



Long-Range Plan

TheRide 2045 is a long-range plan for public transit services in the Ann Arbor-Ypsilanti area. After you look at these slides, tell us what you think the future transit system should look like.



For more information
visit TheRide.org

Overview

- Long-Range Plan Process
- Elements of the Plan
 1. Fixed-Route Bus
 2. Regional and Park & Ride
 3. Paratransit
 4. Other services



Goals for the Plan

Community Values Drive Transit's Goals:

- Increase social equity, access to jobs, education, and housing
- Help the environment and reduce air pollution
- Support existing and new businesses

Focus Areas



Transit network



Higher-order transit



New types of services



Infrastructure



Technology



Fleet



TheRide 2045 Project Timeline



Phase 1: Guidance (Feb – July)

Create a strategy including goals, principles and the method for the plan.
Establish Public Advisory Group.



Phase 2: Analysis (Mar – Aug)

Study the current and future state for TheRide services. Review peer agency and city plans, and changes to population and employment.



Phase 3: Development (Jul – Feb '22)

Pull ideas together into different scenarios that work towards plan goals. Integrate feedback from the public and stakeholders.



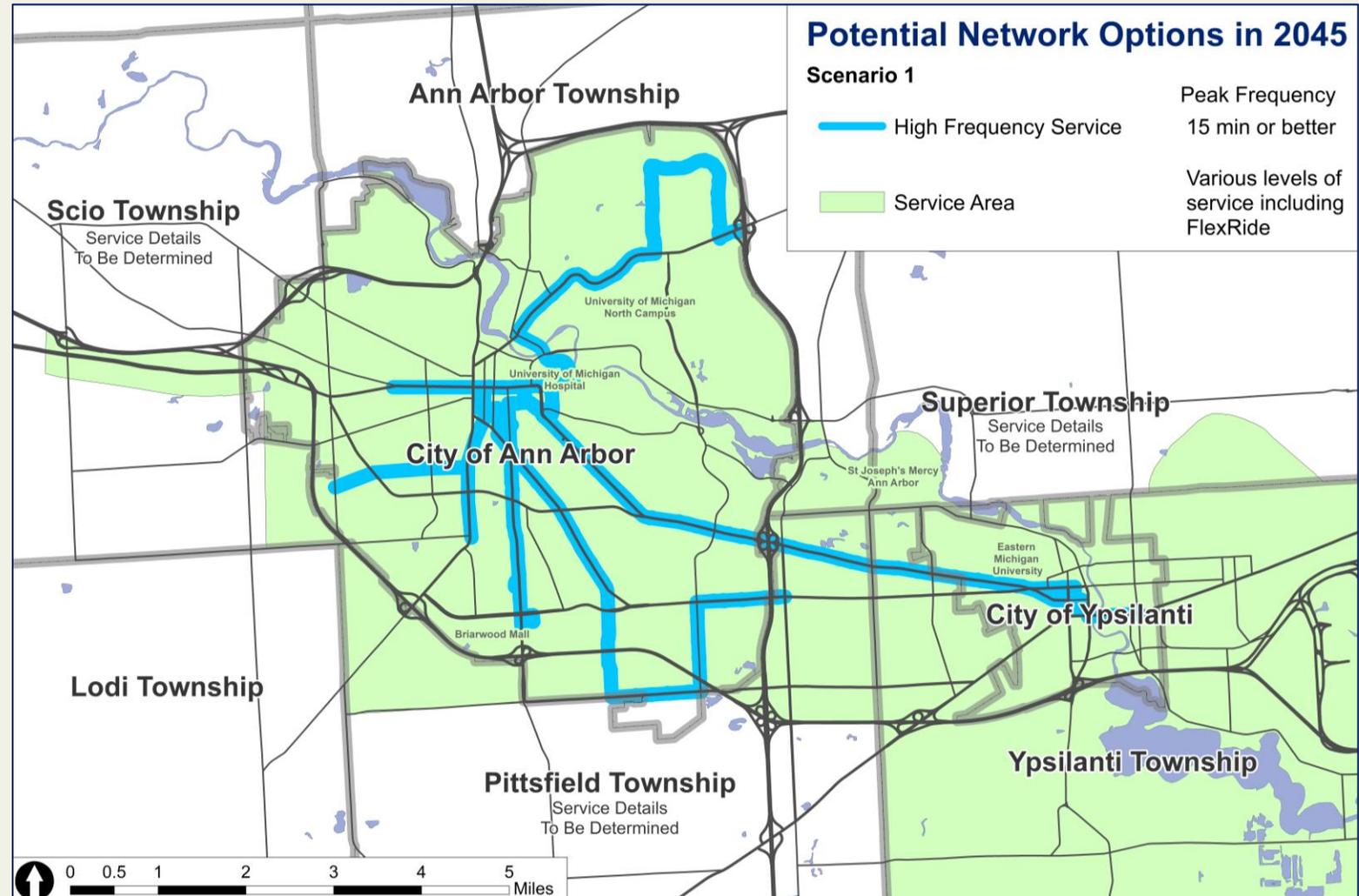
Phase 4: Finalization (Jan – Apr '22)

Provide the public with a detailed, realistic plan, then use their feedback to make recommendations to TheRide's Board of Directors.



