



BEST:

Michigan Avenue

Technical Committee, July 8, 2015

2-3:30 PM, Dearborn Council Chambers

RTA

**REGIONAL
TRANSIT AUTHORITY**
OF SOUTHEAST MICHIGAN

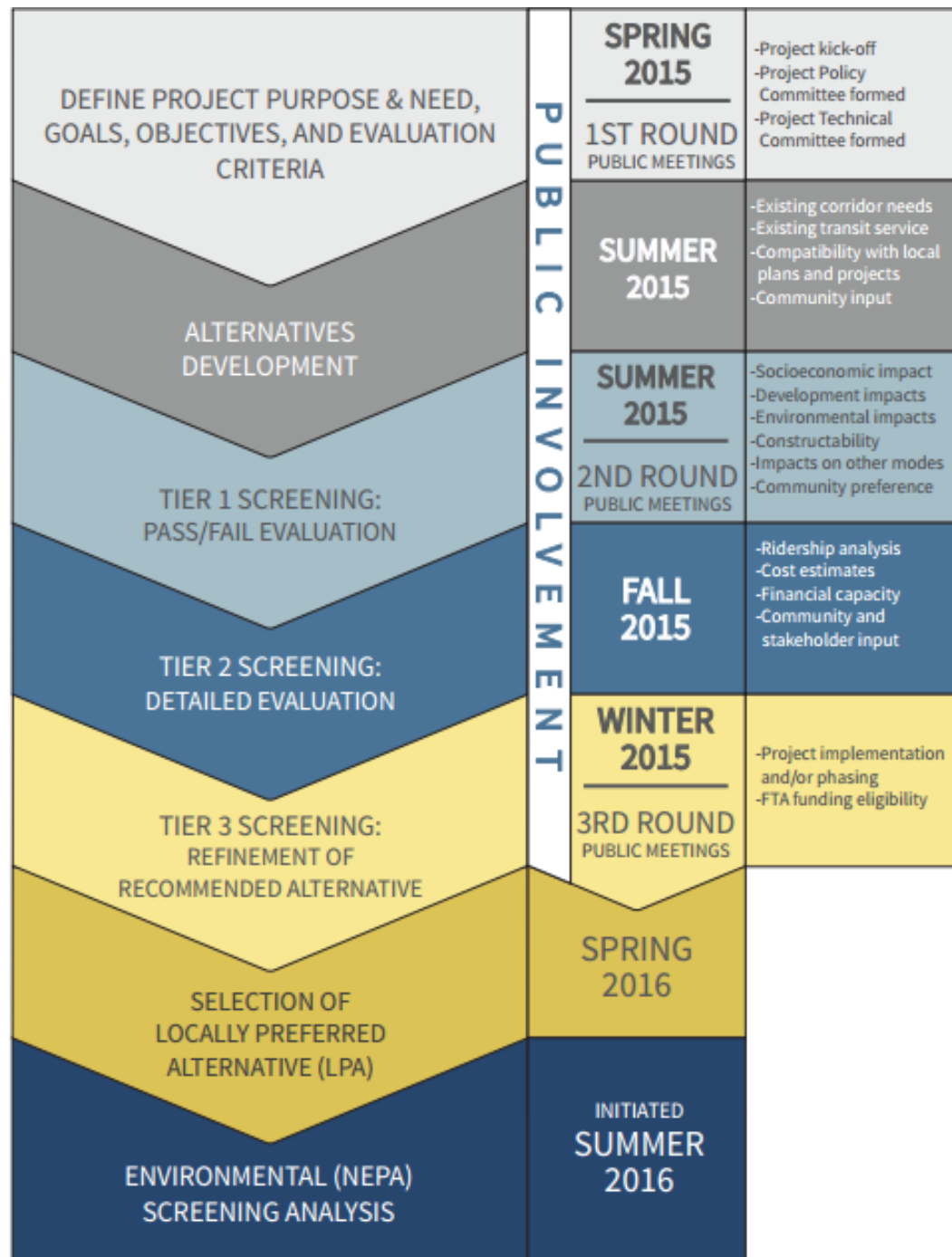


Agenda

1. Study Status / Project Committee Roles
2. Recap from Last Meeting
3. Public / Stakeholder Involvement Activities
4. Revised Draft Purpose & Need
5. Draft Goals & Objectives
6. Draft Evaluation Criteria & Methodology
7. Initial Corridor Alternatives
8. Next Meeting / Next Steps

We are here →

Study Process and Schedule



Project Committee Roles

Technical Committee

- Community and agency staff
- Meets Frequently (Monthly/Semi-Monthly)
- Offer technical guidance and data to support team
- Suggest stakeholders and outreach methods
- Report back to colleagues and community

