

2020

# Facility Equity Analysis



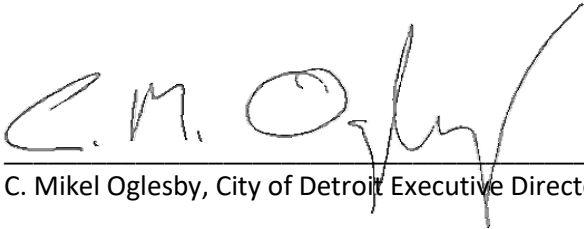
Detroit Department of Transportation  
City of Detroit  
12/1/2020



# Facility Location Equity Analysis

Prepared by Detroit Department of Transportation

The Title VI facility Location Equity Analysis has been approved by:



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C. Mikel Oglesby, City of Detroit Executive Director of Transit

02/08/2021

Date

## **EXECUTIVE SUMMARY**

The Detroit Department of Transportation (DDOT), established in 1974, is the largest public transit provider in Michigan, serving sixty-six thousand riders per weekday throughout the City of Detroit and neighboring municipalities. DDOT operates 43 fixed routes, twelve of which offer 24/7, 20 minutes or better frequent service, six other routes offer peak hour service, and the other 25 offer local service throughout the week. Currently, DDOT operates one transit center and five transit hubs, each connecting regional transit.

In August 2020, DDOT was brought into a major development project in conjunction with the City of Detroit with a proposal for a major development in the city-owned State Fairgrounds, which includes a public-private partnership to construct a new transit center in the City of Detroit, with a completion date in 2022.

As part of our commitment to civil rights and nondiscrimination, and as required by Title VI of Civil Rights Act of 1964, DDOT evaluates proposed investments and projects to assure that they are equitable with respect to both geography and to the population groups that benefit, using DDOT's Title VI standards. Assessing transit center placement equity is often exempt from Title VI guidelines as the impact is often analyzed in the NEPA process, however, the developer has not completed the process, thus DDOT has conducted a Facility Location Equity Analysis intended to ensure that the location is selected without regard to race, color, or national origin.

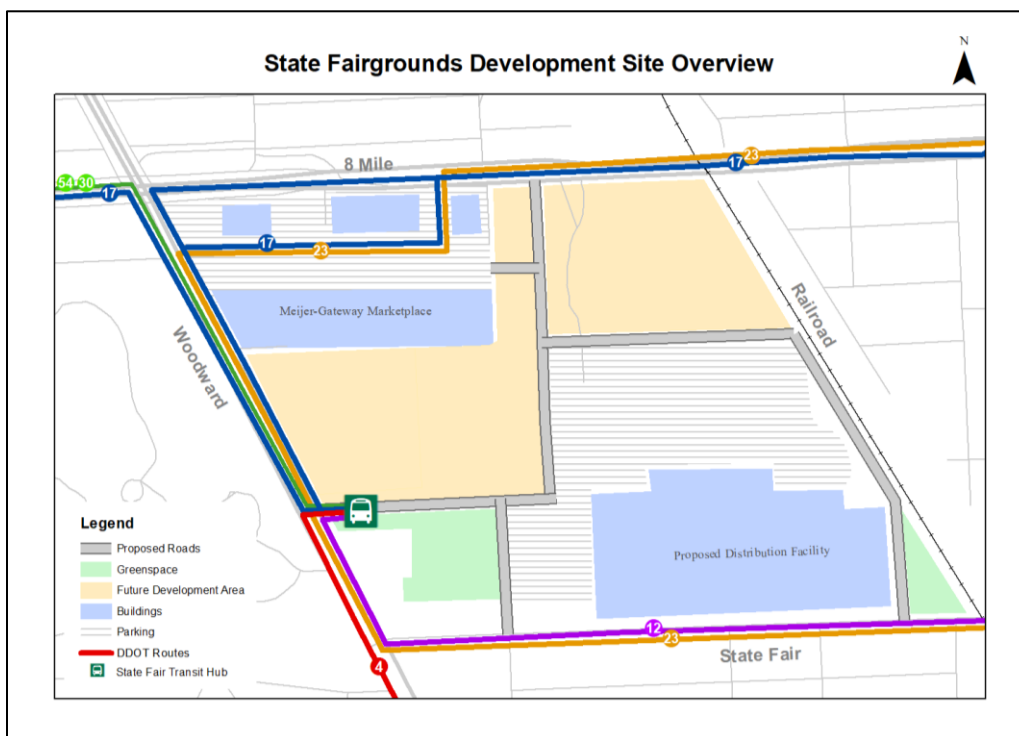
This analysis evaluates equity based on population demographics, and location based on modified amenity placement standards. Other factors, such as regional transit, area stability, population growth, and density, are also key determinants. The five transit hubs are the five candidates assessed in this analysis. Overall, the equity analysis findings for the proposed transit center determines that the selection of the proposed State Fair Transit Center would not result in a disparate impact to minority populations or disproportionate burden to lower income populations.

## BACKGROUND:

### *The Proposal*

In 2009, the state of Michigan officially shuttered the annual State Fair and sold half of the land to the City of Detroit in 2018. The fairgrounds sits next to one of the busiest intersections of Metro Detroit, Woodward Ave and 8 Mile Rd, and is bordered by State Fair Ave and a freight and passenger railroad. A handful of developments were proposed through the years, resulting in the Meijer Gateway Plaza shopping center and a major upgrade to the existing transit hub. In August of 2020, DDOT was brought in a major development proposal for a distribution facility that would provide a minimum of 1,200 jobs for Detroiters, expanding the city's economic opportunities. The proposal includes a privately funded city owned transit center closer to the shopping center, and a proposed road through the current transit hub, slated for completion in 2022. This would significantly improve the rider experience, and close the walking distance to Meijer Gateway, a major shopping plaza and destination.

*Figure 1 Development project site overview. The current State Fair transit hub sits at 20110 Woodward Ave, Detroit, MI 48203. The developer's proposal includes paving a road through the existing site to access the proposed distribution facility.*



### *Current Site – State Fairgrounds*

The current transit hub is a paved loop with a large concrete pad, 8 large shelters, and a ticket booth. The site can be described as utilitarian and gray, not necessarily inviting or comfortable for riders waiting to board. It sits off of Woodward, on the west side of the old state fairgrounds, taking up 1.5 acres of the ground's 158 acres. The hub underwent major renovations in 2009 after the state discontinued the annual State Fair event. However, old maps and images date the loop as far back as 1955, when the Department of Transportation was known as Department of Street Railways.

