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Harbor Transit Planning Study Existing Conditions and Needs Analysis



Prepared for:

City of Grand Haven - Harbor Transit



Prepared by:

The Corradino Group of Michigan, Inc.

In association with:

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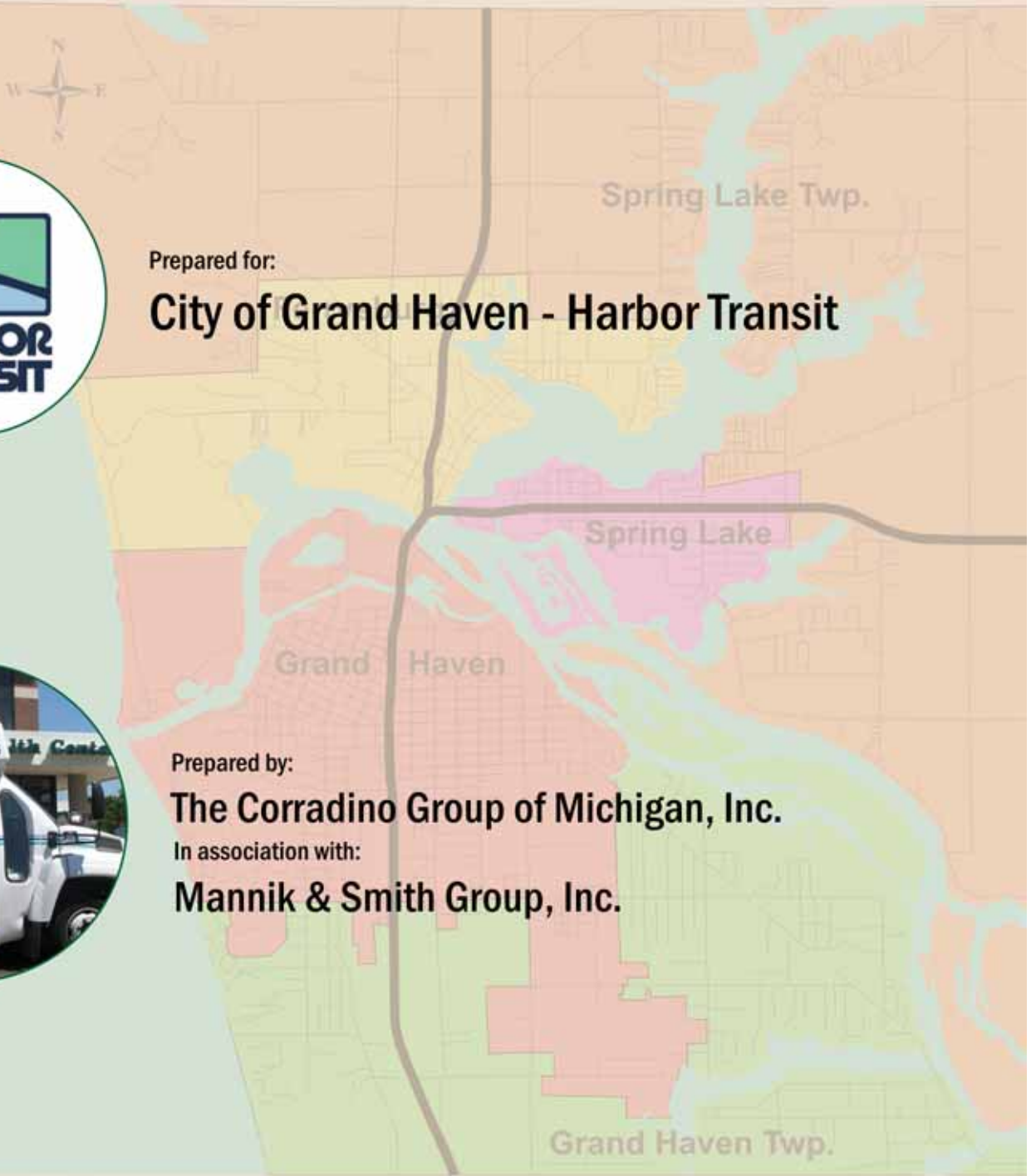


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1 Introduction

Harbor Transit was established in 1975. It is a demand response public transportation system operated by the City of Grand Haven. Currently, Harbor Transit serves a population of approximately 18,000 in the City of Grand Haven, the Village of Spring Lake, the City of Ferrysburg, and also provides service to Meijer, Inc. in Grand Haven Charter Township, and Lloyds Bayou Senior Complex and Orchard Foods in Spring Lake Township. The service area consists of approximately 10.6 square miles.

The study area consists of the City of Grand Haven, the City of Ferrysburg, the Village of Spring Lake, Springlake Township, and a portion of Grand Haven Charter Township.

The City of Grand Haven has contracted with the Corradino Group, a professional transit planning consulting firm, to conduct a transit planning study. Assisting the Corradino Group is the planning and engineering firm, Mannik & Smith Group, Inc. The purpose of the study is to develop a set of planning recommendations that result in a more efficient public transportation system for the area, while also exploring the possibility of service expansion to the adjacent townships. Funding recommended improvements and implementation will also be addressed.

In 1998, the Corradino Group completed the Harbor Transit Strategic Plan. There has been some expansion of services that resulted from the study, primarily to housing and retail areas adjacent to the borders of Grand Haven, Spring Lake and Ferrysburg. There has also been a significant amount of growth in the area since the completion of the 1998 strategic plan. Spring Lake Township to the north and Grand Haven Charter Township to the south of the existing service area have experienced rapid growth in retail and industrial businesses, medical services facilities, schools and residential development. This growth, compounded with growth in the City of Grand Haven, Village of Spring Lake and City of Ferrysburg, results in unmet mobility needs for the residents of the area. It is important that this study address the need to connect residents with jobs, educational opportunities, medical services, life services and housing throughout the three communities and the two adjacent townships.

The Technical Memorandum covers the existing conditions of Harbor Transit and the communities and adjacent townships and also document the existing transportation needs of the residents, based on a general public survey conducted in September 2009.

**Figure 1-1
Study Area**



2 Study Area Characteristics

Demographics

The study area, comprised of the Cities of Grand Haven and Ferrysburg; Village of Spring Lake; and, Grand Haven Charter and Spring Lake Townships, have experienced a growth in population since 1970 (Table 2-1). The five jurisdictions combined accounted for over 40,000 or Ottawa County’s 238,000 residents in 2000. Some of the jurisdictions such as the City of Grand Haven and Village of Spring Lake have experienced minor population declines over the years that were offset by growth in the adjacent jurisdictions. This trend of population growth also exists in Ottawa County. Using a trend analysis approach, the West Michigan Regional Planning Commission has developed a set of population projections for the cities, villages and townships in Ottawa County. They are also shown in Table 2-1. It should be noted that the numbers for Spring Lake Township include the Village of Spring Lake.

