



Greater Denver Transit Monthly Meeting

Jan 19th, 2023



www.greaterdenvertransit.com

The News

RTD Swears New Board Members In

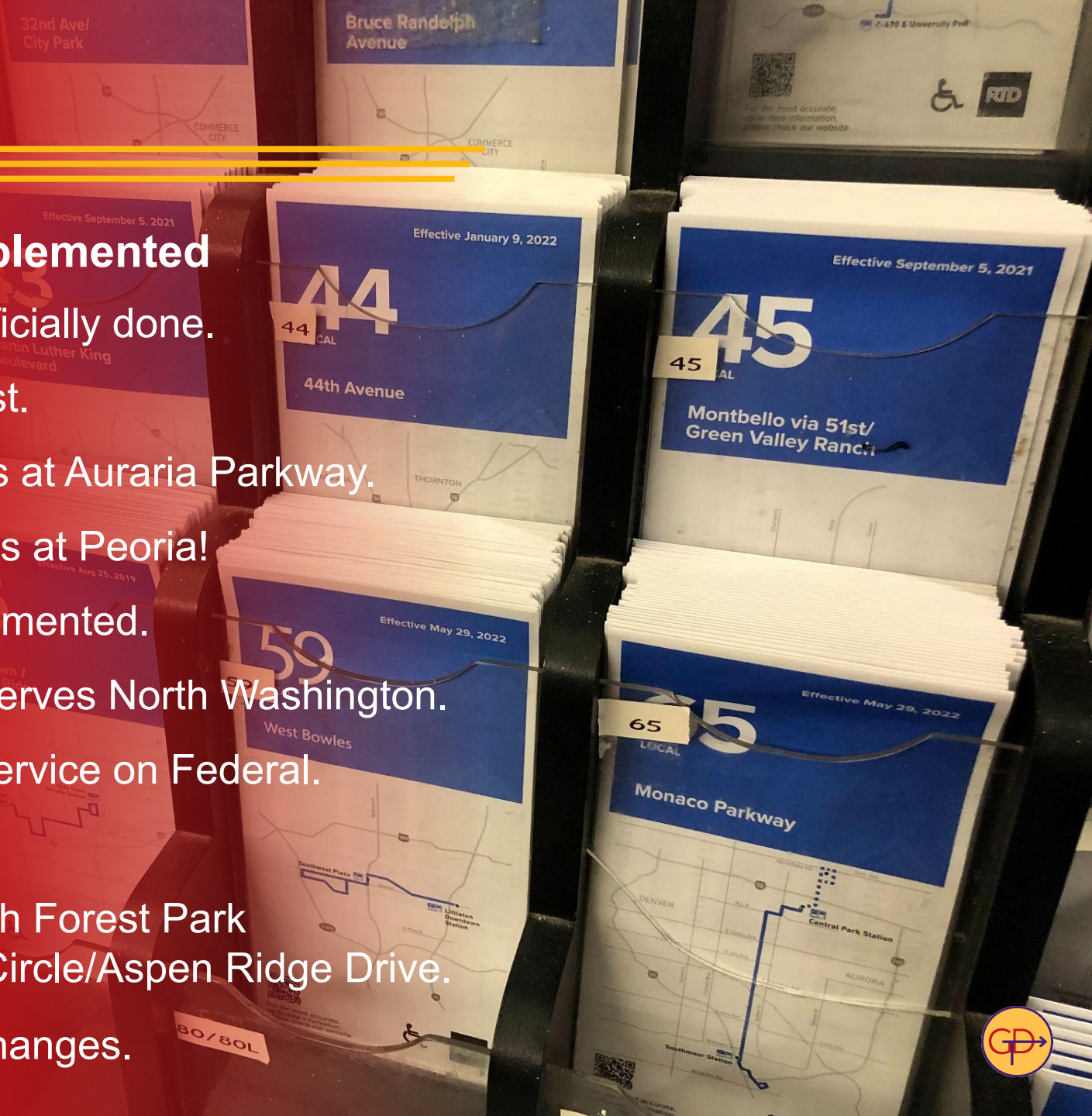
- JoyAnn Ruscha replaces Shontel Lewis in District B.
- Michael Guzman replaces Angie Rivera–Malpiede in District C.
- Ian Harwick replaces Shelley Cook in District L.
- Vince Buzek, Peggy Caitlin, Erik Davidson, Lynn Guissinger and Troy Whitmore are re-elected.
- Lynn Guissinger elected Board Chair.
- Next board meeting: 5:30pm, Tues Jan, 31st.



