

BOARD OF DIRECTORS REPORT

To: Phillip A. Washington, General Manager
From: Bruce Abel, Assistant General Manager
Date: May 16, 2013
Subject: August 2013 Service Plan

Date: May 16, 2013
GM
Board Meeting Date: May 28, 2013

RECOMMENDED ACTION

It is recommended by the Operations/Customer Services Committee that the Board of Directors approve moving the proposed August 2013 Service Change as summarized below and described in Attachment A on to public review and comment.

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 different classes of service have different expectations of performance. For this year we will continue adjusting services in response to changes in ridership and operational performance of the transit system as a whole while also focusing attention on the recent implementation of the West Corridor Light Rail Service and the associated bus service changes. Routine service changes not associated with or included in the West Corridor Service Plan are necessary to maintain system on-time performance and provide the appropriate level of service according to customer demand while we will also need to monitor customer response to the implementation of West Corridor bus and rail service and propose adjustments as appropriate.

The proposed August 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 and the ability to enhance service when possible;
- Title VI of the Civil Rights Act: benefits and services are provided without regard to race, color or national origin; also disparate effects on low income and minority populations; and
- Response to changes in the communities where services are provided

SUMMARY OF PROPOSED SERVICE CHANGES

Service Reductions

Route KC – KenCaryl/Federal Center: discontinued as of May 28, 2013 and replaced by reinstatement of Route 116X

Mixed Service Reductions/Service Increases

Route 9 – West Tenth Avenue: School tripper discontinued (offset against Route 100W trippers)

Route 76 – Wadsworth Crosstown: cut routing back to Broomfield Park-n-Ride

Route 225 – Boulder/Broomfield via Baseline: Extend routing to Broomfield Park-n-Ride

Route 87X – South Wadsworth Express: reinstate service discontinued April 2013

Route 100X – Kipling Express: reinstate service discontinued April 2013

Route 116X – South Simms Express: reinstated as of May 28, 2013

Route 121 – Peoria Street: Reduce peak frequency in DTC and add NB trips from Nine Mile

Route 130 – Yale/Buckley: Modify service through Heather Gardens

Route 228 – Louisville/Broomfield: Discontinue trip on Sunday add trip on Saturday

Service Increases

Route 6 – East 6th Ave/North Pecos: Extend westbound am trip

Route 12 – Downing/North Washington : Add 3:20pm northbound trip

Route 14 – West Florida: Extend a weekday trip

Route 16 – West Colfax: add service to increase capacity

Route 17 – Red Rocks College: Add a morning roundtrip

Route 21 – Evans Avenue: Add 7:21am westbound trip from Centrepont & Sable

Route 100 – Kipling Crosstown: Reroute to serve 8th Parfet

Route 120X – Thornton/Wagon Road Express: Add a southbound morning trip

Route 133 – Hampden/Tower: Add 4:41am southbound trip from Centrepont/Sable

Route 153 – Chambers Road: Extend northbound evening service one hour later

Route 323 – Skyline Crosstown: Reroute north-end layover/recovery location

Route SKIP – Broadway: add one school tripper

Routine Service Adjustments

Route 10 – East 12th Avenue: Schedule adjustments

Route 46 – Cherry Creek/Dahlia/DTC: Schedule adjustments

Route 131 – Iliff: Reroute off of Vaughn Way between Iliff and Yale

Route 204 – Table Mesa/Moorhead/North 19th : Running time adj., remove Vassar Loop

Route 209 – CU/Table Mesa PnR: Re-route back through CU campus

Route 225 – Boulder/Lafayette Via Baseline: Schedule adjustments

Routes CV/CS/CX – Pine Junction/Conifer/Denver: new Pine Junction Park-n-Ride opened

Route DASH – Boulder/Lafayette via Louisville: relocate recovery area

Route JUMP – Boulder/Lafayette via Arapahoe: schedule adjustments

W-Line Call-n-Rides: Belmar, Golden and Green Mountain: service adjustments

Seasonal Service Adjustments

School trippers reinstated

Seasonal schedule adjustment to fall/spring schedule on Routes SKIP, JUMP, BOUND, DASH

FINANCIAL IMPACT

The financial impact contained in this proposal is estimated at an annualized \$1,086,025.

