

## SUMMARY OF SERVICE CHANGES – NOVEMBER 2006

### **I. SERVICE EFFICIENCIES**

#### Route 11X - E Mississippi Express

This route will be discontinued. The majority of the local collection portion of the former service will be replaced by elements of proposed Routes 130, 133 and 139 connecting to the H-Line SE Light Rail service at Nine Mile Station.

#### Route 17X - E Mexico Express

This route will be discontinued. Portions of the local collection section of the former service will be replaced by elements of Routes 130, 131 and 133 connecting to H-Line SE Light Rail service at Nine Mile Station.

#### Route 23X - E Iliff/Seven Hills Express

This route will be discontinued. Portions of the local collection portion of the former service will be replaced by elements of Routes 131 and 133 connecting to H-Line SE Light Rail service at Nine Mile Station.

#### Route 25X DTC/Inverness Express

This route will be discontinued. It is replaced by a combination of the SE Light Rail service and the Inverness call-n-Rides.

#### Route 26X - I-25/Lone Tree Express

This route will be discontinued. This service will be replaced by SE LRT and service provided on the Route 465 (formerly Rte 473).

#### Route 35X - E Yale/Heather Gardens Express

This route will be discontinued. Portions of the local collection segment of the route will be replaced by service on the Route 130, which will connect to the SE LRT at Nine Mile Station and by elements of Routes 27 and 35.

#### Route 39X - E Mansfield Express

This route will be discontinued. The majority of its route will be replaced by the Route 139 and a connection to the SE LRT H-Line via Nine Mile Station.

#### Route 46L - Glendale Ltd

This route will be discontinued. Its service will be replaced in part by Route 46 (with a connection to SE LRT at Colorado Station) and Route 79 (with connections to SE LRT at both Louisiana-Pearl and University of Denver Stations).

#### Route 52 - W 52 Avenue/South Pearl

The southern end of this route will be terminated at the Alameda LRT station. The discontinued section of the existing route from Alameda LRT Station to the new University of Denver LRT Station will be replaced on weekdays and Saturdays with the new Route 79 and partially by Route 12.

Route 63X –Martin/DTC/Nine Mile Express

This service will be truncated to operate between Mineral Station and Lockheed Martin only and the afternoon eastbound trips from Lockheed Martin will be reduced by 1 trip. Current ridership levels on the cancelled segment are far below RTD's board adopted performance standards. This change eliminates the most underutilized portion of the Route 63X. Alternative service will still be available via several different methods, including LRT Route H to Broadway/I-25 and then LRT Routes C or D to Mineral Station and a connection to Route 63X.

Route 78X - Cherry Knowles Express

This route will be discontinued. Portions of the service will be replaced by connection to the SE LRT via service on the Route 77 and the Dry Creek call-n-Ride.

Route 83L - Cherry Creek/Parker Limited

This route will be truncated at Nine Mile Station. The segments that are currently aligned along Reservoir Road, Hampden and Quincy Avenues will be replaced by station based feeder service on Routes 133 and 139.

Route 85X - S Quebec Express

This route will be discontinued. The I-25 segment of the Route 85X will be replaced by SE LRT. The majority of the Local collection segments of the service will be replaced by Routes 402L, Route 465 (formerly Rte 473) and the Dry Creek call-n-Ride.

Route 89X - Southmoor/Yosemite Express

This route will be discontinued. The majority of the local segments of this route will be replaced by services on Routes 27, 65 and 73. It should be noted that a significant portion of the Route 89X in the Southmoor area will not be replaced by new service. Ridership on this particular segment of the route falls below the RTD performance standard. As an alternative, the expanded park-n-Ride facility at the Southmoor Station will provide direct access to SE LRT service.

Route 90X – Meadowood

This route will be discontinued. Portions of this service will be replaced by a connection to the SE LRT H-Line from all-day feeder Routes 130 and 133 via Nine Mile LRT station.

Route 91X -Pheasant Run Express

This route will be discontinued. The majority of this route will be replaced by a connection to the SE LRT H-Line from all-day feeder Routes 135 and 139 via Nine Mile LRT station.

Route 121 - Peoria Crosstown

This route will be truncated at Ulster/Tufts station. Service alternatives for the cancelled segment will be available via connection to Route 727.

Route 169 - Buckley Crosstown

This route will be discontinued. Portions of the Route 169 will be replaced in part by Routes 130, 133, 135 and 139.

