



A Shared Vision for transit



Spring 2022

Agenda

- Long-Range Plan Process
- What We Heard
- TheRide 2045
 - Features of the Draft Plan
 - Implementation Staging
 - Summary
- Discussion



Project Overview



TheRide 2045 is a long-range plan for public transit services in the Ann Arbor-Ypsilanti area.



Transit network



Higher-order transit



New types of services



Infrastructure



Technology



Fleet



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





TheRide 2045 Project Timeline

Fall 2021:
Engagement
on scenarios



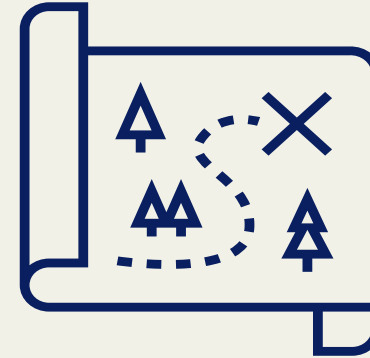
Spring 2022:
Feedback on
Draft Plan



Phase 1: Guidance
and establish Public
Advisory Group
(Feb – July)



Phase 2: Analysis
of current and
future state
(Mar – Aug)



Phase 3: Development
scenarios and
public feedback
(Jul – Feb '22)



Phase 4: Finalization
and implementation
planning
(Jan – Jun '22)

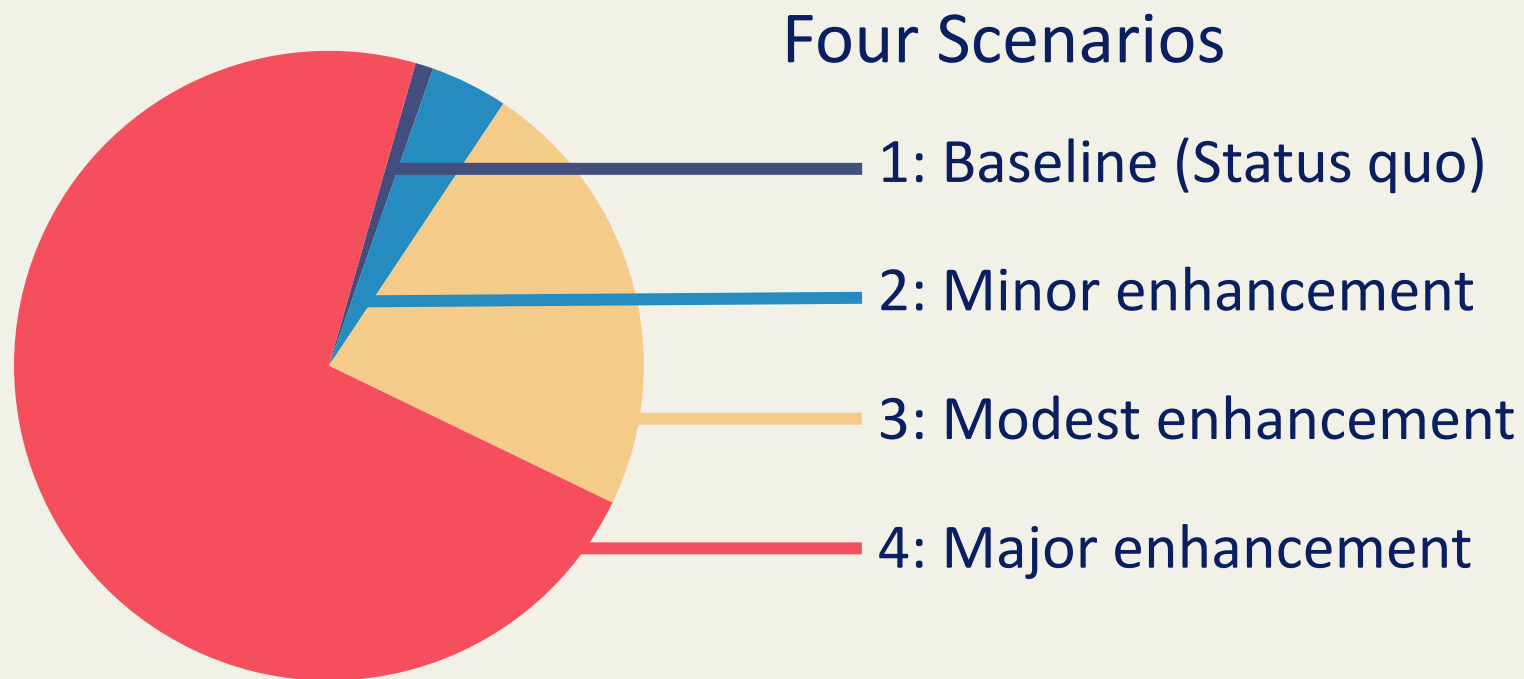
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Last Round of Engagement

We heard from almost
1400 people in our
community!



