

**Appendix D**  
**Public Comments**



Comment From	Positive Feedback	Service Areas	Frequency/Hours	How to Encourage Ridership	Partnerships	PSD	Regional Connections	General Comments/ Suggestions
FC Pub Mtg #1	I do not use the system, but some friends that use it think it works very well.					I came to provide input about wanting to have service for children to and from a charter school, TPAAK (TR Paul Academy of Arts and Knowledge) NE Corner of Harmony and McMurry. Board President, Barry Eastman, 970-481-8337, tommyboy@frii.com		
FC Pub Mtg #1	The current Transfort system seems to meet the needs of riders who live along the routes & students seem to use the COLT system.	Gaps in service exist for youth and families. Rural areas are underserved/not served.		Keep gas prices high. More frequency in route times and expansion of service area.	Collaboration between all transit providers is key!	Transporting children and youth to/from nonschool hour activities, where they're supervised & kept safe, is a gap in our community. The current transportation systems are limited.		Healthier Communities Coalition enthusiastically supports this strategic plan & out-of-the-box thinking to address our community's transportation challenges. It's very exciting to see the Cities of Fort Collins and Loveland and the Poudre School District take bold steps in collaborating! Way to go!
FC Pub Mtg #1	CSU student service			Easy and simply to use, design traffic systems around bus so that the bus becomes the most convenient mode				Should be easy to use and understand grid routes. Routes named for streets, "The Shields Route," "The Harmony Route," etc.
FC Pub Mtg #1	The buses run.	Unserved areas- Super target, south Lemay from Harmony, West from Shields and Harmony to Taft	needs to turn into the grid and run routes faster	communication, public meetings				on 17 go on Timberline & go to Horsetooth, turn East to Ziegler, go on Ziegler and cross Harmony and do the rest that is already present. On 5 northbound cross Mulberry and have a stop on Walmart
FC Pub Mtg #1	Level of service provided to CSU students would be nice to see the same commitment to life long residents	Increased Service to N. College	move to the grid system, Increase headways to 10 mins along enhanced corridors. Increase hours to meet bar hours especially on weekends.	Transit validation system (give those who go shopping a free ride home) create fare free zones				Re-engage talks RTA talks with emphasis on transit. Create TOD Overlay zones for all enhance corridors. Expand Mason Corridor North.
FC Pub Mtg #1	air conditioning, dry	expand system to city limits, 2150 Maid Marian Ct./ Timberline & Mountain Vista Dr. near Budweiser	change to a grid system	less time going from point A to point B, current routes take longer than walking				adjust cost to match rider's resources
FC Pub Mtg #1		modify current models and anticipate growth for services.		a significant amount of information is currently available regarding our transit, however, how about a detailed primer on "How to get from point A to B on all systems? Using transit is truly foreign to most residents.			the concept of a regional service partnership and coordination, especially including the school system has potential to strongly leverage funding and service to the public.	thanks for the opportunity to contribute to this project
FC Pub Mtg #1		no service in my part of S. Ft. Collins (1703 Fossil Creek 80528)		more routes- 2 miles to the nearest stop means I use my car- Always				give me some service, even once or twice an hour would work- as a senior citizen I will have to leave if my area (south east) does not get public transportation.
FC Pub Mtg #1	Frequency of Rt. #1, connection to Lov., more drivers are announcing stops (intersections), reasonable costs (passes)		few big buses going frequently on major grid- small buses/vans that "wander" neighborhoods so a person doesn't have to walk 1/2 mile to catch a bus	it's almost impossible for me to do more than 2 things (go 2 places or more) by bus without taking 1/2 day. The hourly schedule can pop into 3-4 hours very easy when you have to make connections				Streets one way alternately in town, the middle land for cars going through, each side divided into 2-3 lanes that work in the small vehicles that people use to get around town. "elevated train" down the middle of I-25
FC Pub Mtg #1	service to CSU, route 1		grid system: increased hours & frequency with time of real arrival and departure info. Expand hours	frequent, convenient, and reliable service		seem to serve well but efficiencies and collaboration needed	regional service south to Longmont, and East between Timnath and Windsor	Consider that 1 parking structure which costs in the neighborhood of \$20 million would double Transfort's operating budget.

