

# Service Change Equity Analysis

# April 2025

Detroit Department of Transportation

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#### Introduction

The Federal Transit Administration (FTA) requires transit agencies that receive federal funding to monitor their systems to ensure equitably distributed services in compliance with Title VI of the Civil Rights Act of 1964. To certify performance compliance, an equity analysis on major service changes is required to determine any disparate impact on minority populations or disproportionate burden on low-income populations.

The Detroit Department of Transportation (DDOT) 2023-2025 Title VI Program Plan defines a major service change as a modification meeting one or more of the following conditions:

- 1. New coverage area that is more than 0.2 miles from the original route.
- 2. A new route (excluding numbering/rebranding).
- 3. An elimination of a route (excluding numbering/rebranding).
- 4. An extension or shortening of a route by 0.25 miles or more.
- 5. A 20 percent or greater change in revenue miles or hours.
- 6. A change in service days on a route.
- 7. A change in service span on a route greater than 2 hours.
- 8. A change in headway greater than 15 minutes.

Four steps should be followed to complete an equity analysis:

- 1. Identify which routes, if any, have undergone a major service change based on the above service standards.
- 2. Notify the community of and receive feedback on the proposed or piloted changes via a Notice of Public Hearing.
- 3. Utilize the latest U.S Census Bureau race and poverty data to classify routes as minority and/or low-income.
- 4. Determine any disparate impact on minority populations or disproportionate burden on lowincome populations.

Before beginning the equity analysis process, it is necessary to identify individual service changes by route.

#### **Proposed April 2025 Service Changes**

In DDOT's proposed April 2025 schedule, no routes are added, eliminated, or geographically changed, but revenue hours and miles are altered, and service spans are extended. *Table 1* and the following text list the individual service change proposals as presented at a public hearing on October 17, 2024. These proposed changes will then be compared to the current schedule to identify any major service changes.

Table 1: Proposed April 2025 Service Changes by Route

Route Proposed April 2025 Service Changes					
1 - Vernor	45-minute frequency on Sunday (previously 1 hour).				
2 - Michigan	20-minute peak service on weekdays.				

3 - Grand River	20-minute daytime frequency on Saturdays and 15-minute midday base frequency on weekdays.				
5 - Van Dyke-Lafayette	20-minute peak service on weekdays.				
6 - Gratiot	20-minute daytime frequency on Saturdays.				
7 - Seven Mile	20-minute daytime frequency on Saturdays.				
8 - Warren	30-minute frequency on Saturdays (previously 45-minutes) and 45-minute frequency on Sundays (previously 1 hour).				
10 - Greenfield	15-minute midday base frequency on weekdays.				
17 - Eight Mile	20-minute midday base frequency on weekdays.				
18 - Fenkell	40-minute daytime frequency on weekdays.				
19 - Fort	50-minute daytime frequency every day. *				
23 - Hamilton	45-minute peak frequency on weekdays (previously 1 hour).				
29 - Linwood	50-minute daytime frequency every day.				
31 - Mack 20-minute peak frequency on weekdays.					
*Adjustment made AFTER Oc	tober 17 public hearing.				

In addition to frequency changes, the proposed schedule modifies the span of several routes that currently start service after 7:00 am or end earlier than 9:00 pm on Saturdays and/or Sundays. **The following routes will see weekend span improvements**: 12 Conant, 13 Conner, 15 Chicago-Davison, 18 Fenkell, 23 Hamilton, 27 Joy, 29 Linwood, 30 Livernois, 38 Plymouth, 39 Puritan, 41 Schaefer, 42 Mid-City Loop, 43 Schoolcraft, 52 Chene, 54 Wyoming, 67 Cadillac-Harper, 68 Chalmers.

#### Step 1: Identify Major Service Changes

The proposed April changes must be compared to the current schedule (January 2025) to determine which routes, if any, will be undergoing a major service change. Since the proposed changes do not encompass new routes, route eliminations, route extensions or shortenings, or changes in service days, it is safe to conclude that conditions 1, 2, 3, 4, and 6 will not be met. However, span and frequency improvements may be enough to cause certain routes to meet conditions 5, 7, or 8.

