

BOARD OF DIRECTORS REPORT

To: Clarence W. Marsella, General Manager
From: Tony McCaulay, AGM of Customer Services
Date: February 15, 2007
Subject: Approval of May 2007 Service Changes

Date
GM
Board Meeting Date February 20, 2007
ACTION X DISCUSSION INFO

RECOMMENDED ACTION

It is recommended by the Operations/Customer Services/Marketing Committee that the Board of Directors approve the May 6, 2007 Service Change package as revised and summarized on Attachment A resulting in a net annual cost of approximately \$1,847,400, and, further, to authorize the General Manager to execute contract amendments as necessary for private operators whose service is impacted by these changes.

BACKGROUND

Pursuant to the Board policy on service changes, plans for the May 6, 2007 service changes are included herein (Attachment A). The primary objectives are to: (1) to conduct system maintenance – which includes service increases to address overloads and normal maintenance; and (2) to implement selected service improvements.

DISCUSSION

Funding for increased system service hours in the 2007 budget has been set at 1.0% for fixed route service, instead of the more typical 2.5% of total annual hours (3-4% annualized). Accordingly, it will be necessary to balance requisite system maintenance (running time issues, non-functional interlines, overloads, etc. - normally around 1.5% of annual hours, dependent upon the metropolitan area's growth rate) with appropriate service efficiencies.

PUBLIC HEARINGS

DATE	LOCATION	PUBLIC ATTENDANCE
February 7, 2007	Downtown Denver RTD Administration Offices	14
February 7, 2007	Lakewood Clements Community Center	5
February 7, 2007	Parker Parker Town Hall	100
February 13, 2007	Stapleton Denver Police Department, District II	2

DATE	LOCATION	PUBLIC ATTENDANCE
February 14, 2007	Cherry Hills Village Cherry Hills Village City Hall	12

Public Hearing Results

The public hearings were attended by a total of 133 members of the general public. Please see Attachment B for a summary of public hearing comments.

Proposed Revisions to original May 2007 Service Change Proposal

1. Route 38 has been added for a minor route adjustment returning it to 38th Avenue between Holly and Kearney Streets.
2. Route S has been added for schedule adjustments and a minor terminal location change.
3. An additional trip has been added to Route 44 to alleviate an overload situation.
4. Route 75 has been added for schedule adjustments and to avoid duplication from a new Route 77 trip.

FINANCIAL IMPACT

The 2007 cost of the May 2007 service changes would be approximately \$1,231,500. The annualized cost would be approximately \$1,847,400. Funding is available in the 2007 budget for the proposed May 2007 service changes.

Note: Funding for the Route 6X, 70X and T service that will begin operation on March 5, 2007 is not accounted for within this Board action. It will be dealt with at a later time.

SUMMARY OF SERVICE CHANGES – MAY 2007

I. MIXED SERVICE EFFICIENCIES/SERVICE ENHANCEMENTS

Route 75 – Ken Caryl/Mineral Crosstown

Route 77 – Dry Creek Crosstown

Adjust trip times in the peak periods, adding an additional westbound Route 77 PM peak trip to Mineral Station after 5:49 p.m. to the schedule. Also add a Route 77 eastbound trip approximately 30 minutes earlier than the current first eastbound trip (the current 5:12 a.m. Route 75 trip from Ken Caryl will be replaced by the new Route 77 early morning trip).

Route 727 – Denver Tech Center Boulevard

This route will have its peak period frequency changed from once every 10 minutes to once every 15 minutes and will have its routing changed to incorporate a stop at Ulster/Tufts.

Route P – Franktown/Parker/Denver

Route 410/410Ltd – Franktown/Pinery/Parker

This reinstates selected trips of the former Regional Route P – Parker/Franktown service. Also, the Route 410 Limited service will be eliminated and the 410 (local) service will be reduced to off-set the cost of reinstating select trips on the Route P. Additionally, service on the Route 410 will be truncated at the Pinery due to frequent access conflicts at Franktown Elementary School (terminal).