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FC Pub Mtg #1	<p>a) Bicycles allowed on and in Fox Trot: Thank You!</p> <p>b) Smaller Fox Trot bus "kneels" making loading of bicycle easier</p> <p>c) #5 travels from South Transit Center to intersection of Lemay and Stuart</p> <p>d) Fox Trot drivers genially accommodate bicycles on bus. Passengers also do so.</p>	Current circuitous route to EPIC ought to be part of rectangular grid system. Only if you live in a few spots in Fort Collins does it make sense to use the bus to get to EPIC. See long term solution at the end of this list.	Fox Trot ought to have more frequent service during peak hours: 6am-8:30am and 3:30 pm-8:00pm. Fox Trot ought to leave Loveland at 6:30am, connect with the #5 at 7am, and arrive at Lemay & Stuart at 7:15am. Fox Trot ought to run a small bus/van after the evening rush hour for two additional runs. Fox Trot does not currently need the new long bus midday. It ought to save fuel by using the long one only during peak hours. Transfort: Fort Collins to Greeley? Fox Trot already goes to Loveland, Loveland Colt ought to go directly (not the round-a-bout route) to Loveland East Transit Center and connect to Xpress-34 heading to Greeley.	<p>a) More space for bicycles during rush hour on the Fox Trot or</p> <p>b) Change the IMAGE of a bus rider: The paying bus rider has a job or attends college. The business person wears clothes suitable for the workplace and does not want to sit on seats where others put their shoes anymore than a business person would sit on the sidewalk or other walkway. The paying bus rider often chooses to ride the bus because he/she is environmentally conscious, ecologically sensible, or for personal health reasons. Such people would not choose to subject themselves to the second hand cigarette smoke that is currently a pervasive menace at the Transit Centers. A simple "No Smoking Within 20 Feet of Bus Stop" sign and campaign would help change the atmosphere.</p>		<p>Not well for Ridgeview Classical School students who live in either Fort Collins or Loveland. RCS is a Charter School of the Poudre School District. Since school districts are not required by law to provide transportation for Charter Schools, there is no bus service at TCS at Lemay and Stuart. Currently 10 out of the 40 Loveland families who attend RCS would use the bus to transport their children to school IF they could arrive at RCS on time. If the Fox Trout left Loveland at 6:30am and the #5 left the STC at 7:00am, all these students could arrive at RCS at 7:15 and be on time for school. Additionally, those RCS students who last school year put their bikes on the bus in order to dash from the STC to arrive at RCS on time could leave their bikes at home and allow adults to take bikes on the bus. Those 10 families previously drove the kids to school, then Mom drove home. Afternoon, Mom again drove to school to pick up the kids, and a fourth trip of the day to return home.</p>		<ul style="list-style-type: none"> <li>• Change concept of funding: pool the resources of School Buses, Transfort, Colt, etc.</li> <li>• South Transit Center ought to be near Harmony and College</li> <li>• During Rush Hour: <ul style="list-style-type: none"> <li>- Smaller buses run East-West on Harmony, Horsetooth, Drake, Prospect, Mulberry, Riverside, Vine, etc. These run at 10 minute intervals. (use the school buses, and school bus drivers).</li> <li>- Similarly, at 10 minute intervals buses run North-South on Timberline, Lemay, College, Shields, Taft Hill, and Overland.</li> <li>- Junior High and High School students can get a bit of exercise and safely walk a few blocks.</li> <li>- This way anyone in Fort Collins can quickly and easily get anywhere in less than an hour!</li> </ul> </li> <li>• Worry about "off the grid" spots like the Senior Center when it is not Rush hour. Senior classes do not begin before 9am.</li> </ul>
