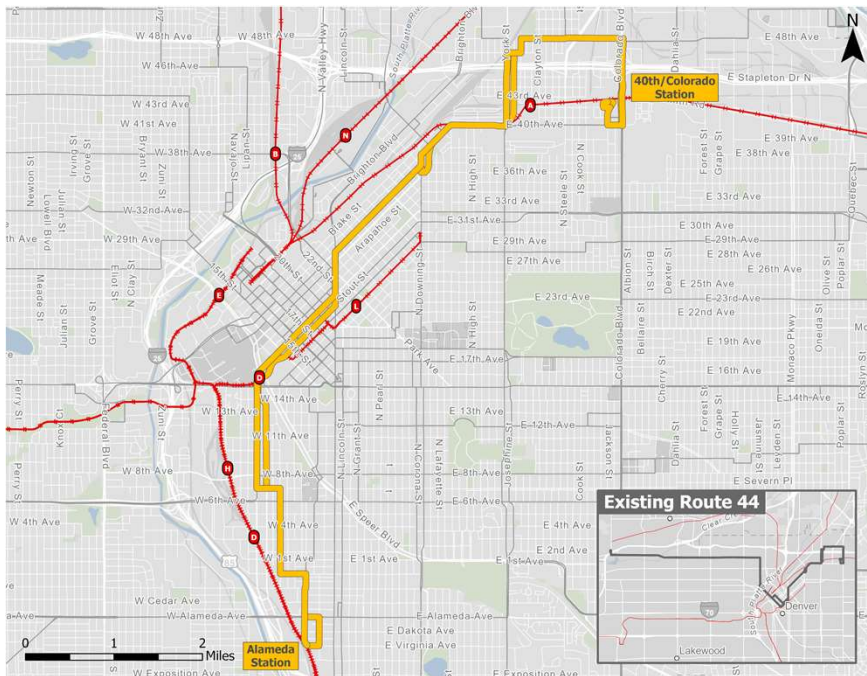


ROUTE 1E/44 – ELYRIA/SWANSEA-ALAMEDA

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

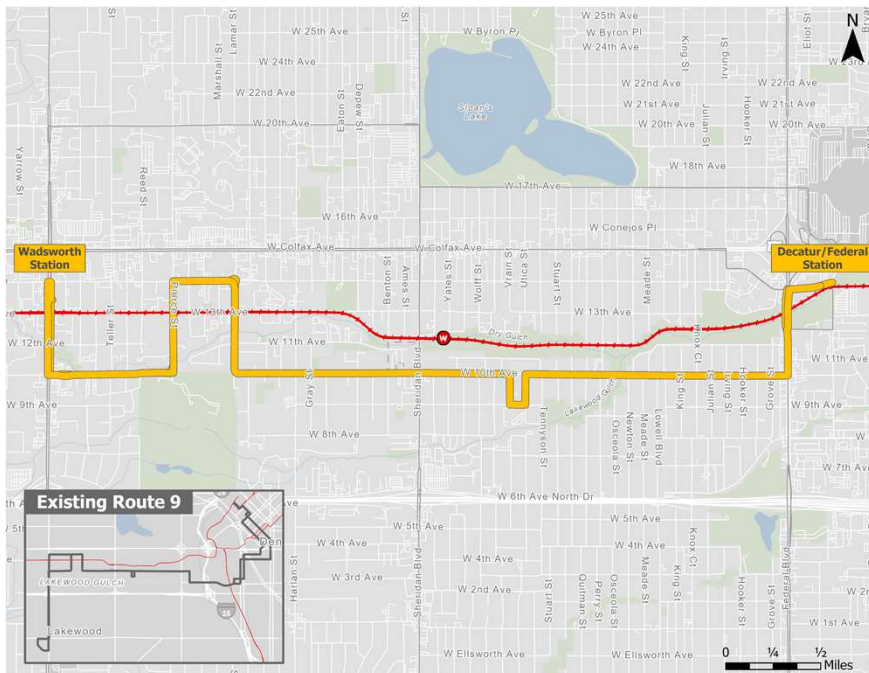
40th & Colorado Stn / Downtown / Alameda Stn