In 2018, the State of Michigan sold 142 acres to the City of Detroit and 16 acres to a private developer. The state Fair transit hub, historic Michigan State Fair buildings, and freight storage are the main uses of the land.

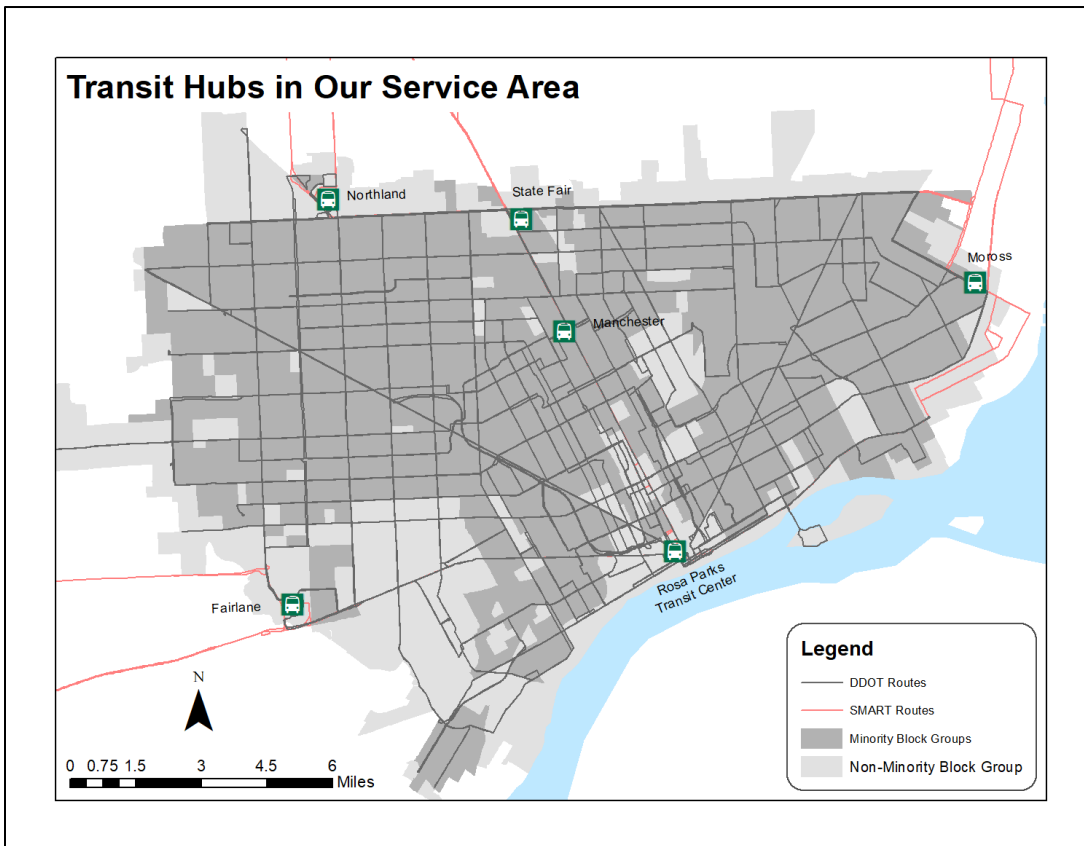
Operationally, the current State Fair transit hub location creates haphazard and potentially dangerous routing and layovers. For example, the 17 – Eight Mile bus must make the same left turn twice and cross six lanes of traffic just to access the hub mid route. DDOT's busiest route, 4 – Woodward ends at the hub, however due to the route's high

frequency and articulated buses, sometimes the bus is forced to layover on Woodward Ave itself or at the Meijer Gateway bus stop nearby, adding risks to the plaza's already busy parking lot and affecting the on-time performance.

### Location Considerations

DDOT utilizes one transit center downtown and five other transit hubs around the service area, including the State Fair transit hub. DDOT defines its transit hubs as intersections of three or more of DDOT's local service routes where riders can also connect with the regional and suburban transit agency SMART, and must serve at least one ConnectTen route. ConnectTen routes are ten 24/7 frequent spoke routes that create the framework for DDOT's system. Three hubs are owned by other municipalities, one is in front of a hospital on a county road, and the last is on city owned land. The proposal does not explicitly limit where DDOT builds a new transit center, however there are other constraints, such as land ownership, availability, ridership, and projected usage. The goal of this analysis is to compare the potential use and efficiency of upgrading one hub over the others using our Title VI amenity and equity measurements.

Figure 2 DDOT's service area consists of one transit center and five transit hubs



## Sites to Consider



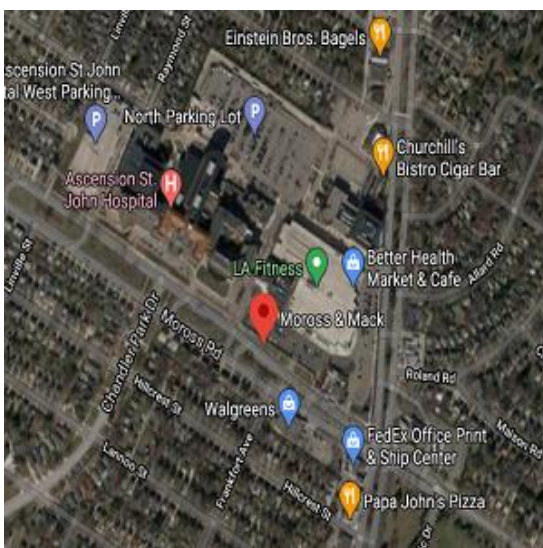
*Fairlane Town Center* is a mall and business center in Dearborn serving two SMART routes, and four DDOT routes, two of which are ConnectTen. The hub is on private property in the mall parking lot just outside of JC Penny's. The area around the mall is generally low density consisting of parking lots, several employers, a movie theater, and the commuter heavy University of Michigan – Dearborn branch. Many of our riders use this stop for the mall, university, or to transfer. The quarter mile service area population of this location is 1,582 people.

