

# STREETCAR: HARLAN ALTERNATIVE

## 54<sup>th</sup> and MARSHALL STATION

### GOLD LINE TEAM ANALYSIS

<i>One Option – No Parking. Platform located just south of 54<sup>th</sup></i>		
	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Less congestion than on north side of 54<sup>th</sup></li> <li>▪ Preserves ability for vehicles to make right turns</li> </ul>	<ul style="list-style-type: none"> <li>▪ Poor existing pedestrian access along Marshall Rd.</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Good location for employment, retail and residential access</li> <li>▪ Serves community south of 56<sup>th</sup> Avenue</li> <li>▪ Possible connections with 72nd</li> <li>▪ Station is consistent with the function of a collector street</li> </ul>	
<b><i>Environmental</i></b>	<ul style="list-style-type: none"> <li>▪ Marshall is wider in this section than others</li> </ul>	
<b><i>Financial</i></b>		

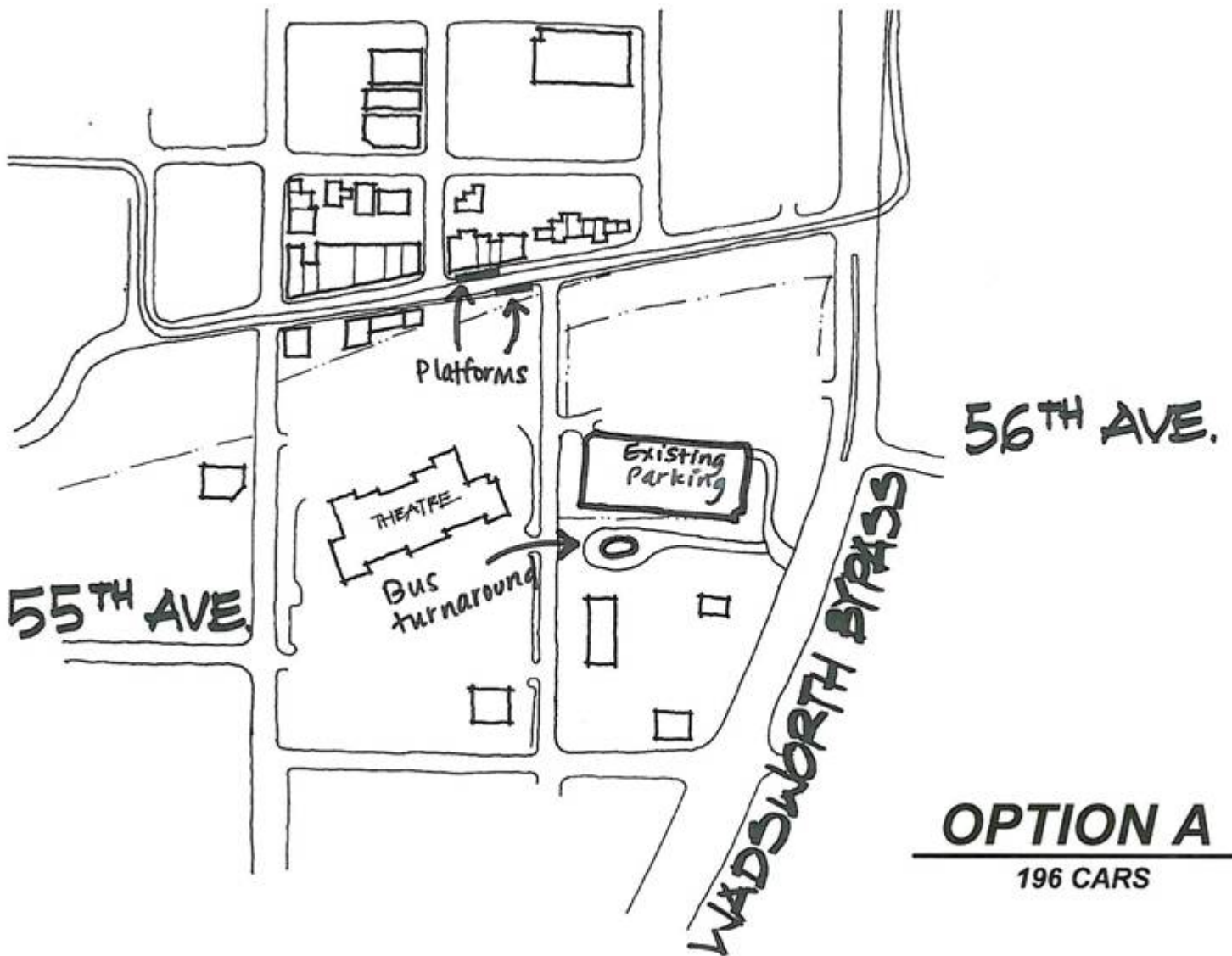


## **STREETCAR: HARLAN ALTERNATIVE 54<sup>th</sup> and MARSHALL STATION *ISSUE FOCUSED TEAM INPUT***

- The majority of the participants preferred moving the station further south to 52<sup>nd</sup> and Marshall. They felt the type of commercial development in this area would have employees more likely use transit than those around 54<sup>th</sup>.
- The group recommends that RTD work with the city to prevent potential on-street parking impacts in surrounding neighborhoods.

