C
Tier 2 Evaluation Summary Sheets
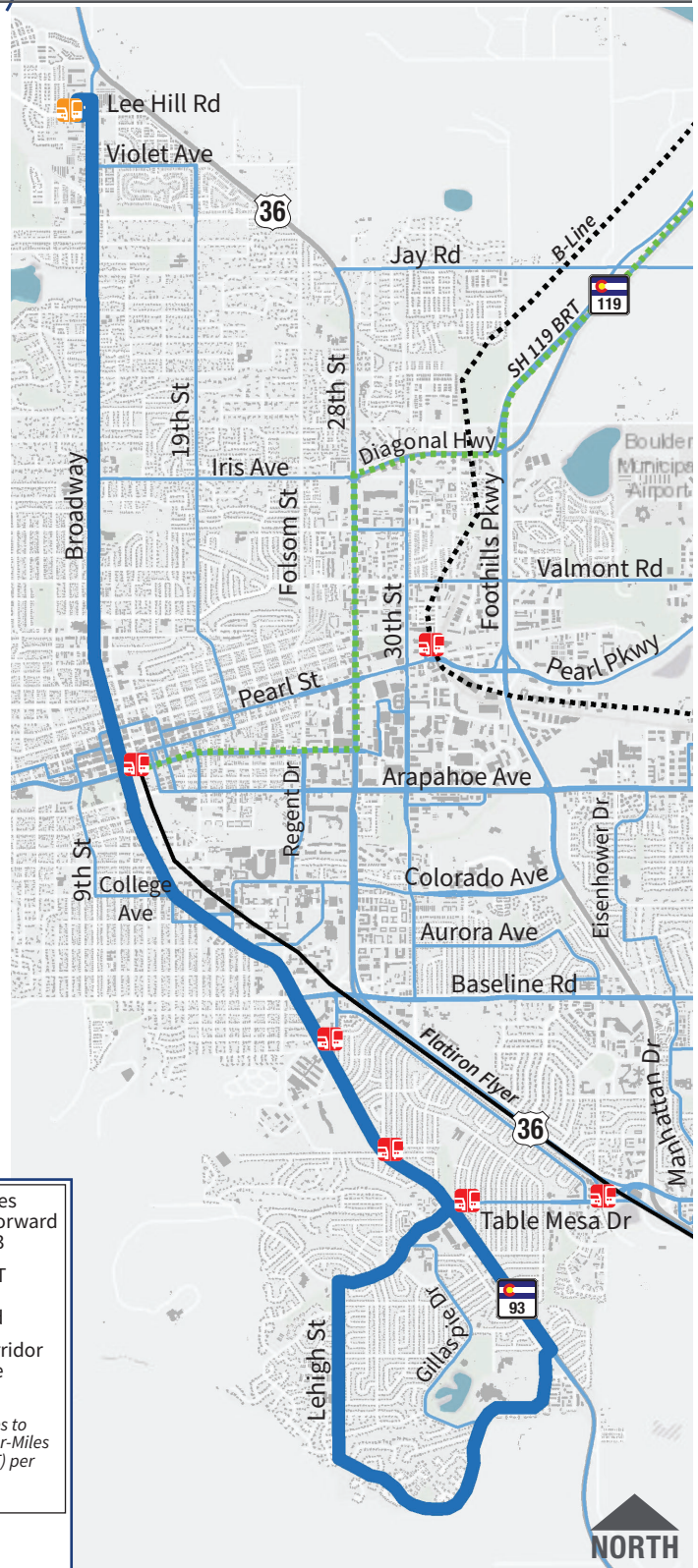
Broadway (Boulder)

T2-1

Evaluation Criteria Met

- ☐ Top 25% popluation density per mile
- ☐ Population growth
- ☐ Top 25% employment density per mile
- ☐ Employment growth
- ☑ Population/Employment density ≥ 17/acre
- ☑ Regional Connectivity
  - Provides crosstown access
  - Connections to Flatiron Flyer and SH 119 BRT
- ☑ Top 25% regional destinations per mile
- ☐ Toll/Managed Lanes

TIER 2

Planned Route Characteristics for Modeling

- Headway: **7.5 min peak/15 min off-peak**
- Service span: **20 hours per day**
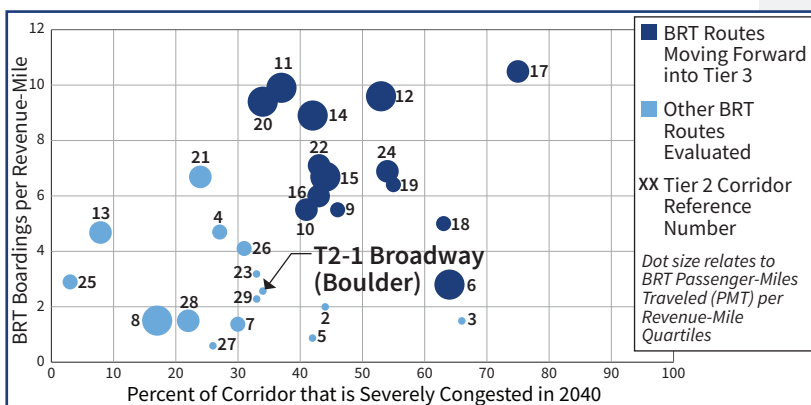- New Park-n-Ride: **Broadway/Lee Hill Rd** (North Boulder Mobility Hub)

Route Modifications

- Remove Route SKIP

Modeling Results

- BRT boardings per revenue-mile: **2.6**
- BRT PMT/Revenue-Mile: **4.9**
- Percent of corridor that is severely congested in 2040: **34%**

Scatter plot legend:
- ■ BRT Routes Moving Forward into Tier 3
- ■ Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number

Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles

Y-axis: BRT Boardings per Revenue-Mile
X-axis: Percent of Corridor that is Severely Congested in 2040

T2-1 Broadway (Boulder)

LEGEND

- ▬ Tier 2 BRT Route
- ▬ Existing Bus Network
- 🚌 Existing & Funded Rapid Transit Line and Station
- ┈🚆┈ Planned Rapid Transit Line and Station
- ┄┄ Rapid Transit Projects in Fiscally Constrained Plan
- Exsiting BUSTANG Station
- Planned BUSTANG Station
- Park-n-Ride for Tier 2 Travel Demand Modeling

BRT Regional BRT Feasibility Study

State Highway 7

T2-2

Evaluation Criteria Met

- ☐ Top 25% popluation density per mile
- ☐ Population growth
- ☐ Top 25% employment density per mile
- ☑ Employment growth
- ☑ Population/Employment density ≥ 17/acre

- ☑ Regional Connectivity
  - Provides downtown Boulder access
  - Connection to N-Line
- ☐ Top 25% regional destinations per mile
- ☐ Toll/Managed Lanes

Planned Route Characteristics for Modeling

- Headway: **7.5 min peak/15 min off-peak**
- Service span: **20 hours per day**
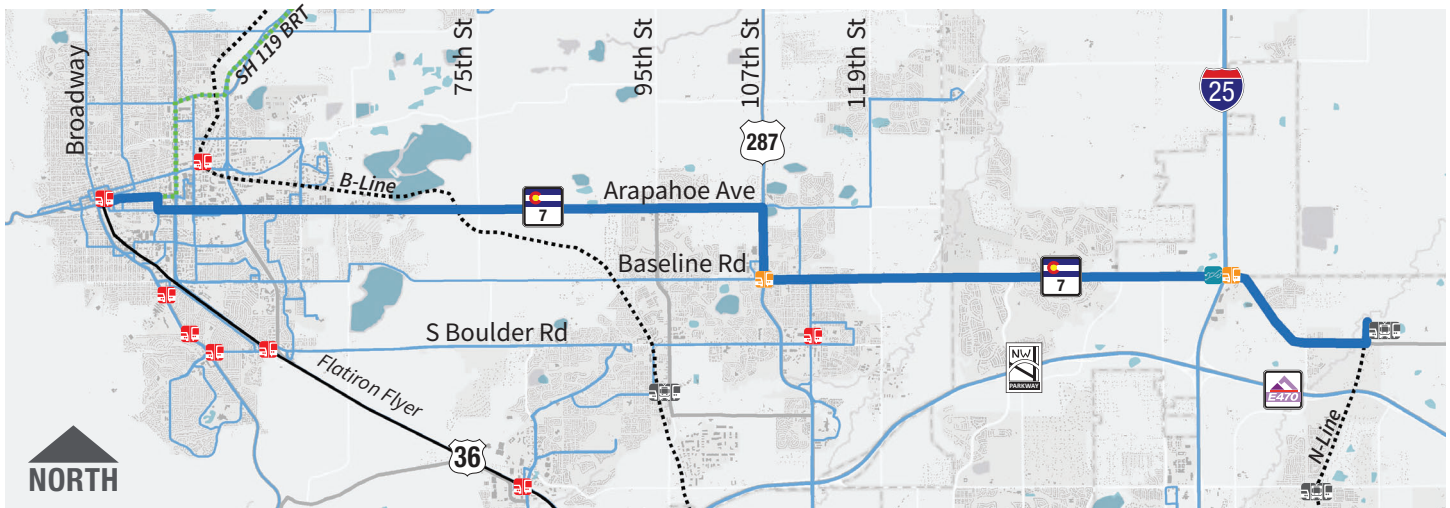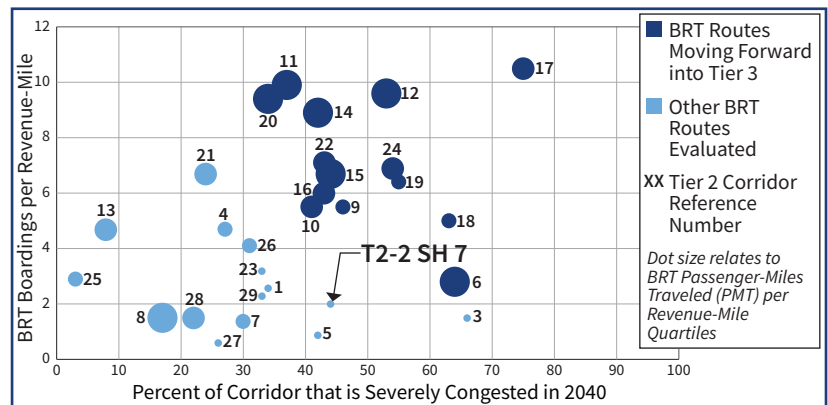- New Park-n-Rides: **US 287/Baseline Rd and I-25/SH 7**

Route Modifications

- Remove Routes JUMPa, JUMPb, and JUMPc

Modeling Results

- BRT boardings per revenue-mile: **2.0**
- BRT PMT/Revenue-Mile: **9.9**
- Percent of corridor that is severely congested in 2040: **44%**

Scatter plot: BRT Boardings per Revenue-Mile (y-axis, 0–12) vs Percent of Corridor that is Severely Congested in 2040 (x-axis, 0–100).

Legend:
- BRT Routes Moving Forward into Tier 3
- Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number
- *Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles*

T2-2 SH 7

LEGEND

- Tier 2 BRT Route
- Existing Bus Network
- Existing & Funded Rapid Transit Line and Station
- Planned Rapid Transit Line and Station
- Rapid Transit Projects in Fiscally Constrained Plan
- Exisiting BUSTANG Station
- Planned BUSTANG Station
- Park-n-Ride for Tier 2 Travel Demand Modeling

BRT

Regional BRT Feasibility Study

US 287

T2-3

Evaluation Criteria Met

- ☐ Top 25% population density per mile
- ☐ Population growth
- ☐ Top 25% employment density per mile
- ☑ Employment growth
- ☐ Population/Employment density ≥ 17/acre
- ☑ Regional Connectivity
  - • Provides intercity connection
  - • Connections to SH 119 BRT and Flatiron Flyer
- ☐ Top 25% regional destinations per mile
- ☐ Toll/Managed Lanes

TIER 2

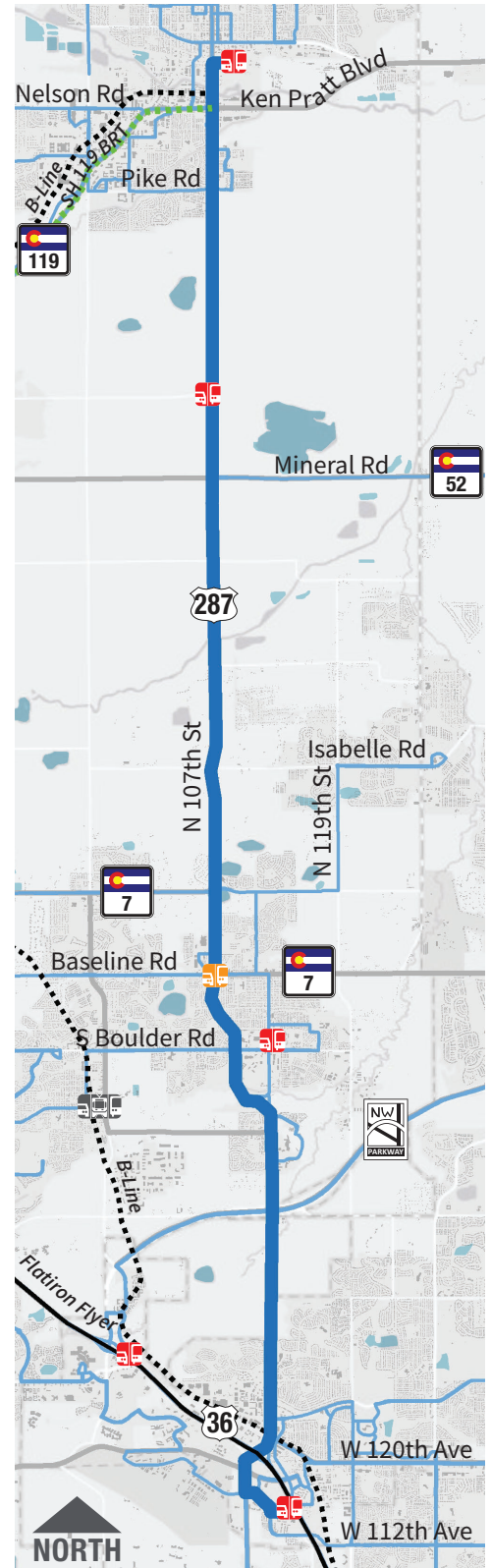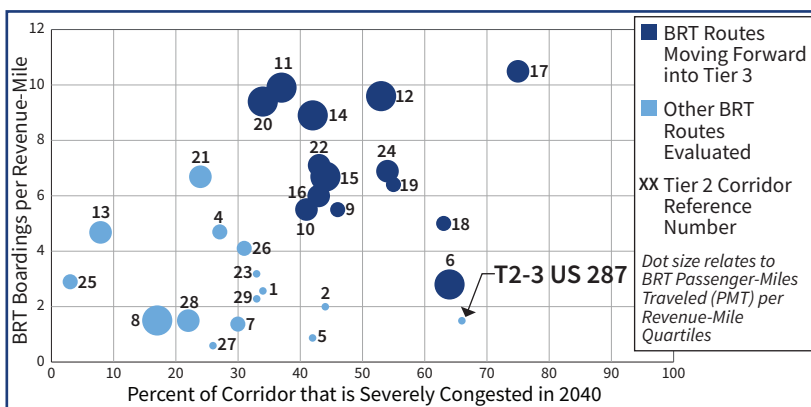## Planned Route Characteristics for Modeling
- • Headway: **7.5 min peak/15 min off-peak**
- • Service span: **20 hours per day**
- • New Park-n-Ride: **US 287/Baseline Rd**

Route Modifications
- • Remove Routes LD1 and LD2

Modeling Results
- • BRT boardings per revenue-mile: **1.5**
- • BRT PMT/Revenue-Mile: **7.7**
- • Percent of corridor that is severely congested in 2040: **66%**

Scatter plot — BRT Boardings per Revenue-Mile vs Percent of Corridor that is Severely Congested in 2040.

Legend:
- ■ BRT Routes Moving Forward into Tier 3
- ■ Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number

Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles

LEGEND

- ▬▬ Tier 2 BRT Route
- ▬▬ Existing Bus Network
- Existing & Funded Rapid Transit Line and Station
- ••• Planned Rapid Transit Line and Station
- ••• Rapid Transit Projects in Fiscally Constrained Plan
- Existing BUSTANG Station
- Planned BUSTANG Station
- Park-n-Ride for Tier 2 Travel Demand Modeling

BRT
Regional BRT Feasibility Study

Wadsworth Blvd

T2-4

Evaluation Criteria Met

- ☑ Top 25% popluation density per mile
- ☐ Population growth
- ☑ Top 25% employment density per mile
- ☐ Employment growth
- ☐ Population/Employment density ≥ 17/acre
- ☑ Regional Connectivity
  - Provides crosstown access
  - Connections to W-Line, G-Line and Flatiron Flyer
- ☐ Top 25% regional destinations per mile
- ☐ Toll/Managed Lanes

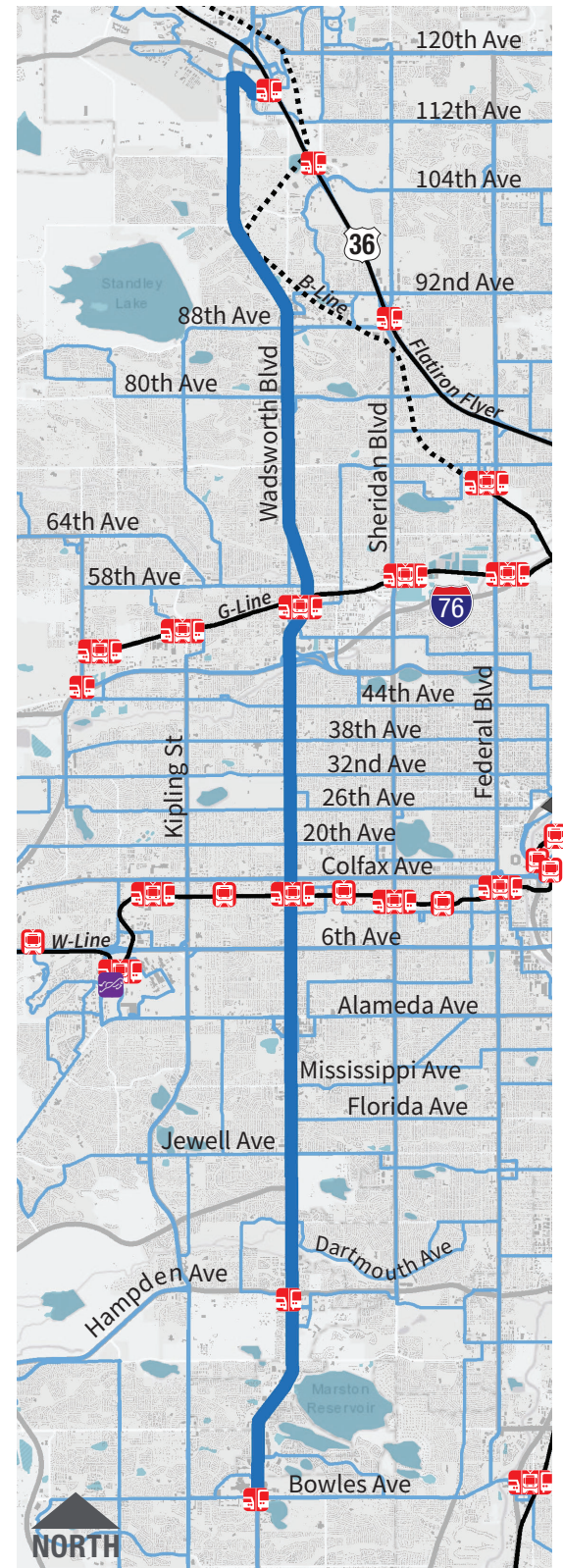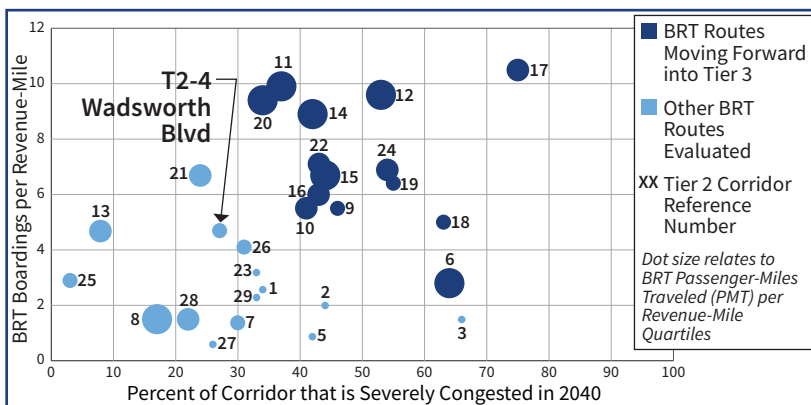## Planned Route Characteristics for Modeling

- Headway: **7.5 min peak/15 min off-peak**
- Service span: **20 hours per day**
- New Park-n-Rides: **None**

Route Modifications

- Remove Routes 76a and 76b

Modeling Results

- BRT boardings per revenue-mile: **4.7**
- BRT PMT/Revenue-Mile: **17.5**
- Percent of corridor that is severely congested in 2040: **27%**

Scatter plot: BRT Boardings per Revenue-Mile vs. Percent of Corridor that is Severely Congested in 2040. T2-4 Wadsworth Blvd highlighted.

