

*The Rapid*

# Transit Master Plan Preferred Scenario

*May 2010*

*Moving Our Community Forward*

TRANSIT MASTER PLAN

*the rapid*

# Presentation

- Review of Public Outreach and Community Priorities
- “Preferred” Scenario
  - Proposed Improvements
  - Transit-Oriented Development
  - Costs & Financing
- Review of 3 Planning Scenarios
  - How would GR metro compare to peer cities?
- Next Steps

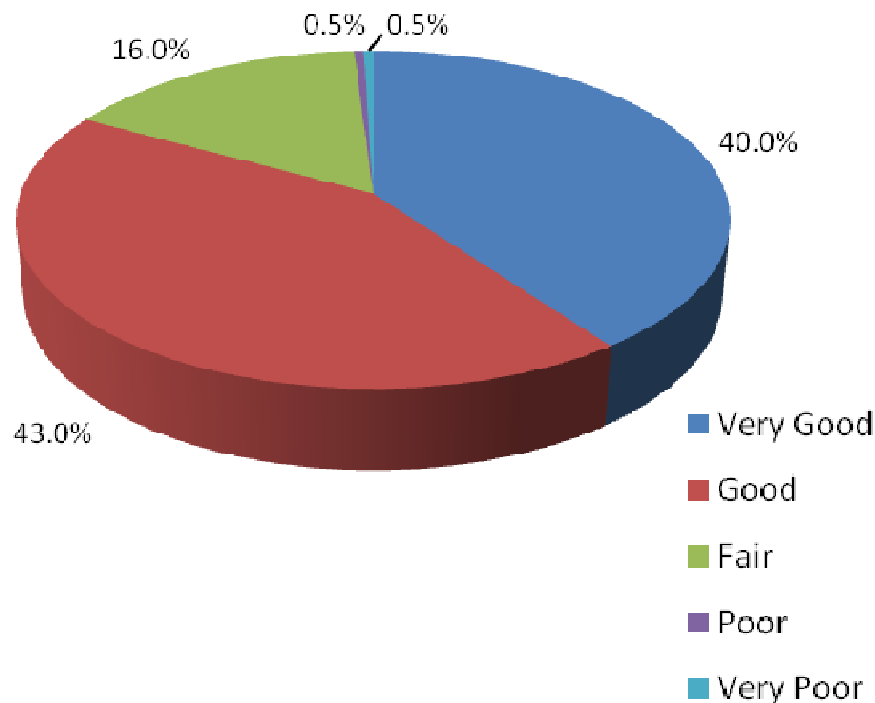
# Inputs to the Planning Process

- Public Comments at 6 Community Workshops (November 2009)
- Rider Surveys and Online Surveys
- Technical Advisory Team (other public agencies)
- Visioning Workshops with Mobile Metro 2030 Task Force
- 5 additional Community Workshops (May 2010)

