

BOARD OF DIRECTORS REPORT

To: Clarence W. Marsella, General Manager
From: Bruce Abel, AGM of Customer & Contracted Services
Date: June 14, 2007
Subject: Approval of August 2007 Service Changes

Date
GM
Board Meeting Date June 19, 2007
ACTION X DISCUSSION INFO

RECOMMENDED ACTION

It is recommended by the Operations/Customer Services Committee that the Board of Directors approve the August 19, 2007 Service Change package as revised and summarized on Attachment A resulting in a net annual savings of approximately \$131,100, 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 August 19, 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 was set at 1.0% for fixed route service, instead of the more typical 2.5% of total annual hours (3-4% annualized). Accordingly, it has been 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.

At the present time, due to the restoration of selected services and to other necessary adjustments, the service hours' budget is operating at an annual deficit of approximately \$508,100. The proposed August service changes are designed to accommodate needed service adjustments and to reduce the budget deficit.

PUBLIC HEARINGS

DATE	LOCATION	PUBLIC ATTENDANCE
June 5, 2007	Aurora Mission Viejo Public Library	3
May 31, 2007	Coal Creek Canyon Coal Creek Improvement Association	60
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DATE	LOCATION	PUBLIC ATTENDANCE
June 7, 2007	DTC Hyatt Regency Tech Center	3
June 7, 2007	Longmont Longmont Civic Center	25
June 6, 2007	Parker Parker Town Hall	17
May 30, 2007	University Hills Ross-University Hills Public Library	3

Public Hearing Results

The public hearings were attended by a total of 117 members of the general public. Please see Attachment B for a summary of public hearing comments.

Proposed Revisions to original August 2007 Service Change Proposal

1. Route 130 will continue with its existing Centrepoint access detour (operational considerations) and a new southbound 6:00 a.m. trip will be added.
2. The Route 88 service improvement will incorporate an extension to the Timed Transfer Center at 106th Avenue/Melody Drive.
3. The Englewood Art Shuttle has been included.
4. Routes 0Ltd, 27, 100X and 116X have been added for schedule adjustments.
5. The Route CC proposal has been modified to retain 2 morning eastbound and 2 afternoon westbound trips.

FINANCIAL IMPACT

The 2007 savings from the August 2007 service changes would be approximately \$48,500. The annualized savings would be approximately \$131,100. This annualized savings reduces but does not eliminate the current operating deficit. Inclusion of the Englewood Art Shuttle (approximately \$203,000 annually) and the retention of 2 morning and 2 afternoon trips of Route CC (approximately \$174,000 annually) results in an annualized \$377,000 deficit situation (compared to the 2007 budget). This deficit would need to be addressed with the January 2008 Service Changes.

SUMMARY OF SERVICE CHANGES – AUGUST 2007

I. SERVICE EFFICIENCIES

Route 8 – North Broadway/Huron

Discontinue 7:24 a.m. northbound trip from Welton/13th to 70th & Broadway park-n-Ride. No longer justified due to low ridership, closure of Denver Post printing plant. Route still provides 30 minute frequency during this period. (Was originally designed for Platte and District Shops employees, but remained in place when Route 8 was switched from Ringsby Court to Fox Street).

Route 10 – East 12th Avenue

Saturday midday service that is now provided every 15 minutes between Downtown Denver and 9th/Clermont will be reduced to every 30 minutes, with all trips in that period operating between Peoria Street and the Denver Aquarium via Elitch Gardens.

Route 105 – Havana Crosstown

Reduction of service in the Denver Tech Center area, eliminating the short-turning trips between Arapahoe Station and Ulster-Tufts (Denver Tech Center Transfer Center). This change will result in a decrease of peak period frequency in the DTC area from once every 7.5 minutes to once every 15 minutes.

The purpose of this is to bring the service level more in line with its' current ridership performance. The latest Route 105 ridership data show 30 passengers boardings per in-service vehicle hour where the RTD Service Standard for a route with greater than 10 minute service is 40 passengers per vehicle hour. If current ridership levels are retained as expected the ridership levels on the Route 105 will place it in line with the service standard for a route with 15 minute service.

