



**REGIONAL
TRANSIT AUTHORITY**
OF SOUTHEAST MICHIGAN

FOR IMMEDIATE RELEASE

RTA SHOWCASES PROPOSED REGIONAL TRANSIT ALTERNATIVES INCLUDING BUS RAPID TRANSIT & RAIL FOR OAKLAND, MACOMB, WASHTENAW & WAYNE COUNTIES

Public corridor meetings to begin tomorrow, March 29 at Aloft Detroit in The David Whitney

DETROIT (28 March 2016) – The Regional Transit Authority (RTA) will host four open house public meetings to showcase preferred options for bringing reliable rapid transit to southeast Michigan. The meetings will kick-off tomorrow, Tuesday, March 29th in downtown Detroit at the Aloft Detroit at The David Whitney. All meetings will display information on the various modes of transit and how they intersect, [a video rendering](#), planned station locations throughout the four-county area, commuter benefits and more.

Meeting attendees will learn about proposed transit options including rail and Bus Rapid Transit (BRT) along Michigan Avenue between Detroit and Ann Arbor and BRT along Gratiot Avenue between Detroit and Mt. Clemens. Next steps for the proposed Woodward Avenue BRT project between Detroit and Pontiac will also be displayed. The public can also participate by taking the RTA's rapid transit poll at www.rtamichigan.org/poll/.

An experiential, interactive BRT station will be set up in the Aloft Detroit lobby for guests to explore. Separate public corridor meetings for Michigan Avenue, Gratiot Avenue and Woodward Avenue will take place in their respective corridors throughout the week.

Highlights of tomorrow's downtown Detroit public meeting include a mock transit station with furniture, a bike rack, planters and other shelter elements donated by Landscape Forms; a digital real-time next bus display loaned by Daktronics; a Vendstar®-e, a ticket vending machine loaned by Genfare and an interactive touch screen transit information kiosk loaned by CHK America.

"Our current transit system does not offer rapid reliable transit that connects our region," said Michael Ford, CEO of the Regional Transit Authority of Southeast Michigan. "These proposed transit alternatives will positively impact everyone from employees in the region, to those traveling to the various education and entertainment centers."

The projected transit options are a result of corridor studies and collected public feedback on the recommended stations locations, positioning of the transit on the road and types of transit to be developed on each route. The public meetings will serve as the final engagement before the RTA Board of Directors officially adopts the preferred options for Michigan and Gratiot. **Public meeting dates include:**

Tuesday, March 29 in Detroit, 4 p.m. to 7 p.m.

Aloft Detroit at The David Whitney

1 Park Avenue, Detroit 48226

(Experiential, interactive BRT Station will be available to explore)

Wednesday, March 30 in Mt. Clemens, 4 p.m. to 7 p.m.

The Collaborative

21 N. Main Street, Mt. Clemens 48043

Thursday, March 31 in Ann Arbor, 4 p.m. to 7 p.m.

Shinola Ann Arbor
301 S. Main Street, Ann Arbor 48104

Saturday, April 2 in Pontiac, 10 a.m. to 12:30 p.m.

The Crofoot Ballroom
1 S. Saginaw Street, Pontiac 48342

About Bus Rapid Transit (BRT)

The southeast Michigan proposed BRT system, models those found in Pittsburgh, Cleveland, Chicago, Boston, Hartford, San Antonio and other major cities across the U.S. The system will include exclusive transit lanes throughout the corridors, as well as priority at traffic signals. BRT stations will include raised platforms for faster boarding, more frequent service and stations every half-mile to mile for more efficient trips compared to standard bus service. BRT has many of the same characteristics as light rail and includes high-tech vehicles, weather-protected stations and real-time travel information. During peak hours, BRT will run 10-15 minutes between vehicles and 15-20 minutes during non-peak hours. Maps, station locations and travel time comparisons can be found [here](#).

BRT has proven to be a successful economic growth engine in various cities across the United States. Cleveland, Ohio has seen the rent for premium office space increase 18% compared to rental costs outside of the BRT corridor. In Eugene, Oregon, with a population of just 400,000, BRT has leveraged \$100 million in development and in Kansas City, Missouri the rate of return in new development has been \$100 for every \$1 spent on BRT.

Gratiot Avenue: Detroit to Mt. Clemens | BRT

Detroit and Mt. Clemens will be connected by BRT. The Gratiot Avenue BRT line includes 18 stations in Detroit, Eastpointe, Roseville, Macomb and Mt. Clemens. Travel time from downtown Detroit to M-59 using BRT will be 53 minutes, cutting current travel time by 30 minutes for commuters now using I-94 during rush hour.

Michigan Avenue: Detroit to Ann Arbor including Detroit Metropolitan Airport (DTW) | BRT + Commuter Rail

The corridor connecting Detroit to Ann Arbor will be served by a combination of commuter rail and BRT. Michigan Avenue BRT will connect Detroit to DTW, with 20 stops in Detroit, Dearborn, Dearborn Heights, Inkster, Westland and Romulus. The Detroit to Dearborn BRT will take approximately 26 minutes, compared to auto travel times of 24-35 minutes during rush hour traffic. BRT trips from downtown Detroit to DTW will take a little more than an hour.

In addition, RTA will invest in BRT improvements in the Washtenaw Avenue corridor connecting the City of Ypsilanti with Ann Arbor, where local communities, including Pittsfield and Ypsilanti Townships, have engaged in a multi-year process to improve transit facilities and service.

The proposed commuter rail service will typically be used for longer trips with fewer stops along the route, shaving 14 minutes off the average auto commute time from Detroit to Ann Arbor and including intermediate stations in Dearborn, Western Wayne County and Ypsilanti. Trains will make stops in Detroit, Dearborn, Wayne, Ypsilanti and Ann Arbor and will also connect to the proposed Michigan Avenue BRT line traveling from Detroit to DTW and Ann Arbor to Ypsilanti.

Woodward Avenue: Detroit to Pontiac | BRT

Detroit to Pontiac will be connected via BRT with 26 stops in Detroit, Ferndale, Royal Oak, Birmingham, Troy, West Bloomfield and Pontiac. The average travel time from Royal Oak to downtown Detroit using BRT will be 25-29 minutes.

ABOUT RTA

The RTA was created by the Michigan Legislature through Public Act No. 387 of 2012. A 10-member board that is appointed for three-year terms by the county executives of Wayne, Oakland and Macomb counties, the chair of the Washtenaw County Board of Commissioners, the Mayor of Detroit, and the Governor of Michigan governs it. The purpose of the RTA is to plan for and coordinate public transportation in the four-county region, including the City of Detroit, and to deliver rapid transit in a region where none exists. It is the entity through which transit providers must apply for state and federal funds, and through which those funds are allocated to providers. The RTA is also responsible for developing a Regional Master Transit Plan to guide present and future service.

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