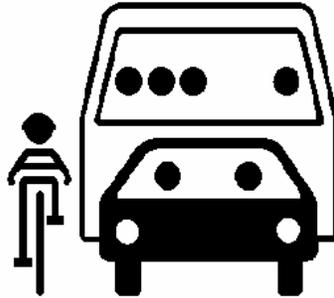


TRANSIT PLAN FOR WASHTENAW COUNTY



DECEMBER 2007

WASHTENAW AREA TRANSPORTATION STUDY

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TRANSIT PLAN FOR WASHTENAW COUNTY

DECEMBER 2007

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EXECUTIVE SUMMARY

Deficiencies and Needs

This plan examines deficiencies and needs for transit service. The discussion of plan deficiencies begins on page 26.

- Between 2000 and 2030, the number of households in Washtenaw County with zero or one autos available in cities is expected to increase by 16% while the number of zero or one autos households in townships is expected to increase nearly 50%.
- The increase in population over 65 in cities is projected to increase by 89.6% between 2000 and 2030; however, the same population in townships will increase by 447.7% during the same period.
- Population under 17 in cities is anticipated to decline by 9 % between 2000 and 2030 while the same age group in the townships is expected to increase by nearly 60%.
- Most of the fixed route service provided outside the City of Ann Arbor does not have weekend service.
- Thirty percent of the 62 major employers in the county with 250 or more employees at a single location have business hours that extend beyond regular business hours.
- There is no regular bus service that connects Washtenaw County with adjacent counties for commuting purposes.
- Of the destinations mapped in the County, 17 percent of the lifeline (medical, employment and food) are not accessible by fixed route transit and 28 percent of quality of life destinations are not accessible by fixed route transit.

Plan Recommendations

The Plan Recommendations can be organized into two major categories; Service Improvements and Supporting efforts such as Administration, Planning and Funding. The recommendations have been summarized below. The more detailed recommendations begin on page 52. A map showing the plan recommendations is on page 51.

Administration, Planning and Funding

- *Establish a mobility management function.*

- *Establish a county wide program to promote a full range of commuter choices.*
- *Create the organizational framework to implement Plan recommendations*
- *Establish dedicated funding to implement identified service improvements*
- *Increase capital and operating funding at the federal and State levels*
- *Encourage land use decisions that support existing and future transit service*

Transportation Improvements

- *Increase frequency and expanded service hours for existing fixed route service*
- *Provide improved service between major human service providers*
- *Establish demand response/ life line service centered on the cities and villages*
- *Establish community connector service linking service linking cities and villages to urbanized area*
- *Establish park and ride lots within each city/ village to consolidate trips for community connector services*
- *Provide service linking adjacent counties with the urbanized area within Washtenaw County*
- *Provide service linking intermodal connections, particularly rail stations and Metro Airport*

INTRODUCTION

In an effort to move towards a comprehensive transit service in Washtenaw County, the Washtenaw Area Transportation Study 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 Methodology

To facilitate the development of the plan, WATS invited each of the County's local communities and transit providers to assist with the plan development by serving on a steering committee. The Steering Committee guided the development of the approved goals and objectives, deficiency criteria and recommendations and reviewed the completed plan. The Steering Committee established goals and objectives that were adopted by the WATS Policy Committee and local elected officials. The plan also provides a list of recommendations and possible funding sources of different transit modes and funding sources. The plan was developed with multiple opportunities for public comment. The effort provides the County's collective vision for the future of transit service within Washtenaw County.

Steering Committee Establishment

WATS invited all local municipalities and stakeholder organizations to take an active role in the development of the plan by serving on the Transit Plan Steering Committee. In addition to the institutional membership, WATS sought the participation of members from the public as well as representatives from the County's transit providers to serve on the Transit Plan Steering Committee. The Steering Committee met periodically throughout the past year and guided the overall development of the plan. The following communities and agencies were invited as Stakeholders to participate in the development of the plan.

Washtenaw County Transit Plan Stakeholders

Ann Arbor Center for Independent Living	Neighborhood Senior Services
Ann Arbor Township	Northfield Human Services (People's Express)
Ann Arbor Transportation Authority	Northfield Township
City of Ann Arbor	Pittsfield Township
City of Chelsea	Saline Township
City of Milan	Salem Township
City of Saline	Scio Township
City of Ypsilanti	Sharon Township
Village of Dexter	Southeast Michigan Council of Governments
Eastern Michigan University	Superior Township
Augusta Township	Sylvan Township
Bridgewater Township	University of Michigan
Dexter Township	Washtenaw Community College
Freedom Township	Washtenaw County Planning & Environment
Lima Township	Washtenaw County Public Health
Lodi Township	Washtenaw County Road Commission
Lyndon Township	Western-Washtenaw Area Value Express
Manchester Township	Webster Township
Village of Manchester	York Township
Michigan Department of Transportation	Ypsilanti Township
Milan Public Transportation	

Goals and Objectives

The Transit Plan for Washtenaw County goals and objectives were developed by the Steering Committee with comments from the public and elected officials. The goals and objectives provided the framework for the development of the plan.

Goal 1: Recommend public transit service to promote economic vitality and quality of life in Washtenaw County.

Objectives:

- A. Identify the appropriate level of service for transit as a transportation option.
- B. Assemble a list of existing promotional activities and policies to manage demand and maximize use of transit service.
- C. Identify strategies to encourage the use of alternatives to driving.

Goal 2: Increase the quantity and improve the quality of transit service that provides a balance that is efficient, effective and market driven.

Objectives:

- A. Identify all transit service providers within Washtenaw County and provide contact information.
- B. Identify opportunities for cooperation between transit providers of Washtenaw County in order to improve service and enhance public support.

Goal 3: Improve mobility and access for Washtenaw County residents using transit.

Objectives:

- A. Identify opportunities for improved transit service within Washtenaw County for transit dependent populations including lifeline service as appropriate.
- B. Identify opportunities for improved transit service within Washtenaw County for commuters and choice riders.
- C. Identify opportunities for improved inter-county transit service using various modes such as park and ride, commuter rail and bus options.

Goal 4: Develop an education and advocacy program to advance the transit plan.

Objectives:

- A. Develop an educational tool for the public, stakeholders, and community leaders that explains the benefits of a transit system.
- B. Promote transit as a viable transportation option for all residents of Washtenaw County.

Goal 5: Increase awareness of transit funding opportunities and identify opportunities for implementation of the plan.

Objectives:

- A. Identify current funding opportunities for capital and operating costs for transit.
- B. Identify other opportunities for funding transit in Washtenaw County.
- C. Identify stakeholders who will work to implement the plan.
- D. Identify the institutional framework for implementing the plan.

Public Participation

Notification

WATS utilized several methods to engage and solicit comments from the public during the development of the Transit Plan for Washtenaw County. WATS held two series of public involvement meetings at various locations within Washtenaw County. In addition to using the newspapers and the Agency’s website to invite the public to meetings; email invitations were provided to all who requested more information on the development of the plan or the notification of Steering Committee meetings. The agency’s quarterly newsletter “The Vehicle” provided approximately 300 residents with updates on the plan, notification of the public meetings and an open invitation to provide comments. Meeting notices and public comment forms were also available on the WATS website. The Ann Arbor News, The Milan News Leader, The Dexter Leader, The Saline Reporter, The Chelsea Standard, The Manchester Enterprise and the Ypsilanti Courier were all provided notice of the public involvement meetings.

Public Meetings

The first round of public meetings provided an opportunity to comment on the plan schedule and draft goals and objectives in October of 2006. The meeting included a presentation about the Transit Plan including the purpose of the plan and the plan development schedule. Attendees were asked to fill out a survey about existing transit systems and participated in a transit funding activity. The transit funding activity allowed attendees of the public involvement meetings to fund different types of transit services or service improvements according to an individual's prioritization.

The second round of public meetings were held at Ypsilanti City offices, Manchester Village Hall, Northfield Township Public Safety Building, Ann Arbor Downtown Development Authority offices, Superior Township Hall, Pittsfield Township Hall, Saline City offices, Milan City offices and at the Washington Street Education Center in the City of Chelsea. At this series of public meetings WATS provided a short presentation on the work completed including the deficiencies and needs identified and draft recommendations. Four activities were also available at the meetings during which attendees could design service, rank order the draft plan recommendations, rank order funding options and funding of types of transit service for Washtenaw County.

Benefits of an Efficient Transit System

Public Transit Provides Choice

Currently, commuter trips between Washtenaw and surrounding counties cannot be made by any means or between the outlying communities and the urban area except automobile. There are no options for regular trips except for limited service provided by the Michigan Flyer bus service between Lansing and Detroit Metro Airport, with a stop in Ann Arbor. The provision of transit provides choices and allows employees, shoppers and residents to select the best way to make a trip.

Use of Public Transit Reduces Congestion

The current level of congestion experienced on Washtenaw County roads indicates that in many locations the road system is at or above its designed capacity during the peak periods. The WATS travel demand model estimates that in 2030, approximately 350 miles of road or 33% of the major road system including the freeways within the County will be congested. One of the most effective ways to reduce congestion is to reduce the number of single occupant auto trips by increasing the number of trips that are made using shared ride and public transportation.

Use of Public Transit Improves Air Quality

Washtenaw County is part of the Southeast Michigan Region's air quality non-attainment area. The county is designated as non-attainment for both ozone and particulate matter smaller than 2.5 microns (PM_{2.5}). Poor air quality contributes to respiratory problems, asthma in young children and overall health issues in the population. A complete transit network will allow Washtenaw County residents to use a less polluting means of transportation to meet their basic needs. The increased number of trips made using transit will reduce the pollutants that are detrimental to the air of Washtenaw County and the region by reducing vehicles emissions.

Provision of Public Transit Improves Economic Vitality

The economic vitality of a community can be greatly affected by the transportation choices available. An environment that is supportive of transit that offers access to jobs, shopping, a larger employee pool for employers and life line services can make a community more attractive to employees, retirees and residents with disabilities. The provision of fixed guide way transit encourages transit oriented development, which can provide significant economic stimulus and vibrancy in a community.

Use of Public Transit Provides Cost Savings

Using transit as a transportation option can save individuals and families hundreds of dollars a year. The Bureau of Transportation Statistics (BTS) estimates that the average cost of owning and operating a vehicle in 2003 was \$7,754. The BTS historical data shows the increase in the average cost of owning and operating a vehicle between 1985 and 2003 has significantly out-paced inflation. Commuters who use transit to get to work are less reliant on gasoline and therefore, fluctuation in the cost of gasoline has less of an impact on their disposable income. The total cost savings is made up from the reduced gasoline costs, reduced insurance, maintenance, and parking costs.

WASHTENAW COUNTY DEMOGRAPHICS

Data was obtained from the Census Transportation Planning Package (CTPP), public involvement meetings, Southeast Michigan Council of Governments, Washtenaw County Planning & Environment and Cities, Villages and Townships of Washtenaw County. Survey data was also used to inform the plan development

The CTPP are tabulations from the decennial census long form designed for transportation planning. Data from the CTPP are tabulated from answers to the Census 2000 long form questionnaire and then expanded to represent the entire population. Transportation planners use the CTPP data to evaluate commuting origins and destinations for work trips.

Population

Between 1990 and 2000, Washtenaw County population grew at a rate of 14.1% from 282,934 to 322,895. Table 1 shows the U.S. Census population statistics for Washtenaw County for 1990 and 2000. The table includes the 2030 population estimate from SEMCOG's Community Detail Report 2030 Regional Development Forecast (RDF) report. As the baby boomer population ages the percentage of the population that will require transportation services will increase. SEMCOG projects the Washtenaw County population to grow by 38.8% by 2030 to 448,020 people while the population over 65 will grow by 22 %.

Households

According to the U.S. Census, Washtenaw County's households grew at a rate of 14.1% in the ten years from 1990 to 2000. The U.S. Census household statistics for Washtenaw County for the years

1990, 2000, and the projections from SEMCOG's Community Detail Report 2030 RDF are shown on Table 2.

Table 1
Population Counts and Forecast for Washtenaw County: 1990 to 2030

Cities, Villages	1990	2000	2030 Forecast	Change 1990-2000	% Change 1990-2000,	% Change 2000 - 2030
Ann Arbor	109,592	114,024	116,270	4,432	4.0%	2.0%
Barton Hills	330	335	390	5	1.5%	16.4%
Chelsea	3,772	4,398	7,300	626	16.6%	66.0%
Dexter	1,497	2,338	5,472	841	56.2%	134.0%
Manchester	1,753	2,160	3,741	407	23.2%	73.2%
Milan (part)	3,060	3,065	3,833	5	0.2%	25.1%
Saline	6,660	8,034	10,176	1,374	20.6%	26.7%
Ypsilanti	24,846	22,362	22,110	-2,484	-10.0%	-1.1%
Total	151,510	156,716	169,292	5,206	3.4%	8.0%

Townships	1990	2000	2030 Forecast	Change 1990-2000	% Change 1990-2000	% Change 2000 - 2030
Ann Arbor*	3,463	4,385	5,112	922	26.6%	16.6%
Augusta	4,415	4,813	7,440	398	9.0%	54.6%
Bridgewater	1,269	1,646	3,007	377	29.7%	82.7%
Dexter	4,407	5,248	6,029	841	19.1%	14.9%
Freedom	1,486	1,562	2,169	76	5.1%	38.9%
Lima	2,122	2,517	4,359	395	18.6%	73.2%
Lodi	3,902	5,710	7,862	1,808	46.3%	37.7%
Lyndon	2,228	2,728	3,403	500	22.4%	24.7%
Manchester	1,774	1,942	3,639	168	9.5%	87.4%
Northfield	6,732	8,252	12,614	1,520	22.6%	52.9%
Pittsfield	17,668	30,167	63,764	12,499	70.7%	111.4%
Salem	3,734	5,562	11,388	1,828	49.0%	104.7%
Saline	1,276	1,302	2,451	26	2.0%	88.2%
Scio	9,580	13,421	23,164	3,841	40.1%	72.6%
Sharon	1,366	1,678	2,938	312	22.8%	75.1%
Superior	8,720	10,740	18,174	2,020	23.2%	69.2%
Sylvan	2,518	2,734	7,262	216	8.6%	165.6%
Webster	3,235	5,198	13,222	1,963	60.7%	154.4%
York	6,225	7,392	10,590	1,167	18.7%	43.3%
Ypsilanti	45,307	49,182	70,141	3,875	8.6%	42.6%
Total	131,427	166,179	278,728	34,752	26.4%	67.7%
County Total	282,937	322,895	448,020	39,958	14.1%	38.7%

Source: US Census and SEMCOG

* Numbers do not reflect the boundary agreement with the City of Ann Arbor

Table 2
Household Counts and Forecast for Washtenaw County: 1990 to 2030

Cities, Villages	1990	2000	2030 Forecast	Change 1990-2000	% Change 1990-2000	% Change 2000 - 2030
Ann Arbor	41,885	45,693	53,213	3,808	9.1%	16.5%
Barton Hills	124	136	181	12	9.7%	33.1%
Chelsea	1,371	1,840	2,808	469	34.2%	52.6%
Dexter	638	1,013	2,183	375	58.8%	115.5%
Manchester	646	900	1,640	254	39.3%	82.2%
Milan (part)	1,220	1,239	1,555	19	1.6%	25.5%
Saline	2,529	3,148	4,029	619	24.5%	28.0%
Ypsilanti	8,574	8,551	9,183	-23	-0.3%	7.4%
Total	56,987	62,520	74,792	5,533	9.7%	19.6%

Townships	1990	2000	2030 Forecast	Change 1990-2000	% Change 1990-2000	% Change 2000 - 2030
Ann Arbor*	1,474	1,836	2,127	362	24.6%	25.5%
Augusta	1,505	1,728	2,194	223	14.8%	69.9%
Bridgewater	449	598	753	149	33.2%	93.5%
Dexter	1,584	1,863	2,092	279	17.6%	30.3%
Freedom	540	561	618	21	3.9%	55.8%
Lima	709	901	1,153	192	27.1%	69.4%
Lodi	1,322	1,960	2,403	638	48.3%	55.4%
Lyndon	707	877	1,014	170	24.0%	37.4%
Manchester	577	717	879	140	24.3%	109.3%
Northfield	2,423	3,154	3,752	731	30.2%	64.5%
Pittsfield	7,105	11,817	16,310	4,712	66.3%	114.2%
Salem	1,223	1,928	2,837	705	57.6%	130.1%
Saline	412	460	784	48	11.7%	95.0%
Scio	3,516	5,057	6,336	1,541	43.8%	79.6%
Sharon	457	593	742	136	29.8%	89.5%
Superior	3,071	3,961	5,213	890	29.0%	102.0%
Sylvan	819	927	1,830	108	13.2%	177.5%
Webster	1,079	1,774	2,525	695	64.4%	151.1%
York	1,412	1,901	2,276	489	34.6%	70.3%
Ypsilanti	17,743	20,194	23,989	2,451	13.8%	54.4%
Total	48,127	62,807	79,827	14,680	30.5%	79.1%
County Total	105,114	125,327	154,619	20,213	19.2%	23.4%

Source: US Census and SEMCOG

* Numbers do not reflect the boundary agreement with the City of Ann Arbor

Employment

The employment base and its location is an important factor for trip making patterns. Workplaces are the largest trip generators during the peak travel periods of the morning (7-9 am) and evening commute (4-6 pm). Table 3 shows the 2006 top 25 employers in Washtenaw County.

Table 3
Top 25 Employers in Washtenaw County, 2006

Company Name	Number of Employees	Business Description
University of Michigan	29,165	Public University
University of Michigan Health Centers	17,057	Hospital, research, education
Trinity Health/St. Joseph Mercy Hospital	5,077	Hospital and Health Care
Automotive Components Holdings LLC	5,000	Manufacturer of automotive parts
GMC/ Powertrain Division	3,820	Manufacturer of automotive transmissions & components
Ann Arbor Public Schools	3,000	Public School District
Meijer Inc.	2,700	Grocery & general retail
Pfizer Global Research & Development	2,500	Pharmaceutical R&D
Eastern Michigan University	2,005	Public university, education
Real Estate One Inc.	2,000	Real estate brokerage
Washtenaw Community College	1,500	Public Community College
Borders Group Inc.	1,330	Book retail
Veterans Administration Hospital	1,230	Hospital
Washtenaw County	1,200	County government
Kroger Co.	1,100	Retail groceries
Chelsea Community Hospital	1,000	Hospital
State of Michigan Huron Valley Correctional Facility	934	Government Services
Home Depot Inc.	925	Home Improvement Retail
U.S. Postal Service	923	Mail and package delivery
City of Ann Arbor	826	City Government
Busch's Inc.	800	Retail groceries
Saline Area Schools	800	Public School District
ABN AMRO Mortgage Group Inc.	786	Mortgage Financing
Lincoln Consolidated Schools	780	Public School District
Target Corp.	750	Retailer
Total Top 25 Employees	87,208	

Source: Business Direct Weekly: Book of Lists 2007 for Washtenaw and Livingston Counties

For 2005, SEMCOG estimated that the total employment for Washtenaw County was 198,090. The total of the 25 employers with the highest number of employees in table 3 in 2006 was 87,208 equivalent to about 44% of the 2005 total employment.

