

Washtenaw County Transit Master Plan
A Proposal to the Citizens of Washtenaw County

Five Year Transit Program

DRAFT - April 2012



Washtenaw County Transit Master Plan - Five Year Transit Program

DRAFT REPORT

April 23, 2012

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Jesse Bernstein



Michael Ford

Dear Community Members,

We are pleased to present a first draft of a Five Year Transit Program. We need your input and review.

Over the last two years, TheRide has reached out to thousands of people across Washtenaw County and gathered their recommendations on our region's current and future transportation needs. The first product of this community outreach was a 30 Year Vision - a long range blueprint for travel and mobility in Washtenaw County and how to deal with emerging challenges: how to accommodate a rapidly aging population, rising gas prices, and remaining competitive economically as a region.

30 years is a long time - this year, we are focusing in on how to meet near-term transportation needs by working with communities throughout the county on a Five Year Transit Program. This program will specify what transit projects and priorities we, as a community, will implement next.

Your comments and suggestions on the Five Year Transit Program will ensure that transit is a truly community-guided and people-focused service that meets our travel and mobility needs. Once the

community has given its input - through public forums, written comments, and other methods, we will make revisions and issue a final Five Year Transit Program.

We would like to thank everyone who has participated in this process thus far - you have been instrumental in shaping transit options in our communities. Thank you especially to the tireless leaders in our cities and townships, the Financial Task Force, and the transportation partners in our community.

We look forward to hearing from you!

Sincerely,

Michael Ford
Chief Executive Officer

Jesse Bernstein
Chairman of the Board

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1. Introduction

About Countywide Transit

This document represents the latest step toward realizing the vision of a Washtenaw County where the transit needs of residents and visitors are fully met.

The idea to provide transit services throughout Washtenaw County has been around for many years. In its 1999 “Destination 2010 - AATA Strategic Plan”, the Ann Arbor Transportation Authority (AATA) recognized the need to “expand its services outward as the urbanized area continues to grow”. In 2004, Washtenaw County published “A Comprehensive Plan for Washtenaw County” that included objectives for expansion of the County’s transit system and identification of a “dedicated source of funds for county-wide transit services”. In December, 2007, the Washtenaw Area Transportation Study adopted the “Transit Plan for Washtenaw County” to support a countywide service plan.

The need for the Transit Master Plan was realized after identifying the shortfalls in current coverage of services, both geographically and temporally. In particular, population growth in the County is forecast to be dispersed, while employment growth will be concentrated in the Cities and Villages. Due to social and environmental implications of land use policy, as well as challenges such as poverty, congestion, addressing the needs of an aging population, attracting youth, and economic development, the County needs a strong vision for the next 30 years.

Recognizing that population and employment in the county continues to grow well beyond the boundaries of the historical AATA service area, the AATA Board adopted the following Vision Statement on November 18, 2009:

Vision Statement

The Ann Arbor Transportation Authority shall be the public transportation provider for Washtenaw County. Our customers shall see AATA’s expanded services as the preferred option for traveling to destinations within the county, as well as to and from the county. AATA will offer appropriate modes of transportation with the most efficient use of resources. These services shall enhance the quality of life for Washtenaw County stakeholders while promoting the economy, safeguarding the environment, and strengthening communities.

With this mandate, AATA embarked on a planning process aimed at extending the benefits of transit throughout the County.

The Planning and Engagement Process

TheRide began developing the Transit Master Plan early in 2010 and set out a multi-phase planning process supported by an extensive program of community outreach, as shown in Figure 1.1. The Transit Master Plan (TMP) for Washtenaw County, published in April 2011, sets out the countywide transit vision for the next 30 years. The plan provides an overview of a robust, feasible, and integrated package of transit investments and services, designed to make transit a feasible and attractive transportation choice for everyone in Washtenaw County.

FIGURE 1.1 TRANSIT MASTER PLAN PROGRAM

Time Period	Planning Phase	Public Events ¹
Summer 2010	Shared Community Visions / Needs Assessment	7 major community events plus 11 organizations, Leadership Group, Technical Committee
Fall 2010	Transit Options	20 public meetings
Winter 2010	Scenarios and Alternative Futures	20 public meetings, Leadership Group, Technical Committee
Spring 2011	Draft and Final 30 Year Transit Master Plan	10 public meetings, Leadership Group, Technical Committee
Fall / Winter 2011	Financial Task Force and District Advisory Committees	8 District Advisory Committee Meetings, Financial Task Force Meetings
Spring 2012 (Planned)		8 District Advisory Committee Meetings, Leadership Group, Technical Committee

¹ Planned public events frequently generated additional requests for group or one-on-one presentations. Several hundred such meetings have taken place over the course of the planning effort. Including meetings with jurisdictions and organizations that had never or rarely had any dealings with AATA.

The Five Year Transit Program

Following widespread public review and acceptance of the 30-year vision, the planning process turned to refining and prioritizing specific near-term service proposals based on the urgency of the need for service. The TMP prioritized a proposed their implementation within the first five years. This document presents the results of that process.

In addition to service planning, there are parallel efforts underway to: 1) create a county-wide organization with the power to implement the plan and 2) identify sources of funding for the plan that would supplement the existing funding base.

Governance

In anticipation of a new countywide organization to implement and oversee countywide transit, a precursor organization, composed of three of AATA's seven Board members plus eight additional members from outside of Ann Arbor, was formed to guide plan development and help connect to the citizens of the county. The organization has been named the "u196 Board", after the State legislation (Act 196) that would be used to create the new countywide transit authority. The "u" refers to the fact that the Board was formed without the formal act of incorporation, allowing the involved communities to participate in planning without making a permanent commitment. Later, the 196 Board will be incorporated, establishing it as a formal transit authority under the law, and the 196 Board would eventually supersede the AATA as the governing body for transit in the county. The final 196 Board would include all seven AATA Board members.

Funding

In August of 2011, the AATA released a companion report to the 30 Year Transit Master Plan, called the Funding Options Report. This report laid out a series of possibilities for funding the expanded transit system, listing the advantages and disadvantages to each. The task of developing an actual recommendation was given to a Financial Task Force (FTF) formed specifically to assist the evolving countywide transit effort in identifying and recommending sources of funding for the Countywide Transit Master Plan. The group was organized and co-chaired by former County Administrator Bob Guenzel and McKinley Properties CEO Albert Berriz, and brought together some of the most respected business, political and financial leaders in the County. The group met a number of times between September 2011 and February 2012, and accomplished several goals:

- Created a sub-group to examine the Transit Master Plan and make recommendations to the full FTF regarding the timing and priority of the proposed services for inclusion in a countywide transit program. After a careful examination of financial performance measures and other data, the sub-group confirmed that the services proposed were basically sound and reflected the needs of the community, and offered priorities for implementation;
- Reviewed the initial service, revenue, and expense projections, refined the financials, tested the service plan against needs of the community, and separated the local funding from the projected state and federal funding to reframe the projected expenses at \$30 million less than the original projections;
- Produced a budget model whose inputs were expenses and revenue assumptions, and whose outputs was a calculated funding 'gap' (capital and operating) and the countywide millage requirement to fill the gap; and
- Concluded that, if funded by a countywide millage, the program would require a levy of 0.5 mils, according to the model. This is equal to \$50 for property with a taxable valuation of \$100,000 (or market value of \$200,000).

The FTF also noted that there was legislation pending in the State legislature that might provide other options for funding transit. As a result, the FTF has deferred making a firm recommendation until the legislative process runs its course, and it is expected that the group will re-convene at a later date.

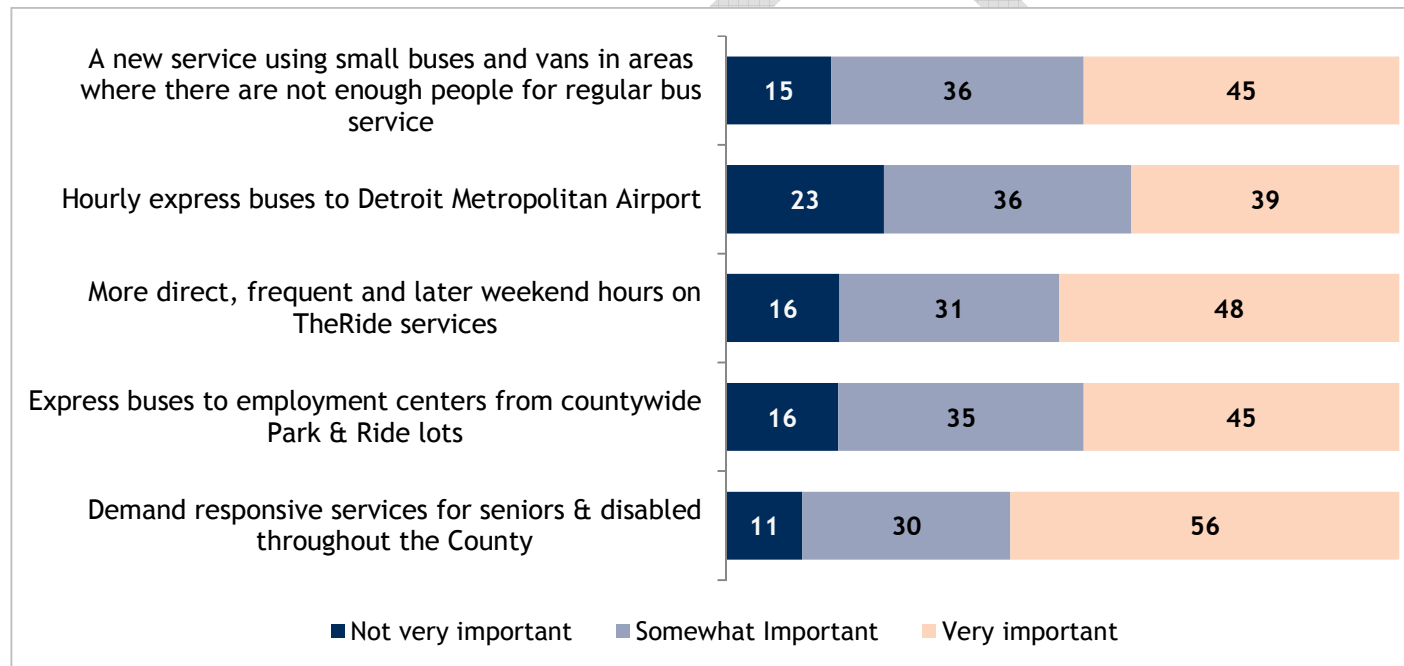
Public Support

Public support for the plan and related governance and funding components has been measured in many different ways over the course of the project. A recent Washtenaw County survey confirming key plan components was undertaken in the fall 2011. The survey of a random sample of residents was designed to provide insight into residents' attitudes towards and perceptions of public transportation in the County.

The survey showed that despite Michigan's uncertain economy and decreasing property values, support for transit remains strong: almost 70 percent of respondents indicated that transit is important. In addition, the service improvements proposed in the TMP are important to Washtenaw County residents. As shown, more than 80 percent of respondents listed the following service improvements as either "very important" or "somewhat important:"

- Demand responsive service for seniors and persons with disabilities;
- New services using small buses and vans in areas where there are not enough people for regular bus service; and
- Express bus service between park-and-ride lots and employment centers.

FIGURE 1.2 WASHTENAW COUNTY SURVEY RESULTS



Building on the thirty year Vision, this report first reviews the services comprising the Five Year Transit Program. Sections identifying the proposed Countywide fares, district by district detail, medium to long term projects, and implementation follow the review.

2. Washtenaw County Today

Demographic Profile

Situated in southeast Michigan, just outside the outermost western suburbs of Detroit, Washtenaw County comprises approximately 720 square miles of mostly rural area with the exception of the urban area made up of Ann Arbor (2010 population 113,934) and Ypsilanti (2010 population 19,435)². Ann Arbor is the county seat, and home to the University of Michigan (UM), one of the nation's top universities. Largely due to the presence of UM and a number of other colleges and universities in the Ann Arbor-Ypsilanti area, Washtenaw county has been able to develop a much more diversified economy than most other parts of Michigan. Instead of maintaining a high level of dependence on manufacturing, Ann Arbor and its surrounding areas have become a popular location for companies in computer technology, healthcare, and other high-tech industries, and as a result, the area was not impacted as greatly as most of the state by the recent economic downturn.

Washtenaw County is a growing region with growing transportation needs. In 2010, the County reported a population of 344,791, up from 323,000 in 1990, and is expected to grow to 380,000 by 2035. At the same time, employment is expected to increase nearly 25% to 286,000 in 2035. While Ann Arbor and Ypsilanti are currently the dominant population and employment centers in the County, significant growth through 2035 is expected to be in more rural parts of the county, including the Cities and Villages of Chelsea, Dexter, Manchester, Milan, and Saline.

By 2035, senior citizens will account for over 22% of the County's total population or 85,000 people (seniors accounted for 10% in 2010).

As population and employment in the county grow and the population ages, the demand for quality transit will expand.

Persons with Disabilities

Persons with disabilities make up a large part of transit use, especially demand responsive transit. The Americans with Disabilities Act (ADA) mandates that fixed-route service must be accompanied by service for persons with

² The maps in this document show an urban area made up of the area within the I 94 - US 23 ring road around the City of Ann Arbor, as well as the City of Ypsilanti and the portions of Pittsfield and Ypsilanti Townships that are north of I94.

disabilities who may not be able to use traditional transit; most agencies provide this with some sort of demand responsive service.

Older and Younger People

Because those 17 or younger or 65 or older tend to drive less, transit is integral to helping both older and younger people maintain mobility, especially in areas that are not as walkable. Older adults are more likely to have disabilities that limit their non-transit mobility, especially in colder weather and at night. Transit also gives a safe mobility option to younger people who do not have a license or are inexperienced drivers.

Persons with Low Income

Persons with low income depend on transit for much of their mobility. They are less likely to own a car, less able to afford vehicular transportation costs such as parking fees and gas costs, and are more likely to be over 65, under 17, and/or have a disability.

Persons without Access to a Vehicle

Especially in non-walkable areas, households without access to vehicles are likely to depend on public transportation, not only for work trips but education, health and social and errand trips as well.

Transit Dependency Index

In order to identify areas that have concentrated transit dependent populations, the Five Year Transit Program makes use of a Transit Dependency Index (TDI). An industry best practice, this tool is a composite index of population density of the groups listed above.

Each census-designated block group in the County was ranked by density of each demographic category mentioned above, and those rankings were summed to develop a Transit Dependency Index.

TDI is not a complete projection of transit demand, and is not the entire basis for the analysis that follows. Nevertheless, it is a useful tool to identify areas and populations underserved by transit.

Because urban areas are so much denser than non-urban areas, when TDI is applied to the entire County, the differences in the non-urban area are difficult to see. Therefore, a different standard for “low” through “high” were applied inside and outside of the urban service area, as shown in Figure 2.1 and Figure 2.3.³

Major Trip Generators

Certain types of essential destinations tend to drive transit use. These include major employers; educational facilities; retail and grocery; and community and health services. Many of the County’s top employers are universities and medical centers in the Ann Arbor-Ypsilanti area and are currently served by transit. However, major employers located in Saline, as well as York and Scio Townships, are not accessible by AATA service. Educational facilities are also major trip generators. Table 2.2 lists the colleges and universities in the Ann Arbor-Ypsilanti area by student population.

TABLE 2.1. ANN ARBOR-YP SILANTI UNIVERSITIES/COLLEGES

College/University	Location	Students
University of Michigan	Ann Arbor	58,000
Eastern Michigan University	Ypsilanti	23,000
Washtenaw Community College	Ypsilanti	18,000
Concordia University	Ann Arbor	850

Major shopping centers and health and community services are spread more evenly throughout the county, though still centered on Ann Arbor, Ypsilanti and adjoining townships.

Transit Services

Today there are three public transit operators in Washtenaw County (TheRide, the West-Washtenaw Area Value Express (WAVE) and the People’s Express), a large number of social, community, health, education-orientated providers, as well as many private operators.

³ For further details on the development on the TDI for Washtenaw County please see Appendix Q

Many of these operators and providers already work together, sharing information and/or resources, but there is further opportunity to integrate resources and services, improving efficiency and maximizing value.

TheRide provides a fixed route bus network in and around the cities of Ypsilanti and Ann Arbor as shown in Figure 2.1. The University of Michigan fixed route network, which focuses on trips that begin and end on university property, complements the Ann Arbor network. A property tax in the City of Ann Arbor partly funds TheRide, and the City has the greatest network coverage (geographically and temporally).

TheRide operates additional services in the City of Ypsilanti and the adjacent townships under Purchase of Service Agreements (POSA): this means that often services are limited and TheRide cannot always enhance them when demand warrants service increases. TheRide also offers a demand responsive service (dial-a-ride) for ADA eligible residents in the core urbanized area, as well as two commuter express bus services from and to other local communities (Chelsea and Canton).

There are several demand responsive services offered in Washtenaw County (Figure 2.2). TheRide, WAVE, People's Express, Manchester Senior Services, and local private operators offer demand responsive transit services:

- I TheRide currently provides three demand responsive services:
 - A-Ride is a 'curb-to-curb' (or 'door-to-door')⁴ shared paratransit service for individuals who are unable to ride TheRide's fixed route service due to disabilities.
 - Good as Gold provides individuals with TheRide's senior ID cards with curb-to-curb (or door-to-door) shared-ride service within Ann Arbor.
 - NightRide is a late-night, shared-ride taxi service available to the general public when TheRide's urban fixed route network is not operating.
- I WAVE offers demand responsive bus programs for seniors, persons with disabilities, and other disadvantaged residents of the Chelsea area and the Dexter School District.

⁴ 'Curb-to-curb' is defined as service that picks the passenger up at the point nearest to the origin at which the vehicle can safely stop and load and drops off at the point nearest to the destination at which the vehicle can safely stop and load. "Door-to-door" is defined as service where the driver accompanies the passenger from the door of their origin to the door of their destination.

- I People's Express provides scheduled and unscheduled transit service to disadvantaged individuals in Washtenaw County, with the US-23 corridor as a main focal point.
- I The Manchester Area Senior Citizens' Council operates demand-responsive service in the Village of Manchester and surrounding Townships. The service is focused on providing rides for seniors to meals, shopping, medical appointments, and other scheduled events.
- I RideConnect operates a Call Center to provide transit dependent individuals with information and referrals on available transit options; matches and schedules rides with the most appropriate transit provider based on trip needs; and provides assistance for eligible passengers to pay fares for trips originating or ending in the County's urbanized area. RideConnect does not provide direct transit services but coordinates transit through a network of existing public and private providers.

Figure 2.3 illustrates the express and connector routes offered in the County. TheRide operates two express routes to Ann Arbor, from Chelsea and Canton respectively. WAVE operates an inter-urban bus between Chelsea, Dexter connecting with TheRide at the edge of Ann Arbor.

WAVE also operates a community circulator within the City of Chelsea. The local business community funds the circulator and it is a free service.

FIGURE 2.1 EXISTING URBAN BUS NETWORK OPERATED BY THERIDE

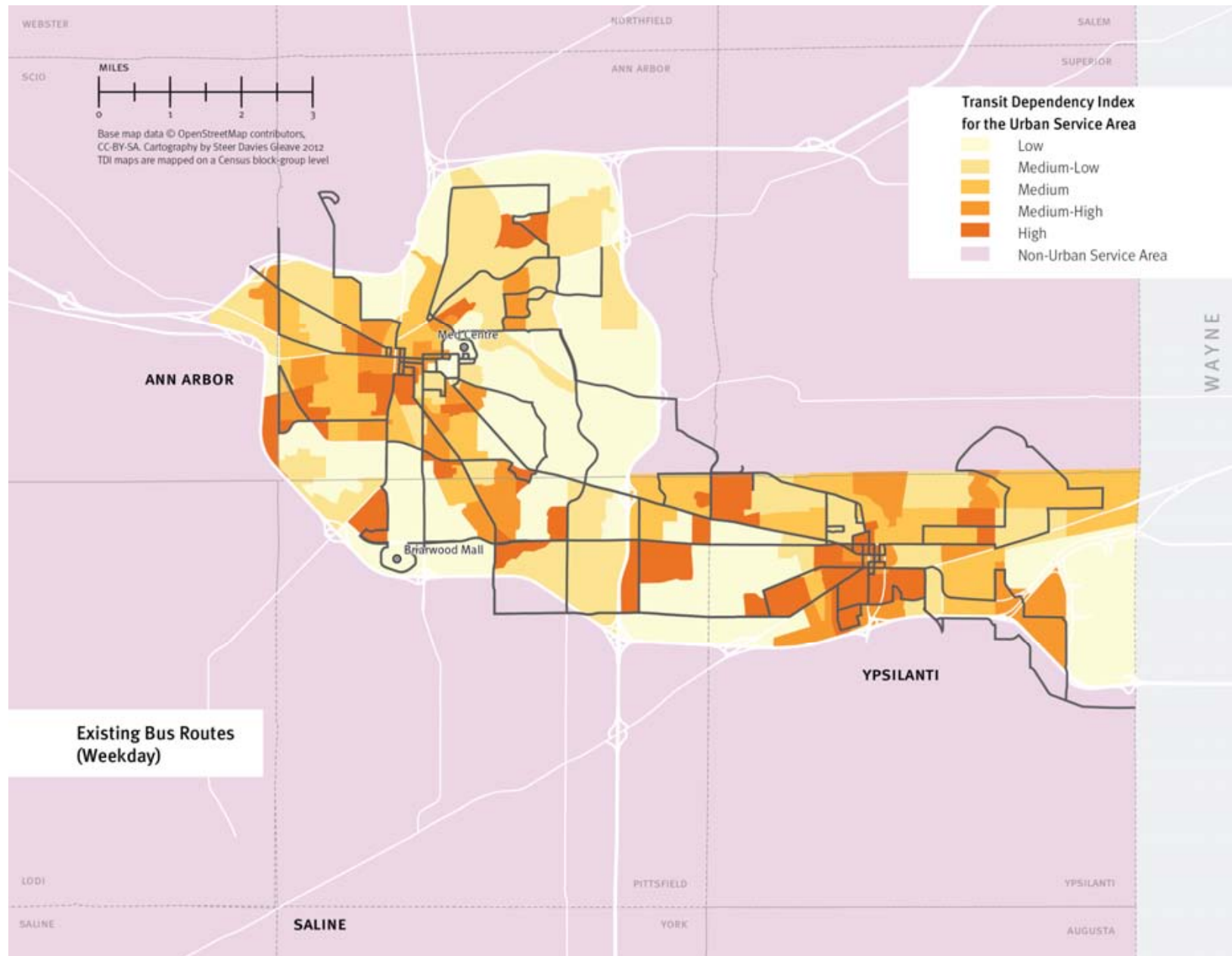


FIGURE 2.2 EXISTING DEMAND RESPONSIVE SERVICES IN WASHTENAW COUNTY

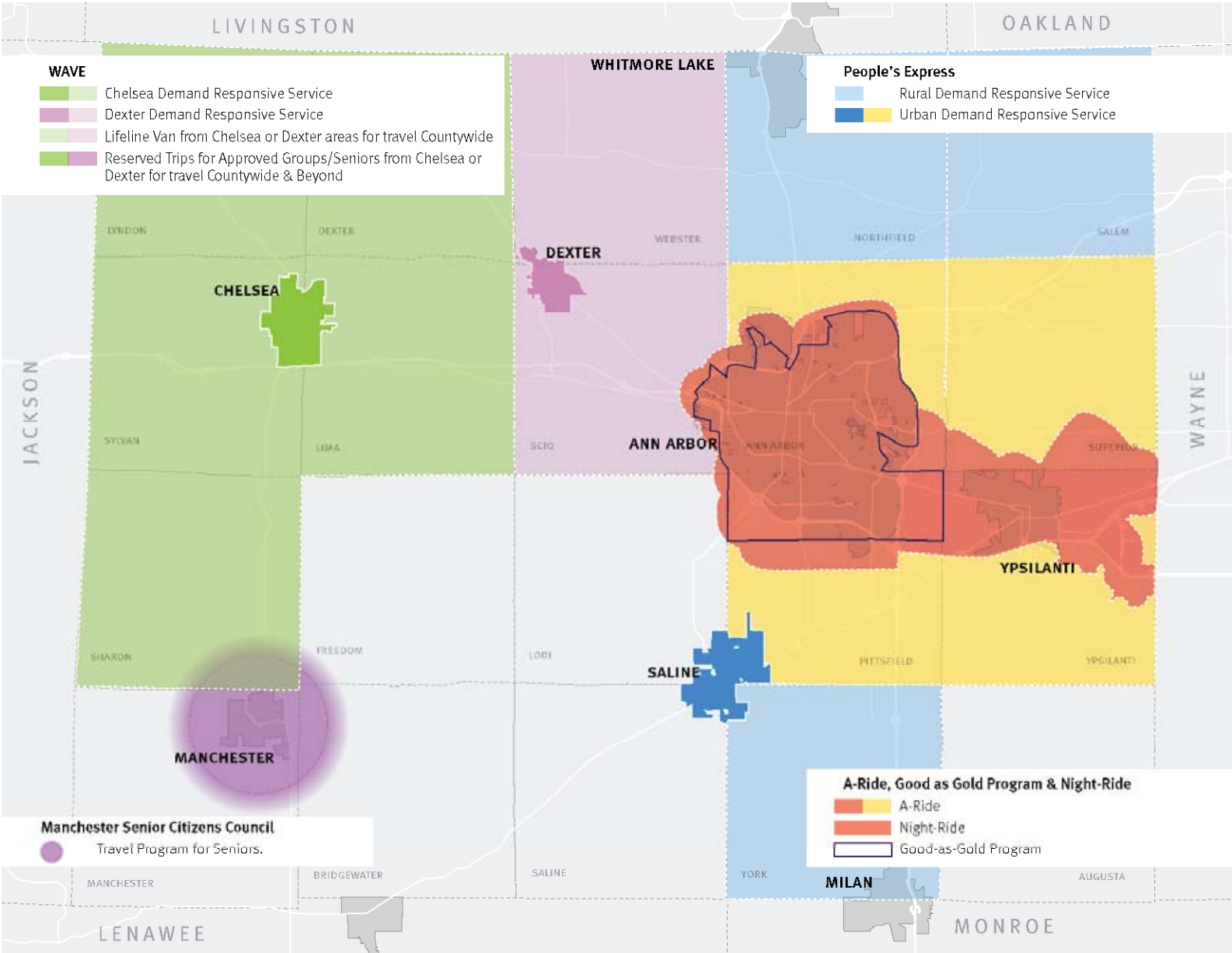
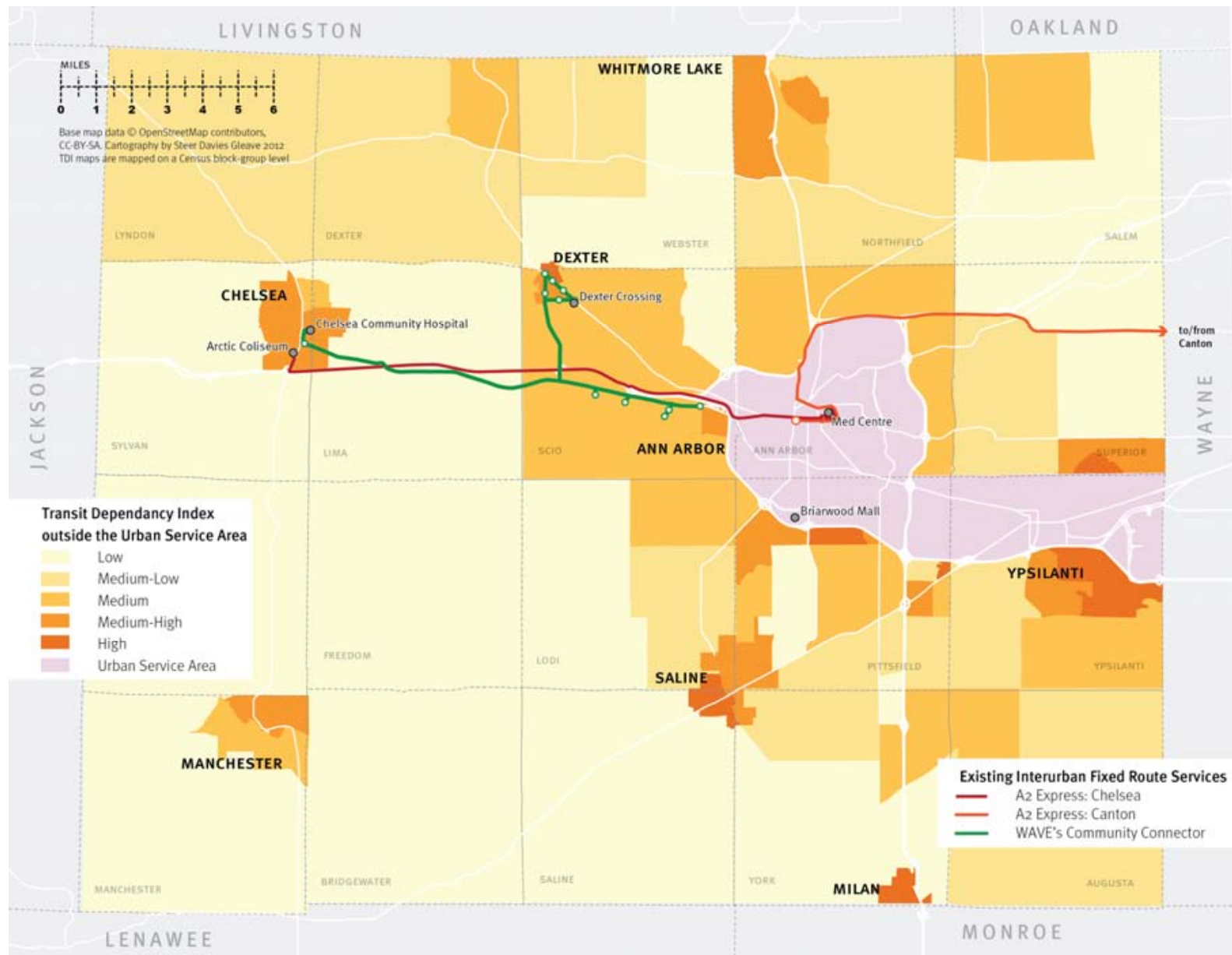


FIGURE 2.3 EXISTING EXPRESS BUS SERVICES AND INTERURBAN (CONNECTOR) BUS



Recent Improvements

AATA has recently implemented a number of transit improvements and this Five Year Transit Program builds on these. The transit improvements recently delivered include:

Route 4

Route 4 - Ridership on Route 4 on Washtenaw Avenue between Ann Arbor and Ypsilanti has the highest ridership among all of AATA's routes. Washtenaw bus service was recently expanded (doubled) to provide more frequent, more direct and less crowded service between Ann Arbor and Ypsilanti, primarily along Washtenaw Avenue, between the Blake Transit Center in downtown Ann Arbor and the Ypsilanti Transit Center. Ridership on Route 4 has the highest ridership among all of TheRide routes. More than 800,000 trips are taken per year and more than 3,000 trips on an average weekday on Route 4.

EMU

TheRide operates two shuttle routes on the campus of Eastern Michigan University. The Route 34 West Campus Shuttle was added to link the Rynearson Park & Ride Lot on Hewitt with Bowen Field House, Halle Library and the Towers residence hall complex on EMU's campus. Route 33 continues to connect the main campus with the College of Business. EMU pays the fares for all riders.

AirRide

AirRide has been launched as a public-private partnership between TheRide, Michigan Flyer, the University of Michigan, the Ann Arbor Downtown Development Authority and the Ann Arbor Convention and Visitors Bureau. AirRide will provide a convenient and affordable alternative to driving and parking for the more than 2,000 people traveling to and from the airport every day. As of April 2, 2012, Twelve trips are offered daily between Ann Arbor and Detroit Metropolitan Airport. Buses pick up at the Blake Transit Center and Kensington Court Hotel. Four stops are made daily at the University of Michigan Central Campus Transit Center. At the airport, AirRide offers bus stops at both the McNamara and North terminals. The buses feature comfortable seating, wireless internet and restroom amenities.

NightRide/HolidayRide

NightRide is TheRide's late-night, door-to-door, shared-ride taxi service which operates when fixed-route buses are not in service. The service has been expanded beyond the City of Ann Arbor east to downtown Ypsilanti south of Clark Road/East Huron River Drive and north of Ellsworth Road/Michigan Avenue. HolidayRide operates on seven major holidays when fixed-route buses are not in service. This will enable early-morning and late-night workers to better access their employment sites.

VanRide

TheRide is launching VanRide, its new commuter vanpool service, in the Spring of 2012. VanRide is TheRide's first countywide service. This will provide a commuting solution to workers traveling within and to Washtenaw County. Seven-passenger vans will be available to commuters who want to share rides to work. TheRide will assist commuters in forming vanpool groups to alleviate the cost, gas use, and parking stress of commuting alone. This service will be available to individual commuters and to organizations interested in providing or supporting a commuting option for their employees.

Blake Transit Center

The Blake Transit Center in downtown Ann Arbor serves an average of 5,000 passengers daily with an indoor waiting area, pass and token sales, map and schedule information and rest room facilities. A new two-story transit center is scheduled for construction on the same site to begin in August, 2012, with completion in mid-2013. The new center will double the size of the current structure, allowing for expanded lobby, rest room, meeting, office and driver break areas.

Central Campus Transit Center

The Central Campus Transit Center, a joint project of the University of Michigan and TheRide, has been constructed on Geddes Avenue on the U-M Central Campus. Both TheRide and the U-M buses serve the center, providing a comfortable and convenient facility and transfers between the two bus systems for faculty, staff and students, as well as the general public.

Washtenaw Avenue Transfer Center

On Washtenaw Avenue at Pittsfield Blvd, the Washtenaw Avenue Transfer Center now provides passengers with an off-street location to board or transfer among three eastbound routes operated on Washtenaw Avenue by TheRide. Routes 4, 7 and 22 serve the transfer center. A new super shelter will be installed in 2012.

3. The Elements in the Five Year Transit Program

TheRide developed ten strategies for success in the Transit Master Plan:

- I 1 Essential Services Countrywide
- I 2 Countrywide Connections
- I 3 Urban Bus Network Improvements
- I 4 High Capacity Transit
- I 5 Regional Connections
- I 6 Making Connections
- I 7 Integrating Transit into Community
- I 8 Integrated Systems - Ticketing
- I 9 Integrated Systems - Information
- I 10 Vehicle Enhancements

The Five Year Transit Program intends to implement some strategies in full and other strategies in part. The proposals not addressed in the Five Year Transit Program are to be addressed in the medium to long term. The Five Year Transit Program sets the stage for realizing and achieving the longer-term projects.

Chapters 4 through 8 discuss the following elements of the Five Year Transit Program:

- I Chapter 4: Countywide Demand Responsive Services and Feeder Services
- I Chapter 5: Express Bus Services and Local Transit Hubs Services
- I Chapter 6: Community Connectors, Local Community Circulators
- I Chapter 7: Park and Ride Intercept Lots
- I Chapter 8: Urban Bus Network Enhancements

4. Demand Responsive and Feeder Services

Overview

The Countywide Demand Responsive Service Plan builds on the established service platform and the existing operators currently providing essential services across the County. The priorities are to:

- support and assist existing service providers (financially and operationally);
- tackle unmet transit needs;
- ensure maximum accessibility for residents to the County's transit system;
- ensure a coordinated and integrated system; and
- provide coverage across the County.

The Need for Countywide Demand Responsive Services

In 2011 riders made 200,000 trips on demand responsive services across the County. The A-Ride, Good as Gold and NightRide programs in the urban service area accounted for 150,000 trips (three quarters of the total). The remaining trips were on carriers operating in the non-urban parts of the County.

Figure 4.1 shows the forecasted need by 2020 for demand responsive services across the County based on the forecast populations of seniors, people with disabilities and other transit dependent groups. Also shown is the forecast demand for services associated with this need. Transit Dependency Index (see Chapter 2, p. 7) is used as a background to show concentrations of transit dependent populations.

FIGURE 4.1 2020 PASSENGER DEMAND FOR RESPONSIVE SERVICES IN WASHTENAW COUNTY

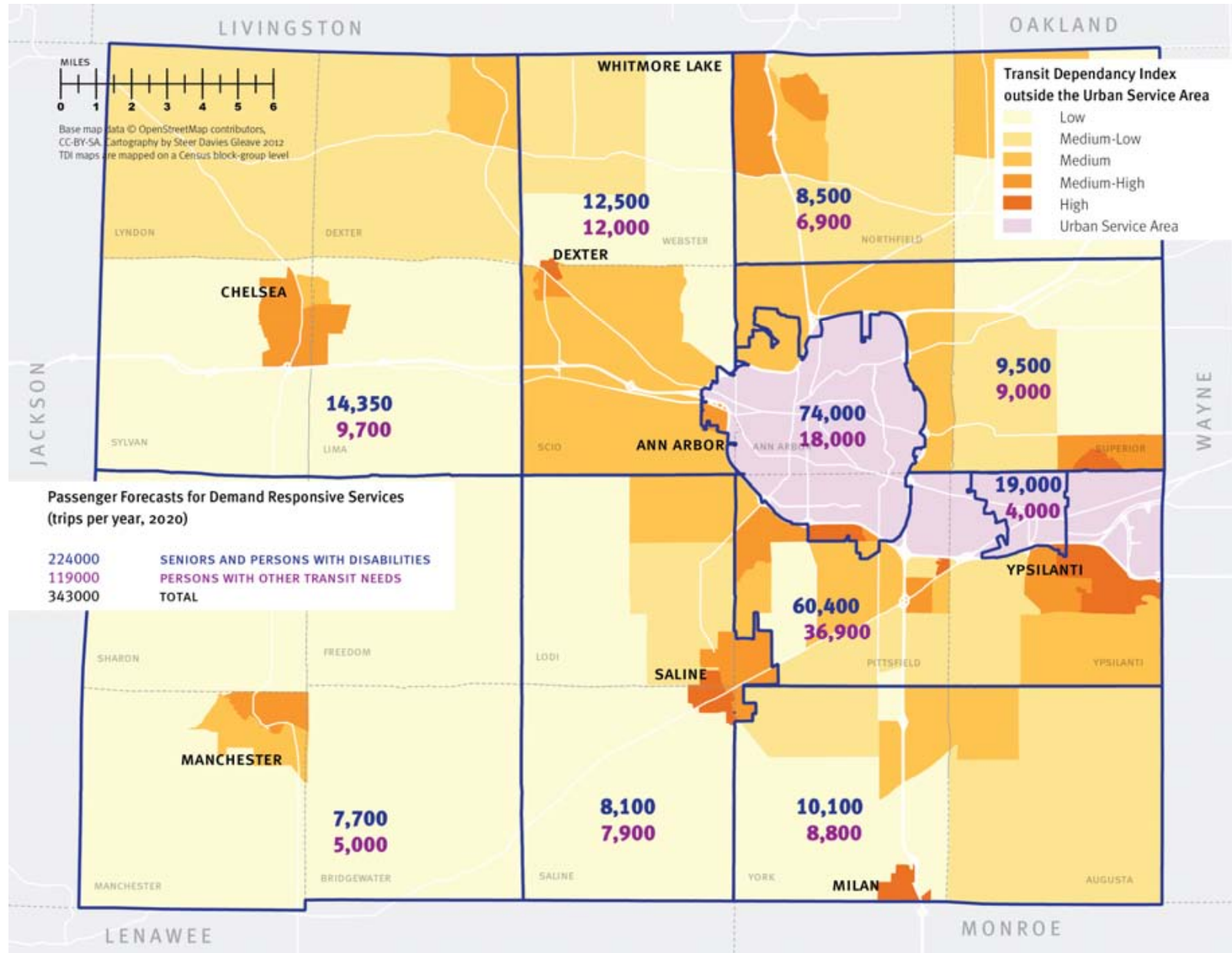


Table 4.1 shows the demand illustrated in Figure 4.1 by areas categorized by seniors, persons with disabilities, and people with other transit needs. Many trips in this “other” group are going to be demanded by people in other transit dependent populations, such as younger people or those with low income, but this group also includes other residents who may want to access transit.

By 2020, transportation demand for demand responsive services in the County is forecast to be nearly 343,000 trips. The A-Ride service area⁵ is forecast to account for 64% of the total.

TABLE 4.1 FORECAST DEMAND FOR DEMAND RESPONSIVE SERVICE, 2020

Annual Trips	Trips by Seniors	Trips by Persons with Disabilities	Trips by Persons with Other Transit Needs ⁶	Total	Unmet Need
Within A-Ride Boundary	41,500	116,300	62,600	220,400	65,000
Outside A-Ride Boundary	19,100	47,300	56,000	122,400	80,000
Total	60,600	163,600	118,600	342,800	145,000

The current demand responsive transportation services in the A-Ride service area are meeting a significant proportion of passenger demand among persons with disabilities and to some extent seniors. However there are pockets of people with ‘other’ transit needs, as well as seniors, and who live in Pittsfield, Ypsilanti, Superior and Ann Arbor townships but are outside TheRide’s bus network, who need access to transit. The estimated unmet need for residents within the A-Ride boundary is approximately 65,000 trips per year. The majority of this demand comprises persons without disabilities.

