

BOARD OF DIRECTORS REPORT

To: Phil Washington, General Manager
From: Bruce Abel, Assistant General Manager of Bus Operations
Date: October 11, 2012
Subject: January 2013 Service Changes

Date: October 11, 2012
GM
Board Meeting Date: October 23, 2012
ACTION X DISCUSSION INFO

RECOMMENDED ACTION

It is recommended by the Operations/Customer Services Committee that the Board of Directors approve the January 2013 Service Change package as revised and summarized in Attachment A resulting in an annualized cost increase of approximately \$802,500 and, further, to authorize the General Manager or his designee to execute contract amendments as necessary for private operators whose service is impacted by these changes.

DISCUSSION

To meet the diverse travel needs of the citizens of the District and maintain a high-performance, sustainable transit system, RTD has developed a networked family of services for which the classes of service have different expectation of performance. For this year we will be focusing on adjusting services in response to the January 2012 service reductions and changes in ridership and operational performance.

The proposed January 2013 Service Changes reflect the continued budgetary challenges faced by RTD. The guiding principles for service changes continue to be:

- Service performance evaluation based on the RTD Service Standards
- The effects on the overall integrity of the transit network and on transit dependent markets
- The availability of alternative services to affected riders
- Cost-effective distribution throughout the District and Family of Services
- Title VI of the Civil Rights Act - benefits and services are provided without regard to race, color or national origin; environmental justice in regards to minority populations and persons with low-income.
- Response to changes in the communities where services are provided

SUMMARY OF PUBLIC HEARINGS

Seven public hearings have been scheduled between September 27 and October 5, 2012 in Stapleton, Commerce City, Downtown Denver (2), Five Points, Lafayette and Longmont. Comments from these hearings will be made available in summary and in detail at the October 9, 2012 Operations Committee prior to being entered into the final Board Report for the October 23, 2012 Board Meeting.

CHANGES TO INITIAL RECOMMENDATIONS

Staff receives input during the public comment process and continues to conduct additional analysis after the initial service recommendations are proposed to the Board of Directors. Depending on the outcome of the public comment process and continued analysis, staff may or may not propose modifications to these initial recommendations. The following represent

substantive changes proposed to the service changes initially proposed to the Board of Directors for implementation as part of January 2013 service changes:

Route 204 – Table Mesa/Moorhead/North 19th

The proposal to reverse the loop direction to counter-clockwise has been deleted from the proposal after further review of the impact of the change during inclement weather conditions.

SUMMARY OF PROPOSED SERVICE CHANGES

Service Reductions

Route 225 – Boulder/Lafayette via Baseline: reduce midday frequency

Mixed Service Reductions/Service Increases

Route 204 – Table Mesa/Moorhead/North 19th: deleted from the proposal

Route 323 – Skyline Crosstown: re-route around Twin Peaks Mall [map attached]

Route 324 – Main Street Crosstown: re-route around Twin Peaks Mall [map attached]

Route 326 – Northside Loop Clockwise: convert to N-S route on west-side of Main Street [map attached]

Route 327 – Northside Loop Counter Clockwise: convert into N-S route on east-side of Main Street [map attached]

Route 403 – Lucent: is proposed to be realigned from Ridgeway Circle to Ridgeway Pkwy [map attached]

Broomfield Call-n-Ride: modified schedule meet time and service availability

D-Line – Mineral to 30th-Downing Station: service at the 29th & Welton Station is proposed to be discontinued

Service Increases

Route 1W – West 1st Avenue: add a AM and PM school tripper

Route 9 – West 10th Avenue: add a AM and PM school tripper

Route 24 – University Blvd.: extend Saturday/Sunday/holiday to University & C-470 pNR

Proposed Route 89 – Stapleton/Anschutz Campus: new route proposal serving Mercy Housing /Stapleton and the Anschutz Fitzsimons Medical Campus. [map attached]

Route AT – Arapahoe County/DIA: add 10:35pm SB trip from DIA to Airport/40th pNR

Proposed Route 104X - Commerce City/Denver Express: new grant funded proposal serving Commerce City. [map attached]

Routine Service Adjustments

Route 11 – Mississippi Avenue: running time analysis

Route 15Ltd – East Colfax Limited: relocate downtown terminal due to construction

Route 28 – 28th Avenue: minor schedule adjustments weekends

Route 32 – 32nd Avenue/City Park: minor schedule adjustment weekends

Route 44 – 44th Avenue Crosstown: minor schedule adjustment weekends

Route 59 – West Bowles: minor schedule adjustments weekdays

Route 66 – Arapahoe Road: running time analysis and adjustments

Route 77- Ken Caryl Avenue: minor schedule adjustments weekdays

Route 88 – Thornton/Commerce City/Stapleton: running time adjustments for Sat. service

Route 120 – 120th Avenue Crosstown: shift trips serving Prairie Hills H.S.

