

CITY OF
PORTAGE
A Place for Opportunities to Grow

**HUMAN SERVICES
BOARD**

February 11, 2010

CITY OF PORTAGE HUMAN SERVICES BOARD

A G E N D A

Thursday, February 11, 2010

(6:30pm)

Conference Room #1

APPROVAL OF MINUTES:

OLD BUSINESS:

NEW BUSINESS:

- * Metro Transit Comprehensive Operations Analysis Draft Recommendations – Bill Schomisch, Director, Transportation Department, City of Kalamazoo

STATEMENT OF CITIZENS:

ADJOURNMENT:

MATERIALS TRANSMITTED

Star (*) indicates printed material within the agenda packet.

CITY OF PORTAGE

COMMUNICATION

TO: Human Services Board

DATE: February 5, 2010

FROM: Jeffrey M. Erickson, Director of Community Development

SUBJECT: Metro Transit Route and Service Information

As the Board is aware, previous funding for transit services in the City of Portage was accomplished through an annual contract that was paid with Portage General Fund monies. The Kalamazoo Transit Authority Board (TAB) and the Kalamazoo County Transit Authority (KCTA) now have joint responsibility for providing transportation services that are funded through two transit millage levies. This change resulted from the 2006 and 2009 votes of the County citizenry and Kalamazoo citizenry. Portage citizens who are subject to the millage have the opportunity to participate, make service demands and use the transit services provided. Comments, concerns, opinions and so forth about services, schedules, routes and fares received from Portage residents can be directed to the TAB and/or the KCTA for appropriate consideration and action.

The TAB and the City of Kalamazoo contracted with a consultant to develop a Comprehensive Operations Analysis (COA) that provides short-term and long-term recommendations with regard to fixed route bus services within the City of Kalamazoo and Kalamazoo County. The draft COA (attached) includes short-term recommendations to modify the Portage fixed-route bus services. The COA will also include recommendations regarding demand-response bus services, but these recommendations are not yet available. Also attached are Portage Fixed-Route Ridership data, and background information regarding public transportation services and the millages that fund these services.

As information about the steps involved with the adoption of the recommendations and implementation of the COA by the TAB and the KCTA, the following is provided:

- February 8, 2010: KCTA review of COA demand-response services.
- February 23, 2010: KCTA report to the Portage City Council on its FY 2009 Annual Report
- February 26, 2010: TAB review of COA final recommendations. The TAB may adopt the COA or delay action until their March 26, 2010 meeting.
- March 2010 - January 2011: Prior to implementation, a public hearing process is required. Per Bill Schomisch, Director of the Kalamazoo Transportation Department, implementation of short-term recommendations is not anticipated until fall 2010 or early 2011.

Based on the above, additional opportunity for public comment/input remains available. Given the City Ordinance and City Council assigned goal that the Board advise Council on matters pertaining to public transportation, the Board may wish to review the attached information and presentation by Mr. Schomisch and advise City Council as determined appropriate.

Attachments: Metro Transit Comprehensive Operations Analysis (PowerPoint)
Portage Fixed-Route Ridership data – April 2007-December 2009
Maps of existing and proposed Portage fixed-route bus services
Public Transportation Services in Kalamazoo County and the 2009 KCTA Millage from KCTA web site

c: Deputy Director Georgeau



**Kalamazoo Metro Transit
Comprehensive
Operations Analysis
Draft Recommendations**

January 11, 2010



Agenda

- Goals of COA
- Description of Timeline
- Summary of Outreach
- Service Summary Analysis
- Recommendation Themes
- Area Specific Recommendations

