

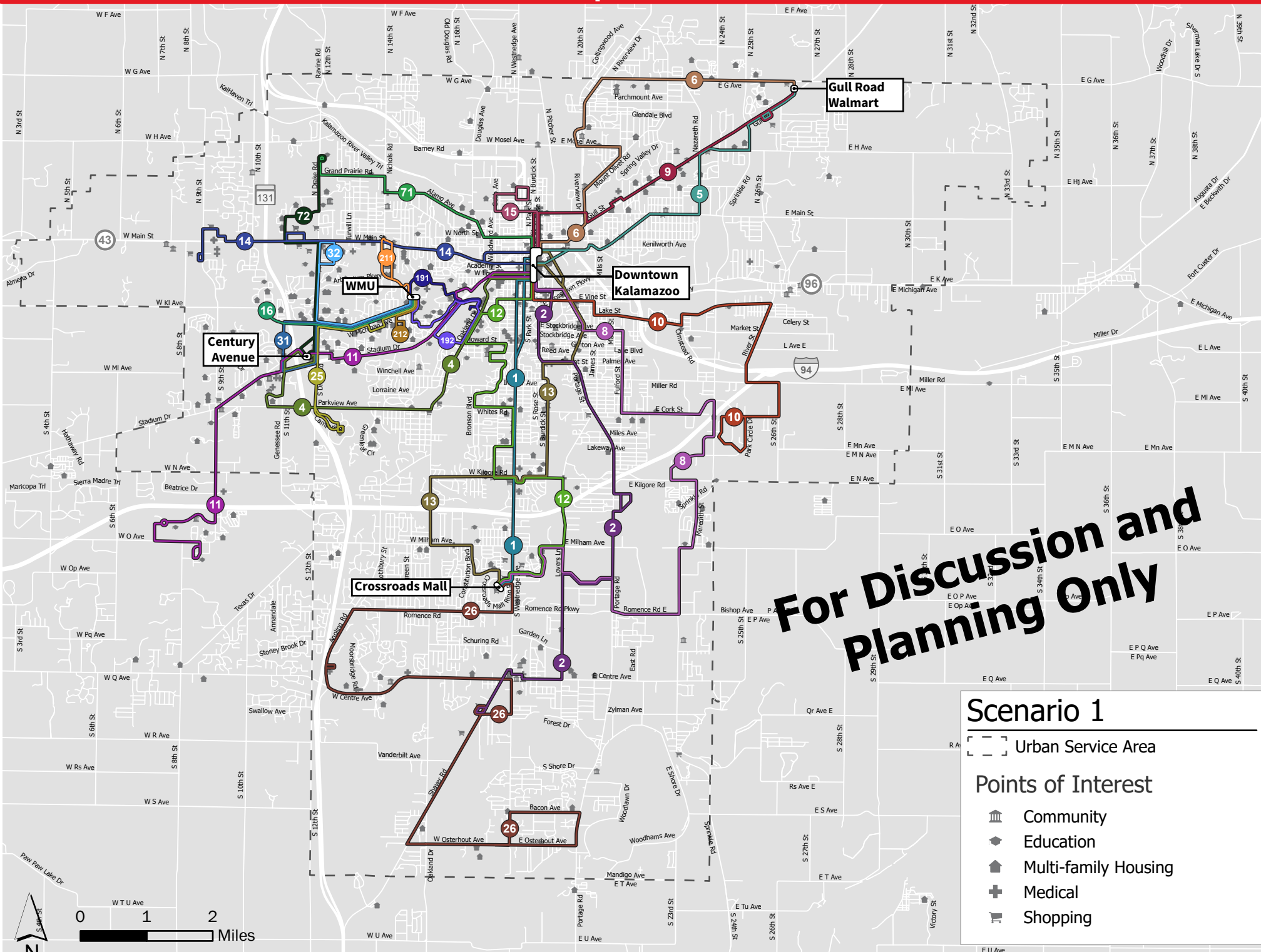
For Discussion and Planning Only

Existing Routes

--- Urban Service Area

Points of Interest

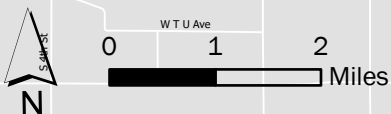
- Community
- Education
- Multi-family Housing
- Medical
- Shopping



