

# WOODWARD AVENUE STREETCAR PROJECT PUBLIC HEARING BOOKLET

## What is this Project?

The Streetcar Project is similar to the Woodward Light Rail Transit (LRT) Alternative B3, which was studied as part of the Final Environmental Impact Statement (FEIS). The FEIS was completed in June 2011, with a Record of Decision signed on August 31, 2011. The FEIS evaluated a number of alternatives and design options for LRT service along Woodward Avenue. The FEIS identified a Preferred Alternative, Alternative A4; however, this alternative was not pursued due to financial limitations faced by the City of Detroit.

## What is a Supplemental Environmental Assessment (EA)?

The Supplemental EA assesses the impacts of the changes to Alternative B3 and provides new information since the Woodward Avenue LRT Project FEIS.

## How is the Streetcar Project Different from the FEIS Preferred Alternative A4?

- A 3.3-mile route, as opposed to a 9.3 mile route
- Use of shorter streetcar vehicles rather than LRT vehicles
- Location of the Vehicle Storage and Maintenance Facility (VSMF)
- Reduced station number (from 18 to 12), size (from 200 to 90 feet in length) and scope
- Slight adjustments to station locations
- Location of center and curb-running operation

## When is the Public Hearing?

**Thursday, February 28, 2013**

**Where: Detroit Public Library Main Branch, 5201 Woodward, Detroit, MI**

**When: 4 p.m. to 7 p.m., with a formal presentation at 5 p.m.**

The public hearing will be conducted using a combined "open forum/open microphone" style format. Participants may stop by anytime during the scheduled hours to view displays and talk one-to-one with study team members regarding environmental, transit, traffic, engineering, construction, and other issues.

## Why are we having this Hearing?

To provide information about the proposed Streetcar project and seek public input about its construction and operation.

Visit the website at <http://www.mi.gov/woodwardstreetcar>



**Route and Station Locations**

## Who is leading this Project?

The Federal Transit Administration (FTA), as the lead Federal agency, together with the Michigan Department of Transportation (MDOT), is coordinating the Environmental Assessment (EA) for the Woodward Avenue Streetcar Project. The Southeast Michigan Council of Governments (SEMCOG) is leading the communications efforts for the project.

## How are M-1 RAIL and others involved?

M-1 RAIL is a consortium of businesses, institutions, and foundations interested in implementing and operating a circulator transit system on lower Woodward Avenue as a means of revitalizing this critical corridor. M-1 RAIL will operate the streetcar system for a period of up to 10 years after construction. After that time the new Regional Transit Authority (RTA) will then continue service.

Business and philanthropic support for the project includes: Kresge Foundation, Downtown Development Authority, Compuware Corporation, Detroit Medical Center, Henry Ford Health Systems, Ilitch Holdings, Quicken Loans, Penske Corporation, Wayne State University, Chevrolet, Ford Foundation, Chrysler, Kellogg Foundation, Blue Cross Blue Shield of Michigan, Hudson Webber Foundation, and New Market Tax Credit Partners.

Community support for the project includes: Michigan Department of Transportation, Southeast Michigan Council of Governments, City of Detroit, Wayne County, Oakland County, Macomb County, Detroit Economic Growth Corporation, Michigan Congressional Delegation, Detroit Regional Chamber, Midtown Detroit Inc., Woodward Avenue Action Association, Metropolitan Organizing Strategy Enabling Strength (MOSES), Transportation Riders United, Downtown Detroit Partnership, and Michigan Environmental Council.

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## What was evaluated in the EA?

- Air Quality
- Hazardous Materials
- Historic and Archeological Sites
- Noise and Vibration
- Transportation
- Land Use, Zoning and Public Policy
- Neighborhood Character
- Parkland
- Visual and Aesthetics
- Utilities
- Energy
- Construction Impacts

## What impacts are expected from the Project?

### Transportation

- Faster transit travel times for those riding the streetcar compared to existing bus service.
- Travel times for other vehicles are expected to increase by one to two minutes.
- All intersections and approaches are expected to operate at acceptable levels of service.
- On-street parking would be removed on one side of Woodward Avenue, the side will be determined in the later design stage of the project.
- No change to pedestrian access along the corridor.
- Bicyclists could experience impacts riding along Woodward Avenue due to the risk of narrow cycle wheels falling into the streetcar rail flange.

