

MEMORANDUM

To: Max Dillivan and Nick Monoyios, The Rapid
From: Thomas Wittman and Cristina Barone, Nelson\Nygaard
Date: October 13, 2020
Subject: Cost-Neutral Preferred Alternative Description

INTRODUCTION

This document describes the recommended Preferred Alternative for the cost-neutral recommendations for The Rapid *Mobility for All* Comprehensive Operational Analysis (COA).

The funding level is based off August 2020 service levels, which is about 87% of what was operating in 2019. Service levels are lower due to the revenue impacts of the Covid-19 pandemic.

The Preferred Alternative is based on the three different service scenarios that were developed in late 2019 and reflects some of the feedback that was received during the February 2020 public outreach process.

COST-NEUTRAL RECOMMENDATIONS

The Preferred Alternative is designed to better meet the mobility needs of the Grand Rapids urbanized area with transit. It focuses on developing a high frequency network of routes that serves residents, employers, medical centers, and major commercial areas. Specific elements include:

- **High Frequency Network:** Service every 15-minutes or better allows potential patrons convenient enough service to not need a schedule. It also facilitates transfers to other routes. The Preferred Alternative would provide 15-minute or better service on weekdays on the Silver Line and Routes 2, 4, 9, 11 and the combined alignment of Routes 10 and 16. There would also be 15-minute service during part of the day on Route 28. An additional 71,000 residents and 63,000 jobs would be within a ¼ mile walk of 15-minute all-day weekday service in the Preferred Alternative.
- **Innovative Service:** Job growth has occurred in Walker and the Broadmoor area around the Airport. These industrial zones are characterized by larger blocks and long setbacks, which are difficult for traditional fixed-route buses to serve. The Preferred Alternative would provide on-demand service, using smaller vehicles, to serve the Walker and Broadmoor industrial park areas.
- **Serve New Areas:** Multiple areas throughout the region are experiencing new commercial and residential growth. The Preferred Alternative would initiate service on Gezon Parkway to serve the new commercial development. Service would also begin on Ivanrest Avenue to serve new high-density residential developments. Service on Seward Avenue is also recommended, contingent upon sidewalk improvements.
- **Focus on Commercial Centers:** The Rapid typically has a destination at the end of each route, often a Meijer or other commercial establishment. The Preferred Alternative builds upon this success by focusing more service on the Rivertown Crossings area.

Key Changes

This section identifies the major differences between the existing system and the Preferred Alternative. Detailed service span and frequency information is shown in Figure 1.

West Grand Rapids and Walker

Service changes in the West Grand Rapids and Walker area consolidate routes to provide service more efficiently, remove underperforming coverage service, ensure high ridership destinations are served with frequent fixed-route transit, and develop an innovative agency operated on-demand zone.

Route 7

Route 7 has low ridership but operated with service every 15-minutes during peak times prior to the pandemic. Route 7 recommendations are designed to better align frequency with demand and focus on serving the highest ridership destinations along the alignment, including:

- Reduce peak period service frequency to 30-minutes to more efficiently allocate agency resources.
- Replace underperforming segment on Remembrance Rd to Walker City Hall with a new on-demand transit zone.
- Provide north-south service on Seward Ave, east-west service on Leonard St, north-south service on Wilson Ave, and terminate at the Standale Meijer. The recommendation for service on Seward Avenue is contingent on the installation of sidewalks on the east side of the street. If sidewalks are not available, Route 7 should continue to operate on its existing alignment between Central Station and Leonard St.

Route 12

Since August 2020, a significant portion of Route 12's alignment is duplicated by the Laker Line. With the exception of the Collindale Avenue stop, high ridership Route 12 stops on Lake Michigan Drive are within walking distance of the Laker Line. As shown by ridership level characteristics in southeast Grand Rapids on Routes 1, 3, and 2, customers will walk further to more frequent service. Rather than continue providing an underperforming local service, Route 12 should be consolidated with the Laker Line. A restructured Route 18 would cover the higher ridership segments of Bridge Street.

