



**GREATER
DENVER
TRANSIT**

www.greaterdenvertransit.com



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for our email list.

Agenda

- | | |
|--------|-------------------|
| 6:00pm | Doors Open |
| 6:30pm | Meeting Start |
| 6:32pm | The News |
| 6:45pm | Events & Projects |
| 7:00pm | Ryan Noles |
| | Federal BRT |
| 7:30pm | Downtown Bus Plan |
| 8:00pm | Transit Adventure |

Monthly Meeting

November 21st, 2024



The News

Election Winners!



Chris Nicholson
District A



Chris Gutschenritter
District D



Matt Larsen
District E



Kathleen Chandler
District F



Julian Bouquet
District G



Patrick O'Keefe
District H



Karen Benker
District I



Brett Paglieri
District M



Ballot Measure
6A



Ballot Measure
7A

June Churchill Announces Bid for CO Senate



She's running in Colorado Senate District 31.

This position is filled by committee appointment rather than special election.

The position is being vacated by Chris Hansen in January.

RTD January 2025 Service Changes



E and H Lines back at 15 minute frequencies!

AB2 route is back serving 28th Avenue in Boulder.

30 minute frequencies on AB1 and 83D.

Route 35 east extension to Nine Mile reinstated.

Routes 1 & 44 being rearranged into 3 routes with a new "1E/44" service.

Additional trips on routes FF5 and LD1

Service span improvements on 24 and 73.

Aurora Metro Center Station 05:03 PM

Route	Destination	Gates	Departs
R	R Line Peoria Station		05:04 PM
133	Nine Mile Stn via Tower	Aurora Metro Center Stn Gate B	05:06 PM
15L	Decatur Station via E Colfax	Aurora Metro Center Stn Gate E	05:06 PM
6	Auraria via 6th	Aurora Metro Center Stn Gate H	05:10 PM
130	Nine Mile Stn via Buckley	Aurora Metro Center Stn Gate C	05:13 PM
153	Arapahoe Station	Aurora Metro Center Stn Gate G	05:18 PM
R	R Line Peoria Station		05:18 PM
	Decatur	Aurora Metro	

LAMAR | ELEVATE

GDT submitted 15 comments.

L Line tracks to be ripped out on Welton St?



Five Points business owners are taking issue with the light rail.

L Line ridership shows why extension is badly needed.

Would a community partnership help?

New and Improved Winter Park Express!



Catch GDT folks on board
working as train hosts!

Expanded WPE season starts
on **Fri Dec 20th**.

From Jan 9th, train runs
5 days a week (Thu - Mon).

Ticket prices slashed to **\$38 - \$78 round trip**, half for kids.

Greyhound Eviction from Union Station?



RTD does not plan to renew agreement with Greyhound to use Denver Union Station.

GDT met with Greyhound on Thur Nov 14th, considering alternatives to keep service.

Sign on letter prepared that asks RTD renews Greyhound's contract.

Paratransit Peer Review - Access-on-Demand



- **Fare:** \$4.50 base customer fare/\$2.25 LiVE customer fare (currently \$0)
- **Trip Cap:** 30 (currently 60)
- **Subsidy per Ride:** \$30 (currently \$25)
- **ADA Service Area:** Mirror current service area
- **ADA Service Hours:** Mirror service hours currently in effect
- **Enrollment:** Must be enrolled and an established AaR customer
- **Program Administration:** Modify the suspension policy
- **Vehicles:** Incentivize transportation network companies (TNCs) to provide wheelchair-accessible vehicles (WAVs)

“The overarching goal of the peer review was to help the agency better understand strengths and opportunities, with respect to both ADA complementary paratransit and premium supplemental ondemand service, and to note potential improvements that support long-term sustainability.”

- RTD, November 2024

Paratransit Peer Review - Access-a-Ride



- Recertifications every five years (currently every four years)
- Modify on-time performance metric to measure pickup and drop off
- Explore software modifications to support changes in service provision and productivity enhancements
- Modify conditional eligibility process
- Contract modifications/enhanced contract management
- Suspension policy modifications
- Develop fleet procurement plan with modified fleet mix

Few substantial modifications to Access-a-Ride.

Priority is **Access-on-Demand** cost reduction to \$0.5M / mth.

Nowhere have staff said \$1m / mth for AoD is unsustainable.

Colfax BRT Construction Starts

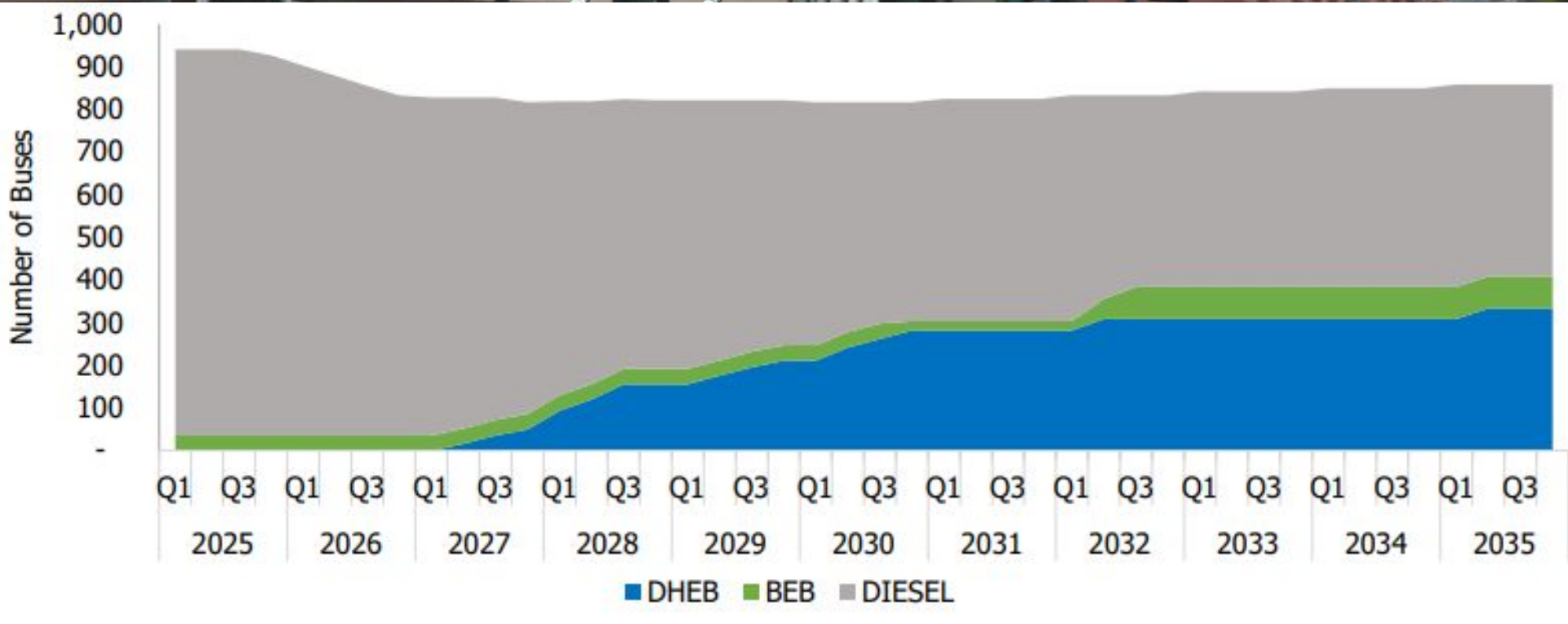


Crews started work on Colfax on Thu Nov 14th.

Initial area is between Pennsylvania & Washington.

Road down to one lane each way; temporary bus stops.

RTD Fleet Transition Plan



No trolley wire or in-motion / on-route charging being studied.

Approx. 700-800 diesel buses still in service in 2035.

King County Metro, Seattle aims to be 100% zero-emission by 2025.

GDT heads to Colorail Meeting in Fort Collins



Despite knowing they'd get there late, **GDT members** opted for transit.

Colorail have confirmed that **future meetings will be transit accessible.**



Also... we took a ride on Transfort's MAX BRT!

Presentation on Winter Park Express and Front Range Passenger Rail panel.

We Love A Short King

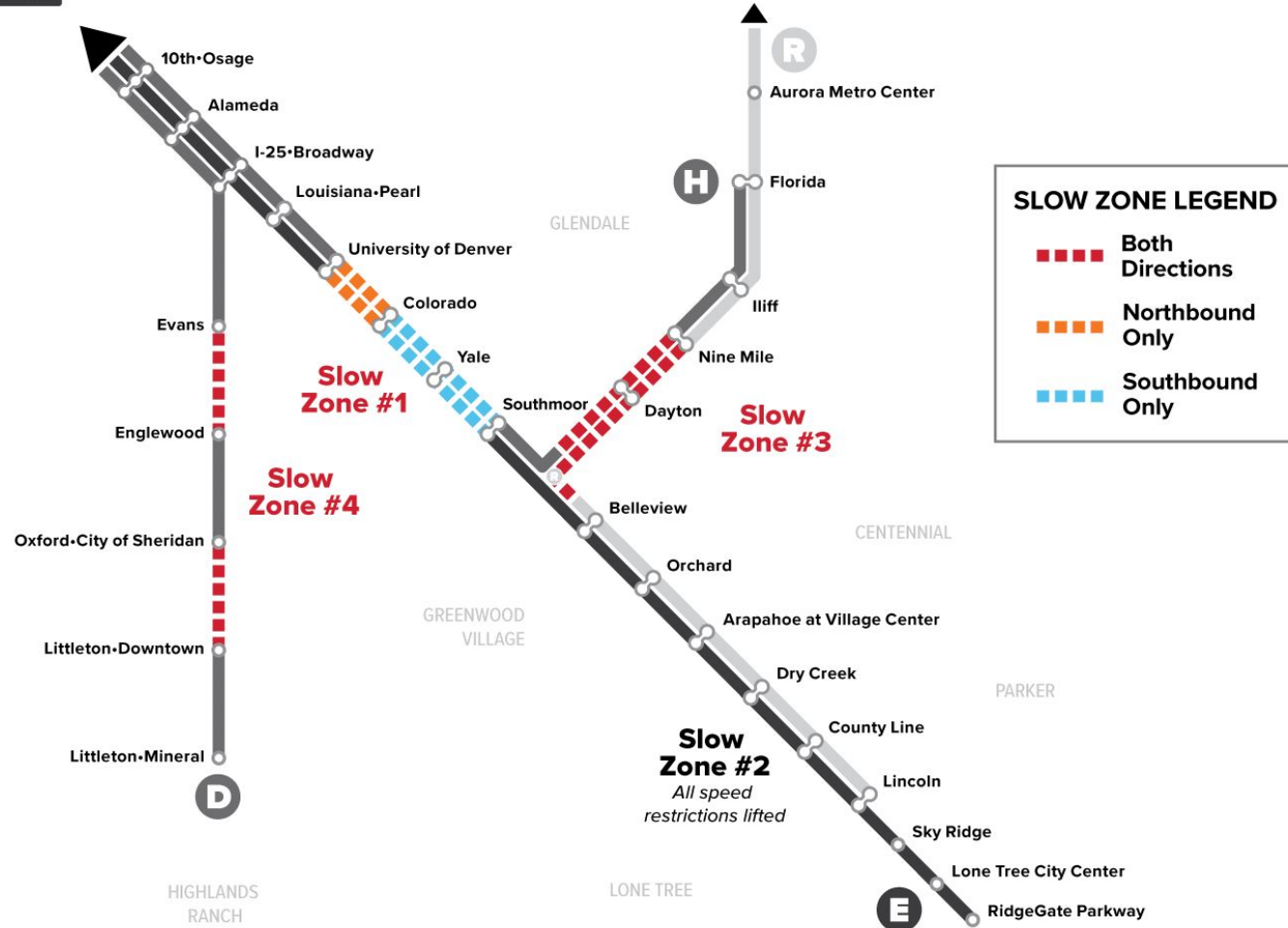


On Monday a train derailed at the entrance of Elati yard due to a broken wheel.

This caused a severe shortage of available trains while the switches were out.

RTD broke some consists down into single-cars to avoid loads of cancellations.

Nov 20th - Light Rail Slow Zones



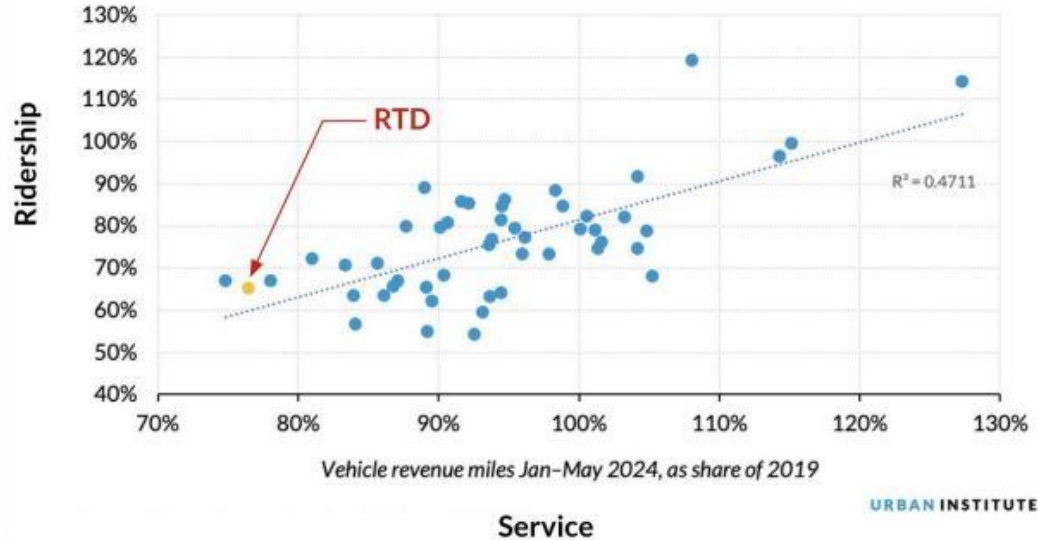
GDT continues to chronicle RTD's 2024 Light Rail Crisis on the website.

Colorado Transportation Vision 2035



Transit Ridership Recovery Since the Pandemic Has Been Stronger in Urban Areas with Greater Service Recovery

Transit service versus ridership among 50 largest US urban areas
Unlinked passenger trips Jan-May 2024, as share of 2019



The how for RTD? Unclear.

It just so happens that an advocacy group is developing a Ridership Growth Plan for RTD!

On Tuesday, Governor Polis laid out a series of mobility targets for Colorado.

Ambitions for doubling Colorado's non-automobile transportation trips from 9.6% to 19.2%

83% increase in transit service miles, 52% of new housing to be built near transit lines.

Beyond Denver...



Momentum is building up in the mountains to support rail.

Eagle County officials are stepping up to build a coalition asking CDOT to study regional rail.

Eagle River Valley Service

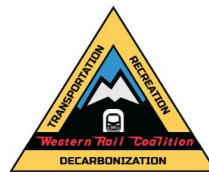
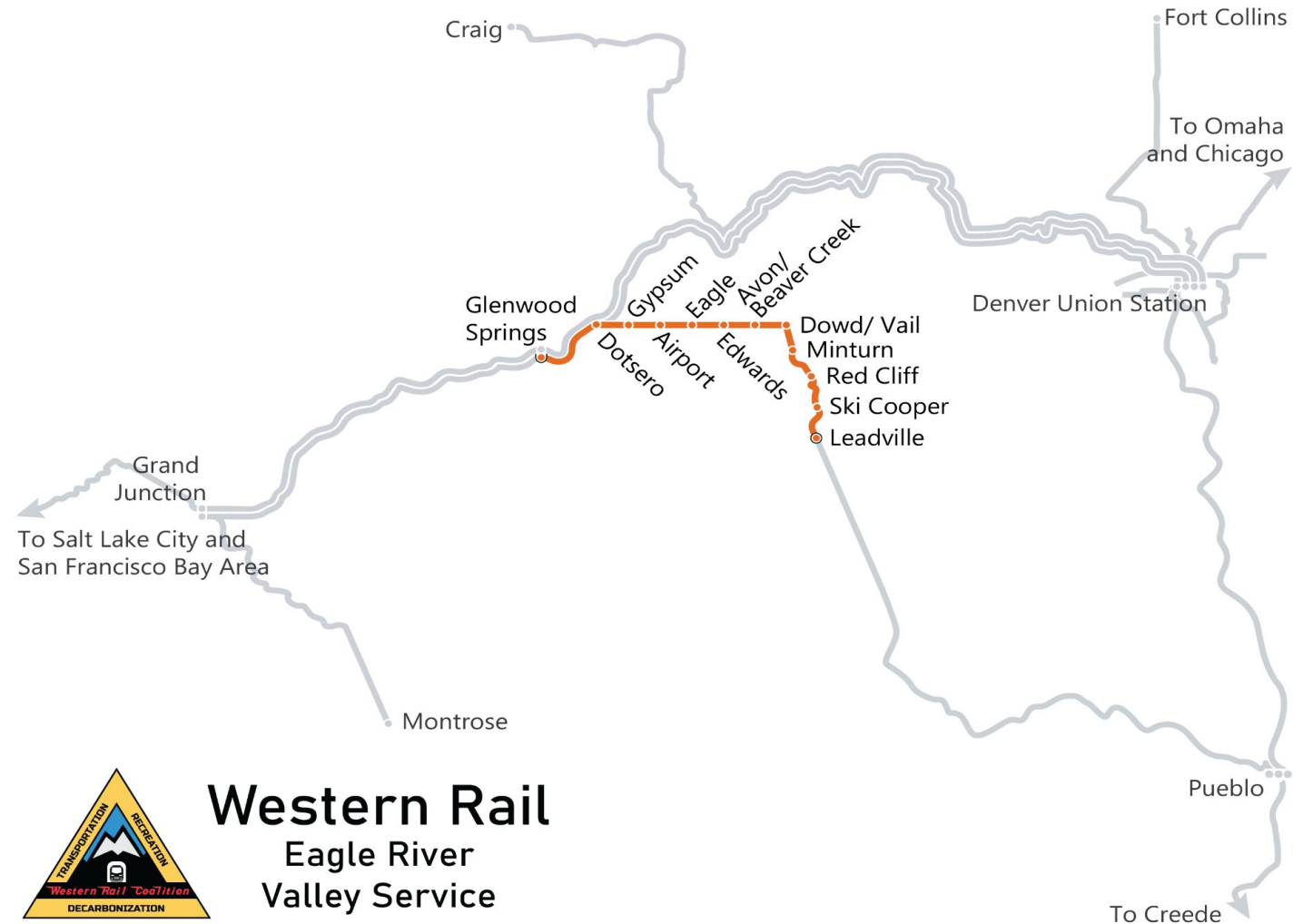


Advocates traveled to Edwards on Nov 13th to meet with ~20 Eagle County officials.

Meeting organized by Eagle County Commissioner Kathy-Chandler Henry, with 4 mayors present.

Major consensus that the rail is worth studying, with a Mayoral Council to be dedicated.

Delegation of officials being built to visit Governor Polis in Denver and ask for a study to be initiated!



Dr. Joel “Lewis Hamilton” Fitzgerald Fired



UPDATED



**Steve
Martingano**



**Glynell
Horn Jr.**

RTD Chief of Police Dr. Joel Fitzgerald terminated on Sep 20th, letter released Nov 5th.

Dr. Fitzgerald fired after RTD’s investigator substantiated 4 categories of allegations.

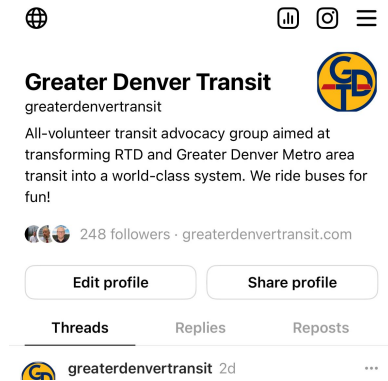
Dr. Fitzgerald filed a lawsuit against RTD on Nov 5th, alleging racial discrimination.

Lots of claims - Corey Averill, Steve Martingano, Doug McLeod and Debra Johnson referenced.

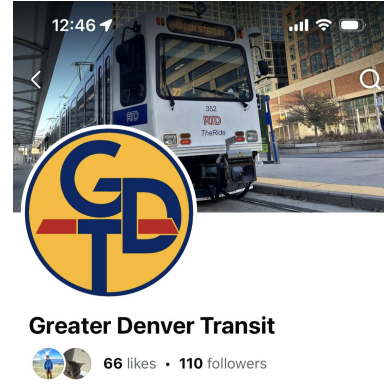
GDT on Social Media!



X
@GreatDenTransit



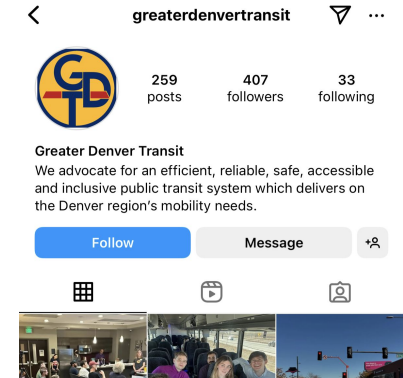
Threads
@GreaterDenverTransit



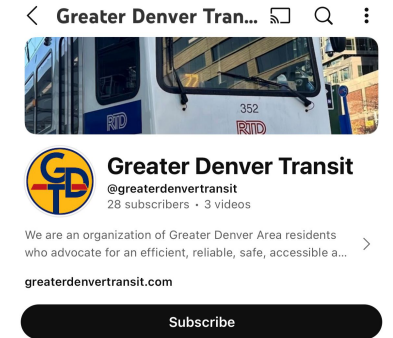
Facebook
/GreaterDenverTransit



Bluesky Social
@greatdentransit.bsky.social

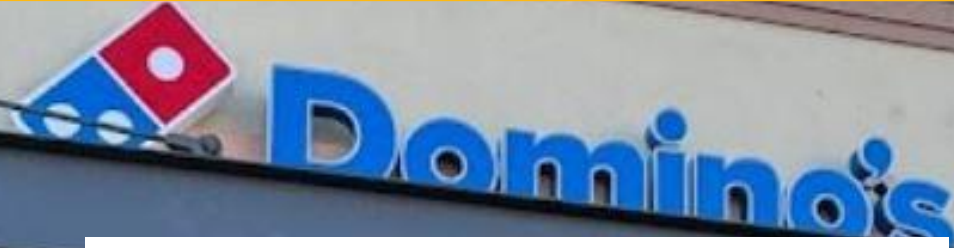


Instagram
@GreaterDenverTransit



YouTube
/GreaterDenverTransit

Pizza Fund: For Members Only



venmo

\$3 for each piece of pizza.