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

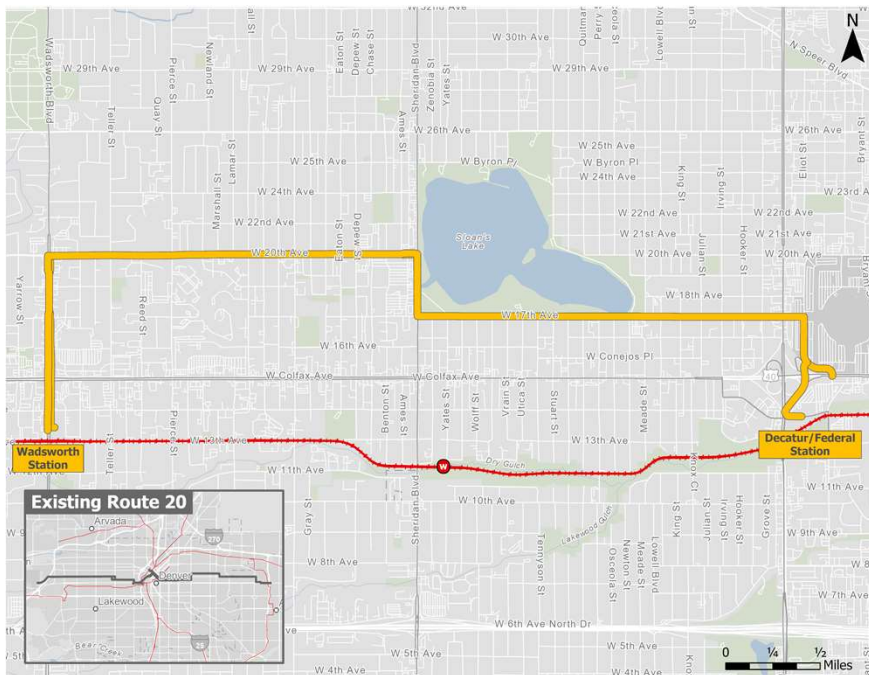
Proposed Service Plan

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

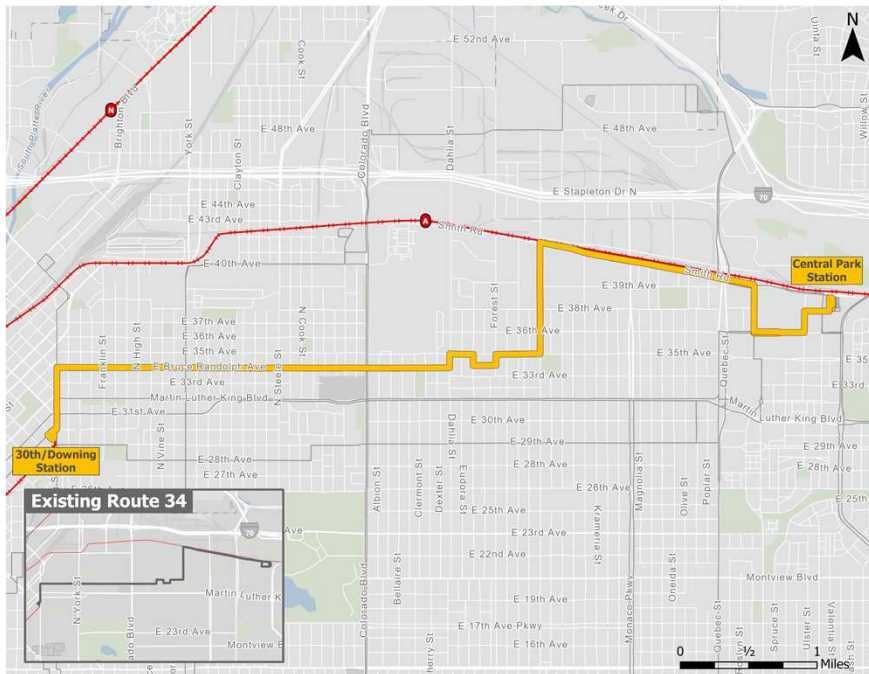
Service Class: Community

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

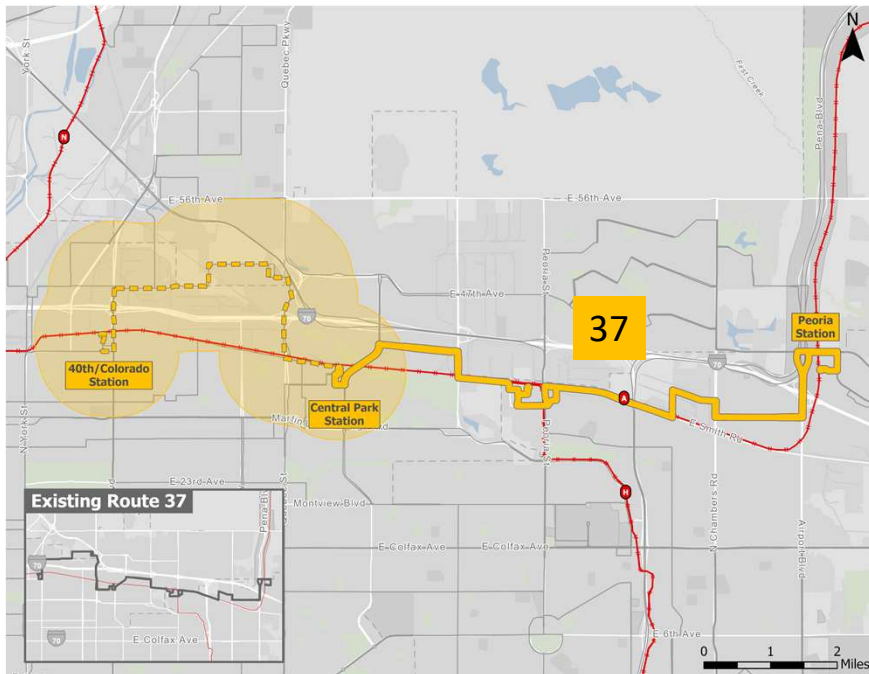
Service Class: Community

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

Community

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?

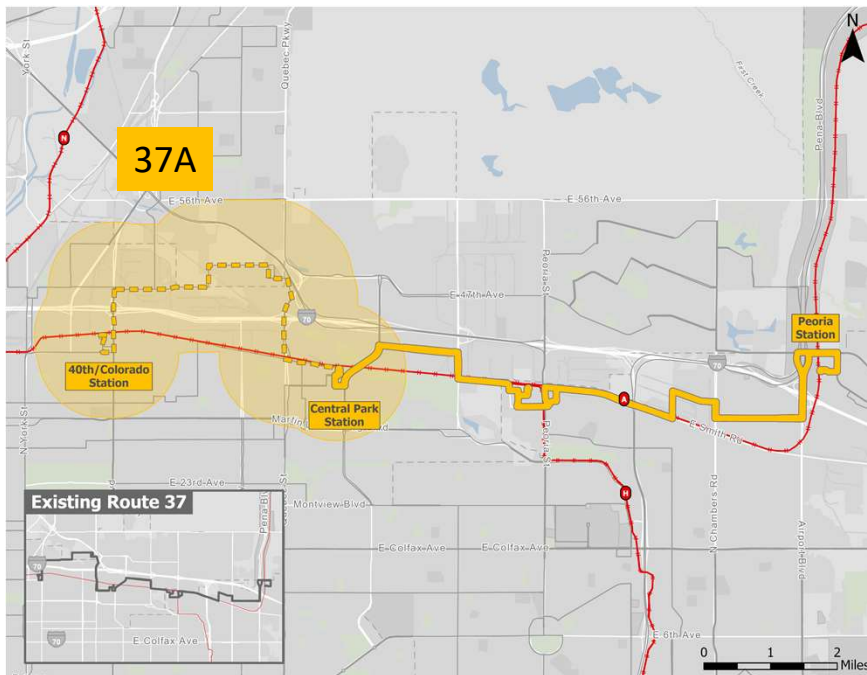
- Truncate Route 37 at Central Park Station to improve **service reliability and size service to demand**
- Route 37 will continue to operate with no other alignment changes to 40th & Airport Station
- Weekday only service would be provided every 30 minutes during peak periods and hourly during midday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

Proposed Service Plan

Route 37 - Smith Road Industrial						
Central Park Stn / Peoria Stn						
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 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

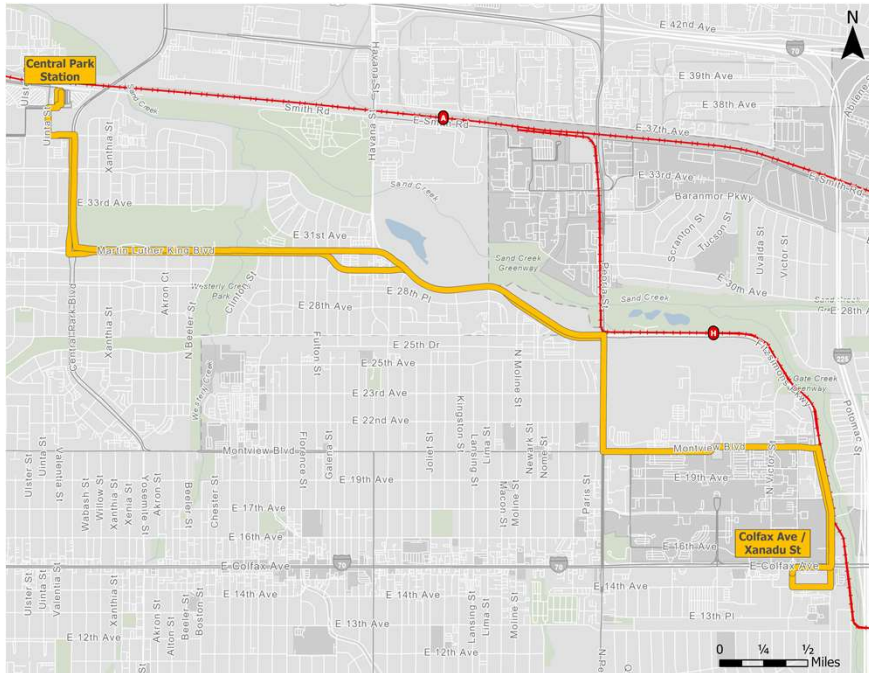
40th & CO Stn / Central Park Stn via Sand Creek Industrial

