**TOWN COUNCIL STUDY SESSION AGENDA**
**January 24, 2022**
**5:00 PM**

## I. Town Council Items

## II. Study Session Items

1. LDO Modernization Update - Clarion/Munekata - 45 minutes
2. Community Development Update - Fussa - 30 minutes
3. RTD Update - Toborg/Kivela - 30 minutes
4. Review Future Council Agendas - Hoffmann - 30 minutes

## III. Study Session Follow-Up Items to Council

These items are not intended for discussion, but are another resource to provide follow-up information to the Town Council and public.

- December Contracts Memorandum

# MEMORANDUM

| | |
|---|---|
| **TO:** | Honorable Mayor and Members of Town Council |
| **FROM:** | Mary Munekata, Senior Planner<br>Stacey Nerger, Senior Planner<br>John Fussa, Community Development Director |
| **DATE:** | January 24, 2022 |
| **SUBJECT:** | LDO Modernization Update; Module 2 - Development Standards Public Draft |

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**ISSUE:**

The Land Development Ordinance (LDO), Chapter 13 of the Municipal Code, governs land use and development within the Town of Parker. Its purpose is to promote orderly development while preserving and promoting the public health, safety and general welfare. The LDO is one of the Town's most important tools to implement the vision and goals of the *Parker 2035 Master Plan,* which is the policy document that guides growth and development in Parker. The Community Development Department is leading a comprehensive effort called the *LDO Modernization Project* that is the most wide-ranging update to the LDO since its adoption in 1981.

The second of three (2 of 3) installments, Module 2- Development Standards, has been completed by Planning staff and project consultant Clarion Associates. A summary of the Module 2 Public Draft and the proposed changes to Section 13.08 - Development Standards and Section 13.09 - Sign Code of the LDO will be presented at the January 24th Town Council Study Session.

**FISCAL/BUDGET IMPACT:**

None.

**BACKGROUND:**

Parker originally adopted the LDO in 1981 at incorporation from the Douglas County zoning that was in effect at the time. The LDO contains regulations and standards governing how applicants may use and develop land in the Town. There are sections of LDO that have remained unchanged for over thirty years, while others have been amended and expanded incrementally over time in response to market conditions, policy changes and technical issues. As a result, the LDO and some of the regulations contained within it may be overly complex, inflexible or in conflict with the Parker 2035 Master Plan contributing to the need for the LDO Modernization Project.

The LDO Modernization Project is intended to provide updated administrative, site plan, subdivision and zoning (use/bulk) standards that reflect best practices and provide the following benefits:

- *Greater alignment and consistency with the Parker 2035 Master Plan*
- *Improved development standards*
- *Adoption of modernized zoning approaches & best practices*
- *Reduced reliance on Planned Development (PD) zoning*
- *More predictable and efficient processes*
- *Easier to read and use with increased transparency to the public*

The LDO Modernization Project has been planned as a phased, multi-year effort due to the complexity and extent of the work to be performed. The Project commenced in October, 2018 with preliminary work on Phase 1 (of 2). Phase 1 included community engagement, analysis of the current LDO, preparation of a technical Diagnostic Report, preparation of an Annotated Outline, all of which culminated in a Project Charter – the roadmap of how the Project is to be carried out.

After the successful completion of Phase 1 in mid-2019, staff and the project consultant moved into Phase 2. This Phase involves the drafting of the updated LDO in three (3) installments called Modules. Module 1 – Zoning Districts and Uses was completed in Spring, 2020 and presented to the Town Council at the April 14, 2020 Study Session. The Town Council indicated its support for the Module 1 Public Draft and gave direction to complete the Module and proceed to Module 2 – Development Standards. The Module 2 Public Draft has been completed and is now available for public and TownCouncil review. The Module 2 Public Draft covers the proposed revisions to new LDO Chapter 13.08 - Development Standards and Chapter 13.09 - Sign Code, both of which incorporate relatively limited, minor changes. The proposed LDO revisions may be summarized as follows:

- **Added** new development standards – to better align with the Parker 2035 Master Plan, changing development patterns and evolving best practices
- **Deleted** some outdated standards – to align with current practices and improved outcomes
- **Reworded** text to provide clarity and/or strengthen current regulations – to improve ease of use, interpretation and implementation
- **Integrated** relevant development standards from the current Greater Downtown District Standards and the Development Design Standards - for more consistent and higher quality, sustainable outcomes
- **Consolidated**, reorganized and added new tables and graphics – to provide for a better user experience

The Module 2 – Development Standards Public Draft has been posted to the LDO Modernization Project website at **www.parkeronline.org/LDO** for public review and comment. Staff is accepting comments on the Public Draft through February 18, 2022 in order to provide consolidated comments back to the project consultant so they may finalize the Draft. We invite all participants and stakeholders including the Mayor, Town Council, Planning Commission, staff and residents to review and provide comments on the Project website. The Mayor and Town Council may also provide comments or questions to Senior Planner Mary Munekata at mmunekata@parkeronline.org and/or Senior Planner Stacey Nerger at snerger@parkeronline.org.

We are also pleased to update the Town Council that staff and the project consultant are currently working on the final installment of the LDO Modernization Project, Module 3 – Administration and Procedures. We project completion of the Module 3 Public Draft by the third quarter of 2022, at which point staff and the project consultant will return for the next update to Town Council.

**RECOMMENDATION:**

Staff wishes to update the Town Council about the LDO Modernization Project, Module 2 – Development Standards Public Draft, and obtain Council comments and direction.

**REQUESTED DIRECTION:**

Staff wishes to update the Town Council about the LDO Modernization Project, Module 2 – Development Standards Public Draft, and obtain Council comments and direction.

**ATTACHMENT:**

None

# MEMORANDUM

| | |
|---|---|
| **TO:** | Honorable Mayor and Members of Town Council |
| **FROM:** | John Fussa, Community Development Director<br>Bryce Matthews, Planning Manager<br>Randy Sale, Chief Building Official |
| **DATE:** | January 24, 2022 |
| **SUBJECT:** | Community Development Update |

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**ISSUE:**
The Community Development Department will provide Town Council with a general update.

**FISCAL/BUDGET IMPACT:**
None.

**BACKGROUND:**
The Community Development Department most recently provided the Town Council with a general update on June 14, 2021, at the midway point of last year. The Department has also provided multiple updates on specific items and topics throughout 2021. Community Development staff will provide a general update for 2022 at the January 24th Town Council Study Session. The update will include the following:

- Summary of Town Demographics (U.S. Census)
- Summary of 2021 Building and Construction Activity
- Summary of 2021 Development Activity
- Summary of Noteworthy Building and Development Projects
- Summary of 2022 Community Development Work Program
- Summary of Issues/Trends Related to Growth and Development
- Issues for Town Council Consideration
- Question about Town Council Direction for Environmental Assessment

The attached Town Administrator's Report for Winter, 2022 contains a current summary of Community Development activity at pp. 4 - 6 for background.

**RECOMMENDATION:**
For update purposes only

**REQUESTED DIRECTION:**
For update purposes only

**ATTACHMENT:**

1. TA-Report_Winter-2022

# Town Administrator's Report

## Winter 2022

PARKER
COLORADO

Town of Parker
20120 E. Mainstreet
Parker, CO 80138

Tel: 303.841.0353
Fax: 303.805.3153
townadministrator@parkeronline.org

# Communications

## Department Updates

**Town Sponsorship and Events Budget**
Communications Department staff exceeded its 2021 event sponsorship revenue goals, bringing in $71,225 (an almost 5% increase over the budget of $68,000). The department goal of a 40% revenue-to-expense ratio was also achieved. Staff worked diligently to ensure that in-person events returned in 2021, along with bringing back some of the new fun and engaging activities from 2020. Town staff would like to take this time to say thank you to our 2021 event sponsors. During a regular event season, sponsors play a large part in helping us bring events to our community. Our 2021 events would not have been possible without these partners and friends!

**Parks and Recreation Activity Guide Returns to Print**
After transitioning to an online-only version for the past two years, the Parker Parks and Recreation Activity Guide has returned to print and will once again be mailed to all residents of the 80134 and 80138 zip codes. The recent Winter/Spring edition includes January through April programs and events for both Parker Recreation and Parker Arts. An online version of this one-stop-shop resource is still available at www.ParkerRec.com/Guide, while additional printed copies are available for free at the Parker Recreation Center and Fieldhouse or Town Hall.

## It's Easy to Find Volunteer Opportunities in Parker

Following the retirement of the Douglas County-based Volunteer Connect shared volunteer management system in December, the Town of Parker launched its own stand-alone system. The new Volunteer Parker website offers new flexibility and features for both volunteer applicants and back-end users.

Over the coming months, we will be further building out the volunteer opportunities available through this portal. Town staff began promoting the new website to the community and to our local high schools in January.

Visit the Volunteer Parker portal today at www.VolunteerParker.org!

## Holiday Events

**Thank You for the Holiday Memories!**
The Town of Parker's 2021 holiday festivities kicked off with the Mayor's Holiday Lighting, which featured record-breaking weather and attendance! Around 6,000 community members and friends joined Mayor Jeff Toborg (pictured above alongside event host Ebenezer Scrooge) and the Parker Chorale in a sing-along to Silent Night and a countdown to the Town Tree and Grand Park Lighting. Congratulations to Parker resident Katrina Babic, who won our holiday scavenger hunt grand prize, a 65-inch TV donated by our Events Partner, Xfinity!

After the fun of the Mayor's Holiday Lighting, the Town continued to celebrate the season with activities each Saturday and Sunday during the month of December. These included ice sculptures and walk-around characters, as well as festive décor in Downtown Parker. Visitors were able to take fun family selfies at Candy Cane Lane at Discovery Park, Toyland on Mainstreet and Santa's Workshop at O'Brien Park. Nearly 300 children created a day of holiday memories when Santa and the North Pole Pass returned for 2021. Pass activities included a petting zoo, chance to learn secrets of the North Pole from Santa's elves while playing reindeer games, milk and cookie refreshments, and, most importantly, time with the big guy himself.

# Communications - cont'd

## 4th Quarter Digital Marketing Report

### Social Media

The following statistics were collected from the Town of Parker's and Parker Parks and Recreation's Facebook, Twitter and Instagram accounts between Oct. 1 and Dec. 31.

**Account Followers**

Town Facebook: 21,188 to 21,572; +2%
Town Twitter: 4,704 to 4,758; +1%
Town Instagram: 7,223 to 7,434; +3%
Parks and Recreation Facebook: 9,651 to 9,639; +1%
Parks and Recreation Twitter: 2,112 to 2,125; +0.5%
Parks and Recreation Instagram: 2,484 to 2,544; +2%

**Post Engagement**
**(number of likes, comments, shares, link clicks)**

Town Social Media Accounts: 64,218
Parks and Recreation Social Media Accounts: 18,085

**Post Impressions (number of views)**

Town Social Media Accounts: 973,297
Parks and Recreation Social Media Accounts: 276,189

Follow the Town of Parker (@TownofParkerCO) and Parker Parks and Recreation (@ParkerRec) with the same username on each platform.

### Website Statistics

The following statistics demonstrate activity for the Town of Parker (www.ParkerOnline.org) and Parker Parks and Recreation (www.ParkerRec.com) website between Oct. 1 and Dec. 31.

**Website Visits**

Town of Parker: 87,438
Parks and Recreation: 117,561

**Page Views**

Town of Parker: 159,115
Parks and Recreation: 193,847

**Town Facebook:**
**36,448 impressions; 8,612 reactions, comments and shares**
Voting is open for the Winter Holidays Porch Parade

**Parks and Recreation Facebook:**
**11,898 impressions; 844 reactions, comments and shares**
Celebrate Thanksgiving Day with family and friends while getting a workout at Parker Parks and Recreation's annual Turkey Day 5K FUN Run/Walk on Nov. 25.

**Parks and Recreation Facebook:**
**16,131 impressions; 3,474 reactions, comments and shares**
Are you ready to go bobbin' for pumpkins?! That's right, pumpkins float! Join us on Oct. 22 at the indoor Recreation Center pool for the Pumpkin Patch Splash!

**Town Facebook:**
**14,184 impressions; 3,787 reactions, comments and shares**
Congratulations to the Winter Holidays Porch Parade decorating contest winners!

**Town Instagram:**
**271 likes**
Hello old friend!

**Parks and Recreation Instagram:**
**126 likes**
Those pumpkins are gourd-geous! Therapeutic Recreation pumpkin carving party.

# Community Development

## Planning Division Updates

### LDO Modernization Project

The second of three installments of the Land Development Ordinance (LDO) Modernization Project, Module 2 – Development Standards, has been completed and is now available for public review and comment online through Feb. 18, 2022 at *www.ParkerOnline.org/LDO*. Planning staff is taking public, stakeholder and interdepartmental comments, which can be added to the 'Comments and Ideas' tab, or emailed directly to the Project Managers found on the website.

The proposed changes in this public draft build on the previous work in phase 1 of this project, which included community and stakeholder outreach and meetings and resulted in the LDO Diagnostic Report, Annotated Outline and Project Charter that informs the project. Phase 2 of the project consists of the drafting of the new LDO in three installments: Module 1—Zoning Districts and Land Uses, Module 2—Development Standards, and Module 3—Administration and Procedures. The public draft of Module 1 has been completed and is posted on the project website for reference. Staff and consultant Clarion Associates are currently drafting Module 3.

**Mark your calendars for Feb. 9 from 5 to 7 p.m. at the PACE Center for the next Community Open House**, which will focus on Module 2. Citizens are encouraged to drop in and learn more about the proposed changes.

### Bike and Pedestrian Master Plan

Staff continues efforts to develop a consolidated Bike and Pedestrian Master Plan that will serve as the Town's policy document and 'road map' to support safe, comfortable and connected bike and pedestrian infrastructure. This project began in Winter 2020-21, and plan adoption is expected to occur in Q3 2022.

Visit *www.ParkerOnline.org/BikeAndPedPlan* to find an interactive map tool where positive areas and areas of concern can be pinned, along with a Comments feature where citizens can add their thoughts and ideas on biking and walking in Parker. **A Community Open House will also be held March 8 from 4:30 to 6:30 p.m. at the Parker Fieldhouse** where citizens can learn the latest updates about this project and provide feedback.

### Census and Population Projections

The Town's current population as of Jan. 1, 2022 is approximately 62,244 residents. Parker's population is expected to be about 80,000 residents by 2035. The Town expects continued strong residential building activity in 2022 and the coming years spurred by new residential developments, such as Looking Glass and Anthology North in the southwest quadrant of Town. Having up-to-date population figures is important for the Town to plan for services, including the Police Department, and planning for the physical infrastructure of our community, such as roads.

## Building Division
### *4th Quarter Statistics*

**Q4 Single-Family Permits: 100**
$38,539,180 Q4 valuation
---
639 total in 2021
$243,978,942 total valuation
---
*390 / $142,801,970 End Q4 2020*

**Q4 Multi-Family Permits: 12**
$67,483,218 Q4 valuation
---
376 apartment units in 2021
0 condo units
9 townhome units
$67,538,218 total valuation
---
*26 / $46,044,240 End Q4 2020*

**Q4 Other Permits: 678**
$7,601,757 Q4 valuation
---
2,833 total in 2021
$24,427,928 total valuation
---
*3,463 / $28,542,459 End Q4 2020*

**Q4 Commercial Permits (New): 9**
$2,690,505 Q4 valuation
---
21 total in 2021
$32,787,921 total valuation
---
*27 / $31,947,292 End Q4 2020*

**Q4 Commercial Permits (Remodel): 167**
$2,823,564 Q4 valuation
---
821 total in 2021
$15,846,135 total valuation
---
*724 / $17,965,548 End Q4 2020*

**Q4 Total Permits: 965**
---
4,334 total in 2021
---
*4,630 / End Q4 2020*

**Q4 Total Permits Valuation: $119,138,224**
---
$384,579,144 2021
Total Valuation
---
*$267,301,509 / End Q4 2020 Total Valuation*

**Q4 Inspections: 10,586**
---
40,066 total in 2021
---
*31,497 / End Q4 2020*

# Community Development - *con't*

## Development Review - *Project Updates*

### Development Projects of Interest - Under Review

**See the Development Tour Map at www.ParkerOnline.org/Development for information on all projects in Town.**

| *Project Description* | *Project Type* | *Case #* |
|---|---|---|
| **Newlin Crossing**<br>** NE corner of Chambers Road and Mainstreet*<br>** 290 single-family lots along with parks and open space* | Sketch Plan<br>Preliminary Plan | SUB20-041<br>SUB20-042 |
| **Compark Village South**<br>** W of Chambers Road on future Belford Avenue*<br>** 300 multifamily homes with parks and landscaping* | Site Plan | SP21-118 |
| **Olde Town/Senderos Creek North**<br>** S of Mainstreet, E of Jordan Road*<br>** 122 townhomes along with parks* | Final Plat<br>Site Plan | SUB21-064<br>SP21-023 |
| **Olde Town/Senderos Creek Office and Commercial**<br>** S of Mainstreet, E of Jordan Road*<br>** Two 24,761 sq. ft. two-story commercial/office buildings* | Site Plan | SP19-131 |
| **Lincoln Professional Park (Peaslee) Commercial**<br>** SE corner of Lincoln Avenue and Dransfeldt Road*<br>** Future commercial uses* | Subdivision and<br>Preliminary Site Plan | SUB21-055<br>SP21-107 |
| **In-N-Out Burger**<br>** SW corner of Parker Road and Pine Lane*<br>** 3,900 sq. ft. fast food restaurant* | Rezoning<br>Preliminary Site Plan | Z21-012<br>SP21-126 |
| **Kime Ranch Sketch and Preliminary Plan**<br>** N of Mainstreet at Willow Park Drive*<br>** 150 single family home lots with parks and open space* | Sketch Plan<br>Preliminary Plan | SUB21-053<br>SUB21-054 |
| **Anthology North**<br>** S of Hess Road, W of Motsenbocker Road*<br>** 1,038 single family home lots, future development tracts, parks and open space* | Preliminary Plan for Segment 1B/1C and Final Plats for Segment 1A | SUB20-006 |
| **Townhomes at Pine Drive**<br>** NE corner of Pine Drive and Summerset Lane*<br>** 85 attached townhome lots, along with parks, trails and open space* | Final Plat | SUB21-077 |
| **Looking Glass (Hess Ranch) Segment 2A**<br>** SW of Crowfoot Valley Road and Stroh Road*<br>** 905 residential lots, future development and commercial tracts, parks and open space on 342.86 acres* | Sketch Plan<br>Preliminary Plan | SUB20-010<br>SUB20-011 |

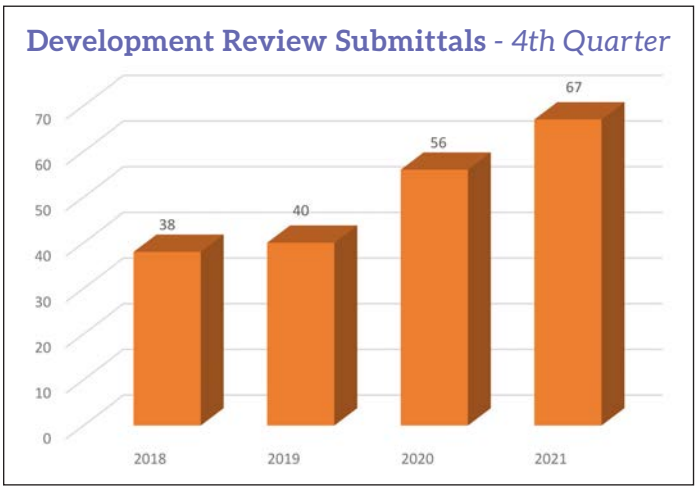
## Project Focus: New Light Industrial Building and Business

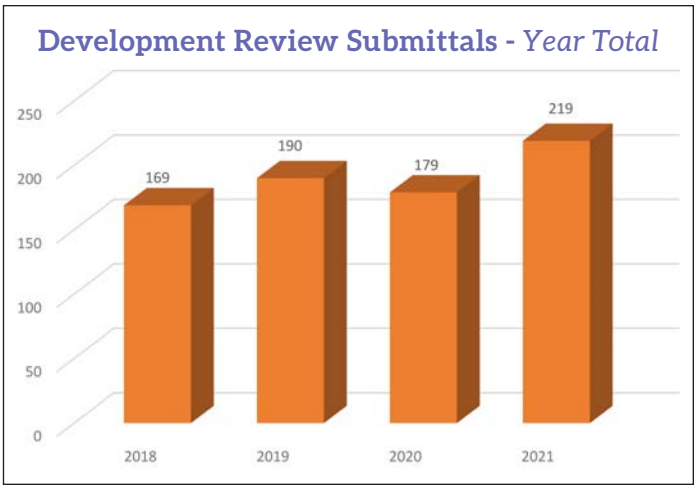
Currently under review on the north side of Compark Boulevard, west of Chambers Road, is a new 75,074 sq. ft. light industrial office building. The project proposes a one-story office/showroom and distribution facility for Xybix, a company that specializes in desk and workspaces.

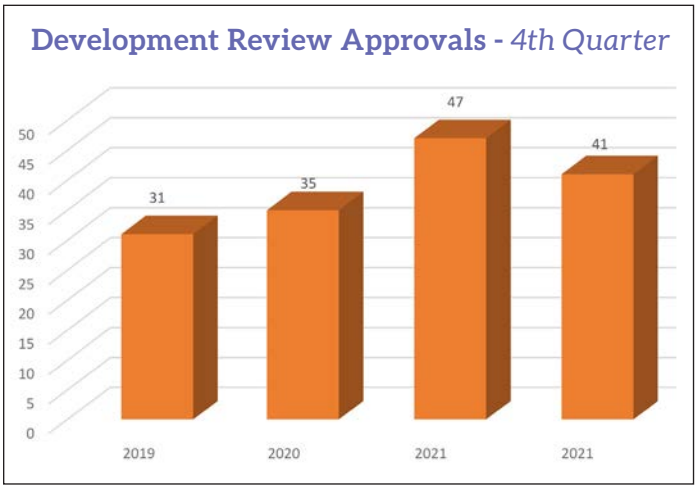
# Community Development - *con't*

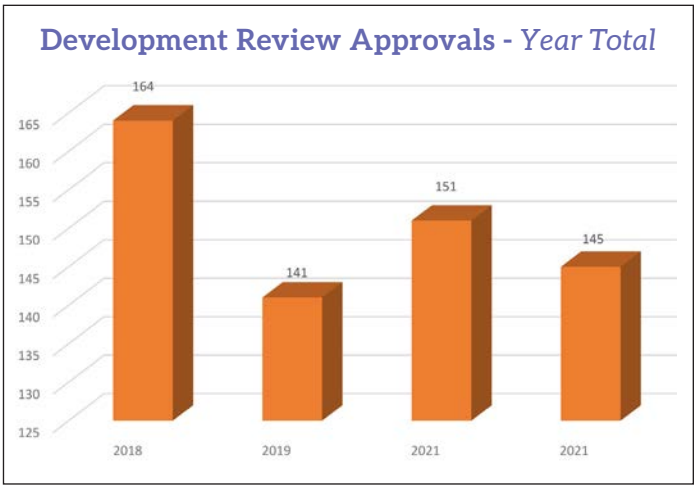
## Major Administrative Approvals - *4th Quarter 2021*

| *Proposal* | *Applicant* | *Case #* | *Approval Date* |
|---|---|---|---|
| **Pine Bluffs Filing No. 4, Lot 2**<br>** N of Hess Road, E of Parker Road*<br>** 5,200 sq. ft. multi-tenant retail building* | Koebel | SP21-030 | Dec. 16 |
| **Parker and Pine Filing No. 1, Lot 2**<br>** W of Parker Road, S of Pine Lane*<br>** 2,800 sq. ft convenience store and gas station* | Murphy Oil | SP20-019 | Sept. 27 |
| **Parkglenn Filing No. 3, Lot 1, Block 2**<br>** E of Parker Road, S of Lincoln Avenue*<br>** Coffee shop and rehabilitation of existing car wash* | Masterworks LLC | SUB20-119 | Sept. 20 |




*See the Development Tour Map at www.ParkerOnline.org/Development for information on all projects in Town.*

# Cultural Department

## Education

- Nearly 400 students from six area schools attended Parker Arts' first post-COVID in-person student matinee, The Let's Go Science Show (pictured above).
- Despite Douglas County School District (DCSD) bus driver staffing challenges, school group orders have filled two shows of The Wizard of Oz, four shows of Dragons Love Tacos and one show of Dinosaur World Live. Parker Arts has availability for two school shows of The Story Pirate with an in-school residency. Parker Arts is promoting bus scholarships to schools to potentially hire private buses for transportation.
- A total of 180 enrichment classes brought in 1,863 youth and adult students this fall. Classes ranged from Italian Cooking to Ukulele. New adult dance classes have been very popular and include: Burlesque Dance, Adult Ballet, The Dancer's Class, Improver Line Dance and Belly Dance Advanced!
- Parker Arts Education has coordinated efforts with DCSD's English as a Second Language (ESL) team to promote multi-cultural events and shows and partnered to offer a DCSD Sources of Strength free community scheduled for January 2022.

## Facility Rentals

- This quarter, among multiple meeting rentals, Parker Arts also booked the following events:
  - Six weddings
  - Three holiday parties
  - One quinceanera

## On Point School of Dance Opportunities

Parker Arts is proud to have provided an enrichment scholarship to eighth grade student Hannah Anderson (pictured below) who has been dancing with On Pointe School of Dance since she was five years old and recently performed as a lead character in Clara's Dream. "[Hannah] has been blessed with partial scholarships for the past few years, and taking more than one dance class has made a huge difference," said her mother, Kimberly Anderson. "[Hannah] enjoys lighting the stage with her talents and passion of dance," said Colleen Moeller, owner of On Pointe.

# Cultural Department - *con't*

## Box Office Highlights

- Parker Arts was happy to see full houses again this past quarter! These October shows were a huge success:
  - **Take Me Home: The Music of John Denver** *80% capacity*
  - **Big Bad Voodoo Daddy** *80% capacity*
  - **Oak Ridge Boys: Elvira 40 Tour** *100% capacity*
  - **Clue: The Musical** *80% capacity*
- November and December continued this trend with many sold out events, including:
  - **The Greatest Showman Sing-Along**
  - **Veterans of SNL**
  - **Michael Martin Murphey's Cowboy Christmas**
  - **A Classic Parker Holiday**
  - **The Nutcracker of Parker**
- Since Bill Berry, former Box Office Manager, has moved on to The Alley Theatre in Houston, a new role has been created that will oversee all front of house operations, including concessions and patron services. Laura Nell Borden will be stepping in as the new Front of House Coordinator after overseeing food and beverage operations for Parker Arts for six years.

John Lovitz, Veterans of SNL

Oak Ridge Boys

## Volunteer/Outreach

- Parker Arts volunteers attended the Mayor's Holiday Lighting to share information about Parker Arts with attendees.
- Volunteers were celebrated at a seasonal holiday party where two amazing volunteers opened up their homes for the festivities!
- Staff became familiar with and started using a new online volunteer platform that will help keep volunteers more informed about Parker Arts events.
- In 2021, volunteers donated 1,375 hours of their time to Parker Arts.

## Development

- Parker Arts Members enjoyed attending a Wine and Halloween Candy Pairing event and a 2022 Journal Creation Event in the last quarter, promoting new memberships and friendships.
- The Johnson Foundation made a generous $20,000 donation at the end of the year, for which we cannot thank them enough.
- An anonymous donor also donated money for the purchase of equipment to make much-needed upgrades to the Discovery Park sound system.
- Over 200 people donated to end-of-year giving efforts that also included Giving Tuesday and Colorado Gives Day.
- Parker Arts is thankful for all of its 2021 donors. Their generous donations help to continue providing enriching cultural programs in our community.

# Economic Development

## The Great Rebalancing

The great resignation and great re-shifting are two of the many terms used to define our local and national economies in 2021. Many of our industries from retail, office, hospitality and manufacturing to healthcare have dealt with labor shortages, supply chain disruptions, shift from work to home and inflation pressures.

We have all rolled up our sleeves to make sure businesses have access to capital through programs such as the Parker Revolving Loan Program and other lending partners, leveraging resources such Arapahoe/Douglas Workforce Center that provide no-cost services to businesses and job seekers to ensure our region's workforce and economy remain competitive, and to many of our residents who continue to support our small businesses by shopping local.

Many of our metrics held steady in Parker in fourth quarter 2021 during these uncertain times. As we look to the new year, several new to market retail concepts and industrial flex buildings will announce and open in Parker. We will also embark on a comprehensive economic development strategic planning process that will position Parker for the future and continue to focus on developing a vibrant and economic resilient downtown.

### Commercial Real Estate Outlook

While office, multifamily, industrial and retail remain important classes for commercial real estate investment and development, some non-conventional asset classes are gaining momentum. The COVID-19 pandemic has diverted investors' attention into more niche, but downturn-proof, real estate sectors, including cold storage, self-storage, medical offices and data centers.

***Source: Metro Denver Economic Development Corporation***

## Retail Market Outlook

In its 2022 Market Outlook, commercial real estate firm CBRE predicts the retail construction pipeline will remain modest as developers instead focus on industrial and multi-family projects. With retail development expected to remain constrained, retailers will continue to use space more efficiently. Grocery-based e-commerce is expected to grow more than 20 percent in 2022, and grocery-anchored retail assets will remain the gold standard of retail investment. Retail vacancy remains low in Parker at 1.4 percent (4.5 million sq. ft. existing) compared to Douglas County at 2.3 percent and the rest of the metro Denver region as shown in the above chart.

**Retail Market Statistics**

| | Quarter 4 2021 | Quarter 3 2021 | Quarter 4 2020 | Quarter 4 2019 | Quarter 4 2018 | Quarter 4 2017 |
|---|---|---|---|---|---|---|
| Number of Buildings | 12,967 | 12,959 | 12,928 | 12,846 | 12,717 | 12,573 |
| Existing Square Feet (millions) | 174.7 | 174.6 | 174.2 | 173.4 | 172.1 | 170.1 |
| Vacant Square Feet (direct, millions) | 8.0 | 8.6 | 8.8 | 7.3 | 6.3 | 7.0 |
| Vacancy Rate (direct) | 4.6% | 4.9% | 5.1% | 4.2% | 3.7% | 4.1% |
| Vacancy Rate (with sublet) | 4.7% | 5.1% | 5.2% | 4.3% | 3.8% | 4.3% |
| Avg. Lease Rate (direct, per square foot, NNN) | $19.27 | $18.82 | $18.82 | $18.45 | $18.90 | $18.04 |
| New Construction Completed (year-to-date) | 0.46 MSF, 39 Bldgs | 0.34 MSF, 27 Bldgs | 0.90 MSF, 64 Bldgs | 1.22 MSF, 123 Bldgs | 1.88 MSF, 139 Bldgs | 1.62 MSF, 101 Bldgs |
| Currently Under Construction | 0.78 MSF, 43 Bldgs | 1.13 MSF, 34 Bldgs | 0.58 MSF, 41 Bldgs | 1.31 MSF, 72 Bldgs | 0.97 MSF, 53 Bldgs | 1.46 MSF, 60 Bldgs |

*Source: CoStar Realty Information, Inc. MSF=Million Square Feet*

# Economic Development - con't

## Industrial and Flex Market Outlook

CBRE predicts that amid record demand, rent growth and investment activity, the industrial real estate market will remain strong in 2022. Demand will primarily be driven by growing e-commerce sales, the improving economy, population migration and the need for onshore "safety stock" inventory to avoid further supply chain disruptions. The industrial vacancy rate in Parker is 9.5 percent (896,000 sq. ft. existing) and is expected to fluctuate as new buildings come online and get absorbed with new users. Douglas County's vacancy rate is 7.7 percent.

## Labor Force/Unemployment Outlook

Unemployment in Metro Denver decreased 2.5 percent over the year to 4.4 percent in November. The unemployment rate was 0.1 percent lower than the prior month. All seven counties in Metro Denver reported over-the-year decreases in the unemployment rate. Douglas County reported the lowest unemployment rate of 3.4 percent in November, while Adams County reported the highest rate of 5.1 percent.

## Office Market Outlook

The return of workers will likely have to precede a true recovery in office leasing, as many companies will monitor the COVID-19 Omicron variant and other risks and look to continue to test drive whatever hybrid work schedules or revamped office layouts they put in place before they commit to a new lease. Some companies will look to relocate and leave behind larger blocks of space than new companies are willing to fill, and vacancy will likely rise as leasing activity picks up.

According to CBRE, the shifting role of the office will likely accelerate a flight to quality, with office buildings that offer desirable technology, amenities and flexible space capturing a growing share of demand. Concessions, such as free rent and tenant-improvement allowances, are expected to remain elevated.

Parker's office vacancy rate was 9 percent (1.4 million sq. ft. existing) in fourth quarter 2021 and is projected to see small increases over the next four quarters. Based on CoStar data, the direct office vacancy rate in Metro Denver was 12.5 percent.

**Office Market Statistics**

| | Quarter 4 2021 | Quarter 3 2021 | Quarter 4 2020 | Quarter 4 2019 | Quarter 4 2018 | Quarter 4 2017 |
|---|---|---|---|---|---|---|
| Number of Buildings | 6,612 | 6,608 | 6,590 | 6,559 | 6,527 | 6,480 |
| Existing Square Feet (millions) | 200.0 | 199.8 | 197.9 | 196.2 | 194.6 | 190.3 |
| Vacant Square Feet (direct, millions) | 25.0 | 24.5 | 21.6 | 17.7 | 17.7 | 17.8 |
| Vacancy Rate (direct) | 12.5% | 12.3% | 10.9% | 9.0% | 9.1% | 9.3% |
| Vacancy Rate (with sublet) | 14.1% | 13.9% | 12.3% | 9.6% | 9.9% | 10.2% |
| Avg. Lease Rate (direct, per sq. ft., full service) | $29.47 | $29.36 | $28.88 | $28.03 | $27.19 | $26.72 |
| New Construction Completed (year-to-date) | 2.14 MSF, 22 Bldgs | 1.88 MSF, 18 Bldgs | 1.58 MSF, 28 Bldgs | 1.62 MSF, 29 Bldgs | 4.21 MSF, 46 Bldgs | 3.00 MSF, 38 Bldgs |
| Currently Under Construction | 1.78 MSF, 16 Bldgs | 1.39 MSF, 16 Bldgs | 2.82 MSF, 28 Bldgs | 3.62 MSF, 43 Bldgs | 4.12 MSF, 46 Bldgs | 5.11 MSF, 43 Bldgs |

*Source: CoStar Realty Information, Inc. MSF=Million Square Feet*

**Labor Force Statistics**
**(000s, not seasonally adjusted civilian labor force)**

| | November 2021 (p) | | 2021 YTD AVG | | 2020 YTD AVG | | 2016 | 2011 |
|---|---|---|---|---|---|---|---|---|
| | Total Labor Force | Unemployment Rate | Total Labor Force | Unemployment Rate | Total Labor Force | Unemployment Rate | Ann Avg Unemployment Rate | Ann Avg Unemployment Rate |
| Metro Denver | 1,895.6 | 4.4% | 1,869.3 | 5.8% | 1,824.8 | 7.4% | 2.9% | 8.4% |
| Adams County | 284.9 | 5.1% | 281.4 | 6.6% | 274.2 | 8.1% | 3.4% | 10.3% |
| Arapahoe County | 380.5 | 4.7% | 375.3 | 6.1% | 366.5 | 7.9% | 3.0% | 8.6% |
| Boulder County | 200.0 | 3.5% | 196.6 | 4.8% | 192.8 | 6.2% | 2.6% | 6.7% |
| Broomfield County | 41.7 | 3.7% | 41.1 | 5.0% | 40.2 | 6.7% | 2.8% | 7.3% |
| Denver County | 438.3 | 4.8% | 432.8 | 6.3% | 423.4 | 8.3% | 3.0% | 8.9% |
| Douglas County | 203.4 | 3.4% | 200.2 | 4.5% | 194.4 | 5.8% | 2.6% | 6.7% |
| Jefferson County | 346.7 | 4.1% | 341.8 | 5.4% | 333.3 | 7.1% | 2.8% | 8.3% |
| Colorado | 3,217.5 | 4.4% | 3,191.3 | 5.8% | 3,117.6 | 7.3% | 3.1% | 8.7% |
| United States | 162,099 | 3.9% | 161,159 | 5.5% | 160,808 | 8.2% | 4.9% | 8.9% |

*Source: Colorado Department of Labor and Employment, Labor Market Information. (p) =preliminary*

# Engineering and Public Works

## Traffic and Sidewalk Projects

### North Parker Road Operational Improvements

- *Traffic and multi-modal operational improvements on Parker Road between Lincoln Ave and E-470*

Preliminary design for the project is complete. Intergovernmental agreements to commit State, Federal and County funding for the project were approved by Town Council in summer 2021. A Notice of Intent to Acquire ordinance for the right-of-way and easements needed for the project were approved by Town Council on Jan. 3, 2022.

### Responsive Signal System Expansion

- *Installation of seven new count stations and monitoring equipment, as well as creation of new Traffic Responsive control signal programming*

Design is underway and an intergovernmental agreement with CDOT was approved by Town Council in summer 2021 to secure joint funding for the project. Following CDOT approval of the design, the project will be bid out in 2022 with full operation expected by the end of 2022.

### Motsenbocker Road/French Creek Avenue Traffic Signal

- *Installation of a mast arm traffic signal at the Motsenbocker Road/ French Creek Avenue intersection*

Town Council awarded the construction contract on Jan. 3, 2022. Construction is anticipated to be completed by summer 2022.

### Parker Road Sidewalk - East Side Connection Project

- *Installation of a multi-use trail/ sidewalk on the east side of Parker Road from Sulphur Gulch Trail to just south of Parker Square Drive with a pedestrian bridge over Sulphur Gulch*

Design is underway. An intergovernmental agreement was approved by Town Council in June 2021 to solidify partial State multi-modal funding for the project. Project bidding is expected to occur in late 2022, with construction taking place in 2023.

### Mainstreet North Sidewalks

- *Widening of sidewalks on the north side of Mainstreet between Victorian Drive and the east property line of Town & Country Village Townhomes*

Design is underway with construction tentatively scheduled for summer 2022/23

### Parker Road Sidewalk Project - South *(pictured above)*

- *Installation of a multi-use trail/ sidewalk on the west side of Parker Road between Twenty Mile Road and Hess Road, along with a spur to the Cherry Creek Trail*

Construction is underway with an anticipated February completion date. The Town has received approval for partial State multi-modal funding.

### Pikes Peak Drive Sidewalks

- *Widening of sidewalks on Pikes Peak Drive between Sulphur Gulch bridge and Mainstreet.*

Design is underway with construction tentatively scheduled for 2023.

### Downtown Circulation Improvements *(map on next page)*

- *Pedestrian safety and circulation improvements on Victorian Drive and Mainstreet, including a traffic signal at the Mainstreet/Victorian Drive (west) intersection*

The construction contract was awarded by Town Council in summer 2021. Construction is underway and is anticipated to be completed by late spring 2022.

# Engineering and Public Works - con't

## Roadway Projects

### Cottonwood Drive Widening

*(pictured above)*

- *Jordan Road to Cottonwood Way*

All four lanes of this expanded roadway were opened to the traveling public by the end of 2021, but construction work remains. Daily lane closures will be utilized to complete the work as the weather allows. The roadway widening project is anticipated to be completed by summer 2022. A separate median landscaping contract is anticipated to be completed this summer.

### Jordan Road/Newlin Gulch Improvements

- *Widening of Jordan Road and the Newlin Gulch bridge between Lincoln Avenue and Rockbrook Boulevard and addition of sidewalk on the west side of Jordan Road between Village Center Drive and Stonegate Parkway*

Design of the project is currently underway. Construction is tentatively scheduled for 2024/25.

### Lincoln Avenue Widening

- *Widening of Lincoln Avenue from four to six lanes between Keystone Boulevard and Parker Road*

Design of the project is underway with construction tentatively forecasted for 2024/25.

### Southwest Parker Road/ Mainstreet Improvements

*(map at right)*

- *Widening of turn lane at the southwest corner of Parker Road/ Mainstreet*

The project was substantially completed in late fall 2021.

### Twenty-Mile Road/Mainstreet Turn Lanes

- *Addition of a second left turn lane eastbound on Mainstreet at Twenty-Mile Road, adding a right turn lane southbound on Twenty-Mile at Mainstreet and adding a left turn lane on Twenty-Mile Road at Stage Run*

Design is underway and construction is tentatively scheduled for summer 2022.

### Motsenbocker/Hess Intersection Improvements *(map below)*

- *Improvements at the Motsenbocker/Hess intersection and widening south*

Town Council awarded the construction contract for this project in summer 2021, and construction began in the fall. Work is anticipated to be completed in late spring 2022.

### Dransfeldt Road Extension

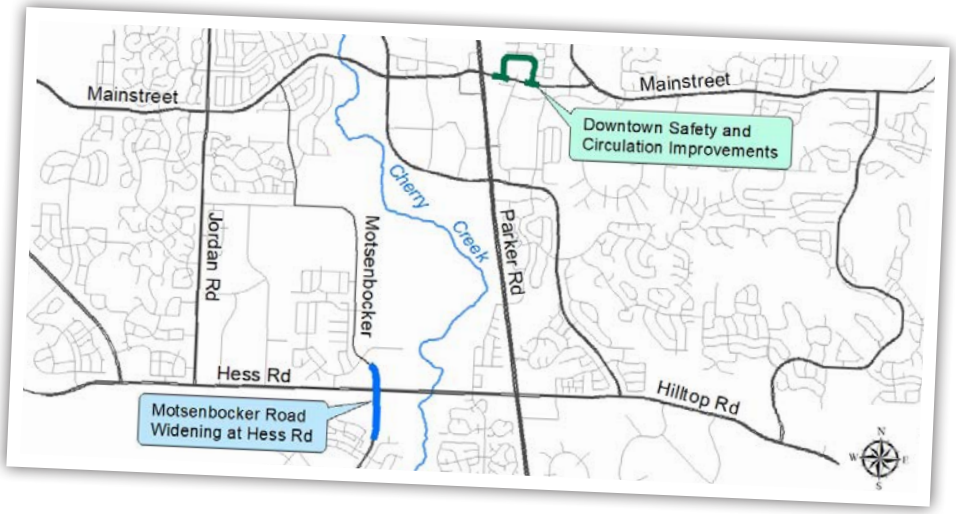
- *Extension of Dransfeldt Road, south of the Twenty Mile Road intersection over Cherry Creek, and connecting into Motsenbocker Road north of Salisbury Park*

Design work is currently underway with construction tentatively forecast for 2023/24.

### Dransfeldt Road Widening

- *Addition of one southbound lane to Dransfeldt Road between Mainstreet and Pony Express Drive*

Design is underway with construction tentatively scheduled for 2023.



# Engineering and Public Works - con't

## Stormwater Projects

### Cherry Creek at KOA

- *Channel and bank stabilization from McCabe Meadows Trailhead Parking lot to a point approximately 1,000 feet north*

This project has been substantially completed and is currently under revegetation monitoring.

### Lemon Gulch at Looking Glass

- *Channel and bank stabilization from the Looking Glass property boundary west of Crowfoot Valley Road to a point along Lemon Gulch approximately 4,000 feet southwest*

This project was substantially completed in late 2021 and is currently under revegetation monitoring.

### Brandy Gulch at Looking Glass

- *Channel and bank stabilization from the confluence point with Lemon Gulch to a point along Brandy Gulch approximately 2,700 feet west*

This project was substantially completed in late 2021 and is currently under revegetation monitoring.

### Cherry Creek at Dransfeldt

- *Channel and bank stabilization from PSCo transmission lines to a point approximately 2,500 feet south*

This project is within the preliminary design phase. Final design is anticipated in 2022 with construction anticipated to begin winter 2022/23.

### Green Acres Tributary at Compark Village South

- *Channel and bank stabilization from a Culvert under E-470 to a point along Green Acres Tributary approximately 4,200 feet southwest*

This project is under construction with completion anticipated for first quarter 2022. Temporary and structural stabilization is currently being implemented for all completed sections of the project. Full stabilization, including seeding and plantings, will be installed early spring 2022 ahead of the anticipated germination window.

### West Stroh Gulch at Anthology North

- *Channel and bank stabilization from an existing drop structure immediately upstream of French Creek Loop to a point along West Stroh Gulch approximately 5,100 feet southwest*

This project is under final design and permitting with construction anticipated for first/second quarter 2022.

### Jordan Tributary at Bradbury Ranch

- *Channel and bank stabilization from an existing stormwater pond immediately upstream of Mainstreet to a point along Jordan Tributary approximately 3,600 feet north*

This project is within the final design and permitting phase with construction anticipated to begin in first/second quarter 2022.

### Cottonwood Meadows Tributary

- *Channel and bank stabilization from an existing stormwater pond immediately upstream of Jordan Road to the confluence with Cherry Creek approximately 1,200 feet east*

This project is within the final design and permitting phase with construction anticipated to begin in second/third quarter 2022.

### Cimarron Middle School Pond

- *Structure retrofits and improvements to a regional stormwater pond adjacent to Cimarron Middle School*

This project is within the final design/permitting phase and is anticipated to begin in fourth quarter 2022.

### Clarke Farms Drainage Improvements

- *Re-establishment and improvements to an existing channel and associated stormwater infrastructure to alleviate flooding concerns in this area*

This project is within the preliminary design phase with construction anticipated to begin summer 2022.

## Annual Roadway Maintenance

### Concrete Repair - 2021

- *Misc. sidewalk, concrete pavement and curb and gutter repairs*

This project began in May 2021 and is 90% complete. Staff is currently working on performing concrete removal and replacement on local streets.

## Recreation Projects

### Jordan Road Undercrossing Project

- *Construction of an under-crossing along the East-West Regional Trail at Jordan Road*

This project is substantially complete.

# Parks and Recreation

## Special Events

- **Pumpkin Patch Splash (Oct. 22):** Children chose their pumpkin from our floating pumpkin patch at the Parker Recreation Center Indoor Pool. There were three sessions with 102 total participants.
- **Fieldhouse Fright Night (Oct. 23):** This evening of Halloween family fun at the Parker Fieldhouse was a resounding success! Pre-registration filled up with 300 youth registrants, and many walk-up participants were welcomed, as well.
- **Turkey Day 5K FUN Run/Walk (Nov. 25):** The tradition continued with 1,000 participants celebrating Thanksgiving Day with a run/walk along the Cherry Creek Trail, starting and finishing at the Parker Recreation Center.
- **Milk and Cookies with Santa (Dec. 12):** Families were thrilled to spend some time with Santa (pictured bottom right)! This year's event grew and featured two sessions with 80 children in each timeslot.
- **Swim with Santa (Dec. 18):** Kids enjoyed this Santa-sized pool party with plenty of photo ops with jolly old St. Nick at the Parker Recreation Center Indoor Pool. More than 50 participants joined us for this inaugural event.

## Day Camp

- Fieldhouse Day Camp (pictured above) welcomed 65 campers during Thanksgiving break and 260 participants during winter break.

## Sports

- Errin Koon was awarded the CPRA Presidential Award at the Annual CPRA Banquet in December 2021 for contributions to the state organization and the CARA board.

## Facilities

- The Mountain Pine Woman's Club Yuletide Bazaar was held at the Parker Fieldhouse in November and welcomed more than 1,500 visitors. Some funds raised at this one-day event benefit the Parker Recreation Scholarship program.

## Parks

- This time of year, the Parks staff is winding down its summer/fall routine maintenance and gearing up for winter operations, including snow removal. By this time of year, they've updated all snow maps, checked all plows and other equipment, replenished all the salt barrels at Town facilities and held the annual "Snow Rodeo" (pictured below). This event is the internal plow training and practice event held to reacquaint crew members with snow removal procedures and rejuvenate their snow equipment skills. It was perfect timing for this training, as staff has already responded to two snowfall events, despite the dry winter we're having so far.

## Forestry/Open Space

- Forestry/Open Space staff continued their normal maintenance functions while preparing for winter operations, including snow removal. Additionally, they completed in-house installation of new trail signage, which features a QR code linked to the Town's interactive trail map. This online resource has helped save an estimated 5,000 paper maps per year and nearly $2,000 annual map printing savings for the Town.

# Parks and Recreation - *con't*

## By the Numbers - *4th Quarter*

### Day Camp

**388%**
Increase in winter break participants from 2020 to 2021.

### Sports

**52%**
Increase in Sports revenue from 2020 to 2021.

**884**
Registrants in Fall Kinder and Youth Basketball Leagues.

### Aquatics

**53**
Registrants for the inaugural Swim with Santa event at the Recreation Center Indoor Pool.

### Kids' Zone

**160**
Children who were registered for the Milk and Cookies with Santa event.

### Fitness

**1,140**
Combined in-person and virtual Group Fitness classes held, totaling 13,821 participants.

**1,029**
Personal training sessions conducted.

### Facilities

**684**
Number of 10- or 20-Visit Passes sold.

**412**
Number of new memberships sold.

**12,721**
Number of Ice Trail at Discovery Park admissions.

**1,805**
Cups of hot chocolate sold at the Ice Trail concessions stand.

### Forestry/Open Space

**46**
Employee hours spent pruning for line-of-site issues and storm damage.

**88**
Incidences of vandalism on Town property, including graffiti, that were cleaned or repaired.

**588**
Linear feet of trail edge ground to help mitigate tripping hazards.

**80**
Employee hours of late-season mowing of open space for weed control, fire mitigation and aesthetics.

### Parks

**110**
Employee hours of late-season mowing at sports fields and Town facilities.

**196**
Employee hours spent preparing the Ice Trail at Discovery Park, including installing dasher boards.

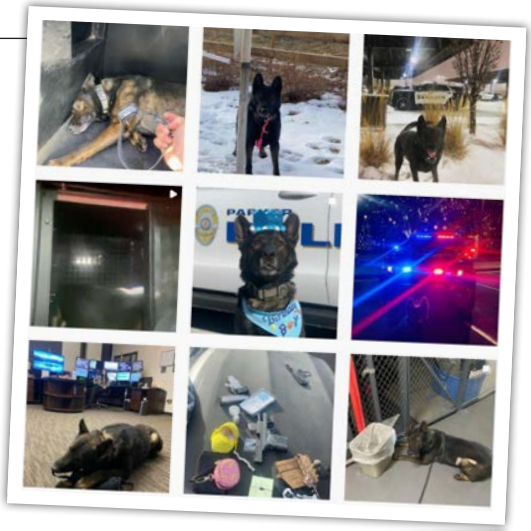
**66**
Employee hours spent inspecting Town playgrounds, keeping them safe and in good working order.

**66**
Employee hours of hand-picking trash around Town, not including emptying cans.

# Parker Police

## Department News

**K-9 Kato Joins Instagram**
You can now see the latest photos of K-9 Kato (pictured at right) and K-9 Officer "Insta" Graham on Instagram. You can expect to see pictures and videos from Kato's work and home life. It's the best place to see the latest from Officer Graham and K-9 Kato. Check out @k9katofightscrime on Instagram and let us know what you think.



**New Officers Sworn-in**
Friends, family and staff were on-hand in December as Officers Duran, Odom and Payne (all pictured at right with Chief Tsurapas) took the oath to serve and protect Parker residents. Officer Duran joins the Parker Police after two years with the Fort Morgan Police Department. Officers Odom and Payne graduated from the Highlands Ranch Law Enforcement Training Facility in December.

In November, Officers Clary, Ryan (pictured at right) and Valko had Parker Police badges pinned to their chest after taking their oath. Officer Clary brings two years of experience to Parker from an outside agency, Officer Ryan three years and Officer Valko seven years.

## Public Safety Updates

**Stolen Truck Recovered, Suspect Arrested**
A Parker officer spotted a GMC truck with license plates belonging to another vehicle while patrolling on the night shift. The driver was contacted after parking at a business and exiting the vehicle. He had two outstanding felony warrants, was arrested and taken to the Douglas County Jail. The GMC was reported stolen in a carjacking out of Limon.

**Community Assists with Arrest of Suspected Drunk Driver**
Thanks to the help of observant residents, Parker officers were able to take a suspected drunk driver off the streets. Residents saw a vehicle driving erratically on Parker Road and called the police. Officers arrested the suspect after he was unable to perform the roadside sobriety maneuvers safely.

