



WEST SALEM CONNECTOR REPLACEMENT PLAN

FOR IMPLEMENTATION JANUARY 2018

Background 2

Draft Plan..... 3

Public Outreach 4

Survey Results 5

1: Run Buses More Frequently (24 requests) 5

2: Serve Eola Heights Apts. (8 requests)..... 5

3: Keep Stops Closer to Riders' Homes (8 requests) 6

4: Run Buses to Downtown Transit Center (5 requests)..... 6

5: Travel Farther West on Glen Creek Road (5 requests)..... 6

6: Run Bus Service on Weekends (5 requests) 7

7: Expand to Michigan City and Salemtowne (4 requests) 7

8: Directly Serve Wallace Road Park and Ride (3 requests)..... 7

9: Provide Two-Way Service Instead of One-Way (3 requests) 7

10: Don't Overlap Routes 17 and 27 (3 requests) 8

11: Don't Overlap On Glen Creek and Orchard Hts. (3 requests)..... 8

12: Change Route 26 Schedule for West Salem HS (2 requests) 9

13: Add Route 17 Morning Trip for Connection (1 request)..... 9

Final Recommendation 10

 Cost Estimates 11

 Timetables..... 12

Background

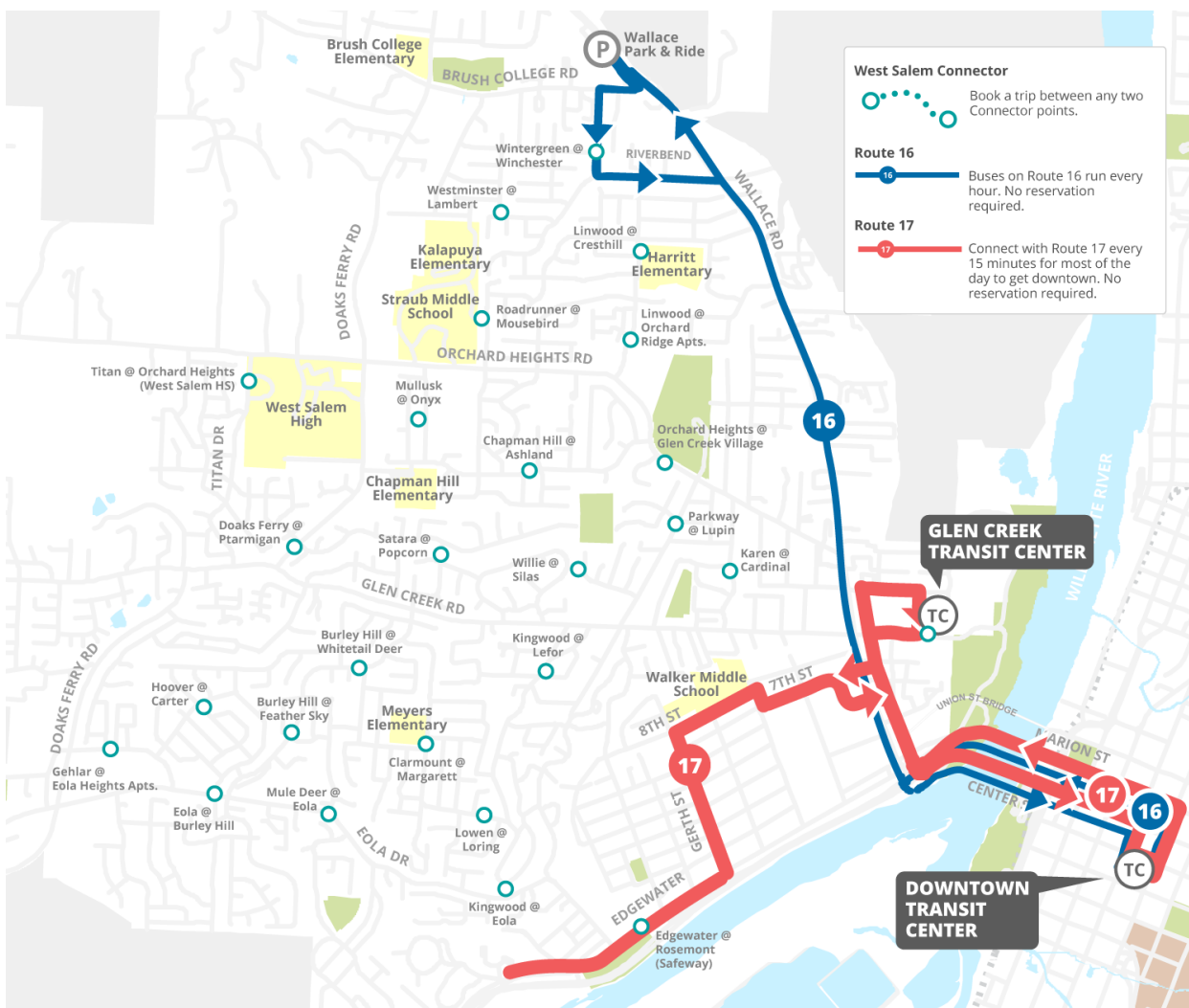
The West Salem Connector on-demand bus service has operated as a pilot project for the past two years. In April 2017, the Cherriots Board of Directors voted to end the pilot and directed staff to explore fixed-route alternatives.