Legend:
- BRT Routes Moving Forward into Tier 3
- Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number
- *Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles*

BRT
Regional BRT Feasibility Study

LEGEND

▬▬ Tier 2 BRT Route	┈┈ Planned Rapid Transit Line and Station
▬▬ Existing Bus Network	┄┄ Rapid Transit Projects in Fiscally Constrained Plan
Existing & Funded Rapid Transit Line and Station	Exsiting BUSTANG Station
	Planned BUSTANG Station
	Park-n-Ride for Tier 2 Travel Demand Modeling

North I-25 (Longmont)

T2-5

Evaluation Criteria Met

☐ Top 25% population density per mile

☐ Population growth

☐ Top 25% employment density per mile

☐ Employment growth

☐ Population/Employment density ≥ 17/acre

☑ Regional Connectivity
- Provides transit access to current park-n-ride users
- Connects to N-line and SH 119 BRT

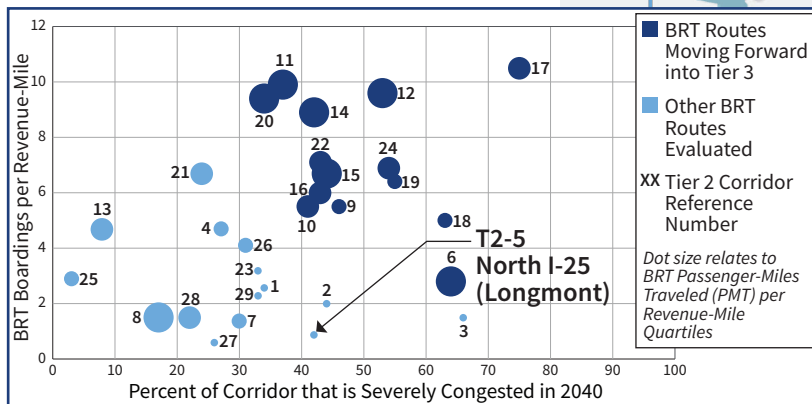☐ Top 25% regional destinations per mile

☑ Toll/Managed Lanes

TIER 2

Planned Route Characteristics for Modeling

- Headway: **7.5 min peak/ 15 min off-peak**
- Service span: **20 hours per day**
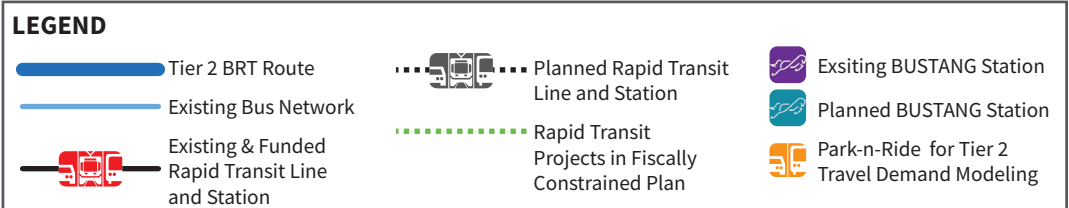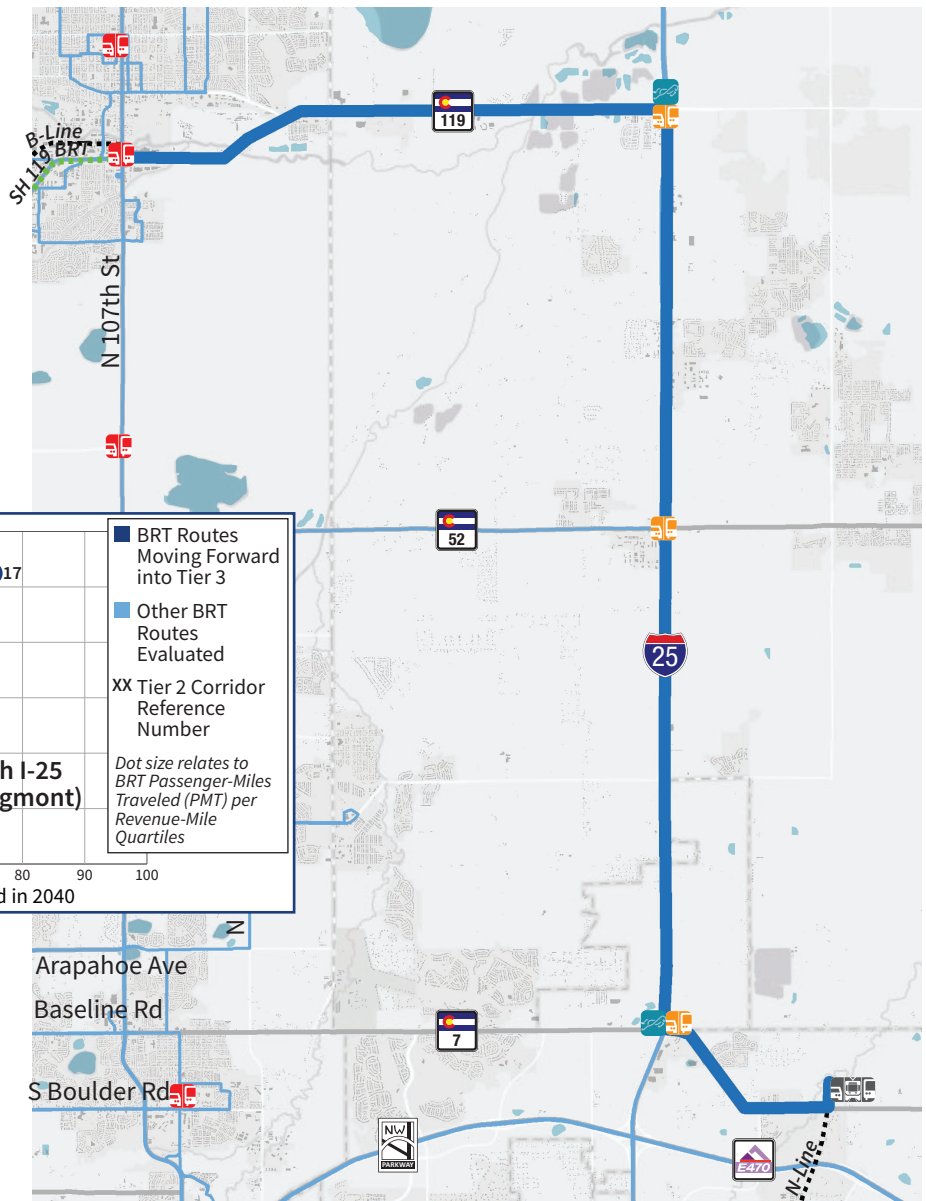- New Park-n-Rides: **I-25/SH 119, I-25/SH 52, I-25/SH 7**

Route Modifications

- Remove Route LX1

Scatter plot: BRT Boardings per Revenue-Mile (y-axis, 0–12) vs. Percent of Corridor that is Severely Congested in 2040 (x-axis, 0–100). Legend: dark blue = BRT Routes Moving Forward into Tier 3; light blue = Other BRT Routes Evaluated; XX = Tier 2 Corridor Reference Number. Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles. Arrow points to "T2-5 North I-25 (Longmont)".

Modeling Results

- BRT boardings per revenue-mile: **0.9**
- BRT PMT/Revenue-Mile: **7.1**
- Percent of corridor that is severely congested in 2040: **42%**

BRT
Regional BRT Feasibility Study

LEGEND

━━━ Tier 2 BRT Route

━━━ Existing Bus Network

🚆 Existing & Funded Rapid Transit Line and Station

┅🚆┅ Planned Rapid Transit Line and Station

┅┅┅ Rapid Transit Projects in Fiscally Constrained Plan

🟪 Existing BUSTANG Station

🟦 Planned BUSTANG Station

🟧 Park-n-Ride for Tier 2 Travel Demand Modeling

North I-25 (Thornton)

T2-6

TIER 1

Evaluation Criteria Met

- ☐ Top 25% popluation density per mile
- ☐ Population growth
- ☑ Top 25% employment density per mile
- ☐ Employment growth
- ☐ Population/Employment density ≥ 17/acre
- ☑ Regional Connectivity
  - Provides transit access to current Park-n-Ride users
  - Enhances downtown Denver access
- ☑ Top 25% regional destinations per mile
- ☑ Toll/Managed Lanes

TIER 2

Planned Route Characteristics for Modeling

- Headway: **7.5 min peak/15 min off-peak**
- Service span: **20 hours per day**
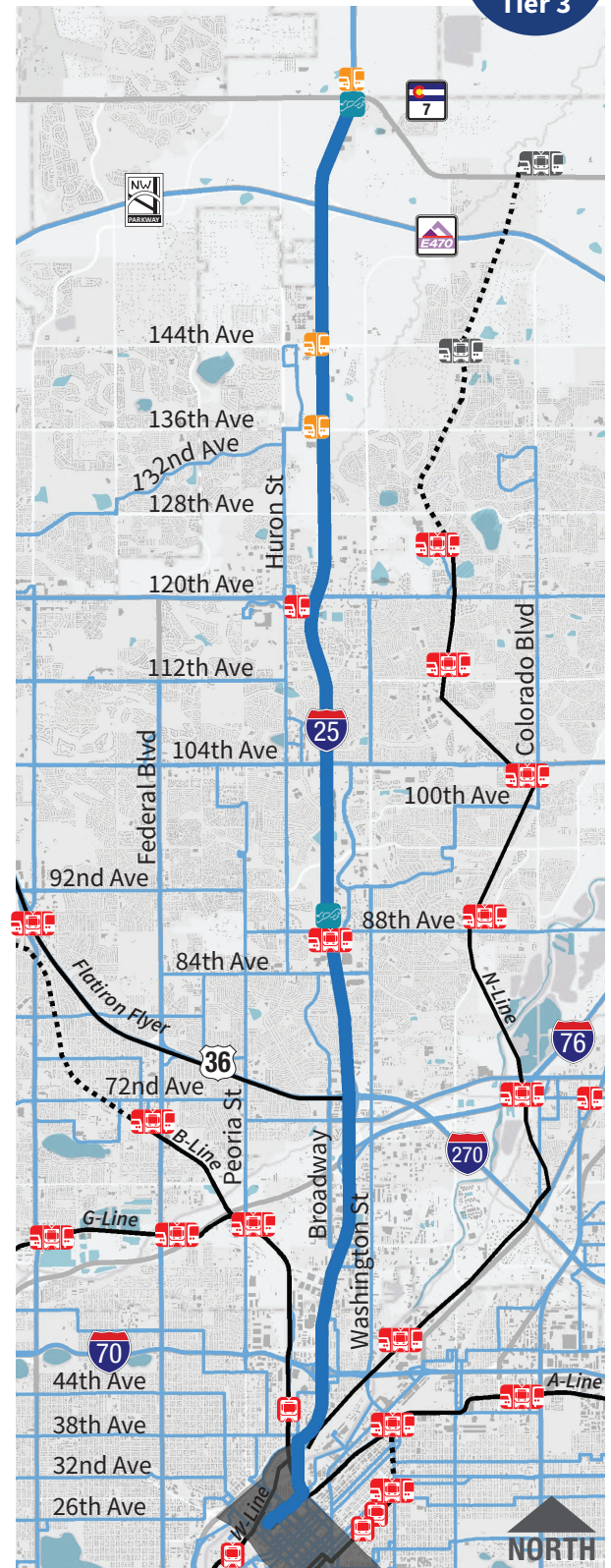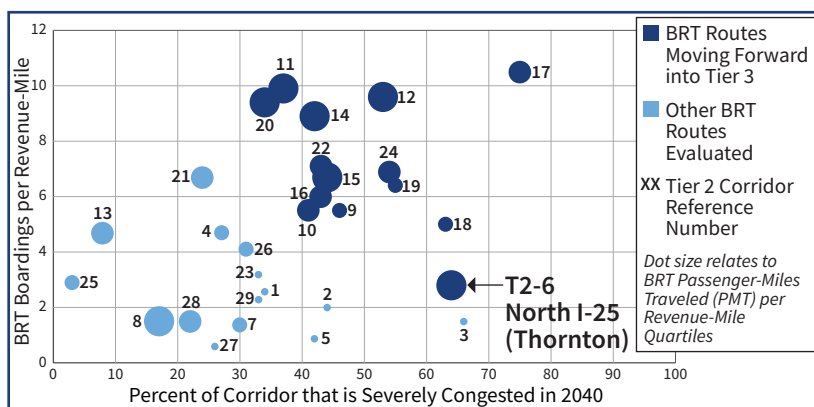- New Park-n-Rides: **I-25/SH 7**

Route Modifications

- Remove Routes 120Xam, 120Xpm, 122Xa, 122Xb, and 122Xc

Modeling Results

- BRT boardings per revenue-mile: **2.8**
- BRT PMT/Revenue-Mile: **36.2**
- Percent of corridor that is severely congested in 2040: **42%**

BRT Routes Moving Forward into Tier 3

Other BRT Routes Evaluated

XX Tier 2 Corridor Reference Number

Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles

T2-6 North I-25 (Thornton)

BRT
Regional BRT Feasibility Study

LEGEND

▬▬ Tier 2 BRT Route	┈┈ Planned Rapid Transit Line and Station
▬▬ Existing Bus Network	┈┈ Rapid Transit Projects in Fiscally Constrained Plan
▬▬ Existing & Funded Rapid Transit Line and Station	

Exsiting BUSTANG Station

Planned BUSTANG Station

Park-n-Ride for Tier 2 Travel Demand Modeling

State Highway 2

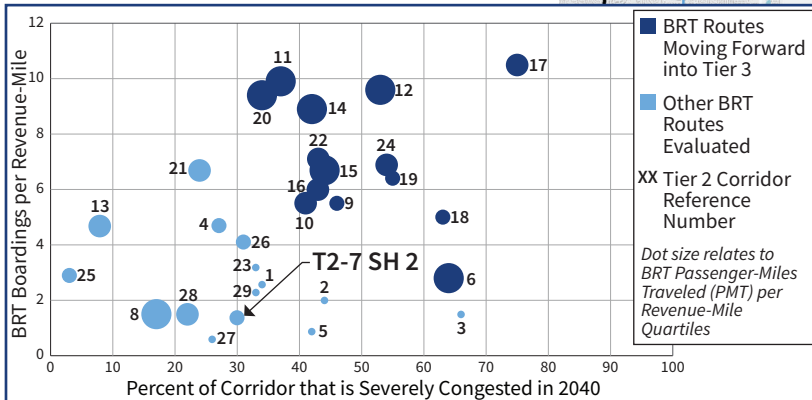## T2-7

Evaluation Criteria Met

- ☐ Top 25% population density per mile
- ☑ Population growth
- ☐ Top 25% employment density per mile
- ☐ Employment growth
- ☐ Population/Employment density ≥ 17/acre

- ☑ Regional Connectivity
  - Provides intercity access
  - Connections to A-Line and N-Line
- ☐ Top 25% regional destinations per mile
- ☐ Toll/Managed Lanes

TIER 2

Planned Route Characteristics for Modeling

- Headway: **7.5 min peak/ 15 min off-peak**
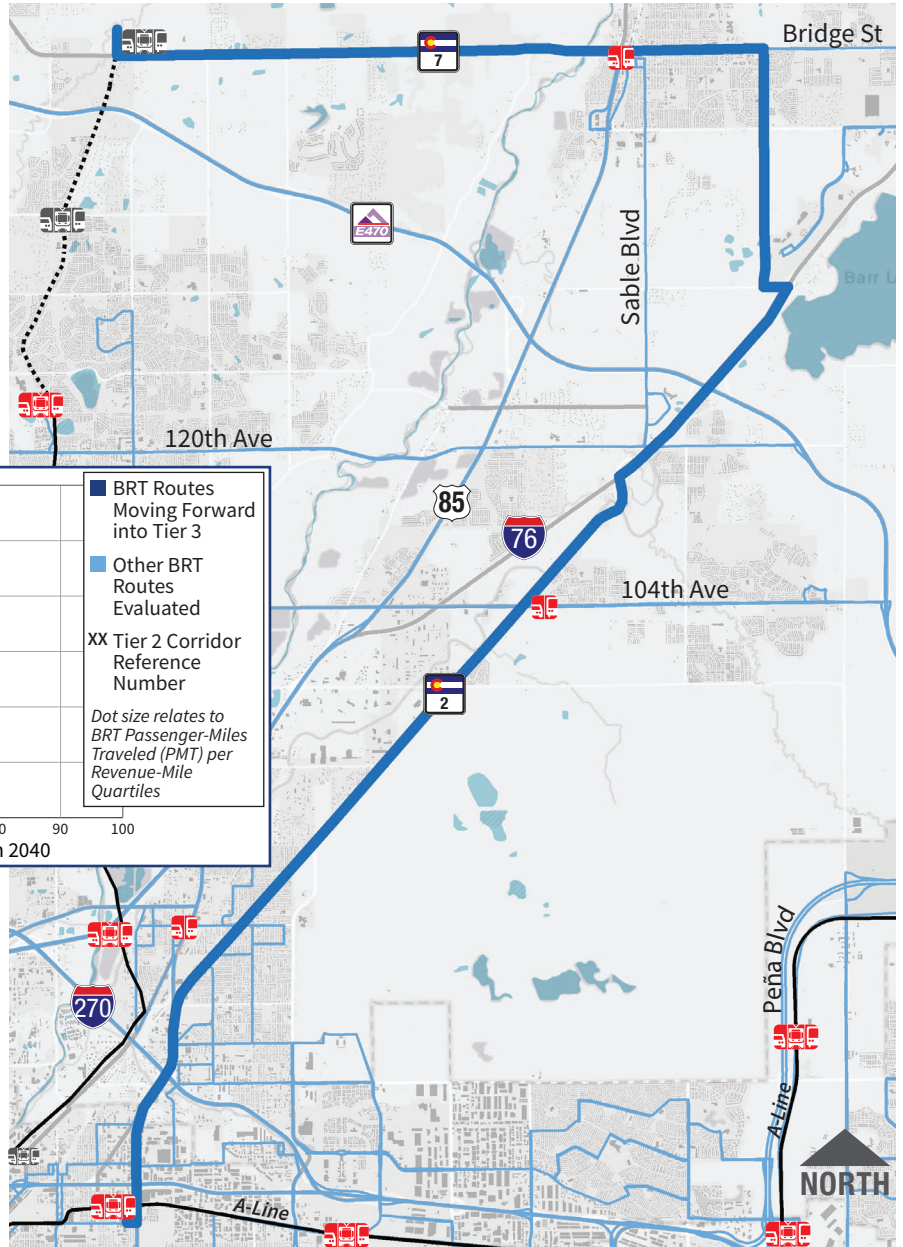- Service span: **20 hours per day**
- New Park-n-Rides: **None**