Events

Monthly Meetings



6pm on 3rd Thursday
of the month.

Transit-oriented Drinks (ToD)
follow after!

Next meeting:
6pm Thursday January 23rd



FEDERAL BLVD BRT WALK & ROLL!

EXPLORE CDOT'S PROPOSED BRT ROUTE
AND ALIGNMENT FOR FEDERAL BLVD

Organized by Strong (Town) Denver
(strongdenver.city)

12pm Sat Nov 30th
I-25 & Broadway Station

Take the 14 at 12:22pm
then the 31 at 12:47pm

RTD Board of Directors Meeting



RTD Peak Service Study
Northwest Rail
Feasibility Study Update
Board of Directors
December 3, 2025

Item XVI.2 - Discussion Item
XVI. General Manager's Report
XVI.1. Accession System Update
XVI.2. Northwest Rail Peak Service Feasibility Study Update
XVI.3. Livability Study Update
XVI.4. 2025-2026 Year-Over-Year Performance Review and Annual 2026 Performance Improvement Plan
XVI.5. Board of Directors' Action
XVI.6. Board of Directors' Action
XVI.7. Board of Directors' Action
XVI.8. Board of Directors' Action
XVI.9. Board of Directors' Action
XVI.10. Board of Directors' Action
XVI.11. Board of Directors' Action
XVI.12. Board of Directors' Action
XVI.13. Board of Directors' Action
XVI.14. Board of Directors' Action
XVI.15. Board of Directors' Action
XVI.16. Board of Directors' Action
XVI.17. Board of Directors' Action
XVI.18. Board of Directors' Action
XVI.19. Board of Directors' Action
XVI.20. Board of Directors' Action

Next board meeting:
5:30pm Tues December 3rd
1660 Blake St

Please come and give
public comment.
Meet outside at 5:15pm

Last one of the year!

CHRIS TURNS 40

A PARTY FOR TRANSIT

DECEMBER 13

THE SPIRE

6 PM

FOOD | DRINK | MUSIC



SUPPORTING



I ran for the RTD board because of my involvement with Greater Denver Transit.

I'm hosting this party to bring my community together to help them continue their work when I'm on the board.

You must RSVP to attend
Birthday.ChrisForRTD.com

FRPR District Board of Directors Meeting



Next board meeting:
9am Friday, December 13th
(Virtual only)

November meeting tomorrow
is cancelled.
Please attend and give public
comment to go bigger!

District must be pushed on
more dedicated track.

Ride-Alongs!



Tonight, we are getting beverages at Federal Bar and Grill!

Will head over between 8 - 8:30 pm, ideally catching the 28 at 8:12 PM

Let us know your ideas for future ride-alongs!

A wide-angle photograph of a modern train station platform. The platform is paved with light-colored concrete and features a yellow tactile strip along the edge. Overhead power lines and support structures are visible, with a black support pole in the foreground on the left labeled 'M1-6' and another on the right labeled 'M2-4'. In the background, a train is visible on the tracks, and the station has several covered waiting areas with wooden and metal structures. The sky is a mix of blue and white clouds, suggesting a clear day.

Projects

Project Champions



**There is so much going on
and we need your help!**

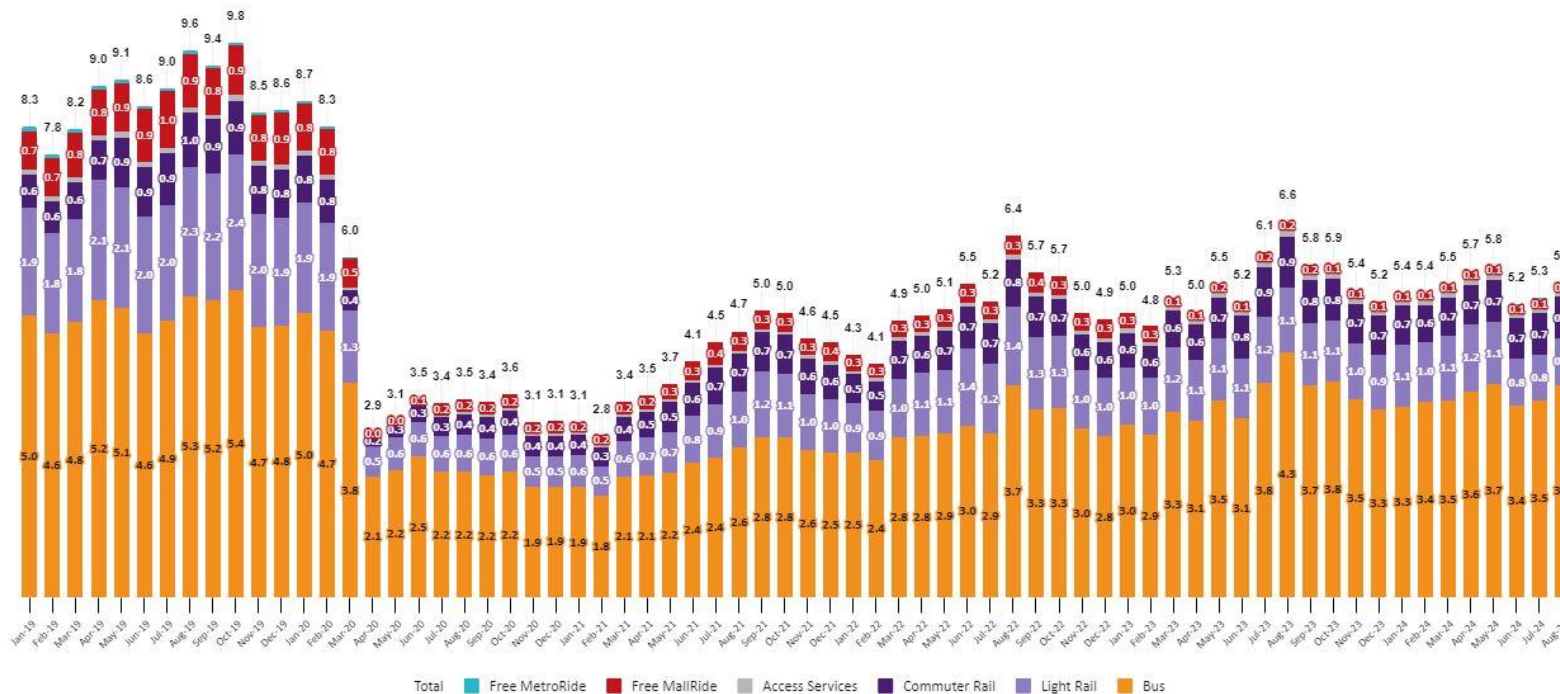
**Project champions are being
appointed for RTD, CDOT &
DOTI projects.**

Volunteers Needed!

RTD Ridership Analysis - August 2024



RTD Ridership by Mode (millions of boardings)



YoY % Growth*:
 Bus: **-5% YoY**
 Light Rail: **-21% YoY**
 Heavy Rail: **-11% YoY**
 Total: **-9% YoY**

* Growth rates adjusted for equalized work week days on a year-over-year basis

August 2019
9.6m riders

August 2020
3.5m riders

August 2024
5.5m riders

RTD Operator Shortage - Data Issue



YoY Net Increase in Hiring*:

Bus: **+149** (+146 per calc)

Light Rail: **+12** (+4 per calc)

Total: **+161** (+150 per calc)

*YoY Increase (decrease) includes Full Time + Part Time operators presented net of attrition (voluntary & involuntary)

Bus: **32 Vacancies**
920 vs. 952 Budget

Light Rail: **30 Vacancies**
172 vs. 202 Budget

Bus+LRT: **62 Vacancies**
1,092 vs. 1,154



Ryan Noles

Project Manager, Federal BRT



Federal Boulevard BRT

Greater Denver Transit
November 21, 2024



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- Introductions
- Background
- Project Benefits
- Public and Stakeholder Engagement
- Schedule
- Questions/Feedback

Background



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Why is CDOT Implementing Bus Rapid Transit?

- Enhance transportation options on state highways
- Improve connections to the region's passenger rail system
- Improve transit for existing riders
- Attract new riders
- Reduce greenhouse gas emissions

September 2022

STATEWIDE PLAN INFORMATION

YTP.codot.gov

THE LATEST ON TRANSPORTATION PLANNING

YOUR TRANSPORTATION PRIORITIES POWERED BY YOU

COLORADO Department of Transportation

VISION FOR COLORADO'S TRANSPORTATION SYSTEM

UPDATED 10-YEAR STRATEGIC PROJECT PIPELINE - SEPTEMBER 2022

“ In May 2019, I directed the Colorado Department of Transportation (CDOT) to embark on an effort to refresh our transportation plan and priorities based on firsthand input from residents across the state.

The resulting product – CDOT’s 10 Year Plan – has been instrumental in focusing the Department on delivering a defined set of priority projects, resulting in over one billion dollars of transportation improvements across the state. In 2022, this updated plan puts new state and federal transportation funding to work and identifies the next set of projects that will advance to construction.

The CDOT team looks forward to building these projects and creating a safer, more mobile transportation system for all Coloradans.”

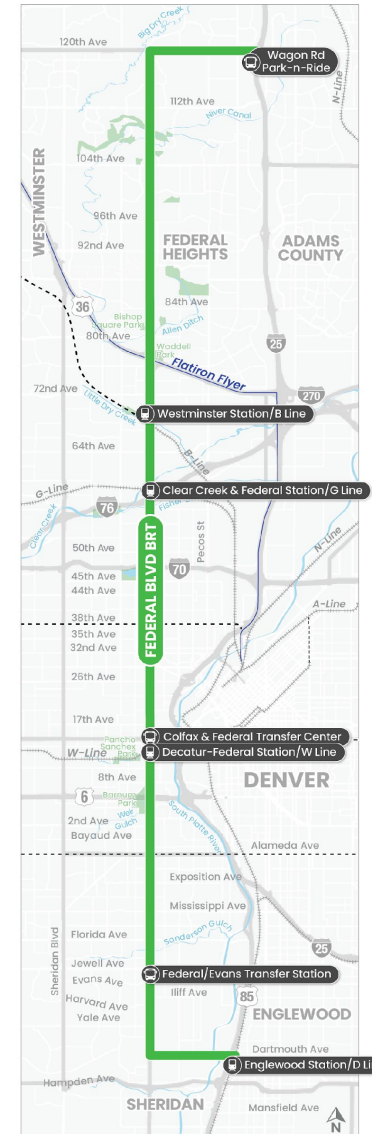
Shoshana Lew
-Shoshana Lew, CDOT Executive Director



Why BRT on Federal Boulevard?

Federal Boulevard is:

- One of RTD's highest ridership bus routes
- Currently, buses on the corridor experience significant delays and long travel times
- Initial studies predict high demand for service and local support
- High potential for federal funding support





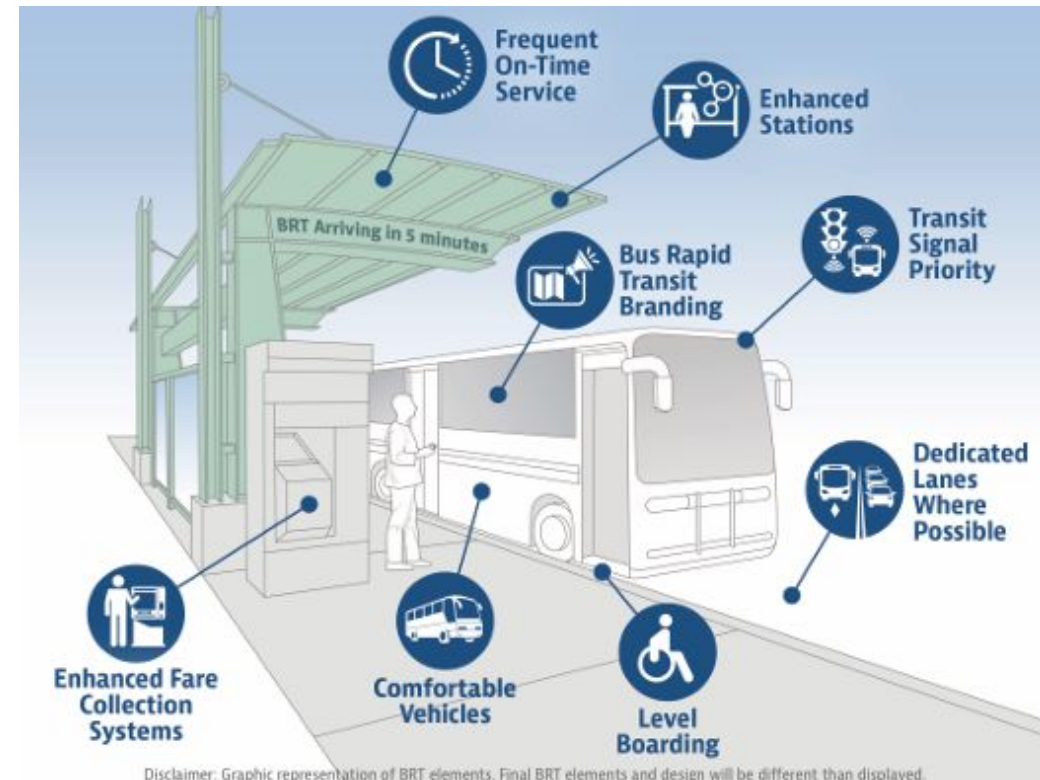
Bus Rapid Transit (BRT) is a high-capacity, efficient bus service that incorporates elements of light rail.

Includes:

- Enhanced stations
- All-door boarding
- Near-level boarding
- Off bus ticketing purchases
- Bus priority treatments

Achieves:

- Minimizes delays
- Increases speed
- Improves reliability



Disclaimer: Graphic representation of BRT elements. Final BRT elements and design will be different than displayed.

Recommended Alternative Recap



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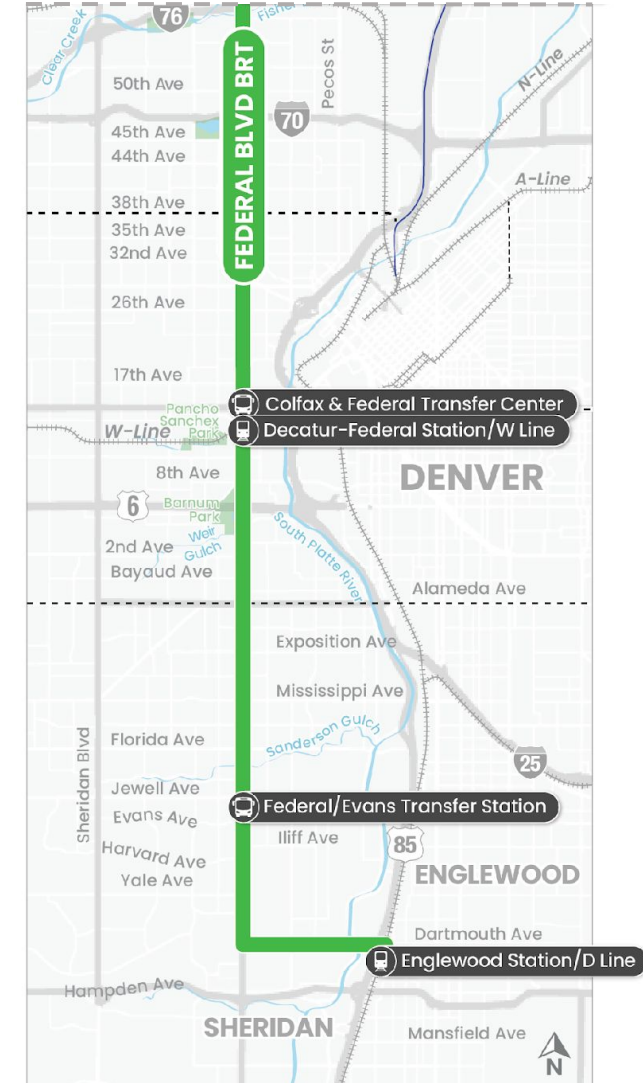
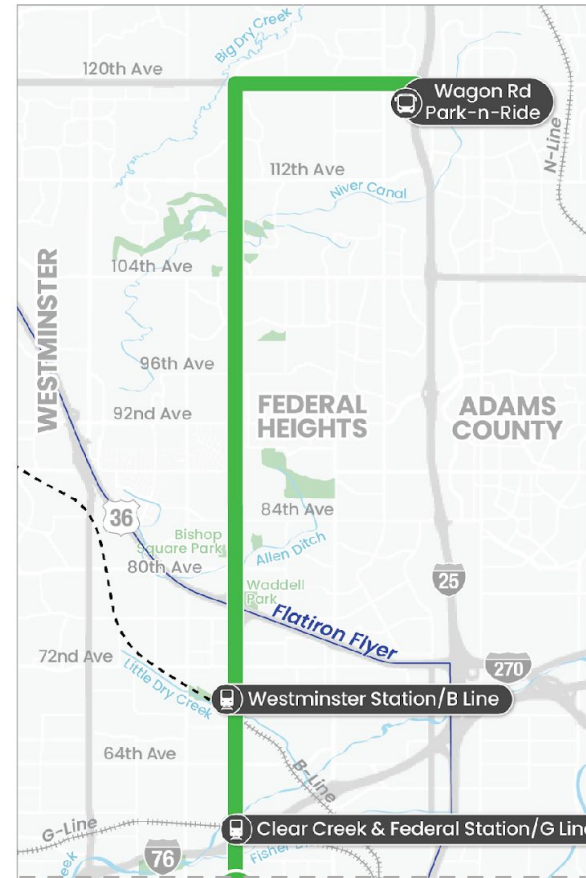
Federal Boulevard BRT Recommended Alternative

Stations

- 73 stop pairs to 38 BRT station pairs
- Bus Frequency
- Two 15-minute service patterns with combined 7.5 minutes in core corridor

Travelway

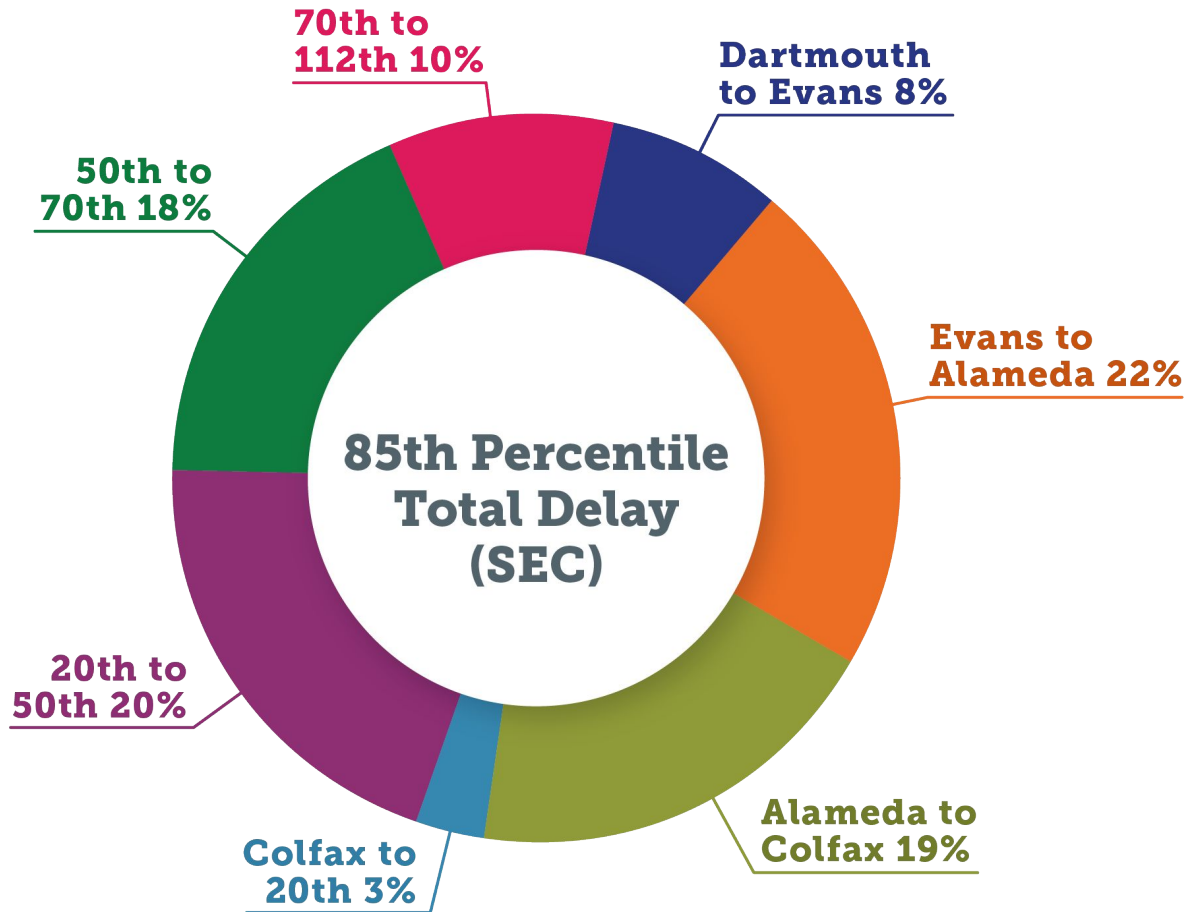
- 13 miles of bus only lanes (allowing right turns)
- 5 miles of mixed traffic/transit priority treatments



