

BOARD OF DIRECTORS REPORT

To: David A. Genova, General Manager and CEO

From: Bruce Abel, Director, Special Projects

Date: June 13, 2018

Subject: August 2018 Service Change

Date: June 13, 2018

GM

Board Meeting Date: June 19, 2018

RECOMMENDED ACTION

It is recommended by the Operations and Customer Services Committee that the Board of Directors approve the August 2018 Service Change package as revised and summarized in Attachment A resulting in an annualized cost savings of approximately **\$1,924,000** 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.

The Recommended Action proposed falls in line with the following GM Goals.

Core Goal #1 - Successful Delivery of Transit Services

Task Goal #1 - Fiscal Sustainability

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. We will continue adjusting services in response to changes in ridership and operational performance of the transit system as a whole. It is also our responsibility to identify services that are underperforming and recommend modifications, curtailment or cancellation of service as warranted or recommend new service as changes in the community warrant and resources allow.

Changes to RTD transit service, have historically been measured by and related to ridership and financial impacts. However, current labor market conditions continue to be a serious challenge to the recruitment and retention of bus and rail operators. More to the point, the amount of service being provided by operators working on their days off is at a level that impedes employee retention efforts and makes it difficult to meet our commitments to our customers. To better match the RTD's scheduled service offerings to RTD's available workforce, this proposal starts a process to adjust the level of service on various routes throughout the District. The proposed service adjustments were conceived in accordance to the *Service Policies and Standards* adopted by the RTD Board of Directors.

The proposals herein include a mix of service adjustments and reductions. Notable proposals include a restructure of service to/from Conifer and Evergreen (CV/CS/CX and EV/ES/EX). Additionally, a proposal to split the Route 27 into two separate services (Routes 26 and 27) is also included. We will monitor customer response to the implementation of these service changes and propose adjustments and service alternatives as appropriate in future service change recommendations.

The guiding principles for proposed 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 PUBLIC MEETINGS

Seven public meetings were conducted in Aurora, Boulder, Evergreen, Littleton, Southeast Denver and at the Blake Administration Building between May 30th and June 11th. Comments and further details from these meetings and the service change website are summarized in Attachment G of this report.

CHANGES TO INITIAL RECOMMENDATION

Staff receives input during the public comment process and continues to conduct additional analysis after the initial service recommendations are communicated 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 proposals have been significantly modified:

Route 40 – Colorado Boulevard: proposal rescinded.

Route 85 – Chatfield Avenue: discontinue service on the Route 85 and replace with Flex Route.

Routes 100L – South Kipling Limited

CV/CS/CX – Conifer/Denver

EV/ES/EX – Evergreen/Denver: retain minimal service on CS, ES and reverse peak direction 100L.

Free Mall Ride - 16th Street Mall: midday service level adjusted from 90 seconds to 180 seconds frequency.

Route STAMPEDE – CU/East Campus/Route 209 – CU/Mohawk/Talbot: reduction of service frequency and routing change to reduce service duplication. **Schedule adjustments related to newly adopted Collective Bargaining Agreement.**

Collective Bargaining Agreement

The following routes will have schedule adjustments related to newly adopted Collective Bargaining Agreement: **80, 88, 92, 324/326 and D Line.**

SUMMARY OF PROPOSED SERVICE CHANGES

Routes proposed for service reductions:

Route 3L - East Alameda: consolidate the 5:04pm and 5:24pm trips leaving CCS Station

Route 10 – 12th Avenue: discontinue Saturday service east of Clermont Street

Route 20 – 20th Avenue: reduce frequency from 30 to 60 minutes before 10:00am and after 6:00pm on Saturdays and Sundays.

Route 24 – University Boulevard: discontinue trips weekday northbound 5:03am, 9:34pm and southbound 4:43am, 9:13pm and Saturday northbound: 5:39am, 6:39am, 7:34pm and southbound: 6:13am, 8:13pm.

Route 40 – Colorado Boulevard: ~~reduce 30 minute service frequency to hourly service south of Colorado Station weeknights, Saturday and Sunday.~~

Route 46 – South Dahlia: reduce midday frequency from 30 to 60 minutes south of Colorado Station.

Route 73 – Quebec Street: reduce Sunday service frequency from 30 to 60 minutes, before 9:00am and after 8:00pm.

Route 85 – Chatfield Avenue: discontinue service on the Route 85 replace with Flex Route.

Route 133 – Hampden/Tower: discontinue 6:11am and 8:11am northbound trips.

Route 153 – Chambers Road: discontinue 4:34am northbound trip from Aurora Metro Center on weekends.

Route 157 – CCA/Buckley: reduce frequency from 30 to 60 minutes.

Route 169 – Buckley Road: discontinue 3:13am northbound trip due to low ridership. **Route 204 – Table Mesa/Moorhead/19th:** discontinue the route portion south of Downtown Boulder Station, between Downtown Boulder Station and Table Mesa.

Route STAMPEDE – CU/East Campus

Route 209 – CU/Mohawk/Talbot: reduction of service frequency and routing change to reduce service duplication.

Route AT – DTC/Denver International Airport: start the first two trips northbound and end the last two trips southbound at Nine Mile Station rather than Arapahoe Station

Free Mall Ride: 16th Street Mall: midday service level adjusted from 90 seconds to 180 seconds.

Routes proposed for mixed service improvements/ service Efficiencies:

Route 26/27 - Yale Avenue: split the Route 27 in to two separate route services.

Routes 100L – South Kipling Limited: add 5 peak period trips in place of service on CS and ES.

Route CV/CS/CX – Conifer/Denver

EV/ES/EX – Evergreen/Denver: restructure Routes CV/CS/CX and EV/ES/EX and eliminate service between Federal Center Station and Conifer/Evergreen.

Routes proposed for routine running time analysis/schedule adjustments:

The following routes will have schedule adjustments related to newly adopted Collective Bargaining Agreement:

80, 88, 92, 324/326, D Line

Seasonal and School Service: changing to fall service levels for Routes DASH, SKIP, N and STAMPEDE

Re-instating school trippers on the following services:

Route 1W – West 1st Avenue

Route 11 – Mississippi Avenue

Route 24 – University Blvd.

Route 30L – South Federal Limited

Route 31 – Federal Boulevard

Route 50 – Lakes Crosstown

Route 52 – West 52nd/South Bannock

Route 65 – Monaco Parkway

Route 73 – Quebec Street

Route 204 – Table Mesa/Moorhead/North 19th

Route 205/205T – 28th Street/ Gunbarrel/Heatherwood

Route 206/206F - Pearl/Manhattan/Fairview High School

Route 208/208F – Iris/Valmont

FINANCIAL IMPACT

The overall financial impact contained in this proposal includes a base system cost savings of approximately \$1,924,000 annualized at current pre-CBA cost estimates. Additionally, workforce impacts are expected to be a reduction of 20 full-time weekday equivalent work shifts.

EQUITY ANALYSIS

The Federal Transit Administration's (FTA) Circular 4702.1B provides its recipients of FTA financial assistance with instructions for achieving compliance with Title VI of the Civil Rights Act of 1964 and Executive Order 12898 regarding Environmental Justice. In this circular, the FTA requires RTD to evaluate, prior to implementation, any and all service changes that exceed the established major service change threshold, to determine whether those changes will have a disproportionately negative impact on minority or low-income populations. Our evaluation of the proposed August 2018 service changes does not reveal any disparities in impacts absorbed by minority or low-income populations.

ATTACHMENTS:

- Atch A - August 2018 (DOCX)
- Atch B - r26 27 (PDF)
- Atch C - r85 (PDF)
- Atch D - r204 (PDF)
- Atch E - rStampede (PDF)
- Atch F- Routes CV CS CX & EV ES EX (PDF)
- Atch G - Ken-Caryl Ranch Master Association Letter - Route 85 (PDF)
- Atch H - Summary of Elecctronically Received Comments & Public Meetings - August 2018 Service Changes (PDF)

Prepared by:

Jessie Carter, Manager, Service Planning and Scheduling

Approved by:



Bruce Aber, Director, Special Projects

6/13/2018

Service Change Proposals - August 2018**Route 3L - East Alameda**

Service Standard type - *CBD Local* – (10% - 15.2 pass. per hr. / 25% - 22.3 pass. per hr.)

This proposal consolidates the 5:04pm and 5:24pm trips leaving Civic Center Station.

Ridership on these trips average 39 and 34 boardings respectively, which can be accommodated on the consolidated trip proposed to depart Civic Center Station at 5:14pm. It is expected that some customers will migrate to earlier and later trips around the 5:00pm and 5:30pm work stop times.

Anticipated resource impacts include a reduction of 510 annual hours

Route 10 – 12th Avenue

Service Standard type - *CBD Local* - (10% - 15.2 pass. per hr. / 25% - 22.3 pass. per hr.)

Discontinue Saturday service east of Clermont Street, as it is on Sunday/Holidays. Current ridership along this segment is 168 boardings, corresponding to 10.7 boardings per hour, which is below both the 10th and 25th percentile standard for CBD Local service of 15.2 - 22.3 boardings per hour respectively. Alternative service can be found in Routes 6 – East 6th Avenue and 15 East Colfax.

Anticipated resource impacts include a reduction of 1,144 annual hours

Route 20 – 20th Avenue

Service Standard type - *CBD Local* - (10% - 15.2 pass. per hr. / 25% - 22.3 pass. per hr.)

Due to low ridership it is proposed to reduce Route 20 service frequency from 30 to 60 minutes before 10:00am and after 6:00pm on Saturdays and Sundays. Current productivity during these time periods is 11.7 passengers per hour, which falls below the service standard for a CBD Local service of 15.2 boardings per hour.

Anticipated resource impacts include a reduction of 1,100 annual hours

Route 24 – University Boulevard

Service Standard type - *Urban Local* – (10%-12.2 pass. per hr. / 25%-19.1 pass. per hr.)

This proposal discontinues underperforming trips weekday northbound 5:03am (7 boardings), 9:34pm (17 boardings) and southbound 4:43am (10 boardings), 9:13pm (8 boardings). Saturday northbound: 5:39a (9 boardings), 6:39a (12 boardings), 7:34pm (12 boardings) and southbound: 6:13am (12 boardings), 8:13p (9 boardings).

Anticipated resource impacts include a reduction of 1,665 annual hours

Route 26/27 - Yale Avenue

Service Standard type - *Urban Local* – (10%-12.2 pass. per hr. / 25%-19.1 pass. per hr.)

Ridership on Route 27 between Englewood Station and Colorado Boulevard has been low historically and current ridership data shows the segment operating at 12.8 passengers per hour, which is below the 25 percentile standard for an Urban Local service of 19.1 boardings per hour and only slightly above the 10% standard of 12.2 boardings per hour. This proposal splits the Route 27 in to two separate route services. The new Route 26 - West Yale Avenue service would operate between Southwest Plaza and Englewood Station. The new Route 27 – East Yale service would operate between University Hills and Ulster - Tufts.

Anticipated resource impacts include a reduction of 4,335 annual hours

Route 46 – South Dahlia

Service Standard type - *Urban Local* - (10%-12.2 pass. per hr. / 25%-19.1 pass. per hr.)
 Reduce midday frequency from 30 to 60 minutes south of Colorado Station. Current productivity for the segment sits at 10.6 boardings per hour. Additionally, reduce Sunday service frequency from 30 to 60 minutes, where current productivity is 13.8 boardings per hour.

Anticipated resource impacts include a reduction of 1,530 annual hours

Route 73 – Quebec Street

Service Standard type - *Urban Local* - (10%-12.2 pass. per hr. / 25%-19.1 pass. per hr.)
 Reduce Sunday service frequency from 30 to 60 minutes, before 9:00am and after 8:00pm. Productivity during these time periods is 13 boardings per hour.

Anticipated resource impacts include a reduction of 893 annual hours

Route 85 – Chatfield Avenue

Service Standard type - *Suburban Local* - (10%-4.7 pass. per hr. / 25%-11.4 pass. per hr.)
 Introduced in August 2015, the Route 85 was implemented as a measure to clarify bus service access to the Littleton-Mineral Station, as it covered a portion of what was formerly included in the Route 401-Ranches service. Due to low ridership performance (9.8 boardings per hour) this proposal discontinues service on the Route 85. However, this proposal also seeks to replace the service currently offered by the Route 85 with a Flex route service, operated by the current Call-n-Ride provider. The new service would emulate the service pattern currently offered by the Route 85, providing the same number of trips using a Call-n-Ride vehicle.

Anticipated resource impacts include a reduction of 4,845 annual hours fixed route service offset by an increase in paratransit hours.

Routes 100L – South Kipling Limited**CV/CS/CX – Conifer/Denver****EV/ES/EX – Evergreen/Denver**

Service Standard type- *Regional* – (10%-11.3 pass. per hour/ 25%-21.9 pass. per hour)
 To better match service to customer demand it is proposed to restructure Routes CV/CS/CX and EV/ES/EX and reduce service between Federal Center Station and Conifer/Evergreen. Service would be maintained between Civic Center and Conifer/Evergreen. Trips between Federal Center Station and Civic Center would be replaced by trips on Route 100L. This proposal is outlined below:

Reduce the number of trips between Conifer and the Federal Center to two trips; one in the morning peak and one in the evening peak period. Route CS currently carries 17 passengers solely between Conifer and Federal Center on 8 eastbound trips and 6 westbound trips. **This translates to 3.3 boardings per hour and an average just under 3 passengers per trip.** 8 reverse commuters on the CV/CS/CX would be impacted.

Discontinue Route CX. All trips would instead stop at Twin Forks PnR, providing 5 trips on Route CV in each direction, each peak.

Atch A – August 2018 Service Changes

Reduce the number of trips between Evergreen and the Federal Center to two trips; one in the morning peak and one in the evening peak period. Impacts 10 passengers between Evergreen and Federal Center Station. Route ES currently carries 10 passengers solely between Evergreen and Federal Center on 5 eastbound and 5 westbound trips. **This translates to 3.5 boardings per hour, averaging 2 passengers per trip.**

Route EV/ES/EX also has 8 passengers boarding between Aspen Park and Evergreen PnR that will no longer have service. 7 reverse commuters on the EV/ES/EX will be impacted.

Remaining service would provide 2 trips on Route EX each direction, each peak and would provide 3 trips on Route EV each direction, each peak. Discontinue service between Evergreen PnR and Aspen Park PnR. Impacts 1 passenger. Lutheran Church PnR passengers would instead need to board at Evergreen PnR.

Discontinue reverse peak in-service on all routes. Impacts 2 passengers.

Provide 5 additional Route 100L trips between Federal Center Station and Civic Center Station to replace discontinued Route CS and ES trips. Alternative service can also be found the W Line light rail service and the formation of Van Pools. Reverse peak service on the 100L would be provided on a 7:00am westbound and a 4:30pm eastbound 100L trip.

This proposal would save approximately 20 weekday hours and an estimated 2 weekday FTE's. **Anticipated resource impacts include a reduction of 5,100 annual hours**

Route 133 – Hampden/Tower

Service type - *Urban Local* - (10%-12.2 pass. per hr. / 25%-19.1 pass. per hr.)

Discontinue 6:11am and 8:11am northbound trips. Average daily ridership on these trips is 14.9 and 10.7 respectively.

Anticipated resource impacts include a reduction of 408 annual hours

Route 153 – Chambers Road

Service type - *Urban Local* - (10%-12.2 pass. per hr. / 25%-19.1 pass. per hr.)

Due to low ridership it is proposed to discontinue 4:34am northbound trip from Aurora Metro Center on weekends, which have 3 boardings on Saturdays and 5 boardings on Sundays. Alternate trips are available approximately 30 minutes earlier and later from the same location.

Anticipated resource impacts include a reduction of 55 annual hours

Route 157 – CCA/Buckley

Service type - *Urban Local* - (10%-12.2 pass. per hr. / 25%-19.1 pass. per hr.)

Atch A – August 2018 Service Changes

This route was implemented in April of 2016 to provide a replacement for service formerly provided by the Route 10 along Centretch Parkway to the Community College of Aurora and Buckley Air Force Base. Current ridership performance is relatively low on this service (17.7 passengers per hour) and so it is proposed to reduce frequency from 30 to 60 minutes.

Anticipated resource impacts include a reduction of 3,188 annual hours

Route 169 – Buckley Road

Service type - *Suburban Local* – (10%-4.7 pass. per hour / 25%-11.4 pass. per hour)

Discontinue 3:13am northbound trip due to low ridership. The latest data shows an average of 4 passenger boardings are affected by this proposal.

Anticipated resource impacts include a reduction of 383 annual hours

Route 204 – Table Mesa/Moorhead/19th

Service type - *Urban Local* -(10%-12.2 pass. per hr. / 25%-19.1 pass. per hr.)

It is proposed to discontinue the route portion south of Downtown Boulder Station, between Downtown Boulder Station and Table Mesa, due to low ridership, on Saturdays and Sundays/Holidays. Alternate routes are available along the Broadway corridor and within the ¼ mile walking distance of current routing along Moorhead drive. Ridership on Saturdays and Sundays, currently is less than 1 passenger per trip on the Moorhead section. The other portion of Route 204 south of Downtown Boulder Station is duplicative to Routes DASH, SKIP and/or 225.

Anticipated resource impacts include a reduction of 1,540 annual hours

Route 209 – CU/Mohawk/Talbot

STAMPEDE – CU/East Campus

Service type - *Urban Local* – (10%-12.2 pass. per hr. / 25%-19.1 pass. per hr.)

It is proposed to reduce the AM and PM peak frequency to 30 minutes versus the current 15 minute frequency, as well as the current midday 30 minute frequency to 60 minute frequency, due to low ridership. Maximum passenger loads per trip range from 1 – 18 passengers. The majority of the route's boardings and alightings occur between Colorado & 30th Street and Euclid & 18th Street (Eastbound 165/185 boardings, Westbound 193/210 alightings). This section of the route is duplicative to Route STAMPEDE, which operates at 10 minute frequency or better, all day.

In cooperation with CU Boulder and City of Boulder, it is proposed to discontinue Route STAMPEDE between Colorado/Discovery Drive and Marine Street and 30th Street. CU Boulder will provide connections between these two locations via its Buff Route. Route frequency for Route STAMPEDE would be every 10 minutes, 7am – 5:30pm and every 15 minutes 5:30pm – 7pm. Service span will be expanded to 8:30pm to provide connections between CU Main Campus and East Campus, for evening classes. Additional frequency of 5 minutes would be maintained for major class start and end times, at 9:00am, 10:00am, noon, 2:00pm and 3:00pm.

Anticipated resource impacts include an increase in 2,295 annual hours due to adjustments related to the new CBA.

Route AT – DTC/DEN

Atch A – August 2018 Service Changes

Service type – *Regional* – (10%-11.3 pass. per hour / 25%-21.9 pass. per hour)

This proposal starts the first two trips northbound and ends the last two trips southbound at Nine Mile Station rather than Arapahoe Station. The current start times at Arapahoe Station for these trips are 3:03am (6 pax) and 3:33am (2 pax) northbound, instead these trips would begin at Nine Mile Station would be at 3:17am and 3:47am. The current southbound end times at Arapahoe Station are at 12:52am (3 pax) and 1:52am (1 pax) would instead end at Nine Mile Station at 12:40am and 1:40am.