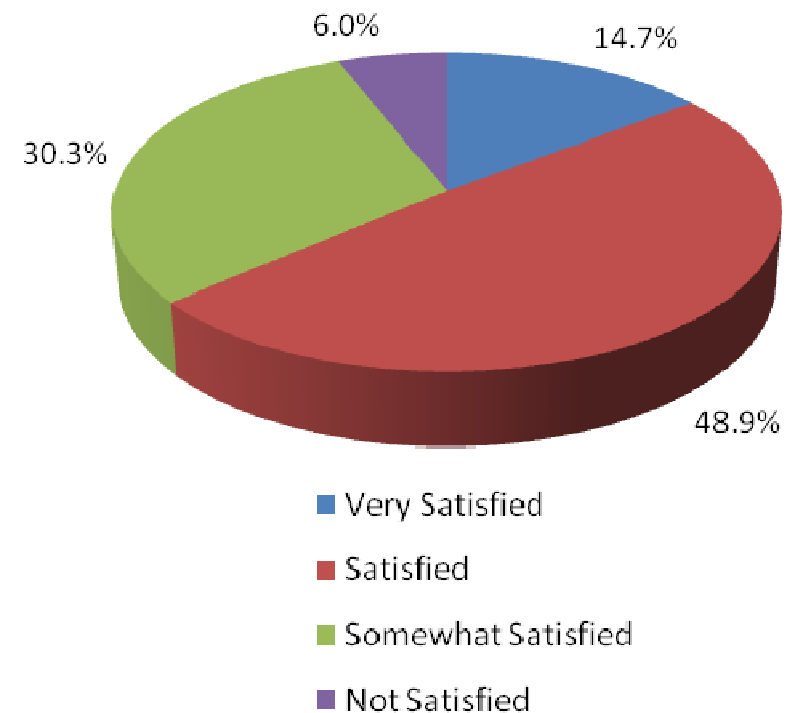


# Common Themes

Sept 2009 Rider Survey



Transit Master Plan Survey (Oct '09-Apr '10)



Public is generally satisfied with The Rapid's services;  
however, there is room for improvement

# Priorities for Transit Improvements

## ❖ Top 5 Priorities:

- #1 - Expand Service Hours
- #2 - More Frequent Service
- #3 - More Choices like BRT, Streetcars
- #4 - Extend Service to Growth Areas in County
- #5 - Improve Service in Under-served Areas

*2. In your opinion, please rank your TOP FIVE priorities (#1 being your first priority) for possible transit enhancements*

Priority	#1	#2	#3	#4	#5
a. Increased service frequency	18.0%	13.3%	11.2%	7.2%	6.2%
b. Extended service hours (specifically, evenings and weekends)	21.9%	15.1%	13.3%	9.5%	5.8%
c. Providing more express and limited stop service	2.8%	4.3%	4.7%	8.7%	8.2%
d. More choices in transit, such as Bus Rapid Transit (BRT) and streetcar	11.3%	9.7%	8.3%	3.8%	8.2%
e. Enhanced service to under-served areas	10.6%	10.0%	10.4%	9.1%	10.1%
f. Improved accommodations for seniors and disabled	2.8%	5.4%	1.8%	3.0%	2.3%
g. Increased county-wide service	11.0%	10.4%	9.4%	7.6%	7.4%
h. More park-n-ride lots	1.4%	1.1%	1.8%	2.7%	4.3%
i. More passenger amenities (such as bus shelters and benches)	3.2%	2.9%	5.4%	8.0%	8.2%
j. Increased public-private partnership opportunities	0.0%	3.2%	1.4%	3.4%	1.9%
k. Improvements to the time it takes to travel by bus	5.3%	9.7%	8.3%	10.3%	9.7%
l. Fare payment options that make boarding quicker and purchasing passes more convenient	4.6%	5.7%	7.9%	10.3%	8.9%
m. Better connections or more direct service to downtown Grand Rapids employment, medical services, and entertainment destinations	4.6%	3.9%	8.6%	8.4%	7.8%
n. Improvements to passenger information	0.0%	0.7%	3.2%	3.4%	3.9%
o. Enhanced integration with Amtrak and other transportation modes	2.5%	4.7%	4.3%	4.6%	7.0%

# Concepts for New Rapid Services

## Bus Improvements

- Longer Service Hours
- More Frequent Service
- Regional Express Buses
- Bus Rapid Transit
- More Crosstown Routes
- New Routes to Growth Areas
- Downtown Circulation

## Go!Bus Improvements

- Expand Go!Bus to New Local Bus Routes
- Accessibility Improvement Plan
- Same Day Booking Policy (Space Available)

## Potential Streetcar Opportunities

- Downtown/North Monroe
- West Side/West Grand
- Medical Mile
- East Grand Rapids

# Intermodal Connections

- Improve Bicycle and Pedestrian Networks
- Improve Intercity Connections
  - Amtrak
  - Greyhound
  - Indian Trails
- Implement Car Sharing Program (ZipCar)
- Downtown Bicycle Locker Facility (BikeStation)



# 3 Planning Scenarios (A, B & C)

## Planning Priorities

**Scenario A:** Improve Local Bus Service within Rapid Service Area

**Scenario B:** Continue to Improve Local Bus Service and Initiate Express Bus and Modern Streetcar

**Scenario C:** Expand Modern Streetcar Network, New Express Bus Routes, New Local and Crosstown Routes in Growth Areas



# Preferred Scenario

- Common Themes from Recent Community Workshops:
  - The majority commented that the Plan should be visionary and help attract new employers and residents. Scenarios A and B are short sighted, and with those, the Grand Rapids area will fall behind other Michigan cites. (*Scenario C*)
  - Some noted that the Plan should be conservative due to difficult financial times. (*Scenario A*)
  - A few felt the Plan needs to be visionary, but realistic. (*Scenario B*)
- Our Preferred Scenario uses the Scenario B's cost target, but incorporates several of the new services proposed for Scenario C.

