

WOODWARD AVENUE STREETCAR PROJECT

Public Hearing

Detroit Public Library, 5201 Woodward Avenue, Detroit, Michigan
February 28, 2013



U.S. Department of
Transportation
**Federal Transit
Administration**



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 identified a preferred alternative, Alternative A4; however, this alternative was not pursued due to financial limitations faced by the City of Detroit



A Photo of the Portland Streetcar



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

How is the streetcar different from the FEIS?

- 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 curbs-running operation



What is a Supplemental Environmental Assessment (EA)?

- The Supplemental EA assesses the impacts of the changes to the Alternative B3 and provides new information since completion of the Woodward Avenue LRT Project Final Environmental Impact Statement



Who is leading this project?

- The Federal Transit Administration (FTA) is the lead Federal agency
- The Michigan Department of Transportation (MDOT) is the project sponsor
- The Southeast Michigan Council of Governments (SEMCOG) is leading the communications efforts
- MDOT and the City of Detroit have jurisdiction over parts of Woodward Avenue
- M-1 RAIL is partnering with these public agencies to design, build, operate and maintain the streetcar system



M-1 RAIL

A catalyst for investment,
economic development and
urban renewal in Detroit



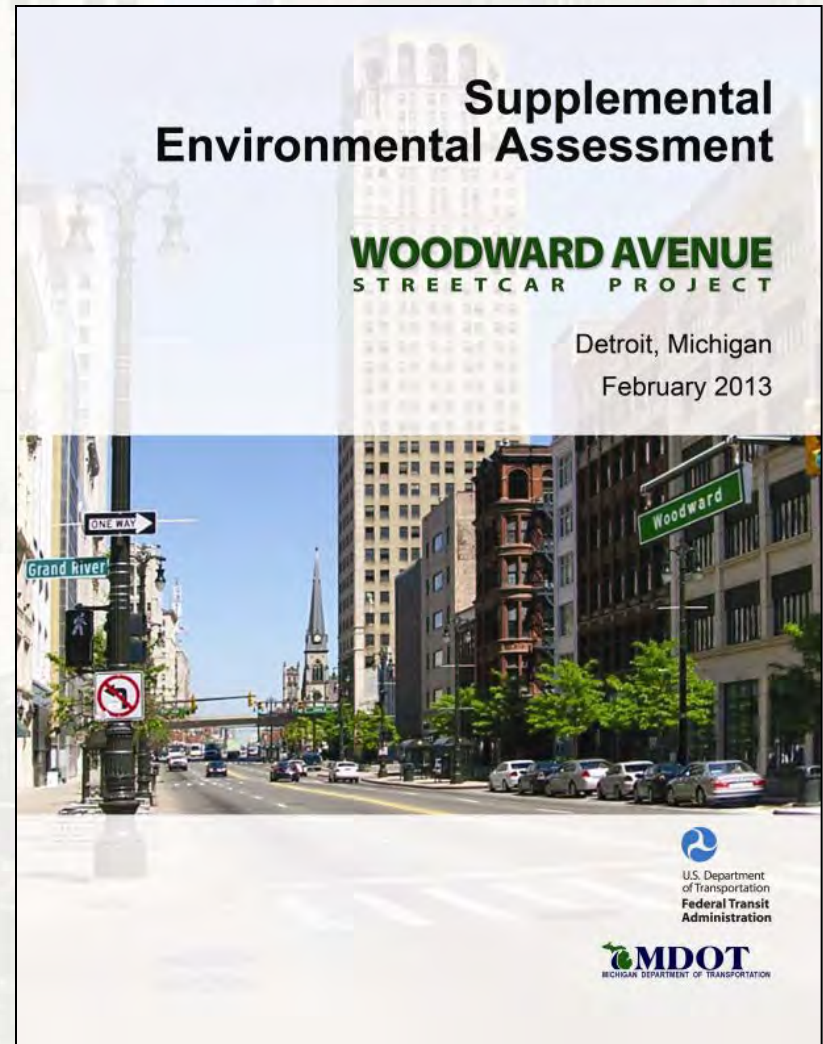
What are the project goals?

