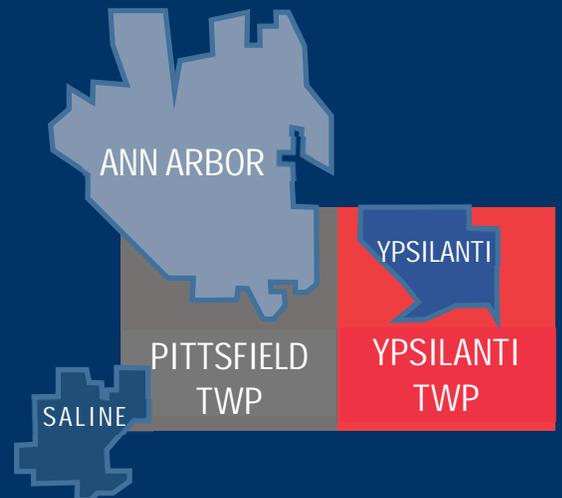




TheRide Your Way Five-Year Transit Improvement Plan

for the Urban Core of
Washtenaw County



Prepared by: The Ann Arbor Area Transportation Authority
Date: 5/5/2014

THE ANN ARBOR AREA TRANSPORTATION AUTHORITY

Board of Directors



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Sally Hart Petersen - Ward 2
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- City of Ypsilanti:** Paul Schreiber, Mayor
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Jim Carson, Trustee
- Scio Township:** Spaulding Clark, Supervisor
- Ann Arbor Township:** Michael Moran, Supervisor
- Washtenaw County:** Yousef Rabhi, Chair, Board of Commissioners

Special thanks to...

Daniel Cherrin and his partner, Brian Pappas, who donated their facilitation services to the Urban Core Work Group. Daniel comes to us from North Coast Strategies. Brian Pappas is a professor at MSU College of Law. Both serve (Brian chairs) on the Governmental Dispute Resolution section of the Michigan Bar Association.

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LETTER FROM THE CEO AND BOARD CHAIR

Though we measure ridership, service hours and fare box revenues, management and staff at the Ann Arbor Area Transportation Authority (TheRide) always remember that service to people is at the core of our mission. It is the people of Washtenaw County’s urban core communities that have consistently requested more night and weekend service, more direct bus routes and better bus stops. Seniors and people with disabilities have been thankful for the fixed-route and A-Ride service available to them, but request more service to be able to reach lifeline destinations like doctors’ offices, pharmacies and grocery stores, as well as destinations that allow them to remain active members of the community no matter their circumstances and no matter where in the urban core these destinations are. We have heard numerous stories of people who have not been able to take jobs or promotions because the current bus service does not allow them the flexibility needed for the position. The Five-Year Transit Improvement Plan, consisting of the service program, governance changes and a funding measure - is detailed in this document, and is dedicated to our riders, future riders, and those in the community who have put forth the time and effort to send suggestions, comments and requests to better serve the Greater Ann Arbor area.

The commitment of elected officials in the cities of Ann Arbor, Ypsilanti, Saline and townships of Ypsilanti, Pittsfield, Scio, Ann Arbor and Superior and the Village of Dexter has been remarkable. They have worked hard to find regional solutions to the growing transit needs in the Greater Ann Arbor Area. They have recognized that issues such as economic activity and air pollution know no jurisdictional boundaries. They have considered the transit needs of their residents and proposed transit improvements at a series of Urban Core Work Group meetings. As a result of this unprecedented multijurisdictional cooperation, the Ann Arbor Area Transportation Authority has the great honor to put forth this Five-Year Transit Improvement Plan that will meet the needs of transit- dependent and choice riders in the Ann Arbor/Ypsilanti area and ultimately benefit all citizens and visitors to our unique communities.

In the process of creating this plan, TheRide has made every attempt to be responsive, inclusive, transparent and effective. We trust you will find the services and strategies outlined in this plan to be an invaluable tool to the people of Washtenaw County’s urban core communities, as well as the visitors, businesses, and communities at large.

Sincere thanks,



Michael Ford, CEO
Ann Arbor Area Transportation Authority



Charles Griffith, Chairman of the Board
Ann Arbor Area Transportation Authority

EXECUTIVE SUMMARY

This document lays out TheRide Your Way: Five Year Transit Improvement Plan for the urban core communities in Washtenaw County. This plan for service, governance, and funding is the result of numerous drafts, public outreach, and citizen engagement. It reflects the comments and questions from public discussions over the years, including those from the thirteen most recent public input sessions in October and November of 2013. The service program details those service improvements that TheRide offers to the citizens of the greater Ann Arbor Area, that will be implemented if a proposed funding package for the plan is approved by the voters in the TheRide’s member jurisdictions of Ann Arbor and Ypsilanti and the township of Ypsilanti. This document details the service program, how TheRide’s governance has become more regional, and what funding is required to make service improvements a reality.

TheRide Your Way involves:

Service

Governance

Funding

The service plan section details numerous improvements to fixed-route bus services and dial-a-ride (or demand response) services for seniors and people with a disability. The proposed services consist of improvements to existing routes (e.g. serving more places, more often with more hours on both weekdays and weekends) as well as redesigned, more direct routes to improve travel times and convenience, and completely new routes serving areas that currently do not have service. Overall, the program proposes to increase fixed-route services provided by TheRide by 44% over the next five years.

The governance section describes the recent changes to the Authority’s composition.

The funding section describes the costs of the services proposed and how those costs might be covered by a combination of federal and state grants, passenger fares, a local property tax millage levied by the authority and Purchase of Service Agreements (POSA) with non-authority member communities. The overall annual additional local cost of these services is approximately \$5.4M, which are proposed to be funded by a combination of a new authority millage of 0.7 mils (yielding approximately \$4.3 million annually) and Purchase of Service Agreements with non-authority members.

Additional sections describes the history of the planning effort, the need for these transit improvements, how transit supports the goals of the greater community, and reviews the reasons why the plan has strong support in the community.



BACKGROUND AND HISTORY

30-Year Transit Master Plan

The idea to improve transit services throughout Washtenaw County has been around for many years. As a response to public demand and the need to connect destinations throughout the urbanized area and Washtenaw County, in its 1999 “Destination 2010 – AATA Strategic Plan,” TheRide 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 transit service in the county and identification of a need for 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” including a countywide service program. In 2009, the City of Ann Arbor updated their transportation plan to include a number of transit improvements that ultimately influenced many of the proposed service improvements.

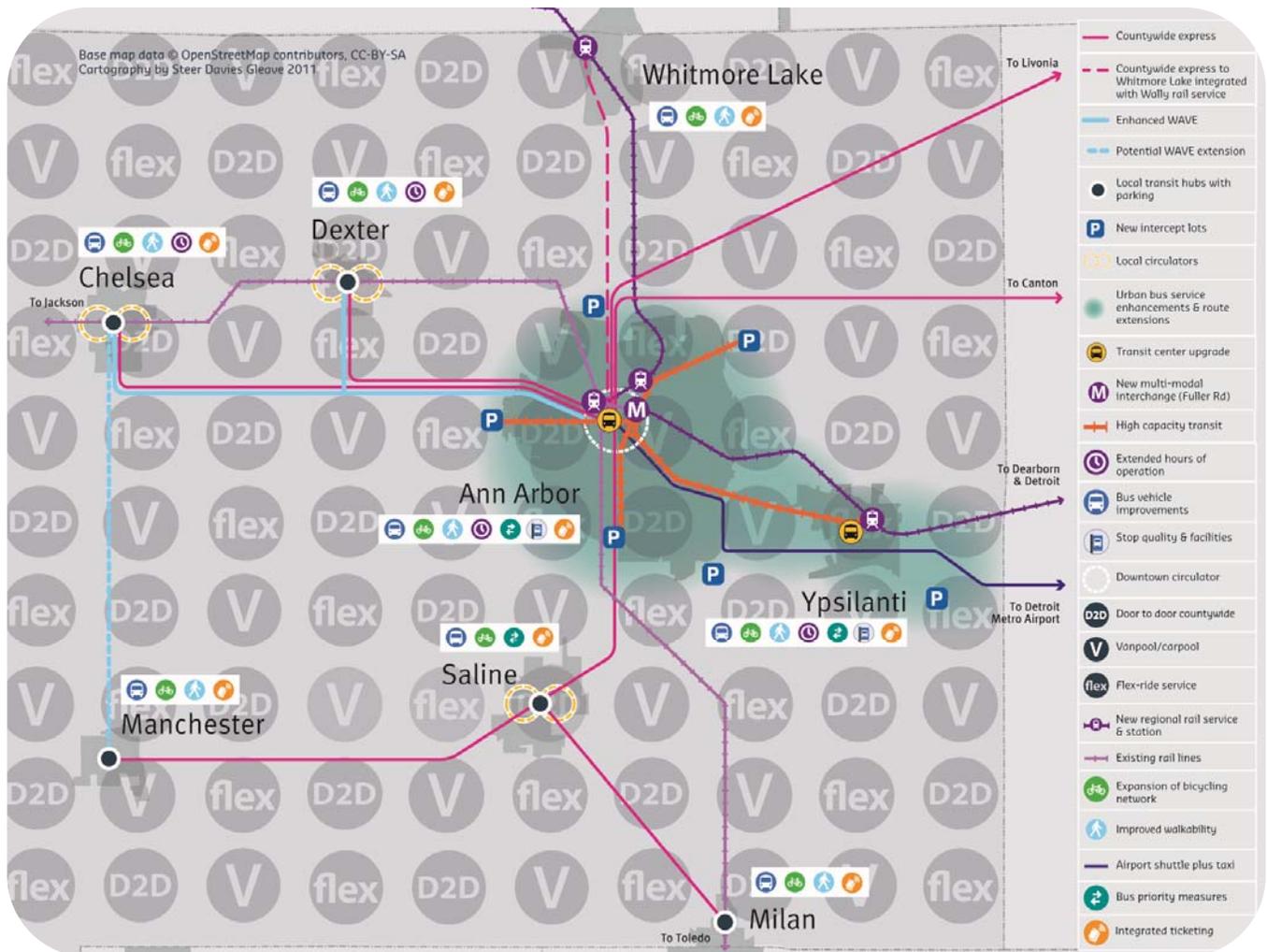
TheRide developed, and gained a broad consensus on, a 30-Year Transit Master Plan for Washtenaw County in 2010 and 2011. TheRide Board had realized the need for a master plan after identifying the gaps in current service coverage, both geographically and temporally. In particular, SEMCOG continues to forecast dispersed population growth in the county while at the same time employment growth is and will be increasingly concentrated in cities and villages. Due to social and environmental implications of land use policy, as well as challenges such as poverty, traffic congestion, an aging population, ensuring youth mobility and retention, and economic development, the county needed a strong public transit vision for the next 30 years.

TheRide initiated the master plan early in 2010 using a multi-phase planning process supported by an extensive program of public outreach and citizen engagement including over 100 meetings throughout the county. The *30-Year Transit Master Plan for Washtenaw County*, published in April 2011, defines the countywide transit vision for the next 30 years. The plan provided an overview of a robust, feasible, and integrated package of transit investments and services, designed to make transit a realistic and attractive transportation choice for Washtenaw County residents, businesses and visitors. Reports and analysis that supported the conclusions of the vision preceded the 30-Year Transit Master Plan. Those documents included The Visioning report; the Transit Needs Assessment report, and the Scenarios and Options report. TheRide used each document to promote discussion during successive rounds of public information meetings. In addition, a number of the proposals in the Transit Master Plan were directly adapted from similar proposals in the City of Ann Arbor’s Transportation Plan.

The *30-Year Transit Master Plan for Washtenaw County* has since been adopted by the new Regional Transportation Authority of Southeast Michigan as the Washtenaw County component of the Southeast Michigan Transit Plan, and forms a base for transit planning in Washtenaw County. (See Map Page 7)

This countywide process generated a great deal of enthusiasm in the County regarding the need for more public transportation, so much so that a group of leaders formed an unincorporated board (U-196 Board) to further discuss and advance the Transit Master Plan. With support from throughout the county, an

effort was undertaken to incorporate a countywide Act 196 transit authority to plan and provide the proposed services. Ultimately, only a few of the involved communities felt sufficiently comfortable with the proposed funding options to commit to the new authority, and the planning effort was refocused on the more densely developed areas of the county.



Building Consensus to Focus on the Urban Core of Washtenaw County



In November 2012, the Ann Arbor City Council voted to opt out of the Countywide planning process, and urged the **TheRide to focus its planning efforts on the ‘urban core’ of Washtenaw County**, that is, those communities where population density is highest and transit needs are the greatest. This urban core includes the cities of Ann Arbor, Ypsilanti and Saline, the Townships of Ypsilanti, Pittsfield, Superior, Scio, Ann Arbor and the Village of Dexter. During 2013, elected leaders of these communities met as an “Urban Core Working Group” to find a way to meet the transit needs identified in the *30-Year Transit Master Plan* for each of the these communities.

Building Consensus on Services

On March 28, 2013, the first meeting of the Urban Core Working Group focused on building a consensus of what transit services were needed in each community and how to connect them. Elected leaders who participated in the meeting reviewed alternatives for sustaining, improving, expanding or improving and expanding transit services in the Greater Ann Arbor area. A general agreement was made by the Cities of Ann Arbor, Ypsilanti and Saline, and the Townships of Ypsilanti and Pittsfield of which services were needed. Other participating communities such as the Townships of Superior, Scio and Ann Arbor and the Village of Dexter expressed interest in continuing to be involved in the discussions, but have not yet made a commitment to further pursue additional transit services.

This initial service program was shared with hundreds of people in one-on-one and small group meetings, with refinements made with each step. A proposed draft service program, reviewed by the Urban Core Working Group, was then presented in a month-long series of **13 public outreach and citizen engagement meetings held throughout the Urban Core Area during October and November 2013**. After this input had been incorporated in January 2014, TheRide Board approved a final Five Year Transit Improvement Program for service.

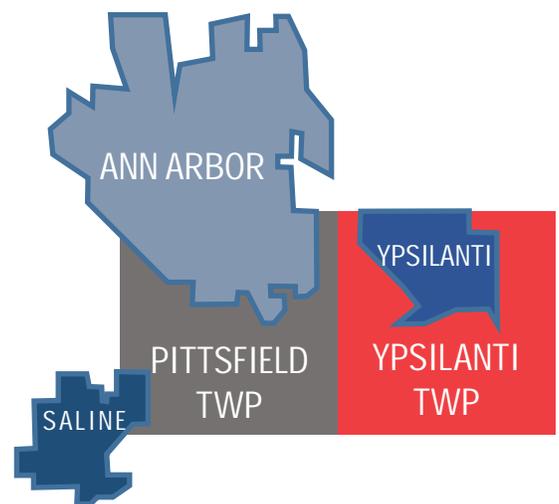
Building Consensus on a Governance Structure

On April 25, 2013, the second meeting of the Urban Core Work Group focused on the governance and organizational structure of TheRide and began the discussion of funding sources needed to implement the agreed-upon service. Discussions included the merits of becoming a member of TheRide authority and contracting service through a Purchase-of-Service Agreement (POSA.)

Pursuant to these discussions, The City of Ypsilanti joined TheRide authority on August 15, 2013 and Ypsilanti Township joined TheRide authority on December 17, 2013. These additions to TheRide were approved unanimously by TheRide Board, the City of Ann Arbor, and the joining municipalities. These actions represent the first geographic expansion of TheRide in the 40 years of its existence. Associated with this action, TheRide’s official name was changed to the “Ann Arbor Area Transportation Authority” and both the City of Ypsilanti and Ypsilanti Township each have a member on TheRide Board, in addition to one new member from the City of Ann Arbor. In addition, a new Purchase-of-Service Agreement model has been developed in accordance with the governance model and proposed service improvements.

Building Consensus on a Funding Model

On June 27, 2013, the third meeting of the Urban Core Working Group discussed the inability to improve service in one area without reducing service in another area unless additional funding is generated. Currently, a property millage is the only method allowed by law to fund the local portion of transit services. TheRide is incorporated under Michigan’s Act 55 which permits transit authorities to levy a millage on property within the Authority area with voter approval. Urban Core Working Group members considered the current taxable values within their communities, funds raised at different millage amounts, and the costs of services requested by their



constituents. Ultimately a 0.7 millage proved to be the rate across the entire area that would yield the necessary local funding to implement the agreed upon service plan.

The Urban Core Working Group arrived at a general consensus that, a 0.7 millage in the member jurisdictions would be the most feasible way to pay for services in the program. These findings were shared widely in public outreach, including one-on-one conversations with area residents and officials, small group meetings and large events. A Financial Task Force of local leaders was also convened to review the financial analysis leading to these conclusions.

Notably, TheRide has never levied a millage itself before and this is an important milestone. **TheRide Board decision on this matter takes into account not only the technical questions related to adding this to the TheRide's funding mix, but also the issue of voter support** for such a funding package and the services that will be enabled as the result.

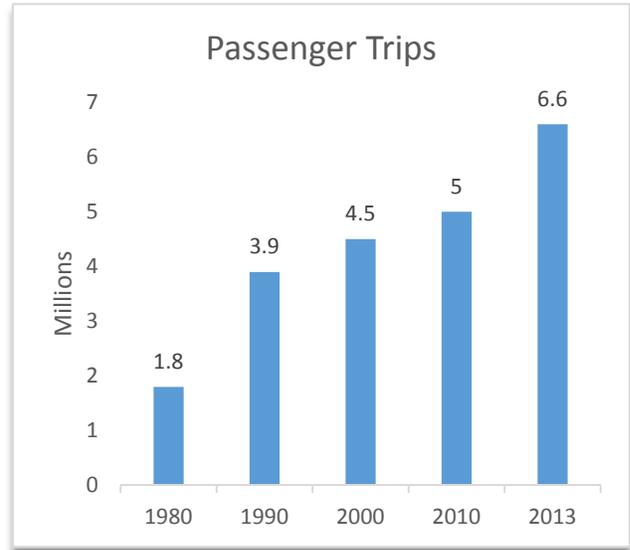
TRANSIT SERVICES TODAY: HOW ARE WE DOING

Transit Ridership is Strong

More and more people in our community are finding public transportation to be a convenient and affordable option for getting to and from the places where they live, work, and play. Since the mid-1980s, ridership on TheRide has increased more than 88%.

Ridership Trends

TheRide provided a record 6.6 million rides in calendar year 2012, an increase of 6.6 percent over 2011. This growth is broken down into the family of services THERIDE provides in the following way:



SERVICE

RIDERSHIP CHANGE (Since 2011)*



8.9%



40.6%



-0.4%



89.6%



95%



92.4%



47.6%



15,000 trips

The increase in transit ridership was driven by adding service frequency, adding new services, expanding service into areas previously not served, high and volatile gas prices, changing demographics, and a recovering economy with more people returning to work. TheRide's record ridership included both fixed-route and demand response service, and garnered national attention.

* Figures for Van Ride and AirRide are for the past year only

The 2012 public transportation record ridership growth in the United States shows that there is a growing demand for public transportation. Ridership grew in all areas of the country – in small, medium and large communities. Public transportation saves people money, and people save even more when gas prices spike. Since nearly 60 percent of trips taken on public transportation are for work commutes, it makes sense that ridership increases in areas where the economy has improved and new jobs have been created.

Ease of accessibility to TheRide’s fixed-route service was also a contributing factor, with 91 percent of Ann Arbor residents living within a quarter mile of a bus route (based on 2010 census data). In addition, TheRide’s overall on-time performance (92 percent of trips were completed on time) and high interior/exterior cleanliness standards (96 percent of TheRide’s fleet met or exceeded customer satisfaction standards) helped contribute towards the rise in ridership.