Route Modifications

- None

Modeling Results

- BRT boardings per revenue-mile: **1.4**
- BRT PMT/Revenue-Mile: **10.2**
- Percent of corridor that is severely congested in 2040: **30%**

LEGEND

▬▬▬	Tier 2 BRT Route
▬▬▬	Existing Bus Network
🚌	Existing & Funded Rapid Transit Line and Station
⊡🚆⊡	Planned Rapid Transit Line and Station
- - -	Rapid Transit Projects in Fiscally Constrained Plan
〰	Exsiting BUSTANG Station
〰	Planned BUSTANG Station
🚌	Park-n-Ride for Travel Tier 2 Demand Modeling

BRT
Regional BRT Feasibility Study

TIER 1

Evaluation Criteria Met

- ☐ Top 25% population density per mile
- ☐ Population growth
- ☑ Top 25% employment density per mile
- ☐ Employment growth
- ☐ Population/Employment density ≥ 17/acre

- ☑ Regional Connectivity
  - Connections to N-Line and Denver Airport
- ☐ Top 25% regional destinations per mile
- ☑ Toll/Managed Lanes

TIER 2

Planned Route Characteristics for Modeling
- Headway: **7.5 min peak/15 min off-peak**
- Service span: **20 hours per day**
- New Park-n-Rides: **E-470/Quebec St, E-470/US 85, E-470/120th Ave, E-470/104th Ave**
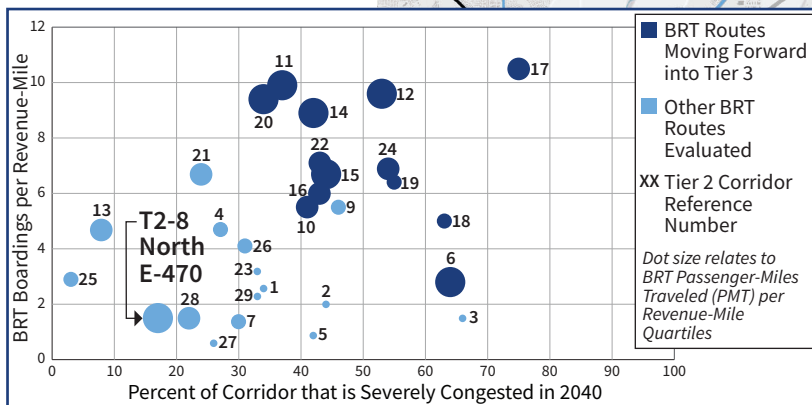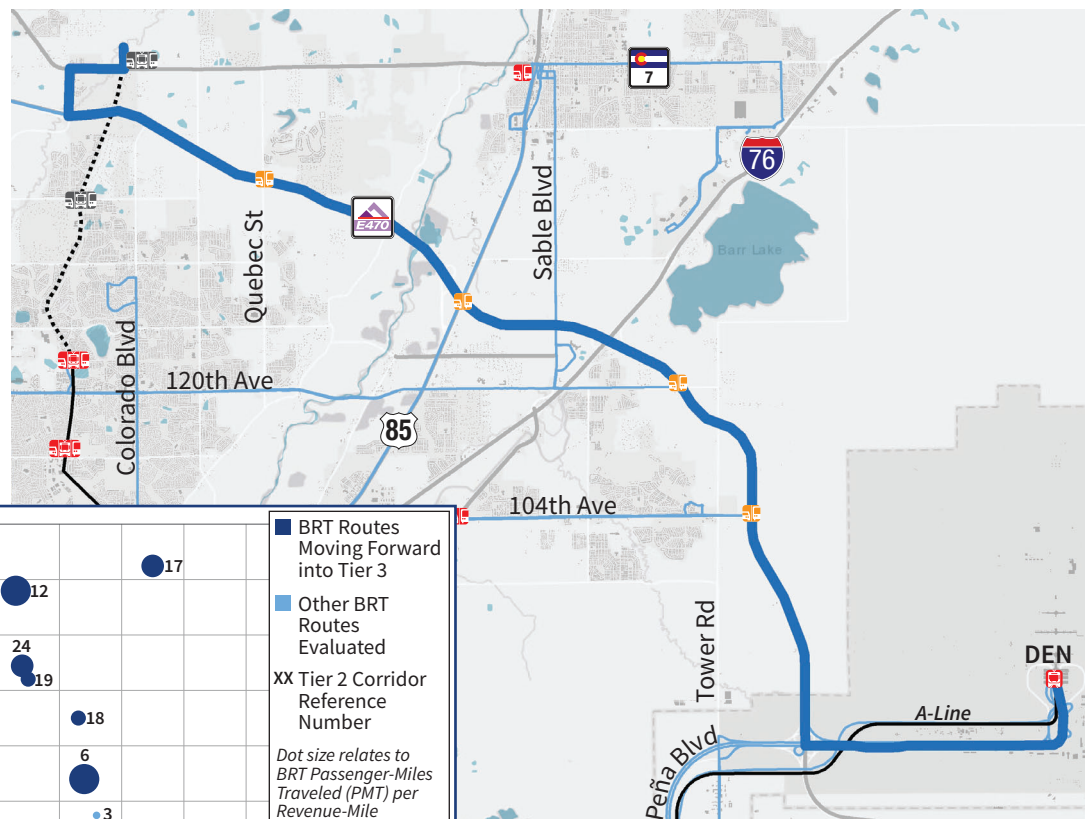
Route Modifications
- None

Modeling Results
- BRT boardings per revenue-mile: **1.5**
- BRT PMT/Revenue-Mile: **23.3**
- Percent of corridor that is everely congested in 2040: **17%**

Map showing Tier 2 BRT Route along E-470 with connections to DEN and A-Line. Streets labeled: Colorado Blvd, Quebec St, Sable Blvd, Tower Rd, Peña Blvd, 120th Ave, 104th Ave. Highways: E-470, 85, 76, 7. Barr Lake shown.

Scatter plot
BRT Boardings per Revenue-Mile (y-axis, 0 to 12) vs Percent of Corridor that is Severely Congested in 2040 (x-axis, 0 to 100).

Legend:
- ■ BRT Routes Moving Forward into Tier 3
- ■ Other BRT Routes Evaluated
- **XX** Tier 2 Corridor Reference Number
- *Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles*

Labeled points include: 11, 17, 20, 14, 12, 21, 22, 24, 16, 15, 19, 9, 13, 4, 10, 18, 26, 23, 1, 2, 6, 25, 28, 29, 7, 27, 5, 3. T2-8 North E-470 point indicated with arrow.

LEGEND

- ▬▬ Tier 2 BRT Route
- ── Existing Bus Network
- 🚍 Existing & Funded Rapid Transit Line and Station
- ┈🚈┈ Planned Rapid Transit Line and Station
- ┄┄┄ Rapid Transit Projects in Fiscally Constrained Plan
- Existing BUSTANG Station
- Planned BUSTANG Station
- Park-n-Ride for Tier 2 Travel Demand Modeling

BRT
Regional BRT Feasibility Study

Sheridan Blvd

T2-9

TIER 1

Evaluation Criteria Met

- ☑ Top 25% population density per mile
- ☑ Population growth
- ☐ Top 25% employment density per mile
- ☐ Employment growth
- ☑ Population/Employment density ≥ 17/acre
- ☑ Regional Connectivity
  - Provides crosstown access
  - Connections to W-line, G-Line and Flatiron Flyer
- ☐ Top 25% regional destinations per mile
- ☐ Toll/Managed Lanes

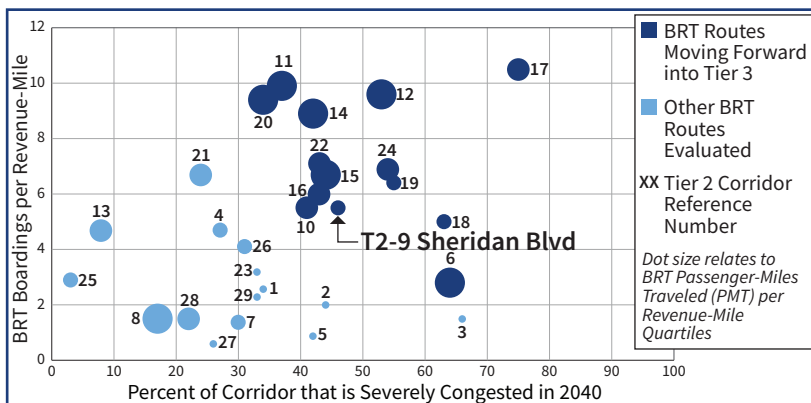### TIER 2

Planned Route Characteristics for Modeling
- Headway: **7.5 min peak/15 min off-peak**
- Service span: **20 hours per day**
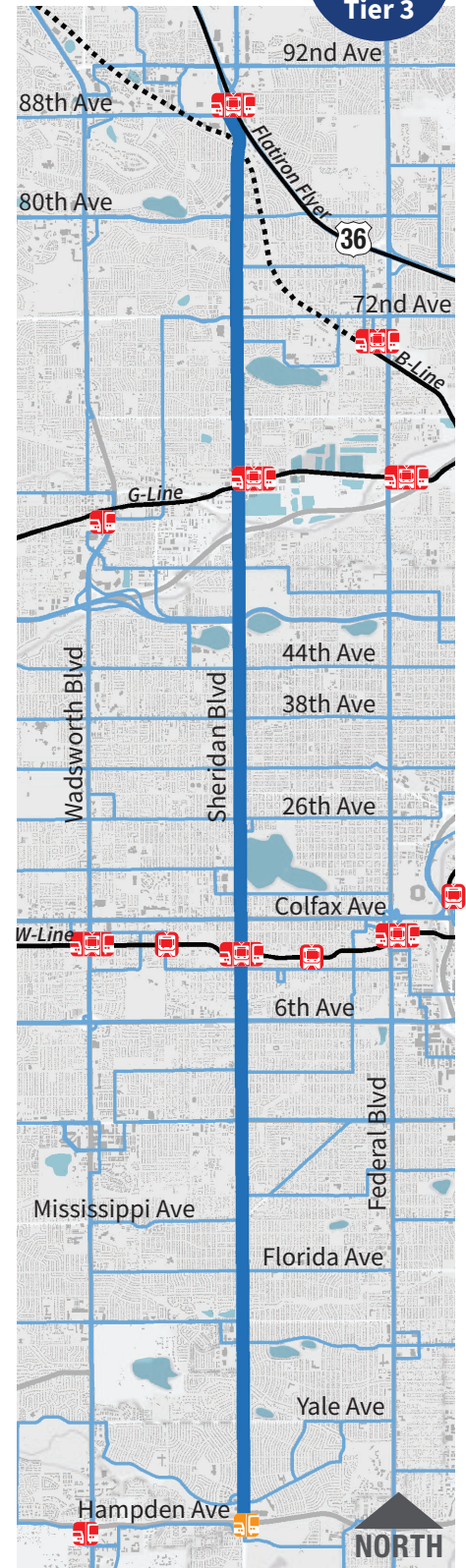- New Park-n-Ride: **Sheridan/Hampden**

Route Modifications
- Remove Route 50 (preserving segment between 44th/Sheridan and Olde Town Arvada PnR)
- Remove Route 51 (preserving segment between Sheridan/Hampden and Englewood Station)

Modeling Results
- BRT boardings per revenue-mile: **5.5**
- BRT PMT/Revenue-Mile: **15.7**
- Percent of corridor that is severely congested in 2040: **46%**

Chart: BRT Boardings per Revenue-Mile vs. Percent of Corridor that is Severely Congested in 2040

Legend:
- BRT Routes Moving Forward into Tier 3
- Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number
- *Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles*

T2-9 Sheridan Blvd

BRT
Regional BRT Feasibility Study

LEGEND

- ▬ Tier 2 BRT Route
- ▬ Existing Bus Network
- 🚌 Existing & Funded Rapid Transit Line and Station
- ⋯🚆⋯ Planned Rapid Transit Line and Station
- ⋯⋯ Rapid Transit Projects in Fiscally Constrained Plan
- 🚊 Exsiting BUSTANG Station
- 🚊 Planned BUSTANG Station
- 🅿 Park-n-Ride for Tier 2 Travel Demand Modeling

Federal Blvd

T2-10

TIER 1

Evaluation Criteria Met

- ☑ Top 25% population density per mile
- ☑ Population growth
- ☑ Top 25% employment density per mile
- ☑ Employment growth
- ☑ Population/Employment density ≥ 17/acre
- ☑ Regional Connectivity
  - Provides crosstown access
  - Connections to B-Line, G-Line, W-Line, and Southwest Line
- ☑ Top 25% regional destinations per mile
- ☐ Toll/Managed Lanes

TIER 2

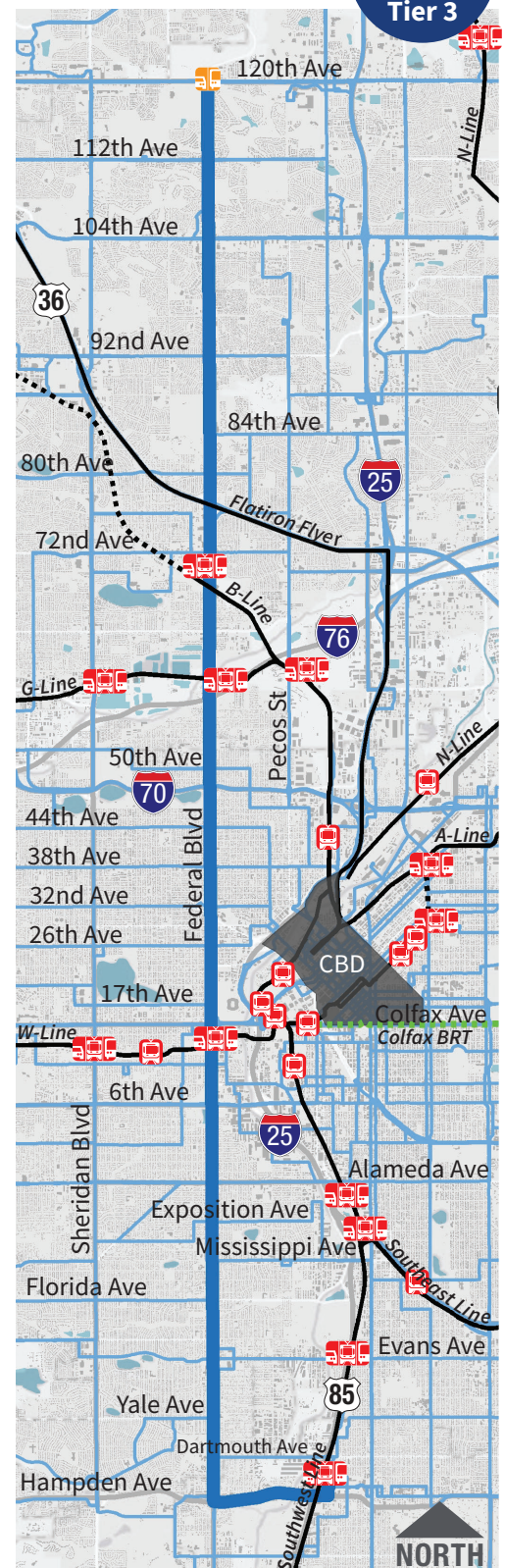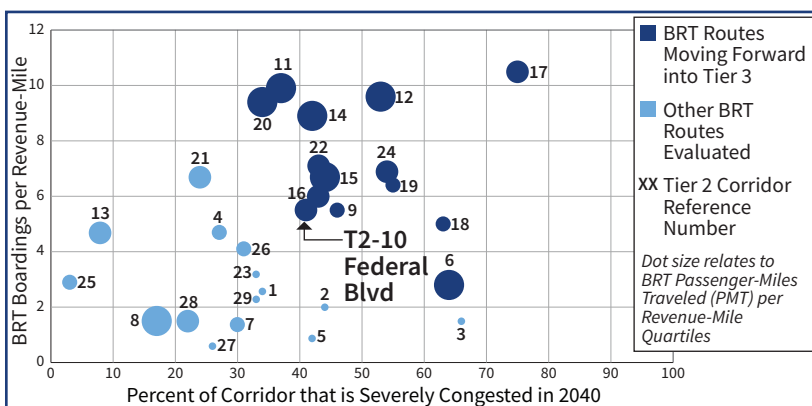## Planned Route Characteristics for Modeling
- Headway: **7.5 min peak/15 min off-peak**
- Service span: **20 hours per day**
- New Park-n-Ride: **Federal/120th Ave**

Route Modifications
- Remove Route 31a (preserving segment between 71st/Federal and Sheridan Station)
- Remove Routes 31b and 31c

Modeling Results
- BRT boardings per revenue-mile: **5.5**
- BRT PMT/Revenue-Mile: **20.5**
- Percent of corridor that is severely congested in 2040: **41%**

Scatter plot: BRT Boardings per Revenue-Mile (y-axis, 0 to 12) vs Percent of Corridor that is Severely Congested in 2040 (x-axis, 0 to 100).

