



Proposed BRT IV and V Route Restructuring and Implementation Effective January 28, 2018

BRT IV and V Implementation and Service Restructuring Summary

RTD is implementing its fourth and fifth BRT Routes, **Route 47 Midtown Miner Corridor and Route 49 MLK Corridor**; because of these new routes, it will modify the network of longer and cross-town Metro routes into a **series of short, straight, simple, 500 trunk series routes** operating on memory style service.

Route 47 and 49 Corridor:

- 15-minute frequency weekdays and during peak hours.
- 30-minute frequency weekends and off-peak hours.
- Route 47 will use four hybrid buses.
- Route 49 will use three Proterra electric buses.
- Transfer for Route 47 at DTC and for Route 49 at the new Union Station.

Reasons for restructuring to the 500 series routes:

- Categorical funding is not tied specifically to SMA route service.
- Traditional SMA service has the largest continuous reduction in ridership since FY 2015.
- Current 700 series routes have not recorded a major reduction in ridership during FY 2017 unlike most other RTD fixed route programs.
- Current RTD passengers are familiar with and understand the 700 series routes and this understanding will translate to 500 series routes.
- **Monday through Friday "500" series routes will be easier to communicate** to the public than a series of disjointed routes that remain from the current service.
- **500 trunk series routes will provide feeder service** integrated with city-wide BRT network of five routes and with the limited-service 300 series.
- Increasing BRT hours and reallocating current traditional SMA service levels would leave disjointed segments of routes that are no longer viable to attract ridership.
- Shorter and simpler routes coupled with memory style schedules ensure the service quality even with less revenue hours.
- Maintaining RTD bus stops in residential neighborhoods is a challenge.

Details of the proposed route restructuring:

- 500 trunk series routes (operating Monday – Friday) will operate as feeder routes that are similar in structure to the 700 series which operates traditional SMA route service on Saturday, Sunday, and select holidays.
- The routes are integrated with the city-wide BRT network of five routes and with the limited-service 300 series.
- Reallocations in service will be designed to maintain the highest level of geographic coverage.
- Existing bus stops will be used on new 500 trunk series routes as much as possible.