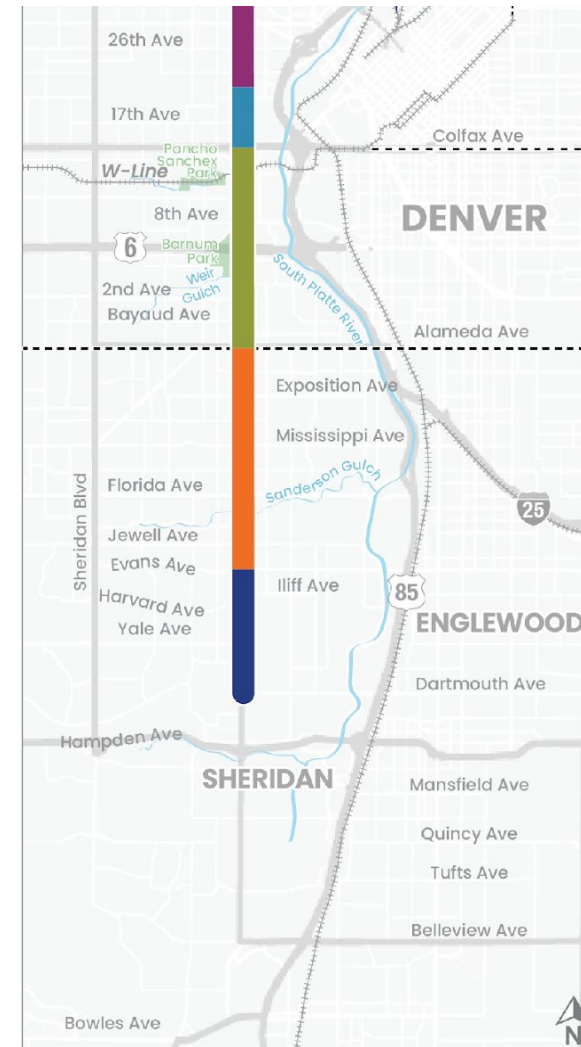
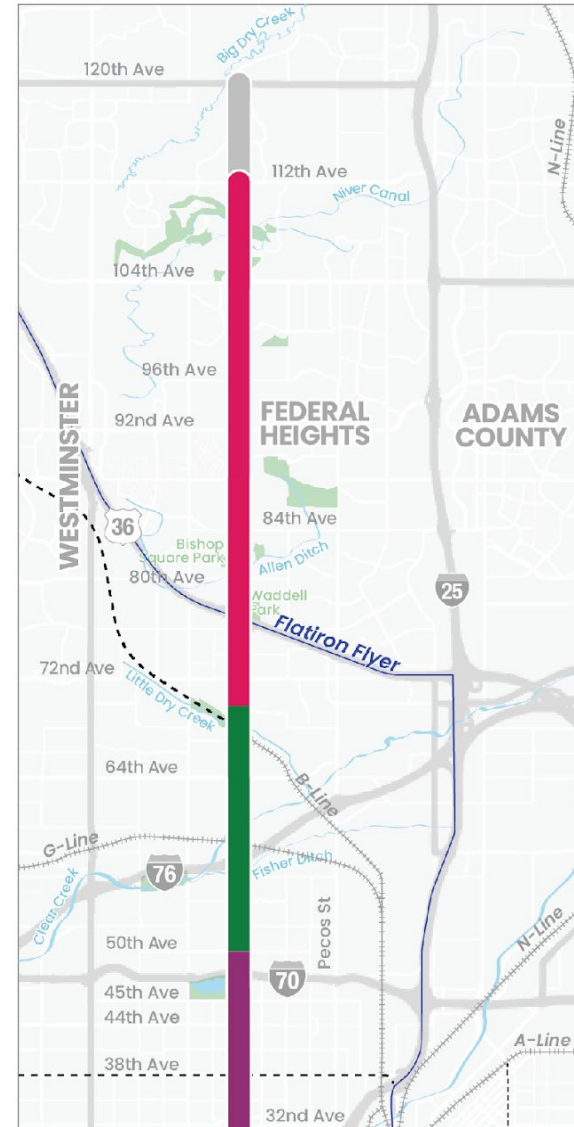


Corridor-Wide Transit Delay Data

- Total delay is approximately 80 min. (40 min. in each direction)

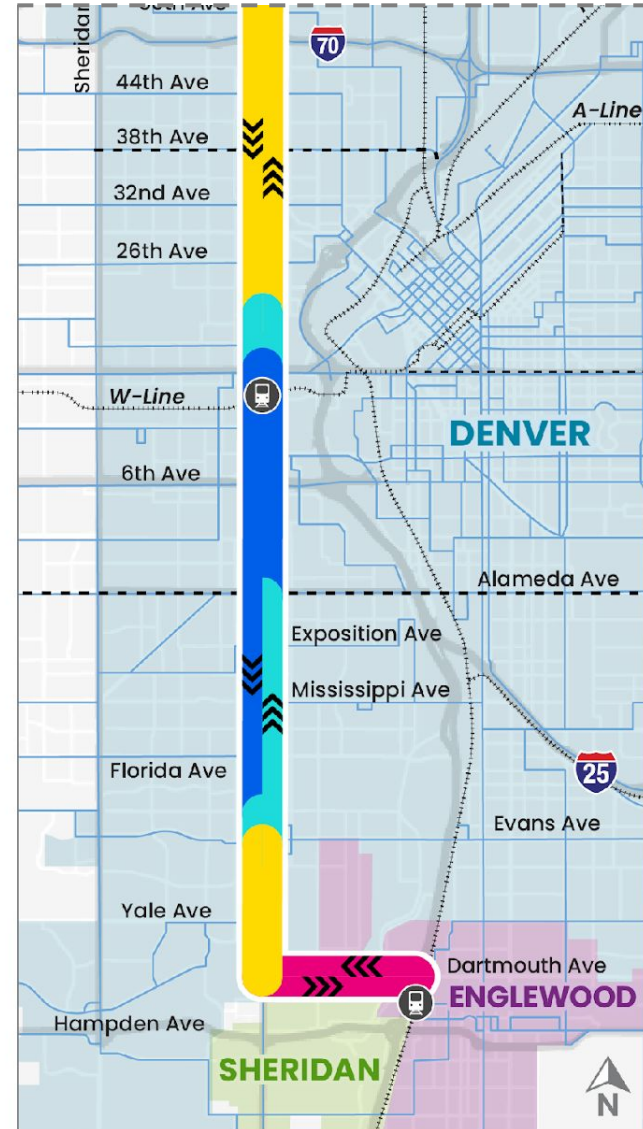
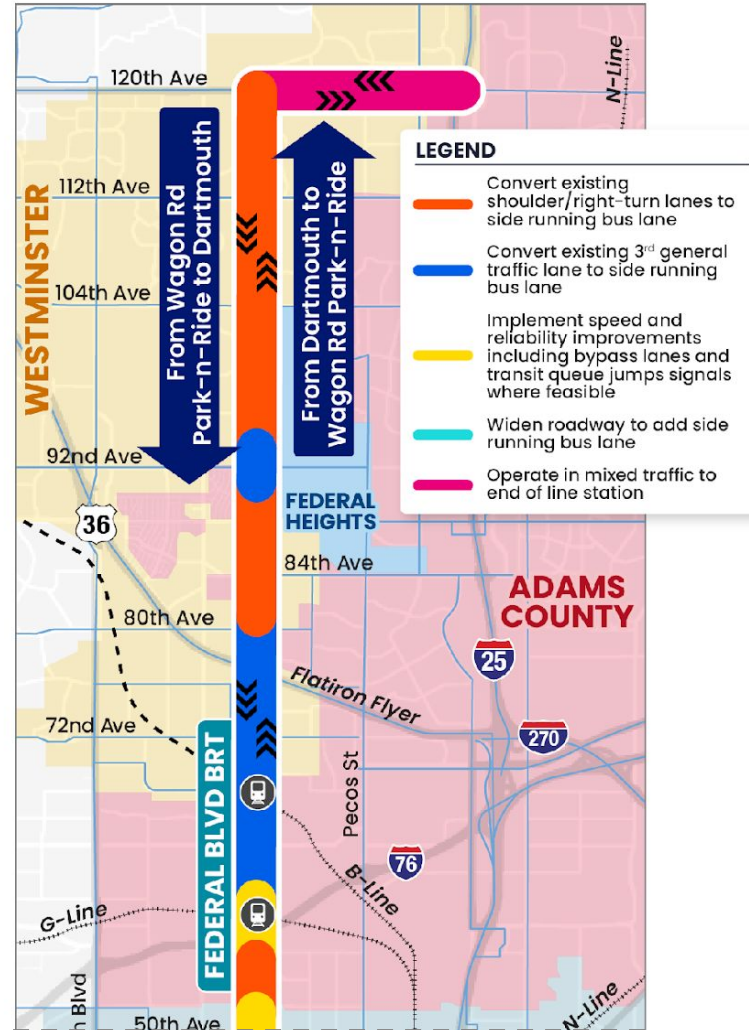


- No existing transit service from 112th Ave to 120th Ave





Recommended Alternative Side-Running Configuration





Recommended Alternative Federal Blvd and Mississippi Ave



Existing



Proposed



Recommended Alternative Federal Blvd and Tennessee Ave



Existing



Proposed



Recommended Alternative Federal Blvd and 14th Ave/Howard Place



Existing



Proposed

Project Benefits



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Federal Blvd. BRT Project Goals



Improving safety along the corridor and at transit station areas.



Increasing transit reliability and ridership.



Decreasing transit travel times.



Promoting cultural vibrancy and quality of life along the corridor.



Increasing transit accessibility.



Improving connectivity and mobility.



Improving
safety along
the corridor
and at transit
station areas.

Safety and Accessibility Improvements

- **40+ intersections with crosswalk enhancements** with new safety measures (lane narrowing, speed reductions)
- Upgraded **station shelters, lighting, cameras, and emergency call systems** to boost passenger security
- **Lower vehicle speeds** by right-sizing general traffic lane widths for a safer corridor with more balanced travel options
- **6 miles of new or improved sidewalks**, ensuring safer, more convenient access to transit
- **36 additional transit trips daily**, increasing service availability for all riders



Increasing
transit
accessibility.



Increasing
transit
reliability and
ridership.

Transit Speed and Reliability

- **26 new lane miles dedicated to bus service** for streamlined and efficient transit flow
- **>15% faster transit travel times** — a significant improvement for riders
- **38 enhanced station areas** providing upgraded amenities, faster boarding, and improved accessibility



Decreasing
transit
travel times.



Travel Demand & Cultural Vibrancy



Promoting
cultural vibrancy
and quality of
life along the
corridor.

- The corridor will be able to carry **15% more people** with the proposed improvements; buses will be able to carry 300% more people than today
- **3.5 million vehicle miles reduced** annually, contributing to a greener environment
- **Enhanced service to cultural and community landmarks** (Far East Center, ethnic grocery stores, restaurants, festivals), fostering community connections and cultural vibrancy
- **Every \$1 million in capital investment** in public transportation yields **\$3 million in increased business sales**

Public and Stakeholder Engagement



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Outreach to date (through Nov. 21)

- Pop-ups - 21
- Attended existing events - 20
- Special interest meetings - 8
- Open Houses - 3

- Talked to approx. 2,737 total people (since March 2024)
- Received 256 official comments

Can we present to your organization?



Schedule



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Implementation Schedule



Questions, Comments, Feedback



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Questions/Comments?

Ryan Noles, AICP

Colorado Department of
Transportation

Bus Rapid Transit Project Manager

303.512.4162

ryan.noles@state.co.us

Holly Buck, PE

Felsburg Holt & Ullevig
Project Manager

303.721.1440

holly.buck@fhueng.com

Anticipated Traffic Diversion



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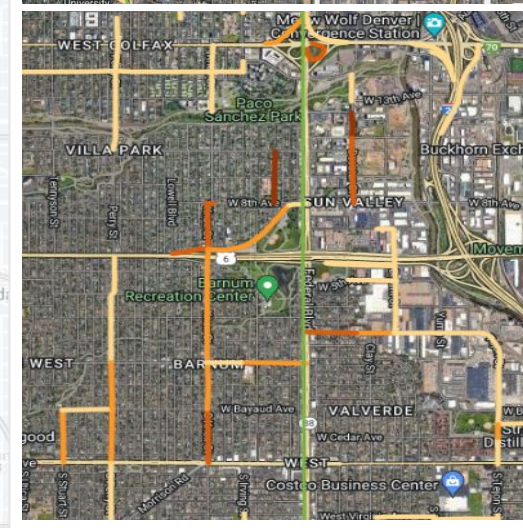
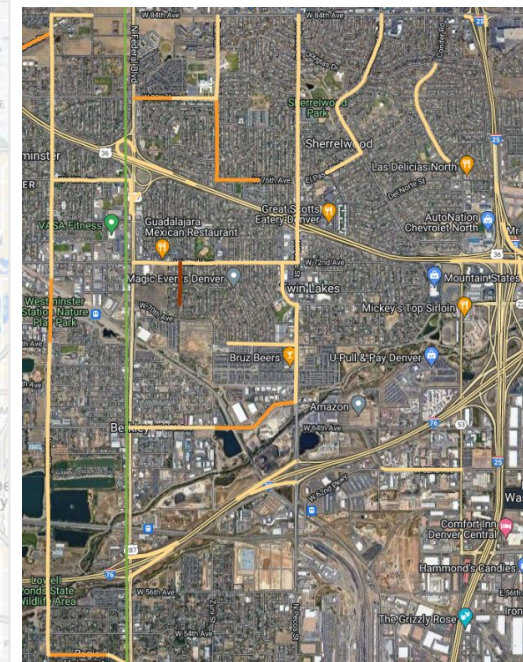
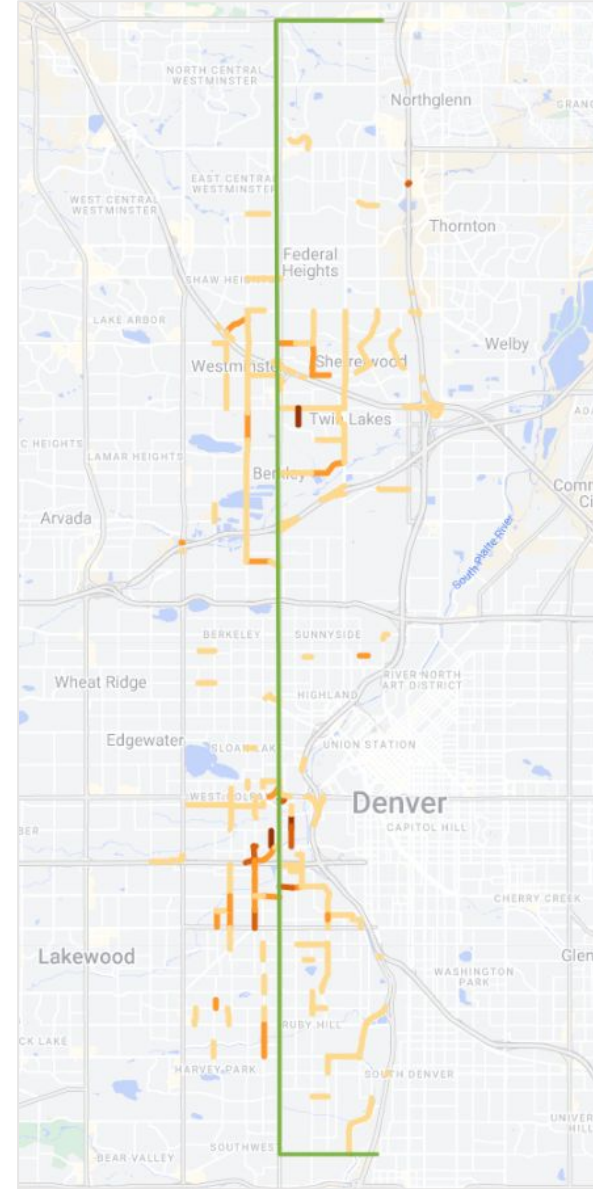
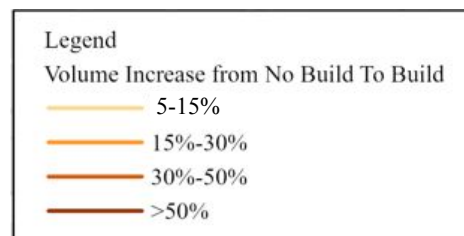
Department of Transportation



Recommended Alternative Traffic Diversion

Traffic Diversion Anticipated from Recommended Alternative

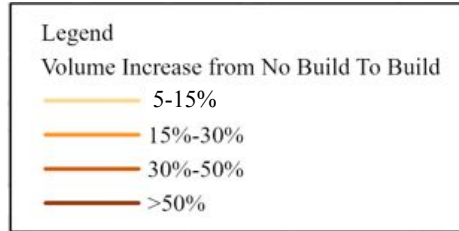
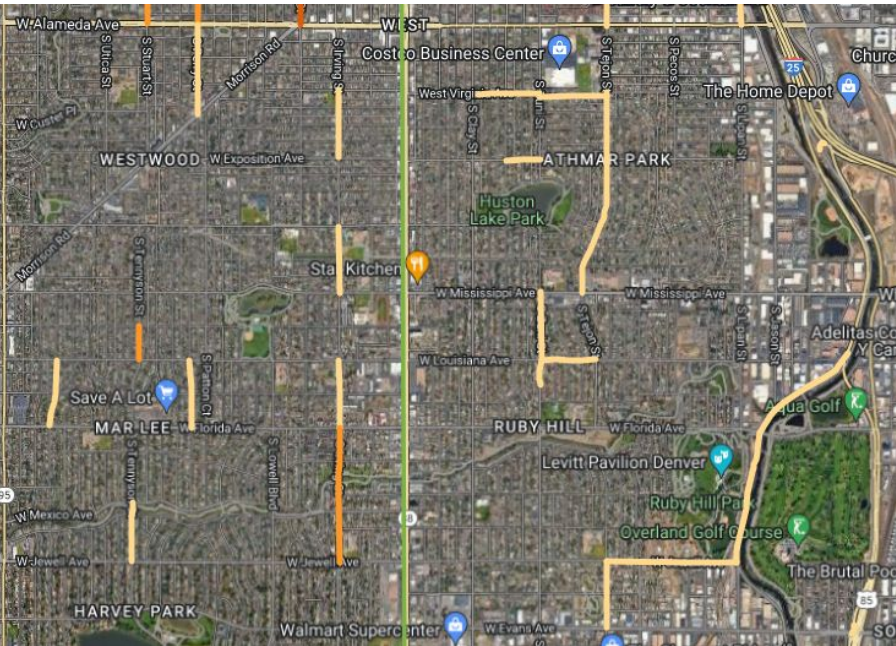
- Lowell Ave and Zuni St impacted in north corridor
- Knox Ct impacted from 8th Ave/US 6 interchange
- Hazel Ct and Decatur St in central corridor
- Other impacted streets in lesser magnitude
- Generally, diversion increases are less than 50% more traffic





Travel Lane Repurposing Scenario Northbound Evans Ave to Alameda Ave

Recommended Alternative



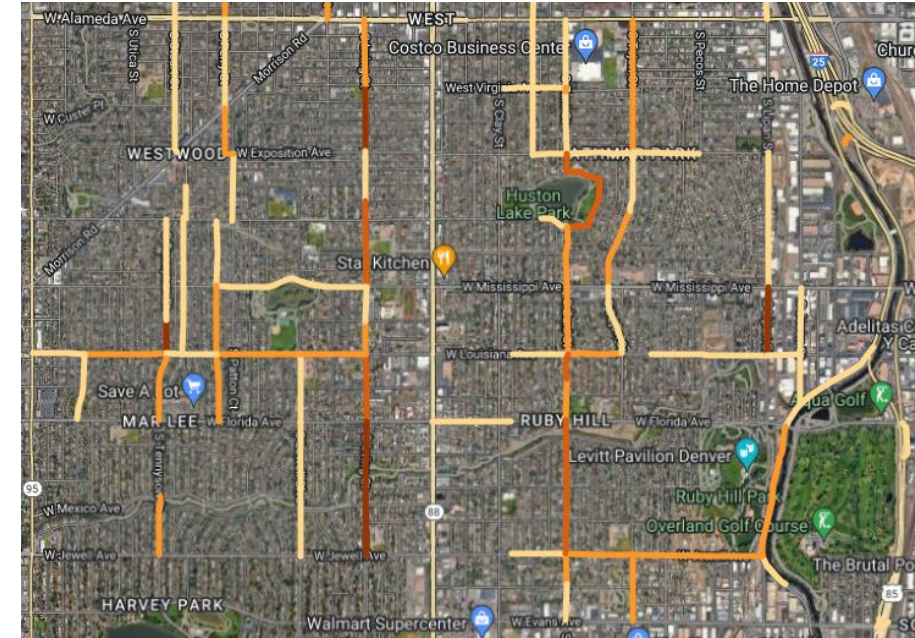
Recommended Alternative

- Generally, only 5 - 15% increases in traffic on local network
- S Irving St experiences the most impact

Lane Repurposing Scenario

- Diversion exceeds 50% more traffic on some streets
- S Irving St experiences significant increase in traffic
- S Perry St, S Tennyson St, S Zuni St, and S Lipan St all experience significantly more diversion
- No additional transit travel time savings anticipated

