

**DRAFT**

# BOARD OF DIRECTORS REPORT

To: Phil Washington, Interim General Manager  
From: Bruce Abel, Assistant General Manager of Customer and Contracted Services  
Date: September 2, 2009  
Subject: January 2010 Service Changes

Date
GM
Board Meeting Date: September 22, 2009
ACTION X DISCUSSION INFO

## RECOMMENDED ACTION

It is recommended by the Operations/Customer Services Committee that the Board of Directors approve moving the proposed January 10, 2010 Service Changes (Attachment A) on to public review and comment.

## DISCUSSION

The current economic recession has negatively impacted current and projected sales tax revenue. A moderate service reduction was implemented with the January 2009 Service Change, a relatively major reduction was made with the May 2009 Service Change and a relatively minor reduction was accomplished with the August 2009 Service Change. The proposed January 2010 Service Change represents a moderate service reduction and is within the parameters discussed with the Board of Directors during previous conversations regarding potential 2010 budget mitigation strategies. That proposal is contained herein as Attachment A. The guiding principles behind the selection of services to be adjusted were the RTD Service Standards, the effect on the overall transit network and the availability of alternative services.

### I. Service Efficiencies

Service reductions and/or schedule changes are proposed for Routes 0 – South Broadway, 3 – Alameda Crosstown, 5X – Cold Spring Express, 9 – West 10<sup>th</sup> Avenue, 11 – Mississippi Crosstown, 17 – Jeffco, 30 – South Federal, 31 – North Federal, 34 – West 3<sup>rd</sup> Avenue Commuter, 50 – Bryant Commuter, 48 – East 48<sup>th</sup> Avenue/Commerce City, 52 – West 52<sup>nd</sup> Avenue/South Pearl, 86X – Westminster Center Express, 120X – Wagon Road/Thornton Express, 205 – 28<sup>th</sup> Street/Gunbarrel, 228 – Louisville/Broomfield, CS/CV/CX – Pine Junction/Conifer/Denver, Goodwill Special, Light Rail, and Stampede – CU East Campus.

### II. Mixed Service Efficiencies/Service Enhancements

Mixed Service changes are proposed for Routes 36 – Fort Logan, 36Ltd – Fort Logan Limited, 44Ltd – West 44<sup>th</sup> Avenue Limited, 76 – Wadsworth Crosstown, 100X – South Kipling Express, 116X – South Simms Express and Dash – Boulder/Louisville via South Boulder Road.

### III. Service Enhancements

New service (additional trip(s) and/or routing change) is proposed for Routes 20 – 20<sup>th</sup> Avenue and 105 – Havana Crosstown.

### IV. Routine Service Adjustments

Running time and schedule adjustments are necessary on certain routes to address changing traffic patterns, signalization, passenger volumes, load standards and customer/bus operator input. The now available APC (Automatic Passenger Counter) running time data will continue to

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be used to help analyze and adjust the schedules of selected routes in the system. Routine Service Adjustments focus primarily on maintaining/enhancing on-time performance. However, they also are utilized for long term detours, work shift time changes, school service and related other matters.

**FINANCIAL IMPACT**

The annualized net savings from the January 2010 service changes would be approximately \$662,400.

**PUBLIC HEARINGS**

6 public hearings have been scheduled for early October 2009, one each to take place in Boulder, Conifer, Golden and Westminster. Two meetings will be held in Downtown Denver. These hearings 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 October meeting, when final approval will be requested.

Boulder

Conifer

Downtown Denver

RTD Administration Offices  
1600 Blake Street

12:00 noon

RTD Administration Offices  
1600 Blake Street

6:00 p.m.

Golden

Westminster

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## SUMMARY OF SERVICE CHANGE PROPOSALS – JANUARY 2010

### I. SERVICE EFFICIENCIES

The total annualized savings from the proposed service efficiencies would be approximately \$781,600.

