

BOARD OF DIRECTORS REPORT

To: Paul J. Ballard, Interim General Manager and CEO

From: Michael Ford, Chief Operations Officer

Date: September 16, 2020

Subject: January 2021 Service Change Proposal

Date: September 16, 2020

GM

Board Meeting Date: September 22, 2020

Discussion

DISCUSSION

The proposed January 2021 service adjustments reflect a mix of service enhancements, service reductions and service suspensions in order to maximize ridership within the very limited resources available to the District as a result of the financial shortfalls resulting from the COVID induced economic slowdown. The proposals herein include a mix of service adjustments that represent the redeployment of current resources available under the COVID 19 service plan. Overall, these proposals redirect resources from services that are underperforming to services that have passenger capacity challenges due to limits set by social/physical distancing policies that limit capacity on each RTD vehicle to approximately 30% of pre-COVID capacity. Additionally, these proposals modify service patterns and levels of service on rail corridors to more effectively match service to ridership demand. With the anticipated depletion of "Cares Act" funding, the RTD's ability to fund the operation of additional "follower" service will be sharply reduced. This necessitates that services that have retained ridership during the pandemic are adequately resourced to avoid leaving passengers behind due to capacity requirements. COVID induced reductions in sales and use tax collections preclude returns to higher Pre-COVID service levels and overall ridership remains less than half of former levels.

Table 1

	Average Daily Boardings																			
	April 2019 Runboard (4/28/2019 - 5/18/2019)										Pandemic 2020 Runboard (4/19/2020 - 6/11/2020)									
	Flatiron Flyer	Commuter Rail	Light Rail	Local	Mall Shuttle	Metro Ride	Regional	SkyRide	FlexRide	Total	Flatiron Flyer	Commuter Rail	Light Rail	Local	Mall Shuttle	Metro Ride	Regional	SkyRide	FlexRide	Total
Weekday	11,807	29,584	79,411	167,674	30,397	3,276	11,098	3,812	1,786	338,846	1,542	8,952	19,443	75,335	—	—	1,450	879	397	107,998
Saturday	3,637	25,230	42,059	93,254	19,256	—	1,702	2,731	112	187,980	1,177	7,585	15,457	59,184	—	—	810	841	98	85,151
Sunday	2,558	24,259	33,703	69,061	15,312	—	729	3,033	25	148,680	881	7,353	14,506	45,686	—	—	417	801	16	69,680

Table 2

Ridership Retention: Average Daily Boardings of Pandemic 2020 / April 2019 (in %)										
	Flatiron Flyer	Commuter Rail	Light Rail	Local	Mall Shuttle	Metro Ride	Regional	SkyRide	FlexRide	Total
Weekday	13%	30%	24%	45%	—	—	13%	23%	22%	32%
Saturday	32%	30%	37%	63%	—	—	48%	31%	87%	45%
Sunday	34%	30%	43%	66%	—	—	57%	26%	61%	47%

