

# Washtenaw BRT routing through the University of Michigan

Overall, the idea of Bus Rapid Transit (BRT) on Washtenaw Ave. is an excellent one – and long overdue too. I fully support the bulk of the BRT route and most stop locations as they were proposed by the AAATA and its consultants.

## The Problem

As currently proposed, the University of Michigan Central Campus would be served by only one BRT stop at the intersection of Washtenaw and South University. This stop is simply too far from anything interesting or important. It is 3 blocks (a quarter mile) away from the nearest corner of the University's Central Campus. It is more than half a mile away from most university buildings. It is true that many passengers of the AAATA Line 4A currently put up with this stop, but only because there are no other stops closer to Central Campus. In particular, there are no inbound stops near the largest transit hub in Ann Arbor – the Central Campus Transit Center (CCTC). Transfers between Line 4A (or future BRT as currently proposed) and the University of Michigan blue bus system are impossible.

## The Solution

Establish a Central Campus BRT stop at the intersection of Washtenaw and Geddes, as shown on the map on the back of this handout. Use the BRT routing through the University indicated on that map. The map on the back has two panels: the left one is for the inbound routing (towards the Blake Transit Center), and the right one for the outbound routing (towards the Ypsilanti Transit Center).

## The Benefits

1. The Central Campus BRT stops would be much closer to most campus buildings and activity centers than the stops in the current AAATA proposal. The new stop locations would be more convenient for passengers, and walking distances to most destinations would be minimized.
2. The Central Campus BRT stops would be very close to the Central Campus Transit Center, the busiest transit hub in Ann Arbor. Transfers between the BRT and all UM routes (as well as other AAATA routes) at the CCTC would become possible.
3. The Hospital BRT stops would be as closely located to the UM Hospital as in the AAATA proposal.
4. The proposed route (both inbound and outbound) is fast and straightforward. It does not require any changes to the existing traffic patterns. In particular, no new traffic lights would be needed.

## The Discussion

The inbound Central Campus BRT stop can be moved slightly further north to the pedestrian overpass over Washtenaw Ave. near the Central Campus Recreational Building, if it is determined that pedestrian traffic crossing Washtenaw Ave. would be too heavy for the ground-level crosswalk at the intersection of Washtenaw and Geddes to handle.

The outbound Central Campus BRT stop would be located where the existing outbound Line 4 stop is at the intersection of Washtenaw and Geddes. This stop already sees more boardings in the afternoon rush hour than the stop at Washtenaw and South University.

The location of the outbound UM Hospital BRT stop is flexible and can be moved slightly up or down the line depending on other factors determined during a more careful study. Minor changes to its location should not affect its convenience and usefulness for passengers significantly.

*About the author:* Yuri O. Popov holds a Ph.D. degree in physics from the University of Chicago, and he has been teaching this subject at the University of Michigan in Ann Arbor for more than a decade. He is also a life-long transit rider, who lived in four different states and rode trains and buses in dozens of cities around North America and overseas. He uses public transportation to reach his work at the university on daily basis and walks past the CCTC at least twice daily.      yopopov@gmail.com



**INBOUND**

**BRT Route**  
**BRT Stations**



**OUTBOUND**

**BRT Route**  
**BRT Stations**

## Ann Arbor Amtrak Station Bus and Train Activity

21 buses and trains stop at the Ann Arbor Amtrak Station each day

Origins and destinations throughout the day at the Ann Arbor Station

Intermediate stops not shown

Time	From	To	Carrier
12 15 a	Indianapolis	Detroit	MRT
4 40 a	Chicago	Detroit/Toronto	GL
7 20 a	Pontiac/Detroit	Chicago	AMT
8 40 a	Toledo	East Lansing	AMT
8 55 a	Toronto/Detroit	Chicago	GL
9 10 a	Detroit	Grand Rapids	GL
11 32 a	Pontiac/Detroit	Chicago	AMT
12 30 p	Chicago	Detroit/Toronto	GL
12 48 p	Chicago	Detroit/Pontiac	AMT
1 10 p	Muskegon/Grand Rapids	Detroit	GL
2 45 p	Detroit	Indianapolis	MRT
4 05 p	Cincinnati	Detroit	BSB
4 15 p	Chicago	Detroit	GL
4 45 p	Toronto/Detroit	Chicago	GL
5 10 p	Detroit	Grand Rapids/Muskegon	GL
6 34 p	Chicago	Detroit/Pontiac	AMT
7 06 p	Pontiac/Detroit	Chicago	AMT
8 00 p	Toronto/Detroit	Chicago	GL
8 25 p	East Lansing	Toledo	AMT
10 57 p	Chicago	Detroit/Pontiac	AMT
11 20 p	Chicago	Detroit/Toronto	GL

Abbreviations: AMT Amtrak, BSB Barons Bus Line, GL Greyhound Lines, MRT Miller Transportation

Local AAATA bus service (TheRide) not shown

Compiled by Clark Charnetski 1-14-19

## Ann Arbor Amtrak Station Bus and Train Destinations

41 destinations served daily from Ann Arbor Station directly with no transfers

Major cities in bold type

### **MICHIGAN**

Albion  
Battle Creek  
Benton Harbor  
**Dearborn**  
**Detroit**  
Dowagiac  
East Lansing  
**Grand Rapids**  
Jackson  
**Kalamazoo**  
Lansing  
Muskegon  
New Buffalo  
Niles  
Pontiac  
Royal Oak  
Southfield  
Troy  
Ypsilanti

### **INDIANA**

Elkhart  
**Ft Wayne**  
Greenfield  
Hammond/Whiting  
**Indianapolis**

Kokomo  
Liberty  
Marion  
Michigan City  
Peru  
Plymouth  
Richmond  
Rochester  
**South Bend**

### **ILLINOIS**

**Chicago**

### **OHIO**

**Cincinnati**  
Defiance  
Oxford  
**Toledo**

### **ONTARIO**

**London**  
**Toronto**  
**Windsor**