



## CHAPTER VII

# Implementation Plan

---

---

### INTRODUCTION

LSC has prepared the following implementation plan that identifies the steps to be taken within the next five years to implement the preferred service. The financial requirements—both operational and capital—are discussed with regard to the preferred service. In addition, specific stop recommendations and schedules were developed for the implementation plan.

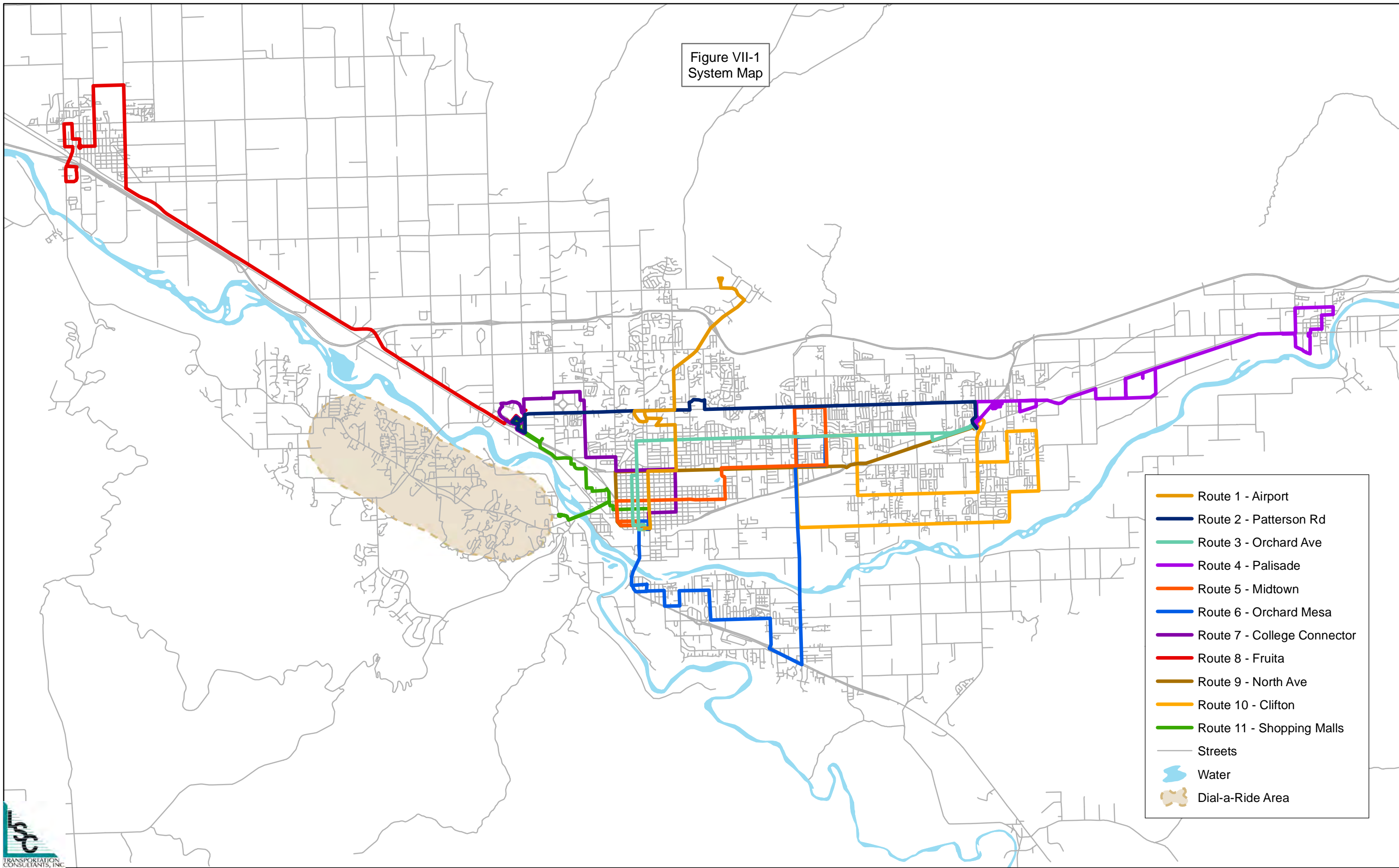
### PREFERRED SERVICE

The preferred service plan has been chosen after multiple meetings to discuss potential service changes with the Citizens Advisory Committee, Steering Committee, drivers, and the general public. The preferred service seeks to provide a high level of quality service to residents while adding only minimal cost to riders. As GVT already has a fairly large existing system, many of the changes in the preferred service plan involve increasing efficiencies within the existing route structure. The proposed routes differ from those presented in Chapter VI because of additional analysis and discussion regarding the routing possibilities.

The preferred service map for the entire system can be seen in Figure VII-1. The major changes to the overall service are in Orchard Mesa, Clifton, and Fruita. Two major components of the preferred service plan cannot be shown via this map. The extension of service hours and restructuring of stops are as important as the route restructuring of the system. Table VII-1 shows the overall costs and performance measures, by route, for the preferred service. This table includes providing limited evening service as discussed below. As shown in the table, the preferred fixed-route service is estimated to cost GVT approximately \$2,381,500 while providing 1,192,250 annual trips.

Table VII-1 GVT Preferred Service												
	Service											Total
	Route 1 Airport	Route 2 Patterson Ave.	Route 3 Orchard Ave.	Route 4 Palisade	Route 5 Midtown	Route 6 Orchard Mesa	Route 7 MSC/WCCC	Route 8 Fruita	Route 9 North Ave.	Route 10 Clifton	Route 11 Shopping Malls	
<b>Operating Data</b>												
One-Way Passenger-Trips	86,943	63,252	128,464	75,429	146,769	73,866	88,188	63,274	250,108	117,778	108,720	<b>1,192,244</b>
Operating Cost	\$188,561	\$195,250	\$232,452	\$239,781	\$220,816	\$208,973	\$227,054	\$279,935	\$328,724	\$232,570	\$210,976	<b>2,381,358</b>
Vehicle Service-Hours	4,288	4,132	5,185	5,185	5,185	4,288	5,185	5,185	7,320	5,185	5,185	<b>56,425</b>
Vehicle Service-Miles	59,268	74,939	77,516	87,160	62,204	86,126	70,412	139,995	110,166	77,671	49,258	<b>894,714</b>
<b>Performance Indicators</b>												
Cost Per Trip	\$2.17	\$3.09	\$1.81	\$3.18	\$1.50	\$2.83	\$2.57	\$4.42	\$1.31	\$1.97	\$1.94	<b>\$2.00</b>
Cost Per Mile	\$3.18	\$2.61	\$3.00	\$2.75	\$3.55	\$2.43	\$3.22	\$2.00	\$2.98	\$2.99	\$4.28	<b>\$2.66</b>
Cost Per Hour	\$43.97	\$47.25	\$44.83	\$46.25	\$42.59	\$48.73	\$43.79	\$53.99	\$44.91	\$44.85	\$40.69	<b>\$42.20</b>
Passengers per Mile	1.5	0.8	1.7	0.9	2.4	0.9	1.3	0.5	2.3	1.5	2.2	<b>1.3</b>
Passengers Per Hour	20.3	15.3	24.8	14.5	28.3	17.2	17.0	12.2	34.2	22.7	21.0	<b>21.1</b>
Source: GVT and LSC, 2011.												

Figure VII-1  
System Map



- Route 1 - Airport
- Route 2 - Patterson Rd
- Route 3 - Orchard Ave
- Route 4 - Palisade
- Route 5 - Midtown
- Route 6 - Orchard Mesa
- Route 7 - College Connector
- Route 8 - Fruita
- Route 9 - North Ave
- Route 10 - Clifton
- Route 11 - Shopping Malls
- Streets
- Water
- Dial-a-Ride Area

(This page intentionally left blank.)

Evening service will be provided on eight of the existing eleven routes. The Airport, Patterson Road, and Orchard Mesa routes will not have service past their existing hours of operation. This decision was made for two reasons: 1) the projected demand on these routes beyond their current span of service is very low, and 2) these hours can be reallocated elsewhere to provide a higher level of service during peak periods. While expanding service three hours later will not produce a great jump in ridership or improve performance measures, it will provide access to a breadth of opportunities for patrons of the system who may not otherwise be able to access employment and educational opportunities. Paratransit services will also need to be extended into the evening hours to cover the same areas as the fixed routes that will be operating during this time period.

