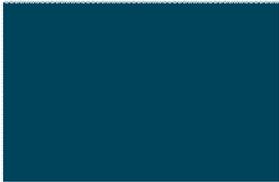


Gratiot Technical & Policy Committee Meeting

September 2, 2015



RTA

**REGIONAL
TRANSIT AUTHORITY**
OF SOUTHEAST MICHIGAN

Agenda

- Introductions
- Update on Purpose and Need
- Summary of Tour
- Tier 1 Evaluation Summary
- Upcoming Public Meetings
- TOD Workshops

Summary of Tour

Overview

20 participants, all communities represented

Comments:

- Prior and current non-motorized planning should be considered
- Need a video that shows how BRT works
- A cross section that uses part of the median edges should be considered to preserve landscaping
- Mt Clemens. Routing to Main Street travel time concerns. Routing along west side would better serve adjacent neighborhoods



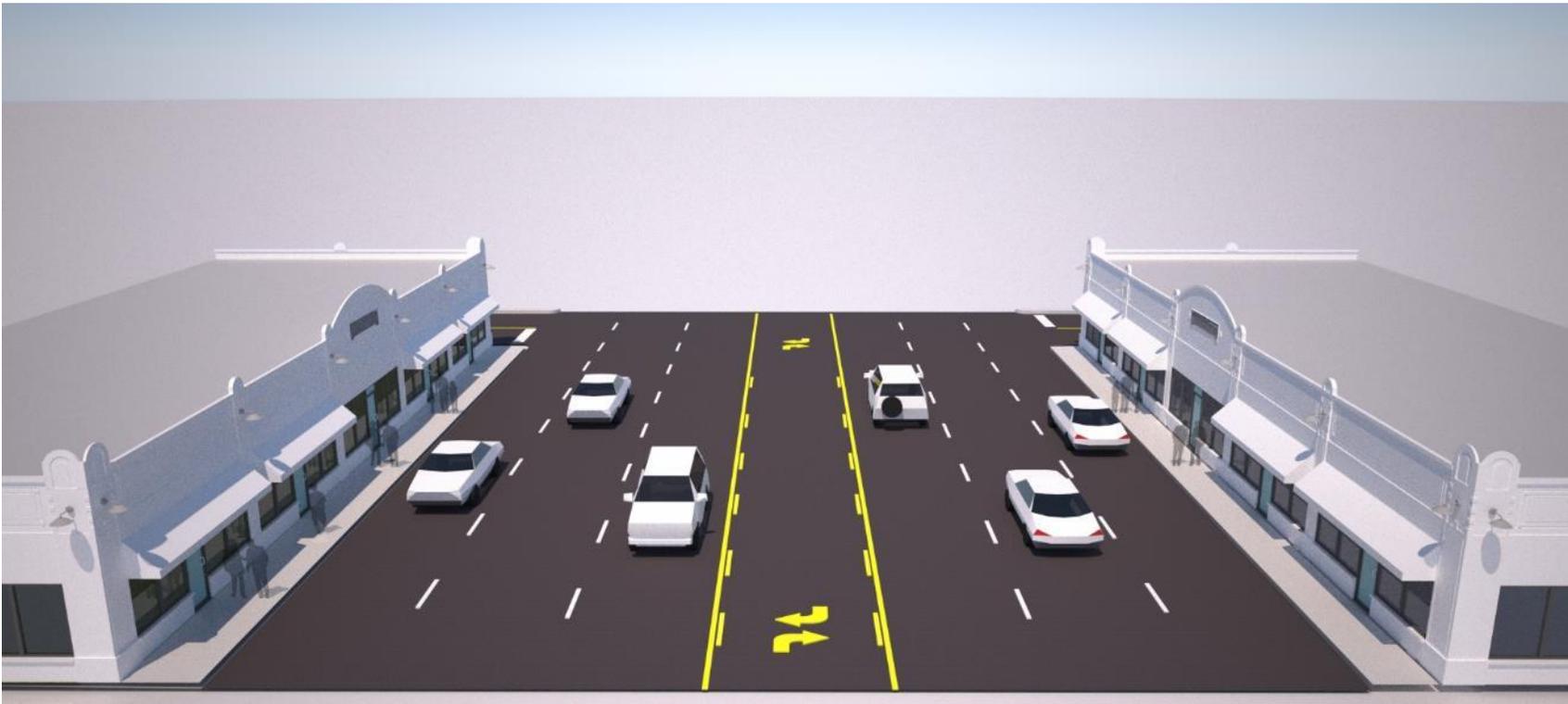
Comments Continued

- M-59 Park-n-ride options to replace the current at 23 Mile
- Map locations of existing on-street parking along Gratiot, preserve where it is important to adjacent businesses
- Map current and projected traffic counts
- Explain how BRT can stimulate economic development



