



**GREATER
DENVER
TRANSIT**

www.greaterdenvertransit.com

Agenda

6:00pm	Doors Open
6:30pm	Meeting Start
6:32pm	The News
6:50pm	Events
7:00pm	Projects
7:15pm	Outer Downtown Bus Methodology
8:00pm	Meeting Ends
8:15pm	Terminal Bar Drinks

Monthly Meeting

August 21st, 2025



Email List



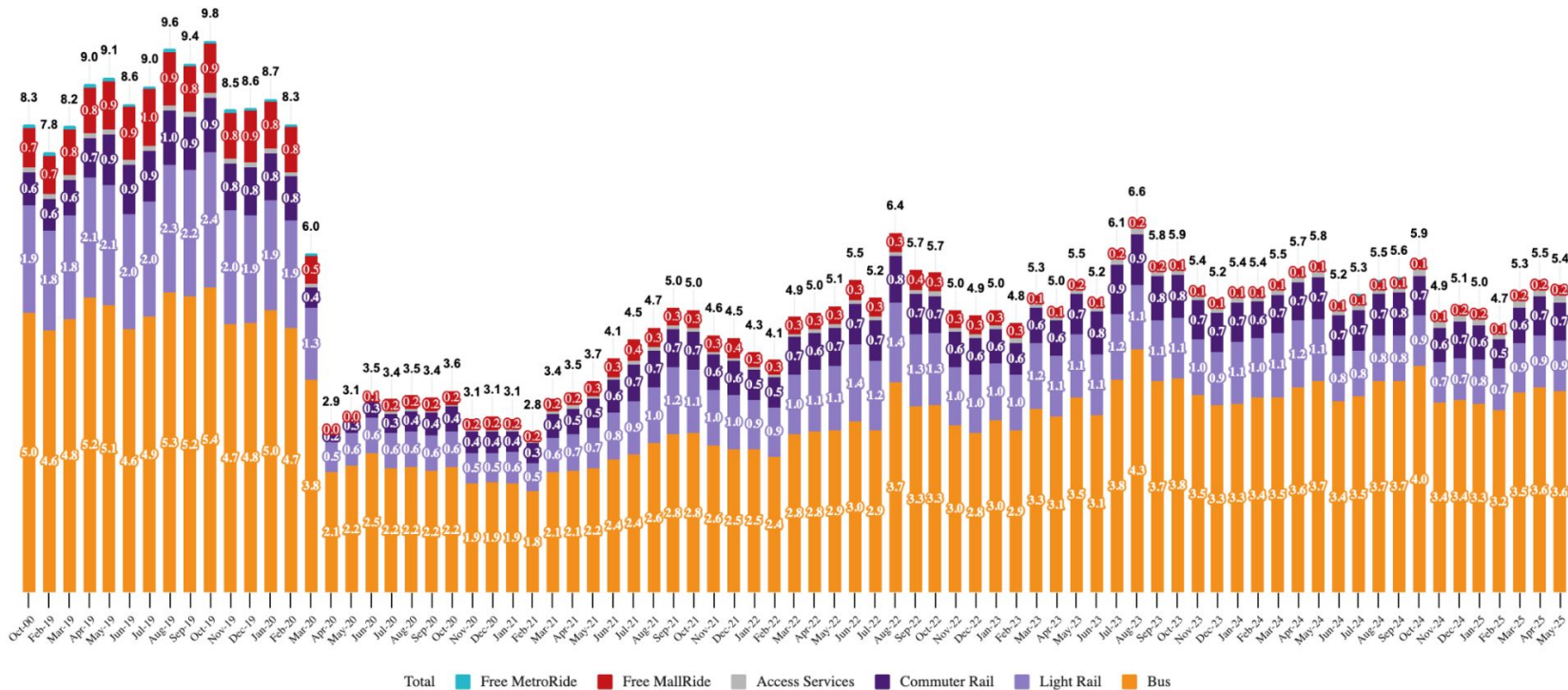
The News



Ridership Analysis - May 2025



RTD Ridership by Mode (millions of boardings)



YoY % Growth*

Bus -1%

Light Rail -13%

Heavy Rail -7%

Total -3%

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

May 2019
9.1m riders

May 2021
3.7m riders

May 2025
5.4m riders

RTD Operator Shortage - May 2025



YoY Net Increase in Hiring*

Bus **+82**
Light Rail **+9**
Total **+91**

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

Bus
45 Vacancies
957 vs. 1,002 Budget

Light Rail
39 Vacancies
178 vs. 217 Budget

Bus & Light Rail
84 Vacancies
1,135 vs. 1,219 Budget



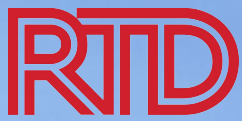
Access-on-Demand Changes Rejected



Staff targeting reducing AoD annual costs from \$15M to \$10M by way of introducing fares and reducing service hours from 24/7

AoD changes sent back to OSS Committee for September meeting

GDT continues to question why only AoD was targeted in a 'Paratransit Peer Review'



Lamar Advertising Contract Cancelled!



On Tue Jun 24th, the RTD Board voted to cancel the Lamar Outdoor Advertising Contract