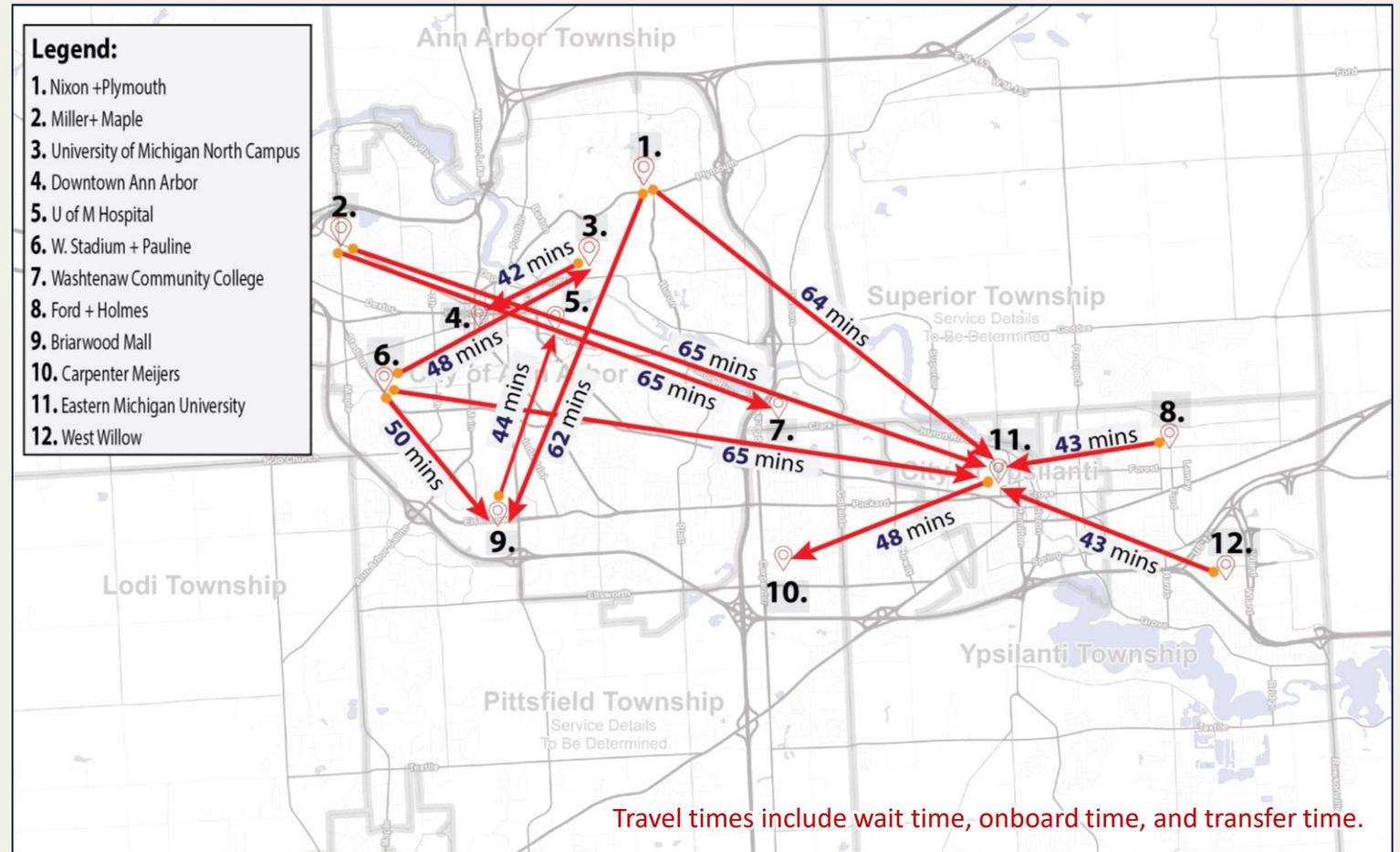
Scenario 1 Baseline (status quo)

- Minimal to no increase in local millage
- Minor adjustments over next 25 years
- Upgrades to Blake Transit Center and Ypsilanti Transit Center (all scenarios)
- 63% of population
82% of jobs are close to high-frequency service (15 mins or better)



Scenario 1 Travel Times

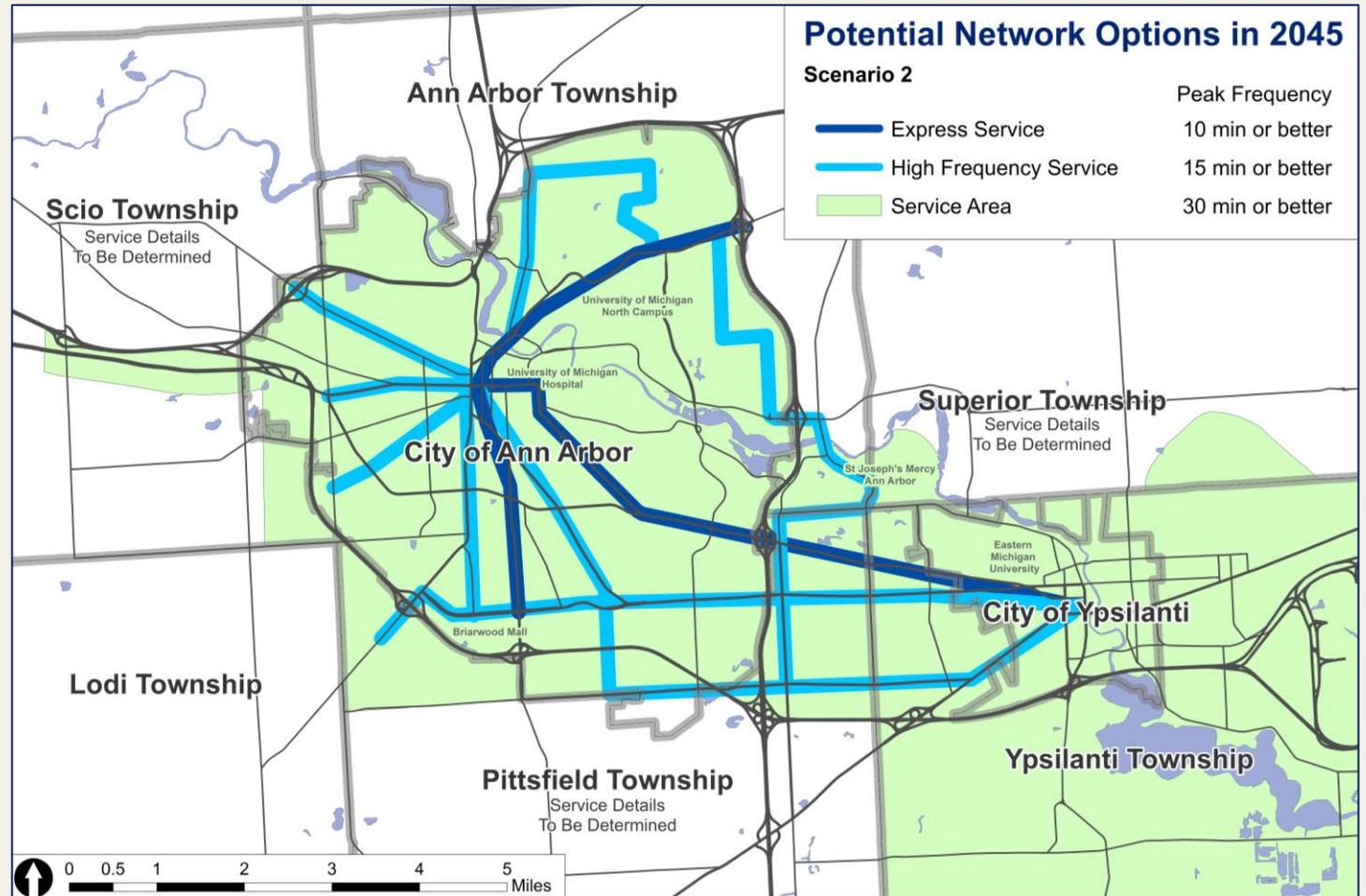
- Service does not keep up with growth in population and employment
- Customers find using transit less attractive resulting in more people using cars instead of transit
- It does not improve transit access to jobs or housing for people living in poverty