The News

RTD January 2023 Service Changes Implemented

- Regular service on the C and F Lines is officially done.
- Central Light Rail Corridor schedules recast.
- Better connections between E and W Lines at Auraria Parkway.
- Terrible connections between A and R Lines at Peoria!
- Bus route 10 extension to Aurora not implemented.
- Bus route 12 split at 38th & Blake. 7 now serves North Washington.
- Bus route 30 operates all day enhancing service on Federal.
- Bus route 76 rerouted in Arvada.
- Bus route 228 in Louisville extended to both Forest Park Drive/Arapahoe Ave, as well as Diamond Circle/Aspen Ridge Drive.
- GDT Maps have been updated to reflect changes.



The News

Governor Polis's 'State of the State' Address

- “Housing policy is economic policy. Housing policy is transportation policy. Housing policy is water policy. Housing policy is public health and equity policy,”
- [Building smart, efficient housing statewide] “...will also support our vision for public transit, which is to create lower-cost ways to travel that gives Coloradans more choices and leads to more breathable air and less traffic.”
- “Together we have laid the foundation for a statewide road and transit system that meets the needs of Coloradans. First, with investments from the historic Senate Bill 260, and then with the creation of the Front Range Rail District, which is scheduled to deliver a draft service plan by 2024. ...We will continue working toward that vision, and I am asking CDOT to work with local transit partners to identify and take the next steps towards better lower cost transit options.”



Events

Monthly Meetings - Now on Thursdays!

- 3rd Thursday of the month at 6pm.
- February 16th, March 16th, April 20th, May 18th, June 15th.
- Cadence Union Station, Sky Lounge.

Transit Orientated Drinks

- 1st Thursday of the month at 6:30pm.
- Meet at 6pm, Union Station Terminal Bar for guided transit ride.
- Ride-alongs start in April.