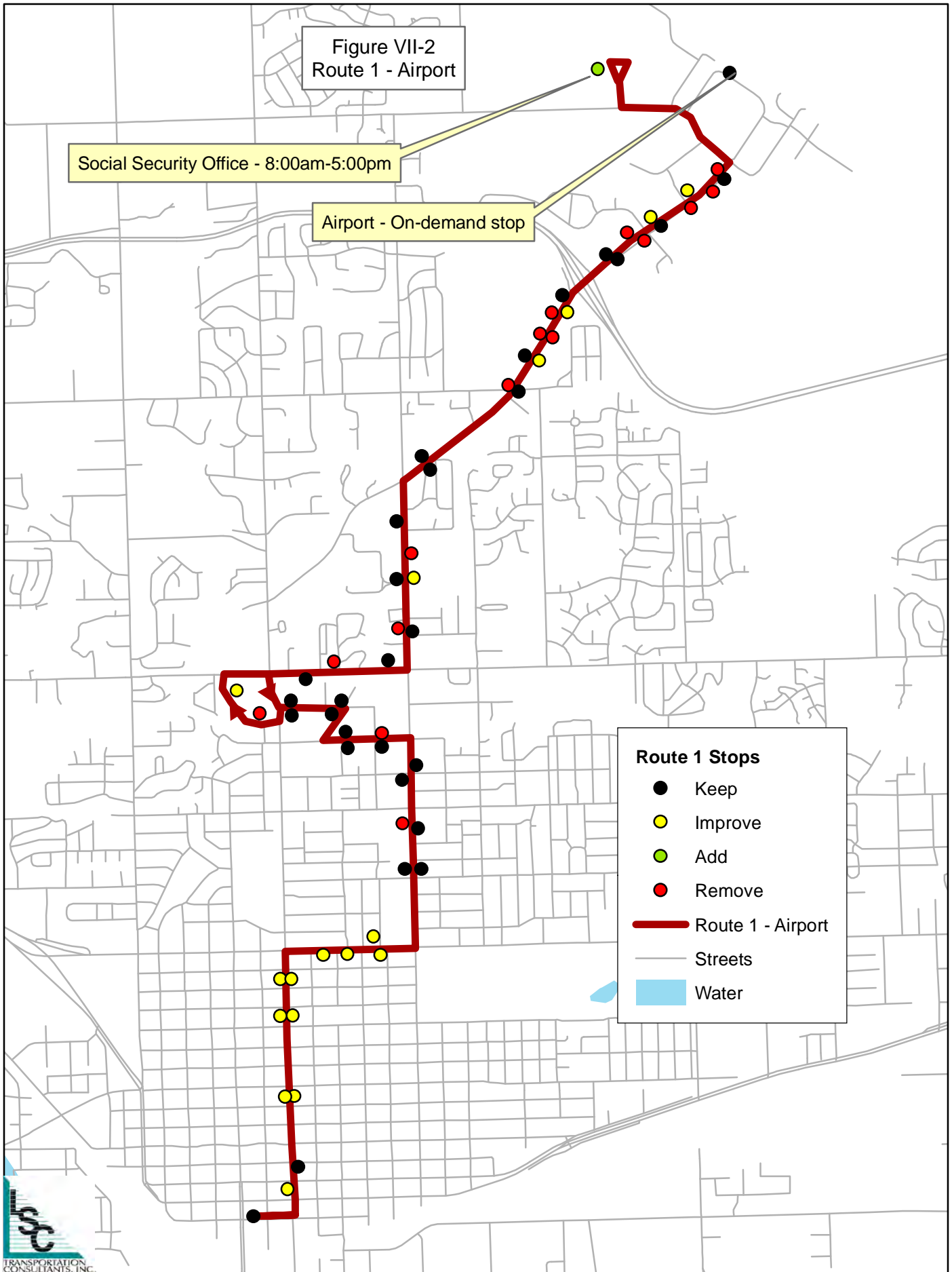
As mentioned previously, a great deal of time was given to assessing current and new stop locations for the system. LSC conducted a stop-by-stop analysis to determine stop characteristics and passenger amenities including signage, benches, shelters, accessibility, placement, distance, and passenger activity. These data were used to determine which stops should be kept, improved, removed, or added. The maps that follow the individual route descriptions show the results of the analysis along with the proposed routing. These recommendations were made to improve the timing of the routes, safety for drivers and passengers, and accessibility to the system. A complete list of recommended improvements by stop is located in Appendix C.

## **Route 1 - Airport**

The major change regarding the Airport route is the need to serve the new Social Security office, located to the west of the airport. Serving both the airport and Social Security office throughout the day is not feasible due to time constraints and the length of this route. The preferred service, shown in Figure VII-2, is to provide service to the Social Security office between 8:00 a.m. and 5:00 p.m., while keeping the airport as an on-demand stop during this time span. Users wishing to alight at the airport stop simply have to tell the driver when they board the bus that they need to access the airport. Patrons wishing to be picked up at the airport during this time period will have to call dispatch to arrange to be picked up on the next run. Outside of 8:00 a.m. to 5:00 p.m., the bus will use the airport loop as

## *Implementation Plan*

it currently does. As shown, many of the stops in the downtown area need to be improved, mainly to comply with accessibility standards.



## **Route 2 - Patterson**

There are no major changes to the Patterson Road route at this time, with the exception of the removal of 31½ Road. The major changes to this route, as shown in Figure VII-3, are to remove stops within one-quarter of a mile to improve the travel time of the route and improve safety. The Patterson Road route will not be extended past the current hours of operation in the short term. Long term, the route will have slight modifications to serve the Mesa Mall transfer center.

## **Route 3 - Orchard Avenue**

While there are no changes to the actual routing of the Orchard Avenue route, the major concern with the route has always been timing. In order to improve the timing, many stops are slated to be removed. Shown in red in Figure VII-4, stops that are too close to one another can be removed to create a more preferable one-quarter-mile spacing within the city. Several other stops are also candidates for improvement along this route. This route will be extended three hours past the current hours of operation.

## **Route 4 - Palisade**

The Palisade route, shown in Figure VII-5, also does not have any immediate route adjustments. Because of the distance between Clifton and Palisade, there are not many options that could be considered to improve ridership. The major changes to this route are stop improvements to improve pedestrian experience and safety.

## **Route 5 - Midtown**

As shown in Figure VII-6, the major change to the Midtown route deals with the way in which the route accesses downtown. Instead of traveling along Main Street, the route will now use Ute and Pitkin Avenues. The curvilinear nature of Main Street in downtown, the number of vehicles backing out of parking spaces, and the narrow lanes all create traffic safety issues for buses. Route 11 will serve Rood Avenue which is a short block from Main Street and will provide transit access to the core of downtown. This change will increase the speed of the route while eliminating the safety concerns of buses traveling on Main Street between 1<sup>st</sup> and 7<sup>th</sup> Streets.

