

Route Nomenclature

Initial versions of this proposal included a revamped route nomenclature system. In light of the amount of change necessary, it may be preferable to keep the same numbers to the extent possible. Routes 8 and 81 do change, but this change simplifies the service pattern (2 routes service College, 1 route services Lindenmeier, instead of 3 and 2 respectively).

New Route Number	Alternative Route Number
2	Same
3	19
4	7
5	Same
6	12
7	17
8	16
9	Same
10	Same
11	Same
12	Same
13	Same
14	Same
16	8
18	Same

1 - MAX on Mason

Basic Information

Period	Headway	Veh. Req.	Veh. From
Peak	10	6	MAX(x6)
Base	10	6	MAX(x6)
Eve	20	6	MAX(x6)
Sat	15	6	MAX(x6)

Description and Potential Issues

This north-south route is the BRT spine of the network. In order to present the system in a cohesive light, a route number was introduced. The route should be marketed using both the number, which signals connectivity, and the “MAX” descriptor, which signals the service quality.

Productivity on the MAX route is relatively high, but an excess level of service above what is needed to meet demand and what the system as a whole operates is provided. Due to FTA restrictions on peak and base service, limited service cuts are possible. Despite FTA restrictions, it should be feasible to cut one bus from 6p-9p, an off peak period, which would reduce MAX frequency from every 15 to every 20 minutes. These hours would be used to extend Route 5 service until 10p, from 7p today.

Interlines and Scheduling

None.

Turn-by-Turn

Northbound: D South T.C., Exit Busway, C McClelland, C Busway, C Mason, A Downtown T.C.

Southbound: D Downtown T.C., L Maple, L Mason, C Busway, C McClelland, R Busway, A South T.C.

2 - Elizabeth

Basic Information

Period	Headway	Veh. Req.	Veh. From
Peak	30 (60 2a, b)	2	2, 18
Base	30 (60 2a, b)	2	2, 18
Eve	60 (2b only)	1	2
Sat	60 (2a only)	1	2

Description and Potential Issues

This east-west route is a combination of the existing Route 2 and Route 18, primarily along W. Elizabeth and E. Prospect. Two variants exist in the west, 2a and 2b. 2b trips are not through-routed with Route 8 and 32, and thus operate every other trip Weekday CSU-OUT and all evening trips. See Route 33 for additional service when CSU is in session.

Interlines and Scheduling

2a trips are through-routed with Route 8 at Overland and Golden Currant. 2b trips return as Route 2 eastbound.

Turn-by-Turn

2a Westbound: D Prospect & Midpoint, L Prospect, R Remington, L Pitkin, R Mason, L University, R East, Comply Oval, R Busway, C Eng Lot, L CSU T.C. and Layover. L Plum, L City Park, R Elizabeth, L Overland, A Overland & Golden Currant.

2b Westbound: D CSU T.C., L Meridian, R Prospect, R Overland, A Overland & Golden Currant.

Eastbound: D Overland and Golden Currant, R Elizabeth, L Constitution, C Plum, R CSU T.C., R Eng Lot, S Busway, Comply Oval, R Dyken, L University, R College, L Pitkin, R Remington, L Prospect, R Sharp Pt, R Midpoint, R and A Prospect Pkwy & Midpoint.

5 - Lemay

Basic Information

Period	Headway	Veh. Req.	Veh. From
Peak	60	1	5
Base	60	1	5
Eve	60	1	MAX(x1)
Sat	60	1	5

Description and Potential Issues

This north-south route connects Downtown to the South T.C. via Lemay and Kennedy, providing service to PVH and Foothills Mall.

Interlines and Scheduling

This route has a tight schedule, and needs to be through-routed for proper connection and recovery time. At the South T.C., this route is through-routed with the FLEX. Downtown, this route is through-routed with Route 22 weekday daytime, Route 9 evenings and no route Saturdays.

Turn-by-Turn

Northbound: D South T.C., Exit Fossil, L Fairway, L College, R Harmony, L Kennedy, R Horsetooth, L Stamford, R Swallow, L Lemay, L Lincoln, R Jefferson, L College, R Laporte, R Mason, R and A Downtown T.C.

Southbound: D Downtown T.C., R Maple, C Jefferson, L Lincoln, R Lemay, R Swallow, L Stamford, R Horsetooth, L Kennedy, R Harmony, L College, R Fairway, R Fossil, A South T.C.