# Preferred Scenario Recommendations

## ***Expanded Span of Service***

### **Current Service**

- 4 routes operate without weekday evening service
- 6 routes operate without Saturday evening service
- 9 routes operate without Sunday service
- No holiday service

### **Proposed Service (all routes)**

- Weekdays: 5am to 12am
- Saturdays: 6am to 12am
- Sundays and Holidays: 7am to 9pm

# Preferred Scenario Recommendations

## *Improved Service Frequency*

### Current Service

- Only route with 15 min weekday off-peak service is Route 1 - Division
- Only route with 30 min weekday evening service is Route 1 - Division
- Only route with 30 min Saturday evening service is Route 1 - Division
- Only routes with 30 min Sunday service are Route 1 - Division and Route 2 - Kalamazoo

### Proposed Service

- BRT frequencies on Division Avenue and Lake Michigan Drive (10 min peak/15 min off-peak)
- 15 min weekday off-peak on Routes 2 - Kalamazoo, 4 - Eastern, 6 - Eastown, 9 - Alpine and 11 - Plainfield
- 30 min nights and weekends on most routes

# Preferred Scenario Recommendations

## *Other Route Improvements*

- Corridor extensions:
  - Alpine Ave
  - Plainfield Ave
  - East Fulton St
  - 28<sup>th</sup> St
- Byron/Gaines extensions:
  - Route 16 - Wyoming to Byron Center
  - Route 10 - Clyde Park to 76<sup>th</sup> St
  - Route 1 - Division (local) to 76<sup>th</sup> St
  - Route 4 - Eastern to 76<sup>th</sup> St
  - Route 2 - Kalamazoo to Gaines Marketplace