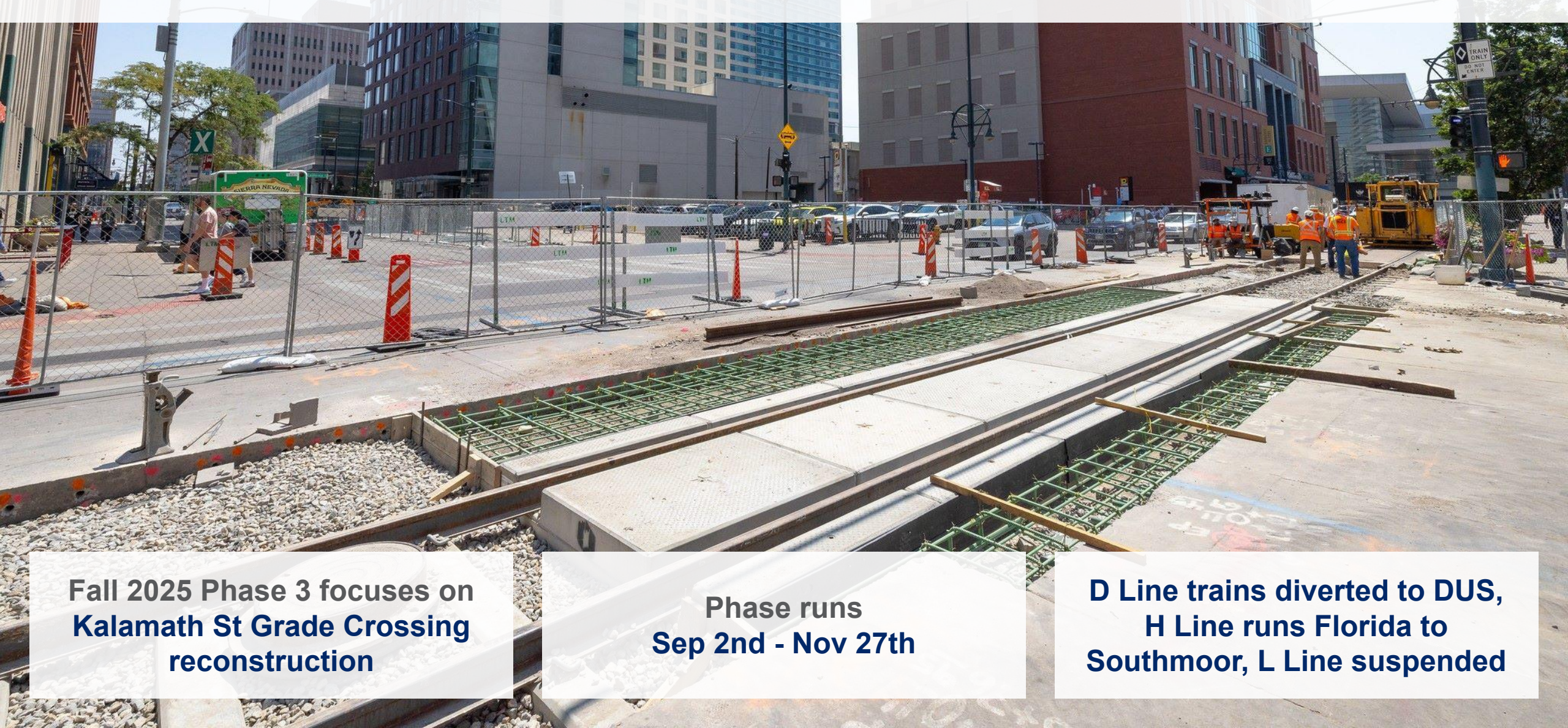
Contract covered billboards, inside and outside of vehicles, digital signs and universal advertising totems



Following a public solicitation, a replacement advertising contract is expected to be awarded



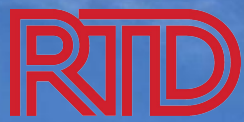
Downtown Rail Loop Reconstruction



Fall 2025 Phase 3 focuses on
**Kalamath St Grade Crossing
reconstruction**

Phase runs
Sep 2nd - Nov 27th

**D Line trains diverted to DUS,
H Line runs Florida to
Southmoor, L Line suspended**



Accountability Committee



Appointees have begun to be announced:

James Flattum

Matt Larsen

Julian Bouquet

plus others, including
more friends of GDT!

RTD Accountability Committee was created by
the Colorado State Legislature in SB25-161

Committee recommendations will form the base
of upcoming legislation

Denver Abolishes Parking Minimums!



Rules typically requiring 1 parking spot per residential unit and 4 spots per 1,000 sq ft of restaurant space are swept away!

Congrats to Joel Cox



FIRST MILE FREE



First Mile Free Pilot is moving forward as a last-mile solution!

Initial pilot will last 2 years: 2026 and 2027

At two RTD Stations, University of Denver and Decatur-Federal stations, Lime and Bird users will enjoy free rides for up to a mile

Northwest Rail Joint Service IGA Signed!



RTD Board voted to approve the Northwest Rail Joint Service IGA on Jun 24th

FRPR District approval was last, occurring on Jun 27th

Final version of IGA included strict quorum rules and a weighted voting system to protect parties who have significant financial obligations resulting from a decision

A Glimpse into the Future of Intercity Rail...



Photo Credit: Chris Enright



Amtrak's first Siemens Airo set passes through Colorado en-route to Pueblo for FRA testing



