

# BOARD OF DIRECTORS REPORT

To: Clarence W. Marsella, General Manager  
From: Tony McCaulay, Director of Customer Services  
Date: October 16, 2003  
Subject: Approval of January 2004 Service Changes

Date
GM
Board Meeting Date October 21, 2003
ACTION X    DISCUSSION    INFO

## RECOMMENDED ACTION

It is recommended that the Board of Directors approve the January 4, 2004 Service Change package as revised and summarized on Attachment A resulting in a net annual savings of approximately \$576,100, 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 January 4, 2004 service changes are included herein (Attachment A). The primary objectives are to: (1) to implement service efficiencies; (2) to conduct system maintenance – which includes service increases to address overloads and normal maintenance; and (3) to implement selected service improvements.

## DISCUSSION

Funding for increased system service hours in the 2004 budget has been set at 0.0%, instead of the more typical 2.5% of total annual hours (3-4% annualized). This is due to the continuing economic situation and the consequent decline in sales tax receipts. 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. The proposed January 2004 service changes outlined below and in substantial detail in Attachment A initiates this process.

## PUBLIC HEARINGS

DATE	LOCATION	PUBLIC ATTENDANCE
October 1, 2003	Globeville Stapleton Recreation Center	8
October 8, 2003	Downtown Denver RTD Administration Offices	9
October 8, 2003	Denver Tech Center Metro District	0

DATE	LOCATION	PUBLIC ATTENDANCE
October 9, 2003	Southeast Denver Glendale Community Center	6
October 9, 2003	Aurora Heather Gardens	13

Public Hearing Results

The public hearings were attended by a total of 36 members of the general public. Please see Attachment D for a summary of public hearing comments.

Proposed Revisions to original January 2004 Service Change Proposal

1. **The Route 47 proposal has not been modified. However, a separate Board of Director's Report recommends the creation of a new community based service to be operated by the Cross Community Coalition effective January 2004. Please see that report for additional information.**
2. The Route 153 proposal has been modified to extend selected peak period trips from Arapahoe Crossing to Parker.
3. Route 324 has been added for some routing changes.
4. A 9:14 a.m. trip has been added to Route 86X to alleviate recently developed overloads.
5. The Route 120X proposal has been modified to reduce the number of trips removed and to add a trip in mid morning.
6. A morning trip and a possible afternoon trip have been added to Route 122X to alleviate recently developed overloads.

FINANCIAL IMPACT

The 2004 savings and the annualized savings from the proposed January 2004 service changes would be approximately \$576,100.

## SUMMARY OF SERVICE CHANGES – JANUARY 2004

### **I. SERVICE EFFICIENCIES**

#### Route 0Ltd – South Broadway

The 7:30 a.m. trip from I-25 & Broadway to Civic Center Station will be discontinued due to the overall decline in work trips in this period. Local service on Route 0 is available at the same time, and there are Limited trips five minutes ahead of and five minutes behind this time. Also, a new Exception Stop northbound on the traffic island at Lincoln Street and Ohio Avenue.

#### Route 47 – Coliseum Crosstown

Service on Route 47 was initiated, on a one year experimental basis, in January 1998 to provide two-way, all day, weekday service between the Stapleton transfer center and 48<sup>th</sup>/Pecos – thereby serving the communities of Swansea, Elyria, Globeville and Chaffee Park. In September 1998, the route was extended westward to a new terminus at 49<sup>th</sup>/Grove, just west of Federal Boulevard.

In September 2001, RTD staff recommended the elimination of the Route 47. This recommendation was based upon the fact that ridership was then averaging approximately 198 boardings per day – which translated into 6.8 passenger boardings per trip or 7.9 passenger boardings per in-service hour. The cost per boarding was approximately \$7.83. Performance of the route, in terms of ridership and in terms of subsidy per boarding, did not attain the minimum service standards necessary to merit continuation of the service, and it was staff's opinion that other services were available to most riders of the Route 47 such that most of the current riders could continue to utilize RTD service.

