

# BOARD OF DIRECTORS REPORT



To: Clarence W. Marsella, General Manager  
From: Tony McCaulay, Director of Customer Services  
Date: February 28, 2003  
Subject: Approval of May 2003 Service Changes

Date
GM
Board Meeting Date March 4, 2003
ACTION X    DISCUSSION    INFO

## RECOMMENDED ACTION

It is recommended that the Board of Directors approve the May 11, 2003 Service Change package as revised and summarized on Attachment A resulting in a net savings of approximately \$6,583,100, 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 May 11, 2003 service changes are included herein (Attachment A). The primary objectives are to: (1) to implement service efficiencies; (2) conduct system maintenance – which includes service increases to address overloads and normal maintenance; and (3) to implement selected service improvements.

## DISCUSSION

Funding for system service hours in the original 2003 budget had been reduced from the normal 2.5% of total annual hours (3-4% annualized) to 0.0%. Now, because of the continuing economic situation and the consequent decline in sales tax receipts, it has been reduced to at least a negative 5%. Accordingly, and as outlined in the December 18, 2002 'Potential 2003 Service Reductions' memo that was sent to the Board of Directors and to the municipalities within the RTD, a series of substantial service reductions will be required. The proposed May 2003 service changes begins this process.

## PUBLIC HEARINGS

DATE	LOCATION	PUBLIC ATTENDANCE
February 3, 2003	Littleton Littleton City Hall	70
February 3, 2003	Northglenn Northglenn Public Library	52
February 4, 2003	Downtown Denver RTD Administration Offices	34
February 5, 2003	Arvada Arvada City Hall	13

DATE	LOCATION	PUBLIC ATTENDANCE
February 5, 2003	Aurora Aurora Public Library	35
February 5, 2003	Boulder YMCA	81
February 8, 2003	Englewood Malley Senior Recreation Center	29
February 10, 2003	Washington Park Washington Park Recreation Center	16

Public Hearing Results

The public hearings were attended by a total of 330 members of the general public. Please see Attachment B for a summary of public hearing comments.

Proposed Revisions to original May 2003 Service Change Proposal (as of February 18, 2003)

1. Routes 6, 8 and 31X have been added for schedule adjustments to help offset the discontinuance of Route 8X.
2. Route 7 has been added for schedule adjustments and for an additional southbound trip (5:30 p.m. from Wagon Road park-n-Ride). These actions would help to offset the Route 12X discontinuance.
3. Route 401 has been added for an additional westbound night trip from Littleton/Mineral Station.
4. The BOUND and JUMP proposals have been modified to recommend that which was previously labeled Option I (i.e. 15 minute peak and 30 minute midday service within Boulder with no changes in routing). The City of Boulder has committed to "buying up" the weekday frequency to the 10 minute level from the May service change to the September service change. Please see BOUND and JUMP (Attachment A) for additional details.
5. The Route 3 proposal has been modified to defer consideration of the proposed change in Windsor Gardens until the September service changes.
6. The Route 12 proposal has been modified to incorporate a compromise developed at the Englewood public hearing. Service would be split to travel south on Sherman and north on Lincoln. The Route 27 short-turn westbound trips would also utilize Lincoln (instead of Sherman).

7. Route 169X has been added for a route change that would have it serve Tower Road between 56<sup>th</sup> Avenue and Peña Boulevard – thereby replacing service that would otherwise be lost with the proposed 185X discontinuance.
8. The Route 426 proposal has been modified (as a result of public input in Highlands Ranch) to remove the new service selected trips along Wildcat Reserve Parkway. The Route 403 has been added to provide this service instead.
9. The Route 47X has been added for schedule adjustments.
10. The SKIP and the STAMPEDE have been added for their change to summer schedules.
11. The Route AA has been added for a new exception stop in the vicinity of 104<sup>th</sup>/Pagosa.

Additional Proposed Revisions to original May 2003 Service Change Proposal since February 18, 2003

1. Route 68X has been added for schedule adjustments.
2. The BroncosRide proposal has been modified to retain service to Montbello.
3. The Route AT proposal and the Route 18X proposal have been deferred. Additional analysis will be accomplished and ridership will be monitored closely.
4. The Route 169X proposal has been further modified to utilize Colfax Avenue to Tower Road (instead of 56<sup>th</sup> Avenue to Tower Road) – thereby replacing service that would otherwise be lost with the proposed 185X discontinuance. In recognition of the reduced percentage of the route that would operate on Peña Boulevard, the route would be removed from the express category and would become the 169Ltd (Limited) instead.

**FINANCIAL IMPACT**

The 2003 savings from the proposed May 2003 service changes would be approximately \$4,383,000. The annualized savings would be \$6,575,100. Note: A previously recommended service reduction that was not approved by the Board of Directors has resulted in a deficit of \$395,200 as the 2003 budget year continues. Accordingly, the net annualized savings from the May 2003 service changes would be \$6,179,900.

## SUMMARY OF SERVICE CHANGES – MAY 2003

### **I. SERVICE EFFICIENCIES**

#### Route 0 – South Broadway

Sunday service will have its frequency reduced to the 30 minute level (from the current 15 minute) from approximately 6:00 a.m. to 8:00 a.m. and from approximately 8:00 p.m. to midnight. Alternative service will be available via the remaining Route 0 trips. At other times, service would remain basically as at present. Also, schedule adjustments.