Route 18

Route 18 provides coverage service on the west side of Grand Rapids and directly serves Union High School. With the exception of the high school stops, the western portion of the route underperforms. Recommendations would provide service to those areas most using Route 18 and cover parts of the restructured Route 12:

- Remove service north of Bridge St to provide faster, more direct service to Union High School
- The Rapid should consider adding a Laker Line stop at Collindale. Until that stop is completed, Route 18 should extend to the Standale Meijer. Upon completion of the Laker Line stop, Route 18 could be truncated to turn around at Covell Avenue.
- Route 18 should operate hourly throughout the day.

Route 9

Route 9 is among the highest ridership routes in the system. Prior to 2020, Route 9 operated every 15-minutes during weekday peak times. During the mid-2020 COVID-induced service changes, Route 9's weekday midday service was upgraded to every 15-minute service in Grand Rapids. Service in Alpine Township is proposed to remain every 30-minutes. Alignment recommendations include:

- Provide two-way service on Monroe Ave to utilize dedicated peak bus lane infrastructure and Bridge Street to better serve the high-growth corridor.
- Aligning Route 9 onto Monroe Ave affords transfer opportunities to the high-frequency BRT network (i.e., Laker Line and Silver Line) as well as several other fixed routes also operating on Monroe to shorten travel times by enabling transfers outside of Rapid Central Station.

North Grand Rapids

Route 11

Route 11 serves numerous high ridership stops on Plainfield Ave south of Knapp St and terminates just south of Plainfield Township. A common theme emerging from public outreach was a desire to extend Route 11 further north into Plainfield Township to reach the Meijer. An extension cannot happen without a funding agreement with Plainfield Township.

Recommendations are designed to respond to passenger demand, including:

- Provide weekday 15-minute frequency on the entire route. Most passengers will benefit from increased frequency, and a more distributed load will help with on-time performance.
- Route 11 would carry more riders if service is extended into Plainfield Township to the Meijer. This recommendation presumes that Plainfield Township will accommodate additional service on Route 11. If agreements with Plainfield Township cannot be reached, then service would continue to terminate at the existing location on Elmdale Street.

Route 13

Route 13 is a relatively low ridership route, providing coverage service through north Grand Rapids and terminating at the Home for Veterans. Route 13's alignment is proposed to adjust from utilizing the one-way paired streets of Ottawa and Ionia avenues through downtown Grand Rapids and instead utilize Monroe Avenue where peak bus lanes are designated. Several schedule-related recommendations are also made:

- Operate weekday midday service at 60 minute frequencies due to lower ridership.
- Hourly service should be provided on Saturdays only. There would continue to be no Sunday service.

Route 14

The eastern portion of Route 14 has low ridership and is primarily a coverage route providing service to Oak Industrial Dr, Kent County Jail, and several large apartment complexes. Ridership to Oak Industrial Dr is highly dependent on the time of day. Route 14's alignment would remain the same, but several schedule-related recommendations are made:

- Operate weekday midday service at 60-minute frequencies due to lower ridership. 30-minute service would continue during peak times to ease employment access.

- Hourly service should be provided on Saturdays only. There would continue to be no Sunday service.

Route 15

Route 15 is an average ridership route that prior to mid-2020, operated every 15-minute service during peak periods. During the mid-2020 COVID-induced service changes, Route 15's weekday peak service was reduced to every 30-minute service. Ridership on Route 15 was relatively dependent on time of day, with morning peak trips carrying fewer passengers than midday or afternoon peak trips. Keeping Route 15 on time, particularly during the afternoon, is challenging. Recommendations are designed to better align frequency with demand and include:

- Given ridership demand, the all-day weekday 30-minute service implemented in mid-2020 should continue.
- Shorten Route 15 to allow it to remain on-time throughout the day.
 - Remove service from Beltline Avenue to improve travel times, reduce difficult turning movements, and improve on-time performance. This affects the Priority Health clinic stop, with 6 daily boardings which would be just under a half mile from the revised Route 15 stop. Approximately 400 passengers would have more reliable service as a result of this recommendation.

Southeast Grand Rapids/Kentwood

Southeast Grand Rapids contains four of the six highest ridership routes in The Rapid system. This area would see some of the greatest increases in service frequency, providing weekday 15-minute or better service along the Division Ave, Eastern Ave, and Kalamazoo Ave corridors. In the Preferred Alternative, there would be no east-west service across Wealthy St. While this segment would no longer have direct access to transit, the all-day quality of transit within ¼ mile of the existing service would be greatly improved.