# STREETCAR: HARLAN ALTERNATIVE OLDE TOWN ARVADA STATION

## OPTION A



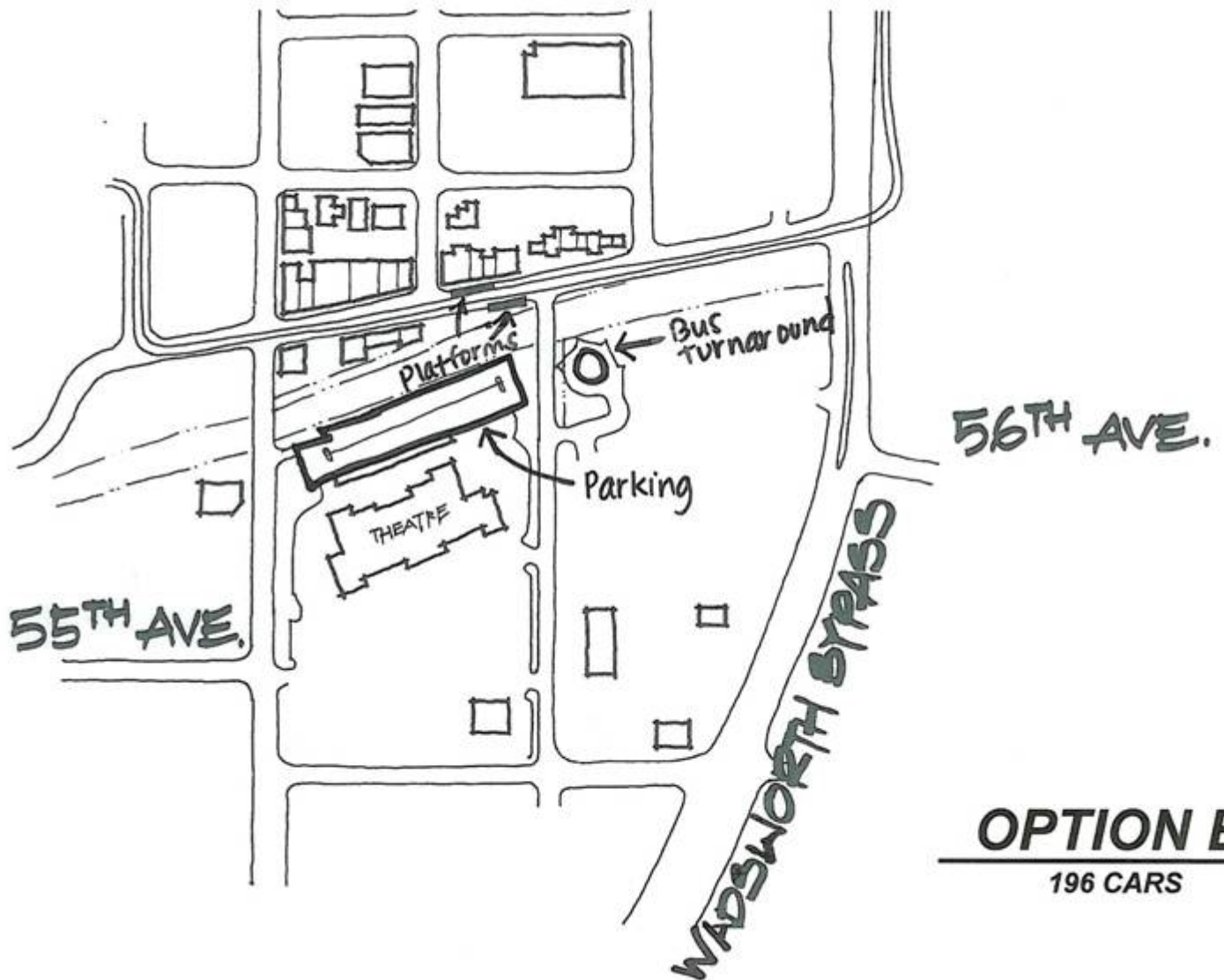


# STREETCAR: HARLAN ALTERNATIVE OLDE TOWN ARVADA STATION OPTION A: GOLD LINE TEAM ANALYSIS

<b>Option A – Parking at the existing park-n-Ride; Platform located just west of Vance.</b>		
	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Bus operations outside of Olde Town</li> </ul>	<ul style="list-style-type: none"> <li>▪ Parking and drop-off are separated from the station by the freight line and graded hill south of Grandview</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Good community and local access via Wadsworth Blvd. and 56<sup>th</sup> Avenue</li> <li>▪ Platform location minimizes potential impact to parking in front of commercial development in Olde Town</li> <li>▪ Good pedestrian access along Vance Street</li> </ul>	<ul style="list-style-type: none"> <li>▪ Alignment requires removal of minimal on-street parking on Grandview</li> </ul>
<b><i>Environmental</i></b>	<ul style="list-style-type: none"> <li>▪ Expands existing parking lot</li> </ul>	
<b><i>Financial</i></b>	<ul style="list-style-type: none"> <li>▪ Utilizes existing park-n-Ride</li> </ul>	