PUBLIC HEARINGS

Six public meetings will be scheduled for early June 2013 in Aurora, Boulder, Golden, Downtown Denver (2) and Lakewood. These meetings are designed to inform the public of the proposed service changes and to obtain public input, which will be summarized and reported to the Board at its June meeting, when final service change proposals will be presented and final approval will be requested.

ATTACHMENTS:

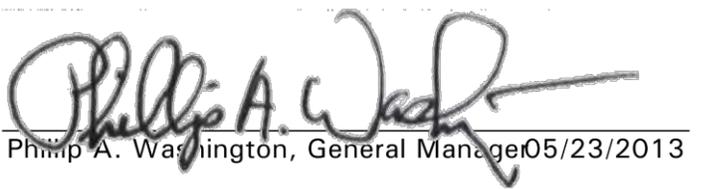
- Attachment A (PDF)
- West Corridor Fix r16 (PDF)
- West Corridor Fix Kipling (PDF)
- West Corridor Fix Simms Ken Caryl (PDF)
- West Corridor Fix Wadsworth (PDF)

RESULT: PASSED [UNANIMOUS]
MOVER: Angie Rivera-Malpiede, Director, District C
SECONDER: Tom Tobiassen, Director, District F
AYES: Anderson, Bagley, Daly, Deadwyler, Folska, Hoy, James, Lubow, Menten, Rivera-Malpiede, Sisk, Solano, Tobiassen, Walker
ABSENT: Gary Lasater

Prepared by:
Jessie Carter, Manager, Service Planning and Scheduling

Approved by:


Bruce Abel, Assistant General Manager 05/16/2013


Phillip A. Washington, General Manager 05/23/2013

Route 6 – East 6th Ave/North Pecos

Extend 8:00am weekday westbound trip from 8th/Colorado to instead originate at Centrepont & Sable Transfer Center at 7:21am. Relieves overloads on the following trip at 7:36am from Centrepont & Sable. The cost is estimated to a be \$10,300 annualized

Route 9 – West Tenth Avenue

School trippers would be discontinued due to parallel Light Rail service. (Offset against part of cost of Route 100W trippers added.)

Route 10 – East 12th Avenue

Schedule adjustments
No cost anticipated

Route 12 – Downing/N Washington

Add 3:20pm northbound trip from Downing/Colfax to 106th/Melody, relieving overloads on the following trip. Cost impact estimated at \$8,300 annualized.

Route 14 – West Florida

It is proposed to extend the weekday trip that (in April) starts at Wadsworth/West Arkansas at 6:39 a.m. to instead begin service at Lakewood Commons at 6:24 a.m. Estimated cost are projected to be \$2,600 annualized

Route 16 – West Colfax

Peak and midday overloads are occurring at a level which clearly exceeds RTD service standards. These overloads occur on a regular basis on the link between Decatur-Federal Station and the Civic Center. This segment carries a heavy burden of social services and court traffic throughout the day, with space needed for disabled customers and strollers or walkers. West between Decatur-Federal Station and Wadsworth, peak period overloads are occurring, but more data is needed in order to place extra trips.

RTD will add shuttle trips as soon as possible (June 9, 2013) to lead every Route 16 trip between Decatur-Federal and the 10th/Broadway route terminal on weekdays between the hours of 6:15 a.m. and 6:30 p.m. This will not only add back capacity, but also improve W-Line connections for Civic Center with matching headways, making the use of Light Rail more practical for trips west of Federal.

Proposed for August runboard:

It is proposed to extend peak period extra service to the Zephyr Street terminal (Wadsworth Blvd.) and to extend one additional AM trip from Golden to Oak Station and one additional PM trip from Oak Station to Golden. Projected cost impacts for this proposal total \$840,000 and 8 peak buses, including requirements for the Golden trip extensions.