# Preferred Scenario Recommendations

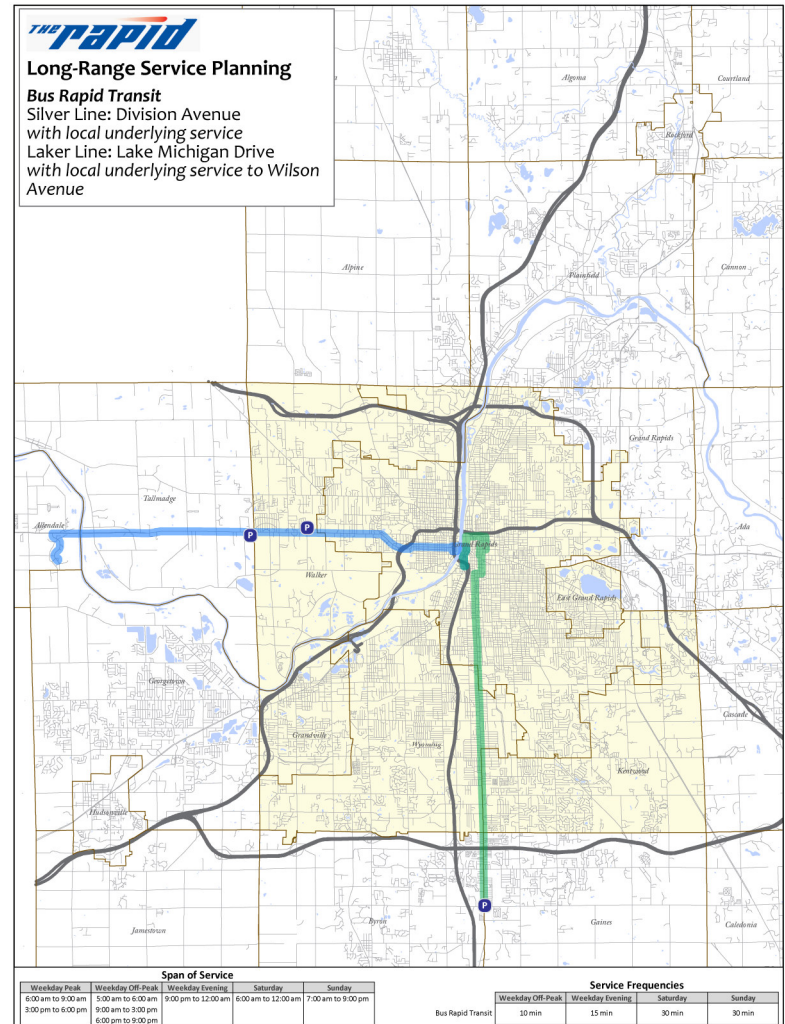
## ***Go!Bus Improvements***

- Service expansion along new local routes
- Span of service expansion
- Holiday service
- Same Day Bookings (Space Available)
- Accessibility Improvement Plan

# Preferred Scenario Recommendations

## New Services

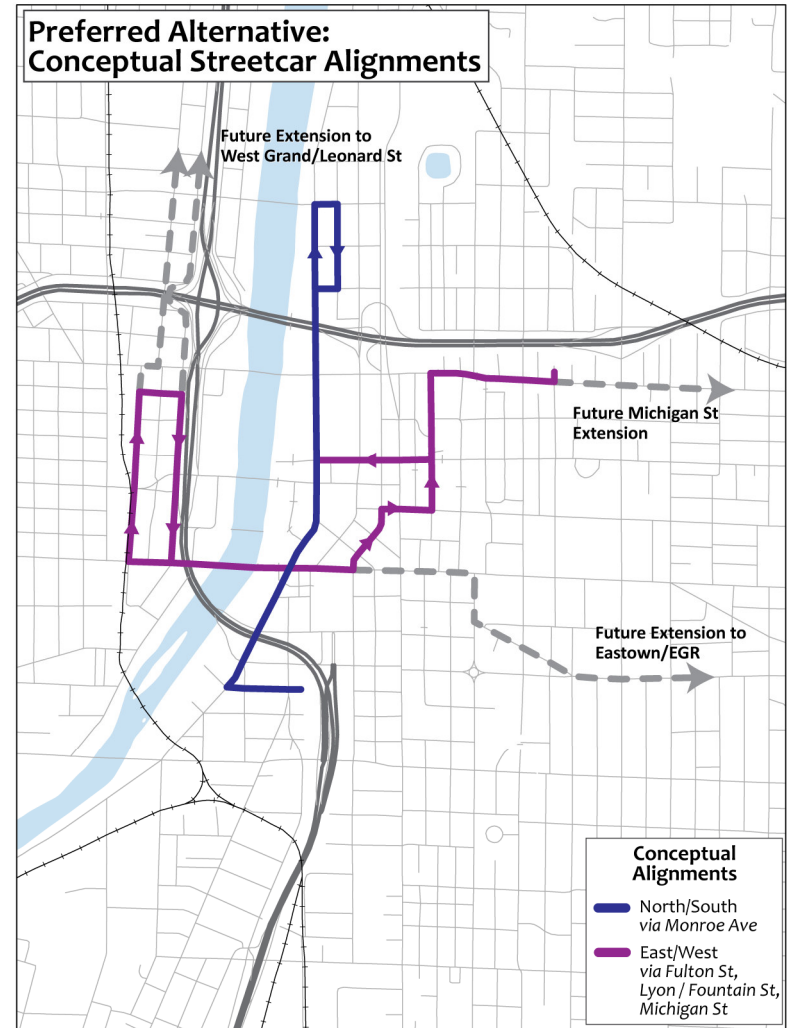
- **Bus Rapid Transit**
  - Silver Line (Division Avenue)
  - “Laker” Line (Lake Michigan Drive)