Figure VII-3  
Route 2 - Patterson Rd

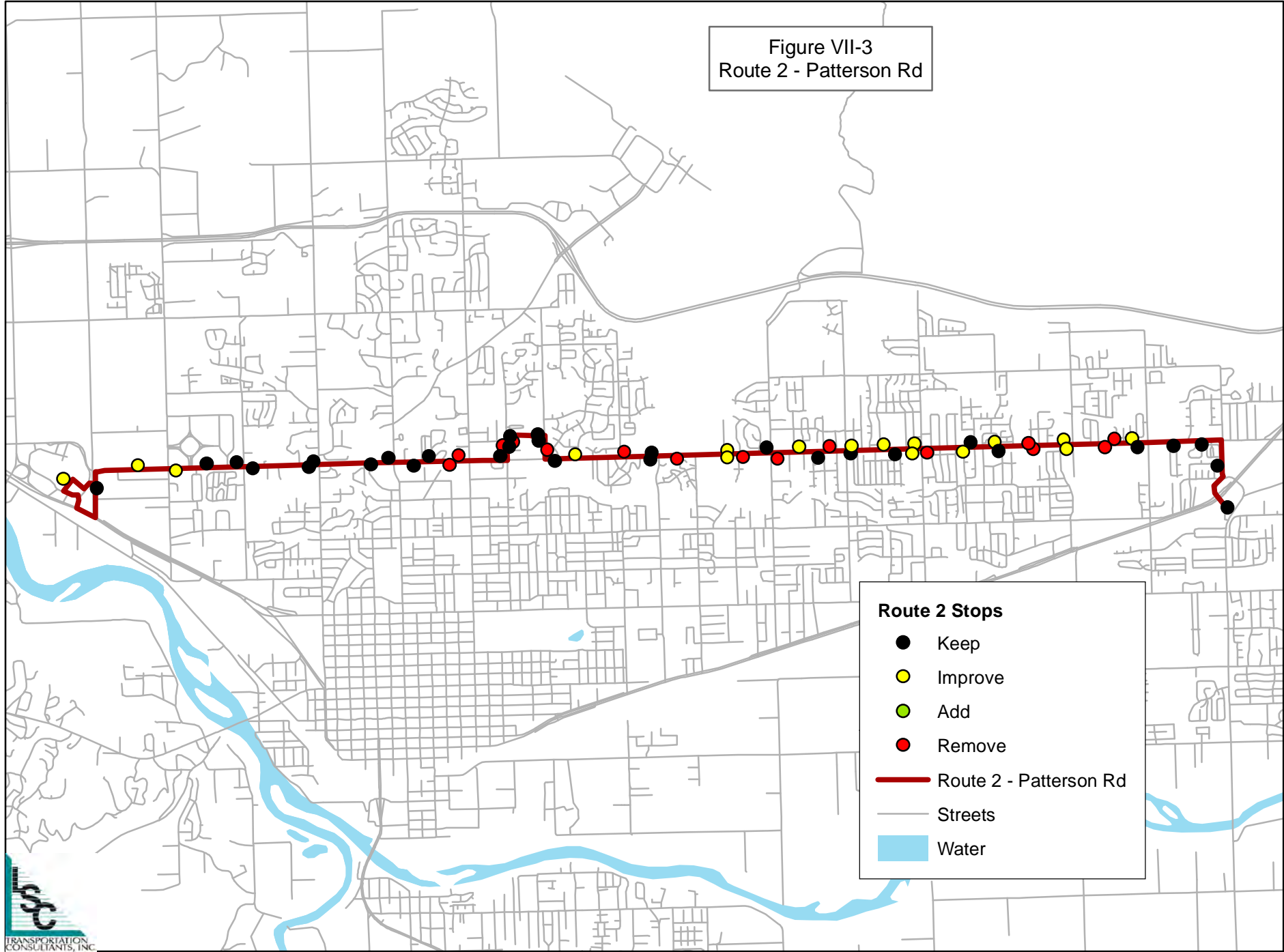


Figure VII-4  
Route 3 - Orchard Ave

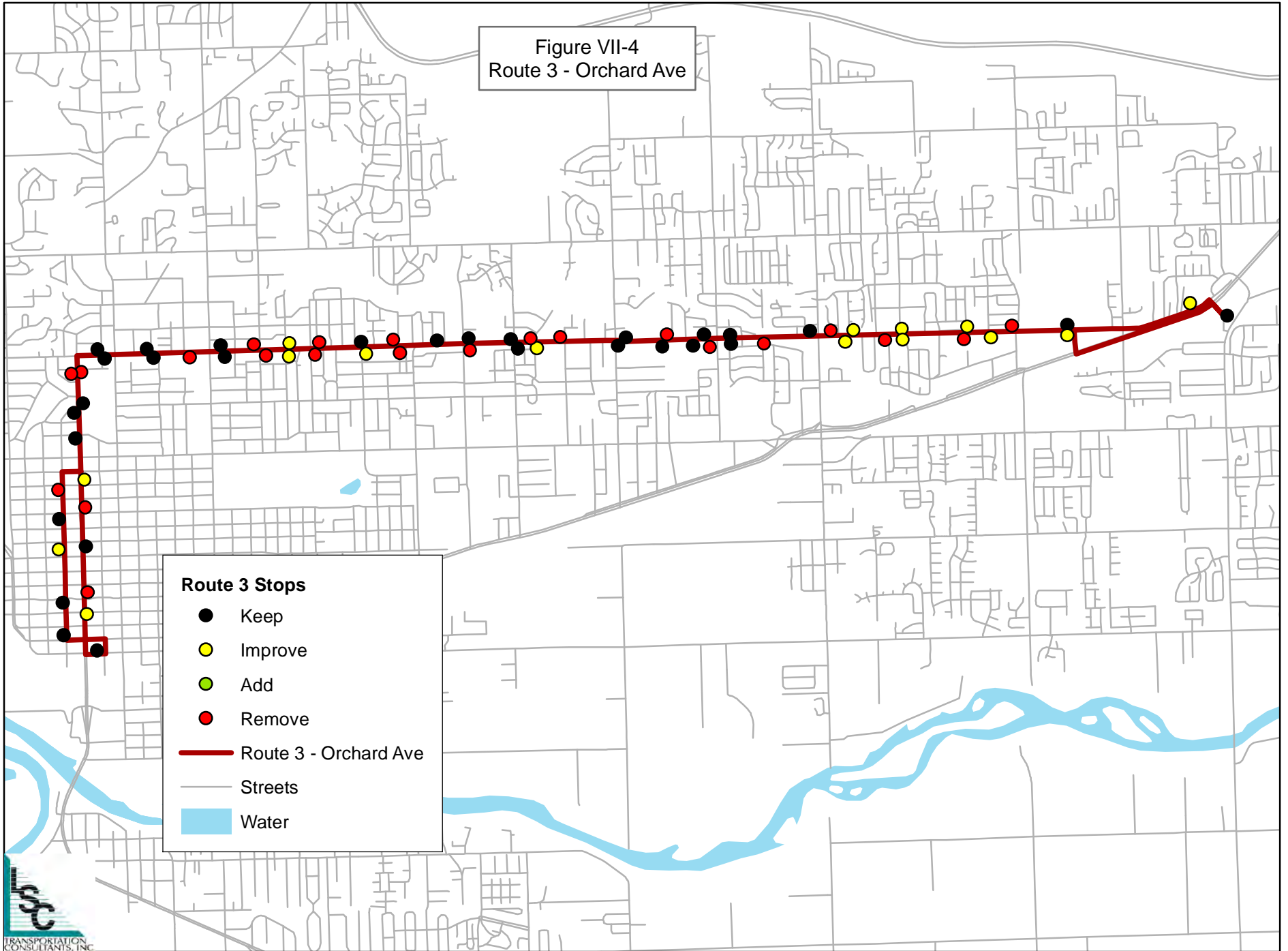


Figure VII-5  
Route 4 - Palisade

**Route 4 Stops**

- Keep
- Improve
- Add
- Remove
- Route 4 - Palisade
- Streets
- Water

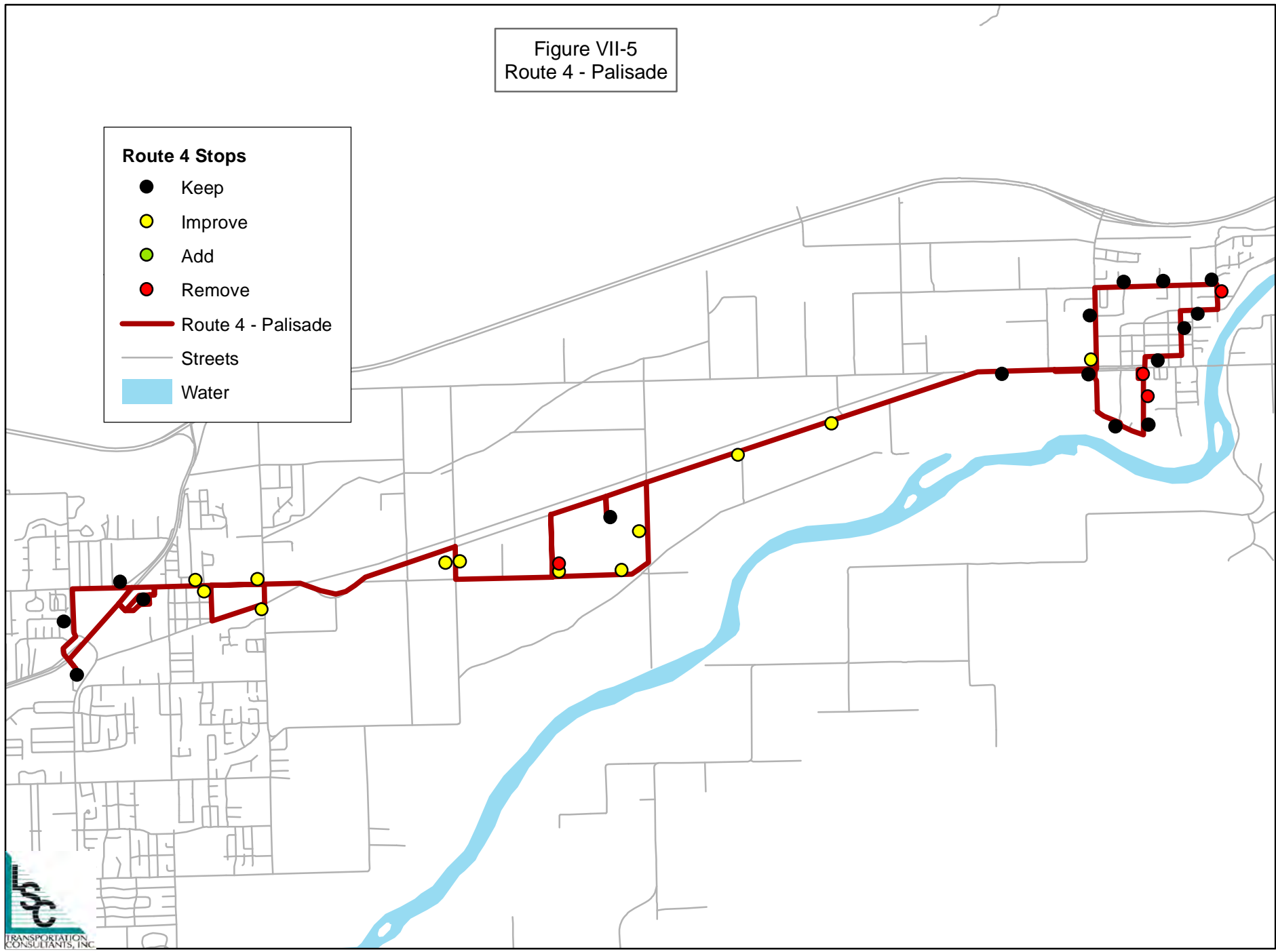
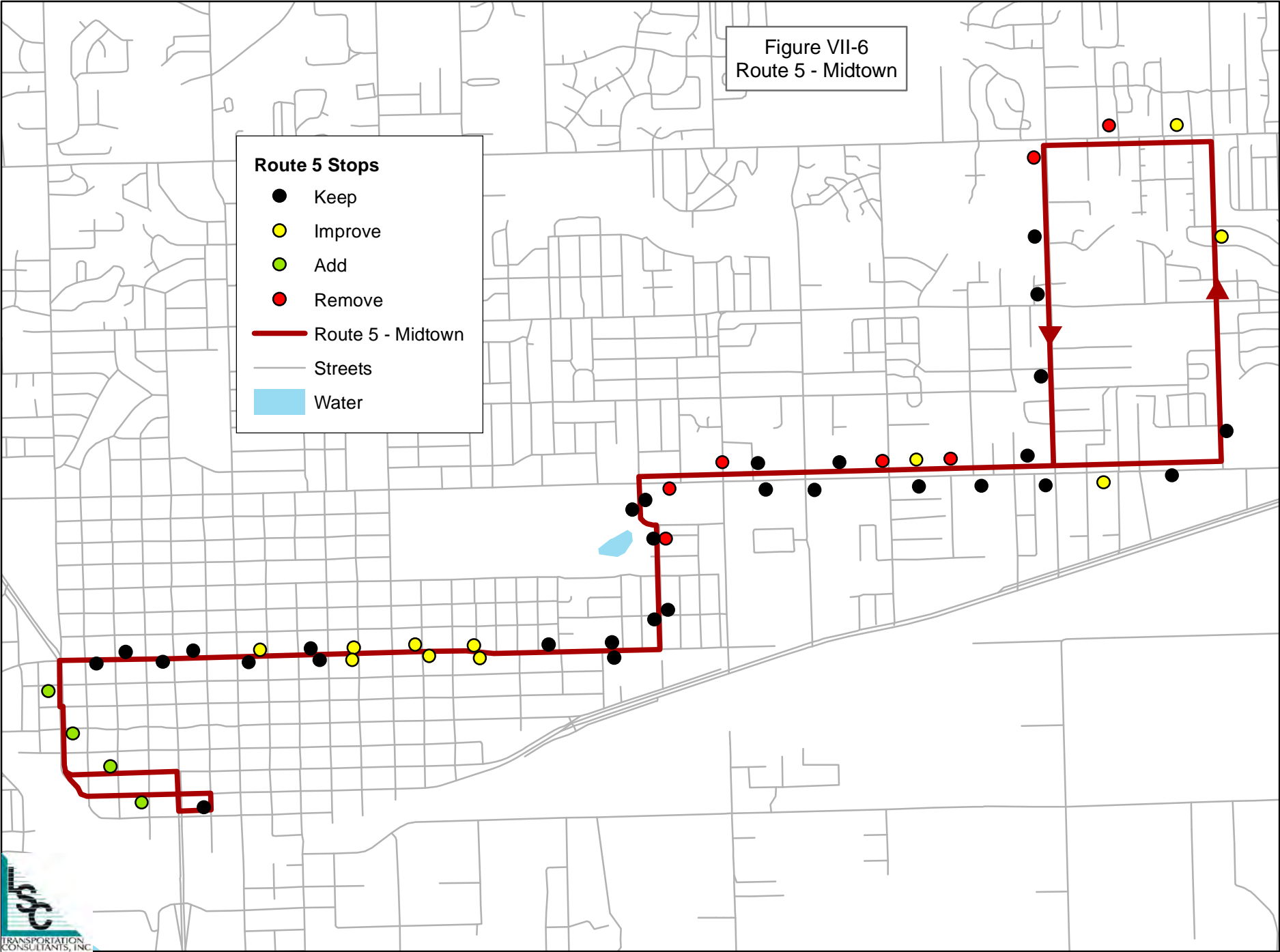


Figure VII-6  
Route 5 - Midtown

**Route 5 Stops**

- Keep
- Improve
- Add
- Remove
- Route 5 - Midtown
- Streets
- Water



### **Route 6 - Orchard Mesa**

The Orchard Mesa route will change considerably under the preferred plan. Two major considerations regarding the route were to eliminate loops and provide access to North Avenue via 29 Road. As shown in Figure VII-7, the preferred route will accomplish both of these objectives. The route will still serve many of the primary origins and destinations covered by the current route, while shortening travel time for passengers by traveling out and back along the same route rather than operating on large loops. In addition, providing service to North and Orchard Avenues will eliminate the need for some passengers to transfer downtown.

