



Transportation Subcommittee
 Meeting Minutes
 October 27, 2020
 8:30am – 10:00am

Facilitator:	Sue Sefton, Dave Bulkowski		
Meeting Attendees:	Darlene Bentz, Kendrick Heinlein, Laura St. Louis, Debbie Jones, Bill Kill, Joan Konyndyk, Debbi Coleman, Taylor Vanderlaan, Sue Sefton, Gordie Moeller, Aaron Estrada, John Mitchell, Taylor Hartson, Ken Miguel-Cipriano, Tamia McGlothlin, Claudia Pohlen, Rachel Kunnath, Dave Bulkowski, Miguel Velasco, Max Dillivan, Wende Randall, Emily Madsen, Brianne Czyzio Robach <i>(List may not be complete- please contact Brianne if you were on the call but are not listed here.)</i>		
Time Convened:	8:33	Time Adjourned:	9:55

Introductions	
2-1-1 Data	John Mitchell
Discussion	
<p>MI 2-1-1 Dashboard – This dashboard contains data related to calls, chats, and emails for assistance due to COVID-19. Users can drill down by 2-1-1 center, county, zip code, and more. The dashboard also shows how many callers had unmet needs and the reasons these needs were unable to be met.</p> <p>2-1-1 Counts – tool shows all 2-1-1 call data and can be sorted and visualized by geography. This tool also includes demographics information from callers.</p> <p>Data Comparison – Q3 2019 versus Q3 2020. Numbers are similar though there are some small differences.</p> <p>If you have questions, connect with John – jmitchell@hwmwu.org</p>	
The Rapid: Comprehensive Operations Analysis	Bill Kirk, Max Dillivan
Discussion	
<p>The Rapid is currently going through their Mobility -for-All or Comprehensive Operations Analysis (COA). With this analysis, all recommendations are cost neutral.</p> <p>This process started with reviewing past planning efforts, current conditions, challenges, and opportunities. There was also intentional public outreach to gather feedback, but this looked different than planned due to COVID-19. Feedback indicated that increasing frequency is most important for community members. Community feedback was synthesized into one preferred alternative. This scenario is based on current budget and can be dialed down or up based on budget. Scenario increases the number of residents and jobs within a quarter mile of 15-minute weekday service, though there will be some whose distance to a bus stop will increase. Realigning routes should not impact GoBus service geographies</p> <p>Proposed changes include:</p> <ul style="list-style-type: none"> - Realignment of some downtown routes to improve on-time performance - Adding on-demand zones in the SE (Woodlawn Mall and airport) and NW (3 Mile, Walker City Hall, and Alpine Meijer) – working on logistics for implementing these zones. - Eliminate route 3, but other routes are adjusted to serve high ridership areas - Streamline and simplify routes 2 & 4 with hub at Gaines Township Meijer. - Increase service to 15-minute frequency for some routes in response to increased mid-day ridership 	





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- Route 1 shifted to serve Metro Health and Gezon Park areas
- Routes 8 & 16 serve Rivertown Mall
- Route 12 consolidated with Route 18

These proposed changes are still in progress and public feedback is still being gathered. The Rapid anticipates changes will be brought for formal approval in the winter which will be followed by a public comment period prior to implementation. They anticipate that proposed changes will take effect in August 2021.

If you would like a more in-depth presentation of presented scenario, connect with Bill (bkirk@ridetherapid.org) and Max (mdillivan@ridetherapid.org). More information is available on the website at www.therapidmobilityforall.com

November’s meeting will include conversation around these proposed changes.

Citizen’s Agenda

Discussion

The Rapid: current focus is on the COA and Division United. Safety practices on board the busses have not changed.

RideLink: They have been discussing 2021 millage funding and are seeing slight uptick in ridership. They are moving forward with EcoLane grant and are working on logistics for in-person training with an anticipated start date of January 2021.

Wheels to Work: ridership down is 50%. Their pricing structure has changed due to lack of funding, increase in prices to riders will be implemented in November.

Kent County Community Transit: ridership is down 50%, no large changes

Moving Forward: County-Wide Mobility

Discussion

Emily and Wende are discussing formatting of interview questions into survey format. Once finalized, questions will go to the CCIT team and the subcommittee with a request for areas to target phone calls and interviews.

Community Partner Updates

Discussion

Go Bus Plus – scheduled to run through the end of December. There is still a lot of room for participants to sign up, please share!

Feonix Mobility Rising and Disability Advocates - partnered for a mobility pilot for veterans.