Anticipated resource impacts include a reduction of 639 annual hours

Free Mall Ride – 16th Street Mall

In effort to better match service levels to ridership demands on the Free Mall Ride, this proposal adjusts the service frequency of the Mall Shuttle from every 90 seconds to every 180 seconds between the hours of 11:00am and 1:00pm on weekdays. The higher peak frequency currently scheduled during the lunch peak, could be provided on an “as needed” basis for special events. This will result in a significant reduction in required hours and operators for weekday operation, with minimal impacts on ridership.

Anticipated resource impacts include a reduction of 10 FTE's and 11,985 annual hours

Light Rail

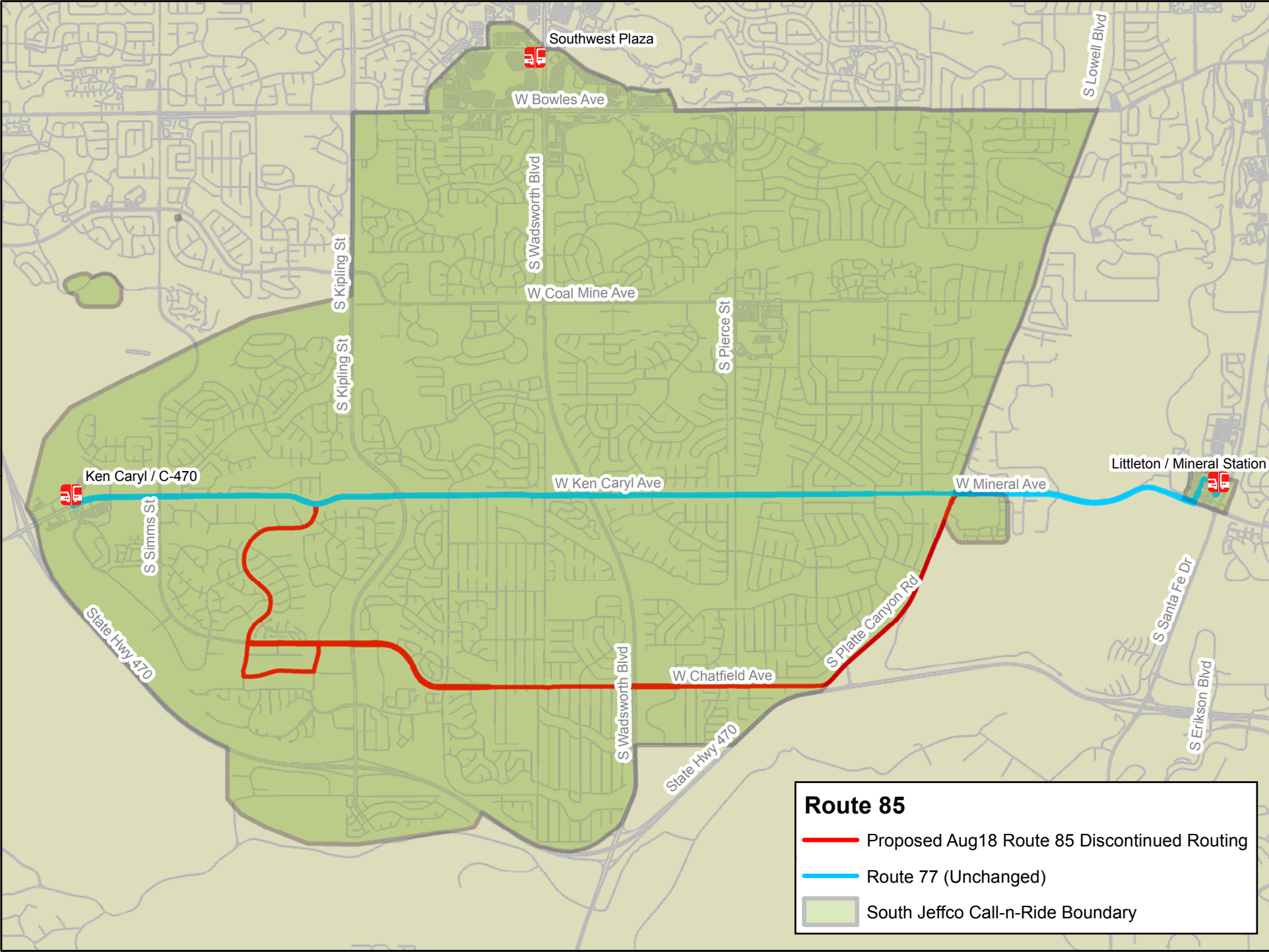
D Line – Mineral/18th& California

Responding to changes in the collective bargaining agreement, an adjustment is proposed to the operations schedule of the D Line, resulting in the use of one more all day train. The additional cars necessary to form the 3 car consist will come from a change of consist length (or the number of light rail vehicles/cars assigned to a train) on both the L and R Lines. Both the L and R Lines ridership profiles are such that peak ridership capacity does not exceed the capacity provided on one light rail one car.

Anticipated resource impacts include a cost of 4,598 annual hours



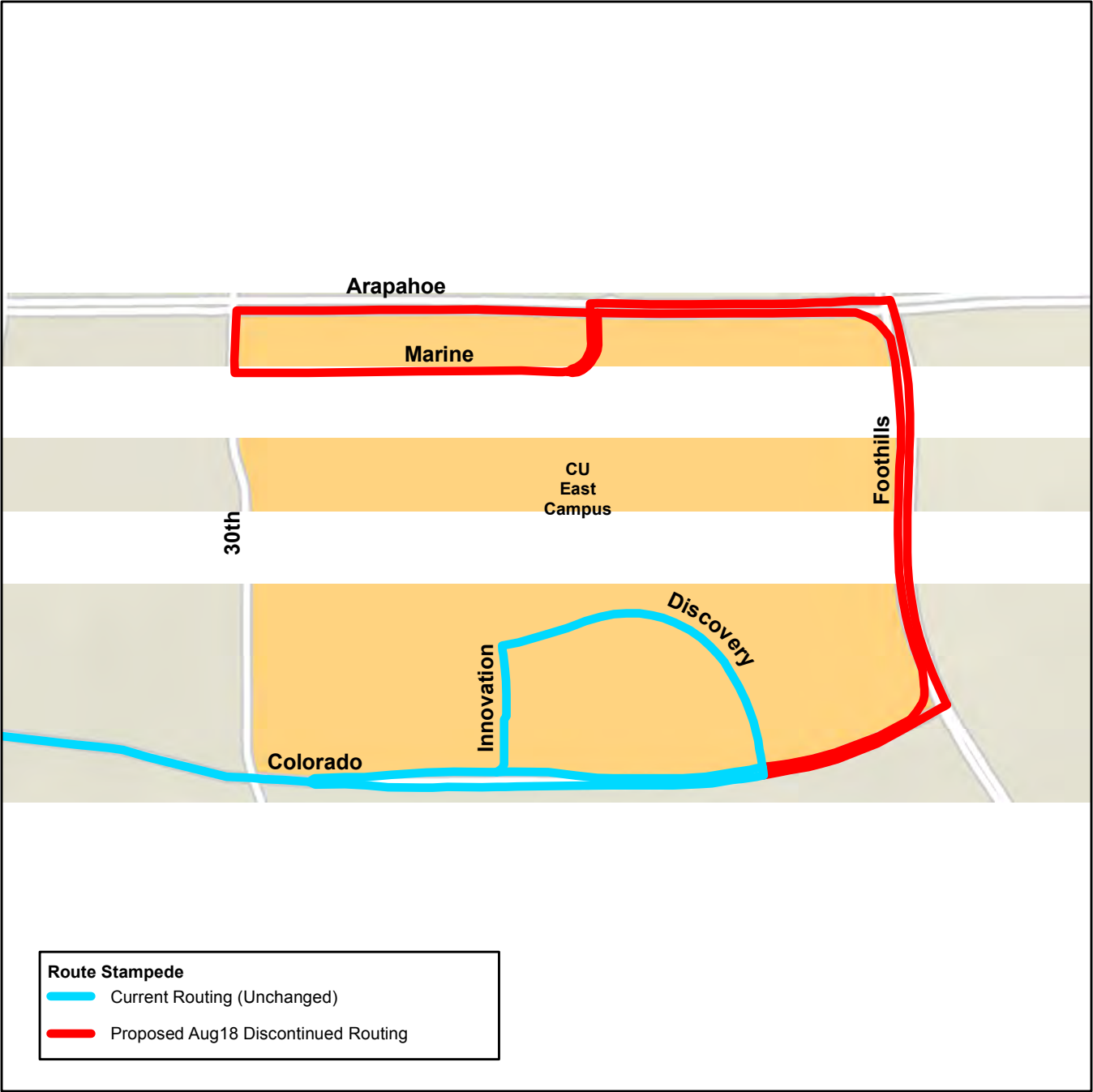
Attachment: Atch B - r26 27 (3495 : August 2018 Service Change)



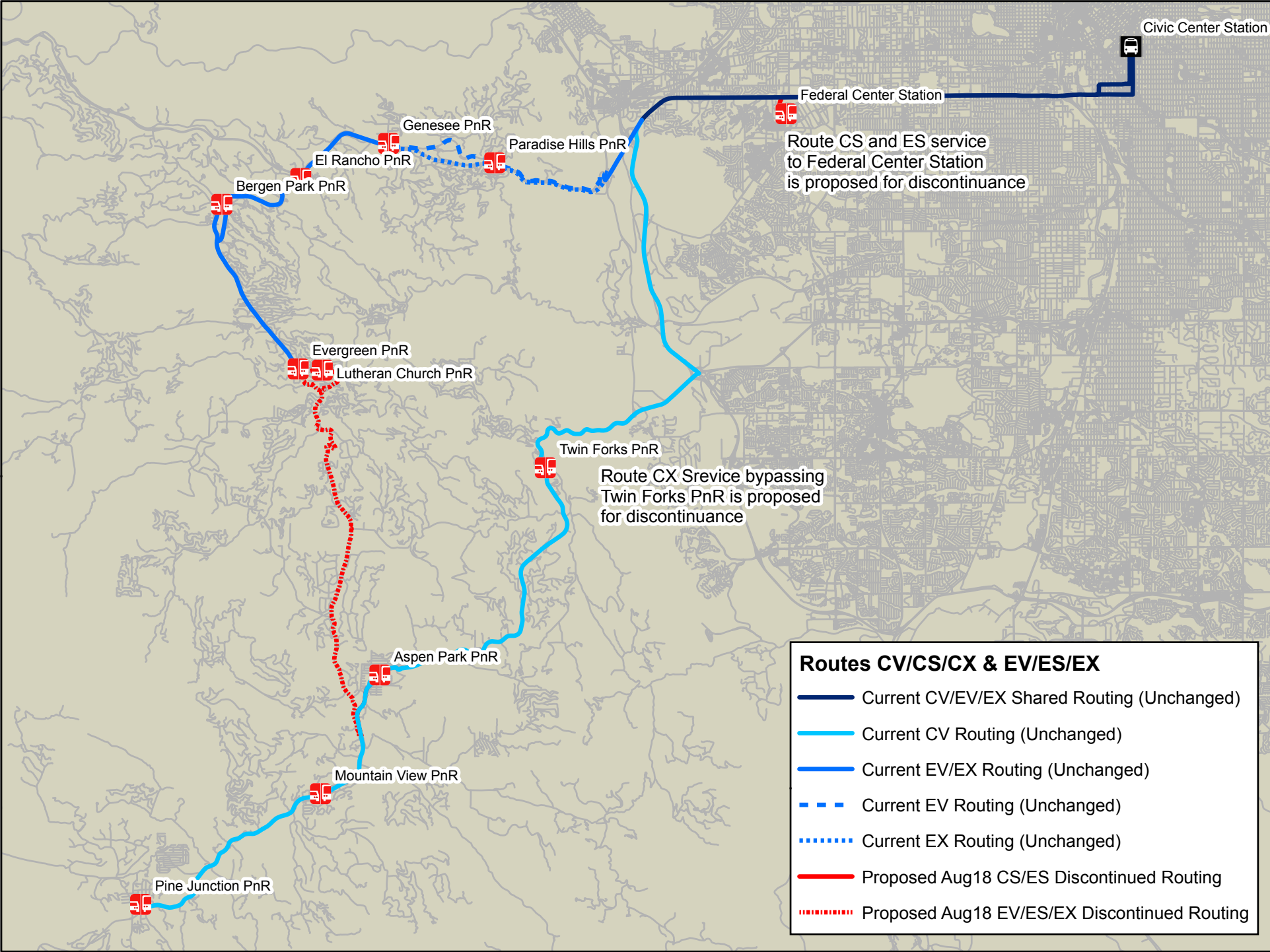
Attachment: Atch C - r85 (3495 : August 2018 Service Change)



Attachment: Atch D - r204 (3495 : August 2018 Service Change)



Attachment: Atch E - rStampede (3495 : August 2018 Service Change)



Attachment: Atch F- Routes CV CS CX & EV ES EX (3495 : August 2018 Service Change)



June 11, 2018

Regional Transportation District - Board of Directors
1660 Blake Street
Denver, CO
80202

Re: Proposed discontinuance of Route 85

Dear Members of the RTD Board:

I am writing on behalf of the Ken-Caryl Ranch Master Association Board of Directors concerning the proposed discontinuance of Route 85. We believe that this route provides an important service to the residents and businesses located on Ken-Caryl Ranch and the surrounding area. While ridership is not high it is very important to the citizens that do use it and it would be a shame to eliminate this route.

If you have questions, please feel free to contact me at 303.979.1876 x116 or email chrisp@kcranch.org. Thank you in advance for considering our request and service to the residents and businesses of Ken-Caryl Ranch.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Chris Pacetti', is written over the word 'Sincerely,'.

Chris Pacetti
Executive Director

Attachment H – Summary of Electronically Received Comments & Public Meetings
August 2018 Service Changes

Wednesday, May 30th, 2018
RTD Administrative Offices
1600 Blake Street
NOON

Staff in attendance included Cesar Ochoa, David Menter, Jessie Carter. There were 7 members of the public including Nicholas Sands, Rideshare & Carshare Colorado (DRCOG Vanpool) . Board member Natalie Menton, District M was in attendance.

Cesar Ochoa, Service Planner/Scheduler, West Team Lead started the hearing and briefly outlined the proposed August 2018 schedule changes and reminded all that changes at this time were proposed and that citizens could comment via speaking, writing their comments down, email, or mail. He said public comments received would be considered by RTD staff and that final changes would ultimately be taken to the board for its final approval. He said that he would take comments of the proposed CV and EV route changes first and said DRCOG vanpool staff were on hand to answer any questions about replacement vanpools if needed. He added that in general the proposed route reductions were a response to low ridership and to help address an on going operator shortage.

Sandy Bowen expressed concerned that the ES pattern was proposed for elimination. asked that the existing 2:15p Wb ES trip (between CCS and the Federal Center) be covered by adding another 100L trip at that time. also asked that the 2:15p Wb trip continue as an ES at least as far as the Paradise Hills PnR.

Mary Beth Patterson was concerned that the CS pattern was proposed for elimination. said that the last Eb AM CS trip served students from Pine Jct and Aspen Park who commute to Red Rocks Community College near the Federal Center. added that others on the last AM Eb ES also use it from Evergreen to reach Red Rocks Community College.

Sylvia Segler spoke about recent stop changes made to routes 28 and 32. said is elderly and has trouble walking. (1) Said these routes should continue to make a stop directly at the 16th Street Mall instead of one block away. (2) also said that existing route 32 buses, which currently layover at their east terminal next to the Zoo on 23rd Ave, park too far away from Colorado Blvd, making transfers to/from route 40 a long walk with no sidewalks along 23rd Ave. Because of the long distance of the layover point from Colorado Blvd, said route 32 Wb buses should have to loop around back to Colorado Blvd also at the beginning of their westbound trips. (3) also said that recent schedule reductions on the 28 and 32 should now require that schedules of the 32 and 28 be staggered, so that buses are not operating down their respective streets at exactly the same time. (4) also said that due to recent reduction of Saturday service on the 28, route 32 should operate more frequently.

Helen Katich expressed concern about a recent minor change made to Sb route 12. explained was the Program Manager at 'Metro Caring Denver' (1100 E. 18th Ave, at Downing) and that her social service agency serves low income clients, including 60,000 client grocery purchases made there each year. Her concern is that route 12 sb, no longer turns west on 18th to get to Sb Ogden, but rather now it turns on 19th. The end result has been that Sb route 12 clients now must carry handfuls of full grocery bags another 1 and ½ blocks to reach the Sb route 12 bus stop. asked that the recent route 12 change be reconsidered.

Attachment H – Summary of Electronically Received Comments & Public Meetings
August 2018 Service Changes

David Smith asked about proposed 100L changes, and if the existing longer trips to Ken Caryl ranch would be retained. (Mr. Ochoa responded that they would be retained). Mr. Smith also asked about the ES and if all service south of Evergreen PnR would be eliminated. (Mr. Ochoa responded affirmatively). Mr. Smith also asked if the G Line were to open this summer, if there would also be more public comments solicited about all the associated bus changes. (Mr. Ochoa responded that all the public comments about bus route changes associated with the G Line were handled in 2016, when the bus and G Line service plans were finalized and went to the board at that time. He said that numerous public meetings were held at that time and said that bus changes are already built in RTD scheduling software).

Wednesday, May 30th, 2018
RTD Administrative Offices
1600 Blake Street
6:00 PM

There were 6 members from the public in attendance, along with Director Natalie Menten with the RTD Board. RTD Staff in attendance included David Menter and Jessie Carter.

Glenda Bartels stated that she understood the proposal to split the Route 27 into two separate routes, but asked what are the alternatives for people who live along the segment between Englewood Station and Colorado Boulevard (Harvard Gulch) and why the elimination is needed? She also expressed her concern over the proposal for the weekend Route 10 service reduction, stating that there had been a recent reduction in service to the Route 10. Additionally, she requested that the Route 10 connections between returned to the previous schedule timing at 12th –Pennsylvania in an effort to maintain connections with the Route 15.

Chris Humphries stated that the morning service on Route 27 arrives late to Englewood Station causing her to have to take the E Line to DUS rather than her intended D Line trip to connect to the Route 15. Her destination is Colfax and Willow. She also commented that an alternative cancellation could be considered on the Route 87 Ltd, due to low ridership. She also mentioned that Porter Hospital access would be harmed by the Route 27 proposal. Ms. Humphries also requested that we look into the width of the stalls in the public restrooms at Civic Center Station and question why there were no automatic doors at the gates at Denver Union Station.

Karlyn Huffman was thankful for the message conveyed to Route 27 operators allow her to be dropped off closer to her residence. She requested that service be extended from the Route 46 to the Yale Station area. She also reported that her arm was closed in the door of a light rail train southbound, at Colorado Center Station. She reported that a week ago Tuesday, she witnessed a large group of people left waiting at Southmoor Station due to dropped runs.

Samuel Herbert expressed his opposition to the cancellation of reverse peak service between the CBD and the Federal Center. He and another passenger who is also disabled, use the service to get to work at the Federal Center. He currently uses trips at 7:10am from 12th Broadway to the Federal Center, returning home using a 4:30pm trip from the Federal Center to Capitol Hill. He stated the same trip using the W Line would increase his commute time to 3 hours, due to connections and wait time.

