

BOARD OF DIRECTORS REPORT



To: Clarence W. Marsella, General Manager
From: Tony McCaulay, Director of Customer Services
Date: June 12, 2003
Subject: Approval of September 2003 Service Changes

Date
GM
Board Meeting Date June 17, 2003
ACTION X DISCUSSION INFO

RECOMMENDED ACTION

It is recommended that the Board of Directors approve the September 7, 2003 Service Change package as revised and summarized on Attachment A resulting in a net annual savings of approximately \$209,000, 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 September 7, 2003 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; (3) to implement selected service improvements; (4) to implement reroutings for the Wewatta Street opening; (5) to implement a fare increase for the BroncosRide; and (6) to implement a Longmont local service restructuring.

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%. Because of the continuing economic situation and the consequent decline in sales tax receipts, it was later reduced to approximately 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 have been required. The May 2003 service changes, which saved approximately 6.5 million dollars on an annual basis, accomplished the 2003 savings required. The proposed September 2003 service changes outlined below and in substantial detail in Attachment A is basically a cost neutral package.

PUBLIC HEARINGS

DATE	LOCATION	PUBLIC ATTENDANCE
June 2, 2003	Downtown Denver RTD Administration Offices	6
June 2, 2003	Boulder YMCA	7

DATE	LOCATION	PUBLIC ATTENDANCE
June 4, 2003	Longmont Longmont Public Library	11
June 4, 2003	Wheat Ridge Wheat Ridge City Hall	5

Public Hearing Results

The public hearings were attended by a total of 29 members of the general public. Please see Attachment B for a summary of public hearing comments.

Proposed Revisions to original September 2003 Service Change Proposal

1. Route 20 has been added for minor schedule adjustments.
2. The Route AT has been added for a change in its current detour in Aurora.
3. The Route 58X, 68X, 72X and 76X proposal has been modified to incorporate a new (and faster) inbound routing.
4. DIA related services (Routes AA, AB, AF, AS, AT, 145X and 169Ltd) have been added for a return to the 5th level (eastside only) effective August 1, 2003.

FINANCIAL IMPACT

The 2003 savings from the proposed September 2003 service changes would be approximately \$69,700. The annualized savings would be approximately \$209,000.

SUMMARY OF SERVICE CHANGES – SEPTEMBER 2003

I. SERVICE EFFICIENCIES

Route 8 – North Broadway/Huron

Discontinue the peak period extension from Cheyenne/Colfax (normal southern terminal) to the Denver Water Board (1600 W. 12th Avenue). This affects a total ridership (boardings plus alightings) of 31 from the 16 trips that do the extension. That translates into an average of 1.94 passengers per trip, at a cost of approximately \$10.18 per passenger. Alternative service to the Water Board will be provided (at low cost) via the extension of selected trips from Route 7's southern terminal at Mariposa/Colfax.

Route 28 – 28th Avenue

Route 32 – 32nd Avenue

Route 38 – 38th Avenue

Route 44 – 44th Avenue

Reblocking Applewood line group with minor schedule changes and half-hour time shifts of Eastbound Routes 28 and 32 on Night Meet trips. Layover locations for Night Meet trips on Routes 28 and 32 will be relocated on some trips. Interlines might affect Route 43 in minor schedule shifts. This line group has not been completely overhauled to reflect the savings from cutting back Route 44 to 40th/Peña.

Discontinue most Saturday trips on Teller Street loop of Route 32 by interlining with alternate trips of Route 44. Route 44 Saturday service west of Garrison reduced to every hour during periods in which it now runs every 30 minutes.

Route DD – Boulder/Colorado Boulevard

Discontinue the route segment between the Colorado Center (Evans/Albion) and Southmoor park-n-Ride (the current southern terminal). This affects a total ridership (boardings plus alightings) of 26. That translates into an average of 1.53 passengers per trip, at a cost of approximately \$19.30 per passenger. Alternative service is available via the Route 40 (10 minute peak and 15 minute base frequencies) or the B-Line (30 minute peak and 15 minute base frequencies). Also, schedule adjustments.

II. MIXED SERVICE EFFICIENCIES/SERVICE ENHANCEMENTS

Route 10 – East 12th Avenue

Truncate trips serving Buckley AFB at the Base Exchange (BX) and extend trips currently ending at 6th-Nucla to the BX. Ridership on the route segment from the Gate to Aspen Street is at 10 boardings and 12 alightings.