**Table 2-1
Population Trends and Projections**

	1970	1980	1990	2000	2005	2010	2015	2020
City of Grand Haven	11,844	11,763	11,951	11,168	10,957	10,748	10,542	10,338
City of Ferrysburg	2,196	2,440	2,919	3,040	3,173	3,309	3,451	3,597
Village of Spring Lake	3,034	2,731	2,537	2,514	2,466	2,419	2,373	2,327
Grand Haven Charter Township	5,489	7,238	9,710	13,278	15,435	17,887	20,697	23,941
Spring Lake Township ¹	4,979	6,857	8,214	10,626	11,979	13,467	15,112	16,940
Ottawa County	128,181	157,174	187,768	238,314	268,634	303,676	344,765	393,642
	27,542	31,029	35,331	40,626	44,010	47,830	52,175	57,143

¹ Includes Village of Spring Lake.

Source: 1970, 1980, 1990 data are from U.S. Census Bureau. Projection data for 2005, 2010, 2015, and 2020 are trend-based projections developed by the West Michigan Regional Planning Commission.

Table 2-2 contains U.S. Census Bureau estimates for the study area and Ottawa County. Comparing the projection data with the estimates shows that in general, the trends are similar but the rates of growth are somewhat lower and the rate of population decline is somewhat greater. For 2008, the most recent year available, the estimated population of the study area is 46,103. Thus, the population of the study area has increased since 2000 as has the population of Ottawa County.

**Table 2-2
Estimated Population**

	2000	2001	2002	2003	2004	2005	2006	2007	2008
City of Grand Haven	11,168	11,098	10,944	10,844	10,694	10,536	10,532	10,532	10,608
City of Ferrysburg	3,040	3,045	3,032	3,021	2,994	2,978	3,003	3,036	3,053
Village of Spring Lake	2,514	2,486	2,453	2,432	2,403	2,372	2,352	2,422	2,420
Grand Haven Charter Township	13,278	13,571	13,681	13,896	14,783	15,129	15,349	15,579	15,799
Spring Lake Township ¹	13,140	13,592	13,886	14,006	14,026	13,990	14,050	14,138	14,223
Ottawa County	238,314	243,438	246,239	249,129	252,229	254,231	256,512	258,461	260,364
									46,103

¹ Includes Village of Spring Lake.

Source: Population Division, U.S. Census Bureau, Annual Estimates of the resident population for minor civil divisions, released July 1, 2009.

In terms of race, the study area is predominantly white (Table 2-3). The only minority group that comprises more than one percent of the population is Hispanic or Latino which account for 1.3 percent of the City of Grand Haven residents, 0.8 percent of the City of Ferrysburg residents, 2.6 percent of the Village of Spring Lake residents, 2.3 percent of Grand Haven Charter Township residents, and 2.6 percent of Spring Lake Township residents.

Table 2-3
Race

	City of Grand Haven		City of Ferrysburg		Village of Spring Lake		Grand Haven Charter Township		Spring Lake Township	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
White	10,617	95.1	2,922	97.1	2,316	97.4	12,950	96.4	12,630	96.1
Black or African American	65	0.6	5	0.2	0	0.0	2	0.0	0	0.0
American Indian and Alaska Native	47	0.4	0	0.0	0	0.0	22	0.2	0	0.0
Asian	115	1.0	31	1.0	0	0.0	79	0.6	71	0.5
Native Hawaiian and Other Pacific Islander	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Hispanic or Latino	146	1.3	23	0.8	63	2.6	315	2.3	348	2.6
Other	171	1.5	29	1.0	0	0.0	70	0.5	97	0.7
Total	11,161	100.0	3,010	100.0	2,379	100.0	13,438	100.0	13,146	100.0

Source: U.S. Census Bureau, Census 2000.

A review of the residents of the study area by age indicates that the 75.2 percent of the Village of Spring Lake's population is 25 years or older with only 20.9 percent being 19 or younger. Spring Lake has a higher percentage of residents over the age of 65 (26.8%) than the other jurisdictions in the study area (Table 2-4). This would indicate that there are fewer families with children and more retirees in Spring Lake than the other jurisdictions. The age distribution for the Cities of Grand Haven and Ferrysburg are similar. Grand Haven Charter Township and Spring Lake Township appear to have a larger percentage of children and a lower percentage of persons in the middle-age and senior-age groups.

Table 2-4
Age

	City of Grand Haven		City of Ferrysburg		Village of Spring Lake		Grand Haven Charter Township		Spring Lake Township	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Under 5	540	4.8	185	6.1	122	5.1	965	7.2	868	6.6
5 to 9	603	5.4	208	6.9	136	5.7	1,171	8.7	980	7.5
10 to 14	639	5.7	176	5.8	133	5.6	1,279	9.5	983	7.5
15 to 19	751	6.7	198	6.6	106	4.5	1,062	7.9	821	6.2
20 to 24	709	6.4	158	5.2	94	4.0	532	4.0	617	4.7
25 to 44	3,037	27.2	840	27.9	586	24.6	3,835	28.5	3,752	28.5
45 to 64	2,617	23.4	832	27.6	565	23.7	3,462	25.8	3,213	24.4
65 and over	2,265	20.3	413	13.7	637	26.8	1,132	8.4	1,912	14.5
Total	11,161	100.0	3,010	100.0	2,379	100.0	13,438	100.0	13,146	100.0

Source: U.S. Census Bureau, Census 2000.

Table 2-5 is a summary of households by size. Given the population by age data, and the fact that Cities of Grand Haven and Ferrysburg and the Village of Spring Lake all have a somewhat older population, there is a corresponding higher number of one and two-person households in those jurisdictions. Households with three or more people comprise a greater percentage of the total households in Grand Haven Charter and Spring Lake Townships, reflecting more families with children.



**Table 2-5
Households by Size**

	City of Grand Haven		City of Ferrysburg		Village of Spring Lake		Grand Haven Charter Township		Spring Lake Township	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1-person household	1,738	34.6	386	30.0	451	41.5	624	13.5	1,354	25.9
2-person household	1,848	36.8	478	37.2	383	35.2	1,600	34.5	1,855	35.4
3-person household	679	13.5	188	14.6	88	8.1	860	18.6	810	15.5
4-person household	453	9.0	161	12.5	113	10.4	973	21.0	793	15.1
5-person household	202	4.0	50	3.9	37	3.4	406	8.8	320	6.1
6-person household	74	1.5	17	1.3	10	0.9	143	3.1	84	1.6
7-or-more-person household	25	0.5	6	0.5	5	0.5	28	0.6	21	0.4
Total	5,019	100.0	1,286	100.0	1,087	100.0	4,634	100.0	5,237	100.0

Source: U.S. Census Bureau, Census 2000.