In October 2001, the RTD Board deferred acting on the staff proposal to eliminate service on the Route 47 and directed staff to work with the neighborhood to attempt to increase ridership. In the period from October 2001 through May 2002, RTD staff worked with neighborhood representatives, the Cross Community Coalition Family Resource Center and the Colorado People's Environmental and Economic Network (COPEEN) in an attempt to increase ridership on the Route 47. Among the activities undertaken was a rider/non-rider survey that was jointly developed and conducted with bilingual COPEEN staff in January of 2002. Among the survey results was the fact that 62% of survey non-riders were aware of the Route 47, a notably high percentage probably resulting from the extensive marketing efforts undertaken since the inception of the route.

In May of 2002, RTD staff again recommended the elimination of service on the route. In June of 2002, the RTD Board of Directors decided to retain service on the Route 47 and directed staff to work with Denver to obtain a CMAQ grant to double the frequency of service. The City agreed to do that and applied for a grant. DRCOG rejected the request on grounds of poor ridership potential.

In September, 2002, the Cutaway buses (25 foot Goshen) that had been used on this route were replaced with regular small transit buses (28 foot El Dorado-1999). That was done in response to complaints by a few people as to the equipment used on the route.

Ridership on the Route 47 has been low since its inception and it is currently averaging 188 boardings per day based upon a 12 month average (July 2003 ridership was at 165 per day – down 17.9% from the previous July) – which translates into 6.5 boardings per trip, 7.5 boardings per in-service hour (versus the minimum standard of 14.6 boardings per in-service hour at the bottom 10% level) and 0.52 boardings per in-service mile. The subsidy per boarding is \$11.79. Please see Attachment B for a listing of the top 10 highest subsidy per boarding routes in the Urban Local Classification. Note: The average ridership would basically need to double (to 364 boardings per day) in order to meet the minimum ridership requirement of 14.6 boardings per in-service hour.

This non-productive route will be cancelled. Alternative service will still be available over most, but not all, of the route via Routes 8, 40, 48 and 88 and cross Routes 6, 7, 24, 31, and 52. Indeed, 88.6% of the Route 47 is within ¼ mile (or less) of alternative RTD service.

#### Route 72X – Ward Road Express

The trip added from Ward Road park-n-Ride to relieve overloads at 7:07 a.m. will be discontinued, due to an overall decline in activity. The trip following will depart at 7:12 a.m., five minutes earlier than at present.

#### Route 402Ltd – Highlands Ranch Parkway

Low ridership trips on weekends and holidays prior to 7:00 a.m. and after approximately 6:00 p.m. will be discontinued. (Affects 0 to 2 passengers). Some Route 401 service remains in those periods. Also, schedule adjustments. See Lone Tree Section for service improvements east of Highlands Ranch Town Center.

#### Route B-Line – Colorado Boulevard Shuttle

The B-Line was implemented in July of 1999 as part of a two-year cost sharing demonstration program between Transportation Solutions Transportation Management Association (TMA) and RTD. Service was initially provided every 8 minutes between 10:30 AM and 2:30 PM Monday through Friday along Colorado Boulevard between Cherry Creek and University Hills. Saturday service was also provided with buses running every 10 minutes from 10:00 AM through 6:00 PM. The fare was \$0.25 for an all day pass.

In 1999, the RTD agreed to participate in a Congestion Mitigation/Air Quality (CMAQ) grant application with Transportation Solutions to expand the span of service for the B-Line so that service could be provided throughout the day (6:00 AM- 6:00 PM) at the end of the initial demonstration period. CMAQ funding totaling \$1,328,000 for the two-year demonstration period was received. In addition, funding amounting to approximately \$100,000 per year has been received from Transportation Solutions to support the provision of B-Line service.

The revised B-Line service was implemented in September of 2001 and operated weekdays on a 30 minute frequency during peak hours from the Southmoor park-n-Ride to Downtown. Base period service was provided every 10 minutes between Cherry Creek and University Hills with every 3<sup>rd</sup> trip providing 30 minute service to Southmoor park-n-Ride. Saturday service extended the span of service to operate from 8:00 AM- 6:00 PM.

In January 2003, service on the midday portion was reduced from a 10 minute frequency to a 15 minute frequency and Saturday service was reduced from 10 minutes to 15 minutes. This was in response to low productivity during those time periods (the overall weekday route was at 14.6 boardings per in-service hour and Saturday was at 11.7). A consequence of this action was that it saved sufficient funds to allow the CMAQ 2 year experiment to continue an additional 4 months (i.e. to January 2004).

