

BOARD OF DIRECTORS REPORT

To: Clarence W. Marsella, General Manager
From: Tony McCaulay, AGM of Customer Services
Date: June 10, 2004
Subject: Approval of September 2004 Service Changes

Date
GM
Board Meeting Date June 15, 2004
ACTION X DISCUSSION INFO

RECOMMENDED ACTION

It is recommended by the Operations Committee that the Board of Directors approve the September 5, 2004 Service Change package as revised and summarized on Attachment A resulting in a net annual cost of approximately \$251,300 (\$1,180,370 with the CMAQ BOLT and Route J's \$929,070 cost), 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 5, 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 has been 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 January 2004 and the May 2004 service changes began this process and the proposed September 2004 service changes outlined below and in substantial detail in Attachment A completes this process.

PUBLIC HEARINGS

DATE	LOCATION	PUBLIC ATTENDANCE
June 2, 2004	Downtown Denver RTD Administration Offices	3
June 2, 2004	Lakewood Belmar Public Library	1
June 2, 2004	Lone Tree Lone Tree Recreation Center	0

DATE	LOCATION	PUBLIC ATTENDANCE
June 2, 2004	Longmont Longmont Public Library	15
June 9, 2004	Louisville Louisville Recreation Center	7

Public Hearing Results

The public hearings were attended by a total of 26 members of the general public. Please see Attachment B for a summary of public hearing comments.

Proposed Revisions to original September 2004 Service Change Proposal

1. Routes 7, 77 and 153 have been added for schedule adjustments.
2. Lone Tree has agreed to the proposed Route 402Ltd and Route 403 changes – so the Route 402Ltd will go to (at least) the vicinity of Park Meadows Mall.
3. Route 6 has been added for a minor route change in the vicinity of Broadway and 6th Avenue.
4. A morning round trip has been added on the Route 225, instead of the Route 203 westbound trip and Platt Middle School school trip.

FINANCIAL IMPACT

The 2004 cost (excluding CMAQ funded services and the Lone Tree/Park Meadows Mall service changes) would be approximately \$1,100. The annualized cost would be approximately \$3,300. Funding for these September 2004 service changes has been made possible via the savings obtained from the January 2004 service changes. Inclusion of the Lone Tree/Park Meadows Mall service changes would cost an additional \$81,800 for 2004, for a total cost (excluding CMAQ funded services of \$929,070 for the BOLT and Route J) of approximately \$82,900. This additional cost is not currently funded. The annualized cost (which is funded in the preliminary 2005 budget) would total approximately \$251,300.

SUMMARY OF SERVICE CHANGES – SEPTEMBER 2004

I. SERVICE EFFICIENCIES

Route 303 – Silver Creek School Service

Consolidate afternoon service into one trip, based on load checks. Morning service is currently one trip also.

Route STAMPEDE – CU/East Boulder

The STAMPEDE began as an experimental route in August 2002, sponsored by the University of Colorado and funded by a two year CMAQ grant. Operation is weekdays only, every 10 minutes from 7:00 a.m. to 6:30 p.m. Summer service is reduced to every 15 minutes. On a typical day during the CU fall and spring semesters, the STAMPEDE has averaged approximately 1,300 boardings per day, or 41.8 boardings per in-service vehicle hour. However, ridership is heaviest between 8:00 a.m. and 2:00 p.m., when productivity is 51.1 passengers/hour. From 2:00 p.m. to 6:30 p.m. productivity drops to 31.6 passengers/hour. Summer ridership is approximately 290 boardings per day, or 15.1 boardings per in-service hour.

