

# BOARD OF DIRECTORS REPORT

To: Clarence W. Marsella, General Manager  
From: Bruce Abel, Assistant General Manager of Customer and Contracted Services  
Date: September 20, 2007  
Subject: January 2008 Service Changes

Date
GM
Board Meeting Date September 25, 2007
ACTION X DISCUSSION INFO

## **RECOMMENDED ACTION**

It is recommended by the Operations/Customer Services Committee that the Board of Directors approve moving the proposed January 13, 2008 Service Changes (Attachment A) on to public review and comment.

## **DISCUSSION**

Funding for increased system service hours in the 2008 budget has been set at 0.0% for fixed route and call-n-ride service. 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.

At the present time, due to the restoration of selected services and to other adjustments made by the Board through the recent service change process, the service hours' budget is operating at an annual deficit of approximately \$396,000. The proposed January service changes are designed to accommodate the most needed service adjustments and to begin the process of eliminating the budget deficit.

### **I. Service Efficiencies**

Service reductions and/or schedule changes are proposed for Routes 44 – West 44<sup>th</sup> Avenue, 44 Ltd – West 44<sup>th</sup> Avenue Limited, 56 – South Holly Crosstown, 206 – Pearl/Eisenhower, 209 – CU/Thunderbird, 465 – South Yosemite, P – Franktown/Parker/Denver, and U – Pine Junction/Conifer/DTC.

### **II. Mixed Service Efficiencies/Service Enhancements**

Service changes are proposed for Routes 80X – West 80<sup>th</sup> Express, 203 – Baseline, 205 – 28<sup>th</sup> Street/Gunbarrel, 228 – Louisville/Broomfield, 323 – Skyline Crosstown, 326 – Northside Loop Clockwise, 327 – Northside Loop Counter - Clockwise, CS/CV/CX – Pine Junction/Conifer/Denver, GS – Boulder/Golden/ Federal Center, Stampede – CU East Campus, U – Pine Junction/Conifer/DTC, and Y – Lyons/Boulder.

### **III. Service Enhancements**

New service (additional trip (s) and/or routing change) is proposed for Routes 16 – West Colfax, 16Ltd – West Colfax Limited, 43 – Martin Luther King/Gateway, 48 – East 48<sup>th</sup> Avenue/Commerce City, and 122X – Wagon Road/Civic Center Express.

### **IV. Routine Service Adjustments**

Running time and schedule adjustments are necessary on certain routes to address changing traffic patterns, signalization, passenger volumes, load standards and customer/bus operator input. The recently available APC (Automatic Passenger Counter) running time data will continue

to be used to help analyze and adjust the schedules of selected routes in the system. Routine Service Adjustments focus primarily on maintaining/enhancing on time performance. However, they also are utilized for long term detours, work shift time changes, school service and related other matters.

### **FINANCIAL IMPACT**

The 2008 savings (including the one time only Pine Junction park-n-Ride site/maintenance savings) from the January 2008 service changes would be approximately \$282,000. The annualized, ongoing savings would be approximately \$108,100. The annualized savings would reduce the current annualized operating deficit to approximately \$287,900.

### **PUBLIC HEARINGS**

Seven public hearings have been scheduled for early October 2007, one each to take place in Boulder, Conifer, Downtown Denver, Green Valley Ranch, Lakewood, Longmont, and Parker. These hearings are designed to inform the public of the proposed service changes and to obtain public input which will be summarized and reported to the Board at its October meeting, when final approval will be requested.

#### **Boulder**

Boulder Senior Center  
West Senior Complex  
909 Arapahoe - Creekside Room  
Thursday, October 4<sup>th</sup>  
7:00 p.m.

#### **Conifer**

Conifer High School  
10441 County Highway 73  
Public Library Conference Room  
Monday, October 8<sup>th</sup>  
7:00 p.m.

#### **Downtown Denver**

RTD Administration Building  
1600 Blake Street  
Rooms T & D  
Thursday, October 4<sup>th</sup>  
12:00 noon

#### **Green Valley Ranch**

Green Valley Ranch Community Center  
4890 Argonne Way  
Community Room B  
Wednesday, October 3<sup>rd</sup>  
7:00 p.m.

#### **Lakewood**

Clements Community Center  
1580 Yarrow Street  
ABC Room  
Wednesday, October 3, 2007  
7:00 p.m.

