



Building Equitable Sustainable Transit (BEST) BEST Projects: At a Glance

Find out more about the RTA and its major project initiatives at rtamichigan.org.

Transit Master Plan

- Overall transit vision for Southeast Michigan
- Coordination with the current transit providers (AAATA, DDOT, DTC, M-1 Rail, and SMART)
- Includes bus, paratransit, express bus, rapid transit, and rail
- Considers the BEST plans for Michigan Avenue, Woodward Avenue, and Gratiot Avenue rapid transit corridors
- Identifies future rapid transit corridors
- Provides an action plan for implementation
- November 2016: Support Regional Transit



Michigan Avenue

- Evaluates transit alternatives between Detroit and Ann Arbor, including connections to Metro Airport
- Considers end-to-end travel needs, as well as links between corridor communities
- Explores a new rapid transit service complementing existing and planned transit services
- Focuses on community objectives, complete streets, and economic development opportunities throughout the corridor

Woodward Avenue

- Initial planning is complete and Bus Rapid Transit has been endorsed by the communities along the corridor
- Transit would generally run along the center of Woodward Avenue
- Preliminary station locations were identified
- Environmental review has begun
- Next steps will be design and funding

Gratiot Avenue

- Examines enhanced transit between Downtown Detroit and M-59
- Includes the communities of Detroit, Eastpointe, Roseville, Clinton Township, and Mount Clemens
- Recommends the type of transit, where it runs in the right-of-way, and the best locations for stations
- Focuses on transit-supported economic development opportunities throughout the corridor

Target Schedule

RTA = Regional Transit Authority
LPA = Locally Preferred Alternative
FTA = Federal Transportation
BRT = Bus Rapid Transit



Technical Committee for BEST: Michigan Avenue

List of Invited Members

Organization	Name	Title
AAATA	Chris White	Planner
AFSCME	June Nickleberry	Executive Board Member, Region 1
Canton Township	Jeff Goulet	Township Planner
City of Ann Arbor	Eli Cooper	Transportation Director
City of Dearborn	Barry Murray	Economic and Community Development Director
City of Dearborn Heights	Ron Amen	CED Director
City of Detroit	Maurice Cox	P&DD Director
City of Inkster	Richard Marsh Jr	City Manager
City of Romulus	Tim Keyes	Economic Development Director
City of Wayne	Peter McInerney	Community Development Director
City of Westland	Bruce Thompson	Building Department Director
City of Ypsilanti	Bonnie Wessler	Planner
DDOT	Triette Reeves	External Affairs
Detroit Future City	Dan Kinkead	Director of Projects
DTC	Cornelius Henry	Transportation Specialist
M-1 Rail	Sommer Woods	Director of External Relations
MDOT	Kari Martin	University Region Planner
Pittsfield Township	Craig Lyon	Director of Utilities and Municipal Services
SEMCOG	Alex Bourgeau	Transit and Non-Motorized Planner
SMART	Robert Cramer	Planner
University of Michigan	Lisa Solomon	Parking & Transportation Services
Van Buren Township	Jack Knowles	Planning & ED Director
Washtenaw County	Nathan Voght	Economic Development Specialist
Wayne County	Tim Attalla	Director of Economic and Neighborhood Dev
Wayne County Airport Authority	Joe Nardone	Director of Development
Ypsilanti Township	Joe Lawson	Planning Director

Roles & Responsibilities

Term of Service

April 2015 through April 2016 is the length of your voluntary term on the Technical Committee for Building Sustainable Equitable Transit (BEST): Michigan Avenue.

Level of Authority

Technical Committee members for Building Sustainable Equitable Transit (BEST): Michigan Avenue serve in an advisory role. Your input will help to inform the decisions of the RTA's Board of Directors.

Roles and Responsibilities

- Provide your expertise to the planning effort by providing feedback on important project deliverables
- Offer guidance on engaging broad stakeholder groups around the technical deliverables
- Serve as a liaison between our planning team and your community/organization
 - Help obtain information available to you and share with our planners
 - Share information you learn from our planners with your constituents and colleagues
- Participate in regularly scheduled meetings (monthly or semi-monthly)

Meeting Schedule

See reverse side.

Technical Committee for BEST: Michigan Avenue

Preliminary Meeting Schedule

Month	Date / Location	Potential Agenda	Deliverables Shared
April 2015	April 30 th , 1:30 – 3 pm Henry Ford Centennial Library Dearborn, Mich.	<ul style="list-style-type: none"> ▪ Introduction to RTA and project ▪ Plan for Phase 1 Community Engagement ▪ Corridor Overview ▪ Discussion of Priorities 	<ul style="list-style-type: none"> ▪ Project Process / Schedule ▪ Community Engagement Approach Draft
May 2015	No Committee Meeting	Please attend a Public Launch event!	
June 2015	June 10 th , 2 – 3:30 pm Location TBD	<ul style="list-style-type: none"> ▪ Phase 1 Community Engagement Summary ▪ Existing Conditions Summary ▪ Project Purpose & Need Themes 	<ul style="list-style-type: none"> ▪ Existing Conditions Report Draft ▪ Initial Purpose & Need Themes
July 2015	July 8 th , 2 – 3:30 pm Location TBD	<ul style="list-style-type: none"> ▪ Review Purpose & Need document ▪ Goals & Objectives ▪ Evaluation Criteria & Methodology 	<ul style="list-style-type: none"> ▪ Purpose & Need Draft (including proposed Goals & Objectives, and Evaluation Criteria)
August 2015	August 12 th , 2 – 3:30 pm Location TBD	<ul style="list-style-type: none"> ▪ Initial Transit Modes & Alignments ▪ Tier 1 Initial Screening ▪ Plan for Phase 2 Community Engagement 	<ul style="list-style-type: none"> ▪ Tier 1 Screening: Pass/Fail Evaluation ▪ Detailed Technical Screening (Ridership, Cost, etc.) Methodologies
September 2015	September 9 th , 2 – 3:30 pm Location TBD	<ul style="list-style-type: none"> ▪ Review Detailed Alternatives 	<ul style="list-style-type: none"> ▪ Phase 2 Engagement Materials ▪ Definition of Detailed Alternatives
October 2015	October 7 th , 2 – 3:30 pm Location TBD	<ul style="list-style-type: none"> ▪ Phase 2 Community Engagement Summary ▪ Tier 2 Screening: Detailed Evaluation 	<ul style="list-style-type: none"> ▪ Tier 2 Screening: Detailed Evaluation
November 2015	November 11 th , 2 – 3:30 pm Location TBD	<ul style="list-style-type: none"> ▪ Final Tier 2 Detailed Evaluation Results ▪ Update on Regional Plan Efforts 	
December 2015	December 9 th , 2 – 3:30 pm Location TBD	<ul style="list-style-type: none"> ▪ Refinement of Preferred Alternative ▪ Plan for Phase 3 Community Engagement 	<ul style="list-style-type: none"> ▪ Tier 3 Screening: Refinement of Preferred Alternative
January 2016	January 13 th , 2 – 3:30 pm Location TBD	<ul style="list-style-type: none"> ▪ Refinement of Preferred Alternative 	<ul style="list-style-type: none"> ▪ Complete Evaluation Report Draft ▪ Phase 3 Engagement Materials
February 2016	February 10 th , 2 – 3:30 pm Location TBD	<ul style="list-style-type: none"> ▪ Phase 3 Community Engagement Summary ▪ Recommended LPA 	<ul style="list-style-type: none"> ▪ Recommended Locally Preferred Alternative Summary
March 2016	March 9 th , 2 – 3:30 pm Location TBD	<ul style="list-style-type: none"> ▪ Review Final Report ▪ Discussion of Implementation Plan 	<ul style="list-style-type: none"> ▪ LPA Report ▪ NEPA Class of Action Recommendation