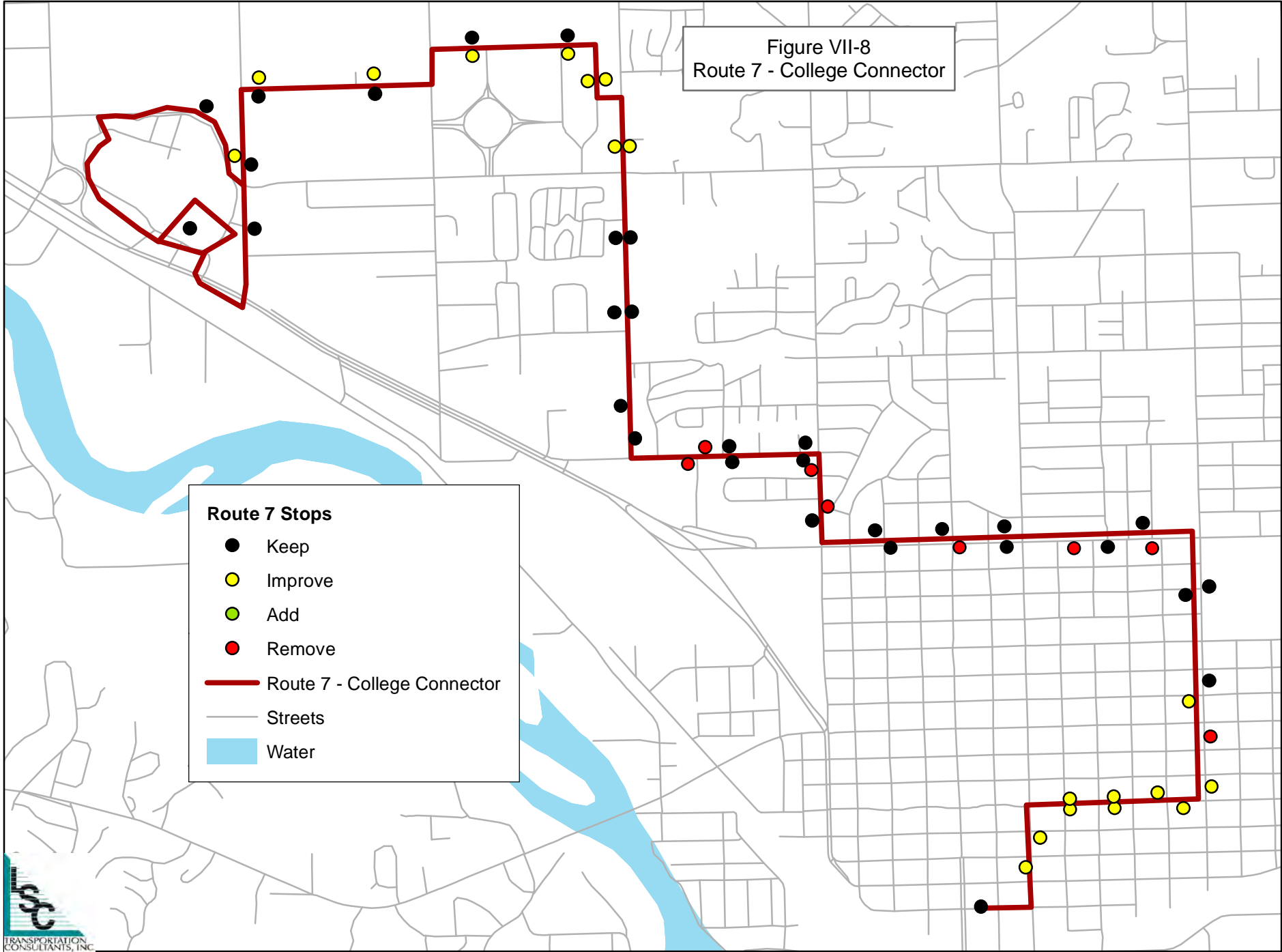
### **Route 7 - College Connector**

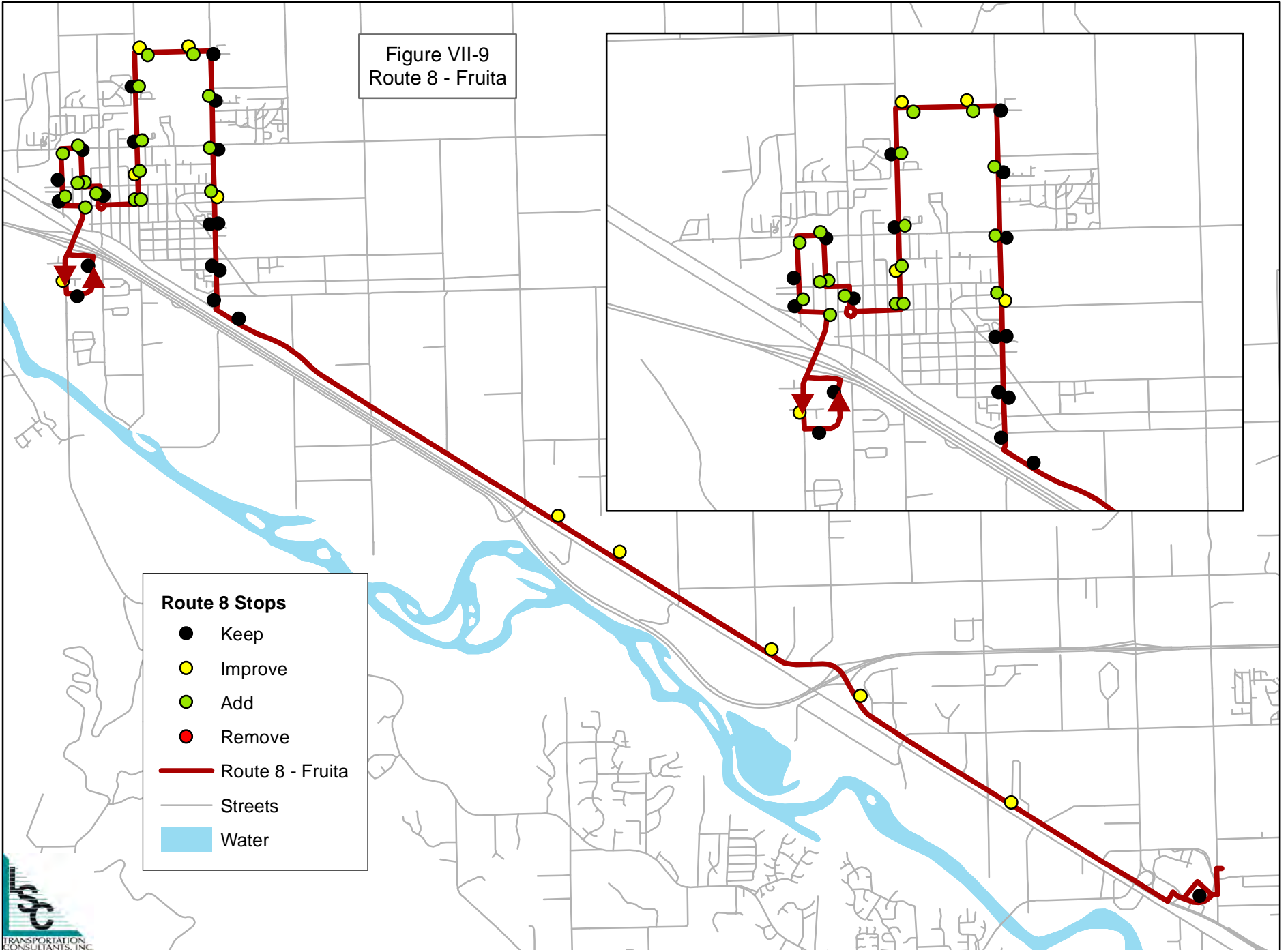
Besides a change in name, Route 7 does not have many routing changes. When accessing downtown from 12<sup>th</sup> Street, the route will not travel on Main Street until 7<sup>th</sup> Street, covering a portion of service vacated by the airport route. Aside from this change and extending service three hours later in the day, the route will remain as is. When the Mesa Mall Transfer site moves, this route may no longer directly serve the mall. The preferred routing can be seen in Figure VII-8.

### **Route 8 - Fruita**

Fruita is one of the routes that has major changes. To eliminate the need for many Fruita residents to travel from Fruita to the mall and then back to Fruita for a local trip within Fruita because of the loop structure, the loop pattern of the route was changed to operate on the same streets in both directions. This reduces the travel time for users and allows patrons traveling within Fruita to do so with greater ease. As shown in Figure VII-9, the route still covers a large portion of the current service area, including all of the major trip generators within the city.







## **Route 9 - North Avenue**

While the North Avenue route has one minor change to the routing (using 1<sup>st</sup> Street as opposed to 7<sup>th</sup> Street), the real change in service is through providing 30-minute frequencies between 8:15 and 9:15 a.m. The North Avenue route is currently operating at crush capacity, with buses so full that standees are often packed between the yellow safety lines. To alleviate these conditions, service hours have been allocated to this route to provide more frequent service during the day when demand is highest. While one bus will be off the traditional pulse, this should not be a factor for the majority of riders. Survey information revealed that many riders are simply accessing North Avenue without transferring, eliminating the need to match up with other routes. In addition, opening up Orchard Mesa and Clifton to North Avenue locations will allow users traveling on the off-pulse bus to still transfer to other routes without a long wait. As shown in Figure VII-10, several stops are slated to be removed as well, which will help with some of the timing issues along this route.