### Historic Properties

- FTA determined the Woodward Avenue Streetcar Project would have an adverse effect on historic properties.
- Of the 65 NRHP-listed and eligible properties in the Streetcar Alternative Area of Potential Effects, the Project would adversely affect five historic properties, have no adverse effect to 23 historic properties, and have no effect to 37 historic properties.
- FTA determined that there would be no adverse effect to the two National Historic Landmarks, which are the Guardian Building and the Fox Theatre Building.
- Generally, the adverse effects consisted of visual impacts to historic properties' setting, feeling, or association.

### Noise and Vibration

- Moderate noise impacts may occur due to the streetcar vehicles turning from Woodward Avenue to the Vehicle Storage and Maintenance Facility (VSMF). This will be addressed in more detail during the design phase of the project.

### Hazardous Materials

- There may be hazardous materials located on the preferred VSMF site at Custer and Bethune streets east of Woodward Avenue. This will be further investigated during the design phase of the project and would be mitigated, as needed, during construction.

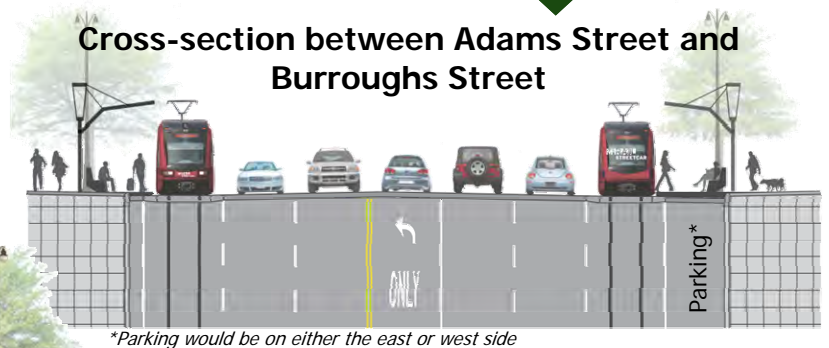
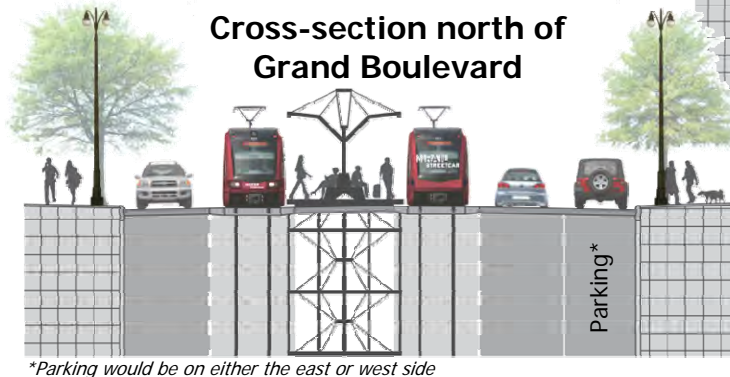
Visit the website at <http://www.mi.gov/woodwardstreetcar>

## What will it look like?



**A station location along Woodward Avenue north of Campus Martius in Downtown**

Between Burroughs Street and Milwaukee Street, the streetcar would be in the median in transit-only lanes and vehicle traffic would be reduced by one lane in each direction.



North of Milwaukee Street, the streetcar would still be median-running in a streetcar shared-used lane and vehicle traffic would be reduced by one lane in each direction. An example is to the left.



**A Photo of the Portland Streetcar**

Between Congress Street and Burroughs Street, the streetcar would be in a curb-side streetcar shared-use lane with no change in the number of travel lanes.

An example is below.



## What is a Vehicle Storage and Maintenance Facility (VSMF) and where will it be located?

A vehicle storage and maintenance facility (VSMF) provides space for indoor storage, inspection, repair, and light maintenance of streetcar equipment and some office space. The facility is anticipated to be between 17,000 and 20,000 square feet in size. One preferred and three alternate sites were evaluated in the EA for the VSMF. The preferred VSMF would occupy the block between Custer and Bethune streets on the east side of Woodward Avenue. This site is currently vacant. Custer Street is located two blocks north of Grand Boulevard. The site would require acquisition of a portion of Bethune Street and construction of a traffic turn-around on the east side of the site.