⁵ Demand projections are based on cities, villages and townships; they therefore could not have the same boundaries as the urban areas elsewhere defined in this document. Areas within the A-Ride boundary are therefore distinguished in the demand projections. These are the City and Township of Ann Arbor, the City and Township of Ypsilanti, the Village of Barton Hills, and the Townships of Superior and Pittsfield.

⁶ This category includes transit dependent populations, including young people and those with low income, but also includes people who are not in any defined transit dependent user group.

Outside of A-Ride's service area, the forecast demand for demand responsive services is over 122,000. This represents an additional 80,000 trips over and above what the providers carry today. This Five Year Transit Program recommends two types of additional demand responsive services outside the county's urban area, these include:

- Additional curb-to-curb (or door-to-door) demand responsive services;
- New feeder services providing demand responsive to/from a fixed bus route.

These services would be provided in addition to the existing demand responsive programs across the County. The existing service providers operating outside the urban area fill a critical transportation need, doing so with a local flair and efficiency. A table showing the operating hours and fares charged by these service operators is included in Appendix A. However there remains significant unmet need for trips by persons in areas and times when there is no service, as well as by those who do not qualify for existing service.

Key Components of the Demand Responsive Service Plan

Providers would meet the additional need from demand responsive transit through advanced reservations. All residents of Washtenaw County will be eligible for service, but registration would be required. For curb-to-curb services riders would schedule trip requests one to seven days in advance. Providers would give priority to persons with disabilities and seniors, with trips then delivered to all others on a first come, first served basis. The division of responsibility for the demand responsive service is shown in Table 4.2.









Other passengers would be served on a first come, first available basis. However, these passengers would be encouraged to use Feeder Services when possible, and the countywide fare structure would reinforce this preference.

The program anticipates that existing service providers will continue their existing community-based transit services and that the new demand responsive service will be provided in addition to these services, again focusing on unmet need. This could be provided as an expansion of the WAVE's or People's Express service areas.

Hours and days of operation: demand response services would operate Monday through Friday from 6:30AM to 8:00PM and Saturday from 8:00AM to 6:30PM. Currently in the non-urban service area, service hours are limited to Monday through Friday from 8:30AM to 4:30PM, with no service on Saturday.

Dedicated vehicles would all be ADA compatible and accessible, and would be easily identifiable as a part of these services.

TABLE 4.2 HOW THE COMPONENTS OF DEMAND RESPONSIVE SERVICES WOULD BE DIVIDED

Service Component	TheRide Responsibility	Service Provider Responsibility
Information Requests		
Call Intake / Reservations		
Scheduling		
Dispatching		
Operations & Maintenance		
Fleet & Facility Provision		
Policy Creation & Changes		
Service Marketing		

Key Components of the Feeder Services Plan

Users who are not ADA-eligible and who have destinations on the fixed-route network would be encouraged to use the Feeder service, which would provide demand responsive service to and from fixed-route services only.

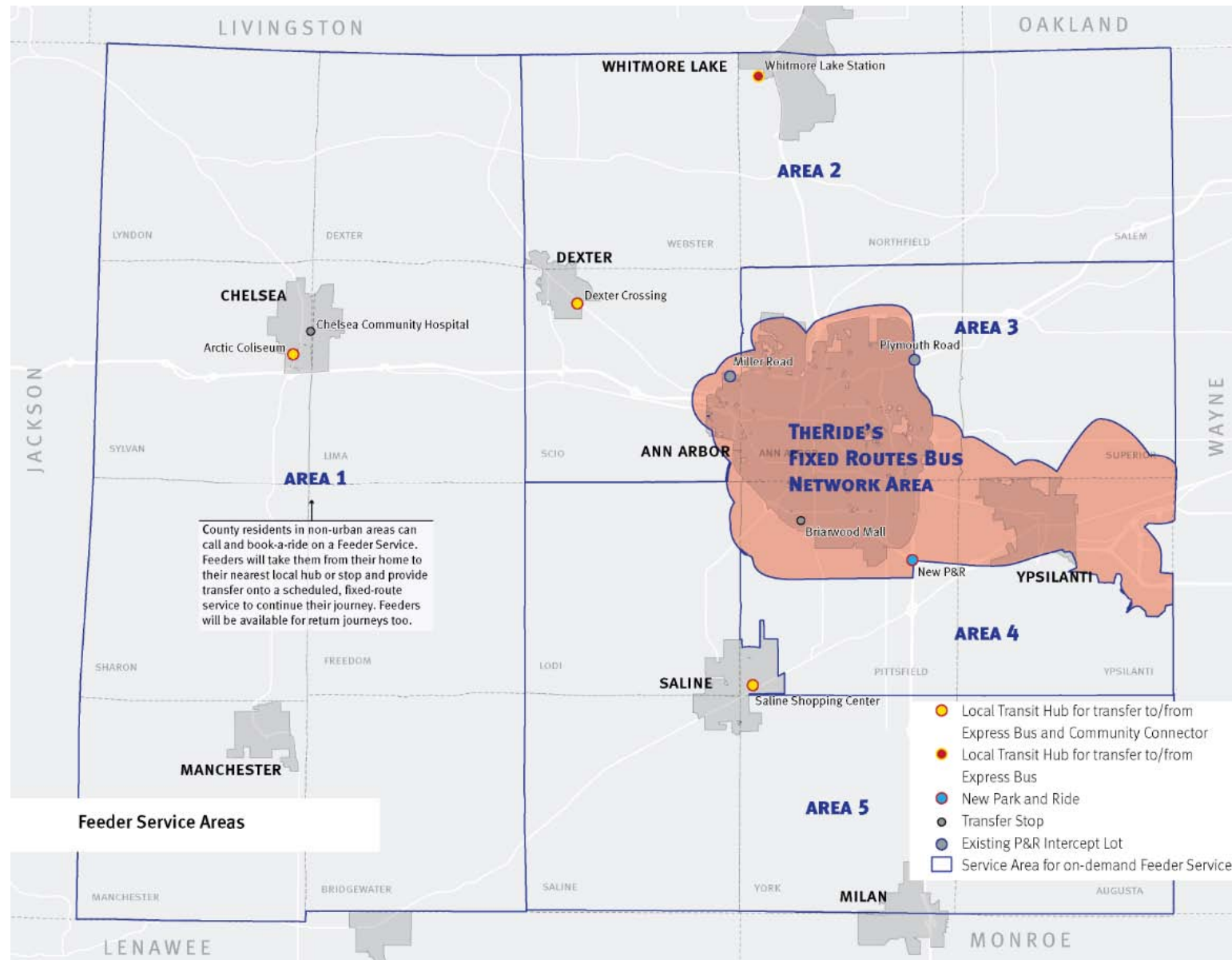
Feeder Services would be operated on a service area basis (see Figure 4.3). These services (previously referred to as Flex-Ride in the 30-Year TMP) would pick up residents from their home or origins and drop them at designated fixed-route stops within their service area of operation.

Feeder services could be operated by existing providers and would be integrated with other demand responsive services.

The Feeder services:

- | may be accessed through same-day trip requests, advance reservation, or subscription service;
- | would be booked at least one hour in advance, and are subject to availability;
- | would require users to be registered but are open to all residents of the non-urbanized areas of the County;
- | would not prioritize any groups of potential users but would operate on a first come, first available basis;
- | would only take passengers to the nearest fixed route stop location; and
- | would involve users 'sharing' rides so the most direct route cannot be guaranteed.

FIGURE 4.2 LOCAL FEEDER SERVICES



Examples of types of vehicles used for demand responsive and feeder services are shown in Figure 4.3.

FIGURE 4.3 **EXAMPLES OF TRANSIT VEHICLES FOR DEMAND RESPONSIVE AND FEEDER SERVICES**



Example of Demand Responsive Vehicle



Example of Feeder Service Vehicle

Table 4.3 illustrates the operational details of the proposed services described above.

TABLE 4.3 **DEMAND RESPONSIVE SERVICES - OPERATIONAL DETAILS**

Service	Annual Operating Hours	Number of Vehicles Required	Hours per Day	Days per Week
Curb-to-Curb Demand Responsive Services	36,200	22	10	5.5
Countywide Feeder Services	22,000	10	10	5.5

The Budget

The costs and revenues for the proposed demand responsive and feeder services plans are provided in Table 4.4

TABLE 4.4 DEMAND RESPONSIVE SERVICES - BUDGET

Service	Annual Operating Costs	Annual Trips	Annual Farebox Revenue	Additional Vehicles Required	Capital Costs
Curb-to-Curb Demand Responsive Services	\$1,610,000	65,000	\$162,500	22	\$1,650,000
Countywide Feeder Services	\$880,000	80,000	\$160,000	10	\$1,500,000

5. Express Bus Services and Local Transit Hubs

Overview

The Transit Master Plan designed the Express Bus Services to achieve the following aims:

- Enhance public transit access across the County;
- Provide a realistic alternative to commuting by private car;
- Serve areas where high numbers of Ann Arbor employees reside;
- Stem growing congestion on the County's highways; and
- Relieve parking pressures in the employment areas of Ann Arbor, particularly Downtown.

The associated local transit hubs would help:

- Provide a focal point for transit in each community;
- Support the implementation of transit oriented development; and
- Provide a safe and attractive place to access or transfer to transit.

The Need for Express Bus Services and Local Transit Hubs

Figure 5.1 shows where employees working at Ann Arbor's largest employer (the University of Michigan) reside. Approximately 33,000, or 80%, of 41,000 commuters originate within the geographic area shown. While many live close to or within the urbanized area, 13,000 live in the outer (colored in green) parts of the County and areas just beyond the County boundary. This latter population represents an excellent market for express commuter services.

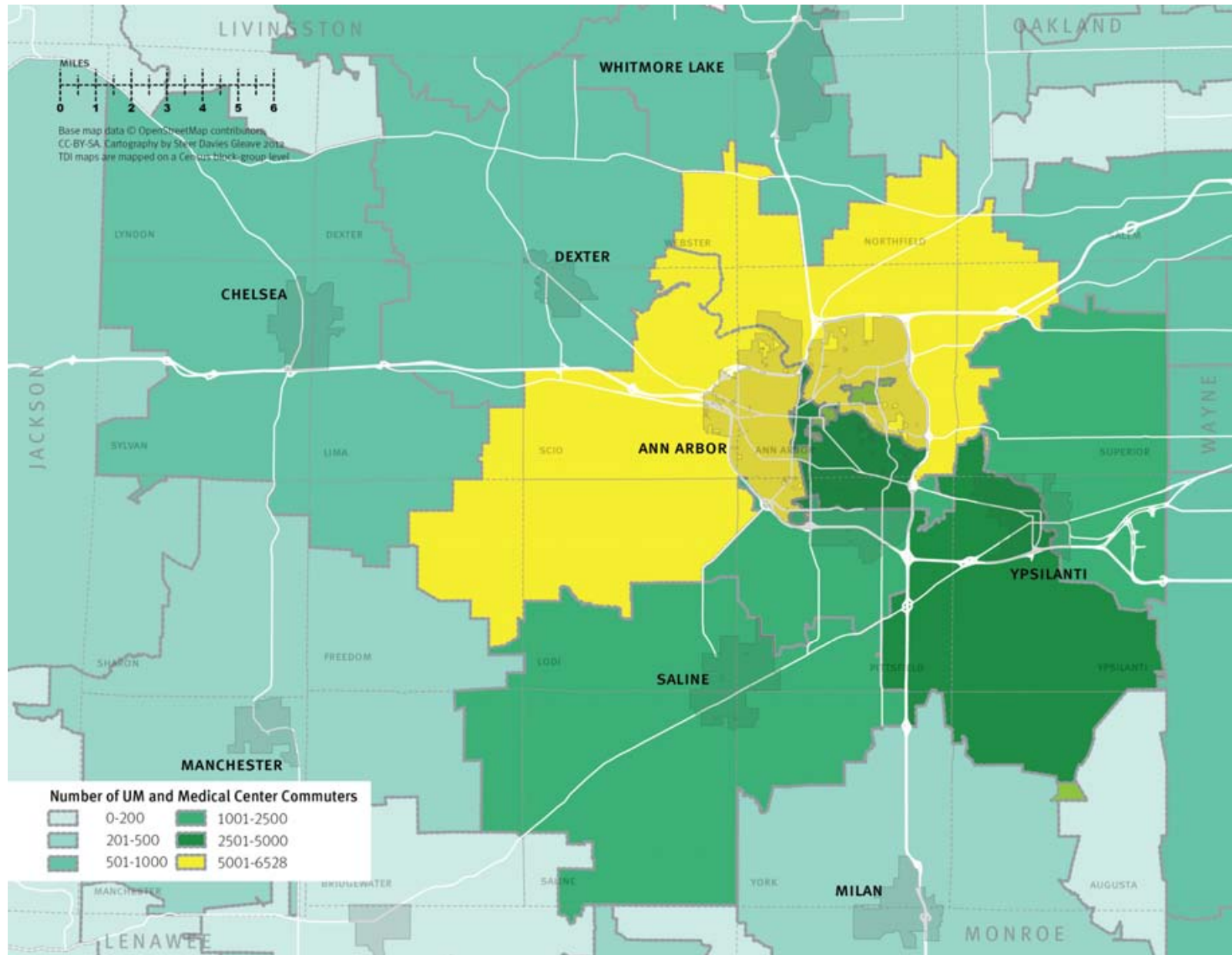
The University of Michigan and the University Medical Center provide around 30% of the total jobs in Ann Arbor, and 20% of the total jobs in the urbanized area. Assuming that these employers give a reasonable representation where all employees in downtown Ann Arbor reside, the total market for express commuter services to downtown Ann Arbor is estimated at 20,000 or more employees. Because virtually all these employees have no means of transportation to access their place of work other than in a private vehicle and are not guaranteed parking, express commuter services should be an attractive option.

Washtenaw County is a growing region with rising transportation needs: by 2020, SEMCOG⁷ forecasts Ann Arbor employment to grow by 6,000 jobs, with an additional 7,000 jobs created in other parts of the urban area. Demand for car parking within the Downtown area is forecast to increase significantly and as a consequence road congestion would only worsen. The Express services currently operating to Chelsea and Canton have experienced significant passenger growth, nearly 40% over the past year.

Figure 5.2 details the Express Bus network designed to meet local commuter need. The Express network as designed, with frequent service; would provide an attractive, alternative means of transportation to the car. The demand forecasts for the Express bus assume the service would capture a 4% share of the total market.

⁷ While new SEMCOG forecasts were recently released, this analysis was done prior. It is not believed that the analysis would change.

FIGURE 5.1 ZIP CODE ORIGIN OF UNIVERSITY OF MICHIGAN AND MEDICAL CENTER EMPLOYEES



Key Components of the Express Bus Services and Local Transit Hubs Plan

In the first five years, the two existing Express Bus Services (to Canton and Chelsea) will be enhanced and five new services would be introduced. These services are shown in Figure 5.2 and detailed in Table 5.1.

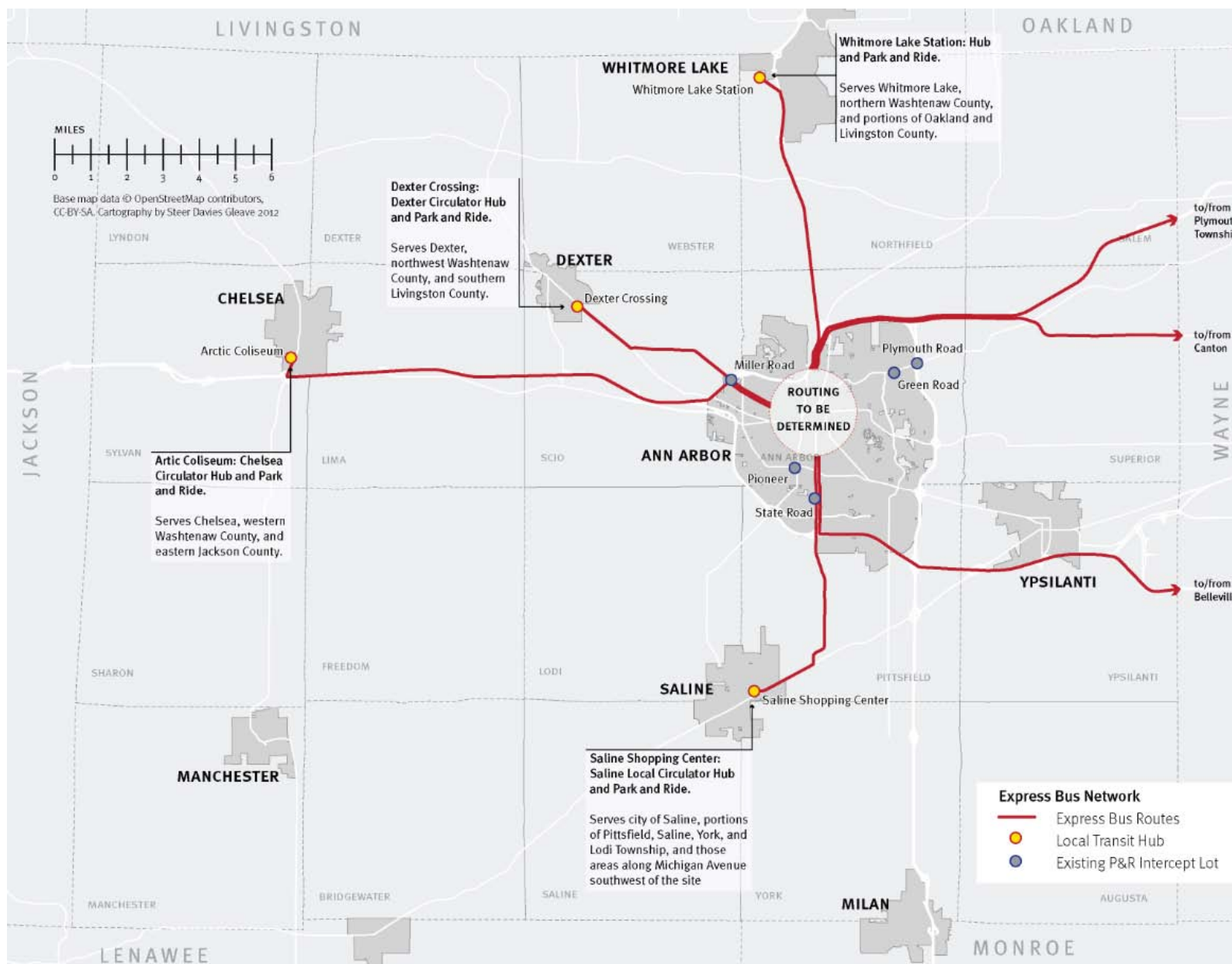
TABLE 5.1 EXPRESS BUS - OPERATIONAL DETAILS

Express Bus Service	Annual Operating Hours	Number of Vehicles Required	Typical Trip Time	Services Depart Every -	Morning Peak Period Services	Evening Peak Period Services
Chelsea (Enhanced) ⁸	3,867	2	37 minutes	35 minutes	6	7
Canton (Enhanced)	3,938	2	45 minutes	42 minutes	5	6
Saline	3,758	2	28 minutes	30 minutes	7	8
Dexter	3,758	2	23 minutes	25 minutes	8	10
Whitmore Lake	3,758	2	28 minutes	30 minutes	7	8
Belleville	3,754	2	41 minutes	40 minutes	5	6
Plymouth	3,754	2	41 minutes	40 minutes	5	6
Totals	26,588	14			43	51

The funding for Express Services outside Washtenaw County would need to be discussed and agreed with relevant stakeholder involved.

⁸ Existing Chelsea and Canton service hours are included in this table. Chelsea and Canton currently have two morning trips. Chelsea has three and Canton has two afternoon peak period trips.

FIGURE 5.2 PROPOSED EXPRESS BUS SERVICES AND LOCAL TRANSIT HUBS



The Express Bus Services would also have the following operating features:

- I Operation Monday to Friday with longer hours:
 - AM Peak Period - First buses would leave their origin between 5:45AM and 6:05AM and last services would leave their origin between 8:45AM and 9:05AM.
 - PM Peak Period - First buses would leave Ann Arbor between 3:30PM and 3:35PM and last services would leave Ann Arbor between 6:55PM and 7:15PM.
- I TheRide would either operate these services directly (as per the existing service model) or would contract with private local operators.⁹
- I TheRide would brand this service in the same manner throughout the County to ensure it is easily recognizable for users and potential users.
- I Providers would operate the services using modern, comfortable vehicles with Wi-Fi facilities; these may resemble the bus shown in Figure 5.3.

Appendix C includes draft timetables for the Express Bus Services.

The character of the express buses is important. This Program does not recommend particular buses, but the following qualities can be important in attracting the choice riders that are the backbone of express bus ridership:

- I Attractive buses that are branded attractively;
- I Comfortable seats for longer trips;
- I Wireless internet access and; and
- I Buses should have low floors.

⁹ Costs assume the same fixed costs as current AATA service, these have been slightly reduced due to increased efficiency.

FIGURE 5.3 **EXAMPLE OF BUS VEHICLE FOR THE EXPRESS SERVICES**

32 Passenger or 25 with two Wheelchairs

Local Transit Hubs

Working with local communities, TheRide would develop local transit hubs in each of the communities served by an Express Bus Service. TheRide and local communities will weigh such issues as whether the hubs should be park and ride or transit-oriented development, and whether they should be in village centers or outlying areas.

Each hub would be a welcoming place that would be well signed and would provide:

- passenger shelters with lighting, heating information and seating;
- security cameras;
- designated areas for passenger drop-off;
- car parking facilities; and
- a covered bicycle storage area and bicycle lockers.

Shelters can come in many forms, and can be as inviting and interesting as the community chooses. The stop is the first and last place users see on their journey, and a welcoming place with user amenities is key in attracting choice riders.

Most cost effective are traditional, off-the-shelf shelters (Figure 5.4) that can still be quite attractive and can also allow advertising to offset costs.

FIGURE 5.4 EXAMPLES OF TRADITIONAL BUS SHELTERS



Korea



Brampton, ON

Transit stops can also be pieces of art (Figure 5.5). These can be opportunities for architectural design competitions, designed by advertisers.

FIGURE 5.5 EXAMPLES OF ARTISTIC BUS SHELTERS



San Francisco, CA



Minneapolis, MN

Transit stations can be more than just bus stops. Either on their own, or in concert with adjacent premises, a stop could incorporate a tourist information kiosk, a café or news stand, or a flower stall (Figure 5.6).

FIGURE 5.6 EXAMPLES OF COMBINED USE TRANSIT HUBS



News Stand - Cambridge, MA



Tourist Information Booth - Bogota, Colombia

The Budget

The costs and revenues forecast associated with the Express Bus Services are shown in Table 5.2. Revenues and costs based on existing Chelsea and Canton express fare structure.

TABLE 5.2 EXPRESS BUS - BUDGET

	Annual Operating Costs	Annual Operating Hours	Annual Trips	Annual Revenue ¹⁰	Additional Vehicles	Capital Costs
Chelsea (enhanced)	\$ 329,000	3,867	37,400	\$93,500	1	\$400,000
Canton (enhanced)	\$ 335,000	3,938	44,600	\$111,500	1	\$400,000
Saline	\$ 319,000	3,758	41,000	\$102,500	2	\$800,000
Dexter	\$ 319,000	3,758	40,400	\$101,000	2	\$800,000
Whitmore Lake	\$ 319,000	3,758	48,100	\$120,250	2	\$800,000
Belleville	\$ 319,000	3,754	26,300	\$65,750	2	\$800,000
Plymouth	\$ 319,000	3,754	41,400	\$103,500	2	\$800,000
Transit Hubs ¹¹						\$1,200,000
Total	\$2,260,000	26,588	279,200	\$698,000	12	\$6,000,000

¹⁰ Based on existing fare levels and structure, allowing for discounts.

¹¹ Transit hubs to be located in Chelsea, Saline, and Whitmore Lake. Annual maintenance costs associated with hubs and other facilities in the FYTP are included in the overall summary budget presented in Chapter 10.

6. Local Community Services

Overview

The Transit Master Plan process recognized the successful implementation of local transit operations serving communities across the County and the need for greater support for these and similar new services.

TheRide identified two service types as providing essential local connections:

- Community Circulators, such as the Chelsea Community Ride;
- Community Connectors, such as the Interurban Connector operated by WAVE.

The priorities for these services are to:

- Connect local communities to the Countywide transit network;
- Provide access to local community facilities and support local businesses;
- Enable more County seniors to age in place; and
- Reduce car dependence for local trips.

The Need for Local Community Services

Figures 6.1 and 6.2 show Transit Dependency Indices (TDI) maps (see Chapter 2, p. 7). Although many areas identified by the TDI as having potential for high levels of transit demand are already served by fixed-route or demand responsive operations, many others have no service.

FIGURE 6.1 NON-URBAN SERVICE AREA TRANSIT DEPENDENCY INDEX

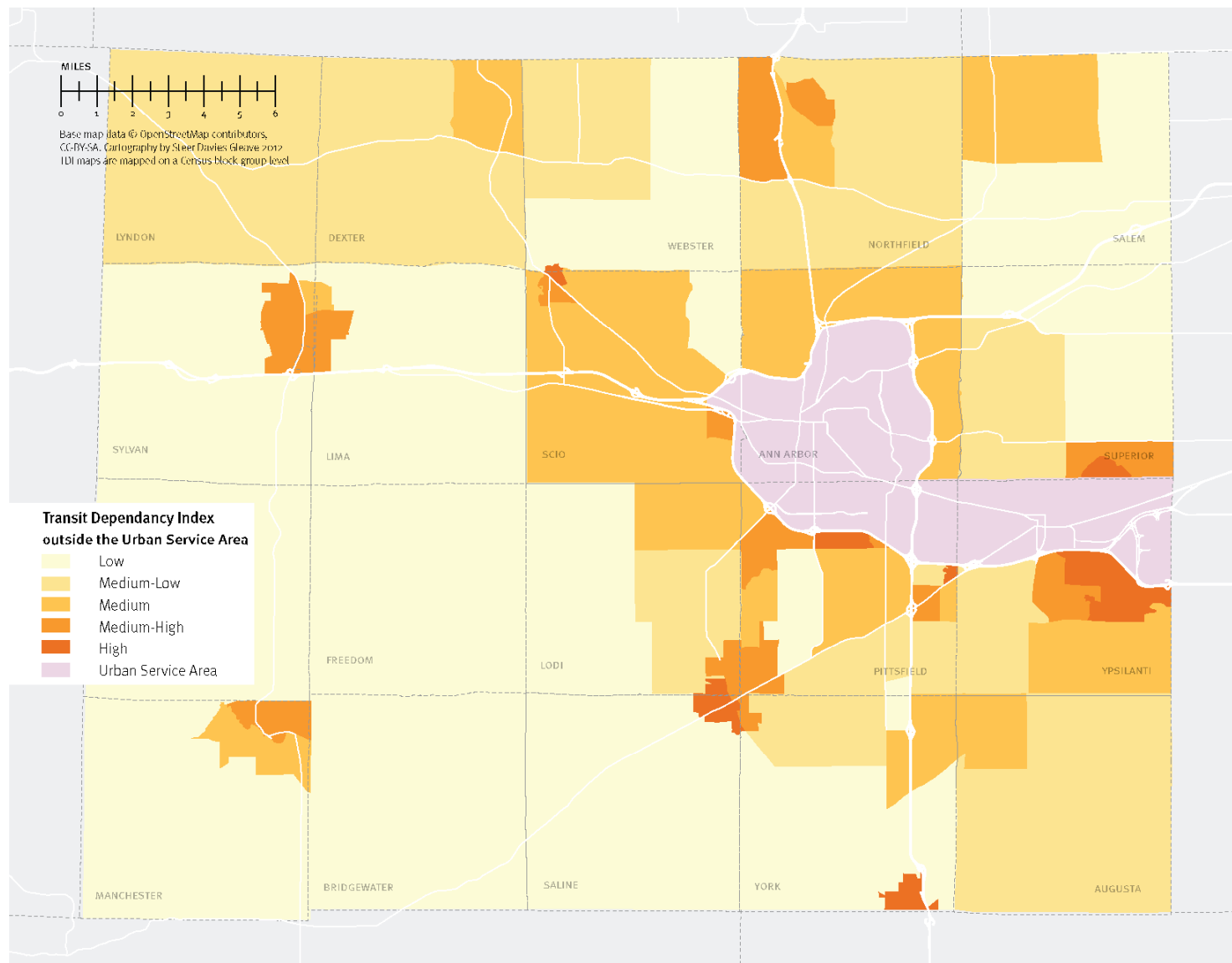
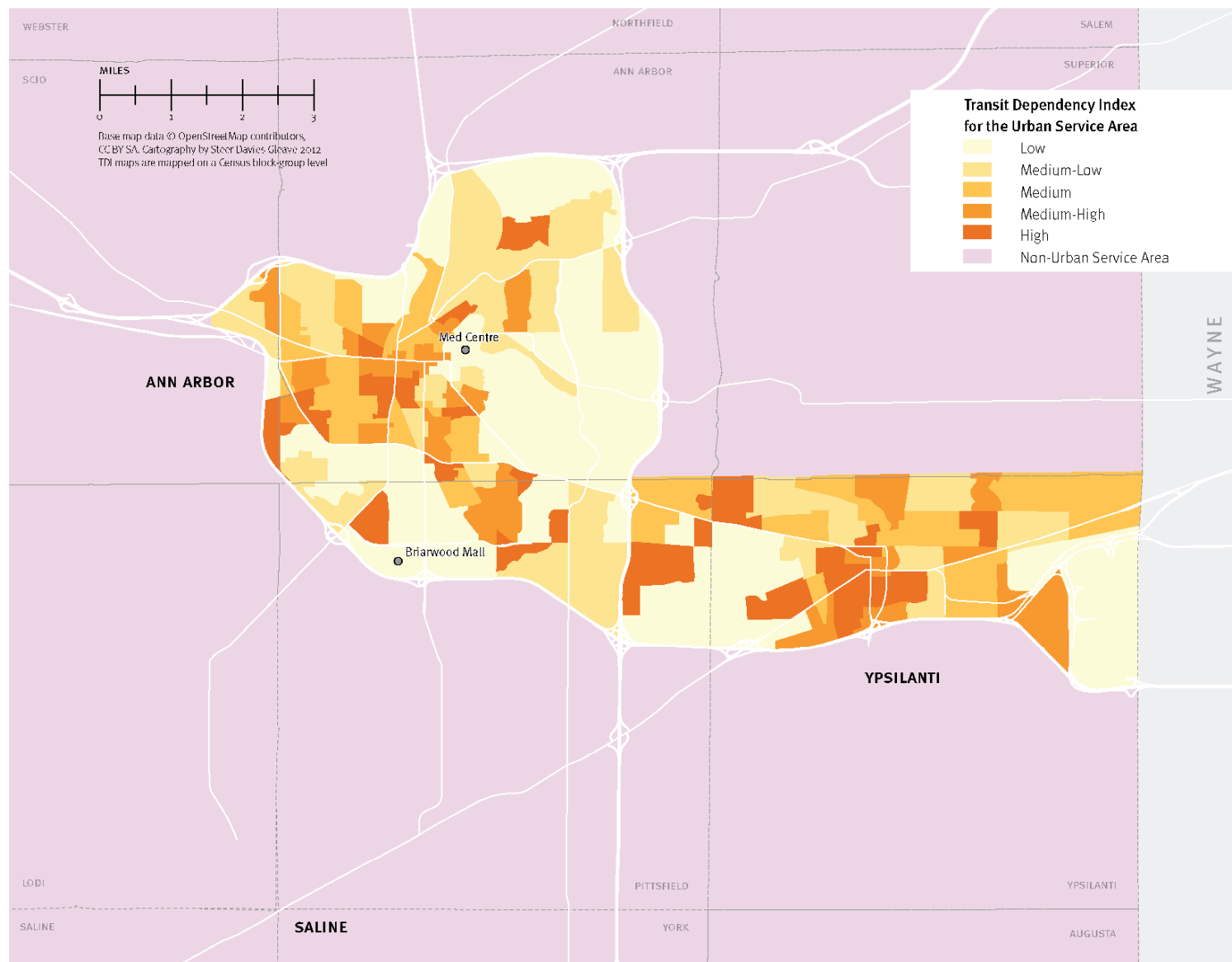


FIGURE 6.2 URBAN SERVICE AREA TRANSIT DEPENDENCY INDEX



Key Components of the Local Community Services Plan

Under the Five Year Transit Program, TheRide would make enhancements to existing services and provide new services.

- The frequency and hours of operation of WAVE's Interurban Connector would be increased to hourly between 6:00AM and 10:00PM Monday through Friday and between 8:00AM and 6:00PM on Saturdays and Sundays;
- The Chelsea Community Ride would be extended and the hours of operation and frequency would be enhanced (see Figure 6.3 and Figure 6.4);
- New Community Circulators would be provided in Dexter and Saline (see Figure 6.3, Figure 6.5 and Figure 6.6); and
- Two new Community Connectors would be initiated on the following routes (see Figure 6.3). The layout of the connector services in Manchester and Milan have yet to be determined, and input will be sought in community meetings.
 - Between Milan, Saline and Ann Arbor
 - Between Manchester and Chelsea
- New commuter van pool service will provide the first countywide community service. This service described in Chapter 2, page 15, as VanRide, will provide a commuting solution to workers traveling within and to Washtenaw County. Seven-passenger vans will be available to commuters who want to share rides to work. VanRide will be launched later in Spring 2012. The costs associated with the VanRide program are included in the summary Five Year Transit Program table in Chapter 10.

Table 6.1 shows the detail of each service and draft timetables for the WAVE and the Community Circulators for Chelsea, Dexter and Saline are included within Appendices C, E, F and G. The schedules and timetables for the new Community Connectors will be developed following discussions with the local communities involved.

Figure 6.4 - Figure 6.6 show details of these services. The shaded areas illustrate catchment areas within a quarter mile of each route.