Route 410 will operate on a 30 minute service frequency (down from previous 410/410Ltd combined frequency of 15 minutes) during peak periods between Lincoln Station and the Pinery park-n-Ride. A 2 hour frequency will be maintained during midday.

Route P service will have 5 trips in each peak period providing service from Franktown to the Civic Center Station. The new alignment will be direct to Civic Center Station and will not serve the I-25 & Broadway Station.

Note: Routes 410/410Ltd and P began on March 5, 2007.

II. SERVICE ENHANCEMENTS

Route 6X – Ward Road/Cold Spring/I-25 & Broadway Express

A two trip peak direction, peak period shuttle service between Ward Road park-n-Ride and Cold Spring park-n-Ride began operation on March 5, 2007. With the May 2007 service changes, Ward Road service will be provided via the extension of existing Route 6X trips (2 morning and 2 afternoon trips), thereby alleviating the need for a transfer. In addition, schedule adjustments and the removal of two underutilized Route 6X reverse peak direction trips will be accomplished.

Route 15Ltd – East Colfax Limited

Enhance afternoon weekday peak frequency to accommodate increased passenger loads and a new 4:36 a.m. westbound trip. Also, minor schedule adjustment on Saturdays.

Route 16 – West Colfax

Route 16Ltd – West Colfax Limited

These routes will have service and schedule adherence improvements resulting from continued growth on both routes. Improvements are targeted to specific time periods through the use of APC data.

1. AM Peak hour, peak direction service on Route 16Ltd between Denver West and Downtown Denver will be increased. Currently it is offered every 30 minutes between Golden and Denver, with one extra peak trip. A second peak extra trip will be added from Golden at 6:12 a.m.
2. Early afternoon and early PM peak hour service on Route 16Ltd will be increased. Currently it is offered every 30 minutes between Golden and Denver, with one extra peak trip. A 15 minute headway will instead begin from Denver West to Downtown Denver at 1:04 p.m. through 3:33 p.m., then additional eastbound trips will be made from Golden at 3:45 p.m. and 4:15 p.m. An approximate 15 minute headway will begin from Downtown Denver to Golden at 2:17 p.m., continuing through 5:26 p.m.
3. Due to increased ridership, weekday trips on Route 16 will be added from Downtown Denver at 9:32 p.m. to Wadsworth Boulevard and at 12:42 a.m. to Cold Spring.
4. Route 16 base service period will be lengthened on Saturdays to reduce the number of trips carrying standees. Eastbound trips will be added from Wadsworth Boulevard in order to extend the 15-minute headway period to begin at 5:50 a.m. (instead of 7:20 a.m.). Westbound trips to Wadsworth Boulevard will be added from Downtown Denver to extend the 15-minute headway period from 6:13 p.m. to 7:13 p.m. Also, on Saturdays, new eastbound trip at 3:21 a.m. and new westbound trips at 12:40 a.m. and 2:15 a.m.
5. All times shown are based on current schedules. Due to running time adjustments and minor schedule changes, these times are approximate.

Route 16th Street Mall Shuttle

Reschedule to meet particular need for additional trips in early weekday and Saturday mornings and on Sundays & holiday evenings between 8:00 p.m. and 11:00 p.m.

Route 29 – Riverbend

Route 36 – Fort Logan

Improve night service on each route to an hourly frequency later on weekday nights. This will create a 30 minute frequency on Federal Boulevard north of Old Hampden Avenue.

Route 30 – South Federal

Sunday/holiday service expanded to start its 15 minute service frequency earlier (approximately 7:18 a.m. northbound) and end it later (approximately 10:00 p.m. southbound).

Route 34 – West 3rd Avenue Commuter

Extended to serve sheltered workshop and other industries, addition of one AM and one PM trip, dependent on interline. Also, schedule adjustments.

Route 43 – Martin Luther King Boulevard/Gateway

This realigns the Route 43 east of Quebec Street, placing service along 47th/49th Avenue to provide service to the Stapleton Northfield Development. Additionally, there will be adjustments to the daily scheduled service enabling better and more consistent connections to Light Rail service at 30th & Downing Station.

