

# Appendix D: Public Comments

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## **CITIZEN COMMENTS**

### **September 13, 2007 Vohnnie L. Pearson, Jr. Letter**

Todd and Kyle:

I have reviewed the earlier reports, and I find myself somewhat at a lack of usable information. The reports are from an earlier time. Without later data, we cannot determine why the use of the transit system has dropped off as it has.

Further, when I tried to compare the origin-destination data in Chapter II with the conclusions in Chapter IV, I failed to reconcile the differences. Of particular importance to me was the proposed new routes failing to serve the Resource Center. In Chapter IV, there is very little demand for a bus stop at that location. However, in Chapter II, the daily alightings showed 13-25 in the parking lot of the Resource Center and 9-12 at the stop on 12<sup>th</sup> just north of Colorado Avenue.

The preliminary decision to stop serving this area as well as 12<sup>th</sup> street needs review.

Following are my comments regarding the LSC reports and resulting comments of proposed routes.

1. Route 1 will improve access to St. Mary's Family Practice. Still need to reconsider the difficulties of the infirmed reaching the bus stop on the south side of Patterson just west of 12<sup>th</sup>. We have buses to served the physically challenged. Need to give the same attention to the locations of bus stops.
2. Route 2 continues to serve only as a quick route along Patterson. It meets the timing for connections at Clifton but misses the connections at the Mesa Mall by about 30 minutes. This certainly saves a bus, and this change did not reduce the ridership for Patterson. Do you have data on the usage of the various stops along the way?
3. Route 3 no longer serves the Resource Center. Report indicates from 22 to 37 alightings in that area. Appears to have been 13-25 in the parking lot and 9-12 at 12<sup>th</sup> and Colorado. This needs to be revisited. One of the routes needs to serve this area.
4. Route 5 no longer serves Mesa State. This area needs to be served regardless of the present Mesa State administration's attitude.

I do not have sufficient current data nor personal knowledge to address the other routes and proposed changes. I do like the idea of changing Route 11 to provide a more direct connection between the Mesa Mall and downtown.

Vohnnie L. Pearson, Jr.  
630 Broken Spoke Road  
Grand Junction, CO 81504-5293

**September 25, 2007 1:30pm David Cecuga PO Box 1023, Palisade**

He is a rider on the Palisade route and he gets on at Palisade High School. He was upset with the report in the paper about this route being removed. The Palisade High School stop would continue to be served. He said we need a stop by Garfield Street on 36 3/10 & G 4/10 Road. He was also upset about the time of the open house as he would not be able to attend and still be able to get home on the bus.

**October 1, 2007 Nancy Milkowski 245-0905**

Nancy called this morning after receiving the LSC memo. She was upset because she would not be able to make the Open House and still catch the bus ride home. She brought up her concern with the traffic light at 32 Rd & 1-70B and how unsafe she feels it is. She also said there should be a stop placed by the US Bank along 32 Road so she doesn't have to get off at Desert Sun. She also said there should be more stops South of Patterson Road and more N/S routes. She also said she would like the buses to run later in the evenings and more shelters along Patterson. She commented there should be a restroom for the bus drivers at the transfer points and wondered if there could be a dress code for people riding the bus. She said she saw one young gal pull the pants down of a young man who wasn't wearing any underpants. She did comment about how nice the bus drivers were but again complained about how dirty the buses are.

**October 1, 2007 JoAnnette Walt email comment**

**Grand Valley Transit Website Comment/Feedback - 9/30/2007 4:14:03 PM**

**Name:** JoAnnette Walt

**Phone:** 970-639-2306

**Email:** kisslips3@yahoo.com

**Comment:** I think that the dumb people making all these changes should have to give up their cars for two weeks and ride gvt to see how inconvenient this will be. The people in Fruita are wondering how they are going to get to work on time.

JoAnnette called on 10/2 and expressed her concern about not being able to get to work if it only went to the mall every 90 minutes. She said that most riders live on Bonnie Vista Drive and many are disabled that live there, including her husband. She said they have a hard time getting to the bus stop on Lexington. Her suggestion was to add a stop on Bonnie Vista Drive or move the one from Lexington to Bonnie Vista. She also suggested having the Redlands Route not turn around at Safeway and go out to the Dinosaur Museum and then back to the mall. JoAnnette said there are other riders with the same concerns and they are filling out the comment cards. She has been a rider since it started.

**October 3, 2007 Michael 255-9377** lives at 2129 N 9<sup>th</sup> Street but owns property at 2682 Hall Ave. The bus stop is behind his property on Orchard Ave. He said GVT should move the bus stop that is 628 feet from 28 ½ & Orchard closer to 28 ½ & Orchard so people didn't have to walk so far.

**October 5, 2007 Alice Lee 242-6547**

She called and asked if the proposed Clifton/Orchard Mesa Route would be using Meadowlark Way.

**October 5, 2007 Vicki called**

She takes the route from Fruita and has real concerns with every other hour service and understands peak/non peak proposal. The way it is now works really. Maybe GVT could look at circular in Fruita to include Loma & Mack and a shuttle into the Mall every hour and a circular within Fruita. Vicki said she has been a rider for 4 years. She also said if he needed to pick up her grandkids in the middle of the day, the circular wouldn't work for her during non-peak times. She said GVT should expand towards the Kingsview development on South side of interstate. Vicki also said some of the ladies she works with stopped using the bus due to the transfer station moving to South Ave. She said GVT need better connections. She said she would be at the open house.

**October 8, 2007 Nancy called**

She is concerned about Route 9 no longer going down 12<sup>th</sup> from the VA hospital as there are VA residents who like to go to activities there. She is also concerned about a bus not going all the way up 7<sup>th</sup> Street because there is a school at 730 Mesa Ave. She asked that the bus stops be closed together as the older population can't walk 3-5 blocks to a bus stop and that a bus stop be placed at 925 N. 7<sup>th</sup> Street by her bank. Stop by the Weather Bureau by the airport.

**October 8, 2007 Velma Mallory 434-6115**

Wondering if her paratransit service would be affected with the new route.

**October 8, 2007 Evelyn 243-8927 lives in the Vineyards on the Redlands**

Since the bus stop was taken out of the Vineyards, she now has to walk to the bus stop near the school and this takes her 20 minutes since she uses a cane. She is aware of the homeowners vote to remove the stop as she voted for the stop to remain. She asked for a stop closed to the Vineyards.

**October 8, 2007 Gayl Pritchard from the Church at 7<sup>th</sup> & Mesa**

Concern with a bus route not going all the way up 7<sup>th</sup> Street because of the church and school.

**October 7, 2007 Tom Acker 260-9465 left message**

Tom left a message over the weekend stating he is concerned he could not access the GVT website. The people that you serve would most likely be gravely inconvenienced to meet at 4:30-7pm and it's hard for me with car. Are you seriously going to give that little window of time for people to give their feed back. Quite reprehensible you guys took on this service to the community and as I understand it you are cutting back more and more routes. Instead of serving the community, you trying to make a money making profit out of it. I find it kind of problematic to say the least. Find a grant or something so you can serve the poorest in our community. I doubt I will be able to make the meeting either as it not at a very convenient time. Maybe it you had more than one meeting at different times it would help.

**Linda Takagi Letter dated 8-30-07**

I do not think the city of Grand Junction is behind a public transportation system, despite the obvious benefits of a reliable bus for students, seniors, workers, and tourists.

I am disgusted with the route changes and can find no alternative to get around town, to grocery shop, and get to doctors' appointments, or enjoy our city parks. Riding the bus for errands is exhausting with dirty bus stops.

I would like extended hours morning and evening and weekend schedules.

#### Destination

- 1.) St. Mary's Life Center at 12<sup>th</sup> Street and Patterson. North side drop-off without having to go to Clifton and return via Mesa Mall bus from 242 Teller. I cannot cross 12<sup>th</sup> Street or Patterson Road.
- 2.) Sherwood Park without having to cross North Ave or First Street from 242 Teller. I cannot cross North Ave. safely.
- 3.) Canyon View Park
- 4.) Wal-Mart east and west locations without having to go from Clifton or Mesa Mall from 242 Teller.

#### **Linda L. Takagi - Letter**

Since December 2006 have not been able to use my third annual bus pass due to the routes. I am a 63 year old widow and homeowner at 242 Teller Avenue inside the G.J. city limits, an older residential area. I am experiencing some physical limitations as I age. I no longer drive due to macular degeneration, making it hard for me to even cross streets. Because of the increased traffic, I cannot safely walk across major intersections. Those nearest me are 1<sup>st</sup> and Grand; 1<sup>st</sup> Street and North Avenue; 5<sup>th</sup> St., 7<sup>th</sup> St., 12<sup>th</sup> St. off North Avenue. I literally am unable to use City Market on Road; the downtown Post Office; Sherwood Park; or access either Wal-Mart store (east side or west) without at least 1 or 2 transfers and 1 or 2 route rides of 1 hour, going in directions far from my destination and very inconvenient for daily use. I cannot wait longer than 20 minutes in very hot or very cold or wet weather. Many of the transfer points not only have no public bathrooms but afford no shelter, shade or bench. It is an exhausting chore to carry a couple sacks of groceries home from stores I can practically see from my house after 4 hours, half of which is juggling buses.