Silver Line

The Silver Line's peak and midday schedules were adjusted in May 2020 to improve on-time performance and increase midday frequency. No additional changes are recommended.

Route 1

Route 1 is among the highest ridership routes in the system but also has the worst on-time performance. Recommendations are intended to improve on-time performance, provide more complementary service with the Silver Line, and extend to serve new high demand destination. These recommendations include:

- Realign to operate on Madison Ave between Franklin St and Burton St. This would replace service on a high ridership segment currently served by Route 3 and improve on-time performance by no longer operating on a highly congested segment of Division Ave. Residents on Madison Avenue would now have access to later evening and Sunday service.
- Eliminate loop around 68th St to the Clyde Park Ave Meijer. All areas of this loop would continue to be served the Silver Line or Route 10.
- Extend service west along Gezon Pkwy to Metro Health Village. Gezon Pkwy has been identified as a key high growth area, and this change would add service to the area. It

would also directly connect southeast Grand Rapids residents directly to more retail opportunities (Target, Walmart, and Meijer) and employment opportunities.

- Existing Route 1 riders between Burton Street and Franklin Street are within a short walk of Silver Line stops.
- Route 1 should operate every 30-minutes on weekdays, Saturdays, and Sundays.

Route 2

Prior to 2020, Route 2 operated every 15-minutes during weekday peak times only between the 28th St Meijer and Central Station. Service was every 30-minutes south of 28th St. During the mid-2020 COVID-induced service changes, Route 2's weekday service was upgraded to every 15-minute service along the entire route length, and the deviation into the 28th St. Meijer was removed to improve speed and reliability.

Recommendations for Route 2 build upon these service improvements. To reduce duplication of service with Route 44 and to another destination to Route 2, all trips should be extended to the Gaines Meijer. This recommendation presumes that Gaines Township is willing to accommodate the cost of this extension. If an agreement cannot be reached, then Route 2 would terminate closer to 60th Street. Kentwood City Hall and Breton Road would continue to be served by Route 44, which would now operate on Sundays.

Route 3

Route 3 service would be consolidated with a modified Route 1. Route 3 is among the bottom quarter of routes in terms of ridership, and most of the ridership is north of Burton Street. The restructured Route 1 would continue to serve the highest ridership stops on Madison Ave north of Burton St. Hope Network would be served by Route 4, which has stops less than a quarter mile away. All other stops affected by the consolidation of Route 3 would be within a 1/2 mile of another route.

Route 4

Changes to Route 4 are recommended to simplify service, improve midday frequency, and improve reliability, including:

- Operate 15-minute service weekdays from 6 a.m. to 6 p.m. between Central Station and 28th Street. 30-minute service would be provided south of 28th Street.
- Eliminate the one-directional loop to the Gaines Meijer and serve the Woodfield Apartments on every trip.
- If additional funding becomes available, an extension to the Gaines Meijer should be considered. This would allow continued access to East Kentwood High School and continue having a major destination at the end of Route 4.

East Grand Rapids/Kentwood

Route 5

Route 5 is a below average ridership route that duplicates many other routes. Several recommendations are made to improve route efficiency and potentially improve ridership:

- Shift Route 5 to operate on Fulton Street instead of Wealthy Street. The schedules of Route 5 and Route 14, which also operates on Fulton Street, should be offset during peak times by 15 minutes. This would provide a bus every 15 minutes during peak times in both in and outbound directions on Fulton Street.

- Route 5 on weekdays between 6 a.m. and 6 p.m. should arrive and depart Central Station on the hour and half hour. This will provide effective 15-minute service at these times between Central Station and the Woodland Mall.
- During weekday peak times, Route 5 is extended to Cascade Township. The extension should be modified to also serve 44th Street and Broadmoor Avenue, so that more larger employers are directly served by fixed-route service. This extension would supplement new on-demand service in the Broadmoor area. Route 5 should operate four morning and six afternoon trips to Cascade Township. An extension into GRR during the trip before class start and the trip after class end at Aviation Academy should also be made.

Route 6

Route 6 is the primary connection between Woodland Mall and downtown Grand Rapids. Prior to mid-2020, operated every 15-minute service during peak periods. During the mid-2020 COVID-induced service changes, Route 6's weekday peak service was reduced to every 30-minute service. No further changes in alignment or frequency are recommended.