Commuting Patterns

The primary mode of transportation in Washtenaw County is single occupant vehicles. For this reason it is important to understand the number of commuters who travel in and out of the County daily as well as where within and around County they travel for work trips. Commuting patterns can be an indicator of Washtenaw County’s employment sector available for mode shift by comparing the counties where the work trips originate and the routes that are used. In 2005, employment trips generated just over 70,000 work trips to Washtenaw County from surrounding counties, while a little more than 39,000 people commute to jobs outside of the County for employment.

Table 4 shows the commuting patterns of workers traveling to Washtenaw County from surrounding counties, as well as those who commute from Washtenaw County to other counties. Washtenaw County is a net “importer” of around 30,000 employees. Following are figure 1 and figure 2 which show inbound workers and outbound workers respectively.

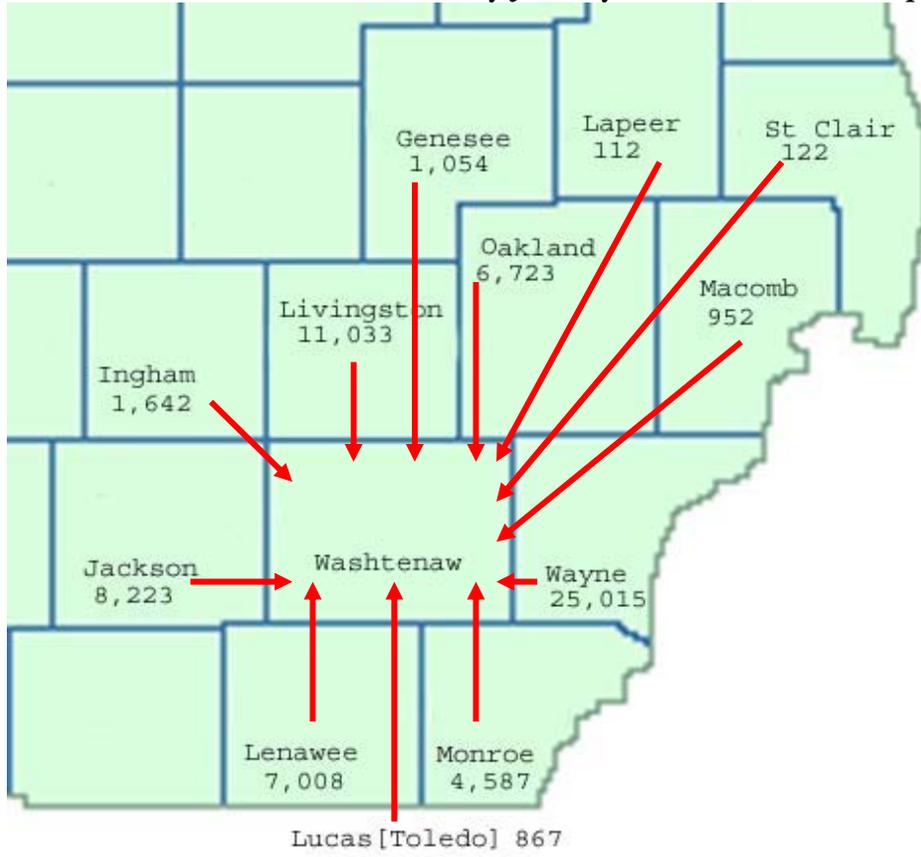
The 2000 US Census reports that Washtenaw County had 199,850 jobs. Of those jobs, 129,808 of the people working in Washtenaw County also lived in Washtenaw County. Map 1 shows work trips within Washtenaw County. The data for map 1 was obtained from chart 1 which shows the work trips within the County.

Table 4
Washtenaw County Journey to Work Trips, 2000

County	Commuting to Washtenaw County	Commuting from Washtenaw County
Genesee County	1,054	324
Ingham County	1,642	532
Jackson County	8,223	1,044
Lapeer County	112	53
Lenawee County	7,008	827
Livingston County	11,033	2,250
Macomb County	952	715
Monroe County	4,587	1,085
Oakland County	6,723	6,864
St. Clair County	122	93
Wayne County	25,015	23,269
Lucas County (Toledo)	867	418
All Other Counties	2,704	1,887
Total	70,042	39,361

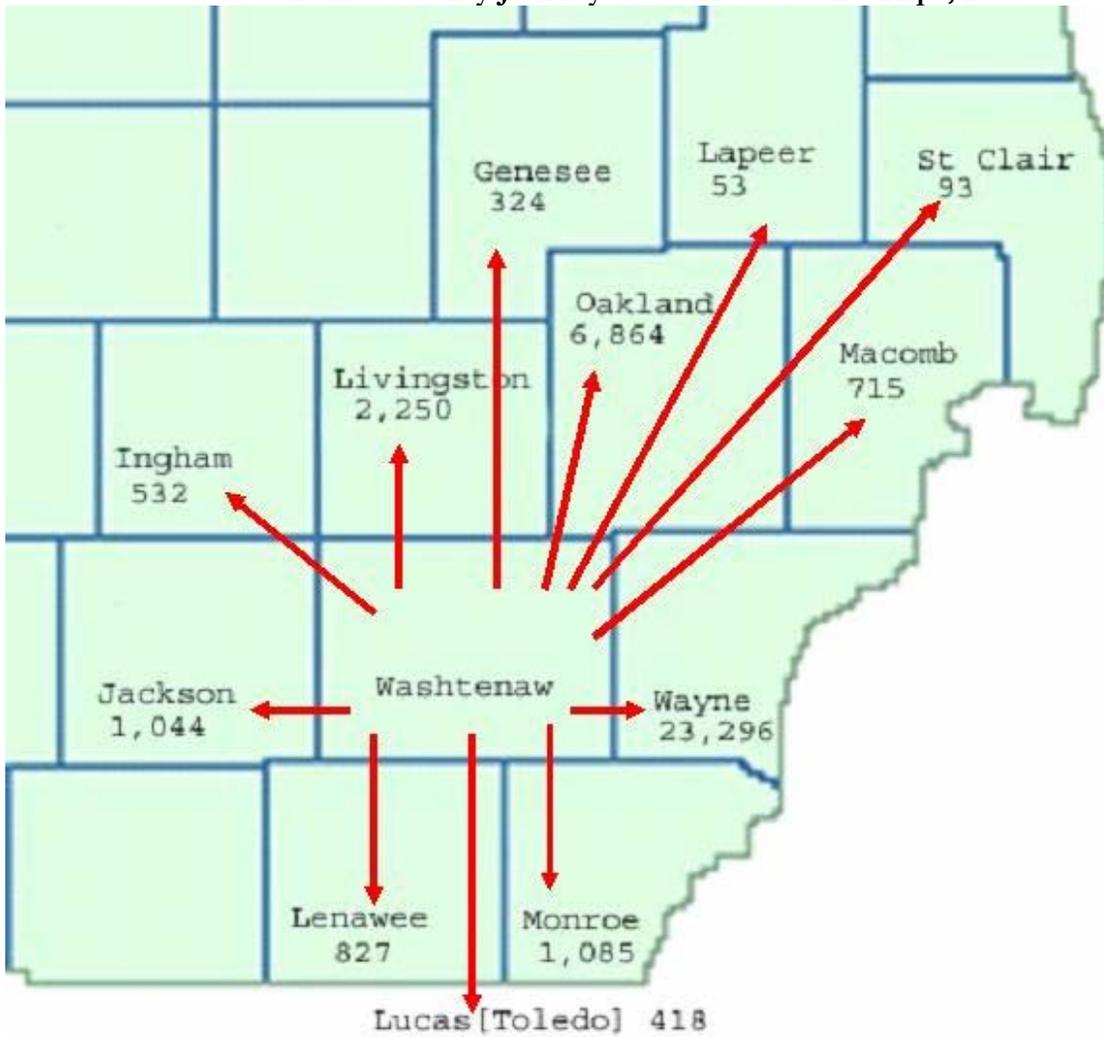
Source: 2000 US Census CTPP

Figure 1
Washtenaw County Journey to Work Inbound Trips, 2000



Source: 2000 US Census

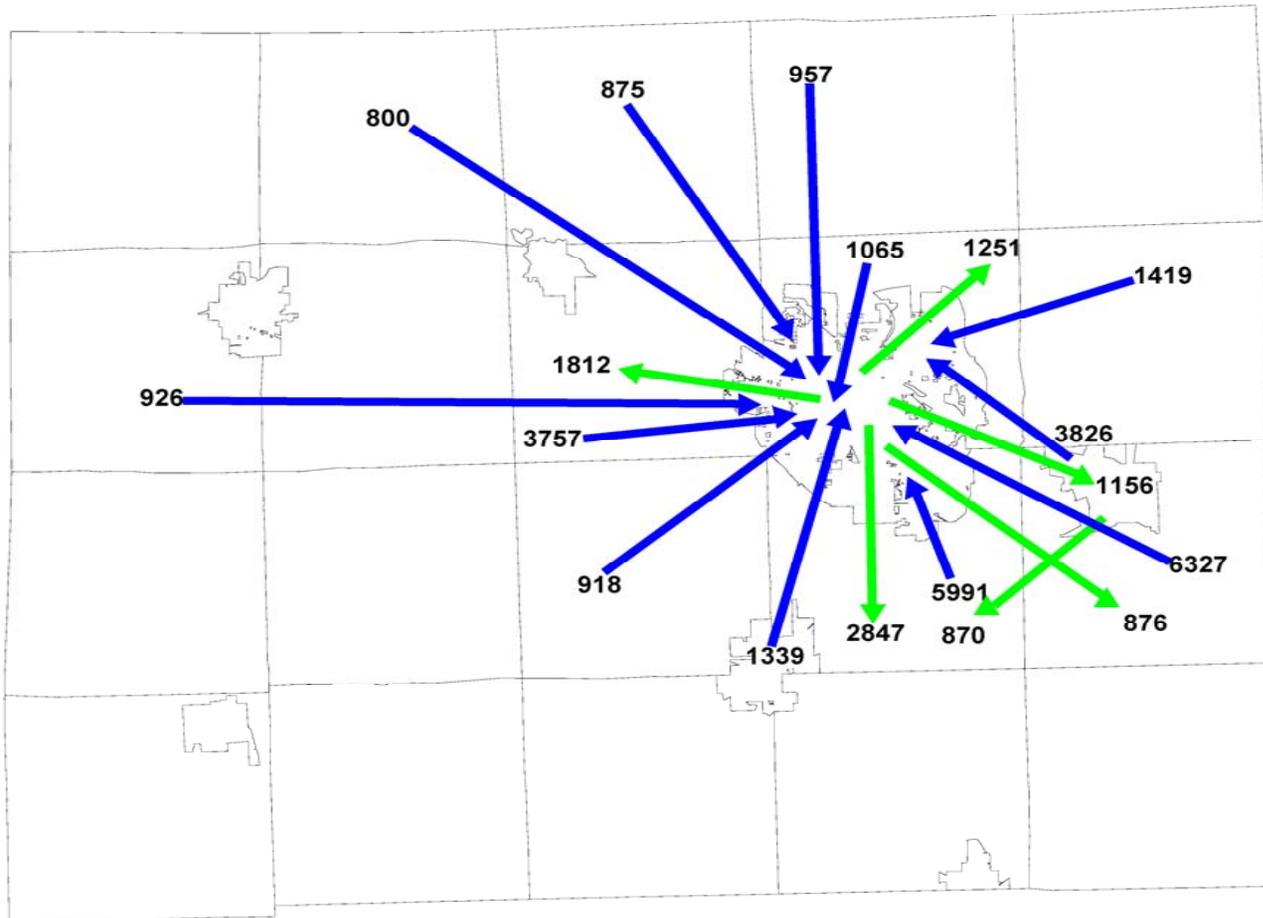
Figure 2
Washtenaw County Journey to Work Outbound Trips, 2000



Source: 2000 US Census

Map 1

Workers by Workplace and Residence



Workers That Live and work within the Community

Ann Arbor = 40148

Saline = 939

Ypsilanti = 3279

Pittsfield Twp = 2471

Scio Twp = 1760

Sylvan Twp = 841

Ypsilanti Twp = 4289

Residence to Workplace



Residence to Ann Arbor



Chart 1
Washtenaw County Journeys to Work

Residence																										
	Ann Arbor City	Milan City (part)	Saline City	Ypsilanti City	Ann Arbor Twp (includes Barton Hills Village)	Augusta Twp	Bridgewater Twp	Dexter Twp	Freedom Twp	Lima Twp (includes Chelsea Village part)	Lodi Twp	Lyndon Twp	Manchester Twp (includes Manchester Village)	Northfield Twp	Pittsfield Twp	Salem Twp	Saline Twp	Scio Twp (includes Dexter Village)	Sharon Twp	Superior Twp	Sylvan Twp (includes Chelsea Village part)	Webster Twp	York Twp	Ypsilanti Twp	Outside Washtenaw County	Total
Workplace																										
Ann Arbor City	40148	374	1339	3826	1065	340	148	800	212	520	918	249	407	957	5991	181	144	3757	185	1419	926	875	636	6327	26736	58332
Milan City (part)	99	303	30	19	11	33	3	0	6	0	14	4	0	22	56	0	2	22	0	0	0	0	95	63	557	1036
Saline City	413	59	939	199	21	33	62	17	20	12	305	10	83	53	429	9	95	102	11	35	6	39	268	269	1771	4321
Ypsilanti City	1156	108	46	3279	41	174	20	21	19	26	50	25	48	65	717	23	17	135	21	460	24	35	141	2211	4528	10111
Ann Arbor Twp (includes Barton Hills Village)	1251	37	56	168	409	32	5	73	19	14	21	20	23	87	395	7	7	194	15	110	30	101	92	499	2577	5833
Augusta Twp	54	22	10	44	0	303	1	8	0	0	0	0	13	0	37	0	0	10	1	0	0	5	7	125	358	695
Bridgewater Twp	10	0	10	0	0	0	69	0	10	6	6	0	7	0	13	0	5	0	7	0	0	0	0	5	96	175
Dexter Twp	12	0	0	7	0	0	0	173	6	0	0	5	10	10	0	8	0	15	4	0	26	6	5	39	144	297
Freedom Twp	9	0	0	7	0	0	6	0	271	12	0	0	6	6	5	13	0	0	40	0	6	0	6	4	76	196
Lima Twp (includes Chelsea Village part)	49	5	11	26	0	0	0	65	8	213	17	33	9	13	0	0	2	59	13	0	163	14	0	19	316	822
Lodi Twp	147	7	54	47	0	10	13	0	4	0	178	7	14	30	99	9	10	45	11	10	0	21	10	93	308	949
Lyndon Twp	0	0	0	0	0	0	0	16	0	0	0	89	0	6	0	0	0	0	4	0	6	0	0	8	118	158
Manchester Twp (includes Manchester Village)	92	0	9	39	0	0	58	0	23	0	7	4	401	21	13	0	8	13	53	0	5	10	12	57	923	1347
Northfield Twp	137	12	14	37	5	13	2	9	4	2	33	7	13	401	22	20	3	12	0	0	13	20	5	110	1219	1712
Pittsfield Twp	2847	103	490	870	126	167	67	118	50	105	315	66	190	265	2471	11	86	533	60	366	97	109	242	1962	8858	18103
Salem Twp	46	4	0	16	0	0	2	7	0	0	0	0	0	36	26	358	0	0	0	7	0	0	0	26	883	1053
Saline Twp	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	0	0	0	0	0	0	8	64	83
Scio Twp (includes Dexter Village)	1812	59	224	367	44	70	38	536	69	189	229	163	136	163	632	42	37	1760	57	171	229	360	99	924	5628	12278
Sharon Twp	32	0	2	0	0	8	7	0	12	0	0	0	50	0	13	0	0	0	86	0	0	0	6	9	241	380
Superior Twp	728	47	62	214	66	87	24	62	17	18	67	0	28	71	410	21	7	199	6	530	46	31	54	518	2332	5115
Sylvan Twp (includes Chelsea Village part)	280	0	36	59	2	8	31	158	40	170	45	219	71	0	102	0	17	197	78	26	841	73	32	144	2985	4773
Webster Twp	47	0	6	18	8	0	0	21	0	0	0	4	0	0	22	0	2	53	5	11	13	187	0	25	238	473
York Twp	28	64	11	19	11	2	2	0	0	0	12	0	0	22	11	0	3	6	0	0	0	0	245	93	482	766
Ypsilanti Twp	876	48	125	881	30	287	38	29	11	37	99	28	37	107	656	13	19	154	30	406	71	93	124	4289	12898	17097
Outside Washtenaw County	9904	350	704	2277	653	775	234	617	136	334	655	352	418	2149	4058	2112	146	1514	213	1853	575	764	827	7746		
Total	20040	1299	4148	12400	2481	2309	827	2730	931	1658	2957	1281	1964	4462	16122	2827	699	8758	900	5404	3077	2743	2811	25510		

Life Line Service Data

WATS collected data on destinations throughout Washtenaw County that are a necessity for life. These are trips that are essential to sustain life such as obtaining food and medical care. Map 2 shows the life line destinations within Washtenaw County.

Destinations that are considered life line for the purposes of the Washtenaw County Transit Plan include:

- Grocery Stores
- Pharmacies
- Dialysis Facilities
- Hospitals
- Human Services Facilities
- Medical Providers

For this plan, WATS identified that locations provide milk and bread as grocery stores. The locations noted as doctor's offices have five or more physicians at one location.

