



Reimagine RTD System Optimization Plan Route Recommendations *(Draft)*

December 10, 2021

GUIDING PRINCIPLES



Mobility

Provide safe, reliable transportation service to improve the quality of life of residents, customers, and visitors.



Equity

Remove barriers to accessing transportation services that enable customers to have the freedom to get where they want to go.



Financial

Leverage resources and maximize cost efficiencies, serving as a good steward of taxpayer dollars.



Partnerships

Pursue partnerships with both public and private organizations that can help identify innovative opportunities to enhance mobility throughout the region.



Workforce





Foster a dynamic, diverse workforce that promotes engagement and innovation, recognizing team members as RTD's greatest asset.



Sustainability

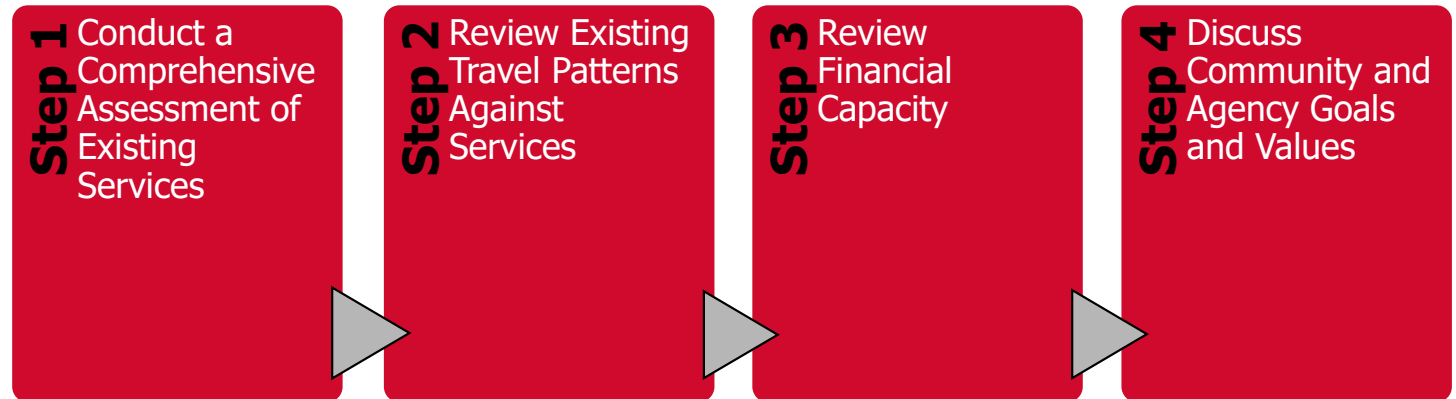
Provide sustainable mobility options while continually seeking to reduce RTD's environmental impact.

SOP Supports Strategic Priorities

SOP System Design Principle	Strategic Plan Priority			
	Community Value 	Customer Excellence 	Employee Ownership 	Financial Success 
1. Create a regionally-focused, high-quality network	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2. Serve social equity communities and transit supportive land uses	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3. Reflect financial and workforce constraints	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4. Bolster local connectivity through partnerships	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Why a System Optimization Plan (SOP)?

- Reverse / mitigate trends of ridership loss
- Improve service performance / efficiency
- Ensure fiscal sustainability
- Address changing travel market demands
- Remain competitive
- Improve service quality



SOP Recommendations System Structure

- Modify RTD's Family of Services into four travel market-based service categories
- Support well-defined transit transfer hubs for connectivity between different category routes
- Retain clock-faced headways
- Define consistent minimum spans of service

SOP Bus Design Objectives



Simplification

Well-defined corridor routes



Consistency

Fewer irregular trip patterns
Consistent service spans



Reliability

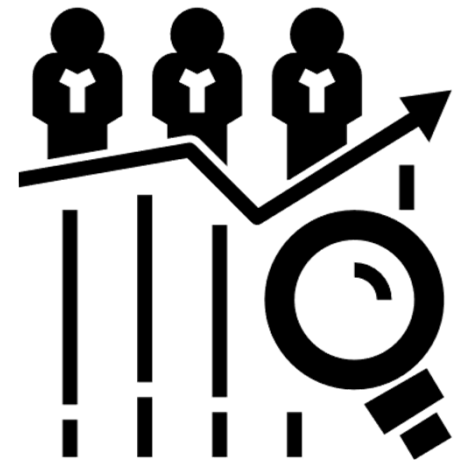
Elimination of long routes

Managing Expectations for “Rebuilding Service”





- Valuing employee’s health, safety, and well-being
 - Current service levels aligned with workforce availability
- Equity is priority for service
 - Post-pandemic customer base to continue to receive service
 - Title VI to guide service and fare decisions
- Significant financial uncertainty due to fare revenue instability related to ridership losses
 - One-time federal revenues can support 85% of pre-pandemic service hours through 2027
 - Substantial asset management backlog

Managing Expectations for “Rebuilding Service” (cont.)

- Ridership trends
 - Telework impact
- Not all routes will be restored
 - System optimization examined as service is rebuilt
 - Important considerations
 - ▶ “Family of Services”
 - ▶ Service standards
 - ▶ Transit network integrity



Draft Travel Market Service Categories

Service Category	Category Description
Core	<p>High-frequency regionally focused local bus and rail routes that provide a guaranteed base level of mobility with a minimum 18-hour span of service, minimum 15-min peak and midday weekday frequency, service seven days a week</p> <p> Examples: Flatiron Flyer, 15, E, 30/31</p>
Connect	<p>Regionally focused local bus and rail routes with a minimum 14-hour span of service (6AM to 8PM)</p> <p> Examples: 100, 24, 92</p>
Commute	<p>Regional bus routes with limited stop spacing focused on serving a unique travel market (e.g., downtown workforce, DEN workforce and travelers)</p> <p> Examples: SkyRide, P, LX</p>
Community	<p>Community-focused local routes with custom-built span of service, frequency, and days of service to meet local needs</p> <p> Examples: 16th St. Mall Ride, Longmont local routes, Boulder local routes, 402L, FlexRide services, MOD ridehailing partnerships</p>

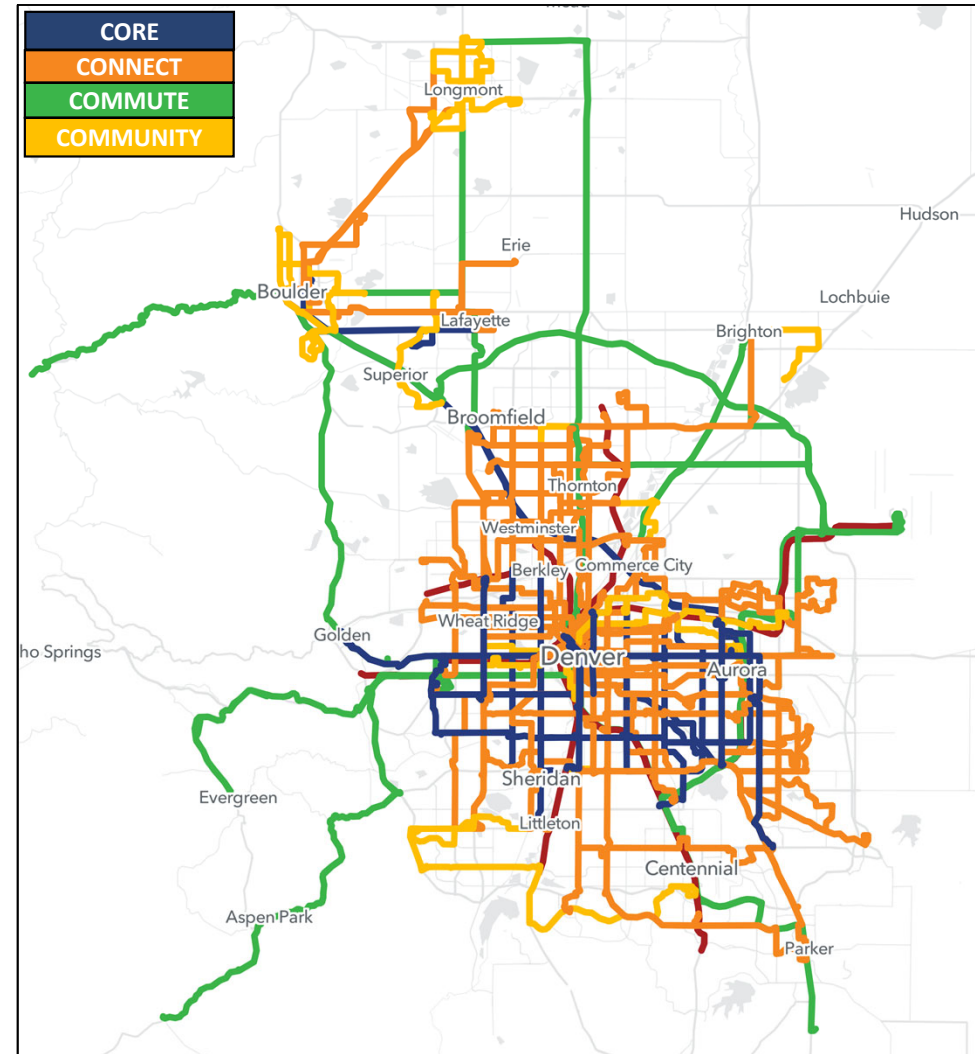
2027 SOP Network

SOP Revenue Bus-Hours by Service Type (Fixed Route)

Service Type	Weekday Rev. Hrs.	Saturday Rev. Hrs.	Sunday Rev. Hrs.	Annual Rev. Hrs.
Core	3,056	2,163	1,788	995,545
Connect	2,898	2,241	1,797	959,807
Commute - 2 Dir.	305	248	177	100,929
Commute - 1 Dir.	72	16	16	20,091
Community	848	404	280	253,431
Community - FMR	51	0	0	13,004
Community - Mall	209	114	112	65,714
Total	7,439	5,186	4,169	2,408,521

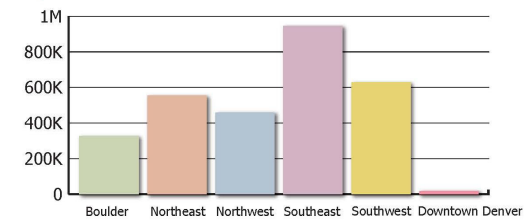
Total Revenue Hours 2,408,521

- Revenue bus-hours 85% of 2019 (pre-COVID)
- Flatter service profile
 - Weekday peak-to-base bus ratio: from 1.8 to 1.35
 - Weekday to Saturday hours ratio: from 1.81 to 1.44

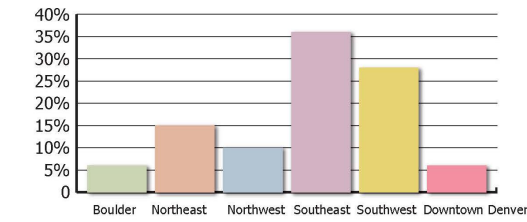


SOP by Service Sector

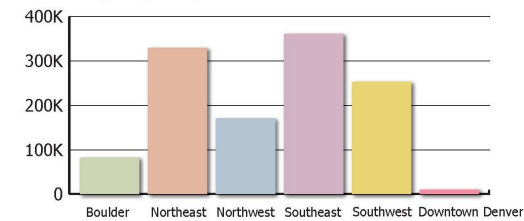
Population



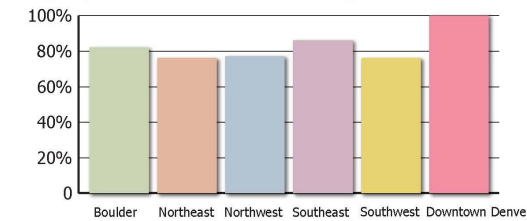
Total Core Service Hours



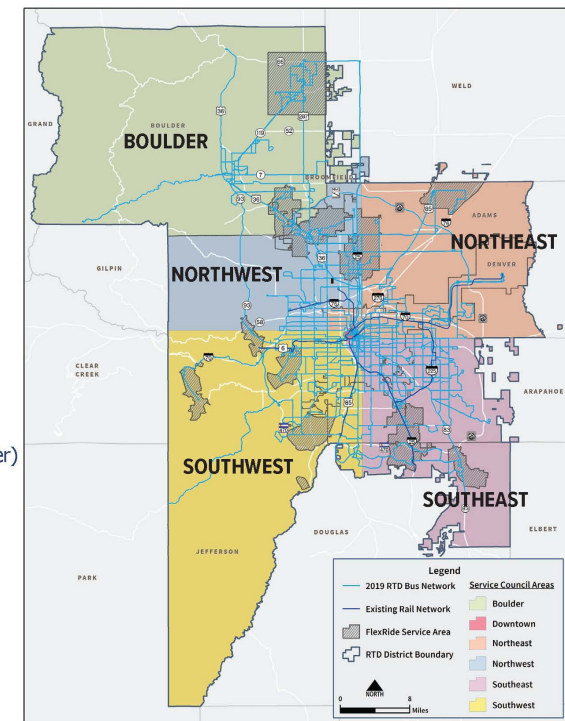
Total Equity Population



Equity Population Served by Transit (1/4 mile buffer)



Service Areas



RTD's Title VI Service Equity Policies

Major Service Change Policy:

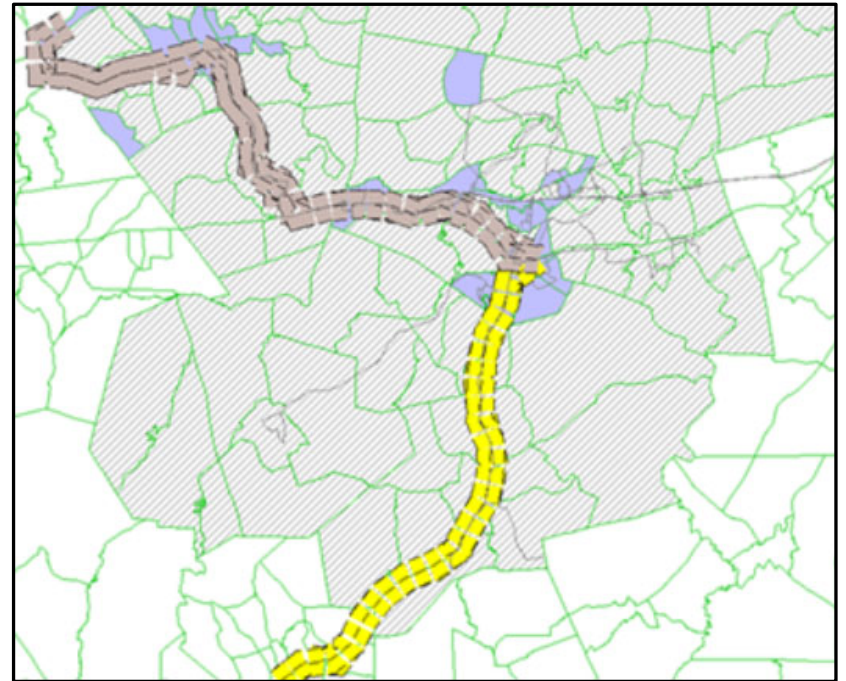
- 25% + or - in the service hours of any route that would remain in effect for 12+ months

Disparate Impact/Disproportionate Burden Policies:

- Increases – equity populations receive no less than 10 percent of non-equity populations
- Decreases - equity populations receive no more than 10 percent of non-equity populations

Methodology

- Disparate Impact + Disproportionate Burden
= Thresholds to Evaluate Possible Impacts
- Route-level analysis applied per RTD Title VI Program
- Additional analyses that exceeded RTD requirements
 - Corridor analysis
 - Network analysis



Quarter of a mile route buffer around a route

Route-Level Analysis

- For each route with major changes: route equity/non-equity populations as a share of Districtwide equity/non-equity populations = *Percent of Affected Populations*
- Impact thresholds are within 10% of non-equity affected population percentages
- All routes with affected equity populations above threshold are flagged for potential impact review

12A – Downing/Alameda Stn
Service Change: -22% (seg. only)
 Min. population: 23,945
 District min. pop: 1,078,739

% of District Minority Population Affected: 2.22%
Impact threshold: 2.67%

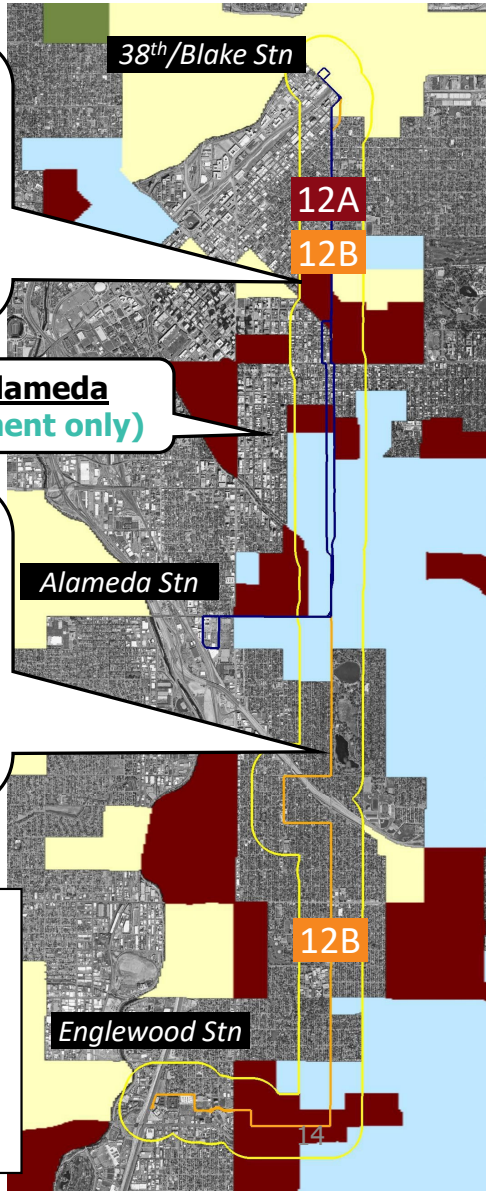
Overlap Segment: Colfax to Alameda
Service Change: +47% (segment only)

12B – Downing/Englewood Stn
Service Change: -31% (seg. only)
 Min. population: 8,550
 District min. pop: 1,078,739

% of District Minority Population Affected: 0.79%
Impact threshold: 1.41%

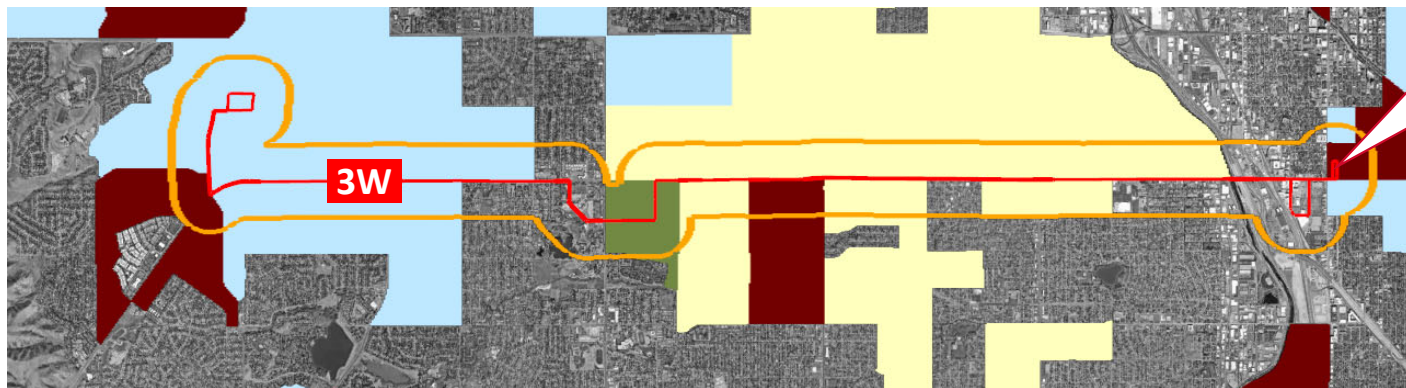
Block Groups with Major Service Increase

- Low Income Only
- Minority Only
- Low Income & Minority
- Non-Disadvantaged



Route-Level Analysis

- For each route with major changes: route equity/non-equity populations as a share of Districtwide equity/non-equity populations = *Percent of Affected Populations*
- Impact thresholds are within 10% of non-equity affected population
- All routes with affected equity populations above threshold are flagged for potential impact review



3W – West Alameda Ave

Service Change: +56%

Min. population: 14,528

District min. pop: 1,078,739

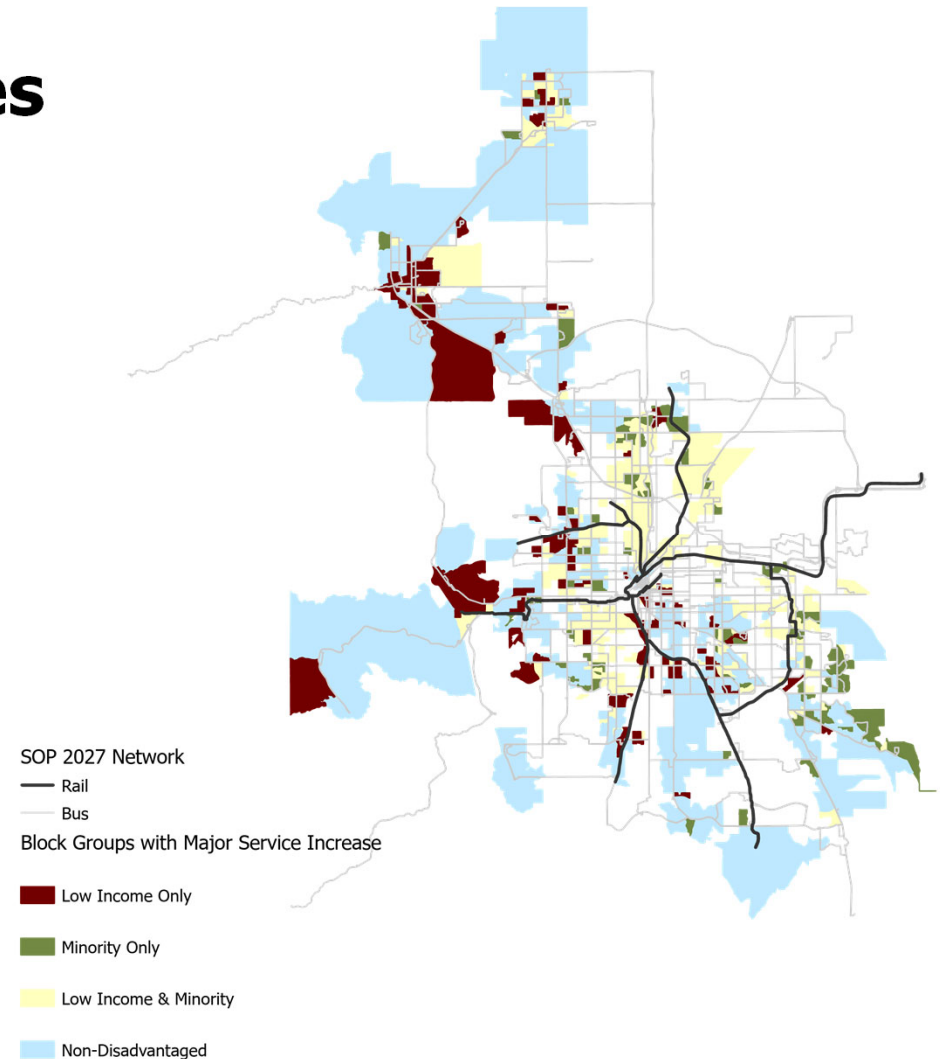
**% of District Minority
Population Affected: 1.35%**
Impact threshold: 0.69%

Block Groups with Major Service Increase

- Low Income Only
- Minority Only
- Low Income & Minority
- Non-Disadvantaged

Corridor and Network Analyses

- Change in service levels within each block group provides geographic basis of service impacts
- Major service increases and decreases reviewed for aggregate impacts to equity populations
- Reviews made at corridor level aggregate all service level changes along a route's corridor to review impacts to overlapping routes (e.g., Routes 0 + 0L comprise a corridor of service)
- Reviews at network level review all impacted block groups and routes for service changes potentially impacting equity populations



Title VI Summary

Low-income and Minority Equity Groups

- Districtwide, gain more trips compared to non-equity groups
- Fewer major service reductions
- Fewer major service increases
- Service change analysis at route-pattern level:
 - Of 29 major decreases, 13 have potential disparate impact findings, 9 have potential disproportionate burden findings
- Corridor-level analysis (e.g., 0+0L or 153SL + 153LL):
 - Of 12 major decreases, 4 have potential disparate impact findings, 4 have potential disproportionate burden findings

PRE-PANDEMIC ROUTES NOT INCLUDED IN SOP

Route	Reason Not Included
128	Poor performance pre-COVID (275 boardings), covered by Broomfield FlexRide
209	CU campus area route
Y	Replaced with partnership MOD Taxi Voucher program
LD2	LD1 proposed in SOP. Monitor LD1 performance before bringing back LD2
122X	120X service frequency improvements proposed in SOP. Monitor 120x performance before bringing back 122X
205T	Eliminate due to reduced demand. Possible market for alternative service delivery
J	Folded into SR 119 BOLT service plans
FF 6 and 7	Supplemental service patterns not needed until ridership demand returns

PRE-PANDEMIC ROUTES NOT INCLUDED IN SOP

Route	Reason Not Included
14	High productivity segments reassigned to Route 11 and Route 4/36
16L	Coverage maintained with Routes 16 and 16G
29	Replaced by restructured Federal Corridor routes 30/31
30L	Replaced by restructured Federal Corridor routes 30/31. Bear Valley segment reassigned to Route 35
36L	Replaced by restructured Federal Corridor routes 30/31
67	Eliminate due to low pre-COVID service productivity. Possible alternative service delivery to hospital
87L	Service on Wadsworth maintained via Route 76
100L	Service maintained via Route 99

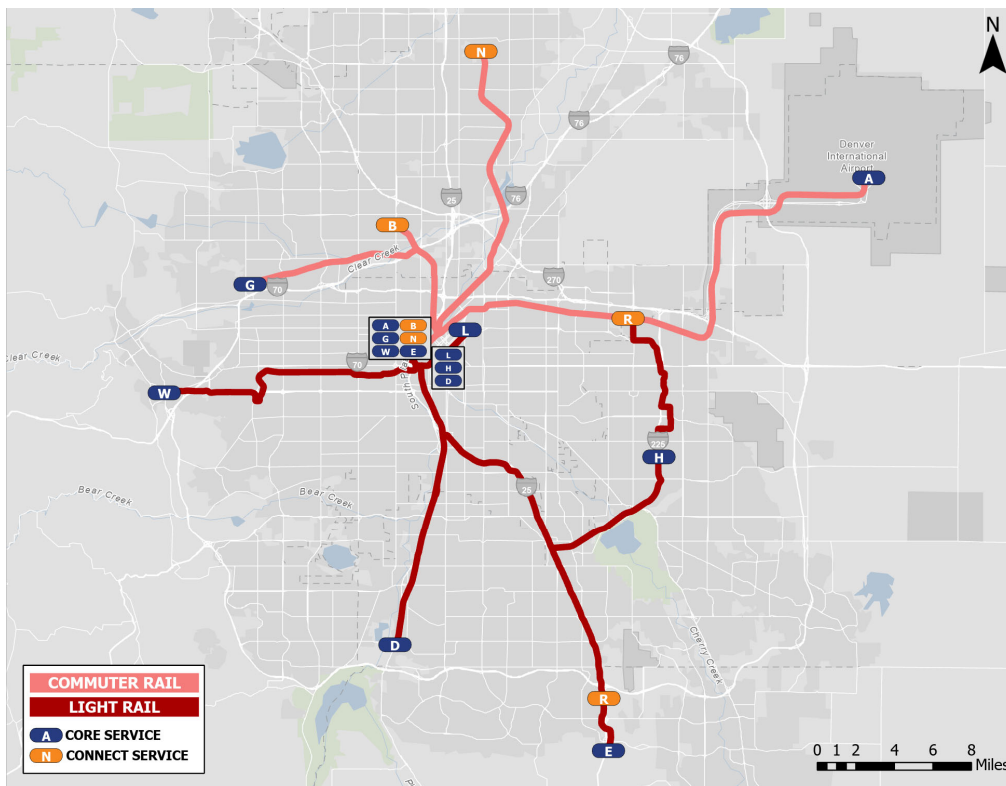
PRE-PANDEMIC ROUTES NOT INCLUDED IN SOP

Route	Reason Not Included
116X	Eliminate due to low pre-COVID service productivity
125	Eliminate due to low pre-COVID service productivity. Possible market for alternative service delivery
401	Eliminate due to low pre-COVID service productivity. Possible market for alternative service delivery
157	Eliminated as part of the Pandemic runboard due to poor performance, operational challenges; partially replaced with 169/169L along Centretech Pkwy
ATA	Coverage maintained with full-length AT
LRT C and F	Reduction in service patterns proposed as a means to improve rail service reliability

Note: Routes 55, 62, 236 and 403 were operating in early 2020 but were planned to be discontinued pre-pandemic

RAIL

Proposed 2027 Alignments



Note: All rail lines considered Core, except for the B, N and R Lines which are classified as Connect Lines, for they do not operate at 15-minute or better frequencies

What is the current service?

- In response to the pandemic, LRT rail lines were consolidated, and frequencies modified
- Consolidation was recommended in the SOP as a measure to **improve service reliability**
- G Line service frequencies have also been reduced to 30-minutes in response to the pandemic

What is proposed?

- Current light rail service patterns and frequencies remain in place
- Commuter rail service frequencies remain in place, with the exception of the G line, which returns to 15-minute frequencies
- When finances allow, frequencies on light rail patterns are recommended for improvements to 10 minutes

Light Rail Service Plan

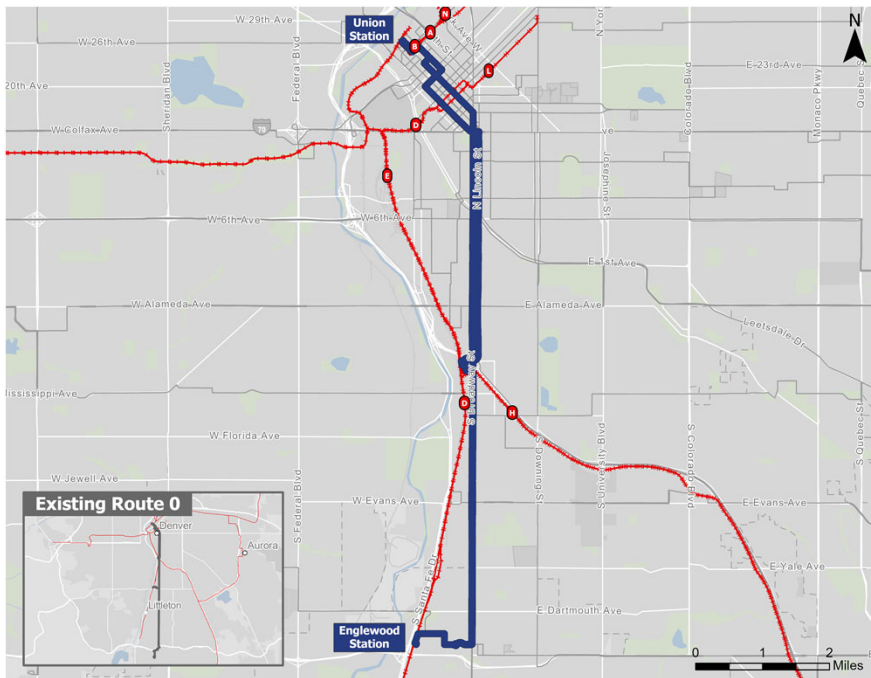
Weekday Peak and Midday Service



ROUTE 0 – Broadway

Core

Proposed Alignment



Core Network Connections:

- D Line at Englewood Station
- D, E, H Lines at I-25/Broadway Station
- Core routes in Downtown Denver
- Routes 15, 15L, 16 at Colfax Ave.
- Route 3W at Alameda Ave.
- Route 21E at Evans Ave.
- Routes 83D/L at Speer Blvd.

What is the current service?

- Route 0 operates from Union Station to Englewood Station, with every other trip continuing south to Highlands Ranch Town Center
- Current weekday headways are 15 minutes north of Englewood Station and 30 minutes south of Englewood Station
- Route 0L operates in conjunction with Route 0 at 15-minute peak only, peak direction service from Civic Center to I-25 & Broadway

What is proposed?

- Break up Route 0 at Englewood Station to **improve service reliability and size service to demand**
- Route 0 operates north of Englewood Station as a Core route at 15-minute headways
- Route 0B operates south of Englewood Station as a Connect route at 30-minute headways
- Route 0L operates as a Connect route from Civic Center to I-25 & Broadway at 15-minute peak only, peak direction headways

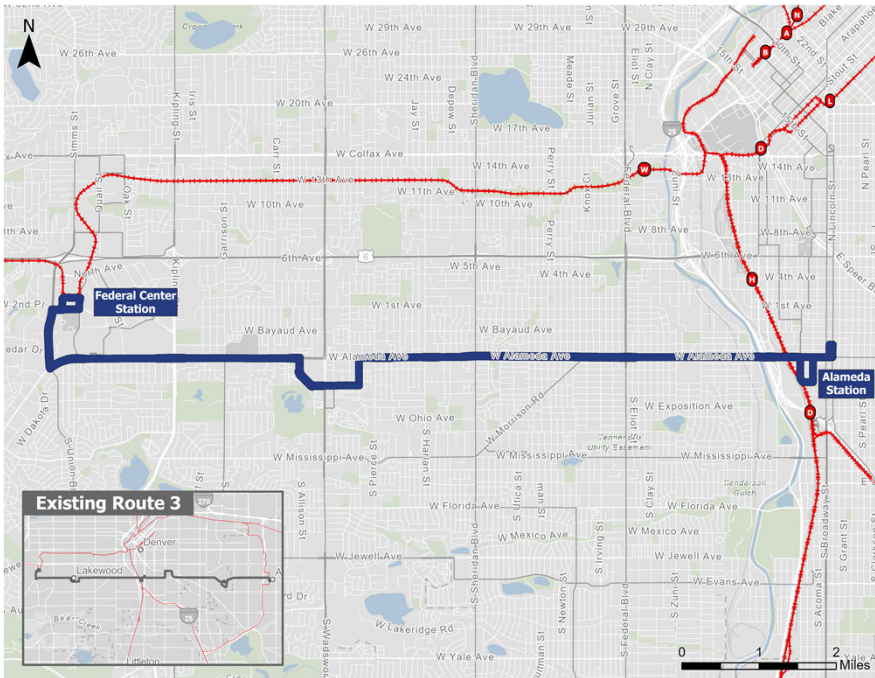
Proposed Service Plan

Route 0 - South Broadway					
DUS / Englewood Station					
Service Class: Core					
Span of Service	Service Levels (minutes)				
	Peak	Midday	Evening	Late	
Weekdays: 4:00 am 3:00 am	15	15	15	30	
Saturday: 5:00 am 3:00 am	15	15	15	30	
Sunday: 5:00 am 3:00 am	15	15	15	30	

ROUTE 3W – West Alameda Ave.

Core

Proposed Alignment



Core Network Connections:

- W Line at Federal Center Station
- D, E, H Lines at Alameda Station
- Route 21 at Union Blvd.
- Route 76 at Wadsworth Blvd.
- Route 51 at Sheridan Blvd.
- Routes 30, 31 at Federal Blvd.
- Route 0 at Broadway/Lincoln

What is the current service?

- Route 3 operates from Federal Center Station to Aurora Metro Center Station, with mid-route service to Alameda Station
- Current weekday headways are 30 minutes west of Alameda Station and 60 minutes east of Alameda Station

What is proposed?

- Break up Route 3 at Alameda and Broadway/Lincoln to **improve service reliability and size service to demand**
- Route 3W operates west of Broadway/Lincoln as a Core route at 15-minute headways
- Route 3E operates east of Alameda Station as a Connect route at 30-minute headways

Proposed Service Plan

Route 3w - Alameda Avenue

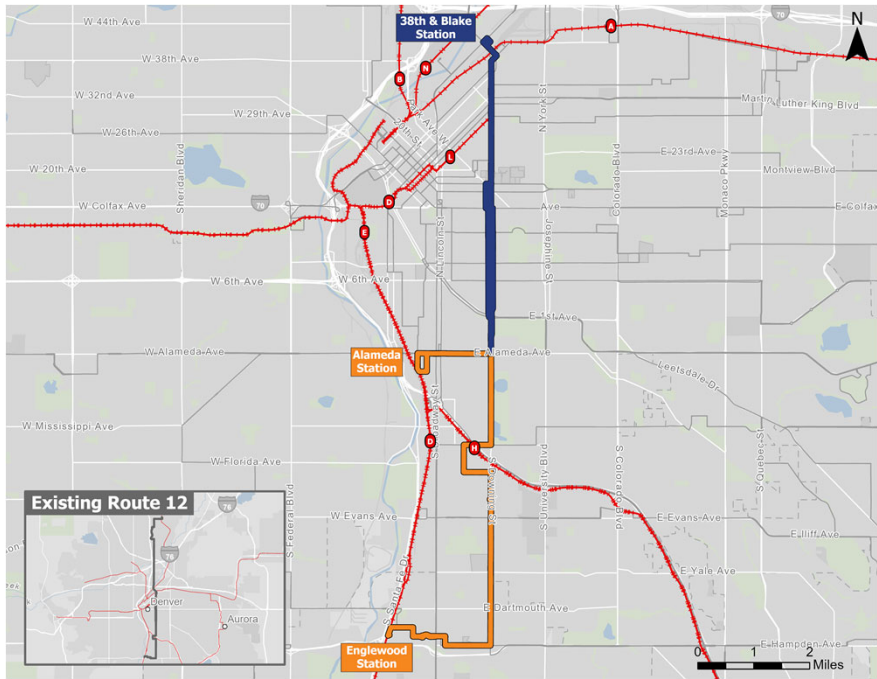
Federal Center / Lincoln

Service Class: Core

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 4:00 am – 1:00 am	15	15	30	30
Saturday: 5:00 am – 12:00 am	30	30	30	30
Sunday: 6:00 am – 12:00 am	30	30	30	60

ROUTE 12 – Downing St.

Proposed Alignment



Core Network Connections:

- Englewood, Alameda and Louisiana/Pearl Stations
- A Line at 38th & Blake Station
- Routes 15, 15L at Colfax Ave.
- Routes 83D/L at Speer Blvd.
- Route 21E at Evans Ave.

What is the current service?

- Route 12 operates from the Englewood Station to the N Line’s Northglenn-112th Station
- Current weekday headways south of 38th & Blake Station are 15-minutes in the peak periods to Colfax Ave., and 30-minutes at other times

What is proposed?

- Break up Route 12 at 38th/Blake Station to **improve service reliability and size service to demand**
- Route 12A operates to Alameda Station at 30-minute headways
- Route 12B operates to Englewood Station at 30-minute headways
- The two patterns provide 15-minute all-day Core service north of Alameda Ave.

Proposed Service Plan

Route 12 - Downing 38th & Blake / Englewood Station or Alameda Station Service Class: Core

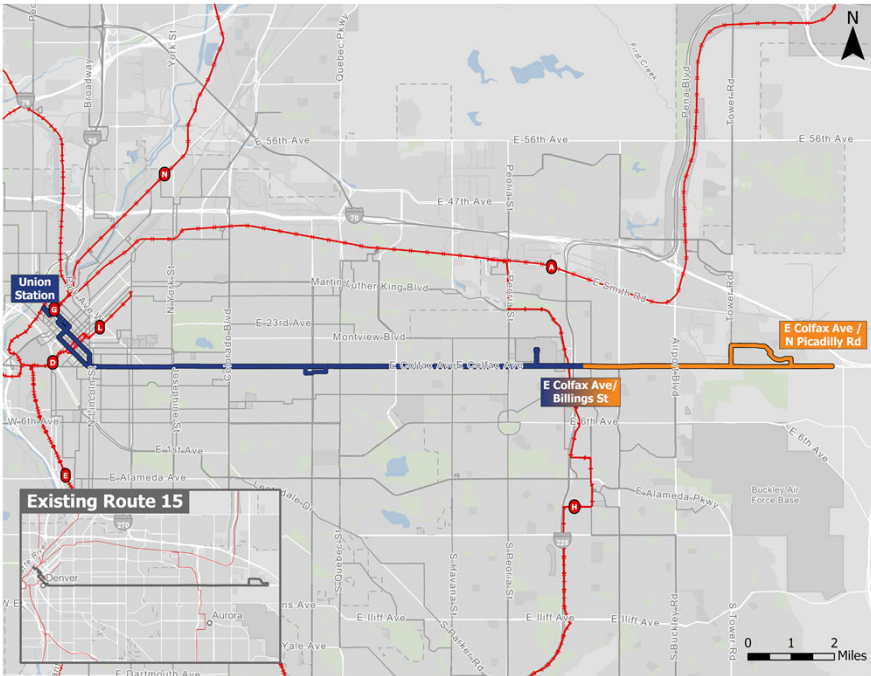
Span of Service	Route 12A to Englewood Station				Route 12B to Alameda Station			
	Service Levels (minutes)				Service Levels (minutes)			
	Peak	Midday	Evening	Late	Peak	Midday	Evening	Late
Weekdays: 5:00 am 12:00 am	30	30	30	60	30	30	30	0
Saturday: 5:00 am 12:00 am	60	60	60	60	60	60	60	0
Sunday: 5:00 am 12:00 am	60	60	60	60	60	60	60	0

Combined frequency north of Alameda/Downing: 15 min. on weekdays, 30-minutes on weekends

ROUTE 15 – East Colfax Ave.

Core

Proposed Alignment



Core Network Connections:

- Core routes in Downtown Denver
- Route 12 at Downing
- Route 40 at Colorado Blvd.
- Route 73 at Quebec St.
- Route 105 at Havana St.
- Route 121 at Peoria St.
- Route 153 at Chambers

What is the current service?

- Route 15 operates from Denver Union Station to Colfax Ave. and Tower Rd.
- This route presently operates at 10-minute weekday headways with every other trip turning back at Colfax and Billings

What is proposed?

- Route 15 is extended east to serve Amazon distribution center near Colfax Ave. and Piccadilly Rd.
- Short turn pattern to Oneida is brought back
- 7-8 min. headways to Oneida, 15-minute headways to Billings and 30-minute headways to Piccadilly
- BRT service is planned for corridor

Proposed Service Plan

Route 15 - East Colfax Avenue

DUS / Billings

Service Class: Core

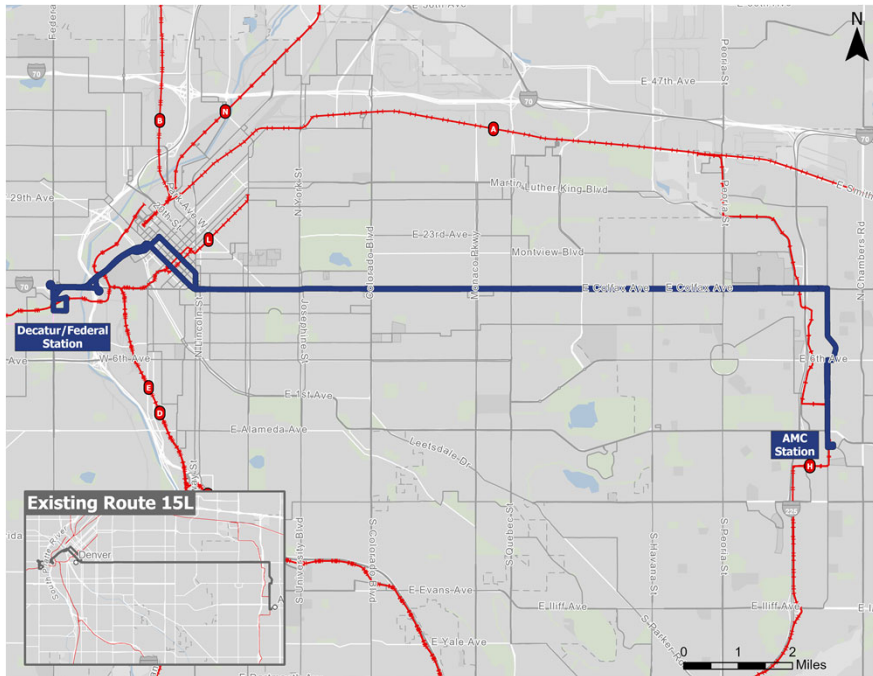
Span of Service	DUS to Colfax/Billings				East of Colfax/Billings			
	Service Levels (minutes)				Service Levels (minutes)			
	Peak	Midday	Evening	Late	Peak	Midday	Evening	Late
Weekdays: 4:00 am 4:00 am	7.5-10*	10	15	15	30	30	30	30
Saturday: 4:00 am 4:00 am	15	15	15	15	30	30	30	30
Sunday: 4:00 am 4:00 am	15	15	15	15	30	30	30	60

* Frequency to Oneida: 10-minute frequency in a.m. peak and 7.5-minute frequency in p.m. peak

ROUTE 15L – East Colfax Ave. Ltd.

Core

Proposed Alignment



What is the current service?

- Route 15L operates from the W Line’s Decatur/Federal Station, through downtown to the R Line’s Aurora Metro Center Station
- This route presently operates at 10-minute weekday headways, with one of every three trips turning back at Colfax and Billings

What is proposed?