Route 470Ltd – Dad Clark Limited

Schedule adjustments and the removal of 2 non-productive, reverse peak direction trips.

BEE – Bee-Line

This route will be discontinued. Service on the Bee Line will be replaced by existing Route 40 and service on Routes 46 and 79.

The Link

This route will be discontinued. The service will be replaced by service on Routes 105, 727 and 465.

Route P - Parker/Franktown

This route will be discontinued. It will be replaced with a connection to the SE LRT E and F Lines via new Route 410 and 410Ltd from Franktown to Lincoln LRT station.

Route T - Boulder/Greenwood Plaza

This route will be discontinued. Service alternatives can be found in US 36 Corridor services (Routes B and BX) connecting to SE LRT at Denver Union Station. Local distribution on former Route T in the Denver Tech Center will be replaced by the Routes 105, 727 and the Orchard call-n-Ride.

Route U - Pine Junction

Truncate SE portion of the route at Belleview Station (after serving Ulster & Tufts) and reduce to 3 am & 3 pm trips.

Route W - Wagon Rd/DTC/Meridian

This route will be discontinued. Service alternatives can be found in connecting services offered via Route 120X to the SE LRT E – Line from Wagon Road and Thornton park-n-Rides to the Denver Union Station Light Rail – Bus connections) with distribution in Meridian Business Park offered on the Meridian call-n-Ride.

**II. MIXED SERVICE EFFICIENCIES/SERVICE ENHANCEMENTS**

Route 6 – East 6<sup>th</sup> Avenue/North Pecos

Route 6 will have its eastern terminal changed from Alameda/Blackhawk to the new Centrepoint & Sable Transfer Center. Eastbound operation will be via Abilene to Alameda to Sable to Centrepoint to the transfer center. Westbound operation will be the reverse. [Detour routing to be used in case the transfer center has not yet

opened: eastbound via Abilene to Alameda Avenue to Alameda Drive to Centrepoint Drive to temporary transfer stop nearside of Sable Boulevard; westbound via Centrepoint Drive to Sable Boulevard to Alameda Avenue and regular route.]

#### Route 6X - Cold Spring

This service will be truncated to operate between Cold Spring park-n-Ride and I-25/Broadway Station only. The southern portion of this route will be replaced by the SE Corridor Light Rail and connecting services provided by the North Inverness call-n-Ride. Four a.m. and four p.m. reverse-peak trips will be added. This introduces Express access to the Cold Spring park-n-Ride (with connections to service for the Federal Center) from Southeast and Southwest communities.

#### Route 11 - Mississippi Crosstown

Reroute to the new Centrepoint & Sable Transfer Center at Centrepoint and Sable eastbound via Mississippi to Abilene to Exposition to Sable to Centrepoint to the transfer center. Westbound would be the reverse. [Detour routing to be used in case the transfer center has not yet opened: eastbound via Mississippi to Abilene to Exposition to Centrepoint Drive to temporary transfer stop on Centrepoint nearside of Sable.] Also, reroute to serve the Louisiana-Pearl Station.

#### Route 12 -South Downing

Reroute to serve Louisiana-Pearl Station via new deviation using Iowa Avenue to Pearl Street to Louisiana Avenue back to Downing Street.

#### Route 15Ltd – East Colfax Limited

Route 15Ltd will have its eastern terminal changed from Exposition Avenue to the new Centrepoint & Sable Transfer Center. Eastbound operation will be Sable to Centrepoint to the transfer center. Westbound operation will be the reverse. [Detour routing to be used in case the transfer center has not yet opened: eastbound via Sable to Exposition to Centrepoint Drive to temporary terminal nearside of Sable Boulevard; westbound from terminal via Centrepoint to Sable.]

#### Route 21 - Evans Crosstown

Reroute to serve Colorado Station via turns onto Colorado Center Drive from Evans Avenue and Colorado Boulevard. Add additional trips during the peak periods to accommodate new LRT passengers. On the east side, eliminate the Exposition/Abilene/Alameda loop and operate via Sable Boulevard to Centrepoint Drive to the Centrepoint & Sable Transfer Center. [Detour routing to be used in case the transfer center has not yet opened: eastbound via Sable to Exposition to Centrepoint Drive to temporary stop on Centrepoint nearside of Sable.]