*18900 Michigan Ave, Dearborn, MI 48126*



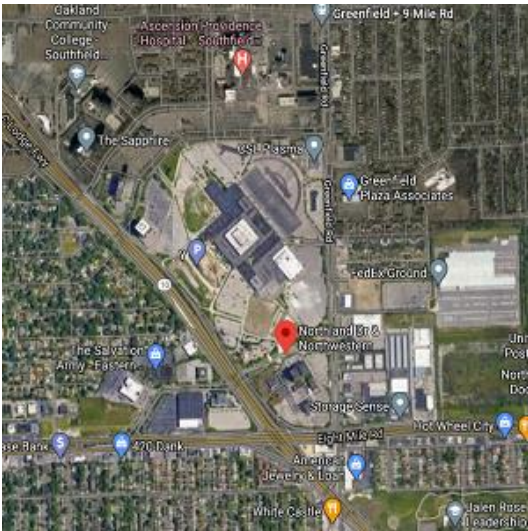
*Manchester & Woodward* is a high volume intersection in the enclave Highland Park, serving five DDOT routes and one SMART route. Large shopping centers and grocery stores on either side of Woodward, and apartments along Manchester are the main destinations of this hub. Many of our riders use this stop to access these destinations, their home, or transfer. The quarter mile service area population of this location is 2,847 people.

*99 Manchester Pkwy, Highland Park, MI 48203*



*Moross & Mack* is a large intersection on the border of Detroit, Harper Woods, and Grosse Pointe Farms, serving six DDOT routes and two SMART routes. All stops, both first and last on each route, are along Moross in front of the hospital and healthcare complex. Nearby destinations also include an active neighborhood, a gym, and smaller businesses. Many of our riders use this stop to access these destinations, their homes, or transfer. The quarter mile service area population of this location is 4,822 people.

*22151 Moross Rd, Detroit, MI 48236*



*Northland Mall* once served as a robust regional transit hub and popular destination, however, after decades of use, DDOT reconfigured the hub to accommodate disappearing destinations and the city of Southfield’s development plan for the site in 2017. Currently the hub is two on-street shelters, just outside of the circle lot of the demolished mall that served as the original hub. Destinations include a plasma donation center, apartments, and a hospital. Many of our riders use this hub to access these destinations or transfer. The quarter mile service area population of this location is 5,034 people.

*15565 Northland Dr, Southfield, MI 48075*



*State Fairgrounds* is the former site of Michigan’s annual state fair event, currently used for freight storage, a temporary Covid-19 testing center, and a transit hub with records dating back as far as 1955. In 2018, a decade after shuttering the annual state fair event, the state of Michigan sold the land to the city of Detroit. Situated near a high volume intersection connecting regional trunklines and two counties, the existing hub gives access to a major shopping center that includes a grocery store, gym, restaurants, retail, and a new major employer. The hub serves six DDOT routes and eight SMART routes. The quarter mile service area population of this location is 5,109 people.

*20110 Woodward Ave, Detroit, MI 48203*

### *Trends of Growth and Decline*

The population of Metro Detroit has seen dramatic shifts in population in the past decade. Growth of an area is an important consideration for placing a transit center. The table below shows the changes of population in each municipality that a hub is located in or borders. Despite the overall trend of decline, Ferndale and Southfield have experienced growth.

*Table 1 Population change of each municipality served by DDOT’s transit hubs*

Municipality	2010	2020	% Change	Hub
Metro Detroit	4,296,250	3,548,000	-17.42%	
Detroit	713,777	667,085	-6.54%	
Dearborn	98,153	93,485	-4.76%	■
Ferndale	19,900	20,025	0.63%	■
Grosse Pointe Farms	9,479	9,078	-4.23%	■
Harper Woods	14,236	13,667	-4.00%	■
Highland Park	11,776	10,737	-8.82%	■
Southfield	71,739	72,402	0.92%	■

■ - Fairlane ■ - Manchester ■ - Moross ■ - Northland ■ - State Fair



# COMMUNITY ENGAGEMENT

Engagement during a global pandemic provides interesting challenges. In accordance with CDC guidelines, DDT staff modified the typical in-person engagement formats into online telemeetings, with the option to call in by phone or request special accommodations before the meeting. All materials were offered in English, Spanish, and Arabic, our service population’s three Title VI LEP languages. DDT’s engagement strategy consists of four pieces:

- 1.) Awareness (September – October): DDT informed riders about the development and proposed transit center via fact sheet flyers, social media, website announcements, and email lists. Outside of DDT, local newspapers, and city council also made announcements about the new development and proposed transit center, further spreading awareness.
- 2.) Community Workshops (November 2, 4, 5): DDT hosted three workshops on the Zoom platform to allow for more casual engagement prior to the hearings. Riders and community members were given space to ask questions, share opinions, and be brought up to speed on the project. Overall the feedback was positive, with some concerns about air quality in the area.
- 3.) Public Hearings (November 13): DDT hosted two public hearings, one at 10am and the other at 6pm to inform riders of the proposal.
- 4.) Education (2021): The education component will begin once construction for the transit center begins, as well as additional engagement to allow riders and community to weigh in on the amenities and functionality of the transit center.

Figure 3 Community engagement flyers in DDT’s main service area languages. From left to right: State Fair fact sheet in English, workshop flyer in Arabic, and public hearings flyer in Spanish. See Appendix for full sizes.



## DEFINITIONS AND METHODOLOGY

### *Our Standards*

DDOT recently submitted and received approval for its Title VI plan, however, as Title VI usually excludes transit stations, there are no set standards within our plan for this type of analysis. We do have standards for bus shelter placement and equity, which will be borrowed for this analysis. Though a transit center is far more than a sheltered bus stop, they both share a similar function of providing a comfortable waiting place for riders and are usually placed at high volume connection points between routes.

The purpose of this analysis is to compare the potential use, site situation, and equitable aspects of each of the five proposed locations for the new transit center.

### *Equity Standards*

To understand the equitable aspect, this analysis will compare the routes and populations served using FTA and DDOT's Title VI population and route classifications. Though facially neutral, placement of a transit station may favor a non-Title VI specified population over a Title VI specified population. DDOT uses the following definitions and standards to guide the analysis.