#### Route 3 – Alameda Crosstown

The Exposition deviation between University and Franklin will be removed and service will operate on Alameda instead (this impacts approximately 61 boardings, or 0.9 boardings per trip – which would have alternative service available via Route 3 on Alameda or Route 24 on University). In addition, the last eastbound and westbound trips (0-3 total boardings) west of Lincoln Street will be discontinued.

#### Route 8X – North Huron Express

This route has been superseded by the much better service provided by Routes 120X and 122X from Wagon Road and Thornton park-n-Rides. Its ridership has declined to a total of 64 boardings (10.7 boardings per trip average). This route will be discontinued. Alternative service will be available via Routes 120X, 122X and Route 8 on Huron and Conifer/Broadway and through vanpooling options that will be offered to existing riders.

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

Discontinue service between 9<sup>th</sup>/Clermont and Peoria/Del Mar after 7:30 p.m. on weekdays and Saturdays and between 9<sup>th</sup>/Clermont and Richthofen/Quebec all day on Sundays. This service is poorly utilized with only 29 weekday boardings (4 boardings per in-service vehicle hour), 18 Saturday boardings (3 per hour) and 44 Sunday boardings (12 per hour). Alternative service is available via Routes 6 and 15.

#### Route 11X – East Mississippi Express

Discontinue 1 out of the 4 trips in each peak. This would be the 7:16 a.m. westbound trip (7 boardings) and the 6:30 p.m. eastbound trip (5 boardings). Alternative service would be available via the remaining 11X trips.

#### Route 12X – North Washington Express

This route has been superseded by the much better service provided by Routes 120X and 122X from Wagon Road and Thornton park-n-Rides. Its ridership has declined to a total of 66 boardings (11.0 boardings per trip average). This route will be discontinued. Alternative service will be available via Routes 120X, 122X and Route 7 on North Washington and through vanpooling options that will be offered to existing riders.

#### Route 15 – East Colfax

Discontinue the selected trips branch operation on Quebec between Colfax and the Defense Finance and Accounting Center. Boardings are down to only 45 per day (3.8 boardings per trip). Alternative service will be available from Colfax via Route 65 and Route 73.

Route 20 – 20<sup>th</sup> Avenue

Reduce mid-day (9:00 a.m. – 3:00 p.m.) eastside frequency from 20 minutes to 30 minutes. The Westside of the route during this time period is on a 60 minute frequency. Alternative service will be available via the remaining Route 20 trips.

Route 25X – Denver Tech Center Express

Change the northern terminal to the Broadway/I-25 LRT Station from the current terminus at Market Street Station. This will impact approximately 94 boardings, or 5 boardings per trip. Alternative service from downtown to the Broadway/I-25 station is available via Route 0 (from 17<sup>th</sup>/Market), Route 0Ltd (Civic Center Station) and C and D Line LRT.

Route 32 – 32<sup>nd</sup> Avenue

Discontinue low ridership weekday trips (affects a total of 8 passengers) from 26<sup>th</sup>/Wadsworth to Downtown Denver at 7:49 p.m. and 8:49 p.m. and from Downtown Denver to 26<sup>th</sup> Wadsworth at 8:13 p.m. This will change the current 30 minute service frequency during this time period to 60 minutes. Also, extend the 7:15 p.m. downtown meet trip westward to terminate at Applewood Village instead of Wadsworth.

Route 34 – 3<sup>rd</sup> Avenue Industrial

Discontinue the last 3 morning trips (6:52 a.m., 7:12 a.m., 7:22 a.m.) and the last 3 afternoon trips (4:34 p.m., 4:49 p.m., 5:04 p.m.). The morning 3 trips average only 1.3 boardings per trip and the afternoon 3 trips average 0.3 boardings per trip. This reduction will leave 2 morning and 2 afternoon trips still in service.

Route 35 – Hampden Crosstown

Discontinue the Route 35's segment on Wadsworth Boulevard between Avoca park-n-Ride and Southwest Plaza. This service operates during the peak periods only and has been averaging only 49 passengers per day (1.3 per trip). Alternate service will be available via Route 76 which also operates on Wadsworth from Southwest Plaza to Avoca park-n-Ride and then points north.

Route 35X – East Yale/Heather Gardens Express

Discontinue 1 out of 4 trips in each peak. This will be the 6:52 a.m. westbound trip (11 boardings) and the 5:35 p.m. eastbound trips (4 boardings). Alternative service will be available via the remaining Route 35X trips. Also, schedule adjustments.

Route 51 – Sheridan Crosstown

Weekdays northbound, discontinue the last 3 evening trips north of Westminster Center (i.e. the 5:22 p.m., 5:52 p.m. and 6:22 p.m. trips from Englewood Station will terminate at Westminster Center instead of at 3<sup>rd</sup>/Lamar). Weekdays southbound, start the first 4 morning trips at Westminster Center (instead of at 112<sup>th</sup>/Front Range Community College or 3<sup>rd</sup>/Lamar) and the 7:26 p.m. trip from 3<sup>rd</sup>/Lamar will instead start at Westminster Center at 7:44 p.m. These changes will impact 14 customers (1.75 boardings per trip segment).

The annualized savings would be approximately \$26,300.