# STREETCAR: HARLAN ALTERNATIVE OLDE TOWN ARVADA STATION

## OPTION B



## OPTION B

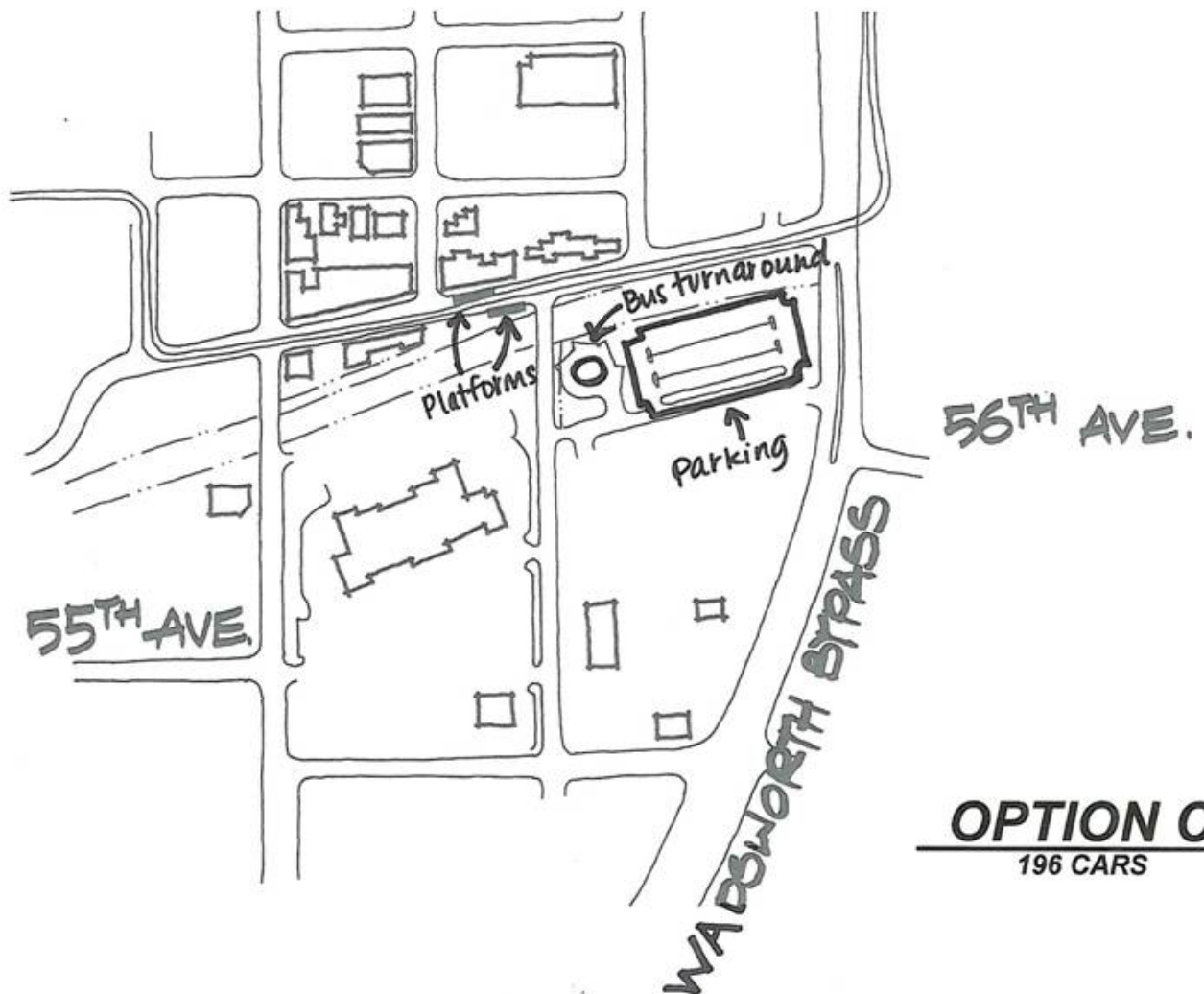
196 CARS

## STREETCAR: HARLAN ALTERNATIVE OLDE TOWN ARVADA STATION *OPTION B: GOLD LINE TEAM ANALYSIS*

<b>Option B – Parking located behind the movie theatre using existing hillside; Platform located just west of Vance.</b>		
	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Bus operations outside of Olde Town</li> </ul>	<ul style="list-style-type: none"> <li>▪ Parking and drop-off are separated from the station by the freight line</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Good community and local access via Wadsworth Blvd. and 56<sup>th</sup> Avenue</li> <li>▪ Platform location minimizes potential impact to parking in front of commercial development in Olde Town</li> <li>▪ Good pedestrian access along Vance Street</li> </ul>	<ul style="list-style-type: none"> <li>▪ Parking location inconsistent with TOD plan</li> <li>▪ Alignment requires removal of minimal on-street parking on Grandview</li> </ul>
<b><i>Environmental</i></b>	<ul style="list-style-type: none"> <li>▪ Parking is proposed on parcel partially owned by the City and is currently used for parking</li> <li>▪ Proposed parking configuration utilizes the hillside to prevent blocking south and west views from Olde Town</li> </ul>	
<b><i>Financial</i></b>		<ul style="list-style-type: none"> <li>▪ More costly than Option A which uses land already owned by RTD</li> </ul>

