



## Interurban Transit Partnership

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### Planning & Technology Committee Members

Mayor Rosalynn Bliss      Jack Hoffman      Robert Postema      Terry Schweitzer (Chair)      Paul Troost  
Citizen Members:      Ryan Anderson      Dave Bulkowski

## PLANNING & TECHNOLOGY COMMITTEE MEETING

Monday, November 15, 2021 – 8:30 a.m.

Rapid Central Station Conference Room (250 Grandville Avenue, SW) | Virtual Meeting

### AGENDA

	<u>PRESENTER</u>	<u>ACTION</u>
<b>1. PUBLIC COMMENT</b>		
<b>2. MINUTES REVIEW – September 13, 2021</b>	Terry Schweitzer	Review
<b>3. DISCUSSION</b>		
a. Recap of the 10/13 Planning and Technology Workshop Meeting	Terry Schweitzer	
b. Transit Master Plan (TMP) 101	Nick Monoyios	
c. Planning & Technology Committee Timeline	Nick Monoyios	
d. Rail-Volution Participant Experience Overview	Terry Schweitzer	
e. COA – High-Level Ridership Update	Max Dillivan	
<b>4. ADJOURNMENT</b>		

Next meeting: January 10, 2022



## Future Planning & Technology Committee Members

Mayor Rosalynn Bliss

Jack Hoffman

Robert Postema

Terry Schweitzer (Chair)

Paul Troost

Citizen Members:

Ryan Anderson

Dave Bulkowski

## PLANNING & TECHNOLOGY COMMITTEE MEETING MINUTES

Monday, September 13, 2021 – 8:30 a.m.

Rapid Central Station Conference Room (250 Grandville Avenue, SW) | Virtual Meeting

### ATTENDANCE:

#### Committee Members Present:

Mayor Rosalynn Bliss, Dave Bulkowski, Jack Hoffman, Terry Schweitzer, Ryan Anderson

#### Committee Members Absent:

Paul Troost, Robert Postema

#### Staff Attendees:

Deb Prato, Mike Wieringa, Steve Schipper, Steve Luther, Kevin Wisselink, Bill Kirk, Nick Monoyios, James Nguyen, Linda Medina, Nancy Groendal, Kris Heald, Jason Prescott

#### Other Attendees:

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Mr. Schweitzer called the meeting to order at 8:30 a.m.

### 1. PUBLIC COMMENT

No public comments were offered

### 2. MINUTES – July 12, 2021

The minutes from July 12, 2021, were reviewed. No changes or corrections were submitted.

### 3. Information

#### a. Laker Line Expanded Scope

Mr. Monoyios shared an update on the Laker Line. In July, the FTA confirmed a \$5,090,000 budget for implementing Laker Line expanded scope.

Laker Line Expanded Scope Elements:

- Vehicle Safety & Operational Enhancements
- Additional CNG Compressor at fueling station
- Park and Ride Lot at Cummings
- One (1) additional BRT Vehicle
- Wireless Point-to-Point or Fiber Configuration (Seven (7) platforms are fiber ready)
- Additional Landscaping at Standale Trail
- Bus-Only Lane Designation on Monroe Avenue

**b. Procedural Considerations**

Mr. Monoyios stated that while these items will follow process as identified in the Project Management Plan, we will need board approval for budget adjustment next month.

**c. Division United Update**

Mr. Monoyios shared an update on Division United. The final document has been completed and submitted. We are continuing the Connector Program. Events are on-going and there is a lot of momentum to keep the excitement going. Mr. Bulkowski requests to reset that final report.

**d. Ridership Report COA**

Ridership pre/post pandemic. Mr. Monoyios stated that ridership recovery over last summer was approximately 45% compared to 2019. Students going back to school has been a major boost for the system. Silver Line ridership has increased to 25% over last week. Our biggest win is 24% with the new Plainfield Meijer.

**e. Fixed Route Ridership Report**

Mr. Monoyios stated that ridership changed compared to 2020 and 2019. We saw dramatic increase compared to 2020 as student ridership was nearly non-existent. Reports are showing similar ridership compared to other transit.

**f. Route by Route Analysis**

Since the pandemic effects on the system, Ridership has varied considerably on a route-by-route basis. There was a question from Mr. Schweitzer what the long-term measure is. Mr. Monoyios stated that they are looking at data, cellphone, the Communications Department is monitoring the public. There also seems to be a lot of mask fatigue, unemployment and other variables. Mr. Schweitzer stated that new improvements on the line, changes are taking place and we are getting the word out, by putting flyers on doorknobs. The public seems pleased that we are always listening to them, and the results are positive.