Currently, the weekday B-Line is averaging (12 months average) 794 boardings per day, or 17.63 boardings per in-service hour. This equates to a marginal cost per boarding of \$12.37. Ridership is heavier on a boardings per hour basis (21.8) during the peak periods with its through service to downtown Denver and its standard 30 minute frequency level. Midday ridership (16.5 boardings per in-service hour) is substantially lower and is far below the 25-39 boardings per in-service period segment hour required (Service Standards – Revised December 2002) to justify its current 15 minute frequency. The midday University Hills to Southmoor segment performs even less adequately, with but approximately 6.2 boardings/alightings per in-service vehicle hour (or approximately 0.9 boardings/alightings per trip). This, despite the fact that the B-Line still has a substantially lower fare than other local routes (i.e. the current local fare of \$1.15 buys an all day B-Line Pass). Accordingly, the midday frequency will be changed from 15 minutes (with 30 minute service to Southmoor) to 30 minutes (with no service to Southmoor). Note that Route 40 will continue to provide service along Colorado Boulevard from Southmoor with its current 10-15 midday frequency. B-Line Saturday service (which operates only between University Hills and Cherry Creek) is in a similar low productivity situation (16.2 boarding per in-service hour). Its frequency will be changed from 15 minutes to 30 minutes.

These changes will more closely align the B-Line with the RTD's Service Standards and thus with the RTD's frequency of service for other routes with comparable ridership. It will also make the B-Line more sustainable, as the minimum requirement (bottom 10% level) for an urban local route with a 30 minute frequency is 14.6 boardings per in-service hour.

#### Gateway call-n-Ride

Reduce the area of coverage on the north side from approximately 60<sup>th</sup> Avenue to 56<sup>th</sup> Avenue. This removes the subdivision of Singletree at DIA from the call-n-Ride (1 regular passenger, 3 to 4 irregular passengers), thereby freeing up time and allowing the call-n-Ride to stay on schedule for the majority of its customers.

Route T – Boulder/DTC/Greenwood Plaza

Discontinue 6:08 a.m. southbound trip (total ridership = 12; cost per boarding = \$13.07). Note that there is a trip 15 minutes prior to this trip and one 13 minutes later. Route then provides an approximate 30 minute frequency in each direction.

Route W – Wagon Road/DTC/Meridian

Discontinue 4:58 a.m. southbound trip from Wagon Road (total ridership = 3), and the short southbound trip that starts from Ulster/Tufts at 7:25 a.m. (total ridership = 1). Cost per boarding on these 2 trips average \$54.89. The next trip after the 4:58 a.m. trip is at 5:27 a.m. (it arrives at Ulster/Tufts at 6:07 a.m.). The 7:25 a.m. trip from Ulster/Tufts is bracketed by a 15 minute earlier trip and a 15 minute later trip.

**II. MIXED SERVICE EFFICIENCIES/SERVICE ENHANCEMENTS**

Route 1 – West 1<sup>st</sup> Avenue

A routine evaluation of productivity on this route shows that some service added for the opening of the Pepsi Center is now, with the advent of C-Line light rail service, not meeting productivity standards. Two trips, making the 10:15 p.m. Night meets in Downtown Denver in both directions, weekdays and Saturdays will be discontinued (affects 18 weekday and 16 Saturday passengers who would need to take 30 minute earlier or later trips). An early morning weekday trip westbound at 5:10 a.m. from 1<sup>st</sup>/Broadway is also not meeting standards and will be discontinued (affects 3 passengers who would need to take a 25 minute earlier trip or a 20 minute later trip). Other service that has been added over the past four years is not affected. Saturday night savings would be applied to the Saturday morning period, when ridership is higher: two eastbound trips and one westbound trip are proposed to be extended between Downtown Denver and Lakewood Commons. On Sundays and holidays, schedule adherence difficulties will be addressed with shifts of trip times. A trip will be extended west from Downtown Denver to Lakewood Commons at 8:30 a.m. and another trip from Lakewood Commons to Downtown Denver at 8:10 a.m. The first westbound trip will be discontinued between Madison and Broadway, due to low ridership (0 passengers on ridecheck). Also, schedule adjustments for all days of the week.

