

FREQUENTLY ASKED QUESTIONS

What is BEST: Michigan Avenue?

Building Equitable Sustainable Transit (BEST): Michigan Avenue is a planning study led by the Regional Transit Authority of Southeast Michigan (RTA) to evaluate and determine the BEST public transit options for linking Wayne and Washtenaw county communities along Michigan Avenue, Washtenaw Avenue, and connections to Metro Airport. The Study Area extends from downtown Detroit to downtown Ann Arbor and includes existing and proposed passenger railroad stations.

What is the purpose of the BEST: Michigan Avenue study?

It will:

- Identify transit alternatives that better meet the needs of Study Area travelers and communities;
- Support the long-term transportation and land use vision of Corridor communities, major institutional stakeholders, employers and transportation providers; and
- Select the best transit solutions to develop as a Locally Preferred Transit Alternative (LPA) for inclusion in the RTA's Regional Master Transit Plan and in the Southeast Michigan Council of Governments (SEMCOG) long range transportation plan.

Will the public have a say in the BEST: Michigan Avenue study?

Yes, this planning initiative will be transparent and inclusive of the communities along the Corridor. Planners are meeting with local leadership of the Study Area cities and townships. Additionally, community meetings will be held throughout the planning process to obtain input from residents, businesses and major institutions. We also have digital tools at www.rtamichigan.org where public input can be submitted. Community input will have a key role in shaping the study's recommendations.

Who is leading the BEST: Michigan Avenue study?

The Regional Transit Authority of Southeast Michigan (RTA)

How is the BEST: Michigan Avenue study being funded?

The study is funded through a grant from the Federal Transit Administration.

When will the BEST: Michigan Avenue study be completed?

In spring of 2016 the study will result in an RTA recommendation for a transit alternative that meets the needs of corridor communities.

Who will pay for any future public transit systems in the Corridor?

A key component of the BEST: Michigan Avenue planning initiative is to thoroughly review and evaluate all possible funding sources for funding future public transit service in the Corridor.

How will the community benefit from improved transit along the Corridor?

Improved transit will:

- Connect 300,000 Study Area residents to the region.
- Connect the region to 300,000 jobs along the Corridor.
- Link residents and visitors to employment and transportation centers, education, services, neighborhoods and businesses.
- Create new housing, businesses and mixed-use development projects.
- Reduce congestion and improves quality-of-life.
- Provide alternatives for airport access.
- Encourage a more sustainable environment.

CONTACT US

REGIONAL TRANSIT AUTHORITY OF SOUTHEAST MICHIGAN
1001 Woodward Avenue, Suite 1400, Detroit, MI 48226
313-402-1020
info@rtasoutheastmichigan.org

www.rtamichigan.org
[facebook.com/rtamichigan](https://www.facebook.com/rtamichigan)
[@rtamichigan](https://twitter.com/rtamichigan)
[mysidewalk.com/organizations/289474](https://www.mysidewalk.com/organizations/289474)

BUILDING EQUITABLE SUSTAINABLE TRANSIT (BEST): MICHIGAN AVENUE

A PLANNING STUDY TO EVALUATE AND DETERMINE THE BEST TRANSIT ALTERNATIVES TO CONNECT WAYNE AND WASHTENAW COUNTIES



MAY 2015



BUILDING EQUITABLE SUSTAINABLE TRANSIT (BEST): MICHIGAN AVENUE

IS A PLANNING STUDY TO EVALUATE A WIDE RANGE OF TRANSIT OPTIONS TO CONNECT WAYNE AND WASHTENAW COUNTIES WITH SAFE, MODERN AND EFFICIENT PUBLIC TRANSPORTATION SERVICES.

BEST: Michigan Avenue represents a crucial early step by the Regional Transit Authority of Southeast Michigan (RTA) to develop reliable, higher quality transit between Detroit and Ann Arbor, including Detroit Metropolitan Wayne County (Metro) Airport.

The BEST: Michigan Avenue planning initiative will be accomplished using a transparent and inclusive public engagement process. We've also established a Policy and a Technical committee of local experts to advise.

The primary goals of BEST: Michigan Avenue are to:

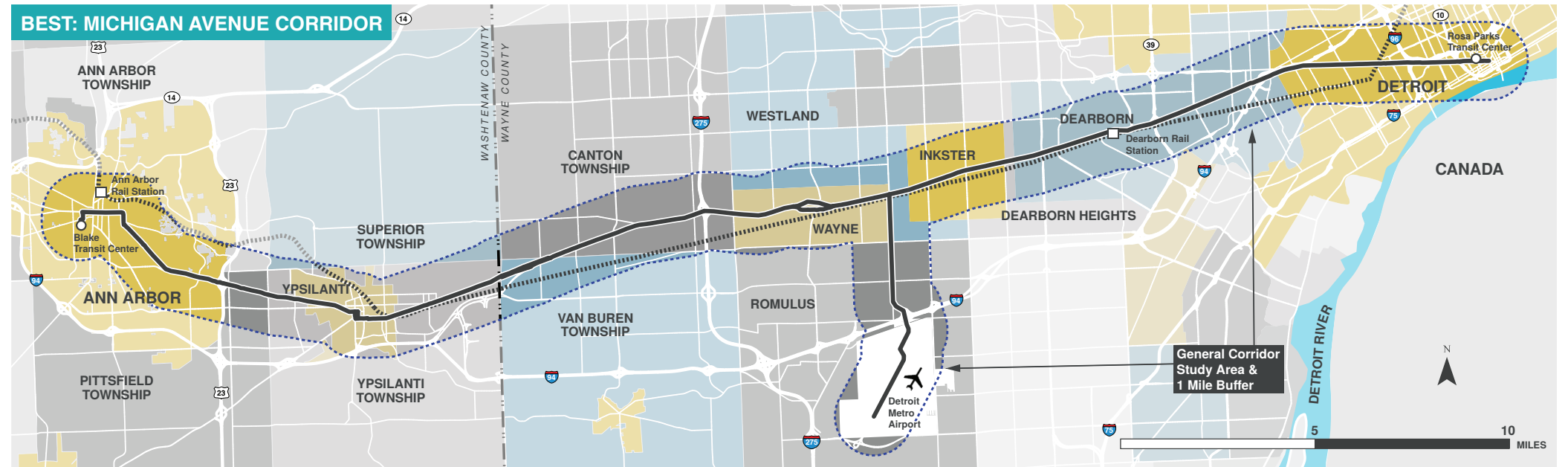
- Determine any necessary transit improvements to better meet the needs of travelers between Detroit, Ann Arbor, intermediate communities, and Metro Airport.
- Support the long-term transportation and land use vision of communities, major institutional stakeholders, employers and transportation providers along Michigan Avenue, Washtenaw Avenue, and connections to Metro Airport.
- Identify the best transit solutions to develop as a Locally Preferred Alternative (LPA) for inclusion in the RTA's Regional Master Transit Plan and in the Southeast Michigan Council of Governments (SEMCOG) long range transportation plan.
- Prepare environmental analysis and request for federal funding with a State of Michigan match.

BEST: MICHIGAN AVENUE IS OCCURRING SIMULTANEOUSLY WITH THREE OTHER RTA BEST INITIATIVES:

BEST: WOODWARD AVENUE
Environmental analysis for Woodward Avenue

BEST: GRATIOT AVENUE
Alternatives & environmental analysis for Gratiot Avenue

BEST: MASTER PLAN
Regional Master Transit Plan



BEST: MICHIGAN AVENUE CORRIDOR

The BEST: Michigan Avenue Corridor extends about 40 miles between downtown Detroit and downtown Ann Arbor. It generally follows Michigan Avenue (US-12) from downtown Detroit to downtown Ypsilanti, but from there the Corridor extends west to downtown Ann Arbor, generally along Washtenaw Avenue (M-17). The Corridor also connects south from Michigan Avenue to Metro Airport, generally along Merriman Road.

13 CITIES & TOWNSHIPS

- | | |
|---------------------|--------------------|
| Ann Arbor | Romulus |
| Canton Township | Van Buren Township |
| Dearborn | Wayne |
| Dearborn Heights | Westland |
| Detroit | Ypsilanti |
| Inkster | Ypsilanti Township |
| Pittsfield Township | |

FACTS & STATISTICS*

- Nearly 300,000 residents (within one mile of the Corridor)
- Nearly 300,000 people work within the Study Area
- Nearly 77% increase in Study Area residents below the poverty line
- 26% increase of transit commuters along the Corridor
- 28% increase of zero car households
- Over 15% of households lack access to an automobile
- 17.4% increase in the senior population

*Increase occurred within one mile of the Corridor between 2010 and 2013

EXISTING TRANSPORTATION PROVIDERS

- Detroit Department of Transportation (DDOT)
- Suburban Mobility Authority for Regional Transportation (SMART)
- Ann Arbor Area Transportation Authority (AAATA), including AirRide express airport service
- The Detroit People Mover
- Amtrak
- Private Intercity Bus Services
- Private Airport Shuttles and Taxi Services

“We need to know what you want. The transit plan for Michigan Avenue won’t work without your suggestions and ideas. This is really going to be the people’s plan.”

MICHAEL FORD, CEO
REGIONAL TRANSIT AUTHORITY OF SOUTHEAST MICHIGAN

BEST: MICHIGAN AVENUE TIMELINE

- Spring 2015 | Start Best: Michigan Avenue
- **ESTABLISH PLANNING GOALS, OBJECTIVES, TRANSIT NEEDS**
- Community Stakeholder Meetings
- Incorporate Community & Technical Input
- **IDENTIFY TRANSIT ALTERNATIVES**
- Community Stakeholder Meetings
- Incorporate Community & Technical Input
- **EVALUATE & SCREEN TRANSIT ALTERNATIVES**
- Community Stakeholder Meetings
- Incorporate Community & Technical Input
- **SELECTION OF LOCALLY PREFERRED TRANSIT ALTERNATIVE**
- Spring 2016 | Complete BEST: Michigan Avenue