# STREETCAR: HARLAN ALTERNATIVE OLDE TOWN ARVADA STATION

## OPTION C

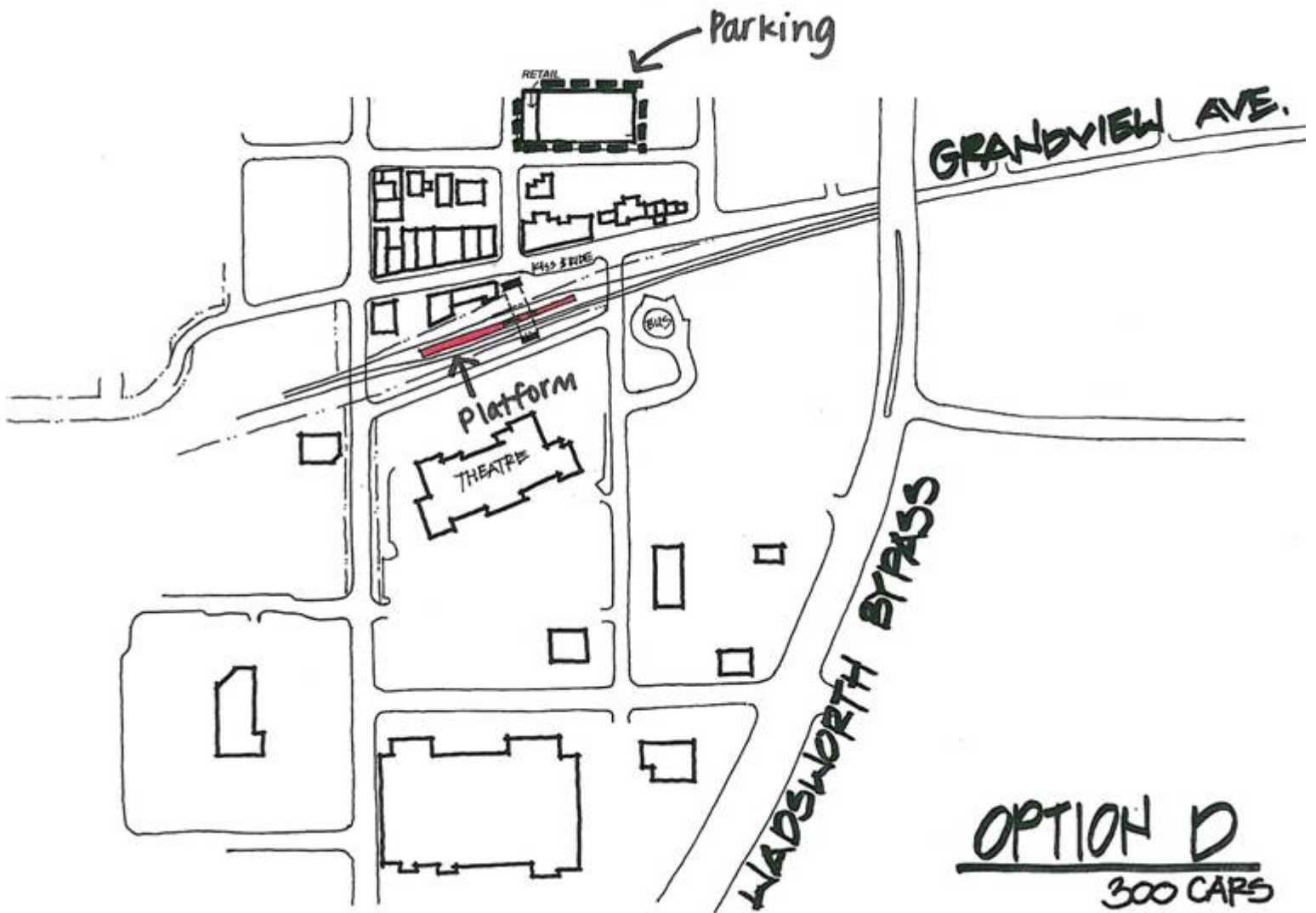


**STREETCAR: HARLAN ALTERNATIVE  
OLDE TOWN ARVADA STATION  
OPTION C: GOLD LINE TEAM ANALYSIS**

<b>Option C – Parking located between Vance &amp; Wadsworth Bypass; Platform located just west of Vance.</b>		
	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Bus operations outside of Olde Town</li> <li>▪ Parking is consistent with TOD plan</li> </ul>	<ul style="list-style-type: none"> <li>▪ Parking and drop-off are separated from the station by the freight line</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Good community and local access via Old Wadsworth, Vance and 56<sup>th</sup> Avenue</li> <li>▪ Platform location minimizes potential impact to parking in front of commercial development in Olde Town</li> <li>▪ Good pedestrian access along Vance Street</li> </ul>	<ul style="list-style-type: none"> <li>▪ Parking facility would displace existing use</li> <li>▪ Alignment requires removal of minimal on-street parking on Grandview</li> </ul>
<b><i>Environmental</i></b>	<ul style="list-style-type: none"> <li>▪ Proposed parking configuration utilizes the hillside to prevent blocking south and west views from Olde Town</li> </ul>	
<b><i>Financial</i></b>		<ul style="list-style-type: none"> <li>▪ More costly than Option A which uses land already owned by RTD</li> </ul>

# STREETCAR: HARLAN ALTERNATIVE OLDE TOWN ARVADA STATION

## OPTION D



# STREETCAR: HARLAN ALTERNATIVE OLDE TOWN ARVADA STATION OPTION D: GOLD LINE TEAM ANALYSIS

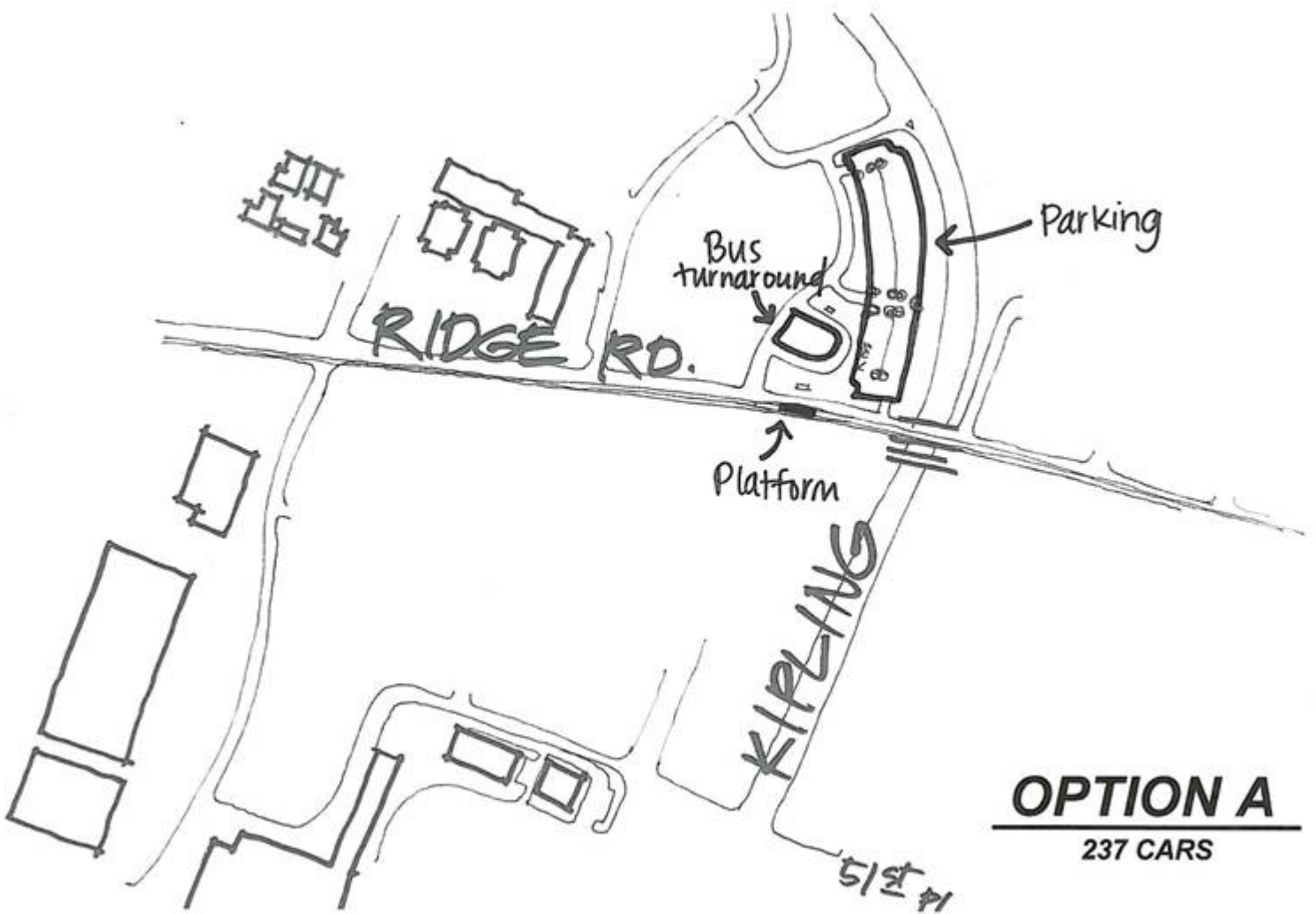
<b>Option D – Parking located at 57<sup>th</sup> &amp; Webster; Platform located just west of Vance.</b>		
	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<b><i>Operational</i></b>		<ul style="list-style-type: none"> <li>▪ Feeder bus routes through Olde Town</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Encourages local retail activity/provides exposure to merchants</li> <li>▪ Platform location minimizes potential impact to parking in front of commercial development in Olde Town</li> </ul>	<ul style="list-style-type: none"> <li>▪ Alignment requires removal of minimal on-street parking on Grandview</li> </ul>
<b><i>Environmental</i></b>		<ul style="list-style-type: none"> <li>• Additional parking in a historic district</li> </ul>
<b><i>Financial</i></b>		<ul style="list-style-type: none"> <li>▪ More costly than Option A which uses land already owned by RTD</li> </ul>