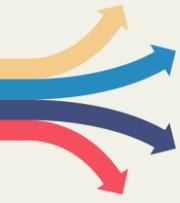




Scenario 2 Minor Enhancement

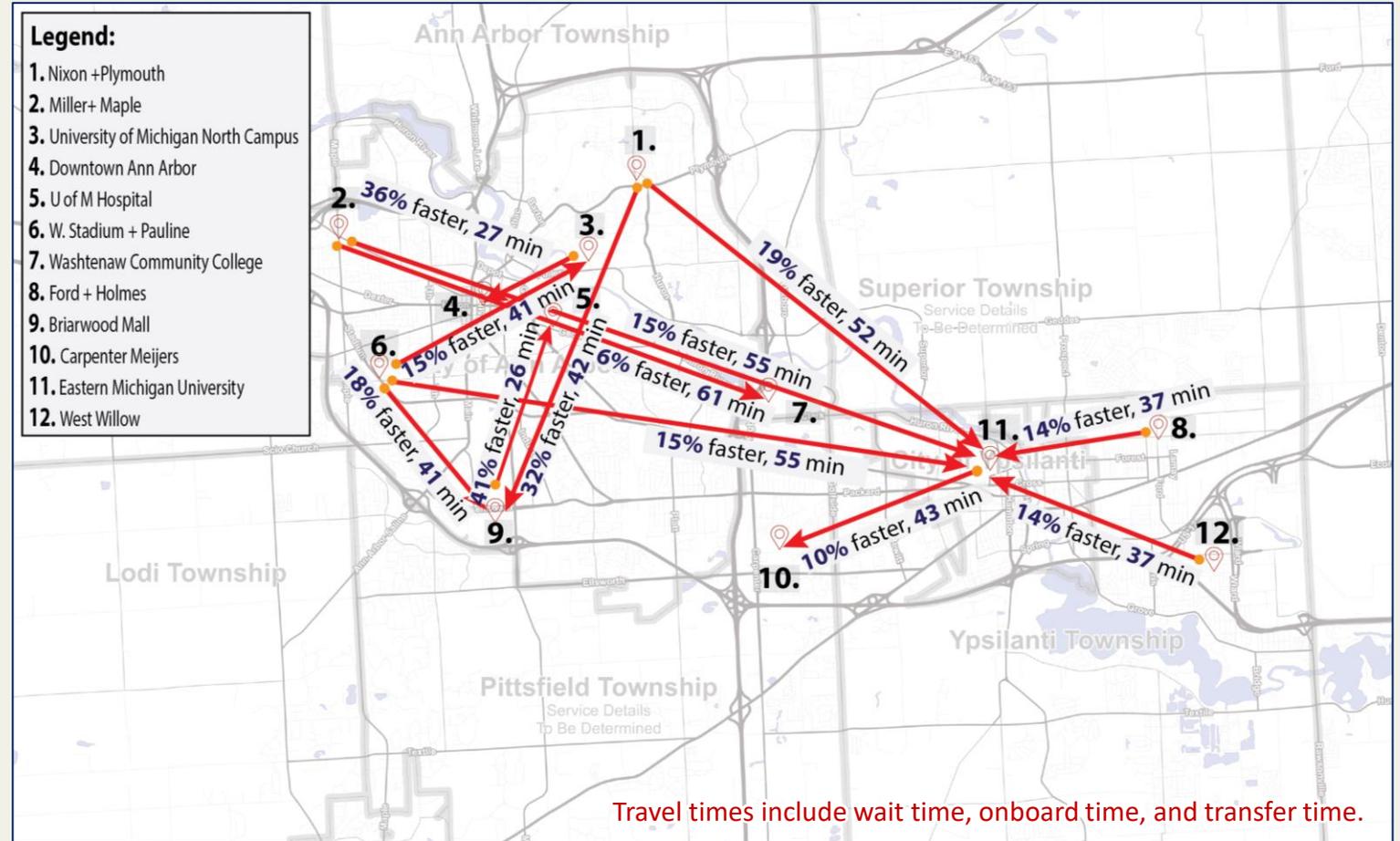
- Small increase to local millage
- Minor enhancements
 - New express services
 - Concentrate service on major corridors
 - Buses on time more often
 - More off-peak service including NightRide
- 77% of population
93% of jobs are close to high-frequency service (15 mins or better)

