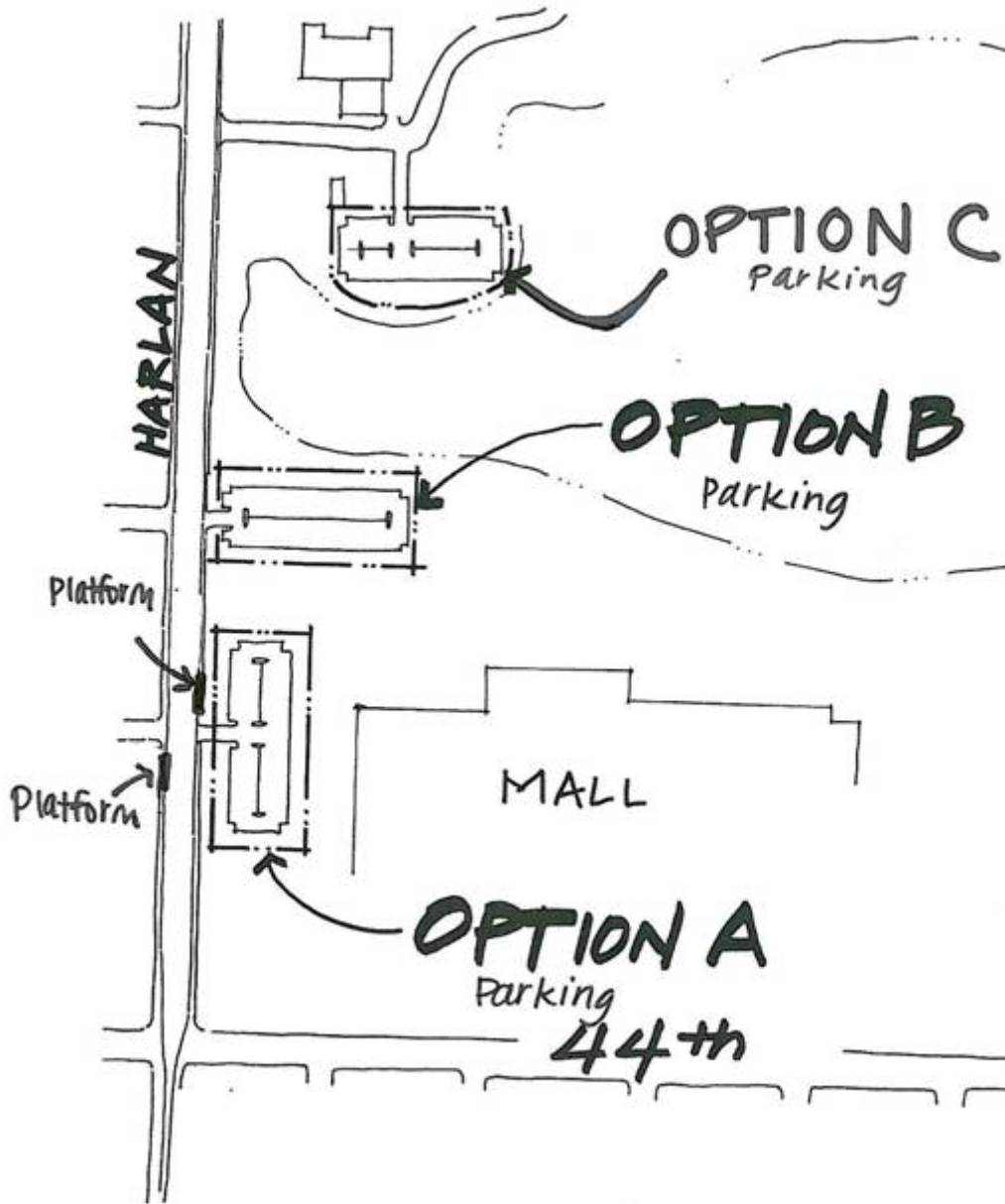


## **STREETCAR: HARLAN ALTERNATIVE 38<sup>TH</sup> AND HARLAN STATION *ISSUE FOCUSED TEAM INPUT***

- The group recommends that the westbound station platform be located in a spot that has the least amount of impact on the existing right turn pocket.
- Both station platform locations should be located so as to minimize disruption to existing driveways.