## **Route 10 - Clifton**

The Clifton route has major changes due to the opening of the 29 Road bridge. As shown in Figure VII-11, the Clifton route still covers the majority of the current service area, but now accesses North Avenue and Orchard Avenue via the 29 Road bridge. Survey information showed that many users were riding to the transfer center and transferring to locations along both North and Orchard Avenues. Providing direct access to these locations will eliminate the need for many residents to transfer, while reducing travel times as well.

## **Route 11 - Shopping Malls**

The Shopping Malls route will now use Rood Avenue heading out of and into downtown. Serving Rood Avenue will allow individuals who would currently take Route 5 to access Main Street locations the same access to these trip generators. The other major changes to the route do not deal with route alignment, but with how often specific locations are served. The preferred alternative is to serve Grand Mesa Center on the outbound portion of the trip, while serving Albertsons on the inbound portion only. Currently, the route serves both of these locations in both locations. A map of these changes can be seen in Figure VII-12.

Figure VII-10  
Route 9 - North Ave

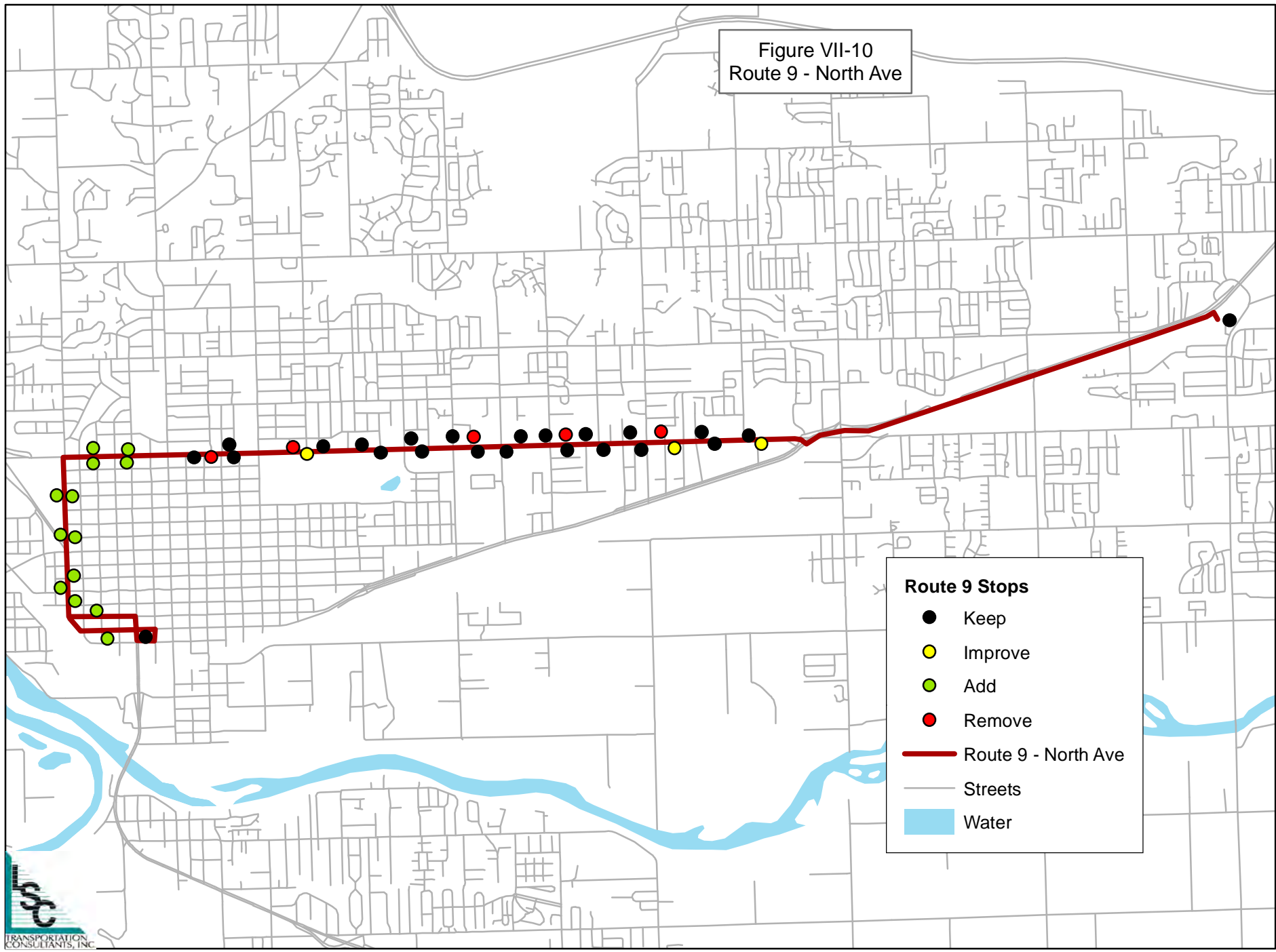
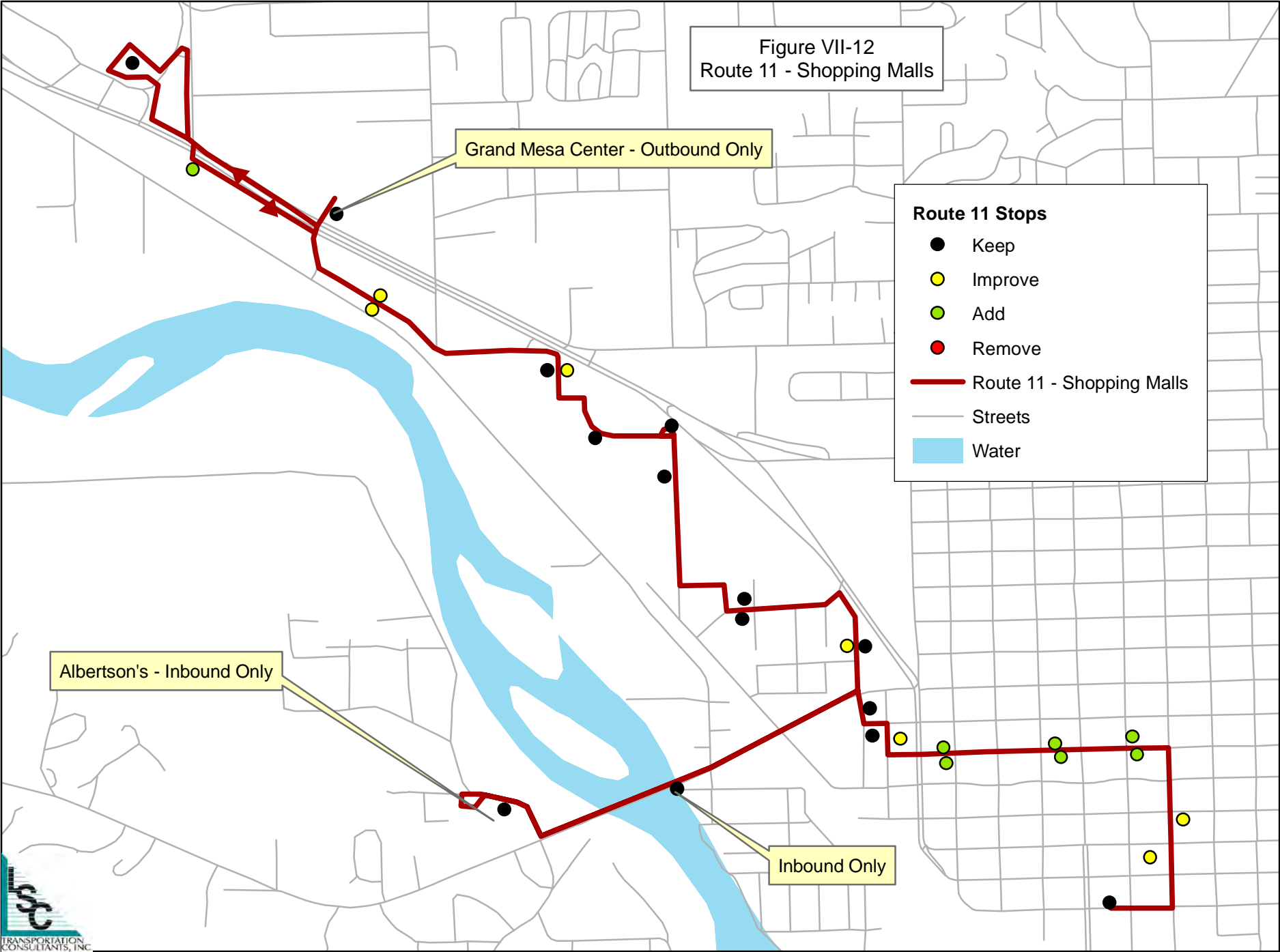




Figure VII-12  
Route 11 - Shopping Malls



## **GENERAL BUS STOP GUIDELINES**

In order for a bus stop to be usable, the design must incorporate various elements that relate to safety and accessibility. The recommended design provides an unimpeded pathway from the building or sidewalk being served by the transit stop and the transit vehicle. This entails positioning street furniture, landscaping, and other obstacles so that they do not protrude into the path of travel. Grade-level changes in sidewalks and platforms should also be avoided. Flat, stable surfaces and seating adjacent to pathways are also important. The path of travel from the designated waiting area to the vehicle must have a simple and consistent layout. The design should include unbroken travel paths from the sidewalk to the bus boarding platform as well as adequate illumination.

Pedestrians walking to and from bus stops are often required to travel on the shoulder of the road in areas without sidewalks. Transit riders also must board and deboard buses without the benefit of a curb to lift them closer to the first step of the bus and transit passengers have to get on and off buses on a gravel or dirt surface. This boarding and unloading situation can be difficult for certain individuals, such as the elderly or those who use wheelchairs, and should be addressed in those areas where the replacement of ditches or paved shoulders will be a long-term project.