Policy Committee for BEST: Michigan Avenue

List of Invited Members

Organization	Name	Title
AAATA	Matt Carpenter	CEO
Ann Arbor DDA	Susan Pollay	Director
ATU	Fred Westbrook	President
Canton Township	Phil LaJoy	Supervisor
City of Ann Arbor	Chris Taylor	Mayor
City of Dearborn	John O'Reilly	Mayor
City of Dearborn Heights	Dan Paletko	Mayor
City of Detroit	Jed Howbert	Mayor's Office
City of Inkster	Hilliard Hampton	Mayor
City of Romulus	LeRoy Burcroff	Mayor
City of Wayne	James Hawley	Mayor
City of Westland	William Wild	Mayor
City of Ypsilanti	Amanda Edmonds	Mayor
DDOT	Dan Dirks	Director
DTC	Barbara Hansen	Director
Eastern Michigan University	Susan Martin	President
Henry Ford Community College	Stanley Jensen	President
M-1 Rail	Paul Childs	COO
MDOT	Tony Kratofil	Metro Region Engineer
Pittsfield Township	Mandy Grewal	Supervisor
SEMCOG	Carminie Palombo	Deputy Executive Director
SMART	John Hertel	CEO
SPARK	Paul Krutko	President and CEO
SW Detroit Business Association	Kathleen Wendler	President
University of Michigan	Sue Gott	Campus Planner
Van Buren Township	Linda Combs	Supervisor
Washtenaw County	Verna McDaniel	Administrator
Wayne County	Andy Kandrevas	
Wayne County Airport Authority	Joe Nardone	Director of Development
Ypsilanti Township	Brenda Stumbo	Supervisor
The Henry Ford	George Anton Moroz	Special Assistant to the President

Roles & Responsibilities

Term of Service

April 2015 through April 2016 is the length of your voluntary term on the Policy Committee for Building Sustainable Equitable Transit (BEST): Michigan Avenue.

Level of Authority

Policy Committee members for Building Sustainable Equitable Transit (BEST): Michigan Avenue is an advisory position. Your input will help to inform the decisions of the RTA's Board of Directors.

Roles and Responsibilities

- Help RTA understand the key transit improvements needed along Michigan Avenue
- Be an advocate for the RTA's planning initiatives within your community or organization
- Participate in quarterly meetings during the planning process to understand the rationale and objectives around key decisions and provide your input

Meeting Schedule

See reverse side.

Policy Committee for BEST: Michigan Avenue

Preliminary Meeting Schedule

Timeframe	Potential Agenda	Deliverables Shared
Spring 2015	<ul style="list-style-type: none"> ▪ Introduction to RTA and project ▪ Discussion of Priorities ▪ Phase 1 Community Engagement Plan 	<ul style="list-style-type: none"> ▪ Project Process / Schedule ▪ Community Engagement Plan
Summer 2015	<ul style="list-style-type: none"> ▪ Existing Conditions Summary ▪ Project Purpose & Need ▪ Goals & Objectives ▪ Evaluation Criteria & Methodology ▪ Initial Transit Modes & Alignments ▪ Tier 1 Initial Screening 	<ul style="list-style-type: none"> ▪ Existing Conditions Report ▪ Purpose & Need Report ▪ Tier 1 Screening: Pass/Fail Evaluation
Fall 2015	<ul style="list-style-type: none"> ▪ Phase 2 Community Engagement ▪ Review Detailed Alternatives ▪ Tier 2 Screening: Detailed Evaluation 	<ul style="list-style-type: none"> ▪ Detailed Technical Screening (Ridership, Cost, etc.) Methodologies ▪ Phase 2 Engagement Materials ▪ Definition of Detailed Alternatives ▪ Tier 2 Screening: Detailed Evaluation
Winter 2015	<ul style="list-style-type: none"> ▪ Update on Regional Plan Efforts ▪ Refinement of Preferred Alternative ▪ Phase 3 Community Engagement 	<ul style="list-style-type: none"> ▪ Tier 3 Screening: Refinement of Preferred Alternative ▪ Phase 3 Engagement Materials
Spring 2016	<ul style="list-style-type: none"> ▪ Recommended LPA ▪ Discussion of Implementation Plan 	<ul style="list-style-type: none"> ▪ Complete Evaluation Report Draft ▪ Recommended Locally Preferred Alternative Summary ▪ LPA Report ▪ NEPA Class of Action Recommendation



BEST: Michigan Avenue

Joint Policy & Technical Committee Meeting

1:30 pm – 3:00 pm | April 30th 2015

Henry Ford Centennial Library | Dearborn, Mich.

Today's Agenda

- Introduction to the RTA
- Committee Introductions
- Building Equitable Sustainable Transit (BEST)
- Community Engagement
- Rapid Transit 101
- The Michigan Avenue Corridor
- Your Corridor Priorities?
- Next Steps / Next Meeting

