



Public Response to Route Changes & Additional Options

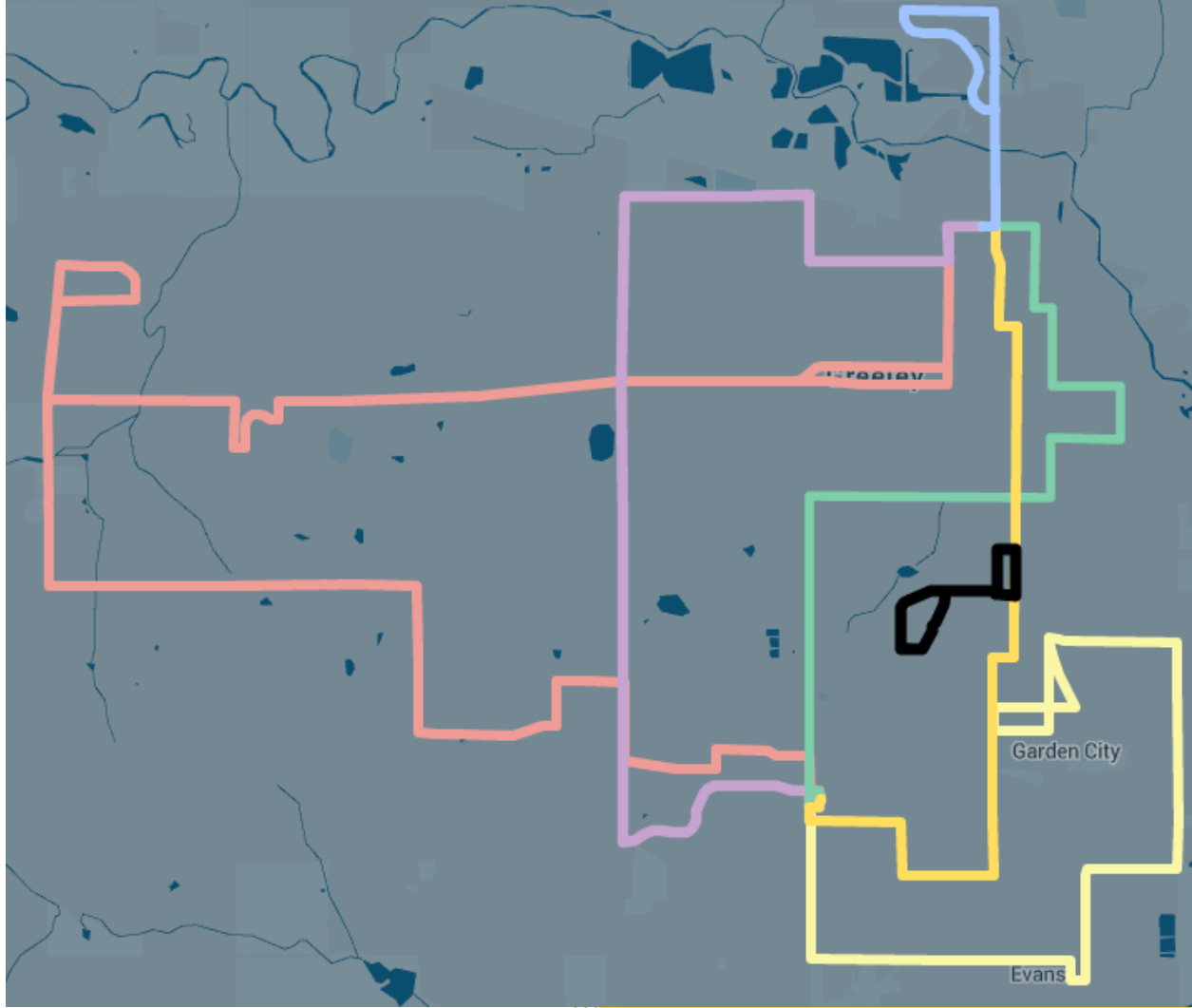


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Introduction

Greeley-Evans Transit (GET) has been working on changes to the routes to accommodate the new transfer center that will be located at GET's administrative office at 1200 A Street in Greeley. The changes were based on the following key goals and best practices:

- Route names based on a more universal numbering system instead of colors;
- A review of the current ridership, with routes serving low ridership areas eliminated and routes serving areas of high ridership maintained and improved;
- Spacing of the routes no closer than ½ mile in areas that do not support high ridership;
- The elimination of loops in favor of straight routes where an opportunity to ride is improved at no additional cost;
- Improved direct routes to and from important destinations, accomplished through a transition of service that touches everyone's door steps to utilizing the industry standard of ¼ mile from a route being considered well served; and
- Improved connection throughout the city by increasing transfer locations and eliminating loops. For example, between the Grove, the University of Northern Colorado and other such locations.

This report will focus on the public reaction to the proposed route changes and provide some route options that may help reduce the negative impact resulting from some of the major changes, such as the removal of the western loop of the existing Gold or the removal of direct access to some locations.

Please find a list of the locations/agencies we visited and open houses we held to garner as much feedback from the community as possible below. Overall feedback was very positive.

- City Council Presentations
 - Greeley
 - Evans
- Two Open Houses
 - Greeley Recreation Center(50 People)
 - Riverside Library (8 People)
- Frontier House
- Envision
- Schaefer
- ARC
- UNC – Student Center
- District 6
- Weld County Mobility Council
- Broadview Apartments
- WAND Group / Connections for Independent Living
- Greeley Senior Housing
- Greeley Manor
- Birchwood Apartments
- Global Refuge Center

Note that many of the dislikes notated were provided by a small group of interested individuals (i.e. Citizen Bus Improvement Committee) that attended both open houses. All of the comments from the two open houses are found in Appendix B: Open House Summary.

The proposed route 1 will follow along most of the existing Red Route, with the exception of the removal of three loops and one section in northwest Greeley. Service will be shifted off 4th Street between 59th Avenue and Grizzly Drive to 10th Street between 59th Avenue and 71st Avenue to accommodate new commercial and residential apartment growth in the area.

GET will be working through the budgetary process to request supplementary funds in 2016 to add two additional buses on this route in order to improve the frequency from 60 minutes down to 30 minutes. This will also help alleviate some of the overcrowding this route experiences as well as generally improve service and reliability for our riders. If the budget for two additional buses is not approved, GET considered two additional options for this route: splitting the proposed route in half (Route 1 and Route 8) to ensure connections are made at the new transfer center; or keeping the route intact but keeping the frequency at 60 minutes. This option would require riders to wait 30 minutes to catch the bus at the new transfer center. Public response has been in favor of keeping the route intact or in other words as one route instead of splitting it into two routes, and also in favor of increasing the frequency from every 60 minutes to every 30 minutes.

Summary of Comments and Responses for the Proposed Changes

Likes

- **Comment:** The increase in frequency is a big improvement.
Response: We are working through the budgetary process and if approved we will increase the frequency from 60 minutes to 30 minutes.
- **Comment:** More buses will help (better frequency, less crowded, better transfers).
Response: As noted above, we are working through the budgetary process. We understand the need for additional frequency on this long route, and also the need for more buses simply due to the high number of people riding the bus and making for a crowded and often uncomfortable ride.
- **Comment:** Going close to Xerox (and other businesses in that region) is important.
Response: We agree that it is important to serve this area. That is why we kept the loop that services this area.

Dislikes

- **Comment:** Splitting the route into two routes makes it difficult to get from the south to the north in the west side of town.
Response: We agree that this is not the preferred method; however, if we are unable to get the additional two buses, splitting the route into two separate routes may help facilitate timely transfers between all other routes. If additional frequency is not added and the route is not split, riders would have to wait 30 minutes to make a connection between Route 1 and Route 3 or 4.
- **Comment:** Difficult for Broadview residents.
Response: We understand that this change will require residents of Broadview to walk further to access the bus as the Purple Route no longer provides service here. GET is trying to provide

improved direct routes to and from important destinations, accomplished through a transition away from service that touches everyone’s door steps in favor of utilizing the industry standard of ¼ mile from a route being considered well served. Also, providing service directly to Broadview on this route would not fit within its time constraints. Residents of Broadview would have to walk less than ¼ mile to access Route 1. Furthermore, ridership from the Broadview stop was less than four a day.

- **Comment:** Took stops from lots of people from 14th Ave to 8th St that was used a lot. No longer goes downtown.

Response: GET understands this concern; however, the timing of providing service downtown is not possible while trying to maintain transfers with the other routes at the Downtown Transfer Center. Furthermore, ridership was very low at these stops and the majority of these stops are within ¼ of a mile.

Route 2 (Gold)

Overview

Figure 3 - Existing Gold route

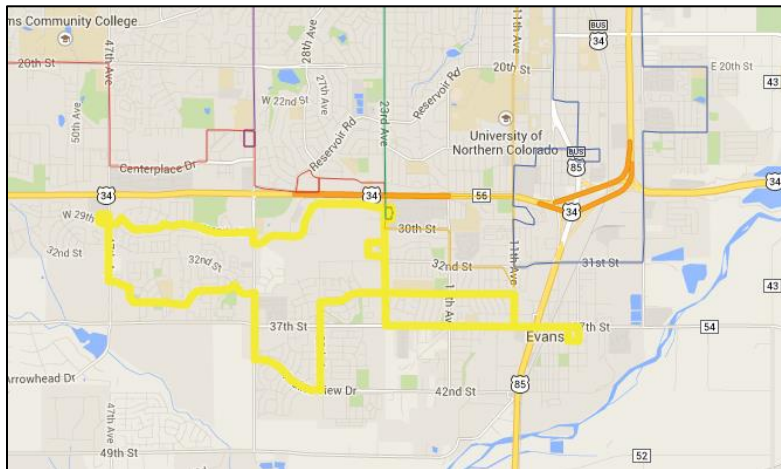
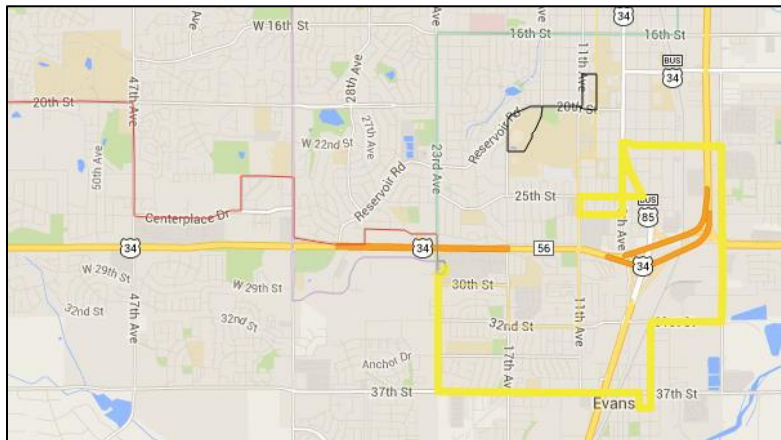


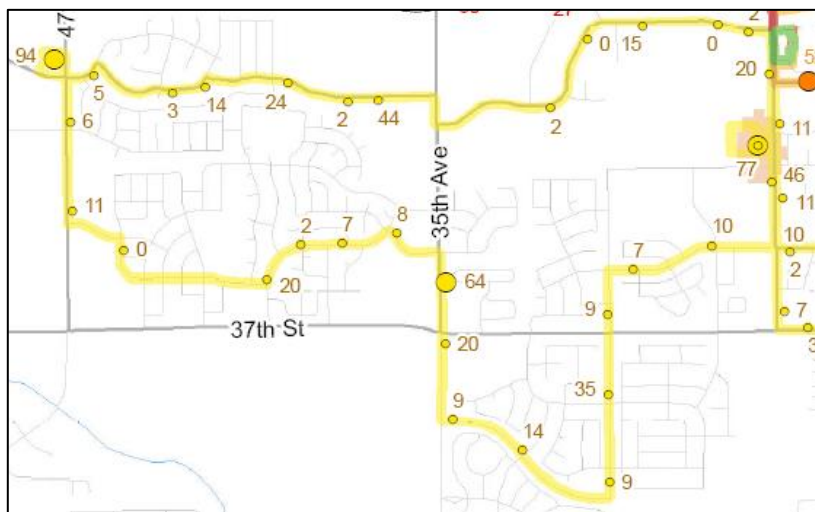
Figure 4 - Proposed Route 2



The proposed changes to the Gold route include the removal of the western loop while expanding the eastern loop to include additional areas in eastern Evans and Greeley. The primary reason for this change is due to the low ridership along the western loop of the Gold Route.

