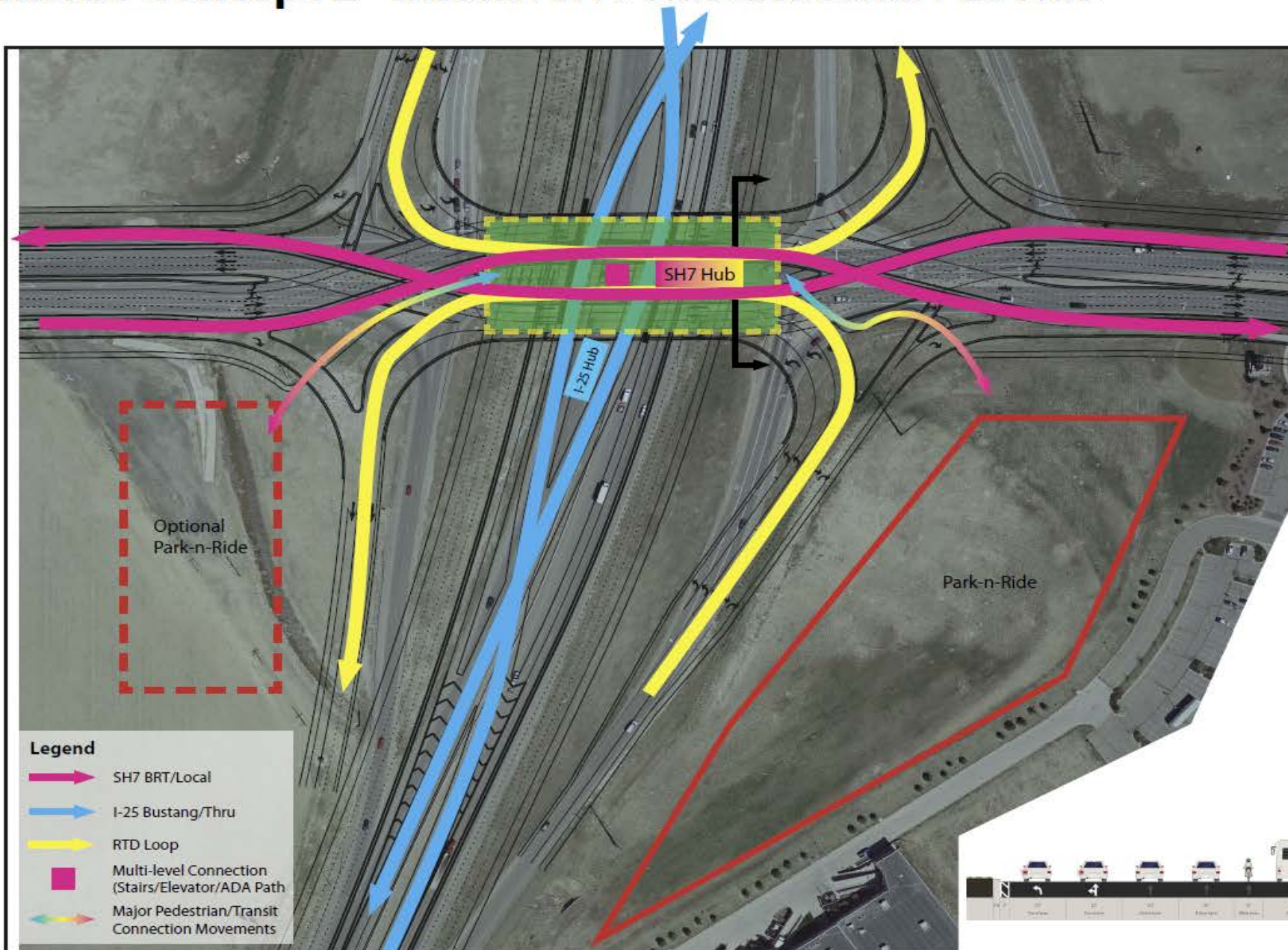


I-25/SH 7 Interchange Mobility Hub

NHPP 0253-249 (SA 21156)

NATA PRESENTATION SH 7 Stakeholder Design Charrette Meeting March 23, 2017

Inside Concept 2 - Median SH 7 Hub & Median I-25 Hub



Description

- Mobility Hub centralized with SH7 Median Hub on bridge and I-25 Median Hub (I-25 grade).
- Elevator connection between SH7 & I-25 Hubs.
- Park-n-Ride options for SE and SW quads.
- SH7 Hub works well with SH7 BRT "Side Load" on approaches

Advantages

- Centralizes transit to middle of interchange with direct connectivity between SH 7 Hub and I-25 Hub.
- Minimal delays for transit stops.
- Bustang has direct access to I-25 Hub from I-25 Express Lanes.