Route 16 – West Colfax

Weekdays, improve schedule adherence and connections at the major Cold Spring park-n-Ride hub by adjusting peak frequencies to provide "straight" 15 minute headways between Cold Spring and Downtown Denver in both directions, a.m. and

p.m. peak hours. Currently, there is 1 (a.m.) to 1½ hours (p.m.) of 10 minute frequencies between Sheridan and Downtown Denver with 15 minute frequency (a.m.) and 20-30 minute frequency (p.m.) out to Cold Spring. This change will provide a consistent 15 minute frequency between Cold Spring and Downtown Denver and will allow for improved running times and recoveries and thus better on time performance.

Saturdays, begin base service patterns (every 30 minutes to Golden and Cold Spring respectively) one hour earlier, (approximately 7:00 a.m.) due to overloads.

Route AF – DIA/Downtown/Cold Spring

Saturdays, add employee-requested extra trip from Cold Spring park-n-Ride at 4:37 a.m. (same time as Weekdays). Sundays and holidays, the 6:10 p.m. westbound trip from DIA will now terminate at Market Street Station (instead of Cold Spring). Daily earlier first trip eastbound, with current first trip to run 10 minutes later (improves LRT connection). Also, see Section VIII DIA Service.

III. SERVICE ENHANCEMENTS

Route 7 – North Washington

Extend selected southbound morning and northbound afternoon trips to/from the Denver Water Board, replacing Route 8 service. Southbound morning trips will arrive at the Water Board at 6:26, 7:18 and 7:48 a.m. Northbound afternoon trips will depart at 3:20, 3:50, 4:20 and 4:50 p.m. Provides improved connections with central D-Line light rail at Colfax & Auraria station.

Route 15 – East Colfax

Extend the peak frequency later in the morning westbound and earlier in the afternoon eastbound to accommodate increased passenger demand.

Route 48 – Commerce City

Addition of several trips each peak to Halfway House on I-76. Also, the closure of York Street Division will eliminate the need for the weekday deviation via York Division.

Route 66 – Parker/Arapahoe Crosstown

Extend Saturday service to Arapahoe park-n-Ride from Southglenn Mall. Also, extend the weekday 5:30 p.m. trip from Prince/Church to end at Arapahoe park-n-Ride instead of at Southglenn Mall. Minor schedule adjustments.

Route B – Boulder/Denver

Add 3:15 p.m. southbound local trip from Boulder to Denver. Replaces excess Driver's Bus.

IV. NORMAL MAINTENANCE

Route 0 – South Broadway

Schedule adjustments.

Route 3L – East Alameda
Schedule adjustments.

Route 20 – 20th Avenue
Schedule adjustments.

Route 21 – Evans Crosstown
Schedule adjustments.

Route 30 – South Federal
Schedule adjustments.

Route 40 – Colorado Boulevard
Schedule adjustments on weekends.

Route 43 – Martin Luther King Boulevard/Gateway
Schedule adjustments.

Route 63X – Martin/DTC/Nine Mile Express
Schedule adjustments for LRT connections.

Route 65 – Monaco Crosstown
Schedule adjustments.

Route 72 – 72nd Avenue Crosstown
Saturday schedule adjustments.

Route 75 – Ken Caryl/Mineral Crosstown
Schedule adjustments for LRT connections.

Route 77 – Dry Creek Crosstown
Schedule adjustments for LRT connections.

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

Route 105 – Havana/Arapahoe Crosstown
Schedule adjustments.

Route 120 – 120th Avenue/Brighton
Schedule adjustments.

Route 122X – Wagon Road/Civic Center Station
Schedule adjustments.

Route 153 – Chambers Crosstown
Schedule adjustments.

Route 169 – Buckley Road Crosstown
Schedule adjustments.

Route 206 – Pearl/55th/Fairview HS
Schedule adjustments.

Route 209 – CU/Thunderbird
Schedule adjustments.

Route 401 – Ranches Crosstown
Schedule adjustments for LRT connections.

Route 402 Ltd – Highlands Ranch Parkway
Schedule adjustments for LRT connections.

Route 403 – Lucent Boulevard
Schedule adjustments for LRT connections.

Route 470 Ltd – Highlands Ranch/Mineral Station
Minor schedule adjustments.