One place I go to is St. Mary's Life Center and Family Medicine at 12<sup>th</sup> and Patterson. In order to be dropped off on the north side of Patterson and 12<sup>th</sup> and return home on the south side of North Ave. at 3<sup>rd</sup> St., I must take 3 buses. The first to the transfer point downtown, next to Clifton, then my return trip is via Mesa Mall. Go figure. That is not conducive to my utilizing GVT.

I would like to attend matinees at the new Regal Theatre, shop Kohl's, Pet Smart, and Home Depot, but there are no north side bus stops. I cannot cross Patterson from south of the mall. Grand Junction is not a pedestrian or bicycle savvy city.

I am able to get to St. Mary's Regional Hospital, St. Mary's Pavilion, Sam's Club and Mesa Mall without difficulty because the bus stops are near the facility, with a bench. I must say that Todd, the GVT office, the good-humored and well-trained bus drivers have been helpful, friendly and generous with their assistance. I have been treated courteously and professionally by all. The

new uniforms look nice and I appreciate the drivers who call out the stops and keep the bus a pleasant journey for all.

I would very much like to participate in more of the (often free) community events, especially those seasonal or early evenings and on weekends, but realize extending the hours and frequency of the routes is a financial concern. I personally feel that the growing valley and tighter environmental energy concerns might make a public transport system attractive. GVT system could offer a viable “park and ride” to work program; an inner city shuttle for grocery runs; schools; parks, that would be able for youth, seniors, tourists to enjoy a ride and probably spend money. Buses must be on time, clean, free or affordable to gain ridership.

I personally feel the city is not behind GVT and that it is primarily used as a warm “babysitting” service for felons, homeless, illegal workers, kids on probation. All citizens need public resources and mental health and rehab services and workers need to get to their jobs. The city, county and state is improving and funding these important resources and needs to see itself as a diverse, safe, growing city with tourist attractions, good schools, business opportunities, retirement and leisure resources. Quality transportation can be a bright highlight in our city.

**October 11, 2007 Bertha Eglund, 3505 N. 12<sup>th</sup> St. #E7, 985-4962**

She called asking about the changes to Route 1. She requested that a sign be posted at each stop noting which bus stops there.

### **Driver Comments Morning Meeting**

- ✓ Route on Main Street both directions
- ✓ Route 11 can pick up Justice Center and Catholic Outreach
- ✓ Commons (Hermosa Street)-eliminate going in there or only serve it one way from Clifton to the Mall
- ✓ No need to stop at Albertsons and Riverside Neighborhood on the Redlands
- ✓ Take Route 5 to Patterson
- ✓ OK to not take Route 1 up 7<sup>th</sup> Street to Horizon Drive
- ✓ There are passengers they got off at Maple & Ottley that have to walk several miles-can Fruita route be expanded
- ✓ Not many riders on Route 8 and the stop at mobile home park
- ✓ The only riders at Dinosaur museum stop are those walking up from the trailer park to the south
- ✓ Have Dinosaur museum stop on the street (Hwy 340) not in the parking lot.
- ✓ Move route 8 south down to Kokopelli Boulevard up to Jurassic Ave and follow existing route
- ✓ Need to have the stop at Orchard Mesa Market (29 Rd & Hwy 50)
- ✓ Need Route to cover D Road more than D ½ between 30 & 31 Road
- ✓ OK with dropping Palisade Route from 2<sup>nd</sup> & 5<sup>th</sup> Street
- ✓ Concerns with Peachtree Shopping Center when having to cross traffic. Drivers would prefer not to even have to go in there
- ✓ Keep the loop by Mt. Garfield Middle School
- ✓ Have a stop at the C&F in Clifton by 4<sup>th</sup> Street
- ✓ Are there going to be stops or pullouts available on Riverside Parkway for Route 11?
- ✓ Extension of hours on key routes

### **Driver Comments Afternoon Meeting**

- ✓ Don't have pull outs into the school parking lots
- ✓ Don't have pick ups both directions at the schools
- ✓ Eliminate Route 4 in front of Mt. Garfield Middle School
- ✓ Need to improve the stop to ADA in front of Quizno's by 12<sup>th</sup> Street
- ✓ Need to have a stop closer to Marillac Clinic which is at 6<sup>th</sup> & Bookcliff
- ✓ Don't pull into Grand Mesa Middle School
- ✓ Don't use 31 ½ Road. Go from Clifton Transfer Site back out on 32 Road
- ✓ Have a stop on the east side of 32 Road by the shopping complex where Qdoba just went in
- ✓ Don't need two stops at Linden Point on Orchard Mesa. Eliminate Barcelona stop
- ✓ Don't want to enter into Peachtree shopping center
- ✓ Better lighting at the stops
- ✓ Bathroom at the Clifton transfer pint
- ✓ Consolidate the passes so there are so many different ones

I would like to propose a slight change to route 1. The change that I propose will better utilize our time and mileage.

Currently we travel up 7<sup>th</sup> St. and turn onto Bookcliff Ave. I propose that from Orchard Ave. we turn onto 6<sup>th</sup> St. allowing 2 extra stops both north and south bound, and 1 at 6<sup>th</sup> & Bookcliff in order to accommodate patients attending the Marrilac clinic and to better enhance our service to the community and their needs. We would then continue on with the regular Route.

Thank you for your time and consideration on this proposal if you have any questions please feel free to contact me any time thru Grand Valley Transit.

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I would like to propose that Route 3 Orchard Ave. start at Coronado at the same time as Route 10 & Route 4 because it has been brought to my attention that we have customers waiting in the morning for this bus. Especially on Saturdays when our system is already running later than we do Monday thru Friday. It has never failed that people are they're trying to get to work in a timely manner. I feel that this will be an opportunity to enhance customer relations by meeting minor needs of the public.

Thank you for your time and consideration.

## **OPEN HOUSE COMMENTS**

### **Lynn Fela, P.O. Box 4784, GJ, CO 81502, 970-234-9431**

I feel that the bus routes should stay as they are M-Sat except they should run until 8 pm M-Sat for those who work at the mall, plus instead of starting at 9 am on Sat., they should start at 7 am, especially for people who have to be at work before 9 am. You've got to grow with the times and you have to lose money at first to make money.

### **Shelli Mills, 916 Santa Clara Ave., GJ, CO 81501, 970-208-4646**

For people who work this way it's better to keep the route every 60 mins.

### **Bryan Hunt, 2915 Orchard Ave., 970-245-0446**

Every 90 minutes is not a good idea for Fruita route. Also, I would like to see a stop at 21 ½ Rd, maybe in a quick circle around before proceeding through to Fruita. The above proposal would cause hardship on people traveling to work. Also, buses should run till 10 pm and 11 pm Saturday. Weekend keep once an hour; during week every 30 min.

### **Anonymous**

Need hourly Fruita service. ? 25 Road service from 6/30 north. ? Main Street coverage and downtown. No. 7<sup>th</sup> Street from No. Ave. to Patterson. No. 1<sup>st</sup> to 7<sup>th</sup> on North Ave. Major medical areas missed – i.e., Foresight. Downtown transfer point is unsafe and a poor image for transport system (dangerous). Timings do not allow for wheelchairs and disabled boardings.

### **Chris Beeman, 273 N. Peach St. Fruita, CO, 970-858-8765**

Inadequate info is provided for how Fruita will connect with the other buses. Fruita people usually have to transfer in order to get to work or school. If I can't get to and from work in a reasonably timely manner, I won't ride GVT.

### **Anonymous**

The new route changes will greatly inconvenience me and everyone I know who rides the bus, esp. when it comes to how the bus won't be going to Fruita every hour, but every 90 minutes. Plus the transfer point between routes 8 and 7 to get to the college is being all screwed up. I'm a college student. I don't have enough money to be able to drive every day. I depend on this bus system and this will make things extremely difficult for both myself and my family who also use the bus daily.

### **Christina Reed, 506 Virgo Way, Fruita, CO 81521, 970-858-4894**

I do not think the proposed changes are a good idea for a few reasons that I can fit on this small piece of paper. I can understand that people don't want to go to Junction to get some place in Fruita, however there are a lot of people that need to get to Junction and riding the bus for 90 mins is not going to work. As well as getting rid of the direct transfers from the college to Utech and vice versa is not wise because students need to get there sometimes with classes before and after and don't have time to mess with transferring buses. If you wish to have a bus circle around Fruita perhaps also have a bus to shuttle from Fruita to Grand Junction. There are many people that ride the Fruita bus and it is not a good idea to try and have a lot of people who would wish to ride such a long time around Fruita only for it to fill up more.

**Dennis Turner, 107 Bonnie Vista Drive, Fruita, CO 81521, 970-639-2306**

The stop on Lexington needs to move to Bonnie Vista and Peter Drive. Keep the rest of the stops the same. The bus system needs to run every 15 min. 2X an hour each way, 7 days a week. We out in Fruita are cut short on time to do anything. The 90 min. thing won't work for people who work or do multiple bus changes or do custody exchanges. Please stop the HS and JrH kids foul mouths. The drivers ignore it. Get Tom off of the N. Ave. route. All he does is try to flirt with the young women and he is rude. Bigger bus for Fruita.