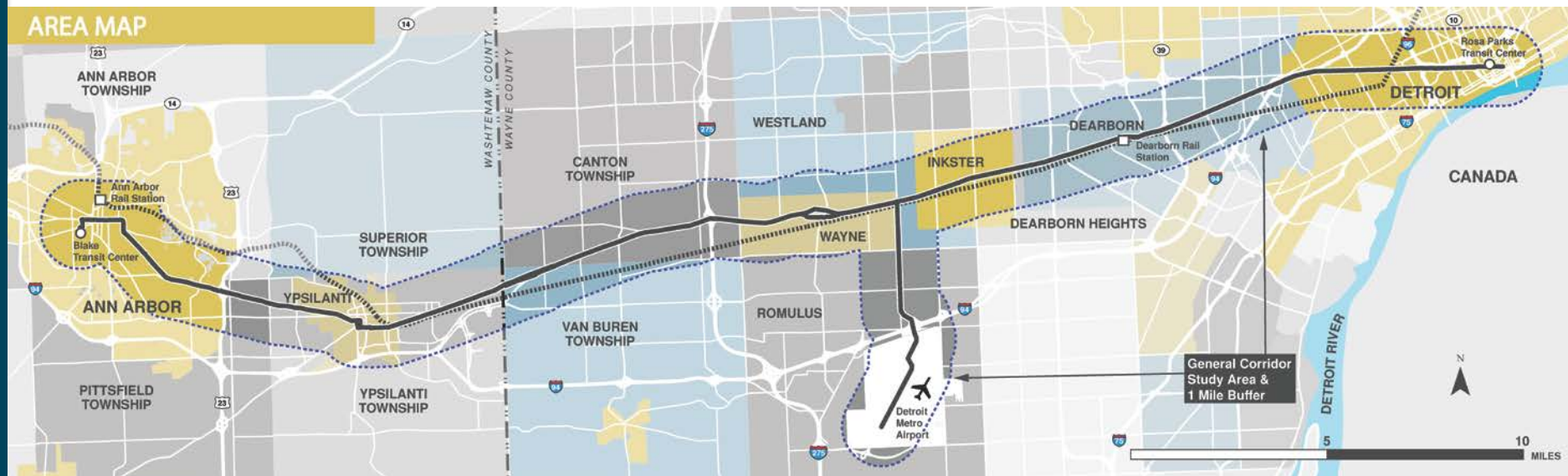
Policy Committee

- Community and agency leadership
- Meets occasionally (e.g., quarterly) to review key decisions:
 - Official project goals
 - Description of detailed alternatives
 - Evaluation and selection of preferred alternative
- Provide support for implementation and funding of preferred alternative

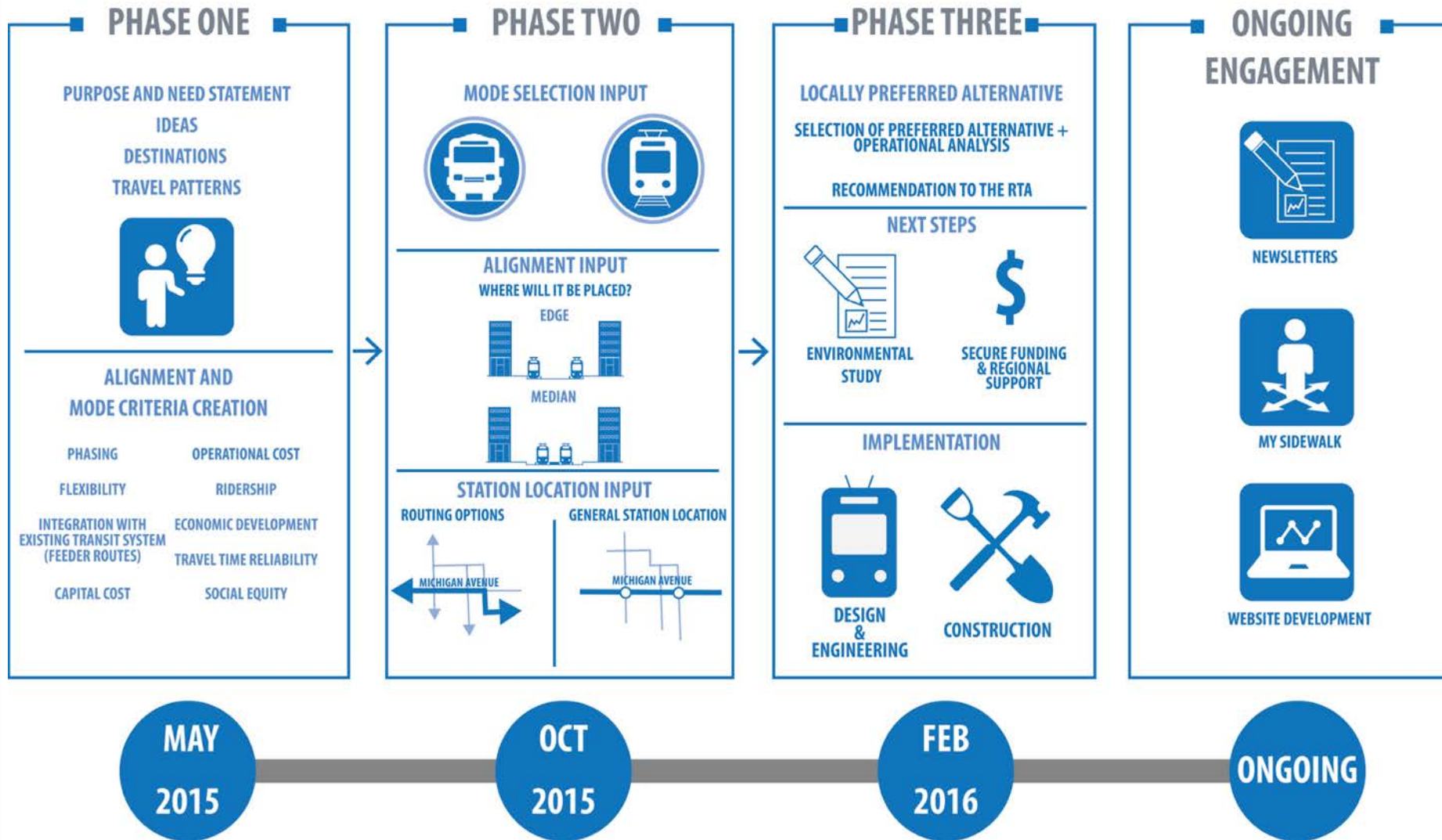
Recap from June 10th Meeting

Materials covered:

- Committee Priorities identified at April 30 meeting
- Overview of early community engagement activities & feedback
- Summary of Existing Conditions Technical Memoranda
- Introduction to the Purpose & Need Framework
- Draft Project Purpose
- Draft Need bullets



Community Engagement Plan

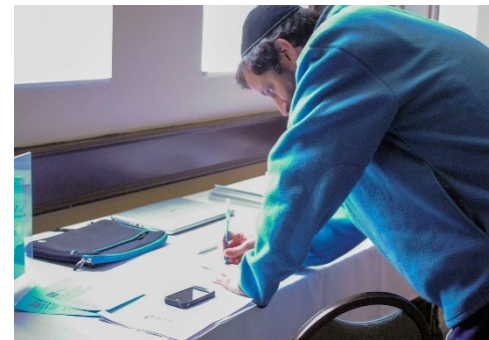
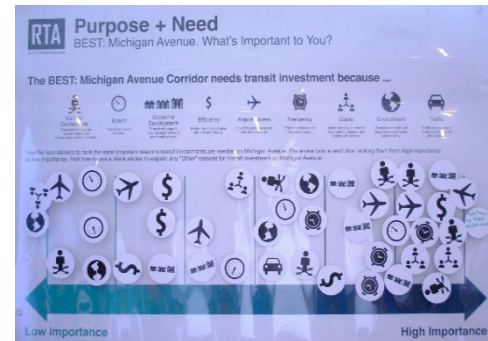


Agency and Stakeholder Meetings

- City of Wayne – 4/1
- Canton Township – 4/2
- City of Dearborn – 4/7
- Ypsilanti Township – 4/16
- City of Inkster – 4/15
- University of Michigan – 4/20
- City of Ann Arbor – 4/23
- City of Ypsilanti – 4/23
- Michigan Avenue Authority (Westland) – 4/29
- Wayne County Airport Authority – 5/18
- City of Romulus – 5/18
- Vantage Port – 6/4
- Wayne Main Street – 6/18
- West Dearborn DDA – 6/25
- Pittsfield Township – TBD
- Relmagine Washtenaw - TBD

Continuing Community Engagement

- **Local Community Events:**
 - Corktown Farmers Market and Business Association
 - Wayne Farmers Market
 - Ypsilanti Farmers Market
 - Ann Arbor Farmers Market
 - Ann Arbor Townies Street Party
 - Dearborn Farmers Market
 - Canton Farmers Market
 - Westland Farmers Market
 - Friday Nites (Dearborn)
 - Dearborn Homecoming Festival
 - Westland Blues, Brews, and BBQ
 - Ypsilanti Heritage Festival



Feedback and Themes

- Save money by leaving the car behind
- Interest in commuting via transit (Detroit, Dearborn, Ann Arbor)
- Better airport access
- More employment options
- Helping youth (without access to a car) get around
- Bring more customers to local businesses
- More users would lead to safer transit stops
- Reduce drinking and Driving
- Additional bike lanes
- Better Pedestrian crossings and access
- Dedicated transit lanes necessary

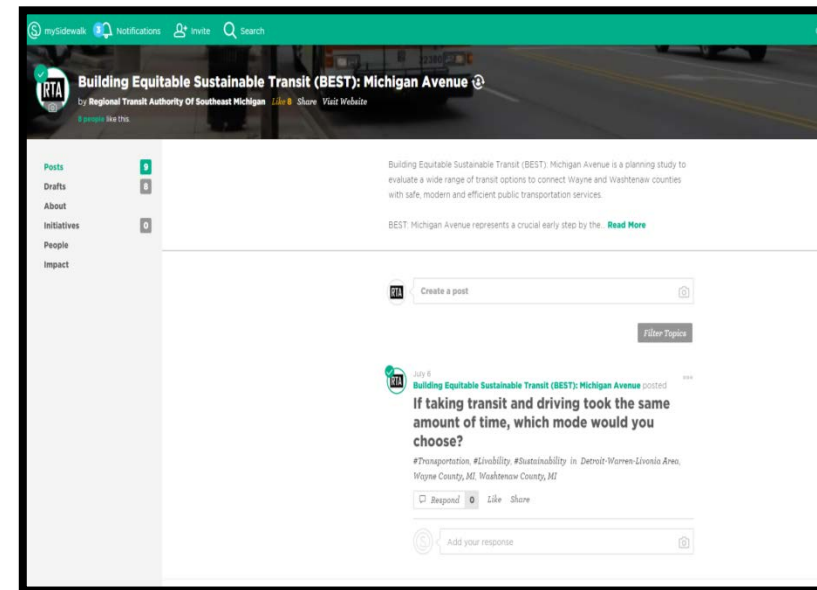


MySidewalk

5,300 Views
129 Responses

Poll Results

- Michigan Avenue Corridor needs investment because...
 - Transit doesn't get me where I want to go
 - Transit will support economic Growth
 - Improvement of mobility for seniors, students and people without cars
- How important is transit to economic development:
 - Very important
- How do you commute?
 - In a car alone



“Alfred Brock : I need to move around the region quite a bit for volunteer duties and work. Driving in my car is taking up a lot of time. I would rather take reliable mass transit so that I could work and enjoy the ride. I have done this in New York and Seattle and it is strange that such a powerful region as this does not have reliable, fast and local mass transit.”

