



Service Change Equity Analysis

June 2025

**Detroit
Department of
Transportation**

Contents

Proposed June 2025 Service Changes3

Table 1: Proposed June 2025 Service Changes by Route3

Figure 1: Proposed 9-Jefferson Realignment to Mack & Alter4

Figure 2: Proposed 16-Dexter Realignment to Old Redford Meijer4

Step 1: Identify Major Service Changes5

Table 2: Weekly Change in Revenue Hours and Miles by Route and Title VI Route Classification5

Table 3: Length Comparison by Route and Title VI Route Classification in Miles6

Table 4: Frequency Comparison by Route and Title VI Route Classification in Minutes .6

Step 2: Public Engagement6

Online Public Comments 7

Hybrid Public Meeting Comments 7

Step 3: Minority and Low-Income Route Classifications9

Figure 3: Title VI Classified Minority Tracts and DDOT Service Routes 10

Table 5: DDOT Minority and Low-Income Route Classifications 11

Table 6: Title VI Reclassification of Proposed Route Realignments..... 13

Step 4: Determine Disparate Impact or Disproportionate Burden 13

Conclusion 14

Appendix A 15

Table 7: Notice of Public Hearing Graphic as Distributed to the Public 15

Public Hearing Materials 15

Appendix B 17

Appendix C..... 18

DDOT Rider Survey 18

Governing Official Signature20



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 shall 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 low-income populations.

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



Proposed June 2025 Service Changes

In DDOT's proposed June 2025 schedule, no routes will be added or eliminated or see service span increases. Some will be geographically changed, and/or will see frequency improvements that will increase overall revenue hours and miles.

Nine routes were scheduled to change in June, five of which would be rerouted. However, after receiving feedback from concerned riders and staff about the proposed realignments for routes 12-Conant, 40-Russell, and 52-Chene, DDOT conducted on-board surveys to gauge support for the changes. Surveys found that most riders were opposed to the changes and ultimately, DDOT removed the changes from the final June schedule. 52-Chene will maintain the same schedule, while 12-Conant and 40-Russell will see minor frequency improvements. See *Appendix C* for a copy of the survey.

Table 1 lists the individual service change proposals as presented at a public hearing on March 20, 2025. Routes with changes that were removed or modified have been marked with an asterisk and will not be included in the analysis. The remaining proposed changes will then be compared to the current schedule to identify any major service changes.

Table 1: Proposed June 2025 Service Changes by Route

| Route | Proposed June 2025 Service Changes |
|-----------------|--|
| 3 - Grand River | Every 10 minutes on weekdays, every 15 minutes on weekends |
| 9 - Jefferson | Extension to Mack & Alter via Alter, Charlevoix, Chalmers, and Mack. <i>See Figure 1 below.</i> |
| 10 - Greenfield | 20-minute daytime frequency on weekends. |
| 12 - Conant* | 45-minute peak service on weekdays. Will be replaced by 52-Chene at Jason Hargrove Transit Center. The northern end of line will be relocated to Conant & E Winchester Ave via Nevada Ave, Ryan Rd, and E Outer Drive. |
| 16 - Dexter | Extension to Old Redford Meijer via Outer Dr. Removal of service from Greenfield to Northland. Realigned to the front of University of Detroit Mercy campus via Puritan and Livernois. 15-minute daytime frequency on weekdays. 20-minute daytime frequency on weekends. <i>See Figure 2 below.</i> |
| 32 McNichols | Will serve Mack & Moross transfer point at all times via the existing nighttime extension. Consistent 30-minute service on weekdays. |
| 40 - Russell* | 50-minute peak and 70-minute midday. The northern end of line will be relocated to Conant & E Winchester Ave, discontinuing service on Outer Drive east of Ryan Rd. |
| 52 - Chene* | Realigned to serve Jason Hargrove Transit Center via Conant, State Fair Avenue, and Woodward. This will remove service from Nevada & Van Dyke. Realigned between Milwaukee and Canfield to operate on Russell and serve the new Justice Center. 35-minute peak frequency and 45-minute midday base frequency on weekdays. |

