



THE VEHICLE

Washtenaw Area Transportation Study

October 2005

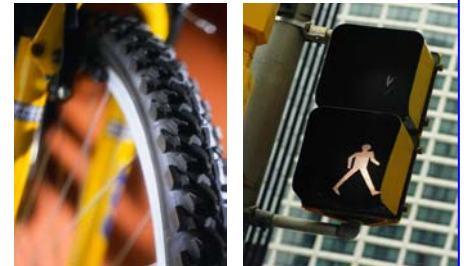
Vol. 4

PRELIMINARY WALKING AND CYCLING SURVEY RESULTS: THE WASHTENAW AREA NON-MOTORIZED PLAN CONTINUES TO TAKE SHAPE

The Washtenaw Area Transportation Study (WATS) is in the process of developing a county wide Non-Motorized Transportation Plan. As a way to gain public input WATS is collecting walking and cycling surveys from stakeholders of Washtenaw County. WATS has made the surveys available in a variety of ways including posting the surveys on the website and distributing them at public meetings. Though WATS continues to accept and encourage stakeholders to complete the surveys, the following is a look at early results:

Non-Motorized Survey Summary

	Cyclist	Walk
Number of surveys received:	36	7
Number who commute to work:	17	1
Number who use the modes for Leisure:	34	6
Number who use the modes for Shopping:	18	5



WATS will be compiling additional data including such things as travel time, destinations, travel routes, major problems encountered, etc. When survey respondents were asked “What are the main problems facing cyclists where facilities currently exist?”, the two highest responses are “Not enough space” (33) and “Heavy/Fast traffic” (25). When asked “Why do you not cycle to work?”, the two most common answers include “Too far” (9) and “Seems dangerous” (8). In the event that the survey’s options do not correlate with the feelings of a stakeholder, the surveys have space and encourage citizens to leave comments on most questions. The end of the survey asks for specific locations the citizen would like to see improvement. While most of the survey summarization is analytical, these comments help WATS evaluate the personal side of these issues. In addition to these surveys, WATS has received one cycling and 19 walking essay surveys that were not used for these results but will be used in development of the plan. These results will be posted on the WATS website once the Non-Motorized Plan is complete in spring of 2006. Until then WATS encourages you to stay involved, fill out the walking and cycling surveys on <http://www.miwats.org/nonmotorized/docs/interest.htm> and mail to 705 N. Zeeb, Ann Arbor, MI 48103 or fax 734-994-3129 your comments.

RAPID TRANSIT TO CONNECT ANN ARBOR TO DETROIT: STUDY UNDERWAY

With recent signing of the transportation bill Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), \$100 million was earmarked towards the planning, development and construction of a rapid transit system to connect Ann Arbor to Detroit, communities in between, as well as Detroit Metropolitan International Airport. The project’s draft environmental impact statement is underway by Parsons and Parsons Brinkerhoff. The Ann Arbor to Detroit Rapid Transit Alternatives Analysis Study has now been narrowed to five transit alternatives. Public meetings are being held currently, keep in touch on the projects website www.annarbordetroitrapidtransitstudy.com. This project coincides with a large increase in Amtrak ridership and revenue for the year to date.

...Amtrak Ridership on Page 4

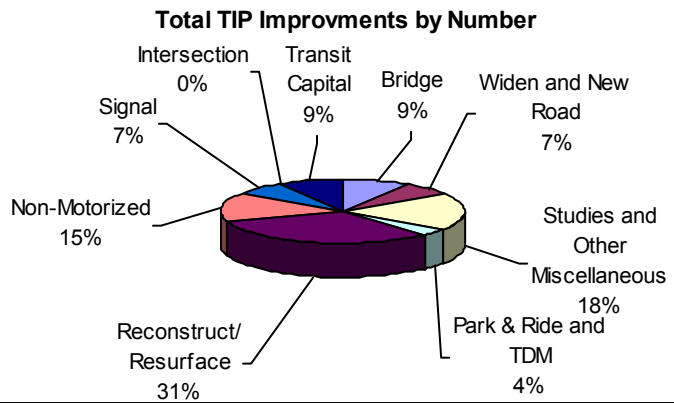
FY 2006 –2008 TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) is an importation regional document listing all federally funded transportation projects over a given three-year period. The TIP is updated every two years. In order to receive federal transportation funding, each metropolitan area in the United States is required to have a TIP approved both by the Governor of the state in which the metro area is located and the Federal Highway Administration (FHWA).