Photo Credit: Siemens Mobility

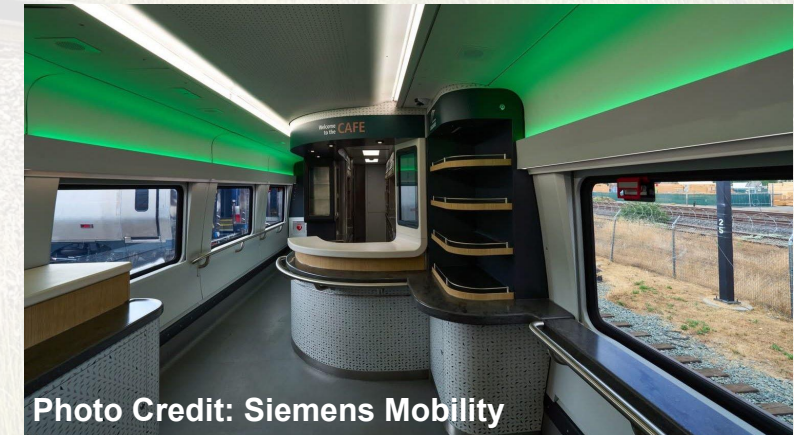
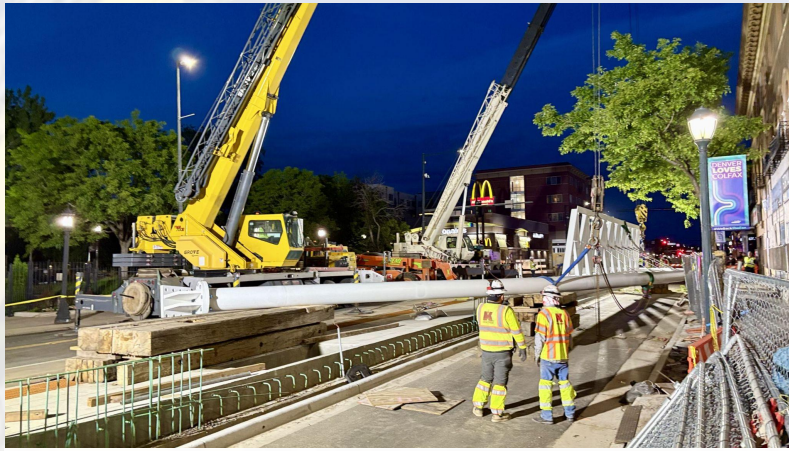
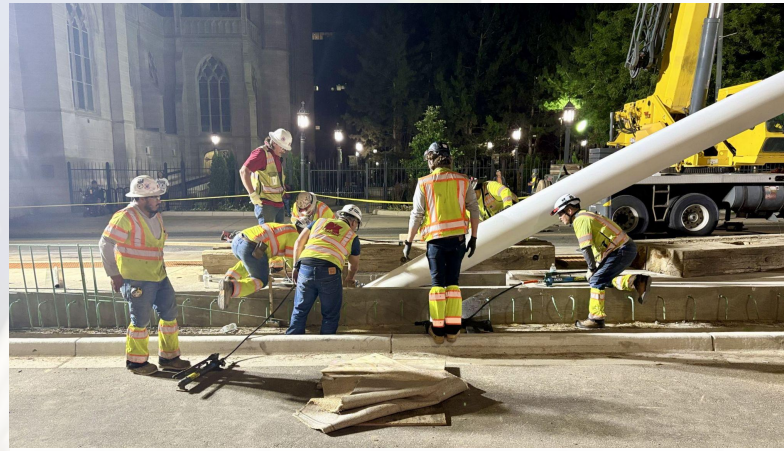


Photo Credit: Siemens Mobility

Big Erection Installation on Colfax



A crowd of people turned out to view a massive installation on Colfax on Jun 24th



Workers had trouble getting their bolts in the hole(s)





The installation was so big it was visible from a quite a few blocks away


Next installation is 8pm, Tue Sep 2nd, Colfax & Colorado

A Swiss Summer at Euro 2025



 **Dedicated train shuttles** will operate from Basel SBB to the stadium on matchday. Trains depart every 20 minutes from 3 hours before kick-off, taking approx. 5 minutes.

 S-Bahn, tram and bus lines service the stadium from locations across the city centre.


 **Do not drive to the stadium** as the car parks by the stadium **will not be available** and roads around the stadium will be closed as of 16:00. If you must drive, visit the travel page for recommended Park + Ride locations.


 **After the match: Plan your journey back in advance!**

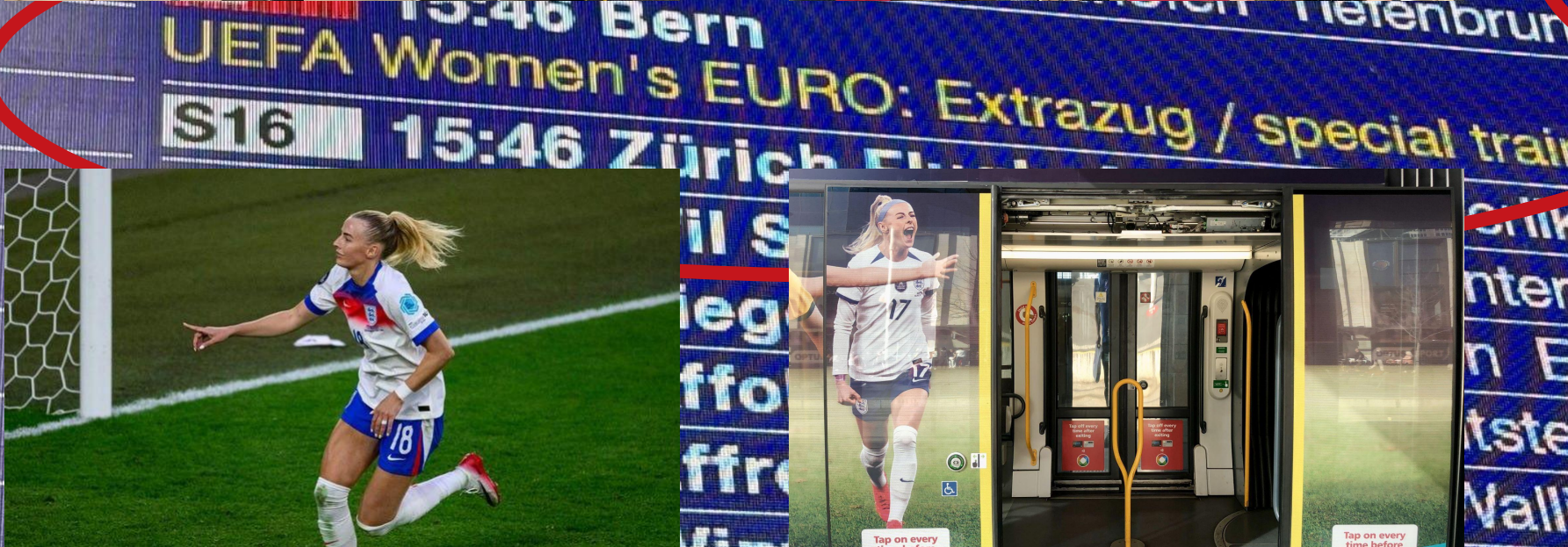
For Basel SBB - use the train shuttle (departing every 7 minutes)

For the city centre - take tramline 14

For Basel Bad Bf train station - hop on bus service 36

 **Extra trains** will be running from Basel SBB to Zurich HB, Bern, Lucerne, Biel/Bienne, Lausanne, Mulhouse and Freiburg im Breisgau. Check the SBB timetable for "EXT" train departures.

 If the match goes into extra time or penalties, extra SBB trains will wait and depart **40–60 minutes** later than scheduled.





Events



Board of Directors Meeting



The RTD Board is on summer break - no meeting this month

Monthly Meetings



**6pm on 3rd Thursday
of the month**

**Drinks at
Terminal Bar after!**

**Next meeting
6pm Thu Sep 18th**

More Meetings...