Route 11 – Mississippi Crosstown

Route 14 – West Florida

These routes will be coordinated for night service. Trips of Route 11 through I-25 and Broadway Station after 7:00 p.m. nightly in both directions will also cover the segment of Route 14 between Broadway and Walsh Manor (a Denver housing facility on Mississippi just east of Tejon Street). The duplicating Route 14 weekday trip westbound at 7:10 p.m. will be discontinued, thereby matching the Saturday schedule (last trip westbound at 6:40 p.m. – 2 passengers riding west of Tejon Street affected). This will provide service to the Walsh Manor area until approximately 10:00 p.m. – whereas the current service is only until around 7:00 p.m. Also, schedule adjustments.

Route 86X – Westminster Center Express

Route 108X – Countryside Express

Discontinue the Route 108X's 5:46 a.m. inbound trip (4 passengers on local pick-up segment) and the 3:54 p.m. outbound trip (2 passengers on local drop-off segment). Reschedule 6:10 a.m. trip of Route 86X to 6:14 a.m. (from Westminster Center West park-n-Ride) to maintain 10-15 minute frequency. Reschedule 3:44 p.m. Route 86X trip from Market Street Station to 3:49 p.m. also to maintain overall 15 minute frequency. Route 108X passengers to/from Westminster Center park-n-Ride may use Route 86X and 82X trips.

Due to overloads on the Route B trip eastbound through Westminster Center at 9:14 a.m., an 86X trip will be added departing Westminster Center East at 9:05 a.m., and departing Westminster Center at 9:10 a.m.

Route 100 – Kipling Crosstown

The low ridership trip on Saturdays from Southwest Plaza at 6:29 p.m. (affects 0 passengers) will be discontinued. There will be a new trip segment from Southwest Plaza at 7:30 a.m. on Saturdays, continuing on from Cold Spring park-n-Ride over the existing 8:07 a.m. trip.

Route 120X – Wagon Road/Thornton Express

Peak period schedule adjustments for load balancing and productivity (minus 1 southbound trip in the morning and time changes for some other trips). Also, due to heavy loads between 9:00 and 9:30 a.m., one trip will be added, improving overall frequency from every 15 to every 10 minutes in this time period.

Route 153 – Chambers Crosstown

Eliminate the Nine Mile park-n-Ride branch (Yale Avenue from Chambers Road to Heather Gardens Way – Vaughn Way to Parker Road to Nine Mile) and instead, take this 60 minute frequency service farther south via Chambers Road to Parker Road to Arapahoe Road to a new southern terminal at the Arapahoe Crossing shopping center. In addition, extend 3 to 4 trips each peak period from Arapahoe Crossing to the Town of Parker [AM operation would probably be Parker Road to Longs Way to Dransfeldt Road to Mainstreet to Victorian Circle to Victorian Drive to Longs Way to a terminal at the Parker park-n-Ride. PM operation would be a reversal of the AM operation.]

Productivity on the Nine Mile branch is low, with but 68 northbound boardings (2 alightings) and 94 southbound alightings (3 boardings). This equates to 4.5 boardings plus alightings per trip and 12.9 boardings plus alightings per in-service hour (versus the minimum service standard requirement of 14.6 at the bottom 10% level). Of the total of 167 boardings plus alightings, 124 (or 74%) occur at Nine Mile. Heather Gardens accounts for but 10 northbound boardings (1 alighting) and 12 southbound alightings (3 boardings) – for a total activity of 26 or 15.6% of the branch activity. Service from within Heather Gardens to Nine Mile would continue to be provided via Route 35. Service from Chambers Road to Nine Mile would be available via a transfer to the 83Ltd (30 minute peak and 60 minute base frequencies). Service on Yale between Heather Gardens and Chambers (12

boardings and 5 alightings) would no longer be provided (except via peak direction service on Route 79Ltd).

The new routing will provide upgraded service (from a 60 minute frequency to a 30 minute frequency) on Chambers between Yale Avenue and Quincy Avenue and it will provide first time service on Chambers south of Belleview Avenue and on Parker Road between Chambers and Arapahoe. It will also provide service to 3 shopping centers (Pioneer Park, Piney Creek and Arapahoe Crossing), the Smoky Hill Library and Regis High School. A connection with the newly revised Route 66 at Arapahoe Crossing will provide service via Route 66 to other points within Centennial as well as to the Arapahoe County Justice Center, the Denver Tech Center, Southglenn Mall and downtown Littleton. The peak period extension to the Town of Parker will provide a direct service between Aurora and Parker and thus access to employment in both areas. A survey done by the Parker Economic Development Council in February 2002 indicated that approximately 24% of the employees in Parker reside in Aurora. It will also provide service to the new hospital (Parker Adventist Hospital – opens February 2004) being built near E-470 and Parker Road.