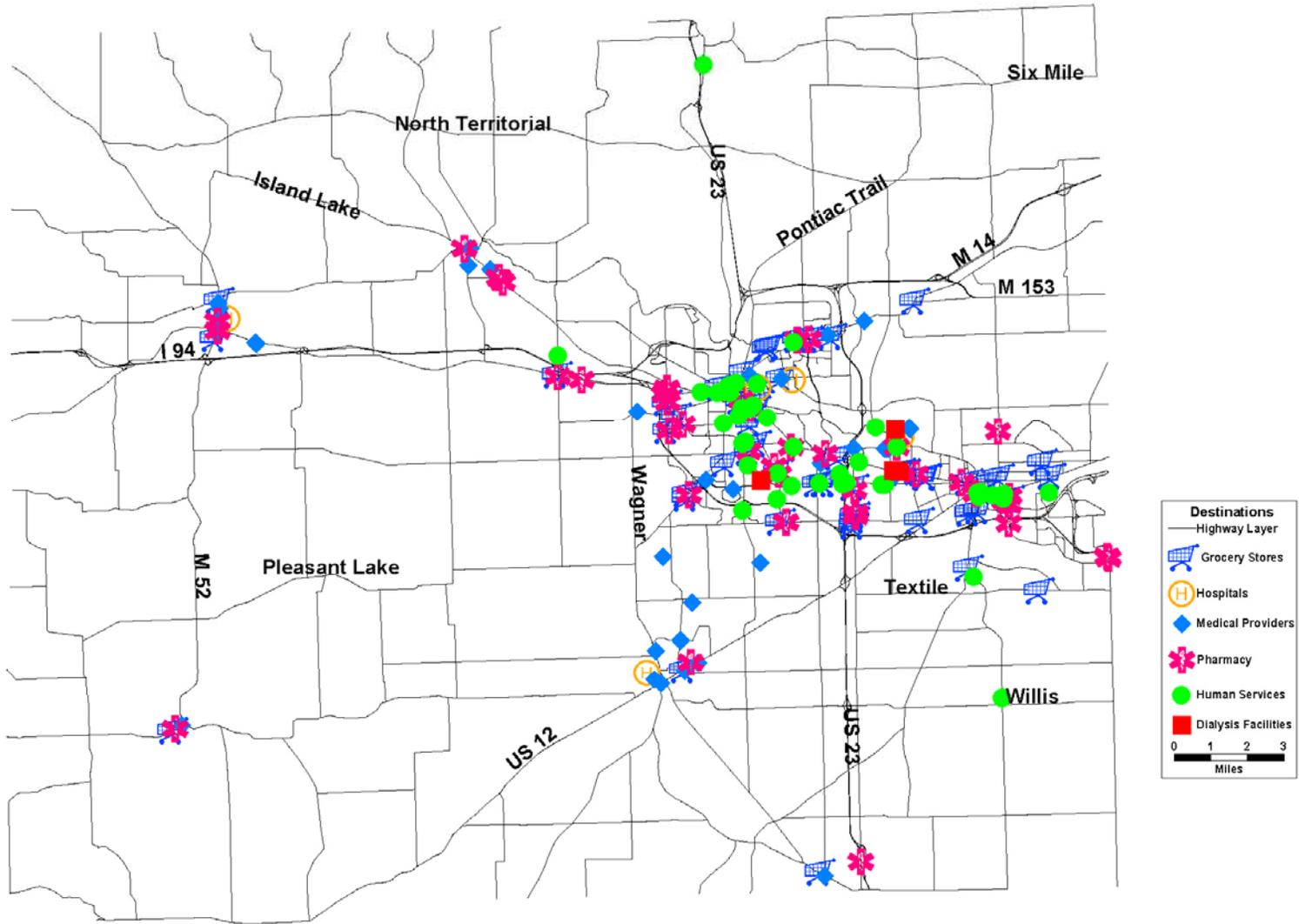
Major Destinations

Major destinations are locations, in addition to the employment and life line destinations that provide health, safety, welfare and quality of life for Washtenaw County residents. Map 3 shows the major destinations within Washtenaw County. These major destinations within Washtenaw County for the Transit Plan include:

- Shopping/Retail
- Post Offices
- Libraries
- Community Centers
- K-12 Schools
- Government Facilities
- Religious Facilities
- Daycare (child & adult)
- Movie Theaters
- College/University

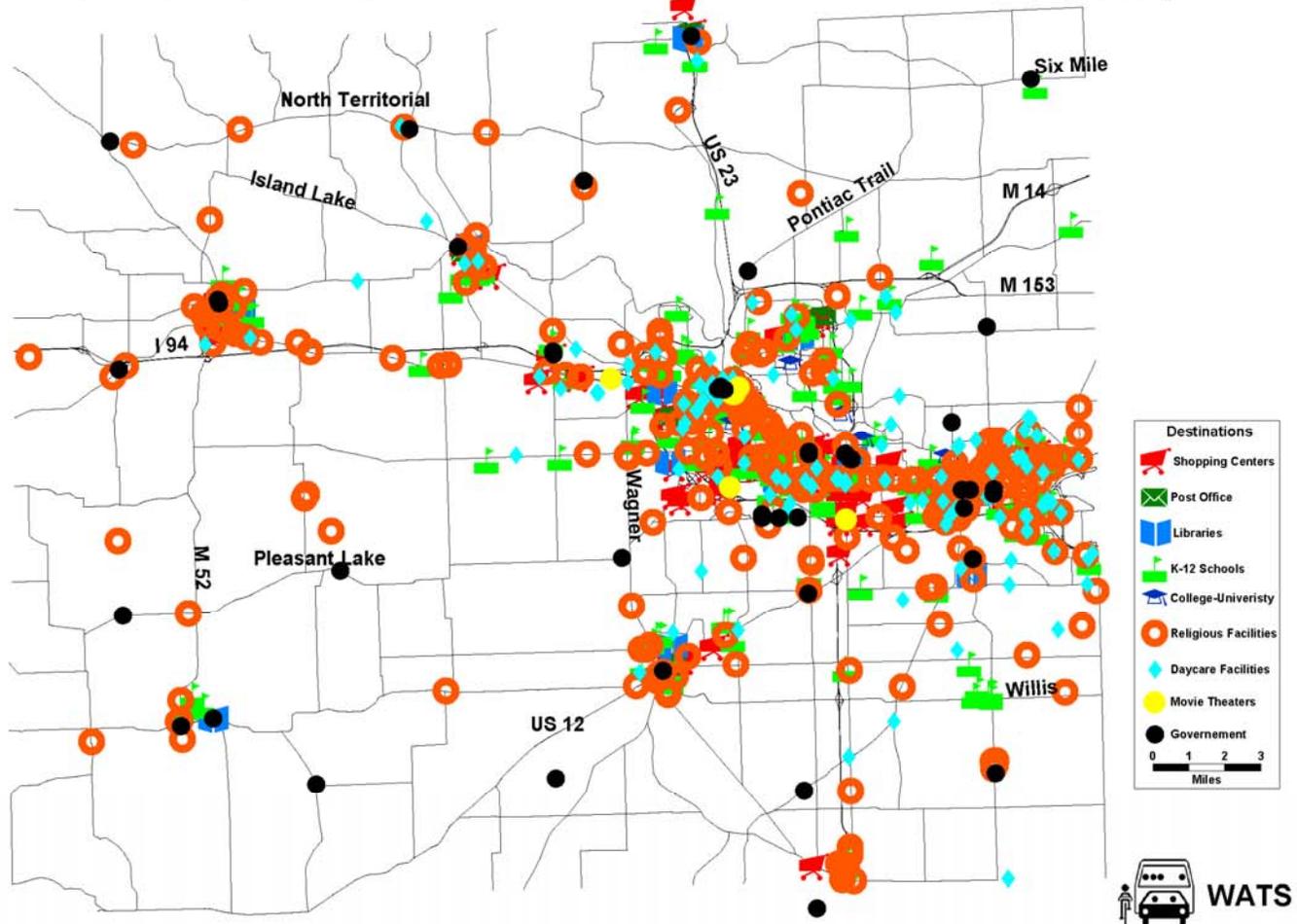
Map 2

Life Line Destinations



Map 3

Destinations Located Greater Than .5 Miles from a Transit Stop



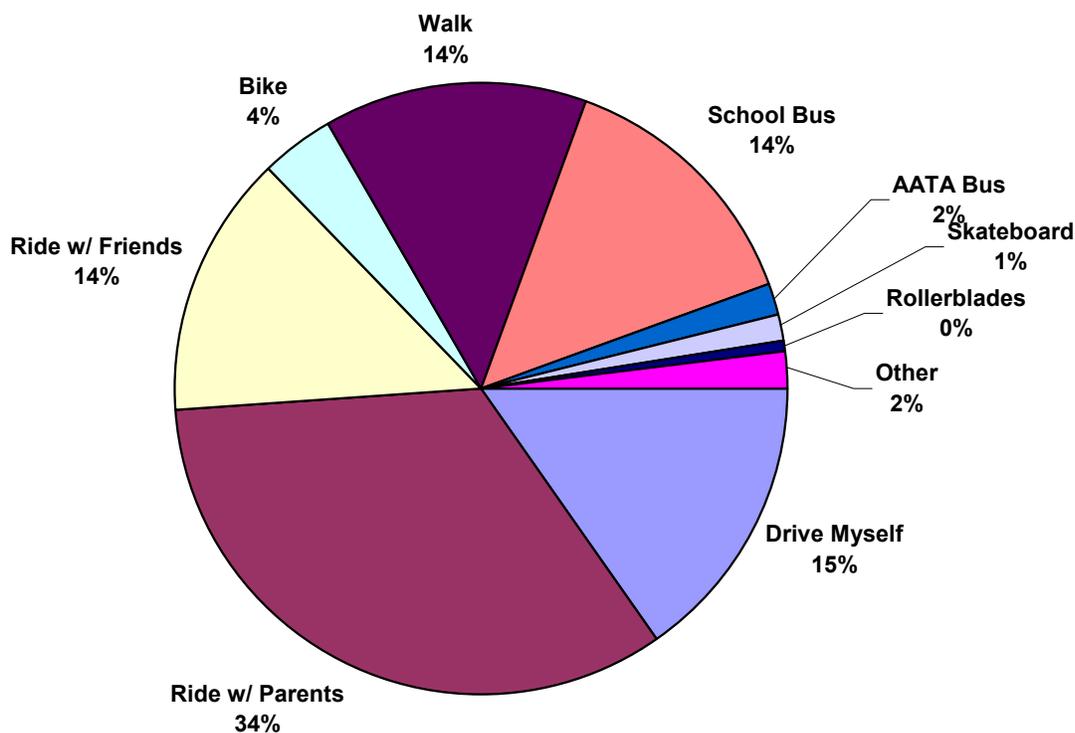
PUBLIC INPUT

WATS used several comment forms, with some in the form of non-scientific surveys, in the development of the Washtenaw County Transit Plan. The surveys included the Youth Mobility Survey completed in 2005 and 2006 which was not statistically sound, the 2006 AATA Fixed Route Rider Survey completed in April 2006, the Human Services Community Collaborative Transportation Planning Survey completed in October 2006, and the Washtenaw County Transit Plan Public Input form completed in October of 2007.

Youth Mobility Survey

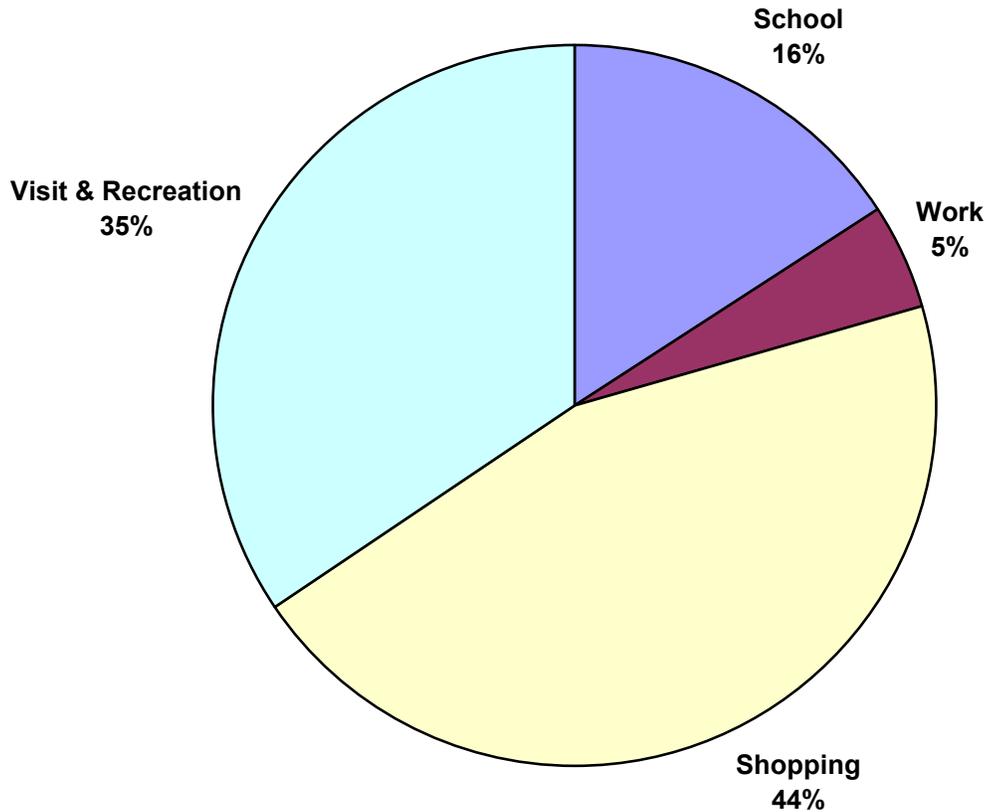
WATS conducted the Youth Mobility Survey of Middle and High School students between December 2005 and February 2006. The Youth Mobility Survey asked Middle and High School students about their trip making by mode including the use of transit and non motorized transportation options. WATS also collected data on student's trip making to other destinations during non-school hours. WATS administered the survey to seven Middle and High Schools throughout Washtenaw County and received 967 responses. Of the responses received, 200 students live within the AATA service area and 85 stated that they use AATA to meet at least some of their transportation needs. Chart 1 show the results from the Youth Mobility Survey depicting trips by mode.

Chart 1
Student trips by Mode



The school and work trips made up only 21 percent of the all the trips made by the youth. The students surveyed identified shopping as the most prevalent trip at 44 percent and visiting friends and recreational trips as the second most frequent trip type at 35 percent. Chart 2 shows the trips that are made by the students using AATA.

Chart 2
Students trips used for AATA by Trip Purpose



2006 AATA Fixed Route Rider Survey

AATA conducted a rider survey from March 23, 2006 to April 11, 2006 on their fixed route service. Surveyors asked riders of the AATA fixed route to provide their demographics and information on the purposes of their trips AATA received 1,327 completed surveys, with 35% of the completed surveys reporting that they use the AATA fixed route system for work/business and 26% reporting using AATA for school trips. The survey reported work and school trips accounting for more than 60 percent of all riders.

The survey identified the 18-29 age groups as the largest category of riders representing 55 percent of riders while persons older than 60 reportedly make up only 4 percent of the riders using the AATA fixed route service. Nearly half of all riders in the recent survey were college students.

Sixty-one percent of the respondents use AATA five or more days each week. The number of riders who are using the bus more frequently than the previous year was also reported at 60 percent. Only

25 percent of the respondents indicated that if AATA service were not available that they would drive alone, however, this corresponds to 4,300 choice trips each day that are removed from the road system.

Nearly 70 percent of the respondents reported that the availability of bus service was considered when choosing where to live. And 75 percent will consider the availability of bus service when they choose where to live next. In looking at service characteristics from the survey, the availability of bus shelters, transfers and the frequency of service had the lowest satisfaction rating although they were not significantly lower than the overall service rating.

Human Services Community Collaborative Transportation Planning Survey

The Community Collaborative conducted the Human Services Community Collaborative Transportation Planning Survey. The survey asked human service consumers about their origins and destinations when making a trip within the county. The survey was conducted online and received 44 respondents. Half of the respondents to the survey live in the 48197 and 48198 zip codes.

Washtenaw County Transit Plan Public Input Form

WATS provided a public input form that asked questions about existing and future transit service within Washtenaw County at each public meeting and on the Agency's website. A total of 42 completed public input forms were received. The Washtenaw County Transit Plan Public Input Form asked residents of Washtenaw County if they use transit, and where they met their work, shopping and medical needs. The form also asked for input on what the best way to fund transit for Washtenaw County? Of the forms received, 52% stated that they use transit service within Washtenaw County, 69% of the respondents have their medical needs met in the City of Ann Arbor, 71% have their shopping needs met in the City of Ann Arbor, and 29% have their work needs met in the City of Ann Arbor.

WASHTENAW COUNTY TRANSIT PROVIDERS

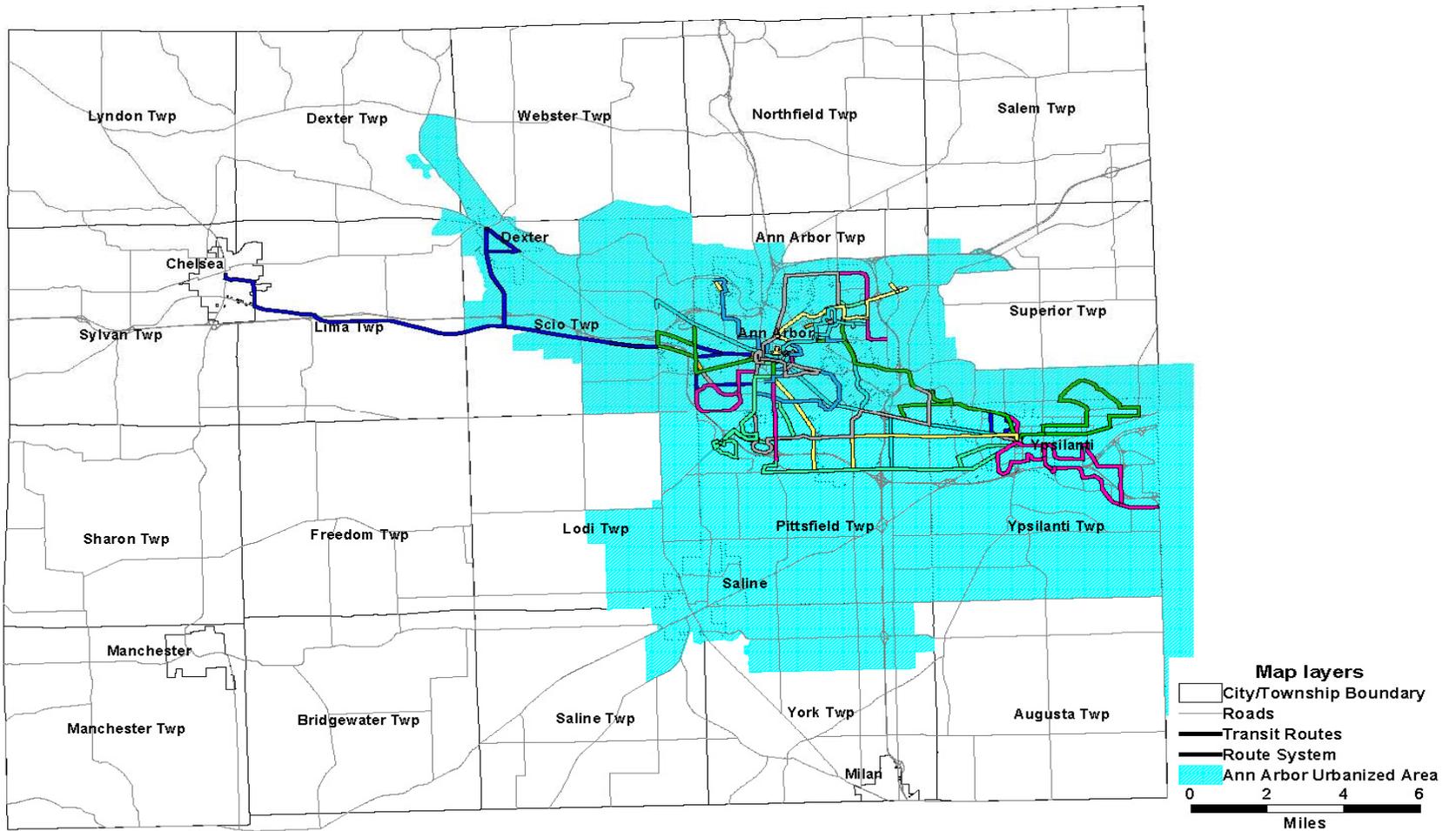
WATS requested data from all of the transit providers within Washtenaw County. Data is provided for the Ann Arbor Transportation Authority, University of Michigan, Northfield Human Services, Western-Washtenaw Area Value Express, and Manchester Senior Services.