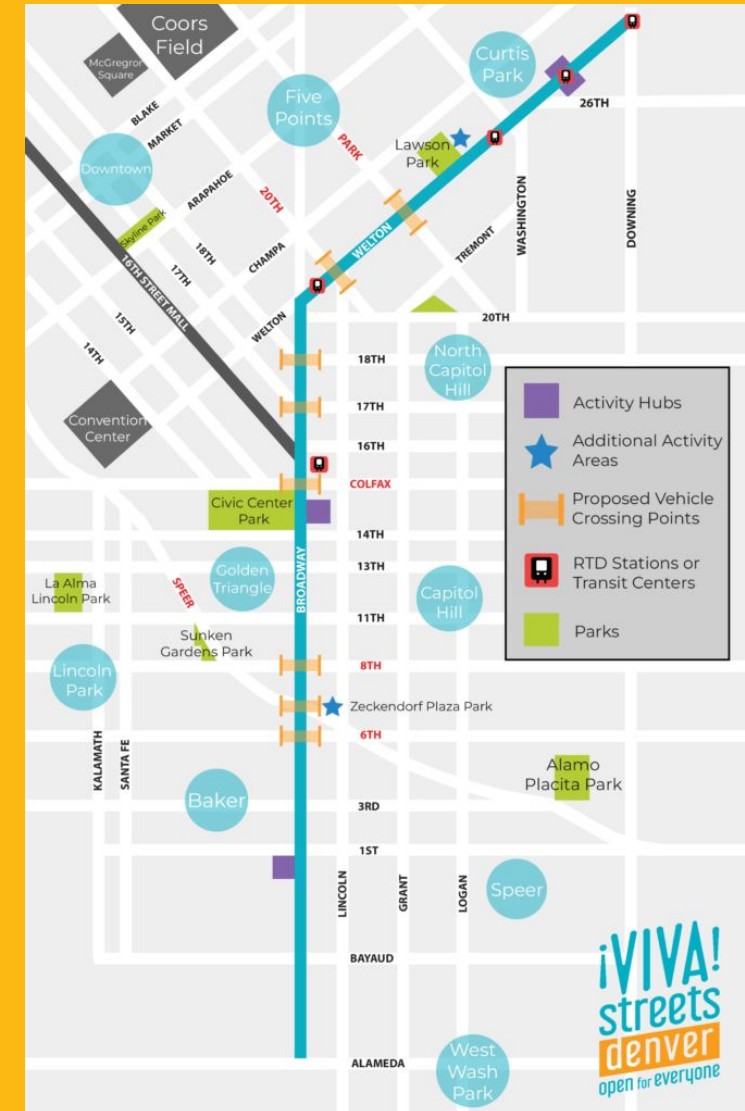
Events

Moving People Forward Mobility Conference (Bicycle CO)

- Panels on transit, equity & micromobility.
- 1:30 - 6pm, Mon Feb 6th. Embassy Suites, Downtown Denver.
- \$45 non-profit rate if with GDT. Rates go up after tomorrow.
- Great networking opportunity!

Viva Streets (Downtown Denver Partnership)

- 3.5 miles of Broadway & Welton Streets closed to cars.
- 8am - 2pm Sundays:
May 14th, June 4th, July 9th & August 6th.
- GDT campaigning to keep L Line running throughout the event.
- Opportunity to adopt the L Line for the day? Curated rides?



Campaigns & Projects



Front Range Passenger Rail

- Introduction Deck released Dec 27th.
- System Expansion Menu & Denver to Highlands Ranch Heavy Rail Upgrade decks in progress.

Downtown Bus Plan

- Deck released Jan 18th.

Bus Stop Database

- In progress.

Denver District Transit Plans

- District 7 deck released Jan 17th.

Campaigns & Projects

Bus Stop Clearance

- 'Bus Stop Snow Angels' webpage.
- Other advocates put in together volunteer shovel groups.
- Featured on 9 News, Jan 18th/19th.





Greater Denver Transit Walkable Communities



Introduction



This is the story...

...for over 60 years...

...by the motor car.

...of how we get back...

...and why we should build...

...communities for the future.

...of how American cities...

...were damaged & destroyed...

It's also the story...

...what was lost...

...equitable & walkable...



1920s Denver

In the 1920s, Denver was a dense, walkable city...