Over 72% of survey respondents told us they
prefer Scenario 4

What We Heard

Desire for transformational change

People want to see improved transit that fundamentally changes transportation in order to achieve:

- Social Equity
- Less car usage
- Climate goals

Most of the people we heard from are willing to pay for the investments if the benefits are clear

Convenience, reliability and dependability

Other considerations



What We Heard

Desire for transformational change

Convenience, reliability and dependability

Transit is readily available at all times to get to where people go. This means:

- A high-frequency network
- Better off-peak service
- Faster travel using Bus Rapid Transit and express services
- Better connections between non-downtown locations
- Better regional connections

Other considerations



What We Heard

Desire for transformational change

Convenience, reliability and dependability

Other considerations

- Transit is important for everyone
 - Enhance the broader community's perception of transit
- Collaboration (U of M, municipalities, RTA)
- Costs
- Feasibility of the road network



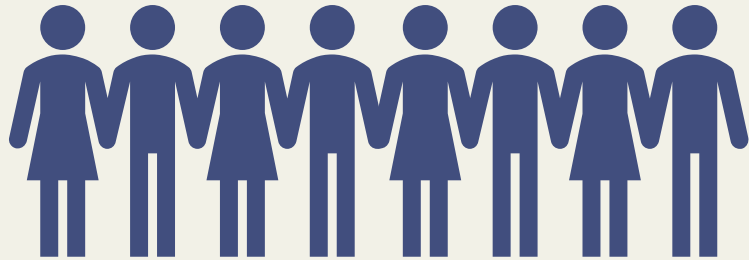
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Using Your Feedback



- Scenario 4 as a base with cost reductions
 - Minor reduction in service hours
 - Replaced some dedicated bus lanes with other transit priority measures
- Improve off-peak service in near-term
- Minimize overall travel times
- Better service in areas with lower access to housing, education, employment and healthcare

Enhanced Services

Express

- Limited stop service with some transit priority features



Priority

- Conventional bus
- Route is somewhat enhanced with transit priority features
- Fewer stops



Bus Rapid Transit (Lite)

- Large vehicle
- Route is greatly enhanced with transit priority features
- Fare payment before boarding
- Fewer stops



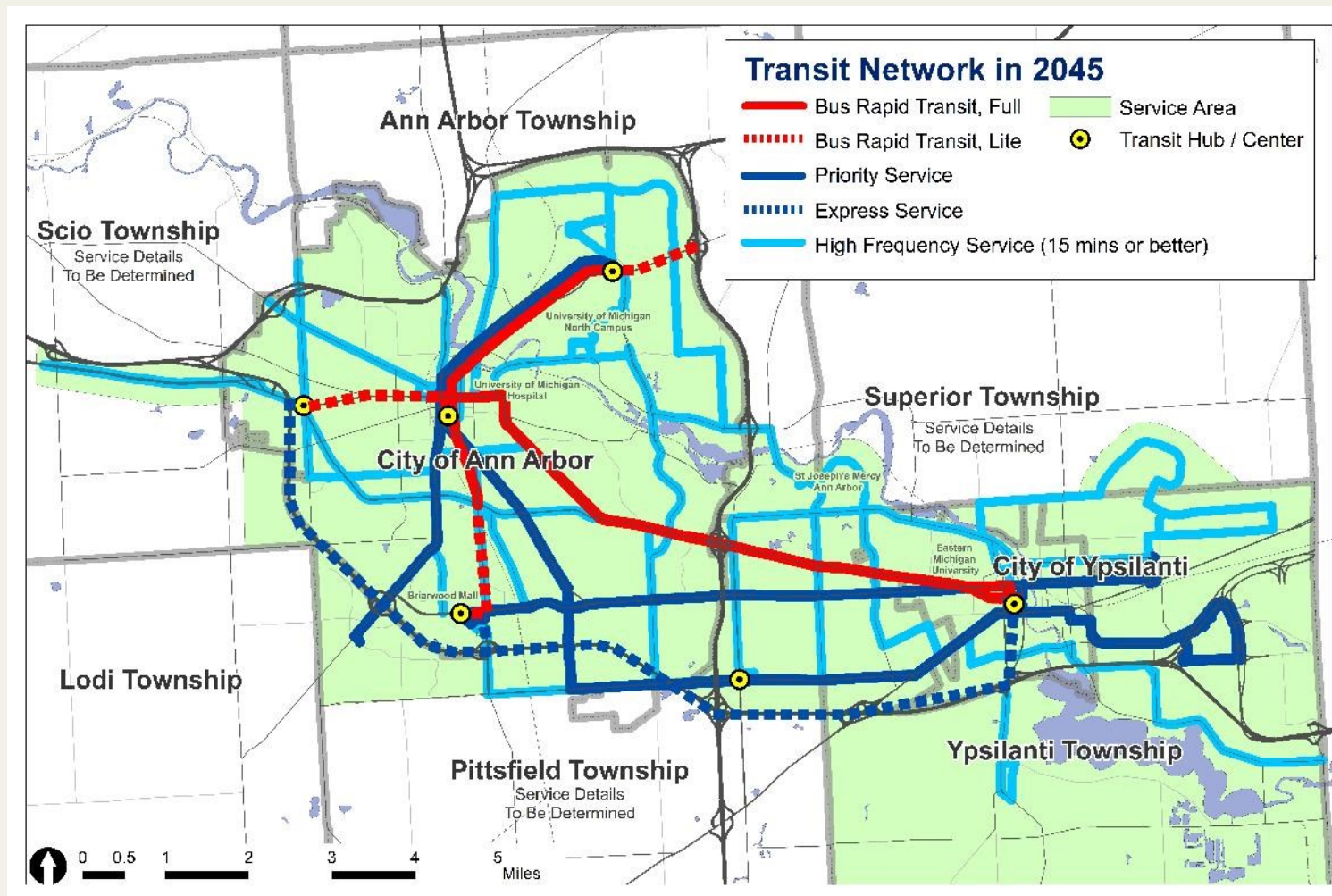
Bus Rapid Transit (Full)