Figure 1

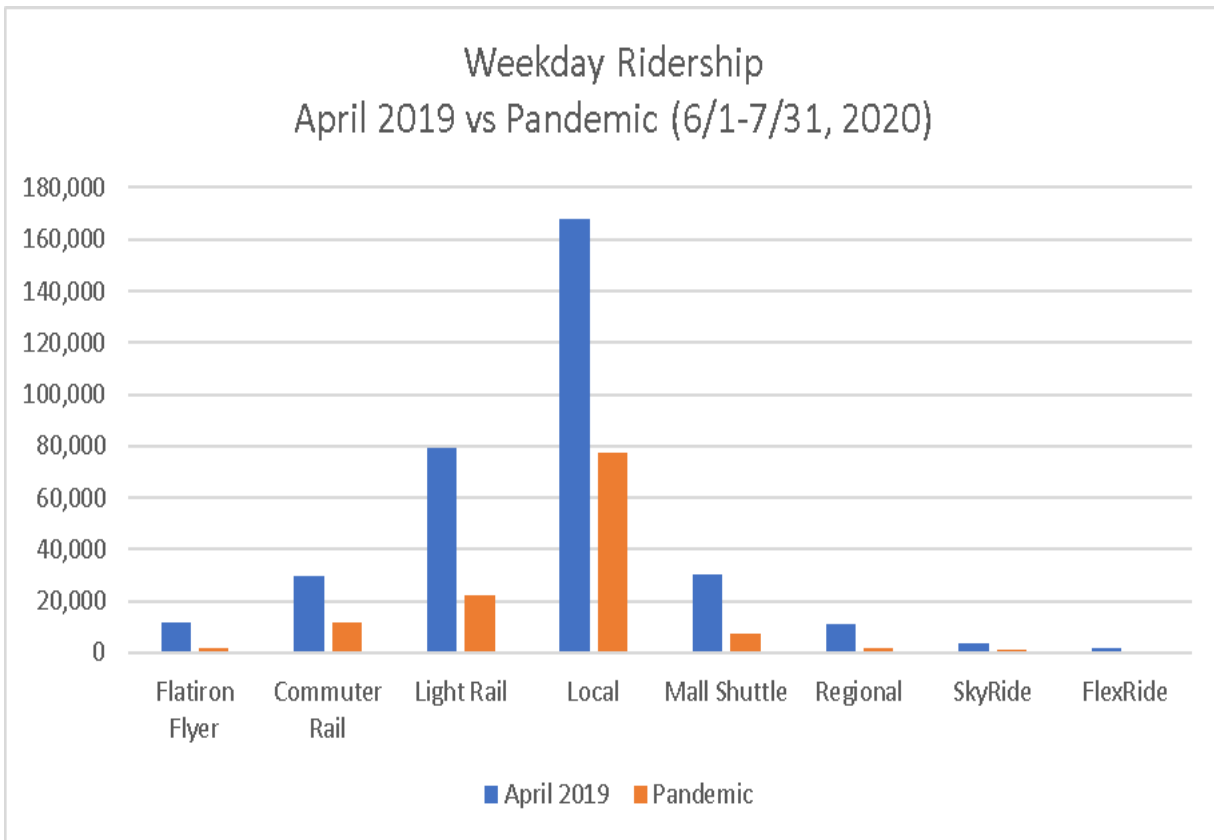
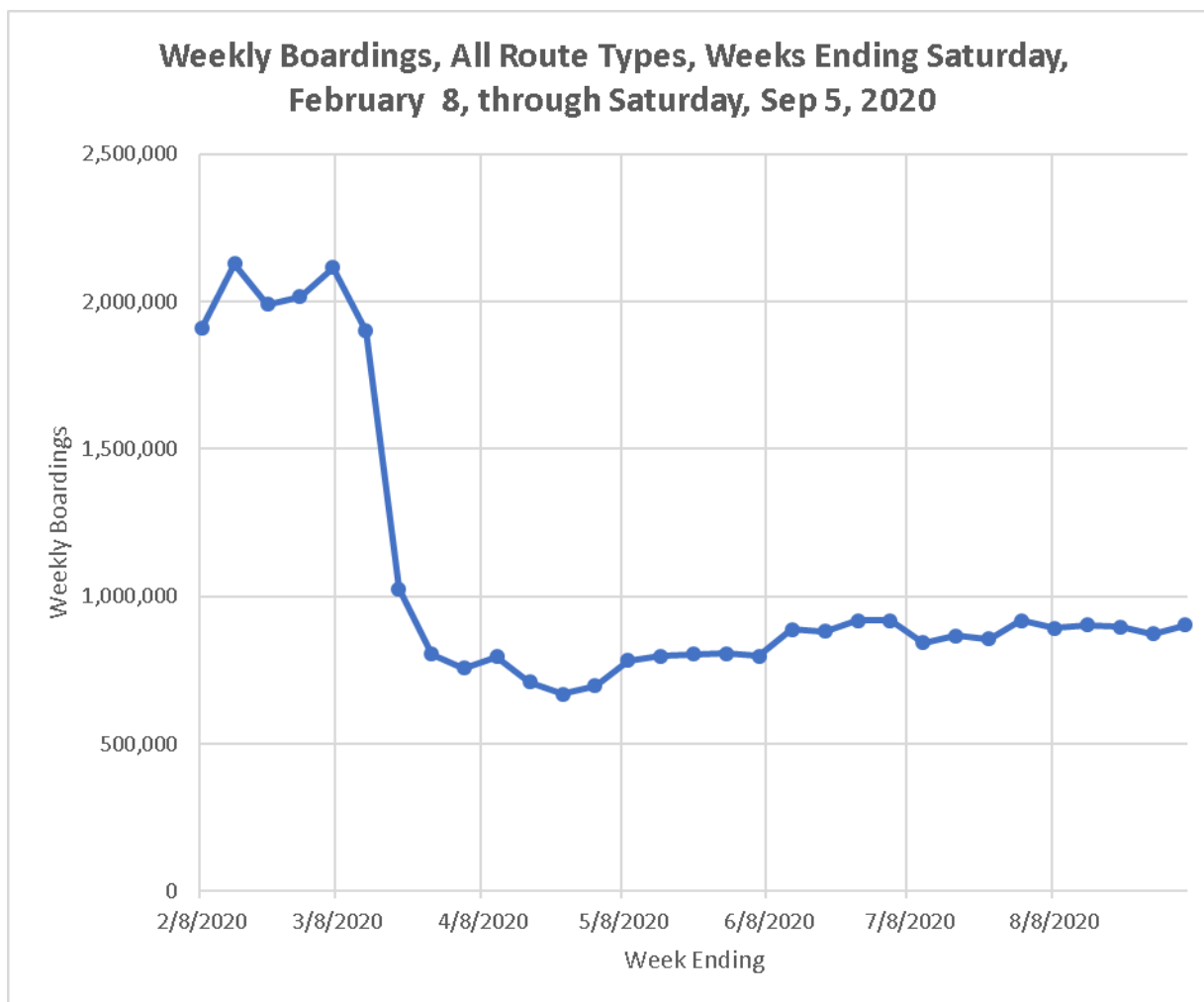