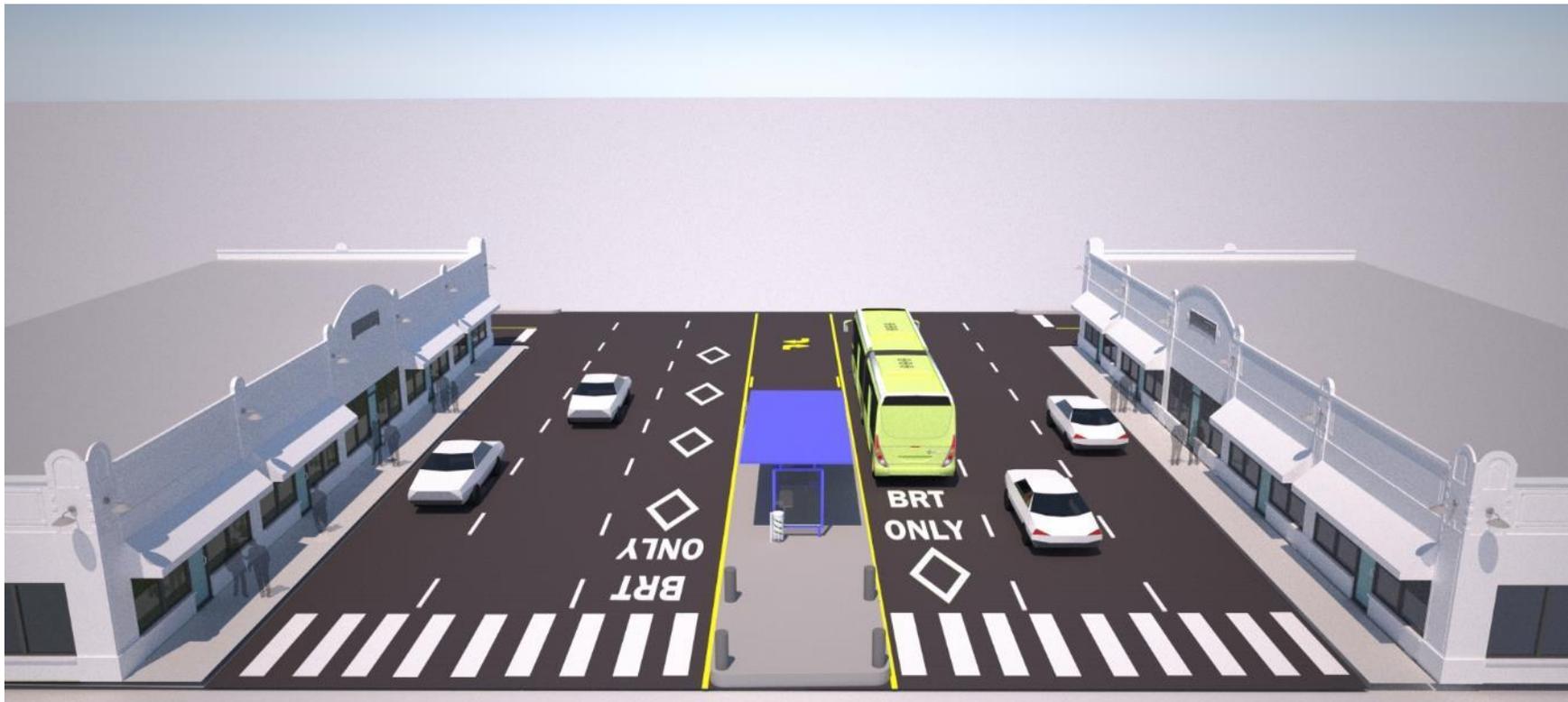
Updated Cross-sections

Detroit Existing (Vernor Hwy to Eight Mile)



Updated Cross-sections

Detroit Center Edge (Vernor Hwy to Eight Mile)



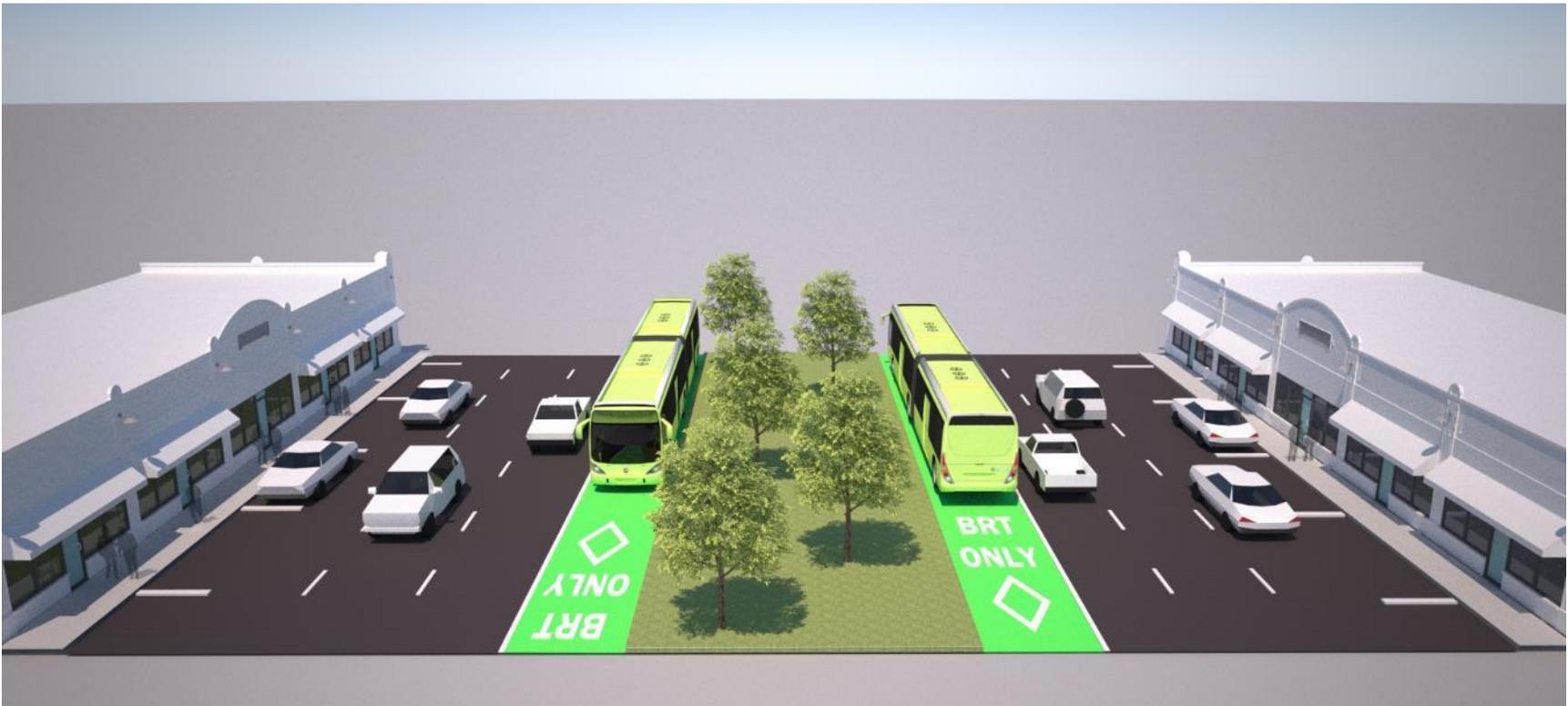
Updated Cross-sections

Macomb County Existing (Eight Mile to Stair St)