Attachment H – Summary of Electronically Received Comments & Public Meetings
August 2018 Service Changes

Thursday, May 31st, 2018

Littleton Ranch House

7676 S Continental Divide Road

Bradford Room

7:00 PM

Staff in attendance included Cesar Ochoa, David Menter, Jessie Carter. There were 7 members of the public including Nicholas Sands, Rideshare & Carshare Colorado (DRCOG Vanpool) . Board member Natalie Menton, District M was in attendance.

Staff in attendance included Cesar Ochoa and David Menter. There were 18 members of the public. One written comment was received. Board members included Natalie Menten and Peggy Catlin. Mr. Ochoa started the hearing by explaining the purpose of the meeting and reasons behind the proposed service cuts. After most public comments were received, Directors Menten and Catlin provided additional detail about the operator shortage, the budget, the labor contract, and the need to curtail low used services.

Dan Hawbaker expressed his concern that route 85 should remain. He said there is so little RTD service in the Ken Caryl area to begin with it makes no sense to cut service further. He was frustrated that this was the second time the route had been proposed for elimination said taxpayers in the area deserve more than the current low level of RTD service. The CnR is not reliable and it does not have room for you. The CnR vehicle also wanders slowly to everyone's house before it finally arrives at Mineral Station, so that you can't get to work on time.

Kimberly Wendt said that she uses route 85 regularly to reach the Mineral LRT Station, so that she can ride Light Rail, for work at the Auraria Campus. She said route 85 ridership likely has been suppressed due to service reliability problems, which should be addressed. The potential alternative service, S. Jeffco CnR, she has tried in the past but she has been denied rides on it due to capacity problems and that it is far too slow.

Nicole Pelham said she uses route 85 since there is no parking available at the Mineral LRT Station. She transfers to the C or D line to get to the Auraria Campus. She said the CnR bus is too slow and that she has been denied rides at times during rush hours. The CnR service is far less useful since it deviates so often and is so slow for rush hour riders. For CnR to work, she said additional CnR buses would need to be added, and they would need to be dedicated to operate directly to/from the Mineral LRT Station to be of any use. (Mr. Ochoa said RTD was looking into CnR capacity needs).

Amie Fishman expressed concern about eliminating CS route buses between the Federal Center and Downtown. She was concerned that 100L replacement buses at the Federal Center will not operate in reverse commute direction to/from Downtown and that existing 100L buses at the Federal Center are not as reliable as the CS. She said she does not believe that something else cannot be done to solve the RTD operator shortage problem, so that route 85 can be kept.

Pete Gray expressed concern about route 85 and said he used it to connect to/from Light Rail at Mineral Station, to commute down to work in an office park served by route 85. He said he was able to get his current job by demonstrating to his boss, when he was hired, that I could get to/from work by using RTD route 85.

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Twila Colville said she uses the 85 to commute, via LRT at Mineral Station, to work Downtown. She took a new job Downtown because route 85 allowed her to do it. She said she had used the CnR on occasion but that it often was too full to accommodate her. She also said the CnR was far too slow.

Anthony Lott said he lived in Ken Caryl Ranch and that route 85, operating through the community directly on Continental Divide road, provides a needed service. He said the Ken Caryl HOA board strongly supported route 85 and recognized it as a valuable community resource. He said the CnR meanders too much and it is not able to provide as direct and fast service to the Mineral LRT station. He said route 85 needed better marketing.

Brian Peel expressed concern over route 85 since the Mineral LRT station parking lot fills up so quickly, especially during the school year. Route 85 is needed to allow area residents' basic access to light rail, since they are otherwise closed out due to limited Station parking at Mineral. His employer provides subsidized RTD passes. He said more marketing was needed for route 85. Another commenter added that her company also subsidizes her RTD pass.

Charlie O'Melven expressed concern over the proposed cuts in route CS. He uses the CS between the Twin Forks PnR and the Federal Center (5:27a Eb trip) which he said has had 10 people deboard at the Federal Center. He said US 285 can be treacherous and the CS provides a valuable service. He said other alternatives should be considered, instead of eliminating service from the Mountains to the Federal Center.

Constance Roberts expressed concern that there is so little existing RTD service in the (Ken Caryl/Littleton) areas that it was especially burdensome to have cuts in route 85, which itself is very limited service. She said other RTD routes with very frequent service, such as route 15/15L should instead be looked at for cost savings. She said with the proposed cuts on route 85, the area ended up with next to no service at all. She said that the S. Jeffco CnR was not reliable, its routing software was not working well for CnR drivers, and it was causing needless out of direction travel. She said her CnR driver yesterday had not showed. She commented that several new operators of the CnR did not know area streets very well and needed better training.

Commenter expressed concern about saving route 85, and said instead that RTD should cut the existing CnR vehicle it uses to operate to/from Lockheed Martin. They said Lockheed, and not RTD, should be operating its own private shuttle for its employees.

Wednesday, June 6th, 2018
Evergreen Fire District
1802 Berge Parkway
7:00 PM

Staff in attendance included Doug Monroe, Cooper Langdon, and David Menter. There were 49 members from the public in attendance, along with Natalie Menten and Peggy Catlin with the RTD Board.

David Berry (EV, EX, EX) Likes to use all of the EV services to go to the Federal Center and Civic Center Station. He wants to keep the stop at the Federal Center because he uses it to transfer to the W Line which takes him to Union Station, there he jumps on the A Line to the airport. He also rides the EV

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services to Civic Center Station where he transfers to the Free Mall Shuttle to Union Station, to get to his office. He said if we get rid of the Federal Center stop, he would have to take all his luggage to Civic Center and then get on the Free Mall Ride to Union Station and transfer to the A Line, which is not reasonable when considering the hassle of luggage. Once or twice a week he goes to his lab at the Federal Center. He would like to keep the Evergreen loop so he doesn't have to drive to Evergreen Park n Ride in bad winter weather.

Ed Furlong (CS) Wanted to clarify the proposed changes as presented. He wanted to know if the proposal had to be accepted or declined in its entirety or could it be amended?

Lee Jacobs (CS) thinks it's ridiculous to force passengers to ride the bus all the way downtown just to get on another bus or light rail to get back to the Federal Center. He said it would add more than an hour to his commute. Also thought we could consider a stop on 6th Ave and Simms.

Mary Baker (EV, EX) wanted to go on record to keep the Federal Center stop and keep the expanded service window. does not want to lose the 2:15pm trip that leaves Civic Center.

Dean Miller (ES, EX) Long time rider and is concerned that the proposed service reductions would cut off the mountain community from easy access to light rail (W Line). He is also concerned that Red Rocks rider coming from the mountains would lose their access to their school using public transportation. He would also like to keep the Evergreen loop to he doesn't have to travel to get to a stop in winter conditions.

Lynn Stekelee (ES, EX) would like to keep the 2:15pm trip on the ES. New, proposed schedule, will force them to wait an extra hour to catch the bus home.

Betsy Hays (Evergreen Chamber of Commerce President) Thinks her community should keep the level of public transportation service. also suggested that RTD may be able to promote the transit service better and work on educating the public about the service we provide. Mentioned that many people are not aware of what RTD offers up in the mountains.

Jay Huggins (ES) does not want RTD to cut off Evergreen community from the Federal Center/W Line. RTD should work on advertising the routes and maybe consider a different schedule to attract additional riders.

James Malek (CS, CV, and CX) wanted to know if the 100L additions would be coming up the mountain to service the community.

Sandy Bowen (ES) would like to keep the 2:15pm early trip from Civic Center to Federal Center/Evergreen. is also concerned about the other students and employees around the Federal Center if we cut service to that area.

Lance Bunch (EX, ES, and EV) wants to keep the Federal Center stop as it's his connection to the light rail system. He does not want to have to go all the way downtown to catch a train. He also has a disabled son that walks to his stop and gets off at the Federal Center to get around. Losing that connection would be very difficult on him.

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Balaji Srinivagan (CS, CV, CX, EX) wanted to know if we have plans to connect Evergreen/Conifer to the Tech Center. If he wants to take transit to the Tech Center, he currently has to go to Civic Center Station and then make his way to light rail. He wanted a stop at I 25 and Broadway?

Ed Furlong (CS) wanted to remind RTD how much the Federal Government supports RTD by giving their employee transit benefits. He also thinks the other mountain riders would be will to make the stop at the Federal Center, if it meant they could keep their service.

Darin Autry (CS) does not need the Federal Center stop but wanted to go on record to say that he would be willing to make the stop so other riders that need it could keep their access. He also thinks RTD could advertise the service better.

Monica Bunch (ES) doesn't understand why RTD would cut service when there is such a push to get people out of their cars. The Federal Center reduction would also hurt local mountain business by making it harder to get employees up the mountain from Denver.

Andy Manning (ES) Andy is a 10yr rider and would consider the reduced number of trips if it meant they could keep the Federal Center stop. He also wanted to know if we could use smaller buses to save money. Finally, he wanted to recommend additional training for our drivers so they don't leave stops early. He said it is incredibly frustrating to get to your stop on time but miss your bus because the driver left too early.

Gisele Hall (CS, ES) agreed with the comments made about keeping the Federal Center as a stop. has a special needs daughter that uses the Aspen Park stop to get to the Federal Center, where works at St Anthony's Hospital. Her daughter can ride the bus if it's a direct trip but can't make multiple transfers. The ability to take the bus to work has changes her daughter's life for the better and would hate to lose the Federal Center access.

Sasha Heinen (ES, EV, EX) Transit should be about coverage and not just about ridership. Recommended we possibly run buses from the mountains to the Federal Center and not go all the way to Denver.

Mitchell Beu (EX) wants to keep the Evergreen loop and possibly add a few additional stops in downtown Evergreen to increase ridership. He also recommended that RTD consider changing the routing if the current routing isn't generating enough ridership.

Dean Miller would like us to look at advertising is local papers such as the Canyon Courier. He said advertising in such papers would be fairly inexpensive and would reach a lot of potential riders that don't know about RTD.

Sarah Long spoke to the meeting attendees to get them to start spreading the word about RTD and the transit service available to them.

Ed Furlong wanted to remind RTD that the data we looked at were from a time when gas was fairly inexpensive and now that gas prices are rising, more people will likely ride the bus. He also does not want to lose the Federal Center stop because he will use it to get to the airport when the big I 70 construction project starts. He will take the W Line from the Federal Center to Union Station and catch the A Line to the airport.

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Leigh Simmons said that he is willing to make the deviation to the Federal Center even though he does use the stop...he just wants to keep the Federal Center as a stop. Additionally, he wanted to remind RTD that transit should be viewed as a service and not as a profit making endeavor.

Anna Wilson would like to see more RTD “Green Buses” used in the mountains.

Lance Bunch wanted to ask about what additional stop consolidation may take place on the remaining routing.

Jeremy Rauch is a special needs rider that does not have a car and needs the Federal Center stop to access the RTD system and the school in the area.

Sasha Heinen wanted to remind RTD how impactful service reductions are to those without access to other forms of transportation such as a car. also said that a few of the reverse commute trips are not listed on the RTD website. (RTD will look at this and correct if true)

Mary Baker asked about what data was looked at when consider service cuts.

Hila Haslous wanted to know if special district tax money was factored in when looking at service cuts.

April Odell does not like the proposed schedule for the ES and CS. would like to have earlier trips as well as a few late trips so those that work downtown can have a little time after work to run errands or eat dinner before catching a bus back to the mountains. For many, RTD is their only option.

Kimberle Burke does not drive and needs RTD to get to work...please keep the Federal Center Stop. She also would like RTD to investigate why we can't keep drivers which may help with the driver shortage.

Wednesday, June 6th, 2018

Calvary Baptist Church

6500 E Girard Ave

7:00 PM

There were 6 members from the public in attendance, along with RTD Staff members Daniel Merritt and Jessie Carter.

Douglas Steinshouer has concerns about the proposal affecting service on Route CS. He has used RTD to commute to the Federal Center for the past 20 years. He was a Route 5X customer before it was replaced by light rail service. He believes service to the most densely populated areas in Denver are being diminished in favor of rail service to the suburbs; he offered the cancellation of the Route 2 as an example. His current trip on the Route CS takes just 50 minutes to 4th Union, where the alternatives would take up to 1.5 hours. He sees multiple fail points in RTD's planning efforts. He stated that the reasons no one rides the service to the Federal Center is due to the scheduling and the reliability of the service. He also criticized the placement of the W Line alignment, which he said was placed where people could not access the line. The Golden Triangle would have been a better location for a station on the W Line in his opinion.

Deb Steinshouer accompanied Douglas Steinshouer

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Vicki Harimon wanted to better understand and express her concerns over the recent change in operation of the D and L Lines. She stated that she wanted to see more evening service on the D Line to offer service for workers who have to wait for transfers to the C Line from the H Line in inclement weather conditions. She also requested better scheduled connections between the H and C Lines.

Irene Gorak uses the Route 27 along Yale that is proposed to be discontinued. She and her husband use the service to connect to the rest of the RTD system and would not have a viable way to connect to Light Rail without the Route 27. She lives in the “City” and believes their needs are not being paid attention to. The change to the service would have a big impact and it is frustrating.

Jon Gorak accompanied Irene Gorak

Chris Diehn had general questions concerning the operator shortage and is wondering what RTD is going to do about it. He noticed the changes proposed for Routes 20 and 40 and wondered if those were due to the operator issue.

Thursday, June 7th, 2018
Alfalfa’s Community Room
1651 Broadway, Boulder Co
6:00 PM

Staff in attendance included Nataly Handlos and Tegan Rice. There were 6 members from the public in attendance, along with a City of Boulder and Boulder Transit Center staff members. There were no RTD board members.

Barry Weiss wants RTD to get aggressive and go to public for a bond or some alternative forms of funding. Mr. Weiss is upset that every change listed in the brochure is a cut of service, every cut in service is a result in dropped ridership. He is also upset about stop consolidation, and does not understand why RTD is causing a greater inconvenience to passengers who already walk a considerable distance just to access the bus. Mr. Weiss did not understand why RTD has to contract out services, He stated that contractors provide horrible customer service, resulting in reduced ridership.

Kevin Mooney has to go to the airport, and cannot afford to miss his plane. He is concerned about the elevator at the bridge at US 36 & Broomfield Station being broken resulting in him to missing his bus. Mr. Mooney wanted to know if there is a number to call and see if the elevator is working at Broomfield. The elevator is often broken and it can be an hour sometimes before he can get a bus ride over to the other side of the bridge.

Mr. Mooney thinks that RTD needs to provide tours for new operators to become more familiar with routes. He has been on buses where the operators are not familiar with the area and got lost. Being in a wheelchair Mr. Mooney is not able to board the FF1 at Gate 1 in Downtown Boulder Station (DBS). He was wondering if there are plans to change DBS to be more ADA accessible. He also state that the bathrooms at DBS are disgusting; “they are really bad.”

Mr. Mooney recently rode the 120 and the 128 and really likes the rerouting. The rerouting gets him to US 36 & Broomfield Station much faster. The stop at 105th and Arapahoe in Lafayette is dark and it’s hard for the bus drivers to see passengers. He asked if something could be done about the lighting. Also, there is a large planter at 3rd & Spader in Broomfield blocking ADA access to the bus stop.

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Helen Bushnell Lafayette is throwing out a lot of development that is making it unsafe for pedestrians and the buses to continue to maneuver along the current routings. The same for Louisville. She stated that buses should no longer operate up Main Street; since it is congested and unsafe for buses to continue to drive on Main St.

MS. Bushnell has noticed that ridership is dropping on the local routes. She feels that it is due to the contracted companies not being fully trained the operators have poor customer service skills, they often do not even know how to deploy the lift for ADA passengers. She specifically noted the route 32. Ms Bushnell has noticed a high turnover rate of drivers. She does not understand why RTD only operates some routes and contracted services only operate other certain routes; and why one run board RTD will operate the route and the next it is done so by First Transit. She feels that bus balancing between divisions needs to be communicated to the public. She also mentioned that the stop in Lafayette near the Library, east of 287 westbound is difficult for the operators to see passengers at night due to very low lighting.

Laura Konyha was curious about CU's plans for a pedestrian bridge to provide the connection to 30th and Marine since it will no longer be served by the STAMPEDE. She was also curious as to the schedule would be which CU would providing as the missing connection of the STAMPEDE to 30th and Marine.

Elaine Erb wants better connections from Niwot and Longmont to the airport. What RTD currently provides is not convenient. She is also concerned about Uber drivers picking up passengers at RTD park n rides who are waiting for an AB. Her husband was picked up with four others by an Uber driver while waiting for the bus at DUS.

Public meeting closed at 6:53 p.m.

Natalie Stiffler then spoke about the changes that are going to be occur to the HOP for the August 2018 service change. She also gave a brief update in regard to potential capacity improvements at Downtown Boulder Station to mitigate the current operational challenges..

Monday, June 11th, 2018
Aurora Central Library
14949 E Alameda Parkway
Large Community Room
6:00 PM

Staff in attendance were Jeff Dunning and Daniel Merritt. There were seven individuals from the public in attendance, plus Director Broom and City of Aurora Planner Mac Callison.

Kyle Baker needs the 37 to run until 10pm to accommodate his work schedule.

Cynthia Crismon needs the 37 to run earlier so that she can get to 32nd/Jasper by 6am. Could also be covered by the 153. Wants the shelter at Chambers/Colfax that just got replaced removed, due to crime. Wants better visibility through elevator doors at Colfax Station. Doesn't feel safe using them.

Sharon Wilson train left station too quickly to deboard. Operator instructed to use the ADA button, but it was too far away since we've removed all the seats around it for mobility device space. Also complained that the R Line doesn't go places that anyone wants to go.

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Dianne Syndet thinks the board and schedulers need to ride more in order to see how poor connections impact the public. Thinks we need more drivers and stronger dress codes (due to men's hair choices). Thinks we need more clocks and restrooms at LRT stations. Clocks we have are inaccurate. Thinks the 3 needs to go through Windsor Gardens more, even though she doesn't live there or ride it.

Juan Marcano moved near the R Line for convenience, but feels the commute downtown keeps getting worse. Poor connection to the A Line because of delays caused by traffic signals at Alameda and 33rd Ave. Wants something similar to the ART Shuttle to help with first/last mile connections.

Mac Callison (City of Aurora) defended the decision to have no grade separation on the R Line at Alameda because it was better for TOD, even though they knew it would negatively impact the usefulness of the line. Said he would not consider altering the traffic signal timing at those intersections because of heavy traffic volume on Alameda and the need to maintain signal progression. Suggested that TOD can provide a solution to no public restrooms at LRT stations along the R Line.

Carol Streamer issue with dropped trips on the 3, plus a large hole near a stop on the 483 scared her.

Jerry Furman issue with dropped trip on the 21, and a driver of another vehicle not being helpful when he asked them. Also asked about pending fare increase, and said we shouldn't have one while we're cutting service and dropping runs.