Calculations were made to identify which routes, if any, will surpass these thresholds. Beginning with condition number 5, the January and April schedules were compared and percent change in weekly revenue hours and miles was calculated for each route with proposed service changes. *Table 2* below demonstrates the findings by route and Title VI minority and low-income classifications (see *Step 3* for route classification methodology). See *Appendix B* for full table with all DDOT routes and Title VI route classifications.

		Weekly Change In		Major Service	Minority	Low- Income
Rou	te	Hours	Miles	Change	Route	Route
1	Vernor	2.85%	3.40%	No	Yes	Yes
2	Michigan	17.69%	17.56%	No	Yes	Yes
3	Grand River	12.08%	11.54%	No	Yes	Yes
4	Woodward	-0.54%	-0.53%	No	Yes	Yes

Table 2: Weekly Change in Revenue Hours and Miles by Route and Title VI Route Classification

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5	Van Dyke-Lafayette	13.34%	9.73%	No	Yes	Yes
6	Gratiot	2.90%	2.89%	No	Yes	Yes
7	Seven Mile	11.03%	10.39%	No	Yes	Yes
8	Warren	7.61%	8.51%	No	Yes	Yes
9	Jefferson	0.00%	0.00%	No	Yes	Yes
10	Greenfield	8.30%	8.16%	No	Yes	Yes
12	Conant	3.33%	3.47%	No	Yes	Yes
13	Conner	2.60%	2.64%	No	Yes	Yes
15	Chicago-Davison	1.88%	2.09%	No	Yes	Yes
17	Eight Mile	10.42%	9.74%	No	Yes	Yes
18	Fenkell	13.14%	13.29%	No	Yes	Yes
19	Fort	10.96%	12.12%	No	No	Yes
23	Hamilton	15.46%	9.24%	No	Yes	Yes
27	Joy	0.96%	1.06%	No	Yes	Yes
29	Linwood	14.38%	11.65%	No	Yes	Yes
30	Livernois	1.95%	1.69%	No	Yes	Yes
31	Mack	20.38%	20.61%	YES	Yes	Yes
38	Plymouth	1.58%	1.93%	No	Yes	Yes
39	Puritan	4.06%	3.96%	No	Yes	Yes
41	Schaefer	1.64%	1.65%	No	Yes	Yes
42	Mid-City Loop	4.24%	4.35%	No	Yes	Yes
43	Schoolcraft	3.63%	4.06%	No	Yes	Yes
52	Chene	1.72%	1.74%	No	Yes	Yes
54	Wyoming	2.61%	2.59%	No	Yes	Yes
67	Cadillac-Harper	0.68%	0.76%	No	Yes	Yes
68	Chalmers	2.54%	2.68%	No	Yes	Yes
20	2023-2025 Major Service Change Policy: A 20 percent or greater change in revenue hours and miles.					

The proposed changes for route 31 Mack exceed the threshold set under condition 5 with a 20.38% and 20.61% increase in revenue hours and miles, respectively. **This is considered a major service change.** 

Additionally, several routes will see weekend span improvements. At least one round trip cycle was added to each route, but the total span is determined by the length of the trip, which is unique to each route. *Table 3* below demonstrates the calculations made to determine if any service spans were extended by over 2 hours.

	Route	Current Span	Span Increase	Proposed Span	Major Service Change	Minority Route	Low- Income Route
SATURDAY							
12	Conant	13:43:00	1:19:31	15:02:31	No	Yes	Yes
13	Conner	14:41:00	0:55:49	15:36:49	No	Yes	Yes
15	Chicago-Davison	13:36:00	1:18:16	14:54:16	No	Yes	Yes

Table 3: April 2025 Service Span Increases by Route and Title VI Route Classification