**Amy Linkletter, 2030 Nth, Grand Junction**

I like GVT, the way they have route changes.

**Fred Wiegmann, 970-314-1076**

I need the green acres stop to stay in effect. Thank you.

**John Mathews, 269 Laura Lee Ave, Grand Jct., CO 81503, 970-859-0122**

What are you going to do for the choice hotels areas and make it easy for bus riders that are in Orchard Mesa area and I use the bus for VA appointments also.

**Chrissy Grace, P.O. Box 223, Palisade, CO 81526, 970-361-5068**

Possibly a bigger bus for Route 1, because it gets too crowded because of Junction students, so a bigger bus would be great!

**Cheryl Vassallo, 730 U.S. Hwy 50, #117, Grand Junction, CO 81503, 970-242-0256**

You need to keep Choice Hotels/US Hwy 50 – Green Acres and City Market on Route #6.

**Edwin Copley, 2713 B ½ Road, #101, Grand Junction, CO 81503, 970-242-2607**

It is my reasoning that whatever you do, it will be in the interest of the general public and if people will work with the GVT a reasonable solution will come of it.

**Joan Lesnick, 2055 Shiloh St, Whitewater, CO**

Orchard Mesa route proposal sounds great.

**David Cecuga, P.O. Box 1023, Palisade, CO 81526, 970-464-7518**

I feel that going back to the high school on the way to Clifton is redundant. I walk from G 4/10 & Garfield St to the high school. Sometimes it takes me up to 20 minutes to walk. Could the bus possibly go from the 4-way stop sign from 1<sup>st</sup> to G 4/10 to 36 3/10 to G Rd. back to the highway, then to Clifton. If kids miss bus, they could walk to G Rd. The Palisade Bank has now 2 stops -- one in front of bank, the other not too far on Iowa (walkable). I think the bus would get more riders going down the G 4/10 Rd. Please consider. Time schedule is fine as is.

**Eric Worsham, driver, 464-1139**

We need shelters at the stops in Palisade – Rt. 4 . Not one shelter anywhere along the route. Add a new route via “G” Road or East Orchard Mesa. Would be covering a larger territory in county. Better lighting at bus stops not located on street corners.

**Cheryl Carraker, 1550 Hwy 50, #26**

Would like extended hrs. daily and run on Sunday.

**Vara Kusal, 675 34 Road, Clifton, CO 81520, 970-778-7221**

I am very happy the proposed routes include a stop on the Palisade Bus (#4) at 34 Road in both directions. Currently, on the way to Palisade there are no stops between 33 Road and Mt. Garfield Middle School. This is very difficult for those living in between. Thanks! P.S. A bus stop sign there would be nice for the new drivers.

**Gerry Parker, 435 32 Rd, #445, 970-523-5767**

Appreciate bus to Home Depot and new Goodwill without crossing Patterson. Thanks much. Hop you leave Clifton and Orchard Mesa separate. Please leave Peach Tree at least one way in Clifton.

**Allan Miles, 281 Honeysuckle Cir, Fruita, CO 81521, 858-0705**

I like the current route. I would like to see some evening hours as well as daytime.

**Nicole Creighton, 1950 Barcelona Way, D203, Grand Junction, CO, 970-424-0465**

I would like to keep the stops at Linden Pointe; Human Services Bldg – 29 ½ & North; St. Mary's Hospital; Library; Mesa Mall.

**Richard A. Johnson, 1160 Marigold, Fruita, CO 81521, 639-2578**

Run route 8 up 18 Road to K-6. Thank you. Stop at Aquarius.

**Carol Titus, 245 S. 1<sup>st</sup> St., 241-3658**

We hope that you retain the bus stop at 245 S. 1<sup>st</sup> (in front of Grand Valley Catholic Outreach) as our needy clients (such as disabled residents and homeless people who are on SSDI) who cannot drive would be at a disadvantage. If this bus stop were changed, it would be very unsafe for these people to cross the street at 1<sup>st</sup> and Pitkin in order to get to the bus stop. These same people also cannot walk long distances.

**Ed Ward, P.O. box 40196, Grand Junction, CO 81504, email: [gjsenilecitizen@yahoo.com](mailto:gjsenilecitizen@yahoo.com)**

Route 7 – Please make sure Route 7 turns on North Ave at 1<sup>st</sup> and go east on North at least to 4<sup>th</sup> before heading to the transfer point!

**Paul Lutz, 2910 Kanal Ct., Grand Junction, CO 81503, 243-0668**

Half-hour routes would be swell. Longer operating hours would be great. Sunday service would totally kick ass. Two routes 4 Orchard Mesa, one to the downtown transfer and one to the Clifton transfer with a transfer at 29 & Hwy 50.

**Patricia Pendergrass, 1950 Barcelona Way, F102, 254-1291**

Need later hours and some hours on Sunday. Please do not take Barcelona Way stop out. There is a blind lady that uses that stop. We could use a bench at that stop also.

**Mike Gulliford, 440 N. 6<sup>th</sup> St, #4, Grand Junction, CO 81501, 970-245-5047**

I am not HAPPY with all of these proposed type of changes. I will now need to find some way to get around to all of the places I need to go. I would like to see the routes stay the same routes that they now have as I do not like all of the change they have made.

**Gary Susser, 2601 Belford #48, Grand Junction, 256-1727**

I am blind. Please do not change any stops. 1) 24<sup>th</sup> & Teller; 2) Wellington & Little Bookcliff stop; 3) 31 & E. Rd, Wed pm, Sat am.

**James Wall, P.O. Box 856/116 N. C Ave, New Castle, CO 81647-970-984-3267**

Have more shelters D ¼ Rd. 32 Rd. Have reflective paddles attached to bus stops for riders to signal drivers (especially at night). Have the shelters lighted. Extend hours for buses to later in the evenings till 10:00 p.m. or 11:00 p.m. RFTA bus stops at Glenwood Springs to Aspen and to Rifle use paddles at stops that are at least 8” to 10” round, white background with a blue cross on it.

**Lorene Hassig, 1719 Juniper, Grand Junction, 256-1811**

I am blind. Stop concerns: 1) Palisade; 2) Poplar North to Juniper, put stop on south of Independent; 3) Rt. 7 North Ave.

**Todd McCord, 2491 Fountain Greens, 970-812-4058, [tmskiing@bresnan.net](mailto:tmskiing@bresnan.net)**

Can you please designate areas for smoking and at the new transfer points and a drinking fountain at the new points.

**Jae Paulson, 875 Main St, #519, Grand Junction, CO 81501, 254-9010**

Very glad to see #11 (10) shopping mall route restored. Also happy to see Route 1 going by the Life Center and St. Mary’s Family Practice again. The new route proposals make much more sense than the way it is now. I feel there should be more trash cans at the bus stops. People aren’t allowed to bring food or drink on the bus and leave their trash on the street. Also, the trash cans that are provided need to be emptied more often. Thank you for trying to improve our bus service. Also, would be nice to have non-smoking shelters. Thank you.

**Tami Houston, 1129 Colorado Ave, 243-0190**

Would greatly appreciate a stop on Colorado Ave between 11<sup>th</sup> and 12<sup>th</sup> that serves the partners, the Opportunity Center School and the Opportunity Center Community Assessment Center buildings. Also, having the buses start at 45 after the hour vs. 15 after would help tremendously as school doesn’t start until 8 am. And kids are dropped off at 7:25 – too early! Thanks for your consideration.

**Eunice Parker**

It would be nice to have the covered bus stops “non smoking.” Even no smoking at all would be better.

**Maxine Hallbeck, 516 Morning Glory Lane, Grand Junction, CO 81504, 245-0917**

Extend Saturday service. Increase to Sunday service. Crossover points for transfer points?

**Anonymous**

Why did you move the Clifton transfer point? The new location is very dangerous and out of the way.

**Marilyn Charlesworth, 2412 Rincon Drive, Grand Junction, CO 81503, 985-4844**

Please make large print maps for those with visual impairments!!!

**Byron Anderson, 593 Pioneer Road, 970-242-4205**

I am 23 years old. I ride the bus once in awhile. I take the bus but there is too much road construction to get the bus through to Orchard Ave. So I think you should get the construction problems up on television on all the channels. I also think the bus system should get to run late enough to pick up riders for the bus and I think we should get restrooms at the transfer centers.

**Jami Kimble, 545 Hwy 50, Grand Junction, CO 81503, 201-6048/241-1406,  
email:jami.kimble@gmail.com**

Suggestions: run until 8pm Monday-Friday, Sat 6am to 7pm, run on Sundays 8am to 2pm. Buy 5 porta-pottys and 2 drinking fountains, no smoking areas until Mail St.

**Sharon Anable**

Prop[osed Nth Ave. rt. To Clifton transfer station keep. Keep bus stop at 32 ½ Rd and E Rd. PLEASE. Very Helpful!!

**Kim Beldon, 2867 Casimir Dr, Grand Junction, CO 81503, 243-4896/250-7466**

Some changes I would like to see is our transit system be running on Sundays. Later hours in the evening to accommodate people who work in the evening at the mall.

**Lou Edl, 810 White Ave, #4, Grand Junction, CO 81501, 244-8709**

Proposed Route 10: Stop at the new shopping center at the corner of 25 Road and 6 & 50 (Starbucks & Chipotle Grill) on your way to the Grand Mesa Center and the Mesa Mall.