## **STREETCAR: HARLAN ALTERNATIVE OLDE TOWN ARVADA STATION ISSUE FOCUSED TEAM INPUT**

- **The majority of the group preferred Options B and C**, due to their proximity to the platform. The group noted Option B may have less potential for expansion, which could be a drawback.
- **The group had less of a preference of Options A and D.** There were concerns about the grade and the distance between the parking and the platform with Option A. Most of the group also felt that Option D would draw more vehicular congestion into Olde Town and that its distance to the platform was too lengthy.
- Regarding the placement of station platforms in relation to parking sidewalks and street lanes, the group prioritized the importance of each in the following order:
  - On-street parking. Parking through Olde Town should be retained whenever possible since it is crucial to the small businesses.
  - Pedestrian Access. Easy access for pedestrians – particularly the disabled – was noted by the group as a second priority behind on-street parking.
  - Traffic flow. Although not as high a priority as the two items above, the platform location should allow vehicles to pass stopped trains whenever possible.
- The group made the following recommendations:
  - RTD should shift the platform further east to avoid impacts to businesses and on-street parking in Olde Town.
  - If Option A is selected, RTD should evaluate making the small parking area by the Flour Mill a handicapped parking lot.
  - RTD should evaluate putting surface parking at both Options B and C, then use Option B as the primary site to be expanded upon later with a structure.
  - If Option C is selected, one participant proposed that RTD evaluate installing two elevators on either side of the parking structure that go from the parking lot to the grade level and have a skywalk connecting them. This could address the grade issues associated with this option. As the parking is expanded into structured parking, the elevators could serve future parking levels.