#### Route 0 – South Broadway

Weekdays: southbound trip from Littleton Boulevard at 11:21 p.m. is proposed to be discontinued due to low ridership (3 customers to use alternate times). Minor schedule adjustments (further adjustments in evenings for LRT connections). Saturdays: it is proposed to discontinue daytime short turn service, returning to 15-minute trunk headway. Minor time changes for approximately 400 customers. Service south of Englewood Station proposed to operate hourly during period from 10:00 p.m. to midnight, with no change after midnight. 86 customers to use alternative trips. Further adjustments in evenings for LRT connections. Sundays and holidays: service south of Englewood Station is proposed to operate hourly during period from 10:00 p.m. to midnight, with no change after midnight. 59 customers to use alternative trips. Further adjustments in evenings for LRT connections. The annualized savings from these changes would be approximately \$82,600.

#### Route 3 – Alameda Crosstown

Weekdays: minor schedule adjustments (correction to eastbound midday headway). It is proposed to discontinue to 6:22 p.m. westbound trip from Allison/Virginia due to light patronage (6 customers to have 15-minute wait). The annualized savings would be approximately \$2,500.

#### Route 5X – Cold Spring Express

It is proposed to discontinue the 7:01 a.m. trip from Cold Spring park-n-Ride. Alternative trips are available with adequate capacity for the 20 to 28 customers on this trip. It is proposed to combine the 4:37 p.m. Route 5X and 4:44 p.m. Route 2X at 4:36 p.m. as a Route 2X trip (with an artic). 13 to 22 customers of the Route 2X would need to switch to the earlier time or ride a later trip. The 5:07 p.m. trip of Route 5X from Cold Spring park-n-Ride to Civic Center Station would be discontinued, affecting 2 to 3 riders. The annualized savings would be approximately \$12,700.

#### Route 9 – West 10<sup>th</sup> Avenue

Weekdays: it is proposed to discontinue the 6:42 p.m. westbound trip. 16 passengers would need to take a 30 minute earlier or later trip. Saturdays: it is proposed to discontinue the 6:07 a.m. and 7:22 p.m. eastbound trips, 7:13 a.m., 7:13 p.m. and 8:13 p.m. westbound trips due to ridership below the 10% productivity level. This would result in 45 passengers switching to alternate times or lose service. Sundays & holidays: it is proposed to discontinue the 6:07 p.m. eastbound and 8:13 a.m. westbound trips due to ridership below the 10%

productivity level. 18 passengers would either switch to alternate times or lose service. The annualized savings would be approximately \$23,700.

Route 11 – Mississippi Crosstown

Weekdays: it is proposed to discontinue the 11:25 p.m. westbound trip from I-25 & Broadway, due to low ridership. (6 passengers lose service.) Saturdays: it is proposed to discontinue the 11:23 p.m. westbound from I-25 & Broadway, due to low ridership. (4 passengers lose service) The annualized savings would be approximately \$7,600.

Route 17 - Jeffco

Weekday midday service north of Jeffco Human Services reduced from 30 minute to 60 minute frequency due to schedule adherence difficulties and low ridership. The hourly midday through trips to/from Ward Road park-n-Ride would be continued, as would be the 30 minute midday service between the Jeffco Human Services and Lakewood Commons. There is no monetary impact.

Route 30 – South Federal

Weekdays: it is proposed to adjust northbound service from Federal/Evans between 5:22 a.m. and 5:52 a.m. to operate every 15 minutes, rather than on the current 10-minute headway. The southbound trip from 21<sup>st</sup>/Champa at 5:01 a.m. is proposed to be discontinued. Service in this period exceeds the minimum standards. (73 customers would be asked to travel on a 15 minute earlier or a 15 minute later trip.) Saturdays: it is proposed to discontinue the 6:03 a.m. and 6:33 a.m. northbound trips, as well as the 7:11 a.m. southbound trips which do not meet service standards. (26 passengers would need to shift to earlier or later trips; currently, there is a 15 minute frequency of service during these time periods.) Sundays and holidays: it is proposed to discontinue the 7:33 a.m. northbound trip. (Max load of 6 passengers may be accommodated on the next trip at 7:48 a.m.) The annualized savings would be approximately \$12,500.

