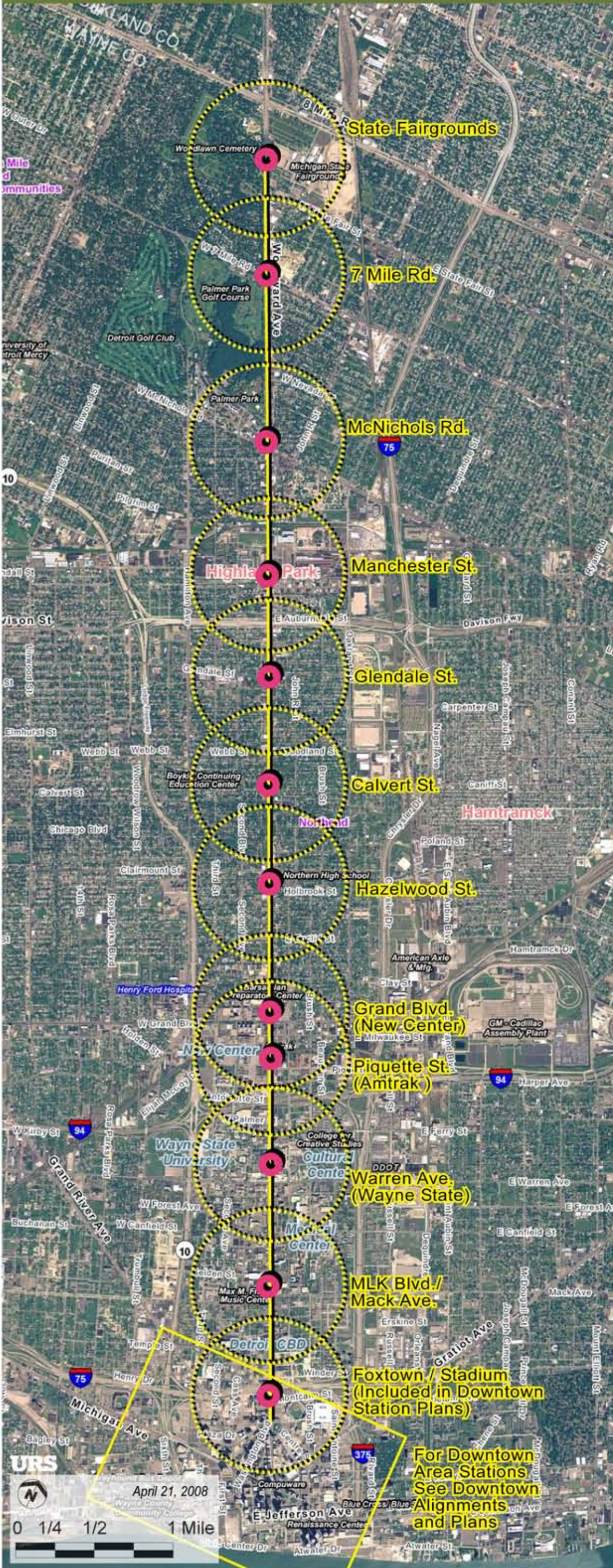




Woodward Avenue Alignment

DETROIT TRANSIT
Options for Growth Study



FTA New Starts Benchmarks

Cost Effectiveness Index Relative to TSM (needs to be under \$23)	Not applicable	\$16.12	\$20.69
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Transportation & Mobility

Year 2030 Daily Ridership on Alternative*	8,600	9,200	11,100
Year 2030 Daily Ridership Total Corridor	20,000	20,900	22,800
Year 2030 Daily New Riders	780	3,420	4,250
Year 2030 Level of Service - average travel speed for autos (MPH)	24 MPH	20 MPH	20 MPH
Year 2007 Order-of-Magnitude Capital Cost	\$14.9 million	\$213.0 million	\$371.5 million
Year 2007 Operating Cost	\$1.9 million*	\$5.1 million	\$7.4 million

Parking Impacts - Number of on-street spaces

Parking Impacts Change (relative to TSM)	Not applicable	(940)	(950)
Parking Impacts Percent Change (relative to TSM)	Not applicable	(66%)	(67%)

Communities and Environment

Year 2000 Transit Dependent Population within 1/2 Mile of Stations	13,820	13,820	13,820
2030 Change in Daily Regional Vehicle Miles Travelled (Compared to No Build, Year 2030)	Not applicable	(25,500)	(33,700)
2030 Change in Annual CO2 Emissions - Relative to TSM (tons)	Not applicable	(3,160 tons)	(4,180 tons)
Population Potentially Affected by Noise & Vibration within 100' of Alignment	2,185	2,185	2,185

Public Involvement

Community Sentiment - Through July Scoping Meetings			
Alignment Preference	High	High	High
Mode Preference	Low	Medium	High

* TSM ridership includes local (trunk) and skip-stop routes