Updated Cross-sections

Macomb County Center Edge (using a portion of the median from Eight Mile to Stair St)



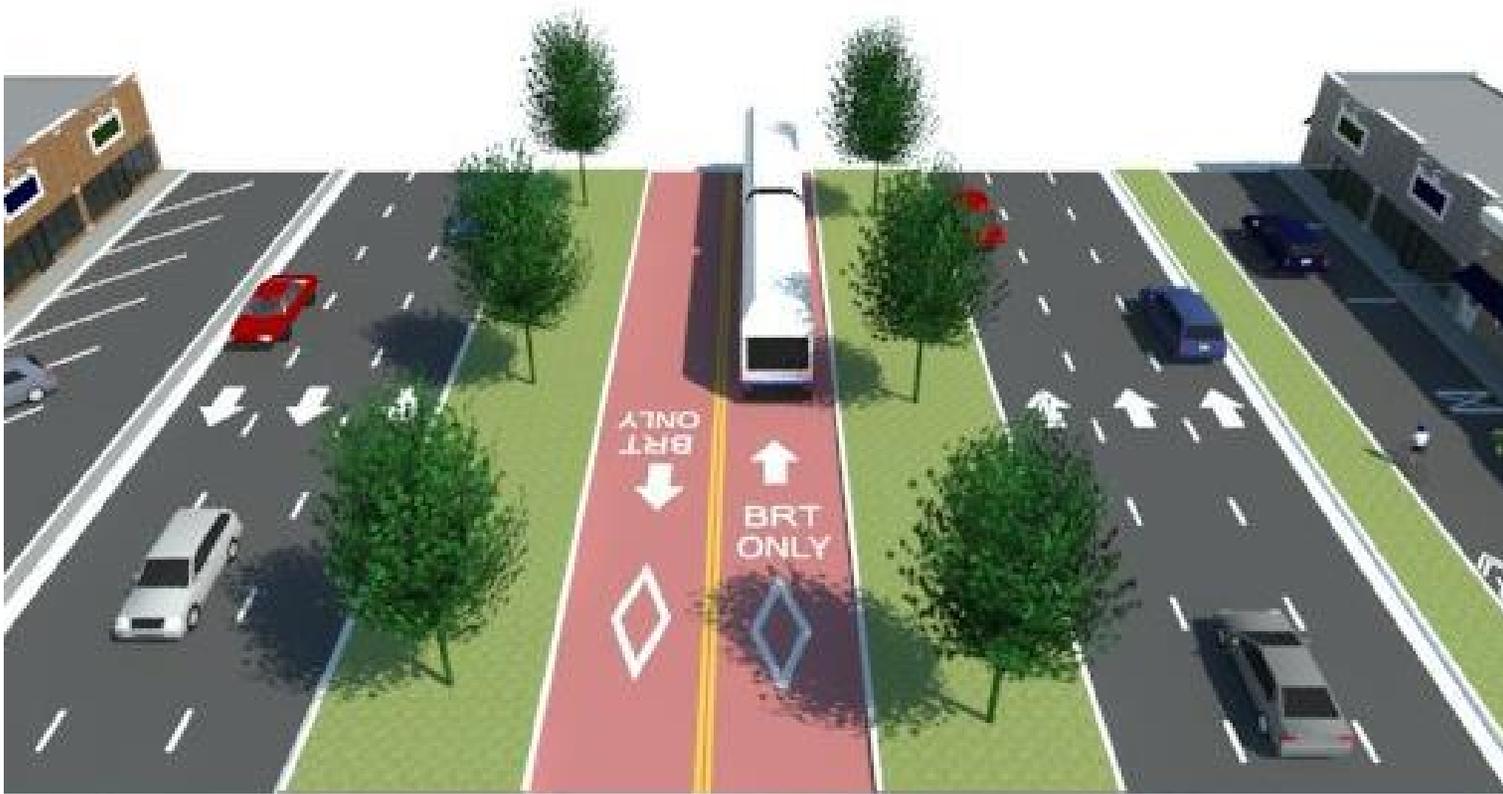
Updated Cross-sections

Macomb County Center Edge (Eight Mile to Stair St)