Legend:
- BRT Routes Moving Forward into Tier 3
- Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number
- *Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles*

T2-10 Federal Blvd

BRT
Regional BRT Feasibility Study

LEGEND

- ▬▬ Tier 2 BRT Route
- ▬▬ Existing Bus Network
- Existing & Funded Rapid Transit Line and Station
- ┅┅ Planned Rapid Transit Line and Station
- ┄┄ Rapid Transit Projects in Fiscally Constrained Plan
- Existing BUSTANG Station
- Planned BUSTANG Station
- Park-n-Ride for Tier 2 Travel Demand Modeling

Park Ave/38th Ave

T2-11

Evaluation Criteria Met

☑ Top 25% population density per mile

☑ Population growth

☑ Top 25% employment density per mile

☑ Employment growth

☑ Population/Employment density ≥ 17/acre

☑ Regional Connectivity
  • Enhances downtown Denver access
  • Connections to Colfax BRT

☑ Top 25% regional destinations per mile

☐ Toll/Managed Lanes

Planned Route Characteristics for Modeling

• Headway: **7.5 min peak/15 min off-peak**
• Service span: **20 hours per day**
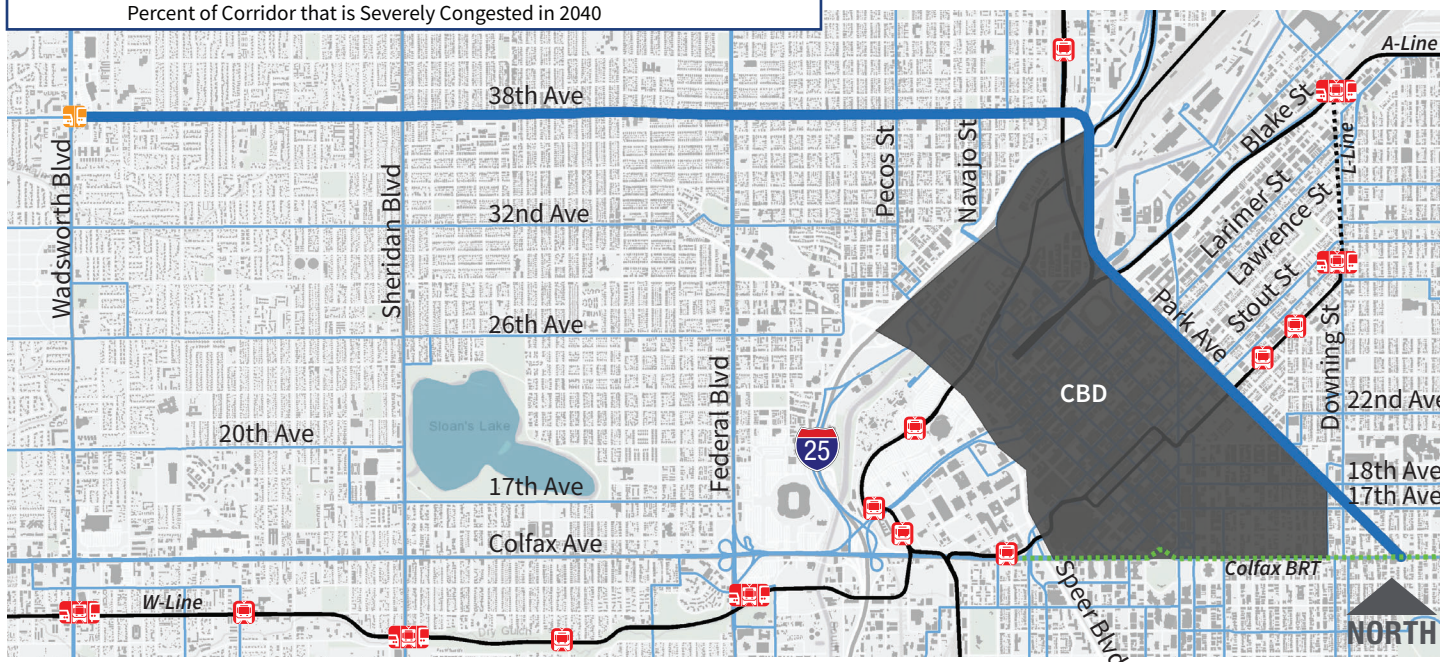• New Park-n-Ride: **38th Ave/Wadsworth Blvd**
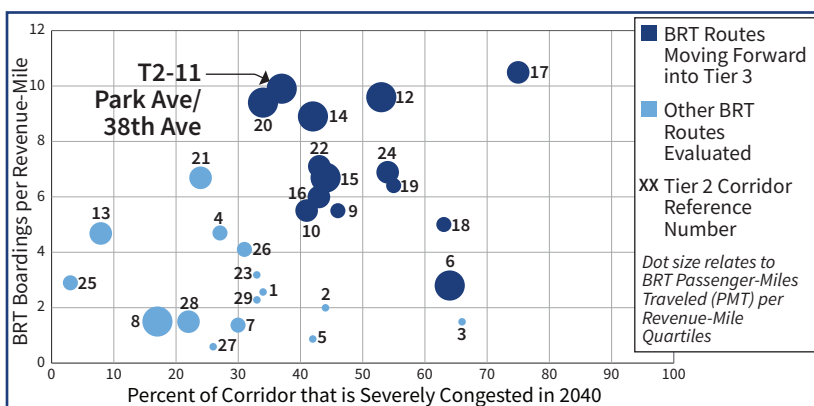
Route Modifications

• Remove Route 38a
  (preserving segment east of Downtown)
• Remove Route 38b
  (preserving segment west of Wadsworth)

Modeling Results

• BRT boardings per revenue-mile: **9.9**
• BRT PMT/Revenue-Mile: **23.5**
• Percent of corridor that is severely congested in 2040: **37%**

LEGEND

▬▬	Tier 2 BRT Route
▬▬	Existing Bus Network
🚌	Existing & Funded Rapid Transit Line and Station
▪▪▪🚃	Planned Rapid Transit Line and Station
•••	Rapid Transit Projects in Fiscally Constrained Plan
🟣	Existing BUSTANG Station
🟢	Planned BUSTANG Station
🟧	Park-n-Ride for Tier 2 Travel Demand Modeling

BRT

Regional BRT Feasibility Study

Speer/Leetsdale

T2-12

Evaluation Criteria Met

- ☑ Top 25% population density per mile
- ☑ Population growth
- ☑ Top 25% employment density per mile
- ☑ Employment growth
- ☑ Population/Employment density ≥ 17/acre

- ☑ Regional Connectivity
  - Enhances downtown Denver and Cherry Creek access
  - Connections to R-Line
- ☑ Top 25% regional destinations per mile
- ☐ Toll/Managed Lanes

TIER 2

Scatter plot legend:
- BRT Routes Moving Forward into Tier 3
- Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number
- *Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles*

Y-axis: BRT Boardings per Revenue-Mile
X-axis: Percent of Corridor that is Severely Congested in 2040

T2-12 Speer/Leetsdale

Modeling Results

- BRT boardings per revenue-mile: **9.6**
- BRT PMT/Revenue-Mile: **33.5**
- Percent of corridor that is severely congested in 2040: **53%**

Planned Route Characteristics for Modeling

- Headway: **7.5 min peak/15 min off-peak**
- Service span: **20 hours per day**
- New Park-n-Rides: **None**

Route Modifications

- Remove Routes 83D and 83L

BRT

Regional BRT Feasibility Study

LEGEND

- ▬▬ Tier 2 BRT Route
- ▬▬ Existing Bus Network
- 🚍 Existing & Funded Rapid Transit Line and Station
- 🚍 Planned Rapid Transit Line and Station
- ┄┄ Rapid Transit Projects in Fiscally Constrained Plan
- Existing BUSTANG Station
- Planned BUSTANG Station
- Park-n-Ride for Tier 2 Travel Demand Modeling
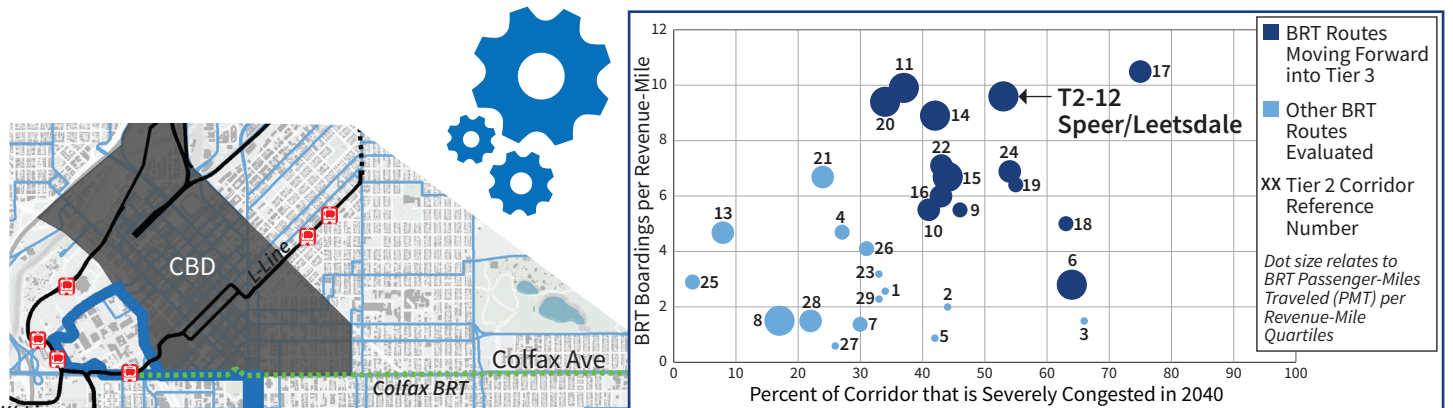
NORTH

MLK Blvd/Green Valley Ranch

T2-13

Evaluation Criteria Met

☑ Top 25% popluation density per mile

☑ Population growth

☑ Top 25% employment density per mile

☐ Employment growth

☑ Population/Employment density ≥ 17/acre

☑ Regional Connectivity
  • Provides crosstown access
  • Connections to A-Line

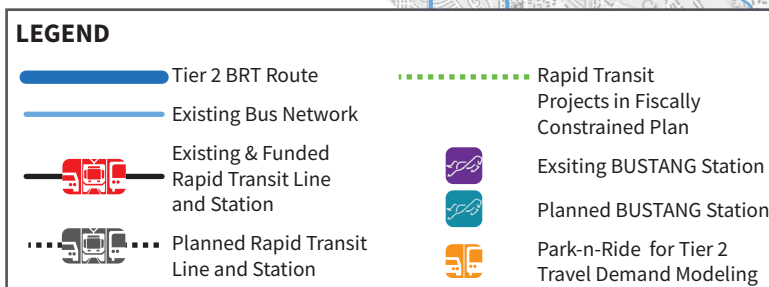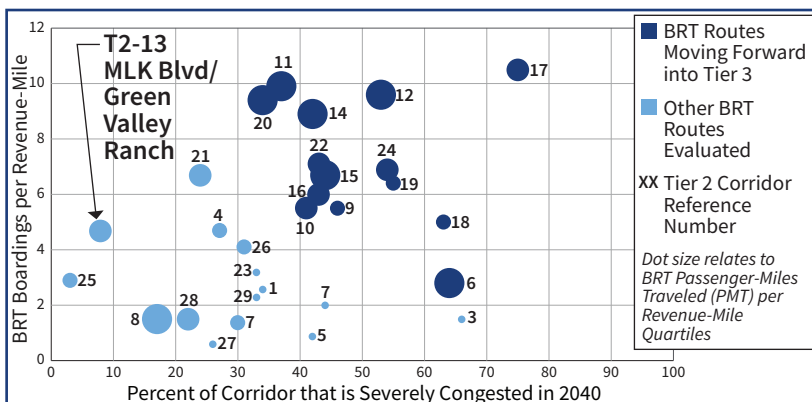☐ Top 25% regional destinations per mile

☐ Toll/Managed Lanes

Planned Route Characteristics for Modeling

• Headway: **7.5 min peak/15 min off-peak**

• Service span: **20 hours per day**

• New Park-n-Ride: **48th Ave/Harvest Rd and Green Valley Ranch Blvd/Tower Rd**

Route Modifications

• Remove Routes 43a, 43b, and 43c

Modeling Results

• BRT boardings per revenue-mile: **4.7**

• BRT PMT/Revenue-Mile: **21.7**

• Percent of corridor that is severely congested in 2040: **8%**
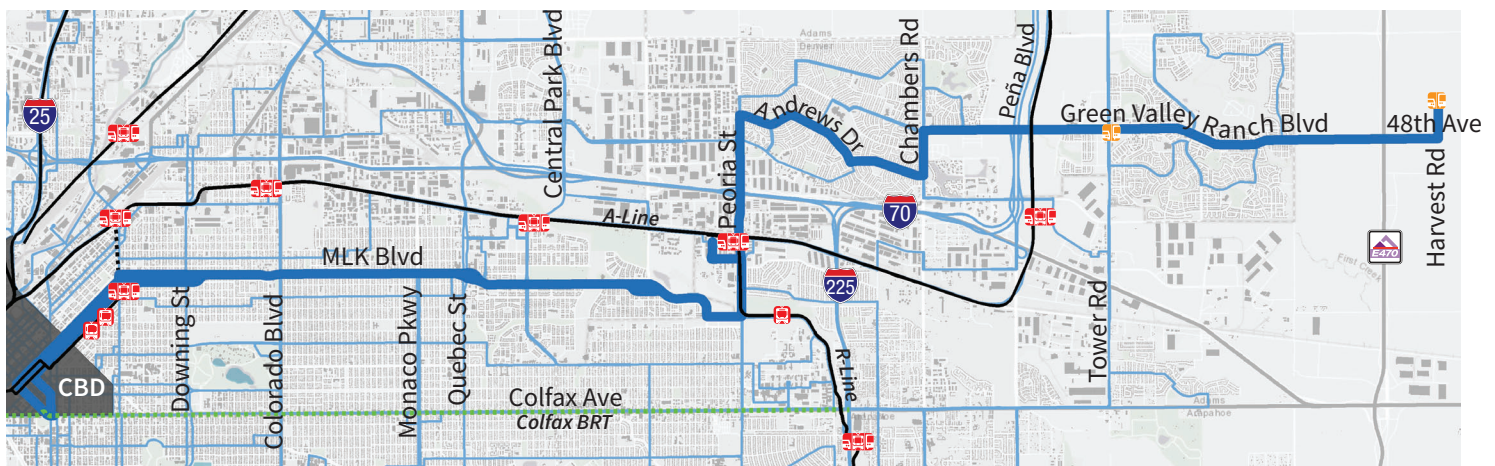
LEGEND

— Tier 2 BRT Route

— Existing Bus Network

🚊 Existing & Funded Rapid Transit Line and Station

🚊 Planned Rapid Transit Line and Station

···· Rapid Transit Projects in Fiscally Constrained Plan

Exsiting BUSTANG Station

Planned BUSTANG Station

Park-n-Ride for Tier 2 Travel Demand Modeling

BRT
Regional BRT Feasibility Study

Broadway/Lincoln

T2-14

Route Advanced to Tier 3

Evaluation Criteria Met

☑ Top 25% popluation density per mile

☑ Population growth

☑ Top 25% employment density per mile

☑ Employment growth

☑ Population/Employment density ≥ 17/acre

☑ Regional Connectivity
  - Enhances downtown Denver access
  - Connections to Broadway Station transfers

☑ Top 25% regional destinations per mile

☑ Toll/Managed Lanes

Planned Route Characteristics for Modeling
- Headway: **7.5 min peak/15 min off-peak**
- Service span: **20 hours per day**
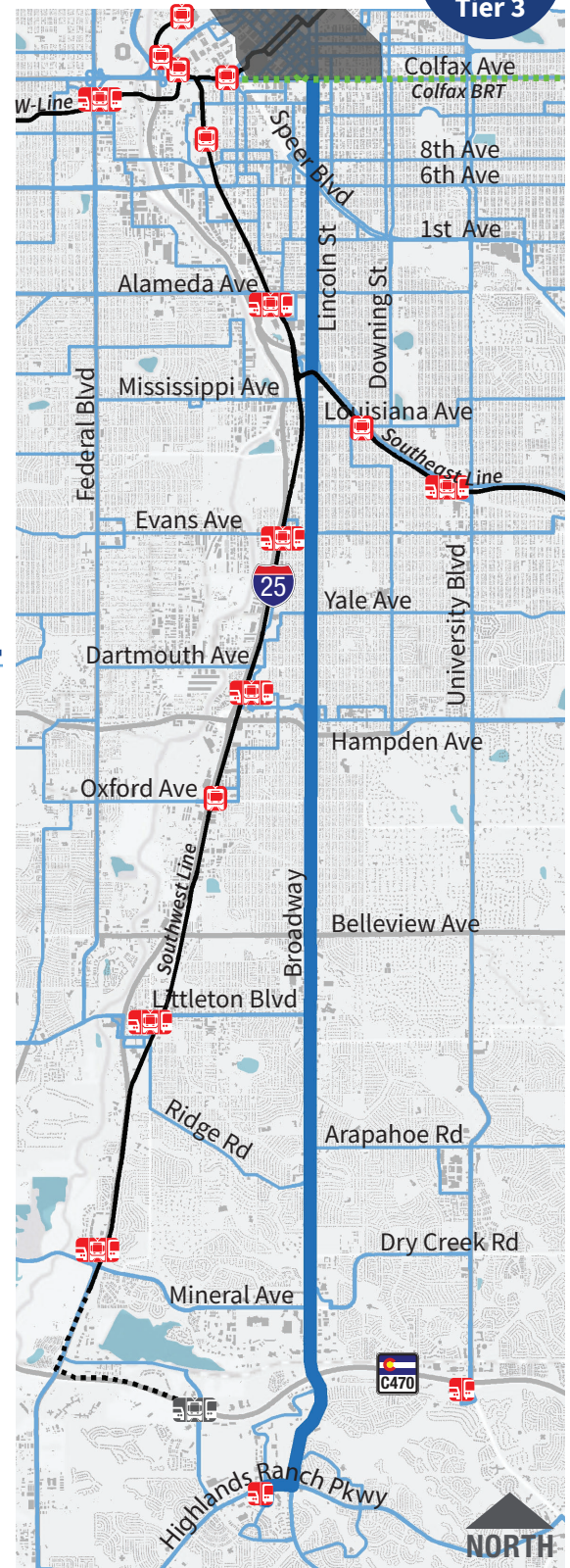- New Park-n-Rides: **None**

Route Modifications
- Remove Routes 0a, 0b, 0c, 0La, & 0Lb

Modeling Results
- BRT boardings per revenue-mile: **8.9**
- BRT PMT/Revenue-Mile: **33.0**
- Percent of corridor that is severely congested in 2040: **42%**

Scatter plot: BRT Boardings per Revenue-Mile vs. Percent of Corridor that is Severely Congested in 2040. T2-14 Broadway/Lincoln highlighted at point 11.

Legend:
- BRT Routes Moving Forward into Tier 3
- Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number
- *Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles*

Map showing Tier 2 BRT Route along Broadway/Lincoln corridor.