**Lynn Pleasant, 1280 5 M Rd, Loma, CO 81524, 970-858-6300**

The Fruita route needs to be running every hour. Route 8 leave as is.

**Brenda Reynolds, 1280 5 M Road, Loma, CO, 858-6300**

The proposed route of Fruita #8 would really hurt. It needs to stay as is now every hour. I depend to get to and from Fruita to work in the mall. Am happy about not going to the Redland and happy about going back to the old route, Route #10.

**Marilyn Charlesworth, 2712 Rincon Drive, Grand Junction, CO 81503, 985-4844**

As a person with disabilities, I appreciate your service. I remember back “in the day” when all we had was our feet, taxi coupons and bumming rides. Even if I lose my stop 27 & B ¼ and have to walk about 6 blocks and cross 6 & 50 – life is still good. Thanks for what you all do. We appreciate you.

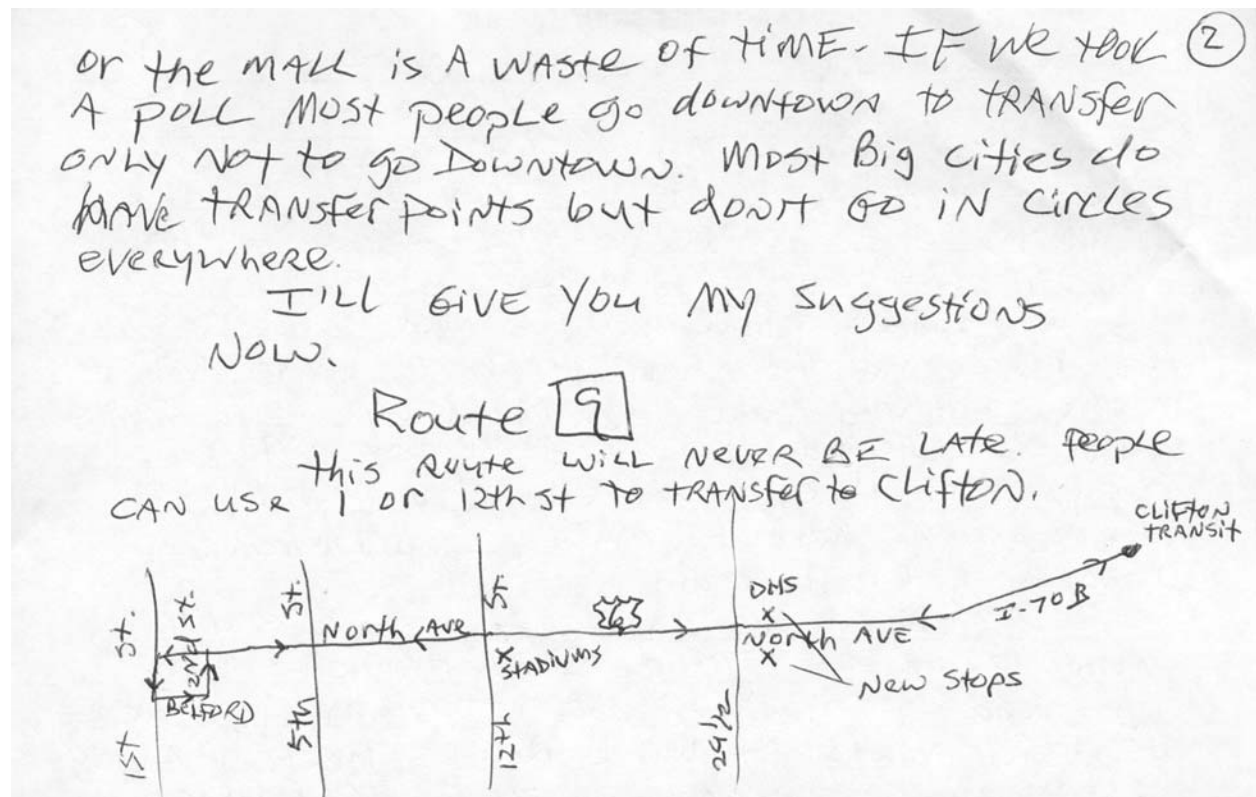
**Bill Harris, 337 Colorado, Grand Junction, 261-1174**

Extend evening hours. Sunday service connect to other transit systems.

**Jason Schermerhorn, Clifton, CO 719-673-0762**

I'm surprised at how closed minded GVT is. You've paid consultants that are not from here to give you routes and you've just told everyone that that's the way it's going to be. Why have you changed so little? The reason why there have been so many articles in the Sentinal about low ridership is because you've changed little and expect different results. To be able to not change your routes next year, you have to make comprehensive changes that will last. This means taking routes 3 and 9 away from the 7<sup>th</sup> and South transit point. We need a modified grid system. We need transfer points at where routes meet. Making everyone go downtown to Clifton or the mall is a waste of time. If we took a poll, most people go downtown to transfer only not to go downtown. Most big cities do have transfer points but don't go in circles everywhere. I'll give you my suggestions now.

Route 9. This route will never be late. People can us 1 or 12<sup>th</sup> St. to transfer to Clifton.



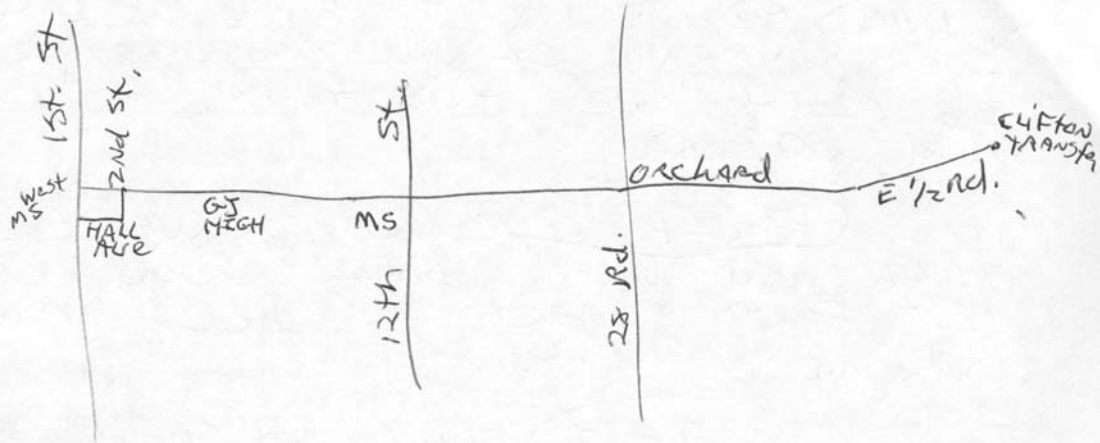
Why break routes and use it as a bandaid to fix 9? 5 will be late everyday and it will cause traffic on North Ave. It's too far to "F" Rd and 30 Road.

Route 3 could serve GJ High and West Middle School. Access to First Street will help grow ridership in the future.

Route 1 should not change. Why break something that's working.

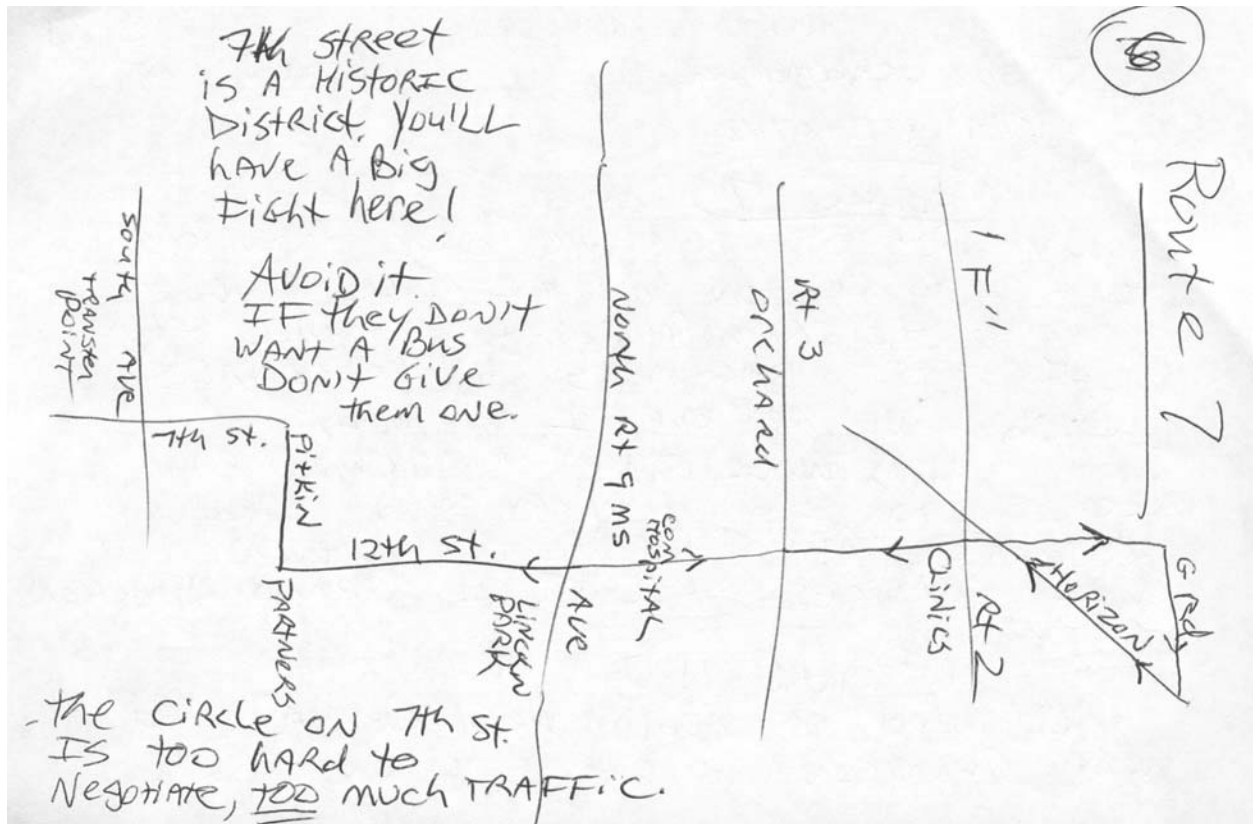
# Route 3

(4)