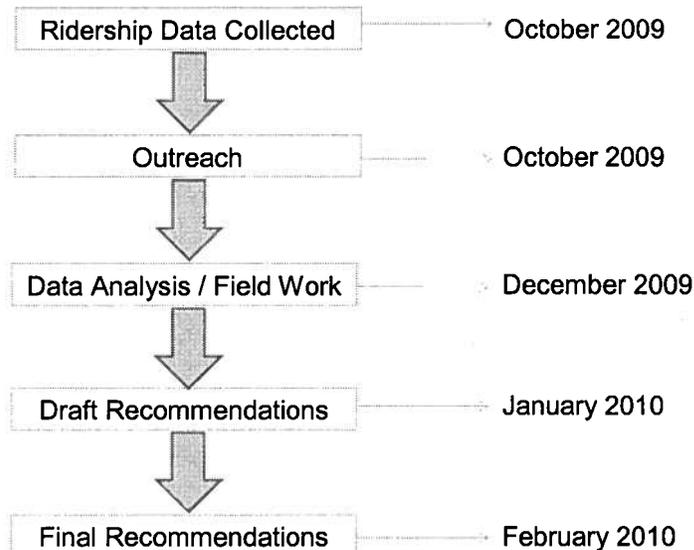


Goals of the COA

- To improve efficiency and effectiveness of service delivery
- Identify transit markets to increase ridership
- Develop short-range cost constrained plans to improve service and operations
- Develop long-range plans to expand service as resources become available



Key Dates





Outreach Efforts

- Bus Drivers
- Operations Supervisors
- Kalamazoo County Transportation Authority Board of Directors
- Kalamazoo County Department of Planning & Community Development
- United Way
- Disability Network
- Friends of Transit
- Western Michigan University
- City of Kalamazoo Community Planning & Development
- Economic Development Corporation
- Downtown Kalamazoo Incorporated
- Kalamazoo Transit Authority
- Senior Services
- Kalamazoo Area Transportation Study
- SW Michigan First
- Borgess Medical Center
- Kalamazoo City Hall Public Meeting
- Portage City Hall Public Meeting



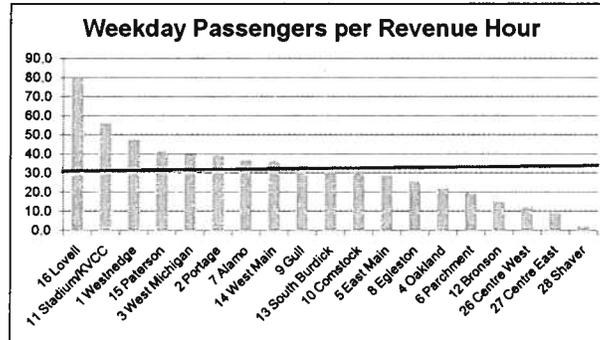
Service Needs Identified

- Improve frequencies on high demand routes
- Add later night service
- Add Sunday service
- Provide faster trips, less deviations
- More direct routes, crosstown service
- Attract the WMU to downtown market
- Improve Drake corridor, more direct
- Return service to 9th Street Wal-Mart
- Improve on-time performance
- Restructure Portage area service
- Add commuter/express service to Vicksburg, Schoolcraft and Richland