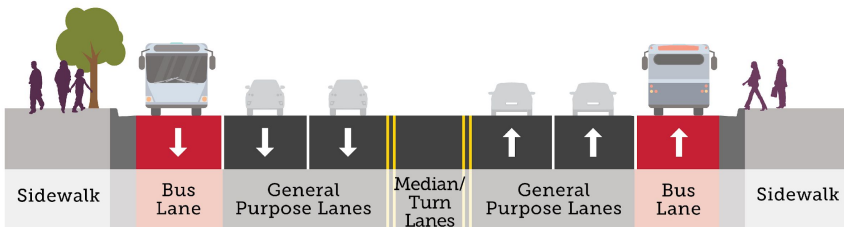
Lane Repurposing Scenario



Convert General Lane to a Bus Lane

Add a Bus Lane

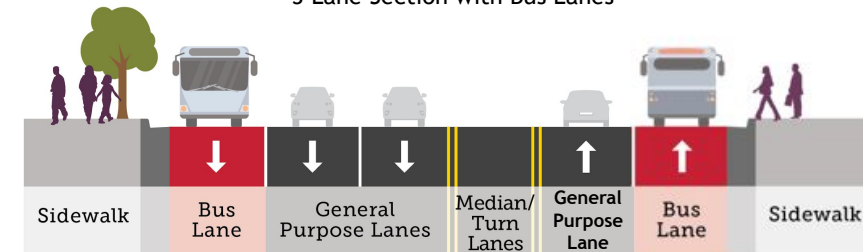
6 Lane Section with Bus Lanes



Convert General Lane to a Bus Lane

Convert General Lane to a Bus Lane

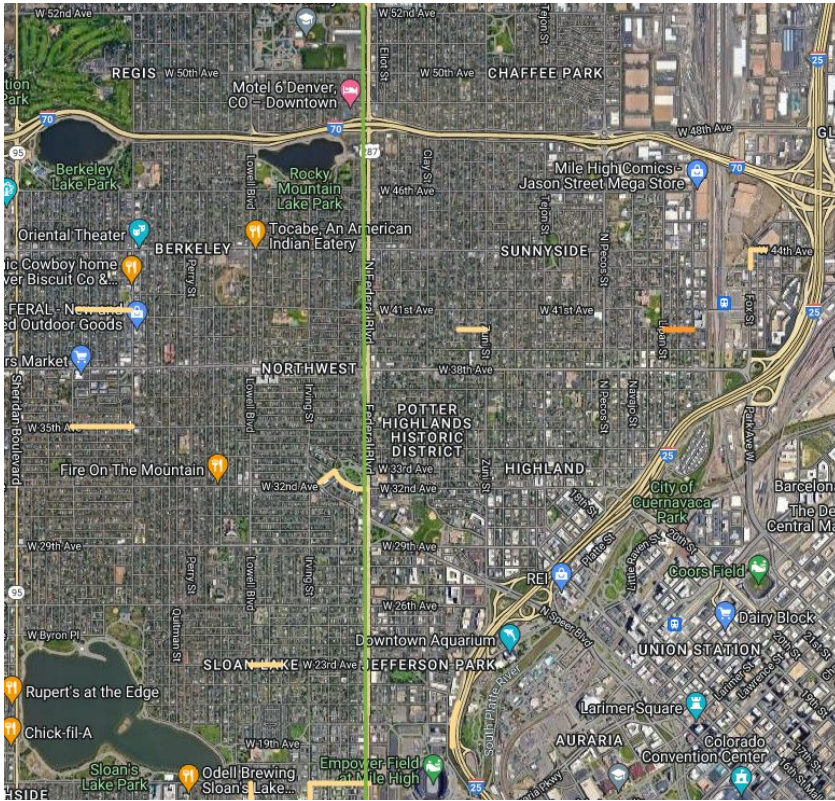
5 Lane Section with Bus Lanes





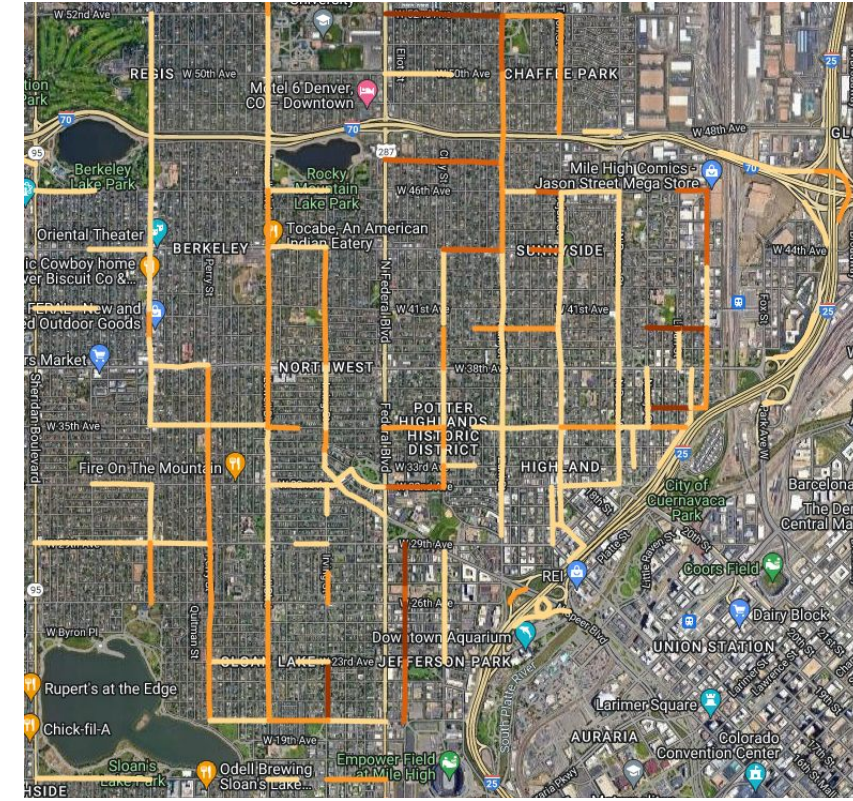
Travel Lane Repurposing Scenario 20th Ave to 50th Ave

Recommended Alternative

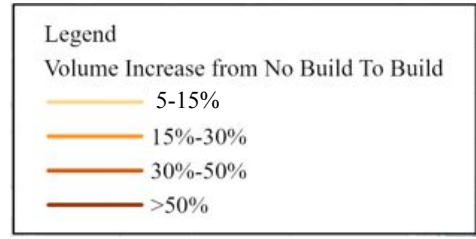


- Minimal traffic diversion with recommended alternative

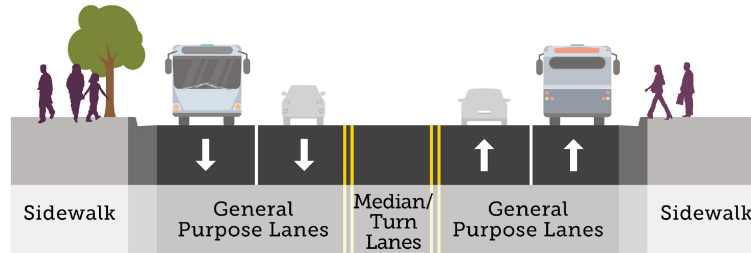
Lane Repurposing Scenario



- Diversion exceeds 50% more traffic on some streets
- Numerous north/south streets impacted
- Transit travel time savings is only 30 additional seconds



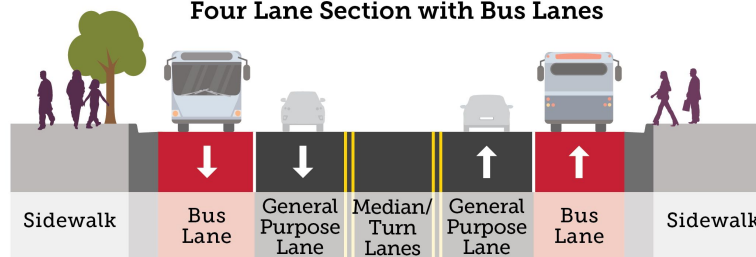
Four Lane Section



Convert General Lane to a Bus Lane

Convert General Lane to a Bus Lane

Four Lane Section with Bus Lanes





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Ridership Growth for RTD

Downtown and Denver Bus Plans

Downtown Summary

Attention and Responsibility:



RTD bus journeys can be made faster with **safer and easier transfer experiences** in Downtown via a series of inexpensive and highly-marketable routing adjustments to form transit “Trunks”.

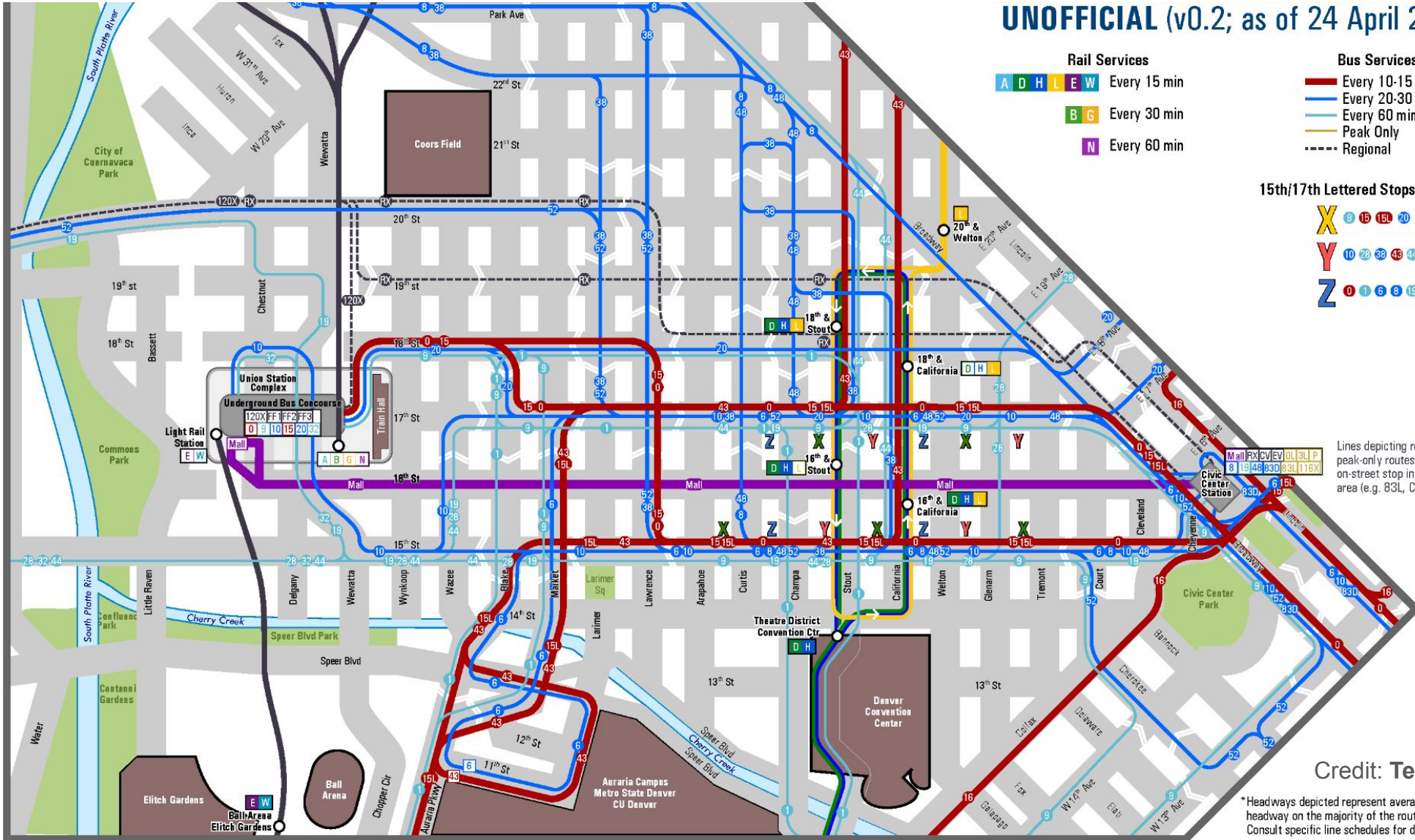


- “Trunk” lines are made up of multiple transit routes that merge together to create ultra-high frequency service over a common stretch of track/street.
- 25 RTD bus routes outlined in RTD’s System Optimization Plan (SOP) should have their Downtown “last miles” aligned between DUS and Civic Center.
- The former RTD Free MetroRide bus fleet can then be repurposed to fill Downtown’s largest transit gap: Decatur - Federal Station to 38th & Blake Station.
- The high frequency “Trunks” can be further enhanced by DOTI investment in **block-long bus stops** to make transfers safer, easier, quicker and prevent buses from bunching.

Current Downtown Bus Map



UNOFFICIAL (v0.2; as of 24 April 2024)



- Rail Services**
- A D H L E W Every 15 min
 - B G Every 30 min
 - N Every 60 min

- Bus Services***
- Every 10-15 min
 - Every 20-30 min
 - Every 60 min
 - Peak Only
 - Regional

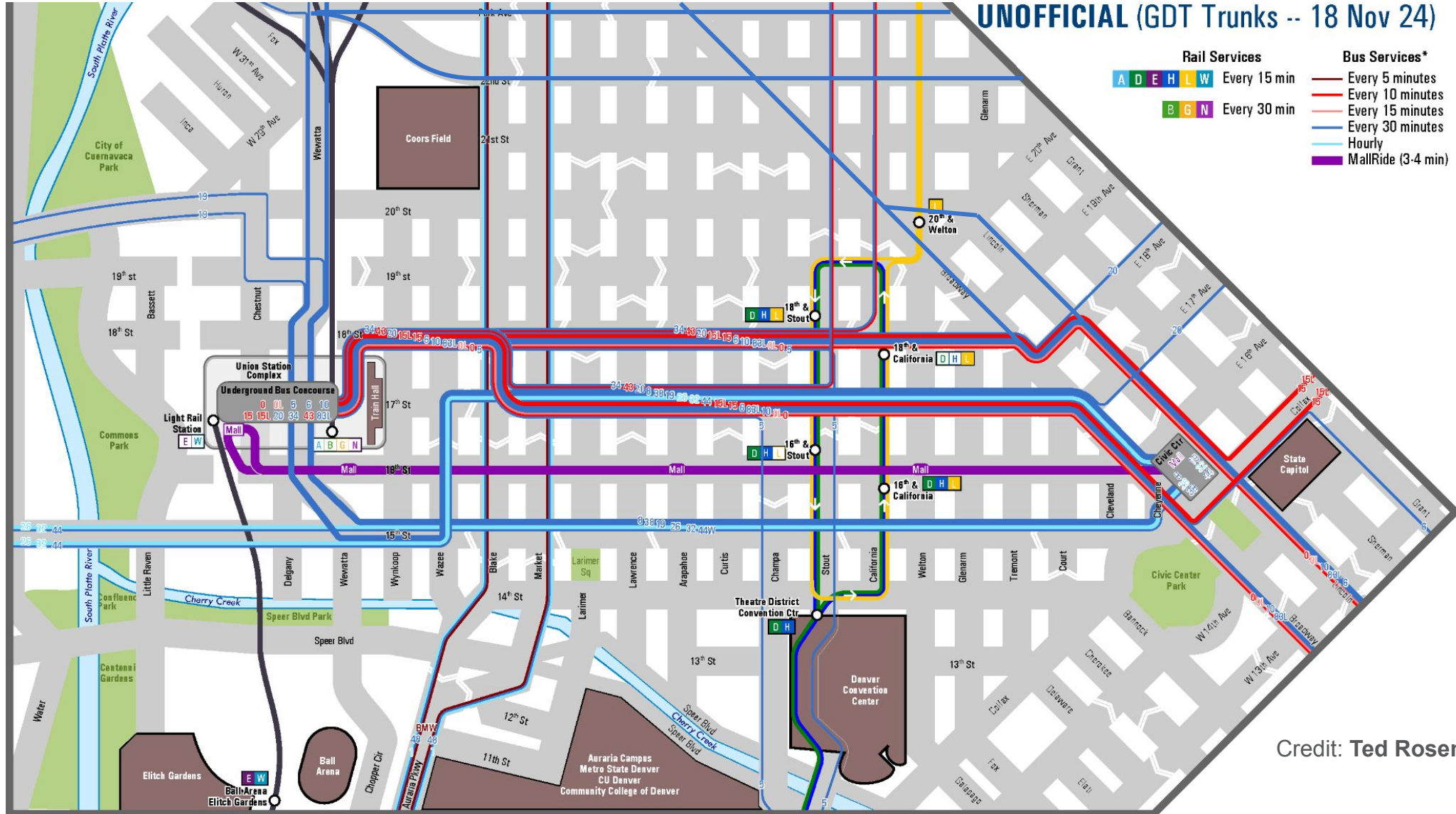
- 15th/17th Lettered Stops By Route**
- X 9 15 15L 20
 - Y 10 26 38 43 44
 - Z 0 1 6 8 15 48 52

Lines depicting regional and peak-only routes without an on-street stop in the downtown area (e.g. 83L, CV) are not shown

Credit: Ted Rosenbaum

*Headways depicted represent average midday headway on the majority of the route. Consult specific line schedules for details.

Proposed Downtown Bus Map



Credit: Ted Rosenbaum

What is a Bus “Trunk” Line?

A “**trunk**” line is a transit right-of-way where multiple lines merge together to create a common stretch of high-frequency service.

- ❑ **Trunks do not always require new services**, and can instead redesign and incorporate existing routes to create higher frequency.
- ❑ **Trunks improve critical connections**: more lines over the same stretch of stations shorten transfer walks.
- ❑ **Potential bus “bunching” slowdown can be alleviated by block-long bus stops** which safely spread out stopping-zones along the trunk.
- ❑ **Intersecting trunks make it possible to develop enhanced groups of stops**, either grouped around an intersection or as a “transit square” of block-long stops on all four corners of intersecting blocks.



Phase 1: DUS-Civic Center Trunks



The DUS - Civic Center Trunks will consolidate 24 Downtown bus routes.

- ❑ The 17th/18th Trunk includes the **FF1, FF3, FF4, FF7, LD, P, 0, 0L, 5, 6, 10, 15, 15L, 20, 34, 43, 83L, and 120X/122X.**
- ❑ The **P, 0L, 5, 6, 34, 43, and 83L** are rerouted to DUS.
- ❑ The **120X** and **122X** should be merged to form a single route.
- ❑ The 15th/17th Trunk includes the **8, 19, 26, 32, 38, and 44** buses.
- ❑ The **8, 19, and 38** will serve DUS via Wewatta Street.
- ❑ The **26, 32, and 44** will stop at 15th / Wynkoop, two blocks from DUS.

Phase 2: Blake / Market Trunk

The Blake/Market Trunk, running from Decatur - Federal Station to 38th & Blake Station, fills in a glaring hole in Downtown Denver transit service.

- ❑ Despite relentless growth in the area, Coors Field, the Ballpark Neighborhood and RiNo are poorly served.
- ❑ Replacement service is needed to Decatur - Federal Station when the 15L is rerouted to Union Station per the SOP.
- ❑ The Blake/Market Trunk will include the rerouted **1**, **7**, **48**, and repurposed **Free MetroRide** route.
- ❑ The current **Free MetroRide** bus fleet could be redeployed on this trunk.



Downtown Bus Hub Gate Optimization

The expanded service contemplated in the Downtown Bus Plan is made possible by re-assigning bus gates at both Denver Union Station (DUS) and Civic Center Stations (CCS).

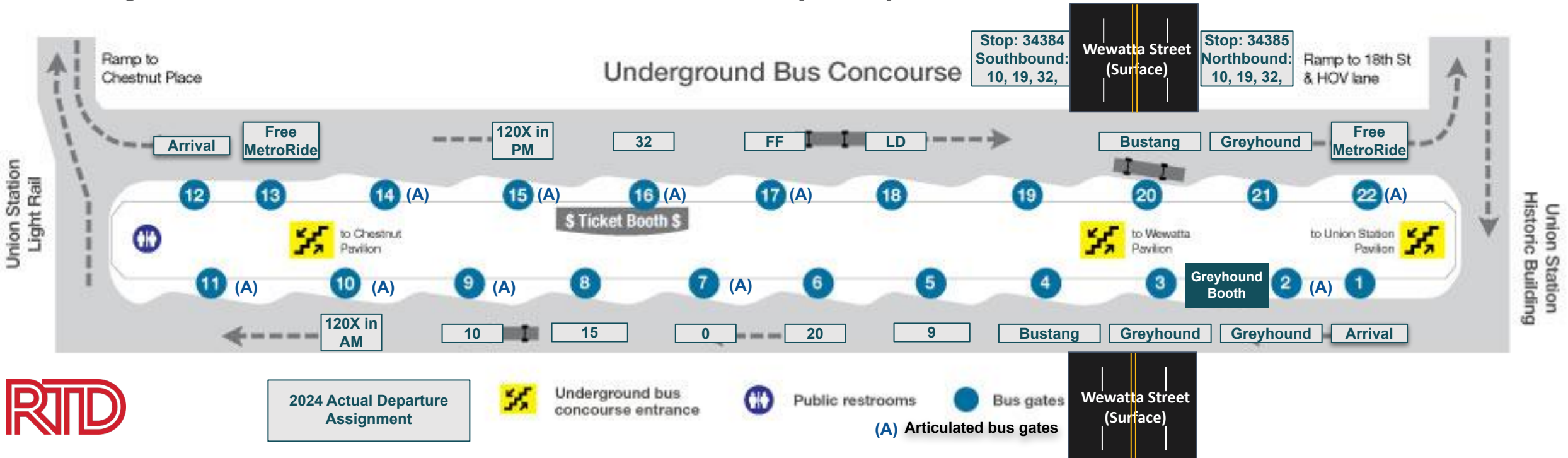


- ❑ Capacity can be expanded at the DUS Underground Bus Concourse alongside a more dignified waiting experience for long-distance riders by moving the Denver terminus for private operators such as Greyhound, Express Arrow, and Trailways to CCS (with DUS connections via Wewatta St).
- ❑ Bus travel times can be cut down by re-assigning bus gates at both DUS and CCS to cut out excessive run-around bus movements currently stretching journeys.
- ❑ New trunk operations will expand service frequencies between DUS and CCS, but the higher capacity in buses will require gate optimization at RTD's hubs.
- ❑ With more buses running through DUS and CCS, optimized gate assignments will reduce run times of buses along with risk of bunching.

Getting the “Runaround” at DUS

Today, gate assignments at Denver Union Station Bus Concourse are inefficient and can add over a minute to travel times for some routes.

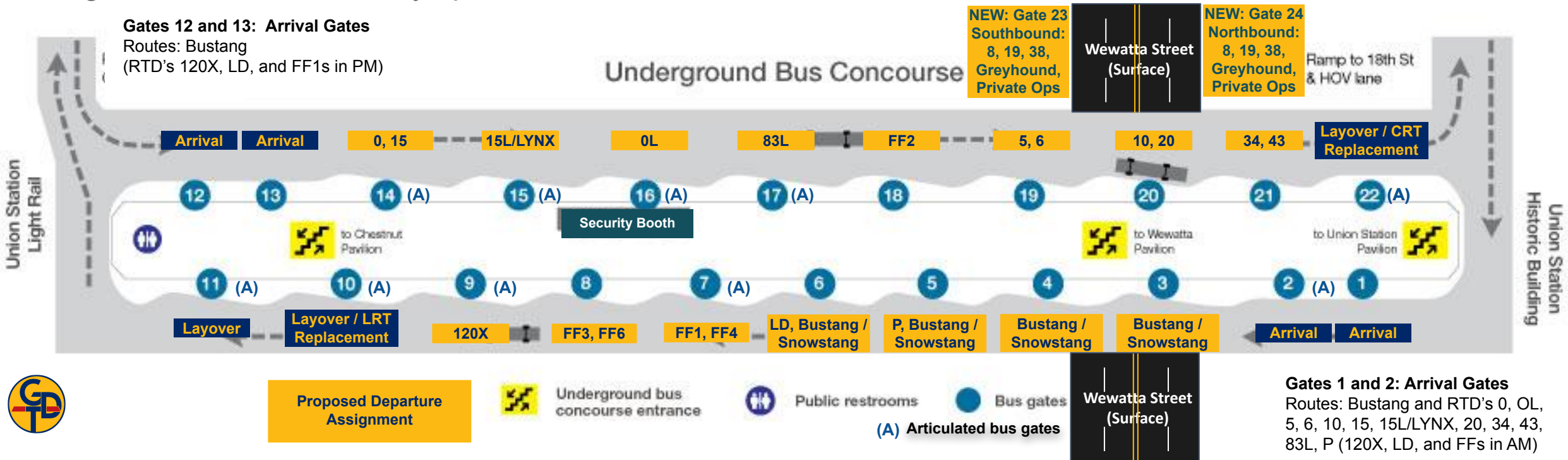
- It is not uncommon for arriving buses to arrive at one end of the concourse, traverse the entire length of the concourse, round the horseshoe curve on the opposite side, and only THEN let passengers off.
- While DUS is the main transfer point on the system, bus boarding/disembarking zones do not appear to be designed to minimize transfer distances to/from rail for journeys that continue in the same direction of travel.