**Traffic Enforcement Operation**
In October, the Parker Police participated in a speed enforcement operation with Douglas County law enforcement partners and the Colorado State Patrol. Between the five agencies, 307 traffic stops were made, 169 speeding tickets and 52 traffic-related tickets were handed out and six arrests made.

# Parker Police - con't

## Community Outreach and Programs

**Heroes and Helpers**
Parker Police officers and department staff members had a fantastic time shopping with more than 20 Parker boys and girls during the annual Heroes and Helpers event (pictured top right). This event allowed these kids an opportunity to shop for themselves and family members with a Parker officer. Each child picked out a few items for themselves and their loved ones.

**Texas Roadhouse Tip-A-Cop**
Parker residents donated more than $2,300 to Colorado Special Olympics at the Texas Roadhouse Tip-A-Cop event. Officers Drew-Bell, Mattern and Valko, as well as Dispatcher Daily, worked with Special Olympics Athletes Heather, Tara, Ryan and Angie to raise money to cover the cost of participation. This event is successful because our residents support Special Olympics and the Parker Police Department.

**Coffee with a Cop**
Parker residents joined the Parker Police at Kunjani Coffee for Coffee with a Cop in October (pictured middle right). The afternoon event saw many parents and kids stop by to talk to their favorite officers after school and say thank you.

**State's #1 Prescription Drug Take-Back Box**
The Parker Police Department knew there was a significant need for a safe location to dispose of expired and unused medications back in 2018. But they were blown away to learn that their medication drop box is the most used in the entire state of Colorado. It's especially remarkable considering Parker PD's drop box started a year after the program launched. Parker residents have dropped off more than 6,500 pounds of medicine in the last three years.

**Douglas County Youth Initiative (DCYI)**
Sergeant Holmes recently attended the DCYI Youth Congress to talk about School Resource Officers and their role in Parker schools (pictured bottom right). The students presented ideas on how SROs could enhance their relationships with students. They made sure Sergeant Holmes knew how much they appreciated Parker SROs in their schools and that it made them feel safe.

**Shred-A-Thon**
More than 250 Parker residents recently brought their sensitive documents to Salisbury Equestrian Park for a Shred-A-Thon. Parker residents who dropped of their documents for shredding also donated more than $2,100 to the Parker Senior Center.

## Citizen's Academy Graduation

Twenty-one residents recently graduated from Parker's first online Citizen's Police Academy. After completing 13 online classes, students went to the range and shot the guns Parker officers carry. Registration opens for the next Citizen's Police Academy on Jan. 19. The goal is to host this next class in-person.

# Town Clerk's Office

## Statistics – *4th Quarter 2021*

### Community Event Permits

- 2017 – 68
- 2018 – 60
- 2019 – 74
- 2020 – 51 (27 withdrawn due to COVID-19)
- 2021 – 55

### Special Events Permits Processed *(Events with Liquor)*

- 2017 – 33
- 2018 – 31
- 2019 – 23
- 2020 – 9 (6 withdrawn due to COVID-19)
- 2021 – 23

### Active Liquor Licenses

- 2017 – 97
- 2018 – 107
- 2019 – 117
- 2020 – 117
- 2021 – 124

### Open Records Requests

- 2017 – 120
- 2018 – 119
- 2019 – 187
- 2020 – 194
- 2021 – 208

### Peddlers and Solicitors Permits

- 2017 – 30
- 2018 – 18
- 2019 – 21
- 2020 – 18
- 2021 – 15

# MEMORANDUM

| | |
|---|---|
| **TO:** | Honorable Mayor and Members of Town Council |
| **FROM:** | Michelle Kivela, Town Administrator |
| **DATE:** | January 24, 2022 |
| **SUBJECT:** | RTD Update |

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**ISSUE:**
General Update on RTD

**FISCAL/BUDGET IMPACT:**
None.

**BACKGROUND:**
Senator Smallwood introduced SB22-046 on behalf of the Town of Parker on January 18, 2022. The bill has been assigned to State, Veterans and Military affairs. A copy of the bill is attached.

Attached is the Draft Service Optimization Plan (SOP) from the Reimagine RTD process. Staff reviewed the Draft SOP and found the following related to Parker's services:

- **Route 483 Bus:** Proposed for an expansion of service over the next few years with increased hours of operation and weekend service.
- **Route P Parker/Denver Bus:** Proposed for maintenance of service over the next few years from Parker to Downtown Denver with peak period service of 6 trips, 3 inbound in AM and 3 outbound in PM. This is in contrast to RTD reducing or eliminating regional bus service in other outlying areas of the District.
- **FlexRide:** Proposed for maintenance of service over the next few years within Parker and RTD is planning to increase the hours of operation this month (January 2022) to 5:30AM to 7PM from 6AM to 6PM. This is an increase in service of 1.5 hours per day or 12.5 percent.
- **Mobility On-Demand:** There is a recommendation to increase mobility on-demand options in outlying areas of the District including Parker, such as FlexRide, Uber/Lyft or other services provided through partnerships. Parker is identified as a potential mobility on-demand expansion zone but there are no details yet. It is possible that this may be addressed through the RTD Accountability Committee Report recommendation for the creation of sub-regions within the RTD service area with funding for partnerships and services tailored to the sub-regional communities.

Also attached for general information is the Community Development staff memo and presentation on RTD provided last year for the January 25, 2021 Study Session.

Staff is still waiting for the 2021 data from RTD which is anticipated to be provided to the Town on February 8, 2022, or shortly thereafter.

**RECOMMENDATION:**

Informational only.

**REQUESTED DIRECTION:**

Informational only.

**ATTACHMENT:**

1. Senate Bill 22-046
2. Draft SOP Route Recommendations Updated 12-09-21
3. Staff Memo - Study Session 1-25-21
4. Staff Presentation -1-25-21

Second Regular Session
Seventy-third General Assembly
STATE OF COLORADO

**INTRODUCED**

LLS NO. 22-0643.01 Megan Waples x4348

# SENATE BILL 22-046

**SENATE SPONSORSHIP**

**Smallwood,**

**HOUSE SPONSORSHIP**

**(None),**

**Senate Committees**
State, Veterans, & Military Affairs

**House Committees**

## A BILL FOR AN ACT

101 **CONCERNING THE ABILITY OF VOTERS IN THE TOWN OF PARKER IN**
102 **DOUGLAS COUNTY TO DETERMINE WHETHER TO BE INCLUDED IN**
103 **THE BOUNDARIES OF THE REGIONAL TRANSPORTATION**
104 **DISTRICT.**

### Bill Summary

*(Note: This summary applies to this bill as introduced and does not reflect any amendments that may be subsequently adopted. If this bill passes third reading in the house of introduction, a bill summary that applies to the reengrossed version of this bill will be available at http://leg.colorado.gov.)*

The bill allows eligible electors in the town of Parker to elect to have all of the area within the boundaries of the town included in or excluded from the boundaries of the regional transportation district

(district). The bill requires that for the election to go forward, 2 separate ballot questions must be presented to the electors, one regarding the town's inclusion in and one regarding the town's exclusion from the district.

The ballot questions may be initiated by petitions signed by at least 5% of the voters, or the governing body of the town of Parker may adopt resolutions to hold elections on the ballot questions. The ballot must include one question allowing the voters to vote for or against the inclusion of the proposed area in the district, and one question allowing voters to vote for or against the exclusion of the proposed area from the district.

If one question is approved by a majority of the eligible electors and the other question is not approved by a majority of eligible electors, the question that was approved takes effect. If both questions are approved by a majority of the eligible electors, only the question that received the greater number of votes in favor of the question takes effect. If neither question is approved by a majority of eligible electors, neither question takes effect and the boundaries of the district remain as they were before the election.

If the voters elect to be excluded from the district, the exclusion takes effect on the earlier of December 31, 2050, or the date on which any district securities that were secured by the specific pledge of proceeds of sales taxes prior to January 1, 2022, are repaid. The district may continue to collect sales and use tax revenues within the boundaries of the district after the voters elect to be excluded and prior to the effective date of the exclusion, so long as the district provides a reasonably proportionate level of service to the town of Parker during that time.

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*Be it enacted by the General Assembly of the State of Colorado:*

**SECTION 1.** In Colorado Revised Statutes, **add** 32-9-106.2 as follows:

**32-9-106.2. District area - town of Parker in Douglas county - definition.** (1) IN CONSIDERATION OF THE FACT THAT VARIOUS NONCONTIGUOUS PARCELS OF THE TOWN OF PARKER ARE INCLUDED IN THE DISTRICT, THE VOTERS OF THE TOWN OF PARKER MAY ELECT TO CONSOLIDATE THE STATUS OF THE TOWN OF PARKER AS COMPLETELY INCLUDED IN OR COMPLETELY EXCLUDED FROM THE BOUNDARIES OF THE DISTRICT AT AN ELECTION HELD PURSUANT TO SUBSECTION (2) OF THIS

SECTION.

(2) PURSUANT TO SUBSECTION (1) OF THIS SECTION, THE AREA INCLUDED WITHIN THE BOUNDARIES OF THE TOWN OF PARKER MAY BE INCLUDED IN OR EXCLUDED FROM THE DISTRICT IF THE FOLLOWING REQUIREMENTS ARE MET:

(a) TWO PROPOSALS, ONE TO INCLUDE THE AREA AND ONE TO EXCLUDE THE AREA, ARE INITIATED BY EITHER OF THE FOLLOWING METHODS:

(I) TWO PETITIONS, ONE REQUESTING AN ELECTION FOR THE PURPOSE OF INCLUDING THE AREA IN THE DISTRICT AND ONE REQUESTING AN ELECTION FOR THE PURPOSE OF EXCLUDING THE AREA FROM THE DISTRICT, ARE EACH SIGNED BY AT LEAST FIVE PERCENT OF THE REGISTERED ELECTORS WITHIN THE TOWN OF PARKER AND SUBMITTED TO THE GOVERNING BODY OF THE TOWN OF PARKER; OR

(II) THE GOVERNING BODY OF THE TOWN OF PARKER ADOPTS TWO RESOLUTIONS, ONE TO HOLD AN ELECTION FOR THE PURPOSE OF INCLUDING THE AREA IN THE DISTRICT AND ONE TO HOLD AN ELECTION FOR THE PURPOSE OF EXCLUDING THE AREA FROM THE DISTRICT.

(b) AN ELECTION IS HELD AND CONDUCTED IN ACCORDANCE WITH ARTICLES 1 TO 13 OF TITLE 1 OR ARTICLE 10 OF TITLE 31, AS APPLICABLE, AND THE FOLLOWING REQUIREMENTS:

(I) THE ELECTION IS HELD EITHER AT THE GENERAL ELECTION HELD IN NOVEMBER 2022 OR ANY REGULAR LOCAL DISTRICT ELECTION FOR THE TOWN OF PARKER HELD THEREAFTER, AS DETERMINED BY THE GOVERNING BODY OF THE TOWN OF PARKER. THE TOWN OF PARKER SHALL PAY THE COSTS OF SUCH ELECTIONS.

(II) ONE BALLOT QUESTION ALLOWS ALL OF THE REGISTERED

ELECTORS IN THE TOWN OF PARKER TO VOTE FOR OR AGAINST THE INCLUSION OF THE PROPOSED AREA IN THE DISTRICT AND ONE BALLOT QUESTION ALLOWS ALL OF THE REGISTERED ELECTORS IN THE TOWN OF PARKER TO VOTE FOR OR AGAINST THE EXCLUSION OF THE AREA FROM THE DISTRICT.

(III) EACH BALLOT QUESTION SPECIFIES THAT THE AREA PROPOSED TO BE INCLUDED IN OR EXCLUDED FROM THE DISTRICT, AS APPLICABLE, IS ALL OF THE AREA WITHIN THE BOUNDARIES OF THE TOWN OF PARKER.

(IV) EACH BALLOT QUESTION CONTAINS THE CURRENT RATES OF SALES AND USE TAX LEVIED BY THE DISTRICT.

(V) THE BALLOT CONTAINS BOTH OF THE FOLLOWING QUESTIONS:

(A) "SHALL THE AREA DESCRIBED IN THE BALLOT BE INCLUDED IN THE REGIONAL TRANSPORTATION DISTRICT AND SUBJECT TO TAXATION BY THE DISTRICT?"; AND

(B) "SHALL THE AREA DESCRIBED IN THE BALLOT BE EXCLUDED FROM THE REGIONAL TRANSPORTATION DISTRICT AND NOT SUBJECT TO TAXATION BY THE DISTRICT?".

(3) (a) IF EITHER THE BALLOT QUESTION TO INCLUDE ALL OF THE AREA WITHIN THE BOUNDARIES OF THE TOWN OF PARKER IN THE DISTRICT OR THE BALLOT QUESTION TO EXCLUDE ALL OF THE AREA WITHIN THE BOUNDARIES OF THE TOWN OF PARKER FROM THE DISTRICT IS APPROVED BY A MAJORITY OF THE REGISTERED ELECTORS WHO VOTED IN THE ELECTION AND THE OTHER BALLOT QUESTION IS NOT APPROVED BY A MAJORITY OF THE REGISTERED ELECTORS WHO VOTED IN THE ELECTION, THE BALLOT QUESTION THAT WAS APPROVED BY A MAJORITY OF THE REGISTERED ELECTORS WHO VOTED IN THE ELECTION TAKES EFFECT.

(b) IF BOTH THE BALLOT QUESTION TO INCLUDE ALL OF THE AREA

WITHIN THE BOUNDARIES OF THE TOWN OF PARKER IN THE DISTRICT AND THE BALLOT QUESTION TO EXCLUDE ALL OF THE AREA WITHIN THE BOUNDARIES OF THE TOWN OF PARKER FROM THE DISTRICT ARE APPROVED BY A MAJORITY OF THE REGISTERED ELECTORS WHO VOTED IN THE ELECTION, ONLY THE BALLOT QUESTION THAT RECEIVES THE LARGER NUMBER OF VOTES IN FAVOR OF THE QUESTION TAKES EFFECT.

(c) IF NEITHER THE BALLOT QUESTION TO INCLUDE ALL OF THE AREA WITHIN THE BOUNDARIES OF THE TOWN OF PARKER IN THE DISTRICT NOR THE BALLOT QUESTION TO EXCLUDE ALL OF THE AREA WITHIN THE BOUNDARIES OF THE TOWN OF PARKER FROM THE DISTRICT IS APPROVED BY A MAJORITY OF REGISTERED ELECTORS WHO VOTED IN THE ELECTION, NEITHER BALLOT QUESTION TAKES EFFECT AND THE BOUNDARIES OF THE DISTRICT SHALL CONTINUE TO INCLUDE THE PARTS OF THE TOWN OF PARKER THAT WERE INCLUDED IN THE DISTRICT BEFORE SUCH ELECTION.

(4) IF THE BALLOT QUESTION TO EXCLUDE ALL OF THE AREA WITHIN THE BOUNDARIES OF THE TOWN OF PARKER TAKES EFFECT PURSUANT TO SUBSECTION (3)(a) OR (3)(b) OF THIS SECTION:

(a) THE EFFECTIVE DATE OF THE EXCLUSION IS THE EARLIER OF:

(I) DECEMBER 31, 2050; OR

(II) THE DATE ON WHICH ALL DISTRICT SECURITIES THAT WERE SECURED BY THE SPECIFIC PLEDGE OF PROCEEDS OF SALES TAXES PURSUANT TO SECTION 32-9-131 ON OR BEFORE JANUARY 1, 2022, ARE REPAID.

(b) THE DISTRICT MAY CONTINUE TO RECEIVE THE PROCEEDS OF SALES AND USE TAXES FROM THE AREA OF THE TOWN OF PARKER THAT IS INCLUDED IN THE BOUNDARIES OF THE DISTRICT AFTER THE BALLOT QUESTION TO EXCLUDE THE AREA IS ADOPTED, BUT BEFORE THE EFFECTIVE

DATE OF THE EXCLUSION, SO LONG AS THE DISTRICT PROVIDES THE TOWN OF PARKER WITH A LEVEL OF SERVICE THAT IS REASONABLY PROPORTIONAL TO THE AMOUNT OF SALES TAXES THAT ARE RECEIVED BY THE DISTRICT FROM THE AREA OF THE TOWN OF PARKER THAT IS INCLUDED IN THE BOUNDARIES OF THE DISTRICT. FOR PURPOSES OF THIS SECTION, SERVICE IS "REASONABLY PROPORTIONAL" IF THE DISTRICT'S ACTUAL COSTS OF PROVIDING SERVICE TO THE TOWN OF PARKER EQUALS OR EXCEEDS FIFTY PERCENT OF THE AMOUNT OF SALES AND USE TAXES THAT ARE RECEIVED BY THE DISTRICT FROM THE AREA OF THE TOWN OF PARKER THAT IS INCLUDED IN THE BOUNDARIES OF THE DISTRICT IN ANY GIVEN DISTRICT FISCAL YEAR.

**SECTION 2.** In Colorado Revised Statutes, 32-9-106.1, **amend** (1)(a) introductory portion, (1)(a)(II), and (2)(e)(III) as follows:

**32-9-106.1. District area.** (1) (a) Subject to the requirements of ~~paragraph (b) of subsection (2)~~ SUBSECTION (2)(b) of this section, the area comprising the district ~~shall consist~~ CONSISTS of the following:

(II) Any additional area annexed to or included in the district after July 1, 2007, as provided in sections ***32-9-106.2,*** 32-9-106.6, 32-9-106.7, and 32-9-106.8.

(2) (e) (III) An annexation or inclusion of additional area into the district as provided in sections ***32-9-106.2,*** 32-9-106.6, 32-9-106.7, and 32-9-106.8 shall not become effective until the board updates the map and written document specified in ~~paragraph (a) of this subsection (2)~~ SUBSECTION (2)(a) OF THIS SECTION as required in ~~subparagraph (II) of this paragraph (e)~~ SUBSECTION (2)(e)(II) OF THIS SECTION.

**SECTION 3. Act subject to petition - effective date.** This act takes effect at 12:01 a.m. on the day following the expiration of the

ninety-day period after final adjournment of the general assembly; except that, if a referendum petition is filed pursuant to section 1 (3) of article V of the state constitution against this act or an item, section, or part of this act within such period, then the act, item, section, or part will not take effect unless approved by the people at the general election to be held in November 2022 and, in such case, will take effect on the date of the official declaration of the vote thereon by the governor.

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

December 10, 2021

REIMAGINE RTD

# 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

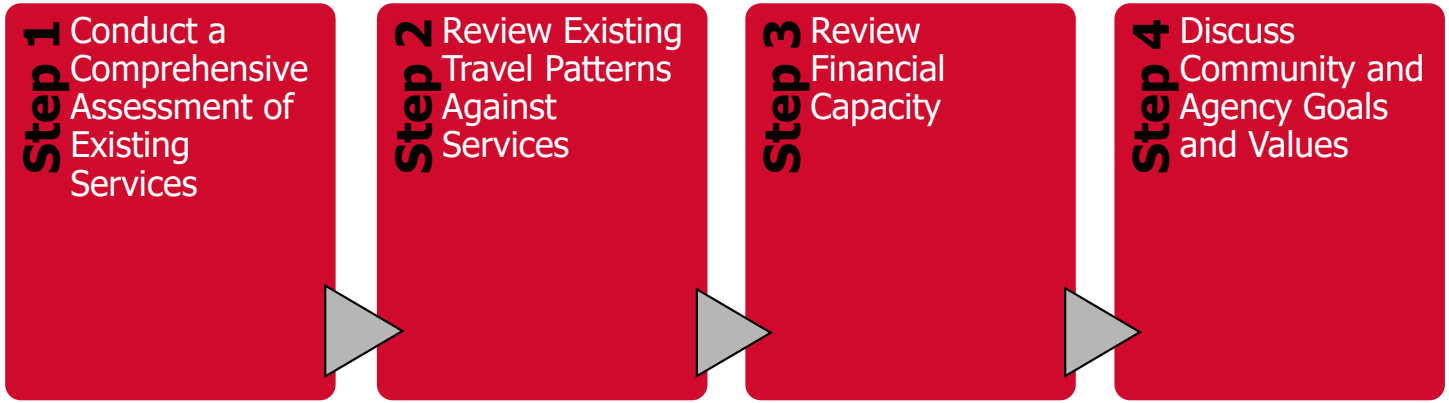
Provide sustainable mobility options while continually seeking to reduce RTD's environmental impact.

# 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 | ✓ | ✓ | ✓ | ✓ |
| 2. | Serve social equity communities and transit supportive land uses | ✓ | ✓ | ✓ | ✓ |
| 3. | Reflect financial and workforce constraints | | | ✓ | ✓ |
| 4. | Bolster local connectivity through partnerships | ✓ | | | ✓ |

# 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**

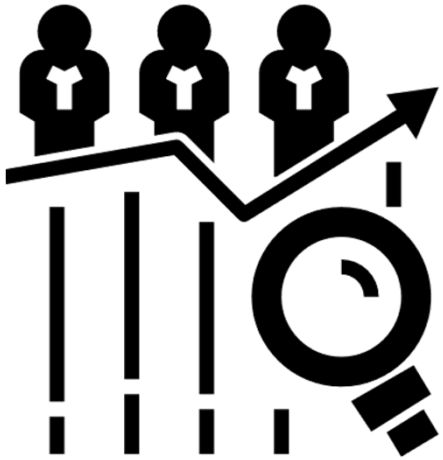
Elimination of long routes

# 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** | 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<br>**Examples: Flatiron Flyer, 15, E, 30/31** |
| **Connect** | Regionally focused local bus and rail routes with a minimum 14-hour span of service (6AM to 8PM)<br>**Examples: 100, 24, 92** |
| **Commute** | Regional bus routes with limited stop spacing focused on serving a unique travel market (e.g., downtown workforce, DEN workforce and travelers)<br>**Examples: SkyRide, P, LX** |
| **Community** | Community-focused local routes with custom-built span of service, frequency, and days of service to meet local needs<br>**Examples: 16th St. Mall Ride, Longmont local routes, Boulder local routes, 402L, FlexRide services, MOD ridehailing partnerships** |

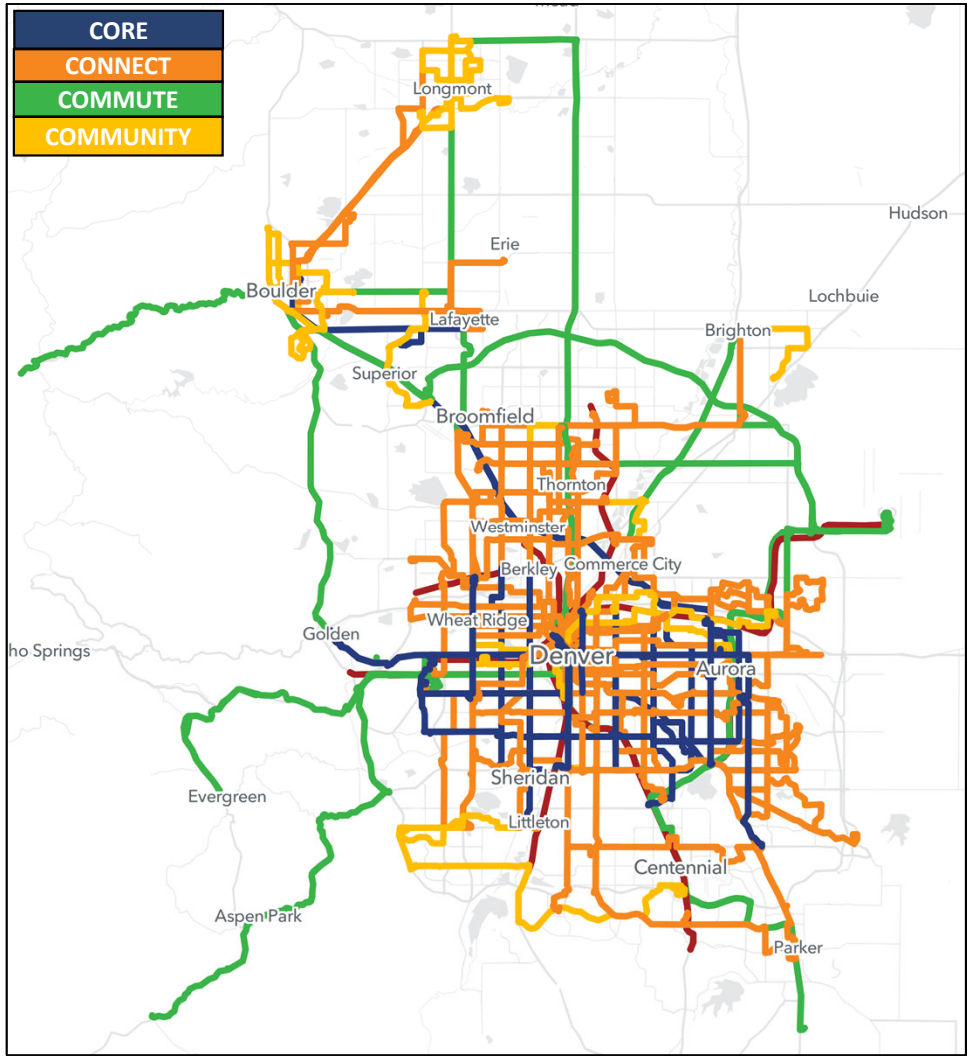
# 2027 SOP Network

## 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** |

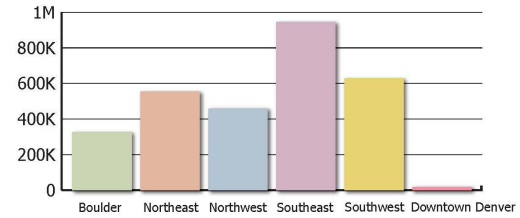
| | |
|---|---|
| **Total Revenue Hours** | **2,408,521** |

- 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

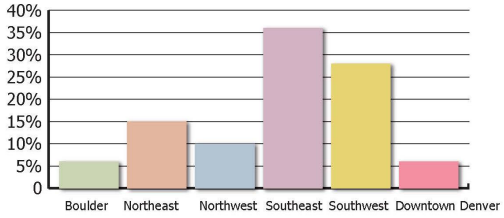


# SOP by Service Sector

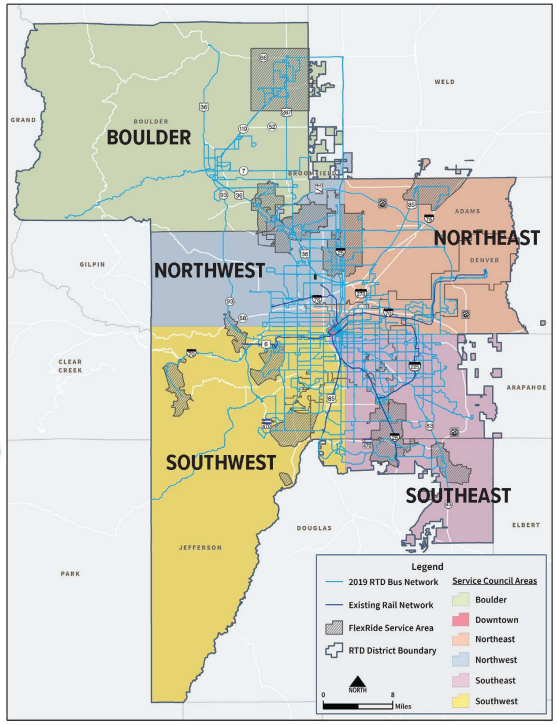
## Population



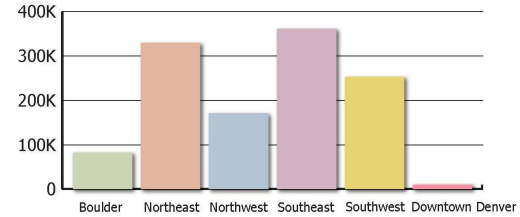

## Total Core Service Hours



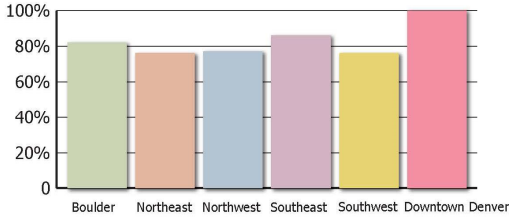

## Service Areas




## Total Equity Population




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



# 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

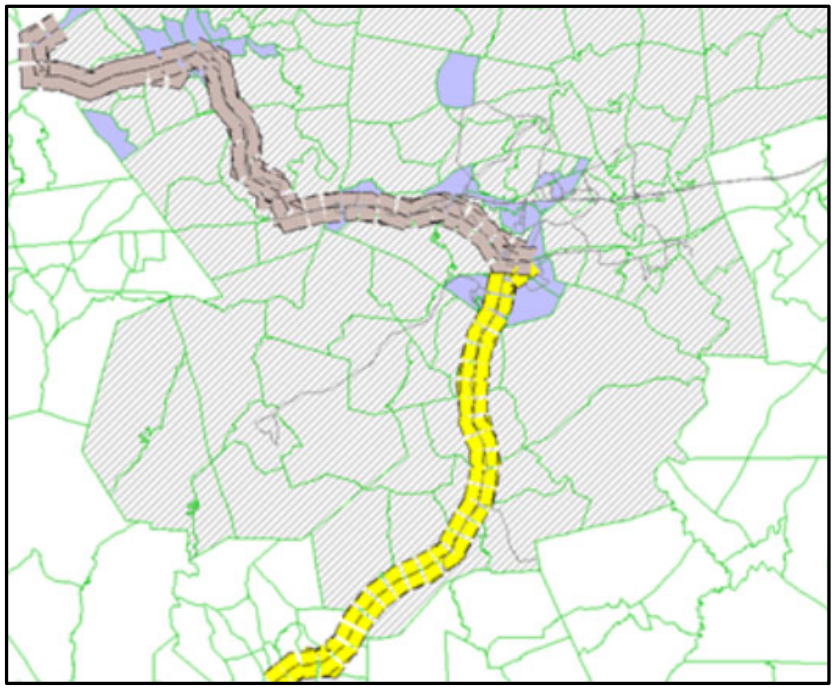
  **=**

  Thresholds to <u>Evaluate Possible Impacts</u>

- 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

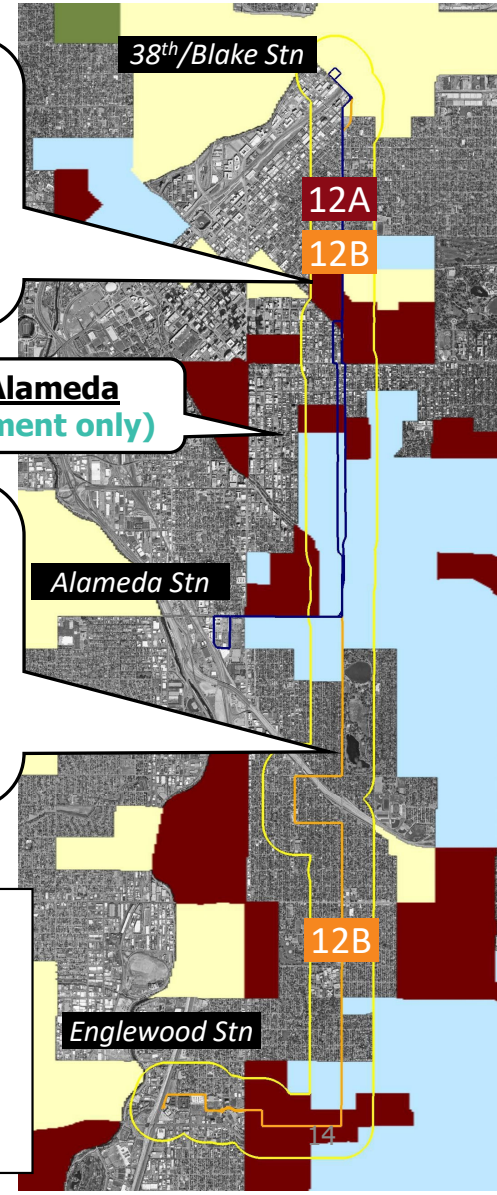
**12A – Downing/Alameda Stn**
**Service Change: -22% (seg. only)**
Min. population: 23,945
District min. pop: 1,078,739

**% 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%**

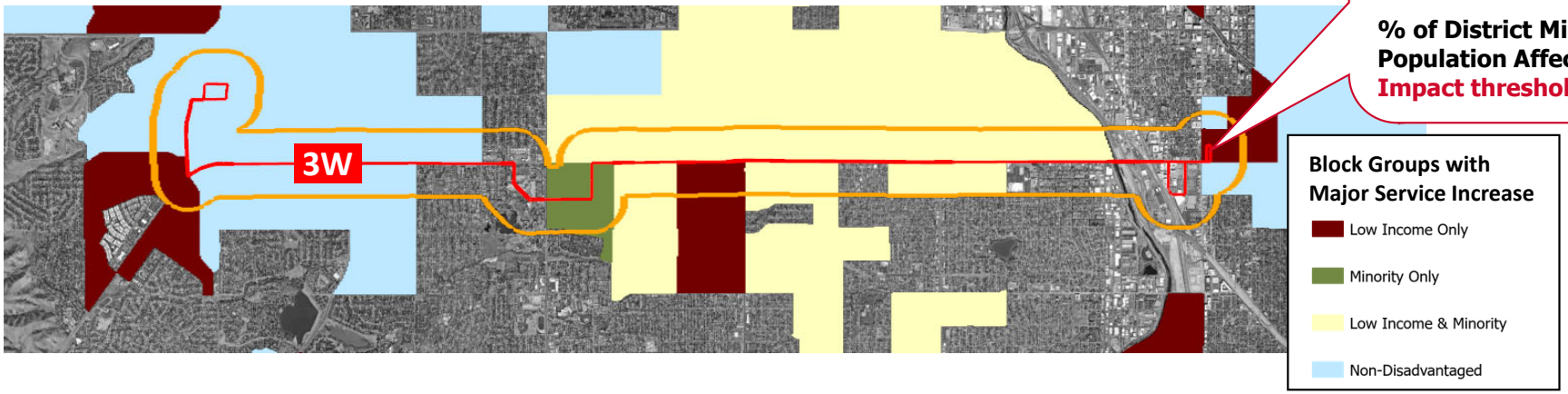


# Route-Level Analysis

- 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

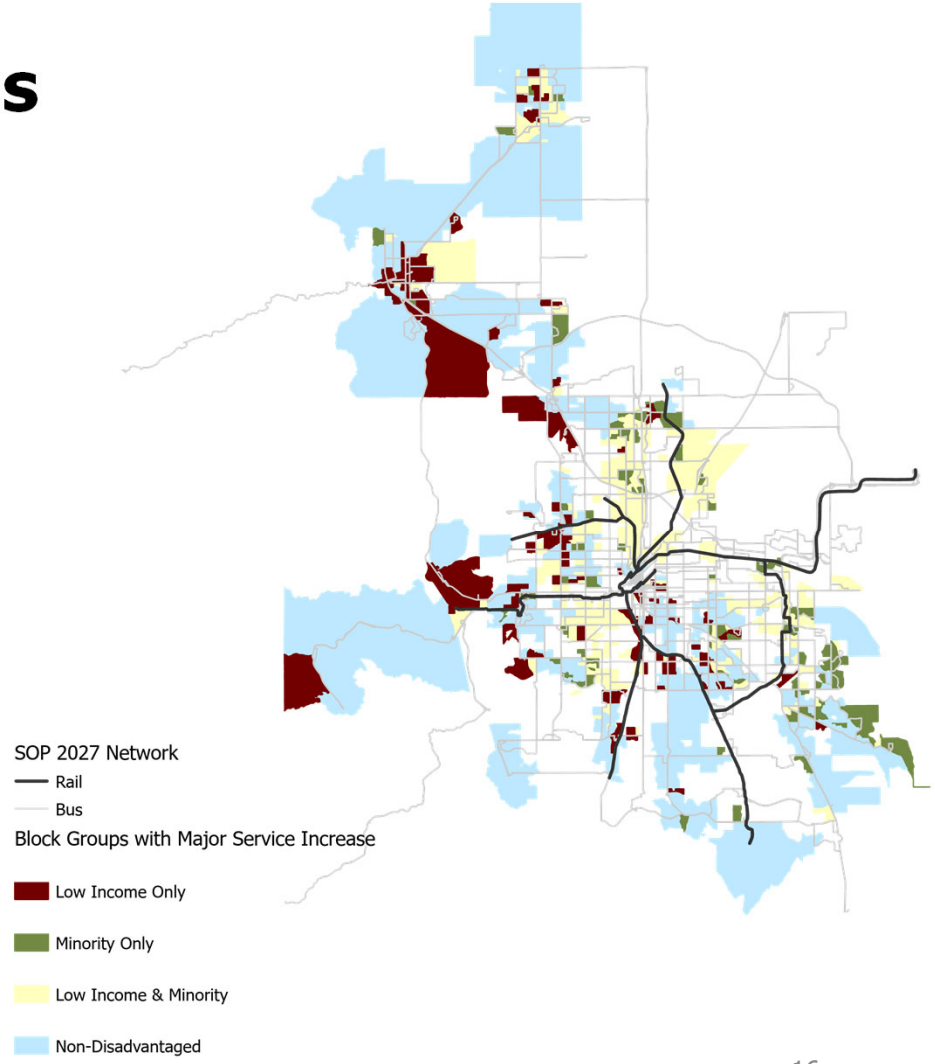
**3W – West Alameda Ave**
**Service Change: +56%**
Min. population: 14,528
District min. pop: 1,078,739

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



# 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 |

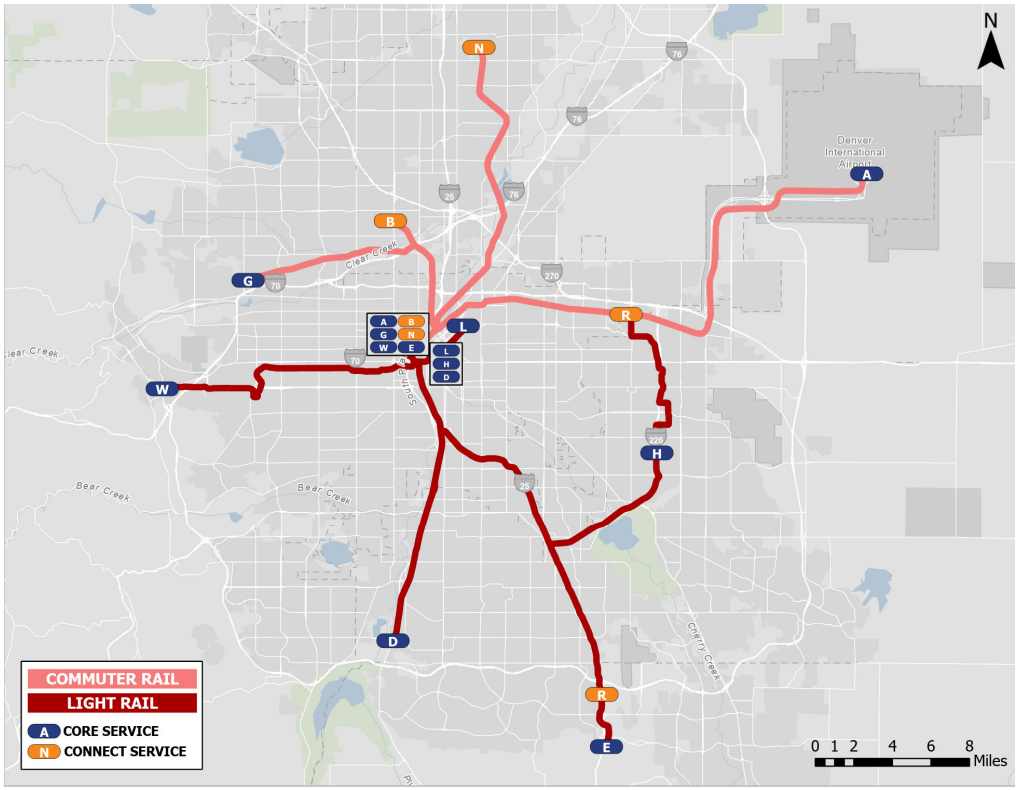
# Pre-Pandemic Routes Not Included in SOP

| 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

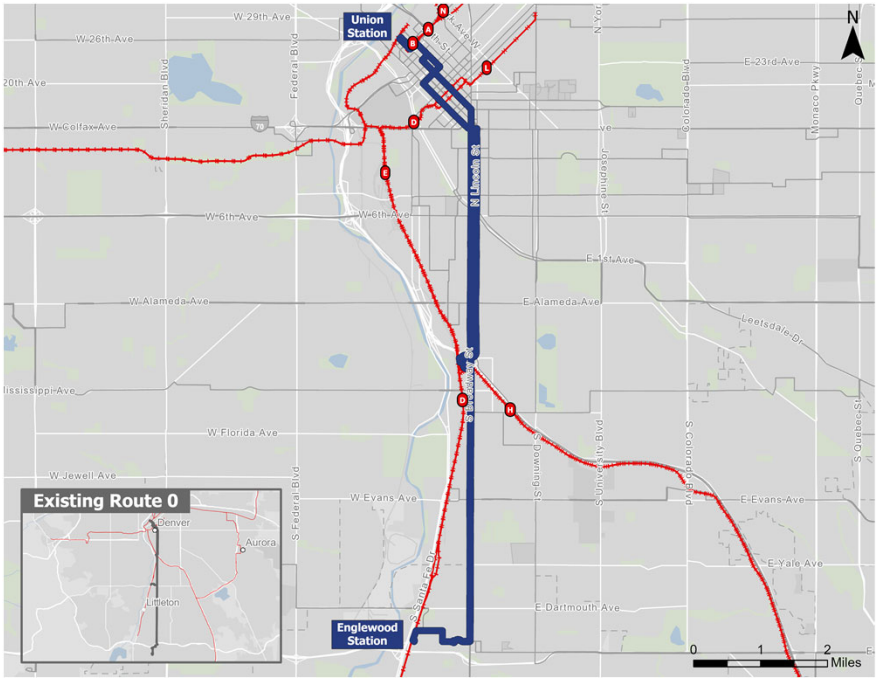
## Light Rail Service Plan

**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

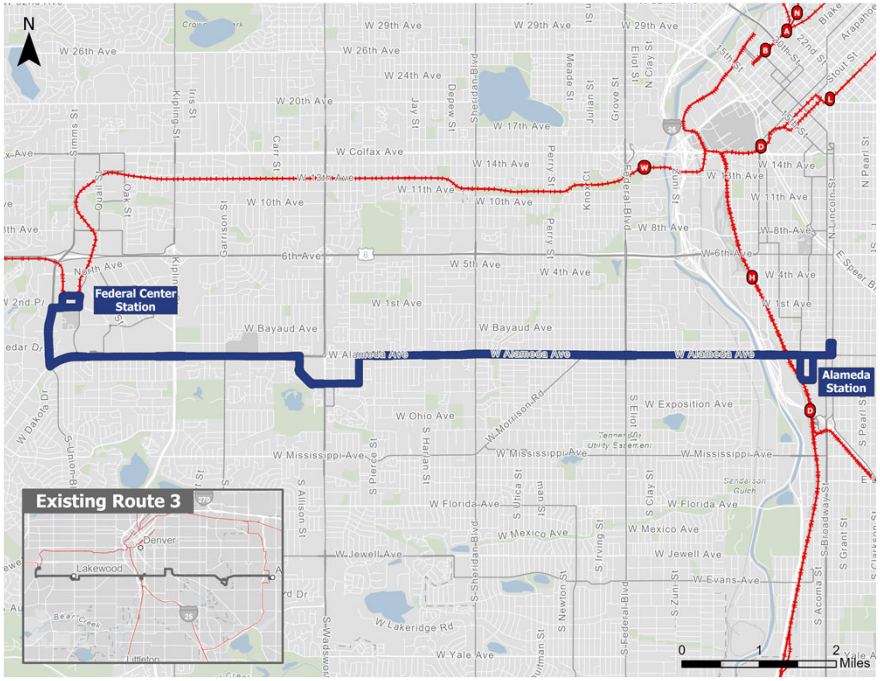
**Route 0 - South Broadway**
*DUS / Englewood Station*
***Service Class: Core***

| *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

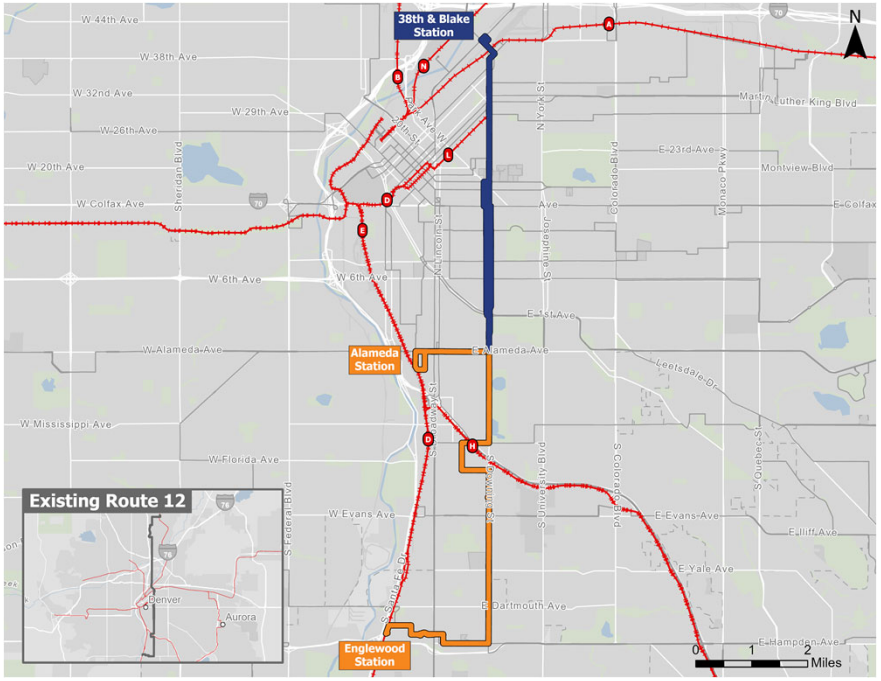
**Route 3w - Alameda Avenue**
*Federal Center / Lincoln*
***Service Class: Core***

| *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.