Transit ridership on the rise

Public transit systems nationwide are breaking records for ridership in the first three months of 2012 compared with first quarter 2011:

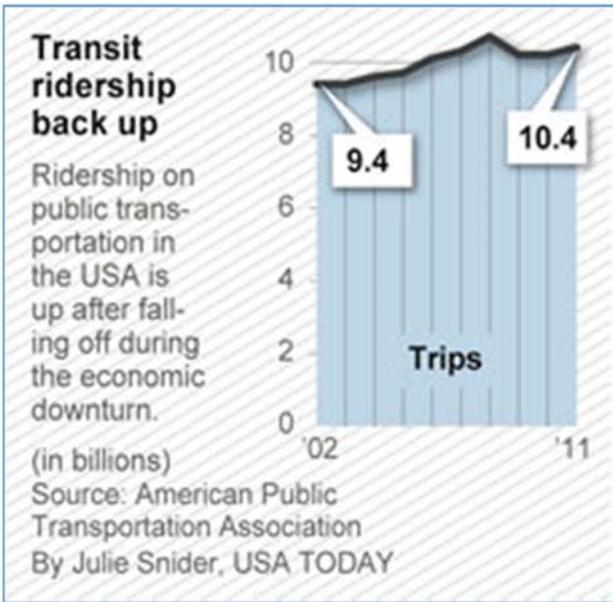
City, 2012 ridership, Increase from 2011:

- Indianapolis, 2.5 million, 20%
- Fort Myers, Fla., 1 million, 17%
- **Ann Arbor, Mich., 1.7 million, 9%**
- Boston, 99.2 million, 6%
- Dayton, Ohio, 2.4 million, 8%
- Ithaca, N.Y., 1.09 million, 6%
- Tampa, 3.7 million, 6%
- Olympia, Wash., 1.3 million, 4%
- San Diego, 21.8 million, 2%

Source: American Public Transportation Association

USA Today 6/4/2012

USA TODAY | News



USA Today 3/12/2012

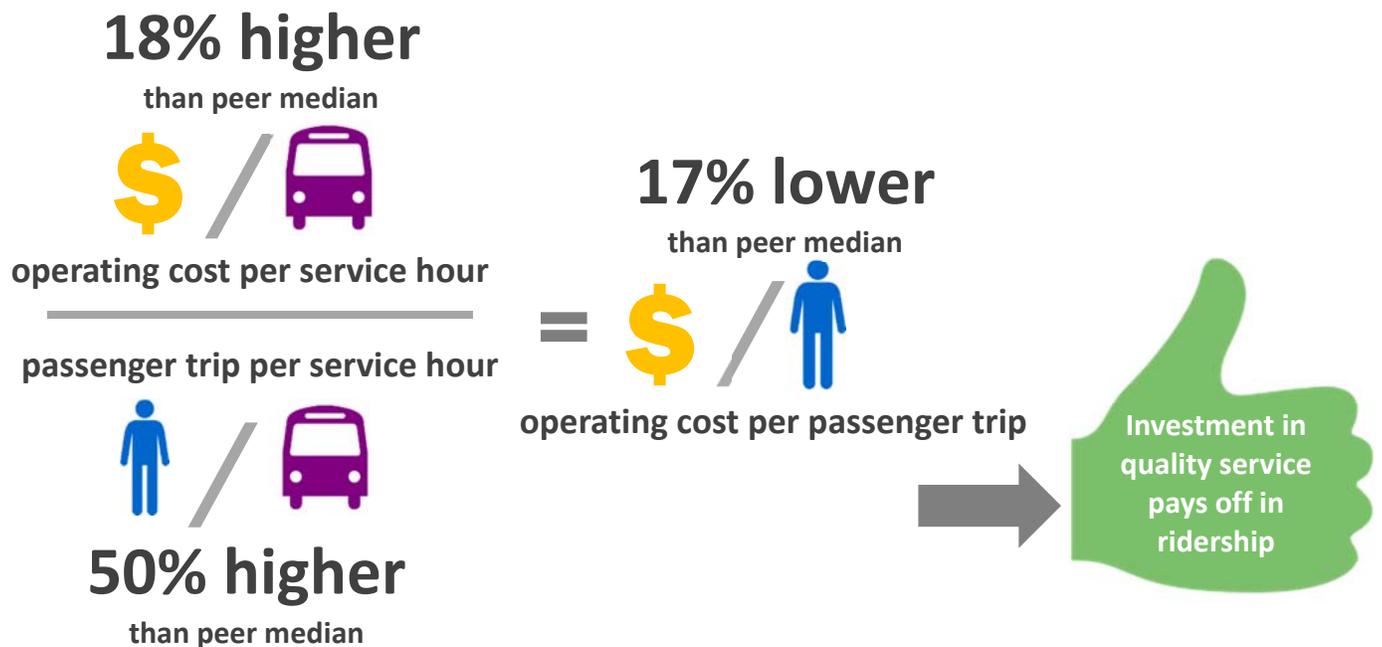
According to a 2011 University of Michigan study, more than half of all licensed drivers in the U.S. were under age 40 in 1983. That number has fallen to less than 40 percent, with only about 22 percent comprised of drivers under 30. This is a trend that has been widely reported, including the report entitled Transportation and the New Generation: Why Young People are Driving Less and What It Means for Transportation Policy by the Frontier Group and U.S. PIRG Education Fund.

Preview: Peer Comparison

TheRide regularly measures how it performs on a broad range of metrics while gauging current performance and identifying opportunities for improvement through objective peer comparisons with similar mid-sized public transportation agencies. In the latest National Transit Database report, TheRide, whose cost per passenger is approximately 17% lower than the peer median, led 20 peers in a variety of categories. The report confirmed that TheRide is meeting or exceeding its mission of delivering affordable, efficient, and environmentally friendly transportation to a record number of customers.

For this report, a methodology developed for the National Transit Cooperative Research Program (TCRP) was used to identify the 20 transit agencies most similar to TheRide, including two other large urban systems in Michigan. Those peer communities included: Peoria, IL; Lexington, KY; Moline, IL; Lansing, MI; Syracuse, NY; Savannah, GA; Champaign-Urbana, IL; Roanoke, VA; Concord, CA; Erie, PA; Kalamazoo, MI; Harrisburg, PA; Fort Wayne, IN; Rockford, IL; Shreveport, LA; Hartford, CT; Fort Collins, CO; Scranton, PA; Gainesville, FL; and South Bend, IN. The TCRP peer identification process uses 12 types of data from the most current National Transit Database (2011) to select peers. While it might appear as though Ann Arbor's closest peers would include the agencies in Grand Rapids, Flint, or Detroit, comparisons of TheRide's network with those communities would be misleading. In fact, most of Michigan's fixed route systems are not comparable to Ann Arbor for many reasons.

The survey data from this latest peer comparison reinforces that TheRide is an outstanding mid-size public transportation system which carries over twice as many passengers per year than the peer median, and over four million more passengers than the Michigan median. Over the past year, USA Today, CNN, and independent national transportation associations published reports that included TheRide in Best-of-Class rankings based on ridership, operational efficiency, financial stability and technological innovation.



WHY SHOULD TRANSIT SERVICES BE IMPROVED

Key Planning Principles

The key principles governing the creation of the *30-Year Transit Master Plan for Washtenaw County* have been carried forward into the Urban Core efforts and *Five Year Transit Improvement Plan*.

Goals and Objectives

The original Goals and Objectives of the Transit Master Plan reflect the importance of transit to the community as a whole and remain pertinent to the Five Year Transit Improvement Plan for the Urban Core of Washtenaw County. These include:

Support
Economic
Growth



Attracting investment
Improving travel times and reliability, and
Improving access to labor markets

Promote
Livability



Supporting sustainable housing and employment growth
Improving access to leisure facilities, and
Protecting the natural landscape

Improve Access



Improving access to employment opportunities and key services, particularly for underprivileged groups, people with disabilities, seniors, young people, and children

Protect the
Environment



Reducing air, noise, and water pollution from transportation;
Reducing the demands on the water supply, and
Tackling climate change through reduced carbon emissions

Improve Safety
and Security



Improving safety and security for all transportation users, particularly pedestrians, young people, children, seniors, people with disabilities, and bicyclists

Facilitate a
Healthier
Communities



Enabling healthier and more active lifestyles

Unmet Transit Needs

The *Five Year Transit Improvement Program* is specifically designed to meet the many unmet transit needs that exist in the Urban Core and greater Ann Arbor Area. The transit planning process gathered information on the needs of riders and potential riders, in addition to the needs articulated by community leaders:

Insufficient access to lifeline destinations

Limited access to vital destinations, such as grocery stores and medical facilities, can have serious health implications. This is especially relevant in low-income areas and areas with large senior and disabled populations. In addition, many of these vital destinations also represent key employers.



Limited accessibility of these destinations creates a barrier between transit-dependent residents and desirable jobs, which is a negative for both residents and employers.

Accessibility of lifeline destinations within the City of Ann Arbor, which contains approximately a third of Washtenaw County residents, is fairly robust. Access to grocery stores, medical offices, and other essential destinations outside of the City of Ann Arbor are more limited. The majority of the 6% of county residents that live in the City of Ypsilanti have service to most lifeline destinations during weekdays, but limited service at night and on weekends.

If transit access to key destinations is not improved, it is likely that the existing income gaps between different parts of the Urban Core may widen, as areas with limited access will continue to be seen as less desirable places to live and work.

Please continue to consider the transportation needs of seniors, & those with disabilities. Later weekday & weekend service, as well as the library, grocery stores, Arborland & Briarwood malls, would also be appreciated. (Wayne)

Public Input

Increasing road congestion

As the demand for travel across Washtenaw County continues to increase, roads in the area are expected to become significantly more congested, increasing travel time for all road users. **SEMCOG forecasts that in Ann Arbor, population will increase by 1.1% from 2010 to 2035, while employment will increase by 13.3%, indicating that an increasing number of people will be traveling to and within Ann Arbor for work.**



Your long term vision for enhancing transit and improving air quality in our community is inspiring!

Public Input

Among the most prominent corridors/areas of expected congestion growth are I-94 west of Ann Arbor, US 23 north of Ann Arbor, Michigan Avenue between Saline and Ypsilanti, many of the corridors between Ann Arbor and Ypsilanti, and western Ann Arbor. These are key travel corridors, and if increasing congestion is not addressed, connectivity throughout the Urban Core will suffer considerably. Unchecked increases in congestion will also drive dispersed development, particularly of employment locations, and have a negative impact on economic efficiency.

Lack of transit connectivity

Improved connectivity will allow the Urban Core communities to strengthen economic ties with each other and make it easier for these locations to market themselves as ‘destinations.’ This will support the local economy. On the other hand, if connectivity does not improve, many residents will remain isolated from other activity and employment centers in the in the Urban Core.

Increasing mobility needs due to an aging population

Seniors 65 and above currently make up 9% of Washtenaw County’s population, and seniors over the age of 85 account for 1% of County population. In 2035, the percentage of seniors 65 and above and over 85 are expected to grow considerably. As the population ages and seniors become more dispersed throughout the region, there will an increasing need for transportation options for this market segment, in order to maintain current standard of living and independence.



As drivers age, vision loss, hearing loss, reduced reaction times, as well as more serious conditions such as dementia frequently detract from the ability to safely drive a car. According to the National Institute on Aging, more than 600,000 American seniors stop driving every year; at this point, these seniors are completely dependent on others for their transportation needs. To the extent that **public transit** is viewed as a reliable means of transportation, it **can play a major role in allowing seniors to maintain a sense of independence and social connections with others.**

I am a senior citizen and do not own a car. Currently, I walk to and from Wagner at times when the WAVE bus is not available. If the #9 bus went at least to Zeeb and ran during evening hours, it would be much easier for me to go shopping at Jackson and Zeeb, go out to a restaurant, or get home from downtown Ann Arbor shopping, doctor appts, etc. (Edna)

Public Input

Transit can increase its appeal to choice riders

Among the additional benefits of improving transit service, and in turn attracting more riders, are increased safety and positive environmental impacts. Collision rates for public transit vehicles are much lower than for private autos. As a result, **fewer crashes result when more people opt to take transit instead of driving.** In addition, efficiently run bus service produces fewer emissions per passenger trip than private autos. To the extent travelers choose to use TheRide instead of driving, the negative environmental impacts of transportation in the County will be reduced.

It will be extremely useful for me to have AATA service extended to Jackson & Zeeb [Roads], and for adding late evening service to same. I work on UM Campus and do not have a car, so this will be of great benefit to me.

Public Input

Automobile trips may often have a significant travel time advantage over transit trips. However, this is offset by the ability to use the time riding for other things such as reading or napping.

37% of TheRide riders own or have access to a car but choose to ride the bus. (2009 TheRide Onboard Survey)

As TheRide looks to increase its share of these choice riders, it will need to continue to make improvements to make transit more competitive with private auto.



PROPOSED SERVICE IMPROVEMENTS

The final proposed service plan has come about as the result of numerous reviews of draft documents circulated for comment by the Urban Core Working Group and the public. Overall, the public outreach and citizen engagement resulted in important changes that are reflected in this final service program. As noted before, proposed improvements are contingent on a new source of funding.

Highlights of Service Improvements

Fixed Route Services

More Service Hours – 44% Increase

The service plan includes having buses run later on weekdays and weekends. Weekday service will end 1 to 1.5 hours later on most routes. Routes on weekends will end much later and start earlier. The frequency of service will change to run more often. New and redesigned routes will provide more direct service to key destinations and offer service to places where service is currently not available.



Paratransit Services for Seniors and People with Disabilities

(Demand Response/Dial-a-Ride)

More locations and longer service hours

The Dial-a-Ride services for seniors and people with disabilities will operate later on weekdays and weekends and provide transportation to more places throughout TheRide and POSA communities. More service will be available for seniors in the Ypsilanti area. The general population not near fixed-route service will be able to use the Dial-a-Ride services to travel to the nearest fixed route bus service.



The millage would generate approximately \$4.3 million to pay for improved services: \$3.3 million from Ann Arbor, \$800,000 from Ypsilanti Township and \$200,000 from the city of Ypsilanti. Funds raised by the millage would leverage dollars from the state and federal governments (every dollar of local funds generates approximately \$2 additional dollars from these sources). These funds, along with fares from passengers and funds received from purchase of service agreements (POSAS) from non-member local governments, would pay for the improved services.

Complete details of the proposed service improvements can be found in Appendix 2 “FYTIP Service Details”

What’s Not in the Program

- Rail (or other high-capacity) services of any kind. The 30-Year Plan calls for possible high-capacity services, e.g.:
 - Ann Arbor to Detroit
 - Connector
 - North-South Rail (WALLY)
- Ann Arbor subsidies for ExpressRide services outside of the Urban Core area.

Making It Your Plan

The draft Five Year Transit Improvement Plan for the Urban Core of Washtenaw County was developed in late summer 2013 and based on discussions with the Urban Core Working Group and many others. The contents of the draft Five Year Transit Improvement Plan were shared with the public in a number of ways to obtain feedback on any final adjustments.

Public Outreach & Citizen Engagement

An extensive program of public outreach & citizen engagement included:

Community Meetings

13 public meetings were held throughout Ann Arbor, Ypsilanti and Ypsilanti Township during a period beginning mid-October through mid-November, 2013.



8 meetings were held in Ann Arbor

3 meetings were held in Ypsilanti

2 meetings were held in Ypsilanti Twp

- Ann Arbor Library – Main Branch
- Ann Arbor Library – Traverwood Branch
- Peace Neighborhood Center
- Ann Arbor Area Transportation Authority
- Michigan League
- Ypsilanti Township Hall
- Tappan Middle School
- Clark Community Center
- Hamilton Crossing Meeting Room
- Heritage Park Neighborhood Association
- Ann Arbor Library – Mallets Creek Branch
- U-M Towsley Conference Center
- Ypsilanti Senior Center
- SPARK – Ypsilanti Office

Media Outreach

A press release and weekly media alerts resulted in multiple interviews and several articles in major local media outlets annarbor.com, *Chronicle*, *Ann Arbor Journal*, *Ypsilanti Courier* and *WEMU*.

Paid Advertising

Paid advertisements were placed in local print media outlets including annarbor.com, *Business to Business*, etc.

Internet

Public meeting notices were posted on MovingYouForward.org, and at TheRide.org.

Social Media

@CatchTheRide Facebook, Twitter and Instagram were used to promote each public meeting.

Partner Promotion

Many community partners posted notices about the public meetings on their websites and in their newsletters.

Posters

Posters with public meeting dates and locations, and a list of routes with improvements were posted at high volume bus stops, the Blake Transit Center, the Ypsilanti Transit Center, at many local businesses and organizations.

Postcards

Postcard size notices with public meeting dates and locations were distributed at area businesses and organizations.

Email Blast

Email blasts were distributed to past public meeting attendees, businesses and other key stakeholders.

MyAlerts Subscription Notification

Notices were distributed to all subscribers of MyAlerts, the agency's email and text subscription notification system.



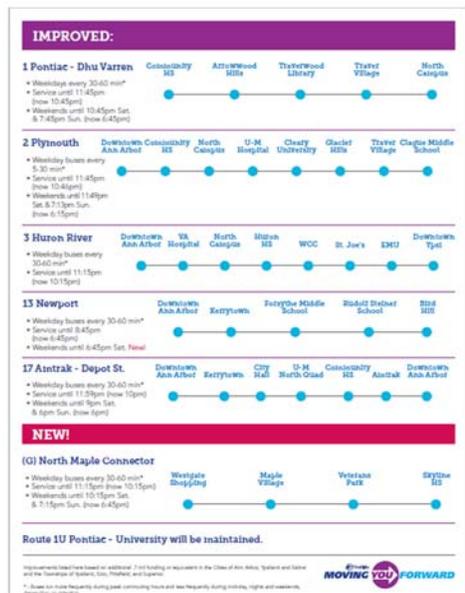
Inside Bus Announcements

Bus Cards were posted inside all buses along with RideLines, a passenger newsletter, alerting and encouraging customers to provide comments either at one of 12 different scheduled public meetings, online at movingyouforward.org, by telephone, mail or in person.



Community Benefits Brochure

A brochure was distributed describing the impacts more public transportation has on the local economy, transportation costs, public safety, parking costs, and environmental benefits.



Service Improvements by Community

Informational handouts describing detailed service improvements including earlier and later service hours, more direct services, and more places served.

Changes to the Service Program as the Result of Citizen Engagement

Citizens provided a generous response to the call for public input with hundreds of comments and suggestions. The majority of the comments received about the Proposed Five Year Transit Improvement Program fell into three broad categories, agreeing with the program, clarifying items, or introducing items unrelated to the program.

Based on the comments received, the specific changes shown the table below have been included in the final Five Year Transit Improvement Program. In addition, a number of comments will be considered in TheRide’s continuous improvement program. Comments that were not incorporated into the program because they require agreements with other parties and/or additional funding beyond what had been established in the program. However, these suggestions will be considered as part of the TheRide’s continuing service review process.

A separate document – entitled “Results of Urban Core Transit Public Input Sessions - October / November 2013” includes a complete list of the suggestions received.

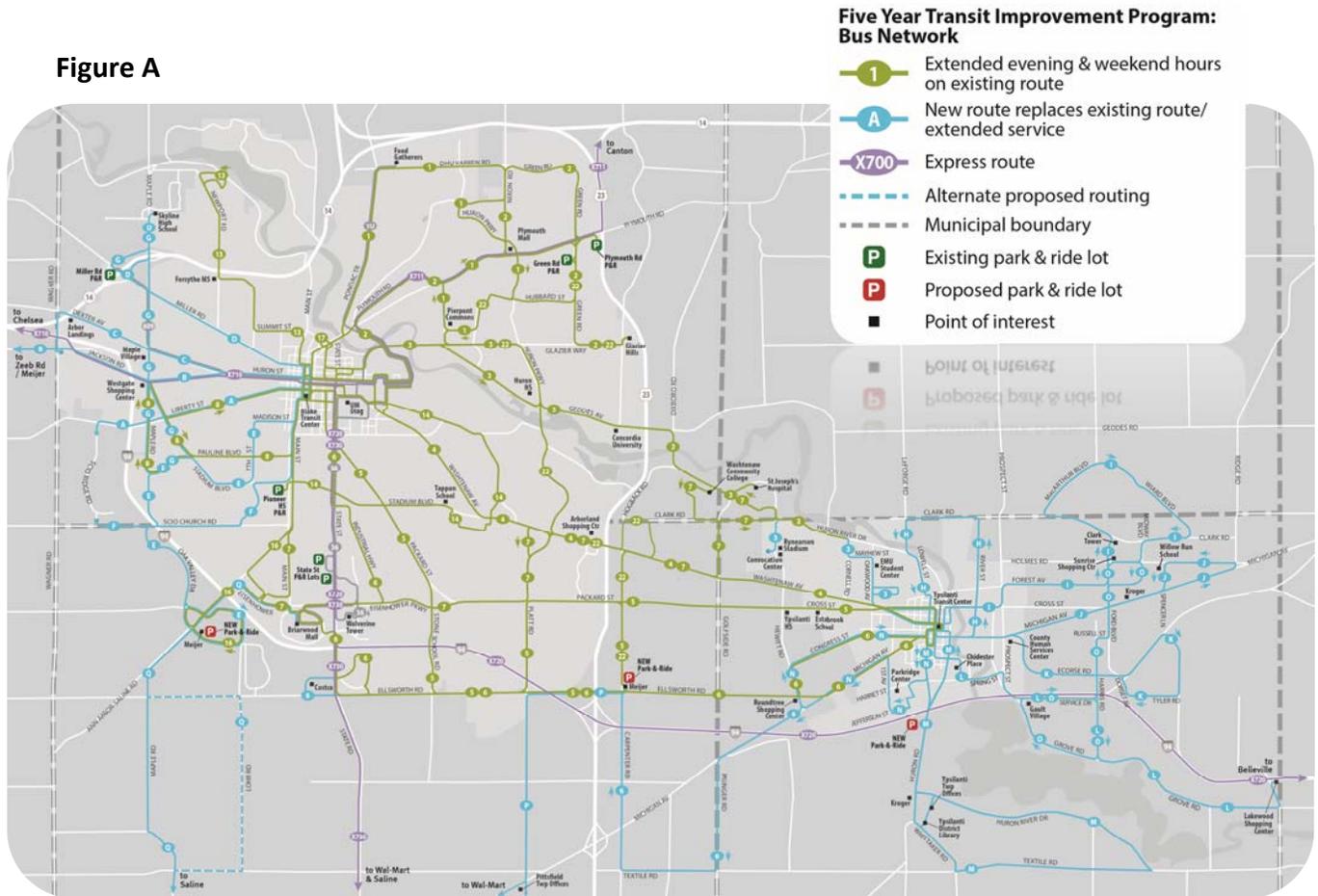
Changes Made to the Five Year Transit Improvement Program Based on Public Input

Route	Name	Improvements Ahead
1	Pontiac	<ul style="list-style-type: none"> Begin 1st trip at Plymouth Mall at 6:22 a.m. rather than at 6:34 am as originally planned. Extend Sunday service to entire route (Sunday service currently ends at Food Gatherers).
2C	Plymouth (South Neighborhood)	<ul style="list-style-type: none"> Increase the frequency of weekday service midday (between 9 and 3) to every 30 minutes. Add weekday evening service to 8:40 pm rather than current 7:40 pm. Extend route to the BTC. Continue last trip of route 2A in service from the Green Rd. Park and Ride lot to Glazier Way/Earhart to provide later trip to Green Rd. south of Baxter Rd. and to Glazier Way and Earhart.
3	Huron River	<ul style="list-style-type: none"> Extend evening service which will provide direct service between WCC and both BTC and YTC in the evening.
4	Washtenaw	<ul style="list-style-type: none"> Begin Saturday westbound service with a 7:30 a.m. trip from the Ypsilanti Transit Center (YTC)
6	Ellsworth	<ul style="list-style-type: none"> Add hourly Sunday service between Ypsilanti Transit Center and the Meijer store at Ellsworth and Carpenter. Continue current 6B routing on Hewitt and Congress Streets (planned, but not included on proposed route map).
M	Whittaker-Huron River Dr	<ul style="list-style-type: none"> Add Sunday service to Ypsilanti Township library in the first year of implementation instead of second year as originally planned. Continue route on Huron River Dr. to Textile rather than turning on Tuttle Hill Rd. Change route to use Dean Rd. to improve access to Paint Creek Shopping Center (Kroger).
N	First-Congress	<ul style="list-style-type: none"> Pull into Walmart (already planned but not shown on route maps).

