

SUMMARY OF SERVICE CHANGES – JANUARY 2010

I. SERVICE EFFICIENCIES

Route 3 – Alameda Crosstown

Weekdays: minor schedule adjustments. The 6:22 p.m. westbound trip from Allison/Virginia will be discontinued due to light patronage (6 customers to have 15-minute wait).

Route 30 – South Federal

Weekdays: northbound service from Federal/Evans between 5:22 a.m. and 5:52 a.m. will be adjusted to operate every 15 minutes, rather than on the current 10-minute headway. The southbound trip from 21st/Champa at 5:01 a.m. will be discontinued. Service in this period exceeds the minimum standards. (73 customers would be asked to travel on a 15 minute earlier or a 15 minute later trip.) Saturdays: the 6:03 a.m. and 6:33 a.m. northbound trips will be discontinued, as well as the 6:56 a.m. southbound trips which do not meet service standards. (26 passengers would need to shift to earlier or later trips; currently, there is a 15 minute frequency of service during these time periods.) Sundays and holidays: the 7:33 a.m. northbound trip will be discontinued. (Max load of 6 passengers may be accommodated on the next trip at 7:48 a.m.)

Route 34 – West 3rd Avenue Commuter

Route 50 – Bryant Commuter

Weekdays: these routes be merged into a single loop based at Alameda Station, operating during peak periods on a 45-minute headway, identified as Route 34. Three trips in the morning and three trips in the afternoon would be provided during the span of time now covered by these routes. Due to economic circumstances and changed travel patterns, neither of these routes into the Platte Valley industrial areas is meeting minimum productivity standards. They have been retained because the remaining ridership includes isolated low income workplaces and workers in sheltered workshops for the disabled. Together, they average 31 boardings a day, or 6 boardings per service hour. A new factor is presented by the City and County of Denver's proposal to relocate 300 employees to a new "campus" at 2000 West 3rd Avenue, adjacent to the Wastewater Management Building. This relocation is proposed to take place at the end of 2010. Due to the availability of free parking and the lack of transit-friendly amenities in the area, additional patronage from this group is not expected to bring this route above productivity standards. However, when combined with the social service nature of the routes, a one-bus operation may be justified.

Route 48 – East 48th Avenue/Commerce City

Discontinue 6:46am short trip from Curtis/16th to Platte Division (3 passengers). Passengers may use regular trip 7 minutes earlier. Discontinue 7:20 a.m. (2 passengers) and 7:50 a.m. (3 passengers) short trips from Welton/13th to Platte

Division. Passengers may use regular Route 48 trips, or pull-in trips from Market Street and Civic Center Stations.

Route 52 – West 52nd Avenue/South Pearl

Weekdays: discontinue extra trips that were previously required when medium-size buses were assigned to this route. At the request of customers and bus operators, standard transit buses have been assigned. The trips to be discontinued are eastbound starting at 5:51 a.m. from Colorado 93 and at 5:52 a.m. trip from Olde Town Arvada. Westbound trips to be discontinued start from Alameda Station at 5:24 a.m. and 5:00 p.m. The 5:22 p.m. trip from Alameda Station will be revised to depart at 5:15 p.m. (approximately 100 boardings affected with passengers having to take a trip either 15 minutes earlier or later).

Route Goodwill special

Weekdays: discontinue this single trip that was operated to relieve overloads on Route 31. Customers have switched to access-a-Ride. (1 to 2 passengers affected.)

Light Rail

As each Light Rail line has opened – dating back to the original route – experience with operations and ridership patterns has been applied to make minor changes. The general practice has been to discontinue marginal trips that do not meet the comparable CBD Local bus service standard. This does not apply to trips that are needed to move equipment from one part of the system to another, or that for the return for a popular trip. A review of weekend and holiday schedules has been conducted and the following changes will be made:

- Passengers needing to use earlier or later trips are indicated in parentheses after each trip.
- D-Line: deletion of the 5:16 a.m. trip from Englewood Station to Littleton/Mineral Station (2), deletion of the portion of the 5:34 a.m. trip from Littleton/Mineral Station to Evans Station (12).
- E-Line: deletion of the 4:07 a.m. trip from I-25 & Broadway to Lincoln Station (4), deletion of the 4:43 a.m. trip from Lincoln Station to Union Station (8), deletion of the 5:32 a.m. trip from Union Station to Lincoln Station (8), addition of a 5:43 a.m. trip from Evans Station to Lincoln Station.
- H-Line: deletion of the 3:11 a.m. trip from Evans Station to Nine Mile Station (0 to 2), deletion of the 3:24 a.m. trip from Nine Mile Station to I-25 & Broadway (4 to 8).
- Minor schedule adjustments will be made for weekends and holidays.

Also, minor schedule adjustments on weekdays.