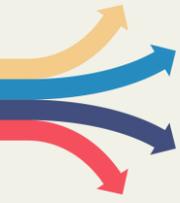




Scenario 2 Minor Enhancement

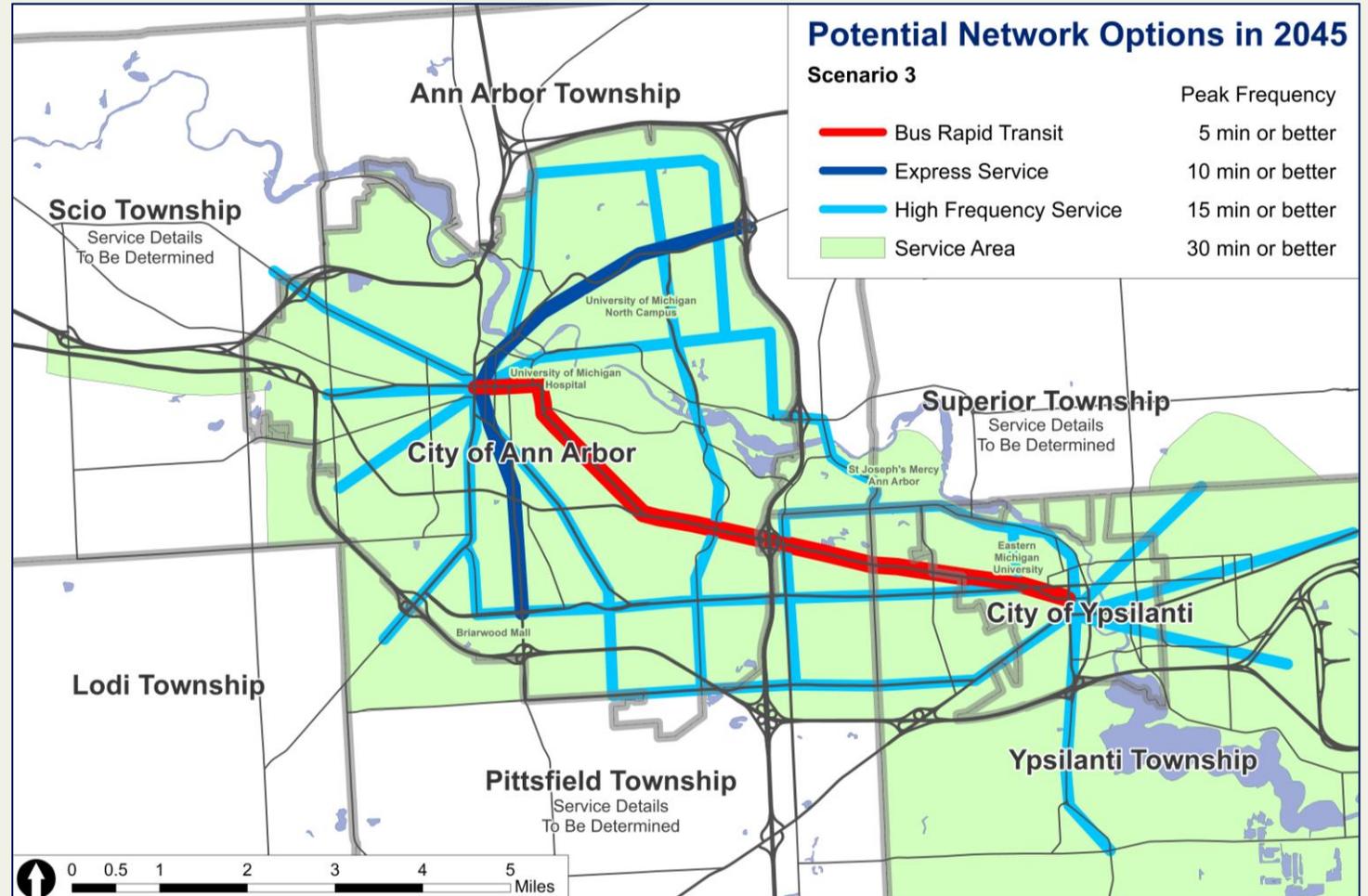
- Travel times are 12% faster than Scenario 1
- Service keeps up with growth in population and employment
- Better connectivity stimulates some economic growth
- Small improvement in transit access to jobs or housing for people living in poverty





Scenario 3 Modest Enhancement

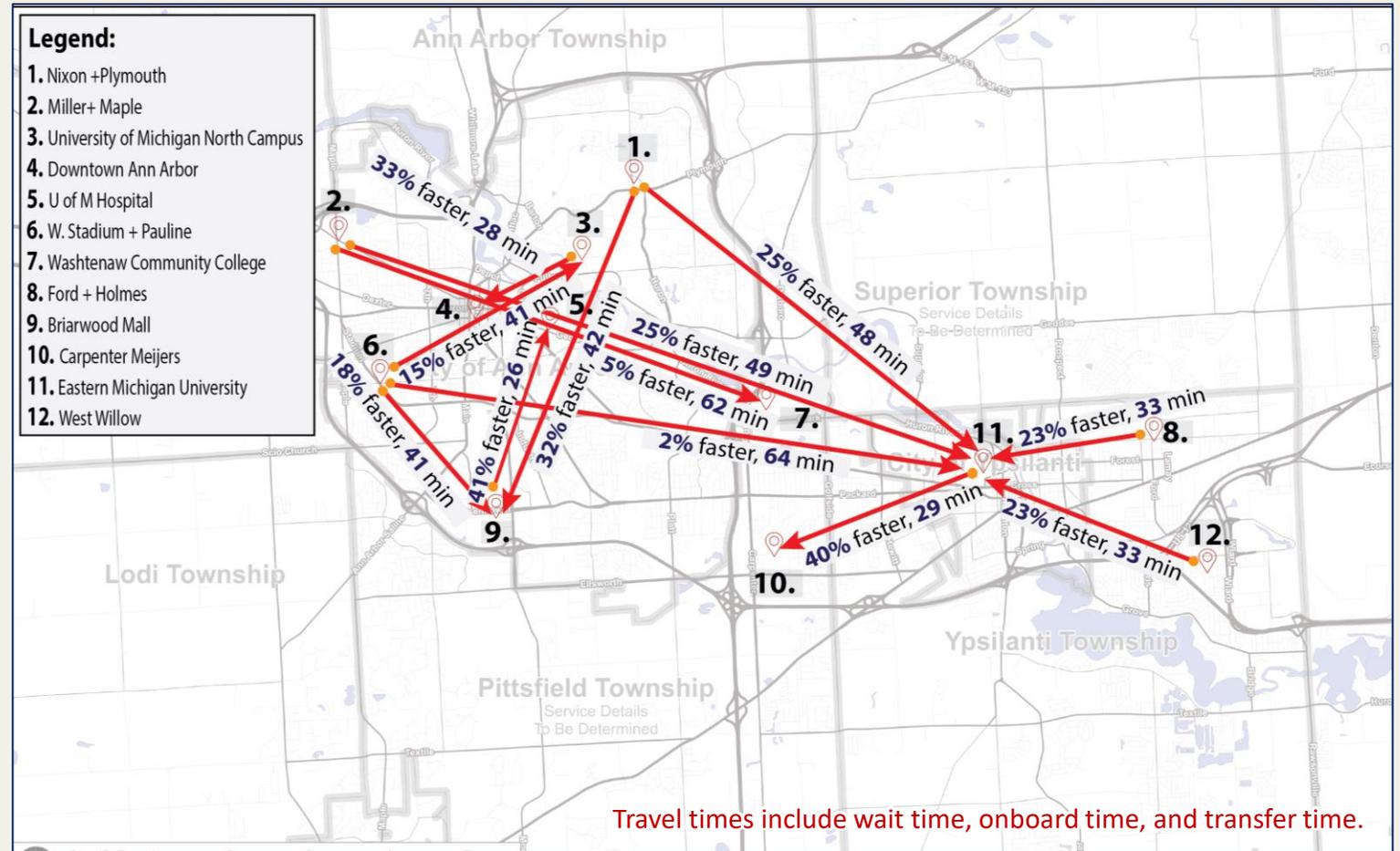
- Modest increase to local millage
- Better service all around, with new types of transit:
 - Bus Rapid Transit
 - High frequency service in more places
 - Better transfers
 - Buses on-time more often
 - More off-peak service including NightRide
- 86% of population and 96% of jobs are close to high-frequency service (15 mins or better)

