



GREATER  
DENVER  
TRANSIT

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# Monthly Meeting

October 19th, 2023





# The News

# July 2023 vs June 2023 Ridership



ZERO FARE

## Bus

Jul 2023: **3,769,000**  
Jun 2023: **3,142,000**



**19.96%**

## Light Rail

Jul 2023: **1,154,000**  
Jun 2023: **1,061,000**



**8.77%**

## Commuter Rail

Jul 2023: **883,000**  
Jun 2023: **757,000**



**16.64%**

## Whole System

Jul 2023: **6,066,000**  
Jun 2023: **5,198,000**



**16.70%**

# July 2023 vs July 2022 Ridership



ZERO FARE

## Bus

Jul 2023: 3,769,000  
Jun 2023: 2,873,000



31.19%

## Light Rail

Jul 2023: 1,154,000  
Jun 2023: 1,223,000



-5.64%

## Commuter Rail

Jul 2023: 883,000  
Jun 2023: 724,000



21.96%

## Whole System

Jul 2023: 6,066,000  
Jun 2023: 5,209,000



16.45%



# RTD January Service Changes

Service changes mainly comprise of **...adjustments to the current weekday and weekend schedules...**

**3 public meetings**  
Mon Sep 25  
(online and in-person)  
Mon Sep 26 (online)

Staff unable to answer basic questions about schedules.  
**“I’m still working on the schedule”.**

Schedules **not visible** to the public **until at least 2-3 weeks before they start.**

## Is this meaningful public comment?



# Downtown Bus Plan Update



GDT hosted a **Downtown Ride-Along** on Sunday, October 15th

RTD Directors **Kate Williams, Michael Guzman** plus **Jaime Lewis** (CCDC) attended.

Reminder: **Apple carts are going to be upset in advocacy!**



# Denver Airport - Pena Blvd



**Update Coming Right Up!**







# Events



# Monthly Meetings



6pm on 3rd Thursday  
of the month.