# Preferred Scenario Recommendations

## *New Services*

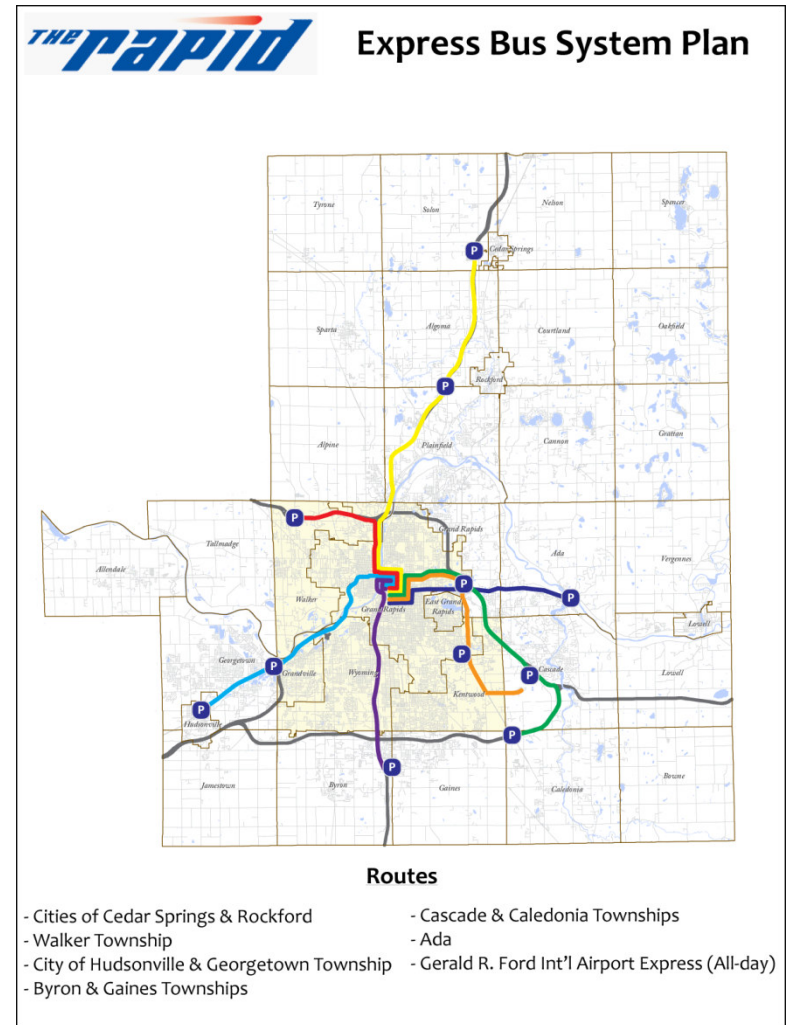
- **Modern Streetcar**
  - Downtown Line (North Monroe to Rapid Central Station)
  - West Side/Medical Mile Line



# Preferred Scenario Recommendations

## New Services

- **Express Bus**
  - Airport
  - Cedar Springs/Rockford
  - Walker (Fruit Ridge Ave)
  - Georgetown Township/Hudsonville
  - Byron/Gaines Townships (US 131 @ 76<sup>th</sup> St)
  - Cascade/Caledonia Townships
  - Ada Village





# Preferred Scenario Recommendations

## ***New Services***

- Crosstown Routes
  - Leonard Street
  - 3-Mile Road
- Local Routes
  - Georgetown Township/Hudsonville
  - Walker Ave/3-Mile Rd
  - Rockford/Knapp's Corner
  - Comstock Park/Belmont

# Preferred Scenario Recommendations

## *What is not in the Preferred Scenario?*

- Modern Streetcar (*Scenario C*)
  - East/West Extension to West Grand
  - East/West Extension on Michigan St to Eastern Ave
  - New Route from East Grand Rapids to Downtown/Medical Mile
- Crosstown Routes (*Scenario C*)
  - East Beltline Ave
  - Wilson Ave
  - Wyoming / Byron Township
  - Kentwood / Gaines Township
- Service Enhancements (*Scenario B*)
  - 10 min service on Routes 2 - Kalamazoo, 4 - Eastern, 6 - Eastown, 9 - Alpine and 11 - Plainfield

# Cost Summary

## How Much Will it Cost to Operate?

Annual Operating Cost in 2030		
	<u>Cost (M\$)</u>	<u>% Change</u>
<b>Existing + Inflation</b>	<b>\$59.5</b>	<b>n/a</b>
<i>Scenario A</i>	<i>\$102.0</i>	<i>71%</i>
<i>Scenario B</i>	<i>\$122.3</i>	<i>106%</i>
<i>Scenario C</i>	<i>\$166.5</i>	<i>180%</i>
<b>Preferred</b>	<b>\$119.6</b>	<b>101%</b>