Figure 1: Proposed 9-Jefferson Realignment to Mack & Alter

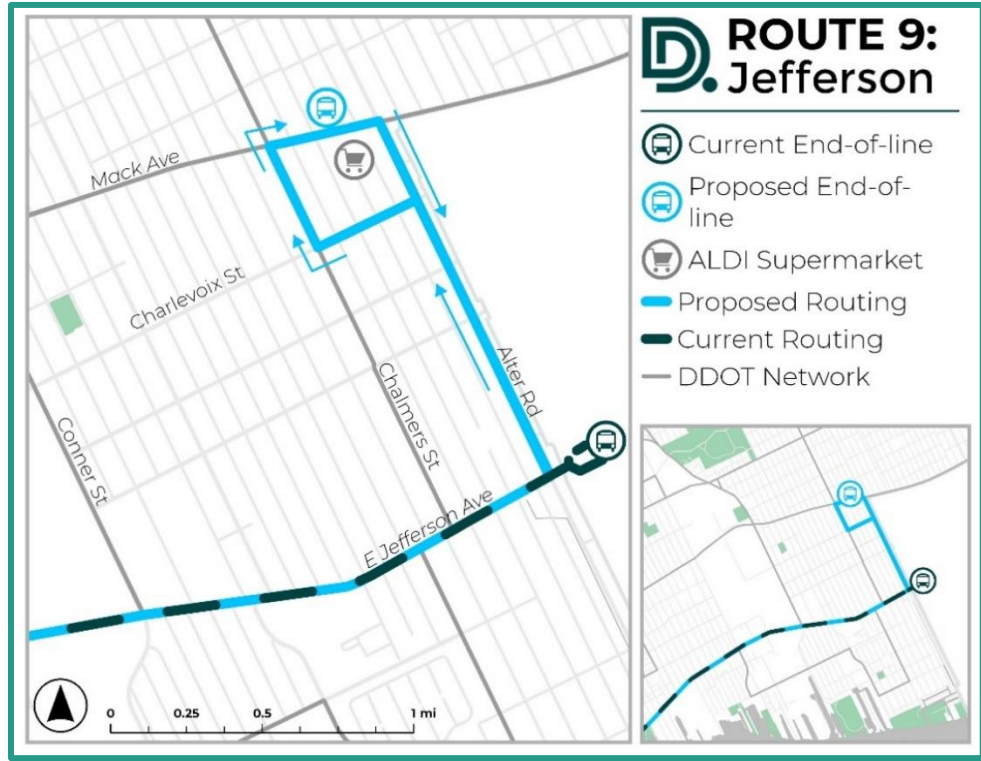
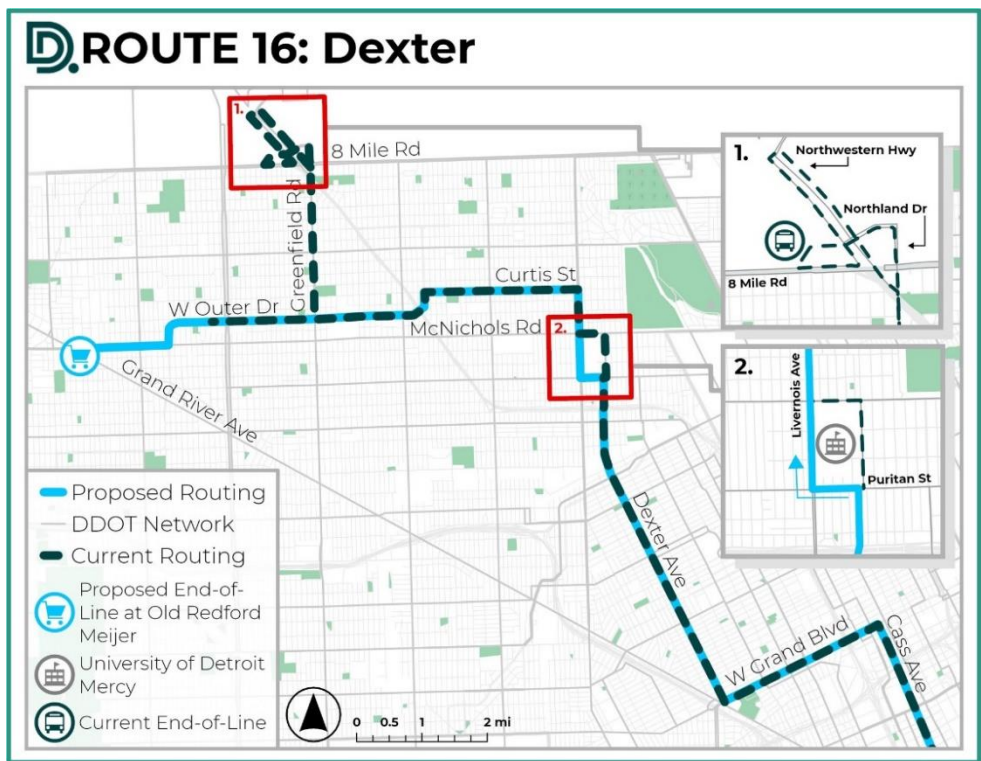


Figure 2: Proposed 16-Dexter Realignment to Old Redford Meijer



Step 1: Identify Major Service Changes

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

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

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

| Route | Weekly Change In | | Major Service Change | Minority Route | Low-Income Route |
|--|------------------|--------|----------------------|----------------|------------------|
| | Hours | Miles | | | |
| 1 Vernor | -0.36% | -0.41% | No | Yes | Yes |
| 3 Grand River | 34.86% | 33.33% | YES | Yes | Yes |
| 4 Woodward | 0.22% | 0.13% | No | Yes | Yes |
| 5 Van Dyke-Lafayette | 2.24% | 2.66% | No | Yes | Yes |
| 7 Seven Mile | 0.00% | 0.18% | No | Yes | Yes |
| 9 Jefferson | 6.28% | 14.25% | No | Yes | Yes |
| 10 Greenfield | 2.47% | 2.51% | No | Yes | Yes |
| 11 Clairmount | 1.41% | 4.91% | No | Yes | Yes |
| 12 Conant | 9.87% | 9.76% | No | Yes | Yes |
| 15 Chicago-Davison | -0.04% | 0.00% | No | Yes | Yes |
| 16 Dexter | 8.41% | -1.10% | No | Yes | Yes |
| 17 Eight Mile | 0.12% | 0.17% | No | Yes | Yes |
| 19 Fort | -1.41% | -1.49% | No | No | Yes |
| 23 Hamilton | 5.83% | 5.73% | No | Yes | Yes |
| 29 Linwood | 3.35% | 3.48% | No | Yes | Yes |
| 30 Livernois | -0.34% | 0.00% | No | Yes | Yes |
| 32 McNichols | 8.14% | 13.91% | No | Yes | Yes |
| 38 Plymouth | -0.37% | -0.34% | No | Yes | Yes |
| 2023-2025 Major Service Change Policy: A 20 percent or greater change in revenue miles or hours. | | | | | |

Table 2 features each route with more than a 0.00% change in revenue miles or hours. Certain routes, like 15-Chicago-Davison or 4-Woodward, may see minor increases or decreases because of routine schedule adjustments. These routes were included for consistency’s sake. Additionally, the changes to 40-Russell from 60-minute base to 50-minute peak and 70-minute base offset each other, resulting in a 0.00% change in weekly revenue miles and hours. Thus, Russell is not included in *Table 2*. Only route 3-



June 2025 Service Change Equity Analysis

Grand River will surpass the 20-percent threshold set in condition 5, which is considered a major service change.

Table 3: Length Comparison by Route and Title VI Route Classification in Miles

| Route | Current Length | Proposed Length | Difference | Major Service Change | Minority Route | Low-Income Route |
|--|----------------|-----------------|------------|----------------------|----------------|------------------|
| 9 - Jefferson | 14.89 | 17.13 | 2.24 | YES | Yes | Yes |
| 16 - Dexter | 38.56 | 33.99 | -4.57 | YES | Yes | Yes |
| 2023-2025 Major Service Change Policy: An extension or shortening of a route by 0.25 miles or more. | | | | | | |
| 2023-2025 Major Service Change Policy: New coverage area that is more than 0.20 miles from the original route. | | | | | | |

Table 3 demonstrates the results of a GIS analysis that staff conducted to compare the current and proposed route lengths for 9-Jefferson and 16-Dexter to determine the difference in overall miles. It was concluded that both routes will see a difference in total length of over 0.25 miles, and will deviate from the original route by more than 0.20 miles. These changes will surpass the thresholds set in conditions 1 and 4, resulting in a major service change for both routes.