Route 31 – North Federal

Weekdays: it is proposed to discontinue the 5:23 a.m. and 5:52 a.m. northbound trips and to reschedule the 5:38 a.m. northbound trip to go to Westminster Center park-n-Ride instead of Front Range Community College (FRCC). Trips in this period are collectively below minimum productivity standards; approximately 40 customers would be asked to shift travel times (approximately 15 minutes earlier or later, 30 minutes for FRCC). Saturdays: it is proposed to discontinue the 5:11 a.m. northbound and the 5:43 a.m. southbound trips, which do not meet the minimum productivity standards. (28 customers would be asked to shift to alternate times) The annualized savings would be approximately \$16,800.

Route 34 – West 3<sup>rd</sup> Avenue Commuter

Route 50 – Bryant Commuter

Weekdays: it is proposed that these routes be merged into a single loop based at Alameda Station, operating during peak periods on a 45-minute headway, identified as Route 34. Three trips in the morning and three trips in the afternoon would be provided during the span of time now covered by these routes. Due to economic

circumstances and changed travel patterns, neither of these routes into the Platte Valley industrial areas is meeting minimum productivity standards. They have been retained because the remaining ridership includes isolated low income workplaces and workers in sheltered workshops for the disabled. Together, they average 31 boardings a day, or 6 boardings per service hour. A new factor is presented by the City and County of Denver's proposal to relocate 300 employees to a new "campus" at 2000 West 3<sup>rd</sup> Avenue, adjacent to the Wastewater Management Building. This relocation is proposed to take place at the end of 2010. Due to the availability of free parking and the lack of transit-friendly amenities in the area, additional patronage from this group is not expected to bring this route above productivity standards. However, when combined with the social service nature of the routes, a one-bus operation may be justified. The annualized savings would be approximately \$40,800.

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

Discontinue 6:46am short trip from Curtis/16<sup>th</sup> to Platte Division (3 passengers). Passengers may use regular trip 7 minutes earlier. Discontinue 7:20 a.m. (2 passengers) and 7:50 a.m. (3 passengers) short trips from Welton/13th to Platte Division. Passengers may use regular Route 48 trips, or pull-in trips from Market Street and Civic Center Stations. The annualized savings would be approximately \$13,200.

Route 52 – West 52<sup>nd</sup> Avenue/South Pearl

Weekdays: it is proposed to discontinue extra trips that were previously required when medium-size buses were assigned to this route. At the request of customers and bus operators, standard transit buses have been assigned. The trips to be considered for discontinuance are eastbound starting at 5:51 a.m. from Colorado 93 and at 5:52 a.m. trip from Olde Town Arvada. Westbound trips to be considered start from Alameda Station at 5:24 a.m. and 5:00 p.m. The 5:22 p.m. trip from Alameda Station would be revised to depart at 5:15 p.m. (approximately 100 boardings affected with passengers having to take a trip either 15 minutes earlier or later). The annualized savings would be approximately \$40,800.

Route 86X – Westminster Center Express

Consolidate 8:24 a.m. (25 boardings) and 8:34 a.m. (18 boardings) trips into one trip at 8:31 a.m. Consolidate 5:45 p.m. (32 boardings) and 5:55 p.m. (16 boardings) trips into one trip at 5:49 p.m. Articulated buses would continue to be utilized. The annualized savings would be approximately \$20,400.

Route 120X – Wagon Road/Thornton Express

Reduce peak frequencies to better match passenger loads and bus capacity. This would translate into the removal of approximately 2 round trips each peak period. Ridership is down 6.2% during the last 12 months and down 15.6% in June 2009. The annualized savings would be approximately \$61,200.

Route 205 – 28<sup>th</sup> Street/Gunbarrel

Reduce peak frequency from every 15 to every 30 minutes, and discontinue 205C branch via Spine Road. Current productivity is 22.7 boardings/hour (25 boardings

per in-service hour is the minimum required to justify a 15 minute frequency), average maximum load is 11 passengers. The 205C branch removal results in 44 boardings plus alightings on 23 trips (1.9 per/trip) having to walk 0.5 mile to 63<sup>rd</sup> Street. The annualized savings would be approximately \$244,800.

