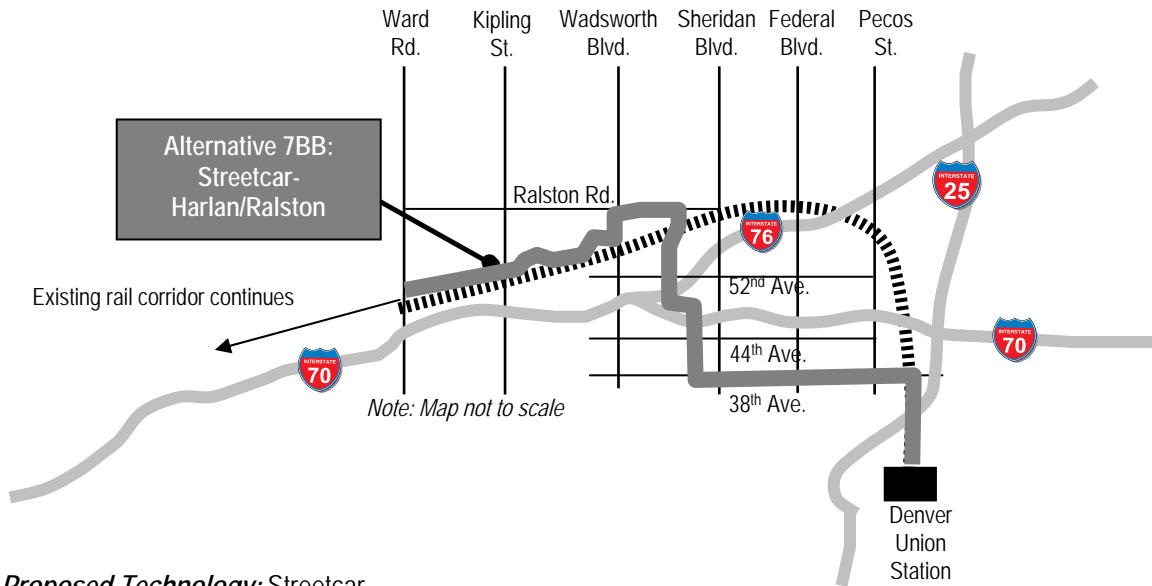


RTD FasTracks Gold Line EIS Alternative 7BB: Streetcar-Harlan/Ralston Fact Sheet



Proposed Technology: Streetcar

Proposed Route: Operating in-street beginning at Denver Union Station (DUS), following Wewatta St. to Park Ave., goes over I-25 on Park Ave. flyover to 38th, west on 38th to Harlan, north on Harlan to 48th, west on 48th to Marshall, north on Marshall to Ralston Road, west on Ralston Road to Olde Wadsworth, south on Olde Wadsworth to Grandview Avenue, west on Grandview to Zephyr Street, south on Zephyr to Ridge Road, west on Ridge to Balsam Street, north on Balsam to Grandview, west on Grandview to Carr Street, south on Carr Street to Ridge, west on Ridge to Garrison Street, north on Garrison to Ridge, west on Ridge to Independence Street, south on Independence to Ridge, west on Ridge to Ward.

Option One w/ 7 Proposed Stations: Kalamath, Federal, Sheridan, 45th Ave., Olde Town, Arvada Ridge and Ward

Option Two w/ 18 Proposed Stations: Kalamath, Tejon, Clay, Federal, Lowell, Tennyson, Sheridan, Harlan, 45th Ave., 48th Ave., 54th Ave., Lamar, Olde Town, Carr, Independence, Arvada Ridge, Parfet and Ward

Evaluation Criteria	Results/Comments
Fulfills Project's Purpose & Need	YES
Affordability/ Cost-Effectiveness	YES: \$291 Million (add'l stations in option 2 would add add'l cost) (Gold Line Budget \$462 Million +/- 10%)
Environmental Impacts	<ul style="list-style-type: none"> All impacts contained to public Right of Way Mixed flow operation allows auto travel in same Right of Way as streetcar Streetcar reduces impacts to Olde Town
Community Impacts/Benefits	<ul style="list-style-type: none"> Fewer than 10 properties that need to be purchased 34,573 population within ½ mile of stations
Consistency with local plans	Neutral to Inconsistent
Mobility Improvements	<ul style="list-style-type: none"> Travel time from Ward Rd. to DUS approximately 40 to 50 minutes Travel time by auto from Ward Rd. to DUS projected to be 50 min. in 2030 Preliminary Ridership Projection: 10,000 to 13,000
Community and Agency Support	TBD

Information is up to date as of December 1, 2006

*NOTE: The route shown on this map and described above is conceptual and will change.
RTD will continue to refine the route to avoid or minimize impacts to the extent that is feasible.*



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