

Grade Crossing Safety Changes

BACKGROUND

A recent accident has spurred a heightened awareness for grade crossing safety across the nation. The Federal Transit Administration has asked transit agencies, including RTD, to review all at-grade crossings and make recommendations for safety enhancements.

A safety committee made up of members from all departments at RTD was created and a series of recommended changes was developed. Changes are being made at multiple West Rail Line grade crossings based on a recent safety review. The following recommendations will be submitted to the PUC (Public Utilities Commission) for approval before being implemented.

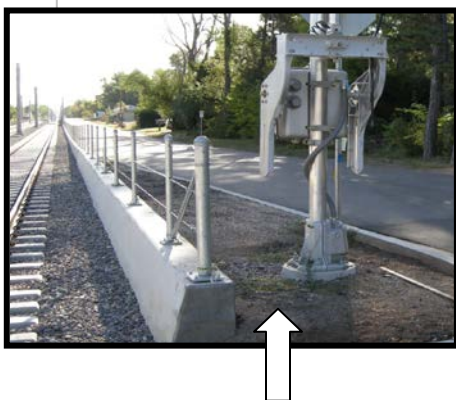
SAFETY CHANGES

Fencing extension between sound wall and signal mast or swing gate:



- Pierce – NW and SW corner
- Teller – NW and SW corner
- Carr – SW and SE corner
- Garrison – NW and SW corner
- Independence – NW, SW, NE, and SE corner
- Oak – SE and NE corner

Place bollards between wall and signal mast:



- Pierce – SE and NE corner
- Teller – SE and NE corner
- Carr – NW and NE corner
- Estes – SW, NE and SE corner



Place swing gate between signal mast and sound wall:



Example of swing gate

Estes – NW corner

Independence – NW and SW corner

Oak – NE and SE corner

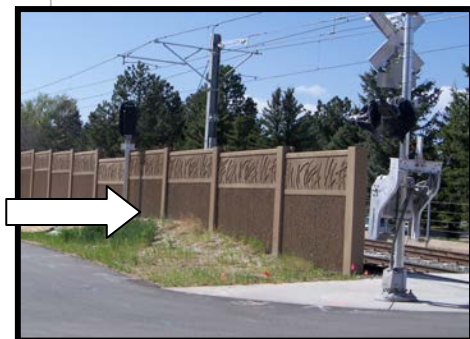
Remove track panels:



Garrison – NW corner

Independence – NW and NE corner

Remove sound wall:



Independence – SW corner

Move signal mast or place swing gate behind walk: Carr – NE corner

20 mph speed restriction 24/7 for train: Independence intersection

Place “No trespassing” signs at each corner: At all grade crossings