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

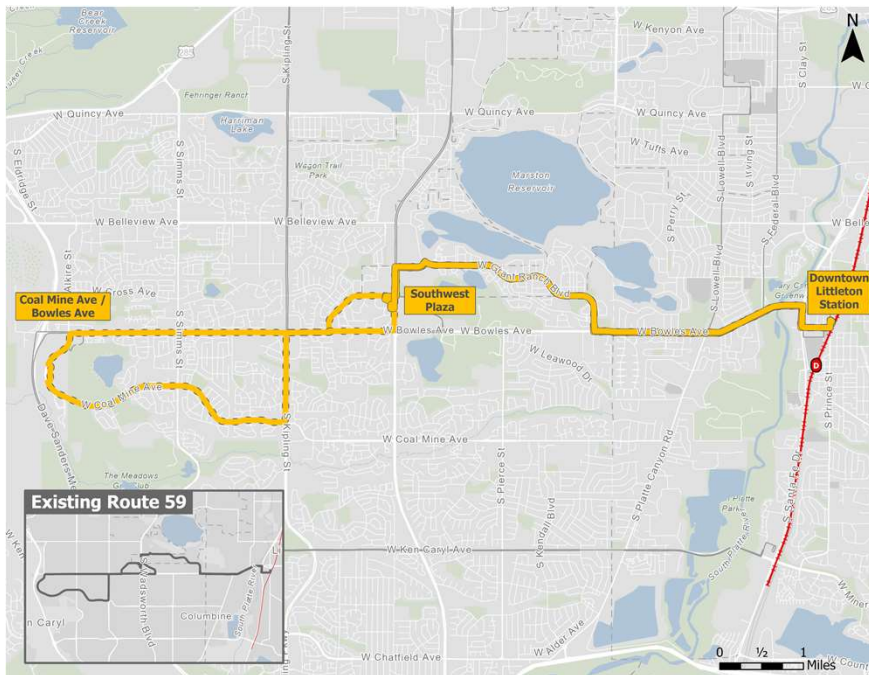
Proposed Service Plan

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

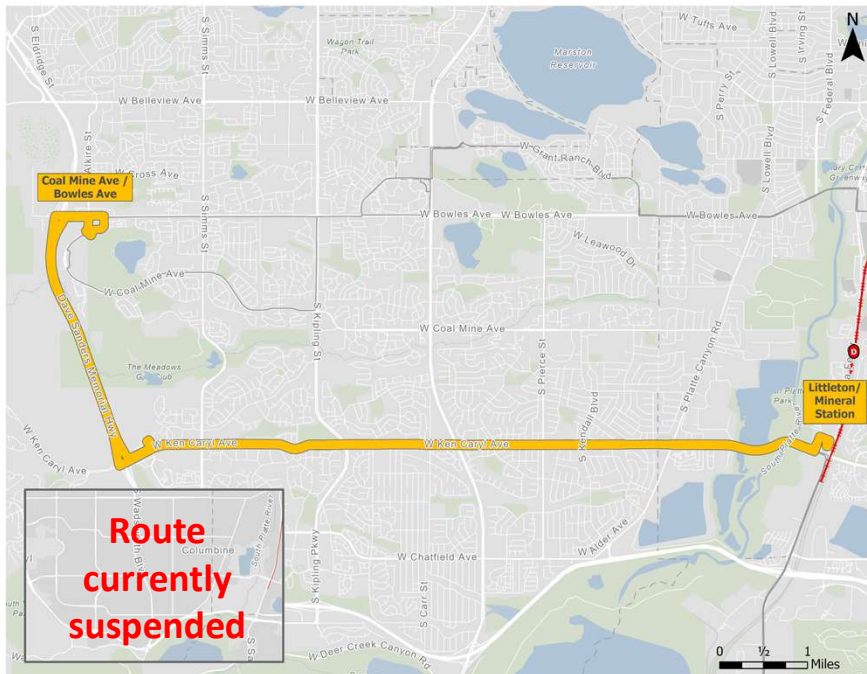
Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 5:00 am 8:00 pm	60	60	60	0
Saturday: n/a n/a	n/a	n/a	n/a	n/a
Sunday: n/a n/a	n/a	n/a	n/a	n/a

Core Network Connections:

- Route 30 and D Line at Littleton-Downtown Station

ROUTE 77 – KEN CARYL AVE.

Proposed Alignment



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

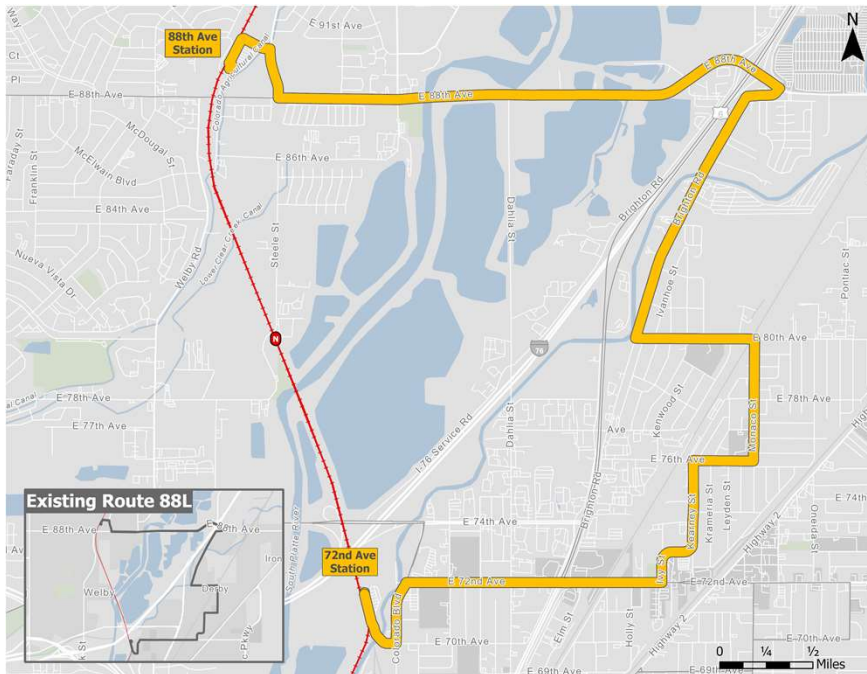
Core Network Connections:

- D Line at Littleton-Mineral Station

ROUTE 88L – THORNTON/COMMERCE CITY

Community

Proposed Alignment



Core Network Connections:

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

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.

