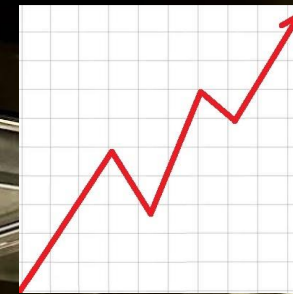




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**RTD
Ridership
Growth
Plan**

Draft Version

RTD Bus Bay Reconfiguration

DRAFT - May 2025

Downtown Bus Hub Gate Optimization

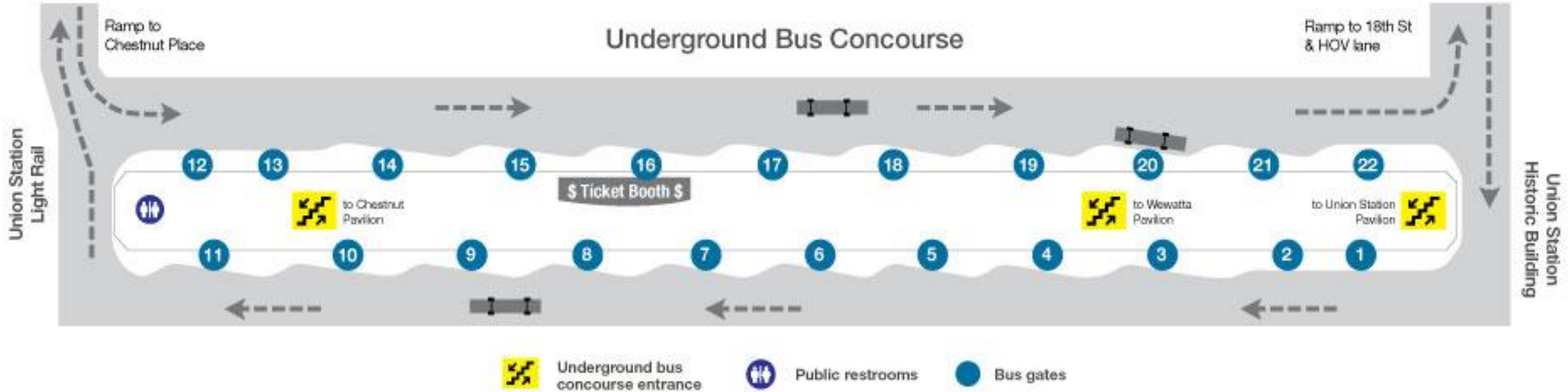


The expanded service proposed in the Downtown Bus Plan is made possible by re-assigning bus gates at both Denver Union Station (DUS) and Civic Center Station (CCS)

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

Transfers between buses to / from rail at DUS are made easier for customers by shorter distances between gates and tracks

The Underground Bus Concourse at DUS



24 Gates Total
22 in underground bus concourse
2 at 17th & Wewatta St

2 Entrances
SE: 18th St / HoV Lane
NW: Chestnut Pl

Outside Operators
Bustang (Gates 4, 20)
Greyhound (Gates 2, 3, 21)