Route 208 – Iris/Valmont: running time adjustments for Saturday service

Route 228 –Louisville/Broomfield: running time adjustments during PM peak

Route 401 – Ranches Crosstown: minor schedule adjustments weekdays

Route 402Ltd – Highlands Ranch Parkway Limited: minor schedule adjustments weekdays

Route AA – Wagon Road/DIA: adjust arrival and leave times DIA

Route AB – Boulder/DIA: running time adjustments

Route DASH – Boulder/Lafayette via Louisville : running time adjustments for Sun. service

Route JUMP – Boulder/Lafayette via Arapahoe: running time adjustments for Sat & Sun

Route L- Longmont/Denver: minor schedule adjustments weekday

FINANCIAL IMPACT

The financial impact contained in this proposal is \$802,500 annualized, including the \$183,600 cost of the proposed Route 104X, which is contingent upon and would be fully funded through a Transportation Improvement Program grant. The remaining \$619,000 will be requested from the general budget.

Prepared by: Jeff Becker, Senior Manager of Service Development
Jessie Carter, Manager of Service Planning & Scheduling

ATTACHMENT A

DETAILED SERVICE CHANGE PROPOSALS – JANUARY 2013

Route 1W – West 1st Avenue

This proposal adds an AM and PM school tripper on 200 school days in response to new programs at West High School. The scheduled times of the new programs would result in a long wait for the regular 30-minute headways in both AM and PM. Estimated cost impact \$28,400 annualized.

Route 9 – West 10th Avenue

This proposal adds an AM and PM school tripper on 200 school days in response to new programs at West High School. The scheduled times of the new programs would result in a long wait for the regular 30-minute headways in both AM and PM. Estimated cost impact \$28,400 annualized.

Route 11 – Mississippi Avenue

Running time analysis, no cost impacts anticipated.

Route 15Ltd – East Colfax Limited

Relocate downtown terminal, due to pending construction at Market/16th Street. No cost impacts anticipated.

Route 24 – University Blvd.

Extend Saturday/Sunday/holiday service from Race/Davies (The Streets at Southglenn) to University & C-470 Park-n-Ride. Extension comes at minimal cost by utilizing current excess recovery at Southglenn. Estimated cost impact is \$2,700 annualized.

Route 28 – 28th Avenue

Minor schedule adjustments weekdays, no cost anticipated

Route 32 – 32nd Avenue/City Park

Minor schedule adjustments weekdays, no cost anticipated

Route 44 – 44th Avenue Crosstown

Minor schedule adjustment weekends, no cost anticipated

Route 59 – West Bowles

Minor schedule adjustments weekdays, no cost anticipated

Route 66 – Arapahoe Road

Due to a below standard on-time performance of 83% (measured between January – July 2012) a new schedule is proposed. The schedule delay is largely due to traffic congestion along Arapahoe Road. The estimated impacts of the new schedule include: 1 additional peak period vehicle and an annualized cost of \$62,000.

Route 77- Ken Caryl Avenue

Minor schedule adjustments weekdays, no cost anticipated.

Route 88 – Thornton/Commerce City/Stapleton

This proposal supports a schedule adjustment to the Saturday schedule to improve on-time performance. Current on-time performance on this route on Saturday is listed at 63%, which is far below the RTD standard. Estimated cost impacts include: 1 all day bus and an estimated annualized cost of \$16,900.

Proposed Route 89 – Stapleton/Anschutz Campus

First described in the Stapleton Development Transportation Plan, the proposed Route 89 is also included in service assumptions for the East Corridor operations plan. As a service concept in both plans, the Route 89 provides direct transit connection between the future Central Park Boulevard Station and the Anschutz Fitzsimons Medical Campus. However, there are existing and developing needs in the area surrounding and including Stapleton and the Anschutz campus, which support implementing in the near term. The new Route 89 would provide service and connections to the following locations:

- Stapleton Park-n-Ride (future Central Park Boulevard Station), with connections to eight local and two SkyRide routes, as well as future East Line commuter rail service between downtown Denver and Denver International Airport.
- The new Mercy Housing Bluff Lake Apartments (low income/transitional housing at Martin Luther King/Havana and the surrounding Stapleton residential areas along 29th Avenue and Martin Luther King Boulevard.
- Central Park Recreation Center, the designated regional recreation center for Northeast Denver.
- Anschutz Medical Campus, including University Hospital, Children's Hospital Colorado, and the future Veteran's Administration Hospital.

The initial service is proposed to operate weekdays only, every 30 minutes from 6:00am to 9:30pm. Total annual service hours are projected to be 8,160, for an estimated annual operating cost of \$330,700. The projected ridership for the Route 89 is 640 weekday boardings, equivalent to 163,200 annual boardings. Please see the attached maps for further details.