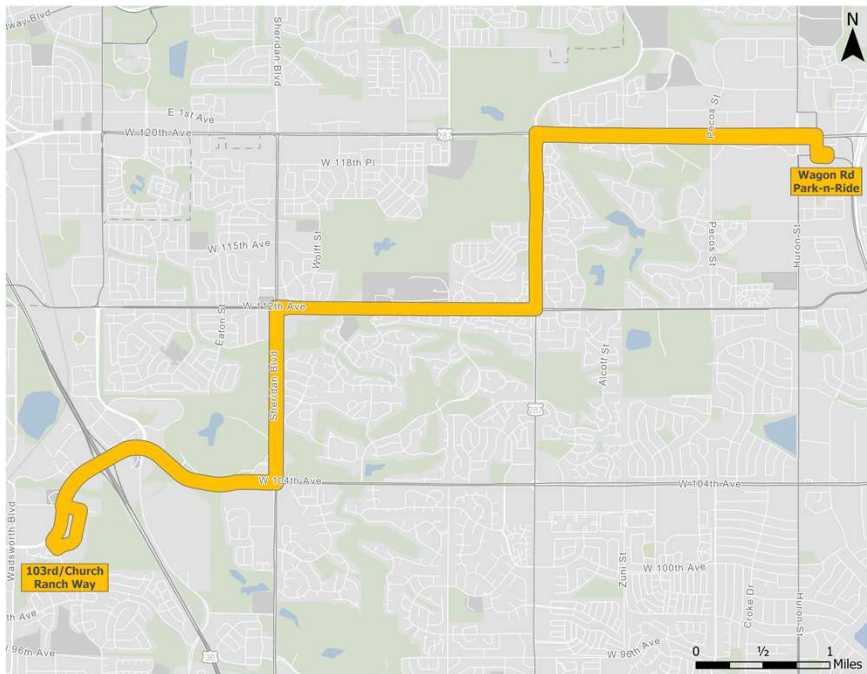
Service Class: Community

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

ROUTE 114 – CHURCH RANCH/WAGON RD.

Community

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

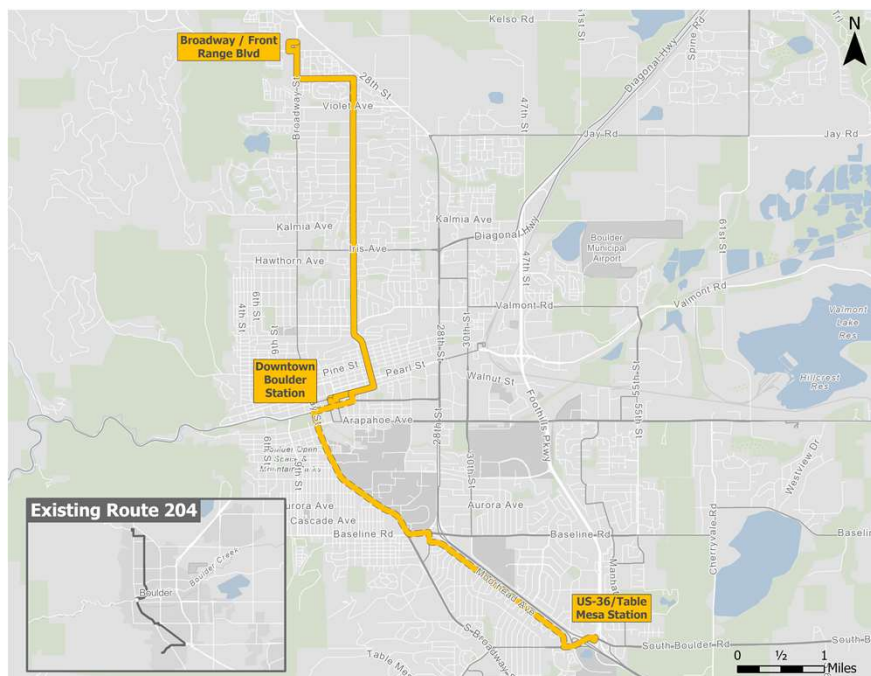
Service Class: Community

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



Core Network Connections:

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

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/ North19th

Table Mesa/Downtown Boulder/Lee Hill Dr

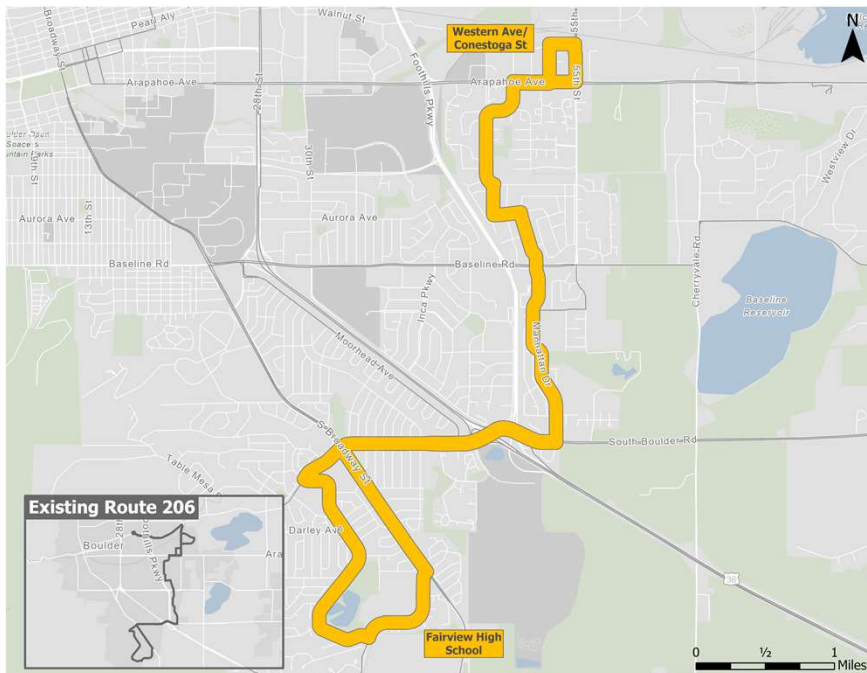
Service Class: Community

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

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

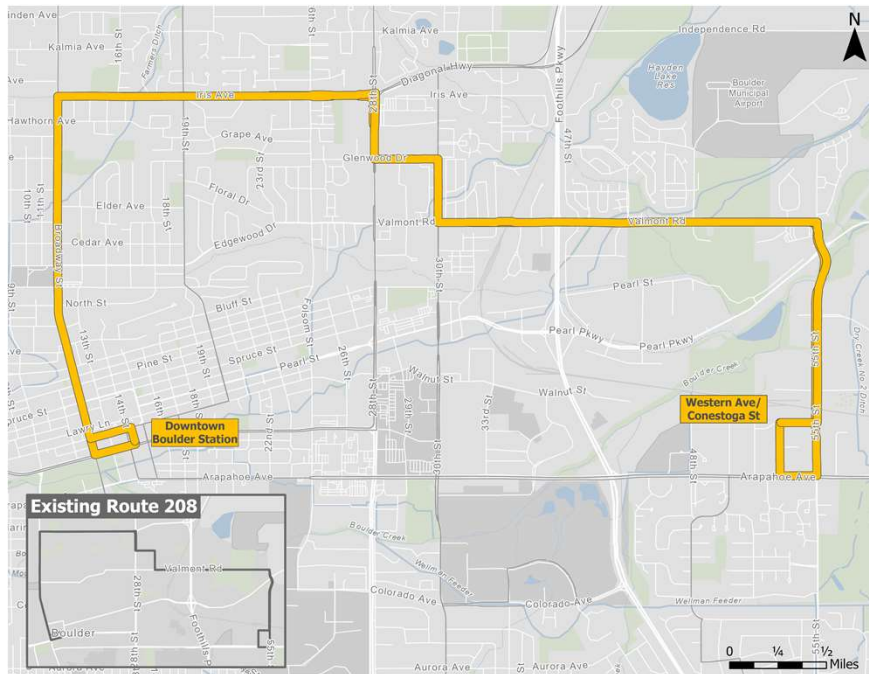
Service Class: Community

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



Core Network Connections:

- DASH and Flatiron Flyer at Downtown Boulder Station

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

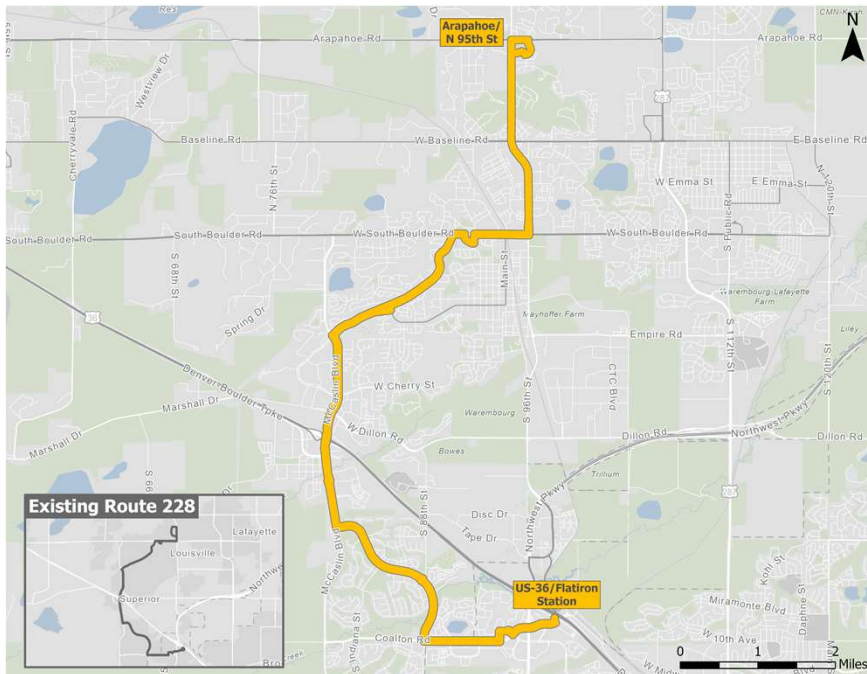
DBS/Iris/Flatiron

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

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

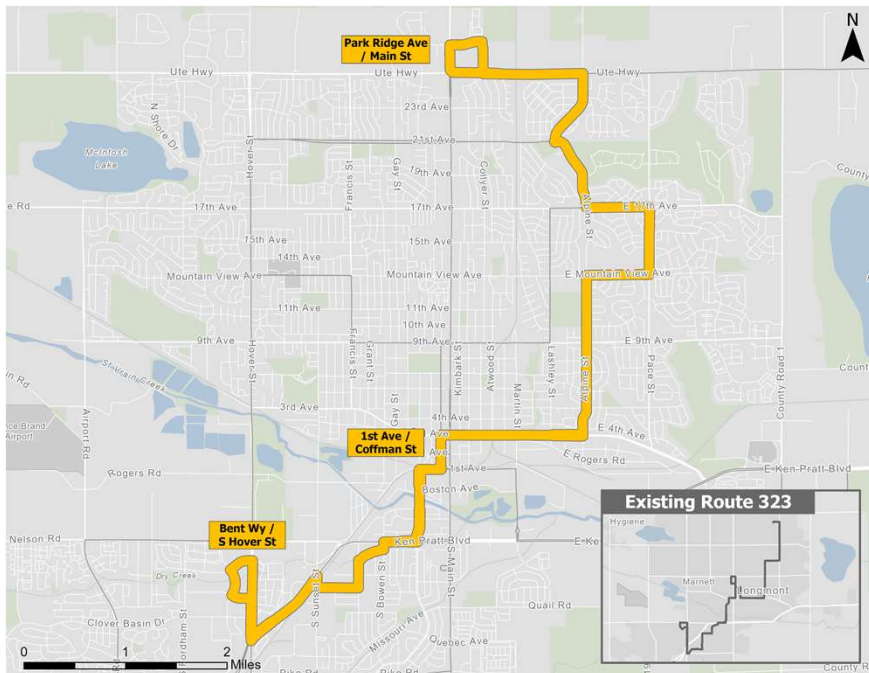
Span of Service	Service Levels (minutes)			
	Peak	Midday	Evening	Late
Weekdays: 6:00 am 8:00 pm	60	60	60	0
Saturday: 8:00 am 8:00 pm	60	60	60	0
Sunday: n/a n/a	n/a	n/a	n/a	n/a

Core Network Connections:

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

ROUTE 323 – PRATT PKWY./ALPINE ST.

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**
- This route's alignment assumes implementation of the SH 66 and Main St. Park-n-Ride lot and the 1st and Coffman transit center
- The proposed alignment also assumes installation of a traffic signal at Alpine Street and SH 66
- Weekday headways remain at 60 minutes