Route 17

Route 17 is the lowest ridership route in the system and would be eliminated and replaced by an agency operated on-demand service zone as well as certain segments replaced by the Route 5 Cascade extension. This on-demand zone would make hourly connections to Woodland Mall and enable transfers to Route 44 in Kentwood. This approach replaces an underperforming, low ridership fixed-route service and replaces it a more flexible service that is more appropriate to the long setbacks, limited pedestrian network, and variable shift times by the airport and industrial area.

Route 28

Route 28 would be split into two separate routes, Route 28 and Route 29, with both routes sharing the Woodland Mall Hub. Route 28 would operate to the west of the Woodland Mall and Route 29 would operate to the east. This split allows the two routes to operate with different frequencies based on difference in demand for transit along the two alignments and more importantly shortens the route, which improves reliability. Recommendations include:

- Route 28
 - Extend service from the Grandville Library to the Visser Family YMCA.
- Route 29
 - In order to provide faster, more direct service, the alignment east of Woodland Mall should be realigned to remain on 28th Street for longer. Specific recommendations include:
 - Remove service from Lake Eastbrook Blvd to provide faster, more direct service. Route 24 will continue to serve many of these stops.
 - Remove service from 29th St and Acquest Ave. Route 29 service will be available on 28th St and an on-demand zone will continue to provide direct access to 29th St and Acquest Ave.
 - Remove service on Patterson Ave and Burton St to better serve the retail establishments adjacent to the I-96 interchange. Direct service to the Meijer will be maintained.

- Reduce peak period service to 30-minute frequency, better aligning service with demand.

Wyoming/Grandville

Route 8

Route 8 is an average ridership route that prior to mid-2020, operated every 15-minute service during peak periods between Central Station and Ivanrest Ave . During the mid-2020 COVID-induced service changes, Route 8's weekday peak service was reduced to every 30-minute service.

Recommendations include:

- Continue to provide weekday 30-minute frequencies along the entire route length.
- Eliminate the deviation into the Grandville Library to provide faster, more reliable service to Rivertown Crossing. This stop would still be within ¼ mile of service.
- The route terminus at Rivertown Crossing Mall is circuitous, duplicates other routes, and traverses time-consuming, congested intersections. Route 8 should terminate at the Meijer and continue eastward to serve the Target to provide a more streamlined service to better provide access to key destinations within the Rivertown Crossing Mall area.

Route 10

Route 10 currently combines with Route 16 to provide all-day 15-minute service on Clyde Park Ave and Grandville Ave between Central Station and Burton St. Recommendations are designed to maintain coverage to several high ridership locations, including:

- Extend Route 10 to serve the 54th Street, Division, 68th Street, and Clyde Park Avenue loop currently operated by Route 1. The extension would operate on weekdays (but not weekday evenings) and all-day on Saturday.

Route 16

Route 16 currently combines with Route 10 to provide all-day 15-minute service on Clyde Park Ave and Grandville Ave between Central Station and Burton St. Recommendations are designed to improve ridership potential of Route 16, including:

- Adjusting the route to serve Rivertown Crossing, which the travel demand analysis identified as a major destination. A restructured Route 1 would continue to serve Metro Health.
- Passengers on Bryon Center Avenue between 44th Street and Gezon Parkway would no longer have service.

Route 24

Route 24 is one of the lower performing routes. Several recommendations are made to reduce route duplication and improve ridership potential by adding a major destination to the route. Key changes include:

- Extending the alignment in Rivertown Crossings to terminate at Meijer, creating a transfer hub with Routes 8 and 44. Service would be on Ivanrest Avenue between Chicago Drive Rivertown Crossings, which will serve some new apartment complexes.

Route 44

Route 44 would be largely unchanged, Recommendations are intended to improve reliability and include:

- Remove service from 44th St west of Canal Ave to improve speed and reliability. Traveling through three traffic lights on this segment can significantly travel times.
- Serve the Kenowa Ave Walmart via Canal Ave and Jacob St to reduce conflicts with traffic and delays associated with signalized intersections.
- Introduce Sunday service on Route 44.

On-Demand Zones

The Preferred Alternative includes two new on-demand service zones located along the 3 Mile Rd corridor and Walker City Hall and the airport and Broadmoor Ave corridor. These on-demand zones would replace portions of the existing Route 7 and Route 17, respectively.