Current Fixed Route Transit Providers

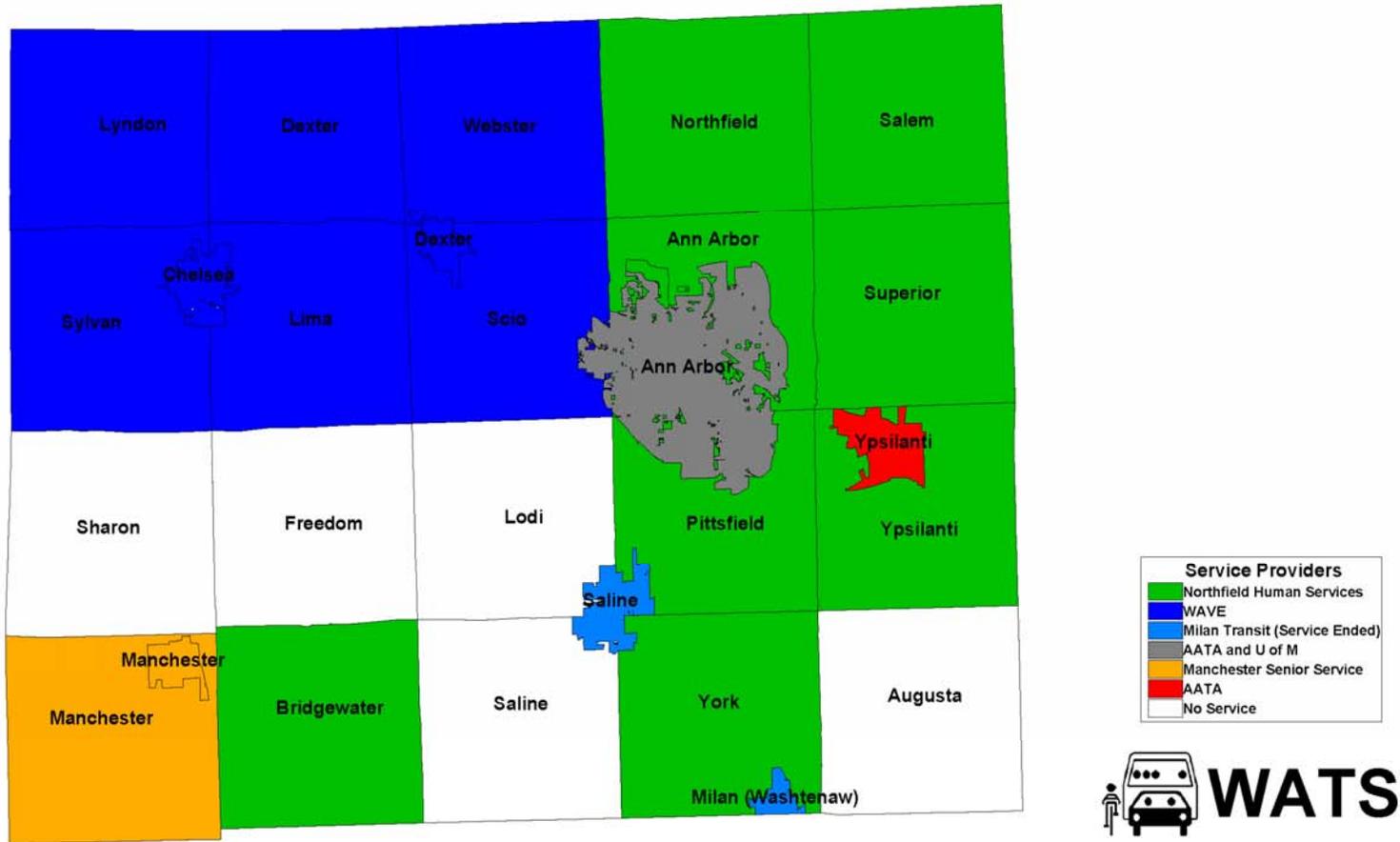
AATA provides fixed route service within the Ann Arbor urbanized area of Washtenaw County. Map 4 shows the Ann Arbor urbanized area within Washtenaw County and the surrounding Townships. The University of Michigan also provides fixed route service that serves the three campuses in and around the City of Ann Arbor. The Western-Washtenaw Area Value Express provides a fixed route service from the City of Chelsea to the Village of Dexter and to the City of Ann Arbor. Map 5 shows the existing service providers within Washtenaw County.

Map 4

Ann Arbor Urbanized Area



Transit Service within Washtenaw County



Ann Arbor Transportation Authority

The AATA is governed by a seven-member Board of Directors appointed by the Mayor of Ann Arbor with approval of City Council. The AATA enters into purchase of service agreements to provide service within the City of Ypsilanti, and the townships of Pittsfield, Superior, and Ypsilanti.

Currently, the Ann Arbor Transportation Authority operates twenty-seven fixed routes of transit service within the urban area. General Service hours are from 6:00 a.m. to 10:45 p.m. weekdays and 8:15 a.m. to 6:15 p.m. on Saturdays and Sundays. Most routes operate with service at least every 30 minutes weekdays, with hourly service evenings and weekends. More frequent service is operated on several routes to downtown Ann Arbor and the University of Michigan and Eastern Michigan University campuses.

AATA's total annual ridership is about 5.0 million. Ridership has generally been increasing since 1979 when ridership was 1.8 million. Ridership passed 2.8 million in 1982, 3.5 million in 1987 and 4.0 million in 1994.

The AATA fleet consists of 63 large buses (35'-40') and 6 medium-size (28'-30') buses, including 15 hybrid-electric buses. AATA buses do not require riders to climb steps to enter or exit. All of the buses are accessible to wheelchair users with a ramp, and have other features to accommodate persons with disabilities.

AATA also provides special transportation services to meet the particular transportation needs of area residents--including commuters, senior citizens, persons with disabilities, and elementary and secondary students. These services include:

- *Park and Ride.* The AATA operates direct bus service between five park and ride lots and downtown Ann Arbor and the University of Michigan campus. Fares for U of M faculty, staff and students are paid by the university. The general public can also park free at all lots and use the AATA bus service at the regular fare.
- *A-Ride.* A-Ride provides door-to-door service for persons with a disability which makes them unable to use fixed-route service. This service is provided by a combination of small buses, accessible vans and taxicabs operated by Select Ride under contract to AATA.
- *Senior Taxi.* Also known as "Good as Gold," the senior taxi service provides door-to-door service for persons age 65 and older within the City of Ann Arbor and Pittsfield Township. This service is operated by Select Ride under contract to AATA.
- *Night Ride.* Night Ride is a shared-ride taxi service for the general public that operates from 11:00 p.m. and 6:00 a.m. Monday through Friday and 7:00 p.m. to 7:30 a.m. on Saturday and Sunday within the City of Ann Arbor. This service is operated by Blue Cab, under contract to AATA.

- *Holiday Ride.* Holiday Ride is a shared-ride taxi service for the general public that provides service within the City of Ann Arbor on the six holidays when the AATA does not operate bus service. This service is operated by Blue Cab, under contract to AATA.
- *Senior Ride.* Senior Ride provides group trips for senior citizens to shopping and social/cultural events.
- *Event Services.* The AATA provides shuttle bus service during the Ann Arbor Art Fairs, University of Michigan football games, and the UM Commencement.

University of Michigan Parking & Transportation Services

The University of Michigan, in partnership with AATA, offers the MRIDE program; a pass program where University of Michigan students and faculty can ride AATA buses. The university also offers a fixed route transit service that serves the four University of Michigan Ann Arbor campuses and other University of Michigan facilities in Ann Arbor and Ann Arbor Township. The University's fixed route service is also available for use by the general public.

The University also provides demand response service to students and staff with disabilities. The University of Michigan also offers a night time van that is on call for public safety reasons. Students make up the majority of the passengers that use the University of Michigan bus system. However, thousands of employees park in perimeter parking lots and take the U-M buses into the core campus area, and employees also utilize the buses to travel between and within the campuses. Patients also use these services to travel between medical buildings and some satellite health centers.

The University of Michigan provides service to its students and staff using 60 vehicles for public transportation and with 56 ADA accessible. Buses operate seven days a week and the University does not collect fares for the use of the service. Total annual ridership was 5.8 million in fiscal year ending June 30, 2007. Ridership levels have been steadily increasing with FY 2007 activity being about 29% higher than FY 2003.

Western Washtenaw Area Value Express

Western-Washtenaw Area Value Express (WAVE) is a non-profit organization that was previously know as Chelsea Area Transportation Service (CATS) and provides transit service to residents in and around the City of Chelsea, the Village of Dexter and the Townships of Sylvan, Lima, Dexter, and Scio. The WAVE operates a demand response service, a special trip bus, and a fixed route service, called the Community Connector, which provides service between the City of Chelsea and the Village of Dexter and connects to the AATA service on the western edge of the City of Ann Arbor.

Demand response service for seniors, persons with disabilities and other transit dependent persons is offered Monday through Friday in the City of Chelsea and the Village of Dexter. The demand response trip purposes include medical, work, social and senior activities. Fares for the demand response service, in the City of Chelsea and the Village of Dexter are \$1.50 to \$2.00, depending on the distance of the trip, for seniors and persons with a disability.

The Community Connector operates Monday through Friday from 6:00 am to 6:48 pm. The fare for seniors and persons with disabilities to ride the Community Connector ranges from \$1.00 to \$1.50 depending on the origin and destination for the trip. Seniors and persons with disabilities are charged \$1.00 to ride the Community Connector between Chelsea and Dexter and from Dexter to the AATA route #9 bus stop at the intersection of Jackson and Wagner Roads. The fare is \$1.50 to ride the Community Connector from Chelsea to the AATA route #9. The Community Connector bus route stops include the parking lot on Park Street in the City of Chelsea, Washington Street Education Center complex, Bates Elementary School, the bus shelter on Ann Arbor Road in the Village of Dexter, Dexter Senior Center, Mill Creek Middle School, Dexter Crossing Shopping Center, Cornerstone Elementary, the Scio Farms Subdivision, the Jackson Road Meijer in Ann Arbor, and the AATA route #9 transfer shelter near Jackson and Wagner Roads.

The WAVE has a fleet of six vehicles which include one vehicle for demand response service in the City of Chelsea and another for demand response service in the Village of Dexter. There is a special trip bus, the Community Connector bus and two back-up vehicles. All of the WAVE's vehicles are ADA accessible and equipped with a wheel chair lift or ramp.

Other Transit Providers

The following are private, non-profit organizations that provide transit service, primarily for seniors and people with disabilities. AATA works to coordinate these services and applies for and administers state operating funding.

People's Express Transportation

People's Express Transportation is part of Northfield Human Services. Founded in 1991, Northfield Human Services was first formed to address the human service needs of Northfield Township. Under the direction of a number of dedicated individuals and with local business, club, and private citizen support, the organization initially sought to address the transportation needs of low income individuals within Northfield Township. As a result of these efforts, People's Express Transportation service was formed. The People's Express currently has contracts with a number of agencies, including, the Area Agency on Aging 1-B, Michigan Ability Partners (MAP), Washtenaw Intermediate School District (WISD), University of Michigan Hospital and the City of Saline to transport customers with disabilities, students, older adults and veterans to a number of locations throughout Washtenaw and the adjacent Counties of Livingston, Oakland and Wayne including schools, medical appointments, hospitals, and places of employment.

The People's Express primarily provides service for residents of the City of Saline and Ypsilanti and the Townships of Ann Arbor, Bridgewater, Pittsfield, Salem, Saline, Scio, Webster, and York. The People's Express also serves parts of southeastern Livingston County, Southwestern Oakland County and western Wayne County.

The vehicle fleet for the People's Express includes three cars, seven vans and three buses. All of the vehicles are lift equipped with the exception of the passenger cars. The People's Express operates Monday thru Friday from 6:00 a.m. to 6:00 p.m.

Manchester Senior Citizens

The Manchester Senior Citizens (MSC) is a non-profit volunteer organization that provides transit service to all seniors and the persons with disabilities who live in and around the Village of

Manchester and Manchester Township. Demand response and group trips are provided by the Manchester Senior Citizens. Hours of service vary, but generally range from 8:00 am to 6:00 pm, Monday through Friday. Service is not available on holidays or weekends. The fare varies from \$0.50 for social trips, to \$10.00 for medical runs to Jackson, Ann Arbor, Ypsilanti and farther.

The Manchester Senior Citizens (MSC) demand response trips include, but are not limited to, trips for medical needs, shopping, senior activities, and yoga classes. The MSC also provides service for special event trips which include, visiting nearby nursing homes, a fall color tour, trips to Frankenmuth, and ice cream socials. The service also provides shopping trips within the Village of Manchester and to the Cities of Brooklyn, Adrian, Chelsea, and Ann Arbor.

Many seniors that use the current Manchester bus do so for field trips and the Manchester Senior Citizens food program. The Manchester Senior Citizens food program provides meals to seniors in and around the Village of Manchester every Tuesday and Thursday at the Emanuel Fellowship Hall located in the Village of Manchester. In 2005, 60% of the total trips that the Manchester Senior Citizens provided were for field trips and the food program. In addition to the total person trips, MHS also delivers 10-20 fresh meals each day to local seniors from the MSC. These meals are delivered to seniors who are homebound due to limited mobility or illness. This meal service is provided separately from meals on wheels; it is an extra service that is provided by the Manchester Senior Citizens demand response service.

Volunteers run the transit service that is provided by the Manchester Senior Citizens. Mr. Howard Parr is currently administering the Manchester service. Mr. Parr runs the dispatch, performs all of the administrative work and drives the bus when needed. MSC has a few volunteer drivers, but due to the lack of funding; there is no permanent full-time driver.

The demand response transit service that is offered by the Manchester Senior Citizens utilizes one bus for all trips. The bus is a 2002 Ford mini-bus that has a factory installed wheelchair lift and seats 12 passengers.

Neighborhood Senior Services

Neighborhood Senior Services offers a medical access program for non-emergency trips. The medical access program is a volunteer based medical transportation service for Washtenaw County residents, 60 and over, who are unable to utilize public transportation due to frailty, limited finances, or location of residence. The Neighborhood Senior Services requires an in-home assessment to determine eligibility, and there is a two week notice for all appointments.

Medical rides are available Monday thru Friday from 9:00am to 3:30pm. The cost for a medical trip through Neighborhood Senior Services is based on a cost-share contribution, which is based on individual or total family income. The price of a cost-share ride can range from \$3.00-\$25.00 round trip. No eligible rider is denied service based on inability to pay.

In 2005, Neighborhood Senior Services volunteers and staff provided 143 seniors with 1,921 trips to medical appointments and pharmacies throughout Washtenaw County.

The United Way and General Motors donated a GM Uplander that is equipped with a sit and lift option for the Neighborhood Senior Services medical trips. A Ford Windstar, with no special

equipment, and various volunteer vehicles make up the fleet of vehicles for the Neighborhood Senior Services.

PLAN DEFICIENCIES

WATS used the data collected to establish a list of transit deficiencies and needs within Washtenaw County. WATS examined ten categories of deficiencies using data on housing units, employment destinations, non-employment destinations, transit supportive facilities, park and ride lots amenities, passenger rail stop amenities, inter & intra-county trips, frequency of service, span of service and inadequate service capacity.

Housing Units

WATS analyzed six aspects of housing units in order to understand the need for transit service throughout the county. WATS used census tract data in developing the housing unit deficiency criteria. Housing units' deficiency criteria included:

- Households with zero or one auto
- Persons with disabilities
- Low-income populations
- Head of household aged 65 and older
- Households with person under the age of 16
- Minority populations

Housing Units with one or zero autos

A household with one or zero autos is considered a transit dependent household if there are two or more resident workers. If a household has zero autos, the residents are dependent on public transit or other drivers in order to meet their health, safety and welfare needs. One auto, associated with a household occupied by two or more workers, is also considered transit dependent. Table 5 shows the number of households with zero or one vehicle available within Washtenaw County. The percentage of zero and one auto households did not change dramatically between 1990 and 2000.