**g. Ridership History**

Mr. Bulkowski was inquiring how the red line on the chart remains flat. Micro vs. Macro parts. What got you on the bus? What will keep you on the bus. Perhaps we modify the surveys. We need to find the people not taking the bus anymore. Where did they go? Ms. Prato suggesting reaching out on the COA card. Perhaps we come up with a plan like a campaign with all the bottlenecks on the main roads. Take the bus!

**Transportation Demand Management (TDM) Update**

Mr. Monoyios stated that the GVMC has identified 4 regional goals

- Enhance safety and reduce congestion
- Ensure Equity, Access and Mobility
- Protect and enhance the environment
- Identify mode shift opportunities

**Paradigm Shift Discussion**

Mr. Schweitzer expressed that we are going in the right direction. Mr. Prokopy advised that there are concerning trends on the horizon. Technology for the future goes far beyond the short term.

Mayor Bliss stated that there are so many variables regarding transit. Many people are buying ebikes instead of cars. Perhaps we invest in other types of mobility. Think bigger than the next route. Ms. Prato suggested that we do two (2) more pilots. It would be great insight. She has also suggested we figure a time for a workshop to set goals, objectives and infuse strategy. We need to be realistic about opportunities and threats. We want to be a good public partner. No need to own or run everything.

**4. AJOURNMENT**

This meeting was adjourned at 9:38 a.m.

The next meeting is scheduled for November 15, 2021

Respectfully submitted,



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Kris Heald, Board Secretary

*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

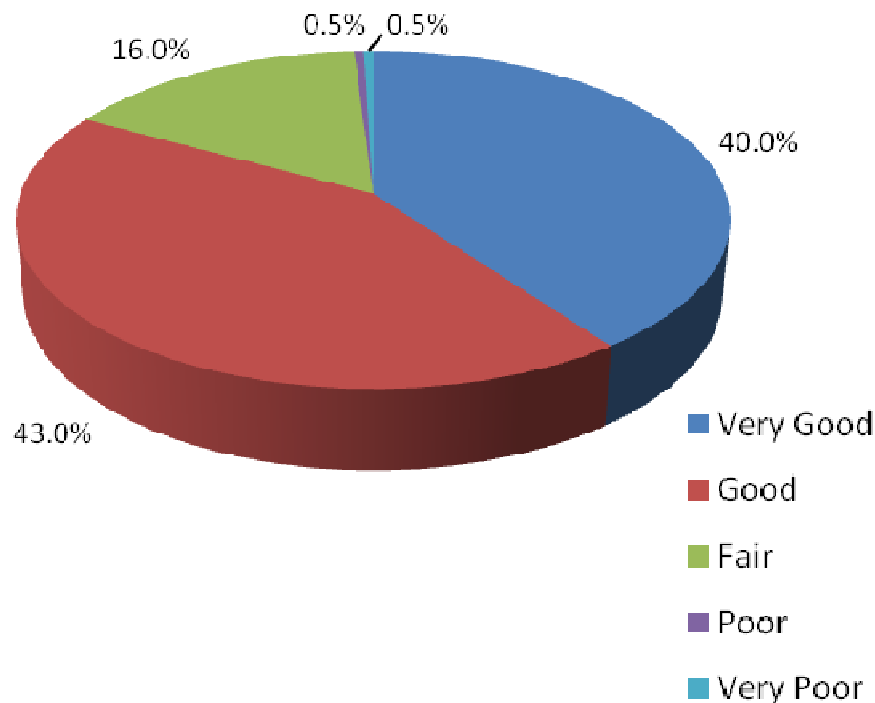
# Inputs to the Planning Process

- 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)