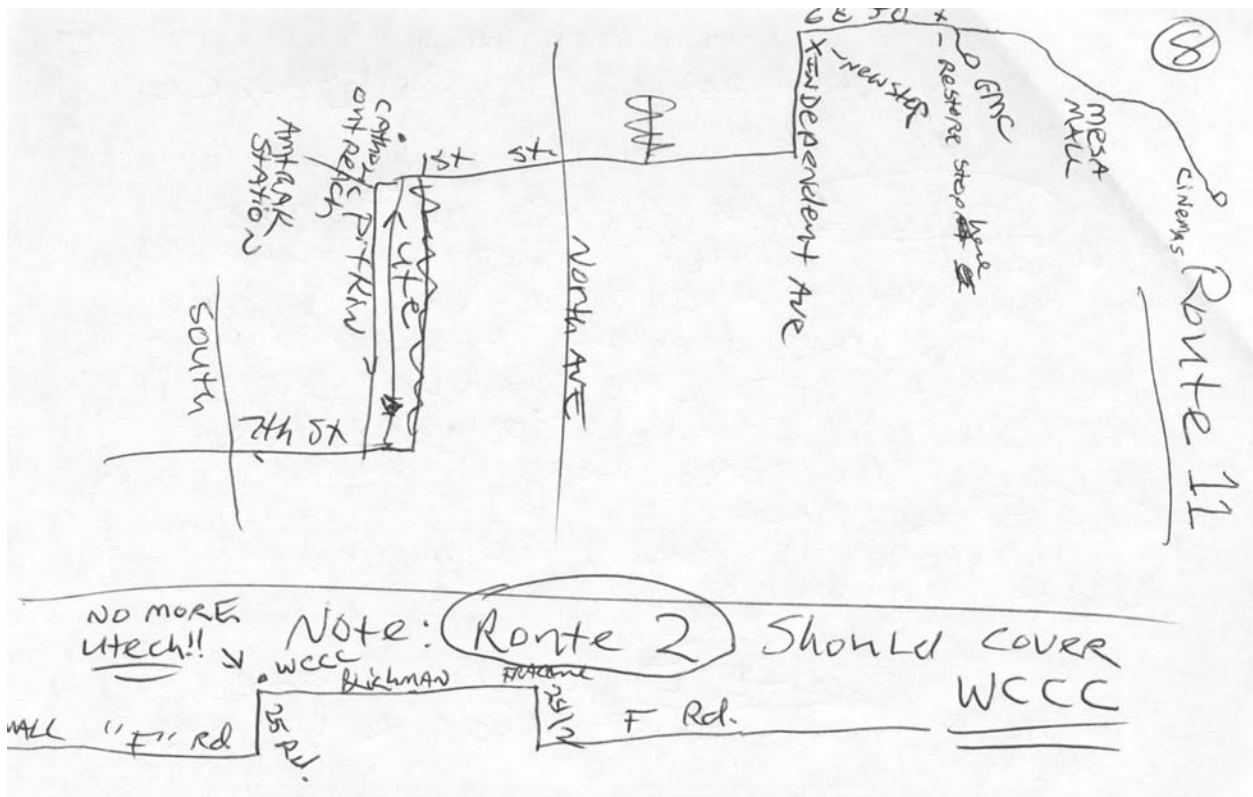
Route 7 needs to go down 12<sup>th</sup> St. This will offer transfers to go to Clifton and the mall without going to the transfer point. It will serve Mesa State Partners, the hospitals (which will relieve 1 slightly). This will give a second route access to the airport and open up residents of "G" Rd. to downtown and all services. All south Grand Junction.

Route 11 will need to avoid West Ouray and West Gunnison. No one gets on here!



Route 11 has access to routes 9 and 5 and gives greater coverage to riders to the malls and the movie theaters. The bus doesn't need to stop at the mall but can pick up/drop off passengers. It'll stop near the movie theater. Less congestion there than at the mall. There is also a connection with Routes 2 and 8.

Route 5 is not needed to help Route 9. It needs to be more direct.



Route 5 can do a drop off/pick up and the downtown transfer point. This will help lower congestion.

For the future, we need a route on "G" Rd. 29 and 32 Road.

We need later service and Sunday service.

If any of the changes sound reasonable to you, please consider them. If not, then I'll be back next year to suggest similar innovative ideas. This is not Mayberry USA. Let's make some lasting changes.

**Pastor Randy David, Pear Park Baptist church, 3102 E Road, GJ, CO 81504, 970-434-4113, email: [pearpark@juno.com](mailto:pearpark@juno.com)**

I understand that consideration is being given to doing away with the stop at Pear Park Baptist Church on the corner of 31 & E Roads. We have a blind gentleman, Gary Sasser, who regularly rides the GVT to church. In addition we have one or two that are involved with our school ride the GVT. We would hate to see this stop removed from the route particularly for Gary's sake.

**Linda Takagi, 242 Teller Ave, Grand Junction, CO 81501, 970-255-0982**

Thank you for information about GVT meetings and proposals.

As a homeowner living alone at 242 Teller in Grand Jct. I am frustrated and disgusted that any errand takes 4 to 6 hours with many transfers on the current but system schedule and routing. Riding the bus for grocery shopping or a doctors appointment is exhausting and nasty for the shuffling one must do. I live in the downtown area! Why is it so hard to get around to go

downtown, to Lincoln Park or Sherward Park, to St. Mary's Wellness Center at 12 and Patterson? It is impossible to go by GVT to Regal Theatre, Kohl's Department Store, Canyon View Park. Also I would enjoy utilizing the facilities available to a senior citizen at the Center for Independence, Senior Center, Gray Gourmet, Botanical Gardens. I am not able to safely walk blocks and blocks or cross major intersections because I am slow and have macular degeneration. It is very difficult to cross 1<sup>st</sup> Street and Grand Ave.; 1<sup>st</sup> Street and North Ave.; North Avenue at 7<sup>th</sup> St; 12<sup>th</sup> St.; or any major intersection with our traffic flow using those major arteries. I must say the bus drivers are courteous, friendly, helpful and more united with their uniforms and positive attitude.

My suggestions are:

- 1) On demand shuttle van for grocery shopping and/or inner city transportation to downtown public events (and Grand Jct. has many) and sports events.
- 2) How about en mass coupons for rides that major retailers can give to customers? i.e., City Market; St. Mary's; Safeway; Albertsons; downtown coffee shops; bookstores; theatres? Why is there so little support by the city and malls for the bus system and express routes for workers valley-wide?
- 3) I sincerely believe that in 20 years most people **will not convert to bus rides** unless a major mass transport is reliable, convenient, and clean and affordable. I believe there is little leadership in our community to create a forward, competitive, exciting valley that attracts retirees, entrepreneurs, students, workers, service workers, medical clinics, affordable housing development, resort living, and libraries and museums and tourism, and to create maximum use of our natural resources, growth, and diversification.

### **Suzanne Harris, 254-0279**

The purpose of GVT is to improve the quality of life for people without cars living within Grand Junction and the immediate outlying areas. Passengers need an expedient way to get to their destinations which usually include work, school, medical facilities, the hospitals, recreation, shopping, to the railroad and the airport.

#### Routes 1 – Airport and 2 – Patterson Road

As they are presently set up, passengers get expediently to hospitals, clinics, the Cross Orchards Living History Museum, St. Marys Hospital and Life Center, the motels, hotels and various restaurants on Horizon Drive, the airport, Clifton and to the Mall. The only necessary change is to make a stop intersecting 7<sup>th</sup> and Patterson where passengers can transfer in either direction from route 1 to route 2 and vice versa going in any direction. Even if this causes a wait it will expedite accessibility to all directions these two route encompass and allow for passengers to take Route 1 into the 7<sup>th</sup> and South Ave. transfer point, allowing easier access for those departing from Grand Junction to reach destinations on Patterson Road.