In this process, staff sought to create new routes that are more useful for more people and give riders more certainty about when they can expect the bus to arrive, while also maintaining coverage so riders don't have to walk too far to get to the bus.

Staff developed proposed routes, stops, and schedules using travel pattern data collected throughout the last two years from the West Salem Connector.

If approved by the Board of Directors, these routes go into service on January 2, 2018.

Figure 1. Current West Salem Connector, Route 16, and Route 17



Draft Plan

Below is a map showing the proposed routes staff developed for the Connector replacement. The proposal included full schedules to help riders understand whether the proposed service would work for them.

Figure 2. Draft Connector Replacement Plan



Public Outreach

Staff conducted outreach during June and July 2017 to promote our draft plan for changes to West Salem. The plan included proposed routes, bus stop locations, and draft schedules.

Outreach strategies were developed to reach current Connector riders, current Cherriots bus riders, former Connector riders and the greater West Salem community. Promotional strategies included:

- **Outreach events:**
 - Tabling at Glen Creek Transit Center—July 11, 7-11 a.m.
 - Tabling at West Salem Starbucks—July 12, 7-11 a.m.
 - Tabling at Glen Creek Transit Center—July 13, 12-4 p.m.
- **Presentations:**
 - West Salem Neighborhood Association—July 17, 7-9 p.m. (over 100 people present)
 - West Salem Business Association—July 27, 12-1 p.m.
- **Flyering and Take-Ones:**
 - Flyers posted at businesses around West Salem
 - Take-ones on Connector buses and Routes 16 and 17
- **Digital Promotion:**
 - Webpage (Cherriots.org/WestSalem)
 - Feature on Cherriots.org home page
 - Email blast to Connector riders and Cherriots mailing list
 - Text message to Connector riders
 - Posts on social media (Facebook, Twitter)
 - Link on Book.Cherriots.org and Cherriots.org/Connector

Staff created a short survey both online and on a half-sheet of paper. During events and through other promotional materials, staff encouraged riders to fill out a survey to let us know what they thought of the plan and what, if anything they would change.

Additionally, staff reached out to transit operators internally to get their feedback in the following ways:

- **Request for Ideas in Operator Mailboxes**

The full plan was placed in every transit operators mailbox and operators were instructed to submit their suggestions using an Operator Idea and Comment Form.
- **Presentation to Service Excellence Team**

The proposal was presented to the Service Excellence Team, which includes three operators and representatives from operations, planning, customer service, marketing, maintenance, and safety.

- **Testing of Routing and Schedules**

Planning worked with operations to send operators out on route to test the turns of the routes and to ensure the proposed schedules were realistic.

Survey Results

Altogether, staff received 173 surveys and four suggestions from transit operators. Of those who responded to the survey:

- When asked how respondents felt overall about the proposal, 63% somewhat or strongly liked the proposal, 12% felt neutral, 20% somewhat or strongly disliked the proposal, and 5% were unsure.
- When asked how riders felt about the West Salem Connector, 45% had positive feelings about the Connector, 29% were neutral, 18% had negative feelings about the Connector, and 8% were unsure.
- Of those who responded, 64% had ridden the Connector before and 36% had never ridden the Connector.

There were a number of suggestions made for changes to the proposal. Suggestions below are listed in order for frequency:

1: Run Buses More Frequently (*24 requests*)

This was by far the most requested change to the proposal. Some riders wanted 15-minute service on all routes. Others would have been satisfied with 30-minute service. Although some riders might not have realized Glen Creek and Orchard Heights would have 30-minute corridors, others did realize this but wanted 30-minute service throughout Routes 16, 26, and 27.