Proposed Route 104X: Commerce City/Denver Express

The following proposal is contingent upon a successful grant request from the City of Commerce City through the Transportation Improvement Program (TIP) process. The service would be fully funded through the grant with the City of Commerce City providing local match funds. RTD would be the service provider through an IGA with the City of Commerce City:

The Route 104X is proposed to provide three morning and three evening one-way peak trips between Commerce City and the Central Business District. The routes terminus, on the north will be E. 104th Ave and Tower Road and Market Street Station in Denver, on the south end. The southbound route is proposed to make 6 stops in Commerce City along 104th Ave, three of which will be new bus stops and then continue south on I-76 to I-270 to Hwy 36, then south on Broadway to 70th Ave on to the I-25 HOV Lanes into downtown Denver with no additional stops. The northbound route will be almost exactly the reverse of the south bound

route. The proposed route will offer connections to the AA, 104th and Revere St Park-n-ride, and numerous bus routes out of Market Street Station (31x-40x-55x-72x-80x-86x-120x- BV-BF-BX-L-LX-S- AF,)including the 16th Street Mall Shuttle.

The estimated cost is an annualized \$183,600, which would be fully reimbursed through the TIP grant, and the use of 3 peak period over the road coaches. Please see the attached map for further details.

Route 120 – 120th Avenue Crosstown

Shift 6:54am WB trip to 6:39am and shift the 2:05pm EB trip 5 min forward to allow for better connections at Prairie Hills High School. No cost impact anticipated.

Route 208 – Iris/Valmont

Running time adjustments for Saturday service, aimed at improving on-time performance. No cost impact anticipated.

Route 225 – Boulder/Lafayette via Baseline

It is proposed to reduce weekday midday frequency to hourly, from the current half-hourly service between East Boulder Community Center and Lafayette PnR. Current service levels between Boulder Transit Center and East Boulder Community Center would be retained, maintaining half-hourly service within the city of Boulder. Ridership currently averages 4 – 6 passengers per trip, on the segment between East Boulder Community Center to Lafayette PnR, during the hours between 9:30am and 2:30pm. This ridership falls below the 10% service standard (14.6 boardings per hour) for the route's overall service class (Urban Local). Annualized savings are estimated to be \$73,500.

Route 228 –Louisville/Broomfield

Running time adjustments for weekday service in the evening peak period only. Estimated cost impact is 1 peak vehicle bus and \$15,780 annualized.

Longmont Local Service

In concert with a transit study conducted for the City of Longmont by Steer Davies Gleave, the following are recommended service changes to the Local service network:

Route 323 – Skyline Crosstown

Re-route as per request of City of Longmont, as result of Public Process on south-end of the Route and around Twin Peaks Mall; minor overall route adjustments. No cost anticipated, please see map for more information.

Route 324 – Main Street Crosstown

Re-route as per request of City of Longmont, as result of Public Process on south-end of the Route and around Twin Peaks Mall; minor overall route adjustments. No cost anticipated, please see map for more information.

Route 326 – Northside Loop Clockwise

Re-route as per request of City of Longmont, as result of Public Process; turn into N-S route on west-side of Main Street only; re-name: Westside Crosstown. No cost anticipated, please see map for more information.

Route 327 – Northside Loop Counter Clockwise

Re-route as per request of City of Longmont, as result of Public Process; turn into N-S route on east-side of Main Street only; re-name: Eastside Crosstown. No cost anticipated, please see attached map for more information.

Route 401 – Ranches Crosstown

Minor schedule adjustments weekdays, no cost impact anticipated.

Route 402Ltd – Highlands Ranch Parkway Limited

Minor schedule adjustments weekdays, no cost impact anticipated.

Route 403 – Lucent Boulevard

Realign from Ridgeway Circle to Ridgeway Parkway for faster service. (An average of three passengers use the affected stops.) Also, minor schedule adjustments based on the Littleton/Mineral Station Survey. No cost impact anticipated. (Please see map for more information).

Route AA – Wagon Road/DIA

Adjust arrival and leave times to better match shift start and end times at DIA. No cost anticipated.

Route AB – Boulder/DIA

Running time adjustments aimed at improving on time performance. Estimated cost impacts are 1 weekday all day vehicle and an annualized \$153,000.

Route AT – Arapahoe County/DIA

Add daily 10:35pm southbound trip from DIA to Airport & 40th Park-n-Ride, in order to relieve overloads on 10:50pm Route AF trip. The 10:50pm trip currently leaving DIA, frequently has as many as 63 passengers on board, exceeding the RTD capacity standard for SkyRide service. Many of the passengers boarding the 10:50pm trip are traveling from DIA to the 40th Avenue-Airport Boulevard park-n-Ride. The additional trip at 10:35pm would provide an alternative trip on the overcrowded segment, thus relieving the passenger load levels on the 10:50pm AF trip. The cost impact is estimated at \$16,800 annualized.

Broomfield Call-n-Ride

The Broomfield Call-n-Ride began operating in April 2001. The Call-n-Ride operates weekdays 5:30am-7:00pm. Currently the Call-n-Ride has scheduled times at the US 36 & Broomfield Park-n-Ride every ½ hour starting at 6:00am and ending at 6:30pm. This proposal calls for the ½ hourly meets to continue between 6:00am-9:00am and 4:00pm -6:30pm. During mid-day the scheduled times would be every hour from 9:00am – 3:00pm. This change will allow the Call-n-Ride to better serve trips within the community that are not going to and from the Park-n-Ride. It also allows the Call-n-Ride to serve students going home in the early afternoon. No additional cost re anticipated with this modification.