Draft Purpose & Need

Project Purpose

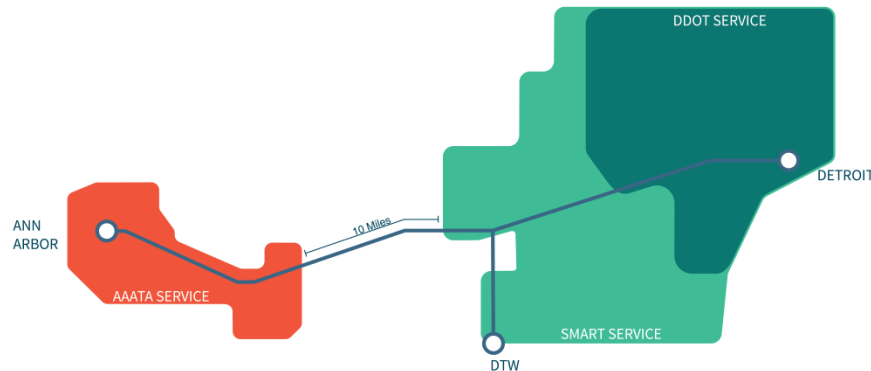
High-capacity transit investment in the BEST: Michigan Avenue corridor will accommodate anticipated growth in travel demand, support mobility options that match emerging demographic trends and preferences, leverage existing transportation infrastructure to improve connectivity, and encourage sustainable development patterns that reduce reliance on single-occupant vehicles and support transit, bicycle, and pedestrian mobility.

Draft Purpose & Need

Need #1

Current BEST: Michigan Avenue corridor transit service does not *efficiently, effectively, or competitively* connect corridor residents, employees, and visitors with their destinations.

CURRENT TRANSIT DOESN'T SERVE ALL RESIDENTS



DOWNTOWN DETROIT TO DTW


30 MIN
TRAVEL TIME BY CAR

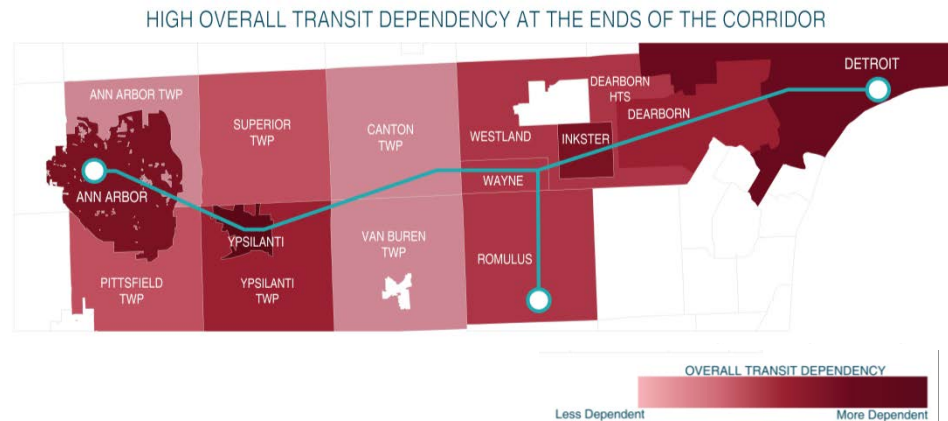
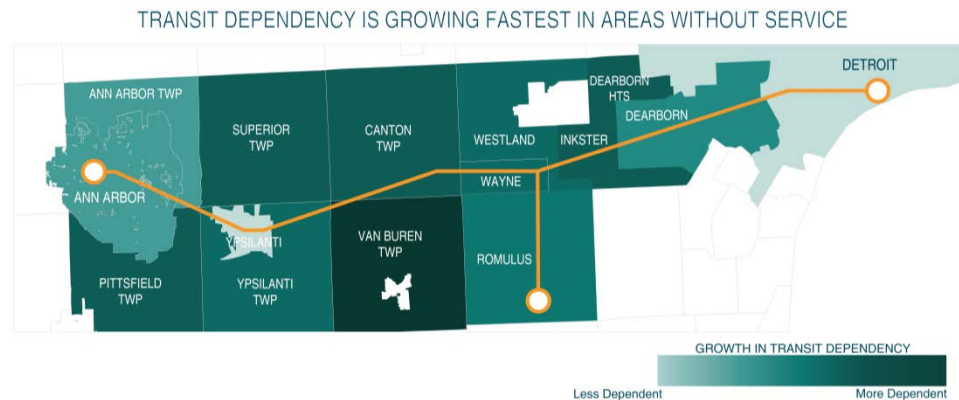



120 MIN
TRAVEL TIME BY BUS

Draft Purpose & Need

Need #2

The BEST: Michigan Avenue corridor includes many population groups that are likely to be dependent on transit.