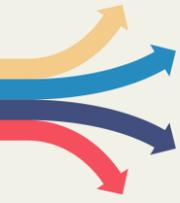




Scenario 3 Modest Enhancement

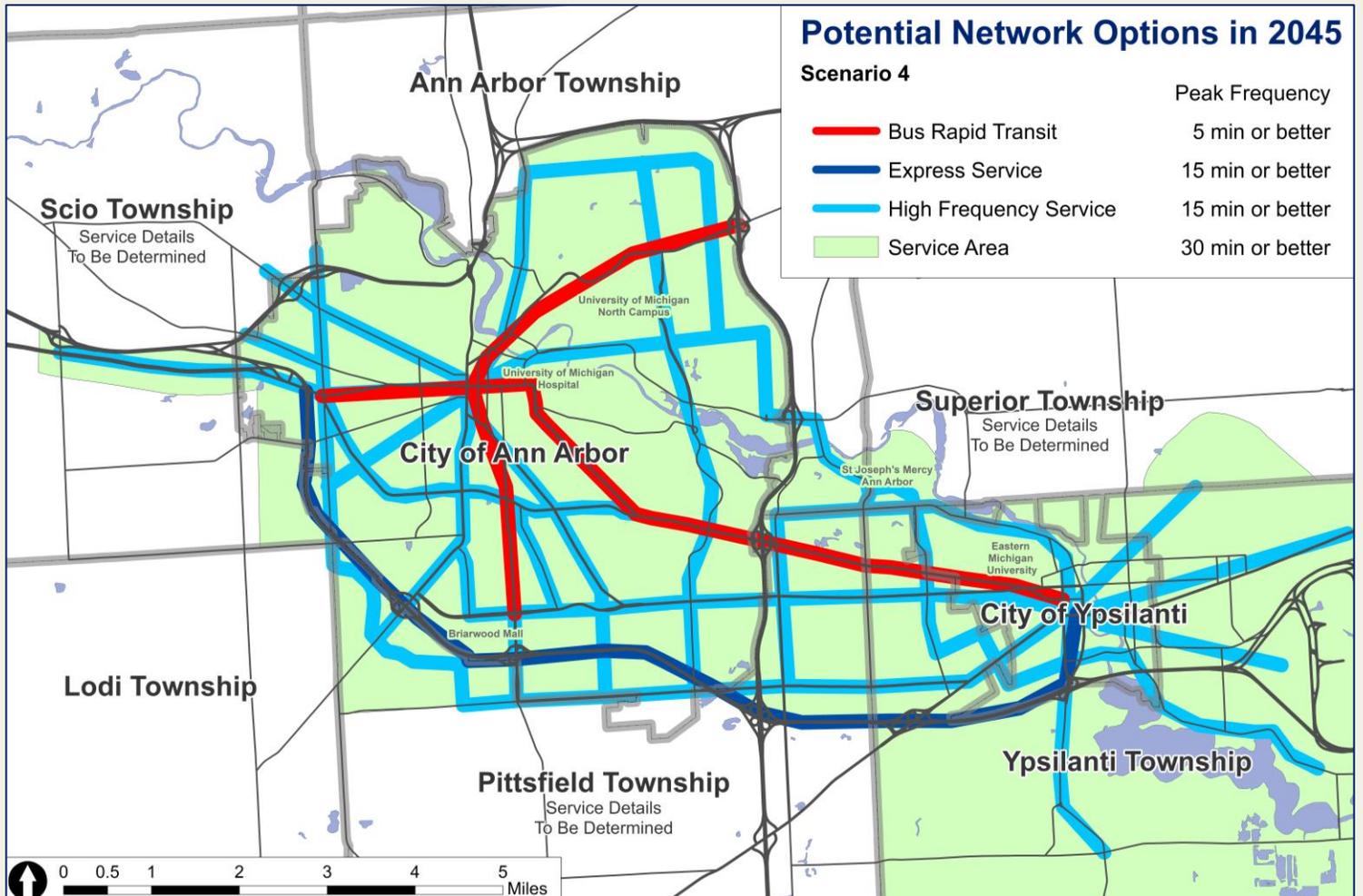
- Overall, travel times are 24% faster than Scenario 1
- Service improves beyond growth in population and employment
- Customers find using transit more attractive resulting higher ridership
- Larger improvement to transit access to jobs or housing for people living in poverty





Scenario 4 Major Enhancement

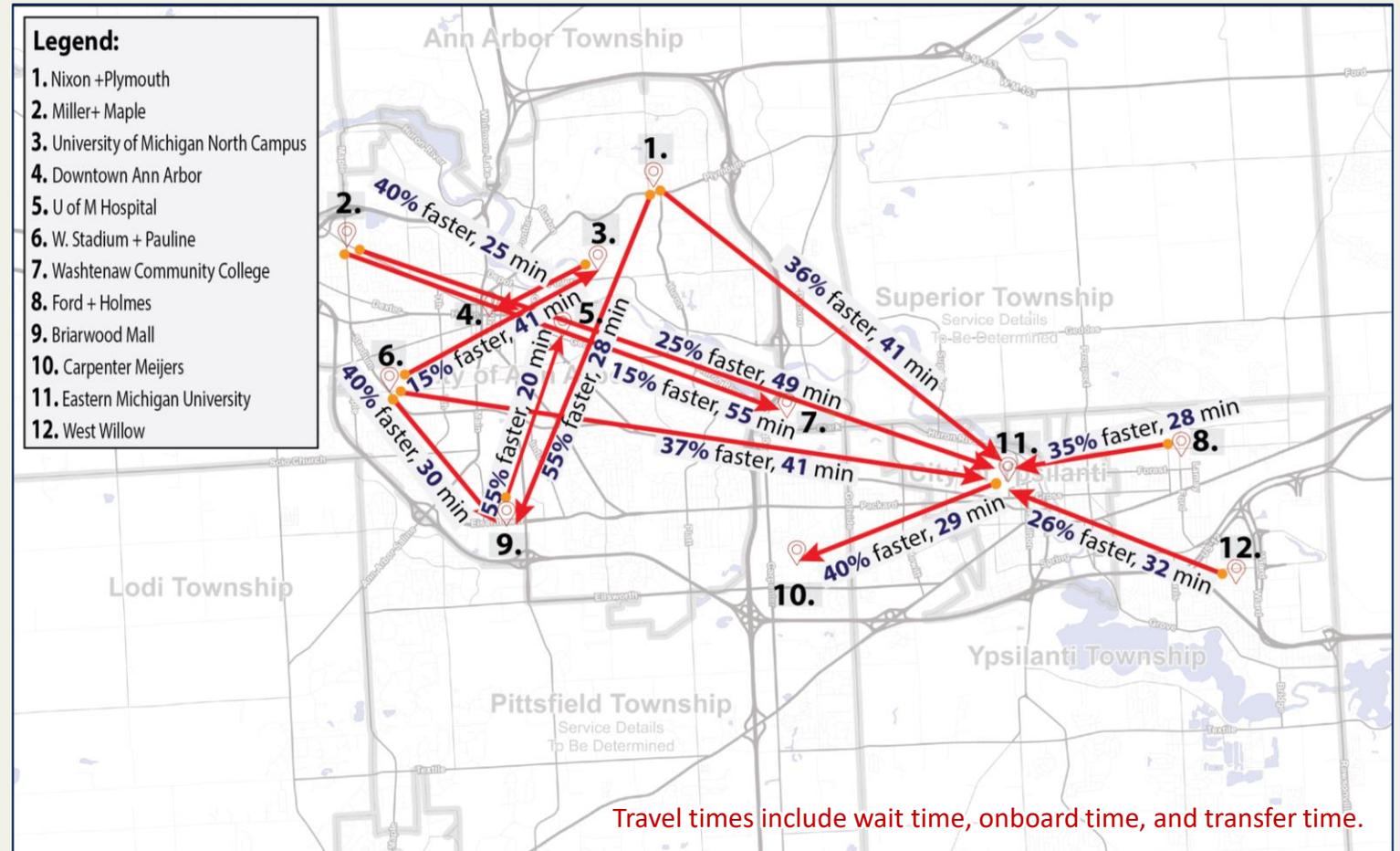
- Large increase to local millage
- Transformational change of the entire transit system
- Better service changes how people get around the area:
 - More Bus Rapid Transit
 - Broad network of high frequency service
 - Better transfers
 - Buses on time more often
 - Even more off-peak service including NightRide
- 93% of population and 99% of jobs are close to high-frequency service (15 mins or better)