Route 58 – 58<sup>th</sup> Avenue

This route has 1 morning and 2 afternoon trips. It was created in 1997 to respond to a perceived need to provide service to industrial facilities along 58<sup>th</sup> Avenue and York Street just west of Commerce City. Ridership has always been very low and it is currently averaging a total of 7 boardings a day (2.3 boardings a trip, 11 per in-service vehicle hour). This route will be discontinued.

#### Route 66X – East Arapahoe Express

Discontinue service on Arapahoe Road west of Arapahoe park-n-Ride (20 boardings, 6.7 per trip). Alternative service to/from Arapahoe park-n-Ride will be provided via Route 66. Also, change the name of the newly truncated 66X to 85X (i.e. the trips between Arapahoe park-n-Ride and Civic Center Station will remain, but they will become a part of Route 85X).

#### Route 76 – Wadsworth Crosstown

Reduce the weekday frequency of service between West Ohio Avenue (just south of Lakewood Commons) and Southwest Plaza from 15 minutes to 30 minutes. This segment of Route 76 averages approximately 10 boardings per trip, so a 30 minute frequency of service will provide ample capacity. Note that the trunk of Route 76 (Lakewood Commons to Olde Town Arvada park-n-Ride) will remain on its current 15 minute frequency.

#### Route 104 – 104<sup>th</sup> Avenue Crosstown

Discontinue service on Saturdays. The current hourly Saturday service has a total of only 88 boardings (7.2 boardings per in-service vehicle hour, 4 boardings per trip, 0.33 boardings per in-service mile). Some portions of Route 104 will have alternative service available via other local routes (i.e. Routes 6, 7, 31, 88, 92). However, the majority of the route will not have alternative service.

#### Route 116X – South Simms Express

Discontinue 1 trip in the 6:00 – 6:30 a.m. time period and 1 trip in the 4:45 – 5:15 p.m. period and respace remaining trips. This will remove 1 of the current 6 morning trips and 1 of the current 7 afternoon trips. Ridership currently averages 20.8 boardings per trip so the ridership on the discontinue trips can be accommodated on the remaining trips.

#### Route 128 – Broomfield/Wagon Road

Discontinue service on Saturdays. The current hourly Saturday service has a total of only 67 boardings (8.0 boardings per in-service vehicle hour, 3.5 boardings per trip, 0.40 boardings per in-service mile). A portion of the route will have alternative service available via Route 120. The majority of the route will not have alternative service.

#### Route 185X – Tower Road Express

This route provides service between the Aurora Mall and DIA with 8 trips to DIA and 10 trips from DIA daily. Its trips are oriented around DIA employee shift times. The route was initiated as a follow up to the successful Route 169X that provides a similar DIA service along Buckley Road/Airport Boulevard. Unfortunately, the 185X has never been successful from a ridership standpoint and is currently averaging only 82 boardings per day (4.6 boardings per trip, 7.6 boardings per in-service vehicle hour). The RTD Service Standards (at the 10% minimum level) requires 18.3 boardings per in-service vehicle hour for express routes. This route will be discontinued. Alternative service will be available via Routes AT (Fitzsimons, Nine Mile), 169Ltd (Buckley Road/Tower) or the skyRide services at 40<sup>th</sup>/Peña.

#### Route 204 – Table Mesa/Yarmouth

Discontinue weekday Northbound trips at 5:37 a.m., 6:06 a.m. and 6:35 a.m. and southbound trips at 6:16 a.m., 2:16 p.m. and 5:18 p.m. This will put the route on a 30 minute frequency of service during those time periods (from the current 15 minute frequency). A total of 51 boardings (8.5 per trip) will be impacted by these changes and will need to move to a different trip. Also, schedule adjustments.

Route 205 – Gunbarrel/Boulder Mall

Discontinue weekday east bound trips at 6:12 a.m., 6:43 a.m. 8:43 a.m. and 6:13 p.m. and westbound trips at 3:04 p.m. and 5:34 p.m. This will put the route on a 30 minute frequency of service during those time periods (from the current 15 minute frequency). A total of 73 boardings (12.2 per trip) will be impacted by these changes and will need to move to a different trip.

Route 209 – CU/ Thunderbird

Discontinue the first weekday morning trip and the last 3 weeknight trips. There are a total of only 4 boardings on these trips combined (1.0 per trip). In addition, discontinue Sunday/holiday service. It is averaging only 58 boardings per day (8.3 per in-service vehicle hour). Also, schedule adjustments.

Route 426 – Highlands Ranch

Reduce service frequency from 30 minutes to 60 minutes weekdays and Saturdays due to low productivity. Alternate midday and Saturday westbound trips will run via the Gleneagles deviation. Weekday ridership averages 206 boardings (7.5 boardings per in-service vehicle hour, 2.9 boardings per trip) and Saturdays average 76 (5.0 boardings per in-service vehicle hour, 1.8 boardings per trip). There is no Sunday service. Alternative service on weekdays and Saturdays will be available via the remaining Route 426 trips. Also schedule adjustments to accommodate the opening of the Highlands Ranch Town Center park-n-Ride.

Route AS – DIA/Stapleton/Ward Road

Service west of Stapleton will be discontinued due to low ridership. Offsetting service improvements at the busiest times have been made at Cold Spring park-n-Ride on Route AF and at Westminster Center park-n-Ride on Route AB, where customers will find expanded parking facilities that were not available when Route AS was established. Also, two earlier trips from Stapleton to DIA and schedule adjustments.

Route B – Boulder/Denver

Minor reduction in the overall number of trips. Also, schedule adjustments.