LEGEND

Tier 2 BRT Route	Exsiting BUSTANG Station
Existing Bus Network	Planned BUSTANG Station
Existing & Funded Rapid Transit Line and Station	Park-n-Ride for Tier 2 Travel Demand Modeling
Planned Rapid Transit Line and Station	
Rapid Transit Projects in Fiscally Constrained Plan	

BRT
Regional BRT Feasibility Study

University Blvd

T2-15

TIER 1

Evaluation Criteria Met

- ☑ Top 25% population density per mile
- ☑ Population growth
- ☑ Top 25% employment density per mile
- ☑ Employment growth
- ☑ Population/Employment density ≥ 17/acre
- ☑ Regional Connectivity
  - • Provides crosstown access
  - • Connects to Southeast Line, Colfax BRT, and A-Line
- ☑ Top 25% regional destinations per mile
- ☐ Toll/Managed Lanes

TIER 2

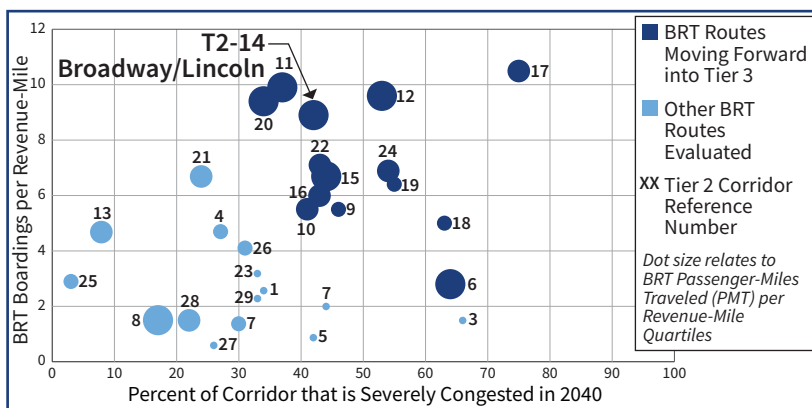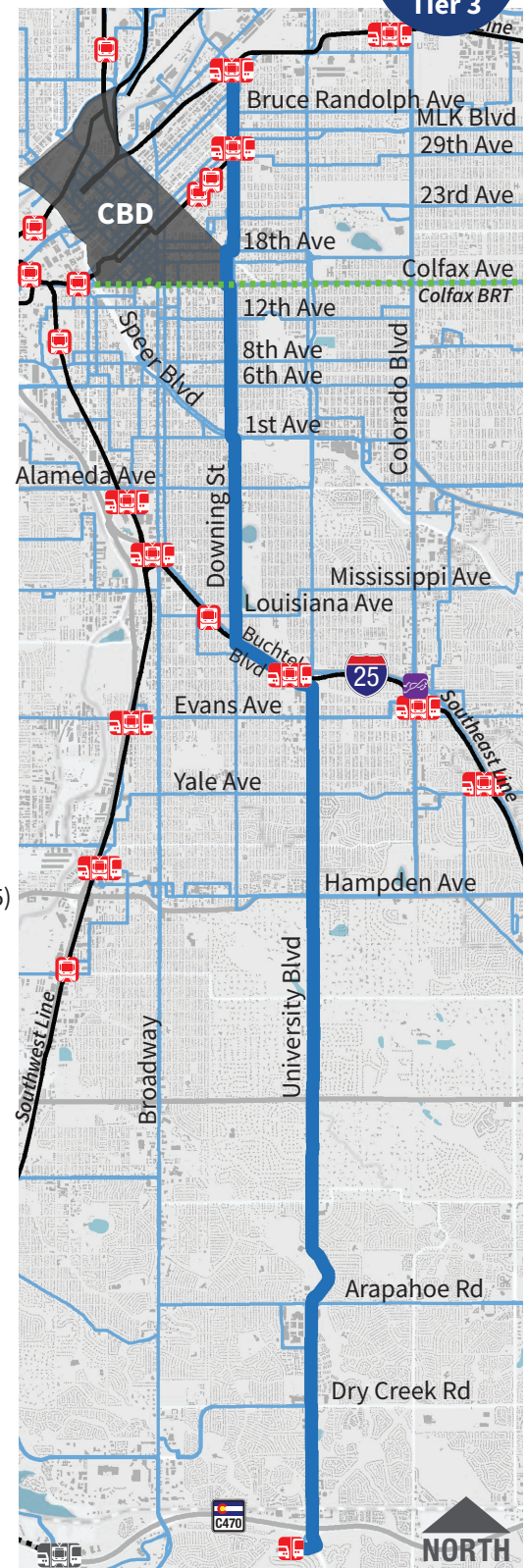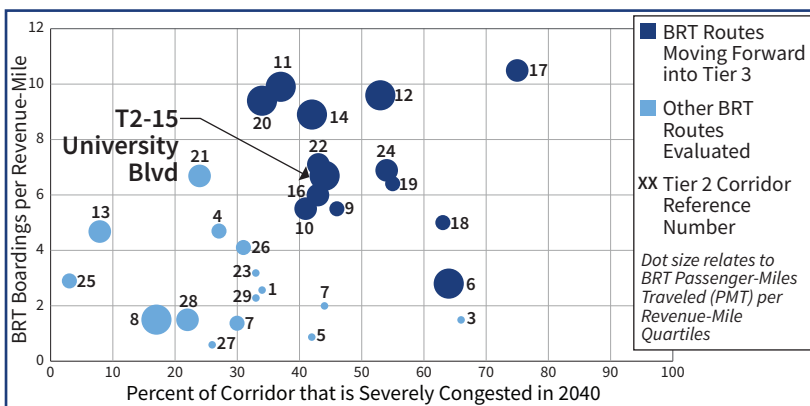## Planned Route Characteristics for Modeling
- • Headway: **7.5 min peak/15 min off-peak**
- • Service span: **20 hours per day**
- • New Park-n-Rides: **None**

Route Modifications
- • Remove Route 12a (preserving segment north of A-Line and segment south of I-25)
- • Remove Route 12b (preserving segment south of I-25)
- • Remove Route 24 (preserving segment north of I-25)

Modeling Results
- • BRT boardings per revenue-mile: **6.7**
- • BRT PMT/Revenue-Mile: **23.4**
- • Percent of corridor that is severely congested in 2040: **44%**

Scatter plot: BRT Boardings per Revenue-Mile vs. Percent of Corridor that is Severely Congested in 2040. T2-15 University Blvd labeled. Legend: dark blue = BRT Routes Moving Forward into Tier 3; light blue = Other BRT Routes Evaluated; XX = Tier 2 Corridor Reference Number. Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles.

LEGEND

Tier 2 BRT Route	
Existing Bus Network	
Existing & Funded Rapid Transit Line and Station	
Planned Rapid Transit Line and Station	
Rapid Transit Projects in Fiscally Constrained Plan	
Existing BUSTANG Station	
Planned BUSTANG Station	
Park-n-Ride for Tier 2 Travel Demand Modeling	

BRT Regional BRT Feasibility Study

6th Ave
T2-16

Evaluation Criteria Met

☑ Top 25% popluation density per mile

☑ Population growth

☑ Top 25% employment density per mile

☑ Employment growth

☑ Population/Employment density ≥ 17/acre

☑ Regional Connectivity
  • Provides crosstown access
  • Connections to N-Line and R-Line

☑ Top 25% regional destinations per mile

☐ Toll/Managed Lanes

TIER 2

Planned Route Characteristics for Modeling

• Headway: **7.5 min peak/15 min off-peak**
• Service span: **20 hours per day**
• New Park-n-Rides: **None**

Chart legend:
- BRT Routes Moving Forward into Tier 3
- Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number

Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles

X-axis: Percent of Corridor that is Severely Congested in 2040
Y-axis: BRT Boardings per Revenue-Mile

T2-16 6th Ave

Route Modifications

• Remove Route 6a
  (preserving segment north of Downtown)
• Remove Route 6b

Modeling Results

• BRT boardings per revenue-mile: **6.0**
• BRT PMT/Revenue-Mile: **21.4**
• Percent of corridor that is severely congested in 2040: **43%**

LEGEND

— Tier 2 BRT Route

— Existing Bus Network

— Existing & Funded Rapid Transit Line and Station

⋯ Planned Rapid Transit Line and Station

⋯ Rapid Transit Projects in Fiscally Constrained Plan

Exisiting BUSTANG Station

Planned BUSTANG Station

Park-n-Ride for Tier 2 Travel Demand Modeling

BRT
Regional BRT Feasibility Study

BRT Arterial Study 16-408 02/06/19

Colorado Blvd

T2-17

TIER 1

Evaluation Criteria Met

- ☑ Top 25% popluation density per mile
- ☑ Population growth
- ☑ Top 25% employment density per mile
- ☑ Employment growth
- ☑ Population/Employment density ≥ 17/acre
- ☑ Regional Connectivity
  - Provides crosstown access
  - Connections to A-Line, Colorado Station, and Southmoor Station
- ☑ Top 25% regional destinations per mile
- ☐ Toll/Managed Lanes

TIER 2

Planned Route Characteristics for Modeling
- Headway: **7.5 min peak/15 min off-peak**
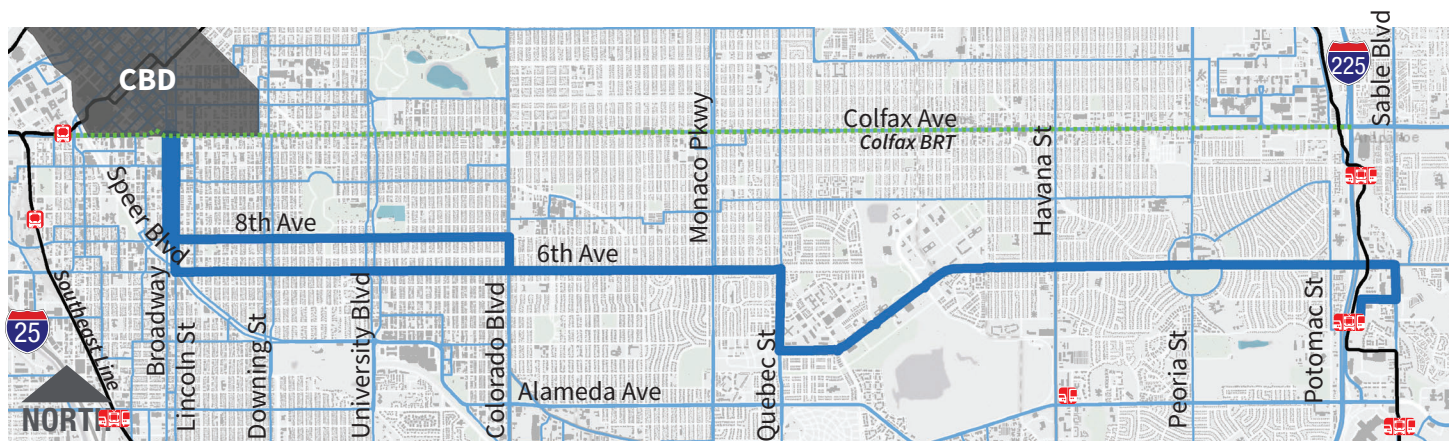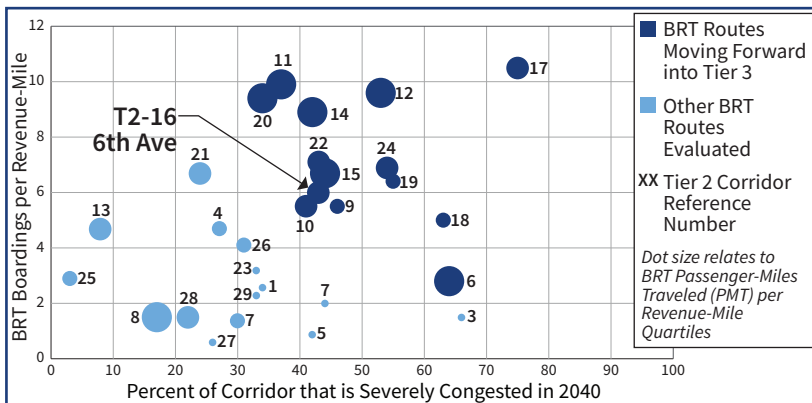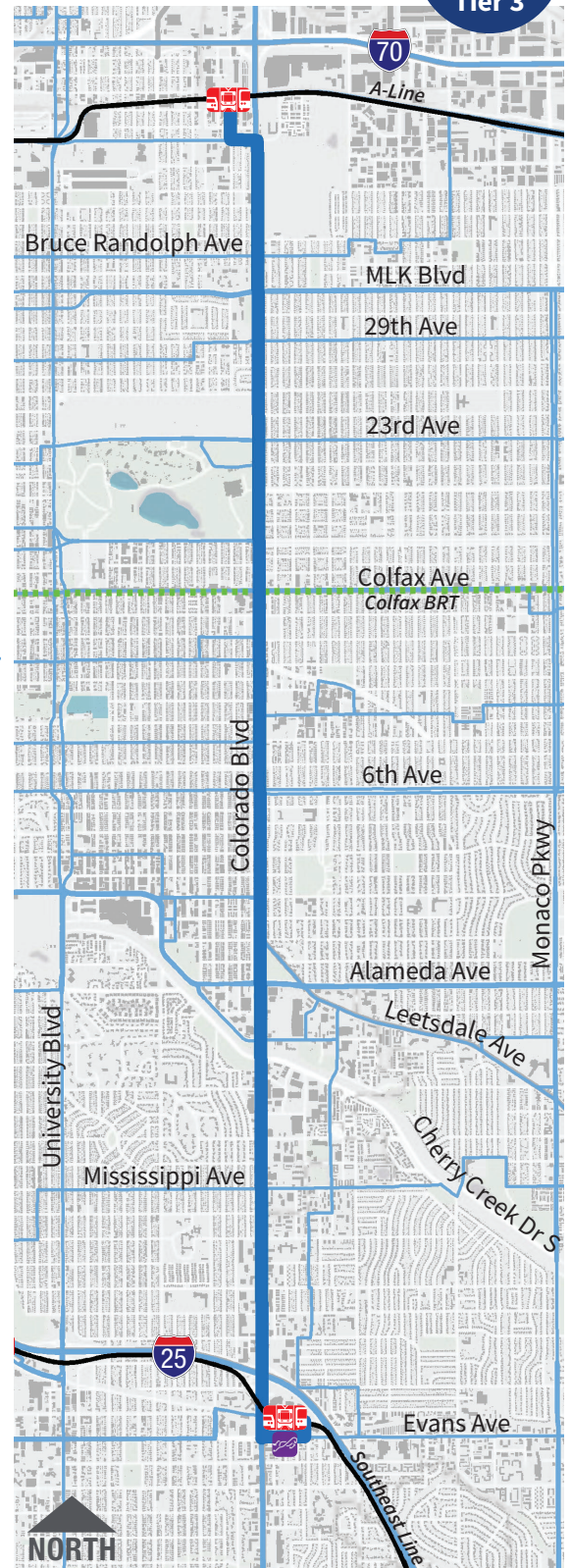- Service span: **20 hours per day**
- New Park-n-Rides: **None**

Route Modifications
- Remove Routes 40b, 40c, & 40f
- Remove Route 40d (preserving segment north of A-Line as stand-alone)

Modeling Results
- BRT boardings per revenue-mile: **10.5**
- BRT PMT/Revenue-Mile: **22.9**
- Percent of corridor that is severely congested in 2040: **75%**

T2-17 Colorado Blvd

Legend:
- ■ BRT Routes Moving Forward into Tier 3
- ■ Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number

Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles

X-axis: Percent of Corridor that is Severely Congested in 2040
Y-axis: BRT Boardings per Revenue-Mile

BRT
Regional BRT Feasibility Study

LEGEND

▬ Tier 2 BRT Route	⬣ Planned Rapid Transit Line and Station
▬ Existing Bus Network	⋯ Rapid Transit Projects in Fiscally Constrained Plan
🚋 Existing & Funded Rapid Transit Line and Station	🚌 Exsiting BUSTANG Station
	🚌 Planned BUSTANG Station
	🚍 Park-n-Ride for Tier 2 Travel Demand Modeling

Monaco Pkwy

T2-18

Route Advanced to Tier 3

TIER 1

Evaluation Criteria Met

☑ Top 25% popluation density per mile

☑ Population growth

☑ Top 25% employment density per mile

☑ Employment growth

☑ Population/Employment density ≥ 17/acre

☑ Regional Connectivity
  • Provides crosstown access
  • Connections to A-Line and Southmoor Station

☐ Top 25% regional destinations per mile

☐ Toll/Managed Lanes
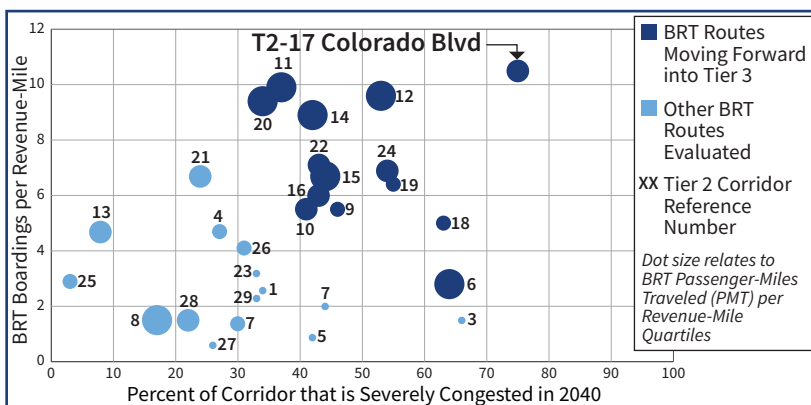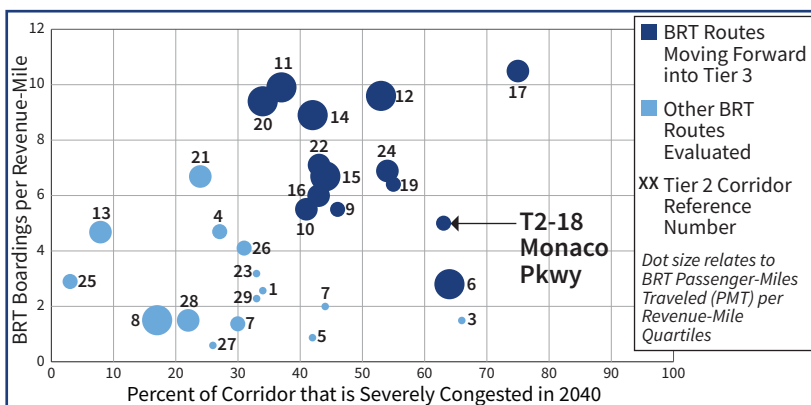
TIER 2

Planned Route Characteristics for Modeling
• Headway: **7.5 min peak/15 min off-peak**
• Service span: **20 hours per day**
• New Park-n-Ride: **None**

Route Modifications
• Remove Route 65

Modeling Results
• BRT boardings per revenue-mile: **5.0**
• BRT PMT/Revenue-Mile: **19.5**
• Percent of corridor that is severely congested in 2040: **63%**

Map labels: A-Line, MLK Blvd, 29th Ave, 23rd Ave, Colfax Ave, Colfax BRT, 11th Ave, 6th Ave, Lowry Blvd, Quebec St, Alameda Ave, Leetsdale Dr, Mississippi Ave, Monaco Pkwy, Florida Ave, Quebec Way, Evans Ave, Iliff Ave, Southeast Line, Yale Ave, Hampden Ave, NORTH, I-70

Chart legend:
- ■ BRT Routes Moving Forward into Tier 3
- ■ Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number
- *Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles*

Chart: BRT Boardings per Revenue-Mile vs. Percent of Corridor that is Severely Congested in 2040. T2-18 Monaco Pkwy labeled.