Figure 5 below shows the number of boardings at each of the bus stops over an entire month, from January 11, 2014 to February 11, 2014. During this period, the western loop averaged approximately 2 boardings per loop. While staff understands this service may be important to riders in the area, maintaining hourly fixed route services on the western loop is not financially sound; the service on the west side of the current Gold Route is costing an overwhelming \$23 per rider whereas the system average is \$4.42 per rider.

Figure 5 - Boardings over an entire month on the western section of the Gold Route excluding the transfer center.



As requested by the City of Evans, GET staff rode the Gold bus for four days to conduct an onboard survey and also to learn more about the ridership on each loop. The number of boardings (each time someone enters the bus) and alightings (each time someone exits the bus) were recorded for each section of the route: the 20 minute eastern loop and the 40 minute western loop. As table 1 below shows, the average number of boardings per loop run and the average boardings per hour on the western loop are significantly lower than on the eastern loop. To ensure each loop can be compared equally, boardings and alightings have adjusted to account for the amount of time each loop takes (i.e. east loop is 20 minutes while the west loop is 40 minutes).

Table 1 - Boardings and alightings per each route section.

	Average # Boardings Per Hour	Average # Alightings Per Hour
West	3.57	3.71
East	8.93	6.74

Based on our observations, we learned that the western loop had about a third of the number of boardings per hour as the eastern loop, and about half the number of alightings per hour. Survey results

provided us with common origins and destinations throughout the Gold and connections to other routes. Figure 3 below shows origins or destinations on the Gold route that had at least three riders over the period that the survey was completed. Besides the Greeley Mall Transfer Center, other common destinations included Greeley Commons, Walmart, IBMC, Walgreens, Envision/City of Evans, and the Riverside Library and Cultural Center. It is important to notate that the only major destinations not covered with the new routes will be Greeley Commons and Walgreens.

Figure 6 - Major origins and destinations along the Gold Route

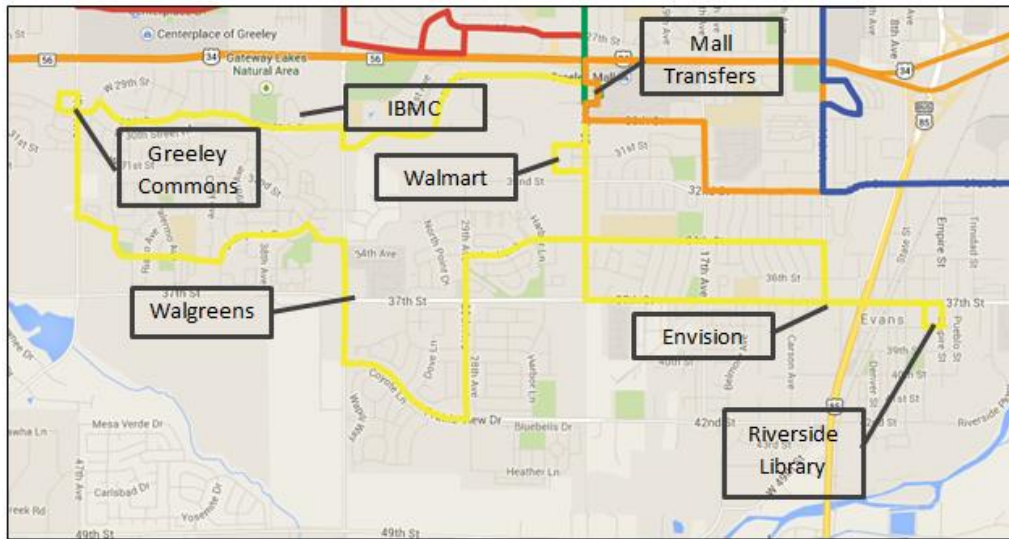


Figure 7 - Origins and destinations along the Gold Route cited in the survey. The number of boardings per stop is color coded. The legend to the right of the map shows the number of boardings per stop during the survey period.

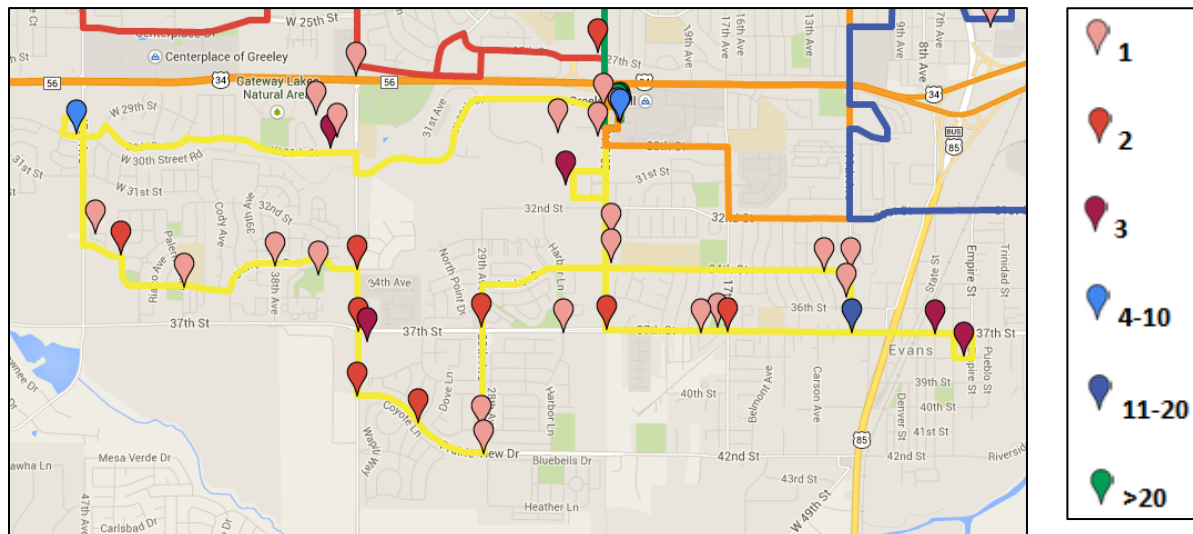
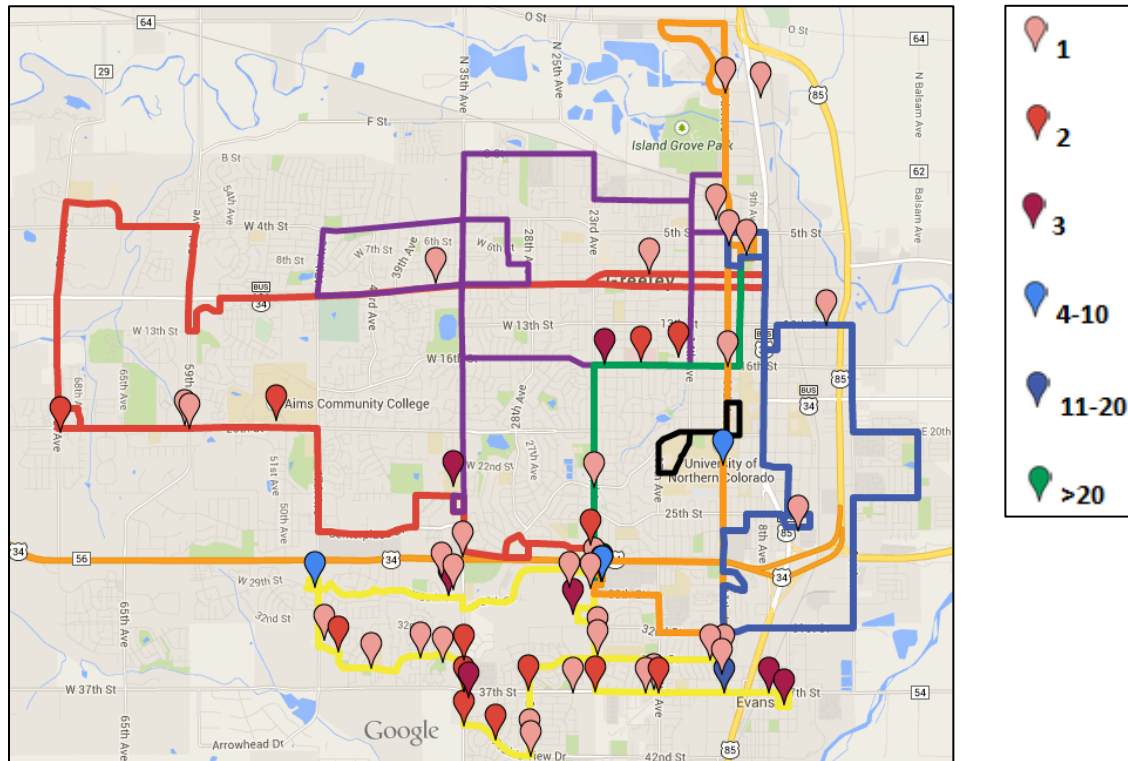


Figure 8 - All origins and destinations by Gold Route riders. The number of alightings per stop is color coded. The legend to the right of the map shows the number of alightings per stop during the survey period.



When expanding out to show all the routes, common origins and destinations for Gold route riders include the University of Northern Colorado, Heath Middle School, Greeley West High School, Central High School, and Aims Community College.

The onboard survey had 90 respondents. The survey provided us with the following information:

- 37 out of 90 people use the Gold route to get to work (41 percent), 34 people use it to go shopping (38 percent) and 31 use it to go to school (34 percent).
- 90 percent, or 81 out of 90 Gold route riders, use the bus at least two days a week.
- Ridership on the Gold route is highest from 6:40 am to 9:00 am with 38 riders using the bus at this time, followed by 1:00 to 4:00 pm with 35 riders using the bus at that time.
- Most people ride the Gold route on Wednesdays (70), Thursdays (72) and Fridays (69). Saturdays receive the lowest number of riders (40).
- About two-thirds, or 57 Gold riders, walked to the Gold route and another one-third, or 33 Gold riders, transferred from another route.
- 48 people surveyed will either walk to their destination or transfer to another route after leaving the Gold route.
- If the Gold route was not available, 56 riders would walk, 18 would get a ride, and 18 would not be able to make the trip.
- 89 percent, or 79 total riders, do not have access to a car.
- 20 percent, or 17 total riders, have a disability that prevents them from driving.

All the survey results are found in Appendix A: Survey Results.

In addition to the above, during this process several meetings and news articles in the Tribune occurred regarding the need for service in the Hill-n-Park area as well as service to the new Prairie Heights Middle School. Based off this request as well as feedback from some of the community leaders we have included service to these areas in our service alternatives options below. It is important to notate that these service options will require significant local match coordination between several entities but it is operationally and financially feasible.

Summary of Comments and Responses for the Proposed Changes

Likes

- **Comment:** Not going to miss it. No impact to me.
Response: We removed the western loop of the Gold route due to low ridership. We know that this change will have a big impact on some people, but we hope that it will not impact the majority of the current Gold riders.

Dislikes

- **Comment:** We (Hill-n-Park residents) need a bus badly. We have to walk one mile before we get to a bus stop.
Response: GET is providing cost options to provided limited fixed route service to certain areas where the western loop of the Gold route provided service.
- **Comment:** Would like to see connections to Home Depot, PetSmart, and IBMC and Culvers loop to 47th at Bed Bath and Beyond, Sprouts, America's Best and Big 5, Michaels.
Response: GET is providing some options to provided limited fixed route service to certain areas where the western loop of the Gold route provided service. However, there will not be time to provide service to the Greeley Commons Shopping Center (Sprouts, Bed Bath and Beyond, etc.). Access to this shopping center is available on Route 1. Home Depot and IBMC will be serviced with Route 3.
- **Comment:** Don't like how you are taking away the stops on E. 24th Street @ Ash Ave. That's a block from my house; first Ave is twice as far. I have health issues that keep me from walking so far.
Response: We understand the concern; however, the ridership in this area was low. For eligible riders Paratransit will continue to be available for riders who are within $\frac{3}{4}$ of a mile of this new route.
- **Comment:** The Gold route needs to go in the Walmart parking lot stop because of the variety of shoppers such as people with disabilities, seniors and women with children and groceries.
Response: We understand the concern; however, due to route timing and parking lot safety concerns, Route 2 will not access the Walmart parking lot.

Based on the information gained from the survey, and previous and current ridership, GET continues to support the removal of the western loop of the exiting Gold route in favor of moving the route to the

east and north where ridership is predicted to be higher. However, we realize that this change will negatively impact a number of riders who live or work along the western loop of the Gold route. To help alleviate this issue, GET has reviewed several options, including several versions of limited fixed route service along the western loop or general public Call-n-Ride service. Please reference the following section for recommendations and associated options.

Service Options for Limited Fixed Route Service

Based off survey data, and previous and current ridership on the western loop, GET is recommending limited fixed route service, rather than general public Call-n-Ride service, along areas previously served by the western loop. This type of service is recommended because of the potential high cost of Call-n-Ride service (i.e \$30-\$35 a trip).