Figure 2



As can be seen from the tables and graph above, weekday ridership on local bus service has continued at levels approximately 45% of pre-COVID levels while ridership on Regional services, Flatiron Flyer services and light rail services have seen weekday ridership declines of 75%-85%. These ridership numbers appear to be largely affected by reduced commuter activity and reduced employment center occupancy. The tables were excerpted from a previous *Ridership Restoration* report and are provided to describe changes in system ridership.

It is intended that the service adjustments proposed to the current COVID 19 service plan be adopted as a distinct change to the initial COVID service plan implemented April 19, 2020, as notable changes are proposed to both bus and rail services. Leveraging the significant collaborative efforts made by the Reimagine RTD project, a proposal to optimize RTD Light Rail service patterns are contained herein. Continued coordination between RTD Systems Planning and Service Development staff has also yielded alternative service plans and analyses to support proposals that shift resources to route services with higher utilization from services with very low utilization. It should be noted that many of the routes proposed for service improvements are routes that serve communities that rely on transit for their travel needs. These riders often perform essential jobs and have continued to ride during the pandemic. It should also be noted that alternative services have been considered for services that are proposed for suspension and are listed in Attachment B of this report.

The guiding principles for proposed routine RTD 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; and also disparate effects on low income and minority populations; and
- Response to changes in the communities where services are provided

However, given the current economic conditions due to the COVID induced economic slowdown, the overarching guiding principles for the proposed January 2021 service changes come from the Board adopted Guiding Principles for COVID-19 Budget Reductions, especially Principle number three (3):

“We will prioritize mobility for people who must depend on transit during the pandemic: we will strive to maximize mobility during the pandemic for those customers who most depend upon our services to access essential jobs and their necessities, while also keeping our community activity centers appropriately connected.”

SUMMARY OF PROPOSED SERVICE CHANGES

Route proposed for service reductions

Route 20 - 20th Avenue: decrease frequency of the Route 20 from 30 min to 60 min on weekends

Route 51 – Sheridan Boulevard: reduce weekend service span by eliminating the last three trips of the evening on weekends.

Route 205 – 28th St/Gunbarrel/Heatherwood: suspend Route 205 service between Lookout Rd/Gunpark and Heatherwood/Davonshire.

Route 225/225D/225E – Boulder/ Broomfield via Baseline & US287: reduce Route 225 service daily to hourly in the mid-day, reduce the service span to 7am – 8pm on Saturdays and Sundays

Route 228 – Louisville/ Broomfield: reduce Route 228 service span weekdays to 8am – 9am due to very low ridership.

Route CS/ CV – Pine Junction/Conifer/Denver: suspend Route CS/CV, between Pine Junction and Denver, to be replaced by DRCOG coordinated Car-or Van-pool options

Route ES/EV – Evergreen/Aspen Park/Denver: suspend Route ES/EV between Evergreen and Denver to be replaced by DRCOG coordinated Car-or Van-pool options

Route GS – Golden/Boulder: suspend Route GS, between Boulder and Golden and to replace it with RTD paid Uber/Lyft service partnership and/or Taxi Voucher program. Consideration should also be given to DRCOG coordinated Car-or Van-pool options

Mall – 16th Street Mall/Free Mall Ride: reduce Mall frequency in the evening from 7.5 minutes to 15 minutes. Reallocate resources to improving weekday AM peak frequency to every 6 minutes

H line: reduction of frequency and service span daily.