### **Bus Stop Areas, Bus Landing Pads, and Accessible Paths**

The recommended design encompasses the baseline requirements of the Americans with Disabilities Act and allows patrons to have direct access to the transit vehicle. As shown in Figure VII-13, the recommended bus stop provides an accessible and comfortable waiting area for all transit users. Wheelchair users in particular require a stable, level, and unobstructed landing pad for the wheelchair lift or ramp to be deployed when boarding and alighting. With respect to the waiting area, wheelchair users also require adequate spacing at the stop as well as adequate space to maneuver from the waiting area to the landing pad. Anecdotal experience throughout the country shows that a curb of some sort is usually necessary in order for a wheelchair user to be able to easily get on or off a bus with a ramp, even if the ramp is seemingly “ADA compliant.” As virtually all transit passengers are also pedestrians on one or both ends of their trip, well-

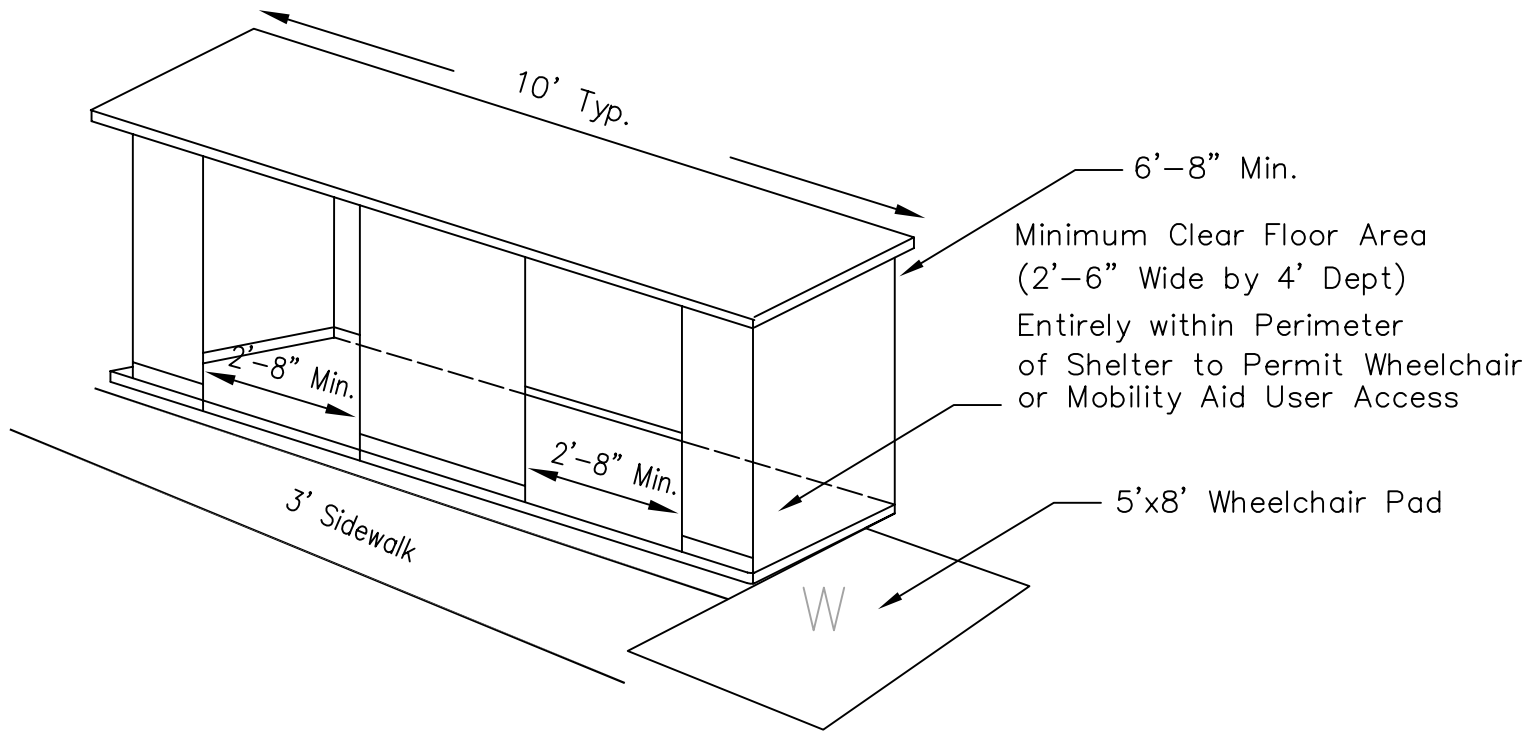
planned access that provides direct, safe, and attractive access to bus stops can significantly encourage transit use.

Accessible path design should include the following:

- Access to and from bus stops should be as direct as possible.
- The site design process for new developments should strive to reduce the length and inconvenience of pedestrian accesses between destinations and transit stops.
- At a minimum, a sidewalk should be provided from the nearest intersection to the bus stop.
- Minimum ADA design implications for bus stop areas, bus landing pads, and accessible pedestrian accesses include the following:
  - A minimum clear passage width of 48 inches is recommended by the Access Board's guidelines for the public right-of-way. This is especially important next to a curb drop-off.
  - An accessible route from public transportation stops to the route that is accessible for people with disabilities as well as for the general public.
  - The running slope of the accessible pathway shall not be steeper than 1:20, while the cross slope shall not be steeper than 1:48 (two percent).
  - Parallel to the roadway, the slope of the boarding and alighting area shall be the same as the roadway (to the maximum extent practicable). The maximum slope perpendicular to the roadway shall not exceed 1:48 (two percent).
  - The bus landing pad, when installed alone on a shoulder in a rural area, must be elevated six inches above road grade for safety and accessibility purposes.
  - Stable, firm, and slip-resistant ground and floor surfaces.
  - Grating spaces or drainage grates, which are necessary for water drainage, should be no greater than 9.5 inches long in one direction. Spaces longer than this would impede the use of a wheelchair.

**Figure VII-13**

**ADA Minimum Dimensions of a Passenger Loading Pad and Shelter**



SOURCE: TCRP REPORT 19, *GUIDELINES FOR THE LOCATION AND DESIGN OF BUS STOPS*

## **SCHEDULES**

Tables VII-2 through VII-12 provide the proposed schedules for the preferred service plan. These schedules reflect evening service provisions, greater frequency on the North Avenue route during the day, and considerations of where to start routes once the new maintenance facility opens. The timing points for many of the routes have changed because of the restructuring of the routes. Please note the following regarding the schedules:

- The first run of the Patterson Road route was cut to allow the route to now start at the Clifton Transfer Center which is closer to the maintenance facility.
- The Orchard Mesa route can begin at 29 Road and Highway 50 in the morning instead of deadheading on the way in. As shown in the schedule, it can also operate to the same point on the way out, providing slightly more service to passengers.
- The North Avenue schedule reflects 30-minute frequency between 8:15 a.m. and 5:15 p.m. The runs that do not pulse with the other routes are italicized.
- The Clifton route can also start in the morning at 32 Road and D Road, while ending at the same point in the evening on the way back to the maintenance facility.
- The location of the maintenance facility in Whitewater will not have an immediate service impact on the rest of the routes' starting or ending points.

Table VII-2 Route 1 - Airport Schedule					
Downtown Transfer Depart	St. Mary's Hospital	Horizon Drive (Taco Bell)	Horizon Dr (Safeway)	12th St & Teller Ave	Downtown Transfer Arrive
5:15 AM	5:25 AM	5:35 AM	5:45 AM	5:55 AM	6:05 AM
6:15 AM	6:25 AM	6:35 AM	6:45 AM	6:55 AM	7:05 AM
7:15 AM	7:25 AM	7:35 AM	7:45 AM	7:55 AM	8:05 AM
8:15 AM	8:25 AM	8:35 AM	8:45 AM	8:55 AM	9:05 AM
9:15 AM	9:25 AM	9:35 AM	9:45 AM	9:55 AM	10:05 AM
10:15 AM	10:25 AM	10:35 AM	10:45 AM	10:55 AM	11:05 AM
11:15 AM	11:25 AM	11:35 AM	11:45 AM	11:55 AM	12:05 PM
12:15 PM	12:25 PM	12:35 PM	12:45 PM	12:55 PM	1:05 PM
1:15 PM	1:25 PM	1:35 PM	1:45 PM	1:55 PM	2:05 PM
2:15 PM	2:25 PM	2:35 PM	2:45 PM	2:55 PM	3:05 PM
3:15 PM	3:25 PM	3:35 PM	3:45 PM	3:55 PM	4:05 PM
4:15 PM	4:25 PM	4:35 PM	4:45 PM	4:55 PM	5:05 PM
5:15 PM	5:25 PM	5:35 PM	5:45 PM	5:55 PM	6:05 PM
6:15 PM	6:25 PM	6:35 PM	6:45 PM	6:55 PM	7:05 PM

Source: LSC, 2011.

Table VII-3 Route 2 - Patterson Road Schedule					
Clifton Transfer Center	Hermosa & 27 1/2 Rd	Patterson & Foresight Circle	Mesa Mall (Depart)	Hermosa & 27 1/2 Rd	Clifton Transfer Center
5:45 AM	5:55 AM	6:05 AM	6:15 AM	6:25 AM	6:35 AM
6:45 AM	6:55 AM	7:05 AM	7:15 AM	7:25 AM	7:35 AM
7:45 AM	7:55 AM	8:05 AM	8:15 AM	8:25 AM	8:35 AM
8:45 AM	8:55 AM	9:05 AM	9:15 AM	9:25 AM	9:35 AM
9:45 AM	9:55 AM	10:05 AM	10:15 AM	10:25 AM	10:35 AM
10:45 AM	10:55 AM	11:05 AM	11:15 AM	11:25 AM	11:35 AM
11:45 AM	11:55 AM	12:05 PM	12:15 PM	12:25 PM	12:35 PM
12:45 PM	12:55 PM	1:05 PM	1:15 PM	1:25 PM	1:35 PM
1:45 PM	1:55 PM	2:05 PM	2:15 PM	2:25 PM	2:35 PM
2:45 PM	2:55 PM	3:05 PM	3:15 PM	3:25 PM	3:35 PM
3:45 PM	3:55 PM	4:05 PM	4:15 PM	4:25 PM	4:35 PM
4:45 PM	4:55 PM	5:05 PM	5:15 PM	5:25 PM	5:35 PM
5:45 PM	5:55 PM	6:05 PM	6:15 PM	6:25 PM	6:35 PM

Source: LSC, 2011.