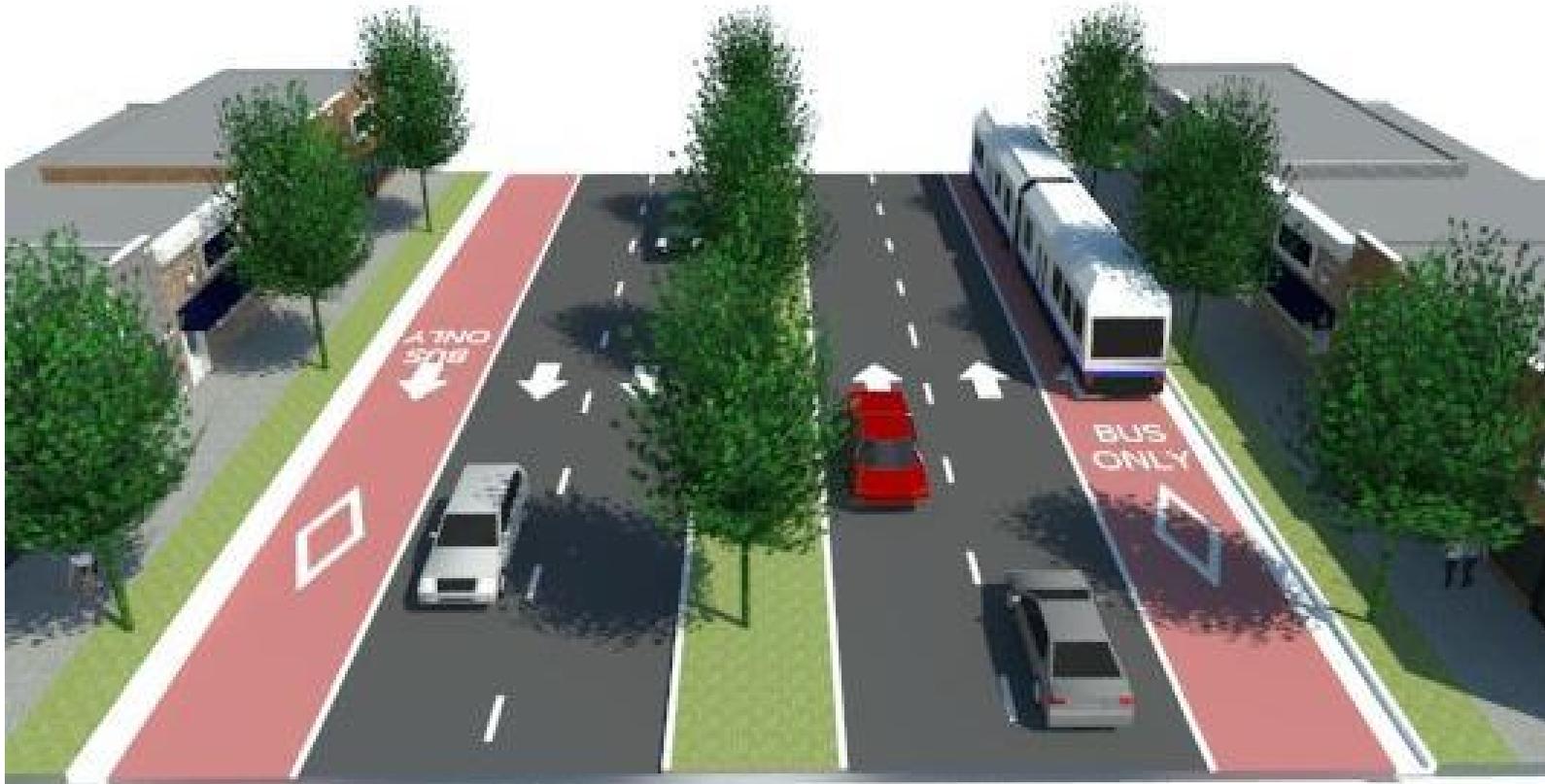
Updated Cross-sections

Macomb County Center (Eight Mile to Stair St)



Updated Cross-sections

Macomb County Edge (Eight Mile to Stair St)