Table 5
Washtenaw County Households with Zero or One Vehicle Available

Cities, Villages	1990	2000	2030 Forecast	Change 1990-2000, Number	Change 1990-2000, Percent	Change 2000-2030, Percent
Ann Arbor	21,675	24,648	29,489	2,973	13.7%	19.6%
Barton Hills	22	25	n/a	3	13.6%	n/a
Chelsea	558	865	672	307	55.0%	-22.3%
Dexter	267	458	594	191	71.5%	29.7%
Manchester	218	325	534	107	49.1%	64.3%
Milan (part)	439	484	526	45	10.3%	8.7%
Saline	853	1,146	1,191	293	34.3%	3.9%
Ypsilanti	4,701	5,124	5,295	423	9.0%	3.3%
Total	28,733	33,075	38,301	4,342	15.1%	15.8%

Townships

Ann Arbor	374	735	690	361	96.5%	-6.1%
Augusta	235	335	499	100	42.6%	49.0%
Bridgewater	59	136	130	77	130.5%	-4.4%
Dexter	310	339	500	29	9.4%	47.5%
Freedom	134	117	220	-17	-12.7%	88.0%
Lima	132	162	309	30	22.7%	90.7%
Lodi	191	387	505	196	102.6%	30.5%
Lyndon	143	157	207	14	9.8%	31.8%
Manchester	97	129	257	32	33.0%	99.2%
Northfield	688	842	1,502	154	22.4%	78.4%
Pittsfield	2,823	4,770	7,106	1947	69.0%	49.0%
Salem	189	443	772	254	134.4%	74.3%
Saline	75	70	168	-5	-6.7%	140.0%
Scio	755	1324	1493	569	75.4%	12.8%
Sharon	65	69	144	4	6.2%	108.7%
Superior	1,114	1,319	2,786	205	18.4%	111.2%
Sylvan	137	181	448	44	32.1%	147.5%
Webster	239	290	697	51	21.3%	140.3%
York charter	219	205	587	-14	-6.4%	186.3%
Ypsilanti	7,561	9,197	12,083	1,636	21.6%	31.4%
Total	15,540	21,207	31,103	5,667	36.5%	46.7%

County Total **44,273** **54,282** **69,404** **10,009** **22.6%** **27.9%**
Source: US Census & SEMCOG

Housing Units with Head of Household over 65 years of age

Households in which the head of the household is over sixty five years of age are a growing segment of the transit dependent population. By the year 2030, SEMCOG estimates that the percentage of population 65 and over will double. As the population ages, driving skills diminish and over time seniors lose the ability to drive safely. It is difficult for persons over 65 that are unable to drive to obtain the necessary medical and food resources or have a meaningful quality of life.

The SEMCOG forecasts that the percentage of households with the head of household over 65 will increase from 8 percent in both 1990 and 2000 to 16 percent by 2030. Table 6 shows the Washtenaw County households by head of household over sixty-five and the forecasted growth in 2030.

The number of households with the head of household older than 65 in cities and villages increased 12 percent between 1990 and 2000 while the number of households in townships during the same period grew by nearly 35 percent and the county households increased 22 percent. Comparing the number of projected households with the head of household 65 and older between 2000 and 2030 is expected to grown by nearly 90 percent in Cities and villages while in townships the percentage is expected to increase nearly 450%. Table 7 shows the number of housing units, with a person aged 65 and over as head of household in 1990, 2000 and forecast for 2030, per community.

Washtenaw County is not alone in the senior population growth. An Analysis of Transportation Services for Older Adults in Michigan, prepared by the State of Michigan, reported that 81 of the 83 counties in Michigan are expected to increase in senior population by the year 2020. Michigan is expected to increase senior population by 44% from 1,219,018 in 2000 to 1,760,963 in 2020.

Table 6
Washtenaw County – Households with Head of Household 65 and Above

Age Group	1990 Census	2000 Census	2030 Forecast
65+	21,226 (8%)	26,271 (8%)	72,631 (16%)
Total Population	282,937	322,770	448,020

Source: SEMCOG

Table 7
Households with Head of Household 65 and Above: 1990 to 2030

Cities, Villages	1990	2000	2030 Forecast	Change 1990-2000, Number	% Change 1990-2000	% Change 2000-2030,
Ann Arbor	8,000	8,977	15,449	977	12.2%	72.1%
Barton Hills	55	58	138	3	5.5%	137.9%
Chelsea	738	1,076	1,438	338	45.8%	33.6%
Dexter	216	216	1,410	0	0.0%	552.8%
Manchester	212	295	894	83	39.2%	203.1%
Milan (part)	382	432	1,041	50	13.1%	141.0%
Saline	716	892	2,542	176	24.6%	185.0%
Ypsilanti	1,696	1,539	2,788	-157	-9.3%	81.2%
City and Village Total	12,015	13,485	25,562	1,470	12.2%	89.6%
Townships						
Ann Arbor	363	651	1,072	288	79.3%	64.7%
Augusta	395	515	1,764	120	30.4%	242.5%
Bridgewater	177	161	774	-16	-9.0%	380.7%
Dexter	328	427	1,530	99	30.2%	258.3%
Freedom	190	152	563	-38	-20.0%	270.4%
Lima	226	254	1,216	28	12.4%	378.7%
Lodi	249	525	2,087	276	110.8%	297.5%
Lyndon	155	200	679	45	29.0%	239.5%
Manchester	154	193	857	39	25.3%	344.0%
Northfield	601	620	2,676	19	3.2%	331.6%
Pittsfield	932	1,602	16,260	670	71.9%	915.0%
Salem	280	501	2,861	221	78.9%	471.1%
Saline	117	153	544	36	30.8%	255.6%
Scio	720	1,126	5,693	406	56.4%	405.6%
Sharon	142	156	716	14	9.9%	359.0%
Superior	535	722	3,835	187	35.0%	431.2%
Sylvan	198	227	2,051	29	14.6%	803.5%
Webster	244	359	3,894	115	47.1%	984.7%
York charter	346	422	2,276	76	22.0%	439.3%
Ypsilanti	2,899	3,497	16,911	598	20.6%	383.6%
Township Total	9,251	12,463	68,259	3,212	34.7%	447.7%
County Total	21,266	25,948	93,821	4,682	22.0%	261.6%

Source: SEMCOG

Housing Units with Persons with Disabilities

Households that include a person with a disability were identified as transit dependent even though some may have the ability to drive. The Census Bureau defines disability as a long-term sensory, physical, mental, or emotional condition that makes it difficult for a person to do functional activities such as seeing, hearing, walking, learning, remembering, concentrating, dressing, bathing, going outside of the home, or working at a job.

According to the 2000 Census, 21% of the population in Washtenaw County reported having a disability. Of the total population in Washtenaw County with a disability, 95% is over the age of 16. The number of households with a person with a disability has doubled since 1990. Table 8 shows the households in Washtenaw County with a person with a disability (over the age of 16) by community from the 1990 and 2000 Census.

Table 8
Washtenaw County – Households with Persons Over the age of 16 with a Disability

Cities, Villages	1990	2000	HH with Persons with a Disability 1990-2000 Number	HH with Persons with a Disability 1990-2000 Percentage
Ann Arbor	5,628	11,308	5,680	100.9%
Barton Hills	15	21	6	40.0%
Chelsea	308	689	381	123.7%
Dexter	157	312	155	98.7%
Manchester	140	302	162	115.7%
Milan (part)	345	512	167	48.4%
Saline	335	714	379	113.1%
Ypsilanti	1,839	3,773	1,934	105.2%
City and Village Total	8,767	17,631	8,864	101.1%

Townships	16 and over	16 and over	HH with Persons with a Disability 1990-2000 Number	HH with Persons with a Disability 1990-2000 Percentage
Ann Arbor	153	345	192	125.5%
Augusta	441	733	292	66.2%
Bridgewater	105	227	122	116.2%
Dexter	304	558	254	83.6%
Freedom	114	144	30	26.3%
Lima	183	255	72	39.3%
Lodi	233	368	135	57.9%
Lyndon	110	274	164	149.1%
Manchester	116	281	165	142.2%
Northfield	568	991	423	74.5%
Pittsfield	898	3,125	2,227	248.0%
Salem	253	506	253	100.0%
Saline	75	128	53	70.7%
Scio	491	1,175	684	139.3%
Sharon	82	167	85	103.7%
Superior	656	1,283	627	95.6%
Sylvan	150	228	78	52.0%
Webster	245	368	123	50.2%
York charter	243	461	218	89.7%
Ypsilanti	4,342	7,957	3,615	83.3%
Township Total	9,762	19,574	9,812	100.5%
County Total	18,529	37,205	18,676	100.8

Source: SEMCOG

Households with Persons Under 16 Years of Age

Persons under the age of 16 are often reliant on transit service if it is available especially for trips to and from school. Students who participate in after school activities that are under the age of 16 are in need of a ride home. Less than 5% of the 967 students that responded to the Youth Mobility Survey responded that they use transit to meet their transportation needs. 14% of the students who responded stated that they ride the school bus to get to and from school. WATS was only able to obtain data for persons under the age of 17. Table 9 displays the households with under 17 population of Washtenaw County.

Table 9
Washtenaw County - Households with persons 17 and Under

City, Villages	1990	2000	2030	HH with 17 & Under Change 1990-2000	% change HH with 17 & Under 1990-2000	HH with 17 & Under Change 2000-2030	% change HH with 17 & Under 2000-2030
Ann Arbor	18,887	19,269	15,449	382	2.0%	-3,820	-19.8%
Barton Hills	58	63	42	5	8.6%	-21	-33.3%
Chelsea	933	1,028	1,438	95	10.2%	410	39.9%
Dexter	349	630	1,410	281	80.5%	780	123.8%
Manchester	510	576	894	66	12.9%	318	55.2%
Milan	811	779	1,041	-32	-3.9%	262	33.6%
Saline	1,736	2,295	2,542	559	32.2%	247	10.8%
Ypsilanti	4,077	3,551	2,788	-526	-12.9%	-763	-21.5%
City/village Totals	27,361	28,191	25,604	830	3.0%	-2,587	-9.2%
Townships							
Ann Arbor Twp	658	863	1,072	205	31.2%	209	24.2%
Augusta Twp	1,247	1,199	1,764	-48	-3.8%	565	47.1%
Bridgewater Twp	326	414	774	88	27.0%	360	87.0%
Dexter Twp	1,263	1,495	1,530	232	18.4%	35	2.3%
Freedom Twp	384	412	563	28	7.3%	151	36.7%
Lima Twp	562	657	1,216	95	16.9%	559	85.1%
Lodi Twp	1,144	1,677	2,087	533	46.6%	410	24.4%
Lyndon Twp	516	643	679	127	24.6%	36	5.6%
Manchester Twp	513	502	857	-11	-2.1%	355	70.7%
Northfield Twp	1,644	2,110	2,676	466	28.3%	566	26.8%
Pittsfield Twp	3,719	7,166	16,260	3,447	92.7%	9,094	126.9%
Salem Twp	934	1,503	2,861	569	60.9%	1,358	90.4%
Saline Twp	376	334	544	-42	-11.2%	210	62.9%
Scio Twp	2,557	3,632	5,693	1,075	42.0%	2,061	56.7%
Sharon Twp	372	436	716	64	17.2%	280	64.2%
Superior Twp	2,605	3,106	3,835	501	19.2%	729	23.5%
Sylvan Twp	764	763	2,051	-1	-0.1%	1,288	168.8%
Webster Twp	913	1,577	3,894	664	72.7%	2,317	146.9%
York Twp	1,218	1,666	2,276	448	36.8%	610	36.6%
Ypsilanti Twp	12,019	12,940	16,911	921	7.7%	3,971	30.7%
Total	33,734	43,095	68,259	9,361	27.7%	25,164	58.4%
County Total	61,095	71,286	93,863	10,191	16.7%	22,577	31.7%

Source: SEMCOG

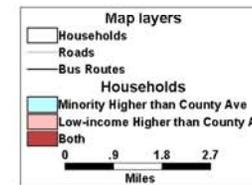
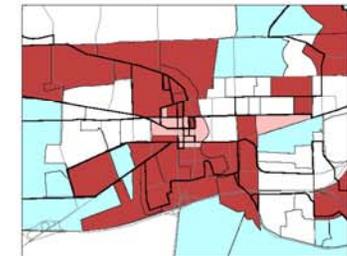
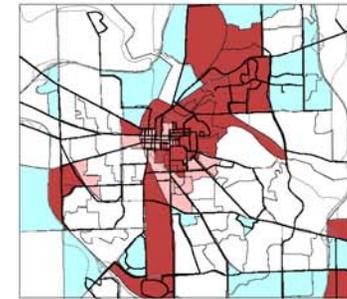
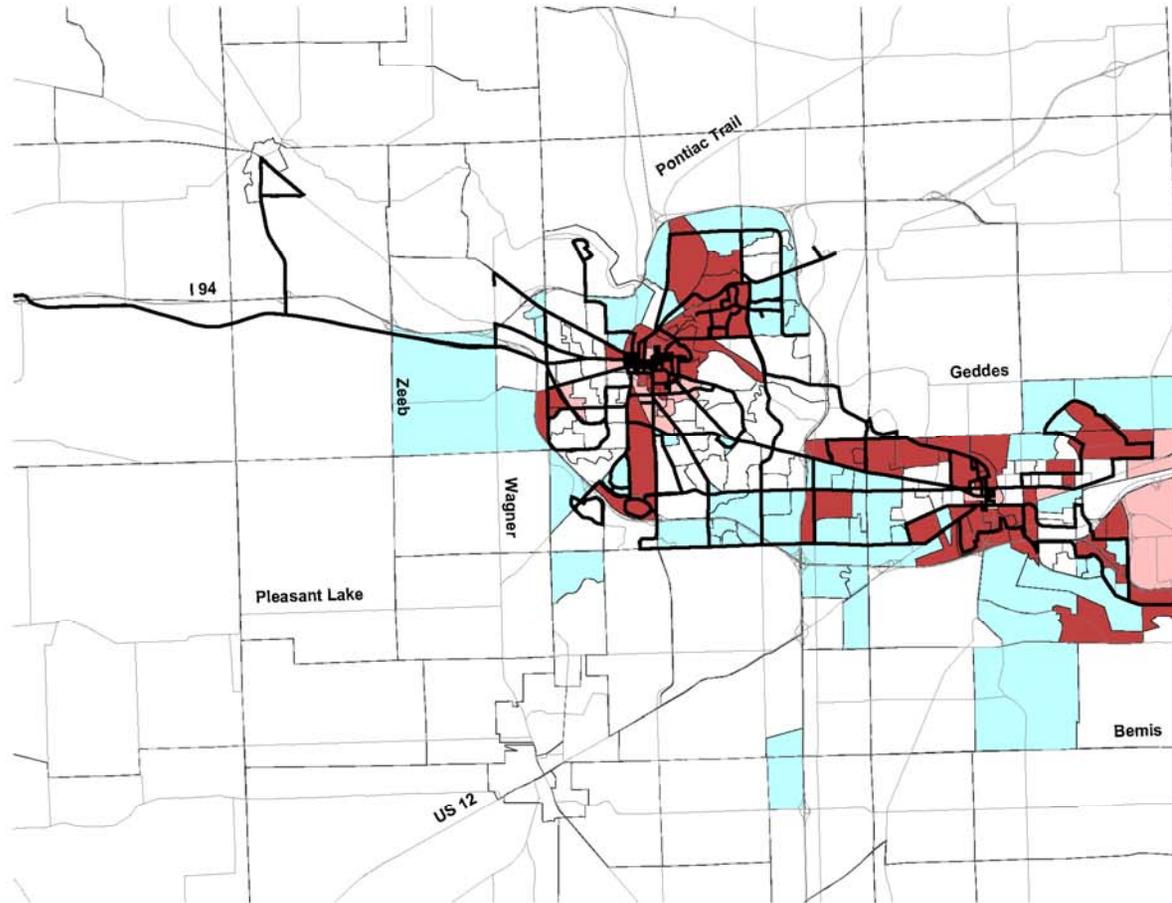
Environmental Justice Populations

Environmental justice populations are minority and low-income populations that are protected by Title VI or by Executive Order. Environmental justice is used to track improvements and avoid, minimize, or mitigate disproportionately high negative impacts. These impacts include adverse human health and environmental effects, including social and economic impacts on minority and low-income populations. WATS analyzed clusters of environmental justice populations within Washtenaw County with respect to the availability of transit. Map 6 shows the environmental justice populations of Washtenaw County.

Analysis of Housing Units

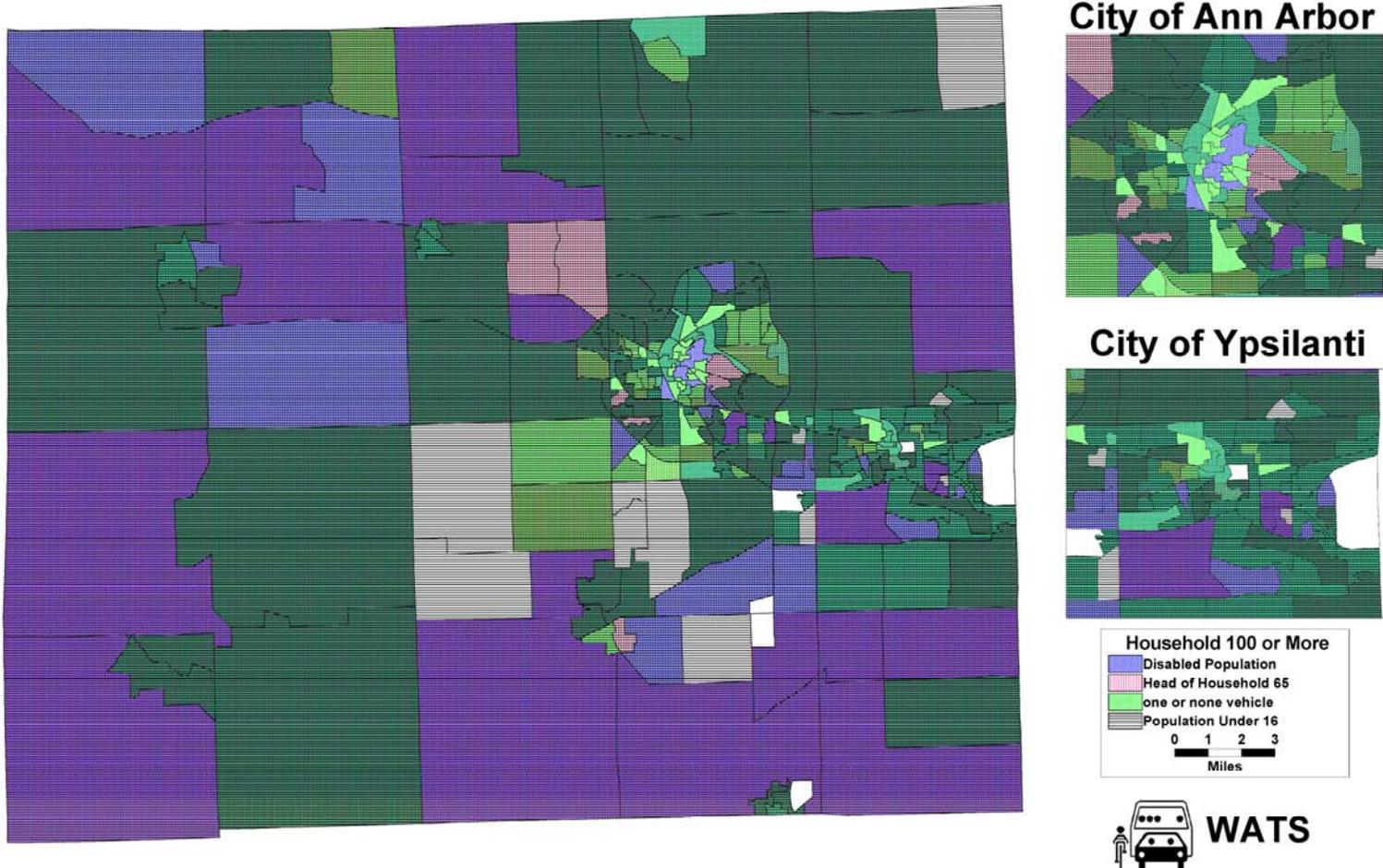
In order to analyze the housing units deficiencies, which included households with zero or one auto, head of household over 65 years of age, households with persons with disabilities and households with persons under the age of 16, WATS used Census Tract data. WATS used a threshold of 100 households per traffic analysis zone when identifying the housing units' deficiencies. The household deficiency criteria were layered to show the areas that meet more than one deficiency. The dark green color represents all four deficiency criteria, purple shows three of the criteria and the lighter colors represent one or two criteria. Map 7 shows all of the housing units deficiencies overlaid to show the areas with a concentration of deficiencies.