18	Fenkell	16:52:00	3:39:11	20:31:11	YES	Yes	Yes
38	Plymouth	19:11:00	2:27:09	21:38:09	YES	Yes	Yes
39	Puritan	11:24:00	1:38:00	13:02:00	No	Yes	Yes
41	Schaefer	14:19:00	1:25:07	15:44:07	No	Yes	Yes
42	Mid-City Loop	11:25:00	1:36:17	13:01:17	No	Yes	Yes
43	Schoolcraft	12:08:00	3:42:00	15:50:00	YES	Yes	Yes
54	Wyoming	13:54:00	1:49:00	15:43:00	No	Yes	Yes
68	Chalmers	14:33:00	1:09:49	15:42:49	No	Yes	Yes
			SUND	AY			
12	Conant	10:40:00	2:33:29	13:13:29	YES	Yes	Yes
13	Conner	12:29:00	1:54:00	14:23:00	No	Yes	Yes
15	Chicago-Davison	12:36:00	2:32:00	15:08:00	YES	Yes	Yes
18	Fenkell	12:48:00	3:24:24	16:12:24	YES	Yes	Yes
23	Hamilton	13:42:00	1:28:36	15:10:36	No	Yes	Yes
27	Joy	12:31:00	3:50:38	16:21:38	YES	Yes	Yes
29	Linwood	12:40:00	2:40:00	15:20:00	YES	Yes	Yes
30	Livernois	12:45:00	3:11:20	15:56:20	YES	Yes	Yes
38	Plymouth	16:02:00	2:24:17	18:26:17	YES	Yes	Yes
39	Puritan	8:25:00	1:44:00	10:09:00	No	Yes	Yes
41	Schaefer	13:57:00	1:19:53	15:16:53	No	Yes	Yes
42	Mid-City Loop	9:25:00	1:36:20	11:01:20	No	Yes	Yes
43	Schoolcraft	8:52:00	2:26:00	11:18:00	YES	Yes	Yes
52	Chene	11:50:00	3:07:51	14:57:51	YES	Yes	Yes
54	Wyoming	11:52:00	3:28:00	15:20:00	YES	Yes	Yes
67	Cadillac-Harper	13:46:00	1:41:52	15:27:52	No	Yes	Yes
68	Chalmers	11:33:00	2:12:00	13:45:00	YES	Yes	Yes
	2023-2025 Majo	or Service Chan	ge Policy: A cho	ange in service s	pan greater th	an 2 hours.	

As demonstrated in *Table 3* above, the April 2025 weekend service span improvements caused **major service changes** on the following routes: 12 Conant, 15 Chicago-Davison, 18 Fenkell, 27 Joy, 29 Linwood, 30 Livernois, 38 Plymouth, 43 Schoolcraft, 52 Chene, 54 Wyoming, and 68 Chalmers.

#### Step 2: Public Engagement

On October 17, 2024, DDOT held a virtual Notice of Public Hearing to notify the community of and receive feedback on the proposed schedule, which was initially set to be implemented in January 2025. Aside from the frequency changes on route 4 Woodward, all changes were postponed to April 2025. However, the comments from the October hearing are still valuable to the planning and scheduling process.

DDOT also accepted comments via post and email until November 18, 2024. All comments will be reviewed and taken into consideration before the April 2025 schedule is implemented. Prior to the October Notice of Public Hearing event, the proposed April service changes were available for viewing

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#### April 2025 Service Change Equity Analysis

on the DDOT website and social media platforms, and flyers providing information on the changes were distributed to the public at DDOT transit facilities and other relevant locations. See *Appendix A* for Notice of Public Hearing materials (page 10-11).

#### **Online Public Comments**

No comments were submitted via email or post.

#### **Hybrid Public Meeting Comments**

**Robbert Pawlowski: "**...this is going to be not just a milestone for certain routes, but it's going to improve more frequency and more accessibility. I'm very excited to see some of these service changes come into place, and I really don't have any complaints with it. I am speaking on behalf of myself as an advocate and full support of this plan taking effect..."

**Larry Donald Verse**: "I appreciate DDOT for what it has done so far, especially the improvements. And fundamentally, I like all of your changes... except I believe that [for] Linwood and Hamilton, instead of the time that's there, the time should be increased to at least 30 minutes at all times during the day."

**Rochella Stewart:** "I like all the changes, I have a couple myself... as far as Linwood and Hamilton again, those two also should be at least, he said 30 minutes [Larry], if you could get them to 35 minutes, they really do need those changes."

**Renard Monczunski:** "...in terms of all the other service changes, I agree with them, and I think these are good changes. However, I think, for Hamilton 23, it should be 30 minutes instead of 45 minutes. It kind of already feels like 45 minutes on weekdays, anyway, and the length with 50 minutes, that's pretty much once an hour, maybe that should be moved up to 45 minutes or 30 minutes. It's encouraging to hear that Warren is going to have every 30-minute Saturday service, and 45-minute Sunday. But for Sunday it should be 30 minutes instead...but I also really like to spend [time talking about] improvement[s] for the Saturday and Sunday routes that you listed. Many of those routes end early. So having it from 7:00 AM to 9:00 PM will allow more people to get around on the weekends given that, you know, a lot of us work 7 days a week, not Monday through Friday. Other than that, these changes are encouraging. You know, we need more frequency definitely on Michigan, every 20 minutes, and the Fenkell every 40 minutes is encouraging, but we need that to be faster too. Otherwise, these are great changes that [and I] just want to be on record to say that. You know I accept these, and this is good for our community. Thank you."