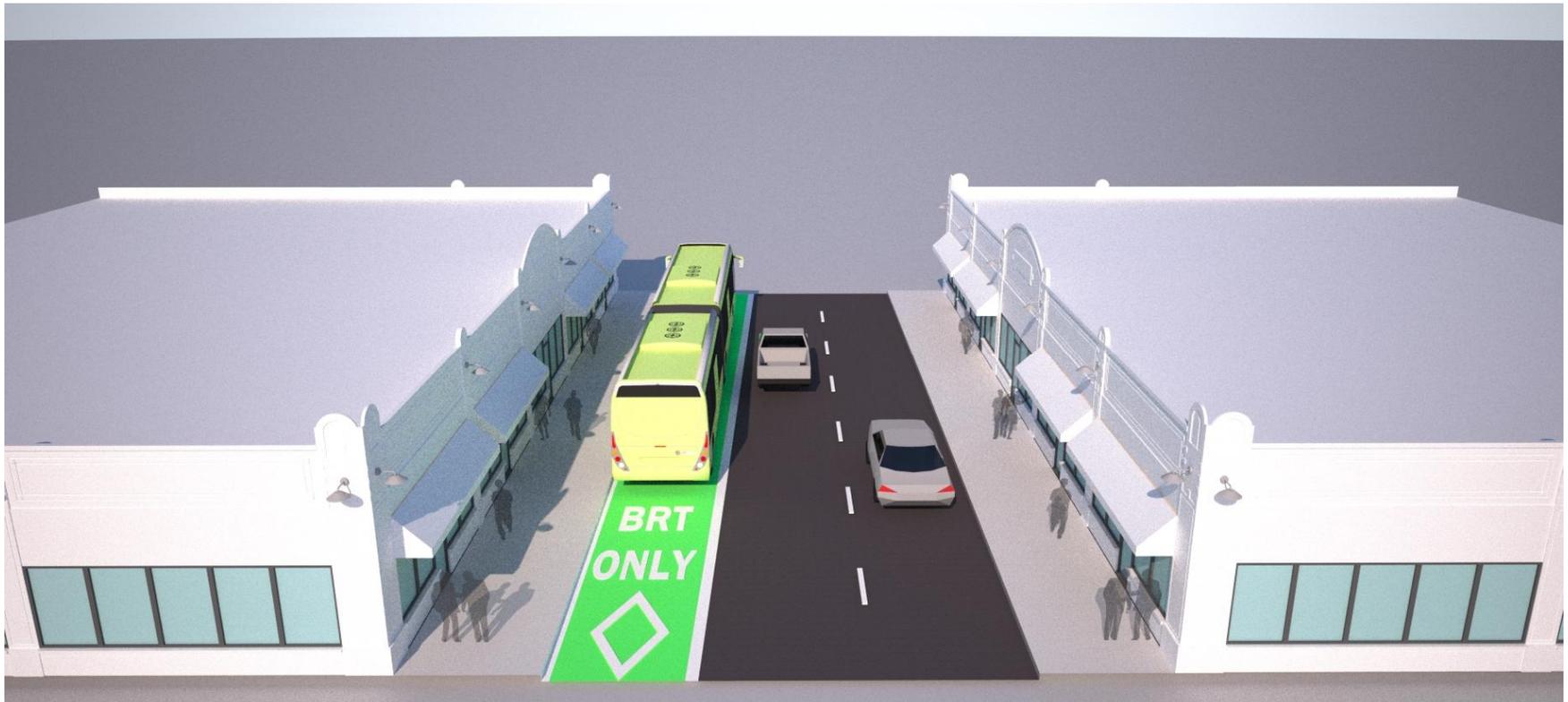
Updated Cross-sections

Mount Clemens Existing



Updated Cross-sections

Mount Clemens



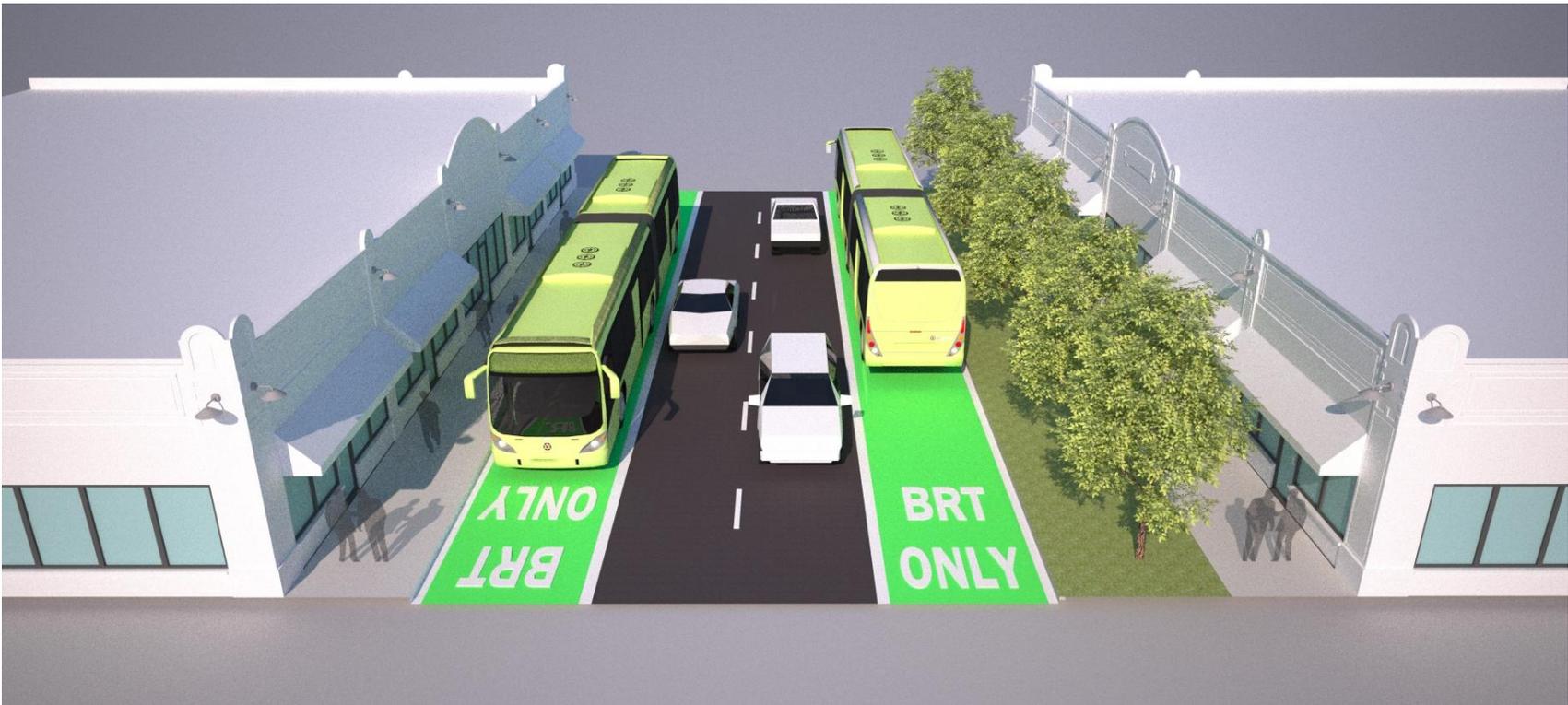
Updated Cross-sections

Mount Clemens Existing



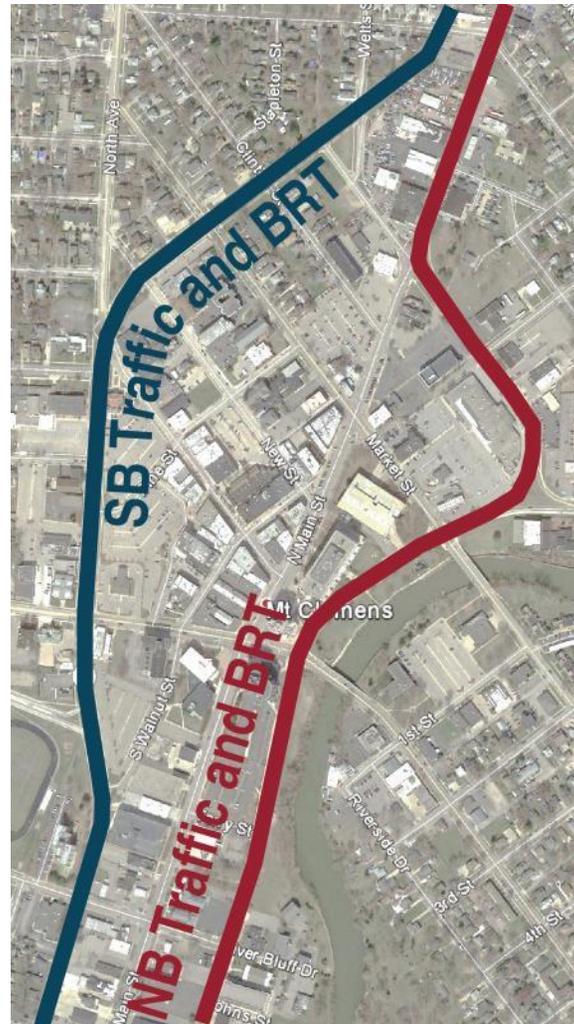
Updated Cross-sections

Mount Clemens



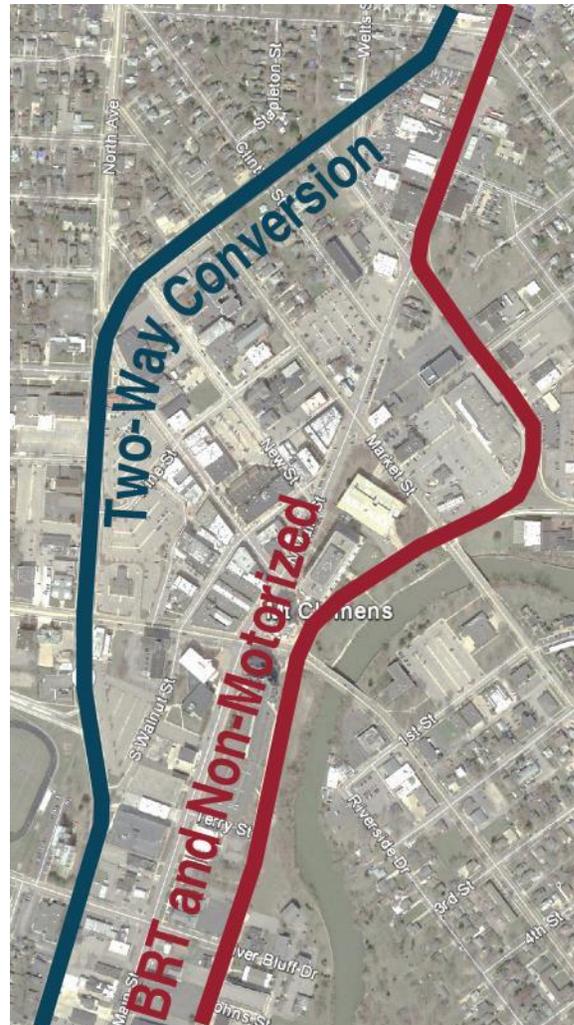
Updated Alignments

Option #1



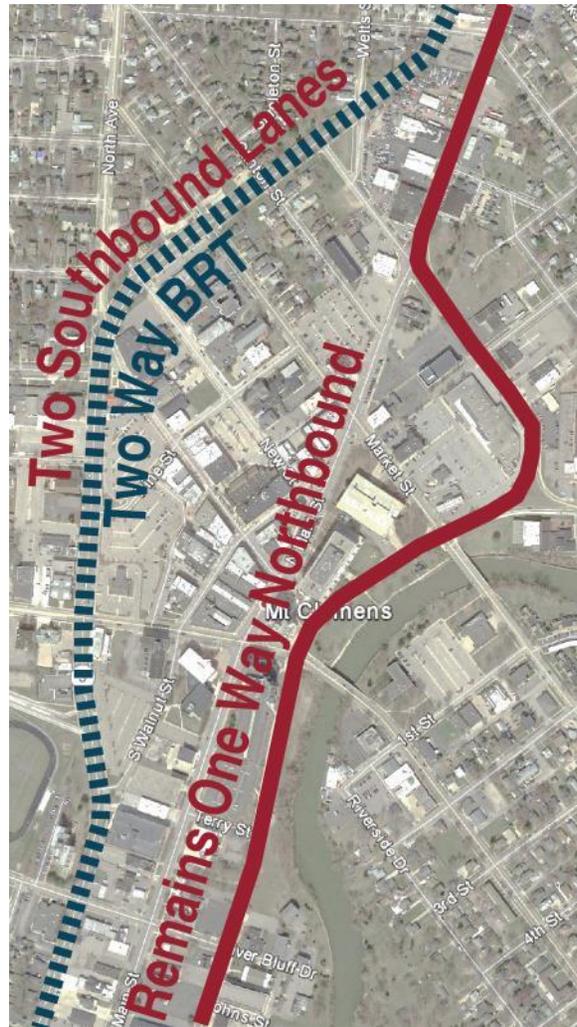
Updated Alignments- Mount Clemens

Option #2



Updated Alignments

Option #3



Tier 1 Evaluation Summary

Goals and Objectives

Goal	Objective
Provide a reliable alternative to driving	Improve on-time performance and frequency of service
Provide transportation options for people that cannot drive or do not have access to a car	Increase transit accessibility
Stimulate economic development along the corridor	Provide transit service that can influence more mixed-use development along the corridor.
Retain and attract people of all ages to the area	Provide flexible, reliable transportation options
Provide a service that is competitive with vehicular travel times	Improve transit travel times and speeds within the study area
Provide one-seat transit service between Macomb County and Detroit during the mid-day	Reduce the number of transit trips that require a transfer
Develop a transit system that improves connectivity between origins and key destinations, including major regional employers	Provide convenient and accessible transit service to activity centers
Improve safety for all users along the corridor including those using transit, non-motorized, and vehicular.	Identify improvements at high crash locations and separate modes where feasible, provide a system with security features at stations