BroncosRide

Eliminate service to minor park-n-Rides including East High School (4 buses), Heather Ridge (1 bus), Sheraton Four Points Hotel (1 bus) and the Auraria Shuttle. Also, reduce Littleton to 4 buses and for preseason games, eliminate service to Smokey Hill (11 buses) and Ward Road (7 buses). Alternative service will be available as follows: East High School = Routes 15/15Ltd; Heather Ridge = Nine Mile service; Sheraton Four Points Hotel = Routes 1, 2, 3 or 83Ltd to shuttles and C Line; Littleton = C Line LRT; Smokey Hill = Route 3 to C Line; Ward Road = Route 44 to shuttles and C Line.

Route CCT - Cultural Connection Trolley

The public/private partnership between the RTD and Gray Line to operate the CCT has resulted in a decrease in RTD's cost (excluding capitol costs) from \$172,000 in 2000 (last year of RTD operation) to \$127,000 in 2002 – a yearly savings of some \$45,000 from the 2000 costs. Subsidy per boarding has remained at a very high \$19.47 for 2002 (\$19.66 in 2000). Subsidy per ticket (which assumes 1.92 boardings per ticket) was at \$37.73 in 2000 and \$37.38 in 2002. For 2003, if the contract with Gray Line were to be renewed, RTD's cost would be at a maximum of approximately \$112,000. If ridership remained at 2002 levels, that would translate into a subsidy per boarding of \$17.12 (\$32.87 per ticket).

System wide, the RTD's average subsidy per boarding is \$2.71 (2001 data). In view of the disparity between the RTD's average subsidy and the CCT subsidy, and in view of the low ridership on this route (65 boardings per day, 3.9 boardings per in-service vehicle hour), the RTD will not renew the RTD/Gray Line contract for 2003.

#### Route F – Foothills/Superior/Denver

Discontinue 2 out of the existing 5 trips in each peak period. Ridership has declined by 22.8% (12 months ending October 2002) and is now averaging only 14.6 boardings per trip.

#### JUMP

#### LEAP

#### BOUND

The Board directed the implementation of the JUMP and the purchase of buses for it in December 1997. The LEAP and BOUND were approved by the Board in July, 1999. In the JUMP Board action, staff was instructed to design the service with input from the Cities of Boulder and Lafayette. In the LEAP and BOUND Board action, staff was instructed to develop final service plans through citizen-based service design. These processes were completed and the resultant service plans were approved by the Board in April 2000. Implementation was deferred to a January 2001 start date because of the shortage of bus operators. Funding for the two year LEAP and BOUND demonstration project was provided via the previously accepted (RTD Board of Directors – July 20, 1999) federal transit funding (\$3,591,000) awarded to the City of Boulder through the Denver Regional Council of Governments 1999-2004 Transportation Improvement Program (TIP). Funding for the JUMP (an approximate additional \$826,800 per year) was provided by the RTD.

The two year, high frequency experiment on these three routes concluded at the end of 2002. The LEAP was changed from a 10 minute frequency route to a 30 minute frequency service effective January 2003. Changes to the BOUND and the JUMP were deferred to May 2003 per the request of the City of Boulder. Note: This deferment was done at an RTD expense of approximately \$310,000.

#### BOUND

The BOUND replaced the northern portion (30<sup>th</sup> Street service) of the former Route 209. The southern portion of the former Route 209 was reconfigured to better serve the University of Colorado. The former Route 209 operated with a basic 30 minute frequency peak and off-peak (with a few 15 minute short turn trips during the morning peak). The new Route 209 operates with a 30 minute basic frequency with some 10-20 minute frequencies during the peaks. The BOUND operates with a 10 minute frequency, peak and off-peak.

Ridership on the combined new Route 209 and BOUND increased by 91.3%. However, costs increased by 140.6% and productivity (boardings per in-service vehicle hour) decreased by 16.8%.

The BOUND's productivity is substantially better than that of the JUMP or LEAP. It is not, however, in the same range as other RTD routes with 10 minute frequencies of service (i.e. in the 40 to 60+ category of boardings per in-service vehicle hour). Indeed, the BOUND's 25.0 boardings per in-service vehicle hour puts it into the category of routes with mixed 15-30 minute frequencies. The BOUND's average of only 8.1 boardings per trip further indicates that this route is overly served and that it has a substantial amount of excess capacity. Accordingly, it is proposed that:

**Weekdays:** Reduce frequency from every 10 minutes to every 15 minutes peak and to every 30 minutes midday and continue to operate the current routing.

Note: The City of Boulder (Mayor Will Toor and Director of Public Works for Transportation Tracy Winfree) committed (February 12, 2003) to "buying up" the weekday service frequency to the 10 minute level for the 4 month period of the May 2003 service change (i.e. from May 12, 2003 until September 6, 2003). The RTD has agreed to provide this service pending RTD Board approval. Prior to the presentation (May 2003) of the September 2003 service change proposals, the City and RTD will jointly investigate the potential of an RTD suggestion to utilize the City's subsidy funds to "buy up" the BOUND and JUMP and a number of additional Boulder local routes to a straight 15 minute service frequency (this can be done for the same amount of money as would be required to buy up the BOUND and JUMP to 10 minute frequencies). Absent the continuation of this buy up subsidy (either for the 10 minute frequency, or the 15 minute service levels, or of some combination thereof) beyond this 4 month period, the BOUND and the JUMP will be changed to comply with the original proposal (i.e. 15 minute peak, 30 minute midday) with the advent of the September 2003 service change.