For Discussion and Planning Only

Scenario 1

- Urban Service Area
- Points of Interest
 - Community
 - Education
 - Multi-family Housing
 - Medical
 - Shopping



SCENARIO 1

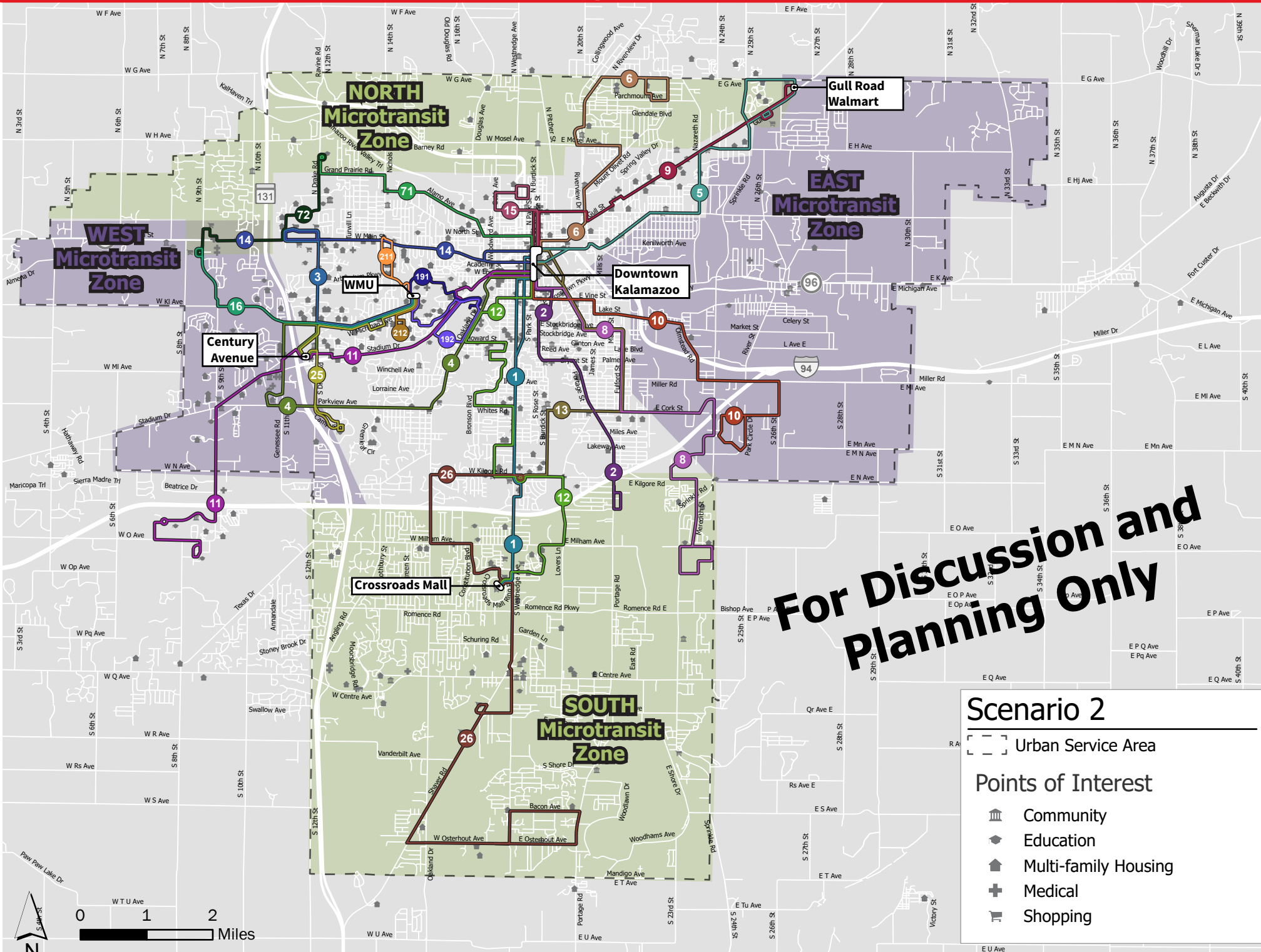
Route	End of Line 1	End of Line 2	Key Changes from Current	Other Notes
1	Kalamazoo Transit Center	Crossroads Mall	Revised alignment through Meijer on Westnedge to avoid unprotected left turn onto Kilgore; Elimination of direct service to Portage Adult Education due to low ridership.	
2	Kalamazoo Transit Center	Portage Walmart	Alignment shifted from Pitcher and Portage Street to Rose, Jasper, Burdick, and Alcott Street to improve access to Bronson Methodist Hospital and DHHS; End of line shifted from Sprinkle Road to Portage Walmart to better serve airport area and Stryker campus, while establishing stronger anchor.	Sprinkle Road coverage picked up by Route 8.
3	WMU Transit Loading Zone	Century Avenue (Route 31); W. Main Street (Route 32)	Split Route 3 into two routes (31 and 32) to reduce out-of-direction travel and provide more direct service to key destinations.	Costco and Trader Joe's served from Century Avenue rather than Stadium Drive; Harding's Market and Target served from Drake/W. Main to avoid circuitous deviations.
4	Kalamazoo Transit Center	Century Avenue	Service eliminated south of Parkview Avenue to improve productivity and reduce one-way service; Route extended from Crystal Lane to Century Avenue to establish stronger anchor and facilitate transfer opportunities.	Service to Milham Meadows Apartments picked up by Route 13.
