

## Summary

- 6 Extensions
- 16 Reroutes
- 4 Mergers / Splits
- 2 New Core Bus Routes
- 3 Unchanged Routes

## Extensions

1. **0L** extended to DUS Underground via the 17th/18th Trunk
2. **83D** and **83L** extended to DUS Underground via the 17th/18th Trunk
3. **PD** extended to DUS Underground via the 17th/18th Trunk
4. **FF1**, **FF3**, and **FF7** extended to CCS Overground via the 17th/18th Trunk
5. **LD** extended to CCS Overground via the 17th/18th Trunk
6. **7** extended southwest to Decatur-Federal Station via the Blake/Market Trunk

## Reroutes

1. **6** rerouted to DUS Underground via Santa Fe/Kalamath and the 17th/18th Trunk with new service to Denver Health
2. **15L** rerouted to DUS Underground via the 17th/18th Trunk
3. **43** rerouted to DUS Underground via the 17th/18th trunk
4. **8** rerouted to serve DUS Overground via Wewatta St, running on the 15th/17th Trunk and still terminating at CCS Underground
5. **38** (38W) rerouted to serve DUS Overground via Wewatta St, running on the 15th/17th Trunk, terminating at CCS Underground
6. **32** removed from DUS Underground, rerouted to the 15th/17th Trunk terminating at CCS Underground and serving DUS Connections via 15th/Wynkoop
7. **Free MetroRide** removed from DUS, rerouted to run diagonally from Decatur-Federal Station to 38th & Blake Station via the Blake/Market Trunk as a FasTracks connector between the two highest-ridership new FasTracks rail stations in the Denver Core outside of DUS with access preserved to the block of the former Market Street Station
8. **1** rerouted to serve 38th & Blake Station via the Blake/Market Trunk
9. **48** rerouted to Decatur-Federal Station via the Blake/Market Trunk
10. **34** rerouted with the western terminus moved from 30th & Downing Station to 41st & Fox Station via 38th & Blake Station with no trunk overlap in Downtown Denver
11. **52** rerouted to 38th & Blake Station for improved crosstown connections, no longer serves Downtown directly (6 replaces Denver Health Connections)
12. **0** aligned between DUS Underground and CCS Broadway/Lincoln via the 17/18th Trunk, shortening journey times
13. **10** aligned between DUS Underground and CCS Broadway/Lincoln via the 17/18th Trunk, shortening journey times
14. **15** aligned between DUS Underground and CCS Broadway/Lincoln via the 17/18th Trunk, shortening journey times
15. **44** rerouted to stay on the 15th/17th Trunk in Downtown between Wazee and CCS Underground serving DUS Connections via 15th/Wynkoop
16. **3L** rerouted with a new western terminus at the Alameda Station, no longer serves Downtown directly

## Mergers / Splits

1. **120X** and **122X** are merged, serving DUS Underground and CCS Overground via 17th/18th Trunk
2. **FF4** and **FF6** are merged, serving DUS Underground and CCS Overground via 17th/18th Trunk
3. **28** is cut in half at Civic Center with the Eastern segment terminating there (with no trunk overlap in Downtown Denver), and the western segment is renamed as the **26** starting from CCS serving DUS Connections via 15th/Wynkoop on the 15th/17th Trunk
4. **CV** and **EV** are both truncated at Federal Center Station with the gap between the former terminus at Civic Center Station to Federal Center Station to be filled with a dedicated US6 express highway coach, the **FD** (the Federal Center / Denver). Logic aligns with the RX change per the SOP, being that based on the Sep 2024 schedule, only 8 people per day ride the EV through Federal Center, at which point 20 people get on. For the CV the numbers are similar at ~9 thru passengers and 15 boardings. The CV/EV boardings occurred at Federal Center anyway, so there was a decent efficiency gain there to not run a bus all the way from Conifer and Evergreen into downtown when most of those riders only need to go from Federal Center Station to Civic Center Station.

## New Core Bus Routes

1. **18** is added to run from 48th & Brighton Station in the north to I-25 & Broadway Station in the south via Brighton Blvd and Broadway/Lincoln. This provides a critical connection from RiNo to the CBD and S Broadway with no trunk overlap in Downtown Denver
2. **23** is added to run from 41st & Fox Station in the north to Cherry Creek in the south via Park Ave and York/Josephine. This fills in a critical gap with a present lack of service on Park Ave that also improved connections from the northern metro to Cherry Creek with no trunk overlap in Downtown Denver

## Unchanged Routes

1. **19** unchanged, still terminating at CCS Underground and serving DUS Overground via Wewatta St on the 15th/17th Trunk
2. **20** unchanged, still terminating at DUS Underground via the 17th/18th Trunk
3. **FF2** continues to operate as an express highway coach between DUS Underground and Downtown Boulder via US 36 and the CU Boulder campus with no trunk overlap in Downtown Denver