FIGURE 6.3 INTER-URBAN CONNECTIONS AND LOCAL COMMUNITY SERVICES

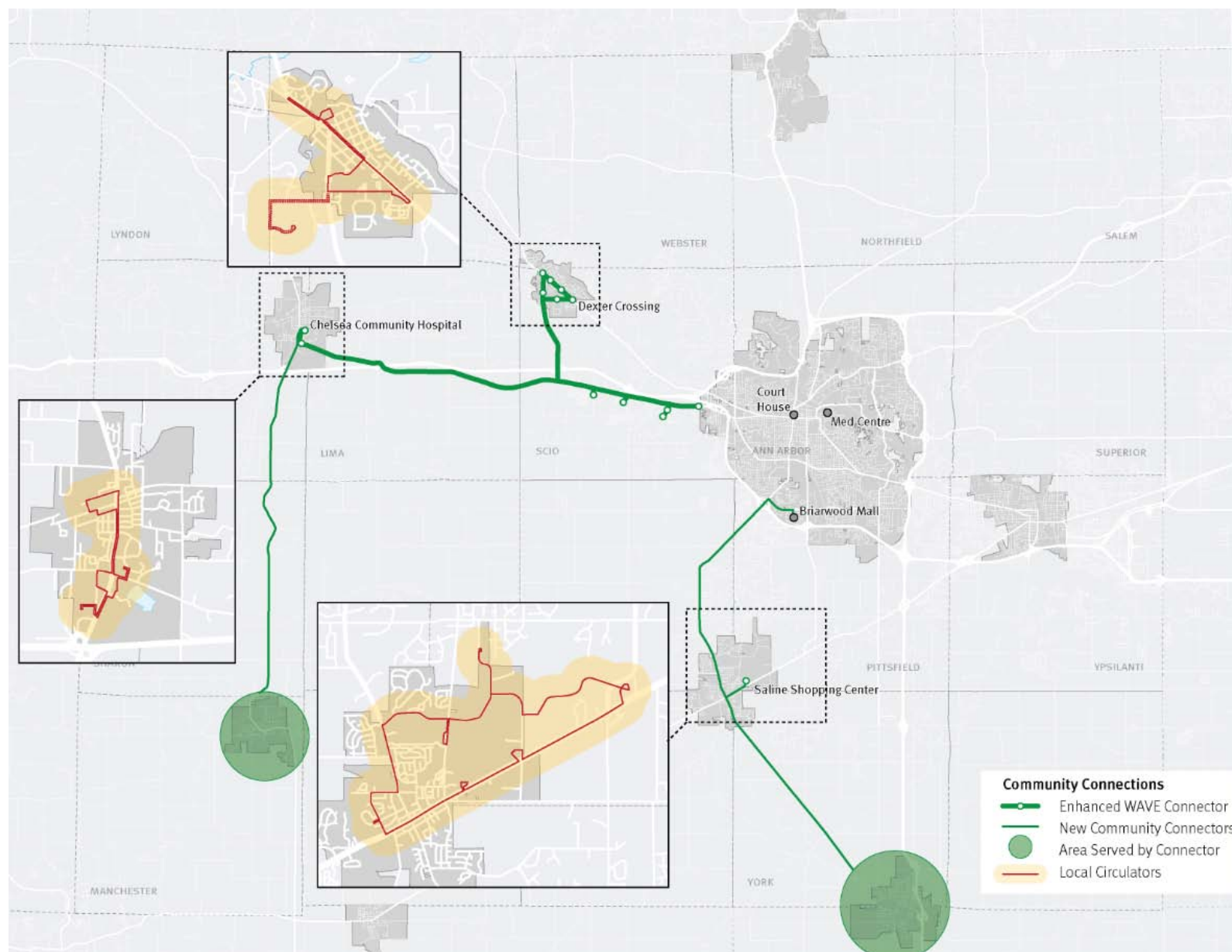


FIGURE 6.4 LOCAL COMMUNITY SERVICE IN CHELSEA

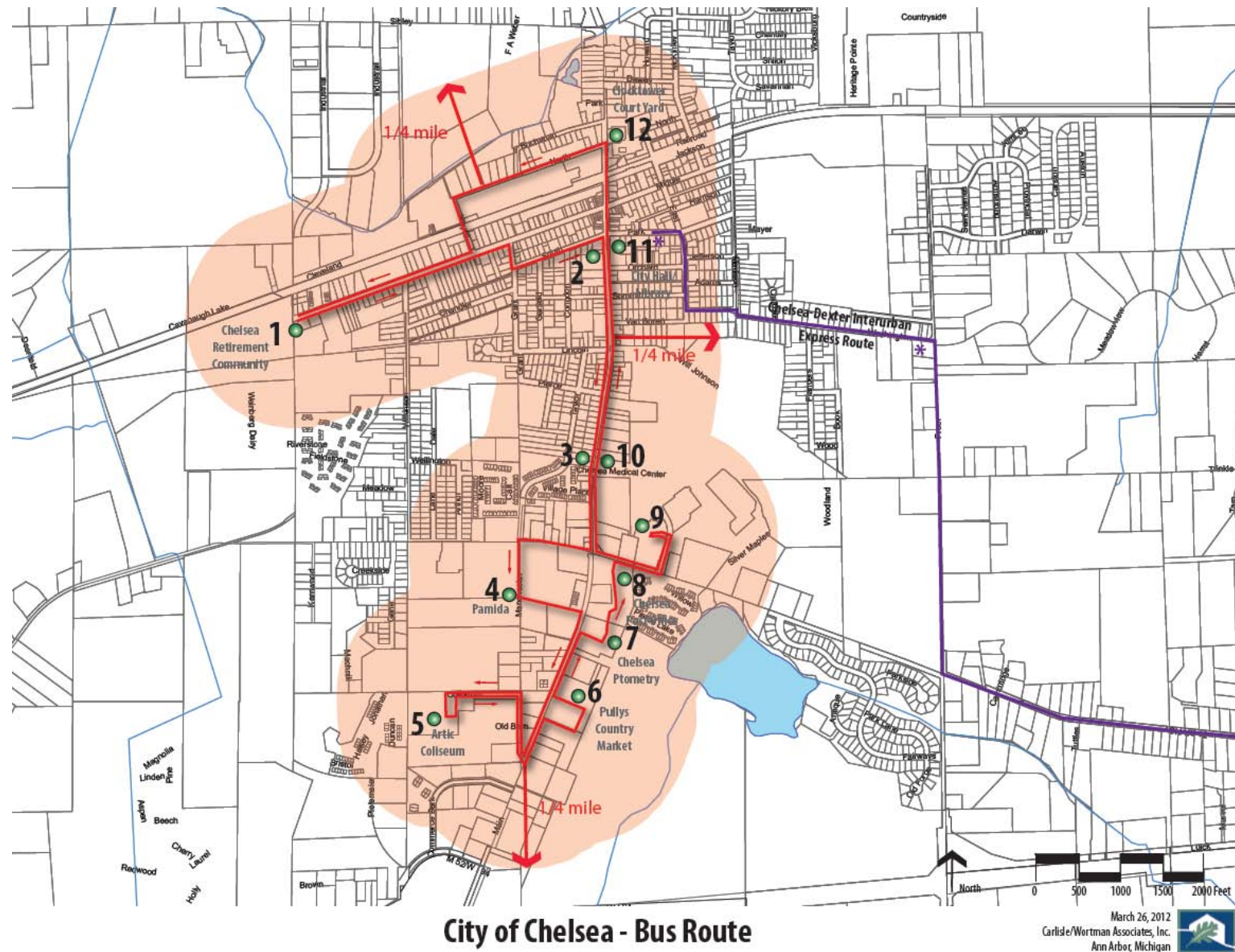


FIGURE 6.5 LOCAL COMMUNITY SERVICE IN DEXTER

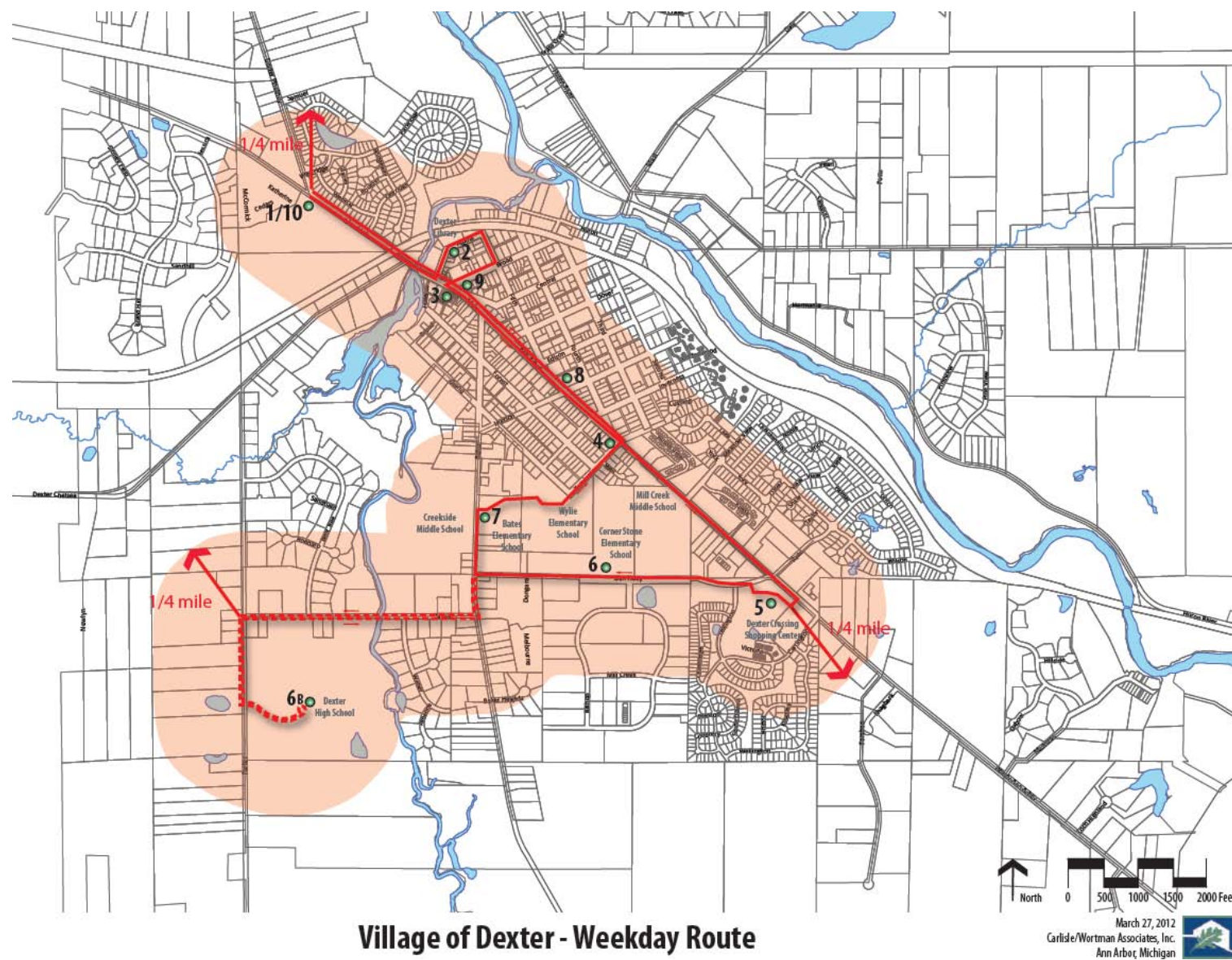


FIGURE 6.6 LOCAL COMMUNITY SERVICE IN SALINE

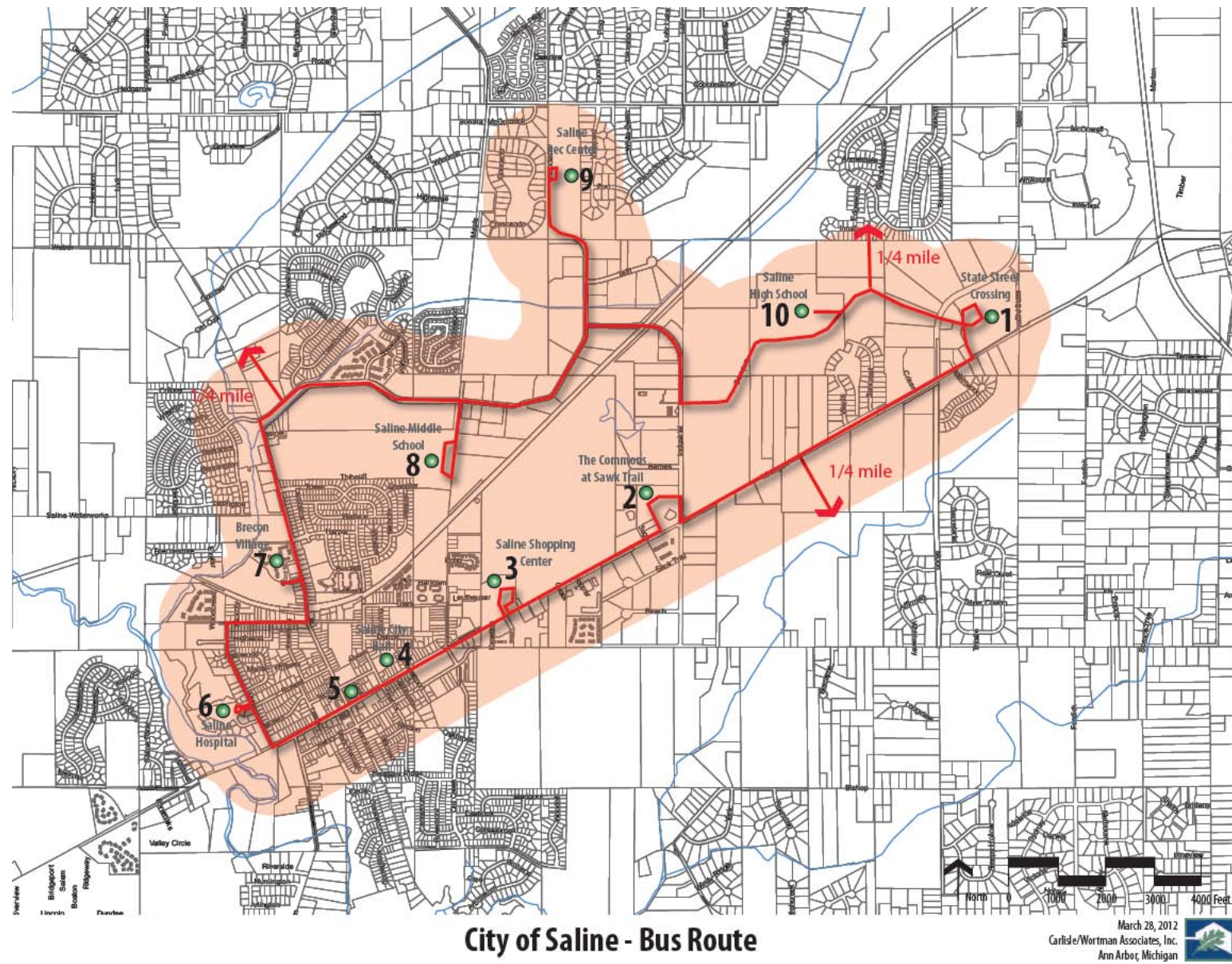


TABLE 6.1 LOCAL CONNECTIONS - OPERATIONAL DETAILS

Service	Annual Operating Hours	Number of Vehicles Required	Typical Trip Time	Services Depart Every...	Hours per Day	Days per Week
The WAVE Interurban Connector / Chelsea-Dexter-Ann Arbor Community Connector*	9,240	2	1 hour	1 hour	15 M-F 9 Sa & Su	7
Chelsea Community Ride / Chelsea Community Circulator*	2,140	1	45 mins	45 mins	7 ½ M-F 5 ¼ Sat	6
Saline Community Circulator	2,500	1	1 hour	1 hour	9 M-F 5 Sat	6
Dexter Community Circulator	1,910	1	45 mins MF 30 mins Sat	45 mins MF 30 mins Sat	6 ¾ M-F 4 ½ Sat	6
Milan-Saline-AA Community Connector	2,400	1	1 hour	2 hours	4 M-Sat	6
Manchester-Chelsea Community Connector	1,200	1	1 hour	2 hours	2 M-Sat	6

*Existing service hours for the WAVE's Connector and Chelsea Community Circulator are included in the table..

It is important to note that these services are neither designed nor intended to replace existing services or providers already available in the County, but rather to maximize access to Express and urban bus services for all County residents. The Five Year Transit Program anticipates that existing service providers would continue their community-based transportation services as they exist today with increases as appropriate.

The Community Connectors:

- would include two new routes and expand the existing WAVE Interurban Connector; and
- would be open to all potential users without priorities, registration or booking.

The two new Community Connectors would operate flexibly and may include flag-stop, or hail-and-ride, sections of the route and/or divergence within ¼ mile of the route.

The Community Circulators:

- would include two new services and expand the existing Chelsea Community Ride;
- would be open to all potential users without priorities, registration or booking;
- would operate on a fixed loop around the city/village; and
- would serve key community destinations and residential areas.

Further details are included within Appendices G, H. An example of a possible feeder service vehicle is shown in the figure below.

The Budget

The costs and revenues forecast associated with the Local Connections are shown in Table 6.2.

TABLE 6.2 LOCAL CONNECTIONS - BUDGET

Service	Annual Operating Costs	Annual Trips	Annual Farebox Revenue	Additional Vehicles	Capital Costs
WAVE Interurban Connector	\$462,880	25,000	\$37,500	1	\$175,000
Chelsea Community Circulator	\$106,875 ¹²	15,000	Free Service		
Saline Community Circulator	\$125,000	12,000	Free Service	1	\$150,000
Dexter Community Circulator	\$95,625	10,000	Free Service	1	\$150,000
Milan-Saline-AA Community Connector	\$120,000	10,000	\$15,000	1	\$175,000
Manchester-Chelsea Community Connector	\$60,000	5,000	\$5,000	1	\$175,000
Total	\$970,380	77,000		5	\$825,000

¹² Existing operating costs and demand for the WAVE's Connector and the Chelsea Circulator are included in the above.

7. Park-and-Ride Intercept Lots

Overview

There are currently five park-and-ride intercept lots located on the edge of and within Ann Arbor's urbanized area. These sites are well connected to the urban fixed route network, and served by frequent bus service.

Over the past decade, park-and-ride usage has steadily increased, as TheRide introduced new sites. The average daily use is currently over 850 vehicles. The total available capacity is around 1,200 spaces.

The Need for Park-and-Ride

Ann Arbor is and will remain an employment hub for the region; SEMCOG forecasts the number of jobs in the City of Ann Arbor to increase by 6,000 by 2020. Although this growth is welcomed, it would compound existing parking problems unless alternative parking options are implemented, as pressure on parking downtown and in several of the employment districts is already high.

Key Components of the Park-and-Ride Plan

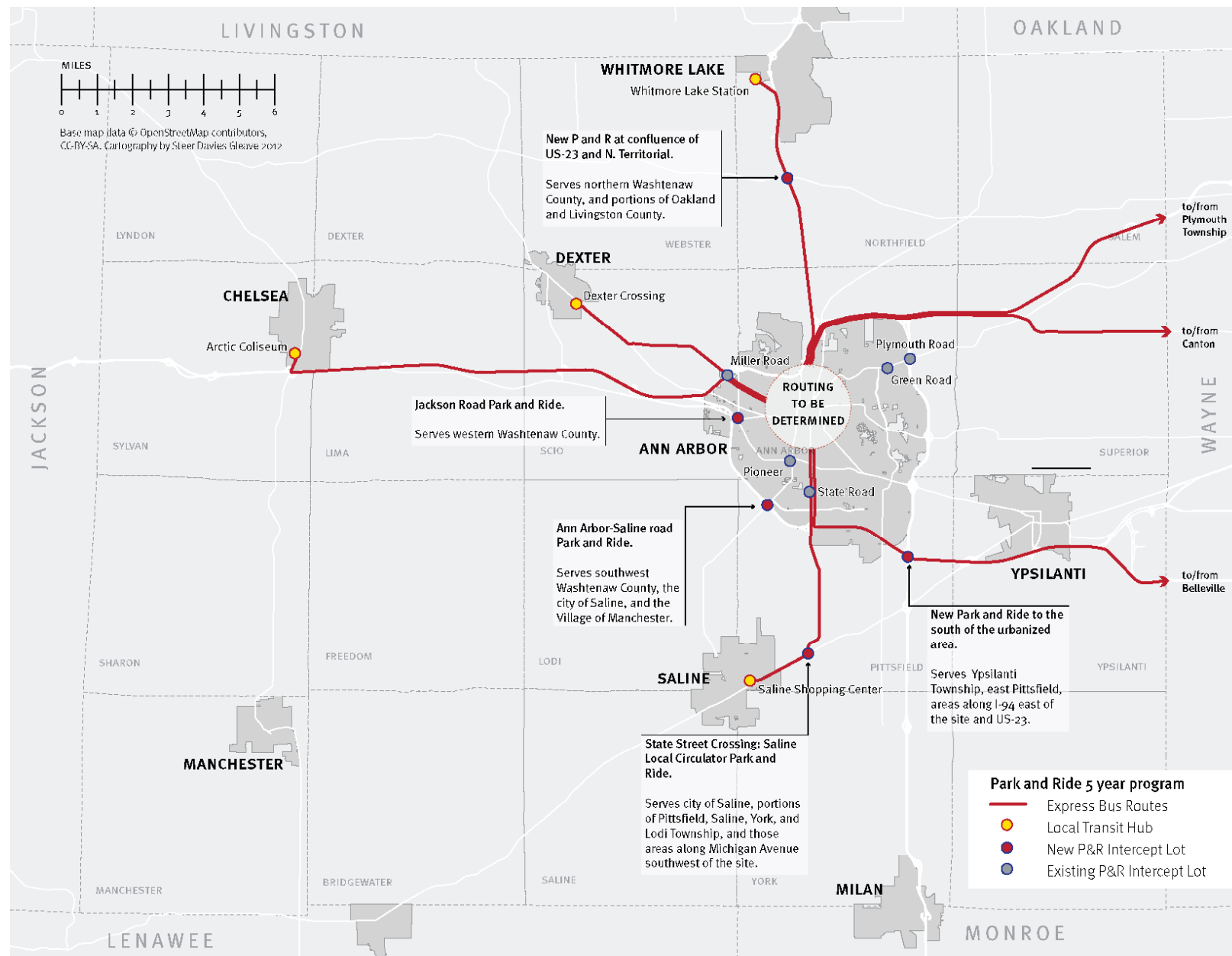
The Five Year Transit Program would increase the available capacity of park-and-ride spaces by an additional 800 spaces around the urban service area, including up to five new sites and strategically enhancing specific existing intercept lots. The five potential new sites were chosen in part from the Park and Ride locations identified in the 2009 City of Ann Arbor Transportation Master Plan Update. The proposed new sites are shown in Table 7.1 and in Figure 7.1.

The provision of new Park and Ride locations and the strategic expansion of existing ones will intercept cars heading downtown, which not only reduces automobile traffic and congestion but also reduces capital costs for new parking facilities. The new lots would have high-quality passenger shelters, good accessibility and signage, information, lighting, security cameras, designated areas for passenger drop off, covered bike parking, and high-frequency bus connections to Downtown Ann Arbor. The creation of the new Park and Ride lots and expansion of existing ones may be done in public-private partnerships, which will reduce capital costs and provide for additional development opportunities. Existing examples where AATA is collaborating with businesses to provide parking for transit access includes Meijer store in Canton.

TABLE 7.1 PROPOSED AND EXISTING PARK-AND-RIDE SITES

Site Location	Close to Intersection	Served by Intercept Lots Transit	Status
Northfield Township	US-23 and N. Territorial	A2 Express - Whitmore Lake	New
Pittsfield Township / City of Saline	S. State and E. Michigan (US12)	A2 Express - Saline Local Community Circulator	New
Pittsfield Township / Cities of Ann Arbor and Ypsilanti	I-94 and US-23	A2 Express - Belleville TheRide service 5B	New
Jackson Road	Jackson and Maple	TheRide service 9 WAVE Connector	New
Ann Arbor - Saline Road	Ann Arbor - Saline Road/Lohr Road	The Ride service 16	New
Plymouth Park-and-ride	US-23 and Plymouth Rd	TheRide service 2	Existing
Green Rd Park-and-ride	Green Rd and Plymouth Rd	TheRide service 2 and 22	Existing
State Street Park-and-ride	State Street and Eisenhower Pkwy	TheRide service 36	Existing: Considered for Expansion
Pioneer High School Park-and-ride	S. Main St and Stadium Blvd	TheRide services 7, 14, 16 and 17	Existing
Miller Rd Park-and-ride	Miller Rd & M-14	TheRide service 11	Existing: Considered for Expansion

FIGURE 7.1 PROPOSED AND EXISTING PARK-AND-RIDE INTERCEPT LOT LOCATIONS



The Budget

As Table 7.2 shows, the total capital budget in the Five Year Transit Program is \$5,030,000.

TABLE 7.2 PARK-AND-RIDE INTERCEPT LOTS - BUDGET

	Number of Sites	Capital Costs	Spaces
Potential New Parking	Up to 5 ¹³	\$4,480,000	700
Enhancement and Expansion of Existing Sites	2	\$550,000	100
Contingency		\$500,000	
Budgeted Total		\$5,530,000	800

*Annual maintenance costs for Park & Ride facilities are included in the total maintenance budget in the FYTP summary in Chapter 10

¹³ Number of sites to be determined based on implementation feasibility.

8. Urban Bus Network Enhancements

Overview

This Five Year Transit Program refines and prioritizes the conceptual short to medium-term bus network enhancements developed in the Transit Master Plan Vision.

The Transit Master Plan grouped the urban bus network enhancements into four categories:

- I West Ann Arbor Area;
- I Ypsilanti Area;
- I New Services; and
- I Key Corridor Upgrades.

The proposed services address one of more of the following objectives:

- I Network simplification, including reduction of one-way loop services;
- I Coverage enhancement to address unmet need;
- I Increased operating hours;
- I More weekend services;
- I Improved access to social destinations, including hospitals and libraries;
- I Increased frequencies, particularly on key corridors; and
- I Improved accessibility and conditions of bus stops.

The urban bus network enhancements would build on the TheRide's fixed route network in the urbanized area in and around Ann Arbor and Ypsilanti providing greater geographic and temporal coverage to serve transit dependent people and attract more young people, seniors, and choice riders.

The Need for Urban Bus Service Enhancements

To prioritize Urban Bus Network Enhancement proposals, the Transit Master Plan used a Composite Transit Dependency and Employment Index to indicate the degree of transit dependency (as a representation of potential origins) and the key employment centers (as a representation of potential destinations) geographically around a route.

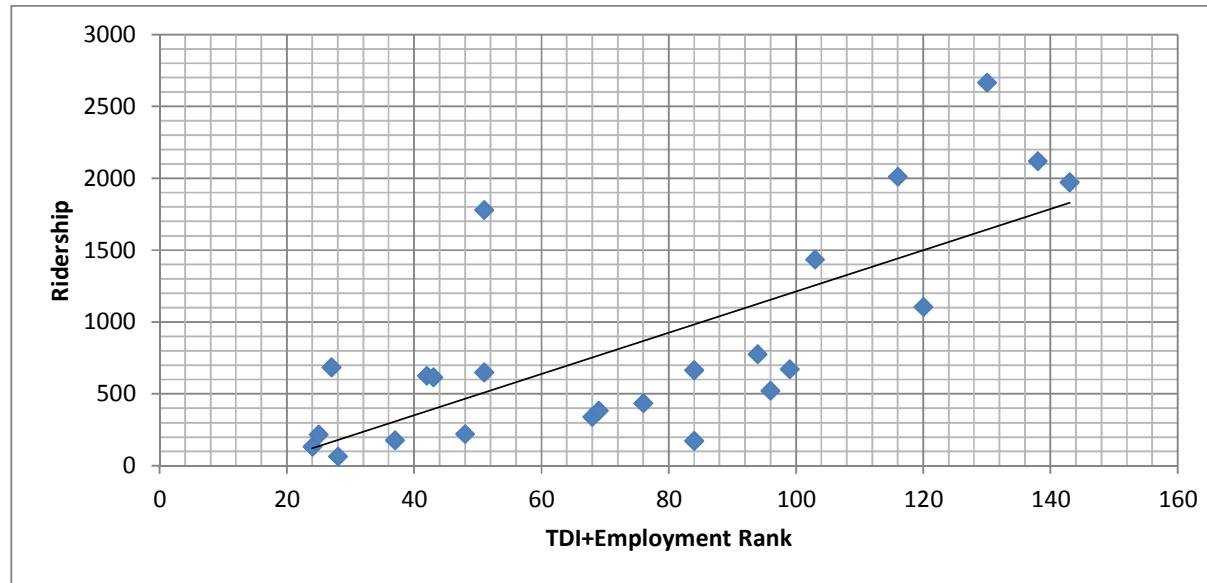
As with the Transit Dependency Index (see Chapter 2, p. 7), each route was evaluated for transit dependent residential populations living within a five-minute, quarter-mile buffer of the route. As before, this looked at persons with disabilities, those 17 or younger or 65 or older, households without access to a vehicle, and households with annual income of less than \$25,000. The quarter-mile around each route was ranked for each of these categories, and these rankings were summed to give a Transit Dependency Index.

To represent destinations served by each route, the routes were ranked by the number of employees working within a five-minute, quarter-mile walk (determined using the WATS Model).

These two indices, transit dependency and employment, were equally weighted to establish a Composite Index.

To test whether this would be a good evaluation tool, this Composite Index applied to existing TheRide routes, Figure 8.1. This shows that while this is not a precise enough tool to compute ridership forecasts, it is useful in scoring options.

FIGURE 8.1 TRANSIT DEPENDENCY AND EMPLOYMENT WITHIN WALKING DISTANCE OF A ROUTE VERSUS DAILY RIDERSHIP



This analysis was used as a supporting tool in identifying service enhancement priorities in the Five Year Transit Program.

Key Components of the Urban Bus Service Enhancements

Like the Transit Master Plan Vision, the proposals to enhance the urban bus network can be grouped into the four categories above. The proposals make the following changes to the network:

- Restructure the West Ann Arbor network;
- Restructure the Ypsilanti network;
- Increase Sunday service dramatically across the network;
- Provide longer operating hours throughout the week;
- Enhance service on key corridor routes Washtenaw 4 and Ellsworth 6;

- Enhance frequencies on many routes across the network;
- Implementation of bus propriety transit-responsive intersection improvements including bus traffic signal prioritization and queue jumping;
- Reintroduce a Downtown Circulator service in Ann Arbor connecting key destinations in the city center; and
- Consider upgrading urban bus stops.

The Five Year Transit Program proposes no changes to routes 1, 1U, 13, 14, 16, 17, 22, 36, and 609.

Restructured routes in West Ann Arbor and Ypsilanti would replace service on existing routes 8, 9, 10, 11, 12A/B, 15, 18, 20, 33, and 34.

Figure 8.2 shows the proposed new urban bus routes. Maps showing the existing and current services split by days of operation are included in Appendix D.

Figures 8.3-8.5 show the existing and proposed weekday, Saturday and Sunday urban bus networks respectively.

FIGURE 8.2 PROPOSED NEW URBAN BUS ROUTES (WEEKDAYS)

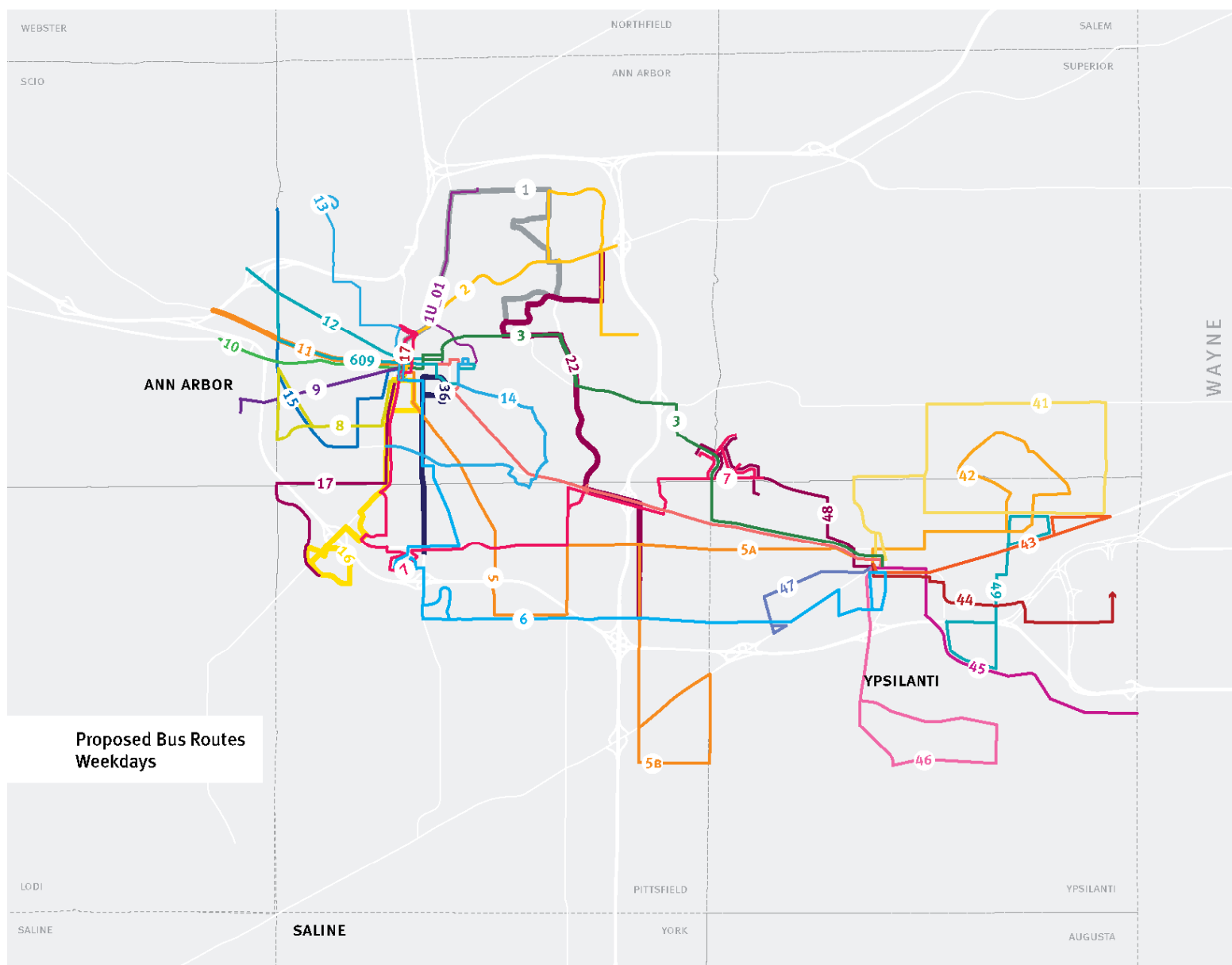


FIGURE 8.3 WEEKDAY URBAN BUS NETWORK

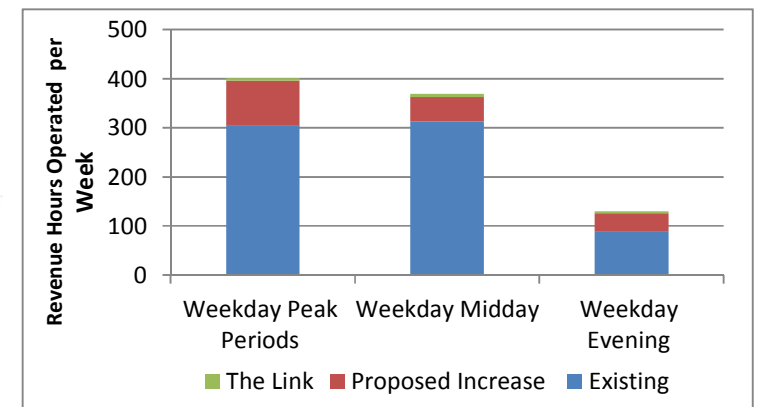
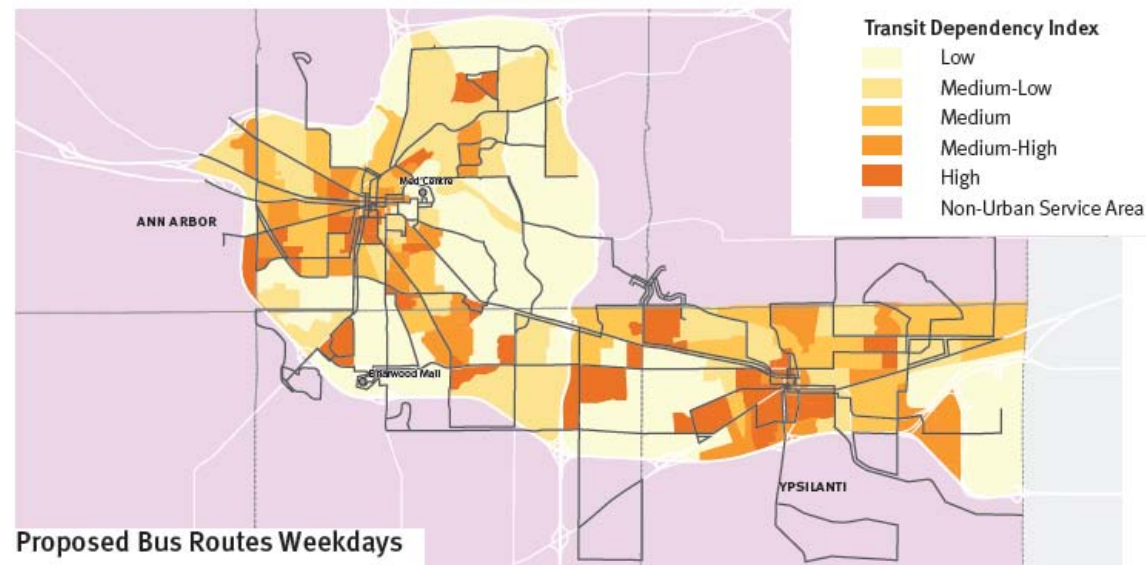
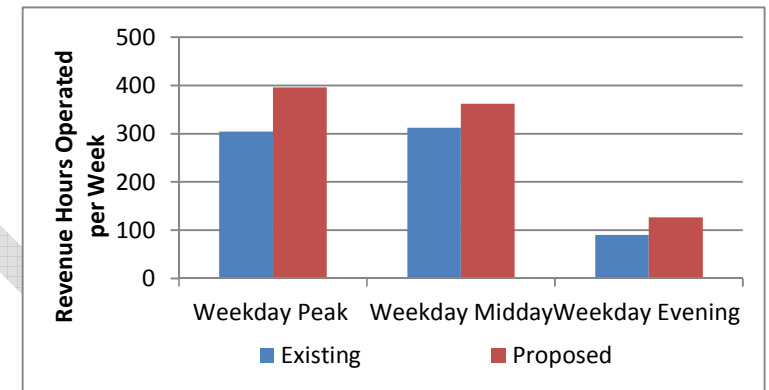
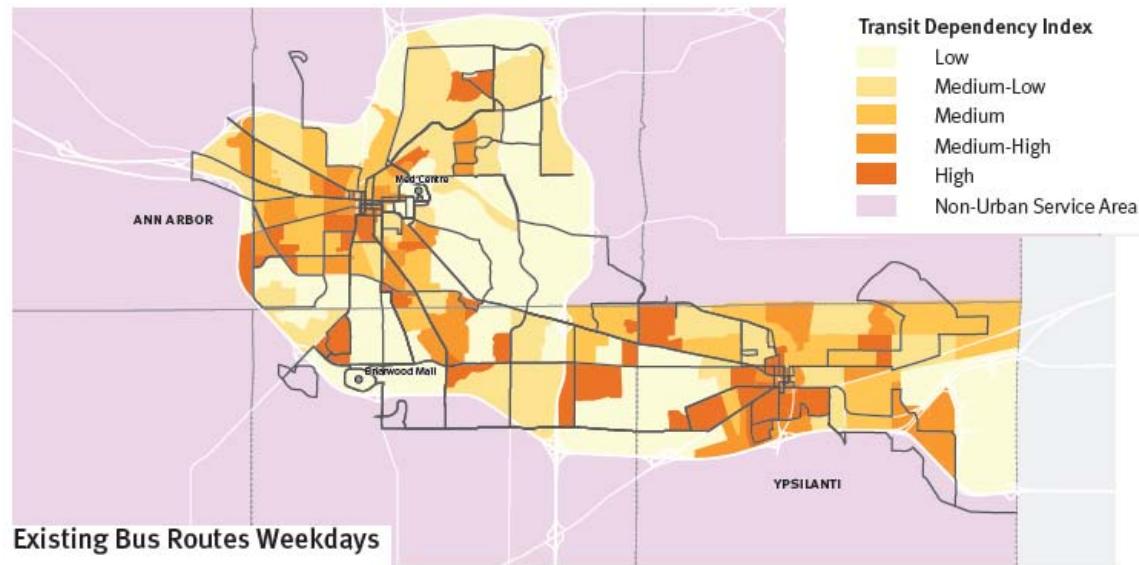


FIGURE 8.4 SATURDAY URBAN BUS NETWORK

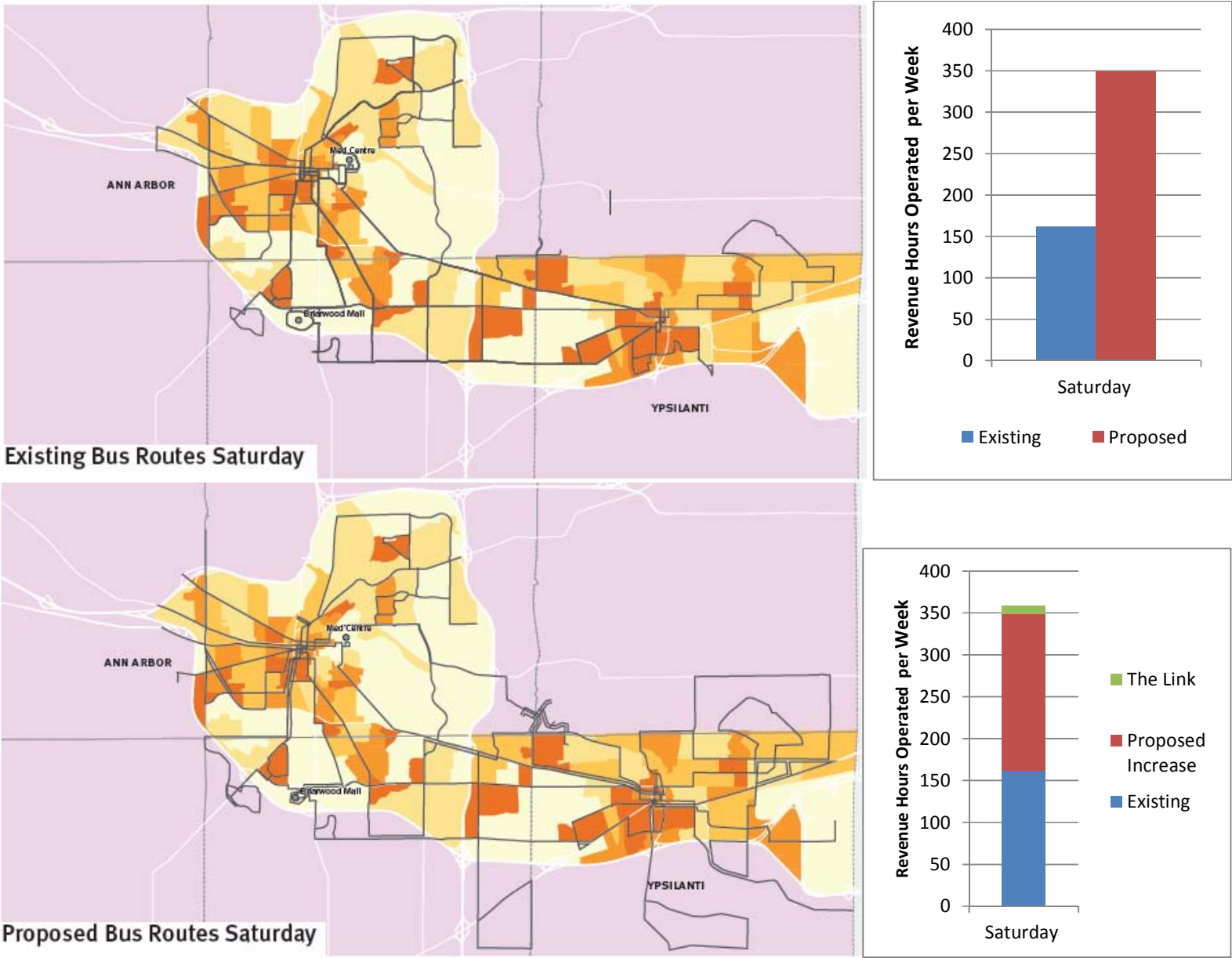
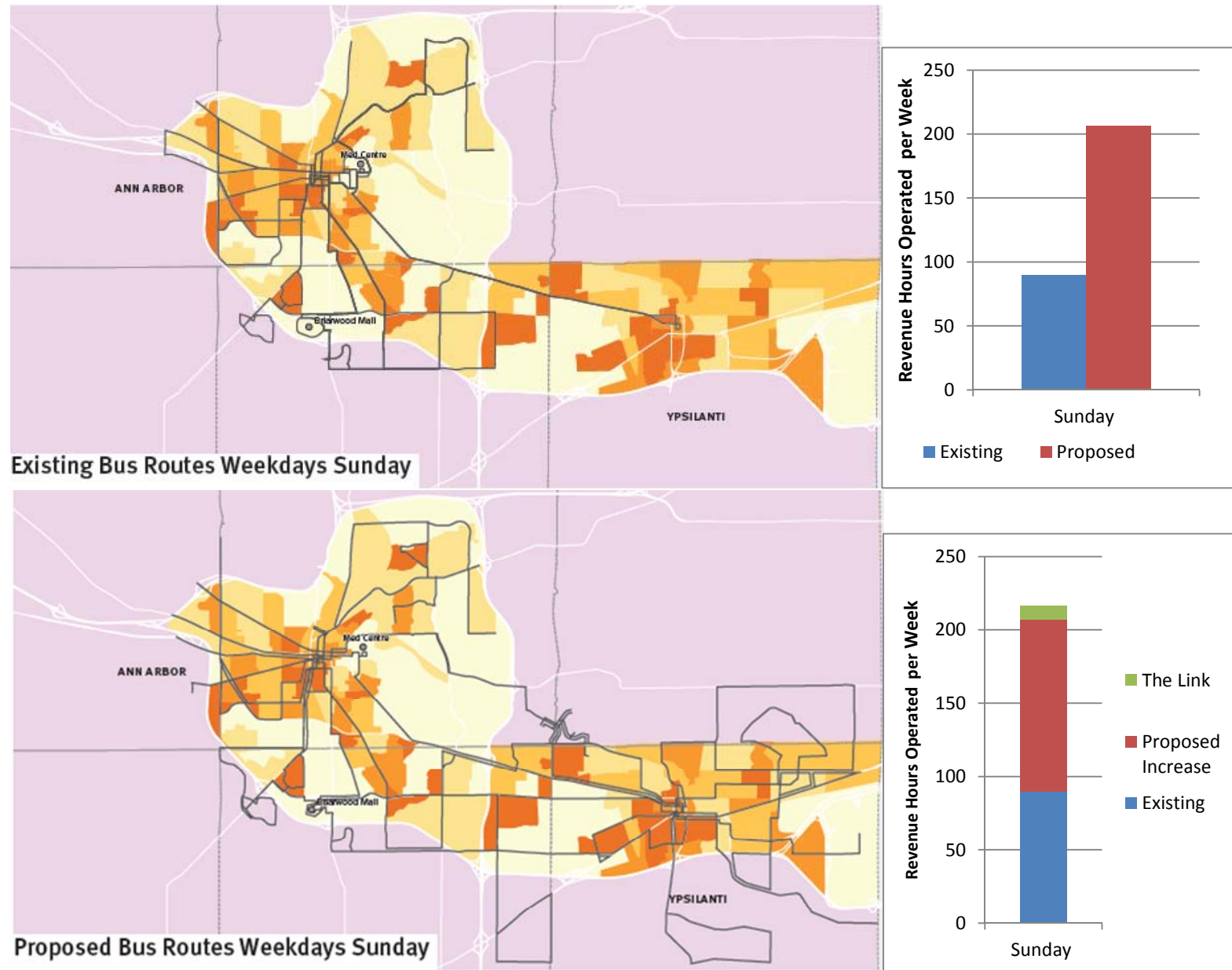


FIGURE 8.5 SUNDAY URBAN BUS NETWORK



Tables 8.1 to 8.4 show the operational specification and costs for each set of routes (West Ann Arbor Area, Ypsilanti Area, New Services, Key Corridor Upgrades). Appendix E provides further detail and a comparison with the existing network.