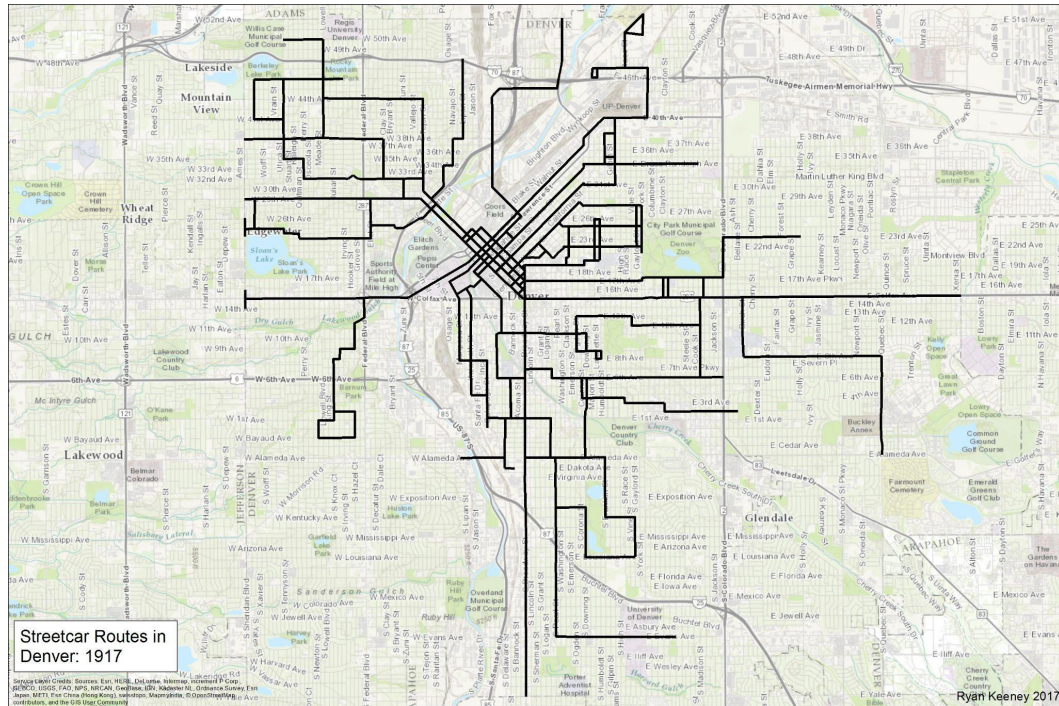
1424. 16th ST. FROM ARAPAHOE, DENVER.
Photo by F. Schuler.