- O&M cost of Preferred Scenario is roughly double that of existing service

# Cost Summary

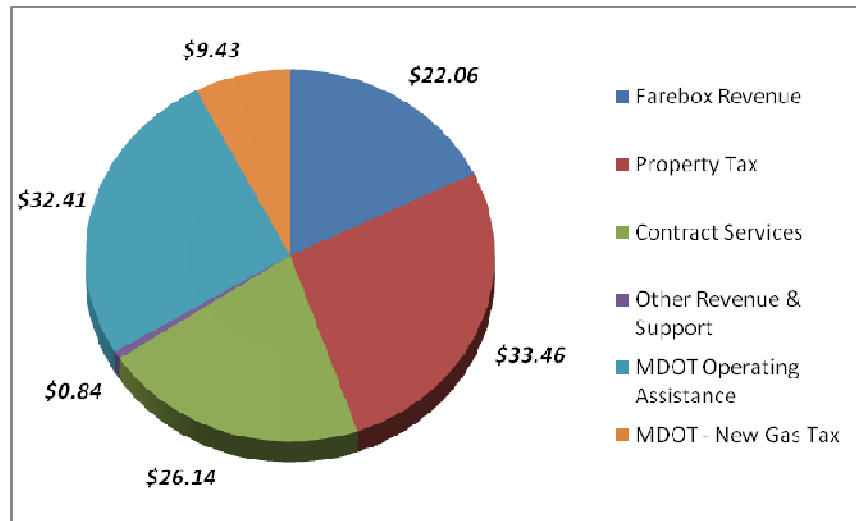
## How Much Will it Cost to Build (in 2010 dollars)?

Total Capital Cost, 2011 - 2030		
	Cost (M\$)	% Change
Existing	\$281.9	n/a
<i>Scenario A</i>	<i>\$412.5</i>	<i>46%</i>
<i>Scenario B</i>	<i>\$523.1</i>	<i>86%</i>
<i>Scenario C</i>	<i>\$1,114.0</i>	<i>295%</i>
Preferred	\$570.3	102%

- Capital cost of Preferred Scenario is also roughly double that of existing service
- Capital cost primarily funded through state and federal contributions
- As a point of reference, M-6 cost \$650 Million in 2004 dollars

# Cost Summary

## How Could the Preferred Scenario be Paid For?



### Additional funding requirements:

State: Increased gas tax revenues (+ \$9.5M per year by 2030)

Outside Rapid Service Area: Add'l contracted services (+ \$14.1M per year by 2030)