Disadvantages

- Requires new SH7 bridge over I-25 to accommodate I-25 EIS typical section and median elevator access, which complicates the structure and increases costs.

Inside Concept 2

(Looking East)



SH 7 (Looking East)

Inside Concept 2



I-15 San Diego

- Interstate Median Station
- Arterial Outside Station



I-110 Los Angeles

- Interstate Median Station
- Arterial Outside Station



I-110/I-105 Los Angeles

- Interstate Median Station
- LRT Median Station



I-35W Minneapolis

- Interstate Median Station
- Arterial Outside Station



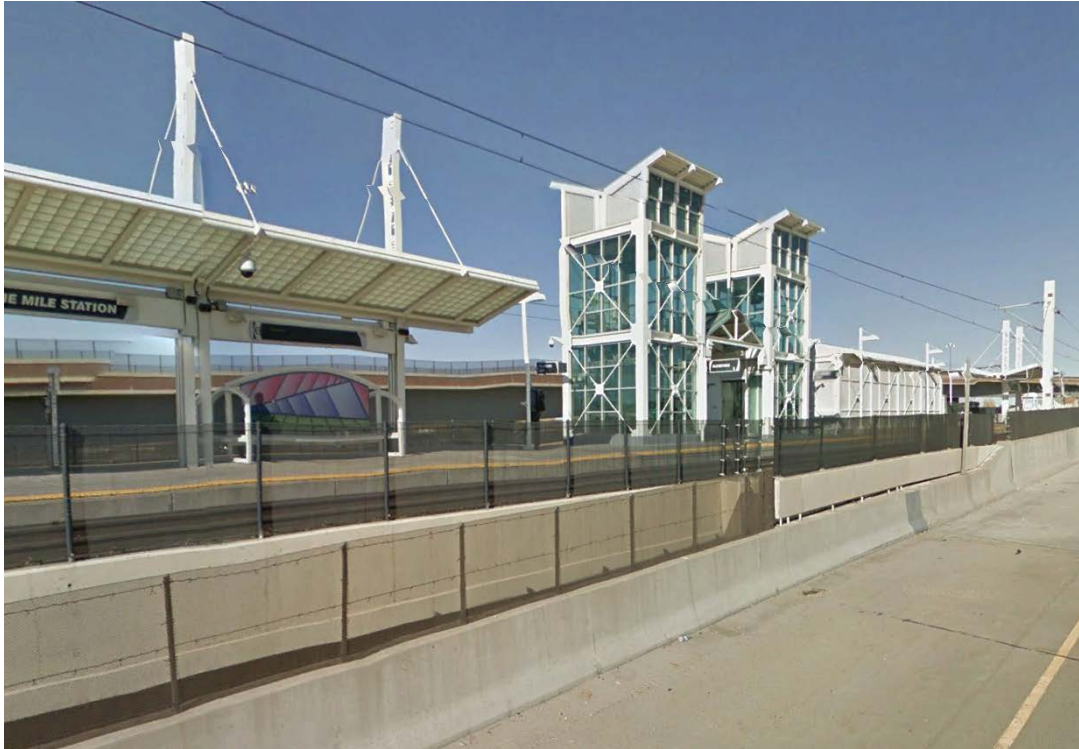
RTD H-Line (I-225/Dayton)

- LRT Median Station



RTD H-Line (I-225/Parker)

- LRT Median Station



RTD W-Line (Wadsworth)