Run Times

The Gold route on-board survey indicated that most riders use this route before 9 am and then again between 1:00 and 4:00 pm on weekdays. Therefore, we are recommending service be provided three times a day along sections of the removed western loop where ridership is highest. These times, depending upon the days service is provided, would provide transportation for students who attend some of the schools listed on the survey, including Heath Middle School, UNC, Greeley West High School, Central High School, and Aims Community College as well as work or medical appointments. Therefore, one run should take place in the morning, preferably early enough to give students enough time to get to school if a transfer is needed. Likewise, one run in the afternoon should be available to take students home from school and provide enough time to account for any transfers taking place before the student's board this route.

As the survey showed us, getting to and from work and to go shopping are other popular reasons for using the bus. Because of this, it may be helpful to provide one additional run during the middle of day to help those who need service to go shopping or work an afternoon shift.

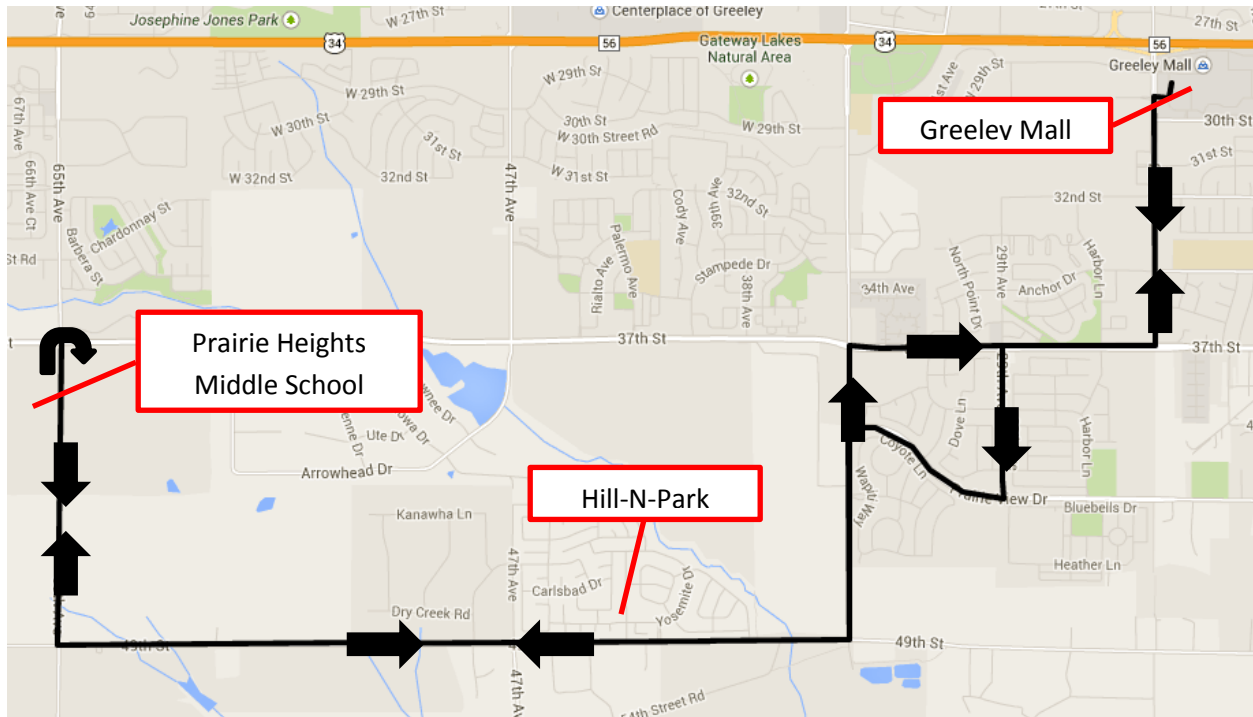
The runs should occur at or near the following times:

- 7:00 AM
- 1:00 PM
- 5:00 PM

Proposed Route

Based on the survey results, comments made during the open houses as well as separate meetings at Hill-n-Park, we better understand the needs associated with areas of the western Gold loop with high ridership, as well as to areas not previously serviced on the Gold loop (i.e. Hill-n-Park neighborhood in Weld County and the soon-to-be finished Prairie View Middle School in southwestern Evans). The proposed limited fixed route can be seen in Figure 9 below.

Figure 9 – Proposed limited fixed route along the former western Gold loop.



In order to provide service to both of these locations, local funds must be proved to match the available FTA 5307grant. Intergovernmental Agreements will also need to be put in place and approved if any funding is received other than that from Evans. GET understands that this additional cost is substantial, therefore three different options of service have been provided. Please note the below amounts are representative the 50% local match required for the grant.

Service Options

Option 1 – Service Provided 5 Days a Week

This option provides the highest level of service of all the options. Limited fixed route service will be provided Monday through Friday, with three runs per day: 7:00 AM, 1:00 PM, and 5:00 PM.

Cost: \$55,000/year

Benefit: This is the only option that will satisfy the need for students to get to school on a daily basis. This will also provide dependable service for employees who work weekdays between 7:00 AM and 5:00 PM. Riders who want to go shopping or need to attend medical appointments have the most freedom to choose their preferred date and time using this option.

Disadvantage: The biggest disadvantage to this option is the high cost, estimated at \$55,000 per year.

Option 2– Service Provided 3 Days a Week

This option will provide limited fixed route service on Mondays, Wednesdays and Fridays, with three runs per day: 7:00 AM, 1:00 PM, and 5:00 PM.

Cost: \$33,000/year

Benefit: This option has two benefits: lower cost while maintaining service for many residents, especially those who have some flexibility as to when they need to use the bus. This option still provides plenty of options for riders to go shopping, attend medical appointments, or attend recreational activities.

Disadvantage: This option would not work well for students attending school on a daily basis, though it may be adequate for some college students who only have class three days a week. This option would also not provide enough service for employees who work weekdays.

Option 3- Service Provided 1 Day a Week

The third option provides service only one day a week, on either a Wednesday or Thursday (both days had the highest number of riders according to the survey). Runs will take place three times a day at 7:00 AM, 1:00 PM, and 5:00 PM.

Cost: \$11,000/year

Benefit: This option has the lowest cost of all the options. At \$11,000 a year, this option will not require a large sum of local match.

Disadvantage: This option provides very limited service. Riders would have to plan all their outings on one specific day. This may also cause overcrowding on the bus.

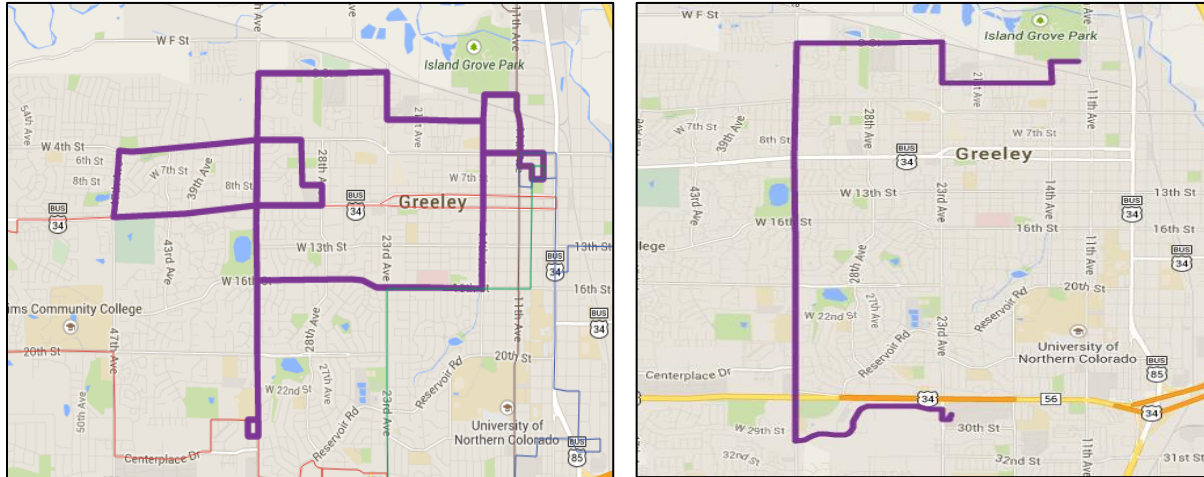
Recommendation

GET recommends Option 1: service provided Monday through Friday, with three runs a day. This is the only option that will provide students with the service they need to get to school in a consistent manner. This option also provides the same benefits for employees, shoppers and those needing to attend medical appointments. In order to implement this option, a local match of \$55,000 per year will be required. Please note regardless of what option is selected staff recommends it be marketed as a trial program, 2-3 years, and have a goal of 12 riders per revenue hour. In addition, it needs to be clear to the public that if this goal is not met within 2-3 years that other alternatives be considered, up to and including the elimination of the route.

Route 3 (Purple)

Overview

Figure 10 - Existing Purple route and proposed Route 3



The proposed Route 3 will now provide access to the Greeley Mall Transfer Center and will remove the inefficient loops used in the current alignment. A majority of the areas no longer served in this route either have low ridership or are within walking distance to another route. This change will also facilitate timely transfers from Route 1 (existing Red) for any riders on 10th Street east of 35th Avenue; providing a shorter and more efficient trip to the Greeley Mall for residents east of 35th Avenue.

Summary of Comments and Responses for the Proposed Changes

Likes

- **Comment:** The removal of loops is a good thing.
Response: Removing the use of loops in favor of straight routes, where an opportunity to ride is improved at no additional cost, is one of the primary objectives of the new routes.
- **Comment:** Less confusing.
Response: We also believe that the removal of all the loops makes for a route that is easier to understand.
- **Comment:** More flexibility.
Response: Because this route now accesses the Greeley Mall Transfer Center, riders are provided more flexibility to transfer to other routes and get to more locations when starting or ending on this route.

Dislikes

- **Comment:** No access to Broadview Apartments.
Response: We understand that this change will require residents of Broadview to walk further to access the bus as this route no longer provides service here. GET is trying to provide

improved direct routes to and from important destinations, accomplished through a transition away from service that touches everyone’s door steps in favor of utilizing the industry standard of ¼ mile from a route being considered well served. Also, providing service directly to Broadview on this route would not fit within its time constraints. Residents of Broadview will have to walk less than ¼ mile to access Route 1.

- Comment:** No access to the hospital.

Response: GET is trying to provide better spacing between the routes. Furthermore, ridership on the current Purple on 16th St. is very low. Spacing of the routes should be no closer than ½ mile in areas that do not support high ridership. Route 4 will provide access to the hospital.
- Comment:** Needs better access to Walmart.

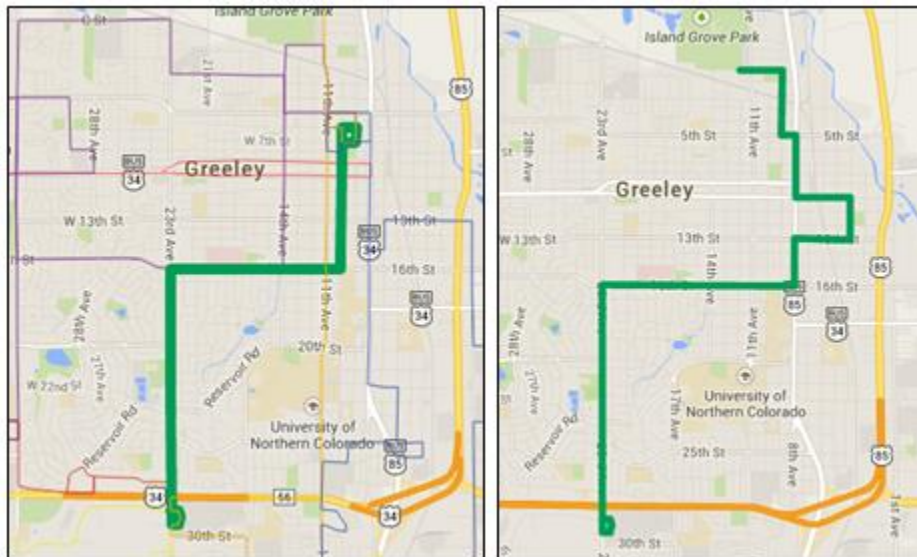
Response: Removing unnecessary loops in favor of straight routes is one of the goals in this realignment. When removing some of the loops on the Purple Route, access to Walmart was no longer viable. However, the Walmart on 10th Street is accessible on Route 1 (former Red Route). A transfer from this route to Route 1 can be made at the intersection of 10th Street and 35th Avenue or at the new transfer center.
- Comment:** Needs better east/west access.