Getting the “Runaround” at DUS



GATE
B15

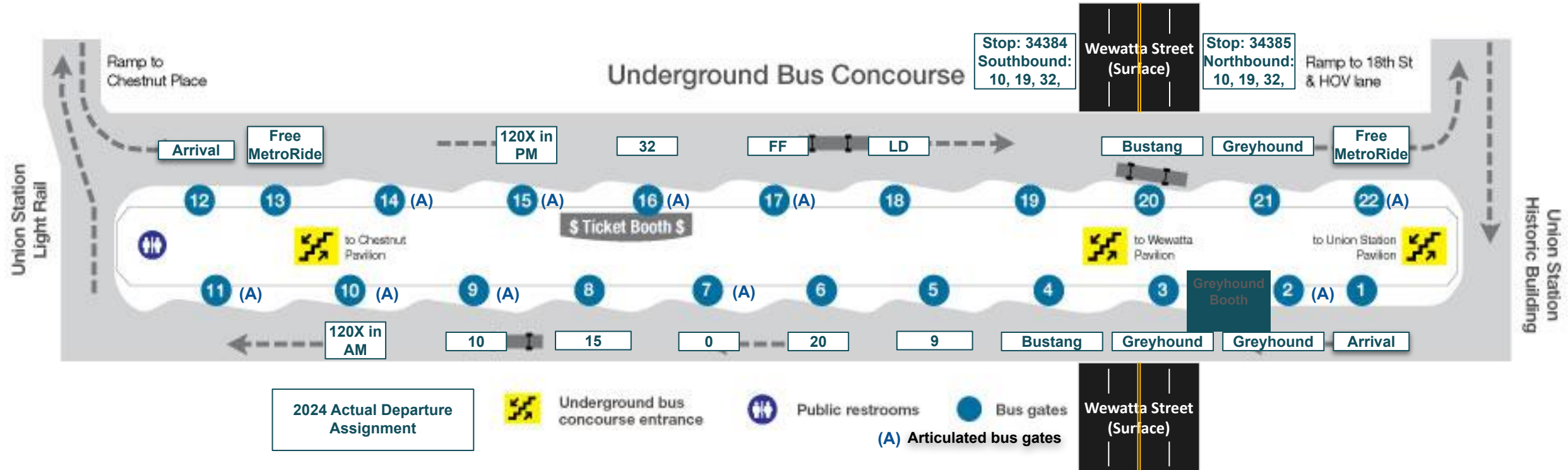


Pandemic recovery and changes in ridership provides an opportunity to completely reassess how the bus gates at DUS are used

Up to a minute of journey time can be saved by assigning bus gates to minimize the distance buses travel to their respective exit ramp

Gate assignments can be matched with rider flows from rail platforms at each end of the bus concourse and other bus gates

Getting the “Runaround” at DUS

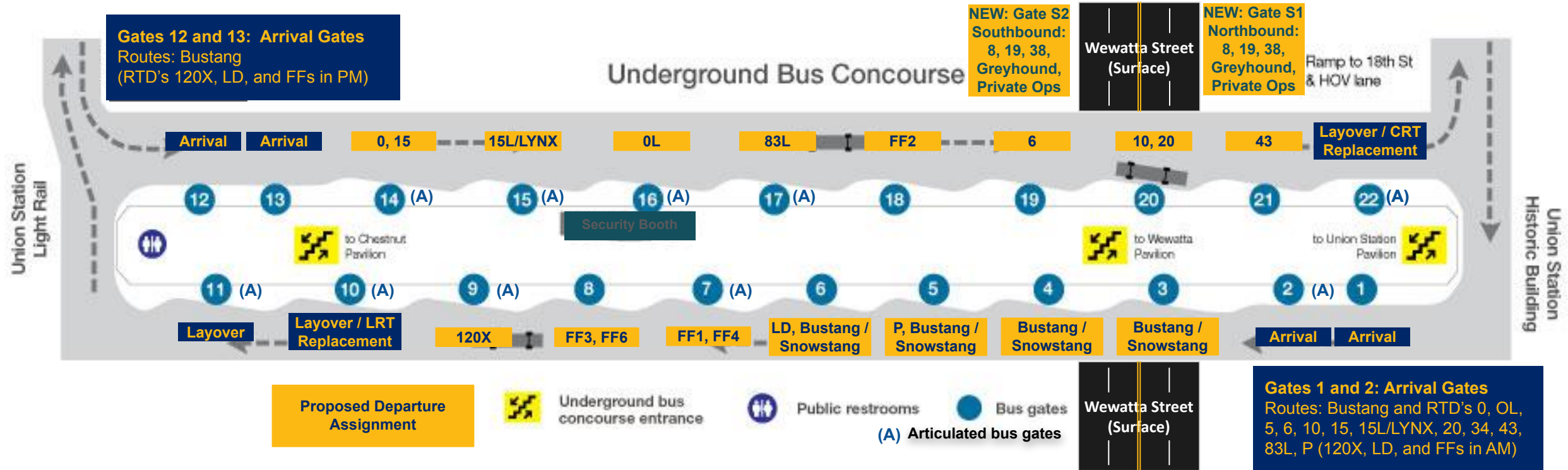


Gate assignments at DUS Underground Bus Concourse can add a minute to travel times for some routes

Gates 5-9 are assigned to southbound departures with buses required to round back and traverse an extra full concourse length

Boarding / disembarking zones frequently do not minimize transfer distances between bus to/from rail

DUS Bus Bay Optimization



RTD can optimize DUS gate assignments to decrease time spent traversing the concourse via bus while also lining up easy transfers to rail

RTD buses departing to and arriving from the south should optimize transfers to commuter rail lines which mainly go north and east

RTD buses departing to and arriving from the north should optimize transfers to light rail lines which mainly operate south and west

Gates S1 & S2: 17th & Wewatta Surface Level



Stops 34384 and 34385
should be renamed to DUS
(Street) Gates S1 and S2

Upgraded stops should
feature canopies, shelter,
information screens, lighting,
and trash cans

Bike / scooter infrastructure
should be moved away from
immediate gate areas

Greyhound at Denver Union Station



Greyhound / Flixbus and its partners Express Arrow and Burlington Trailways offer 8 routes from DUS, used by approx. 280 people / day

With plans to introduce a 'fare paid area' at DUS, RTD has indicated that it does not wish to renew Greyhound's current lease to operate there

DUS waiting area is ill-suited for waiting long-distance bus passengers with minimal seating plus bathrooms and food options located far away