**Saturday:** Reduce frequency from every 15 to every 30 minutes. The current ridership is 17.2 boardings per in-service vehicle hour or 5.5 boardings per trip. Also, discontinue the last hour of service at night (6.75 boardings per trip).

Note: The City of Boulder is "buying up" the Saturday service to the 15 minute level from approximately 10:00 a.m. to 6:00 p.m. for the period of the May service changes.

**Sunday/holidays:** Frequency to remain every 30 minutes. Also, discontinue the last hour of service at night (3.5 boardings per trip).

These changes will align the BOUND with the RTD's Service Standards and will result in a far more sustainable operation.

### JUMP

The JUMP replaced Route 207 service on Arapahoe Road between Boulder and Lafayette. The Route 207 operated during the peaks with a 15 minute frequency within Boulder and 30 minute frequency to Lafayette. During the off-peak period, it operated with a 30 minute frequency. The JUMP operates with a 10 minute frequency within Boulder (peak and off-peak) and with a 20 minute frequency (peak) and 30 minute frequency (off-peak) to Lafayette.

JUMP ridership increased by 48.6% over that of Route 207. However, costs increased by 84.2% and productivity (boardings per in-service vehicle hour) decreased by 13.4%. In addition, a 18.1 boardings per in-service vehicle hour rate is substantially lower than other RTD services with 10 minute frequencies. Accordingly, it is proposed that:

**Weekdays:** Reduce frequency within Boulder from every 10 minutes to every 15 minutes peak and to every 30 minutes midday. Reduce peak frequency to Lafayette from every 20 to every 30 minutes. Also, discontinue 5:22 a.m. and 5:52 a.m. eastbound trips (2 boardings per trip).

Note: The City of Boulder (Mayor Will Toor and Director of Public Works for Transportation Tracy Winfree) committed (February 12, 2003) to “buying up” the weekday service frequency to the 10 minute level (and 20 minute peak level to Lafayette on the JUMP) for the 4 month period of the May 2003 service change (i.e. from May 12, 2003 until September 6, 2003). The RTD has agreed to provide this service pending RTD Board approval. Prior to the presentation (May 2003) of the September 2003 service change proposals, the City and RTD will jointly investigate the potential of an RTD suggestion to utilize the City’s subsidy funds to “buy up” the BOUND and JUMP and a number of additional Boulder local routes to a straight 15 minute service frequency (this can be done for the same amount of money as would be required to buy up the BOUND and JUMP to 10 minute frequencies). Absent the continuation of this buy up subsidy (either for the 10 minute frequency, or the 15 minute service levels, or of some combination thereof) beyond this 4 month period, the BOUND and the JUMP will be changed to comply with the original proposal (i.e. 15 minute peak, 30 minute midday) with the advent of the September 2003 service change.

**Saturday:** Reduce frequency within Boulder from every 15 to every 30 minutes. Frequency to Lafayette will remain at every 30 minutes. The current ridership is 15.7 boardings per in-service hour or 5.8 boardings per trip. Also, discontinue the last hour of service at night (1.75 boardings per trip).

Note: The City of Boulder is “buying up” the Saturday service to the 15 minute level from approximately 10:00 a.m. to 6:00 p.m. for the period of the May service changes.

**Sunday/holiday:** Frequency to remain every 30 minutes within Boulder, every 60 minutes to Lafayette. Also, discontinue the last hour of service at night (1.0 boardings per trip).

These changes will align the JUMP with the RTD’s Service Standards and thus with other RTD routes with similar ridership characteristics. It will also result in a far more sustainable operation.

#### LRT – Special Service

LRT Special Event service is budgeted at 5,000 annual hours for 2003. Experience in 2002, however, indicates that only 3,000 hours is required. Accordingly, it is proposed to reduce the 2003 budgeted hours to reflect the 2002 experience.

#### RockiesRide

Discontinue the 18<sup>th</sup> Street Shuttle. Alternative service would be available via the C Line LRT or the Mall Shuttle. Also, discontinue the Highlands Ranch park-n-Ride route (Route 24R). This route has 2 trips and it only averages 10-15 boardings per trip. Alternative service would be available via the C Line LRT (Littleton/Mineral Station) or Route 37R from Southmoor park-n-Ride.

#### T-REX Traffic Mitigation

Some T-REX traffic mitigation services have already been initiated. Additional traffic mitigation services will be added as demand warrants. Ridership will be monitored and service adjusted accordingly.

## II. MIXED SERVICE EFFICIENCIES/SERVICE ENHANCEMENTS

### Route 59 Limited (New Route)

#### Route 60 – South Pierce

The Route 60 has only been averaging 75 boardings per weekday (5.0 boardings per trip, 8.8 boardings per in-service vehicle hour). It is proposed to reduce its frequency of service from 30 minutes to 60 minutes and to utilize the resources thus saved to create a new route called the 59 Limited (Ltd). The 59Ltd would operate from Southwest Plaza to Littleton Station with limited stops on west Bowles and a stop on Long Drive. The Route 60 schedule would be integrated with the schedules from Routes 59 and 59Ltd.

