

Map two includes clusters of apartments, schools, hospitals, and commercial areas.

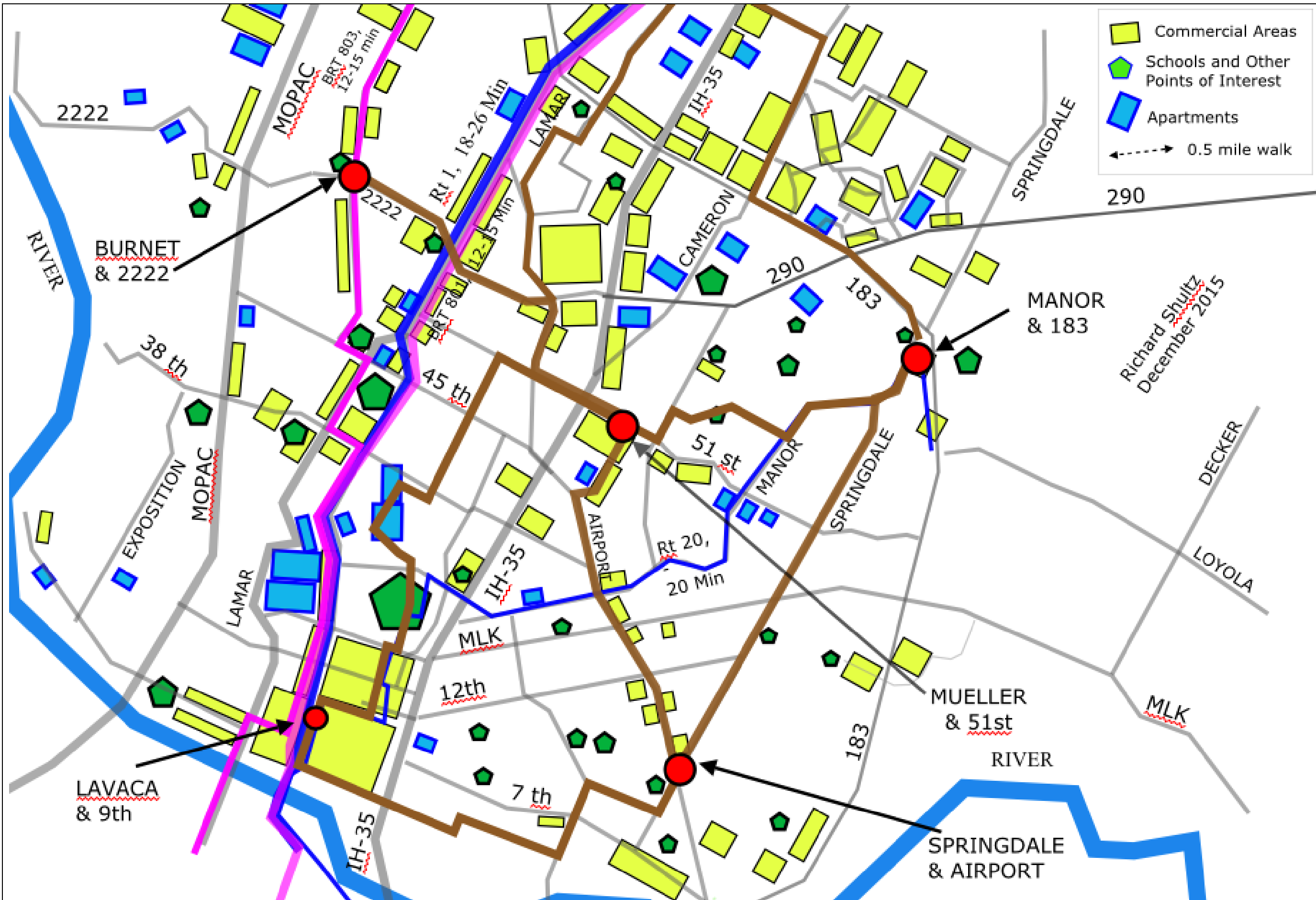
Green pentagons are hospitals, schools and colleges.

Commercial areas are shown as yellow rectangles.

Clusters of apartments are shown as blue rectangles.

Most of the lower 30% by income live in apartments. The lower 30% are at or below twice the Federal poverty guideline. That is about \$44,000 for a family of four. They can't afford a car and still save for retirement. Many of these apartments get no bus service or infrequent service.