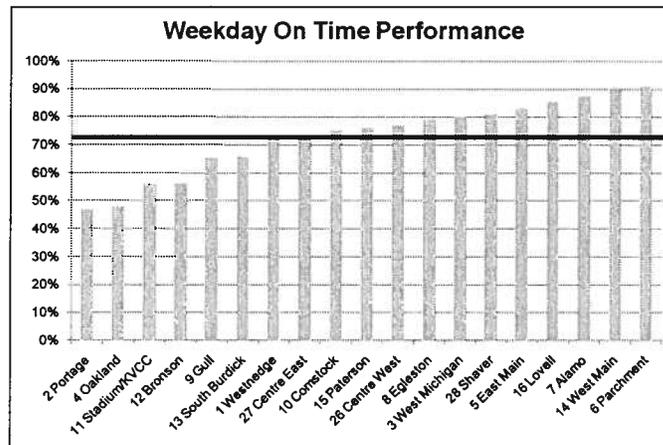
System Overview

- Weekday Passengers per Revenue Hour



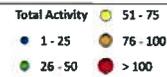
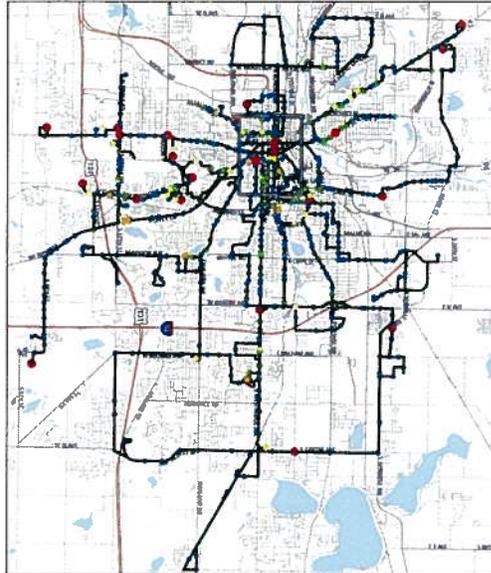
System Overview

Average on-time performance is 73 percent





Stop Level Ridership



Draft Recommendations

- None of these recommendations are final
- Recommendations will be finalized in February 2010.
- Prior to any recommendation being implemented, a public hearing process is required.



Proposed Service Themes

Short-Term Improvements

- Address out-of-direction travel (less deviations)
- Improve on-time performance
- Additional focus on non-downtown hubs
- Remove unproductive service

Long-Term Improvements

- Serve growing areas
- Improve frequency
- Create Transit Corridor



West Kalamazoo Short-Range Recommendations

- Route 3
 - Replace service to The Point Apts. with Route 16
 - Adjust to 60-minute frequency
 - Discontinue deviation to Westland Meadows due to few boardings
- Route 7
 - Extend to Maple Hill Mall and Central High
 - Reduce night & Saturday frequency to 60-minutes
- Route 14
 - Delete Central High segment and extend to Wal-Mart
- Route 16
 - Extend to The Point Apartments

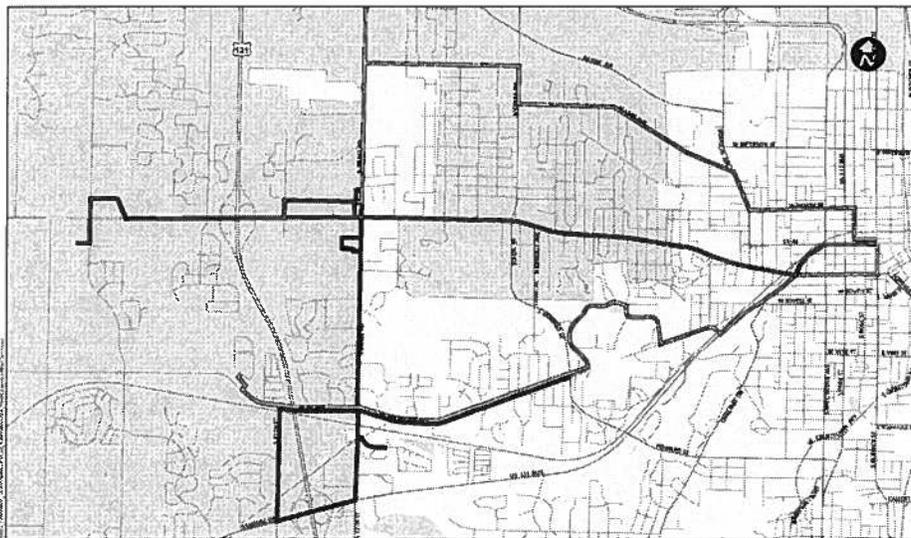


West Kalamazoo Short-Range Recommendations

- Route 4
 - Discontinue night service after 6:15 p.m. due to low ridership
- Route 11
 - Provide 30-minute frequency due to high demand
 - Discontinue deviation via Bronson Fitness Center due to few boardings and improve on-time performance