Core

## 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***

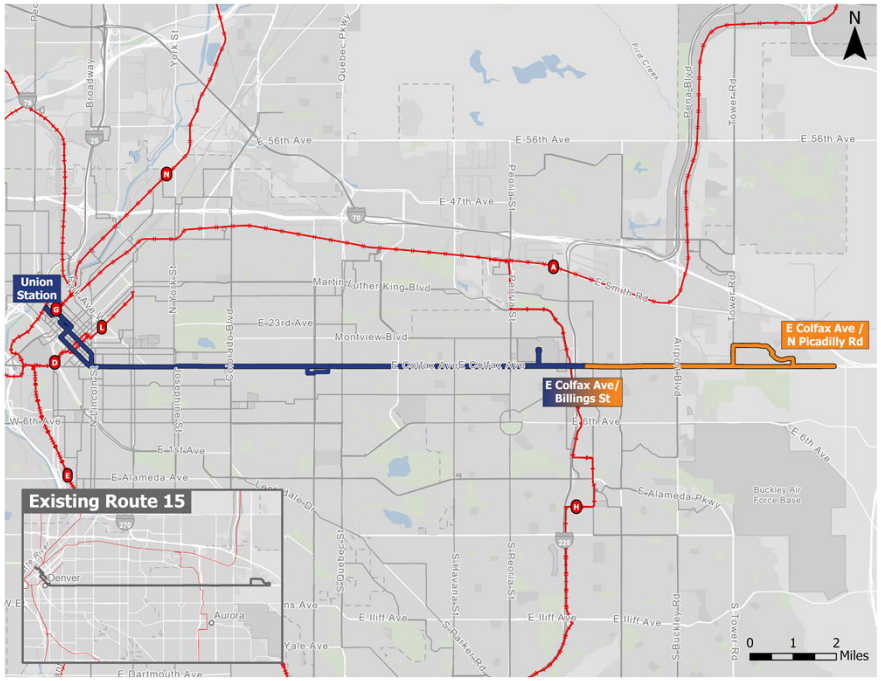
| | | | Route 12A to Englewood Station | | | | Route 12B to Alameda Station | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | *Service Levels (minutes)* | | | | *Service Levels (minutes)* | | | |
| ***Span of Service*** | | | *Peak* | *Midday* | *Evening* | *Late* | *Peak* | *Midday* | *Evening* | *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***

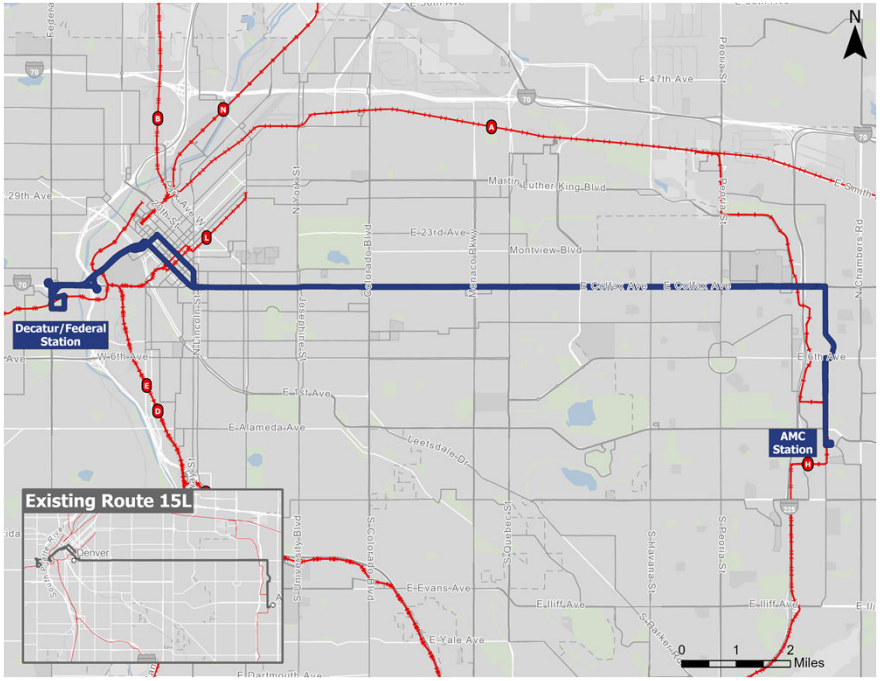
| | | | DUS to Colfax/Billings | | | | East of Colfax/Billings | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | *Service Levels (minutes)* | | | | *Service Levels (minutes)* | | | |
| ***Span of Service*** | | | *Peak* | *Midday* | *Evening* | *Late* | *Peak* | *Midday* | *Evening* | *Late* |
| **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




## 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.

## 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

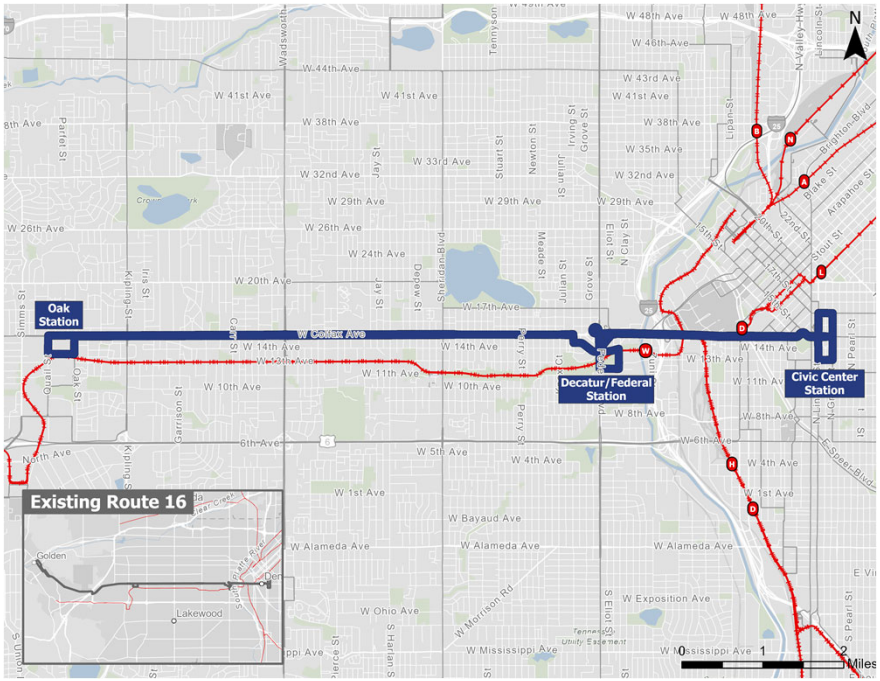
**Route 15L - East Colfax Limited**
*Aurora Metro Ctr Stn / Decatur Stn via Colfax*
***Service Class: Core***

| | | | Federal-Decatur to Billings | | | | Billings to Aurora Metro Center | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | *Service Levels (minutes)* | | | | *Service Levels (minutes)* | | | |
| ***Span of Service*** | | | *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 |

# ROUTE 16 – West Colfax Ave.

Core

## Proposed Alignment




## 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.

## 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

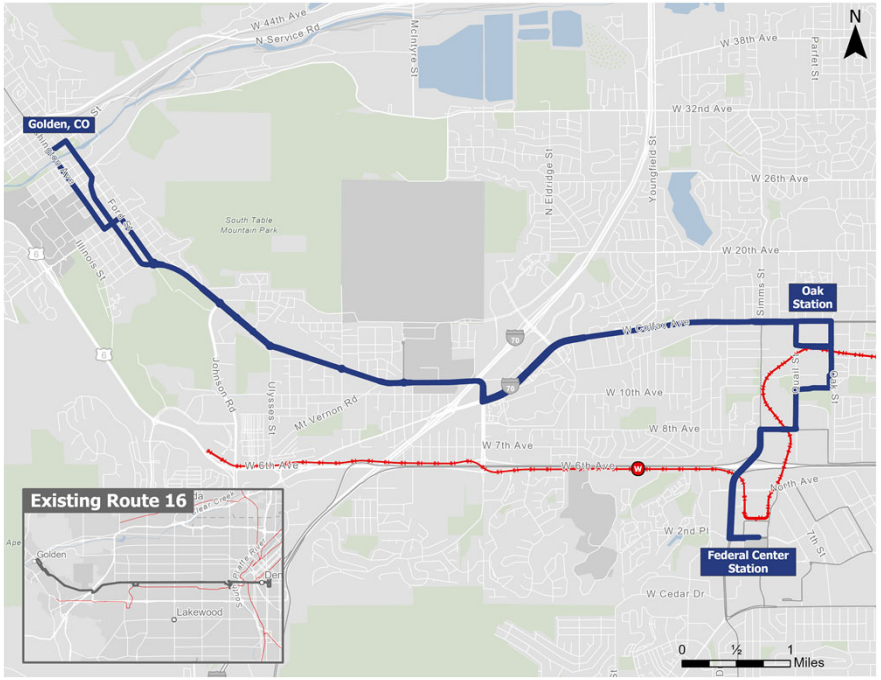
**Route 16 - West Colfax Avenue**
*Civic Center/Oak Station*
***Service Class: Core***

| *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 |

# 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

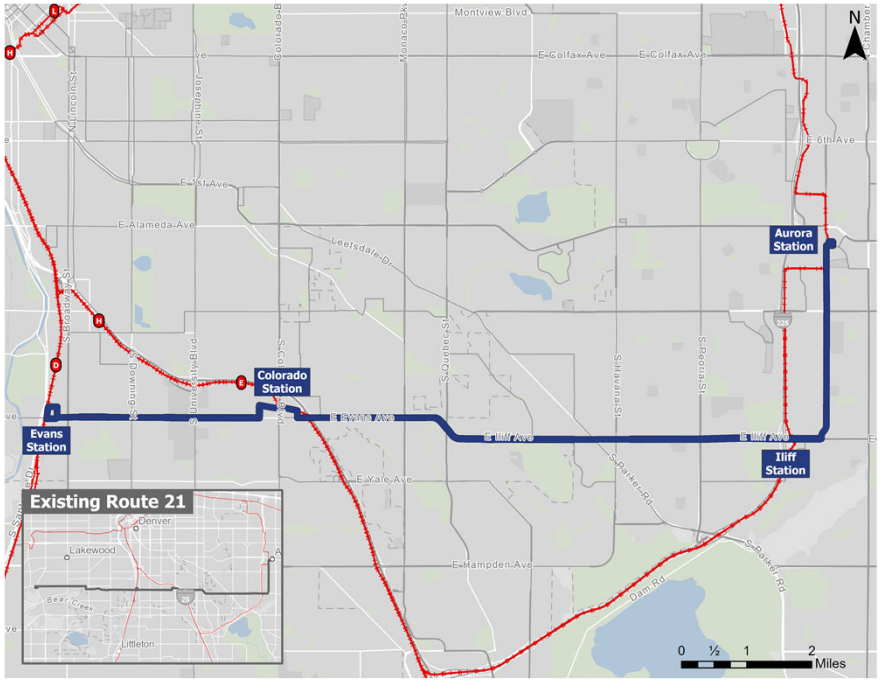
**Route 16g - West Colfax Avenue**
*Golden/Fed Center*
***Service Class: Core***

| *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

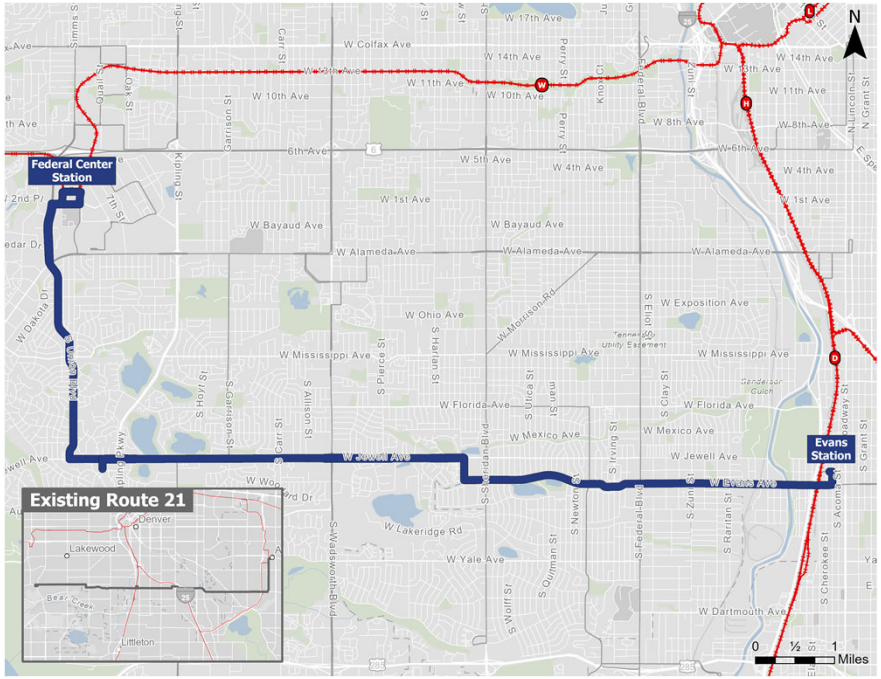
**Route 21E - Evans Avenue**
*Aurora Metro Ctr Stn / Evans Stn*
***Service Class: Core***

| *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

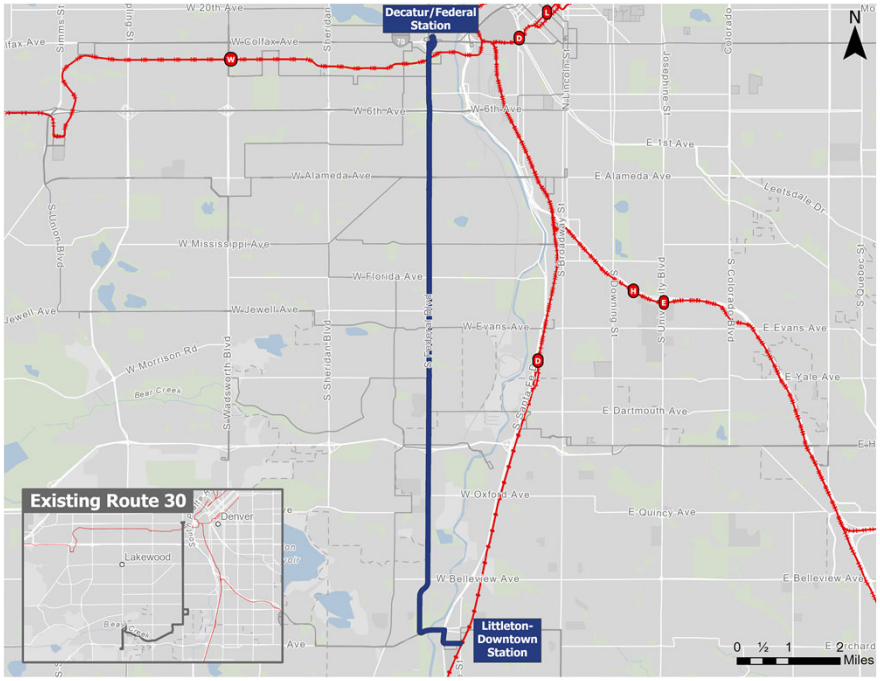
**Route 21W - Evans Avenue**
*Federal Ctr Stn to Evans Stn*
***Service Class: Core***

| *Span of Service* | | | *Service Levels (minutes)* | | | |
|---|---|---|---|---|---|---|
| | | | *Peak* | *Midday* | *Evening* | *Late* |
| **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

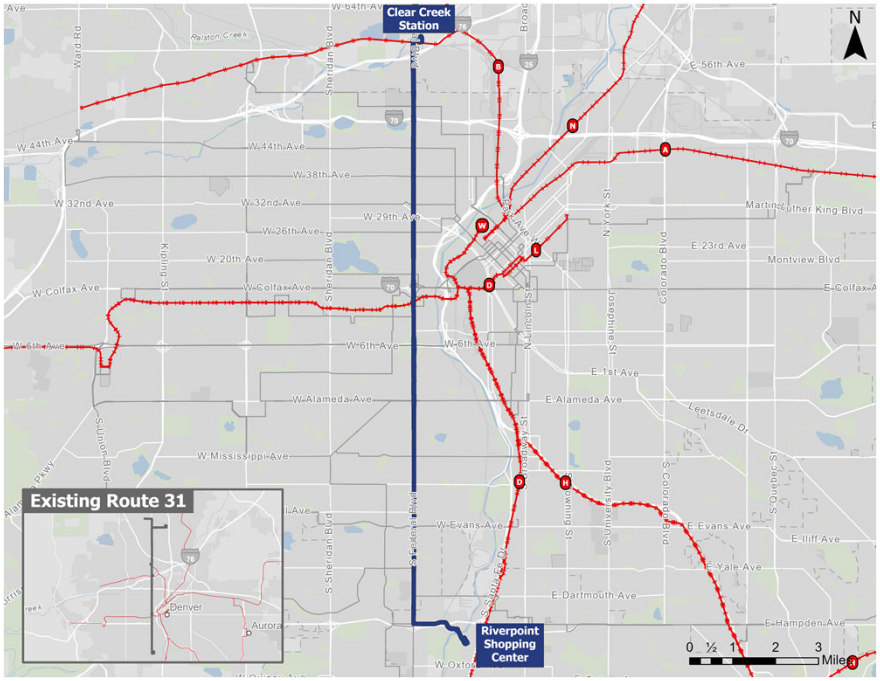
**Route 30 - South Federal Blvd**
*Colfax/Federal to Littleton*
***Service Class: Core***

| *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.

Core

## 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

**Route 31 - Federal Blvd**
*Clear Creek. to River Point*
***Service Class: Core***

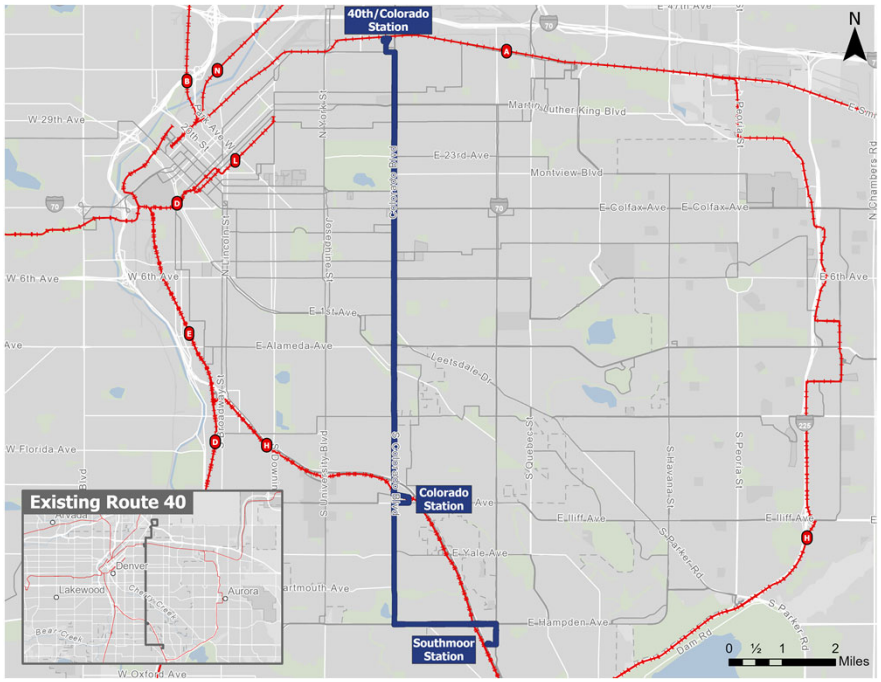
| *Span of Service* | | | *Service Levels (minutes)* | | | |
|---|---|---|---|---|---|---|
| | | | *Peak* | *Midday* | *Evening* | *Late* |
| **Weekdays:** | 4:00 am | 12:00 am | 15 | 15 | 30 | 30 |
| **Saturday:** | 4:00 am | 10:00 pm | 15 | 15 | 30 | 60 |
| **Sunday:** | 4:00 am | 10:00 pm | 60 | 60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

Core

## Proposed Alignment




## 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

## 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

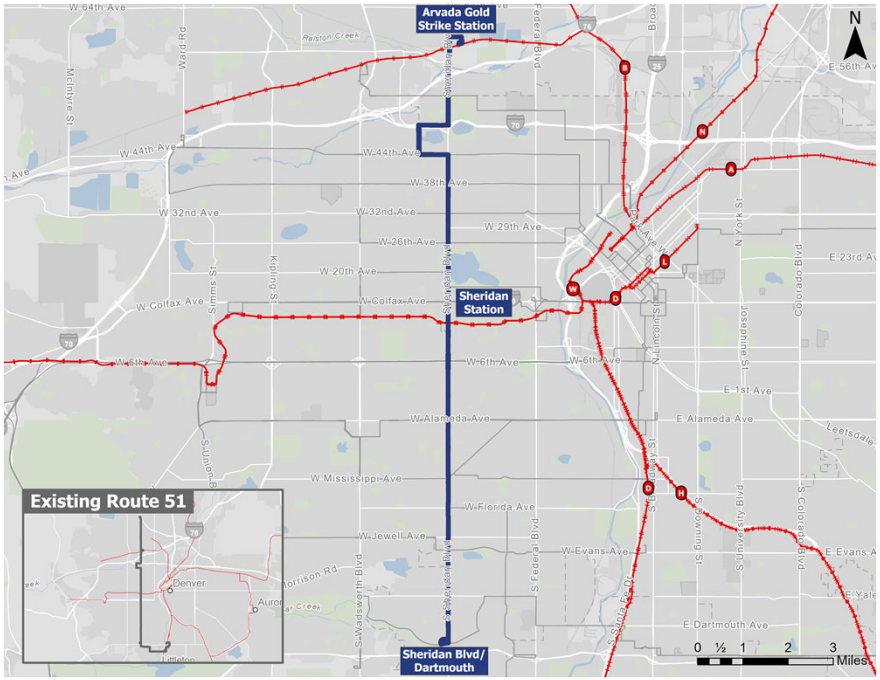
**Route 40 - Colorado Boulevard**
*40th & Colorado Stn / Southmoor Stn via Colorado Stn*
***Service Class: Core***

| *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 |

# 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

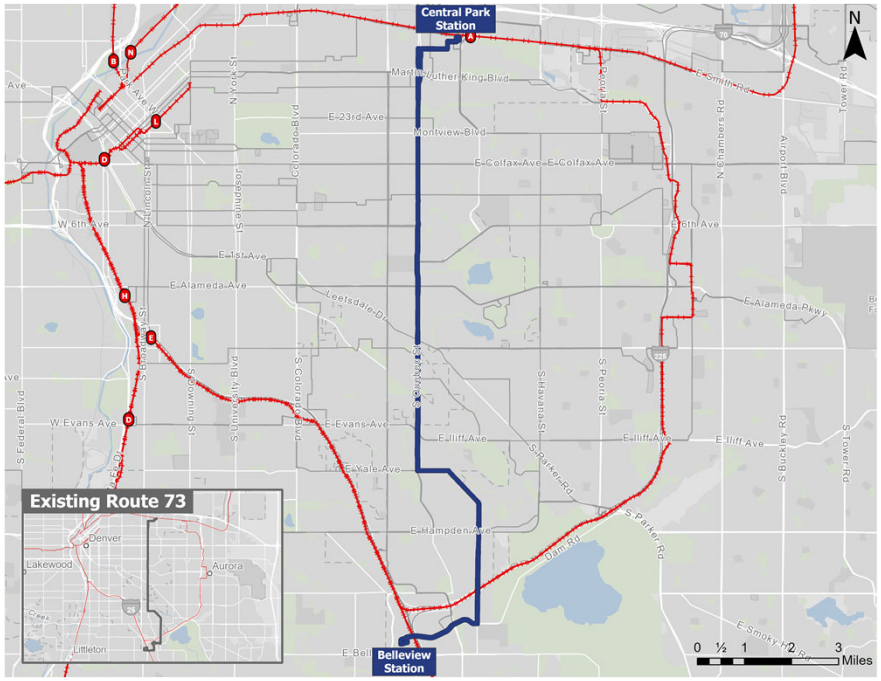
**Route 51 - Sheridan Blvd**
*60th & Sheridan/Colgate & Dartmouth*
***Service Class: Core***

| *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 | 30 | 30 | 60 | 60 |
| **Sunday:** | 6:00 am | 1:00 am | 30 | 30 | 60 | 60 |

# Route 73 – Quebec St.

Core

## 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

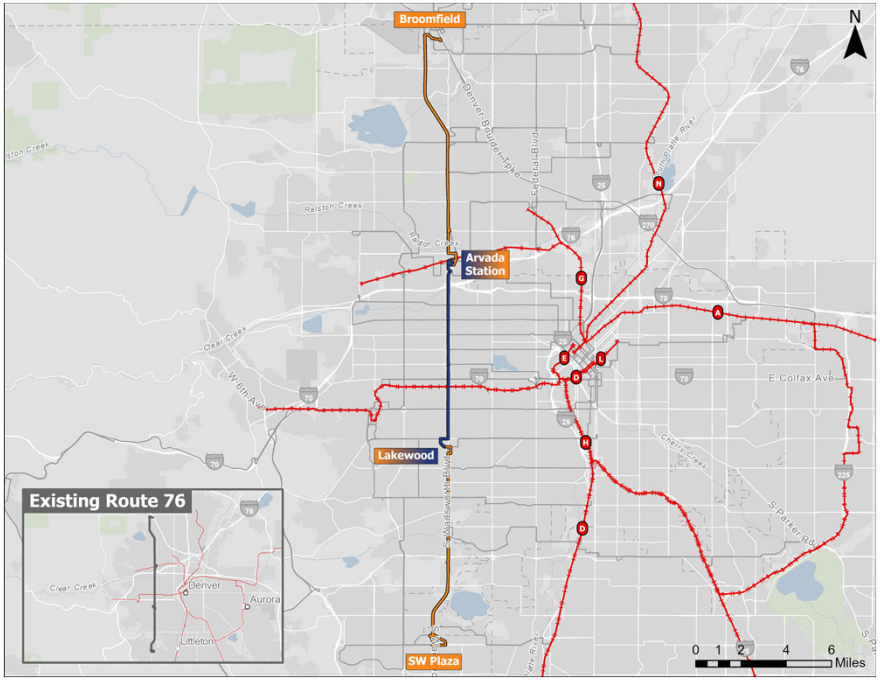
**Route 73 - Quebec Street**
*Belleview Stn / Central Park Stn*
***Service Class: Core***

| *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***

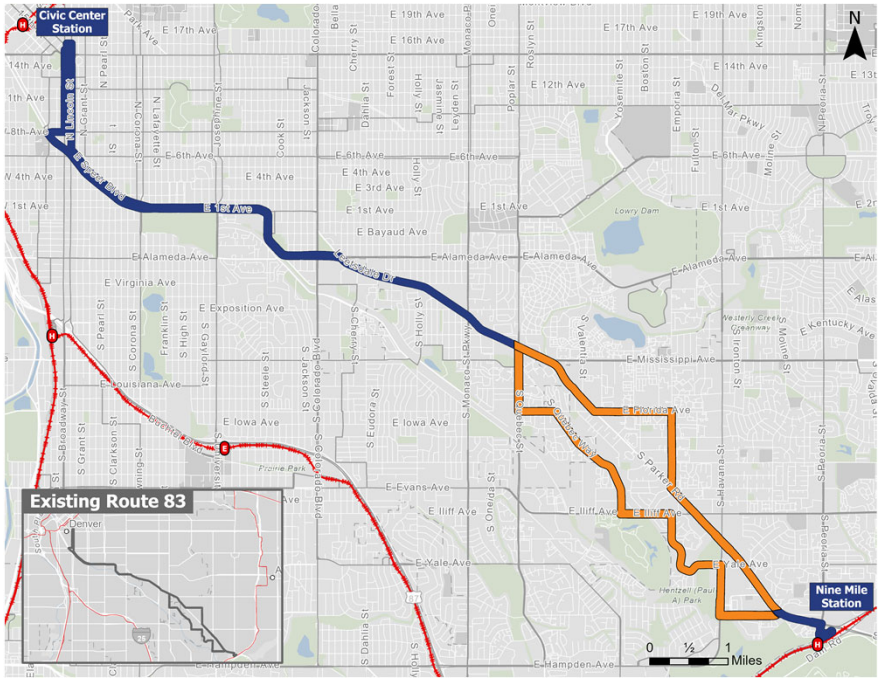
| | | | 76A: Olde Town Arvada / S.W. Plaza | | | | 76B: Lakewood Commons / Broomfield | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | ***Service Levels (minutes)*** | | | | ***Service Levels (minutes)*** | | | |
| ***Span of Service*** | | | *Peak* | *Midday* | *Evening* | *Late* | *Peak* | *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***

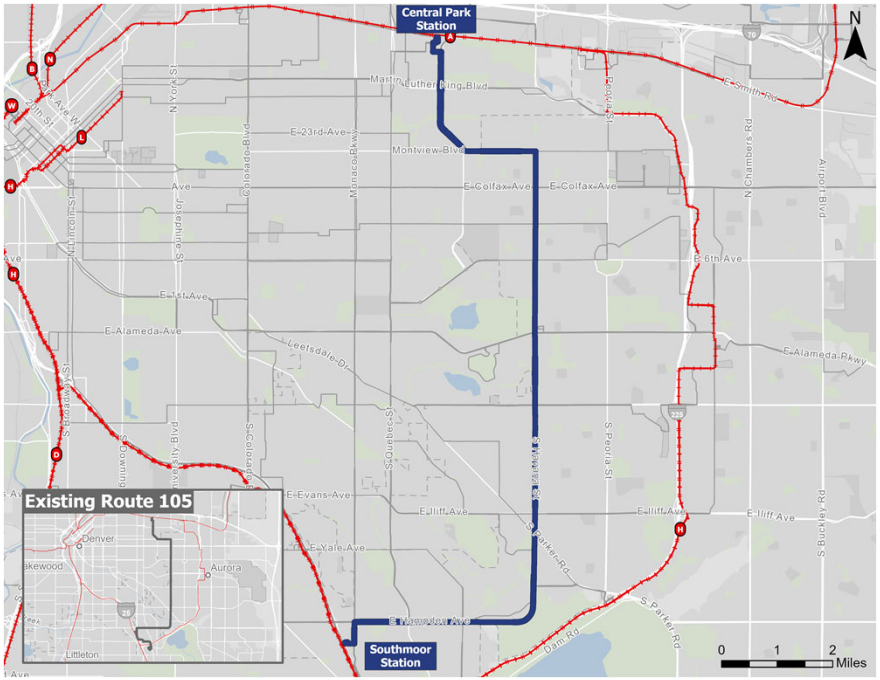
| | | | 83L: Via Dayton/Florida | | | | 83D: Via Quebec Way | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | *Service Levels (minutes)* | | | | *Service Levels (minutes)* | | | |
| ***Span of Service*** | | | *Peak* | *Midday* | *Evening* | *Late* | *Peak* | *Midday* | *Evening* | *Late* |
| **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

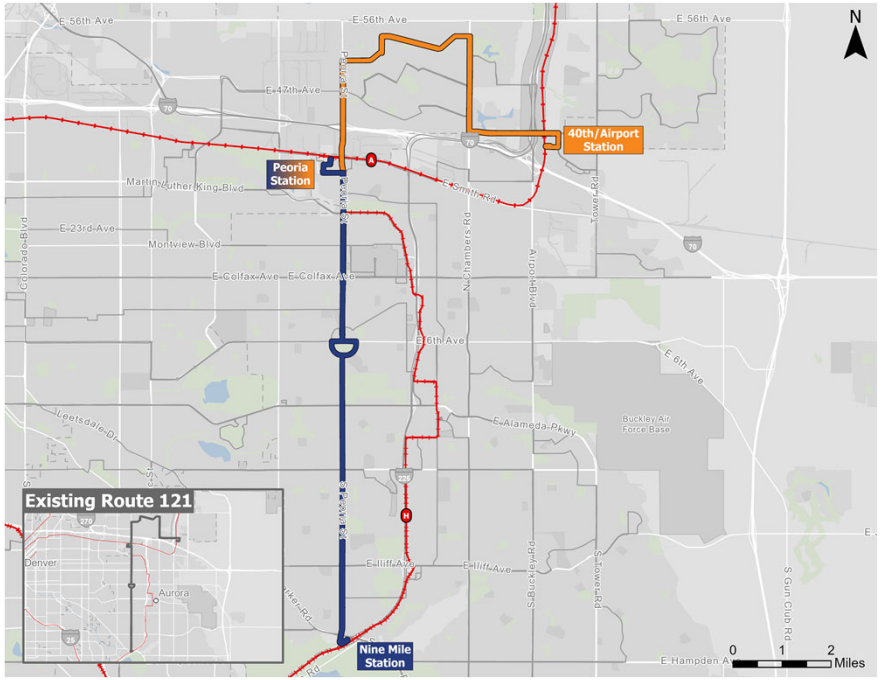
**Route 105 - Havana Street**
*Central Park Stn / Southmoor Stn*
***Service Class: Core***

| *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

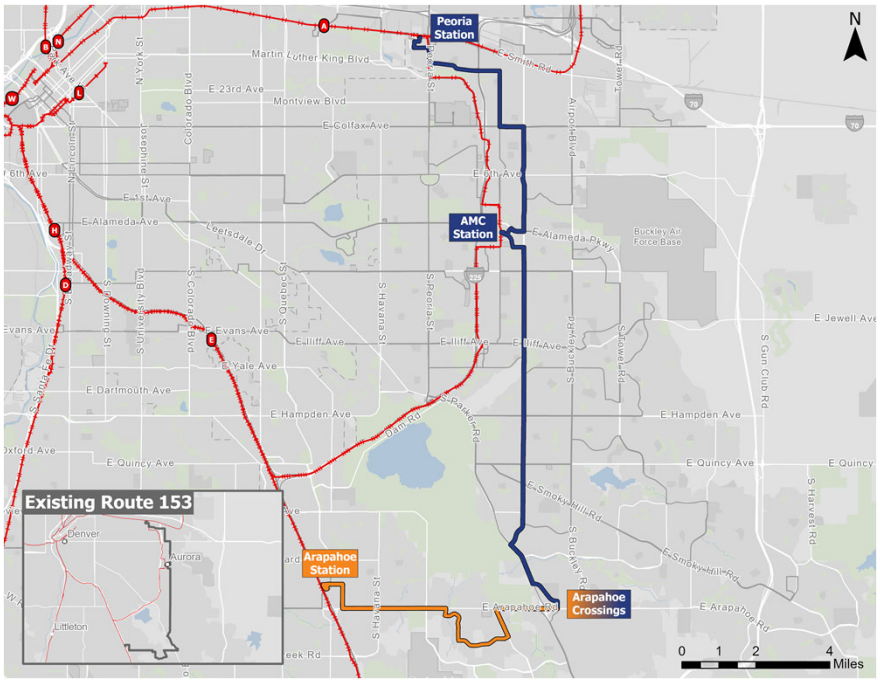
**Route 121 - Peoria Street**
*40th & Airport Stn via Montbello / Nine Mile via Peoria*
***Service Class: Core***

| | | | Nine Mile to Peoria Station | | | | Peoria Station to 40th & Airport Station | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | ***Service Levels (minutes)*** | | | | ***Service Levels (minutes)*** | | | |
| ***Span of Service*** | | | *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

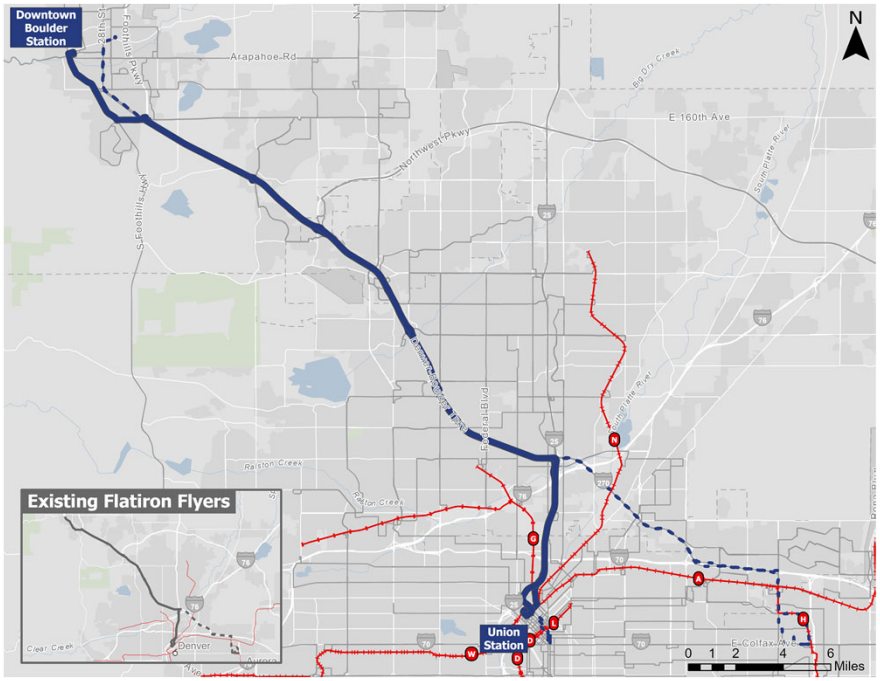
**Route 153 - Chambers Road**
*Peoria Stn via Chambers / Arapahoe Crossings*
***Service Class: Core***

| | | | Peoria Station to Arapahoe Crossing | | | | Arapahoe Crossing to Arapahoe Station | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | *Service Levels (minutes)* | | | | *Service Levels (minutes)* | | | |
| ***Span of Service*** | | | *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)

**Route FF1 - Flatiron Flyer**
*DBS-DUS All-Station*
***Service Class: Core***

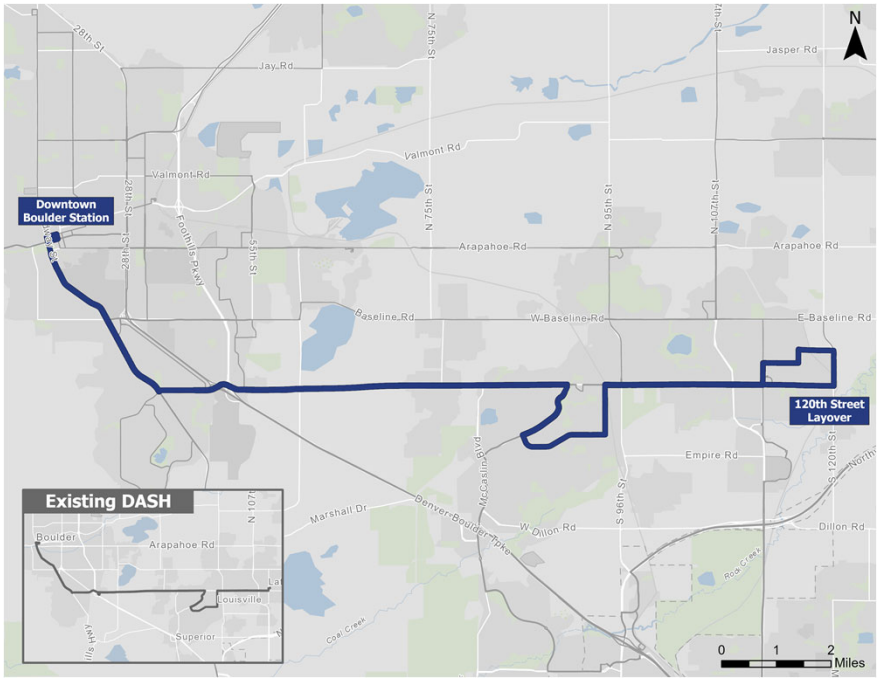
| *Span of Service* | | | *Service Levels (minutes)* | | | |
|---|---|---|---|---|---|---|
| | | | *Peak* | *Midday* | *Evening* | *Late* |
| **Weekdays:** | 5:00 am | 12:30 am | 15 | 15 | 15 | 30 |
| **Saturday:** | 5:00 am | 12:30 am | 30 | 15 | 15 | 30 |
| **Sunday:** | 6:00 am | 12:00 am | 30 | 30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

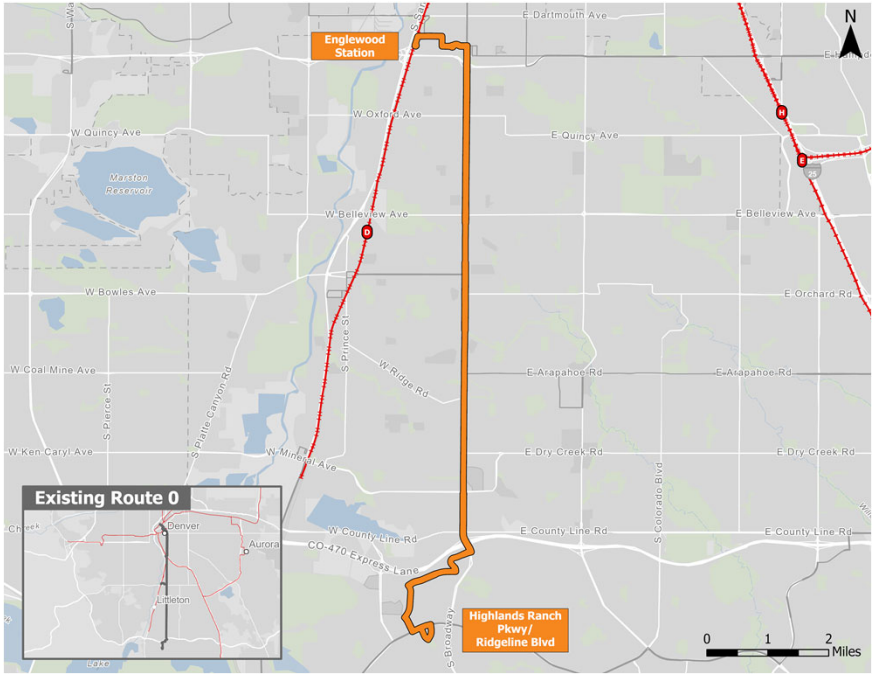
**Route Dash - Boulder / Lafayette via Louisville**
*Lafayette PnR / Dwtwn Boulder*
***Service Class: Core***

| *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

Connect

## 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

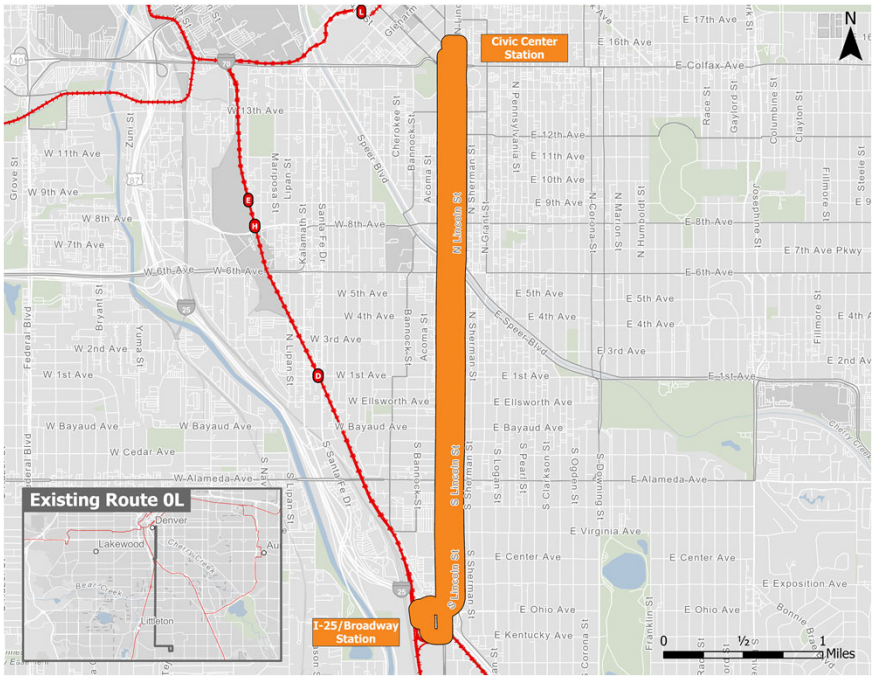
**Route 0-B - South Broadway**
*Highlands Ranch/Englewood Station*
***Service Class: Connect***

| *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

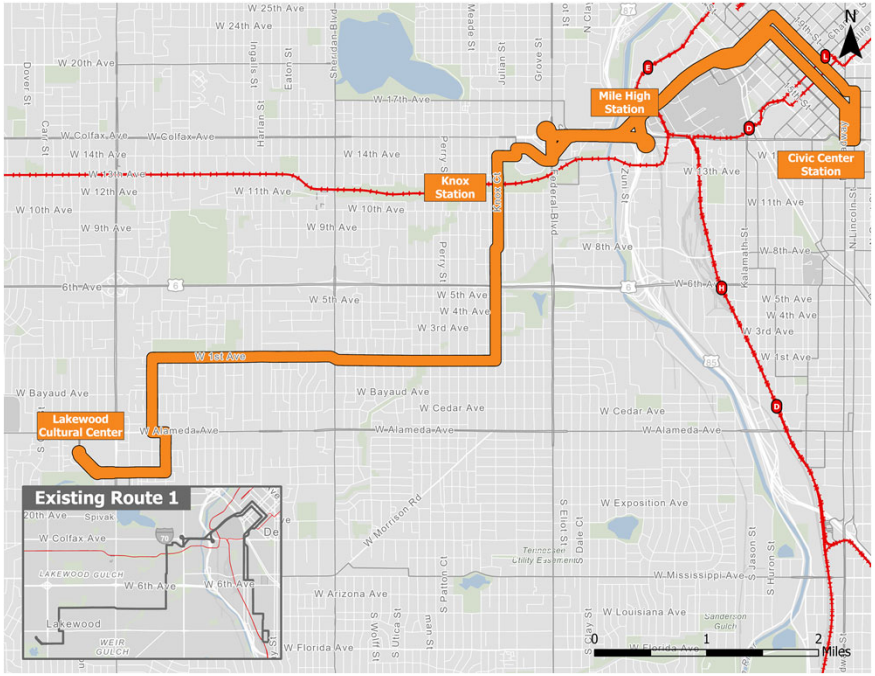
**Route 0L - South Broadway**
*Civic Center/I-25 & Broadway Station*
***Service Class: Connect***

| *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.

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.
- Routes 16 at Colfax Ave.
- W Line and E Line at Auraria Parkway
- Core routes in Downtown Denver

## 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

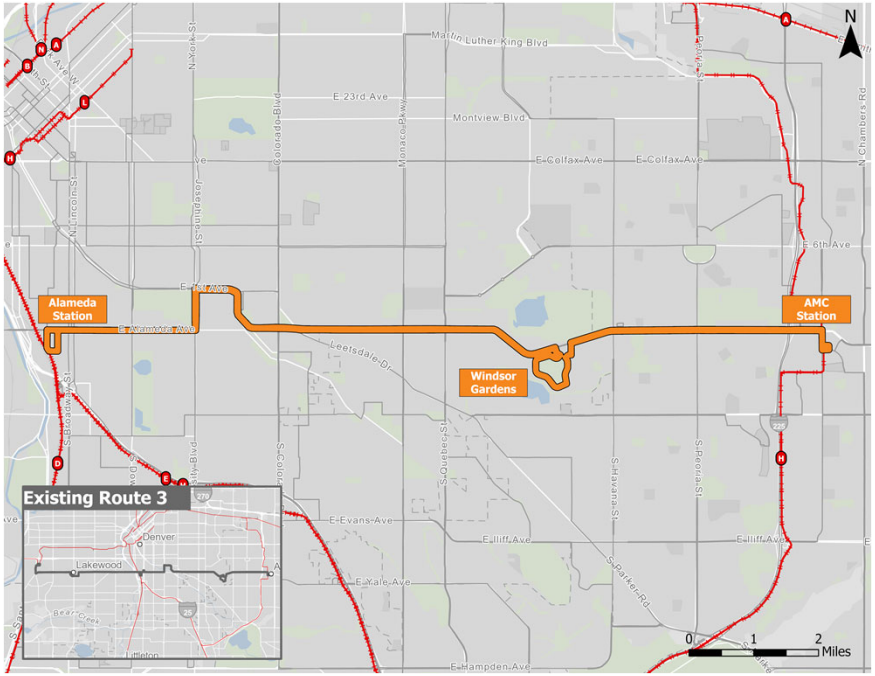
**Route 1 - 1st Avenue**
*Lakewood/Civic Center*
***Service Class: Connect***

| ***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 |

# ROUTE 3E – East Alameda Ave.

Connect

## 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 |

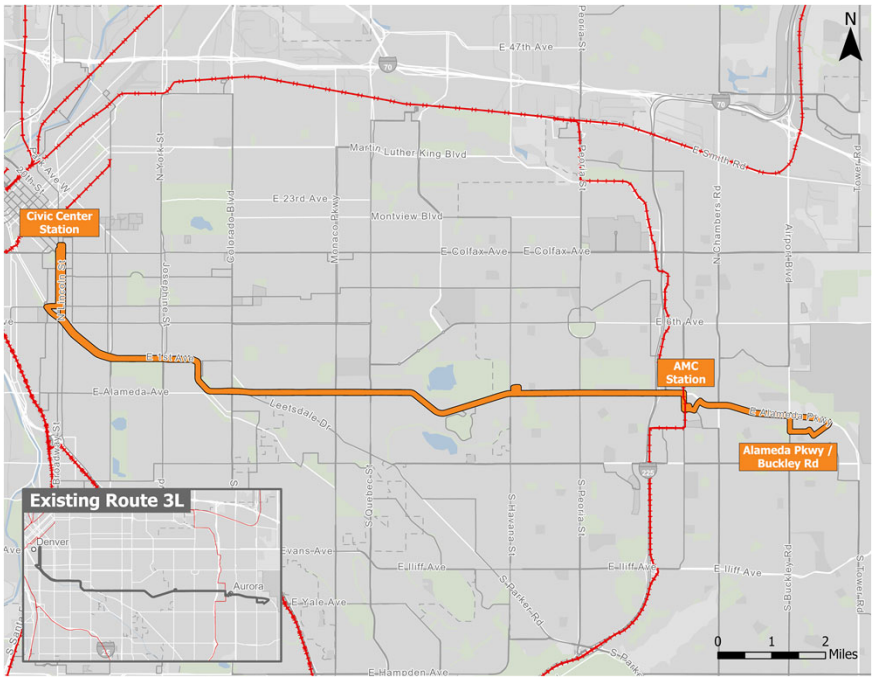
## Core Network Connections:

- 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.

Connect

## Proposed Alignment




## 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

## 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

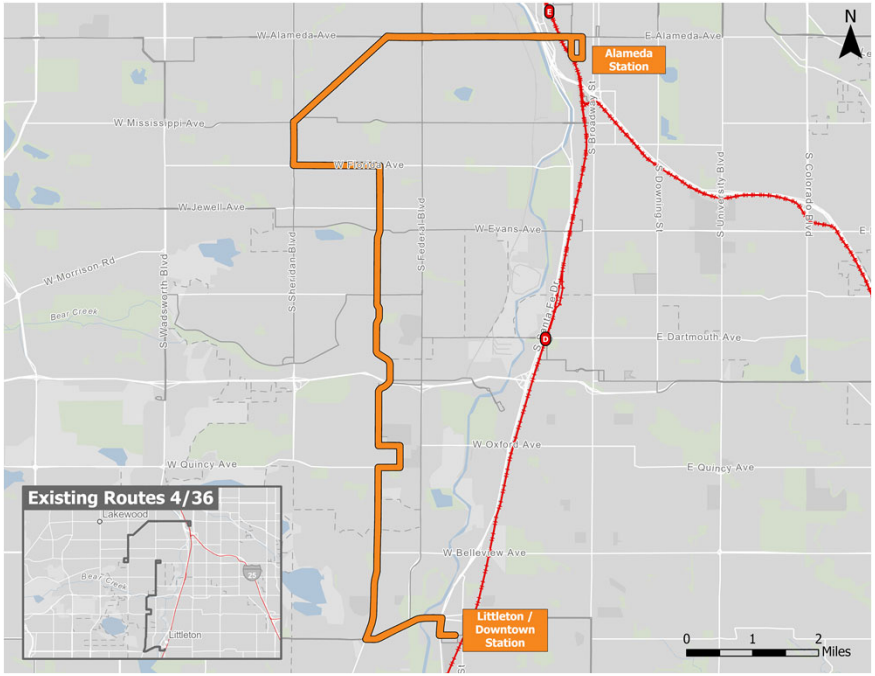
**Route 3L - Alameda Avenue**
*Civic Center Stn / Buckley Rd*
***Service Class: Connect***

| *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 |

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

Connect

## 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

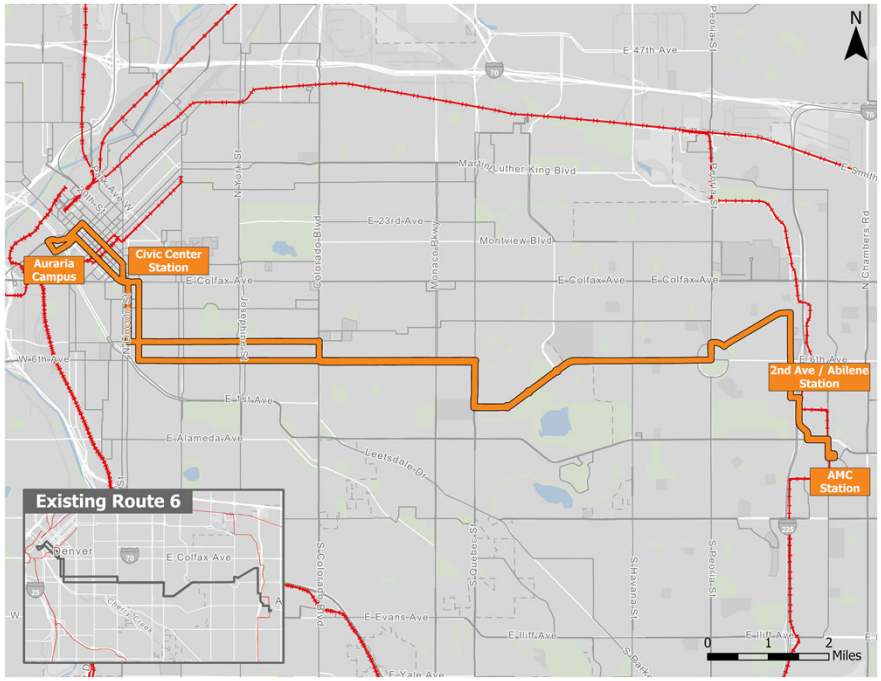
**Route 4/36 - Morrison Road**
*Littleton Station / Alameda Statn*
***Service Class: Connect***

| | | | Alameda Station to Hampden | | | | Hampden to Downtown Littleton Stat. | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | *Service Levels (minutes)* | | | | *Service Levels (minutes)* | | | |
| ***Span of Service*** | | | *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.