Table 4: Frequency Comparison by Route and Title VI Route Classification in Minutes

| Route | Current | | Proposed | | Difference | Major Service Change | Minority Route | Low-Income Route |
|--|---------|------|----------|------|------------|----------------------|----------------|------------------|
| | Peak | Base | Peak | Base | | | | |
| WEEKDAYS | | | | | | | | |
| 3 - Grand River | 15 | 15 | 10 | 10 | 5 | No | Yes | Yes |
| 12 - Conant | 60 | 60 | 45 | 60 | 15 | No | Yes | Yes |
| 16 - Dexter | 20 | 20 | 15 | 15 | 5 | No | Yes | Yes |
| 32 - McNichols | 30 | 40 | 30 | 30 | 10 | No | Yes | Yes |
| 40 - Russell | 60 | 60 | 50 | 70 | 10 | No | Yes | Yes |
| WEEKENDS | | | | | | | | |
| 3 - Grand River SAT | 20 | 20 | 15 | 15 | 5 | No | Yes | Yes |
| 3 - Grand River SUN | 30 | 30 | 15 | 15 | 15 | No | Yes | Yes |
| 10 - Greenfield | 30 | 30 | 20 | 20 | 10 | No | Yes | Yes |
| 16 - Dexter | 30 | 30 | 20 | 20 | 10 | No | Yes | Yes |
| 2023-2025 Major Service Change Policy: A change in headway greater than 15-minutes | | | | | | | | |

Table 4 compares current frequencies to proposed peak and base frequencies. Condition 8 stipulates that the threshold for a major service change would be a change in headway greater than 15 minutes. As most routes already have frequent peak service, none of the proposed frequency enhancements will surpass this threshold.

Based on this analysis, the following routes will undergo major service changes in June 2025: **3-Grand River, 9-Jefferson, and 16-Dexter.**

Step 2: Public Engagement

On March 20, 2025, DDOT held a hybrid Notice of Public Hearing to notify the community of and receive feedback on the proposed schedule to be implemented in June 2025.



DDOT also accepted comments via post and email until April 19, 2025. All comments were reviewed and taken into consideration. Prior to the March Notice of Public Hearing event, the proposed June service changes were available for viewing 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.

Online Public Comments

No comments were submitted via email or post.

Hybrid Public Meeting Comments

Renard Monczunski he/him: "...I wanted to express [support] for the McNichols route going to Moross, I think that's a good change since other routes gather at that hub, and I just hope that DDOT Reimagined can put a shelter or hub there to make it more attractive. For the Dexter to Meijer relocation, the good part of the change is that it connects to other routes that stop at Meijer. My main concern is that for those that use the Dexter to access Providence Hospital, they may not be aware that they can use the Greenfield bus to go there in lieu of the Dexter not going there in June. So, I suggest that there needs to be a lot of communication. Verbal announcements by the driver, flyers, and also digital communication to that effect as well, since a lot of Dexter riders use that bus to access Providence Hospital at the end of the route..."

Robert Pawlowski: "So, kind of just to echo Renard's point, I do think that these are wonderful changes that are going to help the service increase and improve connectivity around the communities. My only concern, and this also goes not just for the Dexter bus, but also the Jefferson route. Most of you in the audience know that if ever ridden SMART, they have their program in place called the Smarter Mobility Platform, and they are actively taking engagement, which involves a lot of routes, including routes near the Jefferson. That will have extensions, but those won't receive an extension later on until maybe a year or year and a half or so those have concerns with these route changes happening now, especially with Jefferson. What is that going to do with the improved connectivity around, having an easy drop off and pickup point for the route 610 with Jefferson, because that whole route was to connect the 610 when it first was introduced. That is my only concern there, and in terms of Dexter route, I like that we're having that connection to the Old Redford Meijer. But just to echo Renard's point, we have to really consider, will people know to transfer off the Dexter to the Greenfield, and that while was very much a connectivity point to Providence Hospital and Northland from Rosa Parks Transit Center, and that service is very essential if we lose it. Overall, I am very much in support of this plan, and I think it's going to be really good for the community other than the 2 minor enhancements and concerns I've made here tonight..."

Larry Donald: "I understand, and can appreciate the routes, changes, and possible improvements. However, I must ask on some of those routes where they are being removed from certain blocks. How does that affect the people that catch the bus on those blocks? And if you leave out a single person, I think this change should not be made."



Stephen Boyle: “Regarding the Dexter bus. I'm really glad to see it visiting a MOGO stop. That's on Livernois going down Fairfield. It was missing that opportunity. One thing I am concerned about is the northern reach of the Dexter bus, because at one point I was looking at possibly getting a night job in the suburbs, and it would have been my lifeline to get there. It's got to be available with the plan changes because I don't think that the Greenfield [bus] is going to get me close to Wyoming and Fenkell. So, I have to rule out being employed outside of Detroit. At this point my only destinations are within the city of locally. I need; I want you to understand the impact on people's lives making changes in the system [has]. Thank you.”

Jacob Graham: “I'm very happy with all the modest frequency increases. I am an occasional rider of the 12 [Conant] in order to access the Woodward and I'm a little bit disappointed to see the new proposed routing for the 12 [Conant]. I'd love to see the 12 [Conant] continue to go to the Hargrove Transit Center. I think the Hargrove Transit Center is an amazing investment. And I just would like to see increased utilization of it, and it seems like all of the routes that are ending in that area should have a great destination point and that being Jason Hargrove Transit Center.”