- LRT Median Station
- Arterial Outside station



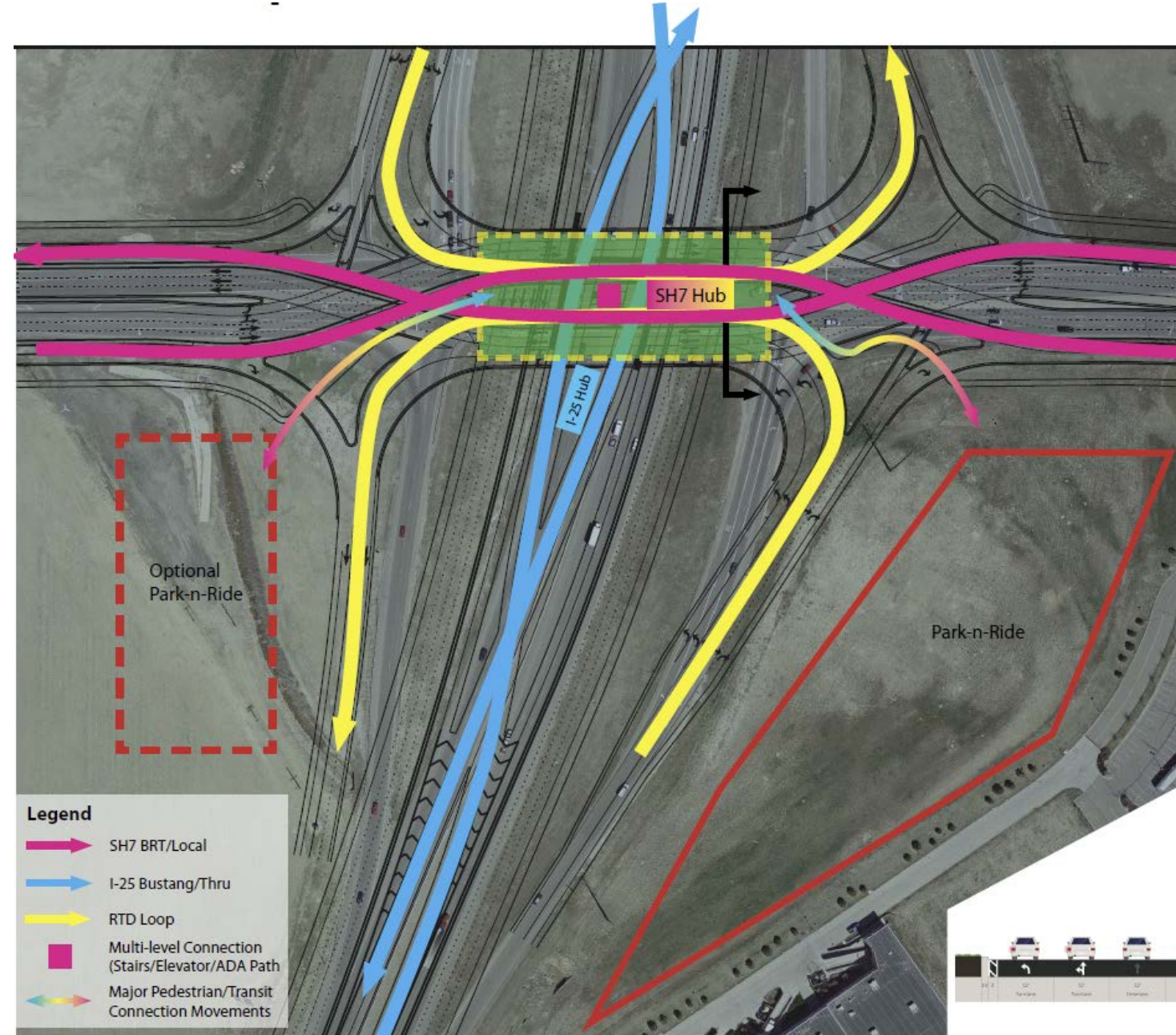
RTD W-Line (Sheridan)