#### Route 24 -University Crosstown

Reroute to serve University of Denver Station via deviation off of University Boulevard to Buchtel Boulevard and into the University of Denver Station loop.

Route 24X – University ExpressRoute 24L – University Limited

Route 24X will be discontinued and its heaviest trips replaced by the Route 24 Limited, which will terminate at University of Denver Station instead of going downtown.

Route 27 - Yale Crosstown

The alignment of the Route 27 will change to serve Yale Station using a turn onto Yale Circle East at Yale Station (just west of I-25). In addition, the route will be extended from Ulster-Tufts to the Belleview LRT Station.

Route 40 - Colorado Blvd Crosstown

This service will be rerouted to serve Colorado Station from Colorado Boulevard to Evans to Colorado Center Drive (station access) to Colorado Boulevard to regular routing. Additionally, the D (Dahlia) branch will be discontinued and replaced by the Route 46.

Route 56 - S Holly Crosstown

The Route 56 will be extended to Yale Station from Holly Street-Yale via Yale Avenue to Yale Station Loop. This eliminates the segment west of Holly on Yale Avenue to the University Hills turnaround. Service alternatives are available on the Route 27-Yale Avenue Crosstown.

Route 66 - Arapahoe Crosstown

Weekday service extended to Parker via Jordan Road will be discontinued and selected trips will be extended instead eastward to both Grandview and Cherokee Trails High Schools via Arapahoe Road. Saturday service will be extended on an hourly frequency from Arapahoe Station to Arapahoe Crossing. In addition, Sunday/holiday service will be extended from Southglenn Mall eastward to serve the new Arapahoe Station.

Route 77 - Dry Creek Crosstown

These changes reroute this service onto Clinton Street east of I-25 to Geddes Avenue, to Fulton Street, to Easter Avenue, to Havana Street, to Caley Avenue, to terminal at Village Center Station at Arapahoe. Additionally, the route will be changed to turn onto Chester Street to Panorama Circle in the eastbound and westbound directions to provide better access to the DryCreek Station. Alternatives to service currently on Yosemite Street can be found in the routing of the Route 465 (formerly Route 473). This route will operate peak periods only – albeit with a wider span of service than at present.

Route 79L - Cherry Creek/Dayton LimitedRoute 79 – East Florida

The Route 79L will be discontinued and replaced by Route 79. The new Route 79 will operate on its full route weekdays and Saturdays and will have a 15 to 30 minute weekday peak frequency and a 60 minute base frequency. The weekday span of service will be from approximately 5:00 a.m. to 9:00 p.m. It will start at

Nine Mile and then operate via Parker Road to Dartmouth Avenue to Havana Street to Yale Avenue and then over the 79Ltd's previous routing to Quebec and then Quebec to Leetsdale to Oneida to Mississippi to Monaco to Florida to Steele Street – St. Paul Street to Buchtel Boulevard to the University of Denver Station. Then it will operate westbound via Buchtel Boulevard to Downing Street to Louisiana Avenue to Buchtel Boulevard and then over the current Route 52 routing to Alameda LRT Station where it will terminate (eastbound routing from Alameda LRT Station will follow current Route 52's routing to Washington Street and then it will operate via Buchtel Boulevard to University of Denver Station and then regular route). On Saturdays, the frequency will be 60 minutes from approximately 6:30 a.m. to 8:00 p.m.

#### Route 105 - Havana Crosstown

This change slightly reroutes the service in the Greenwood Plaza/Orchard Place areas by moving the alignment to operate via Greenwood Plaza Boulevard to Syracuse Way to Caley Avenue to South Fiddler's Green Circle to its terminal at Arapahoe LRT Station (west side of I-25). Additionally, short-turn service between Ulster-Tufts and Arapahoe Station will have elevated peak frequency of 7.5 minute frequency between Arapahoe Station and Ulster-Tufts.

#### Route 169L - Buckley/Tower/DIA Limited

Extend southward via Buckley Road to Arapahoe Road to Arapahoe Crossing. Note: This route will deviate from Buckley to serve the new Centrepont and Sable Transfer Center in May 2007.

#### Route 323 – Skyline Crosstown

Reroute via regular route to 6<sup>th</sup> Avenue, then 6<sup>th</sup> Avenue to Collyer Street to 3<sup>rd</sup> Avenue to Alpine Street and then back to regular route (i.e. service would no longer be provided on 5<sup>th</sup> Avenue between Martin Street and Alpine Street). This change enhances service for the Salud Clinic and the OUR Hospitality Center on 3<sup>rd</sup> Avenue.