- No changes are proposed to the route alignment
- Existing a.m. peak and midday headways remain unchanged
- Headways in p.m. peak improved to 7-8 min. west of Colfax/Billings
- BRT service is planned for corridor

Proposed Service Plan

Route 15L - East Colfax Limited

Aurora Metro Ctr Stn / Decatur Stn via Colfax

Service Class: Core

Span of Service	Federal-Decatur to Billings				Billings to Aurora Metro Center			
	Service Levels (minutes)				Service Levels (minutes)			
	Peak	Midday	Evening	Late	Peak	Midday	Evening	Late
Weekdays: 5:00 am 12:00 am	10	10	20	30	15	15	30	30
Saturday: 5:00 am 12:00 am	15	15	15	45	15	15	15	45
Sunday: 5:00 am 1:00 am	15	15	30	60	15	15	30	60

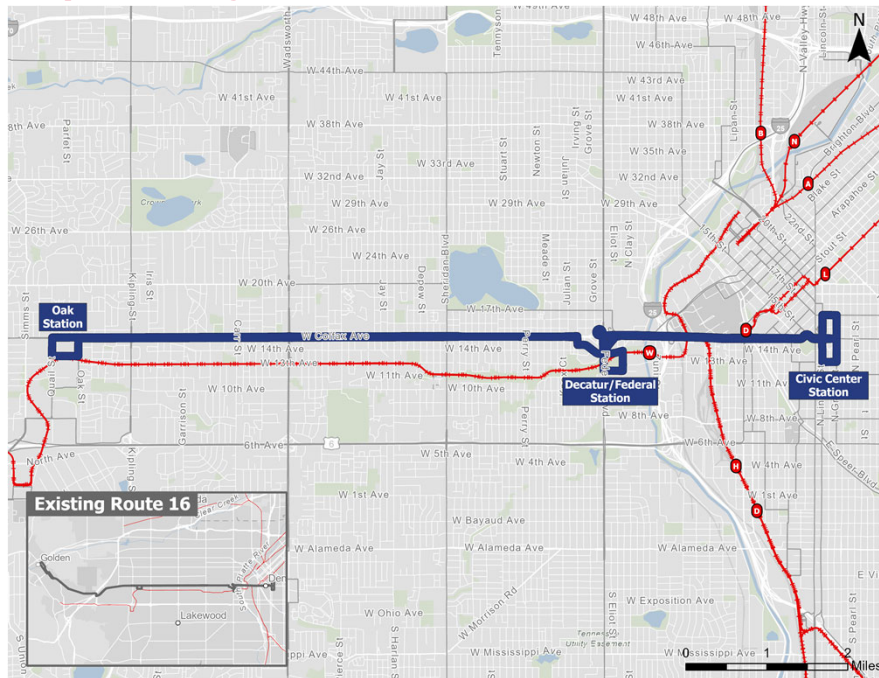
Core Network Connections:

- Routes 0, 16 at Civic Center Station
- W Line’s Decatur/Federal Station
- Route 12 at Downing
- Route 40 at Colorado Blvd.
- Route 73 at Quebec St.
- Route 105 at Havana St.
- Route 121 at Peoria St.
- Route 153 at Chambers Rd.

ROUTE 16 – West Colfax Ave.

Core

Proposed Alignment



What is the current service?

- Route 16 operates from Colfax/Broadway to the W Line’s Oak Station, with select trips continuing to downtown Golden
- This route presently operates at 10-minute weekday headways, with every third trip continuing to Golden (30-minute headways)

What is proposed?

- Route 16 is truncated at Oak Station, with a new route providing service to Golden. This change is proposed to **improve service reliability**
- Proposed headways are 15-minute along the full alignment

Proposed Service Plan

Route 16 - West Colfax Avenue						
Civic Center/Oak Station						
Service Class: Core						
Span of Service	Service Levels (minutes)					
	Peak	Midday	Evening	Late		
Weekdays: 4:00 am 1:00 am	15	15	30	30		
Saturday: 5:00 am 1:00 am	15	15	15	30		
Sunday: 5:00 am 1:00 am	15	15	15	30		

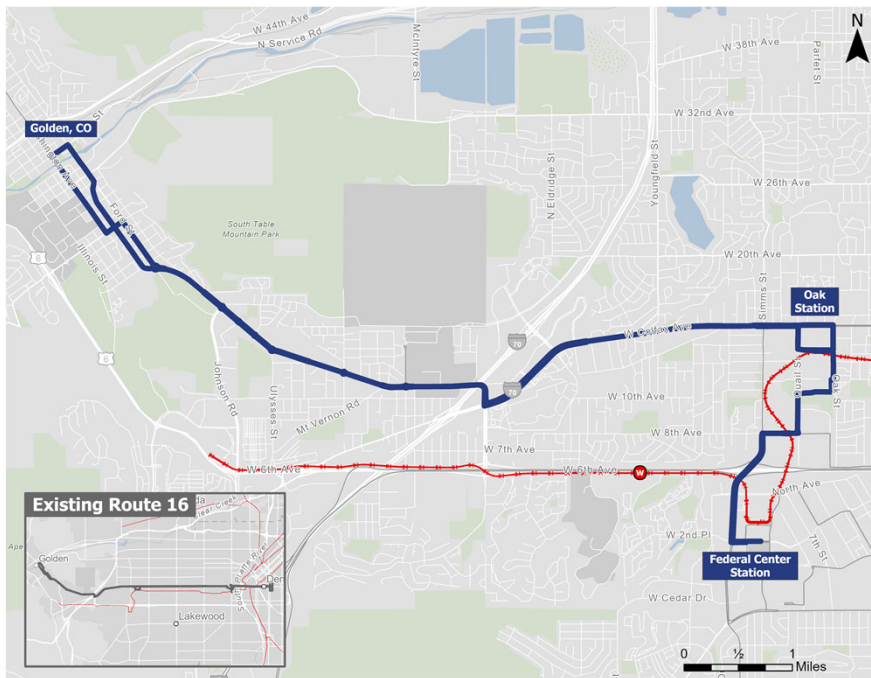
Core Network Connections:

- W Line at Oak and Decatur/Federal Stations
- Routes 0, 15 and 15L at Civic Center Station
- Routes 15L, 30 and 31 at Decatur/Federal Station
- Route 51 at Sheridan Blvd.
- Route 76 at Wadsworth Blvd.

ROUTE 16G – Oak Station/Golden

Core

Proposed Alignment



Core Network Connections:

- W Line at Oak and Federal Center Stations
- Route 16 at Oak Station
- Routes 3W and 21W at Federal Station

What is the current service?

- Route 16 operates from Colfax/Broadway to the W Line's Oak Station, with select trips continuing to downtown Golden
- This route presently operates at 10-minute weekday frequencies, with every third trip continuing to Golden (30-minute frequencies)

What is proposed?

- Route 16G is proposed as a new route using Route 16's current alignment from Oak Station to Golden. This change is proposed to **improve service reliability**
- Proposed headways are 15-minute along the full alignment

Proposed Service Plan

Route 16g - West Colfax Avenue

Golden/Fed Center

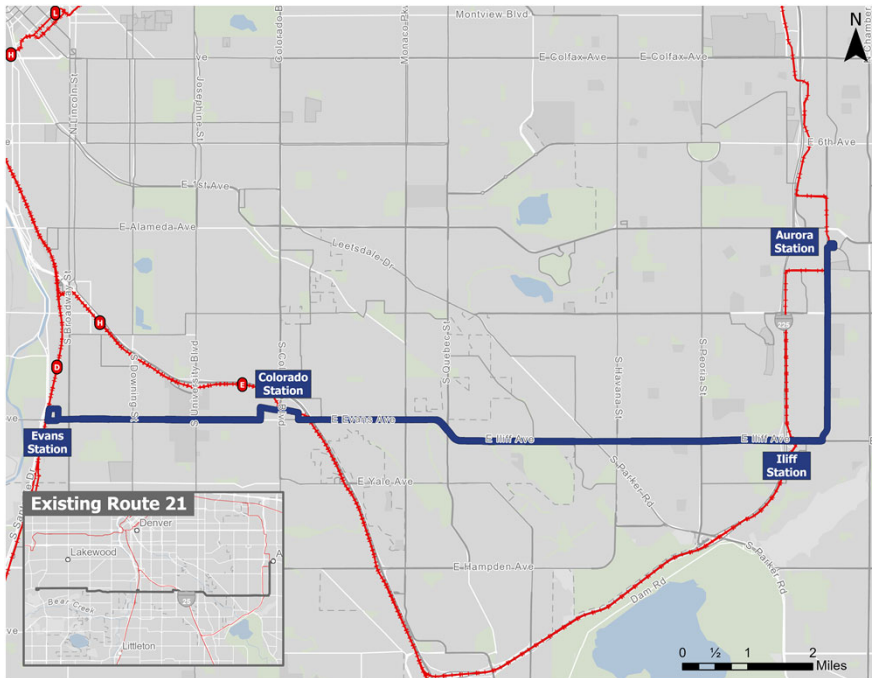
Service Class: Core

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 12:00 am	15	15	30	30
Saturday: 5:00 am 1:00 am	30	30	60	60
Sunday: 5:00 am 12:00 am	60	30	60	60

ROUTE 21E – East Evans Ave.

Core

Proposed Alignment



Core Network Connections:

- Evans and Colorado Stations
- Route 0 at South Broadway
- Route 12 at Downing Ave.
- Route 40 at Colorado Blvd.
- Route 73 at Quebec St.
- Routes 83D/L at Parker Rd.
- Route 105 at Havana St.
- Route 121 at Peoria St.
- Routes 15L, 153 at Aurora Metro Center Station

What is the current service?

- Route 21 operates from the R Line’s Aurora Metro Center Station to the Federal Center Station
- This route presently operates at 30-minute weekday headways, except in the a.m. peak, where the west portion of the route operates at 60-minute headways

What is proposed?

- Break-up Route 21 at the Evans rail station to **improve service reliability**
- Route 21E’s alignment reflects no change from existing Route 21 alignment east of Evans Station
- Proposed weekday headways are 15 minutes

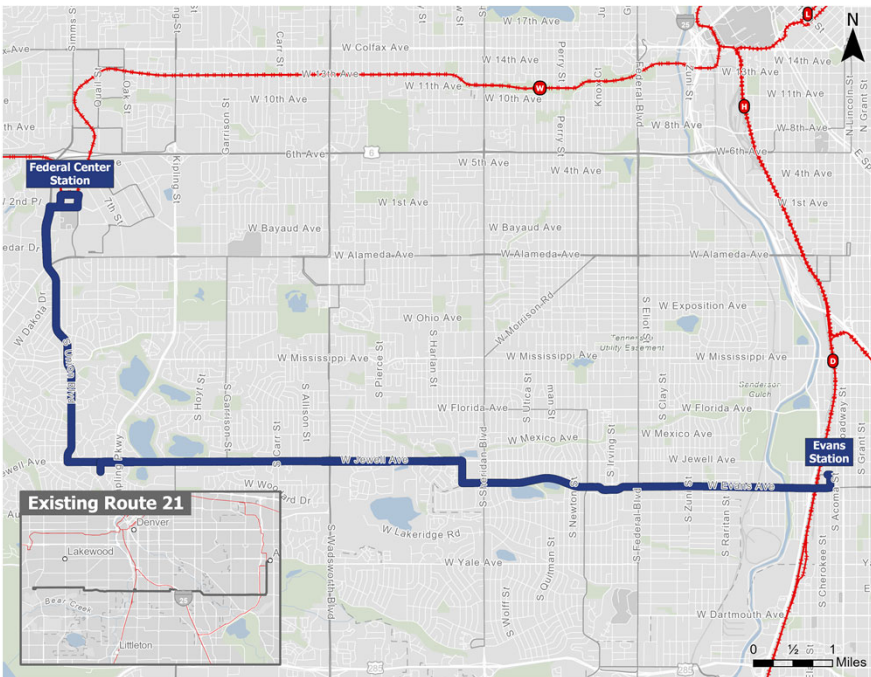
Proposed Service Plan

Route 21E - Evans Avenue						
Aurora Metro Ctr Stn / Evans Stn						
Service Class: Core						
Span of Service	Service Levels (minutes)					
	Peak	Midday	Evening	Late		
Weekdays:	5:00 am	12:00 am	15	15	30	30
Saturday:	5:00 am	12:00 am	30	30	30	30
Sunday:	5:00 am	12:00 am	30	30	30	60

ROUTE 21W – West Evans Ave.

Core

Proposed Alignment



Core Network Connections:

- D Line at Evans Station
- Routes 30/31 at Federal Blvd.
- Route 53 at Sheridan Blvd.
- Route 76 at Wadsworth Blvd.
- Route 3W at Alameda Ave.
- W Line at Federal Center Station

What is the current service?

- Route 21 operates from the R Line’s Aurora Metro Center Station to the Federal Center Station
- This route presently operates at 30-minute weekday headways, except in the a.m. peak, where the west portion of the route operates at 60-minute headways

What is proposed?

- Break-up Route 21 at the Evans rail station to **improve service reliability**
- Route 21W’s alignment modifies the approach to Federal Center along Union Blvd. to **improve route efficiency**
- Proposed weekday headways are 15 minutes to **improve service frequency**
- Evening and weekend service will operate just to Pierson & Jewell

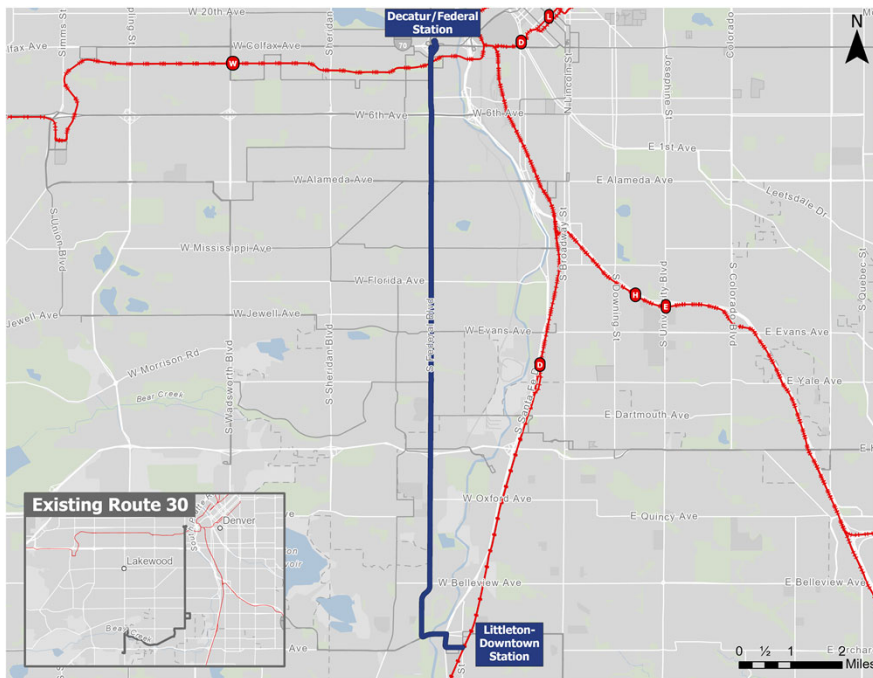
Proposed Service Plan

Span of Service		Service Levels (minutes)			
		Peak	Midday	Evening	Late
Route 21W - Evans Avenue Federal Ctr Stn to Evans Stn Service Class: Core					
Weekdays:	4:00 am 9:00 pm	15	15	30	30
Saturday:	5:00 am 1:00 am	30	30	30	60
Sunday:	6:00 am 1:00 am	60	60	60	60

ROUTE 30 – South Federal Blvd.

Core

Proposed Alignment



Core Network Connections:

- W Line at Decatur/Federal Station
- Routes 15L, 16 at Decatur/Federal Station
- Route 3W at Alameda Ave.
- Route 21W at Evans Ave.
- D Line at Littleton-Downtown Station

What is the current service?

- Route 30 operates from W Line’s Decatur/Federal station along South Federal Blvd., deviating via Yale and Dartmouth to terminate at the Wadsworth and Hampden PnR
- This route presently operates hourly on weekdays and Saturdays only

What is proposed?

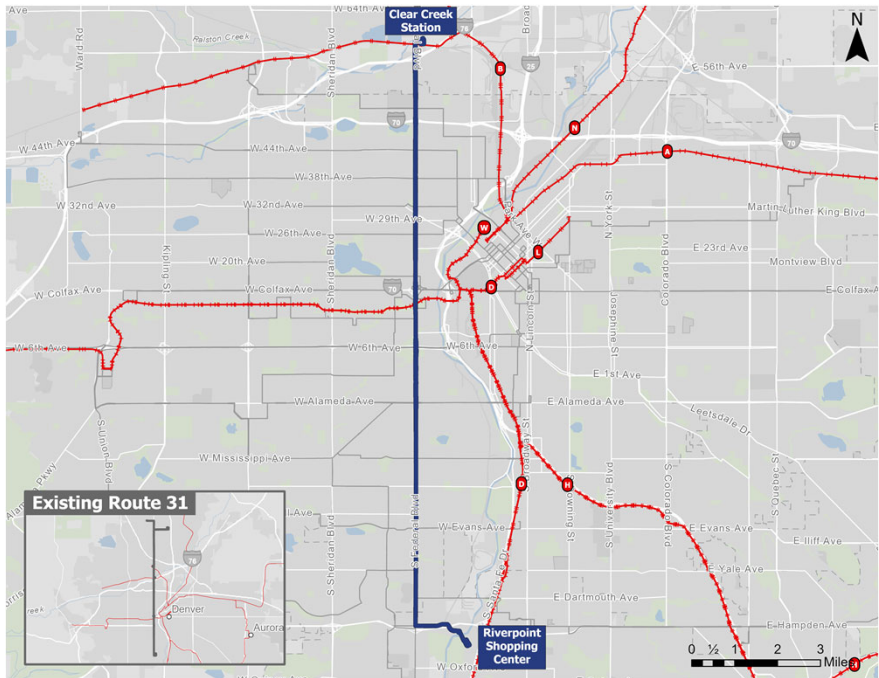
- The north terminus of this route continues to be the Decatur/Federal Station. The south terminus is modified to continue south on Federal Blvd. to **improve corridor travel**, then connect with the Downtown Littleton Station
- The segment serving Bear Valley via Dartmouth is reassigned to Route 35 Connect service
- Proposed weekday headways are 15-minutes, resulting in 7-8 minute headways on segments where Routes 30 and 31 overlap

Proposed Service Plan

Route 30 - South Federal Blvd						
Colfax/Federal to Littleton						
Service Class: Core						
Span of Service	Service Levels (minutes)					
	Peak	Midday	Evening	Late		
Weekdays:	4:00 am	12:00 am	15	15	30	30
Saturday:	5:00 am	1:00 am	15	15	30	60
Sunday:	5:00 am	1:00 am	15	15	30	60

ROUTE 31 –Federal Blvd.

Proposed Alignment



Core Network Connections:

- G Line at Clear Creek Station
- W Line at Decatur/Federal Station
- Routes 15L, 16 at Decatur/Federal
- Route 3W at Alameda Ave.
- Route 21W at Evans Ave.
- D Line at Littleton-Downtown Station

What is the current service?

- Route 31 operates from Federal/Evans to the B Line’s Westminster Station, with select trips continuing further north.
- This route presently operates at 10-minute weekday headways, with hourly service north of Westminster Station to the Front Range Community College (106th/Melody in the evenings)

What is proposed?

- The proposed alignment is from the G Line’s Clear Creek Station to a terminus in the vicinity of River Point, Loretto Heights or Englewood, based on locating a layover facility to **improve corridor travel**
- Proposed weekday headways are 15-minutes, resulting in 7-8 minute headways on segments where Routes 30 and 31 overlap

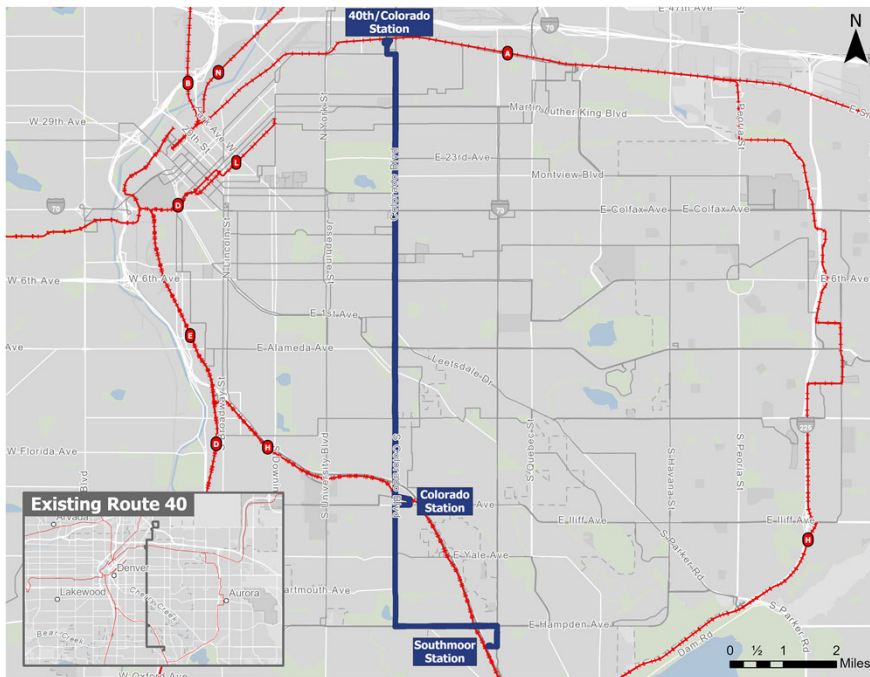
Proposed Service Plan

Span of Service		Service Levels (minutes)			
		Peak	Midday	Evening	Late
Weekdays:	4:00 am – 12:00 am	15	15	30	30
Saturday:	4:00 am – 10:00 pm	15	15	30	60
Sunday:	4:00 am – 10:00 pm	60	60	60	60

Southern terminus can extend to Downtown Littleton Station at scaled-back headways until an adequate layover facility can be established at River Point or vicinity

ROUTE 40 – Colorado Blvd.

Proposed Alignment



What is the current service?

- Route 40 operates from the A Line’s 40th & Colorado Station to the E and H Line’s Colorado Station, with every other trip continuing to Southmoor Station
- This route presently operates at 15-minute weekday headways north, and 30-minute headways south of Colorado Station

What is proposed?

- No changes are proposed to the route alignment
- Weekday headways are 15-minutes along the full alignment to **improve service frequency**

Proposed Service Plan

Route 40 - Colorado Boulevard
 40th & Colorado Stn / Southmoor Stn via Colorado Stn
 Service Class: Core

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 12:00 am	15	15	30	60
Saturday: 5:00 am 11:00 pm	30	30	30	60
Sunday: 5:00 am 11:00 pm	30	30	30	60

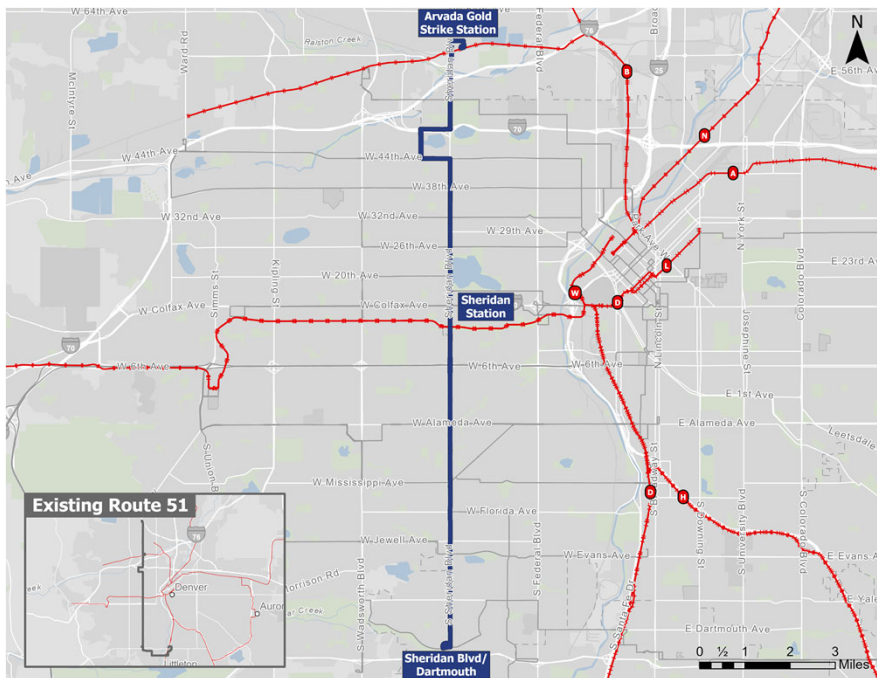
Core Network Connections:

- A Line at 40th & Colorado Station
- Routes 15, 15L at Colfax Ave.
- Routes 83D/L at Alameda Ave.
- E & H Lines at Colorado and Southmoor Stations
- Route 21E at Colorado Station
- Route 105 at Southmoor Station

ROUTE 51 – Sheridan Blvd.

Core

Proposed Alignment



Core Network Connections”

- G Line at Gold Strike Station
- Route 16 at W. Colfax Ave.
- W Line at Sheridan Station
- Route 3W at Alameda Ave.
- Route 21W at Evans Ave.

What is the current service?

- Route 51 operates from US 36 & Sheridan Station to the Englewood Station, with mid-route stops at the G Line’s Arvada Gold Strike Station and the W Line’s Sheridan Station
- This route presently operates at 30-minute weekday headways

What is proposed?

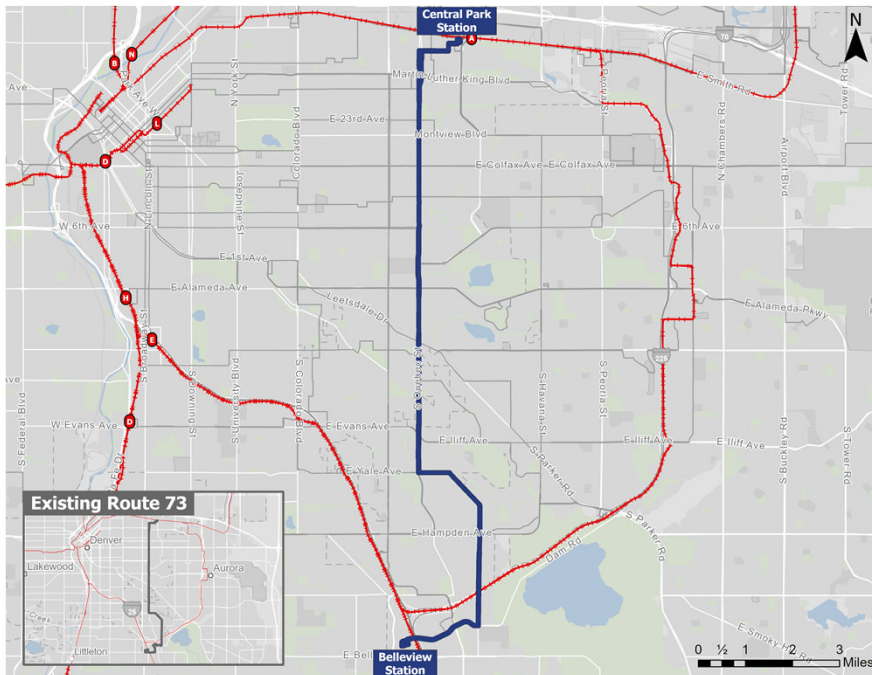
- Route 51’s northern terminus is modified to the G Line’s Arvada Gold Strike Station and the southern terminus is modified to Sheridan Blvd. and Dartmouth Ave. to **improve route efficiency**
- Weekday headways are 15-minutes along the full alignment to **improve service frequency**

Proposed Service Plan

Span of Service		Service Levels (minutes)			
		Peak	Midday	Evening	Late
Weekdays:	4:00 am 1:00 am	15	15	30	30
Saturday:	5:00 am 1:00 am	30	30	60	60
Sunday:	6:00 am 1:00 am	30	30	60	60

ROUTE 73 – Quebec St.

Proposed Alignment



Core Network Connections:

- A Line at Central Park Station
- Route 105 at Central Park Station
- Routes 15, 15L at Colfax Ave.
- Routes 83D/L at Parker Rd.
- Route 21E at Evans Ave.
- Route 105 at Hampden Ave.
- E Line at Belleview Station

What is the current service?

- Route 73 operates from the A Line's Central Park Station to the Belleview Station
- This route presently operates at 30-minute weekday headways

What is proposed?

- Route 73 continues to operate between Central Park Station and Belleview Station, but with a modified alignment in the Denver Tech Center by using Union Ave.
- Proposed headways are 15-minute along the full alignment to **improve service frequency**

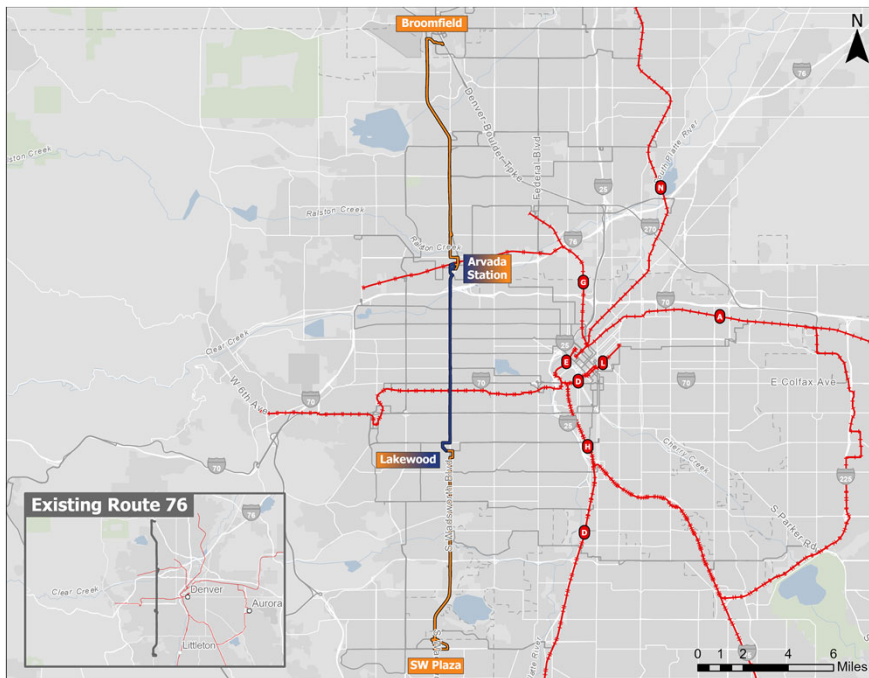
Proposed Service Plan

Route 73 - Quebec Street						
Belleview Stn / Central Park Stn						
Service Class: Core						
Span of Service	Service Levels (minutes)					
	Peak	Midday	Evening	Late		
Weekdays: 4:00 am 12:00 am	15	15	30	30		
Saturday: 5:00 am 11:00 pm	30	30	30	30		
Sunday: 5:00 am 11:00 pm	30	30	30	60		

ROUTE 76 – Wadsworth Blvd.

Core

Proposed Alignment



Core Network Connections:

- Flatiron Flyer at US 36 & Broomfield Station
- G Line at Olde Town Arvada Station
- Route 16 at West Colfax Ave.
- W Line at Wadsworth Station
- Route 21W at Lakewood Commons

What is the current service?

- Route 76 operates from the US 36 Broomfield Station to Southwest Plaza, with a mid-route stop at the G Line’s Olde Town Arvada Station
- This route presently operates at 30-minute weekday headways

What is proposed?

- Two overlapping patterns are proposed, with one pattern operating from Southwest Plaza to the G Line’s Arvada Station and the other pattern operating from US 36 & Broomfield to Lakewood Commons
- Both route patterns operate at 30-minute headways, providing 15-minute Core service between Arvada Station and Lakewood Commons to **improve service frequency**

Proposed Service Plan

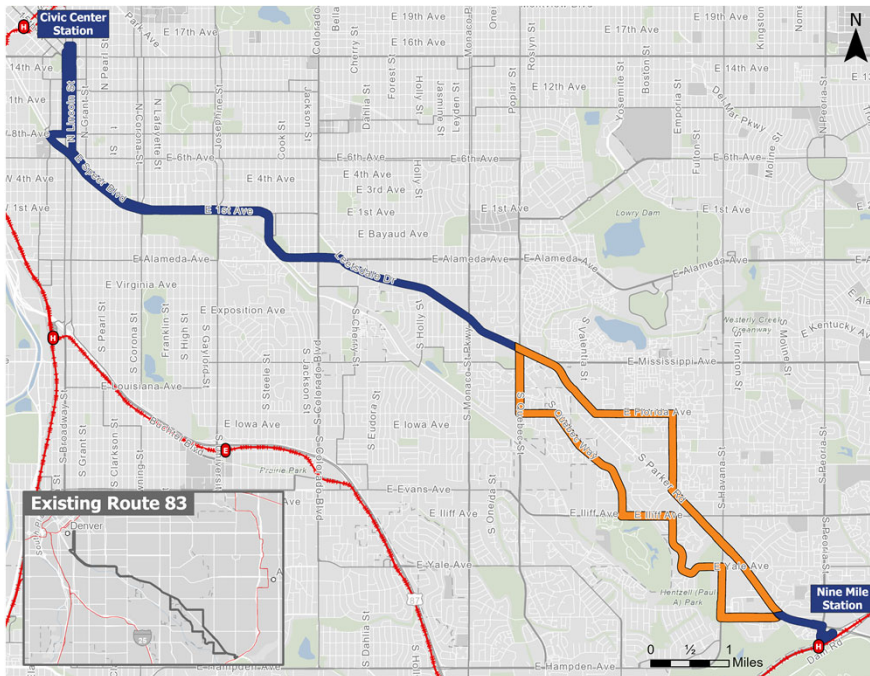
Route 76 - Wadsworth Blvd									
US 36 & Broomfield / Southwest Plaza									
Service Class: Core									
Span of Service	76A: Olde Town Arvada / S.W. Plaza				76B: Lakewood Commons / Broomfield				
	Service Levels (minutes)								
	Peak	Midday	Evening	Late	Peak	Midday	Evening	Late	
Weekdays: 4:00 am 12:00 am	30	30	30	60	30	30	30	60	
Saturday: 5:00 am 12:00 am	60	60	60	60	60	60	60	60	
Sunday: 6:00 am 12:00 am	60	60	60	60	60	60	60	60	

Combined frequency between Olde Town Arvada and Lakewood Commons: 15 min. on weekdays, 30-minutes on weekends

ROUTE 83D/L – Cherry Creek/Parker Rd.

Core

Proposed Alignment



Core Network Connections:

- H Line at Nine Mile Station
- Route 121 at Nine Mile Station
- Route 105 at Havana St.
- Route 73 at Quebec St.
- Route 40 at Colorado Blvd.
- Route 12 at Downing St.
- Routes 0, 15, 15L, 16 at Civic Center Station

What is the current service?

- Routes 83D and 83L operate in tandem from Nine Mile Station to Civic Center Station, overlapping from Quebec to Civic Center Station and operating limited stop from Cherry Creek to Civic Center Station
- 83D operates via Dayton Way every 30 minutes peak only; 83L operates via Parker Rd every 30 minutes all day

What is proposed?

- No changes are proposed to the route alignments
- Proposed headways are 30-minute all day for both routes, for a combined 15-minute headway from Quebec to Downtown all day

Proposed Service Plan

Route 83 D/L - Cherry Creek / Parker Rd Limited

Nine Mile / Civic Center

Service Class: Core

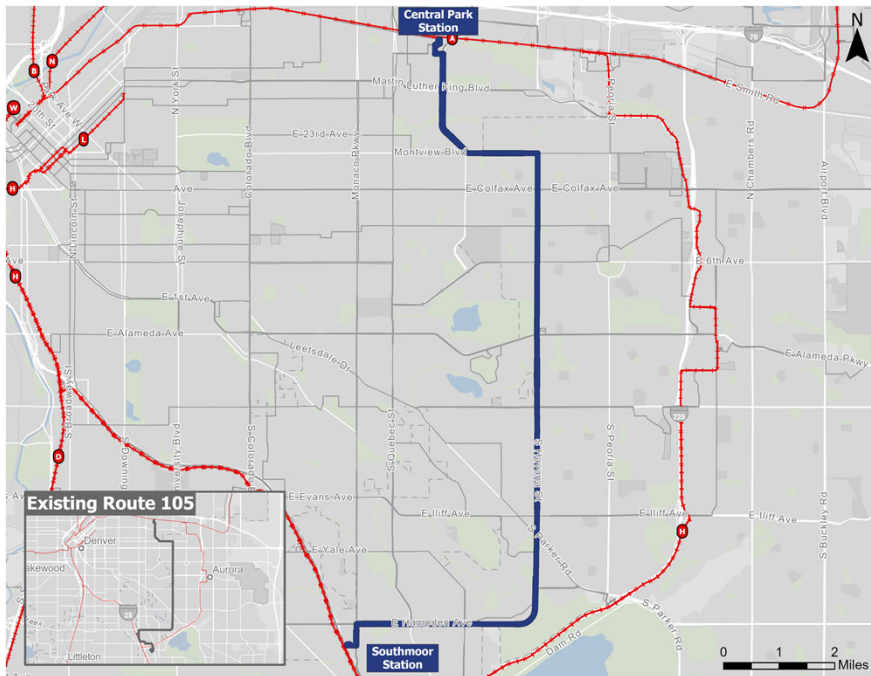
Span of Service	83L: Via Dayton/Florida				83D: Via Quebec Way			
	Service Levels (minutes)				Service Levels (minutes)			
	Peak	Midday	Evening	Late	Peak	Midday	Evening	Late
Weekdays: 4:00 am 12:00 am	30	30	30	60	30	30	30	60
Saturday: 5:00 am 12:00 am	30	30	30	30	n/a	n/a	n/a	n/a
Sunday: 5:00 am 12:00 am	30	30	30	30	n/a	n/a	n/a	n/a

Combined weekday frequency west of Quebec is 15 minutes

ROUTE 105 – Havana St.

Core

Proposed Alignment



Core Network Connections:

- A Line at Central Park Station
- Route 121 at Central Park Station
- Routes 15, 15L at Colfax Ave.
- Routes 83D/L at Parker Rd.
- Route 21E at Evans Ave.
- Route 105 at Hampden Ave.
- Route 73 at Quebec St.
- Route 40 at Southmoor Station
- E, H Lines at Southmoor Station

What is the current service?

- Route 105 operates from the A Line’s Central Park Station to Southmoor Station, with every other trip continuing to Ulster & Tufts
- Current weekday headways are 15-minutes north of Southmoor Station and 30-minutes south of Southmoor

What is proposed?

- Route 105’s southern terminus is modified with all trips ending at Southmoor Station
- Proposed headways are 15-minutes along the full alignment to **improve service frequency**

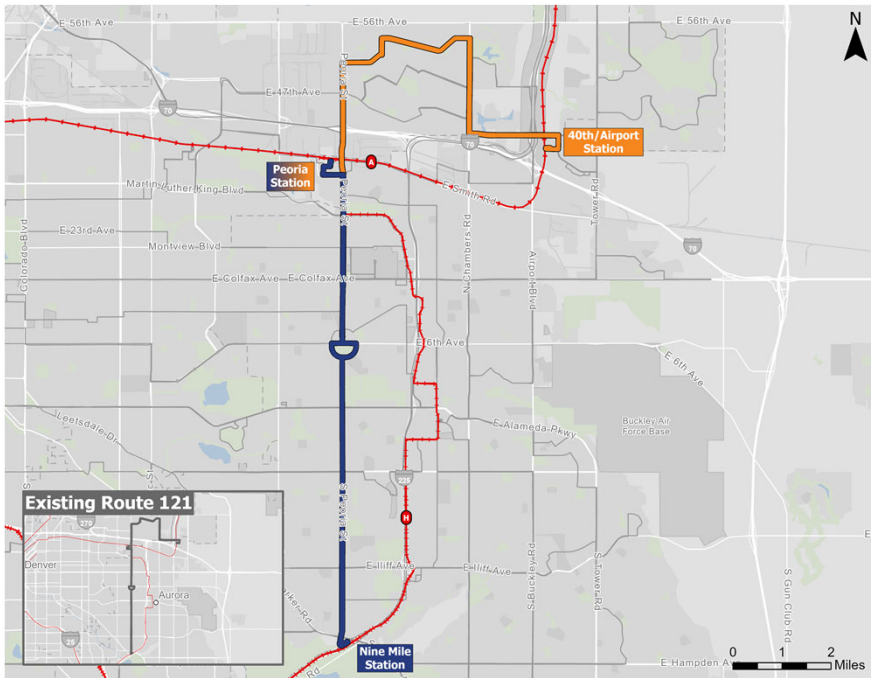
Proposed Service Plan

Route 105 - Havana Street						
Central Park Stn / Southmoor Stn						
Service Class: Core						
Span of Service	Service Levels (minutes)					
	Peak	Midday	Evening	Late		
Weekdays: 4:00 am 1:00 am	15	15	30	30		
Saturday: 5:00 am 1:00 am	15	15	30	30		
Sunday: 5:00 am 1:00 am	30	30	30	60		

ROUTE 121 – Peoria St.

Core

Proposed Alignment



Core Network Connections:

- H Line at Nine Mile Station
- Routes 83D/L at Nine Mile Station
- A Line at Peoria Station
- Routes 15, 15L at Colfax Ave.
- Route 21E at Evans Ave.
- Route 153 at Peoria Station

What is the current service?

- Route 121 operates from the Nine Mile Station to the A Line’s 40th & Airport Station with a mid-route stop at the A Line’s Peoria Station
- This route presently operates in the peak periods at 15-minute weekday headways along the entire route, and in the midday at 15-minutes south of Peoria Station, with every other trip continuing to 40th & Airport Station

What is proposed?

- No changes are proposed to the route alignment
- 15-minute weekday and Saturday service is proposed south of Peoria Station, with every other trip continuing to the 40th & Airport Station

Proposed Service Plan

Route 121 - Peoria Street

40th & Airport Stn via Montbello / Nine Mile via Peoria

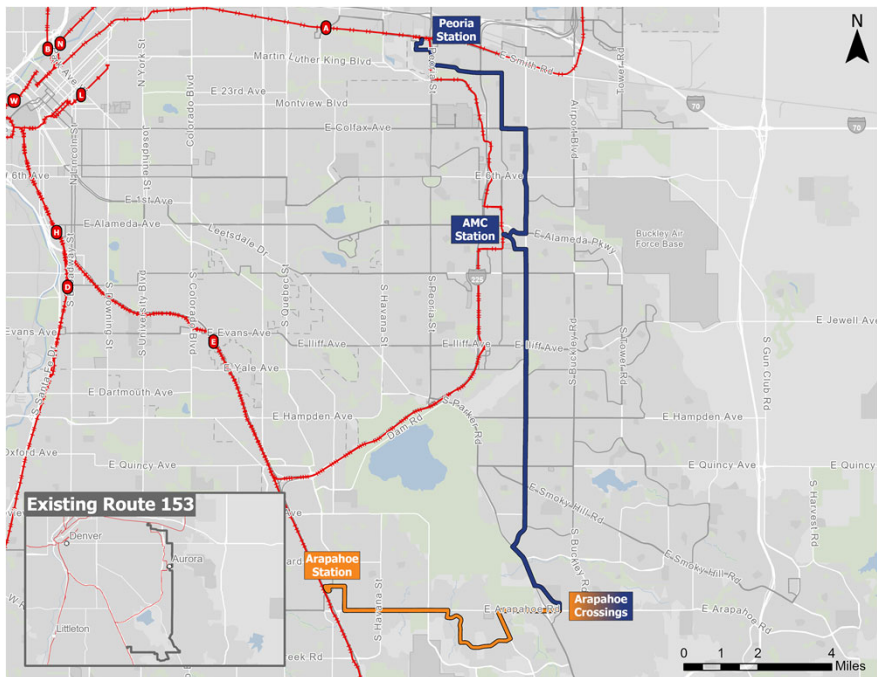
Service Class: Core

Span of Service	Nine Mile to Peoria Station Service Levels (minutes)				Peoria Station to 40 th & Airport Station Service Levels (minutes)			
	Peak	Midday	Evening	Late	Peak	Midday	Evening	Late
Weekdays: 4:00 am 12:00 am	15	15	30	30	30	30	30	30
Saturday: 5:00 am 12:00 am	15	15	30	30	30	30	30	30
Sunday: 5:00 am 12:00 am	30	30	30	60	30	30	30	60

ROUTE 153 – Chambers Rd.

Core

Proposed Alignment



Core Network Connections:

- E Line at Arapahoe Station
- Route 21E at Aurora Metro Center Station
- Routes 15, 15L at Colfax Ave.
- Route 121 and A Line at Peoria Station

What is the current service?

- Route 153 operates along the Chambers Rd. corridor from the A Line's Peoria Station to Arapahoe at Village Center Station, with a mid-route stop at the Aurora Metro Center Station
- This route presently operates at 30-minute weekday frequencies along the entire alignment

What is proposed?

- No changes are proposed to the route alignment
- 15-minute all-day service is proposed from Peoria Station to Arapahoe Crossings, with every other trip continuing to Arapahoe at Village Center station to **improve service frequency**

Proposed Service Plan

Route 153 - Chambers Road

Peoria Stn via Chambers / Arapahoe Crossings

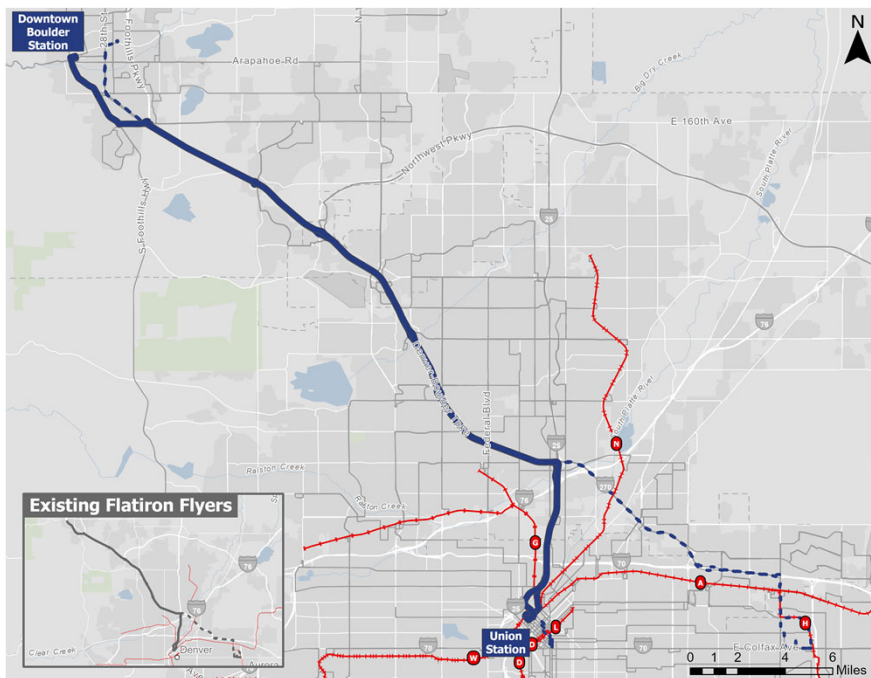
Service Class: Core

Span of Service	Peoria Station to Arapahoe Crossing				Arapahoe Crossing to Arapahoe Station			
	Service Levels (minutes)				Service Levels (minutes)			
	Peak	Midday	Evening	Late	Peak	Midday	Evening	Late
Weekdays: 4:00 am 12:00 am	15	15	30	30	30	30	30	30
Saturday: 5:00 am 12:00 am	30	30	30	30	30	30	30	30
Sunday: 5:00 am 12:00 am	30	30	30	60	30	30	30	60

ROUTE FF – Flatiron Flyer

Core

Proposed Alignment



Core Network Connections (FF1):

- Dash at Downtown Boulder Station
- Denver Union Station

What is the current service?