#### Route 66 – Parker/Littleton Arapahoe Crosstown

#### Route 57 – Arapahoe/Littleton Crosstown

#### Route 66/66L – Parker/Arapahoe Crosstown

#### Route 105 – Havana/Arapahoe Crosstown

The new Route 66 would combine current Routes 57 and 66/66Ltd with elements of Route 105 to create a new crosstown service. It would operate from Arapahoe Community College in Littleton to Southglenn Mall (replacing Route 57 which would be discontinued) and then to Arapahoe park-n-Ride (replacing Route 105 operation on this segment) and then to the Arapahoe Community Shopping Center with service extended to Parker/Pinery during the peaks (current Route 66/66Ltd routing). Service frequency would be 30 minutes, peak and off-peak with 15 minute peak service retained between Southglenn and Littleton (similar to current Route 57 frequency).

Except for a few selected trips, current Route 66/66Ltd service between Arapahoe park-n-Ride and Ulster/Tufts would be discontinued (the LINK provides alternative service). Mid-day service frequency between Southglenn Mall and Arapahoe park-n-Ride would be improved from 60 minutes to 30 minutes. Service between the Arapahoe County Justice Center and Arapahoe Community Shopping Center would be improved via the addition of mid-day service.

#### Route 88 – Thornton/Commerce City

Discontinue on weekdays and Saturdays the last northbound trip (12:52 a.m.) and the last southbound trip (11:58 p.m.). These trips average only 1 to 2 boardings each. Also, schedule adjustments (note – this route needs an additional bus in both peak periods to alleviate running time problems).

### Light Rail – C and D Lines

#### C-Line

Reduce the frequency of service during the off-peak (week midday and night, weekends and holidays) from the current 15 minutes to 30 minutes and extend the remaining off-peak service to begin/end at the Littleton/Mineral Station (instead of at I-25/Broadway).

Also, discontinue the first 2 morning trips on weekends. Non-special event off-peak ridership on the C Line has been low since its inception (weekday midday service averages only 11 boardings per trip) so this proposal would result in a better equation of frequency to ridership. In addition, it would eliminate all of the C Line's "short turns" at the I-25/Broadway Station – a necessity since forthcoming T-REX construction will eliminate the tail track at that station for a period of 6 to 9 months.

### D-Line

Discontinue the peak period short trips between I-25/Broadway and Downtown Denver. As these trips are on a 15 minute frequency, their discontinuance would result in a 7.5 minute frequency (down from the current 5 minute frequency) between I-25/Broadway and Downtown Denver. Peak period service along Welton would remain at 15 minutes and peak period service to/from Littleton/Mineral would remain at 7.5 minutes. The discontinued trips average 98 boardings per trip and the remaining service has the capacity of absorb these additional boardings. All trips would operate from Littleton/Mineral Station to Downtown Denver with every other trip continuing on to 30<sup>th</sup>/Downing.

During the midday, discontinue the short trips between I-25/Broadway and Downtown Denver. This would reduce the midday frequency on this segment from 7.5 minutes to 15 minutes. All trips would operate end to end (i.e. 30<sup>th</sup>/Downing to Littleton/Mineral) on a 15 minute frequency of service. Utilization of 3 car trains during this time period would provide ample capacity.

Also, schedule adjustments on both lines. The combination of the C and D Line changes would eliminate the forthcoming problem that would otherwise be caused by the temporary loss of the I-25/Broadway tail track.

## **III. SERVICE ENHANCEMENTS**

### Route 7 – North Washington

Add a 5:30 p.m. southbound trip from Wagon Road park-n-Ride to 106<sup>th</sup>/Melody to fill in a 47 minute gap in service and to improve connections to the 120X. Also schedule adjustments.

### Route 122X – Wagon Road/Thornton CCS Express

Add 2 morning southbound trips to relieve passenger overloads. Note: This route started service in September 2001 with 6 a.m. and 6 p.m. trips. It now has 9 a.m. and 9 p.m. trips and is averaging 42.6 boardings per trip.

### Route 401 – Ranches Crosstown

Add a 10:09 p.m. westbound trip (weekdays and Saturdays) from Littleton/Mineral Station to Ken Caryl Ranch park-n-Ride. Also schedule adjustments to accommodate the opening of the Highlands Ranch Town Center park-n-Ride.

### Route 403 – Lucent Boulevard

Will have 5 weekday westbound and 6 eastbound trips serving schools and otherwise unserved neighborhoods along Wildcat Reserve Parkway. As this would be the only route in that area, and would provide access for the Littleton/Mineral station, trips would operate year-round. Selected existing Route 403 trips would be extended from the Highlands Ranch Town Center park-n-Ride via Broadway, Wildcat Reserve Parkway, and University to the Regional Park on Quebec Street and return. The route is designed to be able to be extended to Southeast light rail connections. Also schedule adjustments to accommodate the opening of the Highlands Ranch Town Center park-n-Ride.

Route H – Boulder/Foothills/Denver

Add a 3:33 p.m. westbound trip. This would replace one of the discontinued Route F trips and would thereby continue to provide a pre 4:00 p.m. departure from downtown Denver. Also, schedule adjustments.

**IV. NORMAL MAINTENANCE**Route 3 Ltd – East Alameda

Schedule adjustments.

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

Schedule adjustments.

Route 8 – North Broadway/Huron

Schedule adjustments.

Route 9 – West 10<sup>th</sup> Avenue

Schedule adjustments.

Route 11 – Mississippi Crosstown

Schedule adjustments.