The Final Program

The final service program, adopted by TheRide Board is the proposed Five Year Transit Improvement Program as modified by recent public comments. *Figure A* depicts the proposed transit fixed route network. The complete and detailed list of service improvements is included as an appendix.

Figure A



We are very excited about the possibility of taking the bus downtown for dinner, which is not possible with the current schedule with last bus on weekdays at 6:15! Going to the Farmers' Market on Saturday morning will also now be possible, so we can leave the car at home.

Public Input

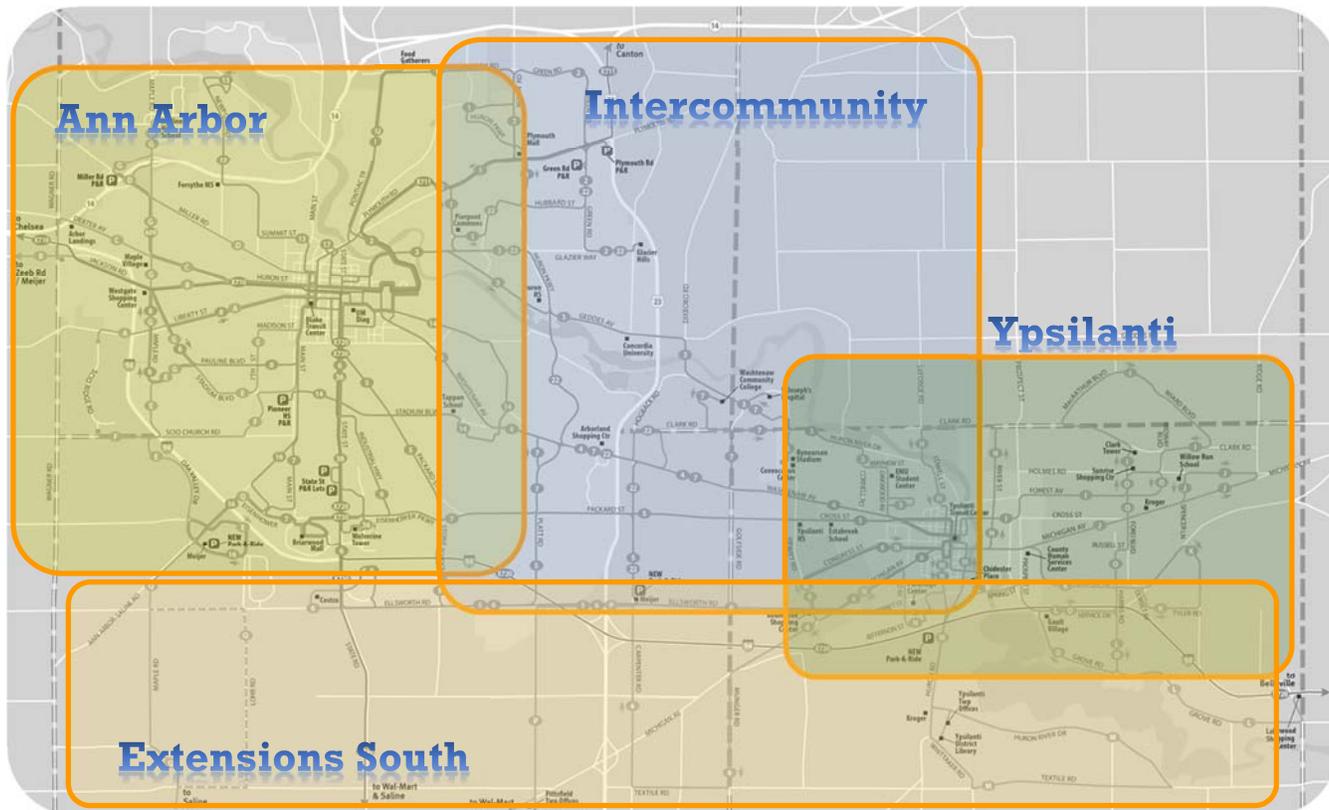


SERVICE OVERVIEW BY COMMUNITY

Description of Services by Community

Figure B depicts the map of proposed fixed route services in the 5-Year Transit Improvement Plan. The service descriptions have been organized into several categories that recognize the communities served, although many of the routes cross through multiple jurisdictions.

Figure B



Ann Arbor Area

Service on almost every route that serves the City of Ann Arbor has been improved. All routes except one will run later on evening weekdays, typically an hour later but sometimes more. Selected Ann Arbor routes will also start earlier on weekdays. Many routes will run more frequently, reducing crowding and wait times for riders. The entire west side of Ann Arbor will see a restructured route system, with several routes split into 2 or 3 new route, making the resulting new routes more direct and convenient. In some cases, the redesigned routes expand into neighborhoods not previously served.



Weekend services will be greatly expanded, with buses running 3-5 hours later into the evenings, on Saturdays and an hour on Sundays, so that workers, movie-goers, restaurant customers, and many others will be better able to use the bus for these types of trips. Paratransit: A-Ride for people with disabilities and Good as Gold for seniors already provides an extraordinarily high level of service. Service hours will be expanded until 11:30 p.m. on weekdays and 10:30 p.m. on Saturday and 7:30 p.m. on Sunday. Service

will be available to more destinations including Meijer on Jackson Rd. and Quality 16 movies, and the Walmart on Michigan Avenue.

Ypsilanti Area

Service throughout the Ypsilanti area will be improved significantly. Currently, 3 local routes in the City of Ypsilanti and northern Ypsilanti Township operate only every 60 minutes on circuitous routes, some have no Saturday service and there is no Sunday service. Initial improvements include extending weekday service to end after 11 p.m. on each route, providing Saturday service on each route, and extending Saturday service into the evening. Subsequent improvements are to replace the current routes with 8 new routes to provide more direct and convenient with service every 30 minutes weekdays. Service will be added on most of the new routes. Paratransit: Existing A-Ride for people with disabilities and seniors will have service hours expanded until 11:30 p.m. on weekdays and 10:30 p.m. on Saturday. Sunday service will be provided for the first time. The availability of trips for seniors will be expanded. Service will be available to more destinations including the Ypsilanti District Library, Ypsilanti Civic Center, and Kroger at Paint Creek Shopping Center. For people with disabilities, seniors, and the general public with no fixed-route service nearby, dial-a-ride plus will provide service to connect to TheRide fixed-route service.



Intercommunity Service

Four routes connect Ann Arbor and Ypsilanti, with service to the townships in between. In 2012, weekday service was doubled on the busiest route, #4 Washtenaw, as an advance element of the Urban Core plan. Service frequency was increased on the #5 Packard route in 2013. With the implementation of the 5-year Transit Improvement Program, service on all four routes will have extended hours weekdays, Saturdays, and Sundays. Weekday service frequency will be increased on the #3 Huron River and #6 Ellsworth. Paratransit: Service hours will be expanded until 11:30 p.m. on weekdays and 10:30 p.m. on Saturday and 7:30 p.m. on Sunday in the entire area. The availability of trips for seniors will be expanded. Service will be available to more destinations on Sundays including WCC, Walmart on Ellsworth, and the Ypsilanti District Library.



Extensions South

Several new or revised routes are proposed that significantly extend services to the south of the present service area, in response to the needs of the growing residential and commercial populations of these areas. These include a new route serving the Ypsilanti District Library Whittaker Road branch, Civic Center and other points, an extension of Route 6 further into Pittsfield Township, a new route across Pittsfield Township, connecting commercial areas and residences to each other and to the Township Service Center. An express route serving Saline, Pittsfield Township and Ann Arbor is also proposed. Paratransit: The availability of service for people with disabilities and seniors and the hours of service will be expanded, similar to the expansion of fixed-route service. Service will be available to new destinations including Pittsfield Township hall, and Walmart on Michigan Avenue. For people with disabilities, seniors, and the general public with no fixed-route service nearby, dial-a-ride plus will provide service to connect to TheRide fixed-route service.

IMPLEMENTATION SCHEDULE

The proposed improvements in the Five Year Transit Improvement Program are significant and cannot all be implemented at once. Several principles have guided the development of an implementation schedule for the Service Program:

- Make some immediate improvements as soon as possible after funding. It is important that TheRide provides valuable, visible and evident improvements early to the public
- Service should be introduced evenly in all parts of the service area
- New buses will be required for some services and the 18-month lead time to acquire buses will push the start-up of some services to later years
- Improvements to the structure of existing service may take longer because of the inter-relationship between services
- Discussions with POSA communities on priorities for implementation will be on-going. TheRide will work with communities regarding bus stops, turnarounds, parking facilities and other considerations.

With these principles in mind, the following implementation schedule for fixed-route services was developed:

Year 1 Implementation Details

Later weekday service on existing routes (including current Ypsi. local routes)

One hour later service on Saturdays on existing routes (including Ypsilanti Local routes)

#4 Washtenaw Route Saturday morning service every 30 minutes

Saturday service on current #20 Grove / Ecorse

NEW #M Huron – Whitaker Route weekdays, weekday evenings, Saturdays and Sundays (hourly service only)

Expanded capacity midday on #2 Plymouth Route

NEW #P Platt / Michigan Ave weekday service hourly (determined by discussions with Pittsfield)

Peak hour express service hourly between Ann Arbor and Saline



Year 2 Implementation Details

Route M - service every 30 minutes weekdays

Later Saturday service on existing routes (including Ypsilanti locals)

Later Sunday service on existing routes (including Ypsilanti locals)

NEW Implement weekday service on Route Q, between Saline and Briarwood

Saturday service on route #13

Saturday service on route #14

EMU service change

- Eliminate route #33 College of Business Shuttle and #34 West Campus Shuttle. Replace with route H and expanded service on route #3. (With agreement from EMU)



Year 3 Implementation Details

NEW Full implementation (7 days a week) of reorganized routes and expanded service on new Ypsilanti local routes (H, I, J, K, L, N)

NEW Full implementation (7 days a week) of reorganized routes and expanded service on west side of Ann Arbor (A, B, C, D, E, F, G)



Year 4 Implementation Details

Increased service frequency on route #6 and service extension to serve Munger, Textile, and Carpenter Roads

Express service between Ann Arbor and Belleville and Ypsilanti Township

Double frequency of express service between Ann Arbor and Saline to every 30 minutes

Extend weekday evening service on route P by one hour

Add Saturday service on routes P and Q



Public Input

Thank you for expanding later into the evening hours on weekdays and adding service on the weekends! ...If the proposed expansion passes with later coverage in the evening, I can ride the bus more often. The weekend service is a great addition also, as we have wanted to take the bus downtown on the weekends as a family for various reasons, but were unable to with the previous service limited to weekdays.

GOVERNANCE

As the service program was being developed, changes to the actual structure of the Authority were being discussed in parallel. The City of Ypsilanti and Ypsilanti Township both expressed their desire early on to become part of the Authority. In particular, the Urban Core Working Group devoted a session to governance issues, notably concluding that Act 55 provided the best way to expand the Authority at this time. Consistent with the process requirements of Act 55, and consistent with the general consensus of the Working Group, the governance structure of the Authority was developed over the course of the past year, with the following specific developments:

- [City of Ypsilanti Joins Authority – approved August 15, 2013](#)
- [Ypsilanti Township Joins the Authority – approved December 17, 2013](#)

Additions to the Authority were approved unanimously by the joining jurisdictions and the Cities of Ann Arbor and Ypsilanti, and TheRide, and it is noteworthy that these actions represent the first geographic expansion of the authority in the 40 years of its existence.

The new organization is known as the [Ann Arbor Area Transportation Authority \(TheRide\)](#) and now has 10 members, including one new member each from the City of Ypsilanti, the City of Ann Arbor and Ypsilanti Township.

Changes to TheRide governance also include the development of a new model for 5-Year Purchase-of-Service Agreements (POSAs) and potentially new POSA partnerships with other communities in the area.



FUNDING

The Urban Core Working Group found a general consensus that a 0.7 millage in the member jurisdictions would be the most feasible way to pay for services in the program. These findings were shared widely in public outreach, including one-on-one conversations with area residents and officials, small group meetings and large events.

Funding Principles

The funding proposal has been carefully devised to ensure adherence to these principles:

- 1) The level of service is determined by payments received – that is, each community pays for their service and the plan is generally equitable in terms of equating benefit received to funding contributed.
- 2) TheRide operates with a balanced budget – that is, the funding the TheRide currently has is devoted to current services. If any community wants more service, funding has to increase.

Funding Sources

The following is a description of funding sources for the AAATA. A budget with revenues by source is included as appendix 1.

Passenger Fares

Fares paid by riders or a third party including the University of Michigan, Washtenaw Community College, Eastern Michigan University, Ann Arbor Public Schools, Ann Arbor Downtown Development Authority, and other employers and schools.

Current Property Taxes

Ann Arbor Millage – A transit millage is included in the Ann Arbor city Charter, approved by voters in 1973. Funds from this existing millage will continue to be used to pay for existing service in Ann Arbor.

Ypsilanti Millage – Ypsilanti voters approved a transit millage in 2001. Funds from this existing millage will continue to be used to pay for existing service in Ypsilanti.

Other Operating Revenues

This is a small funding source, primarily revenue from paid advertising on buses.

New Property Tax

The AAATA is proposing a 0.7 mill new property tax in member jurisdictions, City of Ann Arbor, City of Ypsilanti, and Ypsilanti Township. If voters approve this millage, the funds will be used to pay the operating costs of the 5-Year Transit Improvement Program (5YTIP) and the cost of some new buses required for service expansion.

The millage recommendation is consistent with the conclusions of the of the Urban Core Working Group and the Financial Task Force, which determined that a millage is the only available option at this time.

Purchase of Service Agreements

The local cost of service in non-member communities (Pittsfield Twp., Saline, Superior Twp.) will be paid by direct 5-year agreements with the AAATA. The cost will be based on the full-allocated cost including all support, administrative, and planning expenses.

Federal Funding

Under Federal law, transit operators receive an allotment of federal funds each year which are distributed according to a formula based on area population and the amount of transit service provided and consumed. These funds can be used for either operating or capital expenses at AAATA's discretion, subject to certain requirements. The AAATA adopts an annual program to plan the use of these funds for the next five years. All of the funds programmed to be used for operating expenses are for operating expenses of existing service, none for the service expansion in the 5YTIP. AAATA's top priority for the use of these funds is for replacement capital. All of AAATA's existing buses and facilities were funded 80% by federal funds and 20% by matching state funds. Replacement of the capital assets to continue existing service are programmed to be funded from Federal formula funds expected to be available. While these funds are subject to an annual appropriation by Congress, it has been a reliable source of funding since the 1970s. The AAATA is also eligible for other federal grant funds which are awarded based on a competitive process. AAATA will continue to apply for funds as appropriate, but no competitive grant funds are included in the budget in appendix 1.

State Funding

The Comprehensive Transportation Fund (CTF) of the Michigan Transportation Fund (MTF) provides operating and capital assistance for public transit. Operating assistance is based on a percentage of eligible operating expenses, 30.86% in FY 2014. State operating assistance will increase with the expanded cost of service of the 5YTIP. State funds from the CTF also provide the 20% match for federal capital funding. State funds are subject to an annual appropriation by the Legislature and the level varies somewhat from year to year, but funding has been consistently available since the 1970s.

Annual Audit

The Authority hires a public accounting firm to conduct an annual audit of its financial statements and Federal programs to provide assurance to the public that the financial statements accurately reflect the financial position of the Authority under generally accepted accounting principles. The auditors also test that the Authority's management is complying with the numerous Federal and State laws, regulations, contracts and grant agreements. The audit for September 30, 2013 is available at theride.org and it shows that the Authority is healthy financially and is managing its Federal and state programs appropriately.

More funding details can be found in Appendix 1.



WHO BENEFITS FROM THE URBAN CORE TRANSIT IMPROVEMENTS

In the many public discussions of the service program, both riders and non-riders in the community expressed support for the proposed transit improvements.

Riders & Potential Riders

Riders and would-be riders of the system support the plan because they will:

- Experience faster, more direct trips all day long
- Be able to work, play, eat, shop later in the evening
- See a significant increase in weekend service
- Have more connections to jobs and schools

Tables A and B provide a measure of just how much more accessible the Urban Core will become with implementation of the proposed service improvements.

Table A: Additional Households Within ½ Mile of a Route – SATURDAY, SUNDAY, or BOTH

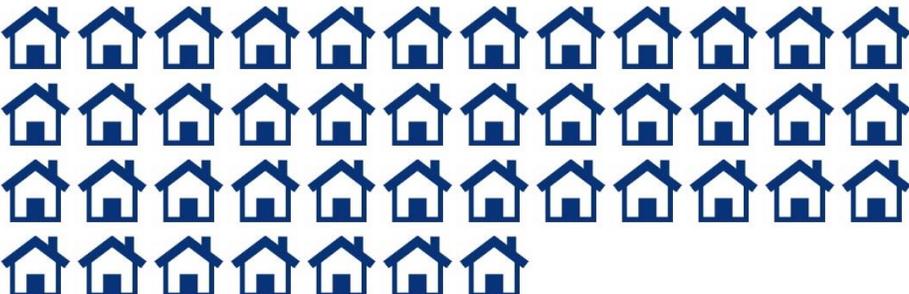
Demographic Group	Additional Households Served
All Households	43,000 
Senior Citizens Households	4,000 
Low Income Households	7,800 

Table B: Additional Households Within ½ Mile of a Route – WEEKDAYS

Demographic Group	Additional Households Served
All Households	35,500 
Senior Citizens Households	3,400 
Low Income Households	2,800 

More places. More hours. More often.



Non-Riders

While the riding public benefits directly from this plan, there is widespread recognition that transit service is a benefit to the community even if you are not a rider. As a non-rider, these service improvements benefits you by:

- Promoting economy activity by providing more access to job and educational opportunities
- Providing a lifeline for seniors, people on low incomes, and people with disabilities, perhaps a friend, relative or neighbor
- Reducing parking demand and congestion on local roadways
- Being your back-up plan: we're here if you need us! (60% of households surveyed indicated that they had used TheRide at least once in the past two years)
- Creating a welcome mat for visitors who come to the area and would otherwise have to rent a car to get around
- Creating a community that is attractive to new college graduates and young families who increasingly prefer not to own a car

Whether you are a rider or not, another reason to support improvements to transit service is that **you can be assured that your tax dollars will be spent wisely and fairly—each dollar is accounted for in each service improvement.** In addition, TheRide is fiscally responsible and well-managed. Recent reports include:

- Financial Task Force (*See Page 27-28*)
- Annual Audit (*See Page 28*)

TheRide has been recognized as a top-notch organization both locally, regionally and nationally. In a recent survey of nearly 1000 registered voters in the greater Ann Arbor area, nearly 80% of those surveyed had a favorable view of the organization. At the regional, State and Federal levels, TheRide has often been cited as an example of how transit brings value to the community.

How the Business Community Benefits From Quality Transit

- Your workers depend on it.
- Your customers depend on it.
- Your tenants depend on it.
- Your visitors depend on it.
- Transit promotes economic investment.
- Transit is vitally important for the economic vitality of the community.