Proposed Service Plan

Route 323 - Pratt Pkwy / Alpine

South Pratt Pkwy / 1st / Coffman / Alpine

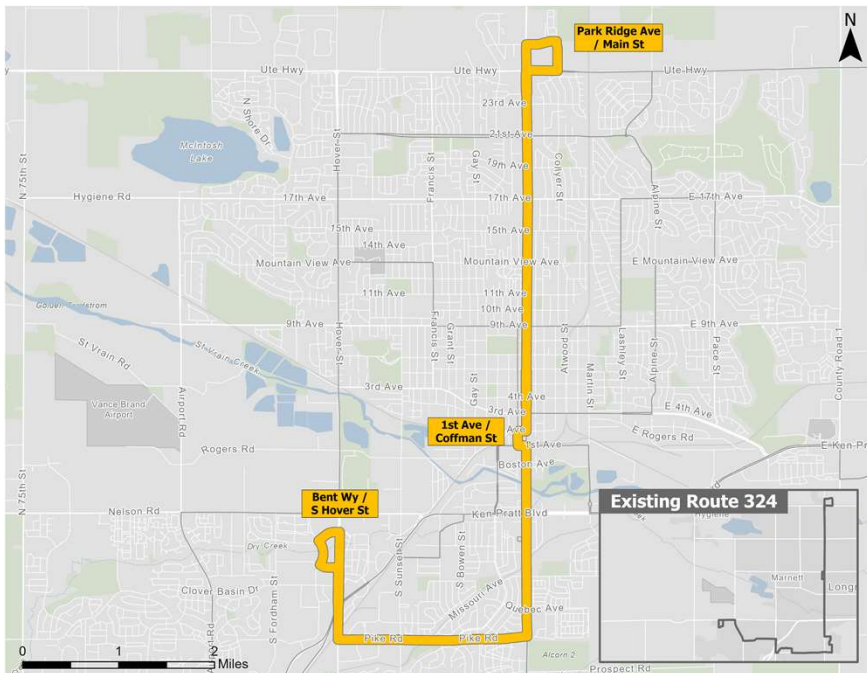
Service Class: Community

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

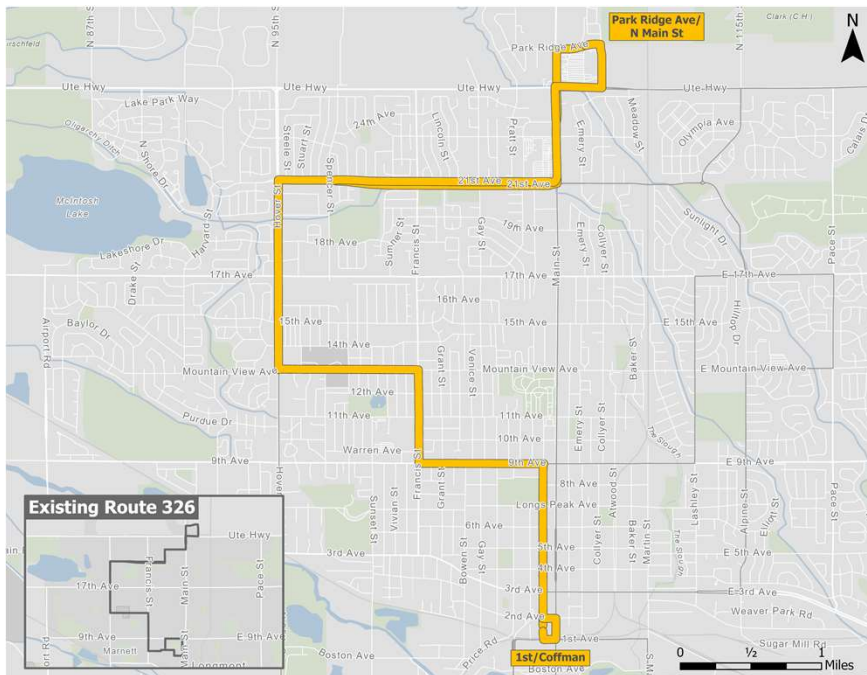
Service Class: Community

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.

Community

Proposed Alignment



Core Network Connections:

- None

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
- 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 are 60 minutes

Proposed Service Plan

Route 326 - Francis/Hover

1st Ave/Hover St/21st Ave.

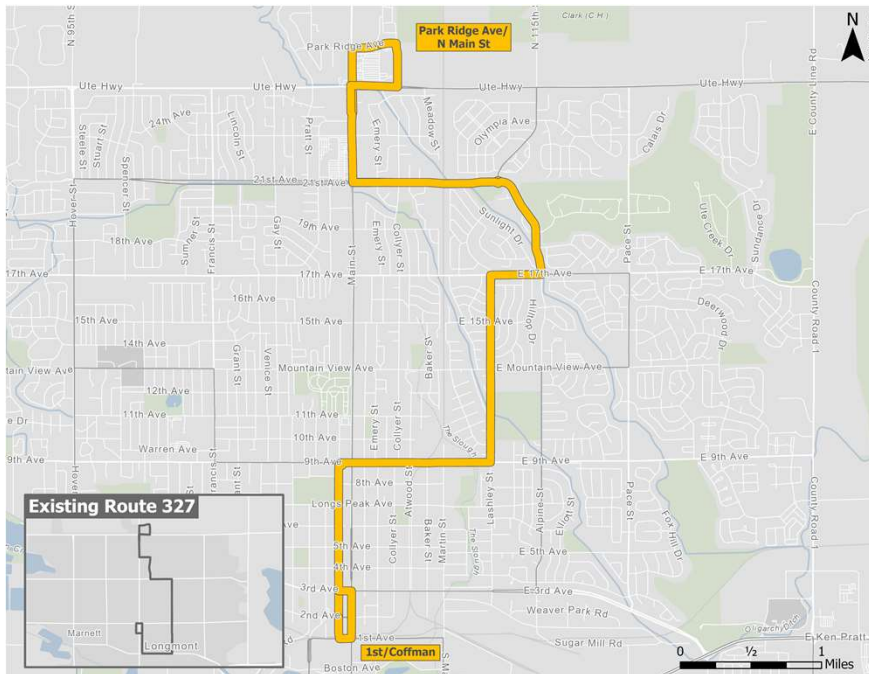
Service Class: Community

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	n/a

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**
- 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 are 60 minutes

Proposed Service Plan

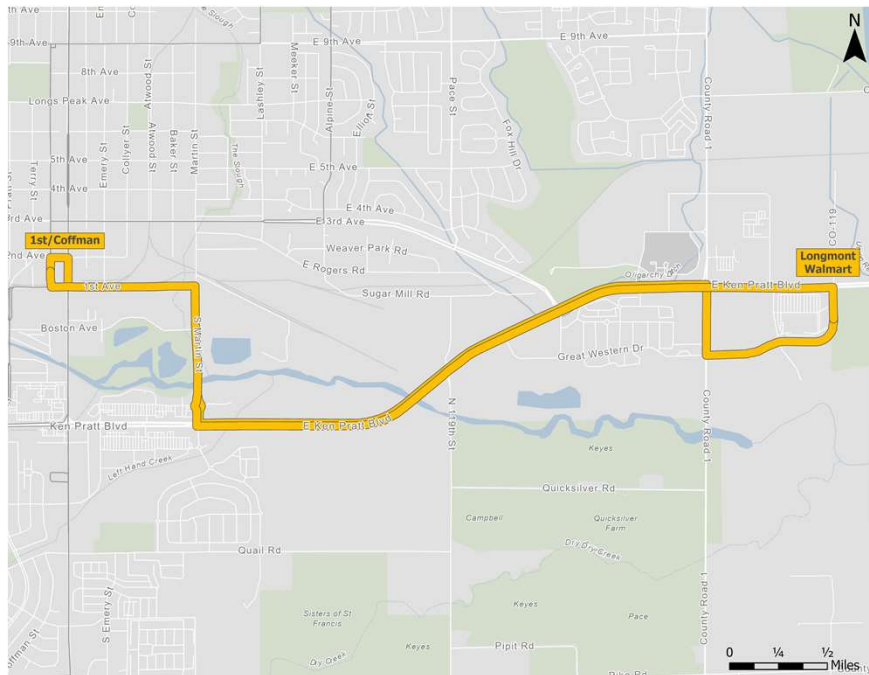
Route 327 - Lashely
 1st Ave/Lashley St/Ute Hwy
 Service Class: Community

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

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**
- This route's alignment assumes implementation of the 1st and Coffman transit center
- Weekday headways are 30 minutes