DUS Bus Bay Optimization

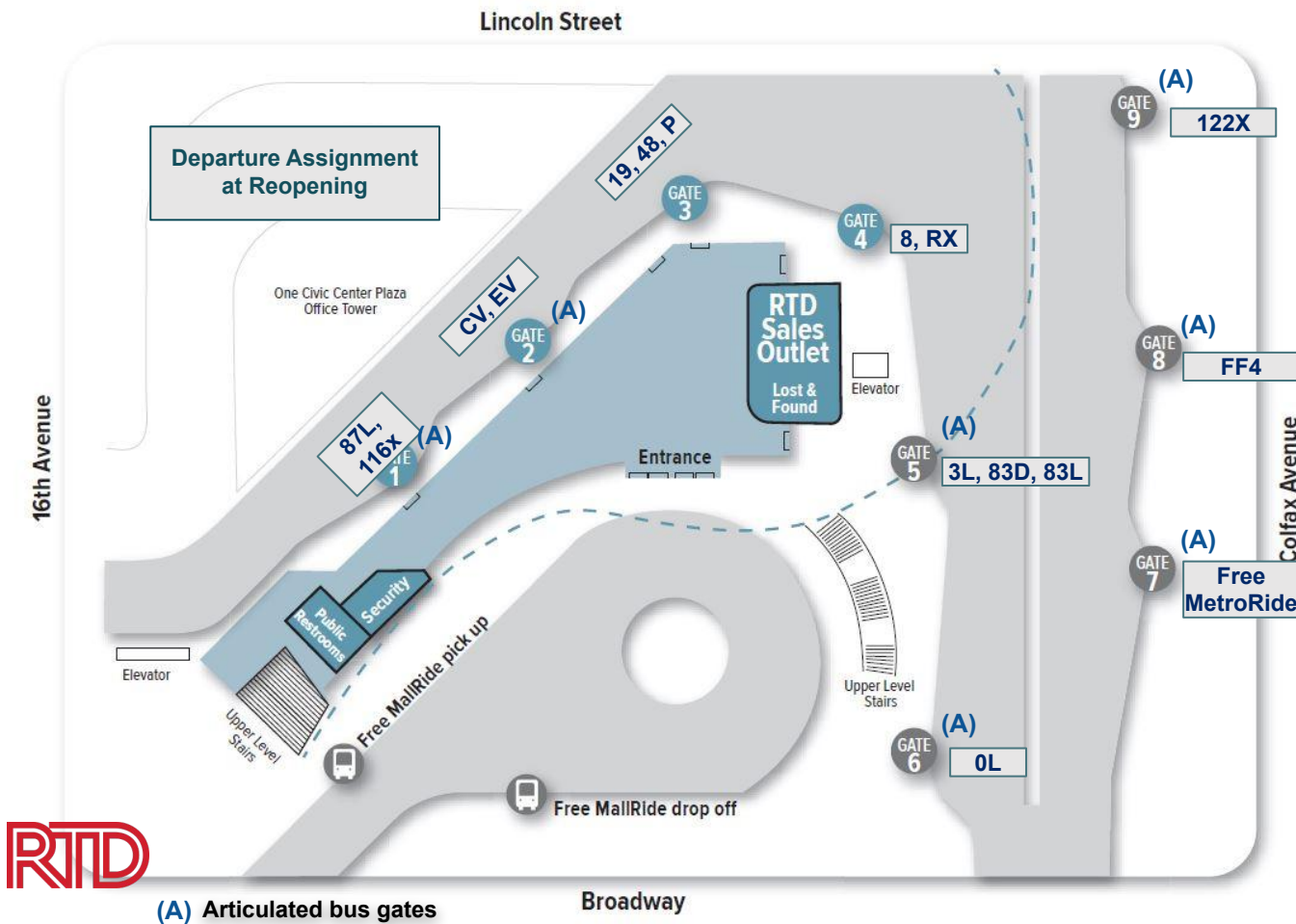
RTD can shave off time from bus journeys by optimizing DUS gate assignments to decrease time spent traversing the concourse via bus while also lining up easy transfers to rail.

- RTD buses departing to/arriving from south of Downtown should board and disembark to optimize transfers to commuter rail lines which mainly go north and east of Downtown.
- RTD buses departing to/arriving from north of Downtown should board and disembark to optimize transfers to light rail lines which mainly operate south and west of Downtown.



Civic Center Station Today

Civic Center Station operates as a shadow of its former self following the decline in peak commute traffic following the COVID-19 Pandemic.



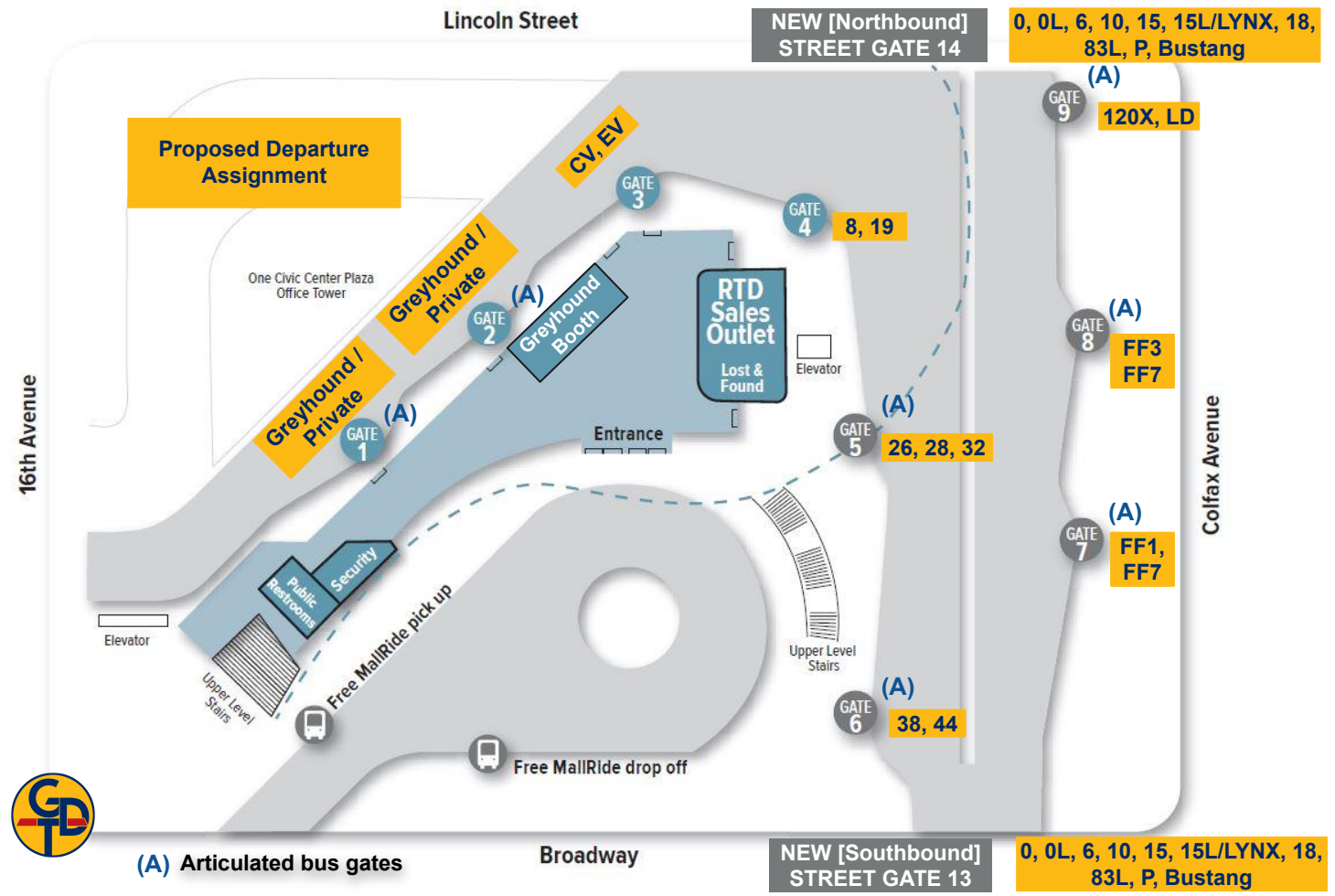
- ❑ Indoor gates are greatly underutilized following the post-COVID cancellation and scale-back in commuter services.
- ❑ Outdoor Gates were frequently completely empty before the temporary return of the RTD Free MetroRide.
- ❑ Civic Center's potential as a hub for local, regional, and long distance service remains with both RTD and private operators.



(A) Articulated bus gates

Civic Center Bus Bay Optimization

Initiating the Downtown Trunk operating configuration will help Civic Center Station realize its potential as a hub for local, regional, and long-distance services.



- Lincoln and Broadway's adjacent stops should be designated as gates 13 and 14 respectively.
- For local RTD services, Civic Center's 6 subterranean gates offer most efficient northbound connections to 15th St. via Cheyenne Pl.
- For regional RTD services, Civic Center's three above-ground gates offer most efficient northbound connections to 18th St. via Lincoln St.
- For longer-distance services, Civic Center's 4 fully indoor gates offer most conducive boarding and alighting experiences year-round regardless of weather.



Enhanced Flatiron Flyer Arrangement



Flatiron Flier 2016	FF1	FF2	FF3	FF4	FF5	FF6	FF7
Boulder Junction at Depot Square Station				X		X	
Downtown Boulder Station	X	X			X		
US36 & Table Mesa Station	X	X		X	X	X	
US36 & McCaslin Station	X	X		X	X	X	
US36 & Flatiron Station	X			X			
US36 & Broomfield Station	X		X	X	X	X	
US36 & Church Ranch Station	X		X				
US36 & Sheridan Station	X		X		X	X	X
Union Station	X	X	X			X	
Civic Center Station				X			X
Anchutz Medical Campus					X		



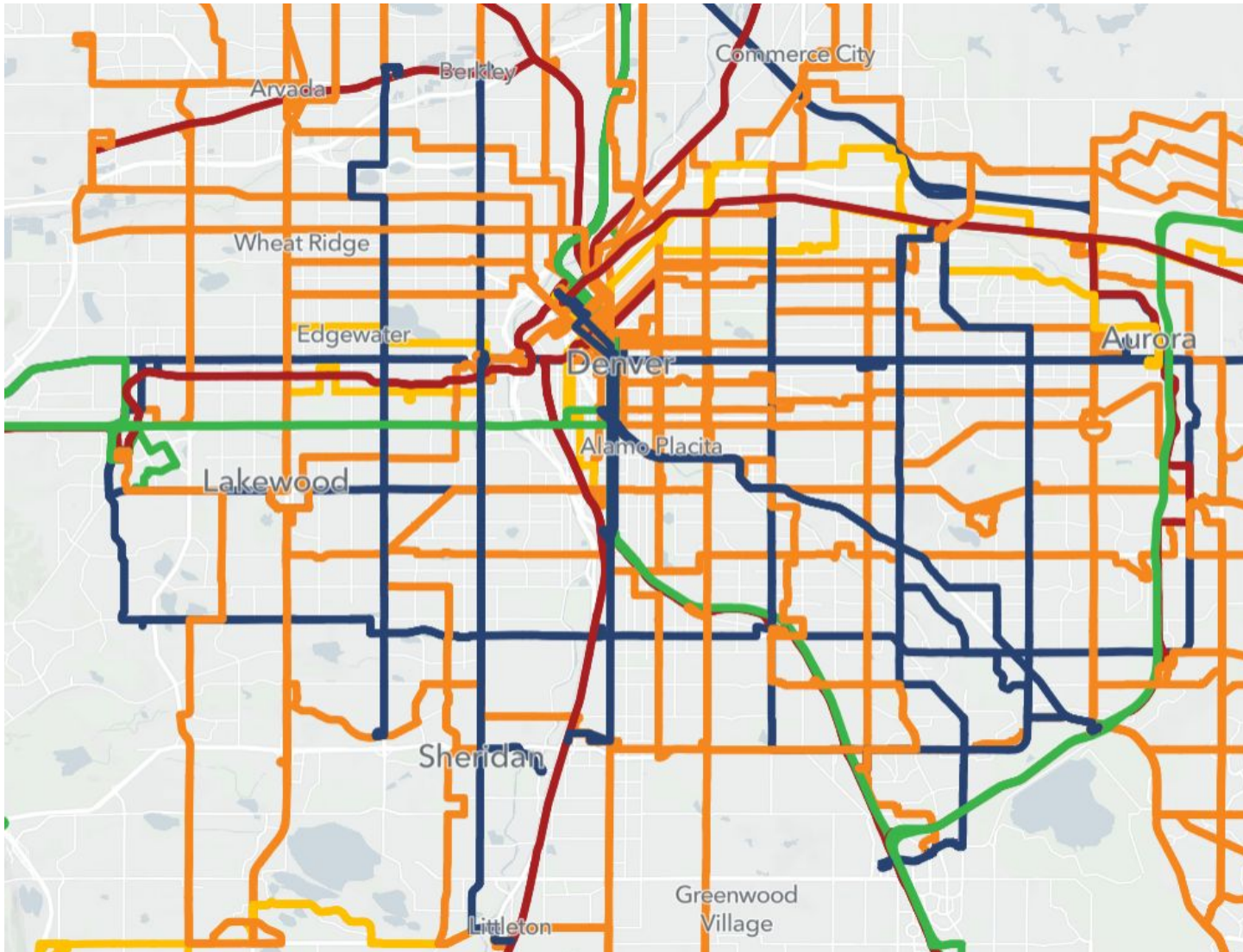
Flatiron Flier Proposed 2026	FF1	FF2	FF3	FF4	FF5	FF7
Downtown Boulder Station	X	X		X	X	
Boulder Junction at Depot Square Station				X		
Erie Community Center			X			
US36 & Table Mesa Station	X	X		X	X	
Sheridan & Hwy 7 Station						X
Lafayette Park-n-Ride			X			
US36 & McCaslin Station	X	X		X	X	
US36 & Flatiron Station	X			X		
US36 & Broomfield Station	X		X	X	X	
US36 & Church Ranch Station	X		X			
US36 & Sheridan Station	X		X	X	X	X
Union Station	X	X	X	X		X
Civic Center Station	X		X	X		X
Anchutz Medical Campus					X	

Credit: Austin Ward

Consolidate FF routes, but expand overall service coverage:

- FF1:** Extended 1.4 miles south to Civic Center Station via the 17th/18th Trunk.
- FF2:** Unchanged.
- FF3:** Extended north to Erie Community Center via the Lafayette Park & Ride and 1.4 miles south to Civic Center Station via the 17th/18th trunk.
- FF4:** Merged with FF6 to run from Civic Center to Downtown Boulder via Denver Union Station via the 17th/18th Trunk and Boulder Junction Station as the FF4.
- FF5:** Unchanged.
- FF6:** Merged with FF4.
- FF7:** Extended north to Baseline at Sheridan and Hwy 7 with service to Denver Union Station via the 17th/18th Trunk.

SOP System Map

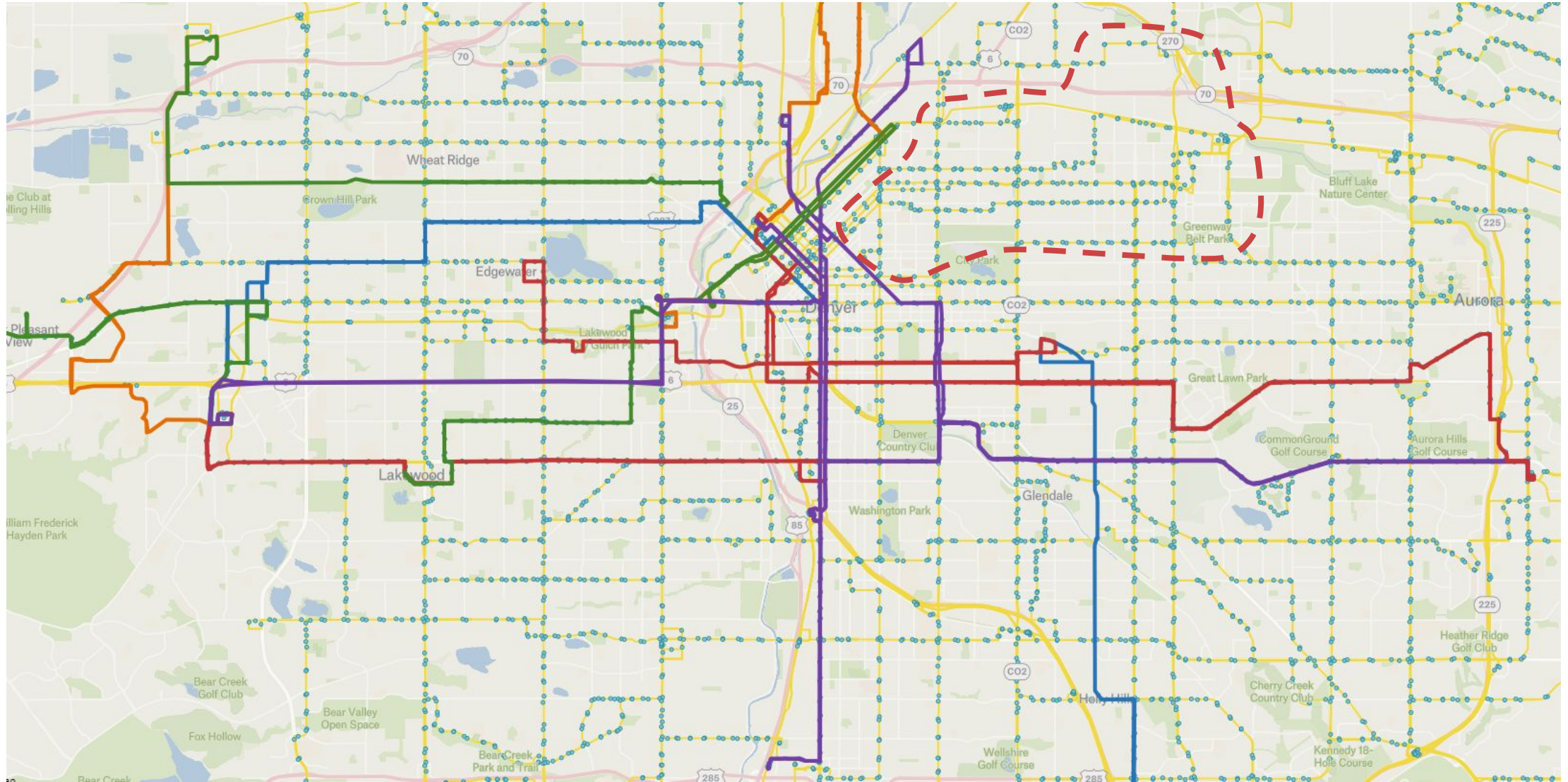


No major route changes upon initial inspection.

Some glaring gaps where previously-cut service is not planned to be restored.

Many meandering/inefficient routes remain.

GDT Recommendations System Map ...So Far



Changes Confined To Downtown Trunks



<i>Route</i>	<i>Trunk</i>	<i>Resources</i>
0	17th/18th	+0
1	Blake/Market	+0
7	Blake Market	+1 /hr
10	17th/18th	+0
15	17th/18th	+0
19	17th/18th	+0
44	15th/17th	+0
48	Blake/Market	+0
83L	17th/18th	+1 /hr
FF1	17th/18th	+1 /hr
LD	17th/18th	TBD
120X	17th/18th	+2 /hr

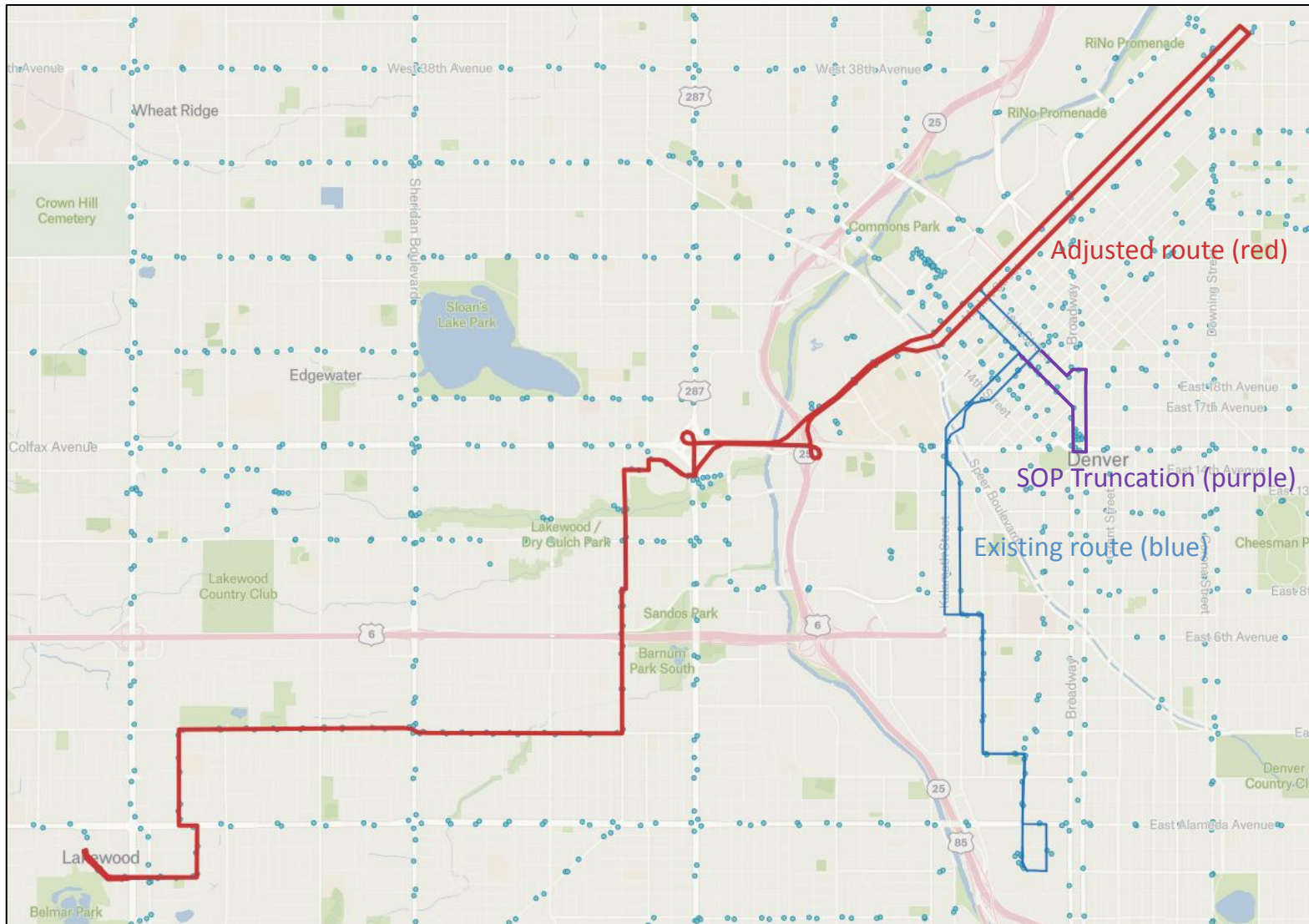
Extend routes that currently end at Civic Center and Union Station to connect with both hubs.