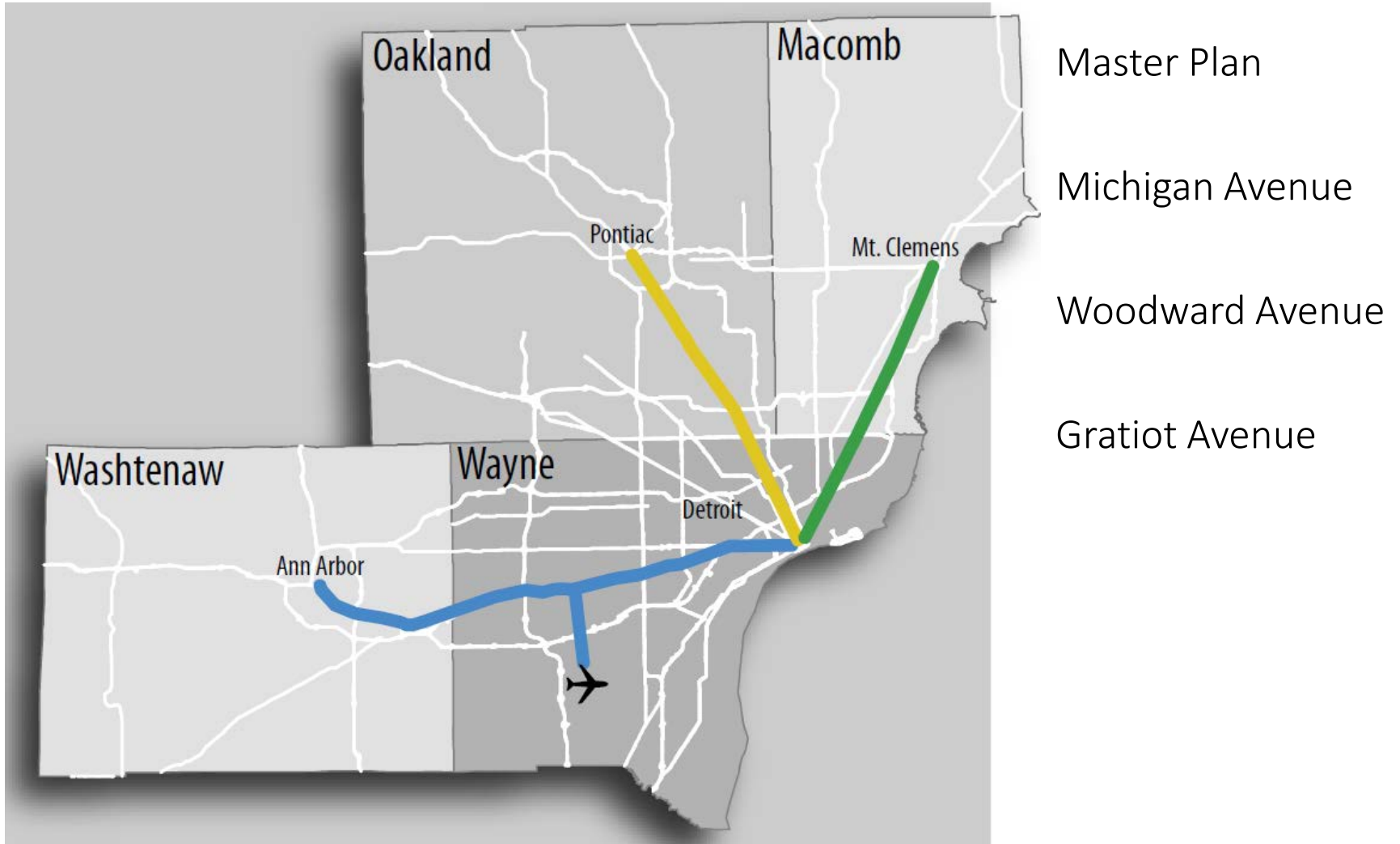


* Partner organization

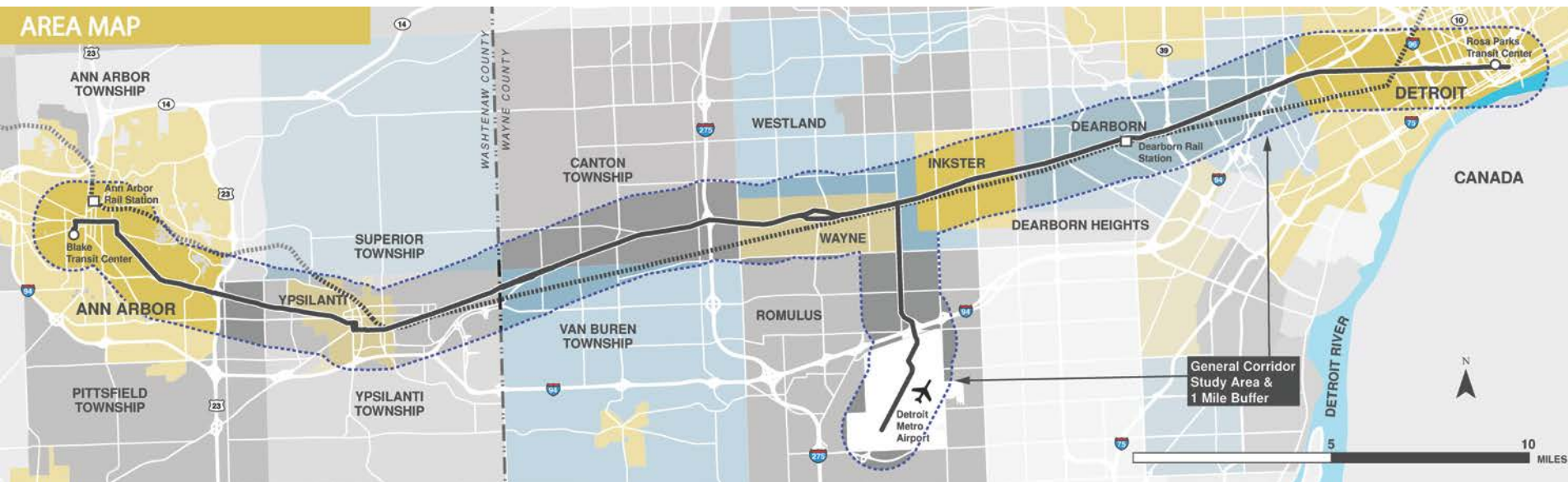
Self Introductions

What should be the RTA's top priority?

Building Equitable Sustainable Transit (BEST)