5	Kalamazoo Transit Center	Gull Road Walmart	Route extended from E. Main Street to Gull Road Walmart to establish stronger anchor, facilitate transfer opportunities, and allow for streamlining of Route 9 service on Gull Road.	
6	Kalamazoo Transit Center	Gull Road Walmart	Alignment shifted from Paterson and Burdick Street to Gull Road and Ransom Street to create transfer opportunity with Route 9 at Riverview and Gull Road.	Service to Family Health Center on Burdick Street picked up by Route 9.
7	Kalamazoo Transit Center (Route 71); Century Avenue (Route 72)	Kalamazoo Central High School	Split Route 7 into two routes (71 and 72) to reduce perception of out-of-direction travel; Service to Maple Hill Pavilion shifted from Drake Road to Maple Hill Drive and W. Main Street to provide better access to Aldi and multi-family housing along Maple Hill; Service extended further south to Century Avenue to serve additional anchor and facilitate more transfer opportunities.	Maple Hill Pavilion coverage allows Route 32 service to be streamlined.
8	Kalamazoo Transit Center	Crossroads Mall	Alignment shifted from Pitcher and Portage Street to Walnut and Rose Street to improve access to Bronson Methodist Hospital; Eliminate service east of Sprinkle Road (including MRC Industries) to streamline route and due to low ridership; End of line shifted from Manchester Road to Portage Walmart to better serve multifamily housing and industrial destinations surrounding the airport, while establishing stronger anchor.	Service to MRC Industries on 26th Street picked up by Route 10.

