

Services Considered for the 5-Year Transit Development Program

* Indicates services whose implementation has already begun. The Transit Master Plan proposes continuation and enhancements to those services.

Urban Areas

Bus Priority Measures

These are measures to speed up buses and make travel times more reliable, including priority at signalized intersections and/or bus-only/high-occupancy vehicle lanes. The increased reliability provided by bus priority measures will improve service quality for all transit riders, and increase the attractiveness of public transit to choice riders.

Network Enhancements for Urban Bus Routes

The plan proposes a 60% increase in the overall level of service provided by the existing urban bus network, that is, the existing network of fixed route buses that serve Ann Arbor, Ypsilanti and portions of adjacent townships. The services offered by WAVE are also considered part of the Urban Bus network. Among the improvements included under this heading are the following:

*Increased Frequency throughout the system**

Key Corridors (in years 0-5, Routes 2 and 4 have been identified, and although it is not confirmed yet, in the longer term it is expected that routes 3, 5, 6 would follow) will have 10 minute frequencies in the peak periods and most other routes will have 20 minute frequencies in the peak. Local 'collector' routes will have a minimum 30-minute frequency. This represents significant improvement over the current peak service frequencies of 15-30 minutes on key routes and 60 minutes on the rest of the network.

More frequent services and longer hours of operation will improve the service for current users and increase the attractiveness of public transit to choice riders. Longer hours of operation will also help the evening and night time economies, shift and evening workers and deliver accessibility and safety benefits. Both of these measures will help the bus compete against the private car.

Extended Hours throughout the system

Extended hours of operation across the day and the week for the urban bus network and the WAVE bus service with core routes operating 6 AM to 11 PM Monday to Saturday (compared to 6:30 AM to 11 PM Monday-Friday and 8 AM to 7 PM Saturday) and 7 AM to 9 PM on Sunday (compared to 8:30 AM to 6:30 PM Sunday). All routes will operate 7 days per week, whereas many routes are currently limited to Monday-Friday or Monday-Saturday operation.

West Ann Arbor Area

Services on the west side of Ann Arbor will be improved and extended. The four routes consisting of large one-way loops will be replaced with routes running as two-way services, and the system will extend further north and west.

Ypsilanti Enhancements

Services in Ypsilanti will be redesigned to provide more, shorter two-way connections between destinations and bridge the gap in service provision between Ann Arbor and Ypsilanti. It is anticipated that routes 10, 11, 20 and 33 would be replaced with nine new routes (provisionally numbered 41-49). These changes will replace most stretches of one-way loops with two-way services, and will also increase the reach of the system to points further north (Superior Township) and south (Ypsilanti Township) of the current service area.

Bus Stop Quality/Facility Enhancements and Transit Center Upgrades

*Bus Stops**: Investment in bus stops will include the provision of information, seating, and shelter at more stops and real time information at approximately 150 of the busiest stops.

*Transit Centers**: Investment in transit centers will provide additional safety, improve the user experience, and provide space for expanded transit services, bikes and other modes. These centers may also provide new retail (or mixed-use) opportunities. One new transit center is proposed at Fuller Road (the multimodal transfer point which will also be served by East-West Rail, the Ann Arbor Connector, Amtrak, and potentially high-speed rail). The TMP also includes upgrades to the Blake Transit Center and the Ypsilanti Transit Center.

Increased investment in bus stops will attract additional riders by providing a significantly more comfortable and safe waiting environment. Investment in transit centers will help further integrate transit into the community. The aim for these centers is that they will be places where people go whether or not they are accessing transit. They will provide the capacity needed to operate new services, and create opportunities for additional revenue through the lease of commercial space.

Ann Arbor Downtown Circulator (This service would likely be operated with private sector support or sponsorship.) A new downtown circulator service would be introduced in central Ann Arbor connecting key destinations. This service is expected to resemble the Link service which was discontinued in 2009, due to a lack of financial support, and is intended to serve anyone traveling between downtown destinations. The service would operate with 4 buses per hour in each direction during the week (half frequency at weekends) between 6 AM and 10 PM (or could operate with longer hours or higher frequency if a one-way loop was established).

Regional Connections

Car / Van Pool*

Car or vanpooling already exists in the County but the majority of use is connected with the University of Michigan. The proposals will support the wider use of car/vanpools for commuting trips and support community led as well as employer led programs.