Connect

## 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***

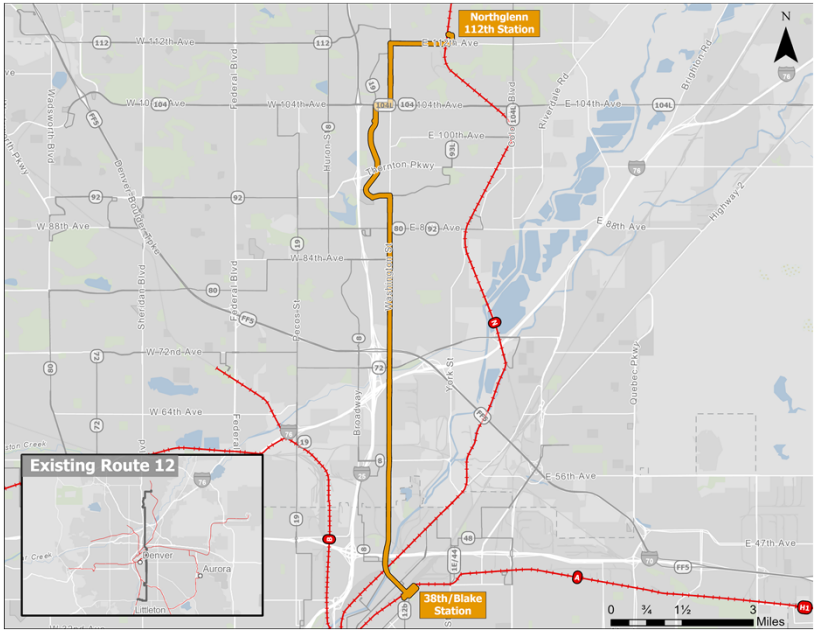
| *Span of Service* | | | *Service Levels (minutes)* | | | |
|---|---|---|---|---|---|---|
| | | | *Peak* | *Midday* | *Evening* | *Late* |
| **Weekdays:** | 5:00 am | 12:00 am | 30 | 30 | 30 | 60 |
| **Saturday:** | 5:00 am | 11:00 pm | 30 | 30 | 60 | 60 |
| **Sunday:** | 5:00 am | 11:00 pm | 60 | 30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

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

# ROUTE 7 – N. Washington St.

Connect

## Proposed Alignment




## Core Network Connections:

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

## 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

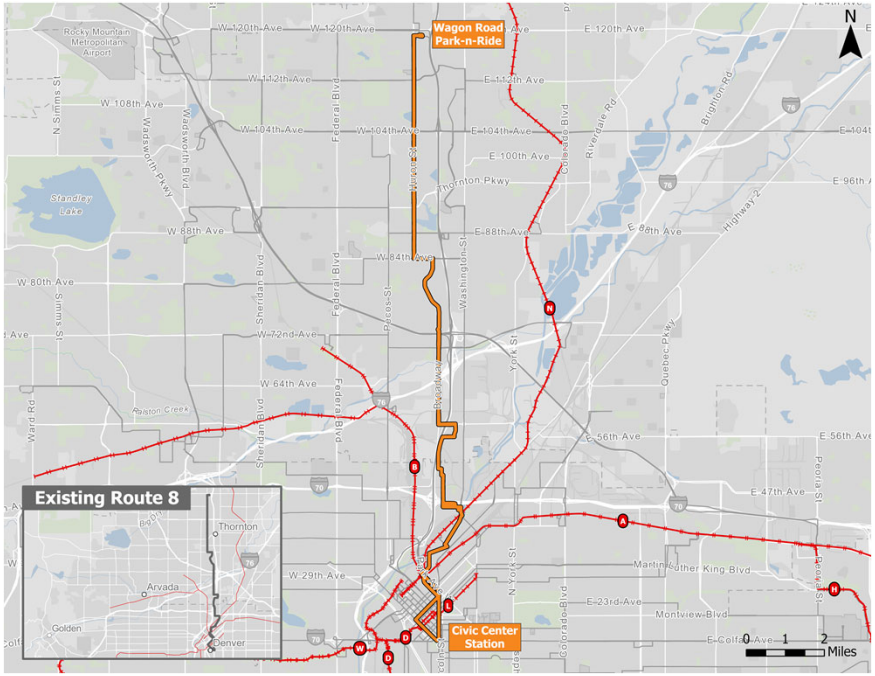
**Route 7 - N. Washington**
*N Line 112th Ave / 38th & Blake*
***Service Class: Connect***

| *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 |

# Route 8 – N. Broadway/ Huron/ Wagon Rd.

Connect

## 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

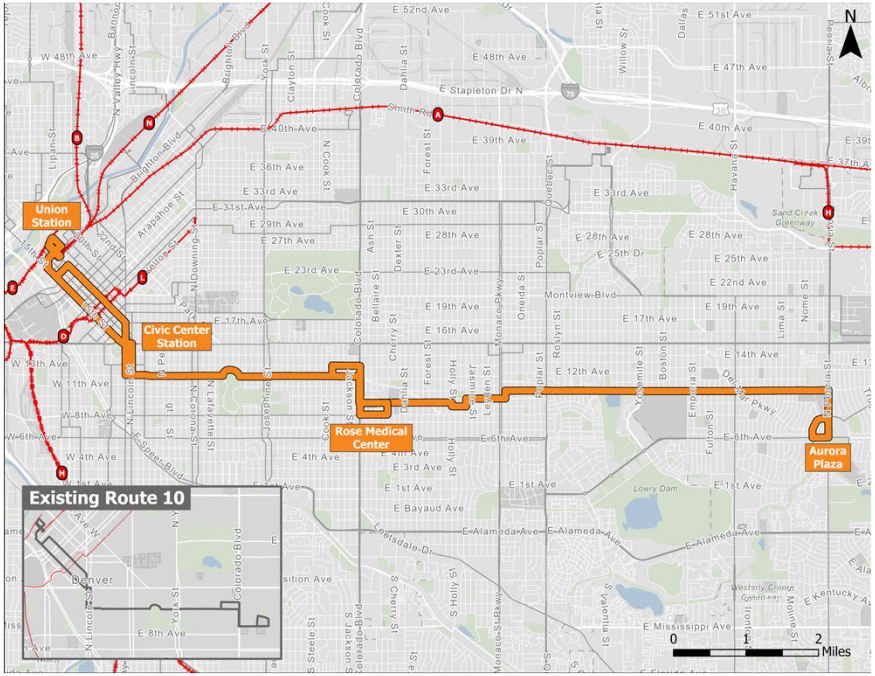
**Route 8 - N. Broadway/Huron/Wagon Road**
*Downtown Denver / Wagon Road*
***Service Class: Connect***

| | | | Denver CBD to Platte Maint. | | | | Denver CBD to Wagon Road | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | *Service Levels (minutes)* | | | | *Service Levels (minutes)* | | | |
| ***Span of Service*** | | | *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.

Connect

## 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

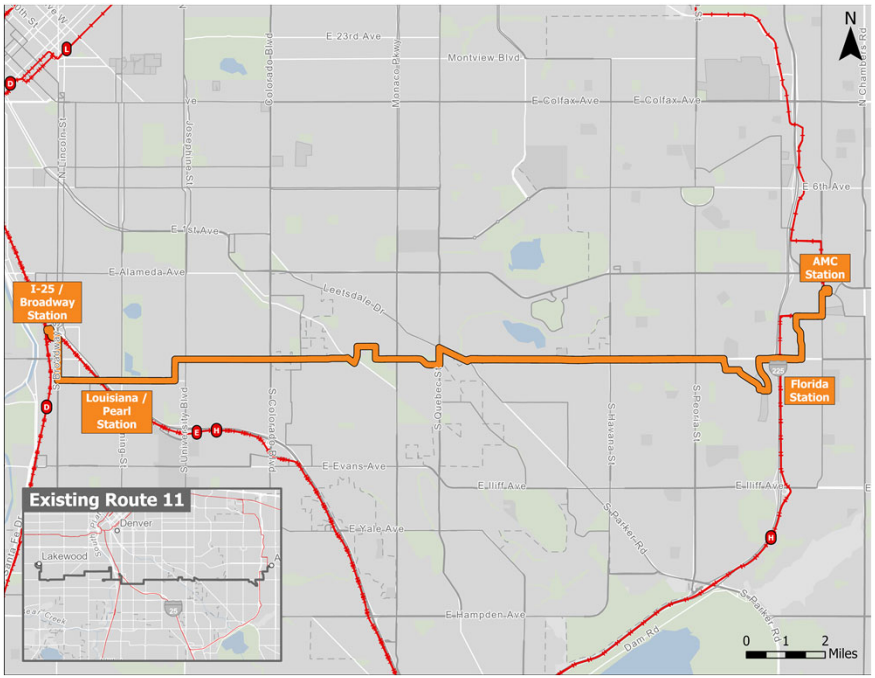
**Route 10 - East 12th Ave**
*Downtown Denver / Aurora Plaza (Del Mar Cir)*
***Service Class: Connect***

| | | | Denver DUS to 9th/Clermont | | | | 9th/Clermont to Del Mar Cir | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | ***Service Levels (minutes)*** | | | | ***Service Levels (minutes)*** | | | |
| ***Span of Service*** | | | *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.

Connect

## 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

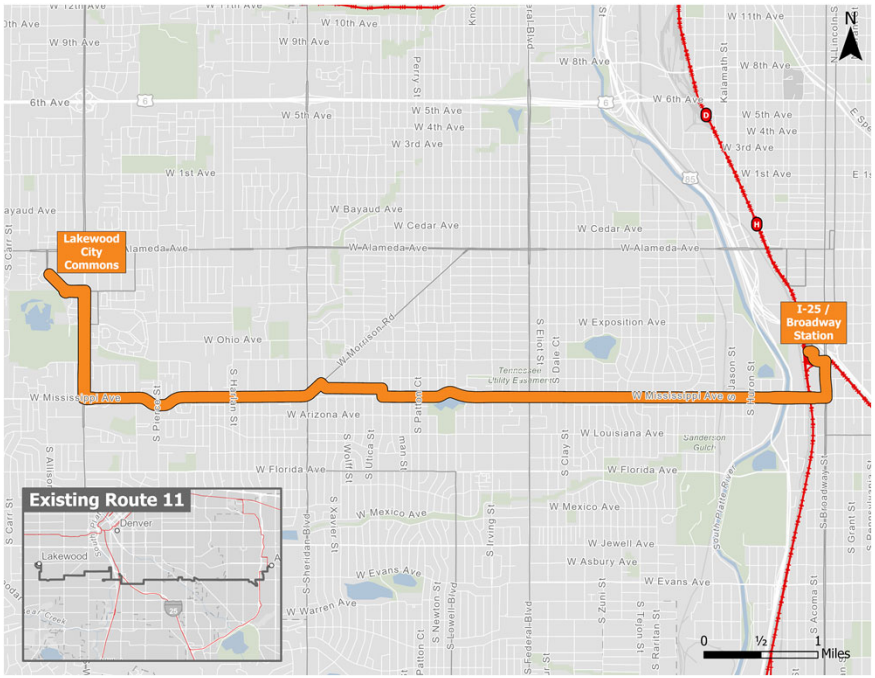
**Route 11E - Mississippi Avenue**
*I-25 & Broadway / Aurora Metro Ctr Stn*
***Service Class: Connect***

| *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

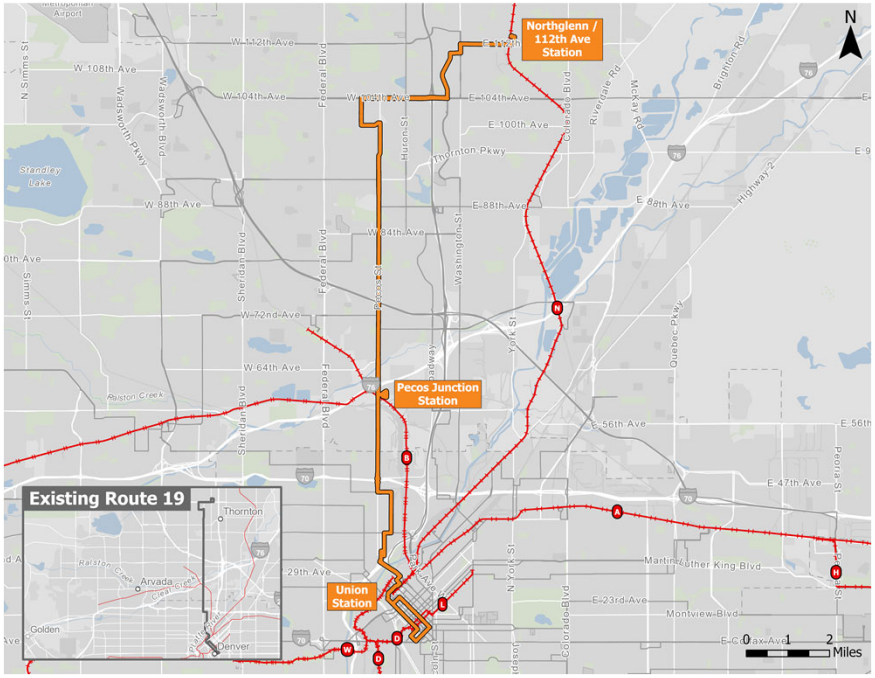
**Route 11W - Mississippi Avenue**
*Lakewood/ I-25 Broadway via Mississippi*
***Service Class: Connect***

| *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.

Connect

## 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

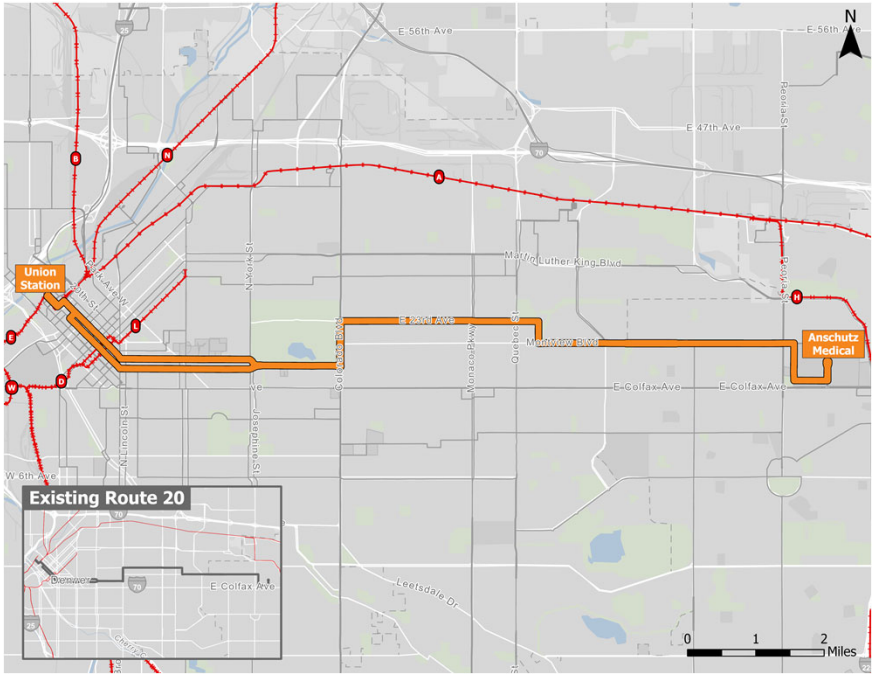
**Route 19 - North Pecos**
*112th Ave. / Downtown Denver*
***Service Class: Connect***

| *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.

Connect

## 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

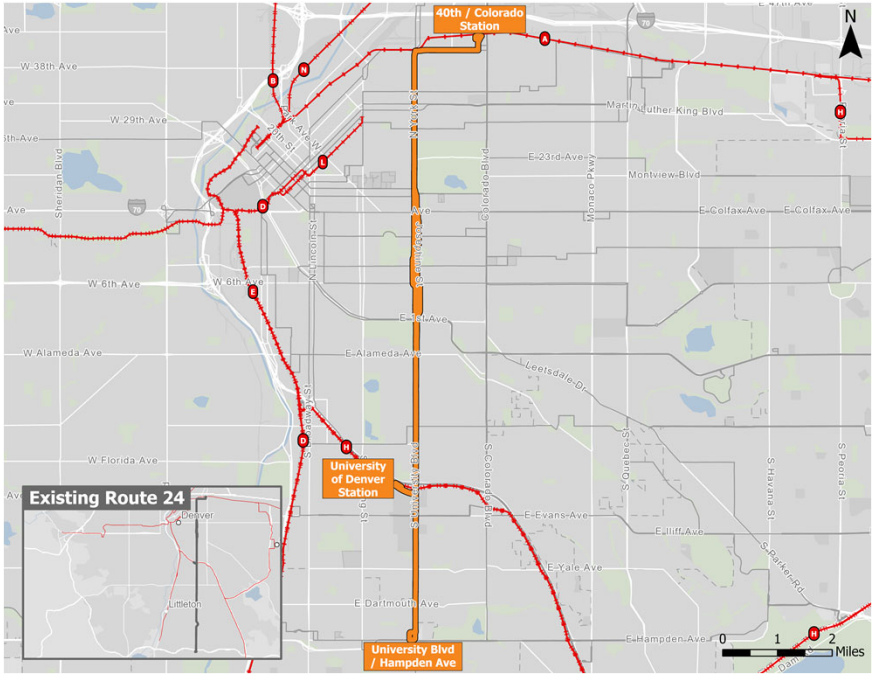
**Route 20E - 20th Avenue**
*DUS / Anschutz Med Ctr*
***Service Class: Connect***

| *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

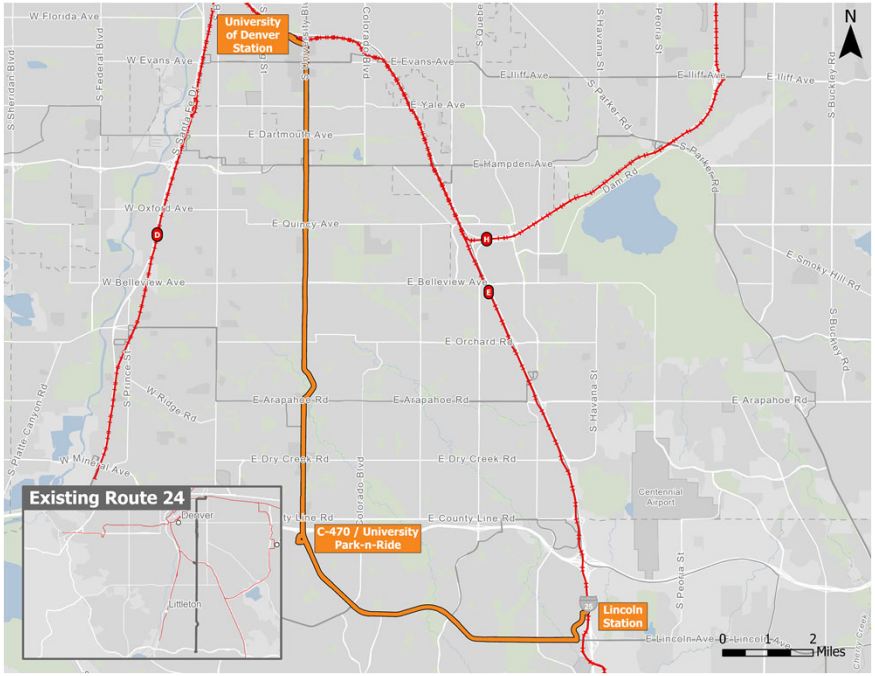
**Route 24N - N University Blvd**
*40th & CO Stn / Univ/Hampden via Univ of Den Stn*
***Service Class: Connect***

| *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

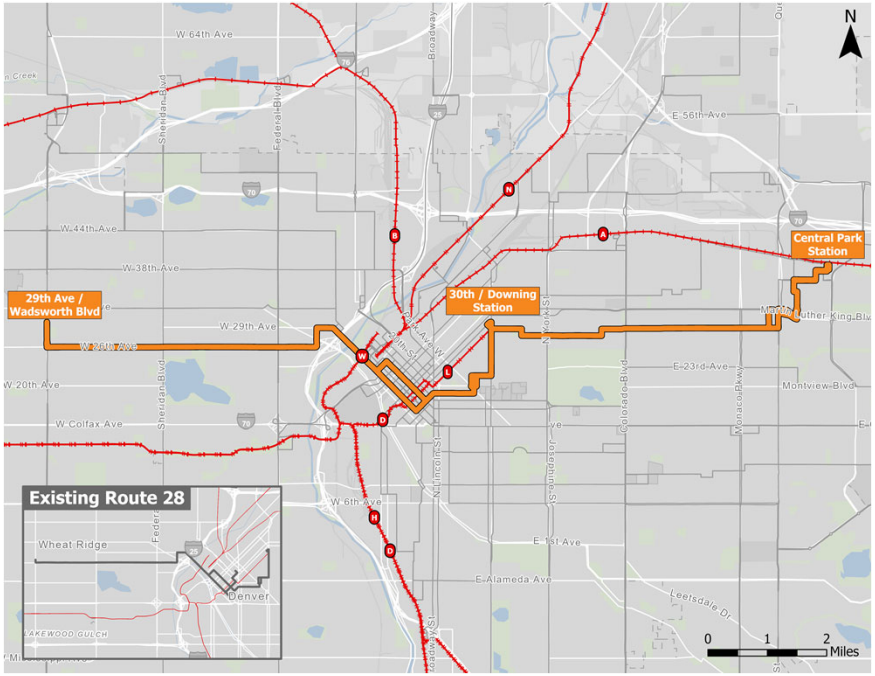
**Route 24S - S University Blvd**
*DU / Lincoln Stn via S Univ C-470 PnR*
***Service Class: Connect***

| *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.

Connect

## 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

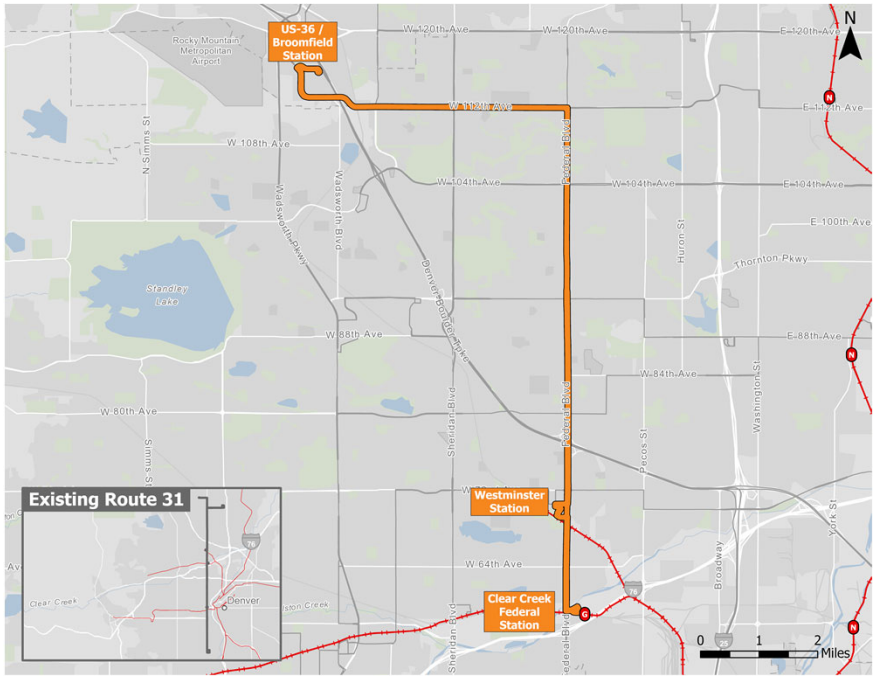
**Route 28 - 28th Avenue**
*26th & Wadsworth/ Central Park Stn*
***Service Class: Connect***

| | | | Wadsworth to 30th/Downing | | | | 30th/Downing to Central Park Stat. | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | *Service Levels (minutes)* | | | | *Service Levels (minutes)* | | | |
| ***Span of Service*** | | | *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.

Connect

## 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

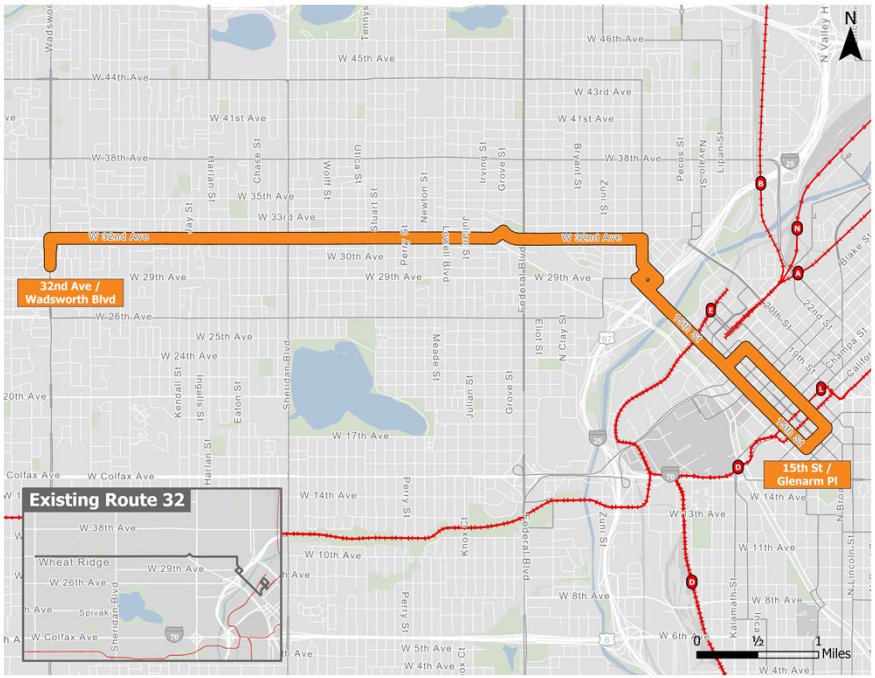
**Route 31N - Federal Blvd**
*Clear Creek to Broomfield/US 36 Station*
***Service Class: Connect***

| *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.

Connect

## Proposed Alignment




## Core Network Connections:

- 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 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

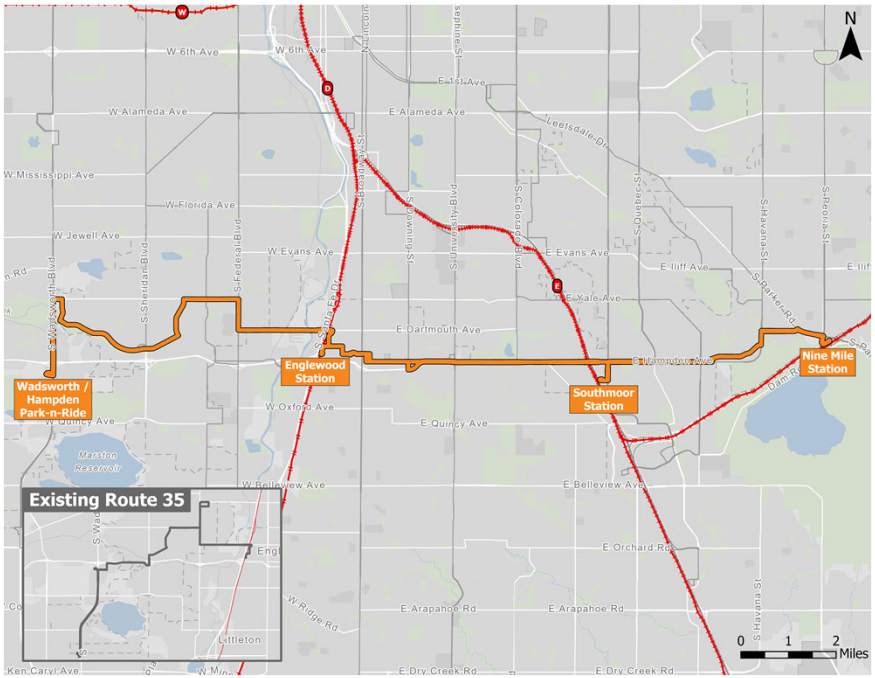
**Route 32 - W 32nd Avenue**
*26th & Wadsworth/ Downtown Glenarm Pl*
***Service Class: Connect***

| *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 |

# ROUTE 35 – Hampden Ave.

Connect

## 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

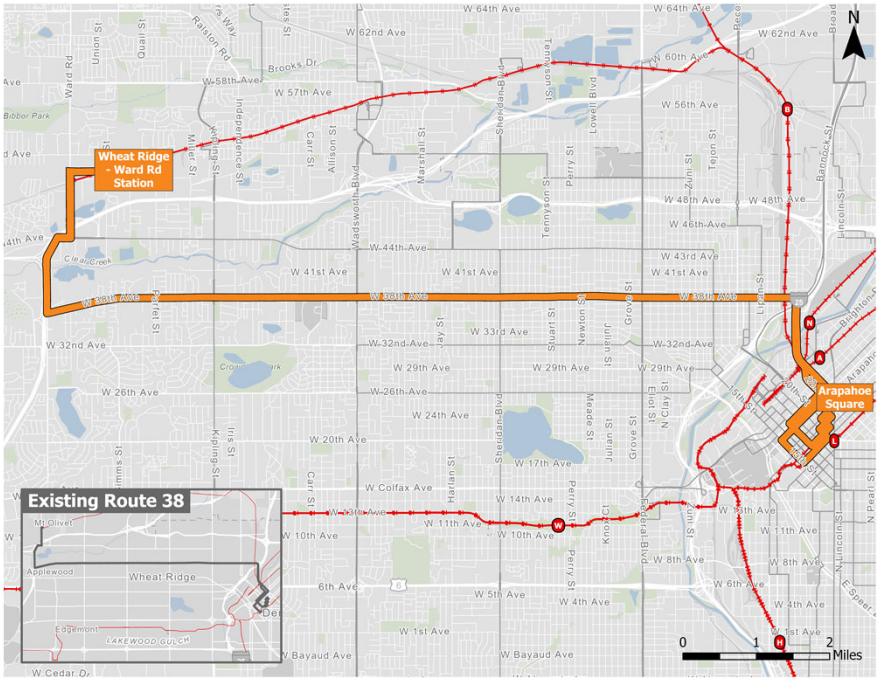
**Route 35 - Hampden Avenue**
*Nine Mile / Wadsworth/Hampden PnR via Southmoor Stn*
***Service Class: Connect***

| *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.

Connect

## 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 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

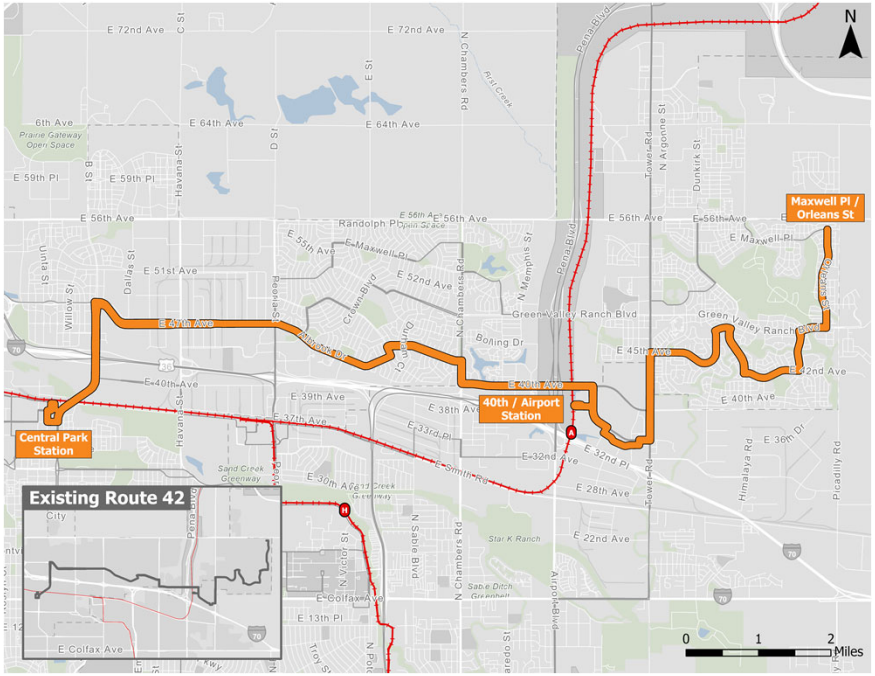
**Route 38 - 38th Avenue**
*Ward Road & 21st/Champa*
***Service Class: Connect***

| *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 |

# 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

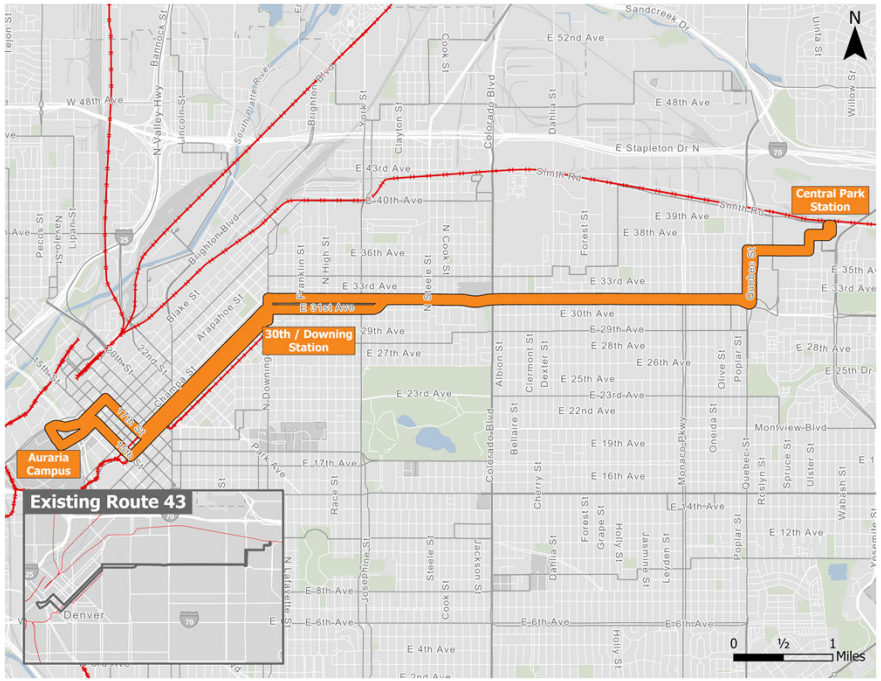
**Route 42 - Central Park Stn - Montbello - S GVR**
*Central Park Stn / S GVR via Montbello*
***Service Class: Connect***

| *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.

Connect

## 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

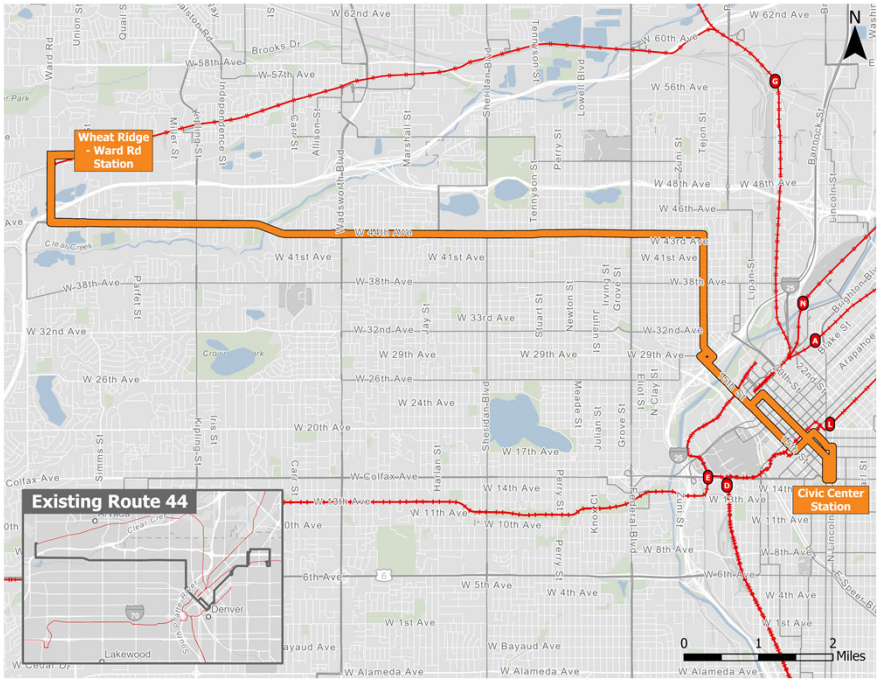
**Route 43 - Martin Luther King Blvd**
*Central Park Stn via MLK Blvd / 11th & Larimer*
***Service Class: Connect***

| *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.

Connect

## 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

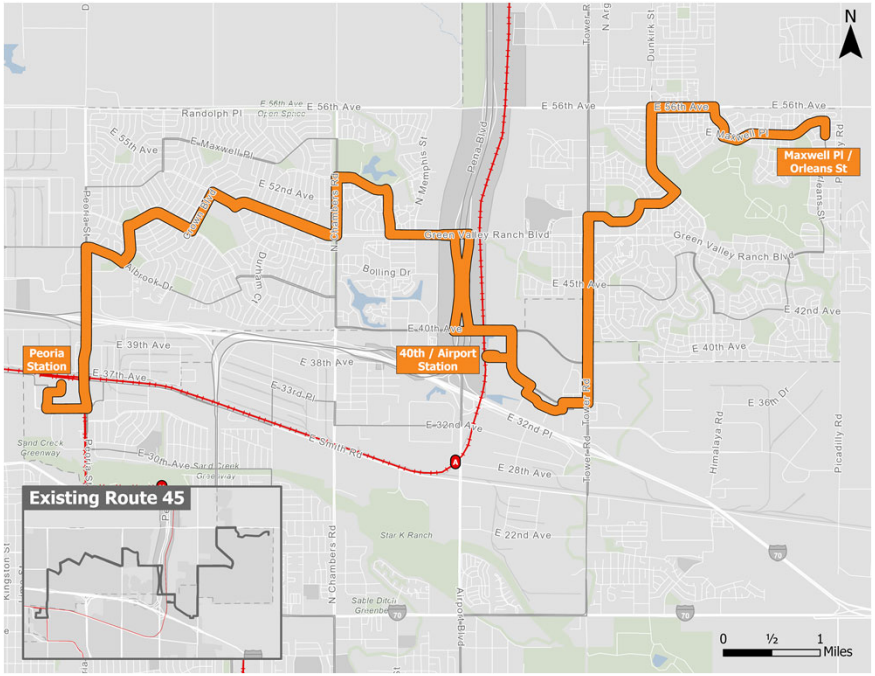
**Route 44 - 44th Avenue**
*44th Avenue/ Civic Center*
***Service Class: Connect***

| *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

Connect

## 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

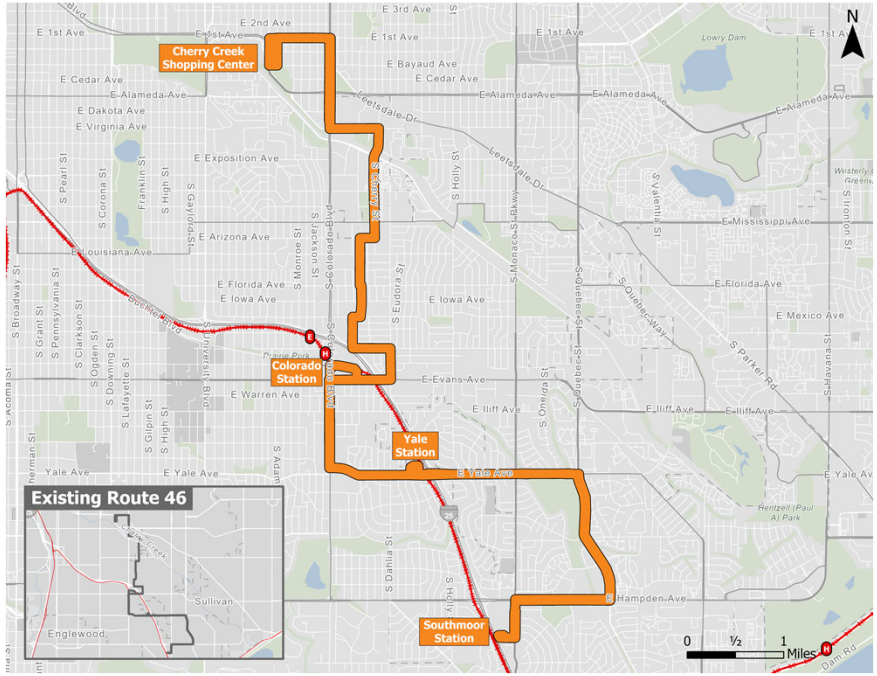
**Route 45 - Peoria Stn - Montbello - N GVR**
*Peoria Stn / N GVR via Northfield, Montbello*
***Service Class: Connect***

| *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.

Connect

## Proposed Alignment




## 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

## 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

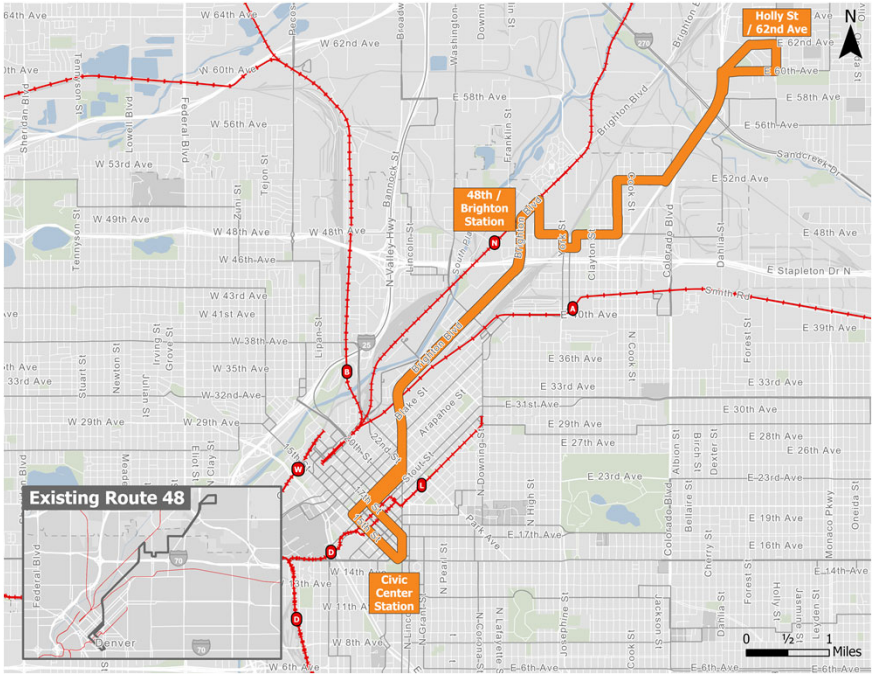
**Route 46 - South Dahlia - Southmoor Stn**
*Cherry Creek / CO Stn / Yale Stn / Southmoor Stn*
***Service Class: Connect***

| *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 |

# ROUTE 48 – E. 48th Ave./Commerce City

Connect

## Proposed Alignment




## Core Network Connections:

- Core routes in Downtown Denver

## 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

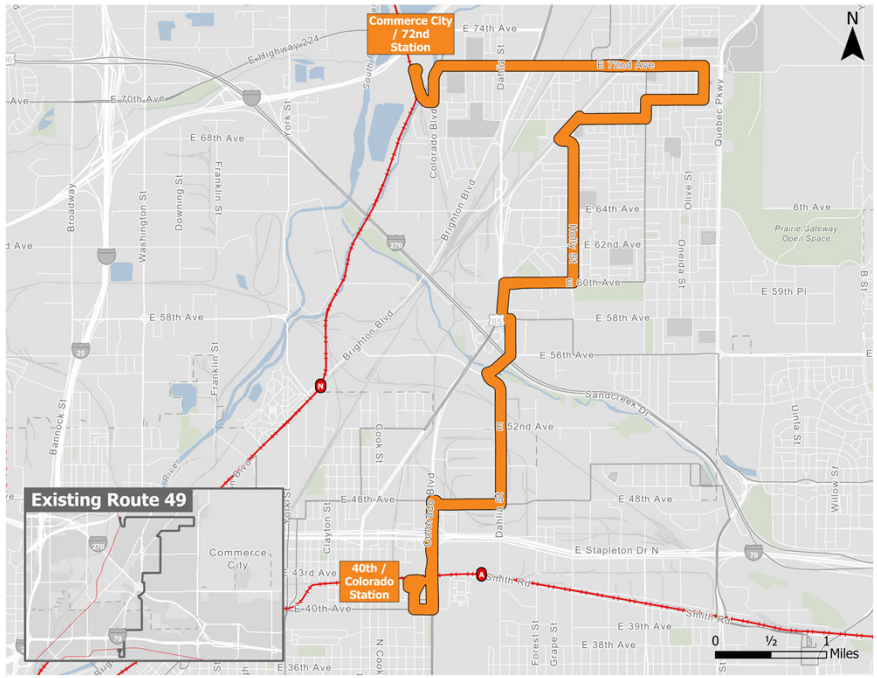
**Route 48 - E. 48th Ave./Commerce City**
*Downtown Denver / Commerce City*
***Service Class: Connect***

| *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 |

# Route 49 – Commerce City/ Colorado Blvd.

Connect

## 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

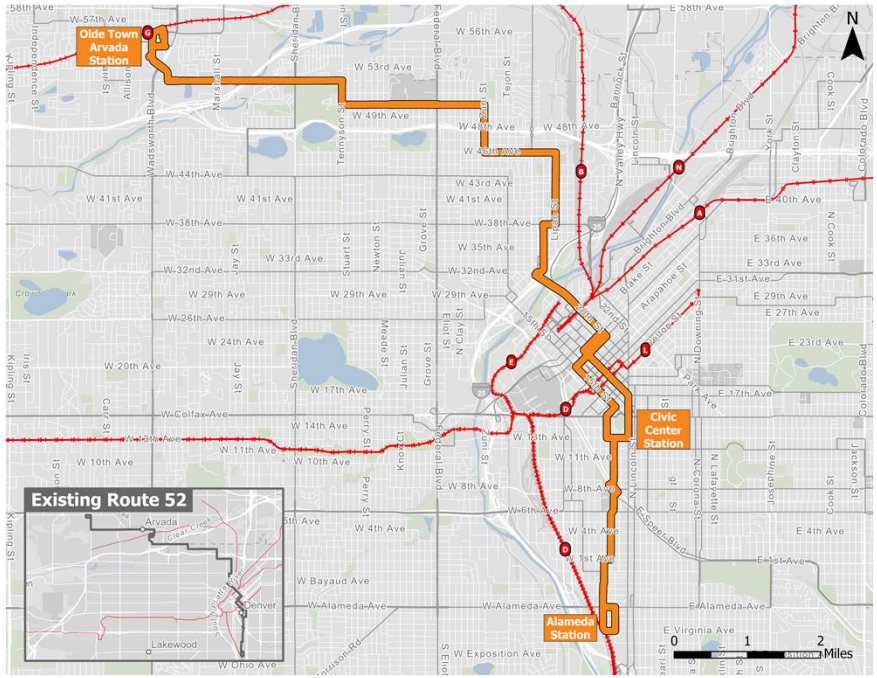
**Route 49 - Commerce City/Colorado Blvd.**
*72nd N Line / Colorado Blvd. A Line*
***Service Class: Connect***

| *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

Connect

## Proposed Alignment




## 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

## 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

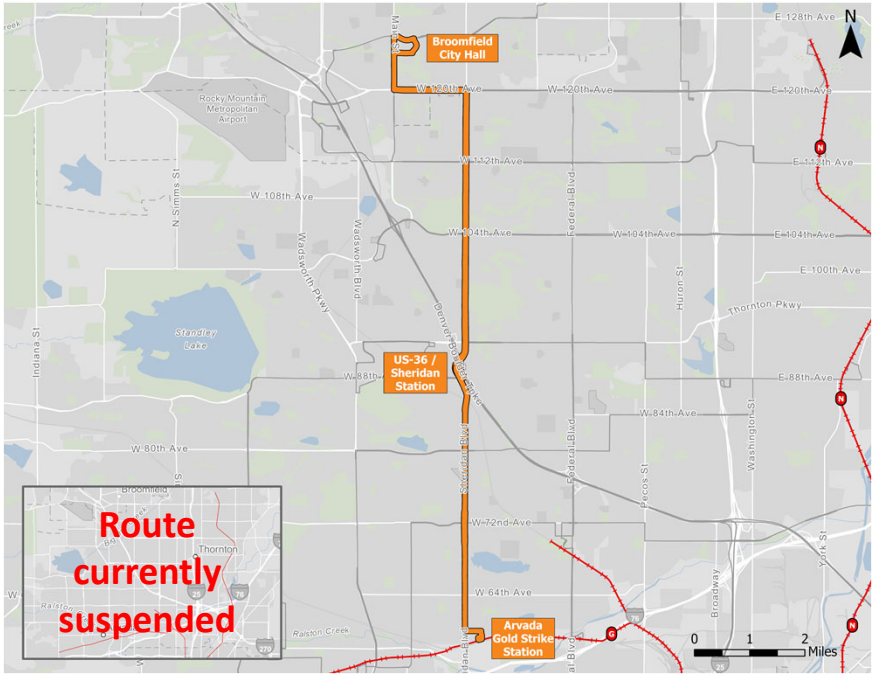
**Route 52 - W 52nd Avenue/ South Bannock**
*Old Towne Arvada/ Alameda Station*
***Service Class: Connect***

| *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 |

# ROUTE 53 – N. Sheridan Blvd./Broomfield

Connect

## Proposed Alignment




## Core Network Connections:

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

## 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

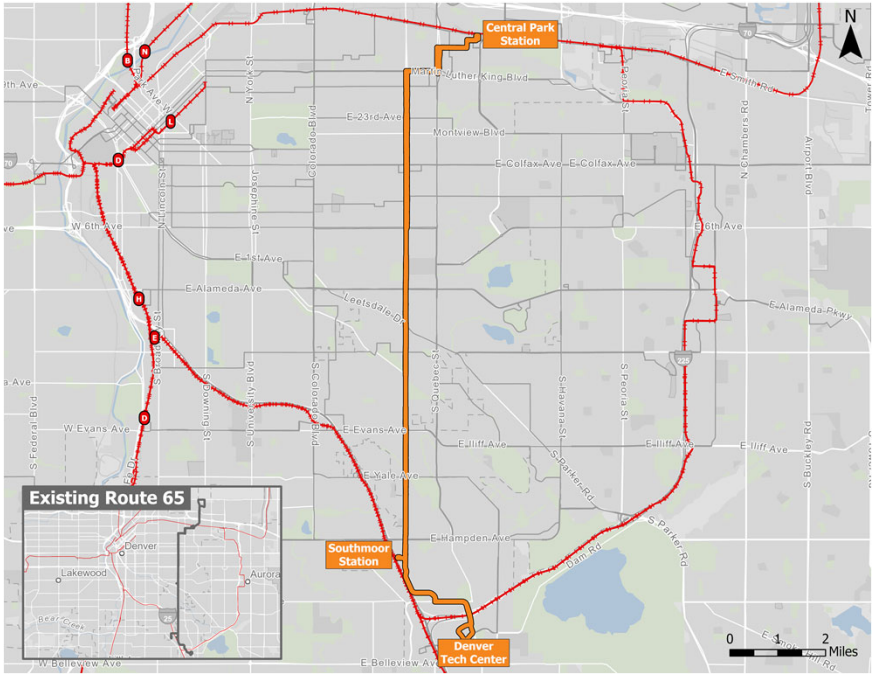
**Route 53 SL - N. Sheridan / Broomfield**
*60th/Sheridan/Broomfield City Hall*
***Service Class: Connect***

| | | | 60th & Sheridan to US 36 & Sheridan | | | | US 36 & Sheridan to Broomfield City Hall | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | *Service Levels (minutes)* | | | | *Service Levels (minutes)* | | | |
| ***Span of Service*** | | | *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 |

# ROUTE 65 – Monaco Pkwy.

Connect

## 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

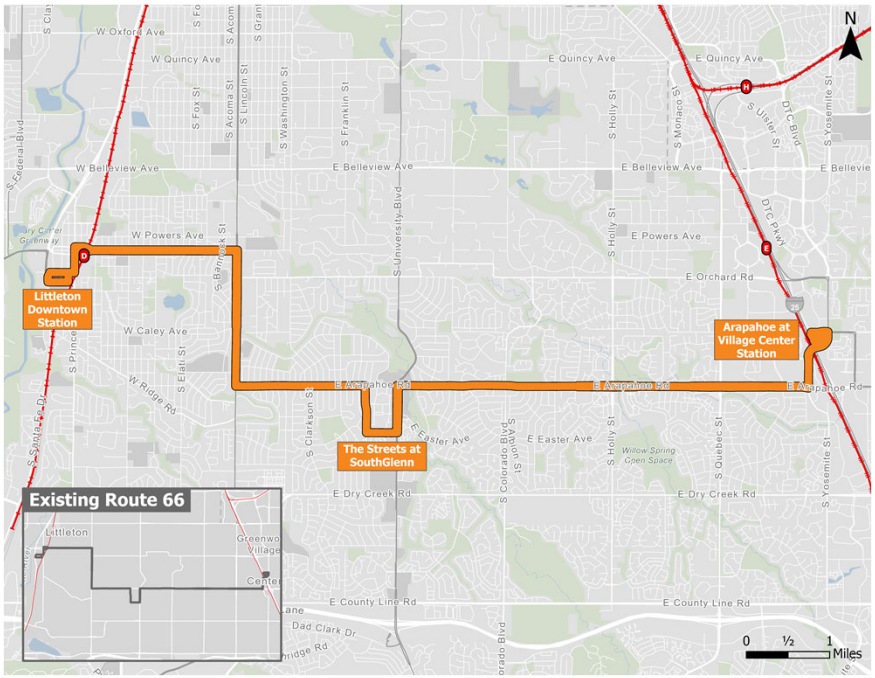
**Route 65 - Monaco Parkway**
*Central Park Stn / Southmoor Stn / Union Ave*
***Service Class: Connect***

| *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.

Connect

## 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

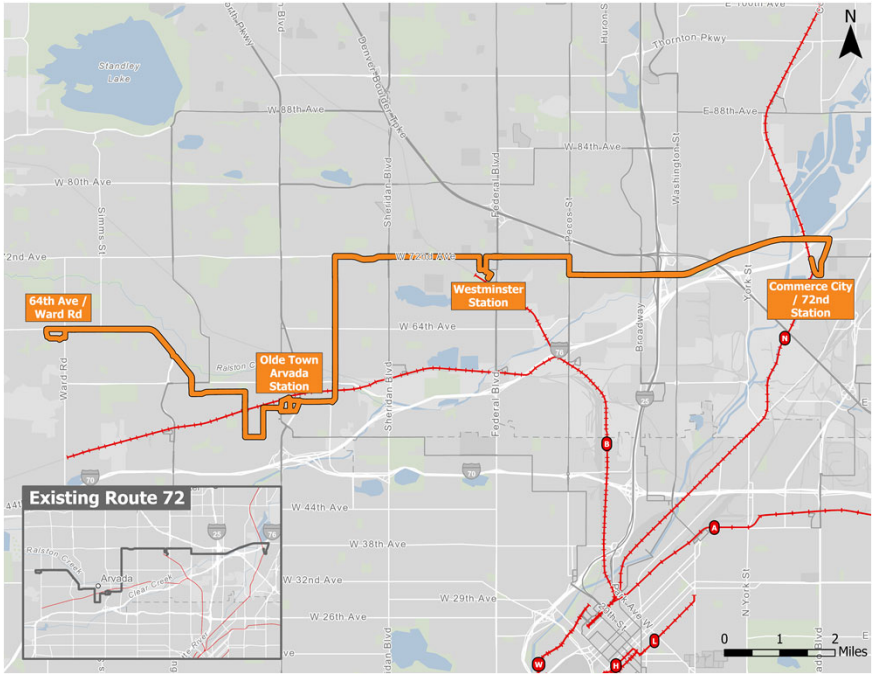
**Route 66 - Araphoe Rd**
*Arapahoe Stn / Arapahoe Crossings*
***Service Class: Connect***

| *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.