(continued)						<p>If only 10 of the 40 families rode the bus that results in: 40 fewer trips/cars (per day!) on Hwy. 287, which results in that much less pollution, that much fuel conserved and a bus company that is increasing its public service.</p>		<ul style="list-style-type: none"> <li>• New South Transit Center: please do not line buses up against the building as in the current setting. The cigarette smoke gets trapped between the buses and the buildings. Patrons are forced to inhale the second hand smoke. Students are forced into close proximity of others' foul language.</li> <li>• Certain bus drivers are skilled at setting the tone and behavior standards of the bus. I have seen one driver walk to the rear of the bus and greet the unruly teens with hellos and how was your day, while the kids kept their feet off the seats and knew they could not get away with foul language that day. I have heard other drivers tell the rear seat passengers via the PA system to clean up their language or leave the bus. I have observed a driver tell 2 passengers who may have been about to start a fight to leave the bus. They did. One tried to reboard later, he was not allowed to. These drivers could mentor the others re: these difficult situations.</li> </ul>
FC Pub Mtg #1								<p>We have noticed that, over the course of the summer, more and more bicyclists are riding the Foxtrot to Fort Collins, to the extent that some are being turned away. This is not a very big deal in summer, but when school starts, it will be a disaster for those of us who live in Loveland but go to school in Fort Collins. The school we attend is a charter school and thus is not required to provide bus service to its students. Neither driving nor moving nor changing schools are options, so we are left with an increasingly unreliable means of transportation. Since school for us starts at 7:30, taking the #5 from the STC is not an option.</p>

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(continued)								Thus, it would help at least 10 families whose students attend Ridgeview Classical Schools but live in Loveland if the bus schedule were changed so that the #5 route arrived at the corner of Stuart and Lemay at 7:15, rather than 7:35 or later. In addition, the schedule of the Foxtrot would have to be altered to account for the difference. These families would then be able to take the bus and keep that many more cars off the roads, saving money and the environment. I can be reached at headlightfluid@gmail.com
FC Pub Mtg #1	runs pretty much on time, buses are clean, Downtown and CSU Transit Centers are great		I have started using Route 6 to get to work. If it ran every 1/2 hour instead of every hour, I would probably use it 4 days/week instead of 1 or 2. Hourly service just doesn't give me enough flexibility in my schedule- if I can't make it out the door by 7:30 am, I'd have to wait until 8:30					I like the idea of a grid system if it can serve most major N-S and E-W arterials in F.C. i.e. Shield and Taft Hill as well as College, Lemay, Timberline. The west side of town seems kind of underserved except for areas closest to campus.
FC Pub Mtg #1	connecting routes 16-17-18	to the Northside Aztlan Center- there are a lot of activities always going on there. S. Shields & Trilby Road, S. Lemay & Trilby Road.		accessability				
FC Pub Mtg #1		when developing routes, need access to lower income housing areas. We need to help these people be able to work and earn a living.	#7- Have routes on the hour and 30 minutes later- 7:30 am, 7 am could catch the bus	need to be able to meet and catch connecting points				
FC Pub Mtg #1		Would appreciate service to Medical Center of the Rockies.						
FC Pub Mtg #1		Bull Run- housing complex- low income, high density and just outside dial-ride, need to be included, would like transport to cover city limits and should service annexed land, like the small roads on maps		need a low cost/low income dial-a-ride fee option, communicating the culture of the service/marketing is important- consistency (like hop, skip, jump) visually cohesive, reward riders and attract new riders, people don't carry cash, should have cc options			more connections between Longmont & Ft. Collins throughout the day, would like RT between Ft. Collins, Loveland, Greeley, good for regional connections	Disabled flows that need Pt employment because of SS constraints- most nights and weekends without bus service
FC Pub Mtg #1		need service near Trilby & Timberline		would like to make branding and marketing a bigger focus of this study, or of Transport	PTAG- Aug. 13th 6:30-8:00 at HR buildign on Mason in Community Room, Barrier Busters- get info. To them to distribute to the group		like the regional approach	
FC Pub Mtg #1			Route 8 should be more frequent and both directions, Route 7 remove 30 min in summer and keep the 60 min route, extended service hours, route on Riverside, trolley running more frequently	cater more to elderly and disabled, marketing of bus	United Way- what benefit could Transport provide agency who administer the low income program			Route 16 @ Snow Mesa stop hard to access, Harmony is hard to cross on foot