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Electronically Received Comments

Route	Support	Opposed	Inquiry	First Name	Last Name	Email	Additional Comments
10		1		Deborah	Bushkin	dbushkin@feinsurance.com	<p>I cannot believe how you keep moving the stop locations for the Y stop for the # 10 route on 15th street going West. It doesn't matter what you say they are doing in other cities, this is about Denver and being able to have time to make connections to buses or train connections to get to our jobs. It also is about the safety of the bus locations, are they well lit (most are not) are they kept cleared in bad weather (most are not, snow, ice, hail etc.) and do you even think about the time frame a person of any age with or without disabilities it will now take to get from one stop to another to make connections. When you ride the bus and the train you hear people complain all the time about the late buses or trains stopping without being informed why.</p> <p>I have been a rider on the number 10 route for a long time, in fact since 1991 and before that from about 1975 to 1989. I have to take a bus downtown and switch to a train to get to my job out south located near the Colorado Station. This is the most safe way I can get to work. It already takes an hour and that is only if the trains and buses are on time going to my job and returning from it. Walking another 3 blocks or 5-6 in the morning downtown is not allowing me to get to my train from the bus on time.</p> <p>You make all these changes, so why don't you get some better bus drivers, and for the ones that know the route now and the customers, DON'T make these drivers change every 3 months! Stop raising the prices too...</p> <p>If I could afford to, I would not being using this mode of transportation anymore because of all the bad service and horrible changes that keep taking place, but I have no choice nor do most of the people that ride with RTD.</p>
10		1		Kelly	Cox	kelly.cox@magicmemories.com	<p>I was wondering if you could tell me why the schedule for the Bus 10 was changed for the summer? In the afternoon the last bus is at 2:45 pm and the next one isn't until 9 pm. I'm part of the staff at the Denver Aquarium and we are very concerned how employees and guests will be able to come and leave the Aquarium with the new hours. Is there anyone that we can have a meeting with to see if there is something we can do to accommodate the mass amount of tourist we are counting on coming our way this summer and for the staff we rely on to run the Aquarium? Thank you for any help you can give me and have a great day!</p>
12		1		Judith	Ackerman	JAckerman@metrocar.org	<p>Please do not discontinue the 18th Ave and Downing St. bus stop for the Southbound Bus 12! The route is used extensively by participants coming to Metro Caring.</p> <p>Judith Ackerman Corporate Engagement and Marketing Officer</p>

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12		1		Rebecca	Andruszka	rebeccaand@gmail.com	I would like to urge you not to reroute the Southbound 12 bus to 19th and Ogden. I am a volunteer at MetroCaring and know that many of our clients rely on the bus system to get their monthly groceries from our program. The change in bus stop makes it more difficult for them to get their fresh and healthy food home, especially for our clients who already experience mobility challenges.
12		1		Katrina	Brink	katbrink@gmail.com	Please do not take away the stop by Metro Caring on the Southbound 12 bus. This will make it really difficult for their beneficiaries to walk to the bus with all of their groceries. Things are already difficult enough for these folks. Let's not make it more so.
12		1		Sarah	Burns	sburns68152@gmail.com	When you do the next set of service changes, is there any chance of having the 12 southbound stop at 18th and Downing again? I rode the bus from that stop every day, and it is right across from a large food pantry where a lot of the people are elderly/disabled or have heavy carts and have trouble walking the extra distance to the next bus stop. If there had been a sign put up at the stop, I would have protested at the time, but I didn't realize it was going to shut down until it was too late. Please bring back the stop. Thank you!
12		1		Colleen	Campbell	campbece@gmail.com	I have been a volunteer at Metro Caring for a year and a half. I see first hand how important its services are to the Denver community. Please do not remove the Metro Caring stop on the Southbound 12 Bus. Moving/Re-routing the line to 19th and Ogden would make a long walk for folks caring heavy groceries from the Metro Caring pantry. Accessible transportation is key to helping those in the community use Metro Caring's services and better themselves by becoming more healthy and self-sufficient.
12		1		Nancy	Campbell	ROBERT CAMPBELL <bncamp@comcast.net>	I am writing to oppose the bus consolidation and removal of the stop that serves MetroCaring, Hunger Relief Center on the Southbound # 12. The rerouting of this line to 19th and Ogden will make for a very long walk for our neighbors that use MetroCaring and have heavy groceries to carry. Please reconsider this consolidation. I am along time volunteer at MetroCaring and this consolidation will be a burden for our neighbors who shop in our food pantry.
12		1		Diane	Carey	dcareyco@gmail.com	Please reconsider bringing back the stop at Denver Metro Caring
12		1		Michael	Delvaux	michaeljdelvaux@yahoo.com	Concerning the potential removal of the #12 southbound bus line stop in front of Metro Caring at 18th and Downing, I think is a bad idea from a users standpoint. Many recipients have a lot to carry and it is an added burden making them walk to Ogden St. Please reconsider for the sake of your riders. Thank you,

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12		1		Veronica	Farrell	vdfarrell@gmail.com	Reconsider consolidating this route in a way that removes the MetroCaring stop. MetroCaring provides a great service and many people who utilize its service require public transportation. Do not diminish the organization's meaningful work by limiting its access to those who need it most. Keep the stop on bus 12 that is closest to MetroCaring. Thank you.
12		1		Leslie	Forbes	ldforbes3@gmail.com	I request that bus stop 10172 located on 12th Ave between the intersections of 12th/Jackson St and 12th/Garfield St not be removed from service this May or any other time. The reason for this request is twofold. One, I have been using this stop for the past 10 years for my work commute from downtown. Two, there is a disabled gentleman that resides on Jackson St that uses this stop. He cannot walk without aid of a walker and is vocally challenged; stop 10172 provides him with a direct and easily accessible route home.
12		1		Gina	Gomez	ggomez952@gmail.com	Dear RTD, please consider moving the bus stop back to Metro Caring (south bound 12 bus) as the change impacts the people served there, longer walks for people with heavy bags of groceries. Thank you!
12		1		Connie	Hong	Connie Hong <singsthesparrow@gmail.com>	It was brought to my attention today that RTD is removing the stop by Metro Caring on the southbound 12 bus. Please reconsider this, since rerouting this stop will make it extremely difficult for people who utilize Metro Caring for food needs, creating a longer walk for those carrying groceries.
12		1		Jordan	Karol	jordankarol@gmail.com	I read that RTD is planning to remove the bus stop near 18th ave. and Downing St. This is right near Metro Caring, where many people use the bus to bring heavy loads of food to their homes. These are people who cannot afford to use other means of transportation. And there are many people with mobility challenges using this stop. Moving the stop even a block away would be a significant burden to these people. PLEASE preserve this stop.
12		1		Will	Lambert	w.s.lambert@gmail.com	Through recent bus stop consolidation the RTD has removed the Metro Caring stop on the Southbound 12 Bus. RTD has rerouted the line to 19th and Ogden (instead of Downing). This would make a long walk for Metro Caring participants carrying heavy groceries from the Metro Caring pantry. Please consider this before making any changes. Keep the bus top at Metro Caring!
12		1		Julia	Lamphear	juliamlamphear@gmail.com	I am writing in concerns to the southbound 12 bus being rerouted to 18th and Ogden. Metro Caring has hundreds of participants per day come into their fresh food market pantry. Many lower income families rely on this food and often need to transport 50+ pounds of food back home to feed their families for a week. By rerouting the bus to 19th and Ogden, families that were relying on the southbound 12 bus will now have to carry 50+ pounds of groceries to the next stop.

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							It would be greatly appreciated by Metro Caring and the people they serve if the southbound 12 bus would not be rerouted.
12		1			Lawver	lawver@aol.com	I hope that you will seriously reconsider the removing of the stop near Metro Caring on your Rte 13 bus. Folks that can't afford food should be able to use public transportation to visit places such as Metro Caring. They simply can't afford other types of transportation and need the ease of being able to get back on the bus carrying their food without having a long walk. Please reconsider your consolidation
12		1		Tammy	Levin	tjlevin@gmail.com	It doesn't make a whole lot of sense to eliminate the Louisiana and Pearl eastbound bus stop for local route 12, considering this is at a light rail station. Many, many people get on at this stop including me multiple times per week.
12		1		Rhiannon	Lowrey	toothlessdragongirl@gmail.com	My name is Rhiannon Lowery, and I am a 7th grader at Morey Middle School off of 14th and Emerson, and your changes to the 12 bus strongly affect me. The reason that it affects me is because I take this bus to school. In the morning I get off at 14th and Downing with my Nana, and at 3:05-5:05 I go to 14th and Corona to go home. Unfortunately however these are two stops you guys plan to eliminate, which is a HUGE inconvenience to me, and many other students of Morey and DSISD who take this RTD bus. I know that the 12 is a long route, so I propose, why not make a 12 L? Have it stop at all the school bus stops, and the train stations, and any other highly used stops on the usual 12. It will shorten the ride, and ensure that there is one route with all of the bus stops, and one route with only some of the stops. Thank you for your time, and I hope you can take my idea into consideration.
12		1		Kay	Marks	Dkmarks25@comcast.net	Please reconsider your service change for folks visiting the Metro Caring Food Pantry. Moving the bus from Southbound 12 bus to 19th & Ogden presents an extreme hardship to those folks caring groceries from the pantry. At a time when demand on food banks is continually increasing, it seems imperative that companies such as RTD continue to support folks in need. Please, Please reconsider.
12		1		Sara	Mckellogg	sara.mckellogg@gmail.com	I'm writing to express my concern over the elimination of the stop outside of Metro Caring. The new stop at 19th and Ogden is a significant walk for someone carrying groceries from the food pantry. Please reconsider this change as it will make getting healthy food that much more difficult for so many people.

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12		1		Joseph	McMahon	jpmcmahon@jpmcmahon.com	Have written to express my concern about the proposed elimination of the 12 bus stop that serves Metro Caring. Moving this line/stop will be very difficult for persons shopping at Metro Caring. Please ensure this stop stays as it is.
12		1		Dee	Metcalf	ddmet@comcast.net	Discontinuing this route at 18th and Downing is a major inconvenience to clients and staff at Metro Caring. Please reinstate this stop on the route
12		1		J	Ocnoreen	ocnoreenj@aol.com	Why are you placing rider alerts. It is too far to walk to 20th and Downing. You people are idiots.
12		1		Scott	Ramming	MSRAMMING@msn.com	I support the proposed stop consolidations for Route 12. I'm also surprised you weren't able to consolidate the two stops northbound on Downing Street between 31st and MLK. Likewise, I'd also support consolidation of two close stops southbound on Downing Street on either side of 34th St.
12		1		Monica	Salafia	phone	Against removing the busstop in front of Metro Caring. Many seniors use this stop coming from the food bank and it will be very difficult to navigate the changes.
12		1		Tito		tjsantamaria90@gmail.com	Please keep this bus stop for me and my great neighbors, I use this stop almost everyday, I don't have a car or a bicycle right now and this is my only way of transportation.
15		1		Lingjia	Hu	lingjia_hu@dpsk12.org	I am one of teacher working in difficulty service school area at Montbello . Would you please keep 15' schedule for certain time of weekdays' rush hours, for example 6:30am to 8am, 3:30pm to 5:00pm. In this case RTD can provide our students and teachers better transfer service. As a teacher we can service students better.
16		1		Dianne	Johnson	dianne.johnson411@gmail.com	To whom it may concern: Many riders need this stop! Bring it back! It's much more convenient than the far side stop.
20		1		Joseph	Gergely	gergelme@msn.com	20th & Reed is the main bus stop for the Dept. of Revenue (DOR) and drivers licenses etc. etc. the DOR address is Pierce St. but the building covers 2 square blocks in each direction and everyone knows you can only enter the DOR from Reed St. side. This bus stop is for the convenience of every one who has mandatory business with the DOR especially the handicapped that would have to travel 2 long blocks west and 1 block south up the hill, not to mention the cross streets, parking lots and sidewalks during snow storms, if they even get shoveled. I can offer a solution, remove the next westbound bus stops at Teller St. both are dangerous in both directions. There are no sidewalks and the eastbound bus stop is literally 2 ft. higher than the road and the westbound bus stop is 2 ft. from moving traffic and no where to move without a side walk. Removing the Teller St. bus stops would also help to keep the westbound Vance St. bus stop for local riders, the daycare center and as the last stop and connection to the northbound Route 76. I will do my best to attend all service change meetings...Thank you sincerely... JOSEPH J GERGELY

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20		1		Tiffany	J	tjiff10@gmail.com	I am writing regarding the proposed changes to the Westbound 20 bus and the possible consolidation of the stop at 18th and Pennsylvania Street. I am requesting that the stop remain on the route as there is a bus shelter at this stop, which cannot be found at the following stop at Grant Street. Having a bus shelter with awning is particularly helpful in the winter months and helps to block the harsh sun in the hot summer months. In addition, there are many nearby apartments and businesses that benefit from this stop, which is also fairly safe and clean. Since this stop has a bus shelter, I ask that RTD reconsider the consolidation of the Westbound 18th and Pennsylvania Street stop for the route 20 bus. Thank you for your consideration.
20		1		Ron	Smith	FB	I don't want you to remove the stop at 20th & Reed St. I take the 20 all the time, and it runs hot and has to kill time in downtown, so why does this stop need to be eliminated?
20		1		Barry	Weiss	emporion@korcyra.net	As a volunteer at the Denver Museum of Nature and Science (DMNS) on Thursday mornings, I am very dissatisfied with the cancellation of the 20 bus, eastbound, from Union Station at 8:46am. I take the FF2 from Boulder Table Mesa P&R at 7:47am and arrive at Union Station supposedly at 8:14am, but usually arrives later. Thus theoretically, I could catch the 8:16am 20 bus; but usually I don't. This means that I would have to wait until 9:31am for the next 20 bus, an 1.25 hrs later than the 8:16 20. The last two times I rode the 8:46am 20 before its cancellation there were more than 13 and 11 riders between Union Station and DMNS. Please reflect on this: you are supposed to be running a transportation system. Everytime you cancel a route, a bus stop, or a bus run, you lose customers. It's getting to be absurd. It is easy to get from Boulder to Denver, but once there, one has limited options unless one stays downtown. Please restore the 8:46am 20 bus.
27		1		Glenda	Bartels	gdbartels@hotmail.com	I am opposed to discontinuing service between Englewood Station and University Hills. I and other retirees who live in the University Hills area use the Route 27 to travel to and from the Walmart near the Englewood Station. Eliminating bus service on this stretch of Yale would have a significant negative impact on all who have come to depend on it. The bus riders who live along this section of Yale and are accustomed to using the Route 27 to travel cross town will be greatly inconvenienced. If bus service along this section of Yale is discontinued, it would mean having to make multiple bus/train connections to travel between Englewood Station and University Hills. Please do not cut off this section of Yale as you separate the Route 27 into two routes. It is important to me and others that service remain between Englewood Station and University Hills.

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27		1		Thomas	Bigham	tbigham.bdms@gmail.com	I would love to come in person to question RTD's move on the Route #27 but I have to work. I do not understand why you are eliminating the portion of route 27 between Englewood Station and University Hills? It is the only East / West Route that services that area. The 21 is too far North and the 35 too far South. There are always people on the bus in both the morning and evening. I will have no to work as a result of this change without taking a two hour round about way to get from home to work. Please explain why it is being eliminated versus cutting back from every 30 minutes to every hour? Wouldn't it seem prudent to try a reduced service first?
27		1		Gilbert	Humphrey	gilbert_humphrey@yahoo.com	Regarding proposed changes for August, what are the total expenses per year for the current Route 27; and how much money per year do you expect to save by closing it between Englewood Station and Colorado Blvd? I live near this part of Yale, and for many years have used the 27 about every three weeks, usually to get to businesses on Colorado Blvd. I estimate that on average there about 4 passengers on the bus when I use it, usually during mid-day. I can use RTD to get to those businesses by an alternate way, involving about a mile of extra walking. I am very sorry for anyone who has used 27 to travel between the east and west sides of town. For me, it's looking like good-bye to an old friend, Route 27.
27		1		Claudia	Minden		I normally take the 27 from Monaco & Yale to Yale & University or Yale and Broadway after reading your proposal for your August service change it this look like this may be eliminated. This would really effect me. I am a senior. Please do not discontinue between Broadway & University Hills.
27		1		Claudia	Minden	fax	I want to express my concern with the proposed service change for route 27 bus for August 2018. It is stated on the flyer for the proposed service changes that bus #27 will be changed to two buses #26, and #27. It states that service will be discontinued between Englewood Station and University Hills. This will majorly impact me as I take this route for two different trips which would leave me without bus service. I take the 327 from Yale and Monaco to Yale and University and transfer to the #24. I also take the #27 from Yale and Monaco to Yale and Downing to go to Porter Hospital and various nearby drs. offices connected to Porter Hospital. Please consider keeping these routes open between Yale and University Hills and Yale and Downing as there does not appear to be any nearby alternate bus service for me if these changes occur.
27	1			Linda	Swick	lkswick@hotmail.com	The change proposed sounds good. One thing that needs to be addressed is the fact the 27 tends to be late on weekends and it's hard to make connections. People do work on the weekend and need to be on time.

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37			1	Jude	Buemi	j-lbuemi@peoplepc.com	I would like to comment regarding the route 37. I did not find this particular service changes proposed, however I have a change I would like to propose for this route. What I am proposing and pushing for today is extending the "morning rush" frequency of every 30 minutes by one additional trip westbound. Currently after 8:30 AM the rt 37 operates hourly from 40th/Airport. I propose adding a 9 AM departure westbound from 40th/Airport. Currently the driver of the eastbound trip departing 40th/Colorado at 8:03 AM pulls into the garage after arriving 40th/Airport at 8:57 AM. I believe the addition of a 9 AM departure could be accomplished fairly easily by having this driver departing 9 AM on a westbound trip instead of pulling in. Thank you for your consideration. Please feel free to contact me if you wish.
37		1		Jude	Buermi	j-lbuemi@peoplepc.com	I would like to comment regarding the route 37. I did not find this particular service changes proposed, however I have a change I would like to propose for this route. What I am proposing and pushing for today is extending the "morning rush" frequency of every 30 minutes by one additional trip westbound. Currently after 8:30 AM the rt 37 operates hourly from 40th/Airport. I propose adding a 9 AM departure westbound from 40th/Airport. Currently the driver of the eastbound trip departing 40th/Colorado at 8:03 AM pulls into the garage after arriving 40th/Airport at 8:57 AM. I believe the addition of a 9 AM departure could be accomplished fairly easily by having this driver departing 9 AM on a westbound trip instead of pulling in.
40			1	Michael Scott	Ramming	MSRAMMING@msn.com	There are some stores in the University Heights shopping area - such as Michael's and Joann Fabrics - that are the closest to my home by transit. When I make such a trip, I might also stop at nearby stores such as the King Soopers, Sprouts, Ace Hardware, PetSmart or Office Depot. Since I work business hours, the only chance I have to shop at these stores is evenings and weekends. Thank you for preserving the existing 30-minute headway on weeknights until 10 p.m. - these stores close at 9 p.m. Since Route 46 does not run south of Colorado Station on weekends, I wonder if it would be possible to do a similar time-of-day review and perhaps preserve the 30-minute headways say between 10 a.m. and 6 p.m., as with the Route 20 proposed service change. If it's not possible to preserve the 30-minute midday weekend headways on Route 40, I hope you'd also explore options with the proposed revisions to Route 27, such as extending it from Colorado and Yale to Colorado Station, or working to have a staggered schedule with 30-minute service on either Route 40 or the revised Route 27 between University Heights and the Southeast Corridor.