**Brother Cunningham:** "I agree with Mr. Monczunski on the changes from 45 minutes to 30 minutes, what he outlined it needs to be more frequency on Saturdays and Sundays. But I do appreciate those changes."

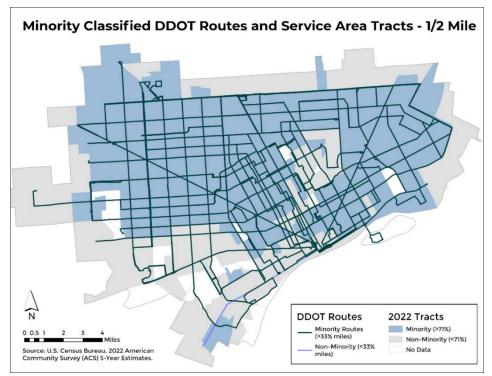
**Lukas Lasecki:** "I would like to first say, these are much needed improvements. More frequency, better service is always a welcome change...it is obviously going to benefit everyone involved. I can't think of anyone who would be negatively impacted by these new changes. But with that said, I would ask that...is it more useful to keep making, what are already generally good routes, better rather than taking some of the more limited routes and bringing them a proportionally higher standard of service?...I have to wonder if taking a 15-minute route and cutting each headway by 3 minutes is a better use of resources than say, taking the Livernois route from an hour to every 30 minutes. Because I can't speak to the

scheduling math that Mr. Patrinick and his people do, but it seems like that change on Woodward would only take a couple of extra buses, something that could theoretically be used to make Livernois, or another hourly route run more frequently."

#### Step 3: Minority and Low-Income Route Classifications

To determine if the major service changes affect minority or low-income populations, routes that serve above-the-average-threshold minority and low-income tracts were identified using ArcGIS mapping software (see figure 1 and 2 below). DDOT utilizes U.S. Census Bureau data as reported by American Community Survey (ACS). This analysis used 2022 race and poverty tables from the latest ACS 5-year estimates. All citizens not defined under the "white only" race/ethnicity classification are considered minority. Households reported below the federal poverty line are considered low-income.

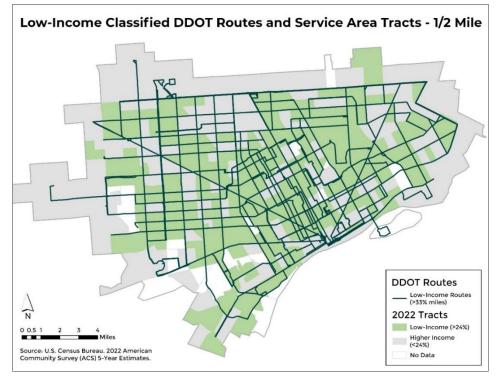
The DDOT service area is currently defined as tracts within one half-mile of all DDOT bus routes. The minority and low-income populations of the service area are divided by the total population to determine the system averages for each. Based on these calculations, 71 percent of the DDOT service area population is minority and 24 percent is low-income. These are the thresholds that were used to classify census tracts as minority and/or low-income.



#### Figure 1: Title VI Classified Low-Income Tracts and DDOT Service Routes







The service area maps are then used to determine which DDOT bus routes travel through at least 33 percent (or one third) minority or low-income classified tracts. If they do, they are considered minority or low-income routes, respectively. Due to Metro Detroit's unique racial and economic makeup, minority and low-income tracts are distributed throughout the service area, and only one route is classified as non-minority (19 Fort). All routes are classified as low-income. Route classifications are shown above in *Figure 1* and *Figure 2* and referenced back in *Table 2* and *Table 3*. The percentage of each route's miles through minority and low-income tracts can be found in *Table 4* below.