**Some of us ride it,
all of us need it.**

**APPENDIX 1
PROGRAM BUDGET**

	Improvement Program - 2019	
FY 2012 Existing Service	Increment Improvement Program	FY 2019 Improvement Program

A E-A E

Annual Expenditures

Operating Costs

Urban Bus Fixed Route Network	\$ 22,324,417	\$ 11,594,307	\$ 33,918,724
Expanded A-Ride			
ADA Service	\$ 4,061,648	\$ 1,086,038	\$ 5,147,686
Non-ADA Service	\$ 735,745	\$ 401,742	\$ 1,137,487
Expanded Night ride	\$ 141,257	\$ 349,668	\$ 490,925
Express Services			
AirRide	\$ 710,793	\$ (435,793)	\$ 275,000
Saline Express		\$ 319,000	\$ 319,000
'New Partnership' services:			
Chelsea / Canton Express	\$ 252,272	\$ 28,924	\$ 281,196
Ypsilanti Express		\$ 329,000	\$ 329,000
3 Month Reserve Requirement		\$ 800,000	\$ 800,000

Operating Costs, Average Annual

\$ 28,226,131	\$ 14,472,887	\$ 42,699,018
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Annual Capital Investment Included

Vehicles			
Full size transit coaches (19 buses over 5 years)		\$ 1,710,000	\$ 1,710,000
A-Ride Vehicles (5 demand response vehicles over 5 years)		\$ 80,000	\$ 80,000
Park and Ride facilities - *predominantly included in the CCG		\$ 20,000	\$ 20,000
Bus stops, hubs and shelters - *predominantly included in the CCG		\$ 20,000	\$ 20,000
System Support (Real time info, CAD/AVL, Ticketing, Bus Priority) - *predominantly included in the CCG		\$ 20,000	\$ 20,000

Capital Costs, Annualized

0	\$ 1,850,000	\$ 1,850,000
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Total Expense = Capital Cost plus Operating Costs

\$ 28,226,131	\$ 16,322,887	\$ 44,549,018
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Revenues, Annual

"Ongoing" revenues, as follows:

Federal formula	\$ 3,709,421	\$ 795,364	\$ 4,504,785
State formula	\$ 8,471,253	\$ 4,439,632	\$ 12,910,884
Passenger Fares	\$ 5,852,775	\$ 2,948,425	\$ 8,801,200
Third Party contributions (Expressride Local Support)	\$ 783,611	\$ 420,585	\$ 1,204,196
Advertising	\$ 120,000	\$ 255,000	\$ 375,000
2.056 AA millage	\$ 9,019,447	\$ 1,960,812	\$ 10,980,259
.9789 Ypsi millage	\$ 292,978	\$ 20,820	\$ 313,798

Total Revenues, Annual

\$ 28,249,485	\$ 10,840,638	\$ 39,090,123
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Estimated Funding Need

Amount (dollars)	\$ 23,353	\$ (5,482,249)	\$ (5,458,896)
Estimated millage rate to close gap (All Communities)	0.000		0.700
Ann Arbor City Millage - 0.70			\$ 3,545,812
Ypsilanti City Millage - 0.70			\$ 203,574
Ypsilanti Township Millage - 0.70			\$ 791,153
POSA (based on increased service hours in Pittsfield, Saline, and Superior)			\$ 918,357
Total Local Revenue			\$ 5,458,896

Route # / Name	Current Schedules		Proposed Changes		Later weekdays / Later weekends		More frequency		New routing	
	Weekdays a.m. - p.m.	frequency (minutes)	Saturday a.m. - p.m.	freq. (min.)	Sunday a.m. - p.m.	freq. (min.)	Service Improvement Year			
1 Pontiac	6:34 - 10:45 6:22 - 11:15	30-60	8:18 - 6:45 8:18 - 11:15	60	8:18 - 6:27 8:18 - 7:45	60				
1U Pontiac University	6:59 - 6:26	35-40								
2 Plymouth	6:22 - 10:46 6:22 - 11:46	5-30	8:13 - 6:15 8:13 - 11:13	30-60	8:48 - 6:13 8:48 - 7:13	60				
3 Huron River	6:30 - 10:15 6:30 - 11:15	15-60								
4 Washtenaw	6:08 - 11:30 6:08 - 12:30 am	5-30	8:00 - 7:00 8:00 - 11:30	30-60 30	8:30 - 6:30 7:48 - 7:30	60				
5 Packard	6:10 - 11:00 6:10 - 11:45	7-60	8:30 - 6:30 8:30 - 10:30	60	8:48 - 6:15 8:48 - 7:15	60				
6 Ellsworth	6:28 - 11:01 6:15 - 11:45	15-60	8:25 - 6:45 8:25 - 10:45	30-60	9:00 - 6:55 9:00 - 7:55	60				
7 S. Main - East	6:05 - 10:52 6:05 - 11:22	30-60	8:11 - 6:46 8:11 - 9:45	60	8:18 - 6:15 8:18 - 7:39	60				
8 Pauline	6:11 - 10:45 6:11 - 11:45	15-60	8:18 - 5:45 8:18 - 10:45	60	8:18 - 5:45 8:18 - 7:45	60				
9 Jackson	6:25 - 10:15	30-60	7:55 - 6:15	60	7:55 - 6:15	60				
Route 9 is being replaced by Routes B and C										
B Jackson - Zeeb	6:05 - 11:30	30-60	7:48 - 11:30	60	8:48 - 7:30	60				
C Dexter	6:15 - 11:30	30-60	8:18 - 10:30	60	9:18 - 7:30	60				
10 Ypsilanti Northeast	6:02 - 10:00	45-60	7:30 - 7:00	60						
Route 10 is being replaced by Routes I and J										
I Forest - MacArthur	6:00 - 11:00	30-60	7:15 - 10:00	60	8:15 - 7:00	60				
J E. Michigan Ave.	6:00 - 11:30	30-60	8:00 - 10:30	60	9:00 - 7:30	60				
11 Ypsilanti South	6:00 - 10:30	60	8:00 - 6:30	60						
Route 11 is being replaced by Routes L, M and N										
L Grove Rd.	6:00 - 10:45	30-60	8:00 - 9:45	60	9:00 - 7:45	60				
M Huron - Whittaker	6:05 - 11:15	30-60	8:15 - 10:15	60	9:15 - 7:15	60				
N First - Congress	6:00 - 11:00	30-60	8:30 - 10:00	60	9:30 - 7:00	60				
12 Miller Liberty	6:30 - 10:15	30	8:18 - 6:45	30	8:18 - 6:45	60				
Route 12 is being replaced by Routes A, D and G										
A Liberty - Scio Ridge	6:28 - 11:15	30-60	7:48 - 10:15	60	8:48 - 7:15	60				
D Miller - Skyline	6:22 - 11:03	7-60	8:28 - 10:03	60	9:30 - 6:45	60				
G N. Maple Connector	6:45 - 11:15	30-60	8:15 - 10:15	60	9:15 - 7:15	60				
13 Newport	6:48 - 6:45 6:48 - 8:45	30-60	9:18 - 6:45	60						

Route # / Name	Current Schedules		Proposed Changes		Later weekdays / Later weekends		More frequency		New routing	
	Weekdays a.m. - p.m.	frequency (minutes)	Saturday a.m. - p.m.	freq. (min.)	Sunday a.m. - p.m.	freq. (min.)	Service Improvement Year			
14 Geddes - E. Stadium	6:36 - 6:15 6:36 - 7:45	30	9:00 - 5:40 9:00 - 5:40	40						
15 Scio Church - W. Stadium	6:48 - 10:15	30-60	8:48 - 6:15	60	8:48 - 6:15	60				
Route 15 is being replaced by Routes E and F										
E W. Stadium - Oak Valley	6:25 - 10:55	30-60	8:03 - 10:25	60	9:03 - 7:25	60				
F Scio Church	6:30 - 11:00	30-60	7:48 - 9:00	60						
16 Ann Arbor - Saline Rd.	6:18 - 10:45 6:18 - 11:45	30-60	8:03 - 6:45 8:03 - 9:45	60	8:03 - 6:45 8:03 - 7:45	60				
17 Amtrak - Depot	6:48 - 10:00 6:48 - 11:59	30-60	8:48 - 5:48 8:48 - 9:00	60	9:48 - 6:00 9:48 - 7:00	60				
18 Miller - University	6:22 - 7:04	17-30								
Replaced by Route D - See Route 12 D Miller-Skyline										
20 Ypsi. Grove - Ecorse	6:21 - 8:15	60								
Route 20 is being replaced by Routes K and L										
K Ecorse - W. Willow	6:00 - 11:15	30-60	7:45 - 10:15	60	8:45 - 7:15	60				
L Grove Rd.	6:00 - 10:45	30-60	8:00 - 9:45	60	9:00 - 7:45	60				
O Harris-Ford Crosstown	6:30 - 6:30	30								
22 North / South Connector	6:30 - 10:45 6:30 - 11:45	30-60	8:18 - 6:25 8:15 - 9:25	60						
33 EMU Coll. of Bus. Shuttle	7:38 - 9:58	20								
Route 33 is being replaced by Route H / Required EMU approval										
H EMU - LeForge	6:40 - 10:10	20								
36 Wolverine Tower Shuttle	6:42 - 10:15	9-30								
609 Jackson University	6:30 - 6:02	30-40								
P Platt - Mich. Ave.	8:00 - 7:30	60	8:00 - 7:30	60						
Q Saline - Maple Rd.	8:30 - 7:00	60	8:30 - 7:00	60						
710 ExpressRide / Chelsea	6:00 - 5:57	72-98								
711 ExpressRide / Canton	6:08 - 5:47	67-93								
720 ExpressRide Ypsilanti Twp / Belleville	6:04 - 5:53	30-40								
730 ExpressRide / Saline	6:17 - 7:02	30-40								
787 AirRide	4:45 - 11:15	60-120	4:45 - 11:45	60-120	4:45 - 11:15	60-120				



APPENDIX 2: DETAILS OF PROPOSED SERVICE IMPROVEMENTS

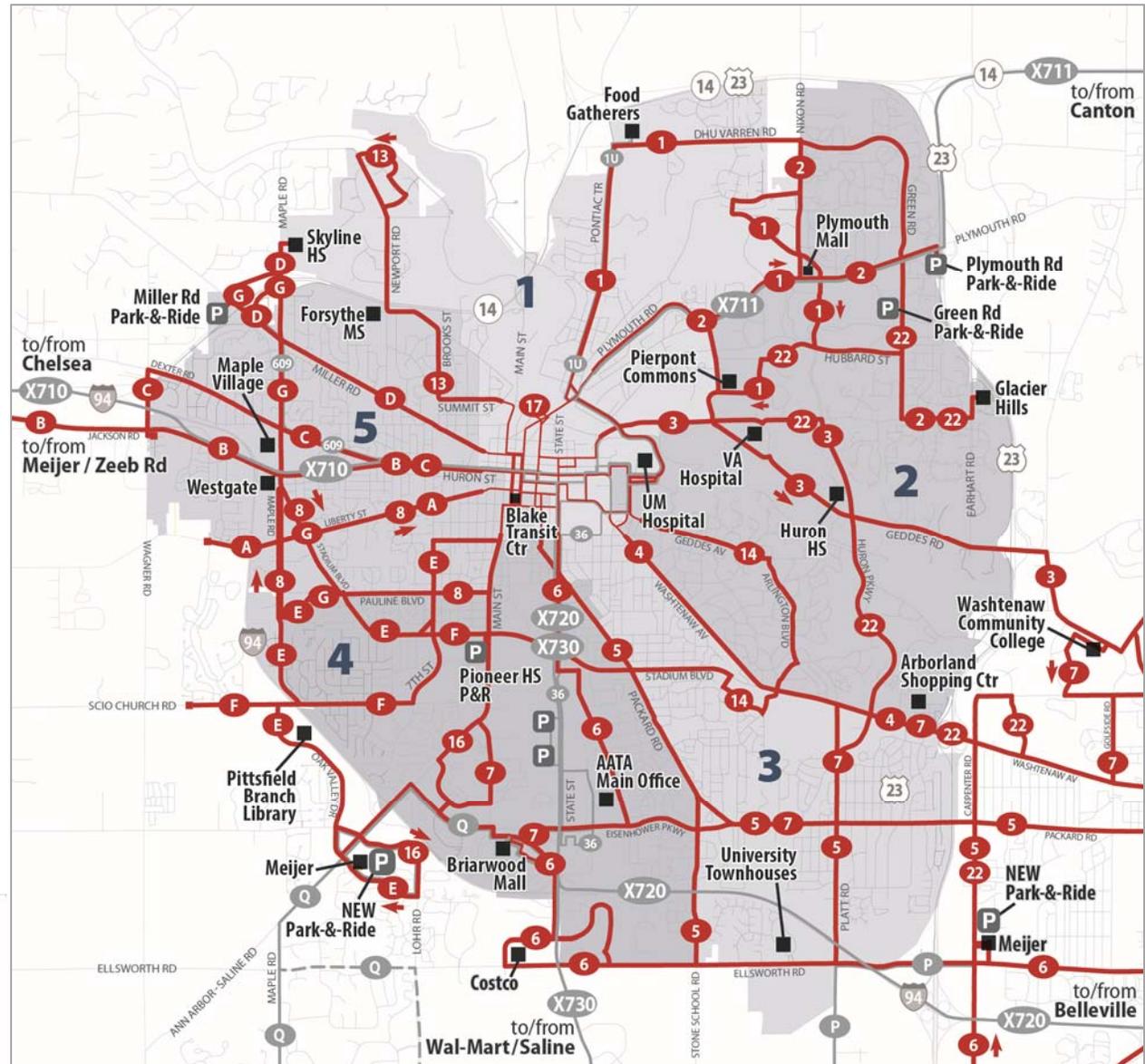
 **TheRide**
Your Way

City of Ann Arbor

Later Hours
 Weeknights
 (11PM to
 Midnight for
 most routes)

**Five Year Transit Improvement Program:
 Bus Network**

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest
-  Ward boundaries



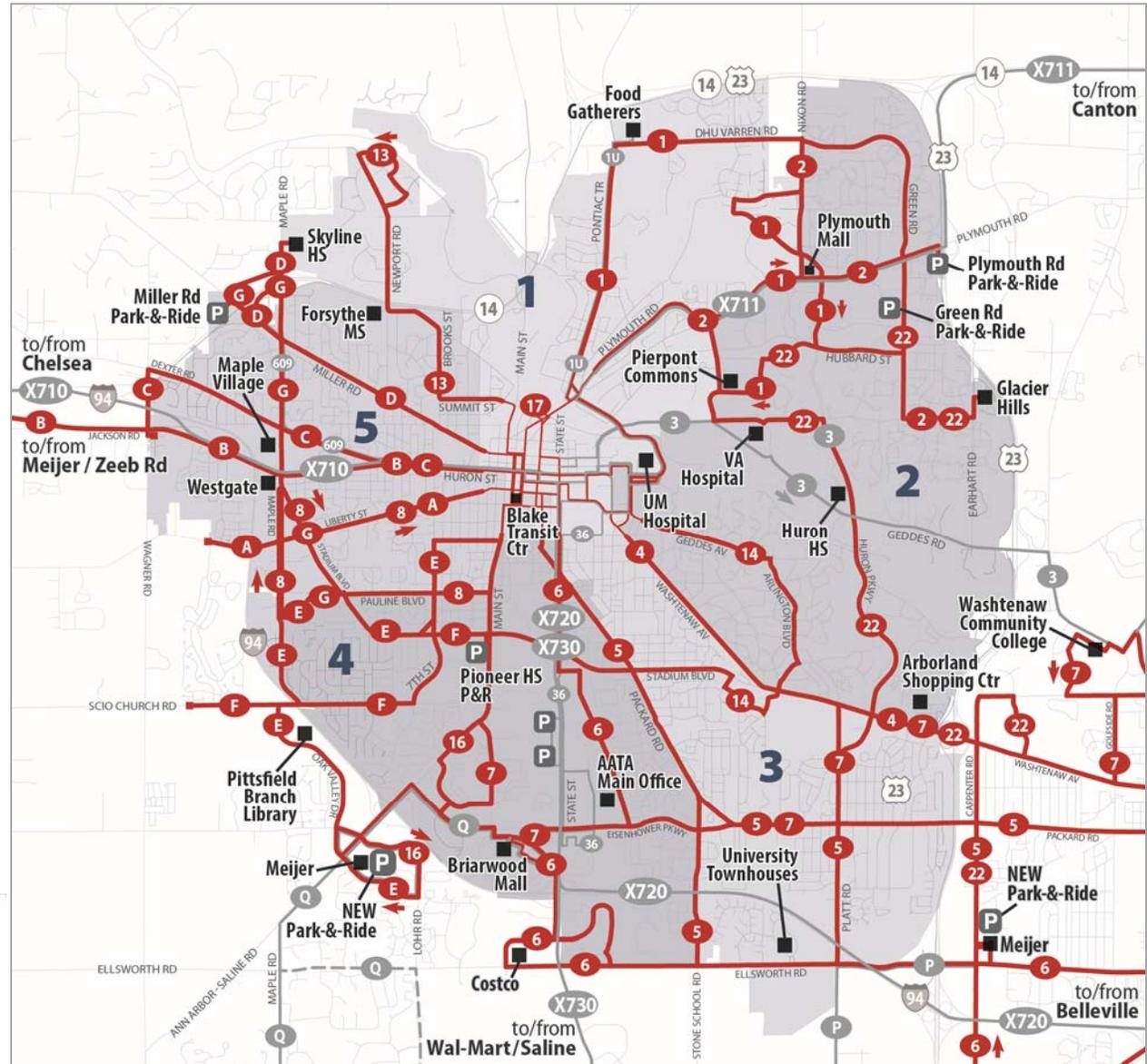
 **TheRide**
Your Way

City of Ann Arbor

Extended
Weekend Hours
(10PM to 11PM
for most routes)