16th & Arapahoe, 1911



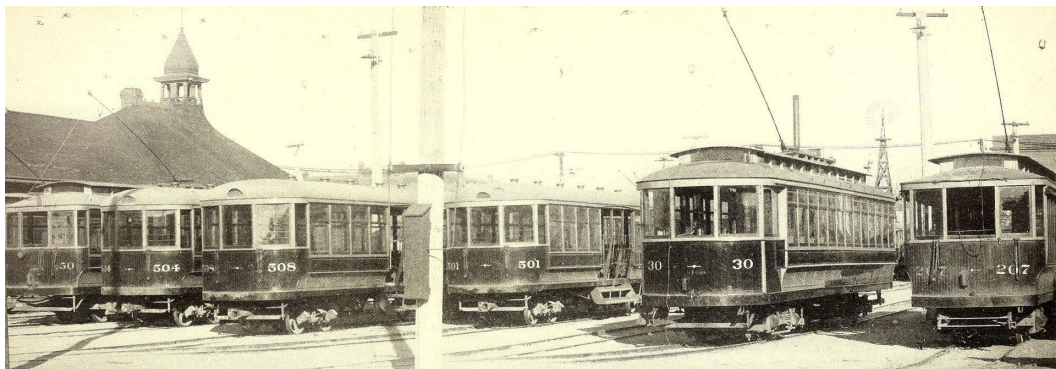
Downtown Denver, 1922

Denver's Streetcars



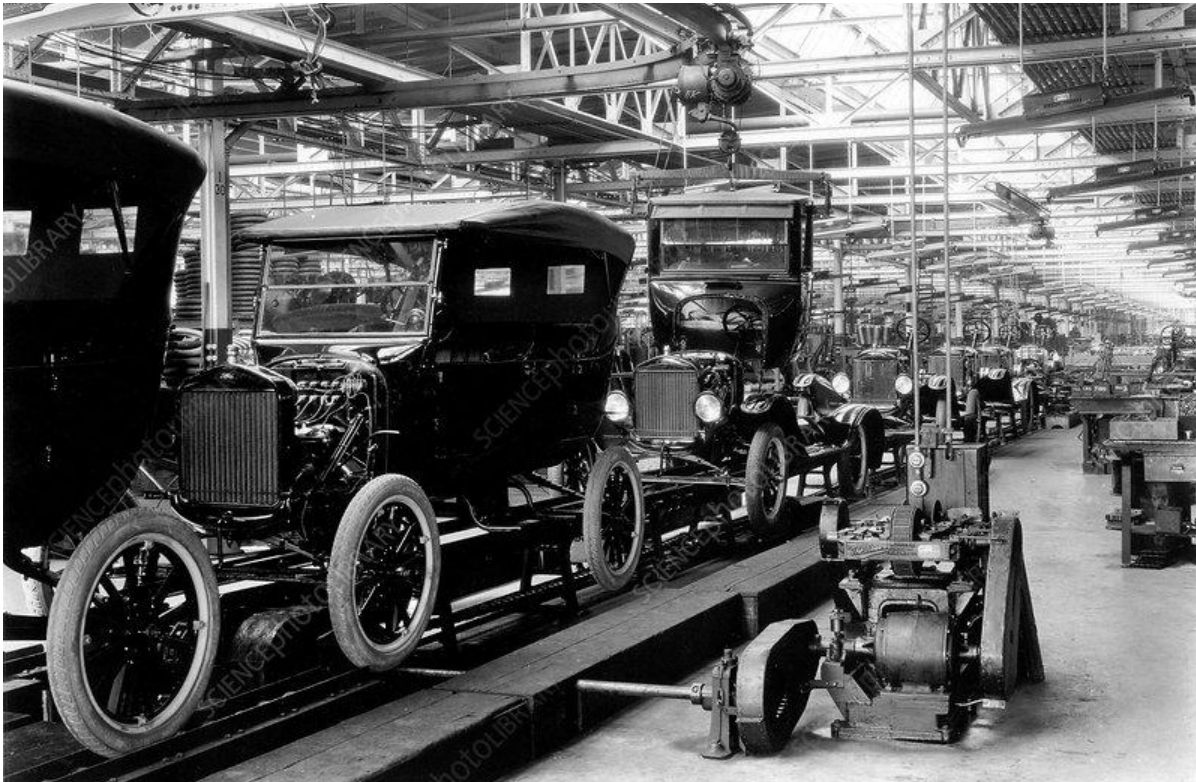
Denver used to have a comprehensive streetcar system - the 'Denver Tramway'.

- ❑ 87m riders at its peak in 1910.
- ❑ Walkable, dense neighborhoods grew up by streetcar lines. Examples include South Broadway, East Colfax, West Colfax, 32nd & Lowell, South Pearl, Tennyson.
- ❑ The last streetcar operated on June 3rd, 1950.
- ❑ Assets transferred to the City & County of Denver who operated trolley & conventional buses.
- ❑ RTD created in 1969, began operation in 1972.



The Rise of the Automobile

By the 1950s, the United States of America had fallen in love with the car.



Ford Model T Production Line, 1920s



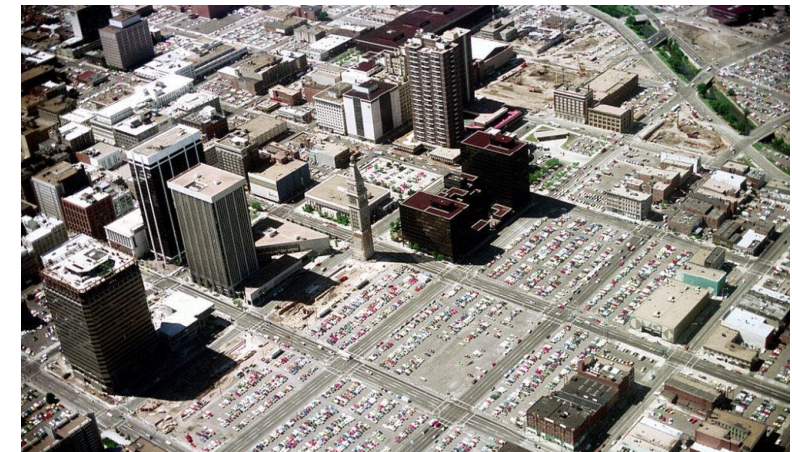
The 'Open Road'

Car-Centric Cities

With strong auto industry lobbying, planners redesigned our cities.