The on-demand microtransit zones are assumed to be agency operated, similar to services currently provided by Capital Metro, LA Metro, Pace Bus, and Denver RTD. The zones would use a single cutaway-style van that would serve same-day trip requests within an established service boundary while also making scheduled connections with the fixed-route transit network. Passengers would either walk up at a designated transfer point or call for pickup or dropoff.

Broadmoor/Airport On-Demand Zone

Job access in southeast Kentwood was repeatedly identified as a priority. Given the large setbacks and dispersed employment sites, an on-demand service zone that covers the growing employment cluster along Broadmoor Ave as well as employment near the airport was developed (Figure 1).

Zone Summary:
Population: **5,930**
Jobs: **27,031**
Area: 7.4 sq mi
Above 65: 12%
Disabled: 5%

Service structure:

- The proposed boundary of this service zone is shown on the following page.
- This zone's area could be covered using a single vehicle.
- Scheduled connections would occur at Woodland Mall once every 60 minutes. This is the most frequent schedule determined to be feasible based on the zone geography, potential request locations, and traffic conditions.
- Select fixed-route trips on Route 5 would still serve this area at high-demand times when on-demand service might otherwise be overwhelmed.
- Service would operate on weekdays from 6 a.m. to 10 p.m. This is a long span of service, appropriate to serve the shifts of manufacturing jobs in this zone. Weekend service would also be provided, running from 7 a.m.-7 p.m. Coordination with local employers is highly recommended to ensure the schedule is compatible with their shift times.
- Operations would require 16 revenue hours per weekday, 12 revenue hours per Saturday, and 12 revenue hours per Sunday.

Purposes:

- Coverage for a significant number of employers along Broadmoor Avenue near the Gerald Ford Airport
- Replace Route 17's low-demand service to Gerald Ford Airport

Evaluation:

- This on-demand zone could effectively provide high employment coverage in the Broadmoor/Airport area.
- This zone would offer connections with many bus routes at Woodland Mall. It would also offer connections with Route 44 at Kentwood City Hall.
- StreetLight cellphone origin/destination analysis showed that trips to this zone come most strongly from the areas immediately north and west. This design would provide a relatively direct route from both directions.
- By including the Kentwood City Hall, this zone improves connectivity while also serving some rather low-demand areas.

Walker On-Demand Zone

Job access in Walker was repeatedly identified as a priority. Given the large setbacks and dispersed employment sites, an on-demand service zone that covers both Three Mile Road and future employment growth areas north of I-96 was developed. The Walker On-Demand zone also replaces existing Route 7 service at Walker City Hall. Two peak vehicles would operate in the zone during the morning and afternoon peaks, with one vehicle providing the off-peak service. Connections would be made with Route 9 at Meijer on Alpine Avenue and with Route 7 at Walker Village Drive. Service would be operate on weekdays only.

Zone Summary:
Population: **4,459**
Jobs: **12,357**
Area: 6.3 sq mi
Above 65: 15%
Disabled: 10%

Service structure:

- The proposed boundary of this service zone is shown on the following page.
- While this zone's area could be covered using a single vehicle, we recommend including a second vehicle during peak times to enhance response times.
- Scheduled connections with Route 9 would occur at the Alpine/Hillside Meijer every 30-minutes during peak times and every 60 minutes otherwise. This is the most frequent schedule determined to be feasible based on the zone geography, potential request locations, and traffic conditions.
- The service area would also offer connections with Route 7 at Remembrance/Walker Village.
- Service would operate on weekdays from 6 a.m. to 10 p.m. This is a long span of service, appropriate to serve the shifts of various employers in this zone. Coordination with local employers is highly recommended to ensure the schedule is compatible with their shift times.
- Operations would require 22 total revenue hours (split between two vehicles) per weekday.