Richard Shultz
December 2015



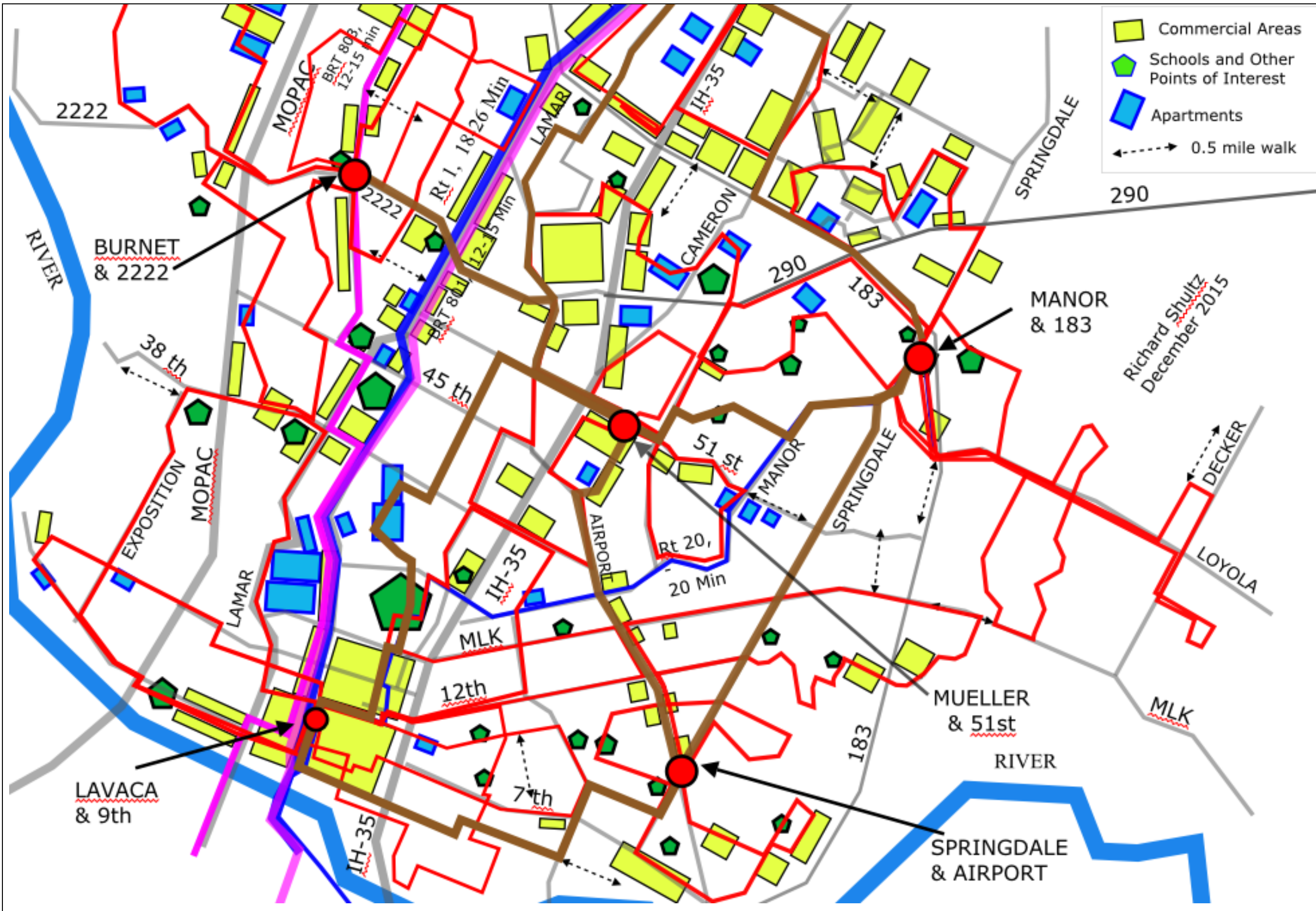
Map three has hubs and connecting feeders that link hubs.

This map adds proposed hubs and some of the proposed new feeder routes.

Brown lines are new feeder routes that would connect hubs. Several feeder routes would converge at a typical hub (red circles).

Hub feeders would run every ten minutes and make 10 stops per mile. They would run in both directions.

Most existing routes are not shown on this map.



This map adds looping feeder routes in red. Looping feeders start and end the trip at the same hub. They would run every ten minutes. Loop routes run in only one direction and make ten stops per mile.

Walk distances of .5 miles are shown as short dashed black lines with arrows at both ends.

Most apartments would get better service with a cellular approach. The routes would run more often and pass closer to many apartments.

Most of the existing service routes would be eliminated. The BRT routes would remain.

Hubs would also be connected by express routes that are shown on other maps.

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