- LRT Median Station
- Arterial Outside Station

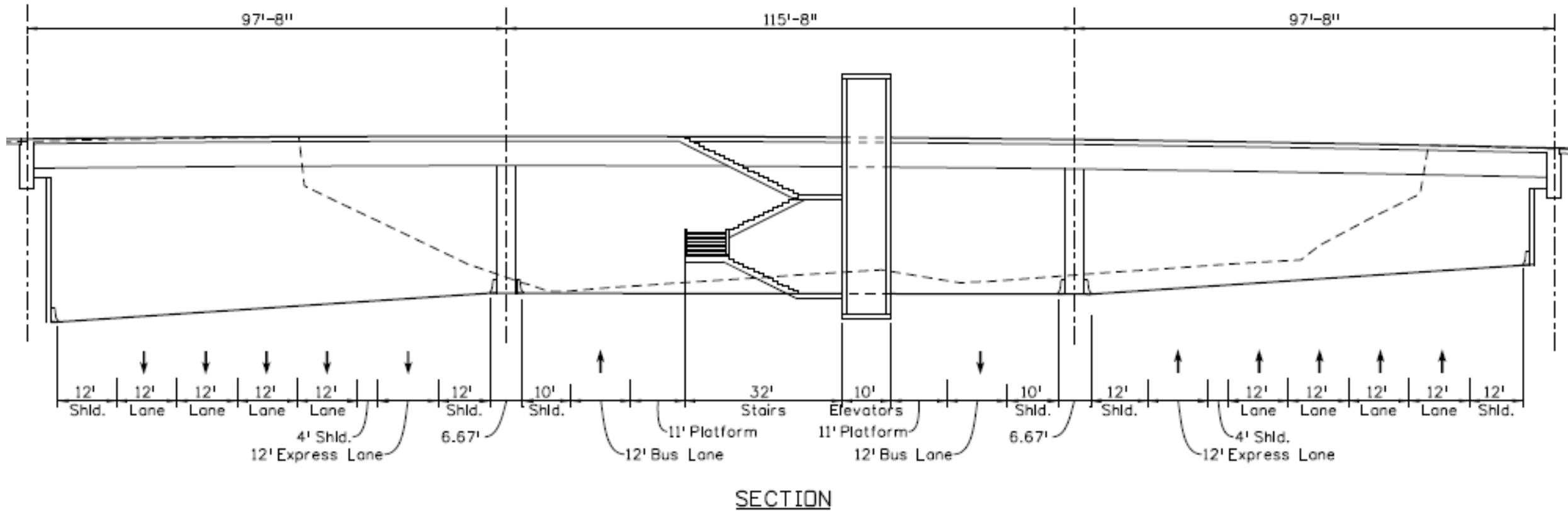


SH 7 Inside Concept 2 (Plan)

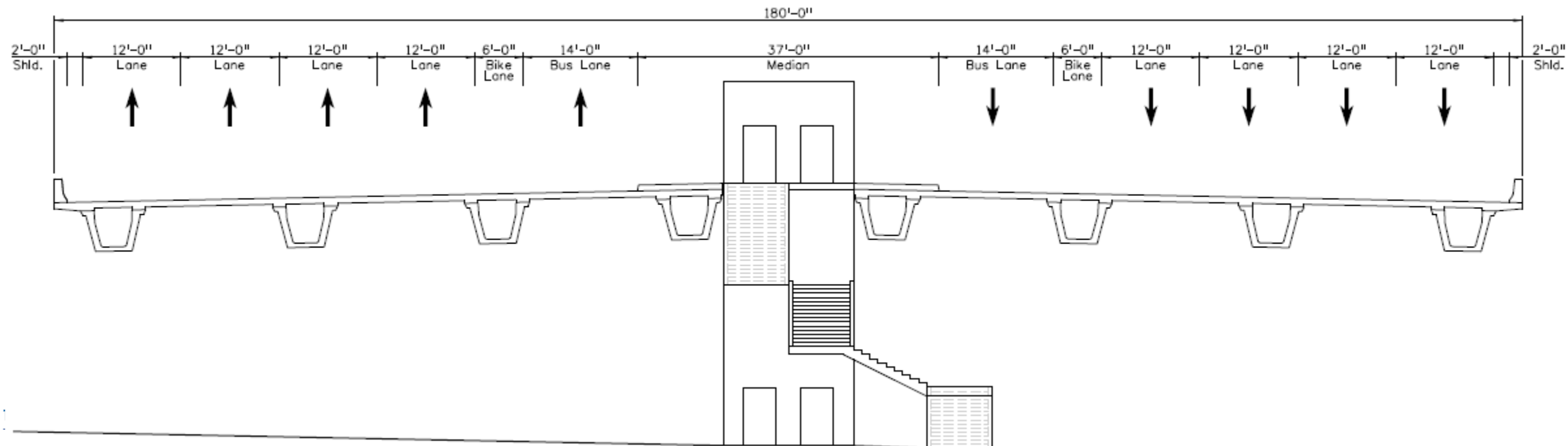
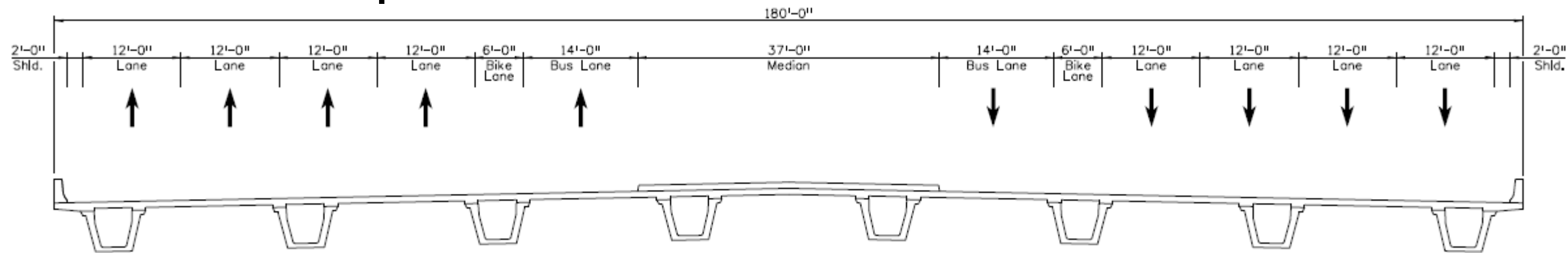
- SH 7 Median Station
 - SH 7 BRT/RTD
 - RTD Metro I-25 Loop "End of Line"
- I-25 Median Station
 - I-25 Bustang
 - I-25 Regional (Longmont-Denver)