- **Disparate Impact** - If minority, i.e. non-white identifying, populations do not see at least 80% of the benefits the new service provides, compared to non-minority population, then there may be a disparate impact, requiring DDOT mitigate or justify the change.
- **Disproportionate Burden** If low-income, i.e. under the federal poverty line, populations do not see at least 80% of the benefits the new service provides, compared to the higher income population, then there may be a disproportionate burden, requiring DDOT mitigate or justify the change.
- **Minority and Low-Income Block Groups** – A census block group whose minority or low-income populations are at or exceed the respective service area averages.
- **Minority and Low-Income Routes** – A route that spends at least 1/3 of its mileage traveling through or bordering minority or low-income block groups respectively.

### *Placement Standards*

The bus stop shelter priority criteria will be used to understand the operational and situational aspects of each location. All ten criteria are listed in the Appendix. While this standard ensures that DDOT's bus shelters are placed efficiently and equitably, placing a single transit center requires some modifications.

By virtue of being a transit hub or a transit center, criteria regarding shared stops and transfers (criteria 5 and 6) will be disregarded as these are inherent characteristics of a transit center. Position on route and shelter distribution will also be disregarded as all of our hubs serve as the end point for most of the routes, and a transit center cannot be distributed based on locations to bus shelters (criteria 4 and 8). Legacy shelters and individual requests have little to do with a new transit center, and so those criteria will also be disregarded (criteria 9 and 10).

Our modified standards for prioritizing a transit center location for this analysis are:

1. **Higher levels of service** - Hubs with higher levels of service and ridership will be given higher priority as they have higher usage.
2. **Stability of route** – Transit Centers are a long-term infrastructure investment, and as such will be directed toward hubs whose locations and levels of service are likely to be constant over time.
3. **Site conditions that would allow the structure** - Sidewalk width, type and condition of pavement, and the presence or absence of obstacles in the right of way may determine where infrastructure can be installed.
4. **Proximity to major destinations** - Destinations include schools, hospitals, and large retail outlets. Hubs within walking distance (500-1,000 ft, about two city blocks) of such destinations will be prioritized.

## ANALYSIS

### *Assessing for Serving Title VI Specified Populations*

#### *Service Area*

To ensure equitable service to transit riders, DDOT, in accordance with the FTA, has set standards to measure and address the potential disparate and disproportionate burden concerns, if any, that come with each new proposal. For bus shelters, DDOT's methodology examines the service area and routes served demographic characteristics of each proposed location.

DDOT's service area consists of 75% minority populations and 22% lower-income populations. Priority for new or updated amenities should benefit FTA specified populations, or these populations should enjoy no less than 80% of benefits that other populations receive. For example, if DDOT were to place 200 bus shelters throughout the service area and non-specified populations receive 100 of them, at least 80 bus shelters must be placed in areas serving those specified populations.

These service area populations are measured using census block groups that intersect or have a centroid within ½ mile of the amenity. As there is only one amenity in this proposal, the population of only one location will see the benefits of living near a transit center, however the population of the other four locations will see the benefits of a new transit center if they also use the selected hub.

*Table 2 Transit Hub Service Area Demographic Characteristics*

	Fairlane	Manchester	Moross	Northland	State Fair
Total Population	1,582	2,847	4,822	5,034	5,109
Minority Population	718	2,080	2,792	1,386	2,483
% Minority	45.39%	73.06%	57.90%	27.54%	48.60%
Lower Income Population	361	887	1,316	457	599
% Lower-Income	22.79%	31.14%	27.28%	9.07%	11.72%

Based on Title VI criteria for proportions of specified populations, the table above suggest Manchester to be an equitable location due to its higher concentration of minority and lower income populations in its service area. However, based on total populations served, Moross and State Fair serve areas of higher population, including higher populations of minority and lower income populations.

#### *Classification of Routes Served and Potential Riders*

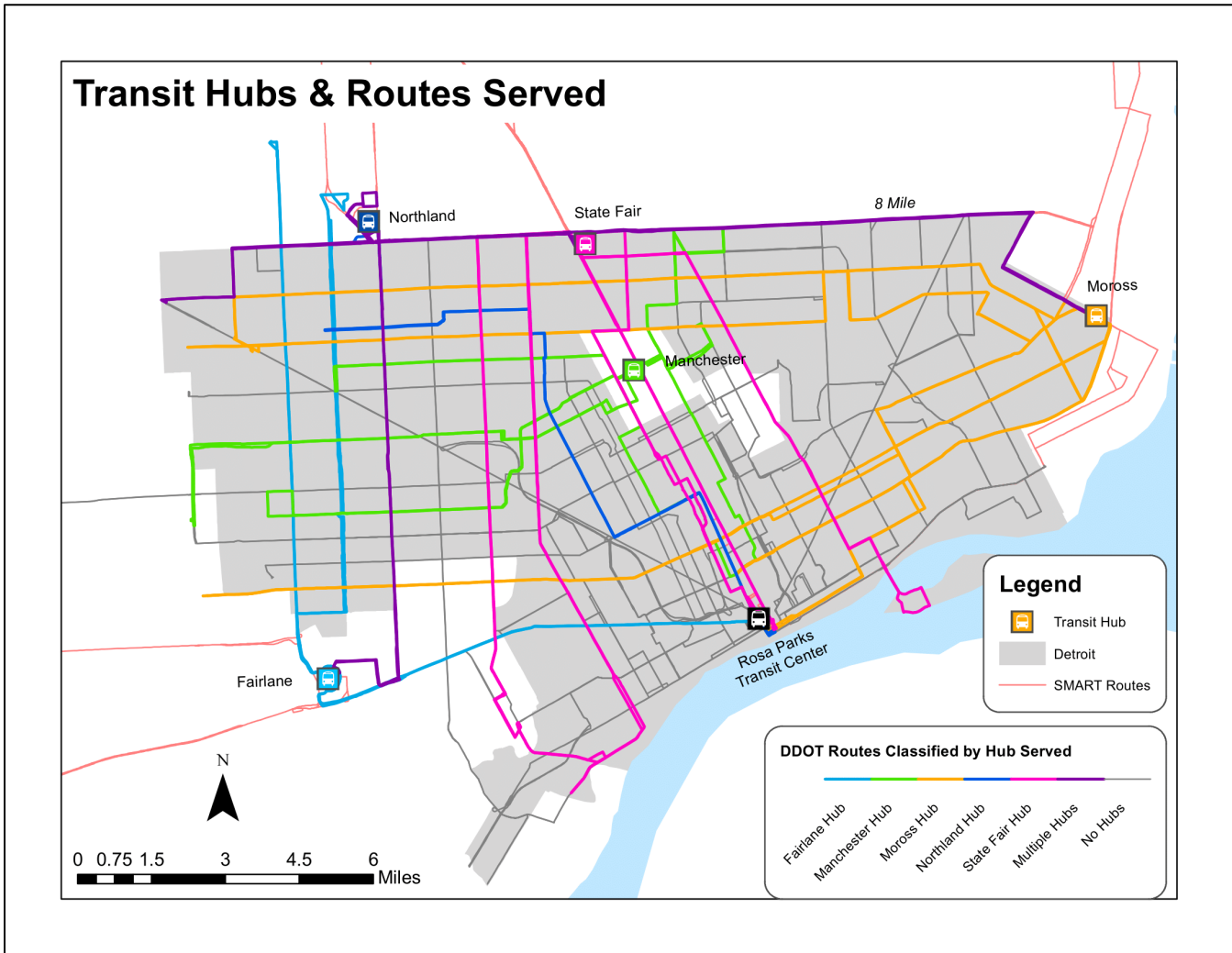
However, a transit center serves more than the surrounding population. Riders often use a transit center as a midpoint as they transfer or travel to nearby destinations. The routes that serve the transit hub are another important indicator of the population that accesses the transit hub.