- ❑ The auto industry sponsored 'jaywalking' laws in the 1920s.
- ❑ Swathes of low-rise buildings in downtown Denver were demolished to create surface parking lots.
- ❑ Denver was somewhat lucky - a scheme to put a freeway along Larimer and Lawrence Streets that would have cut LoDo in half was thankfully dropped due to public outcry.



Problems Caused By Cars



The downside to car-centric cities is now very clear.

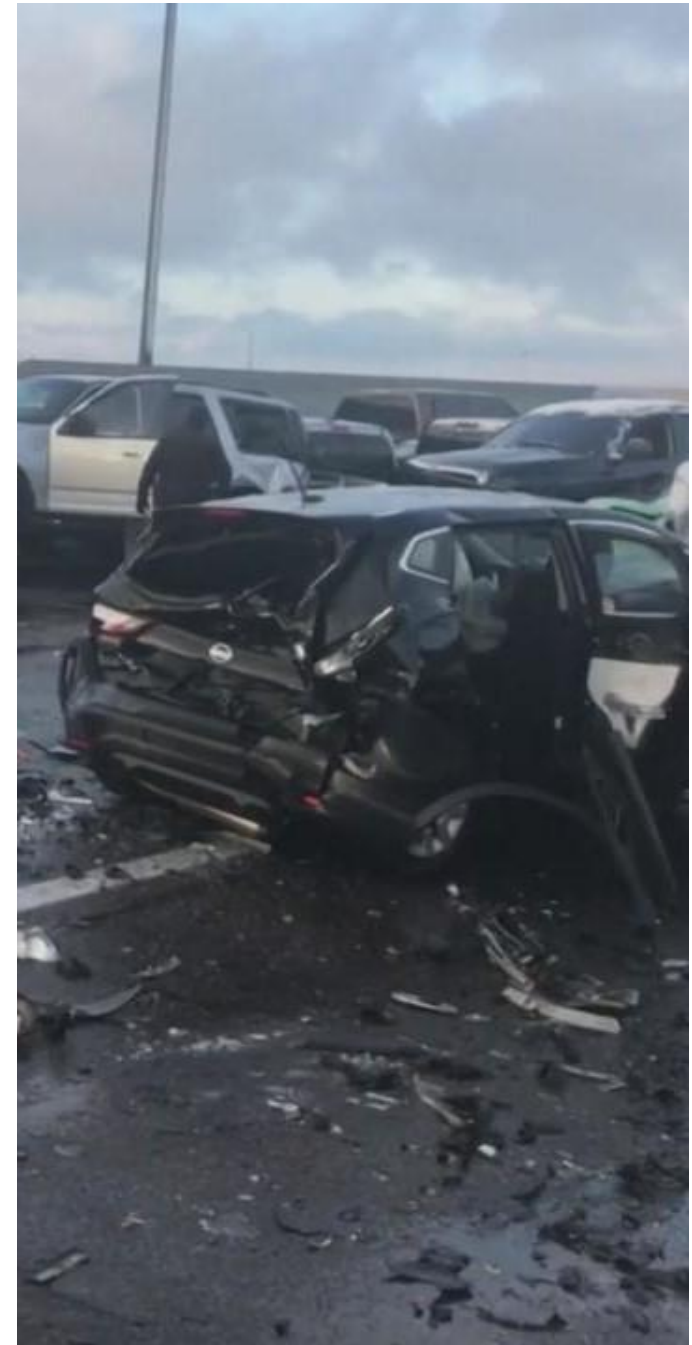
- ❑ Highway expansion and building more lanes induces further car journey demand and does not solve congestion.
- ❑ Providing more free / subsidized parking induces further parking demand and takes up large amounts of urban space.
- ❑ Urban arterial streets ('stroads') have been widened to their limits creating an experience that neither pedestrians, cyclists, transit riders nor even drivers find pleasant.
- ❑ In Denver, arterial streets make up the city's 'high injury network', which is the 5% of streets that have 50% of all traffic fatalities.
- ❑ Due to vehicle emissions, air quality along urban arterials is poor.