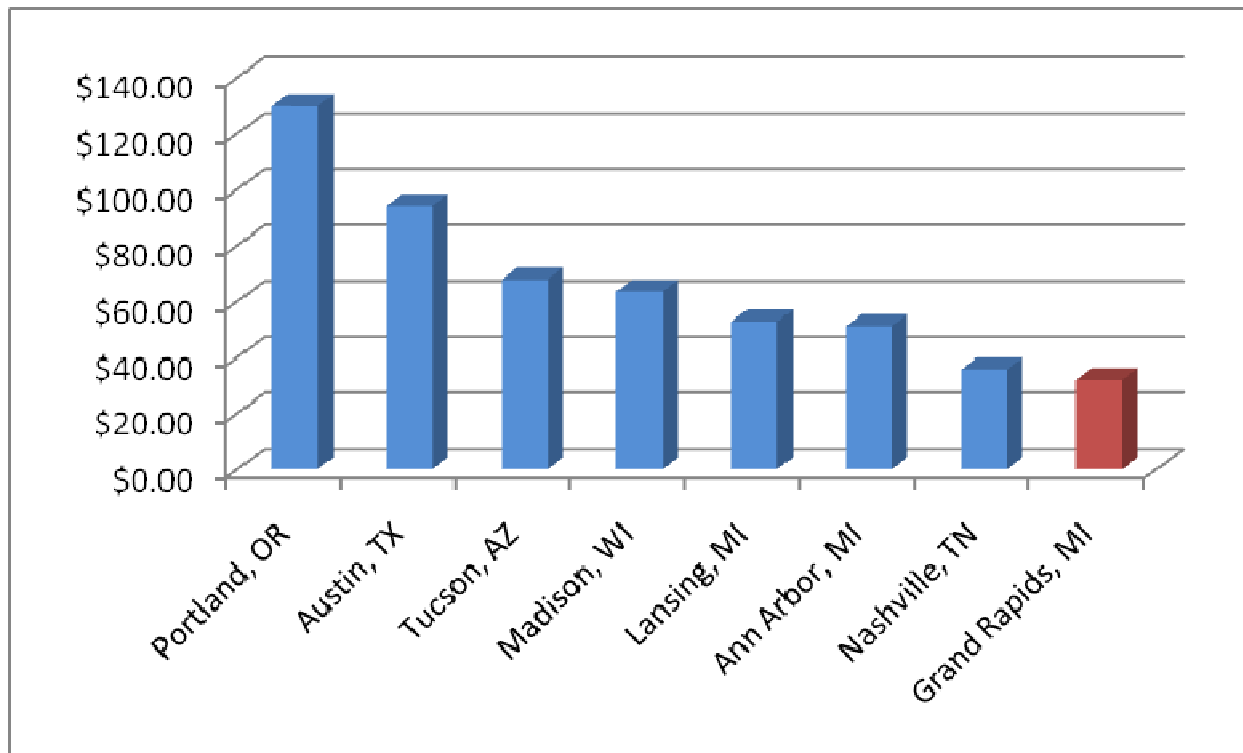
Local: Increased millage (1.12 to ~1.96 Mills)