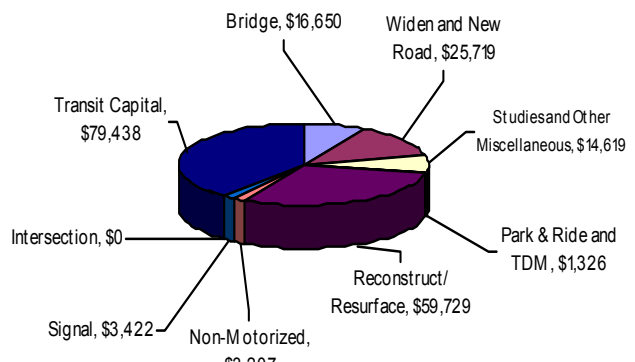
The Washtenaw Area Transportation Study is responsible for compiling the TIP for Washtenaw County. The local agencies that submit projects into the TIP include the cities of Ann Arbor, Ypsilanti, Saline, and Chelsea; the villages of Dexter and Manchester; the Washtenaw County and Wayne County Road Commission; and the Ann Arbor Transportation Authority.

The 2006 to 2008 TIP for Washtenaw County has a total of 151 projects with a total cost of \$204 million. There are 49 projects slated for the fiscal year 2006 at a cost of \$78 million, 51 projects in FY 2007 at a cost of \$62 million and another 51 projects for fiscal year 2008 at a cost of \$64 million. Funding for Transportation Improvement Program projects is provided by the federal government, the State of Michigan, local agencies, or privately funded.

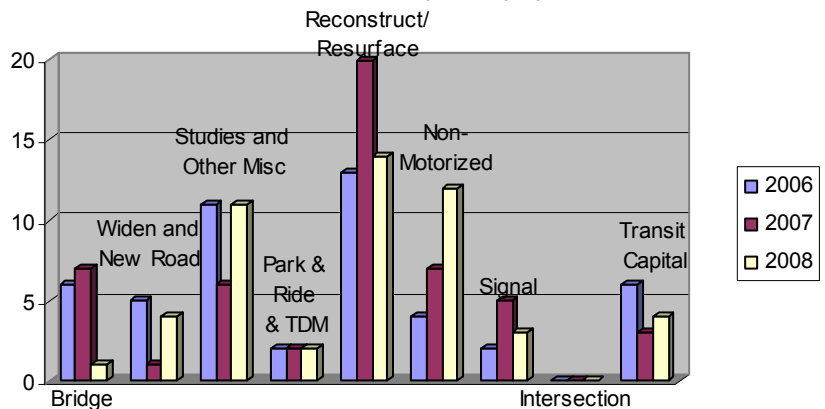
Of the 151 projects, the 2006-2008 TIP includes 23 projects that will develop a non-motorized path or facility, at a cost of \$3.2 million. There are 41 reconstruction projects at a cost of \$39.7 million. 10 projects will help traffic operations and 6 projects will improve safety along Washtenaw County roads. The type and cost of work that will be preformed within the next 3 years in Washtenaw County is graphed to the right.



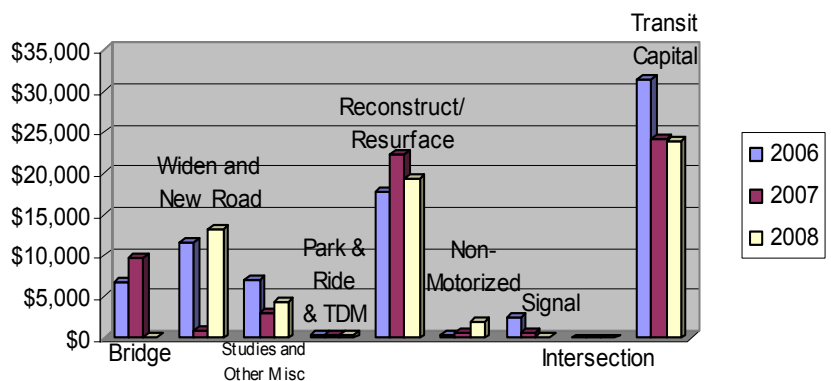
Total TIP Improvements by Cost (in '000s)



FY 2006-2008 Projects by Type



FY 2006-2008 Projects by Cost (in '000s)





AATA OPTS FOR NEW FARES ON SELECTED SERVICES AS FURTHER BUDGET MEASURE



The Ann Arbor Transportation Authority (AATA) board of directors has approved a fare increase on its Night Ride, Holiday Ride and same-day trips for its A-Ride service, including Good As Gold Senior Taxi service. In an ongoing effort to balance its budget in the face of constrained state funding, the board voted at its September 21 meeting to raise the Night Ride and Holiday Ride fares from \$3.00 to \$5.00 beginning October 1, 2005.

The board also approved a fare increase for same-day trips on A-Ride door-to-door service for individuals with disabilities and seniors. Effective October 15, the fare for these trips will be \$3.00. A same-day trip is one for which a person calls for service on the day of the trip. The fare for trips made by advance reservation at least one day before the trip and for will call return trips will continue to be \$2.00.