West Kalamazoo Short-Range Recommendations



0 0.125 0.25 0.5

Route 4 Route 11 City of Kalamazoo

Kalamazoo COA
West Kalamazoo
Short-Term

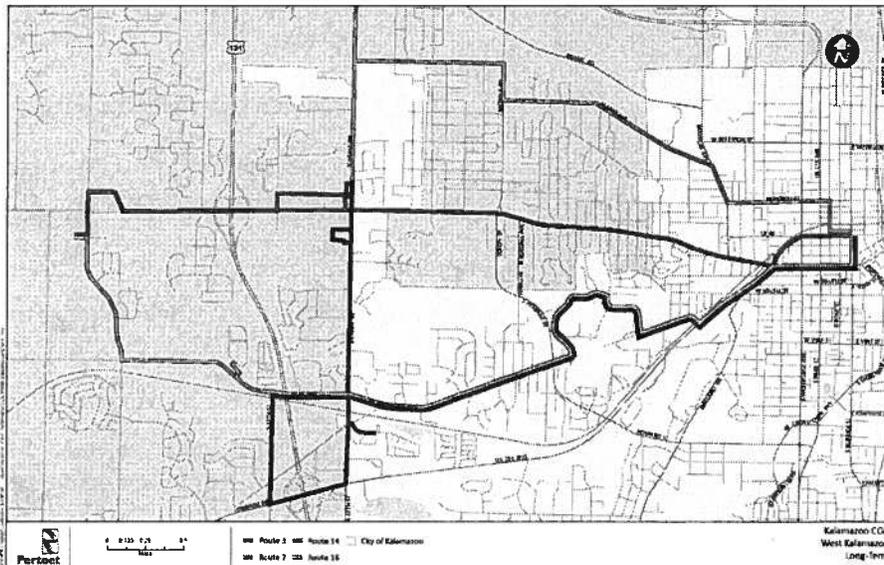


West Kalamazoo Long-Range Recommendations

- Route 3
 - Extend to downtown and operate every 30-minutes
 - Alternate trips with Route 16 to provide 15-minute frequency between Drake/W. Michigan, Western Michigan University, and downtown
- Route 4
 - Operate every 30-minute service during peaks
- Route 16
 - Extend to 9th Street Wal-Mart



West Kalamazoo Long-Range Recommendations





Northeast Kalamazoo Short-Range Recommendations

– Route 6

- Operate both ways on Burdick (discontinue Edwards)
- Extend to the Gull Wal-mart via G Street
- Discontinue night service after 6:15pm due to low ridership
- Initiate new Route 17 to replace Douglas/Pitcher segment. Operate 2 trips in a.m. and 2 in p.m.

– Route 9

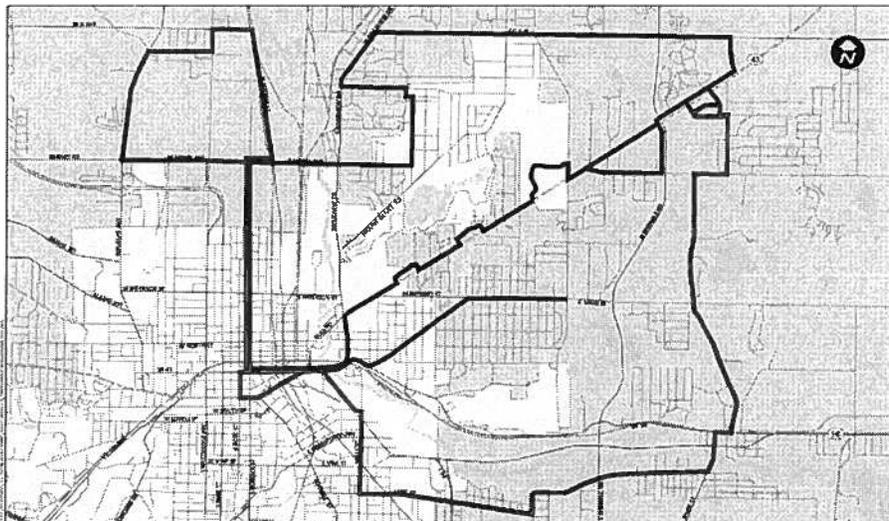
- Discontinue inbound Horizon Village deviation