SH 7 Inside Concept 2 (Elevation)

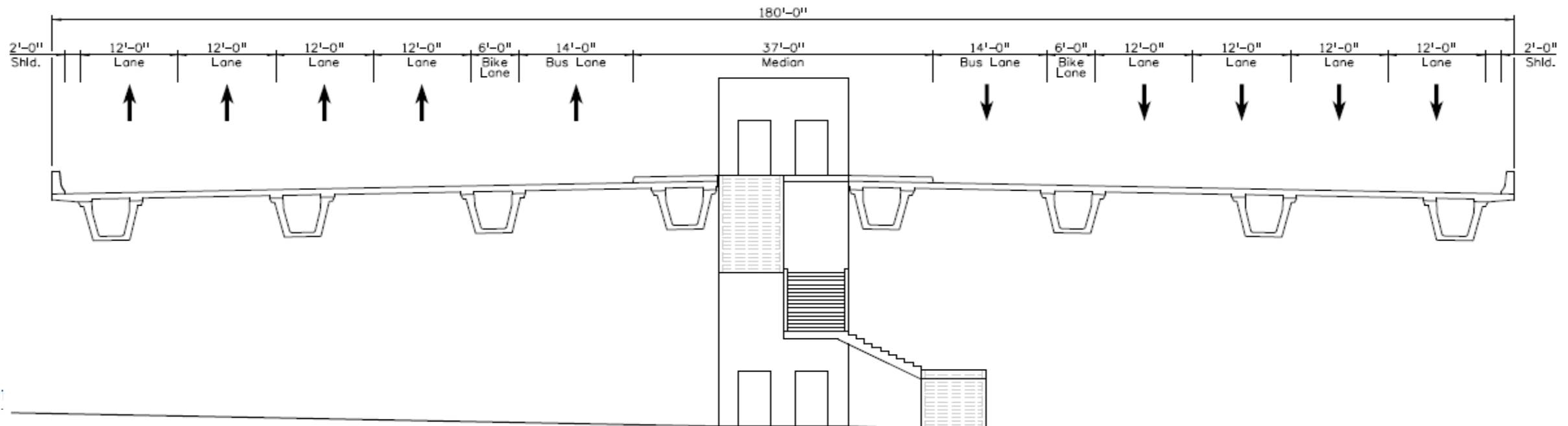


SH 7 Inside Concept 2 (Section)