LEGEND

— Tier 2 BRT Route
— Existing Bus Network
🚊 Existing & Funded Rapid Transit Line and Station
▪▪▪ Planned Rapid Transit Line and Station
••• Rapid Transit Projects in Fiscally Constrained Plan
🚆 Exsiting BUSTANG Station
🚆 Planned BUSTANG Station
🅿 Park-n-Ride for Tier 2 Travel Demand Modeling

BRT
Regional BRT Feasibility Study

Quebec St

T2-19

TIER 1

Evaluation Criteria Met

- ☑ Top 25% population density per mile
- ☑ Population growth
- ☑ Top 25% employment density per mile
- ☑ Employment growth
- ☑ Population/Employment density ≥ 17/acre
- ☑ Regional Connectivity
  - Provides access to Denver Tech Center
  - Connections to A-Line and Southeast Line
- ☑ Top 25% regional destinations per mile
- ☐ Toll/Managed Lanes

TIER 2

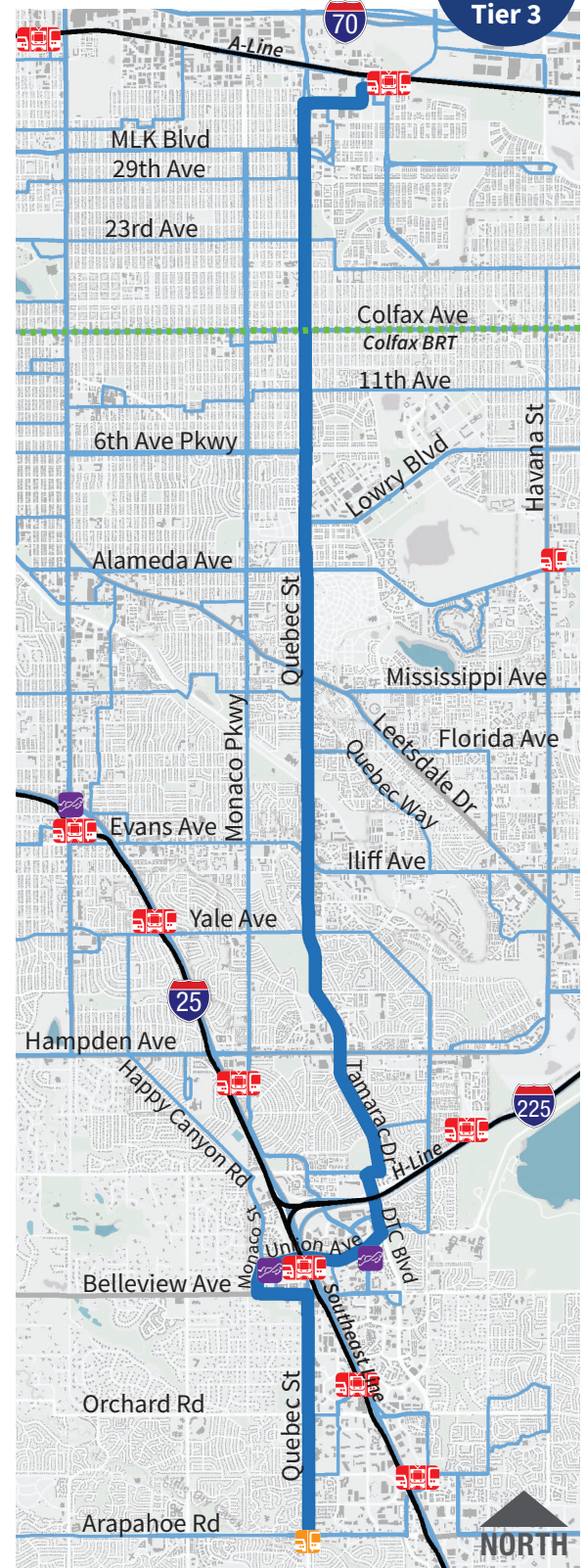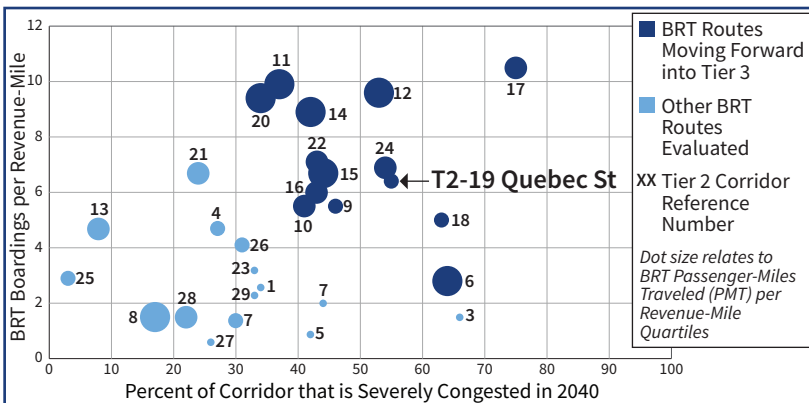## Planned Route Characteristics for Modeling

- Headway: **7.5 min peak/15 min off-peak**
- Service span: **20 hours per day**
- New Park-n-Ride: **Quebec St/Arapahoe Rd**

Route Modifications

- Remove Route 73

Modeling Results

- BRT boardings per revenue-mile: **6.4**
- BRT PMT/Revenue-Mile: **17.2**
- Percent of corridor that is severely congested in 2040: **55%**

Chart: BRT Boardings per Revenue-Mile (y-axis, 0–12) vs. Percent of Corridor that is Severely Congested in 2040 (x-axis, 0–100)

Legend:
- BRT Routes Moving Forward into Tier 3
- Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number
- Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles
- T2-19 Quebec St

Map of Quebec St corridor with labels: I-70, A-Line, MLK Blvd, 29th Ave, 23rd Ave, Colfax Ave, Colfax BRT, 11th Ave, 6th Ave Pkwy, Lowry Blvd, Havana St, Quebec St, Alameda Ave, Mississippi Ave, Monaco Pkwy, Leetsdale Dr, Florida Ave, Quebec Way, Evans Ave, Iliff Ave, Yale Ave, I-25, Hampden Ave, Happy Canyon Rd, Tamarac Dr, H-Line, I-225, Monaco St, DTC Blvd, Union Ave, Belleview Ave, Southeast Line, Orchard Rd, Quebec St, Arapahoe Rd, NORTH

LEGEND

- Tier 2 BRT Route
- Existing Bus Network
- Existing & Funded Rapid Transit Line and Station
- Planned Rapid Transit Line and Station
- Rapid Transit Projects in Fiscally Constrained Plan
- Existing BUSTANG Station
- Planned BUSTANG Station
- Park-n-Ride for Tier 2 Travel Demand Modeling

BRT
Regional BRT Feasibility Study

Alameda Ave

T2-20

Evaluation Criteria Met
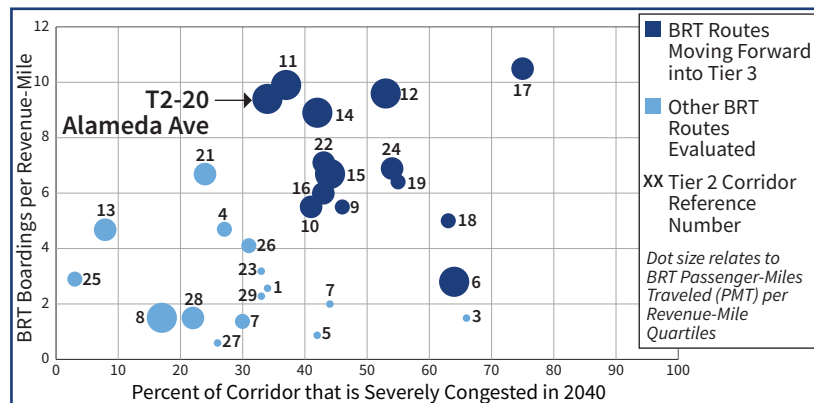
☑ Top 25% population density per mile

☑ Population growth

☑ Top 25% employment density per mile

☑ Employment growth

☑ Population/Employment density ≥ 17/acre

☑ Regional Connectivity
  • Provides crosstown access
  • Connections to Broadway Park-n-Ride and R-Line

☑ Top 25% regional destinations per mile

☐ Toll/Managed Lanes

TIER 2

Planned Route Characteristics for Modeling

• Headway: **7.5 min peak/15 min off-peak**
• Service span: **20 hours per day**
• New Park-n-Ride: **Alameda Ave/Wadsworth Blvd**

Route Modifications

• Remove Routes 3a and 3b

Modeling Results

• BRT boardings per revenue-mile: **9.4**
• BRT PMT/Revenue-Mile: **32.2**
• Percent of corridor that is severely congested in 2040: **34%**

LEGEND

— Tier 2 BRT Route

— Existing Bus Network

🚆 Existing & Funded Rapid Transit Line and Station

🚆 Planned Rapid Transit Line and Station

····· Rapid Transit Projects in Fiscally Constrained Plan

🚆 Exisiting BUSTANG Station

🚆 Planned BUSTANG Station

🅿 Park-n-Ride for Tier 2 Travel Demand Modeling

BRT Arterial Study 16-408 02/06/19

Mississippi Ave

T2-21

Evaluation Criteria Met

☑ Top 25% popluation density per mile

☑ Population growth

☑ Top 25% employment density per mile

☑ Employment growth

☑ Population/Employment density ≥ 17/acre

☑ Regional Connectivity
  - Provides crosstown access
  - Connections to Southeast Line and R-Line

☑ Top 25% regional destinations per mile

☐ Toll/Managed Lanes

Planned Route Characteristics for Modeling

- Headway: **7.5 min peak/15 min off-peak**
- Service span: **20 hours per day**
- New Park-n-Ride: **Mississippi Ave/Sheridan Blvd**
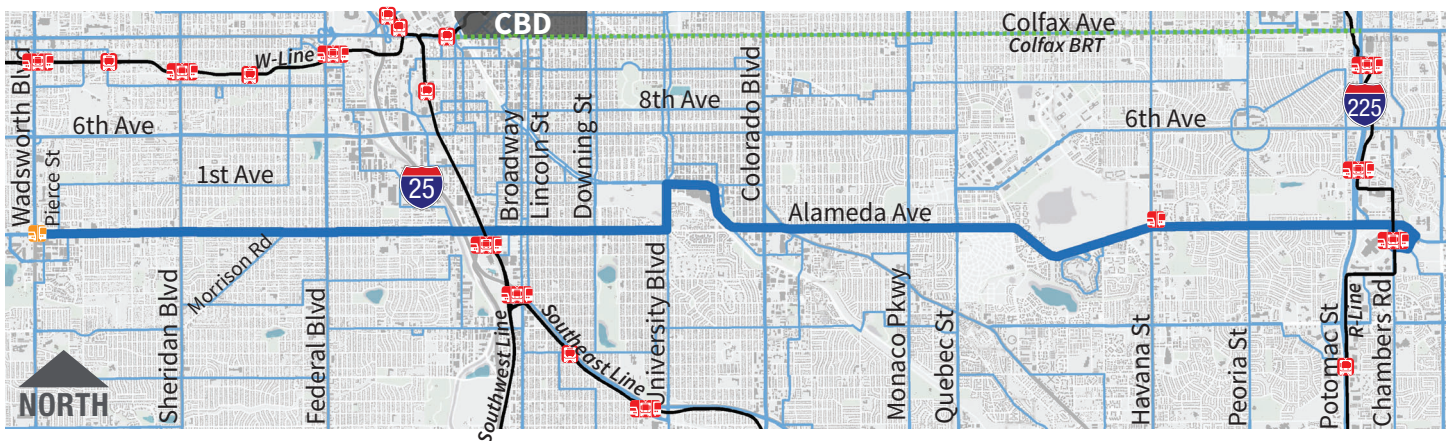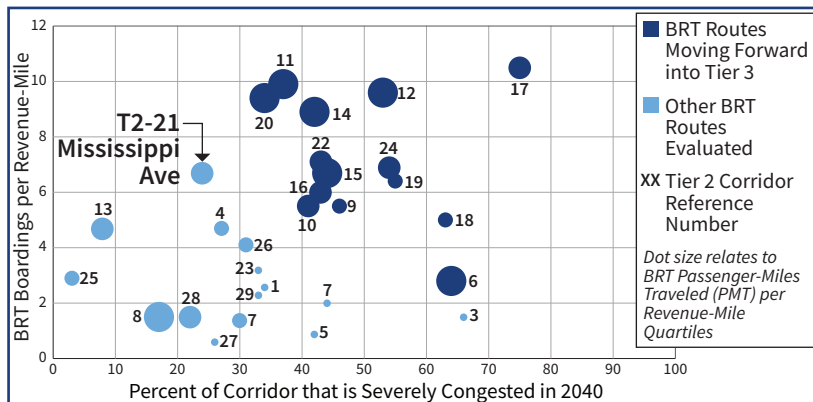
Route Modifications

- Remove Route 11

Chart legend:
- ● BRT Routes Moving Forward into Tier 3
- ● Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number
- *Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles*

X-axis: Percent of Corridor that is Severely Congested in 2040
Y-axis: BRT Boardings per Revenue-Mile

Modeling Results

- BRT boardings per revenue-mile: **6.7**
- BRT PMT/Revenue-Mile: **21.6**
- Percent of corridor that is severely congested in 2040: **24%**

LEGEND

— Tier 2 BRT Route

— Existing Bus Network

🚊 Existing & Funded Rapid Transit Line and Station

🚊 Planned Rapid Transit Line and Station

▪▪▪ Rapid Transit Projects in Fiscally Constrained Plan

🟣 Exisiting BUSTANG Station

🔵 Planned BUSTANG Station

🟧 Park-n-Ride for Tier 2 Travel Demand Modeling

BRT
Regional BRT Feasibility Study

Havana St

T2-22

TIER 1

Evaluation Criteria Met

- ☑ Top 25% popluation density per mile
- ☑ Population growth
- ☑ Top 25% employment density per mile
- ☑ Employment growth
- ☑ Population/Employment density ≥ 17/acre
- ☑ Regional Connectivity
  - Provides crosstown access
  - Connections to A-Line and Southeast Line
- ☑ Top 25% regional destinations per mile
- ☐ Toll/Managed Lanes

TIER 2

Planned Route Characteristics for Modeling

- Headway: **7.5 min peak/15 min off-peak**
- Service span: **20 hours per day**
- New Park-n-Rides: **None**

Route Modifications
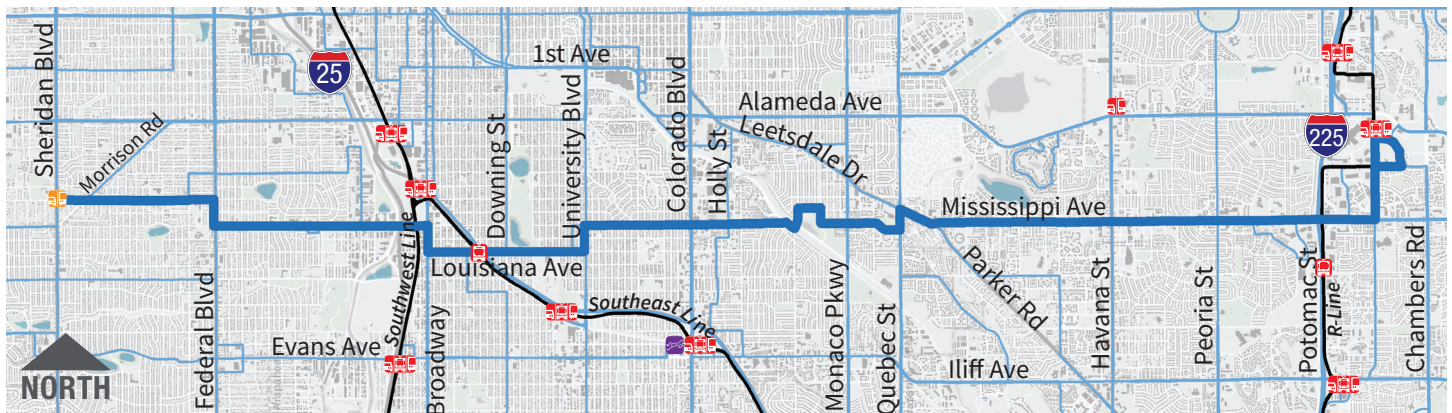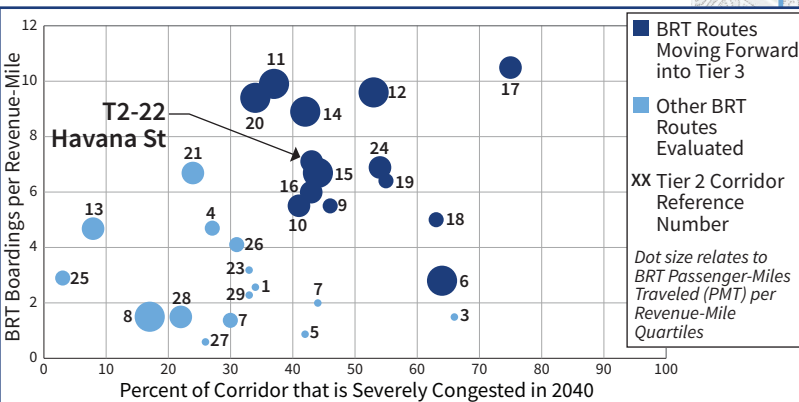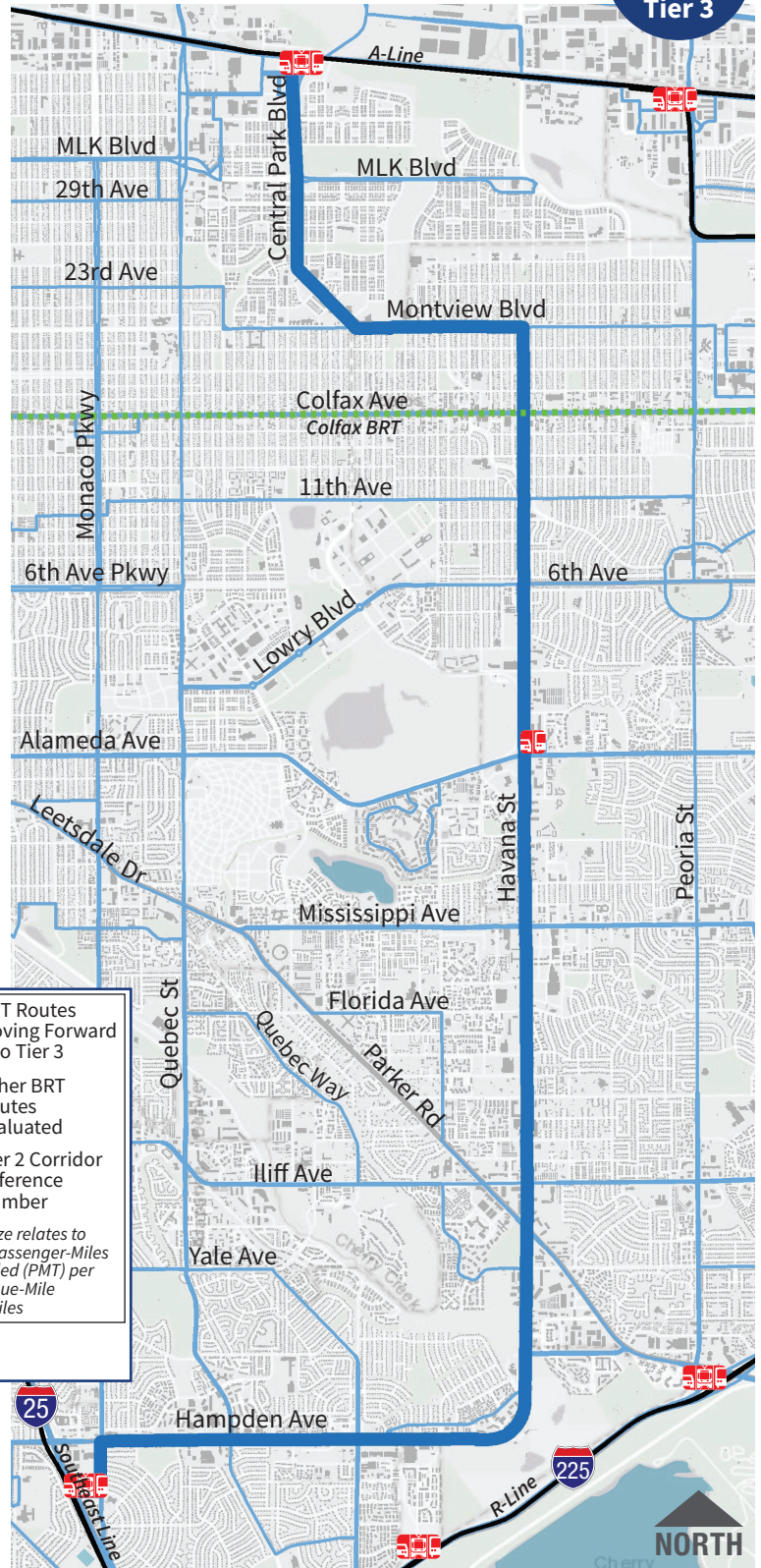
- Remove Route 105

Chart: BRT Boardings per Revenue-Mile (y-axis, 0–12) vs. Percent of Corridor that is Severely Congested in 2040 (x-axis, 0–100). T2-22 Havana St highlighted.