– Route 10

- Move inbound Mayor's Park stop to King Hwy to eliminate deviation



Northeast Kalamazoo Short-Range Recommendations



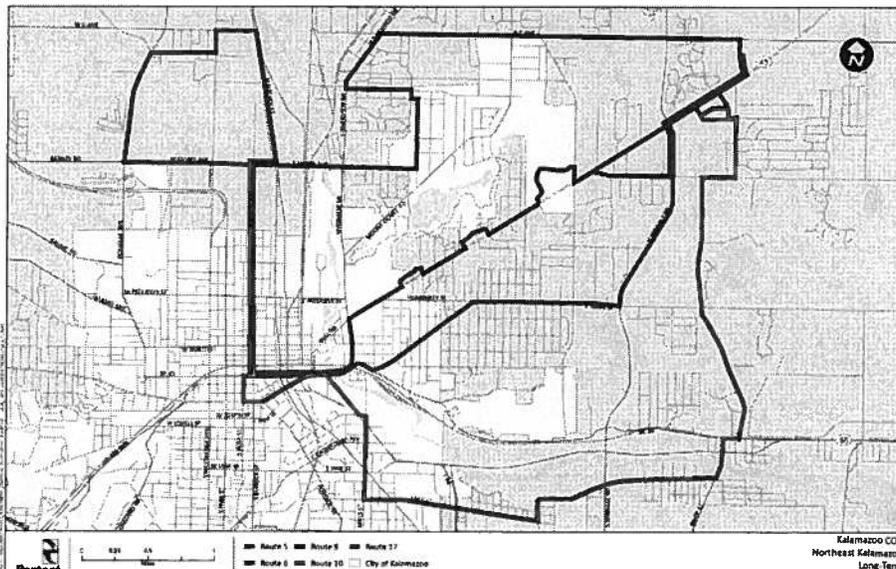


Northeast Kalamazoo Long-Range Recommendations

- Route 5
 - Extend to the Gull Wal-Mart
 - Serve apartments between Gull and G Avenue
 - Reduce to 60-min frequency nights and Saturdays
- Route 6
 - Operate every 30-minutes during peak hours



Northeast Kalamazoo Long-Range Recommendations





South Kalamazoo Short-Term Recommendations

- Route 2
 - Move to Portage St to provide 30 min frequency and improved on-time performance (Rt 13 serves Bronson Hosp)
- Route 8
 - Reschedule to alternate with Route 2 on Portage St to provide 30 min. frequency
 - Serve new MRC with all trips when MRC is open
 - Delete Kersten Court and Millwood JH deviation
- Route 12
 - Operate bi-directionally via inbound routing
 - Operate peak-periods only due to low ridership



South Kalamazoo Short-Term Recommendations

- Route 13
 - Operate both ways via Bronson Hospital (replacing Routes 2 and 12)
 - Serve FIA only when open
 - Discontinue Goodwill deviation for some or all trips
 - On Saturdays & evenings, extend from Meijer to replace Route 12 on Duke
 - If ridership is not there, delete the existing MRC deviation.

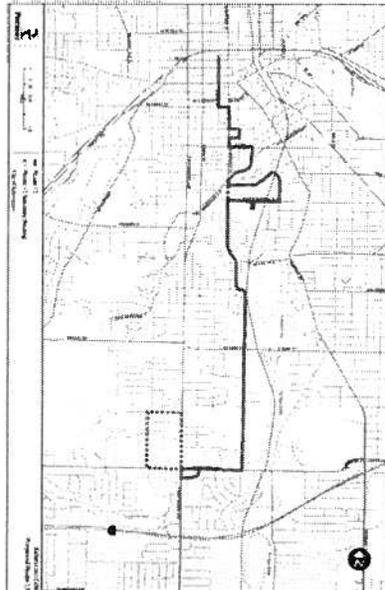


South Kalamazoo Long-Term Recommendations

- Route 2
 - Operate every 30-minutes during peak hours
- Route 8
 - Operate every 30-minutes during peak hours