Route 44 – 44th Avenue

Additional trip at 5:44 a.m. from 17th/Blake to 40th/Airport Boulevard to relieve overloads.

Route 83Ltd – Parker/Leetsdale Limited

Improve peak hour frequency to every 10 minutes, arriving Civic Center Station between 7:08 and 8:38 a.m., and departing Civic Center Station between 4:05 and 5:35 p.m. Also, add later evening service (weekday, Saturday, Sunday) with new trips at approximately 9:22 p.m. and 10:22 p.m. westbound and 10:10 p.m. and 11:10 p.m. eastbound.

Route 133 – Hampden/Tower

This formalizes the additional trips arriving Nine Mile Station at 6:12 a.m. and departing Nine Mile at 6:25 p.m. In response to the high level of customer use of the first a.m. trip arriving Nine Mile Station, an additional a.m. trip will arrive Nine Mile Station at 5:42 a.m. Additionally, weekend service on the Route 133 will be introduced. Current performance of both the weekend service of the Route 133 and the midday service on the Route 133 already meet RTD minimum standards showing sharp growth trends.

Route 205 – 28th Street/Gunbarrel

Add peak deviation via 71st Street, Winchester Circle, in order to serve Gunbarrel Tech Center, Association of Community Living. Also, schedule adjustments and utilization of branch designations.

Friday/Saturday 2:15 a.m. (or equivalent) Night Meets

Add later service on Friday and Saturday nights to Routes 0, 15 (new 2:43 a.m. eastbound trip 7 days a week and operation of 15 minute frequency later on Saturday night), 16, 29, 30, 31, 38 (west side), 40, 43 and B. For routes serving downtown Denver, this will create a 2:15 a.m. night meet where passengers could transfer between routes and then continue on to their destinations. This selective service increase represents a significant enhancement in late night service. Also, minor schedule adjustments.

Gateway call-n-Ride

Increase the Gateway call-n-Ride weekday hours from 6:00 a.m.–7:30 p.m. to 5:30 a.m.–8:00 p.m. Additionally, add a second Saturday vehicle. Currently the Gateway call-n-Ride Saturday service operates 9:00 a.m.–6:00 p.m. with one vehicle serving the two call-n-Ride zones operated on weekdays. Saturday ridership

is averaging between 14-17 passengers per hour. The additional resources will help provide a more reliable service to the Green Valley residents.

Highlands Ranch call-n-Ride

The Highlands Ranch call-n-Ride began operating November 20th, 2006. Based on customer's phone calls and the call-n-Ride operator's recommendations, the call-n-Ride boundary will be expanded. The new boundary will be Broadway on the west, north of Highlands Ranch Parkway. South of Highlands Ranch Parkway, the western boundary follows the greenbelt (Venneford Ranch Road). C-470 continues to be the north boundary and Quebec Street on the east north of Lincoln.

Meridian call-n-Ride

As part of the southeast light rail grand opening, the Meridian call-n-Ride began operating November 20th, 2006. Due to the high customer demand, the call-n-Ride began operating a flexible route in early December. The Meridian flexible route operates Monday-Friday from 3:00 p.m.-6:00 p.m. The flexible routing operates primarily on South Meridian Boulevard while having the flexibility to deviate from route to pick up customers. This flexible routing allows customers to pickup the call-n-Ride between 3:00 p.m.-6:00 p.m. without scheduling a reservation. Only customers that can not get to the call-n-Ride flexible route, call to schedule a pickup. This modification will be continued.

North Inverness call-n-Ride

As part of the southeast light rail grand opening, the North Inverness call-n-Ride began operating November 20th, 2006. Due to the high customer demand, the call-n-Ride began operating a flexible route in early December. The North Inverness flexible route operates Monday-Friday from 3:00 p.m.-6:00 p.m. The flexible routing operates primarily on Inverness Drive East and West while having the flexibility to deviate from route to pick up customers. This flexible routing allows customers to pickup the call-n-Ride between 3:00 p.m.-6:00 p.m. without scheduling a reservation. Only customers that can not get to the call-n-Ride flexible route, call to schedule a pickup. This modification will be continued.