Since 1998, AATA has implemented a variety of measures to offset the decreasing share of state funding and the rising costs of health care, fuel and other operating expenses. AATA anticipates that the new fares, combined with a decrease in demand for service, will reduce the cost of Night Ride and Holiday Ride service by \$75,000. AATA also projects an increase in passenger fares of \$25,000 and additional cost savings from more efficiently scheduling advance reservation trips on the A-Ride service. CEO/Executive Director Greg Cook said, "The board had originally considered a plan to eliminate Night Ride and Holiday Ride, but made its decision to retain the services after hearing concerns from customers at a public meeting held a month earlier. A large percentage of the ridership on Night Ride is by individuals who need the service to get to or from work. They will take the bus in one direction, and use Night Ride in the other, when the buses are not operating." Night Ride is a shared-ride taxi service available to everyone. It operates Monday-Friday, 11:00 p.m.-6:00 a.m. and Saturday-Sunday, 7:00 p.m.-7:30 a.m. within the city limits of Ann Arbor. Holiday Ride is a similar service operating on all holidays that AATA does not operate fixed-route bus service. Same-day A-Ride service operates from 6:30 a.m. to 10:45 p.m. weekdays and from 8:00 a.m. to 6:30 p.m. weekends only within the city limits of Ann Arbor. "For customers who are able and who now make same-day taxi trips, we suggest they use our fixed-route buses to make as many same-day trips as possible for only 25 cents. If these customers are not familiar with using the bus system, they may learn how through our free travel training program," Cook said. Training can be arranged through AATA Travel Trainer Carol Fulgham at 734.677.3948.

NON-MOTORIZED PLAN PUBLIC WORKSHOPS A SUCCESS!

The Washtenaw Area Transportation Study recently held a series of four public workshops designed to engage interested members of the public in the development of a non-motorized plan for the county. Workshops were held in the Village of Manchester, City of Chelsea, City of Ann Arbor and City of Ypsilanti. The workshops began with a presentation that discussed the impetus for the plan and outlined what has been completed and the next steps. Adopted policies and deficiency identification criteria were also discussed. Following the presentation, those present worked together in small groups and came up with suggestions of existing facilities, deficiencies or destinations to add to the three maps that were on display showing existing pedestrian and bicycle facilities and major Washtenaw County destinations. A broad variety of comments and suggestions were made, some were about specific areas and others had to do with broader concepts that applied to the entire county. Comments were recorded on 3" x 5" cards and stickers corresponding to the card number coded the comments to the maps. About 70 people from around Washtenaw County attended one of the four workshops. WATS will now take the comments that were received at the workshops and create a Geographic Information System (GIS) layer that will record the comments that were placed on note cards during the meetings. Comments that were received on the comment form itself will be incorporated into the final non-motorized plan document.

Biking and Walking surveys are available on the WATS website at <http://www.miwats.org/nonmotorized/docs/interest.htm> If you have any questions about the development of the non-motorized plan, or wish to make a comment or suggestion please contact the WATS office at 734-994-3127 or email at wats@miwats.org , faxes can also be sent to 734-994-3129.





AMTRAK RIDERS AND REVENUE ON THE RISE ON THE WOLVERINE

The Wolverine, the Amtrak route that services Washtenaw County, providing connection between Chicago and Southeast Michigan has seen a rise in ridership and revenue over 2005 thus far from last year. The Wolverine makes three daily round trips from Chicago to Pontiac. Local stops include Jackson, Ann Arbor, Dearborn, and Detroit. The total increase for the years ridership is 8.8% while revenue is up 15.5%. Monthly rider and revenue data is displayed below.

	Ridership				Ticket Revenue				
	Total		Increase/(Decrease)		Total		Increase/(Decrease)		
	2005	2004	Amount	Monthly %	2005	2004	Amount	Monthly %	
January	27,976	24,733	3,243	13.1%	January	\$820,197	\$747,550	\$72,647	9.7%
February	26,602	25,626	976	3.8%	February	\$775,700	\$766,861	\$8,839	1.2%
March	33,356	27,249	6,107	22.4%	March	\$974,828	\$690,165	\$284,663	41.2%
April	32,734	33,277	(543)	-1.6%	April	\$867,163	\$858,905	\$8,258	1.0%
May	34,027	31,363	2,664	8.5%	May	\$951,877	\$816,834	\$135,043	16.5%
June	35,709	33,142	2,567	7.7%	June	\$1,000,144	\$830,897	\$169,247	20.4%
July	42,246	38,533	3,713	9.6%	July	\$1,282,216	\$1,064,487	\$217,729	20.5%
August	34,027	31,363	2,664	8.5%	August	\$951,877	\$816,834	\$135,043	16.5%
Total	266,677	245,286	21,391	8.7%	Total	\$7,624,002	\$6,592,533	\$1,031,469	15.6%