#### Route 402Ltd – Highlands Ranch Parkway Limited

This route will be deviated into the County Line park-n-Ride to provide access (via pedestrian bridge) to the County Line Station until the Park Meadows access to County Line Station is constructed.

#### Route 403 - Wildcat Reserve/Lone Tree

This change reroutes service to the Lincoln Station (Park Meadows Drive north of Lincoln) and truncates service at that location. Service to Meridian Business Park (Havana – Lincoln) will be provided by the Meridian call-n-Ride.

#### Route 426 – Ranch Rider

##### Highlands Ranch East call-n-Ride

At the request of the Highlands Ranch community, the RTD evaluated the existing fixed route network within Highlands Ranch for a possible replacement(s) by call-n-Ride(s). One viable candidate, Route 426, was identified. This route has a low

productivity (8.3 boardings per in-service hour) and a high subsidy per boarding and covers an area that would more appropriately be served via call-n-Ride. Accordingly, the Route 426 will be discontinued and replaced via the new Highlands Ranch East call-n-Ride. The call-n-Ride will operate Monday-Friday 5:30 a.m. – 8:00 p.m., Saturday 9:00 a.m. – 6:00 p.m. The base coverage area will be C-470 to the north, the greenbelt west of Quebec Street for the east boundary, the west boundary will be the greenbelt west of University-Venneford Ranch Road and the southern boundary will cover all of Highlands Ranch west of the greenbelt inside the RTD boundary.

#### Route 473/465 - South Yosemite

This change re-designates Route 473 to 465. The 465 will be re-routed to serve Dry Creek Station via new turn on Panorama Circle. Additionally, a re-route to serve Lincoln station via a turn into the station bus turn around loop will also be implemented. This change also increases peak frequency to 15 min between Ulster/Tufts and Arapahoe at Village City Center. Through service between Sky Ridge Medical Center and Ulster/Tufts will be every 30 minutes weekdays and Saturdays and every 60 minutes on Sundays.

## **II. SERVICE ENHANCEMENTS**

#### Route 3 – Alameda Crosstown

Route 3 will have its eastern terminal changed from Alameda/Blackhawk to the new Centrepoint & Sable Transfer Center. Eastbound operation will be via Alameda to Sable to Centrepoint to the new transfer center. Westbound operation from the transfer center will be via Centrepoint to Sable to Alameda. [Detour routing to be used in case the transfer center has not yet opened: eastbound via Alameda Avenue to Alameda Drive to Centrepoint Drive to temporary terminal nearside of Sable Boulevard; westbound from terminal via Centrepoint to Sable to Alameda.]

#### Route 3Ltd – East Alameda Limited

Route 3Ltd will deviate from Alameda Avenue to serve the new Centrepoint & Sable Transfer Center. Eastbound operation will be Alameda to Sable to Centrepoint to the transfer center and then Centrepoint to Alameda Drive to Alameda Avenue. Westbound operation will be the reverse. [Detour routing to be used in case the transfer center has not yet opened: eastbound via Alameda Avenue to Alameda Drive to Centrepoint Drive to temporary transfer stop nearside of Sable, then Sable to Alameda Avenue and regular route; westbound via Alameda Avenue to Alameda Drive to Centrepoint to Sable to Alameda Avenue and regular route.] Also, trip and schedule adjustments.

#### Route 46 – Cherry/Dahlia

This is a new local service from the Cherry Creek Shopping District area to Ulster-Tufts (Denver Tech Center Transfer Center) via Colorado Station. Using the former Bee-Line alignment from 3rd-Josephine Street the routing will extend along 1st Avenue to Steele Street to Ellsworth Avenue to Adams Street to Bayaud Avenue to

Cherry Creek Drive North to Virginia Avenue to Cherry Street to Arizona Avenue to Birch Street to Mexico Avenue to Bellaire Street to Jewel Avenue to Dahlia Street to Evans Avenue to Colorado Center Parkway (Colorado Station) to Colorado Boulevard to Iliff Avenue to Dahlia Street to Happy Canyon Road to Monaco Street to Union Avenue and Union Avenue bridge (Bellevue Station) to Ulster Tufts terminal (DTC Transfer Station). Service will be offered weekdays from approximately 5:30 a.m.-8:00 p.m. Saturdays and Sundays from 8:00 a.m. till 6:00 p.m. Weekday peak period service will offer a 15 minute service frequency while base period and weekend service will be operated on a half-hour frequency.