The routes highlighted in the table below all serve at least one transit hub. According to FTA guidelines, a route is classified as minority or lower-income if 1/3 (33%) of its mileage travels through or borders minority and lower-income block groups, respectively. Due to Detroit's unique history and concentration of non-white populations, all the routes that serve the five hubs meet the classification criteria for minority and lower income routes.

Table 3 Title VI route classification applied to DDOT routes that serve any of the five transit hubs. Any route with over 1/3, or 33%, of its mileage in or bordering FTA classified block groups receive the relevant classification.

Routes	Total Miles	Minority Miles	Minority Miles %	Is Minority?	Lower Income Miles	Lower Income Miles %	Is Lower Income?	Transit Hub Served
2 – Michigan*	21.13	7.70	36%	Yes	11.07	52%	Yes	■
4 – Woodward*	17.68	13.85	78%	Yes	12.49	71%	Yes	■ ■
7 - Seven Mile*	39.84	39.30	99%	Yes	33.15	83%	Yes	■
8 – Warren*	40.36	30.29	75%	Yes	26.56	66%	Yes	■
10 – Greenfield*	26.12	19.41	74%	Yes	12.90	49%	Yes	■ ■
12 - Conant	23.84	17.46	73%	Yes	19.14	80%	Yes	■
15 - Chicago / Davison	25.86	25.86	100%	Yes	20.45	79%	Yes	■
16 – Dexter*	37.66	30.40	81%	Yes	20.41	54%	Yes	■
17 - Eight Mile*	48.30	37.73	78%	Yes	24.50	51%	Yes	■ ■ ■
23 - Hamilton / John R	22.22	15.78	71%	Yes	15.52	70%	Yes	■
30 - Livernois	28.45	25.43	89%	Yes	22.07	78%	Yes	■
31 - Mack	22.19	17.54	79%	Yes	14.82	67%	Yes	■
32 - McNichols	48.37	46.49	96%	Yes	32.65	68%	Yes	■
39 - Puritan	14.72	13.82	94%	Yes	9.68	66%	Yes	■
42 - Mid-City Loop	12.68	10.65	84%	Yes	8.39	66%	Yes	■
43 - Schoolcraft	33.85	32.08	95%	Yes	23.87	71%	Yes	■
46 - Southfield	24.96	16.81	67%	Yes	15.69	63%	Yes	■
54 - Wyoming	31.09	18.84	61%	Yes	18.16	58%	Yes	■
60 - Evergreen	23.45	14.50	62%	Yes	14.07	60%	Yes	■
67 - Cadillac / Harper	25.71	21.60	84%	Yes	19.19	75%	Yes	■
■ - Fairlane ■ - Manchester ■ - Moross ■ - Northland ■ - State Fair * - ConnectTen or 24/7 route								

Figure 4 Map of each transit hub and the routes that serve them. State Fair and Moross serve both eastside and westside routes, while Fairlane, Manchester, and Northland serve predominantly westside routes.



The majority population of DDOT's service area and riders self-identify as non-white, or minority peoples. The people who most benefit from a new transit center are not necessarily those who live nearby, but rather those people who are actually hopping on the bus.

## Assessing for best placement

In addition to equity concerns, a new transit center requires some logistical considerations. Aside from who will use the transit center, other questions need to be answered, such as how many people will use the space, or will a transit center even fit into the streetscape?

DDOT's modified criteria for placing a transit center considers service levels, stability of the location and routes, site conditions, and nearby attractions. To measure these four criteria, this analysis will compare service levels, ridership, presence of stable ConnectTen or 24/7 routes, stability of the routes, physical site conditions, current site layout, land ownership, and nearby attractions. The table below compares these criteria.

Table 4 Bus shelter placement criteria applied to the five proposed locations.

Location Prioritization		Location				
Criteria	Measurement	Fairlane	Manchester	Moross	Northland	State Fair
<b>Service</b>	Total Routes	6	6	8	5	14
	DDOT routes	4	5	6	3	6
	SMART routes	2	1	2	2	8
<b>Ridership/ weekday (DDOT)</b>	Total	426	54	729	161	943
	Board	209	36	375	95	503
	Alight	217	18	354	66	440
<b>Stability</b>	ConnectTen or 24/7 Routes	Routes 2, 10	Route 4	Routes 7, 8, 17	Routes 10, 16, 17	Routes 4, 17
<b>Physical Attributes</b>	Location Type	Mall parking lot	Large Intersection	On major street	On minor street	Dedicated off-street loop
	Ownership	Private Owner	Highland Park	Wayne County	Southfield	Detroit
<b>Destinations</b>	Type of Nearby Destinations	Mall, university	Shopping center	Hospital & healthcare complex	Hospital & healthcare complex	Shopping center, major employer