Legend:
- BRT Routes Moving Forward into Tier 3
- Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number
- *Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles*

Modeling Results

- BRT boardings per revenue-mile: **7.1**
- BRT PMT/Revenue-Mile: **22.8**
- Percent of corridor that is severely congested in 2040: **43%**

Map showing Havana St corridor with streets: A-Line, MLK Blvd, 29th Ave, 23rd Ave, Montview Blvd, Colfax Ave, Colfax BRT, 11th Ave, 6th Ave Pkwy, 6th Ave, Lowry Blvd, Alameda Ave, Leetsdale Dr, Havana St, Peoria St, Mississippi Ave, Florida Ave, Quebec St, Quebec Way, Parker Rd, Iliff Ave, Yale Ave, Hampden Ave, Southeast Line, R-Line, I-25, I-225, NORTH. Central Park Blvd, Monaco Pkwy.

BRT
Regional BRT Feasibility Study

LEGEND

- ▬▬ Tier 2 BRT Route
- ▬ Existing Bus Network
- Existing & Funded Rapid Transit Line and Station
- ┈┈ Planned Rapid Transit Line and Station
- ┅┅ Rapid Transit Projects in Fiscally Constrained Plan
- Exsiting BUSTANG Station
- Planned BUSTANG Station
- Park-n-Ride for Tier 2 Travel Demand Modeling

Peoria St

T2-23

Evaluation Criteria Met

- ☑ Top 25% popluation density per mile
- ☐ Population growth
- ☐ Top 25% employment density per mile
- ☑ Employment growth
- ☑ Population/Employment density ≥ 17/acre
- ☑ Regional Connectivity
  - • Provides crosstown access
  - • Connections to A-Line and R-Line
- ☑ Top 25% regional destinations per mile
- ☐ Toll/Managed Lanes

Planned Route Characteristics for Modeling

- • Headway: **7.5 min peak/15 min off-peak**
- • Service span: **20 hours per day**
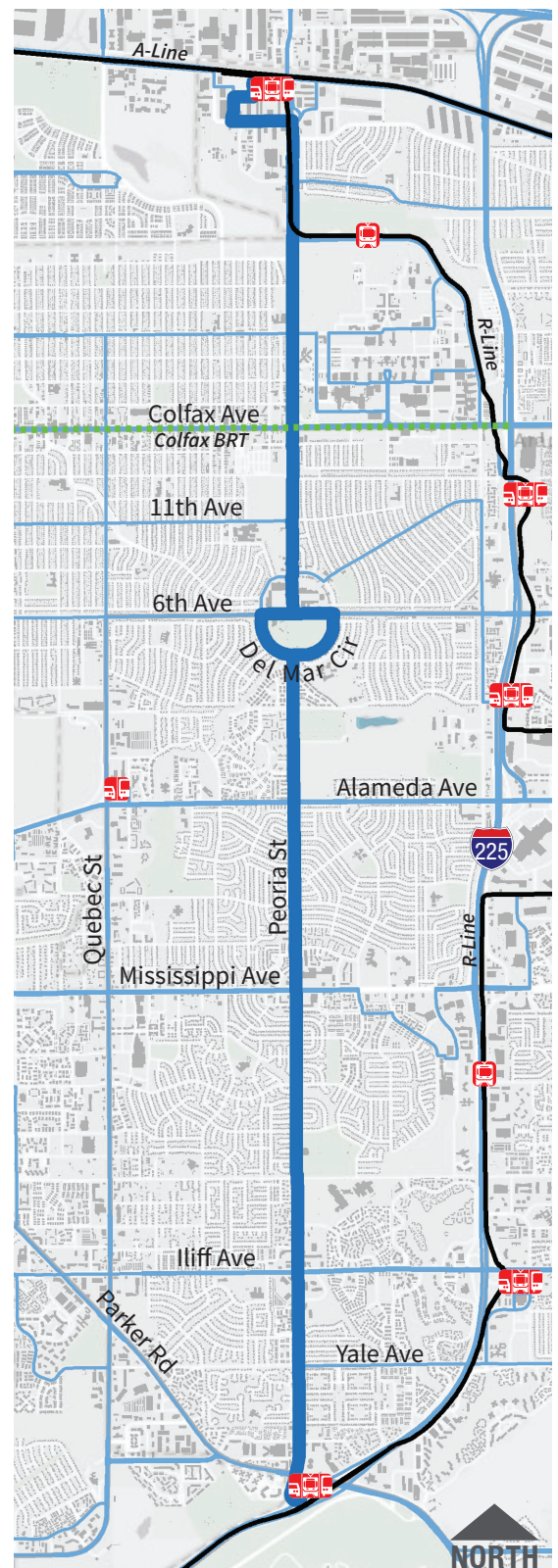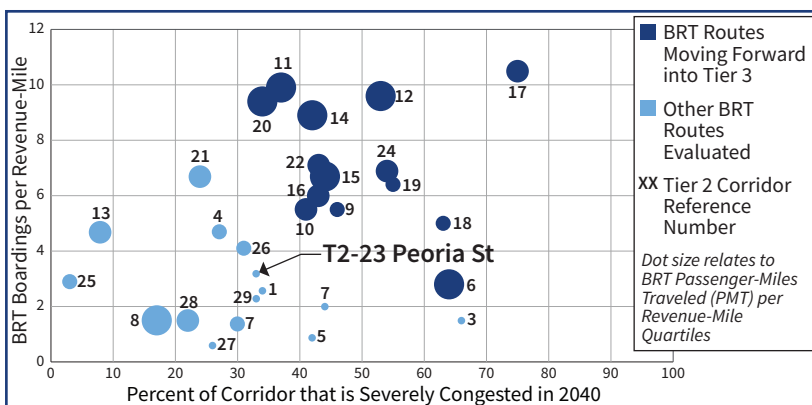- • New Park-n-Rides: **None**

Route Modifications

- • Remove Route 121a and 121b

Modeling Results

- • BRT boardings per revenue-mile: **3.2**
- • BRT PMT/Revenue-Mile: **8.8**
- • Percent of corridor that is severely congested in 2040: **33%**

Chart legend:
- ■ BRT Routes Moving Forward into Tier 3
- ■ Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number

Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles

Y-axis: BRT Boardings per Revenue-Mile
X-axis: Percent of Corridor that is Severely Congested in 2040

T2-23 Peoria St

LEGEND

- ▬ Tier 2 BRT Route
- ▬ Existing Bus Network
- 🚈 Existing & Funded Rapid Transit Line and Station
- 🚈 Planned Rapid Transit Line and Station
- ┄┄ Rapid Transit Projects in Fiscally Constrained Plan
- 🚆 Exsiting BUSTANG Station
- 🚆 Planned BUSTANG Station
- 🅿 Park-n-Ride for Tier 2 Travel Demand Modeling

BRT
Regional BRT Feasibility Study
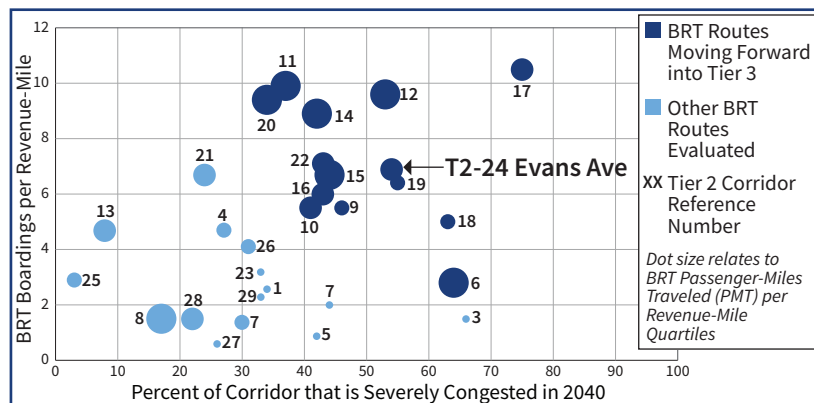
Evans Ave

T2-24

Evaluation Criteria Met

- ☑ Top 25% population density per mile
- ☑ Population growth
- ☑ Top 25% employment density per mile
- ☑ Employment growth
- ☑ Population/Employment density ≥ 17/acre

- ☑ Regional Connectivity
  - Provides crosstown access
  - Connections to Southwest Line, Southeast Line, and R-Line
- ☑ Top 25% regional destinations per mile
- ☐ Toll/Managed Lanes

TIER 2

Planned Route Characteristics for Modeling

- Headway: **7.5 min peak/15 min off-peak**
- Service span: **20 hours per day**
- New Park-n-Ride: **Jewell Ave/Wadsworth Blvd**

Chart — BRT Boardings per Revenue-Mile (y-axis, 0–12) vs Percent of Corridor that is Severely Congested in 2040 (x-axis, 0–100).

Legend:
- BRT Routes Moving Forward into Tier 3
- Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number
- *Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles*
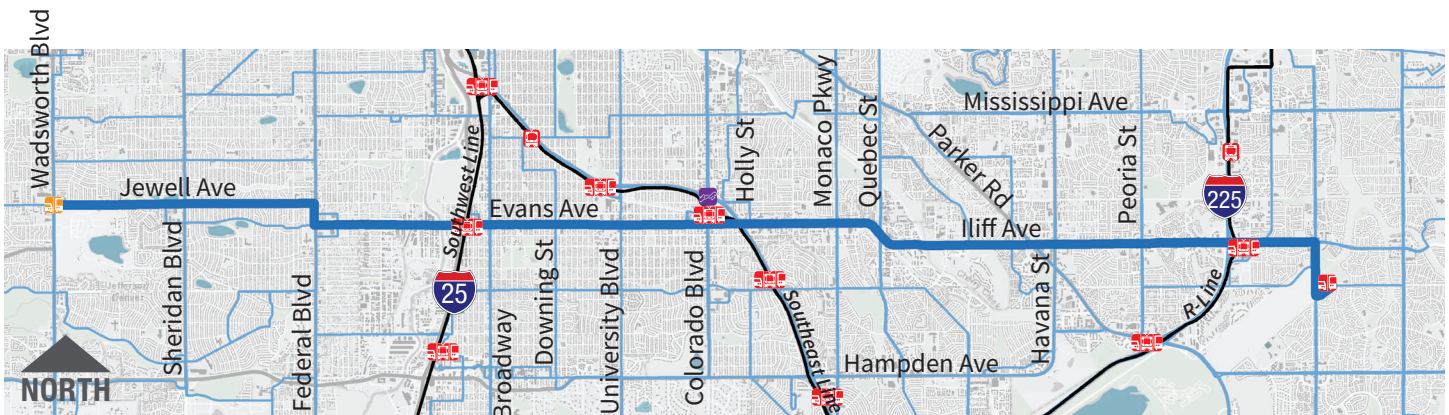
T2-24 Evans Ave

Route Modifications

- Remove Route 21a, 21b, and 21c

Modeling Results

- BRT boardings per revenue-mile: **6.9**
- BRT PMT/Revenue-Mile: **20.6**
- Percent of corridor that is severely congested in 2040: **54%**

LEGEND

- ▬▬ Tier 2 BRT Route
- ▬▬ Existing Bus Network
- Existing & Funded Rapid Transit Line and Station
- Planned Rapid Transit Line and Station
- Rapid Transit Projects in Fiscally Constrained Plan
- Existing BUSTANG Station
- Planned BUSTANG Station
- Park-n-Ride for Tier 2 Travel Demand Modeling

BRT
Regional BRT Feasibility Study

Chambers Rd

T2-25

Evaluation Criteria Met

- ☑ Top 25% population density per mile
- ☑ Population growth
- ☐ Top 25% employment density per mile
- ☑ Employment growth
- ☑ Population/Employment density ≥ 17/acre
- ☑ Regional Connectivity
  - Provides crosstown access
  - Connections to A-Line
- ☑ Top 25% regional destinations per mile
- ☐ Toll/Managed Lanes

TIER 2

Planned Route Characteristics for Modeling

- Headway: **7.5 min peak/15 min off-peak**
- Service span: **20 hours per day**
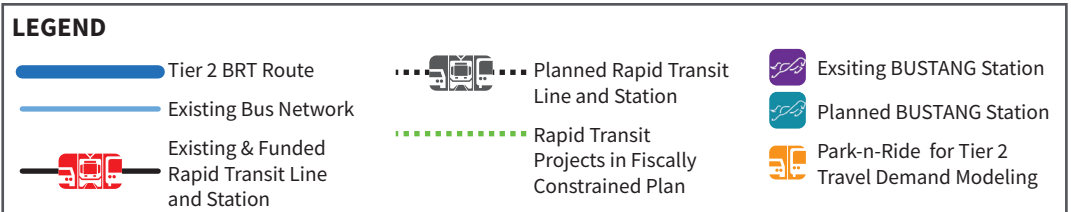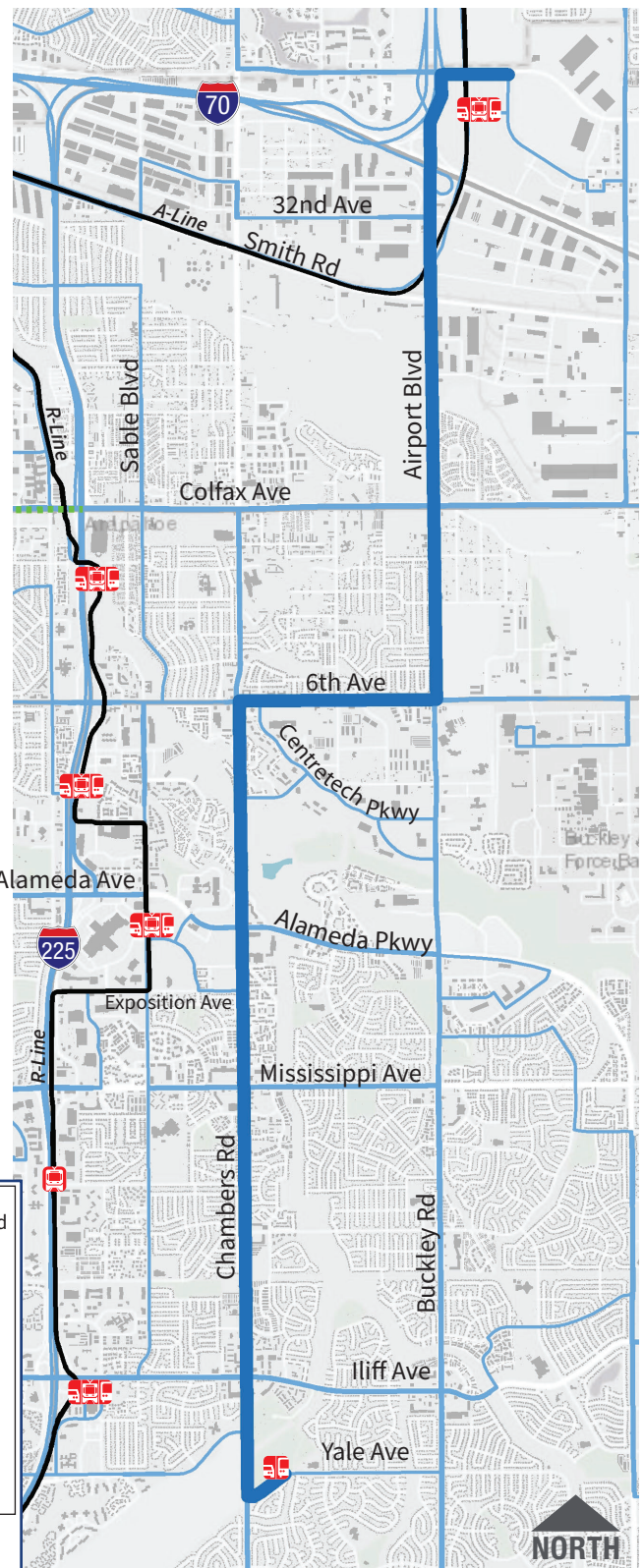- New Park-n-Rides: **None**

Route Modifications

- None

Modeling Results

- BRT boardings per revenue-mile: **2.9**
- BRT PMT/Revenue-Mile: **13.1**
- Percent of corridor that is severely congested in 2040: **3%**

Legend for scatter plot:
- ■ BRT Routes Moving Forward into Tier 3
- ■ Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number
- *Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles*

X-axis: Percent of Corridor that is Severely Congested in 2040
Y-axis: BRT Boardings per Revenue-Mile

T2-25 Chambers Rd

NORTH

LEGEND

- ▬ Tier 2 BRT Route
- ▬ Existing Bus Network
- ▬ Existing & Funded Rapid Transit Line and Station
- ▪▪▪ Planned Rapid Transit Line and Station
- ▪▪▪ Rapid Transit Projects in Fiscally Constrained Plan
- Exisiting BUSTANG Station
- Planned BUSTANG Station
- Park-n-Ride for Tier 2 Travel Demand Modeling

BRT
Regional BRT Feasibility Study

Arapahoe Rd

T2-26

Evaluation Criteria Met

☐ Top 25% popluation density per mile

☐ Population growth

☑ Top 25% employment density per mile

☑ Employment growth

☑ Population/Employment density > 17+/acre

☑ Regional Connectivity
  • Provides transit access to current Park-n-Ride users
  • Connections to Southwest Line and Southeast Line

☑ Top 25% regional destinations per mile

☐ Toll/Managed Lanes

Planned Route Characteristics for Modeling

• Headway: **7.5 min peak/15 min off-peak**
• Service span: **20 hours per day**
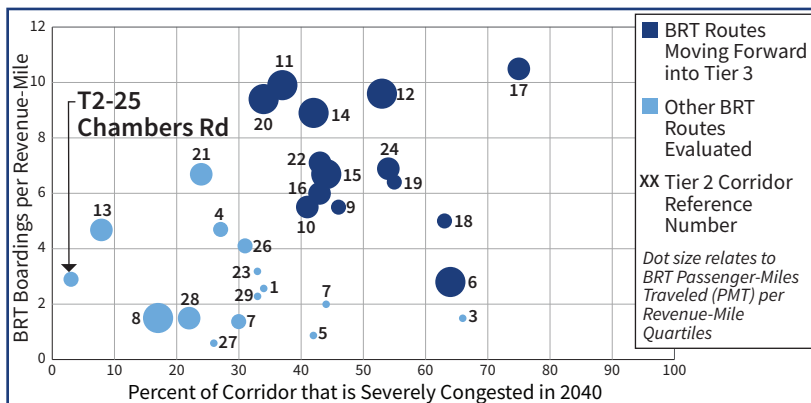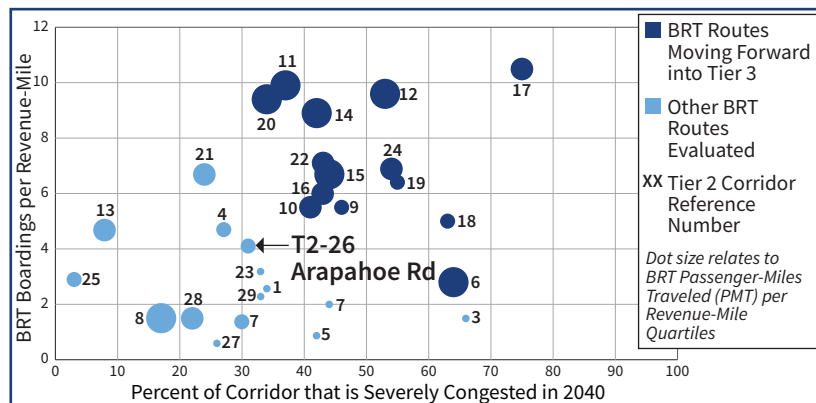• New Park-n-Rides: **None**

Legend for chart:
- **BRT Routes Moving Forward into Tier 3** (dark blue)
- **Other BRT Routes Evaluated** (light blue)
- **XX** Tier 2 Corridor Reference Number
- *Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles*

Chart axes: Y-axis = BRT Boardings per Revenue-Mile (0–12); X-axis = Percent of Corridor that is Severely Congested in 2040 (0–100). Data point labeled T2-26 Arapahoe Rd.