Most of the working residents in the study area drove to their place of work in a single occupant vehicle (Table 2-6). A small number carpooled, between 4.2 and 8.3 percent. In the City of Grand Haven, a relatively high percentage of people, 4.7 percent, walked to work. Public transportation, accounted for between one and 1.6 percent of work commutes in the three jurisdictions that have Harbor Transit service.

**Table 2-6
Means of Transportation to Work
(workers 16 years and over)**

	City of Grand Haven		City of Ferrysburg		Village of Spring Lake		Grand Haven Charter Township		Spring Lake Township	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drove alone	4,623	83.2	1,349	83.8	952	88.9	6,353	92.4	5,849	87.5
Carpooled	463	8.3	94	5.8	55	5.1	288	4.2	457	6.8
Public transportation	54	1.0	25	1.6	15	1.4	0	0.0	32	0.5
Motorcycle	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Bicycle	35	0.6	0	0.0	0	0.0	7	0.1	18	0.3
Walked	259	4.7	37	2.3	19	1.8	8	0.1	65	1.0
Other means	19	0.3	25	1.6	0	0.0	25	0.4	15	0.2
Worked at home	106	1.9	79	4.9	30	2.8	193	2.8	251	3.8
Total	5,559	100.0	1,609	100.0	1,071	100.0	6,874	100.0	6,687	100.0

Source: U.S. Census Bureau, Census 2000.

Work commutes in the study area are relatively short. In the study are, 59.6 percent of the workers had a daily work commute of less than 20 minutes and 76.2 had a commute of less than 30 minutes (Table 2-7). Daily commutes for those living in the Village of Spring Lake and Grand Haven Charter and Spring Lake Townships were somewhat longer than those living in the Cities of Ferrysburg and Grand Haven.

Table 2-7
Travel Time to Work
(workers 16 years and over that did not work at home)

	City of Grand Haven		City of Ferrysburg		Village of Spring Lake		Grand Haven Charter Township		Spring Lake Township	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Less than 5 minutes	624	11.4	110	7.2	48	4.6	168	2.5	141	2.2
5 to 9 minutes	1,552	28.5	270	17.6	240	23.1	1,162	17.4	899	14.0
10 to 14 minutes	1,114	20.4	249	16.3	141	13.5	1,535	23.0	1,037	16.1
15 to 19 minutes	523	9.6	316	20.7	190	18.3	838	12.5	1,431	22.2
20 to 24 minutes	400	7.3	155	10.1	90	8.6	874	13.1	905	14.1
25 to 29 minutes	206	3.8	80	5.2	43	4.1	488	7.3	291	4.5
30 to 34 minutes	350	6.4	72	4.7	83	8.0	782	11.7	571	8.9
35 to 39 minutes	147	2.7	45	2.9	48	4.6	64	1.0	188	2.9
40 to 44 minutes	144	2.6	33	2.2	55	5.3	147	2.2	320	5.0
45 to 59 minutes	208	3.8	120	7.8	72	6.9	440	6.6	439	6.8
60 to 89 minutes	93	1.7	36	2.4	19	1.8	126	1.9	123	1.9
90 or more minutes	92	1.7	44	2.9	12	1.2	57	0.9	91	1.4
Total	5,453	100.0	1,530	100.0	1,041	100.0	6,681	100.0	6,436	100.0

Source: U.S. Census Bureau, Census 2000.

There are approximately 30,000 residents in the study area that are 21 years of age or older. Of this group, approximately 5,000 or 17 percent, report some type of disability (Table 2-8). Fifty-nine percent of those between the age of 21 and 64 with a disability, were employed.

Table 2-8
Disability Status by Employment Status
(population 5 years and over)

	City of Grand Haven		City of Ferrysburg		Village of Spring Lake		Grand Haven Charter Township		Spring Lake Township	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
5 to 15 years:	1,378	13.4	406	14.4	299	14.1	2,711	21.7	2,091	17.4
With a disability	84	0.8	20	0.7	10	0.5	108	0.9	188	1.6
No disability	1,294	12.6	386	13.7	289	13.7	2,603	20.9	1,903	15.8
16 to 20 years:	725	7.0	221	7.8	87	4.1	934	7.5	800	6.7
With a disability:	82	0.8	25	0.9	0	0.0	67	0.5	136	1.1
Employed	54	0.5	25	0.9	0	0.0	37	0.3	73	0.6
Not employed	28	0.3	0	0.0	0	0.0	30	0.2	63	0.5
No disability:	643	6.2	196	6.9	87	4.1	867	7.0	664	5.5
Employed	419	4.1	109	3.9	56	2.6	433	3.5	400	3.3
Not employed	224	2.2	87	3.1	31	1.5	434	3.5	264	2.2
21 to 64 years:	6,136	59.5	1,785	63.2	1,229	58.1	7,688	61.7	7,447	62.0
With a disability:	959	9.3	236	8.4	158	7.5	773	6.2	862	7.2
Employed	508	4.9	97	3.4	102	4.8	501	4.0	556	4.6
Not employed	451	4.4	139	4.9	56	2.6	272	2.2	306	2.5
No disability:	5,177	50.2	1,549	54.8	1,071	50.7	6,915	55.5	6,585	54.8
Employed	4,402	42.7	1,364	48.3	879	41.6	5,706	45.8	5,446	45.3
Not employed	775	7.5	185	6.5	192	9.1	1,209	9.7	1,139	9.5
65 to 74 years:	1,022	9.9	249	8.8	203	9.6	692	5.6	812	6.8
With a disability	241	2.3	68	2.4	57	2.7	205	1.6	180	1.5
No disability	781	7.6	181	6.4	146	6.9	487	3.9	632	5.3
75 years and over:	1,044	10.1	164	5.8	296	14.0	440	3.5	869	7.2
With a disability	566	5.5	88	3.1	91	4.3	196	1.6	405	3.4
No disability	478	4.6	76	2.7	205	9.7	244	2.0	464	3.9
Total	10,305	100.0	2,825	100.0	2,114	100.0	12,465	100.0	12,019	100.0

Source: U.S. Census Bureau, Census 2000.

Key industries as of the 2000 Census in the study area are manufacturing which employs 27.5 percent of the areas workers, retail trade employing 10.8 percent of workers and educational, health and social services which employs 21.1 percent of the study area’s workers (Table 2-9).