7 - Drake

Basic Information

Period	Headway	Veh. Req.	Veh. From
Peak	60	1	7(x1)
Base	60	1	7(x1)
Eve	60	1	7(x1)
Sat	60	1	7(x1)

Description and Potential Issues

This east-west route connects Ziegler to CSU via Drake and Centre. Due to lower than threshold productivity, the headway was reduced to every 60 minutes from the existing 7, with the extra bus used for the 7-Timberline. In order to extend the route more eastwardly, Worthington is used; the Senior Center is serviced by Route 19.

Interlines and Scheduling

No through-routing exists. This route should be timed to arrive CSU 10 minutes before classes start, and depart 10 minutes after classes end (syncing this route with the CSU class schedule).

Turn-by-Turn

Westbound: D Ziegler and Horsetooth NB, L William Neal, C Rigden, L Drake, R Worthington, R Centre, L Lake, R Meridian, R Plum, R and A CSU T.C.

Eastbound: D CSU T.C., L Plum, L Meridian, L Lake, R Centre, L Worthington, L Drake, R Timberline, L Horsetooth, L and A Horsetooth & Ziegler NB.

8 – W. Prospect

Basic Information

Period	Headway	Veh. Req.	Veh. From
Peak	60 (30 CSU IN)	.7	H(x1)
Base	60 (30 CSU IN)	.7	H(x1)
Eve	-	-	-
Sat	60	.7	H(x1)

Description and Potential Issues

This east-west route provides service along W. Prospect from Overland to CSU. Peak and base services improve to every 30 minutes when CSU-IN session. The HORN is replaced with this route and through-service to Route 18.

Interlines and Scheduling

All trips are through-routed with Route 2 at Overland and Golden Currant. Most trips continue to Route 18 at CSU T.C., with half continuing to Route 32 when CSU-IN weekdays.

Turn-by-Turn

Westbound: From CSU T.C., R Eng Lot, C Busway, Comply Oval, R Dyken, L University, R East, R Lake, L Center, R Prospect, R Overland, A Overland & Golden Currant.

Eastbound: From Overland & Golden Currant, L Prospect, L Center, R Lake, L East, R Pitkin, L Mason, L University, R East, Comply Oval, R Busway, C Eng Lot, L and A CSU T.C.

9 – Taft Hill

Basic Information

Period	Headway	Veh. Req.	Veh. From
Peak	30 (60a, b)	2	6, 12(x1)
Base	60 (9a only)	1	6
Eve	60 (9c only)	1	6
Sat	60 (9a only)	1	6

Description and Potential Issues

This north-south route along Taft Hill has three variants. Route 9a services Vine, Taft Hill, and Harmony, providing service to Lincoln M.S.; Route 9b services Laporte, Taft Hill, Seneca, and Harmony, providing service to Webber M.S.; Route 9c combines 9a and 9b evenings, and services Laporte, Taft Hill and Harmony. Due to traffic delays, it may be necessary for Route 9b southbound to not use Regency, remaining on Seneca until Harmony.

Interlines and Scheduling

All trips are through-routed with Route 16 at South T.C. Downtown, 9a trips are through-routed with Route 14 weekdays and Saturdays, and Route 5 evenings.

Turn-by-Turn

9a Northbound: D South T.C., Exit Fossil, L Fairway, L College, L Harmony, R Taft Hill, R Vine, R Wood, L Cherry, R Howes, L Laporte, L and A Downtown T.C.

9b Northbound: D South T.C., Exit Fossil, L Fairway, L College, L Harmony, R Regency, R Seneca, L Horsetooth, R Taft Hill, R Laporte, L and A Downtown T.C.

9c Northbound: D South T.C., Exit Fossil, L Fairway, L College, L Harmony, R Taft Hill, R Laporte, L and A Downtown T.C.

9a Southbound: D Downtown T.C., L Maple, R Mason, L Cherry, R Wood, L Vine, L Taft Hill, L Harmony, R College, R Fairway, R Fossil, A South T.C.

9b Southbound: D Downtown T.C., L Maple, L Howes, R Laporte, L Taft Hill, L Horsetooth, R Seneca, L Harmony, R College, R Fairway, R Fossil, A South T.C.

9c Southbound: D Downtown T.C., L Maple, L Howes, R Laporte, L Taft Hill, L Harmony, R College, R Fairway, R Fossil, A South T.C.

10 - Laporte

Basic Information

Period	Headway	Veh. Req.	Veh. From
Peak	60	.6	9/10
Base	60	.6	9/10
Eve	-	-	-
Sat	60	.6	9/10

Description and Potential Issues

Route provides six-day service to West Fort Collins, along Laporte, Overland, and Prospect.