Reduce traffic congestion within the region	Provide additional transit options that are competitive with the automobile to promote a mode-shift
Develop a rapid transit system that is economically viable for the region	Provide transit service that can be constructed, operated and maintained at low costs
Provide a transit service that is integrated with a multi-modal transportation network	Provide connections to non-motorized facilities that are along or cross the corridor and design a system that can enhance the non-motorized experience along Gratiot Avenue.

Tier 1 Evaluation

Goal	Tier 1: Fatal Flaw Analysis (Qualitative)
Provide a reliable alternative to driving	Reliability / Improve on-time performance
Provide transportation options for people that cannot drive or do not have access to a car	Accessibility
Stimulate economic development along the corridor	Economic development potential
Retain and attract people of all ages to the area	Flexibility / Reliability
Provide a service that is competitive with vehicular travel times	Potential for Mode Shift
Provide one-seat transit service between Macomb County and Detroit during the mid-day	Frequency
Develop a transit system that improves connectivity between origins and key destinations, including major regional employers	Local and Regional Connectivity
Improve safety for all users along the corridor including those using transit, non-motorized, and vehicular.	Safety / Security
Reduce traffic congestion within the region	Potential for Mode Shift
Develop a rapid transit system that is economically viable for the region	Cost to Build, Operate and Maintain
Provide a transit service that is integrated with a multi-modal transportation network	Multi-modal connectivity