#### Route 324 – Main Street Crosstown

Service on the north end of this route will be changed to operate via Main Street to 21<sup>st</sup> Avenue to Collyer Street (instead of Main to 23<sup>rd</sup> to Collyer). Service on the southern portion will be changed to operate via Sunset Street between Pike Road and Highway 119 (instead of Miller Drive and Lefthand Circle). These changes will function to alleviate running time problems and allow the route to make timed transfer connections at 6<sup>th</sup> Avenue/Kimbark Street. Note - these changes went into effect on a detour basis late October, 2003.

### **III. SERVICE ENHANCEMENTS**

#### Route 122X – Wagon Road/Thornton/Civic Center Express

Due to heavy loads, one trip will be added southbound at 6:50 a.m. from Wagon Road. The current 6:45 a.m. trip will be moved to 6:40 a.m. This will improve overall frequency from every 15 to every 10 minutes in this time period. Also, add new trip at 4:57 p.m., move existing 5:02 p.m. trip to 5:10 p.m. Overall peak hour schedule is then 4:30, 4:47, 4:57, 5:10, 5:17, 5:36 and 6:05 p.m.

#### Route C-Line

#### Route D-Line

Light Rail schedules would have running time changes (primarily due to the increased time required to accomplish the new Convention Center routing) as well as some additional recovery time built into selected trips (primarily for schedule adherence purposes). For weekdays, there will also be some improved early morning service on the C-Line.

Route N – Boulder/Nederland

Reroute in Nederland to serve the new park-n-Ride when it opens (expected opening is November/December 2003). Also, schedule adjustments.

**IV. NORMAL MAINTENANCE**

Route 2 – East 1<sup>st</sup> Avenue

Schedule adjustments.

Route 7 – North Washington

Schedule adjustments.

Route 8 – North Broadway/Huron

Schedule adjustments.

Route 10 – East 12<sup>th</sup> Avenue

Route change in Buckley.

Route 16Ltd – West Colfax

Schedule adjustments.

Route 30 – South Federal

Route 30Ltd – South Federal

PM school tripper changes

Route 32 – 32<sup>nd</sup> Avenue

Schedule adjustments.

Route 38 – 38<sup>th</sup> Avenue

Schedule adjustments.

Route 43 – Martin Luther King Boulevard/Gateway

Minor schedule adjustments.

Route 51 – Sheridan Crosstown

School tripper change.

Route 65 – Monaco Crosstown

Schedule adjustments.

Route 66 – Parker/Arapahoe Crosstown

PM school tripper change

Route 77 – Dry Creek Crosstown

Route 77 will be extended from Littleton/Mineral Station to Ken Caryl park-n-Ride, replacing Route 75 trips that run at duplicate times. The Route 75 designation will remain for trips running between Ken Caryl park-n-Ride, Littleton/Mineral Station

and Highlands Ranch park-n-Ride as at present. This will more clearly indicate the through service between Southwest Jeffco and the Arapahoe park-n-Ride LINK connecting point.

Route 79L – Cherry Creek/Dayton Limited  
Schedule adjustments.

Route 90X – Meadowood Express  
Schedule adjustments.

Route 100X – South Kipling Express  
Minor p.m. schedule adjustments.

Route AB – Boulder/DIA  
Schedule adjustments.

Route B – Boulder/Denver  
Schedule adjustments.

Route DD – Boulder/Colorado Boulevard  
Schedule adjustments.

Exception Stop

A new Exception Stop northbound on the traffic island at Lincoln Street and Ohio Avenue will be added to Routes 0Ltd, 11X, 17X, 23X, 25X, 26X, 35X, 39X and 89X.

JUMP – Arapahoe  
Schedule adjustments.

Route L – Longmont/Denver

Due to closure of the Longmont Division, minor schedule adjustments and additional garage deadhead times will be required in order to facilitate the route's operation by the Boulder Intercity Division.

Route R – Brighton/Denver  
Schedule adjustments.

