

Summary

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

Extensions

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

Reroutes

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

Mergers / Splits

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

New Core Bus Routes

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

Unchanged Routes

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