



Interurban Transit Partnership

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Mr. Frank Wash
City of Walker Planning Director
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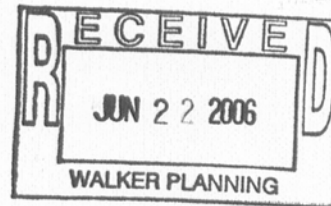
June 21, 2006

Dear Mr. Wash,

Thank you for providing *The Rapid* an opportunity to comment on the Orchard Park development on May 22, 2006. I have reviewed the site plan that you provided and have attempted to respond to your questions regarding providing transit service to the site as thoroughly as possible. Please feel free to contact me at cvenema@ridetherapid.org or at 774-1191 if you have any question or concerns. Thanks again, and I hope that *The Rapid* and the City of Walker can continue to be outstanding partners.

Very sincerely,

Conrad Venema
Strategic Planning Manager
The Rapid



1. What is the need/desire for Public Transit Onsite?

The Rapid believes that a development with the scale, scope and vision like Orchard Park will require public transit service onsite in order to be truly successful. The sheer number of Home-Based Work trips to and from this site is sure to stimulate demand although this is difficult to accurately determine at this point. Regardless, the transit-friendly design of the project along with a well-designed bus route and adequate passenger amenities will make the service a success.

2. What are the Ridership projections for a new route or route extension to the site?

Public transit comprises approximately 1-2% of the Home-Based Work trips that occur in the Grand Rapids Metropolitan area. The Ridership estimation for a new route or a route extension is likely to be 1-2% of the total trips to and from Orchard Park.

3. What are the fiscal impact projections?

The operating and capital cost of adding new service to Orchard Park depends on the length of the route and the frequency/days of service. If *The Rapid* creates a new route with 30-minute service from Central Station Monday through Friday from 6:30 AM – 6:30 PM, the annual operating cost is approximately \$325,000. If Orchard Park is served by a route extension of Route 9 Alpine Monday through Friday from 6:30 AM – 6:30 PM, the annual operating cost is approximately \$162,000. Some or all of this cost is potentially offset by the \$264,000 increase in property tax revenue that Orchard Park is anticipated to generate for *The Rapid*.

4. What are the regional/local system impacts and does this project fit into *The Rapid's* strategic plans?

The Rapid had not previously identified this part of Walker as an area for future fixed-route transit service. Nevertheless, fixed-route service can be provided with minimal impacts to the rest of the fixed-route system if a revenue source can be provided.