Environmental Justice Populations



Map 7

Household Deficiency Criteria by Census Tract



Employment

WATS examined several different variables for transit deficiencies related to access to employment. 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 in the year 2006. 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).

WATS also used SEMCOG's 2005 and 2030 projections by traffic analysis zones (TAZ's) to predict current and future density of employment within Washtenaw County. TAZ's are zones that group land use and estimate trips for travel models. WATS also identified TAZ's with employment of 250 or greater in the years 2005 or 2030. Map 8 shows the location of the 63 employers that could support transit and the employers that operated beyond regular business hours. TAZ's for 2005 and 2030 that have employment of 250 or greater are also displayed on Map 8.

Non Employment Destinations

Non-employment destinations were also identified and categorized into two groups – life line, essential for life and other destinations that are important for quality of life. Hospitals, dialysis facilities, grocery stores, pharmacies, human service agencies and locations of retirement facilities are considered life line destinations. WATS used ¼ mile from the fixed route transit lines as the threshold for deficiencies. Any life line destinations that are greater than ¼ of a mile from a transit stop are considered deficient. Map 9 shows the life line destinations that are greater than a ¼ mile from a transit stop.

Life Line Destinations

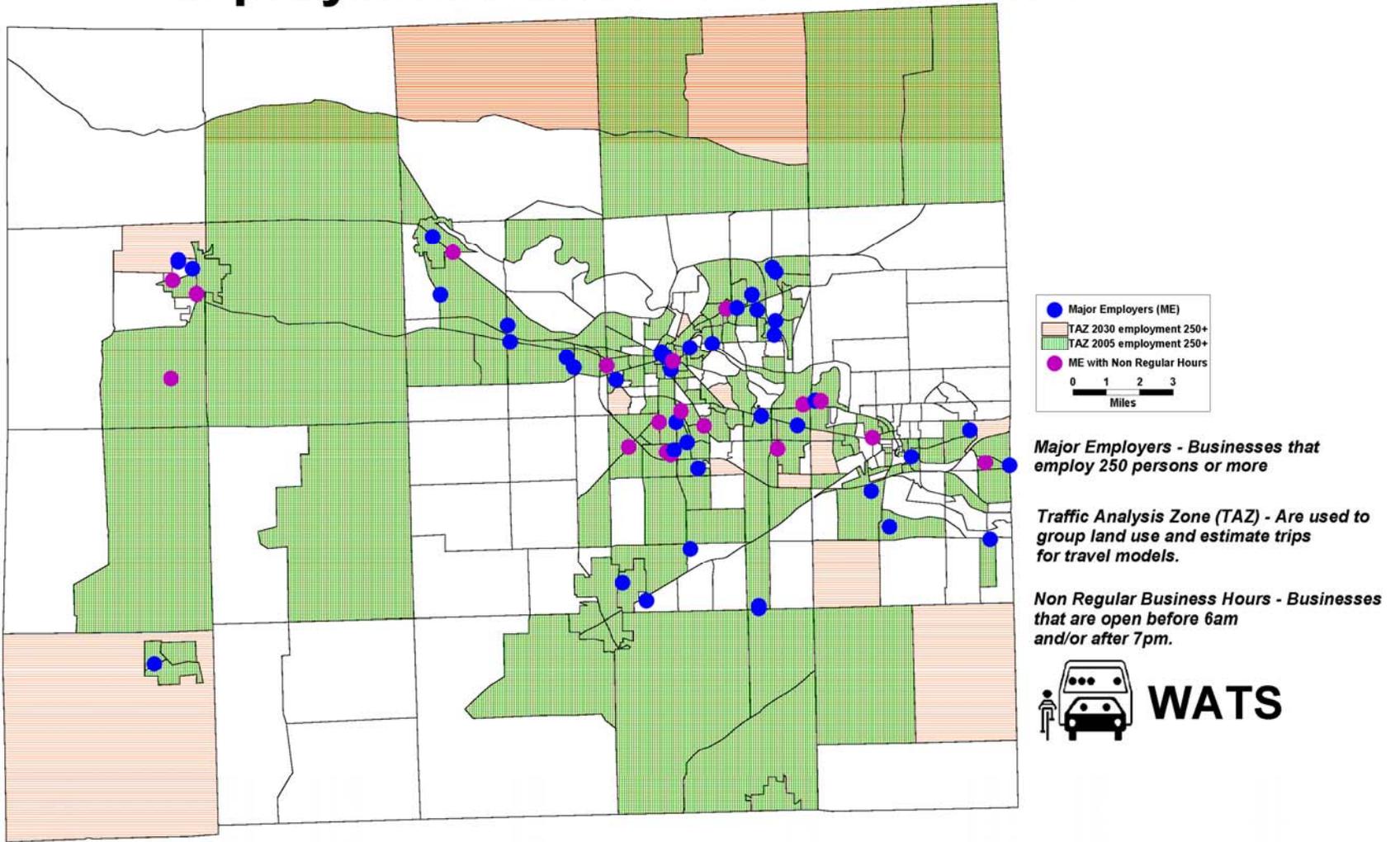
- Hospitals
- Grocery stores
- Human service agencies
- Dialysis facilities
- Pharmacies
- Retirement facilities

Destinations that are important for quality of life but not essential to sustain life were also examined and located. The threshold for destinations other than life line destinations was set at greater than ½ mile from a transit stop to be considered deficient. Map 10 shows the deficient destinations that are greater than a ½ mile from a transit stop.

Quality of Life Destinations

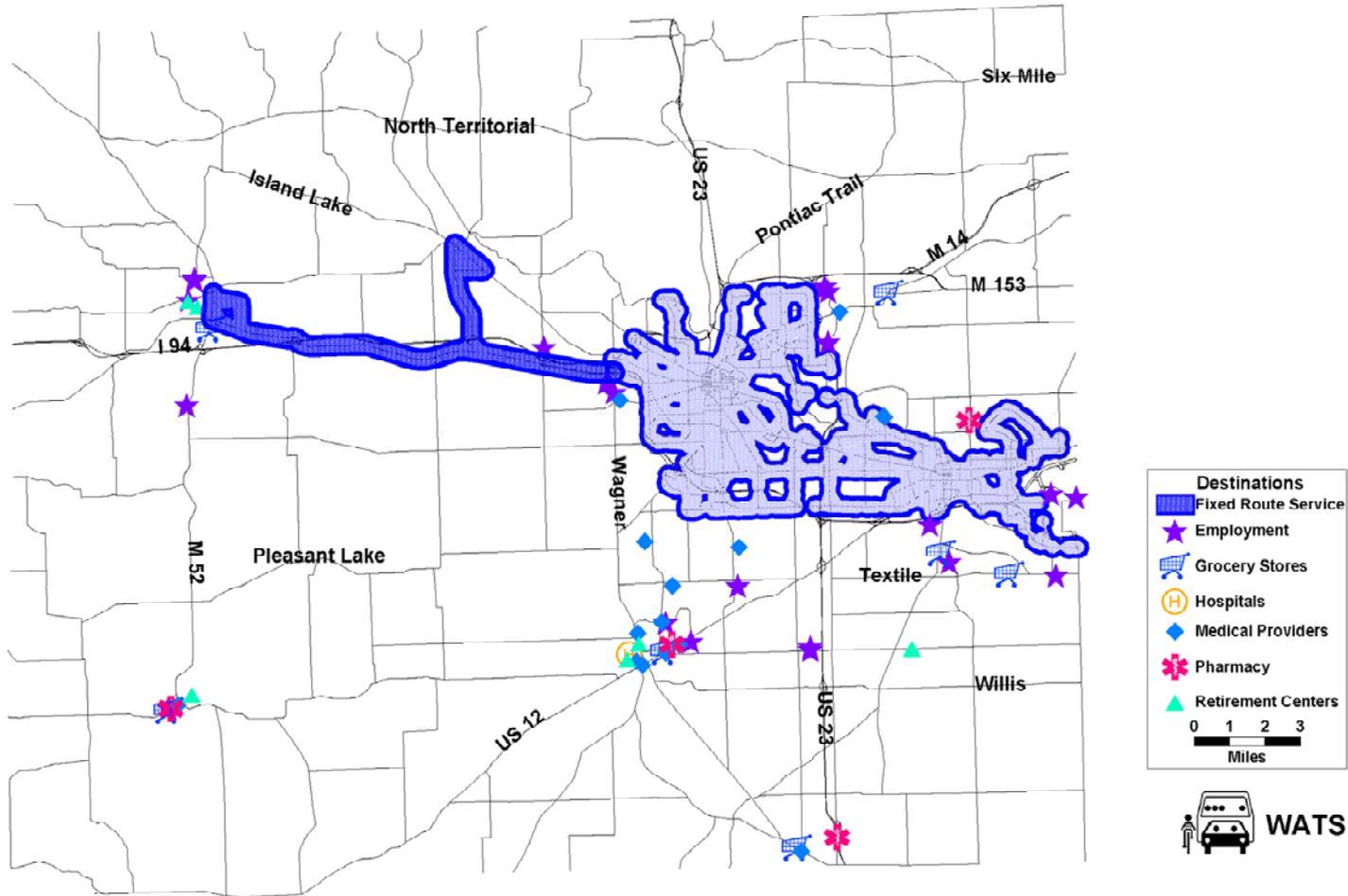
- Post offices
- K-12 Schools
- Religious facilities
- Government facilities
- Major employers
- Libraries
- Colleges and Universities
- Day care facilities
- Movie theaters

Employment and Business Hours



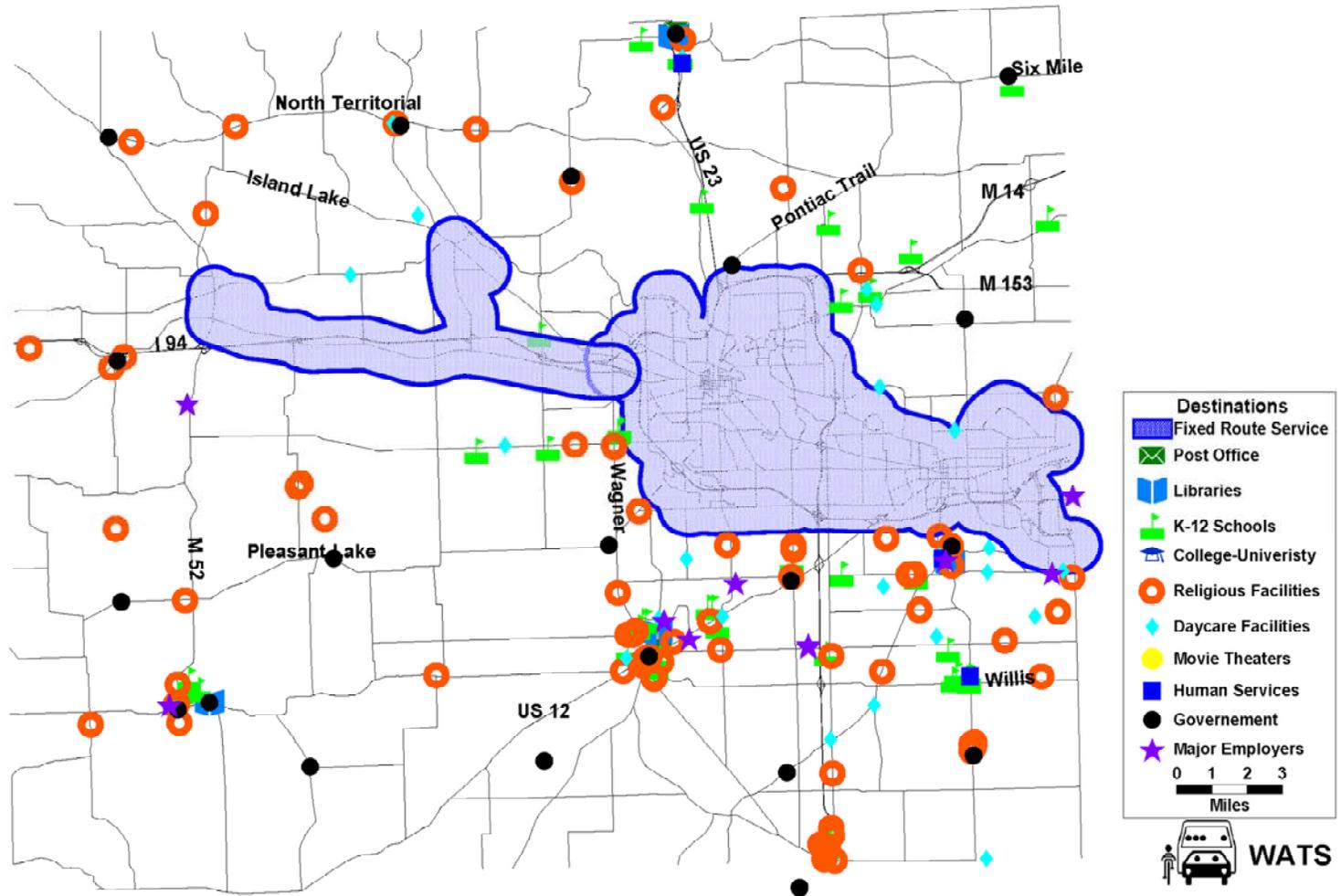
Map 9

Destinations Located Greater Than .25 Miles from a Transit Stop



Map 10

Destinations Located Greater Than .5 Miles from a Transit Stop



Transit Supportive Facilities

In addition to having the necessary density for public transit to be successful which is dependent on land use decisions, the provision of transit supportive facilities are also very important. Transit supportive facilities include sidewalks along the routes, sidewalks leading to the transit routes, lead walks that connect the sidewalk to the bus stop, benches and shelters.

Sidewalks

Sidewalks that parallel the roadway are critical to providing the necessary non-motorized connections to and between destinations and to provide access to the transit routes. Destinations without connecting sidewalks paralleling the adjacent road were considered transit deficient areas. Map 11 depicts the destinations that do not have a sidewalk along the road.

Bus Stop Facilities

WATS also identified transit stops that do not have adequate transit facilities. These facilities include lead walks, benches and bus shelters. Lead walks are the paths that connect the sidewalks that parallel the road with the bus stop. A threshold of 10 or more daily riders at a transit stops without lead walks were considered deficient. Transit stops with 25 or more daily riders were deficient if a bench was not available. Bus stops serving 50 or more daily riders were deficient without a shelter. Map 12 identifies transit stop deficiencies within Washtenaw County.

Park & Ride/Passenger Rail Facilities

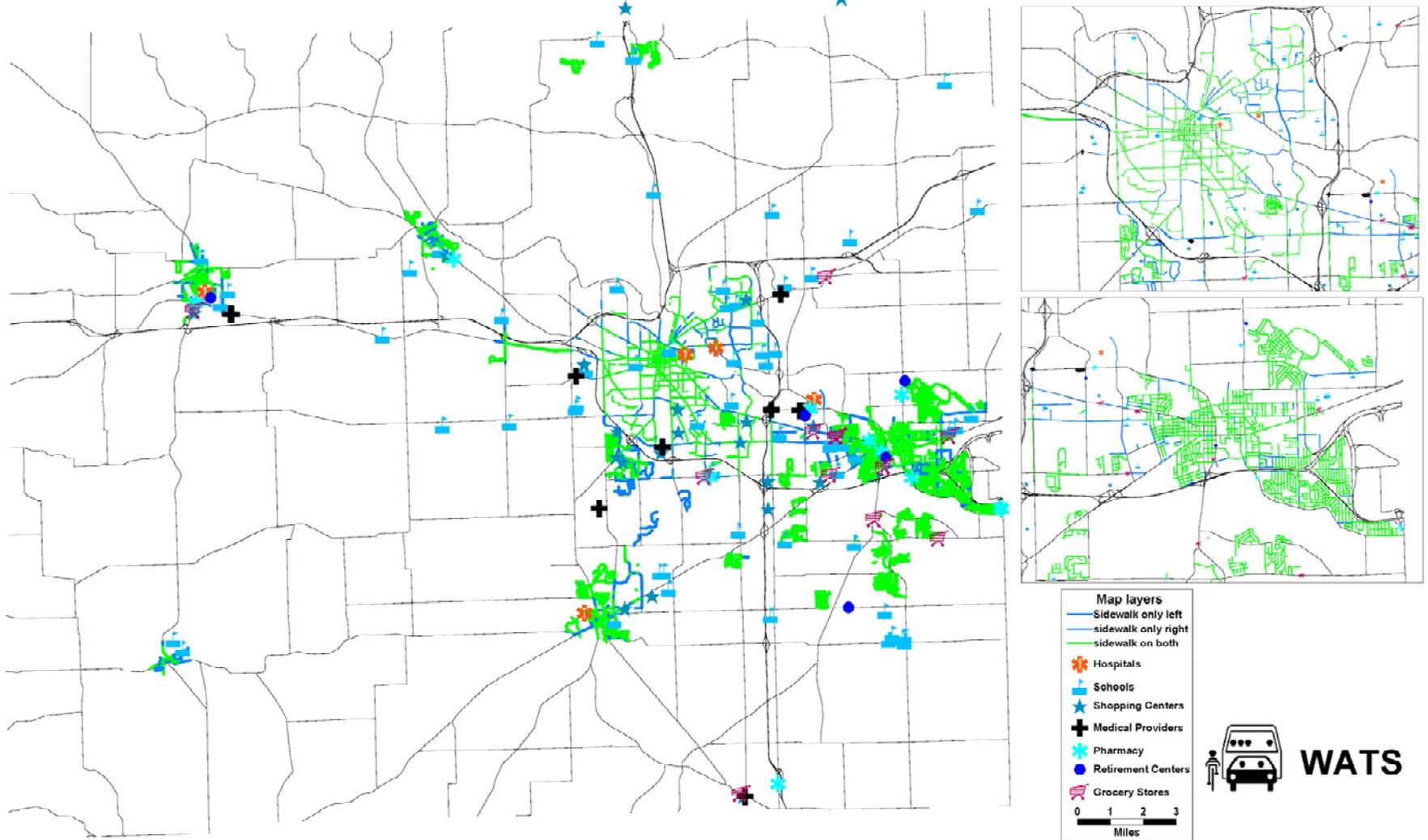
The Michigan Department of Transportation, the University of Michigan and the AATA operate park and ride lots within Washtenaw County.