Route 12 – South Downing

Revise route in Englewood to travel north on Lincoln Street and south on Sherman Street between Girard Avenue and Hampden Avenue.

Note: A proposal to utilize Lincoln Street (instead of Sherman Street) was originally a part of the January 2003 service change package. Subsequent to the Board's approval of this change in October 2002, we received a number of protesting communications from the residents/users of Orchard Place, a senior citizens facility located near Girard/Sherman. Because of this expressed concern, the RTD deferred consideration of the routing change until the May 2003 service changes. A public hearing was held at Malley Senior Recreation Center and notification flyers were distributed in the affected neighborhood. A compromise proposal (denoted above) was developed at that public hearing.

Route 18X – North Pecos Express

Schedule adjustments.

Route 21 – Evans Crosstown

Schedule adjustments.

Route 27 – Yale Crosstown

Short-turn westbound trips operating along Hampden would utilize Lincoln Street (instead of Sherman Street) between Hampden and Girard Avenue.

Route 31 – North Federal

Schedule adjustments.

Route 31X – North Federal/Lowell Express

Schedule adjustments.

Route 39X – East Mansfield Express

Timepoint change.

Route 44 – 44<sup>th</sup> Avenue

Schedule adjustments.

Route 46 Ltd – Glendale Limited

Schedule adjustments.

Route 47X – Green Valley Ranch/Montbello Express

Schedule adjustments.

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

Schedule adjustments.

Route 63X – Martin/DTC/Nine Mile Express

Minor route change in Lockheed/Martin.

Route 68X – North Pierce Express

Schedule adjustments.

Route 79 Ltd – Cherry Creek/Dayton Limited

Schedule adjustments.

Route 83 Ltd – Cherry Creek/Parker Road Limited

Schedule adjustments.

Route 91X – Pheasant Run Express

Timepoint change.

Route 121 – Peoria Crosstown

Schedule adjustments.

Route 153 – Chambers Crosstown

Schedule adjustments.

Route 169X – Buckley/DIA Express

Route 169Ltd – Buckley/DIA Limited

Reroute to operate northbound via regular route to Colfax Avenue then Colfax Avenue to Tower Road to Peña Boulevard and then regular route to DIA. Southbound operation would be the reverse of northbound. This would provide service to the hotels and businesses along Tower Road and would replace service that would otherwise be lost with the proposed discontinuance of Route 185X. In recognition of the reduced percentage of the route that would operate on Peña Boulevard, the route would be removed from the express category and would become the 169Ltd (Limited) instead.

Route 402LTD – Highlands Ranch Parkway

Schedule adjustments.

Route AA – DIA/Wagon Road

Add an exception stop in the vicinity of 104<sup>th</sup> Avenue and Pagosa Street.

Route AF – DIA/Downtown/Cold Spring  
Schedule adjustments.

Route AS – DIA/Stapleton/Ward Road  
Schedule adjustments.

Route AT – DIA/Mineral Station via DTC  
Schedule adjustments.

Route J – Longmont/East Boulder  
Schedule adjustments.

Route LEAP/206 – Pearl/55<sup>th</sup>  
The name “LEAP” will be discontinued and the route will be called Route 206 instead.

Route SKIP – Broadway  
Peak frequency will be reduced from every 7 to every 10 minutes during the summer. This is an annual reduction corresponding to reduced demand from CU between mid May and late August.

Route STAMPEDE – University Campus  
Frequency will be reduced (as per the CMAQ grant) from every 10 to every 15 minutes during the summer.

Seasonal School Service  
Remove extra school service for the summer on routes: 6, 11, 20, 24, 30, 30Ltd, 31, 40, 51,52, 59, 65, 121, 125, 205, 206 (LEAP), 208, 209, 225,301, 302, 303, and 312.

Route W – Wagon Road/ D.T.C./Meridian  
Minor route change.

## SUMMARY OF PUBLIC HEARINGS

Littleton – February 3, 2003

### Littleton City Hall

There were approximately 70 people in attendance including RTD Board members Director Robert Tonsing, District H and Director James Zavist, District D. Also in attendance was City of Littleton Council member John AusterMiller and RTD staff members William Hoople and Jessie Carter. Various service change proposals were described to include those concerning Routes 0, 11X, 25X, 35, 35X, 57, 66 and 105, without public comment or question. However, after the description of the Route AT proposal, many questions and comments were made all against the proposed truncation of the Route AT. Representatives from the Colorado School for the Blind who were there with 24 students requested additional service on the Route 401.

Northglenn – February 3, 2003

### Northglenn Public Library

Approximately 52 people attended this hearing, plus Board Members Dave Rose and Bill Christopher. Discussion centered entirely around the proposed discontinuance of Route 8X, 12X, and 18X, with roughly even numbers of riders representing each route. Points raised included the needs of transit dependent riders, service equity between communities, sales tax revenue by community, service reliability, and park-n-Ride access and safety. All attendees were strongly in favor of retaining part of all trips on each route. A number of people commented on the quality of service provided by private contractors.

Downtown Denver – February 4, 2003

### RTD Administrative Offices

Thirty-four people, plus Directors Bill Elfenbein and James Zavist attended the meeting. On the Route 3, one person spoke against the proposed Windsor Gardens change, one against and one for the proposed Exposition change. Other routes receiving negative comments about the proposed changes: 12X (1); 18X (2); 35 (1); 60 (1); 76 (1); 116X (2); AS (1); AT (1); B (2); and LRT (2). Negative comment was also received about the recent changes in Green Valley Ranch (1 person) and the 228 change in January (1 person). A number of people commented on the quality of service provided by private contractors (specifically First Transit).