- Improve public transit service and provide additional mobility options in the corridor
- Support the City's economic development goals and encourage reinvestment in Detroit's urban core
- Support the Regional Transit Authority transportation strategy unveiled in 2011



What was evaluated in the EA?

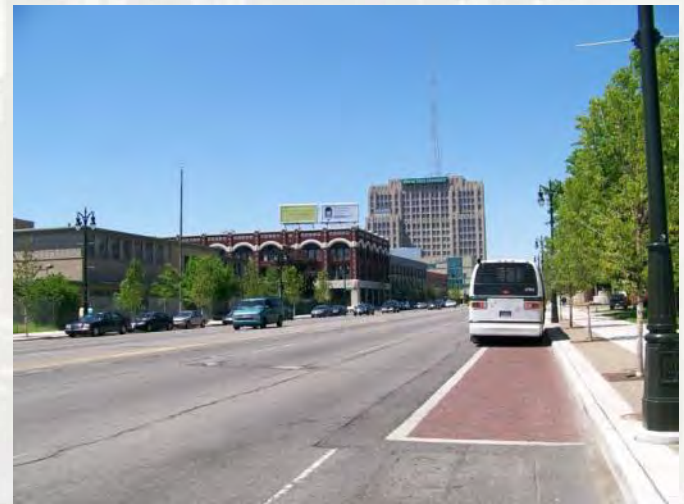
- Air Quality
- Hazardous Materials
- Historic and Archeological Sites
- Noise and Vibration
- Transportation
- Land Use, Zoning and Public Policy
- Neighborhood Character
- Parkland
- Visual and Aesthetics
- Utilities
- Energy
- Construction Impacts
- Roadways
- Stormwater Management



What impacts are expected?

Transportation / Traffic

- Faster transit travel times for those riding in the streetcar
- Travel times for other vehicles may increase slightly
- On-street parking would be removed on one side of Woodward Avenue
- No change to pedestrian environment
- Bicyclists would need to be cautious when riding in lanes with the streetcar



What impacts are expected?

Historic Properties

- FTA determined there would be adverse effects on five (5) historic properties
- Adverse effects consisted of visual impacts, station designs will be reviewed to reduce impacts
- No adverse effects to the the two National Historic Landmarks:
 - Guardian Building
 - Fox Theatre Building



What impacts are expected?

- Noise and Vibration
 - Moderate noise impacts may occur due to Streetcars turning from Woodward Avenue to the Vehicle Storage and Maintenance Facility site
- Hazardous Materials
 - There may be hazardous materials located on the preferred Vehicle Storage and Maintenance Facility site and would be mitigated, if needed

What will it look like?

- Between Congress Street and Burroughs Street (2 block north of I-94), the streetcar would be in a curb-side streetcar shared-use lane with no change in the number of travel lanes



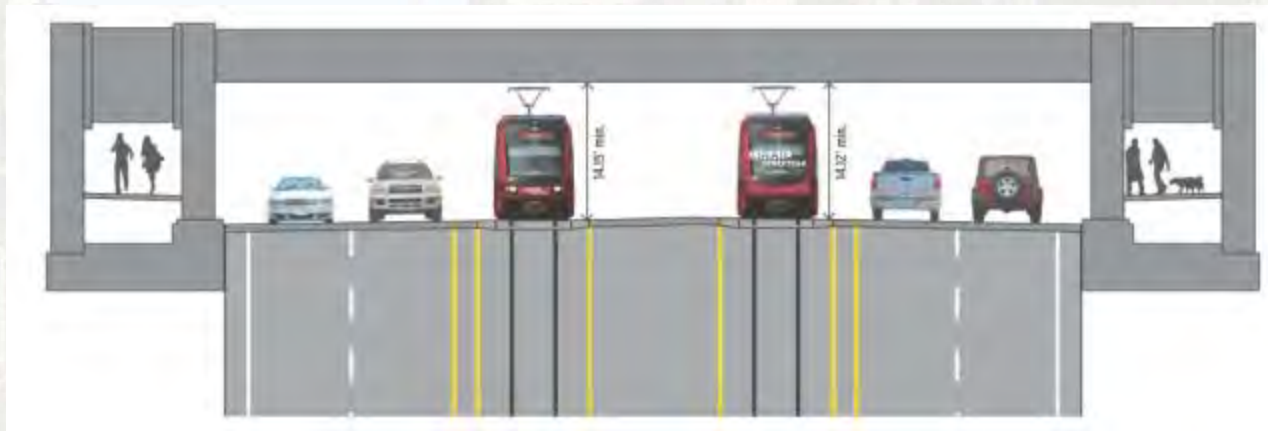
**Intermittent parking where parking bays currently exist.*