Route 205 – 28th Street/Gunbarrel

Discontinue morning school tripper, no longer needed for overloads. All customers can be accommodated on existing 15 minute peak frequency.

Route 301 – Westview

Route 302 – Longs Peak/Longmont High

Consolidate service into one trip in each direction on each route, based upon ridership demand (subject to additional data collection).

BOLT – Longmont/Boulder

As a result of an application by the City of Longmont for a Congestion Mitigation Air Quality (CMAQ) grant to fund an enhanced replacement for Route M, BOLT service began operation in September 2004. The Route M had a mixed 15/30 minute peak frequency and a 60 minute midday and evening frequency. Route BOLT replaced the previous Route M frequencies with a 15 minute extended peak period frequency (in both directions), 30 minute midday frequencies and an evening frequency of 30 minutes until 9:00 p.m. (and then hourly). Saturday frequencies were increased from 60 minutes to 30 minutes; minor routing changes were also accomplished.

Route M was a marginal performer in terms of productivity, and the BOLT has not improved that situation. Ridership has increased (773 boardings on an average weekday for Route M vs. 1257 for the BOLT), however boardings per trip have decreased from 15.2 to 14.1 and boardings per in-service vehicle hour have declined from 16.8 to 16.5. As currently configured, the BOLT is not meeting the RTD's minimum productivity requirements for its enhanced frequencies of service.

The funding which allowed for the BOLT is expiring.

In order to return this service to meeting productivity requirements and to reduce its cost of operation, the following changes are being made: (1) return midday/evening/Saturday service to hourly; return peak period, reverse peak direction service to a frequency of 30 minutes (peak period, peak direction service would remain at a 15 minute frequency); and shorten the span of the peak periods.

Route CC (Coal Creek) – This route has 13 trips (7 eastbound, 6 westbound) with a daily ridership of 50 (or an average of 3.8 per trip). There are no heavy trips (the max load on any trip is 6). The annual marginal cost of operation is \$374,000. Subsidy per boarding (2005 data) is \$36.04. Staff recommended a reduction in the number of trips for the January 2006 Service Changes. At the October 2005 Board meeting, the Board, instead, directed additional promotion and working with the community to develop Van Pools. This was and is being done, but ridership has continued to decline. Accordingly, this route will be reduced to 2 morning eastbound trips (6:34 a.m. and 7:34 a.m. from Wondervu park-n-Ride) and 2 afternoon westbound trips (3:42 p.m. and 5:16 p.m. from Olde Town Arvada park-n-Ride). Riders will continue to be offered vanpool service.

Evergreen call-n-Ride

In January 2006, a Kittredge weekday PM trip (school days only) was added to the Evergreen call-n-Ride service. This trip has averaged less than 1.0 passenger per hour. The minimum standard of three (3) passengers per hour is required for call-n-Ride service. The Kittredge trip will be discontinued.

Route J – Longmont/East Boulder/CU

In conjunction with the creation of Route BOLT (discussed above), Route J service was in effect doubled (from 6 trips per weekday to 12 trips). Ridership improved (from average weekday 110 boardings to 237), but productivity barely moved (from the former 18.3 boardings per trip to the new 19.7 and from the former 15.0 boardings per in-service vehicle hour to the current 15.9).

This productivity is marginal. Two non-productive trips (3:32 p.m. and 5:32 p.m. northbound) will be cancelled.

LRT G-Line

1. Saturday, Sunday and holiday service will be discontinued due to low ridership, with the exception of an early morning trip linking the E and H-Lines when no alternative is available. Trips on the H-Line from Evans Station to Nine Mile Station at 4:56 a.m. and 7:21 a.m. and trips on the E-Line from Lincoln Station to Union Station at 7:55 and 8:25 p.m. operated by trains from the G-Line will

be discontinued as part of this change. Saturday ridership (327 boardings) has a productivity of 6.1 boardings per trip. Sunday ridership (491 boardings) is at 9.1 boardings per trip. Alternative service is available via the H-Line (15 minute frequency) from Nine Mile to a transfer to the E-Line (15 minute frequency) at Southmoor.