Zander Byrd: “I live between the crossroads of Van Dyke Ave and East Outer Drive in Northeast Detroit and I want to express my sharp opposition for the proposed changes to the 40 Russell bus line that aims to cut off bus service to East Outer Drive east of Dequindre Ave. Personally, I am disabled and have used the Russell line from where Outer Drive and Van Dyke meet as a lifeline for years to commute to work & access the wider East side community and Hamtramck for years. This proposed change would make it much more difficult than it already is for me to access the parts of the city Russell would otherwise get me to without issue. Additionally, there are plenty of people who regularly use this stretch of Outer Drive for getting fresh produce at Joe Randazzo's fruit market or for students at Pershing High School to visit the Rec Center on East Outer Drive, or for East siders to have a route north via access to Van Dyke to 8 Mile and the suburbs via the Van Dyke SMART connection. Given all of these points I am struggling to understand what enhancements this proposed route shortening will bring about or who this would benefit. I am worried about how the loss of this service on Outer Drive would hurt Northeast Detroit and I strongly urge the powers that be to scrap this change or amend it to keep the route accessible to Van Dyke, especially if there is intention to cut off service from Nevada x Van Dyke on the Chene service.”

Lukas Lasecki: “I'm here with Transportation Riders United, I'd first like to say, I really do appreciate all of the changes that have been provided. Seeing these gradual frequency improvements toward the dream laid out, indeed, Reimagined. I'm particularly impressed with what's happening with Grand River. Every 10-minute service on that route is going to be a game changer because it deals with some really high crowding right now, and that leads to really unpleasant conditions. As for the other reroutes, I sort of have mixed feelings on the Dexter, because it is nice having that connection to Northland, but with both Greenfield and Dexter running every 15 minutes, it won't be too terribly hard to get to Northland from the Dexter now, so that that sort of alleviates that concern, and it will be have nice having the northwestern hub at Old Redford Meijer and seeing the frequency increases to those hourly routes, the Chene and the Cadillac Harper, it will be very nice to see some of what are currently lifeline routes

getting those frequency increases. So all told, I agree with the majority of these changes, and I'm glad to see DDOT continuing to move in the right direction. Thank you."

Whitney Clark: "I just want to take a moment to say thank you all for taking steps in the direction and increasing the frequency as we continue to advocate for better transit overall, so this is a step in the right direction...I know the Dexter is increasing the frequency and things of that nature. It's very, very important. And so again. I will just say thank you all, as we continue to improve the quality of our public transit here in the city."

Belita Jackson: "I have a comment about the Chene being cut off. How are people who live off Nevada going [to catch the bus]? We either have to walk to 7 Mile, which is half a mile, or walk to 6 Mile or walk to Van Dyke, or walk to Conant to catch a bus early in the morning. So how are we going to be addressed? And that's what my comment is, that's our main bus line. So, if that's gone, we've got a long walk either way we go. So are they going to do something about that. The Chene is our lifeline. Thank you."

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 2023 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 3: Title VI Classified Minority Tracts and DDOT Service Routes