**Parking would be on either the east or west side of Woodward. No on-street parking where stations occupy the parking lane.*

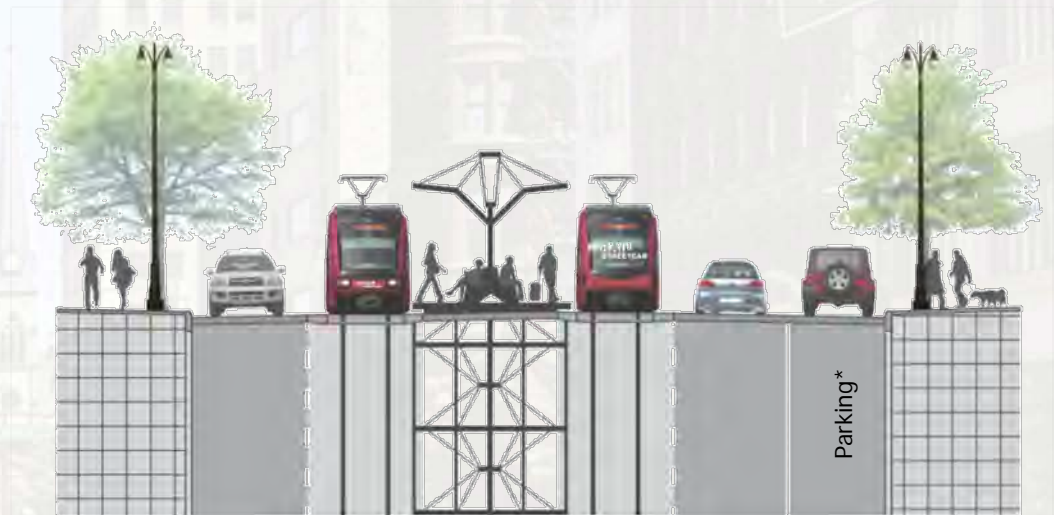
What will it look like?

- 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



What will it look like?

- North of Milwaukee Street, the streetcar would still be center-running in a streetcar shared-used lane and vehicle traffic would be reduced by one lane in each direction



**Parking would be on either the east or west side of Woodward.*

What will the streetcar vehicle look like?

- Seats approximately 60 people
- Areas available for physically handicapped
- Prepay before you get on
- Electric powered
- Multiple doors for fast boarding and alighting
- Accommodate up to two bicycles



What will the stations look like?

- All Stations will have level boarding and be ADA compliant
- Signing, lighting, dynamic message boards, security system, ticket vending
- Optional items include bicycle racks, additional seating, and wi-fi
- Station design will reflect surrounding historic and local elements