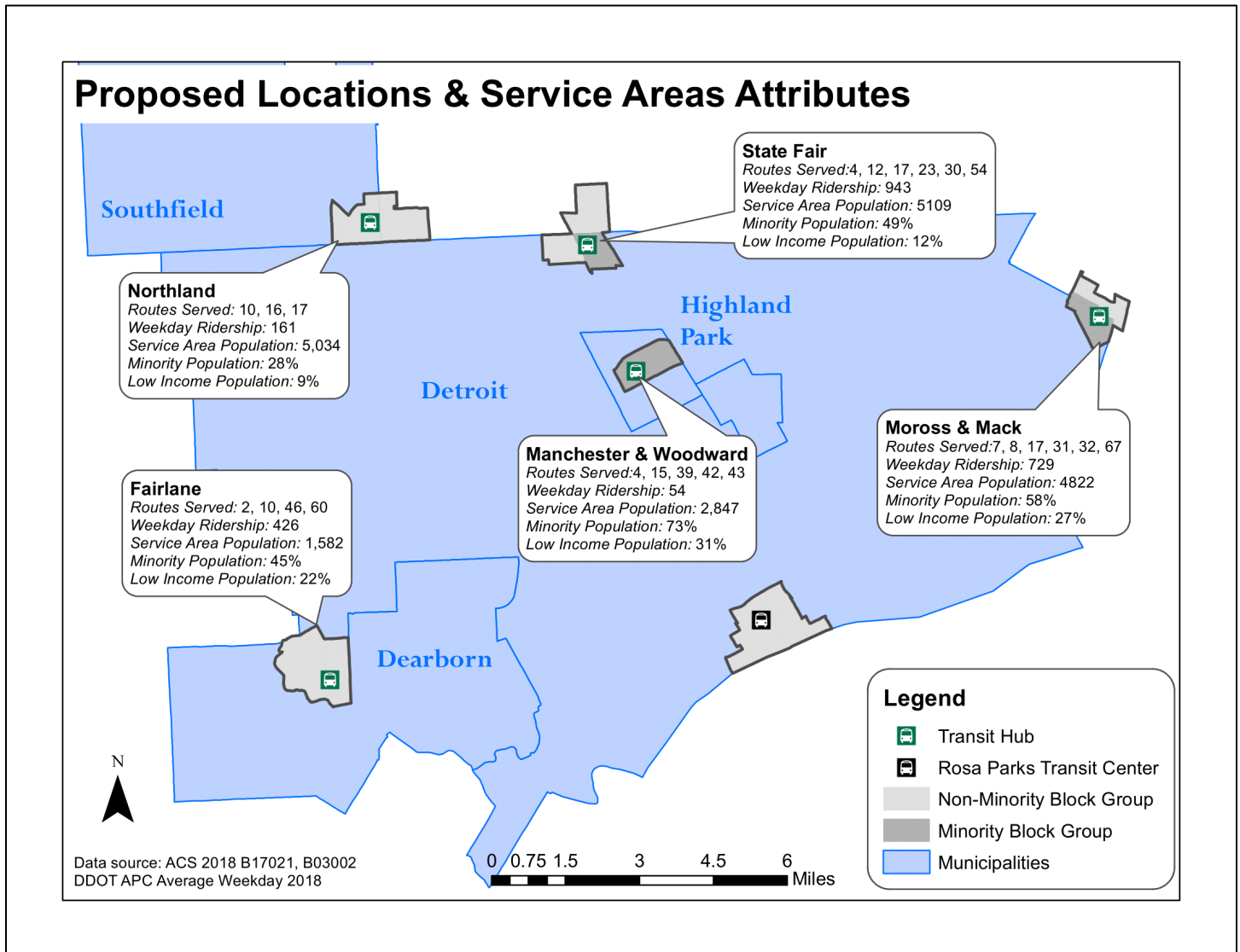
All five locations share characteristics in proximity to popular destinations, however the stability and ease of access to those destinations factor into choosing the ideal location. Industry best practices exclude malls and parking lots as optimal places for a transit center due to their car-centric layouts and the growing trend of vacant malls, such as Fairlane and Northland. Manchester, Moross, and State Fair however all have stable popular destination close to each hub.

Manchester provides a central location with attractive destinations, however proximity to DDOT's existing transit center and the density of Manchester & Woodward does not leave adequate space to build and operate a transit center in Highland Park. The low density of Fairlane and Northland may provide adequate space for a transit center, however, the destinations and lower numbers of ridership and routes for all three hubs indicate that those locations may not be the most efficient or optimal choices. All three of these locations sit on land outside of city jurisdiction, creating additional obstacles in building a transit center.

Moross, and the State Fairgrounds both have addresses in Detroit, have the highest volumes of ridership, service, and neighbor popular stable destinations. However, the geometry and land ownership around Moross provide little room for a new transit center, and the decentralized location is not optimal to serve regional transit. The current Moross hub consists of five bus stops along the westbound side of its namesake road, in front of the Ascension Hospital. Nearby land is privately or commercially owned.

State Fairgrounds has the highest numbers of routes and ridership, and sits on city owned property, with new developments proposed to increase the appeal of the location and potentially grow ridership on the routes served by that hub. It also provides a central point for regional transit. Both the current and the proposed sites in the fairgrounds offer off-street dedicated spaces for a new transit center near areas of growing population and employment opportunities. Using DDOT's transit center placement criteria, State Fairgrounds is the best candidate to upgrade.

Figure 5 Map of proposed locations and hub attributes



### Other Considerations

#### Displacement

In building a transit center focusing on safety and convenience, DDOT does not aim to cause displacement to riders, nor to commercial or private neighbors, during construction. The Manchester and Moross locations would create displacement due to the higher residential and commercial density, and lack of adequate open space needed to build a transit center and store construction materials. Construction in Northland or Fairlane may displace those passing through or near those locations and traffic in and out of the mall and nearby university. The State Fair location sits on the edge of a designated development zone, offset from traffic flows, commercial centers, and residential streets. The proposed State Fair Transit Center sits inside the city-owned development area and construction will not displace any commercial or residential neighbors.

## *Operations*

Together DDOT and SMART provide regional transit to Metro Detroit and a regional transit center would strengthen that partnership. Out of the five proposed locations, State Fair provides the most centralized location and serves the most routes for either agency, maximizing usage not only for riders but for agency operations as well. A transit center at this location would provide better layover spaces, driver amenities, staff workspaces, and infrastructure for both agencies' proposed electric bus pilots.