Given a fiscally constrained budget, the only way to add more service to these routes would be to reduce coverage. Since maintaining coverage is one of the key goals of this service change, staff decided to keep frequency on the proposed routes as planned.

2: Serve Eola Heights Apts. (*8 requests*)

The pickup and drop-off point in front of Eola Heights Apartments is one of the most popular points on the Connector. Staff did not originally propose providing direct service there because it would require out-of-direction travel. However, given the amount of input received by riders asking for bus service closer to these apartments, staff now believes serving this location is worth the time spent deviating.

CHANGE: Instead of turning left from Burley Hill to Eola, the Route 27 bus will turn right on Eola, right on Doaks Ferry, and right on Gehlar to get to the Eola Heights Apartments. From there the

bus will continue along Gehlar and take a left on Eola. Staff is able to adjust schedules to ensure this does not have any negative effects on on-time performance.

3: Keep Stops Closer to Riders' Homes (8 requests)

Eight respondents asked for either the Connector to remain in addition to the new proposed routes, or for the new routes to weave deeper into the neighborhoods (including on Kingwood Drive, Parkway and Linwood). Most of the concerns centered around riders' ability to walk to a bus stop, or concerns about others being able to walk to a bus stop. It is true that, on average, riders will now have a bit further to walk to these new bus stops. However, staff has made an effort to place bus stops at as many neighborhood entrances as possible in order to reduce walk time. Additionally, those who are not able to walk to the new bus stops still have the option of Cherriots Shop and Ride, our public shopper shuttle and dial-a-ride, and Cherriots LIFT, our paratransit solution.

Running our proposed routes deeper into neighborhoods in most cases would be challenging with a 35-foot bus. Also those living on quiet neighborhood streets often don't appreciate a large bus traveling past their homes. Additionally, it would increase travel time for all the riders who will have to loop through neighborhoods before getting to their ultimate destination. At this time, the cost to run these proposed routes and to keep the West Salem Connector would be cost-prohibitive. Therefore, staff has decided to generally keep the buses on the main streets.

CHANGE: That being said, we were able to make one change to the routing of Route 16 to bring the bus deeper into the neighborhood without having to remove any bus stops. Staff has changed the proposal for Route 16. Instead of taking a left onto Riverbend from Wallace, the bus will take a left on Orchardview, a right on Linwood, and a left on Riverbend. Bus stops will be established at Orchardview @ Woodhill and Linwood @ Orchardview. This will bring the route closer to Harritt Elementary School and will reduce walk distance to bus service for more residents of West Salem.

4: Run Buses to Downtown Transit Center (5 requests)

Many respondents requested Routes 26 and 27 run to the Downtown Transit Center. Staff agrees that running all routes to the Downtown Transit Center would help make for a better rider experience, as most riders ultimately want to go downtown. However, given our fiscal constraints, running service to the Downtown Transit Center would come at the expense of being able to provide coverage and frequency in West Salem. For these reasons, staff have chosen to continue to only run Routes 16 and 17 to downtown.

5: Travel Farther West on Glen Creek Road (5 requests)

Riders have been asking for service farther west on Glen Creek Road for many years. The biggest challenge with providing service this far west is the difficulty of turning around a 35-foot bus. In the future, if Cherriots secures smaller cutaway vehicles to use on these routes, service farther west on Glen

Creek Road could be considered. In the meantime, we are expanding service farther west than what is offered today. With the West Salem Connector, riders on Glen Creek Road have to walk to Doaks Ferry @ Ptarmigan. Now, riders have two new options: Doaks Ferry @ Doaks Ferry and Titan @ Islander.

6: Run Bus Service on Weekends (5 requests)

In the 2017 legislative session, the Oregon State Legislature passed HB 2017, which was recently signed into law by the governor. As a result of this bill, it is likely Cherriots will get weekend bus service in 2019. Staff is beginning to work on a proposal for what service could look like on both Saturdays and Sundays. This proposal will be brought to the public for input in 2018.

7: Expand to Michigan City and Salemtowne (4 requests)

In the past, Cherriots has provided service to these neighborhoods. Although staff would like to bring service back to Michigan City and Salemtowne eventually, given resource constraints expanding coverage here would come at the expense of coverage in places in West Salem that currently have service. Staff's goals of this redesign included maintaining current coverage as much as possible.