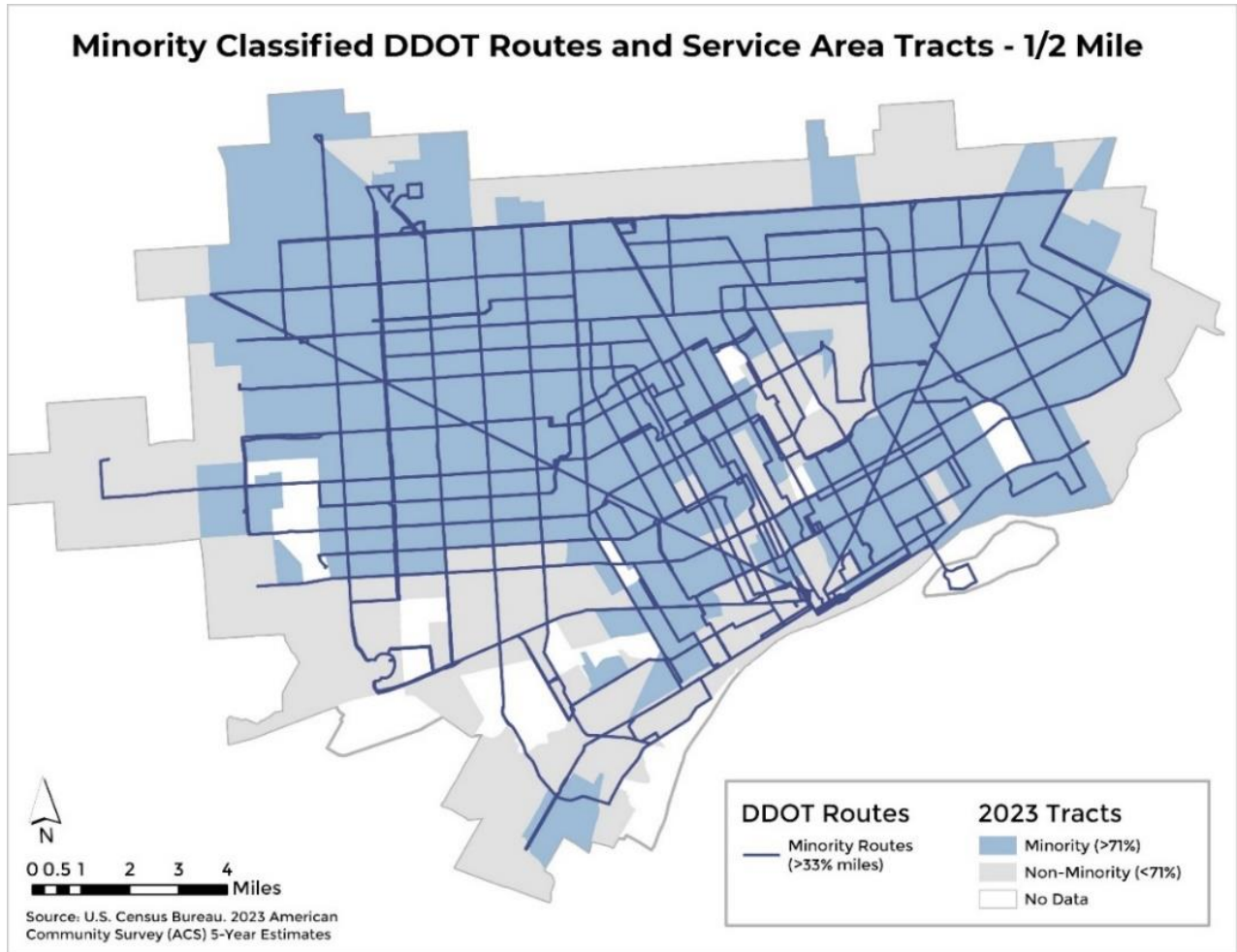
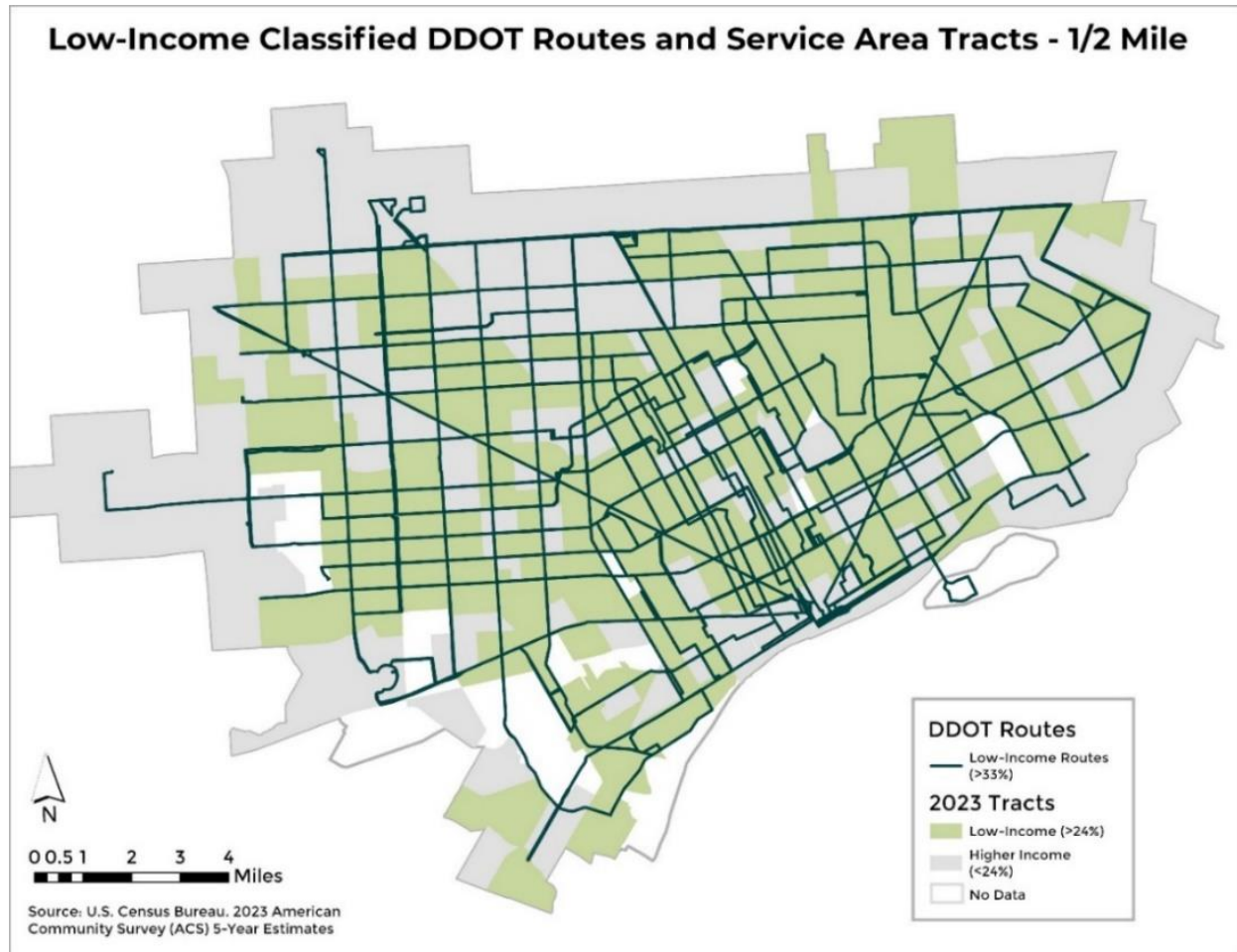


Figure 4: Title VI Classified Low-Income Tracts and DDOT Service Routes



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 all routes are classified as minority and low-income. Route classifications are shown above in *Figure 1* and *Figure 2* and referenced back in *Table 2*, *Table 3*, and *Table 4*. The percentage of each route’s miles through minority and low-income tracts can be found in *Table 5* below.

Table 5: DDOT Minority and Low-Income Route Classifications

| Route | Current Length | In Minority Tracts | | | In Low Income Tracts | | |
|---------------|----------------|--------------------|-----|-------------|----------------------|-----|---------------|
| | | Length | % | Is Minority | Length | % | Is Low-Income |
| 1 Vernor | 17.11 | 10.10 | 59% | Yes | 15.05 | 88% | Yes |
| 2 Michigan | 21.13 | 9.97 | 47% | Yes | 16.67 | 79% | Yes |
| 3 Grand River | 29.51 | 28.37 | 96% | Yes | 27.10 | 92% | Yes |
| 4 Woodward | 19.20 | 18.31 | 95% | Yes | 18.31 | 95% | Yes |