FC Pub Mtg #1		extend Harmony route to HP gate, Timberline heavily used/ south city rd into Loveland, S. city Rd 9, Re-examine S. Boundaries (Trilby) Lack of s/w along Timberline, connections to bus stops, need stop on Trilby and/or timberline	expand and increase frequency of foxtrot, Rt 16- make daily, not Saturday only	ridership enforcement issues, drivers how to work with kids		connections to schools key, serve public charter schools, coordination between PSD & Charter school, Thompson SD vs. PSD- sharing boundaries		integrate bikes into bus system
FC Pub Mtg #1	Transport has provided good image regarding professionalism and on-time schedule	route near Budweiser would be good and allow for dial-a-Ride service to be added, closest route to mountain vista is route 8, Riverside Dr. btwn Lemay and Prospect shows up with high density and could use transit service	Sunday service for Dial-a-Ride would be valuable especially for getting to church, need to reduce transfers, especially to medical facilities (takes 3 transfers from Eliz. And Taft to PVH- two hour trip), late night service might be used very well and encourage ridership	educate public about availability of Transit and hours of service, there are options for wheel chair positions on buses that do not require strapdown, Transport marketing could be improved- not being pitched as smarter way to go, but more needs based, perception of transit is critical.			Many Centerra employees come from Ft. Collins, connections to centerra would be good, Transit connections to Berthoud?	require percent of Mason St. Corridor is affordable housing development and accessible, Mason must interact with grid system, concern that Mason only accommodate N-S needs. salt. fuels should be considered

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FC Pub Mtg #1		route 7 is very circuitious, Drake needs grid service	need foxtrot and route 5 to provide access to work on time, employers on Porspect/Lemay and Stuart/Lemay need the connection to occur 15 minutes earlier, could use more frequent service on Fox Trot. Longer bus may not work when school starts, Loveland bus system does not get people around quickly enough to key destinations	need to promote transit culture among students at young age, no smoking within 200 feet of bus stop, need to change the image of using the bus		can school buses and city buses be coordinated better? Must be grid. Some H.S. students choice into Fort Collins schools and use FoxTrot.		bikes on buses are becoming more popular, a lot of bikes on Fox trot, peak bus routes are getting overcrowded, Foxtrot could get by with smaller bus during mid-day? Or use small bus all day and supplemental large bus during peak hours.
FC Pub Mtg #1						keep school start times in mind when setting schedules, Ridgeview charter school is key destination for Route 5 trips originating from Loveland.		Mason street should extend to old Walmart at Harmony as key transfer area, would like to know percentage of bus riders that use bike as part of trip. How will future increases in fuel propogate into the trans. Planning field? Investments into roadway improvements need to be strongly considered so they are not at the expense of needed transit investments
FC Pub Mtg #1		F.R. Campus opening @ Centerra, extend dial-a-ride service area, extend 16 &17	service in the evening- what will it cost? 30 minute headways on FoxTrot, add Sunday, more routes during summer, night	branding/ marketing (hop, skip, jump), enforce existing policies, easier maps, less complex, drivers help elderly/disabled, be more respectful, lower cost on senior/disabled annual			FoxTrot at capacity	consultants- who was selected? More bike racks. Takes too long.
FC Pub Mtg #1		Route 8- both directions, Lemay vine street, connect 8 to 5, Mason Corridor-North, map of affordable housing	Loveland earlier- more frequent, 5 15 minutes ealier connect with fox trot	treat kids with respect, bike lockers,			Fox is full two times each day- morning and afternoon	
FC Pub Mtg #1		Bull Run, Vine-Timberline, can't get into town to work, low socio-economic area needs transit, service down to Lemay and Trilby						Mason Connectivity, 10 minute presentation on the hour to provide process update, concern over loss of N/S connectivity during the transition phase.