Table VII-4 Route 3 - Orchard Avenue Schedule					
Downtown Transfer Depart	Orchard & 29 Rd	Central High	Clifton Transfer Center Depart	Orchard & 28 1/2 Rd	4th Street & Gunnison Ave
5:15 AM	5:25 AM	5:35 AM	5:45 AM	5:55 AM	6:05 AM
6:15 AM	6:25 AM	6:35 AM	6:45 AM	6:55 AM	7:05 AM
7:15 AM	7:25 AM	7:35 AM	7:45 AM	7:55 AM	8:05 AM
8:15 AM	8:25 AM	8:35 AM	8:45 AM	8:55 AM	9:05 AM
9:15 AM	9:25 AM	9:35 AM	9:45 AM	9:55 AM	10:05 AM
10:15 AM	10:25 AM	10:35 AM	10:45 AM	10:55 AM	11:05 AM
11:15 AM	11:25 AM	11:35 AM	11:45 AM	11:55 AM	12:05 PM
12:15 PM	12:25 PM	12:35 PM	12:45 PM	12:55 PM	1:05 PM
1:15 PM	1:25 PM	1:35 PM	1:45 PM	1:55 PM	2:05 PM
2:15 PM	2:25 PM	2:35 PM	2:45 PM	2:55 PM	3:05 PM
3:15 PM	3:25 PM	3:35 PM	3:45 PM	3:55 PM	4:05 PM
4:15 PM	4:25 PM	4:35 PM	4:45 PM	4:55 PM	5:05 PM
5:15 PM	5:25 PM	5:35 PM	5:45 PM	5:55 PM	6:05 PM
6:15 PM	6:25 PM	6:35 PM	6:45 PM	6:55 PM	7:05 PM
7:15 PM	7:25 PM	7:35 PM	7:45 PM	7:55 PM	8:05 PM
8:15 PM	8:25 PM	8:35 PM	8:45 PM	8:55 PM	9:05 PM
9:15 PM	9:25 PM	9:35 PM	9:45 PM	9:55 PM	10:05 PM

Source: LSC, 2011.

Table VII-5 Route 4 - Palisade Schedule					
Clifton Transfer Center	Mt Garfield Middle School	Kluge Ave & 4th St	Palisade High	Hwy 6 & 33 Rd	Clifton Transfer Arrive
4:45 AM	4:55 AM	5:05 AM	5:15 AM	5:25 AM	5:35 AM
5:45 AM	5:55 AM	6:05 AM	6:15 AM	6:25 AM	6:35 AM
6:45 AM	6:55 AM	7:05 AM	7:15 AM	7:25 AM	7:35 AM
7:45 AM	7:55 AM	8:05 AM	8:15 AM	8:25 AM	8:35 AM
8:45 AM	8:55 AM	9:05 AM	9:15 AM	9:25 AM	9:35 AM
9:45 AM	9:55 AM	10:05 AM	10:15 AM	10:25 AM	10:35 AM
10:45 AM	10:55 AM	11:05 AM	11:15 AM	11:25 AM	11:35 AM
11:45 AM	11:55 AM	12:05 PM	12:15 PM	12:25 PM	12:35 PM
12:45 PM	12:55 PM	1:05 PM	1:15 PM	1:25 PM	1:35 PM
1:45 PM	1:55 PM	2:05 PM	2:15 PM	2:25 PM	2:35 PM
2:45 PM	2:55 PM	3:05 PM	3:15 PM	3:25 PM	3:35 PM
3:45 PM	3:55 PM	4:05 PM	4:15 PM	4:25 PM	4:35 PM
4:45 PM	4:55 PM	5:05 PM	5:15 PM	5:25 PM	5:35 PM
5:45 PM	5:55 PM	6:05 PM	6:15 PM	6:25 PM	6:35 PM
6:45 PM	6:55 PM	7:05 PM	7:15 PM	7:25 PM	7:35 PM
7:45 PM	7:55 PM	8:05 PM	8:15 PM	8:25 PM	8:35 PM
8:45 PM	8:55 PM	9:05 PM	9:15 PM	9:25 PM	9:35 PM

Source: LSC, 2011.

<b>Table VII-6 Route 5 - Midtown Schedule</b>					
<b>Downtown Transfer Depart</b>	<b>24th St &amp; North Ave</b>	<b>Orchard Ave &amp; 29 Rd</b>	<b>20th St &amp; Grand Ave</b>	<b>1st St &amp; Main St</b>	<b>Downtown Transfer Arrive</b>
5:15 AM	5:25 AM	5:35 AM	5:45 AM	5:55 AM	6:05 AM
6:15 AM	6:25 AM	6:35 AM	6:45 AM	6:55 AM	7:05 AM
7:15 AM	7:25 AM	7:35 AM	7:45 AM	7:55 AM	8:05 AM
8:15 AM	8:25 AM	8:35 AM	8:45 AM	8:55 AM	9:05 AM
9:15 AM	9:25 AM	9:35 AM	9:45 AM	9:55 AM	10:05 AM
10:15 AM	10:25 AM	10:35 AM	10:45 AM	10:55 AM	11:05 AM
11:15 AM	11:25 AM	11:35 AM	11:45 AM	11:55 AM	12:05 PM
12:15 PM	12:25 PM	12:35 PM	12:45 PM	12:55 PM	1:05 PM
1:15 PM	1:25 PM	1:35 PM	1:45 PM	1:55 PM	2:05 PM
2:15 PM	2:25 PM	2:35 PM	2:45 PM	2:55 PM	3:05 PM
3:15 PM	3:25 PM	3:35 PM	3:45 PM	3:55 PM	4:05 PM
4:15 PM	4:25 PM	4:35 PM	4:45 PM	4:55 PM	5:05 PM
5:15 PM	5:25 PM	5:35 PM	5:45 PM	5:55 PM	6:05 PM
6:15 PM	6:25 PM	6:35 PM	6:45 PM	6:55 PM	7:05 PM
7:15 PM	7:25 PM	7:35 PM	7:45 PM	7:55 PM	8:05 PM
8:15 PM	8:25 PM	8:35 PM	8:45 PM	8:55 PM	9:05 PM
9:15 PM	9:25 PM	9:35 PM	9:45 PM	9:55 PM	10:05 PM

Source: LSC, 2011.

Table VII-7 Route 6 - Orchard Mesa Schedule					
Downtown Transfer Depart	27 1/2 Rd & B 1/2 Rd	29 Rd & Hwy 50	DHS	B 1/2 Rd & 29 Rd	Unaweeep & 27 Rd
5:15 AM	5:25 AM	5:35 AM	5:45 AM	5:55 AM	6:05 AM
6:15 AM	6:25 AM	6:35 AM	6:45 AM	6:55 AM	7:05 AM
7:15 AM	7:25 AM	7:35 AM	7:45 AM	7:55 AM	8:05 AM
8:15 AM	8:25 AM	8:35 AM	8:45 AM	8:55 AM	9:05 AM
9:15 AM	9:25 AM	9:35 AM	9:45 AM	9:55 AM	10:05 AM
10:15 AM	10:25 AM	10:35 AM	10:45 AM	10:55 AM	11:05 AM
11:15 AM	11:25 AM	11:35 AM	11:45 AM	11:55 AM	12:05 PM
12:15 PM	12:25 PM	12:35 PM	12:45 PM	12:55 PM	1:05 PM
1:15 PM	1:25 PM	1:35 PM	1:45 PM	1:55 PM	2:05 PM
2:15 PM	2:25 PM	2:35 PM	2:45 PM	2:55 PM	3:05 PM
3:15 PM	3:25 PM	3:35 PM	3:45 PM	3:55 PM	4:05 PM
4:15 PM	4:25 PM	4:35 PM	4:45 PM	4:55 PM	5:05 PM
5:15 PM	5:25 PM	5:35 PM	5:45 PM	5:55 PM	6:05 PM
6:15 PM	6:25 PM	6:35 PM	6:45 PM	6:55 PM	7:05 PM
7:15 PM	7:25 PM	7:35 PM			
*Bus will go out of service at 7:35 PM at the designated stop					
Source: LSC, 2011.					

Route VII-8 Route 7 - College Connector Schedule					
Downtown Transfer Depart	Independent & First Street	F 1/4 Rd & 24 1/2 Rd	Mesa Mall (Depart)	24 1/2 Rd & Independent	Downtown Transfer Arrive
5:15 AM	5:25 AM	5:35 AM	5:45 AM	5:55 AM	6:05 AM
6:15 AM	6:25 AM	6:35 AM	6:45 AM	6:55 AM	7:05 AM
7:15 AM	7:25 AM	7:35 AM	7:45 AM	7:55 AM	8:05 AM
8:15 AM	8:25 AM	8:35 AM	8:45 AM	8:55 AM	9:05 AM
9:15 AM	9:25 AM	9:35 AM	9:45 AM	9:55 AM	10:05 AM
10:15 AM	10:25 AM	10:35 AM	10:45 AM	10:55 AM	11:05 AM
11:15 AM	11:25 AM	11:35 AM	11:45 AM	11:55 AM	12:05 PM
12:15 PM	12:25 PM	12:35 PM	12:45 PM	12:55 PM	1:05 PM
1:15 PM	1:25 PM	1:35 PM	1:45 PM	1:55 PM	2:05 PM
2:15 PM	2:25 PM	2:35 PM	2:45 PM	2:55 PM	3:05 PM
3:15 PM	3:25 PM	3:35 PM	3:45 PM	3:55 PM	4:05 PM
4:15 PM	4:25 PM	4:35 PM	4:45 PM	4:55 PM	5:05 PM
5:15 PM	5:25 PM	5:35 PM	5:45 PM	5:55 PM	6:05 PM
6:15 PM	6:25 PM	6:35 PM	6:45 PM	6:55 PM	7:05 PM
7:15 PM	7:25 PM	7:35 PM	7:45 PM	7:55 PM	8:05 PM
8:15 PM	8:25 PM	8:35 PM	8:45 PM	8:55 PM	9:05 PM
9:15 PM	9:25 PM	9:35 PM	9:45 PM	9:55 PM	10:05 PM

Source: LSC, 2011.

