



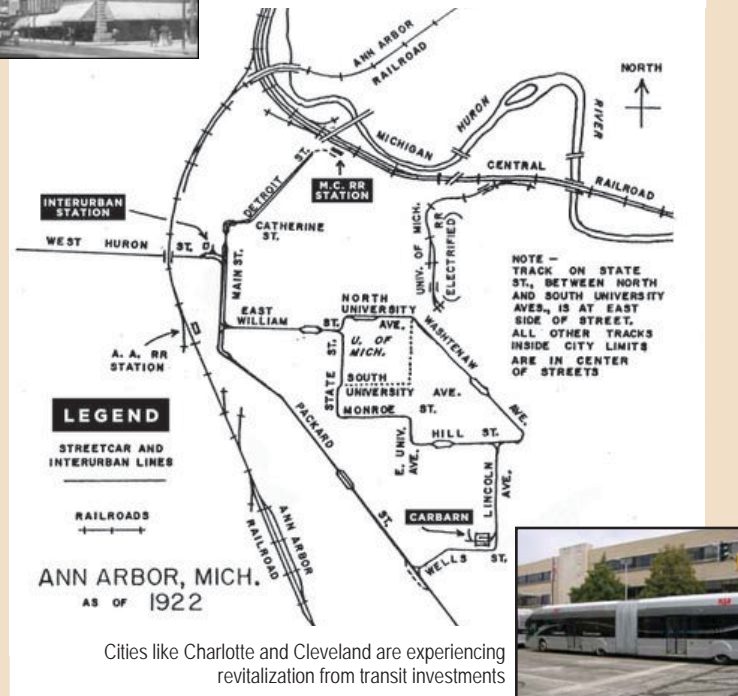
### Get Involved

- Public Meetings
- Focus Group Meetings
- Website
- Newsletter

This is the first of four newsletters that will be issued during the study. The newsletters, interim study products and meeting notifications will be posted on the study website at [aaconnector.com](http://aaconnector.com). The website also provides the opportunity for you to comment or ask questions. *We look forward to hearing from you.*



Electric streetcars ran in Ann Arbor from 1890 to 1925. From Main Street, cars followed Detroit Street down to the end of the line near the Michigan Central depot.



Cities like Charlotte and Cleveland are experiencing revitalization from transit investments



# Ann Arbor Connector Feasibility Study

## Getting from Here to There...Making the Connection

### What is the Connector Feasibility Study?

The Ann Arbor Transportation Plan Update completed in May 2009 identified key transportation concepts to support future growth in the city. One concept was the need for a “connector” to link proposed commuter rail stations planned for the Detroit to Ann Arbor and the Ann Arbor to Howell commuter rail lines. Another concept involved potential “signature” transit corridors which would have high quality, high frequency transit service to enable higher density housing and employment concentrations. The Connector Feasibility Study is intended to link the “connector” and “signature” transit corridor concepts and evaluate the feasibility of advanced transit options for the city.

### Is this the right time for a study?

The Ann Arbor Transportation Plan, completed in May of 2009, advocated for the selection of a variety of travel options that would help contribute to a healthy, vibrant community, while providing safe and efficient travel choices for residents, workers and visitors. Appreciation of the natural environment, scarce funding resources and the community’s desire to judiciously manage land use are also forces for embarking on a comprehensive study of transportation alternatives for the future. The Ann Arbor Connector Feasibility Study (AACFS) will allow decision makers to create a unified vision for the future.

### What will the Connector Feasibility Study address?

1. The technical, financial and political feasibility of implementing the latest alternative transit technologies to advance the recommendations of the City of Ann Arbor 2009 Transportation Plan Update.
2. Improving mobility and connectivity within the City of Ann Arbor by increasing the ease and efficiency of movement.
3. Integrate trips to reduce travel time between destinations.
4. Appropriately match transit technologies with travel demand.
5. Increasing opportunities for economic development without increasing the need for new infrastructure by improving transit along “signature” development corridors.
6. The feasibility of a transit connection between commuter rail stations serving proposed north-south and east-west commuter rail lines.
7. Engaging and educating the public and stakeholders as part of the planning process.
8. The sustainability of transportation options and the potential to improve quality of life in the City of Ann Arbor.