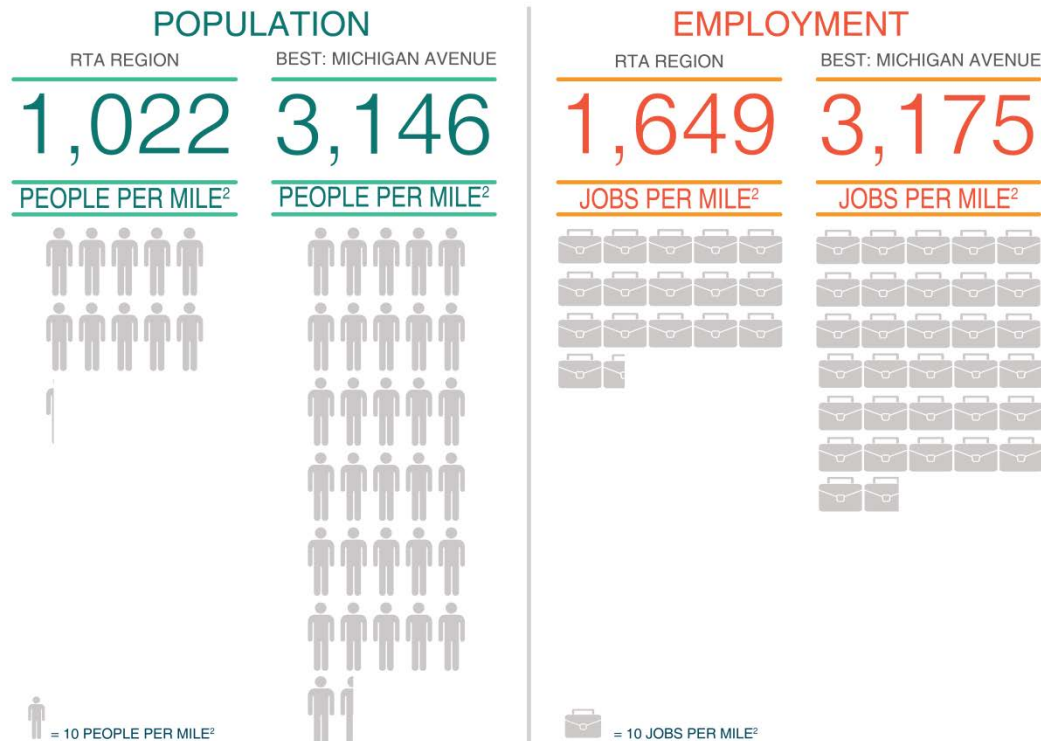


Draft Purpose & Need

Need #3

Study area population and employment densities are higher than regional densities, and growth is forecast to more evenly distribute throughout the corridor.

STUDY AREA POPULATION AND EMPLOYMENT DENSITIES ARE
HIGHER THAN REGIONAL DENSITIES

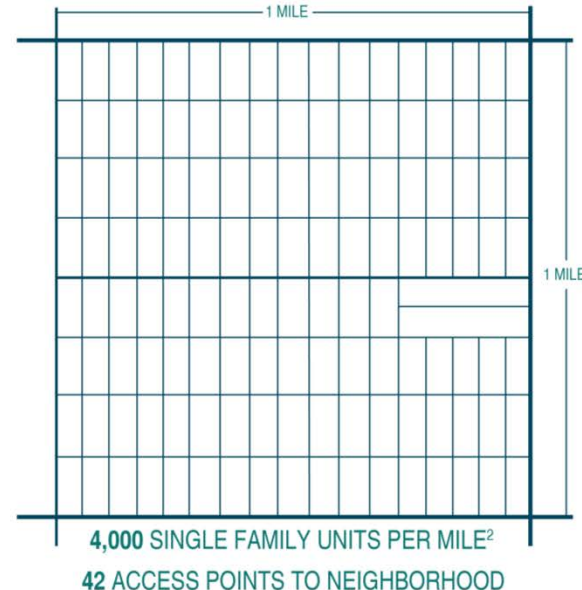
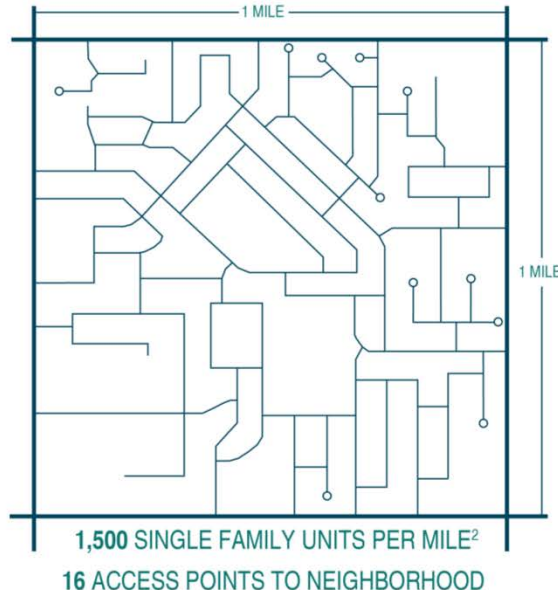


Draft Purpose & Need

Need #4

The communities in the study area have demonstrated a commitment to sustainable growth strategies in their adopted plans and policies.