Route 13 Recommended Routing





Portage Short-Term Recommendations

- Completely restructure all Portage Routes
 - Delete service along Centre between Westnedge and Sprinkle.
 - Delete service on Shaver south of Meijer
 - Delete service on Oakland between Oakwood and Milham
- Create four new bi-directional hourly frequency routes
- Transfers can be made at Rosewood Complex, Maple Ridge, or Crossroads Mall
- Add new service along Romence and an un-served multi-family complex



Portage Short-Term Recommendations





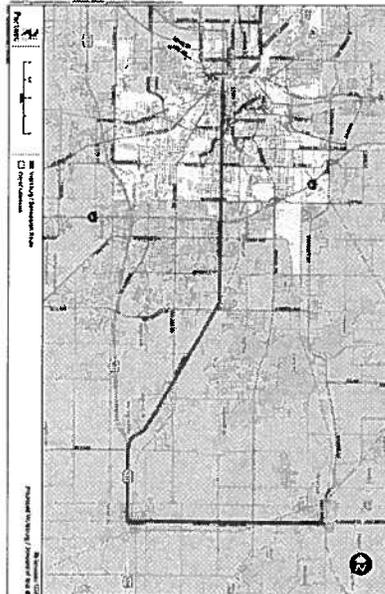
Other Long-Term Proposals

- Night Service
 - Operate later on the following routes:
1, 2, 7, 9, 11, 14, 15, & 16
- Sunday Service
 - Operate Sunday service on the following routes:
1, 2, 7, 9, 14, 15, & 16
- Vanpool Service
 - Initiate vanpool service for regional markets to Grand Rapids and Battle Creek



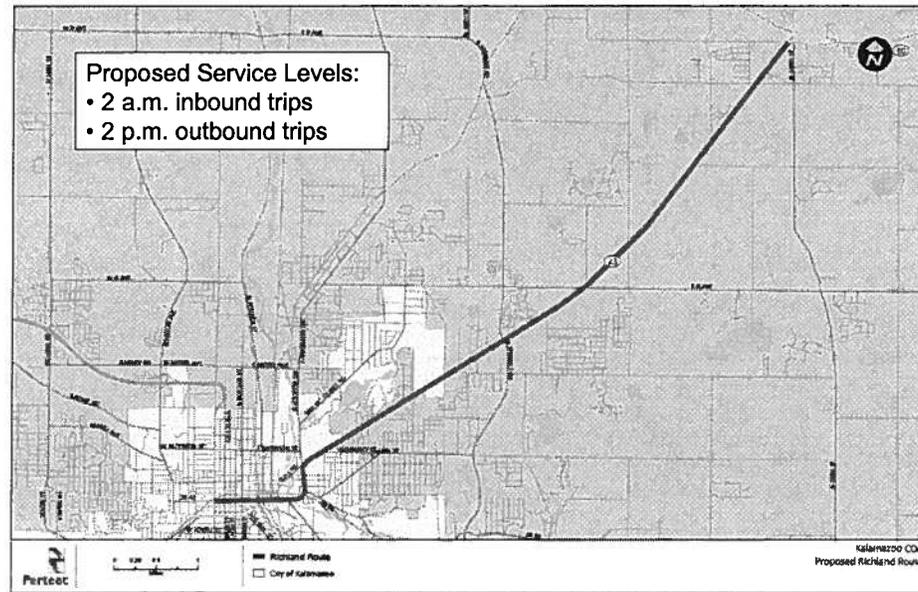
Vicksburg, Schoolcraft Long-Range Recommendation

- Proposed Service Levels:
- 2 a.m. inbound trips
 - 2 p.m. outbound trips





Richland Long-Range Recommendation



Bus Stop Standards

- Metro Transit allows flag stops
 - Negative affect on speed and reliability
 - Safety and liability issues
- Bus Stop Recommendations
 - Stop only at signed stops every 600-800 feet
 - Exceptions:
 - Provision for evening drop-offs at non-signed stops for safety
 - Rural areas