Route DASH – Boulder/Lafayette via Louisville

Running time adjustments (Sun) to improve on-time performance. Cost estimated to be \$14,400 annualized

Route JUMP – Boulder/Lafayette via Arapahoe

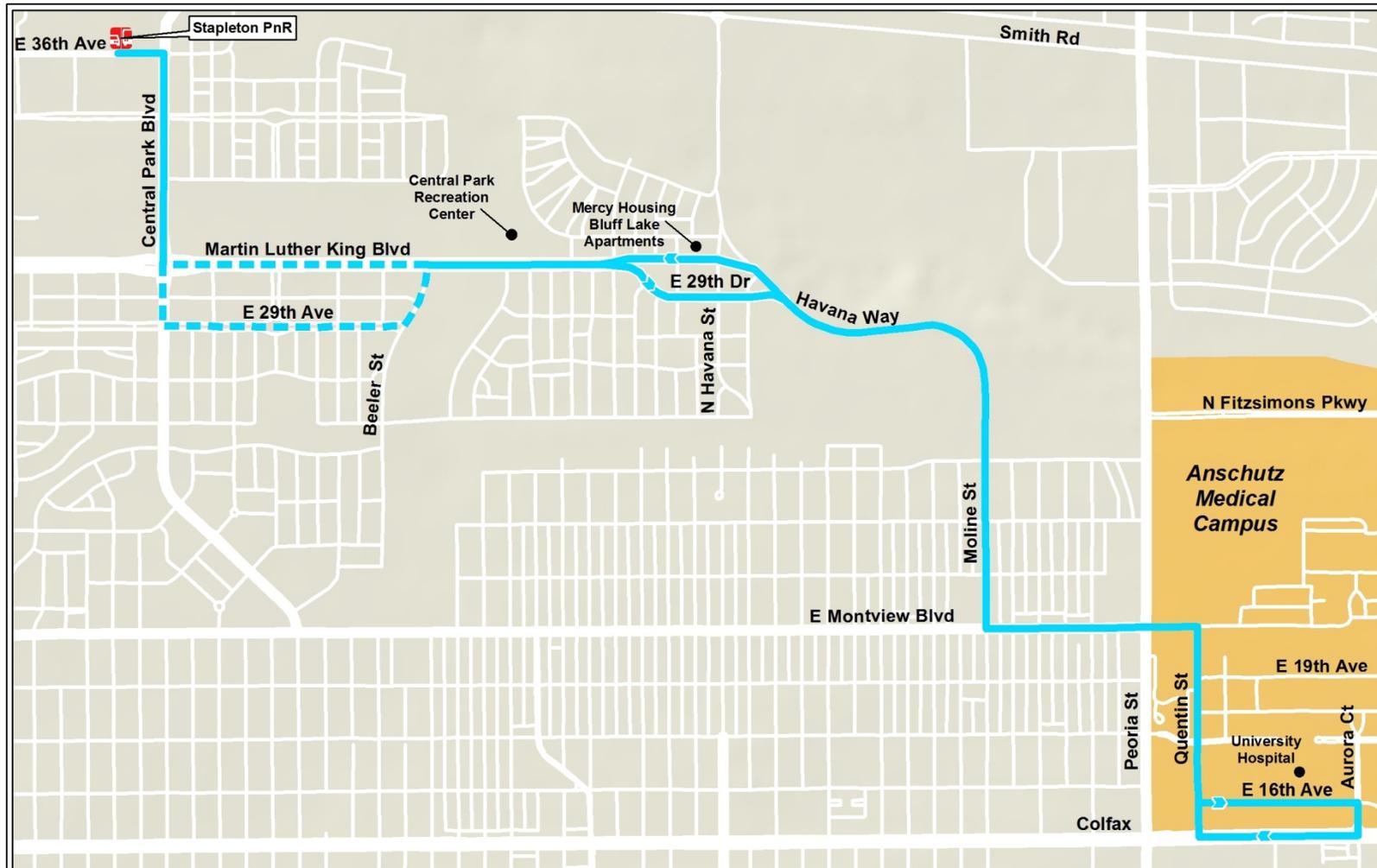
Running time adjustments (Sat/Sun) to improve on-time performance. Cost to be an estimated \$20,800 annualized.

Route L – Longmont/Denver

Shift the weekday 5:53AM L SB trip back by at least 9 min to allow for an arrival at Market Street Station by 7:08AM, for better connections to other Regional Routes and LRT. No cost impacts anticipated.

D-Line – Mineral/30th Downing Station

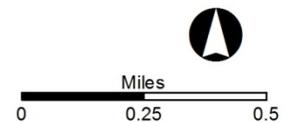
D-Line service at the 29th & Welton Station is proposed to be discontinued as part of the effort to improve schedule adherence on this segment of the Light Rail network. 539 average weekday passenger boardings and alightings are affected, the smallest of the five stations serving the mile along Welton. However, stations at 27th and 30th are within “local bus stop” walking distance of 29th Street. Delayed trains affect important connections with bus Routes 12 and 43, as well as some transfers for Rtes 28, 38 and AF. Additionally, train delays from this area cascade throughout the system affecting on-time performance on the system as a whole. Efforts to address the current problem, which stems from the downtown Denver signal cycle timing change, include the City of Denver’s implementation of traffic signal priority measures at the intersection of Park Avenue and Welton. It is believed that with the signal improvements and the elimination of stops at the 29th Welton Station enough time will be saved to stop frequent delays along the single track section along Welton. Please see map for more information. No operational cost impacts are anticipated.