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45		1		Cristal	vazque	845566@dpsk12.net	Bus line 45 is very important to Denver Public Schools. Teachers and students use this bus to get to and from school. I know students who use this bus to get to school, and how they don't like walking, because it's far, and the weather, it gets very hot or very cold. And students have to carry big books in their backpacks, which I've had to do, walking and it hurts my back. Students and teachers need the bus line to run every 15 minutes in order for them to get here on time to teach/learn. My biology teacher Miss. Grumley, uses this bus line to get to work and to go home, the light rail is not close to this neighborhood and bus line 45 is one of the few convenient public transportation options. Changing the time would be very inconvenient for lot of people, teachers and students and other people who need to go places. Some students opted out of their Montbello neighborhood school and go downtown and need line 45 to run every 15 minutes, other students who are outside of the school bus boundary use line 45 to get to and from school, so please consider keeping the time the same. Thank you for your time!
46		1		Nancee	Weese	nanceew1@msn.com	When the proposed schedule changes brochures were put on the buses it proposed service only once an hour for the 46 on both Saturday and Sunday. Now it appears that it is still proposed for Sunday but not Saturday. There are a good number of people like me that either work or do weekly shopping by bus on Sunday and would be negatively impacted by the decrease in service. I am sending this email on behalf of many other passengers on the 46. I work full time and do not have a car and cannot attend any of the meetings so am sending this e mail. Please keep the service at every 30 minutes. Please also keep the extension to Clermont and Yale.
46		1		Nancee	Weese	nanceew1@msn.com	This is my second comment reducing the service on Sunday to once an hour. This email is on behalf of other passengers who depend on the 1/2 intervals on Sunday. Some of them don't have computers or are uncomfortable sending emails on their computer. They like I work on Sundays and would have to go to work 1/2 hour earlier and possibly wait 1/2 longer at the end of the day. This would be especially impactful in the winter months. PLEASE, PLEASE don't cut the service on Sunday to once an hour!

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85		1		Ken	Harshman		<p>It is my understanding that the 85 bus route will be discontinued due to low ridership. While there are some times the bus is not full, there are other times it is heavily used. This route has been cut back in recent years and as riders we have been forced to make other arrangements to get to Mineral Station. This has contributed to the lower ridership. Now our only option will be the Call-n-ride. That service is a nightmare for riders. We rode it last week to test it out. What is normally a 20 minute ride from Mineral Station to our stop took 60 minutes.</p> <p>The timing of the route is completely dependent on the number of riders since the bus does not have a set route. At the end of the day the additional timing is annoying. In the morning it would be completely unacceptable, since there would be no way to actually predict when you would arrive at the Mineral Station. It could be 20 minutes or 80 minutes. It all depends on the number of riders and where they are to be picked up. It would be nearly impossible to maintain any regular work schedule based on such an unpredictable mode of travel.</p> <p>I highly suggest board members ride this alternate service before making the decision to eliminate the 85. I imagine after one such ride, they would understand how that is a poor alternate to a regularly scheduled route. One possibility would be to dedicate one call-n-ride bus to run the same route as the 85 in the morning. That would be predictable and manageable.</p>
85		1		Tony	Lott	<p>khmarshman@greywolfstudio.com Anthony.Lott@upsher-smith.com</p>	<p>I'm writing to request that route 85 is not discontinued as proposed in support of driver shortage. I attended the meeting on June 7th at the Ken Caryl Ranch House to listen to concerned citizens. Route 85 provides an important service to outlying areas of the community and pulls ridership to the light rail. This route also provides bus service to the communities themselves, which is very important to maintain. Removal or elimination of less successful services, such as the call-n-ride, could be considered. There may also be opportunities for reducing frequency of other areas. I'm sure much of these options have been considered. Thank you for considering to maintain route 85 since it is valuable to the southwest area. You can contact me at 303-818-2717 or my email with any questions.</p>

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85		1		Noemi	Medine	ngmedina44@yahoo.com	<p>Along with all of the passengers whose only way to get to the Mineral station is route 85, I am asking you to please NOT discontinue this route.</p> <p>I have talked to so many who have been relying on this bus to get the light rail station. It seems like a lot of us might lose our jobs if we do not get to work on time. Even with the South Jeffco is available as an alternative, there is no guarantee that we will be at work at our scheduled time.</p> <p>If ridership is the basis of this proposed service cut, why Route 85? This route has so much better ridership than route 77. I have been watching and comparing these two routes since RTD posted the proposed changes.</p> <p>It seems like this route (formerly 401) has always been the target. I also have seen a lot of new faces on Route 85 in addition to us who have been taking this Route 85 since 2000 or even before that.</p> <p>I am asking asking a huge favor on behalf of the so many of your customers dependent on Route 85 to please NOT DISCONTINUE ROUTE 85. Hoping for a positive outcome,</p>
85		1		Sue	Moore	susan.moore2@nmss.org	<p>Emailing about the proposed service change on Route 85. I have been a rider for probably 15 years and yes, have seen the ridership go down in the past few years.</p> <p>We saved this route before and I sure hope we can save it again.</p> <p>The service was cut back to a few rides in the morning and a few in the afternoon. Can we do that again? I would love to not have to rely on Call and Ride every day. Could we have rides on the hour, not half-hour? The bus I take in the morning usually has 6 or 7 every day. I believe we have more than Route 77 every day.</p> <p>Anyway, just wanted to email this morning as I will be unable to attend the meeting at the Ranch House tonight. I am hoping that you will re-consider this proposal once again. I will continue to email. Please save our route.</p>
90	1			Scott	Ramming	MSRAMMING@msn.com	<p>I support renaming the Route 90 Limited from Civic Center Station to US 36 & Sheridan Station as Flatiron Flyer Route FF7.</p>
153		1		Kathy	Briggs	Kathy.Briggs@charter.com	<p>It is disappointing that you have opted to eliminate the bus stop on the corner of Alameda and Chambers which was convenient because it was closer to the buildings all along such as the strip malls across the way, but also near the Municipal building. The area in general is much safer to get off at because it runs along a main thoroughfare, and provides much better lighting. The stop which was put in its place, turns into an open field has no bench, has no lighting. I experienced this just the other night and was left off in front of an open field at night. Can there at least be a light placed at the stop? Preferably, it would be appreciated if RTD considered making Alameda/Chambers an active stop again for the route 153.</p>

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204		1		Kelsey	Burd	krburd@msn.com	<p>Due to the fact that I was still at work while the meeting at Alfalfa's was taking place tonight, I am sending my thoughts via email. As a Boulder native, I have been riding the bus all my life, and very specifically, the 204. The 204 has always gotten me where I need to go, with convenient arrival times and good stop placement. I took the 204 to Middle School, High School, Downtown on weekends to meet up with friends and family, and now to work in Central Boulder. With your proposed weekend service change, that ride to work would become more of a nightmare situation than one of extreme convenience. In the summer, a little longer of a walk (your suggested extra walk of 1/4 mile to Broadway) is do-able, if inconvenient, given that I have to wake up early as it is - not to mention having to connect with the fairly unreliable arrival times of the HOP, in hopes of getting to work on time - if the HOP isn't regular, that's an extra 20 minute walk from the Station. In the winter, forget about it. I work on Saturdays, which is why your ideas would effect me (and the countless other people who work Saturdays, like the wonderful Ready To Work program, who, if I'm not mistaken are City employees...wouldn't the City want their buses to get their employees to work on time?). Not sure where this "low ridership" on weekends info is coming from, but I invite you to ride the bus with us on Saturdays so you can see that's simply not true. Also, it wouldn't just effect my ride to work. It would also make the (currently) simple commute to North Boulder to help my mother tiring. From my house on South Broadway, without the 204, that would be AT LEAST two buses. As I mentioned before, this wouldn't only effect me. On Saturday mornings, I see elderly people, people who bus/bike, people headed down for a shopping trip to the Farmer's Market, some students headed to Campus for summer classes, mothers and fathers with children, People going to Breakfast/Brunch on the Pearl Street Mall, and the aforementioned Ready To Work program participants. That doesn't sound like low ridership to me. That sounds like less shifts for the drivers who work for RTD. We pay taxes for these buses, and they should be made ALWAYS available to the citizens of Boulder, and so we can continue to decrease the amount of cars on the road. Boulder used to have one of the best transit systems in the US. What's happened??</p>
100L		1		Amy	Fishman	SCC	<p>This is a concern about the August Service Changes. I have tried to email and call my board member, Natalie Menten, and have not heard anything back. I commute from Federal Center Station to Civic Center. I think it's ridiculous that you're cutting three bus routes down to one to go between those places. You say you're adding five trips between Federal Center & Civic but do not specify when those will be. The W-line plus FMR is NOT a viable alternative for me, because it would add an hour and a half to my day. I will not just give up time that much time with my kids. I will just drive since I can afford it. That is what 95% of people who need to use these</p>

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							routes will do. You need to find a viable alternative rather than cutting so much at once.
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16L		1		Dianne	Johnson	dianne.johnson411@gmail.com	<p>This letter is being sent to you requesting reconsideration of RTD's decision to eliminate the bus stop on Colfax and Wadsworth - Nearside. As a community member for many, many years, and RTD rider for over 5 years, I feel that this was an unfavorable decision. Many fellow riders on the 16L utilize this stop every evening as we make our journey home after long days in the office. Many of your 16L riders park at the Park-n-Ride on 14th and Wadsworth. As you know, crossing the intersection at Colfax and Wadsworth can be dangerous at times. Further, crossing at 14th and Wadsworth proves dangerous at times also. I have personally witnessed several accidents in both intersections. It is my opinion that eliminating this bus stop puts your riders at an increased and unnecessary risk. By eliminating this stop we are now required to cross these busy intersections three times. First, across Colfax, second, across Wadsworth, and finally across 14th, if parked at the parking garage. Also, many disabled riders utilize this stop as it is in very close proximity to Walmart. By eliminating this stop these disabled riders are now required to cross back over Wadsworth to make their way to Walmart. This can prove to be fatal. If any stop on this particular route should be eliminated it should be the farside as this stop appears to be less utilized. I have had many conversations with fellow riders that echo this concern and we are hopeful that RTD will reconsider and put this stop back on the schedule. Thank you for your time and consideration.</p> <p>This letter is being sent to you requesting reconsideration of RTD's decision to eliminate the bus stop on Colfax and Wadsworth - Nearside. As a community member for many, many years, and RTD rider for over 5 years, I feel that this was an unfavorable decision. Many fellow riders on the 16L utilize this stop every evening as we make our journey home after long days in the office. Many of your 16L riders park at the Park-n-Ride on 14th and Wadsworth. As you know, crossing the intersection at Colfax and Wadsworth can be dangerous at times. Further, crossing at 14th and Wadsworth proves dangerous at times also. I have personally witnessed several accidents in both intersections. It is my opinion that eliminating this bus stop puts your riders at an increased and unnecessary risk. By eliminating this stop we are now required to cross these busy intersections three times. First, across Colfax, second, across Wadsworth, and finally across 14th, if parked at the parking garage. Also, many disabled riders utilize this stop as it is in very close proximity to Walmart. By eliminating this stop these disabled riders are now required to cross back over Wadsworth to make their way to Walmart. This can prove to be fatal. If any stop on this particular route should be eliminated it should be the farside as this stop appears to be less utilized. I have had many conversations with fellow riders that echo this concern and we are hopeful that RTD will reconsider and put this stop back on the schedule. Thank you for your time and consideration.</p>
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26/27			1	Michael Scott	Ramming	MSRAMMING@msn.com	<p>I support the restructuring of the bus service along the Evans Ave corridor in principle. The availability of the Southeast and Southwest Corridors provides a potentially faster alternative for travel between Evans Station and Colorado Station.</p> <p>Given my experience with L Line trips being reduced between Board approval and the final January 2018 schedule, you'll have to forgive my skepticism about the District's ability to guarantee that "Service hours and frequency would remain similar to current service," especially in light of the ongoing bus driver shortage.</p> <p>In the longer term (maybe five to 20 years), I wonder if there might be potential demand for a light rail service to supplement the branches south of Broadway Station. Possibilities might include:</p> <ol style="list-style-type: none"> 1. Englewood Station to Southmoor Station 2. Englewood Station to Florida Station 3. Lucent Station to Florida Station 4. Lucent Station to RidgeGate Station <p>I know that the track configuration south of Broadway Station has been used for this type of service as Southeast Corridor trains go into service from Elati Yard. Would the configuration support a regular 30-minute or 15-minute headway service?</p> <p>I also realize that while Englewood Station might make sense as a short-turn terminus, operating in this manner would likely require construction of a tail track (am I using the correct terminology) south of Englewood, similar to the tracks south of Southmoor Station. I don't know if right-of-way is available, but if it is, I presume that such a project would have a similar capital cost as the pocket track added at the Central Platte Valley Junction a few years ago.</p>
55L			1	Matt	Hohnholt	matthohnholt@gmail.com	<p>Ever since the 4:55 PM bus was removed there has been overwhelming crowding on the 5:10 and 5:25 buses. Most days there are at least 5-10 people that are required to stand while the bus navigates top speeds on I-70. This poses major safety concerns for those standing. With the numerous delays to the G Line, Arvada bus options should not be cut back in this time of need. The passenger demand clearly exists to bring back the 4:55 bus. Thank you for taking the time to read my feedback and considering ways to make the bus service better from Arvada to Denver. I appreciate everything you do to bring great public transportation options to our city.</p>

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55L			1	Andrea	Vinnola	AVINNOLA@msn.com	I would like to **Requestthat the 4:55 p.m. return from Union Station to Olde Town Arvada be reinstated. With the current growth of the area, all 55L buses seem to be getting more crowded everyday. However, the 5:10 p.m. has been exceptionally full. Most days there are multiple people left standing for the 20+ minute ride. Yesterday, the bus arrived at Union Station a couple of minutes late, and there were people standing all the way to the back of the bus. Having a 24 minute gap between the 4:46 p.m. and the 5:10 p.m. during peak rush hour doesn't make sense. Please consider reinstating the 4:55 p.m. to ease the congestion for the rush hour commuters.
AT		1		Curtis	Atencio	Curtis.Atencio@flydenver.com	<p>I am a City and County of Denver employee who works at Denver International Airport. This year the city has made the Eco pass available at a very attractive rate, to encourage employees to use RTD transportation to get to work. For the last 5 weeks I've been riding the AT bus. I normally work swing shift 2:00pm – 12:00am (midnight). I catch the 1:03pm bus, from the Arapahoe Village center station to DIA and return on the AT bus that leaves DIA at 12:15 am and gets to the Arapahoe Village Center Station at 12:52am, one of the proposed stops to be dropped. I live in Highlands Ranch, so the Arapahoe Village Center Station Park – N - Ride is extremely convenient to get in and out of, has more parking than Nine Mile and saves me 8 miles each way (16 miles roundtrip) from Nine Mile. Usually, at the 12:52am drop off, at the Arapahoe Village Center Station, there are 2-3 employees and 2-3 passengers with their luggage. A considerable amount of flights land at DIA between 10:00pm and midnight. While the numbers are low it is a nice option for both employees and the traveling public. I don't think RTD does enough to promote the AT bus. Covered parking at \$2/day if you're in the RTD district is a heck of a deal and the AT bus is convenient for people that live in Castle Rock, Castle Pines, Lone Tree, sections of Parker, unincorporated Arapahoe County, Highlands Ranch, Littleton, Centennial, Englewood and South East Denver. With Just two stops to get to the airport, the AT bus outperforms any other rail or bus option to get to the airport quickly. Why aren't these advantages played up by RTD to increase ridership on the AT line?</p> <p>With the proposed last two stops at Arapahoe Village Center Station being dropped (12:52am and 1:52am), I am forced to drive to Nine Mile. Getting to work from Arapahoe Station is not an issue it is returning from work. I was hoping that I could hop on the R-Line out of Nine Mile to get back to Arapahoe Village Center Station, but the last train leaves Nine mile at 11:40pm. A full hour before my AT bus would arrive at Nine Mile at 12:40am! I understand ridership matters, but I want to stress again that RTD could do a lot to help itself by promoting the AT bus. It is convenient way to get to the airport from the south metro area.</p>

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B/E Line			1	James	French	JFrench@cobank.com	When looking at the upcoming light rail schedule changes, please consider travelers trying to connect from the B line to E line. Currently the B-Line arrives at Union Station at 7:54-7:56 (on an every 30 minutes schedule). The E-Line departs the other set of platforms (850 feet away) at 7:58 (on an every 15 minute schedule). I can occasionally make the connection between the two platforms by being the first person off the train at the closest door, crossing Wewatta street regardless of the crossing light and running as fast as I can. If the B-line is more than 45 seconds late, or there is heavy traffic on Wewatta, I will end up missing the south bound E line by seconds. This forces me to wait 15 minutes (for the next E line). It also increases my commute by over 20%. If I miss this connection consistently, I end up losing over 5 hours a month to this mismatch. I know that I am not the only person who takes the B-line to the E-line. Please consider the timing between these two routes. Moving the B-line's arrival by as little as 2 minutes earlier would greatly improve the commute for the many riders who take this route.
Bus Stop Consolidation 20		1		Renee	Cleroult	cleroultrmf15@centurylink.net	I find this bus stop useful when coming back with groceries; that way I do not have to cross Quebec which has a lot of traffic. The shade of the trees in the park is also welcomed in 90+ weather.
C	1			John	Vanderau	vanderau@icloud.com	Thank you for proposing to increase the frequency of service of the "C" line, especially during rush hour. While it is regrettable that "D" line service must be decreased to accommodate increased frequency of "C" line, service, hopefully going to four-car trains will adequately offset the reduction in frequency of "D" line trains. Thanks again for proposing this change.