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9	Kalamazoo Transit Center	Gull Road Walmart	Alignment shifted from E Kalamazoo and E Michigan Avenue to E Paterson and N Rose Street to serve Family Health Center and create transfer opportunity with Route 6 at Riverview and Gull Road; Eliminated deviations to Ascension Borgess Health & Fitness and H Avenue/Sprinkle Road to streamline route.	H Avenue/Sprinkle Road coverage picked up by Route 5.
10	Kalamazoo Transit Center	Midlink Drive	Alignment shifted from King Highway, E Kalamazoo, and E Michigan Avenue to E Vine and S Rose Street to improve access to Bronson Methodist Hospital; Route restructured to travel south from Comstock Avenue to provide job-access opportunities including greenhouses along River Street, MCR Industries, and industrial destinations along Midlink Drive instead of Gull Road Walmart.	Very low ridership along N 26th Street, north of Comstock Avenue.
11	Kalamazoo Transit Center	KVCC	Alignment shifted from W Kalamazoo and W Michigan Avenue to W South and W Lovell Street to reduce one-way service and improve access to downtown destinations such as Kalamazoo Public Library; WMU served on inbound and outbound trips to complement Routes 191 and 192; Alignment shifted to serve Century Avenue to serve an additional anchor and provide more transfer opportunities; KVCC Groves campus served on all trips.	New roadway will connect Groves campus to O Avenue.
12	Kalamazoo Transit Center	Crossroads Mall	Alignment shifted to serve Phoenix High School in order to create route linking multiple high schools with YMCA and Crossroads Mall for job-access and recreation opportunities. Service shifted from Duke Street to Westnedge Avenue, north of Denway Drive, to increase ridership and transfer opportunities. End of line shifted from airport to Crossroads Mall via Newport Road and Gladys Street to better serve multifamily housing and increase ridership.	Airport coverage picked up by Route 2.
13	Kalamazoo Transit Center	Crossroads Mall	Swapped segments with Route 2 north of Alcott Street to reduce out-of-direction travel when serving DHHS; Route extended from Meijer on Old Kilgore Road to Crossroads Mall via Milham Meadows.	Service to Milham Meadows links area with high transit need to more destinations and job-access opportunities.
14	Kalamazoo Transit Center	9th Street Walmart	Alignment adjustments through Maple Hill Pavilion, Meijer, and Walmart to facilitate bi-directional service utilizing signalized intersections; Elimination of service to Oshtemo Branch Library due to low ridership.	
15	Kalamazoo Transit Center	Hopkins Street	Simplified alignment to reduce one-way segments; Eliminated service in Kalamazoo Township due to low ridership as current stops north of Business 131.	N Rose Street coverage picked up by Route 9.
16	WMU Transit Loading Zone	58 West Apartments	End of line shifted from downtown Kalamazoo to WMU Transit Loading Zone to reduce redundancy with Route 11 operating between downtown and WMU.	Ridership patterns suggest very few riders continue past WMU on trips originating east and west of the university.