FC Pub Mtg #1	Drivers are courteous & knowledgeable re: other routes; drivers are helpful to clients; busses are clean; recently expanded routes (esp. Harmony corridor) are helpful; busses typically stay on schedule, Rarely late	Mulberry/I-25; Loveland airport area; NW Ft. Collins/LaPorte area; West Loveland; expand service area to include out near airport	Have routes run every half hour; increased service b/tw Ft. Collins & Loveland; extend service hours to include later evening hours and Sundays; include some "straight shot" runs from N. to S. College w/o excessive stops;	Easier-to-read maps/schedules; more bike racks both on bus and at transit ctr. And stops, increased frequency of routes; extended hours/days; offer "free ride" days to draw new riders, more shelters @ stops; increase lighting at sops for safety				more bike racks, esp. at DTC are usually bikes locked everywhere. Also, the ability for busses to carry more than 3 bikes at a time while running the route, improve safety of stops where needed, esp. stop on west side of 287/Skyway. Very close to 2877, no bench or shelter and difficult to access, esp. in snow., increase # of routes that run almost the entirety of a main route as opposed to routes that cover portions of the roads and then turn off of the main route causing increased transfers and travel time for many
FC Pub Mtg #1			Hours need to be extended		With the biggest ridership of Transfort in the city, why isn't CSU a participant in this Plan?			Easy transfers, Need to get rid of Fixed Route Service and provide dial-a-ride service to whole community utilizing GPS and Dispatch
Loveland Open House #1	The interaction with the College and City - also a better partnership with the human services program. Interaction with the City of Loveland/City of Fort Collins.	34-Express stop at Rehab Center in Johnstown. Increased frequency (30 minutes headways) Reverse routes. Expansion of services in more areas of Ft. Collins. Each system is doing the tip of the iceberg in service.	More disability services are needed. A growing population of elderly/disabled are coming.	More frequency of routes and # of routes in the communities. More regional connective services Loveland to Longmont to Denver. Ft. Collins to Longomont to Denver. More education of the service.				
Loveland Open House #1	Good coverage of most areas.	Definitely regional esrvce coordination. I live in NW Ft. Collins and work in downtown Loveland. If I took a bus from hone to work it takes two hours and 4 buses each way. I would love to ride buses to other towns besides Loveland. I would really love to be able to go al lthe way to Denver.	SE Fort Collins, quick trip between Orchards & 8th St. in Loveland (it's hard to have to go all the way out east or west to go south and north).	More efficient routes, more buses on key routes, focus on key areas rather than trying to go everywhere with one route.		They seem to do a good job going to all the schools.		I have tidden the bus between Ft. Collins and Loveland and have had problems because there was no communication between the FoxTrot and Colt. The time I am thinking of - It was a snow storm and the Foxtrot was running late. They told me they had no way of knowing if the Colt had come or not and that they couldn't contact them to know if I should wait at the stop for a couple minutes or go inside King Soopers for an hour for the next bus. I ended up walking from 29th-8th and got there before the next bus even came.

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Loveland Open House #1								<ul style="list-style-type: none"> <li>• 1hr. between cycles too long</li> <li>• Connections are there w/ no wait times between busses</li> <li>• 2 hrs. Lake to FRCC (15 min. car ride)</li> <li>• Long to go to Greeley</li> <li>• Need connection to senior services/housing</li> <li>• 34 Express – needs to stop at Rehab center.</li> <li>• No central communication between Foxtrot and Colt.</li> <li>• More effective regional connections, higher frequencies</li> <li>• Move transit center closer to downtown (centralized)</li> <li>• Increase headways</li> <li>• Increase peak hour frequency</li> <li>• Loise Clark has done a great job!</li> <li>• Transfers between 6 and Foxtrot – Foxtrot would not hold for 6</li> <li>• Call out stops</li> <li>• Female drivers have been using the 5 min window for their personal needs</li> </ul>
Spanish Comments (CORE Center) Consolidated	<ul style="list-style-type: none"> <li>• Helping us to go to work</li> <li>• Youth to go to school</li> <li>• To go out to recreate</li> <li>• To save gas</li> <li>• Using Transfort for emergency</li> <li>• Transfort is a necessity for me because my mom does not drive and we use Transfort a lot</li> <li>• It is very beneficial for us and very economic</li> <li>• We need Transfort very much</li> </ul>		<ul style="list-style-type: none"> <li>• It needs frequently routes</li> <li>• I need Transfort for Saturday and Sunday</li> <li>• Late schedules/ night</li> <li>• More buses to run every hour</li> <li>• Need more bus stops</li> <li>• Need a bus stop by Hickory village office</li> <li>• Need buses every 30 minutes</li> <li>• Need Sunday transportation</li> </ul>					<ul style="list-style-type: none"> <li>• My suggestion is to run more buses</li> <li>• I will Transfort every 30 minutes</li> <li>• It so nice to know that you care about the people, and it is a very good project</li> <li>• More buses and longer schedules</li> <li>• Congratulation! I like that you are doing this project</li> <li>• Need a bus to CORE to participate in the classes</li> </ul>