Carpool lots operated in the County allow for car pools and van pools to gather. These lots should have lighting at a very minimum. Other amenities that are needed include an emergency phone.

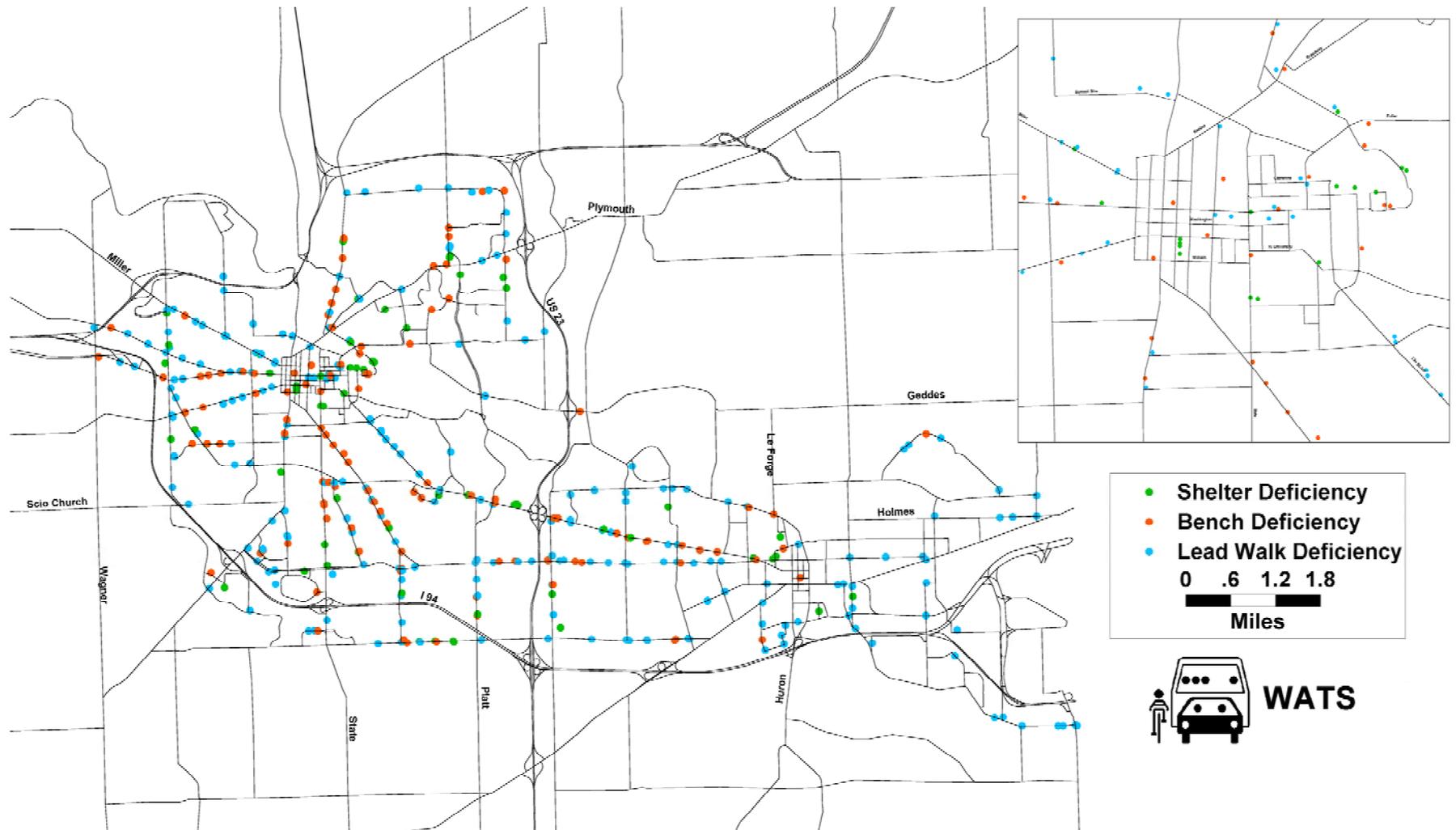
Park and ride lots within the county that are served by public transit should include a shelter, lighting, signage, bike parking, and an emergency phone. Map 13 identifies the park and ride lots within the county and the number of deficient.

Planned passenger rail, park and ride lots are also identified on Map 13. Passenger rail lots would be deficient without a canopy, lighting, shelter and vending for ticketing at each lot.

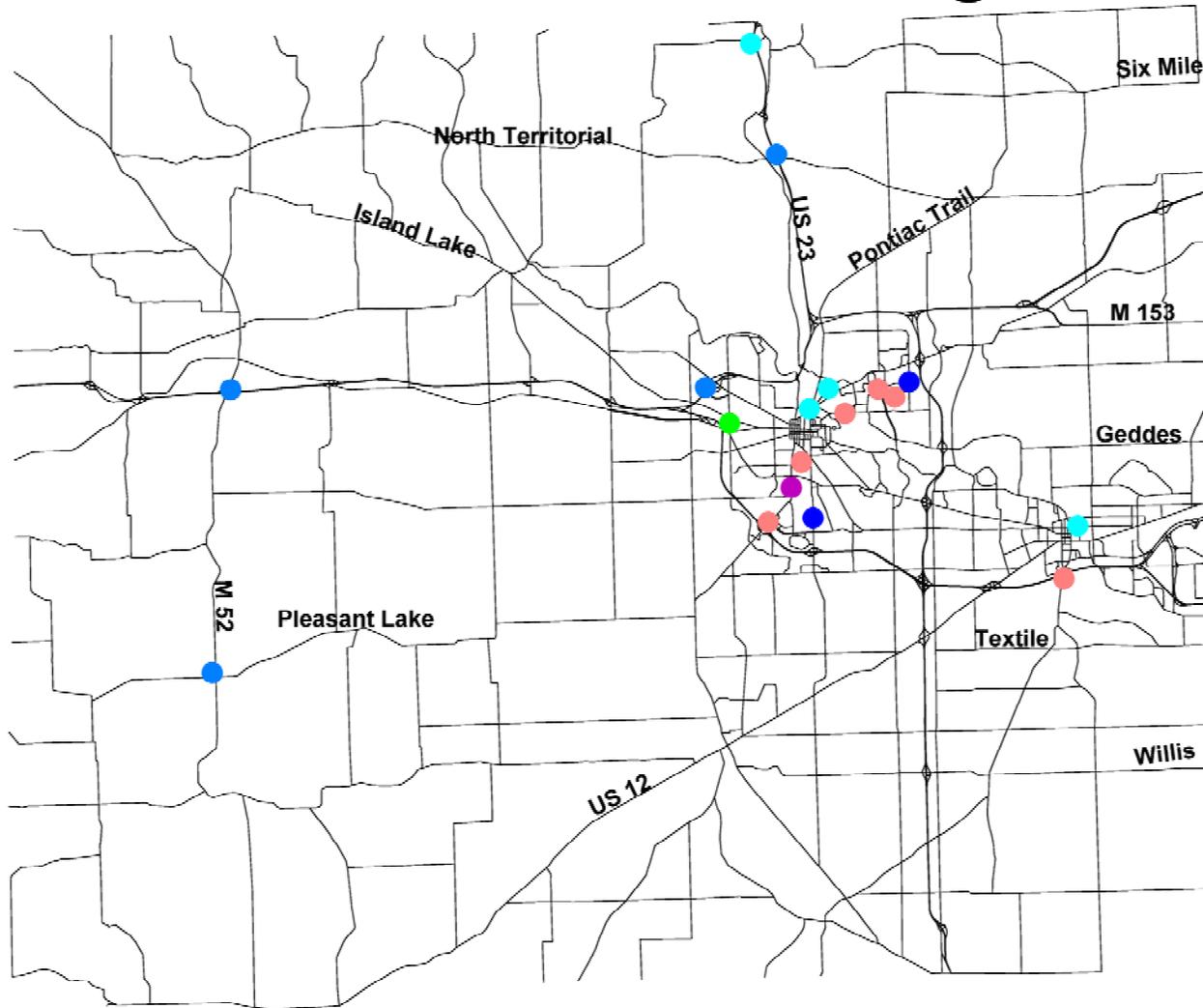
Destinations Without Sidewalks



Stop Locations Without Adequate Transit Facilities



Park and Ride Lots/Passenger Rail Stops



- MDOT Car Pool
- Future Rail Stops
- Park & Ride Lots
- 0 - 5 Deficiency Criteria
- 1 - 5 Deficiency Criteria
- 2 - 5 Deficiency Criteria
- 3 - 5 Deficiency Criteria

0 1 2 3
Miles

Park & Ride Lot Deficiencies
No shelters
No lighting
No signage
No bike parking
No emergency phone



Fixed Route Service Deficiencies

Frequency and span of service are important factors in the operation of fixed route service particularly for choice riders and those commuting to jobs that do not operate during regular business hours.

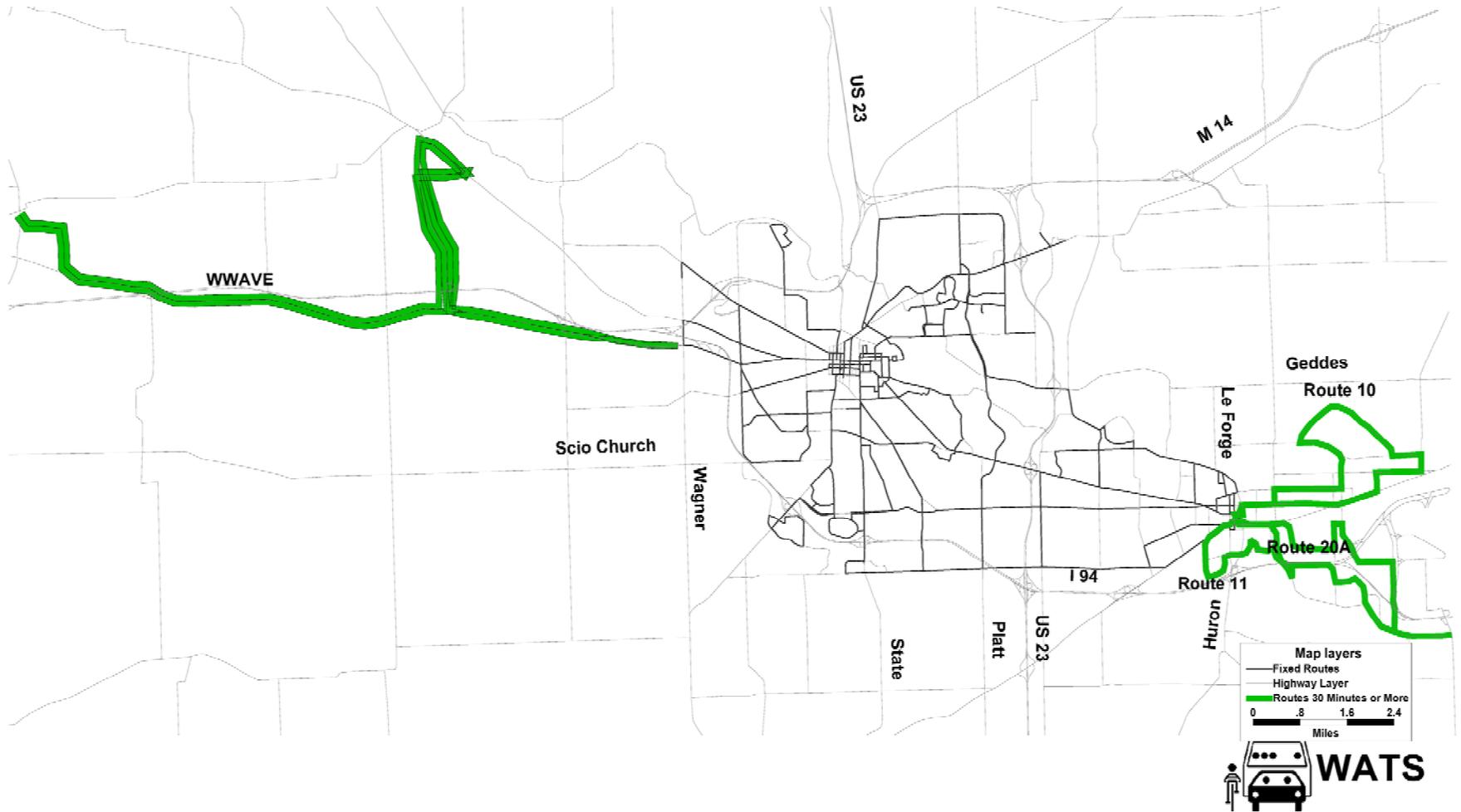
Frequency of Fixed Route Service

The frequency of public transit service determines the quality of transportation for those who are transit dependent. It is also a critical component for choice users often determining whether they use the service for their work trips. WATS identified service where there were greater than 30 minutes between buses, a frequency of at least every 30 minutes is considered the minimum needed to provide transportation choices, map 14 identifies these locations.

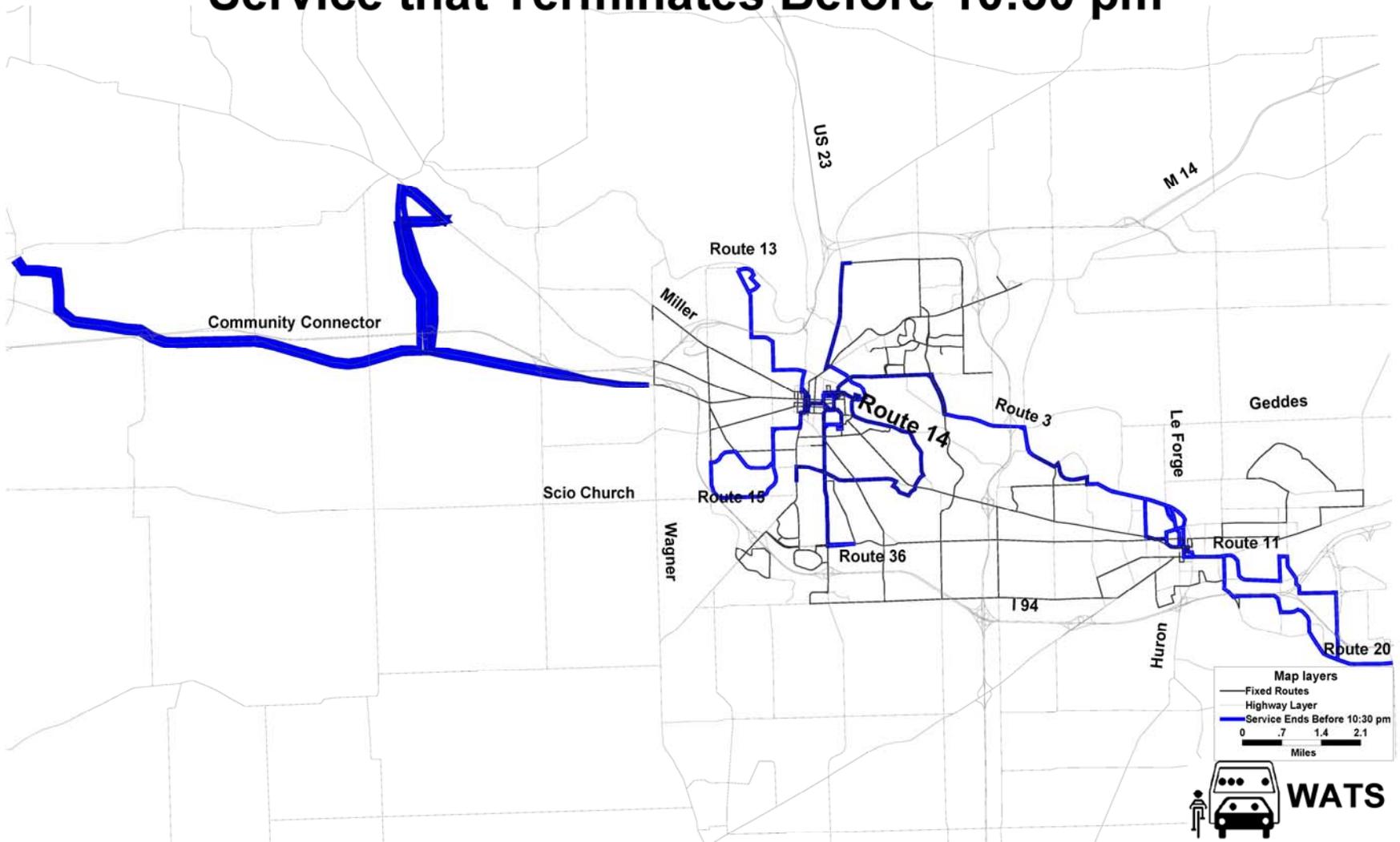
Span of Fixed Route Service

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. Weekend service is also important for providing access to religious facilities. WATS identified where service terminates before 10:30 pm and where service is not offered on the weekend. Map 15 illustrates the fixed routes that currently terminate before 10:30 pm. Map 16 shows the routes with limited or no weekend service.