2. Weekday evening service will be discontinued and weekday midday service will be reduced from a 30 minute to a 60 minute frequency. Peak period service will be continued at its current 30 minute frequency. Remaining weekday trains on this line will depart Nine Mile Station between 4:45 a.m. and 7:00 p.m. Departures from Lincoln Station will be between 5:00 a.m. and 6:30 p.m.

Ridership during the weekday evening and midday time periods is very low, with the evenings (37 boardings on 17 trips) having a productivity of 2.18 boardings per trip and the midday (102 boardings on 24 trips) a productivity of 4.25 boardings per trip. Alternative service is available via the H-Line (15 minute frequency) from Nine Mile to a transfer to the F-Line (15 minute frequency) or E-Line (30 minute frequency) at Southmoor.

Thornton/Northglenn call-n-Ride

The Thornton call-n-Ride began operating Weekday and Saturday service in December 2003. In 2006, Saturday service has averaged 2.3 passengers per hour. The minimum standard of three (3) passengers per hour is required. Accordingly, Saturday service for the Thornton/Northglenn call-n-Ride will be discontinued.

II. MIXED SERVICE EFFICIENCIES/SERVICE ENHANCEMENTS

Route 14 – West Florida

New trips eastbound from the Federal Center to provide continuous half-hourly (or better) departures between 2:22 and 5:42 p.m. Trips eastbound on weekday afternoons from the Federal Center will be shifted appropriately to make timed transfers with most Cold Spring park-n-Ride routes each half hour from 2:37 p.m. through 5:37 p.m. Eastbound trips will be relocated from Gate H to Gate L. Route GS will continue to provide alternative times from the Federal Center on its current schedule.

Route 46 – South Dahlia Crosstown

This will reduce the level of service during peak periods on the Route 46 between Yale Avenue and the Ulster-Tufts (Denver Tech Center Transfer Center) from service every 15 to service every 30 minutes. Current ridership levels show that the majority of passenger activity is along the route north of Yale Avenue, where ridership warrants the 15 minute peak frequency. Also, an earlier morning southbound trip and a later evening northbound trip as well as overall schedule adjustments.

The route alignment will be changed, moving the service off of Iliff Avenue and South Dahlia Street between Iliff Avenue and Yale. This places the service on Colorado Boulevard between Iliff and Yale with new segment on Yale Avenue to Dahlia and back to the current alignment. It should be noted that the short-turn

trips ending at Yale Avenue will be routed around the University Hills Shopping area as the former Bee Line service. This addresses several requests and concerns about service in the residential areas along the alignment, as well as addressing requests for service to the University Hills Shopping Center.

Route 48 – East 48th Avenue/Commerce City

Discontinue selected trip deviation via 62nd/Forest (Wembley Park Dog Track) due to no longer having any riders. This change will provide a more consistent service to higher density residential areas at 60th/Holly. Also, schedule adjustments.

Also, add eastbound trips from Welton/13th to Platte Division/District Shops at 7:20 a.m. and 7:50 a.m., using existing deadhead buses, and resources from discontinued Route 8 trip.

Route 75 – Ken Caryl/Mineral Crosstown

Route 77 – Dry Creek Crosstown

Weekday discontinuance for low Route 75 ridership trips and trips replaced by merger with trips of Route 77: Eastbound = 7:48 a.m. from Ken Caryl (replaced by Route 77), 6:21 p.m. from Ken Caryl (average 2 boardings). Westbound = 5:30 a.m. from Mineral Station (average 0 boardings) and 6:57 p.m. from Mineral Station (average 2 boardings). Alternate earlier or later trips available for each of the above trips. The current Route 77 8:12 a.m. eastbound trip from Mineral Station will instead depart from Ken Caryl park-n-Ride at 7:48 a.m., replacing the Route 75 trip at that time. Also, schedule adjustments.

Route 88 – Stapleton/Commerce City/Thornton

Improve weekday frequency from every 60 to every 30 minutes, 9:00 a.m. to 3:00 p.m., and extend 30 minute peak frequency from 6:00 p.m. to 7:00 p.m. Improve Saturday frequency from every 60 to every 30 minutes, 10:00 a.m. to 6:00 p.m. Weekday ridership has grown 50% since 2003; heavier midday ridership is causing running time issues. Also, reroute via Eudora to 58th to Holly to 56th, instead of Eudora to 56th. This eliminates a difficult left turn from Eudora to 56th. Also, extend service on the north end to the timed transfer center at 106th Avenue/Melody Drive.