Table VII-9 Route 8 - Fruita Schedule					
Mesa Mall Depart	Fruita Monument High	N Mesa & Pabor Ave	Hwy 340 & Frontage Rd	Ottley Ave & N Maple St	Mesa Mall Arrive
4:45 AM	4:55 AM	5:05 AM	5:15 AM	5:25 AM	5:35 AM
5:45 AM	5:55 AM	6:05 AM	6:15 AM	6:25 AM	6:35 AM
6:45 AM	6:55 AM	7:05 AM	7:15 AM	7:25 AM	7:35 AM
7:45 AM	7:55 AM	8:05 AM	8:15 AM	8:25 AM	8:35 AM
8:45 AM	8:55 AM	9:05 AM	9:15 AM	9:25 AM	9:35 AM
9:45 AM	9:55 AM	10:05 AM	10:15 AM	10:25 AM	10:35 AM
10:45 AM	10:55 AM	11:05 AM	11:15 AM	11:25 AM	11:35 AM
11:45 AM	11:55 AM	12:05 PM	12:15 PM	12:25 PM	12:35 PM
12:45 PM	12:55 PM	1:05 PM	1:15 PM	1:25 PM	1:35 PM
1:45 PM	1:55 PM	2:05 PM	2:15 PM	2:25 PM	2:35 PM
2:45 PM	2:55 PM	3:05 PM	3:15 PM	3:25 PM	3:35 PM
3:45 PM	3:55 PM	4:05 PM	4:15 PM	4:25 PM	4:35 PM
4:45 PM	4:55 PM	5:05 PM	5:15 PM	5:25 PM	5:35 PM
5:45 PM	5:55 PM	6:05 PM	6:15 PM	6:25 PM	6:35 PM
6:45 PM	6:55 PM	7:05 PM	7:15 PM	7:25 PM	7:35 PM
7:45 PM	7:55 PM	8:05 PM	8:15 PM	8:25 PM	8:35 PM
8:45 PM	8:55 PM	9:05 PM	9:15 PM	9:25 PM	9:35 PM

Source: LSC, 2011.

Table VII-10 Route 9 - North Avenue Schedule					
Downtown Transfer Depart	North Ave & 12th St	North Ave & 29 Road	Clifton Transfer Depart	North Ave & 28 1/4 Road	7th St & Teller Ave
5:15 AM	5:25 AM	5:35 AM	5:45 AM	5:55 AM	6:05 AM
6:15 AM	6:25 AM	6:35 AM	6:45 AM	6:55 AM	7:05 AM
7:15 AM	7:25 AM	7:35 AM	7:45 AM	7:55 AM	8:05 AM
8:15 AM	8:25 AM	8:35 AM	8:45 AM	8:55 AM	9:05 AM
8:45 AM	8:55 AM	9:05 AM	9:15 AM	9:25 AM	9:35 AM
9:15 AM	9:25 AM	9:35 AM	9:45 AM	9:55 AM	10:05 AM
9:45 AM	9:55 AM	10:05 AM	10:15 AM	10:25 AM	10:35 AM
10:15 AM	10:25 AM	10:35 AM	10:45 AM	10:55 AM	11:05 AM
10:45 AM	10:55 AM	11:05 AM	11:15 AM	11:25 AM	11:35 AM
11:15 AM	11:25 AM	11:35 AM	11:45 AM	11:55 AM	12:05 PM
11:45 AM	11:55 AM	12:05 PM	12:15 PM	12:25 PM	12:35 PM
12:15 PM	12:25 PM	12:35 PM	12:45 PM	12:55 PM	1:05 PM
12:45 PM	12:55 PM	1:05 PM	1:15 PM	1:25 PM	1:35 PM
1:15 PM	1:25 PM	1:35 PM	1:45 PM	1:55 PM	2:05 PM
1:45 PM	1:55 PM	2:05 PM	2:15 PM	2:25 PM	2:35 PM
2:15 PM	2:25 PM	2:35 PM	2:45 PM	2:55 PM	3:05 PM
2:45 PM	2:55 PM	3:05 PM	3:15 PM	3:25 PM	3:35 PM
3:15 PM	3:25 PM	3:35 PM	3:45 PM	3:55 PM	4:05 PM
3:45 PM	3:55 PM	4:05 PM	4:15 PM	4:25 PM	4:35 PM
4:15 PM	4:25 PM	4:35 PM	4:45 PM	4:55 PM	5:05 PM
4:45 PM	4:55 PM	5:05 PM	5:15 PM	5:25 PM	5:35 PM
5:15 PM	5:25 PM	5:35 PM	5:45 PM	5:55 PM	6:05 PM
6:15 PM	6:25 PM	6:35 PM	6:45 PM	6:55 PM	7:05 PM
7:15 PM	7:25 PM	7:35 PM	7:45 PM	7:55 PM	8:05 PM
8:15 PM	8:25 PM	8:35 PM	8:45 PM	8:55 PM	9:05 PM
9:15 PM	9:25 PM	9:35 PM	9:45 PM	9:55 PM	10:05 PM

Source: LSC, 2011.

Table VII-11 Route 10 - Clifton Schedule					
Clifton Transfer Depart	33 Rd & E Rd	D Rd & 30 Rd	DHS	D 1/2 Rd & 31 Rd	Clifton Transfer Arrive
4:45 AM	4:55 AM	5:05 AM	5:15 AM	5:25 AM	5:35 AM
5:45 AM	5:55 AM	6:05 AM	6:15 AM	6:25 AM	6:35 AM
6:45 AM	6:55 AM	7:05 AM	7:15 AM	7:25 AM	7:35 AM
7:45 AM	7:55 AM	8:05 AM	8:15 AM	8:25 AM	8:35 AM
8:45 AM	8:55 AM	9:05 AM	9:15 AM	9:25 AM	9:35 AM
9:45 AM	9:55 AM	10:05 AM	10:15 AM	10:25 AM	10:35 AM
10:45 AM	10:55 AM	11:05 AM	11:15 AM	11:25 AM	11:35 AM
11:45 AM	11:55 AM	12:05 PM	12:15 PM	12:25 PM	12:35 PM
12:45 PM	12:55 PM	1:05 PM	1:15 PM	1:25 PM	1:35 PM
1:45 PM	1:55 PM	2:05 PM	2:15 PM	2:25 PM	2:35 PM
2:45 PM	2:55 PM	3:05 PM	3:15 PM	3:25 PM	3:35 PM
3:45 PM	3:55 PM	4:05 PM	4:15 PM	4:25 PM	4:35 PM
4:45 PM	4:55 PM	5:05 PM	5:15 PM	5:25 PM	5:35 PM
5:45 PM	5:55 PM	6:05 PM	6:15 PM	6:25 PM	6:35 PM
6:45 PM	6:55 PM	7:05 PM	7:15 PM	7:25 PM	7:35 PM
7:45 PM	7:55 PM	8:05 PM	8:15 PM	8:25 PM	8:35 PM
8:45 PM	8:55 PM	9:05 PM	9:15 PM	9:25 PM	9:35 PM
9:45 PM	9:55 PM				
*Bus will go out of service at 10:00 p.m. at D Rd & 32 Rd					
Source: LSC, 2011.					

Table VII-12 Route 11 - Shopping Malls Schedule					
Downtown Transfer Depart	W Gunnison Ave & Moldano St	Grand Mesa Center (Outbound Only)	Mesa Mall (Depart)	Albertsons (Outbound Only)	Downtown Transfer Arrive
5:15 AM	5:25 AM	5:35 AM	5:45 AM	5:55 AM	6:05 AM
6:15 AM	6:25 AM	6:35 AM	6:45 AM	6:55 AM	7:05 AM
7:15 AM	7:25 AM	7:35 AM	7:45 AM	7:55 AM	8:05 AM
8:15 AM	8:25 AM	8:35 AM	8:45 AM	8:55 AM	9:05 AM
9:15 AM	9:25 AM	9:35 AM	9:45 AM	9:55 AM	10:05 AM
10:15 AM	10:25 AM	10:35 AM	10:45 AM	10:55 AM	11:05 AM
11:15 AM	11:25 AM	11:35 AM	11:45 AM	11:55 AM	12:05 PM
12:15 PM	12:25 PM	12:35 PM	12:45 PM	12:55 PM	1:05 PM
1:15 PM	1:25 PM	1:35 PM	1:45 PM	1:55 PM	2:05 PM
2:15 PM	2:25 PM	2:35 PM	2:45 PM	2:55 PM	3:05 PM
3:15 PM	3:25 PM	3:35 PM	3:45 PM	3:55 PM	4:05 PM
4:15 PM	4:25 PM	4:35 PM	4:45 PM	4:55 PM	5:05 PM
5:15 PM	5:25 PM	5:35 PM	5:45 PM	5:55 PM	6:05 PM
6:15 PM	6:25 PM	6:35 PM	6:45 PM	6:55 PM	7:05 PM
7:15 PM	7:25 PM	7:35 PM	7:45 PM	7:55 PM	8:05 PM
8:15 PM	8:25 PM	8:35 PM	8:45 PM	8:55 PM	9:05 PM
9:15 PM	9:25 PM	9:35 PM	9:45 PM	9:55 PM	10:05 PM

Source: LSC, 2011.

## FINANCIAL PLAN

The preferred service plan carries with it an increase in the operating and capital costs. The increases in the operating costs are primarily due to the extension of service hours. The capital costs can be attributed to the need to move and improve stops within the system. Table VII-13 shows the total costs, capital and operating, for GVT over the next five years. The capital costs are expected to be highest in year one, when stop removals and additions are required to make route changes. In year two, stop improvement is slightly less, with the subsequent years representing stop maintenance. Operating costs were projected out at the same level of service, using an inflation rate of three percent annually. Due to fluctuation in the price of gas, the actual cost will vary from these projections.

<b>Table VII-13 Five Year Financial Plan</b>					
	<b>Year One</b>	<b>Year Two</b>	<b>Year Three</b>	<b>Year Four</b>	<b>Year Five</b>
Operating Costs	\$2,381,687	\$2,453,138	\$2,526,732	\$2,602,534	\$2,680,610
Capital Costs	\$100,000	\$50,000	\$25,000	\$25,000	\$25,000
<b>Total Costs</b>	<b>\$2,481,687</b>	<b>\$2,503,138</b>	<b>\$2,551,732</b>	<b>\$2,627,534</b>	<b>\$2,705,610</b>
<i>Source: LSC, 2012.</i>					