- Large vehicle
- Operates in physically segregated lane so it does not compete with traffic
- Fare payment before boarding
- Fewer stops



TheRide 2045

- Transformation of entire transit system
- Bus Rapid Transit forms the backbone
- Other main corridors are served by Express and Priority Service
- High-frequency routes across the service area
- New transit hubs at key locations:
 - Briarwood Mall
 - Jackson & Maple
 - Carpenter & Ellsworth
 - Nixon & Plymouth

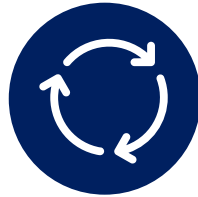




Features of TheRide 2045



Improve off-peak service



Integrate across all services, including A-Ride



Expand partnerships with external stakeholders



Focus service on places that need it most



Modernize fare collection and trip planning



Develop first and last mile solutions



Enhance system accessibility



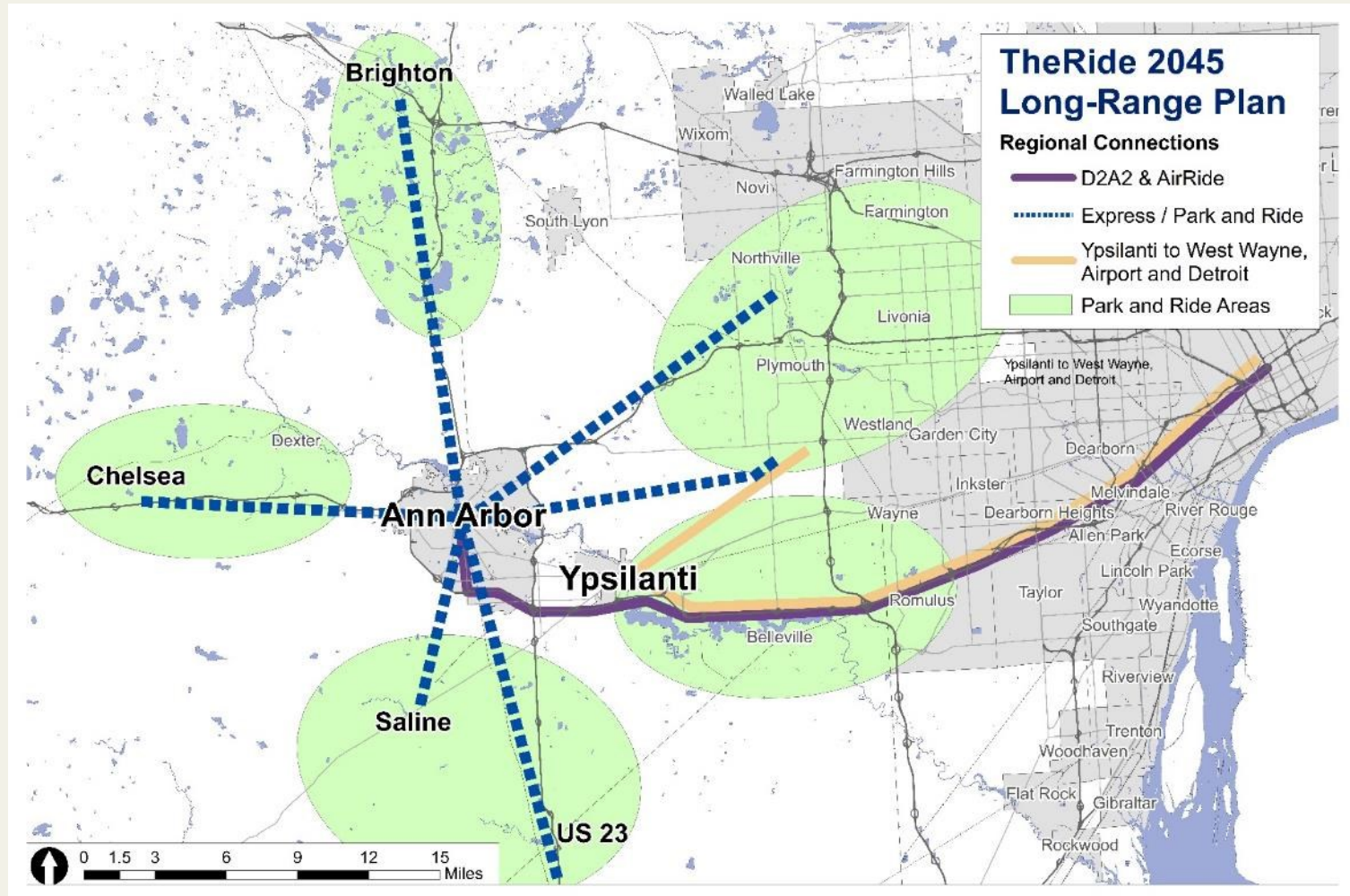
Diversify bus fleet



Explore mixed-use real estate at transit hubs and centers

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





Our Goals in Action



Increase social equity,
access to jobs, education,
and housing



Help the environment
and reduce air pollution



Support existing and new
businesses



More frequent,
efficient, reliable,
convenient and
39% faster service

**100% increase in service with
emphasis on areas that need it
most**

**Reduce emissions by 7-11%
with electric buses and
avoiding 6.9 M annual car trips**

**97% of jobs will be near high
frequency transit**

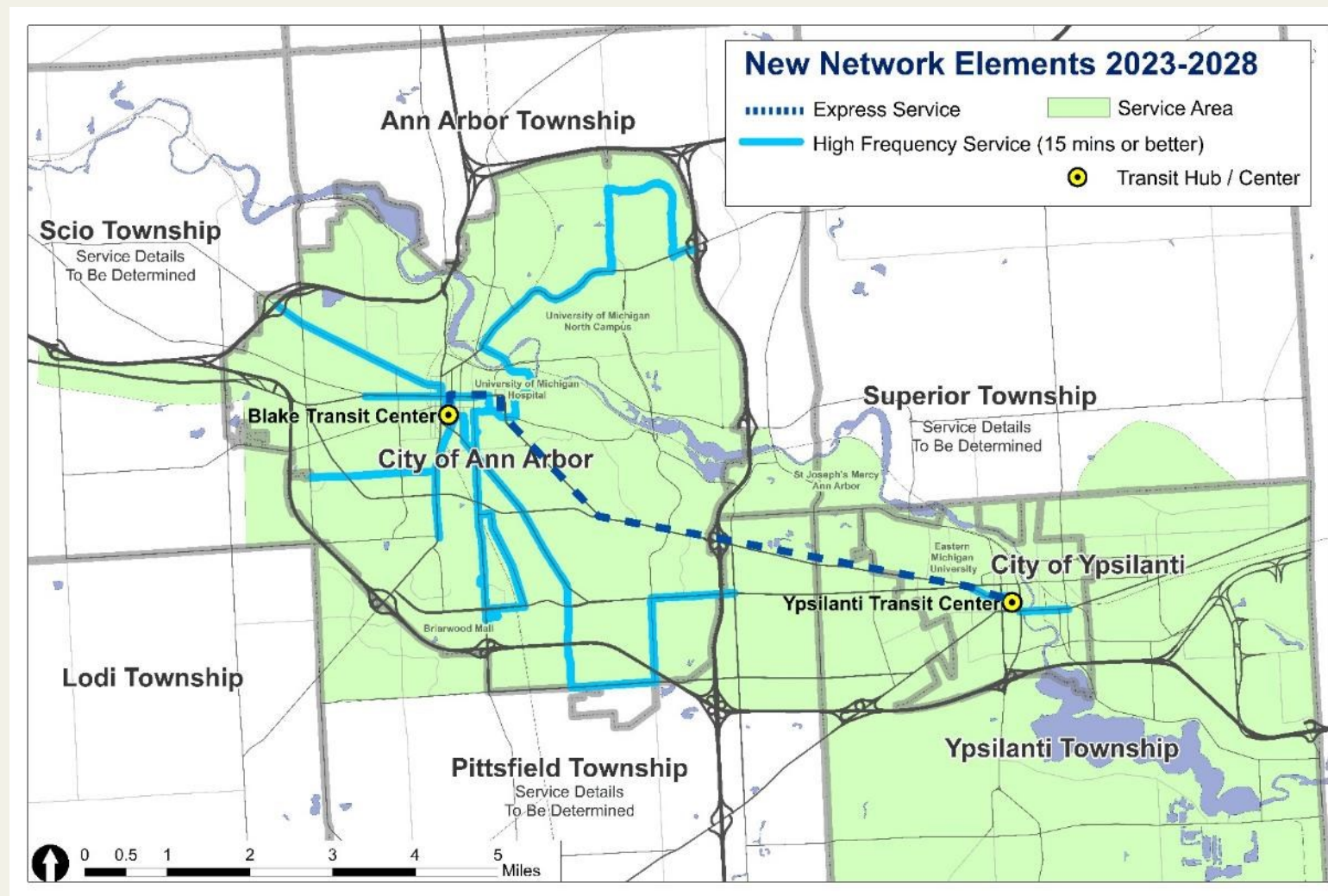
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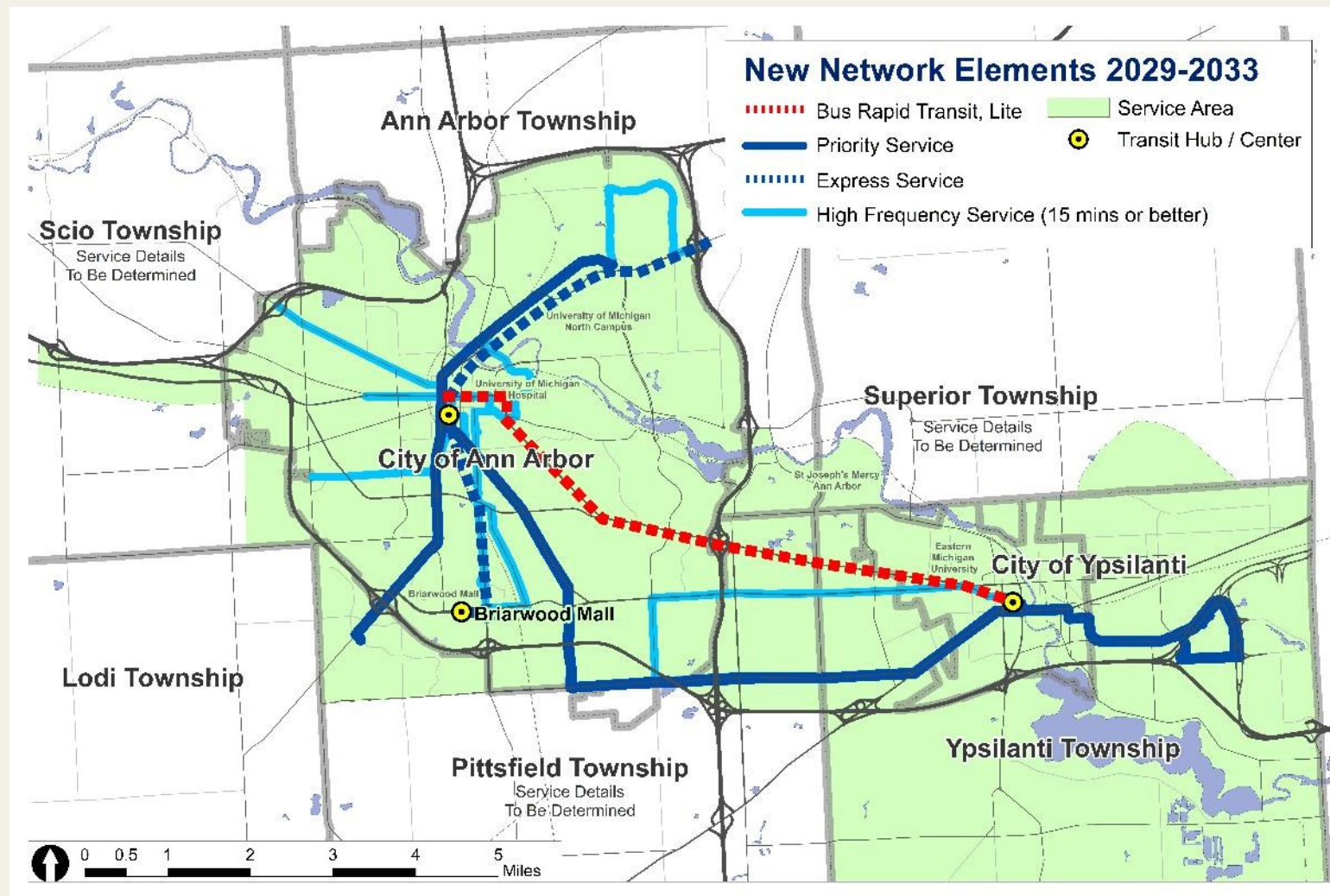
2023-2028