#### Route 3 – Orchard Ave and 7 – Utech

Route 3 effectively takes passengers from the South Ave. Transfer point to the Clifton transfer point. By going down 12 Street it allows for passengers to access Lincoln Park, the Barn, Stocker Stadium, Spolizio Field, Mesa State College and Community Hospital. Route 3 should allow for transfer to Route 7 so people at any of the above locations can take Route 7 and access all that is available going west on North Ave., access to Colorado Community College, Valley School,

Grand Mesa Center and the Mall. Conversely, people traveling on Route 7 to Route 3 can access Community Hospital, Clifton area/transfer point. Route 7 has a layover by the Mesa State College Soccer Field presently which is why these two buses do not intersect.

#### Route 5 – Downtown

Route 5 is effective and efficient as a downtown bus. It takes passengers to all the most important destinations downtown proper, Enstroms candy factory, the store and museums within its circumference, the library, the justice center, the main post office, Resource Center and Partners, Choices school and R-5 school. Both City Market and Albertsons is accessible, as is the VA, Community Hospital, and the railroad. It covers Grand Ave. and is therefore accessible to the apartments on nearby streets. This bus services so many in a timely and effective manner.

Previously, Route 5 covered Riverside. There are two stops currently serviced by Route 11, however should Route 11 no longer service them Route 5 needs to pick them up. As this small Riverside community is impoverished and needs bus service to Grand Junction.

If the proposed additions to Route 5 are added, it would require the bus to travel areas that are already covered by Routes 2 & 9. Areas of North Ave. and Patterson are often high traffic which would delay Route 5 from arriving at the South 7<sup>th</sup> Ave. transfer point on time.

#### Route 6 – Orchard Mesa and Route 10 – Clifton (Route 4?)

Route 6 is the most time inefficient route in the system. The bus leaves 8 to 15 minutes past when all other transfer point buses have departed. It is often the first bus back at the transfer point and has layovers both coming and going at the Orchard Mesa market. This bus can pick up the Orchard Mesa parts of 29 Road, C ½ Road to D Road (the current proposals say need service). However, to expect this bus to also pick up Clifton is impractical as that would make it late and just reverse its pattern to being out of kilter with the other transfer point buses. Route 6 must cover the Mesa County Fairgrounds, Orchard Mesa City (the only major supermarket within the area), Alco, schools. Route 10 which is in Clifton and possibly Route 4 which services Palisades but basically travels around the Clifton area needs to pick up D ½ Road from the Clifton side.

#### Route 8 – Fruita

Route 8 is the source for getting to all the events and the Dinosaur Museum and shops of Fruita. For Fruita residents and people who come into Fruita to work, it is a very necessary bus. To make this bus available only every 90 minutes would definitely hurt all those people who work in Grand Junction coming from Fruita and conversely those in Grand Junction who work in Fruita which is the majority of each day's passengers. Fruita loops many times and it would ideally service the beach area. It is imperative to adhere to the hourly schedule or remain as currently routed.

#### Route 9 – North Ave.

Route 9 is necessary for going on North Ave. to most of the shopping including Kmart, Wal-Mart, City Market, the VA hospital in a east/west direction. It is imperative that Route 9 service the people who need the buses the most, those going to social services including: the unemployment/employment center, welfare, the health department and all the facilities offered

by Mesa County at 29 ½ Road and North Ave. This is the most intelligent bus to service this area. Route 9 has the shortest distance to cover. This bus services residents from the transfer point to Clifton.

#### Route 11 – Shopping Centers

It is logical to have the Redlands serviced by dial-a-ride as not many people utilize this service. It is necessary to service Riverside. This bus needs to pass Wal-Mart, the Rim Rock, Grand Mesa, the Mall, the new Chipolte/Starbuck plaza, Bananas, Kohl's, and the Regal Cinemas, GJ Scores to be an effective shopping route bus. Everyone who rides the bus needs transportation to the shopping and entertainment centers which was the purpose of the buses to begin with. Cutting out the Redlands route should allow for circular patterns to all the above locations. This will allow people who work at these locations which will add up to the largest amount of working passengers accessibility to their jobs.

#### **From GVT Office/Bus Fare Box**

Susan Justice – 243-5434

Live at D & 30 Road.

- 1) Drivers underpaid, gruff and not friendly
- 2) Unwilling to help load bikes on rack – explained policy
- 3) Direct route to downtown from D & 30 Road
- 4) Cross walk from Peachtree to new transfer point. Limited sidewalks/walkways, more pedestrian friendly.
- 5) Why place seats at Clifton TP (hot seats)
- 6) D & 30 trash all over area (has bench)
- 7) Later service 9:30 – 10:00 p.m.

## **WEBSITE COMMENTS**

### **Grand Valley Transit Website Comment/Feedback – 8/23/2007 4:21 PM**

**Name:** Ms CMP

**Email:** cmp5665@hotmail.com

**Comment:** Curious. How about some Express buses from Fruita, Palisade & Clifton straight into GJT with one going to North Ave & 12<sup>th</sup> intersection, the other to Mail St. & 5th for the downtown area? 2-3 hrs ride to go 10-12 miles is insane. Can we not get some Park n Ride's like Denver has? One in Fruita and one in the middle of Palilsade/Clifton area plus Orchard Mesa? It would help the environment and expedient passengers that need to get into GJ that have no alternative means of travel. Might this be happening soon? Or do you have any future plans of this? Appreciate your feed back.

### **Grand Valley Transit Website Comment/Feedback - 9/26/2007 12:35 PM**

**Name:** Elaine Ingvertsen

**Phone:** 242-4640

**Email:** ejijct@msn.com

**Comment:** The changes the system has undergone recently really do not serve the community needs. Changing to the South Avenue transfer point is disturbing as it puts children and the elderly in an area known for sex offenders and the homeless. Surely there is a more convenient and safer place for riders to wait. Fifth and South is not much better in your future plans. My other complaint is the time it takes to get anywhere. For example, a round trip from Orchard Avenue to the Mall takes close to four hours with transfers, etc. Most people don't have that much time to invest in travel. In fact, I have totally given up going to the western part of the route on the bus, something I once did on a regular basis. With the growth pattern in the valley, you need to re-think your service and provide routes that actually move people quickly and conveniently. It is a needed service, but will not be maintained if it is not convenience to use.

### **Grand Valley Transit Website Comment/Feedback - 9/29/2007 8:40:06 PM**

**Name:** R. Horst

**Phone:** 970-254-2938

**Email:** yobi\_yobbi\_yob@yahoo.com

**Comment:** Hi, I ride the number 1 route quite a bit and find the driver has so much ground to cover they forget about the safety of the passengers!! Not to mention the worst bus out of all of them drives over there. If possible, please make changes and lessen the distance so the driver can get his/her passengers around town without being tossed around. I'm usually a nervous wreck when i step off the #1 bus. I hope you take this in consideration---thanks

**Grand Valley Transit Website Comment/Feedback - 9/30/2007 4:14:03 PM**

**Name:** JoAnnette Walt  
**Phone:** 970-639-2306  
**Email:** kisslips3@yahoo.com

**Comment:** I think that the dumb people making all these changes should have to give up thier cars for two weeks and ride gvt to see how inconvinet this will be. The people in fruita are woundering how they are going to get to work on time.

**Grand Valley Transit Website Comment/Feedback - 10/3/2007 10:16:21 AM**

**Name:** Aleta Davy  
**Phone:**  
**Email:** aleta.davy@state.co.us

**Comment:** I commute from NE Grand Junction to Fruita Monday through Friday for my work. I know other people who do the same. I would like to propose that you consider offering a shuttle from the Clifton transfer station to the stop in front of Dinosaur Journey. My hours are 8-4:30 and I would be willing to pay a monthly fee for transportation. I am wondering if there aren't others also interested in this service. Thanks for your consideration.

**Grand Valley Transit Website Comment/Feedback - 10/3/2007 12:03:19 PM**

**Name:** Roberta Lawson  
**Phone:**  
**Email:** bertacarlaw@peoplepc.com

**Comment:** Just looked @ the proposed route changes. I recently had to start using the bus system again due to car breakdown. I am very concerned about the elimination of 33 Road from the bus routes. Personally I am having difficulty walking distances, have not been classified as disabled @ this time, also there is an assisted living facility in between both the current Palisade and Clifton Routes that I know of at least one resident (wheelchair bound) from there that uses the Palisade Route as I do. Somehow there has to be a way to include 33 Road to service those of us that cannot get to the currently proposed locations. Thank You for considering. Roberta

**Grand Valley Transit Website Comment/Feedback – 10/3/2007 2:08 PM**

**Name:** Heather Johnson  
**Phone:** 970-443-8223

**Comment:** As a student of Mesa State College and a resident of Fruita I foresee a lot of issues with the proposed changes. Not only am I a college student, but I also happen to be a Senator for the Associated Student Government, and in effort to represent my constituents, I have devised a few proposals. Rather than trying to cut routes and decrease the frequency of the routes, your business should be leaning towards expansion. The new changes make the transit less and less

appealing to the customers whom already use it. By expanding your business more people might find the service more suitable than driving or making other arrangements, thus adding more customers. Consistency is the key to any business and all the buses should have the same duration of less than 60 minutes. The bus should run at the same times all 7 days a week. There may not be an immediate increase of riders on Sunday, but if the opportunity to work on Sunday is available than many will choose to do so. Consistency will eliminate confusion about the operating hours. By running the buses later into the night, not only will you expand your number of employees in your business, but to businesses everywhere. Grand Junction is growing ever so quickly with people, but the economy is not expanding with it. We need more people available to work swing and night shifts, which is impossible when the busses shut down so early. I also believe that this would be appealing to those who want to enjoy a few drinks with friends at a bar. If there is a night service available less people are likely to be drinking and driving, which to me is huge. Public Transportation saves the town the need to build parking structures, allowing for more space, and also cuts down on pollution (we don't want to have a brown cloud hovering over the valley like Denver). I understand the concerns about your budget, but I believe that these changes will only add to your company's problems. The other suggestion I have is to post pamphlets at each stop, so that people whom have never ridden the bus or those whom don't ride often have some sort of sense of direction. Many people do not know anything about the bus system in the Grand Valley, which has provoked me to carry a hand full of schedules at all times to give to people who are clueless about how the system works and costs.