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19	WMU Transit Loading Zone	WMU College of HHS (Route 191); Stadium Drive Apartments (Route 192)	Split Route 19 into two routes (191 and 192) to reduce out-of-direction travel and provide more direct service to destinations on Ring Road North and Ring Road South.	
21	WMU Transit Loading Zone	Kendall Avenue (Route 191); Westbrook Road (Route 192)	Split Route 21 into two routes (211 and 212) to reduce likelihood of WMU passengers boarding a bus heading in the wrong direction; Eliminate Fraternity Village Drive service to reduce out-of-direction travel.	Fraternity Village Drive service picked up by Route 25.
25	WMU Transit Loading Zone	WMU College of Engineering and Applied Sciences	Alignment adjustments to serve Kenbrooke Court, Michigamme Woods Drive, and Fraternity Village Drive on outbound and inbound trips.	Signalized intersections at Michigan Avenue both and Kenbrooke Court and Fraternity Village Drive.
26	Crossroads Mall	Portage Road	Restructured route to provide bi-directional service between Crossroads Mall and key destinations in southern half of Portage.	Service to Mallard Cove Apartments picked up by Route 13.
27	N/A	N/A	Eliminated route due to low ridership	Much of coverage picked up by other routes including Route 2, 8, and 26



SCENARIO 2 – red text indicates items that are changed from Scenario 1

Route	End of Line 1	End of Line 2	Key Changes from Current	Other Notes
1	Kalamazoo Transit Center	Crossroads Mall	Revised alignment through Meijer on Westnedge to avoid unprotected left turn onto Kilgore; Elimination of direct service to Portage Adult Education due to low ridership.	
2	Kalamazoo Transit Center	Airport Drive	Alignment shifted from Pitcher and Portage Street to Rose, Jasper, Burdick, and Alcott Street to improve access to Bronson Methodist Hospital and DHHS; End of line shifted from Sprinkle Road to Airport Drive to provide more direct service to airport-area job access opportunities.	Sprinkle Road coverage picked up by Route 8.
3	WMU Transit Loading Zone	Maple Hill Pavilion	Eliminate loops serving 11th Street, Sage Street, and Harding’s Market to streamline route and reduce out-of-direction travel and one-way service; Extend service further into Maple Hill Pavilion for more convenient access to retail destinations.	11th Street service picked up by Route 4.
4	Kalamazoo Transit Center	Century Avenue	Service eliminated south of Parkview Avenue to improve productivity and reduce one-way service; Route extended from Crystal Lane to Century Avenue via 11th Street and KI Avenue to establish stronger anchor and facilitate transfer opportunities.	Service to Milham Meadows Apartments picked up by Route 26.
5	Kalamazoo Transit Center	Gull Road Walmart	Route extended from E. Main Street to Gull Road Walmart to establish stronger anchor, facilitate transfer opportunities, and allow for streamlining of Route 9 service on Gull Road.	Route serves Gull Prairie Apartments in Scenario 2 only.
6	Kalamazoo Transit Center	Mount Olivet Drive	Alignment shifted from Paterson and Burdick Street to Gull Road and Ransom Street to create transfer opportunity with Route 9 at Riverview and Gull Road.	Service to Family Health Center on Burdick Street picked up by Route 9.
7	Kalamazoo Transit Center (Route 71); 9th Street Walmart (Route 72)	Kalamazoo Central High School	Split Route 7 into two routes (71 and 72) to reduce perception of out-of-direction travel; Service extended further west to 9th Street Walmart to serve additional anchors and facilitate more transfer opportunities.	
8	Kalamazoo Transit Center	Commercial Road	Alignment shifted from Pitcher and Portage Street to Walnut and Rose Street to improve access to Bronson Methodist Hospital; Eliminate service east of Sprinkle Road (including MRC Industries) to streamline route and due to low ridership; End of line shifted from Manchester Road to Commercial Avenue/American Avenue to better serve multifamily housing and industrial destinations surrounding the airport.	Service to MRC Industries on 26th Street picked up by Route 10.
9	Kalamazoo Transit Center	Gull Road Walmart	Alignment shifted from E Kalamazoo and E Michigan Avenue to E Paterson and N Rose Street to serve Family Health Center and create transfer opportunity with Route 6 at Riverview and Gull Road; Eliminated deviations to Ascension Borgess Health & Fitness and H Avenue/Sprinkle Road to streamline route.	H Avenue/Sprinkle Road coverage picked up by Route 5.
10	Kalamazoo Transit Center	Midlink Drive	Alignment shifted from King Highway, E Kalamazoo, and E Michigan Avenue to E Vine and S Rose Street to improve access to Bronson Methodist Hospital; Route restructured to travel south from Lake Street to provide job-access opportunities including Kalamazoo Candle Company , greenhouses along River Street, MCR Industries, and industrial destinations along Midlink Drive instead of Gull Road Walmart.	Comstock Avenue and N 26th Street coverage picked up Microtransit Zone East.