Scenario 4 Major Enhancement

- Travel times are 33% faster than Scenario 1
- Better customer experience means more people are switching from cars to transit
- Far-reaching, efficient service means major benefits to the local economy
- Even more transit access to jobs and housing for people living in poverty





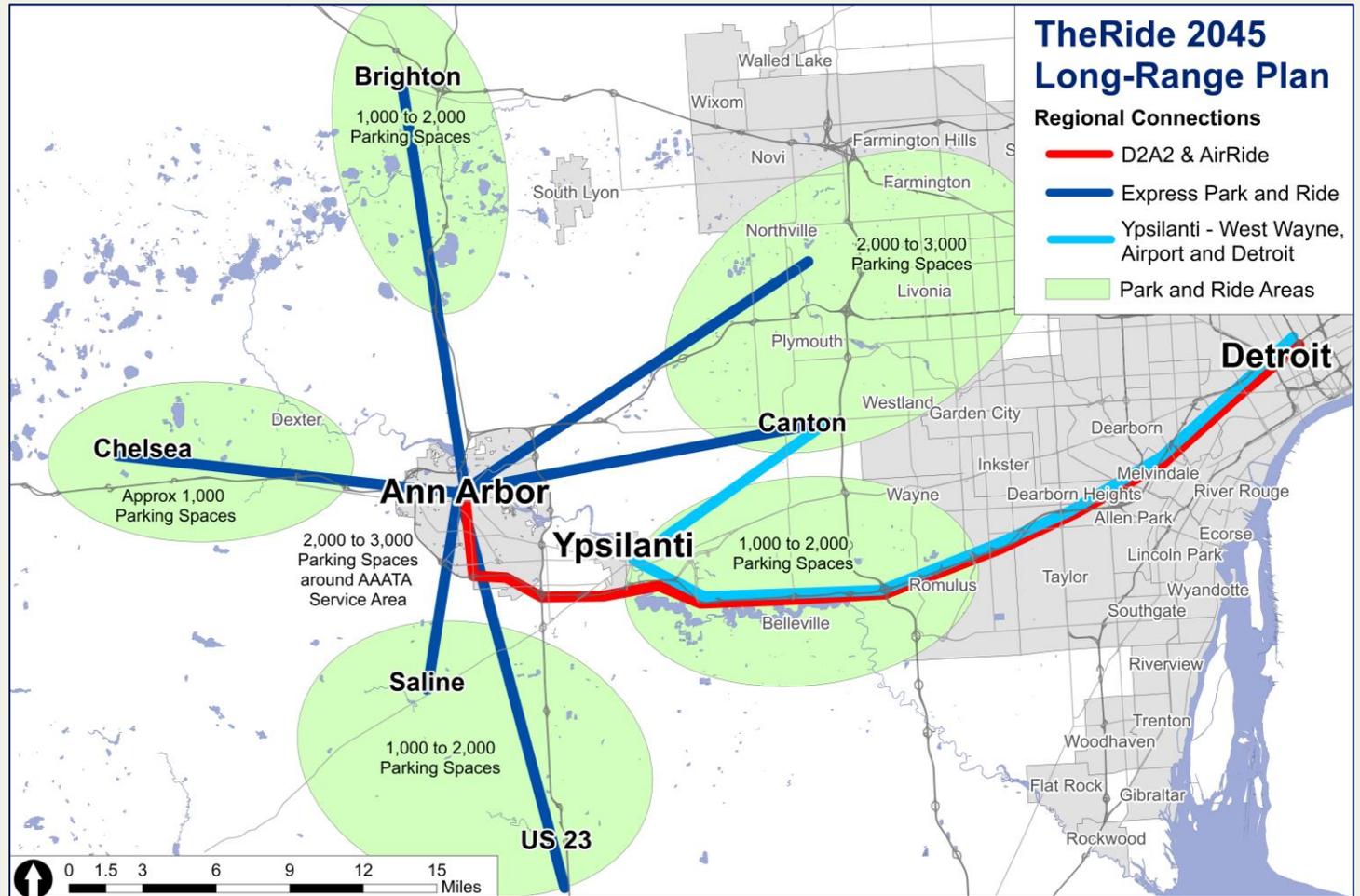
Scenario Summary

| | 1 Baseline | 2 Minor Enhancement | 3 Modest Enhancement | 4 Major Enhancement |
|--|---------------|---------------------------|----------------------------|---------------------------|
| Achieving the plan goals (environment, economy, and social equity) | - | + | ++ | +++ |
| Ridership increase (in 2045) | 0 – 15% | 30 – 50% | 90 – 110% | 140 – 160% |
| Overall service increase | | 25% | 60% | 100% |
| 2045 additional local millage for operations* | | 1.3 – 1.8 | 1.9 – 2.4 | 2.6 – 3.1 |
| 2045 additional property tax for operations (per \$100,000 assessed value)* | | \$130 – \$180 | \$190 – \$240 | \$260 – \$310 |
| Capital costs 2022-2045* | \$33M | \$71M | \$191M | \$383M |

