



FOR IMMEDIATE RELEASE
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**DETROIT DEPARTMENT OF TRANSPORTATION
CONDUCTING EARLY SCOPING MEETINGS FOR RAPID TRANSIT STUDY**

Public comment sought for Woodward, Michigan and Gratiot alignments and three transit technology modes during public scoping meetings in July

DETROIT—Detroit Department of Transportation (DDOT) Director Norman White announced the department's rapid transit study—known as the Detroit Transit Options for Growth Study (DTOGS)—will conduct a series of early scoping meetings this month to collect public comment on three alignments and three alternative modes of transit service for further evaluation for a start of a rapid transit system in metro Detroit.

White said the public is encouraged to attend one of four DTOGS Early Scoping Meetings the week of July 23rd where public comments will be documented and presented for review to the Federal Transit Administration (FTA), which funds the planning, design, and construction of rapid transit systems in cities across the United States.

"We want the public to weigh in on what alignment and what transit mode they think would be the best start to building a rapid transit system in the metro Detroit area," White said.

The three alignments are Woodward Avenue, Michigan Avenue and Gratiot Avenue, all of which include a three mile stretch on Woodward between downtown Detroit and West Grand Boulevard in the New Center area.

The three alignments being evaluated include:

- a Woodward Avenue alignment from downtown Detroit to 8 Mile Road;
- a combined Woodward and Michigan avenues alignment from downtown to West Grand Boulevard in the New Center area and on Michigan Avenue from downtown to the City of Dearborn near Fairlane Town Center and the University of Michigan-Dearborn near Evergreen Road;

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- and a combined Woodward and Gratiot avenues alignment from downtown to West Grand Boulevard in the New Center area and on Gratiot Avenue from downtown to 8 Mile Road.

The three alignments ranked the highest among those attending a series of public open houses in March and were determined by the DTOGS technical committee as showing the most promise for the first alignment of a rapid transit system in the metro Detroit region.

Transit modes being evaluated along those alignments are light rail transit (LRT)/modern streetcar, bus rapid transit, and an upgrade of conventional bus service.

“We are entering an important chapter in this transit study by conducting these four public meetings,” White said. “The scoping process ensures citizens, public officials and government agencies are involved in the early stages of the decision-making so comments and social and environmental concerns can be addressed during the project planning.”

The DTOGS Early Scoping Meetings will begin with an hour-long open house, followed by a presentation and public comments. They will be held at the following downtown, central, east side and west side locations:

- **The Guardian Building**
Mezzanine Lobby
500 Griswold, Detroit, MI 48226
Wednesday, July 25 from 11:00 AM to 2:00 PM
- **Wayne State University**
Welcome Center
42 W. Warren Avenue, Detroit, MI 48202
Wednesday, July 25 from 5:00 PM to 8:00 PM
- **Wayne County Community College**
Cooper Community Center
5901 Conner, Detroit, MI 48213
Thursday, July 26 from 5:00 PM to 8:00 PM
- **Ford Community and Performing Arts Center**
Studio A
15801 Michigan Avenue, Dearborn, MI 48126
Saturday, July 28 from 10:00 AM to 1:00 PM

White said early scoping meetings are being conducted now as part of the FTA’s planning Alternatives Analysis process. Scoping is required as part of the environmental review process under the National Environmental Policy Act of 1969 to secure federal

funding by the FTA New Starts Program. The DTOGS is complying with all Federal and state regulations regarding the evaluation of the three alignments and transit mode alternatives.

Factors that contributed to selection of the three alignments included a high population density, housing and employment density, major destinations, high average daily traffic and bus ridership and a high concentration of zero-car households. The attributes of the three alignments are consistent with Federal funding guidelines and other successful rapid transit systems, White said.

The DTOGS project began in the summer of 2006 and is expected to conclude at the end of 2007 with a recommendation of a locally preferred mode of transit and a preferred alignment for initial service.

Project oversight of DTOGS is guided by a technical committee comprised of representatives from a cross-section of government, civic and transit agencies. They include Wayne County; the cities of Detroit, Dearborn, Hamtramck and Highland Park, Michigan Department of Transportation (MDOT); Southeast Michigan Council of Governments (SEMCOG); the Regional Transportation Coordinating Council (RTCC); and the Detroit Economic Growth Corporation (DEGC).

DDOT also enlisted the help of URS Corporation, an international consulting firm with expertise in public transit systems to help navigate the extensive Federal review process. URS, whose Michigan offices are located in Detroit, Farmington Hills, Grand Rapids and Traverse City, has been successful in assisting major cities across the United States including Pittsburgh, Minneapolis, St. Louis, Dallas, Denver and Portland with building rapid transit systems using Federal funds. Detroit-based Berg Muirhead and Associates and Pierce, Monroe & Associates, LLC are also assisting DDOT with this study.

DDOT, URS and the DTOGS technical committee evaluated 14 initial study corridors in the DDOT service area of Detroit, Dearborn, Hamtramck and Highland Park based on the Southeast Michigan Council of Governments (SEMCOG) 2004 regional transit plan. The three alignments of Woodward, Michigan and Gratiot, emerged from the March 2007 public meetings and technical committee as showing the most promise for a rapid transit system.

White said with unified local support and acceptance into the FTA New Starts Program it's possible that construction on a new transit system could begin as soon as 2010.

For more information visit www.dtogs.com.

DDOT is a City department that provides public transit service to approximately 130,000 riders daily on 45 routes in Detroit and 22 neighboring communities. DDOT operates Michigan's largest public transit system and transports 35.6 million riders annually on the department's fleet of 550 buses.