



Detroit Department of Transportation

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TO: Angela Whitfield-Calloway, District 2, Detroit City Council
FROM: C. Mikel Oglesby, Executive Director of Transit, Department of Transportation
DATE: April 6, 2023
SUBJECT: Responses to FY2023-2024 Budget Analysis

Please find below responses to your questions sent on March 31, 2023 regarding the proposed Fiscal Year 2024 Proposed Budget for the **Department of Transportation**.

- 1. From our assessment and contrast to other cities that have exceptional services for their residents, they have taken simple solution, holistic approach to providing better service including expanding bus only lanes, rapid transit lanes, etc:**

- a. At this moment how many miles of only bus lanes does the City of Detroit have? What is our plan to implement and expand only bus lanes? In yes or no answer, do you think only bus lanes will drastically decrease travel/commute times for residents?**

We partnered with M1 to create a multi-use bus lane in front of the Little Caesars Arena on Woodward Avenue. Additionally, DDOT Reimagined is exploring bus rapid transit (BRT) options, which could result in the creation of additional bus lanes.

- 2. For the past ten years the Federal Government has poured Billions of dollars into supporting communities that have proposed feasible Transit Oriented Development strategies. As we move forward with the revitalization of our city, including the recent establishment of the Transportation Innovation Zone, it is imperative that DDOT and other responsible partners, play a role in helping the city create density and take a more AGGRESSIVE advocacy and action for transportation that's not centered around cars, including rail. With that said:**

- a. QUESTION: Has DDOT explored a Transit Oriented Development strategy? Is there someone within DDOT that focuses primarily on this goal?**

Currently DDOT does not have a person who focuses primarily on this effort. However, the City does pursue Transit Oriented Development Strategies through the Planning and Development Department. For example, the City is currently working with MDOT on improvements to Michigan Avenue that would add dedicated lanes for CAV/Transit use. The project will break ground in 2025 and will run from I-96 to Campus Martius in conjunction with the Corktown Neighborhood Framework plan.



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b. QUESTION: Have we had any discussion with our State and County partners on joining the 21st century and expanding rail? I hope that within this decade there is a rapid rail line that links DTW with Detroit and beyond.

No, we have not had any discussion with State or County partners on expanding the rail system.

3. We are at an integral moment to improve our accessibility and services to the residents of Detroit. At this moment only 1 out of 5 households have a car, and that number gets smaller when you factor in the reliability of those cars. Detroiters need DDOT to be great. It is without a doubt that we need to financially support DDOT and then some, with that being said:

a. QUESTION: How does DDOT expand its fleet (ideally all electric buses), at scale, to meet the needs of the residents within reasonable financial parameters?

DDOT will continue to build off the existing four (4) EV buses currently in revenue service and four (4) additional EV buses on order. DDOT will continue to apply and compete for federal funding opportunities to expand its EV bus fleet and the charging infrastructure required to support those vehicles. This endeavor is key to achieving the overall targets of the nation and more particularly the City of Detroit's target to reduce 2012 GHG production by 100 percent in 2050. This project will reduce GHG emissions by implementing a clean fuel source and zero emission buses to aid DDOT's transition to a zero-emission fleet.

Thank you,

CMO/mh