Route 228 – Louisville/Broomfield

Reduce weekday midday service from a 30 minute to a 60 minute frequency (midday productivity is 8.0 boardings per in-service vehicle hour which equals 4 passengers per trip). Reduce Saturday service from a 30 minute to a 60 minute frequency and end service after 7:30 p.m. Overall Saturday productivity is 11.8 boardings per in-service vehicle hour, which equals 5.7 boardings per trip. Ridership after 7:30 p.m. is at 5.7 boardings per in-service vehicle hour, or 2.8 passengers per trip. The annualized savings would be approximately \$109,200.

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

The Pine Junction park-n-Ride (a long, narrow, graveled lot) is an antiquated temporary facility located along the south side of U.S. Highway 285 at the junction of U.S. 285 and Jefferson County Road 126 (Pine Valley Road). Winter snow conditions can make its utilization extremely difficult. Construction of new, permanent park-n-Ride would cost approximately \$2 million.

The Mountain View park-n-Ride, located on the north side of U.S. 285 approximately 5 to 6 minutes drive time east of Pine Junction (a distance of approximately 5.3 miles), is a modern facility with paved parking and a paved bus turnaround. It is RTD owned and opened in 2000 at a cost of \$1.26 million. Its parking capacity (183) could easily accommodate its current usage (61) plus all of the current parking (24 to 39 out of 92 spaces) from Pine Junction.

It is proposed to relocate the outer terminal of Route CS/CV/CX from the Pine Junction park-n-ride site to the US285 & Mountain View park-n-Ride. A version of this proposal was considered before, but with the introduction of the Parking Management plan, a new aspect was introduced. As most Pine Junction parkers are from outside of the District boundary, they are subject to the parking fee and consequently there has been a dramatic drop in use of the Pine Junction site.

At the same time, the economic downturn – combined with the return of gas prices to earlier, lower levels – has resulted in a decline in ridership. Rather than reduce service by discontinuing a trip, it is proposed to effect economies by pulling back the outer terminal to the next stop. Based on the most recent check, this will affect 90 passenger trips (45 each direction), about 1/7 of the total boardings on this route. It is proposed that the Pine Junction park-n-Ride be closed and that the CS/CV/CX be relocated to begin/end at the Mountain View park-n-Ride. The annualized savings (\$38,200 operating and \$26,100 Pine Junction maintenance) would be approximately \$64,300.

Route Goodwill special

Weekdays: it is proposed to discontinue this single trip that was operated to relieve overloads on Route 31. Customers have switched to access-a-Ride. (1 to 2 passengers affected.) The annualized savings would be approximately \$3,300.

Light Rail

As each Light Rail line has opened – dating back to the original route – experience with operations and ridership patterns has been applied to make minor changes. The general practice has been to discontinue marginal trips that do not meet the comparable CBD Local bus service standard. This does not apply to trips that are needed to move equipment from one part of the system to another, or that for the return for a popular trip. A review of weekend and holiday schedules has been conducted and the following changes are recommended:

- Passengers needing to use earlier or later trips are indicated in parentheses after each trip.
- D-Line: deletion of the 5:16 a.m. trip from Englewood Station to Littleton/Mineral Station (2), deletion of the portion of the 5:34 a.m. trip from Littleton/Mineral Station to Evans Station (12).
- E-Line: deletion of the 4:07 a.m. trip from I-25 & Broadway to Lincoln Station (4), deletion of the 4:43 a.m. trip from Lincoln Station to Union Station (8), deletion of the 5:32 a.m. trip from Union Station to Lincoln Station (8), addition of a 5:43 a.m. trip from Evans Station to Lincoln Station.
- H-Line: deletion of the 3:11 a.m. trip from Evans Station to Nine Mile Station (0 to 2), deletion of the 3:24 a.m. trip from Nine Mile Station to I-25 & Broadway (4 to 8).
- Minor schedule adjustments also are proposed for weekends and holidays, affecting trains in the period between 2:00 and 6:00 a.m. and affecting afternoon southbound schedules.

The annualized savings would be approximately \$9,900.

Stampede – CU East Campus

Reduce frequency from every 10 to every 15 minutes between 5:00pm and 5:30pm. Average maximum load = 8 passengers. Reduce frequency from every 15 to every 30 minutes between 6:00pm and 7:00pm. Productivity = 25.8 boardings/hour, average maximum load = 6 passengers. The annualized savings would be approximately \$15,300.