Other Problems Caused By Cars

Car-centric design causes other indirect problems.

- ❑ 40,000 killed, millions hospitalized each year.
- ❑ Huge economic cost of vehicle crashes - \$340 billion in 2019.
- ❑ Car ownership is expensive, affects people on low-incomes more.
- ❑ Extends fossil fuel dependency.
- ❑ Greenhouse gas emissions leading to climate change.
- ❑ Noise pollution.
- ❑ Congestion and other driver behavior leads to stress / road rage.
- ❑ Parking and roads destroy communities.
- ❑ Cars promote sedentary lifestyles - obesity / poor health.
- ❑ Social isolation.



Walkable Environments

When given access to walkable (& rollable) environments, American people thrive.



❑ Walkable environments allow people to quickly access multiple retail, dining and entertainment options in a condensed space.



❑ Easy to provide a choice of transportation modes to access walkable environment.



❑ Cars are parked on the fringes and do not interfere with the environment itself.



16th Street Mall



- ❑ Downtown Denver pedestrianized mall opened in 1982.
- ❑ At 1 ¼ miles, longest in the U.S.
- ❑ Free MallRide runs along entire length, stopping at every block.
- ❑ RTD trains serve Union Station and Stout / California streets.
- ❑ Regular RTD buses run on 15th & 17th Streets.
- ❑ Bike lanes on 15th & 19th Streets, bikes allowed on the mall at weekends.
- ❑ Multiple parking garages & meters located within 2-3 blocks.



Olde Town Arvada

- ❑ Olde Town Arvada historic district located 7 miles NW of Denver.
- ❑ Areas of Olde Town pedestrianized in phases, including Old Wadsworth Blvd and Grandview Ave.
- ❑ Diagonal street parking replaced with widened sidewalks.
- ❑ Most bars / restaurants have outdoor patios on the street.
- ❑ RTD G Line opened in 2019 with all day frequent trains and a station located just seconds walk from Grandview Avenue.
- ❑ Bikes and scooters permitted in all pedestrianized areas.
- ❑ Multiple parking lots located within 2-3 blocks.



Walkable Communities

- ❑ Walkable communities can be easily created by restricting vehicle traffic on the main streets where retail, dining, entertainment and other amenities are located.
- ❑ High quality, high frequency transit (rail or BRT) should be provided as part of or at least within 1-2 blocks of a walkable community.
- ❑ Bike paths or lanes should be provided with secure storage facilities.
- ❑ Parking may be provided within 2-3 blocks.
- ❑ Vehicle lanes and parking may be used for essential functions only.
 - E.g. Drop offs, pickups, deliveries, work trucks and ADA parking.
- ❑ **Result is safe, equitable streets and communities for everyone.**





Greater Denver Transit

Thank You!

