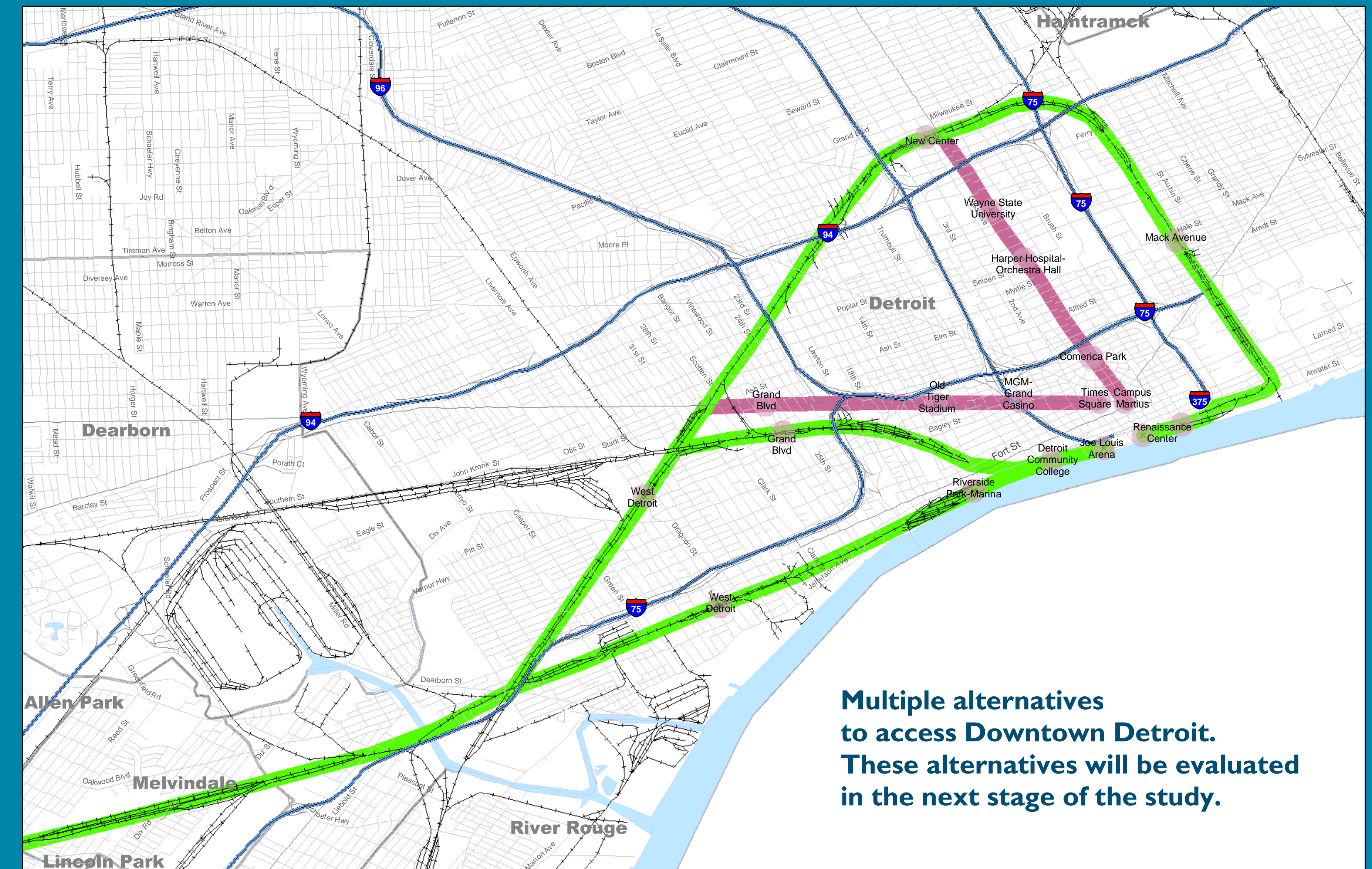
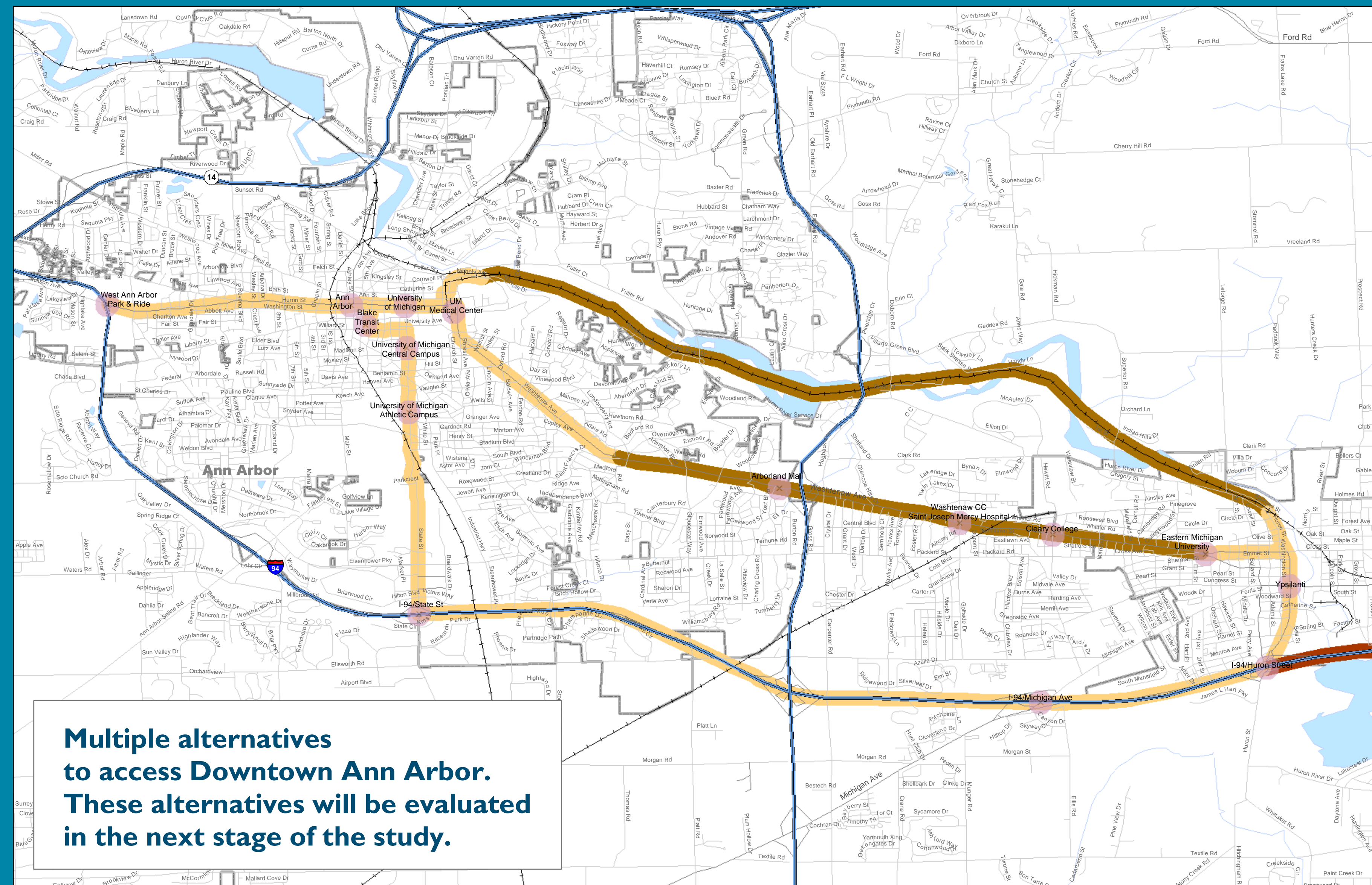
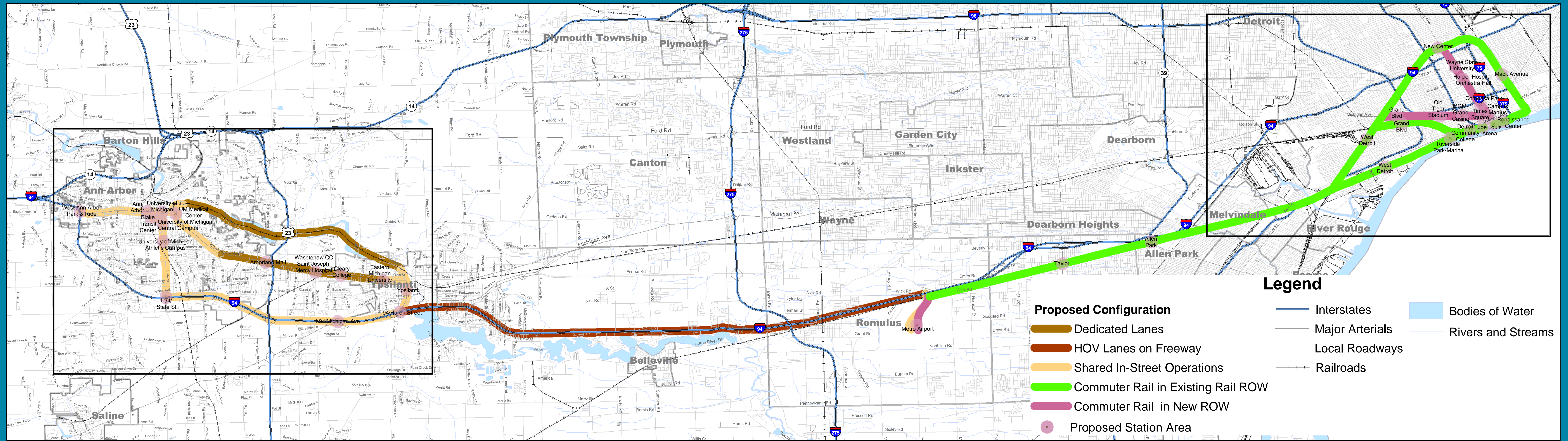


Commuter Rail Transit/Bus Rapid Transit Alternative (CRT 2): Norfolk Southern Detroit Division



Population
Poor

Spacing of commuter rail stations reduces the number of people who can walk to commuter rail services; offset by the closer spacing of Bus Rapid Transit Stations.

Employment
Fair

Spacing of commuter rail stations reduces the number of businesses within walking distance of commuter rail services; offset by the closer spacing of Bus Rapid Transit Stations.

Travel Time
Good

Travel speeds highest along commuter rail portion of alignment. Travel speeds reduced along Bus Rapid Transit portion of alignment due to operations with general traffic.

Capital Cost
Low

Costs minimized by availability of right-of-way and the ability to use the existing railroad and operate Bus Rapid Transit on existing roadways.

O&M Cost
Low

Requires fewer vehicles (and hence operators) than LRT; BRT segment may require more operators than CRT01