# STREETCAR: HARLAN ALTERNATIVE ARVADA RIDGE STATION

OPTION A



**OPTION A**

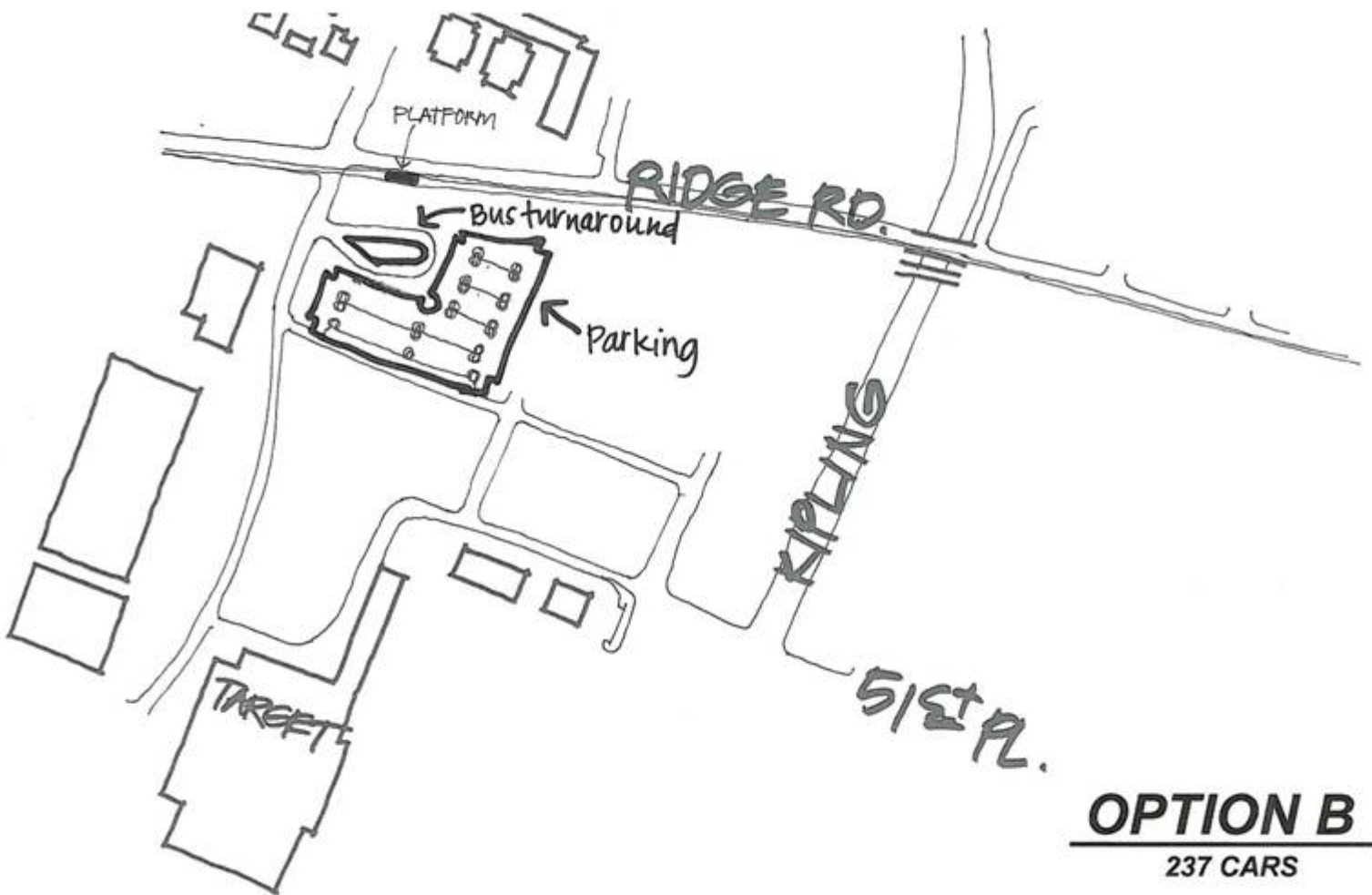
237 CARS

**STREETCAR: HARLAN ALTERNATIVE**  
**ARVADA RIDGE STATION**  
**OPTION A: GOLD LINE TEAM ANALYSIS**

<b>Option A – Parking located north of Ridge Road along Kipling</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>▪ 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>▪ Possible need for realignment or Ridge Road</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Convenient access to Red Rocks Community College</li> <li>▪ Leaves a redevelopment parcel north of Ridge Rd.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Parking location not consistent with the TOD plan</li> <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>	
<b><i>Financial</i></b>		<ul style="list-style-type: none"> <li>▪ New intersection off of Kipling north of Ridge Rd. Likely a right-in-right-out</li> </ul>