June 2025 Service Change Equity Analysis

| | | | | | | | | |
|----|--------------------|-------|-------|------|-----|-------|------|-----|
| 5 | Van Dyke-Lafayette | 22.69 | 21.64 | 95% | Yes | 21.02 | 93% | Yes |
| 6 | Gratiot | 21.07 | 19.92 | 95% | Yes | 19.20 | 91% | Yes |
| 7 | Seven Mile | 39.92 | 39.92 | 100% | Yes | 34.65 | 87% | Yes |
| 8 | Warren | 40.36 | 38.53 | 95% | Yes | 40.36 | 100% | Yes |
| 9 | Jefferson | 14.89 | 13.75 | 92% | Yes | 12.77 | 86% | Yes |
| 10 | Greenfield | 25.89 | 18.82 | 73% | Yes | 21.07 | 81% | Yes |
| 11 | Clairmount | 30.61 | 30.61 | 100% | Yes | 30.61 | 100% | Yes |
| 12 | Conant | 24.81 | 22.28 | 90% | Yes | 23.05 | 93% | Yes |
| 13 | Conner | 16.13 | 16.13 | 100% | Yes | 16.13 | 100% | Yes |
| 15 | Chicago-Davison | 25.81 | 25.81 | 100% | Yes | 25.81 | 100% | Yes |
| 16 | Dexter | 38.56 | 37.52 | 97% | Yes | 35.64 | 92% | Yes |
| 17 | Eight Mile | 47.83 | 47.83 | 100% | Yes | 40.34 | 84% | Yes |
| 18 | Fenkell | 30.33 | 30.08 | 99% | Yes | 30.33 | 100% | Yes |
| 19 | Fort | 16.80 | 11.37 | 68% | Yes | 13.27 | 79% | Yes |
| 23 | Hamilton | 22.51 | 22.51 | 100% | Yes | 22.51 | 100% | Yes |
| 27 | Joy | 31.64 | 27.57 | 87% | Yes | 25.11 | 79% | Yes |
| 29 | Linwood | 20.00 | 17.73 | 89% | Yes | 17.77 | 89% | Yes |
| 30 | Livernois | 29.49 | 26.21 | 89% | Yes | 25.72 | 87% | Yes |
| 31 | Mack | 22.19 | 22.13 | 100% | Yes | 22.13 | 100% | Yes |
| 32 | McNichols | 48.37 | 48.37 | 100% | Yes | 48.35 | 100% | Yes |
| 38 | Plymouth | 41.85 | 36.39 | 87% | Yes | 34.10 | 81% | Yes |
| 39 | Puritan | 14.72 | 14.72 | 100% | Yes | 14.72 | 100% | Yes |
| 40 | Russell | 28.16 | 27.01 | 96% | Yes | 26.29 | 93% | Yes |
| 41 | Schaefer | 27.64 | 19.11 | 69% | Yes | 23.69 | 86% | Yes |
| 42 | Mid-City Loop | 12.68 | 12.68 | 100% | Yes | 12.68 | 100% | Yes |
| 43 | Schoolcraft | 23.17 | 23.17 | 100% | Yes | 21.74 | 94% | Yes |
| 46 | Southfield | 24.96 | 19.41 | 78% | Yes | 20.14 | 81% | Yes |
| 47 | Tireman | 23.52 | 23.52 | 100% | Yes | 23.52 | 100% | Yes |
| 52 | Chene | 25.45 | 21.87 | 86% | Yes | 23.78 | 93% | Yes |
| 54 | Wyoming | 31.26 | 22.13 | 71% | Yes | 25.51 | 82% | Yes |
| 60 | Evergreen | 23.45 | 19.36 | 83% | Yes | 16.77 | 72% | Yes |
| 67 | Cadillac-Harper | 25.71 | 24.67 | 96% | Yes | 23.77 | 92% | Yes |
| 68 | Chalmers | 18.65 | 18.65 | 100% | Yes | 16.84 | 90% | Yes |

U.S. Census Bureau. (2025). 2019-2023 American Community Survey 5-Year Estimates. Retrieved from <https://data.census.gov/>

Since the impending route realignments on 9-Jefferson and 16-Dexter will change the over length of the routes, it is necessary to reevaluate their Title VI minority and low-income route classifications. See *Table 6* below for the calculations and results.

Table 6: Title VI Reclassification of Proposed Route Realignment

| | Route | Total Length | In Minority Tracts | | | In Low Income Tracts | | |
|----------|-------------|--------------|--------------------|------|-------------|----------------------|-----|---------------|
| | | | Length | % | Is Minority | Length | % | Is Low-Income |
| Current | 9 Jefferson | 14.89 | 13.75 | 92% | Yes | 12.77 | 86% | Yes |
| | 16 Dexter | 38.56 | 33.99 | 88% | Yes | 35.64 | 92% | Yes |
| Proposed | 9 Jefferson | 17.13 | 17.13 | 100% | Yes | 15.01 | 88% | Yes |
| | 16 Dexter | 33.99 | 33.99 | 100% | Yes | 31.31 | 92% | Yes |

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.” 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.”

The analysis performed in *Step 1* indicates that routes 3-Grand River, 9-Jefferson, and 16-Dexter will be undergoing major service changes in June 2025. 3-Grand River will become an enhanced service corridor, with 10-minute headways on weekdays, and 15-minute headways on weekends. Both 9-Jefferson and 16-Dexter will extend beyond the existing coverage area, and a northern extension of route 16-Dexter will be removed. To account for the removal of the Northland extension, route 10-Greenfield will see frequency improvements to match service on 16-Dexter, increasing headways to 20 minutes on weekends. This change will ensure transfers can be made easily between the two routes, and that riders can still access the Northland shopping area, while the extension to the Old Redford Meijer grocery store will improve connectivity to other Westside routes. The extension of route 9-Jefferson to the Aldi grocery store at Mack and Alter will improve shopping connectivity and transfers to route 31-Mack.

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 or disparate impact on minority populations. However, because of the unique economic and racial makeup of Metro Detroit, DDOT understands the implications service changes may have on the lives and livelihoods of our customers. This is why, in response to feedback from customers during the public comment period, DDOT decided to forgo three reroutes that were initially proposed to the public. Only the extensions to routes 9-Jefferson and 16-Dexter were kept for implementation as they integrate well with the existing system and received overwhelmingly positive feedback from the community.



Conclusion

In the proposed June 2025 schedule, three routes will undergo major service changes. Route 3-Grand River will see a 33% and a 34% increase in revenue miles and hours, respectively. The extension of route 9-Jefferson to Mack and Alter will lengthen the route by 2.24 miles. Despite the extension of route 16-Dexter to Old Redford Meijer, the removal of service from Greenfield to Northland will shorten the overall length of the route by 4.57 miles. The equity analysis, as performed above, found no disparate impact or disproportionate burden on minority or low-income populations. All changes were presented to the community at a public hearing on March 20, 2025.

Appendix A

Table 7: Notice of Public Hearing Graphic as Distributed to the Public



Public Hearing Materials

DDOT is hosting a hybrid in-person and virtual public hearing on Thursday, March 20, at 5:00 p.m., to get feedback on proposed service enhancements that would take effect on June 22, 2025.