- Route FF1 operates from the Downtown Boulder Station to Union Station, making stops at all US 36 BRT stations
- Route FF 5 presently operates to Anschutz Medical Campus in the peak periods
- All other FF route patterns have been suspended due to Covid-19

What is proposed?

- Five FF patterns are proposed to **improve service availability**.
 - FF1 provides all-day, all stop service to all US 36 BRT stations
 - All Intermediate stops
 - FF2 provides 10-min. peak direction express service from Boulder Station
 - Intermediate stops at Table Mesa and McCaslin
 - FF3 provides 10-min. peak direction express service from Broomfield
 - Intermediate stop at Sheridan
 - FF4 provides 10-min. peak direction express service from Boulder Junction
 - Intermediate stops at Table Mesa, McCaslin, Broomfield & Sheridan
 - FF5 provide 30-min. peak direction service to Anschutz
 - All intermediate Stops

Proposed Service Plan (FF1 Only)

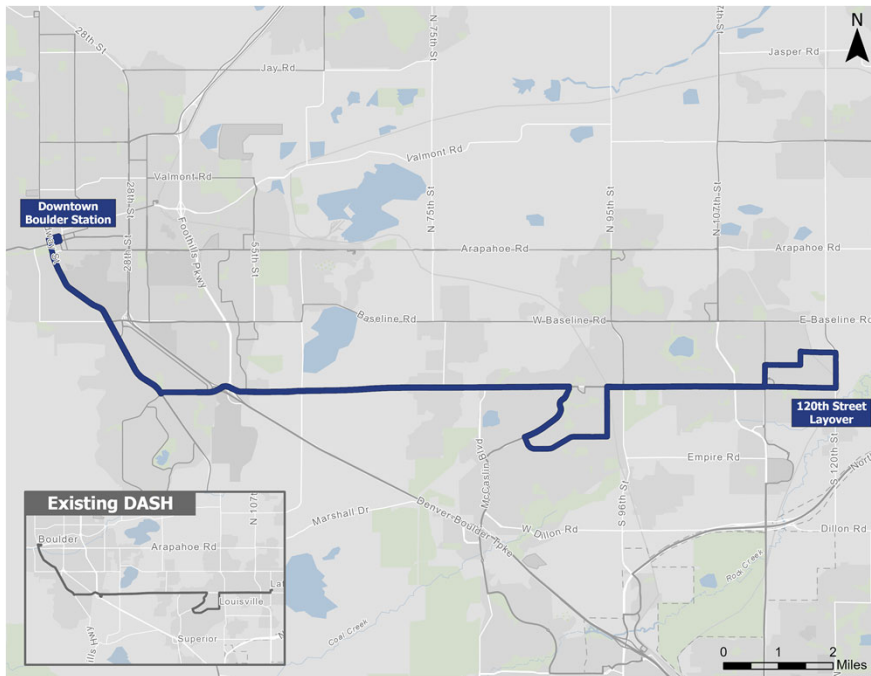
Span of Service		Service Levels (minutes)			
		Peak	Midday	Evening	Late
Weekdays:	5:00 am 12:30 am	15	15	15	30
Saturday:	5:00 am 12:30 am	30	15	15	30
Sunday:	6:00 am 12:00 am	30	30	30	60

All other FF Patterns operate only in the peak periods at service levels identified above

ROUTE DASH – BOULDER/LAFAYETTE VIA LOUISVILLE

Core

Proposed Alignment



Core Network Connections:

- Flatiron Flyer at Downtown Boulder Station

What is the current service?

- The DASH provides service between the Downtown Boulder Station and the Lafayette Park-n-Ride
- This route presently operates at 15-minute weekday headways in the peak periods and 30-minute headways in the midday period
- Every other peak period trip turns back at Manhattan and South Boulder

What is proposed?

- The alignment is modified in Lafayette to provide additional service to residential areas
- The Lafayette end-of-line layover is located on 120th St., where a new bus layover facility is planned
- 15-minute weekday service is proposed along the entire alignment to **improve service frequency**

Proposed Service Plan

Route Dash - Boulder / Lafayette via Louisville

Lafayette PnR / Dwtwn Boulder

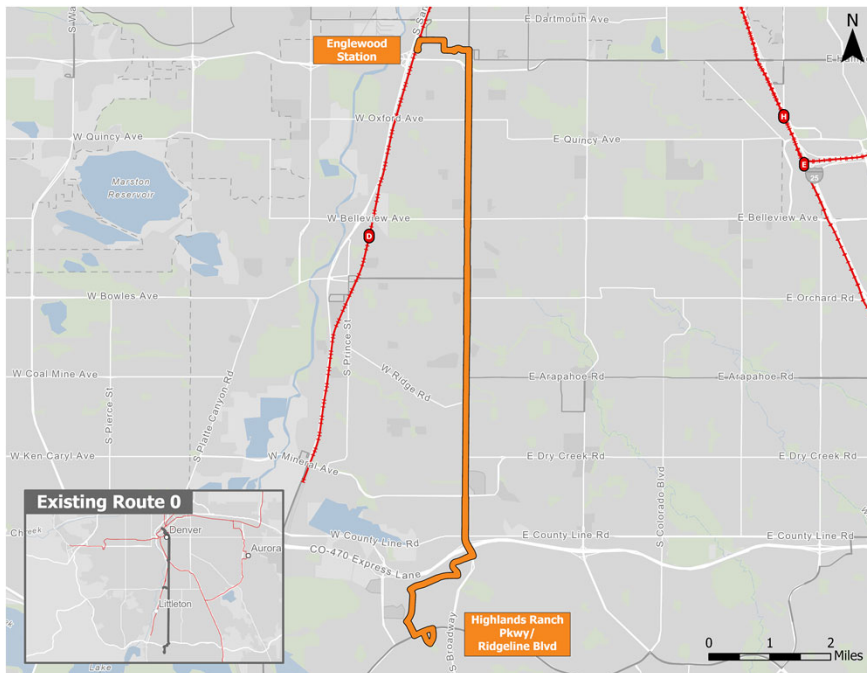
Service Class: Core

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 12:00 am	15	15	30	60
Saturday: 6:00 am 12:00 am	60	30	60	60
Sunday: 6:00 am 12:00 am	60	60	60	60

ROUTE 0B – S. Broadway



Proposed Alignment



Core Network Connections:

- D Line and Route 0 at Englewood Station

What is the current service?

- Route 0 operates from Union Station to Englewood Station, with every other trip continuing south to Highlands Ranch Town Center
- Current weekday headways are 15 minutes north of Englewood Station and 30 minutes south of Englewood Station

What is proposed?

- Break up Route 0 at Englewood Station to **improve service reliability and size service to demand**
- Route 0B operates south of Englewood Station as a Connect route at 30-minute frequencies
- Route 0 operates north of Englewood Station as a Core route at 15-minute frequencies

Proposed Service Plan

Route 0-B - South Broadway

Highlands Ranch/Englewood Station

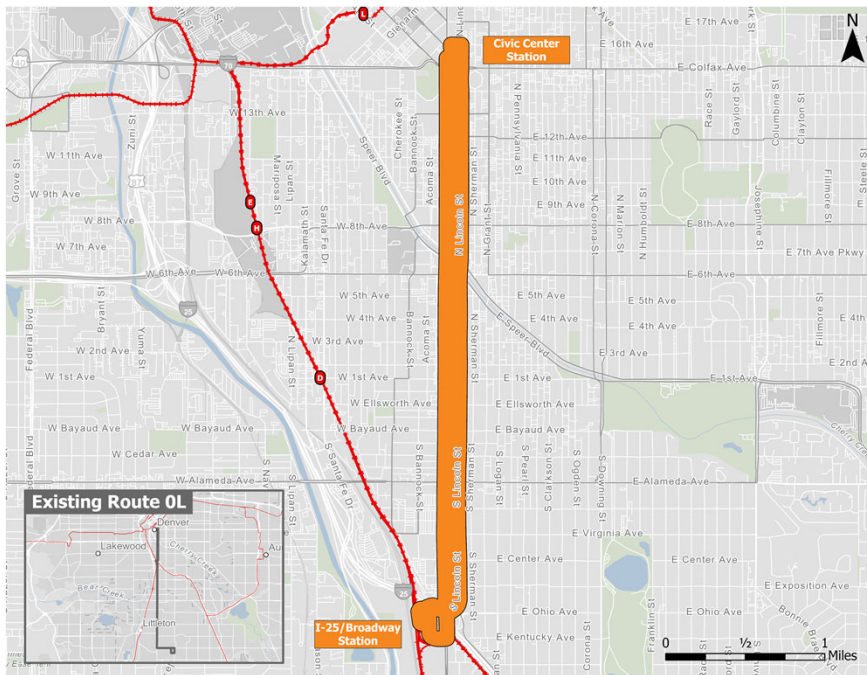
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 12:00 am	30	30	30	60
Saturday: 5:00 am 12:00 am	30	30	30	60
Sunday: 5:00 am 12:00 am	30	30	30	60

ROUTE 0L – S. Broadway Ltd.

Connect

Proposed Alignment



Core Network Connections:

- Route 0, 16, FF4 and 83D at Civic Center Station
- Routes 15 and 15L at Colfax Ave.
- Route 3W at Alameda St.
- D , E & H Lines at I-25 & Broadway Station

What is the current service?

- Route 0L operates 15-minute peak only, peak direction service from Civic Center to I-25 & Broadway
- Route 0L operates in conjunction with Route 0 providing local service from Union Station to Englewood Station, with every other trip continuing south to Highlands Ranch Town Center
- Route 0 current weekday headways are 15 minutes north of Englewood Station and 30 minutes south of Englewood Station

What is proposed?

- Route 0L operates as a Connect route from Civic Center to I-25 & Broadway at 15-minute peak only, peak direction headways
- Route 0 operates north of Englewood Station as a Core route at 15-minute headways
- Route 0B operates south of Englewood Station as a Connect route at 30-minute headways

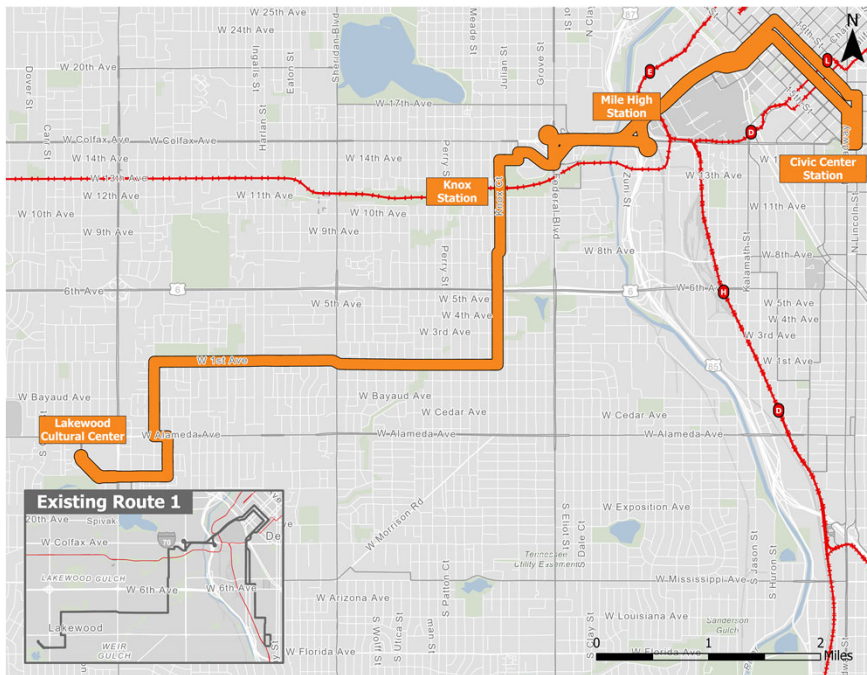
Proposed Service Plan

Route 0L - South Broadway
Civic Center/I-25 & Broadway Station
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 7:00 pm	15	0	0	0
Saturday: n/a n/a	n/a	n/a	n/a	n/a
Sunday: n/a n/a	n/a	n/a	n/a	n/a

ROUTE 1 – First Ave.

Proposed Alignment



What is the current service?

- Route 1 currently operates from Lakewood Commons to Alameda Station generally along First Ave., with a major mid-route deviation to serve downtown Denver
- Weekday headways are 60 minutes

What is proposed?

- Route 1 is truncated to serve from Lakewood Commons to Civic Center to **improve service reliability**
- Weekday headways are proposed at 30-minutes all day to **improve service frequency**
- Part of the truncated segment is reassigned to Route 1E/44

Proposed Service Plan

Route 1 - 1st Avenue

Lakewood/Civic Center

Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 10:00 pm	30	30	30	60
Saturday: 5:00 am 10:00 pm	60	60	60	60
Sunday: 7:00 am 8:00 pm	60	60	60	0

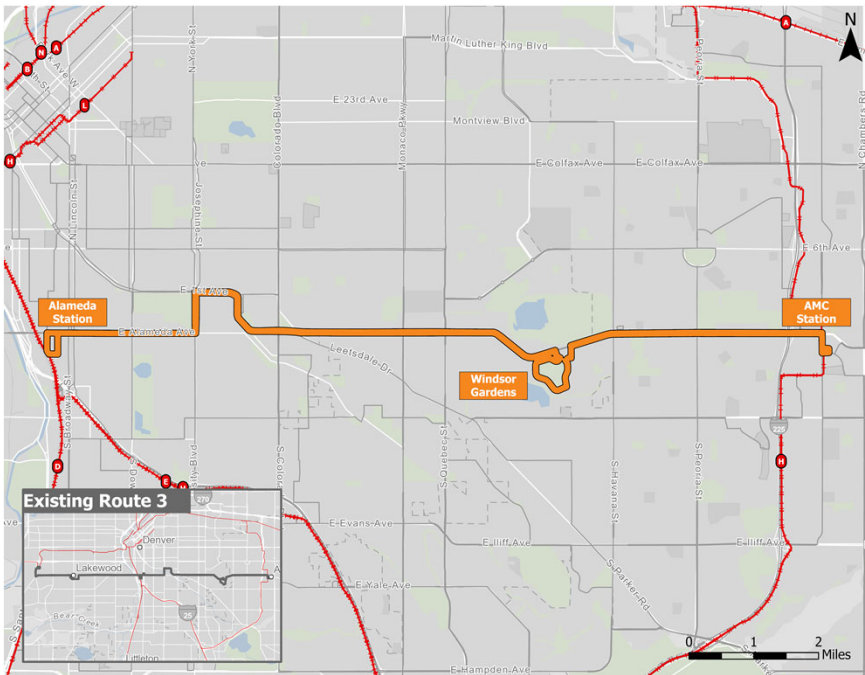
Core Network Connections:

- Routes 76 and 3W at Lakewood Commons
- Route 51 at Sheridan Blvd.
- Routes 30 and 31 at Federal Blvd.
- Routes 16 at Colfax Ave.
- W Line and E Line at Auraria Parkway
- Core routes in Downtown Denver

ROUTE 3E – East Alameda Ave.



Proposed Alignment



What is the current service?

- Route 3 operates along Alameda Ave. from the W Line’s Federal Center Station to the R Line’s Aurora Metro Center Station with a mid-route connection at Alameda Station (SW/SE rail lines)
- Weekday headways are hourly

What is proposed?

- Break up Route 3 at Alameda Station to **improve service reliability** (Route 3W continues west of Alameda Station)
- Proposed service is 30-minute headways all day, every day to **improve service frequency**

Proposed Service Plan

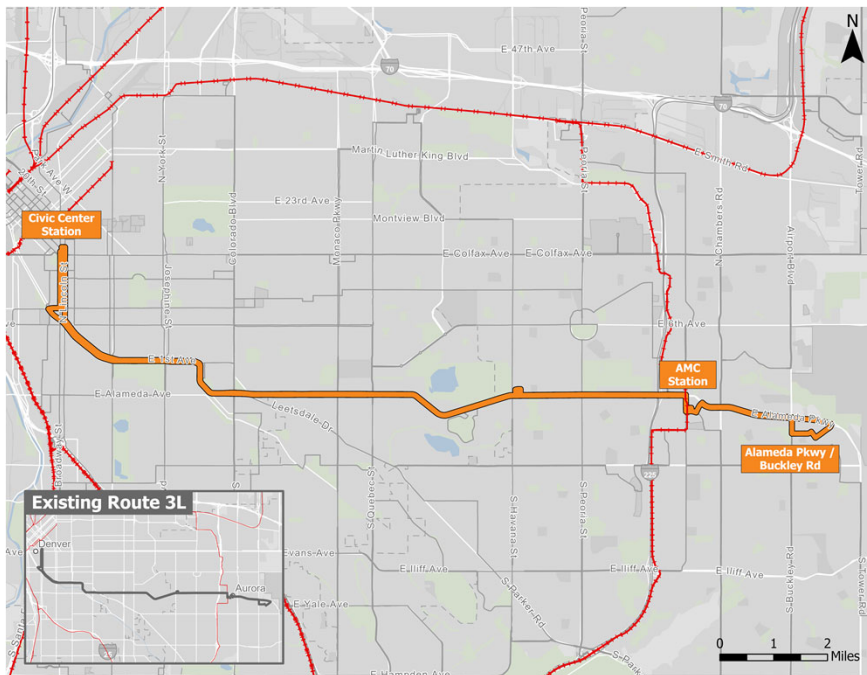
Route 3E - Alameda Avenue				
Alameda Stn / Aurora Metro Ctr Stn				
Service Class: Connect				
Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 4:00 am 12:00 am	30	30	30	60
Saturday: 5:00 am 12:00 am	30	30	60	60
Sunday: 5:00 am 12:00 am	30	30	60	60

Core Network Connections:

- D, E, H Lines and Routes 3W, 12 at Alameda Station
- Route 0 at Broadway/Lincoln Ave.
- Route 12 at Downing St.
- Route 40 at Colorado Blvd.
- Routes 83D/L throughout Cherry Creek
- Route 73 at Quebec St.
- Route 105 at Havana St.
- Route 121 at Peoria St.
- Routes 15L, 21E, 153 at AMC Station

ROUTE 3L – East Alameda Ave. Ltd.

Proposed Alignment



What is the current service?

- Route 3L currently operates local service from Alameda Parkway at Buckley Rd. to Havana St. with a connection at Aurora Metro Center Station, and limited stop service to Civic Center Station via Alameda Ave. and Broadway/Lincoln Ave.
- 3 peak westbound a.m. peak and 3 eastbound p.m. peak trips

What is proposed?

- No changes to alignment or service levels are proposed

Proposed Service Plan

Route 3L - Alameda Avenue

Civic Center Stn / Buckley Rd

Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 6:00 pm	60	0	0	0
Saturday: n/a n/a	n/a	n/a	n/a	n/a
Sunday: n/a n/a	n/a	n/a	n/a	n/a

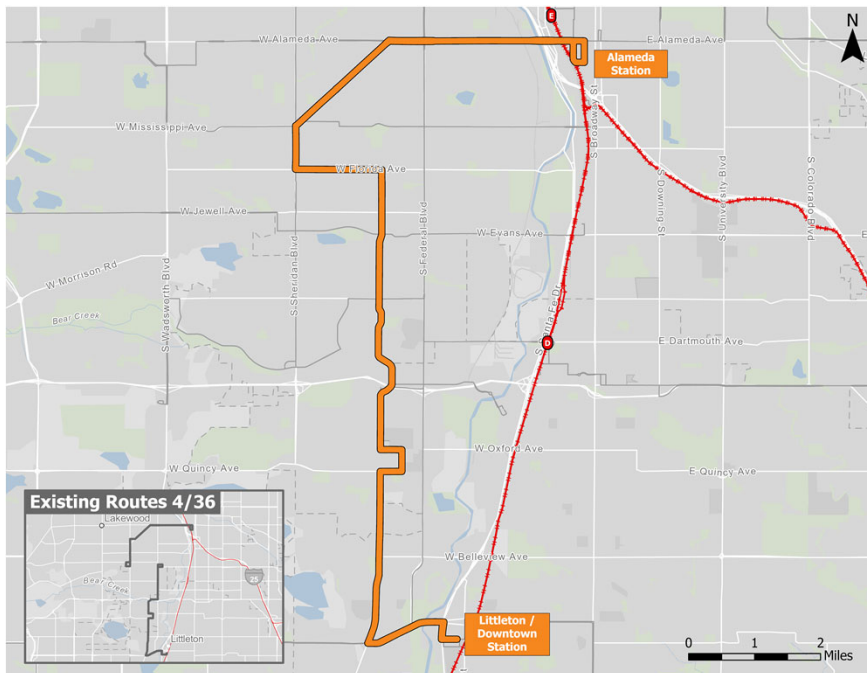
Core Network Connections:

- Routes 15L, 21E, 153 at AMC Station
- Route 121 at Peoria St.
- Route 105 at Havana St.
- Route 73 at Quebec St.
- Routes 83D/L at Alameda Ave./Leetsdale Dr.
- Route 40 at Colorado Blvd.
- Route 12 at Downing St.
- Routes 0, 15, 15L, 16 at Civic Center Station

ROUTE 4/36 – Morrison Rd./Lowell Blvd.



Proposed Alignment



Core Network Connections:

- D Line at Littleton-Downtown Station
- Route 30 at Federal Blvd.
- Route 31 at Hampden Ave.
- Route 21 at Evans St.
- Route 51 at Sheridan Blvd.
- Route 3W at Alameda Ave.
- Routes 3W, 12 at Alameda Station
- D, E, H Lines at Alameda Station

What is the current service?

- Route 4 operates at 30 minutes all day from Evans/Sheridan to the Alameda Station
- Route 36 operates at 60 minutes all day from Downtown Littleton to Federal/Evans via Lowell and Federal

What is proposed?

- Connect Route 4 and Route 36 and realign to add coverage along Lowell north of Hampden, to **improve corridor travel** along Lowell and enhance community access
- Operate at 30 minutes all day north of Hampden, 30 minute peak and 60 minute midday from Hampden to Downtown Littleton

Proposed Service Plan

Route 4/36 - Morrison Road

Littleton Station / Alameda Station

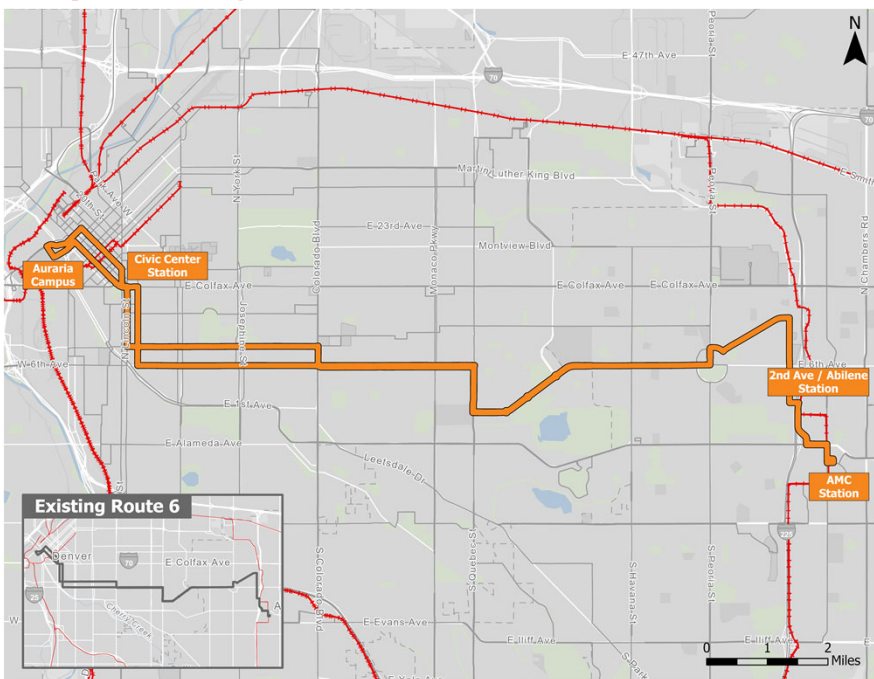
Service Class: Connect

Span of Service	Alameda Station to Hampden				Hampden to Downtown Littleton Stat.			
	Service Levels (minutes)				Service Levels (minutes)			
	Peak	Midday	Evening	Late	Peak	Midday	Evening	Late
Weekdays: 5:00 am 11:00 pm	30	30	60	60	30	60	60	60
Saturday: 6:00 am 10:00 pm	60	60	60	60	60	60	60	60
Sunday: 7:00 am 9:00 pm	60	60	60	60	60	60	60	60

ROUTE 6 – East 6th Ave.



Proposed Alignment



Core Network Connections:

- Routes 15L, 153, 21E at AMC Station
- Route 121 at Peoria St.
- Route 105 at Havana St.
- Route 73 at Quebec St.
- Route 40 at Colorado Blvd.
- Route 12 at Downing St.
- Core routes in Downtown Denver

What is the current service?

- Route 6 currently operates from the Auraria Campus to the R Line's Aurora Metro Center Station via 6th and 8th Avenues
- Weekday headways are 30 minutes

What is proposed?

- No changes to the alignment are proposed
- Improve directional peak period headways to 15 minutes westbound in the a.m. peak and 15 minutes eastbound in the p.m. peak to **improve service frequency**

Proposed Service Plan

Route 6 - East 6th Avenue

Auraria / Aurora Metro Ctr via 6th

Service Class: Connect

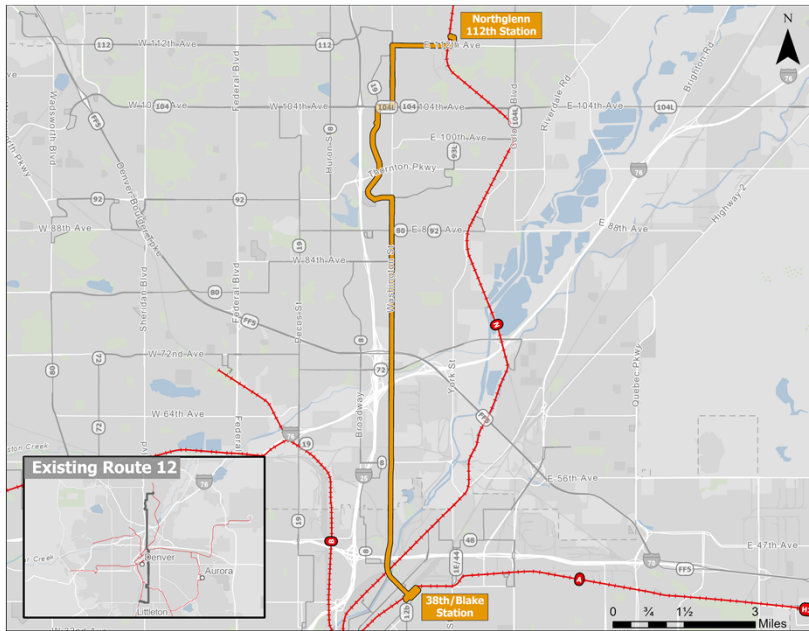
Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 12:00 am	30	30	30	60
Saturday: 5:00 am 11:00 pm	30	30	60	60
Sunday: 5:00 am 11:00 pm	60	30	60	60

*Supplemental peak period, peak direction trips results in 15-minute combined peak directional headways

ROUTE 7 – N. Washington St.



Proposed Alignment



What is the current service?

- Route 12 currently operates from the Englewood Station to the N Line’s Northglenn-112th Station
- Weekday headways north of 38th & Blake Station are 30 minutes

What is proposed?

- Break up Route 12 at 38th/Blake to **improve service reliability and size service to demand**
- Route 7 operates north of 38th/Blake
- Route 12 operates south of 38th/Blake

Proposed Service Plan

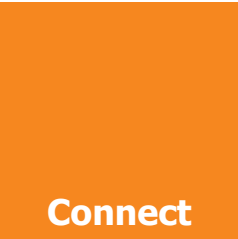
Route 7 - N. Washington
N Line 112th Ave / 38th & Blake
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 12:00 am	30	30	30	60
Saturday: 5:00 am 12:00 am	30	30	30	60
Sunday: 5:00 am 12:00 am	60	30	60	60

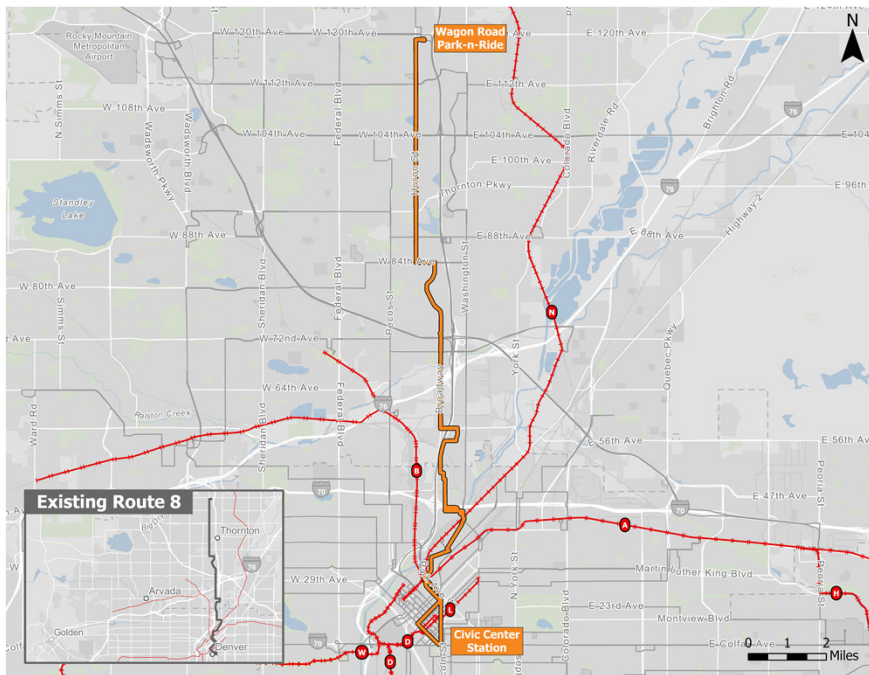
Core Network Connections:

- A Line at 38th & Blake Station
- Route 12 at 38th & Blake Station

ROUTE 8 – N. Broadway/ Huron/ Wagon Rd.



Proposed Alignment



Core Network Connections:

- Core routes in Downtown Denver

What is the current service?

- Route 8 currently operates from Civic Center Station to Wagon Rd. Park-n-Ride
- Weekday headways are 60 minutes, with supplemental service south of RTD's Platte Maintenance facility
- Pre-pandemic, this route had select trips continuing north of Wagon Rd. to The Orchard Town Center

What is proposed?

- No change is proposed to the current route alignment. Span of service is expanded

Proposed Service Plan

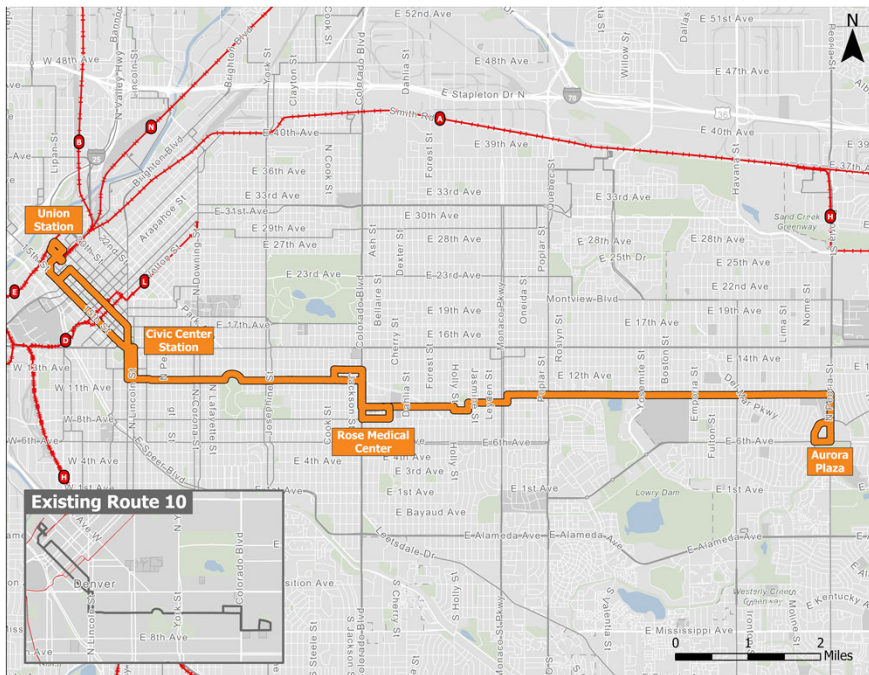
Route 8 - N. Broadway/Huron/Wagon Road Downtown Denver / Wagon Road Service Class: Connect

Span of Service	Denver CBD to Platte Maint. Service Levels (minutes)				Denver CBD to Wagon Road Service Levels (minutes)			
	Peak	Midday	Evening	Late	Peak	Midday	Evening	Late
Weekdays: 5:30 am 9:00 pm	60	30	60	60	60	60	60	60
Saturday: 6:00 am 9:00 pm	60	60	60	60	60	60	60	60
Sunday: 6:00 am 8:00 pm	60	60	60	0	60	60	60	0

ROUTE 10 – East 12th Ave.



Proposed Alignment



Core Network Connections:

- Core routes in Downtown Denver
- Routes 0/15/15L/16 at Civic Center Station
- Route 12 at Downing St.
- Route 40 at Colorado Blvd.
- Route 73 at Quebec St.
- Route 105 at Havana St.
- Route 121 at Peoria St.

What is the current service?

- Route 10 operates between Denver Union Station and 9th/Clermont at Rose Medical Center along east 12th Ave.
- Weekday headways are 30 minutes with supplemental 30-minute westbound a.m. peak trips

What is proposed?

- Reintroduce a longer alignment to Aurora Plaza (Del Mar Cir), to operate along with the current alignment
- Headways on overlapping route patterns are hourly, with combined service at 30 minutes west of 9th/Clermont to **size service to demand**

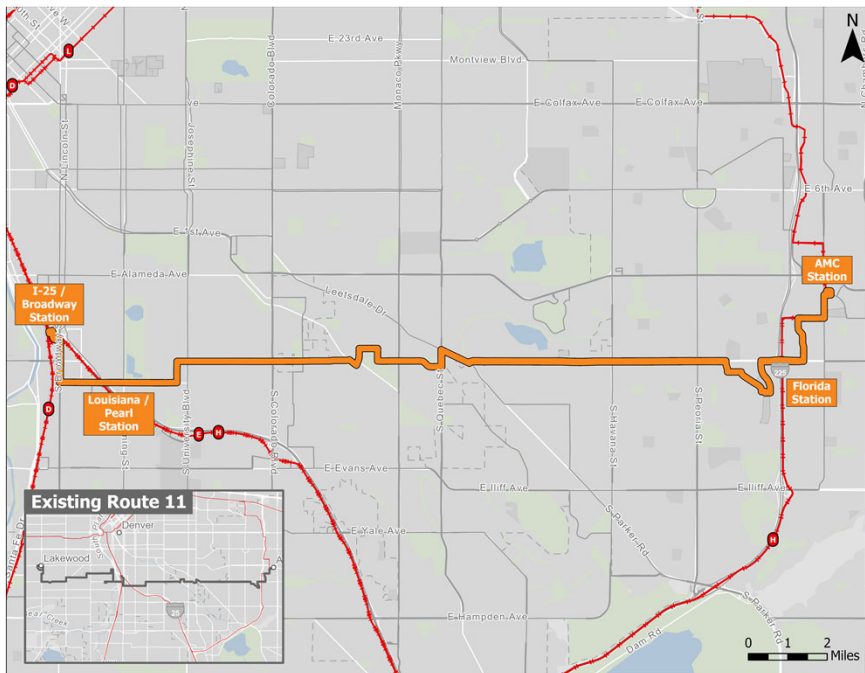
Proposed Service Plan

Route 10 - East 12th Ave
 Downtown Denver / Aurora Plaza (Del Mar Cir)
 Service Class: Connect

Span of Service	Denver DUS to 9 th /Clermont				9 th /Clermont to Del Mar Cir			
	Service Levels (minutes)				Service Levels (minutes)			
	Peak	Midday	Evening	Late	Peak	Midday	Evening	Late
Weekdays: 5:00 am 10:00 pm	30	30	60	60	60	60	60	60
Saturday: 5:00 am 10:00 pm	30	30	60	60	60	60	60	60
Sunday: 5:00 am 10:00 pm	30	30	60	60	60	60	60	60

ROUTE 11E – East Mississippi Ave.

Proposed Alignment



Core Network Connections:

- D, H, E Lines and Route 0 at I-25 & Broadway Station
- E, H Lines Louisiana/Pearl Station
- Route 40 at Colorado Blvd.
- Route 73 at Quebec St.
- Route 105 at Havana St.
- Route 121 at Peoria St.
- Routes 15L, 21E, 153 at Aurora Metro Center Station

What is the current service?

- Route 11 operates between Lakewood City Commons and Aurora Metro Center Station, with rail connections at I-25/Broadway Station and Louisiana/Pearl Station
- Weekday headways are 30 minutes

What is proposed?

- Break up Route 11 at I-25/Broadway Station to **improve service reliability**
- Headways will continue to be 30 minutes all day, every day

Proposed Service Plan

Route 11E - Mississippi Avenue

I-25 & Broadway / Aurora Metro Ctr Stn

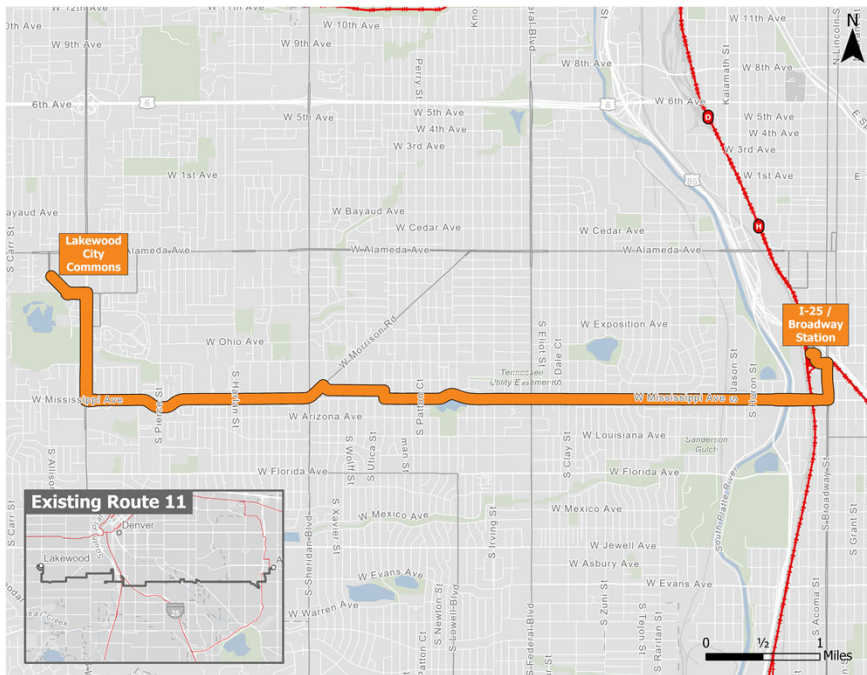
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 11:00 pm	30	30	30	60
Saturday: 5:00 am 11:00 pm	30	30	60	60
Sunday: 5:00 am 11:00 pm	30	30	60	60

ROUTE 11W – West Mississippi Ave.

Connect

Proposed Alignment



Core Network Connections:

- Routes 76 and 3W at Lakewood Commons
- Route 51 at Sheridan Blvd.
- Routes 30 and 31 at Federal Blvd.
- D, E, H Lines and Route 0 at I-25 & Broadway Station

What is the current service?

- Route 11 currently operates from Lakewood Commons to Aurora Metro Center, stair stepping along Louisiana, Exposition, Kentucky and Mississippi west of I-25/Broadway.
- Service is offered at 30 minutes in the midday and 60 minutes morning and evening

What is proposed?

- Break up Route 11 at I-25/Broadway to **improve service reliability and size service to demand**
- Route 11W from Lakewood Commons to I-25/Broadway is realigned to remain on Mississippi, to **improve corridor travel**
- Weekday headways are 30 minutes all day to **improve service frequency**

Proposed Service Plan

Route 11W - Mississippi Avenue

Lakewood/ I-25 Broadway via Mississippi

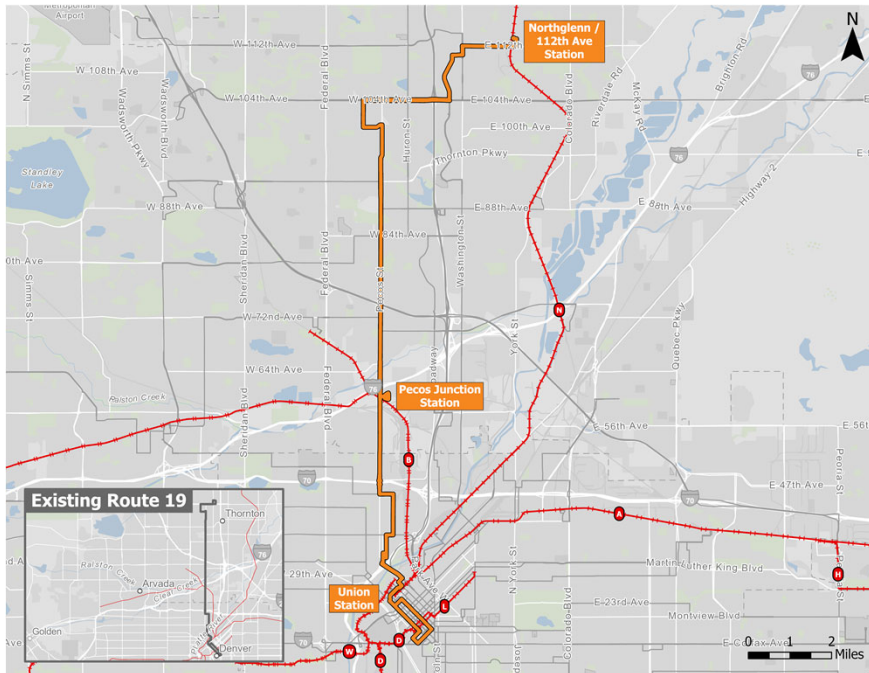
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 12:00 am	30	30	30	60
Saturday: 4:00 am 11:00 pm	30	30	30	60
Sunday: 5:00 am 10:00 pm	60	60	60	60

ROUTE 19 – N. Pecos St.



Proposed Alignment



Core Network Connections:

- G Line at Pecos Junction Station
- Core routes in Downtown Denver

What is the current service?

- Route 19 currently operates from the Civic Center Station to 106th and Melody
- Weekday headways are 30 minutes

What is proposed?

- This route is extended to connect to the N Line's Northglenn/112th Ave. Station
- Weekday service frequencies remain at 30 minutes

Proposed Service Plan

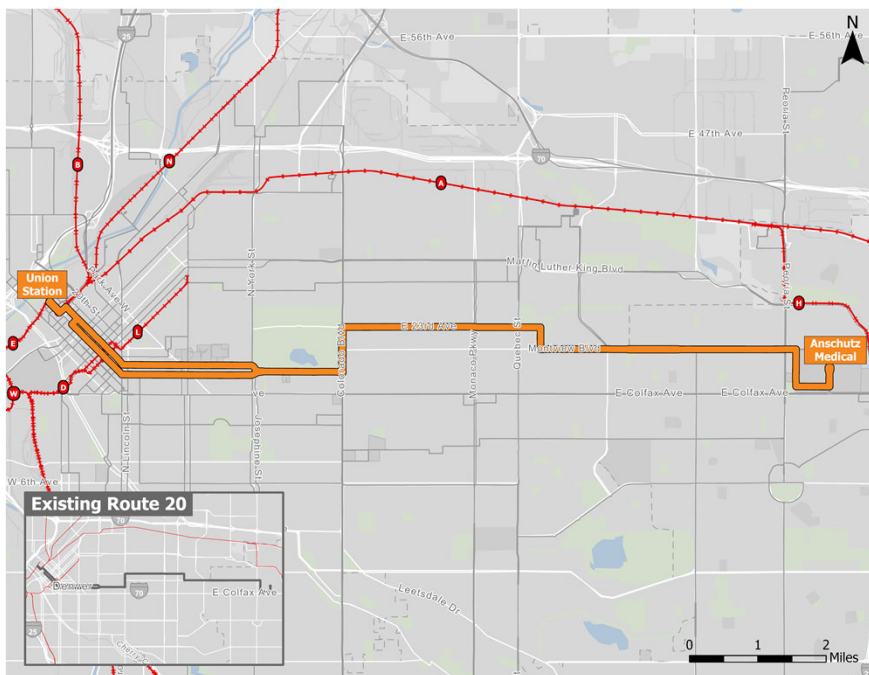
Route 19 - North Pecos
 112th Ave. / Downtown Denver
 Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:30 am 12:00 am	30	30	30	60
Saturday: 6:00 am 12:00 am	60	60	60	60
Sunday: 6:00 am 8:00 pm	60	60	60	0

ROUTE 20E – 20th Ave.