Interlines and Scheduling

All trips are through-routed with Route 18 at Overland & Stuart. Downtown, this route is not through-routed.

Turn-by-Turn

Westbound: D Downtown T.C., L Maple, L Howes, R Laporte, L Overland, A Overland & Stuart SB.

Eastbound: D Overland & Stuart NB, R Laporte, L Mason, A Downtown T.C.

12 - Horsetooth

Basic Information

Period	Headway	Veh. Req.	Veh. From
Peak	60	1	12(x1)
Base	60	1	12(x1)
Eve	N/A	-	-
Sat	N/A	-	-

Description and Potential Issues

This east-west route connects Spring Canyon Park to the Harmony T.C. Due to low productivity on Route 12, service is restricted to every 60 minutes, with evening and Saturday service eliminated.

Interlines and Scheduling

All trips are through-routed with Route 16 at Harmony T.C.

Turn-by-Turn

Westbound: D Harmony T.C., R Harmony, R Ziegler, L Horsetooth, C and A Horsetooth & Spring Canyon Park.

Eastbound: D Horsetooth and & Spring Creek Park, Comply cul-de-sac, C Horsetooth, R Ziegler, L Harmony, L & A Harmony T.C.

14 – E. Mulberry

Basic Information

Period	Headway	Veh. Req.	Veh. From
Peak	60	1	14
Base	60	1	14
Eve	N/S	1	14
Sat	60	1	14

Description and Potential Issues

This east-west route is very similar to the current Route 14. Due to the excess layover Downtown, service is able to be extended to the south and east of the I-25 and Mulberry interchange. The westbound routing Downtown is revised to use Jefferson instead of Mountain to save time and simplify detours during events.

Interlines and Scheduling

This route is through-routed Downtown with Route 9a at all times.

Turn-by-Turn

Westbound: D John Deere & Frontage, R John Deere, L Frontage, L Vine, L Timberline, R Lincoln, R Jefferson, L College, R Laporte, R and A Downtown T.C.

Eastbound: D Downtown T.C., R Maple, C Jefferson, L Lincoln, R Timberline, L Mulberry, veer R S Frontage at Summit View, veer L Mulberry at Dawn, veer R Frontage at Greenfield, C SW Frontage, L Prospect, L SE Frontage, L Mulberry, sharp R NW Frontage, L and A John Deere and NW Frontage.

16 - Harmony

Basic Information

Period	Headway	Veh. Req.	Veh. From
Peak	30 (60 a, b)	2	16(x2)
Base	30 (60 a, b)	2	16(x2)
Eve	60 (c only)	1	16
Sat	60 (a only)	1	16

Description and Potential Issues

This east-west route connects the South T.C. to the Harmony/I-25 Transit Center (Route 16a) with a weekday daytime branch (Route 16b) on Lady Moon for service to Fossil Ridge High School and the new Banner Hospital. In the evenings, to cover the southern end of Route 17, Route 16c deviates on Timberline, Kechter, and Lady Moon. No deviation occurs due to higher Saturday daytime traffic volumes, despite Route 17 not operating on Saturday.

Interlines and Scheduling

All 16a, 16c and peak 16b trips are through-routed with Route 9 at the South T.C. 16b base trips are through-routed with Route 19. Weekday daytime Route 16a trips are through-routed with Route 12 at Harmony T.C.

Turn-by-Turn

16a Westbound: D Harmony/I-25 Transit Center, R Harmony, L College, R Fairway, R Fossil, A South T.C.

16b Westbound: D Lady Moon & Ziegler, L Harmony, Continue as above.

16a Eastbound: D South T.C., Exit Fossil, L Fairway, L College, R Harmony, L and A Harmony/I-25 Transit Center.

16b Eastbound: D South T.C., Exit Fossil, L Fairway, L College, R Harmony, R Lady Moon, R and A Kechter & Lady Moon.

16c Eastbound: D. South T.C., Exit Fossil, L Fairway, L College, R Harmony, R Timberline, L Kechter, L Lady Moon, R Harmony, L and A Harmony/I-25 Transit Center.