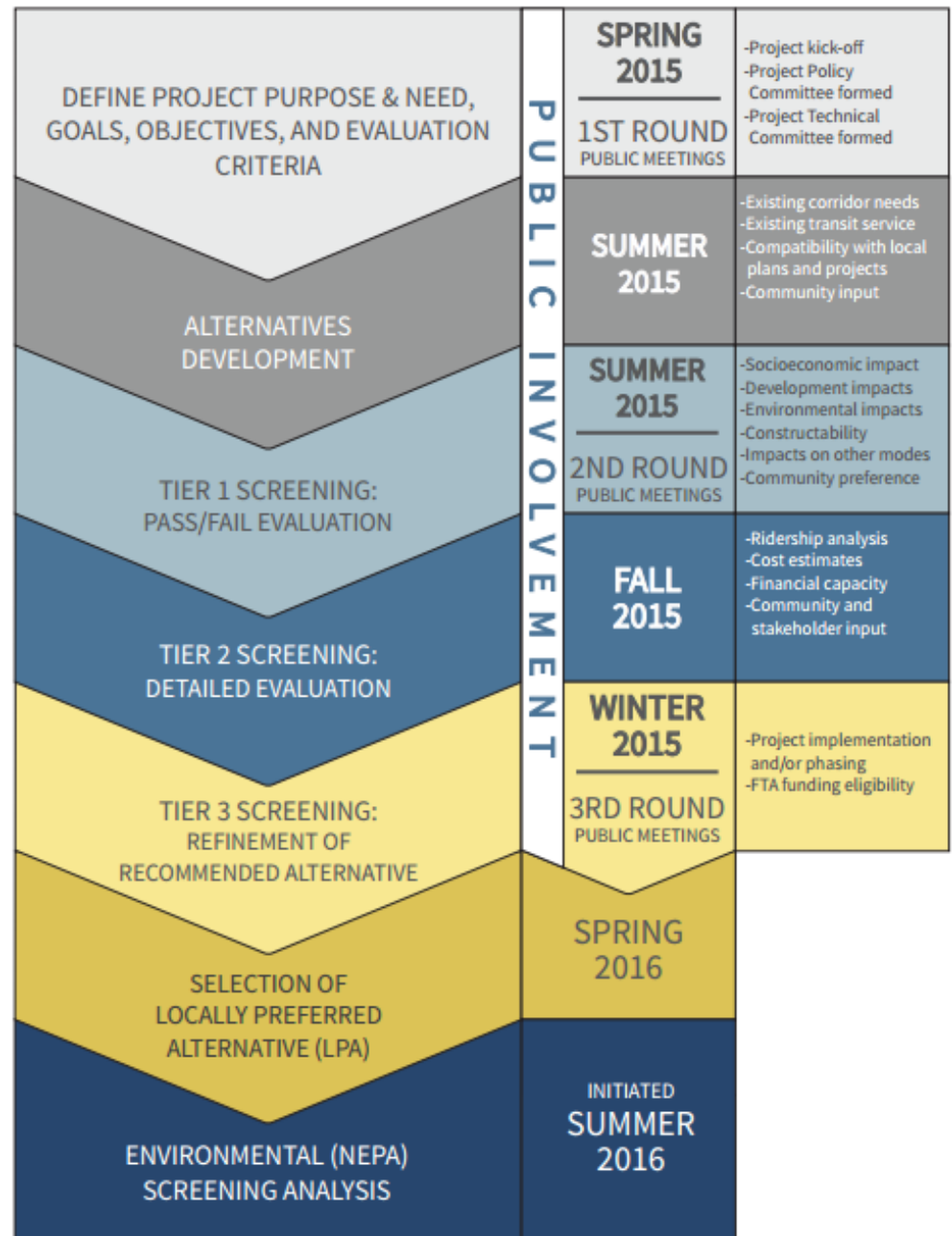


BEST: Michigan Avenue



- Approximately 40 mile corridor touching 13 communities
- No set alignment for proposed new services but 1-mile zone around Michigan Avenue considered initial study area
- Corridor includes considerations of connections to Detroit Metro Airport
- Consistent with local planning, Washtenaw Avenue connection to be one considered between Ypsilanti and Ann Arbor

Process & Schedule



Project Committee Roles

Technical Committee

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

Suggested Meeting Day/Time

Second Wednesday of Each Month

2 pm – 3:30 pm

Dearborn City Council Chambers

Next Meeting would June 10th

*No May meeting – Please check out RTA
Public Launch events*

Project Committee Roles

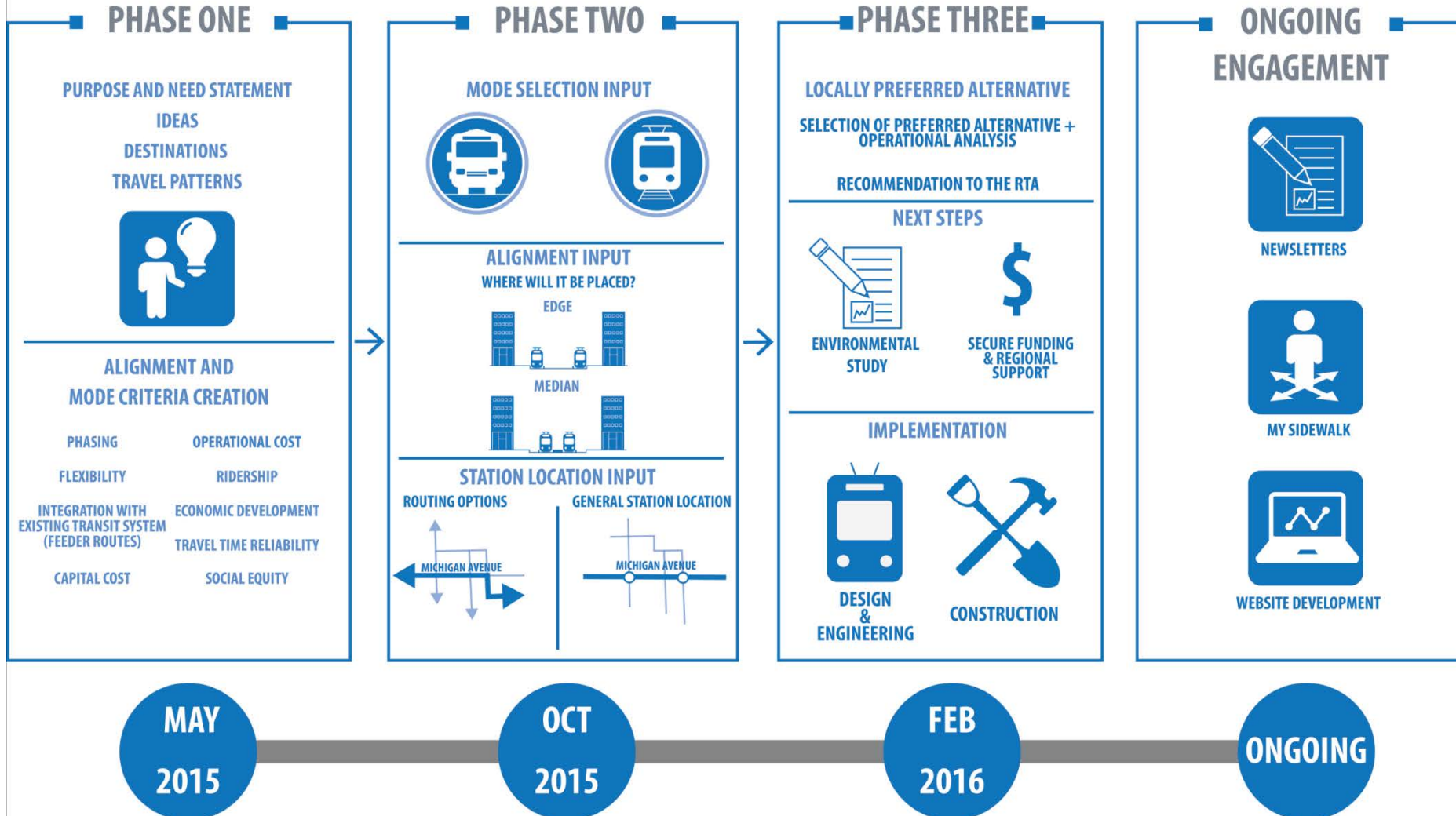
Policy Committee

- 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

Suggested Meeting Day/Time

To be determined – Summer 2015

Community Engagement Plan



Public Launch Rally, May 12th Starts 11:30 am @ Campus Martius



County Public Forums, May 18 - 21

May

Mon	18	Tue	19	Wed	20	Thu	21
Washtenaw		Wayne		Macomb		Oakland	
EMU Campus		WCCC NW Campus & U-M Dearborn		Macomb Center for Performing Arts (Clinton Twp)		Royal Oak Elks Club	

Time	Invitees
9:00 AM – 11:00 AM	Local Officials
11:00 AM – 1:00 PM	Business Community
1:00 PM – 7:00 PM	General Public

Rapid Transit 101

Current Transit Service

- Variety of bus service
 - Local service, express service, university routes
- Variety of providers
 - DDOT, SMART, TheRide, People Mover, University of Michigan
- Transit network gaps in the middle of the corridor

How do we improve transit connectivity within and through the corridor?