- Laying the groundwork for future stages while increasing Off-peak service
- BTC and YTC upgrades
- Washtenaw express pilot
- Better off-peak service
 - 30-minute minimum frequencies during the daytime
 - Longer hours of operation
 - NightRide expansion and enhancement
- Improved accessibility for fixed route with better integration with A-Ride
- Planning and design for
 - New bus garage
 - BRT and transit priority



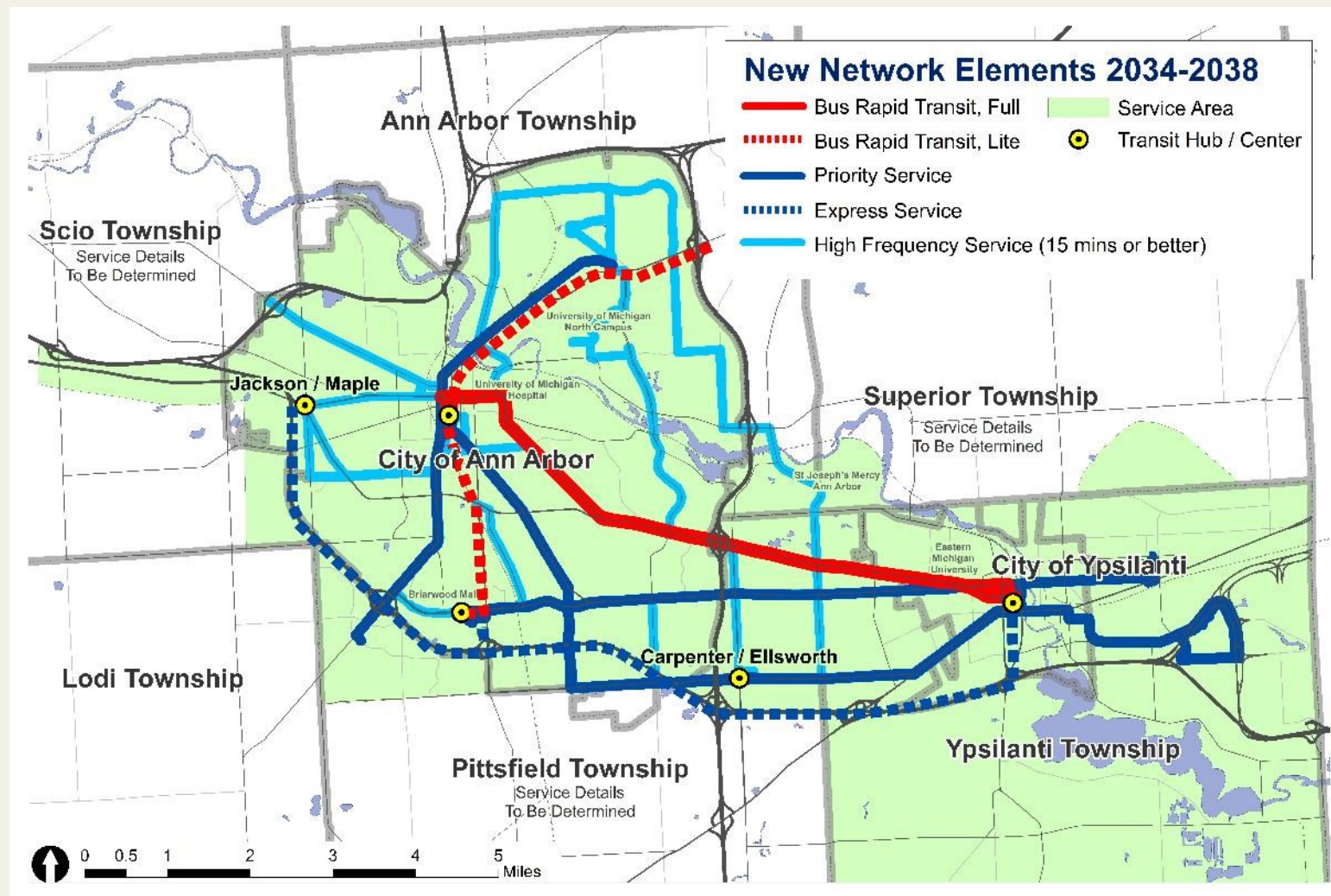
2029-2033

- Focus on increasing service on busiest corridors
 - Bus Rapid Transit Lite on Washtenaw Ave
 - North-South express pilot
 - Priority Service on Main-Plymouth and Packard – Ellsworth
- New bus garage
- 30-minute minimum frequency at all times
- Transit priority in central Ann Arbor
- Transit hub at Briarwood Mall
- Major fare collection modernization
- Increasing investments in A-Ride