8: Directly Serve Wallace Road Park and Ride (3 requests)

A number of respondents requested staff maintain service to Wallace Road Park and Ride. Staff considered bringing Route 16 directly into Wallace Road Park and Ride as is done today. However, service on Riverbend and Wintergreen would have to be removed to make this happen. This would reduce coverage for a large area of West Salem. Although we plan to no longer bring Route 16 directly into the park and ride, riders will still be able to park at the park and ride and walk to the reestablished bus stop at Brush College @ Wintergreen (0.15 miles away).

CHANGE: Staff plans to place a shelter at this location to ensure riders waiting at this stop are comfortable and dry.

9: Provide Two-Way Service Instead of One-Way (3 requests)

Staff prioritizes two-way service over one-way. In the case of the West Salem proposal, staff decided to use one-way loops for two reasons: 1) lack of sidewalks in many places, making two-way service impossible and 2) the goal of prioritizing coverage. If staff decided to provide two-way service given current resources, coverage would have to be reduced significantly.

10: Don't Overlap Routes 17 and 27 (3 requests)

Route 27 is primarily designed to provide service on Glen Creek, Burley Hill, and Eola Drive. Staff's biggest challenge was determining the best way to get the route back to Glen Creek Transit Center. There were three options considered:

1. *From Eola, take a left on Kingwood Drive and a right on Glen Creek.*

This option added coverage on Kingwood Drive. However, it made it more difficult for riders to get to Safeway, Walker Middle School, and other businesses in the Edgewater corridor. Additionally, sidewalks are sparse traveling east on Glen Creek, which would have made it difficult to add any bus stops in this direction.

2. *Travel through the Edgewater corridor, but take Rosemont or Patterson instead of Gerth.*

Both these options would have added coverage to the Edgewater corridor, but only one-way hourly service just two blocks from two-way 15-minute service. Cherrichts would have to incur the cost of building new ADA-accessible bus stops along either of these streets for the benefit of very few people.

3. *Following the path of Route 17 back to Glen Creek Transit Center*

ultimately, staff decided to simply follow the path of Route 17 back to Glen Creek Transit Center. This option might be a bit duplicative, but it gives riders access to Safeway and other businesses in the corridors, and doesn't require Cherrichts to build any additional bus stops.

CHANGE: To alleviate concerns about overlap between Route 17 and 27, staff will adjust the schedules of Route 17 slightly so the two buses are not running at the exact same time. This will also help riders of Route 27 transfer to Route 17 to get downtown.

11: Don't Overlap on Glen Creek and Orchard Hts. (3 requests)

It is true that Routes 16 and 26 both travel down Orchard Heights. However, they are both hourly routes offset by thirty minutes. This effectively creates 30-minute service along this corridor. The same is true on Glen Creek, where Routes 26 and 27 travel together form 30-minute service.

There are two reasons staff chose to run Routes 26 clockwise instead of counterclockwise: 1) Lack of sidewalks on stretches of Orchard Heights and Glen Creek would make it a challenge to serve a route running counterclockwise and 2) running the service in the opposite direction of Routes 16 and 27 would result in uneven service. Buses would not arrive every 30 minutes. Instead, it would be an approximately 15 minute gap in service and then a 45 minute gap in service, which would make the service less useful.

12: Change Route 26 Schedule for West Salem HS (2 requests)

The schedules of Route 26 should get students to West Salem High School on time. Like with the West Salem Connector today, riders will be able to board the bus at 7:00 a.m. from Glen Creek Transit Center and arrive at Titan @ Orchard Heights (WSHS) around 7:10 a.m. School starts at 7:30 a.m.

School gets out at 2:20 p.m. Students wishing to catch the next bus can walk to Orchard Heights @ Doaks Ferry (the bus stop used to service the high school in the past). Route 16 will serve this stop at 2:42 p.m. and bring riders to the Downtown Transit Center.

13: Add Route 17 Morning Trip for Connection (1 request)

One respondent pointed out that riders on the first trip of Route 27 didn't have an easy connection of Route 17.

