



Greater Denver Transit Denver Transit Plan

March 2023

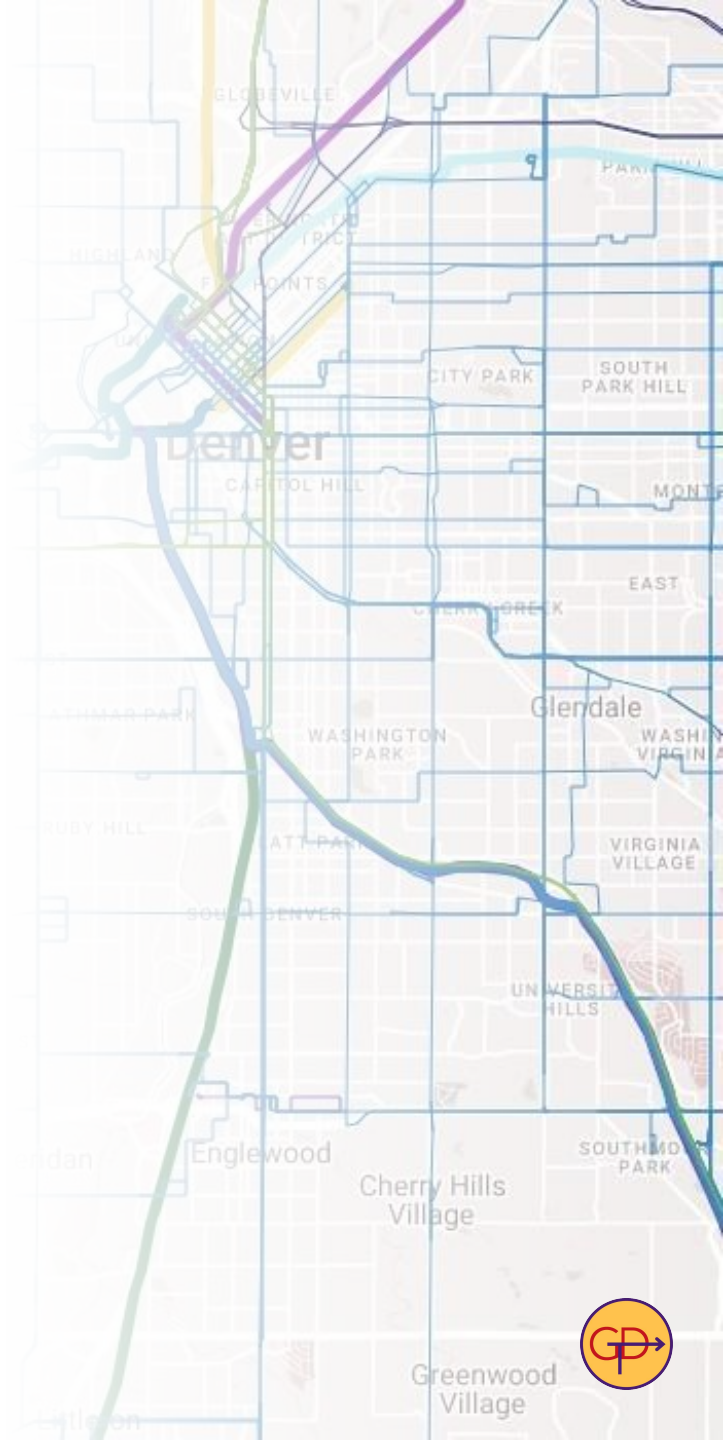
www.greaterdenvertransit.com



Overview: Denver's Transit System

The Regional Transportation District (RTD) system is made up of commuter rail, light rail, buses, FlexRide and other special services.

- ❑ The **A**, **B**, **G** and **N** commuter rail lines all start from Denver Union Station and serve the north, northwest and northeast portions of the city. 2019 ridership was 9.7m.
- ❑ The **D**, **E**, **H**, **L**, **R** and **W** light rail lines serve the south and west via Union Station and Downtown. 2019 ridership was 24.6m.
- ❑ **54 bus routes**, mostly numbered <130, serve the city with 20 routes serving Downtown. Total district 2019 bus ridership was 59.7m.
- ❑ Downtown's 16th Street Free MallRide carried 10.1m riders in 2019.
- ❑ 2 FlexRide routes serve the city (Platte Park and Belleview).
- ❑ Major stations and transfer points are **Union Station**, **Denver Airport**, **I-25 & Broadway** plus stops on the **Downtown light rail loop**.