Proposed Alignment



Core Network Connections:

- Core routes in Downtown Denver
- Route 12 at Downing St.
- Route 40 at Colorado Blvd.
- Route 73 at Quebec St.
- Route 105 at Havana St.
- Route 121 at Peoria St.
- Routes 15, 15L at Anschutz M.C./Colfax Ave

What is the current service?

- Route 20 operates from Denver Union Station to Anschutz Medical Campus with peak period service to the National Renewable Energy Lab in Golden
- Weekday headways are 30 minutes with hourly peak period service to NREL

What is proposed?

- Truncate Route 20 at DUS to **improve service reliability and size service to demand**
- Headways are maintained at 30 minutes for the remaining east side
- Route 20W is converted to a Community route

Proposed Service Plan

Route 20E - 20th Avenue

DUS / Anschutz Med Ctr

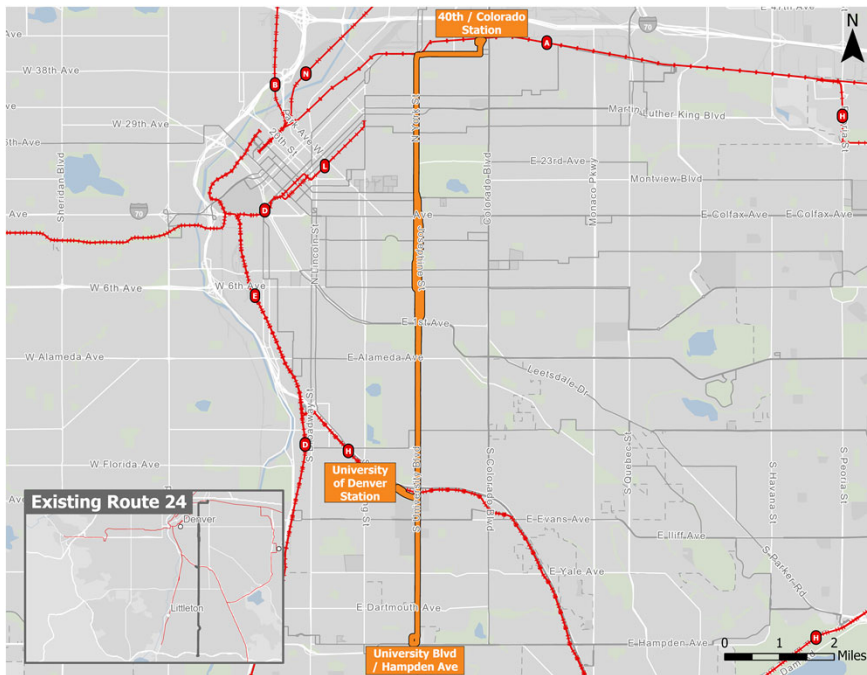
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 12:00 am	30	30	30	60
Saturday: 5:00 am 10:00 pm	30	30	60	60
Sunday: 6:00 am 10:00 pm	60	30	60	60

ROUTE 24N – N. University Blvd.

Connect

Proposed Alignment



Core Network Connections:

- A Line, Route 40 at 40th & Colorado Station
- E, H Lines at University of Denver Station
- Routes 15, 15L at Colfax Ave
- Routes 83D/L at E. 1st Ave.
- Route 21E at E. Evans Ave.

What is the current service?

- Route 24 operates between the 40th & Colorado A Line Station and the C-470 South University Park-n-Ride
- Weekday headways are hourly

What is proposed?

- Truncate Route 24 at Hamden Ave. to **improve service reliability and size service to demand**
- Route 24S continues service south of Hamden Ave. from University of Denver Station with overlapping service to Hampden Ave
- Proposed headways are 30 minutes daily with 15-minute headways between University of Denver Station and Hampden Ave. to **improve service frequency**

Proposed Service Plan

Route 24N - N University Blvd

40th & CO Stn / Univ/Hampden via Univ of Den Stn

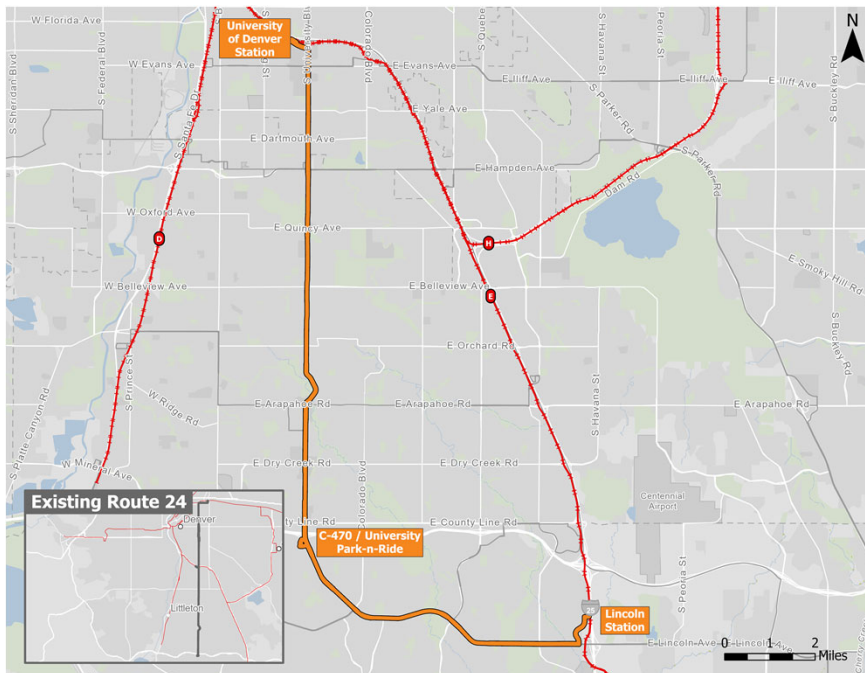
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 12:00 am	30	30	30	60
Saturday: 6:00 am 9:00 pm	60	60	60	60
Sunday: 7:00 am 9:00 pm	60	60	60	60

ROUTE 24S – S. University Blvd.

Connect

Proposed Alignment



Core Network Connections:

- A Line at 38th & Blake Station
- Route 12 at 38th & Blake Station

What is the current service?

- Route 24 operates between the 40th & Colorado A Line Station and the C-470 South University Park-n-Ride
- Weekday headways are hourly

What is proposed?

- Break up Route 24 at University of Denver Station to **improve service reliability and size service to demand**
- Route 24S continues south of University of Denver Station and is extended to Lincoln Station
- Proposed headways are 30 minutes daily with 15-minute service between University of Denver Station and Hampden Ave. to **improve service frequency**

Proposed Service Plan

Route 24S - S University Blvd

DU / Lincoln Stn via S Univ C-470 PnR

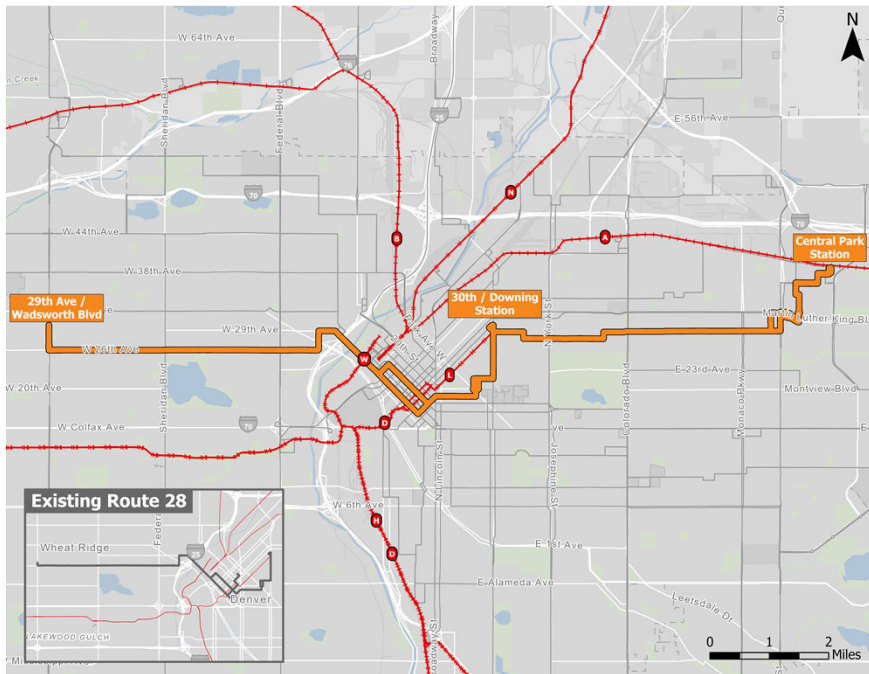
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 9:00 pm	30	60	60	60
Saturday: 6:00 am 9:00 pm	60	60	60	60
Sunday: 7:00 am 7:00 pm	60	60	60	0

ROUTE 28 – 28th Ave.



Proposed Alignment



Core Network Connections:

- Route 76 at Wadsworth Blvd.
- Route 51 at Sheridan Blvd.
- Route 31 at Federal Blvd.
- Core routes in Downtown Denver
- Route 12 at Downing St.
- Route 40 at Colorado Blvd.
- Routes 73, 105 and A Line at Central Park Station

What is the current service?

- Route 28 operates between Wadsworth Ave., through downtown, and stairsteps to L Line 30th & Downing Station and to A Line Central Park Station
- Service from 26th/Wadsworth to Central Park Station is 60 minutes all day, with additional peak direction, peak only trips between Downtown from Wadsworth leading to 30 minute peak period service in the peak direction

What is proposed?

- Operate all day 30-minute service between Wadsworth and 30th & Downing Station to **improve service frequency**, with hourly service to Central Park Station
- Return loop at Wadsworth and 26th Ave. may be eliminated if interlined (paired) with Route 32

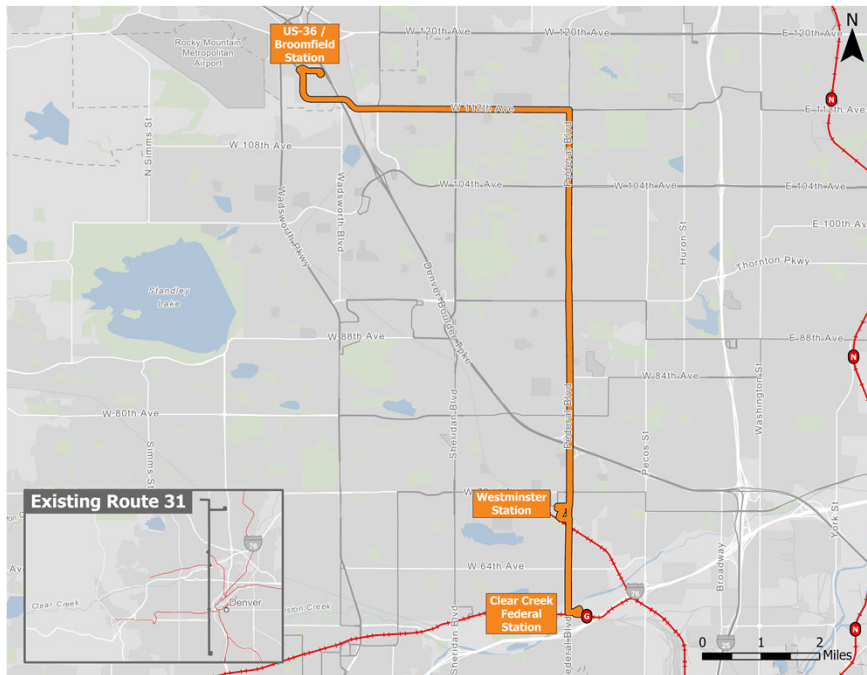
Proposed Service Plan

Route 28 - 28th Avenue
 26th & Wadsworth/ Central Park Stn
 Service Class: Connect

Span of Service	Wadsworth to 30th/Downing Service Levels (minutes)				30th/Downing to Central Park Stat. Service Levels (minutes)			
	Peak	Midday	Evening	Late	Peak	Midday	Evening	Late
Weekdays: 5:00 am 9:00 pm	30	30	30	30	60	60	60	60
Saturday: n/a n/a	60	60	60	60	60	60	60	60
Sunday: n/a n/a	60	60	60	60	60	60	60	60

ROUTE 31N – N. Federal Blvd.

Proposed Alignment



Core Network Connections:

- Flatiron Flyer at US 36 Broomfield Station
- G Line at Clear Creek-Federal Station
- Route 31 at Clear Creek-Federal Station

What is the current service?

- Route 31 operates from either Front Range Community College or 106th/Melody to Federal and Evans
- Current headways north of Westminster are 60 minutes, with daytime trips going to FRCC and evening trips to 106th/Melody

What is proposed?

- Break up Route 31 at G Line's Clear Creek-Federal Station to **improve service reliability and size service to demand**
- Route 31N (new route name required) operates in the north segment, coordinated with modified Route 31 service south of the G Line
- Proposed headways are 30 minutes to **improve service frequency**

Proposed Service Plan

Route 31N - Federal Blvd

Clear Creek to Broomfield/US 36 Station

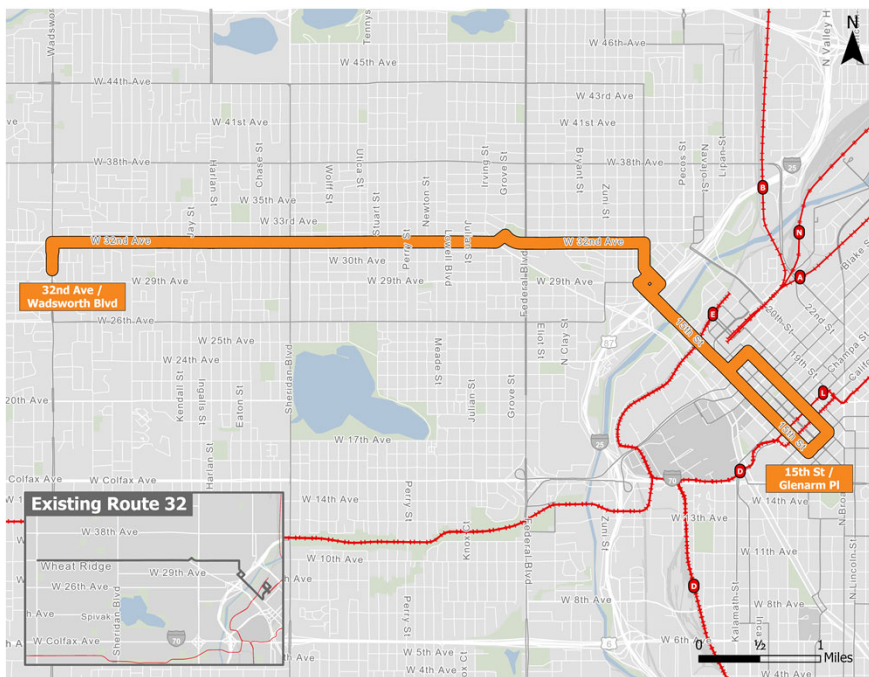
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 9:00 pm	30	30	30	60
Saturday: 6:00 am 9:00 pm	60	60	60	60
Sunday: 6:00 am 9:00 pm	60	60	60	60

ROUTE 32 – W. 32nd Ave.



Proposed Alignment



What is the current service?

- Route 32 currently operates from 32nd and Wadsworth to Union Station
- Weekday headways are hourly

What is proposed?

- Current routing is maintained
- Weekday headways are 30 minutes all day to **improve service frequency**

Proposed Service Plan

Route 32 - W 32nd Avenue
 26th & Wadsworth / Downtown Glenarm Pl
 Service Class: Connect

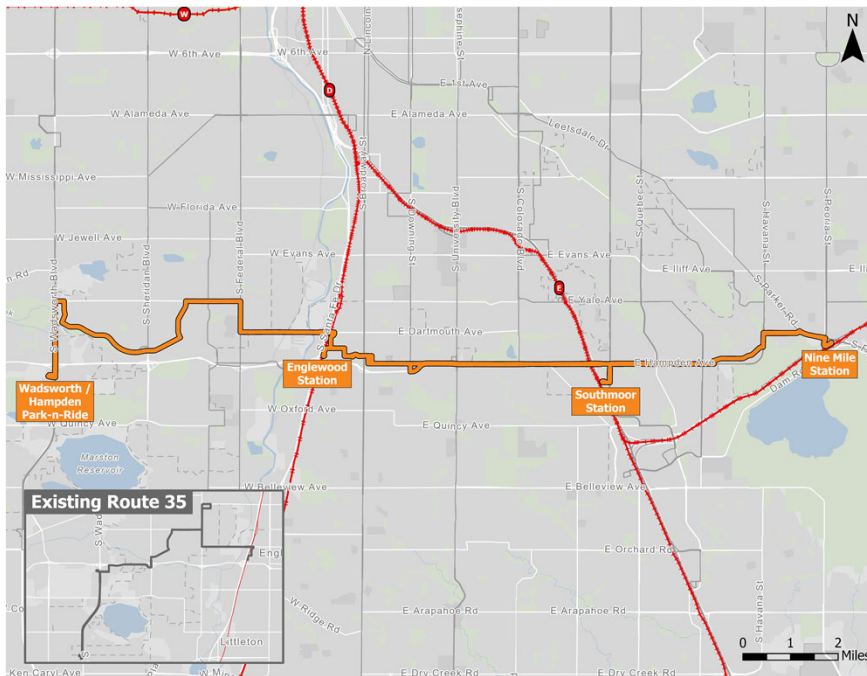
Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 9:00 pm	30	30	30	30
Saturday: 6:00 am 9:00 pm	60	60	60	60
Sunday: 7:00 am 8:00 pm	60	60	60	0

Core Network Connections:

- Route 76 at Wadsworth Ave.
- Route 51 at Sheridan Blvd.
- Routes 30, 31 at Federal Blvd.
- Core routes in Downtown Denver

ROUTE 35 – Hampden Ave.

Proposed Alignment



Core Network Connections:

- Route 51 at Sheridan Ave.
- Route 30, 31 at Federal Blvd.
- Route 0 at Englewood Station
- Route 40 at Colorado Blvd.
- Routes 40/105 and E, F, H Rail Lines at Southmoor Station
- H Line at Nine Mile Station

What is the current service?

- Route 35 operates between Southwest Plaza and Englewood Station via Wadsworth Blvd., Hampden Frontage Rd., Dartmouth and Yale Ave.s
- Weekday headways are 30 minutes

What is proposed?

- Reinstate the segment east of Englewood Station to Nine Mile Station generally along Hampden Ave. to **improve service coverage**
- Realign the portion of the route west of Englewood Station to eliminate the deviation to Evans/Federal, serve Bear Valley via Dartmouth, and terminate at Wadsworth/Hampden PnR (does not reflect recent weekday extension to Southwest Plaza)
- Provide 30 minute weekday service along full route

Proposed Service Plan

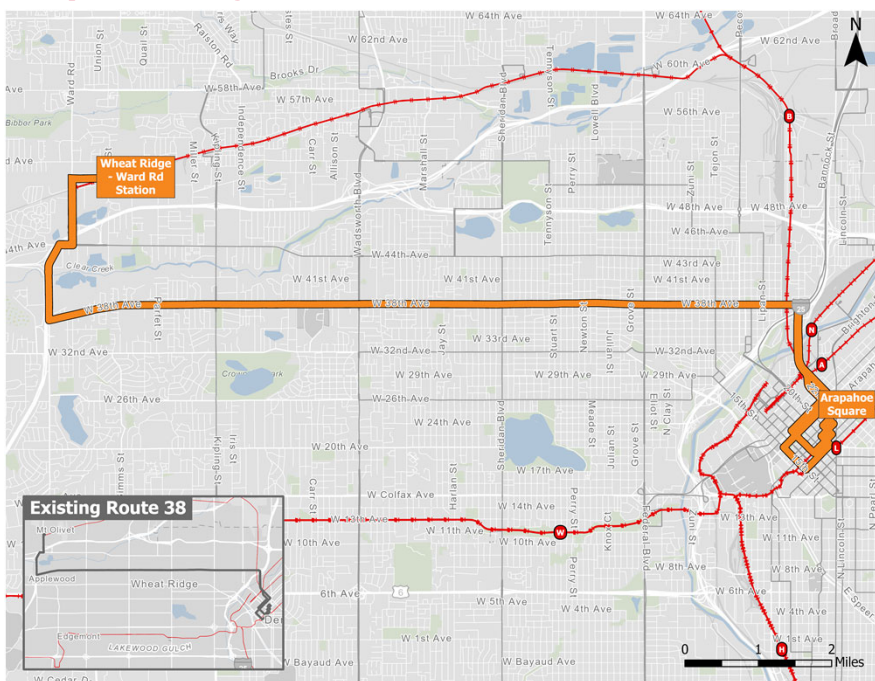
Route 35 - Hampden Avenue
Nine Mile / Wadsworth/Hampden PnR via Southmoor Stn
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 10:00 pm	30	30	30	60
Saturday: 6:00 am 10:00 pm	30	30	60	60
Sunday: 6:00 am 10:00 pm	60	60	60	60

ROUTE 38 – 38th Ave.



Proposed Alignment



What is the current service?

- Route 38 currently operates from G Line Wheat Ridge-Ward Rd. Station to 21st & Champa
- Weekday headways are 30 minutes all day

What is proposed?

- No changes are proposed

Proposed Service Plan

Route 38 - 38th Avenue
 Ward Road & 21st/Champa
 Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 12:00 am	30	30	30	30
Saturday: 5:00 am 12:00 am	30	30	60	60
Sunday: 5:00 am 12:00 am	60	60	60	60

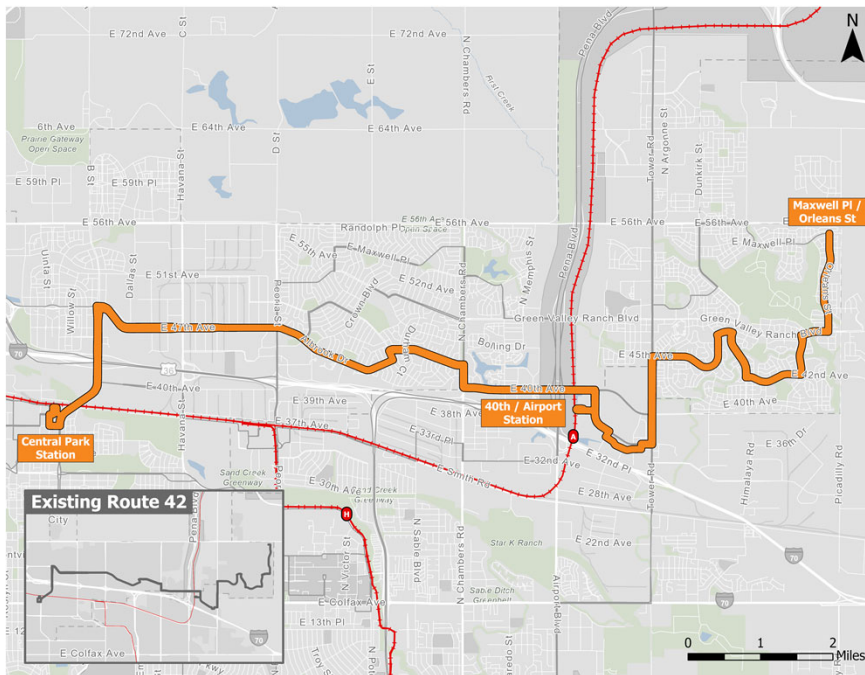
Core Network Connections:

- G Line at Wheat Ridge-Ward Station
- Route 76 at Wadsworth Ave.
- Route 51 at Sheridan Blvd.
- Routes 30, 31 at Federal Blvd.
- Core routes in Downtown Denver

ROUTE 42 – Central Park/Montbello/ Green Valley Ranch

Connect

Proposed Alignment



Core Network Connections:

- Routes 73, 105 at Central Park Station
- A Line at 40th & Airport Station

What is the current service?

- Route 42 operates from the A Line's Central Park Station through Green Valley Ranch via 40th & Airport Station along 47th Ave. and Albrook Drive in Montbello
- Weekday headways between A Line Stations are 15 minutes in the peak periods and 30 minutes midday; 30 minutes between 40th & Airport and Green Valley Ranch
- This route is interlined (paired) with Route 45 in Green Valley Ranch

What is proposed?

- Maintain 30-minute headways along the full length of the route to **size service to demand**
- No changes to the alignment are proposed

Proposed Service Plan

Route 42 - Central Park Stn - Montbello - S GVR

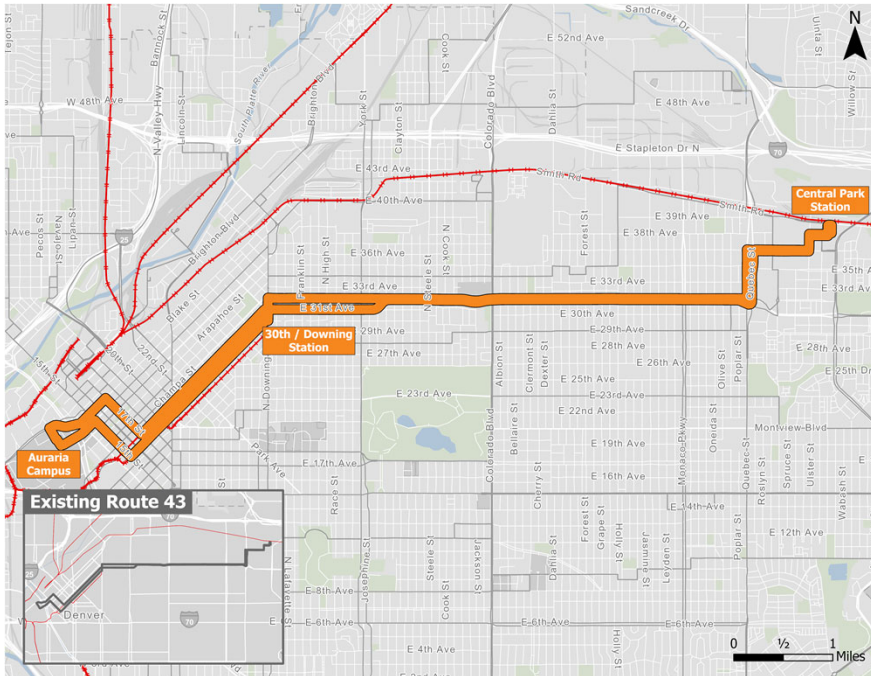
Central Park Stn / S GVR via Montbello

Service Class: **Connect**

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 4:00 am 12:00 am	30	30	30	30
Saturday: 4:00 am 12:00 am	30	30	30	60
Sunday: 4:00 am 12:00 am	30	30	30	60

ROUTE 43 – Martin Luther King Blvd.

Proposed Alignment



Core Network Connections:

- Core routes in Downtown Denver
- Route 12 at Downing St.
- Route 40 at Colorado Blvd.
- A Line and Routes 73, 105 at Central Park Station

What is the current service?

- Route 43 operates between the Auraria Campus and the A Line Central Park Station via California and Stout St.s and Martin Luther King, Jr. Blvd.
- Weekday headways are 15 minutes all day

What is proposed?

- Adjust midday headways to 30 minutes to **size service to demand**
- No changes to the alignment are proposed

Proposed Service Plan

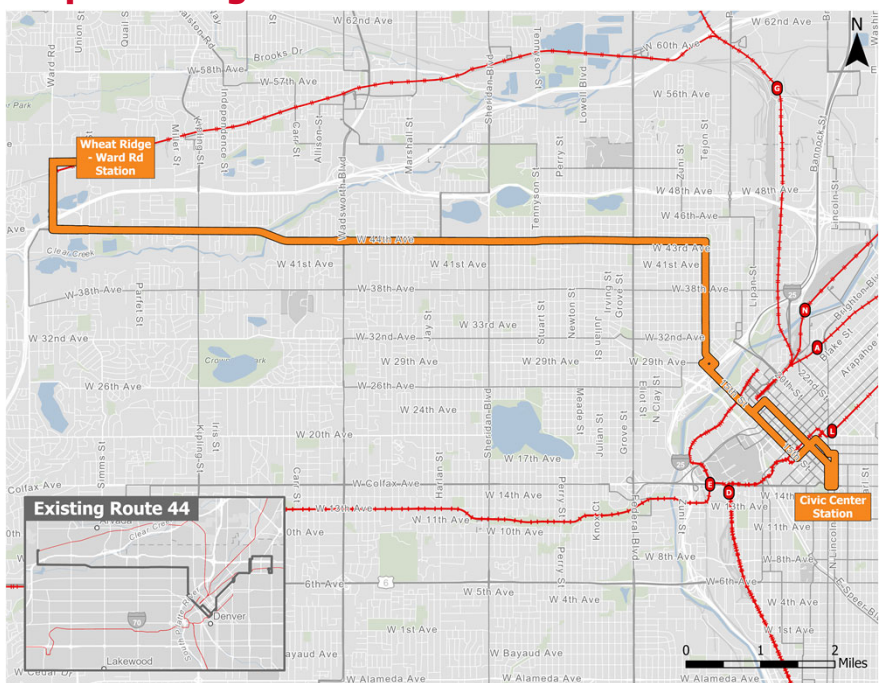
Route 43 - Martin Luther King Blvd
 Central Park Stn via MLK Blvd / 11th & Larimer
 Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 4:00 am 12:00 am	15	30	30	60
Saturday: 5:00 am 12:00 am	30	30	30	60
Sunday: 5:00 am 12:00 am	30	30	30	60

ROUTE 44 – 44th Ave.



Proposed Alignment



Core Network Connections:

- G Line at Wheat Ridge-Ward Station
- Route 76 at Wadsworth Ave.
- Route 51 at Sheridan Blvd.
- Routes 30, 31 at Federal Blvd.
- Core routes in Downtown Denver

What is the current service?

- Route 44 operates between G Line Wheat Ridge-Ward Station and A Line 40th & Colorado Station
- Weekday headways are 30 minutes peak, 60 minutes midday

What is proposed?

- Route 44 is split at Downtown, terminating at Civic Center to **improve service reliability**
- The eastern portion of the route is reassigned to Route 1E/44 Community service
- Weekday headways are 30-minutes all day to **improve service frequency**

Proposed Service Plan

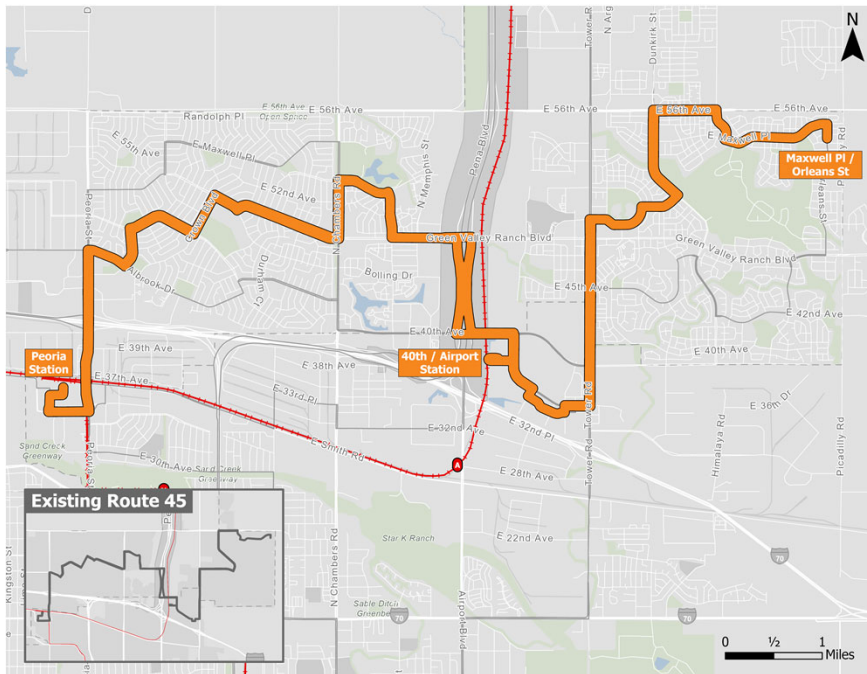
Route 44 - 44th Avenue
 44th Avenue/ Civic Center
 Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 10:00 pm	30	30	30	60
Saturday: 4:00 am 10:00 pm	60	60	60	60
Sunday: 5:00 am 9:00 pm	60	60	60	60

ROUTE 45 – Peoria Stn./Montbello/ Green Valley Ranch



Proposed Alignment



Core Network Connections:

- Routes 121, 153 at Peoria Station
- A Line at Peoria and 40th & Airport Stations

What is the current service?

- Route 45 operates from the A Line’s Peoria Station through Green Valley Ranch via 40th & Airport Station, and across Montbello
- Weekday headways between A Line Stations are 15 minutes in the peak periods and 30 minutes midday; 30 minutes between 40th & Airport and Green Valley Ranch
- This route is interlined (paired) with Route 42 in Green Valley Ranch

What is proposed?

- An alignment adjustment in Green Valley Ranch brings Route 45 through Green Valley Ranch Town Center via E 50th Ave., and Cathay St/Argonne Way
- No changes to service levels are proposed

Proposed Service Plan

Route 45 - Peoria Stn - Montbello - N GVR

Peoria Stn / N GVR via Northfield, Montbello

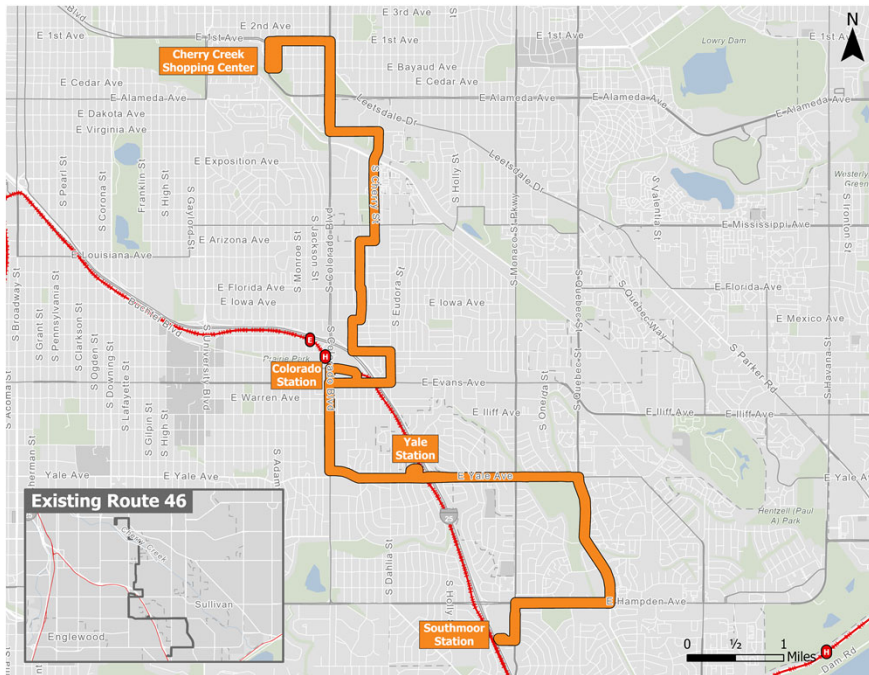
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 4:00 am 12:00 am	30	30	30	30
Saturday: 4:00 am 12:00 am	30	30	30	60
Sunday: 4:00 am 12:00 am	30	30	30	60

ROUTE 46 – S. Dahlia/Southmoor Stn.



Proposed Alignment



What is the current service?

- Route 46 operates from Cherry Creek Shopping Center to Southmoor Station via Colorado and Yale Stations, paralleling Colorado Blvd. on neighborhood St.s and along Yale Ave. to Quebec St. and Hampden Ave.
- Weekday headways are 30 minutes from 6 a.m. to 7 p.m.

What is proposed?

- No changes to the alignment are proposed
- Extend service span on all days to **improve service availability**. weekdays to 9 p.m., Saturdays from 6 a.m. to 9 p.m. and Sundays 7 a.m. to 9 p.m.

Proposed Service Plan

Route 46 - South Dahlia - Southmoor Stn
Cherry Creek / CO Stn / Yale Stn / Southmoor Stn
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 9:00 pm	30	30	30	60
Saturday: 6:00 am 9:00 pm	30	30	60	60
Sunday: 7:00 am 9:00 pm	60	60	60	60

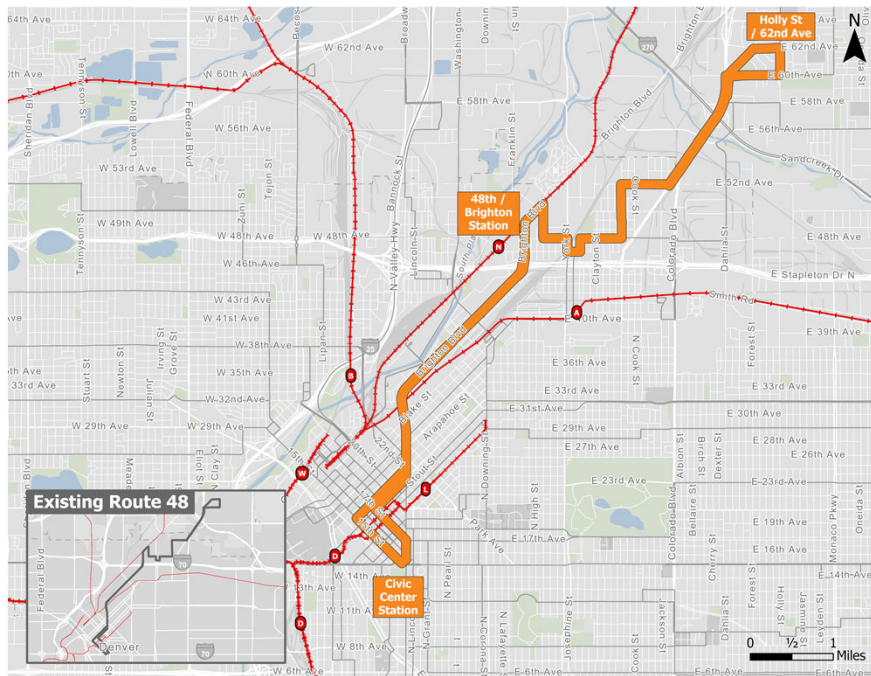
Core Network Connections:

- Routes 83D/L in Cherry Creek
- Route 40 at Colorado Blvd.
- Routes 21E, 40 and E, H Lines at Colorado Station
- Routes 40, 105 at Southmoor Station
- E, H Lines at Yale and Southmoor Stations

ROUTE 48 – E. 48th Ave./Commerce City



Proposed Alignment



What is the current service?

- Route 48 currently operates from the Civic Center Station to Commerce City with a stop at the 48th and Brighton rail station
- Service was modified in 2021 in conjunction with the N Line opening
- Weekday headways are 30 minutes

What is proposed?

- No alignment or service frequency changes are proposed

Proposed Service Plan

Route 48 - E. 48th Ave./Commerce City
Downtown Denver / Commerce City
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am – 11:00 pm	30	30	30	60
Saturday: 5:00 am – 11:00 pm	30	30	60	60
Sunday: 6:00 am – 11:00 pm	60	30	60	60

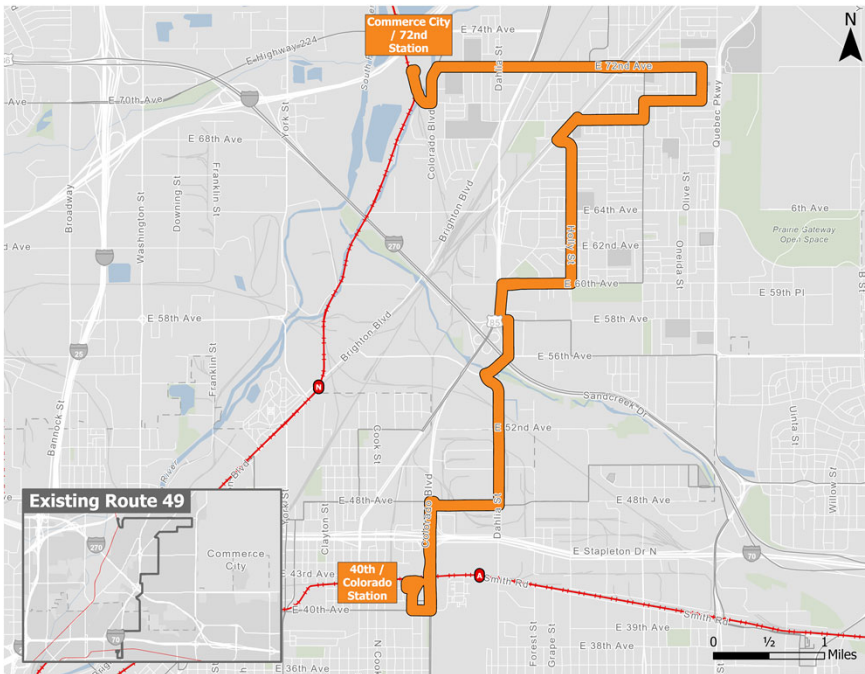
Core Network Connections:

- Core routes in Downtown Denver

ROUTE 49 – Commerce City/ Colorado Blvd.



Proposed Alignment



Core Network Connections:

- A Line at 40th/Colorado Station

What is the current service?

- Route 49 currently operates from the A Line’s 40th and Colorado Station through the Commerce City area and to the N Line’s Commerce City/72nd Station
- Service was modified in 2021 in conjunction with the N Line opening
- Weekday headways are 60 minutes

What is proposed?

- No alignment changes are proposed
- Weekday headways are improved to 30 minutes to **improve service frequency**

Proposed Service Plan

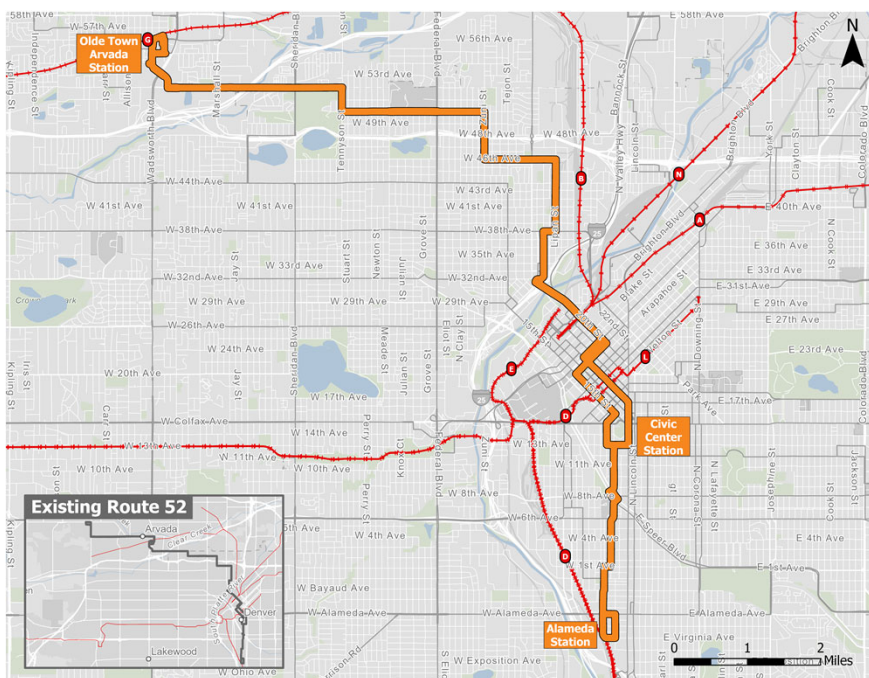
Route 49 - Commerce City/Colorado Blvd.
 72nd N Line / Colorado Blvd. A Line
 Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am – 11:00 pm	30	30	60	60
Saturday: 5:00 am – 11:00 pm	60	60	60	60
Sunday: 6:00 am – 8:00 pm	60	60	60	0

ROUTE 52 – W. 52nd Ave./S. Bannock



Proposed Alignment



What is the current service?

- Route 52 currently operates from 63rd & Wright to Alameda Station
- Weekday headways are 30 minutes all day

What is proposed?

- Truncate the route at Olde Town and Arvada Station
- Maintain headways at 30 minutes

Proposed Service Plan

Route 52 - W 52nd Avenue/ South Bannock
Old Towne Arvada/ Alameda Station
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 10:00 pm	30	30	30	60
Saturday: 5:00 am 10:00 pm	30	30	60	60
Sunday: 6:00 am 9:00 pm	60	60	60	60

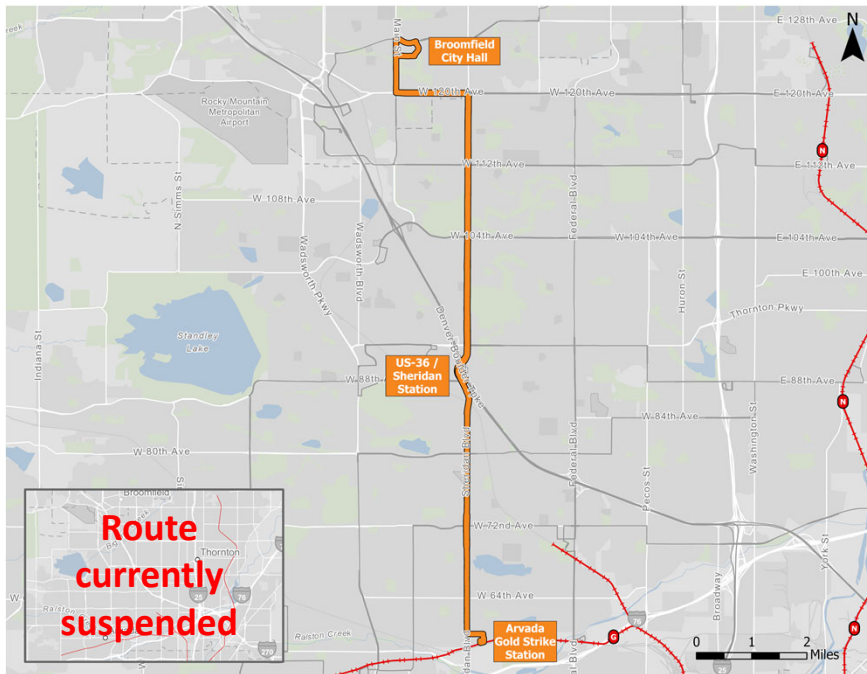
Core Network Connections:

- Route 76 at Wadsworth Ave.
- Route 51 at Sheridan Blvd.
- Routes 30, 31 at Federal Blvd.
- Core routes in Downtown Denver
- Route 3W at Alameda Ave.
- G Line at Olde Town & Arvada Station

ROUTE 53 – N. Sheridan Blvd./Broomfield



Proposed Alignment



What is the current service?