Longmont call-n-Ride

The Longmont call-n-Ride has been struggling to meet the minimum standards of three (3) passengers per hour since the call-n-Ride implementation in February 2001.

In order to ensure continued service by meeting the minimum standards, the following changes will be made:

- The Longmont call-n-Ride currently has two call-n-Ride vehicles to operate the Sunday call-n-Ride service. This will reduce the call-n-Ride from two vehicles to one vehicle. The Sunday call-n-ride is currently carrying 2.4 passengers per hour.
- The Longmont call-n-Ride boundary currently extends to 75th Street on the west. The boundary, everything north of the Longmont city limits and west

of Airport will be adjusted back to Airport. Westview Middle School will still be served. The southern and eastern boundaries will be adjusted to follow the city boundary.

- The Longmont weekday service currently has two call-n-Ride vehicles averaging 2.6 passengers per hour. This will reduce evening service 7:00 p.m. - 9:30 p.m. from two vehicles to one vehicle.
- Hours saved on Sunday and evening reductions will be reallocated to a third vehicle operating 6:00 a.m. - 10:00 a.m. on school days only to assist in the transporting of students to school and commuters to regional routes.

Route P - Franktown/Parker/Denver

This route returned to service March 5, 2007 with 5 morning and 5 afternoon trips. Ridership has been good, with average daily boardings (April 2007) in the 425 to 450 area (or approximately 42.5 to 45 boardings per trip on average). The first and last trips in each peak have the lowest ridership, yet still have boardings in the mid to upper twenties and thirties. The second and fourth trips in each peak (designed to serve the 7:00 a.m. to 4:00 p.m. and the 8:00 a.m. to 5:00 p.m. work shifts) are the highest ridership trips and are frequently now experiencing standee situations.

Additional capacity is needed for the 7:00 a.m. and 8:00 a.m. work starts and for the 4:00 p.m. and 5:00 p.m. work quits. Accordingly, 2 morning and 2 afternoon trips will be added to this route. As additional capacity is not needed south of Parker park-n-Ride, these new trips will be "short trips that begin/end at Parker park-n-Ride. Also, schedule adjustments.

In addition, ridership south of the Pinery is very low, with only 11 morning boardings on the total of 5 trips (or 2.2 boardings per trip). Also, there is no location in Franktown where the buses can turn around. Instead, they are utilizing an elementary school south of Franktown and outside of the RTD for this purpose. Accordingly, the Pinery will become the primary southern terminal of the P and service south of there will be reduced to 2 morning northbound trips and 2 afternoon southbound trips.

III. SERVICE ENHANCEMENTS

Route 17 - Jeffco

A new weekday eastbound (southbound) trip from Washington/10th will be added, departing at 5:06 a.m.

Route 120 – 120th Avenue/Brighton

Extend to new Platte Valley Medical Center in Brighton.

Route 121 – Peoria Crosstown

A route deviation to better serve the University of Colorado Health Sciences Center (Fitzsimons) and to connect with the Route 20 and the internal shuttle. The route will deviate off of Peoria Street between Colfax and 17th Avenues and will, instead, operate via Peoria street to Colfax Avenue to Quentin street to 17th Avenue and then back to Peoria Street.

Route 130 – Yale/Buckley

Additional southbound trip – departs Centrepont/Sable at 6:00 a.m.

Route 133 – Hampden Tower

This increases weekday peak period frequency on the Route 133 from 30 minutes to service every 15 minutes. Current ridership performance data shows the Route 133 performing at 28.4 passengers per in-service vehicle hour after just 4 months of operation. The Route 130 (closest peer service to Route 133) was implemented with a 15 minute peak frequency and currently meets the corresponding RTD service standard for ridership (25 passengers per in-service vehicle hour). Additional, this change increases the transfer opportunities to and from Southeast Light Rail Lines G and H.

Route B – Boulder/Denver

Schedule adjustments, including rerouting additional peak period/peak direction BX Express trips to serve US 36 & McCaslin park-n-Ride.