Transfers

- Transfers are good for one hour
- Some trips require 2 transfers and may take more than an hour
- Transfer Recommendations
 - Short-term: Lengthen transfer validity to accommodate longest possible trip
 - Long-term: Adjust service design to eliminate need for second transfer



Next Steps

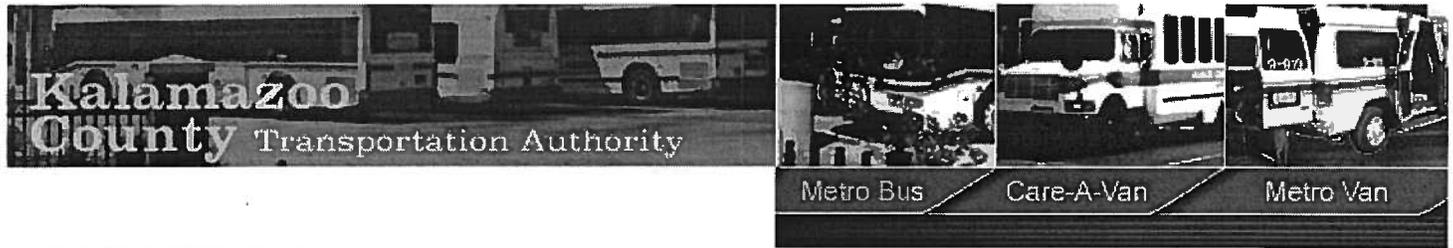
- Finalize route recommendations
- Create implementation plan
- Draft and Final COA Plans



Portage Fixed-Route Ridership

**Kalamazoo
County
Transportation
Authority**

	Route #26 Centre West	Route #27 Centre East	Route #28 Shaver	Totals	Average Rides/Hour
April 2007	1,635	525	209	2,369	5.67
May 2007	2,619	873	259	3,751	4.49
June 2007	3,079	1,165	189	4,433	5.31
July 2007	2,958	1,171	167	4,296	5.35
August 2007	3,247	1,141	195	4,583	5.28
September 2007	3,371	821	215	4,407	5.72
October 2007	4,016	1,105	505	5,626	6.49
November 2007	3,364	1,268	572	5,204	6.48
December 2007	2,987	965	365	4,317	5.38
January 2008	3,601	943	335	4,879	5.90
February 2008	3,667	909	441	5,017	6.24
March 2008	4,202	1,103	561	5,866	7.03
April 2008	4,613	1,203	778	6,594	7.90
May 2008	4,427	1,231	604	6,262	7.50
June 2008	3,881	857	534	5,272	6.57
July 2008	4,090	911	756	5,757	6.89
August 2008	3,982	1,108	720	5,810	6.96
September 2008	4,117	1,659	436	6,212	7.86
October 2008	4,120	1,972	455	6,547	7.50
November 2008	3,293	1,601	250	5,154	6.64
December 2008	2,855	1,541	339	4,735	5.65
January 2009	3,531	1,286	405	5,222	6.21
February 2009	3,319	1,316	397	5,033	6.49
March 2009	3,166	1,808	482	5,456	6.49
April 2009	3,800	1,702	272	5,774	6.51
May 2009	3,294	1,483	747	5,524	6.83
June 2009	3,097	1,725	553	5,375	6.39
July 2009	3,418	1,707	375	5,500	6.54
August 2009	4,391	1,940	401	6,732	6.69
September 2009	4,086	1,560	502	6,148	6.79
October 2009	4,601	1,948	535	7,084	8.11
November 2009	4,164	1,581	517	6,262	7.90
December 2009	3,949	1,639	512	6,100	7.04
Totals	118,940	43,767	14,583	171,544	N/A



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Public transportation services are governed, operated and funded by a cooperative arrangement between the Kalamazoo County Transportation Authority, the City of Kalamazoo and the Kalamazoo Transit Authority Board, utilizing available local, state and federal funds. Public and private resources are used to operate the system.