R line: reduction of both service frequency and service span, truncate R Line service at Lincoln Station

W line: reductions to both service frequency and service span.

Routes proposed for mixed service improvement/service efficiencies

Route 15L – East Colfax Limited: addition of exception stops at Hudson and Syracuse Streets (City of Denver) and Kingston Street (City of Aurora).

Route 28 – 28th Avenue: truncate western segment of the Route 28 at Wadsworth Boulevard/26th Avenue and extended to the 30th & Downing LRT Station.

C/D Lines: consolidate C and D Line patterns into D Line to 18th&California from Littleton-Mineral Station with reductions in service span and alterations to scheduled service frequency

E/F Lines: consolidate E and F lines to run the E line pattern of service to DUS from RidgeGate with reductions in service span and alterations to scheduled service frequency

Routes proposed for service improvements

Route 16 – West Colfax: increase in service levels to address current capacity shortfalls that are currently addressed using extra board operators.

Route 31 – Federal Boulevard: increase in service levels to address current capacity shortfalls that are currently addressed using extra board operators.

Routes proposed for routine service adjustments (schedule adjustment/ schedule analysis)

Route 0 – South Broadway: load analysis

Route 15 – East Colfax: running time adjustments

Route 16 – West Colfax: running time adjustments

Route 28 – 28th Avenue: running time adjustments

Route 34 – Bruce Randolph Ave: running time adjustments

Route 44 – 44th Avenue: running time adjustments

Route Flatiron Flyer – Boulder/ Denver: running time adjustments

Route LD – Longmont /Denver: running time adjustments

N Line: minor schedule adjustments

FINANCIAL IMPACT

The overall estimated financial impact contained in this proposal is designed to be cost neutral.

PUBLIC HEARINGS

There are 4 public hearings that are currently being arranged to be held virtually between October 7th - 12th.

ATTACHMENTS:

- Attachment A (PDF)
- Attachment B (PDF)
- Attachment C (PDF)
- Attachment D (PDF)
- Attachment E (PDF)
- Attachment F (PDF)
- Attachment G (PDF)

Prepared by:

Jessie Carter, Manager, Service Planning and Scheduling

Approved by:

BUS

Route 0 – South Broadway

Average weekday ridership productivity 23.6 passengers per in-service hour. Maximum passenger level on a trip for weekday 19 passengers

Load Analysis, resulting in changes to vehicle assignment.

Route 15 – East Colfax

Running time adjustments to improve on-time performance are proposed.

Route 15L – East Colfax Limited

Possible addition of exception stops at Hudson and Syracuse Streets (City of Denver) and Kingston Street (City of Aurora). Contingent upon vetting with City of Denver.

Route 16 – West Colfax

Average weekday ridership productivity 26.3 passengers per in-service hour. Maximum passenger level on a trip for weekday, 20 passengers

This proposal would provide an increase in service levels to address current capacity shortfalls that are currently addressed using extra board operators.

Additionally, running time adjustments are proposed to increase on-time performance.

Route 20 - 20th Avenue

Average weekday ridership productivity 18.2 passengers per in-service hour. Maximum passenger level on a trip for weekday, 14 passengers

It is proposed to decrease frequency of the Route 20 from 30 min to 60 min on Saturday and Sunday.

Route 28 – 28th Avenue

Average weekday ridership productivity 15.6 passengers per in-service hour. Maximum passenger level on a trip for weekday, 14 passengers

Truncate western segment of the Route 28 at Wadsworth Boulevard/26th Avenue and interline with the Route 32. Route 28 would be extended on the east from the current terminal at 21st/Curtis to the 30th & Downing LRT Station. This provides service along Washington and Clarkson Street, including Safeway and the senior high rises around 21st/Clarkson, then east on 22nd Avenue and north on Downing Street. Ridership impacts include current 24 boardings per day on the segment west of Wadsworth. Schedule adjustments to improve on-time performance are also proposed.