Visit the website at <http://www.mi.gov/woodwardstreetcar>

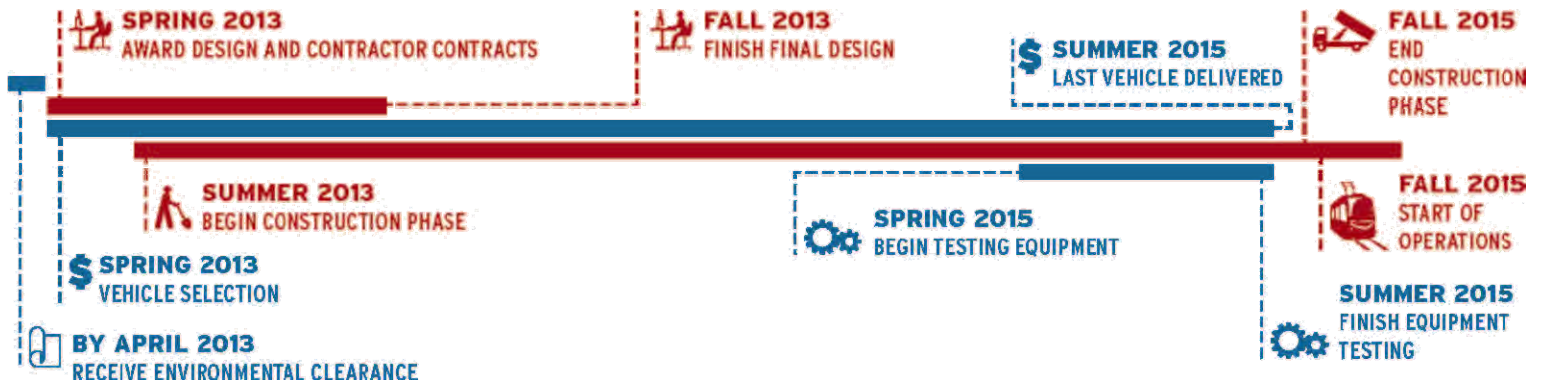
## How is the project funded?

M-1 RAIL expects to fund the construction and operation of the project with a combination of corporate and philanthropic donations, passenger fares, sales of advertising and naming rights, federal grants, and state assistance. The major funding sources consist of over \$90 million of committed private and public investor funds, \$25 million in a federal TIGER grant, and \$16 million of New Market Tax Credits.

## What are the next steps and when will construction begin?

The Review Period for the EA ends on March 14, 2013. An Amended Record-of-Decision (ROD) is expected to be issued by FTA in March 2013. Design of the Streetcar is anticipated to begin after the Amended ROD is signed. Construction could begin as early as the Summer of 2013 with an expected opening day in late 2015.

### PROJECT TIMELINE



## How can I comment on this Project?

You can provide comments on the Project until March 14, 2013, in a number of ways:

- At the Public Hearing on February 28, 2013
- Through U.S. mail to:  
Bob Parsons  
MDOT Public Involvement and Hearings Office  
Bureau of Highway Development  
P.O. Box 30050  
Lansing, MI 48909
- Email to Bob Parsons at [parsonsb@michigan.gov](mailto:parsonsb@michigan.gov)
- Fax to (517) 373-9255
- On-line at [www.mi.gov/woodwardstreetcar](http://www.mi.gov/woodwardstreetcar)

**Woodward Avenue Streetcar Project**  
Supplemental Environmental Assessment  
COMMENT FORM

***GET INVOLVED! Your comments are important.***

\* \* \* PLEASE PRINT CLEARLY \* \* \*

<u>Name</u>	<u>E-mail</u>	
<u>Address</u>		
<u>City</u>	<u>State</u>	<u>Zip Code</u>

***TELL US WHAT YOU THINK.***

Please use the space below and additional pages if necessary. Turn your comment form in at the public meeting. If you wish, you may mail, fax or e-mail them (see below).

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*Please mail or fax to:*  
**Bob Parsons**  
**MDOT Public Involvement**  
**P.O. Box 30050**  
**Lansing, MI 48909**  
**Fax: 517-373-9255**  
**[parsonsb@michigan.gov](mailto:parsonsb@michigan.gov)**