Proposed Service Plan

Route 328 - Ken Pratt East

12t/Coffman Ken Pratt East

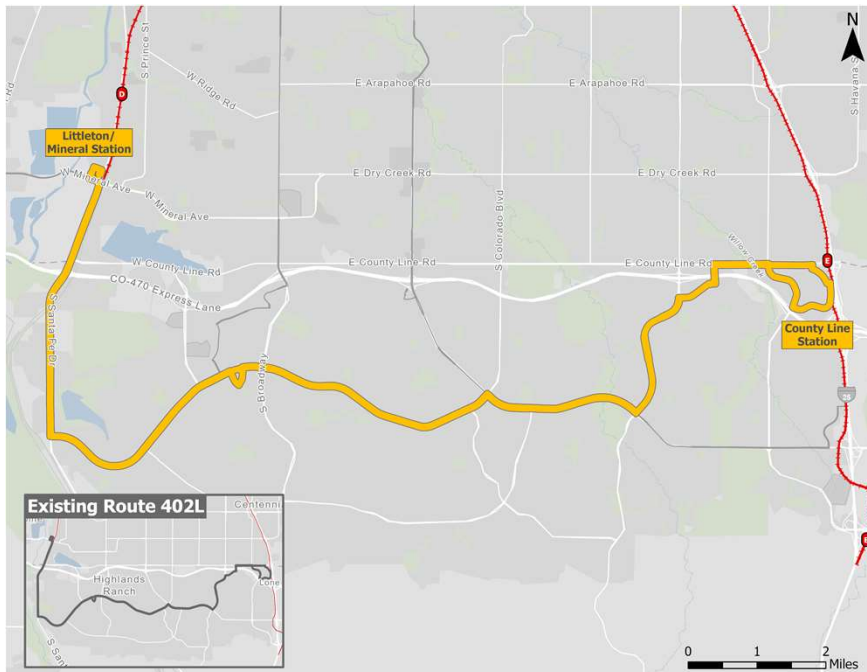
Service Class: Community

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
- Weekday and weekend service is provided hourly

What is proposed?

- No changes to the alignment
- Weekend span of service is modified to operate from 8 am to 8 pm to **size service to demand**

Proposed Service Plan

Route 402L - Highlands Ranch Pkwy Limited

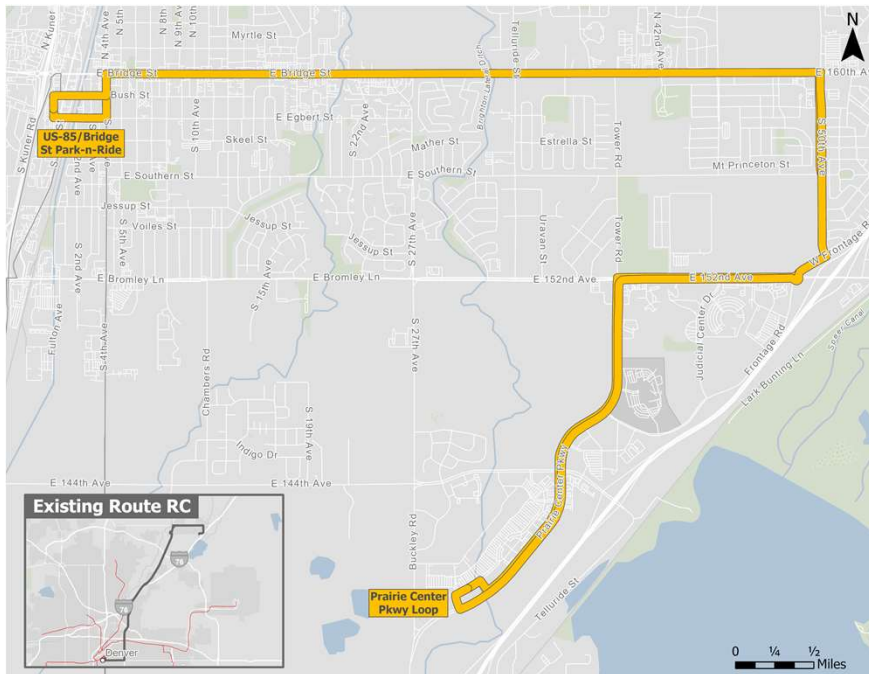
Littleton/Mineral Stn / County Line Stn via HR

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: 8:00 am 8:00 pm	60	60	60	0
Sunday: 8:00 am 8:00 pm	60	60	60	0

ROUTE 520 - BRIGHTON

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?

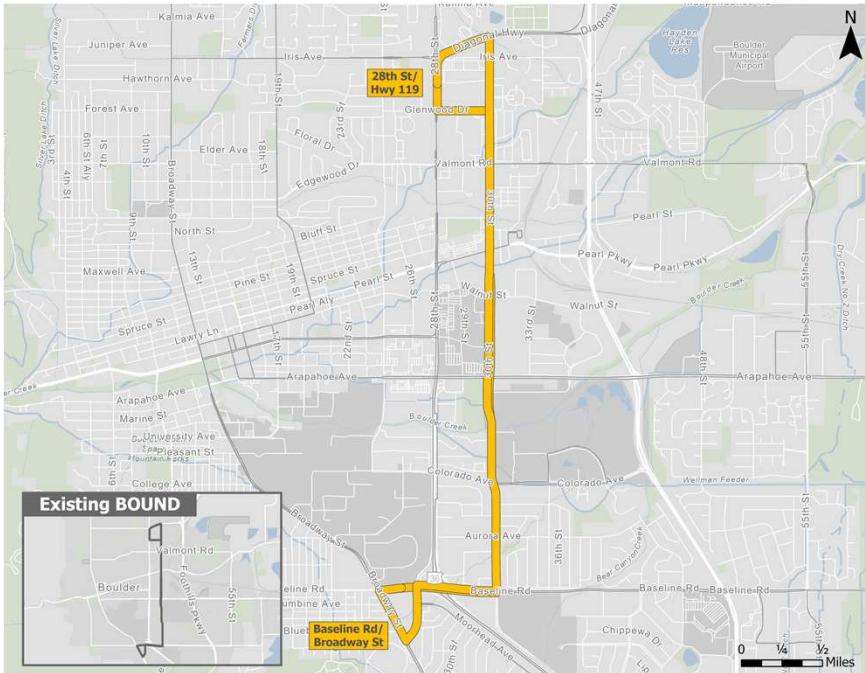
- No alignment or service frequency changes are proposed

Proposed Service Plan

Span of Service		Service Levels (minutes)			
		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:	n/a - n/a	n/a	n/a	n/a	n/a

ROUTE BOUND

Proposed Alignment



Core Network Connections:

- DASH and Flatiron Flyer at S. Broadway St.