The CMAQ grant ends in August 2004. Ridership has been sufficient for the RTD to continue the STAMPEDE route, with the proviso that the frequency of service be adjusted during certain time periods in order to comply with the RTD's Service Standards. Accordingly, the following frequencies of service are proposed:

Weekdays:	7:00 a.m. – 7:30 a.m., every 15 minutes
	7:30 a.m. – 2:00 p.m., every 10 minutes
	2:00 p.m. – 6:30 p.m., every 15 minutes
Summer:	7:00 a.m. – 6:30 p.m., every 30 minutes

Note: The City of Boulder and CU are going to "buy up" the service to match the current operations. Accordingly, service frequency will remain at 10 minutes from 7:00 a.m. to 6:30 p.m.

II. MIXED SERVICE EFFICIENCIES/SERVICE ENHANCEMENTS

Route DASH – Boulder/Louisville/Lafayette

New fall schedule implemented as follows: Current service pattern via Louisville will operate every 15 minutes from 7:00 a.m. to 7:00 p.m. on weekdays (vs. the current winter schedule of 10 minute peak and 15 minute off-peak). New 'Direct' service from Lafayette to Boulder will operate via South Boulder Road only, not deviating via downtown Louisville, Pine Street, and Via Appia. 'Direct' service will operate 8 westbound trips to Boulder between 6:30 a.m. and 9:30 a.m., and 9 eastbound trips to Lafayette between 3:00 p.m. and 6:00 p.m. These revised patterns and frequencies fit within the existing DASH budget, with the experimental

service planned to operate until May 2005, when the CMAQ funding expires. The municipalities involved in the DASH have agreed to this change.

III. SERVICE ENHANCEMENTS

Route 27 – Yale Crosstown

In combination with new school trippers serving students of Lincoln High School from the Southwest Plaza area (3 a.m. and 3 p.m. trips), a weekday trip from Avoca park-n-Ride will be extended to start from Southwest Plaza at 6:19 a.m. The westbound weekday trip that now ends at Avoca at 6:38 p.m. will be extended to Southwest Plaza. These trips will provide a “back-up” for students with school activities, but will also be useful for other customers as a supplement to regular Route 76 service on Wadsworth Boulevard.

Route 50 – Bryant Commuter

In combination with new school trippers to/from Kentucky/Sheridan serving students of West High School (3 a.m. and 3 p.m. trips), a new weekday trip will be added via Morrison Road in Southwest Denver. The extended Route 50 trip will start at Kentucky Avenue/Sheridan Boulevard at 6:26 a.m., and then serve passengers along Morrison Road. A return trip will operate from 17th/Champa Streets in Downtown Denver at 4:52 p.m. These trips will provide a “back-up” for students with school activities, but will also be useful for other customers as a supplement to regular Route 11 service. The new trips, along with the school trippers, which are open to the public, provide additional travel options in the Bryant Street industrial area at popular times.

Route 203 – Baseline

Route 225 – Boulder/Lafayette via Baseline

Replace 8:07a.m. eastbound Route 203 trip with new 8:07a.m. Route 225 trip to Lafayette. Provides service for revised school start time at Platt Middle School. Add 9:09a.m. westbound Route 225 trip from Lafayette, for improved service for CU class start times. Add 2:28 p.m. westbound Route 203 trip from East Boulder Community Center to 14th/Walnut. Fills in 45 minute gap in current schedule.

Route BOLT – Longmont/Boulder

The new CMAQ funded BOLT service replaces existing Route M (which currently has 15/30 peak and 60 minute off peak frequencies). Peak frequency will be every 15 minutes in the peak direction, 6:00 a.m. to approximately 9:30 a.m. and 3:00 p.m. to 7:00 p.m. Midday and evening frequency will be every 30 minutes until 9:00 p.m., then hourly to midnight. Saturday frequency will be every 30 minutes 10:00 a.m. to 6:00 p.m., and hourly 6:00 a.m. to 10:00 a.m. and 6:00 p.m. to midnight. Sunday/holiday service will be hourly from 6:00 a.m. to 9:00 p.m. The following routing adjustments are proposed:

- Discontinue service at the Longmont Terminal. Replacement parking is available at the Twin Peaks Mall.