Route 86X – Westminster Center Express

Additional trip, will depart Market Street Station at 4:04 p.m.

Route 120 – 120<sup>th</sup> Avenue/Brighton

Reroute via new 120<sup>th</sup> Avenue extension between Quebec Street and Brighton Road, off of Riverdale Road and 124<sup>th</sup> Avenue. Will save approximately 4 minutes in each direction.

Route 122X – Wagon Road/Civic Center Express

Schedule adjustments and additional morning (2) and afternoon (3) trips to accommodate increased passenger loads.

Route 130 - Yale/Buckley

This new route creates a local service between Nine Mile Station and the Centrepoint & Sable Transfer Center. The alignment extends from Nine Mile Station along Peoria Street to Yale Avenue to Buckley Road to Mississippi Avenue to Sable Boulevard to Centrepoint Drive and into the Sable and Alameda Bus Transfer Center. The majority of trips will also serve the Community College of Aurora from the transfer center, via Centrepoint to Alameda Drive to Alameda Avenue/Parkway to Airport Boulevard to Centretech Parkway to the college (this replaces service previously provided by Route 169). Service will be offered weekdays and Saturdays from approximately 4:00 a.m. till 10:00 p.m. and from approximately 6:00 a.m. till 9:30 p.m. on Sundays. Weekday frequency will be 15 minute peak and a 30 minute base service. Saturday and Sunday service will be hourly. [Detour routing to be used in case the transfer center has not yet opened: northbound via Sable to Exposition to Centrepoint Drive to temporary terminal nearside of Sable Boulevard; southbound from terminal via Centrepoint to Sable.]

Route 131 - Iliff

This new route creates a new peak period local service between Nine Mile Station and Jewel-Dunkirk (near the current loop on the Route 17X). The alignment extends from Nine Mile Station via Peoria Street to Iliff Avenue to Quintero Street to Evans Avenue to Tower Road to Iliff Avenue to Dunkirk Street to Flanders Way to Jewel Avenue. Service will be offered every 30 minutes peak periods from approximately 5:30 a.m. - 9:30 a.m. and 3:30 p.m. - 7:00 p.m. (This service replaces portions of the former Route 17X East Mexico Express between along Iliff Avenue).

#### Route 133 - Hampden/Tower

This new route creates a weekday local service between Nine Mile Station and the Aurora City Center. The alignment extends from Nine Mile Station along Parker Road to Hampden Avenue to Ceylon Street/Way to Amherst Avenue to Tower Road to Louisiana Avenue to Uravan Street to Kentucky Avenue to Buckley Road to Alameda Parkway to Alameda Drive to Centrepoint Drive and into the Centrepoint & Sable Transfer Center. [Note: Detour routing to be used in case the transfer center has not yet opened: northbound via regular route to a temporary transfer stop on Centrepoint nearside of Sable; southbound via Centrepoint to Sable to Alameda Avenue/Parkway to regular route.] Service will be offered on a 30 minute frequency weekdays from approximately 6:00 a.m. till 6:00 p.m. and hourly from 6:00 p.m. till 10:00 p.m. (This service replaces portions of the former Route 11X – East Mississippi Express along Mississippi Avenue and the Route 169 – Buckley Crosstown along portions of Hampden Avenue, Uravan Street and Kentucky Avenue and the Route 83Ltd along Hampden Avenue.)

#### Route 135 - Smoky Hill Rd

This new route creates an all-day local service between Nine Mile Station and the new Southlands Mall shopping area. The alignment extends from Nine Mile Station along Parker Road to Quincy Avenue to Smoky Hill Road to Main Street (Southland Mall Entrance) to loop road to Aurora Parkway. Service will be offered weekdays and Saturdays from approximately 5:30 a.m. till 10:00 p.m. and from 6:00 a.m. till 10:00 p.m. Sundays. The service will be operated weekdays on a 30 minute peak and 60 minute base period frequency. Hourly service will be offered on Saturday and Sunday. (This service replaces portions of the former Route 91X Pheasant Run Express aligned along Quincy Avenue and Smoky Hill Road).