Route AT – DIA/Mineral Station via DTC
The current detour in the I-225/Colfax area has been changed to operate via I-225 to Colfax to Airport Boulevard and then regular route. Stops will be made for passengers from Routes 15 and 15Ltd near Colfax/Billings (East Metro Division area) and then no additional stops will be made on the detour. This new detour will remain in effect until the new I-225/Colfax ramp stops open (September/October 2003). Also, see Section VIII DIA Service. Also, schedule adjustments.

Route Avatrac East
Minor route change.

Route S – Denver/East Boulder
Schedule adjustments.

School Trippers
Restore school trippers to the following services: Routes 6, 11, 20, 24, 30, 30Ltd, 31, 40, 51, 52, 65, 121, 205, 206, 208, 209, 225, 301, 302, and 303. Add new school trippers onto Route 45, westbound at 2:33 p.m. and eastbound at 3:05 p.m.

A new tripper from Lincoln High School will be operated on Routes 14 and 30. From Federal/Evans in the afternoon it will run via Federal to Mississippi to I-25 & Broadway (displaying Route 14).

Revise Route 206 school trippers to include one east/southbound trip departing 14th/Walnut at 7:07 a.m. to Burbank Middle School, and departing Fairview High School at 2:45 p.m., Burbank Middle School at 3:02 p.m. and arriving 14th/Walnut at 3:27 p.m.

SKIP - Broadway

Return to normal school season frequencies and schedule/trip adjustments.

STAMPEDE – University Campus

Return to normal school season frequencies.

Route W – Wagon Road/D.T.C./Meridian

Minor route change in Meridan to serve the Echo Star (former Merrill Lynch) facility.

York Street Division

The advent of additional bus storage capability at the Platte Division makes the temporary York Street Division (46 peak vehicles) no longer necessary. Buses and operated bus blocks will be reassigned to other divisions and York Street will be closed.

V. WEWATTA STREET OPENING

Proposed uses of Wewatta Street will meet a commitment to residents along redeveloping Central Street, speed up reverse-commute trips and provide a new connection between Light Rail and North I-25/US36 points, bypassing Downtown traffic. It also greatly clarifies service at the Union Station, improving connections with Amtrak, the Ski Train, Greyhound, Powder River and TNM&O buses. The unofficial park-n-Ride along Central and into the residential area north of the river will lose its service.

Route 6 – East 6th Avenue/North Pecos

Will no longer utilize Larimer/Lawrence between 20th Street and 15th/17th Streets. New southbound routing in downtown Denver would be 20th to Chestnut to 19th to Wewatta to 15th to Wazee to 17th and then regular route. Northbound routing will be 15th to Wewatta to 19th to Chestnut to 20th and regular route. 16th & Market short turns might not be moved to this alignment if a turnaround is not available for September. These could move later, or they may be able to reach Rockmont on some cycles. This change will provide an all day local connection with the C-Line at Union Station. Also, schedule adjustments.

Route 58X – West 58th Express

Route 68X – North Pierce Express

Route 72X – Ward Road Express

Route 76X – North Wadsworth Express

Change outbound routing from temporary use of Little Raven Street to operation via 15th and Wewatta Streets to Park Avenue West viaduct and then onto North I-25. Also, on Route 72X, change the northern terminal to Quaker/Westwoods (actual starting point of service) from the staging area at McIntyre/Amax. In addition, change morning inbound routing to South I-25 to Park Avenue West to 22nd Street to Blake Street to Market Street Station (this saves approximately 3 minutes over the two current alternate routings). Also, schedule adjustments.

Route 120X – Wagon Road/Thornton

Route B – Boulder/Denver

Route L – Longmont/Denver

Route S – Denver/East Boulder

Change inbound and outbound routing on non-HOV trips. Trips now using Central Street between 15th Street and North I-25 would use 15th to Wewatta to Park Avenue West to I-25.

VI. **BOULDER COMMUNITY TRANSIT NETWORK**

On March 4, 2003, the Board of Directors approved the May 2003 service changes with the incorporated recommended frequency changes to the JUMP and BOUND (i.e. reduce frequency from every 10 minutes to every 15 minutes peak and to every 30 minutes midday) with the understanding that the City of Boulder would “buy up” the difference in cost to maintain the 10 minute frequency until the September 2003 service changes. It was further understood that the City and RTD would 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 (that 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 would be changed to comply with the original proposal.