Arvada – February 5, 2003

### Arvada City Hall

Arvada meeting participants mainly focused on the proposed discontinuance of Route AS in Arvada. In addition to two RTD staff present, the meeting was attended by 13 members of the general public, RTD Board members Wally Pulliam, Bill Christopher and David Ruchman, by current Arvada city council member Lorraine Anderson, former Arvada city council member Shelley Cook, and by a City of Arvada staff representative. Much of the discussion revolved around the recent experience with promotion of travel on the route and the continuing desire to retain this service or to find a viable alternative for it. Other topics raised by more than one speaker included concerns about service quality on routes operated by First Transit and security concerns at park-n-Rides.

Aurora – February 5, 2003

Aurora Public Library

Thirty-five people attended this meeting, plus Director Carl Erickson, Director Rosemary Paolillo, and Director Chris Martinez. Questions and comments were taken regarding the following service change proposals: Route 3 – 4 people commenting opposed, Route 185X – 6 people commenting opposed, Route 10 – 4 comments opposed, Route 15 – 1 person opposed, but qualified his position stating that if changes were made to the Route 6 schedule he would accept the change. Petitions were submitted by representatives from the Windsor Gardens retirement community (Route 3) and a customer of the Route 185X.

Boulder – February 5, 2003

YMCA

Approximately 81 people attended this hearing, plus Chairman Mary Blue, Director Dick McLean, and General Manager Clarence Marsella. The City of Boulder was represented by Micki Kaplan, Nataly Handlos, and Audrey DeBarros. Many residents and riders from the Palo Park/Winding Trail neighborhood along the Bound route spoke in favor of retention of service, even if at lower frequency. There was extensive comment in favor of maintaining the Boulder Community Transit Network, with most speakers finding the 10 minute frequency most desirable, 15 minute frequency acceptable, but 30 minute frequency not desirable. There was also input regarding maintaining overall good frequency on Route B. Several residents of Golden West Manor spoke in favor of retention of full weekend service on Route 209.

Englewood – February 8, 2003

Malley Senior Recreation Center

A matter of intense local concern on one block served by Route 12 and a secondary branch of Route 27 was the primary topic of this meeting, with residents of the Orchard Place apartments opposed to a change in the route requested by residents of the newer town houses across Sherman Street from them. The group initiating the request for a change had asked that service during hours of the day when seniors do not travel be moved to run a block away from them on Lincoln Street. Staff had noted that this would create large information and service problems for little benefit, and sought community input on the proposal. A possible compromise emerged, in that running buses one way on Sherman and one way on Lincoln in the block between Girard and Hampden Avenues would address issues raised by each group, while harming the interests of neither. Other potential solutions result in involving communities not presently affected by this controversy. Neither group appeared 100% satisfied with the idea of a compromise.

Other topics raised by more than one person at the meeting included opposition by Highlands Ranch residents to losing skyRide service on Route AT and concern about lost fare revenue resulting from farebox failures and the lack of a ticket vending machine at the north end of the Littleton/Downtown station platform. The meeting was attended by 28 members of the public, plus Director Jim Zavist, two RTD staff members and a staff member of the Malley Senior Recreation Center.

Washington Park – February 10, 2003

Washington Park Recreation Center

Residents of the Washington Park area turned out for information on proposed changes for Route 3, with all speakers regarding Route 3 opposed to the relocation of service from Exposition Avenue to Alameda Avenue on safety grounds. The safety issues raised were: buses stopping on constricted lanes of Alameda and pedestrian access difficulties on Alameda. Speakers described a variety of uses for the current service, while others who are not regular riders attended to show their support for their neighbors. Individual questions or statements on other service changes supported points raised in previous meetings held in the affected areas. Sixteen members of the public attended, plus Directors Bill Eifenbein and Jim Zavist and two RTD staff members.

Additional Communications

In addition to the public hearings noted above, the RTD received communications (via customer contacts, website, FAX, etc.) as follows:

	<u>For Proposal</u>	<u>Against Proposal</u>
Route: 0	1	2
Route: 3	3	13
Route: 8X	0	16
Route: 10	0	3
Route: 11X	0	4
Route: 12	0	4
Route: 12X	0	7
Route: 15	0	3
Route: 18X	0	16
Route: 20	0	3
Route: 25X	1	2
Route: 32	0	1
Route: 35	1	11
Route: 58	1	0
Route: 59/60	0	1
Route: 66	3	6
Route: 76	0	1
Route: 104	1	1
Route: 116X	2	13
Route: 122X	1	0
Route: 128	0	1
Route: 185X	1	5
Route: 204	0	4
Route: 205	3	3
Route: 209	0	1
Route: AS	0	9
Route: AT	0	57

	<u>For Proposal</u>	<u>Against Proposal</u>
Route: B	2	35
Route: BOUND	Option 1 - 36	Option 1 - 23
	Option 2 - 26	Option 2 - 21
Route: C Line	1	6
Route: D Line	0	9
Route: JUMP	Option 1 - 8	Option 1 - 18
	Option 2 - 22	Option 2 - 3
Route: H	3	0
BroncoRide	0	1
CCT	1	2
LRT Special Service	0	1