

● Type 1 - Yes
● Type 2 - Maybe
● Type 3 - Park & Ride
● Type 4 - No

	GROUP A		GROUP B		CONSENSUS
POTENTIAL STATION	RATING	COMMENTS	RATING	COMMENTS	
Rosa Parks Transit Center	● 2	Needs development, at capacity	-	Needs development, at capacity	● 2
Campus Martius	● 4	Congestion issues, safety issues	● 4	Congestion issues, issues for 60’ buses, vision for area is more ped/bike focused	● 4
Brush Street / Bricktown	● 1	Bricktown preferred	● 1	Bricktown preferred	● 1
Eastern Market	● 1	Walkability challenges, scheduling around market peak, part of TIF district	● 2	Dequindre Cut Greenway access, development potential, I-375 removed?	● 2
Mack Avenue	● 1	Locate south of Mack for better access to Dequindre Cut Greenway	● 1	Locate south of Mack	● 1
Warren Avenue	● 1 ● 3	Locate south of Warren for park-and-ride, ADA/ped access issues	● 1		● 1
Harper Avenue	● 2	Access to Better Made factory, potential for reverse commute park-and-ride	● 1 ● 3		● 2
Outer Drive	● 1		● 1		● 1
McNichols Road	● 2	Access to Better Made factory, potential for reverse commute park-and-ride	-		● 2
7 Mile Road	● 1	Park-and-ride potential	● 1 ● 3		● 1
8 Mile Road	● 1	Major transfer location, G8 Transit Center potential	● 1 ● 3		● 1
9 Mile Road	● 1	Most used crosstown SMART route, should be close to intersection	● 1		● 1
10 Mile Road	● 1	Should be close to intersection	● 1		● 1
Frazho Road	-	Should be close to intersection	● 2	Shopping center	● 2
11 Mile Road /	● 2 ● 3	Freeway access, adjacent to Costco, not ped friendly, could be served by Utica	● 4		● 2
Downtown Roseville	● 1	Adjacent to downtown retail	● 2		● 2
12 Mile Road	-		● 1	Major crosstown SMART route, shopping center, excess parking	● 2
Common Road	● 2	15 Mile is better choice	● 3	Potential for “secure” park-and-ride at police station	● 2
13 Mile Road	-		● 2	Major crosstown SMART route, traffic issues with I-94	● 2
Macomb Mall	● 1 ● 3	Excess parking, mall agreement needed	● 1		● 1
15 Mile Road	● 1 ● 3	Excess parking, major crosstown route	● 1		● 1
Metro Parkway	● 1	Adjacent to retail, connection to Freedom Trail, potential to attract “choice” riders	● 3		● 1
South River	● 2	No room for development	● 2	Hospital access, questionable development potential	● 2
Downtown Mt. Clemens	● 1		● 1	Potential for two (2) stations in future	● 1
Sandpiper / Lakepoint	● 2	Not a “no brainer”, but need station between Downtown Mt. Clemens and M-59	● 2	Within walkshed of modular home development and probable transit users	● 2
Hall Road /	● 3	Major park-and-ride potential	● 2 ● 3	Parking needed	● 2