Modes being evaluated

<p>Commuter Rail</p>	<p>Route Length: 20 – 80 miles Stations: 2 miles to 5 miles Dedicated Right of Way</p>	
<p>Express Bus</p>	<p>Route Length: 10 – 30 miles Stations: 2 miles to 5 miles Mixed in traffic or dedicated on shoulder</p>	
<p>BRT Low</p>	<p>Route Length: 5 – 30 miles Stations: 1/4 mile to 1 mile Typically mixed in traffic</p>	
<p>BRT High</p>	<p>Route Length: 5 – 30 miles Stations: 1/4 mile to 1 mile Typically exclusive lanes</p>	
<p>Streetcar</p>	<p>Route Length: 1 – 5 miles Stations: 1/4 mile to 1/2 mile Typically mixed in traffic</p>	
<p>Light Rail</p>	<p>Route Length: 10 – 20 miles Stations: 1 mile Typically exclusive lanes</p>	

Reliability / On-time performance

Goal	Provide a service that is competitive with vehicular travel times
Objective	Improve transit travel times and speeds within the study area
What to consider	How can a mode improve on-time performance?
Evaluation	Which modes can have dedicated guideways?

Social Equity

Goal	Provide transportation options for people that cannot drive or do not have access to a car
Objective	Increase transit accessibility
What to consider	How can people access each mode?
Evaluation	Location of the mode within the corridor in relation to residential density and how many stations per mile

Frequency / One-seat Service

Goal	Provide one-seat transit service between Macomb County and Detroit during the mid-day
Objective	Reduce the number of transit trips that require a transfer
What to consider	Will the mode run all day? How often will the mode run?
Evaluation	Typical frequency of service for each mode Will the mode require a transfer during the mid-day

Economic Development

Goal	Stimulate economic development along the corridor
Objective	Provide transit service that can influence more mixed-use development
What to consider	How have modes in other cities impacted economic development or property values, what modes can improve jobs access?
Evaluation	Economic development returns Improvements in property values Amount of employment by stations

Safety / Security

Goal	Improve safety for all users along the corridor
Objective	Identify improvements at high crash locations and separate modes where feasible, provide additional security measures
What to consider	How can a mode impact safety for the transit user, vehicular user, pedestrian or bicyclist
Evaluation	Is the mode in a dedicated guideway Where would stations be located Can there be improved security at stations? Where would bicycles ride?

Capital Cost, O&M Cost

Goal	Develop a rapid transit system that is economically viable for the region
Objective	Provide transit service that can be constructed, operated and maintained at low costs
What to consider	Cost to build each mode Cost to operate and maintain each mode
Evaluation	Capital costs that are less than \$500M

Potential for Mode Shift / Provide additional transit options

Goal	Reduce traffic congestion within the region
Objective	Provide additional transit options that are competitive with automobile to promote a mode-shift
What to consider	How can mode impact on-time performance, what is the potential travel time for each mode compared to an automobile, what kind of amenities does a mode provide
Evaluation	Exclusive guideway or mixed in traffic Number of station locations Station amenities

Flexibility

Goal	Retain and attract people of all ages to the area
Objective	Provide flexible, reliable transportation options
What to consider	How flexible can a mode be? Can it be diverted in case of construction, incident or special event? How easily can stations be added, can other systems access or utilize the mode or station locations?
Evaluation	Location of mode within corridor Station locations in proximity to trails Does a mode have a fixed guideway?

Evaluation

- 1. For each criteria, a mode will be given a pass or fail based on screening thresholds**
- 2. Those modes that receive two or more “fails” will be deferred**
- 3. An overall assessment of “defer” means that the overall mode does not meet the stated purpose and need of this study and will not be carried further as an option. However, any mode that is deferred at this time may meet the needs of future studies.**

Upcoming Public Meetings

Hey RTA

RTA

DO YOU WANT BETTER TRANSIT?

Text **YES** or **NO** to:
313-228-3652

The RTA (Regional Transit Authority of Southeast Michigan) is working to improve transit along Gratiot Avenue and make better connections around and between Wayne, Oakland, Macomb and Washtenaw counties and the city of Detroit.

Attend an **RTA open house**. See new ideas for rapid transit on Gratiot Avenue. Tell us what you think.

September 29 - October 1, 2015

Flip over for dates and locations.

RTA

REGIONAL
TRANSIT AUTHORITY
OF SOUTHEAST MICHIGAN

RTA

Gratiot Avenue Open House Schedule

Tuesday, September 29, 11:00am - 3:00pm

Detroit

Eastern Market - Shed #5
2934 Russell St, Detroit, MI 48207

Tuesday, September 29, 4:00pm - 7:00pm

Macomb County

Roseville City Hall
29777 Gratiot Ave, Roseville, MI 48066

Thursday, October 1, 4:00pm - 8:00pm

Detroit

Matrix Human Services Center
13560 McNichols E, Detroit, MI 48205

For more information, special needs, or an accessible format version of this invitation, call **313-402-1020**.

Give us your input and ideas at:
www.RTAmichigan.org/input

Connect with the RTA at:

 [facebook.com/rtamichigan](https://www.facebook.com/rtamichigan)