#### Route 139 - Quincy

This new route creates an all-day local service between Nine Mile Station and the new Smoky Hill Road park-n-Ride (Smoky Hill Road-Picadilly Road). The alignment extends from Nine Mile Station along Parker Road to Quincy Avenue to Buckley Road to Mansfield Avenue to Reservoir Road to Chenango Drive to Picadilly Road into the park-n-Ride bus turn around loop. It should be noted that the park-n-Ride loop turn around is contingent upon the design and construction of the loop separate from the park-n-Ride facility. Additionally, the park-n-Ride has yet to be designed and accepted by the municipal agencies governing the area. Service will be offered weekdays from approximately 5:30 a.m. till 10:00 p.m., and from approximately 6:00 a.m. till 7:00 p.m. Saturday and Sundays. The service will be operated weekdays on a 30 minute peak and 60 minute base period frequency. Hourly service will be offered on Saturday and Sunday. (This service replaces portions of the former Route 39X East Mansfield Express aligned along Quincy Avenue and Smoky Hill Road and portions of the Route 83Ltd south of Hampden Avenue.)

Route 153 – Chambers Crosstown

Route 153 will deviate from Sable Boulevard to serve the new Centrepoint & Sable Transfer Center. Northbound operation will be via regular route to Alameda Parkway/Avenue to Alameda Drive to Centrepoint Drive to the transfer center and then to Centrepoint to Alameda Drive to Alameda Avenue/Parkway to Chambers Road and regular route. Southbound routing will be the reverse. [Detour routing to be used in case the transfer center has not yet opened: the transfer center will be replaced by a temporary stop westbound on Centrepoint & nearside of Sable. The return to Chambers from this stop will be via Centrepoint to Sable to Alameda Avenue/Parkway to Chambers and regular route.

Route 324 – Main Street Crosstown

Extend from Main/23<sup>rd</sup> to WalMart at Main/Highway 66.

Route 401 – Ranches Crosstown

The Route 401 Burntwood loop would change its current travel sequence so that it would travel to the Highlands Ranch Town Center before and after the Burntwood loop. The new routing would provide access to recently built urban-style housing.

Route 410 – Franktown/Pinery/ParkerRoute 410Ltd - Franktown/Pinery/Parker

This change creates a new local service and Limited service aimed at replacing the Route P – Franktown/Parker/Denver Regional service, through a connection to SE LRT at Lincoln Station (north of Lincoln Avenue off Park Meadows Drive). This service will be operated Monday through Friday with the local operating from approximately 5:30 a.m. to 8:00 p.m. from the Pinery park-n-Ride to/from Lincoln Station during the peaks and from Franktown to Lincoln Station during the base. The Limited will operate peak periods only and go between Franktown and Lincoln Station. Each route will have a 30 minute service frequency during the peak periods, so the combined service frequency at the Pinery, Parker and Stonegate park-n-Rides will be 15 minutes. A 60 minute base frequency will be offered between Franktown and Lincoln Station.

Route 727 - DTC Blvd

This addition creates a new fixed route station based service operating between Belleview and Arapahoe Stations along an alignment that approximates the current Route 121 and LINK service on DTC Boulevard. This service will be operated on a 10 minute peak and 30 minute off-peak service frequency from 5:30 a.m. till 6:00 p.m. Monday through Friday.

Arapahoe call-n-Ride

This addition creates a new call-n-Ride service intended to serve Arapahoe Station via a service area bounded by Yosemite Street to the west, Havana Street to the east, Arapahoe Road to the south and approximately Union Avenue/Cherry Creek State Park to the north. Service will be available from 5:30 a.m. to 8:00 p.m. Monday through Friday.

Broomfield call-n-Ride

It is proposed to extend the Broomfield call-n-Ride to serve the new Broomfield Events Center as a point deviation.

Dry Creek call-n-Ride

This addition creates a new call-n-Ride service intended to serve Dry Creek Station via a service area bounded by Quebec Street (Westside) to the west, I-25 to the east, Arapahoe Road to the north and County Line Road on the south. An extended area option during the base period will expand the service area to the west as far as Holly Street Avenue and to C-470 on the south. This service will be operated on a 30 minute peak and 30 minute off peak service frequency. Service will be available from 5:30 a.m. to 8:00 p.m. Monday through Friday.

Lone Tree call-n-Ride

The current call-n-Ride, weekdays and Saturdays, will be extended from Quebec Street to the greenbelt west of Quebec Street. This extension will help in the development and implementation of the Highlands Ranch call-n-Ride.

