



15L/Future BRT Bus Shelter Design Charrette Summary

Feb. 16, 2016

Overall summary

On Feb. 16 RTD hosted a design charrette as the first step towards developing unique shelter design for the Route 15L bus stops. Area stakeholders were invited to participate in the activity in an effort to gather input on bus shelter designs that are desirable for the corridor as RTD works to design unique shelters for the 15L stops as a part of the 15L Route Improvements project.

The goal is that these shelters could be transitioned into a key element of the future Bus Rapid Transit (BRT) stations. The City of Denver is working to identify funding to move forward with the BRT project and it is desired that the shelters could be an early action item moving towards the longer term vision of BRT stations along East Colfax.

The main theme that was voiced at the charrette was a desire for increased transparency. People expressed a desire to make sure that shelters provide visibility for safety. Participants want to ensure that the police can see easily in the shelters as to deter criminal or unsafe activities.

Another theme was a modular design. This design would be able to be flexible so it could be expanded in the future with the BRT project or as ridership increases. Most of the designs focused on columns with one or two walls and a bench. Later in the meeting, solar power was brought up and many people thought this idea could support lights that can change colors.

General Comments

- Modular a great idea
- Shelter placement should not block retail visibility
- Take advantage of lighting already there and using poles, electricity, etc.
- Translucent roofs to let in light but may have a downside of not blocking the sun
- Flexibility should be kept in mind for future shelters



- Greenery and trees because there are not many currently
- How will people get there safely?
- Consider options that would coordinate with the neon signage on Colfax
- Communication with community organizations
- Lighting needs to be a priority
- Lighting could be adjusted to the environment
- Remember Denver is growing and more people will use it in the future
- Tie stops together to make 'family'

Group 1- Dayton Westbound

- Priorities were transparency (increased visibility) and comfort
- Art advertisement- the walls could have art but also be transparent
- Large envelope so it could fit more people
- Not having a wall would be important for retail
- Bench for seating with a creative tone which includes different levels

Group 2- Dayton Eastbound

- Security important
- The rider experience should be a first class experience
- This first class experience can be seen via art and aesthetics
- This idea leads to a balance of comfort and safety
- Expanded envelope
- Should have two side walls
- Discretionary money used to increase security
- Seating for older individuals and those who need it
- Barrel roof preferred
- Roof lighting so that police can see what is going on better

Group 3- Downing Westbound

- Priority is safety and comfort for the elderly and disabled
- Wants a modular system
- Columns
- Sheer walls



- Two panels
- As transparent as possible that also has art/ads (opposition on ads)
- Seating for elderly, perch wall for others
- Solar
- Lighting flexible to change color/design

Group 4- Josephine Eastbound

- Priorities include safety, visibility, functional and maintainable
- Cantilever with columns so it can make a statement and be different from others
- Perforated (lexan-like material) panel (likes transparency of glass but it would be easier to maintain)
- Half wall in back
- Benches
- Shed roof because it is less expensive and easier to maintain
- With more coins this team would choose an elongated shelter
- Solar
- Trees and landscaping would be good for the future

Group 5- Peoria Eastbound

- This location should be evaluated for a bus bulb/curb extension
- Branding and identification important
- Safety really important especially at night
- Longer roof and forgo side to provide more shade
- Extended columns or cantilevers
- Bench seating and a shed roof
- Solar or wind power that could be used for heating/cooling and lighting

Group 6- Uinta Westbound

- Historic reference at stops
- Less art due to the upkeep
- Transparency
- Structure and walls should be a hybrid option



- Columns and sheer wall on one side
- Barrel roofs
- Modular design to make expansion for future BRT easier
- Split benches
- Extended columns too modern
- Each district should be different but tie together
- Greenery

Next Steps

RTD staff will incorporate the feedback from the design charrette to develop conceptual shelter designs. The conceptual designs will be used to complete the environmental analysis for both the RTD 15L Route Improvement project as well as the Colfax Corridor Connections BRT project.

RTD will set up future stakeholder feedback opportunities to provide input on the conceptual designs. It is also anticipated that RTD will hold public meetings later this year to provide updates on the 15L improvement project and will include information about the shelter design at those meetings.