Fares: Increased over time to maintain a consistent percentage of revenue

# Finance

## The Rapid Investment Versus Other Communities

Transit Funding per Capita for Peer Agencies

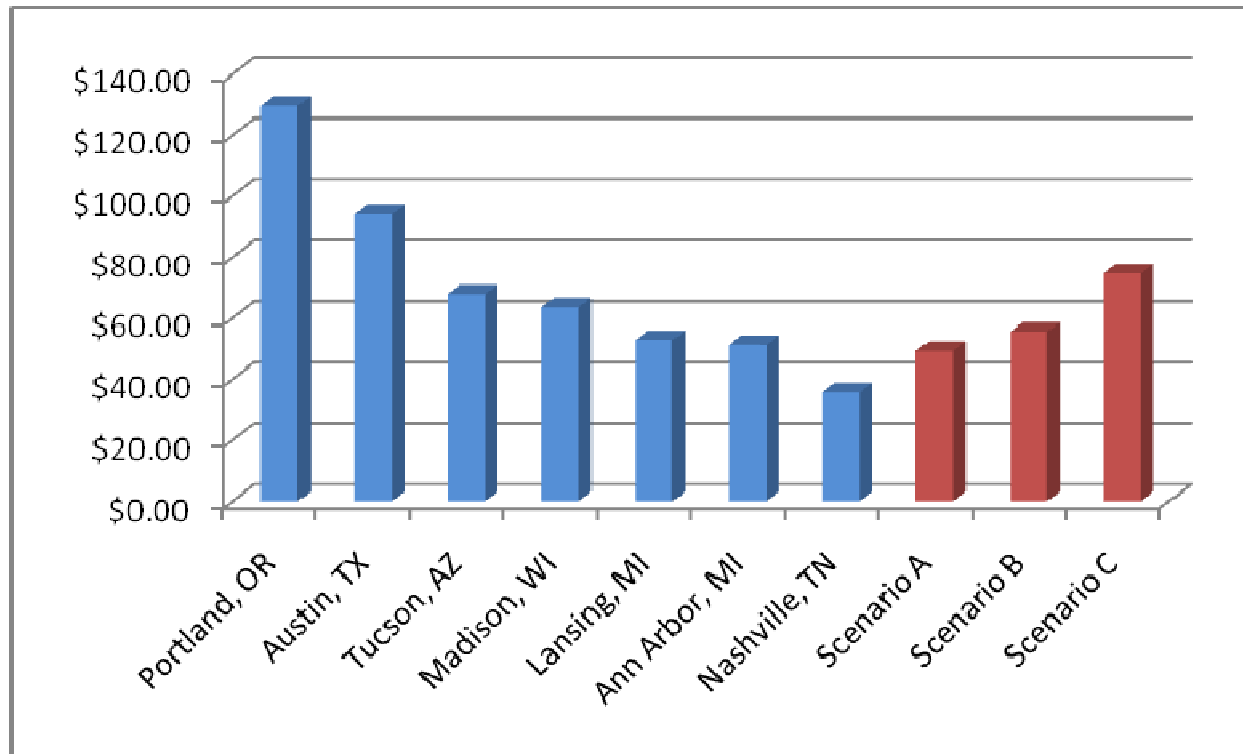


Source: 2008 National Transit Database

# Finance

## Scenarios A, B and C Investments Versus Other Communities

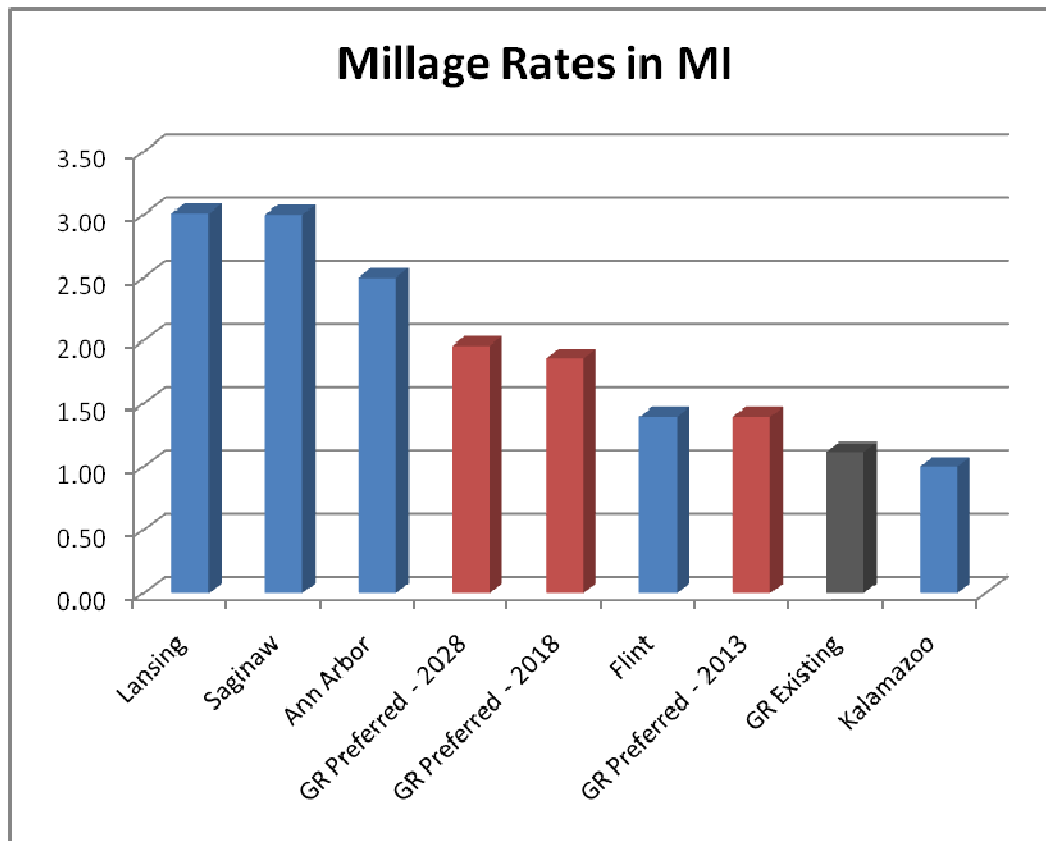
### Transit Funding per Capita for Peer Agencies



Source: 2008 National Transit Database and HDR Finance Plan

# Finance

## Existing Financial Commitment for Transit



- Millage in 2028 would still be less than current Ann Arbor, Lansing and Saginaw millages



# Next Steps

- Request Rapid Board Adoption of 2030 Plan in June
- Communicate plan back to key stakeholders including riders, business groups, local elected officials, non-profits, educational institutions and environmental advocates
- Develop Strategies for Implementation
- Present updated COA