

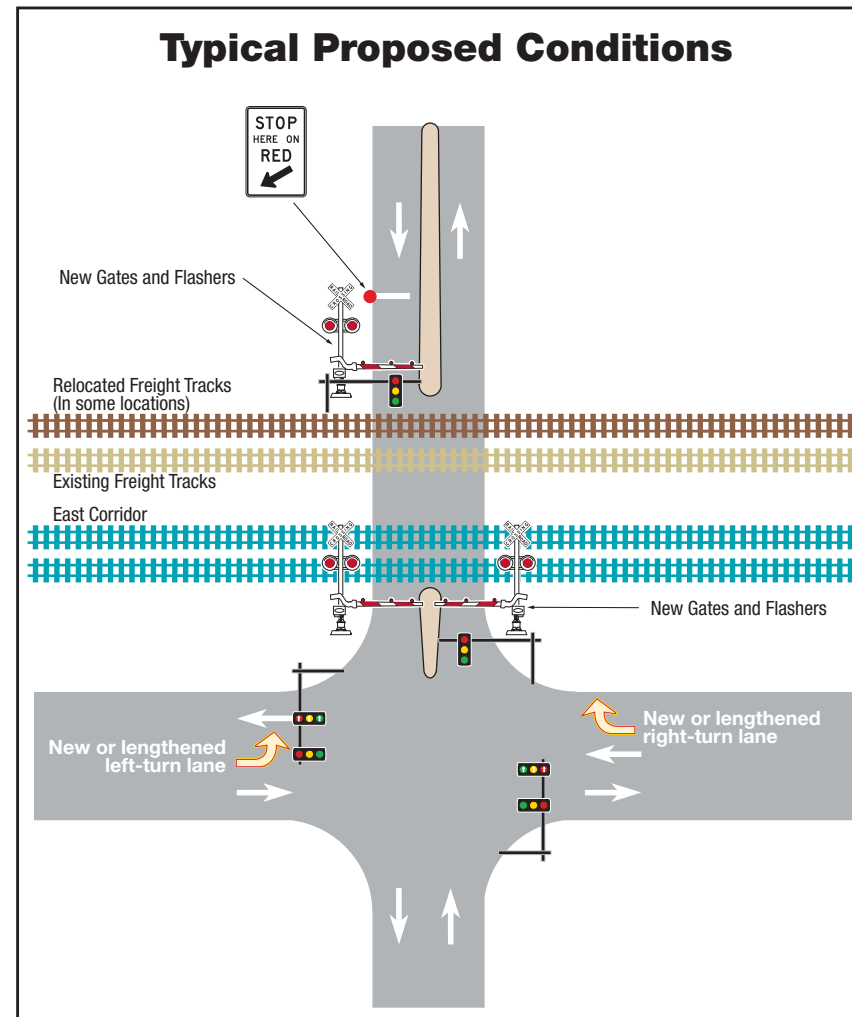
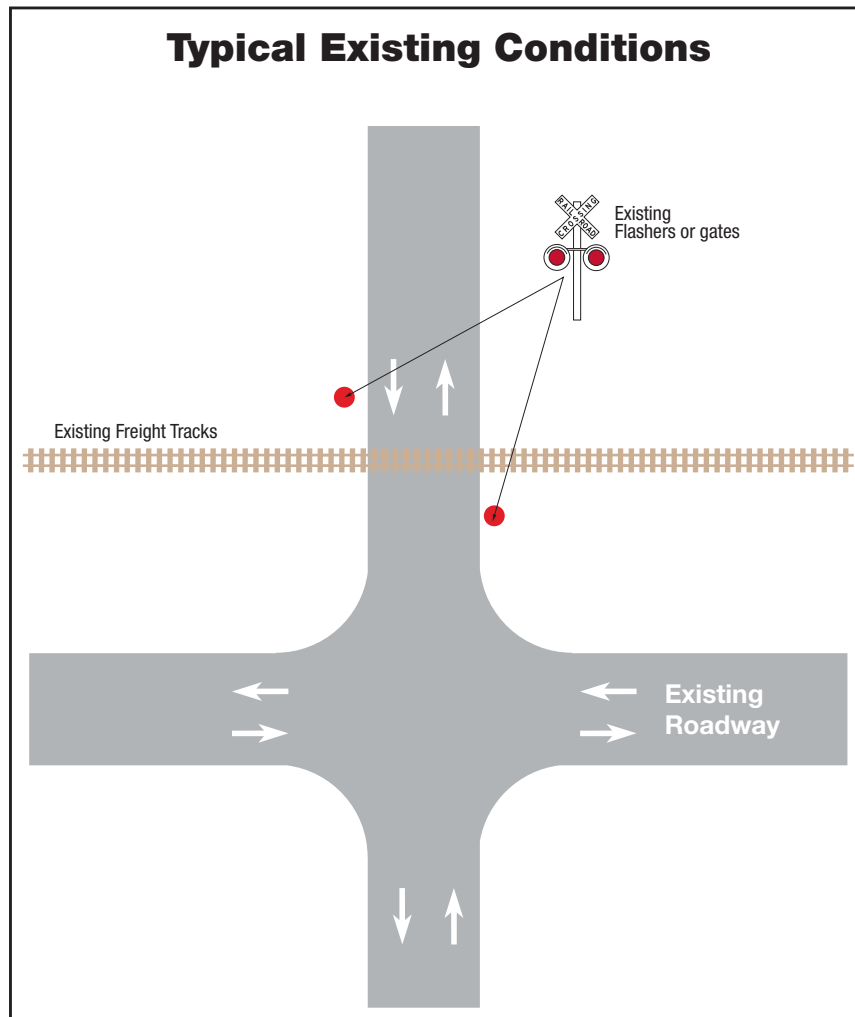
Grade Crossings