Table 2-9
Employment by Industry
(population 16 years and over)

	City of Grand Haven		City of Ferrysburg		Village of Spring Lake		Grand Haven Charter Township		Spring Lake Township	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Agriculture, forestry, fishing and hunting, and mining	19	0.3	6	0.4	8	0.8	32	0.5	22	0.3
Construction	273	4.9	40	2.4	51	4.8	376	5.4	335	5.0
Manufacturing	1,515	27.1	431	26.3	274	25.7	2,109	30.4	1,708	25.3
Wholesale trade	130	2.3	50	3.1	37	3.5	180	2.6	253	3.8
Retail trade	666	11.9	183	11.2	121	11.4	643	9.3	768	11.4
Transportation and warehousing, and utilities	209	3.7	102	6.2	38	3.6	264	3.8	293	4.3
Information	142	2.5	19	1.2	12	1.1	91	1.3	124	1.8
Finance, insurance, real estate and rental and leasing	212	3.8	57	3.5	45	4.2	415	6.0	367	5.4
Professional, scientific, management, administrative, and waste management services	337	6.0	142	8.7	85	8.0	438	6.3	465	6.9
Educational, health and social services	1,100	19.7	317	19.4	215	20.2	1,490	21.5	1,511	22.4
Arts, entertainment, recreation, accommodation and food services	474	8.5	156	9.5	70	6.6	380	5.5	451	6.7
Other services (except public administration)	322	5.8	90	5.5	69	6.5	275	4.0	291	4.3
Public administration	183	3.3	45	2.7	41	3.8	247	3.6	154	2.3
Total	5,582	100.0	1,638	100.0	1,066	100.0	6,940	100.0	6,742	100.0

Source: U.S. Census Bureau, Census 2000.

Median household income in the study area varies among the jurisdictions. Data from the U. S. Census show Grand Haven Charter Township with a median household income of \$62,380 at the high end of the range and Village of Spring Lake at \$37,889 at the low end of the range (Table 2-10). The statistics for households living below the poverty level (Table 2-11) correspond with the median household income data with only 2.5 percent of the households with income below the poverty level and Village of Spring Lake with 8.4 percent of the households with income below the poverty level.

Table 2-10
Household Income

	City of Grand Haven		City of Ferrysburg		Village of Spring Lake		Grand Haven Charter Township		Spring Lake Township	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Less than \$10,000	273	5.4	59	4.6	111	10.2	80	1.7	296	5.7
\$10,000 to \$24,999	1,155	23.0	169	13.1	217	20.0	516	11.1	702	13.4
\$25,000 to \$49,999	1,720	34.3	371	28.8	399	36.7	1,093	23.6	1,585	30.3
\$50,000 to \$74,999	1,045	20.8	270	21.0	186	17.1	1,208	26.1	1,096	20.9
\$75,000 to \$99,999	467	9.3	146	11.4	71	6.5	807	17.4	664	12.7
\$100,000 to \$124,999	211	4.2	123	9.6	20	1.8	482	10.4	271	5.2
\$125,000 to \$149,999	47	0.9	56	4.4	27	2.5	182	3.9	232	4.4
\$150,000 or more	101	2.0	92	7.2	56	5.2	266	5.7	391	7.5
Total	5,019	100.0	1,286	100.0	1,087	100.0	4,634	100.0	5,237	100.0
Median household income in 1999	\$40,322	--	\$53,622	--	\$37,889	--	\$62,380	--	\$50,648	--

Source: U.S. Census Bureau, Census 2000.

Table 2-11
Households with Income Below Poverty Level

	City of Grand Haven		City of Ferrysburg		Village of Spring Lake		Grand Haven Charter Township		Spring Lake Township	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Income in 1999 below poverty level	243	4.8	71	5.5	91	8.4	114	2.5	277	5.3
Total Households	5,019	100.0	1,286	100.0	1,087	100.0	4,634	100.0	5,237	100.0

Source: U.S. Census Bureau, Census 2000.

The percentage of owner occupied housing in the study area varies from 67.8 percent in the City of Grand Haven to 92.2 percent in Grand Haven Charter Township (Table 2-12). In general, the study area has a relatively high level of owner-occupied housing.

Table 2-12
Housing Tenure

	City of Grand Haven		City of Ferrysburg		Village of Spring Lake		Grand Haven Charter Township		Spring Lake Township	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Owner occupied	3,372	67.8	1,071	82.3	776	71.1	4,287	92.2	4,057	77.5
Renter occupied	1,603	32.2	231	17.7	316	28.9	361	7.8	1,178	22.5
Total	4,975	100.0	1,302	100.0	1,092	100.0	4,648	100.0	5,235	100.0

Source: U.S. Census Bureau, Census 2000.

Only a small percentage of households in the study area are without a vehicle. Grand Haven Charter Township has a very low percentage, 0.8 percent, of households without a vehicle (Table 2-13). The percentage in the City of Grand Haven and the Village of Spring Lake is significantly higher at 6.4 percent in both jurisdictions.

Table 2-13
Vehicles Available by Household

	City of Grand Haven		City of Ferrysburg		Village of Spring Lake		Grand Haven Charter Township		Spring Lake Township	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
No vehicle available	316	6.4	24	1.8	70	6.4	39	0.8	198	3.8
1 vehicle available	2,063	41.5	474	36.4	513	47.0	878	18.9	1,689	32.3
2 vehicles available	2,111	42.4	580	44.5	374	34.2	2,680	57.7	2,343	44.8
3 vehicles available	351	7.1	188	14.4	94	8.6	744	16.0	731	14.0
4 vehicles available	118	2.4	25	1.9	35	3.2	249	5.4	192	3.7
5 or more vehicles available	16	0.3	11	0.8	6	0.5	58	1.2	82	1.6
Total Households	4,975	100.0	1,302	100.0	1,092	100.0	4,648	100.0	5,235	100.0

Source: U.S. Census Bureau, Census 2000.

Transportation Generators

Transportation generators are the locations in a community that generate a large number of trips. These include concentrations of places where people live such as multi-family housing, mobile home parks, and retirement communities. Recreational areas such as beaches and parks can be considered transportation generators. Public facilities such as public agencies like the health department or city/town/village halls are transportation generators. In the study area, there are numerous schools, both public and private, that are considered transportation generators. A key origin and destination for most residents is their place of work. Thus, major employers are transportation generators, as are major retail locations such as grocery stores because they attract work trips and shopping trips. Figure 2-1 is a map of transportation generators for the study area.

There are several major generators that are not currently served that would generate new ridership if Harbor Transit were to expand. These include the high school and community recreation center in Spring Lake Township and the high school in Grand Haven Charter Township. Other generators not currently served would include the Wal-Mart and industrial park in Grand Haven Charter Township, as well as two mobile home parks and several medical facilities in the township.

**Figure 2-1
Transportation Generators**



3 Harbor Transit Operations

Harbor Transit provides demand responsive curb-to-curb bus service, some contract service and seasonal trolley service.

Curb-to-curb Demand Response Service

Harbor Transit's demand response service is provided using a fleet of 15 medium-duty buses. Peak service requires 11 vehicles with the remaining four reserved as spare vehicles. The service is operated Monday through Friday from 6:00 a.m. to 6:00 p.m.; Saturday from 9:00 a.m. to 4:00 p.m.; and, Sunday from 8:00 a.m. to 1:00 p.m.