Potential Rapid Transit Modes

Commuter Rail



Metra, Chicago Region



MBTA, Boston Region

Light Rail (LRT)



Hiawatha Line, Minneapolis



TriMet MAX, Portland, OR

Bus Rapid Transit (BRT)



Healthline BRT, Cleveland



EmX, Eugene, OR

Typical Mode Characteristics

Commuter Rail



Light Rail



Bus Rapid Transit (BRT)



Frequency

Commuter

All day

All day

Vehicle characteristics

5 - 7 car trains

2 - 3 car trains

40' or 60' bus

Station spacing

5 miles

1 mile

1 mile

Route length

20 - 50 miles

10 - 30 miles

5 - 30 miles

Fixed guideway?

Yes - rail

Yes - rail

Could be

Typical Mode Characteristics

Commuter Rail



Light Rail



Bus Rapid Transit (BRT)



Average per-mile capital costs

\$29 million

\$262 million

\$17 million

Range of per-mile capital costs

\$11 m - \$68 m

\$64 m - \$964 m

\$2 m - \$63 m

Typical daily ridership

4,000 – 70,000

7,000 – 50,000

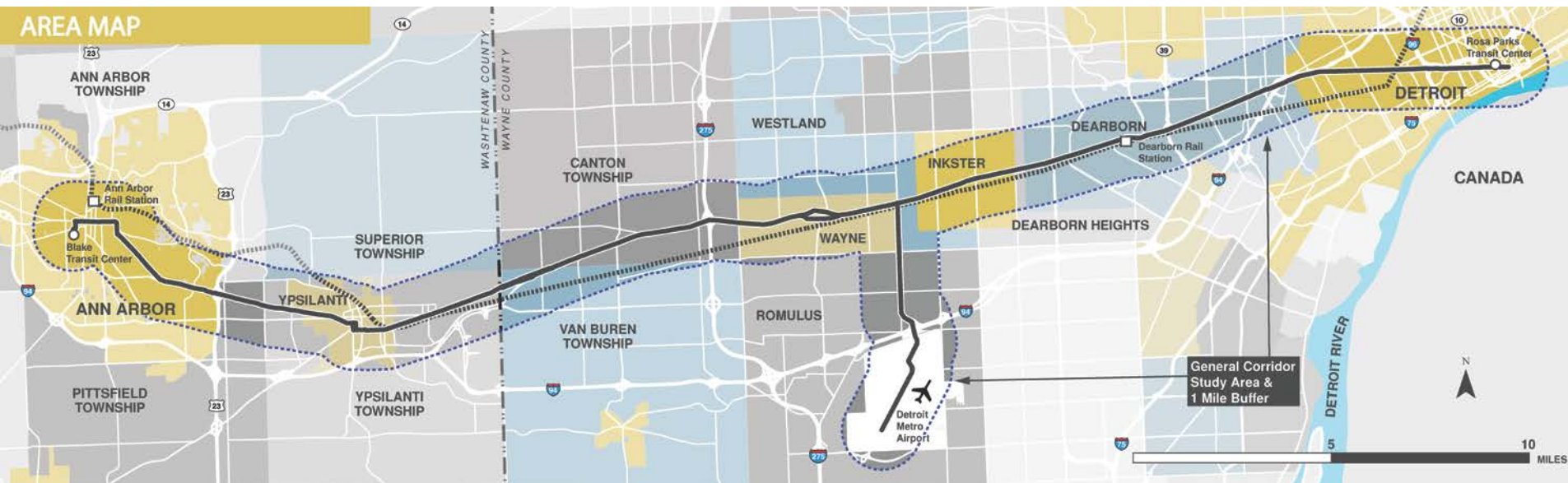
7,000 – 50,000

Rapid Transit for Michigan Avenue

- Bus and rail modes under consideration
 - Includes a No Build alternative
- Preferred option(s) may include multiple modes serving corridor
- Investments could be phased over time
- Project outcome: identify preferred transit investment(s) for possible funding

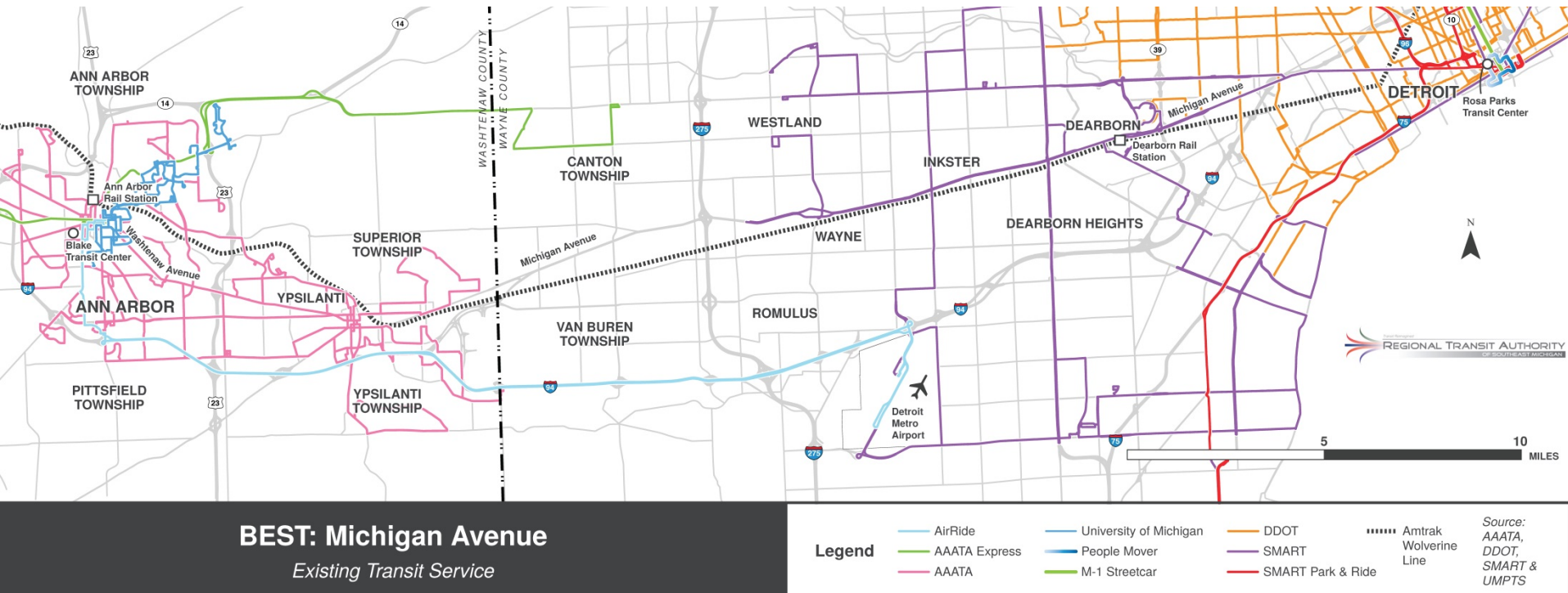
Michigan Avenue Corridor

Study Corridor



- Approximately 40 mile corridor touching 13 communities
- Numerous previous plans for Corridor and individual communities
- Themes of previous plans spotlight need for improved transit connections, revitalization of neighborhoods and business districts, improved pedestrian and non-motorized facilities