Route R – Brighton/Denver

Regional R express service expanded to include an additional morning trip (CCS arrival at approximately 7:20 a.m.) and an additional afternoon trip (CCS departure at approximately 4:37 p.m.). Move the current afternoon express trip departure from 5:04 p.m. to 5:07 p.m. Also, schedule adjustments.

South Inverness call-n-Ride

The southeast light rail service plan called for one call-n-Ride vehicle to serve the North Inverness and South Inverness business parks during the hours of 8:30 a.m.-3:00 p.m. One vehicle had difficulty performing this service so an additional vehicle was added. This additional vehicle will continue in operation.

III. NORMAL MAINTENANCE

Route 0Ltd – South Broadway Limited

Discontinue stop northbound at Ohio Avenue, due to no longer needed for transfers from Southeast Express routes. Also, schedule adjustments.

Route 3Ltd – East Alameda Limited

Schedule adjustments.

Route 5X – Cold Spring Express

The 4:13 p.m. trip from Civic Center Station moved up to 4:10 p.m. to better distribute loads vs. following Route CS. Also, will make better connection to meet at Cold Spring park-n-Ride.

Route 6 – 6th Avenue/North Pecos

Schedule adjustments weekday, Saturday and Sunday services.

Route 17 - Jeffco

Minor route change at the Jefferson County Courts and Administration Building.

Route 20 – 20th Avenue

Schedule adjustments weekday, Saturday and Sunday services.

Route 27 – Yale Crosstown

Schedule adjustments.

Route 35 – Hampden Crosstown

Schedule adjustments.

Route 36 – Fort Logan

Minor schedule adjustments.

Route 38 – 38th Avenue

Return operation to 38th Avenue (from 39th Avenue) between Holly and Kearney Streets.

Route 46 – South Dahlia Crosstown

Segment analysis reviewing location and placement of stops along the route alignment.

Route 48 – East 48th Avenue/commerce City

Schedule adjustments.

Route 49 – North Lowell

Schedule adjustments.

Route 50 – Bryant Commuter

All northbound trips would consistently operate via Delaware Street (instead of the current mixture of Elati and Delaware Streets). Also, schedule adjustments.

Route 58X – West 58th Express
Schedule adjustments.

Route 67 – Coal Mine/Ridge Road Crosstown
Schedule adjustments.

Route 70X (Part of former Route W) – Wagon Road/70th & Broadway
Two southbound morning trips and two northbound afternoon trips between Wagon Road park-n-Ride and 70th & Broadway park-n-Ride (with a stop at Thornton park-n-Ride) began operation on March 5, 2007. This service provides connections to the Route T and thus service to/from the DTC. With the May 2007 service changes, this service, which initially will be operated via special service trippers, will be incorporated into the normal Runboard.

Route 72X – Ward Road Express
Schedule adjustments for improved connections with Southeast Light Rail.

Route 76 – Wadsworth Crosstown
Reviewed for connections with Route 52 – weekday, Saturday and Sunday.

Route 76X – North Wadsworth Express
Schedule adjustments for improved connections with Southeast Light Rail.

Route 82X – Pomona Express
Schedule adjustments for improved connections with Southeast Light Rail.

Route 100 – Kipling Crosstown
Schedule adjustments.

Route 104 – 104th Avenue
Reroute to serve new US 36 & Church Ranch park-n-Ride.

Route 105 – Havana Crosstown
Schedule adjustments.

Route 108X – Countryside Express
Schedule adjustments for improved connections with Southeast Light Rail.

Route 119X – Union Express
Schedule adjustments.

Route 120X – Thornton/Wagon Road Express
Schedule adjustments for improved connections with Southeast Light Rail.