The regular fare for service is \$1.50 for each one-way trip. A discounted fare of \$.75 is charged for persons 60 years or older, 18 and under, the disabled, and persons with a Medicare card. Children under the age of four are free with a paying adult (limit two).

Harbor Transit's ridership is predominantly the elderly, people with disabilities, and school age children. The demand for demand response service is reduced during the summer. Scheduling and dispatching is done manually. People can make same-day reservations for trips. Advanced and subscription reservations are accepted. The wait time for a trip request is generally 20 to 30 minutes, depending on the time of day.

Trolley

Harbor Transit also operates a summer trolley service. The trolley operates seven days a week from Memorial Day weekend through Labor Day. The hours of operation are 11:00 a.m. to 10:00 p.m. The trolley operates in Grand Haven with a focus on the lakefront. A historical narrative is provided.

The fares for the trolley are the same as those for the demand response service, with the exception that children under two are free, and the fare for those between the ages of three and 18 is \$.75.

Funding

Harbor Transit has an annual operating budget of about \$1.5 million. Harbor Transit receives federal operating and capital funds through the Federal Transit Administration (FTA) and operating and capital funds from the Michigan Department of Transportation (MDOT). The balance of operating funds is provided by the three partner communities through a Local Fair Share Formula which has been in place since 1976. The Formula calculates the Fair Share for each community based on their population, which is weighted at 50 percent; the geographic area, which is 25 percent; and, ridership numbers at 25 percent.

Operational Characteristics and Trends

Table 3-1 is a profile of the operational characteristics of Harbor Transit over the past five years.

**Table 3-1
Harbor Transit Operating Statistics**

	2004	2005	2006	2007	2008
Passengers	162,470	178,679	165,225	135,652	106,800
Operating Expenses	\$1,716,599	\$1,902,524	\$1,658,311	\$1,738,076	\$1,685,236
Revenue Miles	397,978	391,537	373,497	275,958	267,091
Revenue Hours	24,640	25,563	24,644	21,194	20,308
Cost/Passenger	\$10.57	\$10.65	\$10.04	\$12.81	\$15.78
Cost/Mile	\$4.31	\$4.86	\$ 4.44	\$6.30	\$6.31
Cost/Hour	\$69.67	\$74.42	\$67.29	\$82.01	\$82.98
Passengers/Mile	0.41	0.46	0.44	0.49	0.40
Passengers/Hour	6.59	6.99	6.70	6.40	5.26

Source: Harbor Transit

Origins and Destinations

Key destinations are area schools including all of the major public elementary, middle and high schools. Other private and parochial schools are also major destinations. Medical facilities such as the Hospital and Harbor Dunes Medical Center are frequent destinations. Retirement communities such as Lloyd's Bayou and Evergreen Retirement Community are also frequented trip origins and destinations. In terms of shopping, Meijer's is a primary destination. Fast food locations such as Wendy's, Burger King, and Pizza Hut all are daily origins or destinations.



4 Stakeholder and Public Input

The Harbor Transit Planning Study includes opportunities for stakeholder and public input. As of the writing of this report, these have included meetings with Harbor Transit’s Advisory Committee, meetings with jurisdictional stakeholders such as representatives of the cities, village and townships, meetings and discussions with other stakeholders such as the Grand Haven Public Schools and the Spring Lake Public Schools and also a general public survey.

Stakeholder Meetings

During the course of the Harbor Transit Planning Study, a Harbor Transit’s Advisory Committee will act as a project steering committee and will meet regularly with the consultant to discuss and guide the progress of the study. The Advisory Committee has met four times with the consultant. Notes from these meeting can be found in the appendix.

Public Input

Web Site

A project Web site has also been established for the Harbor Transit Planning Study, www.harbortransitplan.com. Work products, the project schedule, upcoming meetings and the like, are posted on the Web site.

General Public Survey

A general public survey was conducted for the Harbor Transit Planning Study. A sample of 3,500 randomly selected households from the five jurisdictions associated with the study was assembled from data provided by AccuData.¹ Survey forms were mailed in early September and responses received over the next three weeks. As of October 1, 793 responses had been received. Table 4-1 presents the distribution of results by jurisdiction.

The response (over 20%) is considered high for this type of survey in the consultant’s experience. The response was relatively balanced by jurisdiction as shown in the table. Grand Haven Charter Township had the most surveys sent in followed by Spring Lake Township.

¹ The distribution of the 3,500 surveys was as follows: Grand Haven – 80; Ferrysburg – 258, Village of Spring Lake – 213, Grand Haven Charter Township – 1,108, Spring Lake Township – 1,118.

**Table 4-1
General Public Survey Results**

Response distribution

Jurisdiction	Number	Percent
City of Ferrysburg	84	10.6
City of Grand Haven	189	23.8
Grand Haven Charter Township	273	34.4
Spring Lake Township	205	25.9
Village of Spring Lake	42	5.3
Total	793	100.0

Most respondents were aware of Harbor Transit (Table 4-2). A relatively large number of respondents stated that someone in their home (almost 22%) used Harbor Transit (Table 4-3). Shopping, medical/dental, and social/recreational activities were the most commonly cited purpose of using the transit service (Table 4-4). Nearly 50 percent of those responded thought the service should be expanded (Table 4-5) while 14 percent stated that they or someone in their home have trouble meeting their transportation needs (Table 4-6).

Of those stating they had trouble meeting their needs (Table 4-7), the most common response was for social or recreational activities, which could be indicative of the use of Harbor Transit by children and youth for school who also would like to use it to get to places in the community not currently accessible.

Twenty-eight percent of the respondents indicated there were reasons why they or other adults in their home don't drive (Table 4-8) with not driving at night being the most cited reason (Table 4-9). When asked whether they would consider using Harbor Transit if necessary because of rising gas prices or other financial or convenience factors, 73 percent said they would (Table 4-10).

Of those saying they would use Harbor Transit, most suggested they would use the service as it is currently constituted with some support for a regularly scheduled bus route (Table 4-11). When asked whether they might support a fare increase if necessary to help maintain the existing level of transportation, almost 75 percent said yes (Table 4-12).

When asked whether residents of the townships would support a millage or special assessment to help support expanding Harbor Transit 72 percent of those responding who lived in the townships said they would (Table 4-13).

Finally, approximately 59 percent suggested that they or someone in their home may need transit in the next ten years (Table 4-14).

The survey results suggest relatively strong support for an expanded Harbor Transit. The relatively robust number of responses received, the indication of willingness to support an expanded Harbor Transit financially, and the expectation of possible future use all point to a service which is being responsive to the needs of the community.



**Table 4-2
General Public Survey Results**

Are you aware of Harbor Transit, the public transportation service in the City of Grand Haven, the Village of Spring Lake, and the City of Ferrysburg?