Meridian call-n-Ride

This addition creates a new call-n-Ride service intended to serve the Meridian Business Park via the Lincoln Station bridge touch-down at CH2MHILL parking lot east of I-25. The call-n-Ride service area will be bounded to the south by Lincoln Avenue, to the north by Lansing Circle, to the west by I-25 and to the east by Peoria street. This service will be operated on a 15 minute peak and 30 minute off peak service frequency. Service will be available from 5:30 a.m. to 8:00 p.m. Monday through Friday.

North Inverness call-n-Ride

This addition creates a new call-n-Ride service intended to serve Dry Creek Station via a service area east of I-25 bounded by Arapahoe Road to the north, I-25 to the west and County Line to the south. It should be noted the area north of Geddes Avenue to Arapahoe Road is served during off-peak hours only. Peak period service in this area is provided by the Route 77 – Dry Creek Crosstown. Additionally, during off-peak hours vehicles are shared between the North and South Inverness call-n-Rides. This service will be operated on a 10 minute peak and 30 minute off peak service frequency. Service will be available from 5:30 a.m. to 8:00 p.m. Monday through Friday.

Orchard call-n-Ride

This addition creates a new call-n-Ride service intended to serve Orchard Station via a service area bounded by Holly Street to the west, I-25 to the east, Arapahoe Road to the south and Berry Avenue on the north. The Kaiser facility at Arapahoe/Holly and a small area northeast of Quebec/Berry will also be served. This service will be operated on a 15 minute peak and 30 minute off peak service frequency. Service will be available from 5:30 a.m. to 8:00 p.m. Monday through Friday.

Parker call-n-Ride

This addition creates a new call-n-Ride service intended to serve the Town of Parker via a service area covering a significant portion of the town east of Highway 83. This service will be operated on a 30 minute service frequency, Monday through Friday from 5:30 a.m. until 8:00 p.m.

South Inverness call-n-Ride

This addition creates a new call-n-Ride service intended to serve South Inverness Business Park via County Line Road Station (east of I-25 just off the South Valley Highway) The call-n-Ride service area is bounded by County Line Road to the north, I-25 to the west, Peoria to the east and Liberty Boulevard to the south. This service will be operated on a 15 minute peak and 30 minute off peak service frequency. Service will be available from 5:30 a.m. to 8:00 p.m. Monday through Friday.

**IV. NORMAL MAINTENANCE**

Route 0 – South Broadway

Schedule adjustments.

Route 0Ltd – South Broadway Limited

Schedule adjustments and some additional trips between I-25/Broadway and CCS.

Route 2 – East 1<sup>st</sup> Avenue

Schedule adjustments. Some trips will change times by up to 15 minutes.

Route 14 – West Florida

Schedule adjustments.

Route 20 – 20<sup>th</sup> Avenue

Schedule adjustments.

Route 30 – South Federal

Route 30Ltd – South Federal Limited

Route 31 – North Federal

Minor change at Downtown Post Office terminal.

Route 35 – Hampden Crosstown

Schedule adjustments.

Route 38 – 38<sup>th</sup> Avenue

Schedule adjustments. Also, route change in Stapleton wherein Syracuse (instead of Quebec) will be used to operate between 35<sup>th</sup> and Martin Luther King Boulevard.

Route 50 – Bryant Commuter  
Removal of underutilized school tripper.

Route 51 – Sheridan Crosstown  
Schedule adjustments.

Route 59 – West Bowles  
Schedule adjustments.

Route 60 – South Pierce  
Schedule adjustments.

Route 65 – Monaco Crosstown  
Schedule adjustments and some additional trips.

Route 67 – Coal Mine/Ridge Road Crosstown  
Schedule adjustments.

Route 73 – Quebec Crosstown  
Schedule adjustments and an additional trip.

Route 75 – Ken Caryl/Mineral Crosstown  
Schedule adjustments.

Route 120X – Thornton/Wagon Road Express  
Map updates.

Route 302 – Silver Creek  
Schedule adjustments.

Route AB – Boulder/DIA  
Schedule adjustments for improved on-time performance, and to better serve DIA work times.

Route B – Boulder/Denver  
Schedule adjustments, including improved reverse peak BX service (two or three trips added each way).

Route BOLT – Boulder/Longmont  
Schedule and trip adjustments.

