



Citizens Advisory Committee

CAC Summary
July 9, 2026
3:30pm – 5:30pm

1. Introductions

The July Citizens Advisory Committee (CAC) meeting began with introductions from all the attendees.

2. Burnham Yard Project Updates

RTD Directors Ian Harwick and Michael Guzman provided an update on the Burnham Yard redevelopment project and ongoing coordination with the City and County of Denver, the Denver Broncos, and other project partners.

Director Harwick sits on the project's ad hoc committee, which was established in March to help coordinate planning efforts for the proposed stadium development. The ad hoc committee participated in a site tour in June, and discussions continue regarding what future transit rail operations through the Burnham Yard area will look like. Preliminary concepts include expanding the existing two-track rail corridor to three or four tracks and constructing an overpass over 13th and 14th Streets. At-grade crossings are currently proposed at 8th, 9th, and 10th Avenues, while no public crossing is anticipated at 11th Avenue. RTD noted that train slow zones would likely be necessary through the area, although travel time impacts have not yet been calculated.

The discussion focused heavily on safety. Director Harwick emphasized the importance of preventing conflicts between trains, pedestrians, vehicles, and stadium visitors, while committee members stressed that public safety should remain the highest priority as the project advances.

Committee members discussed travel time impacts, potential bus terminal locations, and where to find resources for rail safety guidance to support project decisions. Multiple agencies and elected officials are working collaboratively to address these concerns and ensure the project is developed with the surrounding transportation network in mind.

Additional discussion centered on neighborhood engagement, with RTD noting that three additional project stakeholder meetings and a future community meeting have been added to

the outreach plan. The group also noted that the project could provide an opportunity to rehabilitate aging rail infrastructure while service disruptions are already occurring.

Committee members stressed the importance of evaluating the cumulative impacts of multiple at-grade crossings within the project area rather than considering each crossing independently and discussed ways the CAC could support neighborhood groups that have been actively engaged throughout the planning process.

3. Bus Stop Americans with Disabilities Act (ADA) Requirements 101

Following up on last month's discussion of RTD's bus stop inventory assessment report, RTD ADA Manager Gabe Christie provided an overview of bus stop accessibility requirements and explained the roles and responsibilities associated with making bus stops ADA compliant.

The presentation reviewed current accessibility standards, the conditions required for an accessible bus stop, factors that can limit accessibility, and the current state of RTD bus stop infrastructure. RTD explained that while it owns and maintains the bus stop sign and pole, municipalities are generally responsible for sidewalks, curb ramps, and other surrounding infrastructure needed to provide accessible access.

Because many bus stops were installed years ago, numerous "legacy" stops do not meet today's accessibility standards and are not currently required to be retrofitted unless improvements are triggered through redevelopment or reconstruction projects. RTD works directly with municipalities to identify opportunities to improve accessibility whenever projects occur.

The group discussed how residents can advocate for accessibility improvements when deficiencies exist. RTD noted that community members and residents should first engage with their local municipalities and elected officials about specific improvements and encouraged them to use RTD as a resource during those discussions as questions arise about design and regulatory constraints. Gabe answered questions regarding crosswalk spacing requirements near bus stops, developer responsibilities, parameters around temporary bus stop closures during construction, and grant funding opportunities. It was noted that no standard exists requiring crosswalks to be located within a certain distance of bus stops, that developers are often responsible for constructing accessibility improvements associated with their projects, and that municipalities are often the entities that are best poised to pursue grants for accessibility upgrades.

Committee members suggested compiling information on available grant opportunities that municipalities could use to improve bus stop accessibility and ADA compliance.

4. Budget Deficit and Service Reductions Discussion

The committee continued its ongoing discussion regarding RTD's budget deficit and potential service reductions planned for 2027.

Jack Kroll informed the committee that the RTD Board has directed staff to begin evaluating service reductions and encouraged CAC members to closely follow upcoming Board discussions as recommendations are developed.

Joe Meyer shared cost information and facilitated a discussion focused on identifying key themes and priorities the CAC may wish to communicate to the Board. Members discussed the importance of defining and protecting a core transit network that provides the greatest overall mobility benefit across the region. Several members noted that preserving frequent, highly connected routes would likely provide greater value than maintaining isolated routes with limited connectivity. Members also emphasized that any recommendations should incorporate an equity lens. The committee also discussed the importance of preserving service that connects riders to hospitals, schools, and destinations frequently used by people with disabilities.

Another major discussion topic focused on communications. Members encouraged RTD to develop a robust public communication strategy to explain future service changes while also promoting transit use and increasing ridership. Suggestions included expanding partnerships with community organizations, creating marketing campaigns that encourage regular transit use, and continuing to build on RTD's successful social media presence. Committee members specifically complimented RTD's Instagram account and noted that increased ridership can positively influence future funding opportunities.

Joe encouraged committee members to continue refining these ideas so the CAC can provide thoughtful recommendations to the RTD Board during future discussions.

5. Call for Applications

Colleen Kirby Roberts announced that several CAC member terms will expire at the end of the year, with five members eligible for renewal through 2029. Two committee members will complete their terms, creating upcoming vacancies.

The committee also discussed the CAC application review process, which includes participation from one CAC co-chair and one committee member-at-large. Members noted that the CAC Charter, last updated in 2024, is expected to be reviewed and revised in the future.

6. September In-Person Meeting

Since there will not be an August CAC meeting, members discussed holding the September meeting in person. Eric Smith requested suggestions for a transit-accessible location, with ideas including an RTD office, a recreation center, or another location near Union Station.

Committee members agreed that a location should be selected prior to September and communicated through email. An optional informal gathering may also occur in August.

Committee members shared several recent transit successes, including the convenient transfer they experienced between the OL and E Line. It was also noted that new airport transit service

connecting Longmont and Denver will begin in September and that Route 228 is no longer being discontinued.