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

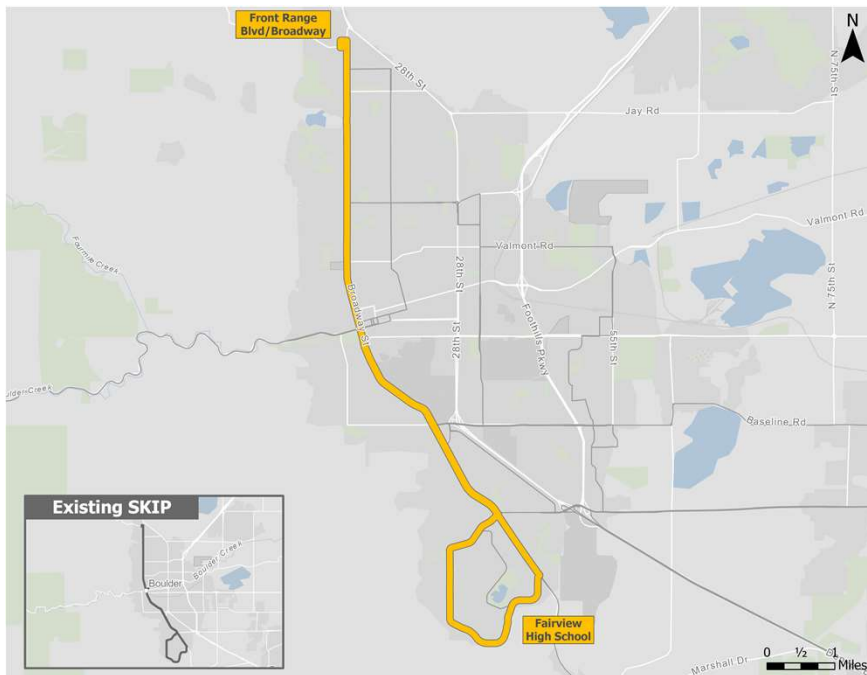
Broadway-Baseline / 30th-Iris

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

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

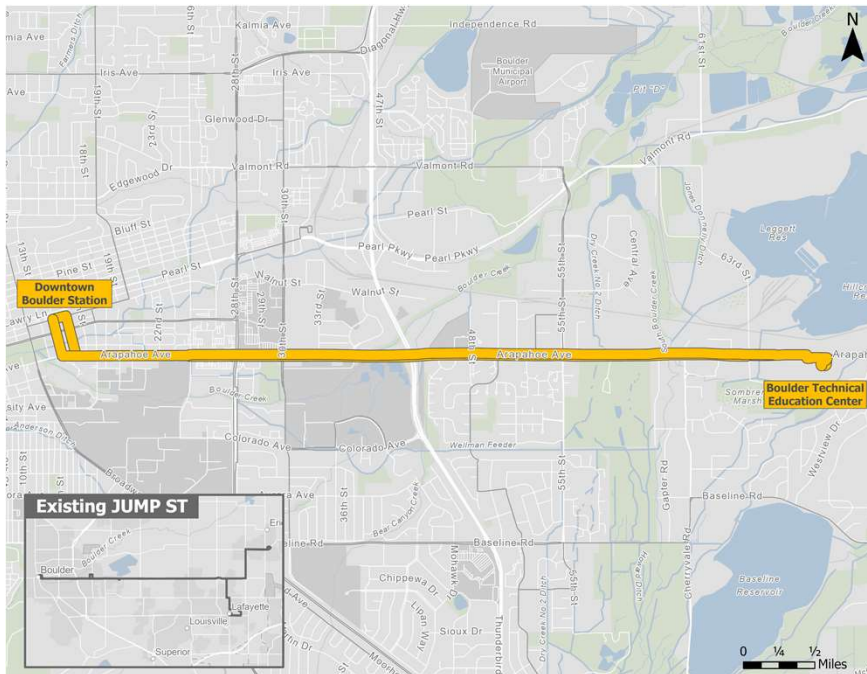
Service Class: Community

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

Community

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 in the overlapping segment

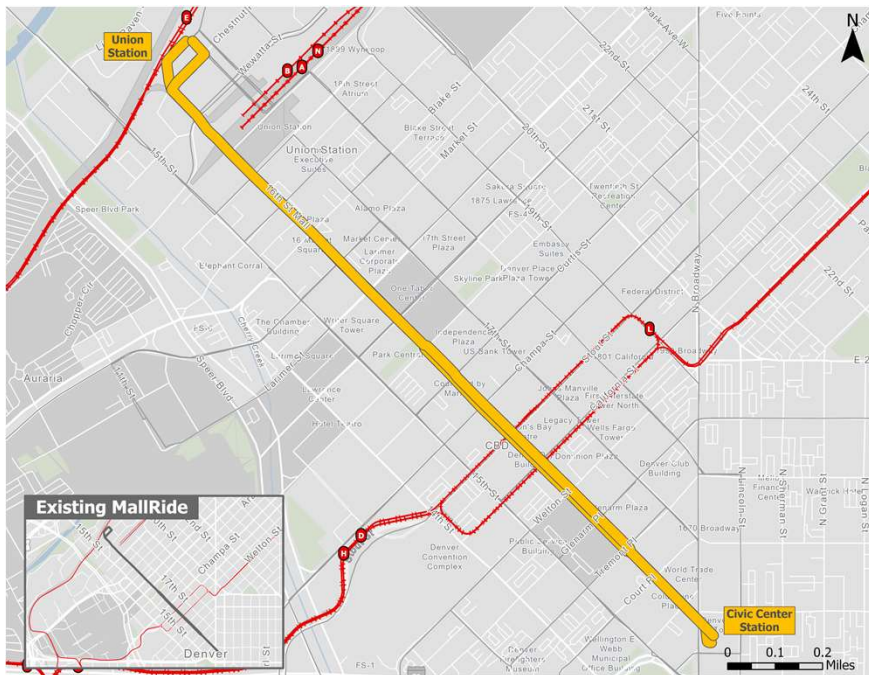
Proposed Service Plan

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

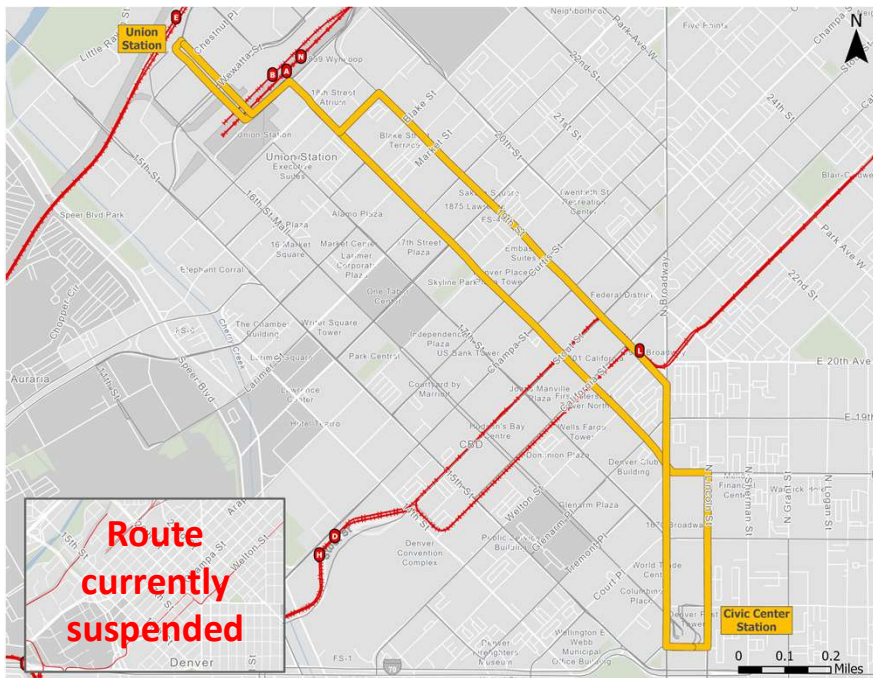
Free MallRide Civic Center/Union Station

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?

- Reinstatement 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

Updated Mobility on Demand/FlexRide

- Existing FlexRide zones are retained in the SOP
- Future FlexRide and other MOD opportunities could include:
 - Demand-response expansion
 - Micro-mobility
 - Rideshare
 - Active transportation connectivity
- Determined in coordination with RTD staff and local agencies

ADA/Paratransit Service

- Recommendation - Retain 2019 ADA service boundary
 - New service outside of the current grandfathered boundary could expand the boundary
 - Potential annexations need to be evaluated