Route 31 – Federal Boulevard

Average weekday ridership productivity 32.4 passengers per in-service hour. Maximum passenger level on a trip for weekday, 21 passengers

This proposal would provide an increase in service levels to address current capacity shortfalls that are currently addressed using extra board operators.

Route 34 – Bruce Randolph Ave

Schedule adjustment to improve on-time performance are proposed. No cost impact anticipated

Route 44 – 44th Avenue

Schedule adjustment to improve on-time performance are proposed. No cost impact anticipated

Route 51 – Sheridan Boulevard

Average weekday ridership productivity 19.3 passengers per in-service hour. Maximum passenger level on a trip for weekday 16 passengers

This proposal reduces weekend service span by eliminating the last three trips of the evening on Saturdays. This proposal would impact 12 boardings on Saturday and Sunday. Cost savings are estimated to be 2 hours on Saturday and Sunday.

Route 205 – 28th St/Gunbarrel/Heatherwood

Average weekday ridership productivity 11 passengers per in-service hour. Maximum passenger level on a trip for weekday, 8 passengers

Due to low ridership (1 passenger per trip on segment) and non-compliant terminal (CBA) at Heatherwood, it is proposed to discontinue Route 205 between Lookout Rd/Gunpark and Heatherwood/Davonshire.

Route 225/225D/225E – Boulder/ Broomfield via Baseline & US287

Average weekday ridership is 9 passengers per hour. Maximum passenger level on a trip for weekday, 10 passengers

It is proposed to reduce daily Route 225 service frequency from half-hourly to hourly in the mid-day, due to low ridership. It is also proposed to reduce the service span to 7am – 8pm on Saturdays and Sundays.

Route 228 – Louisville/ Broomfield

Average weekday ridership is 8 passengers per hour. Maximum passenger level on a trip for weekday, 6 passengers

It is proposed to reduce Route 228 service span weekdays to 8am – 9pm due to very low ridership. FlexRide is available within Louisville, Superior, as well as Interlocken/Broomfield area to provide earlier service. It is also proposed to reduce the service span to 8am – 8pm Saturdays and to 8am – 6pm Sundays.

Route CS/CV – Pine Junction/Conifer/Denver

Average weekday ridership is 4.3 passengers per hour. Maximum passenger level on a trip for weekday, 6 passengers

Due to very low ridership, it is proposed to suspend Route CV/CS, between Pine Junction and Denver and to replace it with RTD paid Uber/Lyft service partnership and/or Taxi Voucher program. Consideration should also be given to DRCOG coordinated Car-or Van-pool options.

Route ES/EV – Evergreen/Aspen Park/Denver

Average weekday ridership is 463 passengers per hour. Maximum passenger level on a trip for weekday, 6 passengers

Due to very low ridership, it is proposed to suspend Route EV/ES, between Evergreen and Denver and to replace it with RTD paid Uber/Lyft service partnership and/or Taxi Voucher program. Consideration should also be given to DRCOG coordinated Car-or Van-pool options.

Route GS – Golden/Boulder

Average weekday ridership is 3.9 passengers per hour. Maximum passenger level on a trip for weekday, 6 passengers

Due to very low ridership, it is proposed to suspend Route GS, between Boulder and Golden and to replace it with RTD paid Uber/Lyft service partnership and/or Taxi Voucher program. Consideration should also be given to DRCOG coordinated Car-or Van-pool options.

Route LD – Longmont /Denver

Schedule adjustment to improve on-time performance are proposed.

Mall – 16th Street Mall/Free Mall Ride

Reduce Mall frequency (but not span) in the evening from 7.5 minutes to 15 minutes. Reallocate resources to improving weekday AM peak frequency to every 6 minutes.

Rail

C/D Lines

Due to low ridership in the late evening, and increased ridership in the morning peak, this proposal adjusts the weekday service span: 30-minute frequency between 4:00 a.m. – 6:00 a.m., a 15-minute frequency between 6:00 a.m. – 10:00 p.m., and a 30-minute frequency from 10:00 p.m. – 11:00 p.m. Weekend service span would be operated from 4:00 a.m. – 11:00 p.m. with a 30-minute frequency between 4:00 a.m. – 8:00 a.m., 15-minute frequency between 8:00 a.m. – 10:00 p.m. and 30-minute frequency between 10:00 p.m. – 11:00 p.m. Change in service span and frequency will accommodate the increased passenger loads that are occurring in the morning peak that currently under the COVID plan on a 30-minute frequency during the weekday, reduction in the overall service span will allow for a larger maintenance window for MOW to do routine maintenance (currently an hour, this change will allow for a 3.5 hour maintenance window), and minimize overtime costs. Scheduled meets will occur all day long, instead of just the late evening between E and D line southbound at I-25 & Broadway to allow for a more efficient transfer for passengers coming from Denver Union Station (DUS) going to Mineral. Northbound passengers will only need to wait for 3 minutes to transfer to the E line to reach DUS.