High quality transit allows for a more efficient use of land and vice versa



Six Draft Goals with Objectives

Goal		Objectives
1	Increase the efficiency, attractiveness and utilization of transit for all users	<ul style="list-style-type: none">• Provide reliable, frequent service that improves the experience of existing customers• Provide capacity for future growth• Provide improved passenger amenities and infrastructure• Ensure safe and comfortable transit services and facilities for all users

Draft Goals & Objectives

Goal	Objectives
<div data-bbox="100 347 247 1239">2</div> <div data-bbox="247 347 900 1239">Improve multi-modal connectivity between the eastern and western ends of the study area and intermediate communities</div>	<ul style="list-style-type: none">• Provide frequent, high-capacity, one-seat transit connections between key study area activity generators• Improve pedestrian and non-motorized access to corridor transit stops/stations• Ensure sufficient park-and-ride access to the system

Goal	Objectives
<div data-bbox="112 772 156 829">3</div> <div data-bbox="222 532 568 1053">Enhance connectivity of the corridor to the regional transportation network</div>	<ul style="list-style-type: none"> • Support regional planning efforts for a more balanced, multi-modal transportation network in the region • Coordinate with existing and planned transit services • Ensure connectivity to services connecting travelers to destinations within and beyond the study area • Provide for acceptable traffic operations and parking options in the study area • Enhance connections to non-motorized transportation

Goal	Objectives
<div data-bbox="112 768 156 825">4</div> <div data-bbox="224 482 707 1110">Support land use and development patterns that reflect the vision for growth contained in local and regional plans and policies</div>	<ul style="list-style-type: none"> • Maximize the economic development and revitalization efforts of local communities • Improve access to employment concentrations to support regional economic development • Support institutional and key stakeholder planning efforts, particularly strategic growth planning for study area educational institutions and major employers • Support local and regional goals for transit-friendly development within the study area

Draft Goals & Objectives

Goal		Objectives
5	Contribute to regional equity, sustainability and quality of life	<ul style="list-style-type: none">• Promote a more efficient and sustainable transportation system that reduces energy usage, pollution and costs of living• Minimize impacts to the natural environment• Increase mobility and accessibility for transit-dependent populations• Maximize opportunities for place making and enhanced character in study area communities

Draft Goals & Objectives

Goal		Objectives
6	Develop and select an implementable and community-supported project	<ul style="list-style-type: none">• Define and select transit improvements with strong public, stakeholder and agency support• Define and select transit improvements that are cost-effective and financially feasible, both in the short- and long-term• Define and select transit improvements that are competitive for Federal Transit Administration funding

Three-Tiered Evaluation:

- Tier 1: Fatal Flaw Analysis
- Tier 2: Detailed Evaluation
- Tier 3: Refine the Locally Preferred Alternative (LPA), Consistent with Federal Transit Administration (FTA) Criteria

Draft Evaluation Criteria

Goal 1	Tier 1	Tier 2	Tier 3
Increase the efficiency, attractiveness and utilization of transit for all users	Ridership capacity	<ul style="list-style-type: none">• Ridership• Number of passengers per service-hour• Estimated vehicle hours travelled (VHT)• Ability to provide appropriate transit capacity	Mobility improvements

Draft Evaluation Criteria

Goal 2	Tier 1	Tier 2	Tier 3
Improve multi-modal connectivity between the eastern and western ends of the study area and intermediate communities	Multi-modal connectivity	<ul style="list-style-type: none">• Connections between activity centers• Community mobility improvements	<ul style="list-style-type: none">• Mobility improvements• Congestion relief

Draft Evaluation Criteria

Goal 3	Tier 1	Tier 2	Tier 3
Enhance connectivity of the corridor to the regional transportation network	Regional connectivity	<ul style="list-style-type: none">• Potential right-of-way impacts• Bicycle and pedestrian safety• Parking and traffic impacts	Congestion relief

Draft Evaluation Criteria

Goal 4	Tier 1	Tier 2	Tier 3
Support land use and development patterns that reflect the vision for growth contained in local and regional plans and policies	Land use / economic development	<ul style="list-style-type: none"> • Compatibility with local and regional plans • Land use and economic development opportunities 	<ul style="list-style-type: none"> • Economic development • Land use

Draft Evaluation Criteria

Goal 5	Tier 1	Tier 2	Tier 3
Contribute to regional equity, sustainability and quality of life	Environmental impacts	<ul style="list-style-type: none">• Consistent with existing community character• Environmental impacts/benefits	Environmental benefits