Route 17 – Red Rocks College

With the extension to Indiana Street, the span of service that was appropriate for college hours begins too late for most commuting purposes. It is proposed to add a round-trip from Federal Center Station to Indiana Street on weekdays at 5:37 a.m. Estimated weekday cost \$5,200 annualized weekday

Route 21 – Evans Avenue

Add 7:21am westbound trip from Centrepoint & Sable to Evans Station. Relieves overloads on both the 7:06am and 7:36am westbound trips. Weekday cost impact estimated at \$15,500

Route 46 – Cherry Creek/Dahlia/DTC

Running time analysis and schedule adjustments.
No cost impacts anticipated

Route 76 – Wadsworth Crosstown

Route 225 – Boulder/Broomfield via Baseline

Cut weekday routing of the Route 76 back from Lafayette to US 36 & Broomfield PnR. Replace current Route 76 service with Route 225 extension from Broomfield to Lafayette PnR. Extend Route 225 to US 36 & Broomfield PnR from Lafayette PnR, hourly headway, weekday only, to replace current Route 76 segment. No cost impacts are anticipated.

Route 87X

The former Route 87 Express had three trips into CCS in the morning peak and three trips out from CCS in the afternoon peak. It averaged 128 boardings. The portion of the route west of Wadsworth near Hampden was replaced by Route 30Ltd, which has twice as long a span of service and a one-seat ride to the center of Downtown, as well as good transfer connections to the Union Station and Civic Center. Although slower than Route 87X, that portion of the change has received little criticism.

It is proposed to restore the route on its former alignment, with the exception of the segment south of Yale Avenue, which was replaced by Route 30Ltd. That portion would be replaced by running on Wadsworth to and from the Wadsworth & Hampden Park-n-Ride.

Requirements for restoring the route, based on the August 2012 Service Recap with interlines, rounded up to 2 peak buses and \$82,800 annualized.

Route 100 – Kipling Crosstown

A deviation from the current route on Quail Street is proposed to bring service closer to the new Jefferson County Public Health location at 645 Parfet Street. Both northbound and southbound buses would loop from Quail & Eighth via West Eighth Avenue, Parfet Street, West Sixth Avenue Access Road and Quail Street. A minor adjustment would be made in the Route 100W – North Kipling school tripper service to mesh with this change. No cost impacts are anticipated.

Route 100X – South Kipling Express

The former Route 100X had four trips into Civic Center Station (CCS) in the morning peak and five trips out from CCS in the afternoon peak. It averaged 191 boardings. Its service pattern was replicated by the Route 100Ltd at all of the neighborhood walk-on stops made by Route 100X, as well as at the Ken Caryl Park-n-Ride. Route 100Ltd is heavily interlined and would require time changes for conversion to Route 100X.

In order to maintain connectivity for non-Civic Center Station bound riders, it is proposed to re-create Route 100X via the Route 100Ltd alignment between Ken Caryl Park-n-Ride and Federal Center Station, and via the Regional routes alignment between Federal Center Station and Civic Center, with a short dwell at Federal Center Station (FCS). Minor schedule adjustments would be made. The fifth (final) trip in the evening would operate between FCS and Ken Caryl and the reverse peak trips would also operate only between FCS and Ken Caryl and return.

Requirements for revising the route, incremental to the current costs for Route 100Ltd and for special service that is replacing Route KC, are estimated at 1 peak bus and 6 weekday hours. Gate assignments would be adjusted at Federal Center Station. The newly implemented Route CS – Civic Center Station to Federal Center Station short turns trips would be reduced where replaced by Route 100X. Annualized weekday cost estimated to be \$76,400

Route 116X – South Simms Express

The reinstated Route 116X would be maintained as restored; with further modification anticipated in January 2014, when Route 116Ltd and the Green Mountain call-n-Ride service can be analyzed. The cost of reinstating this service is estimated at \$76,400 annualized.

Route 120X – Thornton/Wagon Road Express

It is proposed to add a SB AM trip from Thornton Park-n-Ride at about 8:40am, to alleviate the consistent 20+ passenger overloads on the current 8:45am SB trip. Weekday cost impact estimated to be \$12,700.

Route 121 – Peoria Street

Reduce peak frequency between Nine Mile Station and Ulster/Tufts from every 15 to every 30 minutes. Ridership on peak direction trips averages between 2 and 3 passengers/trip. Savings = 5.0 hours.

Add 1:37pm and 2:07pm northbound trips from Nine Mile, and 1:45pm southbound trip from Montbello, to relieve standing loads on current 30 minute midday frequency. Cost: 3.7 hours weekday.