**V. LONE TREE**

Route 26X – I-25 & Broadway/Ridgegate Express

New service aligned along I-25 between I-25 & Broadway Station and the new Skyridge Medical Center in Ridgegate. From I-25 & Broadway the route extends south along Broadway to I-25 to Orchard Road then to Yosemite to Caley and into the Arapahoe park-n-Ride. From Arapahoe park-n-Ride the route uses Yosemite Street to Arapahoe Road to access I-25 to County Line Road to Yosemite Street to Park Meadows Drive to Skyridge Medical Center.

This service will be offered on weekdays at a 15-minute peak and 30-minute base frequency. The span of service will be from 6:00 a.m. to 11:00 p.m. Saturday service will be at a 30 minute frequency (6:00 a.m. – 11:00 p.m.) and Sunday service will be hourly (10:00 a.m. – 7:00 p.m.). It should be noted that the Route 26X service will be discontinued with the introduction of the Southeast Corridor Light Rail service in 2006.

Route 402 Ltd – Highlands Ranch Parkway

This service will extend from Mineral Station following the current Route 402Ltd alignment along Santa Fe to Highlands Ranch Parkway to University to Quebec/Lincoln. From Quebec/Lincoln, the Route 402 Ltd will extend east to the Meridian Business Park.

The service will operate with a 30-minute service frequency during weekday peak hours with a 60-minute base period and weekend service frequency. Span of service will be 6:00 a.m. – 11:00 p.m. weekdays and Saturdays, 10:00 a.m. – 7:00 p.m. Sundays.

Route 473 – South Quebec/Yosemite

Extending from the Denver Tech Center Transfer Station (Ulster-Tufts) this new route uses Ulster Street to Prentice Avenue to DTC Boulevard to Yosemite Street to Caley into the Arapahoe park-n-Ride back to Yosemite via Caley to Alton Court to Chester to Park Meadows Drive to Skyridge Medical Center.

The service will operate on a 30-minute service frequency weekdays and Saturdays from 6:00 a.m. to 11:00 p.m. with 60-minute Sunday frequency (10:00 a.m. to 7:00 p.m.).

Lone Tree call-n-Ride - Phase I (North of Lincoln to Skyridge Medical Center)

This new call-n-Ride service would be generally bounded on the north by County Line Road, on the East by I-25, on the West by Quebec Street and on the South by Lincoln Avenue/Ridgegate Parkway.