Transit Experience Upgrades

To encourage higher ridership, information should be improved, bike shelters installed, and publicly-available amenities developed.

City (DOTI) and County of Denver Action:

- ❑ Implement ‘[Intelligent](#)’ [Transit Oriented Development policies](#) to encourage the building of public amenities (e.g. grocery stores, coffee shops) at or next to rail stations.
- ❑ Install and operate [secure bike shelters at all rail stations](#).

Support and Advocacy:

- ❑ [Expand availability of integrated train, bus, and other ‘last mile’ transit information](#) provided at stations - ensure it is up to date.
- ❑ [Extend the Transit Watch app](#) to allow riders to report general maintenance and cleanliness issues, RTD to share data with city.
- ❑ Install [charging outlets](#) (USB or 120V) on all new vehicles.



Commuter Rail Upgrades

Commuter rail frequencies in the city should be increased and additional late night trains introduced.

Support and Advocacy:

- ❑ Introduce 4-car consists on the A Line on Sundays starting at noon to better-handle the high-traffic period's capacity crunch.
- ❑ In accordance with RTD's System Optimization Plan, accelerate the adoption of a 15-minute frequency on the G Line and a 30-minute frequency on the B Line.
- ❑ Introduce 20-minute frequencies on the N Line and additional late night trains at weekends.
- ❑ Expand Quiet Zones by pushing RTD to more rapidly fix its broken grade crossings (Park Ave W & Globeville Rd) and re-calibrate their Positive Train Control (PTC) software to stop the waste in electricity with excessive and unnecessary stopping and braking.



Light Rail Upgrades



Light rail frequencies in the city should be increased and the L Line ‘Central Rail Extension’ built with direct city support.

City (DOTI) and County of Denver Action:

- ❑ Fund the [L Line Extension to 38th & Blake Station](#).

Support and Advocacy:

- ❑ [Accelerate the adoption of 10-minute frequencies on the D, E, H, L and W Lines](#) in accordance with the System Optimization Plan.
- ❑ Replace the oldest Siemens ‘SD-100’ light rail vehicles with units which offer [level boarding at every door](#).
- ❑ [Increase fleet cleaning](#) including middle of the day cleaning to achieve high levels of cleanliness.

Bus Upgrades

Bus frequencies in the city should be increased, connections with rail prioritized, and all bus stops should be upgraded.

City (DOTI) and County of Denver Action:

- ❑ **Negotiate rates with RTD** to add enough extra bus service to achieve 15 minute frequencies until midnight on most routes.
- ❑ **Upgrade all bus stops to be fully ADA accessible** and feature shelters, benches, trash cans plus map and schedule information provided using printed posters and digital screens.
- ❑ **Clear snow from bus stops** when property owners fail to do so.

Support and Advocacy:

- ❑ **Schedule buses to depart 3 minutes after key train arrivals.** Introduce and publicize a ‘courtesy wait’ policy where the bus operator will wait up to 3 minutes past the departure time for late running trains.



Address Safety and Security

A 'firm but compassionate' approach should be taken towards individuals engaging in unsafe behavior on the transit system.

City and County of Denver Action:

- ❑ **Crimes that directly harm others** (e.g. assault, robbery) should be dealt with in an immediate and thorough manner to ensure safety.
- ❑ **Crimes that disrupt reliable operation of the system** (e.g. wire theft) should be fully investigated to prevent loss of public trust in RTD.
- ❑ **Provide homeless, mental health and addiction outreach staff** to work in partnership with RTD employees and transit police to offer immediate help and assistance to those in need.
- ❑ **Expand Denver's STAR Program** to fully cover the transit system.
- ❑ **Provide a destination where willing individuals may immediately go** to receive help, services and treatment with no conditions attached as an alternative to remaining on the transit system.



Accelerate Bus Rapid Transit (BRT)

BRT on Colfax, Broadway, Colorado and Federal should be built out as soon as possible with dedicated lanes and level boarding.

City and County of Denver Action:

- ❑ The **Colfax BRT project program should be accelerated** with the aim for BRT service to start in 2026.
- ❑ Some **Colfax BRT buses should branch off the main route at Colfax & Broadway to service the Federal - Decatur Station.** A new stop should be provided on the Colfax Viaduct at Auraria West.
- ❑ Fully build out the following BRT routes within Denver:
 - ❑ **Federal** - 52nd Ave. to Floyd.
 - ❑ **Broadway** - Downtown to Yale incl. Cherry Creek branch along Speer and a northern Brighton spur to the N Line Stn at 48th.
 - ❑ **Colorado** - 40th & Colorado Station to Colorado Station.