Anticipated weekday savings estimated to be \$13,400 annualized

Route 130 – Yale/Buckley

Modify service through Heather Gardens as follows:

Weekdays southbound, service will operate via Yale and Peoria to Nine Mile Station during the AM peak and evenings after 7:00pm. Service will operate via Heather Gardens midday and PM peak.

Weekdays northbound, service will operate via Heather Gardens during the AM peak and midday, and via Peoria and Yale during the PM peak and evenings.

All Saturday, Sunday, and holiday service will operate via Yale and Peoria.

No cost impact anticipated.

Route 131 – Iliff

Reroute off of Vaughn Way between Iliff and Yale, use Abilene instead. Eliminates neighborhood impact on Vaughn Way, will better serve future Iliff LRT Station.

No cost impact anticipated.

Route 133 – Hampden/Tower

Add 4:41am southbound trip from Centrepoint/Sable (feeds H-Line train at 5:23am), and add 4:55am and 5:25am northbound trips from Nine Mile (this productive route – 35 boardings/hour - does not start northbound service until nearly 6:00am currently).

Weekday cost impacts estimated to be \$23,800 annualized.

Route 153 – Chambers Road

Extend northbound evening service one hour later to 11:42pm from Arapahoe Crossing.

Cost impacts estimated to be \$14,500 annualized.

Route 204 – Table Mesa/Moorhead/North 19th

Running time adjustment; remove Vassar loop. No additional cost impact anticipated

Route 209 – CU/Table Mesa PnR

Re-route back through CU campus, via clockwise routing along Regent and Colorado to alleviate overloads occurring on Route Stampede; move south-end layover to Manhattan Circle, due to City of Boulder installation of a traffic signal at South Boulder Road. Remove the 'Adams Circle' loop and service to Golden West from the route. Golden West is served by VIA, special services.

No cost impact anticipated

Route 225 – Boulder/Lafayette Via Baseline

Schedule adjustment weekday, Saturday and Sunday. No cost anticipated.

Route 228 –Louisville/Broomfield

Discontinue first Sunday morning southbound morning trip and add a Saturday southbound PM trip from Flatiron Mall to US 36 & Broomfield Park-n-Ride. No cost impact anticipated.

Route 323 – Skyline Crosstown

Reroute north-end layover/recovery location to Pace/17th SB, FS and remove current Deerwood loop, due to constituent complaints received; create deadhead for NB to SB north-end turn-around via Pace, Olympia, Pace routing. In addition, due to a request by the City of Longmont, it is proposed to add an AM school tripper on this route by using the current BOLT block 27 pull-out. Weekday annualized cost estimated to be \$5,300

Routes CV/CS/CX – Pine Junction/Conifer/Denver

It is expected that the new Pine Junction Park-n-Ride will be opened during this Fall. Minor schedule adjustments will be made in preparation for this change. Weekday cost impact estimated to be \$5,900 annualized.

Route DASH – Boulder/Lafayette via Louisville

The city of Boulder is installing a traffic signal at South Boulder Road and Manhattan Circle which will allow RTD to move the layover/recovery for Route Dash short-turn trips back to the former location. It is therefore proposed to change the current layover from Table Mesa PnR back to Manhattan Circle, for the DASH short-turn trips.

No cost impact anticipated

Route JUMP – Boulder/Lafayette via Arapahoe

It is proposed to remove the excess layover at Erie Community Center in the mid-day and balance the current trips at Lafayette PnR, WB to ½ hour frequency; will result in some mid-day schedule adjustments. No resource impact anticipated.

Route KC – Ken Caryl/FC/Denver

This service has been cancelled in favor of operating reinstated service on the Route 116X – South Simms Express. The annualized savings of \$70,300 would be used to operate the 6 weekday trips (3 in each peak period) on the Route 116X.

Route SKIP – Broadway

It is proposed to add one school tripper in the PM from Fairview High School to Broadway/Walnut at 3:29pm (or as warranted by the BVSD bell-times) due to overloads on the current 3:25pm trip. Additionally it is proposed that schedule adjustments be made to the

weekday afternoon/evening peak period. Cost impacts include an additional PM bus and \$50,000 annualized.