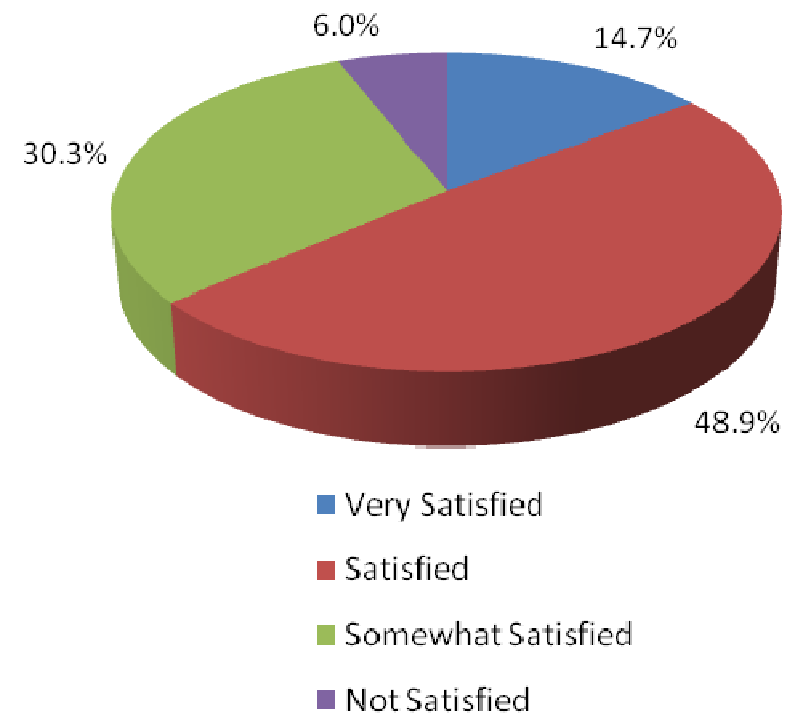


# Common Themes

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

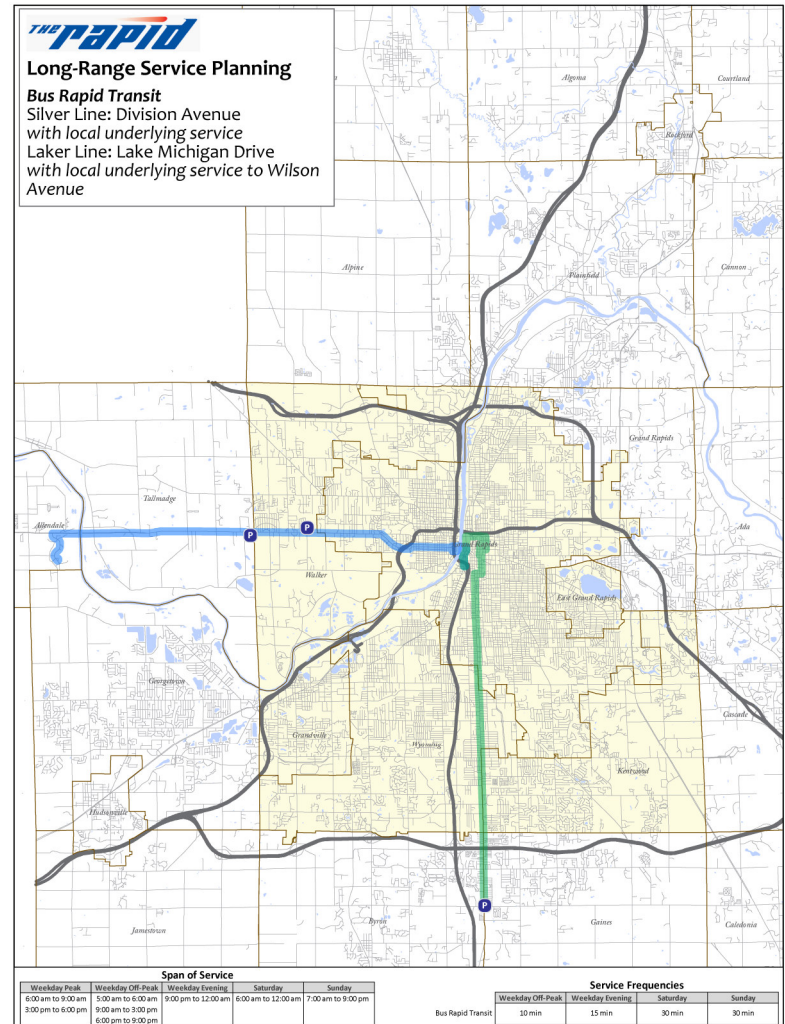
## ***Go!Bus Improvements***

- 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

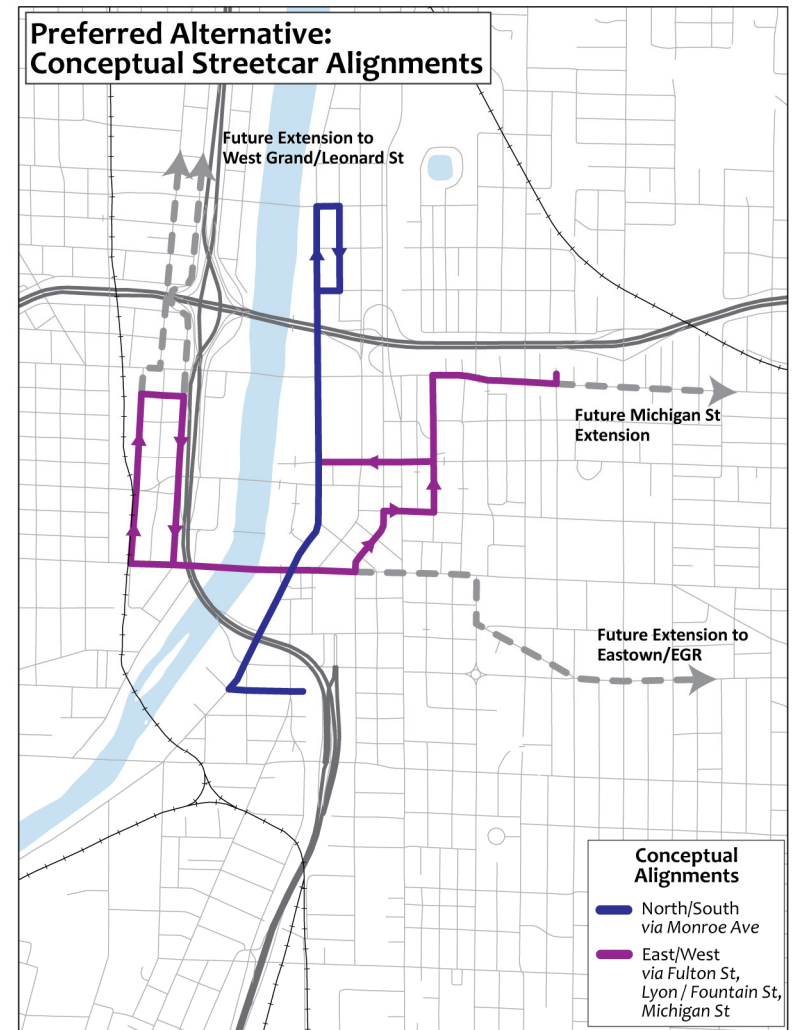
- **Bus Rapid Transit**