- Route 53 is currently suspended due to the pandemic

What is proposed?

- Route 53 returns to service to **restore service coverage**, but with a different alignment structure
- The proposed route alignment is from the G Line’s Arvada Gold Strike Station to Broomfield City Hall
- Weekday headways are 30 minutes, with every other trip continuing north to Broomfield City Hall

Proposed Service Plan

Route 53 SL - N. Sheridan / Broomfield
 60th/Sheridan/Broomfield City Hall
 Service Class: Connect

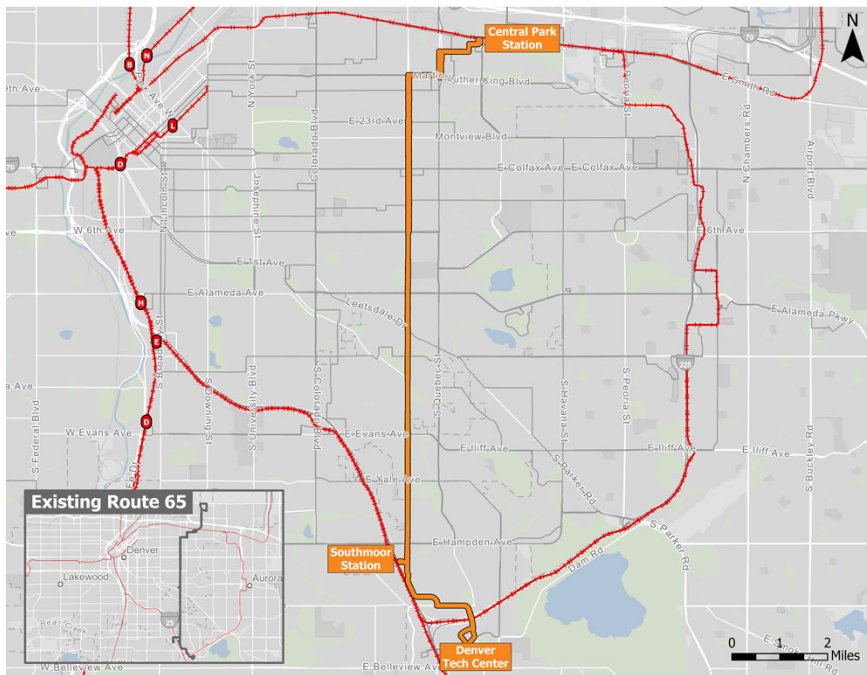
Span of Service	60th & Sheridan to US 36 & Sheridan				US 36 & Sheridan to Broomfield City Hall			
	Service Levels (minutes)				Service Levels (minutes)			
	Peak	Midday	Evening	Late	Peak	Midday	Evening	Late
Weekdays: 12:00 am 12:00 am	30	30	60	60	30	30	60	60
Saturday: 6:00 am 9:00 pm	60	60	60	60	n/a	60	60	60
Sunday: 6:00 am 9:00 pm	60	60	60	60	n/a	60	60	0

Core Network Connections:

- G Line at 60th/Sheridan Station
- Route 51 at 60th/Sheridan Station
- Flatiron Flyer at US 36 & Sheridan Station

ROUTE 65 – Monaco Pkwy.

Proposed Alignment



Core Network Connections:

- A Line and Routes 73/105 at Central Park Station
- Routes 15, 15L at Colfax Ave.
- Routes 83D/L at Parker Rd.
- Route 21E at Evans Ave.
- Routes 40, 105 at Southmoor Station
- Route 73 at Union Blvd. in the Denver Tech Center
- E, H Lines at Southmoor Station

What is the current service?

- Route 65 operates along Monaco Parkway between the A Line Central Park Station and the Denver Tech Center via Southmoor Station
- Weekday headways are 30 minutes with special trips to serve corridor schools

What is proposed?

- No changes to the alignment are proposed
- Extend spans to **improve service availability**: weekday spans to end at midnight and Sundays from 5 a.m. to 11 p.m.

Proposed Service Plan

Route 65 - Monaco Parkway

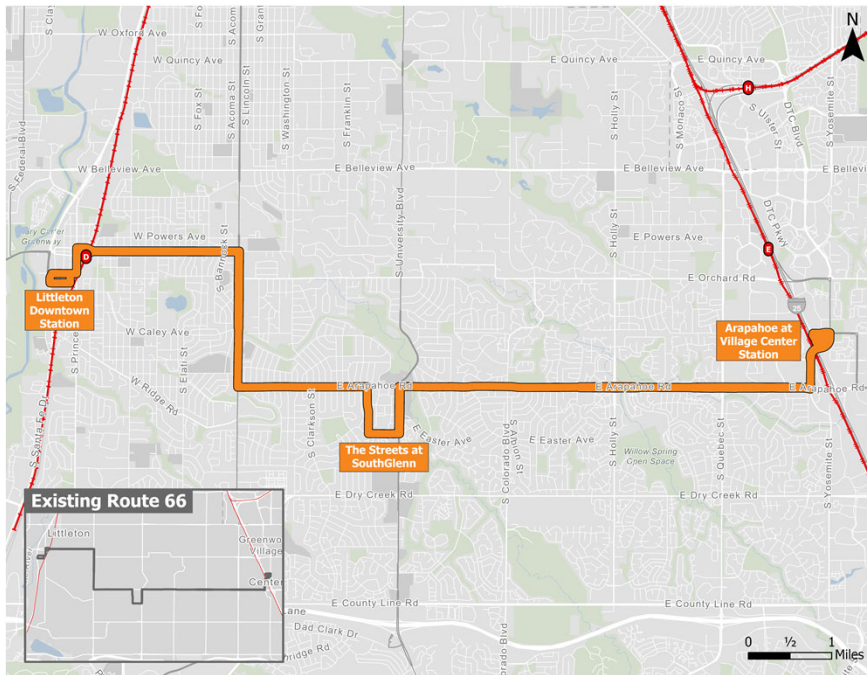
Central Park Stn / Southmoor Stn / Union Ave

Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 12:00 am	30	30	30	60
Saturday: 5:00 am 11:00 pm	30	30	60	60
Sunday: 5:00 am 11:00 pm	30	30	60	60

ROUTE 66 – Arapahoe Rd.

Proposed Alignment



Core Network Connections:

- D Line and Route 30 at Littleton-Downtown Station
- E Line at Arapahoe at Village Center Station

What is the current service?

- Route 66 operates between Littleton-Downtown Station and Arapahoe at Village Center Station via The St.s at SouthGlenn mall along Littleton Blvd., South Broadway, and East Arapahoe Rd.
- Daily service is hourly

What is proposed?

- Scale back the evening service span by one hour to **size service to demand**
- No changes to the alignment are proposed

Proposed Service Plan

Route 66 - Arapahoe Rd

Arapahoe Stn / Arapahoe Crossings

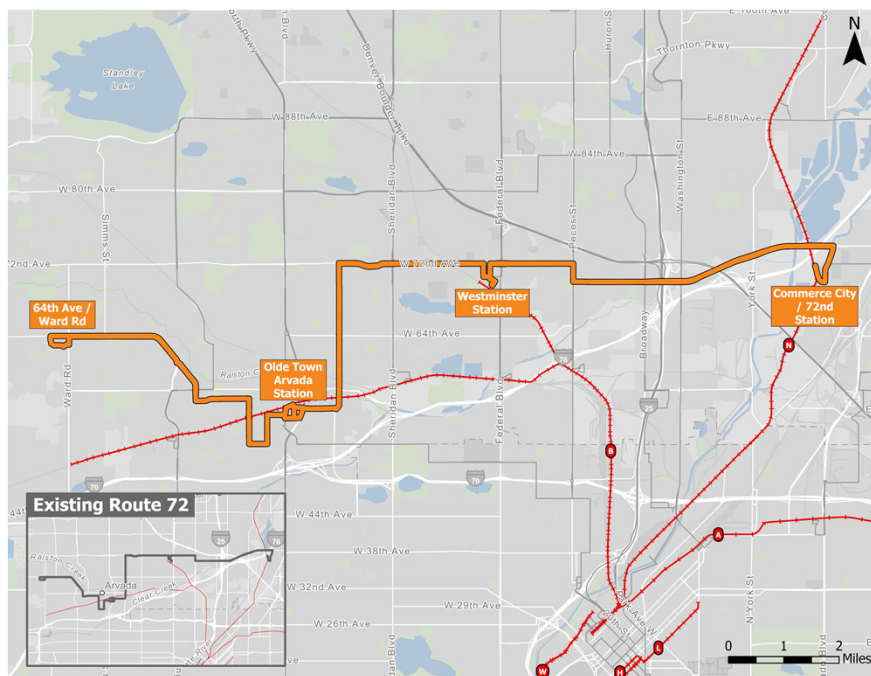
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 10:00 pm	60	60	60	60
Saturday: 6:00 am 10:00 pm	60	60	60	60
Sunday: 6:00 am 10:00 pm	60	60	60	60

ROUTE 72 – 72nd Ave.



Proposed Alignment



Core Network Connections:

- Flatiron Flyer at Westminster Station
- G Line at Olde Town Arvada Station
- Route 76 at Olde Town Arvada Station

What is the current service?

- Route 72 primarily operates along 72nd Ave. from the N Line’s Commerce City Station to the B Line’s Westminster Station. Service continues west to the G Line’s Olde Town Arvada Station and beyond
- Service was modified in 2021 in conjunction with the N Line opening
- Weekday headways are 60 minutes

What is proposed?

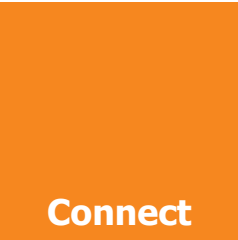
- No alignment changes are proposed
- Weekday headways are 30 minutes to **improve service frequency**
- Service span expanded to **improve service accessibility**

Proposed Service Plan

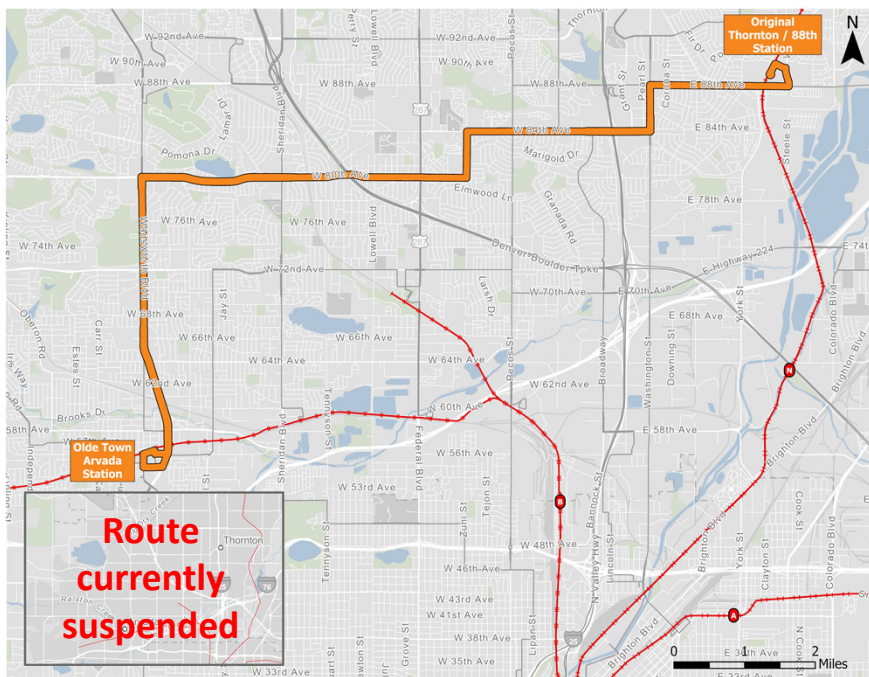
Route 72 - 72nd Ave.
 Ward Rd/Olde Town Arvada/N Line 72nd Ave. Stat.
 Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 9:00 pm	30	30	60	60
Saturday: 6:00 am 9:00 pm	60	60	60	60
Sunday: n/a n/a	n/a	n/a	n/a	n/a

ROUTE 80 – 80th Ave.



Proposed Alignment



Core Network Connections:

- G Line at Olde Town Arvada Station
- Route 76 at Olde Town Arvada Station

What is the current service?

- Route 80 is currently not in operation due to the pandemic

What is proposed?

- Reinstate route to **restore service coverage**
- Route 80 will operate from the G Line’s Olde Town Arvada Station to the N Lines Thornton/88th Station
- Weekday only service is proposed at 60-minute headways

Proposed Service Plan

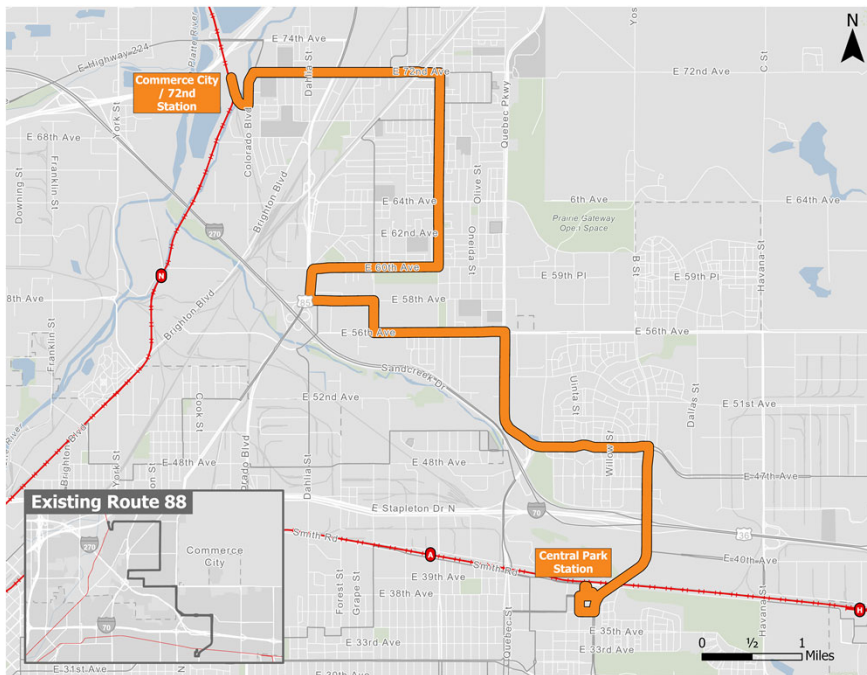
Route 80 - 80h Ave.
Olde Town Arvada Stat. / N Line 88th Ave. Stat.
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 9:00 pm	60	60	60	60
Saturday: n/a n/a	n/a	n/a	n/a	n/a
Sunday: n/a n/a	n/a	n/a	n/a	n/a

ROUTE 88 – Central Park/72nd Ave. Stn.

Connect

Proposed Alignment



Core Network Connections:

- A Line at Central Park Station
- Routes 73 and 105 at Central Park Station

What is the current service?

- Route 88 currently operates from the A Line's Central Park Station to the N Line's Commerce City/72nd Station
- Service was modified in 2021 in conjunction with the N Line opening
- Weekday headways are 30 minutes beginning around 10 a.m.

What is proposed?

- No alignment changes are proposed
- Frequencies in the a.m. peak period improved to 30 minutes

Proposed Service Plan

Route 88 - Central Park / 72nd Ave. Station

N Line 72nd Ave. Stat. / A Line Central Park Stat.

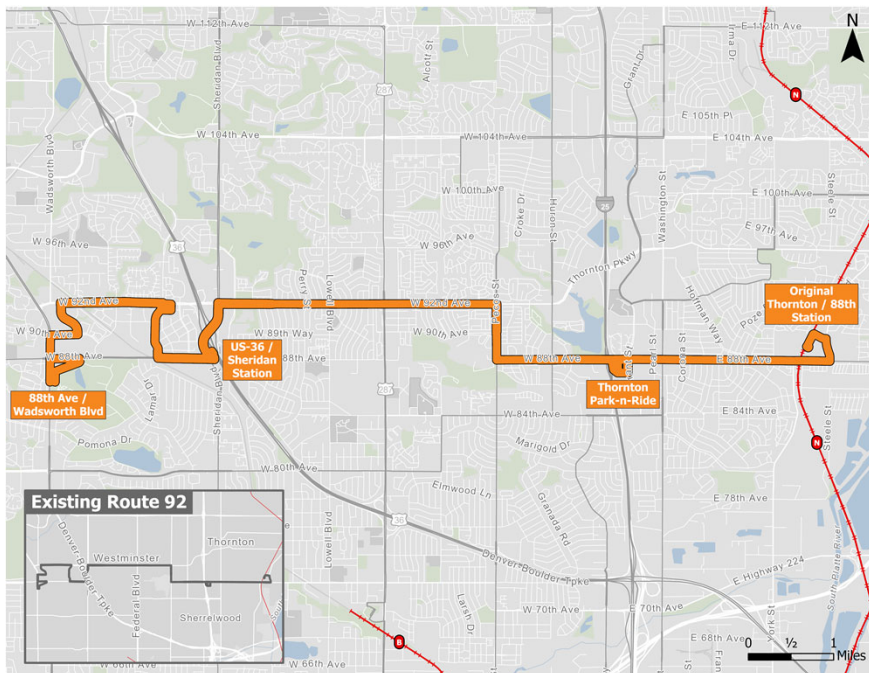
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 12:00 am	30	30	60	60
Saturday: 6:00 am 12:00 am	60	30	60	60
Sunday: 6:00 am 12:00 am	60	60	60	60

ROUTE 92 – 92nd Ave.



Proposed Alignment



Core Network Connections:

- Flatiron Flyer at US 36 & Sheridan Station

What is the current service?

- Route 92 currently operates from the N Line’s Thornton/88th Station to the US 36 and Sheridan Station, with continuing service to Wadsworth Blvd. Service is primarily along 88th and 92nd Ave.s
- Service was modified in 2021 in conjunction with the N Line opening
- Weekday headways are 30 minutes

What is proposed?

- No alignment or service frequency changes are proposed

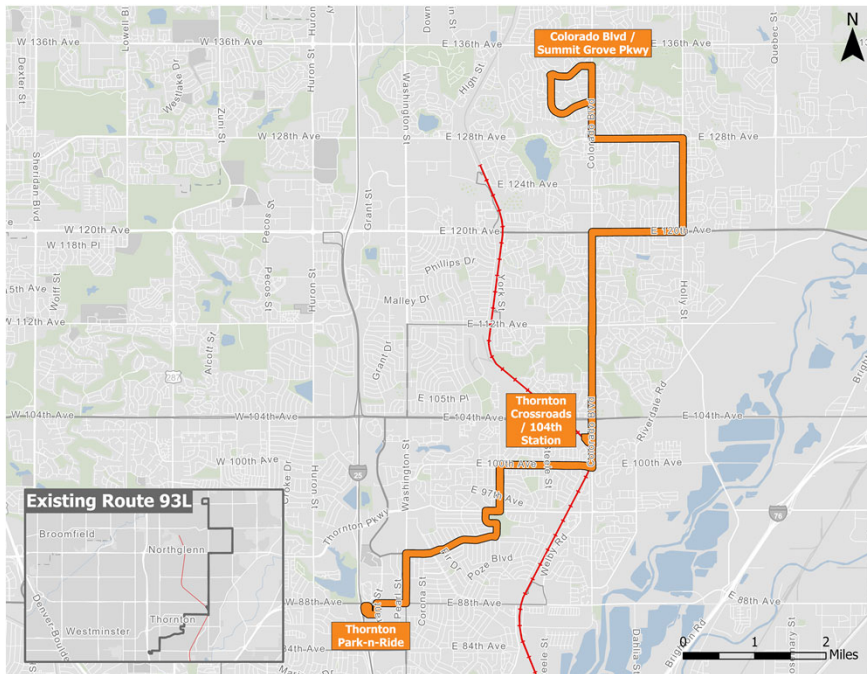
Proposed Service Plan

Span of Service		Service Levels (minutes)			
		Peak	Midday	Evening	Late
Weekdays:	5:00 am – 10:00 pm	30	30	60	60
Saturday:	6:00 am – 9:00 pm	60	30	60	60
Sunday:	8:00 am – 8:00 pm	60	60	60	0

ROUTE 93L – N. Colorado Blvd.

Connect

Proposed Alignment



What is the current service?

- Route 93L operates from the Thornton Park-n-Ride to the N Line's Thornton/104th Station, with service continuing north along North Colorado Blvd.
- Service was implemented in 2021 in conjunction with the N Line opening
- Weekday headways are 60 minutes

What is proposed?

- No alignment or service frequency changes are proposed
- Span of service expanded to **improve service accessibility**

Proposed Service Plan

Route 93L - N Colorado

Thornton PhR/Summit Grove Pkwy

Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 9:00 am	60	60	60	60
Saturday: 6:00 am 9:00 pm	60	60	60	60
Sunday: 8:00 am 8:00 pm	60	60	60	0

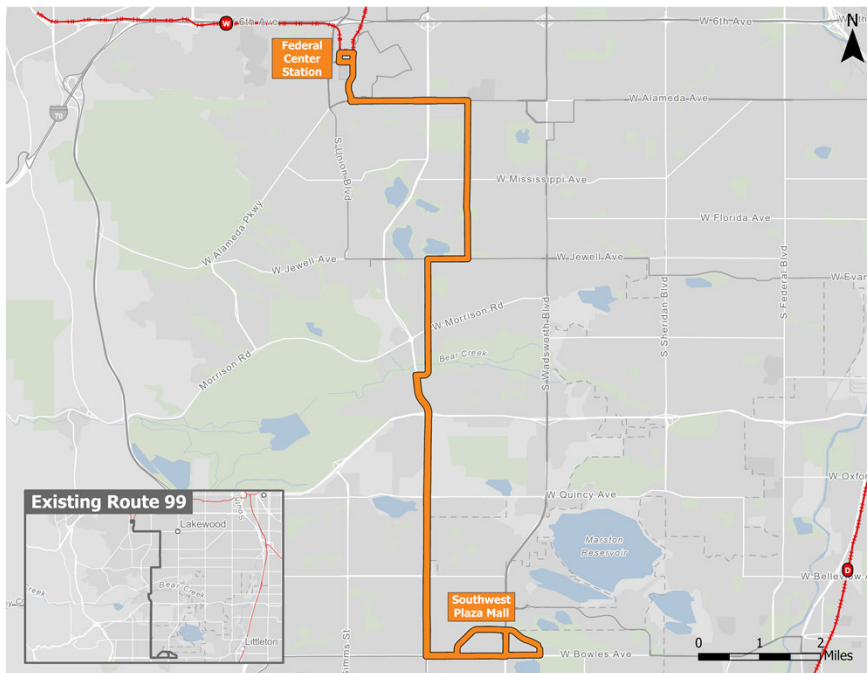
Core Network Connections:

- None, but rail connection with N Line at Thornton & 104th Station

ROUTE 99 – Federal Center/S. Kipling St.

Connect

Proposed Alignment



Core Network Connections:

- Routes 3W, 16G, 21W and W Line at Federal Center Station

What is the current service?

- Route 99 currently operates from W Line Federal Center Station to Southwest Plaza
- Weekday headways are 30 minutes all day

What is proposed?

- Current routing is maintained
- Weekday headways are proposed at 60-minutes to **size service to demand**

Proposed Service Plan

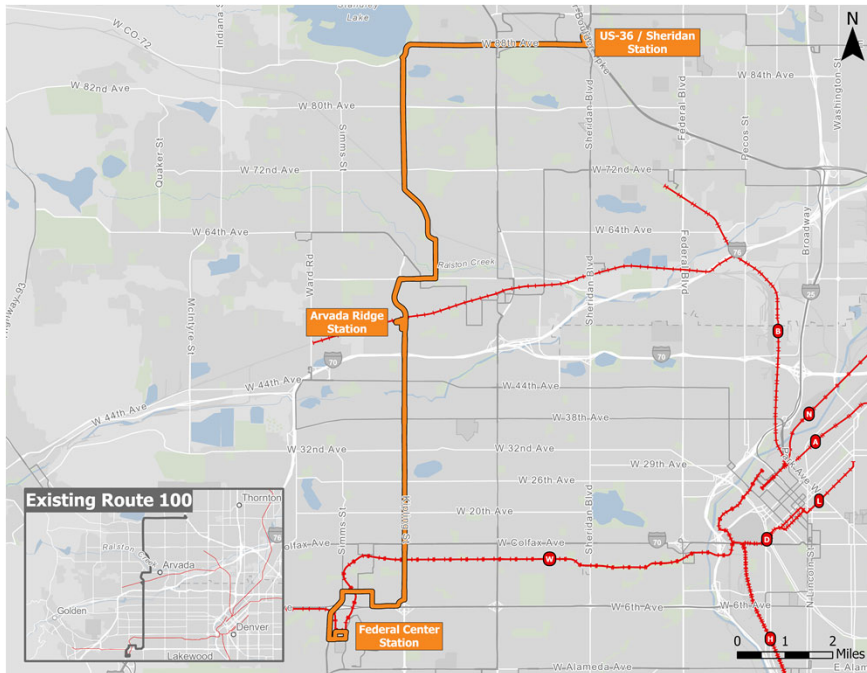
Route 99 - Federal Center/ South Kipling Ltd
 Fed Center/ SW Plaza
 Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 10:00 pm	60	60	60	60
Saturday: 6:00 am 9:00 pm	60	60	60	60
Sunday: n/a n/a	n/a	n/a	n/a	n/a

ROUTE 100 – Kipling St.

Connect

Proposed Alignment



Core Network Connections:

- Flatiron Flyer at US 36 & Sheridan Blvd.
- Routes 3W, 16G, 21W and W Line at Federal Center Station

What is the current service?

- Route 100 currently operates from US36 & Sheridan Station to the W Line Federal Center Station
- Weekday headways are hourly

What is proposed?

- An hourly short pattern is added from W Line Federal Center Station to G Line Arvada Ridge Station to **size service to demand**
- This leads to 30-minute headways between W Line Federal Center Station and G Line Arvada Ridge Station
- North of Arvada Ridge Station, 60-minute headways are maintained

Proposed Service Plan

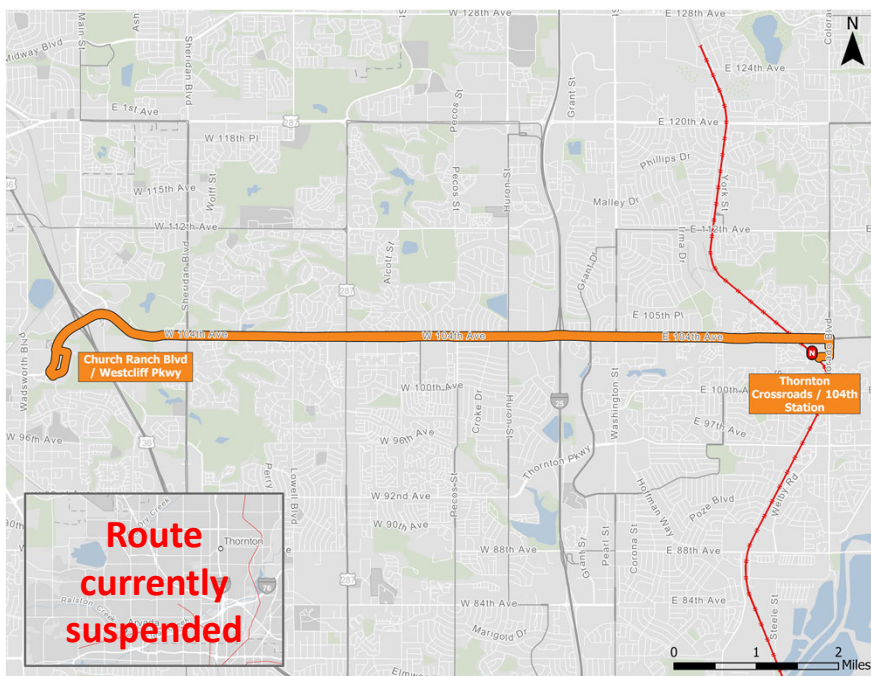
Route 100 - Kipling St
Fed Center/ US 36 & Sheridan
Service Class: Connect

Span of Service	Federal Ctr. To Arvada Ridge Stat.				Arvada Ridge Stat. to US 36 & Sheridan			
	Service Levels (minutes)				Service Levels (minutes)			
	Peak	Midday	Evening	Late	Peak	Midday	Evening	Late
Weekdays:	6:00 am	8:00 pm	60	60	60	60	60	n/a
Saturday:	6:00 am	9:00 pm	60	60	60	60	60	60
Sunday:	n/a	n/a	60	60	n/a	n/a	n/a	n/a

ROUTE 104 – W. 104th Ave.



Proposed Alignment



What is the current service?

- Route 104 is currently suspended due to the pandemic

What is proposed?

- Reinstate route to **restore service coverage**
- Route 104's alignment is modified to operate directly from the US 36/Church Ranch Blvd. to the N Line's Thornton Rd./104th station
- Weekday headways are 60 minutes

Proposed Service Plan

Route 104 - W. 104th Ave.
 Church Ranch / N Line 104th Ave. Station
 Service Class: **Connect**

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 9:00 am	60	60	60	60
Saturday: n/a n/a	n/a	n/a	n/a	n/a
Sunday: n/a n/a	n/a	n/a	n/a	n/a

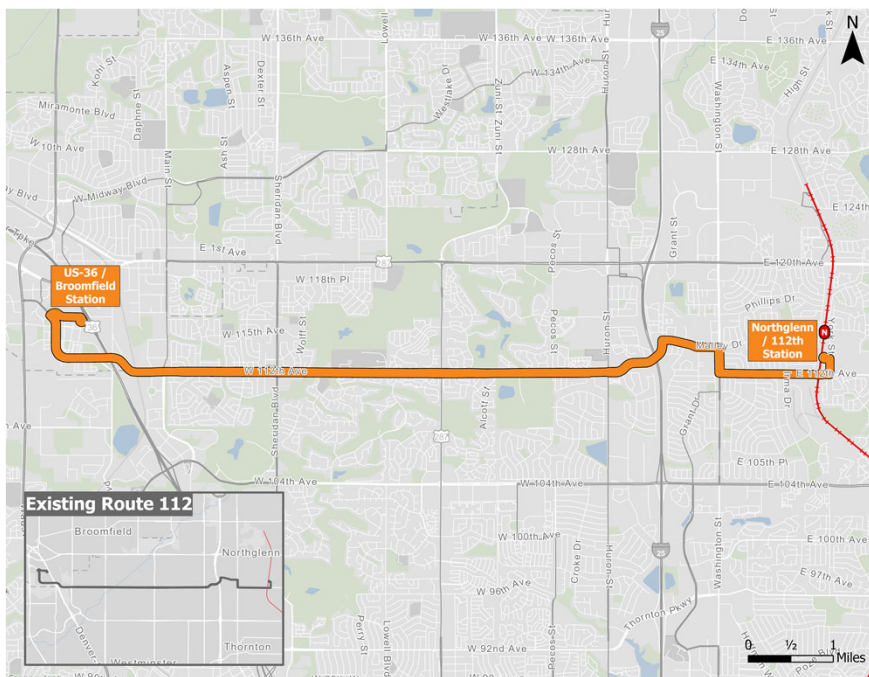
Core Network Connections:

- Flatiron Flyer at US 36 & Church Ranch Station

ROUTE 112 – W. 112th Ave.



Proposed Alignment



What is the current service?

- Route 112 operates from the US 36/Broomfield Station to the N Line’s Northglenn-112th Station
- Service was modified in 2021 in conjunction with the N Line opening
- Weekday headways are 60 minutes

What is proposed?

- No alignment or service frequency changes are proposed
- Span of service is expanded to **improve service accessibility**

Proposed Service Plan

Route 112 - West 112th Ave.
 US 36 Broomfield / N Line 112th Ave
 Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 8:00 pm	60	60	60	0
Saturday: 6:00 am 8:00 pm	60	60	60	0
Sunday: 8:00 am 6:00 pm	60	60	0	0

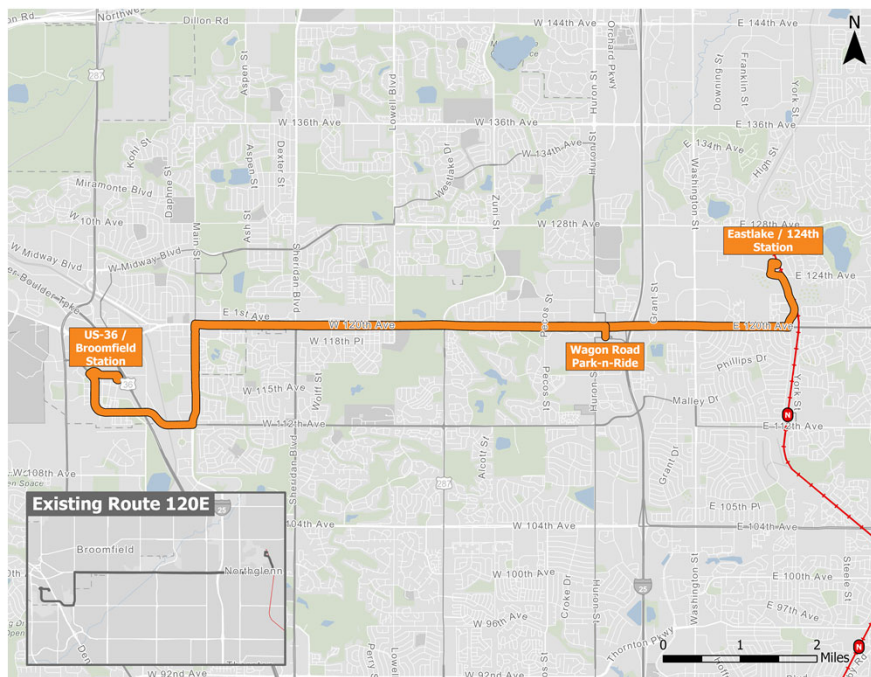
Core Network Connections:

- Flatiron Flyer at US 36 & Broomfield Station

ROUTE 120 E/W – 120th Ave.



Proposed Alignment



What is the current service?

- Route 120 operates from the US 36 and Broomfield Station to the N Line’s Eastlake/124th Station
- Service was modified in 2021 in conjunction with the N Line opening
- Current frequencies on the full route (120E) are 60 minutes, with supplemental peak period service west of Wagon Rd. PnR (120W)

What is proposed?

- No alignment or service frequency changes are proposed

Proposed Service Plan

Route 120E - West 120th Ave.
 US 36 Broomfield Station / N Line 124th Ave. Station
 Service Class: Connect

Span of Service	US 36/Broomfield to Wagon Road				Wagon Road to N Line 124th Ave. Stat.			
	Service Levels (minutes)				Service Levels (minutes)			
	Peak	Midday	Evening	Late	Peak	Midday	Evening	Late
Weekdays: 6:00 am 6:00 pm	30	30	60	60	60	60	n/a	n/a
Saturday: 6:00 am 9:00 pm	60	60	60	60	60	60	60	60
Sunday: 6:00 am 8:00 pm	60	60	60	n/a	60	60	60	n/a

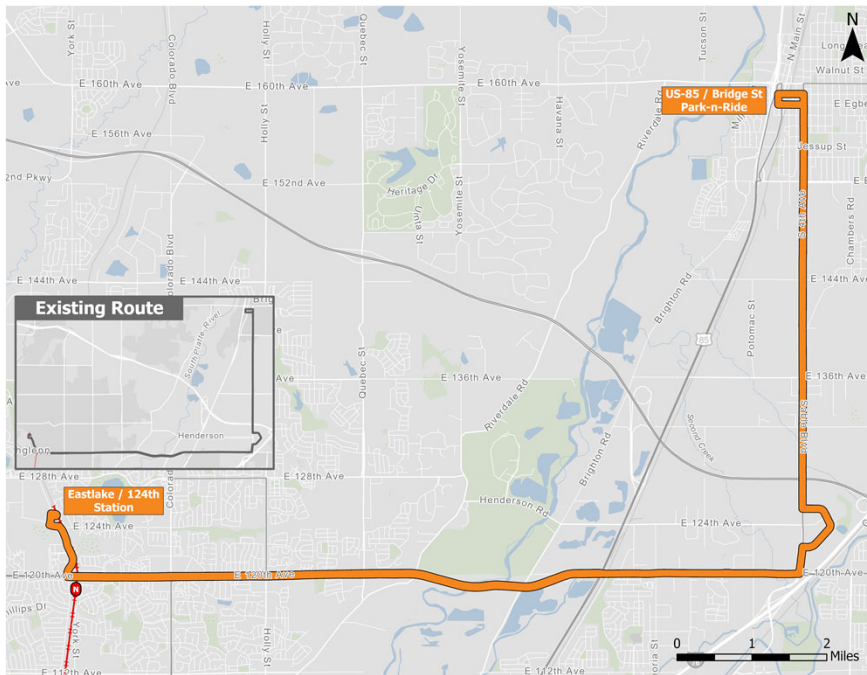
Core Network Connections:

- Flatiron Flyer at US 36 & Broomfield Station

ROUTE 120L – East Brighton



Proposed Alignment



Core Network Connections:

- None, but rail connection with N Line at Eastlake/124th Station

What is the current service?

- Route 120L operates from the N Line’s Eastlake/124th Station to Brighton
- Service was modified in 2021 in conjunction with the N Line opening
- Weekday headways are 60 minutes

What is proposed?

- No alignment or service frequency changes are proposed

Proposed Service Plan

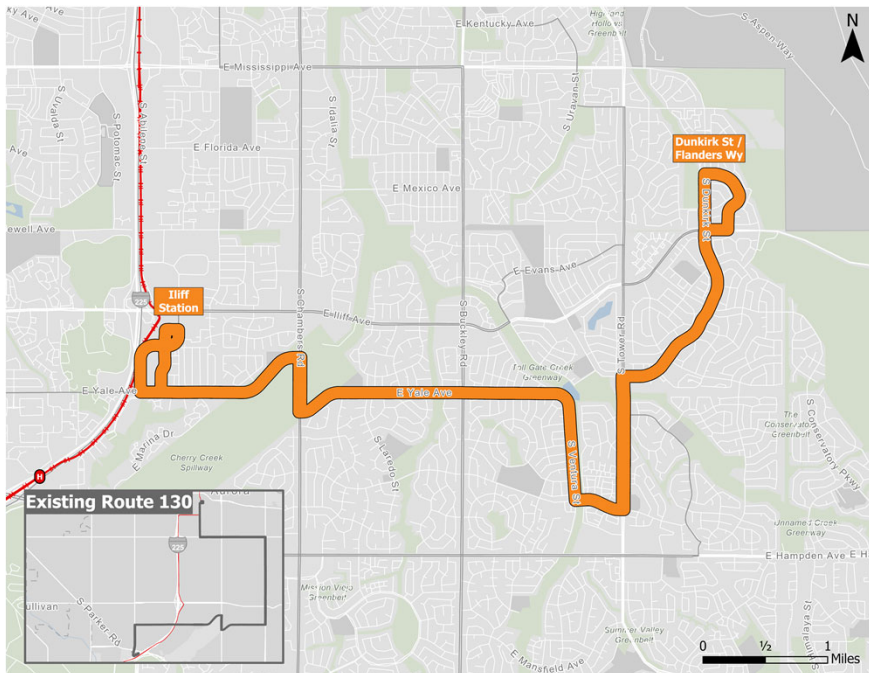
Route 120L - East Brighton
N Line 124th / Brighton
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 12:00 am	60	60	60	60
Saturday: 6:00 am 9:00 pm	60	60	60	60
Sunday: n/a n/a	n/a	n/a	n/a	n/a

ROUTE 130 –Iliff Station/Yale Ave.

Connect

Proposed Alignment



Core Network Connections:

- H line at Iliff Station
- Route 21E near Iliff Station
- Route 153 at S Chambers Rd.

What is the current service?

- Route 130 currently operates through south Aurora between Nine Mile Station and Aurora Metro Center Station along Yale Ave., Buckley Rd., and Mississippi Ave.
- Weekday headways are 30 minutes

What is proposed?

- Anchor route at Iliff Station for more direct connection to rail lines
- Realign route along Yale Ave., S Ventura St., E Dartmouth Ave., S Tower Rd., Sterling Hills Parkway, S Dunkirk St., to end in Lexington East at S Flanders Way and E Jewell Ave.
- This route is interlined (paired) with Route 131
- Service levels are maintained

Proposed Service Plan

Route 130 - Iliff Stn/East Yale

Iliff Stn/Yale/E Jewell

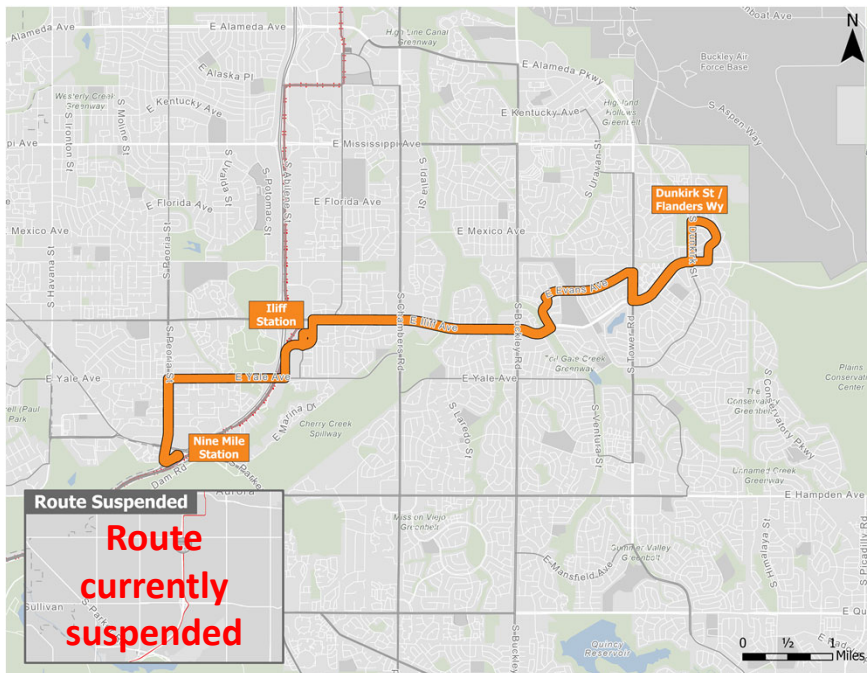
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 10:00 pm	30	30	30	60
Saturday: 5:00 am 10:00 pm	30	30	60	60
Sunday: 5:00 am 10:00 pm	30	30	60	60

ROUTE 131 – Nine Mile/E. Iliff Ave.

Connect

Proposed Alignment



What is the current service?

- This route is currently suspended, but was in service in the past at 30-minute headways, 6 a.m. to 7 p.m.

What is proposed?

- Reinstatement route to *restore service coverage*
- The route operates between Nine Mile Station and Dunkirk St./Flanders Way via Iliff Station along Iliff, Evans, and Yale Ave.s
- Reinstatement 30-minute daily headways from 5 a.m. to 10 p.m.
- This route is interlined (paired) with Route 130

Proposed Service Plan

Route 131 - Nine Mile/East Iliff

Nine Mile/Iliff/E Jewell

Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 10:00 pm	30	30	30	60
Saturday: 5:00 am 10:00 pm	30	30	60	60
Sunday: 5:00 am 10:00 pm	30	30	60	60

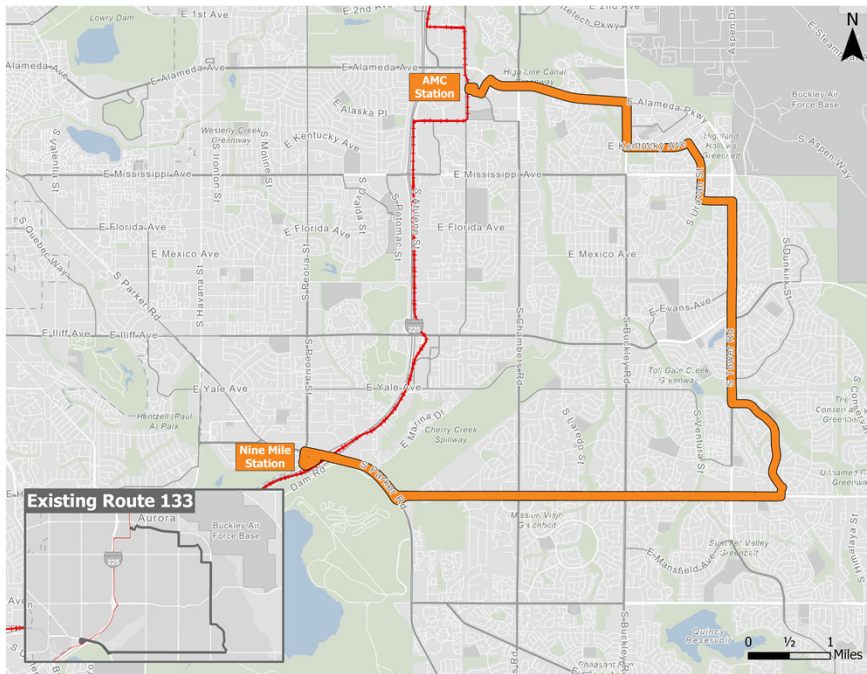
Core Network Connections:

- Routes 83D/L, 121 and H line at Nine Mile, Iliff Stations
- Route 21E at Iliff Ave.
- Route 153 at S Chambers Rd.

ROUTE 133 – Hampden Ave./Tower Rd.

Connect

Proposed Alignment



What is the current service?