Adopt Downtown Bus Plan



The **Downtown Bus Plan** will speed up RTD buses, expand Downtown frequencies, and multiply connections for minimal cost and operator increases.

Support and Advocacy:

- 15 existing RTD bus routes should have their Downtown “last miles” aligned between DUS and Civic Center along two parallel **DUS - Civic Center Trunks**.
- The former RTD Free MetroRide bus fleet can then be optimally repurposed to fill Downtown’s largest transit gap: Decatur - Federal Station to 38th & Blake Station along the **Blake / Market Trunk**.

Front Range Passenger Rail

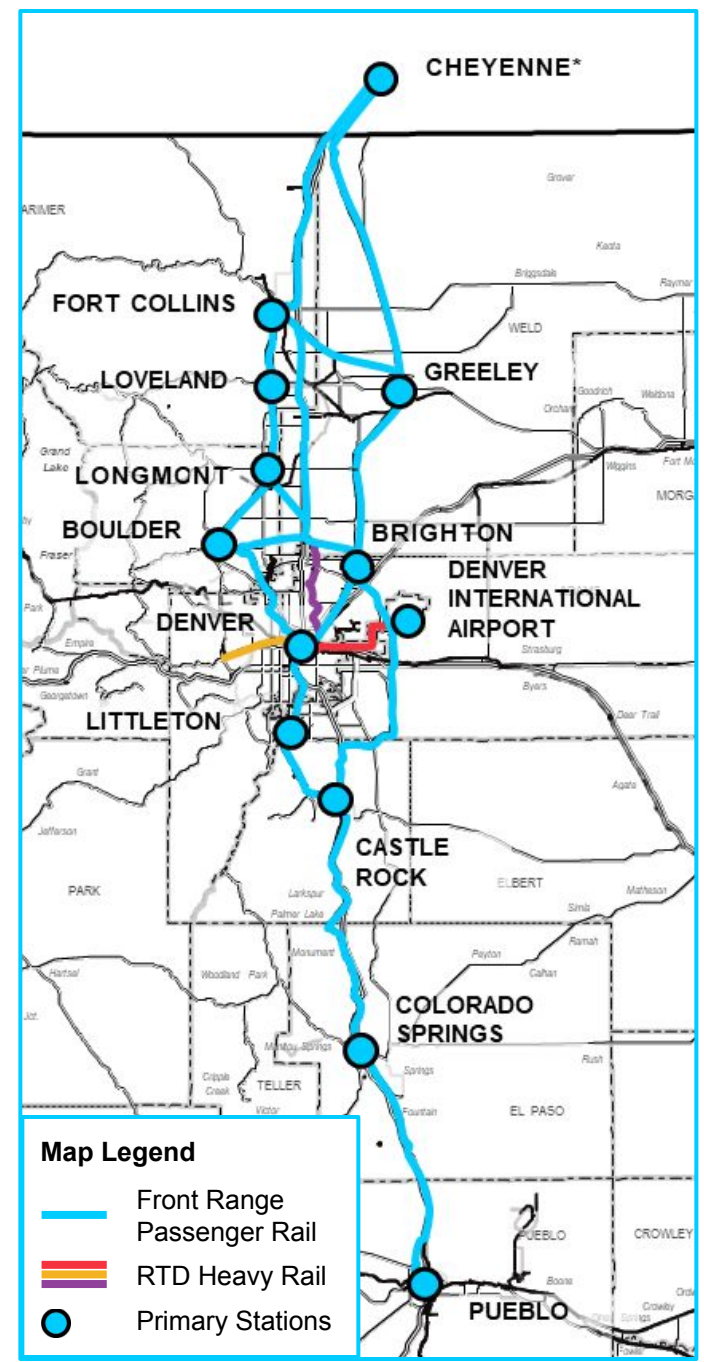
The Front Range Passenger Rail project should be routed through Downtown Denver and directly serve Denver Union Station.

City and County of Denver Action:

- Provision for dedicated right-of-way for passenger trains through Downtown Denver to avoid conflicts with freight railroad operations via infrastructure-sharing between RTD, CDOT, and the City of Denver.

Support and Advocacy:

- Upgrade the Central Platte Valley, Central and Southwest light rail corridors to RTD Commuter / heavy rail standards including re-electrification at 25kV AC and rebuilding stations to accommodate high-floor boarding so that tracks can be shared with FRPR trains.
- Use the once in a generation opportunity provided by the Burnham Yards redevelopment to safeguard future rail capacity.