Add frequent service along Blake/Market.

Reinforce downtown bus trunks and eliminate extra cross-downtown connections.

Union Station <> Civic Center adds ~12 minutes each direction.

1: Extend to 38th & Blake



Re-route the 1 from Civic Center to 38th & Blake, via Blake/Market Trunk.

Reinforce Decatur/Federal - Auraria - RiNo service.

Lay groundwork for frequent, overlapping service along Blake/Market corridor.

Minor Adjustments



<i>Route</i>	<i>Improvement</i>
17	Connect to NREL south gate
19	Connect to Pecos Junction

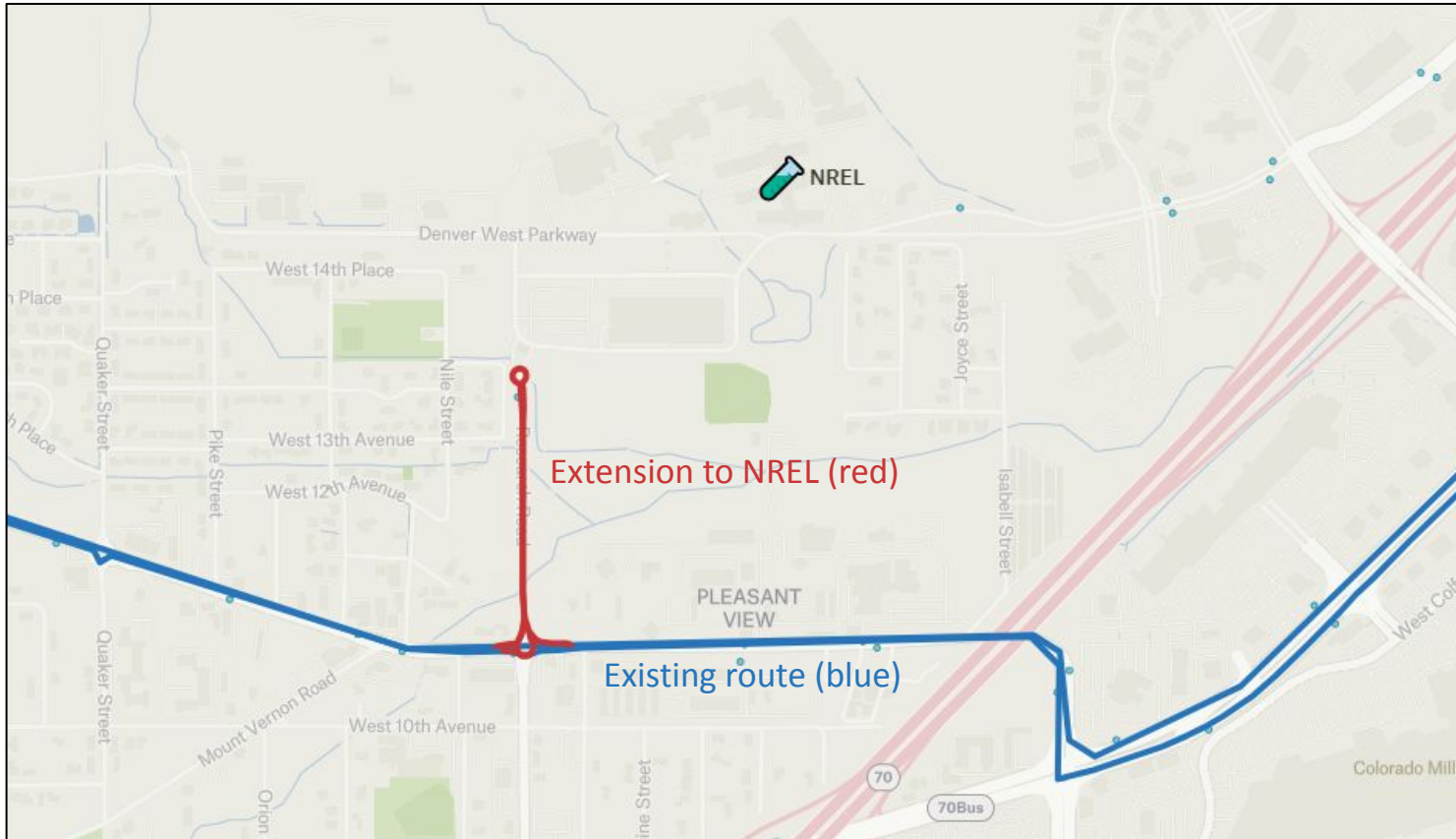
Small changes to improve ridership

- Add important destinations
- Speed up trips
- Improve network connectivity

Expected to be resource-neutral.

No major changes to route geometry/stops.

17: NREL Connection



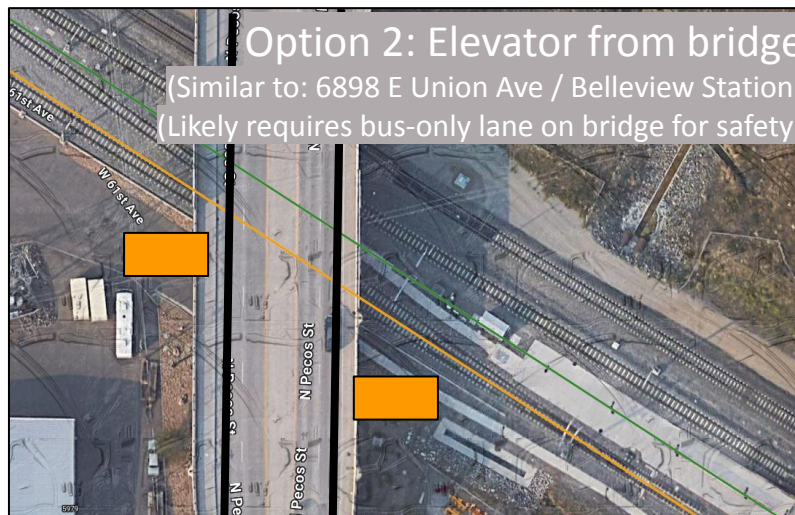
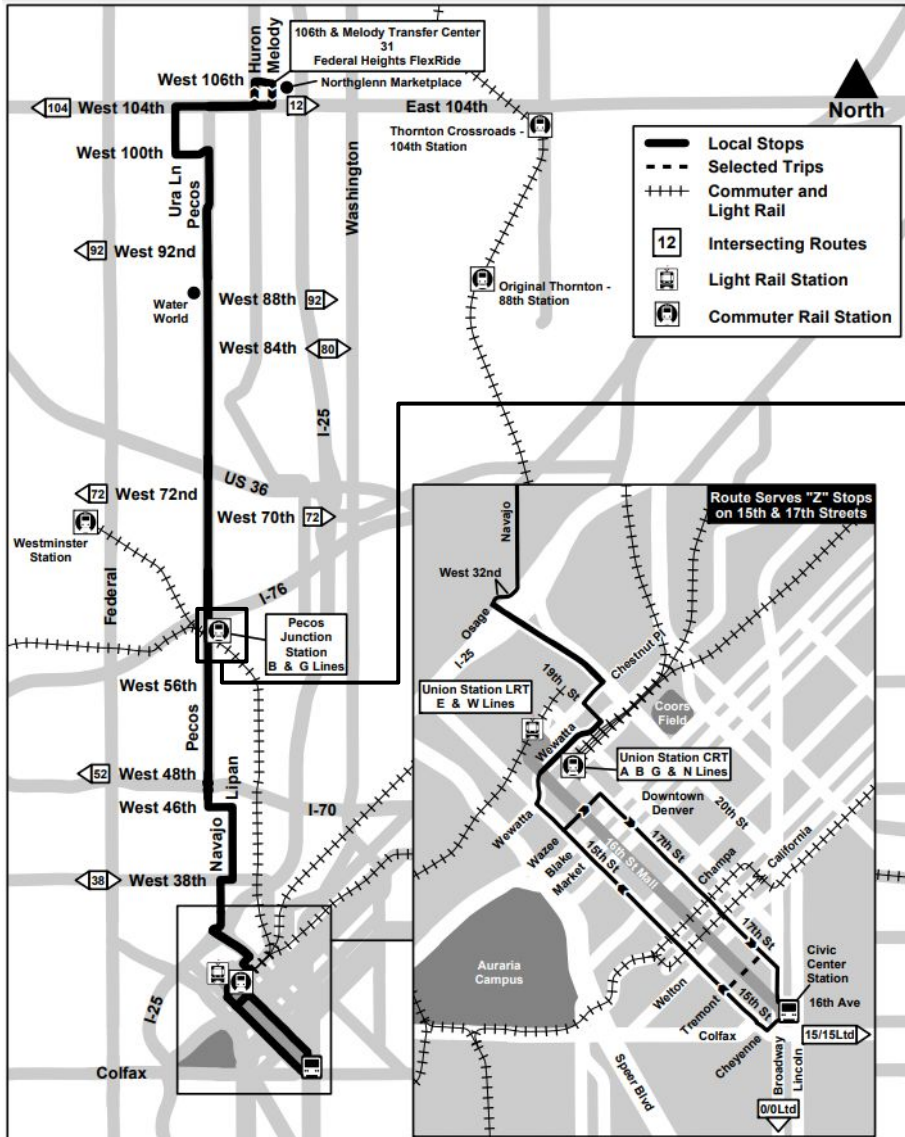
Connect to NREL south gate.

Provides all-day connection to/from downtown Golden and Federal Center Station.

Adds < 3 minutes each direction - no change to cycle time or resources.

NREL stop is 2nd most popular stop on route GS, which operates only 4 trips per direction per day.

19: Improved Rail Connectivity



Improve connections to B/G at Pecos Junction Station.

Run from Civic Center Station to Northglenn Station as-planned per SOP.

Safer and more comfortable transfers between heavy rail and local bus.

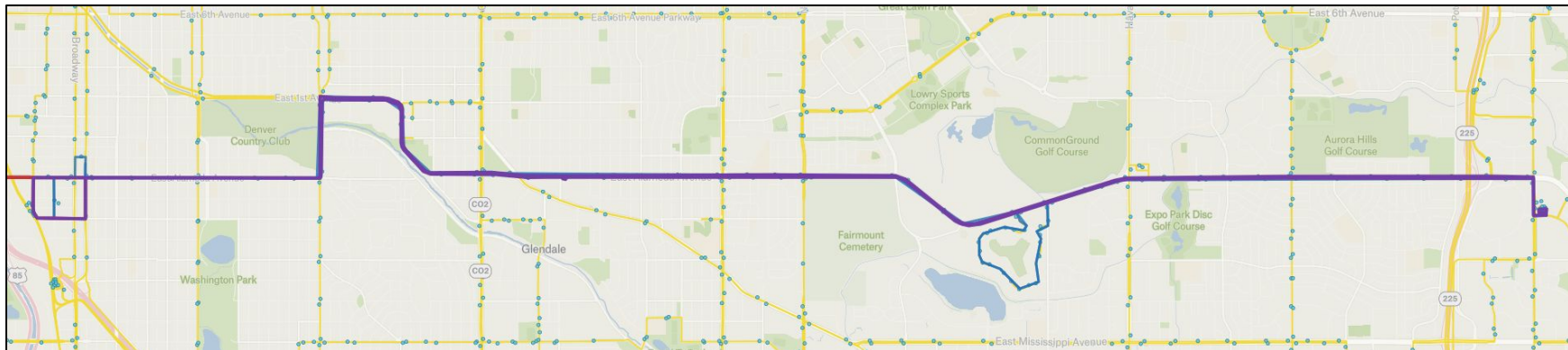
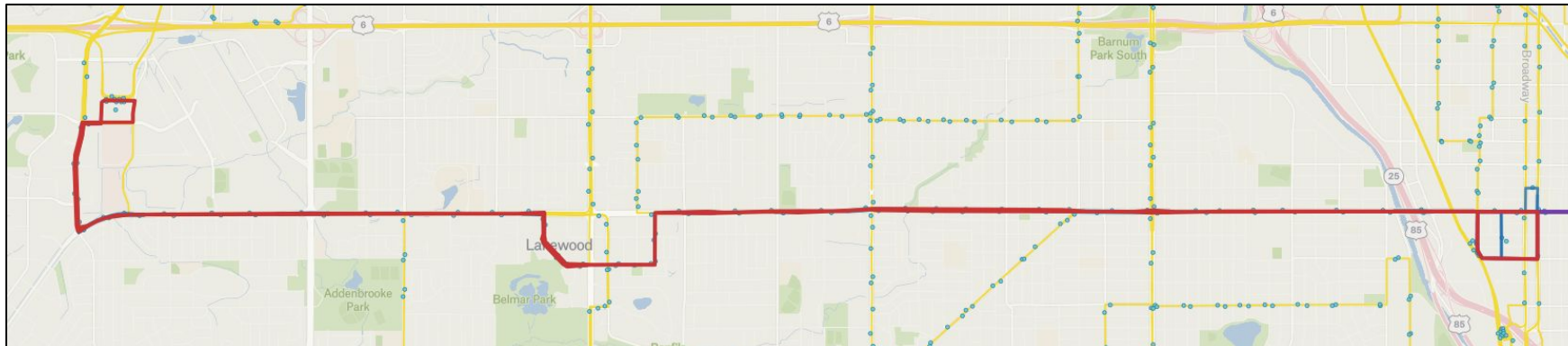
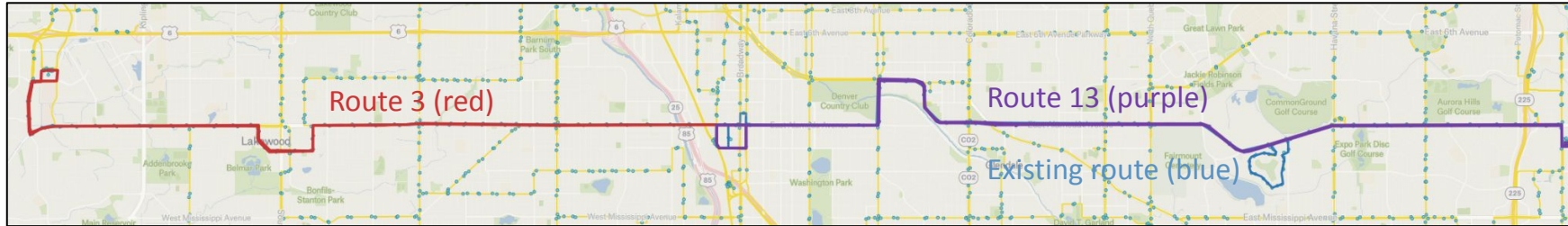
Route Splits



<i>Route</i>	<i>Location of Split</i>	<i>Resource Change (compared to SOP)</i>
0 → 0/27	Englewood*	+0
3 → 3/13	Alameda Station	+0
11 → 11/14	I-25 and Broadway	+0
21 → 21/22	Evans station*	+0
24 → 24/23	University station*	+0
35 → 35/TBD	Englewood	+0

*Some overlap between The two sections

3/13 (3W/3E): Renamed/Simplified



Split 3 in half at Alameda Station as-planned per SOP, 3W named the 3 and 3E named 13 for simplicity.

Remove Windsor Gardens loop and simplify Lincoln / Broadway connections.

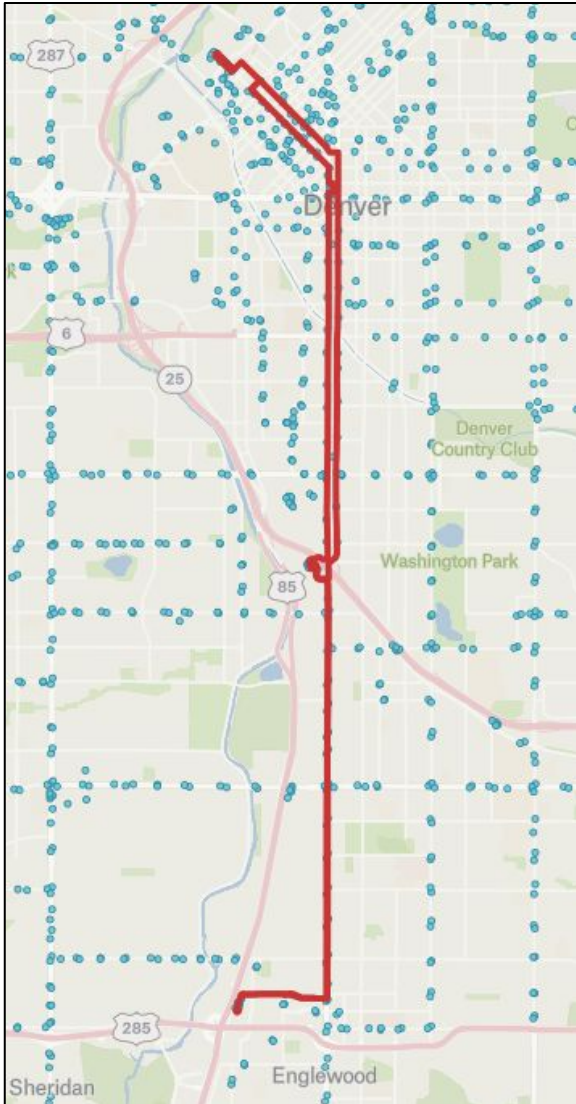
Improve reliability and frequency per SOP.

Route Extensions



Route	SOP Terminus	New Terminus	Resources (compared to SOP)
0B→27	Englewood Station	I-25 & Broadway	+2 /hr
0L	I-25 & Broadway	Englewood Station	+2 /hr (+4 /hr total)
0L	Civic Center	Union Station	+2 /hr (+4 /hr total)
21W→22	Kipling	Federal Center	+0
24S→23	C470	Highlands Ranch Pkwy	+0
28W→26	Wadsworth	Federal Center	+1 /hr
31	Clear Creek Station	Westminster Station	+1 /hr (+2 /hr total)
31	Riverpoint Shopping Center	Englewood Station	+1 /hr (+2 /hr total)
32	Wadsworth	Wheat Ridge/Ward	+1 /hr
42	Central Park	40th & Colorado	TBD

0L: Extend to DUS and Englewood



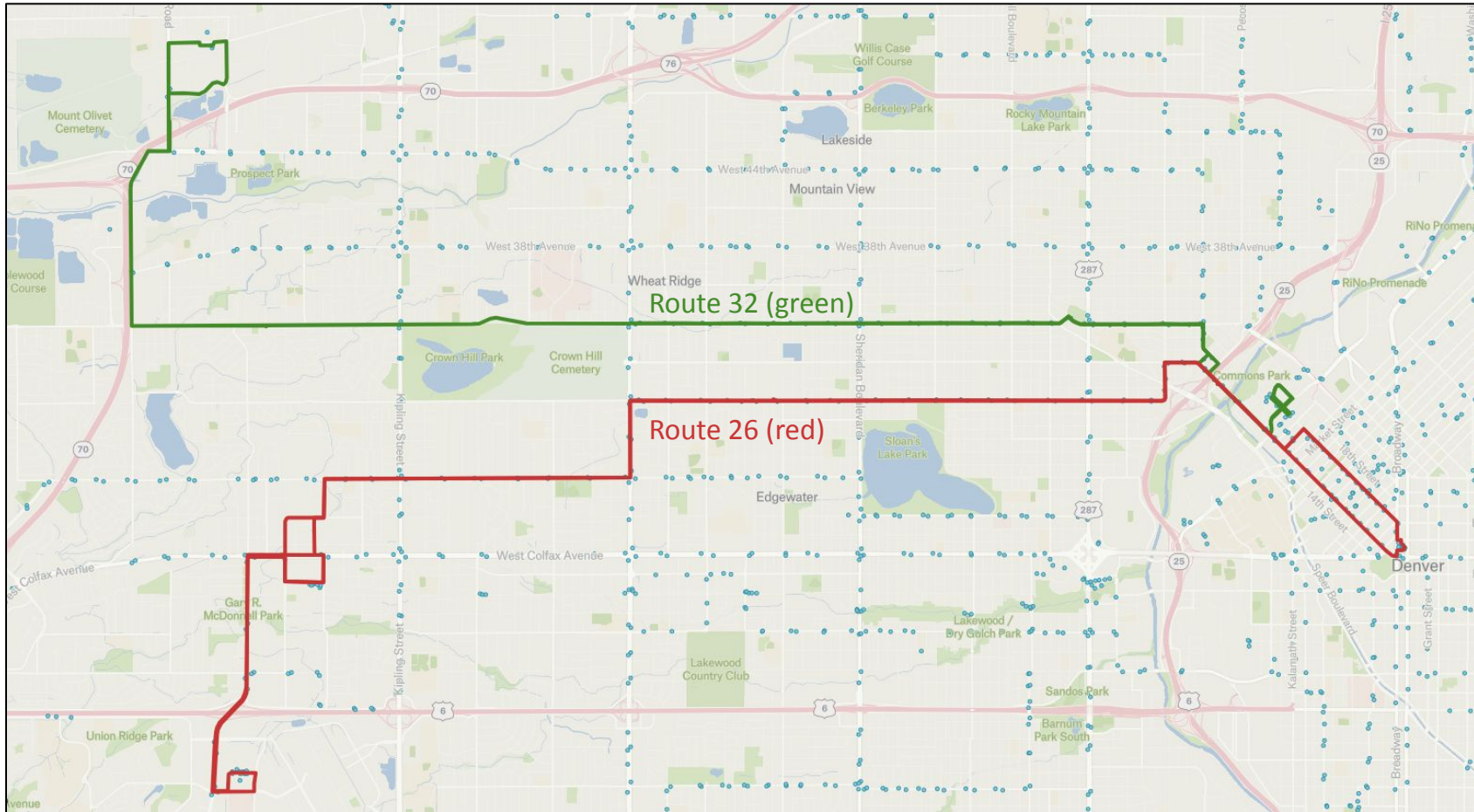
Extend the 0L north to Denver Union Station and south to Englewood Station.