The 15 minute frequency study was completed in late April 2003 and, because of its positive ridership projections, the RTD recommended to the City that they utilize its suggestions. In early May, 2003, the City decided not to go with the 15 minute alternative. Instead, they decided to utilize their available subsidy funds to stay with the 10 minute scenario. The following proposals (to which the RTD staff has no objection) are in accordance to the City’s requests:

Route 205 – Gunbarrel/Boulder Mall

Remove service from the Diagonal (HWY 119) and instead operate via 28th Street and Jay Road. With this change, Route 205 will become the provider of service to the Palo Park area (the BOUND will no longer go north of the Diagonal) with an approximate 15 minute peak, 30 minute midday frequency of service. In addition, Route 205 will no longer use the Service Road at Crossroads Mall but will instead operate via Canyon and 28th Street.

BOUND – 30th Street

Remove from the Palo Park area (see Route 205 for replacement service) and, instead, loop at its northern end via 30th Street to Glenwood to 28th Street to the Diagonal and then back to 30th Street. Maintain the weekday peak and midday frequency at 10 minutes and maintain the Saturday frequency at 15 minutes (10:00 a.m. to 6:00 p.m.). The City of Boulder will pay the annualized cost of maintaining these frequencies. If for some reason the subsidy does not materialize,

then the BOUND will be changed to comply with the original proposal (i.e. 15 minute peak, 30 minute weekday midday, 30 minute Saturday).

JUMP – Arapahoe

Boulder County and the City of Boulder have stated that they will provide a subsidy to maintain this route at its current high weekday frequencies. They have also stated that they will provide a subsidy to maintain the current Saturday frequencies. If there are no subsidies, then the JUMP will change to operate weekdays every 15 minutes during peak periods within Boulder, every 30 minutes within Boulder at midday, and every 30 minutes both peak and midday to/from Lafayette. Saturday service will change to a 30 minute frequency within Boulder. Also, schedule adjustments.

VII. BRONCOSRIDE

The BroncosRide roundtrip fares will be changed from \$6.00 to \$8.00 in order to generate additional revenue to support the provision of BroncosRide Service for weeknight games. The Forward Pass cost will be increased to \$56.00. This fare increase will also bring BroncosRide fares to a level that is comparable to the forthcoming fares for RTD regional bus fares which will increase to \$3.75 one way or \$7.50 round trip. This new fare will become effective with the upcoming season.

VIII. DIA SERVICE

Construction on the eastside of the terminal's 5th level will be completed soon and it is scheduled to be reopened September 7, 2003. At that time, the RTD services (Routes AA, AB, AF, AS, AT, 145X and 169Ltd) will be relocated from their current temporary location (eastside, 6th level) back to level 5. Deboardings will be done on the inner lane (Door 511, eastside) and boardings will be accomplished at the new RTD location "midblock," Island 5, eastside. This new arrangement will once again allow dropoffs and pickups to be made at separate locations (the absence of this ability has caused confusion on the temporary 6th level location).

Construction on the westside of the 5th level is continuing and is expected to be completed sometime in the spring of 2004.

VIX. LONGMONT LOCAL SERVICE RESTRUCTURE

Longmont is currently served by five (5) local fixed routes, the Route 310- Hover/Main clockwise; Route 311- Hover/Main counterclockwise, Route 312- Skyline/Southmoor, Route 313- Lashley/17th Street, and Route 314- West Side. These routes generally operate from 5:45 a.m. through 6:30 p.m. on weekdays and from 8:30 a.m. through 6:30 p.m. on Saturdays. Weekday service frequencies range from 30 minutes peak and 30 minutes off-peak on some routes to 60 minutes peak and off-peak on other routes. Saturday service frequencies are 60 minutes all day on all routes except the 313 which does not have Saturday service. call-n-Ride service is provided on weekday evenings and Saturday evenings from 6:30 p.m. through 9:30 p.m. and on Sundays from 9:00 a.m.. through 6:00 p.m. Weekday ridership on the Longmont local fixed routes currently averages

approximately 9.4 passengers per hour, versus a minimum service standard that ranges from approximately 6.4 passengers per hour (10% standard) to 10.6 passengers per hour (25% standard) for suburban local services.