Longmont

Longmont Public Library  
409 4<sup>th</sup> Avenue  
Wednesday, October 3<sup>rd</sup>  
7:00 p.m.

Parker

Town Hall  
20120 E. Mainstreet  
Thursday, October 4<sup>th</sup>  
7:00 p.m.

## SUMMARY OF PROPOSED SERVICE CHANGES – JANUARY 2008

### I. SERVICE EFFICIENCIES

The total annualized savings from the proposed service efficiencies would be approximately \$407,300.

#### Route 44 – 44<sup>th</sup> Avenue

Discontinue 1:58 a.m. eastbound weekday night trip due to low ridership (averages less than 1 passenger). This trip only operates between Youngfield/38<sup>th</sup> and 44<sup>th</sup>/Kipling. The annualized savings would be approximately \$1,400.

#### Route 44 Ltd – West 44<sup>th</sup> Avenue Limited

This route is proposed to be removed from Ward Road park-n-Ride due to low utilization on that deviation (1 passenger in each direction). It would continue to provide service along West 44<sup>th</sup> Avenue. It's original function at Ward Road park-n-Ride has gradually been superseded by Route 72X. In addition, its local service area is proposed to be extended from Youngfield Street to Wadsworth Boulevard. The annualized savings would be approximately \$3,500.

#### Route 56 – South Holly Crosstown

It is proposed that this route be cancelled due to poor ridership performance. With the relocation of the CU Medical Center to the Anchutz/Fitsimons Medical Center area, ridership on this service has seen a significant decline (down 45.7% for the 12 month average). Current ridership levels fall below the lowest RTD standard for an Urban Local route (15.2 passengers per hour). The latest data for the Route 56 shows a steady decline in ridership to an average of 5 boardings per day, which translates into 2.5 passengers per in-service hour. Note: This route has been declining in ridership and service for years and is now down to 6 trips per weekday. The annualized savings would be approximately \$62,000.

#### Route 206 – Pearl/Eisenhower

Discontinue the last two southbound weekday trips (8:07p.m. and 9:07p.m. from 14<sup>th</sup>/Walnut). The total number of riders affected would be 13. Annualized savings would be \$28,900. Also, discontinue Saturday and Sunday service. Saturdays average 72 boardings (4.90 boardings per in-service vehicle hour at an annual cost of \$59,900). Sundays average 39 boardings (5.67 boardings per in-service vehicle hour at an annual cost of \$31,000). The ridership service standard at the bottom 10% level requires 15.2 boardings per in-service vehicle hour. Overall, the annualized savings from these changes would be approximately \$119,800.

#### Route 209 – CU/Thunderbird

Due to low ridership, Sunday service on this route was cancelled in May 2003. Currently, Saturday service averages only 46 boardings per Saturday (or 3.3 boardings per trip). This equates to 6.6 boardings per in-service vehicle hour, versus the service standard at the bottom 10% level of 15.2 boardings per in-service vehicle hour. Accordingly, it is recommended that Saturday service be discontinued. The annualized savings would be approximately \$29,900.

Route 465 – South Yosemite

This proposal reduces the frequency of Saturday service on the Route 465 from every 30 minutes to hourly service. Current ridership performance on the Saturday Route 465 (2.6 boardings per in-service vehicle hour), falls below the RTD minimum Service Standard (at the bottom 10% level) for a Suburban Local route (6.8 boardings per in-service hour). The annualized savings would be approximately \$33,500.

Route P – Franktown/Parker/Denver

At the June 19, 2007 Board of Directors meeting, the Board approved (effective with the August 2007 service changes) removing 3 of the 5 trips (each peak) that served Franktown. It approved the retention of 2 Franktown trips each peak until the January 2008 Service Changes; with retention after that date being dependent upon meeting the minimum ridership service standard.

Ridership south of the Pinery has traditionally been very low, averaging around 2.2 boardings per trip. In addition, 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. The cost to lease the Franktown park-n-Ride is currently \$8,000 per year. Annual maintenance costs (park-n-Ride, local streets, elementary school) are approximately \$5,000.

In compliance with the Board's directive, it is proposed that the remaining trips to/from Franktown be truncated to begin/end at the Pinery park-n-Ride if they do not meet the requisite service standard. The Franktown park-n-Ride would be closed.