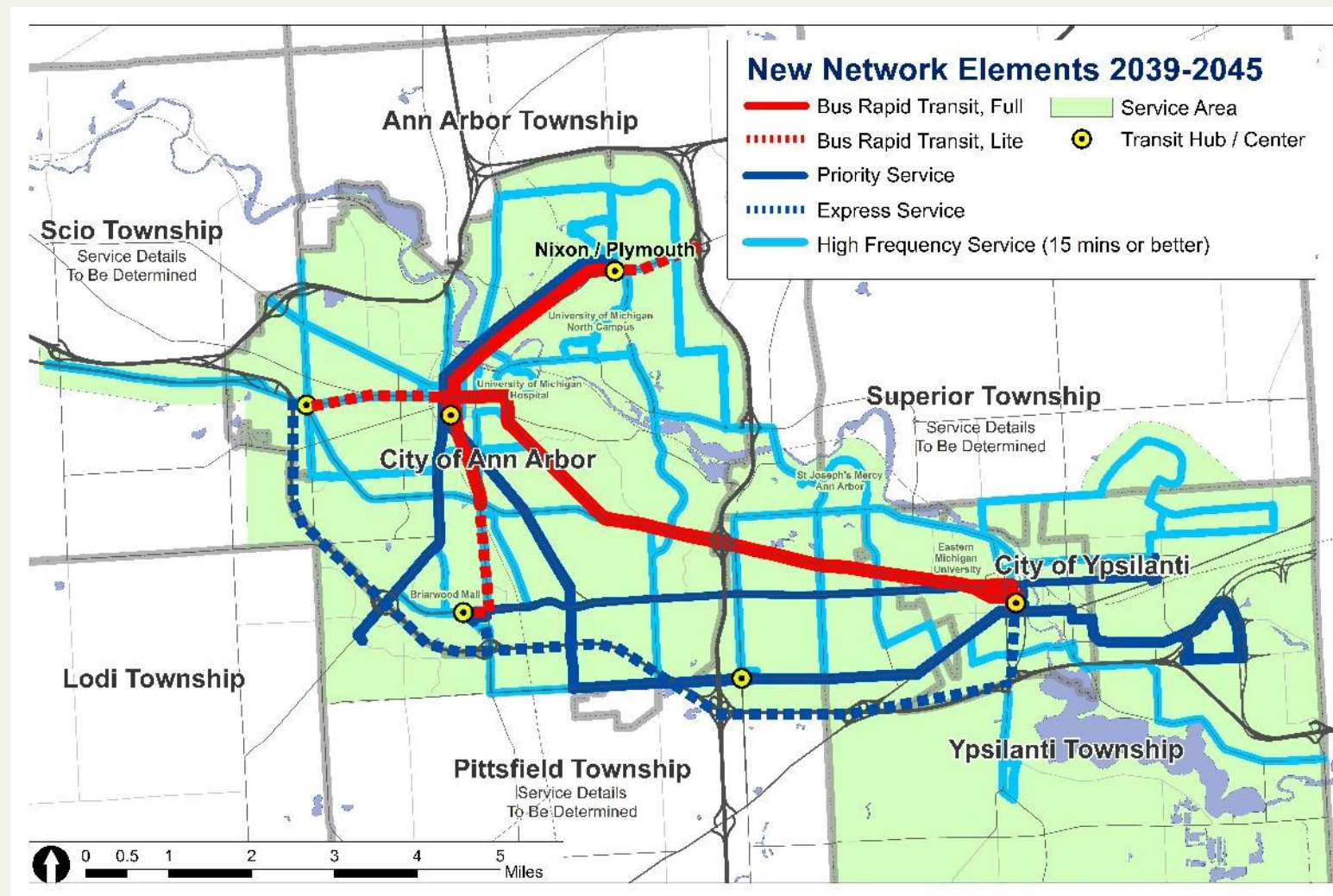
2034-2038

- Large improvements to the backbone of the network
 - Full Bus Rapid Transit on Washtenaw Ave
 - N-S Bus Rapid Transit Lite from Briarwood Mall to Plymouth Park n Ride
 - Express route on I-94
 - Packard-Eisenhower priority route
- Transit priority enhancements across service area
- Two new transit hubs at
 - Carpenter/Ellsworth
 - Jackson/Maple
- Expansion of high frequency network and FlexRide
- Continued integration between A-Ride and fixed route



2039-2045

- Further improvements to the backbone of the network along with high-frequency routes across service area
 - Final buildout of BRT on N-S route
 - BRT Lite on Huron/Jackson
- Transit hub at Nixon/Plymouth
- Fleet enhancement: 100% zero-emissions fleet
- Regional fare system integration
- Full integration between A-Ride and fixed route



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Transit Improvements

