

# 40th/40th Station Options Overview – Pros and Cons

The two station options for the 40th/40th Station included a 33rd Street station and a 38th Street station.

## 38th Street Option

### Features

- 500 parking spaces provided (400 on west side and 100 on east side)
- Pedestrian crossing over UPRR

### Pros

- Better connectivity between bus, commuter rail, and streetcar
- Meets original intent of Central Corridor Extension connectivity to East Corridor along Downing Street
- Good existing vehicle access from Blake Street and Brighton Boulevard
- Less expensive

### Cons

- Potential drainage issues
- Minor traffic impacts to nearby intersections

## 33rd Street Option

### Features

- 500 parking spaces provided (200 on west side and 300 on east side)
- Pedestrian crossing over UPRR

### Pros

- Possible to avoid purchase of some ROW by shared lease parking with Coors Field
- More convenient access to Platte River Greenway
- Better pedestrian access

### Cons

- Less direct bus connections
- Moderate station impact to Coors Field parking
- Blake Street access limited
- East/west vehicular connection across UPRR is more than ½ mile north
- More expensive
- Requires modified Central Corridor Extension connection