



Richard Bamber <richardbambermail@gmail.com>

RTD R Line Aurora Grade Crossings

5 messages

Richard Bamber <richardbambermail@gmail.com>
To: JoyAnn Ruscha <jaruscha@gmail.com>

Thu, Jun 15, 2023 at 4:53 PM

OK JoyAnn, here's what I saw today:

Southbound Trip: 1:53pm from Peoria, rode Peoria to Florida, LRV # 273.
Northbound Trip: 1:58pm from Lincoln, rode Florida to Peoria, LRV # 335.

R Line running full service Peoria to Lincoln

The reason the R Line is running all the way to Lincoln is because the H Line is using the pocket (turn around) track at Florida for 29mins out of every half hour. This is because of its new slowed down coping panel schedule on the H Line. There's simply no space to turn R Line trains round here so they must continue south.

30th / 31st / 33rd & Peoria Grade Crossings

Crossings appeared to be functioning normally. No safety issues observed. Activation times are prolonged. The trains are held at the ABS signal immediately prior to the crossings for approx. 1-2 minutes while confirmation is awaited that the grade crossing warning equipment is activated. This isn't unsafe, but it slows the schedule down.

Fitzsimmons Station Vicinity Grade Crossings

Crossings appeared to be functioning normally. No safety issues observed.

17th Ave & 17th Place Grade Crossings

Trains are being authorized by control (operator radios in) to pass the ABS signal immediately prior to these two crossings at red. Stop & proceed procedures in effect. The crossing attendant is confirming to the train operator that just the flashing warning lights are activated (presumably by using an override switch in the local comms house) - the train may then proceed under caution when the attendant's yellow flag is raised as per light rail operating rules. Gate arms are remaining in the vertical position throughout. Because gate arms were not functioning and a lack of roadway flaggers for drivers, several vehicles were observed crossing in front of the train with 1-2 seconds to spare. On the southbound trip this even prompted the operator to make an additional, full blast warning horn signal.

The risk of a train / road vehicle collision on these crossings is currently elevated.

Blackhawk (near 2nd Ave) Grade Crossing

Crossing appeared to be functioning normally. No safety issues observed.

Alameda & Bayaud Grade Crossings

Crossings appeared to be functioning normally. No safety issues observed. Activation times are prolonged. The trains are held at the ABS signal immediately prior to the crossings for approx. 1-2 minutes while confirmation is awaited that the grade crossing warning equipment is activated. This isn't unsafe, but it slows the schedule down.

I hope this helps you understand what's going on here, please let me know if you need any other information.

Best Wishes

- Richard

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JoyAnn Ruscha <jaruscha@gmail.com>
To: Richard Bamber <richardbambermail@gmail.com>

Thu, Jun 15, 2023 at 5:13 PM

Does this sound OK?

Thank you so much.

Today I received a video from Richard Bamber from Greater Denver Transit. As I was not able to get down to look at the crossing myself this morning, he graciously shared what he observed.

Attached is a video showing a vehicle crossing in front of the train at 17th Place. The gate is down. While the horn blowed, the gate down sends a mixed message. There are no flaggers for car drivers, just the operator. Thankfully the operator was very vigilant.

In the coming days, I would also like to understand how we spent 2-4 weeks before issuing the call to suspend part of the R Line. I would also prefer we shut it down now and not tomorrow, or at least add more flaggers to that intersection in the video. I also recognize I don't make that call and I am not the safety expert. So I welcome your feedback/education on what has transpired.

I understand you are all very busy, but I would have liked to have rec'd a very brief update by staff instead of being updated by the press. Given the potential for an accident, being in the dark cause a great deal of additional attention/time over the last two days.

Thank you so much for this memo and your attention. I hope you can appreciate the concern I had after hearing about this from three separate individuals in the last few days (and recognize the pressure that comes with it).

Kindly,
JoyAnn

JoyAnn Ruscha
she/they [What are Gender Pronouns?](#)
Director, RTD District B
Cell: 970-397-4911

This is my personal email address. Under the Colorado Open Records Act (CORA), messages sent by or to me with any email that is used to conduct government business may be subject to public disclosure.

- RTD-related inquiries or comments should be emailed to joyann.ruscha@rtd-denver.com
- Matters concerning the Colorado Public Utilities Commission [Towing Task Force](#) should be emailed to board.jruscha@state.co.us
- Matters concerning the [Colorado Disability Funding Committee](#) should be directed to joyann@ruschapublicaffairs.com

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 **Rail Crossing Signal Malfunction Memorandum - 6.15.2023.pdf**
158K

JoyAnn Ruscha <jaruscha@gmail.com>
To: Richard Bamber <richardbambermail@gmail.com>

Thu, Jun 15, 2023 at 5:14 PM

btw...Michael Ford did NOT call me and brief me. :P

He called and said, "I got your email."

lol

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Richard Bamber <richardbambermail@gmail.com>
To: JoyAnn Ruscha <jaruscha@gmail.com>

Thu, Jun 15, 2023 at 9:45 PM

Just to confirm the gates were UP (vertical position) - ie not forming a barrier across the street which sends a huge reminder to motorists that it's a grade crossing and that the train is coming!

[Quoted text hidden]

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Kind regards,

- Richard

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JoyAnn Ruscha <jaruscha@gmail.com>
To: Richard Bamber <richardbambermail@gmail.com>

Thu, Jun 15, 2023 at 9:47 PM

Yep. I noticed that later and corrected myself.

I was tired.



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