Public Transportation Services in Kalamazoo County

Metro Transit is the fixed-route bus service, with 21 regularly scheduled routes operating on 30- and 60-minute frequencies depending on the route and the time of day. The fleet has three sizes of buses, all of which operate on ultra-low sulfur bio-diesel fuel.

Metro County Connect is the demand/response service created in November 2009. It merged the following:

Metro Van, a demand/response service, operates three-quarters of a mile beyond the regular fixed route bus service utilizing 15 minivans. Metro Van is mandated by the ADA (Americans with Disabilities Act), and is available to individuals who cannot access the Metro Transit line haul buses. Metro Transit and Metro Van serve the City of Kalamazoo, City of Parchment, City of Portage, Kalamazoo Township, Comstock Township, Oshtemo Township, Western Michigan University and Kalamazoo Valley Community College.

Care-A-Van provides demand/response transportation service throughout Kalamazoo County. It is available to all citizens, but it provides discounted fares to seniors and individuals with disabilities. The service

UTILIZES 17 VEHICLES.

Community Service Vans are used by a number of community agencies free of charge. Participating agencies provide a certified volunteer driver to transport clients to appointments and activities, utilizing one of six vans.

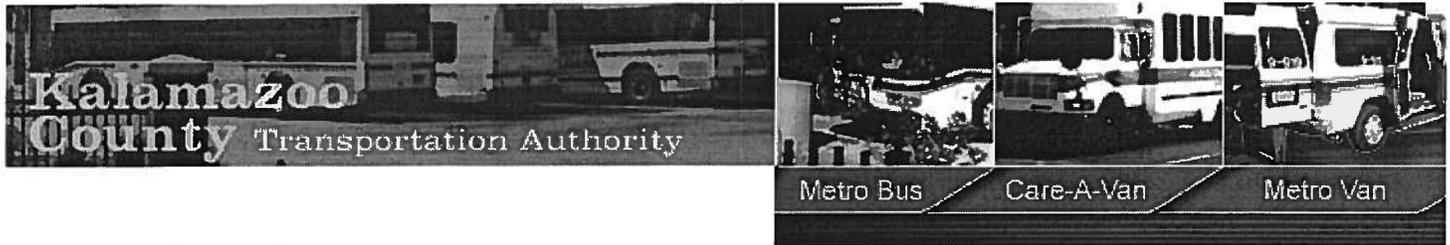
For further information regarding transit options in the County, please click [here](#) or call 269-337-8222.

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2009 KCTA Millage Summary

On May 5, 2009, voters in Kalamazoo County were asked by the KCTA to approve a tax levy of 0.4 mills to support public transportation. The millage levy would replace the voter-approved tax of 0.45 mill that expired at the end of 2008. The length of the levy would be four years, beginning in July of 2009. That levy was approved by the voters.

The Kalamazoo County Transportation Authority and The City of Kalamazoo's Transit Authority Board have, on advice from community leaders, citizens, and elected officials throughout the county, decided to create two millage proposals in order to maintain public transportation in the county at present service levels.

The first millage, appearing on the May 2009 ballot, was approved for 0.4 mills countywide, as mentioned above. The second request placed on the ballot by the City of Kalamazoo for 0.6 mills applied only to City of Kalamazoo residents. That proposal appeared on the November 3, 2009 ballot and was approved, bringing the total levy for transportation within that jurisdiction to 1.0 mills -- the same rate that city residents paid between 1998 and 2006, and 27% less than they paid in 2007 and 2008.

What the Millages Support

Revenue from the KCTA 0.4 mill request supports services both inside and outside the City of Kalamazoo. This includes Care-A-Van services throughout Kalamazoo County, along with regular fixed-route bus services

Video Links



and Metro Van services in Portage, Parchment, Oshtemo Township, Comstock Township, Texas Township and Kalamazoo Township. On November 1, 2009, Metro Van and Care-A-Van merged to become "Metro County Connect".

Revenue from the City's 0.6 mill request supports fixed route service within the City of Kalamazoo.

Last updated: November2009

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