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C & D Lines		1		Dave	Ostermeier	dfostermeier@avaya.com	<p>For years I've been riding the H line to Broadway and transferring to C or D going South to Mineral where I catch the 403 line. The H usually comes in to the station just as a D line leaves. I've asked customer service to see if the train could wait, especially if it sees the H arriving at the station but I was told it needs to keep it's schedule. I asked if there would be anything I could do but was told it is up to the driver of the D to determine if they can wait. Also most never have I or the people trying to make the same connection made the D. This is very frustrating as we seem to only make the connection if the D line is late. I personally take an earlier train so I have extra time to get to work on time, as I'm sure the others do. When I do catch the D line it gets me to the 403 and to my work 30 minutes earlier.</p> <p>I have asked if a courtesy wait could be asked for at Broadway for the D line and was told that is not an option. I asked about a hold for the 403 and was told I would need to call each day and that I would probably not make it in time anyway as they only hold the bus a few minutes. I have been looking at schedules for the trains and others around the country and found many other locations are better timed. RTD however scheduled the connections, or lack thereof, to specifically make travelers from Aurora to the Southwest side miss the connections. Each H line train is scheduled to arrive one minute after a D line is scheduled to leave. Can consideration be made to align the connections to allow Aurora commuters to make the connections? Have the D line arrive and wait and be scheduled to leave at the same time (or following minute) which would allow the connection? I have traveled at different times the same route and see about half a dozen or more commuters in the same situation. We would all be pleased not to need to wait 10 to 30 minutes because of poor planning. Other than that, I think RTD is doing a great job.</p>
C Line		1		Catherine	Cali	catherinecali@hotmail.com	<p>Dear RTD Management and Board. Until this summer, I was a rider on the D Line between the Littleton Mineral Station and Downtown Denver. I truly appreciated the fact that there was a train every few minutes due to the fact that there were both the 18th and California Line and the 30th and Downing line. This summer, my firm moved to a LoDo location close to Union Station. I now ride the C Line between Mineral and Union Station. The convenience of being near Union Station is nice, however, the 30 minute span between trains is trying. One evening last week I was validating my ticket just as the doors closed and the train departed. Having to wait a half hour for the next train was frustrating enough but there are also times when it is difficult to get a seat on the busy train. Some days people are squeezed in like sardines. Following a Rockies game, the platform is like a mob scene and some people take on a mob attitude trying to get on the train. I think it would be</p>

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							beneficial, to all, to increase the C Line schedule to every 15 minutes at rush hour.
C Line		1		Bridgett	Glynn	bridget.r.glynn@gmail.com	Any chance RTD might increase the C line to have more trains per hour. Right now the its only twice per hour and the train gets really crowded. 30 mins between train times is a really long wait.
C Line		1		Eric	Mannino	manninoeric7@gmail.com	For the January 2018 service changes please don't operate the C line on weekends instead of the D line please make the L Line & D line run together on weekends.
C Line		1		Trina	Wallingford	kmwallingford@gmail.com	For the most part - I am onboard with changes to C & D lines. The one change I am not in favor of is discontinuing the services after midnight. I believe it is RTD's civic responsibility to provide safe, affordable transportation to the community. Reducing the service after midnight will exclude individuals that live on the southwest side of Denver from having safe & affordable transportation from Denver after sporting events & concerts. RTD continues to deprive the Southwest corridor of both bus and light rail services in favor of those communities closer to the city of Denver. Ridership will continue to decrease in these areas unless those same riders can count of frequent, consistent transportation from bus/light rail stations. I feel that RTD should consider that more affluent individuals are moving closer to the city of Denver that can afford Uber, Lyft & taxis while individuals who are less affluent are continually losing frequent, consistent transportation services to access Denver & DTC services.

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C Line		1		Sheila	Webb	sheila1923@earthlink.net	<p>I am writing again to express my sincere concerns about the proposed elimination of some of the D line trains during peak periods and the “replacement” with additional C line trains and four car trains on the remaining D line trains. I have been a commuter from Littleton Downtown Station since its inception and, during peak periods, I have observed that the D line service is frequented by about 75% of the passengers, with the C line only frequented by the remaining 25%. Union Station is not central. Even during the Summer Semester at the Auraria Campus, the peak period D line trains are consistently crowded, with most seats gone by the time the trains leave the Englewood or Evans stations going northbound, and usually the southbound D line trains are standing room only at the Convention Center or Auraria Campus stops. The proposed “addition” of an extra car to the remaining D line trains is a non-entity because during the Fall and Spring Auraria semesters it seemed to me that many of the peak period D line trains had four cars last year. This year so far, there are typically only three cars on the D line trains which is a reduction not an addition. When there were four car trains, the D line was crowded and seating for people who go to work in downtown Denver was very limited indeed. However, even given the fact that D line train seating is limited, passengers still do not use the uncrowded C line trains to downtown, because, as far as I can see, most passengers prefer to use the D line service, probably because it is more convenient for their office location and it is more central than Union Station. I use the Convention Center station downtown and D line service is more convenient for me. Going southbound, having to use the Southeast line trains and change at I25/Broadway is not an option for two reasons: first, the Southeast Line trains are already overcrowded when they leave the Convention Center / downtown area, and secondly, the need to change at I25/Broadway to catch a C line train could add as much as 15 minutes each way to my morning commute, and would probably add 30 minutes to my evening commute as I would probably miss my bus connection at Littleton downtown station. In addition, changing trains at I-25/Broadway would be especially difficult during inclement weather. In addition, the front car of the D line trains is almost always overcrowded with people with disabilities during peak periods, and often those people with disabilities have to stand which is dangerous if the train has to make sudden stops. This overcrowding in the front car occurs now when there are six D line trains an hour during peak periods, and cutting that number of trains down to four and adding an extra car to the remaining D line trains will not help this problem, it will only exacerbate it. For the above reasons, I strongly question the proposed reduction in D line service and replacement by additional C line service from January 2018. Providing additional C line service would increase service for sporting events, etc., but it would</p>
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CS		1		Felecia	Davenport	felecia_davenport@ios.doi.gov	Recently it has come to my attention that you are going to cancel the West bound CS bus routes in the morning and the East bound CS bus routes in the afternoon. I am confused as to why you would do this when we have so many taking the 5:40, 6:40 and 7:10 bus to get from the city to the Denver Federal Center Station for work. One or two of the regular riders have serious handicaps that prevent them from driving. Why are you doing this? We depend on this route to get to work everyday, and really need it especially in the winter. Taking the W line is not advantageous to most of us because the connections to get to it from the city add over an hour to our one way commute. You mentioned the 100L would still run, but is duplicating the schedule you are reducing the CS to, with no service for West bound morning commuters. So, now none of us traveling West in the morning from downtown Denver Civic Center have a good route to get to work. You offer no solution to us, but rather just cancel our main route of transportation. You want us to use RTD and we pay taxes to use RTD, yet you are cutting off our only direct route West in the morning when it matters the most. Please do not discontinue the West morning and East evening routes from the Civic Station to Denver Federal Center. Or change the 100L to that route to go West in the morning and East in the afternoon. The Denver Federal Center is huge and employees hundreds of employees. This is not including the Fish and Wildlife and Schools employees who also take the morning CS bus West. We need a direct route from Civic Center to the Denver Federal Center station such as the CS or 100L for our morning commuters.
CS		1		Andy	Hennes	ahennes@gmail.com	Please do not drop the CS line to the Federal Center, this is our only access to the west side of Denver from Conifer. Right now I have 30 minute bus ride and then a 10 minute walk to work, which would increase to a 1hr 30 min ride if I have to take the CV downtown and then the W line back to the Fed center - ridiculous - simple fact is that I will no longer use RTD if this change is passed. I understand the need to save \$. Please just cut some of the times, but don't drop the route all together - that doesn't make any sense at all. Thanks
CS		1		Mandi	Horvath	ahorvath8@gmail.com	I would like to say that I unfortunately couldn't make the public meeting yesterday, but I did read about the changes for the CS on your website. I am a rider who commutes every day on the CS from Civic Center Station to Federal Center Station and then back in the afternoon. Per your website, Route 100L: "It is proposed to add five trips between Federal Center Station and Civic Center Station to replace discontinued trips on routes CS and ES." I see that you propose to eliminate the CS bus and add 5 trips on the 100L. I would like to make sure I understand what I read correctly. The same times that the CS would go from Civic Center (5:43 am, 6:40 am, and 7:10 am) would be added to the 100L line plus two other times? Would times also be added in the afternoon (4:34 pm for example) to return to Civic Center? The CS is my only option (I do

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							not have a car) to arrive to work everyday and I want to ensure I will be able to get to work in August. Thank you for your time and consideration and I hope to hear back from you soon.
CS		1		Whitney	Mcdonnell	whitnea_mcdonnell@ios.doi.gov	I would like to express my concerns about the cancellation/change of the CS route to and from the Civic Center Station and the Federal Center. With the new proposed schedule, it does not allow me to travel from the Civic Center Station to the Federal Center in the morning. This is crucial, as I take this mode of transportation 90% of the year. I then take the same CS route from the Federal Center to the Civic Center Station when I return home in the evening. The new schedule does not allow people travelling from the Civic Center Station to get out west in the morning and back east in the afternoons. In fact, it is the complete opposite. I do not see how this is cohesive with any one persons job schedule and is a major inconvenience for myself and anyone who has used the CS route over the years. And to top it off, there is no alternative that will take its place. I am considering this an official complaint and look forward to the news of the CS route staying on the current schedule in the future.
CS		1		Kathy	Omernik	Kathy.Omernik@nrel.gov	I'm very disappointed at the plans to eliminate the CS Route. Rather than have to ride all the way into downtown Denver and backtrack out to Golden, are there plans to perhaps stop at the Jefferson County Government-Golden Station instead of the Federal Center Station? That way, folks that need to get into downtown, can take the light rail? What are my other alternatives to get from Pine Junction to Golden/NREL, without extending my commute more than 15 or 20 minutes?

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CS		1		Douglas	Steinshouer	douglas_steinshouer@fws.gov	<p>I live in the Capitol Hill area (7th and Washington) and work in the Green Mountain area of Lakewood (near the Federal Center). I catch the CS westbound and 8th and Broadway at 7:10 am and then the CS eastbound at Federal Center Station at 4:30 or 5:30 pm each work day. (Straight line distance about 11 miles) (Previously, I had commuted on the 5x until it was discontinued when the W line was completed.)</p> <p>Because of the configuration of the W line it is not a viable alternative to the current CS service. When I take the W line it adds 45 minutes each way to my commute time, almost double the 50 minutes that it now takes me to walk to the bus stop, ride the bus, and walk home.</p> <p>If I take the W to or from Union Station I have to find my way through downtown during rush hour traffic. Catching 0 or 6 downtown - net transit time 110 minutes each way.</p> <p>If I deboard the W at Auraria West or Pepsi Center it is just beyond what I consider reasonable walking distance. There is no connection from either station to my neighborhood. I can deboard the W at Auraria West and then transfer to 10th and Osage - just within walking distance of home. Net transit time: 95 minutes each way I can deboard the W at Auraria West and then transfer to Broadway Station and catch 0 - net transit time: 100 minutes each way I can deboard the W at Auraria West and then transfer to Louisiana Station and catch 12 - net transit time, depending on when the 12 runs from 110 to 140 minutes. It has been my experience that as the light rail system is built out the entire RTD system becomes less convenient, reliable and dependable. Apparently light rail works very well for bringing suburbanites to Bronco games, but, for those of us on the East and Southeast edges of downtown the RTD system is becoming a transportation desert. If you discontinue these CS runs, please schedule a replacement for those of us who make this commute daily.</p>
CS		1		Ben	Wheeler	benkwheeler@yahoo.com	<p>Hi, I'm writing regarding the planned changes to the CS route in August, particularly the "reverse commute" trips originating at Civic Center in the morning (going West to Fed Center) and at Fed Center in the afternoon (going East to Civic Center). The proposed service changes for route 100L state, "It is proposed to add five trips between Federal Center Station and Civic Center Station to replace discontinued trips on routes CS and ES. Under the proposed restructure routes CS and ES would eliminate service between Federal Center Station and Conifer/Evergreen." To clarify, are some/all of these five trips on the 100L meant to take over the reverse commute trips outlined above (W to Fed Center mornings, E to Civic Center afternoons?). Thanks for your help clarifying this,</p>

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CS/CV/CX		1		Brian	Becker	bbecker@usbr.gov	<p>I am disappointed that RTD's first proposal is to eliminate riders' ability to reach a major Park-n-Ride hub that provides access to the rail, Red Rocks Community College, St. Anthony's Hospital, NREL, Denver Federal Center, FWS, NPS, DOI, SSA, GSA and many other government and businesses entities. Jefferson County Government offices are also accessed by the mountain communities by riding to the Federal Center Station and taking the W line to these buildings for Jury Duty, DMV, and many county services that are necessary just to live in Jefferson County.</p> <p>By eliminating the CS Route you are also eliminating the potential future business and activity those riders would bring to the Federal Center Station area. I'm very surprised, with swiftly growing populations, in the Denver Metro and mountain communities, that RTD could seriously consider eliminating any services to these areas. I request RTD continue with Route CS service as currently provided.</p>
CV/CE/CX		1		Tin	Wight	timothy.wight@gmail.com	<p>I am writing in opposition to the proposed RTD service changes for Route CS from Conifer and Aspen Park to the Denver Federal Center. The CS route provides a direct link for government employees and contractors in the Conifer and other mountain communities to take the bus to the Federal Center. Additionally, it provides a transfer means to the RTD light rail and bus services at the Federal Center Station for workers in the Golden, Arvada, Lakewood and surrounding areas. There are also employer-specific buses from the Federal Center Station to large sites like the National Renewable Energy Laboratory. There are several disabled people who use this route to directly access the Lakewood area, including St. Anthony's hospital. In addition, with gas prices rising, there are more people who need this service instead of driving. The alternative proposed by RTD is unacceptable as it requires taking the CV bus from Conifer to the Civic Center Station, then taking a bus to Union Station, and then the W Line back to the Federal Center Station. This adds 70 minutes to the trip. With transfers, this would be almost two hours from Conifer. Please note my opposition to the elimination of the direct service to the Federal Center Station.</p>

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CV/CS/CX		1		Melissa Barnes	STEVE.MELISSA@msn.com	As a loyal RTD patron, long time rider I appreciate RTD and what is offered to our community. RTD provides a valuable service and plays an important role in the lives of many. I am surprised to hear of this request to move the 628am bus to an earlier time, by 20 minutes. I tend to catch an earlier bus. In light of this proposal I chose to ride said bus this morning. Seems to be a popular time. Rough count, about 18 riders boarded at Pine Junction. With three more stops on the trip into Denver, the bus was quite full. In speaking to other riders, its my understanding the person requesting this change normally rides the 546am bus. Only interested in the 628am being changed to 610am as a backup for when she is running late. I too have those mornings but do not see this as anyone else's responsibility or to be addressed at the expense of others. Many times I have taken the CS at 557am, changing busses in Aspen Park to the 617am CV. There are four departures offered in the 5-6am hour from Pine Junction. Three more 628am to 705am. Seems to be adequate options for those on a regular schedule. So what I am saying is I am not understanding why a schedule that would effect so many be changed for one rider. And as a backup for when she is late is even more puzzling.
CV/CS/CX		1		Pam Beckhorn	pjb@gallagherindustries.com	We have just been made aware of the subject proposed change, and want to share with you that this would be a hardship, and a step backward for commuters. Kindly see my attached comments and reasons for requesting this change NOT be approved. We need the CV @ 6:28 a.m., and hope you will consider our position. Thank you for all you do.
CV/CS/CX		1		Kathy Bryant	kathybryant100@gmail.com	I am not happy with your suggestion to eliminate the ES route. I have been a faithful rider of the ES for the last NINETEEN years, traveling from the Evergreen Park & Ride to the Denver Federal Center. Please reconsider this proposed action. Instead of offering the current three ES routes in the AM and the five ES routes in the PM, you need to consider one to two in the AM and two to three in the PM. Both actions will cut costs. Try these changes for six months prior to making your proposed drastic change. I am not happy about contributing tax dollars to RTD and RTD eliminating my way to work at the Denver Federal Center. Since you are a quasi-governmental entity, you need to consider the needs of the population your serve.
CV/CS/CX		1		Debbie Champion	sadcham@gmail.com	It has come to my attention that you are planning to revise the time I ride the CV in the morning. It is the CV leaving 6:28 am from Pine Junction. This will create a hardship for me. I get a ride to the bus in the morning from my husband who is heading to work at that same time. Changing it to 6:10am will not work. As a result, I will have to sit at the park-n-ride till the 6:49 when the next bus arrives, which will get cold considering this is during the winter. I did not

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							see anything on the flyer on the window, and was told to me by word of mouth yesterday. I hope my objection is registered in time.
CV/CS/CX		1		Robert	Hood	lowcountrymountaineers@centurylink.net	Why cut off a stop at the Denver Federal Center? You can get to most anywhere in the metro area on light rail from there. If your goal is to consolidate, please consider the three options below: 1st optionInstead of cutting all CS routes, cut the earliest and latest. Have 2 routes in AM and 2 in the evening.2nd optionAdd 2 stops at the Denver Federal Center in the AM and 2 stops in the evening on the CV3rd optionCut the CS lines from the DFC to downtown. If you're trying to encourage participation on the W light rail, get people to use it!If no other options are considered, what is the community of Conifer's option for getting to the DFC? Will you offer a commuter van? Please consider all options for our foothills community. I have supported RTD for over 12 years from Conifer. Please keep the Conifer CS!
CV/CS/CX		1		Erin	Kelly	Erin.W.Kelly@Colorado.EDU	I am unable to make it to the public meeting this evening in Evergreen so wanted to clarify some questions I have regarding the proposed changes for route EV/ES/EX. "It is proposed to eliminate service on Route ES between Federal Center Station and Evergreen." I want to confirm that you do NOT plan to do this for Route EV? I utilize the drop-off at Federal Center Station on this route 2-3 times per week. "It is also proposed Route EX would provide two trips in each direction, and Route EV would provide additional trips in each direction." I would sincerely appreciate the additional trips on the EV – would running them throughout the day also be an option?