Greyhound at Civic Center Station Proposal

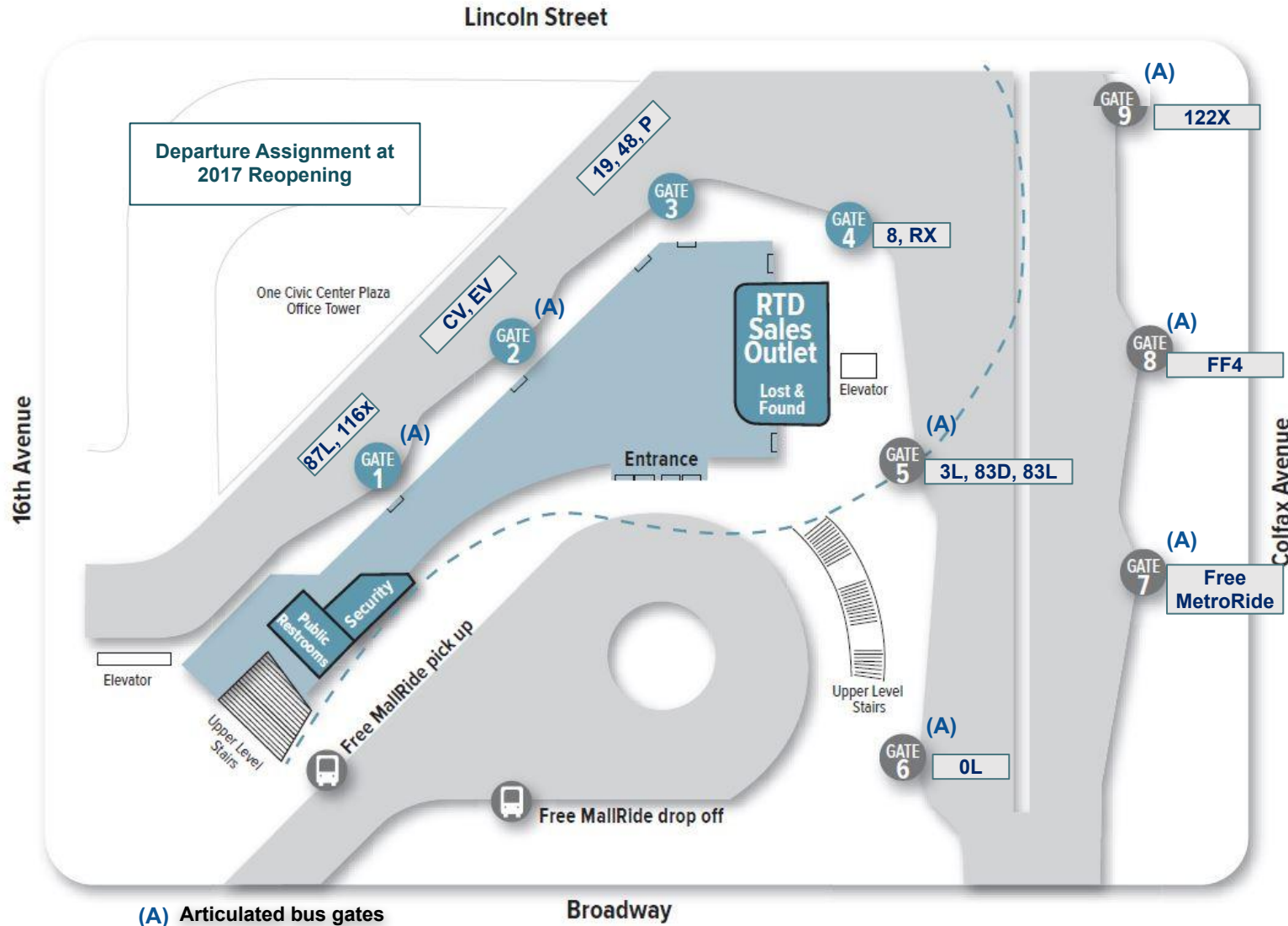


Start point of Greyhound / Flixbus routes in Denver could be transferred to CCS, with only a brief stop retained at DUS for connections

CCS has a large and under-utilized climate controlled waiting room that has far better facilities for long-distance bus passengers

Opportunity to provide at Civic Center the welcoming, dignified, comfortable waiting area Denver needs for long-distance buses