- **When:** Thursday, March 20
- **Time:** 5 p.m.
- **In-person location:** Rosa Parks Transit Center, 1310 Cass Ave., downtown Detroit
- **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 DDOT-ADA@detroitmi.gov. 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 June 2025 Service Enhancements

3-Grand River: Daytime weekday service frequency would increase to every 10 minutes, every 15 minutes on weekends.

9-Jefferson: Full-time extension to new end-of-line at Mack and Alter, with routing via Jefferson, Alter, Charlevoix, Chalmers, and Mack.



June 2025 Service Change Equity Analysis

10-Greenfield and 16-Dexter: Improve weekday daytime frequency to every 15 minutes on both routes (included in the April changes for 10-Greenfield). Improve Saturday and Sunday daytime frequency to every 20 minutes.

All 16-Dexter trips would operate via Outer Drive and McNichols to a new end-of-line at Old Redford Meijer and would no longer operate on Greenfield to Northland Drive. 16-Dexter would also be rerouted to pass in front of the University of Detroit Mercy campus (Puritan-Livernois) rather than behind it (Fairfield-McNichols).

12-Conant: Would be replaced by 52-Chene at Jason Hargrove Transit Center and along State Fair Avenue. The northern end of 12-Conant would continue to a new end-of-line at Winchester, via Nevada, Ryan, Outer Drive, and Conant.

32-McNichols: East end would be extended to serve Mack and Moross transfer point at all times via the current nighttime routing via Mack Avenue. 30-minute daytime frequency would be provided throughout the day on weekdays.

40-Russell: The north end would be shortened to a new end-of-line at Winchester, no longer serving Outer Drive east of Dequindre.

52-Chene and 67-Cadillac/Harper: Improve weekday frequency to approximately every 35 minutes peak, 45 minutes midday base on both routes. North end of 52-Chene would serve Jason Hargrove Transit Center via Conant, State Fair Avenue, and Woodward, removing service from Nevada and Van Dyke. 52-Chene would be diverted off Chene between Milwaukee and Canfield to operate on Russell and serve the new Justice Center. No routing changes to 67-Cadillac/Harper.

Comments may be submitted by:

Email: DDOTcomments@detroitmi.gov

Mail:

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

Appendix B

| Route | Weekly Change In | | Major Service Change | Minority Route | Low-Income Route |
|----------------------|------------------|--------|----------------------|----------------|------------------|
| | Hours | Miles | | | |
| 1 Vernor | -0.36% | -0.41% | No | Yes | Yes |
| 2 Michigan | 0.00% | 0.00% | No | Yes | Yes |
| 3 Grand River | 14.02% | 13.21% | No | Yes | Yes |
| 4 Woodward | 0.22% | 0.13% | No | Yes | Yes |
| 5 Van Dyke-Lafayette | 2.24% | 2.66% | No | Yes | Yes |
| 6 Gratiot | 0.00% | 0.00% | No | Yes | Yes |
| 7 Seven Mile | 0.00% | 0.18% | No | Yes | Yes |
| 8 Warren | 0.00% | 0.00% | No | Yes | Yes |
| 9 Jefferson | 6.28% | 14.25% | No | Yes | Yes |
| 10 Greenfield | 2.47% | 2.51% | No | Yes | Yes |
| 11 Clairmont | 1.41% | 4.91% | No | Yes | Yes |
| 12 Conant | 9.87% | 9.76% | No | Yes | Yes |
| 13 Conner | 0.00% | 0.00% | No | Yes | Yes |
| 15 Chicago-Davison | -0.04% | 0.00% | No | Yes | Yes |
| 16 Dexter | 8.41% | -1.10% | No | Yes | Yes |
| 17 Eight Mile | 0.12% | 0.17% | No | Yes | Yes |
| 18 Fenkell | 0.00% | 0.00% | No | Yes | Yes |
| 19 Fort | -1.41% | -1.49% | No | No | Yes |
| 23 Hamilton | 5.83% | 5.73% | No | Yes | Yes |
| 27 Joy | 0.00% | 0.00% | No | Yes | Yes |
| 29 Linwood | 3.35% | 3.48% | No | Yes | Yes |
| 30 Livernois | -0.34% | 0.00% | No | Yes | Yes |
| 31 Mack | 0.00% | 0.00% | No | Yes | Yes |
| 32 McNichols | 8.14% | 13.91% | No | Yes | Yes |
| 38 Plymouth | -0.37% | -0.34% | No | Yes | Yes |
| 39 Puritan | 0.00% | 0.00% | No | Yes | Yes |
| 40 Russell | 0.00% | 0.00% | No | Yes | Yes |
| 41 Schaefer | 0.00% | 0.00% | No | Yes | Yes |
| 42 Mid-City Loop | 0.00% | 0.00% | No | Yes | Yes |
| 43 Schoolcraft | 0.00% | 0.00% | No | Yes | Yes |
| 46 Southfield | 0.00% | 0.00% | No | Yes | Yes |
| 47 Tireman | 0.00% | 0.00% | No | Yes | Yes |
| 52 Chene | 0.00% | 0.00% | No | Yes | Yes |
| 54 Wyoming | 0.00% | 0.00% | No | Yes | Yes |
| 60 Evergreen | -0.02% | 0.00% | No | Yes | Yes |
| 67 Cadillac-Harper | 0.00% | 0.00% | No | Yes | Yes |
| 68 Chalmers | 0.00% | 0.00% | No | Yes | Yes |

Appendix C

DDOT Rider Survey

Proposed June 2025 Service Changes

Participant Name: _____

Where did you get ON this bus? Please write the intersection below.

Where will you get OFF this bus? Please write the intersection below.