17 – Timberline

Basic Information

Period	Headway	Veh. Req.	Veh. From
Peak	60	1	7(x1)
Base	60	1	7(x1)
Eve	N/A	-	-
Sat	N/A	-	-

Description and Potential Issues

This north-south route provides direct connection from Downtown to the southeast via Riverside and Timberline. While the former Route 17 underperformed, this route is more direct, with no Midpoint deviation, and continues further into growing southeastern residential neighborhoods. As a result, and due to new development near Drake and Kechter, productivity could reasonably be expected to increase to levels comparable to the rest of the system. A slight deviation at Elizabeth allows for one-seat travel between three medical clusters; Poudre Valley, Harmony Campus, and the new Banner Hospital.

Interlines and Scheduling

All trips are through-routed with Route 16b at Kechter and Lady Moon. Downtown, this route is not through-routed.

Turn-by-Turn

Northbound: D Kechter and Lady Moon WB, C Kechter, R Timberline, L Prospect, R Riverside, L Elizabeth, R Whedbee, L Olive, R Mason, A Downtown T.C.

Southbound: D Downtown TC, R Maple, R College, L Olive, R Whedbee, L Elizabeth, R Riverside, L Prospect, R Timberline, L Kechter, L and A Lady Moon & Kechter.

18 - Stuart

Basic Information

Period	Headway	Veh. Req.	Veh. From
Peak	60	.7	H(x1)
Base	60	.7	H(x1)
Eve	-	-	-
Sat	60	.7	H(x1)

Description and Potential Issues

This east-west route provides service along Stuart, connecting Overland to CSU. The left turn from WB Stuart to SB Taft Hill may be a cause of delay in the PM peak; some restriping of the median as a left merge lane may be useful.

Interlines and Scheduling

All trips are through-routed with Route 10 at Overland and Stuart and Route 8 at CSU T.C.

Turn-by-Turn

Westbound: D CSU T.C., Exit Plum, L Meridian, R Prospect, L Shields, R Stuart, L Taft Hill, R Drake, R Overland, A Overland & Stuart.

Eastbound: D Overland & Stuart, L Drake, L Taft Hill, R Stuart, L Shields, R Pitkin, L Meridian, R Plum, R and A CSU T.C.

19 - Shields

Basic Information

Period	Headway	Veh. Req.	Veh. From
Peak	30	2	19(x2)
Base	30	2	19, 12(x1)
Eve	60	1	12
Sat	60	1	18

Description and Potential Issues

This north-south route along Shields and Meridian connects Front Range CC, Rocky Mountain HS, CSU and Downtown. Due to running times and weekday daytime customer loads, insufficient time exists to extend the route to the South T.C. during peak hours. Every other trip midday is extended to provide a combined 30 minute FRCC-Harmony service when Route 9 is every 60 minutes. More ample running time evenings and Saturday should allow for all trips to be extended to the South T.C.

Interlines and Scheduling

Downtown, this route is through-routed alternatively with Routes 21 and 23 weekday peak and base and Route 23 only evenings and Saturday. At the South T.C., every other weekday mid-day trip is through-routed with Route 16b to compensate for 60 minute Route 9 service.

Turn-by-Turn

19a Northbound: D Shields & Westbury, R Plum, R CSU T.C., R Eng Lot, L Meldrum, R Laporte, L Mason, R and A Downtown T.C.

19b Northbound: D South T.C, Exit Fossil, L Fairway, L College, L Harmony, R Shields, Continue Route.

19a Southbound: D Downtown T.C., L Maple, L Meldrum, R Eng Lot, L CSU T.C., L Plum, L Shields, L Harmony ^{See Note Below for Route 19b}, R Starflower, R Shields, A Shields & Westbury.

19b Southbound: D Harmony, R College, R Fairway, R Fossil, A South T.C.

21 – N. College

Basic Information

Period	Headway	Veh. Req.	Veh. From
Peak	60	.5	8
Base	60	.5	8
Eve	60	.5	8
Sat	60	.5	8

Description and Potential Issues

This north-south route is the western segment of Route 8 and 81. In order to simplify route numbering, Route 8 and 81 are divided into two radial routes through-routed at their outer termini. No routing changes from the existing 8 and 81 are proposed. See Route 23 for the eastern segment and Route 22 for additional N. College service.

Interlines and Scheduling

All trips are through-routed with Route 23 at northern end. Downtown, this route is through-routed with Route 3 peak and base, and no route evenings and Saturday.

Turn-by-Turn

Northbound: D Downtown T.C., R Maple, L College, L HWY 1, U and A Poudre Valley MHP.

Southbound: D Poudre Valley MHP, R College, R Laporte, R and A Downtown T.C.