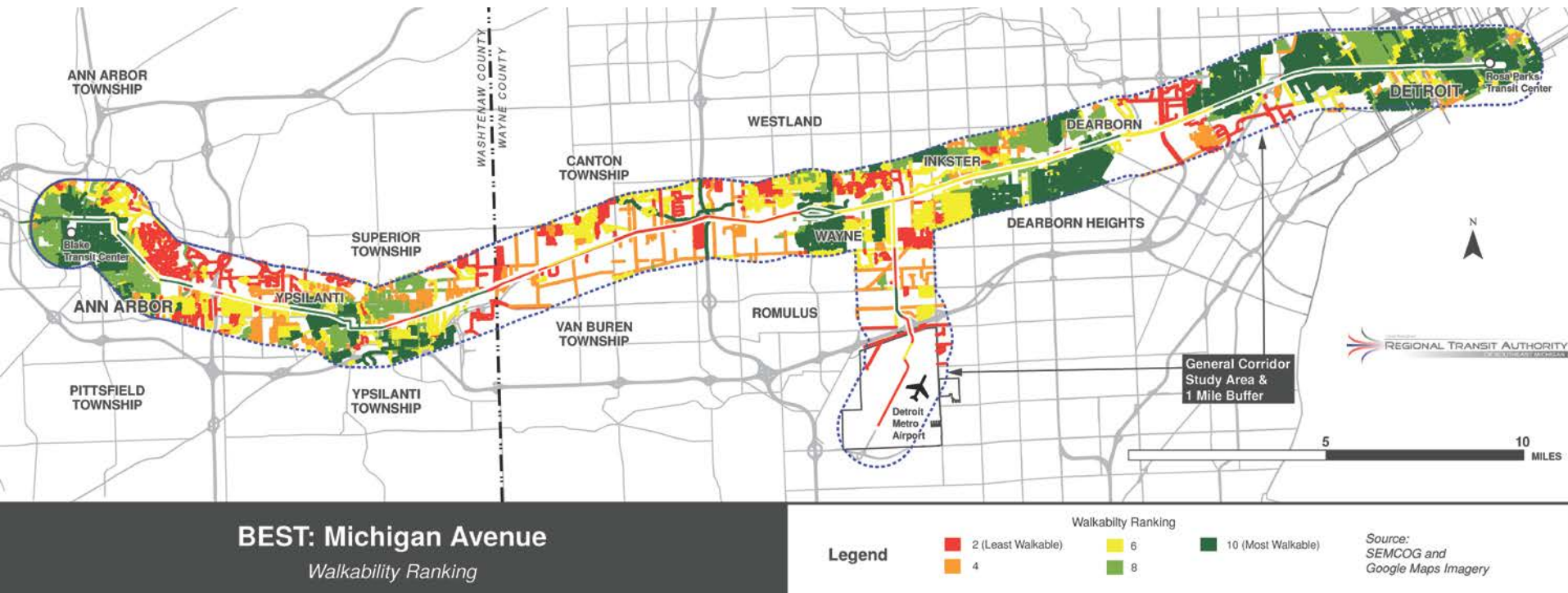
Existing & Planned Transit



- Current frequent services exist between Dearborn and Detroit, Ann Arbor and Ypsilanti
- Limited service provided to Metro Airport

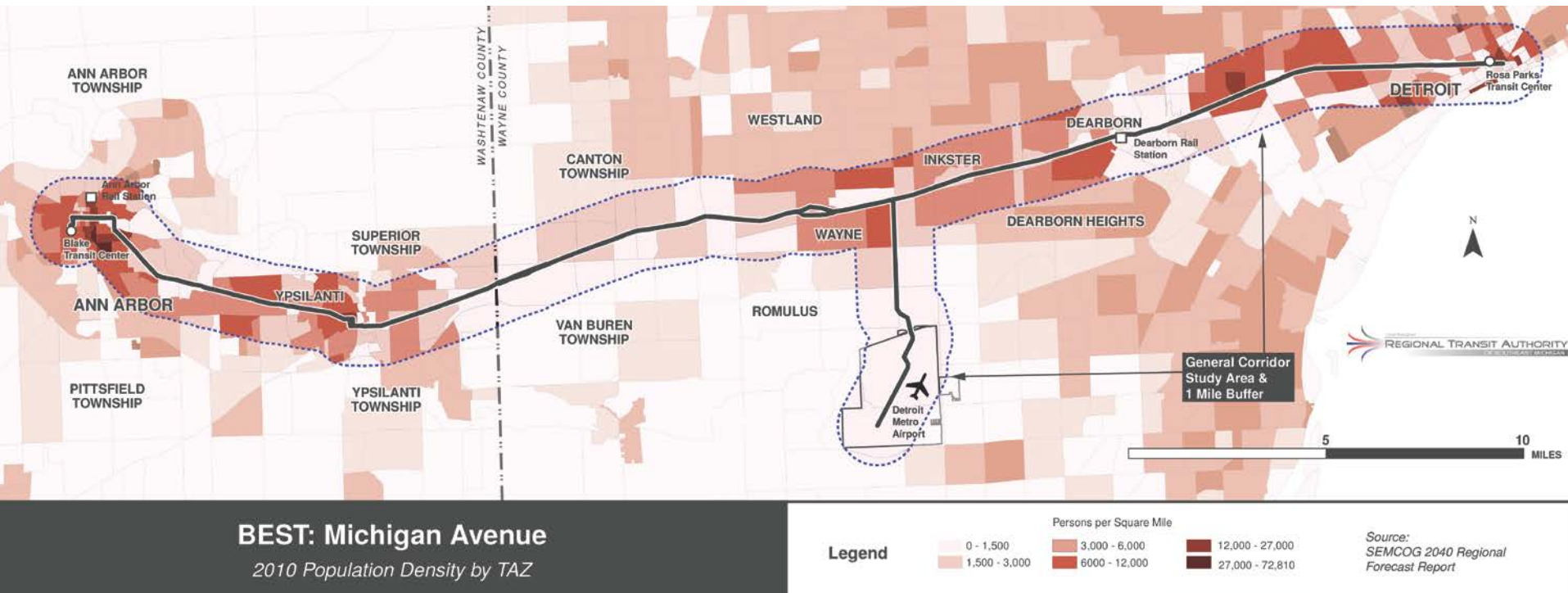
- Existing service gap between Wayne and Ypsilanti Township
- New investment in M-1 streetcar
- Commuter rail project remains in planning for corridor