LRT

F-Line – weekday earlier morning trip to DTC added from 18th & Stout at 4:46 a.m. (replaces Evans pull-out trip at 4:58 + a.m.) Adds a D-Line trip from Evans to 18th & California at approximately 4:23 a.m. and a minor revision in an F-Line pull-out (from 4:23 a.m. at Evans to 4:17 a.m.) Current first F-Line southbound train from 18th & Stout at 5:01 a.m. is up to 25 boardings. New trip would connect from Routes 0, 3, 15, 30.

Meridian call-n-Ride

The southeast light rail service plan called for two call-n-Ride vehicles to operate a 15 minute frequency during the peak hours 5:30 a.m. – 8:30 a.m. to serve the Meridian Business Park. Due to increased ridership from numerous call centers in the business park, the peak hour service has been extended to 9:00 a.m. This change provides the additional one half hour service for a vehicle from 8:30 a.m. – 9:00 a.m. Additionally, due to the high customer demand, the call-n-Ride began operating a flexible route in early December 2006. The current 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 change is to begin flex routing during the AM peak hours as customers have found the routing convenient and reliable.

North Inverness call-n-Ride

As part of the southeast light rail grand opening, the North Inverness call-n-Ride began operating November 20th, 2007. 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 change is to begin flexible routing during the AM peak hours as customers have found the routing convenient and reliable.

Olde Town Arvada call-n-Ride

This includes changing the name of the call-n-Ride from Olde Town Arvada call-n-Ride to the Arvada call-n-Ride to reflect that the call-n-Ride serves an area larger than Olde Town. Due to ridership not meeting the RTD minimum standard of 3.0 passengers per hour, the boundary will be changed as follows: Current coverage includes a base area of 68th Avenue to the north, Tennyson on the east, I-70 on the south and Kipling/Garrison on the west. Off peak coverage extends to Simms Street. New boundaries will extend boundary to 72nd Avenue to the north, between Lamar and Kipling and I-70 to the south during the base period 5:30 a.m. - 8:00 p.m. During off peak hours, 9:00 a.m. – 3:00 p.m. and 6:00 p.m. – 8:00 p.m. coverage will be extended to Sheridan on the east and Ward Road on the west. The off peak north boundary will be 64th Avenue.

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. and 6:00 p.m. – 8:00 p.m. Due to ridership growth a second vehicle was added to cover the mid day period in November 2006. This change provides the additional hours for a vehicle to cover 6:00 p.m. – 8:00 p.m. Additionally, due to the high customer demand, this calls for the call-n-Ride to begin operating a flexible route. The South Inverness flexible route will operate Monday-Friday from 6:00 a.m. – 8:30 a.m. and 3:00 p.m. - 6:00 p.m. The flexible route will operate south on Inverness Parkway and circle to Inverness Drive South on a 10 minute frequency. Only customers that can not get to the call-n-Ride flexible route call to schedule a pickup.

South Thornton/Northglenn call-n-Ride

The City of Thornton applied for and received a Congestion Mitigation and Air Quality Improvement Grant (CMAQ) for a new call-n-Ride. In cooperation between the Cities of Thornton and Northglenn and Adams County, the RTD will operate a new call-n-Ride weekdays 5:30 a.m. - 8:00 p.m. The new call-n-Ride boundary can be generally described as 112th Avenue on the north, Colorado Boulevard on the east, Coronado Parkway on the south and I-25 to the west.

IV. ROUTINE SERVICE ADJUSTMENTS

Route 0Ltd – South Broadway Limited
Schedule adjustments.

Route 3 – Alameda Crosstown
Schedule adjustments.

Route 9 – West 10th Avenue
Schedule adjustments.

Route 11 – Mississippi Crosstown

Route 11 will be rerouted westbound via Louisiana to Broadway (instead of Louisiana to Logan to Mississippi to Broadway) eliminating a problematic extra turn from the current alignment via Mississippi Avenue between those two streets. Also, schedule adjustments.

Route 21 – Evans Crosstown

Shift of a number of westbound departure times from Evans Station of 15 minutes. Also, schedule adjustments.

Route 27 – Yale Crosstown

Schedule adjustments.

Route 30 – South Federal

Schedule adjustments and introduction of a timepoint at Mississippi Avenue in both directions.