As RTD works on building out the FasTracks system, safety at the grade crossings for pedestrians, bicyclists, buses, trains, and cars is a key concern.

Typical measures to improve safety for at-grade crossings include:

- Roadway closure
- Flashing lights notify drivers and pedestrians that a train is approaching
- Crossing gates, such as dual or four quadrant gates, prevent drivers from crossing the tracks or bypassing the gates
- Crossing control causes minimum additional delay to crossing traffic while gates lower and rise
- Dual and four-quadrant gates also control parallel traffic by stopping all traffic movements
- Audible warnings such as train horns may signal approaching trains
- Adding or lengthening turn lanes near crossings to provide for turning vehicles without blocking through traffic (also mitigation for delay induced/created by train crossings)

RTD has considered these measures as appropriate for each at-grade crossing.



At-Grade Crossings

- York Street/Josephine Street
- Clayton Street
- Steele Street
- Dahlia Street
- Holly Street
- Monaco Street
- Quebec Street Southbound Frontage Road
- Quebec Street Northbound Frontage Road
- Ulster Street
- Havana Street
- Peoria Street
- Sable Road
- Chambers Road
- 40th Avenue
- 48th Avenue
- Tower Road
- Tibet Street (Private DIA access)
- New Castle Street (DIA Design Option 1 or 2)

Closure

- Columbine Street

Grade Separated Crossings

- 19th Street/20th Street
- 22nd Street/Park Avenue
- Broadway/Brighton Boulevard
- 38th Street
- Market Lead
- Colorado Boulevard
- Quebec Street
- I-225
- Airport Boulevard
- 31st Avenue
- Pagosa Street
- 32nd Place
- I-70
- 56th Avenue
- E-470
- Peña Boulevard
- Westbound Peña Boulevard (exit from DIA)
- Eastbound Peña Boulevard (entrance to west side of DIA)
- Terminal commercial vehicle service road (between exit from east side and entrance to west side of DIA)