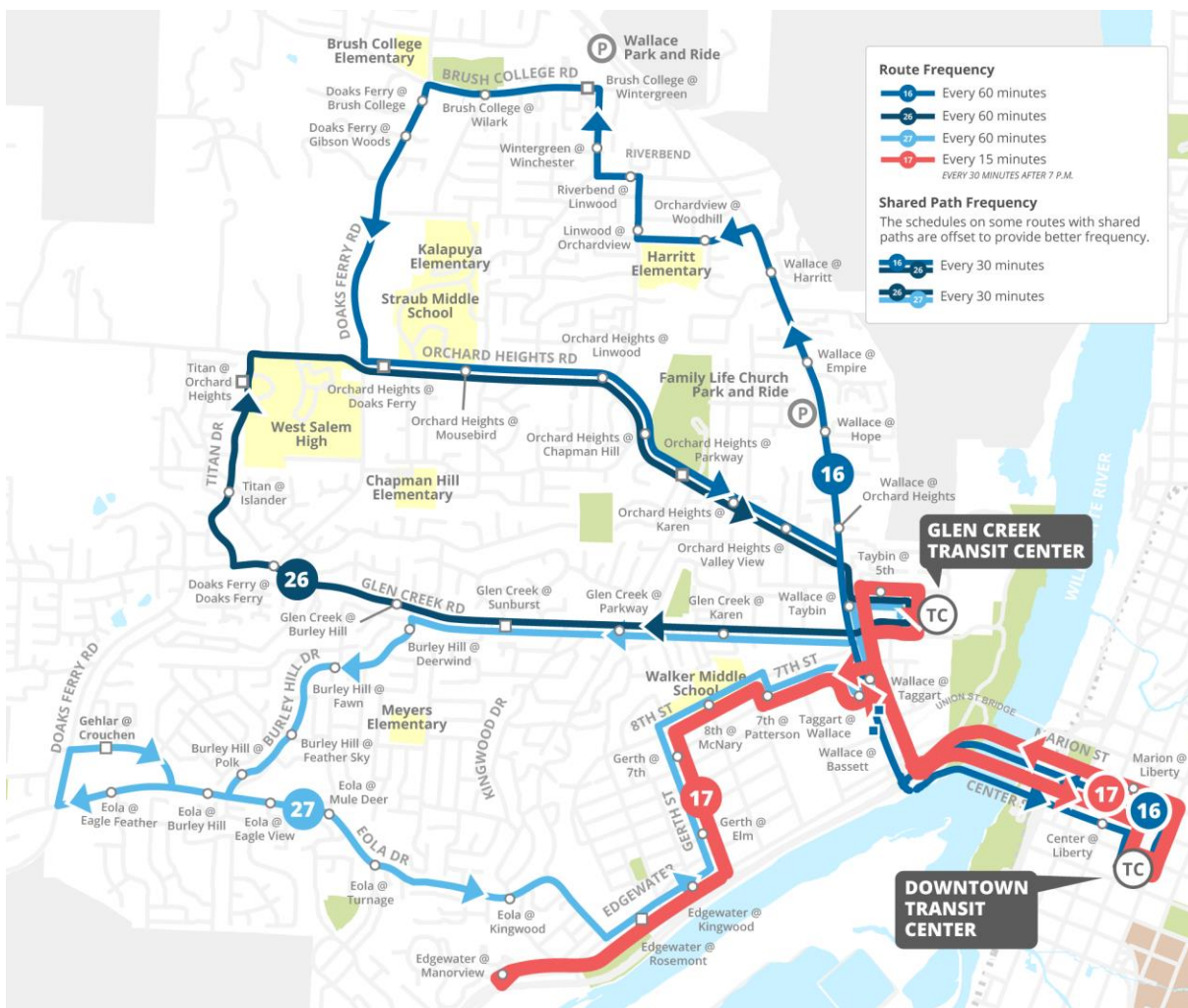
CHANGE: To address this, staff will add a round trip to Route 17 in the morning to help create an easy connection to get downtown on this trip. This will also result in 15-minute service on Route 17 starting earlier, which will benefit riders along that route.

Final Recommendation

In Figure 3 below, you can find staff's final recommendation for redesigned service 6 in West Salem. If approved by the Board of Directors, this service will go into effect on January 2, 2018.