Route 38L – West 38th Avenue Limited

CCS gate change.

Route 58X – West 58th Express

Schedule adjustments.

Route 79 – East Florida Avenue

Schedule adjustments.

Route 100X – South Kipling Express

Southbound trip now scheduled at 4:15 p.m. to be revised to depart at 4:17 p.m. (gate change). Also, schedule adjustments.

Route 116X – South Simms Express

Schedule adjustments.

Route 120X – Thornton/Wagon Road Express

Route 122X – Wagon Road/Civic Center Express

Schedule adjustments.

Route 203 – Baseline

Schedule adjustments.

Route 204 – Table Mesa/Moorhead/North 19th

Schedule adjustments.

Route 209 – CU-Thunderbird

Implement winter schedule by improving morning peak westbound frequency from every 15-30 minutes to every 10-20 minutes.

Route 225 – Lafayette/Boulder via Baseline

Schedule adjustments. Move to afternoon 30 minute frequency earlier.

Route 401 – Ranches Crosstown

This route will be restored to its former route pattern through the Burntwood community for AM and PM peak period trips only. This routing will also serve the Bristlepine Circle neighborhood, just south of Highlands Ranch Town Center park-n-Ride. The last eastbound evening trip through Burntwood will instead operate on a direct route to the Highlands Ranch Town Center, since alternate Route 403 is not available between Highlands Ranch Town Center and Mineral Station at this time of day. A 2006 ridecheck of this trip showed no passengers on or off on the deviation.

Route 403 – Lucent Boulevard

Schedule adjustments.

Route AF – Cold Spring/Downtown/DIA

The westbound weekday trip currently departing 40th & Airport Boulevard at 6:37 a.m. will be shifted to depart at 6:22 a.m., due to traffic congestion. In addition, minor schedule changes throughout the day as the result of a running time analysis.

Route BOUND – 30th Street

Implement winter schedule by improving weekday frequency from every 15 to every 10 minutes, between 7:00 a.m. and 7:00 p.m.

Centrepoint/Sable Transfer Center Detour

Schedule changes to Route 11 and 21, primarily due to an adjustment in their current detour routing. The detour change involves moving the routes off of Exposition Avenue east of Sable Boulevard and, instead, operating the detour via Sable Boulevard to Alameda Avenue to Alameda Drive to Sable-Centrepoint Transfer Center. The change in the detour routing will add approximately 2 minutes to each trip's travel time. Due to operational considerations, Route 130 will continue to utilize the old detour routing.

Route Dash – Boulder/Lafayette via Louisville

Implement winter schedule by improving weekday midday frequency between 14th/Walnut and South Boulder Road/Manhattan Circle (just east of Foothills Parkway) from every 30 to every 15 minutes from 9:30 a.m. to 3:00 p.m. Also, improve westbound frequency from Lafayette from every 15 to every 10 minutes between 6:46 a.m. and 7:13 a.m. Also, schedule adjustments.

Route HX – 28th Street/Civic Center

Civic Center gate changes.

Route JUMP - Arapahoe

Implement winter schedule by improving weekday frequency within Boulder from every 15 to 10 minutes, between 7:00 a.m. and 6:00 p.m. Improve weekday peak frequency to/from Lafayette from every 30 to every 20 minutes.

LRT

D, G, H-Lines

Minor changes in early morning and evening weekend hours.

E, F and G-Lines

Minor northbound running time adjustments from Lincoln Station to Southmoor Station.

Route SKIP - Broadway

Implement winter schedule by improving weekday peak frequency from every 10 to every 7 minutes. Also, schedule adjustments.

Route STAMPEDE – CU/East Boulder

Implement winter schedule by improving weekday frequency from every 30 to every 15 minutes from 7:00 to 7:30 a.m., and to every 10 minutes from 7:30 a.m. to 6:20 p.m.

School Trippers

Implement School Trippers as appropriate to the following route services: 1, 6, 9, 11, 20, 24, 27, 28, 30, 30Ltd, 31, 45, 50, 51, 51Ltd, 52, 59, 65, 100, 121, 206, 301, 302 and 303.

