



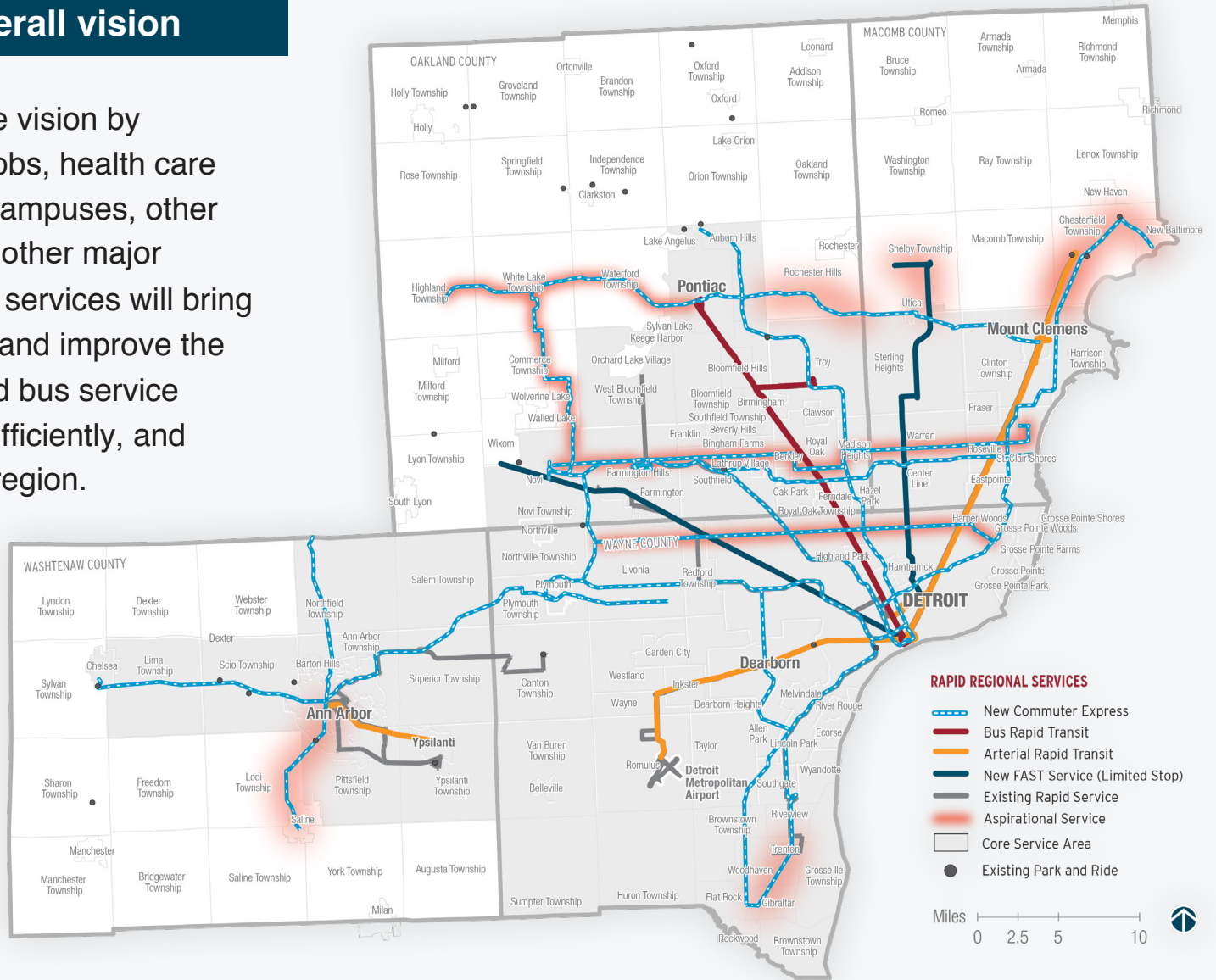
Rapid Bus

For Public Review
Summer 2019

Moving **R** People

Supporting the overall vision

Rapid bus supports the vision by connecting people to jobs, health care facilities, educational campuses, other urban core areas, and other major destinations. Premium services will bring transit to more people and improve the rider experience. Rapid bus service moves people faster, efficiently, and easier throughout the region.