Connect

## 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 along72nd 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

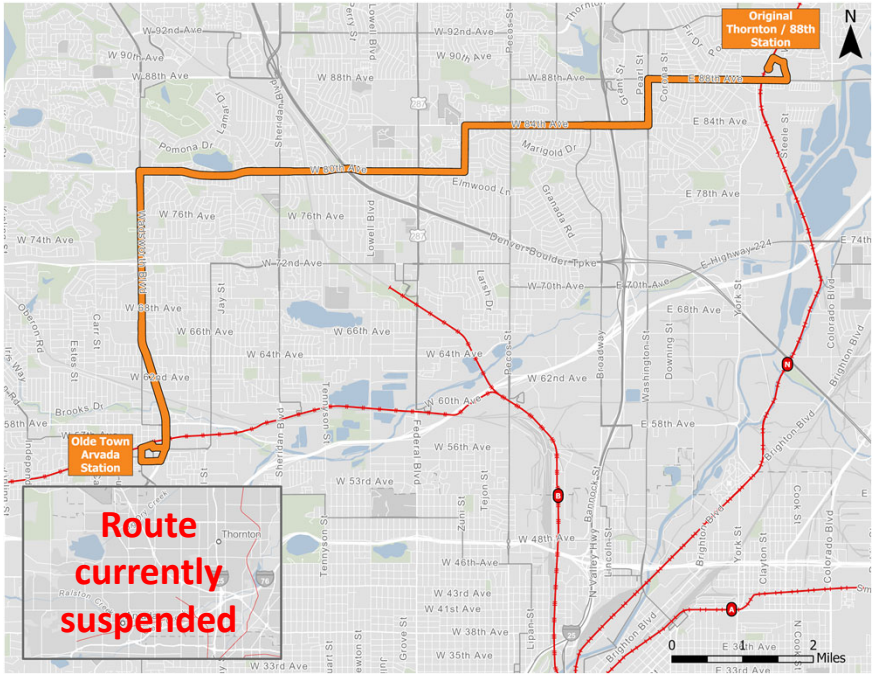
**Route 72 - 72nd Ave.**
*Ward Rd/Olde Town Arvada/N Line 72nd Ave. Stat.*
***Service Class: Connect***

| *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.

Connect

## 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

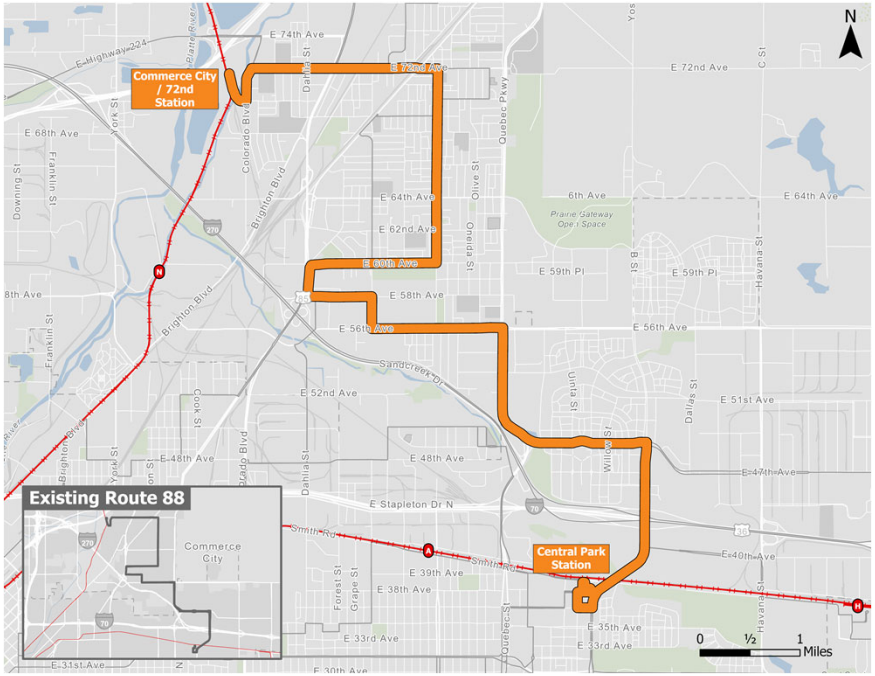
**Route 80 - 80h Ave.**
*Olde Town Arvada Stat. / N Line 88th Ave. Stat.*
***Service Class: Connect***

| *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

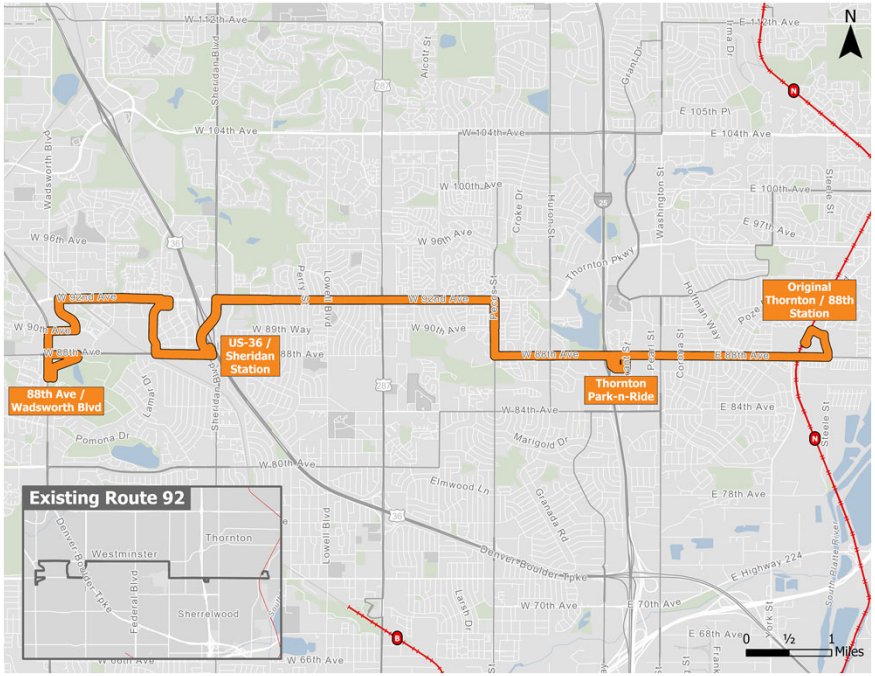
**Route 88 - Central Park / 72nd Ave. Station**
*N Line 72nd Ave. Stat. / A Line Central Park Stat.*
***Service Class: Connect***

| *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.

Connect

## 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

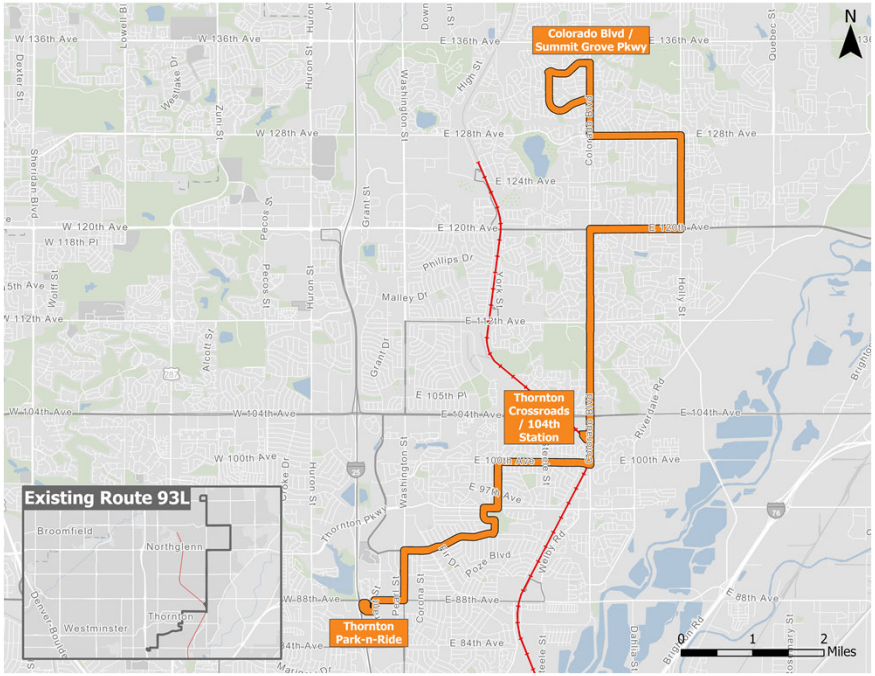
**Route 92 - 92nd Ave.**
*US 36 Sheridan Stat / N Line 88th Ave. Station*
***Service Class: Connect***

| *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




## Core Network Connections:

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

## 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

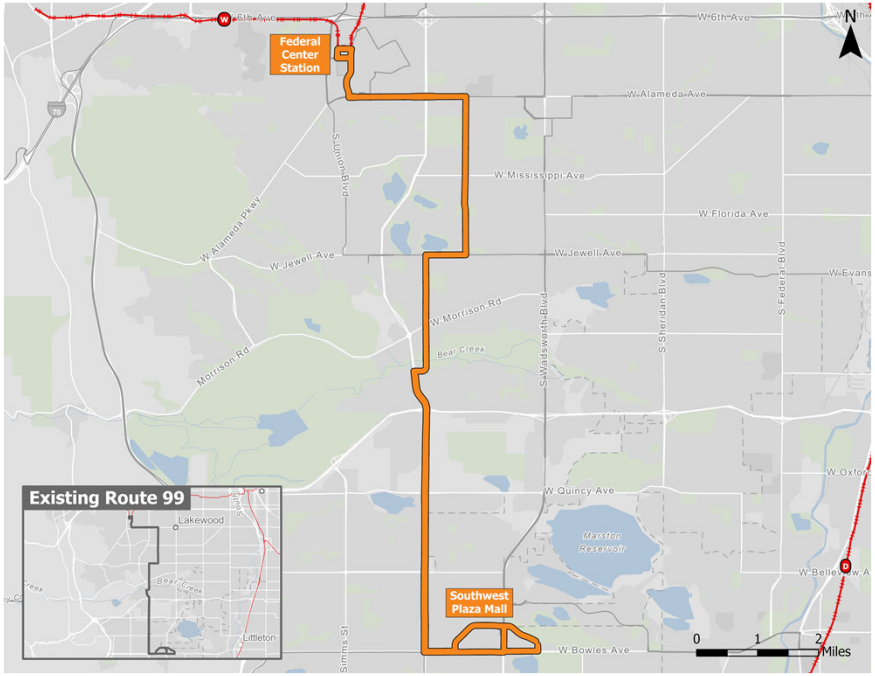
**Route 93L - N Colorado**
*Thornton PnR/Summit Grove Pkwy*
***Service Class: Connect***

| *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 |

# 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

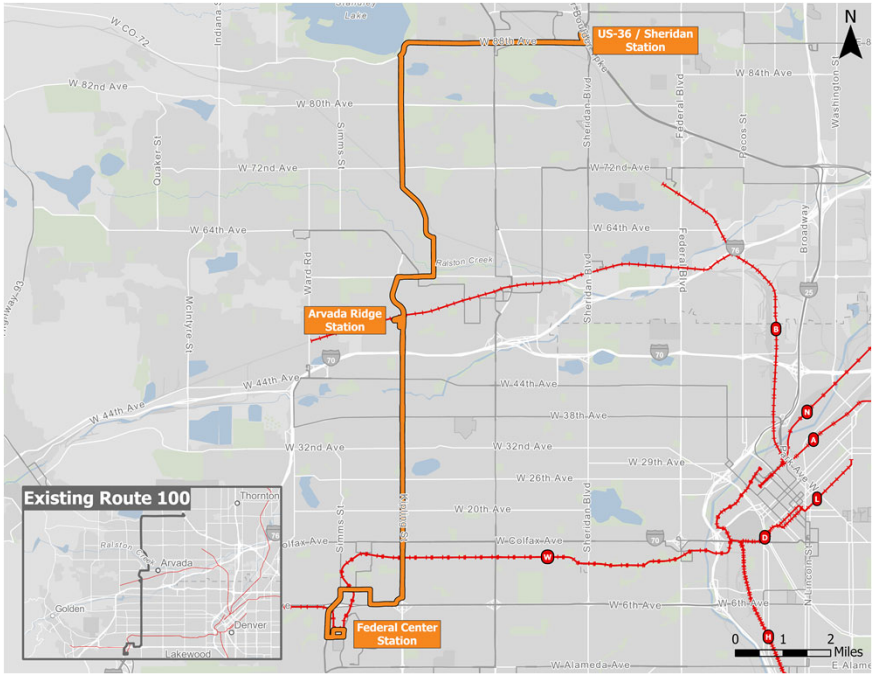
**Route 99 - Federal Center/ South Kipling Ltd**
*Fed Center/ SW Plaza*
***Service Class: Connect***

| *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

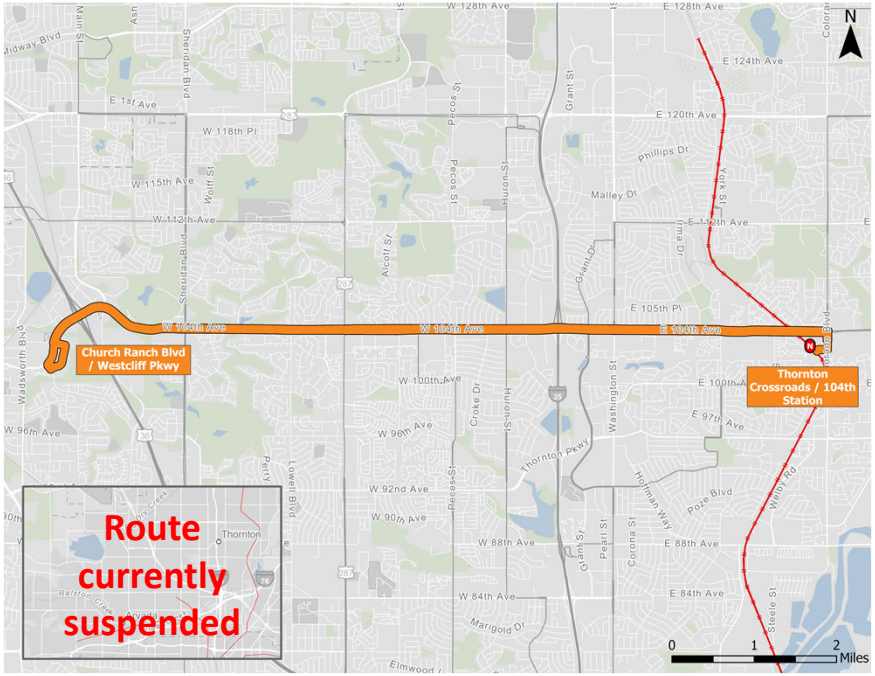
**Route 100 - Kipling St**
*Fed Center/ US 36 & Sheridan*
***Service Class: Connect***

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

# Route 104 – W. 104th Ave.

Connect

## Proposed Alignment




## Core Network Connections:

- Flatiron Flyer at US 36 & Church Ranch Station

## 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

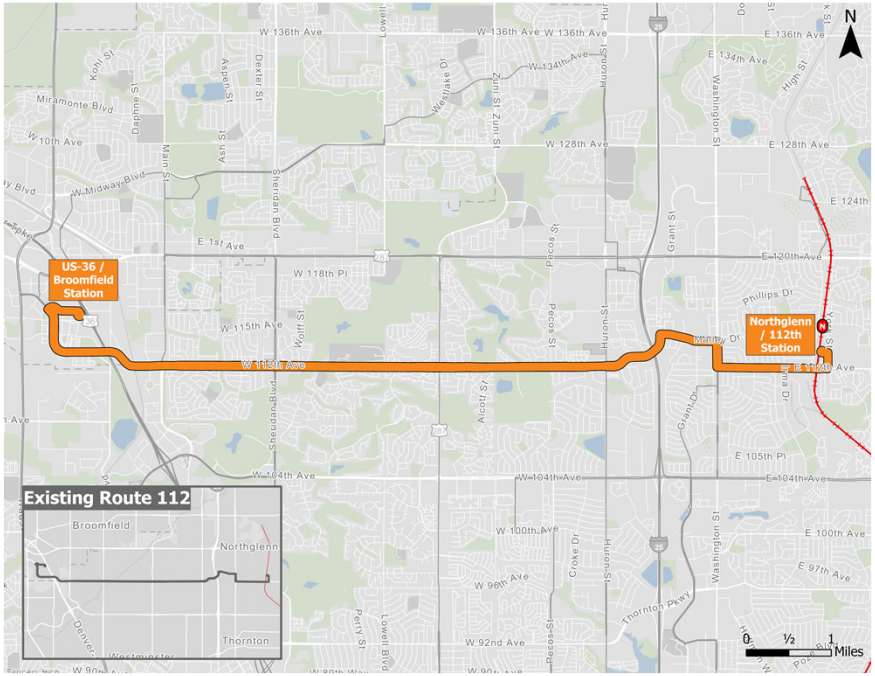
**Route 104 - W. 104th Ave.**
*Church Ranch / N Line 104th Ave. Station*
***Service Class: Connect***

| *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 |

# ROUTE 112 – W. 112th Ave.

Connect

## Proposed Alignment




## Core Network Connections:

- Flatiron Flyer at US 36 & Broomfield Station

## 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

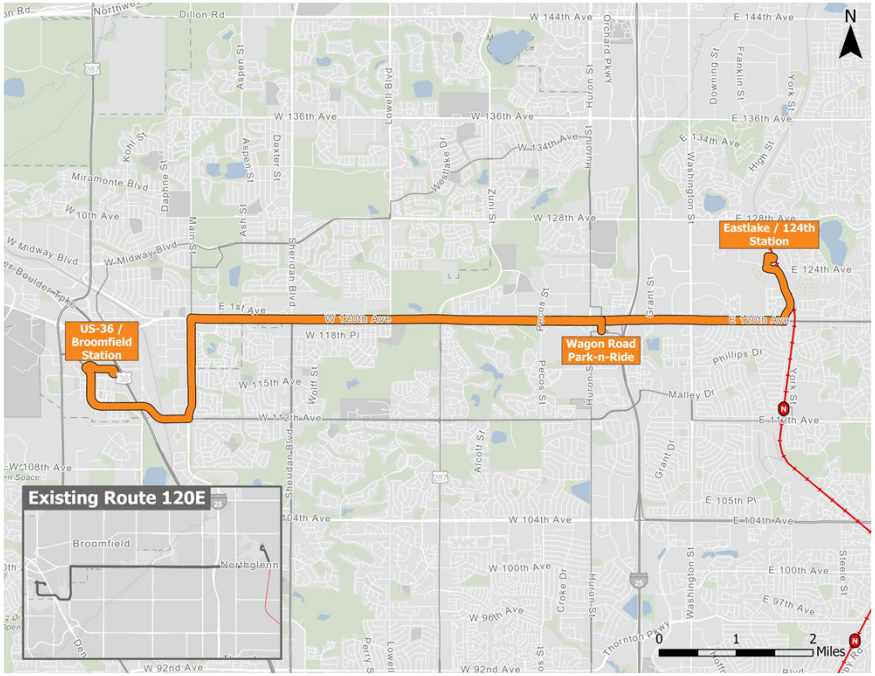
**Route 112 - West 112th Ave.**
*US 36 Broomfield / N Line 112th Ave*
***Service Class: Connect***

| *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 |

# ROUTE 120 E/W – 120th Ave.

Connect

## Proposed Alignment




## Core Network Connections:

- Flatiron Flyer at US 36 & Broomfield Station

## 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

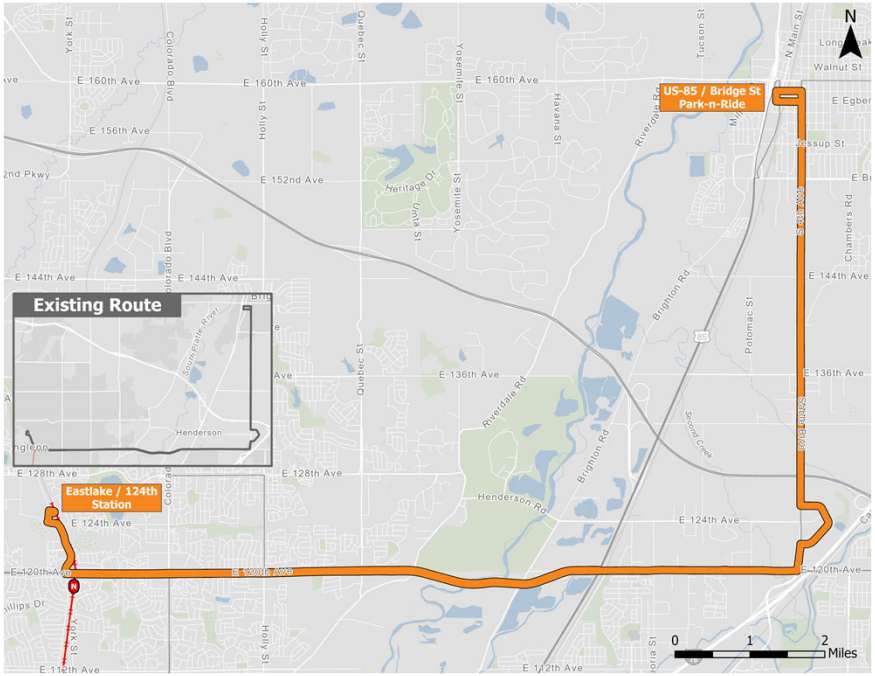
**Route 120E - West 120th Ave.**
*US 36 Broomfield Station / N Line 124th Ave. Station*
***Service Class: Connect***

| | | | US 36/Broomfield to Wagon Road | | | | Wagon Road to N Line 124th Ave. Stat. | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | ***Service Levels (minutes)*** | | | | ***Service Levels (minutes)*** | | | |
| ***Span of Service*** | | | *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 |

# Route 120L – East Brighton

Connect

## 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

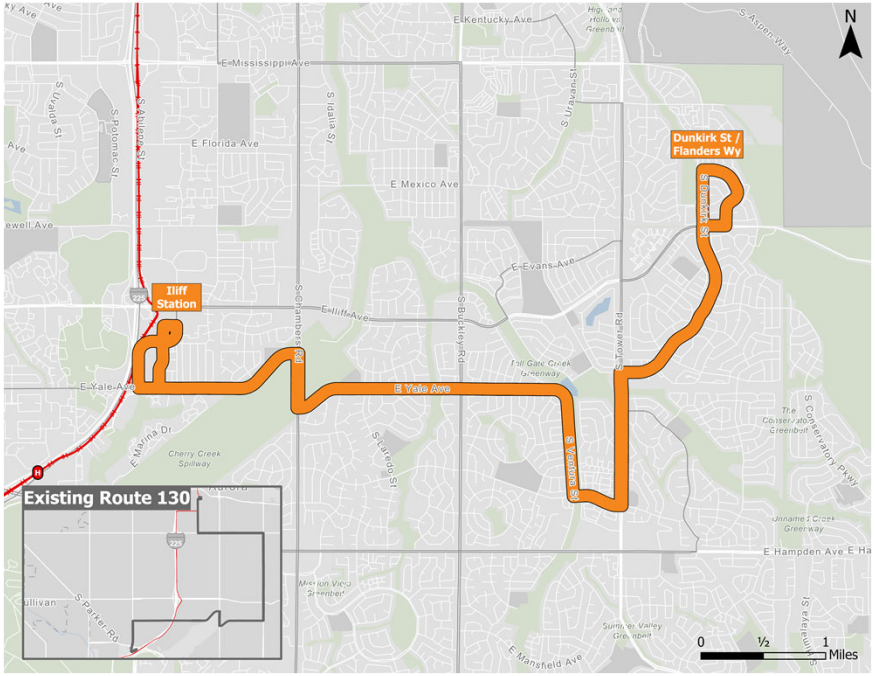
**Route 120L - East Brighton**
*N Line 124th / Brighton*
***Service Class: Connect***

| *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

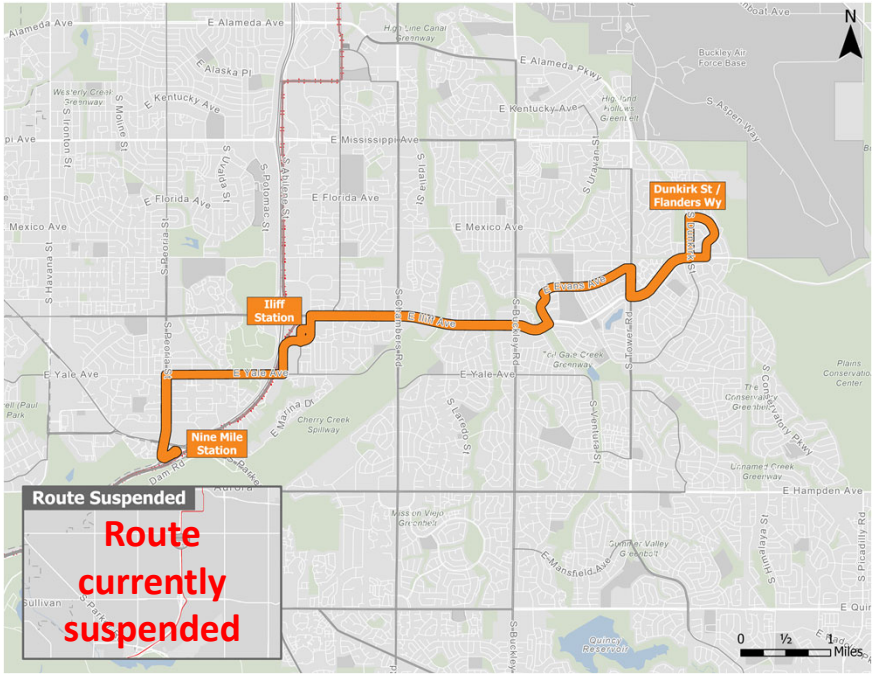
**Route 130 - Iliff Stn/East Yale**
*Iliff Stn/Yale/E Jewell*
***Service Class: Connect***

| *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




## 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.

## 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?

- Reinstate 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
- Reinstate 30-minute daily headways from 5 a.m. to 10 p.m.
- This route is interlined (paired) with Route 130

## Proposed Service Plan

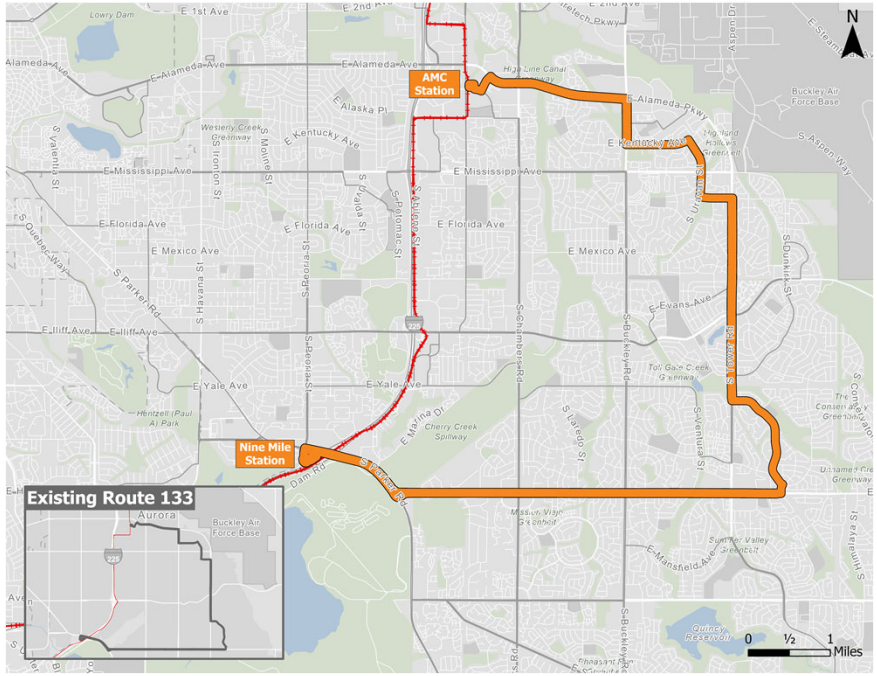
**Route 131 - Nine Mile/East Iliff**
*Nine Mile/Iliff/E Jewell*
***Service Class: Connect***

| *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 |

# ROUTE 133 – Hampden Ave./Tower Rd.

Connect

## Proposed Alignment




## Core Network Connections:

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

## 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

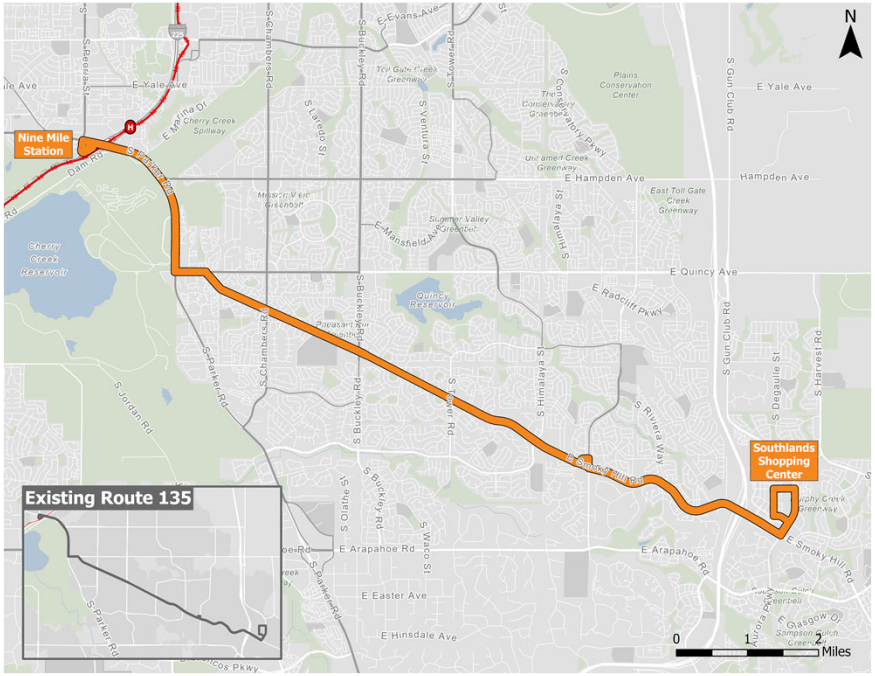
**Route 133 - Hampden / Tower**
*Aurora Metro Cntr via Tower / Nine Mile Stn via Tower*
***Service Class: Connect***

| *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 |

# 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

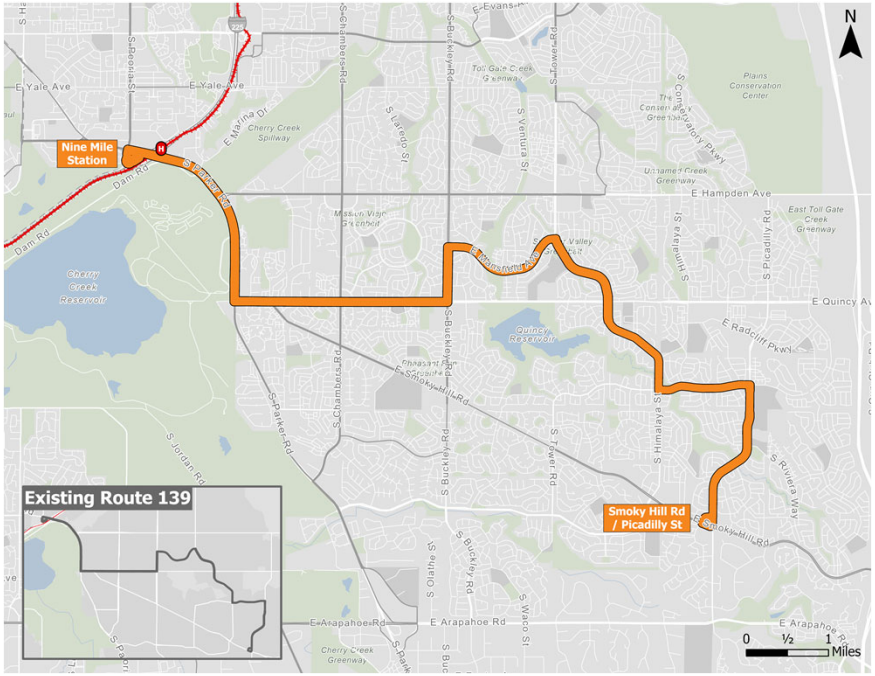
**Route 135 - Smoky Hill Road**
*Nine Mile Stn / Southlands*
***Service Class: Connect***

| *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

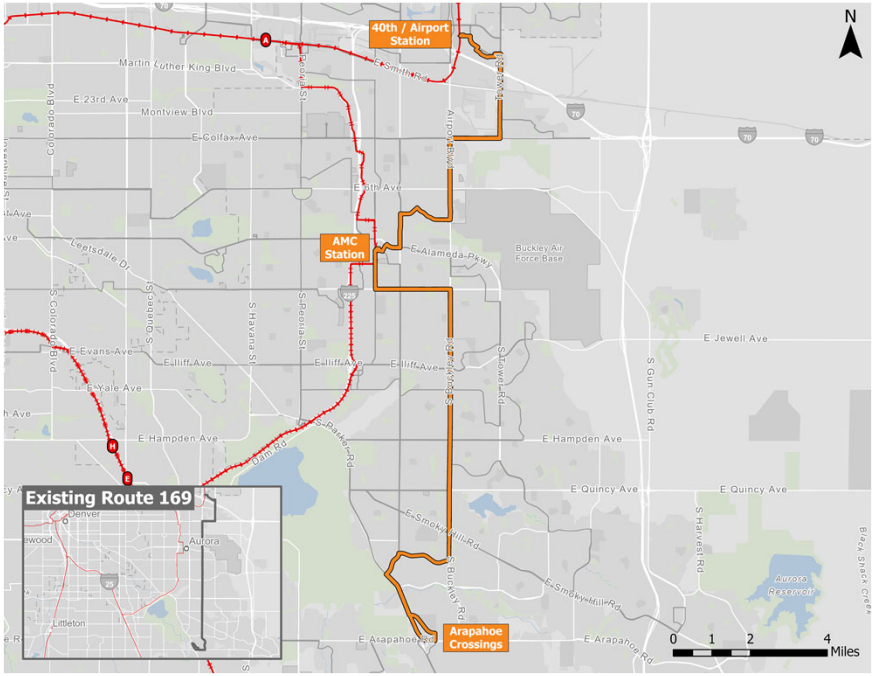
**Route 139 - Quincy Ave**
*Nine Mile Stn / Picadilly PnR*
***Service Class: Connect***

| *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

Connect

## 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

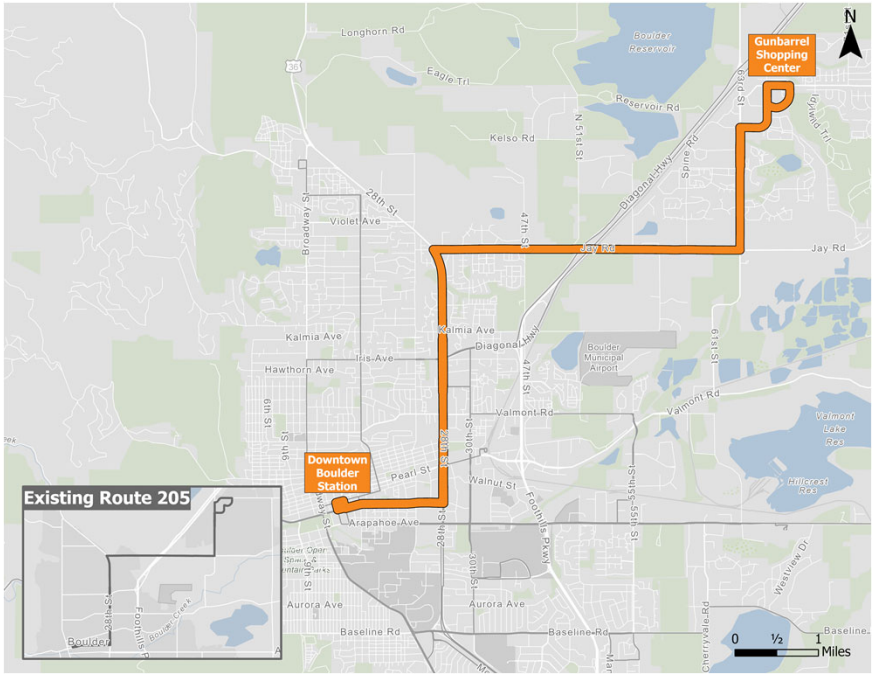
**Route 169 - Buckley Crosstown**
*Arapahoe Crossing / 40th & Airport Stn*
***Service Class: Connect***

| *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




## Core Network Connections:

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

## 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

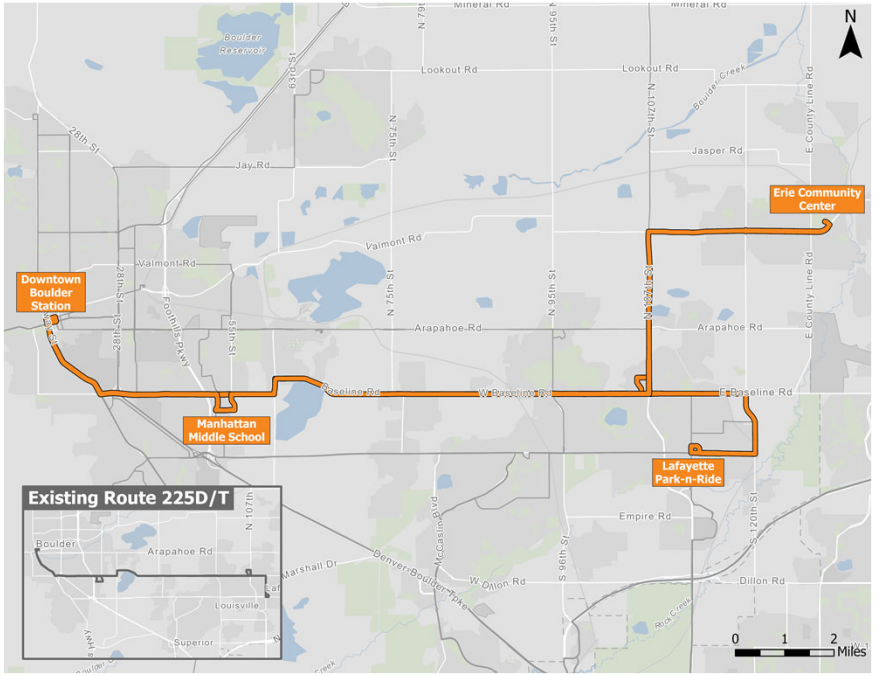
**Route 205 - 28th St/Gunbarrel**
*Boulder/Gunbarrel via Jay Road*
***Service Class: Connect***

| *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 |

# Route 225/225T – Boulder/LaFayette/Erie

Connect

## 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

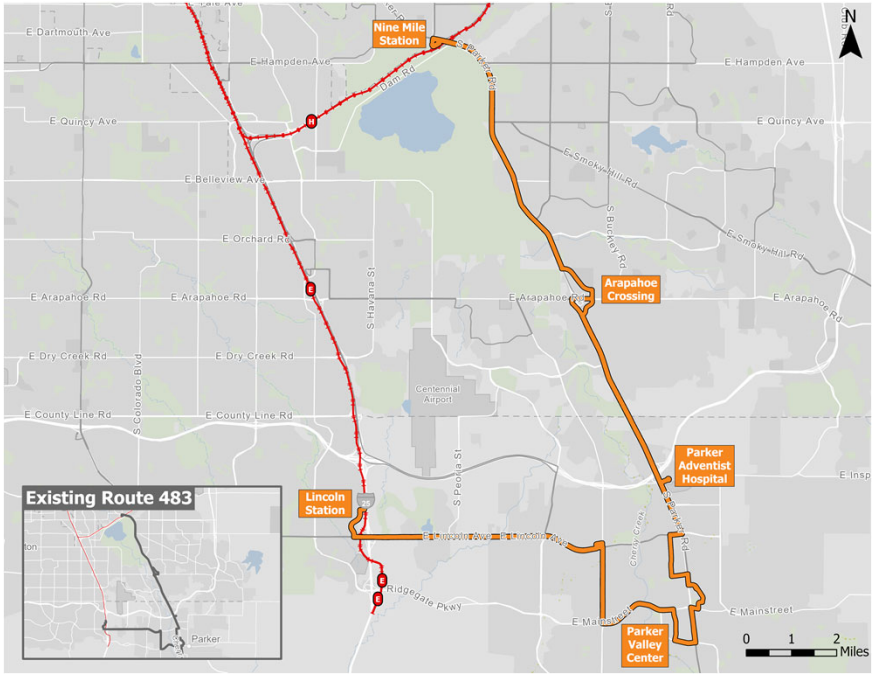
**Route 225 - Boulder/Lafayette & Erie via Baseline**
*Boulder/Lafayette via Baseline*
***Service Class: Connect***

| | | | 225: Boulder to LaFayette | | | | 225T: Boulder to Erie | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | ***Service Levels (minutes)*** | | | | ***Service Levels (minutes)*** | | | |
| ***Span of Service*** | | | *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

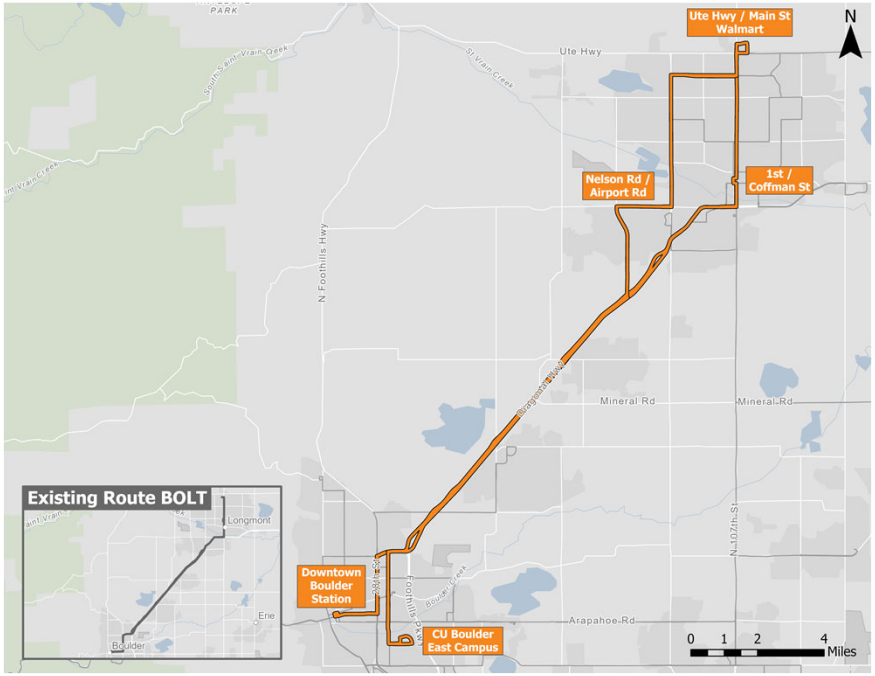
**Route 483 - Parker Rd - Lincoln Ave**
*Nine Mile Stn / Parker / Lincoln Stn*
***Service Class: Connect***

| *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

Connect

## 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***

| | | | Longmont to Downtown Boulder | | | | Longmont to CU East Campus | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | ***Service Levels (minutes)*** | | | | ***Service Levels (minutes)*** | | | |
| ***Span of Service*** | | | *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 |

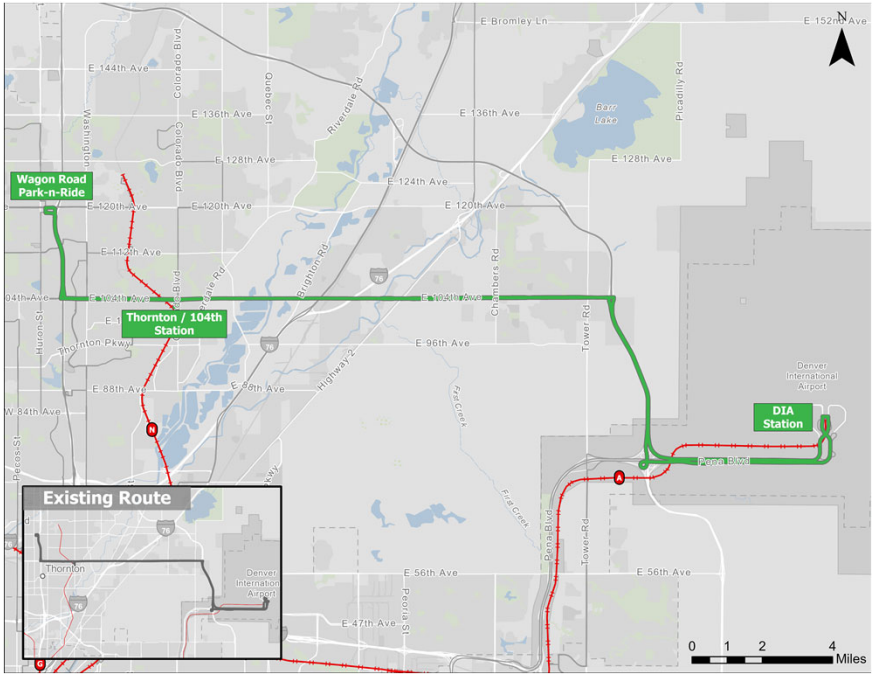
* Pattern to Downtown Boulder operates at 15-min. frequencies in peak direction, 30 min. in reverse peak direction.