- Provide direct service (northbound in the morning and southbound in the afternoon) to Front Range Community College in Longmont, looping through the campus via Hover Road and Pike Street, Miller Drive, Campus Road, Pike Street, and Hover Road.
- The southbound morning stop and the northbound afternoon stop at IBM discontinued, replaced with Route J.

Route J – Longmont/East Boulder/CU

As part of the overall BOLT project to improve service between Longmont and Boulder, the following trips will be added to Route J: southwest-bound, arriving the CU campus at approximately 8:50 a.m. and 9:50 a.m., and northeast-bound, departing the CU campus at approximately 3:40, 4:10, 5:40, and 6:10 p.m. Also, schedule adjustments. The following routing adjustments are proposed:

- Discontinue service at the Longmont Terminal. Replacement parking is available at the Twin Peaks Mall.
- Reroute off of the Diagonal between Airport Road and Ken Pratt Boulevard to operate via the Diagonal to Airport Road to Nelson Road to Ken Pratt Boulevard serving developing areas of southwest Longmont.
- Add stop at IBM, replacing service previously provided by Route M.
- Reroute directly through CU Campus via Colorado Avenue, 18th Street, and Euclid Avenue to Broadway.

Route Y – Lyons/Boulder

Reroute northbound buses departing the Boulder Station via Canyon and Broadway, instead of Canyon/14th/Walnut/15th/Spruce to Broadway. New routing is more direct, reduces impact on adjacent neighborhood. Also, schedule adjustments.

IV. NORMAL MAINTENANCE

Route 6 – East 6th Avenue/North Pecos

Due to traffic regulation issues, the left turn from southbound Broadway to eastbound Sixth Avenue would be replaced by a left turn onto Seventh Avenue, right onto Sherman Street, and left onto the existing route. A new stop on Seventh Avenue would replace the stop bypassed on Sixth Avenue. The new stop would shorten walk distances for transfers and for commuters at Anthem (ex-BlueCross).

Route 8 – North Broadway/Huron

Southern terminal changed from Cheyenne/Colfax to 13th/Welton due to forthcoming construction.

Route 16 – West Colfax

Downtown terminal relocated from Cheyenne/Colfax to 21st/Welton with appropriate routing changes due to forthcoming construction.

Route 20 – 20th Avenue

Schedule adjustments in the Fitzsimons Redevelopment area.

Route 39X – East Mansfield Express
Schedule adjustments.

Route 44 – 44th Avenue
Schedule adjustments.

Route 48 – East 48th Avenue/Commerce City
Schedule adjustments. Reroute off of Ringsby Court, onto Brighton Boulevard between 31st and 38th Street. RTD Platte Division served by deviation on 31st Street. Forthcoming construction at 38th Street and Ringsby Court necessitates this change.

Route 52 – West 52nd Avenue/South Pearl
Schedule adjustments.

Route 66 – Parker/Arapahoe Crosstown
Schedule adjustments.

Route 77 – Dry Creek Crosstown
Schedule adjustments.

Route 105 – Havana Crosstown
Schedule adjustments in the a.m. and p.m. peak period.

Route 153 – Chambers Crosstown
Schedule adjustments.

Route 169 – Buckley Crosstown
Reverse the Sunday turnaround loop at Alameda Parkway and Alameda Drive to operate north/west on Alameda Drive. This proposal would shift the Sunday eastbound terminal of the route to northbound on Alameda Drive.

Route 209 – CU/Thunderbird
Schedule adjustments.

Route 325 – Westside Crosstown
Schedule adjustments.

Route 327 – Northside Loop Counterclockwise
Trip added at 6:30 p.m.

Route 470Ltd – Dad Clark Drive/Mineral Station
Schedule adjustments.

Route AT – DIA/Mineral Station via DTC

Schedule adjustments. Also, Route AT will continue to utilize the current I-225 to Colfax to Airport Boulevard routing.