Route Modifications

• Remove Route 66

Modeling Results

• BRT boardings per revenue-mile: **4.1**
• BRT PMT/Revenue-Mile: **15.5**
• Percent of corridor that is severely congested in 2040: **31%**
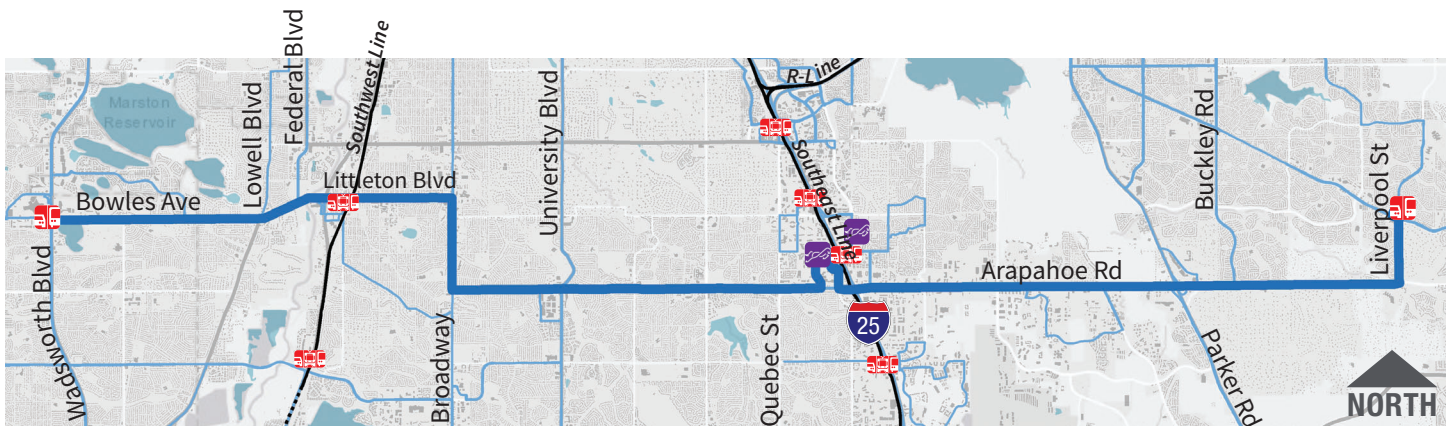
LEGEND

— Tier 2 BRT Route
— Existing Bus Network
— Existing & Funded Rapid Transit Line and Station
— Planned Rapid Transit Line and Station
— Rapid Transit Projects in Fiscally Constrained Plan
Exsiting BUSTANG Station
Planned BUSTANG Station
Park-n-Ride for Tier 2 Travel Demand Modeling

BRT
Regional BRT Feasibility Study

C-470

Evaluation Criteria Met

☐ Top 25% population density per mile

☐ Population growth

☑ Top 25% employment density per mile

☐ Employment growth

☐ Population/Employment density ≥ 17/acre

☑ Regional Connectivity
 • Connections to W-Line and Southeast Line

☑ Top 25% regional destinations per mile
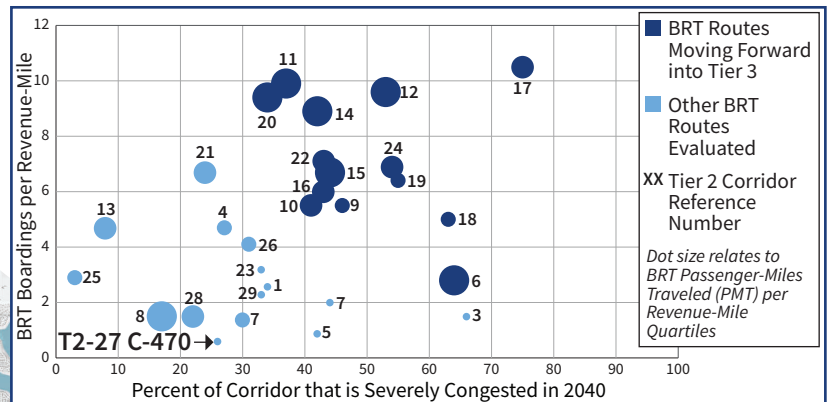
☑ Toll/Managed Lanes

Planned Route Characteristics for Modeling

• Headway: **7.5 min peak/15 min off-peak**

• Service span: **20 hours per day**

• New Park-n-Rides: **C-470/Hampden/Bowles/Ken Caryl/Wadsworth Broadway/University/Quebec and 11th St/Washington**

Modeling Results

• BRT boardings per revenue-mile: **0.6**

• BRT PMT/Revenue-Mile: **6.2**

• Percent of corridor that is severely congested in 2040: **26%**

Route Modifications

• None

LEGEND

— Tier 2 BRT Route

— Existing Bus Network

— Existing & Funded Rapid Transit Line and Station

⋯ Planned Rapid Transit Line and Station

⋯ Rapid Transit Projects in Fiscally Constrained Plan

Existing BUSTANG Station

Planned BUSTANG Station

Park-n-Ride for Travel Tier 2 Demand Modeling

BRT
Regional BRT Feasibility Study

South E-470

T2-28

Evaluation Criteria Met

- ☐ Top 25% population density per mile
- ☐ Population growth
- ☐ Top 25% employment density per mile
- ☑ Employment growth
- ☐ Population/Employment density ≥ 17/acre
- ☑ Regional Connectivity
  - Connections to Southeast Line and Denver Airport
- ☑ Top 25% regional destinations per mile
- ☑ Toll/Managed Lanes

TIER 1

TIER 2

Scatter plot: BRT Boardings per Revenue-Mile (y-axis) vs Percent of Corridor that is Severely Congested in 2040 (x-axis). T2-28 South E-470 labeled with arrow pointing to point 28.

Legend:
- BRT Routes Moving Forward into Tier 3
- Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number
- Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles
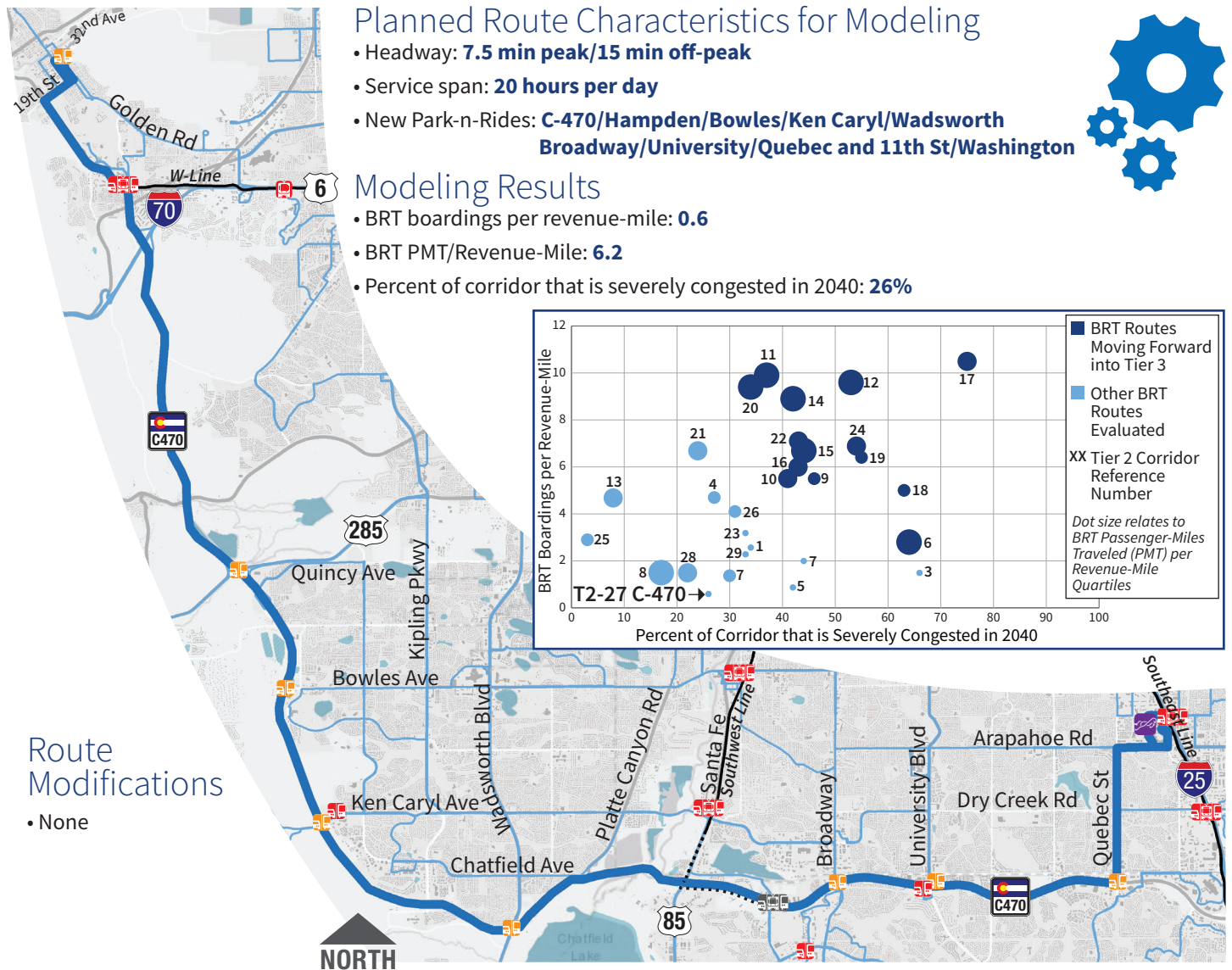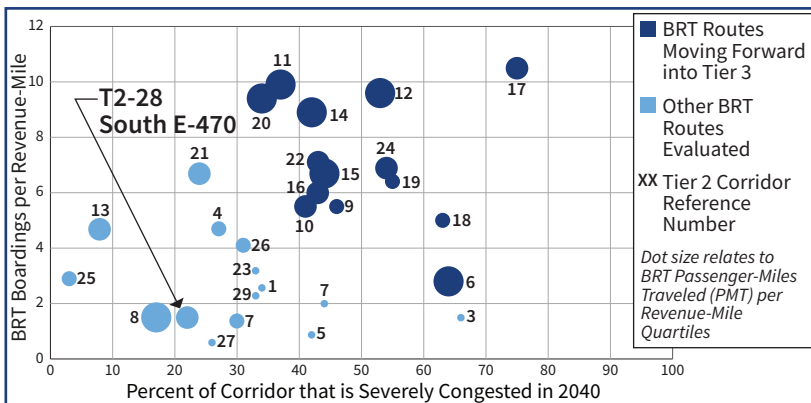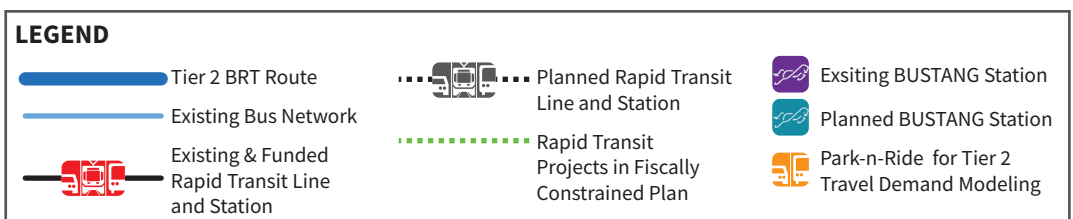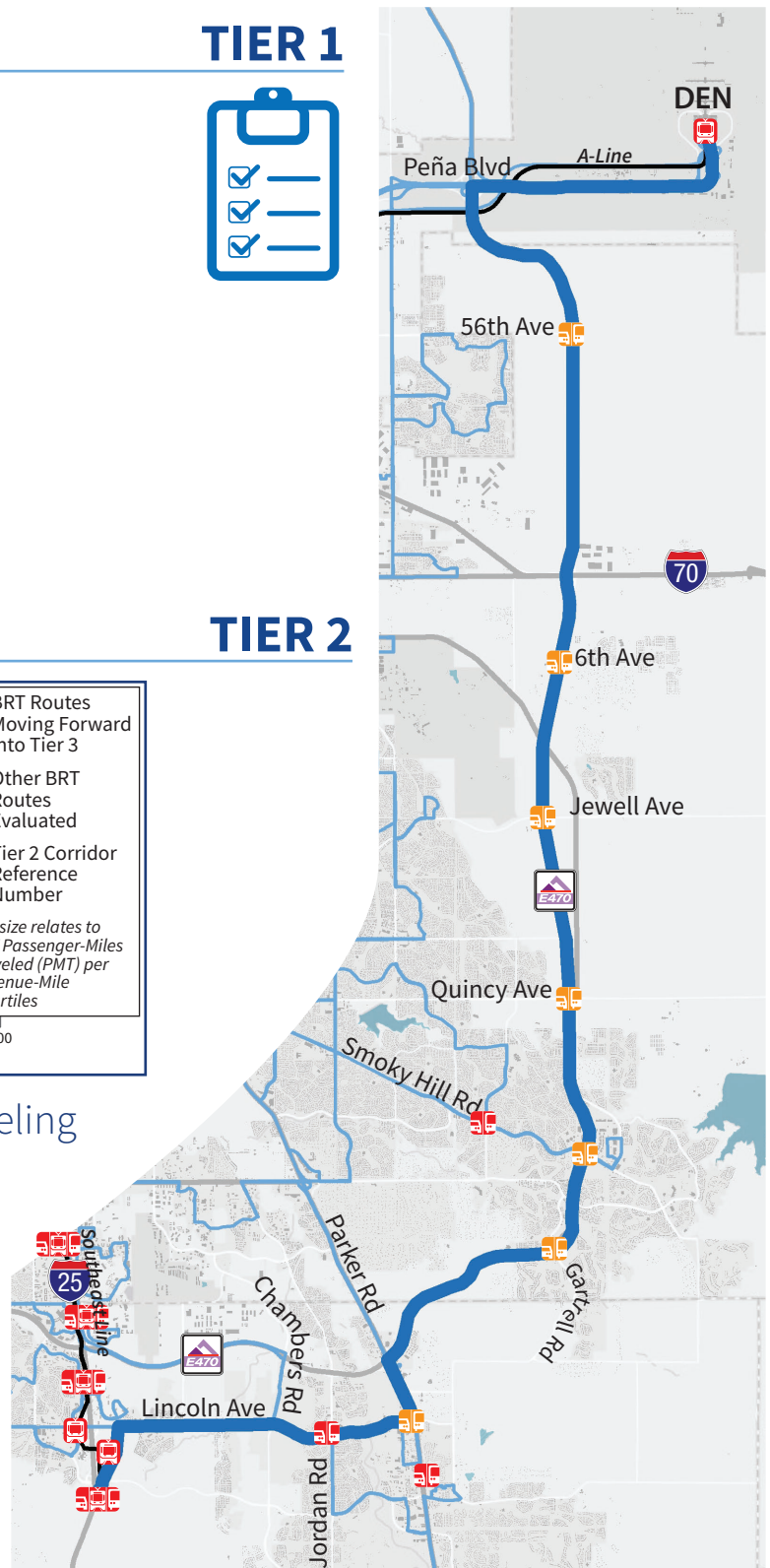
Planned Route Characteristics for Modeling

- **Headway: 7.5 min peak/15 min off-peak**
- **Service span: 20 hours per day**
- **New Park-n-Rides: E-470/Parker/Gartrell/Smoky Hill/ Quincy/Jewell/6th/56th**

Route Modifications

- None

Modeling Results

- BRT boardings per revenue-mile: **1.5**
- BRT PMT/Revenue-Mile: **22.3**
- Percent of corridor that is severely congested in 2040: **22%**

BRT
Regional BRT Feasibility Study

LEGEND

▬▬ Tier 2 BRT Route	⋯ Planned Rapid Transit Line and Station	Existing BUSTANG Station
▬ Existing Bus Network	⋯ Rapid Transit Projects in Fiscally Constrained Plan	Planned BUSTANG Station
Existing & Funded Rapid Transit Line and Station		Park-n-Ride for Tier 2 Travel Demand Modeling

120th Ave

T2-29

Evaluation Criteria Met
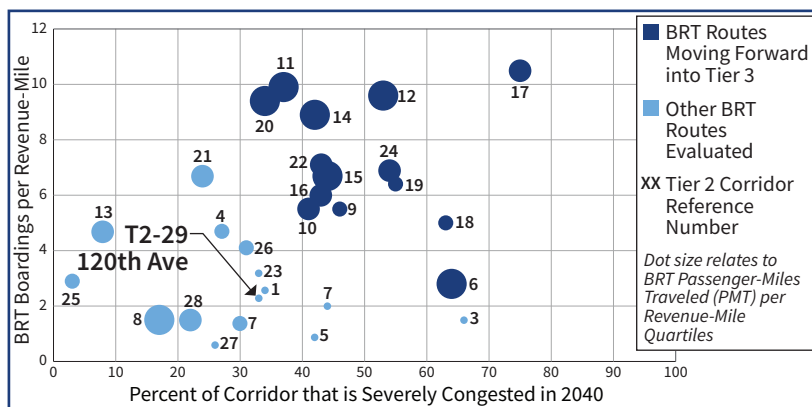
☐ Top 25% population density per mile

☐ Population growth

☐ Top 25% employment density per mile

☐ Employment growth

☑ Population/Employment density ≥ 17/acre

☑ Regional Connectivity
- • Provides downtown Broomfield access
- • Connections to Flatiron Flyer and N-Line

☐ Top 25% regional destinations per mile

☐ Toll/Managed Lanes

Planned Route Characteristics for Modeling

- • Headway: **7.5 min peak/15 min off-peak**
- • Service span: **20 hours per day**
- • New Park-n-Ride: **120th Ave/E-470**

Legend for chart:
- ■ BRT Routes Moving Forward into Tier 3
- ■ Other BRT Routes Evaluated
- XX Tier 2 Corridor Reference Number

Dot size relates to BRT Passenger-Miles Traveled (PMT) per Revenue-Mile Quartiles

X-axis: Percent of Corridor that is Severely Congested in 2040
Y-axis: BRT Boardings per Revenue-Mile

Route Modifications

- • Remove Route 120

Modeling Results

- • BRT boardings per revenue-mile: **2.3**
- • BRT PMT/Revenue-Mile: **8.7**
- • Percent of corridor that is severely congested in 2040: **33%**

LEGEND

- ▬▬ Tier 2 BRT Route
- ▬▬ Existing Bus Network
- ▬▬ Existing & Funded Rapid Transit Line and Station
- ····· Planned Rapid Transit Line and Station
- ----- Rapid Transit Projects in Fiscally Constrained Plan
- Existing BUSTANG Station
- Planned BUSTANG Station
- Park-n-Ride for Tier 2 Travel Demand Modeling

BRT

Regional BRT Feasibility Study