  - Silver Line (Division Avenue)
  - “Laker” Line (Lake Michigan Drive)



# Preferred Scenario Recommendations

## *New Services*

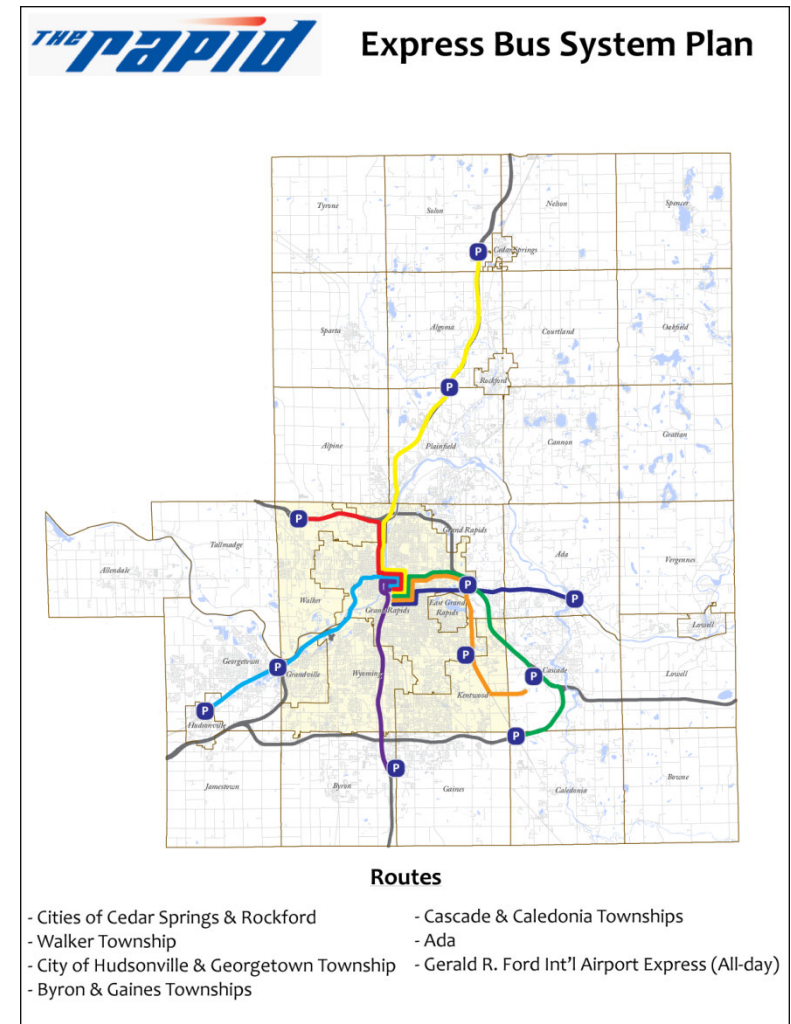
- **Modern Streetcar**
  - Downtown Line (North Monroe to Rapid Central Station)
  - West Side/Medical Mile Line