Personal Rapid Transit (PRT)



## Alternative Transit Modes

These are some alternative transit modes that could be considered.

		Typical Station Spacing (Miles)	Typical Operating Speed (MPH)	Power	Typical Daily Ridership	Capacity per Vehicle (Seats/Total)	Typical Capital Cost Per Mile (Millions \$)	
	<b>Standard Bus</b>	Standard buses generally operate in mixed flow on city streets	0.25	10 to 25	Diesel	100 to 5,000	40/70	Less than \$0.5
	<b>Bus Rapid Transit</b>	BRT is an integrated system of facilities, services, and amenities that collectively improves the speed, reliability and identity of bus transit. Generally operates at least partially in exclusive right of way with frequent service.	0.5 to 1.0	20 to 55	Diesel /Hybrid	5,000 to 10,000	55/105	\$2 to \$20
	<b>Trolley or Streetcar</b>	A trolley or streetcar generally operates in mixed flow on city streets with power provided by overhead wires. Generally intended for shorter trips with frequent stops.	0.25	10 to 25	Electric Overhead Wire	5,000 to 10,000	35/115	\$10 to \$30
	<b>Light Rail Transit</b>	A moderate to high capacity transit system operating 2 to 3 car trains in semi-exclusive right of way with power provided by overhead wires.	0.5 to 1.0	20 to 55	Electric Overhead Wire	10,000 to 40,000	75/150	\$20 to \$60
	<b>Commuter Rail</b>	A moderate to high capacity transit system operating on existing freight rail tracks with service concentrated during the morning and evening commute periods.	5	20 to 80	Diesel	5,000 to 150,000	75/150	\$5 to \$20
	<b>Circulator Bus/Trolley</b>	A low capacity system that acts to supplement the transit infrastructure. Generally these are not fixed track and may include paratransit operations or tourist oriented trolleys.	0.25	10 to 25	Diesel	100 to 2,000	20/35	Less than \$0.5
	<b>Automated Guideway</b>	A moderate to low capacity transit system that generally operates on an elevated guideway over a limited distance. Vehicles are automated and generally operate on a fixed headway throughout the day. Includes a variety of emerging technologies including monorail and personal rapid transit.	0.5	10 to 25	Electric (Guideway)	2,000 to 5,000	0 to 20 / 8 to 30	\$50 to \$100

### What transit mode will work for Ann Arbor?

The Ann Arbor Connector Feasibility Study will include an evaluation of several transit modes, depending on number of factors. The two most important factors that affect the choice of a transit mode are land use densities and ridership estimates. The land use densities predicted as part of the Ann Arbor Comprehensive Plan will be used as the base. Transportation models use this information as input for making predictions about traffic and transit volumes. The transportation model developed by the Washtenaw Area Transit Study (WATS) will be used to predict traffic volumes and transit ridership for the year 2035.

Cities like Portland, Oregon and Seattle, Washington are held up as leaders in developing and running modern transit systems and streetcars. Their land use densities and number of riders contribute to their success. The Ann Arbor Connector Feasibility Study will test assumptions and recommend a 'right sized' transit solution. The study is scheduled to be completed by December 2010.

### Did You Know?

- Nearly 100 University of Michigan and AATA buses run each day during peak travel periods.
- Over 40,000 people ride University of Michigan and AATA buses each weekday.
- More people are riding the bus in Ann Arbor – a 35% increase over the past 5 years.

Source: National Transit Database, 2002 and 2007

### What Are Signature Corridors?

- Primary corridors identified for residential and economic growth.
- Served by higher levels of public transit such as bus rapid transit or streetcars.
- Anticipate land use densities of 25 to 40 residents / employees per acre.
- Complement Transit Oriented Development.