Five Year Transit Improvement Program: Bus Network

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest
-  Ward boundaries



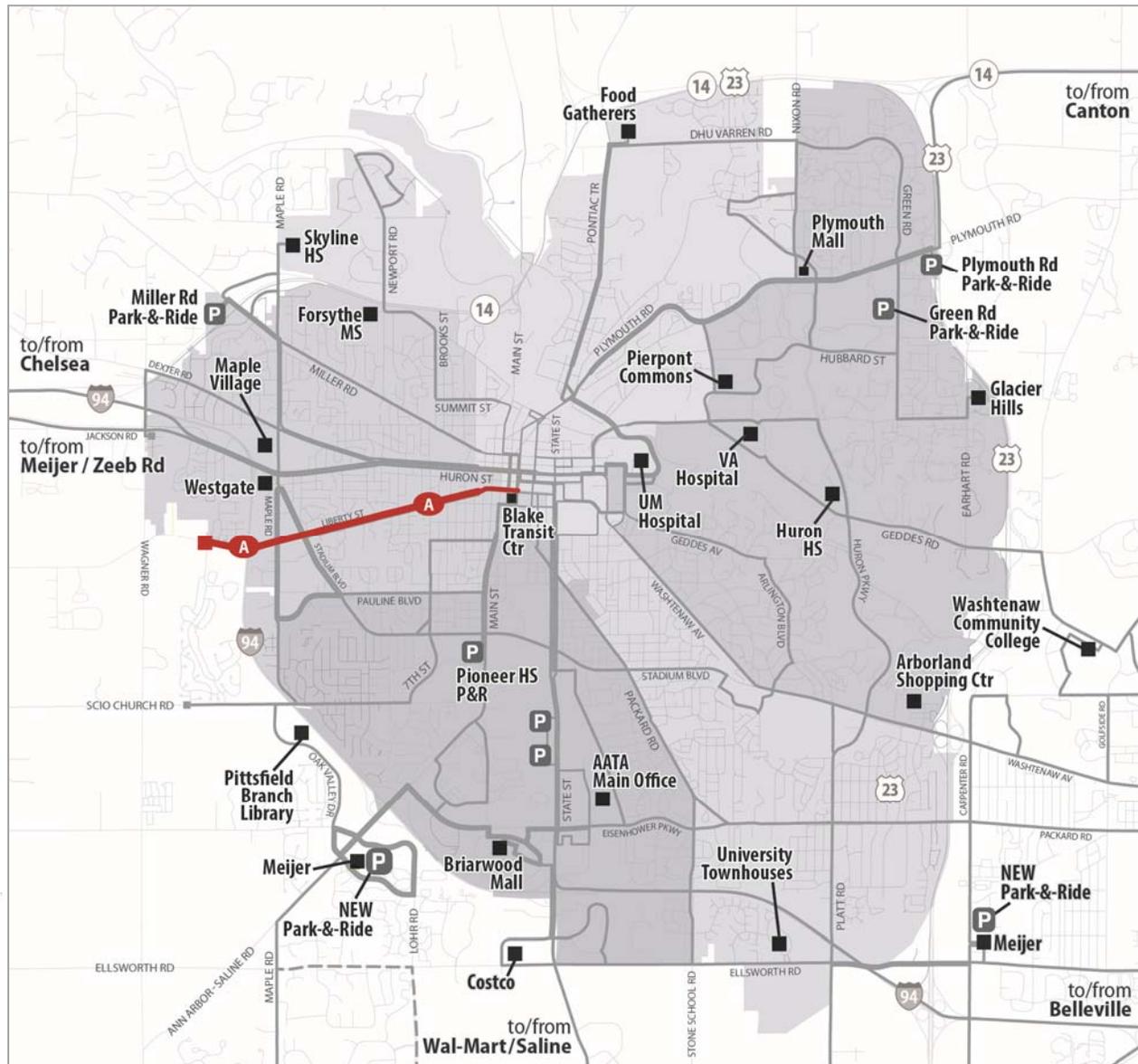
 **TheRide**
Your Way

City of Ann Arbor

New, more direct, or redesigned routes

Five Year Transit Improvement Program: Bus Network

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest
-  Ward boundaries



Route: A

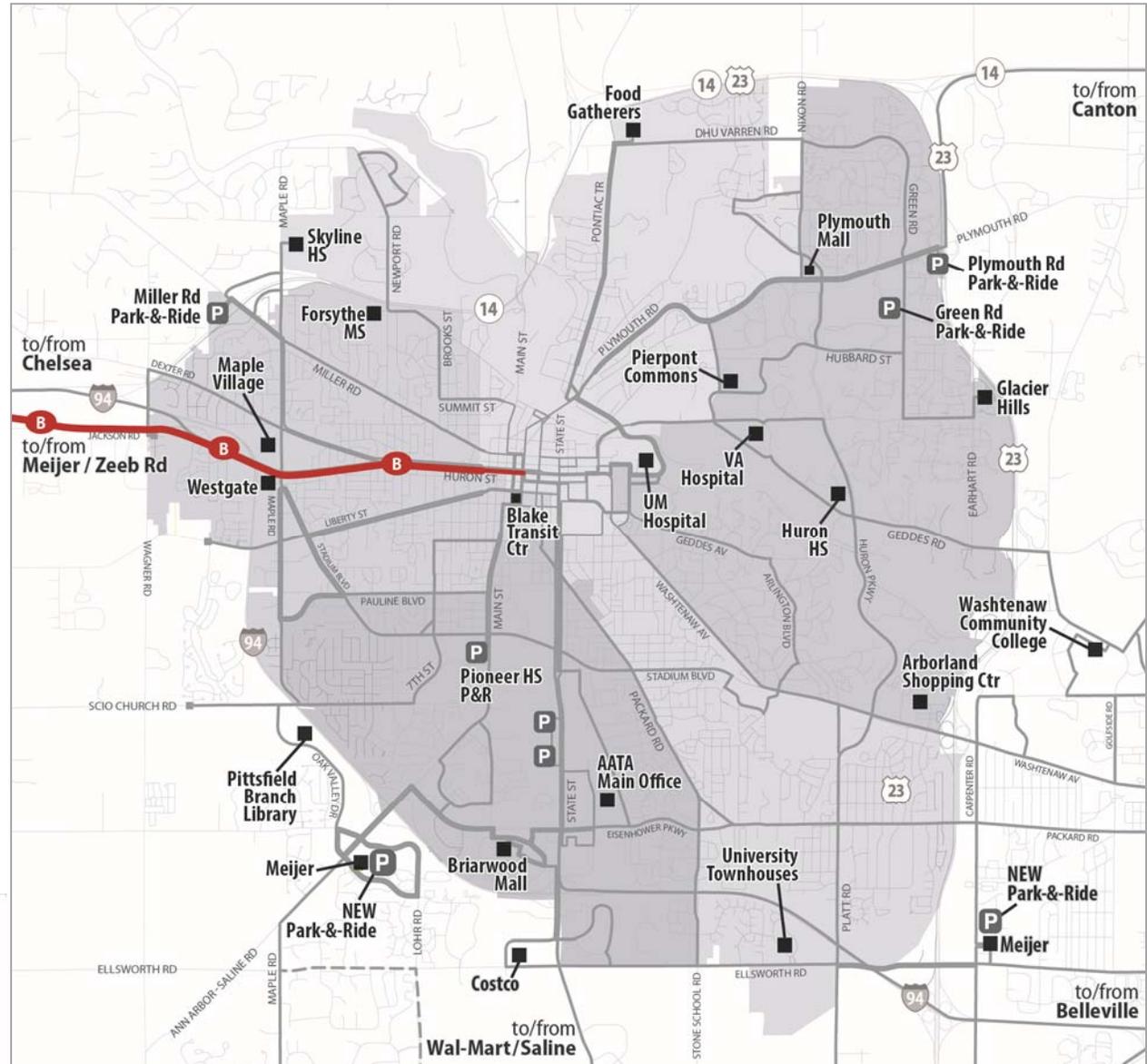
 **TheRide**
Your Way

City of Ann Arbor

New, more direct, or redesigned routes

Five Year Transit Improvement Program: Bus Network

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest
-  Ward boundaries



Route: B

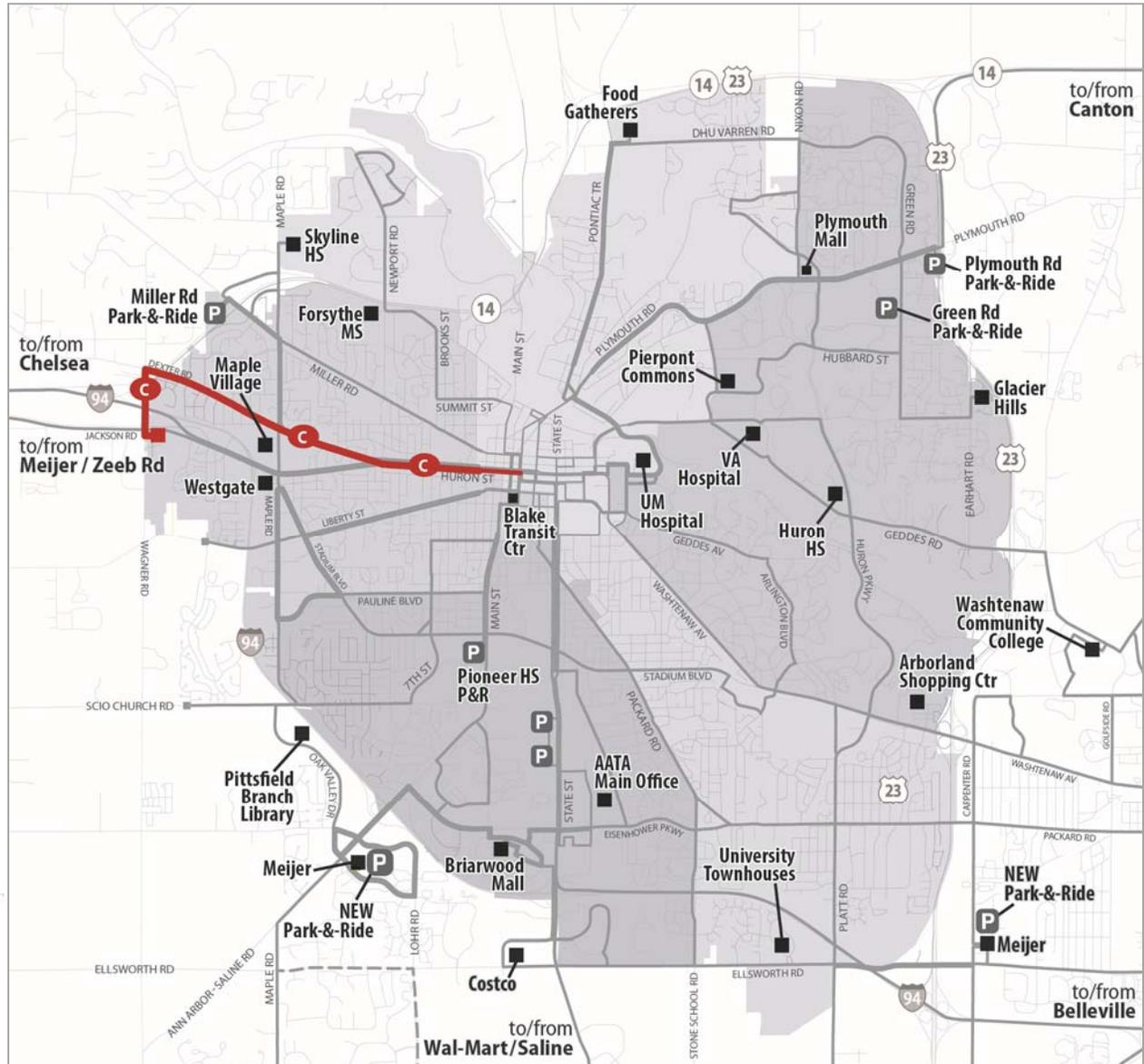
 **TheRide**
Your Way

City of Ann Arbor

New, more direct, or redesigned routes

Five Year Transit Improvement Program: Bus Network

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest
-  Ward boundaries

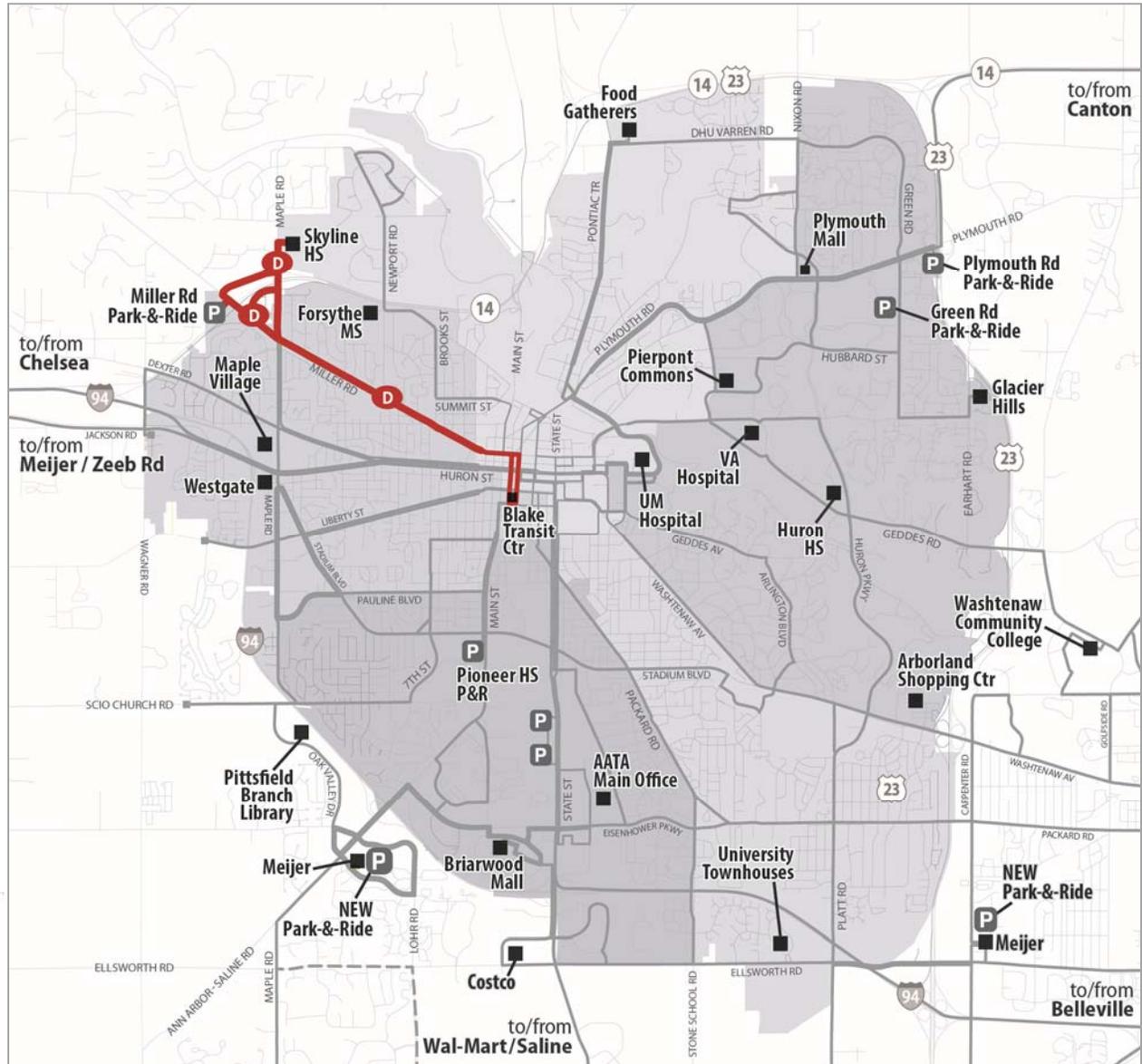


Route: C

 **TheRide**
Your Way

City of Ann Arbor

New, more direct, or redesigned routes



Five Year Transit Improvement Program: Bus Network

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest
-  Ward boundaries

Route: D

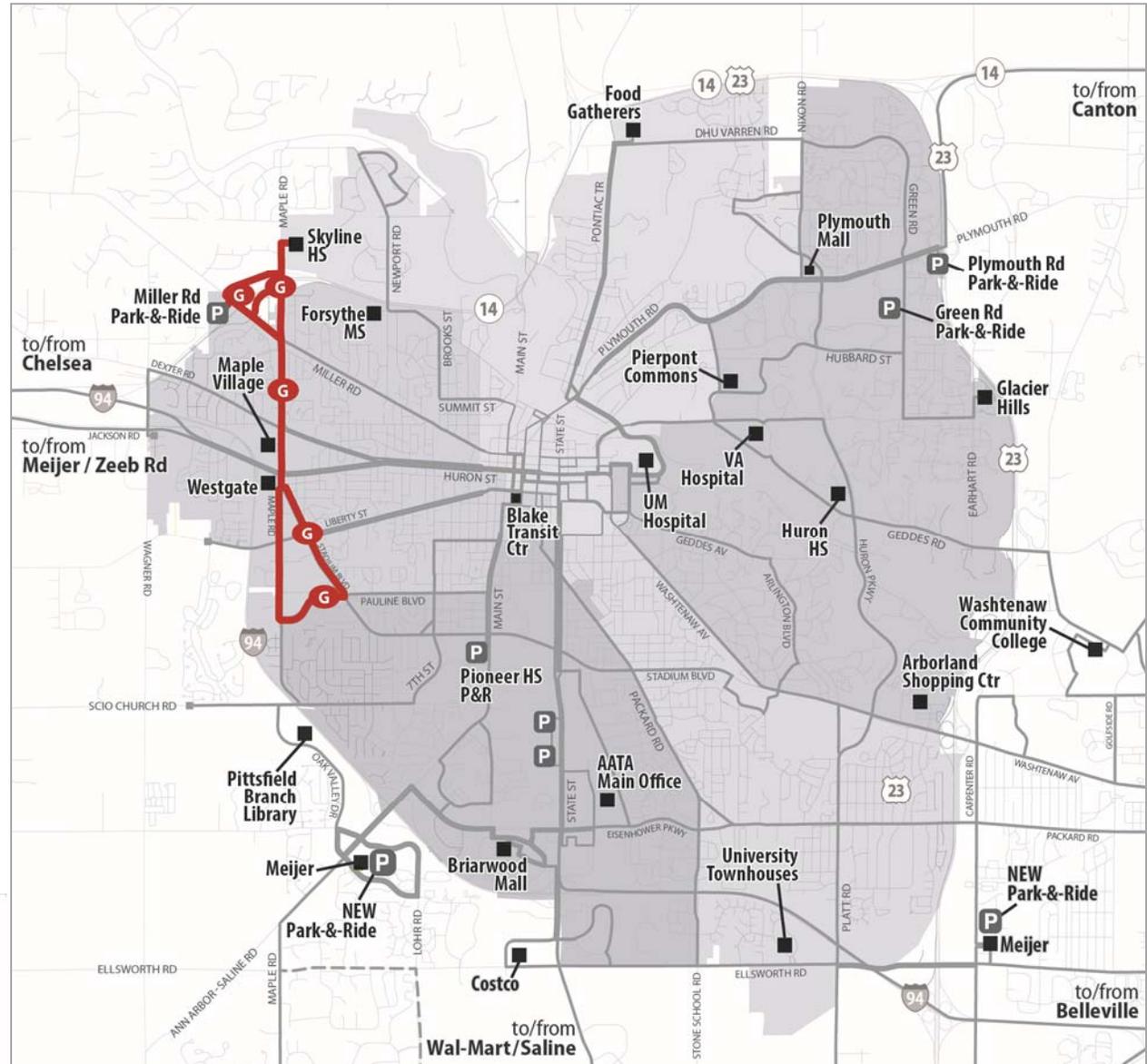
 **TheRide**
Your Way

City of Ann Arbor

New, more direct, or redesigned routes

Five Year Transit Improvement Program: Bus Network

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest
-  Ward boundaries

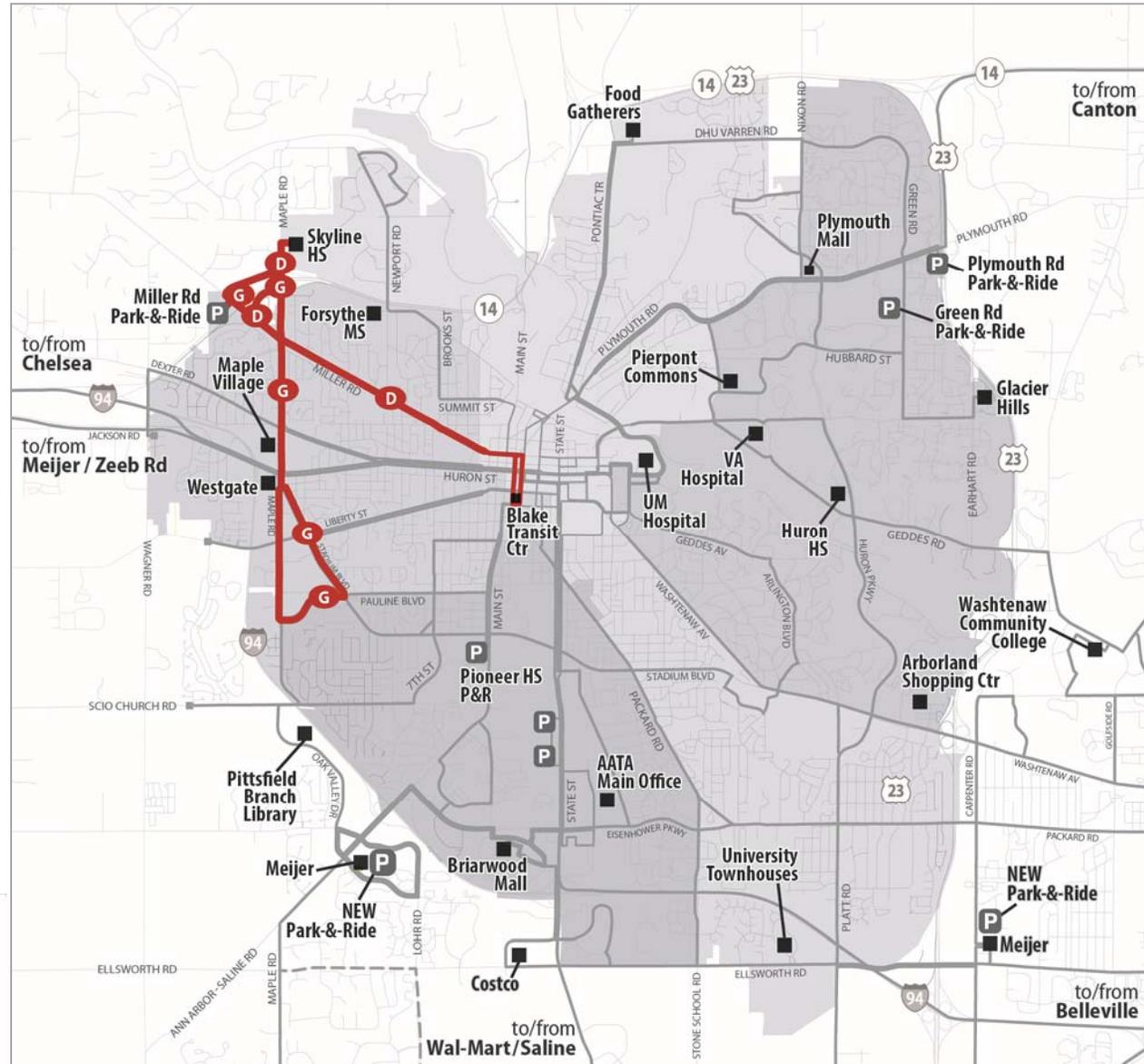


Route: G

 **TheRide**
Your Way

City of Ann Arbor

New, more direct, or redesigned routes



Five Year Transit Improvement Program: Bus Network

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest
-  Ward boundaries

Route: D & G

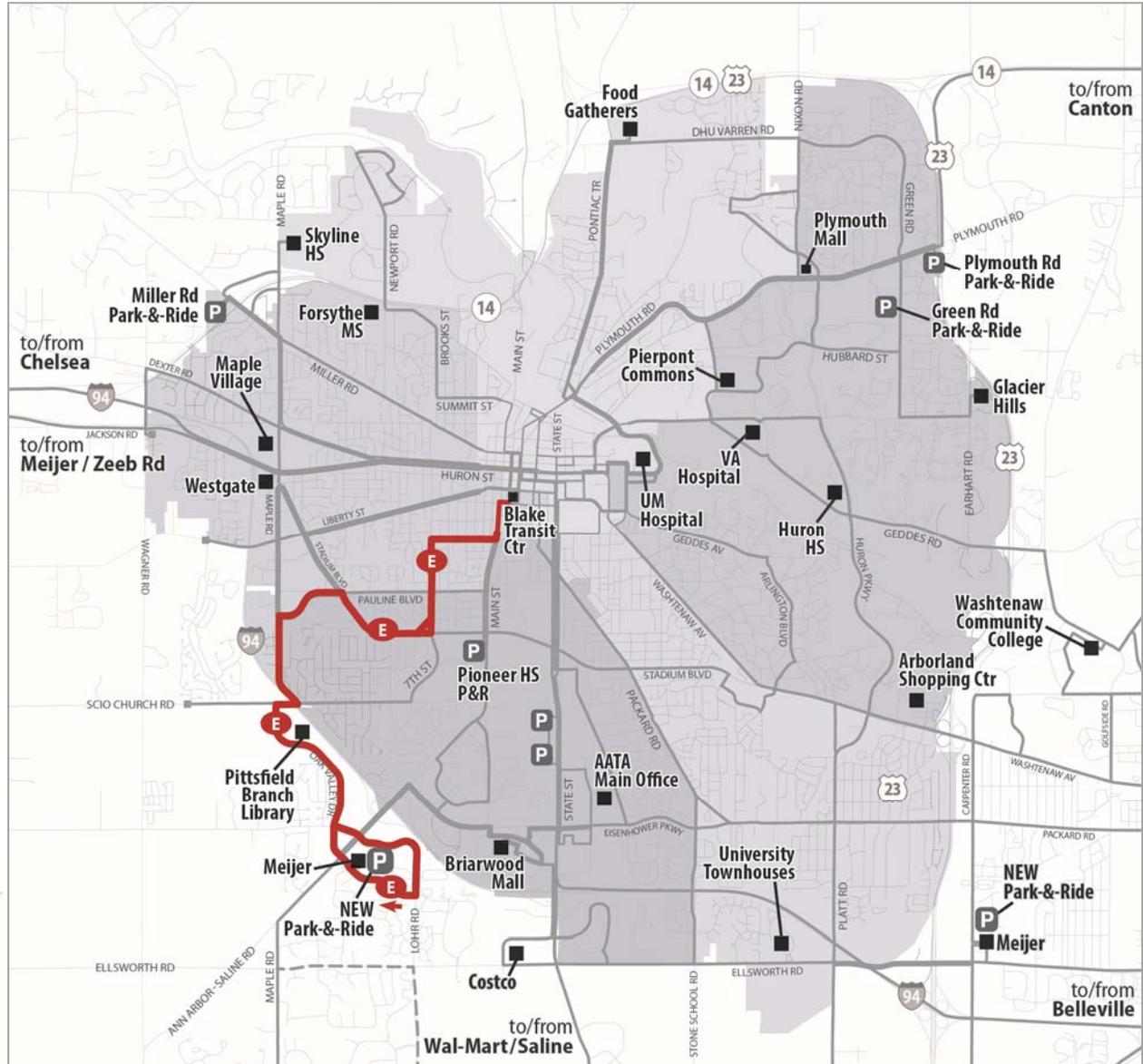
 **TheRide**
Your Way

City of Ann Arbor

New, more direct, or redesigned routes

Five Year Transit Improvement Program: Bus Network

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest
-  Ward boundaries



Route: E

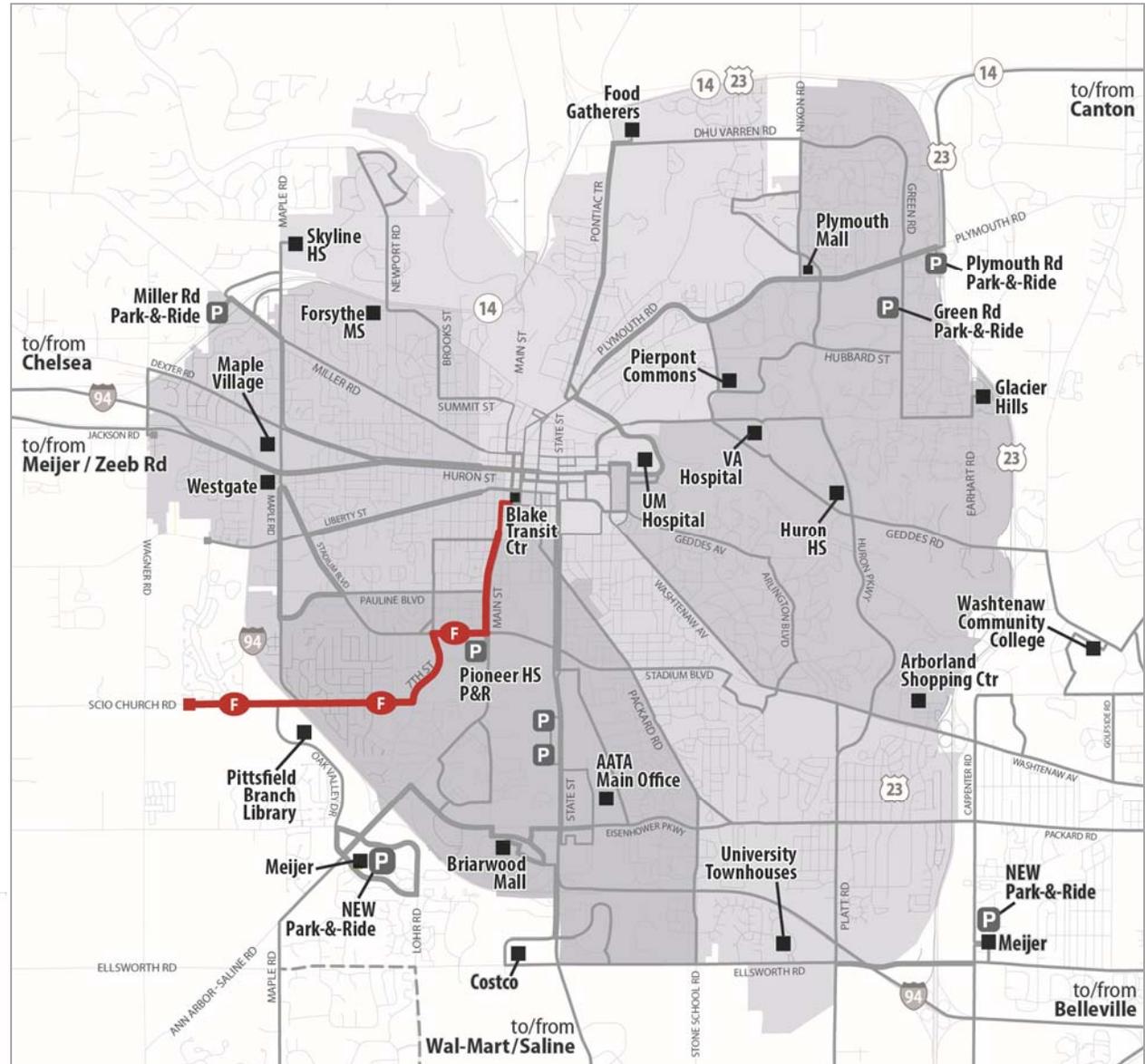
 **TheRide**
Your Way

City of Ann Arbor

New, more direct, or redesigned routes

Five Year Transit Improvement Program: Bus Network

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest
-  Ward boundaries

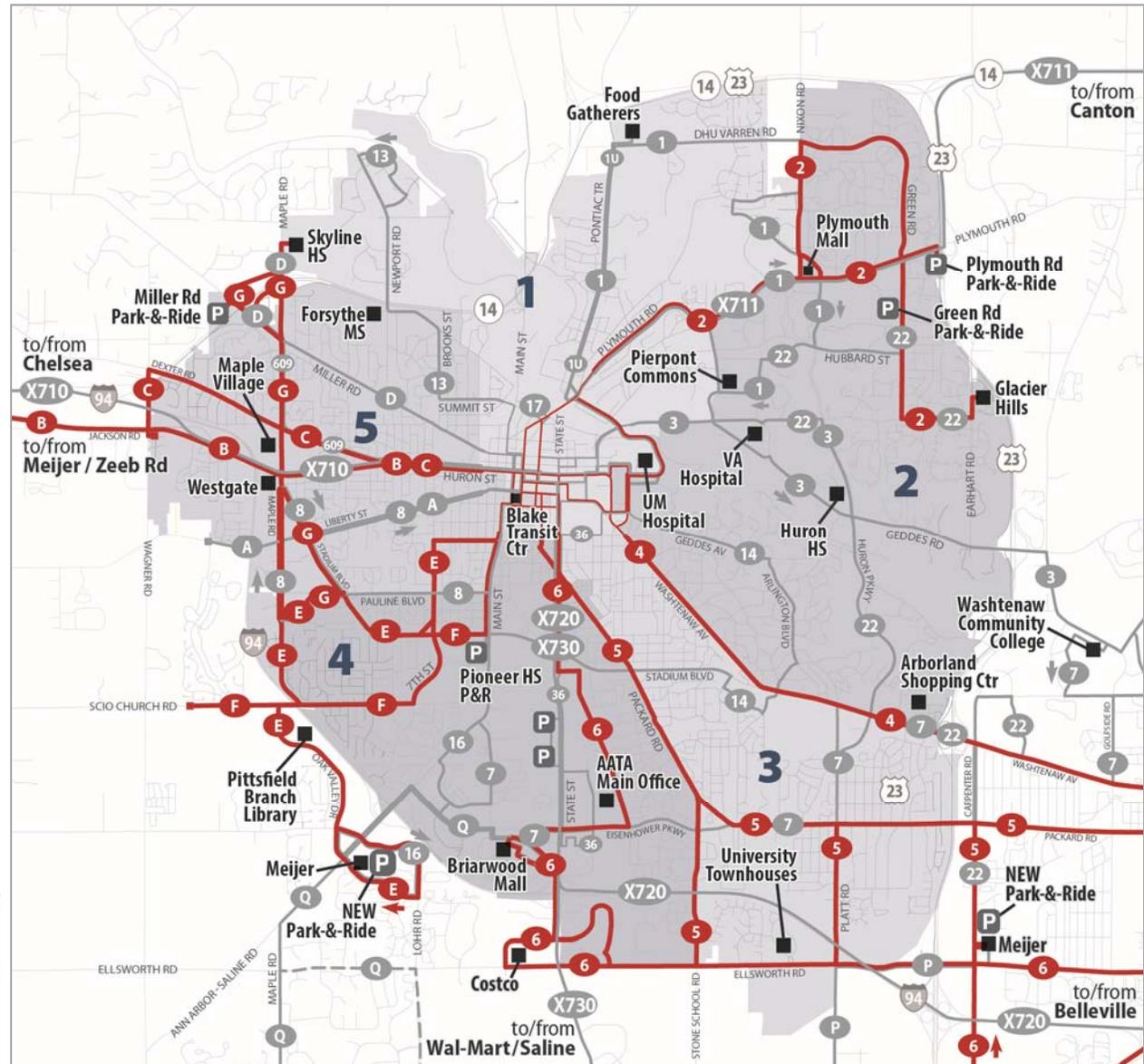


Route: F

TheRide
Your Way

City of Ann Arbor

Increased frequency / capacity



Five Year Transit Improvement Program: Bus Network

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest
-  Ward boundaries

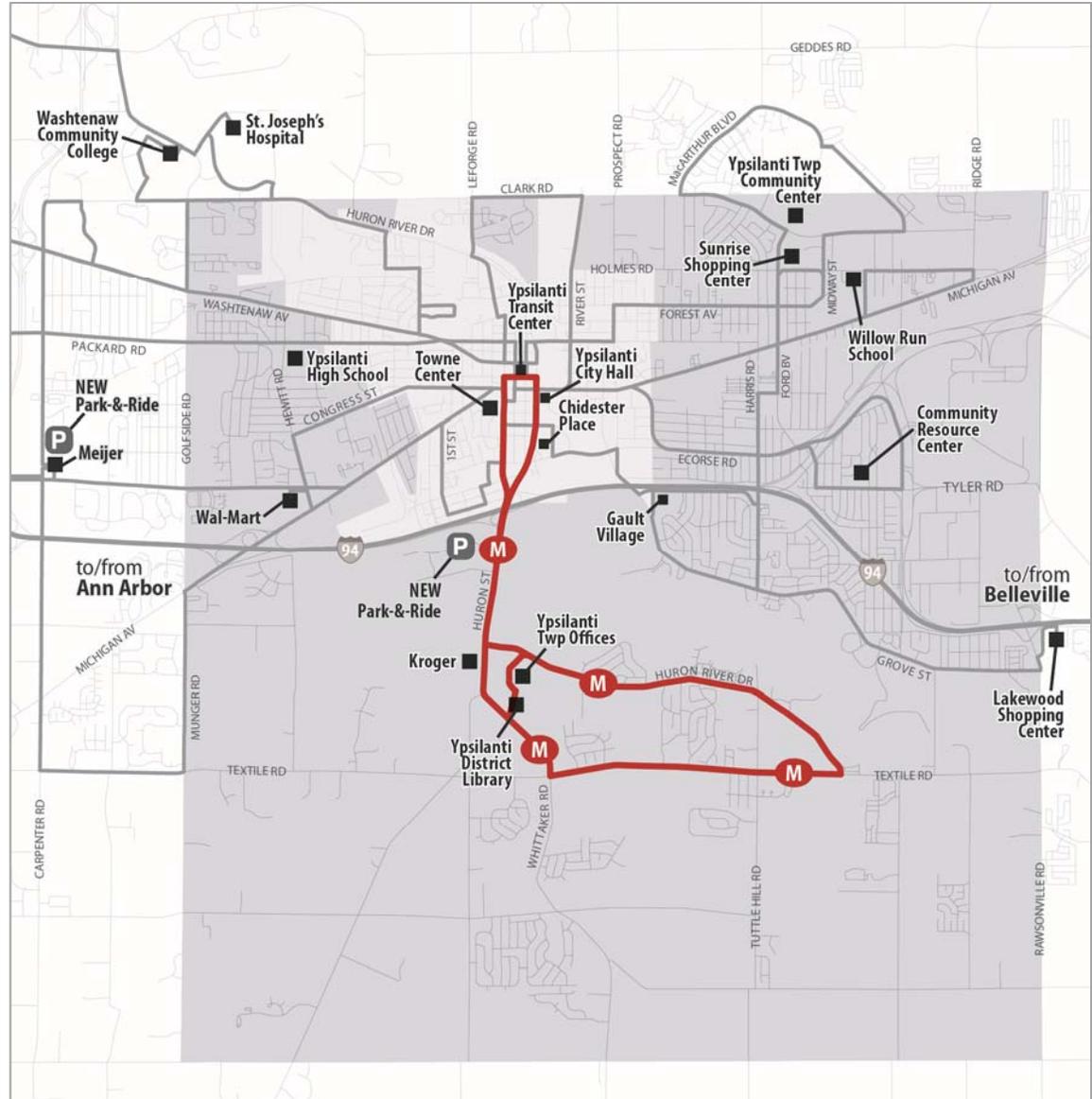
 **TheRide**
Your Way

City of Ypsilanti & Ypsilanti Twp

New, more
direct, or
redesigned
routes

**Five Year Transit Improvement Program:
Bus Network**

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest



Route: M

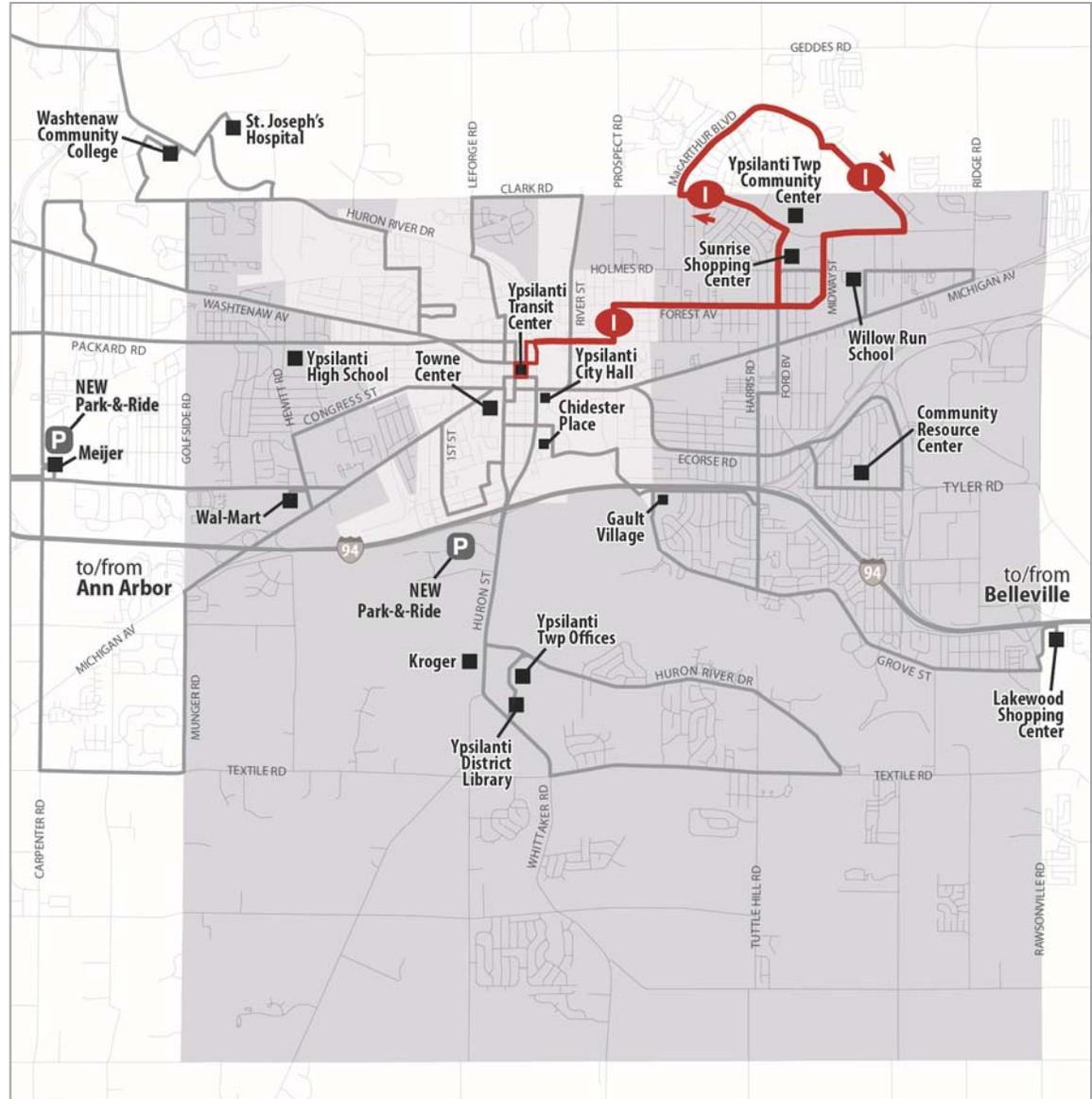
 **TheRide**
Your Way

City of Ypsilanti & Ypsilanti Twp

New, more
 direct, or
 redesigned
 routes

**Five Year Transit Improvement Program:
 Bus Network**

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest



Route: I

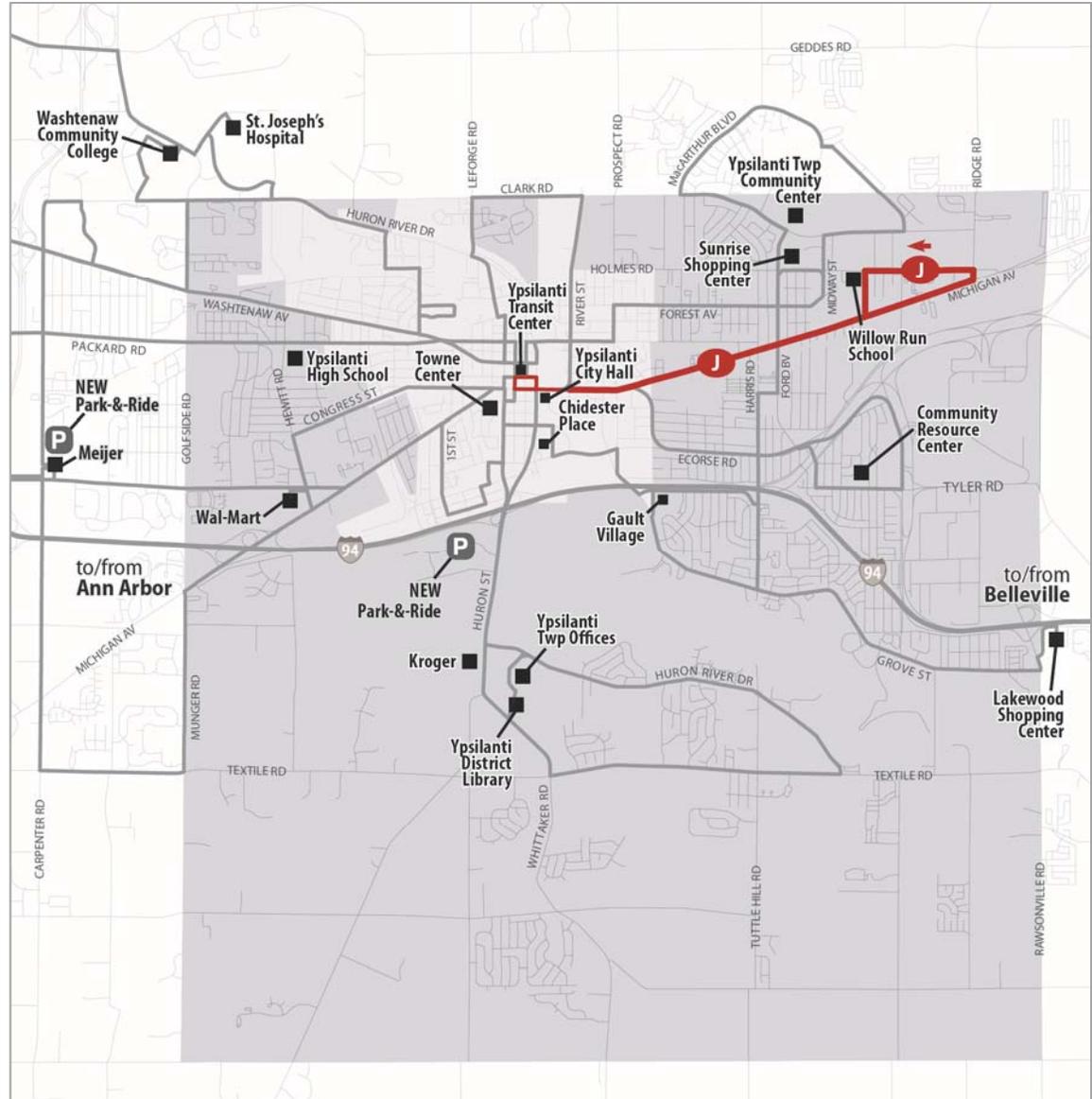
 **TheRide**
Your Way

City of Ypsilanti & Ypsilanti Twp

New, more
 direct, or
 redesigned
 routes

Five Year Transit Improvement Program: Bus Network

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest



Route: J

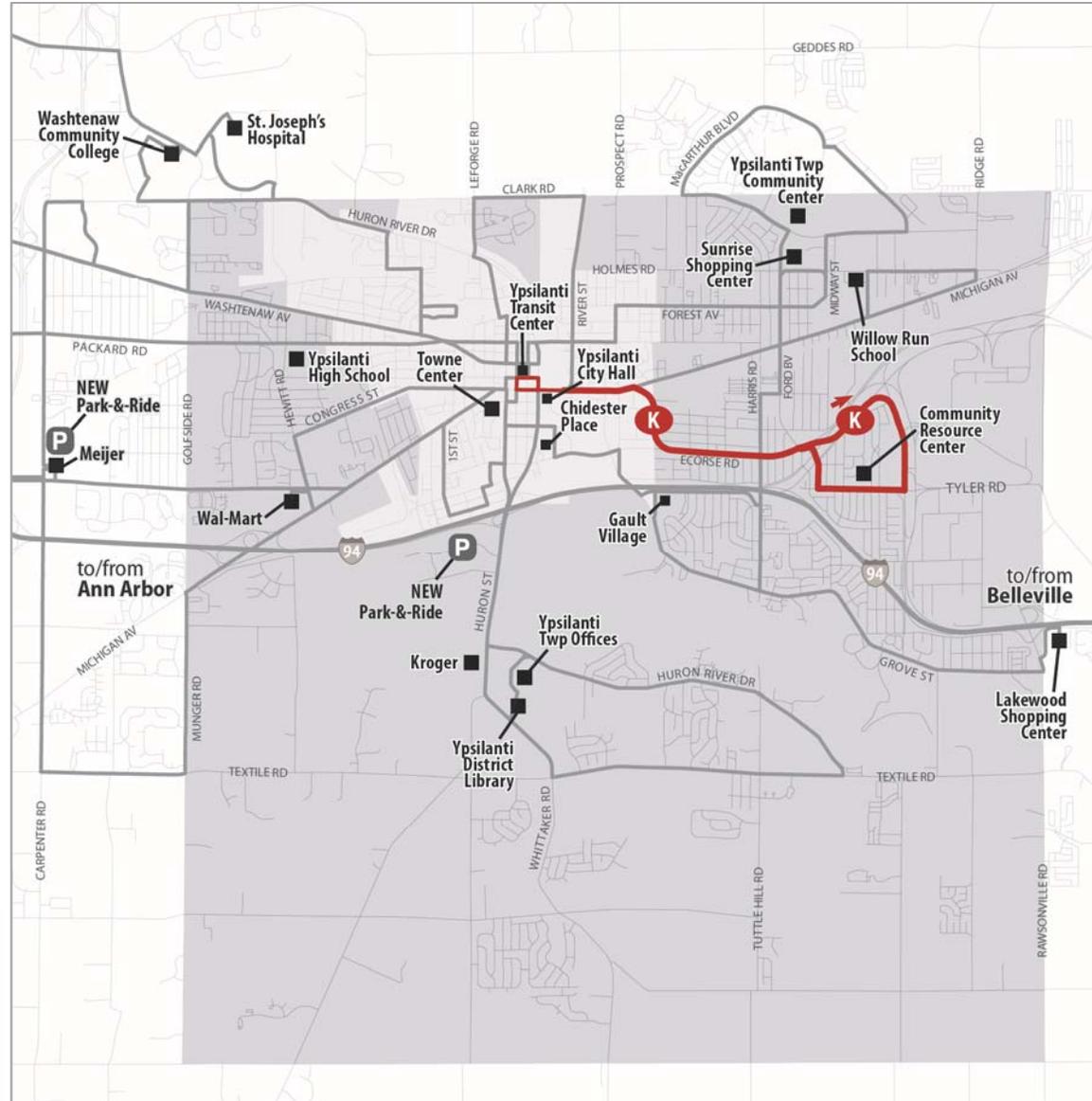
 **TheRide**
Your Way