# 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

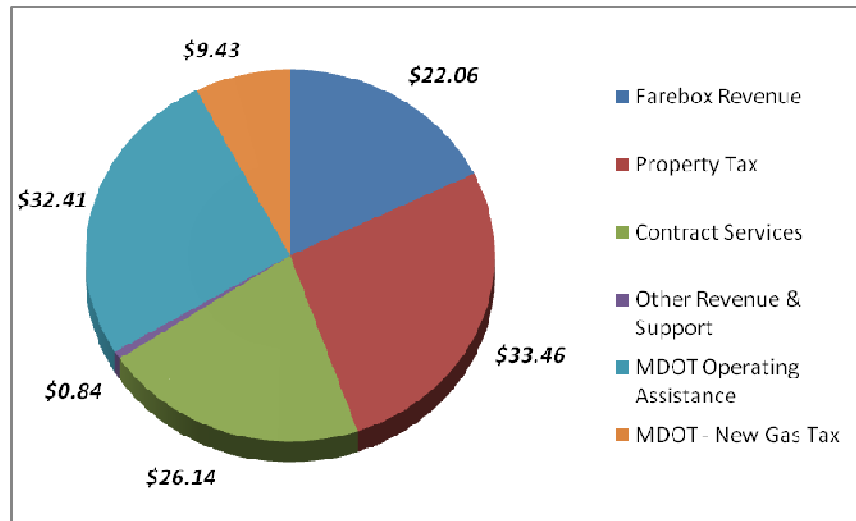
## How Much Will it Cost to Build (in 2010 dollars)?

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)

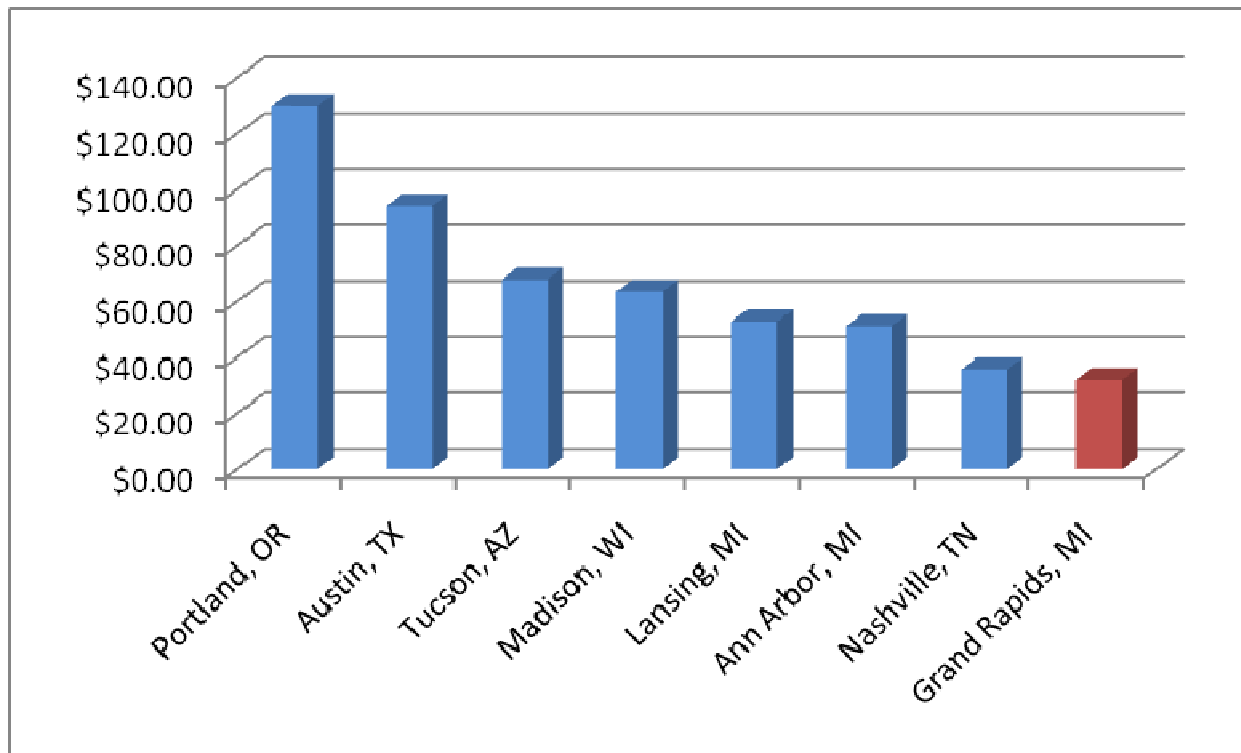
Local: Increased millage (1.12 to ~1.96 Mills)