- Route 133 operates between Aurora Metro Center Station and Nine Mile Station via Alameda Parkway, Tower Rd., and Hampden Ave. with deviations to provide neighborhood access
- Weekday headways are 30 minutes

What is proposed?

- No changes to the alignment or service plan are proposed

Proposed Service Plan

Route 133 - Hampden / Tower
 Aurora Metro Cntr via Tower / Nine Mile Stn via Tower
 Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 12:00 am	30	30	30	30
Saturday: 5:00 am 12:00 am	30	30	30	30
Sunday: 5:00 am 12:00 am	30	30	60	60

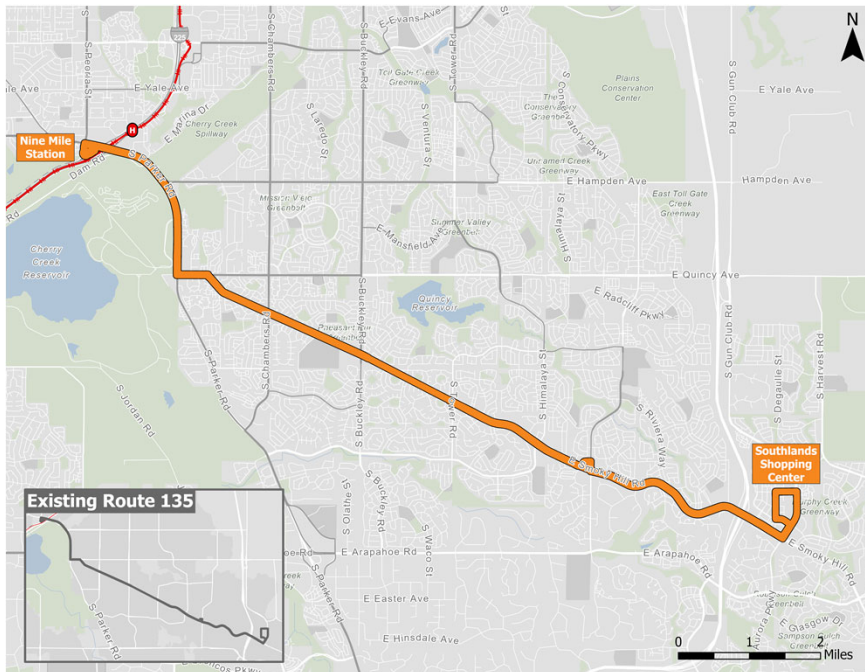
Core Network Connections:

- Routes 83D/L, 121 and H Line at Nine Mile Station
- Routes 21E, 15L, 153 at Aurora Metro Center Station

ROUTE 135 – Smoky Hill Rd.

Connect

Proposed Alignment



Core Network Connections:

- Routes 83D/L, 121 and H Line at Nine Mile Station
- Route 153 at Chambers Rd.

What is the current service?

- Route 135 provides corridor service along Smoky Hill Rd. between Nine Mile Station and the Southlands Shopping Center east of E-470
- Park-n-Ride service is available at Picadilly St.
- Weekday headways north of 38th & Blake Station are 30 minutes

What is proposed?

- Weekday peak period headways are 30 minutes to **improve service frequency**
- No changes are proposed to the alignment

Proposed Service Plan

Route 135 - Smoky Hill Road

Nine Mile Stn / Southlands

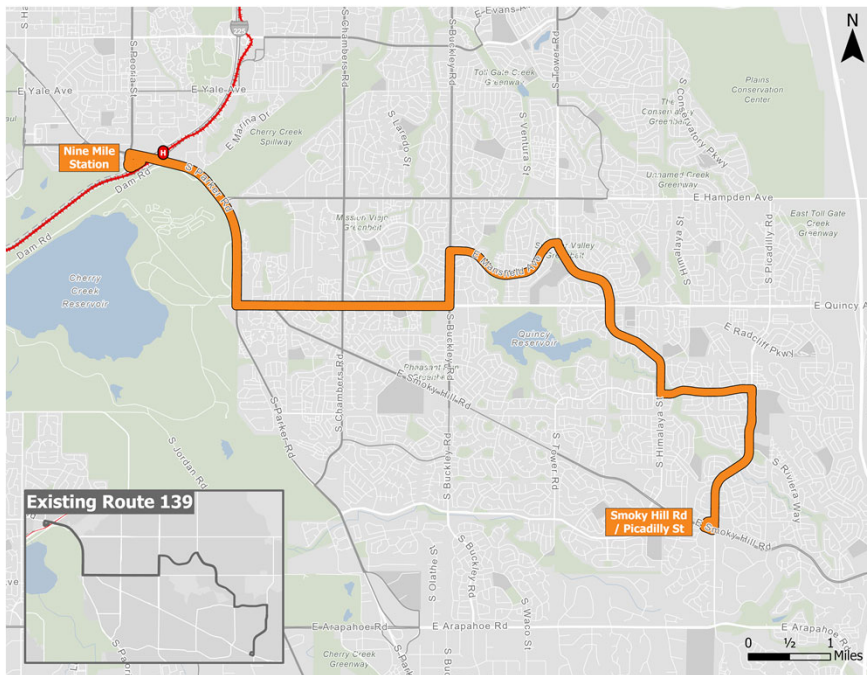
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 11:00 pm	30	60	60	60
Saturday: 5:00 am 11:00 pm	60	60	60	60
Sunday: 5:00 am 11:00 pm	60	60	60	60

ROUTE 139 – Quincy Ave.

Connect

Proposed Alignment



Core Network Connections:

- Routes 83D/L, 121 and H Line at Nine Mile Station
- Route 153 at Chambers Rd.

What is the current service?

- Route 139 operates between Nine Mile Station and the Picadilly St. Park-n-Ride off Smoky Hill Rd., via S Parker Rd., Quincy Ave., Mansfield Ave., Reservoir Rd., Chenago Ave., and Picadilly St.
- Daily headways are hourly

What is proposed?

- Expand hours of service every day to **improve service availability**
- No changes to the alignment are proposed

Proposed Service Plan

Route 139 - Quincy Ave

Nine Mile Stn / Picadilly PnR

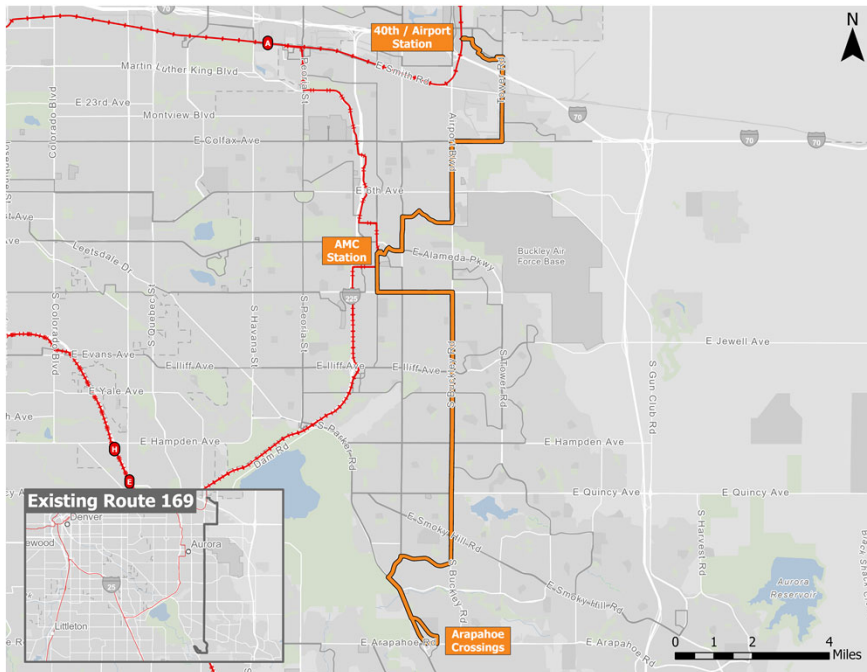
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 11:00 pm	60	60	60	60
Saturday: 6:00 am 10:00 pm	60	60	60	60
Sunday: 6:00 am 10:00 pm	60	60	60	60

ROUTE 169 – Buckley Rd. Crosstown



Proposed Alignment



Core Network Connections:

- A Line at 40th & Airport Station
- Routes 15, 15L at Colfax Ave.
- Routes 21E, 153 at Aurora Metro Center Station

What is the current service?

- Route 169 operates primarily along S Buckley Rd./N Airport Rd. between 40th & Airport Station and Arapahoe Crossings Shopping Center
- Weekday headways are hourly

What is proposed?

- Provide a mid-route connection at Aurora Metro Center Station via Mississippi Ave., Chambers Rd., and Centretech Parkway to **improve connections with other routes**
- An additional realignment via Crestline Ave. past the Pioneer Hills Shopping Center prior to Arapahoe Crossings S.C.
- Improve weekday headways to 30 minutes from hourly

Proposed Service Plan

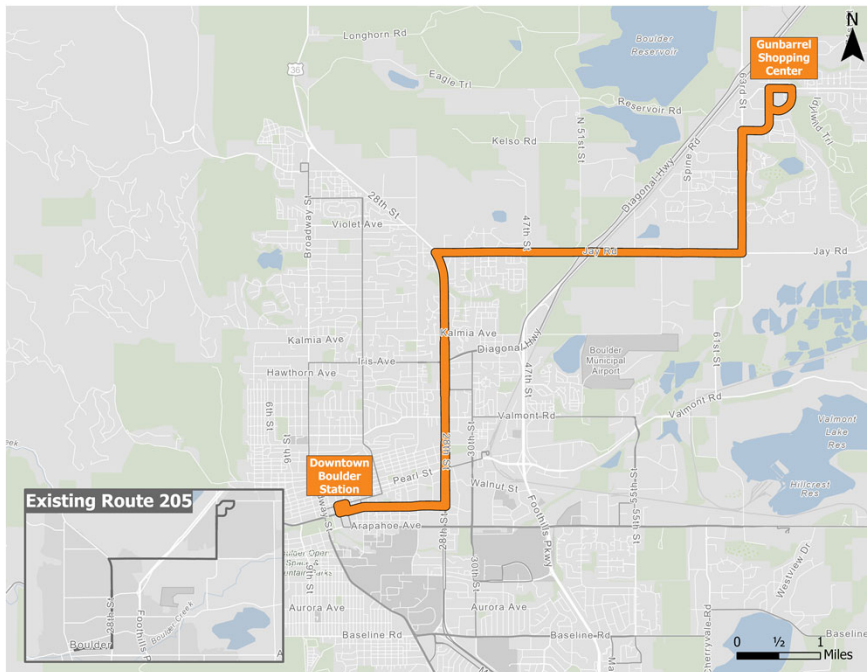
Route 169 - Buckley Crosstown
Arapahoe Crossing / 40th & Airport Stn
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 4:00 am 12:00 am	30	30	30	60
Saturday: 5:00 am 12:00 am	60	60	60	60
Sunday: 5:00 am 12:00 am	60	60	60	60

ROUTE 205 – 28th St./Gunbarrel

Connect

Proposed Alignment



What is the current service?

- Route 205 operates from the Downtown Boulder Station to the Gunbarrel community
- Prior to the pandemic, a "T" pattern operated along Spine Rd.
- Weekday headways are 30 minutes

What is proposed?

- No alignment or frequency changes are proposed
- Supplemental Mobility-on-Demand service (e.g., FlexRide) is proposed in the Gunbarrel area

Proposed Service Plan

Route 205 - 28th St/Gunbarrel

Boulder/Gunbarrel via Jay Road

Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 12:00 am	30	30	30	60
Saturday: 6:00 am 9:00 pm	30	30	60	60
Sunday: 7:00 am 9:00 pm	60	60	60	60

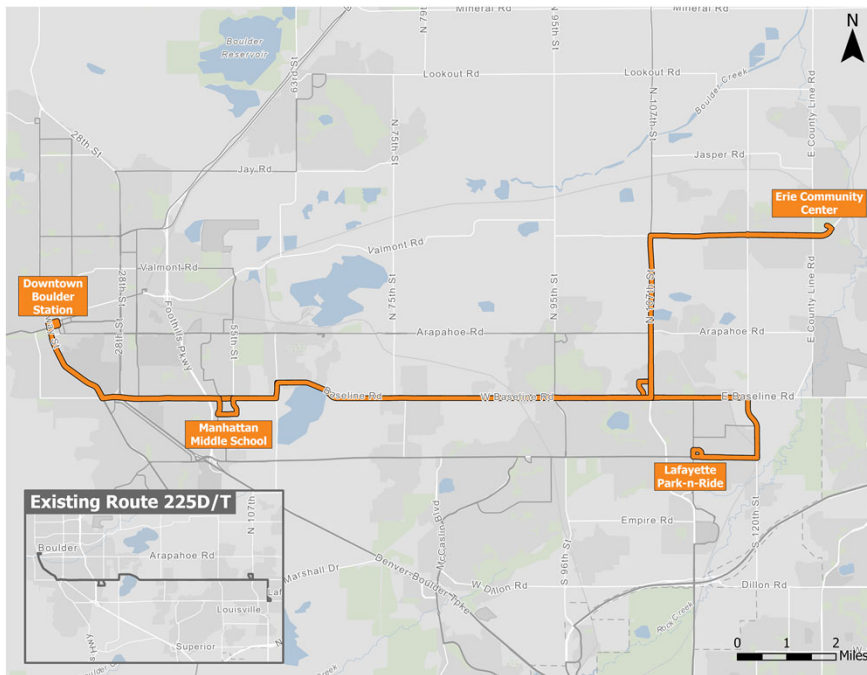
Core Network Connections:

- Flatiron Flyer at Downtown Boulder Station
- DASH at Downtown Boulder Station

ROUTE 225/225T – Boulder/LaFayette/Erie



Proposed Alignment



Core Network Connections:

- DASH at Downtown Boulder Station and Lafayette PnR
- Flatiron Flyer at Downtown Boulder Station

What is the current service?

- Route 225 operates from Downtown Boulder to the Lafayette PnR
- Weekday headways are 15-minutes in the peak periods and 30-minutes in the midday period
- Select trips include service to Tenino/Oneida and to Diamond Circle/Aspen Ridge (Walmart)

What is proposed?

- All trips include service to Diamond Circle/Aspen Ridge (Walmart)
- Proposed weekday headways are 30-minutes
- The Route 225T pattern to Erie operates at 30-minute peak period headways

Proposed Service Plan

Route 225 - Boulder/Lafayette & Erie via Baseline

Boulder/Lafayette via Baseline

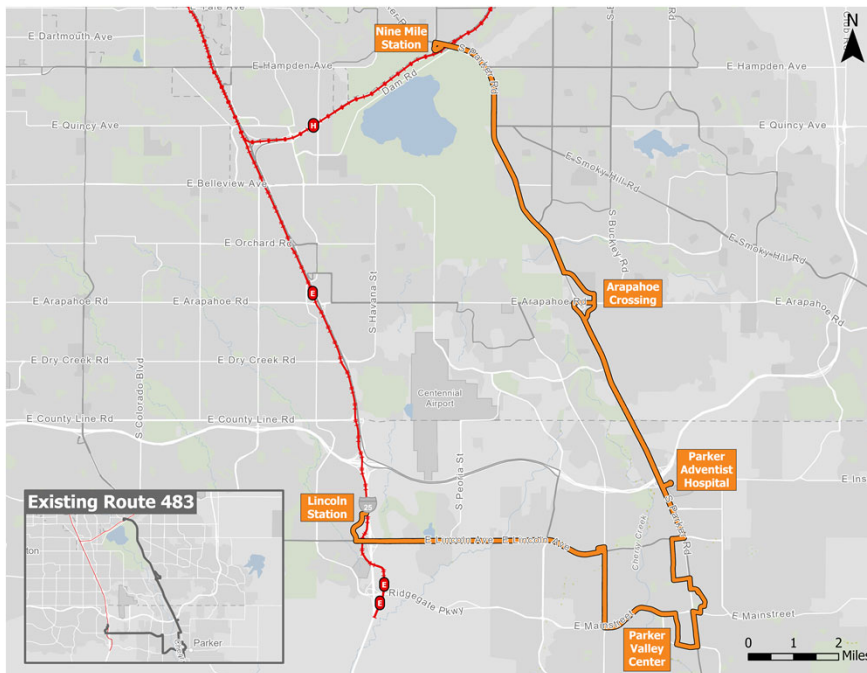
Service Class: Connect

Span of Service	225: Boulder to LaFayette				225T: Boulder to Erie			
	Service Levels (minutes)				Service Levels (minutes)			
	Peak	Midday	Evening	Late	Peak	Midday	Evening	Late
Weekdays: 6:00 am 11:00 pm	30	30	60	60	30	n/a	n/a	n/a
Saturday: 6:00 am 11:00 pm	60	30	60	60	n/a	n/a	n/a	n/a
Sunday: 8:00 am 9:00 pm	60	60	60	60	n/a	n/a	n/a	n/a

ROUTE 483 – Parker Rd./Lincoln Ave.

Connect

Proposed Alignment



Core Network Connections:

- Routes 83D/L, 121 and H Line at Nine Mile Station
- Route 153 at Arapahoe Crossings Shopping Center
- E Line at Lincoln Station

What is the current service?

- Route 483 operates between the E Line Lincoln Station, through downtown Parker, and Nine Mile Station via Parker Rd.
- Weekday only service is hourly between 4:30 a.m. and 8 p.m.

What is proposed?

- No changes to the alignment are proposed
- Weekday service span is lengthened and weekend hourly service is added to **improve service availability**

Proposed Service Plan

Route 483 - Parker Rd - Lincoln Ave

Nine Mile Stn / Parker / Lincoln Stn

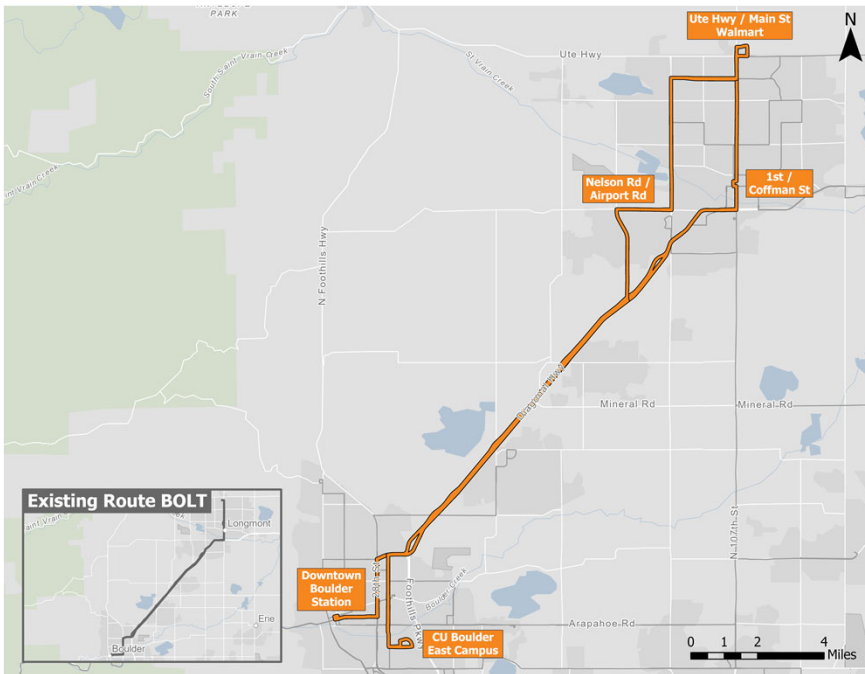
Service Class: Connect

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 4:00 am - 9:00 pm	60	60	60	60
Saturday: 6:00 am - 9:00 pm	60	60	60	60
Sunday: 8:00 am - 8:00 pm	60	60	60	0

ROUTE BOLT



Proposed Alignment



Core Network Connections:

- Flatiron Flyer at Downtown Boulder Station
- DASH at Downtown Boulder Station

What is the current service?

- The BOLT operates between Longmont and Downtown Boulder
- Weekday headways are 30 minutes
- The SH 119 corridor study completed in 2019 proposes a phased implementation of BRT service

What is proposed?

- The initial phase towards BRT service is proposed, with the introduction of a new pattern that operates along Hover Rd. in Longmont and to CU East Campus in Boulder
- Service to CU East is initially proposed at 30-minute frequencies
- Supplemental peak period, peak direction service is also proposed on the pattern to downtown Boulder
- New facilities are assumed at Hwy 66/Main St. (PnR) and at 1st and Coffman (Longmont transit center)

Proposed Service Plan

Route Bolt - Boulder / Longmont

Longmont-Boulder

Service Class: Connect

Span of Service	Longmont to Downtown Boulder				Longmont to CU East Campus			
	Service Levels (minutes)				Service Levels (minutes)			
	Peak	Midday	Evening	Late	Peak	Midday	Evening	Late
Weekdays: 5:00 am 12:00 am	15/30*	30	30	60	30	n/a	n/a	n/a
Saturday: 6:00 am 11:00 pm	30	30	30	60	n/a	n/a	n/a	n/a
Sunday: 6:00 am 11:00 pm	30	30	30	60	n/a	n/a	n/a	n/a

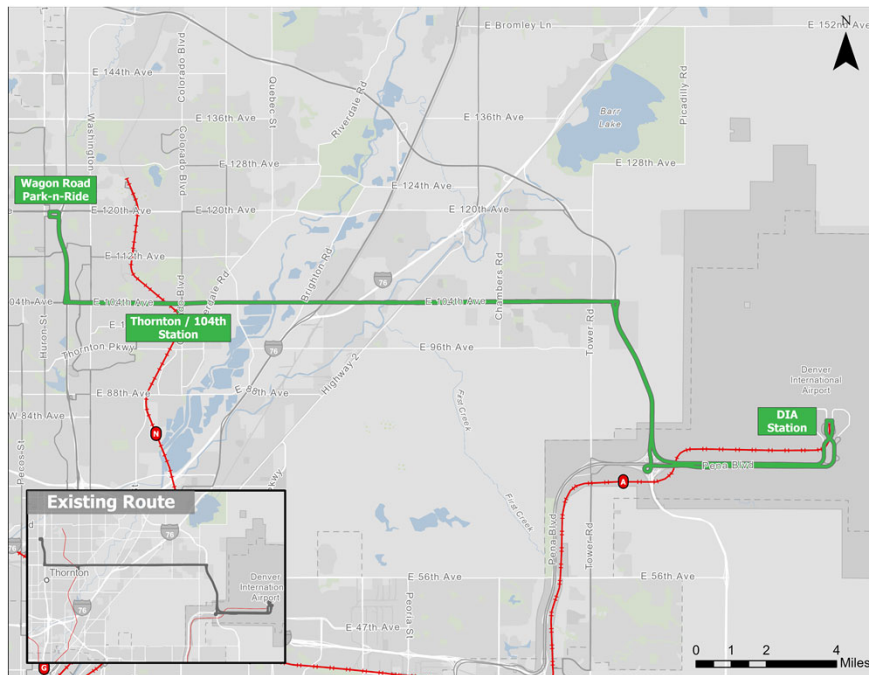
* Pattern to Downtown Boulder operates at 15-min. frequencies in peak direction, 30 min. in reverse peak direction.

** Pattern to CU East Campus operates at 30-min. frequencies in peak direction only.

ROUTE 104L – WAGON RD./DEN LTD.

Commute

Proposed Alignment



Core Network Connections:

- A Line at Denver Airport Station

What is the current service?

- Route 104L operates from the Wagon Rd. Park-n-Ride to the Denver Airport
- Frequencies are 60 minutes, seven days a week

What is proposed?

- No alignment or service frequency changes are proposed

Proposed Service Plan

Route 104L - Wagon Road / Denver Airport

Northglenn/WagonRoad/DIA

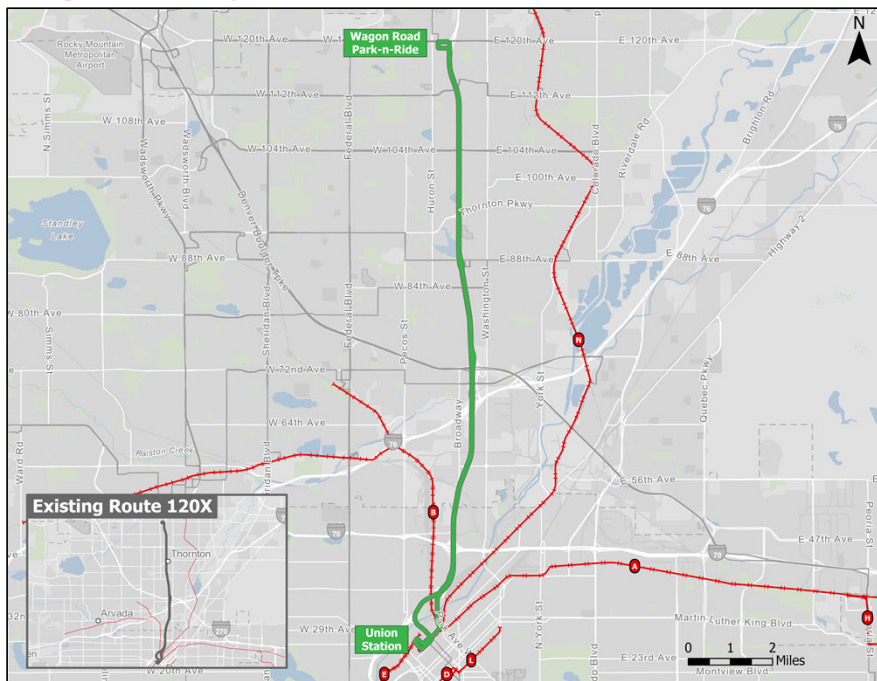
Service Class: Commute - 2 Dir.

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 4:00 am 12:00 am	60	60	60	60
Saturday: 4:00 am 12:00 am	60	60	60	60
Sunday: 4:00 am 10:30 pm	60	60	60	60

ROUTE 120X – WAGON RD./THORNTON EXPRESS

Commute

Proposed Alignment



Core Network Connections:

- Core Routes at Denver Union Station

What is the current service?

- Route 120x provides service between the Wagon Rd. and Thornton Park-n-Rides and Denver Union Station
- Weekday headways are 15 minutes in the peak periods and 30 minutes in the midday. Saturday service is also offered at 30-minute frequencies

What is proposed?

- No alignment changes are proposed
- Peak period, peak direction service frequencies are improved to average 10 minutes throughout both peak periods

Proposed Service Plan

Route 120x - Wagon Road / DUS Express
Wagon Rd/Thornton PnR-DUS
Service Class: Commute

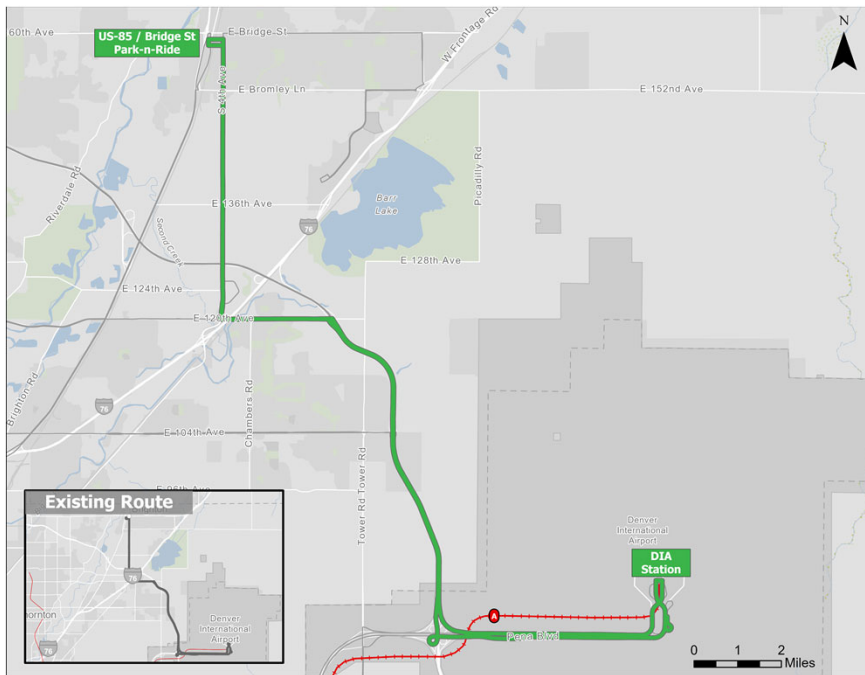
Span of Service	Service Levels (minutes)				
	Peak	Midday	Evening	Late	
Weekdays: 5:30 am 11:00 pm	10/30*	30	30	30	
Saturday: 10:00 am 11:00 pm	30	30	30	60	
Sunday: n/a n/a	n/a	n/a	n/a	n/a	n/a

* Service averages 10 minutes in peak direction, 30 min. in reverse peak direction.

ROUTE 145X – BRIGHTON/DEN



Proposed Alignment



Core Network Connections:

- A Line at Denver Airport Station

What is the current service?

- Route 145x provides service between Brighton and the Denver Airport
- Service is targeted towards employees, with two early morning trips to the airport and two afternoon trips to Brighton, seven days a week

What is proposed?

- No alignment or service frequency changes are proposed

Proposed Service Plan

Route 145x - Brighton/Denver Airport

Brighton/Denver Airport

Service Class: Commute - 1 Dir.

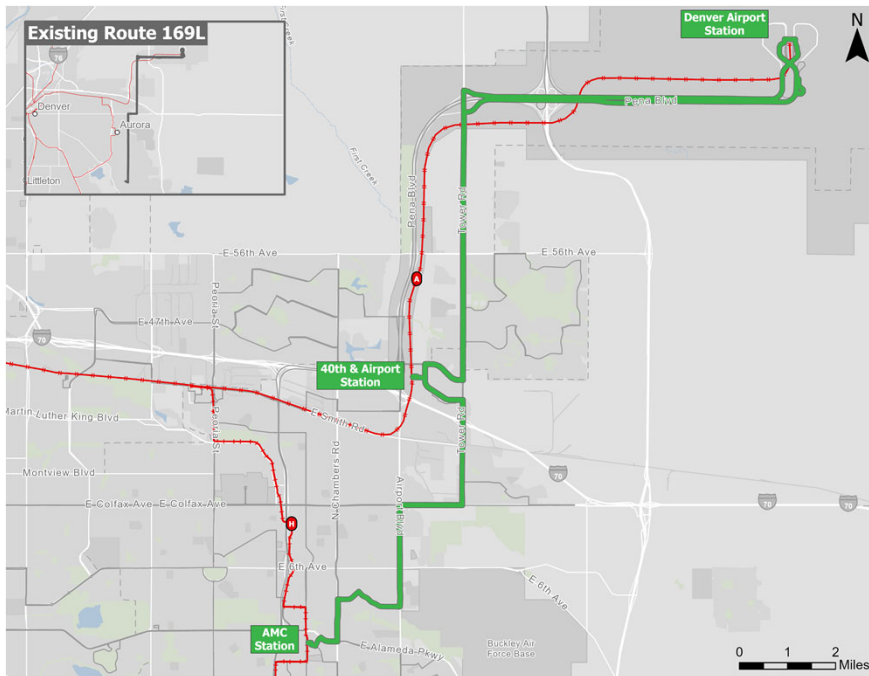
Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 4:00 am 3:00 pm	0	60	0	0
Saturday: 4:00 am 3:00 pm	0	60	0	0
Sunday: 4:00 am 3:00 pm	0	60	0	0

There are a total of 4 daily one-way trips

ROUTE 169L – BUCKLEY RD./DEN LTD.

Commute

Proposed Alignment



Core Network Connections:

- A Line at Denver Airport Station
- Route 15 along Colfax Ave.
- Routes 15L, 21E, 153 at Aurora Metro Center Station

What is the current service?

- Route 169L currently operates from the A Line Denver Airport Station to Smoky Hill Rd./Pheasant Run Parkway
- Peak period service is directional, with trips oriented to DIA service hours
- Northbound service: 3 early a.m./a.m. peak trips and 1 midday trip
- Southbound service: 2 midday, 3 p.m. peak, and 1 evening trip

What is proposed?

- Truncate and realign route at Aurora Metro Center Station with an additional connection at 40th/Airport Station before serving DEN
- Overlapping service with Route 169 provides 20-minute weekday daytime service between 40th & Airport and AMC Station
- **Consistent hourly operations northbound and southbound**

Proposed Service Plan

Route 169L - Buckley - DIA Ltd

DIA / Aurora Metro Ctr Stn

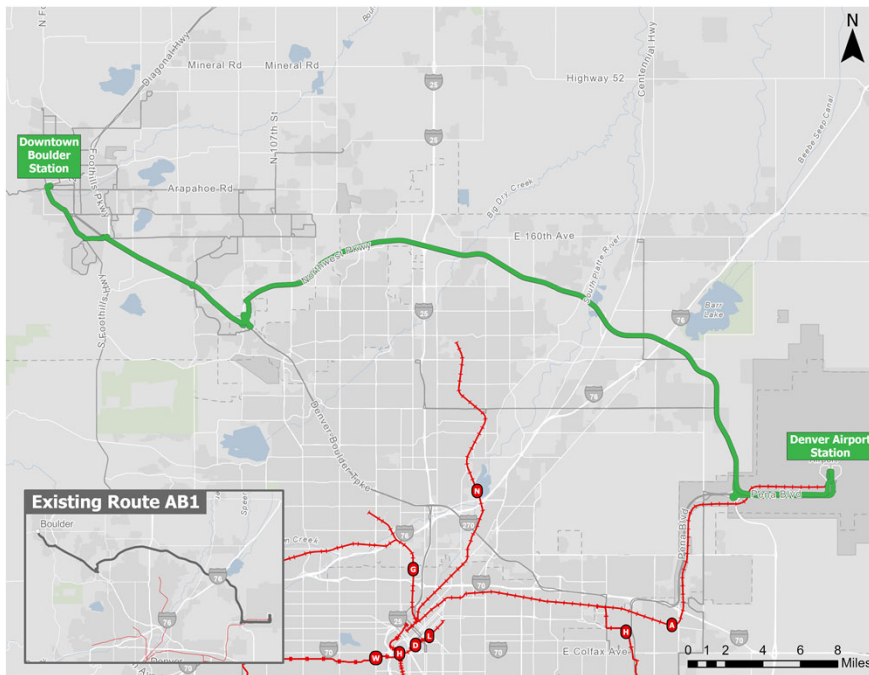
Service Class: Commute - 1 Dir.

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 4:00 am 12:00 am	60	0	0	60
Saturday: 5:00 am 12:00 am	60	0	0	60
Sunday: 5:00 am 12:00 am	60	0	0	60

ROUTE AB – BOULDER/DEN

Commute

Proposed Alignment



Core Network Connections:

- Dash at Downtown Boulder Station
- Flatiron Flyer at Downtown Boulder Station and US 36 stops
- A Line at Denver International Airport

What is the current service?

- Route AB operates from the Downtown Boulder Station to Denver Airport, with stops at three US 36 Stations
- Prior to the pandemic there was a route pattern that served Boulder Junction Station
- Weekday headways are generally 60 minutes, with 30-minute frequencies during peak travel demand periods

What is proposed?

- No alignment or service frequency changes are proposed

Proposed Service Plan

Route AB - Boulder/Denver Airport

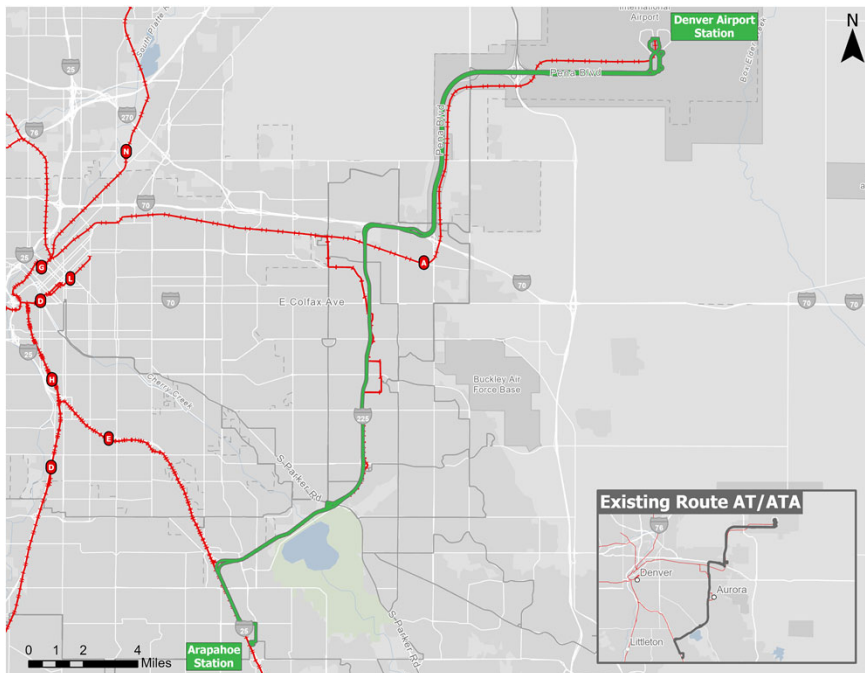
Boulder Table Mesa /DIA

Service Class: Commute - 2 Dir.

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 3:00 am 12:00 am	30	60	60	60
Saturday: 3:00 am 12:00 am	60	60	30	60
Sunday: 3:00 am 12:00 am	60	60	30	60

ROUTE AT – ARAPAHOE STATION/DEN

Proposed Alignment



Core Network Connections:

- H Line at Nine Mile Station
- Routes 83D/83L, 121 at Nine Mile Station
- A Line at Denver Airport Station

What is the current service?

- Route AT currently operates from the Arapahoe at Village Center Station to the A Line’s Denver Airport Station
- Weekday headways are hourly

What is proposed?

- Maintain AT routing
- ATA Routing eliminated to **size service levels with demand**
- Current service levels are maintained

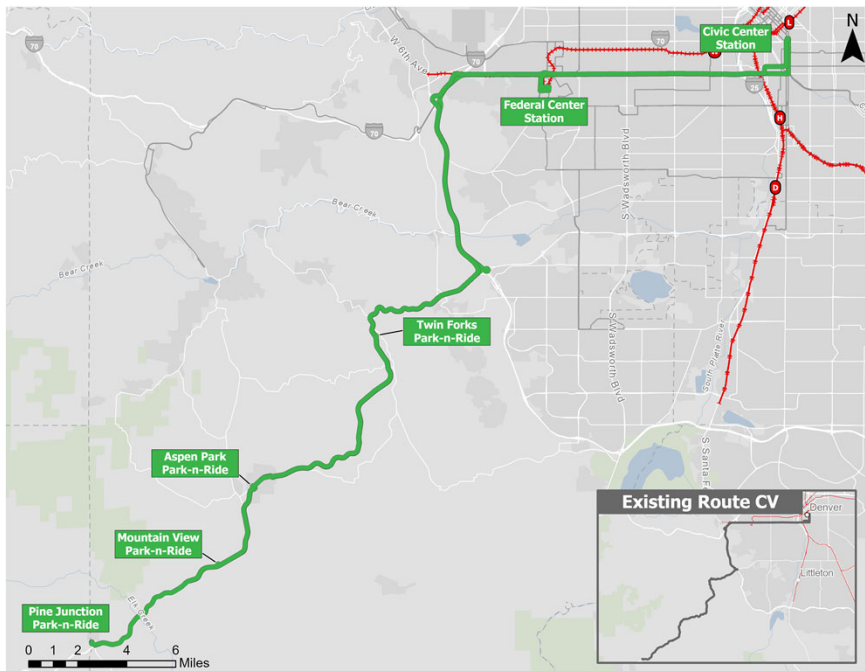
Proposed Service Plan

Route AT - Arapahoe Stn / DIA						
Arapahoe Stn / DIA						
Service Class: Commute - 2 Dir.						
Span of Service	Service Levels (minutes)					
	Peak	Midday	Evening	Late		
Weekdays: 4:00 am 12:00 am	60	60	60	60		
Saturday: 4:00 am 12:00 am	60	60	60	60		
Sunday: 4:00 am 12:00 am	60	60	60	60		

ROUTE CV – PINE JUNCTION/CONIFER/DENVER

Commute

Proposed Alignment



Core Network Connections:

- Routes 3W, 16G, 21W and W Line at Federal Center Station
- Routes 0, 15, 15L, 16, FF4, and 83D at Civic Center Station

What is the current service?

- Route CV currently operates from Pine Junction PnR to Civic Center Station peak direction only
- Weekday headways are hourly eastbound AM Peak and westbound PM Peak

What is proposed?

- Maintain current routing
- Maintain current service levels

Proposed Service Plan

Route CV - Pine Junction/Conifer/Denver

Pine Junction PnR/ Fed Center

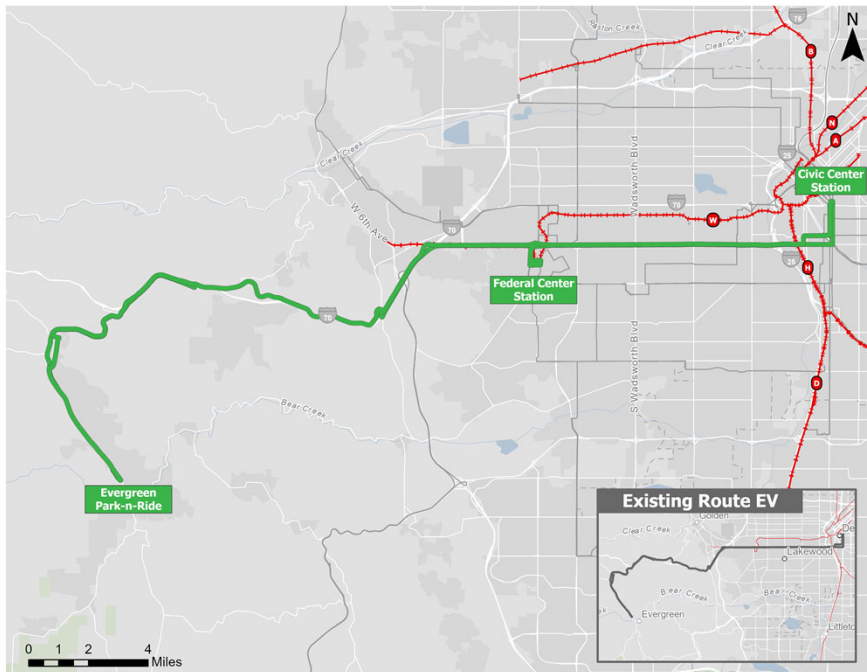
Service Class: Commute - 1 Dir.

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 6:00 pm	3 trips	0	0	0
Saturday: n/a n/a	n/a	n/a	n/a	n/a
Sunday: n/a n/a	n/a	n/a	n/a	n/a

Trips are peak direction only

ROUTE EV – EVERGREEN/DENVER

Proposed Alignment



Core Network Connections:

- Routes 3W, 16G, 21W and W Line at Federal Center Station
- Routes 0, 15, 15L, 16, FF4, and 83D at Civic Center Station

What is the current service?

- Route EV currently operates from Pine Junction PnR to Civic Center Station peak direction only
- Weekday headways are hourly eastbound AM Peak and westbound PM Peak

What is proposed?

- Maintain current routing
- Maintain current service levels

Proposed Service Plan

Route EV - Evergreen/Denver

Evergreen PnR/ Fed Center

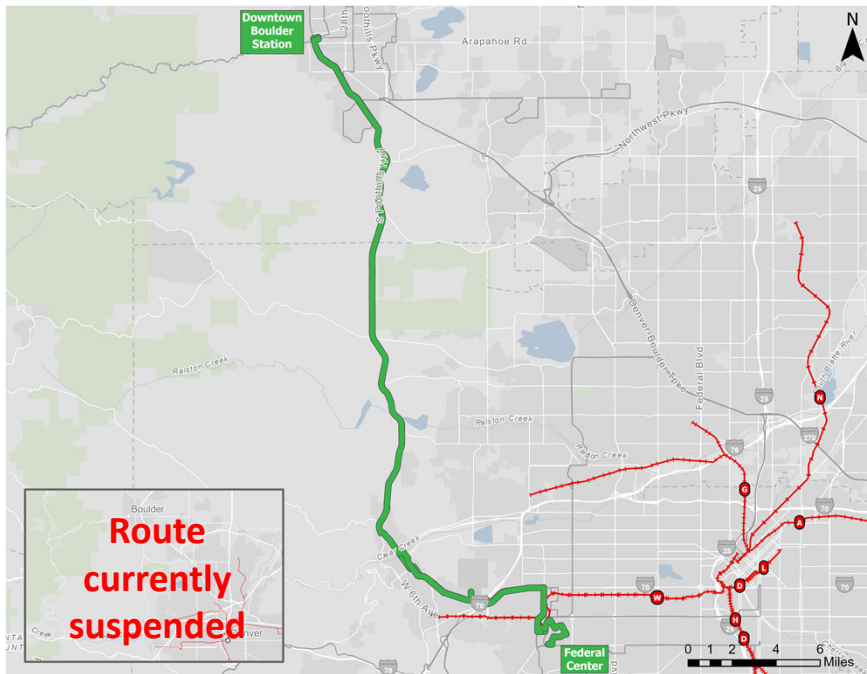
Service Class: Commute - 1 Dir.

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 6:00 pm	3 trips	0	0	0
Saturday: n/a n/a	n/a	n/a	n/a	n/a
Sunday: n/a n/a	n/a	n/a	n/a	n/a

Trips are peak direction only

ROUTE GS – GOLDEN/BOLDER

Proposed Alignment



Core Network Connections:

- DASH and Flatiron Flyer at Downtown Boulder Station
- G Line at Federal Center Station
- Routes 3W, 21W and 16G at Federal Center Station

What is the current service?

- Route GS is currently suspended due to the pandemic

What is proposed?