## CONCLUSION

The location of a transit center requires consideration of its place within the context of the larger city and its future as understood by the present. As parts of the city and the metro area begin to see areas of growth, DDOT has the opportunity to create service and build amenities to compliment development. In this case DDOT has a unique opportunity to build a new transit center outside of downtown Detroit to improve regional and local partnerships and rider experience. A new transit center also provides opportunities for multi-modal transit and new partnerships, such as bike shares and scooters, creating a more robust system.

Of the five locations, State Fair transit hub has the most ridership, service, and surrounding population, making this selection the most efficient and far reaching for improved rider experience and transit operations. The destinations nearby include a popular stable shopping center, a new employer, and land slated for future development, adding to the appeal of the location and potentially growing ridership on the six DDOT lines that the new transit center would serve. The surrounding neighborhoods in the city and the suburbs are seeing new population and economic growth, including retail and leisure activities within walking distance of the new transit center. State Fair transit hub is the largest of the five hubs, offering a location that is regionally centralized yet has the physical space to avoid displacement to residential and commercial neighbors. The central location will also allow for better connection between DDOT's eastside and westside routes.

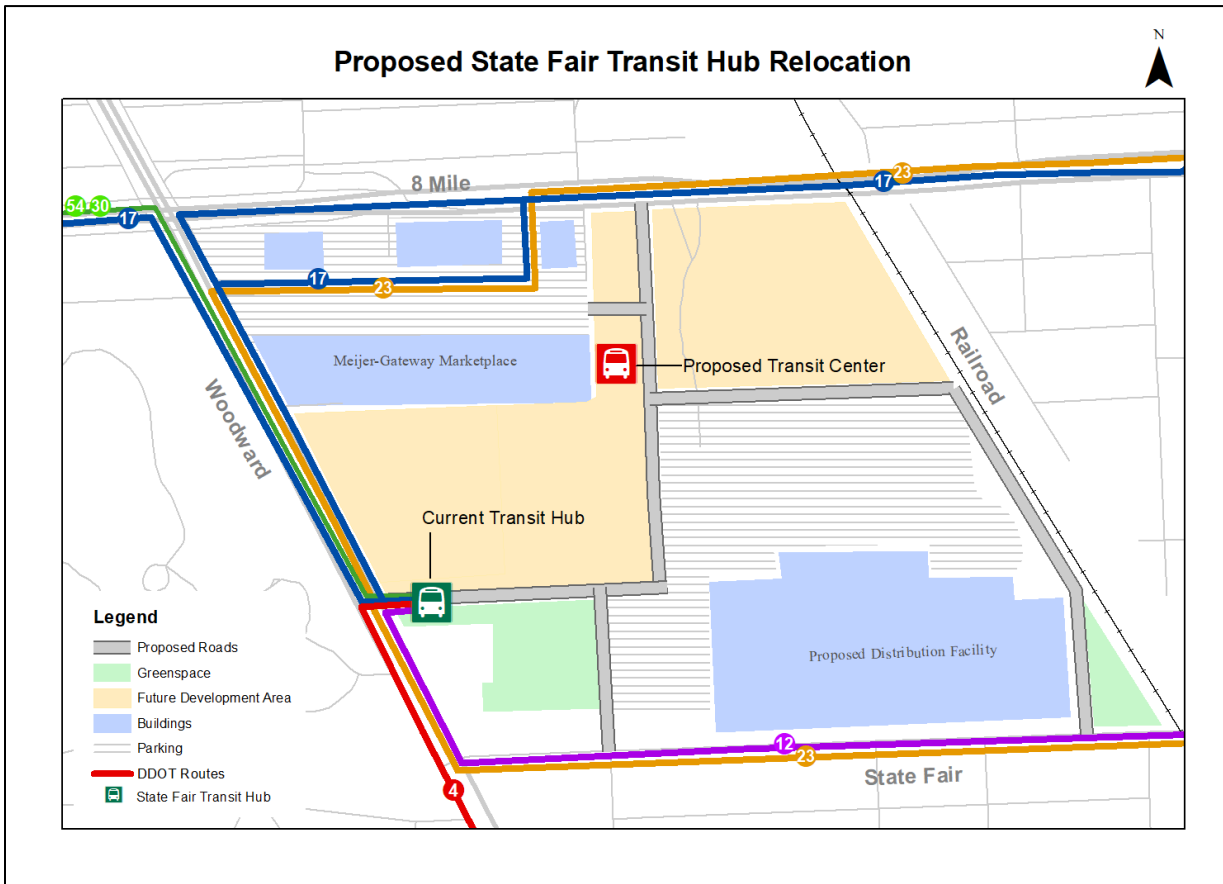
Title VI analysis for the selection of State Fair indicate that there is no racially based disparate impact or income based disproportionate burden in the six routes served as they all classify as minority and lower income. The service area characteristics analysis compliments this finding. Proportions of minority and lower income in State Fair's service area is lower than other hubs, however, the total numbers of those two populations are the highest of, or higher than, other hubs, indicating that those populations will see the benefit of a new transit center.



## Mitigation

Maneuvering to the new transit center will require slight routing adjustment, however the stops and connections will remain largely the same. Connection with SMART's local routes should remain unaffected as both agencies collaborate to find solutions that work operationally while maintaining easy transfers for riders. Considerations include an upgraded bus stop on Woodward just south of the current transit hub, reconfiguration of the road geometry and signaling at the proposed road and 8 Mile, and a courtesy stop near the new development.

Figure 6 The proposed location for the State Fair Transit Hub is 1/2 mile away from the current transit hub, and that much closer to the Meijer Gateway Shopping Plaza. Adjustments to current routing are needed to access the new transit center, however, the bus stops and connections are not expected to change.



## Funding Concerns

FTA funding has supported improvements to the existing transit hub, including the purchase and installation of bus shelters and pavement, and building and guardrail improvements. Some assets on the site do have remaining federal interest, as they have not reached the end of their minimum useful life. Prior to discontinuing operations at the current transit hub location, DDOT will work with FTA to properly reuse or dispossess any remaining assets. An assessment of remaining federal interest at the site will be completed in separately.

## APPENDIX

Figure 7 The first element of DDOT's public engagement strategy is Awareness.