Response	City of Ferrysburg		City of Grand Haven		Grand Haven Township		Spring Lake Township		Village of Spring Lake		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Yes	83	100.0	187	100.0	265	97.1	195	97.0	42	100.0	772	98.2
No	0	0.0	0	0.0	8	2.9	6	3.0	0	0.0	14	1.8
Total	83	100.0	187	100.0	273	100.0	201	100.0	42	100.0	786	100.0

**Table 4-3
General Public Survey Results**

Do you, or anyone in your home, use Harbor Transit Services?

Response	City of Ferrysburg		City of Grand Haven		Grand Haven Township		Spring Lake Township		Village of Spring Lake		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Yes	23	27.7	67	35.4	26	9.6	34	17.1	19	45.2	169	21.5
No	60	72.3	122	64.6	246	90.4	165	82.9	23	54.8	616	78.5
Total	83	100.0	189	100.0	272	100.0	199	100.0	42	100.0	785	100.0

**Table 4-4
General Public Survey Results**

If yes, what type of trips do you make on Harbor Transit? Check all that apply.

Response	City of Ferrysburg		City of Grand Haven		Grand Haven Township		Spring Lake Township		Village of Spring Lake		Total	
	Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent
Working or seeking employment	4	17.4	13	19.4	5	19.2	8	23.5	2	10.5	32	18.9
Shopping	9	39.1	27	40.3	11	42.3	14	41.2	9	47.4	70	41.4
Attending school or training	5	21.7	15	22.4	9	34.6	5	14.7	1	5.3	35	20.7
Medical or dental appointments	9	39.1	30	44.8	8	30.8	15	44.1	7	36.8	69	40.8
Social or recreational activities	9	39.1	21	31.3	11	42.3	21	61.8	10	52.6	72	42.6
Other	5	21.7	17	25.4	5	19.2	7	20.6	5	26.3	39	23.1

*Percent of respondents that use Harbor Transit services.

**Table 4-5
General Public Survey Results**

What is your general impression of public transportation in the Tri-City area?

Response	City of Ferrysburg		City of Grand Haven		Grand Haven Township		Spring Lake Township		Village of Spring Lake		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Adequately meets the community's needs	25	29.8	41	21.7	29	10.6	39	19.0	10	23.8	144	18.2
Should be expanded	26	31.0	77	40.7	148	54.2	96	46.8	12	28.6	359	45.3
Works well for those who can't or don't drive	50	59.5	98	51.9	110	40.3	101	49.3	23	54.8	382	48.2
Not necessary in our area	2	2.4	5	2.6	12	4.4	7	3.4	1	2.4	1	0.1

* Respondents indicated multiple responses. The percent is of total respondents for each jurisdiction.

**Table 4-6
General Public Survey Results**

Do you, or others in your home, have problems getting your transportation needs met?

Response	City of Ferrysburg		City of Grand Haven		Grand Haven Township		Spring Lake Township		Village of Spring Lake		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Yes	4	4.9	24	13.2	45	16.9	29	14.9	5	12.5	107	14.0
No	78	95.1	158	86.8	221	83.1	165	85.1	35	87.5	657	86.0
Total	82	100.0	182	100.0	266	100.0	194	100.0	40	100.0	764	100.0

**Table 4-7
General Public Survey Results**

If yes, what does your lack of transportation keep you or others in your home from doing? Check all that apply.

Response	City of Ferrysburg		City of Grand Haven		Grand Haven Township		Spring Lake Township		Village of Spring Lake		Total	
	Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*
Working or seeking employment	0	0.0	6	25.0	14	31.1	9	31.0	0	0.0	29	27.1
Shopping	2	50.0	8	33.3	20	44.4	13	44.8	1	20.0	44	41.1
Attending school or training	1	25.0	8	33.3	11	24.4	7	24.1	0	0.0	27	25.2
Medical or dental appointments	3	75.0	8	33.3	21	46.7	15	51.7	2	40.0	49	45.8
Social or recreational activities	1	25.0	14	58.3	23	51.1	17	58.6	2	40.0	57	53.3
Other	1	25.0	5	20.8	6	13.3	5	17.2	2	40.0	19	17.8

*Percent of respondents that have problems getting their transportation needs met.

**Table 4-8
General Public Survey Results**

Are there any reasons why you, or other adults in your home, don't drive or limit the amount of their driving?

Response	City of Ferrysburg		City of Grand Haven		Grand Haven Township		Spring Lake Township		Village of Spring Lake		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Yes	17	22.1	55	31.8	61	23.8	59	30.1	13	37.1	205	27.8
No	60	77.9	118	68.2	195	76.2	137	69.9	22	62.9	532	72.2
Total	77	100.0	173	100.0	256	100.0	196	100.0	35	100.0	737	100.0

**Table 4-9
General Public Survey Results**

If yes, please check all that apply.

Response	City of Ferrysburg		City of Grand Haven		Grand Haven Township		Spring Lake Township		Village of Spring Lake		Total	
	Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*
Don't drive in poor weather	2	11.8	14	25.5	37	60.7	36	61.0	7	53.8	96	46.8
Don't drive at night	1	5.9	18	32.7	24	39.3	28	47.5	7	53.8	78	38.0
Mechanical difficulties	3	17.6	7	12.7	7	11.5	7	11.9	3	23.1	27	13.2
Don't own a vehicle	5	29.4	13	23.6	7	11.5	4	6.8	3	23.1	32	15.6
Not licensed to drive	7	41.2	13	23.6	13	21.3	9	15.3	2	15.4	44	21.5
Have a disability and cannot drive	8	47.1	13	23.6	11	18.0	15	25.4	2	15.4	49	23.9
Other	7	41.2	20	36.4	18	29.5	15	25.4	5	38.5	65	31.7

*Percent of respondents that don't drive or limit their amount of driving.

**Table 4-10
General Public Survey Results**

Because of gas prices or other financial or convenience factors, would you or other members of your household consider using a public transportation service if it met your needs?

Response	City of Ferrysburg		City of Grand Haven		Grand Haven Township		Spring Lake Township		Village of Spring Lake		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Yes	55	67.9	138	77.5	178	68.2	147	75.4	28	73.7	546	72.5
No	26	32.1	40	22.5	83	31.8	48	24.6	10	26.3	207	27.5
Total	81	100.0	178	100.0	261	100.0	195	100.0	38	100.0	753	100.0

**Table 4-11
General Public Survey Results**

If yes, what type of service would you consider using? Check all that apply.

Response	City of Ferrysburg		City of Grand Haven		Grand Haven Township		Spring Lake Township		Village of Spring Lake		Total	
	Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*
A regularly scheduled bus route	24	43.6	54	39.1	96	53.9	80	54.4	15	53.6	269	49.3
A door-to-door service such as Harbor Transit currently operates	46	83.6	106	76.8	123	69.1	104	70.7	25	89.3	404	74.0
A regional service	11	20.0	41	29.7	63	35.4	35	23.8	8	28.6	158	28.9
Other	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0

*Percent of respondents that would consider using a public transportation service.