Annualized operating savings would be approximately \$25,500. Lease and maintenance savings would total around \$13,000. Total annual savings would be approximately \$38,500.

Route U – Pine Junction/Conifer/DTC

This regional route was created in 1992 as an ongoing part of a suburb to Denver Technology Center (DTC) mobility plan. Operating along US 285 from Pine Junction (originally from Evergreen), it provides service to a number of park-n-Rides, stops along Hampden Avenue, Englewood Station (starting in 2000), Ulster/Tufts Timed Transfer Center, and then served as a local distributor route through the DTC to County Line Road/Akron. Ridership was consistently marginal and roughly half of its ridership came from its distributor/collector function in the DTC. In November 2006, it was reduced to 3 trips in each direction and its routing within the DTC was shortened to end at the new SEC Belleview Station.

With its internal DTC distribution function removed, the lack of long distance ridership has become even more apparent. In particular, the last trip in each peak period (i.e. the 6:29 a.m. inbound trip and the 5:16 p.m. outbound trip) are particularly weak, with the morning trip averaging 11 to 14 boardings (7 to 9 boardings per in-service vehicle hour) and the afternoon trip 8 to 10 (5.2 to 6.5

boardings per in-service vehicle hour). This is substantially below the applicable RTD service standard of a minimum (at the bottom 10% level) of 11.5 boardings per in-service vehicle hour. Subsidy per boarding on these trips is over \$30 (versus the minimum maximum at the bottom 10% level of \$16.95).

Accordingly, it is recommended that these 2 trips be cancelled. Current customers would still have the option of taking the remaining 2 earlier trips in each peak period. The annualized savings would be approximately \$118,700.

Note: Also see Route U and Route CS/CV/CX in Mixed Service Efficiencies/Service Enhancements section.

## II. MIXED SERVICE EFFICIENCIES/SERVICE ENHANCEMENTS

The total annualized savings from the proposed mixed service efficiencies/service enhancements would be approximately \$89,300.

### Route 80X – West 80<sup>th</sup> Express

Discontinue deviation via 76<sup>th</sup>/Quail, operating directly via 80<sup>th</sup> and Simms. Segment causes operational problems in poor weather, has low ridership, and is within reasonable walk distance of 80<sup>th</sup> Avenue.

### Route 203 – Baseline

#### Route 205 - 28<sup>th</sup> Street/Gunbarrel

Discontinue Saturday/Sunday/holiday service on Route 205 west of 14<sup>th</sup>/Walnut to 3<sup>rd</sup>/Pearl. Ridership averages 10 passengers per day in each direction, or less than 1 passenger every other trip. Customers may instead use the Hop and Jump at 9<sup>th</sup> Street. Route 205 would then interline with Route 203 at 14<sup>th</sup>/Walnut, sharing excess recovery.

Also on Route 205, split weekday midday service between base route and 205W branch to Winchester Circle. This would provide hourly service on each branch, thus providing midday service to Association for Community Living.

In conjunction with weekend Route 205 interline, improve Route 203 service on Saturdays to have a frequency of service between 8:00 a.m. and 10:00 a.m. of 30 minutes (currently 60 minutes) and extend night service until 11:22 p.m. (currently 9:22 p.m.).

The annualized savings from these Route 203/205 changes would be approximately \$28,800.

### Route 228 – Louisville/Broomfield

Discontinue loop via McCaslin/South Boulder Road/Via Appia. Instead, make a smaller loop by operating on Via Appia/Tyler/Pine/Via Appia. This would allow for a faster round trip and would reduce the peak bus requirement. This change would result in 3 customers along McCaslin losing service. No other passengers lose service. The primary transfer location with the Dash would move from Via Appia/South Boulder Road to Via Appia/Pine. Also, add 8:35 p.m. northbound and

8:00 p.m. and 9:00 p.m. southbound trips, while discontinuing the current 9:17 p.m. southbound short trip from FlatIron Crossing.

In addition, reduce Saturday frequency from its current 30 minutes to 60 minutes. This route is averaging only 9.1 boardings per in-service vehicle hour on Saturdays, even though it is operating at a frequency that is twice as good as the minimum prescribed frequency of 60 minutes. The service standard at the bottom 10% level requires at least 15.2 boardings per in-service vehicle hour.

The annualized savings for these changes would be approximately \$42,000.