RTD staff began working with City of Longmont staff in the spring/summer of 2002 in order to review the provision of RTD service in the Longmont community and to try to maximize the utilization of resources dedicated to the provision of transit services in the Longmont community. During the course of the review a complete analysis of Longmont passenger boardings and alightings by route was conducted along with a Longmont household survey funded by Boulder County and a review of the 2001 RTD Longmont on-board survey results. The findings of these activities were utilized to develop a restructured Longmont fixed route network. The proposed network includes the replacement of the existing five (5) fixed routes with a more compact network of five (5) fixed routes and the expansion of the existing call-n-Ride service to provide service all day on weekdays and Saturdays versus the current call-n-Ride service that is only provided on weekday evenings and Saturday evenings and all day on Sundays. No changes are proposed for "school tripper" services in Longmont.

The proposed network attempts to:

- Provide connections to major community attractions and regional RTD transit services;
- Utilize existing route segments and stops where they are well utilized and minimize the impact on neighborhoods unaccustomed to bus service;
- Extend transit service to newer community attractions in the southwest portion of the community (community college, etc.); and
- Expand call-n-Ride service to provide service all day long on weekdays in order to provide transit service and connections to all parts of the community and to connect with existing regional transit services.

Recommendations are as follows:

Routes 310 - Hover/Main Clockwise

Route 311 - Counterclockwise

Route 312- Skyline/Southmoor

Route 313- Lashley/17th/Sunset

Route 314- West Side

Cancel. See call-n-Ride and Proposed New Fixed Route Services for proposed restructured system.

Call-n-Ride

Eliminate existing Saturday night (6:30 p.m. - 9:30 p.m.) call-n-Ride service due to underutilization. Implement new call-n-Ride service (2 vehicles) to operate Monday-Friday from 6:00 a.m. through 6:30 p.m. and Saturday 9:00 a.m. to 6:00 p.m. to supplement existing call-n-Ride service that is provided from 6:30 p.m. through 9:30 p.m. on weeknights and from 9:00 a.m. through 6:00 p.m. on Sundays and holidays.

Proposed New Fixed Route Services

Route 323 - Crosstown service operating between 17th Street/Pace Street and Nelson Road/Airport Road. Serves Safeway at 17th and Pace, Skyline High School, Centennial Pool, Downtown, Pratt Parkway, Twin Peaks Mall and surrounding commercial areas, Clover Basin businesses and Nelson Road. This route includes new service on Nelson between Dry Creek and Airport, new service on Airport between Nelson and Clover Basin, new service on Clover Basin between Airport/78th and 95th, new service on Alpine between Mountain View and 17th. Proposed service frequency of 30 minutes all day long on weekdays and 60 minutes on Saturdays.

Eastbound from Twin Peaks Mall to Mt. View Ave/Alpine St.-

C-West Entrance Service Road, L-JC Penny's Service Road, R-Twin Peaks Main Service Road, L-Bent Way, R-Wal Mart South Entrance, L-Hobby Lobby, R-Nelson Road, L-Ken Pratt Blvd, L-Pratt Parkway, C-Terry St., R-3rd Ave., L-Main St., R-6th Ave. (facing eastbound), R-Martin St., L-5th Ave., L-Alpine St., R-17th Ave., R-Pace Ave., R-Mt. View Ave., to Terminal.

Westbound from Mt. View/Alpine St. to Twin Peaks Mall-

C-Mt. View Ave., L-Alpine St., R-5th Ave., R-Martin St., L-6th Ave., L-Kimbark St. (facing southbound), R-3rd Ave., L-Terry St., C-Pratt Pkwy, R-Ken Pratt Blvd., R-Nelson Rd., L-Wal Mart East Entrance, R-Southern Wal mart Service Rd., L-Bent Way, R-Twin Peaks Main Service Rd., L-Dillard's East-West Service Rd., L-West Entrance Service Rd., Arrive Twin Peaks Mall, Leave Twin Peaks mall, C-West Entrance Service Rd., L-JC Penny's Service Rd., L-Main Mall Service Rd., R-Clover Basin Dr., R-Airport Blvd., R-Nelson Rd, R-Dry Creek Dr., L-Kaiser Permanente, L-Bent Way, L-Dry Creek Dr., L-Clover Basin Dr., C-Twin Peaks Mall Service Rd., L-Twin Peaks Main Service Rd., R-Dillard's South Service Rd., L-Twin Peaks West Service Rd., to Terminal.