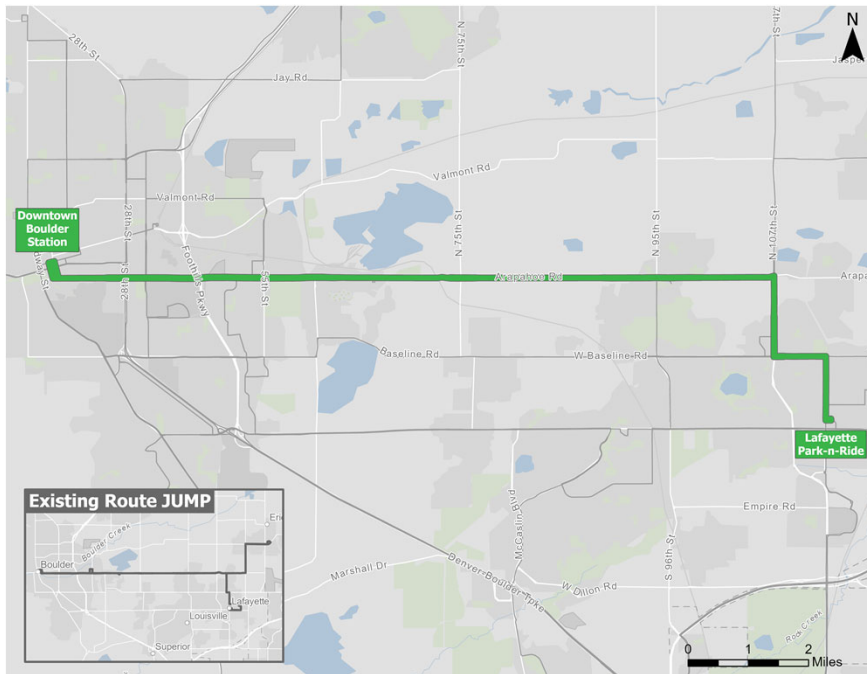
- Route GS is brought back to service, operating its pre-pandemic alignment to **restore service coverage**
- Three round trips are proposed in each peak period

Proposed Service Plan

Route GS - Golden/Boulder						
Golden/Boulder						
Service Class: Commute - 2 Dir.						
Span of Service	Service Levels (minutes)					
	Peak	Midday	Evening	Late		
Weekdays: 6:00 am 6:00 pm	60	0	0	0		
Saturday: n/a n/a	n/a	n/a	n/a	n/a		
Sunday: n/a n/a	n/a	n/a	n/a	n/a		

ROUTE JUMP X

Proposed Alignment



Core Network Connections:

- Flatiron Flyer at Downtown Boulder Station
- DASH at Downtown Boulder Station and Lafayette PnR

What is the current service?

- The Jump operates from Downtown Boulder Station to BVSD at 15-minute frequencies. In the peak periods, every other trip continues east to either Lafayette or Erie. In the midday, every 4th trip continues east to Lafayette
- Weekday headways are 15 minutes to BVSD, 30 minutes in the peak periods and 60 minutes in the midday period to Lafayette, and 30 minutes in the peak periods to Erie

What is proposed?

- In conjunction with changes to Route 225, the Jump is modified as two separate route patterns – the Jump (Community route) and Jump X (Commute route).
- The Jump X operates to the Lafayette Park-n-Ride at 30-minute frequencies in the peak periods only

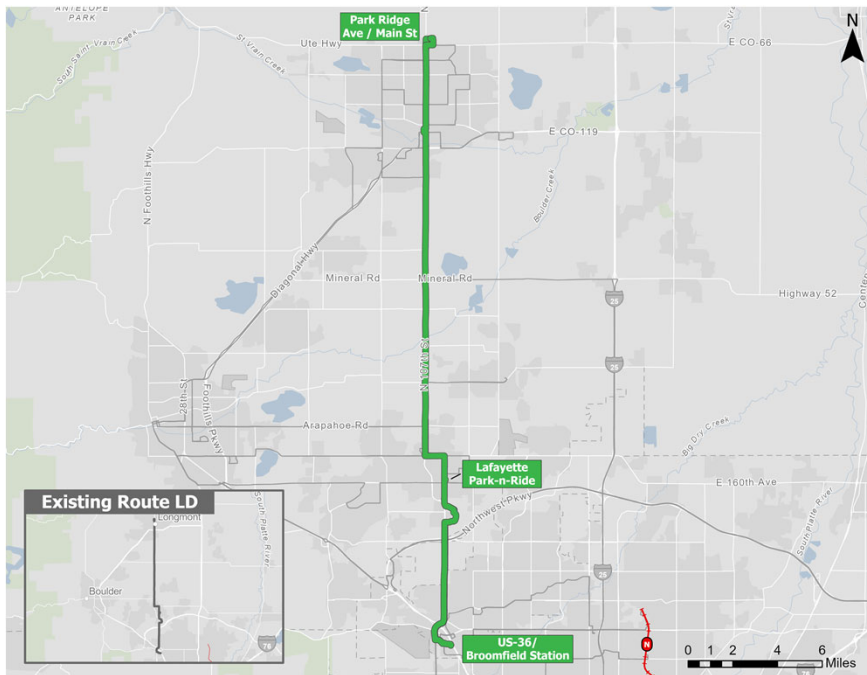
Proposed Service Plan

Route Jump X - Boulder / LaFayette via Arapahoe
 Boulder/LaFayette via Arapahoe
 Service Class: Commute - 2 Dir.

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 6:00 pm	30	0	0	0
Saturday: n/a n/a	n/a	n/a	n/a	n/a
Sunday: n/a n/a	n/a	n/a	n/a	n/a

ROUTE LBR – LONGMONT/BROOMFIELD

Proposed Alignment



Core Network Connections:

- DASH at Lafayette PnR
- Flatiron Flyer at US 36 and Broomfield Station

What is the current service?

- This route presently operates from Longmont to the US 36 and Broomfield Station, with two southbound a.m. trips and two northbound p.m. trips continuing to/from Denver Union Station
- Weekday headways are generally 60 minutes, with supplemental service in the peak direction during peak periods

What is proposed?

- Service in Longmont would begin at the proposed new Park-n-Ride at Hwy 66 and Main St., and continue south to the US 36 and Broomfield Station
- Proposed headways along the entire route are 60 minutes, with 30-minute peak period, peak direction headways south of the Lafayette Park-n-Ride

Proposed Service Plan

Route LBR - Longmont / Broomfield Longmont/US 36 & Broomfield Service Class: Commute

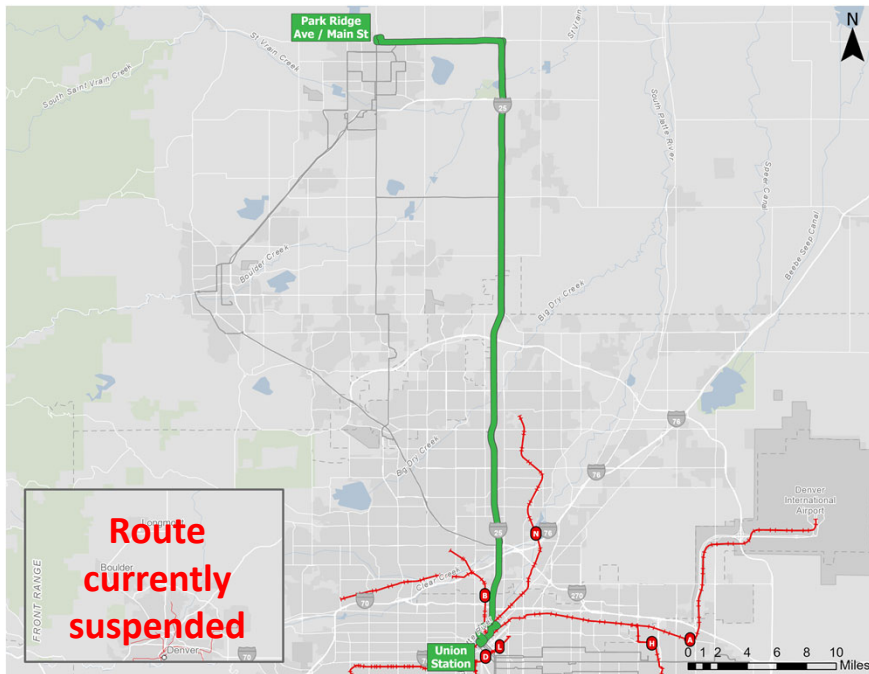
Span of Service	US 36/Broomfield to Lafayette PnR				Lafayette PnR to Longmont			
	Service Levels (minutes)				Service Levels (minutes)			
	Peak	Midday	Evening	Late	Peak	Midday	Evening	Late
Weekdays: 5:00 am 11:00 pm	30/60*	60	60	60	60	60	60	60
Saturday: 8:00 am 6:00 pm	60	60	0	0	60	60	0	0
Sunday: n/a n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Service south of Lafayette PnR is 30 minutes in peak direction, 60 min. in reverse peak direction.

ROUTE LX1 – LONGMONT/DENVER

Commute

Proposed Alignment



What is the current service?

- This route is currently suspended due to the pandemic

What is proposed?

- Reinstate route to **restore service coverage**
- Commute service would begin from the proposed SH 66/Main St. Park-n-Ride to Denver Union Station
- Service would provide 3 to 4 peak period, peak direction trips

Proposed Service Plan

Route LX1 - Longmont I-25 Express						
N. Longmont/Denver						
Service Class: Commute - 1 Dir.						
Span of Service	Service Levels (minutes)					
	Peak	Midday	Evening	Late		
Weekdays:	5:30 am	6:00 pm	60	0	0	0
Saturday:	n/a	n/a	n/a	n/a	n/a	n/a
Sunday:	n/a	n/a	n/a	n/a	n/a	n/a

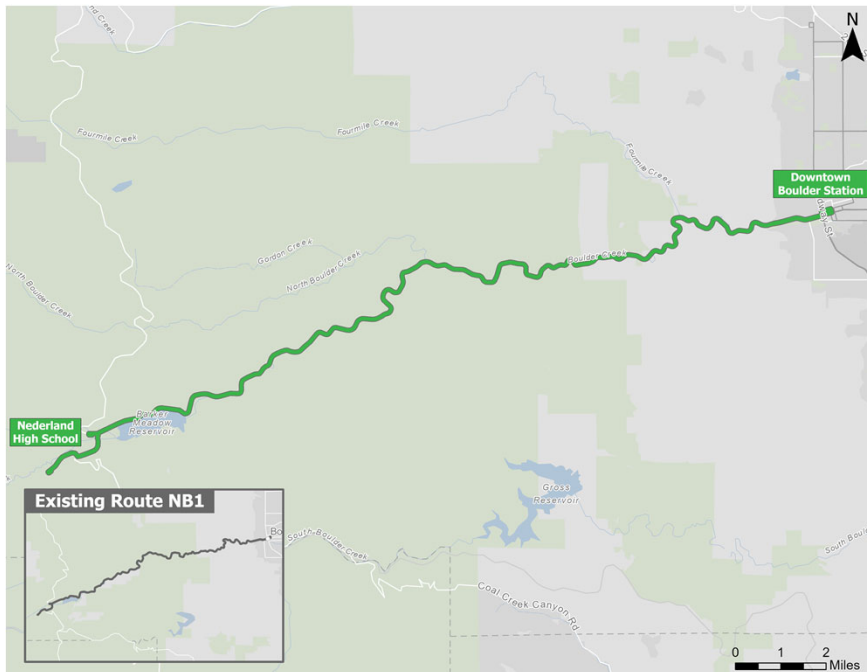
Core Network Connections:

- Core routes at Denver Union Station

ROUTE NB – NEDERLAND/BOULDER

Commute

Proposed Alignment



Core Network Connections:

- Flatiron Flyer and DASH at Downtown Boulder Station

What is the current service?

- Route NB operates from the Downtown Boulder Station to Nederland, with select service to Eldora during ski season
- Weekday headways are generally 60 to 120 minutes, depending on the time period

What is proposed?

- No changes are proposed to the alignment or service frequencies between Nederland and Downtown Boulder Station
- Service west to Eldora should be part of a cost sharing agreement

Proposed Service Plan

Route NB - Nederland/Boulder

Nederland/Boulder

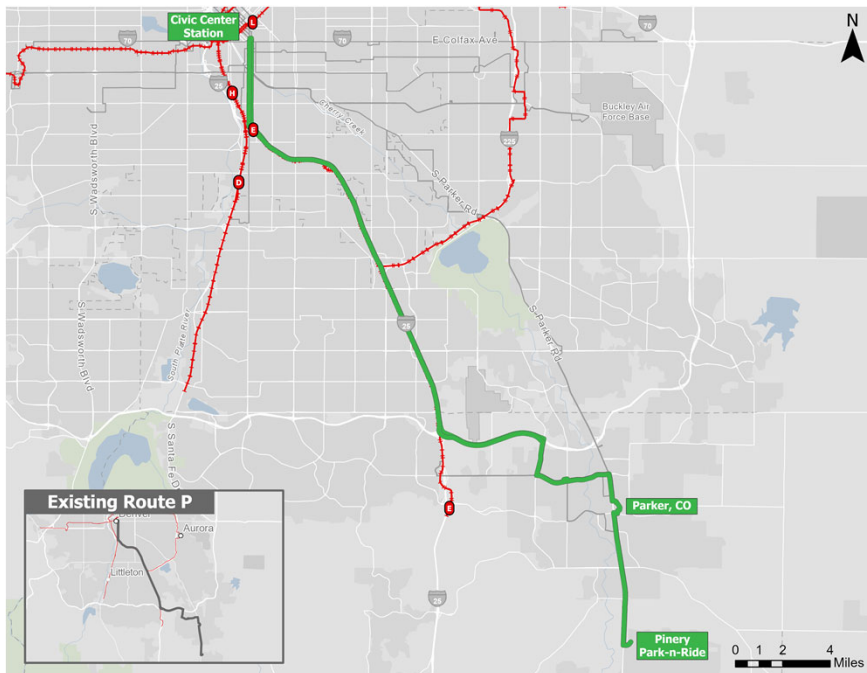
Service Class: Commute - 2 Dir.

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:30 am 11:00 pm	60	120	120	120
Saturday: 7:00 am 11:00 pm	60	120	120	120
Sunday: 7:00 am 9:00 pm	60	120	120	120

ROUTE P – PARKER/DENVER

Commute

Proposed Alignment



Core Network Connections:

- Route 0 along Broadway/Lincoln and Civic Center Station
- Routes 83D/L, FF4, 15, 15L, 16 at Civic Center Station

What is the current service?

- Route P currently operates from the Pinery Park-n-Ride to Civic Center Station
- Weekday headways are hourly
- Service operates during AM and PM peak periods only

What is proposed?

- Maintain current alignment and peak direction, peak period service levels

Proposed Service Plan

Route P - Parker - Denver via Lincoln Ave

Parker PnR / Civic Center Stn (Peak Direction Svc)

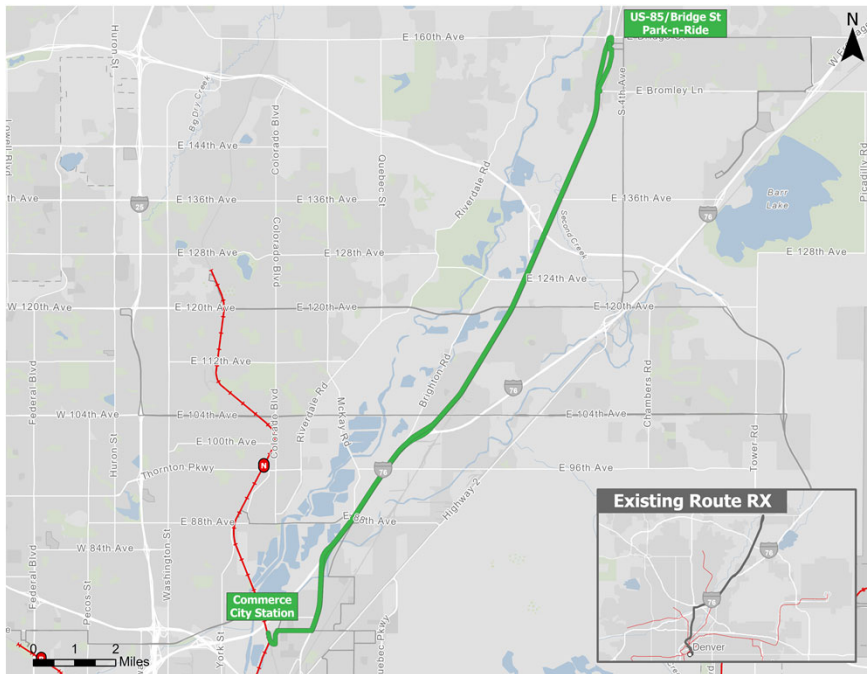
Service Class: Commute - 1 Dir.

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 6:00 pm	3 trips	0	0	0
Saturday: n/a n/a	n/a	n/a	n/a	n/a
Sunday: n/a n/a	n/a	n/a	n/a	n/a

Trips are peak direction only

ROUTE RX – BRIGHTON/DENVER

Proposed Alignment



What is the current service?

- Route RX operates from US 85 and Bridge St. Park-n-Ride in Brighton to Civic Center Station
- Weekday headways are generally 30 to 60 minutes in the peak periods, peak direction only
- There presently is no weekend service

What is proposed?

- This route's alignment is modified to begin/end at the N Line's Commerce City/72nd Ave. Station
- Service is expanded to all-day (weekdays and Saturdays) at 60-minute frequencies to **improve service availability**

Proposed Service Plan

Span of Service		Service Levels (minutes)			
		Peak	Midday	Evening	Late
Weekdays:	5:30 am – 8:00 pm	60	60	60	0
Saturday:	6:00 am – 8:00 pm	60	60	60	0
Sunday:	n/a	n/a	n/a	n/a	n/a

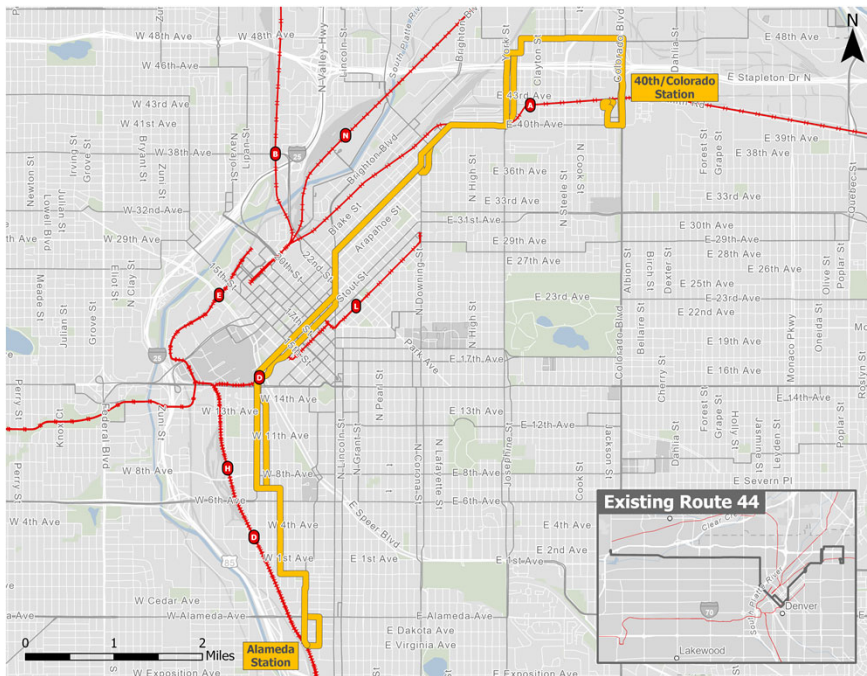
Core Network Connections:

- None, but connection to N Line at Commerce City/72nd Station

ROUTE 1E/44 – ELYRIA/SWANSEA-ALAMEDA

Community

Proposed Alignment



Core Network Connections:

- H/D/E Lines at Alameda Station
- Routes 3W at Alameda
- Core routes in Downtown Denver
- Route 12 on Downing
- Route 40 and A Line at 40th & Colorado Station

What is the current service?

- Route 1
 - Operates between Lakewood Commons and H/D Line's Alameda Station
 - Weekday headways are hourly
- Route 44
 - Operates between G Line Wheat Ridge-Ward Station and A Line 40th & Colorado Station
 - Weekday headways are 30 minutes peak, 60 minutes midday

What is proposed?

- Route restructured to combine eastern segments of both Routes 1 and 44, connecting at Downtown
- New service operates at 30-minute headways
- Routes 1 and 44 split into individual routes at Downtown for operational efficiency and predominant E-W ridership west of Downtown

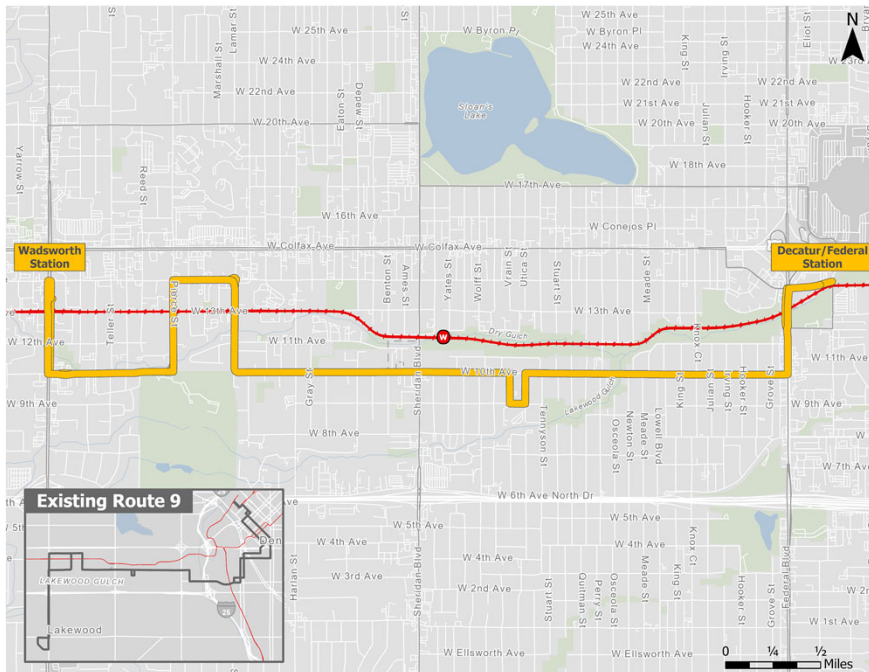
Proposed Service Plan

Route 1E/44 - Elyria/Swansea-Alameda
 40th & Colorado Stn / Downtown / Alameda Stn
 Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 10:00 pm	30	30	30	60
Saturday: 5:00 am 10:00 pm	60	60	60	60
Sunday: 5:00 am 10:00 pm	60	60	60	60

ROUTE 9 – 9TH AVE.

Proposed Alignment



Core Network Connections:

- Route 76 at Wadsworth Blvd.
- W Line at Wadsworth Station and Decatur/Federal Station
- Routes 15L, 30 and 31 at Decatur/Federal Station
- Route 51 at Sheridan Blvd.

What is the current service?

- Route 9 currently operates from Lakewood Commons to Union Station (recently added connection from W Line Lakewood-Wadsworth Station to Lakewood Commons)
- Weekday headways are hourly

What is proposed?

- Route 9 reverts to the Lakewood-Wadsworth Station terminus on the western end, and truncates at the Decatur/Federal Station on the eastern end to **improve route efficiency and service reliability**
- Route 9 is interlined with Route 20W
- Weekday headways are 30 minutes all day

Proposed Service Plan

Route 9 - 9th Ave

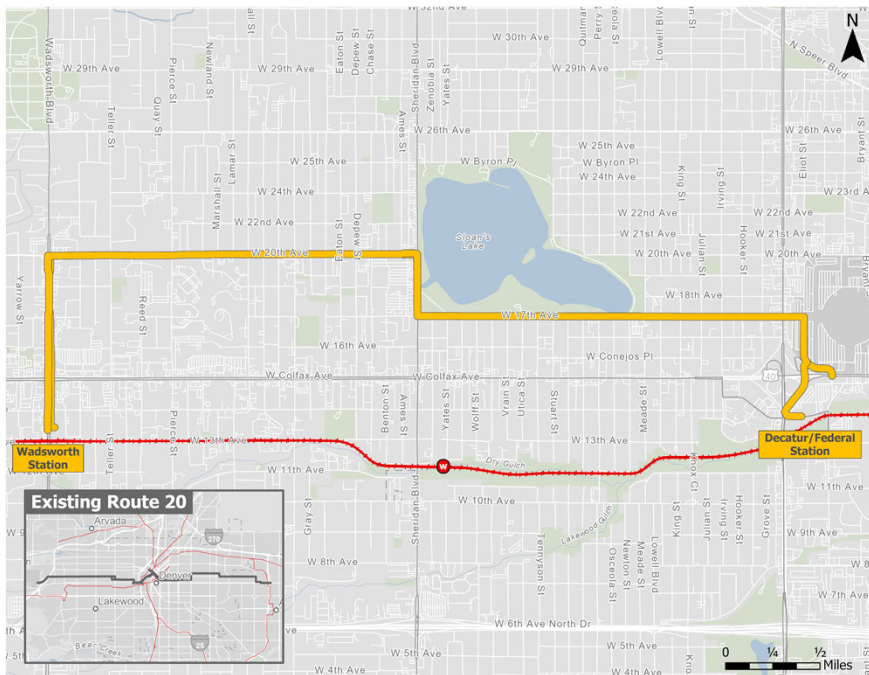
Wadsworth-Federal/Decatur

Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 8:00 pm	30	30	60	0
Saturday: 6:00 am 8:00 pm	60	60	60	0
Sunday: 6:00 am 8:00 pm	60	60	60	0

ROUTE 20W – 20TH AVE.

Proposed Alignment



Core Network Connections:

- Route 76 at Wadsworth Blvd.
- W Line at Wadsworth Station and Decatur/Federal Station
- Route 51 at Sheridan Blvd.
- Routes 15L, 30 and 31 at Decatur/Federal Station

What is the current service?

- Route 20 operates from Anschutz Medical Campus to Denver Union Station at 30 minutes all day
- Every other trip during the peak period extends west to the National Renewable Energy Lab, providing hourly service west of Union Station

What is proposed?

- Route 20 east of Union Station is preserved as Route 20E (Connect route)
- Route 20W is truncated at the W Line Lakewood-Wadsworth Station on the western end, and at Decatur/Federal Station on the eastern end to retain the highest-ridership segment and **improve route efficiency and service reliability**
- Route 20W is interlined with Route 9
- Weekday headways are 30 minutes all day

Proposed Service Plan

Route 20W - 20th Avenue

Wadsworth-Federal/Decatur

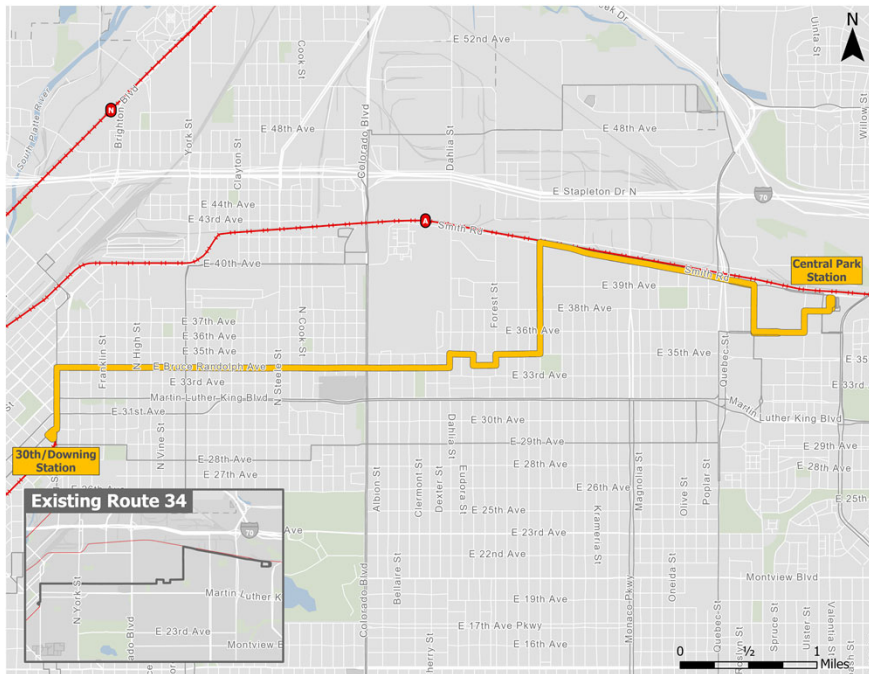
Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 8:00 pm	30	30	60	0
Saturday: 6:00 am 8:00 pm	60	60	60	0
Sunday: 6:00 am 8:00 pm	60	60	60	0

ROUTE 34 – BRUCE RANDOLPH AVE.

Community

Proposed Alignment



Core Network Connections:

- A Line and Routes 73/105 at Central Park Station
- Route 40 at Colorado Blvd
- Route 12 at Downing St

What is the current service?

- Route 34 currently operates from the L Line 30th & Downing Station to the A Line Central Park Station
- Weekday headways are 30 minutes

What is proposed?

- Route 34 is truncated at the eastern terminal to **improve route efficiency and service reliability**
- Headways are increased to 15 minutes during peak periods

Proposed Service Plan

Route 34 - Bruce Randolph

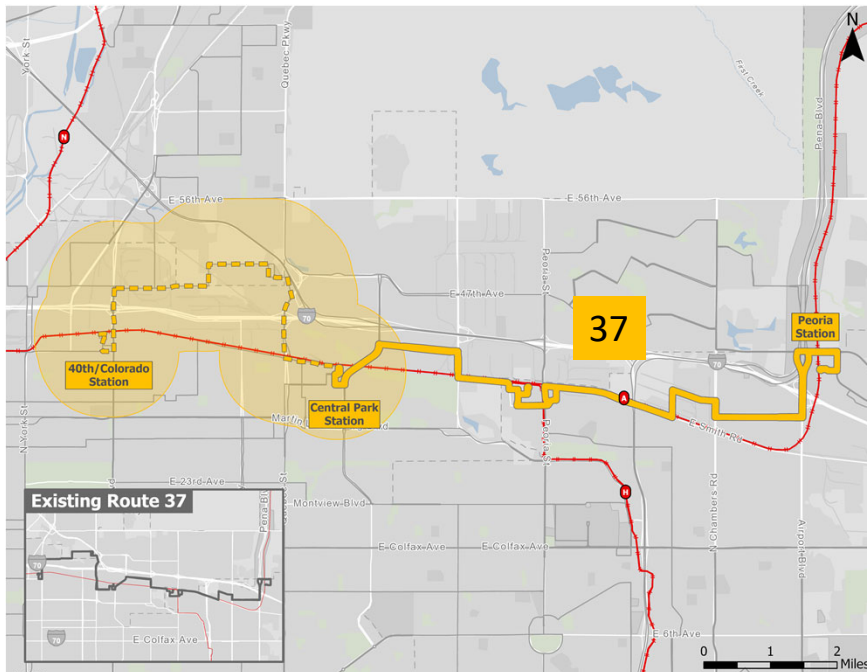
Downing & 30th / Central Park Stn

Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 11:00 pm	15	30	30	60
Saturday: 5:00 am 11:00 pm	30	30	30	60
Sunday: 6:00 am 11:00 pm	60	60	60	60

ROUTE 37 – SMITH RD. INDUSTRIAL

Proposed Alignment



Core Network Connections:

- A Line and Routes 73, 105 at Central Park Station
- A Line and Routes 121, 153 at Peoria Station
- A Line at 40th & Airport Station

What is the current service?

- Route 37 currently operates between the A Line’s 40th & Colorado and 40th & Airport Stations via Central Park Station along the north side of the A Line

What is proposed?

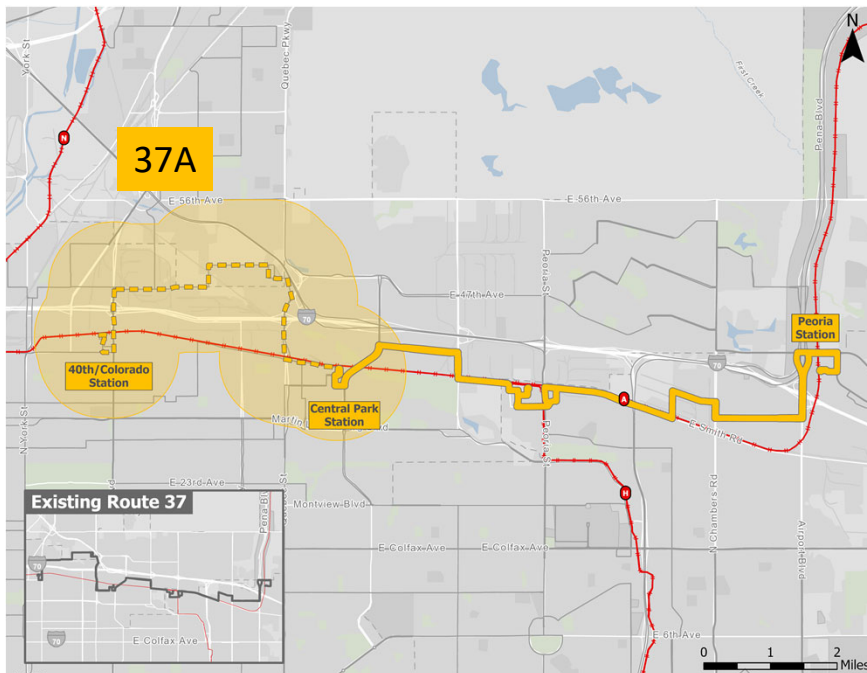
- Truncate Route 37 at Central Park Station to improve **service reliability and size service to demand**
- Route 37 will continue to operate with no other alignment changes to 40th & Airport Station
- Weekday only service would be provided every 30 minutes during peak periods and hourly during midday and evening periods

Proposed Service Plan

Span of Service		Service Levels (minutes)			
		Peak	Midday	Evening	Late
Weekdays:	5:00 am 7:00 pm	30	60	60	0
Saturday:	n/a n/a	n/a	n/a	n/a	n/a
Sunday:	n/a n/a	n/a	n/a	n/a	n/a

ROUTE 37A – SAND CREEK INDUSTRIAL ROUTE DEVIATION

Proposed Alignment



Core Network Connections:

- A Line and Route 40 at 40th & Colorado Station
- A Line and Routes 73, 105 at Central Park Station

What is the current service?

- Route 37 currently operates between the A Line’s 40th & Colorado and 40th & Airport Stations via Central Park Station along the north side of the A Line

What is proposed?

- Split Route 37A from Route 37 to operate between 40th & Colorado Station and Central Park Station to improve **service reliability and size service to demand**
- Route 37A will operate as a fixed route but the ability to deviate to locations within a short distance from the alignment
- Weekday only service would be provided every 30 minutes during peak periods and hourly during midday and evening periods

Proposed Service Plan

Route 37A - Sand Creek Industrial

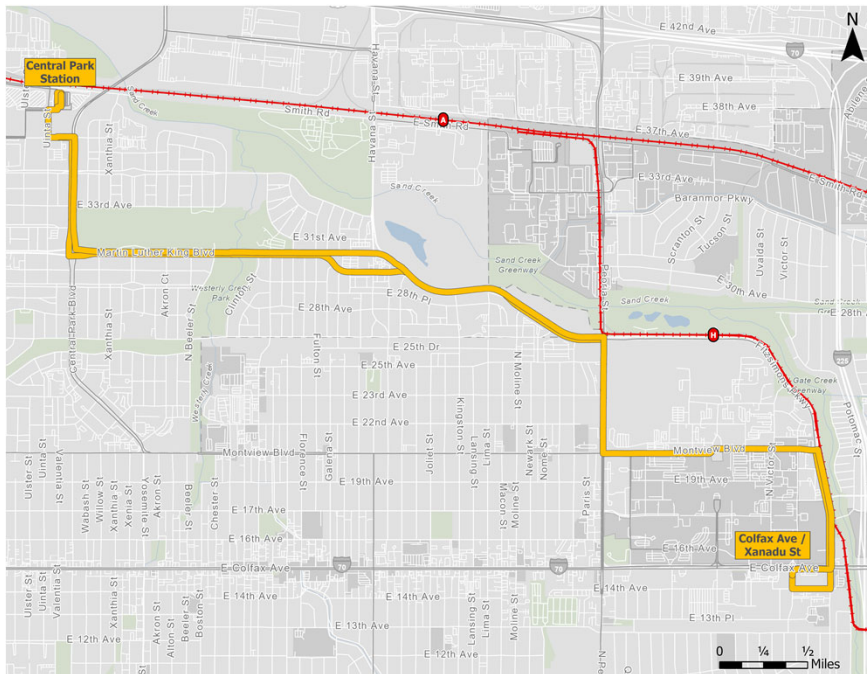
40th & CO Stn / Central Park Stn via Sand Creek Industrial

Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 7:00 pm	30	60	60	0
Saturday: n/a n/a	n/a	n/a	n/a	n/a
Sunday: n/a n/a	n/a	n/a	n/a	n/a

ROUTE 50 – CENTRAL PARK/ANSCHUTZ

Proposed Alignment



Core Network Connections:

- Routes 73 and 105 and A Line at Central Park Station
- Routes 15, 15L, and FF5 at Colfax Ave.
- Route 121 at Peoria St. and Fitzsimons Pkwy/MLK, Jr. Blvd

What is the current service?

- Service is currently not in operation

What is proposed?

- Route 50 would operate between A Line Central Park Station and R Line Colfax Station
- With some alignment adjustments, this route has the potential to replace the Anschutz Shuttle with similar service levels
- Weekday headways are 30 minutes all day

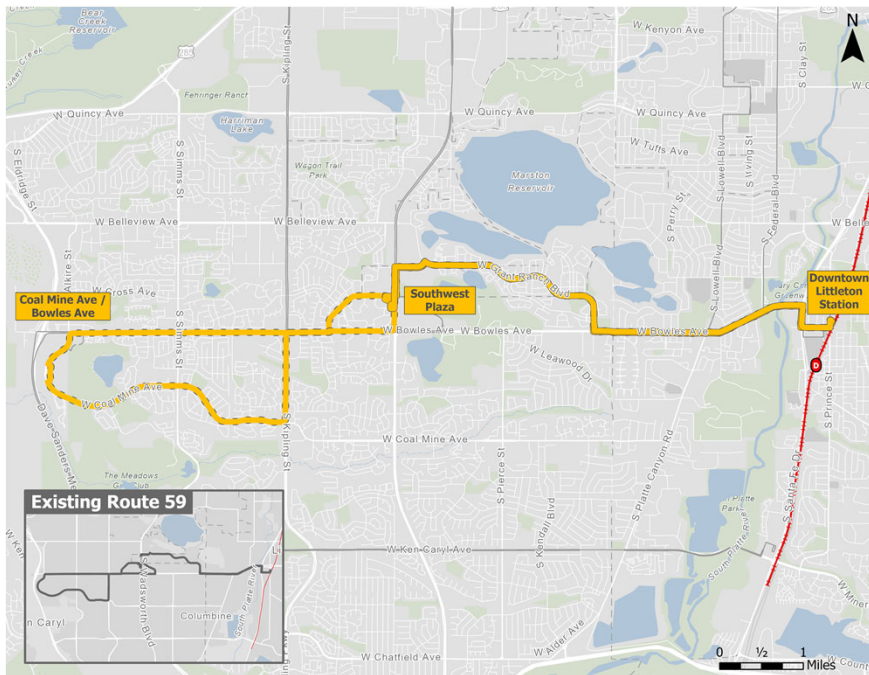
Proposed Service Plan

Route 50 - Central Park Stn - Anschutz Med Ctr
 Central Park Stn / Stapleton / Anschutz
 Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 4:00 am 11:00 pm	30	30	30	60
Saturday: 5:00 am 11:00 pm	60	60	60	60
Sunday: 6:00 am 10:00 pm	60	60	60	60

ROUTE 59 – WEST BOWLES AVE.

Proposed Alignment



What is the current service?

- Route 59 currently operates from Coal Mine & Zang to the Littleton Downtown Station
- Weekday headways are hourly

What is proposed?

- Maintain current alignment
- Maintain current weekday service levels
- Weekday span modified and weekend service eliminated

Proposed Service Plan

Route 59 - West Bowles
Littleton statn to Coal Mine/Bowles
Service Class: Community

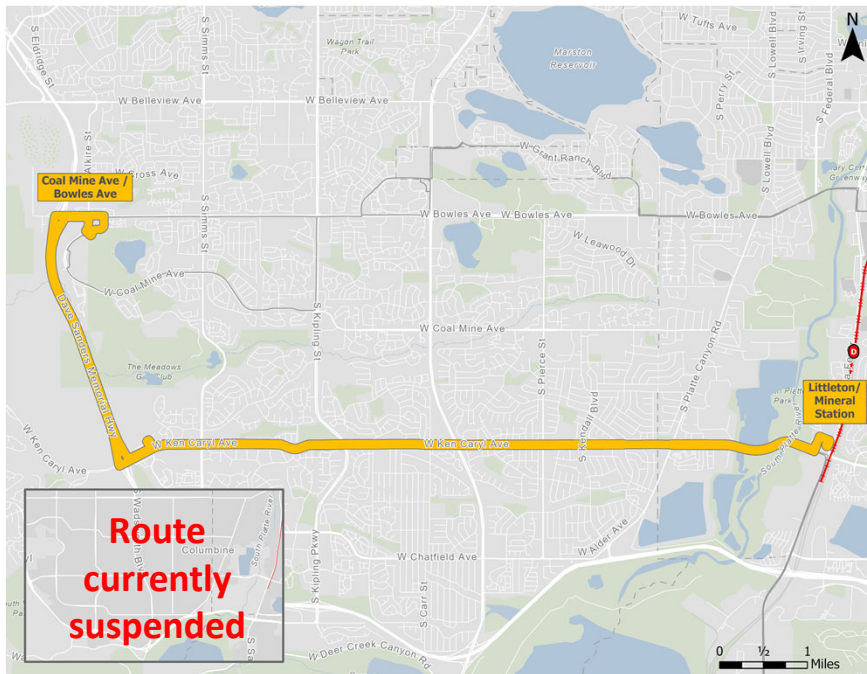
Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 8:00 pm	60	60	60	0
Saturday: n/a n/a	n/a	n/a	n/a	n/a
Sunday: n/a n/a	n/a	n/a	n/a	n/a

Core Network Connections:

- Route 30 and D Line at Littleton-Downtown Station

ROUTE 77 – KEN CARYL AVE.

Proposed Alignment



Core Network Connections:

- D Line at Littleton-Mineral Station

What is the current service?

- Current service is nonoperational

What is proposed?

- Route 77 service is reinstated to **restore service coverage**
- Route is extended to Walmart at Bowles to take advantage of excess layover
- Weekday only headways are proposed at 60-minutes
- This route is a potential candidate for alternative service

Proposed Service Plan

Route 77 - Ken Caryl Avenue

Walmart to Littleton/Mineral Station

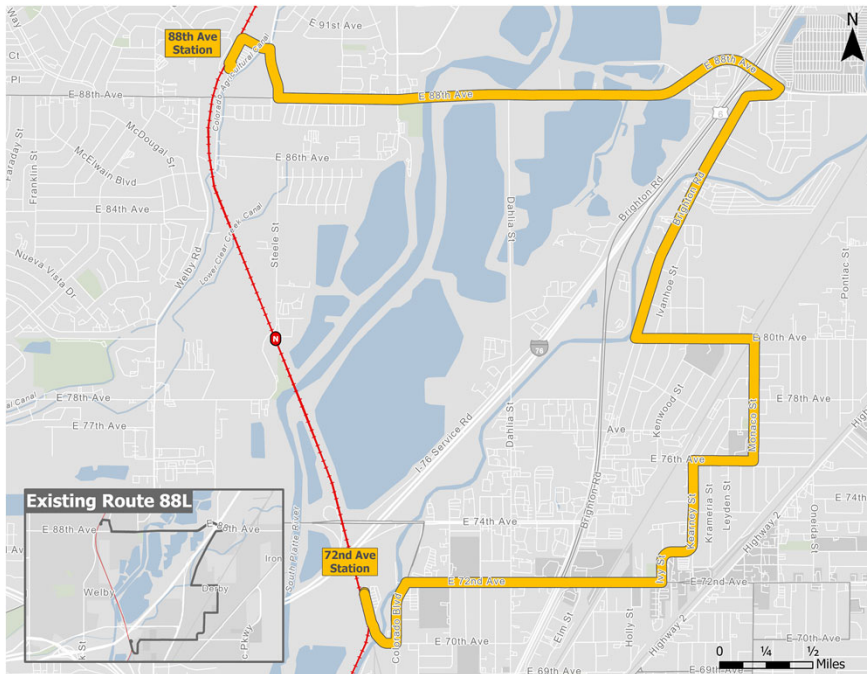
Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 8:00 pm	60	60	60	0
Saturday: n/a n/a	n/a	n/a	n/a	n/a
Sunday: n/a n/a	n/a	n/a	n/a	n/a

ROUTE 88L – THORNTON/COMMERCE CITY

Community

Proposed Alignment



What is the current service?

- Route 88L operates between the N Line’s Commerce City/72nd Station and the Thornton/88th Station
- This route was implemented in conjunction with the N Line opening
- Weekday headways are 60 minutes

What is proposed?

- No changes are proposed to this route’s alignment
- Weekday service frequencies are improved to 30 minutes

Proposed Service Plan

Route 88L - Thornton/Commerce City

N Line 72nd Ave. Stat. / N Line 88th Ave. Stat.