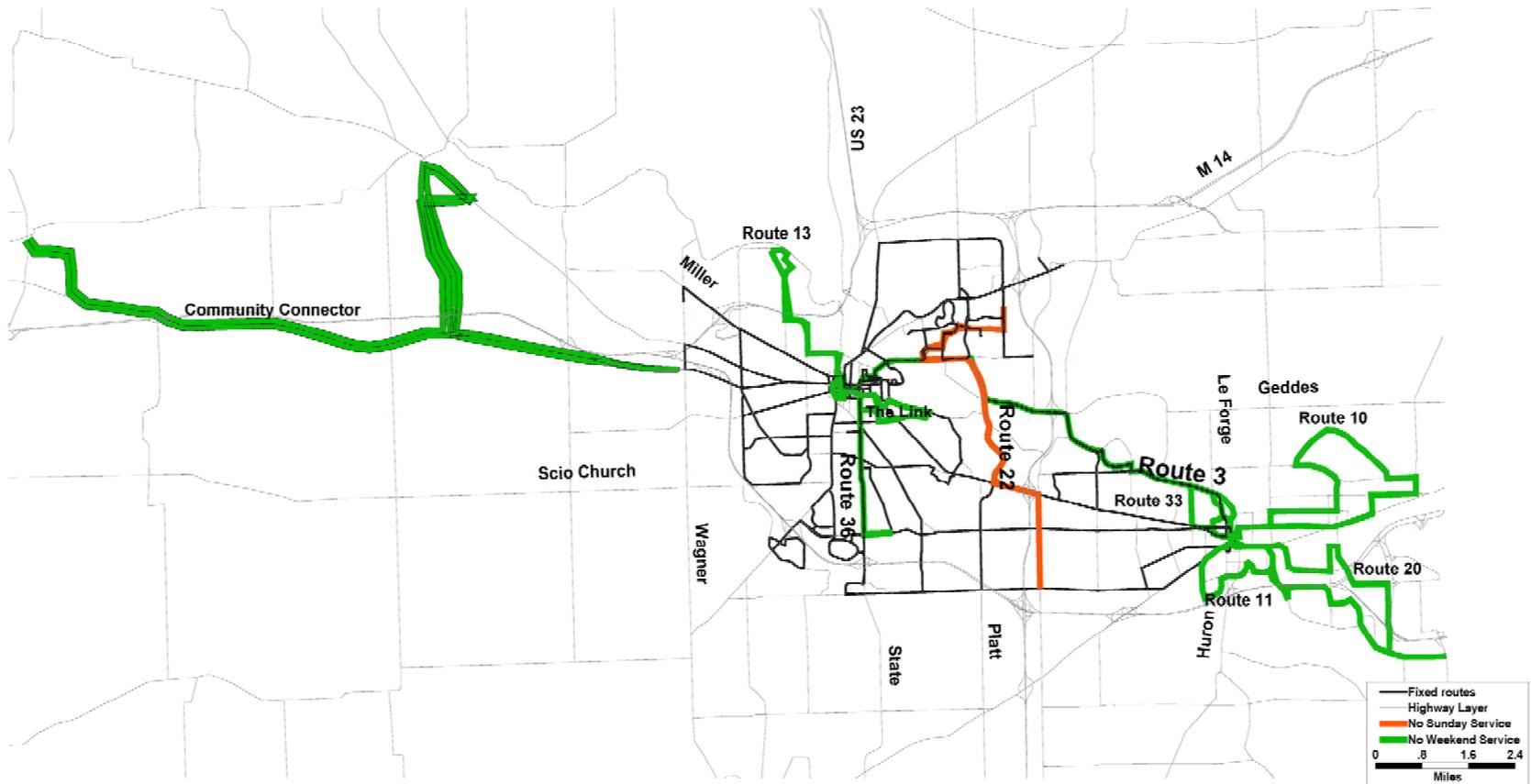
Fixed Route Service With Greater Than 30 Minute Frequency



Service that Terminates Before 10:30 pm



Fixed Routes with Limited Weekend Service



TRANSIT FUNDING

The majority of states, including Michigan, contribute in some way to the provision of transit programs, by providing federal grant match requirements for capital purchases. For most states, funding for transit programs is supported by a mix of formulas as well as direct allocations. Common criteria for inclusion in funding formulas include: population, ridership, previous funding levels, vehicle service miles traveled, and number of vehicles. Of the many funding sources for transit programs nation wide, the most common are gas tax revenues and state general funds.

A great deal of diversity exists in the funding of transit programs as some states provide complete funding to transit programs, while others provide no support at all. Additionally, recent years have seen changes to transit funding range from a decrease of nearly 40% in Arizona, to an increase of almost 90% in California. Table 10 shows which states provide funding for transit programs and states providing none. Data for transit funding from other states was obtained from the Characteristics of State Funding for Public Transportation – 2002, which was completed by the Transit Cooperative Research Program.

Table 10
States Providing 100% of local Transit Funding vs. State Providing No Transit Funding

STATES PROVIDING 100% FUNDING FOR TRANSIT SERVICE	STATES PROVIDING NO TRANSIT
CALIFORNIA	ALASKA
CONNECTICUT	COLORADO
DELAWARE	MAINE
FLORIDA	MISSISSIPPI
KANSAS	NEW MEXICO
NEW JERSEY	UTAH
TENNESSEE	HAWAII

Source: TCRP report

Examples of State Transit funding

The State of California provides complete funding for transit capital, operations, and planning. This is accomplished in large part through the local transportation fund which allocates 1/4 percent of the state's 7 1/4 percent sales tax to transit. Funds are collected by the state and returned to the county according to the amount the county contributed, for this reason the funds are referred to as local.

Another state which provides complete funding for transit programs is the State of New Jersey. New Jersey accomplishes this through the state of New Jersey Transit Corporation (NJ Transit), which manages revenues from motor fuel taxes, toll road contributions, heavy truck fees, and other general sources of funding. Casino revenues go specifically to fund transit for the elderly and persons with disabilities. New Jersey provides also provides revenues from the general fund to support transit operating budget items.

Examples of zero funding states

Conversely, funding of transit initiatives in Colorado is provided only through local and federal funding sources. Recently though, legislation was passed in Colorado that allocates 10% of general transportation funds for “strategic, transit-related purposes”. This transportation fund is designed to pull excess money from state property tax revenues, but due to poor economic conditions no excess is expected for several years.

In Maine, there is a constitutional barrier which prevents state transportation funds from being used on anything but highways. Other states such as Alaska and Utah simply do not provide funding.

Transit funding proposals

A sampling of recently passed referendums that either wholly, or in part, support transit activities include sales tax increases in Charleston County, South Carolina; Miami-Dade County, Florida; Riverside, California; Stark County, Ohio; and Washoe County, Nevada. The issuing of a new transit supportive bond took place in Charlotte, North Carolina and Rhode Island. Millage increases were passed in Contra-Costa and Alameda Counties, California and in the Detroit Area (SMART). The Seattle Monorail in Washington passed an increase to auto taxes. Of the transit supportive referendum to pass, five out of thirteen involved an increase in sales tax.

A sample of referendums to support transit funding that was recently voted down include: increases to property tax in Baton Rouge, Louisiana and Delaware County, Ohio, and a “sale-leaseback” program of currently owned property in Utah. Failed transit supportive referendum overwhelmingly rejected sales tax increases. Eleven out of the fifteen rejected referendums were proposals to increase sales tax.

In Michigan, transit is supported through the Comprehensive Transportation Fund (CTF), a part of the Michigan Transportation Fund (MTF). The CTF is statutorily allowed up to 10% of specific taxes, including gas tax revenues, collected for the MTF. Funding provided to the CTF is often between 6-8% with revenues often transferred to support the general fund. The funding from the CTF is allocated for capital match for federal funds and for operating revenues for transit services. There is little possibility for increased revenues without an increase in the gas and weight fees and an amendment to state funding formula to require 10% be allocated. This limits improvement to public transit and does not provide more funding as service increases limiting transportation choices to residents. This means that as one agency improves service and the number of rides provided, it receives more operating match, but because the total is unchanged, other service providers receive less funding without a reduction in the service presently provided.

The amount of the gas tax has not increased since 1998 and revenues collected have stagnated and begun to decline in the past two years. This impacts not only the funding available for transit but also for roads, bridges and highways. The State currently is not able to match federal capital funds with cash and there is a concern that the state and local agencies will have difficulty matching federal dollars in the future. There is currently an effort to increase the gas tax so that it is similar to adjacent states. Ohio increased their gas tax in 2003 by nine cents over three years which has a similar price of gas, yet provided an instrumental contribution to the state’s transportation budget.

Another effort that is underway would enable more local funding options for transportation. As the automakers continue to improve fuel efficiency and the push for alternative fuels continues, the miles driven per gallon of gas increases. This reduces the funding for transportation while vehicle

miles of travel increase. A group of transportation professionals and private sector partners have initiated an effort to pass legislations to allow local option taxes such as sales tax.

RECOMMENDATIONS

Using the available survey data and public comment data, identified deficiencies, and meeting with the Washtenaw County Transit Plan Steering Committee the following strategies were developed in order to optimize the transit service within Washtenaw County. Listed below are the draft recommendations. The deficiencies that were used as a basis for the recommendation are listed in italicized text. The order of the recommendations listed below has not been prioritized. Map 17 is a conceptual representation of where service would be provided based on the proceeding recommendations.

- ❖ Establish a fixed route service linking cities and villages to the Ann Arbor urbanized area.
Housing Units with Persons with Disabilities, Employment, Non-Employment destinations, Inter & Intra-County commuting, Park & Ride, Youth Survey
- ❖ Establish park-and-ride lots within each city/village as appropriate to serve as an intermodal connection and to consolidate trips for fixed route services.
Housing Units with Persons with Disabilities, Employment, Non-Employment destinations, Inter & Intra-County commuting, Park & Ride, Youth Survey
- ❖ Increase frequency, direct routes and expanded service hours for existing fixed route service, particularly in the eastern portion of the Ann Arbor Urbanized area (the City of Ypsilanti and parts of Ypsilanti and Superior Townships and western Wayne County)
Frequency, Span of Service, Youth Survey
- ❖ Establish demand response/lifeline service throughout the County centered around cities and villages where it does not currently exist.
Housing Units with Persons with Disabilities, Non-Employment destinations, population over 65, HH with zero or one autos
- ❖ Increase the span of service and reduce the response time of existing demand response service outside of the urbanized area.
Frequency, Inadequate Service Capacity, Western Washtenaw public Comments
- ❖ Provide service linking adjacent counties with the Ann Arbor urbanized area within Washtenaw County particularly for employment and health services.
Employment, Inter & Intra-County commuting, Non-Employment destinations, Youth Survey
- ❖ Provide improved service between major human services providers; between health service facilities; and connecting housing and employment opportunities
Housing Units, Employment, Non-Employment destinations, Human Services surveys

- ❖ 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.
Housing Units for Persons with Disabilities, Employment, Non-Employment destinations, Human Services surveys
- ❖ Provide service to residents linking intermodal connections, particularly intercity bus, rail stations and Wayne County Metropolitan Airport.
Inter & intra-county service
- ❖ Establish a county wide program to promote and assist commuters providing information about a full range of commuter choices.
Housing Units with Persons with Disabilities, Employment, Non-Employment destinations, Inter & Intra-County commuting, Park & Ride, Youth Survey
- ❖ Encourage local land use decisions that support existing and future transit service such as concentrating development and providing non-motorized facilities that link to transit.
Housing Units, Employment, Non-Employment, Transit Supportive Facilities, Park & Ride Lots, Passenger Rail Stops, Inter & Intra-County Service, Frequency, Span of Service
- ❖ Advocate for increased capital and operating funding at the Federal and State levels to provide a funding source to address the needs identified by the State Long Range Plan
Housing Units, Employment, Non-Employment, Transit Supportive Facilities, Park & Ride Lots, Passenger Rail Stops, Inter & Intra-County Service, Frequency, Span of Service
- ❖ Establish local, equitable, sufficient and long term dedicated funding to expand service as identified in these recommendations.
Housing Units, Employment, Non-Employment, Transit Supportive Facilities, Park & Ride Lots, Passenger Rail Stops, Inter & Intra-County Service, Frequency, Span of Service
- ❖ Create the organizational framework that enables the implementation of the preceding recommendations.
Housing Units, Employment, Non-Employment, Transit Supportive Facilities, Park & Ride Lots, Passenger Rail Stops, Inter & Intra-County Service, Frequency, Span of Service

NEXT STEPS

The adoption of the Transit Plan for Washtenaw County by the WATS Policy Committee is just the beginning of the process for improving public transit for the county's residents, employees and visitors. In order to have a positive impact on the accessibility of the county, improve mobility and provide a stimulus for economic development, the plan will need to be funded and implemented.

The Plan Recommendations can be organized into two categories of improvements.

Funding, Administration and Planning

This category of improvements examines the funding needs and recommendations, administrative recommendations and a recommendation for improvements for planning.

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.”

It is not enough to have good quality service, there needs to be a mechanism to assist the public, particularly the senior and persons with handicaps with identifying how to maximize their use of public transportation and make it pleasurable, convenient and easy to negotiate. Funding for this position may be made available through allocations and grants of such funding as Job Access and Reverse Commute and New Freedom as well as other annual allocations of funds.

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

Funding for transportation improvements has begun to decline and the ability of the State and local transportation providers to make significant improvements to either the highway or local system to address congestion is also declining. At the same time the cost of making improvements and the cost of fuel for commuters is increasing at a much faster rate that has been experienced in recent history. Providing transportation choices and making commuters aware of the choices is essential to stimulating the State's economy and allowing it to compete regionally, nationally and globally.

A function similar to the Ann Arbor Chamber's getDowntown program have offered and publicized a wide range of commuter choices in the Ann Arbor Downtown Development Area. An agency or authority that provides assistance for commuters and employers for all of Washtenaw County could administer a program that similarly identifies and pairs commuters with a range of commuter choices. This service should complement the existing programs and promotions.

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

Although it is probably needed as service expands the plan does not recommend nor anticipate any particular structure. Options include the reorganization of AATA into a county wide authority with board representation that reflects the new “service area” or whether this might be a new authority in addition to AATA and the other service providers.

Funding

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

Providing funding is essential to implementing any service improvements and for providing a sustainable system. However, funding must be tied to an Authority or Authorities with specific transportation providers identified. The funding must be approved after local community input and buy-in for the funding mechanism and to the improvements tied to the funding ask.

“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.”

The current funding mechanism at the state level is broken. It does not guarantee that the ten percent of the Michigan Transportation Fund (MTF) revenue which is eligible to be allocated to the Comprehensive Transportation Fund (CTF) is actually deposited in the CTF. The Legislature regularly diverts a portion of the funds eligible for the CTF to fund the latest budget crisis. The other problem is that as the State’s communities see the value for transit and service is increased, there is no mechanism for the state funding to commensurately increase. This penalizes and restricts transit improvements throughout the state. Ensuring that the CTF is fully funded is a critical first step to providing a consistent revenue stream for transit operations.

In addition to or as a result of the diversions, the State no longer provides the match for urban system capital purchases of buses. For the rural areas (areas under 200,000 population), the federal funding available for operating and capital purchases are managed by the State and are awarded on a competitive process which hampers the ability to plan and provide high quality rural service. The urban areas (over 200,000 population) are not eligible for federal operating assistance but are allowed to spend capital dollars for capital preventative maintenance. This allows flexibility but requires the agency to choose which to fund.

Planning

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

Land use is another critical component to the success of the recommendations. Without changes in how the developments and redevelopment in Washtenaw County are constructed, the density along the major community connector corridors and within the activity centers will not be high enough to sustain high quality service. This will require allowing a mixed use high density overlay along corridors and flexibility of zoning in and adjacent to the activity centers throughout the county. Since it is often difficult to make such significant changes to communities master and zoning plans, assistance will need to be provided countywide to individual communities promoting the value of transit oriented development.

Transportation Improvements

The recommendations for service include improvements to the existing service in the county, new county wide service and new inter-county service

Existing Service Improvements and Expansions

“Increase frequency, provide direct routes and expanded service hours for existing fixed route service, particularly in the eastern portion of the Ann Arbor Urbanized area (the City of Ypsilanti and parts of Ypsilanti and Superior Townships and western Wayne County.)”

In order to support more frequent service even in the City of Ann Arbor will likely require increased density along the major corridors and in the activity centers in the downtown, near the University of Michigan campuses, Eastern Michigan University, Briarwood and Arborland areas. There are still some areas in the urbanized area where service exists that would allow mixed and higher density land uses. In addition there are also areas that are ripe for redevelopment that could be supportive of increased transit service if designed to allow easy access for pedestrians, is dense enough with activity to support frequent transit service. According to Mary Kay Christopher of MKC Associates, “6-7 housing units per acre will support a fixed route bus every 30 minutes”.

“Provide improved service between major human service providers; between health service facilities; and connecting housing and employment opportunities.”

Washtenaw County completed a survey in September 2006 on behalf of the Human Service Community Collaborative in an effort to identify how much of each agency’s budget was being spent to provide transportation assistance to their clients. Although about \$172,000 was spent on cab and bus fare, more than \$900,000 was spent using other means to provide assistance to clients due to lack of direct service, time to reach destination and number of destinations to reach in one day. A service that provided more direct service between the human service providers and residential and employment locations would reduce the funding needed to assist clients.

New County wide Service

These three recommendations work in concert to support the highest level of public transit possible.

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

The provision of lifeline public transit which provides for trips needed to sustain life (doctors, pharmacies, grocery stores and employment) will become more critical as the population ages over the next two decades. The demand response service is also essential to provide as a feeder service for the community to community service that links activity centers outside the urbanized area including the cities and villages to fixed route service.

“Establish fixed route service linking service linking cities and villages to the Ann Arbor urbanized area.”

There are nearly 72,000 residents of Washtenaw County who commute to work within the County. The majority (slightly more than 41,000) is within the current AATA service area, however, nearly 28,000 commute from urban to rural, rural to urban or make a rural to rural trip within the County

for work. More than 18,000 travel from the rural areas of the county to the urbanized area for work. Commuters would be able to travel to the closest activity center by walking, biking or auto to catch a bus to the urbanized area.

“Establish park and ride lots within each city/village as appropriate to serve as an intermodal connection and to consolidate trips for fixed route services.”

To support the community connectors and the economic stability of the activity centers, the establishment of park and ride lots would be required. The lots with the demand response service would feed the community connectors to the urbanized area.

New Regional Service

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

The provision of service linking Washtenaw County to adjacent counties is critical due to the high volume of employees who travel into the county for work. In particular, the ability of linking western Wayne County communities would provide service to those communities that currently opt out of SMART service because they are not destined for Detroit but travel into Washtenaw County for employment, shopping and recreation. SMART could reinitiate service into Washtenaw County providing service between western Wayne County and the Ann Arbor urbanized area. However, if AATA were to operate service outside the county, AATA would need an agreement with SMART to operate this service. Where possible, the provision of this service using the existing rail lines would be supported.

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

The Wayne County Metropolitan Airport is the largest regional commercial airport in the country that does not have public transit service for passengers. This severely limits the transportation options for anyone flying out of that airport or anyone visiting the region. In order for the region to compete for tourists, conventions and employers, the provision of efficient low cost public transportation is essential. This recommendation supports the provision of commuter service between Ann Arbor (eventually Chelsea) and Detroit.

County Wide Transit Summit

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

Inclusion in the 2035 Transportation Plan for Washtenaw County

In the spring of 2008, WATS will initiate the development of the 2035 Long Range Transportation Plan for Washtenaw County. This plan encompasses all modes of travel except air to be used to

identify candidate improvements for federal, state and local funding. The 2035 Plan must be fiscally constrained to available revenues and thus will require a prioritization of the implementation of the proposed recommendations.

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