E/F Lines

This proposal consolidates the E and F lines to run the E line pattern of service to DUS from RidgeGate. The E line has the highest ridership bi-directional peak commute when compared to any other light rail line pre-COVID. Due to low ridership in the late evening, and increased demand in the morning peak, it is proposed that the weekday service span be adjusted to 4:00 a.m. – 11:00 p.m. with a 30-minute frequency between 4:00 a.m. – 6:00 a.m., a 15-minute frequency between 6:00 a.m. – 10:00 p.m., and a 30-minute frequency from 10:00 p.m. – 11:00 p.m. Weekend service span would also be from 4:00 a.m. – 11:00 p.m. with a 30-minute frequency between 4:00 a.m. – 8:00 a.m., 15-minute frequency between 8:00 a.m. – 10:00 p.m. and 30-minute frequency between 10:00 p.m. – 11:00 p.m. The effort in changing service span and frequency will accommodate the increased passenger loads

that are occurring in the morning peak. The proposed reduction of the overall service span will allow for a larger maintenance window for maintenance (currently an hour, this change will allow for a 3.5 hour maintenance window), and reduce overtime costs. Proposed adjustments to the schedule would support all-day scheduled meets between E and D line southbound at I-25 & Broadway to allow for a more efficient transfer for passengers coming from Central Downtown Denver destined to RidgeGate Parkway. Northbound passengers will only need to wait for 3-6 minutes at I-25 & Broadway to transfer to the D or H lines to the Central Downtown area.

H line

Due to low ridership in the late evening, and increased demand for capacity during the morning weekday peak, recommend adjusting the service span to be consistent with the D and E lines. Adjust weekday service span will be from 4:00 a.m. – 11:00 p.m. with a 30-minute frequency between 4:00 a.m. – 6:00 a.m., a 15-minute frequency between 6:00 a.m. – 10:00 p.m., and a 30-minute frequency from 10:00 p.m. – 11:00 p.m. Weekend service span will be from 4:00 a.m. – 11:00 p.m. with a 30-minute frequency between 4:00 a.m. – 8:00 a.m., 15-minute frequency between 8:00 a.m. – 10:00 p.m. and 30-minute frequency between 10:00 p.m. – 11:00 p.m. Change in service span and frequency will accommodate the increased passenger loads that are occurring in the weekday morning peak that currently under the COVID plan running on a 30-minute frequency during the weekday, will also allow for a larger maintenance window for MOW to do routine maintenance (currently an hour, this change will allow for a 3.5 hour maintenance window), and reduce overtime costs.

N Line

Minor schedule adjustments anticipated after the September 2020 implementation of this corridor. No cost impacts are anticipated.

R line

Recommend adopting the Reimagine RTD rail plan by recommending shifting the southernmost terminal from RidgeGate to Lincoln due to low demand south of Lincoln with a service span of 4:00 a.m. – 11:00 p.m. on a 30-minute frequency for weekday and weekend. Change in service span will allow for a larger maintenance window for MOW to do routine maintenance (currently an hour, this change will allow for a 3.5-hour maintenance window), and minimize overtime costs.

W line

Due to low ridership in the evening and increased capacity demands during the weekday morning peak, recommend adjusting the service span to be from 4:00 a.m. – 11:00 p.m. Weekday frequency between Jeffco Government Center to DUS 30-minute frequency between 4:00 a.m. – 11:00 p.m., and 30-minute frequency between Fed Center to DUS between 6:00 a.m. – 10:00 p.m., creating a combined frequency of 15-minutes between the Fed Center and DUS to address capacity concerns under the current COVID plan. Weekend service span would be 30-minute frequency between Jeffco Government Center to DUS 4:00 a.m. – 11:00 p.m., and 30 minute frequency between Fed Center and DUS between 8:00 a.m. – 10:00 p.m., creating a combined frequency of 15-minutes between Fed Center and DUS between 8:00 a.m. and 10:00 p.m. Change in service span and

Attachment A

frequency will accommodate the increased passenger loads that are occurring in the morning peak that currently under the COVID plan is only running on a 30 minute frequency, allow for a larger maintenance window for MOW to do routine maintenance (currently an hour, this change will allow for a 3.5 hour maintenance window), minimize the need to pay operators overtime which is usually over \$1M each year.