Walkability



- Pedestrian access key consideration for planning transit service
- Most walkable areas through City of Detroit, western Dearborn, and Ann Arbor
- Lack of street grid or pedestrian connections in much of far western Wayne County
- Some highly developed areas also show poor walkability

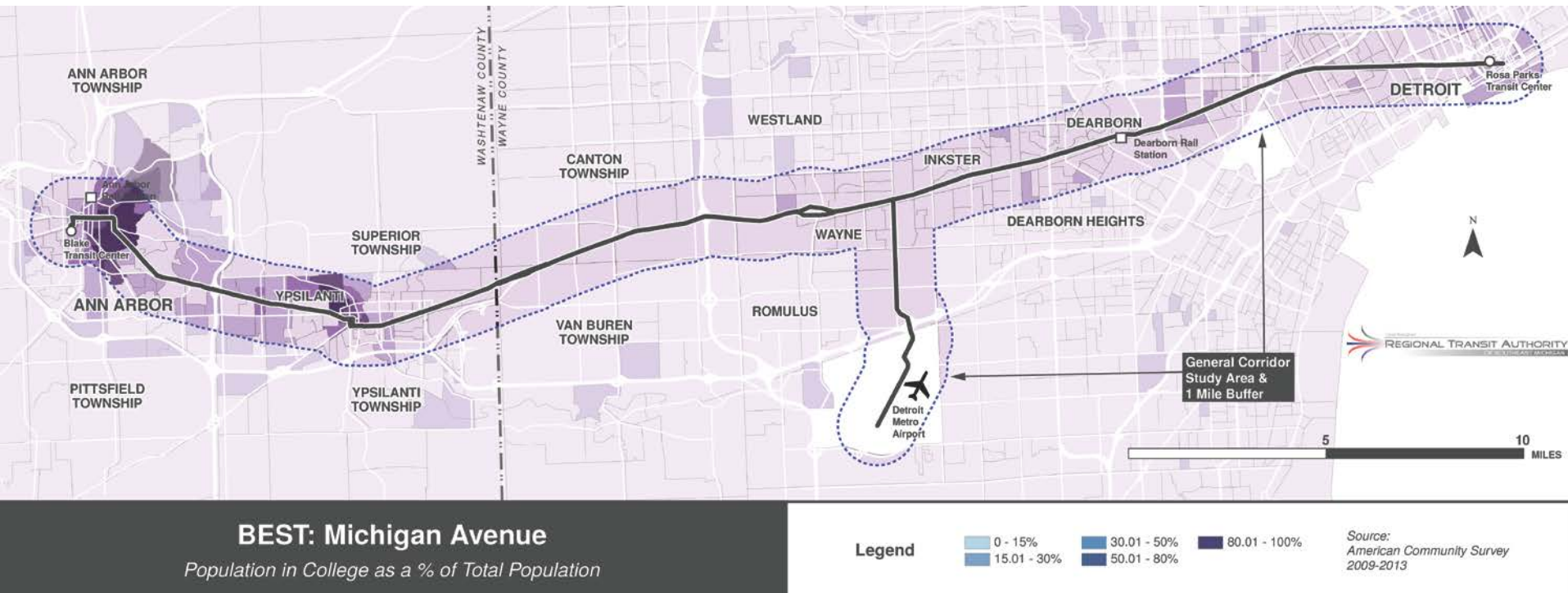
Population & Demographics



- Nearly 300,000 residents in study area (7% of 4-County population)
- Population densities highest in Ann Arbor, Ypsilanti, Wayne, Dearborn, Detroit

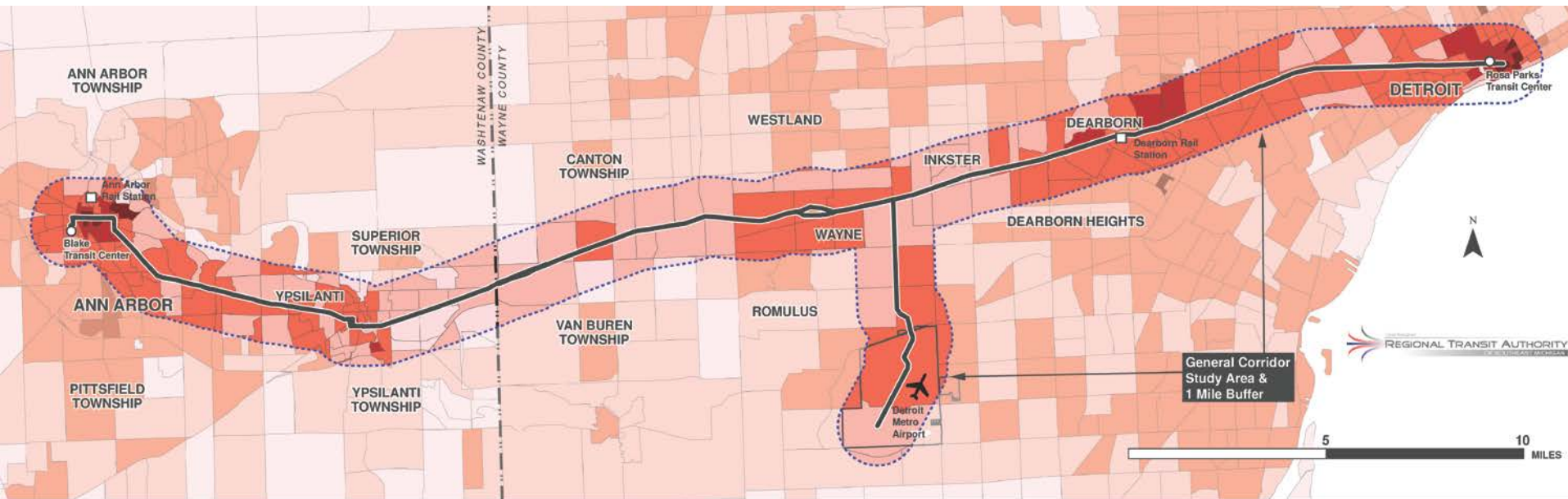
- High concentrations of students and zero-car households
- Diverse populations and communities

Student Population



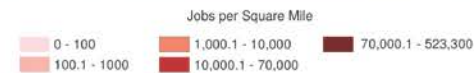
- Important demographic for the corridor with 18% of corridor residents in college (more than double regional average)
- Helps explain higher levels of use through Ann Arbor and Ypsilanti
- Concentrations also exist in Dearborn and downtown Detroit

