

M-1 RAIL:

A Catalyst for Growth and Future Regional Transit

What is M-1 RAIL?

M-1 RAIL is a light rail system connecting Downtown Detroit to the New Center district along our region's main artery, Woodward Avenue.



Typical modern vehicle. Actual design to be determined.



National Context

- Groundswell for rapid mass transit.
- Accessibility and mobility for all ages.
- Job creation.
- Every \$1 invested in transit equals \$4 to \$8 in new development.
- Increases property values, tax base, demand for housing and retail.

Success Stories

- **Portland:** 3.6 miles, \$103M cost, \$2.5B development (25x cost).
- **Dallas:** \$3.3B private investment and 32,000 jobs in 5 years.

Southeast Michigan

- **2006:** John Hertel leads Regional Transit Coordinating Council.
- **2007:** Business leaders begin demonstration project:
 - Primarily privately funded.
 - Implementation in three years.
 - Dramatic, significant new service.
 - Greatest assurance of success.
- **2007:** Comprehensive Regional Transit Vision.
- **2007-2008:** Widespread community and political engagement.
- **2008:** Regional plan approved by Big Four.
- **2008:** M-1 RAIL becomes independent entity.
 - Roger Penske, chairman
 - Dan Gilbert, vice-chairman
 - Matt Cullen, CEO
- M-1 RAIL becomes first phase of regional plan.

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M-1 RAIL Organization and Legislation

- M-1 RAIL is a nonprofit, public/private partnership of Detroit business and civic leaders. The project cost of \$125 million will be funded by private philanthropy and public investment.
- New state legislation authorizes a nonprofit to build and operate a railway and requires an operating subsidy in the annual state budget.
 - Signed by Governor Granholm in January 2009.
 - Permits MDOT expenditures to support M-1 RAIL.

M-1 RAIL Impact

M-1 RAIL will have a positive and lasting impact on greater downtown Detroit.

- Diversified new development attracting investment, businesses and jobs.
- More walkable neighborhoods and increased foot traffic for shops and restaurants.
- Improved accessibility and mobility for residents, employees and visitors.
- Direct link between Detroit's largest cultural, entertainment, educational, medical, and employment centers.
- Increased property values while providing opportunities for residents of all income levels.
- Connections with greenways and bike paths.
- Decreased traffic and energy consumption.

M-1 RAIL Project Status

- Finalization of funding underway.
- Engineering and pre-construction firms selected.
- Construction scheduled to begin during 2009.

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M-1 RAIL will be designed as a cool, contemporary addition to the city.
Clean, modern lines | Runs at street grade | Environmentally efficient

M-1 RAIL Summary

- M-1 RAIL is a 3.4-mile light rail line that will run along the Woodward corridor from Jefferson Avenue to Grand Boulevard. It will connect the city's tremendous assets, encourage vibrant neighborhoods, and drive economic development for a stronger Detroit.
- M-1 RAIL will be one of the most significant economic development projects for the City of Detroit.
- M-1 RAIL is intended to serve as the foundation and catalyst for a broader regional transit system and help make the Detroit area more competitive.
 - The new light rail system will help attract and retain talent. Studies show that young professionals want an urban experience and transit options.
 - Experience has proven that new investment follows rail development.
 - Detroit is the only major U.S. city without rapid mass transit.
- M-1 RAIL will link with a larger, regional transportation system, connecting with many existing services as well as with future rapid mass transit in Southeast Michigan.
 - Will connect with DDOT and SMART buses, People Mover, Megabus intercity bus, and the Transit Windsor Tunnel Bus.
 - Will connect with planned intercity rail service between Ann Arbor and Detroit.
 - Will connect with future Woodward transit north of Grand Boulevard.
 - Will align with planned city and regional transit initiatives.

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M-1 RAIL

M-1 RAIL will run along Woodward Avenue from Jefferson to Grand Boulevard, linking the city's Downtown, Midtown and New Center districts.

- 12 stops planned along the route.
- Will run along the curb side of the street in the second lane.
- Will co-mingle with traffic, with parking lanes preserved.
- Stations will "bump out" from the sidewalk to meet streetcars.
- No business or residential dislocations are expected.

M-1 RAIL Destinations

- New Center, Henry Ford Hospital
- Amtrak station
- Tech Town
- College for Creative Studies
- Wayne State University
- Detroit Medical Center
- Midtown/Cultural Center
- Detroit Institute of Arts
- Performance venues
- Professional sports stadiums
- Campus Martius Park
- Downtown
- Detroit Riverfront



Special thanks to the University of Detroit Mercy engineering and architecture programs for the preliminary feasibility work that led to the M-1 RAIL initiative.

Map intended to show destinations only. Actual station locations to be determined.

