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Recommendations-Expansion of GT Service

Minor Changes

Post Route and Schedule info at all bus stops.

- CATS has the bus routes which service each stop clearly marked on the sign for the stop.
- Each stop has a weatherproof box which encloses a partial schedule for each route, showing what time the bus departed the last "landmark" stop on the route.

Add bike racks to all buses.

- This low-cost measure will increase ridership, improve the flexibility of the system, and provide greater access to recreational areas.

Major Changes-if system stays citywide only

Add 2 new buses to existing routes.

- Adding a bus to Route 1/Route 5 and to Route 4/Route 8 will eliminate the necessity of "alternating" these routes, and reduce the 1-1/2 hour interval between buses on these routes.

Add a new route within Gastonia Corporate Limits.

- A current map of GT routes reveals a large area within the City of Gastonia almost wholly without bus service: the southeast. A new route could service the New Hope Road, East Hudson, Ashbrook and Bradford Heights areas, where much multifamily housing is located.

Introduce late afternoon/evening service.

- The current 12-hour schedule on most routes ends at 5:15 or 6:00 PM, meaning many people cannot use the bus for errands or shopping after getting off from work, or use the bus to get home from work stop on the route.
- A 16-hour schedule would enable employees at the malls, Franklin Square, the Wal-marts, and Dixie Village, as well as shoppers and riders of the CATS 85x Express Bus, the opportunity to use GT buses to go out in the afternoon and get home at night.

Improve weekend service.

- A Saturday schedule more similar to the regular weekday schedule, in terms of available routes and frequency of service, would increase the utility of GT and lead to an increase in ridership.
- A limited Sunday schedule would fill an enormous gap in the “mobility issues” of persons with disabilities, the elderly, and those whose weekday work schedules do not permit them to access shopping and dining via GT.

Major Changes-if system goes regional

Bus service to Dallas, Bessemer City, East to (through?) Belmont.

- *If other municipalities within Gaston County could be brought on board:*
- The current Gaston County ACCESS route serving Gaston College and Dallas could, with the purchase of a new bus, be turned into a regularly scheduled GT bus route.
- Bus service could be extended to Bessemer City, either by an expansion of the existing Route 1 or by a newly introduced route.
- A new bus route to the east, along Highway 7/Wilkinson Blvd could provide access to transit service to Lowell, McAdenville/Cramerton, and Belmont, including the new Wal-mart with its many employees, and:

Provide a connection to CATS Route 5 near Charlotte-Douglas Municipal Airport.

- Currently there is no way, save a very expensive Greyhound ride, to get back and forth to Charlotte in the middle of the day. A route connecting with CATS Route 5 would provide access to the employers and amenities of Charlotte to many who currently lack such access, and provide access to and from the Charlotte airport to business and recreational travelers.



COMMENT CARD

Please let us know your comments about transit needs in Gastonia and Gaston County:

more service and longer hours

For more information, please contact Bernie Yacobucci, Gaston Urban Area MPO at (704) 854-6604.

Before Presentation



COMMENT CARD

Please let us know your comments about transit needs in Gastonia and Gaston County:

- 1. Frequency + Hours of buses don't run well enough to support workers.
- 2. Out of town - Kings Mtn.
- 3. Routes don't go to Charlotte enough.
- * More ACCESS routes
- * New Hope Rd
- * Weekend
- * Multiple Transfer Points
- * Are workplaces interested in contributing to the buses?
- * Rural Vanpools for big plants.

For more information, please contact Bernie Yacobucci, Gaston Urban Area MPO at (704) 854-6604.

Late comer comments



Gastonia Transit Expansion Study

COMMENT CARD

Please let us know your comments about transit needs in Gastonia and Gaston County:

* hours are not late enough,
_____ - or frequent.

* mt Holly would be good.
to ↓ Belmont to catch
85x

For more information, please contact Bernie Yacobucci, Gaston Urban Area MPO at (704) 854-6604.

Comments answered:



Gastonia Transit Expansion Study

COMMENT CARD

Please let us know your comments about transit needs in Gastonia and Gaston County:

* Price increase fears? will \$↑ ↓ ridership?

* How about an airport ^{CLT} route?

* will there be more funding available when it expands to other cities? Fed funds?

* Any interest w/ Charlotte for regional transit?

* Why did service ↓ in 2004.

* Did other cities have a chance to give input?
* what is the timeline?

* Are towns interested?

* Were there groups of people who took part in surveys?

* How many are city/county employees?

For more information, please contact Bernie Yacobucci, Gaston Urban Area MPO at (704) 854-6604.

BOB WILSON
319 Sherry Painter Street
Gastonia, N.C. 28056

1. In the early years (when Homelite was still in operation) the city had bus service down 321 to Little Mountain Road. This service was used by many residents (both city and county) until it was restructured omitting part of the route.

SUGGESTION: Consider extending present route down 321 South to Davidson Street

This change would accomodate many, many seniors who do not have transportation not to mention those who work and must find ways to and from their jobs, grocery store and also those individuals would be given the opportunity of shopping at the malls and visiting downtown (downtown needs these people to help in survive and become alive as it was when I WAS GROWING UP.

2. If the hours of operation were so that service included Sundays and holidays, you would be surprised at the increase in ridership.

SUGGESTION: Consider extending the evening hours to 10:00PM and add Sunday service as well as holiday service.

Give this change a trial period of one (1) year to track the records. The price of gas and other factors, there should be sufficient ridership to indicate this service should be continued.

Bob Wilson
(704) 864-7463

Graham, Hank

From: Brian Borne [borneb@bellsouth.net]
Sent: Tuesday, August 14, 2007 8:01 AM
To: Graham, Hank
Subject: Yesterdays Presentation Comments

Hank:

Just wanted to make a few comments regarding yesterday's presentation.

Franklin Corridor:

The parking requirements for Downtown have already been relaxed, none in the CB. You might want to check with Jason on the exact zoning requirements.

The residential market in Downtown has begun with rental apartments, currently we lack a condo product that people can purchase. Condos are being discussed for some of the development in the works.

I like the idea of the N-S nodes connecting the Downtown to the residential across Franklin, the link to the residential neighborhoods surrounding Downtown is critical. Also, linking Downtown with the Greenway is also excellent. Franklin needs these nodes at Broad, Oakland, Marietta, South and 321.

Much can be said about slowing traffic down and softening Franklin. Slowing traffic in all of Downtown is critical. It can be done, with success.

Thanks much,

Brian J. Borne, CMSM
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