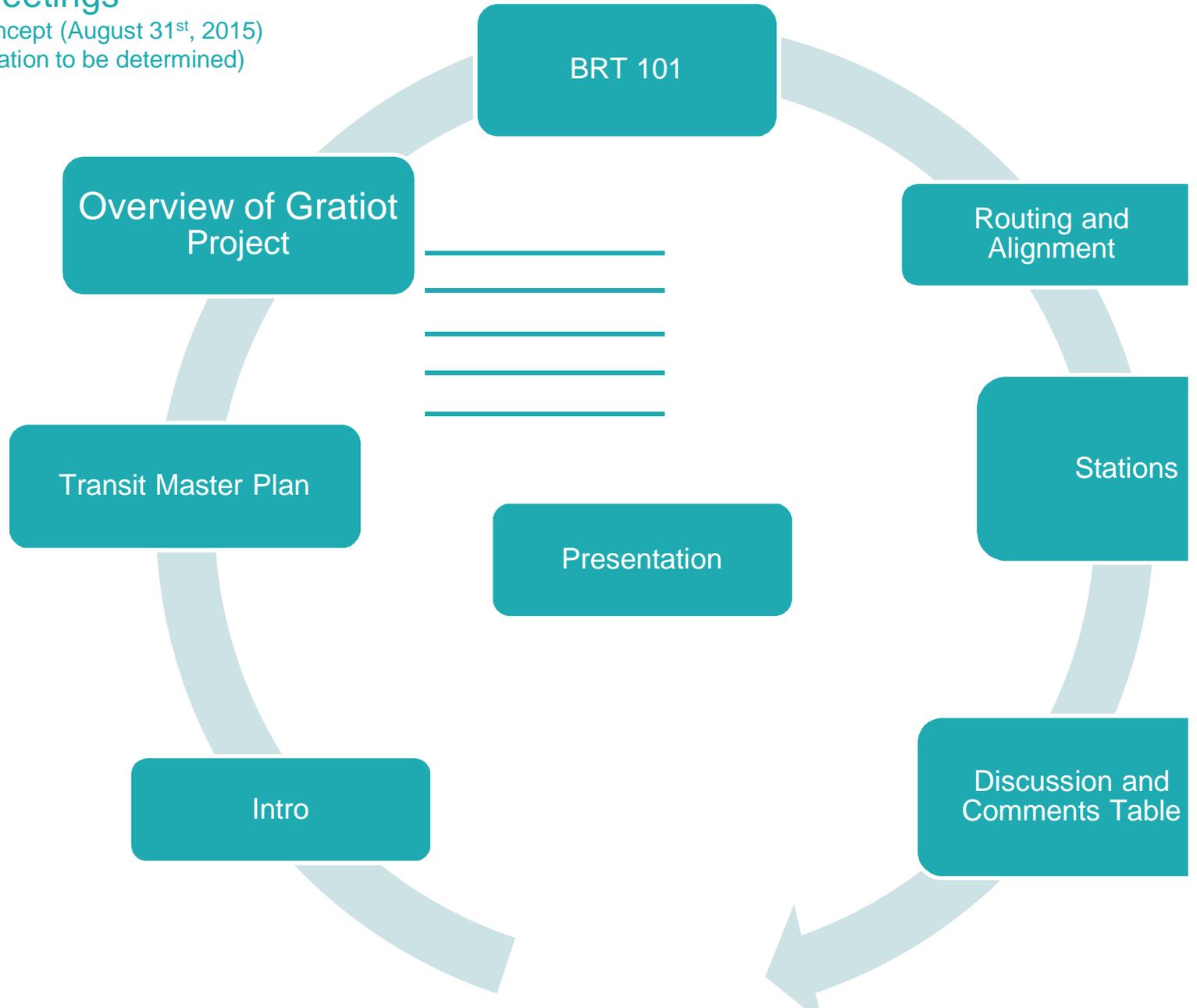
 [@RTAmichigan](https://twitter.com/RTAmichigan)

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BEST: Gratiot Avenue Engagement Meetings

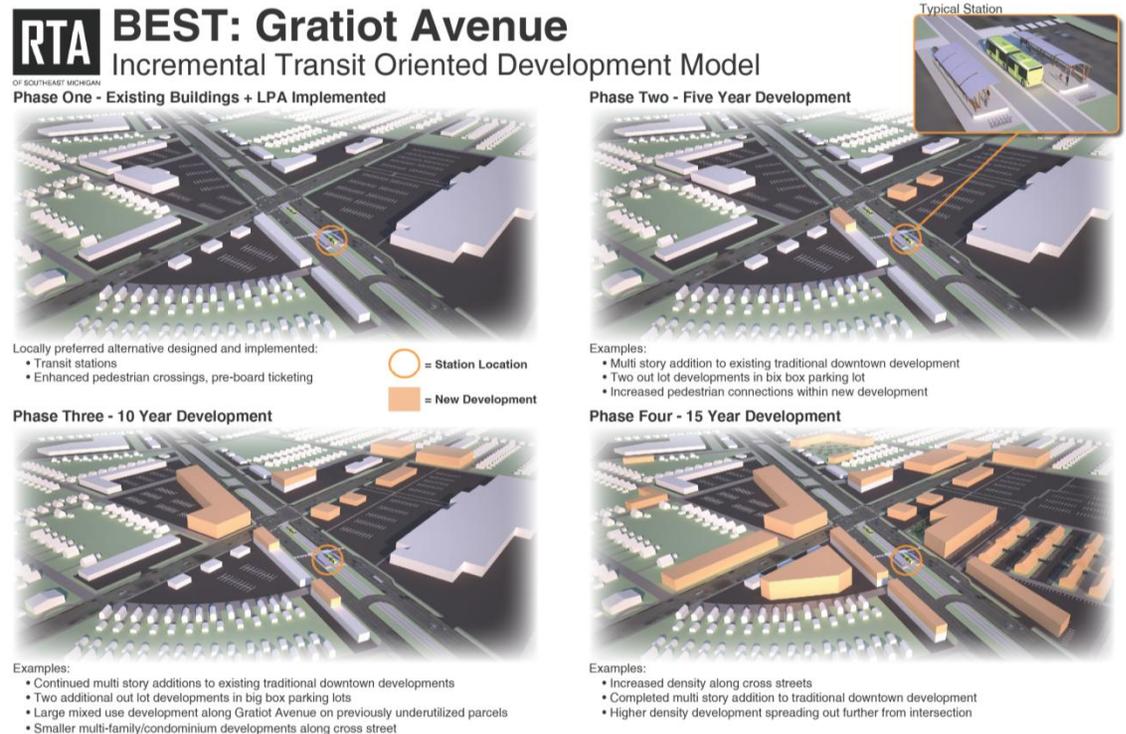
Preliminary Layout Concept (August 31st, 2015)
(# of boards at each station to be determined)



TOD Workshops

TOD Workshops

- Dates to be scheduled after Fall open houses
- Hosted at Community City hall, DDA offices etc...
- Invites to community stakeholders (officials, staff, business/ property owners)
- TOD
 - What is it?
 - What are the benefits?
 - How do we do it?





Next Meeting
October 7, 2015