Route 323 – Skyline Crosstown

Reroute via 6<sup>th</sup> to Lashley to 3<sup>rd</sup>, instead of 6<sup>th</sup> to Collyer to 3<sup>rd</sup>, to better serve neighborhood. Requested by neighborhood petition.

Route 326 – Northside Loop Clockwise

Route 327 – Northside Loop Counter - Clockwise

These two routes would operate between Francis Street and Main Street via 21<sup>st</sup> Avenue instead of 23<sup>rd</sup> Avenue. Service north of 21<sup>st</sup> Avenue on these two routes would be discontinued. In addition, Route 327 would operate via Longs Peak Avenue to Main Street instead of via Longs Peak Avenue to Pratt Street to 5<sup>th</sup> Avenue to Main Street. These changes would serve to alleviate on time performance problems with these two routes and thus would enhance their ability to make timed transfer connections at the Timed Transfer Center at 6<sup>th</sup> Avenue and Kimbark Street.

Route U – Pine Junction/Conifer/DTC

Route CS/CV/CX – Pine Junction/Conifer/Denver

These routes are proposed to be turned back at Mountain View park-n-Ride, instead of their current terminal at Pine Junction park-n-Ride. An additional trip from Mountain View to Civic Center Station at 8:13 a.m. would be added from the resulting savings in bus operation costs. The Pine Junction park-n-Ride would be closed. Currently, there are 86 boardings at Pine Junction on a total of 10 morning trips (average of 8.6 boardings per trip).

The Pine Junction park-n-Ride (a long, narrow, graveled lot) is an antiquated temporary facility located along the south side of U.S. Highway 285 at the junction of U.S. 285 and Jefferson County Road 126 (Pine Valley Road) (see Figure 1). Winter snow conditions can make its utilization extremely difficult. To retain this facility in operation for the near term, approximately \$200,000 worth of maintenance and site improvements would be required. Construction of a new, permanent park-n-Ride would cost approximately \$2 million.

The Mountain View park-n-Ride (see Figure 2), located on the north side of U.S. 285 approximately 5 to 6 minutes drive time east of Pine Junction (a distance of approximately 5.3 miles), is a modern facility with paved parking and a paved bus turnaround. It is RTD owned and opened in 2000 at a cost of \$1.26 million. Its

parking capacity (183) could easily accommodate its current usage (31) plus all of the current parking (82 out of 92 spaces) from Pine Junction.

This proposal is based on infrastructure and financial considerations. The Pine Junction park-n-Ride developed in an earlier era (circa 1980) via ad hoc parking near the only workable turnaround for buses (originally 2-4 a day) on U.S. 285 in the vicinity of the Jefferson County/Park County boundary. Today, it is a very outmoded facility existing along the side of a highway that has experienced vastly increased traffic volumes. The park-n-Ride is difficult and expensive to maintain, complaints about conditions are common, and a substantial investment would be required to alleviate some of the safety concerns. Future U.S. 285 roadway plans would eliminate the existing park-n-Ride location (although timing and funding have not yet been identified). In anticipation of building a replacement facility, the RTD bought land in Pine Junction in 2002. However, ever increasing financial constraints have precluded actual construction and the current, fiscally constrained Transit Development Program contains no provision for such a facility.

This proposal would save an initial \$200,000 (approximate), a potential \$2 million in future capital costs, and would produce an ongoing annual maintenance savings of approximately \$26,100.

Note: If this proposal is approved by the Board of Directors, the Pine Junction park-n-Ride closure would probably occur in early November 2007. Also, see Route U in Service Efficiency section.

Figure 1

Figure 2



Pine Junction park-n-Ride  
RTD  
Service Development Division  
August 17, 2007  
Miles  
0 0.005 0.01 0.02



Mountain View park-n-Ride  
US285/Mountain View  
RTD  
Service Development Division  
August 17, 2007  
Miles  
0 0.01 0.02 0.04

Route GS – Boulder/Golden/Federal Center

Discontinue 5:09 a.m. southbound trip, due to very low ridership (7 passengers/trip). Add 8:23 a.m. southbound trip. The current last trip at 7:38 a.m. has strong ridership (30 passengers/trip). This switch from an early southbound trip to a later southbound trip was suggested by several Route GS customers as a no cost way to increase ridership.

Route Stampede – CU East Campus

Reduce frequency between 5:30 p.m. and 6:20 p.m. from every 10 to every 15 minutes, and extend service to 7:00 p.m. The annualized cost would be approximately \$7,600.