Response: Areas where there was low ridership was removed. This includes sections of the Purple route traveling east/west in some of the residential neighborhoods.

Route 4 (Green)

Overview

Figure 11 - Existing Green route and proposed Route 4



While the Green Route does not currently run in a large loop like many of the other routes, it will be modified under Route 4 to run in a more evenly spaced distance from the other routes and run on a less confusing schedule. Currently, the frequency is every 40 minutes and extremely confusing for our

riders. The proposed change would extend the frequency to every 60 minutes - a number easier for passengers to understand and remember.

Summary of Comments and Responses for the Proposed Changes

Likes

- **Comment:** The consistent time pickup helps.
Response: Over the years, people have been confused by the frequency of this route. While most of the other routes run on a one hour frequency, this route runs on a 40 minute frequency. The route has been updated to run every hour in order to be more consistent with the other routes, making for better transfers and less confusion.

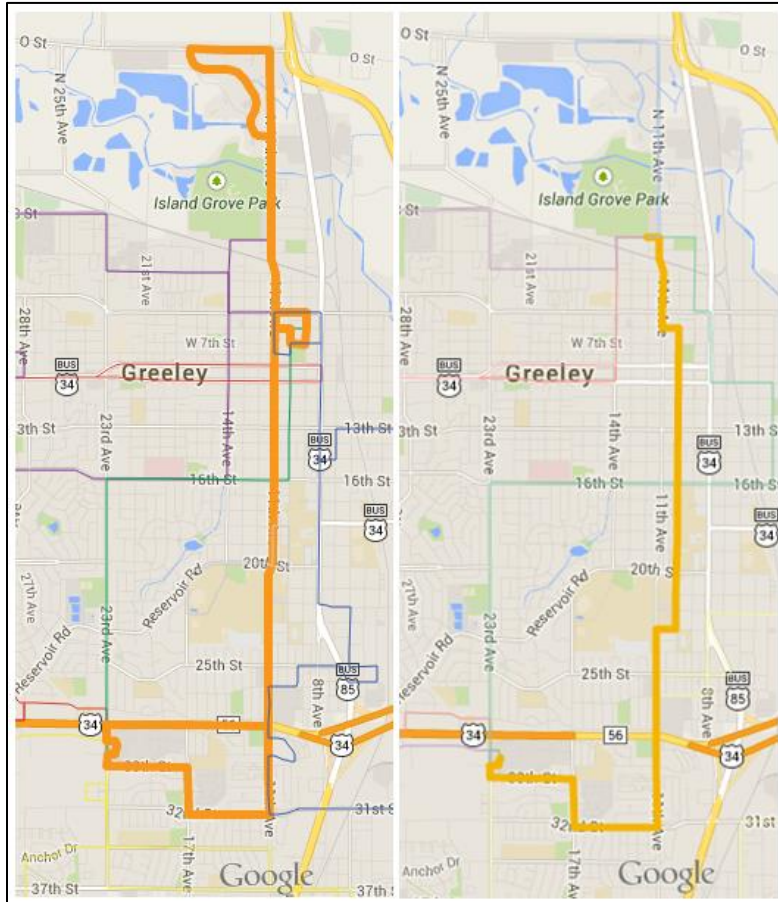
Dislikes

- **Comment:** No longer provides easy access to Connections on 8th Avenue.
Response: Based off a significant amount of feedback from the community we adjusted the route to provide access on 8th Avenue between 13th Street and 16th Street, providing direct access to Connections.
- **Comment:** Doesn't go down 8th Avenue to hit businesses and organizations.
Response: We recently updated the route to provide access on 8th Avenue between 13th Street and 16th Street, providing direct access to Connections.
- **Comment:** Doesn't go to the downtown library.
Response: GET is attempting to space the routes no closer than ½ mile in areas that do not support high ridership. While there is no direct service to the downtown library, this route runs two blocks from the library. Access to the library can be made through a transfer to Route 1 or by traveling less than ¼ mile from 8th Ave.

Route 5 (Orange)

Overview

Figure 12 - Existing Orange route and proposed Route 5



The proposed Route 5 will provide improved direct service between the Grove, UNC and downtown Greeley as well as better connections to and from the Monfort Clinic off of State Farm Road. Furthermore, it will facilitate significantly improved connectivity with the Boomerang. Service to the O Street area will be served with the new Route 6.

Summary of Comments and Responses for the Proposed Changes

Likes

- **Comment:** Having the route use straight routes and turn around instead of loops is a good thing.
Response: We are attempting to remove unnecessary loops. The removal of the loop in the southern section of this route provides more frequent service to areas residents of the Grove and other locations that would previously have to wait for the route to run the entire loop before making it back to their stop.
- **Comment:** The shorter route is better.
Response: The northern loop has been removed and will be replaced with Route 6.

Dislikes

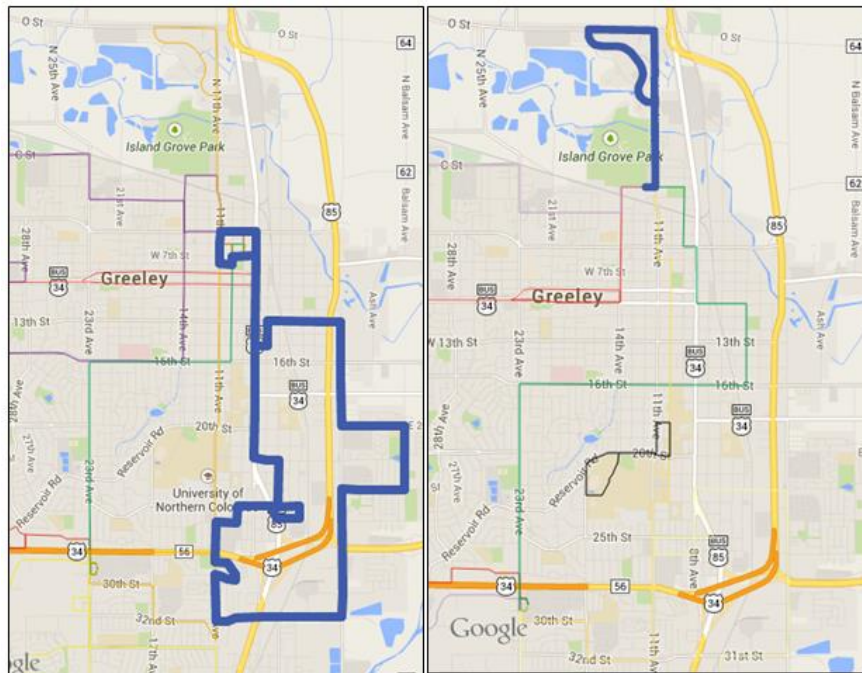
- **Comment:** Does not like going down 10th Avenue.

Response: The University of Northern Colorado has also provided the same feedback. GET feels that service along 10th Avenue, instead of 11th Avenue, provides better access to the Boomerang route and to UNC students. Furthermore, due to the higher speeds and increased traffic 10th Avenue is a safer route than 11th Ave. We understand the concern that UNC has brought forward; however, based off our experience the 10th Avenue corridor is safer than the 11th Avenue corridor. We will continue to work with UNC to help elevate concerns.

Route 6 (Blue)

Overview

Figure 13 - Existing Blue route and proposed Route 6



The proposed Route 6 will make a major change to the existing Blue Route. This new route will provide 15 minute frequencies from the new DTC to critical government and social services and major employment centers including the Weld County Jail, Clerk and Recorder, Catholic Charities, Alternative Homes for Youth, the Weld Food Bank, and JBS. The 15 minute frequency is an improvement over the current 20 minute frequency because it improves connections to all routes.

Summary of Comments and Responses for the Proposed Changes

Likes

- **Comment:** Frequency and access to the Department of Human Services.
Response: One of our goals is to try to improve service on areas with high ridership. This northern loop of the current Orange Route has very high ridership and provides access to many important human service agencies. Route 6 will provide highly frequent (every 15 minutes) service from the new Downtown Transfer Center to these agencies located along 11th Avenue and O Street.
- **Comment:** More efficient.
Response: Higher frequency and quick access to the Downtown Transfer Center improves the efficiency for riders.

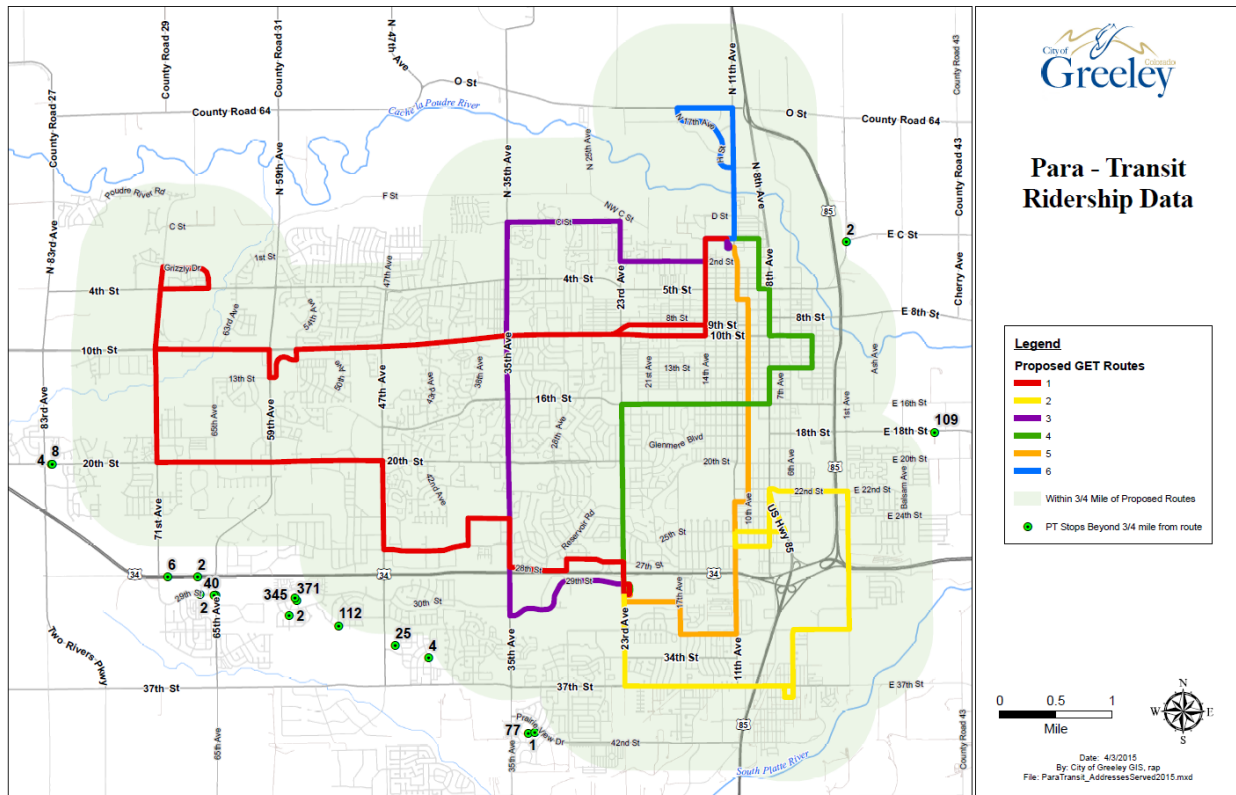
Dislikes

- **Comment:** Where is the rest of the Blue? Cancelled all of south route.
Response: Sections of the Blue route that were removed have been replaced by other routes, such as the new Route 2 and Route 4. Other areas of the Blue route that have been removed had low ridership.
- **Comment:** Took stop away at Schaefer.
Response: GET is working with Schaefer to provide a deviated fix route or shuttle for their group trips to and from their facilities. This will ensure we are providing direct routing for the remaining customers. If this is not available, paratransit service is available for eligible riders.

Paratransit & Call-n-Ride

As the Paratransit and Call-n-Ride service boundaries are dependent upon fixed routes, staff wanted to look at and determine if the fixed route adjustments had an effect on any paratransit or Call-n-Ride passengers. The below map, derived from trips over the past year, was used to determine if there were any trips that originated or ended outside this new corridor. Although not all locations on the map are active, as some riders have moved, there are several locations and riders that now fall outside the new corridor. With that said staff feels, in an effort to eliminate any undue hardship, these riders should be grandfathered into the program and continue, as long as they are deemed eligible, to continue to ride Paratransit. Though we will not allow any new riders or trips to occur outside this new boundary, we will continue to provide service to those riders that are existing paratransit eligible riders. This will ensure those utilizing the service are not penalized for our route adjustments and establish a guideline going forward.

Figure 144 – The below map outlines the Paratransit and Call-n-Ride trips outside ¼ mile corridor of new routes.