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

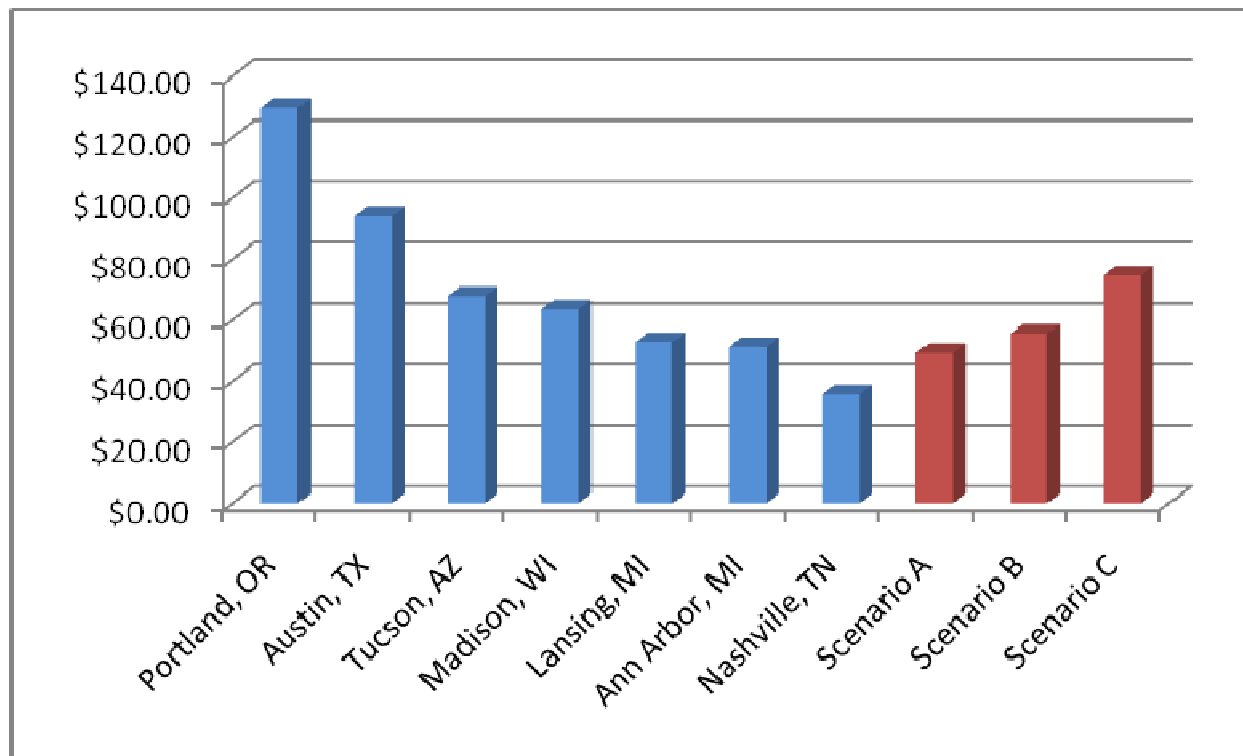


Source: 2008 National Transit Database