Route Y – Lyons/Boulder

Discontinue 5:59 a.m. southbound (7 passengers average) and 6:31 a.m. northbound (1 passenger average) trips. Add new southbound trip from Lyons park-n-Ride at 8:15 a.m., arriving the Boulder Transit Center at 8:45 a.m. This switch from basically a very early southbound trip to a later southbound trip was suggested to the RTD by a resident of Lyons as a no cost way to increase ridership. Ridership on the current route is rather marginal, with an average of 13.6 boardings per peak direction trip (8.5 boardings per trip overall).

**III. SERVICE ENHANCEMENTS**

The total annualized cost of the proposed service enhancements would be approximately \$288,500.

Route 16 – West Colfax

Route 16Ltd – West Colfax Limited

Due to increasing ridership on West Colfax, Saturday Route 16 trips are frequently overloaded. Ridership in June 2007 averaged over 6,000 boardings per Saturday and frequent standee and pass-up situations occurred. Due to the expected adoption of a student pass program at School of Mines, further ridership increases are anticipated. It is proposed to inaugurate Saturday service on Route 16Ltd, in combination with changes to Route 16. These changes are closely tailored to the customer demands reported by Automatic Passenger Counts and observed by staff. Proposed Saturday changes:

- Add earlier eastbound trip on Route 16, starting at Zephyr (Wadsworth) at 4:47 a.m. This will bring start of regular service on Saturday mornings east from Wadsworth up to match the weekday start of service.
- Between 6:00 a.m. and 8:00 a.m., Route 16Ltd buses would be operated hourly between Golden and Downtown Denver. Route 16 Local trips to Golden would be rerouted to Cold Spring park-n-Ride, thereby increasing service at Cold Spring to every 30 minutes, from the current 60-minute frequency.
- Between 8:00 a.m. and 7:00 p.m., Route 16Ltd buses would be operated every half hour between Golden and Downtown Denver. Route 16 Local trips that now go to Golden would instead operate between Wadsworth

- (Zephyr St. timepoint) and Downtown Denver. Trips between Cold Spring and Downtown Denver would continue to operate as at present.
- The cumulative base service would become:
    - Downtown Denver to Wadsworth = 6 buses per hour (versus current 4)
    - Wadsworth to Simms Street = 4 buses per hour
    - Simms Street to Cold Spring = 2 buses per hour
    - Simms Street to Golden = 2 buses per hour
  - Add short-turn Route 16 trips between Wadsworth and Downtown Denver in the period between 7:00 and 9:00 p.m. to combine with existing service to offer a 15-minute headway.

The annualized cost would be approximately \$150,000.

Route 43 – Martin Luther King/Gateway

Extend service on weekdays later into the night to Green Valley Ranch. Currently, the last trip to 48<sup>th</sup>/Malaya arrives at 7:09 p.m. Service is proposed to be extended until approximately 9:09 p.m.

Route 48 – East 48<sup>th</sup> Avenue/Commerce City

Saturdays, begin service one hour earlier westbound at 5:13 a.m., and improve frequency to every 30 minutes westbound from 6:13 a.m. to 8:13 a.m. The current first trip (6:13 a.m.) has 48 boardings and standees. The next trip (7:13 a.m.) has 62 boardings and up to 14 standees. Sundays, begin service one hour earlier westbound at 5:13 a.m. The current first trip (6:13 a.m.) has an average of 28 boardings. The annualized cost would be approximately \$14,800.

Route 122X – Wagon Road/Civic Center

In order to relieve overloads, originate 4 new southbound morning peak hour trips at Thornton park-n-Ride between 7:00 and 7:40 a.m. Also, add 2 afternoon northbound trips to Thornton/Wagon Road park-n-Rides. The annualized cost for the proposed additional trips would be approximately \$123,700.

Note: The Route 122X was created in September 2001 to work in-conjunction with Route 120X. Originated with 12 trips (6am, 6pm), it now has 32 trips (17am, 15pm), 1,697 boardings per weekday (June, 2007), and an average of 45.9 boardings per trip.

**IV. ROUTINE SERVICE ADJUSTMENTS**

The total annualized cost of the proposed routine service adjustments would be approximately \$100,000.

Route 0Ltd – South Broadway Limited

Schedule adjustments.