V. ENGLEWOOD ART SHUTTLE

The Englewood Art Shuttle began operating in September 2004 under a Congestion Air Quality Grant (CMAQ). The art shuttle operates as a free shuttle on weekdays, 6:30 a.m. – 6:30 p.m. on an approximate ten (10) minute frequency. Ridership has averaged 775 boardings per day or 32.3 passengers per hour. The RTD has contributed ten (10) percent of the operations costs. The City of Englewood has requested that the RTD take over the art shuttle operations with the end of the CMAQ grant in September 2007.

The RTD has discussed various options with the City of Englewood. No formal agreement has been made. However, at the present time it appears likely that the City of Englewood will select the option that includes: (1) a fifteen minute frequency of operation; (2) continuation of the free fare with the City reimbursing the RTD for lost fare revenue; (3) RTD assumes financial responsibility for operations; and (4) probable continuation with a private contractor for the provision of this service.

SUMMARY OF PUBLIC HEARINGS

Aurora – June 5, 2007

Mission Viejo Public Library

The meeting began at 6:30 p.m. with Director Barbara Yamrick present and two members of the public, later joined by an additional public participant and City of Aurora Senior Transportation Planner Huilian Lui. A brief introduction of representatives from RTD was offered along with a description of the public meeting process. As requested by meeting participants, Jessie Carter presented a description of service changes involving Route 11, 21, 121, 130, 133 and the G-Line Light Rail service. The participants in the meeting expressed their support for the before mentioned service changes and the meeting was concluded at 7:00 p.m.

Coal Creek Canyon – May 31, 2007

Coal Creek Improvement Association

This Public Hearing for the August 2007 runboard was held May 31 at the Coal Creek Improvement Association. RTD Director Wally Pulliam was in attendance and spoke briefly. John Fitz-Gerald attended on behalf of his wife, State Senate President Joan Fitz-Gerald. Karen Bowman from DRCOG spoke briefly and answered questions regarding vanpools. The meeting ran from 7:00 – 8:50 p.m. with 60 members of the public in attendance. 16 people requested to speak, with many more commenting afterwards. All were there to speak about the proposed cancellation to the Route CC. 100% of those who spoke were against the change, with a great deal of applause in support of what was said.

In summary, the speakers stated that: the community was absorbing a disproportionate amount of the cost to help RTD balance its budget; Coal Creek would lose its entire service, while other areas would actually receive increases; the service is an integral part of a very diverse community; and there are 5 disabled regular customers who have no alternatives. Many commented that the all-or-nothing approach was too harsh for such a large geographic area. They would be willing to meet RTD 'half way', by reducing existing service, but felt elimination was too much to ask. Lastly, many were interested in the idea of a vanpool, but after hearing the details, most felt it would not fit their transportation needs.

Downtown – June 7, 2007

RTD Administration Offices

The June 7th noon meeting was held in the RTD Blake Street Rooms T & D. There were no statements made regarding the proposed August 2007 changes. Of the six members of the public in attendance, four were representing an organization advocating a deviation in Route 38 to serve their facility. One advocated discontinuing Route 79 and restoring the former Route 79Ltd, and one advocated extending the Longmont call-n-Ride to serve the Measured Progress firm located at 2950 Each Colorful Avenue in east Longmont. Seven staff members were in attendance.

DTC – June 7, 2007

Hyatt Regency Tech Center

Three members of the public (including a representative from Denver City Council member Peggy Lehmann) attended this meeting. One person commented that call-n-Rides should overlap a few blocks to make transfers easier. Also that it would be good to have seniors riding to help provide information. The other person with comments agreed with the proposed changes to the Route 46.

Longmont – June 7, 2007

Longmont Civic Center

Twenty-five members of the general public attended the August 2007 Proposed Service Change Public meeting. Longmont City Council Member Karen Benker and RTD Board Director Lee Kemp were there. City of Longmont and Boulder County Staff were also on hand.

Almost all spoke in opposition to the suggested changes. Approximately 40% spoke in favor of retaining the current J frequency, and 60% regarding the Bolt. There were several who suggested that the growth of ridership for both routes would support waiting before cutting service. There were several requests not to cut both the 3:02 and the 3:32 p.m. trips of the J. There were comments that marketing as well as the effect of extensive construction at Arapahoe/Foothills were not giving the J a fair opportunity. There were suggestions for alternate forms of funding, including Front Range Community College eco pass, other governmental grants, and private industry financial support. City Council Member Benker stated that the City was not considering 'buying up' any trips. Rather, that they would look at ways to partnership with RTD to see about retaining some trips.