**FRONT RANGE
PASSENGER RAIL**

Front Range Passenger Rail
Board of Directors Meeting
9am Fri Aug 22nd



INC Transportation
Committee Meeting
6pm Thu Sep 11th

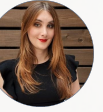
**DENVER
CITY COUNCIL**



Register for 30 minute public
comment session
5pm Every Monday

Last Night on the L Line

334 B



RTD is once again shutting down **“Denver’s Streetcar”** the **L** line until **Nov 27th**

Meet at **16th & California** at **6:50pm, Sat Aug 30th**

Music, friends, transit, and drinks after

Grand Junction Trip



2 05 PM MST	1224	Lv	Glenwood Springs, Colo.	Lv	1 38 PM
2 35 " "	1251	Lv	Rifle, Colo.	Lv	1 10 PM
3 50 " "	1313	Ar	Grand Junction, Colo.	Lv	11 40 AM
4 00 " "	1313	Lv	Grand Junction, Colo.	Ar	11 40 AM
	1347		Ruby Canyon—Colo.-Utah State Line		
	1353		At Westwater, Utah, last stop on Colorado River		
6 20 PM MST	1442	Lv	Thompson	Lv	11 00 AM
7 08 PM MST	1490	Lv	Helper, Utah	Lv	8 00 AM
	1515		Soldier Summit—Wasatch Range		
8 50 PM MST	1565	Lv	Provo, Utah	Lv	6 50 AM
	1609	Ar	SALT LAKE CITY, UTAH	Lv	5 50 AM
			Western Pacific Railroad		
	1609	Lv	SALT LAKE CITY, UTAH	Ar	
	31	Ar	Wendover, Utah	Lv	
		Ar	Elko, Nev.	Lv	
			Winnemucca, Nev.	Lv	
			Laughlin, Nev.	Lv	
			Barstow, Calif.	Lv	
			Red Bluff, Calif.	Lv	
			Red Canyon—116 miles through Sierra Nevada		



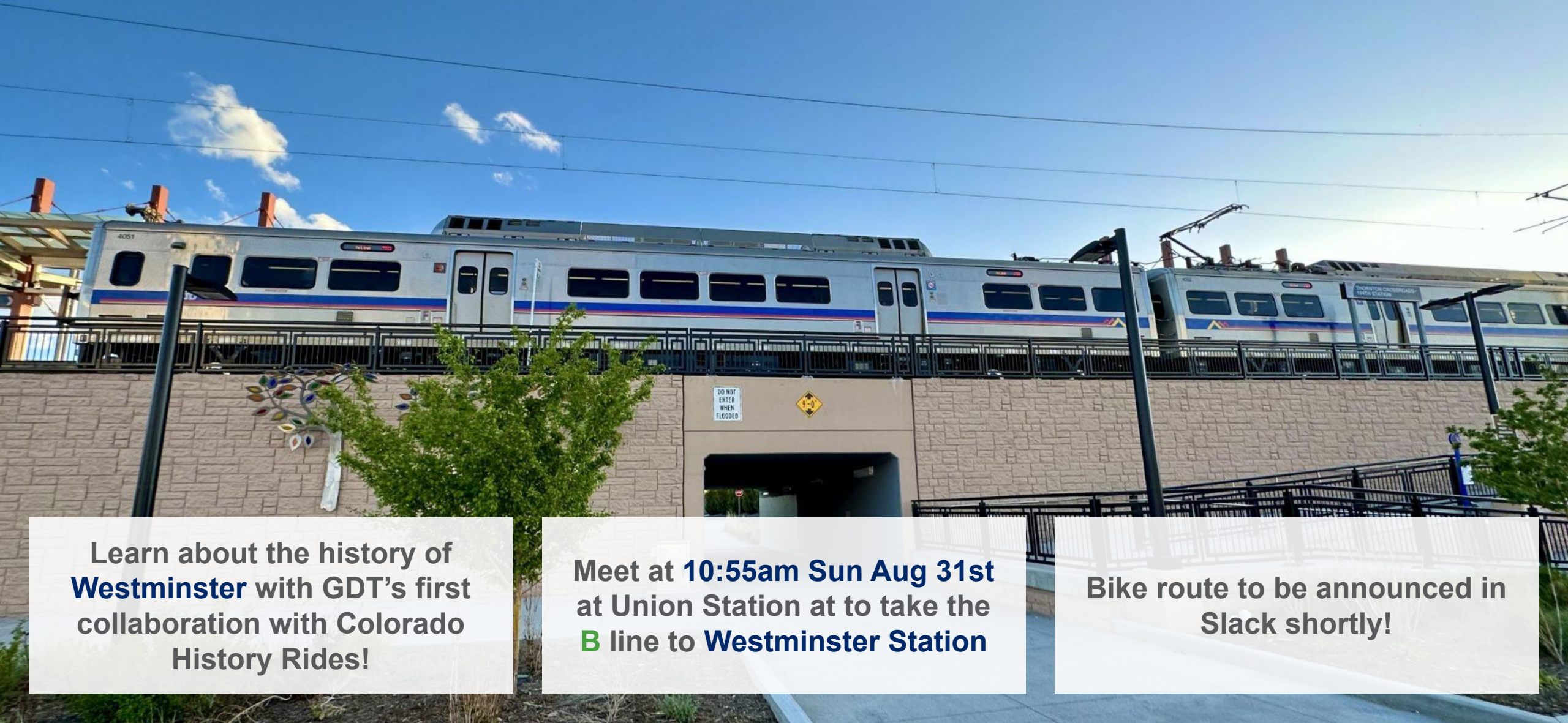
Meet at Union Station, two groups: Bustang and Amtrak

Meet up with **Noah Sponable & Friends of GJ Union Depot**, hikes, food, and other fun!

3 days **Friday October 24th - Sunday October 26th** (put in PTO now)!