Alternative Service Considerations for Suspended Fixed-Routes January 2021 Proposal

Regional Routes

During the 2020 COVID-19 Pandemic, ridership on Regional bus routes has fared comparatively worse than other services offered by RTD. Even at reduced service levels, some operating routes are carrying 3 to 5 passengers per trip on routes of 25 to 40 miles in length. These poorly performing Regional routes are:

- CV – Pine Junction/Conifer – Denver
- EV – Evergreen – Denver
- GS – Golden – Boulder

Recognizing that travel patterns will not return to normal as people with the ability to work from home, the vast majority of Regional passengers, will continue to do so, several options are being considered for how to more cost-effectively serve these remaining Regional passengers. While passengers need the mobility currently offered by RTD bus service, continuing to run full-size buses to accommodate a few passengers is not a cost-effective or efficient use of RTD's resources. Options being considered include: vanpools/carpools; ride-hailing, e.g., taxi, Lyft; and RTD FlexRide or Access-a-Ride.

Vanpool service refers to a group of passengers with similar origins and destinations driving together in a van provided and maintained by the DRCOG waytogo program and partially funded by RTD.

Advantages of this option include:

- Drivers are not paid, thus relatively low cost
- No deadhead, as vehicles remain with the driver
- Capacity in one van sufficient for each bus trip at current ridership, and flexible for additional passengers
- Convenient trips for passengers — Vehicles would not need to stop at all bus stops along the route and potential for passenger pickup/drop-off at home or work.

Challenges of this option include:

- One passenger must volunteer as the driver and also a backup driver needed
- Willingness of passengers to share a vehicle under COVID conditions

Monthly Vanpool Cost

7 Passenger Minivan	
Vehicle Rental	\$956.00
Taxes	\$105.57
Way to Go Subsidy	(\$625.00)
Monthly Lease Cost	\$436.57
*Fuel Estimate	\$130
TOTAL	\$567

Each of the routes require 4 vanpools to cover their 4 trips, or \$2,268 per month to cover their full cost.

Ride-hailing refers to providing vouchers or subsidies for passengers to travel via a hired mode, likely be a transportation network company such as Lyft or a taxi.

Advantages of this option include:

- No dedicated fleet of vehicles or employees

Attachment B

- Can operate only upon passenger request, thus reduce costs relative to a fixed-scheduled bus when demand is lower (e.g., Friday, holidays)
- Convenient trips for passengers — Vehicles would not need stop at all bus stops along the route; potential for passenger pickup/drop-off at home or work.

Challenges of this option include:

- Vehicles are typically not ADA accessible. RTD would need to provide Access-a-Ride if requested by a passenger to keep the service equivalent to present bus service, though this is not required for Regional service.
- Willingness of passengers to share a vehicle under COVID conditions likely limits usage to one passenger per vehicle, requiring multiple vehicles for each bus trip, increasing costs
- In ride-hail model the driver is not paid for deadhead time and these routes would likely require significant deadheading, making them less attractive to drivers and less reliable to passengers. Could be mitigated through a subscription model.
- If the service proves to be popular and attracts additional passengers, costs can rise significantly

Ride-hailing Cost

Prevailing rates apply and an individual ride is required for each rider. An estimate is \$25 for a 25-mile trip or (probably) more.

RTD FlexRide or Access-a-Ride operated could offer two operating options:

- Operating the full Regional route with smaller, more efficient vehicles
- Operating a truncated route to connect passengers with the RTD system without going all the way to Downtown Denver. This is similar to a FlexRide as a first and last mile solution, but covers a much longer distance.

Access-a-Ride currently has capacity to operate additional trips and meets ADA requirements. It could provide a general public service, acting like a FlexRide anywhere in the metro area. FlexRide typically operate in small service zones and may not achieve the same efficiencies as operating this kind of service with Access-a-Ride.