Route BOUND – 30th Street

Return to winter schedule by returning weekday frequency to every 10 minutes from every 15 minutes. The City of Boulder will “buy up” the cost of the higher frequency over the Board’s previously approved service levels of 15 minutes peak, 30 minutes weekday midday and 30 minutes Saturday.

Route JUMP – Arapahoe

Return to winter schedule by returning weekday frequency within Boulder from every 15 to every 10 minutes peak and midday. Return weekday peak frequency to/from Lafayette from every 30 to every 20 minutes. The City of Boulder will “buy up” the cost of the higher frequency of service over the Board’s previously approved service levels of 15 minutes during peak periods within Boulder, 30 minutes within Boulder at midday, and 30 minutes both peak and midday to/from Lafayette.

Light Rail Connections

Schedule adjustments: Routes 0, 7, 14, 35, 52, 59/59Ltd, 60, 66, 67, and the 401 and 402Ltd (weekends/holidays).

Route SKIP - Broadway

Peak frequency returns to 7 minutes, from every 10 minutes during summer. Also, schedule adjustments.

School Trippers

Restore seasonal school service on the following routes: Routes 6, 11, 14, 20, 24, 30, 30Ltd, 31, 40, 51, 52, 65, 66, 121, 205, 206, 208, 209, 225, 301, 302, and 303. Note: These are the school trippers that were operating at the end of the last school year. They required a total of approximately 6,500 annual service hours. The implementation of the new DPS flexible start/quit high school hours in August of this year requires the restructuring of some of these services and the addition of new trippers (new service on Routes 1, 9, 27, 28, 45, 50, 51Ltd, 59, 100).

Route U – Pine Junction/Conifer/D.T.C.

Schedule adjustments.

V. LAKESWOOD – BELMAR SERVICE

Belmar, Lakewood’s new “downtown district” is located on the site of the old Villa Italia Shopping Center – directly across Wadsworth Boulevard from Lakewood Commons. Eighty percent of the first phase of development opened in May 2004, with the rest of the first phase opening by November 2004. Phase two of construction is scheduled to start in early 2005. The street design allows for bus routes within walking distance of higher than usual density housing and commercial

developments. Bus service concepts were worked out with the City of Lakewood and the developers. The RTD has a number of bus routes in this area (most of which also serve the Lakewood Commons Timed Transfer Center) and the following listing shows how these routes will be configured to serve Belmar. Note: changes to Routes 1, 3, and 11 occurred on July 18, 2004.

Route 1 – West 1st Avenue

Westbound buses to operate from south on Teller to east on Alameda, south on Saulsbury, west on Virginia/Allison to its terminal in Lakewood Commons. Eastbound buses to return same streets. Schedule adjustments.

Route 3 – Alameda Crosstown

Westbound buses to Green Mountain and Cold Spring operate from Alameda, south on Saulsbury, west on Virginia to current route. Eastbound buses to return same streets. Westbound buses to Lakewood Commons would follow the same routing, but would turnaround for their return eastbound trip via the traffic circle in Lakewood Commons.

Route 11 – Mississippi Crosstown

Westbound buses to remain on former route via Ohio Avenue, north on Vance, west on Virginia. Eastbound to run from Alameda via south on Vance, west on Ohio to south on Wadsworth and existing route. Also, the last eastbound trip on weeknights and Saturday nights, which currently terminates at I-25 & Broadway, would be extended to Aurora Mall, balanced by the last westbound trip, which currently originates at I-25 & Broadway starting instead at Aurora Mall. This would continue the process of expanding Route 11 to full service typical of urban routes, with connections requested by night shift workers and night school students.

Route 76 – Wadsworth Crosstown

No change. (Serves Belmar at Virginia/Vance intersection.)

Route 87X – South Wadsworth Express

Northbound, from Wadsworth via Ohio Avenue, Vance, Alameda and back to Wadsworth. Southbound, from Wadsworth via Alameda, Vance, Ohio, return to Wadsworth. Also, minor schedule adjustments.