			In	In Minority Tracts			ow Income Tr	acts
	Route	Current Length	Length	%	ls Minority	Length	%	ls Low- Income
1	Vernor	17.11	7.87	46.00%	Yes	15.16	88.60%	Yes
2	Michigan	21.13	9.04	42.80%	Yes	16.67	78.89%	Yes
3	Grand River	29.51	27.78	94.15%	Yes	27.10	91.82%	Yes
4	Woodward	19.20	18.32	95.39%	Yes	18.32	95.39%	Yes
5	Van Dyke-Lafayette	22.69	21.02	92.64%	Yes	21.02	92.64%	Yes
6	Gratiot	21.07	19.20	91.12%	Yes	18.86	89.49%	Yes
7	Seven Mile	39.84	39.84	100.00%	Yes	35.37	88.78%	Yes
8	Warren	40.36	36.57	90.60%	Yes	40.36	100.00%	Yes
9	Jefferson	14.89	12.77	85.76%	Yes	12.77	85.76%	Yes
10	Greenfield	26.12	19.05	72.94%	Yes	21.52	82.39%	Yes
11	Clairmount	30.61	29.11	95.10%	Yes	30.61	100.00%	Yes

12	Conant	24.81	22.28	89.81%	Yes	23.05	92.92%	Yes			
13	Conner	16.13	16.13	100.00%	Yes	16.13	100.00%	Yes			
15	Chicago-Davison	25.81	25.81	100.00%	Yes	25.81	100.00%	Yes			
16	Dexter	37.66	36.63	97.24%	Yes	35.00	92.92%	Yes			
17	Eight Mile	47.84	47.84	100.00%	Yes	42.86	89.59%	Yes			
18	Fenkell	30.33	30.08	99.17%	Yes	30.33	100.00%	Yes			
19	Fort	16.80	5.31	31.64%	No	14.82	88.19%	Yes			
23	Hamilton	22.49	22.49	100.00%	Yes	22.49	100.00%	Yes			
27	Joy	31.64	26.50	83.76%	Yes	26.54	83.88%	Yes			
29	Linwood	20.00	17.73	88.63%	Yes	17.77	88.86%	Yes			
30	Livernois	29.53	21.88	74.08%	Yes	25.76	87.22%	Yes			
31	Mack	22.19	22.13	99.70%	Yes	22.13	99.70%	Yes			
32	McNichols	48.37	48.37	100.00%	Yes	48.37	100.00%	Yes			
38	Plymouth	41.85	36.39	86.96%	Yes	34.10	81.48%	Yes			
39	Puritan	14.72	14.72	100.00%	Yes	14.72	100.00%	Yes			
40	Russell	28.16	26.29	93.37%	Yes	26.29	93.37%	Yes			
41	Schaefer	27.64	19.11	69.14%	Yes	25.57	92.53%	Yes			
42	Mid-City Loop	12.68	12.68	100.00%	Yes	12.68	100.00%	Yes			
43	Schoolcraft	23.17	23.17	100.00%	Yes	21.74	93.82%	Yes			
46	Southfield	24.96	19.41	77.77%	Yes	20.14	80.67%	Yes			
47	Tireman	23.52	23.52	100.00%	Yes	23.52	100.00%	Yes			
52	Chene	25.38	21.17	83.40%	Yes	23.71	93.42%	Yes			
54	Wyoming	31.27	20.71	66.25%	Yes	26.56	84.95%	Yes			
60	Evergreen	23.45	19.36	82.59%	Yes	16.77	71.54%	Yes			
67	Cadillac-Harper	25.71	23.77	92.43%	Yes	23.77	92.43%	Yes			
68	Chalmers	18.65	18.65	100.00%	Yes	16.84	90.32%	Yes			
	U.S. Census Bureau. (2024). 2018-2022 American Community Survey 5-Year Estimates. Retrieved from https://data.census.gov/										