Purposes:

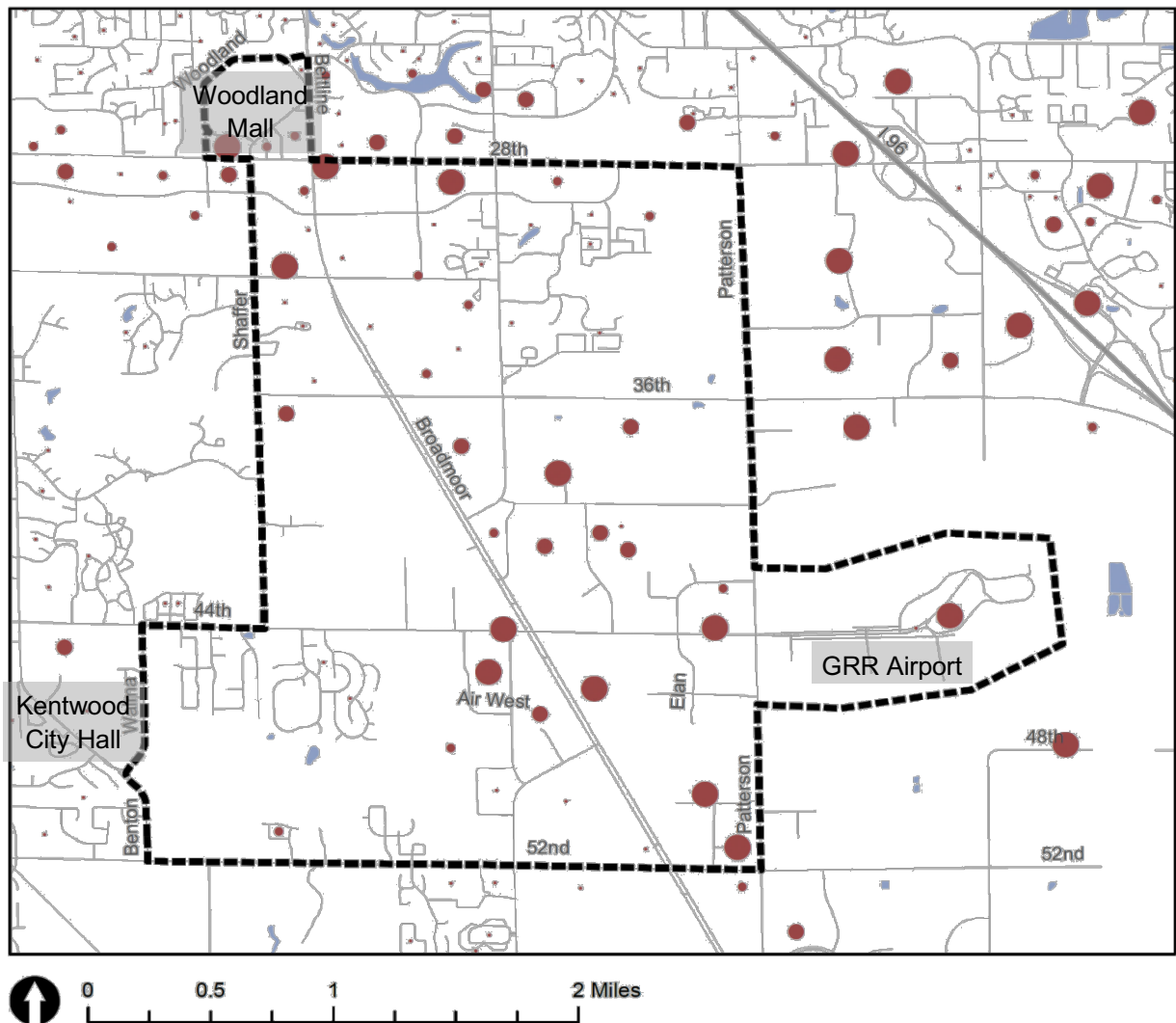
- Coverage for a medium number of employers along Three Mile Road and Four Mile Road
- Replace part of Route 7's low-demand "sail"

Evaluation:

- This on-demand zone could effectively provide employment coverage in the Walker area.

- StreetLight cell-phone based origin/destination analysis showed that the top origin of travelers to this area is Comstock Park to the northeast. This design would provide a relatively direct route for them through the connection with Route 9.
- This design using two vehicles provides robust service and coverage, though it also requires significant investment. The service should have relatively short response times for riders during peak times.