Route 121 – Peoria Crosstown
Adjustment to the routing around the DTC Transfer Station (Ulster/Tufts). The routing of the Route 121 around the Ulster/Tufts will be reversed after 12:00 p.m. loop, placing the route on the east side of Ulster Street after 12:00 p.m. Prior to 12:00 p.m. the routing will remain in its current configuration.

Route 122X – Wagon Road/Civic Center Express
CCS gate adjustments.

Route 130 – Yale/Buckley
Schedule adjustments.

Route 131 - Iliff
Schedule adjustments.

Route 139 - Quincy
Schedule adjustments.

Route 206 – Pearl/Eisenhower
Schedule adjustments.

Route 209 – CU/Thunderbird
Implement summer schedule by reducing morning peak frequency from every 10-20 minutes to every 15-30 minutes.

Route 402Ltd – Highlands Ranch Parkway Limited
Schedule adjustments.

Route AT – Arapahoe County/DIA
Running time analysis weekday, Saturday and Sunday services.

Route AVA – Avatrac Shuttles
Adjusted for changed needs. Also, there will be separate public timetables for Avatrac East and Avatrac West.

Route B – Boulder/Denver
Schedule adjustments, due to completion of new US 36 & Church Ranch park-n-Ride with new ramp stops. Also, schedule adjustments for improved connections with Southeast Light Rail.

Route BOUND – 30th Street
Implement summer schedule by reducing weekday frequency from every 10 to every 15 minutes, between 7:00 a.m. and 7:00 p.m. Also, schedule adjustments.

Route BX – Boulder/Denver
Schedule adjustments for improved connections with Southeast Light Rail.

Route CS/CV/CX – Pine Junction/Conifer/Denver
Schedule adjustments for construction.

Route DASH – Boulder/Lafayette via Louisville
Implement summer schedule by reducing weekday midday frequency between 14th/Walnut and South Boulder Road/Manhattan Circle (just east of Foothills Parkway) from every 15 to 30 minutes from 9:30 a.m. to 3:00 p.m. Also reduce westbound frequency from Lafayette from every 10 to every 15 minutes between 6:48 a.m. and 7:18 a.m.

Route DD – Boulder/Colorado Boulevard

Schedule adjustments, due to completion of new US 36 & Church Ranch park-n-Ride with new ramp stops.

Route HX – 28th Street/Civic Center

Schedule adjustments for improved connections with Southeast Light Rail.

Route JUMP - Arapahoe

Implement summer schedule by reducing weekday frequency within Boulder from every 10 to every 15 minutes, between 7:00 a.m. and 6:00 p.m. Reduce weekday peak frequency to/from Lafayette from every 20 to every 30 minutes. Also, schedule adjustments.

LRT

All LRT schedules and related bus schedules to be reviewed for minor adjustments.

Route N – Boulder/Nederland

Move current westbound last trip at 10:10 p.m. to 10:25 p.m. for improved connections. Also, schedule adjustments.

Route S – Denver/East Boulder

Schedule adjustments and movement of northern terminal from 47th Street/Pearl Parkway to Pearl Parkway/49th Street.

Route SKIP – Broadway

Implement summer schedule by reducing weekday peak frequency from every 7 to every 10 minutes.

Route STAMPEDE – CU/East Boulder

Implement summer schedule by reducing weekday frequency from every 15 to every 30 minutes from 7:00 to 7:30 a.m., and from every 10 to every 30 from 7:30 a.m. to 6:30 p.m.

Route T – Boulder/Greenwood Plaza

Three morning southbound trips and three afternoon northbound trips between Table Mesa park-n-Ride and Arapahoe at Village Center (with four stops on US36 and a stop at Ulster/Tufts) began operation on March 5, 2007. Connections are made at 70th & Broadway park-n-Ride with Route 70X. With the May 2007 service changes, this service, which initially will be operated via special service trippers, will be incorporated into the normal Runboard. Also, schedule adjustments.