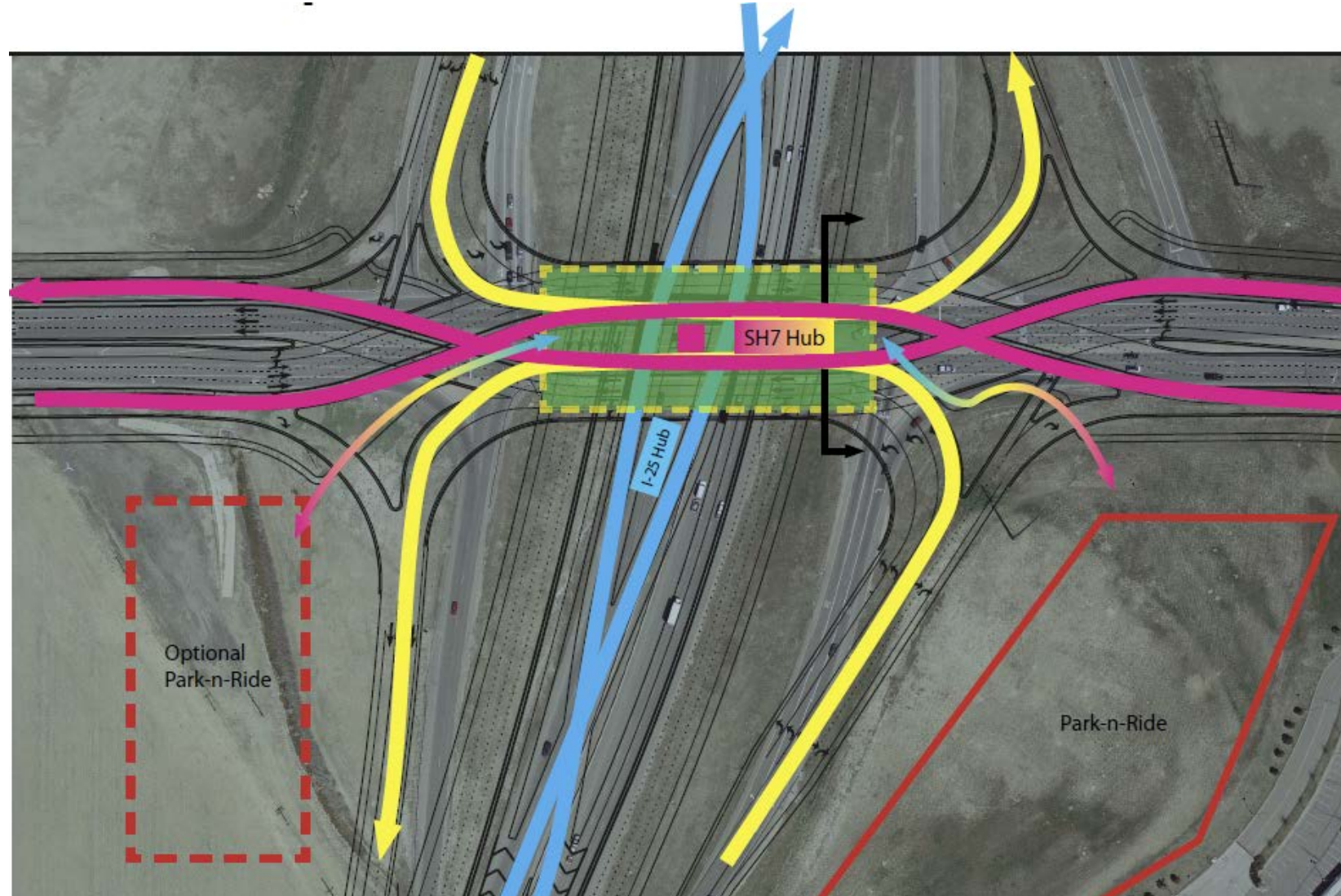
Mobility between SH 7 Station & I-25 Station

- Elevators
 - ADA Route
 - Two Elevators, Redundant Systems
- Stairs



Getting to SH 7 Median

- At-Grade Crossings
 - DDI Signals
 - Similar to McCaslin
- Grade-Separated
 - Pedestrian Bridges to I-25 Median Station
 - Pedestrian Bridges to SH Median Station



SH 7 Median Station

- Platform Dimensions
- Comfort Facilities
 - Weather/Exposure (Canopies, Paneling, etc.)
- BRT Platform/Ramps



I-25 Median Station

- Platform Dimensions
- Comfort Facilities
 - Visual buffer between I-25 & “wrong way bus”
 - Noise
 - Weather/Exposure



Next Steps

- Refine “Median-Loading” Stations for SH 7 and I-25
- Evaluate appropriate # of bus stops/pullouts for SH 7
- Evaluate offline “end of line” facilities for RTD
 - Driver relief/breakroom/layover
 - Adjacent park-n-ride access
- Pedestrian/bicycle access to Median Stations
 - Signalized at-grade
 - Grade-separated (over or under SH 7)
- Coordinate with Adjacent Developments
- 144th Interchange Transit Improvements
 - Local jurisdictional coordination with adjacent developments & RTD
- Finalize Concept and Preliminary Design