- Route 16 will be modified to form a once-an-hour one-way loop on Wallace, Riverbend, Wintergreen, Brush College, Doaks Ferry, and Orchard Heights.
- The revenue hours from the West Salem Connector and the discontinued Route 2X will be used to create two new routes: Route 26 and Route 27. Route 26 will form a one-way loop on Glen Creek, Titan, and Orchard Heights. Although this bus will run once an hour, the bus will be offset from Route 16 by 30 minutes to create half-an-hour service on Orchard Heights between Doaks Ferry and Wallace.
- Route 27 will form another once-an-hour one-way loop on Glen Creek, Burley Hill, Eola, Doaks Ferry, Gehlar, and through the Edgewater corridor. This route will be offset from Route 26 in order to provide 30-minute service on Glen Creek between Burley Hill and Wallace.

Figure 3. Final Recommendation for Connector Replacement Plan



In total, Cherriots will remove 26 bus stops and Connector points, add 30 new bus stops, and convert four Connector points to bus stops.

Cost Estimates

In Table 1 below are the cost estimates of the new service, including the removal of the West Salem Connector. Revenue hours will increase by 2.5 and the estimated annual cost of the service will be \$210,000. The cost increase is largely a result of the change from contracted operators on the West Salem Connector to in-house operators on Routes 26 and 27.

Table 1. Cost Estimates of West Salem Connector Replacement

	<i>Route</i>	<i>Change in Daily Rev Hrs</i>	<i>Change in Daily Rev Mi</i>	<i>Estimated Change in Annual Cost</i>
REMOVED	West Salem Connector	-15.00	Varies	-\$246,000
ADDED	Route 16	+0.5	+27.3	+\$25,000
	Route 17	+0.8	+7.8	+\$20,000
	Routes 26 & 27	+16.2	+190.5	+\$411,000
TOTAL		+2.5		+\$210,000

Timetables

Full timetables for the new routes are shown in Tables 1-4 below.

Table 1. Route 16 Timetable

Downtown Transit Center DEPART	Wallace @ Taggart	Brush College @ Wintergreen	Orchard Heights @ Doaks Ferry	Orchard Heights @ Parkway	Wallace @ Bassett	Downtown Transit Center ARRIVE
5:25a	5:30a	5:35a	5:40a	5:43a	5:47a	5:54a
6:25a	6:30a	6:35a	6:40a	6:43a	6:47a	6:54a
7:20a	7:28a	7:33a	7:37a	7:40a	7:48a	7:57a
8:25a	8:31a	8:37a	8:41a	8:43a	8:48a	8:55a
9:25a	9:31a	9:37a	9:41a	9:43a	9:48a	9:55a
10:25a	10:31a	10:37a	10:41a	10:43a	10:48a	10:55a
11:25a	11:31a	11:37a	11:41a	11:43a	11:48a	11:55a
12:25p	12:31p	12:37p	12:41p	12:43p	12:48p	12:55p
1:25p	1:31p	1:37p	1:41p	1:43p	1:48p	1:55p
2:25p	2:32p	2:38p	2:42p	2:44p	2:49p	2:57p
3:25p	3:32p	3:38p	3:42p	3:44p	3:49p	3:57p
4:25p	4:32p	4:38p	4:42p	4:44p	4:49p	4:57p
5:25p	5:32p	5:38p	5:42p	5:44p	5:49p	5:57p
6:25p	6:30p	6:36p	6:40p	6:42p	6:47p	6:54p
7:25p	7:30p	7:36p	7:40p	7:42p	7:47p	7:54p
8:25p	8:30p	8:36p	8:40p	8:42p	8:47p	8:54p
9:25p	9:30p	9:36p	9:40p	9:42p	9:47p	9:54p

Table 2. Route 26 Timetable

Glen Creek Transit Center DEPART	Glen Creek @ Sunburst	Titan @ Orchard Heights (West Salem HS)	Orchard Heights @ Parkway	Glen Creek Transit Center ARRIVE
6:00a	6:04a	6:10a	6:14a	6:20a
7:00a	7:04a	7:10a	7:14a	7:20a
8:00a	8:04a	8:10a	8:14a	8:20a
9:00a	9:04a	9:09a	9:13a	9:19a
10:00a	10:04a	10:09a	10:13a	10:19a
11:00a	11:04a	11:09a	11:13a	11:19a
12:00p	12:04p	12:09p	12:13p	12:19p
1:00p	1:04p	1:09p	1:13p	1:19p
2:00p	2:05p	2:10p	2:14p	2:20p
3:00p	3:05p	3:10p	3:14p	3:20p
4:00p	4:05p	4:10p	4:14p	4:20p
5:00p	5:05p	5:10p	5:14p	5:20p
6:00p	6:05p	6:10p	6:14p	6:20p
7:00p	7:04p	7:09p	7:13p	7:19p
7:45p	7:49p	7:54p	7:58p	8:04p
8:45p	8:49p	8:54p	8:58p	9:04p