Why are you traveling today? ☐ Work ☐ School ☐ Shopping ☐ Services

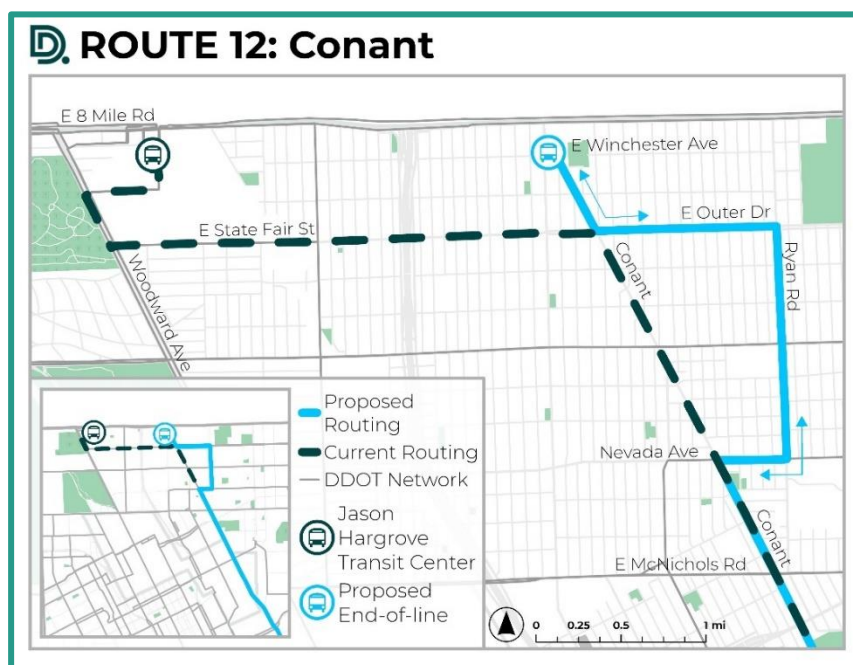
How often do you make this trip? ☐ 5 days/week ☐ 2-4 days/week ☐ < 1x/week

There is a proposal to reconfigure **Routes 12, 40, and 52** as follows (see attached maps):

- 52 would serve Jason Hargrove Transit Center and State Fair Avenue in place of 12
- 52 would be diverted to Russell Street between Milwaukee and Canfield to serve the new Justice Center
- 12 and 40 would end at Conant & Winchester (McDonald's near Eight Mile & Dequindre)
- **No service** on E Outer Drive between Ryan and Seven Mile
- **No service** on Nevada between Ryan and Van Dyke
- **No service** on Chene between Milwaukee and Canfield

How would this impact your travel?

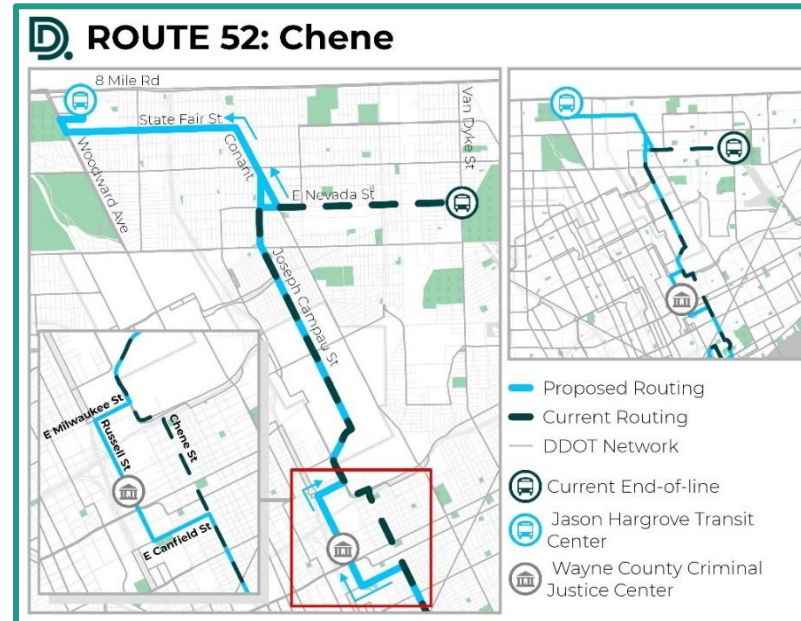
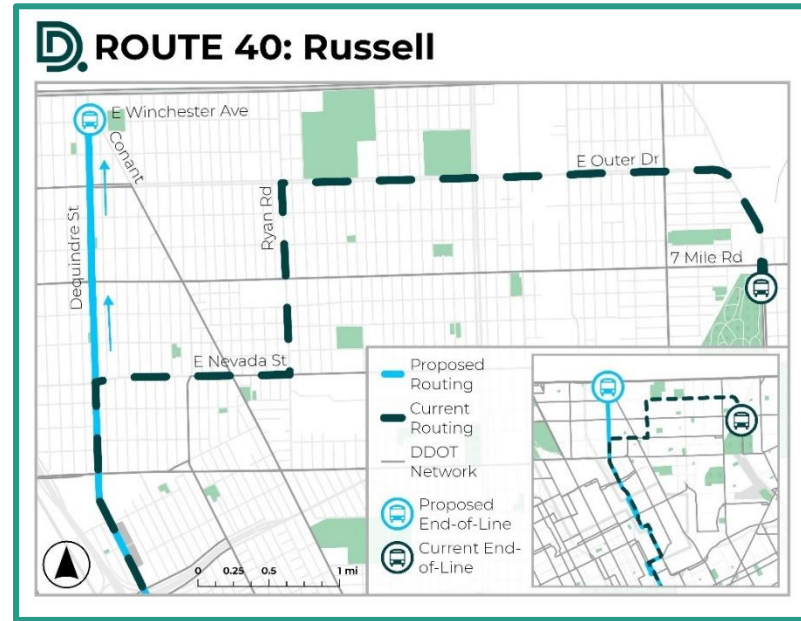
- ☐ I would ride a different route (please circle) 5 7 12 17 32 40 52
- ☐ I would walk further to get to a bus stop
- ☐ I would have to make an additional transfer
- ☐ I would no longer make this trip on DDOT



Prefer to take this survey online? Scan here.



June 2025 Service Change Equity Analysis



Please share any other comments you have below:

DDOT is accepting public comments about the Proposed June Service Changes until **April 19, 2025**. If you were not able to complete this survey, but would like to submit a comment, you may do so via email or mail.

Email: DDOTcomments@detroitmi.gov

Mail: Detroit Department of Transportation

ATTN: June 2025 Hearing

100 Mack Ave., Detroit, MI 48201

Governing Official Signature

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

Signed by:

Robert Cramer

BBCB1C0F0420490...

6/6/2025

Robert Cramer

Date

Executive Director of Transit

City of Detroit