INC Transportation Committee
May 10, 2018

Making Transit Work Better

Jeff Becker, RTD Senior Manager of Service Development
Bus Stop Consolidation

- 15% - 25% too many legacy bus stops
- Make service slower and less reliable
- Model considers: passenger load, dwell at stop, boardings, alightings, walk time; 5 adjacent stops at a time
- Systematic review
- August 2017 removed about 30 stops on Routes 0/0L, 40, 105
- January 2018 about 45 stops on Routes: 3, 12, 20
- May 2018 about 150 stops on Routes: 6, 10 11, 15, 16/16L, 21, 38, 83L/D
Route 0/0L Broadway-Lincoln

2.5 mi segment implemented August 2017
- Bus Only Lanes 24 hours
  - Broadway: 17th Ave to Exposition
  - Lincoln: 5th Ave to 14th Ave
  - South of 5th Ave on Lincoln, 7 to 9am
- Removed 5 SB & 4 NB stops

Jan 2017 compared to Jan 2018
- Saved average 2.2 minutes per bus RT all day, 6%
- Varies by direction, period, section
- Hard to tell savings from lane versus stops
- Hard to tell ridership response

Legend
- Removed Bus Stop
- Unchanged Bus Stop
- Limited Bus Stop

Proposed Stop Spacing
Northbound - 13 Stops
Average - 1224'
Median - 1298'
Southbound - 13 Stops
Average - 1198'
Median - 1312'
Transit Signal Priority

- Devised new cellular approach
- Cost-effective, reliable, scalable
- Uses existing bus equipment
- 8 components and steps
- Issues to address
- East Colfax at Lincoln, Grant, Logan, Washington, Clarkson, Downing, Park, York, Josephine, Krameria, Yosemite, Quebec activated April 2018
- Monitor & Validate
- Before/After Evaluation