



BEST: Michigan Avenue Project Update

Fall 2015

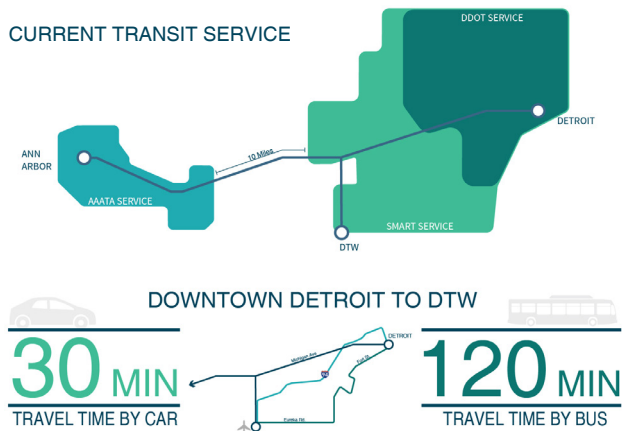
OF SOUTHEAST MICHIGAN

Since the Spring, the RTA has been engaging with the community to gain input on the BEST: Michigan Avenue transit corridor study. We have heard from community leaders, staff, stakeholders, and the general public about where and how transit should connect the communities between Detroit and Ann Arbor. The comments received were compiled and used to create the following "Purpose Statement", to guide the development of transit alternatives:

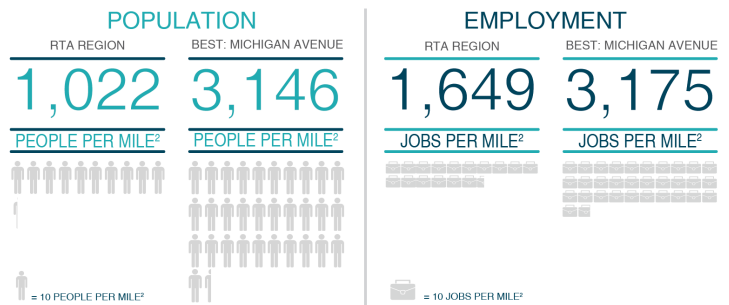
"High-capacity transit investment in the BEST: Michigan Avenue corridor will link existing population and employment centers in corridor communities and activity centers to meet existing local and regional transit needs, as well as accommodate anticipated growth in travel demand. This regional service is intended to supplement local transit service and provide mobility options that match emerging demographic trends and preferences, leverage existing transportation infrastructure to improve connectivity, support the mobility of community members who rely on transit, and encourage sustainable development patterns."

WHY RAPID TRANSIT IN THE MICHIGAN AVENUE CORRIDOR?

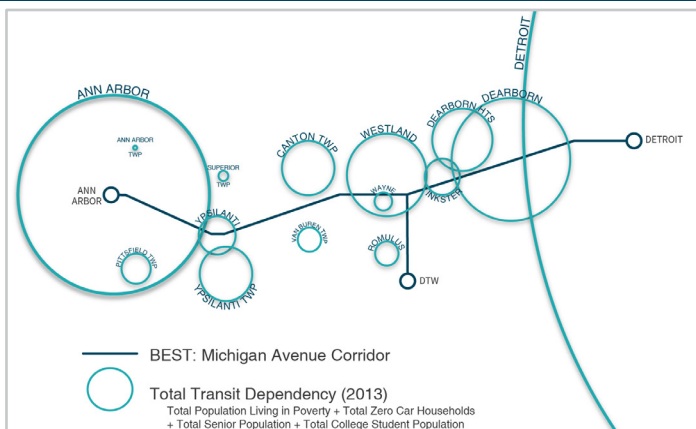
NEED: PROVIDE EFFECTIVE SERVICE



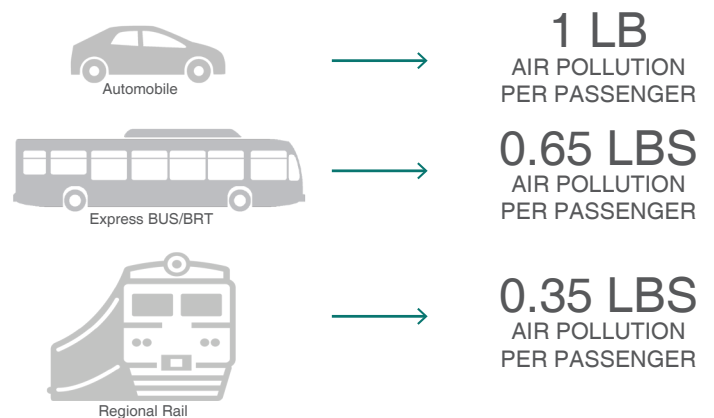
NEED: ACCOMMODATE HIGHER DENSITY WITHIN MICHIGAN AVENUE CORRIDOR



NEED: IMPROVE MOBILITY OPTIONS



NEED: CONTRIBUTE TO SUSTAINABLE GROWTH



WHAT TYPE OF TRANSIT IS BEST FOR THE MICHIGAN AVENUE CORRIDOR?

	EXPRESS BUS	BRT	PREMIUM BRT	STREETCAR	LIGHT RAIL	REGIONAL RAIL
Evaluation Criteria Met	3	6	6	4	5	6
Cost	\$	\$\$	\$\$\$	\$\$\$\$	\$\$\$\$	\$

BEST: Michigan Avenue Transit Alternatives



The Project Team (made up of RTA staff and its consultants) and Project Committees have evaluated a wide range of alternatives for regional transit between Ann Arbor and Detroit, interim communities, and Detroit Metropolitan Wayne County Airport. Two transit service types were recommended for detailed consideration:

- Commuter/Regional Rail along the existing Amtrak corridor, and
- Bus Rapid Transit along major arterials.

Concepts for station locations, service plans, and roadway configurations will be presented at the October Open Houses for the study and at targeted outreach events. Based on technical analysis and feedback from project stakeholders and the public, these alternatives will be evaluated this fall. The Project Team will then recommend an alternative, potentially including a blend of transportation services, for refinement. Selection of a Locally Preferred Alternative for environmental analysis is anticipated in the spring of 2016.

BRT: Michigan Avenue at 14th Street - Corktown, Detroit



Regional Rail: John Dingell Transit Center - Dearborn



BRT: Huron Street at Glen Avenue - Ann Arbor



These visualizations show what potential BRT and regional rail along the Michigan Avenue Corridor would look like on the street and on the rails. They also show how the street design would change based on the location and amount of right of way.