

"Transit Notes"

1. LRT

- a. same configuration as always
- b. 2 Track/2Platform with switching
- c. Foothold for future expansion of intercity rail

2. 16th St Mall Shuttle

- a. Direct connection to DUS and CRT platforms
- b. Extension into CPV to serve neighborhood
- c. Direct connection to LRT platforms

3. Regional Bus Facility

- a. 17th St plaza below grade location
- b. Extended facility below CRT Tracks to DUS building
- c. Extended capacity provides 22 bus bays (16 RTD, 4 Circulator, 2 additional)
- d. Additional capacity for dedicated commercial bus bays
- e. Direct conditioned connection from LRT, 17th St plaza, and to DUS
- f. Ability to connect directly from Concourse to CRT platforms
- g. Direct HOV connection avoids general traffic conflicts

4. Downtown Circulator

- a. Realigned connection at 18th St to underground Regional Bus Facility
- b. Below grade stops connect directly to CRT platform and LRT
- c. Below grade configuration eliminates Wewatta Street crossing conflicts

5. Commuter Rail Facility

- a. Full 8 Track/Platform configuration includes expansion capacity
- b. All platforms accessible at-grade on single level
- c. All platforms accessible from elevated pedestrian bridge at 18th
- d. DUS renovated and activated by nature of passenger flows/proximities

6. Transit Parking

- a. Garage located over tracks at Wewatta and 18th (same as original master plan)
- b. Pedestrian connection from parking to CRT via pedestrian bridge at 18th
- c. New plaza at 18th and Wewatta to link to pedestrian bridge at 18th

7. Pedestrian/Passenger Flow

- a. Direct access from DUS to platforms – one level under cover
- b. Ability to connect from Wynkoop Plazas to "Train Room" and platforms
- c. Ability to go use "Spanish Steps" to access Parking or 18th St
- d. Bridge Deck at "Train Room" provides access to CRT and 17th St
- e. Covered/conditioned access from DUS all way to LRT

8. 16th Street Open to general traffic between Wynkoop and Chestnut

"Take Home Notes"

1. Our current plan was a result of a study targeted to overcome a **series** of significant challenges that include:
 - a. Rail Operations and Safety Issues generated by Federal Authorities
 - b. Amtrak Operating and Facility issues with legal and timing implications
 - c. Ski Train Operating and feasibility issues
 - d. Finance Plan to accommodate required modifications

2. The current plan is **superior to all previous solutions and continues to address the collection of goals for the comprehensive creation of a multi modal transit district.**
 - a. The plan delivers more **capacity** for all forms of transit than ever previously contemplated
 - b. The current plan is the most operationally **flexible** and allows for options in its current state as well as for future unforeseen changes and expansions
 - c. The current solution is the most **intuitive** and "user friendly" for passengers and is the most pedestrian friendly.
 - d. The Urban Design is the most functional and of the highest quality of any spaces in the region **with Union Station as the heart of the project.**
 - e. The physical plant will go beyond purely functional to become a **memorable** and iconic component of the City engendering civic pride and ownership.
 - f. The current solution is the most **fiscally responsible** and risk mitigated package for the use of public funds and commitments

3. At the core, the current plan is poised to deliver a set of solutions and benefits that **far exceed the reality of what was provided for** in the FasTracks plan and indeed delivers upon the perceived **expectations of the public at large.**
 - a. The plan delivers the **entire CRT system** including necessary increased capacity and additional secondary requirements of approx. 33%
 - b. The plan delivers the **entire Regional Bus Facility** including necessary capacity for near term needs.
 - c. The plan includes a viable solution for the integration of **commercial bus** operations into the multi-modal hub without providing a subsidy from public dollars to these private entities.
 - d. The solution includes an **expansion of the existing and proposed shuttle systems** to integrate with the multi-modal station and the Central Platte Valley and Riverfront Park neighborhoods
 - e. The plan delivers significant **contributions to the public realm** including plazas at Wynkoop, 17th Street, 18th Street and the return of the symbolically important Union Station to its place of prominence.
 - f. The plan fully delivers the package of benefits in less than **60 months.**