- Average of 39% faster service across the network
- Increase in off-peak services, resulting in minimum 30-minute frequency on all routes at all times
- On average, service will double near residences and increase by 74% near jobs
- Focus investments to innovate and modernize the service



Results in a 150-165% ridership increase!



Community Benefits



More equitable access to high-quality transportation for jobs, education and housing



Reduces transportation costs



More walkable, vibrant communities



Less infrastructure required for parking



Healthier environment for everyone



Reduces traffic congestion



Budget

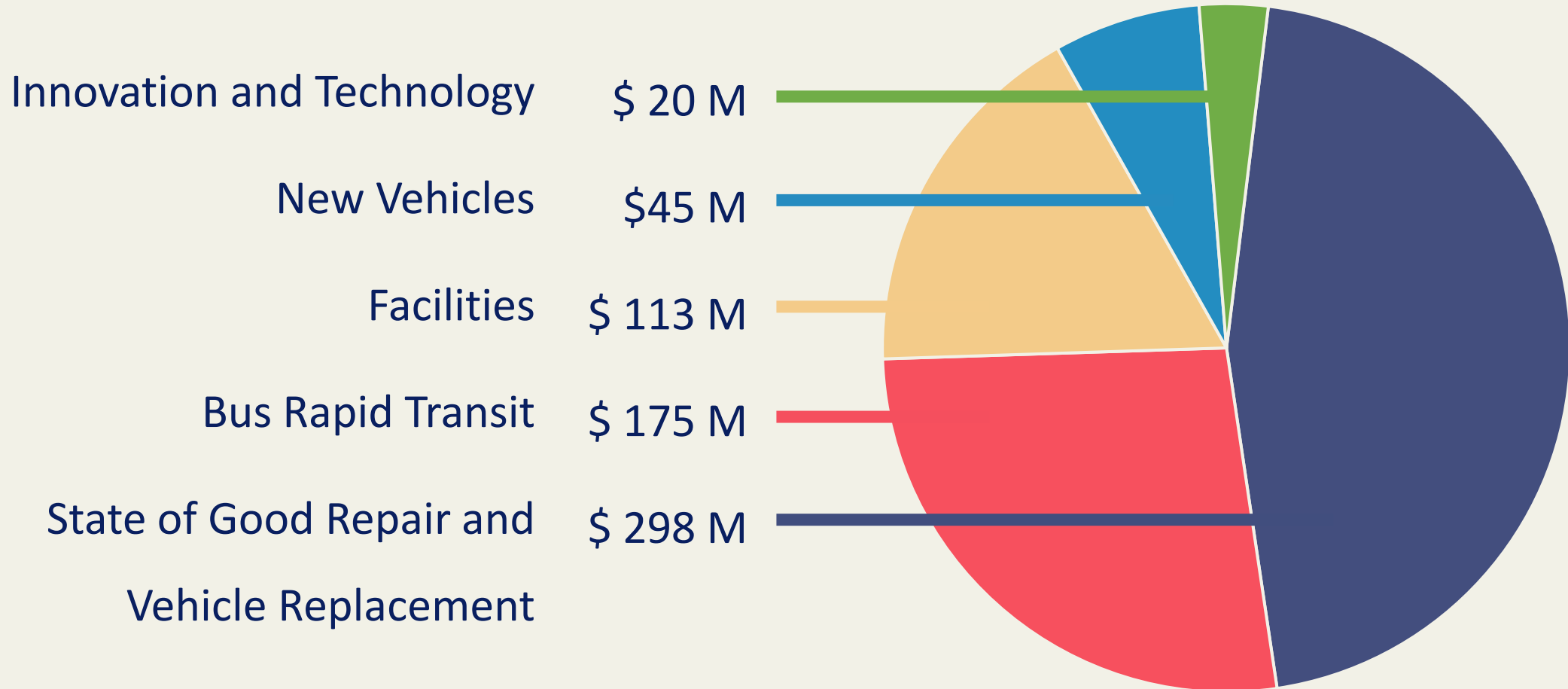
	2023-2028	2029-2033	2034-2038	2039-2045
Annual Operating Cost*	\$63 M	\$72 M	\$81 M	\$90 M
Increase in operating cost (from previous)	13%	14%	13%	11%
Capital Cost	\$115 M	\$201 M	\$161 M	\$174 M