TABLE 8.1 WEST ANN ARBOR AREA - OPERATIONAL DETAILS

Route	Annual Operating Hours	Number of Vehicles Required	Typical Trip Time (minutes)	Number of Buses in the Peak Hours	Hours per Day M-F, Sat, Sun	Days per Week	Annual Operating Cost
New 8	5,600	2	30	4	16, 14, 10	7	\$573,944
New 9	3,913	1	30	2	16, 14, 10	7	\$400,992
New 10	11,200	4	30	4	16, 14, 10	7	\$1,147,888
New 11	3,913	1	30	2	16, 14, 10	7	\$400,992
New 12	5,900	2	30	4	16, 14, 10	7	\$604,691
New 15	7,825	2	30	2	16, 14, 10	7	\$801,984
New 18	3,913	1	30	2	16, 14, 10	7	\$400,992
Totals	42,263	13	-	-	16, 14, 10-	-	\$4,331,484

TABLE 8.2 YPSILANTI AREA - OPERATIONAL DETAILS

Route	Annual Operating Hours	Number of Vehicles Required	Typical Trip Time (minutes)	Number of Buses in the Peak Hours	Hours per Day M-F, Sat, Sun	Days per Week	Annual Operating Cost
41	5,200	1.0	60	1	16, 14, 10	7	\$532,948
42	4,838	1.5	45	2	16, 14, 10	7	\$495,795
43	3,225	1.0	30	2	16, 14, 10	7	\$330,530
44	3,225	1.0	30	2	16, 14, 10	7	\$330,530
45	4,838	1.5	45	2	16, 14, 10	7	\$495,795
46	6,450	2.0	60	2	16, 14, 10	7	\$661,061
47	2,600	0.5	30	1	16, 14, 10	7	\$266,474
48	6,450	2.0	30	2	16, 14, 10	7	\$661,061
49	2,600	0.5	30	1	16, 14, 10	7	\$266,474
Totals	39,425	11	-	-	-	-	\$4,040,668

TABLE 8.3 NEW SERVICES - OPERATIONAL DETAILS

Route	Annual Operating Hours	Number of Vehicles Required	Typical Trip Time (minutes)	Number of Buses in the Peak Hours	Hours per Day M-F, Sat, Sun	Days per Week	Annual Operating Cost
Link	5,200	1	20	3	16, 14, 10	7	\$509,888*
Totals	5,200	1	-	-	-	-	\$509,888

*TheRide would seek private funding to subsidize The Downtown Circulator or Link service.

TABLE 8.4 KEY CORRIDORS - OPERATIONAL DETAILS

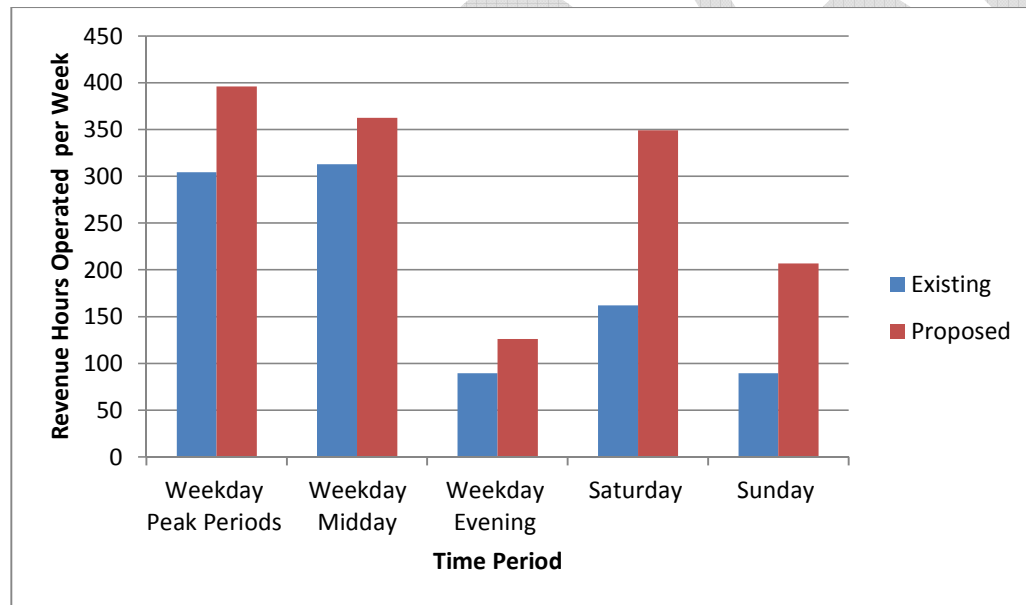
Route	Annual Operating Hours	Number of Vehicles Required	Typical Trip Time (minutes)	Number of Buses in the Peak Hours	Hours per Day M-F, Sat, Sun	Days per Week	Annual Operating Cost
2	17,550	6	30	6	16, 14, 10	7	\$1,798,700
3	9,750	3	45	2	16	5	\$999,278
4	31,650	12	45	8	16, 14, 12	7	\$3,243,809
5	21,053	6	45	4	16, 14, 10	7	\$2,157,671
6	24,700	8	60	4	16, 14, 12	7	\$2,531,503
7	15,234	4	60	2	16, 14, 10	7	\$1,561,312
Totals	119,936	39	-	-	-	-	\$12,292,271

The Urban Bus Network Enhancements:

- would be open to all potential users without priority, registration, or booking;
- would operate using low-floor/wheelchair accessible vehicles (as in existing operations);
- would operate using new technologies to reduce emissions where possible (as per existing operations); and
- would incorporate bus priority transit-responsive intersection improvements to speed up bus transport services at intersections.

Figure 8.6 presents the additional revenue hours that would be provided on a weekday (across time periods), on Saturday and Sunday. During the weekday peak period, the increase in service levels is significant (over 33% more hours of service will be provided). Dramatic increases will also be provided on the Saturday and Sunday urban service area network.

FIGURE 8.6 PROPOSED REVENUE HOURS OPERATED COMPARED TO EXISTING



The Budget

Table 8.5 shows the combined budget and operating specification for the Urban Bus Network Enhancements in the first five years of the Transit Master Plan.

TABLE 8.5 THE URBAN BUS NETWORK ENHANCEMENT - BUDGET

	Annual Operating Hours	Annual Operating Cost	Annual Trips	Vehicles Required	Capital Cost
Proposed*	246,928	\$25,307,647	8,360,000	80	
Existing 2012	184,124	\$19,230,689	6,200,000	60	
Difference	64,093	\$6,568,934	2,160,000	20	\$12,000,000

*These figures exclude The Downtown Circulator or Link service, which would cost approximately \$500,000 to operate and would require support from the private sector.

Bus Stop Quality Enhancements and Transit Center Upgrades

The Five Year Transit Program includes significant investment in bus stops within the County's urbanized and non-urban areas. In the urban area, the program builds on the framework of established service standards. Figure 8.7 shows the design options for the new kiosks at stops.

To ensure passengers can wait in comfort, this standard recommends all bus stop locations that average fifty or more boardings per day (as shown in Figure 8.7) have shelter for waiting passengers. Amenities such as shelters for waiting bus passengers have the potential to attract and maintain ridership.

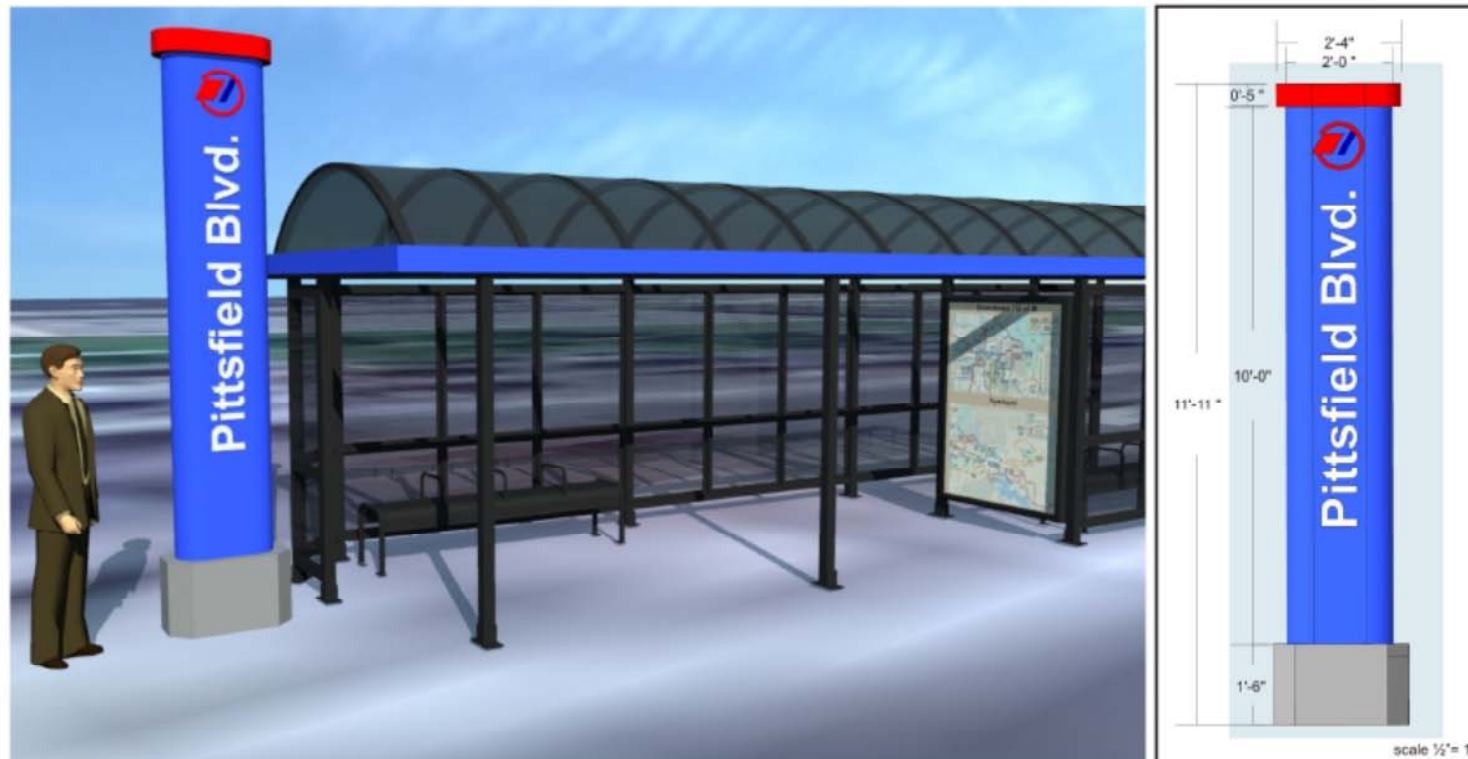
The standard also recommends that (where possible) all bus stop locations that average more than twenty boardings per day (as shown in Figure 8.8) have a bus pad or other hard surface upon which passengers can wait. TheRide can only legally make improvements to bus stops where there is an accessible path to the stop.

Bus stops can offer much more than ADA accessibility and covered shelters. Features such as artful design and combined uses can make buses more attractive by making the waiting areas places that people want to be.

As part of the Relmagine Washtenaw project, Superstops are planned along the Washtenaw Avenue bus corridor. Relmagine Washtenaw plans for stops on both sides of Washtenaw Avenue at the following intersections: Platt, Huron Parkway, Pittsfield, Hogback/Carpenter, Dalton/Glencoe Crossing Shopping Center, Golfside, Fountain Plaza, and Hewitt. Figure 8.9 shows these preliminary locations. The Five Year Transit Program also includes investment in the existing transit centers in downtown Ann Arbor (Blake) and downtown Ypsilanti.

FIGURE 8.7 NEW KIOSK CONCEPT

OPTION 1



OPTION 2

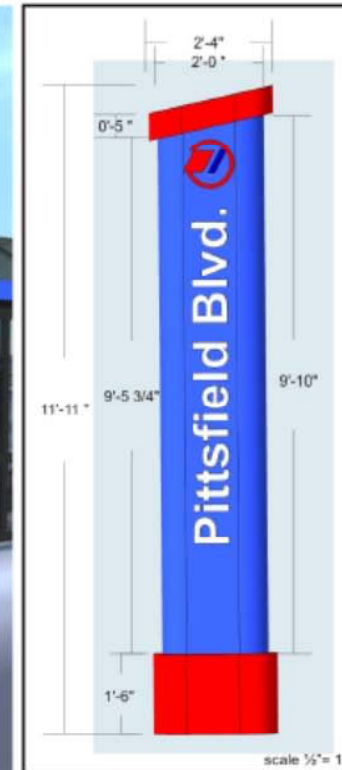
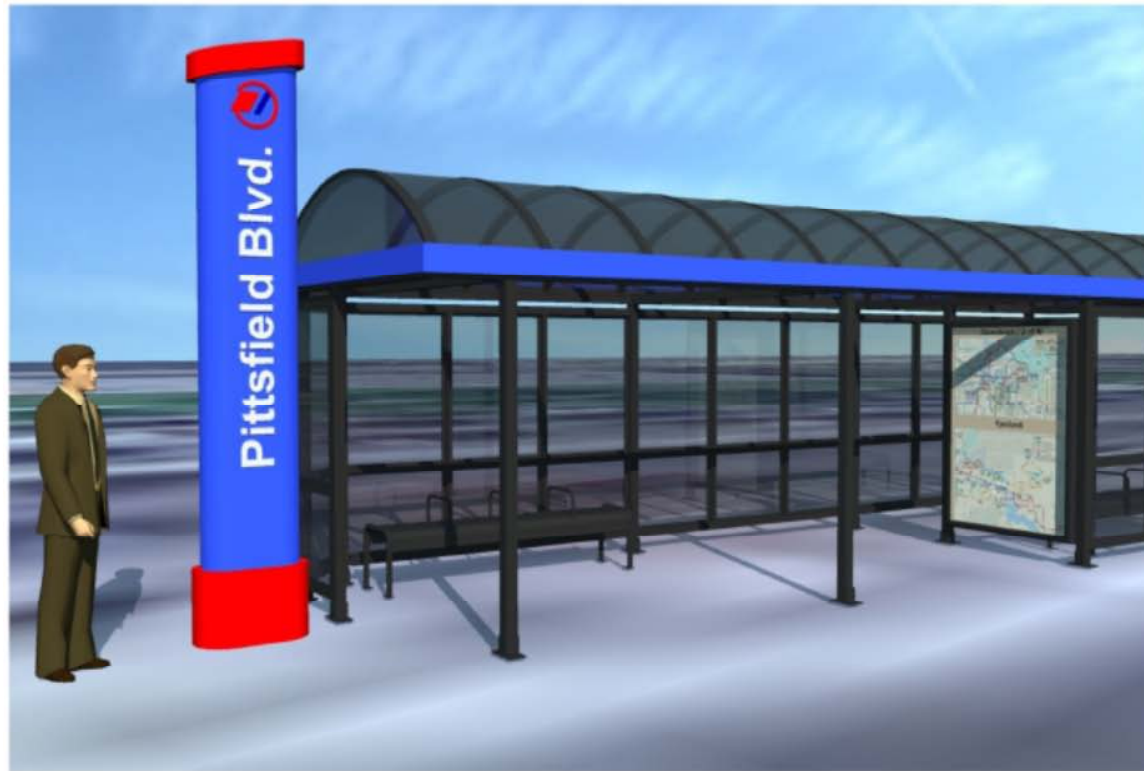
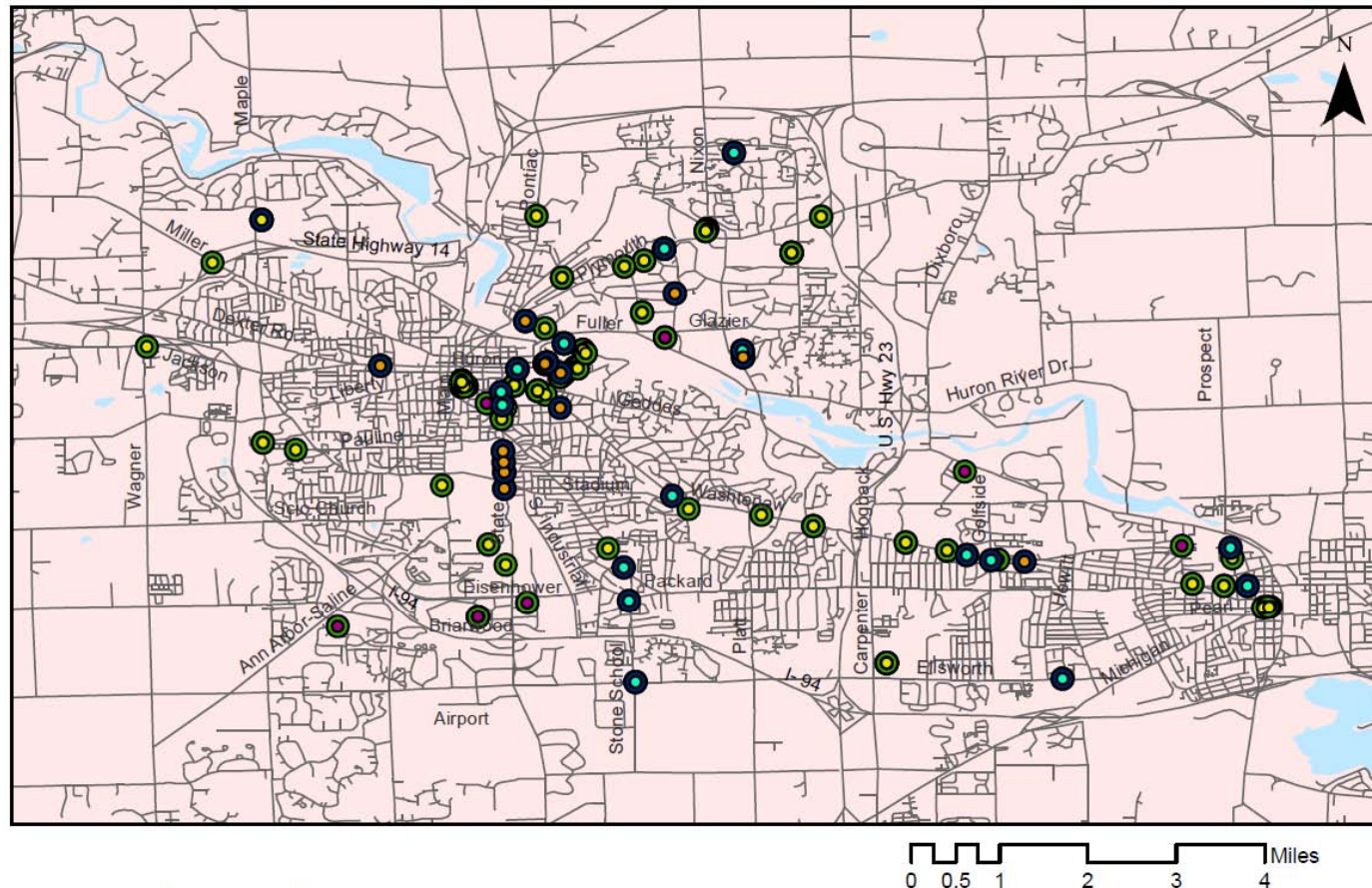


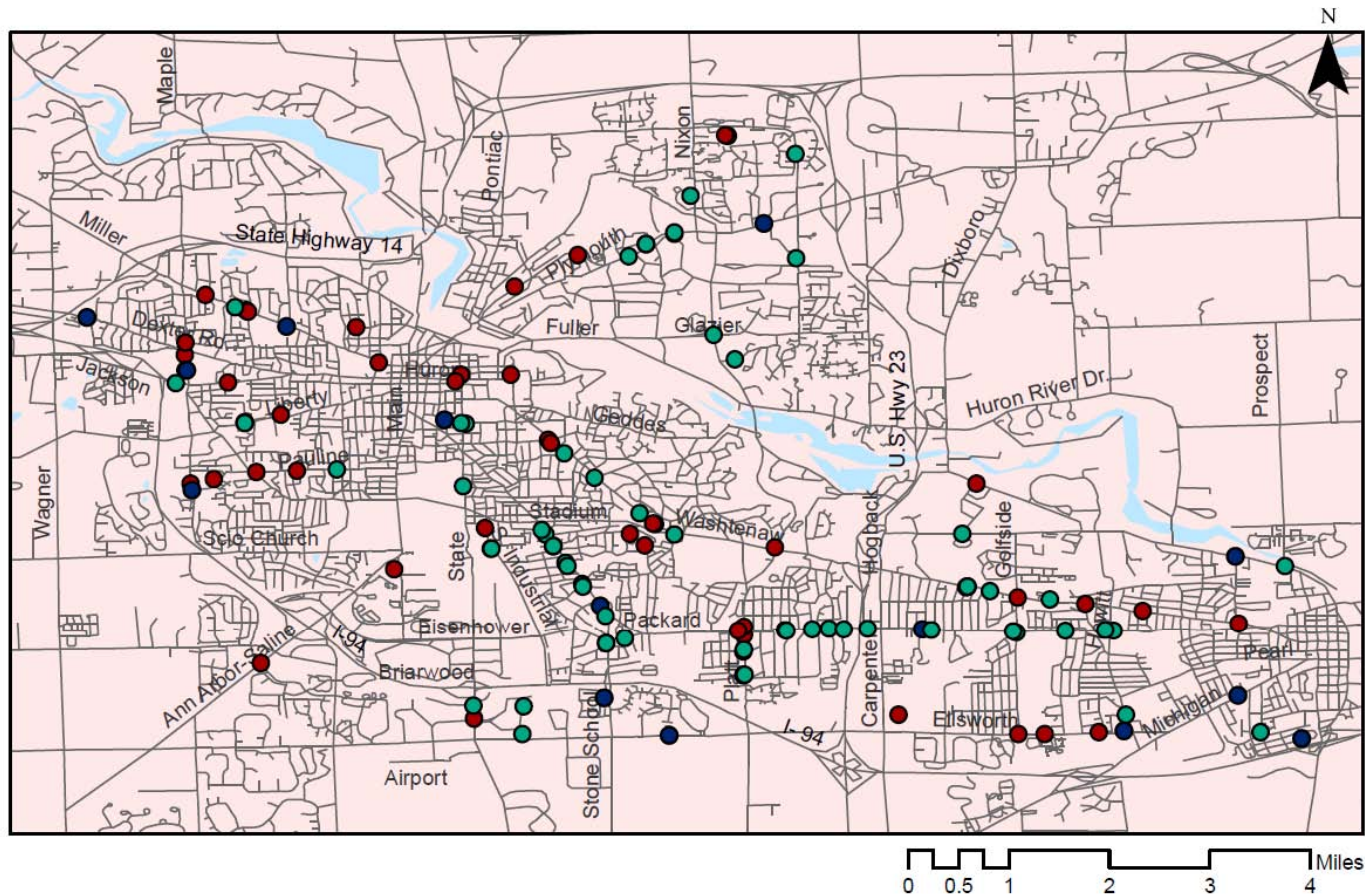
FIGURE 8.8 BUS STOPS WITH FIFTY DAILY BOARDERS PER DAY WITHOUT A SHELTER (2012)



Legend

- Stops with shelter
 - AATA shelters
 - Shelter provided by others
 - Water
 - Washtenaw County
 - Stops without shelter
 - Stops with shelter potential
 - Shelter not physically feasible at this time*
 - Roads
- *dependent on external factors such as no sidewalks, limited right of way, or property ownership

Figure 8.9 ADA ACCESSIBILITY FOR BUS STOPS WITH TWENTY+ DAILY BOARDERS (2012)



Legend

- Added access 2010-2011 (65)
- Potential ADA Upgrades (42)
- Other Improvements needed* (21)
- Roads
- Water
- Washtenaw County

*dependent on external factors such as limited right of way, pedestrian infrastructure, or property ownership



Bus Priority Measures

Bus priority measures are an essential improvement to the urban bus network, and include traffic signal prioritization and queue-jumping. Traffic signal prioritization gives precedence to bus traffic travel through intersections, improving speed and reliability for passengers. A queue-jump allows buses to receive a green light a few seconds before the other traffic receives a green. This "head-start" over other queued vehicles permits the bus to merge into the regular travel lanes immediately beyond the signal, reducing the delay caused by the signal and improving the efficiency of the transit system. As stated in the 2009 City of Ann Arbor Transportation Master Plan Update, the queue-jump lane could either be separated bus-only lane or incorporated into an existing right-turn only lane.

In the Five Year Transit Program it is envisaged that bus priority measures would be developed by TheRide in collaboration with the relevant local authorities to determine feasibility and funding.

The Budget

Table 8.6 shows the budget for stops in the first five years of the Transit Master Plan.

TABLE 8.6 STOPS AND BUS PRIORITY - BUDGET

Element	Count	Costs
Bus Stops: New Shelters, Bus Pads and Facilities	30	\$300,000
Bus Stops: Access Improvements and Refurbishment	100	\$400,000
Superstops on Washtenaw Avenue	16	\$2,000,000
Transit Center Upgrades	2	\$2,300,000
Bus Priority Measures		\$1,500,000 ¹⁴
Total		\$6,500,000

¹⁴ Particular bus priority measures have to be planned with local authorities; pending those discussions, this is a provisional figure.

9. Countywide Fares

Overview

The core objective of the Countywide fares strategy is to deliver an accessible and readily understood customer fare structure that delivers great value for transit customers.

The expansion of services under the Five Year Transit Program will generate additional transit passengers. This initial assessment of the associated increase in farebox revenues was based on the existing fare structure and pricing. However, there must be a balance between the contribution from users and that sought from local taxation. Current fares are equivalent to or below many peer agencies, which suggests that fares could be increased¹⁵.

FIGURE 9.1 EXISTING URBAN BUS FARES COMPARED TO PEER AGENCIES

City/Agency	State	Bus Fare Structure	Cash Single (base) \$	Transfers \$	Transfer Duration	Day Ticket \$	4-Day Ticket \$	Weekly Ticket \$	Monthly/30 Day Ticket \$
Ann Arbor	MI	Flat	1.50	Free	90 mins	4.50		-	58.00
Grand Rapids	MI	Flat	1.50	Free	120 mins	4.60	11.50	-	40.00
Lansing	MI	2 Zone	1.25 / 2.50	Free	120 mins	-		-	35.00
Kalamazoo	MI	Flat	1.50	Free	60 mins			20.00 (9 day)	60.00
Detroit DDOT	MI	Flat	1.50	0.25		-		14.40	47.00
Detroit SMART	MI	Flat	2.00	0.25	180 mins	-		-	66.00
Boulder/Denver	CO	Flat	2.20	Free	60 mins	-		-	79.00
Bridgeport	CT	Flat	1.75	Included	90 mins	4.00		17.50	70.00
Colorado Springs	CO	2 Zone	1.75 / 2.75	Free	120 mins				63.00
Des Moines	IA	Flat	1.75	Free	120 mins				48.00
Knoxville	TN	Flat	1.50	0.50		4.00		15.00	50.00
Madison	WI	Flat	2.00	Free	120 mins	4.50			55.00
Toledo	OH	Flat	1.00	No Transfers					40.00

It is essential that the income from fares achieves a sustainable level of cost recovery to allow expansion of transit services. The future fares policy will need to take into consideration the travel needs of different

¹⁵ The \$1.50 cash fare in Ann Arbor is consistent with the rates in Detroit (DDOT), Grand Rapids, Los Angeles and Washington, but is lower than the fare in many other US cities. Bridgeport has a fare of \$1.75, \$2.00 for SMART, \$2.20 in Denver/Boulder, and \$2.25 in Chicago. Lansing has a 2 zone system with fares at \$1.25 and \$2.50. Fares in Canadian cities (Calgary, Montreal, Toronto) tend to be significantly higher, at \$2.75- 3.00 per ride.

segments of the population, and of their ability to pay. The level of fares should be perceived as fair in relation to the trips undertaken and local funding contribution.

With services expanding beyond traditional boundaries, and more options feeding into the expanded fixed route network, an integrated fare structure will make transit a more attractive option. The fare policy should allow the transit network to be used at an affordable price and minimize potential barriers, such as a financial penalty for transfers where a direct service is not available.

Fares paid should also reflect the quality and cost of the service, with longer distance express services charged at a premium rate.

Fares Structure

Figure 9.1 shows how TheRide could implement a zonal fare system based on a series of concentric rings. The fare structure should be as simple as possible in order to be easily communicated to potential users, and from the practical perspective of selling tickets and checking valid passes.

Zone A covers Ann Arbor and Ypsilanti, including all the existing urban fixed route network service area. Zone B takes in the remainder of the County's Federally determined urbanized area within Washtenaw. The Federally determined urbanized area boundary is a relevant delineator because it determines qualifying criteria for the amount of Federal funding and matching state funds. As the precise boundary is subject to revision based on the 2010 Census, a simplified approximation is used, allowing opportunity for future expansion. Remaining areas of Washtenaw County are covered by Zone C.

The part of the urbanized area which extends into Wayne County would qualify for more Federal and State transit funding and is therefore also designated as part of Zone C. All other out of County areas would be in Zone D.

Ticket Pricing

Tables 9.1 and 9.2 provide details of the proposed fares by ticket type for fixed route and Express Ride services.

Three new ticket products are proposed to encourage greater use of the network:

- For lower income workers, a 7-day (weekly) ticket would offer a more affordable alternative to the 30-day Flex Pass.
- An evening ticket valid after 6PM would make leisure trips more affordable for people who do not work Downtown and should prove popular with young adults wanting to make use of extended service hours.
- For families, an option to take up to 2 adults and 4 children for just twice the adult cash fare for all day travel at weekends.

Peak and Off-Peak Fares

Charging different fares for travel in peak and off-peak periods could improve affordability for non-time constrained passengers Countywide. However, it is important not to complicate the fare structure and to try to minimize negative side effects: a large price differential could create a potential demand spike just after the peak period which would create operational problems. In order to generate similar levels of income it would be necessary to increase prices for morning and afternoon peak journeys in order to allow off-peak discounts. It is therefore recommended that the option should only be pursued if there is a significant imbalance in the level of demand between different times of day.

Reduced Fares

As currently in effect, standard discounts would apply for defined groups of users, and would be applicable to all types of fare. Although restricting discounts for children and Fare Deal pass holders to pass products would simplify administration, it is felt that this may create some social problems and in some cases deter use of transit.

There is one proposed change to the current rules which would be to limit free travel for Seniors to off-peak periods to minimize congestion (a 50% discount for card holders would still be available).

Demand Responsive Service Fares

Senior (Good as Gold) Service, A-Ride Paratransit, WAVE, People's Express and other demand responsive service fares would be set at twice the applicable cash fixed-route fare, additional discounts for seniors, persons with disabilities maybe locally determined. Requests for same day rides would incur a \$1.00 additional charge per trip.

Demand and Revenue Implications

An analysis of the demand and revenue implications of this proposed all day fare structure has been undertaken, looking at users of the individual products and their time of travel. Appropriate price elasticities have been applied for the specific markets.

The results of adopting the proposed fare structure indicate a potential farebox revenue gain of 16%, above current levels, against a loss of 11% of rides.

FIGURE 9.2 ILLUSTRATIVE CONCENTRIC ZONAL FARES MAP

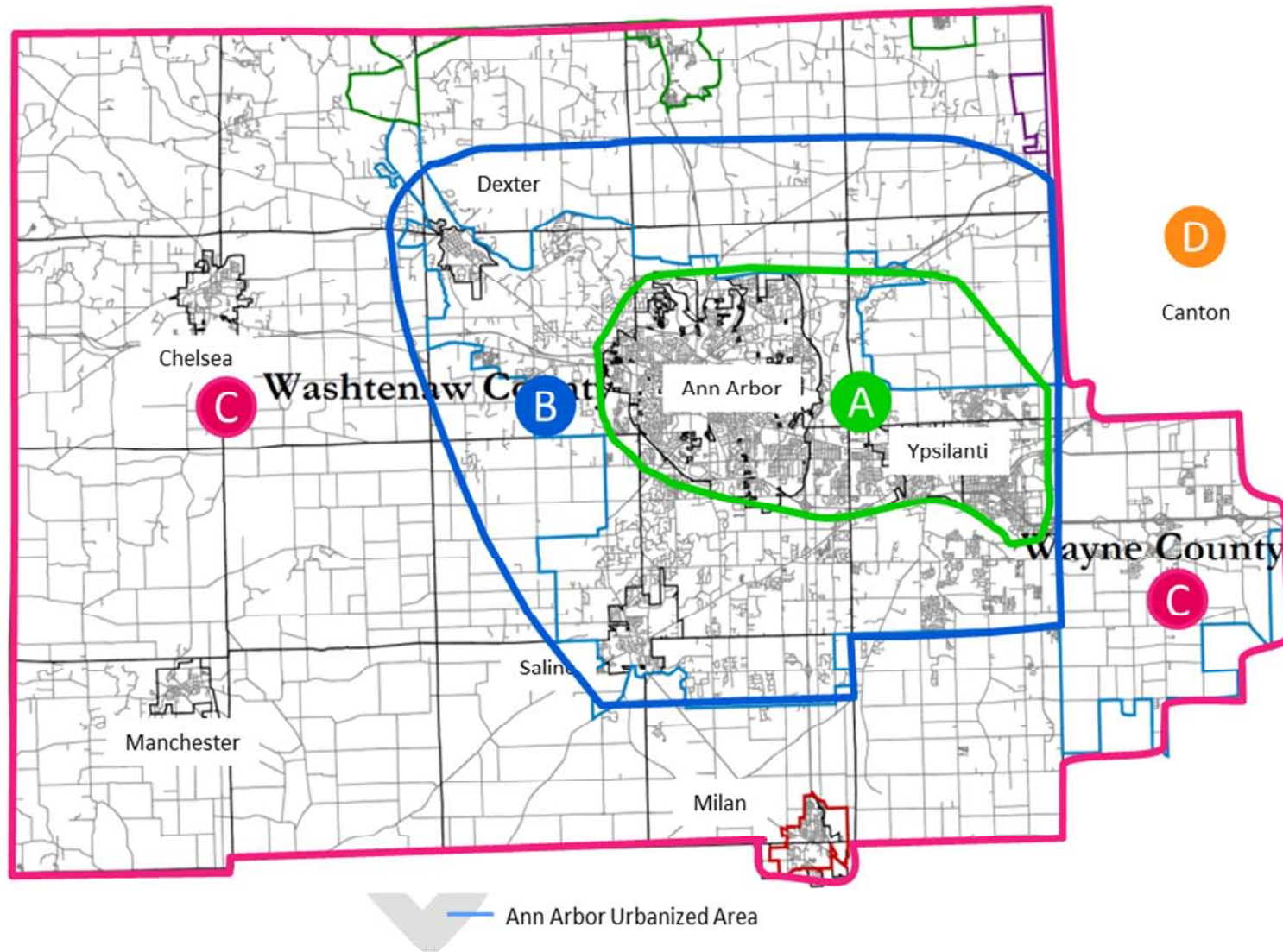


TABLE 9.1 ILLUSTRATIVE URBAN BUS FARES

Zones	Fare Type	Current List Price	Proposed List Price	Ratio vs. Cash	Change
Within A or B	Cash*	\$1.50	\$2.00	1.0	33%
Within A or B	Evening Ticket		\$3.00	1.5	
Within A or B	Weekly Ticket		\$18.00	9.0	
Within A or B	Flex 30 Day	\$58.00	\$65.00	32.5	12%
A to B, B to C, or within C	Cash*	\$2.00	\$2.50	1.0	25%
A to B, B to C, or within C	Evening Ticket		\$3.00	1.2	
A to B, B to C, or within C	Weekly Ticket		\$21.00	8.4	
A to B, B to C, or within C	Flex 30 Day		\$75.00	30.0	
A to C	Cash*	\$3.00	\$3.00	1.0	0%
A to C	Evening Ticket		\$3.00	1.0	
A to C	Weekly Ticket		\$24.00	8.0	
A to C	Flex 30 Day		\$85.00	28.3	

* Family Day-Out tickets for up to two adults and four children would be available at weekends priced at two times the full cash fare.

TABLE 9.2 ILLUSTRATIVE EXPRESS BUS FARES

Zones	Fare Type	Current List Price	Proposed List Price	Ratio vs. Cash	Change
A to B or B to C	Cash	\$5.00	\$5.00	1.0	0%
A to B or B to C	Multi-Ride	\$4.00	\$4.50	0.9	13%
A to B or B to C	Weekly Ticket		\$42.00	8.4	
A to B or B to C	Flex 30 Day	\$99.00	\$149.00	29.8	51%
A to C	Cash	\$5.00	\$6.00	1.0	20%
A to C	Multi-Ride	\$4.00	\$5.50	0.9	38%
A to C	Weekly Ticket		\$48.00	8.0	
A to C	Flex 30 Day	\$99.00	\$169.00	28.2	71%
Out of County	Cash	\$5.00	\$7.50	1.0	50%
Out of County	Multi-Ride	\$4.00	\$7.00	0.9	78%
Out of County	Weekly Ticket		\$65.00	8.7	
Out of County	Flex 30 Day	\$99.00	\$195.00	26.0	97%

TABLE 9.3 ILLUSTRATIVE DEMAND RESPONSIVE, FEEDER SERVICES AND COMMUNITY CONNECTOR FARES

Zones	User	Demand Responsive	Feeder to the nearest fixed route stop	Connector
With B or C	Senior/disabled	\$2.00	\$2.00	\$1.50
	All others	\$5.00	\$2.50	\$2.50
A to B, B to C	Senior/disabled	\$3.00	\$2.50	\$2.00
	All others	\$10.00	\$3.00	\$2.50
A to C	Senior/disabled	\$10.00		\$2.50
	All others	\$20.00		\$3.00

TABLE 9.4 ILLUSTRATIVE COMMUNITY CIRCULATOR FARES

Zones	Fare Type	Current List Price	Proposed List Price
Circulators		Free	Free

10. Summary and District by District Detail

Five Year Transit Program Summary

Overall the Five Year Transit Program will require \$38.3 M in capital investments in Washtenaw County's transportation network over the next five years, and an additional \$13.3 M in annual operating costs when all the elements are implemented. This cost is in addition to what is provided today and excludes cost of Express services to Wayne county. The full network of proposals included within the Five Year Transit Program is illustrated in Figure 10.1.

Table 10.1 provides a summary of all of the elements included in the previous chapters and the demand, revenue, operating costs, capital costs and vehicle requirements associated with each.