**Transit-oriented  
Drinks (ToD)**  
follow after!

Next meeting on  
**Thurs Nov 16th.**



# ColoRail Meeting



**Partner Intercity Rail  
Advocacy Meeting,  
Saturday, Oct 21st**

**3535 S. Inca,  
Englewood, CO  
The Guild (via D Line!)**

**Doors open at 8:30am  
Meeting at 9:00am**

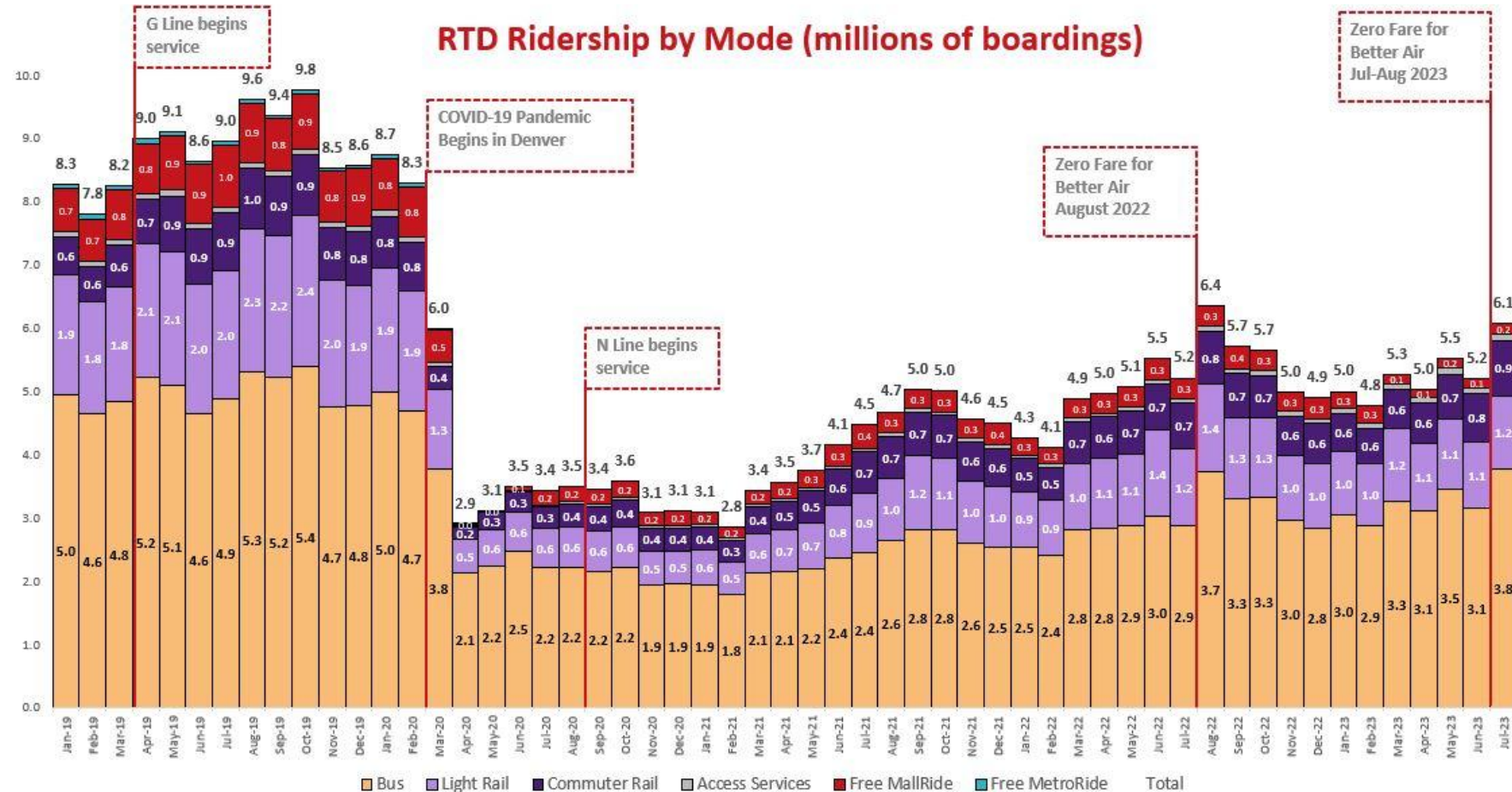


A wide-angle photograph of a modern train station platform. The platform is paved with light-colored tiles and has a yellow tactile strip along the edge. Overhead power lines and support structures are visible, with labels like 'M1-6' and 'M2-4' on the poles. In the background, a train is visible on the tracks, and there are several station shelters with gabled roofs. The sky is a mix of blue and white clouds, suggesting a clear day.

# Projects



# RTD Ridership Analysis - Jul 2023



**YoY % Growth \***

Bus: **+31% YoY**

Light Rail: **-6% YoY**

Heavy Rail: **+22% YoY**

\* Growth rates adjusted for equalized work week days

**Jul 2019**  
9.0m riders

**Jul 2020**  
3.4m riders

**Jul 2023**  
6.1m riders





# Survey



# Front Range Passenger Rail Survey



**How would YOU use FRPR?**

**Data coming in, need help promoting!**





IN GOD WE TRUST

Chairperson will **read out information and motion** and then call for a **proposer** and a **seconder**.

Chairperson will **call for speakers**.  
Up to 2 for  
and 2 against.  
**2 minute speeches**.

Chairperson will call a **simple majority vote**.

# Motion



# Chris Nicholson for RTD District A

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“I've been politically engaged for as long as I can remember. In high school I learned to code and starting in college I got involved, using technology to help Democrats win elections. I built my professional career in public policy, technology, and professional politics.

I've spent my adult life fighting for change, first by electing great people, and next, helping craft policy solutions for immigrant entrepreneurs navigating our broken immigration system.

Outside of work, I'm active in the LGBT community, a strong advocate for more housing as a leader of YIMBY Denver, a member of Upper Downtown's Registered Neighborhood Organization, Greater Denver Transit, and a proud and active Democrat.”

**“This house moves to endorse Chris Nicholson for Director of RTD District A in 2024.”**







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# Greater Denver Transit

## DEN Transit Upgrade Part 2

### Smarter Peña Blvd Alternative - Oct 2023





# Denver Airport Is Growing...

As of 2022, DEN is the world's 3rd busiest airport!



Passenger numbers at DEN have more than recovered from the COVID-19 pandemic.

## 2022

**69.3m** Annual Passengers of which **40.7m** are "Origin & Destination" which is **56k** per direction per day.

## 2032 Forecast

**100m** Annual Passengers of which **62m** are "Origin & Destination" which is **85k** per direction per day.

## 2045 Forecast

**120m** Annual Passengers of which **75m** are "Origin & Destination" which is **103k** per direction per day.





# DEN's Workforce Is Also Growing...

Additional Services



STAR ALLIANCE

STAR ALLIANCE

STAR ALLIANCE

**2022**

**37k** people employed  
of which  
**20k** are at work  
on a given day.

**2032 Forecast**

**54k** people employed  
of which  
**30k** are at work  
on a given day.

**2045 Forecast**

**65k** people employed  
of which  
**36k** are at work  
on a given day.



# Daily Travel Demand to DEN



**2022**

**56k** passengers and  
**20k** workers is  
**76k** people per  
direction per day.

**2032 Forecast**

**85k** passengers and  
**30k** workers is  
**115k** people per  
direction per day.

**2045 Forecast**

**103k** passengers and  
**36k** workers is  
**139k** people per  
direction per day.



# Case Against Expanding Peña Blvd

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Research has thoroughly debunked highway expansion as a traffic solution.