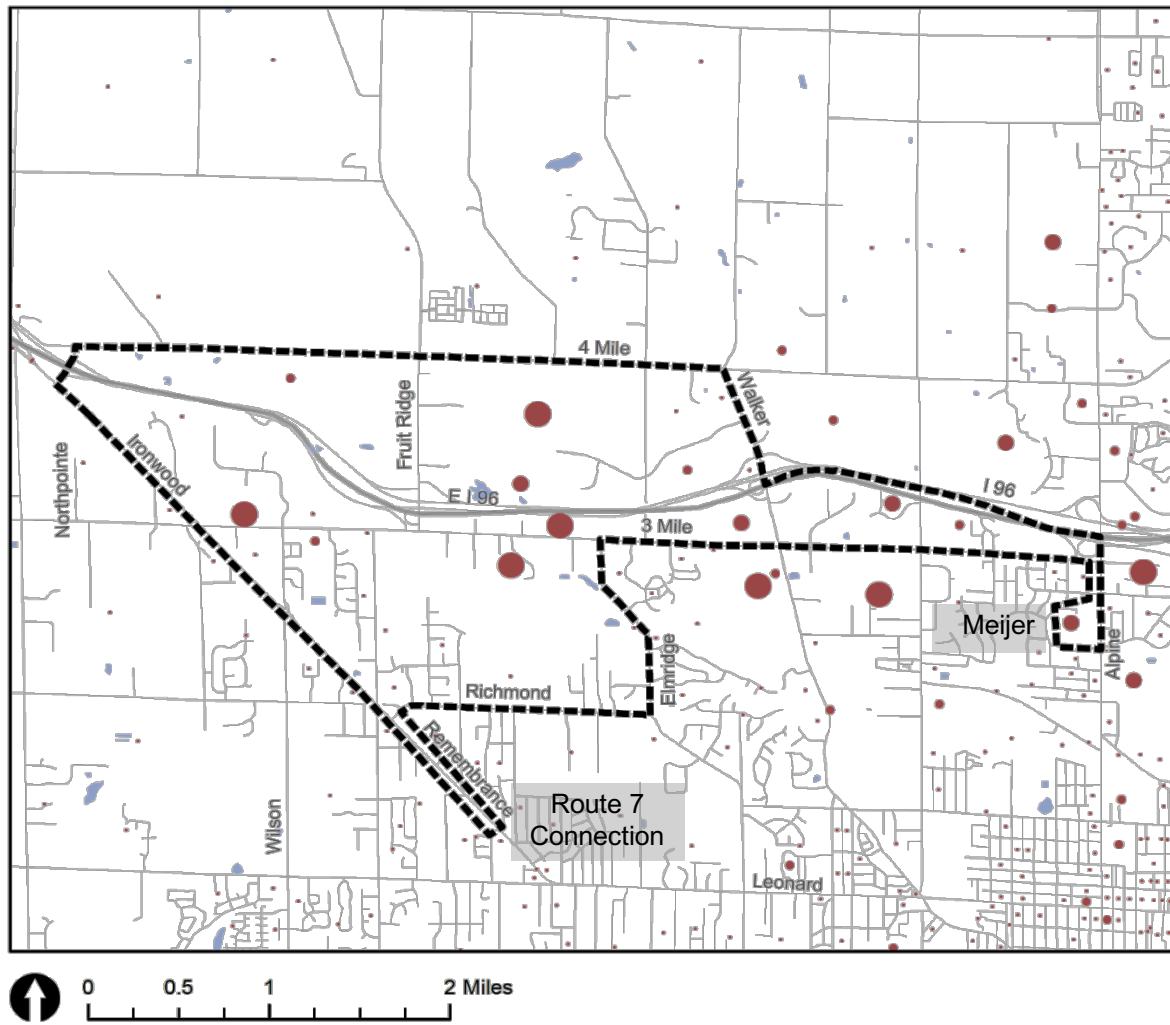
Figure 1 Proposed Broadmoor/GRR On-Demand Zone



Total Workers

- Under 200
- 201 - 500
- 501 - 1,000
- 1,001 - 5,000
- Over 5,000
- ▬ On-Demand Zone

Figure 2 Proposed Walker On-Demand Zone



Total Workers

- Under 200
- 201 - 500
- 501 - 1,000
- 1,001 - 5,000
- Over 5,000
- ▬ On-Demand Zone