Title VI Analysis

Title VI of the Civil Rights Act of 1964 requires outreach to underserved groups and “no person in the United States shall, on the ground of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” A further 1994 Presidential directive dictates that “Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

Greeley-Evans Transit is committed to ensuring that no individual is excluded from participation in, denied the benefits of its programs, activities or services, or subject to discrimination on the basis of race, color or national origin as per the Title VI of the Civil Rights Act of 1964, as amended.

It is important to identify where significant numbers of minority and low-income households are located within the region in order to comply with the requirements of Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations. This 1994 Order was enacted to ensure the full and fair participation of potentially affected communities in transportation decisions. The

intent of Environmental Justice is also to avoid, minimize, or mitigate disproportionately high and adverse impacts on minority populations and low-income populations.

This section discusses minority and low-income populations in relationship to the proposed routes. GET's 2014-2016 Title VI Plan uses the following standard for transit access:

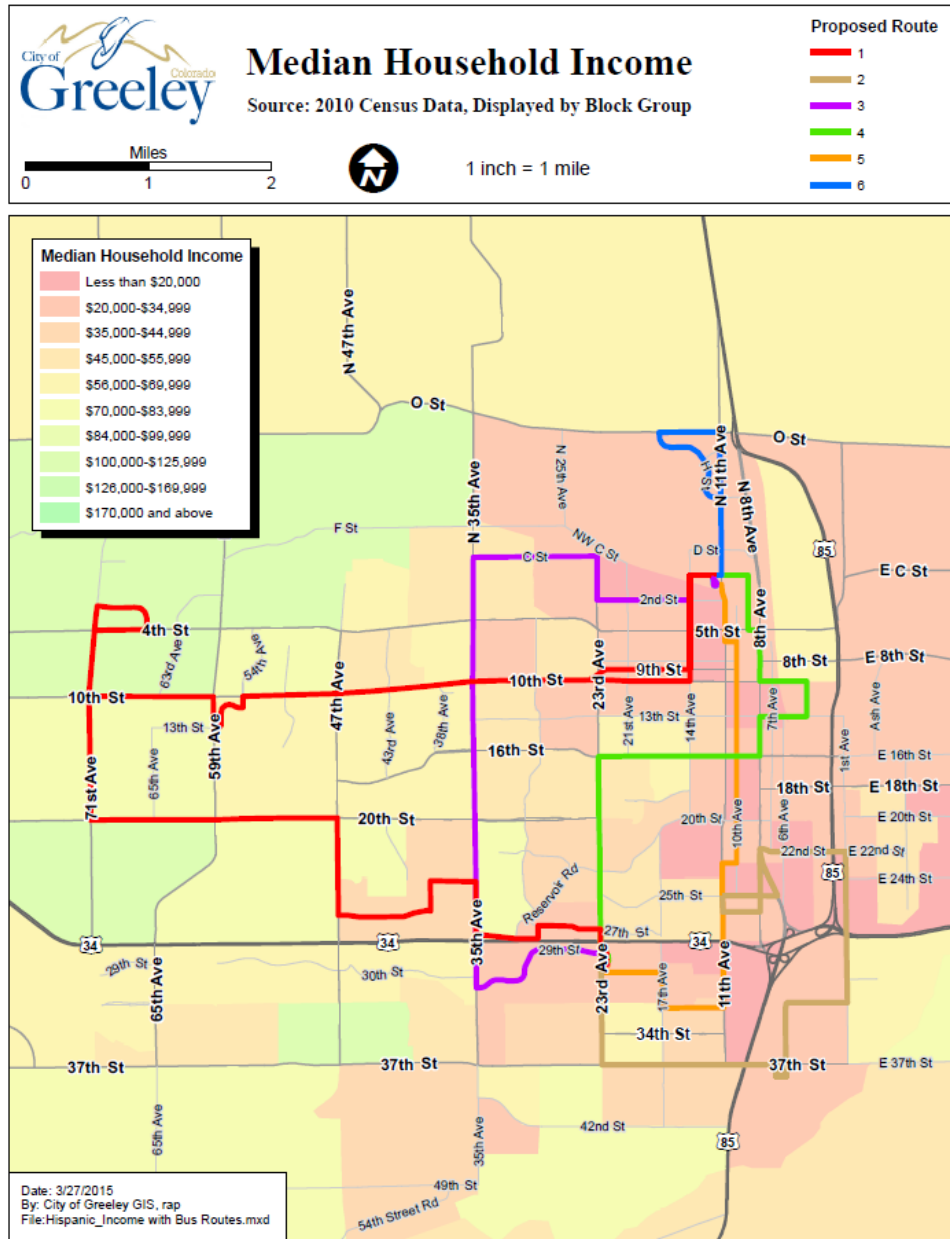
When our routes were designed we intended to provide a major portion of our service in the eastern most third of Greeley and Evans, our service area. This is where our highest concentration of low income population exists. To accomplish this we designed 4 out of 6 routes to have 50% or more coverage in this area. The other two routes connect in multiple locations within the most eastern third of the city as well. Half of our fixed routes are entirely within the targeted area.

Low Income

GET analyzed the proposed routes in relationship to the service area's income in order to "avoid, minimize, or mitigate disproportionately high and adverse impacts" on low-income households. Figure 13 below overlays the proposed routes on top of the median household income.

The map shows us that areas with the lowest household income, those below \$20,000, are all well served by the proposed routes. Areas with the second lowest income bracket, \$20,001 to \$35,000, are well covered, with some gaps in the southeastern corner of Greeley and Evans, and a section of 37th Street between 35th Avenue and 23rd Avenue (this location may receive service if one of the options listed in the next section is approved). The new routes continue to meet GET's standard of providing 50 percent or more coverage in the eastern third of Greeley and Evans where the highest level of low income populations exist.

Figure 166 - Hispanic Median Household Income and Proposed Routes



Minority

Executive Order 128982 defines the term minority as anyone who is:

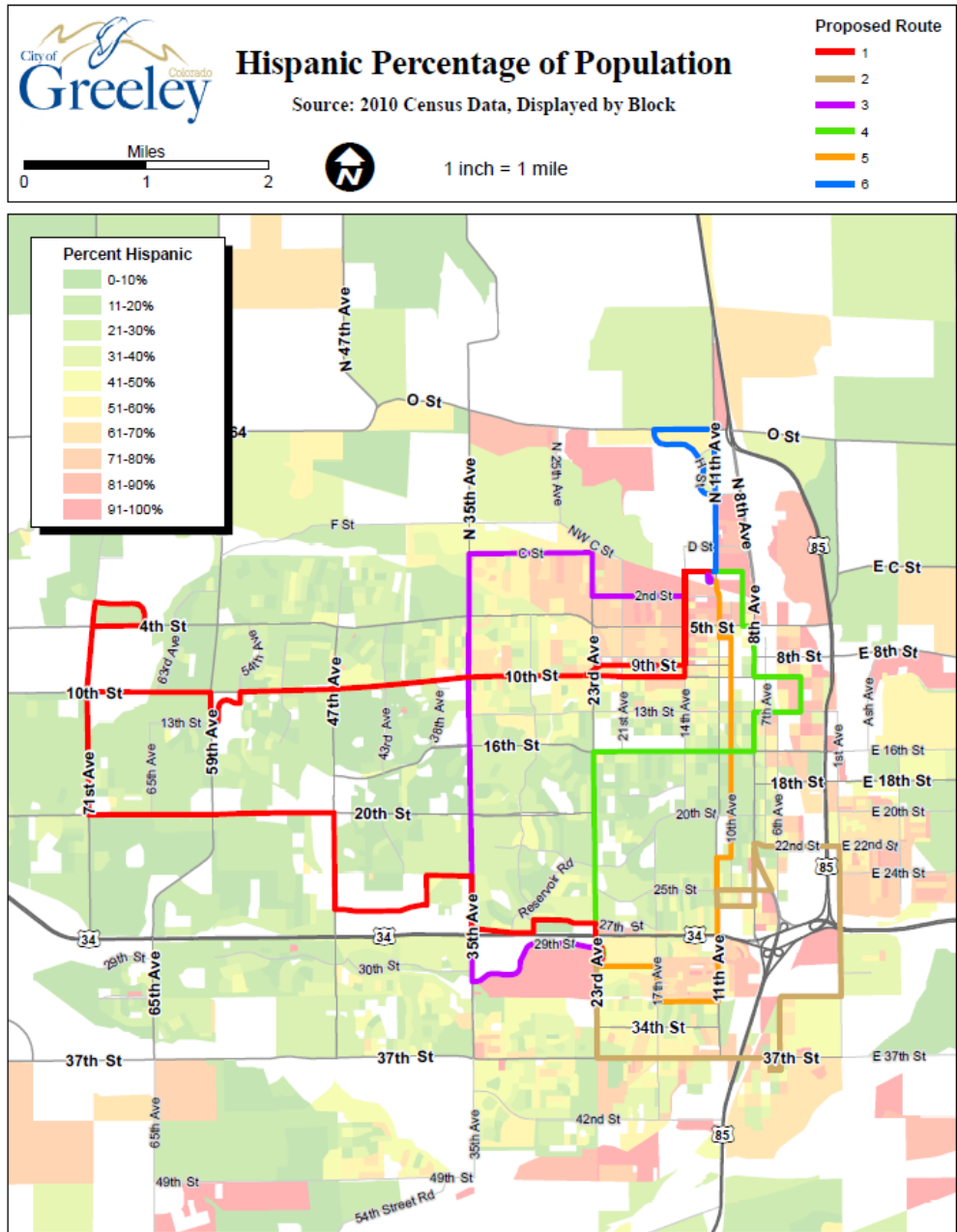
- American Indian and Alaskan Native – a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.
- Asian or Pacific Islander (including Native Hawaiian) – a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands.
- Black/African American – a person having origins in any of the black racial groups of Africa, or

- Hispanic/Latino – a person who is Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.

The largest minority population amongst the GET service area is the Hispanic/Latino segment. Figure 14 below shows this minority group's household population in relationship to the proposed routes. Areas with the lowest household income, those below \$20,000, are mostly served by the proposed routes, with the exception of eastern Greeley between 18th Street and Highway 34, and the neighborhood south of Prairie View between 35th Avenue and 29th Avenue (this area also has proposed service alternatives).

When looking just at the areas of the Hispanic population in relationship to the proposed routes in Figure 15 below, neighborhoods with the highest level of Hispanic population, such as those in eastern half of Greeley and Evans, are well served by the proposed routes, with the exception of a few neighborhoods in eastern Greeley between 18th Street and Highway 34 where low population exists.

Figure 177 - Hispanic Percentage of Population and Proposed Routes



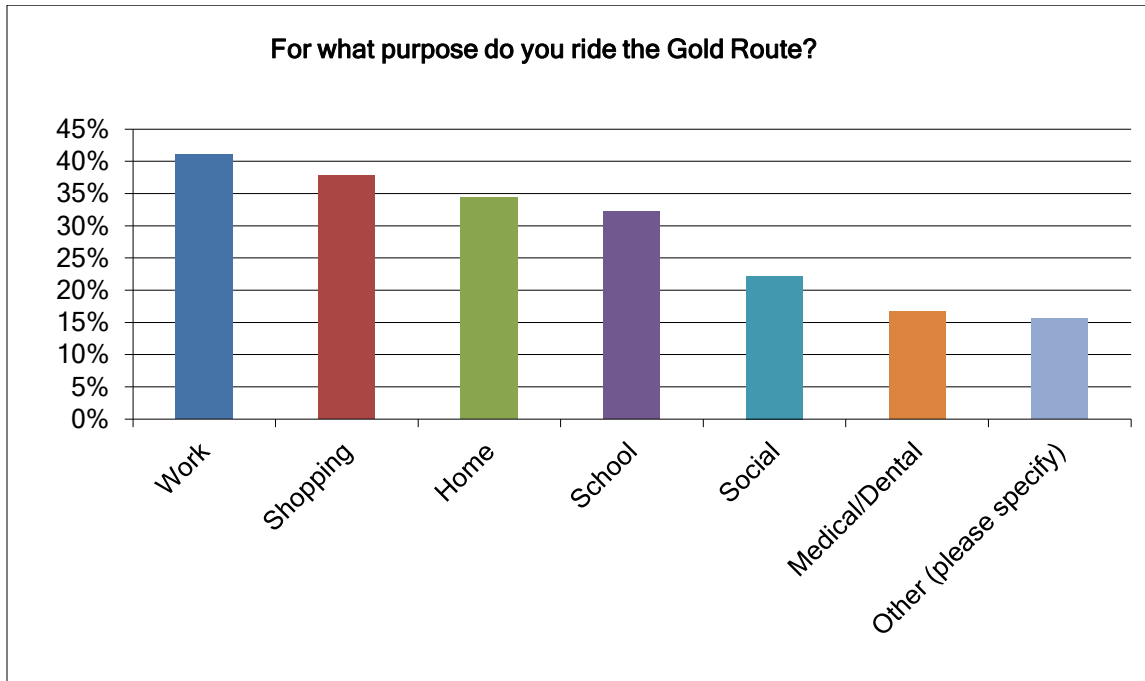
Conclusion

In conclusion, based off our interactions with riders and the community, staff is confident in moving forward with the above proposed routes. These proposed changes will significantly improve our transit system and hence improve the quality of life for citizens within Greeley, Evans and Garden City.