W-Line Call-n-Rides: Belmar, Golden and Green Mountain:

With the opening of the West Line Light Rail, three new Call-n-Rides began operations on April 27, 2013. As with all new services, actual operations may require adjustments after a few months in operation. Adjustments will be made based on customer travel patterns and customer requests. There should be no additional costs associated with these modifications except for the Golden Call-n-Ride. Annual weekday cost: \$8,025.

School trippers restored/adjusted:

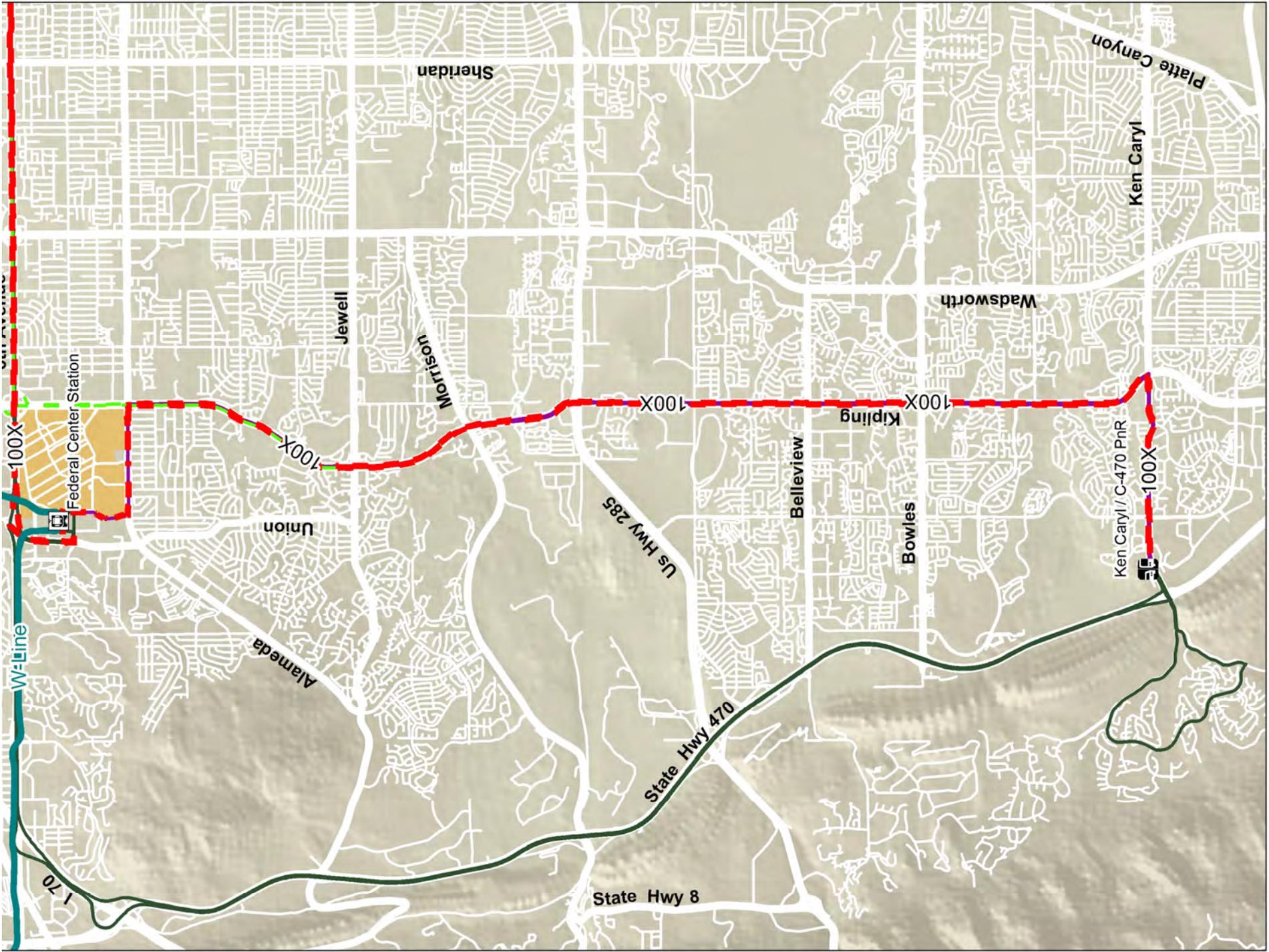
Routes 1W, 11, 16, 24, 30, 30Ltd, 31, 43, 51, 52, 65, 73, 76, 100W 206, 208

Cost estimated to be \$15,800 annualized over previous year.