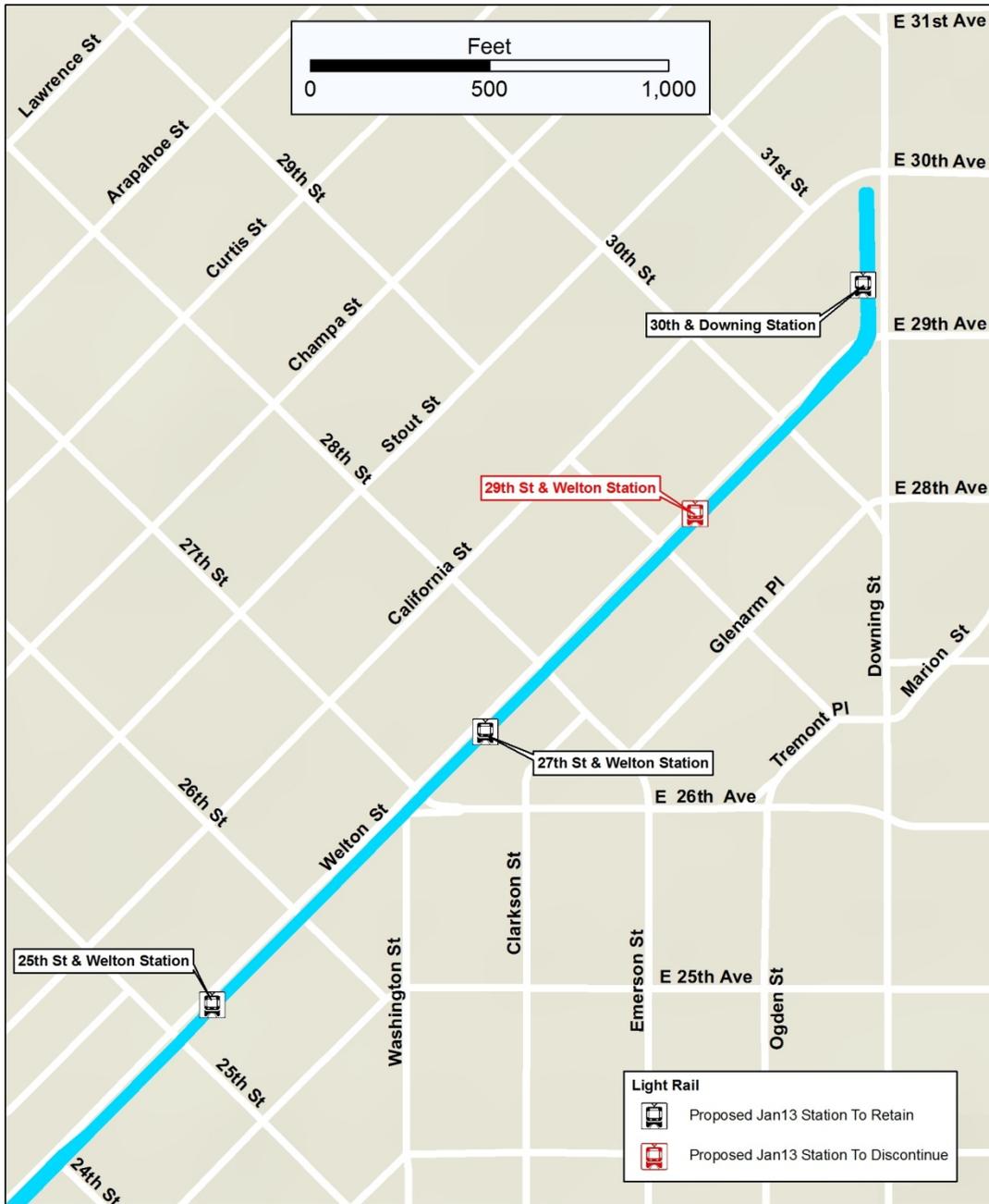


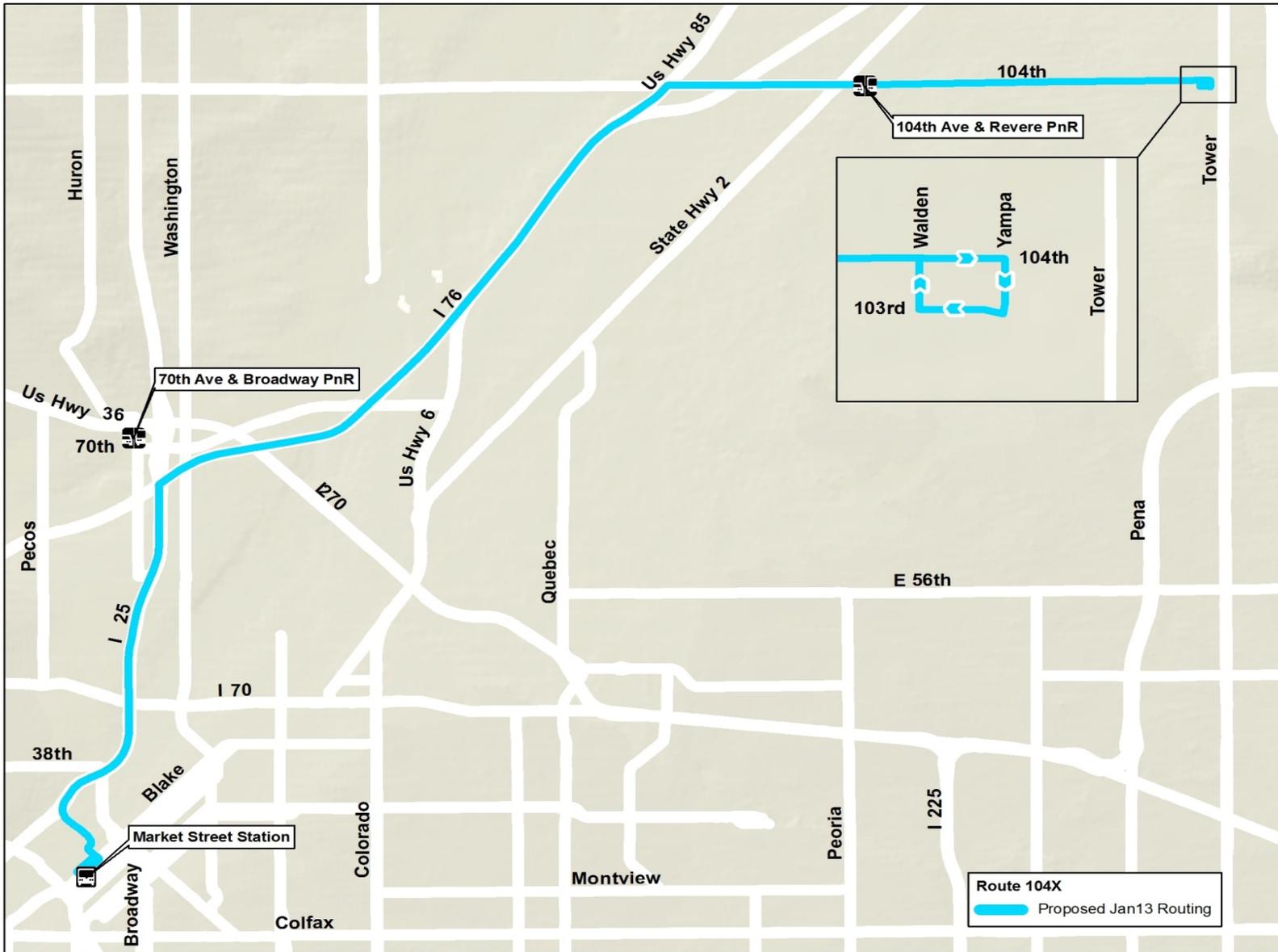
Stapleton / Anschutz Campus
Proposed Route 89