# STREETCAR: HARLAN ALTERNATIVE ARVADA RIDGE STATION

## OPTION B

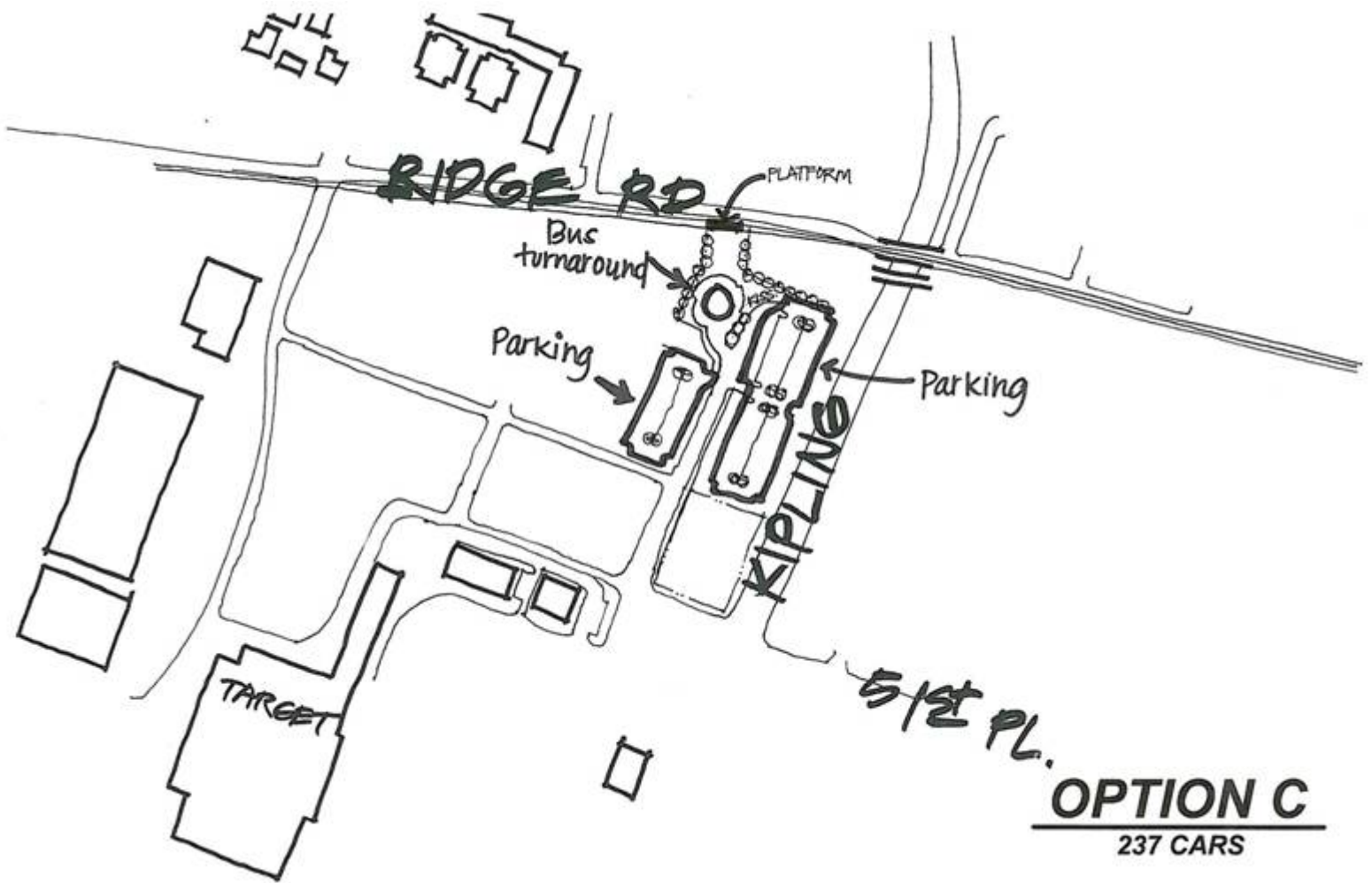


# STREETCAR: HARLAN ALTERNATIVE ARVADA RIDGE STATION OPTION B: GOLD LINE TEAM ANALYSIS

<b>Option B – Parking located at 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>		

# STREETCAR: HARLAN ALTERNATIVE ARVADA RIDGE STATION

## OPTION C



**STREETCAR: HARLAN ALTERNATIVE**  
**ARVADA RIDGE STATION**  
**OPTION C: GOLD LINE TEAM ANALYSIS**

<b>Option C – Parking located at 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 vehicle 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>		

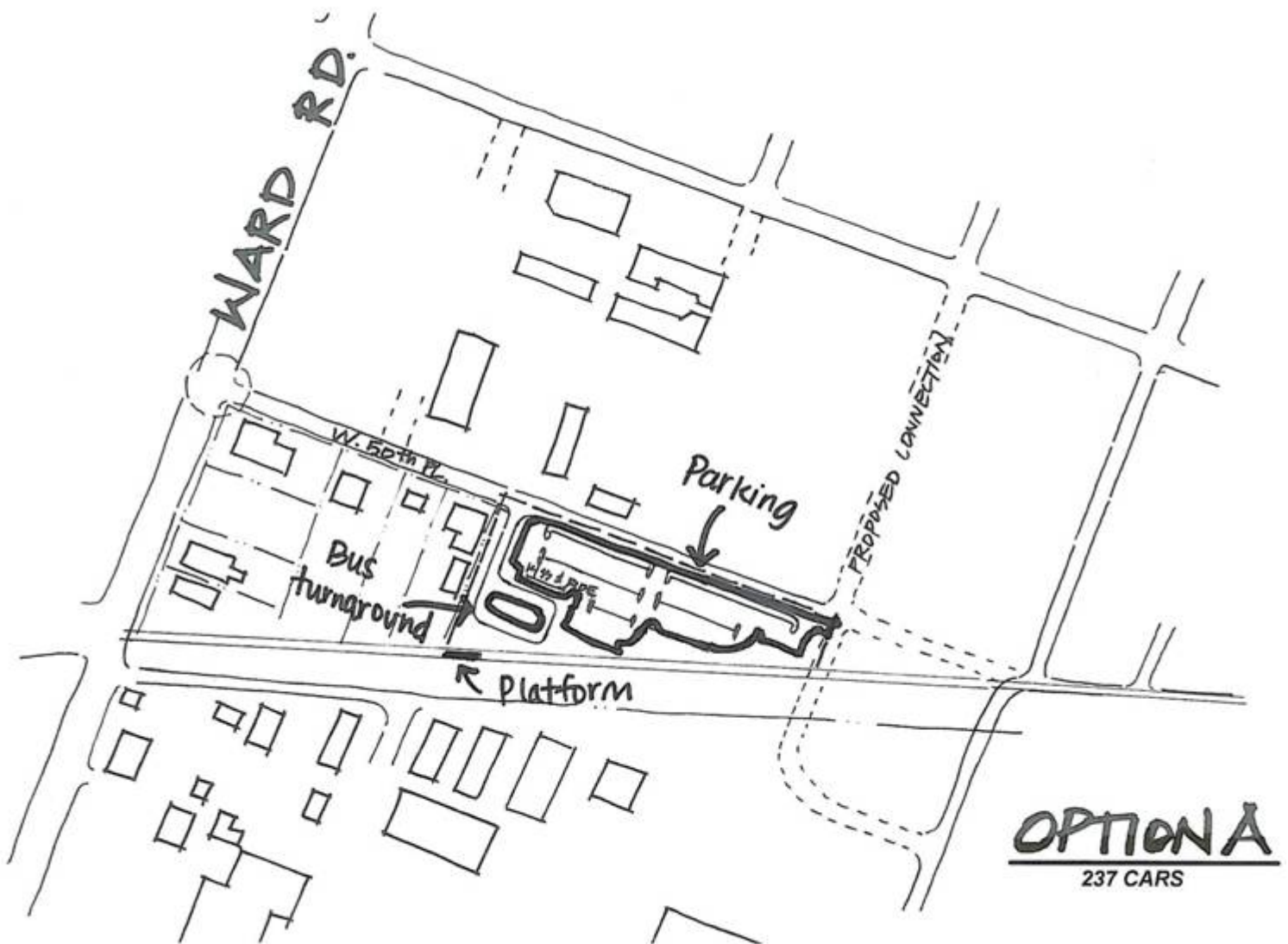


## **STREETCAR: HARLAN ALTERNATIVE ARVADA RIDGE STATION *ISSUE FOCUSED TEAM INPUT***

- **The majority of the group preferred Options B and C equally.** Both seemed to provide similar access, although some questioned whether Option C could possibly provide better access from Kipling.
- The group recommends that RTD evaluate the possibility of adding handicapped parking on the north side of the tracks.