For any additional questions, please call Will Jones, GET Transit Manager, at 970-350-9751 or email Will at will.jones@greeleygov.com.

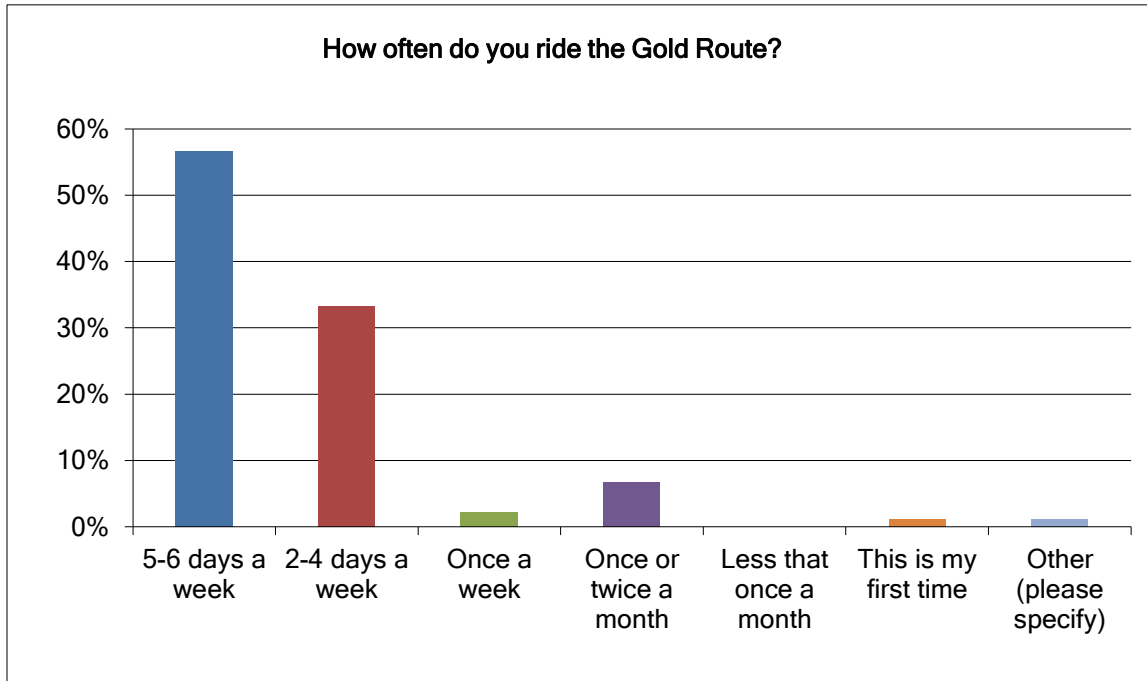
Appendix A: Gold Route Survey Results

Q1.



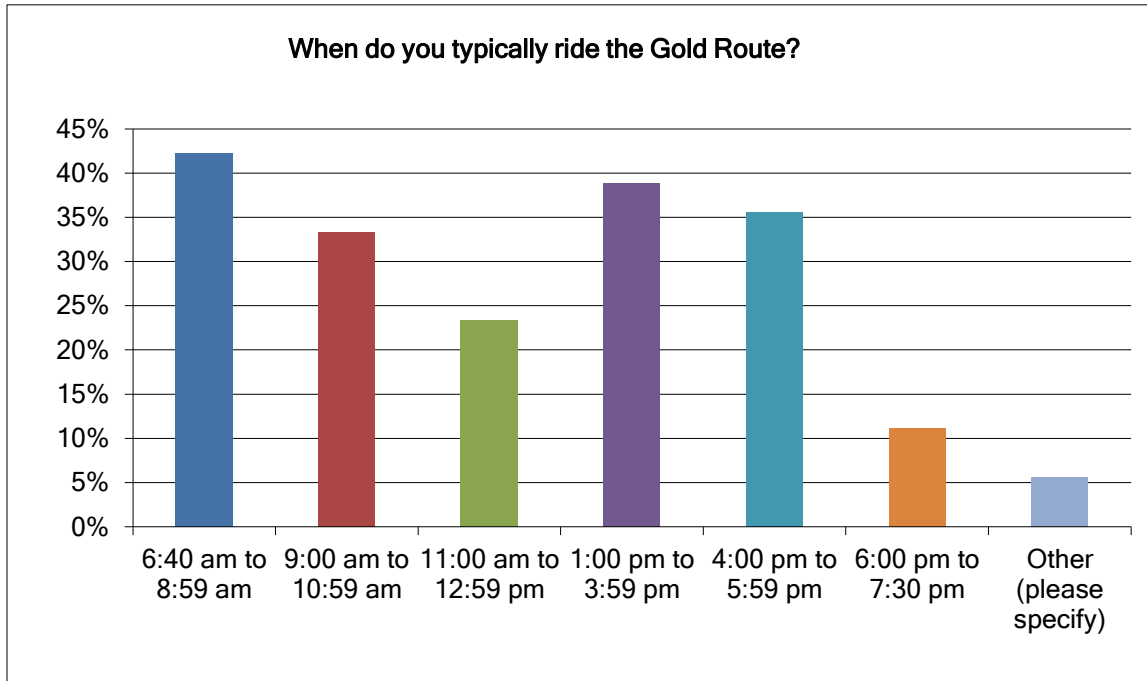
Answer Options	Response Percent	Response Count
Work	41.1%	37
Shopping	37.8%	34
Home	34.4%	31
School	32.2%	29
Social	22.2%	20
Medical/Dental	16.7%	15
Other (please specify)	15.6%	14
<i>answered question</i>		90
<i>skipped question</i>		0

Q2.



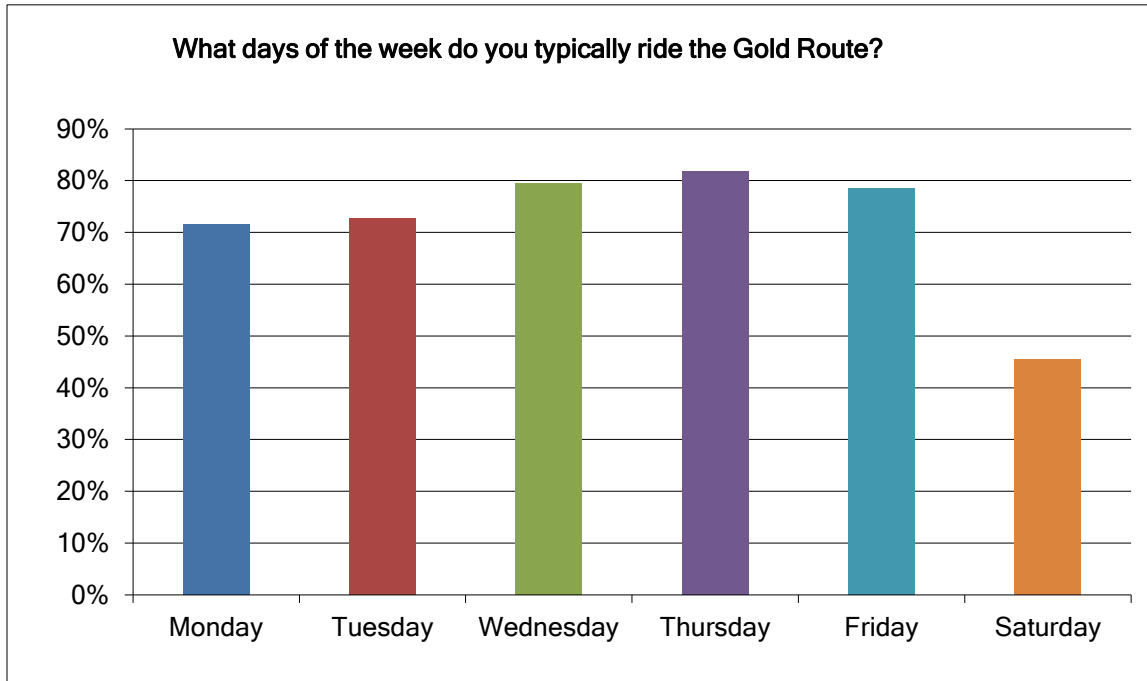
How often do you ride the Gold Route?		
Answer Options	Response Percent	Response Count
5-6 days a week	56.7%	51
2-4 days a week	33.3%	30
Once a week	2.2%	2
Once or twice a month	6.7%	6
Less that once a month	0.0%	0
This is my first time	1.1%	1
Other (please specify)	1.1%	1
<i>answered question</i>		90
<i>skipped question</i>		0

Q4.



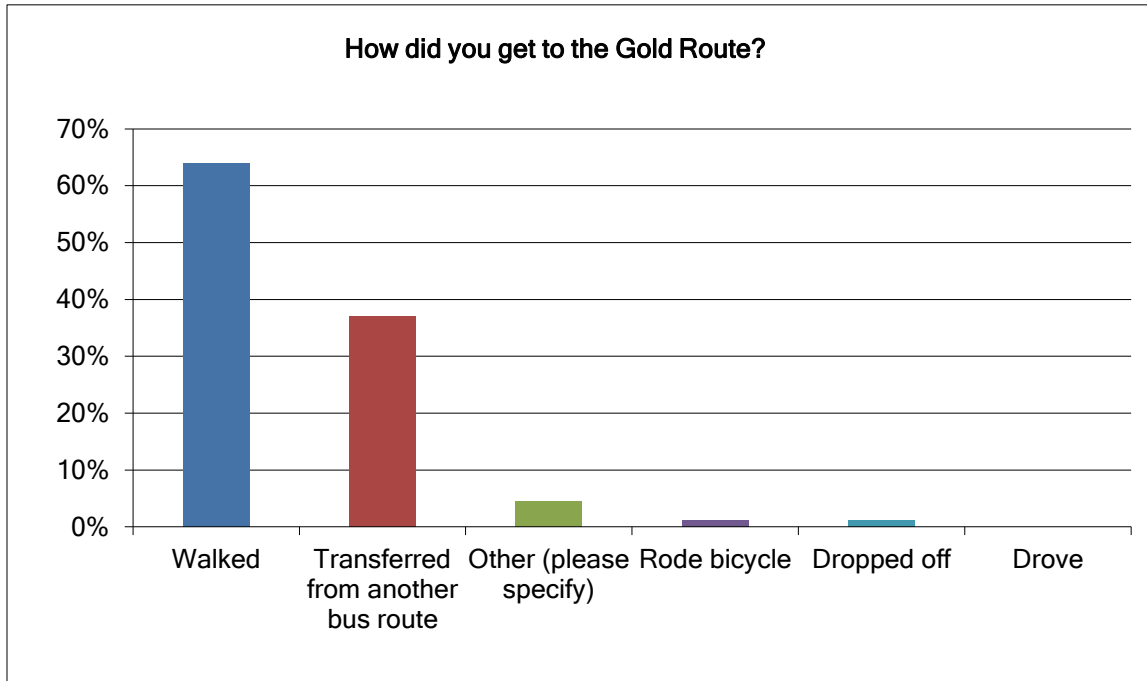
When do you typically ride the Gold Route?		
Answer Options	Response Percent	Response Count
6:40 am to 8:59 am	42.2%	38
9:00 am to 10:59 am	33.3%	30
11:00 am to 12:59 pm	23.3%	21
1:00 pm to 3:59 pm	38.9%	35
4:00 pm to 5:59 pm	35.6%	32
6:00 pm to 7:30 pm	11.1%	10
Other (please specify)	5.6%	5
<i>answered question</i>		90
<i>skipped question</i>		0

Q5.