#### Route 7-

I like the idea of serving the new development beyond the mall and also the routing through the UTECH campus to avoid circulation and unnecessary stops. However, I did note that there will no longer be service between Mesa State and UTECH. We have many students that travel back and forth between campuses. If the students have to have to go a transfer point downtown, and then to either of the campuses there is not much room left for a schedule that falls within bus operation. If the times work out perhaps route 7 and route 3 could connect, but we can only assume that this scenario will not be reliable. These students already spend a huge portion of their day trying to get to classes and these new changes would make the idea of furthering ones education more impossible than it already seems. College students are our future. If the idea of continuing school seems like way too much to handle, than our future economy is going to downsize. Looking at the proposed map I noted that there is little travel on North, the busiest street in Grand Junction. Perhaps rather than turning south on 1st to head to the transfer stop it could turn on 7 which would be somewhat close the campus. This would eliminate the need to transfer buses, it would represent 7th street, and would avoid overlapping routes

#### Route 8-

The idea of having more services in town is excellent, but the idea of only having buses run out to the mall every 90 minutes is outrageous. In all actuality it would take 120 minutes, because those people would have to wait a half hour for any of the other buses to come. Unlike grade school where there are set set hours at a set place, a college schedule is different for everyone. Therefore it is not accurate to state that running every two hours is representative of school. If there is to be more service in town than there needs to be 2 buses, with one offering express service to Grand Junction every hour, or even more frequently. I use a lot of the stops in Fruita and I find all of them useful except the one on Cherry and Ottley. My main stop is Coulson and

Ottley, which is a block away from the Cherry stop. I believe that either one of these stops should be replaced with a stop closer to the Co-op or the Oaks Assisted Living Home, in order to provide services to the new developments on W Ottley.

**October 4, 2007 Heather Johnson 443-8223 MSC Student**

I just got off the phone with Heather. She said she uses Route 7 & 8 and does not have a car. Her concern is there is no back up plan if someone misses the bus from Fruita with the proposed route but as it is, they just have to wait an hour. She also said GVT would be missing many riders during non peak times as the bus is full every hour now so GVT would have to get larger bus. She said she likes the idea of in town service to help residents of Fruita get around and that would be helpful to get errands done. Should keep every hour service to Grand Junction. Heather said Route 7 needs a connection from WCCC to MSC. I explained we are looking at that as well. She said she is encouraging MSC students whether they ride the bus or not to attend the open house on 10/8. I asked her if she would be willing to be on our Citizen Advisory Committee which will meet again on 10/11 at 9am. She said there is a student meeting before then so she will see if anyone is interested and let me know.

**Grand Valley Transit Website Comment/Feedback - 10/4/2007 8:00:40 AM**

**Name:** Darius Griffee

**Phone:** 970-986-2901

**Email:** dgriffee89@yahoo.com

**Comment:** Proposed Route Changes: I personally think that the transfers should stay the way they are otherwise I would be late to work everyday. I agree with the more express routes, "scenic tours", and Saturday should be the same hours as mon-fri. I also think we should have some kind of hours on sundays, so for those who need to work, could. Thanks

**Grand Valley Transit Website Comment/Feedback - 10/4/2007 4:04:04 PM**

**Name:** Linda Taylor, Executiver Director CFI

**Phone:** 241-0315

**Email:** ltaylor@cfigj.org

**Comment:** The Center for Independence is located at 7th and Gunnison. The majority of our clients do not drive and access our services through agency supplied transportation, taxis, or GVT. The nearest bus stop is on the south side of Grand and 8th. At a minimum, I would suggest that if the stop was moved to the north side our clients would not need to cross Grand which is a risky business for limited mobility and/or sight. Additionally, if a stop could be located on 7th or Gunnison streets, our clients could have closer access to our center.

**Grand Valley Transit Website Comment/Feedback - 10/4/2007 7:23:24 PM**

**Name:** Tylor McGowan

**Phone:** 778-5975

**Email:** tylor\_ben@yahoo.com

**Comment:** I would like to suggest a new bus stop that would go into the Ridges blvd. I'm a GJHS student and i ride the bus to get home, but after i get off the bus i still have 1/2- 1 mile left to walk still. I don't mind walking that far every now and then but every day after school annoys me so if u could take this suggestion into consideration I would highly appreciate it. Sincerely,  
Tylor McGowan

**Grand Valley Transit Website Comment/Feedback - 10/4/2007 8:06:35 PM**

**Name:** Eve Tallman

**Phone:** 245-4928

**Email:** evetallman@gmail.com

**Comment:** I live in the Ridges, in the Redlands. I would like to know about any plans to provide a bus service into downtown (Grand Ave) that heads toward downtown in the mornings. A loop up Ridges Boulevard would be ideal.

**Grand Valley Transit Website Comment/Feedback - 10/5/2007 1:32:39 PM**

**Name:** Mindy Diller

**Phone:**

**Email:** japplejam@aol.com

**Comment:** I would like to take this opportunity to request that you remove the bus stop located at 265A 28 Road on Orchard Mesa. This stop is not used much, thankfully, but when it is, it is nothing but a headache. I cannot let my children play in the front yard because of the people who wait for the bus here. There has also been a problem with vandalism of our trees and plants, etc., as well as people feeling free to go wherever they wish in our front yard. We are tired of the cigarette butts that people waiting for the bus throw into our yard, and of the foul language, and occasional rock throwing at our kids when they watch the people at the bus stop to make sure they don't damage anything else. These problems have been ongoing since you established a bus stop in our yard, and we would be thankful to have that mess ended. Also, we would like to sell our house, and somehow I don't think having a bus stop right in our yard would be much of a plus. Thank you for your consideration of this matter. Sincerely, Mindy Diller

### **Grand Valley Transit Website Comment/Feedback - 10/6/2007 12:28:37 AM**

**Name:** Mary Morfin

**Phone:**

**Email:** MI POLLO LOCO@wmconnect.com

**Comment:** I live in the Riverside area and want to know if we are still going to have the Grand Valley Transit Bus Route in this area. There are a lot of seniors who do not drive and the construction on the bridge on Highway 340 it makes it hard for them to get to town. I am concerned also because there may be a time I will no longer be able to drive and I will need this transportation. Thanks for your time Mary Morfin 523 Rockaway Grand Junction Co. 81501 970 243-4398

### **Grand Valley Transit Website Comment/Feedback - 10/7/2007 10:03:33 AM**

**Name:** Sidney Dieter

**Phone:**

**Email:** sdieter1@bresnan.net

**Comment:** I am only concerned about a few things along this route, is the direction that route 11 goes using the 1-70 busness loop usually slows it down during peak times of day on the way back to downtown. Using route 11 is needed however the current route structure will accumidate redlands and the abersons link as well as safeway if the loop was flipped. It would also improve passager travel as far as getting groceries an hour would be a long time to have to hold grogries from the stores of albertsons to downtown. have to go half hour to mall and than back up 1-70 or whatever corder wherather it is the future business access of riverside parkway. I was think the route could still accumidate the current Redlands stops just by flipping the current route around. currently route 11 goes to broadway and than up to safeway turns back onto parkway and than goes to the mall. Than goes to 1-70 B will traffic is really slow at times and may arrive late. I was thinking about it going through broadway on its return trip from the mall to grand junction less conjection on Broadway will make easy access to people that are soon to be retired in the area without loosing any stops and plus on the return trip the bus is apt to be on time as broadway would not be in a standstill. It will also provide access to safeway and alpertsons for downtown riders that want easy access to other stores. So the major change is go up 1-70 first, than go down broadway as an express way to get downtown transfer point instead of running into cogestion on 1 70 B. I liked the ease and convince of being able to get to safeway and albertsons whenever I wanted, and easy access to meet my friend at safeway which I was trying to get her into riding the bus more. there seems to be more riders in this area around times of high gas prices. Also the christmas holiday is coming up and once again gas prices will be on the raise. Hopefully this prospective helps. sincerely GVT Rider passager, Sidney Dieter