Table 4-12
General Public Survey Results

Harbor Transit currently charges the general public \$1.50 per one-way trip, with a discounted fare of \$.75 for senior citizens, the disabled, persons with a Medicare card and those 18 years and younger. Do you think an increased fare would be appropriate if it helps maintain the existing level of transportation services or perhaps allowed for improved services?

Response	City of Ferrysburg		City of Grand Haven		Grand Haven Township		Spring Lake Township		Village of Spring Lake		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Yes	62	79.5	118	66.3	191	74.6	143	75.7	24	64.9	538	72.9
No	16	20.5	60	33.7	65	25.4	46	24.3	13	35.1	200	27.1
Total	78	100.0	178	100.0	256	100.0	189	100.0	37	100.0	738	100.0

Table 4-13
General Public Survey Results

Residents of the City of Grand Haven, the City of Ferrysburg, and the Village of Spring Lake support Harbor Transit with millages. If you are a resident of Spring Lake Township or Grand Haven Charter Township would you support a millage or special assessment to help support expanding Harbor Transit service in your township?

Response	City of Ferrysburg		City of Grand Haven		Grand Haven Township		Spring Lake Township		Village of Spring Lake		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Yes	--	--	--	--	189	74.4	128	68.1	--	--	317	71.7
No	--	--	--	--	65	25.6	60	31.9	--	--	125	28.3
Total	--	--	--	--	254	100.0	188	100.0	--	--	442	100.0

Table 4-14
General Public Survey Results

Do you, or others in your home, anticipate possibly needing public transportation services in the next 10 years?

Response	City of Ferrysburg		City of Grand Haven		Grand Haven Township		Spring Lake Township		Village of Spring Lake		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Yes	63	75.9	111	62.4	142	54.2	98	50.3	26	66.7	440	58.1
No	20	24.1	67	37.6	120	45.8	97	49.7	13	33.3	317	41.9
Total	83	100.0	178	100.0	262	100.0	195	100.0	39	100.0	757	100.0

Appendix



Steering Committee
Meeting Notes

**Steering Committee Meeting Notes
June 4, 2009
(Kick-off Meeting)**

Minutes

Harbor Transit Planning Study
Kick-Off Meeting

June 4, 2009

Attendees:

Tom Manderschied, Transportation Director, Harbor Transit
Sue Thomae, Operations Manager, Harbor Transit
Joanne A. Marcetti, (Retired), Former Supervisor, Grand Haven Charter Township
Lukas Hill, Community Development Director, Spring Lake Township
Craig Bessinger, City Manager, City of Ferrysburg
Patrick McGinnis, City Manager, City of Grand Haven
Phil Kazmierski, Mannik & Smith Group, Consultant
Larry Strange, The Corradino Group, Consultant

NEXT MEETING: JULY 16, 1:30 P.M., LOCATION TO BE DETERMINED

Introductions

The purpose of the meeting was to kick off the Harbor Transit Planning Study. Introductions of those in attendance were made. Larry passed out copies of the Agenda and a project area map for those to review. He introduced himself and Phil Kazmierski of Mannik & Smith Group introduced himself.

Schedule

Larry Strange initiated the discussion with an overview of the project schedule. He said that there would be an interim report produced in mid-July as an insert to the schedule. He said this report would be completed in mid-July. He said the schedule shows a start date of June and the project should be completed in early 2010.

Larry mentioned the public meeting/workshop for the study is tentatively scheduled for mid-September and the consensus of the group was that this was good timing. Larry said that it wouldn't just be one meeting but rather a series of meetings held over 2 or 3 days. There will be a meeting in each of the key jurisdictions in the study: City of Grand Haven, Village of Spring Lake, Ferrysburg, Spring Lake Township, and Grand Haven Charter Township. The committee emphasized that as much as possible comparable efforts to reach folks in each jurisdiction should occur. These will consist of using utility lists for mailings, public radio, and public television. Mailings would be focused on the likely proposed expansion area.

As part of the discussion of the public involvement program the consultant proposed a website be established. It was agreed that Corradino would create and maintain the site and that the City would have a link to it. Subsequent to this meeting, Tom Manderschied directed Larry to coordinate with Matt Vanportfliet of the city to coordinate this process. The site will be named www.harbortransitplan.com. A template of the opening page is presented in Figure 1. The site should be up and running by the end of this week (week of June 15).

Figure 1
Website Template



Community Issues

This discussion began with consideration of the focus of the project. Larry Strange said that his understanding was the focus was on the feasibility of expansion and the identification (and resolution) of obstacles to expansion. Following extensive discussion those in attendance agreed. Larry asked representatives of each of the jurisdictions in attendance to voice some of the key issues they felt should be considered during the planning.

Grand Haven

- The City has a desire for the transit system to expand its boundaries.
- They would support an authority concept if that made sense.
- They believe that all parties should be on board with the fair share formula or whatever funding mechanism is pursued during the expansion.

Grand Haven Township

- There is more cooperation today than in the past.
- There has been extensive growth in the township. There probably are as many transit generators in the township as in the city.
- The township would serve as a full partner, contribute financially to the overall operations, and serve in an advisory role on the board
- .The township is not comfortable with the existing fair share formula.
- Some examples of authorities that could work for transit currently exist (the North Ottawa Water Authority), the Library Authority.

Ferrysburg

- Fair share formula
- City gets charged for trips for people who walk in from the surrounding non-service area.
- Charter school using the transit system without contributing to the operating costs.

Spring Lake Township

- Perception of empty buses
- Who is the system designed for?

Following this interaction there was discussion of the various issues. Larry said that Phil Kazmierski's key focus early on in the project was analysis of the fair share formula and possible governance alternatives.

Larry said that he was going to try and schedule meetings with:

- Bill Cargo (Grand Haven Township)
- Gordon Gallagher (Spring Lake Township)
- Keith Konarska (Grand Haven Public Schools)

Larry also said that later in the study a more focused workshop with various agencies and government entity representatives would be held.

Larry also said because Ryan Cotton couldn't be at this June 4 kickoff meeting he (Larry) would schedule a meeting with him.

Transit Agency Issues

Some of the outstanding issues facing the transit agency follow:

- Ridership is stable (but not growing)
- Lack of technology
- The administrative/garage facility on Ferry Street needs a facelift.
- There are two distinct levels of service because of the amount of school children transportation provided by Harbor Transit – summer/non-school and school-year service.

Larry indicated that he would spend time in the facility and on buses during the study.

Other

There needs to be coordination with the County study (which now is focusing on an interurban concept linking Grand Rapids with the various communities in Ottawa County). The plan needs to be consistent with the comprehensive plans of each governmental unit.