**II. MIXED SERVICE EFFICIENCIES/SERVICE ENHANCEMENTS**

The total annualized savings from the proposed mixed service efficiencies/service enhancements would be approximately \$44,300.

Route 36 – Fort Logan

Route 36Ltd – Fort Logan Limited

Weekdays: it is proposed to discontinue the Route 36Ltd trips northbound from Littleton/Downtown Station at 5:05 p.m. and southbound from Champa/20<sup>th</sup> at 6:22 p.m. They would be replaced with added trips on Route 36 between

Federal/Evans and Littleton and a transfer connection with Route 30. The latter route is operated on a 10-minute frequency when these transfers would take place. On an average day, ten passengers would need to transfer and another ten would need to switch from the Limited route to local service. The annualized savings would be approximately \$13,200.

Route 44Ltd – West 44<sup>th</sup> Avenue Limited

Weekdays: it is proposed to be rerouted between Washington Street in Golden and Ward Road to travel via Colorado 58 instead of West 44<sup>th</sup> Avenue. On the average, this results in one rider a day losing all service, while improving service and bad-weather reliability for other customers. The annualized savings would be approximately \$5,100.

Route 76 – Wadsworth Crosstown

Weekdays: it is proposed to discontinue the 12:13 a.m. northbound trip due to low productivity (8 boardings). Extend 9:04pm pull-in from Broomfield to Lafayette, filling in two hour gap in service. The annualized savings would be approximately \$8,700.

Route 100X – South Kipling Express

Route 116X – South Simms Express

Route 100X 6:10 p.m. departure trip from Civic Center Station moved to depart at 6:19 p.m. instead and interlined to new Route 116X northbound trip. Route 116X 6:19 p.m. departure trip from Civic Center Station discontinued (2 passengers would lose service into The Valley, 5 others would have a more circuitous ride via the 100X, or LRT to the Route 77 or 401). Add a 116X northbound trip at 7:03 p.m. from Ken Caryl park-n-Ride (interlined from Route 100X trip) to distribute displaced 116X riders along Simms and Quincy. The annualized savings would be approximately \$10,200.

Route Dash – Boulder/Louisville via South Boulder Road

Discontinue 5:07am eastbound trip (3 passengers). Shift schedule to alternate with Route 204, for improved passenger load distribution and capacity utilization along Broadway. The annualized savings would be approximately \$7,100.

**III. SERVICE ENHANCEMENTS**

The total annualized cost from the proposed service enhancements would be approximately \$163,500.

Route 20 – 20<sup>th</sup> Avenue

It is proposed to extend selected trips to the Auraria campus and the Colfax & Federal Transfer Station. These trips presently terminate or originate in the planned Union Station construction area. Instead of operating a construction detour for a lengthy period, the change would simplify the overall service by combining these trips on the same streets as current Denver West trips, leading to improved access for communities on both sides of Downtown Denver. Typically, this would increase the frequency of peak service east of Federal to every 15 from every 30 minutes

and would introduce night and weekend connections on this route between Federal Boulevard and Downtown. The annual cost, after JARC funding of \$28,650, would be approximately \$30,900.

Route 105 – Havana Crosstown

Add some weekday midday trips (4 northbound, 5 southbound) to provide some 15 minute frequencies of service to alleviate overloads and running time issues. The overall productivity of this route is 38.7 boardings per in-service vehicle hour. The annualized cost would be approximately \$132,600.

**IV. ROUTINE SERVICE ADJUSTMENTS**

Route 16 – West Colfax

Route 16Ltd – West Colfax Limited

Minor schedule adjustments, including insertion of a Kipling timepoint.

Route 204 – Table Mesa/Moorhead/North 19<sup>th</sup>

Shift peak schedule to alternate with Dash, providing coordinated 7.5 minute frequency along Broadway (in addition to Skip service).

Route 402Ltd – Highlands Ranch Parkway Limited

Daily: minor schedule adjustments for improved connections with Light Rail at County Line Station.