Figure 3 Preferred Alternative Service Summary

Route	Frequency: AM Peak	Frequency: Midday	Frequency: PM Peak	Frequency: Night	Frequency: Saturday	Frequency: Sunday	Service Span
Silver Line	15	15	15	30	30	30	5:30 am - 10:15 pm (M-F) 5:30 am - 10:00 pm (Sat) 6:00 am - 7:00 pm (Sun)
Route 1	30	30	30	30	30	30	5:30 am - 10:00 pm (M-F) 5:30 am - 10:00 pm (Sat) 6:30 am - 7:30 pm (Sun)
Route 2	15	15	15	30	30-60	30	5:30 am - 10:30 pm (M-F) 5:15 am - 10:00 pm (Sat) 6:30 am - 7:30 pm (Sun)
Route 4	15	15	15	30	30-60	60	5:30 am - 10:30 pm (M-F) 5:15 am - 10:00 pm (Sat) 7:00 am - 7:00 pm (Sun)
Route 5	30	30	30	60	60	-	5:45 am - 10:15 pm (M-F) 6:30 am - 10:15 pm (Sat)
Route 6	30	30	30	60	30-60	60	5:30 am - 10:15 pm (M-F) 5:30 am - 10:30 pm (Sat) 7:30 am - 7:15 pm (Sun)
Route 7	30	30	30	60	60	60	5:30 am - 10:30 pm (M-F) 5:15 am - 10:15 pm (Sat) 8:00 am - 7:30 pm (Sun)
Route 8	30	30	30	60	60	60	5:30 am - 10:45 pm (M-F) 6:00 am - 9:45 pm (Sat) 7:00 am - 7:00 pm (Sun)
Route 9	15	15	15	30	30-60	60	5:30 am - 10:15 pm (M-F) 5:00 am - 10:15 pm (Sat) 6:30 am - 7:15 pm (Sun)
Route 10	30	30	30	60	60	60	5:45 am - 9:45 pm (M-F) 5:15 am - 10:00 pm (Sat) 7:45 am - 7:00 pm (Sun)
Route 11	▲ 15	▲ 15	▲ 15	30	▲ 30	60	5:45 am - 10:00 pm (M-F) 5:30 am - 10:00 pm (Sat) 6:45 am - 7:00 pm (Sun)
Route 13	30	▼ 60	30	60	60	-	5:45 am - 10:00 pm (M-F) 5:45 am - 10:00 pm (Sat)

Route	Frequency: AM Peak	Frequency: Midday	Frequency: PM Peak	Frequency: Night	Frequency: Saturday	Frequency: Sunday	Service Span
Route 14	30	▼ 60	30	60	60		5:45 am - 10:00 pm (M-F) 5:45 am - 10:00 pm (Sat)
Route 15	30	30	30	60	60	60	5:45 am - 9:45 pm (M-F) 5:30 am - 10:15 pm (Sat) 6:45 am - 7:00 pm (Sun)
Route 16	30	30	30	60	60	60	5:45 am - 10:15 pm (M-F) 5:30 am - 10:15 pm (Sat) 7:30 am - 7:00 pm (Sun)
Route 18	▼ 60	60	60	60	60	-	6:00 am - 10:00 pm (M-F) 6:00 am - 10:00 pm (Sat)
Route 24	30	30	30	60	60	-	6:00 am - 9:30 am (M-F) 6:00 am - 9:45 pm (Sat)
Route 28	30	15-30	15	30	30-60	60	6:00 am - 10:30 pm (M-F) 6:45 am - 10:30 pm (Sat) 7:00 am - 7:00 pm (Sun)
Route 29	30	30	30	30	60	60	6:00 am - 10:30 pm (M-F) 6:45 am - 10:30 pm (Sat) 7:00 am - 7:00 pm (Sun)
Route 44	30	30	30	60	60	▲ 60	5:30 am - 10:30 pm (M-F) 5:30 am - 10:25 pm (Sat) 7:00 am - 7:00 pm (Sun)
Broadmoor / GRR On- Demand	On-Demand (One vehicle)				-	-	6:00 am - 10:00 pm (M-F) 7:00 am - 7:00 pm (Sat) 7:00 am - 7:00 pm (Sun)
Walker On- Demand	On-Demand (Two vehicles peak, one off-peak)				-	-	6:00 am - 10:00 pm (M-F);