22 – Country Club

Basic Information

Period	Headway	Veh. Req.	Veh. From
Peak	60	1	81
Base	60	1	81
Eve	N/A	-	-
Sat	N/A	-	-

Description and Potential Issues

This route provides new service to the growing middle-class neighborhoods in the far northeast, using the underutilized resources of current Route 81. In combination with Route 21, 30 minute service is maintained along N. College Ave weekday daytime. Upon development of the Water's Edge subdivision, and the extension of Morningstar to Turnberry, the route would be extended further north. See Route 21 for additional N. College service.

Interlines and Scheduling

Downtown, all trips are through-routed with Route 5.

Turn-by-Turn

Northbound: D Downtown T.C., R Maple, L College, R Willox, L Lindenmeier, R Country Club, R Country Club, L Bar Harbor, L Richards, R Turnberry, R and A Brightwater & Turnberry.

Southbound: D Brightwater & Turnberry, R Bar Harbor, R Country Club, L Country Club, L Lindenmeier, R Willox, L College, R Laporte, R and A Downtown T.C.

23 – Alta Vista

Basic Information

Period	Headway	Veh. Req.	Veh. From
Peak	60	.5	8
Base	60	.5	8
Eve	60	.5	8
Sat	60	.5	8

Description and Potential Issues

This route is the eastern half of the current Route 8 and 81 pair. No routing changes are proposed at this time. See Route 11 for more detail.

Interlines and Scheduling

All trips are through-routed with Route 21 at Poudre Valley MHP. Downtown, this route is through-routed with Route 3.

Turn-by-Turn

Northbound: D Downtown T.C., R Maple, L College, R Willow, L Linden, R Vine, L Lindenmeier, L Conifer, R Blue Spruce, L Willox, R College, L HWY 1, U and A Poudre Valley MHP.

Southbound: D Poudre Valley MHP, R College, L Willox, R Blue Spruce, L Conifer, R Lindenmeier, R Vine, L Linden, R Willow, L College, R Laporte, R and A Downtown T.C.

NOTE: Routes 31, 33, and 34 have only minor schedule changes proposed, and are therefore not listed separately.

32 – E. Laurel

Basic Information

Period	Headway	Veh. Req.	Veh. From
Peak	60	.3	32
Base	60	.3	32
Eve	N/A	-	-
Sat	N/A	-	-

Description and Potential Issues

This east-west route links the CSU Campus with the neighborhood to the east. Service is provided when CSU-IN only.

Interlines and Scheduling

All trips are through-routed with Route 16 at CSU T.C.

Turn-by-Turn

Loop: D CSU T.C., R Eng Lot, L Meridian, R Laurel, R Remington, L Elizabeth, L Stover, L Laurel, L Meridian, R Eng Lot, L and A CSU T.C.

FLEX – US 287 Intercity

Basic Information

Period	Headway	Veh. Req.	Veh. From
Peak	30 (60)	3	FLEX
Base	60	1	FLEX
Eve	N/A	-	-
Sat	60	2	FLEX

Description and Potential Issues

This north-south intercity route connects Fort Collins to Longmont via Loveland. Due to the relocation of the South T.C. from near the Mall, enough running time is freed up to allow the full route to Longmont to operate on a 2-hour cycle, with service truncated to 21st and Main. Connecting service to 8th and Coffman and downtown Longmont is provided by RTD Routes 324, Bolt, J, and L. Given that many FLEX customers already connect to RTD service, the impact to their trips should be minimal.

All trips, northbound and southbound, are revised to divert onto 65th street to provide safer service to the North Loveland Super-Walmart.

Depending on actions taken by RTD as part of its Northwest Area Mobility Study, a new Park-n-Ride may be created at Park Ridge and Main, north of HWY 66. In this event, FLEX service will be truncated to that park-n-ride from 21st and Main, with connections provided to numerous RTD routes.

Interlines and Scheduling

At the South T.C., all base and Saturday trips, as well as 1/2 peak trips, would be interlined with Route 5.

Turn-by-Turn

Northbound: From 23st and Main, L US 287, R HWY 56, L 1st, C US 287, R Orchards, R US 287, L 65th, U at roundabout, L US 287, L Fairway, R Fossil, A South T.C.

Southbound: D South T.C., Exit Fossil, L Fairway, R US 287, R 65th, U at roundabout, R US 287, L Orchards, L US 287, Exit 1st (Berthoud), R HWY 56, L US 287, R 21st, R Pratt, R and A 23rd and Main.