Provide all-day limited-stop 'LYNX' service alongside local 0.

Reinforce downtown bus trunks.

Boost regional connectivity with transfers at Union Station.

26 and 32: Extend West



Extend both routes to pre-pandemic termini.

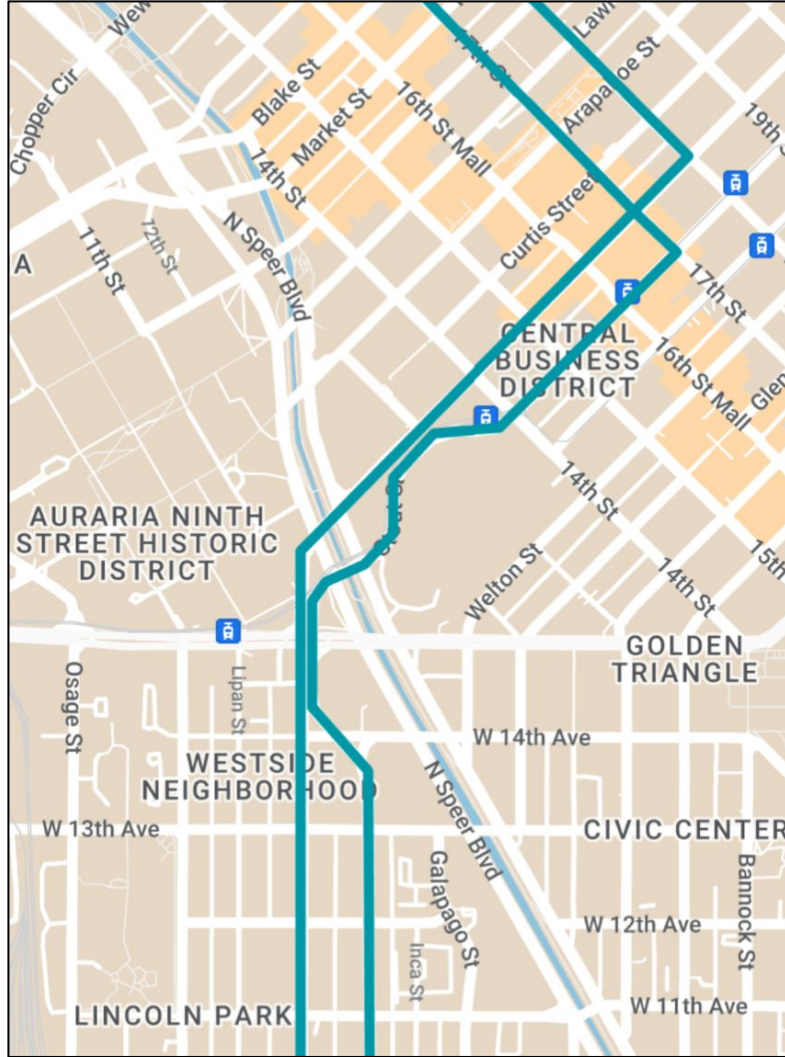
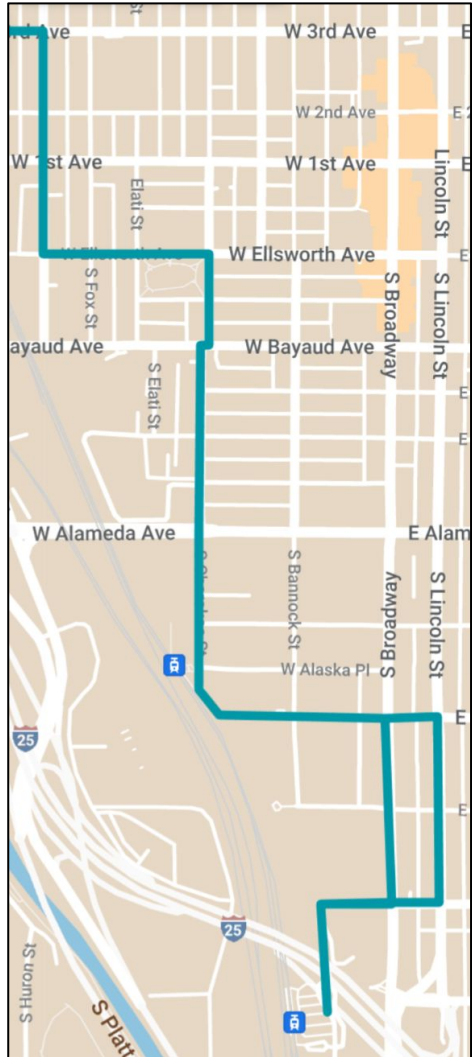
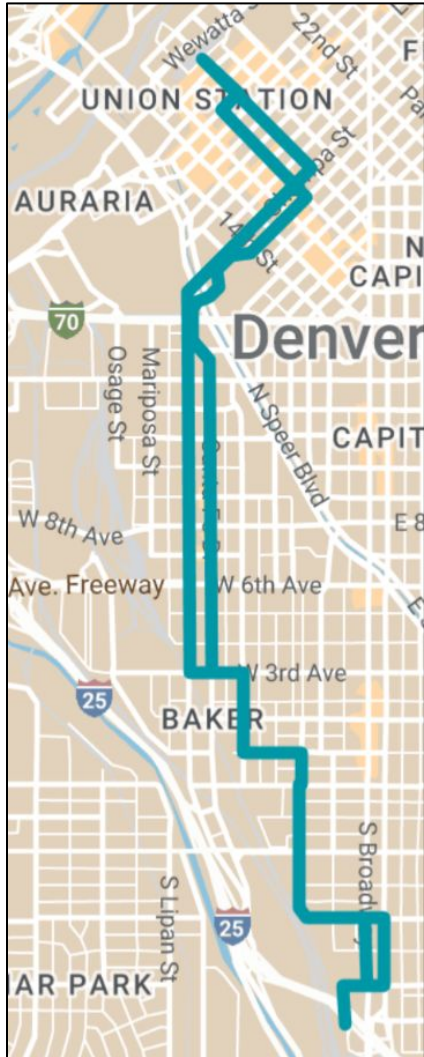
26 is slightly altered to fill gap left by termination of the 20W, and provide improved grocery store access.

Route Truncations



<i>Route</i>	<i>SOP Terminus</i>	<i>New Terminus</i>	<i>Resources (compared to SOP)</i>
1E/44 → 5	40th & Colorado	Union Station	-2 /hr
15L	Aurora Metro Center	Colfax/Billings	-3 /hr
43	Decatur/Federal	Union Station	+0
CV	Civic Center	Federal Center	TBD
EV	Civic Center	Federal Center	TBD
116X	Civic Center	Federal Center	TBD

5: (Split 1E/44): Lincoln Park Service



Split proposed 1E / 44 route, with former 1E section routed to Union Station on 17th / 18th Trunk.

Run from I-25 and Broadway Station to Denver Union Station.

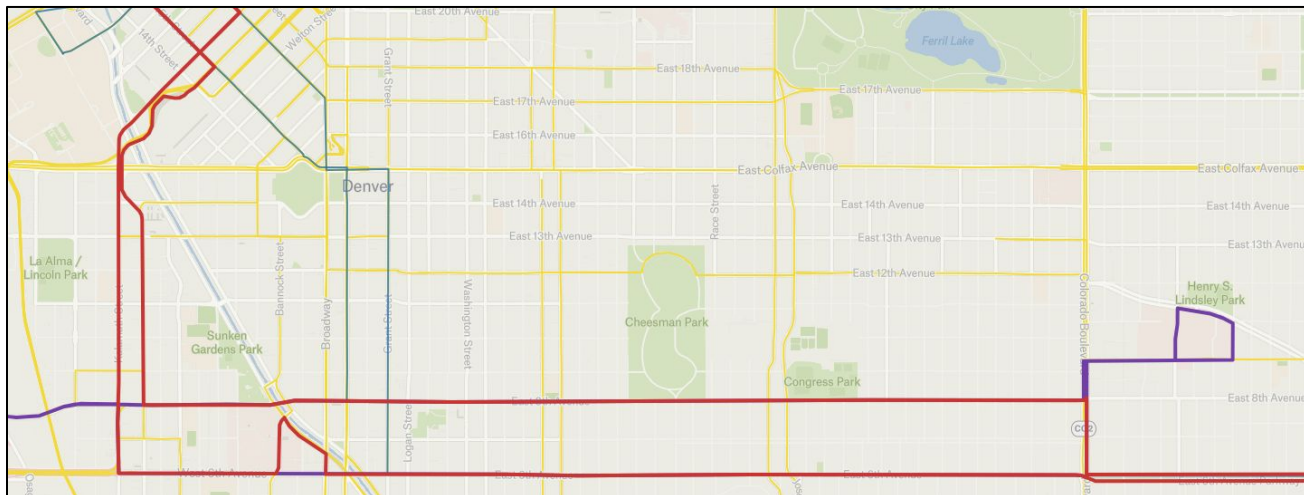
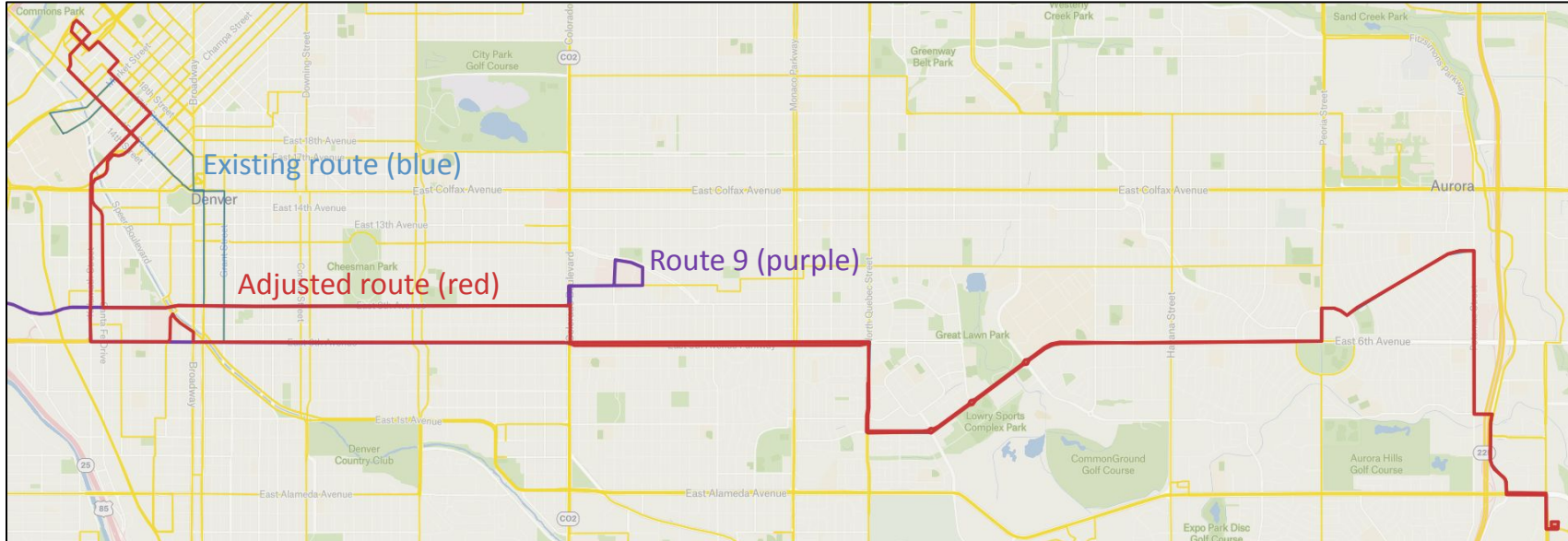
Local access from Lincoln Park to Union Station improved.

Route Alignment Changes



Route	Modification	Resources (from SOP)
6	Connect to Union Station, route through La Alma/Lincoln Park	+0
8	Connect to 41st & Fox and Union Station	+0
9	Route from Edgewater to Rose Medical Center	+1 /hr
20	Split at DUS, run through City Park and Anschutz campus	+0
21W→22	Run on Jewel rather than Evans	+0
46	Run N/S primarily on Holly, between Southmoor Station and Rose Medical Center	+0
49	New approach to 40th and Colorado, filling a gap left by the 44	+0
52	Terminate at 38th and Blake instead of running south on Bannock	-2 /hr
73	Simplify routing between Belleview Station and Alameda	+0

6: Reroute to Union Station

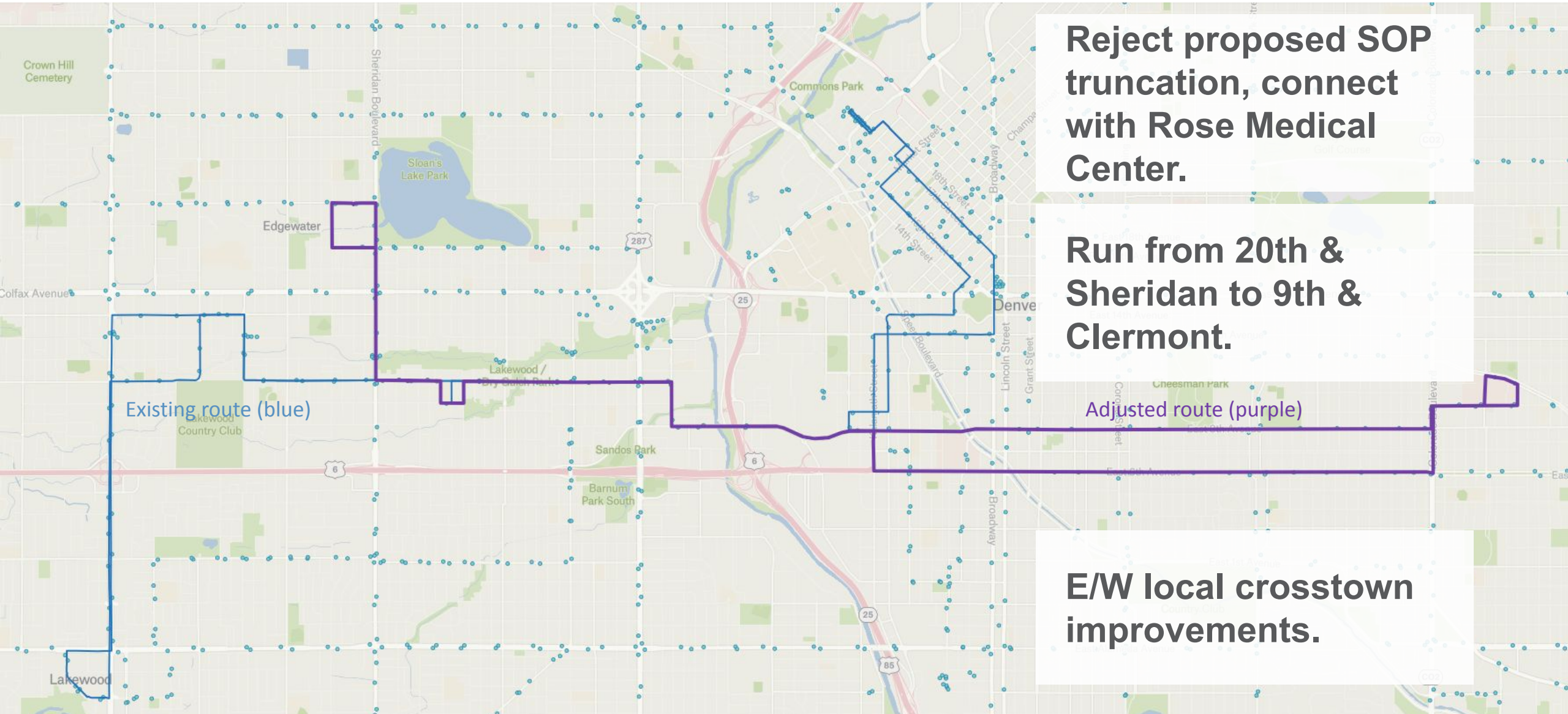


Reroute 6 to Denver Union Station, keep eastern route on 6th.

Overlap with new route 5 and 9 routings to enhance service to Denver Health, La Alma / Lincoln Park neighborhood, and Santa Fe Arts District.

Connect to Auraria campus at SE corner.

9: SOP Truncation Rejected



Reject proposed SOP truncation, connect with Rose Medical Center.

Run from 20th & Sheridan to 9th & Clermont.

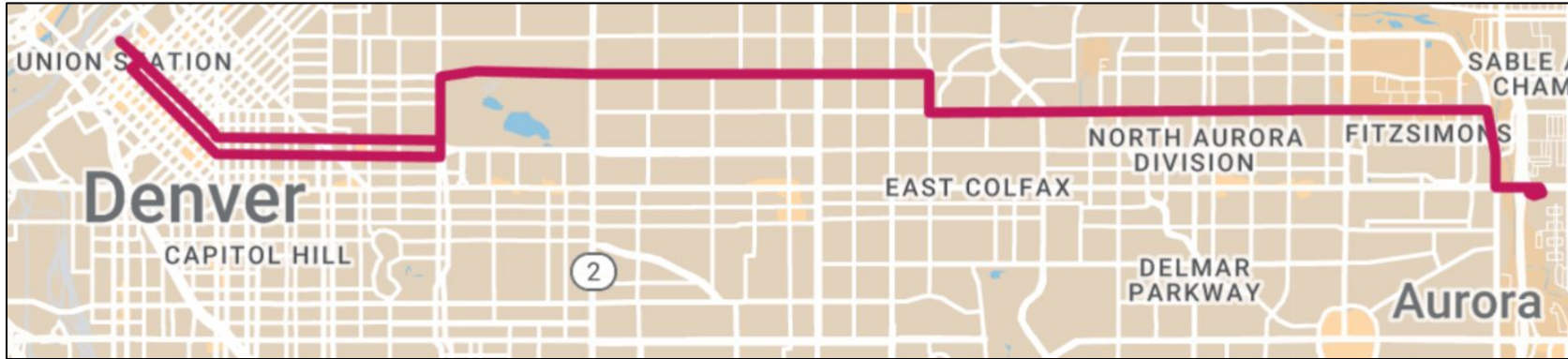
Adjusted route (purple)

E/W local crosstown improvements.