**Grand Valley Transit Website Comment/Feedback - 10/7/2007 11:13:10 AM**

**Name:** Rick Fox

**Phone:** 970-464-2111

**Email:** rfox1@bresnan.net

**Comment:** The bus stop in Palisade at the Skate Park needs to be discontinued. The sanctity of this youth recreation area should not continue to be compromised by requiring bus patrons to wait at the Skate Park bench. The bus patrons are often smoking, using adult language, and littering. This sets a poor example for the skaters or causes other people to mistake the waiting bus patrons for foul-mouthed smoking skaters. The Town of Palisade closed the Skate Park for a short time this summer partly due to the misbehavior of the bus patrons. The bus stop should be moved either as far south as possible near the intersection of Kluge and 8th Street, or a better solution would be to remove Kluge from the route entirely and redirect the buses down Main Street. Sincerely, Rick Fox Member Town of Palisade Recreation Advisory Committee

**Grand Valley Transit Website Comment/Feedback - 10/7/2007 12:26:24 PM**

**Name:** Jim Vidmar

**Phone:** 970-245-2840

**Email:** jmv2453@aol.com

**Comment:** As a potential bus rider I was looking over the proposed route changes. The problem is the route that passes closest to my house does not get me where I need to go. Route 2 looks to stay only on Patterson so to get downtown I would either have to go all the way to Clifton or the Mall to transfer to either route 3 or 7. The ideal would be to be able to take route 2 to 12th and be able to transfer to route 1 on its way back to town. However there is no guarantee of that connection which leaves me some trepidation in riding the bus. There must be a more efficient way to structure these routes. It might be nice to run the routes every half hour during the early morning and evening rush hours to help people get to work in a more efficient manner. Fares should be no more than 50cents for adults and 25 cents for children and seniors. Service should run from 5AM to Midnight service after 7PM could be limited to high traffic routes only. Service should be 7 days a week with Sunday being similar to the high traffic routes operated after 7PM. Thank you for your time.

**Grand Valley Transit Website Comment/Feedback - 10/7/2007 3:14:12 PM**

**Name:** kim melanson

**Phone:** (970)6392006

**Email:** kakm125@yahoo.com

**Comment:** I use the Fruita bus quite often to get to work. A wait of 90 minutes to 2 hours would make this incredibly difficult. It seems to me that I'm on the bus with the same people who, also, use the bus for work or school

## **Grand Valley Transit Website Comment/Feedback - 10/8/2007 8:18:03 AM**

**Name:** Adrienne Senatore

**Phone:**

**Email:** alsenatore@msn.com

**Comment:** I do not like the idea of losing the Redlands route. It keeps us disconnected from the rest of the community. Since much of us has been annexed in and are apart of the city, I feel we deserve service. Currently it is difficult to access stops along Broadway but if the school buses can do it then why not GVT. How can many kids from Fruita Monument get back from after school activities with out the service. It is not easy for many parents to get them and although changing at the mall is not the most direct way it does give options for kids to participate in activities and then have a way to get back home to the Redlands. The same holds true for many kids attending GJHS. They often live in the East and end of the Redlands and the Ridges more specifically and this limits the options to them. As you stated the traffic will be worsening and the traffic along Broadway is already horrendous. The Riverside Parkway will not be changing that for most of us who live here so the bus route is a very viable alternative. The proposed change just cuts out a large link between Downtown, The Mall and Fruita. The Redlands is a common link for those areas. Thank you, Adrienne Senatore

**Lori Chandler <chandlerlori@yahoo.com> 10/07/2007 3:43 PM**

I just read that the Redlands Route is proposed to be cancelled. I believe that this should not happen. There are a lot of students and elderly people who would ride.

The main reason that the ridership in the Redlands is low is because the current route misses over half of the Redlands and half of the riders have no way home from Safeway. A better route would be to offer a service that connects a Fruita route with the Redlands route. If you would go from the mall through the Redlands, along Broadway (possibly going down S. Broadway for part of the ride) then on through Fruita, passing Fruita Monument and back to the mall. This would offer rides closer to people's homes. Also, if you offered a route that went from FMHS through the Redlands, a lot of students who are in sports would have a ride home. This could be a route that has times of the day where you run every hour and then hours where you run every two hours or not at all. You could advertise this with the schools in Fruita so that it is well known.

My daughter is disabled and does not drive. She never took the bus because she couldn't get from Safeway to our home and because it took so long to get home. My son used to ride the bus from Fruita Monument to the mall and then to the college for trumpet lessons. He would have kept riding except for the fact that the times changed and he couldn't catch the bus and be on time to lessons. The bus left FMHS before school was out. He would also ride the bus home from the mall if the stops were close enough to walk. We live off S. Broadway, near 20 Rd.

I know of many people who would ride if the route was convenient and time efficient. With the cost of gas going up, advertising a route that ran more often during commute times. If you had to drop the route, a dial a ride for anyone who needs a bus is necessary. Also, this would allow for disabled to ride. My husband is having surgery and may need rides around town. He cannot get to a bus stop so the disabled bus would be important.

Please don't drop the Redlands service all together. This is my daughter's only way around town and it would be more convenient for me if she could ride the bus home.

I would also like to request that you run until 9 PM or later. This is a struggle also for those who don't drive. If you had bus times later in the evening( with possible limited service), those who work late would have transportation home. The taxis are not cost effective and driving is expensive now with the cost of gas high.

Just remember that the Redlands is not all rich and while there may not be high ridership in the beginning, I believe if you stick it out and advertise to schools and businesses, then eventually people will learn of the routes and ride instead of driving.

#### **Grand Valley Transit Website Comment/Feedback - 10/8/2007 12:08:42 PM**

**Name:** Laurie Knapton, teacher, Valley East School, Palisade, CO

**Phone:** 254-7553

**Email:** knapton@mesa.k12.co.us

**Comment:** We at Valley East would like to state that the bus stop on 711 Iowa St. in Palisade, on the street right outside our school, is ideal for our students. It saves them and us so much time each day. We would like to ask that this stop not be changed. We do appreciate your willingness to meet the needs of our students - Sincerely, Laurie Knapton,

#### **Grand Valley Transit Website Comment/Feedback - 10/8/2007 3:51:28 PM**

**Name:** Corey Short

**Phone:** 970-242-7878

**Email:** cshort@wyoming.com

**Comment:** Route 11 that services the Redlands is a necessity for many people who either need access to the rest of the community (utilizing the Transfer Stations) without driving or for those who no longer drive because of disability. I used GVT the other day from the Safeway stop to the Hospital. This allowed me to complete some necessary health-care testing and procedures without driving, which was unadvisable by my physician. If the low ridership is the reason for discontinuing service to the Redlands, an alternative would be to provide service on a Monday-Wednesday-Friday basis or an Odd/Even basis. That would maintain the necessary service and increase ridership. It would be a detriment to the community to discontinue Route 11 in the Redlands.

#### **Grand Valley Transit Website Comment/Feedback - 10/8/2007 9:26:34 PM**

**Name:** Karen Donnahie

**Phone:** 260-4863

**Email:** ksd2go@hotmail.com

**Comment:** The bus stop in Palisade at the Skate Park needs to be discontinued. The sanctity of this youth recreation area should not continue to be compromised by requiring bus patrons to

wait at the Skate Park bench. The bus patrons are often smoking, using adult language, and littering. This sets a poor example for the skaters or causes other people to mistake the waiting bus patrons for foul-mouthed smoking skaters. The Town of Palisade closed the Skate Park for a short time this summer partly due to the misbehavior of the bus patrons. The youth of Palisade deserve the chance to prove themselves to be the responsible skaters they were when they built the park, without the added burden of bus patrons. The bus stop should be moved either as far south as possible near the intersection of Kluge and 8th Street, or a better solution would be to remove Kluge from the route entirely and redirect the buses down Main Street. Sincerely, Karen Donnahie Member Town of Palisade Recreation Advisory Committee

**Grand Valley Transit Website Comment/Feedback - 10/9/2007 10:06:21 PM**

**Name:** Tammy Fisher  
**Phone:** 970-986-9205  
**Email:** tammy@mesa.k12.co.us

**Comment:** Hello I have several comments and when time allows I would love to come in and talk with someone. One has to do with the phone contact I and my students have had with your company. One suggestion I might make is that you post a schedule of the bus pick-ups at all of your stops (including a simple note of which routes actually pick up at those locations). I was also wondering if it might be possible to talk to you about purchasing tokens rather than paying bus trip by bus trip as I need to account for the money I am spending to train my students. Anyways, there are many things I would love to talk about. I'm glad GVT is here and would love to discuss the possibilities further as I have already begun to do with your office. I am interested in training, fares, passes, etc.... My students and I will be in soon to discuss opportunities with you. We really look forward to it. Sincerely, Tammy Fisher Central High School

**Grand Valley Transit Website Comment/Feedback - 10/9/2007 1:00:04 PM**

**Name:** rachel  
**Phone:**  
**Email:** rbinder@yahoo.com

**Comment:** To Whom It May Concern: It would be really helpful if the buses would run until 7:15 PM on Saturday or run at all on Sunday. I do not drive and it is very difficult for me to get to church. rachel

**Grand Valley Transit Website Comment/Feedback - 10/11/2007 3:00:03 PM**

**Name:** Clara Cole  
**Phone:** 523-4797  
**Email:** GJcole495@aol.com

**Comment:** During 6:00-10:00 AM and 3:00 - 7:00 PM, could you run more buses. Instead of every hour every 20 or 30 minutes would help. That way workers could commute using GVT without it taking hours to get to and from work.