FIGURE 10.1 FIVE YEAR TRANSIT PROGRAM SUMMARY

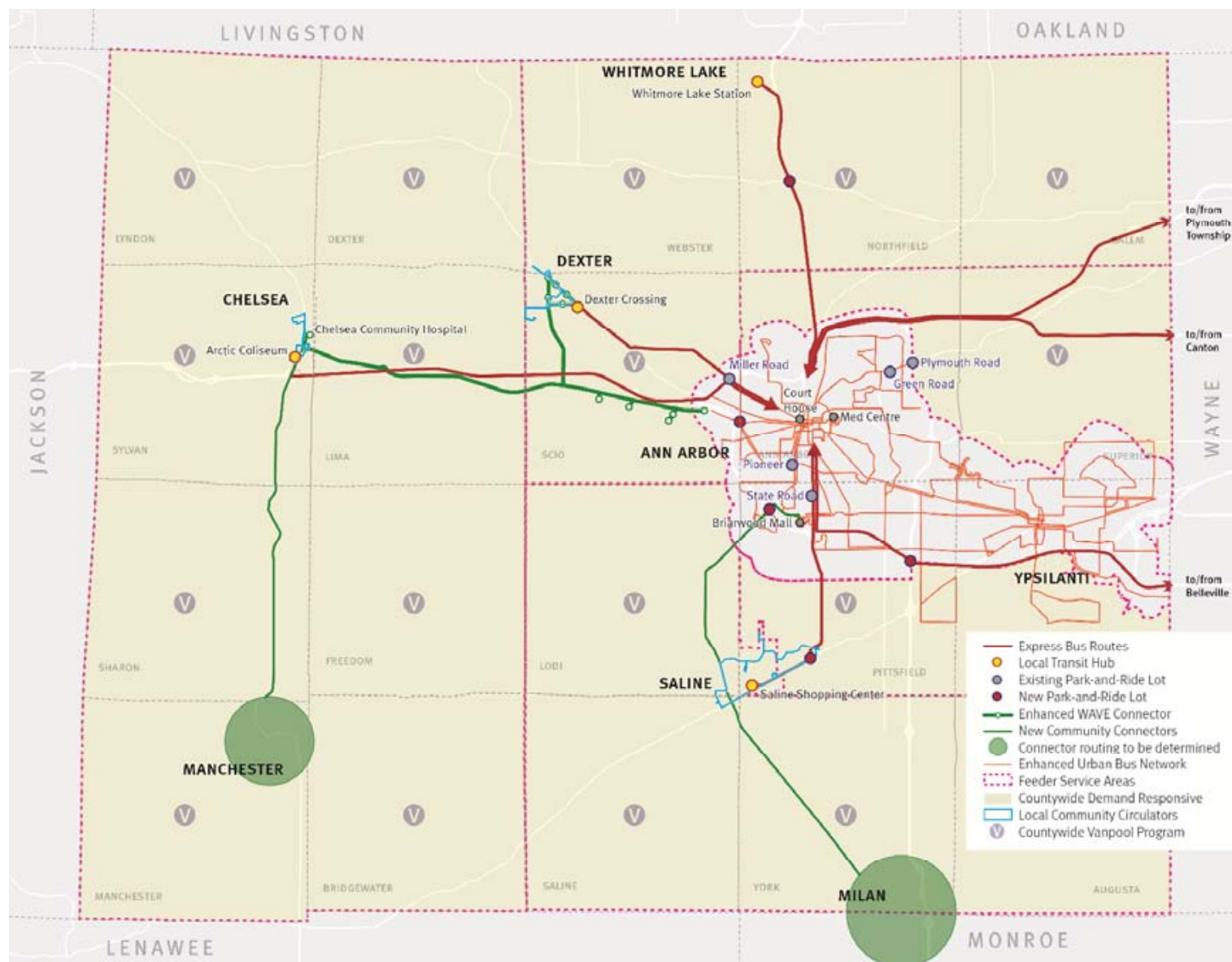


TABLE 10.1 SUMMARY OF THE FIVE YEAR TRANSIT PROGRAM

Element	Description	Additional Annual Trips	Additional Annual Revenue	Additional Annual Operating Cost	Additional Capital Cost of FYTP	Additional Vehicles Required
Demand Responsive Transit	Additional demand responsive services curb-to-curb (or door-to-door) to cater for unmet need among seniors, person with disabilities and others in urban and rural areas.	65,000	\$162,500	\$1,610,000	\$1,650,000	22
Feeder Services	New Countywide feeder services will provide residents with access from their home to County's fixed route network. These services will be operated on a zonal basis.	80,000	\$160,000	\$880,000	\$1,500,000	10
Express Bus Services	Enhanced and new commuter services in the peak hours with increased frequency between Chelsea, Dexter, Saline, and Whitmore Lake. Enhanced and new services to Wayne County: Canton Belleville and Plymouth. Existing cost/revenue included.	254,000	\$635,000	\$1,960,000	\$4,800,000	12
Community Connectors	Enhancing The WAVE Interurban Connector between Chelsea, Dexter and Ann Arbor. Providing new connections between Milan-Saline and Ann Arbor and between Manchester and Chelsea. Existing WAVE Connect cost/revenue include.	30,000	\$42,500	\$442,000	\$525,000	3
Local Community Circulators	Enhancing the Community Ride in Chelsea and providing services in Saline and Dexter. Existing costs for Chelsea circulator are included.	30,000	Free Service	\$220,000	\$300,000	2

Element	Description	Additional Annual Trips	Additional Annual Revenue	Additional Annual Operating Cost ¹⁶	Additional Capital Cost of FYTP	Additional Vehicles Required
Local Transit Hubs	Creation of local, transit hubs with modern facilities in Chelsea, Saline, Dexter and Whitmore Lake.				\$1,200,000	
Urban Bus Service Enhancements	Increased levels of bus service across Ann Arbor and Ypsilanti, with longer operating hours, more Sunday services and higher frequencies.	2,160,000	\$1,510,000	\$6,570,000	\$12,000,000	20
Park-and-Ride Intercept Lots	Creating new sites and enhancing existing sites, and creating 800 additional park-and-ride spaces around the urban area.	200,000	\$150,000	Services to/from sites are included in the costs	\$5,530,000	
Bus Stop Improvements, Enhanced Transit Centers, and Bus Priority measures	New shelters, bus pads and facilities. Access improvements and refurbishment. Enhancements at Blake and Ypsilanti Transit Centers.				\$4,500,000	
Superstops	Bus Rapid Transit style stops for Route 4 on Washtenaw Avenue (at 16 locations).				\$2,000,000	
Van Pool	Increased investment and support to the Countywide vanpool program for commuting trips and support community led, as well as employer led, programs.	To be determined	To be determined	\$87,115	\$2,500,000	
Maintenance & Renewals	Transit hubs, Park-and-Ride lots, bus stops and transit centers.			\$820,000		

¹⁶ Excludes AirRide

Contingency, 5%				\$671,430	\$1,825,000	
Total		2,819,000	\$2,660,000	\$13,260,545	\$38,330,000	69

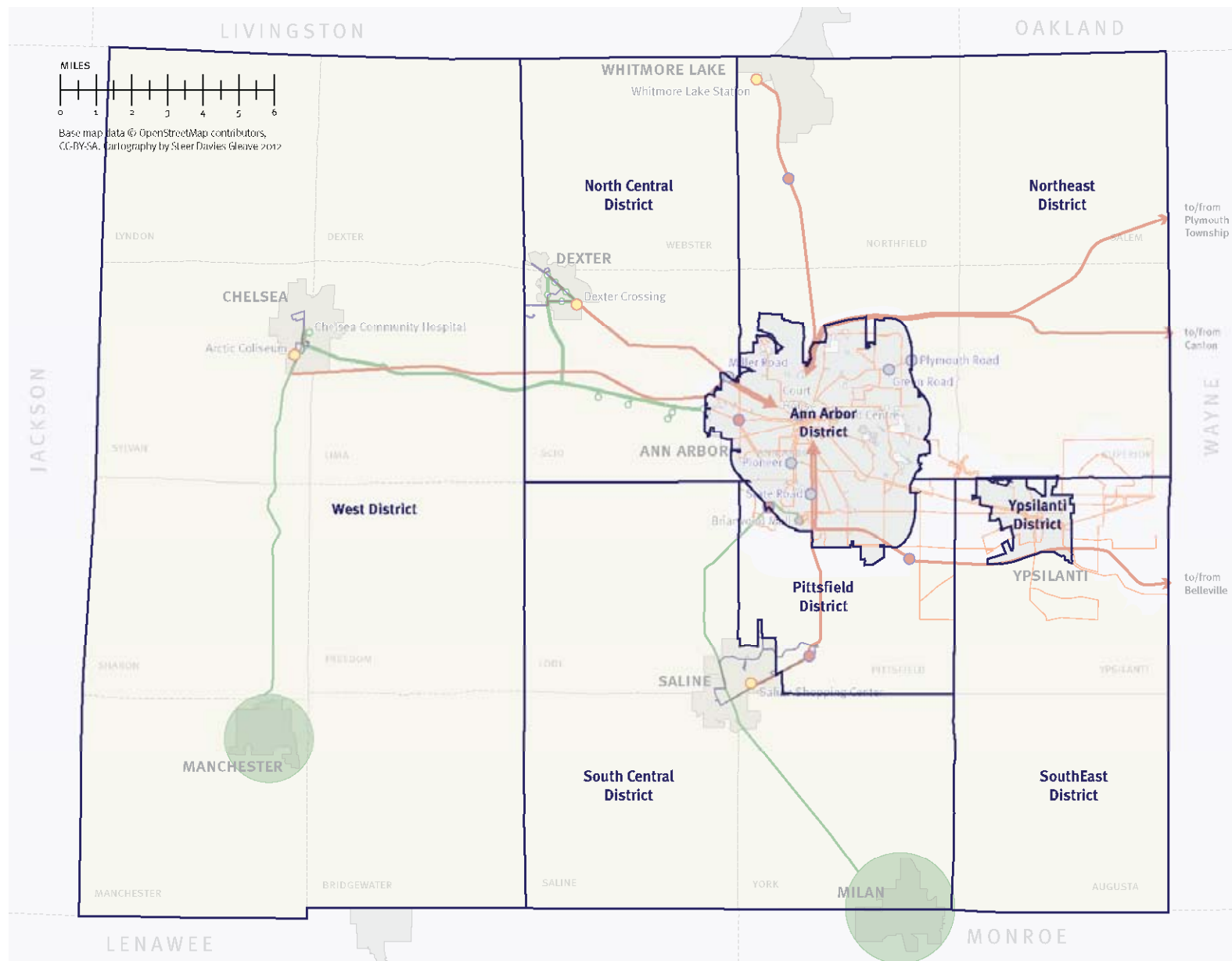
Five Year Transit Program Elements by Districts

Figure 10.2 shows how these elements are distributed across the County's districts and Table 10.2 below provides a check list of the services in the Five Year Transit Program by district. District by district details of the program can be found in Appendices H through O.

TABLE 10.2 FIVE YEAR TRANSIT PROGRAM SERVICES BY DISTRICT

District	Demand Responsive Transit	Feeder Services	Express Services	Community Circulators	Enhanced WAVE Connector	New Community Connectors	Urban Bus Network Enhancements
West	✓	✓	✓	✓	✓	✓	
North Central	✓	✓	✓	✓	✓		
North East	✓	✓	✓				✓
South Central	✓	✓	✓	✓		✓	
South East	✓	✓					✓
Pittsfield	✓	✓	✓			✓	✓
Ann Arbor	✓						✓
Ypsilanti	✓						✓

FIGURE 10.2 FIVE YEAR TRANSIT PROGRAM BY DISTRICT



11. Supporting Medium to Long-term Projects

Overview

While this Program is aimed at detailing the implementation of services targeted for the next five years, the AATA Act 55 Board recognizes the need to prepare now for certain projects envisioned for the 6 to 30 year time frame. Many of those projects simply represent on-going expansion and capacity-building in response to continuing population and employment growth. Those projects include remaining portions of the Urban Bus Network Enhancements, additional van-pooling capacity, additional park and ride lots, additional bus stop enhancements, continuation of bus priority and the possible introduction of new ticketing media. For such projects it will be important for AATA to have in place the ability to continuously monitor the growth in the need for services, so that as each year of improvements is implemented, another year of new projects can be amended into the Five Year Transit Program. For additional discussion, please see the section entitled 'Monitoring and Updating the Plan'.

The thirty-year plan contains other projects that have special planning requirements. These are:

High-Capacity Transit

This refers to high-frequency services that would use Bus Rapid Transit (BRT), streetcar, or light rail technology to replace what is currently very frequent bus service. Studies to date suggest that at least two particular corridors in Washtenaw County might benefit from implementing these services. One would run from Northeast to Southwest Ann Arbor, beginning in the vicinity of the University of Michigan's North Campus, through Central Campus and downtown Ann Arbor, before heading south to Briarwood shopping center and beyond. The second high-capacity transit corridor would run from Ann Arbor to Ypsilanti, following Washtenaw Avenue. Both projects have characteristics that set them apart from other projects in the plan, namely:

- Much larger scale, in terms of expense, complexity and time needed to implement;
- The importance of private developer participation to ensure compatible land development designed to maximize access to opportunities and services for residents, employees, and visitors through quality public transit connections; and
- The likelihood of multiple funding sources, including reliance on major federal grants and private sector participation.

Commuter Rail

As part of the strategy to strengthen regional connections, which includes an Airport Shuttle Service and vanpooling, there are longer-term plans to introduce regional commuter rail connections. The proposed rail connections are: the East-West Line (Ann Arbor-Detroit); and the North-South Line (WALLY, connecting Ann Arbor to Howell). Commuter Rail is for trips that are too short for intercity rail services, but too long to be attractive bus trips. In the medium term, commuter rail service would be focused on capturing commuter work trips, and would operate only during peak periods. In the long term, service could be expanded throughout the day. These projects have the same characteristics that set High-Capacity Transit apart from other projects in the plan. In addition, planning and implementation is more complex because both rail projects cross into other counties, requiring the participation of other political jurisdictions.

Because of long lead times and requirements for involving many stakeholders, projects such as commuter rail and high-capacity transit require a level of planning investment and project development that may take place years in advance of the projects' implementation. Accordingly, it is recommended that the AATA continue to include in its plans funding for such project development work, paid for to the extent feasible by State and Federal grants.

General Transit

While many top priorities of the 30-Year Transit Master Plan are included in this Five Year Transit Program, other improvements will be continually implemented the mid- to long-term.

Land Use Planning

As detailed in the 30 -year Transit Master Plan Implementation Strategy, the long-term implementation of the Transit Master Plan Vision will dependent on two land use planning objectives:

- Encouraging increased housing and employment density in appropriate locations along transit corridors; and
- Promoting a development character that incorporates new transit facilities and mixed-use development in urbanized areas.

Although land use change is a long term process, TheRide will seek to promote these two planning objectives through the Five Year Transit Program. Forging new relationships between regional, and local

planning authorities will be very important to help implement the Five Year Transit Program and will in turn foster closer relationships on issues such as land use.

In particular, TheRide will seek to:

- Work with elected legislative bodies and appointed planning commissions to influence local master plans, zoning, local land use decisions and development;
- Work with Southeast Michigan Council of Governments (SEMCOG), Washtenaw Area Transportation Study (WATS) and the Washtenaw County Planning Advisory Commission to provide oversight, assistance to local authorities and support the regional integration of planning; and
- Work with the existing inter-jurisdictional teams which champion and develop planning projects to support and further encourage the integration of transit into planning policies. These include the Manchester Community Joint Planning Commission, the Chelsea Area Planning Team and Dexter Area Regional Team, the Milan Organization for Regional Excellence and the Saline Area Sustainability Circle. Inter-jurisdictional teams are already working together to champion the relationship between transit and land use: Relmagine Washtenaw is an excellent example of this work. TheRide will further look to support these projects and inter-jurisdictional relationships.

Monitoring and Updating the Plan

The 30-year Transit Master Plan will be implemented, monitored, and adjusted. This is necessary to ensure that the Plan continues to reflect the priorities of the County and its communities, and Public Outreach would be undertaken as part of the monitoring of the plan to ensure that local needs and goals are being met.

The Plan will be reviewed and updated annually, projects and initiatives will be monitored against specific indicators and measures. AATA, in partnership with the districts, will develop the indicators, measures over the coming months.

There will also be an opportunity to review the status of projects in development, and secure them for the next Five Year Transit Program.

12. Implementation

Organizations and Structures

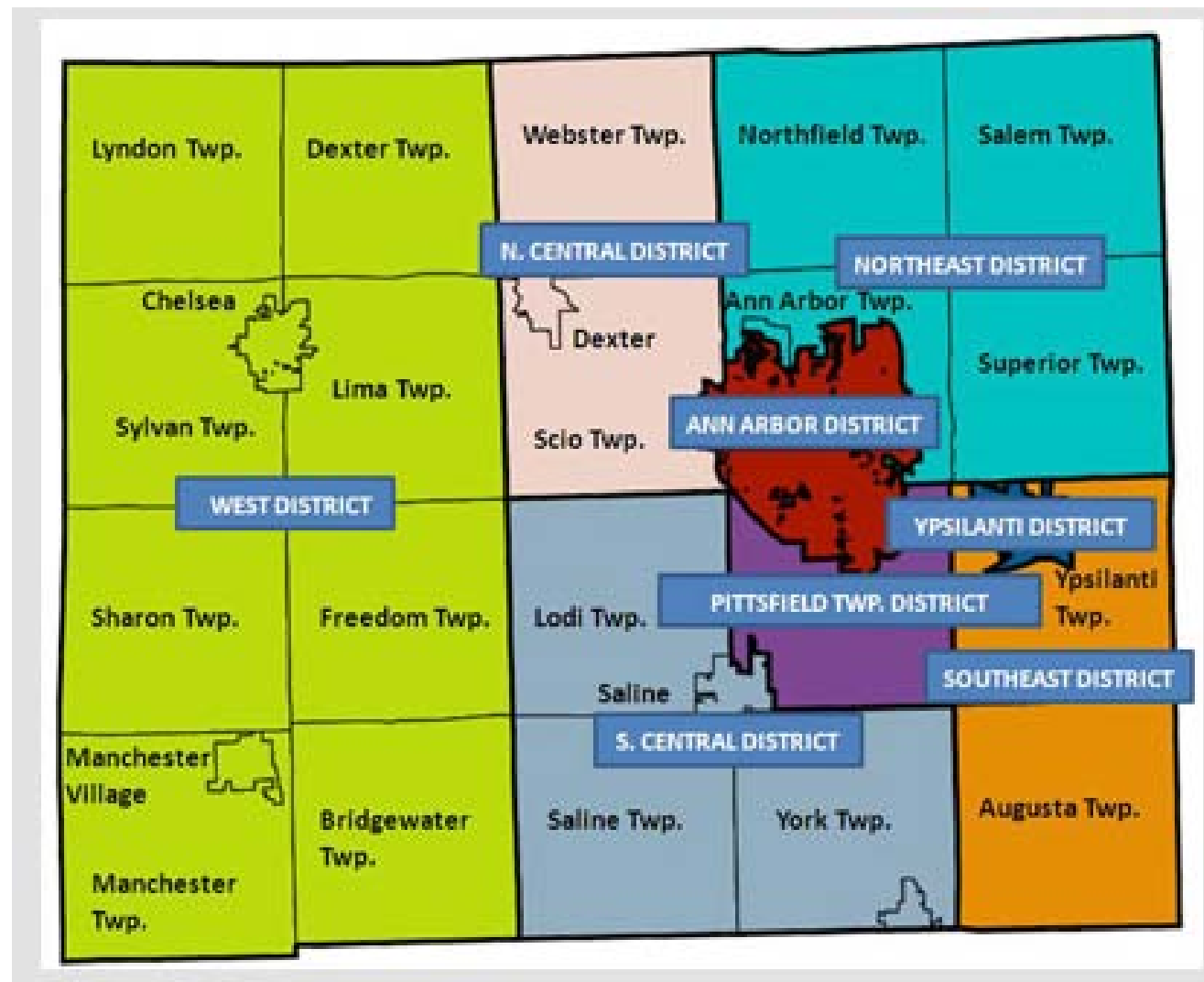
Countywide Transit Authority

A countywide transit network will require a countywide organization to build, operate and oversee the services. AATA is currently functioning under an Act 55 Charter from the City of Ann Arbor. After reviewing the benefits of both Acts that can charter a transit authority, it was agreed that an Act 196 charter better suited to the Agency's future to govern, fund and maintain a public transit system. AATA, WATS and elected and appointed leaders throughout the county organized an interim board of directors, referred to as the Unincorporated Act 196 (u196) Board. Local governments formed the new board of directors through inter-local agreements and board resolutions. The county was divided into eight districts, and members were appointed to the u196 Board through the inter-local agreements and resolution process. Each district represented by the u196 board has an Advisory Committee. The Districts are shown in Figure 12.1.

At the time of this writing, the u196 Board has met 5 times and has been instrumental in assisting The Ride staff in reviewing and promoting the 30 Year Transit Plan—using input from community members—which describes transit services and locations for transit facilities across the County. The u196 Board continues to work with staff to refine the plan and develop the Five Year Transit Program , and is also occupied with organizational development, funding discussions, and policy issues such as if, how and when to provide service outside the countywide organization's boundaries.

The next step in the planning process, and part of implementing the Five Year Transit Program as described in this report, is to give each community the opportunity to review the recommendations and decide whether they would like to continue to be a part of the new countywide transit network. This will be accomplished in part by the District Advisory Committee process, described below, and by ongoing discussions with citizens and community leaders throughout the County. A formal 30-day 'opt-out' period begins with the filing of articles of incorporation by the Washtenaw County Board, for the new Act 196 Authority. When the Board membership has been decided, the Board would be officially incorporated to create the Countywide Transit Authority, including only those communities that choose to participate in the countywide transit system. The resulting new transit authority would then take steps to put a funding mechanism in place before implementing the Five Year Transit Program.

FIGURE 12.1 TRANSIT DISTRICTS



Communication and Integration

The future countywide transit authority would act as the umbrella governing body, making the final decisions on the transit system. However, this authority would not be effective without considerable input and support of a number of key stakeholders. It would be the participation of these stakeholders that would give the authority the needed feedback and support to ensure that the system meets residents' needs, and accomplishes the goals set out in the 30-Year Transit Plan.

The main feedback mechanism on planning, implementation, and services provided is the District Advisory Committees (DACs). As described below, these committees will be standing committees, meet on a regular basis, and provide the Transit Authority with critical information about how the system is being used and where refinements are needed.

Including transit in local master plans, policies, zoning regulations, and development proposals is also needed to seamlessly integrate transit into each community. To be effective, transit facilities must make sense to the users. Community planners or other staff would be able to inform TheRide about what services are right for their residents, and where the associated facilities should be located within the community.

Key Stakeholders

The Five Year Transit Program was developed with broad input from the general public as well as people from a wide range of agencies, organizations, and interests. Ongoing public involvement will be sought to ensure that the transit system is meeting the needs of those it is intended to serve. In addition to residents with particular interest in transit, other key stakeholders include:

Public Officials

The Countywide plan covers twenty-eight separate units of government. Government leaders' involvement in the planning process was key to understanding the details of each community's needs and enthusiasm for transit services. As the transit plan is implemented, local leadership will be essential in understanding the critical link between transit and land use. Building on this understanding, communities can support transit through their master plan policies. Communities could consider zoning ordinance changes that allow transit facilities in key locations identified in the transit plan. Communication between local planning agencies and TheRide when development proposals are submitted could also help advance the transit plan. Communities could also coordinate transit facilities with other public spaces, and act as information clearing houses for residents on transit opportunities in their jurisdiction.

Transit Operators

Several private transit operators work in partnership with TheRide throughout the County. These providers have first-hand knowledge of the need for specialized transit, and how that need is being met. Discussion has begun with local transit providers to consider the relationship between those organizations and the new transit authority. While in the preliminary stages, it appears that a model that establishes the service providers as independent operators makes the most sense. Such a model would maintain the provider's 501(3)(c) status, their independent brand and identity, and their close connections to the communities they serve. In this model, the new transit authority would establish service standards and certain centralized functions. Input from transit operators will continue to be sought to ensure expanded services are coordinated with existing agreements and that they are provided in the most efficient manner.

Additionally, TheRide will coordinate as appropriate with other transit providers, such as SMART, the Detroit Department of Transportation and the Michigan Department of Transportation.

Organizations Representing Transit-dependent Riders

Similar to transit operators, many organizations work directly with people who need transit to meet their daily needs. People who depend on transit, or *transit-dependent riders*, include people with disabilities, the elderly, youth, and people without cars. Organizations representing these individuals were involved from the beginning of the planning process to get a clear picture of how transit-dependent riders use the system. They will continue to be important partners to help monitor and supply feedback on how the system is working. They will also be an important link to helping riders understand how to best use the system.

Public

Potentially, every resident is a transit rider, and input from the general public will help refine the system as it is implemented. TheRide will offer opportunities for people to comment on the quality of services they receive, as well as the facilities used to provide the service. In addition to improving quality of service, TheRide will pay close attention to ridership levels and changes to help gauge the success of the expanded transit services.

District Advisory Committees

As described earlier in this document, the County has been divided into eight districts, based on density, number of residents, and general characteristics. A District Advisory Committee (DAC) has been created for each district to provide a mechanism for continued involvement and feedback from key stakeholders to the Transit Authority. DACs are standing, long-term committees made up of

- Public officials;
- Transit operators;
- Representatives from organizations who serve transit dependent riders (i.e. retirement communities, hospitals, schools, and other advocacy groups);
- Large employers and business representatives; and
- Neighborhood associations and residents.

The role of the DACs is to act as a “sounding board” and communications channel for each district’s uBoard member. The DACs have been established and will meet approximately once per quarter to provide input on how current services are being provided, what additional services are needed (if any), and to monitor the Five Year Transit Program implementation in the field. They also act as advocates for transit and the efforts made to establish more and/or better transit services throughout the County.

Each DAC is chaired by the district’s uBoard member. Each meeting is structured as a public meeting, is open to the public, and includes an agenda item for public input. Minutes are taken and be posted for public review.

Transparent Planning and Accountability

All through the development of the 30-Year Transit Plan, The Ride has provided opportunities for open dialogue and input from residents across the County. Over 70 public meetings were held, attended by thousands of community members. Development of the Five Year Transit Program has been informed by a series of public workshops, held in each district across the County. Additional meetings are being planned, and each District Advisory Committee meeting will include an opportunity for residents to voice their concerns and ideas, which will feed into further planning decisions. In addition, TheRide continues to use its website to inform community members about the status of the plan, the transit authority, and funding options.

The District Advisory Committees will provide a communication link between system riders and future Transit Authority members. The creation of these committees tells residents that TheRide and the transit authority want to know about their experiences, and how the system can be refined. This direct line of communication will aid in making the Authority accountable to users of the system.[Language is needed to describe or recommend how we should coordinate with other nearby transit systems, i.e. SMART, DDOT]

Finances

The overall budget for the FYTP is summarized in Table 12.1 and represented in more detailed form in Appendix P. The expense numbers have been detailed in the foregoing chapters. On the revenue side, forecasts have been made regarding future funding availability, based on existing programs and formulae at the local, State and Federal levels. A comparison of proposed expenses and forecasted existing revenue sources shows that there is a gap, which represents the additional funding required from yet-to-be identified sources. This analysis re-runs the work of the Financial Task Force (see Chapter 1). For the most part, however, the proposed budget herein conforms to the recommendations of the Task Force. The fare structure and levels described in Chapter 9 was used in this analysis and this raises revenues by 16% above current levels. In addition the result shown are based on a provisional year-by-year profile of capital and operating expenses over the five year program period. This profile is provisional and needs to be reviewed with the communities served to ensure that each element is correctly prioritized to meet the needs of the community served.

Just as the Financial Task Force did, this budget estimates a countywide millage level that, if implemented, would cover the gap in the program's budget. This is not a recommendation that a millage be pursued as a funding source, but is intended to illustrate the level of funding that would be needed.

As pointed out in Chapter 1, the Financial Task Force withheld a final recommendation on a funding source until the status of currently-proposed State legislation becomes clear. The Task Force has indicated a willingness to revisit this issue and consider issuing a firm recommendation later in 2012.

TABLE 12.1 BUDGET FOR THE FIVE YEAR PROGRAM¹⁷

Current Gap	Estimated 5 Year Expense	Estimated 5 Year Revenue	“Gap”
Operations	\$160.4 M	\$142.8 M ¹⁸	\$17.6 M
Capital	\$57.4 M	\$43.1 M	\$14.3 M
Combined	\$217.8 M	\$185.9 M	\$31.9 M

¹⁷ This table includes the FYTP expenses and revenues plus all on-going expenses and revenues for the existing service (and the recently launched AirRide).

¹⁸ Includes an off-set of \$4.4 M to account for POSA revenues no longer collected.

APPENDIX

A

EXISTING DEMAND RESPONSIVE TRANSIT

EXISTING DEMAND RESPONSIVE TRANSIT - DAYS, HOURS OF OPERATION AND BASE ADULT FARES

Carrier	Service/Program	Days and Hours of Operation	Base Adult Fares			
			Senior	Disabled	Student	Others
WAVE	Chelsea Demand Responsive Service	Monday-Friday 8:00AM-4:30PM	\$2.00	\$2.00	\$4.00	\$4.00
	Dexter Demand responsive Service	Monday-Friday 8:00AM-4:30PM	\$2.00	\$2.00	\$4.00	\$4.00
	Lifeline Service Bus	Monday-Friday 8:00AM-4:30PM	\$10.00	\$10.00	\$10.00	\$20.00
	Special Trips Bus	As scheduled	\$2.50	\$2.50	\$5.00	\$5.00
	Senior Life Enrichment	As scheduled	Free	Not available	Not available	Not available
People's Express	Rural Demand responsive Service	Monday-Friday 8:00AM-4:30PM	\$1.00	\$1.00	\$1.00	\$1.00
	Urban Demand responsive Service (within city)	Monday-Friday 8:00AM-4:30PM	\$2.00	\$2.00	\$2.00	\$2.00
	(to or from outside city)		\$3.00	\$3.00	\$3.00	\$3.00
RideConnect	Coordination	N/A	N/A	N/A	N/A	N/A
TheRide	A-Ride ADA Service	Monday-Friday 6:30AM-10:45PM - Saturday/Sunday 8:00AM-6:30PM	Not available	\$3.00	Not available	Not available
	A-Ride Non-ADA Service	Ann Arbor City as above. Townships: Monday-Friday 6:30AM-6:30PM	Not available	\$4.00	Not available	Not available

APPENDIX

B

EXPRESS BUS SERVICES - DRAFT SCHEDULES

B1 APPENDIX - EXPRESS ROUTE DRAFT SCHEDULES

	Canton to Ann Arbor			Chelsea to Ann Arbor			Belleville to Ann Arbor			Plymouth to Ann Arbor	
	Canton	Ann Arbor		Chelsea	Ann Arbor		Belleville	Ann Arbor		Plymouth	Ann Arbor
MORNING	6:00	6:45	MORNING	5:45	6:22	MORNING	6:05	6:46	MORNING	6:05	6:46
	6:45	7:30		6:20	6:57		6:45	7:26		6:45	7:26
	7:25	8:10		6:55	7:32		7:26	8:07		7:26	8:07
	8:10	8:55		7:30	8:07		8:06	8:47		8:06	8:47
	8:50	9:35		8:05	8:42		8:47	9:28		8:47	9:28
				8:40	9:17						
	To Canton			To Chelsea			To Belleville			To Plymouth	
	Ann Arbor	Canton		Ann Arbor	Chelsea		Ann Arbor	Belleville		Ann Arbor	Plymouth
EVENING	15:30	16:15	EVENING	15:35	16:12	EVENING	15:30	16:11	EVENING	15:30	16:11
	16:15	17:00		16:10	16:47		16:10	16:51		16:10	16:51
	16:55	17:40		16:45	17:22		16:51	17:32		16:51	17:32
	17:40	18:25		17:20	17:57		17:31	18:12		17:31	18:12
	18:20	19:05		17:55	18:32		18:12	18:53		18:12	18:53
	19:05	19:50		18:30	19:07		18:52	19:33		18:52	19:33
				19:05	19:42						

	Saline to Ann Arbor			Dexter to Ann Arbor			Whitmore Lake to Ann Arbor	
	Saline	Ann Arbor		Dexter	Ann Arbor		W / Lake	Ann Arbor
MORNING	5:40	6:08	MORNING	6:00	6:23	MORNING	6:05	6:33
	6:10	6:38		6:25	6:48		6:35	7:03
	6:40	7:08		6:50	7:13		7:05	7:33
	7:10	7:38		7:15	7:38		7:35	8:03
	7:40	8:08		7:40	8:03		8:05	8:33
	8:10	8:38		8:05	8:28		8:35	9:03
	8:40	9:08		8:30	8:53		9:05	9:33
				8:55	9:18			
	To Saline			To Dexter			To Whitmore Lake	
	Ann Arbor	Saline		Ann Arbor	Dexter		Ann Arbor	Whitmore Lake
EVENING	15:35	16:03	EVENING	15:30	15:53	EVENING	15:30	15:58
	16:05	16:33		15:55	16:18		16:00	16:28
	16:35	17:03		16:20	16:43		16:30	16:58
	17:05	17:33		16:45	17:08		17:00	17:28
	17:35	18:03		17:10	17:33		17:30	17:58
	18:05	18:33		17:35	17:58		18:00	18:28
	18:35	19:03		18:00	18:23		18:30	18:58
	19:05	19:33		18:25	18:48		19:00	19:28
				18:50	19:13			
				19:15	19:38			

APPENDIX

C

ENHANCED WAVE CONNECTOR- DRAFT SCHEDULE

C1 APPENDIX - THE WAVE DRAFT SCHEDULE

Eastbound (EB) from Chelsea to Ann Arbor												
Chelsea – Park St. (Downtown)	Chelsea – Washington Street School Complex	Dexter – Bates School	Dexter – Downtown Shelter	Dexter – Senior Center	Dexter – Mill Creek School	Dexter – Crossing / Busch's	Dexter – Cornerstone School	Scio Farms	Meijer	Sunward/ Great Oak Cohousing	Lakestone Apartments	TheRide #9 at Jackson/ Wagner Bus Shelter
6:00	6:05 AM	6:23 AM	6:24 AM	6:25 AM	6:28 AM	6:29 AM	6:31 AM	6:38 AM	6:41 AM	6:46 AM	6:48 AM	7:01 AM
7:00	7:05 AM	7:23 AM	7:24 AM	7:25 AM	7:28 AM	7:29 AM	7:31 AM	7:38 AM	7:41 AM	7:46 AM	7:48 AM	8:01 AM
8:00	8:05 AM	8:23 AM	8:24 AM	8:25 AM	8:28 AM	8:29 AM	8:31 AM	8:38 AM	8:41 AM	8:46 AM	8:48 AM	9:01 AM
9:00	9:05 AM	9:23 AM	9:24 AM	9:25 AM	9:28 AM	9:29 AM	9:31 AM	9:38 AM	9:41 AM	9:46 AM	9:48 AM	10:01 AM
10:00	10:05 AM	10:23 AM	10:24 AM	10:25 AM	10:28 AM	10:29 AM	10:31 AM	10:38 AM	10:41 AM	10:46 AM	10:48 AM	11:01 AM
11:00	11:05 AM	11:23 AM	11:24 AM	11:25 AM	11:28 AM	11:29 AM	11:31 AM	11:38 AM	11:41 AM	11:46 AM	11:48 AM	12:01 PM
12:00	12:05 PM	12:23 PM	12:24 PM	12:25 PM	12:28 PM	12:29 PM	12:31 PM	12:38 PM	12:41 PM	12:46 PM	12:48 PM	1:01 PM
13:00	1:05 PM	1:23 PM	1:24 PM	1:25 PM	1:28 PM	1:29 PM	1:31 PM	1:38 PM	1:41 PM	1:46 PM	1:48 PM	2:01 PM
14:00	2:05 PM	2:23 PM	2:24 PM	2:25 PM	2:28 PM	2:29 PM	2:31 PM	2:38 PM	2:41 PM	2:46 PM	2:48 PM	3:01 PM
15:00	3:05 PM	3:23 PM	3:24 PM	3:25 PM	3:28 PM	3:29 PM	3:31 PM	3:38 PM	3:41 PM	3:46 PM	3:48 PM	4:01 PM
16:00	4:05 PM	4:23 PM	4:24 PM	4:25 PM	4:28 PM	4:29 PM	4:31 PM	4:38 PM	4:41 PM	4:46 PM	4:48 PM	5:01 PM
17:00	5:05 PM	5:23 PM	5:24 PM	5:25 PM	5:28 PM	5:29 PM	5:31 PM	5:38 PM	5:41 PM	5:46 PM	5:48 PM	6:01 PM
18:00	6:05 PM	6:23 PM	6:24 PM	6:25 PM	6:28 PM	6:29 PM	6:31 PM	6:38 PM	6:41 PM	6:46 PM	6:48 PM	7:01 PM
19:00	7:05 PM	7:23 PM	7:24 PM	7:25 PM	7:28 PM	7:29 PM	7:31 PM	7:38 PM	7:41 PM	7:46 PM	7:48 PM	8:01 PM
20:00	8:05 PM	8:23 PM	8:24 PM	8:25 PM	8:28 PM	8:29 PM	8:31 PM	8:38 PM	8:41 PM	8:46 PM	8:48 PM	9:01 PM

Washtenaw County Transit Master Plan - Five Year Transit Program

Westbound (WB) from Ann Arbor to Chelsea												
TheRide #9 at Jackson/ Wagner Bus Shelter	Sunward/ Great Oak Cohousing	Lakestone Apartments	Taco Bell (Meijer riders may also hop on the EB Bus at Meijer to travel WB)	Scio Farms	Dexter – Bates School	Dexter – Downtown Shelter	Dexter – Senior Center	Dexter – Mill Creek School	Dexter – Crossing / Busch's	Dexter – Cornerstone School	Chelsea – Washington St. School Complex	Chelsea – Park St. (Downtown)
7:01	7:05 AM	7:07 AM	7:11 AM	7:15 AM	7:21 AM	7:22 AM	7:24 AM	7:26 AM	7:27 AM	7:29 AM	7:51 AM	7:55 AM
8:01	8:05 AM	8:07 AM	8:11 AM	8:15 AM	8:21 AM	8:22 AM	8:24 AM	8:26 AM	8:27 AM	8:29 AM	8:51 AM	8:55 AM
9:01	9:05 AM	9:07 AM	9:11 AM	9:15 AM	9:21 AM	9:22 AM	9:24 AM	9:26 AM	9:27 AM	9:29 AM	9:51 AM	9:55 AM
10:01	10:05 AM	10:07 AM	10:11 AM	10:15 AM	10:21 AM	10:22 AM	10:24 AM	10:26 AM	10:27 AM	10:29 AM	10:51 AM	10:55 AM
11:01	11:05 AM	11:07 AM	11:11 AM	11:15 AM	11:21 AM	11:22 AM	11:24 AM	11:26 AM	11:27 AM	11:29 AM	11:51 AM	11:55 AM
12:01	12:05 PM	12:07 PM	12:11 PM	12:15 PM	12:21 PM	12:22 PM	12:24 PM	12:26 PM	12:27 PM	12:29 PM	12:51 PM	12:55 PM
13:01	1:05 PM	1:07 PM	1:11 PM	1:15 PM	1:21 PM	1:22 PM	1:24 PM	1:26 PM	1:27 PM	1:29 PM	1:51 PM	1:55 PM
14:01	2:05 PM	2:07 PM	2:11 PM	2:15 PM	2:21 PM	2:22 PM	2:24 PM	2:26 PM	2:27 PM	2:29 PM	2:51 PM	2:55 PM
15:01	3:05 PM	3:07 PM	3:11 PM	3:15 PM	3:21 PM	3:22 PM	3:24 PM	3:26 PM	3:27 PM	3:29 PM	3:51 PM	3:55 PM
16:01	4:05 PM	4:07 PM	4:11 PM	4:15 PM	4:21 PM	4:22 PM	4:24 PM	4:26 PM	4:27 PM	4:29 PM	4:51 PM	4:55 PM
17:01	5:05 PM	5:07 PM	5:11 PM	5:15 PM	5:21 PM	5:22 PM	5:24 PM	5:26 PM	5:27 PM	5:29 PM	5:51 PM	5:55 PM
18:01	6:05 PM	6:07 PM	6:11 PM	6:15 PM	6:21 PM	6:22 PM	6:24 PM	6:26 PM	6:27 PM	6:29 PM	6:51 PM	6:55 PM
19:01	7:05 PM	7:07 PM	7:11 PM	7:15 PM	7:21 PM	7:22 PM	7:24 PM	7:26 PM	7:27 PM	7:29 PM	7:51 PM	7:55 PM
20:01	8:05 PM	8:07 PM	8:11 PM	8:15 PM	8:21 PM	8:22 PM	8:24 PM	8:26 PM	8:27 PM	8:29 PM	8:51 PM	8:55 PM
21:01	9:05 PM	9:07 PM	9:11 PM	9:15 PM	9:21 PM	9:22 PM	9:24 PM	9:26 PM	9:27 PM	9:29 PM	9:51 PM	9:55 PM

APPENDIX

D

URBAN BUS NETWORK ENHANCEMENT - DRAFT FREQUENCIES AND OPERATING HOURS

ROUTE	EXISTING FREQUENCY					PROPOSED FREQUENCY					NET INCREASE IN FREQUENCY				
	PEAK	MID	EVE	SAT	SUN	PEAK	MID	EVE	SAT	SUN	PEAK	MID	EVE	SAT	SUN
10	1	1	1	0.7	0						-1	-1	-1	-0.67	0
20	1	1	1	0	0						-1	-1	-1	0	0
11	1	1	1	1	0						-1	-1	-1	-1	0
33	3	3	3	0	0						-3	-3	-3	0	0
9	2	2	1	1.5	1						-2	-2	-1	-1.5	-1
12A	2	2	1	1	1						-2	-2	-1	-1	-1
12B	2	2	1	1	1						-2	-2	-1	-1	-1
8	4	2	1	1	1						-4	-2	-1	-1	-1
15	2	1	1	1	1						-2	-1	-1	-1	-1
18	2	2	0	0	0						-2	-2	0	0	0
34	3	3	3	0	0						-3	-3	-3	0	0
2	6	4	2	1.5	1	6	4	2	1.5	1	0	0	0	0	0
4	6	2	2	1.5	1	8	4	2	2	2	2	2	0	0.5	1
5	4	4	1	1	0.7	4	4	1	1	0.7	0	0	0	0	0
7	2	2	1	0.7	0.3	2	2	1	0.7	0.3	0	0	0	0	0
3	2	2	1	0	0	2	2	1	0	0	0	0	0	0	0
6	2	2	1	1.4	0.8	4	2	2	2	0.8	2	0	1	0.6	0

ROUTE	EXISTING FREQUENCY					PROPOSED FREQUENCY					NET INCREASE IN FREQUENCY				
	PEAK	MID	EVE	SAT	SUN	PEAK	MID	EVE	SAT	SUN	PEAK	MID	EVE	SAT	SUN
1	2	2	1	1	0.5	2	2	1	1	0.5	0	0	0	0	0
1U	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
609	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
13	2	1	0	0	0	2	1	0	0	0	0	0	0	0	0
14	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
16	2	2	1	1	1	2	2	1	1	1	0	0	0	0	0
17	2	2	1	1	1	2	2	1	1	1	0	0	0	0	0
22	2	2	1	1	0	2	2	1	1	0	0	0	0	0	0
36	7	5	1.5	0	0	7	5	1.5	0	0	0	0	0	0	0
New 8						4	2	1.5	1	1	4	2	1.5	1	1
New 9						2	1.5	1.5	1	1	2	1.5	1.5	1	1
New 10						4	2	1.5	1	1	4	2	1.5	1	1
New 11						2	1.5	1.5	1	1	2	1.5	1.5	1	1
New 12						4	2	1.5	1.5	1.5	4	2	1.5	1.5	1.5
New 15						2	1.5	1.5	1	1	2	1.5	1.5	1	1
New 18						2	1.5	1.5	1	1	2	1.5	1.5	1	1

ROUTE	EXISTING FREQUENCY					PROPOSED FREQUENCY					NET INCREASE IN FREQUENCY				
	PEAK	MID	EVE	SAT	SUN	PEAK	MID	EVE	SAT	SUN	PEAK	MID	EVE	SAT	SUN
Link						3	3	3	3	3	3	3	3	3	3
41						1	1	1	1	1	1	1	1	1	1
42						2	1	1	1	1	2	1	1	1	1
43						2	1	1	1	1	2	1	1	1	1
44						2	1	1	1	1	2	1	1	1	1
45						2	1	1	1	1	2	1	1	1	1
46						2	1	1	1	1	2	1	1	1	1
47						1	1	1	1	1	1	1	1	1	1
48						2	1	1	1	1	2	1	1	1	1
49						1	1	1	1	1	1	1	1	1	1

ROUTE	EXISTING OPERATING HOURS					PROPOSED OPERATING HOURS					NET INCREASE IN OPERATING HOURS				
	PEAK	MID	EVE	SAT	SUN	PEAK	MID	EVE	SAT	SUN	PEAK	MID	EVE	SAT	SUN
10	5	7	4	11	9.5										
20	5	7	4	10	9.5										
11	5	7	4	10	9.5										
33	5	7	4	10	9.5										
9	5	7	4	10	9.5										
12A	5	7	4	9.5	9.5										
12B	5	7	4	9.5	9.5										
8	5	7	4	9.5	9.5										
15	5	7	4	9.5	9.5										
18	5	7	4	10	9.5										
34	5	7	4	10	9.5										
2	5	7	4	9.45	9	5	7	4	14	10	0	0	0	4.55	1
4	5	7	4	10	9.45	5	7	4	14	12	0	0	0	4	2.55
5	5	7	4	9.45	8.5	5	7	4	14	10	0	0	0	4.55	1.5
7	5	7	4	10	9.5	5	7	4	14	10	0	0	0	4	0.5
3	5	7	4	10	9.5	5	7	4	14	10	0	0	0	4	0.5
6	5	7	4	10	9.5	5	7	4	14	12	0	0	0	4	2.5

ROUTE	EXISTING OPERATING HOURS					PROPOSED OPERATING HOURS					NET INCREASE IN OPERATING HOURS				
	PEAK	MID	EVE	SAT	SUN	PEAK	MID	EVE	SAT	SUN	PEAK	MID	EVE	SAT	SUN
1	5	7	4	10	10	5	7	4	10	10	0	0	0	0	0
1U	5	7	4	10	9.5	5	7	4	10	9.5	0	0	0	0	0
609	4.5	7	4	10	9.5	4.5	7	4	10	9.5	0	0	0	0	0
13	5	7	4	10	9.5	5	7	4	10	9.5	0	0	0	0	0
14	5	7	4	10	9.5	5	7	4	10	9.5	0	0	0	0	0
16	5	7	4	10.5	9.5	5	7	4	10.5	9.5	0	0	0	0	0
17	5	7	4	9	8	5	7	4	9	8	0	0	0	0	0
22	5	7	4	9.5	9.5	5	7	4	9.5	9.5	0	0	0	0	0
36	5	7	4	10	9.5	5	7	4	10	9.5	0	0	0	0	0
New 8						5	7	4	14	10	5	7	4	14	10
New 9						5	7	4	14	10	5	7	4	14	10
New 10						5	7	4	14	10	5	7	4	14	10
New 11						5	7	4	14	10	5	7	4	14	10
New 12						5	7	4	14	10	5	7	4	14	10
New 15						5	7	4	14	10	5	7	4	14	10
New 18						5	7	4	14	10	5	7	4	14	10

ROUTE	EXISTING OPERATING HOURS					PROPOSED OPERATING HOURS					NET INCREASE IN OPERATING HOURS				
	PEAK	MID	EVE	SAT	SUN	PEAK	MID	EVE	SAT	SUN	PEAK	MID	EVE	SAT	SUN
Link						5	7	4	10	9.5	5	7	4	10	9.5
41						5	7	4	14	10	5	7	4	14	10
42						5	7	4	14	10	5	7	4	14	10
43						5	7	4	14	10	5	7	4	14	10
44						5	7	4	14	10	5	7	4	14	10
45						5	7	4	14	10	5	7	4	14	10
46						5	7	4	14	10	5	7	4	14	10
47						5	7	4	14	10	5	7	4	14	10
48						5	7	4	14	10	5	7	4	14	10
49						5	7	4	14	10	5	7	4	14	10

APPENDIX

E

COMMUNITY CIRCULATOR - CHELSEA

E1 APPENDIX -COMMUNITY CIRCULATOR - CHELSEA

LOCAL SERVICE + HUBS

Methodology: Route selection will be based on combination of local community understanding, demographics, key location identification (employers, dependent populations, civic institutions, etc), results from community comments, and street characteristics.