Colorado History Rides Bike / Transit Collab

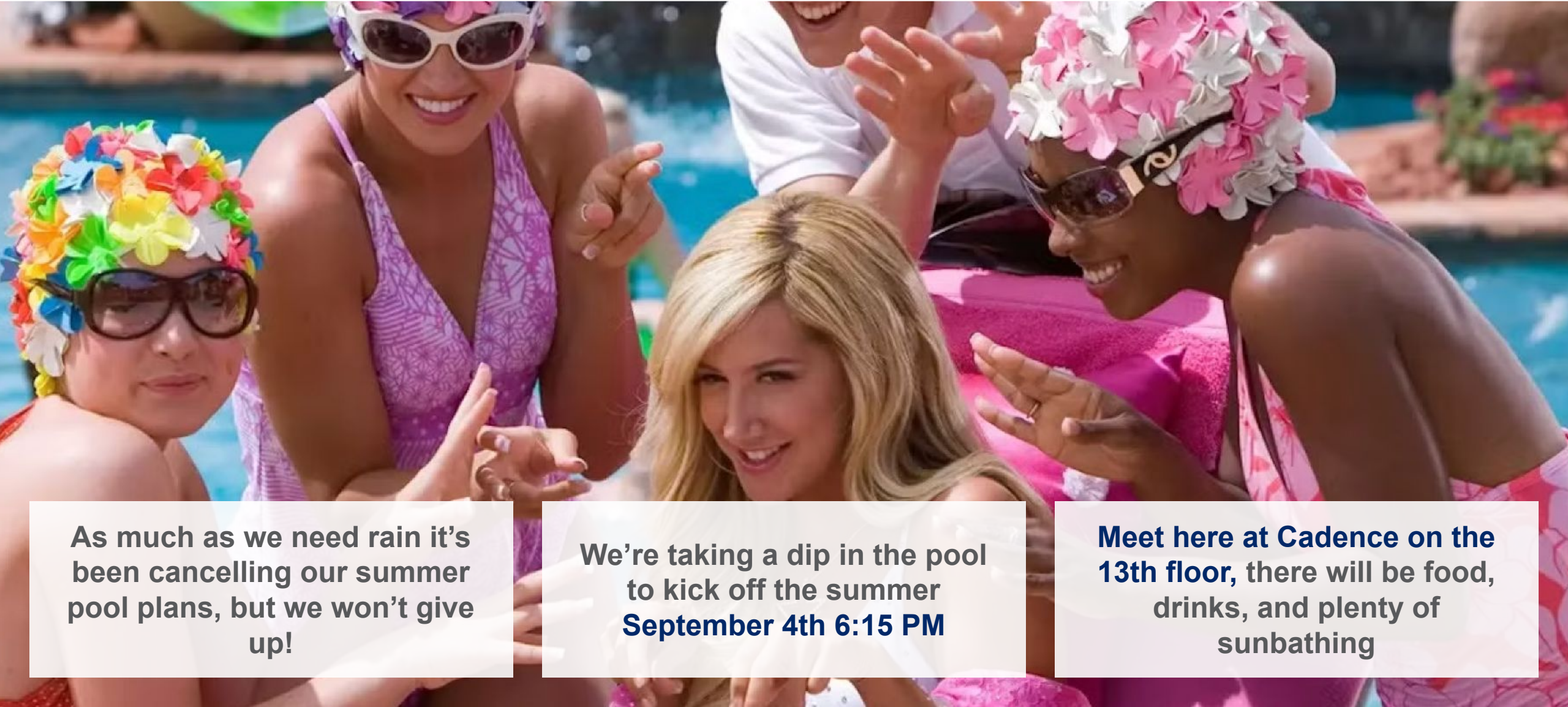


Learn about the history of **Westminster** with GDT's first collaboration with Colorado History Rides!

Meet at **10:55am Sun Aug 31st** at Union Station at to take the **B** line to **Westminster Station**

Bike route to be announced in Slack shortly!

The Fabulous GDT Pool Party (fr this time)



As much as we need rain it's been cancelling our summer pool plans, but we won't give up!

We're taking a dip in the pool to kick off the summer
September 4th 6:15 PM

Meet here at Cadence on the 13th floor, there will be food, drinks, and plenty of sunbathing



Projects

Downtown Bus Plan Gains Support



**Presentations to Downtown
Denver Partnership, DRCOG,
and Denver Streets Congress**

**Signatures confirmed from
key urbanist org allies!**

**Further signatures expected
next week!**

L Line on Welton Street



Presentation in final stages of development

Input sought from GDT members

Downtown Area Plan appears to propose a bus only transitway for Welton St



RTD Metro Area Bus Plan

Update - August 2025

Metro Denver Bus Plan | Agenda



Where we began
Downtown bus plan

**What we want to
accomplish**
Goals & Data

**Where do we go
from here**
What we need to build

**How you can be a
bus plan warrior**
Activity + ways to get
involved

Where we began | The downtown bus plan was the first step in a much larger process



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’

‘Trunks’ combine routes together to create **ultra-high frequency service** over a common stretch of street

24 RTD bus routes outlined in RTD’s System Optimization Plan should have their **Downtown “last miles” aligned between DUS and Civic Center**

The high frequency ‘Trunks’ can be further enhanced by investment in **block-long bus stops** to make transfers safer, easier and quicker

Where we began | At a high level, the Downtown Bus Plan consists of 4 key elements



Bus Trunks

increasing frequency with overlapping routes

Transit Squares

Ensure faster and more convenient connections

Market / Blake circulator

identifying underserved routes

Infrastructure improvements

changing the built environment to enhance user experience

Goals & Deliverables | Our plan is guided by 3 core goals



Goals

- **Ridership Recovery** - Develop a vision for RTD's bus system to meaningfully grow ridership within existing budget realities by adapting to growth patterns and post-pandemic travel trends
- **Mode Shift** - Revive the ambition to make transit a useful and competitive travel mode for a major percentage of the district
- **Data-Driven Decisions** - Create a proactive and robust route definition process (data collection, analysis, and decision-making) to prioritize network-level planning and connectivity, rather than isolated route updates and improvements

Key Deliverables

Proposed bus route network

List of complimentary upgrades to system

Executive summary & FAQ

Detailed service change process

Data | Any proposal will need to navigate around RTD's resource constrained reality



In-service weekday hours determined for all existing bus routes as of May 2025 schedule.