City of Ypsilanti & Ypsilanti Twp

New, more
 direct, or
 redesigned
 routes

Five Year Transit Improvement Program: Bus Network

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest



Route: K

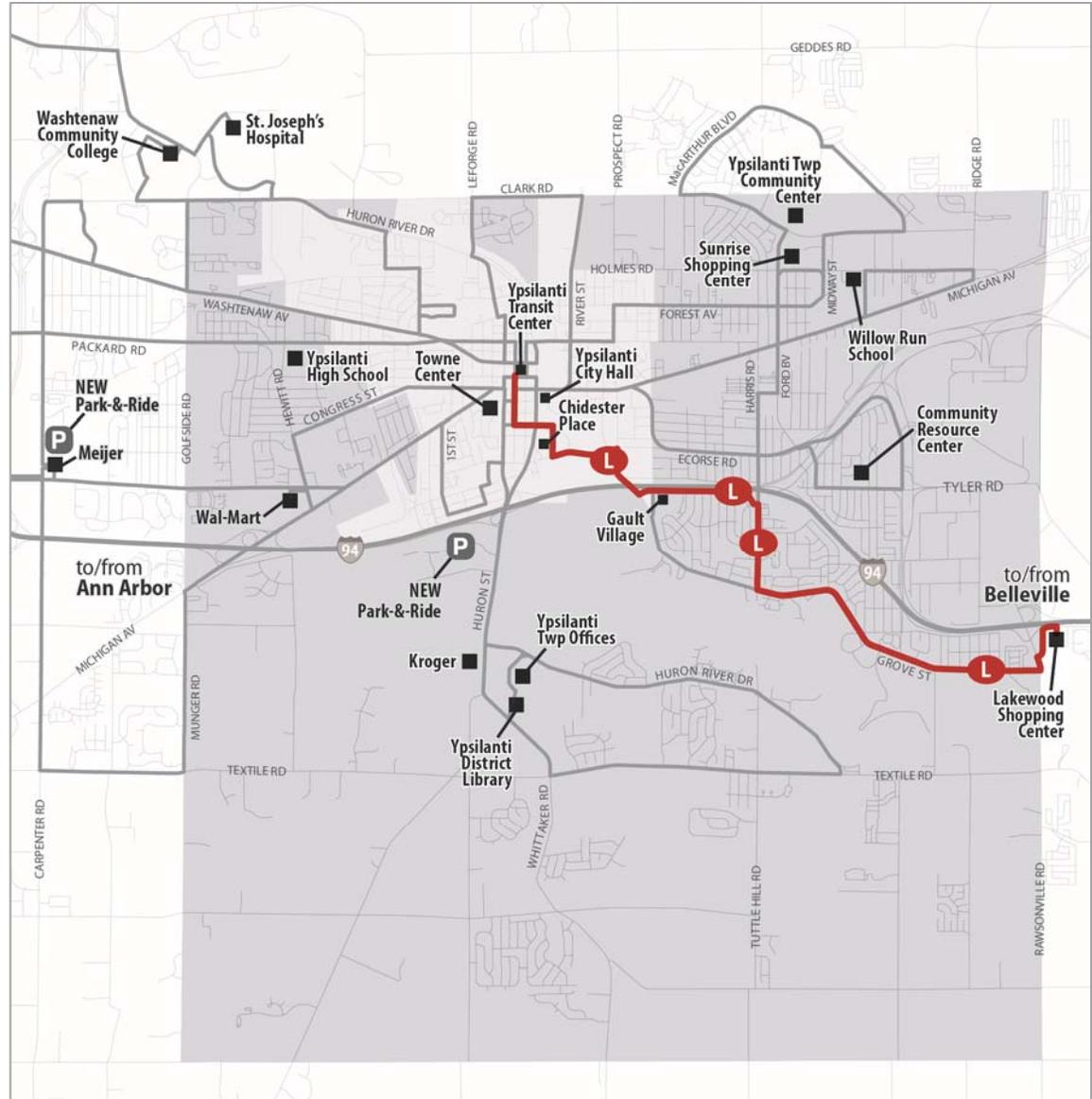
 **TheRide**
Your Way

City of Ypsilanti & Ypsilanti Twp

New, more
 direct, or
 redesigned
 routes

Five Year Transit Improvement Program: Bus Network

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest



Route: L

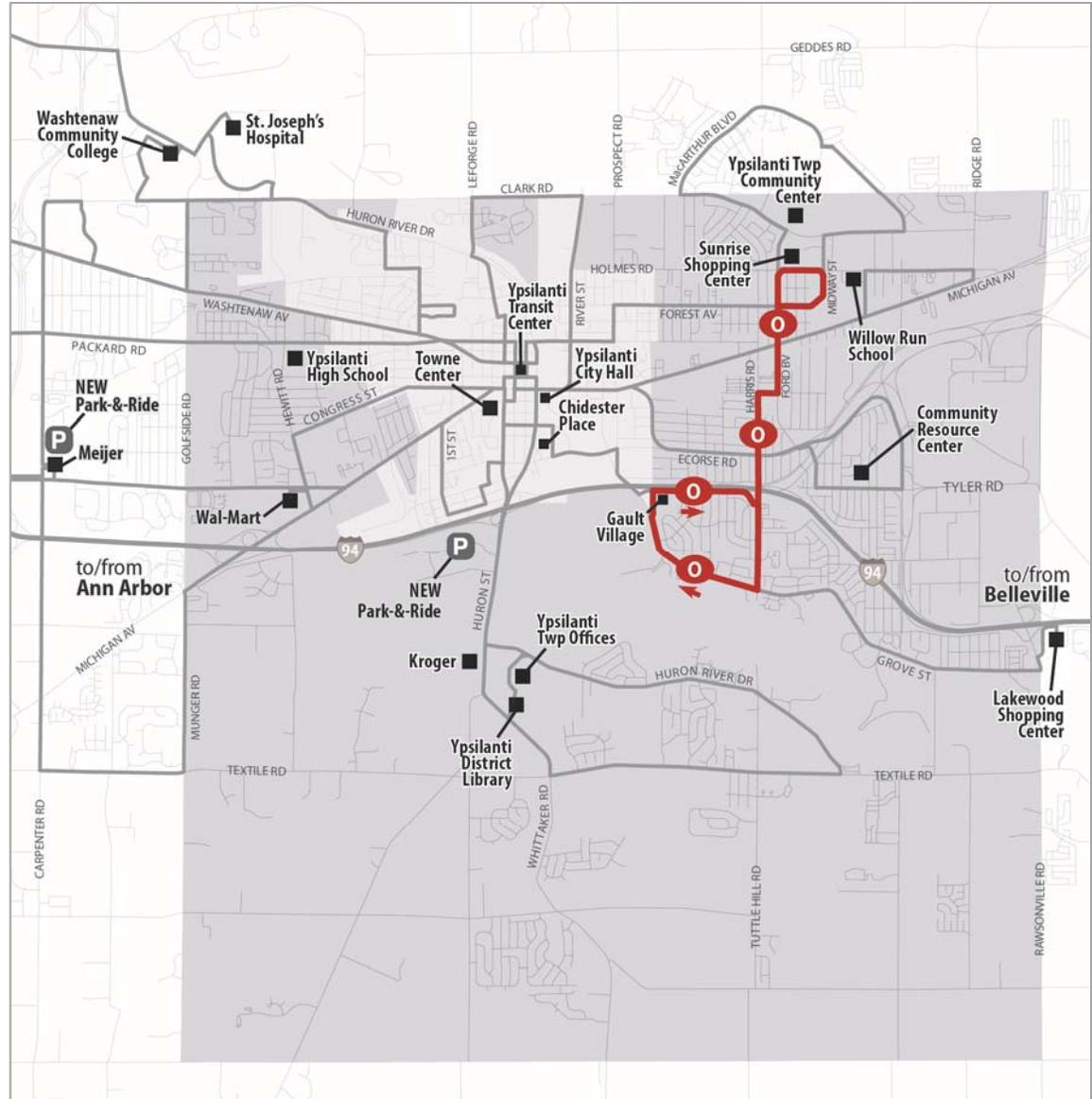
 **TheRide**
Your Way

City of Ypsilanti & Ypsilanti Twp

New, more
 direct, or
 redesigned
 routes

**Five Year Transit Improvement Program:
 Bus Network**

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest



Route: O

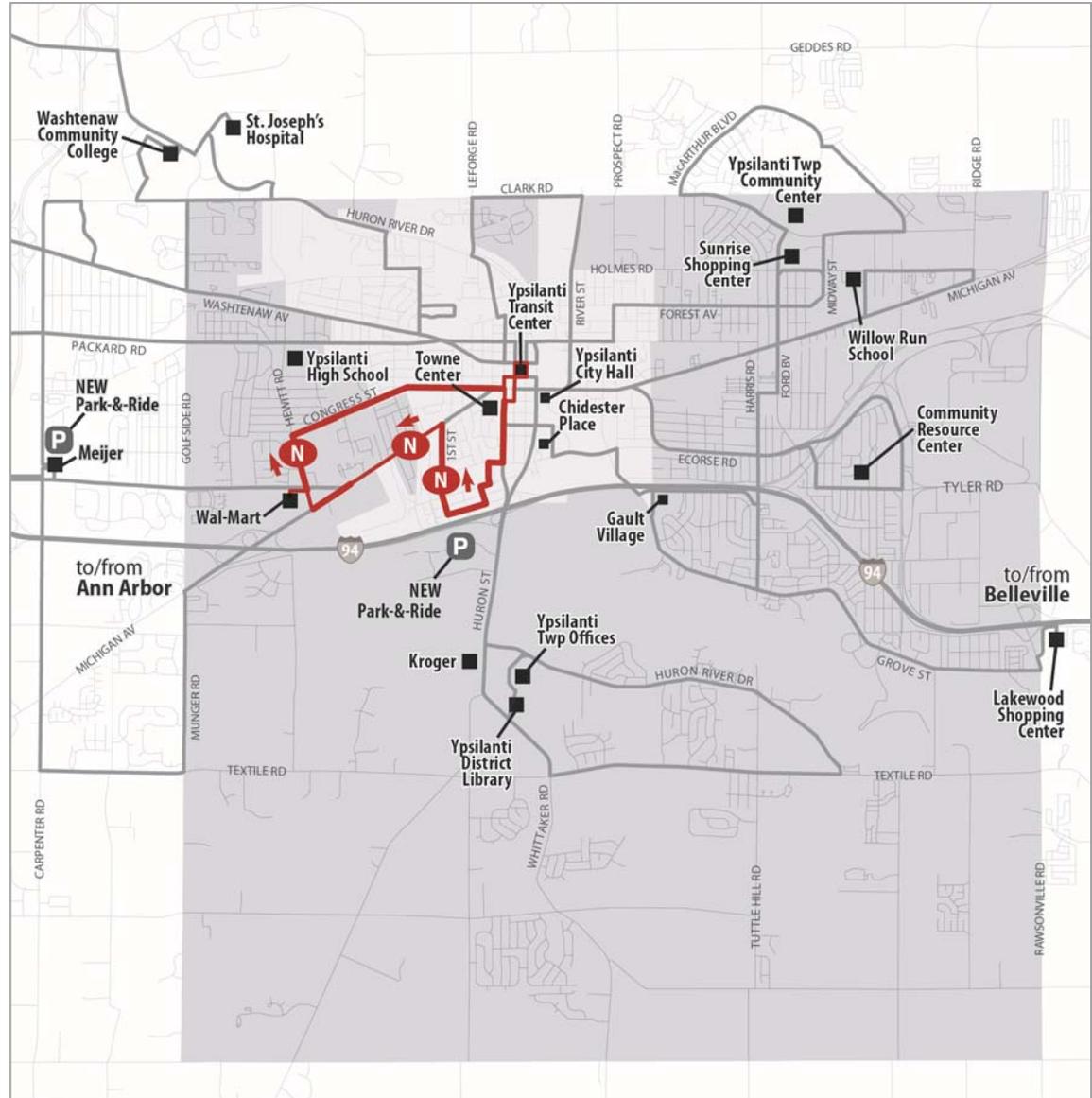
 **TheRide**
Your Way

City of Ypsilanti & Ypsilanti Twp

New, more
direct, or
redesigned
routes

Five Year Transit Improvement Program: Bus Network

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest



Route: N

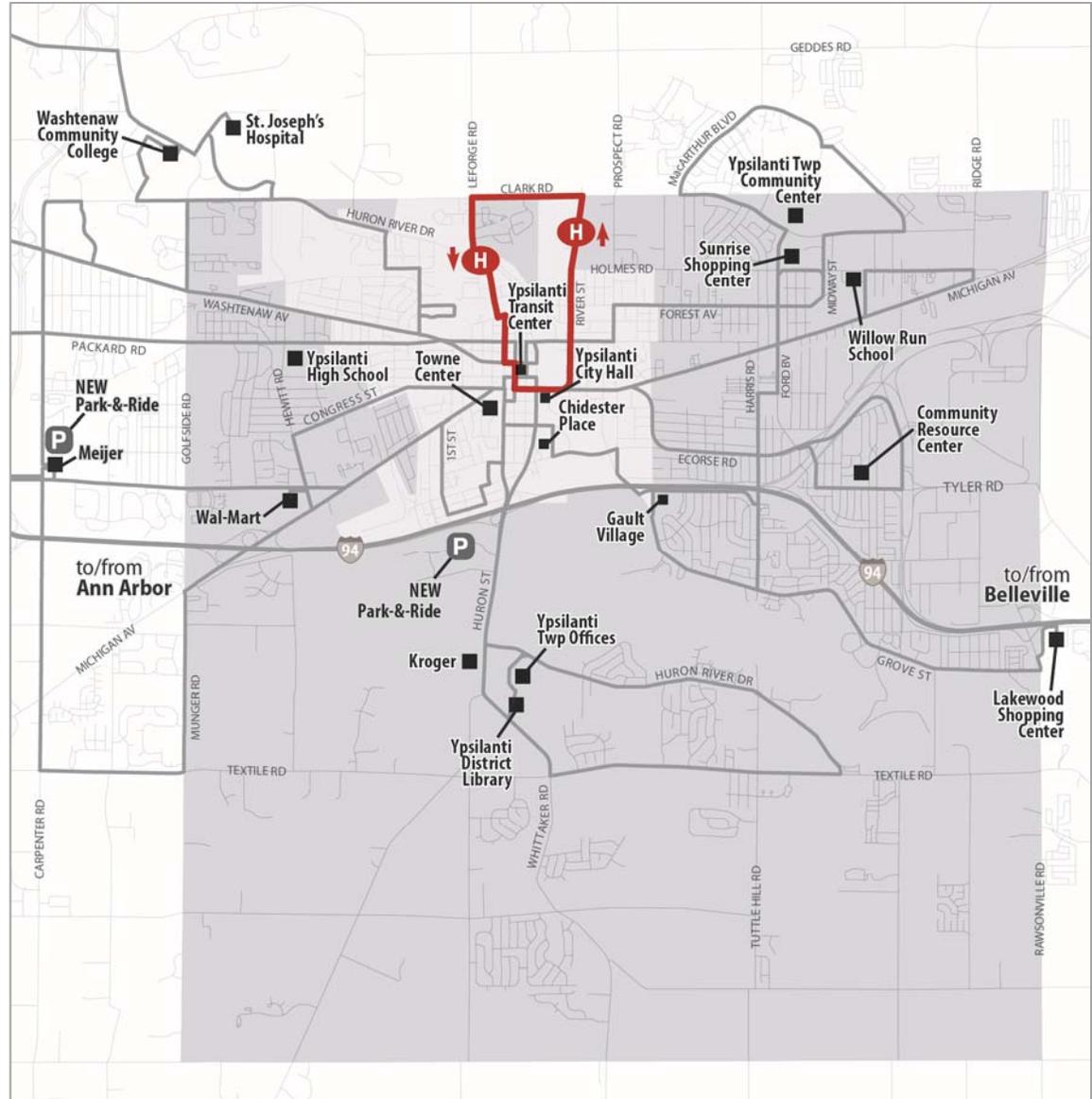
 **TheRide**
Your Way

City of Ypsilanti & Ypsilanti Twp

New, more
 direct, or
 redesigned
 routes

Five Year Transit Improvement Program: Bus Network

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest



Route: H

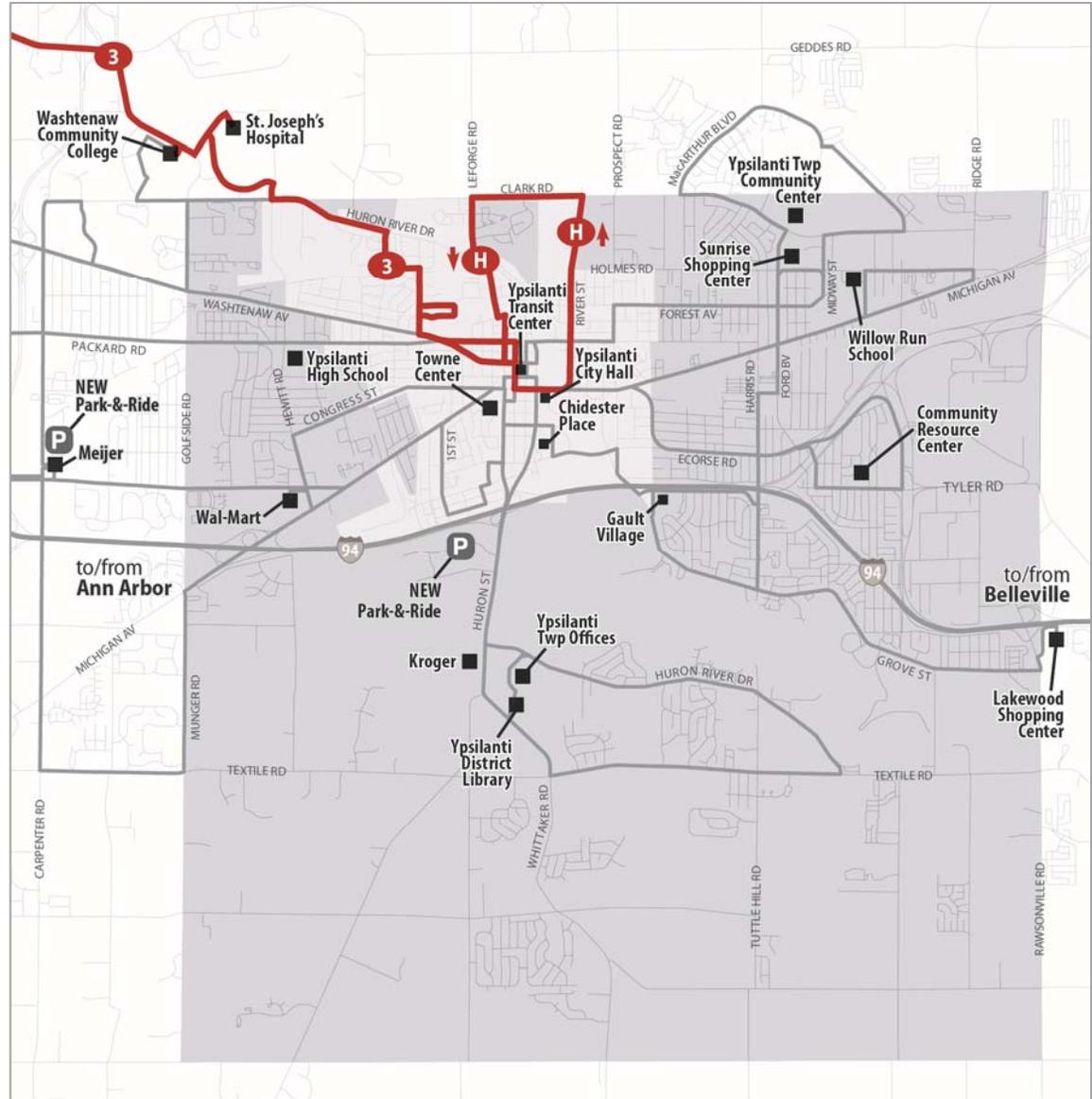
 **TheRide**
Your Way

City of Ypsilanti & Ypsilanti Twp

New, more
direct, or
redesigned
routes

**Five Year Transit Improvement Program:
Bus Network**

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest



Route: 3 & H

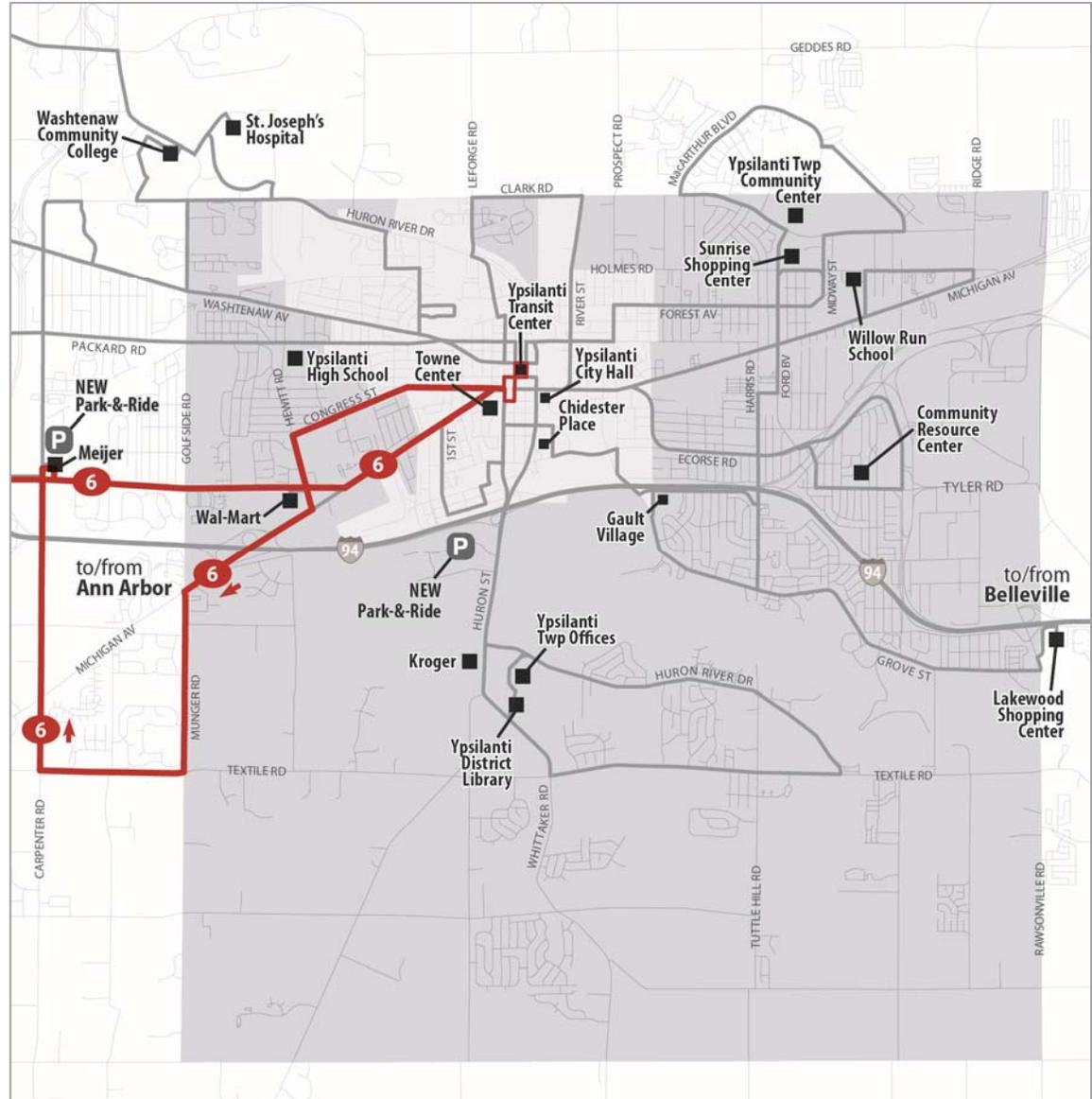
 **TheRide**
Your Way

City of Ypsilanti & Ypsilanti Twp

New, more
 direct, or
 redesigned