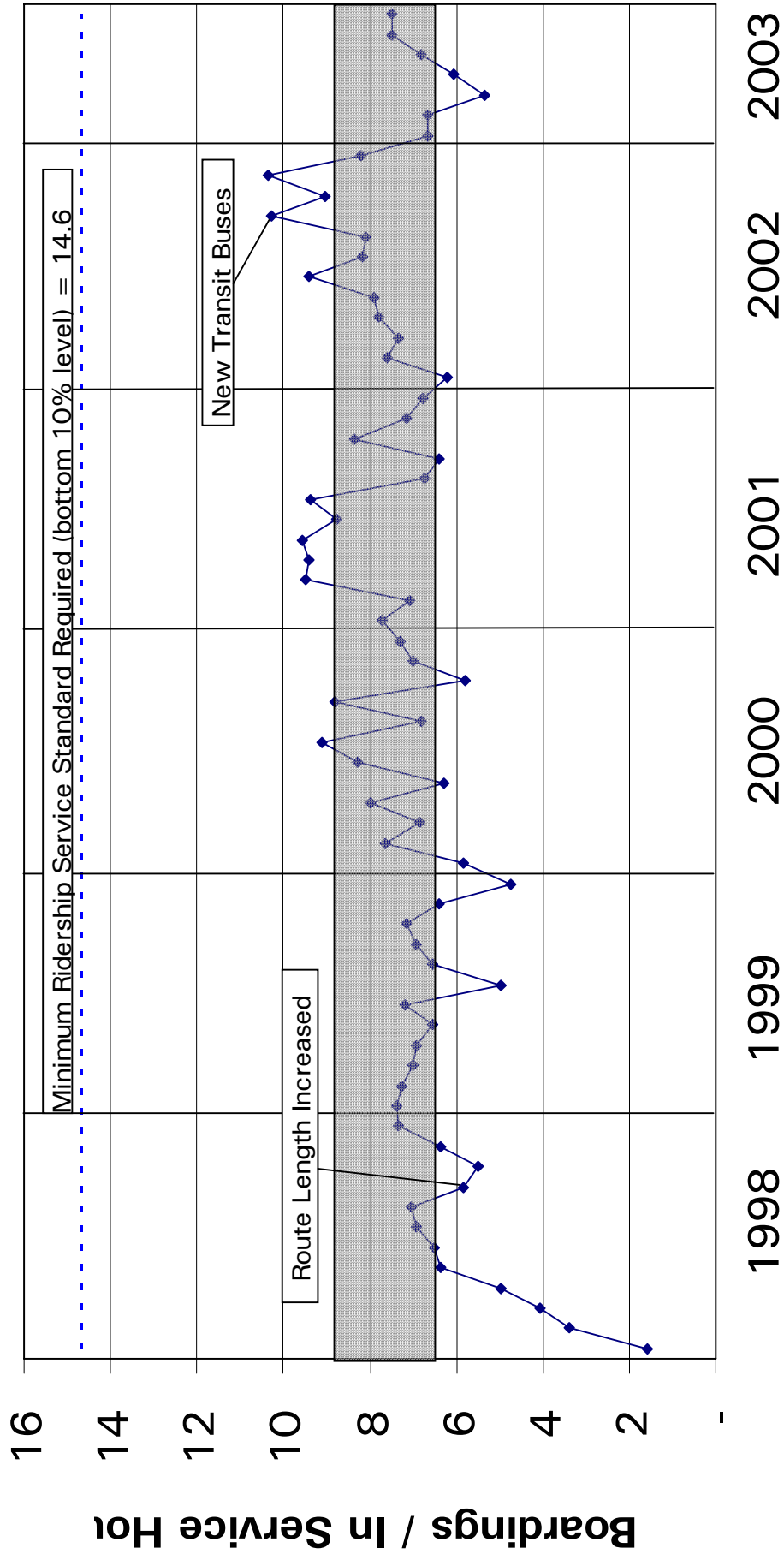
The service will be available from 5:30 a.m. till 8:00 p.m. weekdays and Saturdays. Note: Due to the time requirements involved to initiate a new call-n-Ride, this service would probably start in February 2004.

Highest Subsidy per Boarding Routes (top 10) in the  
Urban Local Classification – 2001 Data

<u>Route</u>	<u>Year 2001 Subsidy per Boarding</u>	<u>Comments</u>
200	\$27.36	Route cancelled – January 2001
34	\$16.55	Reduced number of trips by 60% - May 2003
210	\$14.03	Reduced midday service by 50%, interlined with Route 201, and eliminated service after 7 pm effective May 2002
LEAP	\$12.05	Reduced frequency from 10 minutes to 30 minutes (a 66% service hours reduction) and merged with Route 206 – January 2003
56	\$11.83	Small route (2:14 in-service hours) with only 6 total trips. Potential candidate for cancellation (movement of medical workers from Colorado Blvd to Fitzsimons is steadily reducing ridership).
47	\$11.79	Recommended cancellation as a part of the January 2002 and September 2002 service changes. Recommended to be cancelled effective January 2004.
125	\$11.36	Route reconfigured to serve Colorado Mills – September 2002. Potential candidate for cancellation if ridership does not improve.
201	\$11.21	New routing effective May 2002. Also cut midday service by 50% and interlined with Route 210.
51L	\$10.70	Small route (2:09 in-service hours). Remnant of Route 53X which became a feeder to the Southwest Corridor. Potential candidate for cancellation.
35	\$10.51	New route May 2001. Segment between Avoca and Southwest Plaza cancelled May 2003. Ridership up substantially since 2001.

Note: There are 41 routes in the Urban Local classification and the weighted average subsidy per boarding is \$3.32.

# Route 47 Boardings Per In Service Hour (12 Month Rolling Average)



## SUMMARY OF PUBLIC HEARINGS

Globeville – October 1, 2003

### Stapleton Recreation Center

The public meeting held at the Stapleton Recreation Center began at 7:20 p.m. with 12 people in attendance, including RTD Board members Chris Martinez (District B) and Jim Zavist (District D). Denver City Councilwoman Judy Montero was also present along with her assistant Kim Kucera. After brief introductions of staff and opening remarks by Director Martinez, Councilwoman Montero and Director Zavist, a description of the performance of the Route 47 was presented. A service alternative to the Route 47 that is currently being explored by RTD staff and representatives from the Cross Community Coalition Family Resource Center (CCCFRC) and COPEEN was also described.