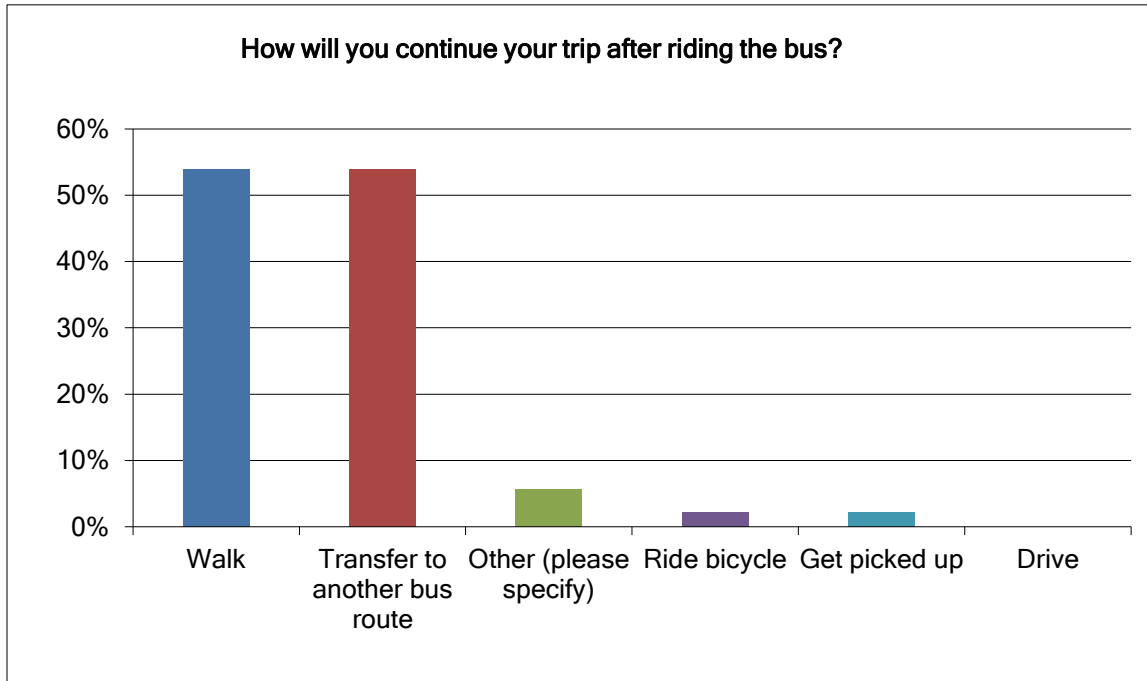
What days of the week do you typically ride the Gold Route?		
Answer Options	Response Percent	Response Count
Monday	71.6%	63
Tuesday	72.7%	64
Wednesday	79.5%	70
Thursday	81.8%	72
Friday	78.4%	69
Saturday	45.5%	40
<i>answered question</i>		88
<i>skipped question</i>		2

Q6.



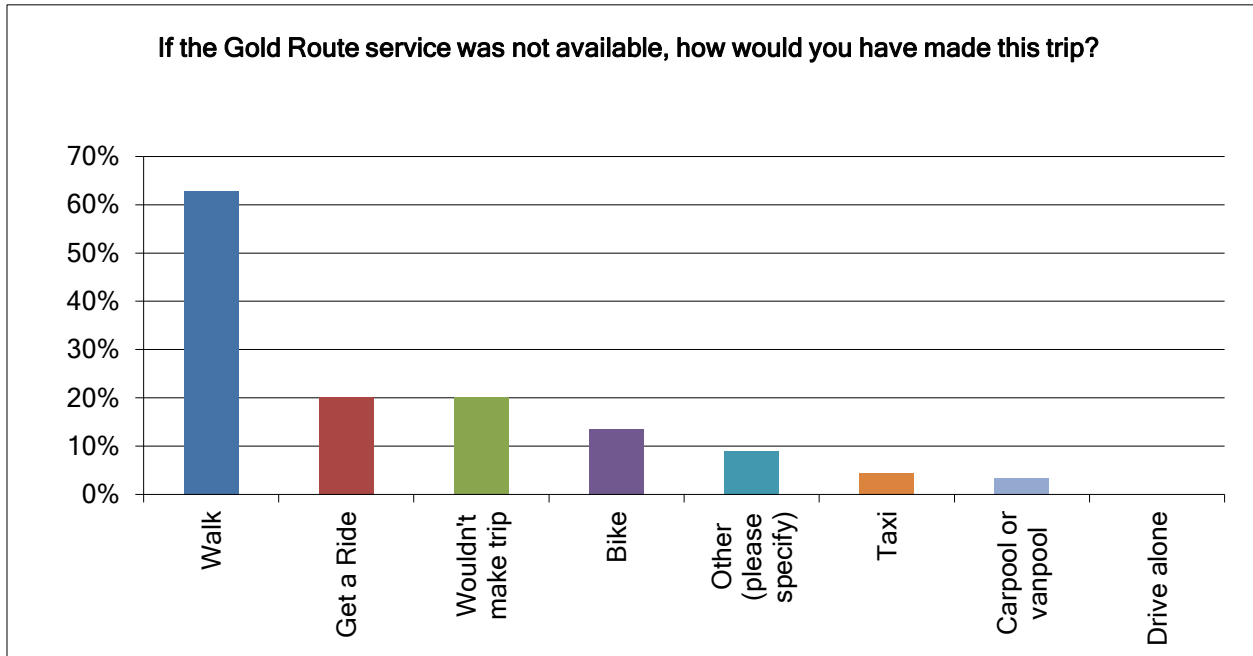
How did you get to the Gold Route?		
Answer Options	Response Percent	Response Count
Transferred from another bus route	37.1%	33
Walked	64.0%	57
Rode bicycle	1.1%	1
Dropped off	1.1%	1
Drove	0.0%	0
Other (please specify)	4.5%	4
<i>answered question</i>		89
<i>skipped question</i>		1

Q7.



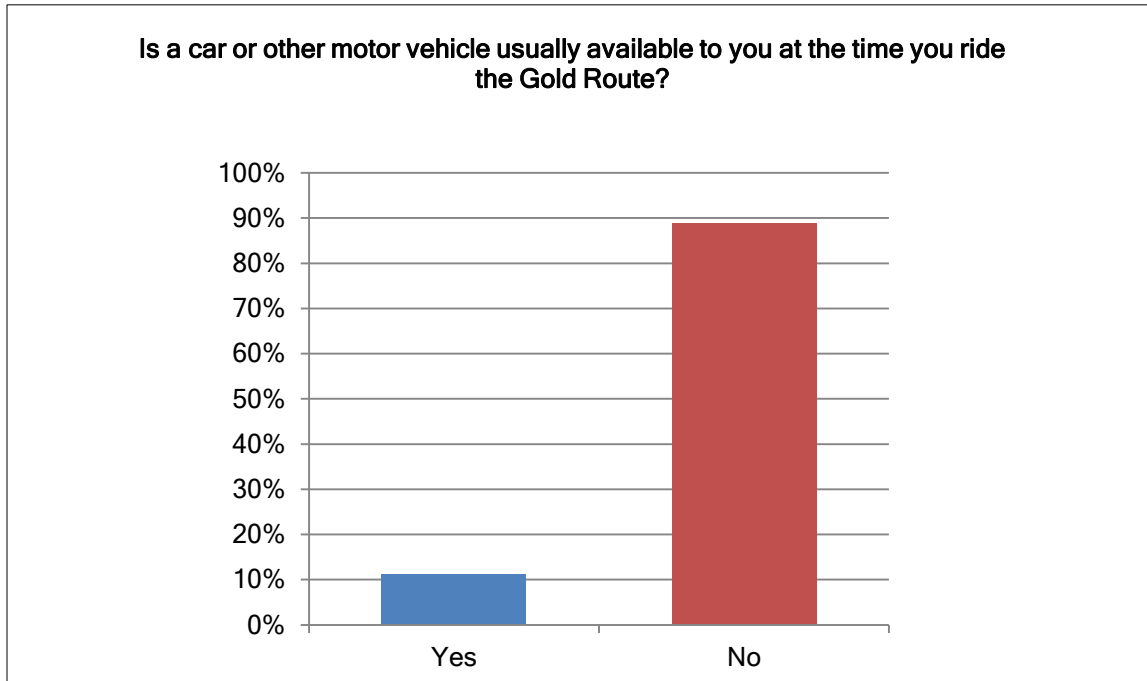
How will you continue your trip after riding the bus?		
Answer Options	Response Percent	Response Count
Transfer to another bus route	53.9%	48
Walk	53.9%	48
Ride bicycle	2.2%	2
Get picked up	2.2%	2
Drive	0.0%	0
Other (please specify)	5.6%	5
<i>answered question</i>		89
<i>skipped question</i>		1

Q8.



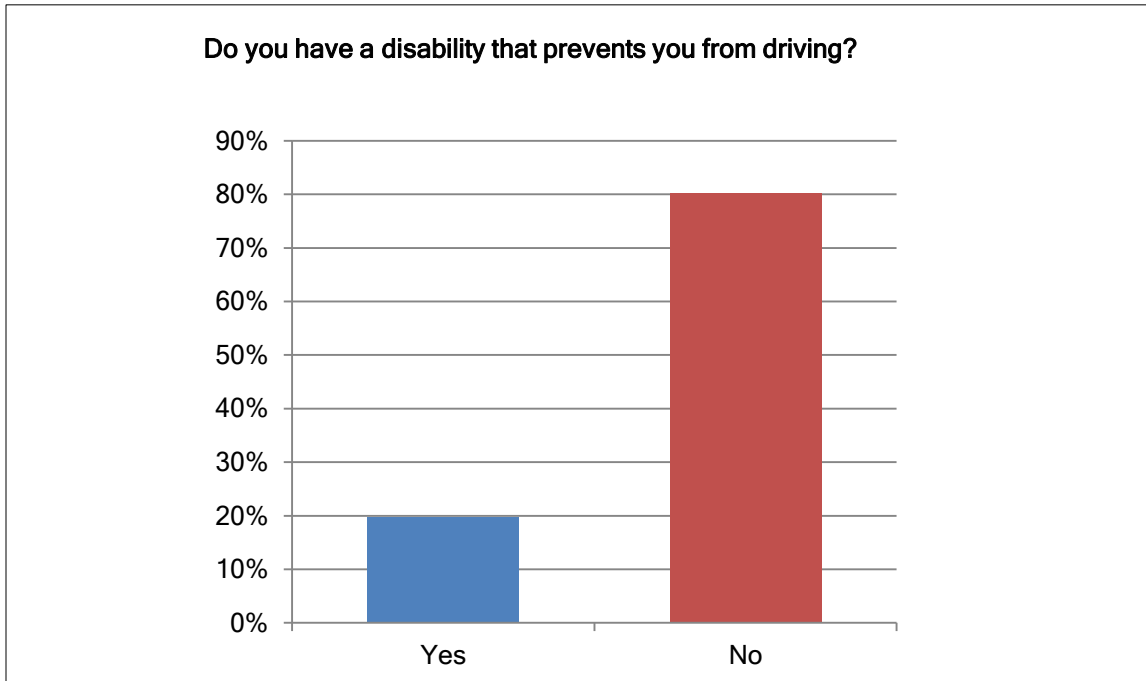
If the Gold Route service was not available, how would you have made this trip?		
Answer Options	Response Percent	Response Count
Drive alone	0.0%	0
Walk	62.9%	56
Someone would give me a ride	20.2%	18
Bike	13.5%	12
Carpool or vanpool	3.4%	3
Taxi	4.5%	4
would not be able to make this trip	20.2%	18
Other (please specify)	9.0%	8
<i>answered question</i>		89
<i>skipped question</i>		1

Q9.



Is a car or other motor vehicle usually available to you at the time you ride the Gold Route?		
Answer Options	Response Percent	Response Count
Yes	11.2%	10
No	88.8%	79
<i>answered question</i>		89
<i>skipped question</i>		1

Q10.