# Finance

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

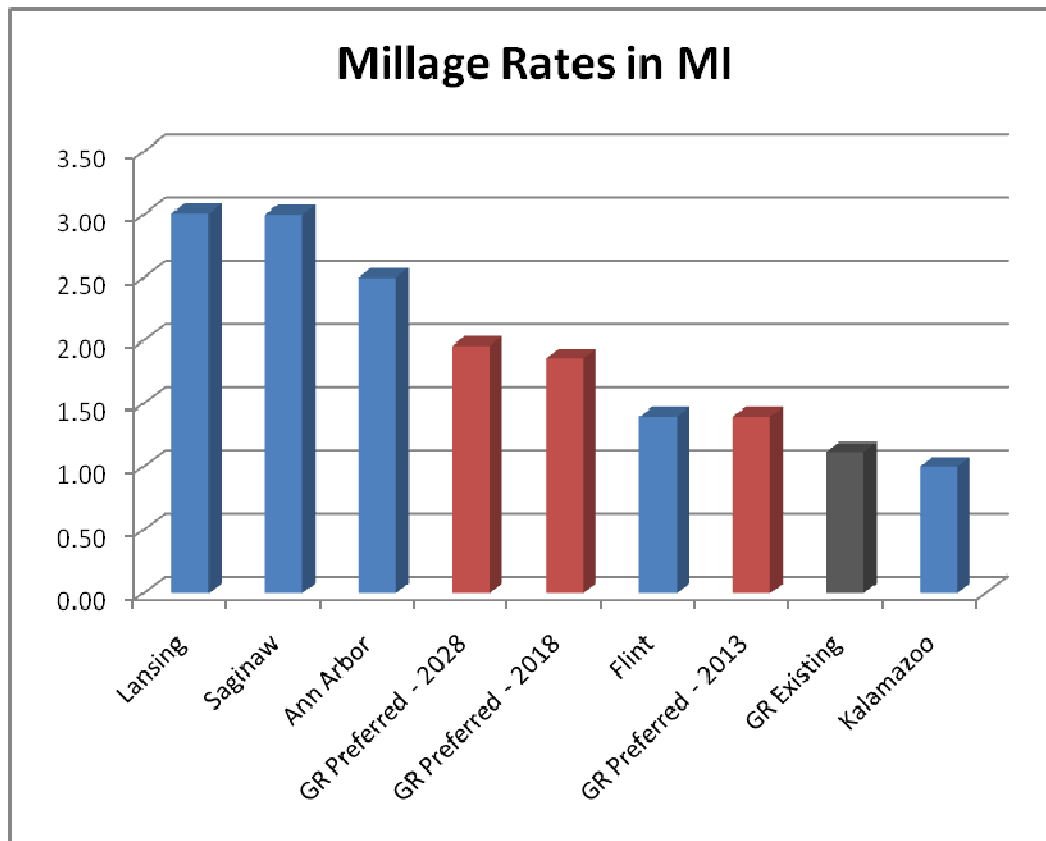
### Transit Funding per Capita for Peer Agencies