The public input section of the meeting was primarily comprised of comments opposing the elimination of the Route 47. Reasons cited for keeping the service ranged from problems associated with walk distances in the Globeville and Elyria-Swansea areas to RTD's lack of commitment toward promoting the service. Responding to comments made by other meeting participants Lorraine Granado described CCCFRC's, COPEEN's and RTD's efforts to promote the Route 47. She also stated that though COPEEN and CCCFRC fought for the Route 47 from the beginning, she now realized that the RTD Board will likely go forward with the proposal to eliminate the route due to poor ridership performance. Lorraine then stated that she is prepared to move forward in pursuit of the alternative offered by RTD, as it is better than facing the elimination of the Route 47 without an alternative.

The meeting concluded at 8:40 p.m. with closing remarks made by Director Chris Martinez.

Downtown Denver – October 8, 2003

### RTD Administrative Offices

Nine members of the general public attended this meeting (including former RTD Board of Director's member Cameron Winder). Two people spoke against and one person for the discontinuance of Route 47. One person spoke against the discontinuance of two trips on Route 1. One person had numerous complaints about First Transit and also spoke against the Route 14 and 100 proposals. One person had questions on the B-Line and was supportive of its being continued in operation. One person was against the Route 153 proposal.

Denver Tech Center – October 8, 2003

### Metro District

The public meeting held at the R.S. Wells Building in the Board Room where the Southeast Metro Chamber of Commerce holds regular meetings. The meeting concluded at 7:50 p.m. with no members of the public in attendance.

Southeast Denver – October 9, 2003

### Glendale Community Center

The meeting began at 12:10 p.m. with 6 attendees. Four parents of Regis H.S. students introduced themselves as supporters of the Route 153 proposal. As requested by the group the Route 153 proposal was explained. The two remaining participants asked for further descriptions of the B-Line and Route 47 proposals.

The public input portion of the meeting contained comments supporting the Route 153 proposal, a request to reconsider reducing the B-Line routing to Southmoor midday and a comment suggesting further promotion of the Route 47. The meeting concluded at 1:00 p.m.

Aurora – October 9, 2003

Heather Gardens

There were 11 people that signed in as attending the January 2004 Public Meeting at Heather Gardens. Four identified themselves as residents of Heather Gardens. One woman came before the meeting to drop off a letter regarding a bus stop problem and then left. One woman attended, but did not sign in. Of the 12 attendees, two were from the City of Centennial, Tex Elam, Transportation Coordinator, and Nancy Reubert, Community Relations. District F Director, Rosemary Paolillo, was also there in addition to the 13 mentioned.

The meeting began at 7:03 p.m. After a few introductory remarks, it was determined that the audience wished to discuss the Route 153 changes. Director Paolillo spoke about the need for the Route 153 changes. Six attendees signed up to speak. One woman asked that if this change occurs, then the Routes 83L and 121 would need improved connections at Nine Mile. Three people requested that the Route 35 operate on Saturday and Sunday, if the Route 153 changed. The quality of transfer at Arapahoe Crossing Shopping Center was also discussed. Tex Elam spoke highly of the proposed changes, and how happy the City of Centennial was with them. Nancy Reubert seconded Mr. Elam's comments. Rick Sullivan, Regis Jesuit High School's VP of Planning and Operations, and a parent from Regis' PTA Group spoke in favor of the changes. There were general comments about benches needing to be added at Nine Mile, and inside shelters along Colfax.

Additional Communications

In addition to the public hearings noted above, the RTD received 35 communications (via customer contacts, website, FAX, etc.). Of those received, 3 were opposed to the B-Line, 4 were opposed to the Route 153 proposal while 2 were in favor of it, 3 expressed opposition to the proposed Route 47 changes, and 1 each opposed to the Route 402L, Route 0L, Route 120X and Route T changes. Routes 26X and the Lone Tree call-n-Ride received 1 in favor of each.

In addition, letters of support for the Route 153 were received from the Mayor of the Town of Parker, the Parker Economic Development Council, LandAmerica Commonwealth, Castle Rock Construction Company of Colorado, L.L.C., Faestel Properties, Southeast Business Partnership, Westerra Management, L.L.C, and the 1<sup>st</sup> Bank of Parker.