# STREETCAR: HARLAN ALTERNATIVE WARD ROAD STATION

## OPTION A



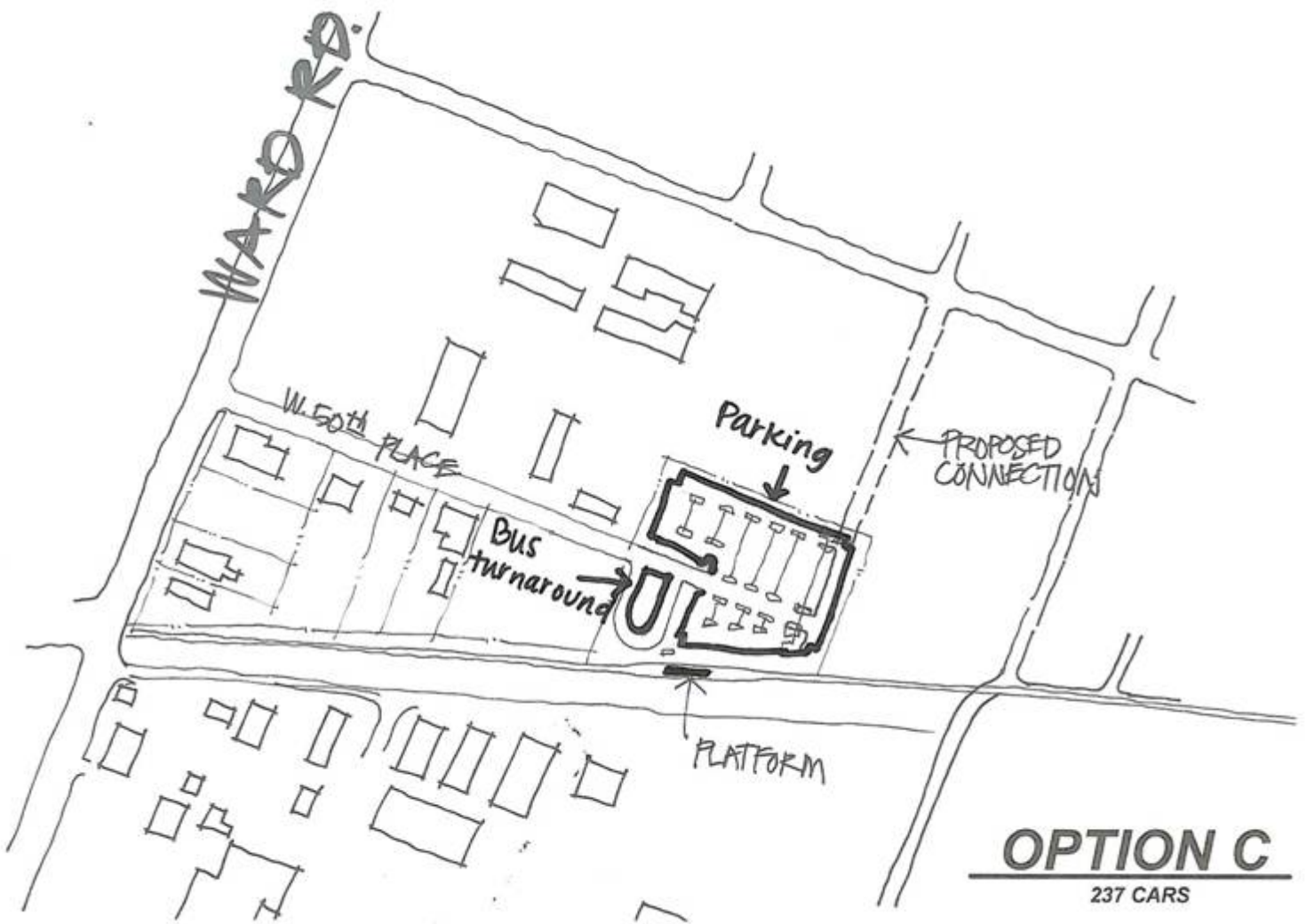
**STREETCAR: HARLAN ALTERNATIVE**  
**WARD ROAD STATION**  
**OPTION A: GOLD LINE TEAM ANALYSIS**

**Option A – Parking located at West 50<sup>th</sup> Place, west of proposed Taft extension**

	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Bus drop-off and kiss-n-ride are immediately adjacent to the platform</li> <li>▪ Good community and local access from Ward Rd and W 50<sup>th</sup> Place</li> </ul>	<ul style="list-style-type: none"> <li>▪ No signal at Ward Rd. and W. 50th Avenue</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Consistent with city's 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> <li>▪ Need additional area for trolley storage</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>		

# STREETCAR: HARLAN ALTERNATIVE WARD ROAD STATION

## OPTION C





**STREETCAR: HARLAN ALTERNATIVE  
WARD ROAD STATION  
OPTION C: GOLD LINE TEAM ANALYSIS**

<b>Option C – Parking located north of West 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>▪ Bus drop-off and kiss-n-ride are immediately adjacent to the platform</li> <li>▪ Good community and local access from Ward Rd., W 50<sup>th</sup> Place and in the future W. 52<sup>nd</sup> Avenue</li> </ul>	<ul style="list-style-type: none"> <li>▪ No signal at Ward Rd. and W. 50th Avenue</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Consistent with city's TOD plan</li> <li>▪ Minimizes impacts to residential</li> <li>▪ Location allows for expansion and is central to TOD</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 industrial parcel (primarily surface parking)</li> </ul>	<ul style="list-style-type: none"> <li>▪</li> </ul>
<b><i>Financial</i></b>	<ul style="list-style-type: none"> <li>▪</li> </ul>	<ul style="list-style-type: none"> <li>▪</li> </ul>



## **STREETCAR: HARLAN ALTERNATIVE WARD ROAD STATION *ISSUE FOCUSED TEAM INPUT***

- **Overall, the group preferred Option C**, because they felt it provided better vehicular access and is a better use of the land. **(Option B was eliminated at the EMU IFT meeting).**
- Vehicular access off of Ward Road was mentioned as a concern. The group recommends that RTD work with the city moving forward to avoid traffic congestion. An additional traffic light may need to be added.