Service Class: Community

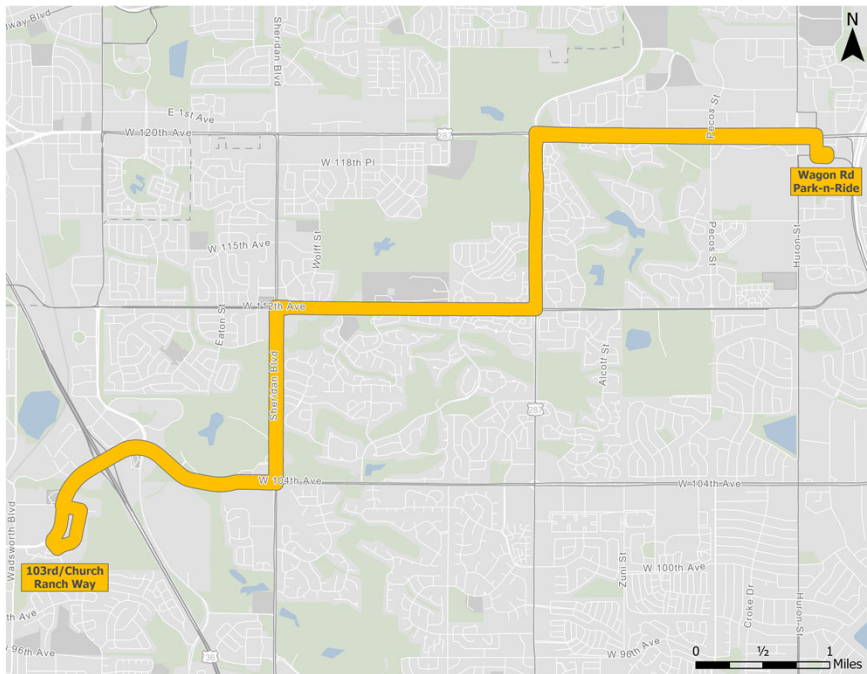
Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am – 8:00 pm	30	30	60	0
Saturday: 6:00 am – 8:00 pm	60	60	60	0
Sunday: 8:00 am – 8:00 pm	60	60	60	0

Core Network Connections:

- None, but N Line connection at Commerce/72nd and Thornton/88th Stations

ROUTE 114 – CHURCH RANCH/WAGON RD.

Proposed Alignment



Core Network Connections:

- Flatiron Flyer at US 36 & Church Ranch Station

What is the current service?

- Route 114 currently does not operate

What is proposed?

- This new route is proposed to provide a service connection between the Wagon Rd. Park-n-Ride lot and the US 36/Church Ranch Station
- Weekday headways are 60 minutes

Proposed Service Plan

Route 114 - Church Ranch / Wagon Road

Ch. Rch/FRCC/Wagon Road

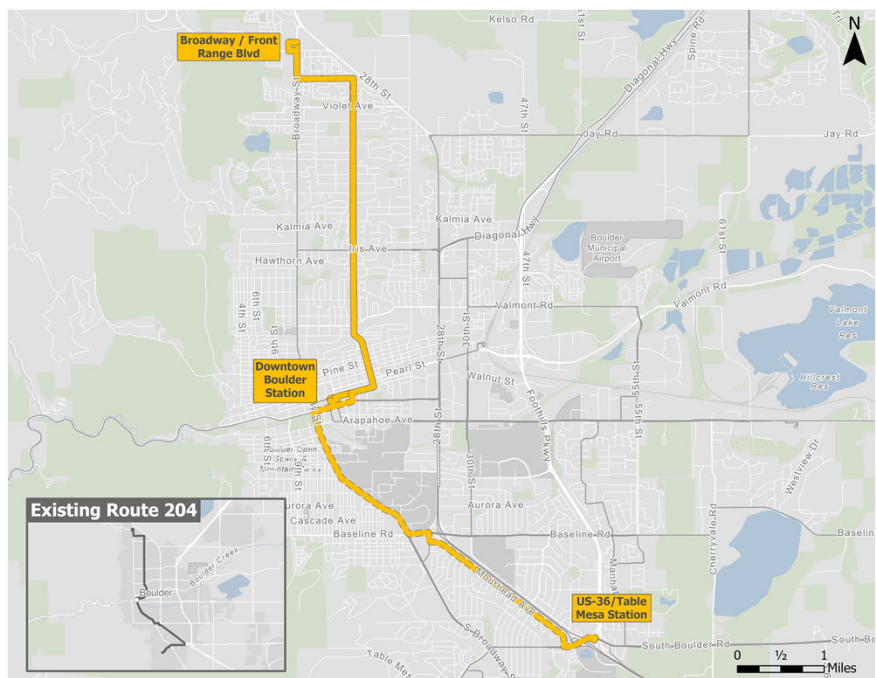
Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 8:00 pm	60	60	60	0
Saturday: n/a n/a	n/a	n/a	n/a	n/a
Sunday: n/a n/a	n/a	n/a	n/a	n/a

ROUTE 204 – TABLE MESA/MOORHEAD/ N. 19TH ST.

Community

Proposed Alignment



What is the current service?

- Route 204 operates from Broadway and Front Range Ave. to the US 36 and Table Mesa station
- Weekday headways are 15 minutes in the peak periods and 30 minutes in the midday period
- On weekends, service is truncated at Downtown Boulder Station

What is proposed?

- No changes are proposed to the alignment or service frequencies

Proposed Service Plan

Route 204 LL - Table Mesa / Moorhead / North 19th

Table Mesa / Downtown Boulder / Lee Hill Dr

Service Class: Community

Span of Service	Broadway / Front Range Ave. to DBS				DBS to Table Mesa			
	Service Levels (minutes)				Service Levels (minutes)			
	Peak	Midday	Evening	Late	Peak	Midday	Evening	Late
Weekdays: 6:00 am 9:00 pm	15	30	30	30	15	30	30	30
Saturday: n/a n/a	60	60	60	60	n/a	n/a	n/a	n/a
Sunday: n/a n/a	60	60	60	60	n/a	n/a	n/a	n/a

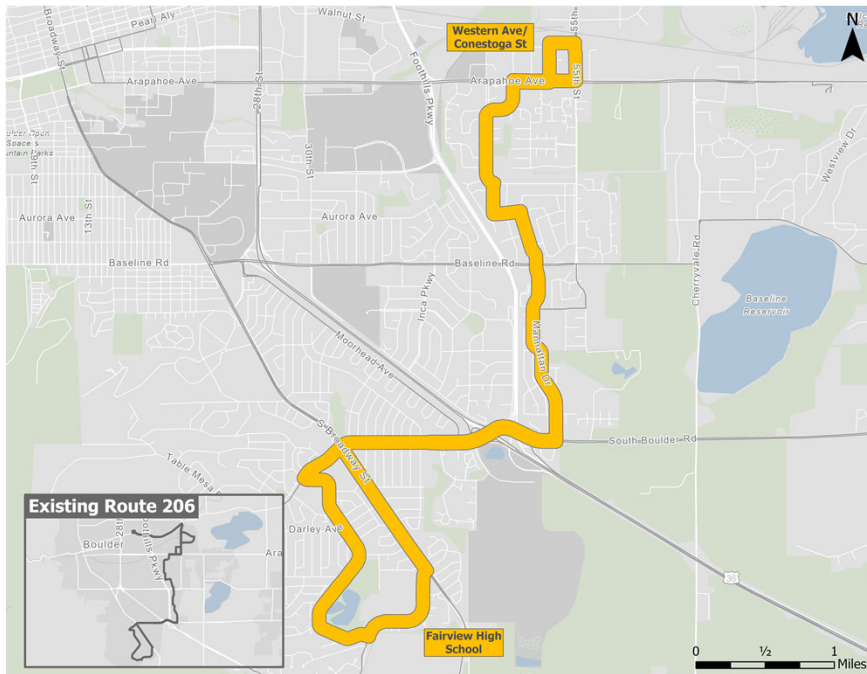
Core Network Connections:

- DASH and Flatiron Flyer at Downtown Boulder Station and Table Mesa Station

ROUTE 206 – FAIRVIEW H.S./FLATIRON

Community

Proposed Alignment



Core Network Connections:

- Route DASH and Flatiron Flyer at S. Broadway St.

What is the current service?

- Route 206 operates from Arapahoe and 55th to Fairview High School
- Weekday headways are 30 minutes in the peak periods only

What is proposed?

- No changes are proposed to the alignment or service frequencies

Proposed Service Plan

Route 206 - Fairview H.S./Flatiron

Fairview H.S./Flatiron

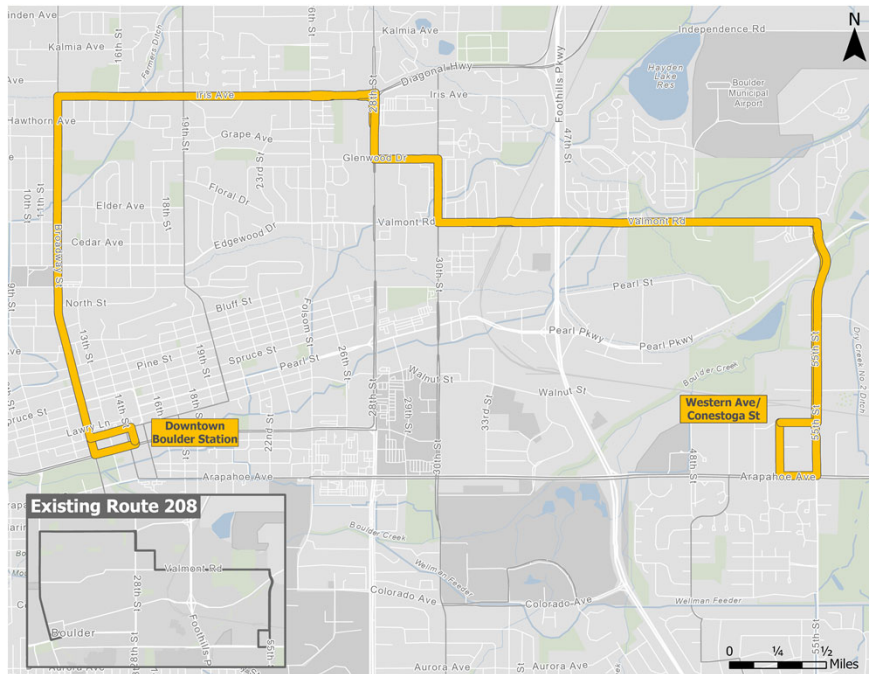
Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 6:00 pm	30	0	0	0
Saturday: n/a n/a	n/a	n/a	n/a	n/a
Sunday: n/a n/a	n/a	n/a	n/a	n/a

ROUTE 208 – IRIS AVE./VALMONT RD./FLATIRON

Community

Proposed Alignment



What is the current service?

- Route 208 operates from the Downtown Boulder Station to Arapahoe and 55th
- Weekday headways are 60 minutes

What is proposed?

- No changes are proposed to the alignment or service frequencies
- Span of service is expanded to **improve service accessibility**

Proposed Service Plan

Route 208 - Iris/Valmont/Flatiron

DBS/Iris/Flatiron

Service Class: Community

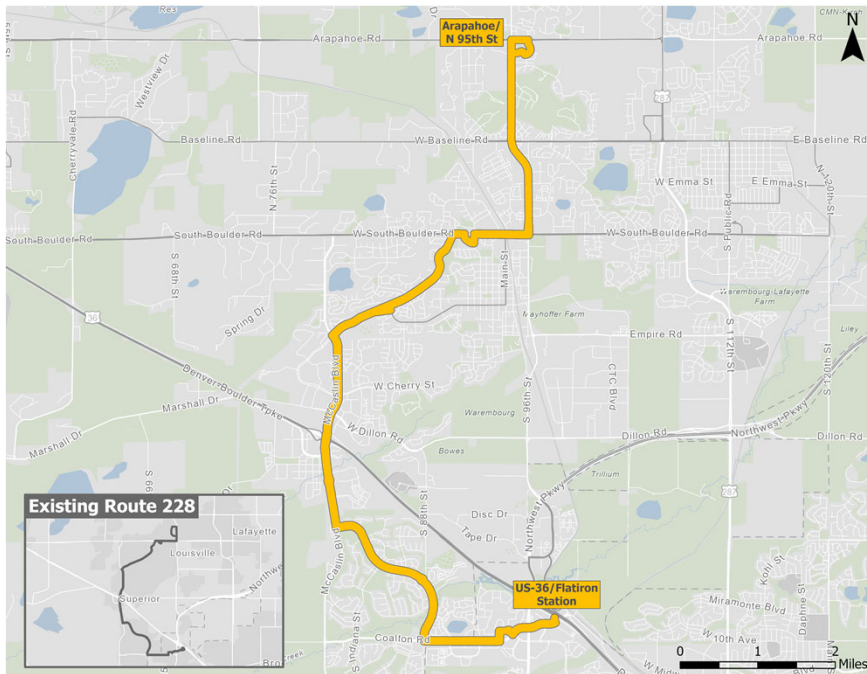
Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 8:00 pm	60	60	60	0
Saturday: 8:00 am 6:00 pm	60	60	0	0
Sunday: n/a n/a	n/a	n/a	n/a	n/a

Core Network Connections:

- DASH and Flatiron Flyer at Downtown Boulder Station

ROUTE 228 –LOUISVILLE/McCASLIN

Proposed Alignment



What is the current service?

- Route 228 operates from the US 36 and Flatiron Station to Louisville, with a stop at the US 36 & McCaslin Station
- Weekday headways are 60 minutes

What is proposed?

- Route 228 is extended to Arapahoe and 95th to **improve service coverage**
- Headways remain at 60 minutes, Monday through Saturday

Proposed Service Plan

Route 228 - Erie/Louisville/McCaslin
Erie/Louisville/McCaslin
Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 8:00 pm	60	60	60	0
Saturday: 8:00 am 8:00 pm	60	60	60	0
Sunday: n/a n/a	n/a	n/a	n/a	n/a

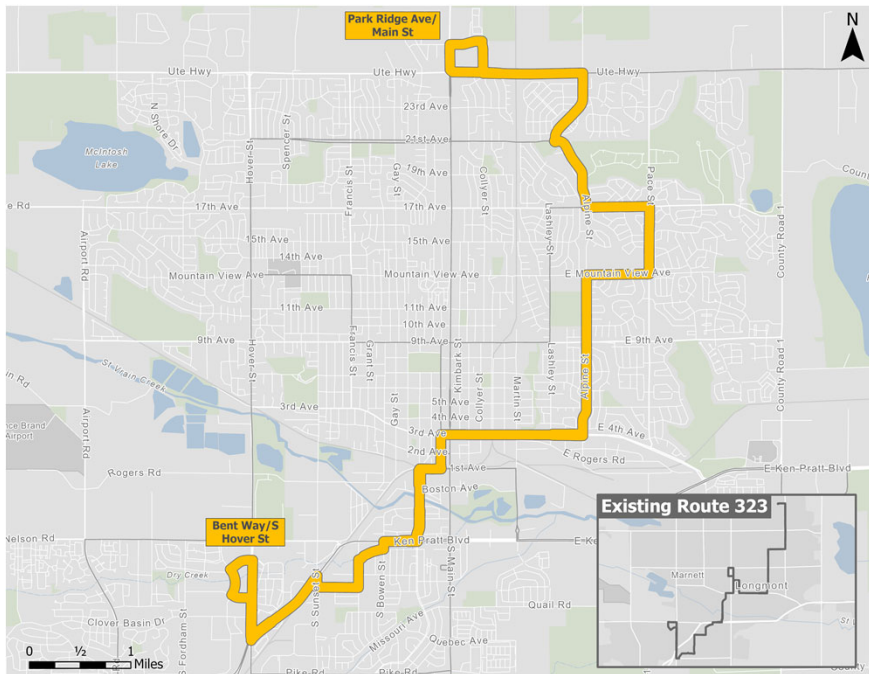
Core Network Connections:

- Flatiron Flyer at US 36/Flatiron Station
- DASH at South Boulder Rd.

ROUTE 323 – PRATT PKWY./ALPINE ST.

Community

Proposed Alignment



Core Network Connections:

- None

What is the current service?

- Route 323 provides local service in Longmont
- Weekday headways are 60 minutes

What is proposed?

- This route's alignment is modified to include stops at the proposed 1st and Coffman transit center and the SH 66 and Main St. Park-n-Ride lot to **improve connections**
- Weekday headways remain at 60 minutes

Proposed Service Plan

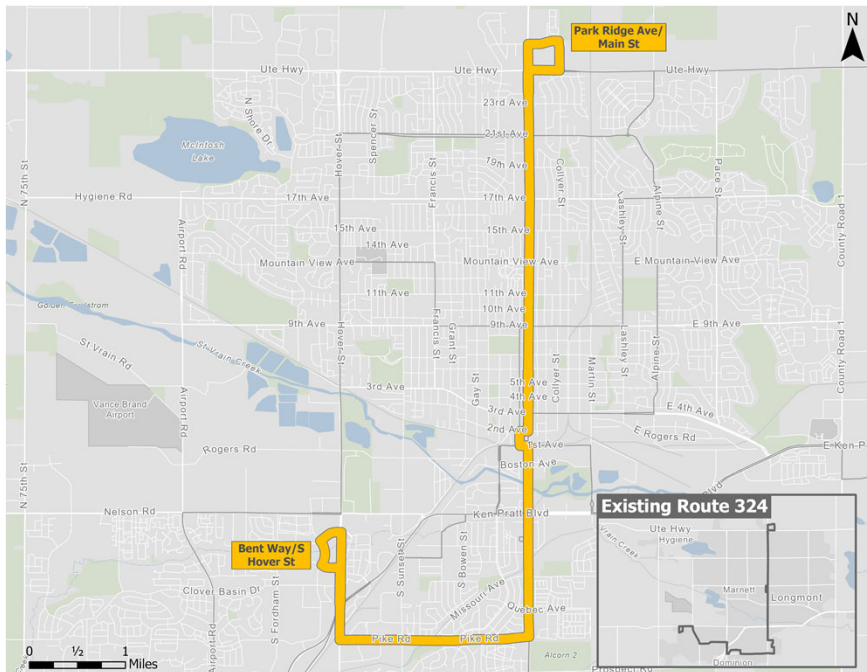
Route 323 - Pratt Pkwy/Alpine
 South Pratt Pkwy/1st/Coffman/Alpine
 Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am - 8:00 pm	60	60	60	0
Saturdays: 8:00 am - 6:00 pm	60	60	60	0
Sunday: n/a - n/a	n/a	n/a	n/a	n/a

ROUTE 324 – N. MAIN ST./PIKE RD.

Community

Proposed Alignment



Core Network Connections:

- None

What is the current service?

- Route 324 provides local service in Longmont, primarily along Main St.
- Weekday headways are 30 minutes

What is proposed?

- This route's western alignment is modified to begin/end near Hover and Nelson
- This route's alignment assumes implementation of the SH 66 and Main St. Park-n-Ride lot and the 1st and Coffman transit center
- Weekday headways remain at 30 minutes

Proposed Service Plan

Route 324 - N. Main/Pike

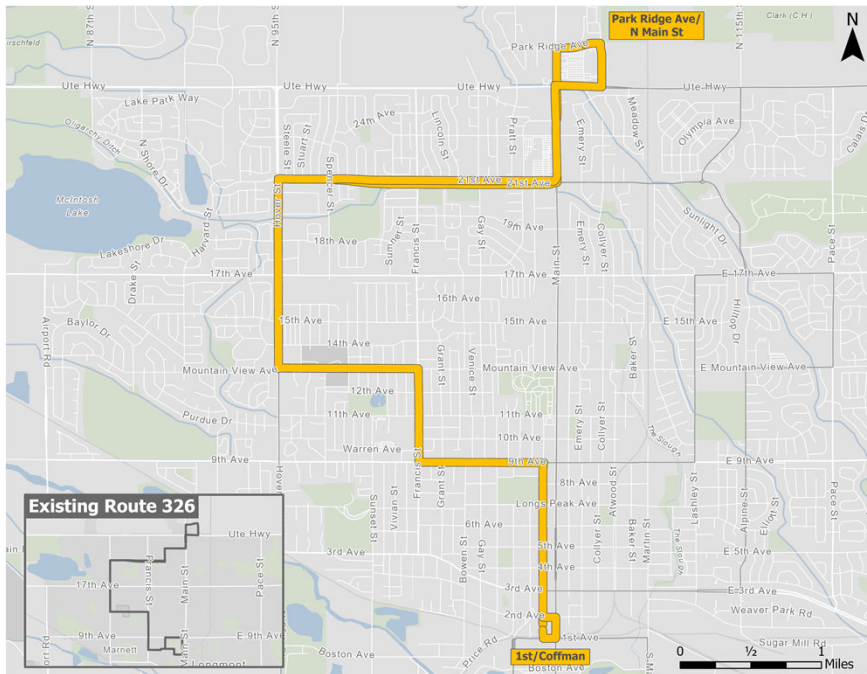
North Main/1st/Coffman/Pike

Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 8:00 pm	30	30	60	0
Saturday: 8:00 am 6:00 pm	60	60	60	0
Sunday: 8:00 am 6:00 pm	60	60	0	0

ROUTE 326 – FRANCIS ST./HOVER ST.

Proposed Alignment



What is the current service?

- Route 326 provides local service in Longmont
- Weekday headways are 30 minutes

What is proposed?

- This route’s alignment is modified to include stops at the proposed 1st and Coffman transit center and the SH 66 and Main St. Park-n-Ride lot
- Weekday headways are 60 minutes

Proposed Service Plan

Route 326 - Francis/Hover
1st Ave/Hover St/21st Ave.
Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am – 8:00 pm	60	60	60	0
Saturday: 8:00 am – 6:00 pm	60	60	60	0
Sunday: n/a	n/a	n/a	n/a	n/a

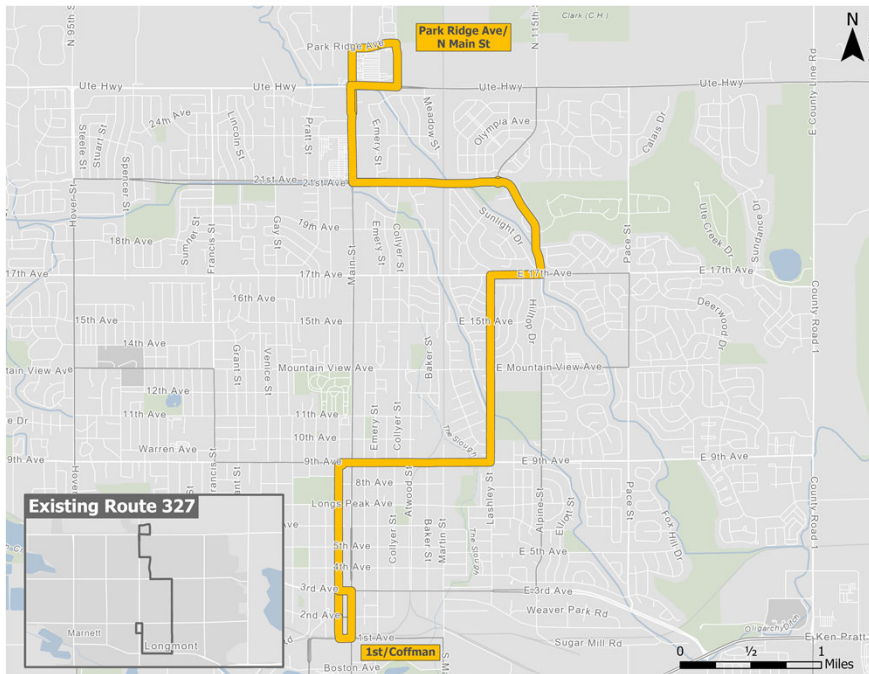
Core Network Connections:

- None

ROUTE 327 – LASHELY ST.

Community

Proposed Alignment



Core Network Connections:

- None

What is the current service?

- Route 327 provides local service in Longmont
- Weekday headways are 60 minutes

What is proposed?

- This route's alignment is modified to include stops at the proposed 1st and Coffman transit center and the SH 66 and Main St. Park-n-Ride lot to **improve connections**
- Weekday headways are 60 minutes

Proposed Service Plan

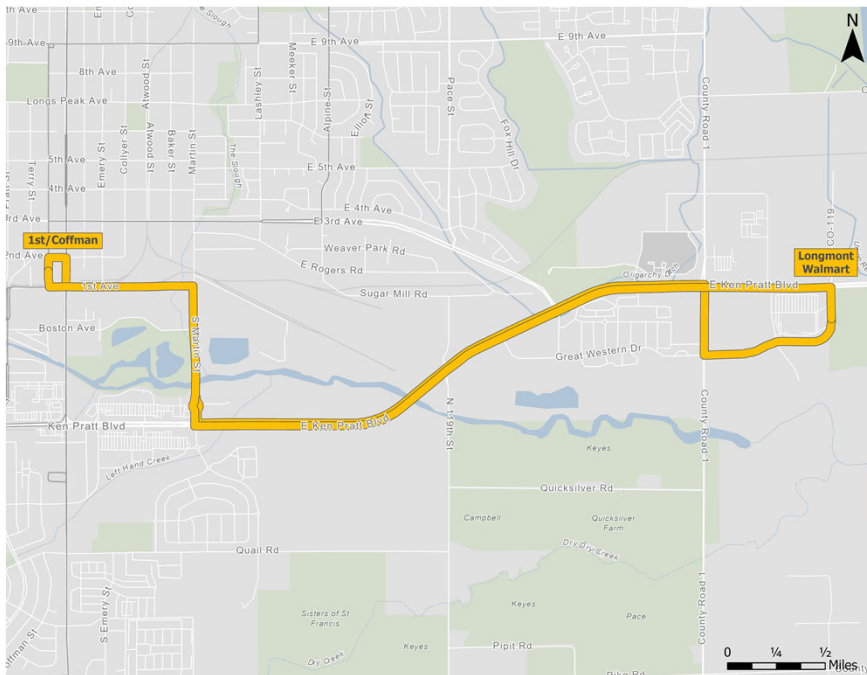
Route 327 - Lashely
 1st Ave/Lashley St/Ute Hwy
 Service Class: Community

Span of Service	Service Levels (minutes)				
	Peak	Midday	Evening	Late	
Weekdays: 6:00 am 8:00 pm	60	60	60	0	
Saturday: 8:00 am 6:00 pm	60	60	60	0	
Sunday: n/a n/a	n/a	n/a	n/a	n/a	n/a

ROUTE 328 – KEN PRATT BLVD. EAST

Community

Proposed Alignment



Core Network Connections:

- None

What is the current service?

- This route presently does not operate

What is proposed?

- This is a proposed new route that provides service between the proposed 1st and Coffman transit center and the Walmart center, located on Ken Pratt Blvd. to **improve service coverage**
- Weekday headways are 30 minutes

Proposed Service Plan

Route 328 - Ken Pratt East

12t/Coffman Ken Pratt East

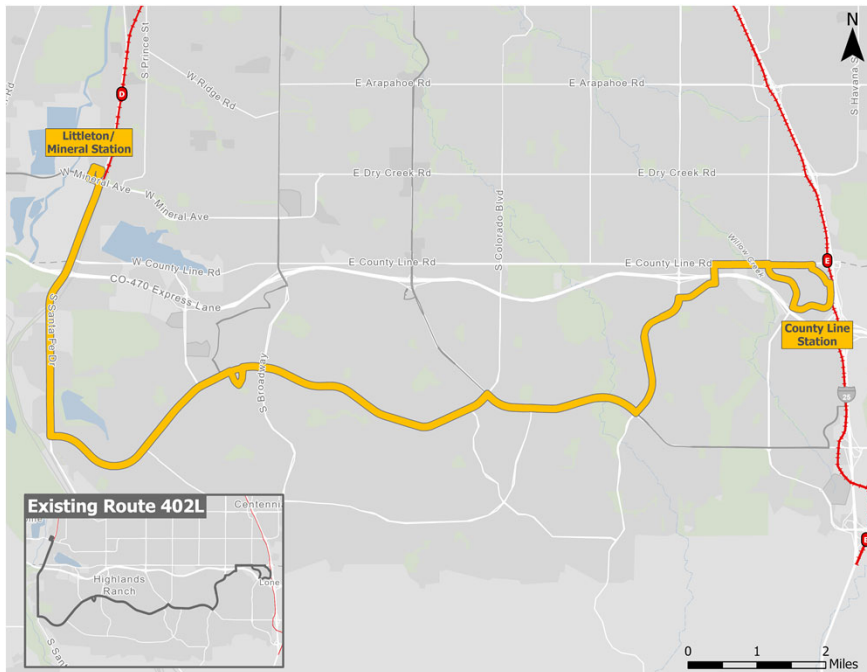
Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 10:00 pm	30	30	30	60
Saturday: 8:00 am 8:00 pm	60	60	60	60
Sunday: 8:00 am 6:00 pm	60	60	0	0

ROUTE 402L – HIGHLANDS RANCH PKWY.

Community

Proposed Alignment



Core Network Connections:

- D Line at Littleton-Mineral Station
- E Line at County Line Station

What is the current service?

- Route 402L operates limited stop between Littleton-Mineral Station and local service through Highlands Ranch to connect with the Southeast rail corridor (E and R Lines) at County Line Station
- Daily service is provided hourly

What is proposed?

- Eliminate weekend service to **size service to demand**
- No changes to the alignment or weekday service plan

Proposed Service Plan

Route 402L - Highlands Ranch Pkwy Limited

Littleton/Mineral Stn / County Line Stn via HR

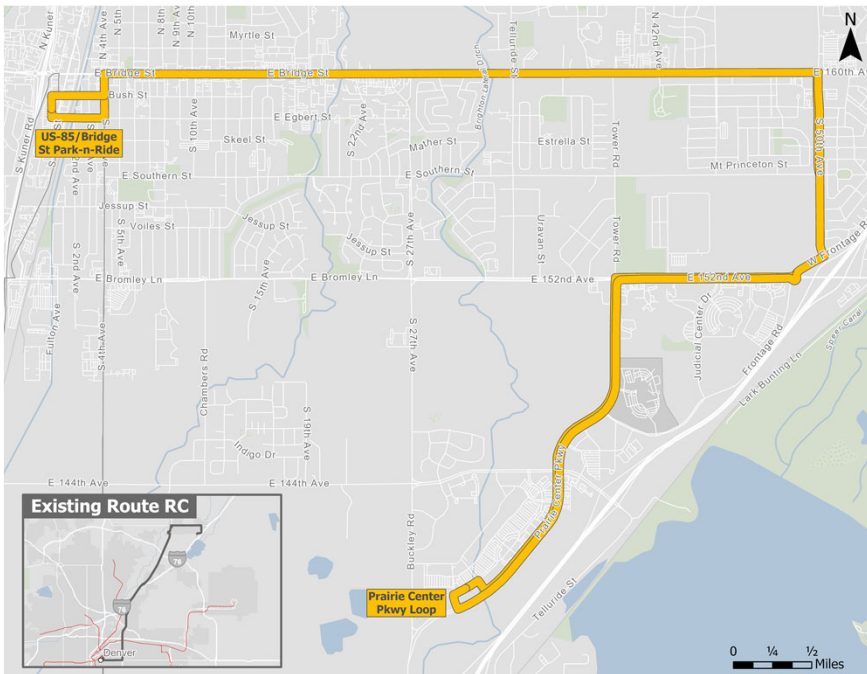
Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 10:00 pm	60	60	60	60
Saturday: n/a n/a	n/a	n/a	n/a	n/a
Sunday: n/a n/a	n/a	n/a	n/a	n/a

ROUTE 520 - BRIGHTON

Community

Proposed Alignment



Core Network Connections:

- None

What is the current service?

- Route 520 provides local service in Brighton, connecting to Route RX at the US 85 and Bridge St. Park-n-Ride lot
- Weekday headways are 60 minutes

What is proposed?

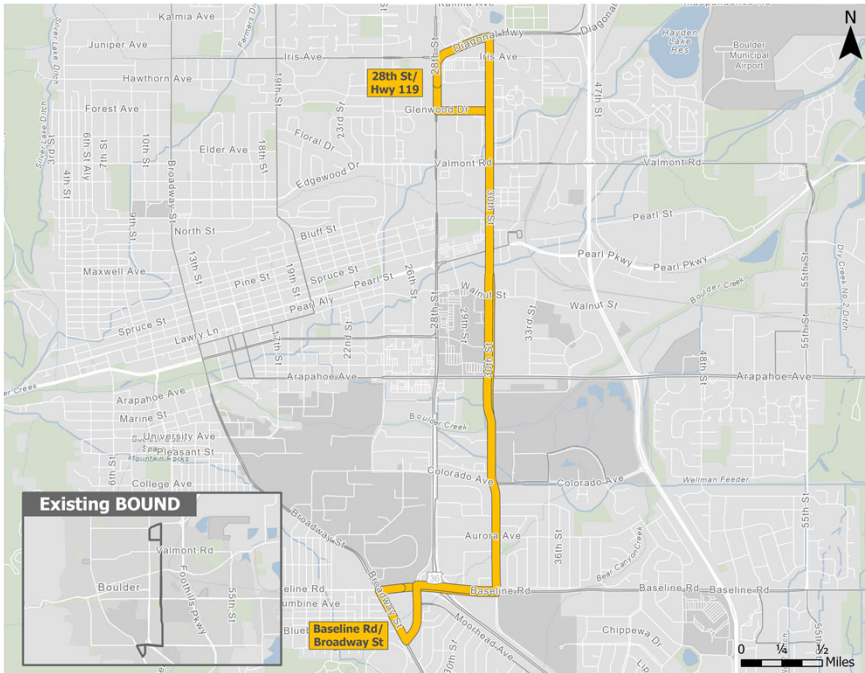
- No alignment or service frequency changes are proposed

Proposed Service Plan

Span of Service		Service Levels (minutes)			
		<i>Peak</i>	<i>Midday</i>	<i>Evening</i>	<i>Late</i>
Weekdays:	6:00 am 8:00 pm	60	60	60	0
Saturday:	6:00 am 8:00 pm	60	60	60	0
Sunday:	n/a n/a	n/a	n/a	n/a	n/a

ROUTE BOUND

Proposed Alignment



What is the current service?

- The Bound operates along 30th St. in Boulder
- Weekday headways are 15 minutes

What is proposed?

- No alignment or service frequency changes are proposed

Proposed Service Plan

Route Bound - 30th Street

Broadway-Baseline / 30th-Iris

Service Class: Community

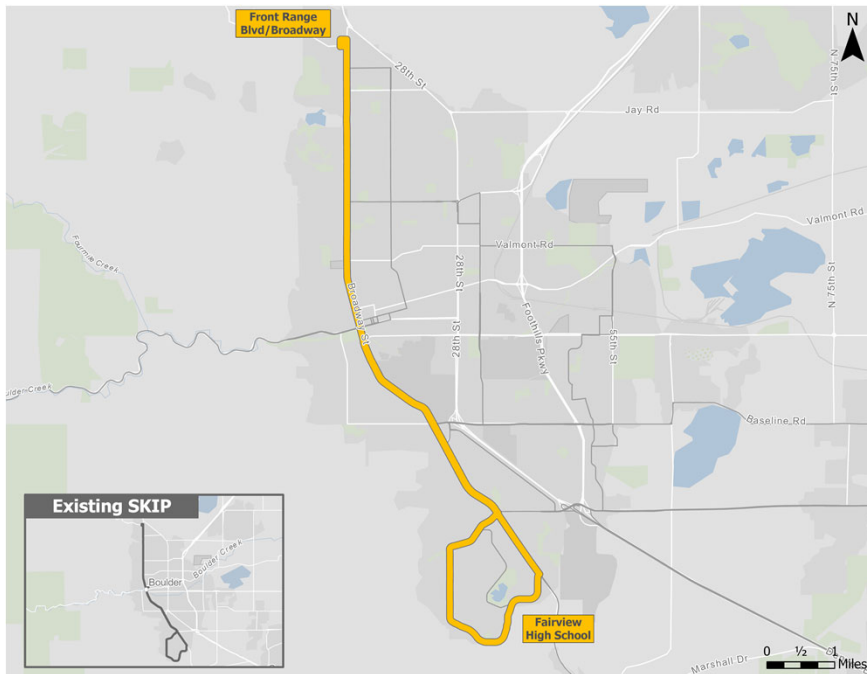
Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 12:00 am	15	15	15	30
Saturday: 6:00 am 12:00 am	30	30	30	30
Sunday: 6:00 am 12:00 am	30	30	30	30

Core Network Connections:

- DASH and Flatiron Flyer at S. Broadway St.

ROUTE SKIP

Proposed Alignment



Core Network Connections:

- DASH and Flatiron Flyer at Downtown Boulder Station

What is the current service?

- The Skip provides high frequency service along Broadway in Boulder
- Weekday headways are 5 to 10 minutes

What is proposed?

- No changes are proposed to the route alignment
- Weekday headways are 10 minutes or better

Proposed Service Plan

Route Skip - Broadway

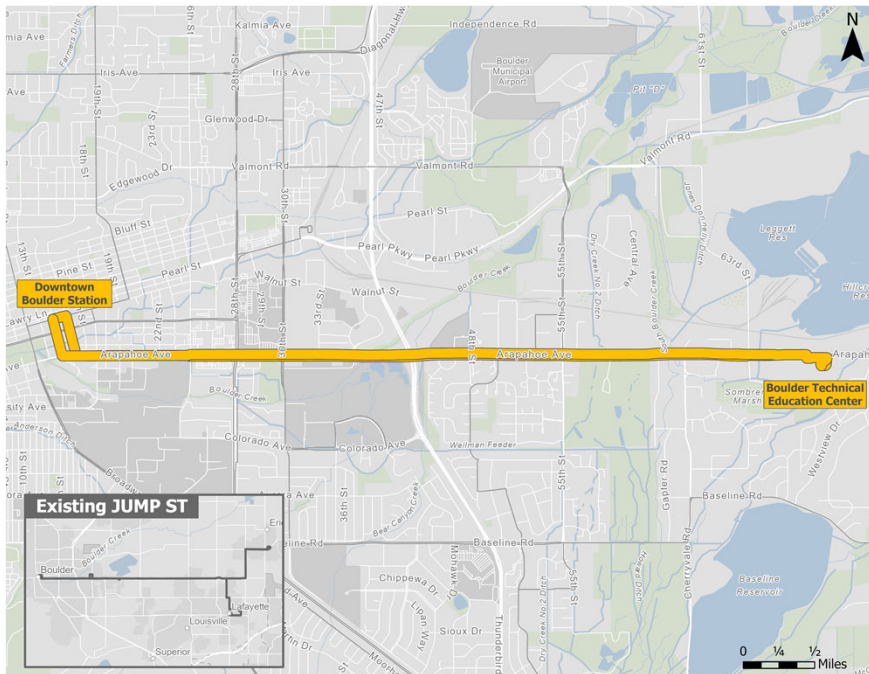
Front Range/Broadway to Fairview HS

Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:30 am - 12:00 am	7.5	10	15	15
Saturday: 6:00 am - 12:00 am	30	15	15	30
Sunday: 7:00 am - 11:00 pm	30	15	30	30

ROUTE JUMP

Proposed Alignment



Core Network Connections:

- DASH and Flatiron Flyer at Downtown Boulder Station

What is the current service?

- The Jump operates from Downtown Boulder Station to BVSD at 15-minute frequencies. In the peak periods, every other trip continues east to either Lafayette or Erie. In the midday, every 4th trip continues east to Lafayette
- Weekday headways are 15 minutes to BVSD, 30 minutes in the peak periods and 60 minutes in the midday period to Lafayette, and 30 minutes in the peak periods to Erie

What is proposed?

- In conjunction with changes to Route 225, the Jump is modified as two separate route patterns – the Jump (Community route) and Jump X (Commute route)
- The Jump (Community route) operates to BVSD at 30-minute frequencies in the peak period and 15-minute frequencies in the midday period
- The Jump X provides supplemental peak period service, resulting in a combined 15-minute peak period service frequency

Proposed Service Plan

Route Jump ST - Boulder/LaFayette via Arapahoe

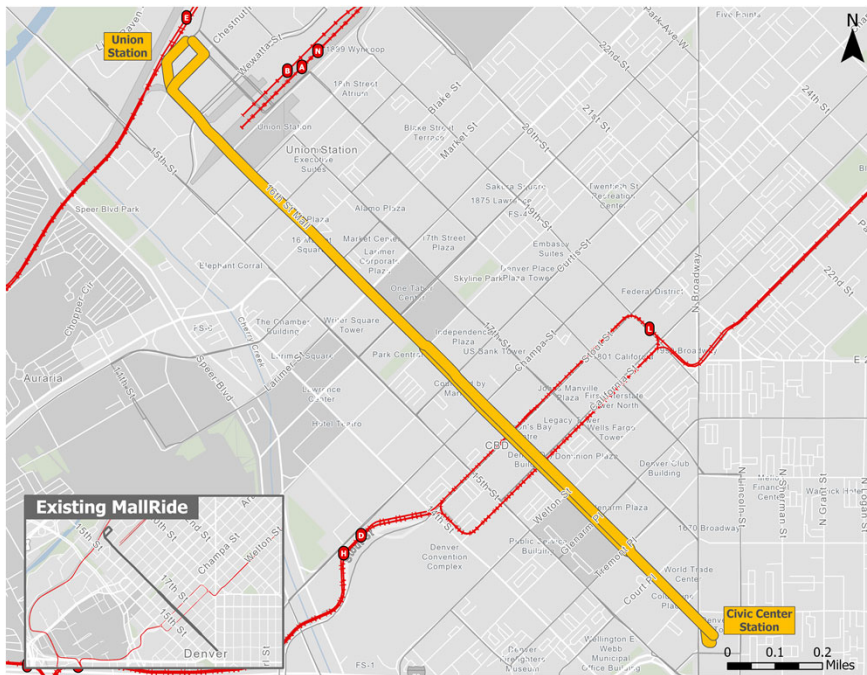
Boulder/Tech Center

Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am – 11:00 pm	30	15	30	30
Saturday: 8:00 am – 8:00 pm	30	30	30	0
Sunday: 8:00 am – 6:00 pm	30	30	0	0

FREE MALLRIDE (MALL)

Proposed Alignment



Core Network Connections:

- Core routes in Downtown Denver

What is the current service?

- The Free Mall Ride operates end to end between DUS and Civic Center on 16th St.
- This free service operates every other light cycle during peak periods, and between 3-15 minutes all other times

What is proposed?

- No changes are proposed to the route alignment
- Weekday headways are 3 minutes all day, tapering to 12-15 minutes later in the day

Proposed Service Plan

Route Mall - Free MallRide

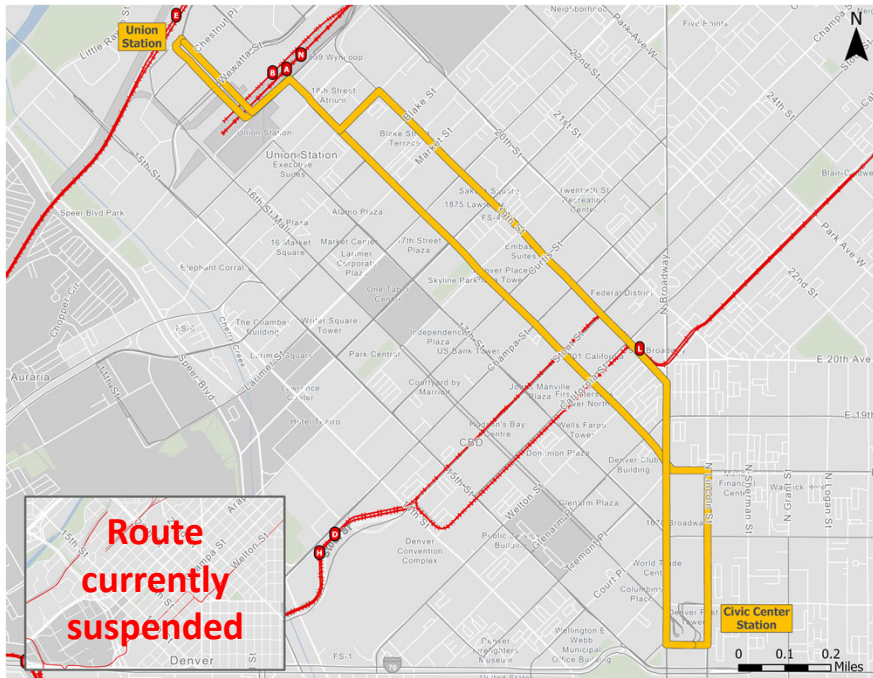
Free MallRide Civic Center/Union Station

Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 1:00 am	3	3	12	15
Saturday: 5:00 am 1:00 am	5	5	5	15
Sunday: 6:00 am 1:00 am	15	5	5	15

FREE METRO RIDE (FMR)

Proposed Alignment



Core Network Connections:

- Core routes in downtown Denver

What is the current service?

- This route is currently suspended due to the pandemic

What is proposed?

- Reinstate route to **restore service coverage**
- No changes are proposed to the previous route alignment
- Service is offered in the weekday peak period only at 5-minute headways

Proposed Service Plan

Route FMR - Free MetroRide

Free MetroRide Union Stn/Civic Center

Service Class: Community

Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 6:00 pm	5	0	0	0
Saturday: n/a n/a	n/a	n/a	n/a	n/a
Sunday: n/a n/a	n/a	n/a	n/a	n/a

MOBILITY-ON-DEMAND DRAFT RECOMMENDATIONS

Potential New / Expanded FlexRide or MOD Service Areas

MOD Zone	Primary Core Connection Pts.	Service Need
West Highlands Ranch	Littleton-Mineral Station	Helps replace routes 401 and 403, and expands connectivity to Routes 0 and 402L
SE Littleton	Littleton-Mineral , Littleton-Downtown Stations	Helps replace routes 67 and 401 and enhances existing service options in the area
West Hampden	Englewood, Oxford Stations	Restores connections for realigned route 35 and truncated route 51 while enhancing service options in the area
South Jeffco – expand and split into two zones	Littleton-Downtown Station	Helps replace Route 116x, improves coverage in area
Crown Hill	Oak Station	Restores connections with truncated Routes 20, 28 and 32, and eliminated Route 125
Golden – expand east along W. 6th	Federal Center, Red Rocks, Jeffco Gov't. Stations, Oak Station	Replaces 125 while expanding service options in the area
Smith Rd. route deviation	Central Park and 40 th /Colorado Stations	Deviation expands existing Route 37 service coverage in area
Gunbarrel	Downtown Boulder Station	Helps replace Route 205T and enhances existing service options in area
Commerce City	Commerce City/72 nd Station	No route replacement. Enhances existing service options in area
Erie/Lafayette	US 36 & McCaslin and US 36 & Flatiron Stations	Proposed new FlexRide in area to improve service connectivity options.
US 36 FlexRides	Aggregate into larger zones	No route replacement. Improves service connectivity options for area.

MOBILITY-ON-DEMAND DRAFT RECOMMENDATIONS

MOD Service Expansion Process

- Current FlexRide Rev. Hours = 75,000 (Fall 2021)
- Additional FlexRide/MOD service to be evaluated through partnerships