Airport Shuttle*

Hourly express bus service between downtown Ann Arbor and Detroit Metropolitan Airport. Airport service will provide Washtenaw County residents with an option other than private auto and taxi/car service for travel to the region's major commercial airport. This will benefit businesses, residents, students and visitors alike.

Projects programmed for **research** in first 5-Years of the Plan:

Regional Commuter Rail There are two regional commuter rail projects included in the **long term** plan: the Ann Arbor to Detroit line and the North-South, or Wally, line. These proposals would use existing rail lines, and are primarily aimed at service for longer distance work trips along each of the heavily-traveled corridors.

High Capacity Transit High-frequency services along two corridors in the **long term plan**: the North-South Urban Connector corridor (Plymouth Road to Briarwood) and the Washtenaw Avenue corridor.

Countywide and Rural Services

Countywide Express Services

Express bus service will run between Ann Arbor and the smaller cities and villages in Washtenaw County, with the goal of providing commuter service for residents those communities who work in the Ann Arbor area. The different services will have a frequency of 2-8 buses per day, depending on the level of demand. This builds on the A2 Express services currently operating to Chelsea and Canton. These services will be enhanced and new services will be provided between Ann Arbor and Whitmore Lake; Ann Arbor and Livonia; Ann Arbor and Dexter; Ann Arbor and Saline; Saline and Manchester; and Saline and Milan. This service is designed to provide service in the peak periods and peak direction. However, since the vehicles will have to run both ways, there will be some reverse-commute services offered, but not as many as in the primary direction.

Enhanced WAVE Service*

The frequency on the WAVE interurban bus (Chelsea, Dexter - Ann Arbor) will be increased to hourly (from the current level of service of a bus every 2 or 3 hours). The WAVE service will also benefit from extended hours of operation into the evenings until 11 PM (compared with 7 PM today). New WAVE service will be introduced between Chelsea and Manchester, including the possibility of fixed route service if demand is sufficient.

Improvements to WAVE will increase the service's viability as an option for individuals traveling between Ann Arbor, Dexter, and Chelsea. It will also provide local residents with opportunities to access more employment, educational, leisure, and other activities. The existing WAVE service carried approximately 10,000 riders over the past year.

Countywide Door-to-Door Service / Countywide Flex

Door-to-Door

Dial-a-ride services for seniors and people with disabilities, similar to those services already available in Ann Arbor and Ypsilanti, will operate in all areas of Washtenaw County and with extended hours of operation of some existing services.

Flex-Ride

Flex service will provide countywide flexible (dial-a-ride) access for all residents and visitors to the fixed route bus network or to destinations that are not served by transit.

Park & Ride Intercept Lots

New park & ride lots are proposed on the edge of the core urbanized area. These lots and the corresponding bus services will help to shift car drivers to public transit for part of their journey, thus reducing congestion and the pressure on parking in the core urban area, and may help support higher frequency transit services for residents along the route. The exact location of these facilities will be determined based on demand and the availability of locations suitable for park & ride. These facilities are intended to reduce congestion and other negative impacts associated with vehicles traveling into central Ann Arbor by providing drivers (including commuters and others) with access to free parking and quick, regular bus service to local destinations.

Local Transit Hubs w/ Parking

Local transit hubs are proposed in Chelsea, Dexter, Whitmore Lake, Saline, Manchester and Milan. These hubs will provide a focal point for transit in each community, support the implementation of transit-oriented development (TOD), and provide an attractive and safe place where people can wait and access transit. The concept proposes places where people want to go whether or not they are using transit and may also accommodate a mix of land uses, parking, bike facilities and/or taxi facilities.

Local transit hubs will help integrate transit into each community and make sure that the whole community knows where to access transit services or find out more information. The hubs will help accommodate new and existing services in one place and enable people to drive and park to access transit. The local hubs could also provide an opportunity to raise additional revenue through the leasing of commercial space.

Community Circulators

The local circulator routes will be small local buses which operate all day in a loop (or flexible loop) around the local community in order to provide connectivity between key destinations, some residential areas and the transit hub (in order to facilitate transfers to and from express services. These services will be modeled on the existing Chelsea Community Ride service (which will have longer operating hours in future). Such circulators will be introduced in Saline and Dexter.

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