VI. LONE TREE/PARK MEADOWS MALL SERVICE

Route 402Ltd – Highlands Ranch Parkway

This service will be re-routed weekdays and weekends to serve Park Meadows Mall via Quebec Street (at Lincoln Boulevard) to Park Meadows Parkway to Acres Green Parkway to County Line Road and into the Park Meadows Mall site through the North Lot entrance. Within the mall property the route would use the Ring Road to a stop near the main entrance of the mall. Exiting the Mall the service would use the Ring Road to Northeast exit to Park Meadows Center Drive to South Yosemite Street then back to County Line Road to Acres Green Parkway to Park Meadows

Parkway to Quebec Street to Lincoln to the current routing. The new alignment eliminates the segment of the current service between Quebec Street and the Meridian Business Park, which offsets the cost of the new segment to Park Meadows Mall. See Route 403 for service to Meridian.

Route 403 – Lucent Boulevard

In concert with the changes to the 402Ltd, this change replaces the eliminated segment of the 402Ltd along Lincoln Boulevard between Quebec Street and Meridian Business Center (on weekdays only), with an extension of the Route 403. From its' current terminal at Quebec Street and Dutch Creek Road the Route 403 would be extended to Meridian Business Center via Quebec Street to Lincoln Boulevard to Ridgeway Parkway to Park Meadows Boulevard to Lincoln Boulevard to Havana Street to Meridian Boulevard (loop). The frequency of service would be 30 minute peak and 60 minute non-peak. Operating via Ridgeway Parkway would provide service to the new Lone Tree Recreation Center and to SkyRide Medical Center.

Route 473 – Yosemite/Park Meadows Crosstown

This change redirects Route 473 service onto Park Meadows Mall property using the same access points and internal circulation path as for the Route 402Ltd. From the current routing on Chester (north of County Line Road) the service would be routed to the mall loop via the North Lot entrance and exit via the Northwest exit onto Chester Street to the current routing.

SUMMARY OF PUBLIC HEARINGS

Downtown Denver – June 2, 2004

RTD Administrative Offices

Three members of the general public, Chairman Bill Elfenbein and four members of the RTD staff attended this meeting. One person was concerned about bus transportation for High School students from Green Valley Ranch to George Washington High School. She was pleased to learn that we are planning to provide trippers to provide that service. No other service change related comments were received.

Lakewood – June 2, 2004

Belmar Public Library

At the Belmar Library in Lakewood Board members Jim Zavist and David Ruchman, along with two RTD staff members heard from a member of the public about the need to display bus schedules at two transfer points. There were no comments about the proposed service changes.

Lone Tree – June 2, 2004

Lone Tree Recreation Center

No members of the general public attended this meeting.

Longmont – June 2, 2004

Longmont Public Library

Fifteen members of the general public, Director Mary Blue, Phil Greenwald from The City of Longmont, David Cook from CU and Brad Turner from the Daily Times Call attended this meeting. Discussion centered around the new BOLT service and the proposed Route J changes. Questions were answered about funding, IBM service and the Route J's routing within Longmont.

Louisville – June 9, 2004

Louisville Recreation Center

Seven members of the general public, Director Dick McLean, Heather Balser from the City of Louisville, Paula Mehle from the City of Lafayette, David Cook from CU, and Greg Avery from the Boulder Daily Camera were in attendance. Due to an error in the Boulder Daily Camera, several Dash riders were under the impression that service would be removed from downtown Louisville. They were pleased to learn that service will remain every 15 minutes through the day on this segment. Otherwise, general support was expressed for the proposed changes to the Dash. One citizen requested better wheelchair accessibility at bus stops, especially in Longmont.

Additional Communications

In addition to the public hearings noted above, the RTD received eleven communications (via customer contacts, website, FAX, etc.) related to the proposed September service changes. Two were information requests, three were in support of the proposed DASH changes, four were in support of the Route J change, one was against the Route 87X stopping at Belmar and one was against the proposed Route 402Ltd change.