** 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

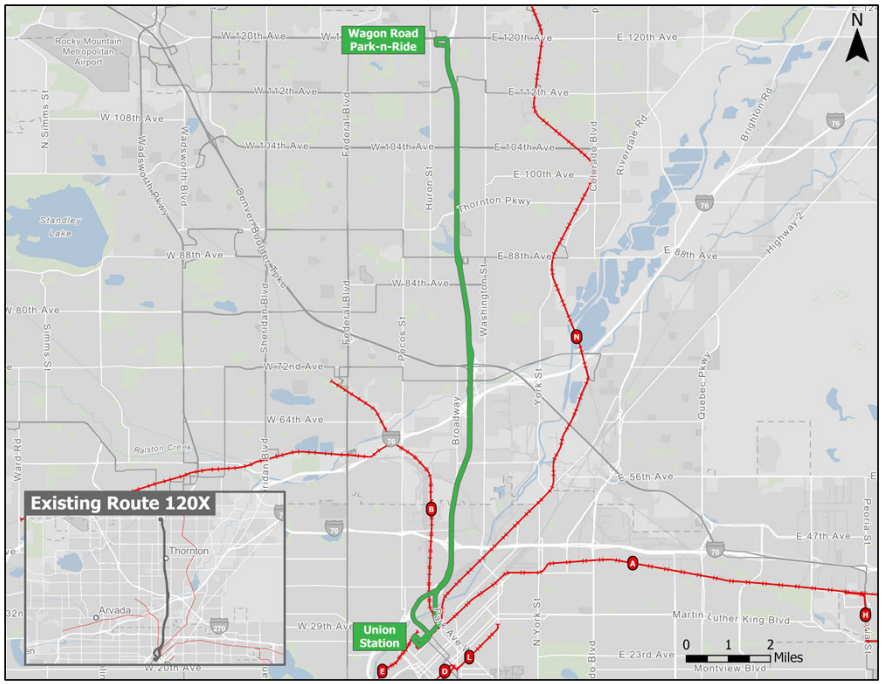
**Route 104L - Wagon Road / Denver Airport**
*Northglenn/WagonRoad/DIA*
***Service Class: Commute - 2 Dir.***

| *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***

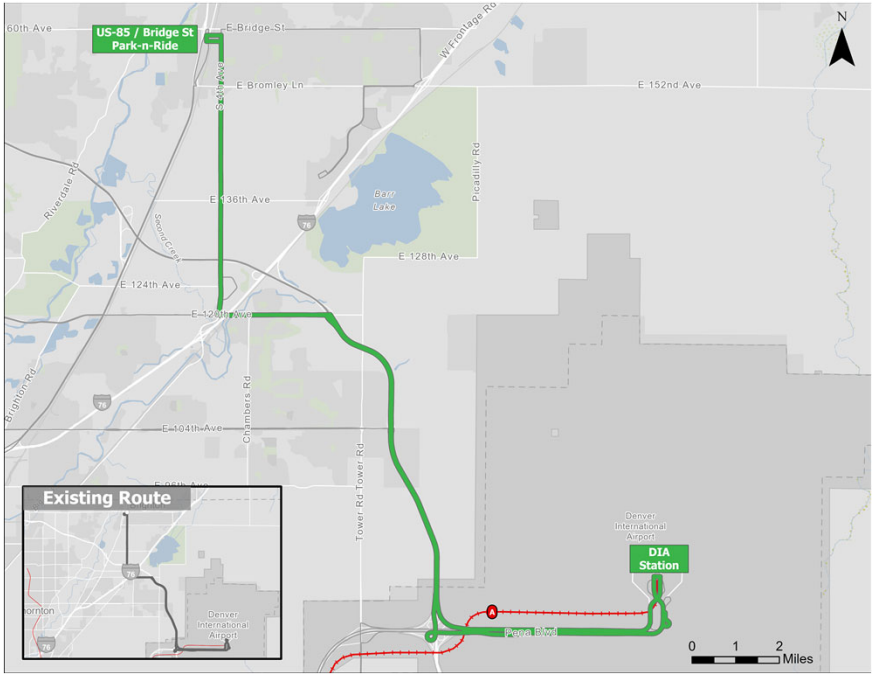
| *Span of Service* | | | *Service Levels (minutes)* | | | |
|---|---|---|---|---|---|---|
| | | | *Peak* | *Midday* | *Evening* | *Late* |
| **Weekdays:** | 5:30 am | 11:00 pm | 10/30* | 30 | 30 | 30 |
| **Saturday:** | 10:00 am | 11:00 pm | 30 | 30 | 30 | 60 |
| **Sunday:** | n/a | n/a | n/a | n/a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

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

# Route 145X – Brighton/DEN

Commute

## 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.***

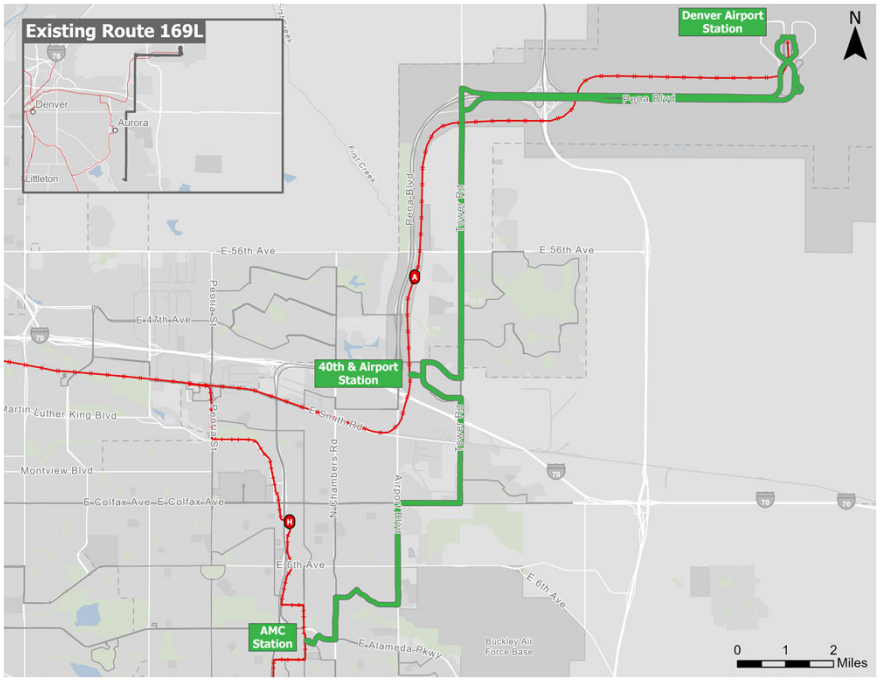
| *Span of Service* | | | *Service Levels (minutes)* | | | |
|---|---|---|---|---|---|---|
| | | | *Peak* | *Midday* | *Evening* | *Late* |
| **Weekdays:** | 4:00 am | 3:00 pm | 0 | 60 | 0 | 0 |
| **Saturday:** | 4:00 am | 3:00 pm | 0 | 60 | 0 | 0 |
| **Sunday:** | 4:00 am | 3:00 pm | 0 | 60 | 0 | 0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

*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

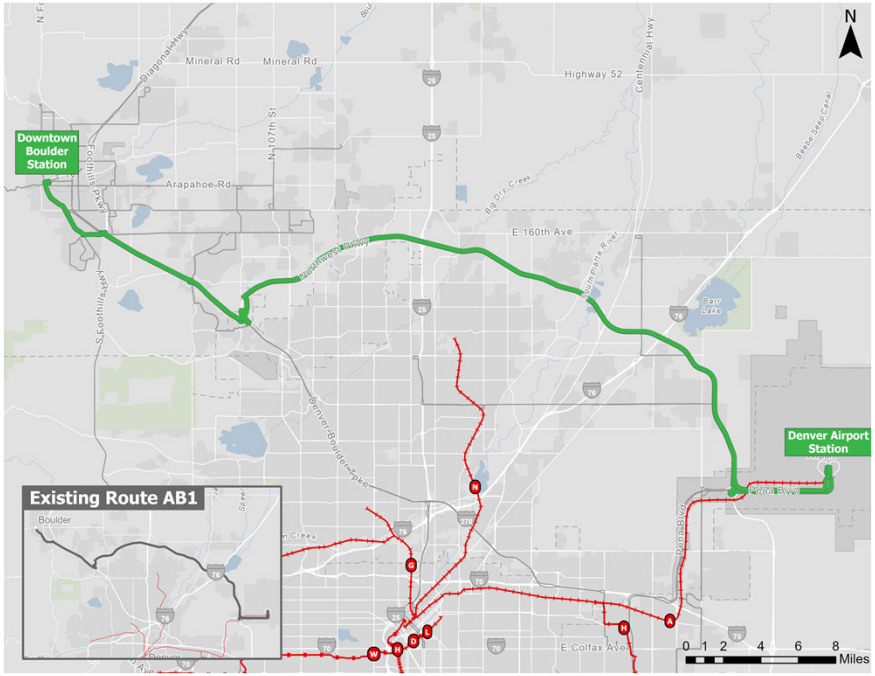
**Route 169L - Buckley - DIA Ltd**
*DIA / Aurora Metro Ctr Stn*
***Service Class: Commute - 1 Dir.***

| *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

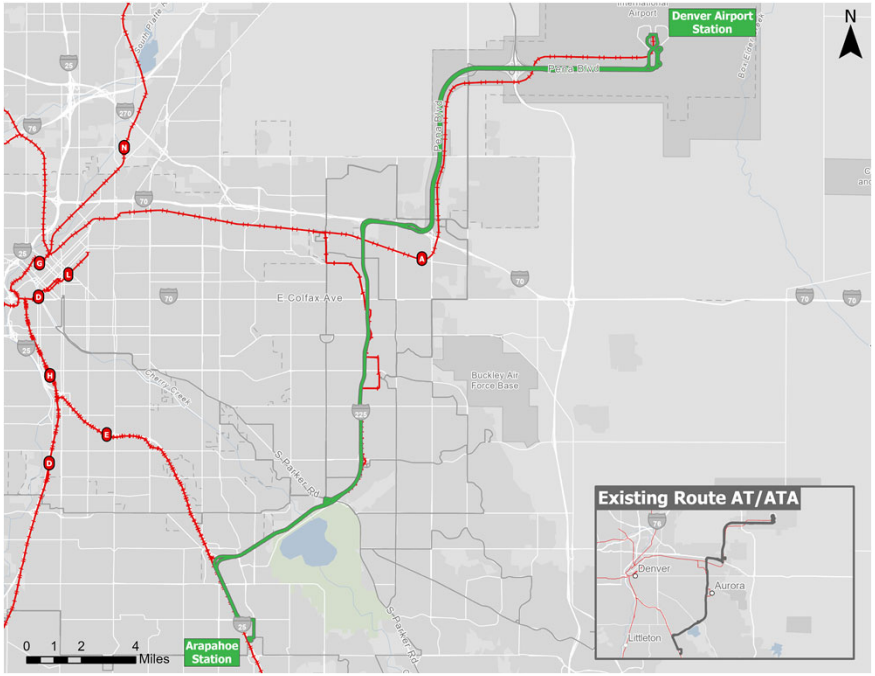
**Route AB - Boulder/Denver Airport**
*Boulder Table Mesa /DIA*
***Service Class: Commute - 2 Dir.***

| *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

Commute

## 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

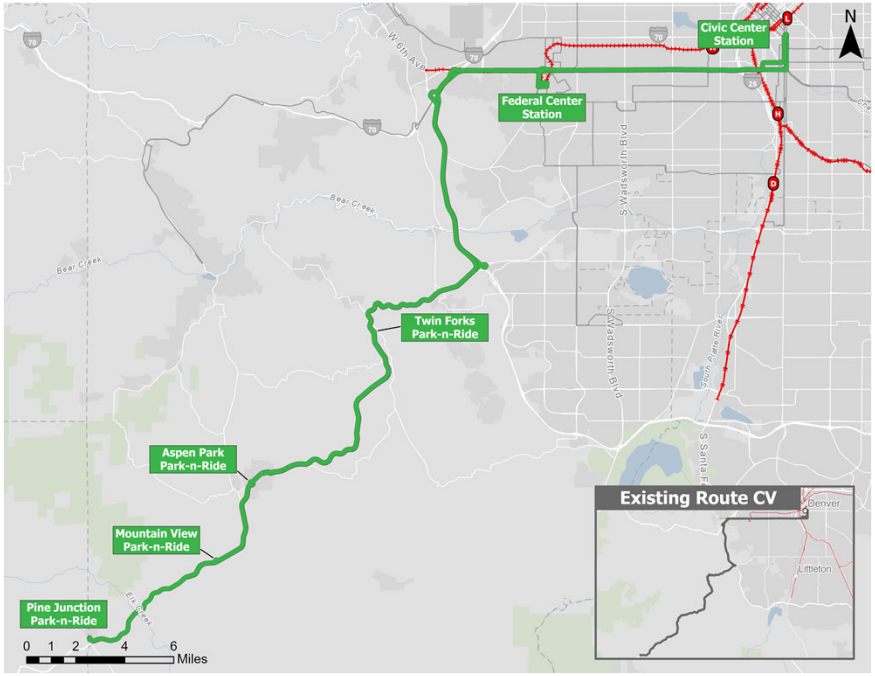
**Route AT - Arapahoe Stn / DIA**
*Arapahoe Stn / DIA*
***Service Class: Commute - 2 Dir.***

| *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.***

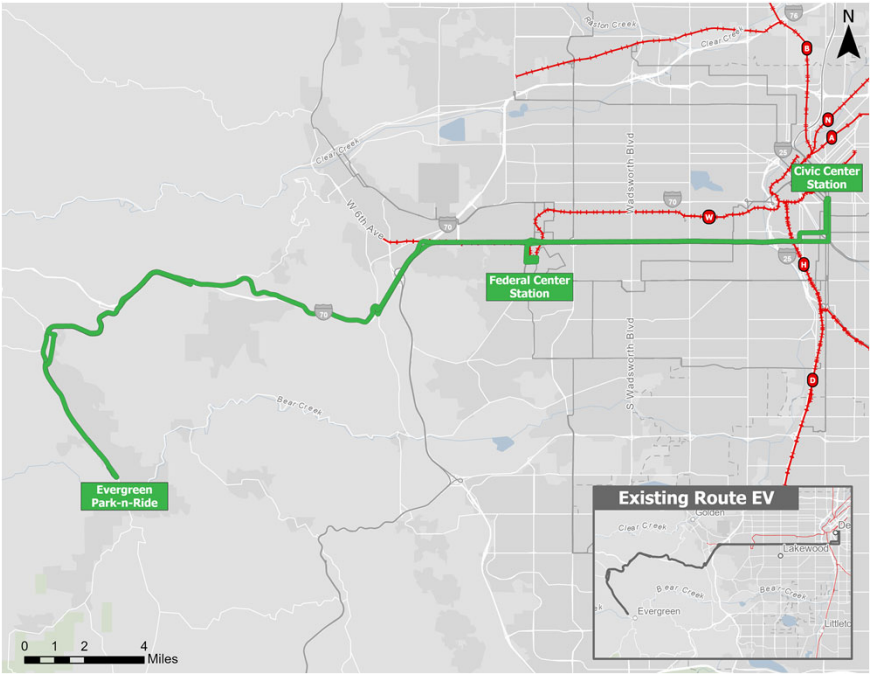
| *Span of Service* | | | *Service Levels (minutes)* | | | |
|---|---|---|---|---|---|---|
| | | | *Peak* | *Midday* | *Evening* | *Late* |
| **Weekdays:** | 6:00 am | 6:00 pm | 3 trips | 0 | 0 | 0 |
| **Saturday:** | n/a | n/a | n/a | n/a | n/a | n/a |
| **Sunday:** | n/a | n/a | n/a | n/a | n/a | n/a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

Trips are peak direction only

# Route EV – Evergreen/Denver

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 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.***

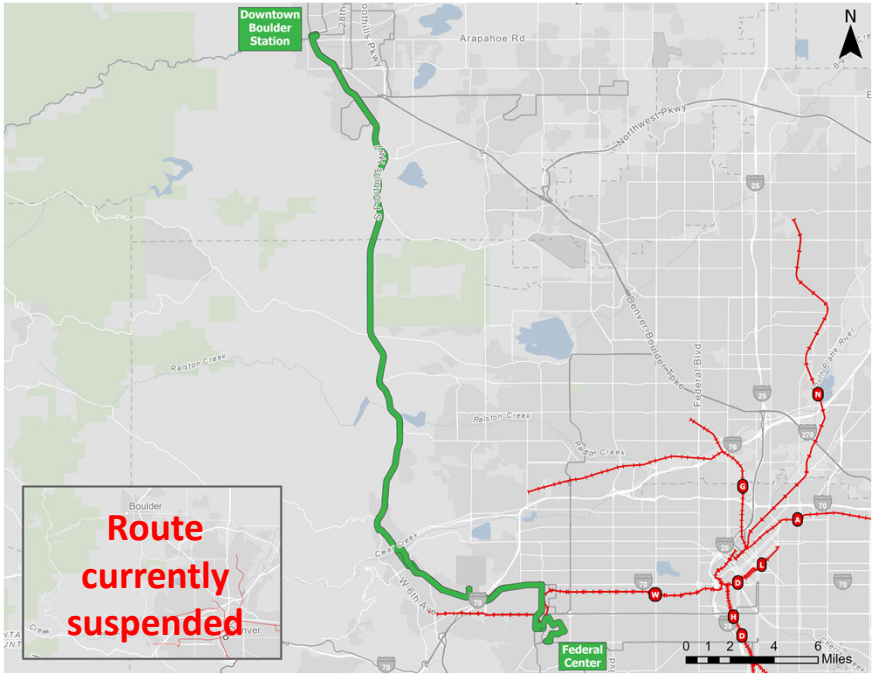
| *Span of Service* | | | *Service Levels (minutes)* | | | |
|---|---|---|---|---|---|---|
| | | | *Peak* | *Midday* | *Evening* | *Late* |
| **Weekdays:** | 6:00 am | 6:00 pm | 3 trips | 0 | 0 | 0 |
| **Saturday:** | n/a | n/a | n/a | n/a | n/a | n/a |
| **Sunday:** | n/a | n/a | n/a | n/a | n/a | n/a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

Trips are peak direction only

# ROUTE GS – GOLDEN/BOLDER

Commute

## 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

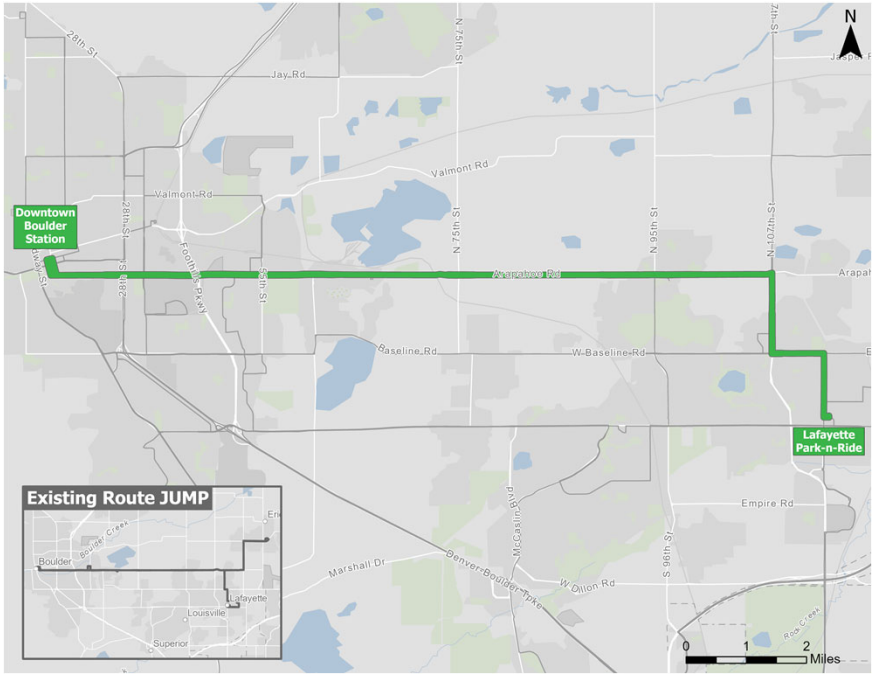
**Route GS - Golden/Boulder**
*Golden/Boulder*
***Service Class: Commute - 2 Dir.***

| *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

Commute

## 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

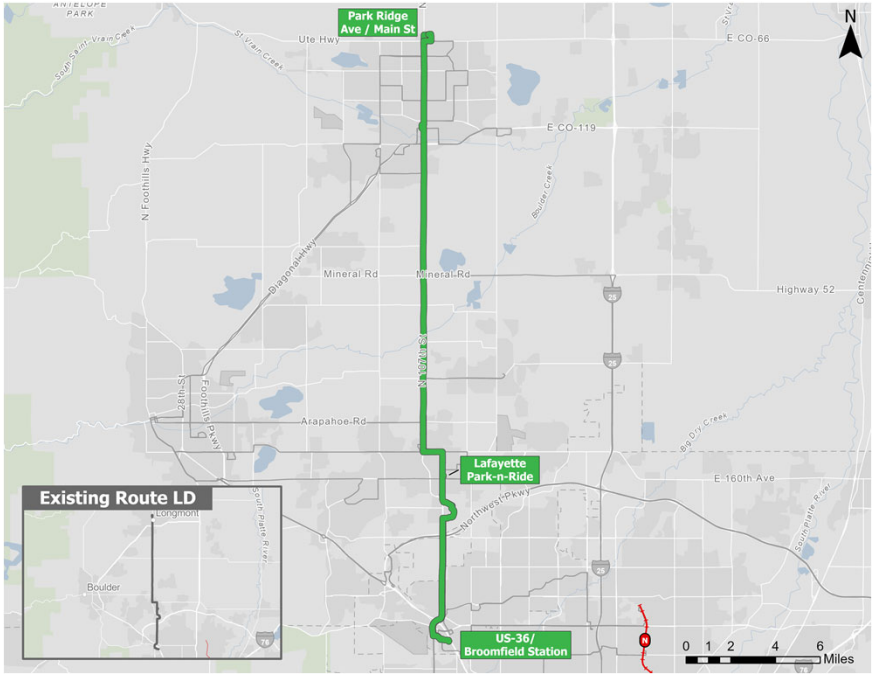
**Route Jump X - Boulder/LaFayette via Arapahoe**
*Boulder/LaFayette via Arapahoe*
***Service Class: Commute - 2 Dir.***

| *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

Commute

## 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***

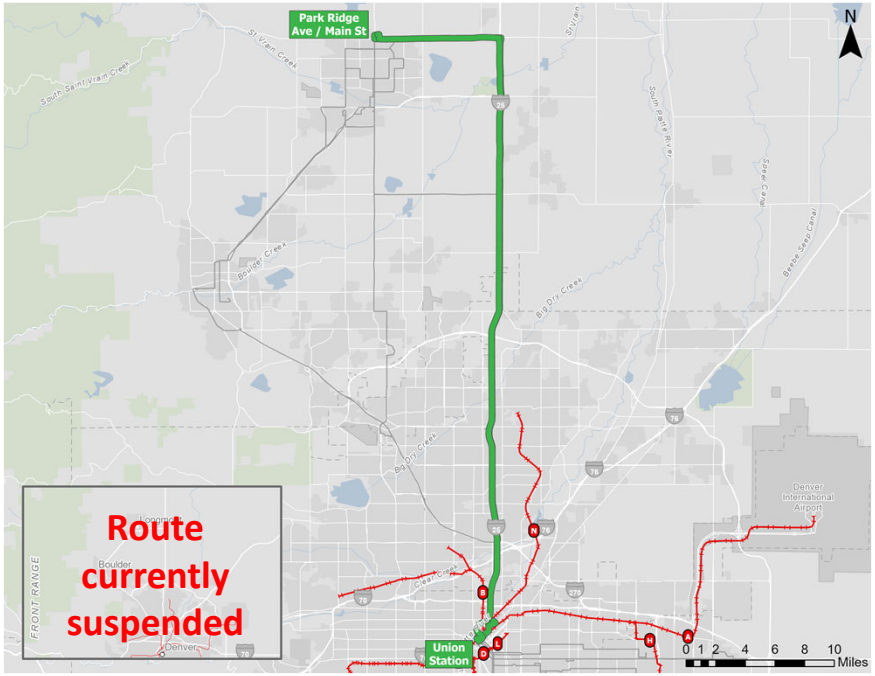
| | | | US 36/Broomfield to Lafayette PnR | | | | Lafayentte PnR to Longmont | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | *Service Levels (minutes)* | | | | *Service Levels (minutes)* | | | |
| ***Span of Service*** | | | *Peak* | *Midday* | *Evening* | *Late* | *Peak* | *Midday* | *Evening* | *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




## Core Network Connections:

- Core routes at Denver Union Station

## 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

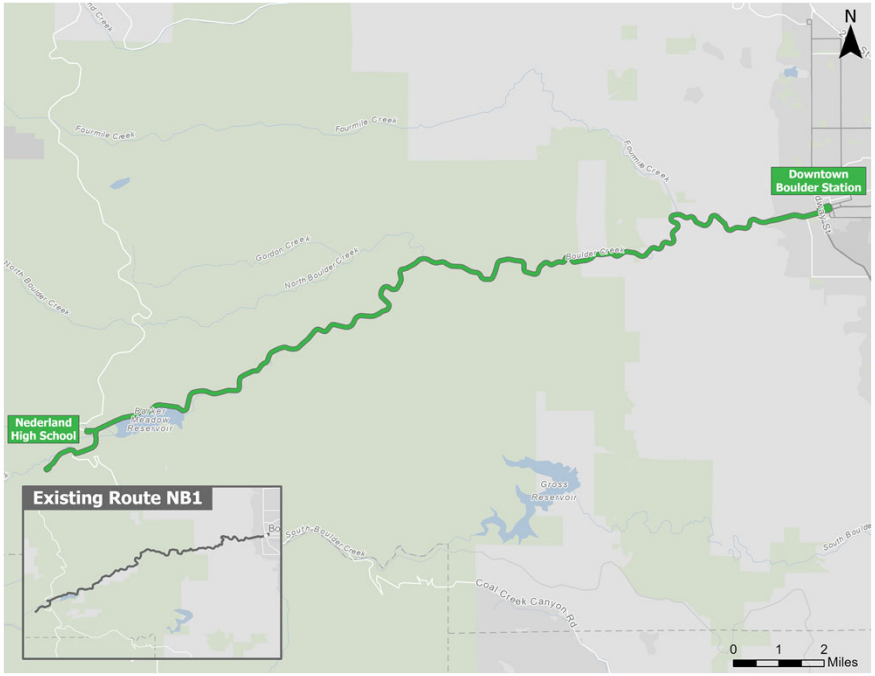
**Route LX1 - Longmont I-25 Express**
*N. Longmont/Denver*
***Service Class: Commute - 1 Dir.***

| *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 |

# 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

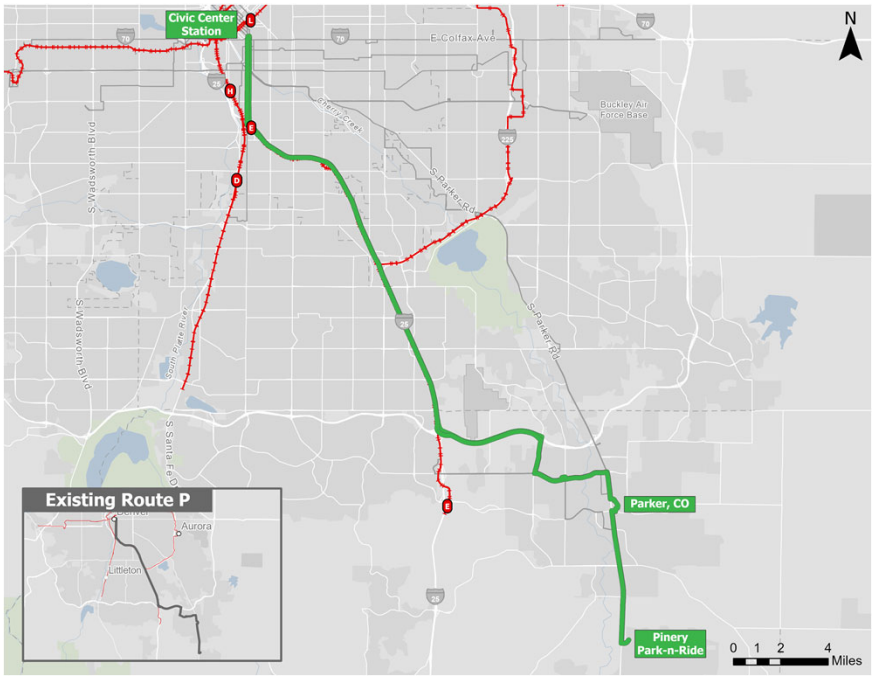
**Route NB - Nederland/Boulder**
*Nederland/Boulder*
***Service Class: Commute - 2 Dir.***

| *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.***

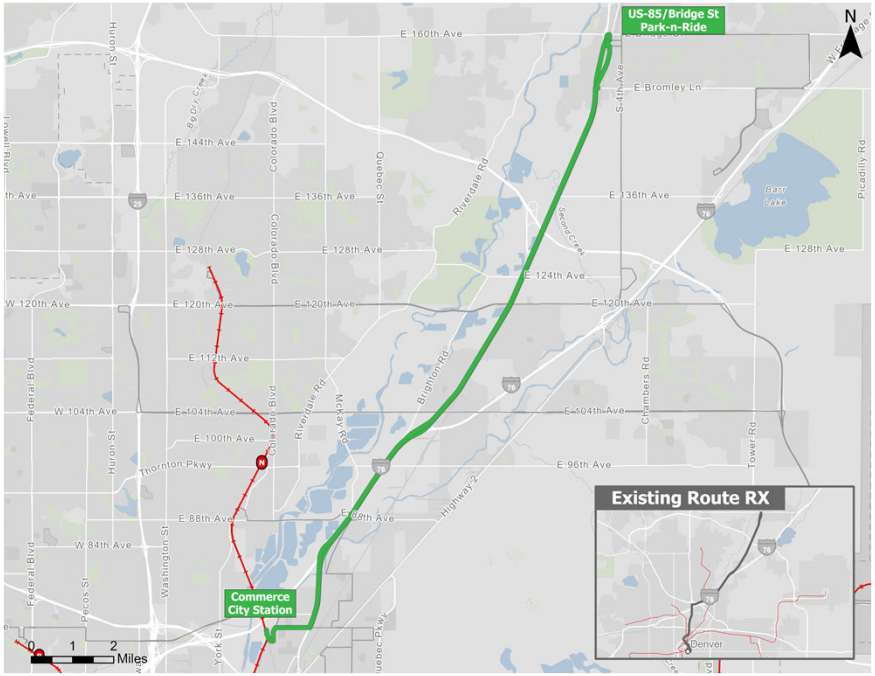
| *Span of Service* | | | *Service Levels (minutes)* | | | |
|---|---|---|---|---|---|---|
| | | | *Peak* | *Midday* | *Evening* | *Late* |
| **Weekdays:** | 6:00 am | 6:00 pm | 3 trips | 0 | 0 | 0 |
| **Saturday:** | n/a | n/a | n/a | n/a | n/a | n/a |
| **Sunday:** | n/a | n/a | n/a | n/a | n/a | n/a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

Trips are peak direction only

# Route RX – Brighton/Denver

Commute

## Proposed Alignment




## Core Network Connections:

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

## 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

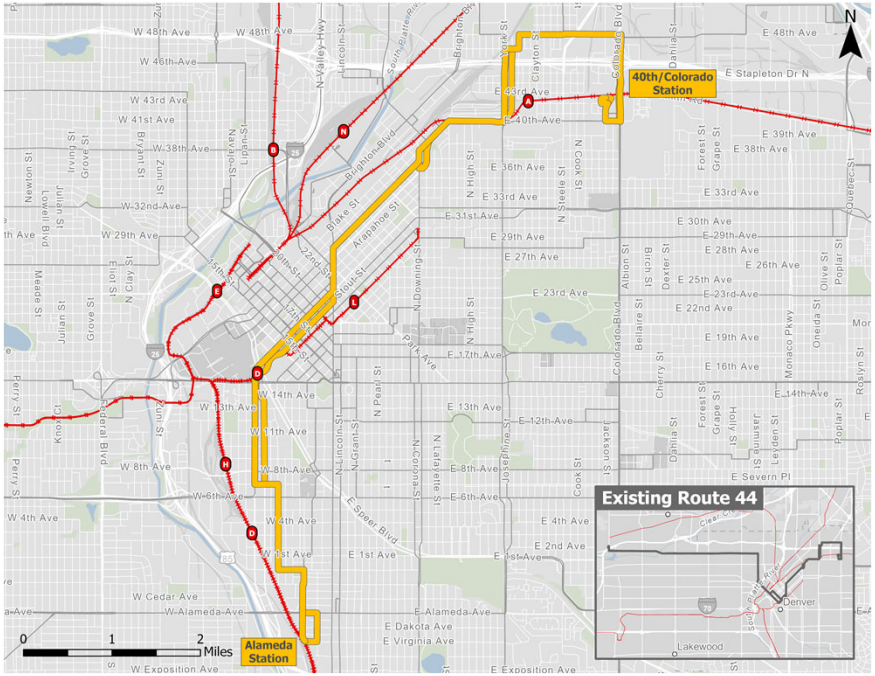
**Route RX - Brighton / Denver**
*US 85 & Bridge St / A Line Colorado Station*
***Service Class: Commute - 2 Dir.***

| *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 | n/a |

# 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

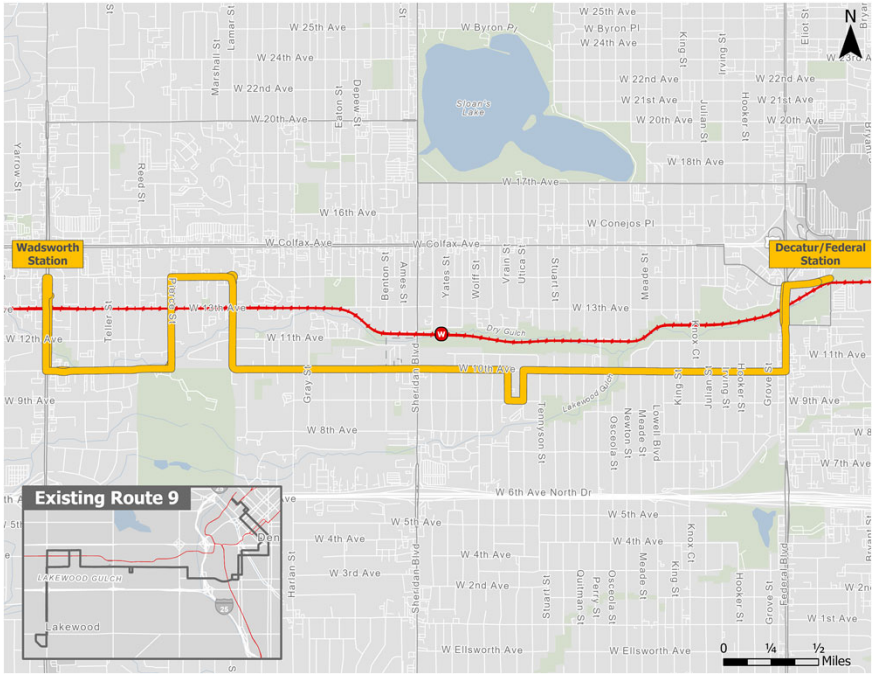
**Route 1E/44 - Elyria/Swansea-Alameda**
*40th & Colorado Stn / Downtown / Alameda Stn*
***Service Class: Community***

| *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.

Community

## 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

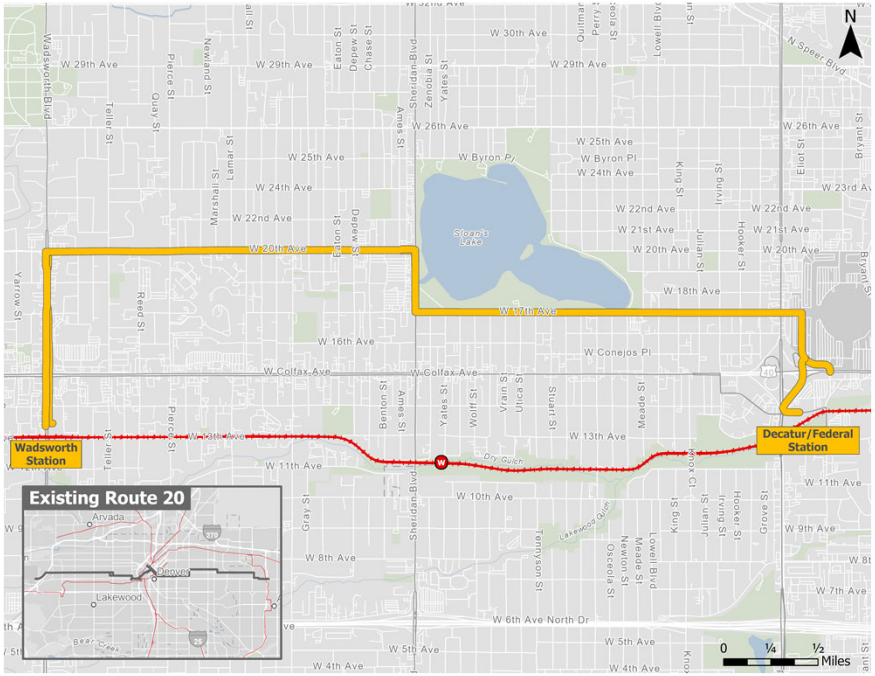
**Route 9 - 9th Ave**
*Wadsworth-Federal/Decatur*
***Service Class: Community***

| *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.

Community

## 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

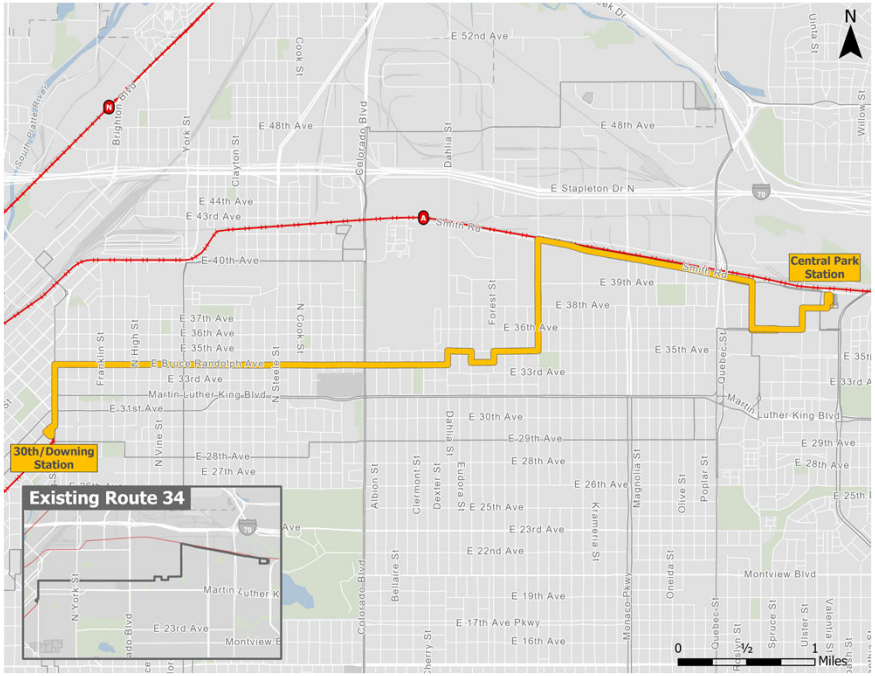
**Route 20W - 20th Avenue**
*Wadsworth-Federal/Decatur*
***Service Class: Community***

| *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

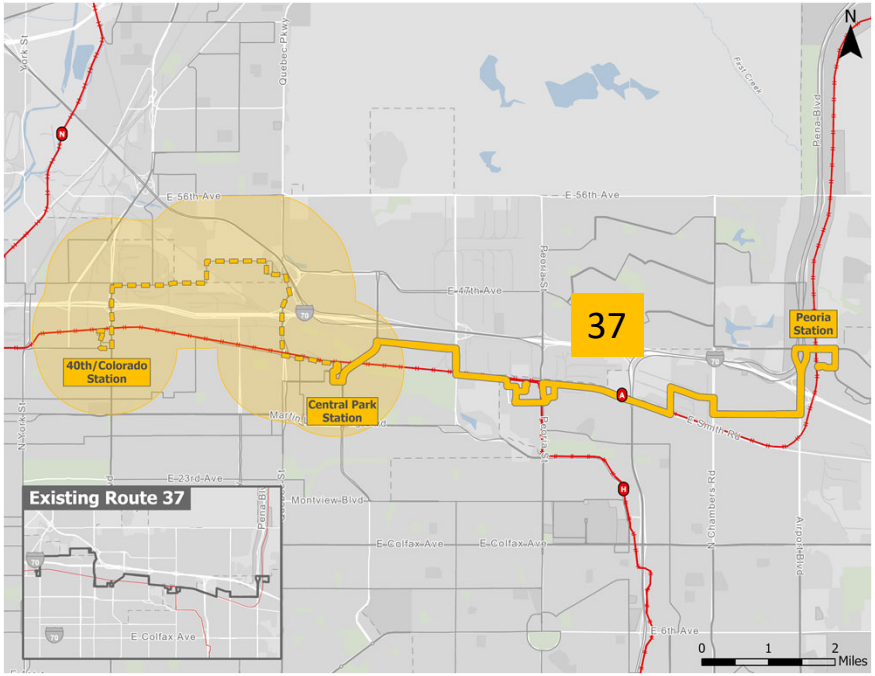
**Route 34 - Bruce Randolph**
*Downing & 30th / Central Park Stn*
***Service Class: Community***

| *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

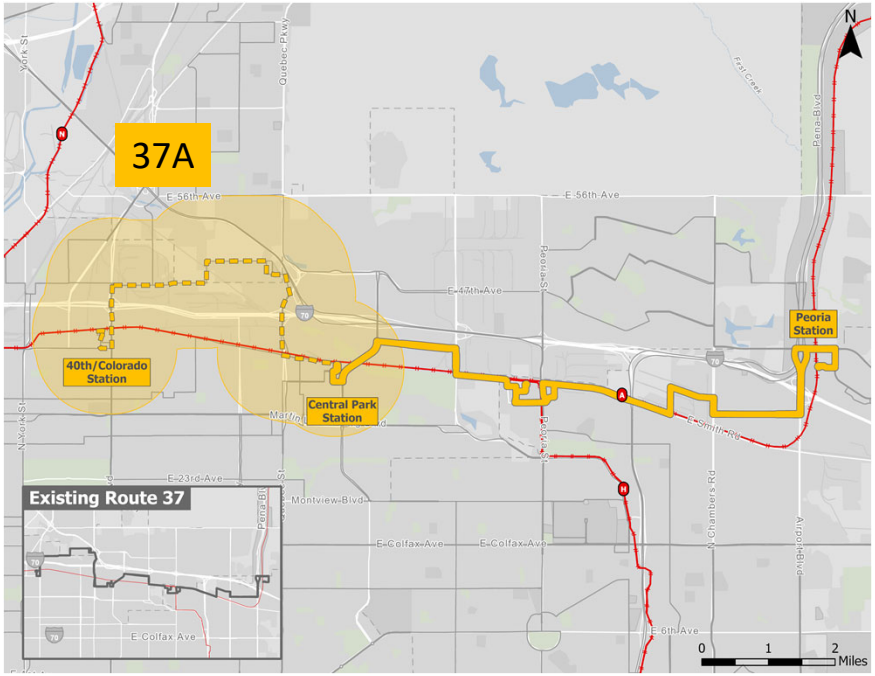
**Route 37 - Smith Road Industrial**
*Central Park Stn / Peoria Stn*
***Service Class: Community***

| *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

Community

## 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

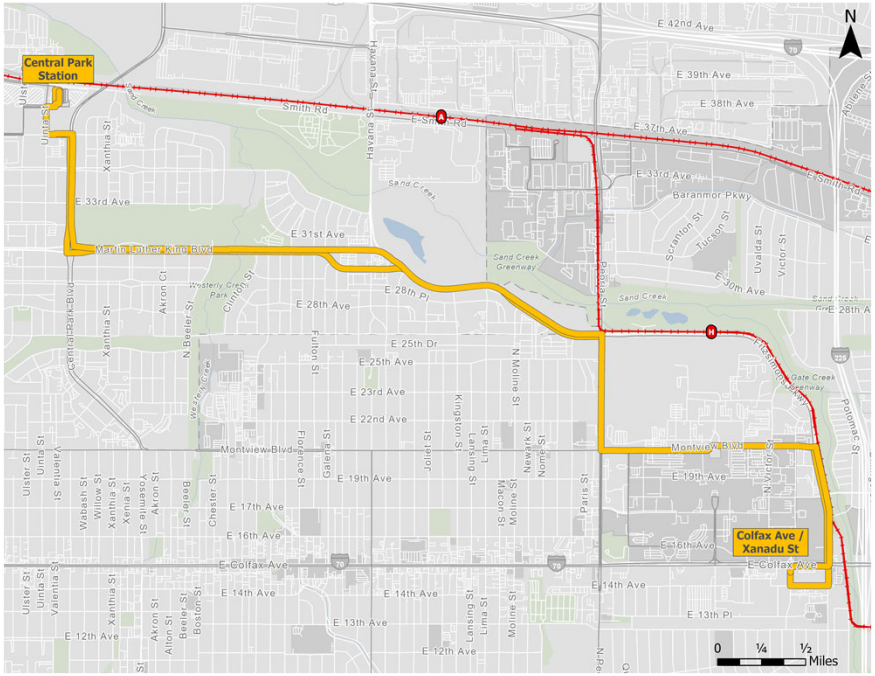
**Route 37A - Sand Creek Industrial**
*40th & CO Stn / Central Park Stn via Sand Creek Industrial*
***Service Class: Community***

| *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

Community

## 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

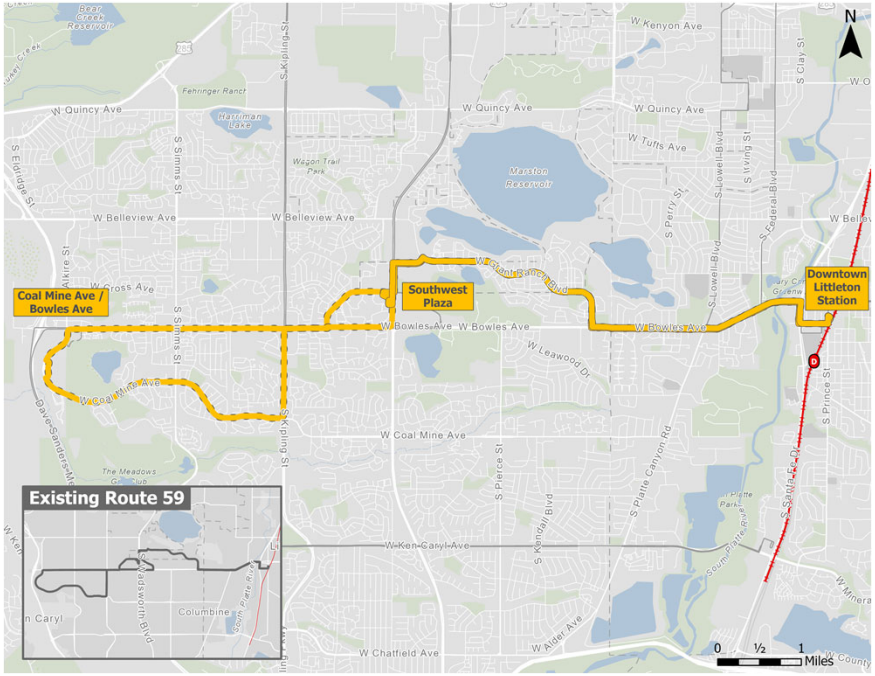
**Route 50 - Central Park Stn - Anschutz Med Ctr**
*Central Park Stn / Stapleton / Anschutz*
***Service Class: Community***

| *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.

Community

## Proposed Alignment




## Core Network Connections:

- Route 30 and D Line at Littleton-Downtown Station

## 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

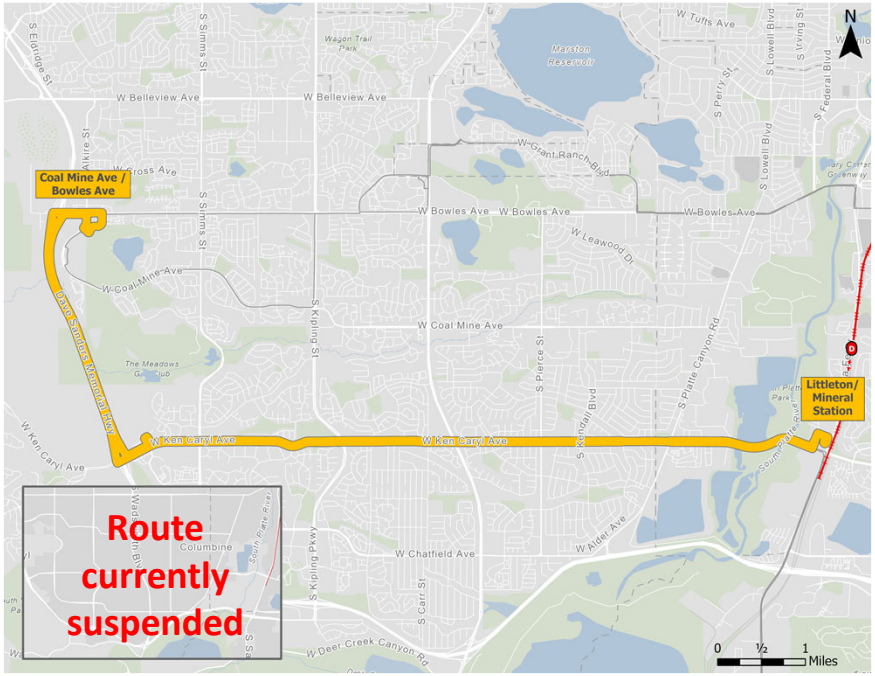
**Route 59 - West Bowles**
*Littleton statn to Coal Mine/Bowles*
***Service Class: Community***

| *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 |

# Route 77 – Ken Caryl Ave.

Community

## 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

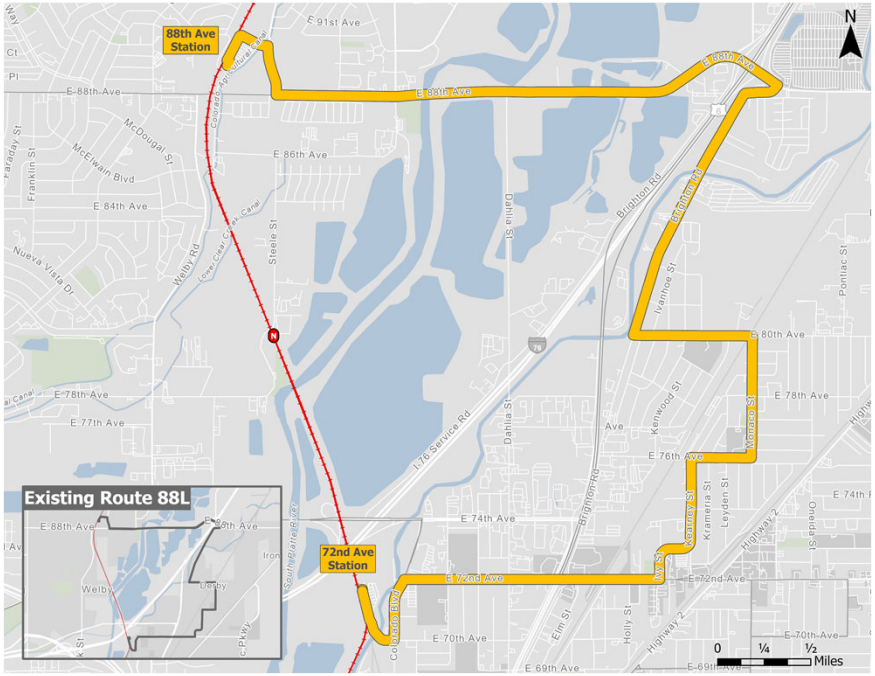
**Route 77 - Ken Caryl Avenue**
*Walmart to Littleton/Minneral Statn*
***Service Class: Community***

| ***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




## 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

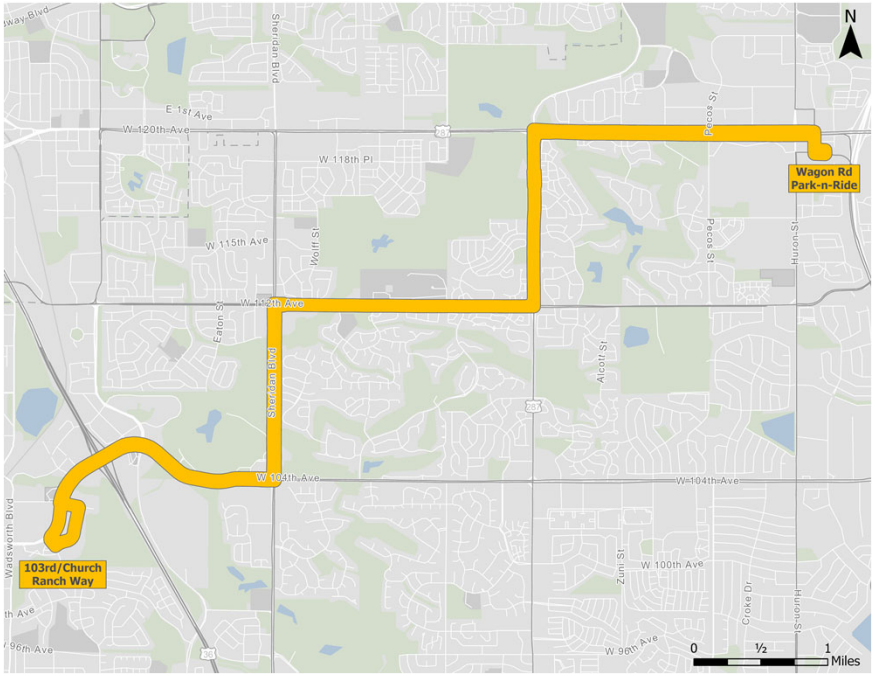
**Route 88L - Thornton/Commerce City**
*N Line 72nd Ave. Stat. / N Line 88th Ave. Stat.*
***Service Class: Community***

| *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

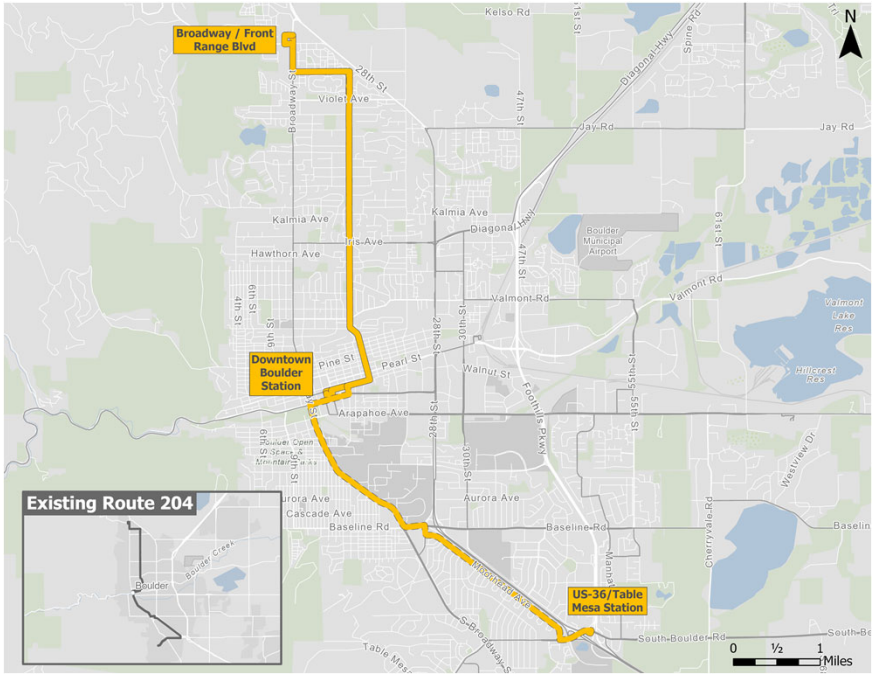
**Route 114 - Church Ranch / Wagon Road**
*Ch. Rch/FRCC/Wagon Road*
***Service Class: Community***

| *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

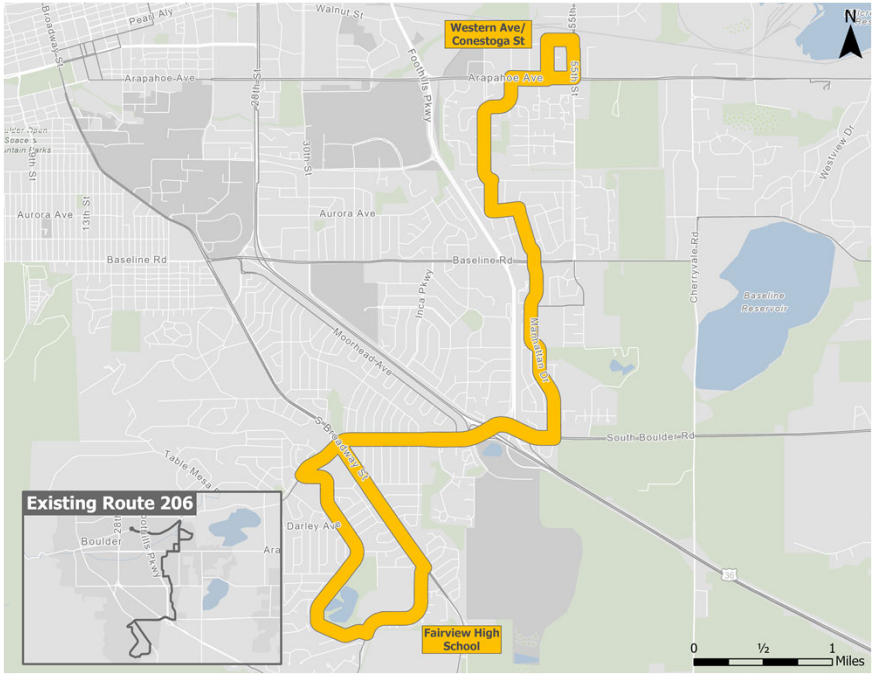
**Route 204 LL - Table Mesa/Moorhead/North19th**
*Table Mesa/Downtown Boulder/Lee Hill Dr*
***Service Class: Community***

| | | | Broadway/Front Range Ave. to DBS | | | | DBS to Tabel Mesa | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | *Service Levels (minutes)* | | | | *Service Levels (minutes)* | | | |
| ***Span of Service*** | | | *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