# STREETCAR: HARLAN ALTERNATIVE 45<sup>th</sup> AND HARLAN STATION



123 CARS

# STREETCAR: HARLAN ALTERNATIVE 45<sup>TH</sup> AND HARLAN STATION OPTION A: GOLD LINE TEAM ANALYSIS

**Option A – Parking located at the western edge of the Lakeside Mall parking lot east of Harlan at 45<sup>th</sup>. Westbound platform located just north of 45<sup>th</sup> Ave. Eastbound platform located just south of 45<sup>th</sup>.**

	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Large potential parking areas; can accommodate spill-over demand from stations along 38<sup>th</sup> Ave (such as Sheridan) where it is difficult to site new parking areas</li> </ul>	
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Could serve as an asset to the redevelopment at mall</li> <li>▪ Good community, local and commuter access via 46<sup>th</sup>/Harlan/I-70</li> <li>▪ No traffic impacts to existing neighborhoods</li> <li>▪ Platform more centrally located along the mall</li> <li>▪ Platforms offers closest access to residential areas south and west of Lakeside</li> </ul>	<ul style="list-style-type: none"> <li>▪ Platforms are further from residential areas north of I-70</li> </ul>
<b><i>Environmental</i></b>	<ul style="list-style-type: none"> <li>▪ Currently is a parking lot – no issues</li> </ul>	
<b><i>Financial</i></b>		



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

<p><b>Option B – Parking located at northwest corner of the Lakeside Mall parking lot on the east of Harlan at 46<sup>th</sup>. Westbound platform located just north of 46<sup>th</sup> Ave. Eastbound platform located just south of 46<sup>th</sup>.</b></p>		
<b>ADVANTAGES</b>		<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>• Direct access from Harlan</li> </ul>	
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Could serve as an asset to the redevelopment at mall</li> <li>▪ No traffic impacts to existing neighborhoods</li> <li>▪ Parking location in the corner of the lot could be more appealing to potential developers of mall site</li> </ul>	
<b><i>Environmental</i></b>	<ul style="list-style-type: none"> <li>▪ Currently is a parking lot – no issues</li> </ul>	



**STREETCAR: HARLAN ALTERNATIVE  
45<sup>TH</sup> AND HARLAN STATION  
OPTION C: GOLD LINE TEAM ANALYSIS**

**Option C – Parking located at in the parking lot just north of Lake Rhonda, east of Harlan and south of Lakeside Ln. Westbound and Eastbound platforms located in the vicinity of 47<sup>th</sup>.**

<b>ADVANTAGES</b>		<b>DISADVANTAGES</b>
<b><i>Operational</i></b>		<ul style="list-style-type: none"> <li>▪ Longer walk from parking to platform</li> <li>▪ Both platforms would likely need to be south of 47<sup>th</sup> to minimize impacts to business access north of 47<sup>th</sup></li> <li>▪ Less direct access from Harlan</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ No traffic impacts to existing neighborhoods</li> <li>▪ Platforms and parking are closer to residential areas north of I-70</li> </ul>	<ul style="list-style-type: none"> <li>▪ Less likely to encourage redevelopment at mall</li> <li>▪ Platforms and parking are further from residential areas south and west of Lakeside</li> </ul>

## **STREETCAR: HARLAN ALTERNATIVE 45<sup>TH</sup> AND HARLAN STATION ISSUE FOCUSED TEAM INPUT**

- **The majority of the participants preferred Option A** due to its potential for redevelopment. The group would like for RTD to partner with Lakeside to encourage TOD if this option is selected.
- **Option B was preferred by a minority of the group.** Some expressed concerns of the potential environmental impacts to Lake Rhonda.
- **Option C was recommended for removal** or consideration only as a last-resort option should both A and B fail.
- Important evaluation criteria identified by the group included:
  - Environmental Impacts. They questioned the potential environmental impacts of locating parking adjacent to Lake Rhonda should (as shown in Options B and C).
  - Safety. Measures must be taken to ensure that area in and around park-n-Ride and station are secure.