Table 3. Route 27 Timetable

Glen Creek Transit Center DEPART	Glen Creek @ Sunburst	Gehlar @ Crouchen	Edgewater @ Rosemont	8th @ McNary	Glen Creek Transit Center ARRIVE
5:30a	5:34a	5:40a	5:44a	5:48a	5:53a
6:30a	6:34a	6:40a	6:44a	6:48a	6:53a
7:30a	7:34a	7:40a	7:44a	7:48a	7:53a
8:30a	8:34a	8:40a	8:44a	8:48a	8:53a
9:30a	9:34a	9:39a	9:43a	9:47a	9:52a
10:30a	10:34a	10:39a	10:43a	10:47a	10:52a
11:30a	11:34a	11:39a	11:43a	11:47a	11:52a
12:30p	12:34p	12:39p	12:43p	12:47p	12:52p
1:30p	1:34p	1:39p	1:43p	1:47p	1:52p
2:30p	2:35p	2:41p	2:45p	2:49p	2:56p
3:30p	3:35p	3:41p	3:45p	3:49p	3:56p
4:30p	4:35p	4:41p	4:45p	4:49p	4:56p
5:30p	5:35p	5:41p	5:45p	5:49p	5:56p
6:30p	6:35p	6:41p	6:45p	6:49p	6:56p
7:15p	7:19p	7:24p	7:28p	7:32p	7:37p
8:15p	8:19p	8:24p	8:28p	8:32p	8:37p
9:15p	9:19p	9:24p	9:28p	9:32p	9:37p

Table 4. Route 17 Timetable

Downtown Transit Center DEPART	Glen Creek Transit Center	8th @ Gerth	Edgewater @ Manorview ARRIVE	Edgewater @ Manorview DEPART	8th @ McNary	Glen Creek Transit Center	Downtown Transit Center ARRIVE
—	—	—	—	5:37a	5:41a	5:46a	5:53a
—	—	—	—	5:52a	5:56a	6:01a	6:08a
—	—	—	—	6:07a	6:11a	6:16a	6:23a
6:00a	6:07a	6:11a	6:17a	6:22a	6:26a	6:31a	6:38a
6:15a	6:22a	6:26a	6:32a	6:37a	6:41a	6:46a	6:53a
6:30a	6:37a	6:41a	6:47a	6:52a	6:56a	7:01a	7:08a
6:45a	6:52a	6:56a	7:02a	7:07a	7:11a	7:16a	7:23a
7:00a	7:07a	7:11a	7:17a	7:22a	7:26a	7:31a	7:38a
7:15a	7:22a	7:26a	7:32a	7:37a	7:41a	7:46a	7:53a
7:30a	7:37a	7:41a	7:47a	7:52a	7:56a	8:01a	8:08a
7:45a	7:52a	7:56a	8:02a	8:07a	8:11a	8:16a	8:23a
8:00a	8:07a	8:11a	8:17a	8:22a	8:26a	8:31a	8:38a
8:15a	8:22a	8:26a	8:32a	8:37a	8:41a	8:46a	8:53a
8:30a	8:37a	8:41a	8:47a	8:52a	8:56a	9:01a	9:08a
8:45a	8:52a	8:56a	9:02a	9:07a	9:11a	9:16a	9:23a
9:00a	9:07a	9:12a	9:18a	9:22a	9:26a	9:31a	9:38a
9:15a	9:22a	9:27a	9:33a	9:37a	9:41a	9:46a	9:53a
9:30a	9:37a	9:42a	9:48a	9:52a	9:56a	10:01a	10:08a
9:45a	9:52a	9:57a	10:03a	10:07a	10:11a	10:16a	10:23a
10:00a	10:07a	10:12a	10:18a	10:22a	10:26a	10:31a	10:38a
10:15a	10:22a	10:27a	10:33a	10:37a	10:41a	10:46a	10:53a
10:30a	10:37a	10:42a	10:48a	10:52a	10:56a	11:01a	11:08a
10:45a	10:52a	10:57a	11:03a	11:07a	11:11a	11:16a	11:23a
11:00a	11:07a	11:12a	11:18a	11:22a	11:26a	11:31a	11:38a
11:15a	11:22a	11:27a	11:33a	11:37a	11:41a	11:46a	11:53a
11:30a	11:37a	11:42a	11:48a	11:52a	11:56a	12:01p	12:08p
11:45a	11:52a	11:57a	12:03p	12:07p	12:11p	12:16p	12:23p
12:00p	12:07p	12:12p	12:18p	12:22p	12:26p	12:31p	12:38p