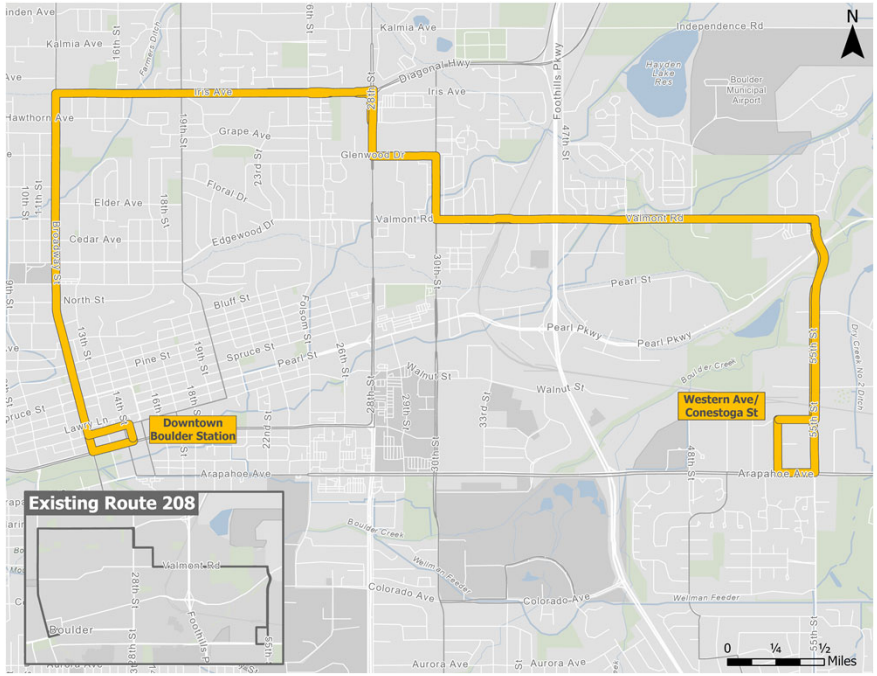
**Route 206 - Fairview H.S./Flatiron**
*Fairview H.S./Flatiron*
***Service Class: Community***

| *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

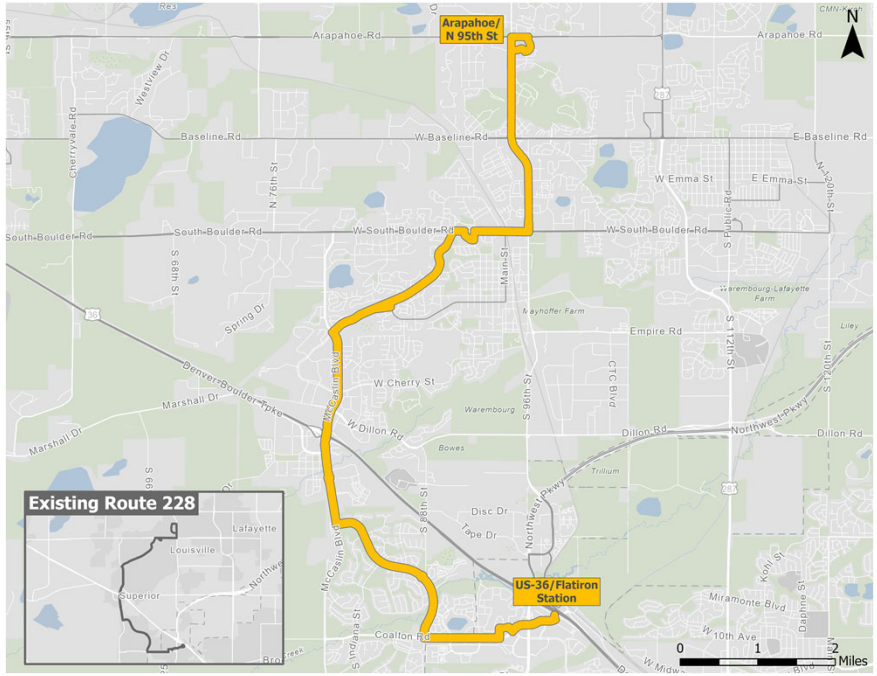
**Route 208 - Iris/Valmont/Flatiron**
*DBS/Iris/Flatiron*
***Service Class: Community***

| *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

Community

## Proposed Alignment




## Core Network Connections:

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

## 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

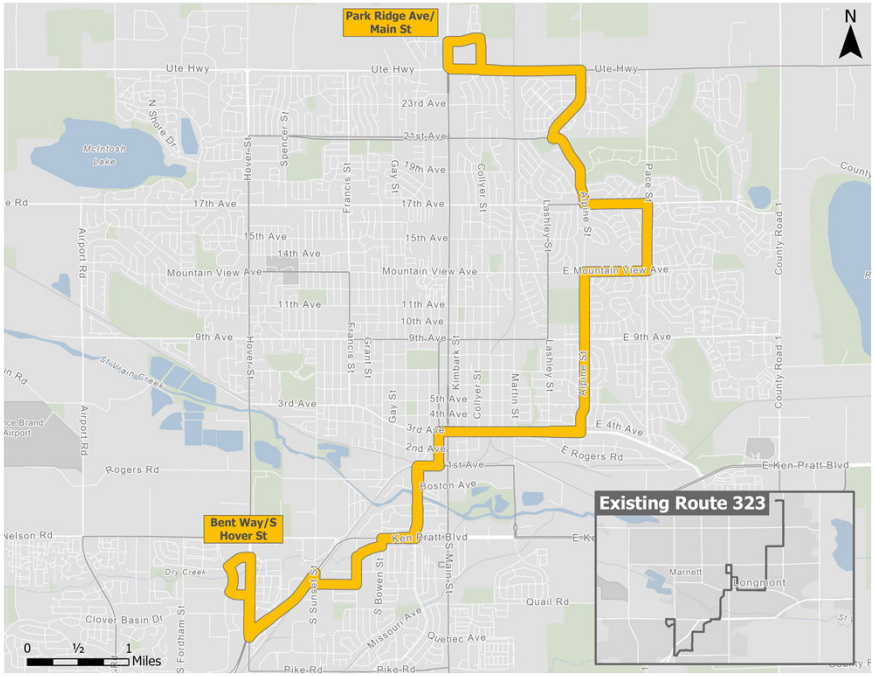
**Route 228 - Erie/Louisville/McCaslin**
*Erie/Louisville/McCaslin*
***Service Class: Community***

| *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 |

# 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

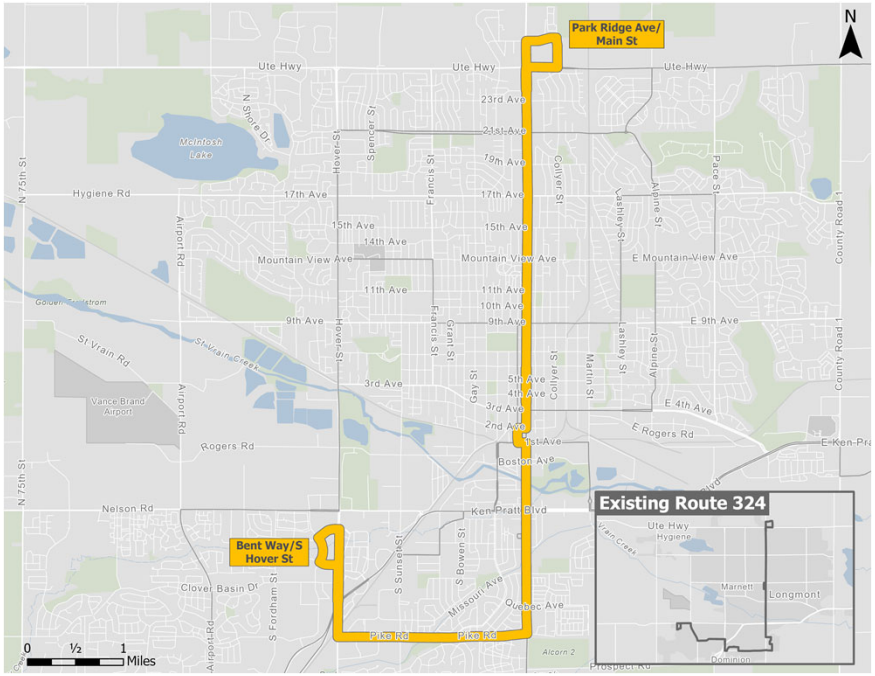
**Route 323 - Pratt Pkwy/Alpine**
*South Pratt Pkwy/1st/Coffman/Alpine*
***Service Class: Community***

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

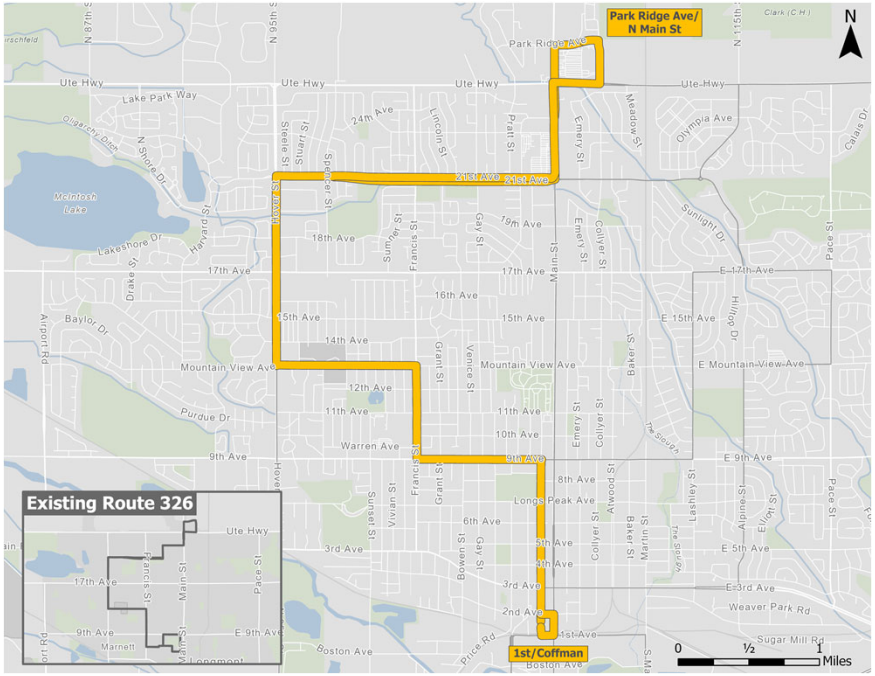
**Route 324 - N. Main/Pike**
*North Main/1st/Coffman/Pike*
***Service Class: Community***

| *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
- Weekday headways are 60 minutes

## Proposed Service Plan

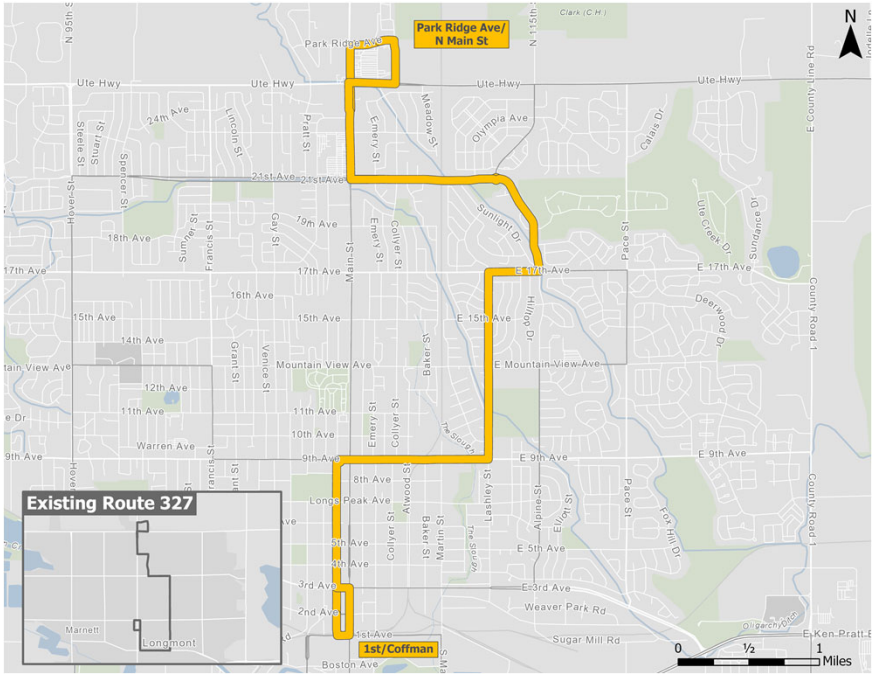
**Route 326 - Francis/Hover**
*1st Ave/Hover St/21st Ave.*
***Service Class: Community***

| *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***
- Weekday headways are 60 minutes

## Proposed Service Plan

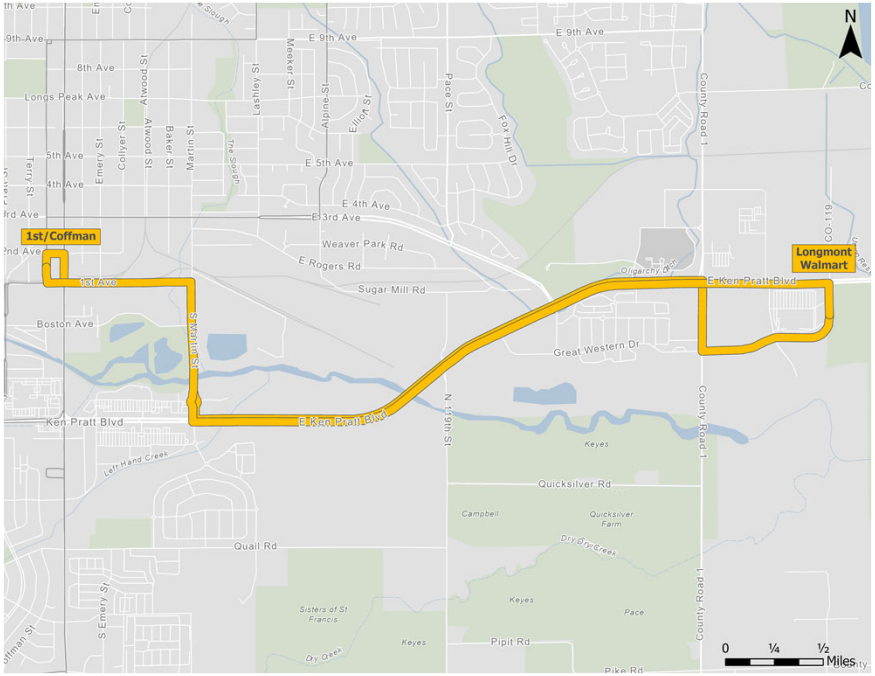
**Route 327 - Lashely**
*1st Ave/Lashley St/Ute Hwy*
***Service Class: Community***

| *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***
- Weekday headways are 30 minutes

## Proposed Service Plan

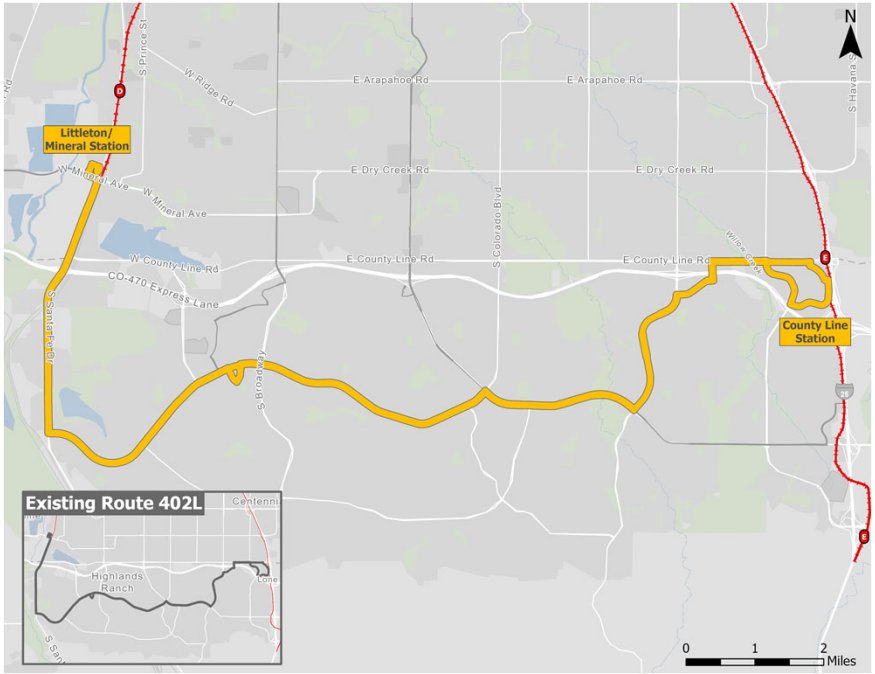
**Route 328 - Ken Pratt East**
*12t/Coffman Ken Pratt East*
***Service Class: Community***

| *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

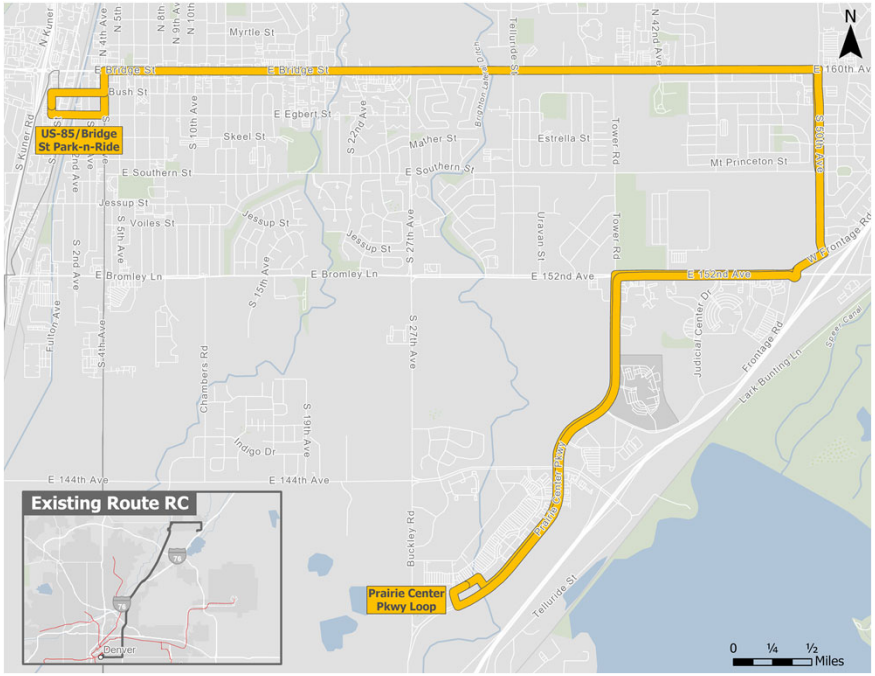
**Route 402L - Highlands Ranch Pkwy Limited**
*Littleton/Mineral Stn / County Line Stn via HR*
***Service Class: Community***

| ***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

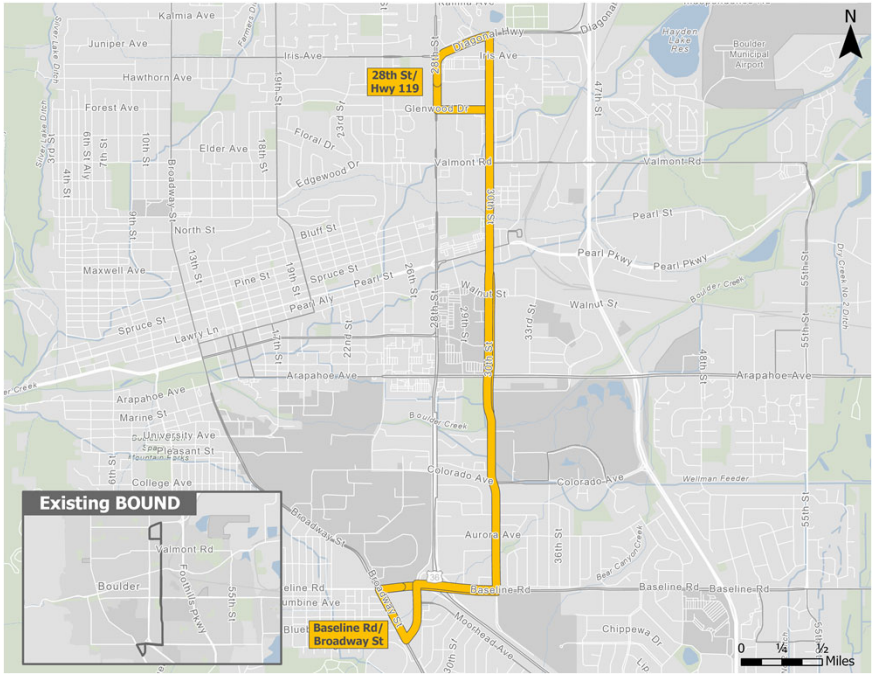
**Route 520 - Brighton**
*Brighton/Prairie Center Pkwy*
***Service Class: Community***

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

Community

## 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

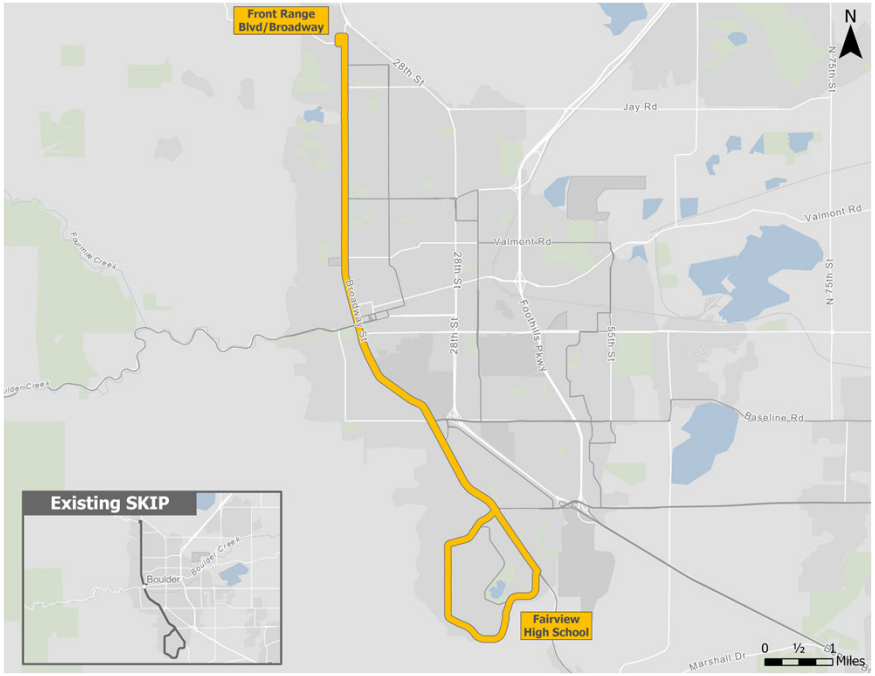
**Route Bound - 30th Street**
*Broadway-Baseline / 30th-Iris*
***Service Class: Community***

| *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

Community

## 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

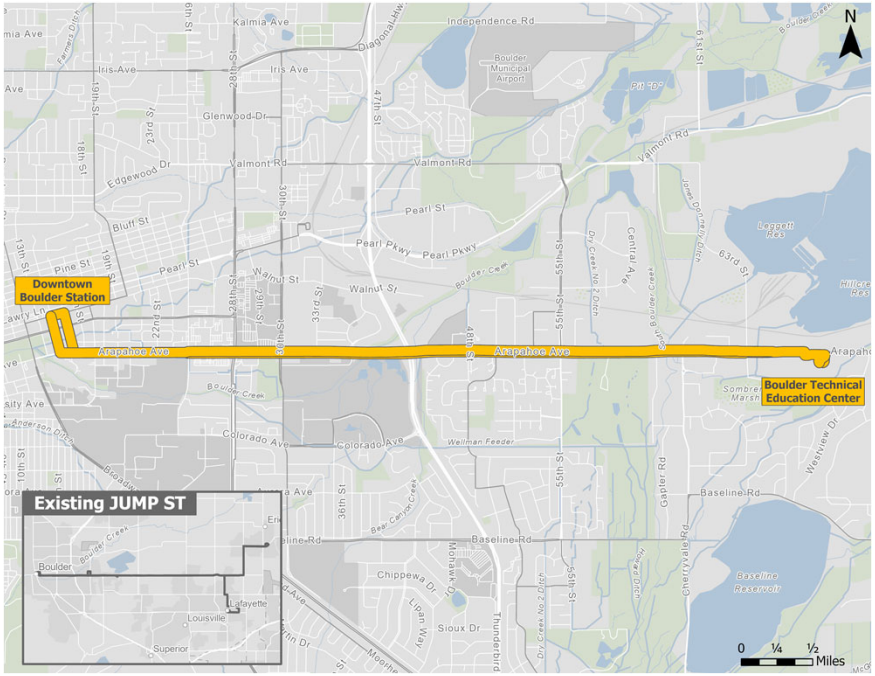
**Route Skip - Broadway**
*Front Range/Broadway to Fairview HS*
***Service Class: Community***

| *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

## Proposed Service Plan

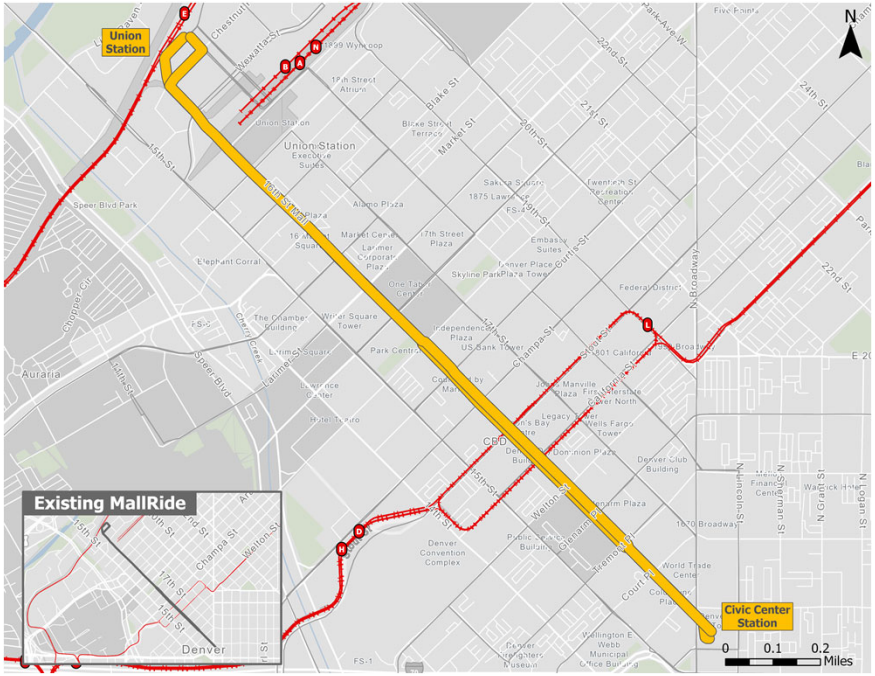
**Route Jump ST - Boulder/LaFayette via Arapahoe**
*Boulder/Tech Center*
***Service Class: Community***

| *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)

Community

## 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

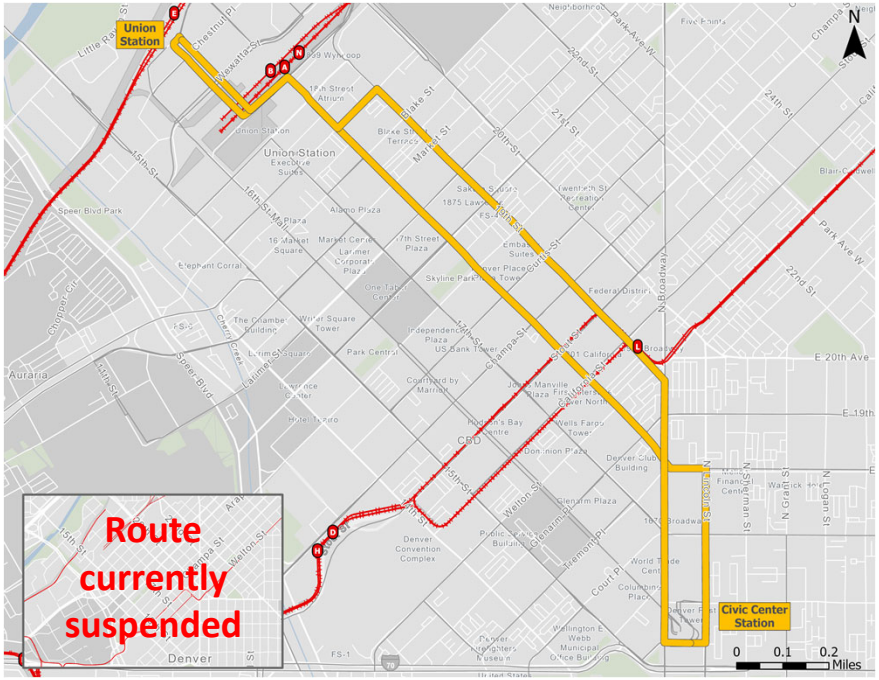
**Route Mall - Free MallRide**
*Free MallRide Civic Center/Union Statn*
***Service Class: Community***

| *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 METRORIDE (FMR)

Community

## 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

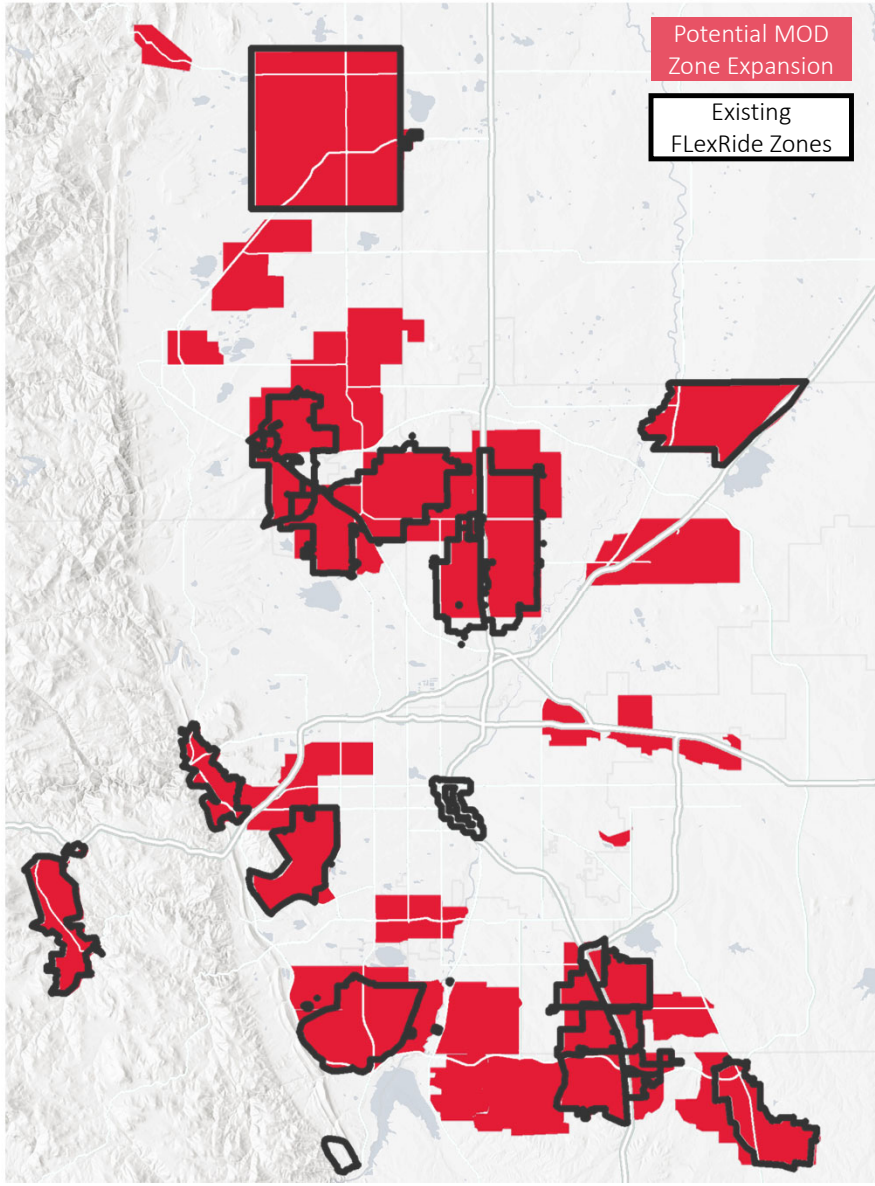
## Potential New / Expanded FlexRide or MOD Service Areas

| 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 40th/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/72nd 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



# MEMORANDUM

| | |
|---|---|
| **TO:** | Honorable Mayor and Members of Town Council |
| **FROM:** | Jim Maloney, Town Attorney<br>John Fussa, Community Development Director<br>Bryce Matthews, Planning Manager |
| **DATE:** | January 25, 2021 |
| **SUBJECT:** | RTD Update |

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**ISSUE:**
The Mayor and Town Council wish to discuss the Regional Transportation District (RTD) that provides transit service in the Town of Parker. The discussion will address services, revenues and whether to remain in RTD or exclude from it.

**FISCAL/BUDGET IMPACT:**
No budget impact to the Town at present

**BACKGROUND:**
**Context**
The Town of Parker is a long-standing member of RTD which provides transit service to the community. Currently, approximately 83 percent of the Town is located within the boundaries of RTD and this would increase to 91 percent in the future because the Anthology North and Hess Ranch property owners/developers are required by the 2019 Town Council approved Partial Waiver Resolution to annex the balance of their developments into RTD (subject to RTD approval). This would leave only a small section of the Town in the Chambers Road corridor between Mainstreet and Hess Road outside of the RTD boundaries. The RTD transit service provided in Town has evolved over time but most recently consisted of the 483 local bus, P Parker regional bus, FlexRide on-demand local shuttle and Access-a-Ride paratransit service for the disabled prior to the COVID-19 pandemic. RTD also provides the Town and its residents access to the regional transit system through its bus service, the Parker and Lincoln/Jordan Park-n-Ride facilities and free parking at light rail stations such as the nearby RidgeGate Parkway Station.

**RTD Service and Revenue/Expenses**
RTD has substantially reduced transit service throughout the eight (8) counties that comprise the District including in Parker due to the COVID-19 pandemic. At present, RTD has reduced transit service in the Town to the FlexRide on-demand shuttle and Access-a-Ride paratransit service. RTD has indicated that the reduction in transit service throughout the District including the Town is temporary but likely to continue until the COVID-19 pandemic eases or ends; transit demand and associated ridership recovers; and their budget situation improves.

The Parker 2035 Master Plan characterizes the Town as an auto-oriented community with a

reliance on cars for transportation but states that "...we cannot only rely on building our way out of transportation problems..." and that "...plans need to incorporate multimodal opportunities now and in the future." (Parker 2035 Master Plan p.10.1). The Master Plan has multiple transportation goals and strategies including "Provide a multi-modal transportation system that maximizes mode choice and mobility for all users." (Parker 2035 Master Plan p.10.2). The Town's Transportation Master Plan, which is adopted as part of the Parker 2035 Master Plan, incorporates similar goals and strategies with additional detail and recommendations regarding transit service. The Town has relied upon RTD to provide local transit service, partner with the Town on improving mobility and to support the Master Plan policy of achieving a multi-modal transportation system. The results have been mixed especially with the current reduction in transit service due to the COVID-19 pandemic.

RTD generates revenue to provide transit service throughout the District including in Parker by levying a one (1) percent sales tax and ancillary use tax. Staff requested and obtained information from RTD through 2019 about the revenue generated in the Town arising from their sales tax. In 2019, economic activity in the Town generated $11,546,217 in retail sales tax revenue that is remitted to RTD as shown in the attached RTD Sales Taxes by City table. This accounts for 1.9 percent of RTD's total 2019 retail sales tax revenue of $604,792,921 received from all municipalities and counties (unincorporated areas) in the District. This amount makes the Town the 16$^{th}$ largest contributor of retail sales tax revenue to RTD among the 41 municipalities and counties (unincorporated areas) in the District. The Town's 2019 retail sales tax revenue of $11,546,217 also represents 25.5 percent of Douglas County's 2019 total retail sales tax revenue of $45,721,525 contributed to RTD. The largest retail sales tax contributor to RTD in the County is the City of Lone Tree followed by the Town of Parker and unincorporated areas of the County such as Highlands Ranch. For 2020, the Town generated $7,099,776 in retail sales tax revenue contributed to RTD through July.

All modes of transportation, including transit service, operate at a deficit and require some form of subsidy whether by gasoline tax, sales tax in the case of RTD or user fees such as vehicle registration fees or tolls on E-470 and CDOT Express Lanes. In 2019, RTD received $11,546,217 in retail sales tax revenue from the Town and provided transit service having a total expense of $3,425,087 or approximately 29.7 percent of total revenue. This expense supported the 483 local bus, P Parker regional bus and FlexRide on-demand shuttle as shown in the attached Parker Public Transportation Map. The total expense of RTD service in the Town does not include the cost of Access-a-Ride paratransit or fixed assets such as the Parker Park-n-Ride facility because this information was not provided by the agency. RTD advises staff that the Access-a-Ride service generally requires a subsidy of $49 to $50 per rider/trip. The total cost of transit service provided by RTD in the Town for 2020 has not been provided but is likely less than 2019 due to the temporary service reductions arising from the COVID-19 pandemic. This would change in the future assuming RTD reinstates transit service in the District including in Parker.

Staff will summarize the above-referenced information and be available to discuss the related policy questions with Town Council as follows:

- Benefits and detriments of RTD membership, service;
- Transportation and multi-modal access;
- Economic development considerations;
- Future land use, growth and development; and

- An aging, changing population.

**Process to Exclude from RTD**

In 2004, Representative Tom Wiens sponsored House Bill 04-1066 "Concerning the Opportunity for Voters in the Town of Castle Rock in Douglas County to Determine Whether to be Included in the Boundaries of Certain Special Districts" (the "House Bill"). The purpose of the House Bill was to set up a process that would allow Castle Rock to exclude from RTD. The reason that Representative Wiens needed to sponsor the House Bill for Castle Rock, was due to the absence of a procedure in the Regional Transportation District Act to exclude areas from the boundaries of RTD. The Regional Transportation District Act only contains a procedure for the inclusion of additional areas into the boundaries of RTD. The House Bill was approved by the General Assembly and the residents of Castle Rock ultimately voted to exclude from RTD. Castle Rock is no longer part of RTD and is not subject to the RTD sales and use taxes.

Since 2004, RTD has issued considerable debt much of it arising from the construction of the FasTracks regional transit expansion project that was approved by the voters of the District in 2004. In order to secure the repayment of this debt, RTD has pledged the one (1) percent sales tax it collects from retail sales that occur within the boundaries of the District including in Parker. As a result, even if Parker is able to exclude from RTD, the one (1) percent RTD sales tax would remain in place until the current debt is repaid. This is currently projected to occur in 2050.

Attached is a proposed legislative bill that is based on the 2004 Castle Rock House Bill (the "Parker Bill"). The Parker Bill contains the same process used by Castle Rock to exclude from RTD, but to address the RTD debt and pledged sales tax, the Parker Bill further provides that the Town will:

1. Continue to receive service from RTD until 2050 or when the current long-term debt is retired, whichever occurs first;
2. The Town sales tax would not be subject to any additional sales tax pledge;
3. RTD will provide the Town with a level of service that is reasonably proportional to the sales taxes that are received by RTD from the Town: and
4. The Town will automatically exclude from RTD in 2050 or when the current long-term debt is retired, whichever occurs first.

The differences between the Castle Rock House Bill and the Parker Bill are highlighted in the attachment.

**RECOMMENDATION:**

Request Town Council direction

**REQUESTED DIRECTION:**

Discussion and direction

**ATTACHMENT:**

1. All County and City Sales Taxes by Year Through July 2020
2. Parker Public Transportation Map Pre-COVID 11x17
3. RTD Tax District as of October 2020
4. RTD Tax District with Acreages

5. RTD Proposed Act to hold election 20210119 DRAFT-3

## RTD Sales Taxes by City (Base System and FasTracks)

| Row Labels | Sum of 2005 | Sum of 2006 | Sum of 2007 | Sum of 2008 | Sum of 2009 | Sum of 2010 | Sum of 2011 | Sum of 2012 | Sum of 2013 | Sum of 2014 | Sum of 2015 | Sum of 2016 | Sum of 2017 | Sum of 2018 | Sum of 2019 | Sum of July 2020 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Adams County Other | 10,875,219 | 10,922,806 | 11,034,190 | 10,444,130 | 8,950,250 | 9,805,270 | 10,221,342 | 12,088,939 | 13,675,247 | 15,503,005 | 17,040,409 | 17,932,236 | 21,452,351 | 24,036,281 | 24,538,064 | 13,099,404 |
| Arapahoe County Other | 5,881,510 | 5,857,403 | 6,636,600 | 6,589,974 | 5,136,786 | 5,288,557 | 5,956,090 | 6,876,113 | 6,460,639 | 7,726,313 | 7,808,642 | 7,125,427 | 7,400,887 | 7,972,067 | 10,927,697 | 6,896,890 |
| Arvada | 7,498,647 | 7,963,013 | 8,355,539 | 8,414,657 | 7,886,303 | 8,283,589 | 8,688,448 | 9,251,025 | 10,701,753 | 10,973,484 | 12,163,768 | 12,542,340 | 13,580,344 | 13,810,295 | 14,614,233 | 9,366,036 |
| Aurora | 30,294,030 | 31,284,093 | 32,341,774 | 31,650,795 | 29,544,056 | 31,279,294 | 33,389,896 | 35,549,198 | 37,718,037 | 42,463,134 | 45,229,628 | 48,282,804 | 51,169,665 | 54,337,415 | 58,023,136 | 33,924,306 |
| Boulder | 15,002,667 | 15,433,976 | 16,484,795 | 16,344,527 | 15,180,123 | 16,944,211 | 19,144,057 | 20,012,417 | 20,801,717 | 22,565,847 | 23,291,578 | 24,273,125 | 23,984,077 | 24,644,014 | 26,255,191 | 13,117,996 |
| Boulder County Other | 2,300,468 | 2,336,603 | 2,388,453 | 2,127,083 | 1,822,450 | 2,054,801 | 2,593,478 | 2,650,384 | 2,635,099 | 3,036,203 | 2,984,976 | 2,947,042 | 3,179,007 | 3,571,199 | 4,981,468 | 2,817,430 |
| Brighton | 2,770,661 | 2,882,346 | 3,211,415 | 3,735,965 | 3,658,612 | 4,025,250 | 4,032,768 | 4,294,880 | 4,712,643 | 5,381,432 | 6,152,604 | 6,713,864 | 7,097,393 | 8,517,771 | 8,390,303 | 5,087,620 |
| Broomfield | 8,610,069 | 8,716,507 | 9,027,146 | 8,712,781 | 7,709,140 | 9,347,956 | 9,316,056 | 9,911,053 | 10,039,450 | 10,445,147 | 10,771,784 | 10,545,535 | 11,435,658 | 12,248,761 | 14,089,177 | 8,276,845 |
| Centennial | 11,414,047 | 10,680,545 | 11,861,996 | 11,644,385 | 10,299,160 | 11,372,734 | 12,962,902 | 14,838,566 | 15,668,121 | 16,948,427 | 17,569,899 | 18,123,566 | 19,153,531 | 19,609,340 | 20,848,558 | 11,447,751 |
| Commerce City | 5,072,989 | 4,806,482 | 4,919,812 | 4,762,521 | 3,719,727 | 4,251,182 | 3,844,564 | 5,433,615 | 5,467,088 | 6,448,836 | 6,758,281 | 7,247,200 | 8,204,059 | 8,994,670 | 9,205,708 | 5,782,158 |
| Conifer | 94,955 | 176,742 | 256,834 | 305,562 | 256,897 | 281,752 | 339,149 | 179,459 | 151,413 | 178,726 | 184,326 | 223,951 | 215,811 | 216,616 | 217,865 | 141,929 |
| Denver | 91,015,550 | 94,656,537 | 103,926,412 | 106,882,304 | 90,378,580 | 97,658,294 | 110,933,784 | 134,506,704 | 128,614,115 | 142,540,640 | 146,293,976 | 152,508,806 | 161,249,237 | 167,773,318 | 179,006,774 | 83,953,130 |
| Douglas County Other | 5,309,225 | 5,113,190 | 4,223,192 | 3,906,829 | 3,107,684 | 2,724,493 | 2,631,688 | 3,672,164 | 3,723,613 | 3,997,992 | 4,234,761 | 4,253,023 | 5,595,395 | 6,078,327 | 7,240,825 | 3,993,335 |
| Edgewater | 268,094 | 270,870 | 374,574 | 501,475 | 469,331 | 555,511 | 360,129 | 605,266 | 640,418 | 759,606 | 934,022 | 1,096,214 | 1,099,112 | 1,139,291 | 1,263,958 | 834,827 |
| Englewood | 10,086,478 | 10,587,040 | 10,609,050 | 9,352,363 | 7,966,407 | 8,471,419 | 9,633,193 | 10,597,217 | 11,228,366 | 11,727,018 | 13,802,776 | 13,652,468 | 14,138,888 | 14,682,785 | 15,186,570 | 8,267,996 |
| Erie | 211,986 | 188,074 | 190,144 | 197,229 | 176,113 | 185,202 | 191,946 | 200,580 | 245,200 | 250,220 | 274,039 | 325,231 | 319,355 | 371,758 | 671,728 | 621,731 |
| Evergreen | 520,723 | 523,055 | 588,171 | 571,300 | 422,997 | 467,243 | 537,643 | 574,432 | 626,570 | 666,992 | 732,872 | 837,008 | 879,296 | 913,738 | 1,130,370 | 698,641 |
| Federal Heights | 1,090,163 | 1,162,015 | 1,232,260 | 1,172,556 | 1,098,997 | 1,029,684 | 1,113,782 | 1,241,927 | 1,211,408 | 1,177,282 | 1,260,294 | 1,257,057 | 1,268,967 | 1,219,040 | 1,497,997 | 932,888 |
| Glendale | 2,428,341 | 2,376,275 | 2,513,356 | 2,522,998 | 2,573,488 | 2,999,235 | 3,307,436 | 3,422,229 | 3,491,281 | 3,329,792 | 3,546,973 | 3,652,234 | 3,608,858 | 3,724,405 | 4,227,505 | 2,009,037 |
| Golden | 5,344,466 | 5,795,396 | 5,965,920 | 5,584,093 | 5,090,255 | 5,257,089 | 5,208,352 | 5,537,859 | 5,856,664 | 6,851,984 | 7,311,312 | 7,319,072 | 7,422,448 | 7,987,802 | 8,405,181 | 4,666,495 |
| Greenwood Village | 4,358,721 | 4,800,477 | 5,012,834 | 5,175,165 | 4,805,849 | 5,208,025 | 5,561,566 | 6,195,407 | 6,363,546 | 7,020,546 | 7,399,415 | 7,702,632 | 7,984,821 | 8,235,834 | 9,055,983 | 4,356,298 |
| Highlands Ranch | 4,042,325 | 3,932,292 | 3,884,518 | 3,887,838 | 4,122,304 | 4,632,822 | 5,679,473 | 6,034,617 | 6,804,183 | 7,225,309 | 8,003,517 | 9,060,092 | 9,531,161 | 10,134,076 | 11,489,169 | 6,621,815 |
| Jefferson County Other | 9,822,310 | 9,280,682 | 9,840,396 | 10,043,762 | 8,924,190 | 8,756,079 | 9,019,886 | 9,492,303 | 9,019,492 | 9,563,425 | 10,041,443 | 10,188,044 | 11,131,716 | 13,071,041 | 18,983,991 | 10,932,635 |
| Lafayette | 1,239,146 | 1,276,795 | 1,398,056 | 1,527,581 | 1,354,902 | 1,581,766 | 1,762,327 | 2,026,348 | 2,349,669 | 2,594,410 | 2,802,358 | 3,121,877 | 3,183,201 | 3,573,410 | 3,992,577 | 2,437,662 |
| Lakewood | 18,738,379 | 19,069,548 | 19,460,940 | 18,827,591 | 17,600,560 | 18,892,714 | 20,322,618 | 21,686,918 | 22,857,392 | 24,354,966 | 25,773,191 | 26,714,575 | 26,995,211 | 27,556,368 | 26,994,052 | 14,886,355 |
| Littleton | 13,162,159 | 13,014,862 | 11,593,746 | 10,053,481 | 9,405,167 | 11,181,225 | 11,122,592 | 12,136,226 | 13,156,360 | 14,290,954 | 14,990,100 | 15,423,486 | 15,470,540 | 17,797,808 | 18,181,952 | 10,110,351 |
| Lone Tree | 5,685,676 | 6,841,693 | 9,927,125 | 10,333,018 | 9,142,694 | 9,816,095 | 12,002,928 | 12,155,574 | 12,531,846 | 13,222,873 | 14,019,446 | 14,004,234 | 14,295,775 | 14,608,800 | 14,425,307 | 6,109,612 |
| Longmont | 7,960,426 | 8,540,625 | 8,910,417 | 8,581,568 | 8,236,257 | 8,413,376 | 8,703,389 | 8,986,941 | 9,466,443 | 10,114,328 | 10,819,375 | 11,672,727 | 12,496,223 | 13,129,634 | 15,087,533 | 9,259,583 |
| Louisville | 2,728,733 | 2,321,574 | 2,557,466 | 2,638,098 | 2,409,622 | 2,515,060 | 2,256,146 | 2,410,901 | 2,545,030 | 2,752,503 | 2,844,008 | 3,057,112 | 3,400,612 | 3,438,227 | 4,137,042 | 2,268,154 |
| Lyons | 94,722 | 108,731 | 132,841 | 119,193 | 87,919 | 136,629 | 140,951 | 155,259 | 150,095 | 168,310 | 197,980 | 244,093 | 248,148 | 275,533 | 319,413 | 168,256 |
| Morrison | 122,166 | 100,718 | 125,582 | 111,228 | 112,407 | 152,157 | 169,011 | 195,018 | 286,674 | 349,607 | 354,109 | 368,940 | 330,879 | 315,680 | 443,395 | 252,239 |
| Nederland | 155,661 | 163,051 | 169,584 | 165,392 | 166,088 | 184,774 | 193,597 | 208,573 | 209,110 | 150,756 | 218,873 | 258,516 | 292,546 | 315,321 | 396,107 | 203,240 |
| Niwot | 150,621 | 150,931 | 160,535 | 164,111 | 143,800 | 148,359 | 151,608 | 149,376 | 159,791 | 181,753 | 224,335 | 178,611 | 206,904 | 207,112 | 227,852 | 128,620 |
| Northglenn | 3,273,043 | 3,080,770 | 3,244,017 | 3,329,601 | 3,113,604 | 3,327,634 | 3,496,728 | 3,983,334 | 4,613,639 | 5,210,007 | 5,571,852 | 4,817,595 | 5,152,273 | 5,190,944 | 5,293,098 | 2,875,221 |
| Other | 17,578,642 | 17,093,820 | 17,953,231 | 18,616,943 | 12,587,224 | 7,179,693 | 15,192,228 | | | | 13,971,854 | 13,600,064 | 18,857,623 | 11,799,702 | 2,031,541 | 943,373 |
| Parker | 4,611,424 | 4,848,279 | 5,342,522 | 5,438,036 | 5,335,524 | 5,457,460 | 5,949,451 | 6,517,818 | 7,006,395 | 7,575,836 | 8,573,234 | 9,377,100 | 10,041,346 | 10,341,517 | 11,546,217 | 7,099,776 |
| Sheridan | 957,983 | 922,171 | 912,611 | 1,171,844 | 1,493,049 | 1,643,382 | 1,845,147 | 2,049,256 | 2,166,546 | 2,409,876 | 2,296,122 | 2,416,183 | 2,585,439 | 2,786,873 | 2,968,751 | 1,703,437 |
| Superior | 1,511,879 | 1,725,203 | 1,807,197 | 1,884,137 | 1,790,510 | 1,747,559 | 1,592,319 | 1,704,223 | 1,767,056 | 1,780,403 | 1,815,565 | 1,896,852 | 1,938,087 | 1,951,818 | 2,142,962 | 1,397,863 |
| Thornton | 9,053,904 | 9,557,742 | 10,252,823 | 9,959,026 | 9,403,748 | 10,118,821 | 11,077,382 | 11,624,306 | 12,711,274 | 13,573,081 | 14,752,994 | 15,465,306 | 15,949,339 | 17,618,431 | 19,186,777 | 11,270,357 |
| Westminster | 11,367,601 | 12,222,978 | 13,195,204 | 13,210,745 | 12,860,597 | 13,143,552 | 14,298,297 | 14,312,476 | 14,339,149 | 15,326,753 | 16,423,843 | 17,506,092 | 18,010,352 | 18,956,259 | 20,129,157 | 11,047,599 |
| Wheat Ridge | 5,144,276 | 5,044,063 | 5,117,064 | 4,987,951 | 4,486,980 | 4,539,517 | 4,645,867 | 4,921,545 | 5,138,129 | 5,521,684 | 6,070,348 | 6,187,682 | 6,433,132 | 6,627,445 | 7,037,737 | 4,214,324 |
| **Grand Total** | **337,850,085** | **345,829,973** | **367,140,342** | **365,649,836** | **323,030,351** | **341,059,465** | **379,590,214** | **408,390,446** | **417,310,661** | **456,359,460** | **495,510,882** | **514,120,016** | **546,989,667** | **569,780,726** | **604,792,921** | **324,223,215** |

