

BEST: GRATIOT

TECHNICAL/POLICY ADVISORY COMMITTEE
WEDNESDAY | JANUARY 20, 2016 | 1:30PM

IN ATTENDANCE

See attached sign-in sheet.

MEETING MINUTES

RTA + Regional Master Transit Plan Update

- RMTP ongoing, draft scheduled for release in Spring 2016

BEST: Gratiot Avenue Project Update

- Tier II evaluation ongoing, scheduled for completion in February/March
- Public involvement efforts continue with local community meetings, next major public involvement events to be held in March 2016

BEST: Gratiot Avenue Tier II Evaluation

- Tier II evaluation includes the following elements:
 - Two (2) route alternatives in downtown Detroit (part of coordinated RTA effort)
 - Two (2) route alternatives in downtown Mt. Clemens
 - Four (4) runningway alternatives
 - Side-running (mixed-traffic)
 - Side-running (dedicated lane)
 - Center-running (dedicated lane)
 - Median-running (dedicated lane)
 - Twenty-six (26) station locations
- Capital cost
 - Tier II evaluation considers the following elements:
 - Guideway
 - Stations
 - Support facilities
 - Sitework/special conditions
 - Systems
 - ROW
 - Vehicles (mixed traffic alternative requires 21, dedicated lane alternatives require 16)
 - Professional services
 - Contingency
 - Finance charges
 - Side-running (mixed-traffic)
 - \$100M (approximate)
 - Side-running (dedicated lane)
 - \$160M (approximate)
 - Center-running (dedicated lane)
 - \$215M - \$240M (approximate)
 - Median-running (dedicated lane)
 - \$207M (approximate)
 - **Comment: use rounded numbers for public consumption (J. Schultz)**
- Operations and maintenance (O&M) cost
 - Tier II evaluation considers the following elements:
 - Annual revenue bus miles
 - Annual revenue bus hours
 - Peak buses
 - Standard bus operations
 - BRT-specific operations
 - Roadway/pavement maintenance

- Side-running (mixed-traffic)
 - \$16.2M annually (approximate)
- Side-running (dedicated lane)
 - \$16.2M annually (approximate)
- Center-running (dedicated lane)
 - \$16.2M annually (approximate)
- Median-running (dedicated lane)
 - \$15.7M annually (approximate)
- Station area
 - Tier II evaluation considers the following elements:
 - Population density
 - Employment density
 - Connectivity to the transit network
 - Connectivity to the regional transportation network
 - Development potential
 - **Comment: is the Mt. Clemens station at Main Street or on Gratiot? (B. Tingley)**
 - Analysis would not be significantly different for either, entire downtown analyzed to cover both
 - **Comment: population figures in Eastpointe seem low (S. Pixley)**
 - Figures came from SEMCOG/Census
 - **Comment: park-and-ride catchment should be “pear shaped” to account for riders primarily accessing station from near side of station (C. Henry)**
 - **Comment: are walkability/walk-score metrics considered? (J. Schultz)**
 - Walkability is part of multi-modal evaluation in Tier II evaluation
 - **Comment: assigning all stations as park-and-ride in ridership model a good idea (C. Henry)**
- Transit travel time
 - Tier II evaluation considers the following elements:
 - Adherence to speed limit
 - Dwell time of 14 seconds per station
 - Delay time (varies by runningway) at each signal
 - Mixed traffic alternative over 60 minutes for NB and SB operations
 - Dedicated lane alternatives 52-56 minutes for NB and SB operations
 - **Comment: some routes (i.e. Harper) are directional, may need to be modified (R. Cramer)**
 - **Comment: is signal priority assumed? (R. Cramer)**
 - Yes, for all alternatives
 - **Comment: will extension to 23 Mile be shown? (R. Cramer)**
 - Yes, this alternative was added based on stakeholder engagement but will be included in all Tier II evaluation categories
 - **Comment: what is current SMART travel time? (S. Pixley)**
 - Over 60 minutes, but stops less in Detroit
- Vehicular travel time
 - Tier II evaluation considers the following elements:
 - AM/PM rush hour data from Synchro
 - Current travel time from MDOT
 - Additional signal delay based on change to laneage
 - 6% growth assumed to 2040
 - Mode shift not assumed to illustrate “worst case scenario”
 - Mixed traffic alternative 51-55 minutes for NB and SB operations
 - Dedicated lane alternatives 53-86 minutes for NB and SB operations
 - **Comment: transit/vehicular travel time should be compared to travel time on I-94 (J. Loree)**
 - **Comment: mode shift should be shown to compare to this “worst case scenario” (C. Henry)**
 - **Comment: need to determine acceptable give/take for transit and vehicles (J. Loree)**

Next Steps

- January 2016
 - Complete Tier II evaluation

- February/March 2016
 - Complete draft LPA document
 - Public release of RTA plans and supporting public involvement events
- March/April 2016
 - Final LPA document

General Comments

- **Comment: are any ROW takings assumed? (J. Schultz)**
 - No ROW takings are assumed
- **Comment: are you speaking to businesses about parking? (S. Pixley)**
 - Yes, downtown businesses have been consulted and additional meetings will be scheduled as alternatives become more defined
- **Comment: runningway should be consistent to avoid constant “weaving” along corridor (J. Schultz)**
- **Comment: why wait to decide, committee should select median-running option to move forward; it has been the clear favorite of committee and communities throughout process (L. Vogel)**
- **Comment: RTA should move forward with most “premium” option, since it falls within projected costs (S. Brown)**
- **Comment: would SMART/BRT share lanes in side-running alternative? (R. Cramer)**
 - Yes
- **Comment: RPTC is over capacity per recent article; how is that addressed? (S. Pixley)**
 - Ongoing coordination between RTA and downtown stakeholders will address RPTC issues and downtown alignment alternatives