Route 324 - Crosstown service operating between Horizon Park and Twin Peaks Mall. Serves Horizon Park, Main Street, Downtown, Longmont Terminal, the museum, recreation center, Career Development Center, the interim location of the Front Range Community College, the newly developing medical complex at Pike and Main, and the Prospect neighborhood. New service provided on Pike between Collyer and Miller, new service on Miller between Pike and Lefthand, new service on Quail between Main and Emery, new service on Emery between Quail and Quebec, new service on Mountain View between Collyer and Main. Proposed service frequency of 30 minutes all day long on weekdays and 60 minutes on Saturdays.

Northbound from Twin Peaks Mall to Mt. View Ave./Main-

C-West Entrance Service Rd., L-JC Penny's Service Rd., L-Main Mall Service Rd., R-South Mall Exit (near Taco Bell), L-Ken Pratt Blvd., R-Sunset St., R-Lefthand Cir., R-Miller Dr., L-Pike Rd., L-Collyer St., L-Quebec Ave., R-Emery St., L-Quail Rd., R-

Main St., R-6th Ave. (facing eastbound), L-Kimbark St., L-Longs Peak Ave., R-Main St., R-23RD Ave., R-Collyer St., R-Mt. View Ave., to Terminal.

Southbound from Mt. View Ave./Main to Twin Peaks Mall-

C-Mt View Ave., L-Main St., L-6th Ave. (facing southbound), R-Kimbark St., R-5th Ave., L-Main St., L-Quail Rd., R-Emery St., L-Quebec Ave., R-Collyer St., R-Pike Rd. R-Miller Dr., L-Lefthand Cir., L-Sunset St., L-Ken Pratt Blvd., R-Twin Peak's Mall South Entrance (near Taco bell), L-Main Mall Service Rd., R-Dillard's South Service Rd., L-Twin Peaks West Entrance Service Rd., to Terminal.

Route 325 - Westside crosstown service operating between Horizon Park and the Twin Peaks Mall. Serves Longmont United Hospital, Safeway at 17th and Hover, Longmont High School and Sunset Pool. New service on 21st between Main and Hover. Proposed service frequency of 60 minutes all day long on weekdays and Saturdays.

Northbound from Twin Peaks Mall to Horizon Park-

C-West Entrance Service Rd., L-JC Penny's Service Rd., L-Main Mall Service Rd., R-Clover Basin Dr., R-Dry Creek Dr., R-Kaiser Permanente, L-Bent Way, R-Dry Creek Dr., R-Nelson Rd., L-Price Rd., L-Francis St., C-River Rd., L-Boston Ave., R-Sunset St., R-11th Ave., L-Francis St., L-Mt. View Ave., R-Hover Rd., R-21st Ave., L-Gay St., R-23rd Ave.

Southbound from Horizon Park to Twin Peaks Mall-

C-23rd Ave., R-Main St., R-21st Ave., L-Hover St., L-Mt. View Ave., R-Francis St., R-11th Ave., L-Sunset St., L-Boston Ave., R-River Rd., C (R)-Francis St., R-Price Rd. C-Nelson St., L-Dry Creek Dr., L-Kaiser Permanente, L-Bent Way, L-Dry Creek Dr., L-Clover Basin Dr., C-Twin Peaks Mall Service Rd., L-Twin Peaks Main Service Rd., R-Dillard's South Service Rd., L-Twin Peaks West Service Rd., to Terminal.

Routes 326 and 327 - Northside Circulator (clockwise and counterclockwise)- Serves Downtown, Heritage Middle School, Horizon Park Center, Longmont United Hospital, Longmont High School, and the Senior Center. This route includes new service on Lashley between Mountain View and 17th, and new service on Francis between 17th and 23rd. Proposed service frequency of 30 minutes all day long on weekdays on both the clockwise and counter clockwise routes. Proposed service frequency of 60 minutes on Saturdays on both clockwise and counterclockwise routes.

Route 326 - Clockwise

From 6th Ave/Kimbark St. (facing southbound) to 6th Ave/Kimbark St. (facing southbound)

C-Kimbark St., R-5TH Ave., R-Pratt St., L-Longs Peak Ave., R-Francis St., L-Mt. View Ave., R-Hover Rd., R-17th Ave., L-Francis St., R-23rd Ave., R-Main St., L-17th Ave., R-Lashley St., R-9th Ave., L-Kimbark St., to Terminal (facing southbound).