TSP Website Comments		<ul style="list-style-type: none"> <li>• Easy transfers.</li> <li>• Please consider adding a northern route: Hwy 1/Douglas Rd/North Shields street. There are lots of residential neighborhoods up there, the Art342 project, etc.</li> <li>• Please consider adding a route along Harmony which does not require changing busses. It would be a huge boon to FRCC, and would encourage bus use for those living west of College who would like to use public transit to reach all the new shopping, etc. at the east end of Harmony. Undoubtedly there are quite a few employees at all the new stores at the east end who would also use the bus to go to work if it weren't so awkward to cross town.</li> </ul>	Hours need to be extended.		With the biggest ridership of Transfort in the city, why isn't CSU a participant in this Plan?			<ul style="list-style-type: none"> <li>• Need to get rid of Fixed Route Service and provide dial-a-ride service to whole community utilizing GPS and Dispatch</li> <li>• Is transfort info available in spanish? If not, is this a possibility? It would be extremely helpful for families and students. Also, if the info is already in spanish, how can we get the info out to families in a more effective manner?</li> </ul>
TSP Website Comments Cont.		<ul style="list-style-type: none"> <li>• It would be nice to have a bus that runs down Harmony road from Johnson's corner to the transportation center by I-25. This would enable people to get to the Mason corridor as well as get to I-25 for car pooling. Also, it seems that there is a lot of growth on the east side of Harmony. I would be happy to visit those businesses but the commute in my own car down Harmony with traffic makes it not worthwhile. Road the bus today but had to drive to a bus stop. If we had a Harmony bus I wouldn't have to drive.</li> </ul> <p>Transfort has strange routes and times, to say the least. I live near City Park.</p>						I attended the open house/feedback session in Loveland and realized I forgot to bring up one of my concerns. I live in Fort Collins and work in Loveland. I forgot to also bring up the issue of bus passes. I can't get a bus pass that would cover my whole commute. I start out on Fort Collins busses on the way to work and Loveland busses on the way home. I can get transfers between the services but not a pass that works on both.



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		<p>• Living near Taft and Mulberry and working at Timberline and Horsetooth, it takes me over an hour to get to work by bus which is just too much for that trip. Otherwise, I'd take the bus probably on a regular basis at least in the Winter. It seems so simple to overlook, but as the city of Fort Collins in on mile grid street system, how about buses that run along East-West &amp; North-South main streets (Overland, Shields, Laporte, Mulberry etc. ) ? Your greatest distance to a route would be 1/2 mile and you could connect to the perpendicular direction at every major intersection. I think this "ease of use" could increase ridership as well as efficiency. I'm just looking for a way to ride the bus reasonably. 2x+ the travel time just doesn't do it.</p>						
TSP Website Comments Cont.		<p>My grandson is attending Polaris Jr. High (Mountain View) this year. Polaris is a choice school and so there is no Poudre school district bus. He gets out of school at 3:10pm. There are two buses (9 and 92) that run in the afternoon BUT there are no buses that he can take in the morning to get to school unless he catches the 9 and rides to the downtown transit center and all the way around to his school. Why don't routes 91 and 92 run in the morning for Poudre High and Polaris??</p> <p>I work at CSU, I have to walk quite a distance to catch the 4 bus at City Park and Mulberry. HOWEVER, the #4 route STOPS running at 4:00!!! Why?</p>						
TSP Website Comments Cont.		<p>The people who take the 4 in the morning need to get home after work in the afternoon. Why not run until at least 6:00???</p> <p>Why isn't there a bus route that runs up and down Shields? There should be one from Vine to the Community College on Harmony.</p> <p>Why are many of the bus stops so far apart?</p> <p>I think there would be more people willing to take the bus if there were better routes.</p>						



Comment From	Do proposed Transfort improvements address important needs? Explain.	Are there any critical gaps in proposed services or key transit markets not served?	Of the proposed local concepts (Loveland and Fort Collins), what specific improvements would you make the highest priority?	Which regional connections should be implemented first?	Do future proposed services address important access needs to/from Poudre School district High Schools?	Which Funding options would you support?	General Comments/Suggestions
	Yes, expanded routes and hours are badly needed for the Fort Collins and CSU community. They don't completely solve the problem, but they help.		Improved operating hours and service to Old Town would be extremely beneficial	Fort Collins to Loveland		Increased sales tax or .25 cents and pull funding away from Ram Ride since that wouldn't be as badly needed if bus service was better.	A transit system more like what is found in Boulder that allows for ease of movement at any time of day or night. Especially between Old Town and College areas would cut down on drunk driving/biking and make the costly and inefficient Ram Ride program less necessary. Extending hours would also cut down on the amount of students who drive to late classes, labs and study sessions. For the safety and security of the community. Bus service hours/Routes must be extended. Reducing omissions and putting money in the pockets of students.