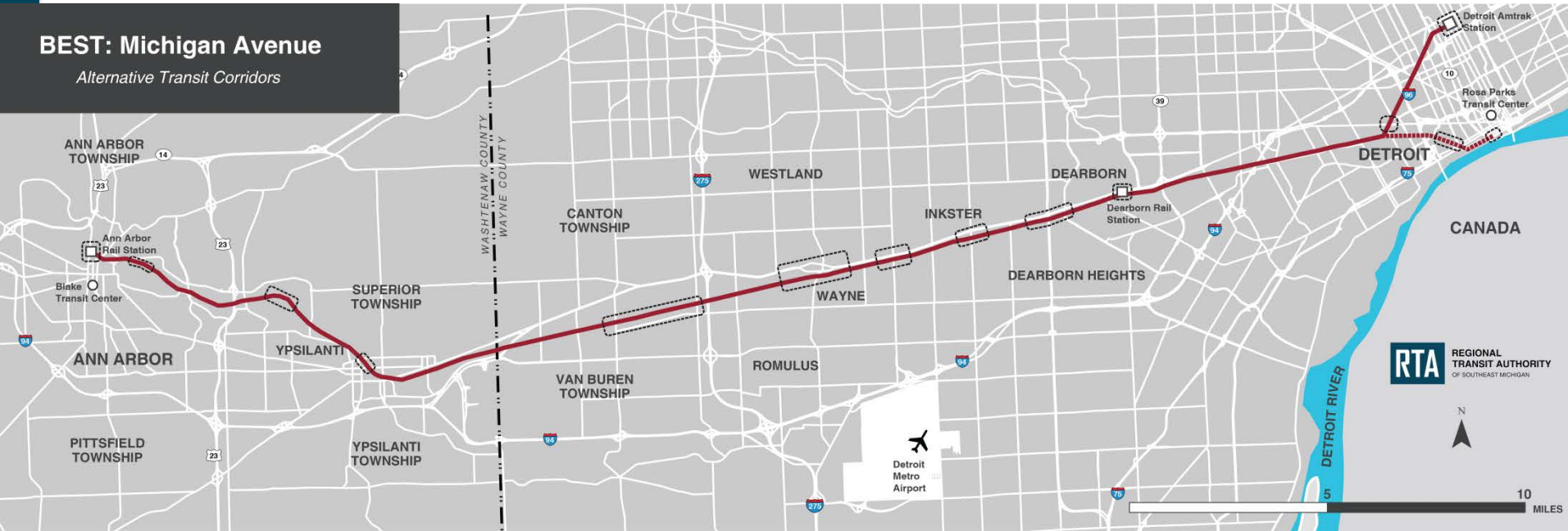
Draft Evaluation Criteria

Goal 6	Tier 1	Tier 2	Tier 3
Develop and select an implementable and community-supported project	<ul style="list-style-type: none">• Capital cost• Community support	<ul style="list-style-type: none">• Capital and operating and maintenance costs• Cost effectiveness• Community support	<ul style="list-style-type: none">• Financial capacity analysis• Cost effectiveness

Commuter Rail

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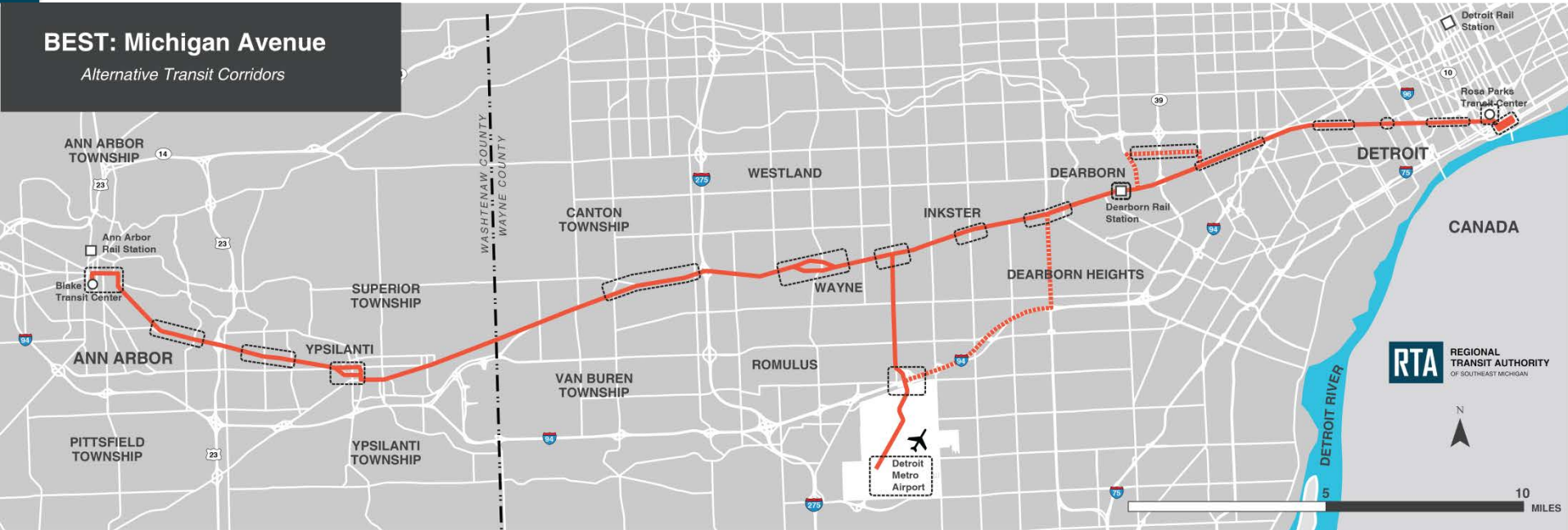
Alternative Transit Corridors