RTD
Service Development Division
June 1, 2012

Routing Options

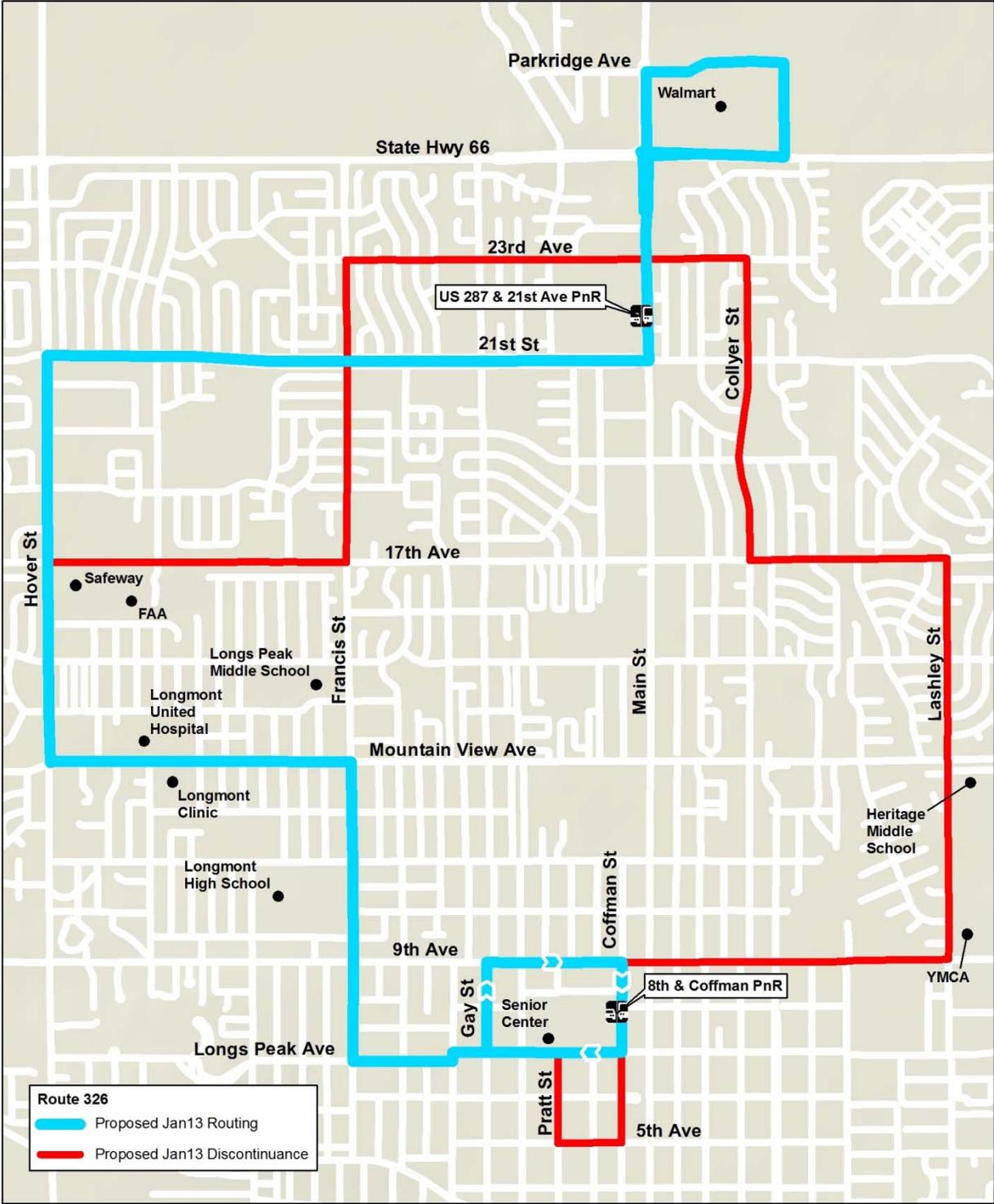


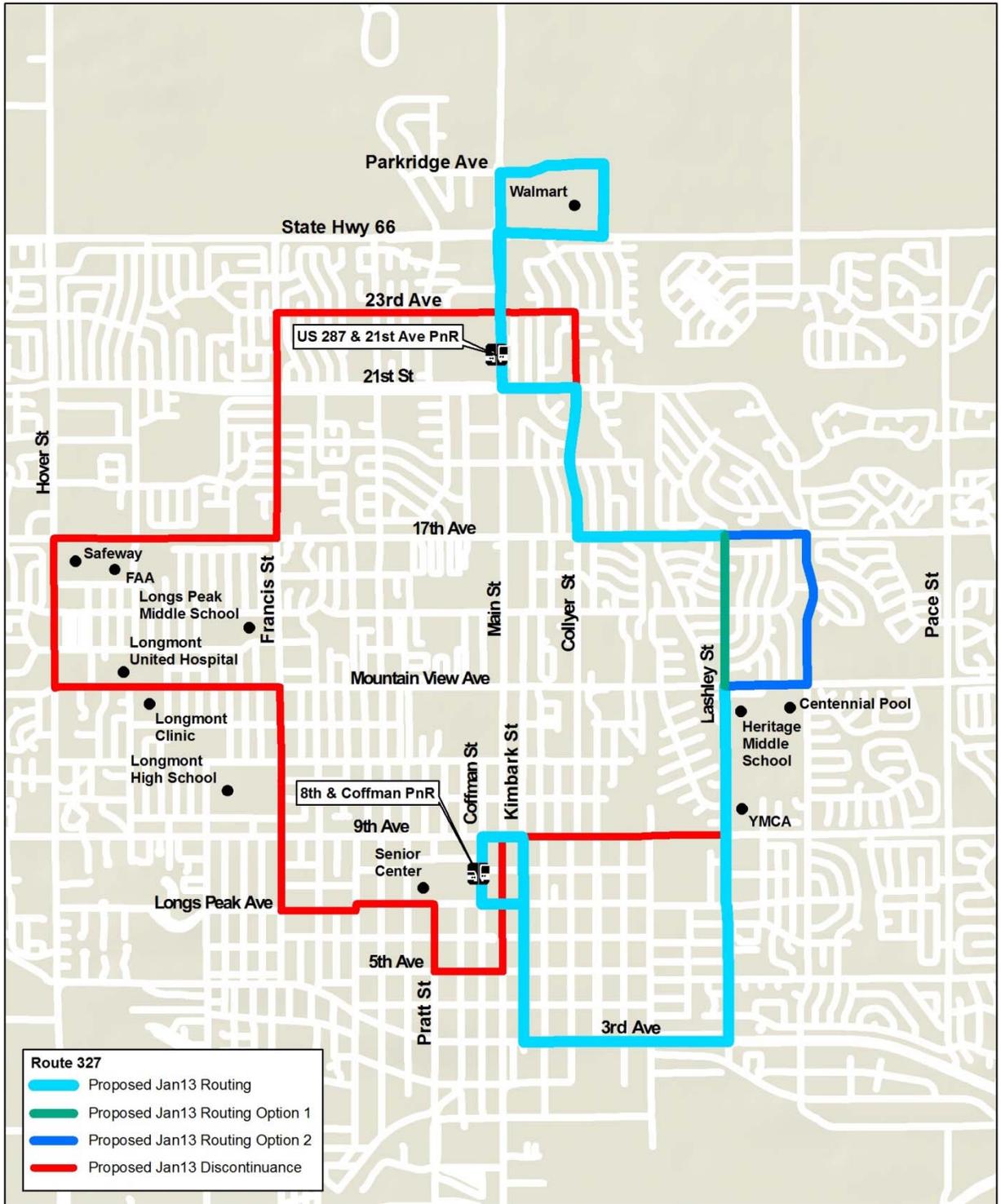














SUMMARY OF PUBLIC HEARINGS

Seven public hearings have been scheduled between September 27 and October 5, 2012 in Stapleton, Commerce City, Downtown Denver (2), Five Points, Lafayette and Longmont. Comments from these hearings will be made available in summary and in detail at the October 9, 2012 Operations Committee prior to being entered into the final Board Report for the October 23, 2012 Board Meeting.

Route	Support	Opposed	Inquiry	Last Name	Additional Comments
101		1		Frank	Opposed to closing 29th & Welton Station
130	1			Meares	Supports return of route
1041	1			Packard	Supports new route
871		1		Jamieson	Opposed to cancellation of route
100	1			Townsley	Wants extended service
AA	1			Martinez	Wants weekday/end schedules to be the same
1041	1			Johnson	Supports new route
1041	1			Alford	Supports new route
29th/Welton		1		Ramming	Opposed to closing 29th & Welton Station
403		1		Kastanek	Opposed to cancellation of route
225			1	Martinez	Wants more service in her area - later service
45			1	Glenda	Would like service past 6pm on the 45
130	1			Brumley	Would like service improvements through Heather Gardens
101		1		Bolach	Trains running off schedule
32			1	Crane	requesting increased service on route 32
130			1	Schanhals	Will route go back to normal now that Yale bridge is repaired?
225		1		Spangler	Opposed to service reduction
Total	7	6	4		
Total Emails					17

**ATTACHMENT B
SUMMARY OF PUBLIC MEETINGS – JANUARY 2013**

Adams City High School – Thursday, September 27, 2012, 6:00 pm

This public hearing was attended by one member of the public, one Commerce City staff member, and two RTD employees. Comments received were in support of route 104X. The potential passenger is excited about the prospect of having direct service to Downtown Denver from Tower Road.

Central Park Recreation Center – Thursday, September 27, 2012, 7:00 pm

One member of the public attended the evening meeting. He is pleased with the proposed Route 89 service, and feels that the routing via Martin Luther King Blvd. is more appropriate than 29th Avenue. The meeting concluded at 7:50 pm.