Route U – Pine Junction/Conifer/DTC

Trips adjusted, especially the first eastbound to depart earlier (began March 5, 2007).

School Trippers

Remove seasonal school service on the following routes: 1, 6, 9, 11, 20, 24, 27, 28, 30, 30Ltd, 31, 45, 50, 51, 51Ltd, 52, 59, 65, 100, 121, 205, 206, 301, 302 and 303.

SUMMARY OF PUBLIC HEARINGS

Downtown Denver – February 7, 2007

RTD Administrative Offices

The 14 members of the public who attended the noon February 7th meeting spoke on diverse topics. There were four favoring restoration of at least the best-patronized trips of former Route 79Ltd. Two spoke in favor of bringing back the former Route 90X, stating that riders are not using the Light Rail service because of the inconvenience of a full parking structure at Nine Mile and the standing loads on trains. Other customers also complained about the crowded trains and breakdowns/delays. Individual suggestions included: a request for added service on the DASH route, added service on the C-Line, earlier inbound morning service on Route BX, restoration of Route 17X, support for bringing back the former Routes T and W, with earlier morning service than they had previously, and support for the proposal to add a later westbound bus on Route 77 in the evening. A Weld County resident also spoke against the possibility of RTD charging for parking. In addition to the public participants, five RTD staff members and Director Daryl Kinton attended.

Lakewood – February 7, 2007

Clements Community Center

Service changes for Route 6X and T were the only items raised in the meeting on Wednesday, February 7th, at the Clements Community Center. Five members of the public and two RTD staff attended. One participant supported restoring Route T and provided staff with suggested times. One favored extending Route 6X parallel to the Light Rail line back into the Denver Tech Center. Both of these customers were dissatisfied with transfers at Belleview Station. One new customer who goes to Nine Mile Station – which was not feasible on the old Route 6X alignment – spoke in favor of not changing the route.

Parker – February 7, 2007

Parker Town Hall

The meeting began at 7:00 p.m. with approximately 100 participants. Director Quinlan opened with an introduction of representatives from RTD and a description of the purpose of the meeting. Bruce Abel (AGM of Contracted Services) then gave background describing the events that transpired just after the introduction of the Southeast Corridor service change. Jessie Carter (Lead Service Planner/Scheduler) gave an overview of the proposed change to Route 410 and the partial reinstatement of the Route P and then opened the meeting for public comments.

Most participants present supported the proposal to reinstate selected Route P trips, though some suggested either adding more trips or adjustments to the proposed times. Several Route 410 riders expressed their displeasure with the proposed service reduction on the Route 410. Three requests were made for service to be reinstated between the Town of Parker and Regis High School in Aurora.

The meeting was concluded at 8:15p.m. after comments were heard from Douglas County Commissioner Jack Hillbert.

Stapleton – February 13, 2007

Denver Police Department, District II

Two members of the public attended, along with Chairman Christopher Martinez and Angie Malpiede, Executive Director Stapleton TMA. After brief introductions a description of the public meeting process was given. A description of the proposed changes to Route 43 as it relates to the Stapleton Northfields development was made.

Public comments and questions centered around recent changes to service in Aurora and the DTC after the introduction of the Southeast Corridor bus and Light Rail service plan. One participant also had suggestions for improving the span and frequency of Routes 130, 133, and 169L. The same customer also made comments concerning the on-time performance of the Route 153. The other participant had concerns centered on the Dry Creek call-n-Ride and the difficulties he has experienced in connecting to the call-n-Ride from the LRT.

Cherry Hills Village – February 14, 2007
Cherry Hills Village City Hall

The meeting began at 7:05 p.m. with eleven members of the public present, Director Bill Effenbein, Mayor Michael Wozniak, Mayor of Cherry Hills Village, and a reporter (John Lloyd) from the *"The Villager"*. After brief introductions by Mayor Mike Wozniak, a description of the public meeting process was given. An RTD 30 ft Transit coach was provided so that the participants in the meeting could view and hear the type of vehicle assigned to Route 46. After the inspection of the vehicle a handout describing the ridership performance of the Route 46 was distributed and discussed.