Comparison of total daily bus service hours in May 2025 schedule vs. revenue hours in SOP

Schedule	University of Denver and Decatur-Federal stations May 2025 (In-Service Hours)	May 2019 (In-Service Hours)	SOP Estimate (In-Service Hours) (85% May 2019)	SOP (Revenue Hours)
Weekday	5,319	7,010	5,959	7,587
Saturday	3,978	3,827	3,253	5,215
Sunday	3,148	2,938	2,497	4,200
Weekly Total	33,721	41,815	35,543	

Note that “in-service hours” do not account for breaks/layovers but “revenue hours” seem to include this time in RTD’s definition

SOP revenue hours set at ~85% of “pre-pandemic” resources, this is used to estimate SOP in-service hours

Key features | The Metro Denver Bus Plan builds on the core elements of the Downtown Bus Plan



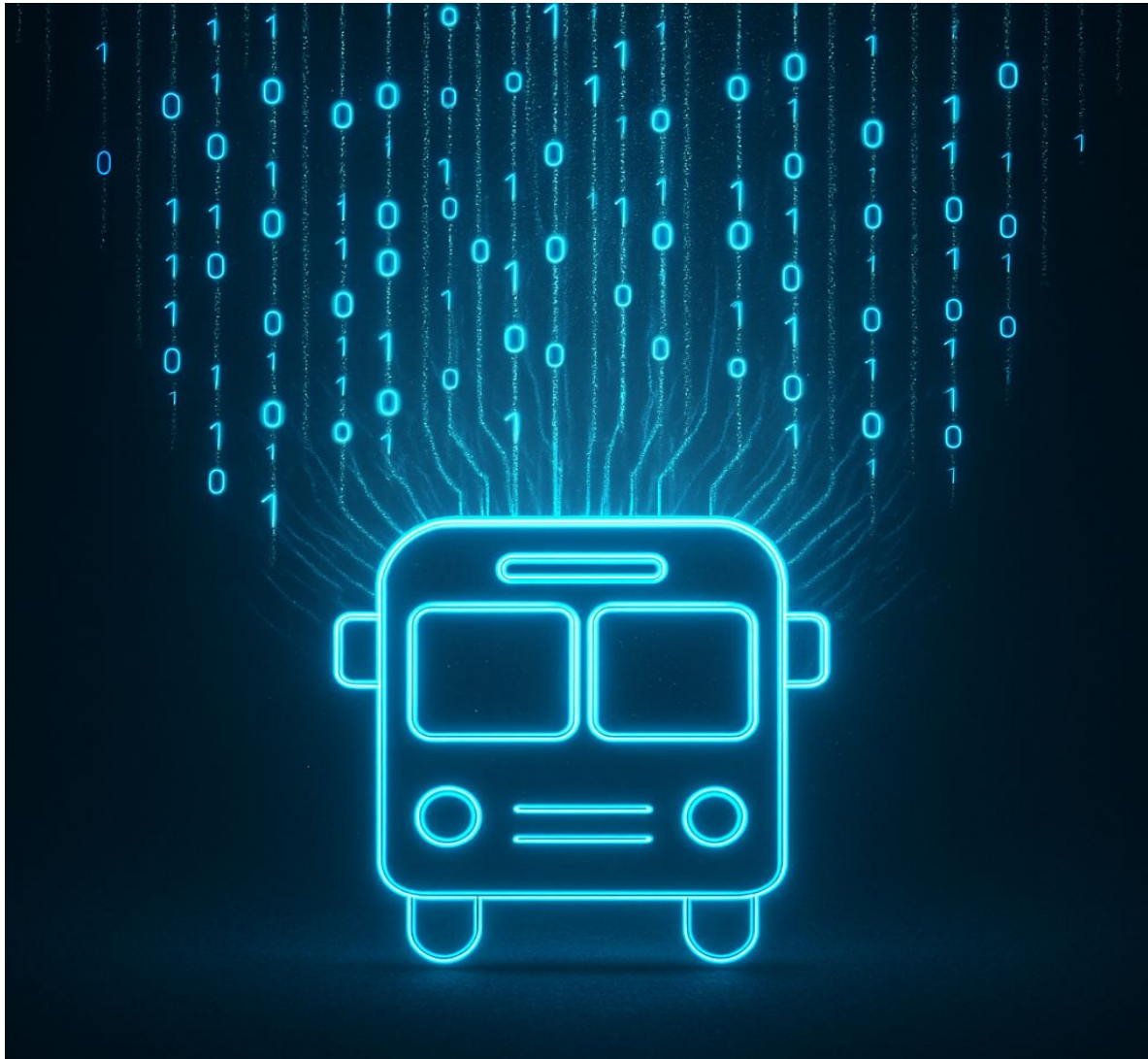
Expand Bus Trunks
*increasing frequency with
overlapping routes*

Facilitate connections
*Ensure faster and more
convenient connections*

Serve New Growth Corridors
identifying underserved routes

Infrastructure improvements
*changing the built environment
to enhance user experience*

Data | We will use as multiple inputs to validate our updated route geometry and investment hypothesis