Benefits of operating RTD Access-a-Ride include:

- Lower hourly operating cost
- Potential for less deadhead and service hours and cost by truncating route at a station
- Utilizing available capacity in Access-a-Ride

Challenges of operating RTD Access-a-Ride include:

- Requires a vehicle and operator provided by RTD
- Passenger willingness to ride in a smaller vehicle with other passengers due to COVID concerns
- Longer travel time passenger trips if route is truncated to connect with RTD system prior to Downtown Denver
- Truncating Route GS is not a viable option due to already only having potential connections at its endpoints

Access-a-Ride Weekday Alternative Cost

CV (current service, but operated by AaR) – \$637

CV (between Fed Center and Pine Junction, operated by AaR) - \$582

EV (current service, but operated by AaR) – \$517

EV (between Fed Center and Evergreen, operated by AaR) - \$475

GS (current service, but operated by AaR - \$1,415

In addition to the routes stated previously, there has been requests from passengers to provide service on the following routes that were suspended entirely due to COVID-19:

116X – South Simms Express

P – Parker – Denver

Y – Lyons – Boulder

The alternative delivery options outlined in this document could also be applied to these routes, though Route Y is similar to Route GS in that it does not have a good connection point to the rest of the system other than at its current south end in Boulder. Boulder County is currently providing taxi vouchers to residents of Lyons for travel to Boulder or Longmont. Additionally, Route P may be better served as a local feeder service due to the proximity of existing rail service at Lincoln Station to most of the boarding passengers. This can be better addressed when looking at providing alternatives to low-performing local services.

Local Routes

During the 2020 COVID-19 Pandemic several local routes were completely or partially suspended in April 2020 due to projected low ridership. As essential workers have traveled throughout the pandemic and businesses have reopened more recently, requests for service on some suspended routes have been communicated to RTD. Routes and options for providing service to these areas are the following:

Route 99 – South Kipling

Service has been frequently requested from passengers between Federal Center Station and the US-285/Hampden Ave area. Options considered are:

- Operate hourly service on the full Route 99 between Federal Center Station and Southwest Plaza
 - Serves the entire route at fixed, regular schedule
 - Continues to provide service to low-demand areas that have not requested it
 - Cost of three buses and operators
- Operate hourly service on a truncated Route 99 between Federal Center Station and US-285/Hampden Ave
 - Serves the in-demand portion of the route at fixed, regular schedule
 - Cost of one bus and operator
- FlexRide
 - Serves area on-demand and may have scheduled timepoints
 - Cost of a bus and operator but at lower cost than bus
 - Zone would be very large to cover all passengers and connect to Federal Center Station, reducing reliability

128 – 128th Ave

Service has been requested in Broomfield on Route 128. Most of this area is currently covered by the Broomfield FlexRide and also the Broomfield Easy Ride. Options considered are extending one or both. RTD will work with the municipality and passengers to better communicate the options available in this area. FlexRide currently covers the area and has capacity.

Route 483 – Parker Rd/Lincoln Ave and Route P – Parker/Denver

Attachment B

Service has been requested from the Parker area to connect with the rest of the RTD system. The Parker FlexRide currently operates but does not currently connect with the transit network. Options considered are:

- 75-minute service on a truncated Route 483 between Lincoln Station and Parker Park-n-Ride
 - Serves the in-demand portion of the route at fixed, regular schedule
 - Cycle time prevents more frequent service
 - Cost of one bus and operator
- Extension of Parker FlexRide to provide service to Lincoln Station
 - Could operate as a demand responsive service or a deviated fixed route
 - Cost of one additional bus and operator, but at lower cost than a bus

125 – Youngfield/Ward

Service has been requested for the portion of Route 125 between Federal Center Station and Red Rocks Community College. The options considered is to extend the coverage zone for the Green Mountain FlexRide to cover Red Rocks Community College. The FlexRide zone is adjacent to the college and this requires no additional resources.

Utilizing other demand-responsive services such as taxis, Uber, and Lyft, were examined but are not recommended due to challenges related to providing ADA accessible service. Third parties providing service in non-accessible vehicles require accessible vehicles be available from RTD to serve disabled passengers and will generally offer one vehicle per passenger trip. Furthermore, it is difficult to attract drivers to attract drivers to provide these trips for reliable service. The cost of having these accessible vehicles on standby negates any efficiencies gained by providing trips with third-party non-accessible operators. RTD is currently conducting a pilot program that allows for accessible trips to be provided in conjunction with other trips operated by non-accessible vehicles. Should this prove successful and scalable, it may be possible to implement on a larger scale across the district.

Peak and Mid-Day



Weekday Evenings