*Operating Costs come from local property tax, state and federal grants, and passenger fares.

Note: all figures are in 2021 dollars

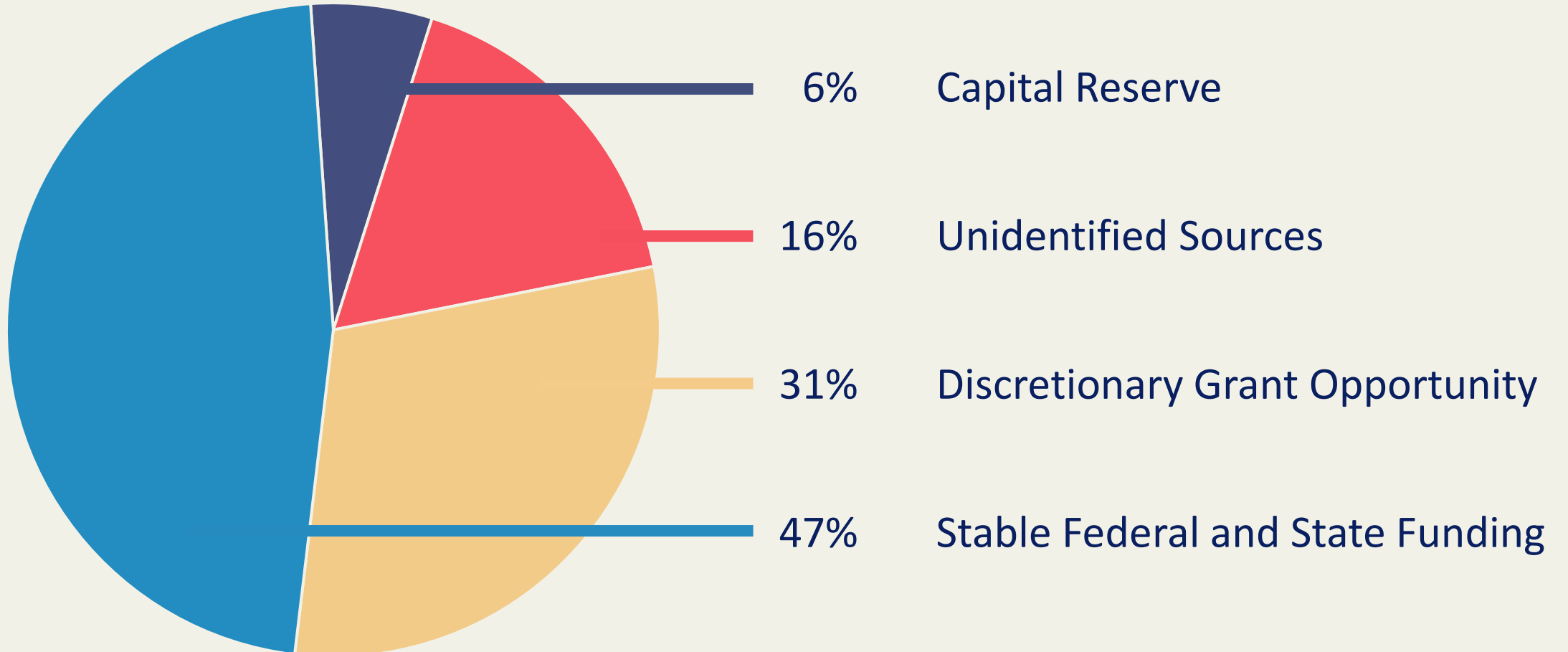


Capital Costs





Capital Funding Sources



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Thank you!

For more information, visit TheRide.org

Please give us your feedback by taking our survey or sending us your comments by:

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