Chelsea

Demographics

Key Transit Dependent Locations:

- Northeast: high population density; very low zero car households; low senior population; low disabled population; low impoverished population
- Northwest: moderate population density; low zero car households; low senior population; low disabled population; moderate impoverished population
- East Central: high population density; moderate zero car households; moderate senior population; moderate disabled population; moderate impoverished population
- West Central: moderate population density; high zero car households; high senior population; high disabled population; moderate impoverished population
- South: moderate population density; high zero car households; high senior population; high disabled population; moderate impoverished population

Key Locations: Along Main Street and Old US HWY-12

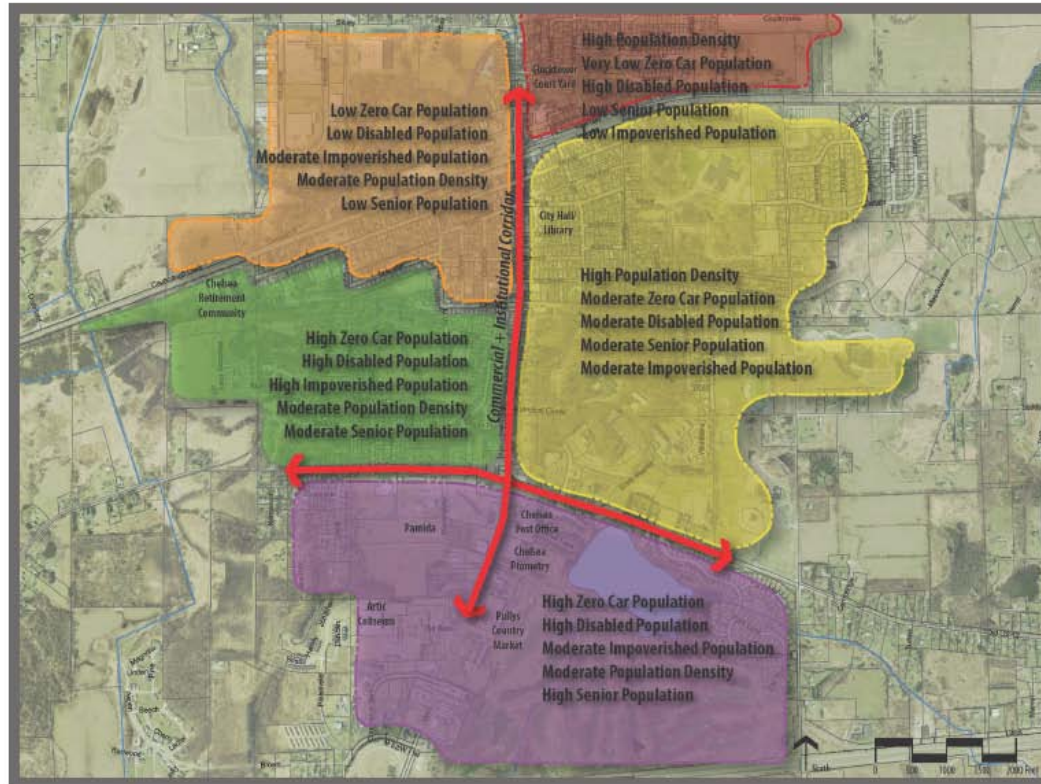
Community Comments

Locations for transit service:

- Various locations downtown
- Chelsea Retirement Community
- Pines Senior Apartments
- Chelsea Medical Center
- Silver Maples
- Chelsea Hospital
- CCH Lab
- Chelsea Wellness Center



Key Finding Map



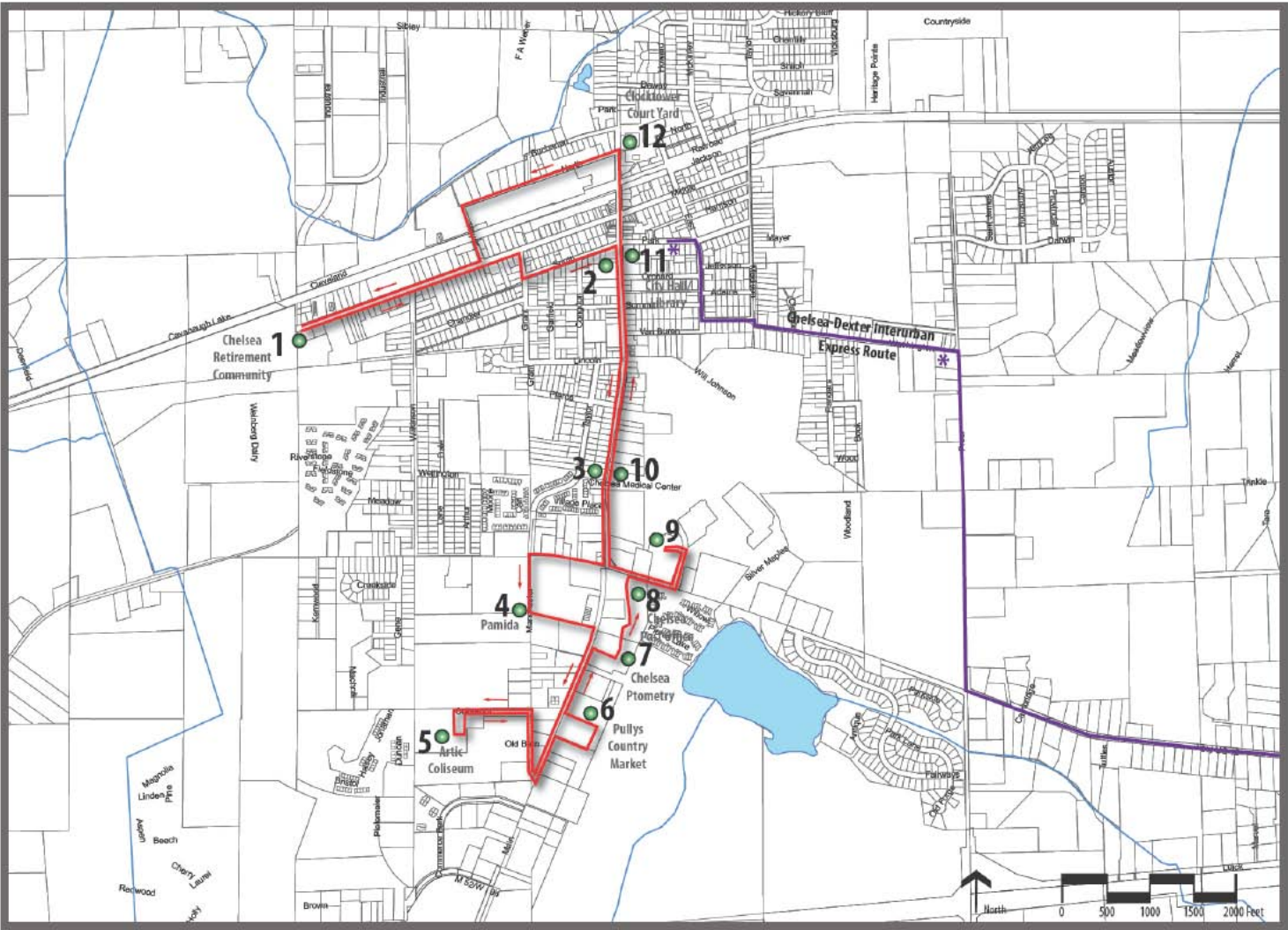
Chelsea Local Service Findings

- Utilize existing route which runs along primarily Main Street.
 - This route is directly assessable to key retail, employment, and institutional locations
 - This route encompasses and is accessible to most transit depended populations and serves the greatest Chelsea population
 - Provides a direct connection to Chelsea - Ann Arbor Hub at Artic Coliseum
 - Allows an approximate 45minute travel loop
- Increase existing service
 - Increase daily running from 1:00 p.m. to 3:00 p.m. to 9:00 a.m. to 3:45 p.m.
 - Increase route loop frequency from once every 60 minutes to 45 minutes

Proposed Stops Details: Monday – Friday; Saturday

Stop	Address	Est. Time from Previous Stop	Est. Time to Next Stop (includes loading and stoppage time)	Distance to Next Stop	Justification
1. CRC Campus	805 W. Middle Street.	Start Location	5 minutes	0.9 miles	Key community location. Serves a transit dependent population.
2. Palmer Auto Service	222 S. Main Street	5 minutes	3 minutes	0.6 miles	Serves the downtown retail and employment area of Chelsea.
3. South Town (southbound)	700 block of S. Main Street	3 minutes	4 minutes	0.6 miles	Serves south Main Street and residential neighborhoods to the southwest.
4. Pamida	1040 S. Main Street	4 minutes	5 minutes	0.9 miles	Chelsea Shopping Center. Serves a significant retail and employment area of Chelsea.
5. Artic Coliseum	501 Coliseum Drive	5 minutes	4 minutes	0.6 miles	Serves as Chelsea's Hub and Park and Ride location. Serves a significant retail and employment area of Chelsea.
6. Pollys Country Market	1255 S. Main Street	4 minutes	2 minutes	0.3 miles	Serves a significant retail and employment area of Chelsea.
7. Chelsea Optometry	1171 S. Main Street	2 minutes	2 minute	0.2 miles	Village Plaza. Serves a transit dependent population and a significant retail and employment area of Chelsea.
8. Post Office	1101 S. Main Street	2 minutes	3 minutes	0.4 miles	Key community location. Serves a transit dependent population.
9. Wellness Center	14800 E Old US Highway 12	3 minutes	4 minutes	0.6 miles	Key community location. Serves a transit dependent population.
10. South Town (northbound)	700 block of S. Main Street	4 minutes	3 minutes	0.5 miles	Key community location. Serves a transit dependent population and multiple institutional uses including Chelsea Community Hospital.
11. City Hall/Library	305 S. Main Street	3 minutes	3 minutes	0.5 miles	Key community location. Serves a transit dependent population, employment and retail area of downtown, and multiple institutional uses including City Hall and Library
12. Clocktower Courtyard	Main Street and North Street	3 minutes	5 minutes	1.2 miles	Key community location. Serves a transit dependent population and the downtown retail and employment area of Chelsea.
13/1. CRC Campus	805 W. Middle Street.	5 minutes	End Location		Key community location. Serves a transit dependent population.
12 stops					
Total Miles Covered: Main Route: 7.4 approximate					

Proposed Route Map : Monday - Friday, Saturday



Proposed Schedule: Monday – Friday

Stop	9:00 Loop	9:45 Loop	10:30 Loop	11:15 Loop	12:00 Loop	12:45 Loop	1:30 Loop	2:15 Loop	3:00 Loop	3:45 Loop
1. CRC Campus	9:00	9:45	10:30	11:15	12:00	12:45	1:30	2:15	3:00	3:45
2. Palmer Auto Service	9:05	9:50	10:35	11:20	12:05	12:50	1:35	2:20	3:05	3:50
3. South Town (southbound)	9:08	9:53	10:38	11:23	12:08	12:53	1:38	2:23	3:08	3:53
4. Pamida	9:12	9:57	10:42	11:27	12:12	12:57	1:42	2:27	3:12	3:57
5. Artic Coliseum	9:17	10:02	10:47	11:32	12:17	1:02	1:47	2:32	3:17	4:02
6. Pollys Country Market	9:21	10:06	10:51	11:36	12:21	1:06	1:51	2:36	3:21	4:06
7. Chelsea Optometry	9:23	10:08	10:53	11:38	12:23	1:08	1:53	2:38	3:23	4:08
8. Post Office	9:25	10:10	10:55	11:40	12:25	1:10	1:55	2:40	3:25	4:10
9. Wellness Center	9:28	10:13	10:58	11:43	12:28	1:13	1:58	2:43	3:28	4:13
10. South Town (northbound)	9:32	10:17	11:02	11:47	12:32	1:17	2:02	2:47	3:32	4:17
11. City Hall/Library	9:35	10:20	11:05	11:50	12:35	1:20	2:05	2:50	3:35	4:20
12. Clocktower Courtyard	9:38	10:23	11:08	11:53	12:38	1:23	2:08	2:53	3:38	4:23
13/1. CRC Campus	9:43	10:28	11:13	11:58	12:43	1:28	2:13	2:58	3:43	4:28

Proposed Schedule: Saturday

Stop	10:00 Loop	10:45 Loop	11:30 Loop	12:15 Loop	1:00 Loop	1:45 Loop	2:30 Loop
1. CRC Campus	10:00	10:45	11:30	12:15	1:00	1:45	2:30
2. Palmer Auto Service	10:05	10:50	11:35	12:20	1:05	1:50	2:35
3. South Town (southbound)	10:08	10:53	11:38	12:23	1:08	1:53	2:38
4. Pamida	10:12	10:57	11:42	12:27	1:12	1:57	2:42
5. Artic Coliseum	10:17	11:02	11:47	12:32	1:17	2:02	2:47
6. Pollys Country Market	10:21	11:06	11:51	12:36	1:21	2:06	2:51
7. Chelsea Optometry	10:23	11:08	11:53	12:38	1:23	2:08	2:53
8. Post Office	10:25	11:10	11:55	12:40	1:25	2:10	2:55
9. Wellness Center	10:28	11:13	11:58	12:43	1:28	2:13	2:58
10. South Town (northbound)	10:32	11:17	12:02	12:47	1:32	2:17	3:02
11. City Hall/Library	10:35	11:20	12:05	12:50	1:35	2:20	3:05
12. Clocktower Courtyard	10:38	11:23	12:08	12:53	1:38	2:23	3:08
13/1. CRC Campus	10:43	11:28	12:13	12:58	1:43	2:28	3:13

These times are the earliest pick-up times. Riders may encounter up to a 15 minute delay due to traffic or weather conditions.

APPENDIX

F

COMMUNITY CIRCULATOR - SALINE

F1 APPENDIX -COMMUNITY CIRCULATOR - SALINE

LOCAL SERVICE + HUBS

Methodology: Route selection will be based on combination of local community understanding, demographics, key location identification (employers, dependent populations, civic institutions, etc), results from community comments, and street characteristics.

Saline

Demographics

Key Transit Dependent Locations:

- Key Transit Dependent Locations:
- Northeast: high zero car households; high disabled population; high impoverished population; moderate population density; moderate senior population
- North: moderate disabled population; high population density
- West: moderate zero car households; moderate impoverished; moderate population density; high senior population
- Central: High zero car households; high disabled population; high impoverished population; moderate population density; moderate senior population
- Southwest: moderate zero car households; moderate impoverished population; highest density population
- Southeast: highest density population

Key Locations: Along Michigan Avenue, Ann Arbor Saline Road, Maple Road, Campus Parkway / Woodlane Drive

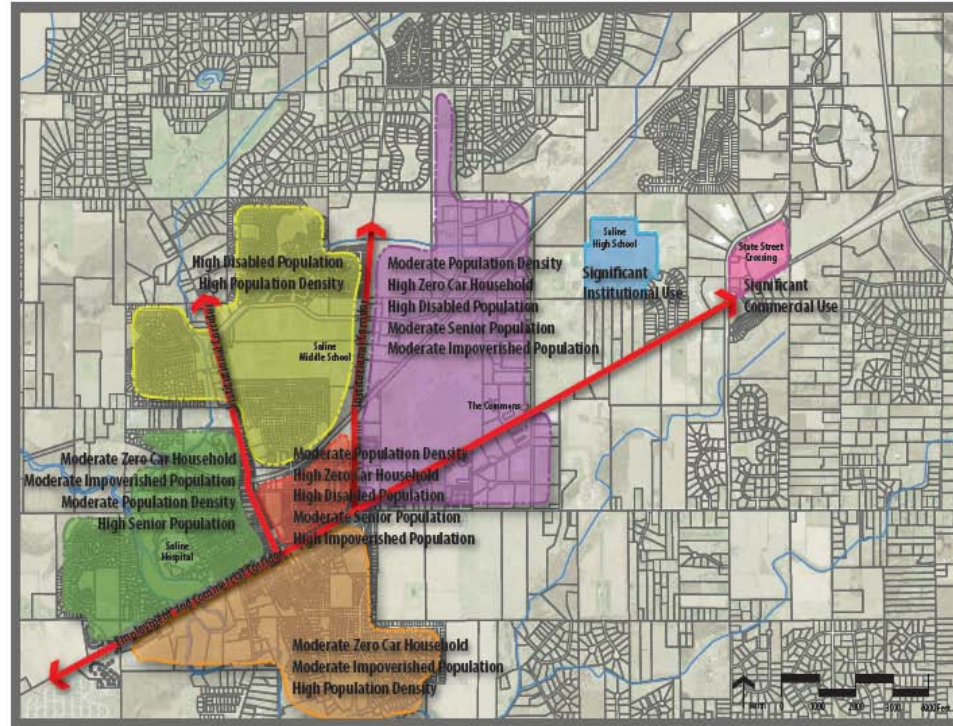
Community Comments

Locations for transit service:

- Various locations downtown
- Brecon Village
- Country Market
- St. Joseph Mercy-Saline
- Saline Middle School
- Saline High School
- State Street Crossing
- Saline Recreation Center
- Houghton / Pleasant Ridge, Woodlawn Elementary
- Saline Municipal Building



Key Finding Map



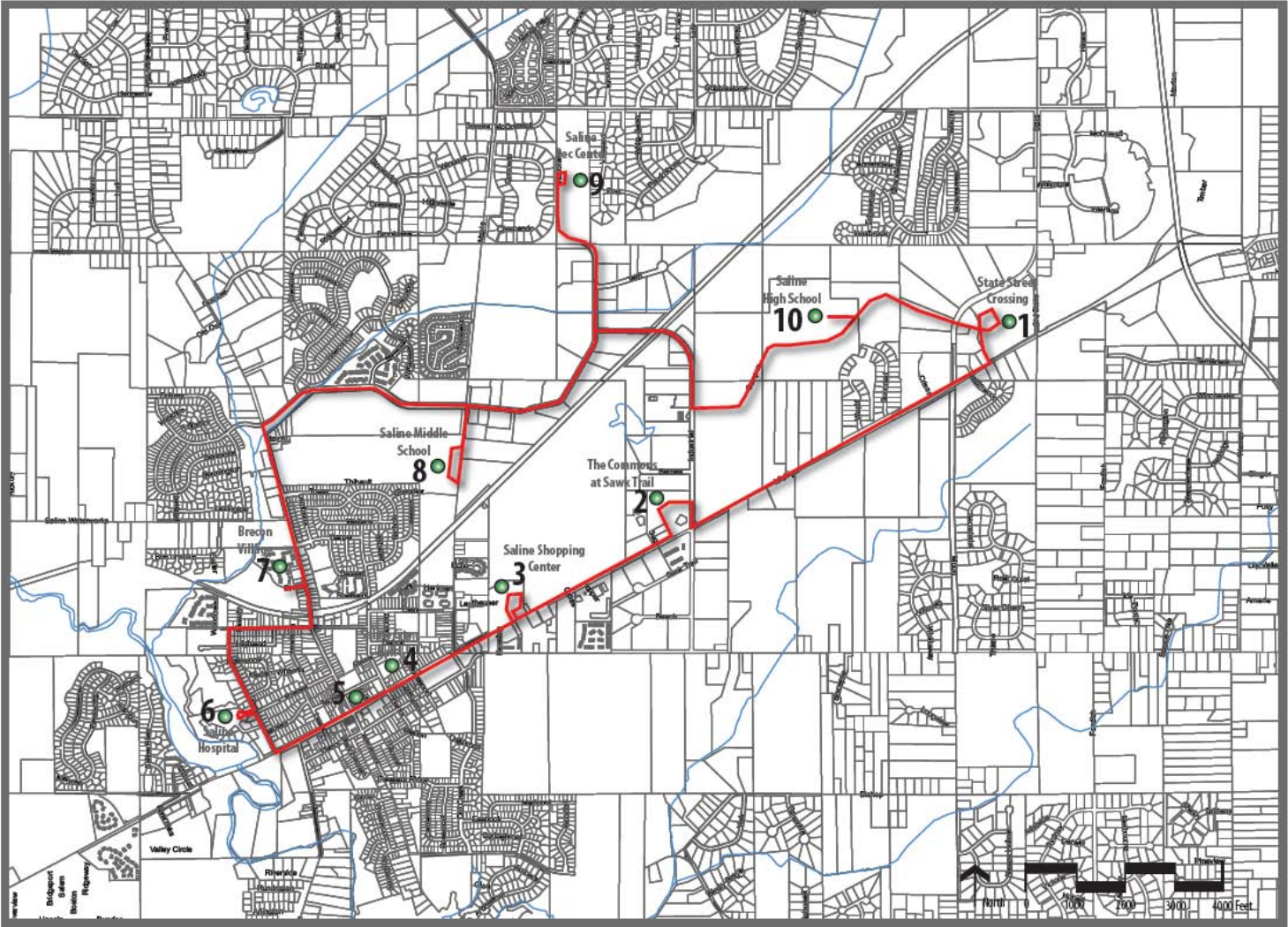
Saline Local Service Findings

- Run route based on loop of Michigan Avenue, N. Ann Arbor Street, Woodlawn Drive, and Campus Parkway with stop to accommodate Maple Road.
 - This route is directly assessable to key retail, employment, and institutional locations
 - This route encompasses and is accessible to most transit depended populations and serves the greatest Saline population
 - Provides a direct connection to Saline - Ann Arbor Hub at State Street Crossing
 - Better connects Saline and Pittsfield Township
 - Allows an approximate 53 minute travel loop
- Bus Route travels southwest along Michigan Avenue.
- Stops chosen to service key locations and allow for bus every 60 minutes.

Proposed Stops Details: Monday – Friday; Saturday

Stop	Address	Est. Time from Previous Stop	Est. Time to Next Stop (includes loading and stoppage time)	Distance to Next Stop	Justification
1. State Street Crossing	7000 E. Michigan Avenue, Pittsfield	Start Location	8 minutes	1.5 miles	Serves a significant retail and employment area. Provides connection and serves western portion of Pittsfield Township.
2. Commons of Sauk Trail	1335 E. Michigan Avenue	8 minutes	5 minutes	0.8 miles	Serves a significant retail and employment area of Saline. 8 minute ride from State Street Crossing (Saline Hub) to this stop provides a direct connection for commuters from Ann Arbor.
3. Saline Shopping Center (Hub)	501 E. Michigan Avenue	5 minutes	5 minutes	0.7 miles	Serves a significant retail and employment area of Saline. Serves as main stop for Automotive Components Holding. Serves as hub for Saline-Ann Arbor express.
4. Saline Municipal Building	100 N. Harris Street	5 minutes	3 minutes	0.3 miles	Key community location. Serves a transit dependent population and the denser single-family neighborhood to the south and north.
5. Michigan Avenue and Ann Arbor Street	Michigan Avenue and Ann Arbor Street	3 minutes	4 minutes	0.7 miles	Serves as main stop in downtown Dexter, neighborhoods to the south, and Pleasant Ridge Elementary School.
6. St. Joseph Mercy Saline Hospital	400 Russell Street	4 minutes	5 minutes	1.1 miles	Key community location. Serves a transit dependent population and a significant employment location of Saline. Serves Houghton Elementary School and Mill Pond Park.
7. Brecon Village	200 Brecon Drive	5 minutes	6 minutes	1.4 miles	Key community location. Serves a transit dependent population.
8. Saline Middle School	7190 Maple Road	6 minutes	7 minutes	1.6 miles	Key community location. Serves a transit dependent population including Saline Mobile Home Park and multiple institutional uses including Woodlawn Meadows Elementary School, 14th District Court, Heritage School, and the Saline Public Library.
9. Saline Recreation Center	1866 Woodland Drive	7 minutes	8 minutes	1.8 miles	Key community location. Serves a transit dependent population.
10. Saline High School	1300 Campus Parkway	8 minutes	5 minutes	0.8 miles	Key community location. Serves a transit dependent population and multiple institutional uses including Saline High School, and Harvest Elementary School.
11/1. State Street Crossing	7000 E. Michigan Avenue, Pittsfield	5 minutes	End Location	1.5 miles	
10 stops					
Total Miles Covered: Main Route: 12.2 approximate					

Proposed Route Map : Monday - Friday, Saturday



Proposed Schedule: Monday – Friday

Stop	8:00 Loop	9:00 Loop	10:00 Loop	11:00 Loop	12:00 Loop	1:00 Loop	2:00 Loop	3:00 Loop	4:00 Loop
1. State Street Crossing	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
2. Commons of Sauk Trail	8:08	9:08	10:08	11:08	12:08	1:08	2:08	3:08	4:08
3. Saline Shopping Center (Hub)	8:13	9:13	10:13	11:13	12:13	1:13	2:13	3:13	4:13
4. Saline Municipal Building	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18
5. Michigan Avenue and Ann Arbor Street	8:21	9:21	10:21	11:21	12:21	1:21	2:21	3:21	4:21
6. St. Joseph Mercy Saline Hospital	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25
7. Brecon Village	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30
8. Saline Middle School	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36
9. Saline Recreation Center	8:43	9:43	10:43	11:43	12:43	1:43	2:43	3:43	4:43
10. Saline High School	8:51	9:51	10:51	11:51	12:51	1:51	2:51	3:51	4:51
11/1. State Street Crossing	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:56	4:56

These times are the earliest pick-up times. Riders may encounter up to a 15 minute delay due to traffic or weather conditions.

Proposed Schedule: Saturday

Stop	10:00 Loop	11:00 Loop	12:00 Loop	1:00 Loop	2:00 Loop
1. State Street Crossing	10:00	11:00	12:00	1:00	2:00
2. Commons of Sauk Trail	10:08	11:08	12:08	1:08	2:08
3. Saline Shopping Center (Hub)	10:13	11:13	12:13	1:13	2:13
4. Saline Municipal Building	10:18	11:18	12:18	1:18	2:18
5. Michigan Avenue and Ann Arbor Street	10:21	11:21	12:21	1:21	2:21
6. St. Joseph Mercy Saline Hospital	10:25	11:25	12:25	1:25	2:25
7. Brecon Village	10:30	11:30	12:30	1:30	2:30
8. Saline Middle School	10:36	11:36	12:36	1:36	2:36
9. Saline Recreation Center	10:43	11:43	12:43	1:43	2:43
10. Saline High School	10:51	11:51	12:51	1:51	2:51
11/1. State Street Crossing	10:56	11:56	12:56	1:56	2:56

These times are the earliest pick-up times. Riders may encounter up to a 15 minute delay due to traffic or weather conditions.

APPENDIX

G

COMMUNITY CIRCULATOR - DEXTER

G1 APPENDIX -COMMUNITY CIRCULATOR - DEXTER

LOCAL SERVICE + HUBS

Methodology: Route selection will be based on combination of local community understanding, demographics, key location identification (employers, dependent populations, civic institutions, etc), results from community comments, and street characteristics.

Dexter

Demographics

Transit Dependent Locations: Three distinct areas:

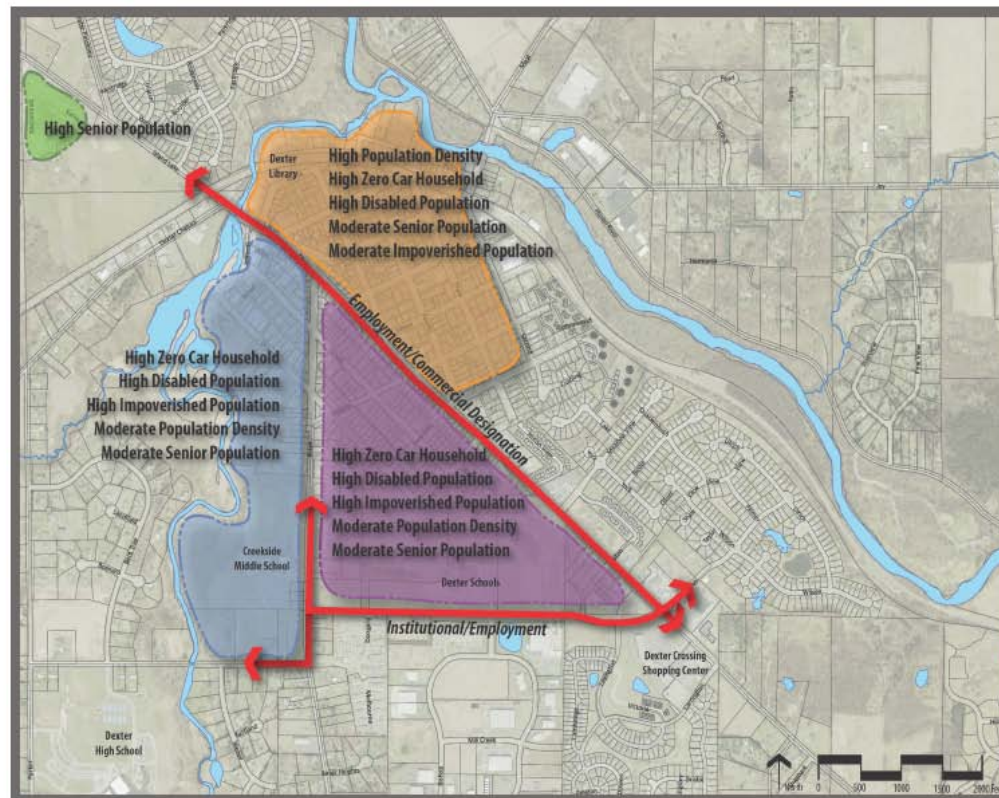
- Triangle area formed by Dexter-Ann Arbor Road, Dan Hoey Road, and Baker Road
 - Moderate population density; high zero car population; moderate disabled population; moderate senior population; and high impoverished population
- Northwest portion of village bounded by Dexter-Ann Arbor Road to the southwest, 2nd street to the east, Inverness Road to the south, and the Huron River to the north.
 - High population density; high zero car population; high disabled population; moderate senior population; and moderate impoverished population
- Area bounded by Main Street to the north, Baker Road to the east, Shield Road to the south, and the Huron River to the west.
 - Moderate population density; high zero car population; moderate disabled population; moderate senior population; and high impoverished population
- Significant portion of population commuting within Dexter and to Ann Arbor for employment

Community Comments

Locations for transit service:

- Downtown
- Cedars
- Dexter Crossing
- Condo Communities along Dexter-Ann Arbor (Huron Farms, Orchard River Hills, and adjacent condo communities)
- Library
- Dexter Senior Center / Community Center
- Institutional uses / employment areas on Dan Hoey Road
- Schools

Key Finding Map



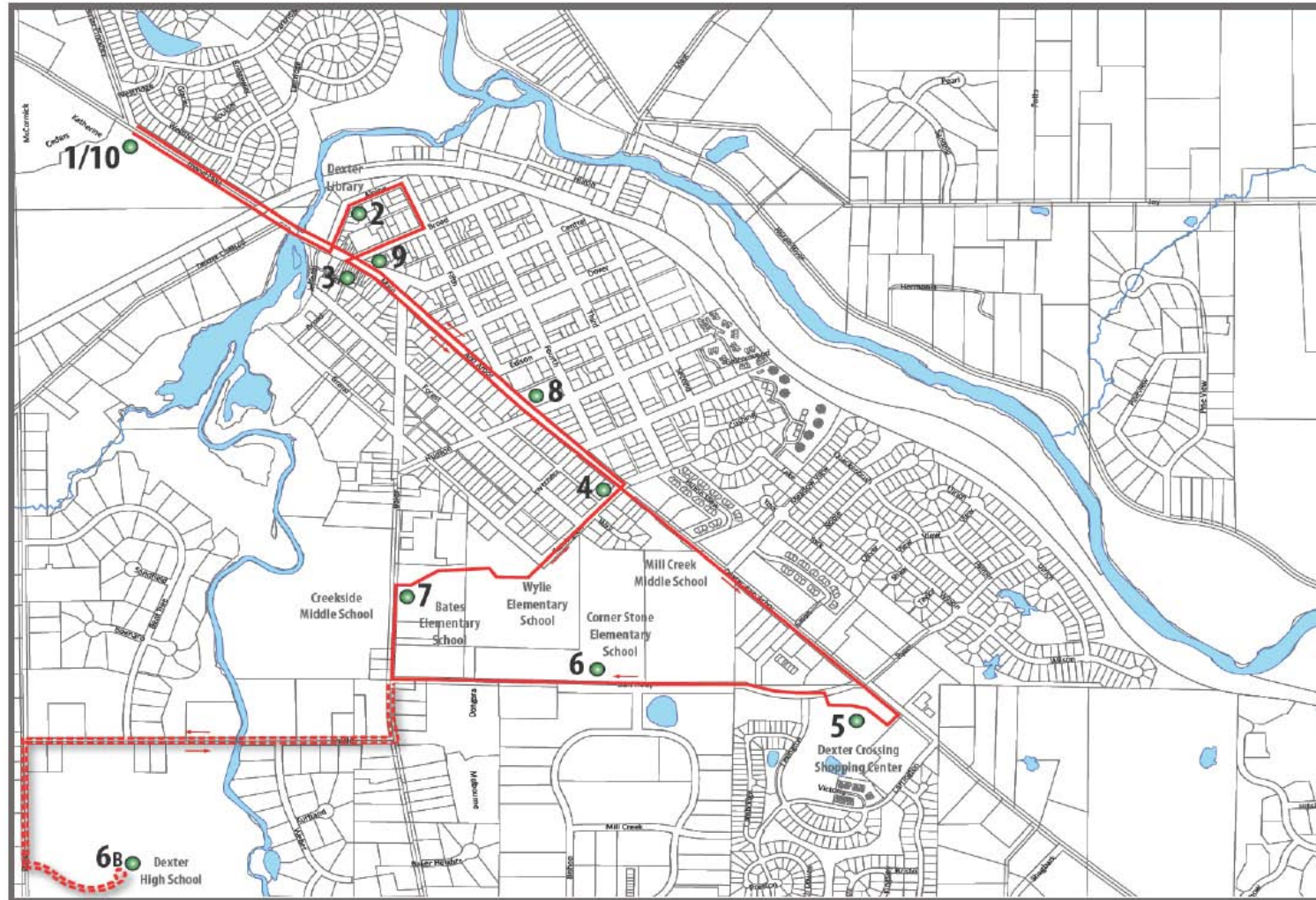
Dexter Local Service Findings

- Run route based on triangle of Main Street / Ann Arbor Street/ Dexter-Ann Arbor Road, Dan Hoey Road, and Baker Road
 - This route is directly assessable to key locations
 - This route encompasses and is accessible to most transit dependent populations
 - Route creates hub at Dexter Crossing with a direct connection to Chelsea-Dexter-Ann Arbor express service
- Bus Route travels south along Main Street / Ann Arbor Street/ Dexter-Ann Arbor Road, west on Dan Hoey Road, north on Baker Road, and continues north on Main Street / Ann Arbor Street/ Dexter-Ann Arbor Road
 - This route direction pattern follows most natural path of travel
- All stops within 0.50 miles when possible to allow for bus every 45 minutes.