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11	Kalamazoo Transit Center	KVCC	Alignment shifted from W Kalamazoo and W Michigan Avenue to W South and W Lovell Street to reduce one-way service, and improve access to downtown destinations such as Kalamazoo Public Library; WMU served on inbound and outbound trips to complement Routes 191 and 192; Alignment shifted to serve Century Avenue to serve an additional anchor and provide more transfer opportunities; KVCC Groves campus served on all trips.	New roadway will connect Groves campus to O Avenue.
12	Kalamazoo Transit Center	Crossroads Mall	Alignment shifted to serve Phoenix High School in order to create route linking multiple high schools with YMCA and Crossroads Mall for job-access and recreation opportunities. Service shifted from Duke Street to Westnedge Avenue, north of Denway Drive, to increase ridership and transfer opportunities. End of line shifted from airport to Crossroads Mall via Newport Road and Gladys Street to better serve multifamily housing and increase ridership.	Airport coverage picked up by Route 2.
13	Kalamazoo Transit Center	Old Kilgore Road	Swapped segments with Route 8 north of East Cork Street to facilitate access to groceries at Harding's Market for riders of both routes.	
14	Kalamazoo Transit Center	Maple Hill Pavilion	End-of-line shifted to Maple Hill Pavilion, improve access to destination within the shopping center and across W. Main Street.	Meijer and Walmart service picked up by Route 72 with connection at Maple Hill Pavilion; Oshtemo Branch Library service picked up by Microtransit Zone North.
15	Kalamazoo Transit Center	Hopkins Street	Simplified alignment to reduce one-way segments; Eliminated service in Kalamazoo Township due to low ridership north of Business 131.	N Rose Street coverage picked up by Route 9. Service north of Business 131 picked up by Microtransit Zone North.
16	WMU Transit Loading Zone	9th Street Walmart	Eastern end of line shifted from downtown Kalamazoo to WMU Transit Loading Zone to reduce redundancy with Route 11 operating between downtown and WMU; Western end of line extended to Walmart on 9th Street to improve retail/grocery access from campus and off-campus housing.	Ridership patterns suggest very few riders continue past WMU on trips originating east and west of the university; Sidewalk and crosswalk improvements would be required to serve 58 West and The Paddock Apartments from KI Avenue.
19	WMU Transit Loading Zone	WMU College of HHS (Route 191); Stadium Drive Apartments (Route 192)	Split Route 19 into two routes (191 and 192) to reduce out-of-direction travel and provide more direct service to destinations on Ring Road North and Ring Road South.	
21	WMU Transit Loading Zone	Kendall Avenue (Route 191); Westbrook Road (Route 192)	Split Route 21 into two routes (211 and 212) to reduce likelihood of WMU passengers boarding a bus heading in the wrong direction; Eliminate Fraternity Village Drive service to reduce out-of-direction travel.	Fraternity Village Drive service picked up by Route 25.
25	WMU Transit Loading Zone	WMU College of Engineering and Applied Sciences	Alignment adjustments to serve Century Avenue, Kenbrooke Court, Michigamme Woods Drive, and Fraternity Village Drive on outbound and inbound trips.	Signalized intersections at Michigan Avenue both and Kenbrooke Court and Fraternity Village Drive.
26	Old Kilgore Road	Shaver Road Meijer	Restructured route to provide bi-directional service between Meijer on Westnedge and Meijer on Shaver Road via Milham Meadows, Crossroads Mall, Portage Central High School, and Walmart on Shaver Road; and key destinations in southern half of Portage.	Current Route 26 coverage also picked up by Microtransit Zone South

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27	N/A	N/A	Eliminated route due to low ridership	Current Route 27 coverage picked up by Microtransit Zone South
Microtransit Zone North (New)	N/A	N/A	Serving parts of Oshtemo, Westwood, Kalamazoo Township, and Comstock Northwest on demand.	Key transfer hubs at Walmart and Meijer along Gull Road and Walmart and Meijer along 9th Street.
Microtransit Zone South (New)	N/A	N/A	Serving most of Portage on demand.	Key transfer hubs at Crossroads Mall and Walmart and Meijer along Shaver Road.
Microtransit Zone East (New)	N/A	N/A	Serving parts of Kalamazoo, Comstock Northwest, and Comstock Township, on demand.	Key transfer hubs at Walmart and Meijer along Gull Road.
Microtransit Zone West (New)	N/A	N/A	Serving parts of Oshtemo on demand.	Key transfer hubs at Walmart and Meijer along 9th Street.