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CV/CS/CX		1		Stephanie Kunkel	stephanie.kunkel@judicial.state.co.us	<p>I write to you to express my concern over the proposed shift of the CV trip leaving Pine Junction from 6:28 am to 6:10 am. It appears to have been slipped into this change proposal at the last minute, possibly in an attempt to sneak this through without many public comments. This change is not thoroughly posted on the bus walls/windows for all riders to see, and merely contained in the flyer. I believe this change is to accommodate the schedule of a few, only to inconvenience the entire bus load of other passengers who regularly ride this route at this time. If the few other riders need to be into the Civic Center and into work by 7:30am, there is another option of leaving on the 6:17am bus out of Aspen Park. I do not believe a shift of the entire bus, only to benefit a handful of people is in RTD's best interests.</p> <p>In addition, there are times during the winter when the bus does not show up or is extremely late due to weather. When this happens, with this proposed change, it could leave passengers waiting almost an hour for the next bus. I feel the buses are spread out an appropriate amount of time to accommodate all riders schedules. If there is not a bus that arrives in Civic Center when you would need to arrive, with a total of 4 stops along 285 you have many other options and may just have to drive to another park & ride. Please leave the CV bus schedule alone and do not make any changes to this schedule or route. Please contact me if you need any further comments or to discuss any other issues.</p>
CV/CS/CX		1		Joseph LaViolette	jlaviole@msudenver.edu	<p>I use the Conifer bus routes and have looked over the proposed changes and I do not agree with them. I realize and understand making cuts for a budget but what is being proposed does not work with me, and from what I understand other frequent riders. Using public transportation is not supposed to be convenient, I know this, but it should not be absolutely impossible to unusable. Especially for this line going a bit further than most. Please reevaluate your changes. Side note why do the busses on these lines no longer have bike racks? Please put bike racks back on them or at least make a few dedicated bus times for bike rack availability.</p>

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CV/CS/CX		1		Matt	McCleskey	mbmccleskey.1989@gmail.com	<p>It was just made aware to me that there is a purposed schedule change for the CV bus currently leaving from the Pine Junction Park and Ride at 6:28 a.m.. The proposed time is 6:10 a.m.. I would like to reach out to someone with the authority to appeal this change before it takes effect in January. The 6:28 a.m. CV currently carries 22 - 35 regular or semi-regular riders who depend on the bus at that time in order to make it to work on time. The overall issue that the purposed schedule change raises is that it is not conducive to a regular 8-5 work schedule. Secondly, many of us travel through feet of snow in the winter in order to make it to the 6:28 a.m. CV on time. Occasionally, we miss it due to weather conditions or other varying factors. With the current schedule there is a 21 minute wait in sub-freezing temperatures for the next bus. With the purposed schedule there is a 39 minute wait. This can pose a threat to the older passengers who must endure this wait. Lastly, the passengers who are picked up at the Twin Forks Park and Ride by the CV have a 37 minute time period between buses which will be extended to a 55 minute gap with the purposed time change. This also leaves a scheduling issue with many that depend on the service of the current CV for work. Please let me know how I may voice my concerns most effectively in order to influence the decision not to change the current CV schedule. Thank you for taking the time to read my concerns. I look forward to your reply.</p>
CV/CS/CX		1		Matt	McCleskey	mbmccleskey.1989@gmail.com	<p>It was just made aware to me that there is a purposed schedule change for the CV bus currently leaving from the Pine Junction Park and Ride at 6:28 a.m.. The proposed time is 6:10 a.m.. I would like to reach out to someone with the authority to appeal this change before it takes effect in January. The 6:28 a.m. CV currently carries 22 - 35 regular or semi-regular riders who depend on the bus at that time in order to make it to work on time. The overall issue that the purposed schedule change raises is that it is not conducive to a regular 8-5 work schedule. Secondly, many of us travel through feet of snow in the winter in order to make it to the 6:28 a.m. CV on time. Occasionally, we miss it due to weather conditions or other varying factors. With the current schedule there is a 21 minute wait in sub-freezing temperatures for the next bus. With the purposed schedule there is a 39 minute wait. This can pose a threat to the older passengers who must endure this wait. Lastly, the passengers who are picked up at the Twin Forks Park and Ride by the CV have a 37 minute time period between buses which will be extended to a 55 minute gap with the purposed time change. This also leaves a scheduling issue with many that depend on the service of the current CV for work. Please let me know how I may voice my concerns most effectively in order to influence the decision not to change the current CV schedule. Thank you for taking the time to read my concerns. I look forward to your reply.</p>

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CV/CS/CX		1		Matt	McKeown	msphmck34@msn.com	<p>I am writing to express my strong opposition to the proposal to eliminate the CS and ES service. I have been riding the CS and ES buses between my home in Pine Junction, CO, to Lakewood where I work for over 10 years. In addition to the many federal employees who live in Pine, Conifer and Evergreen and work in and around the Denver Federal Center in Lakewood who rely on the CS and ES buses, there are also many St. Anthony's Hospital and high school students who use the CS and ES routes to have access to the Jeffco schools in Lakewood. The proposal to cancel the CS and ES buses would cause a massive disruption in the lives of all these people. And to propose to address this disruption by relying on the 100L bus routes and the W Line light rail is absurd. RTD is basically suggesting that dozens and dozens of federal employees, St. Anthony's Hospital employees and high school students should travel downtown and double back to Lakewood on 110L and the W Line. They will do no such thing. They will simply drive to work and school. Surely, that is not the outcome RTD is looking for. It is a profoundly bad idea to cancel the CS and ES lines. RTD just spent an enormous amount of taxpayer money to re-do the Federal Center PnR a few years ago. Now RTD is proposing to withdraw resources from the Federal Center PnR. It simply makes no sense to cancel these lines. Please don't cancel the CS and ES routes. Thank you for considering my views.</p>
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CV/CS/CX		1		Dana	Meldgaard	dmmeldgaard@gmail.com	<p>I'm replying to the proposed service termination of the CS route westbound in the morning, eastbound in the afternoon. Currently this route is the only efficient way to get from the Federal Center station to the Civic Center station hub. The Alternate service recommendation indicates the W Line is available- the W Line is a 45 minute trip to Union Station, and an additional 25 minute trip on the Mall ride- one hour and 10 minutes- to complete the trip made by the CS in 25 minutes. I take this bus in the morning and in the afternoon and on both trips there are several disabled people who utilize this route daily as well.</p> <p>The CS bridge between downtown and Union station is the only thing making the trip from one end of Alameda to the other reasonable. The 21 is a two hour long route that is absolutely dangerous due to the other people riding that bus. Taking the R light rail to the A line train to the W line is time consuming and unreliable.</p> <p>I continue to not understand why RTD does not provide more lines that travel major streets as the 15L does on Colfax. It is a requirement in getting from one end of town to the other to hop from one bus to another to train to light rail, and the RTD busses and trains are so unreliable that if you have to make a connection it is likely that you will have to wait for at least 20 minutes as busses are so frequently late or just don't run at all. To get from one end of Alameda to the other I currently have to leave at 5:30am to be to work by 7:30. A two hour bus ride is unreasonable but I choose to commute this way, if the route becomes a 3 hour trip I'm afraid I will not be able to continue.</p> <p>I urge you to please reconsider terminating the westbound morning and eastbound CS routes, it is currently the only efficient way to get from Civic Center station Hub to Union Station.</p>
CV/CS/CX		1		Charles	Naumer	charles@naumer.net	<p>I attended the meeting this evening at the Evergreen fire department. I was not able to stay to make comments however would like to make the following points:1. The time period you took your census was right after the Civic Center came back up. I noticed the ridership seemed to drop off significantly when the departure stop was off of Broadway. It seems to be just coming back after the disruption.2. It would have been very helpful if you would have had handouts of the proposed times. Most of the people around me did not have the information on the times since they were posted in the front of the room and not accessible during the conversation. I believe there would have been more conversation around time/routes if this information had been available.3. Now that I have seen the bus schedule it seems excessive that a bus runs every 20 minutes in the morning. I would think that the schedule could be consolidated so that buses run every 45 to 1 hour arriving at Civic Center at approx. 5:50, 6:50, 7:50, 8:50 or even 6:50, 7:50, 8:50.4. I agree that an on/off ramp stop at 6th and Simms would not</p>

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							be an inconvenience. Thank you for your consideration of our communities comments.
CV/CS/CX		1		Jackie	Nichols	nicholsj53@gmail.com	Please do not change the CV from Pine Junction from its 6:28 time slot.
CV/CS/CX		1		Diana	Padgett	dianakeepsthebooks@gmail.com	I strongly object to the proposed changes to the C line schedule. This impacts all of us who live in rural Bailey, Pine, Conifer, and the Morrison. It is critical to my work schedule to have the current schedule remain as it is. This change would completely eliminate my ability to use public transit!
CV/CS/CX		1		Mary Beth	Patterson	mary.beth.patterson@accenture.com	I attended the proposed schedule change meeting at RTD for the CV route from Pine Junction to Civic Center and back again. Thank you for adding a 6:10 AM bus at Pine Junction. This means I will no longer have to get up at 4:30 AM to catch the 5:46 AM CV that departs Pine Junction to get to work by 7:30 AM. The routes proposed will knock off almost an hour and a half extra commuting time for me and I'm looking forward to the changes.

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CV/CS/CX		1		Laurie	Pennington	lpennington@sehinc.com	<p>I am writing to oppose the elimination of the CS and ES bus routes from Federal Center to Evergreen and Conifer respectively. I have been riding RTD for over 18 years and have been overall pleased. I realize routes must be periodically looked at for budget, drivers, etc., and appreciate the opportunity to comment. Working south of downtown I use the bus and the train; the 2:16 PM ES is very convenient for commuting should I need to get home sooner, fall ill, disabled husband has appointment(s), etc. I also have a friend / fellow bus rider that rides this ES quite often, shoe shine business downtown that starts winding down most days to be able to catch the 2:16 PM. I also work with CDOT employees and they recently moved their Headquarters to Federal and Decatur which is right by the light rail, and many of them work west of the city, taking advantage of these buses and light rail (RTD) (they used to drive). I try and do a little bit of my part by using public transportation, to help alleviate more cars on the road, get some downtime, lessen my stress, etc. so losing this route would surely hamper my efforts. I am hoping you will reconsider these route eliminations or at least not completely; perhaps lessen the number of times each goes up the hill, but still have them run few times during day. Also please consider the safety factor when there is bad weather (I70, Hwy 285) of having a trained safe RTD driver vs a handful more of cars, not knowing whether or not they maneuver well in the ice, snow, wind, and rain. I cannot attend the meeting in Evergreen, but again I appreciate the opportunity to express my opinion and needs. THANKS for ALL YOU DO!</p>
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CV/CS/CX		1		Colleen	Russell	rcolepete@aol.com	<p>As a long time rider of the CS/CV buses, below are my comments regarding your proposed August 2018 service changes. I ask that you consider not cutting out all CS stops at the Federal Center Station. We currently have three eastbound morning CS buses that transport riders from the mountain areas to Civic Center and which make a stop at the Federal Center Station (buses arriving at Civic Center at 5:48 a.m., 6:45 a.m., and 7:55 a.m.). I usually take the 7:55 a.m. CS and when we stop at Federal Center there's anywhere from 5 to 10 riders that exit at that station. I haven't been on the 6:45 a.m. bus for a while, but I would think you might get about the same for that bus. If you cut the stop at Federal Center Station then you leave no alternative transportation for these customers. The Federal Center Station is on the way and it provides a much needed service. I agree with your proposed change of CX buses become CV bus routes thereby stopping at the Twin Forks Park-n-Ride. The Twin Forks Park-n-Ride is on the way and there have been many times when passengers travelling eastbound in the morning have been left waiting for long periods of time due to snow storms or buses breaking down and we see a CX bus pass us by. We are then left to wait for an hour or longer or have to drive down to Federal Center Station to take a bus to Civic Center Station. Thank you so much for making this change to help many passengers. I agree with cutting out westbound morning trips for the CV/CS/CX routes as I wouldn't expect you would get more than one rider, if any. I also agree cutting out eastbound evening trips on CV/CS/CX for lack of riders.</p>
CV/CS/CX		1		Collier	Sainsburg	csains@comcast.net	<p>We need this bus service to Evergreen. We are paying for it. Please do not cancel it.</p>

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CV/CS/CX		1		Terence	Sheahan	Terry_Sheahan@cod.uscourts.gov	I am opposed to the proposed January, 2018 service change of the CV/CS/CX route. I ask that you consider three points: First, please re-check your departure and arrival figures for the proposed "shift" to a 6:10am Pine Junction departure. The current CV runs to downtown are both scheduled to take 60 minutes, which is accurate on most days. Per your announcement, the proposed, new CV run to downtown is scheduled to take 70 minutes. The earlier departure would normally encounter lighter traffic, so this run would more realistically take 60 minutes or less. Thus the proposed CV run would arrive downtown, most days, at 7:10am. Second, like many of my fellow passengers on the CV bus leaving Pine Junction at 6:28am, my work hours in downtown Denver are 8:00am to 5:00pm. We do not have flexible starting or ending work day options. Currently, we arrive downtown at 7:28am. If this proposed schedule change is made, the resulting Pine Junction departure options are either to arrive downtown 50 minutes before the work day begins or be 5 minutes late everyday. Everyone should agree that either option is unsatisfactory. The current run is perfectly situated for the 8 to 5 workers. This proposed change seemingly may benefit one person or a few, but I cannot imagine the change is welcome by the vast majority of this route's riders. Lastly, I am concerned that RTD did not offer a public meeting location more convenient for their customers most affected by this change: Pine, Mountain View, Aspen Park, and Twin Forks riders. I hope that future consideration will be taken when a proposed change impacts your CV/CS/CX route customers.
CV/CS/CX		1		Louanne	Swanson	lougriffith@hotmail.com	I am writing to express my concerns with the proposed route change to shift the CV route to leave Pine junction at 6:10 rather than 6:28. I am very much against this change. First of all the CS, CV and CX leaving Pine Junction currently arrive at the Civic Center Station at 7:16, 7:38 and 8:05. Fairly well spaced apart. Your proposals would change the arrivals to 7:16, 7:20 and 8:05. It doesn't make sense to have 2 buses arriving within 4 minutes and the next bus 45 minutes later. In addition, for those of us who work at 8:00, this means we are either 40 minutes early or 5 minutes late. Many of us spend 2-3 hours of our day on the bus. The thought of losing another 40 minutes each day in order to get to work on time would for me be prohibitive. I would not be able to justify renewing my ecopass next year and the resulting travel expenditures would pose a significant hardship. The bottom line is that scheduling the CV and CS 39 minutes apart is too long of a window for departure. Having the CS and CV arriving within 4 minutes is inefficient and the CX 45 minutes later is unreasonable.

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CV/CS/CX		1		Gale	T	tlthomaskc@yahoo.com	Comments on CX/CV bus changes for August 2018: if reducing daily trips, PLEASE keep the 6:28am CV and 6:49am CX options available to align with commuter needs & regular Denver business hours. There are 3 buses 5:00-5:46am that arrive too early into downtown Denver for those working traditional 8-5 jobs. Better yet, could RTD please consider reducing just down to 6 trips for fall?
CV/CS/CX		1		Erin	Thatcher	erinthatcher@me.com	I am a regular commuter on the CX/CV/CS route. Please do not make the changes that are proposed. The Federal Center stations make it simpler to get to the Jeffco government center and also to doctor's appointments at St. Anthony. I've had to use the connection between Aspen Park and Evergreen and also the return trips during rush hour to take care of a sick child. The buses are going up anyways- perhaps scheduling is the issue? With an eco pass, RTD does offer some accommodations if you must return to the PnR during the day, and I presume that would be utilized more often if those routes were eliminated. It is likely more costly. Call and Ride is not available in Conifer but could be an alternative. The CX and EX routes are getting fuller every day, especially in winter. The Federal Center stop is full in the afternoon and while some riders would be able to use 100, the Conifer and Evergreen commuters would not be able to do so. I hate to see route elimination in rural areas. We are RTD taxpayers and pay a large rate to access this service. The service is already limited - don't make it moreso.
CV/CS/CX		1		Aaron	Weiss	aaronwe@gmail.com	As a resident of Conifer and daily RTD rider, I'm writing to express my extreme displeasure at the proposal to eliminate the CS route that stops at Federal Center. As it is, RTD makes it difficult to get from Conifer to anywhere on the west side. If the CS is eliminated, it will be outright impossible. During the school year, the final CS bus of the morning is filled with students who get off at Federal Center, I presume transferring to Red Rocks CC or other nearby campuses. Proposing this change over the summer, when those students likely aren't around to notice this sly change, is incredibly hostile to them and demonstrates just how little care RTD has for taxpayers and riders. This is a short-sighted, rider-hostile proposal that will make traffic worse and lead to less ridership. With Denver metro traffic getting worse by the day, RTD ought to be investing in new routes that make it easier for residents of mountain towns to commute into the city. Instead, RTD is taking the opposite approach and trying to eliminate service. If RTD wants to increase express buses to downtown (a fine goal), then it ought to replace the CS bus with a separate route that goes between Conifer and either Federal Center or Jeffco Government Center. Another solid option would be a short Conifer-Englewood express down 285 that connects to the C/D light rail line. I also recommend adding at least one later inbound bus leaving

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						<p>Aspen Park around 7:40 am—not everyone needs to be downtown by 8:30 am.</p> <p>If RTD is still determined to eliminate the CS, at least wait to do it during the school year, so the riders most affected by this change have the opportunity to weigh in.</p>
CV/CX/CS		1		Pam	Beckhorn	<p>This note is in regard to the proposed change of the current eastbound CV at 6:28 a.m. to 6:35 a.m. Kindly consider leaving this time as close to the current schedule of 6:28 a.m. as possible. Departing seven minutes later may not seem like much; however, there is always a significant difference once schools are back in session, winter storms are occurring, and our traffic congestion continues to grow in leaps and bounds. In the summer, we currently arrive at CCS around 7:30 a.m., which is lovely. Gives us plenty of time to get to our offices by 8:00 a.m. In the winter, we arrive CCS anywhere from 7:40 a.m. to 8:00 a.m., depending on what's happening on the roads. It makes us late for work, and a later departure from Pine Junction will only exacerbate this problem further. The proposed time wouldn't be too bad in the summer, but from September through May, it would only work if we all had jobs across the street from the CCS. (I personally have to travel 17 blocks on the mall shuttle to my office). Would you please consider leaving the 6:28 a.m., as is?</p>

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CV/CX/CS		1		Debbie	Champion	sadcham@gmail.com	I have 2 suggestions for Eastbound: the 6:35 am will get us into Denver at 7:45 am. I have to board the mall buses to get to work. With the increased traffic and weather starting in the fall this could cause me to get to work after 8am. I wish you would leave that route to 6:28 like it was. Westbound: the 3:30 bus is way too early. That bus should service riders that were on the CX (3:34) and CS (3:50). I would recommend that if you want to "fill the bus" that you move it closer to 3:40 to catch those riders who were catching those busses. That way the 2nd bus leaving at 4:15 would be only 1/2 hr later.
CV/CX/CS		1		John	Ferigan	Jjferigan@outlook.com	It doesn't make sense to eliminate all service on these routes to Federal Center as this is the closest connection to the light rail. Riders will have to back-track from Civic Center Station to access anything on the W line. I really hope that the persons making this decision will reconsider the total elimination of Regional service to the Federal Center.
CV/CX/CS		1		Gary	Fisk	GFISK293@msn.com	I propose that two of the CV buses in each direction in the August 2018 schedule be authorized (by request only) to make quick load/unload stops on the 6th Ave acceleration/deceleration ramps at Union Blvd. These stops would be similar to the bus stops on the SE corner of US285 and Wadsworth Blvd and elsewhere. Passengers boarding at these stops could phone-ahead using the My Ride system to request the bus to stop. Passengers unboarding at these stops could simply ring the bell. This would be a minor inconvenience to the through-passengers, and still meet the needs of the public using the Federal Center PnR. The low ridership on the CS Federal Center stop probably justifies cancelling three routes in the morning and three in the evening (6 stops/day x approx. 250 days/yr is a major savings for RTD); but this is a major regional PnR and there will always be a significant number of passengers who will want to make connections. Eliminating the Federal Center stop inconveniences many current passengers. I rode the CS from 1994 to 2016, and it was a major relief from the carpooling, and frequent hitch-hiking I had to do prior to 1994.