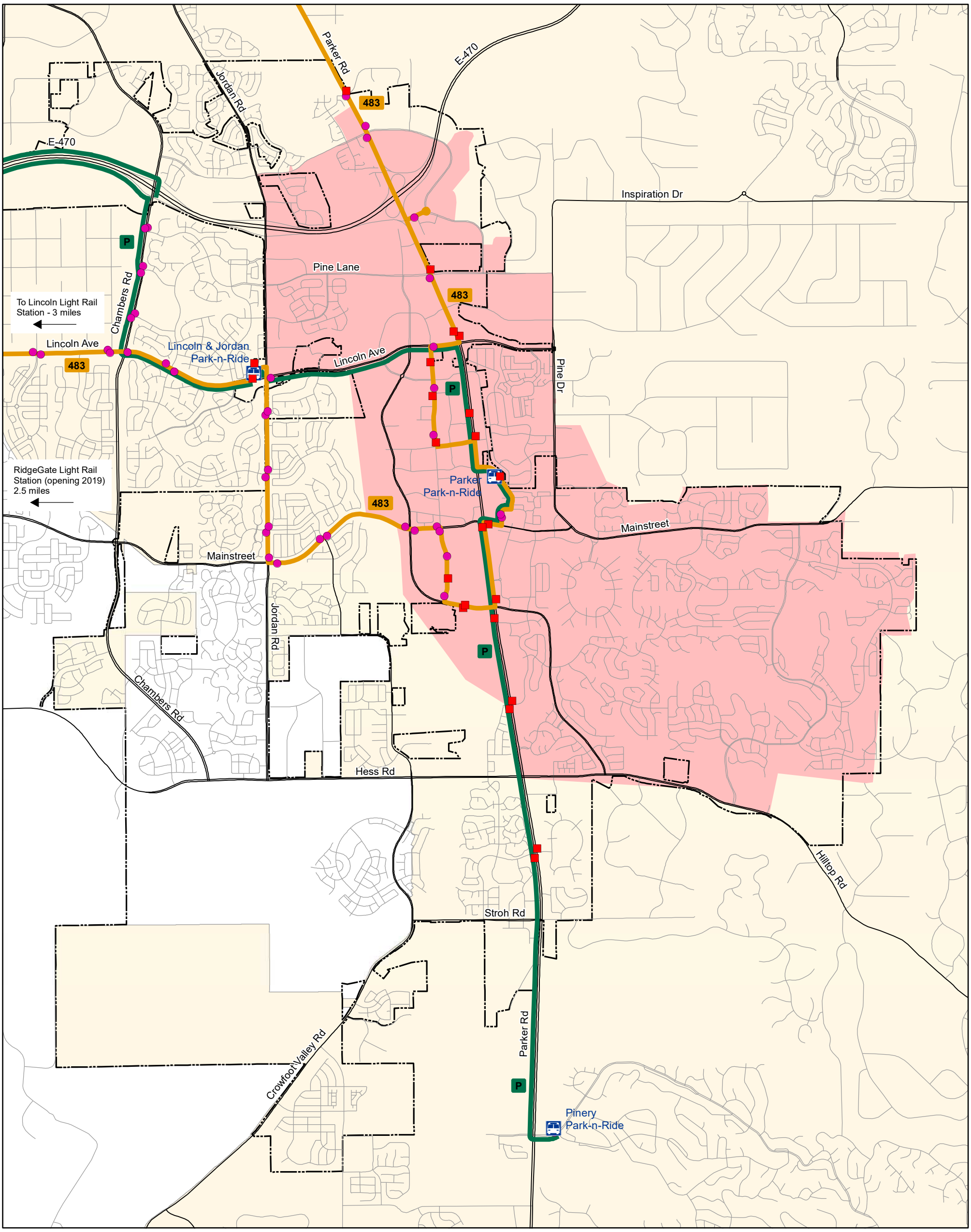
Note: data excludes use taxes

## RTD Sales Taxes by County (Base System and FasTracks)

| Row Labels | Sum of 2005 | Sum of 2006 | Sum of 2007 | Sum of 2008 | Sum of 2009 | Sum of 2010 | Sum of 2011 | Sum of 2012 | Sum of 2013 | Sum of 2014 | Sum of 2015 | Sum of 2016 | Sum of 2017 | Sum of 2018 | Sum of 2019 | Sum of July 2020 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Adams | 43,156,509 | 44,240,014 | 46,442,183 | 46,252,376 | 41,342,018 | 44,332,059 | 46,870,205 | 53,238,512 | 57,307,105 | 64,357,611 | 69,324,839 | 73,013,092 | 81,171,248 | 90,313,230 | 95,424,761 | 54,145,779 |
| Arapahoe | 66,132,474 | 66,584,164 | 70,511,938 | 68,614,867 | 63,002,961 | 68,169,337 | 73,894,704 | 81,085,487 | 84,556,861 | 92,112,674 | 98,873,653 | 101,442,156 | 104,813,125 | 108,404,403 | 118,088,256 | 66,366,755 |
| Boulder | 31,356,309 | 32,245,563 | 34,199,488 | 33,748,919 | 31,367,784 | 33,911,737 | 36,729,818 | 38,505,002 | 40,329,210 | 43,594,733 | 45,473,087 | 47,975,186 | 49,248,160 | 51,478,026 | 58,211,873 | 32,420,535 |
| Broomfield | 8,610,069 | 8,716,507 | 9,027,146 | 8,712,781 | 7,709,140 | 9,347,956 | 9,316,056 | 9,911,053 | 10,039,450 | 10,445,147 | 10,771,784 | 10,545,535 | 11,435,658 | 12,248,761 | 14,089,177 | 8,276,845 |
| Denver | 91,015,550 | 94,656,537 | 103,926,412 | 106,882,304 | 90,378,580 | 97,658,294 | 110,933,784 | 134,506,704 | 128,614,115 | 142,540,640 | 146,293,976 | 152,508,806 | 161,249,237 | 167,773,318 | 179,006,774 | 83,953,130 |
| Douglas | 23,790,819 | 24,764,647 | 25,291,635 | 24,401,710 | 22,629,626 | 23,897,017 | 27,422,433 | 29,118,722 | 31,081,977 | 33,181,339 | 35,751,103 | 37,859,957 | 40,357,586 | 41,912,838 | 45,721,525 | 24,811,315 |
| Jefferson | 56,209,713 | 57,528,721 | 59,788,309 | 58,419,936 | 54,013,018 | 56,563,372 | 59,230,986 | 62,024,966 | 65,381,943 | 70,127,316 | 75,050,586 | 77,175,220 | 79,857,030 | 85,850,448 | 92,219,014 | 53,305,483 |
| Other | 17,578,642 | 17,093,820 | 17,953,231 | 18,616,943 | 12,587,224 | 7,179,693 | 15,192,228 | | | | 13,971,854 | 13,600,064 | 18,857,623 | 11,799,702 | 2,031,541 | 943,373 |
| **Grand Total** | **337,850,085** | **345,829,973** | **367,140,342** | **365,649,836** | **323,030,351** | **341,059,465** | **379,590,214** | **408,390,446** | **417,310,661** | **456,359,460** | **495,510,882** | **514,120,016** | **546,989,667** | **569,780,726** | **604,792,921** | **324,223,215** |

Note: data excludes use taxes

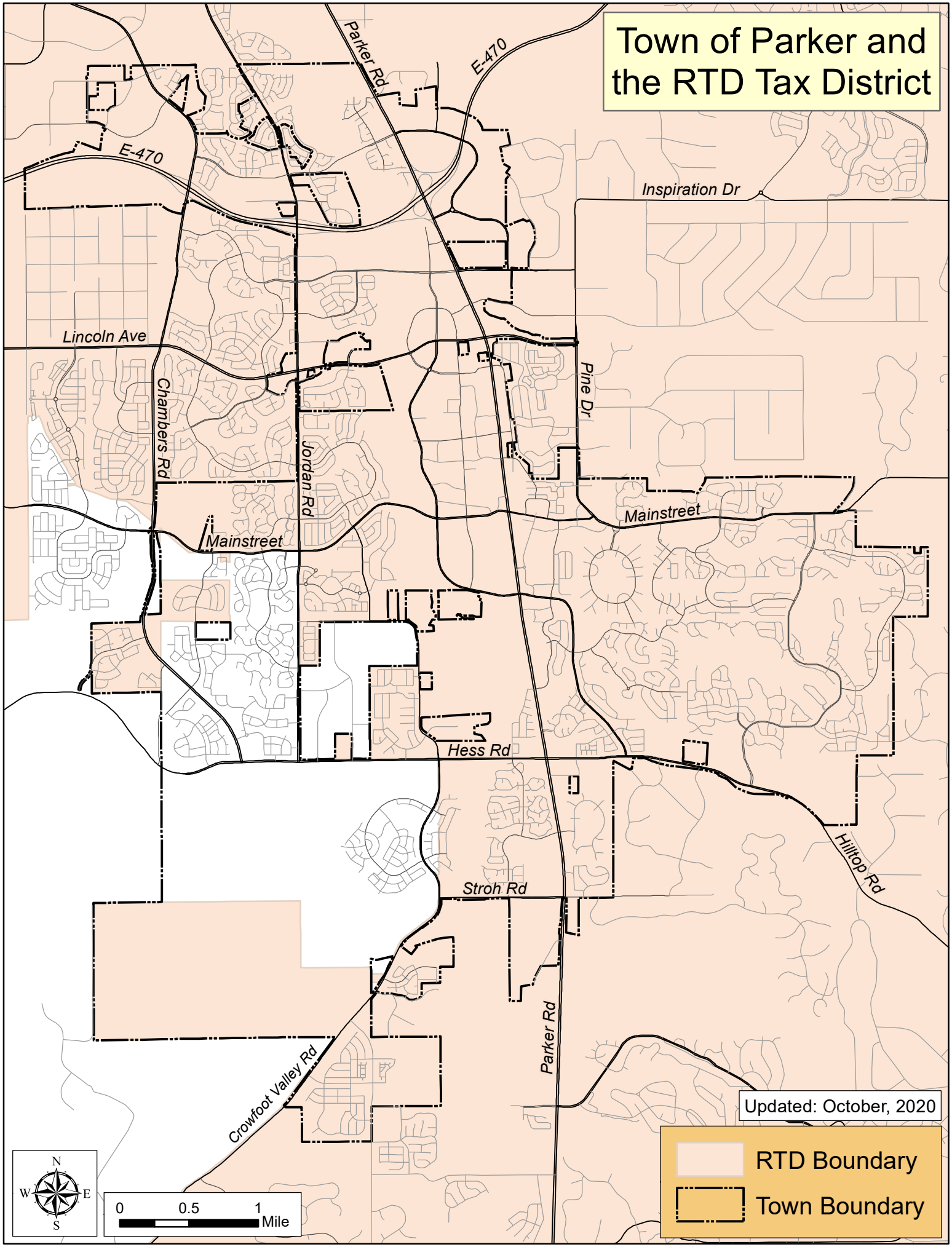
# Town of Parker Public Transportation



0 0.5 1 Mile

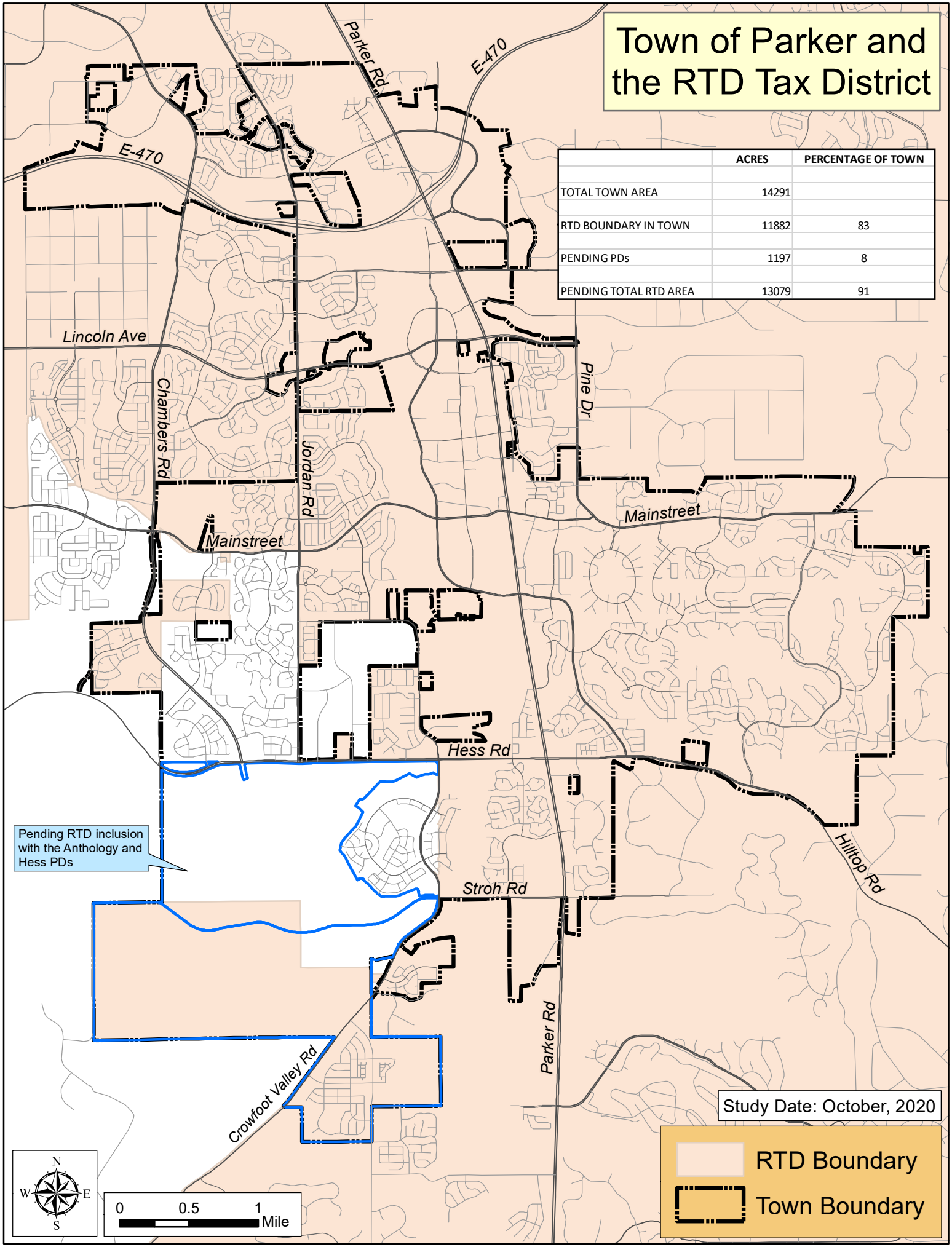
## Legend

- Sheltered Bus Stop
- Bus Stop
- Park-n-Ride
- Route 483
- Route P
- Flex Ride Boundary
- RTD Boundary
- Town Boundary


Town of Parker and the RTD Tax District
E-470
Parker Rd
E-470
Inspiration Dr
Lincoln Ave
Chambers Rd
Jordan Rd
Pine Dr
Mainstreet
Mainstreet
Hess Rd
Hilltop Rd
Stroh Rd
Parker Rd
Crowfoot Valley Rd
Updated: October, 2020
RTD Boundary
Town Boundary
N
W
E
S
0
0.5
1
Mile

# Town of Parker and the RTD Tax District

| | ACRES | PERCENTAGE OF TOWN |
|---|---|---|
| | | |
| TOTAL TOWN AREA | 14291 | |
| | | |
| RTD BOUNDARY IN TOWN | 11882 | 83 |
| | | |
| PENDING PDs | 1197 | 8 |
| | | |
| PENDING TOTAL RTD AREA | 13079 | 91 |



**First Session**
**Seventy-Third General Assembly**
**STATE OF COLORADO**

**INTRODUCED**

LLS NO. _____ **HOUSE BILL 21-_____**

---

**HOUSE SPONSORSHIP**

**[*Names*]**

**SENATE SPONSORSHIP**

**[*Names*]**

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**House Committees**
[*List committees*]

**Senate Committees**

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**A BILL FOR AN ACT**

**CONCERNING THE OPPORTUNITY FOR VOTERS IN THE TOWN OF PARKER IN DOUGLAS COUNTY TO DETERMINE WHETHER TO BE INCLUDED IN THE BOUNDARIES OF CERTAIN SPECIAL DISTRICTS**

---

**Bill Summary**

(*Note: This summary applies to this bill as introduced and does not reflect any amendment that may be subsequently adopted. If this bill passes third reading in the house of introduction, a bill summary that applies to the reengrossed version of this bill will be available at http://leg.colorado.gov.*)

This bill . . . [*summarize*]

---

*Be it enacted by the General Assembly of the State of Colorado:*

**SECTION 1.** Article 9 of title 32, Colorado Revised Statutes, is amended BY THE ADDITION OF A NEW SECTION to read:

**ARTICLE 9**

**[*Title*]**

**32-9-106.10. District area – town of Parker in Douglas county.** (1) IN CONSIDERATION OF THE FACT THAT VARIOUS NONCONTIGUOUS PARCELS **CONTAINING APPROXIMATELY SEVENTEEN PERCENT OF THE AREA OF THE TOWN OF PARKER ARE NOT INCLUDED IN THE DISTRICT**, THE VOTERS WITHIN THE BOUNDARIES OF THE TOWN OF PARKER MAY ELECT TO CONSOLIDATE THE STATUS OF THE TOWN OF PARKER AS COMPLETELY INCLUDED IN OR COMPLETELY EXCLUDED FROM THE BOUNDARIES OF THE DISTRICT AT AN ELECTION HELD PURSUANT TO SUBSECTION (2) OF THIS SECTION.

(2) PURSUANT TO THE PROVISIONS OF SUBSECTION (1) OF THIS SECTION, THE AREA INCLUDED WITHIN THE BOUNDARIES OF THE TOWN OF PARKER MAY BE INCLUDED IN OR EXCLUDED FROM THE DISTRICT IF THE FOLLOWING REQUIREMENTS ARE MET:

(A) TWO PROPOSALS, ONE TO INCLUDE THE AREA AND ONE TO EXCLUDE THE AREA, ARE INITIATED BY ANY OF THE FOLLOWING METHODS:

(I) TWO PETITIONS, ONE REQUESTING AN ELECTION FOR THE PURPOSE OF INCLUDING THE AREA IN THE DISTRICT AND ONE REQUESTING AN ELECTION FOR THE PURPOSE OF EXCLUDING THE AREA FROM THE DISTRICT, ARE EACH SIGNED BY AT LEAST FIVE PERCENT OF THE REGISTERED ELECTORS WITHIN THE TOWN OF PARKER AND SUBMITTED TO THE GOVERNING BODY OF THE TOWN OF PARKER; OR

(II) THE GOVERNING BODY OF THE TOWN OF PARKER ADOPTS TWO RESOLUTIONS, ONE TO HOLD AN ELECTION FOR THE PURPOSE OF INCLUDING THE AREA IN THE DISTRICT AND ONE TO HOLD AN ELECTION FOR THE PURPOSE OF EXCLUDING THE AREA FROM THE DISTRICT.

(B) AN ELECTION IS HELD AND CONDUCTED IN ACCORDANCE WITH ARTICLES 1 TO 13 OF TITLE 1 OR ARTICLE 10 OF TITLE 31, C.R.S., AS APPLICABLE, AND THE FOLLOWING REQUIREMENTS:

(I) THE ELECTION IS HELD EITHER AT THE ODD-YEAR ELECTION HELD ON THE FIRST TUESDAY IN NOVEMBER OF 2021 OR ANY REGULAR LOCAL DISTRICT ELECTION FOR THE TOWN OF PARKER HELD THEREAFTER, AS DETERMINED BY THE GOVERNING BODY OF THE TOWN OF PARKER. THE TOWN OF PARKER SHALL PAY THE COSTS OF SUCH ELECTIONS.

(II) ONE BALLOT QUESTION PROVIDES FOR ALL OF THE REGISTERED ELECTORS IN THE TOWN OF PARKER TO VOTE FOR OR AGAINST THE INCLUSION OF THE PROPOSED AREA IN THE DISTRICT AND ONE BALLOT QUESTION PROVIDES FOR ALL OF THE REGISTERED ELECTORS IN THE TOWN OF PARKER TO VOTE FOR OR AGAINST THE EXCLUSION OF THE AREA FROM THE DISTRICT.

(III) EACH BALLOT QUESTION SPECIFIES THAT THE AREA PROPOSED TO BE INCLUDED IN OR EXCLUDED FROM THE DISTRICT, AS APPLICABLE, IS ALL OF THE AREA WITHIN THE BOUNDARIES OF THE TOWN OF PARKER.

(IV) EACH BALLOT QUESTION CONTAINS THE CURRENT RATES OF SALES AND USE TAX LEVIED BY THE DISTRICT.

(V) THE BALLOT CONTAINS BOTH OF THE FOLLOWING QUESTIONS:

(A) "SHALL THE AREA DESCRIBED IN THE BALLOT BE INCLUDED IN THE REGIONAL TRANSPORTATION DISTRICT AND SUBJECT TO TAXATION BY THE DISTRICT?"; AND

(B) "SHALL THE AREA DESCRIBED IN THE BALLOT BE EXCLUDED FROM THE REGIONAL TRANSPORTATION DISTRICT AND NOT SUBJECT TO TAXATION BY THE DISTRICT?".

(3) (A) IN THE EVENT THAT EITHER THE BALLOT QUESTION TO INCLUDE ALL OF THE AREA WITHIN THE BOUNDARIES OF THE TOWN OF PARKER IN THE DISTRICT OR THE BALLOT QUESTION TO EXCLUDE ALL OF THE AREA WITHIN THE BOUNDARIES OF THE TOWN OF PARKER FROM THE DISTRICT IS APPROVED BY A MAJORITY OF THE REGISTERED ELECTORS WHO VOTED IN THE ELECTION AND THE OTHER BALLOT QUESTION IS NOT APPROVED BY A MAJORITY OF THE REGISTERED ELECTORS WHO VOTED IN THE ELECTION, THE BALLOT QUESTION THAT WAS APPROVED BY A MAJORITY OF THE REGISTERED ELECTORS WHO VOTED IN THE ELECTION SHALL TAKE EFFECT.

(B) IN THE EVENT THAT BOTH THE BALLOT QUESTION TO INCLUDE ALL OF THE AREA WITHIN THE BOUNDARIES OF THE TOWN OF PARKER IN THE DISTRICT AND THE BALLOT QUESTION TO EXCLUDE ALL OF THE AREA WITHIN THE BOUNDARIES OF THE TOWN OF PARKER FROM THE DISTRICT ARE APPROVED BY A MAJORITY OF THE REGISTERED ELECTORS WHO VOTED IN THE ELECTION, ONLY THE BALLOT QUESTION THAT RECEIVES THE LARGER NUMBER OF VOTES IN FAVOR OF THE QUESTION SHALL TAKE EFFECT.

(C) IN THE EVENT THAT NEITHER THE BALLOT QUESTION TO INCLUDE ALL OF THE AREA WITHIN THE BOUNDARIES OF THE TOWN OF PARKER IN THE DISTRICT NOR THE BALLOT QUESTION TO EXCLUDE ALL OF THE AREA WITHIN THE BOUNDARIES OF THE TOWN OF PARKER FROM THE DISTRICT IS APPROVED BY A MAJORITY OF REGISTERED ELECTORS WHO VOTED IN THE ELECTION, NEITHER BALLOT QUESTION SHALL TAKE EFFECT AND THE BOUNDARIES OF THE DISTRICT SHALL CONTINUE TO INCLUDE THE PARTS OF THE TOWN OF PARKER THAT WERE INCLUDED IN THE DISTRICT BEFORE SUCH ELECTION.

**(D) IN THE EVENT THAT THE BALLOT QUESTION TO EXCLUDE ALL OF THE AREA WITHIN THE BOUNDARIES OF THE TOWN OF PARKER FROM THE DISTRICT IS APPROVED BY A MAJORITY OF THE REGISTERED ELECTORS WHO VOTED IN THE ELECTION AND RECEIVES THE LARGER NUMBER OF VOTES BETWEEN THE TWO QUESTIONS, THE EFFECTIVE DATE OF THE EXCLUSION SHALL BE THE EARLIER OF DECEMBER 31, 2050, OR THE REPAYMENT OF DISTRICT SECURITIES THAT WERE SECURED, PURSUANT TO SECTION 32-9-131,**

**BY THE SPECIFIC PLEDGE OF THE PROCEEDS OF SALES TAXES ON OR BEFORE JANUARY 1, 2021. THE DISTRICT MAY CONTINUE TO RECEIVE THE PROCEEDS OF THE SALES TAXES FROM THE AREA OF THE TOWN OF PARKER THAT IS INCLUDED IN THE BOUNDARIES OF THE DISTRICT; PROVIDED THAT THE DISTRICT PROVIDES THE TOWN OF PARKER WITH A LEVEL OF SERVICE THAT IS REASONABLY PROPORTIONAL TO THE SALES TAXES THAT ARE RECEIVED BY THE DISTRICT FROM THE AREA OF THE TOWN OF PARKER THAT IS INCLUDED IN THE BOUNDARIES OF THE DISTRICT.**

(4) IN THE EVENT THAT THE REGISTERED ELECTORS OF THE TOWN OF PARKER ELECT TO BE INCLUDED WITHIN OR EXCLUDED FROM THE BOUNDARIES OF THE DISTRICT, THE TOWN OF PARKER SHALL GRANT THE DEPARTMENT OF REVENUE **ANY COSTS UP TO THE AMOUNT OF _____ THOUSAND _____ HUNDRED DOLLARS IT INCURS IN CARRYING OUT THE REQUIREMENTS OF THIS SECTION**.

(5) UNDER NO CIRCUMSTANCE SHALL ANY MONEYS FROM THE GENERAL FUND BE APPROPRIATED TO THE DEPARTMENT OF REVENUE OR ANY OTHER DEPARTMENT TO COVER THE COSTS INCURRED IN CARRYING OUT THE REQUIREMENTS OF THIS SECTION.

**SECTION 2. Effective date**. This act shall take effect at 12:01 a.m. on the day following the expiration of the ninety-day period after final adjournment of the general assembly that is allowed for submitting a referendum petition pursuant to article V, section 1 (3) of the state constitution (_____, 2021, if adjournment sine die is on _____, 2021); except that, if a referendum petition is filed against this act or an item, section, or part of this act within such period, then the act, item, section, or part, if approved by the people, shall take effect on the date of the official declaration of the vote thereon by proclamation of the governor.

# Town Council Study Session
# RTD Discussion

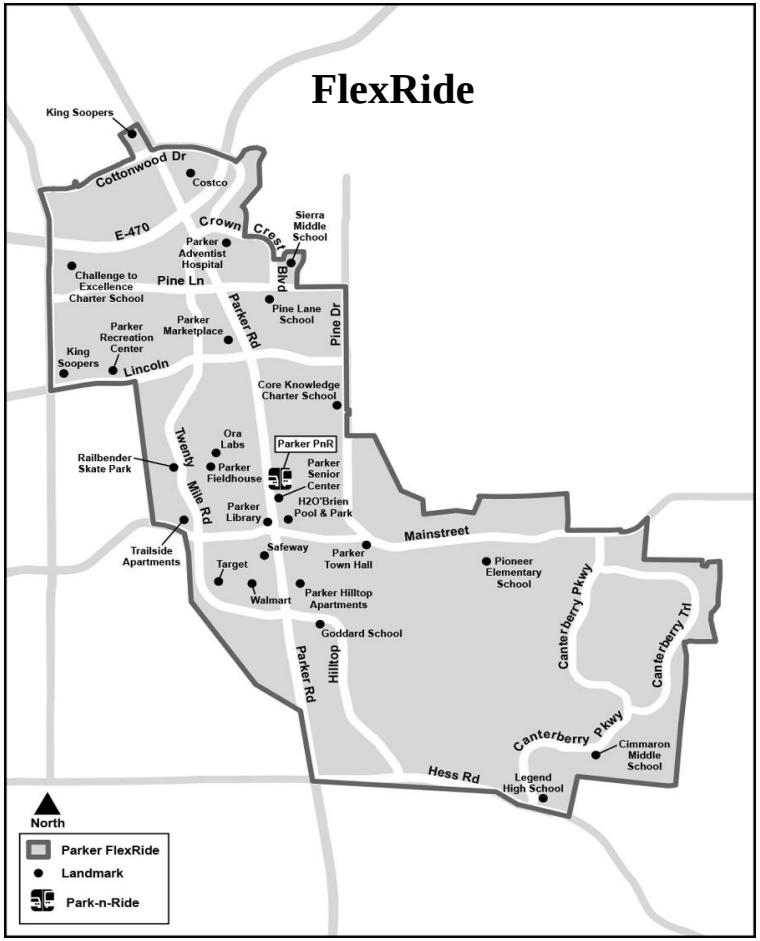
January 25, 2021

COMMUNITY DEVELOPMENT DEPARTMENT

PARKER
COLORADO

# RTD & Parker - Context

- Principal transit provider in region inc. Parker
- Also serves northern Douglas County, Lone Tree, Centennial, Aurora and Littleton
- Service in Parker: 483 local, P-Parker regional, FlexRide and Access-a-Ride
- Facilities in Parker: Parker, Lincoln/Jordan Park-n-Rides
- Service Status: Reduced to FlexRide and Access-a-Ride due to COVID-19
- Service Restoration: To be determined
- Current Evaluation: RTD Accountability Committee, Reimagine RTD

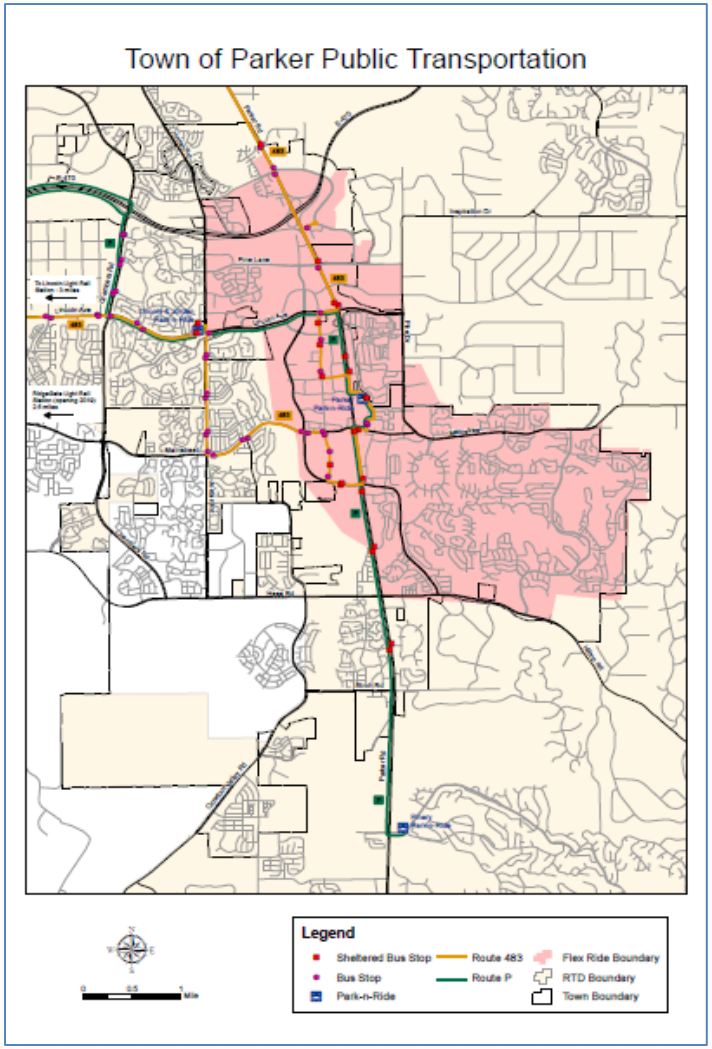



COMMUNITY DEVELOPMENT DEPARTMENT

PARKER COLORADO

# RTD & Parker – Services/Use

- Resident Transit Usage: 1.7% (502) commute by transit per day (Census 2015-19)
- Non-Resident Transit Usage: .35% (50) commute by transit per day (Census 2015-19)
- 2019 Ridership (RTD): 235,577
  - 483: 99,823
  - P-Parker: 127,232
  - FlexRide: 8,522
- Service Area:
  - Current: 83% of Town in RTD
  - Future: 91% of Town in RTD
- Other Services/Facilities:
  - Park-n-Rides: Parker, Lincoln/Jordan
  - Light Rail Free Parking



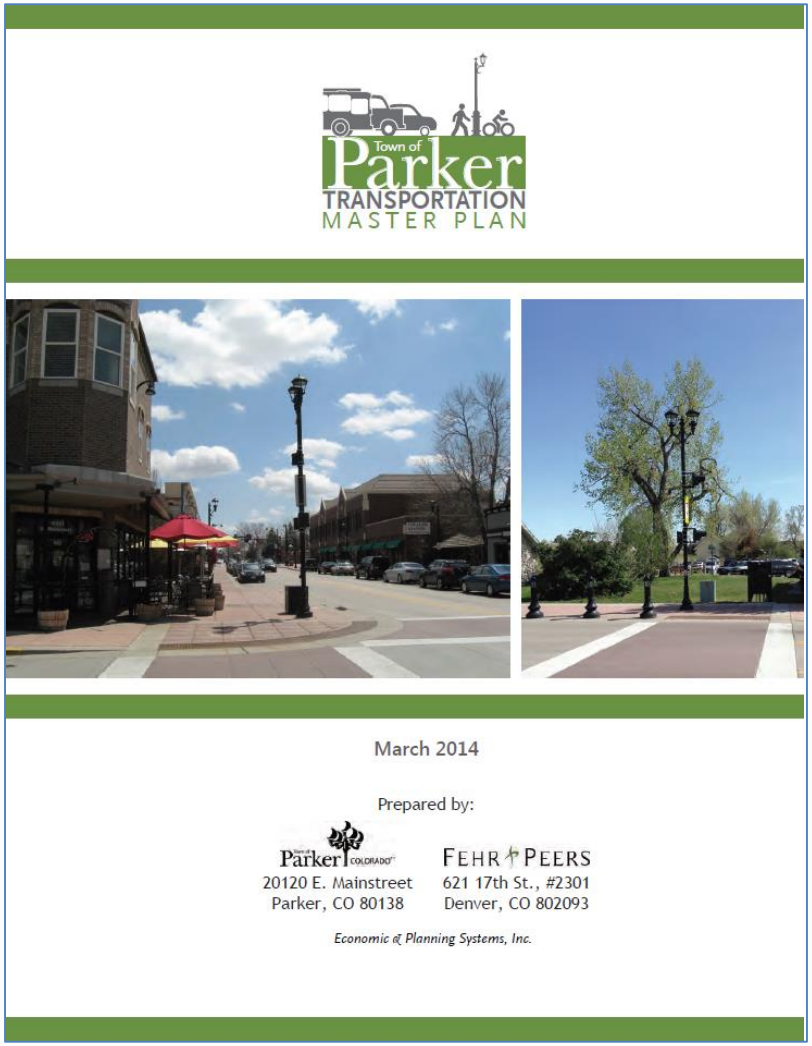
# RTD & Parker - Financials

- 2019 Revenue all Jurisdictions: $604,792,921
- 2019 Revenue in Douglas County: $45,721,525
- 2019 Revenue in Parker: $11,546,217
- 2019 Expenses in Parker: $3,425,087
- 2019 Recovery/Return: 29.7 %
- 2019 Services in Parker: See below

| RTD Services – Town of Parker 2019 | | | | | | |
|---|---|---|---|---|---|---|
| **Route** | **Fare Revenue** | **Operating Costs** | **Total Boardings** | **RTD Subsidy** | **Subsidy/Boarding** | **Boardings/Hour** |
| **483** | $116,143 | $1,479,445 | 99,823 | $1,363,303 | $13.66 per rider | 10.91 |
| **P*** | $308,187 | $1,680,510 | 127,232 | $1,372,323 | $10.79 per rider | 32.46 |
| **FlexRide** | $9,915 | $265,132 | 8,522 | $255,216 | $29.95 per rider | 2.67; threshold = 3.0 **(May–Aug 2020: 0.9-1.3)** |
| **TOTALs** | **$434,245** | **$3,425,087** | **235,577 riders** | **$2,990,842** | | |

# RTD & Parker – Policy Considerations

- Benefits & Detriments of RTD Membership, Service
  - Access to Local, Regional Transit
  - Quality of Life for Residents esp. Commuters
  - Cost/Benefit: Revenue Generated v. Value of Service
- Transportation & Multi-Modal Access
  - Element of Multi-Modal Transportation System
  - Transportation Choice
  - First and Last Mile Access
- Economic Development
  - Business Access to Labor for Retail, Service Employers
  - Competition for Investment w/Peer Communities
  - Site Selection: Access to Labor, Transportation a Factor
- Future Land Use, Growth & Development
  - Parker 2035 Master Plan
  - Transportation Master Plan
  - DRCOG Metro Vision Regional Plan
- Aging, Changing Population
  - 65+ Population: Growing, Mobility an Issue
  - Households w/Limited Means: Less Access to Vehicle
  - Values: What Type of Community Are We?



# RTD & Parker – Draft Bill to Exclude

- Summary
- Comments and Questions
- Direction:  Proceed with Draft Bill?

# Comments, Questions?

# TOWN OF PARKER COUNCIL AGENDA
## February 7, 2022

**Notes:**
**Town Council meeting packets are prepared several days prior to the meeting. This information is reviewed and studied by the Councilmembers eliminating lengthy discussions to gain a basic understanding. Timely action and short discussion on agenda items does not reflect lack of thought or analysis on the part of Council.**

**Ordinances listed for first reading are being approved to introduce them. Public comment will be held upon second reading.**

**Start times for regular agenda items are tentative; some items may be held earlier than scheduled time.**

**Public comment for items that are not on the agenda may be made in person, by Zoom or electronically at http://parkeronline.org/CouncilPublicComment. For those unable to provide comments in person, electronically through the website or via Zoom, please contact the Clerk's Office to make alternative arrangements. The Town Clerk can be reached at 303-805-3198. Public comments provided electronically through the website that are provided by 5:00 p.m. on the day of the regular or special Town Council meeting will be provided to the Town Council and will be included with the approved minutes of the Town Council meeting.**

**Virtual Public Participation by Zoom Webinar: Instructions on how to participate in the public comment or public hearing part of the meeting are available by viewing the individual Town Council meeting listings on the Town's online calendar at www.parkeronline.org/calendar.**

**Public Viewing Only - Facebook Live: Town Council meetings may be viewed through Facebook Live from the Town of Parker website: www.facebook.com/townofparkerco.**

**PLEASE NOTE: Public participation is NOT available through Facebook Live.**

## 1. TOWN COUNCIL MEETING SCHEDULE

### A. 6:30 P.M. – Call to Order Town Council Meeting and Roll Call

### B. Executive Session – Immediately following Call to Order/Roll Call – (See Attached)

### C. Reconvene Town Council Meeting at 7:00 P.M. or as soon thereafter as the regular public meeting can be conducted.

## 2. SPECIAL PRESENTATIONS

- **President Chad Larsen, The Church of Jesus Christ of Latter-Day Saints, Parker Stake**

## 3. PARKER CHAMBER OF COMMERCE UPDATES

## 4. DOWNTOWN BUSINESS ALLIANCE UPDATES

## 5. PUBLIC COMMENTS (No action will be taken on these items.)

***Public Comment is an opportunity for Town residents and other interested individuals to speak about items that are NOT on the agenda. This comment period is limited to 30 minutes total time, with each individual allowed a maximum of 3 minutes to speak. You must sign up ahead of time in order to comment, and that sign up begins 30 minutes before the start of the meeting. The Council will accommodate as many speakers as possible during this time—with preference to Town residents—but if public comment extends beyond the allotted 30 minutes, Town Council will continue the comment***

***period at the end of the meeting, prior to adjourning for those who signed up before the meeting.***

## 6. REPORTS, ITEMS AND COMMENTS FROM MAYOR AND COUNCIL

## 7. CONSENT AGENDA

***Consent Agenda Items are considered to be routine and will be enacted by one motion and vote. There will be no separate discussion of Consent Agenda Items unless Council votes to remove an item for individual discussion. Ordinances on the Consent Agenda are for introduction only and will not be removed for discussion.***

*A. APPROVAL OF MINUTES - January 18, 2022*

*B. ORDINANCE NO. 4.86.1 – First Reading*
*A Bill for an Ordinance to Amend Sections 11.13.020 and 11.13.030 of the Parker Municipal Code Concerning Contracting Procedures for Public Works Projects*
*Department: Engineering and Public Works, Chris Hudson*
*Second Reading: February 22, 2022*

*C. ORDINANCE NO. 3.01.90.1 - First Reading*
*A Bill for an Ordinance to Amend Title 13 of the Parker Municipal Code Relating to Family Child-Care Homes*
*Department: Community Development, Bryce Matthews*
*Second Reading: February 22, 2022*

*D. ORDINANCE NO. 9.344 - First Reading*
*A Bill for an Ordinance to Approve the Grant Agreement for Therapeutic Recreation Scholarships By and Between the Town of Parker and the Board of County Commissioners of the County of Douglas*
*Department: Parks, Recreation and Open Space, Mary Colton*
*Second Reading: February 22, 2022*

*E. ORDINANCE NO. 9.345 - First ReadingA Bill for an Ordinance to Approve the Grant Agreement for Adaptive Water Safety/Swimming Scholarships By and Between the Town of Parker and the Board of County Commissioners of the County of Douglas*
*Department: Parks, Recreation and Open Space, Mary Colton*
*Second Reading: February 22, 2022*

*F. ORDINANCE NO. 9.343 - First Reading*
*A Bill for an Ordinance to Approve the Intergovernmental Agreement Between Douglas County School District RE-1 and the Town of Parker Regarding the Sharing of Costs for Providing Police Officers to Act as School Resource Officers*
*Department: Police, Jim Tsurapas*
*Town Attorney, Jamie Wynn*
*Second Reading: February 22, 2022*

*G. RESOLUTION NO. 22-011*
*A Resolution Stating the Town's Intent to Participate in the Douglas County Coordinated Election on November 8, 2022*
*Department: Town Attorney, Jim Maloney*

*H. RESOLUTION NO. 22-012*
*A Resolution to Accept Donations from the Greater Parker Foundation*
*Department: Finance, Rhonda Willey*

*I. Landlord's Consent Agreement by the Town of Parker and Parker Tennis Center, LLLP*
*Contractor: Parker Tennis Center, LLLP*
*Department: Town Attorney, Jim Maloney*
*Parks, Recreation and Open Space, Mary Colton*

*J. CONTRACTS OVER $100,000*

*1. 2022 Fleet Replacement - Ken Garff Ford*
*Amount: $406,938*
*Contractor: Ken Garff Ford*
*Department: Engineering and Public Works, Jim Gilbert*

*2. 2022 Fleet Replacement - McCandless International*
*Amount: $277,545.02*
*Contractor: McCandless International*
*Department: Engineering and Public Works, Jim Gilbert*

*3. 2022 Fleet Replacement - PB Loader Corporation*
*Amount: $142,527*
*Contractor: PB Loader Company*
*Department: Engineering and Public Works, Jim Gilbert*

*4. 2022 Fleet Replacement - LAWS*
*Amount: $140,000*
*Contractor: L.A.W.S.*
*Department: Engineering and Public Works, Jim Gilbert*

**8. PUBLIC COMMENTS CONTINUED IF NECESSARY**

**9. ADJOURNMENT**

# TOWN OF PARKER COUNCIL AGENDA
## February 22, 2022

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**Start times for regular agenda items are tentative; some items may be held earlier than scheduled time.**

**Public comment for items that are not on the agenda may be made in person, by Zoom or electronically at http://parkeronline.org/CouncilPublicComment. For those unable to provide comments in person, electronically through the website or via Zoom, please contact the Clerk's Office to make alternative arrangements. The Town Clerk can be reached at 303-805-3198. Public comments provided electronically through the website that are provided by 5:00 p.m. on the day of the regular or special Town Council meeting will be provided to the Town Council and will be included with the approved minutes of the Town Council meeting.**

**Virtual Public Participation by Zoom Webinar: Instructions on how to participate in the public comment or public hearing part of the meeting are available by viewing the individual Town Council meeting listings on the Town's online calendar at www.parkeronline.org/calendar.**

**Public Viewing Only - Facebook Live: Town Council meetings may be viewed through Facebook Live from the Town of Parker website: www.facebook.com/townofparkerco.**

**PLEASE NOTE: Public participation is NOT available through Facebook Live.**

## 1. TOWN COUNCIL MEETING SCHEDULE

### A. 5:00 P.M. – Call to Order Town Council Meeting and Roll Call

### B. Executive Session – Immediately following Call to Order/Roll Call – (See Attached)

### C. Reconvene Town Council Meeting at 7:00 P.M. or as soon thereafter as the regular public meeting can be conducted.

## 2. SPECIAL PRESENTATIONS

- **Chabad Jewish Center of South Metro Denver Recognition**
- **Parker Task Force Recognition**
- **Senator Smallwood**

## 3. PUBLIC COMMENTS (No action will be taken on these items.)

***Public Comment is an opportunity for Town residents and other interested individuals to speak about items that are NOT on the agenda. This comment period is limited to 30 minutes total time, with each individual allowed a maximum of 3 minutes to speak. You must sign up ahead of time in order to comment, and that sign up begins 30 minutes before the start of the meeting. The Council will accommodate as many speakers as possible during this time—***

***with preference to Town residents—but if public comment extends beyond the allotted 30 minutes, Town Council will continue the comment period at the end of the meeting, prior to adjourning for those who signed up before the meeting.***

## 4. REPORTS, ITEMS AND COMMENTS FROM MAYOR AND COUNCIL

## 5. CONSENT AGENDA

***Consent Agenda Items are considered to be routine and will be enacted by one motion and vote. There will be no separate discussion of Consent Agenda Items unless Council votes to remove an item for individual discussion. Ordinances on the Consent Agenda are for introduction only and will not be removed for discussion.***

*A. APPROVAL OF MINUTES*

*B. CONTRACTS OVER $100,000*

*1. O'Brien Park Playground Equipment*
*Amount:*
*Contractor:*
*Department: Parks, Recreation and Open Space*

*2. 2022 Fleet Replacement - KOIS/OJ Watson*
*Amount:*
*Contractor:*
*Department: Engineering and Public Works, Jim Gilbert*

## 6. PUBLIC HEARINGS

### A. CHAMBERS HIGHPOINT AND COMPARK

**Applicant:**
**Location:**
**Department: Community Development, ??**
**TRAKiT No.:**

**1. Chambers Highpoint**

*a. Minor Development Plan*

*b. Subdivision Agreement*

**2. Compark**

*a. Amendment to Compark Subdivision Agreement*

## 7. ORDINANCES

**A. ORDINANCE NO. 4.86.1 – Second Reading**
**A Bill for an Ordinance to Amend Sections 11.13.020 and 11.13.030 of the Parker Municipal Code Concerning Contracting Procedures for Public Works Projects**
**Department: Engineering and Public Works, Chris Hudson**

**B. ORDINANCE NO. 3.01.90.1 - Second Reading**
**A Bill for an Ordinance to Amend Title 13 of the Parker Municipal Code Relating to Family Child-Care Homes**
**Department: Community Development, Bryce Matthews**

**C. ORDINANCE NO. 9.344 - Second Reading**
**A Bill for an Ordinance to Approve the Grant Agreement for Therapeutic Recreation Scholarships By and Between the Town of Parker and the Board of County Commissioners of the County of Douglas**
**Department: Parks, Recreation and Open Space, Mary Colton**

**D. ORDINANCE NO. 9.345 - Second ReadingA Bill for an Ordinance to Approve the Grant Agreement for Adaptive Water Safety/Swimming Scholarships By and Between the Town of Parker and the Board of County Commissioners of the County of Douglas**
**Department: Parks, Recreation and Open Space, Mary Colton**

**E. ORDINANCE NO. 9.343 - Second Reading**
**A Bill for an Ordinance to Approve the Intergovernmental Agreement Between Douglas County School District RE-1 and the Town of Parker Regarding the Sharing of Costs for Providing Police Officers to Act as School Resource Officers**
**Department: Police, Jim Tsurapas**
**Town Attorney, Jamie Wynn**

## 8. AGREEMENTS

**Land Dedication Agreement with Shea Homes for the Tract Q Open Space (Southeast Corner of Mainstreet and Chambers)**
**Department: Parks, Recreation and Open Space, Brett Collins**

## 9. PUBLIC COMMENTS CONTINUED IF NECESSARY

## 10. ADJOURNMENT

PARKER
COLORADO

# MEMORANDUM

| | |
|---|---|
| **TO:** | Mayor and Town Council |
| **FROM:** | Tom Williams, PE, Director of Engineering/Public Works |
| **THROUGH:** | Michelle Kivela, Town Administrator |
| **DATE:** | January 6, 2022 |
| **SUBJECT:** | December Contracts |

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The following contracts (over $50,000 under $100,000) were approved in December 2021:

**Professional Services Agreement for Rowley Downs Trail - Final Design with Stanley Consultants dated December 2, 2021.**

The Rowley Downs Trail Final Design consists of producing 100% construction drawings to pave an existing ten-foot wide crusher fine trail and install a new concrete trail segment from Seibert Circle to the Willow Park HOA concrete trail. Additional services include surveying, construction easement documentation, and an Xcel License Agreement.

**Project Cost: $64,662.00**