Proposed Stops Details: Monday – Friday

Stop	Address	Est. Time from Previous Stop	Est. Time to Next Stop (includes loading and stoppage time)	Distance to Next Stop	Justification
1. Cedars of Dexter	411 Cedars Ln	Start Location	3 minutes	0.5 miles	Large, active senior population center. Strong community support. Parking lot area for bus pickup/turn around.
2. Dexter Public Library	3255 Alpine Street	3 minutes	3 minutes	0.5 miles	Key community location. Serves a transit dependent population
3. Ann Arbor Street and Central Street	Ann Arbor Street and Central Street	3 minutes	3 minutes	0.4 miles	Serves as main stop in downtown Dexter.
4. Dexter Community Center	7714 Ann Arbor Street	3 minutes	5 minutes	0.8 miles	Key community location. Serves a transit dependent population. Serves denser single-family neighborhood to north and multiple-family neighborhood to south. Link between downtown and Dexter Crossing.
5. Dexter Crossing	7001 Dexter Ann Arbor Rd	5 minute	3 minutes	0.5 miles	Serves the main retail area of Dexter. Serves as hub for Chelsea-Dexter-Ann Arbor Express.
6. Cornerstone Elementary	7480 Dan Hoey Road	3 minutes	9 minutes	1.6 miles	Serves institutional uses along Dan Hoey Road. Serves commercial/office uses south on Bishop Circle.
6B. Dexter High School (ALTERNATIVE)	2200 North Parker Road	9 minutes	6 minutes	1.3 miles	Key community location. Serves a transit dependent population
7. Creekside Intermediate School	2615 Baker Road	6 minutes	3 minutes	0.5 miles	Serves institutional uses along Baker Road.
8. Kensington Street and Ann Arbor	Kensington Street and Ann Arbor Street	3 minutes	3 minutes	0.6 miles	Serves people from Baker Road back to Dexter-Ann Arbor. Allows those at that get on at Dexter-Ann Arbor Hub to get off on Main Street and walk to condo's or single-family neighborhood to north.
9. Central Street and Ann Arbor Street	Central Street and Ann Arbor Street	3 minutes	3 minute	0.5 miles	Allows those that get on at Dexter-Ann Arbor Hub to get off on in southern end of Downtown.
10 Cedars of Dexter	411 Cedars Ln	3 minute	1 minute		End of route
9 stops + 1 alternative stop					
Total Miles Covered: Main Route: 5.0 approximate; Alternative Route: 7.3 approximate per loop					

Proposed Route Map : Monday - Friday

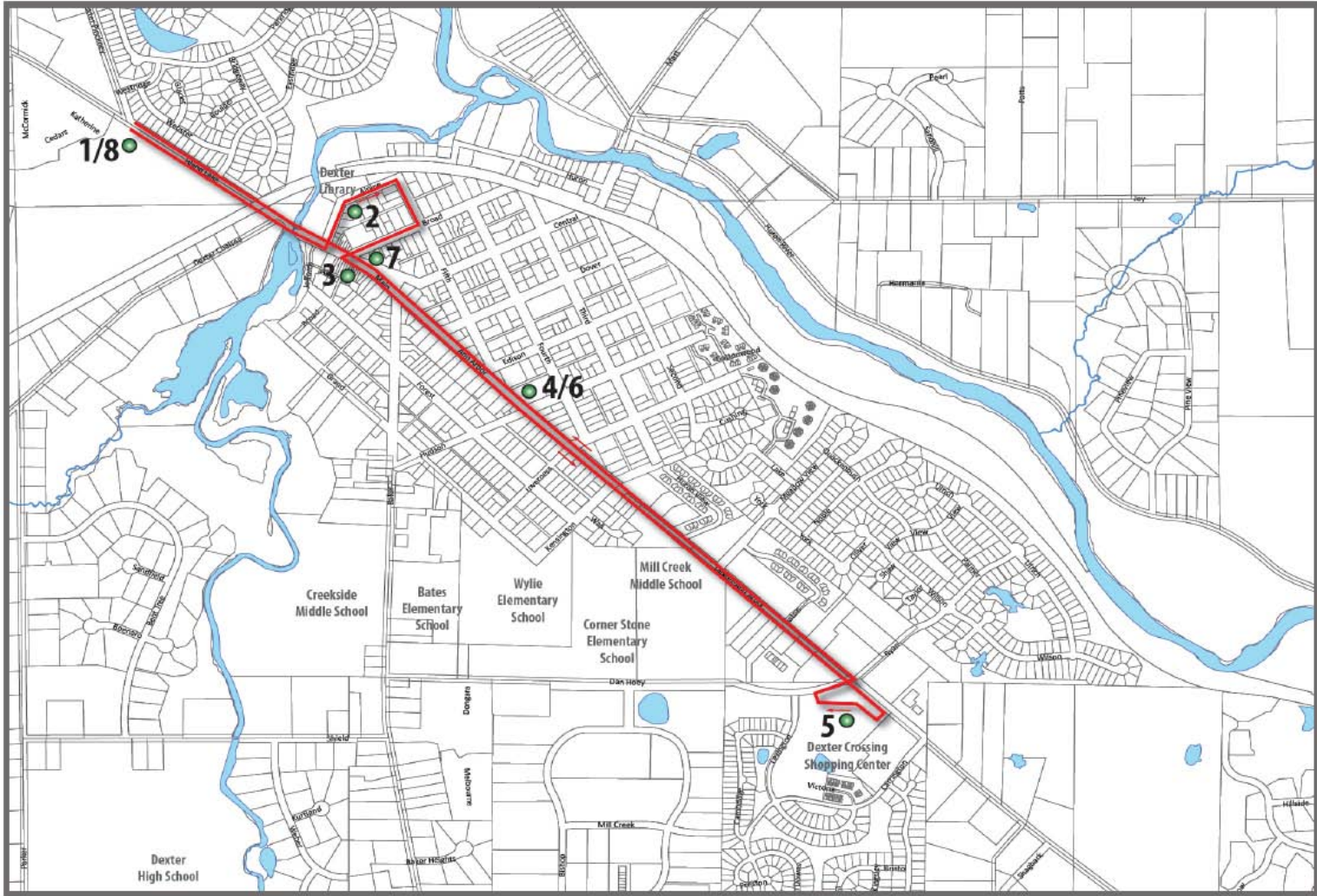


Proposed Stops Details: Saturday

Stop	Address	Est. Time from Previous Stop	Est. Time to Next Stop (includes loading and stoppage time)	Distance to Next Stop	Justification
1. Cedars of Dexter	411 Cedars Lane	Start Location	3 minutes	N/A	Large, active senior population center. Strong community support. Parking lot area for bus pickup/turn around.
2. Dexter Public Library	3255 Alpine Street	3 minutes	3 minutes	0.5 miles	Key community location. Serves a transit dependent population
3. Ann Arbor Street and Central Street	Ann Arbor Street and Central Street	3 minutes	3 minutes	0.5 miles	Serves as main stop in downtown Dexter.
4. Dexter Community Center	7714 Ann Arbor Street	3 minutes	5 minutes	0.8 miles	Key community location. Serves a transit dependent population. Serves denser single-family neighborhood to north and multiple-family neighborhood to south. Link between downtown and Dexter Crossing.
5. Dexter Crossing	7001 Dexter Ann Arbor Road	5 minute	3 minutes	0.8 miles	Serves the main retail area of Dexter. Serves as hub for Chelsea-Dexter-Ann Arbor Express.
6. Dexter Community Center	7714 Ann Arbor Street	3 minutes	3 minutes	0.5 miles	Key community location. Serves a transit dependent population. Serves denser single-family neighborhood to north and multiple-family neighborhood to south. Link between downtown and Dexter Crossing.
7. Central Street and Ann Arbor Street	Ann Arbor Street and Central Street	3 minutes	3 minutes	0.5 miles	Serves as main stop in downtown Dexter.
8. Cedars of Dexter	411 Cedars Lane	3 minutes			Large, active senior population center. Strong community support. Parking lot area for bus pickup/turn around.
7 stops					
Total Miles Covered: 4.3 approximate per loop					



Proposed Route Map : Saturday



Proposed Schedule: Monday – Friday

Stop	10:00 Loop	10:45 Loop	11:30 Loop	12:15 Loop	1:00 Loop	1:45 Loop	2:30 Loop	3:15 Loop	4:00 Loop
1. Cedars of Dexter	10:00	10:45	11:30	12:15	1:00	1:45	2:30	3:15	4:00
2. Dexter Public Library	10:03	10:48	11:33	12:18	1:03	1:48	2:33	3:18	4:03
3. Ann Arbor Street and Central Street	10:06	10:51	11:36	12:21	1:06	1:51	2:36	3:21	4:06
4. Dexter Community Center	10:09	10:54	11:39	12:24	1:09	1:54	2:39	3:24	4:09
5. Dexter Crossing	10:14	10:59	11:44	12:29	1:14	1:59	2:44	3:29	4:14
6. Cornerstone Elementary	10:17	11:02	11:47	12:32	1:17	2:02	2:47	3:32	4:17
6B. Dexter High School (ALTERNATIVE)	10:26	11:11	11:56	12:41	1:26	2:11	2:56	3:41	4:26
7. Creekside Intermediate School	10:32	11:17	12:02	12:47	1:32	2:17	2:02	3:47	4:32
8. Kensington Street and Ann Arbor	10:35	11:20	12:05	12:50	1:35	2:20	2:05	3:50	4:35
9. Central Street and Ann Arbor Street	10:38	11:23	12:08	12:53	1:38	2:23	2:08	3:53	4:38
10. Cedars of Dexter	10:41	11:26	12:11	12:56	1:41	2:26	2:11	3:56	4:41

These times are the earliest pick-up times. Riders may encounter up to a 15 minute delay due to traffic or weather conditions.

Proposed Schedule: Saturday

Stop	10:00 Loop	10:30 Loop	11:00 Loop	11:30 Loop	12:00 Loop	12:30 Loop	1:00 Loop	1:30 Loop	2:00 Loop
1. Cedars of Dexter	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00
2. Dexter Public Library	10:03	10:33	11:03	11:33	12:03	12:33	1:03	1:33	2:03
3. Ann Arbor Street and Central Street	10:06	10:36	11:06	11:36	12:06	12:36	1:06	1:36	2:06
4. Dexter Community Center	10:09	10:39	11:09	11:39	12:09	12:39	1:09	1:39	2:09
5. Dexter Crossing	10:14	10:44	11:14	11:44	12:14	12:44	1:14	1:44	2:14
6. Dexter Community Center	10:17	10:47	11:17	11:47	12:17	12:47	1:17	1:47	2:17
7. Central Street and Ann Arbor Street	10:20	10:50	11:20	11:50	12:20	12:50	1:20	1:50	2:20
8. Cedars of Dexter	10:23	10:53	11:23	11:53	12:23	12:53	1:23	1:53	2:23

These times are the earliest pick-up times. Riders may encounter up to a 15 minute delay due to traffic or weather conditions.



APPENDIX

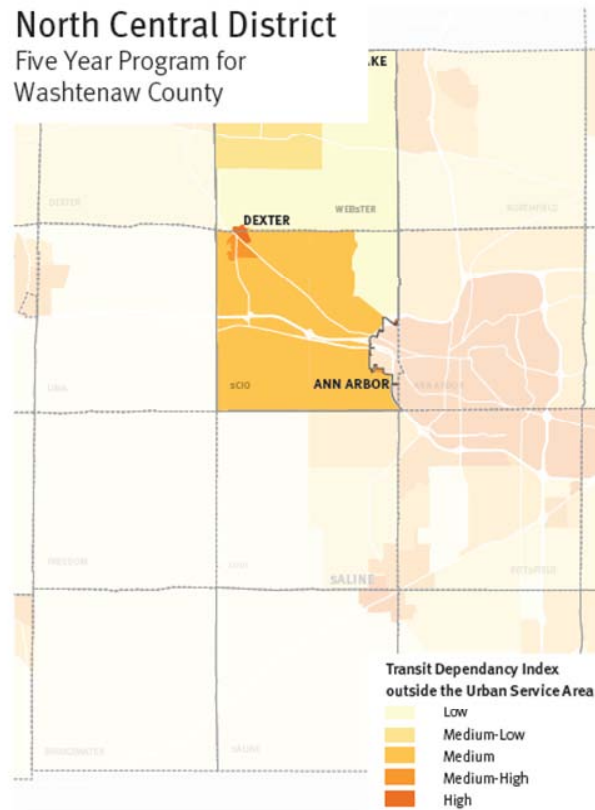
H

DSTRIC ANALYSIS - NORTH CENTRAL

H1 APPENDIX - DISTRICT ANALYSIS - NORTH CENTRAL

North Central District

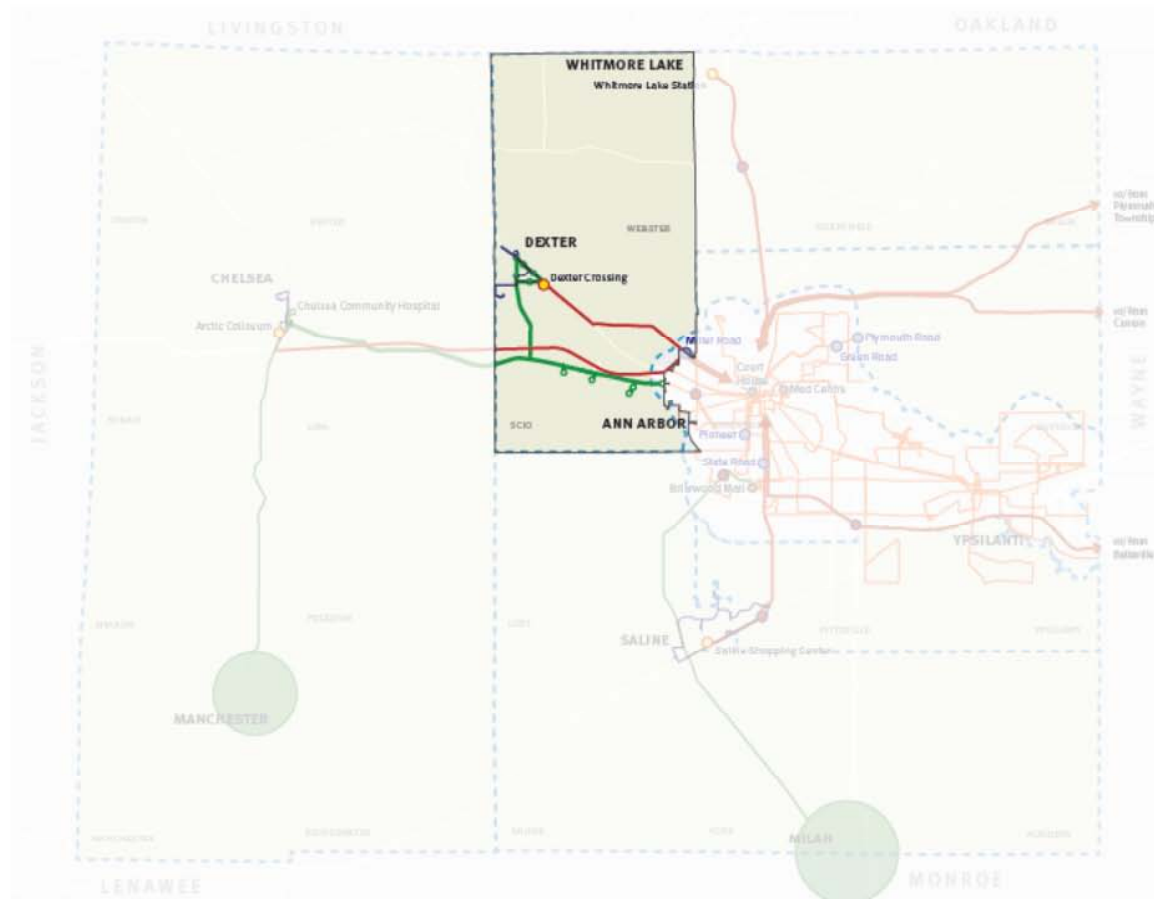
Five Year Program for
Washtenaw County



District Demographics	2000	2010	2035	Change 2000-10	Change 2010-35
Population	20,957	26,865	29,082	+5,908	+2,217
Youth	5,865	7,163	5,928	+1,298	-1,235
Seniors	1,686	2,867	6,302	+1,181	+3,435
Persons with disabilities	1,993				
Low Income or with limited car availability	879				
Residents who travel to Ann Arbor for Work	4,632				

Transit Today	Service provided	Annual Trips
WAVE Demand Responsive	Limited to Monday-Friday 8:30AM to 4:30PM	7,660
WAVE Community Connector	Limited to Monday-Saturday 6:00 AM- 5:00PM, services runs every two hours	10,600

Five Year Transit Program	Service provided	Additional Trips per Year	Additional Annual Farebox Revenue
Existing Transit Programs	All existing programs remain		
Additional Demand Responsive	New curb-to-curb (or door-to-door) services, offering additional service over extended hours of operations: Monday-Friday 6:30AM to 8:00PM and Saturday 8:00AM to 6:30PM	10,800	\$27,000
New Feeder Services	New demand responsive services connecting residents from their home to the Countywide transit network. Monday-Friday 6:30AM to 8:00PM and Saturday 8:00AM to 6:30PM	13,300	\$26,600
Enhanced WAVE Connector	Increased to hourly frequency and extended hours of operation, from 6:00AM to 10:00PM Monday-Friday, and from 8:00AM and 6:00PM on Saturday and Sunday service is included too	15,000	\$22,500
New Community Circulator	Providing a new local circulator bus service in Dexter. Providing hourly service Monday-Friday 10:00M to 4:00PM and Saturday 10:00AM to 2:00PM	10,000	Free
New Dexter Commuter Express	Providing new direct service to Ann Arbor, Monday to Friday : with 8 direct services provided in AM Peak and 10 services in PM Peak. Using new comfortable vehicles with WiFi access	40,400	\$101,000
New Transit Hub in Dexter	Providing a welcoming place for riders to access transit		
Maintenance & Renewals	Providing funds for maintenance and renewal of transit facilities in the District		



North Central District Five Year Program for Washtenaw County

BENEFITS

- Access to the transit network for all residents of the district.
- More options for senior citizens, people with disabilities, youth and people on low income,
- Transit options for people travelling within the village of Dexter
- Fast convenient access for all commuters to downtown Ann Arbor and U of M
- More frequent service connecting subdivisions and businesses in the Jackson road corridor

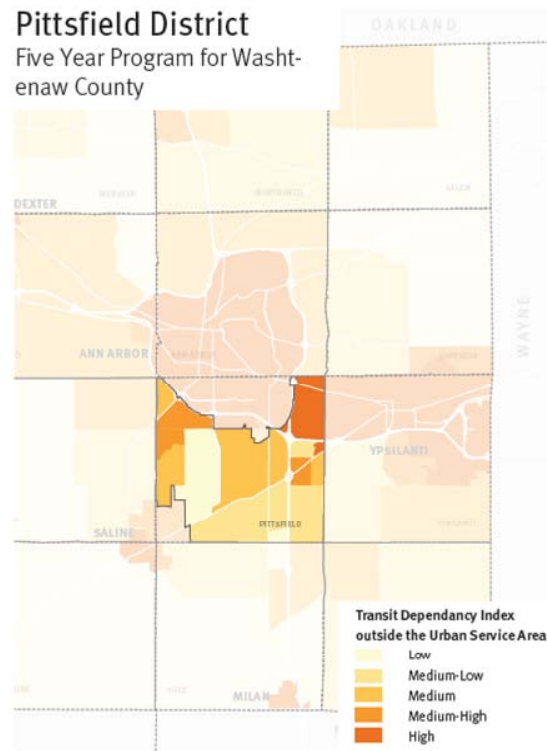
- Express Bus Routes
- Local Transit Hub
- Existing P&R Intercept Lot
- New P&R Intercept Lot
- Enhanced WAVE Connector
- New Community Connectors
- Area Served by Connector
- Enhanced Urban Bus Network
- Feeder Service Areas
- Countywide Demand Responsive
- Local Community Circulators

APPENDIX

I

DISTRICT ANALYSIS - PITTSFIELD

11 APPENDIX - DISTRICT ANALYSIS - PITTSFIELD



District Demographics	2000	2010	2035	Change 2000-10	Change 2010-35
Population	30,167	34,663	36,870	+4,496	+2,207
Youth	7,228	8,454	6,856	+1,226	-1,598
Seniors	1,722	2,726	8,422	+1,004	+5,696
Persons with disabilities	3,247				
Low Income or with limited car availability	2,842				
Residents who travel to Ann Arbor for Work	5,991				

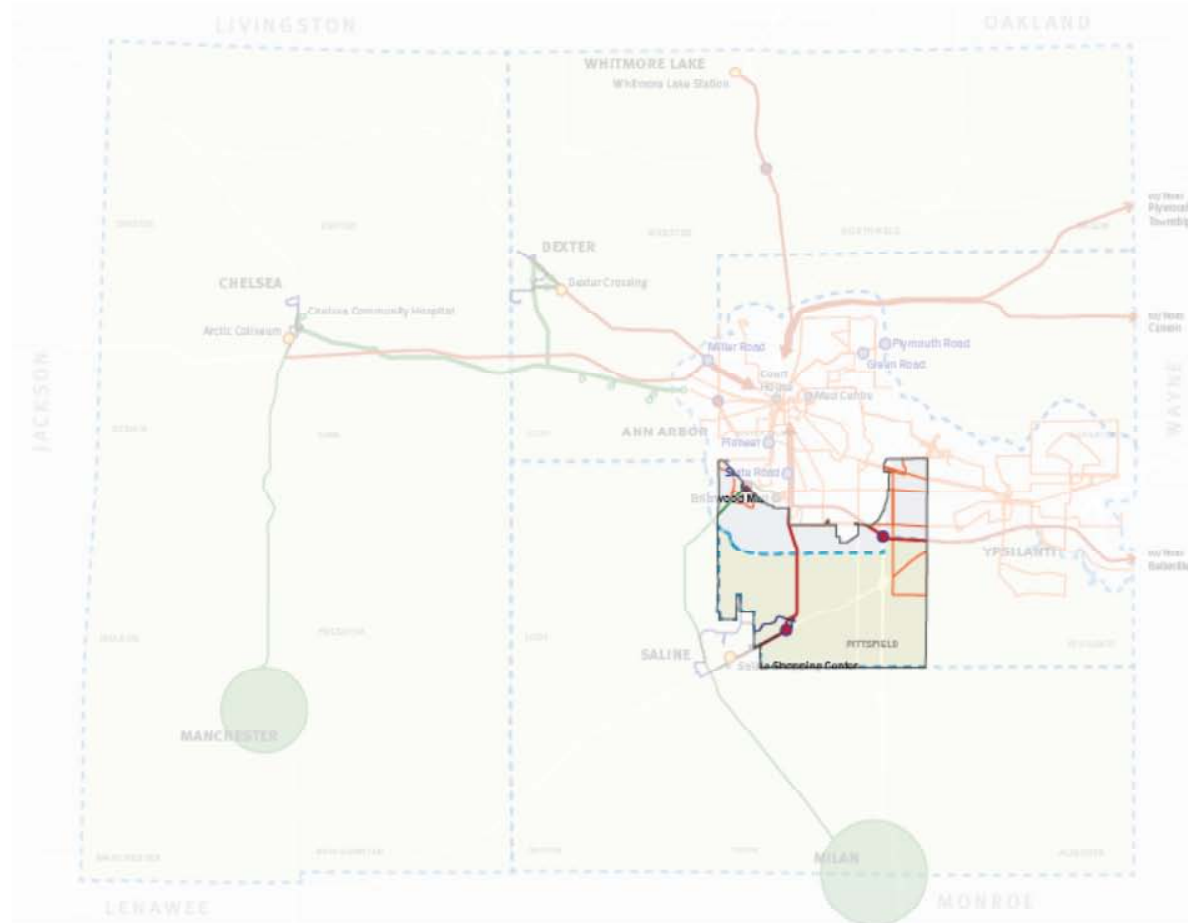
Transit Today	Service provided	Annual Trips
People's Express Demand Responsive	Limited to Monday-Friday 8.30AM to 4.30PM and serving northern areas of the district	4,400
A-Ride	Demand responsive service available to ADA and non-ADA eligible residents in Pittsfield Township	105,710 ¹⁹

¹⁹ This figure is the total for A-Ride program in all served communities.

Five Year Transit Program	Service provided	Additional Trips per Year	Additional Annual Farebox Revenue
Existing Transit Programs	All existing programs remain		
Additional Demand Responsive	New curb-to-curb (or door-to-door) services, offering additional service over extended hours of operations: Monday-Friday 6:30AM to 8:00PM and Saturday 8:00AM to 6:30PM	10,800	\$27,000
New Feeder Services	New demand responsive services connecting residents from their home to the Countywide transit network. Monday-Friday 6:30AM to 8:00PM and Saturday 8:00AM to 6:30PM	13,300	\$26,600
New Park-and-Ride Intercept Lot	Creating a two new Park-and-Ride lots at State Street Crossing and along I-94/US-23 providing access to Pittsfield residents living in the south and south east of the township to direct commuter Express services into Ann Arbor	200,000 ²⁰	\$150,000 ¹⁸
Urban Bus Network Enhancements	Residents in Pittsfield who travel to/from Ann Arbor for work or other reasons will benefit from the additional services, extended hours of operation and weekend services (Saturday and Sunday) on the urban service area network	2,100,000 ²¹	\$1,510,00 ¹⁹
New Commuter Express Service	New Express services from Saline would also stop at State Street Crossing. Providing new direct service to Ann Arbor, Monday to Friday : with 7 direct services provided in AM Peak and 8 services in PM Peak. Using new comfortable vehicles with WiFi access	41,000	\$102,500
Maintenance & Renewals	Providing funds for maintenance and renewal of transit facilities in the District		

²⁰ Park-and-Ride figures are countywide totals.

²¹ Urban Bus Network Enhancement figures are totals for entire network.



Pittsfield District Five Year Program for Washtenaw County

BENEFITS

- Access to the transit network for all residents of the district.
- More options for senior citizens, people with disabilities, youth and people on low income,
- Fast convenient access for all commuters to downtown Ann Arbor and U of M
- Increased bus frequencies, network coverage, evening and weekend services for residents living in northern areas of Pittsfield township.

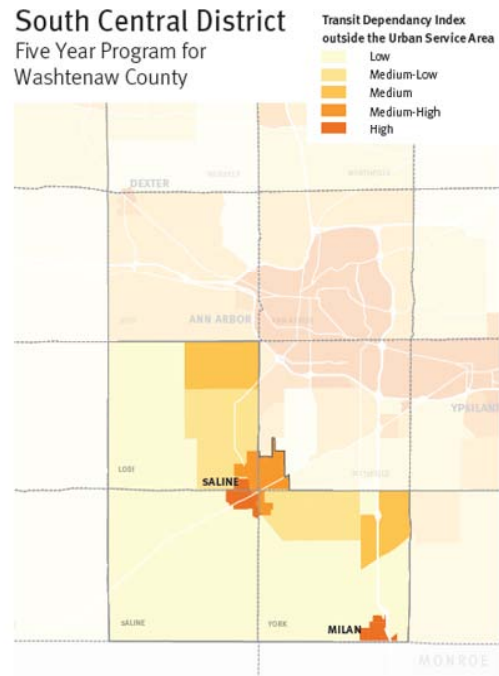
- Express Bus Routes
- Local Transit Hub
- Existing P&R Intercept Lot
- New P&R Intercept Lot
- Enhanced WAVE Connector
- New Community Connectors
- Area Served by Connector
- Enhanced Urban Bus Network
- Feeder Service Areas
- Countywide Demand Responsive
- Local Community Circulators

APPENDIX

J

DISTRICT ANALYSIS - SOUTH CENTRAL

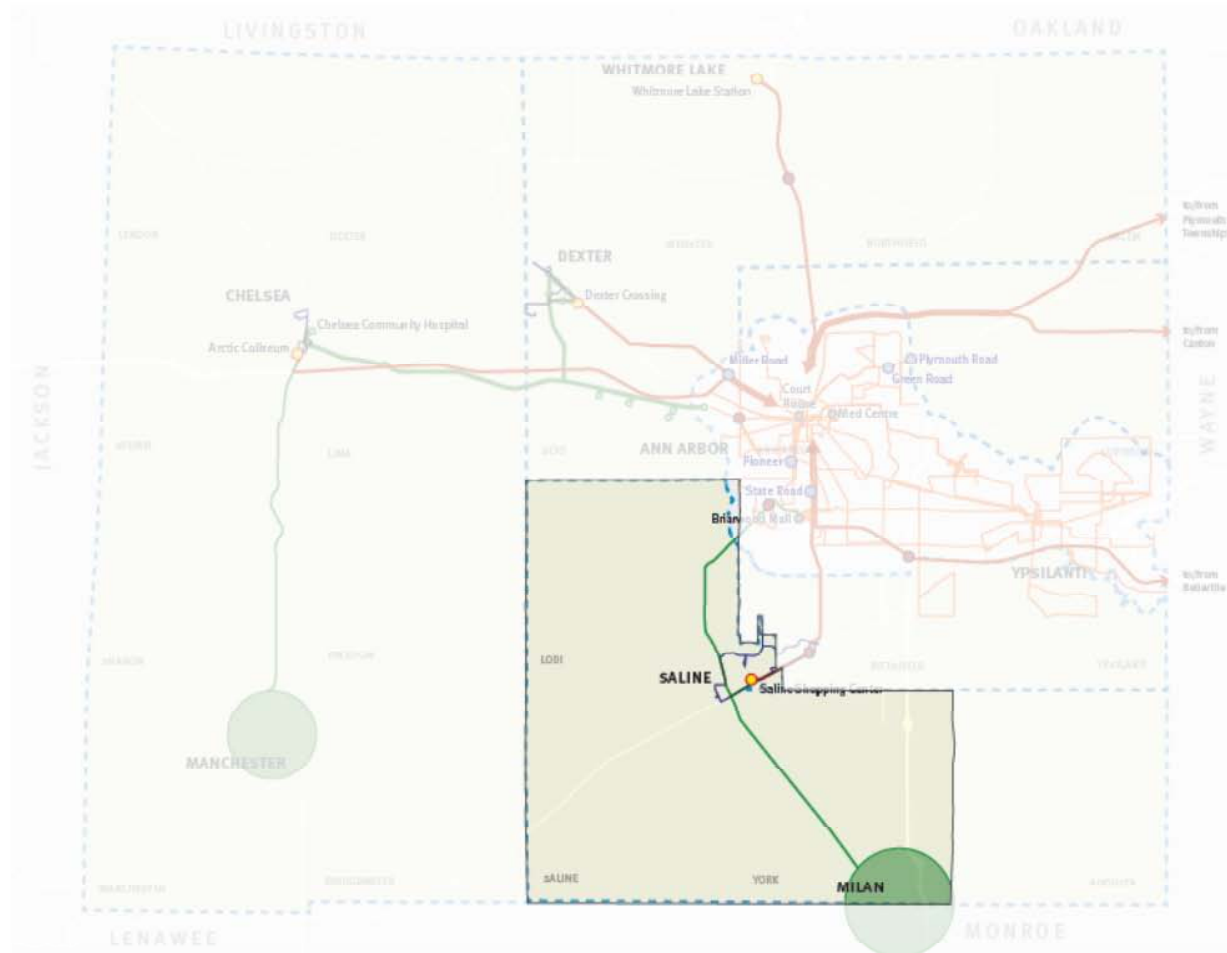
J1 APPENDIX - DISTRICT ANALYSIS - SOUTH CENTRAL



District Demographics	2000	2010	2035	Change 2000-10	Change 2010-35
Population	25,503	29,242	34,188	+3,739	+4,946
Youth	6,754	7,157	5,387	+403	-1,770
Seniors	2,360	3,472	8,611	+1,112	+5,139
Persons with disabilities	2,394				
Low Income or with limited car availability	1,288				
Residents who travel to Ann Arbor for Work	3,597				

Transit Today	Service provided	Annual Trips
People's Express Demand Responsive	Limited to Monday-Friday 8.30AM to 4.30PM	9,700

Five Year Transit Program	Service provided	Additional Trips per Year	Additional Annual Farebox Revenue
Existing Transit Programs	All existing programs remain		
Additional Demand Responsive	New curb-to-curb (or door-to-door) services, offering additional service over extended hours of operations: Monday-Friday 6:30AM to 8:00PM and Saturday 8:00AM to 6:30PM	10,800	\$27,000
New Feeder Services	New demand responsive services connecting residents from their home to the Countywide transit network. Monday-Friday 6:30AM to 8:00PM and Saturday 8:00AM to 6:30PM	13,300	\$26,600
New Milan-Saline-Briarwood Mall Community Connector Service	Providing new fixed route connector Monday-Saturday running every 2 hours and linking Milan, Saline to the urban fixed route network at Briarwood Mall	10,000	\$15,000
New Community Circulator	Providing a new local circulator bus service in Saline, with a two-hourly service Monday-Friday 8:00M to 4:00PM and Saturday 10:00AM to 2:00PM	12,000	Free
New Saline Commuter Express	Providing new direct service to Ann Arbor, Monday to Friday : with 7 direct services provided in AM Peak and 8 services in PM Peak. Using new comfortable vehicles with WiFi access	41,000	\$102,500
Creating new Transit Hub in Saline	Providing a welcoming place for riders to access transit		
Maintenance & Renewals	Providing funds for maintenance and renewal of transit facilities in the District		



South Central District

Five Year Program for Washtenaw County

BENEFITS

- Access to the transit network for all residents of the district
- More options for senior citizens, people with disabilities, youth and people on low income,
- Transit options for people travelling within the village of Saline
- Fast convenient access for all commuters to downtown Ann Arbor and U of M

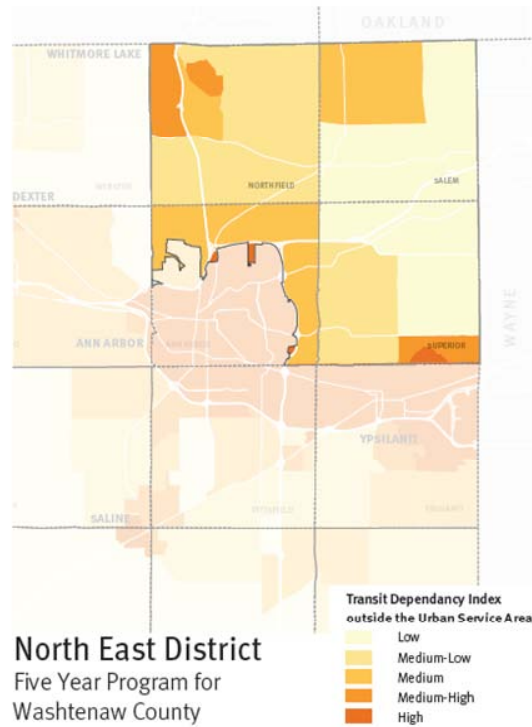
- Express Bus Routes
- Local Transit Hub
- Existing P&R Intercept Lot
- New P&R Intercept Lot
- Enhanced WAVE Connector
- New Community Connectors
- Area Served by Connector
- Enhanced Urban Bus Network
- Feeder Service Areas
- Countywide Demand Responsive
- Local Community Circulators

APPENDIX

K

DISTRICT ANALYSIS - NORTH EAST

K1 APPENDIX - DISTRICT ANALYSIS - NORTH EAST



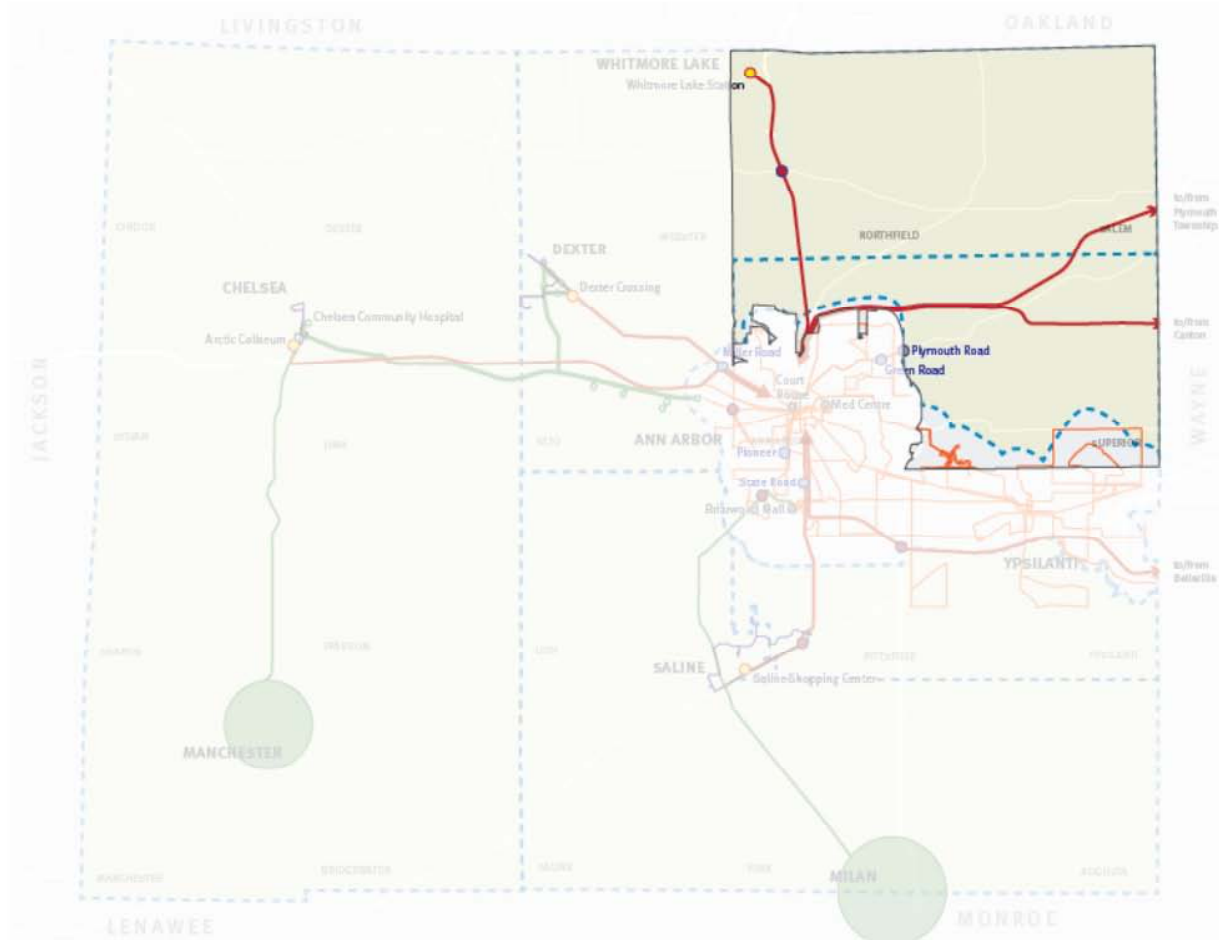
District Demographics	2000	2010	2035	Change 2000-10	Change 2010-35
Population	28,939	30,997	38,480	+2,058	+7,483
Youth	7,653	7,486	7,650	-167	+164
Seniors	2,654	3,861	8,873	+1,207	+5,012
Persons with disabilities	3,259				
Low Income or with limited car availability	1,941				
Residents who travel to Ann Arbor for Work	3,622				

Transit Today	Service provided	Annual Trips
People's Express Demand Responsive	Limited to Monday-Friday 8.30AM to 4.30PM and serving northern areas of the district	4,400
A-Ride	Demand responsive service available to ADA and non-ADA eligible residents in An Arbor and Superior Townships.	105,710

Five Year Transit Program	Service provided	Additional Trips per Year	Additional Annual Farebox Revenue
Existing Transit Programs	All existing programs remain		
Additional Demand Responsive	New curb-to-curb (or door-to-door) services, offering additional service over extended hours of operations: Monday-Friday 6:30AM to 8:00PM and Saturday 8:00AM to 6:30PM	10,800	\$27,000
New Feeder Services	New demand responsive services connecting residents from their home to the Countywide transit network. Monday-Friday 6:30AM to 8:00PM and Saturday 8:00AM to 6:30PM	13,300	\$26,600
New Park-and-Ride Intercept Lot	Creating a new Park-and-Ride lot at US-23 residents living in the south of the township to direct commuter Express services into Ann Arbor	200,000 ²²	\$150,000 ²⁰
Urban Bus Network Enhancements	Redesigned routes, extension of service hours and weekend routes (Saturday and Sunday) will serve areas to the north of city of Ypsilanti, in the south of Superior township	2,100,000 ²³	\$1,510,00 ²¹
New Commuter Express Service	New Express services from Whitmore Lake Station. Providing new direct service to Ann Arbor, Monday to Friday : with 7 direct services provided in AM Peak and 8 services in PM Peak. Using new comfortable vehicles with WiFi access	48,000	\$120,250
New Transit Hub			
Maintenance & Renewals	Providing funds for maintenance and renewal of transit facilities in the District		

²² Park-and-Ride figures are countywide totals.

²³ Urban Bus Network Enhancement figures are totals for entire network.