Civic Center Station  
Some gate assignments will be changed.

Route Dash  
Schedule adjustments.

## V. LIGHT RAIL

Joining the existing Light Rail (LRT) Lines C (Mineral/Union Station) and D (Mineral/18<sup>th</sup> & California/30<sup>th</sup> & Downing) will be the new LRT Lines of the Southeast Corridor. These include Line E (Lincoln/Union Station), Line F (Lincoln/18<sup>th</sup> & California), Line G (Lincoln/Nine Mile) and Line H (Nine Mile/18<sup>th</sup> & California).

The Southeast Corridor brings an addition 19 miles of grade separated, double-track light rail into the existing RTD system, along with 13 new LRT Stations, thousands of new parking spaces, 34 new LRT cars (plus an additional 34 cars that will begin arriving in early 2008), and a variety of new bus routes, modified bus routes and new call-n-Rides designed to interface with the LRT.

The following table provides information on the overall light rail system:

### Weekday Light Rail

| Line | From      | To                           | Frequency (minutes) |      |     |    | E/L | 1-way Running Time<br>(minutes) | Approximate<br>Distance<br>(miles) |
|------|-----------|------------------------------|---------------------|------|-----|----|-----|---------------------------------|------------------------------------|
|      |           |                              | Peak                | Base | Eve |    |     |                                 |                                    |
| C    | Mineral   | Union Station                | 30                  | 30   | 30  | -- | 27  | 12.6                            |                                    |
| D    | Mineral   | 30 <sup>th</sup> /Downing    | 15                  | 15   | 15  | 30 | 38  | 13.9                            |                                    |
| D    | Mineral   | 16 <sup>th</sup> /California | 30                  | --   | --  | -- | 27  | 12.4                            |                                    |
| E    | Lincoln   | Union Station                | 30                  | 30   | 30  | 30 | 41  | 17.5                            |                                    |
| F    | Lincoln   | 16 <sup>th</sup> /California | 15                  | 15   | 15  | -- | 41  | 17.3                            |                                    |
| G    | Lincoln   | Nine Mile                    | 30                  | 30   | 30  | -- | 19  | 10.1                            |                                    |
| H    | Nine Mile | 16 <sup>th</sup> /California | 15                  | 15   | 15  | 30 | 33  | 14.5                            |                                    |

#### Notes:

1. The combination of the "D" (Mineral to 30<sup>th</sup>/Downing) and the "D" (Mineral to 16<sup>th</sup>/California) provides for the equivalent of a 10 minute peak period frequency and a 15 minute Base and Evening frequency between Mineral and 16<sup>th</sup>/California.
2. The combination of the "C" (Mineral to Union Station) and the "E" (Lincoln to Union Station) provides for a 15 minute frequency Peak/Base/Evening between I-25/Broadway and Union Station.
3. The "G" Line is planned to begin with a 30 minute frequency, but it will be scheduled so that it could be improved to a 15 minute frequency once additional Light Rail cars become available.
4. Peak = 6:00 am – 9:00 am and 3:30 pm – 6:30 pm; Base = 5:00 am – 6:00 am, 9:00 am – 3:30 pm, 6:30 pm – 7:30 pm; Evening = 7:30 pm – 11:30 pm; E/L = 4:00 am – 5:00 am, 11:30 pm – 2:00 x

**Saturday, Sunday & Holiday Light Rail**

| Line | From      | To                        | Frequency (minutes) |     |     |
|------|-----------|---------------------------|---------------------|-----|-----|
|      |           |                           | Base                | Eve | E/L |
| C    | Mineral   | Union Station             | --                  | --  | --  |
| D    | Mineral   | 30 <sup>th</sup> /Downing | 15                  | 15  | 30  |
| E    | Lincoln   | Union Station             | 15                  | 15  | 30  |
| F    | Lincoln   | 18 <sup>th</sup> /Stout   | --                  | --  | --  |
| G    | Lincoln   | Nine Mile                 | 30                  | --  | --  |
| H    | Nine Mile | 18 <sup>th</sup> Stout    | 15                  | 15  | 30  |

Notes:

1. Base = 8:30 am – 7:30 pm  
Eve = 7:30 pm – 11:30 pm  
E/L = 2:00 am – 8:30 am, 11:30 pm – 2:00 x
2. Special Event service may be operated on any of the Light Rail Lines as conditions warrant.