Route 327 - Counterclockwise

From 6th Ave/Kimbark St. (facing eastbound) tTo 6th Ave/Kimbark St. (facing eastbound).

C-6th Ave., L-Kimbark St., R-9th Ave., L-Lashley St., L-17th Ave., R-Main St., L-23rd Ave., L-Francis, R-17th Ave., L-Hover Rd., L-Mt. View Ave., R-Francis St., L-Longs Peak Ave., R-Pratt St., L-5th Ave., L-Main St., R-6th Ave., to Terminal (facing eastbound).

SUMMARY OF PUBLIC HEARINGS

Downtown Denver – June 2, 2003

RTD Administrative Offices

Diverse concerns brought six members of the public to the lunchtime public meeting at the RTD offices. Director Lori Fox also attended. One of the participants represented the Denver Partnership, and was interested in the proposed new Wewatta Street bus operations linking with C-Line light rail trains. Another supported making minor running time adjustments needed on Route 38. Another comment on the service change proposals included support for expanding Route 15 peak service. The group also offered numerous suggestions for future improvements.

Boulder – June 2, 2003

YMCA

The Boulder public hearing was held at 7:00 PM on Monday, June 2, 2003 at the Mapleton YMCA. The meeting was attended by 4 members of the general public along with representatives of the Boulder Valley School District, the US 36 TMO, Boulder County and the City of Boulder. RTD Board Director Dick McLean was also in attendance. Comments were supportive of the proposed changes to the BOUND and the Route 205 although one individual commented that the change to Route 205 should utilize 30th Street between the Diagonal and Jay instead of 28th Street. It was also suggested that perhaps the change to Route 205 should use 30th street northbound and 28th street southbound between the Diagonal and Jay. Discussion followed regarding the pros and cons of each approach including the need for streetscape improvements (sidewalks, grass mowing etc.) along 28th street if this street is to be used. The City and County representatives commented regarding their ability (possible but limited in the short term) to make such streetscape improvements. Discussion followed regarding the closure of various schools and the need to address the new enrollment patterns and travel needs arising from the school closings. The suggestion was made to interline the Routes 203 and 210 as was done in prior times in order to better serve the school children.

Longmont – June 4, 2003

Longmont Public Library

The Longmont public hearing was held at 6:00 PM on Wednesday, June 4, 2003 at the Longmont Public Library. The meeting was attended by 11 members of the public along with 1 member of the City of Longmont staff and 2 members of the Longmont Transportation Advisory Board. RTD Board Chairman Mary Blue was also in attendance. Comments were generally supportive of the proposed changes although one individual commented that the changes left the northwestern/western side of town without fixed route service. Attendees responded positively to the proposed expansion of call-n-ride service as the replacement for fixed route service although some questions were raised regarding the ability to use this service for daily recurring trips such as the commute to/from work or school and the ability of developmentally disabled persons to use call-n-Ride. Comments were also received regarding the need to promote the service changes especially to areas such as the community college and the southwest area of town.

Several comments were made regarding the need to train operators better, especially with the new routes. A number of comments were received regarding the proposed increase in

Longmont local fares from the current \$.80 to \$1.25. The comments on private operator training and fares have been forwarded to the appropriate RTD staff.

Wheat Ridge – June 4, 2003

Wheat Ridge City Hall

Five members of the public attended the meeting, the primary topic of which was the proposed relocation of bus turnaround activity that utilizes Teller Street between 29th and 26th Avenues. Directors Lori Fox and David Ruchman attended. Included among the public was Wheat Ridge Mayor Gretchen Cerveney. There was general support for the changes, with suggestions and some potential contacts offered toward the idea of developing a bus loop convenient to Lutheran Hospital. That long-term idea, it was generally agreed, would form a “phase 2” after the changes in the September package. As in the Downtown meeting, a number of ideas for the future were also offered. Director Wally Pulliam spoke briefly at the start of the meeting to explain Arvada’s “A-Line” airport van project.

Additional Communications

In addition to the public hearings noted above, the RTD received 26 communications (via customer contacts, website, FAX, etc.). Ten of these were suggestions on a variety of services. Seven were questions. Two were opposed to the removal of service on Central. Two were opposed and one supportive of the Longmont changes. Two were supportive of the BOUND/Route 205 changes. One was against the Route 44 change and one was supportive of the Route 66 change.