Route 6 – East 6<sup>th</sup> Avenue/North Pecos

Revise trips terminating/originating in Central Platte Valley to use layover on 19<sup>th</sup> Street, via loop of 17<sup>th</sup> Street (to be replaced by 18<sup>th</sup> Street when available), Chestnut Street, and 19<sup>th</sup> Street.

Route 8 – North Broadway/Huron

Route 12 – South Downing

Route 20 – 20<sup>th</sup> Avenue

Route 28 – 28<sup>th</sup> Avenue

Route 30 – South Federal

Route 30Ltd – South Federal Limited

Route 31 – North Federal

Route 32 – 32<sup>nd</sup> Avenue/City Park

Route 36 – Fort Logan

Route 38 – 38<sup>th</sup> Avenue

Route 43 – Martin Luther King Blvd/Gateway

Route 44 – 44<sup>th</sup> Avenue

Route 83Ltd – Cherry Creek/Parker Road Limited

Route 88 – Thornton/Commerce City/Stapleton

Route 121 – Peoria Crosstown

Schedule adjustments.

Route 401 – Ranches Crosstown

Schedule adjustments. Possible trip adjustments.

Route 402Ltd – Highlands Ranch Parkway Limited

Would be revised in the westbound direction to eliminate layovers at Park Meadows Mall. Buses on this route would continue stopping at the Mall. Connections from Light Rail trains at County Line Station would be improved.

Route AA – Wagon Road/DIA

Route AB – Boulder/DIA

Schedule adjustments.

Arapahoe call-n-Ride

As part of the southeast light rail grand opening, the Arapahoe call-n-Ride began operating November 20<sup>th</sup>, 2006. Scheduled stops at the light rail are scheduled every 30 minutes. This proposal calls for an adjustment of the boundaries to better serve the existing customer base. Boundary changes – move the east boundary from Havana to Peoria in order to serve the Hills at Cherry Creek and Cherry Creek Vista neighborhoods. The southern boundary between Havana and Peoria will be Peakview.

Route AVA-E – Avatrac Shuttle Eastside

Route AVA-W – Avatrac Shuttle Westside

Service adjustments. Note: These are very small routes with but 1 morning and 1 afternoon trip on each. Provision of this service would be changed from RTD operation with a standard transit coach to private carrier operation with a cut-a-way

vehicle operating under access-a-Ride Dispatch control. This change is being done in-order to accommodate Avatrac's new 4 day (Monday-Thursday) work week. Provision of this service on a 4 day per week basis and with the new provider methodology would save approximately \$26,000 annually.

Route B – Boulder/Denver  
Route BOLT – Boulder/Longmont  
Schedule adjustments.

Route Dash – Boulder/Lafayette via Louisville  
Route Jump – Boulder/Lafayette via Arapahoe  
Interline all day Sunday trips at Lafayette park-n-Ride. Equally distributes recovery between routes and solves serious running time and recovery problems with the Jump at 55<sup>th</sup>/Arapahoe. No cost, but will result in trip time changes. "Vanilla" buses (ie. non-route specific) will be utilized to avoid public confusion as to route identity.

Route ES/EV/EX – Evergreen/Aspen Park/Denver  
Schedule adjustments.

Gateway call-n-Ride  
The Gateway call-n-Ride began operating in January 2003. The call-n-Ride operates weekdays and Saturdays. The ridership has grown and the RTD has responded by adding resources, in terms of buses. Due to the high customer demand, this proposal formalizes the existing flex route. The flex route operates on an establish routing. The flex route has the capability to go off route, to pickup or drop off, and return to the same point in the route. There are established boarding locations and customers may request boardings/alightings along the flex route. The flex route will reduce the number of incoming phone calls allowing the call-n-Ride driver to offer better customer service.

North Inverness call-n-Ride  
As part of the southeast light rail grand opening, the North Inverness call-n-Ride began operating November 20<sup>th</sup>, 2007. In December 2007, the call-n-Ride began operating a flex route. A dedicated call-n-Ride vehicle served the area not covered by the flex route on a 15 minute frequency. Scheduled stops at the light rail were scheduled every 15 minutes. Due to increased demand, this proposal will adjust the scheduled stop times to every 30 minutes. The flex route will not be affected.

Route S – Denver/East Boulder  
Schedule adjustments.

School Service  
Adjust school trippers if necessary on Routes 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.