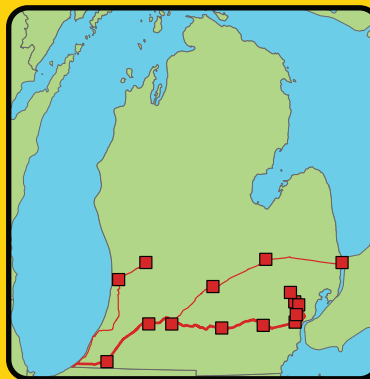


# What Michigan Could Build if our State made Major Investments in Public Transit

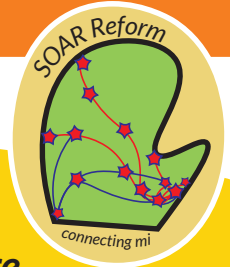
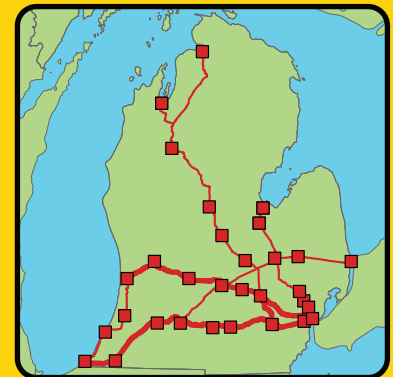
## The Past



## The Present



## The Future



How about **transit connecting Detroit, Lansing, and Grand Rapids together in a single easy ride?** An express bus could be operating within a year, providing a dozen trips a day in comfortable wi-fi-enabled coaches, if we invested in it. And there are rail lines already connecting these communities, along with Brighton and Holland, which could run passenger trains if we invest in it. It would benefit not only the students, workers, and shoppers who rode it, imagine the decreased traffic on our current highways!



How about **Woodward rapid transit**, quickly and conveniently connecting downtown and midtown Detroit with Ferndale, Royal Oak, Birmingham, and Pontiac? Or similar **rapid transit along Gratiot and Michigan Ave?** Strategic investments in dedicated transit lanes and transit priority at traffic signals could make the transit ride competitively fast as driving, without the cost or stress.



Did you know Detroit and Ann Arbor have express transit to Metro Airport? Imagine **more express transit options to the airport?** Imagine dropping your car off in Sterling Heights, Troy, or Novi and getting dropped off at the airport for less than \$10. With the right investments, the same could happen in **cities across Michigan**, providing convenient connections to their airports.

And imagine if current **bus services could reliably run every ten minutes** in cities across the state, eliminating long waits at inhospitable bus stops for seniors, students, and other riders. Imagine if a missed bus was only a small hiccup in a worker's schedule, instead of a job-threatening delay.

There's also an Amtrak **train that links Chicago with Kalamazoo, Jackson, Ann Arbor, Dearborn, Detroit, Royal Oak, and Pontiac?** Imagine **if it ran 6-8 times every day**, smoothly connecting among all those cities at convenient times, instead of running just 2-3 times a day focused at times most convenient to Chicago.



How about connecting **northern and southern Michigan with an easy, attractive train?** Great for tourists, students, and anyone who can't drive or hates long drives. Rail lines already connect Toledo, Ann Arbor, Howell, Owosso, Mt. Pleasant, Cadillac, Traverse City, and Petoskey and the federal government is investing billions in rail improvements, IF states invest too.

And imagine if the **train that links Kalamazoo, Ann Arbor, Detroit, and Pontiac also continued up to Flint, Saginaw, and Bay City?** Why shouldn't the tri-cities area be conveniently connected to southeast and southwest Michigan for people who can't or don't want to drive? That service used to exist and could once again.



## To make these into reality, Michigan leaders must make transformational transit investments!