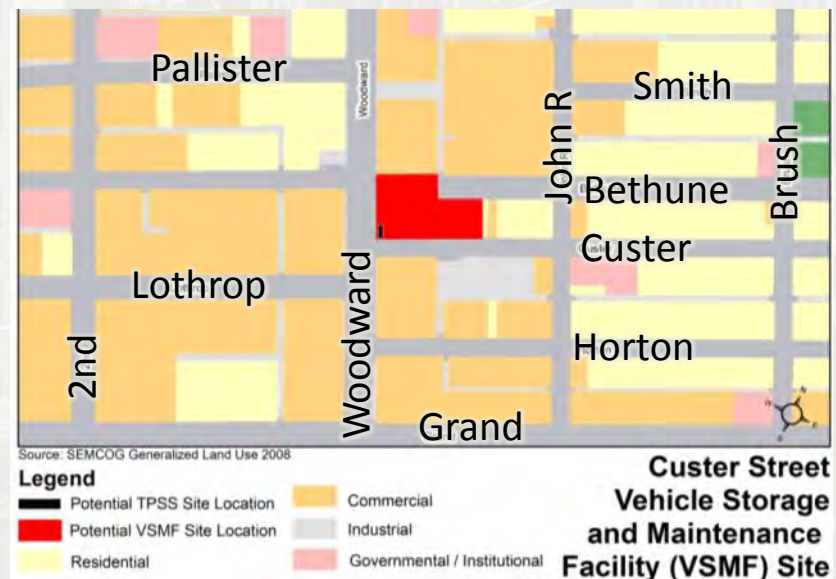
When will it run and how much will it cost?

- Operate 7 days per week
- More frequent service during special events
- Each ride would cost \$1.50

Day(s)	Operating Hours	How Often?
Monday – Friday	6 a.m. to 7 p.m.	8 minutes
	7 p.m. to 10 p.m.	12 minutes
Saturday	8 a.m. to 7 p.m.	9 minutes
	7 p.m. to 10 p.m.	12 minutes
Sunday	8 a.m. to 10 p.m.	12 minutes

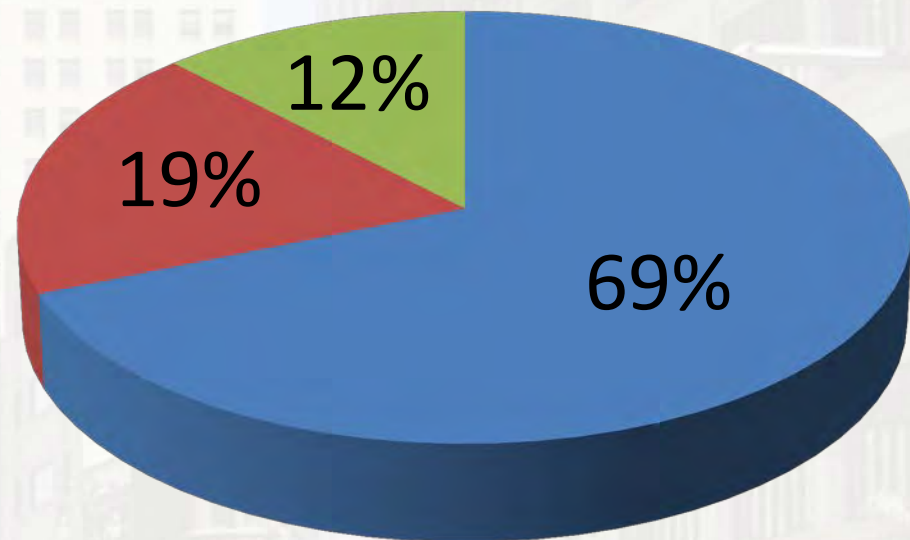
What is a VSMF and where will it be?

- A vehicle storage and maintenance facility (VSMF) provides indoor storage, inspection, and repair of the streetcar vehicles
- Preferred site is located between Custer and Bethune streets east of Woodward Avenue, the site is currently vacant
- Three alternative sites were also reviewed, only one will be selected