The vision supports adding new rapid bus routes, extending current routes and maintaining a minimum level of service of 30 minute frequencies from 6am to 8pm on weekdays and adding weekend service on routes only operating Monday through Friday.

How do people use RAPID BUS services today?

Rapid bus service, provided by SMART, DDOT and AAATA, provide a layer of service operating faster than local bus service.

AAATA rapid services include:

- Canton
- Chelsea
- Ypsilanti Township Express

DDOT rapid services include:

- Rosedale
- Ryan
- Joy
- Villages Direct
- Southwest Direct

SMART rapid services consist of Park-and-Ride, FAST and Commuter services. In total there are seven routes that provide faster service than those offered by local bus service.

- Rapid buses often include **enhanced amenities**, like wifi on board.
- Riders use rapid services to **connect to major destinations and job centers**.
- Rapid buses provide **more options for riders** to conveniently use transit.

Current operating costs

AAATA

1% \$0.4M annually

DDOT

4% \$4.4M annually

SMART

40% \$41M annually





FAST SERVICE is a limited-stop, high-frequency service, with enhanced shelters, provided by SMART. Buses operate at up to 15-minute frequency during the peak periods, and operate 7 days a week including late-nights.

CAPITAL COST PER MILE: \$0.0

ARTERIAL RAPID TRANSIT (ART) provides certain aspects of BRT, such as traffic signal priority, wide stop spacing (½ to one mile or more), enhanced stops with shelters that provide more protection and next bus information, and specific branding of buses and stops.

CAPITAL COST PER MILE: \$2.0M

BUS RAPID TRANSIT (BRT) is a premium service characterized by level boarding, premium stations, prepayment, bus only lanes, transit signal priority, frequent all-day service, and limited stops.

CAPITAL COST PER MILE: \$7.0M

COMMUTER EXPRESS is a commuter oriented bus service providing weekday rush-hour service to commuters traveling to and from employment centers. Routes are fitted for longer distances with fewer stops. This type of service often utilizes the freeway system.

CAPITAL COST PER MILE: \$0.0

Near-term priorities

- Expanded FAST Service (Grand River, Van Dyke/Mound)
- Implement ART Service on Gratiot, Michigan, and Washtenaw
- Expand FAST along Woodward Avenue as federal discretionary dollars become available to implement BRT service
- Secure funding to implement additional regional routes with 15-minute peak frequency including: 8 Mile, 9 Mile, 12 Mile, 15 Mile, Fort/Eureka, Greenfield, Jefferson, John R, 23 Mile, and Telegraph.
- Prioritize increasing cross-county connections to job centers operating at high-frequencies.
- Construct 15 new park and ride lots in strategic locations in the core service area
- Leverage New Mobility Solutions and First and Last Mile investments to increase ridership to Express Service Lines.
- Commuter Express Service
 - Ann Arbor-Plymouth-Livonia
 - Canton Express
 - M-59
 - I-75 Chrysler Express
 - I-96 Express
 - M-10 Lodge Express
 - I-75 Fisher Express
 - US-23 Express
 - I-696 Express
 - I-94 Express
 - M-39 Southfield Express
 - I-275 Express
 - Ann Arbor to Chelsea

Aspirational goals

- Full implementation of MOD Study recommendations from 2019 RTA study
- New FAST or Commuter Express Services within the urban core and to fringe communities outside of the urban core
- Evaluation of Connected & Autonomous Vehicles to provide Express Services
- Coordinate Commuter Express service with state and local resources, such as MDOT, to consider park and ride opportunities and bus on shoulder service

ADDITIONAL FUNDING NEEDED FOR ASPIRATIONAL GOALS
\$5.8M/yr

Funding needs for near-term priorities



ANNUAL FUNDING NEEDED TO SUPPORT RAPID BUS SERVICE

	ANNUAL OPERATIONS	TOTAL CAPITAL
FAST	\$17M	—
ART	\$2M	\$133M
BRT	\$2.2M	\$168M
Commuter express	\$11.3M	—