



Service Improvements

Existing Service Improvements and Expansions

Increase frequency, provide express routes and expanded service hours for existing fixed route service, particularly in the eastern portion of the Ann Arbor Urbanized Area including the City of Ypsilanti and parts of Ypsilanti and Superior Townships and western Wayne County.

Provide route connectors between major human service providers; with health service facilities; and housing and employment opportunities.

New Countywide Service

Establish demand response/life line service throughout the County centered around the cities and villages where it does not currently exist.

Establish fixed route service connecting cities and villages to the Ann Arbor urbanized area.

Establish park and ride lots within each city/village as appropriate to serve as an intermodal connection and to consolidate trips for community connectors.

New Regional Service

Provide service linking adjacent counties with the Ann Arbor urbanized area within Washtenaw County particularly for employment and health services.

Provide service to residents linking intermodal connections, particularly intercity bus, rail stations and Wayne County Metropolitan Airport.

Deficiencies Addressed in Plan

Housing Units - Developed using census tract data, housing unit deficiencies address: households with zero or one auto, households with persons with disabilities, households with low-income populations, head of household aged 65 and older, households with person under the age of 16, and households with minority populations

Employment - WATS examined several variables for employment deficiencies. Companies that employ 250 or more employees were identified as they have the ability to support at least a minimal level of public transit service. WATS located every employer in Washtenaw County with 250 or more employees, including locations with 250 or employees in both 2005 and 2030. In 2006, 63 companies met this threshold and these companies were comprised of educational, retail, health care, automotive and government. WATS also identified which of the 63 companies that met the threshold in 2006 operated beyond regular business hours (before 6 am or after 7 pm).

Non-Employment Destinations - Non-employment destinations were also identified and categorized.

Life Line Services including: hospitals, grocery stores, human service agencies, dialysis facilities, pharmacies, and retirement facilities.

Quality of Life Destinations including: post office, K-12 schools, religious facilities, government facilities, major employers, libraries, colleges and universities, day care facilities, and movie theaters.

Transit Supportive Facilities - Transit supportive facilities include: sidewalks along routes, sidewalks leading to transit routes, lead walks connecting sidewalks to bus stops, benches and shelters. Other facilities include: park-and-ride lots, and passenger rail stations.

Fixed Route Service Deficiencies - Frequency of public transit service was considered as it determines the quality of transportation. Span of service was also considered as the times when service is provided is critical for providing access to employment that occurs outside normal working hours of 8:00 am and 5:00 pm or on weekends

Need for a Countywide Transit Plan

In an effort to move towards a comprehensive transit service in Washtenaw County, the Washtenaw Area Transportation Study (WATS) initiated this effort to analyze data and to support a countywide service plan that could be developed by the Ann Arbor Transportation Authority (AATA) and the other transit providers. The Transit Plan for Washtenaw County identifies current providers of transit service within Washtenaw County, deficiencies and needs including destinations that lack adequate transit facilities.

Plan Recommendations

—Establish a fixed route service linking cities and villages to the Ann Arbor urbanized area.

—Establish park-and-ride lots within each city/village as appropriate to serve as a intermodal connection.

—Increase frequency, direct routes and expanded service hours for existing fixed route service.

—Establish demand response/lifeline service throughout the county, centered around cities and villages where it does not currently exist

—Increase the span of service and reduce the response time of existing demand response service outside of the urbanized area.

—Provide service linking adjacent counties with the Ann Arbor urbanized area, focusing on health, housing and employment .

—Provide improved service between major human services providers; between health service facilities; and connection housing and employment centers.

—Establish a mobility management function to provide transportation information, referrals and coordination

—Provide service to residents linking intermodal connections, including intercity bus, rail and airport

—Establish a countywide program to inform commuters on full range of transit choices

—Encourage land use decisions that support existing and future transit service

Improvement Focus Areas and Next Steps

Improvements recommended in the Washtenaw County Transit Plan fall into four main categories: Administration, Planning, Funding and Service Improvements (Map).

Administration - Establish a mobility management function as referenced in both the Urban and Rural Coordinated Human Services Plans, to provide information, referrals and coordination of transportation options.

Establish a county wide program to promote and assist commuters and employers by providing information about a full range of commuter choices.

Create the organizational framework that enables the implementation of the other recommendations.

Planning - Encourage and approve land use decisions that support existing and future transit service such as concentrating development and providing non-motorized facilities that link to transit.

Funding - Establishing a local, equitable, sufficient and long term dedicated funding to expand the identified services.

Advocate for increased capital and operating funding at the State level to provide a funding source to address the needs identified by the State Long Range Plan.

Transit Town Hall

WATS will join with members of the State legislature and AATA to host a Transit Town Hall in Washtenaw County in early 2008. This event will explore options for implementing recommendations, funding improvements and determining what agency or agencies should take the lead for implementation.

2035 Transportation Plan

In the spring of 2008, WATS will initiate the development of the 2035 Long Range Transportation Plan for Washtenaw County. The plan will encompass travel modes used to identify candidate improvements for federal, state, and local funding. The 2035 plan will include prioritization of the recommended implementations proposed in the Transit Plan.

Transit Plan For Washtenaw County Summary



Washtenaw Area Transportation Study Policy Committee

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