Public comments and questions were heard both in favor of the operation of the Route 46 on Happy Canyon Road in Cherry Hills Village and against service. After much discussion of the role and impacts of transit in Cherry Hills Village, the meeting concluded with an agreement that a follow-up report on bus stop placement and ridership performance would be given at an upcoming City Council meeting (probably May 2007).

Additional Communications

One hundred additional communications (e-mail's, faxes and letters) were received.

<u>Route</u>	<u>Support</u>	<u>Opposed</u>	<u>Additional Comments</u>
5X			1 req. for the AM 5X & Rte 14 be adjusted to meet and for the 4:31 PM GS be adjusted to meet the 4:40 5X
6X		1	2 req. that 6X be restored to DTC
15L	2		
16/16L	2		
43	1		
44	1		
46	4	2	1 req. for the 46 to work the same as prior 46L during rush hr, 1 req. for the 7:17 a.m. trip to be adjusted to 7:20 a.m., 2 req. for reinstatement of 46L, 1 req. for specific time adjustment info. Petition containing 74 names req. route be modified to include other major bus. that the B-Line used to serve.
66			1 req. for specific time adjustment info., 7 req.'s for service to be reinstated btw Regis HS and Parker.
70X	1		
72X	2		Both req. specific trips be adjusted & 1 req. for a later trip.
77	4		1 req. rte change after Dry Creek pnR to take a more direct rte to Arapahoe pnR. 1 req. for more mid-day service and for the Dry Creek cnR area to be expanded.

Route	Support	Opposed	Additional Comments
83L	5		1 req. that the increased freq. begin earlier than 4:35 p.m.
130	2		1 req. 1 st bus be adjusted from 4:37 a.m. to 4:55 a.m., 1 req. that the 4:37 p.m. trip be adjusted later.
133	2		1 req. 30 min freq. until 7:00 p.m., 1 req. an earlier trip.
410/410L		7	
727	2		Req. Rtes 727 & 77 be coordinated to allow for transfer from 77 to 727 in AM & from 727 to 77 in PM.
AT			1 req. for earlier service, 1 req. for specifics
CS			1 req. for AM to be adjusted due to construction. 1 req. for additional PM trip btw 4:45 & 6:48
DD			1 req. for earlier service
Mall Shuttle	1		1 req. for more weekend service
P	16		Received 2 req. for rte change to use E-470, 1 req. for the exception stops at Broadway & Alameda & other major intersections remain, 2 req. that local stops remain along Lincoln Ave & Parker Rd, 1 req. to make it an express, 1 req. for more coverage & 4 req. for specific trip times.
RX	2	1	1 req. for a 4:15 or 4:20 express trip, 1 req. for a 12:30pm or 1:00pm trip and a trip btw 3:00pm – 4:16pm
T	13		1 req. to stop at Belleview LRT Station & 2 req. for specific trip times. 1 req. for reverse trip in peaks
U	1		1 req. that first AM & PM trip be moved ahead 10 min. like it was prior to November 2006.
W			2 req. for complete route to be restored to DTC.
South Inverness cnR	1		

Also received communications on the following routes.

Route 24X			2 req. for reinstatement
Route 48			1 req. for hours to be extended
Route 78X			1 req. for reinstatement
Route 79			1 req. for more frequency 1 req. for a stop to be moved
Route 85X			1 req. for reinstatement
Route 89X			1 req. for reinstatement
Route 90X			1 req. for reinstatement
Route 139			1 req. for more frequency
Route 401			1 req. to be retimed to meet LRT
Route 402L			1 req. to be retimed to meet LRT
B-Line			1 req. for reinstatement
F-Line			1 req. for earlier service
Lone Tree cnR			1 req. to include County Line station in its service area.
Littleton & Mineral Stns			1 req. for additional parking
Nine Mile pnR			2 req. for more frequent feeder buses into the stn.
Parker			1 req. for weekend service