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CV/CX/CS		1		Vivian	Grauch	tiengrauch@gmail.com	<p>This is extremely disappointing to eliminate any direct route from Evergreen to the west side of the metro area. To get to the Fed Center by bus, I would have to go downtown first and transfer to get back. That increases the time by so much that it is not worth doing. All this time, I have been waiting for the schedule from Evergreen to the Fed Center to become more compatible with my schedule so that I could ride more often. Instead, there will be no incentive at all for me to take public transportation. Have you taken any surveys of Evergreen area people to understand why commuters to the west side of the metro area are not taking the bus? Is it schedules (like my issue) or that it increases the commute time by too much (which is also something I deal with). I am not able to attend the public meeting on June 6, but I hope you will realize that the attendance at the meeting may not be representative of the people who are affected. There may be many other people like me who do not ride now because the schedule is inconvenient, and they may not be aware that there only option at bus service to the west side is going away.</p>
CV/CX/CS		1		Cp;om	Heffern	niloc85@gmail.com	<p>While on the bus last week, I heard that one of the proposed August 2018 service changes would affect the line that I ride. I take the CS bus westbound from downtown Denver to the Federal Center at 7:15 AM several times per week and a return bus at 5:35 PM. I would be downhearted if this bus route ceases.</p> <p>I am paralyzed from the shoulders down and maneuver a power wheelchair in my surroundings. I work for the National Park Service in Lakewood and live a few blocks from my stop at 9th Avenue. Since I cannot drive, in the warmer weather I take public transit to work. This bus, at this time, is by far my best option, since taking any other type of public transit would double my commute time to and from the office. This includes Access-a-Ride, since taking that may mean a 30 minute wait, other pickups and drop-offs, and the duration of the ride distance. Although rider numbers are low (generally 5-10), those that do regularly ride this route include not only able-bodied folks but also myself and at least two others with vision impairments. This bus route is essential to our independence. Since having a disability almost always causes your personal morning and evening care to be slow, efficient mobility to and from work makes full-time employment possible.</p> <p>Unfortunately, due to the long evenings required for me to get to bed and the distance away from home, I'm unable to attend the weekday evening public meetings to stress my need. I hope this note presents a valid case for keeping the CS bus westbound morning and eastbound evening shifts.</p>

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CV/CX/CS		1		Jennifer	Jacos	jjac9300@hotmail.com	<p>I wanted to provide feedback on the proposed discontinuation of the CS and ES routes. These routes stopping at the Federal Center Station provide an invaluable method for Conifer and Evergreen riders to access Federal Center Station and all the businesses adjacent to the Federal Center Station. Stopping at the Federal Center Station also provides direct access to light rail with efficient transfer to Jefferson County Government offices, Red Rocks Community College, as well as destinations east of the Federal Center Station. Discontinuing stops at Federal Center Station adds approximately a minimum of one hour each way for Conifer and Evergreen commuters to Denver Federal Center, Red Rocks Community College, Jefferson County Government offices, and businesses adjacent to Federal Center Station. The RTD proposal to discontinue stopping at Federal Center Station is especially inexplicable as existing routes from Conifer and Evergreen will drive right by Federal Center Station though not stop. Would RTD consider having some of the existing through routes from Conifer and Evergreen stop at Federal Center Station? Having a few of the existing routes from Conifer and Evergreen stop at Federal Center Station would require no additional drivers or buses. At the community meeting on 6/6/18, no through riders from Conifer or Evergreen opposed the proposal to add stops at Federal Center Station and in fact said they supported Federal Center Station stops so that this needed coverage for Evergreen and Conifer remained. Would it be possible to add Federal Center Station stops to a few of the morning and a few of the evening existing routes from Conifer and Evergreen? Through riders from Conifer and Evergreen who did not want to have the additional 10 minutes added to their commute (though there were no through riders at the 6/6/18 community meeting who opposed adding Federal Center Station stops) would still have the opportunity to take another bus and Conifer and Evergreen riders needing access to Federal Center Station would still have access to Federal Center Station without the additional hour (or more) added to their commute. This would not require additional buses or drivers by RTD.</p>
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CV/CX/CS		1		Stephanie Kunkel	okseeyaby@aol.com	<p>I write to you to voice my concern for the changes proposed to the CV/CX/CS schedule. My main concern is the CV leaving at 6:35am from Pine Junction. I begin my work day at 8am. I normally ride the 6:28am bus from Pine Junction. I believe that even the proposed 7 minute delay of this route would create an enormous hardship to all of our normal riders because There is not enough cushion time. There are many times when that things happen along the way (i.e. school is back in session, an accident, the weather or even more times it is due to an inexperienced driver). These all create frequent delays which cause this bus to arrive downtown very late and also ensures that all riders are late for work or have missed their connecting buses. This bus time is a popular one, which should allow passengers to arrive to work by 8am (if the planet's are in alignment). There have also been many times that our bus does not even show up for various reasons. So, having these buses now spread 45 minutes apart would be an enormous hardship and absolutely make everyone late for work when we're forced to wait 45 minutes for the next bus. Unfortunately, it seems like these mountain routes are not seen as a priority and we are left without a driver. But I assure you, they are very important to the everyday passengers that rely on it to get to work. I understand the thinking behind eliminating the CS and CX and changing them all to CV; my issue is the time changes. I believe the times need to be adjusted more to allow for extra cushion time OR possibly a 6th bus instead of only the proposed 5 busses each morning. Maybe adding another bus in between the 6:10 & 6:35 that would get into Civic Center before 8am could be the solution. Thank you for taking the time to read this email. Please contact me if you have any questions or need any further information.</p>
CV/CX/CS		1		George Linehan	gdlinehan3@gmail.com	<p>To whom it may concern, I understand that one of the changes being considered for August 2018 is a discontinuation of the CS bus to Aspen Park. This causes me great concern because my two sons, who are currently attending Golden View Classical Academy, ride the W line and the 4:12 CS out of the Federal Center Park and Ride home most every day. Without this Bus to Conifer things get considerable more complicated with travel home from school. I am currently taking the bus on a regular basis from Conifer to Civic Center Bus Station to work downtown. Being I am riding the Bus from Conifer there is no easy way to pick the boys up from school. I respectfully ask you to reconsider the elimination of the CS route. Thank you.</p>

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CV/CX/CS		1		Anne	Peterson	afloater12@gmail.com	Why would you change what is working and convenient for the citizens up the 285 corridor? Traffic is already horrible on 285, winters are generally worse than the city, the population continues to grow up here just like in the city, and citizens riding the bus not only is more convenient for some, but helps lessen traffic and pollution. BETTER FOR THE ENVIRONMENT! BETTER FOR THE CITIZENS! Leave your greed on the table and continue to provide existing service, or even consider improving it.
CV/CX/CS		1		Joyce	Shedd	mtnceltgal@yahoo.com	I take the CV bus from Pine Junction to Civic Center each business day. I am extremely concerned about the time change for the eastbound bus that now leaves PJ at 6:28 a.m. changing to 6:35 a.m. This 7-minute difference would have a major impact on those of us who rely on this bus to get us downtown in plenty of time for work. For instance: I have to be at work at 16th and California promptly at 8 a.m. With the current schedule this is not an issue, even if there is heavier traffic and/or inclement weather. However, with the 6:35 departure arriving at Civic Center at 7:45 this takes away that cushion for unforeseen circumstances. My fellow riders and I would truly appreciate you taking our concerns into consideration and PLEASE keep the 6:28 a.m. PJ departure time the same!
CV/CX/CS		1		Lou	Swanson	lougriiffith@hotmail.com	I would like to share my thoughts regarding the proposed service changes to the CV Route in August. I don't have any issue with removing the CS and CX routes, although I will really miss the CX! That's a long time to be on a bus, especially at the end of the day and the express just makes it a little shorter. I understand you are dealing with a shortage of drivers, so your options may be limited. That said though, I would feel much safer and generally would rather have more experienced drivers on our route(s) than a series of new inexperienced drivers that get lost, miss stops and/or get stuck or worse in the winter. I had a chance to look over the proposed time changes to the CV route. Most of them are okay with me. The only issue I have is with the morning Eastbound CV route that currently leaves at 6:28am being changed to 6:35am. I would prefer that that bus leave no later than 6:30 so that we can reach our destinations on time, particularly in the Winter when the buss tends to get to the Civic Center late pretty regularly.

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CV/CX/CS		1		Debra	West	debrajo83@yahoo.com	Eliminating service from Conifer to the Fed Center will make it impossible for many people to use public transportation. Many agencies love to take tax money from the foothills while refusing to provide meaningful service. RTD service has always been marginal. You are trying to make it useless. Many people would use the service if it were practical. You need to add more routes, not fewer. Remember, most of us don't work downtown. We don't want to go there. Many of us work more than 8 hours. Your schedule makes it problematic to get in 8 hours and impossible to work a longer shift. More routes and extended hours would greatly increase riders.
CV/CX/CS		1		UNK		+17203319300@tmomail.net	There are many people who rely on RTD for transportation from Conifer to the Federal Center for the connections and the Evergreen bus to Conifer. Traffic is getting worse and RTD should continue its existing Conifer and Evergreen routes to allow people to get to work in Denver who have no other options.
E Line		1		Doug	Elwood	doug@dougelwood.com	When I reviewed the May 20th proposed scheduled changes at: http://www.rtd-denver.com/servicechanges-may2018.shtml Nothing indicated any differences for the E line route. I had downloaded the schedules to my phone and use it to determine when routes cross and how best to make my train-to-bus connections. After reviewing the schedule changes and not noticing anything on the E line, I falsely believed it was staying the same as it was. My first ride after the 20th of May resulted in a bit of confusion and last Friday was even worse. The train I normally take (and had been taking for over a year) suddenly was not there on the normal schedule. (3:15 PM at Arapahoe Station) That train is now at 3:08 PM. While this is a small change – it certainly is a change that should have been mentioned. Many of us regular commuters (my commute is three days a week) depend on the train and bus schedule changes getting articulated *before* they change so we can adjust our expectations. Missing connections and extending our commutes, is not a welcome situation. Thank you for your attention to this matter in the future.
ES		1		Denise	Canonaco	Denise.Canonaco@jeffco.k12.co.us	Please do not eliminate the ES-Bus that provides service from the Evergreen Park-n-Ride to the Denver Federal Center!
ES		1		Karen	Lund	coronalake@gmail.com	Please don't discontinue ES service from Evergreen to the light rail station at the Denver Federal Center!! Gas prices are going up! This (and CS to Conifer) are the only service from the foothills to anywhere and everywhere in Denver! Perhaps fewer stops in Evergreen—limiting to to major Park and Ride stops. Perhaps stop doubling up ES and EX/EV at the same times on the schedule. Some route from Evergreen needs to stop at Federal Center station!

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ES		1		Cheryl	Manning	clbmanning@mac.com	PLEASE!! DO NOT ELIMINATE THE ES BUS. IT IS THE ONLY ONE THAT PROVIDES SERVICE BETWEEN EVERGREEN PARK-N-RIDE AND THE DENVER FEDERAL CENTER. I RIDE THIS BUS REGULARLY.
ES		1		Dean	Miller	Dean.Miller@dgsllaw.com	I am writing to express my concern about the proposed elimination of the ES bus route. The effect of this change would be to eliminate any public transportation option for entire Evergreen mountain community to access the Federal Center, Red Rocks Community College, St. Anthony's Hospital, and the RTD light rail system. Many Evergreen residents who work at the Lakewood Federal Center, attend Red Rocks Community College, or access the RTD light rail system from the Federal Center light rail station take the ES bus. By limiting Evergreen bus service to the EV and EX Routes, Evergreen residents who want to access the light rail system by public transportation would be forced to take the EV or EX bus to Civic Center Station and then backtrack to 16th and California, 16th and Stout, or Union Station. In my experience riding the Evergreen buses for the past 21 years, very few people would be willing to do this, which would result in significant inconvenience for these people and increase automobile traffic. This is inconsistent with RTD's fundamental mission. Eliminating the ES bus route also will eliminate the Evergreen community's option to take mass transit to DIA. Without the ES bus, Evergreen residents will be forced to drive to the Federal Center light rail station to access the W line to Union Station or simply drive to DIA, which will both be a significant inconvenience and increase traffic on I-70. In addition, with the U.S. Bureau of Land Management considering moving its national headquarters to Colorado, and possibly the Lakewood Federal Center, eliminating the ES bus route is short-sighted at best. Please reconsider this plan. It will be a significant detriment to the Evergreen mountain community if it is implemented. Thank you for the opportunity to provide these comments.

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ES		1		Lynne	Steketee	lynne.steketee@state.co.us	<p>I would like to formally register my deep concern about a proposed change to eliminate the 14:15 ES bus from the civic center to Evergreen via the Federal Center.</p> <p>I am a regular rider on the 14:15 ES as it is the ONLY mid day bus to the mountains. I understand the AM and PM commuter schedule and I use it everyday, but the 14:15 ES provides the only way to get back up the hill before 5:00 PM. If someone has a Dr's appointment or has to pick up a child from school or meet a service provider, during the winter months - if people need to get home before a storm, this is the bus they take - again it is the ONLY midday bus, there is not an alternative bus. It is the 14:15 ES or wait until the evening commute schedule.</p> <p>As a regular rider I know a lot about who also depends on 14:15 ES. During the school year - this mid day option picks up students at the Fed Center from Red Rocks and other campuses - several are special needs and as mentioned at the Evergreen public hearing - this is a life line for them - if you eliminate it - how will they get home? Waiting until the evening commute is not an option.</p> <p>I know if is not a money maker and that there is a driver shortage, but this is a community lifeline and the only mid-day option. I would strongly request that you keep it the same - Please keep the 14:14 ES as it is.</p>
ES		1		Patricia	Stephens	Patricia.Stephens@jeffco.k12.co.us	<p>Asking your consideration, please do not eliminate the ES bus from Evergreen to Federal Center.</p>
ES		1		Scott	Stewart	themrscot2@gmail.com	<p>I have reviewed the proposed changes eliminating service between Pine Junction and the federal center. If the goal of this change is to reduce ridership you will likely have some success. The CV is not a viable option for me. You would be taking me an extra 20 minutes to downtown where I would have to wait for another bus or train and then ride at least 30 back to the Federal Center. This would add an hour or more to my travel times, making RTD an impractical option. The Federal Center station is a major destination and there are riders commuting to the Fed Center, hospital and Red Rocks College. It seems more useful for riders to add a stop at this location to the CV than to add extra 100L trips, as proposed. If some consolidation is needed people can accept that, but eliminating service to an important destination makes the system less usefull and will increase the number of people driving into the city, affecting traffic and air quality.</p>
ES		1		Ann	Thomas	Ann.Thomas@jeffco.k12.co.us	<p>Please do not eliminate the ES-Bus that provides service from the Evergreen Park-n-Ride to the Denver Federal Center. Thank you.</p>

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ES/EV		1		Kathy	Bryant	kathybryant100@gmail.com
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I am very concerned about your suggestion to eliminate the ES route. I have been a faithful rider of the ES for the last NINETEEN years, traveling from the Evergreen Park & Ride to the Denver Federal Center. Please reconsider this proposed action. Instead of offering the current three ES routes in the AM and the five ES routes in the PM, please consider one to two in the AM and two to three in the PM. Both actions will cut costs. Try these changes for six months prior to making your proposed drastic change. Moderately increasing the ES & CS fares to assist with covering costs is an action I would support. Please consider adding a Denver Federal Center stop to the EX or EV routes.

I am not happy about contributing tax dollars to RTD and RTD eliminating my way to work at the Denver Federal Center. Since you are a quasi-governmental entity, please consider the needs of the population your serve.

I attended the Evergreen Public Meeting this evening and heard many carefully considered solutions from Evergreen and Conifer residents who truly appreciate the ES & CS routes. I hope that you will seriously consider these suggestions. During a time in our country when many people do not believe the federal government is listening to their concerns, it would be so refreshing to know that RTD is listening to it's customers and is willing to implement some of the suggestions.

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ES/EV/EX		1		Karen	Lund	k1lundo@gmail.com
ES/EV/EX		1		Charles	Naumer	charles@naumer.net

After attending the proposed service changes meeting in Evergreen, it is clear that RTD needs to maintain services between Evergreen and Lakewood. ES (and CS) services connect the public transportation network—light rail at Federal Center Station plus a number of other local bus routes. ES (and CS) services are the only mobility options for students and disabled individuals to connect to schools and services in the western metro area. ES (and CS) services are subsidized by a number of west metro area employers that provide transportation subsidies for employees to buy passes and ticket books on a monthly basis. Because of the way the subsidies work, more tickets are bought than used. So, rider counts on these routes under represent the revenue from the subsidized ticket sales. RTD goals need to be to provide public transportation and to link to the public network. Suggest that ES-EV-EX routes need to be recombined to result in or no loss of service times or service locations but fewer total trips.

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Good morning I reviewed the subsidy handout from the meeting in Evergreen over the weekend. I may be reading it wrong, but the \$40 subsidy discussed in the meeting appears to be for the Green bus, not the ES/EV/EX route. Could you please let me know if I am reading this wrong and also forward me the subsidy statistics for 2017?

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ES/EV/EX		1		Matt	Ratterman	mratterman@comcast.net	<p>I am writing to object to the proposed changes that will eliminate the Federal Center stop from the ES and CS routes. The proposed changes seem to be paving the way for elimination of those routes altogether.</p> <p>On many days, most of the riders on these routes travel between the Federal Center and the Civic Center Station. When the Federal Center is cut out, the routes will have far fewer riders per bus. RTD may then determine that ridership does not support such routes and cancel the Conifer and Evergreen express routes in the next round of cuts.</p> <p>Disabled riders use the ES and CS to travel from Evergreen or Conifer to the Federal Center. When the Federal Center stop is eliminated, disabled riders will lose their best option to reach the Federal Center and connect with light rail or other routes.</p> <p>Please reconsider eliminating the Federal Center stop on the ES and CS routes.</p>
ES/EVEX		1		April	O'Dell	aprilodell1@me.com	<p>I commented last night but would like for you to consider the traffics issue on I70 in your proposal as well as the times you have picked. I am an ev/ex rider. I only take the ev because of the times it is offered and prefer the ex. That being said I think that getting rid of the Es bus is not the best idea. What about having a bus 2 time a day that Judy goes to the federal center and people can then transfer to the 100L or the train. First of all have you taken the w? It is the slowest train.. eliminate some of those super small stops and maybe the train will be a more viable option.. also if the junction was in place the train would be able to take people to the tech center. Also the bus times right only allows people from evergreen to go directly to Work and back.. and leaves no additional time for folks to run errands or enjoy Denver or stay late. Having an express bus remain at 645 or even later would be ideal..many of us know it is an option and are only way home if needed. I would also say that increasing bus service would improve ridership. I feel that the group was right advertise. We have a ton of young people who may use the bus to get into town if they knew it was available.</p>
EX		1		Charles	Naumer	charles@naumer.net	<p>While riding the EX this morning, I read a few articles on recent trends in privatizing public transportation. I appreciate the public hearing yesterday and in the spirit of creative solutions. Perhaps there is an opportunity to work with private entities to address the community concerns expressed last night and also to better use taxpayer money. For example, if the subsidy per ride is \$40 it would be cheaper for us to take Uber.</p>

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FF1		1		Alysha	Hernandez	alysha.hernandez@state.co.us	I am a commuter on the FF1 at 5:15 its seems once the 0 changed time we have a hardtime getting the connection to the 0. We have passengers either having to take the free shuttle and walk as close as they can to work or walk. Do to the recent complaint and Im sure others have responded below is the email I sent on June 5th ,2018. Below is the email I sent. before schedule was changed I was getting to work on time now Im having to make up lost time from work. plus we have now a rude driver that will see you and takes off.
Genreal		1		Mitch	Reha	mreha462@hotmail.com	I just wanted to voice how displeased as I am with the schedule changes that took place on May 20th; all of the buses that I normally take for my commute have been reduced, either from every 15 min to every 30 min or from every 30 min to every hour. This literally adds hours to my commute every single day because the connections I used to make no longer match up with each other. I bought an annual pass and now I feel cheated because the service is so inconvenient that it isn't worth it; it shouldn't take two hours to go from Louisville to Boulder when it takes ten minutes in a car! You can bet I won't be buying another pass next year!
Stampee		1		Heidi	McCann	heidi.mccann@nsidc.org	I am writing to voice my opinion on the proposed changes to the Stampede route and the elimination of service to Marine Street. You are wrong in wanting to remove service from this part of the CU Boulder campus. Many employees rely on this service to and from main campus to get to meetings, classes or other events. We only have to take one bus to campus. Taking two buses is a bigger inconvenience and requires us to leave our jobs earlier.I hereby object to the proposed change.
Totals	3	124	6			-	

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