 routes

Five Year Transit Improvement Program: Bus Network

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest



Route: 6

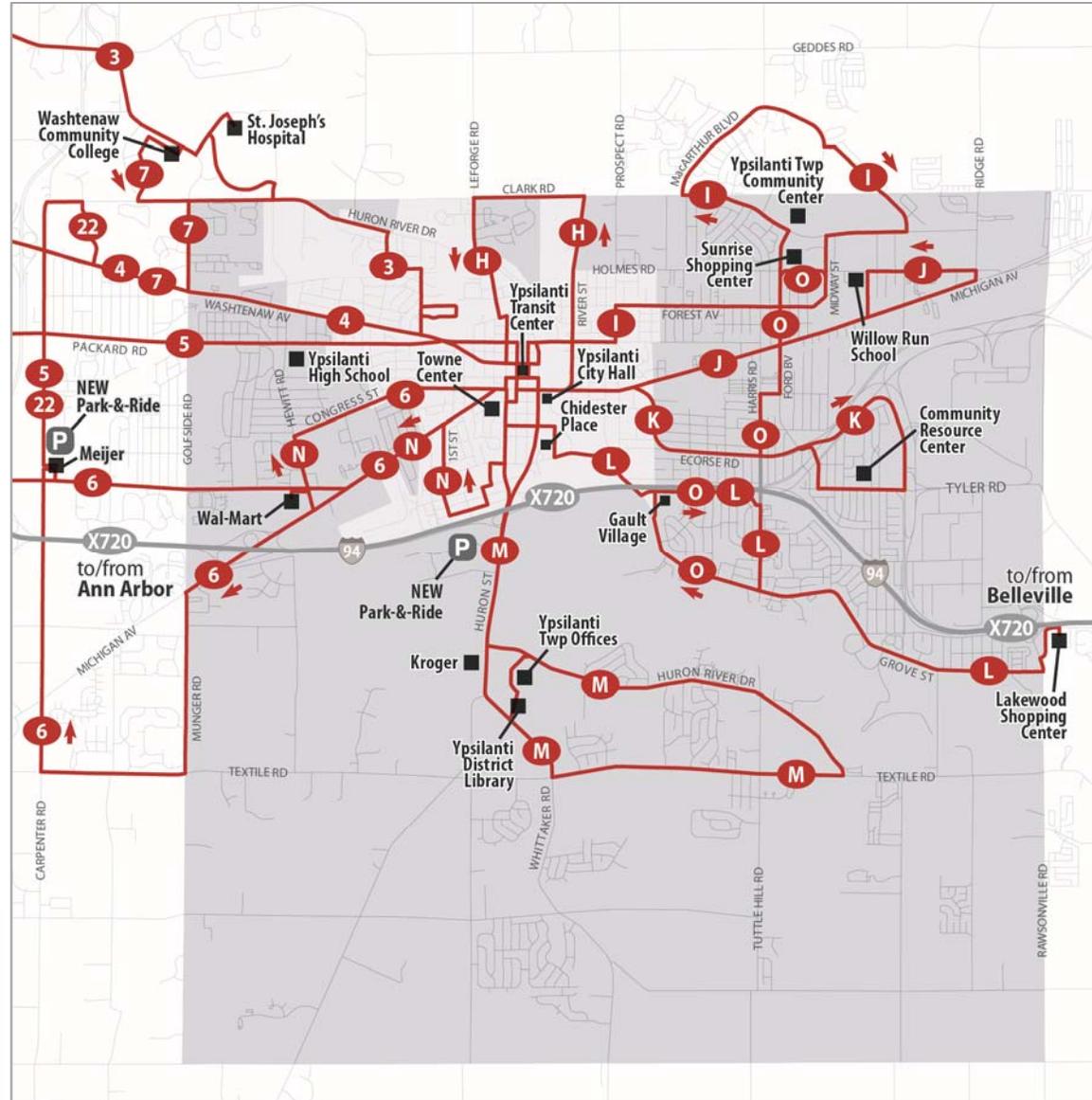
 **TheRide**
Your Way

City of Ypsilanti & Ypsilanti Twp

Increased
Frequency /
Capacity

**Five Year Transit Improvement Program:
Bus Network**

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest



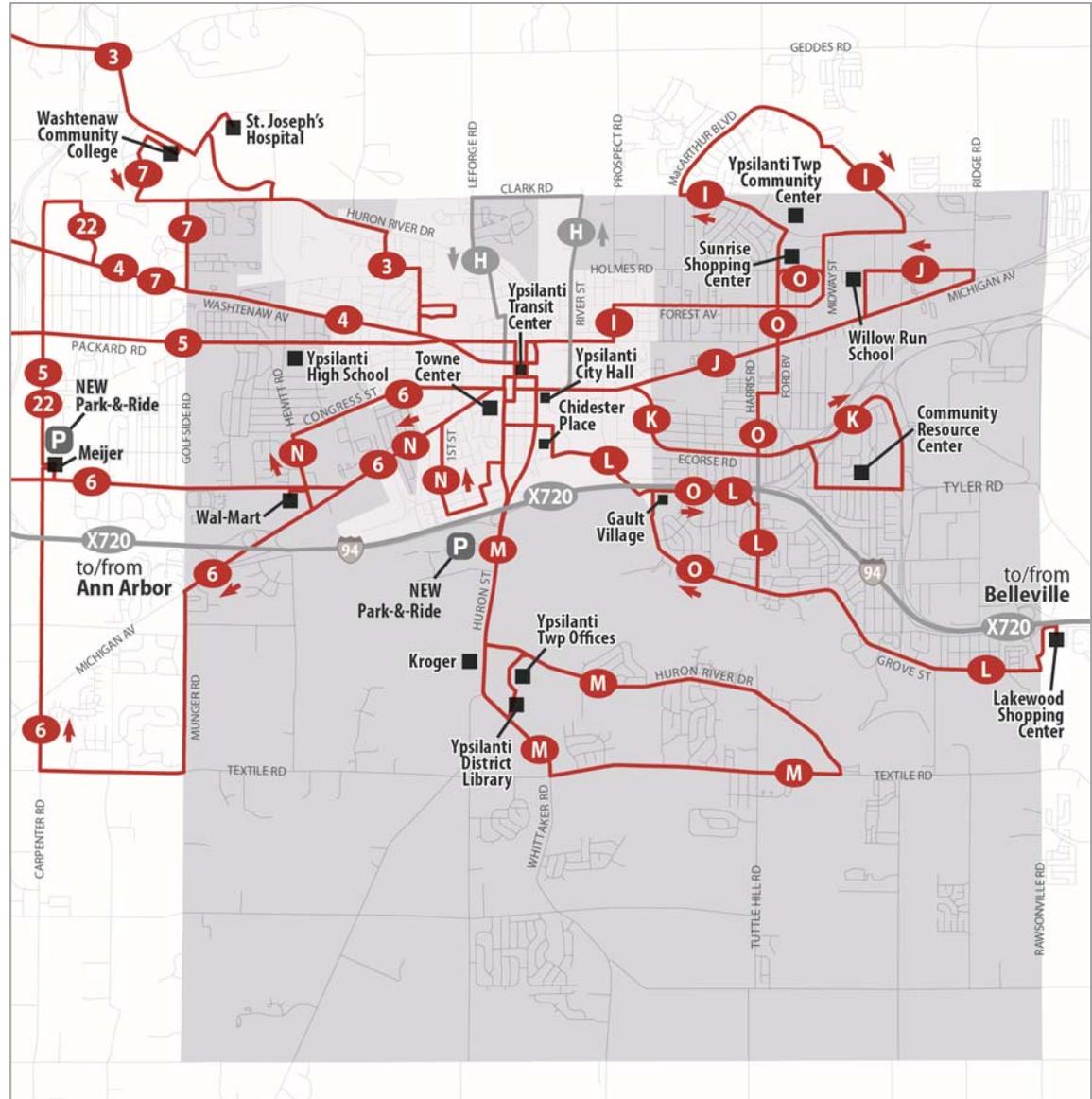
 **TheRide**
Your Way

City of Ypsilanti & Ypsilanti Twp

Later Hours
Weeknights
(11PM to
Midnight on
most routes)

**Five Year Transit Improvement Program:
Bus Network**

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest



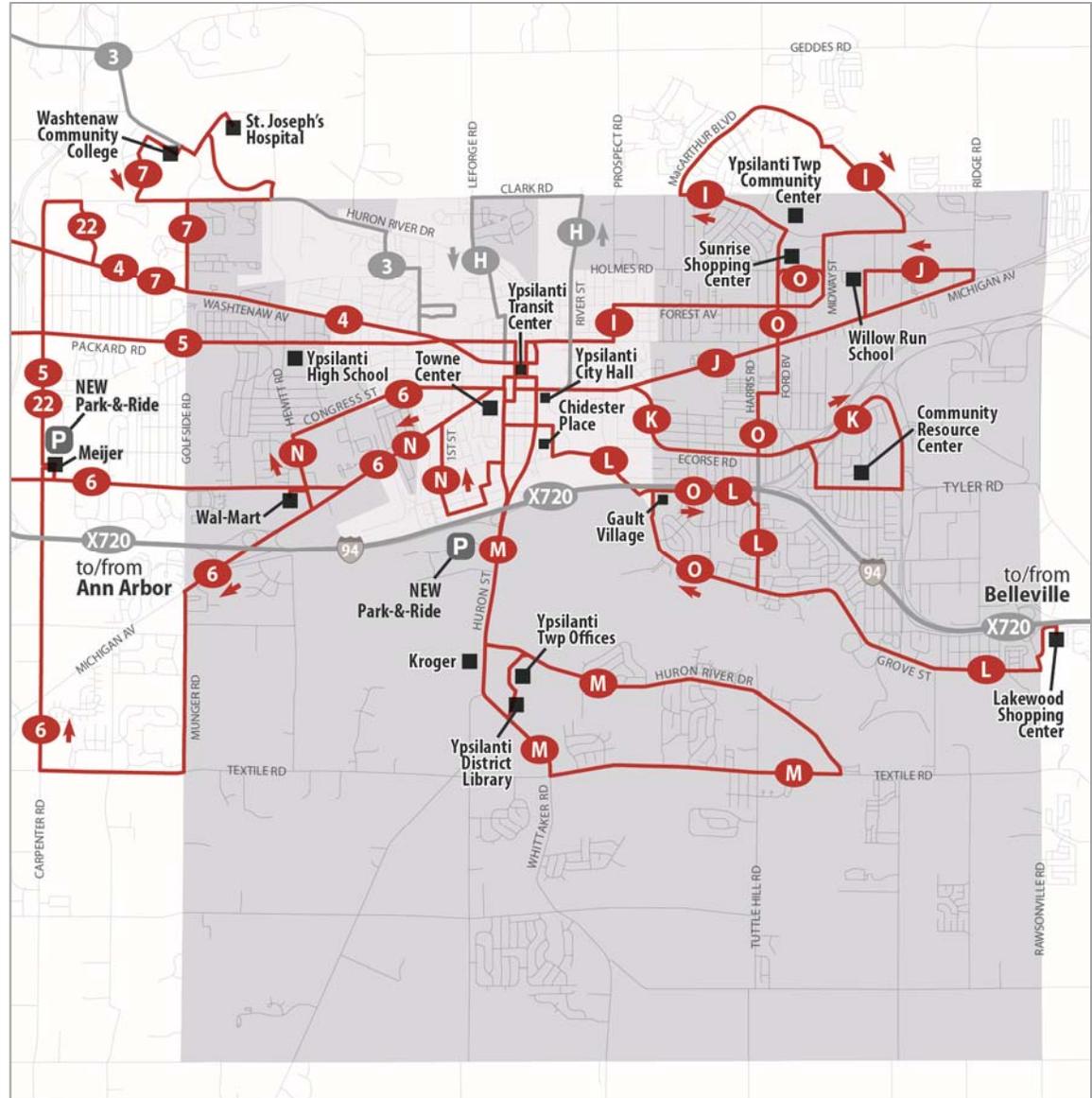
 **TheRide**
Your Way

City of Ypsilanti & Ypsilanti Twp

New / Extended
Weekend Service
(11PM to
Midnight for
more routes)

**Five Year Transit Improvement Program:
Bus Network**

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest



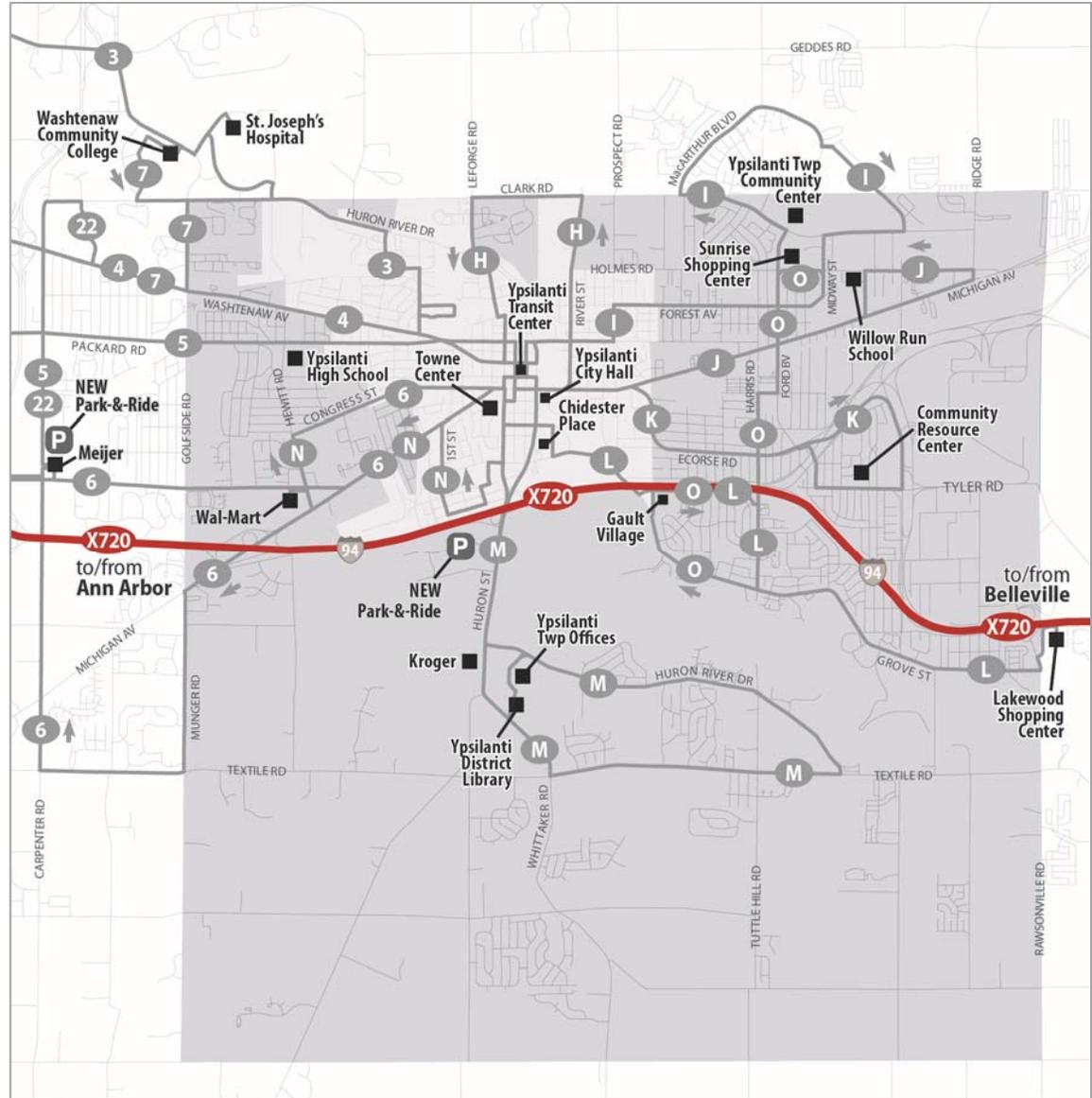
 **TheRide**
Your Way

City of Ypsilanti & Ypsilanti Twp

Weekday
 Express
 Service

Five Year Transit Improvement Program: Bus Network

-  Route with no proposed changes
-  Route with proposed changes
-  Express route
-  Park & ride lot
-  Point of interest



 **TheRide**
Your Way

Pittsfield Twp / City of Saline

Urban Core Bus Network

-  Extended evening & weekend hours on existing route
-  New route replaces existing route/extended service
-  Express route
-  Alternate proposed routing
-  Municipal boundary
-  Existing park & ride lot
-  Proposed park & ride lot
-  Point of interest





Ann Arbor Area Transportation Authority
2700 S. Industrial Hwy.
Ann Arbor, MI 48104
734.973.6500