Employment



BEST: Michigan Avenue
2010 Employment Density by TAZ

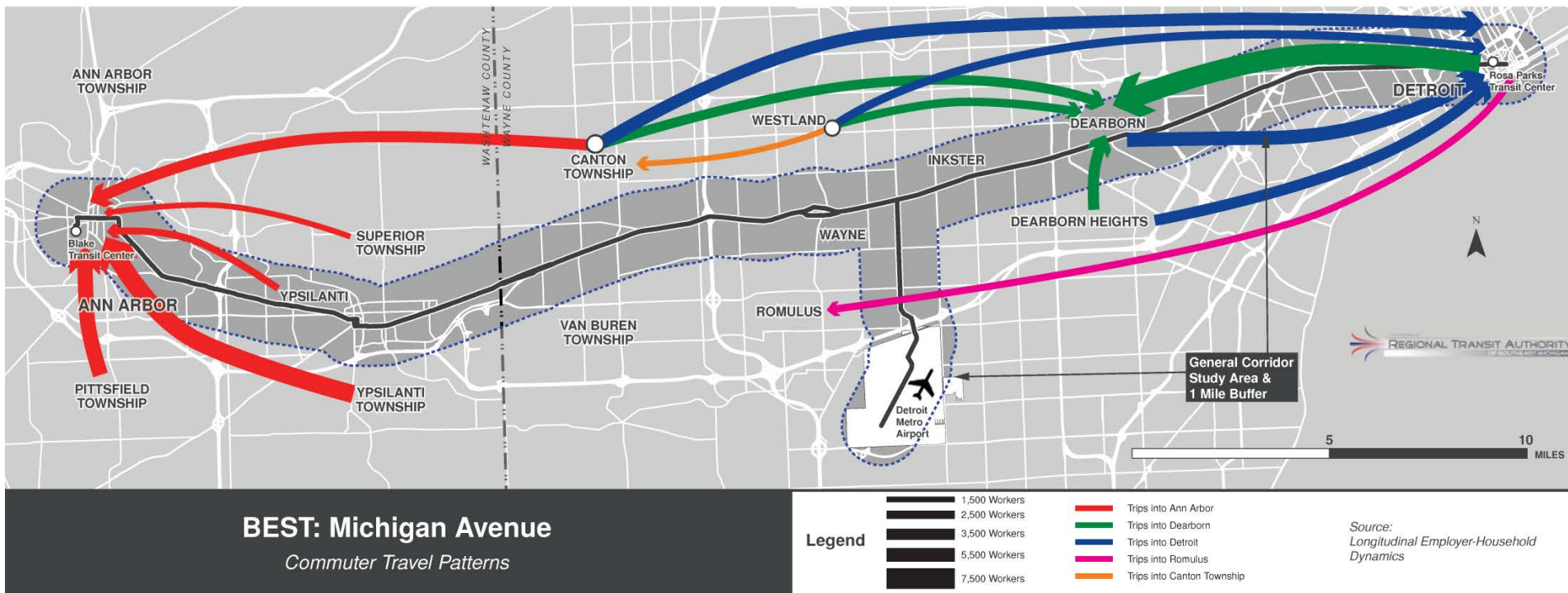
Legend



Source:
SEMCOG 2040 Regional
Forecast Report

- Nearly 300,000 jobs within study area (13% of jobs in four counties)
- Job densities highest in downtown Detroit, downtown Ann Arbor, University of Michigan Medical Center, central Dearborn
- 5% of corridor residents commute via transit (much higher than regional average)
- Transit use declining in Wayne County communities, increasing in Washtenaw

Commuter Flow



- Nearly 200,000 living and working within same community along corridor
- More than 80,000 employees who live in one corridor community and commute to another
- Cross-corridor commuters primarily travelling to Ann Arbor, Detroit, Dearborn or Romulus (93% of trips)
- Relative balance between eastbound and westbound travel

Stakeholder Themes

- Need for improved airport transit connections (“that’s what big cities have”)
- Transit seen as key for redevelopment in many corridor communities – developers and employers looking for transit access
- Community plans along corridor express desire to make Michigan Avenue more walkable and pedestrian-friendly – current configuration not seen as a benefit for local economic development
- Preferences expressed for rail service connecting from Washtenaw to Detroit
- Any new service needs to be effective and cost-efficient
- Need to evaluate and understand potential traffic impacts of rapid transit
- Consider public safety on transit and at stops
- Responding to demographic trends with aging populations, Millennials lack of interest in driving

Your Corridor Priorities

What is most important to you or your organization? What elements will be most vital to gaining your support and approval? Some examples:

Transit service

- Faster transit service
- More frequent transit service
- More reliable transit service
- Improved stop / station facilities
- Improved customer information
- Transit service to jobs
- Transit service to airport
- New transit mode distinct from buses

Other modes & connections

- Accessibility for bikes
- Park and ride opportunities
- Congestion mitigation and traffic impacts

Land use and economic development

- Regional economic growth and development
- Community TOD opportunities

Project funding

- Reasonable capital cost
- Federal funding share
- Local funding share
- Cost-effectiveness of service

Implementation considerations

- Ensuring public / community support
- Implementing improvements quickly

Environmental impacts

- Reduced carbon/air pollutant emissions
- Improved energy efficiency
- Preserving environmental / cultural resources

Next Meeting / Next Steps

Technical Committee

- Wednesday, June 10th
(*second Wednesday*)
- 2:00 pm – 3:30 pm
- Dearborn City Council
Chambers
- Meeting Topics:
 - Public Input Received in
May
 - Existing Conditions
Summary
 - Purpose & Need Themes

Policy Committee

- Next meeting TBD
(*Summer 2015*)
- Review project goals,
initial project
alternatives

Thank You

Tiffany Gunter

Deputy CEO / COO

RTA of Southeast Michigan

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Dan Meyers, AICP

Manager of Project Development Planning

AECOM

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Your Priorities

The initial phase of the BEST: Michigan Avenue project will be about setting goals and choosing the biggest priorities for transit in the Michigan Avenue Corridor. Please review the list below and **mark your top three priorities from the entire list**. If you don't see your priority on the list, please add it in the space provided.

	Priorities
Transit Service	
	Faster transit service along corridor
	More frequent transit service along corridor
	More reliable transit service along corridor
	Improved stop & station facilities
	Improved / real-time customer information
	Transit service to jobs
	Transit service to the airport
	Building new transit modes distinct from buses
Other Modes and Connections	
	Accessibility for bikes and pedestrians
	Creating park and ride opportunities
	Congestion mitigation and traffic impacts
Land Use and Economic Development	
	Regional economic growth and development
	Local transit-oriented development opportunities

	Priorities
Project Funding	
	Keeping capital costs reasonable
	Ensuring significant federal funding
	Reasonable local share of funding
	Cost effectiveness of transit service
Implementation Considerations	
	Ensuring public/community support
	Implementing improvements quickly
Environmental Impacts	
	Reduced carbon/air pollutant emissions
	Improved energy efficiency
	Preserving environmental / cultural resources
Other	