* 2021 dollars

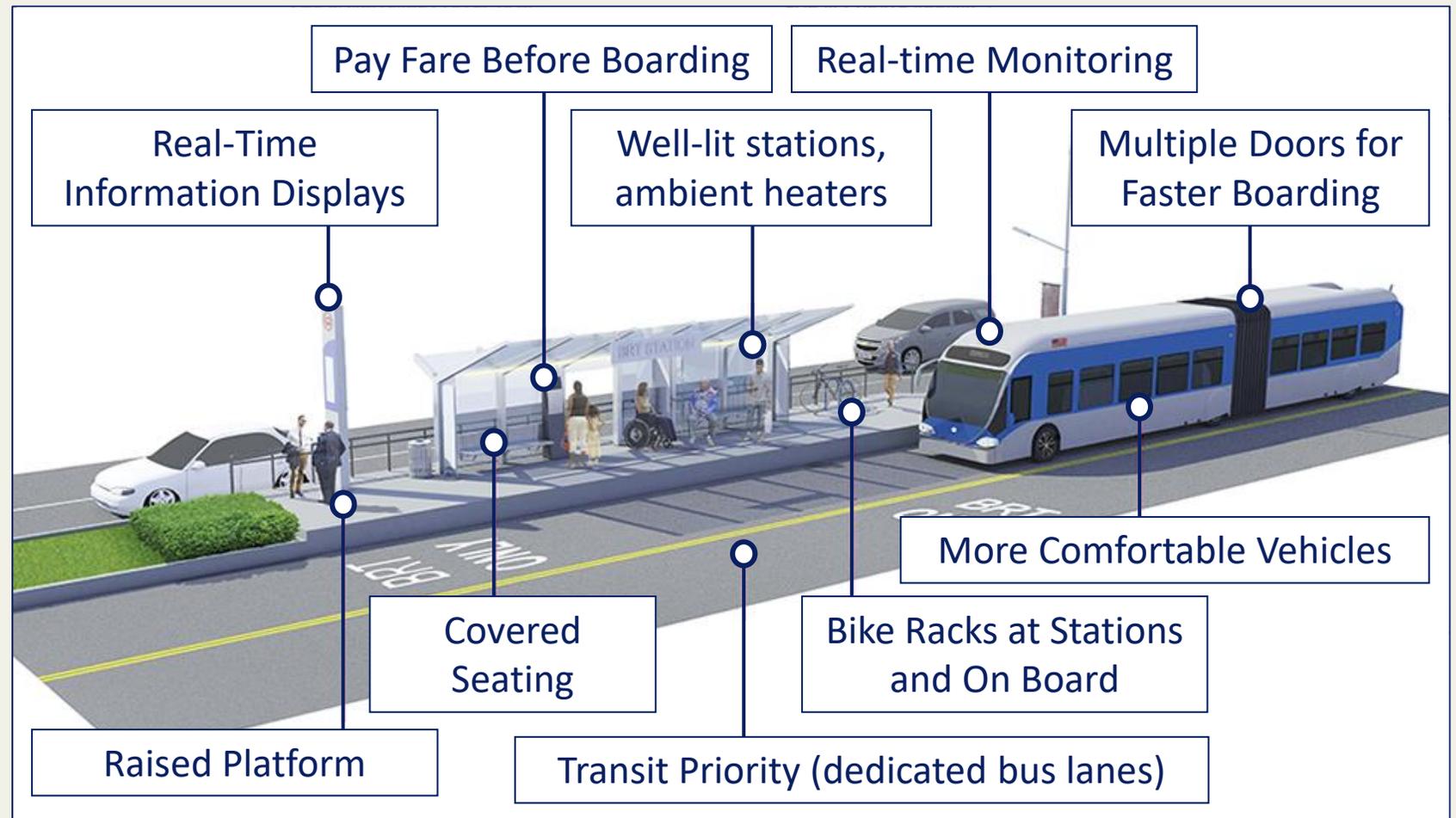
Regional Connections

- Improve connections to our neighbors, and help commuters coming in to work, shop, or visit
- Increase parking capacity in surrounding areas
- Connect new parking lots with express bus routes
- Outside funding will be essential to create regional connections



Introduction of Bus Rapid Transit

- Bus Rapid Transit (BRT) have many varieties
- Use technologies and design elements to make them faster, more reliable, and more comfortable
- Stops are farther apart to improve travel speeds
- Larger upfront cost
- Supports dramatic growth in ridership
- Helps economic development along route



Potential Transit Priority

- Use of transit priority features increases from Scenarios 2 to 4
- Technologies and strategies that prioritize the movement of buses over cars using:
 - Transit signal priority at traffic lights
 - Queue jump lanes
 - Dedicated transit lanes (bus-only lanes)
- Makes transit faster, more attractive, efficient and reliable
- Helps transit compete with cars resulting in significant ridership growth





Paratransit

Americans with Disabilities Act

- Maintain current level of service
- Expand coverage area and hours of operation to ensure compliance as the system grows

Enhance Accessibility and Efficiency on the Entire System

- Continue and expand other demand-response services (GoldRide, FlexRide, MyRide etc) as part of integrated accessible service delivery
- Better integration with fixed route