#### Step 4: Determine Disparate Impact or Disproportionate Burden

Having identified major service changes by route and route classification, the benefits and/or disadvantages for the populations they serve must be discussed. DDOT's disparate impact policy, as stated in the 2023-2025 Title VI Program Plan, is as follows: "A major service change to the bus system will be deemed to have disparate impact on minority populations if 20% or more of the affected service falls in census [tracts] with minority populations higher than the DDOT service area average." 19 Fort is the only DDOT bus route that is non-minority. Frequency will be improved to every 50-minutes on the route, resulting in a 12.55% and a 12.12% weekly increase in revenue hours and miles, respectively. This is not considered a major service change. All routes undergoing major service changes (12 Conant, 15 Chicago-Davison, 18 Fenkell, 27 Joy, 29 Linwood, 30 Livernois, 31 Mack 38 Plymouth, 43 Schoolcraft, 52 Chene, 54 Wyoming, and 68 Chalmers) are classified as minority, and collectively they will see a 6.33% and a 6.14% increase in weekly revenue hours and miles. Since there is not a 20% difference between 19

Fort and these routes, there is no potential for the changes to have a disparate impact on minority populations.

Similarly, DDOT's disproportionate burden policy states: "A major service change to the bus system will be deemed to have a disproportionate burden if 20% or more of a service reduction falls in census block [tract] groups with low-income populations higher than the DDOT service area average." Since all DDOT bus routes are currently classified as low-income, and all routes undergoing major service changes will see improved service, there is no potential for disproportionate burden on low-income populations.

#### Conclusion

In the proposed April 2025 schedule, twelve routes will undergo major service changes. The introduction of 20-minute peak weekday frequency on 31 Mack will result in a 20.38% and a 20.61% increase in revenue hours and miles, respectively. Routes 12 Conant, 15 Chicago-Davison, 18 Fenkell, 27 Joy, 29 Linwood, 30 Livernois, 38 Plymouth, 43 Schoolcraft, 52 Chene, 54 Wyoming, and 68 Chalmers will see service span increases greater than 2-hours. This equity analysis found no disproportionate burden or disparate impact on minority and low-income populations. All changes were presented to the community at a public hearing on October 17, 2024.



#### Appendix A

#### **Public Hearing Materials**

Figure A1: Notice of Public Hearing Graphic as Distributed to the Public



The following text is the information that was available for viewing on DDOT's website and social media, and distributed to the public at all DDOT transit facilities and other relevant locations prior to the public hearing held on October 17, 2024. As mentioned above under *Public Engagement*, most of the proposed changes were initially intended for January 2024 but were delayed to the April 2025 schedule. Consequently, some figures or graphics will say January, or mention changes to route 4 Woodward.

DDOT is hosting a virtual public hearing on Thursday, October 17, 2024, at 5:00 p.m. to get feedback on proposed service enhancements that would take effect on January 20, 2025, as well as changes that were implemented on June 24, 2024.

- When: Thursday, October 17
- Time: 5 p.m.
- Zoom Call-in Number: 1 (312)626-6799
- Meeting ID: 962-6808-2855
- Direct Zoom link: Click to join

If you need a reasonable accommodation to attend this meeting, please contact the ADA Coordinator at least seven (7) business days in advance of the meeting. The ADA Coordinator can be reached by phone at 313-316-2793 or by email at <u>DDOT-ADA@detroitmi.gov</u>. Please note that this is a video conferencing meeting, and a General Sign Language interpreter is present and does not need to be requested.



#### Proposed January 2025 Service Enhancements (\*Now April 20250

- 2 Michigan, 5 Van-Dyke-Lafayette and 31 Mack 20-minute peak service on weekdays
- 4 Woodward improve daytime frequency to every 12 minutes on weekdays, change downtown routing with a layover on Times Square adjacent to Rosa Parks Transit Center (\*This change WILL be implemented in January)
- 18 Fenkell improve weekday daytime frequency to every 40 minutes
- 17 Eight Mile improve midday base service to every 20 minutes on weekdays
- 3 Grand River, 7 Seven Mile, 10 Greenfield improve midday base to every 15 minutes on weekdays
- Saturday and Sunday span improvement (most will run from 7:00am to 9:00 pm) 12 Conant, 13 Conner, 15 Chicago-Davison, 18 Fenkell, 23 Hamilton, 27 Joy, 29 Linwood, 30 Livernois, 38 Plymouth, 39 Puritan, 41 Schaefer, 42 Mid-City Loop, 43 Schoolcraft, 52 Chene, 54 Wyoming, 67 Cadillac-Harper, 68 Chalmers
- 3 Grand River, 6 Gratiot, and 7 Seven Mile improve Saturday daytime to every 20 minutes
- 1 Vernor and 4 Van Dyke 45-minute Sunday service
- 8 Warren 30-minute Saturday and 45-minute Sunday service
- 29 Linwood 50-minute daytime seven days/week
- 23 Hamilton 45-minutes peak service on weekdays