Seasonal schedule adjustment to fall/spring schedule

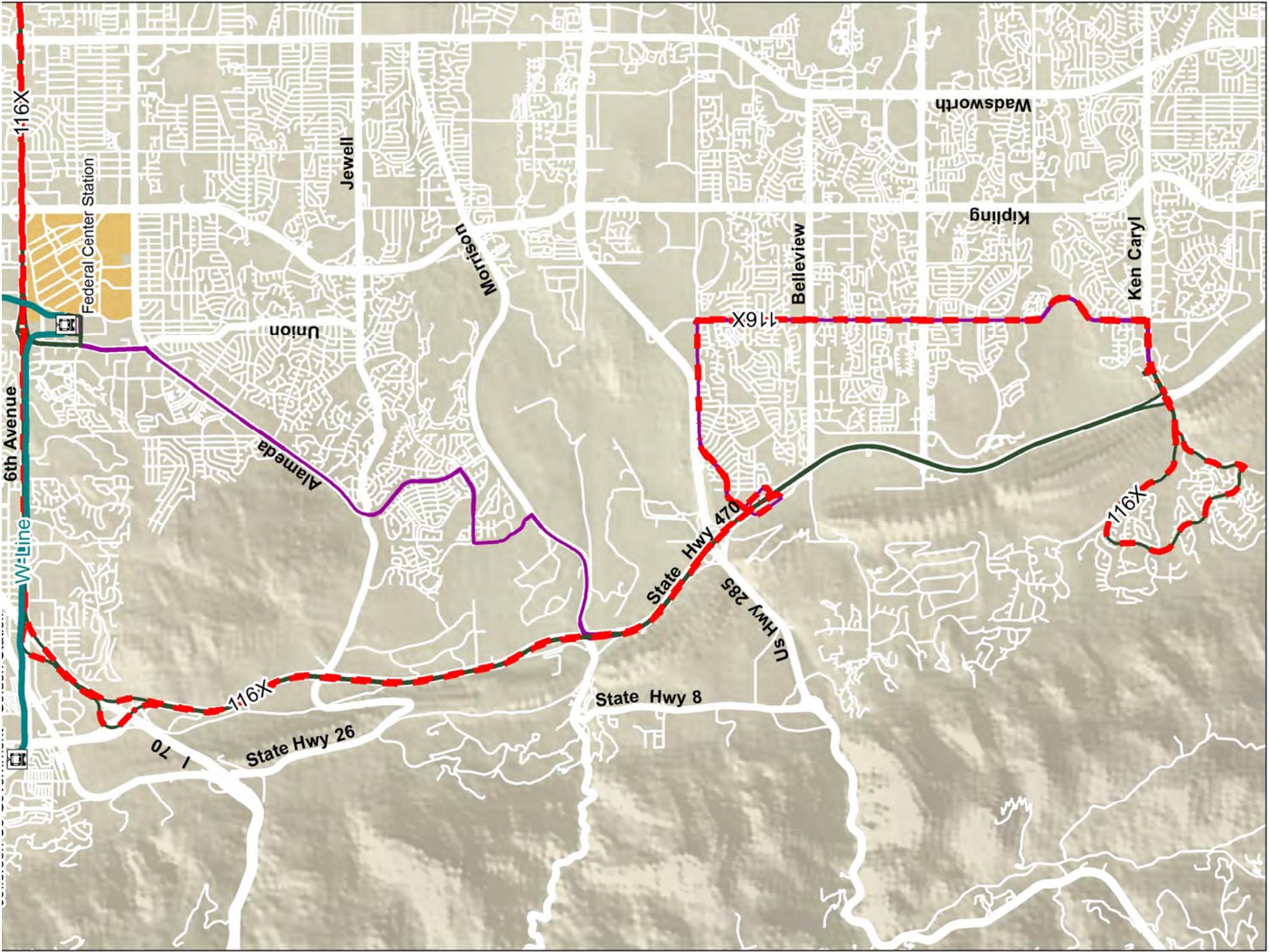
Route SKIP, JUMP, BOUND, DASH





South Kipling Street Services

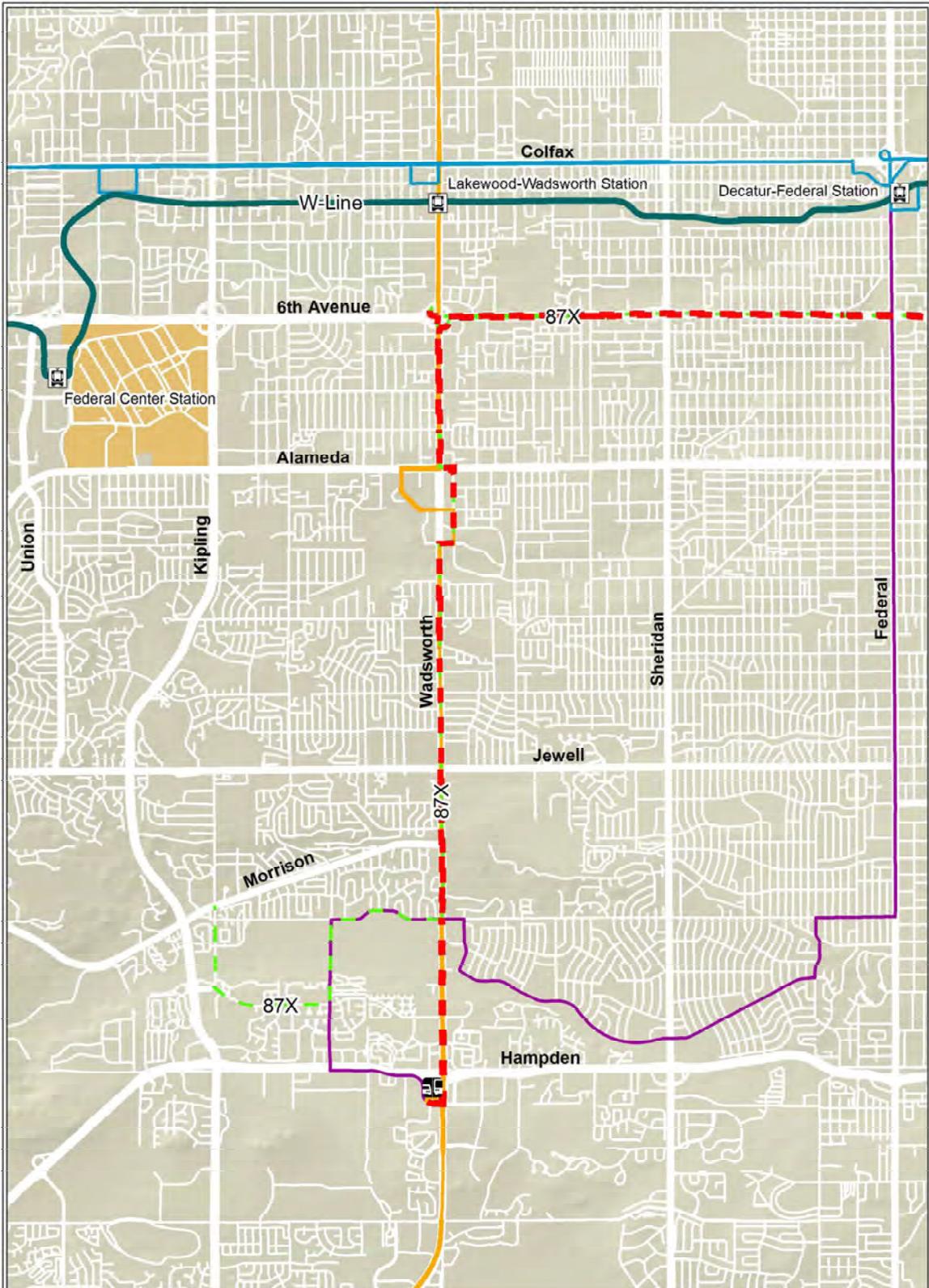




South Simms Street & Ken Caryl Services

Route 116X Jan13





South Wadsworth Boulevard Services

Route 16 Apr 13	Route 76 Apr 13
Route 30L Apr 13	Route 87X Proposed Aug 13
	Route 87X Jan 13