II. MIXED SERVICE EFFICIENCIES/SERVICE ENHANCEMENTS

Route 44Ltd – West 44th Avenue Limited

Weekdays: rerouted between Washington Street in Golden and Ward Road to travel via Colorado 58 instead of West 44th Avenue. On the average, this results in one rider a day losing all service, while improving service and bad-weather reliability for other customers.

Route 120X – Wagon Road/Thornton Express

This route is a productive, well utilized service. It has grown substantially (in ridership and in number of trips) since the opening (Phase I) of the north I-25 HOV lanes in September 1994. Today, it has 122 trips and 2,729 boardings (-10.69% over the past 12 months) per weekday. Its sister route, the relatively new 122X, has 43 weekday trips. Nevertheless, there are some inefficiencies in its current schedule and some existent issues with load balancing (i.e. some trips have standing loads and some are half to two-thirds empty).

The January 2010 service change will remove the inefficiencies and restructure the load balances to alleviate overloads. This basically will entail removing a few trips with low ridership, re-spacing other trips by modifying the frequencies of service, and by adding some trips during the peak of the peaks. This should solve the load imbalances, thereby providing a better, more comfortable service with reduced standee situations.

Route Dash – Boulder/Louisville via South Boulder Road

Discontinue 5:37am eastbound trip (3 passengers). Shift schedule to alternate with Route 204, for improved passenger load distribution and capacity utilization along Broadway.

III. SERVICE ENHANCEMENTS

Route 17 - Jeffco

Note: The weekday midday performance of this route is unsatisfactory and schedules are not being maintained.

Keep an additional bus in service during the midday and extend the midday short-turn trips from Washington/10th to Ward Road park-n-Ride (which would improve frequency along this portion of the route from 60 minutes to 30 minutes). This will provide the resources required to solve the current on-time performance problems and will provide a service enhancement in the process.

Route 20 – 20th Avenue

Selected trips will be expanded to the Auraria campus and the Colfax & Federal Transfer Station. These trips presently terminate or originate in the planned Union Station construction area. Instead of operating a construction detour for a lengthy

period, the change will simplify the overall service by combining these trips on the same streets as current Denver West trips, leading to improved access for communities on both sides of Downtown Denver. Typically, this will increase the frequency of peak service east of Federal to every 15 from every 30 minutes and will introduce night and weekend connections on this route between Federal Boulevard and Downtown.

Route 76 – Wadsworth Crosstown

Weekdays: extend the 9:04pm pull-in from Broomfield to Lafayette, filling in a two hour gap in service.

Route 105 – Havana Crosstown

Add some weekday midday trips to provide some 15 minute frequencies of service between Stapleton and Ulster/Tufts to alleviate overloads and running time issues. The overall productivity of this route is 38.7 boardings per in-service vehicle hour.

Route BOLT – Boulder/Longmont

The weekday midday service that currently is on a 60 minute frequency of service (roughly between 9:00 a.m. and 2:00 p.m.) will be changed to a 30 minute frequency of service. This service enhancement will be funded courtesy of Boulder County.

IV. ROUTINE SERVICE ADJUSTMENTS

Route 16 – West Colfax

Route 16Ltd – West Colfax Limited

Minor schedule adjustments, including insertion of a Kipling timepoint.

Route 27 – Yale Crosstown

Schedule adjustments.

Route 63X – Lockheed/Waterton Express

Schedule adjustments.

Route 77 – Dry Creek Crosstown

Gate change at Mineral Station.

Route 83Ltd – Cherry Creek/Parker Road Limited

Schedule adjustments.

Route 133 – Hampden/Tower

Schedule adjustments.

Route 204 – Table Mesa/Moorhead/North 19th

Shift peak schedule to alternate with Dash, providing coordinated 7.5 minute frequency along Broadway (in addition to Skip service).

Route 401 – Ranches Crosstown

Gate change at Mineral Station.

Route 402Ltd – Highlands Ranch Parkway Limited

Daily: minor schedule adjustments for improved connections with Light Rail at County Line Station.

Route AB – Boulder/DIA

Schedule adjustments.

Route B – Boulder/Denver

Schedule adjustments.

Route DD – Boulder/Colorado Boulevard

Schedule adjustments.

Route DM – Boulder/Anschutz/Fitzsimons

Schedule adjustments.

ES/EV/EX – Evergreen/Aspen Park/Denver

Minor schedule adjustments.

Route GS – Golden/Boulder

Schedule adjustments.

Route J – Longmont/East Boulder/CU

Schedule adjustments.

Route N – Nederland/Boulder

Schedule adjustments.

School Trippers

Schedule adjustments on Routes 1, 30, 31, 52 and 65.

Route Y – Lyons/Boulder

Schedule adjustments.