Source: 2008 National Transit Database and HDR Finance Plan

# Finance

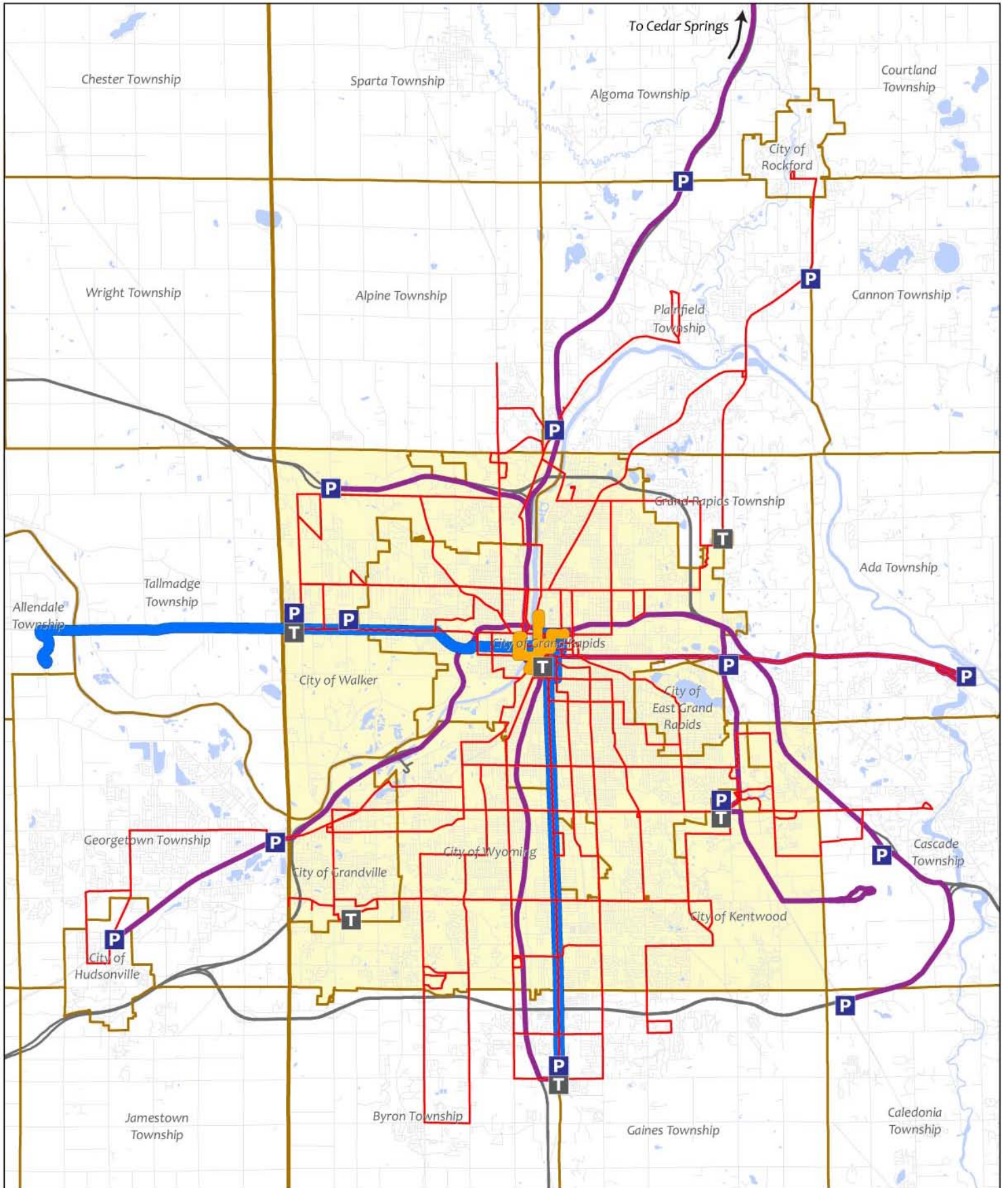
## Existing Financial Commitment for Transit



- 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



**Moving Our Community Forward**  
 TRANSIT MASTER PLAN

**the RAPID**

**Preferred Scenario**

**Legend**

- ~ Local Service
- ~ BRT Corridors
- ~ Regional Commuter Service
- ~ Streetcar Corridors
- P** PnR Lots
- T** Transfer Centers

## PLANNING & TECHNOLOGY COMMITTEE 2022 CALENDAR

	TRANSIT MASTER PLAN	LAKER LINE EXPANDED SCOPE	TDM STUDY	DIVISION UNITED	TECHONOLOGY	CONFERENCES	
Committee Meeting	Item	Item	Item	Item	Item	Conference	Date
1/10/2022	Identify TMP Goals & Objectives	Progress Report	Scope of Work review	Identify Action Items for 2022	-	APTA - Transit Board Members Seminar	1/6/2022
3/14/2022	Discuss Steering Committee role/roster	Progress Report	Process timeline - inputs discussion	Progress Report	-		2/2/2022
5/9/2022	Review Scope of Work	Progress Report	Progress Report	Progress Report	Contactless Fare Payment discussion	APTA - Mobility Conference	5/1 - 5/4
7/11/2022	-	Progress Report	Progress Report	Progress Report	Passenger IT amenities on platform discussion		
9/12/2022	TMP Process Review (October kickoff)	Progress Report	Progress Report	Progress Report	-	APTA - Annual Conference	10/9 - 10/12
11/7/2022	Progress Report	Progress Report	Progress Report	Progress Report	-	Railvolution	10/30 - 11/02