Lafayette Recreation Center – Thursday, September 27, 2012, 7:00 pm

The public hearing was attended by three members of the public and three RTD employees: Nataly Erving & Nate Diaz from Service Planning and Chris Sillis from Paratransit. The proposed service changes were reviewed and questions related to planning specific trips to/from Erie were answered. The members of the public commented that they were generally pleased and impressed by RTD's service.

Longmont Senior Center – Monday, October 1, 2012, 4:30 pm

The meeting was attended by 14 members of the public, 5 RTD staff (3 Service Planning/Scheduling, 2 Paratransit Services), one representative from Boulder County and one from the City of Longmont Transportation Planning Division, as well as two representatives from First Transit Northern Division. Several minor route adjustments were requested and discussed. In general participants were pleased with the proposed changes. The public meeting was concluded at 5:10pm.

RTD Administrative Offices – Friday, October 5, 2012 – NOON

The meeting was attended by 6 members of the public and 6 RTD staff members. There were no comments concerning the actual service change. All in attendance were customers of Access-a-Ride who were present to voice concerns about the effects of upcoming changes to ADA system coverage, fares and access to seating on the fixed route system. The meeting was concluded at 12:40pm.

RTD Administrative Offices – Friday, October 5, 2012 – 6:00 pm

There were 2 members of the public in attendance and 3 RTD staff members present at this meeting. One person asked a question about accessing the African American Library, which is located near the 25th & Welton Station, if the 29th Street Station is discontinued. There were no other comments. The meeting concluded at 6:15pm.

Glenarm Recreation Center – Friday, October 5, 2012 – 6:00 pm

The meeting was attended by 6 members of the public and 3 RTD staff persons. The proposal to discontinue service to the 29th&Welton Station was the primary focus of this meeting. The participants left with an understanding of the purpose of the proposed change and offered no argument in opposition. The meeting concluded at 6:20pm.