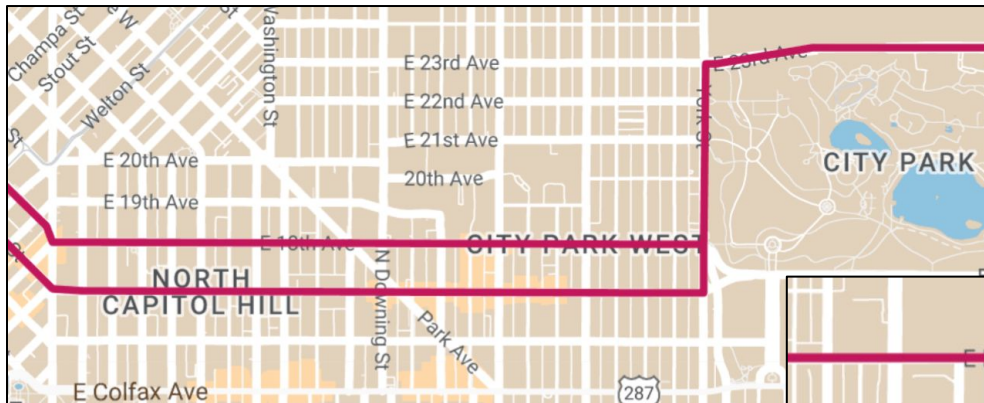
Existing route (blue)

Adjusted route (purple)

20: Improve Eastern Alignment

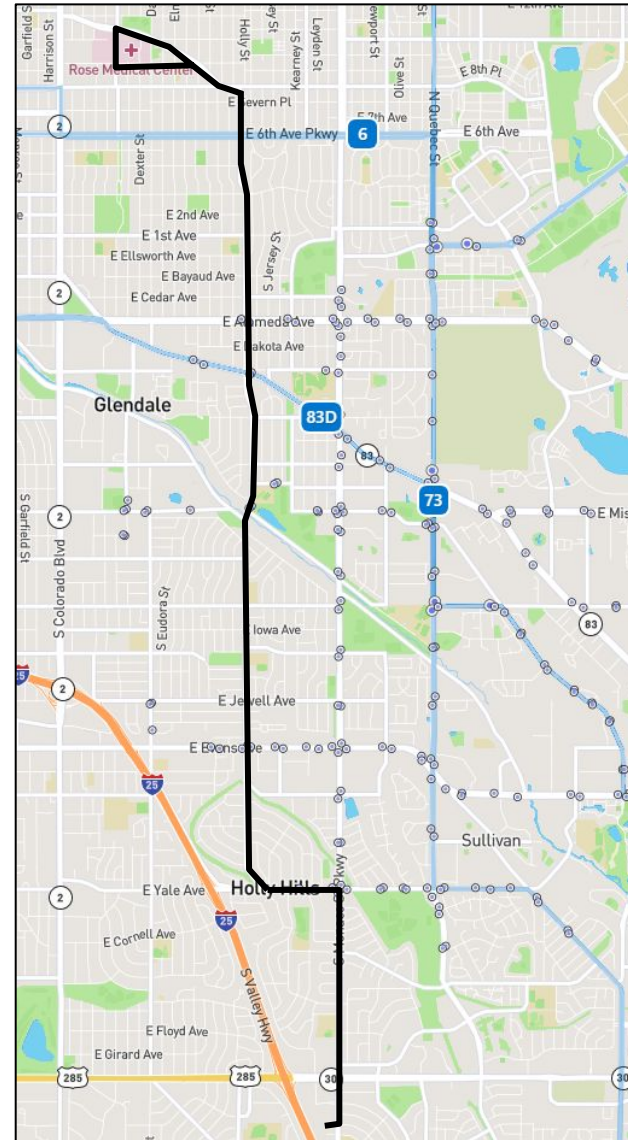
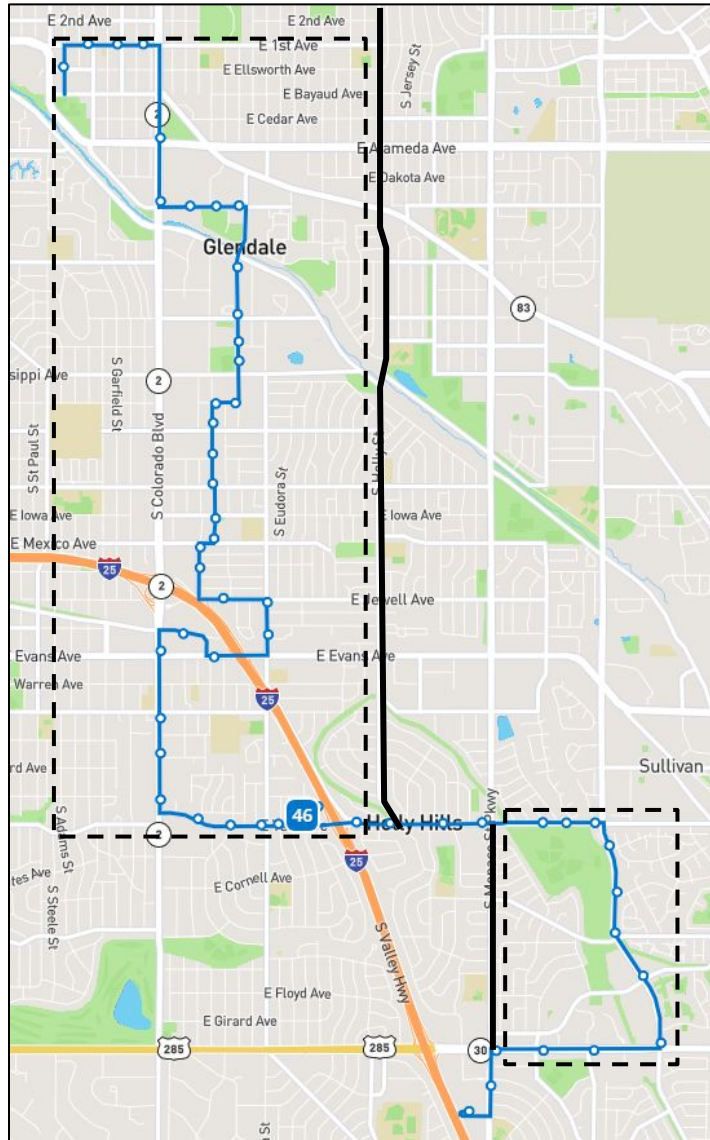


**Better serves
Anschutz campus.**



**Reduced redundancy
with 15 and faster
service by routing via
City Park and turning
South on York.**

46: Reroute to Holly



Restore service on Holly between 9th & Clermont and Yale.

Simplify routing south of Yale to replace 65 bus service. Remove overlaps with route 40.

This is a crucial neighborhood connector route that was lost.

Neighborhood accessibility is improved. New route is evenly spaced between Colorado Blvd and Quebec St.

Route Cuts



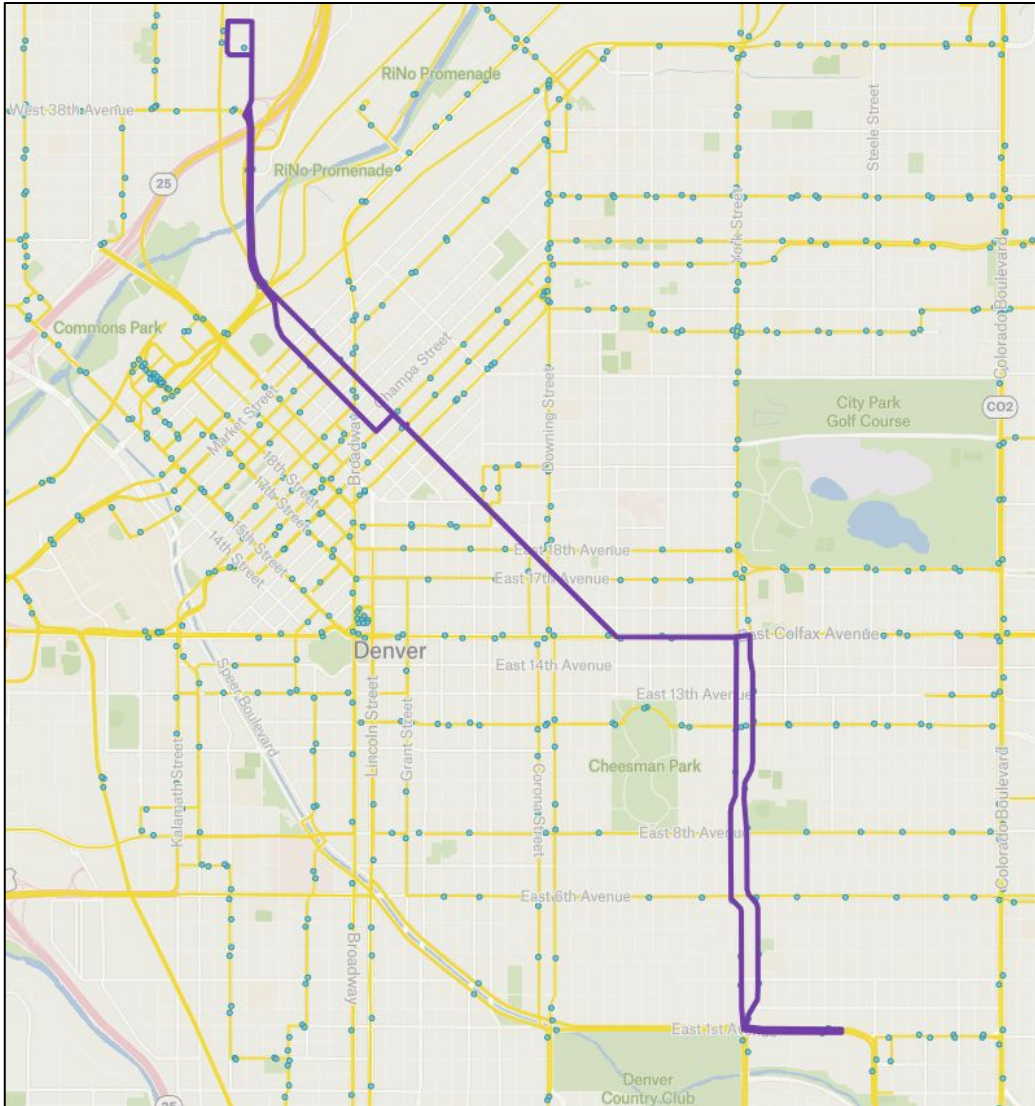
<i>Route</i>	<i>Reason</i>	<i>Resources Saved</i>
3L	Re-allocate resources from peak-only to all-day adjacent services.	TBD
20W	Re-allocate resources to adjacent routes.	-2 /hr
28E	Re-allocate resources to adjacent routes.	-3 /hr
65	Re-allocate resources to adjacent routes.	-5 /hr
83D	Re-allocate resources from peak-only to all-day adjacent services.	TBD
122X	Merge with 120X (net resource savings).	-3 /hr

New Routes



<i>Route</i>	<i>Termini</i>	<i>Resources</i>
2	41st & Fox <> 1st & Fillmore (Cherry Creek)	+3 /hr
18	I-25 & Broadway <> 48th & Brighton	+4 /hr
125	Federal Center <> Wheat Ridge/Ward	+4 /hr

2: **New!** Cherry Creek Connector



Introduce bus service on Park Ave.

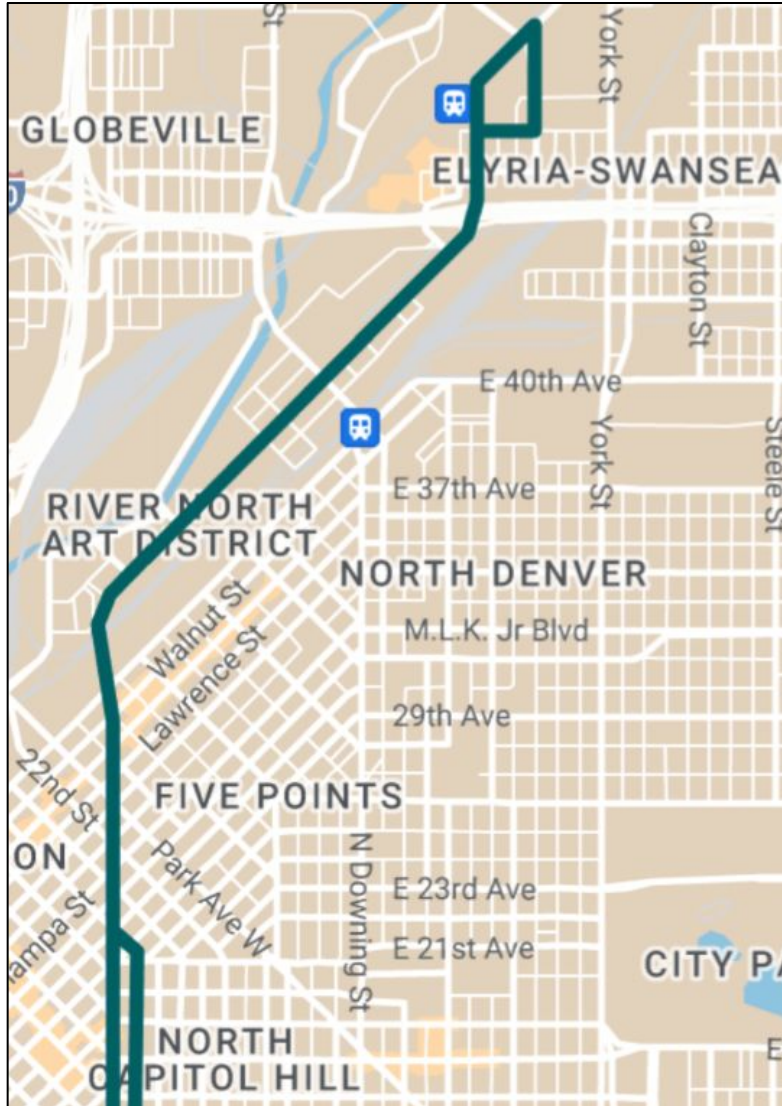
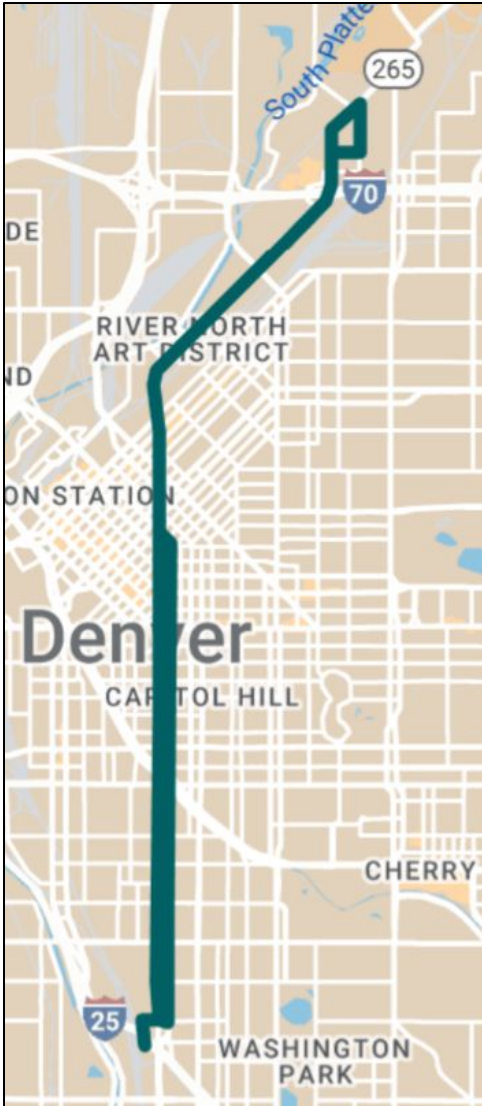
Run from 41st & Fox Station to 1st Ave & Fillmore Plaza.

Connect Northwest Metro with Cherry Creek.

3 operators/hour for 30-minute service, 6 for 15-minute service.

Future LYNX corridor.

18: **New!** Improved North Broadway



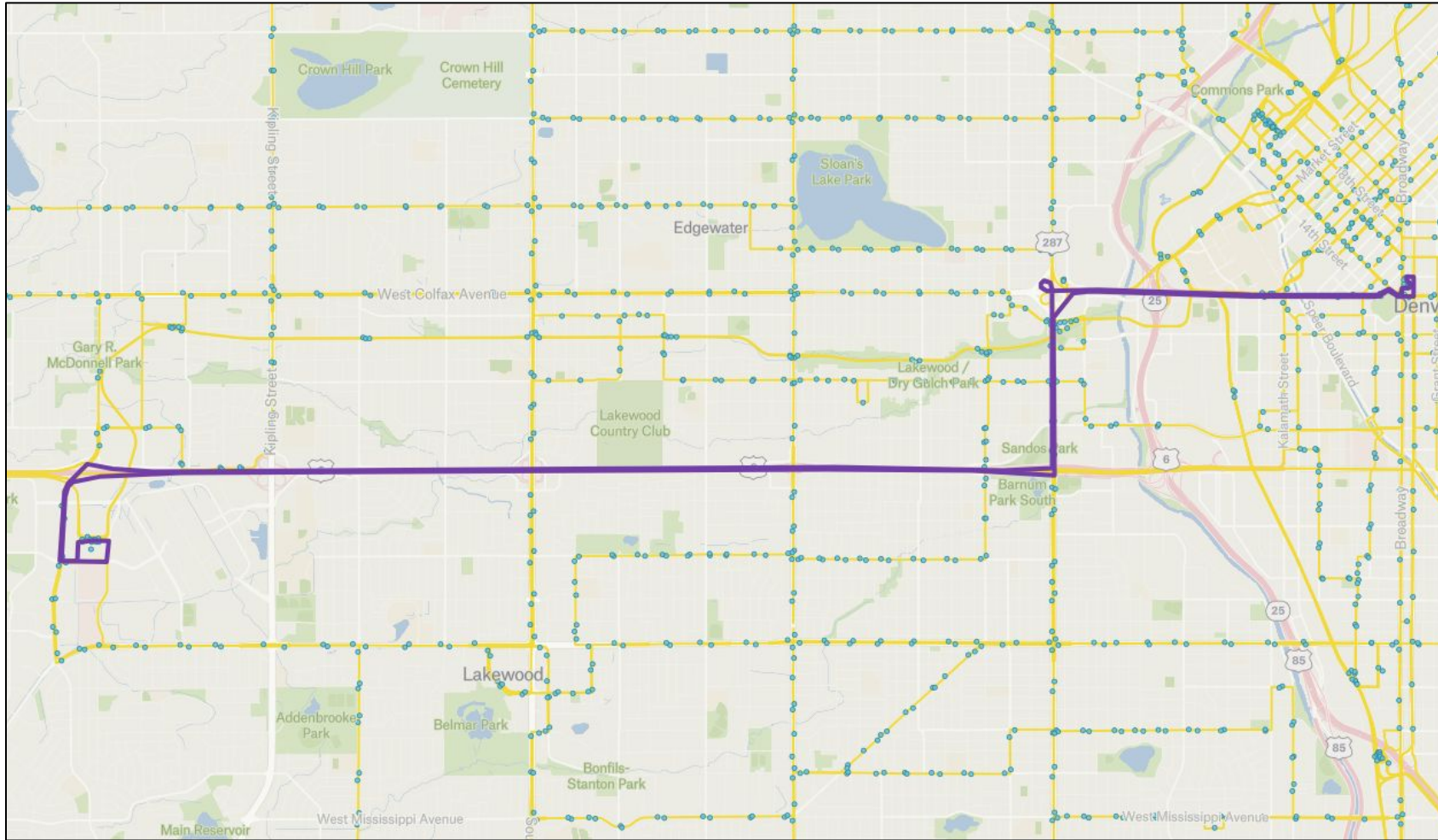
Establish frequent N Broadway and Brighton Blvd service connected to I-25 & Broadway.

Run from 48th & Brighton Station to I-25 & Broadway Station.

Begins frequent service to RiNo and N Broadway with connections to S Broadway.

4 operators/hr for 30-minute service, 7 /hr for 15-minute service.

New! 6th Avenue Express Bus



Express bus from Federal Center to Civic Center.

Combines most-used portion of CV, EV, and 116X into single route.

Allows truncation of CV, EV, 116X at Federal Center.

Still Cooking



The Problem Children

<i>Route</i>	<i>Conundrum</i>
65	Candidate for possible elimination or truncation.
34	Northeast Denver is a real pickle. Also unclear whether to extend to Union station or Decatur Federal.
43	Same problem with the 34.
73	The inefficient route has lots of high-density housing. The efficient route is much less dense.
Commerce City	Spaghetti routes
Wheat Ridge/Ward to Golden	Tradeoffs between highway express route vs. longer, local route

Not Forgotten But Not Finished

<i>Route</i>
105
121
66
135
169
153

The RTD “Bridge” to BRT - LYNX Routes

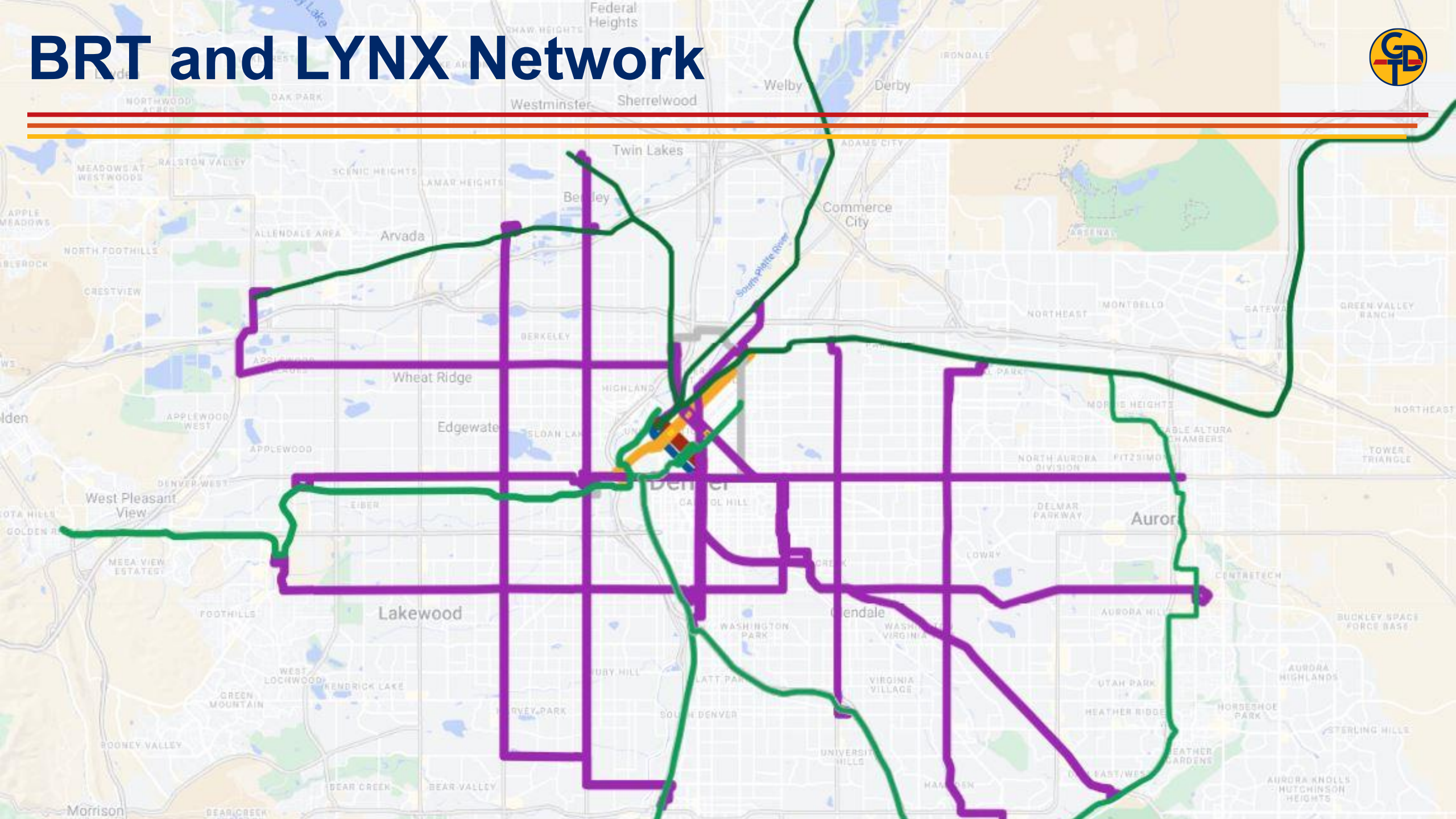


RTD must not sit on the sidelines awaiting external funding for new BRT infrastructure.

RTD currently operates on nearly every corridor outlined for BRT.

RTD should brand and operate these buses as though they were BRT.

BRT and LYNX Network



Incremental LYNX Upgrades



- Route improvements to straighten/simplify route geometry
- Frequency increase, < 15 minute headways all day
- Ongoing evaluation of infrastructure upgrades to ensure each route can perform efficiently
 - Transit Signal Priority
 - Queue Jumping
 - Dedicated Lanes
 - Level Boarding
 - Improved Shelters
 - Digital Signage with Real-time Information



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