Do you have a disability that prevents you from driving?		
Answer Options	Response Percent	Response Count
Yes	19.8%	17
No	80.2%	69
<i>answered question</i>		86
<i>skipped question</i>		4

Q11. Additional comments:

Not gonna miss it.
If the Gold route changes, I'd have to walk 1/2 mile to catch the red bus to get to work on time.
Consider a 5:40 or 6:00 AM run time.
Works out great
The Gold route is very conveniently placed for me given where I live. Should the Gold route stop going to my stop it would likely prevent me from getting to the University. I'd honestly prefer if it ran more often than every hour.
Have to let me know where to catch bus if you take it away.
The change doesn't affect me.
Please let it stay.
The way the Gold Route is set up now is a little inconvenient, but I think removing it completely or at least not mapping it to stop at major stores such as Bed Bath and Beyond and the Home Depot area would be a detriment to the GET system as not as many people would use the system.
Recently began using bus route to get to and from classes at UNC and work (Roma 16th/8th ave) because I wrecked my vehicle. It's been extremely convenient especially when I can't get somebody to give me a ride across town and it's free for me which helps my situation. If the west loop of the Gold route gets removed I'll probably discontinue use, it's already time consuming to get to UNC from W. Greeley.
It would be nice to have a route to Centerra. I have flight school at Greeley Airport, and it would be nice to have a bus route that goes there. I rely on the west loop of the gold route to make it to and from school without having to walk to the mall.
That it routes us to 4 orange and green each time it still goes by walmart and me.
I really like the Gold route
It's convenient for me
Purple needs to continue down 35th to 37th st
Add an hour later on Saturdays because if you work a whole shift it is currently difficult.
This bus is a life saver especially when the Orange is late.
Red would be good but there is no good stops.
The Gold bus is the only bus that runs within reasonable walking distance of my house. I take it home from school nearly every day, and take it to work (47th McDonalds) quite often. To lose it would be disappointing.
Would you be able to make the Purple go to Tuscany. Cody Pastelak. Cell: 970-978-6628. Email: codypastelak.cp@gmail.com
To stop near the humane society.
I know at least 10 people that use this western route. I have been riding the bus for 10 years and I think this is a bad deal.
It is the only route that passes close to my house and I am disabled. No other route comes close.
Keep it
The Gold route is convenient because it is next to my house.
I would like to walk less than 5.5 blocks to the library (42nd St and Central is where I live). Also would like to be able to ride the Gold Route close enough to the Humane Society where I volunteer.
It will be really inconvenient for me to get to school, counseling, substance abuse, and doctors appointments. I will start walking.
Your bus for disability people is too much money one way.
Sucks. Yet another downfall in a population of 97,000
You should keep that part of the route!
I would be sad if these changes were made because I am a UNC student that lives in Evans and I don't drive. My husband and I share one car which he takes to work at night and I rely on the GET gold route to get me home in a safe and timely matter.
No impact to me
970-584-4269

Appendix B: Open Houses Summary

Greeley-Evans Transit (GET) held two open houses to display the proposed route changes and to solicit comments and suggestions about these changes.

The date/time/locations of the two open houses were:

Location	Date	Time	Attendance
Greeley Recreation Center, Greeley, CO	February 9, 2015	12:00 PM to 7:00 PM	49
Riverside Library and Cultural Center, Evans, CO	February 17, 2015	3:00 PM to 7:00 PM	8

The public was provided with large maps showing all the proposed changes to all the routes, a map showing the number of boardings at all stops over an entire month, and renderings of the new downtown transfer center.

Each map showing the proposed route had an associated worksheet that had a column for likes and another column for dislikes. The public was asked to fill in the worksheet or have someone complete the worksheet on their behalf.

Below is a summary of the different likes and dislikes found throughout both of the open houses:

Common Themes:

Likes:

- Improved frequency on the Red/Route 1
- Happy with the removal of loops/less confusing
- Having the bus go both ways on the route is better
- Shorter routes/more efficient

Dislikes:

- Difficult for Broadview residents
- Crossing Hwy 34 is difficult/dangerous
- Red should go downtown
- Needs better access to Greeley Shopping Center at 47th Ave and HWY 34 (Sprouts, Bed Bath and Beyond, etc.)
- Need better access to Walmart
- Need stop in front of Connections
- Need more access to downtown library
- Removed access to Schaefer
- Need access to Hill and Park

- Need an East/West route to go by hospital, also a connection from Greeley West HS to Central HS
- Need access to Leprino Foods

The complete list of comments from both open houses is found below.

Greeley Open House Comments

Individual Routes:

Route 1/Red Option 1 (30 minute frequency)

Likes:

- Every 30 minutes
- Yes
- Like the frequency
- Frequency - can shop easily.
- It's great you're starting earlier on Saturdays.
- More buses for every ½ hour
- Route to Loveland for lakes, beaches, job options, new scenery and move there and see family here.
- 1.5 by 1 foot sign approx. that says no smoking within 15 feet like the law is, I checked on law with City Hall. Please because we are doing healthier than most Denver bus stops on this problem. Though it is still a problem, I need to sit too and others are all smoking and sitting where there are people with children and on oxygen need the seating 1st, and/or no smoking in their faces, and so they do not have to fun for bus while standing 15 feet away from the smokers whom were already there 1st at the bus stop. Spitting and cigarette butts are the pattern = more sickness on ground by the bus stop and trash they put on ground. I have picked up cigarettes with paper bag twice now = all 50 to 70 cigarettes at 2 stops. Thank you☺
- Yes like 30 minute frequency proposal. Great!
- I like that it is close to Xerox.

Dislikes:

- Hard to walk from Broadview
- Took stops from lots of people
- Took stops from lots of people from 14th Ave to 8th Ave that was used a lot
- Crossing 10th/Hwy 34 heading west is asking people to put themselves in dangerous circumstances.
- Cannot back the west route in putting people in harm's way.
- Work 8-12 hours and don't need the long wait for bus each way (if 60 minute cycle).
- Wish it had schools and funplex back in.

- Doesn't go downtown, need to have Red go down all the way 7th Ave from 10th Street, between 14th Ave and 7th Ave on 10th Street misses a few well used stops as well on 9th Street between 10th Ave and 14th Ave.

Route 1 Option 2 (60 minute frequency)/Red

Likes:

- Yes

Dislikes:

- The changes will take too long to get used to.
- Needs to be every 30 minutes and need to rethink going down 71st Ave to school only and back.
- Long time to wait if I miss the bus. GWHIS get grounded at dismissal.

Route 1 and 8 Option 3 (60 minute frequency)/Red

Likes:

- Even 30 minutes
- Like going to Sprouts Shopping Center

Dislikes:

- Divided route
- Hard to catch the Red from the Silver
- The red route is too long.
- Too long and need every 30 minutes
- I think there should be three buses
- Don't like the split the way it is.
- Too long of a wait after/too long day of work.
- Wish Silver route was really up 14th Street for north folks.

Route 2/Gold

Likes:

- No comments

Dislikes:

- Would like to see connections to Home Depot, PetSmart, and IBMC and Culvers loop to 47th at Bed Bath and Beyond, Sprouts, America's Best and Big 5, Michaels.
- Yippee! No more 3 buses to get to Riverside library when I live at blue line in area it was built for!

Route 3/Purple

Likes:

- Got rid of loops
- Likes going down 35th avenue
- Like
- Way less confusing
- I like the restructure for purple route. Allows better flexibility.
- Like 29th Street access!

Dislikes:

- Took Broadview stop away.
- Took Broadview stop away.
- Don't go to Sprout's up 29th Street.
- Purple changes to Mall.
- Won't go by Walmart stop behind Walmart at the West side on 47th Ave. Won't come up 5th Street. Takes away Broadview stop for disabled riders. Won't come back down on 10th St to cover easier and quicker transit past Applebees/Post office and Walgreens. Won't go down 16th Street with the hospital/Drs. offices.
- It doesn't go by hospital and Drs. Offices. It doesn't go by Walmart. It no longer does down 10th Street.
- It no longer stops close to the Walmart.
- Going to Greeley Mall should go up about 30th street by Culvers up to Sprouts then back the same way on route.
- Go direct 30th Avenue to W 10th Street. Allows closer access for Broadview residents.
- Need service to Boys and Girls club on 4th.
- Purple not stopping at Allen Park. Need to for getting to Walmart behind Walmart without having to climb hill with bad legs.
- Need top in front of Broadview because a lot of tenants can't walk far.

Route 4/Green

Likes:

- Like
- Like consistent time pickup.

Dislikes:

- Doesn't go downtown library.

- Needs to go down 8th Ave to hit businesses and organizations.
- Dislike the stop in front of connections at 8th Ave and 13th Street.
- Need stop in front of connections.
- Took stop away in front of connections.
- Dislike elimination of connection stop.
- Doesn't go to downtown library.
- I wish it could both go to 4th close to Jefferson? Also to 8th Ave closer to downtown.
- Messes the stop close to connections from independent living.
- For homeless in the area it doesn't go on the other side of the highway to the family dollar/plaza.
- There is no stop at the library.

Route 5/Orange

Likes:

- When it goes both ways.
- It's ok. It will work.
- Like shorter route.

Dislikes:

- Don't like going down 10th Ave.

Route 6/Blue

Likes:

- I like that it will go to [indecipherable] and the sheriff's department.
- Frequency and access to DHS.
- More efficient.

Dislikes:

- Where is the rest of Blue?
- Took stop away at Schaefer.

Evans Open House Comments

Individual Routes:

Route 1/Red Option 1 (30 minute frequency)

Likes:

- No likes listed

Dislikes:

- It doesn't go to city Hall
- It will no longer go downtown which was the only east/west bus line that did go downtown, hence may hurt businesses downtown and ridership, would be simple to have it go to 8th, 9th, or 10th ave then north to new transit center.
- Instead have Red go to 10th Ave for a connection to Orange and turn around and go back down 9th Street.
- Best to have red go down 9th and 10th st to 10th Ave and follow orange route to transit center instead of 14th Ave where ridership is low.

Route 2/Gold

Likes:

- Would like the Gold route go from mall to 23rd Ave right on Anchor Drive to 29th Ave then south on 29th Ave to Prairie View Dr to 35th Ave to 29th St (by Culvers) west to Sprouts/Bath and Beyond then to 47th Ave going north to 24th St loop around Lowe's to Centerplace Dr. then left on 47th Ave to the road goes back to Culvers and back to mall.
- Like it! Going to 37th Ave much better!
- We need a bus badly. We have to walk one mile before we get to a bus stop.

Dislikes:

- Gold Route not going west of 23rd Ave
- Don't like how you are taking away the stops on E. 24th Street @ Ash Ave. That's a block from my house first Ave is twice as far. I have health issues that keep me from walking so far.
- The Gold route needs to go in Walmart parking lot stop because of the all kinds of shoppers. Example people with disability and seniors and women with children and groceries.
- If you're gonna make us walk so much further to a new stop – you can at least give us better shelters to wait at each stop that will keep us dry while we wait.
- We have to walk a mile to get to first bus stop and that's not fair. We are people too. We need help.
- Hate the fact you are making it worse for us. Now when new route comes it will be almost 2 miles to get a bus.

Route 3/Purple

Likes:

- No likes listed.

Dislikes:

- No more Broadview

- No more Westlake or Burger King
- No more NCMC
- No more 16th St from 35th Ave to 14th Ave, I think it is important for an East/West route to go by hospital also a connection from Greeley West HS to Central HS.

Route 4/Green

Likes:

- No likes listed.

Dislikes:

- It doesn't go by Leprino Foods

Route 5/Orange

Likes:

- No likes listed.

Dislikes:

- You have to walk to Lincoln Park

Route 6/Blue

Likes:

- No likes listed.

Dislikes:

- Cancelled all of south route

Letter from WAND Group

To: Greeley Evans Transit

Attn: Will Jones

From: WAND

1. In general the WAND group has concerns about the proposed 2015 route system. As a group the WAND met on March 26th 2015 and discussed the presentation made by Will Jones on February 26th 2015.
2. As a result the list of concerns in route changes is as follows:
 - A. Safety concerns at certain bus stops on the new proposed routes:
 - I. Crossing Busy Streets
 - II. Unsafe Sidewalks & Curb Cuts
 - B. Lack of access to work & businesses. (Examples are Sprouts & Downtown.)
 - C. No access by route bus, (Examples Fun Plex & other needed areas.)
 - D. Forced to go further to bus stops than necessary.
 - I. That once again brings up Unsafe Sidewalks & Curb Cuts
 - E. Removal of Walmart stop brings up potential safety hazards.
 - I. No Safe Pedestrian Walkway to Walmart from 23rd Avenue
 - F. Route changes force certain groups to take Paratransit
 - I. Broadview Stop if Removed Will Force Elderly & Disabled to use Paratransit.
 - II. If Shafer Enterprises Stop if Removed Will Cause Problems for the Clients that are Employed, plus the Employee's Serving the Clientele.
 - III. The New Proposed Route System Does Not Meet the Transit Needs of the People. Especially People in East Greeley & West Evans.
 - G. Route changes will cause increased efficiencies of Paratransit.
 - I. Increased Ridership of Paratransit Will Cost the City of Greeley and Passengers of Paratransit More Financially.
 - II. In the Past Will Jones Was Pushing People Off Paratransit onto Route System. (Proposed Routes Promote More Use of Paratransit. (Bad Idea).
3. Additional WAND concerns discussed on March 26th 2015:
 - I. No discussion about routes to Lasalle & Hill-N-Park.
 - II. Steve Teets spoke about commissioner Sean Conway, Mayor of Evans, and the MPO working on getting a route system out to Hill-N-Park.
4. Additional review about unsafe sidewalks and curb cuts. Example: people in wheelchairs at risk of or have been getting tickets for riding in the bike lane. Primarily because sidewalks and curb cuts not useable or unsafe to use.)