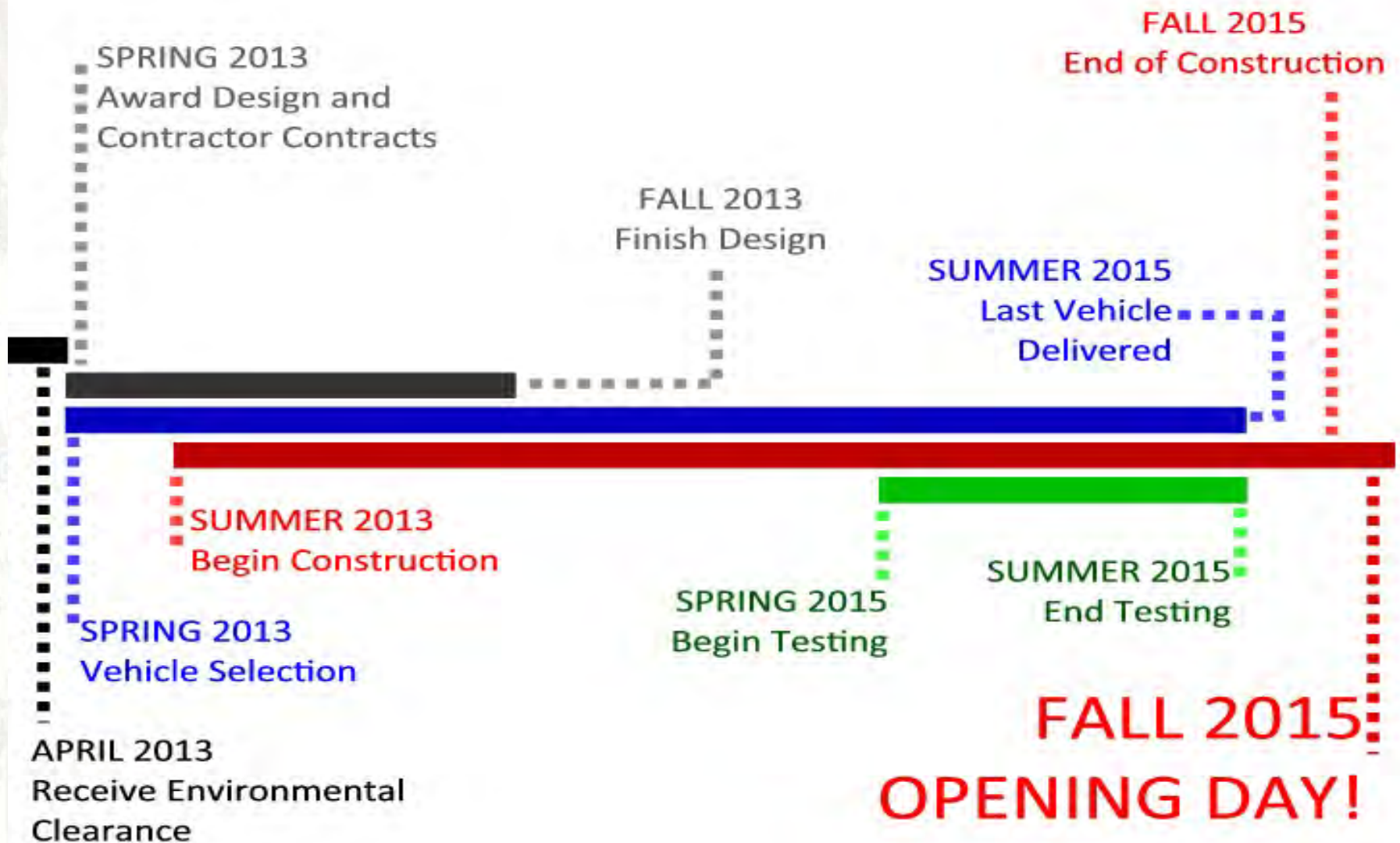
How is the project funded?

- \$90 Million in Private and Public Investors
- \$25 Million in Federal TIGER grant
- \$16 Million in New Market Tax Credits
- Total = \$131 Million (\$137 Million with financing costs)



- Private and Public Investors
- TIGER Grant
- New Market Tax Credits

What are the next steps?



What will construction be like?

- Two Phases
 - Downtown, south of Adams Street
 - Midtown / New Center, north of Adams Street
- Access will be maintained to all businesses
- On-street parking will be removed during construction



How can I comment?

There are several ways to comment, including:

- At the public hearing
- Through U.S. Mail
- Email to parsonsb@michigan.gov
- Fax to (517) 373-9255
- On-line at www.mi.gov/woodwardstreetcar

Comments will be received until March 14, 2013