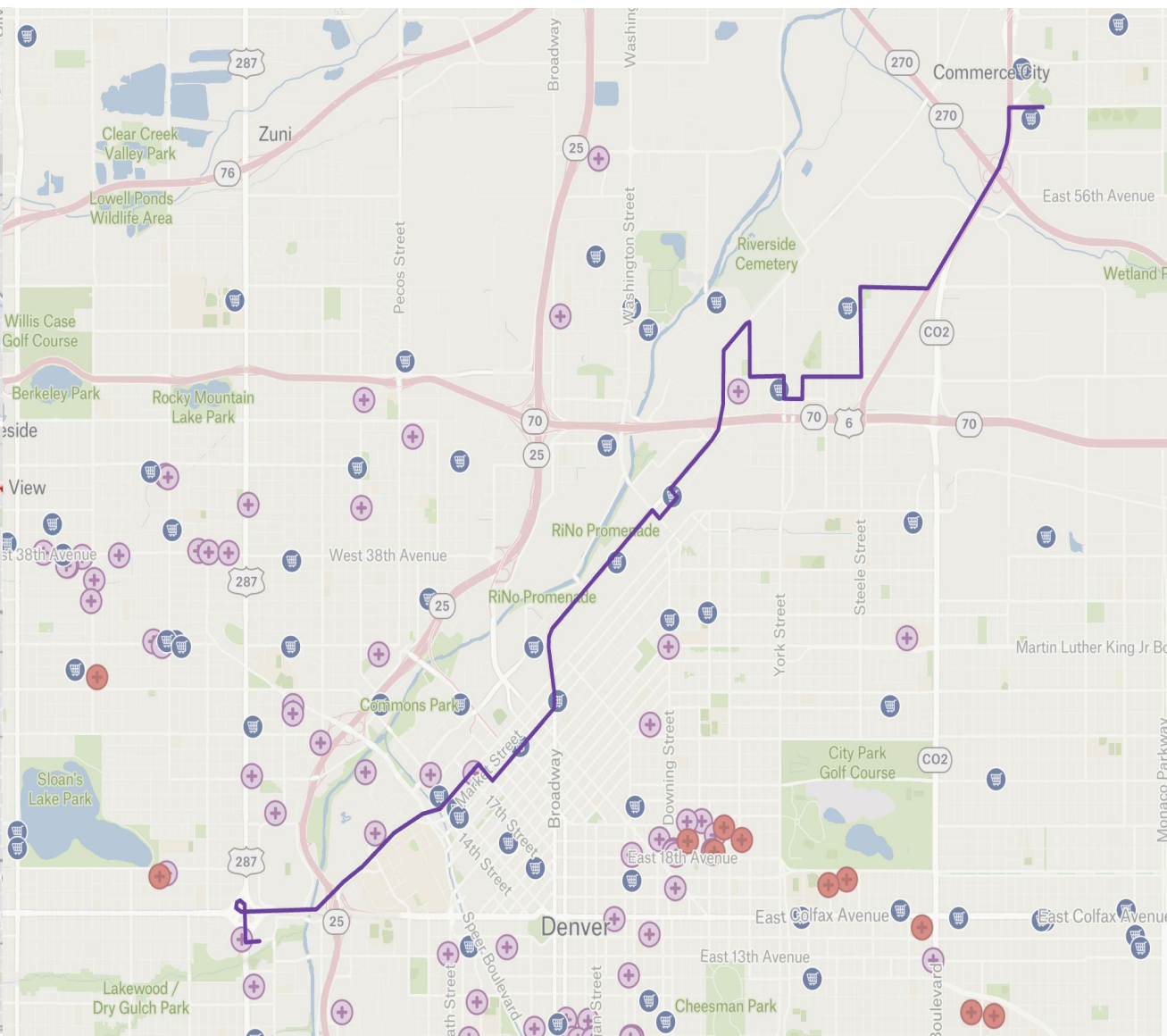
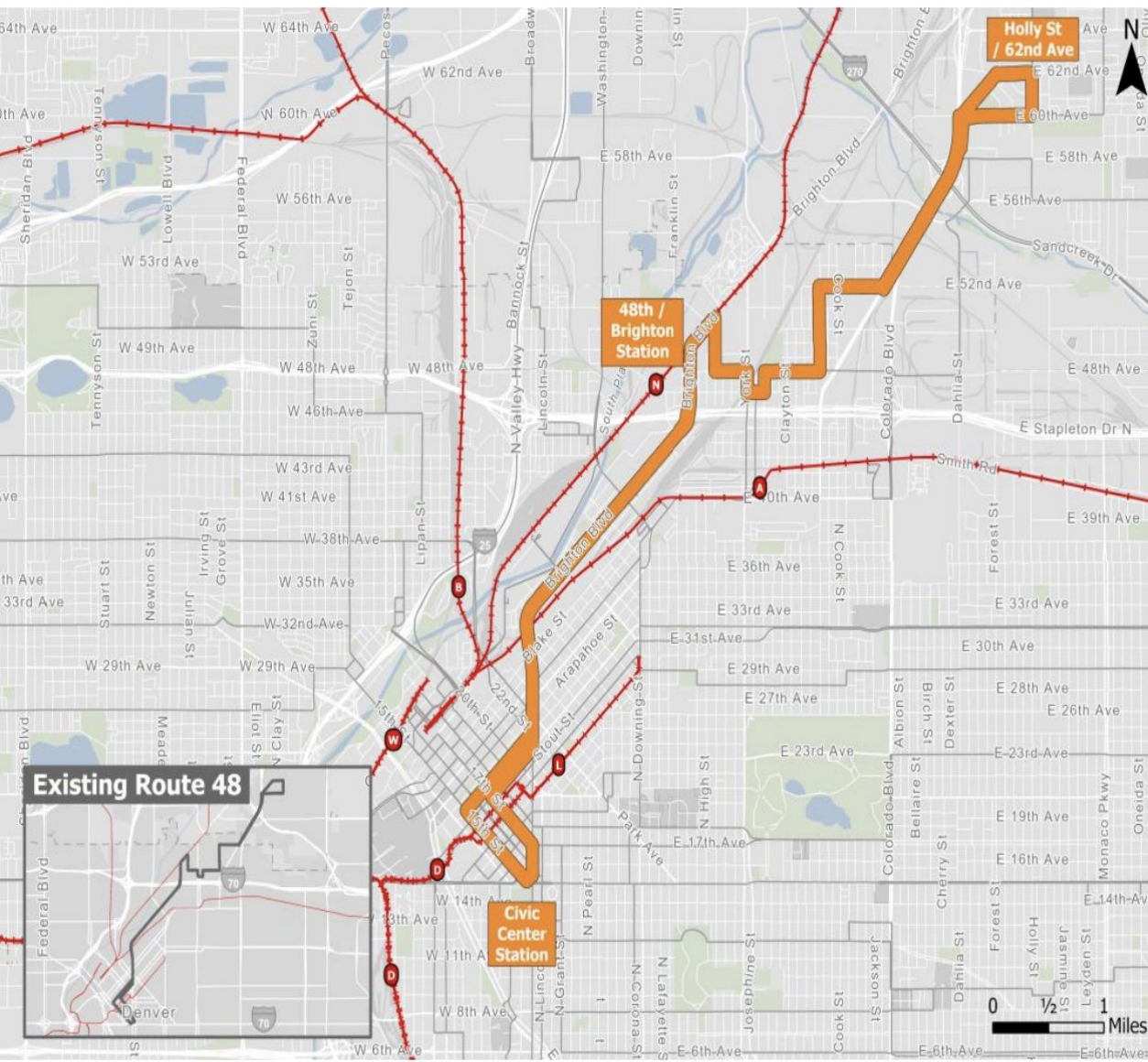
Transit data:

- Commercial densities
- Residential densities
- In service hours
- Points of interest
- Ridership by stop
- Thru passengers by route

Non-transit data:

- Traffic counts
- Household vehicle ownership
- Walk-shed land-use around stops
- Multi-modal links
- ...