The committee needs to be kept engaged in the planning process so the study doesn't lose steam.

Please feel free to contact Larry (lstrange@corrardino.com) or 502-523-7474 if you have any corrections or comments regarding these minutes or any other issues with the study.

Steering Committee Meeting Notes
July 16, 2009

Notes

Harbor Transit Planning Study
Harbor Transit Technical Advisory Committee

July 16, 2009

Location:
Grand Haven Charter Township Hall
1:30 p.m.

Attendees:
Craig Bessinger
Ryan Cotton
Lukas Hill
Tom Manderscheid
Joanne Marcetti
Patrick McGinnis
Phil Kazmierski (Consultant)
Larry Strange (Consultant)

Larry Strange reported on the status of the stakeholder meetings that have been held to date. These included meetings with representatives of the Spring Lake Township, Grand Haven Charter Township, Grand Haven Public Schools, and Spring Lake Public Schools. Larry also noted that Phil Kazmierski had met with City of Grand Haven staff about the Fair Share formula.

Larry Strange provided a summary of the Expansion Situation Analysis. A discussion on the Organization Structure took place. The seven Public Acts in PA 51 of 1951 as amended were noted as the guide for any new organizational structure. During the conversation it was noted that Ferrysburg, like Grand Haven and the Village of Spring Lake also has a dedicated millage for transit. Also there is not an opportunity to for Ferrysburg and the Village of Spring Lake to negotiate services on a yearly basis because there are no yearly contracts for transit service between Grand Haven and Ferrysburg and the Village of Spring Lake, as described in the Situation Analysis. The contracts are with the non – governmental recipients of services. There was discussion about the pros and cons of an authority or some other arrangement. The steering committee would like to see organizational options and copies of by-laws/peer review. Larry Strange indicated that the consulting team would present these at the next meeting.

The demographic data was distributed for information. A map of the area was also distributed. The steering committee identified additional trip generators for inclusion on the map.

The survey was reviewed and discussed. Question 9 & 10 will be removed and question 8 will be adjusted. Corradino will have the survey performed with the results broken down by geographic area (city, village Township, etc.). Larry Strange said the survey would be mailed in the next month. Per comments from the Board (at the previous night's Grand Haven Transit Advisory Board meeting), a media announcement of the survey and the plan would precede the survey.

Larry Strange requested contacts at the Village of Spring Lake, Ferrysburg and Grand Haven Township so the study can be added as a link to the respective web sites. He will provide the contacts with the necessary information.

The next meeting was scheduled for August 20th. This date was subsequently changed to August 24th in the Village of Spring Lake Offices at 3:30 p.m.

Please forward any comments or corrections to these Notes to Larry Strange.

Steering Committee Meeting Notes August 24, 2009

Notes

Harbor Transit Planning Study
Harbor Transit Technical Advisory Committee

August 24, 2009
Spring Lake Village Hall
3:30 p.m.

Attendees

Craig Bessinger
Ryan Cotton
Lukas Hill
Tom Manderscheid
Joanne Marcetti
Patrick McGinnis
Phil Kazmierski (Consultant)
Larry Strange (Consultant)

Larry Strange reviewed the upcoming public survey. There were a number of edits suggested to both the survey and the cover letter and Larry noted that these would be incorporated. The final versions would be submitted to Tom for approval. Larry said the survey should go out at the end of the week. (Note, as of this writing – Wednesday 10 a.m. – we are not sure if the surveys will go out this week or the week of September 8 due to vacations in our Southfield office.) The surveys will be mailed from and returned to Southfield.

Phil Kazmierski reviewed organizational options for Harbor Transit as detailed in the draft Technical Memorandum 3 document submitted to the committee by Corradino. The committee discussed the options and various issues and considerations associated with the report. Based on the discussion, Larry Strange said the Executive Summary would be revised and presented at the next meeting. The committee determined that at the next meeting it would be appropriate to bring in additional people from the jurisdictions to bring them up to date on the planning process. There was discussion about holding a “summit” in November to introduce the concepts to the community. Larry will also begin preparing a financial analysis of several scenarios to determine the cost to the jurisdictions in an expanded system. The alternatives to be reviewed include:

- Current formula
- Taxable Value only
- Taxable Value plus area (50% each) (the “area” should be the urbanized area designated by GHTC which you have and an area for SLT which probably should be a five mile band from village and include High School - we need to get this area defined.
- Current formula but with ridership counted to the jurisdiction in which it originates
- A scenario geared towards allocating cost by service provided depending on what information is available.

The next meeting was scheduled for September 22nd at the Spring Lake Village Hall at 3:30 p.m.

Please forward any comments or corrections to these Notes to Larry Strange.

**Steering Committee Meeting Notes
October 1, 2009**

Notes

Harbor Transit Planning Study
Harbor Transit Technical Advisory Committee

October 1, 2009
Spring Lake Village Hall
3:30 p.m.

Attendees

Craig Bessinger
Bill Cargo
Ryan Cotton
Carl French
Gordon Gallagher
Tom Manderscheid
Joanne Marcetti
Geri McCaleb
Patrick McGinnis
Jeff Stille
Phil Kazmierski (Consultant)
Larry Strange (Consultant)

Larry Strange reviewed the public survey. 3,500 hundred surveys were mailed to a sample mailing list obtained from AccuData. As of October 1, about 750 surveys had been received, most by mail. (As of this writing the count is about 800). Larry noted that this was the most surveys returned on a survey of this nature he had conducted focusing purely on transit. He presented the responses to the survey to the committee. The responses to some key questions were supportive of expanded transit in the townships. The discussion focused on the need to be cautionary about reading too much into the results but overall it appeared that the participants were encouraged by them. Larry said that the survey results would be aggregated by jurisdiction.

Phil Kazmierski reviewed organizational options for Harbor Transit as detailed in the draft Technical Memorandum 3 document submitted to the committee by Corradino. The committee discussed the options and various issues and considerations associated with the report. There was an extensive discussion about the organizational options. The group concurred that Options 2 (Public Act 7) and 4 Public Act 196 should remain on the table and that perhaps a hybrid option should be considered. The overriding issues appeared to be on the one hand, the potential loss of local control in the event an Act 196-type authority was put in place and the ability under a 196 scenario to enact a uniform millage rate across the service area so that the current funding formula would no longer be needed. There appeared to be consensus supporting an expansion plan.

Larry Strange reviewed a set of financial scenarios that were developed in response to requests received during the August 24 meeting. The question was raised about how the geographical

allocation was developed and Larry said that the analysis assumed that 2/3 of each township would be included in the expanded service area.

There was discussion about next steps and it was agreed that the board of each township should be briefed to get their views on the issue and that the committee should then reconvene.

The next meeting was scheduled for November 4 at the Spring Lake Village Hall at 3:30 p.m.

Please forward any comments or corrections to these Notes to Larry Strange.