North East District Five Year Program for Washtenaw County

BENEFITS

- Access to the transit network for all residents of the district
- More options for senior citizens, people with disabilities, youth and people on low income,
- Fast convenient access for all commuters to downtown Ann Arbor and U of M
- Increased bus frequencies, network coverage, evening and weekend services for all residents living in Ann Arbor and Superior townships

- Express Bus Routes
- Local Transit Hub
- Existing P&R Intercept Lot
- New P&R Intercept Lot
- Enhanced WAVE Connector
- New Community Connectors
- Area Served by Connector
- Enhanced Urban Bus Network
- Feeder Service Areas
- Countywide Demand Responsive
- Local Community Circulators

APPENDIX

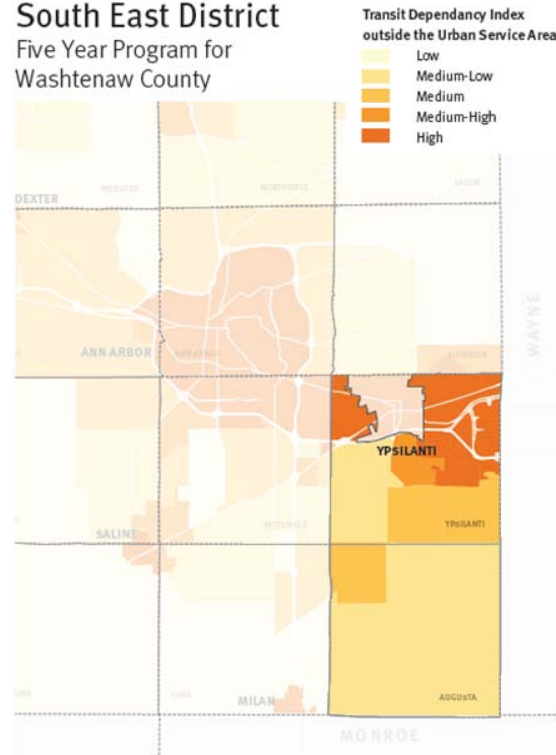
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DISTRICT ANALYSIS - SOUTH EAST

L1 APPENDIX - DISTRICT ANALYSIS - SOUTH EAST

South East District

Five Year Program for
Washtenaw County



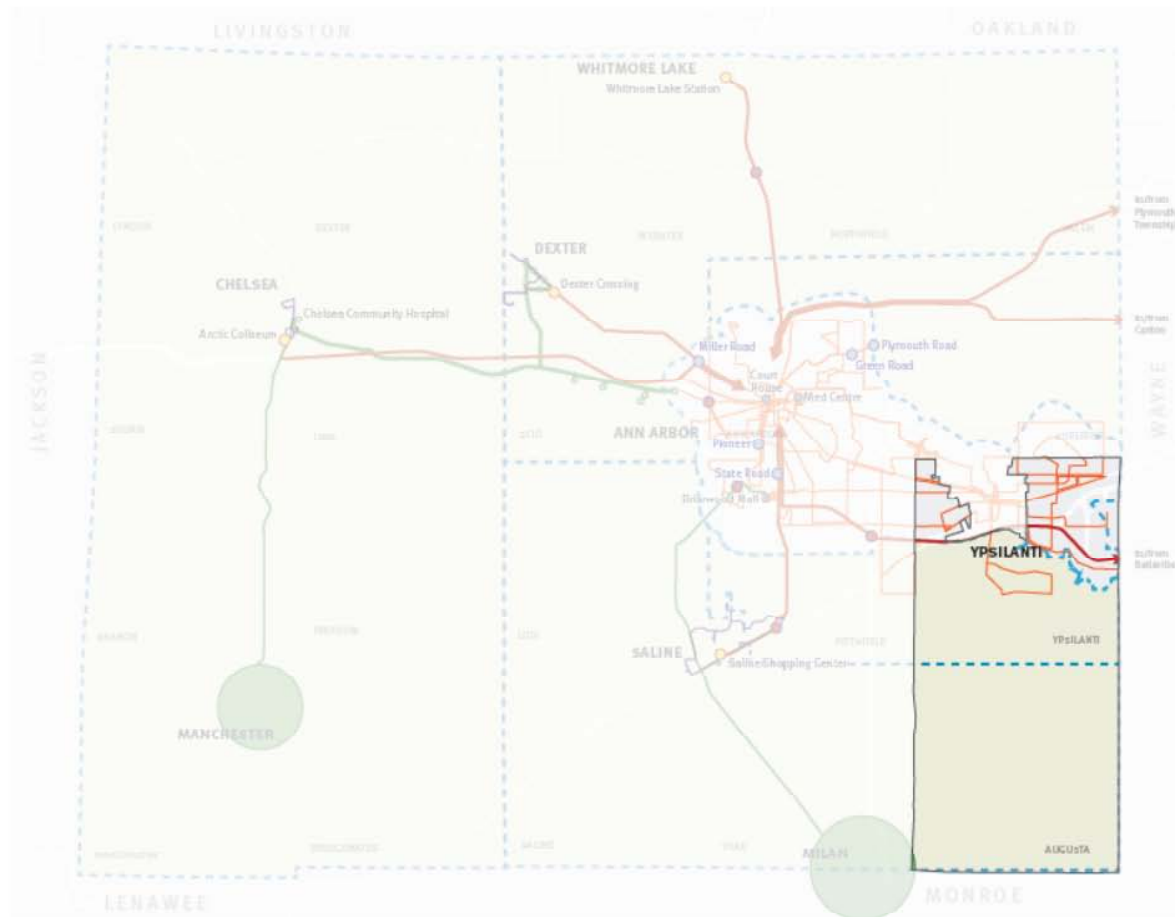
District Demographics	2000	2010	2035	Change 2000-10	Change 2010-35
Population	53,995	60,107	65,380	+6,112	+5,273
Youth	14,132	15,689	12,853	+1,557	-2,836
Seniors	4,049	5,334	14,683	+1,285	+9,349
Persons with disabilities	9,322				
Low Income or with limited car availability	6,088				
Residents who travel to Ann Arbor for Work	6,667				

Transit Today	Service provided	Annual Trips
People's Express Demand Responsive	Limited to Monday-Friday 8.30AM to 4.30PM and serving northern areas of the district	4,400
A-Ride	Demand responsive service available to ADA and non-ADA eligible residents in Pittsfield Township.	105,710

Five Year Transit Program	Service provided	Additional Trips per Year	Additional Annual Farebox Revenue
Existing Transit Programs	All existing programs remain		
Additional Demand Responsive	New curb-to-curb (or door-to-door) services, offering additional service over extended hours of operations: Monday-Friday 6:30AM to 8:00PM and Saturday 8:00AM to 6:30PM	10,800	\$27,000
New Feeder Services	New demand responsive services connecting residents from their home to the Countywide transit network. Monday-Friday 6:30AM to 8:00PM and Saturday 8:00AM to 6:30PM	13,300	\$26,600
New Park-and-Ride Intercept Lot	Creating a new Park-and-Ride lot at State Street Crossing and providing access to Pittsfield residents living in the south of the township to direct commuter Express services into Ann Arbor	200,000 ²⁴	\$150,000 ²²
Urban Bus Network Enhancements	Residents in South East District who travel to/from Ann Arbor for work or other reasons will benefit from the additional services, extended hours of operation and weekend services (Saturday and Sunday) on the urban service area network	2,100,000 ²⁵	\$1,510,00 ²³
Maintenance & Renewals	Providing funds for maintenance and renewal of transit facilities in the District		

²⁴ Park and Ride figures are countywide totals.

²⁵ Urban Bus Network Enhancement figures are totals for entire network.



South East District Five Year Program for Washtenaw County

BENEFITS

- Access to the transit network for all residents of the district
- More options for senior citizens, people with disabilities, youth and people on low income,
- Increased bus frequencies, network coverage, evening and weekend services for all residents living in Ypsilanti townships
- New community service connecting the cities of Milan and Saline to Ann Arbor

- Express Bus Routes
- Local Transit Hub
- Existing P&R Intercept Lot
- New P&R Intercept Lot
- Enhanced WAVE Connector
- New Community Connectors
- Area Served by Connector
- Enhanced Urban Bus Network
- Feeder Service Areas
- Countywide Demand Responsive
- Local Community Circulators

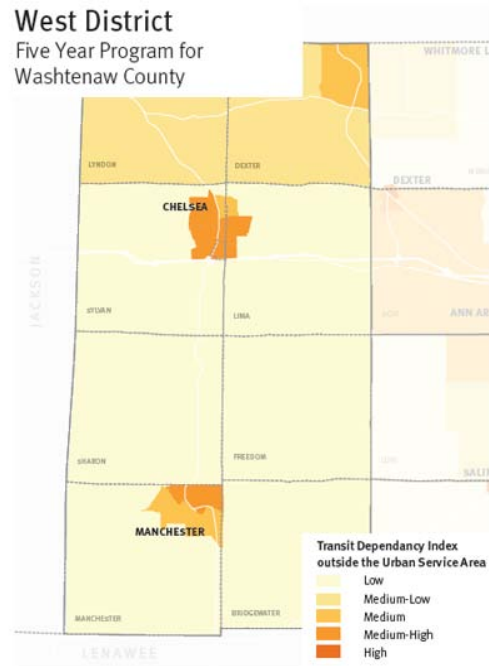
APPENDIX

M

DISTRICT ANALYSIS - WEST

M1 APPENDIX - DISTRICT ANALYSIS - WEST

West District Five Year Program for Washtenaw County



District Demographics	2000	2010	2035	Change 2000-10	Change 2010-35
Population	26,613	29,254	38,370	+2,641	+9,116
Youth	6,926	6,817	7,618	-109	+801
Seniors	3,137	4,383	8,916	+1,246	+4,533
Persons with disabilities	3,411				
Low Income or with limited car availability	1,626				
Residents who travel to Ann Arbor for Work	7,279				

Transit Today	Service provided	Annual Trips
WAVE Demand Responsive	Limited to Monday-Friday 8.30AM to 4.30PM	1,720
WAVE Community Connector	Limited to Monday-Saturday xx AM-xx PM, services runs every two hours	10,600
Manchester Seniors	Limited to seniors and funded by local community	4,000
Chelsea Local Circulator	Monday-Saturday, only runs three round trips per day	7,400
Chelsea Express Bus	Monday-Friday, two services in AM Peak and three in PM Peak	15,600

Five Year Transit Program	Service provided	Additional Trips per Year	Additional Annual Farebox Revenue
Existing Transit Programs	All existing programs remain		
Additional Demand Responsive	New curb-to-curb (or door-to-door) services, offering additional service over extended hours of operations: Monday-Friday 6:30AM to 8:00PM and Saturday 8:00AM to 6:30PM	10,800	\$27,000
New Feeder Services	New demand responsive services connecting residents from their home to the Countywide transit network. Monday-Friday 6:30AM to 8:00PM and Saturday 8:00AM to 6:30PM	13,300	\$26,600
Enhanced WAVE Connector	Increased to hourly frequency and extended hours of operation between 6:00AM and 10PM Monday-Friday and between 8:00AM and 6:00PM Saturdays and Sundays	15,000	\$22,500
New Manchester-Chelsea Connector	Providing a regular service - Monday Saturday, x services per day each way	5,000	\$5,000
Enhanced Chelsea Community Circulator	Increased frequency to hourly service and extended hours of operation to 9:00AM to 4PM Monday to Friday and 10:00 to 3:00PM on Saturday	7,600	Free Service
Enhanced Chelsea Express	Service frequency extended to 6 buses in morning peak and 7 buses in evening peak. Using new comfortable vehicles with WiFi access	21,800	\$54,500
Creating new Transit Hub in Chelsea	Providing a welcoming place for riders to access transit		
Maintenance & Renewals	Providing funds for maintenance and renewal of transit facilities in the District		



West District

Five Year Program for Washtenaw County

BENEFITS

- Access to the transit network for all residents of the district
- More options for senior citizens, people with disabilities, youth and people on low income,
- Transit options for people travelling within the village of Chelsea
- Fast convenient access for all commuters to downtown Ann Arbor and U of M
- More frequent service connecting subdivisions and businesses in the Jackson road corridor
- New community service connecting village of Manchester to city of Chelsea

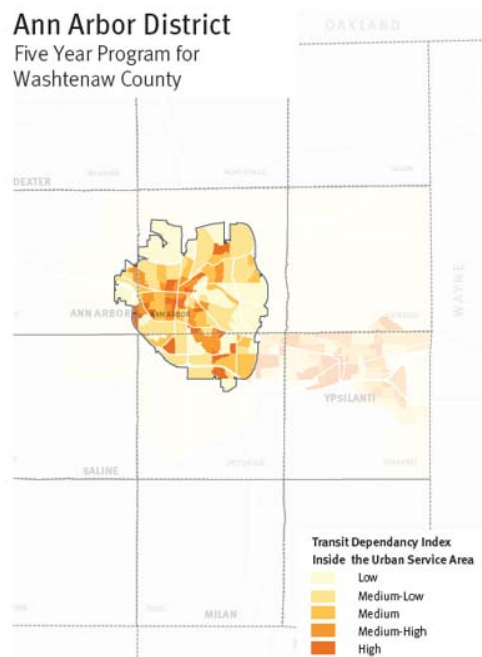
- Express Bus Routes
- Local Transit Hub
- Existing P&R Intercept Lot
- New P&R Intercept Lot
- Enhanced WAVE Connector
- New Community Connectors
- Area Served by Connector
- Enhanced Urban Bus Network
- Feeder Service Areas
- Countywide Demand Responsive
- Local Community Circulators

APPENDIX

N

DISTRICT ANALYSIS - ANN ARBOR

N1 APPENDIX - DISTRICT ANALYSIS - ANN ARBOR



District Demographics	2000	2010	2035	Change 2000-10	Change 2010-35
Population	114,024	113,934	115,218	-90	+1,284
Youth	19,109	16,382	18,232	-2,727	+2,850
Seniors	9,017	10,612	25,159	+1,595	+14,547
Persons with disabilities	12,281				
Low Income or with limited car availability	16,948				
Residents who travel to Ann Arbor for Work	40,148				

Transit Today	Service provided	Annual Trips
TheRide Fixed Route Network	Fixed route bus network in and around Ypsilanti and Ann Arbor.	6,200,000 ²⁶
A-Ride	Demand responsive service available to ADA and non-ADA eligible residents.	105,710 ²⁷
Good-As-Gold	Curb-to-curb (or door-to-door) shared-ride service for individuals with senior ID cards.	24,000
Night/Holiday Ride	Late-night, door-to-door, shared-ride taxi service which operates when fixed-route buses are not in service	20,400
AirRide	Hourly fixed-route bus shuttle between Ann Arbor and Detroit Metropolitan Airport	Commenced April, 2012

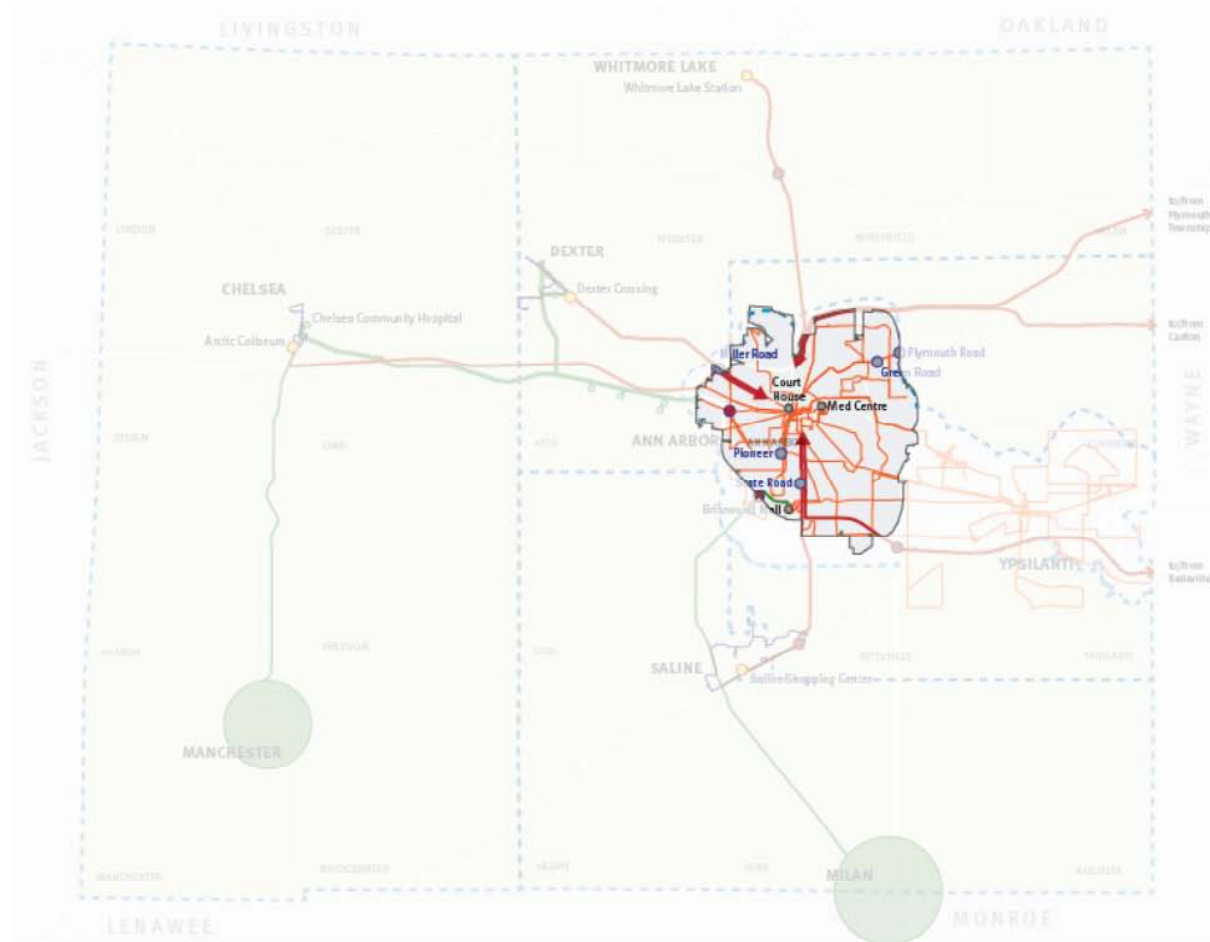
²⁶ TheRide figure is for entire network.

²⁷ A-Ride figure is for entire network.

Five Year Transit Program	Service provided	Additional Trips per Year	Additional Annual Farebox Revenue
Urban Bus Network Enhancements	A package of improvements including new services, coverage enhancements, increased frequencies on key corridors, increased operating hours and more services at weekends. Total revenue hours operated to increase by 33% on weekdays and over 100% on Saturdays and Sundays	2,100,000 ²⁸	\$1,510,00 ²⁴
Bus Stop Upgrades	Over 100 stops will be refurbished, with access improvements across the fixed route network. 30 stops will be fitted with new, modern shelters, bus s pads and facilities		
Super stops on Washtenaw Road Corridor	Eight high quality stops will be created on both sides of Washtenaw Avenue		
Park-and Ride intercept Lots	An additional 800 park-and-ride spaces will be created outside and on the edge of the urban service area. These sites will be linked downtown with high frequency bus routes. This will reduce commuter traffic, congestion and downtown parking demand	200,000 ²⁹	\$150,000 ²⁵
Bus Priority Measures	Bus priority measures, including traffic signal prioritization and queue-jumping, will be implemented. Improvements will be focused on improving bus reliability and journey times		
Transit Centers	Further funding has been allocated for investment in future downtown transit centers		
New Vehicles	High quality, low -floor/wheelchair accessible vehicles using new technologies to reduce emissions will be continue to be provided		

²⁸ Urban Bus Network Enhancement figures are totals for entire network.

²⁹ Park and Ride figures are countywide totals.



Ann Arbor District Five Year Program for Washtenaw County

BENEFITS

- Enhanced bus services in Western Ann Arbor
- Higher peak frequencies and improved evening and weekend services
- Improved connections with Ypsilanti
- New downtown connector loop (similar to The Link service)
- New park and ride lots and commuter services to help stem growing congestion and parking problems in and around the City
- Faster journey times through the implementation of bus priority measures
- Improved facilities at stops and improved access to stops

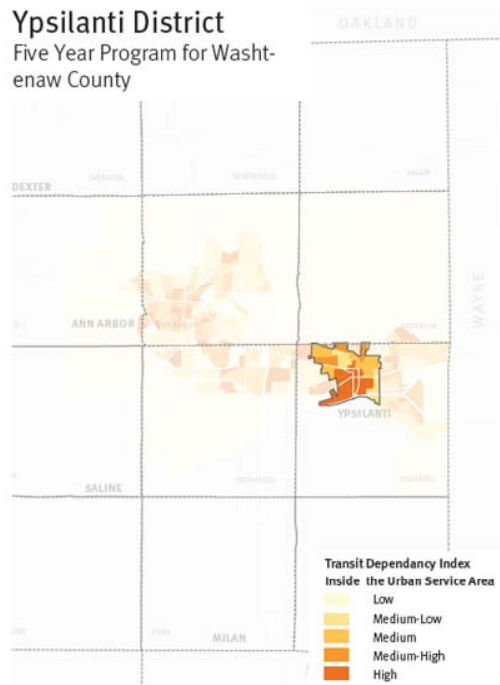
- Express Bus Routes
- Local Transit Hub
- Existing P&R Intercept Lot
- New P&R Intercept Lot
- Enhanced WAVE Connector
- New Community Connectors
- Area Served by Connector
- Enhanced Urban Bus Network
- Feeder Service Areas
- Countywide Demand Responsive
- Local Community Circulators

APPENDIX

O

DISTRICT ANALYSIS - YPSILANTI

O1 APPENDIX - DISTRICT ANALYSIS - YPSILANTI



District Demographics	2000	2010	2035	Change 2000-10	Change 2010-35
Population	22,237	19,435	22,247	-2,802	+2,812
Youth	3,558	2,741	3,070	-817	+329
Seniors	1,571	1,609	5,335	+38	+3,726
Persons with disabilities	3,995				
Low Income or with limited car availability	4,978				
Residents who travel to Ann Arbor for Work	3,826				

Transit Today	Service provided	Annual Trips
TheRide Fixed Route Network	Fixed route bus network in and around Ypsilanti and Ann Arbor (limited services on Saturday and no local service on Sunday in Ypsilanti)	6,200,000 ³⁰
A-Ride	Demand responsive service available to ADA and non-ADA eligible residents in Pittsfield Township	105,710 ³¹

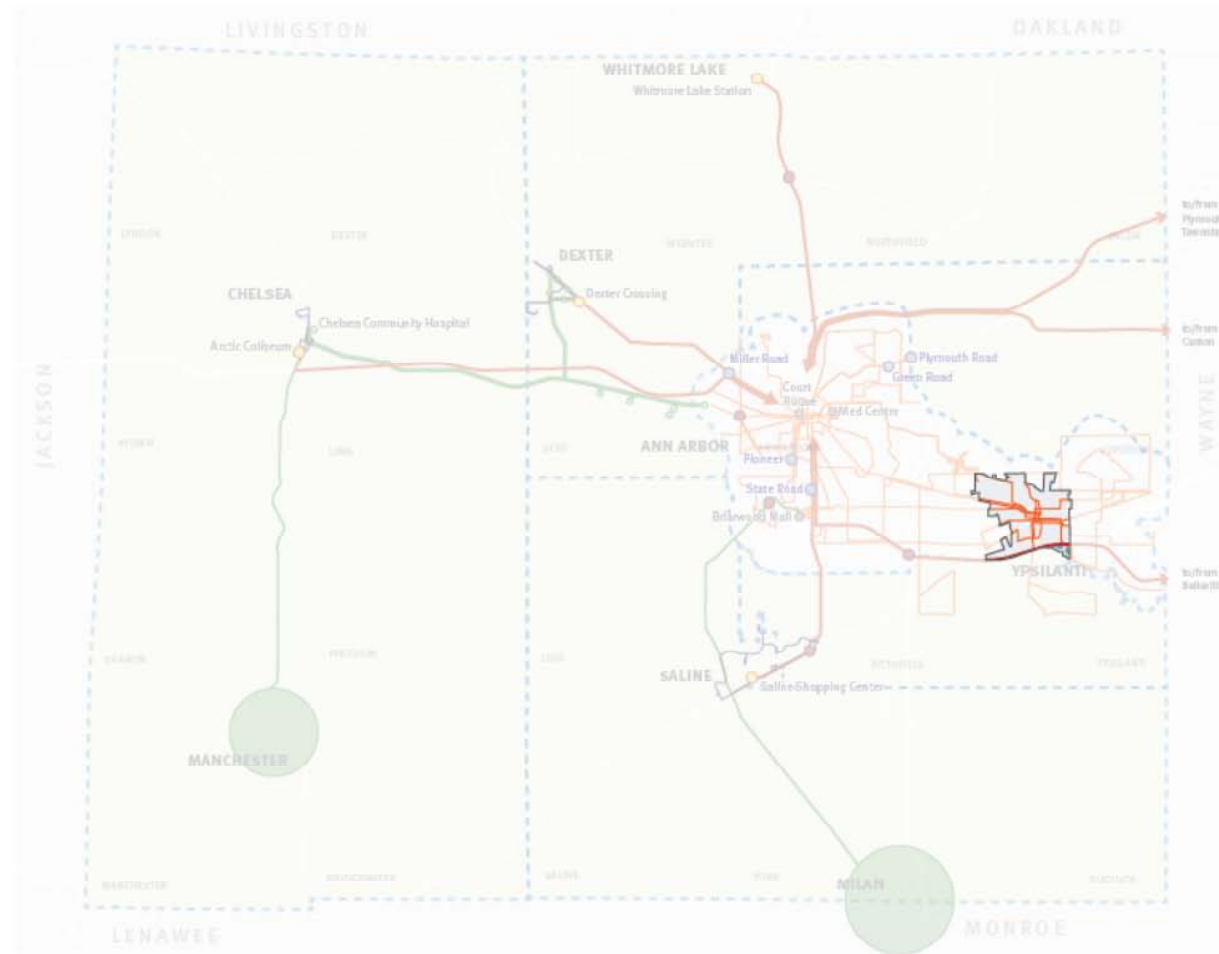
³⁰ TheRide figure is for entire network.

³¹ A-Ride figure is for entire network.

Five Year Transit Program	Service provided	Additional Trips per Year	Additional Annual Farebox Revenue
Urban Bus Network Enhancements	A package of improvements including new services, coverage enhancements, increased frequencies on key corridors, increased operating hours and more services at weekends. Total revenue hours operated to increase by 33% on weekdays and over 100% on Saturdays and Sundays	2,100,000 ³²	\$1,510,00 ²⁸
Bus Stop Upgrades	Over 100 stops will be refurbished, with access improvements across the fixed route network. 30 stops will be fitted with new, modern shelters, bus s pads and facilities		
Super stops on Washtenaw Road Corridor	Eight high quality stops will be created on both sides of Washtenaw Avenue		
Park-and Ride intercept Lots	An additional 800 park-and-ride spaces will be created outside and on the edge of the urban service area. These sites will be linked downtown with high frequency bus routes. This will reduce commuter traffic, congestion and downtown parking demand	200,000 ³³	\$150,000 ²⁹
Bus Priority Measures	Bus priority measures, including traffic signal prioritization and queue-jumping, will be implemented. Improvements will be focused on improving bus reliability and journey times.		
Transit Centers	Further funding has been allocated for investment in future downtown transit centers		
New Vehicles	High quality, low -floor/wheelchair accessible vehicles using new technologies to reduce emissions will be continue to be provided		

³² Urban Bus Network Enhancement figures are totals for entire network.

³³ Park and Ride figures are countywide totals.



Ypsilanti District Five Year Program for Washtenaw County

BENEFITS

- Enhanced transit coverage throughout Ypsilanti
- Higher peak frequencies
- Additional evening and weekend services
- Improved connections to Ann Arbor
- Faster journey times through the implementation of bus priority measures
- Improved facilities at stops and improved access to stops

- Express Bus Routes
- Local Transit Hub
- Existing P&R Intercept Lot
- New P&R Intercept Lot
- Enhanced WAVE Connector
- New Community Connectors
- Area Served by Connector
- Enhanced Urban Bus Network
- Feeder Service Areas
- Countywide Demand Responsive
- Local Community Circulators

APPENDIX

P

FIVE YEAR TRANSIT PROGRAM FINANCES

	2011 County Taxable Value /3	2011 County Taxable Value	Note:					
	Total Real Property Taxable Value	\$13,115,440,565	1. Assumes A7 & Ypsi cities continue to levy existing millage plus additional countywide additional millage.					
	Total Personal Property Taxable Value	\$967,688,119	2. In addition to note #1, also assumes MI Legislature exempts from taxation business personal property.					
	Total Ad Valorem Taxable Value	\$14,083,128,684	3. 2011 total county taxable valuation data obtained from 2011 Washtenaw County Taxable Valuation Report.					
	Total IFT Real Property Taxable Value	\$124,817,766	4. All millage estimates are simple calculations and are not Headlee Amendment compliant. Each subsequent tax year millage is subject to Headlee rollback.					
	Total IFT Personal Property Taxable Value	\$84,936,333						
	Total IFT Taxable Value	\$209,754,099						
	Total Taxable Value	\$14,292,882,783						
	Total Taxable Value Excluding Personal Property	\$13,240,238,331						
Item	Category ("Theme")	Year 1	Year 2	Year 3	Year 4	Year 5	5-YEAR TOTAL	Rounded
	REVENUES- Funds for Operations							
10	Sub-Total Non-Property Tax Revenue	\$ 15,706,184	\$ 15,719,334	\$ 18,661,876	\$ 21,358,812	\$ 22,663,282	\$ 94,109,488	\$ 94,110,000
13	Sub-Total Existing Property Tax Revenue (A2 mills = 2.096, Ypsi mills = 0.9789) /1	\$ 9,732,211	\$ 9,732,211	\$ 9,732,211	\$ 9,732,211	\$ 9,732,211	\$ 48,661,055	\$ 48,660,000
14	TOTAL REVENUE	\$ 25,438,395	\$ 25,451,545	\$ 28,394,087	\$ 31,091,023	\$ 32,395,493	\$ 142,770,542	\$ 142,770,000
	EXPENSES							
19	Sub-Total Existing Services	\$ 24,826,087	\$ 24,826,087	\$ 24,826,087	\$ 24,826,087	\$ 24,826,087	\$ 124,130,435	\$ 124,130,000
50	Sub-Total Additional Services	\$ 1,389,655	\$ 1,662,423	\$ 7,049,185	\$ 12,083,917	\$ 14,100,026	\$ 36,285,206	\$ 36,270,000
51	TOTAL EXPENSE	\$ 26,215,742	\$ 26,488,510	\$ 31,875,272	\$ 36,910,004	\$ 38,926,113	\$ 160,415,641	\$ 160,400,000
52	NET OPERATING INCOME	(\$777,347)	(\$1,036,965)	(\$3,481,185)	(\$5,818,982)	(\$6,530,620)	(\$17,645,098)	(\$17,630,000)
							Average	Rounded
53	Millage Including Existing Property Tax Revenue (Total TV) /1 /4	0.000054	0.000073	0.000244	0.000407	0.000457	0.000247	0.000200
54	Millage Including Existing Property Tax Revenue (Excluding PPT TV) /2 /4	0.000059	0.000078	0.000263	0.000439	0.000493	0.000267	0.000300
	FUNDS FOR CAPITAL IMPROVEMENTS							
14	TOTAL CAPITAL	\$ 14,247,982	\$ 4,918,750	\$ 11,459,687	\$ 6,632,500	\$ 5,814,063	\$ 43,072,982	\$ 43,080,000
	CAPITAL IMPROVEMENTS							
19	Sub-Total Existing Services	\$ 7,283,800	\$ 1,519,000	\$ 1,511,000	\$ 6,655,000	\$ 2,050,000	\$ 19,018,800	\$ 19,020,000
50	Sub-Total Additional Capital	\$ 4,725,000	\$ 2,000,250	\$ 16,334,456	\$ 13,255,856	\$ 2,014,688	\$ 38,330,250	\$ 38,340,000
51	TOTAL CAPITAL IMPROVEMENTS	\$ 12,008,800	\$ 3,519,250	\$ 17,845,456	\$ 19,910,856	\$ 4,064,688	\$ 57,349,050	\$ 57,360,000
52	ADDITIONAL CAPITAL FUNDING	\$2,239,182	\$1,399,500	(\$6,385,769)	(\$13,278,356)	\$1,749,375	(\$14,276,068)	(\$14,280,000)
							Average	Rounded
53	Millage Including Existing Property Tax Revenue (Total TV) /1 /4	0.000157	0.000098	0.000447	0.000929	0.000122	0.000200	0.000200
54	Millage Including Existing Property Tax Revenue (Excluding PPT TV) /2 /4	-0.000169	-0.000106	0.000482	0.001003	-0.000132	0.000216	0.000200
	Summary Estimated Operating & Capital Revenue							
	NET OPERATING INCOME	(\$777,347)	(\$1,036,965)	(\$3,481,185)	(\$5,818,982)	(\$6,530,620)	(\$17,645,098)	(\$17,630,000)
	ADDITIONAL CAPITAL FUNDING	\$2,239,182	\$1,399,500	(\$6,385,769)	(\$13,278,356)	\$1,749,375	(\$14,276,068)	(\$14,280,000)
	TOAL FUNDING to be RAISED by LOCAL PROPERTY TAX MILLAGE	\$1,461,835	\$362,535	(\$9,866,953)	(\$19,097,338)	(\$4,781,245)	(\$31,921,166)	(\$31,910,000)
	Estimated Total Millage for Operations & Capital Improvements							
	Millage Including Existing Property Tax Revenue (Total TV) /1 /4	-0.000102	-0.000025	0.000690	0.001336	0.000335	0.000447	0.000400
	Millage Including Existing Property Tax Revenue (Excluding PPT TV) /2 /4	-0.000110	-0.000027	0.000745	0.001442	0.000361	0.000482	0.000500

Total Real Property Taxable Value		\$13,115,440,565							
Total Personal Property Taxable Value		\$967,688,119							
Total Ad Valorem Taxable Value		\$14,083,128,684							
Total IFT Real Property Taxable Value		\$124,817,766							
Total IFT Personal Property Taxable Value		\$84,936,333							
Total IFT Taxable Value		\$209,754,099							
Total Taxable Value		\$14,292,882,783							
Total Taxable Value Excluding Personal Property		\$19,240,258,931							
Category ("Theme")	Service or Project	Year 1	Year 2	Year 3	Year 4	Year 5	5-YEAR TOTAL	Rounded	
FUNDS FOR CAPITAL IMPROVEMENTS									
Federal Formula Grants carried forward		\$ 6,216,732	\$ -	\$ -	\$ -	\$ -	\$ 6,216,732	\$ 6,220,000	
Federal Formula Grants	Section 5307, Van Pool and other programs	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 19,000,000	\$ 19,000,000	
Federal Discretionary (Competitive Grants)	Add'l for hybrid bus 2012	\$ 2,625,000	\$ -	\$ -	\$ -	\$ -	\$ 2,625,000	\$ 2,630,000	
Federal Discretionary (Competitive Grants)	Very Small Starts (60% contrib. - enhanced infra. priorities)	\$ -	\$ 135,000	\$ 5,367,750	\$ 1,506,000	\$ 851,250	\$ 7,860,000	\$ 7,860,000	
State (Match for Federal Grants)	25% of Federal formula grant + Discretionary	\$ 1,606,250	\$ 983,750	\$ 2,291,937	\$ 1,326,500	\$ 1,162,813	\$ 7,371,250	\$ 7,370,000	
TOTAL CAPITAL		\$ 14,247,982	\$ 4,918,750	\$ 11,459,687	\$ 6,632,500	\$ 5,814,063	\$ 43,072,982	\$ 43,080,000	
CAPITAL IMPROVEMENTS									
Existing Service	On-going bus replacement	\$ 7,283,800	\$ 1,519,000	\$ 1,511,000	\$ 6,655,000	\$ 2,050,000	\$ 19,018,800	\$ 19,020,000	
	Base Urban Bus	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Base Urban Door to Door	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Base Non-Urban Door to Door	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Sub-Total Existing Services	\$ 7,283,800	\$ 1,519,000	\$ 1,511,000	\$ 6,655,000	\$ 2,050,000	\$ 19,018,800	\$ 19,020,000	
Urban Bus Network Enhancements	Bus Stop Quality/Facility Enhancements and Transit Center Upgrades	\$ -	\$ 225,000	\$ 1,815,000	\$ 960,000	\$ -	\$ 3,000,000	\$ 3,000,000	
	Bus Priority Measures	\$ -	\$ -	\$ 131,250	\$ 750,000	\$ 618,750	\$ 1,500,000	\$ 1,500,000	
	Ann Arbor Downtown Circulator - 2 buses, 16 hours operation, free travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Urban Bus Network Enhancements	\$ 4,000,000	\$ 1,000,000	\$ 7,000,000	\$ -	\$ -	\$ 12,000,000	\$ 12,000,000	
	Enhanced WAVE Service and New Connectors	\$ -	\$ -	\$ 525,000	\$ -	\$ -	\$ 525,000	\$ 530,000	
Countywide Connectivity	Countywide Express Services	\$ -	\$ -	\$ 240,000	\$ 4,560,000	\$ -	\$ 4,800,000	\$ 4,800,000	
	Local Community Circulators	\$ -	\$ -	\$ 15,000	\$ 285,000	\$ -	\$ 300,000	\$ 300,000	
Countywide Connectivity	Local Transit Hubs with Parking	\$ -	\$ 180,000	\$ 1,020,000	\$ -	\$ -	\$ 1,200,000	\$ 1,200,000	
Countywide Connectivity	Park & Ride / Intercept Lots (Phase 1)	\$ -	\$ -	\$ 760,375	\$ 4,769,625	\$ -	\$ 5,530,000	\$ 5,530,000	
Countywide D2D	Demand Responsive	\$ -	\$ -	\$ 1,650,000	\$ -	\$ -	\$ 1,650,000	\$ 1,650,000	
	Feeder Services	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000	
Regional (non rail)	Airport Shuttle	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Regional (non rail)	Car/Vanpools	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000	\$ 2,500,000	
Regional Rail	Regional Rail Services - East West Line (AA - Detroit)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Regional Rail Services - North South Line (AA - Howell) "WALLY"	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
High Capacity Transit	North South Urban Connector (Plymouth Road - Briarwood)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Washtenaw Corridor (Jackson/Wagner - Ypsilanti)	\$ -	\$ -	\$ 400,000	\$ 800,000	\$ 800,000	\$ 2,000,000	\$ 2,000,000	
	Washtenaw Avenue Superstops	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Contingency	A contingency applied to capital expenditure	\$ 225,000	\$ 95,250	\$ 777,831	\$ 631,231	\$ 95,938	\$ 1,825,250	\$ 1,830,000	
	Sub-Total Additional Capital	\$ 4,725,000	\$ 2,000,250	\$ 16,334,456	\$ 13,255,856	\$ 2,014,688	\$ 38,330,250	\$ 38,340,000	
TOTAL CAPITAL IMPROVEMENTS		\$ 12,008,800	\$ 3,519,250	\$ 17,845,456	\$ 19,910,856	\$ 4,064,688	\$ 57,349,050	\$ 57,360,000	
ADDITIONAL CAPITAL FUNDING		\$2,239,182	\$1,399,500	(\$6,585,769)	(\$13,278,356)	\$1,749,375	(\$14,276,068)	(\$14,280,000)	
							Average	Rounded	
	Millage Including Existing Property Tax Revenue (Total TV) /1 /4	-0.000157	-0.000098	0.000447	0.000929	-0.000122	0.00020	0.000200	
	Millage Including Existing Property Tax Revenue (Excluding PPT TV) /2 /4	-0.000169	-0.000106	0.000482	0.001003	-0.000132	0.00022	0.000200	
Note:									
1. Assumes A2 & Ypsi cities continue to levy existing millage plus additional countywide additional millage.									
2. In addition to note #1, also assumes MI Legislature exempts from taxation business personal property.									
3. 2011 total county taxable valuation data obtained from 2011 Washtenaw County Taxable Valuation Report.									
4. All millage estimates are simple calculations and are not Headlee Amendment compliant. Each subsequent tax year millage is subject to Headlee rollback.									

APPENDIX

Q

DEVELOPMENT OF THE TRANSIT DEPENDENCY INDEX

Q1 APPENDIX - DEVELOPMENT OF THE TRANSIT DEPENDENCY INDEX

In order to identify areas that have concentrated transit dependent populations, the Five Year Transit Program makes use of a Transit Dependency Index (TDI). An industry best practice, this tool is a composite index of population density of the groups listed above.

Each census-designated block group in the County was ranked by density of the demographic categories described in Chapter 2 (persons with disabilities, persons with low incomes etc), and those rankings were summed to develop a Transit Dependency Index.

To illustrate, Table Q1 shows densities of the relevant demographics in five sample block groups.

APPENDIX TABLE Q1 DENSITY PER SQUARE MILE OF TRANSIT DEPENDENT DEMOGRAPHIES

	Density of Persons with Disabilities	Density of Households without access to a vehicle	Density of Persons either 17 or younger, or 65 or older	Density of Households with annual income of less than \$25,000
Block Group 1	281.5	150.5	1329.9	315.5
Block Group 2	858.6	363.9	1870.6	756.2
Block Group 3	272.9	136.4	2175.1	345.1
Block Group 4	830.2	152.5	796.3	1601.1
Block Group 5	970.7	374.0	1659.0	1102.0

The first step in creating a TDI is to rank the block groups in each category . These rankings are then summed, Table Q2.

APPENDIX TABLE Q2 RANKING OF DENSITY PER SQUARE MILE OF TRANSIT DEPENDENT DEMOGRAPHIES

	Density of Persons with Disabilities Rank	Density of Households without Access to a Vehicle Rank	Density of Persons either 17 or Younger, or 65 or Older Rank	Density of Households with Annual Income of less than \$25,000 Rank	Transit Dependency Index
Block Group 1	2	2	2	1	7
Block Group 2	4	4	4	3	15
Block Group 3	1	1	5	2	9
Block Group 4	3	3	1	5	12
Block Group 5	5	5	3	4	17

TDI is therefore a summing of the rankings of each block group for each category. In this example, Block Group 5, which has the highest density of both persons with disabilities and households without access to a vehicle, has the highest TDI, and therefore is considered to have the most transit dependency. Block Group 3 shows that even though an area can have the highest density of one category (in this case persons either 17 or younger, or 65 or older), that block group can have a relatively low transit dependency because other groups are not as well represented.

TDI is not a complete projection of transit demand, and is not the entire basis for the analysis that follows. Nevertheless, it is a useful tool to identify areas and populations underserved by transit.

Because urban areas are so much denser than non-urban areas, when TDI is applied to the entire County, the differences in the non-urban area are difficult to see. Therefore, a different standard for “low” through “high” were applied inside and outside of the urban service area, as shown in Figure 2.1 and Figure 2.3.

This Five Year Transit Program report was produced by:



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