Output | Preliminary change for Route 48



Questions?



Activity | Please pick a topic that interests you and join that group to help brainstorm a better transit future



Group 1 | How do we design a better bus system (i.e., what data to use)?

Group 2 | What physical changes do you want to see (i.e., seating, transit signal priority)?

Group 3 | What other changes should we propose that will support this bus plan (i.e., transit oriented development, expand eco-pass)?

Group 4 | How do we get people excited about this project and build a coalition of supporters?

Appendix



Bus Plan | Current Routes by Resources



In-service weekday hours determined for all existing bus routes as of May 2025 schedule.

Gives rough estimate of what routes are most ‘expensive’ to add service (frequency, length), and where savings could be most effective.

Routes with high resource dedication tend to be high ridership, operate on major corridors, and provide key connections to rest of network.

Proposed changes to the highest-resourced routes should be studied early, since they have high impacts on plan as a whole.

Route	Trips per Weekday	In-Service Hours per Weekday
15L	202	219.3
15	212	208.9
153	132	179.9
31	191	164.0
MALL	428	158.7
121	135	135.9
16	170	128.4
0	149	116.0
40	135	115.7
105	141	115.0
FF1	123	114.3
73	131	110.5
76	69	101.1
38	69	100.8

What is a Bus 'Trunk' Line?



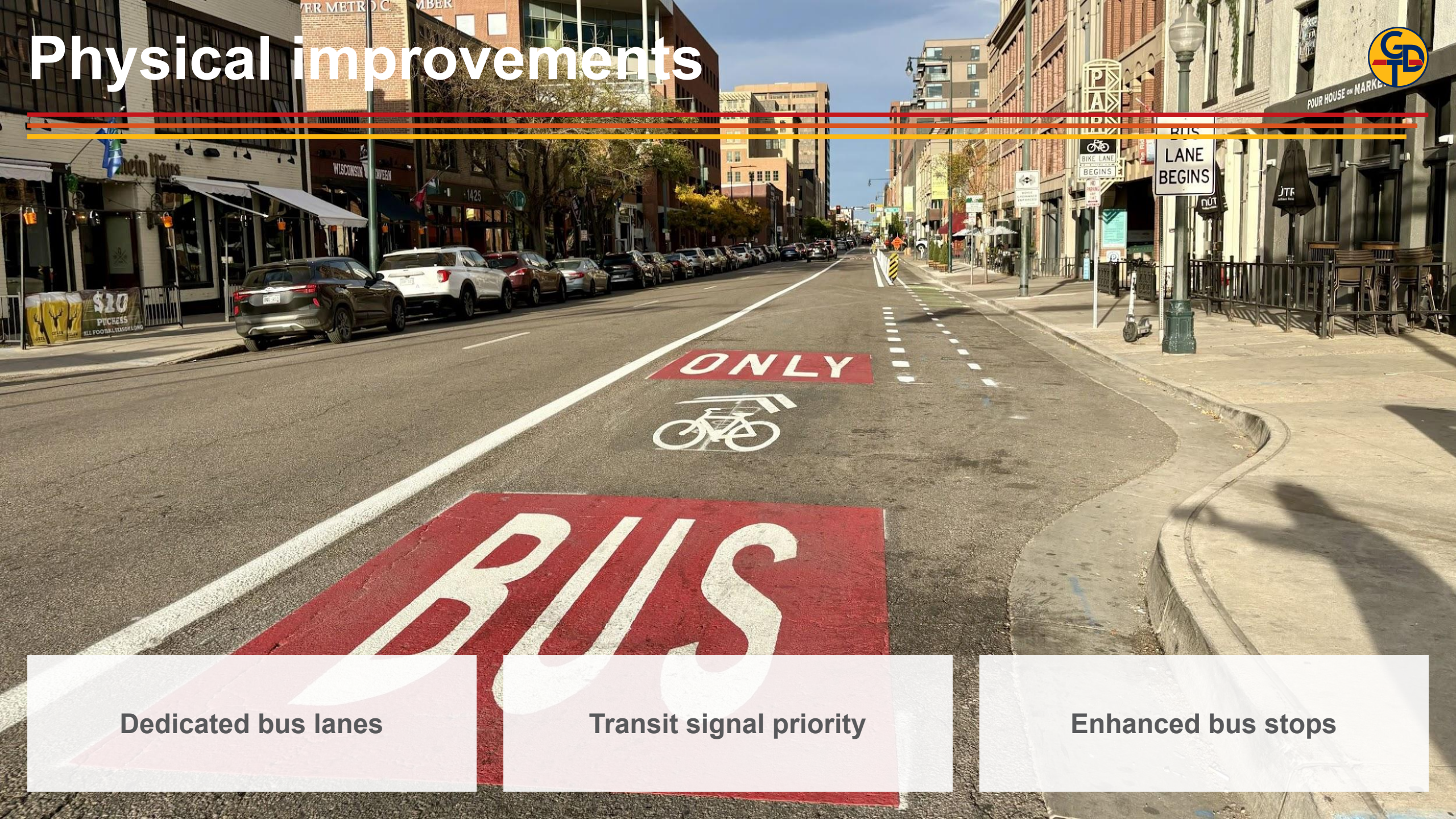
A “trunk” line is a transit right-of-way where multiple lines merge together to create a common stretch of high-frequency service

Trunks do not always require new services, and can instead redesign and incorporate existing routes to create higher frequency

Trunks improve transfer opportunities due to having more lines over the same stretch of stations



Physical improvements



Dedicated bus lanes

Transit signal priority

Enhanced bus stops



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Email List



Thank You!

Terminal Bar drinks are next