#### June 2024 Service Changes recently implemented

- 3,7, and 10 15-minute peak service on weekdays (base stays at 20)
- 8, 60 20-minute peak service on weekdays (base stays at 30)
- 13, 15, 19, 30, 38, 41, 43, 52, 54, 67, 68 45-minute peak service on weekdays
- 23, 42 earlier/later trips on weekdays
- 31 start 30-minute service earlier in the morning on weekdays
- 27 50-minute daytime service (6 am to 6 pm) seven days/week, 60 at other times to meet Rosa Parks pulse. Separate the current interline, improved daytime frequency on 29 implemented in September
- 4, 12, 17, 30, 54 Timetable and routing adjustments for Jason Hargrove Transit Center
- 39 Peak period supplemental trips on weekdays

Comments may be submitted by: Email: DDOTcomments@detroitmi.gov

Mail: Detroit Department of Transportation ATTN: Jan 2025 Hearing 100 Mack Ave., Detroit, MI 48201



#### **Appendix B**

Table B1: Weekly Change in Revenue Miles and Hours by Route and Title VI Route Classification

		Weekly Change In		Major Service	Minority	Low- Income
Route		Hours	Miles	Change	Route	Route
1	Vernor	2.85%	3.40%	No	Yes	Yes
2	Michigan	17.69%	17.56%	No	Yes	Yes
3	Grand River	12.08%	11.54%	No	Yes	Yes
4	Woodward	-0.54%	-0.53%	No	Yes	Yes
5	Van Dyke-Lafayette	13.34%	9.73%	No	Yes	Yes
6	Gratiot	2.90%	2.89%	No	Yes	Yes
7	Seven Mile	11.03%	10.39%	No	Yes	Yes
8	Warren	7.61%	8.51%	No	Yes	Yes
9	Jefferson	0.00%	0.00%	No	Yes	Yes
10	Greenfield	8.30%	8.16%	No	Yes	Yes
11	Clairmount	0.00%	0.00%	No	Yes	Yes
12	Conant	3.33%	3.47%	No	Yes	Yes
13	Conner	2.60%	2.64%	No	Yes	Yes
15	Chicago-Davison	1.88%	2.09%	No	Yes	Yes
16	Dexter	0.00%	0.00%	No	Yes	Yes
17	Eight Mile	10.42%	9.74%	No	Yes	Yes
18	Fenkell	13.14%	13.29%	No	Yes	Yes
19	Fort	10.96%	12.12%	No	No	Yes
23	Hamilton	15.46%	9.24%	No	Yes	Yes
27	Joy	0.96%	1.06%	No	Yes	Yes
29	Linwood	14.38%	11.65%	No	Yes	Yes
30	Livernois	1.95%	1.69%	No	Yes	Yes
31	Mack	20.38%	20.61%	YES	Yes	Yes
32	McNichols	0.12%	0.00%	No	Yes	Yes
38	Plymouth	1.58%	1.93%	No	Yes	Yes
39	Puritan	4.06%	3.96%	No	Yes	Yes
40	Russell	0.00%	0.00%	No	Yes	Yes
41	Schaefer	1.64%	1.65%	No	Yes	Yes
42	Mid-City Loop	4.24%	4.35%	No	Yes	Yes
43	Schoolcraft	3.63%	4.06%	No	Yes	Yes
46	Southfield	0.00%	0.00%	No	Yes	Yes
47	Tireman	0.00%	0.00%	No	Yes	Yes
52	Chene	1.72%	1.74%	No	Yes	Yes
54	Wyoming	2.61%	2.59%	No	Yes	Yes
60	Evergreen	-0.02%	0.00%	No	Yes	Yes
67	Cadillac-Harper	0.68%	0.76%	No	Yes	Yes
68	Chalmers	2.54%	2.68%	No	Yes	Yes



#### **Governing Official Signature**

DDOT's Title VI Service Change Equity Analysis for the proposed April 2025 Service Changes has been submitted to the Director for consideration, awareness, and approval.

Signed by: Robert (ramer -BBCB1C0F6420490

3/3/2025

**Robert Cramer Executive Director of Transit** City of Detroit

Date