Arterial Rapid Transit

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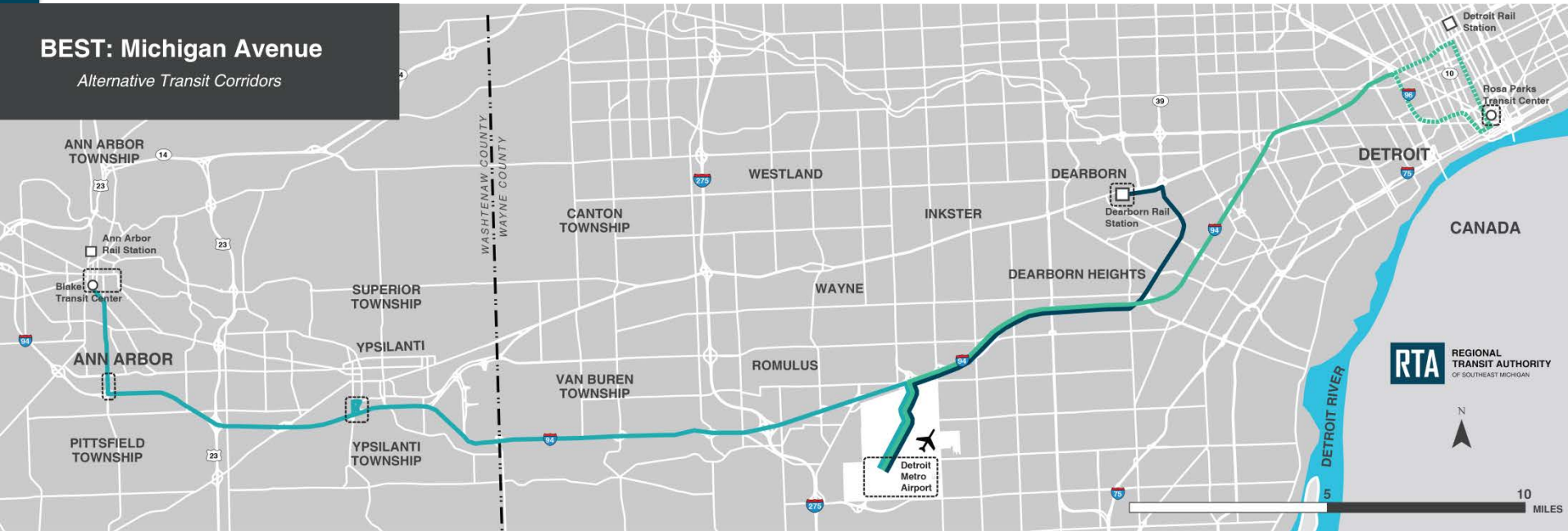
Alternative Transit Corridors



Airport Express Bus

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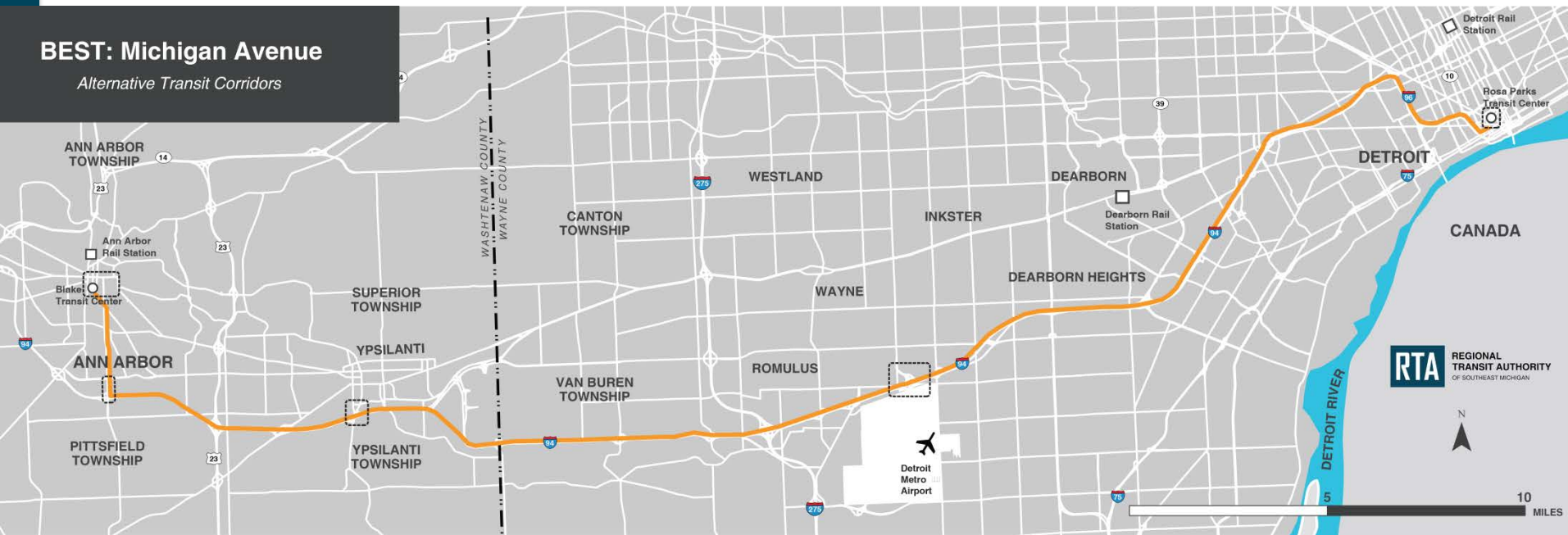
Alternative Transit Corridors



Highway Express Bus

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Alternative Transit Corridors



http://mtdemocrat.s3.amazonaws.com/file_s/2011/04/El-Dorado-Transit-g.jpg



http://farm9.static.flickr.com/8130/8971383157_2ecec9c405_m.jpg

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Next Steps / Next Meeting

Next Steps

- Continuation of Stakeholder & Community Involvement
- Initiate development of Technical Methodology memoranda
- Tier 1 Screening of Alternatives (in August)

Next Meeting

- Joint Policy / Technical Committee Meeting:
August 12th (Second Wednesday),
2:00 – 3:30 pm, Dearborn Council Chambers