Parker – June 6, 2007

Parker Town Hall

The meeting began at 7:00 p.m. with 12 participants, a Town of Parker staff person and one elected official (Douglas County Commissioner Jack Hibert) present.

Jessie Carter gave an overview of the proposed changes to Route the Route P and the current results of the partial reinstatement of the Route P and then opened the meeting for public comments.

The meetings participants were opposed to the truncation of the Route P at the Pinery park-n-Ride stating that the numbers reported to them were low and did not represent the true use of the park-n-Ride. Statements were also made suggesting that if the truncation occurred, actions to remove Franktown from the RTD would be pursued by several of the meeting's participants. Two Route 410 riders expressed their displeasure with the service reductions on the Route 410.

Bruce Abel then provided a summary of the rationale surrounding the proposal to truncate the Route P. The meeting was concluded at 8:15p.m. following comments from Douglas County Commissioner Jack Hibert, urging the RTD to consider delaying the truncation of the service to Franktown.

University Hills – May 30, 2007

Ross-University Hills Public Library

Three members of the public attended the hearing, along with Director Darryl Kinton. The public comments on the August changes all related to the Route 46 in the vicinity of University Hills Shopping Center. The comments express their appreciation for the efforts of RTD to restore some of the services provided by the former Bee Line. One person indicated that the new alignment along Yale Avenue is a significant improvement, again serving bus stops at Yale and Clermont. The other emphasized the need for midday service on weekdays on the Route 46 short-turn routing at U-Hills to serve the elderly and disabled at the Allied Jewish Apartments on South Adams Street.

There was no opposition to the August service changes, and the general comments were regarding schedule adherence on Light Rail and the Route 27.

Additional Communications

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

Route	Support	Opposed	Additional Comments
46	2	1	1 person requested a route change in the Cherry Creek North area in addition to the proposed changes.
48	1		
105	1		1 person requested that the schedule match up better with the train between Orchard and Lincoln Stations.
121	1		1 person supports the proposed change as long as the SB schedules are adjusted to connect with Rtes 20 & 15Ltd at Colfax
401	2		
BOLT	3	12	1 person requested that bicycle capacity be increased if trips are reduced. 1 person req. keep as many mid-day trips as possible.
CC		14	1 person suggested cutting to only 2 trips in am and 2 in pm. 2 people suggested cutting a few trips and 1 suggested cutting some of the return trips such as the 5:55 leaving Aravada. 1 person said there are several disabled riders and vanpool is not a viable option, other areas get a call-n-Ride. 1 person requested that the pnR at 72 and 93 needed to be paved, enlarged and have an entrance/exit off of 72 if the route is eliminated.
G-Line		5	1 person thinks 7:00 cut off is too early and says that 10:00 pm might be viable, 1 person not opposed to discontinuing on weekends or holidays.
J	7	13	2 persons said ok with proposed cuts because they used the 6:02 most frequently, however, 1 said the cuts do limit her flexibility in the pm and the other suggested reinstating the runs when CU is back in session in the fall. 2 people understood discontinuing 3:02 & 3:32 pm trips. 1 person supported eliminating the 3:02 & 3:32 but req. 5:32 pm & 8:34 am remain. 1 person said prefers the 5:30 and 3 suggested eliminating either the 3:02 or 3:32 but not both. 2 people understood cutting a few but less than the 4 proposed and 1 suggested the 3:32 pm & the 5:32 pm. 1 person suggested using a much smaller bus or a van instead of cutting service.
Old Town Arvada cnR		1	
P	2		

Also received communications on the following routes.

59			1 request for the westbound 59 to have a better connection with the northbound 100.
121			1 request to reinstate the route south to Arapahoe Road
122X			1 request for a 8:00 am trip from Wagon Rd, currently there is a 23 min gap between 7:50 am and 8:13 am.
727			1 request for a better connection with the E/F train.
L			1 request for a stop at Broomfield pnR