	Yes. However, needs a change with time.	I think the gaps exist in: 1- Access to services- Financial Barriers. 2- Integrating Transit with other commerce.	A Transit Connection to RTD	Connection to RTD	No relevant opinion	Utility sur-charge. However, it should start as a voluntary way to pay for a pass. Once it is mandatory, all rate payers should be eligible.	For Low cost passes. I would rather see the pilot on electric charges increased, before a flat 5% be imposed on the entitle bill,
	Routes and hours need to be extended, maybe 1-2 24 hour buses.				High School doesn't need many buses. 95% of all students over 16 own a car.	All of them, even lobbying to drain money from Ram Ride to get extra 24 hr. buses.	Fort Collins has no transportation for late night use. Ram Ride is basically a student taxi service. Only 1 bus would need to be running after 6:45 pm. It could only run from Taft/Elizabeth and Old Town in between. This would cover so many transportation issues for students. This system would cut down on student DUI's. If the system were to be implemented and the Fort Collins Government was really concerned about their citizens instead of revenue.
	Yes. The proposed improvements do address important needs. Many students use the bus system already. However, many more would use it the Strategic improvements were implemented.	I Didn't notice any gaps in the proposals given.	Phase 3, for me is the most important. As a student without a car and not from Ft. Collins, the extended regional service, would allow me to go home more often. Also, the extended hours are a great relief, because a lot of my classes are later in the day.	Longmont and Boulder connections should be made first. The service now doesn't go that far south. With this improvement, I would be able to commute between home and school. Saving gas.			
	I believe that the extended hours and extended routes are extremely important in a college town. Trying to encourage public transportation. It's hard to "Dump the Pump" with such a limited service.	Not that I'm aware of	I would consider Phase 3, the highest priority because being a college student with no car, it would be very helpful to get home through the proposed Regional Routes to Boulder. It's very inconvenient to constantly have to drive from Ft. Collins to the Metro Area.	Boulder and Longmont Routes should be implemented first, since RTD services are so readily available in those towns.			
	Yes. However, the maps are a little too veg to tell long term.	Needs to be a little more detailed to sure.		Longmont	From what I can tell.	All of them depending on future detail.	
							<ul style="list-style-type: none"> <li>• Need to extend hours of 17, 15, 19, 5 routes until 9 pm and run 7 days a week</li> <li>• Expand service to connect to Denver</li> <li>• Expand to Boulder</li> <li>• Will ride BRT and any connections to Denver</li> <li>• Need to connect to RTD</li> <li>• Loves Transfort Service</li> </ul>

Comment From	Do proposed Transfort improvements address important needs? Explain.	Are there any critical gaps in proposed services or key transit markets not served?	Of the proposed local concepts (Loveland and Fort Collins), what specific improvements would you make the highest priority?	Which regional connections should be implemented first?	Do future proposed services address important access needs to/from Poudre School district High Schools?	Which Funding options would you support?	General Comments/Suggestions
							<ul style="list-style-type: none"> <li>• Extend hours</li> <li>• 7 Days per week</li> <li>• Connections to Denver</li> <li>• Community based funding</li> <li>• Green Pricing</li> <li>• Lower passes to encourage purchase</li> <li>• Voluntary utility fees</li> <li>• More voluntary to mandatory program for utility fees</li> <li>• Tie bus passes to discounts on other amenities/services to encourage people to buy passes</li> <li>• Need later night service for CSU students.</li> </ul>
							<ul style="list-style-type: none"> <li>•Climate Action Plan Goal</li> <li>- specific weight reduction per phase.</li> <li>• Need to sync Route 19 - All year schedule to Routes 6 &amp; 7 - now requires 1/2 hr wait at CSU Transit Center.</li> </ul>