Maximize use of appropriate technology

- Improve customer booking processes
- Harness customer communication technology

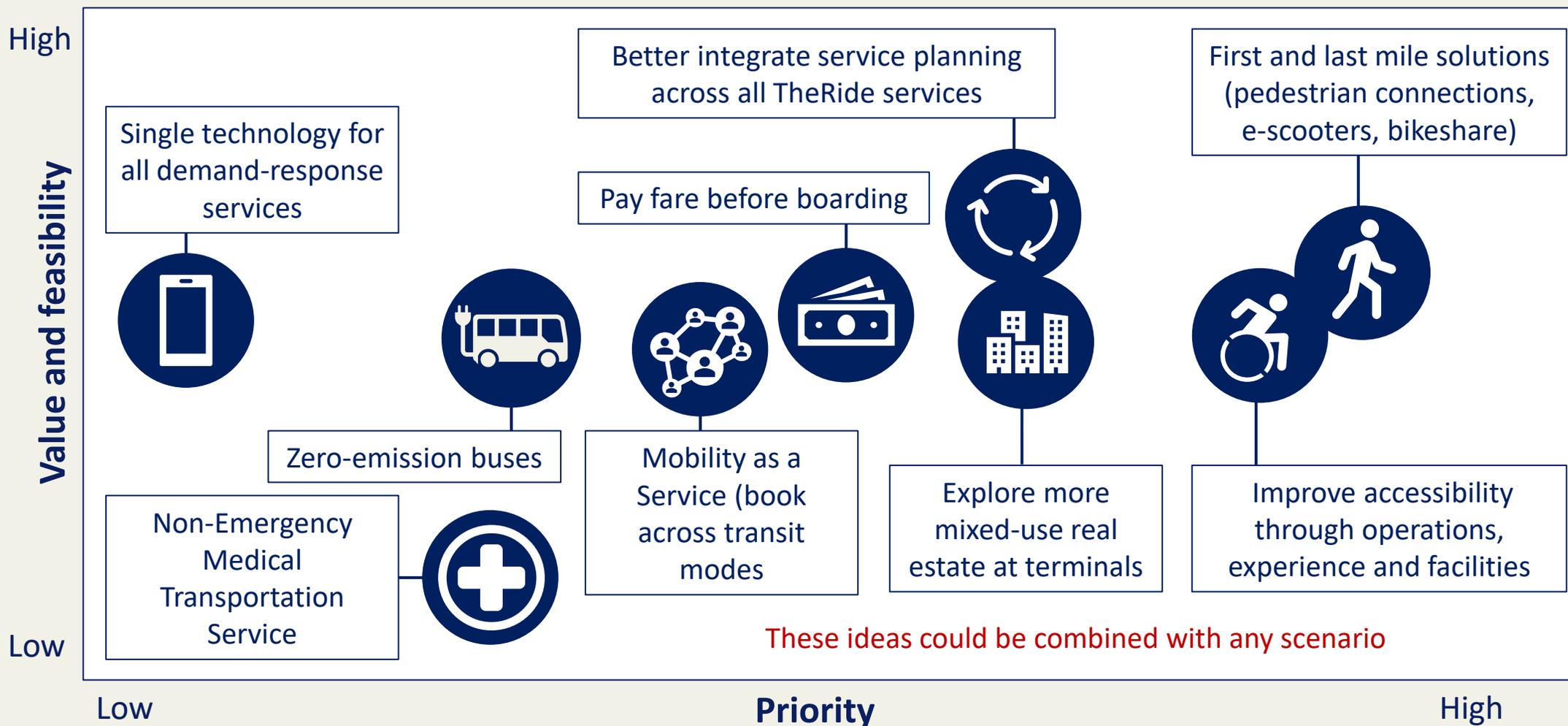
1% Annual Ridership Growth (A-Ride)



\$2M increase in annual operational costs (A-Ride)

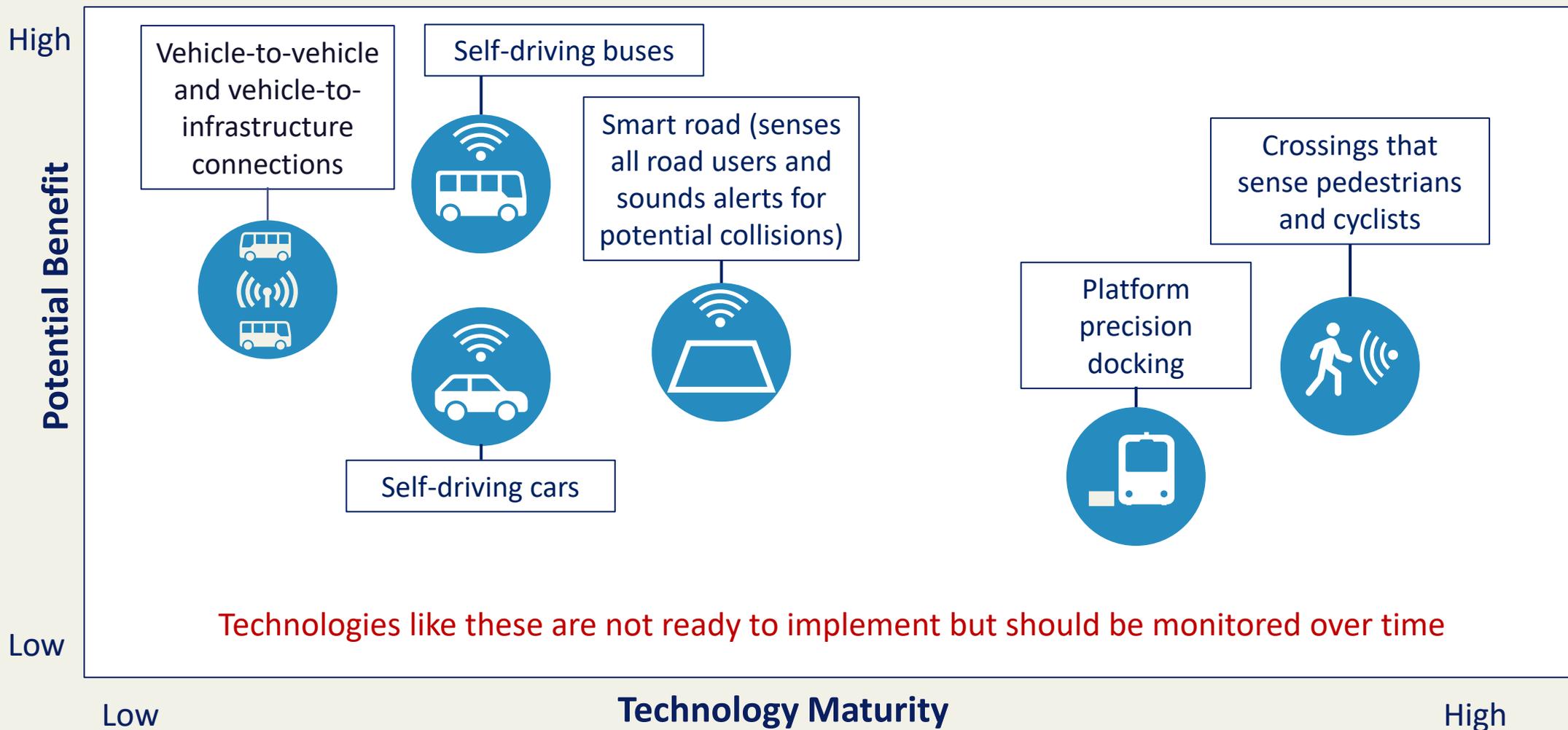


Other Ideas Being Examined





Emerging Technologies





Other Strategies for Success

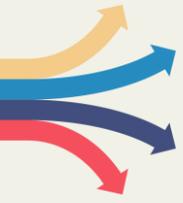
Increase Collaboration

- The Regional Transit Authority: Providing service to major regional destinations
- U-M: Service planning coordination
- Land use development and urban design
- Transit-supportive organizations and advocates

Organizational Excellence

- Investigate the future of contracted service to municipalities
- Update service standards
- Improve supplier management and contract structures





Thank you!

For more information, visit
TheRide.org/about/projects/TheRide-2045

To provide feedback, take our survey
or give us your comments by:

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