Highway expansion creates induced traffic demand and does not prevent congestion.

**Transit upgrades and expansion could more effectively address long-term growth.**



# Safety Concerns

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Source: Denver Airport  
Photo: 49 vehicle pile up  
on Peña Blvd, Feb 2019



Between 2016 and 2022 on Peña Blvd, there were:

**1056 crashes**  
(nearly 3 per week).

**4 fatal crashes.**

Affected section of Peña Blvd was last rebuilt in 2014.

Generally meets modern highway design standards.

**Crashes and fatalities will only increase with an expanded highway.**



# Social Injustice of Highway Expansion



Highway expansion has disproportionately disconnected and disenfranchised BIPOC communities.

Members of low-income and minority communities are more likely to rely on transit.

Increased emissions and noise from an expanded Peña Blvd will directly harm local communities.



**Do we even need to  
expand Peña Blvd?**





# Transit Mode Share At Airports



**4%**

Denver Metro  
Transit  
Mode Share

**10%**

Denver Airport  
Transit  
Mode Share

**20%**

Target mode share for multiple large  
airports in the U.S. e.g. ORD, DFW,  
JFK, SFO, SEA.

**40%**

London Heathrow Airport  
Pre-Covid 19 Transit Mode Share

**20%**

GDT 2032 DEN  
Airport Target

**30%**

GDT 2045 DEN  
Airport Target



# Current Peña Blvd Capacity



KEEP LEFT	Terminal WEST and Hotel			
United	AeroMexico	British Airways	Edelweiss	Norwegian
	Air Canada	Cayman	Icelandair	Sun Country
	Allegiant	Copa	JetBlue	Volaris
	American	Denver Air	Lufthansa	WestJet

**2,000**

Vehicles /  
Hour / Lane

**X**

**20**

Useful  
Hours / Day

**X**

**2**

Travel  
Lanes

**=**

**80,000**

Vehicles Per  
Direction  
Per Day



# 2022 Traffic On Peña Blvd



**76k** people per direction per day.  
**90% drive, 10% transit**  
**68k** people per direction per day.

**128.7k** vehicles using Pena Blvd per day.  
**64.4k** vehicles per direction per day.  
**Under 80k Capacity!**

**73%** vehicle trips for airport purposes. This is **47k** vehicles transporting **68k** people per direction per day.

**Approx. 1.5 people per vehicle.**





# Forecast Traffic On Peña Blvd

All figures are per direction per day.



	2022	2032	2045
Transit Mode Share	10%	20%	30%
Airport People Trips	68,400	92,000	97,300
Airport Vehicle Trips	46,972	61,333	64,867
Local Vehicle Trips	17,373	18,000	18,000
<b>Total Vehicle Trips</b>	<b>64,345</b>	<b>79,333</b>	<b>82,867</b>



# What's Your Choice?

All figures are people per direction per day.



**+24,000**

Double-deck  
Trains

**+50,000**

Platform  
Extensions

**+32,000**

North Double  
Tracking

**+35,000**

South Double  
Tracking

**+21,000**

Bus Capacity  
Upgrade

**+162,000**

Total Transit  
Upgrades

or

**+60,000**

One Extra Lane  
on Peña Blvd

1. Assumes all rail upgrades are carried out.
2. Assumes average of 1.5 occupants per vehicle.



# What They Say...

An aerial photograph of Denver International Airport, showing the terminal building, parking lots, and runways. The image is split vertically by a white line. In the top left corner, there are two horizontal lines, one red and one yellow.

**“Transit would be our first option.”**

**Phil Washington  
Denver Airport CEO  
Aug 2023**

**“Reducing the number of SOVs on Peña Boulevard is a goal of this Study.”**

**Peña Plan  
Stakeholder Presentation  
Sep 2023**



**Photo Credit: Denver International Airport**



# What GDT Says...



The **Peña Boulevard Transportation and Mobility Master Plan** must fully study and incorporate **transit expansion as a “core alternative”**.

The airport needs to adopt **bold, incremental targets to increase transit mode share to 20% and 30%**.

**Airport revenues may be used to fund transit upgrades to the airport.**

**Expanded A Line and bus services should accommodate future 2045 demand.**





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**Thank You!**

**Transit adventure starts now!**