www.greaterdenvertransit.com



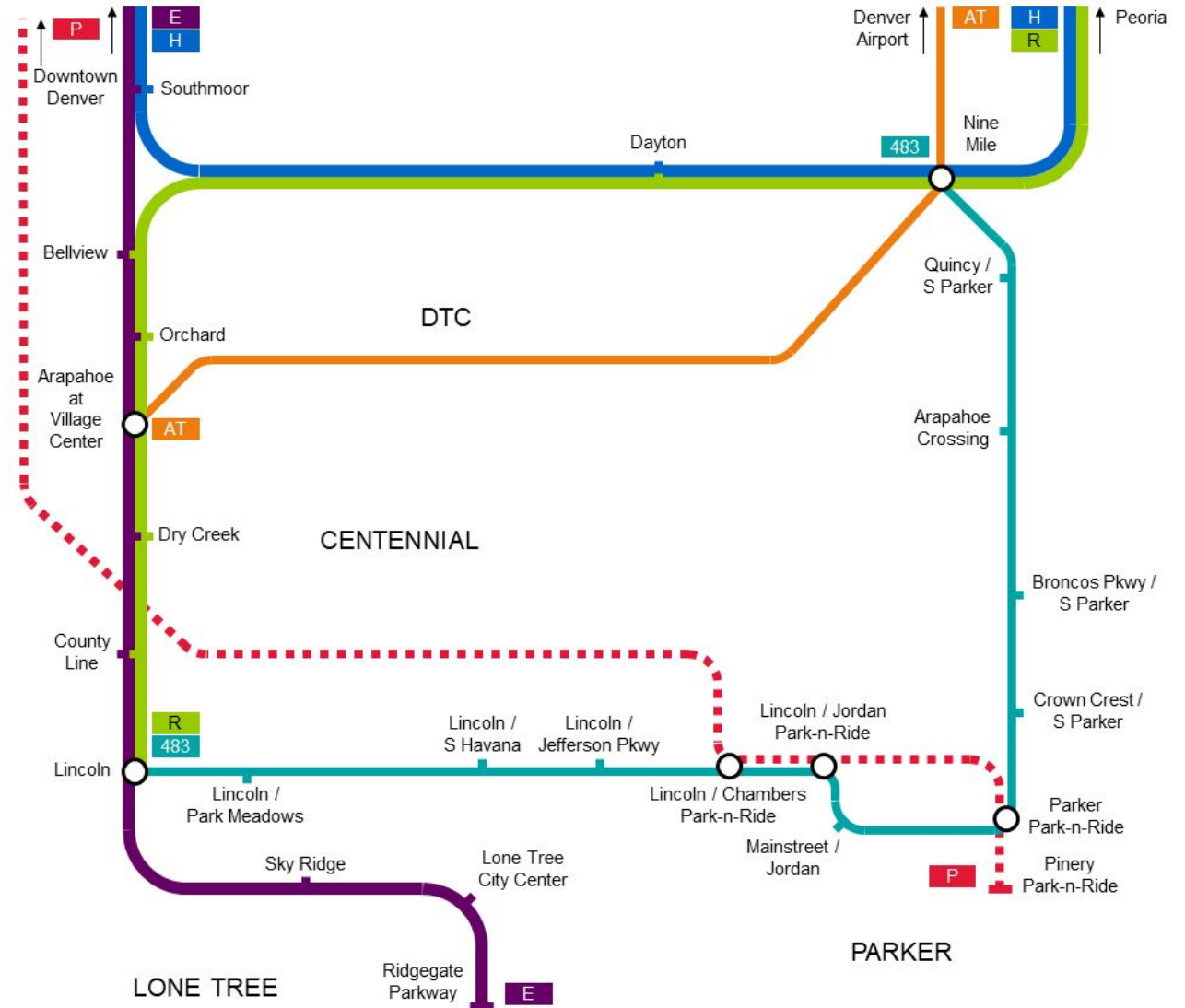
Suburban Bus Links Workshop

How do we encourage transit use in suburbs like Parker?

- 483 bus links Parker to Lincoln & Nine Mile.
- E, H & R Lines connect to Downtown.
- Commuter bus P serves Downtown.
- Airport service provided by SkyRide AT.

Connections at Lincoln Station

- E Line trains arrive at :14, :29, :44 and :59.
- R Line trains arrive at :10, and :40.
- 483 buses depart at :12.



Suburban Bus Links Workshop

Project Ideas

- Bus Stops
- Maps
- Schedules
- Marketing
- Safety / Security
- Community Outreach
- Elected Officials
- Civic Leaders
- Your Idea!





Greater Denver Transit

Thank You!

Transit adventure starts at 8:30pm!

