

**CASCADE CHARTER TOWNSHIP  
TRANSPORTATION COMMITTEE  
MEETING**

January 10, 2023

9:00 a.m.

Cascade Township Hall  
5920 Tahoe Dr. SE  
Grand Rapids, MI 49546

**Members Present:** DDA Members - Stephan, Supervisor Lesperance

**Members via Zoom:** Puplava

**Others Present:** Danielle Bouchard of McKenna, DDA Director Sandra Korhorn

**ARTICLE 1. Call to Order:** Meeting was called to order at 10:10 a.m.

**ARTICLE 2. Approval of Agenda:** Motion to approve the agenda was made by Member Stephan, supported by Supervisor Lesperance. Motion carried 3-0.

**ARTICLE 3. Approval of the Minutes of the November 2, 2022 Meeting:** Motion to approve the minutes was made by Supervisor Lesperance, supported by Member Stephan. Motion carried 3-0.

**ARTICLE 4. Review and Discuss The Rapid Service in Non-Millage Communities**

Danielle Bouchard indicated this information is based on discussion from the last meeting. The group asked McKenna to take a deeper dive into non-millage communities, their services and funding. Route 29 is longer than the routes in the other communities. With Route 29 being longer, the cost is vastly different. Part of the next steps will be to reach out to The Rapid to find out cost of other community's services vs. distance and time.

From McKenna's analysis, Cascade has multiple stops along the route and the other communities have fewer stops. Chris reached out to Plainfield Township regarding their zero cost for service. Plainfield indicated The Rapid just added the Meijer stop because they saw a need and it was close to the proximity of where they were going.

McKenna could not find any financial data on Byron Township but it may be because they eliminated their bus service. The bus must loop within Byron but has stops in Gaines & Wyoming. Danielle reached out to Byron and asked about their funding.

It was asked where The Rapid funding comes from and how much is local, State and Federal. It was stated that the majority is likely State

and Federal funds. It was asked about destinations/stops with the other non-millage communities and Danielle has found they have less stops than Cascade.

It was asked if there is opportunity to eliminate stops along 28<sup>th</sup> Street to reduce time, cost and frequency?

One next step is to talk to businesses and The Rapid riders regarding the service. McKenna would like to follow up with The Rapid on the Plainfield service and whether they would offer that to Cascade. Also, if people have to transfer to get to Cascade, why not make it a more flexible service and cut off half of the stops at the east end of Route 29 and maybe just stop at Walmart or Meijer. Also, is it possible to have a fixed route stop at just those businesses, a more robust Dial-A-Ride and expand the boundaries of Rapid Connect.

#### **ARTICLE 5. Review and Discuss On-Demand Transit Services in Peer Metros**

Danielle stated on-demand services through The Rapid Connect only service Kentwood and Walker. McKenna would like to explore this service further with The Rapid to find out if it's feasible for Cascade and what that boundary may look like. This service appears to be for all users. Peer communities have a more robust Dial-A-Ride services than what is offered in the Grand Rapids area. Peer communities also have direct fixed routes that go to their downtown areas and Cascade does not have a destination, fixed route service.

A lot of the peer communities offer dial-a-ride services and contract through ride sharing services like Uber and Yellowcab that supplement routes to get riders to a fixed route, hub or curb. McKenna will also investigate whether that is possible for Cascade.

Could a smaller, private transportation company have a "feeder" service from Woodland Mall into Cascade? They could also contract with the businesses. Wheels To Work may be an option for this type of service.

#### **ARTICLE 6. Next Steps**

For the next meeting, McKenna would like to discuss public engagement and will have some draft questions ready for the committee's review.

It was discussed about setting a dollar amount to see what type of service can be offered to the community. The dollar amount may be driven by the feedback from the public engagement.

Next Steps include:

1. Cost per route for non-millage communities
2. How The Rapid gets their funding

3. Hope Network service
4. Third-party contract/Ride Share/Bus to Fixed Route
5. Wheels To Work
6. Public Engagement

**ARTICLE 7. Any Other Business**

There was no other business to discuss.

**ARTICLE 8. Public Comment**

There was no public comment.

**ARTICLE 9. Adjournment**

Motion to adjourn made by Member Puplava and supported by Member Stephan. Motion carried 3-0. The meeting adjourned at 10:02 a.m.