Downtown Transit Center DEPART	Glen Creek Transit Center	8th @ Gerth	Edgewater @ Manorview ARRIVE	Edgewater @ Manorview DEPART	8th @ McNary	Glen Creek Transit Center	Downtown Transit Center ARRIVE
12:15p	12:22p	12:27p	12:33p	12:37p	12:41p	12:46p	12:53p
12:30p	12:37p	12:42p	12:48p	12:52p	12:56p	1:01p	1:08p
12:45p	12:52p	12:57p	1:03p	1:07p	1:11p	1:16p	1:23p
1:00p	1:07p	1:12p	1:18p	1:22p	1:26p	1:31p	1:38p
1:15p	1:22p	1:27p	1:33p	1:37p	1:41p	1:46p	1:53p
1:30p	1:37p	1:42p	1:48p	1:52p	1:56p	2:01p	2:08p
1:45p	1:52p	1:57p	2:03p	1:59p	2:04p	2:13p	2:23p
2:00p	2:12p	2:17p	2:24p	2:14p	2:19p	2:28p	2:38p
2:15p	2:27p	2:32p	2:39p	2:29p	2:34p	2:43p	2:53p
—	—	—	—	2:44p	2:49p	2:58p	3:08p
2:30p	2:42p	2:47p	2:54p	2:59p	3:04p	3:13p	3:23p
2:45p	2:57p	3:02p	3:09p	3:14p	3:19p	3:28p	3:38p
3:00p	3:12p	3:17p	3:24p	3:29p	3:34p	3:43p	3:53p
3:15p	3:27p	3:32p	3:39p	3:44p	3:49p	3:58p	4:08p
3:30p	3:42p	3:47p	3:54p	3:59p	4:04p	4:13p	4:23p
3:45p	3:57p	4:02p	4:09p	4:14p	4:19p	4:28p	4:38p
4:00p	4:12p	4:17p	4:24p	4:29p	4:34p	4:43p	4:53p
4:15p	4:27p	4:32p	4:39p	4:44p	4:49p	4:58p	5:08p
4:30p	4:42p	4:47p	4:54p	4:59p	5:04p	5:13p	5:23p
4:45p	4:57p	5:02p	5:09p	5:14p	5:19p	5:28p	5:38p
5:00p	5:12p	5:17p	5:24p	5:29p	5:34p	5:43p	5:53p
5:15p	5:27p	5:32p	5:39p	5:44p	5:49p	5:58p	6:08p
5:30p	5:42p	5:47p	5:54p	5:59p	6:04p	6:13p	6:23p
5:45p	5:57p	6:02p	6:09p	6:14p	6:19p	6:28p	6:38p
6:00p	6:12p	6:17p	6:24p	6:29p	6:34p	6:43p	6:53p
6:15p	6:27p	6:32p	6:39p	6:44p	6:49p	6:58p	7:08p
6:30p	6:42p	6:47p	6:54p	6:54p	6:59p	7:08p	7:18p
6:45p	6:57p	7:02p	7:09p	7:09p	7:13p	7:18p	7:25p
7:00p	7:07p	7:11p	7:17p	7:34p	7:38p	7:43p	7:50p

Downtown Transit Center DEPART	Glen Creek Transit Center	8th @ Gerth	Edgewater @ Manorview ARRIVE	Edgewater @ Manorview DEPART	8th @ McNary	Glen Creek Transit Center	Downtown Transit Center ARRIVE
7:30p	7:37p	7:41p	7:47p	8:04p	8:08p	8:13p	8:20p
8:00p	8:07p	8:11p	8:17p	8:34p	8:38p	8:43p	8:50p
8:30p	8:37p	8:41p	8:47p	9:04p	9:08p	9:13p	9:20p
9:00p	9:07p	9:11p	9:17p	—	—	—	—