

# May 2019 Proposed Service Changes

## BUS

### **Route 0 – South Broadway**

Running time analysis resulting in schedule adjustments.

### **Route 1 – 1<sup>st</sup> Avenue**

Move east terminal from Birch/Virginia to Virginia/Cherry, immediately behind King Soopers at Leetsdale/Cherry for operator restroom and customer convenience.

### **Route 15 – East Colfax**

This proposal is an effort to relieve passenger overloads east of Monaco to VA Hospital by adding selected trips between 9:00am and 1:00pm. Move short turn recovery location from Oneida/Colfax to Leyden/Colfax, for operator restroom access. Close to Walgreens, McDonalds, 7-11. Add weekday bus for recovery and on-time performance.

### **16/16L – West Colfax**

Running time analyses on weekend services.

### **Route 33 – Platte Valley**

Due to low ridership performance, it proposed that this route service be discontinued. Current ridership performance stands at 10.3 passenger per hour, which falls below the Urban Local ridership standard. This proposal would impact approximately 55 weekday passengers. Alternative service to the Route 33 can be found in using combinations of Central and West Light Rail corridors, Routes 4, 9, 30 and 30Limited.

### **Route 36L – Fort Logan Limited**

Running time analysis, for operator recovery and on-time performance. No cost impacts are anticipated.

### **Route 44 – 44<sup>th</sup> Avenue**

Reroute eastbound buses via Larimer Street instead of Lawrence, between Broadway and Downing. This change consolidates service onto the historic transit corridor, instead of being split between two streets. Bus stop improvement along northbound Larimer are currently underway in support of this reroute. No cost impacts are anticipated.

### **Route 51 – Sheridan Boulevard**

This proposal would, formalize the current 4-block route detour in Englewood, which was put into effect due to the City having converted a part of Elati Street into a one-way operation. The new Southbound route direction from Kenyon Street would be left on Galapago, right on Ithica, left on Elati, to regular route. The new northbound routing from southbound Elati, right on Ithica, left on Galapago, right on Kenyon, to regular route.

Additionally, to provide faster service for more riders, the following existing route 51 bus stops are proposed to be eliminated due to their low usage and/or their close proximity to other nearby bus stops.

### **Northbound**

Sheridan Blvd & Amherst Ave (16539)

Sheridan Blvd & 2nd Ave (16473)  
Sheridan Blvd & 6th Ave (26586)  
Sheridan Blvd & Colfax Ave (nearside) (22707)  
Sheridan Blvd & Byron Pl (21084)  
44th Ave & Eaton St (11124)  
Sheridan Blvd & 63rd Pl (33192)  
Sheridan Blvd & 75th Ave (16501)  
Sheridan Blvd & 77th Ave (25601)  
Sheridan Blvd & 79th Ave (16505)  
8300 Block Sheridan Blvd (19129)  
Sheridan Blvd & 102nd Ave (16440)  
W 112th Ave & Stuart St (21128)

#### Southbound

Sheridan Blvd & Amherst Ave (16542)  
Sheridan Blvd & 1st Ave (nearside) (26091)  
Sheridan Blvd & 2nd Ave (16465)  
Sheridan Blvd & 22nd Ave (22595)  
Sheridan Blvd & 25th Ave (19120)  
44th Ave & Chase St (11115)  
Sheridan Blvd & 77th Ave (16502)  
Sheridan Blvd & 79th Ave (16506)  
8300 Block Sheridan Blvd (16516)  
Sheridan Blvd & 102nd Ave (16441)  
W 112th Ave & Stuart St (21131)

#### **Route 65 – Monaco**

Running time analysis, for operator recovery and on-time performance.

#### **Route 131 – Iliff**

Reroute north/eastbound buses via Anaheim instead of Abilene Street, north of Yale. Provides better access for Heather Gardens residents by serving the eastbound stop at Yale/Abilene.

#### **Free Metro Ride – 18<sup>th</sup>-19<sup>th</sup> Street**

Service Standard type - *CBD Local* – (10% - 15.2 pass. per hr. / 25% - 22.3 pass. per hr.)  
Due to lower ridership (down from 82 passengers per hour to 62 passengers per hour) it is recommended that the Free Metro Ride peak frequency be reduced from 15 trips per hour to 8 trips per hour.

**Changing to summer service levels for routes BOUND, DASH, JUMP, SKIP, and STAMPEDE** Other route related interline changes as result of a change to summer service levels: (204, 225,206/206F, 208/208F and Y.

## **Rail**

#### **W – Line (Light Rail Route - Denver Union Station to Jefferson County Gov. Center/Golden Station)**

It is proposed to reduce service between Federal Center Station and Jeffco Government Center/Golden Station on Saturdays to every 30 minutes, consistent with Sunday service.

Under the proposed changes, this will require 6 all day trains rather than 7 as is used currently and will be a savings of 1 all-day train. This will impact approximately 392 passengers who will need to choose a departure either 15 minutes earlier or 15 minutes later.

**Southeast Rail Extension (SERE)**

The Southeast Rail Extension Project is part of RTD's 2004 voter-approved FasTracks plan to expand rapid transit across the Denver metro region. The project will extend the Southeast Rail Line 2.3 miles from Lincoln Station to RidgeGate Station in Lone Tree. There will be three new light rail stations: Sky Ridge Station near Sky Ridge Medical Center; LoneTree City Center Station; and a 1,300-space Park-n-Ride at the RidgeGate Station (Sky Ridge and Lone Tree Stations will be "Kiss-n-Ride" stations).

**E – Line (Light Rail Route - Denver Union Station to Lincoln Station)**

It is proposed to extend the E Line Light Rail route to the Ridgegate Parkway Station according to the 2004 FasTracks Southeast Rail Extension plan. In addition to extending the line to the new station, minor running time adjustments are proposed.

**F – Line 18<sup>th</sup>/Stout Station to Lincoln Station**

It is proposed to extend the F Line Light Rail route to the Ridgegate Parkway Station according to the 2004 FasTracks Southeast Rail Extension plan. In addition to extending the line to the new station, minor running time adjustments are proposed.

**R – Line Peoria Station to Lincoln Station**

It is proposed to extend the R Line Light Rail route to the Ridgegate Parkway Station according to the 2004 FasTracks Southeast Rail Extension plan. This proposal will require 1 extra all-day train for a total of 10 all-day trains during week days. It also proposed to increase weekend frequencies to 15 minutes all day in order to bring total rail service into compliance with the Southeast Rail Extension FTA Full Funding Grant Requirements.