Civic Center Station Today

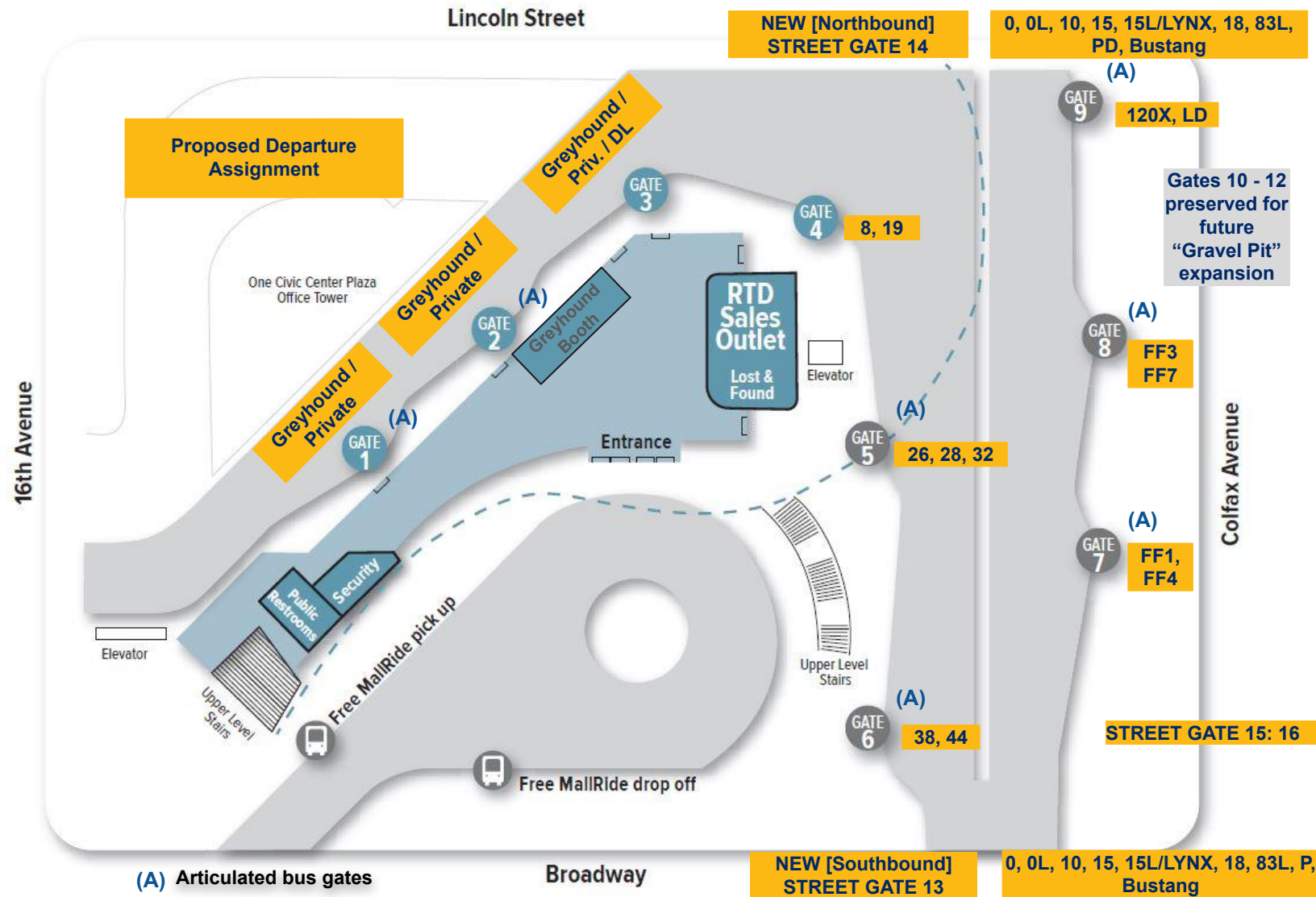


CCS operates as a shadow of its former self following the decline in peak commute traffic following the COVID-19 Pandemic

Indoor and outdoor gates are underutilized following the post-COVID scale-back in commuter services

Civic Center's potential as a hub for local, regional, and long distance service remains with both RTD and private operators

Civic Center Bus Bay Optimization



For local RTD services, CCS' 6 subterranean gates offer most efficient northbound connections to 15th St via Cheyenne Pl

For regional RTD services, CCS' 3 above-ground gates offer most efficient northbound connections to 18th St via Lincoln St

For longer-distance services, CCS' 4 fully indoor gates offer most comfortable waiting, boarding, and disembarking experiences year-round

Civic Center Pass-Through Buses



Travel times on north-south oriented buses that serve, but do not terminate at CCS can be improved by avoiding Colfax congestion

Broadway and Lincoln's adjacent stops should be designated as Gates 13 and 14 respectively

These stops can more efficiently serve the PD, 0, 0L, 10, 15, 15L / LYNX, 18, 83L, and Bustang

The Gravel Pit at Civic Center Station



RTD owned plot of land located between Civic Center Station and Colfax Avenue known as 'The Gravel Pit'

As the Downtown bus network expands, more gate capacity for buses will be needed

RTD should develop the land into 3 to 6 new bus gates, mixed used development may be constructed over the top



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