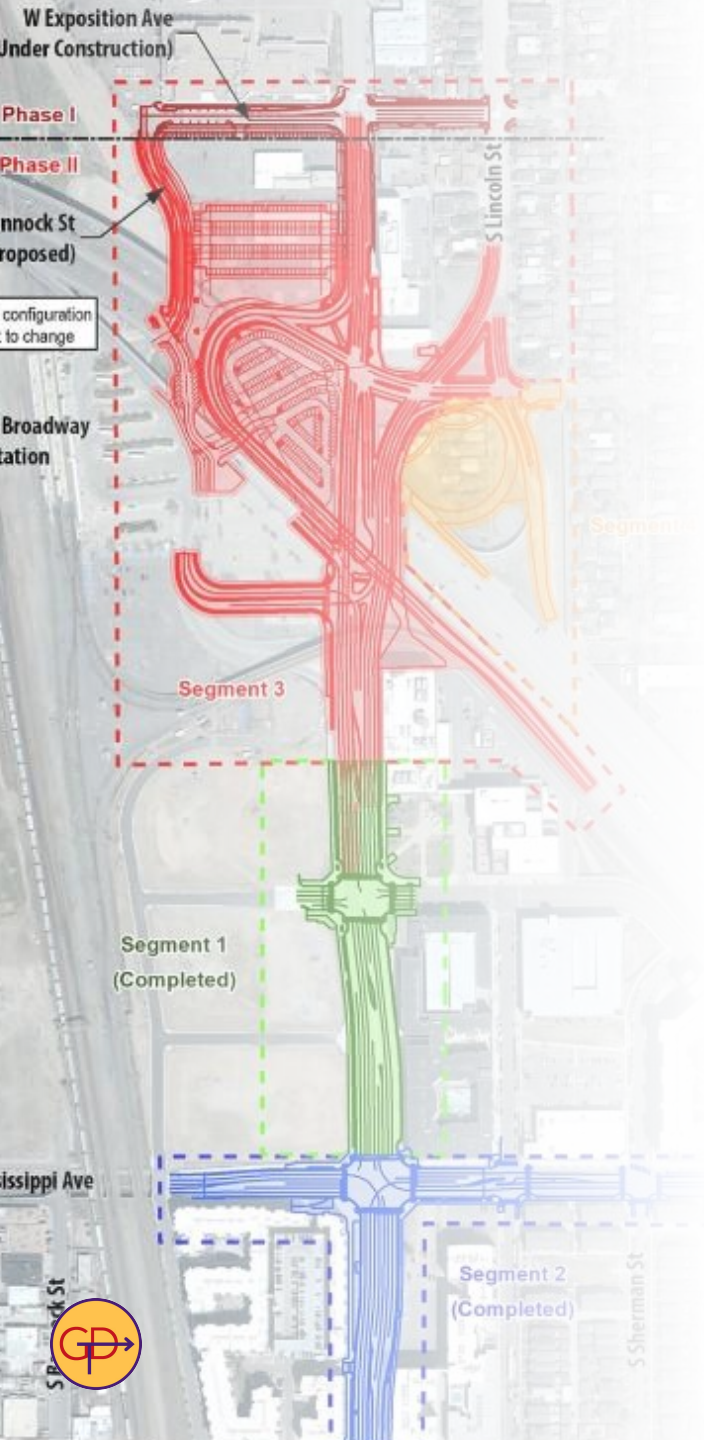


The I-25 & Broadway Project

Phase II of the South Broadway & I-25 Improvement projects should be paused and the design fully reviewed.

City and County of Denver Action:

- ❑ Reintroduce a curved feeder bus route that can most safely and efficiently carry buses accessing the station to / from the north (Exposition Ave.) without delays from a new intersection.
- ❑ DOTI should more carefully consider residents' concerns regarding inconvenient and dangerous pedestrian and biking access.
- ❑ Prioritize and plan for a walkable community immediately surrounding I-25 & Broadway Station.



The Peña Blvd Project

The Peña Blvd Project must listen to all concerns raised regarding what is essence a highway expansion scheme.

City and County of Denver Action:

- ❑ Challenge current FAA 73/27% funding split arrangement that has been worked out for a highway project and has completely ignored alternatives such as increasing capacity on the A Line.
- ❑ Pause the project until the Peña Boulevard Master Plan Transportation and Mobility Studies are complete.
- ❑ Question why this project is needed for “safety improvements” given that this section of Peña Blvd was extensively reconstructed less than 10 years ago.





Greater Denver Transit

Thank You!

www.greaterdenvertransit.com