**DDOT STATE FAIR  
TRANSIT CENTER  
FACT SHEET**

**What is the scope of the project?**

DDOT has six (6) bus routes that end, begin, or stop at the State Fair Transit Hub. The Hub is a location where there are shelters and space for buses to pull in and out, but it is not a full transit center. Currently, this hub provides transit for both DDOT and SMART routes and is a stop for about 6,000 riders weekly. This location is one of the region's busiest transit hubs.

Additionally, this location is significant as it provides regional transit connections between DDOT and SMART buses, and currently serves two of DDOT's busiest 24-hour routes (17-Eight Mile and 4-Woodward)

**Currently**

On Tuesday, October 20, 2020, the Detroit City Council approved of the State Fairgrounds redevelopment which includes a new DDOT transit Center, and Gateway Shopping Plaza. The \$400 million redevelopment will bring 1,200 new jobs and entrepreneurship opportunities.

DDOT will engage riders and stakeholders in a series of workshops and public hearings to collect feedback during development.

The transit center has the ability to provide riders, staff, and visitors a space that is welcoming, safe, and convenient with customer-focused amenities, and embodies thoughtful convenient mobility in the City of Detroit and Southeast Michigan.

**Expectations**

As a transit rider or stakeholder, you can expect ongoing engagement opportunities to meet with DDOT staff and give your input. Again, this opportunity will allow for input on location as well as rider amenities and more. Engagement will happen in four stages starting with awareness. DDOT will continue to provide updates to ensure the transit community is up to speed on where we are in this project.

With this being a multiyear project, there will be opportunities throughout the next two years to connect with DDOT and provide input and feedback.



Figure 8 The second element of DDOT's public engagement strategy is gathering community feedback



# DDOT STATE FAIR

# TRANSIT CENTER

# PUBLIC WORKSHOPS

Learn and share your opinion about the Detroit Department of Transportation's proposed transit center at the State Fairgrounds.

## UPCOMING DATES

**NOV 2** **Date:** Monday, November 2  
**Time:** 6 p.m.  
**Meeting ID:** 882-6745-9673  
**Phone:** (301) 715-8592

**NOV 4** **Date:** Wednesday, November 4  
**Time:** 6:30 p.m.  
**Meeting ID:** 863-2946-8822  
**Phone:** (312) 626-6799

**NOV 5** **Date:** Thursday, November 5  
**Time:** 10 a.m.  
**Meeting ID:** 817-3107-0416  
**Phone:** (301) 715-8592

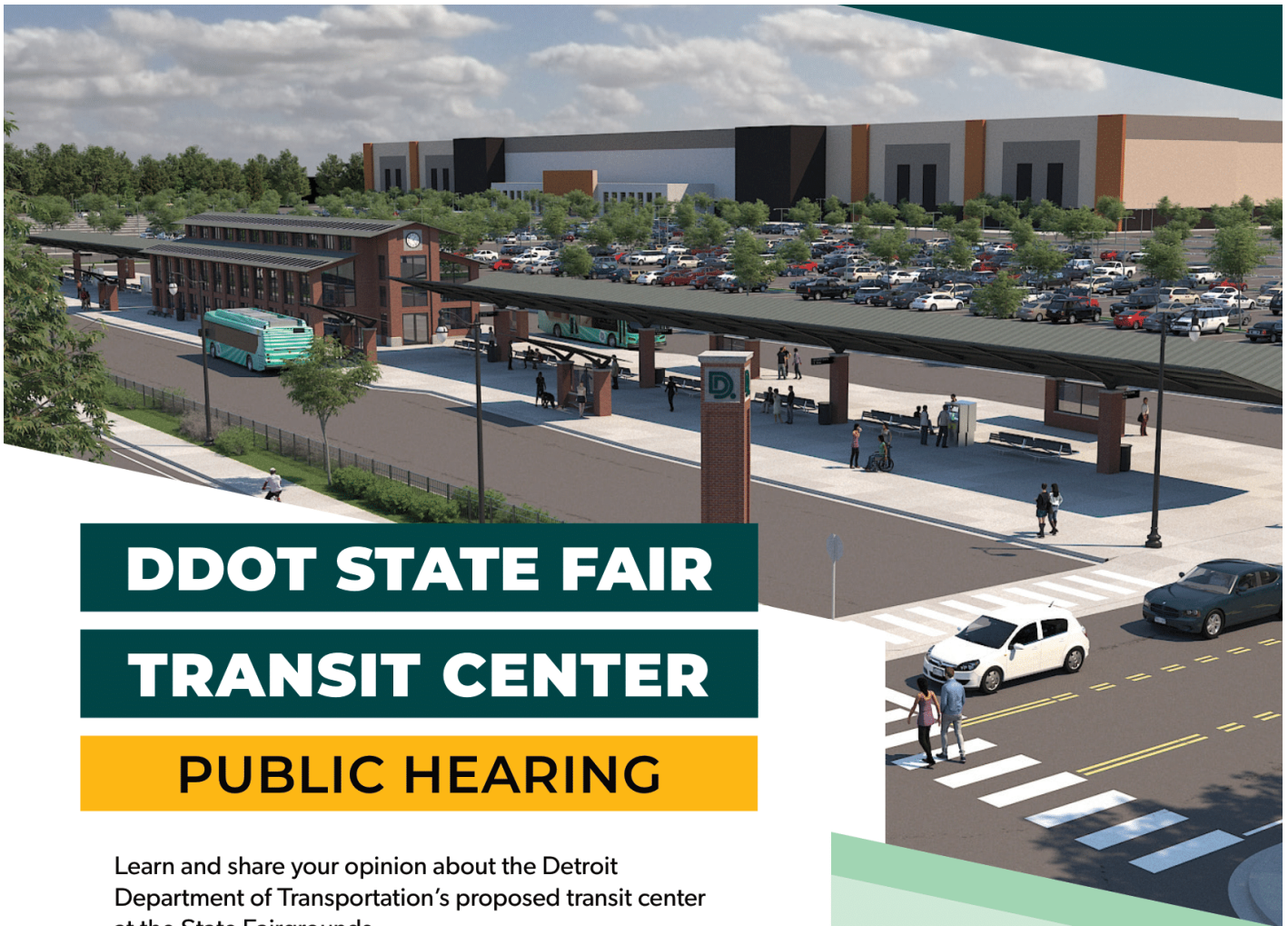
**For more information or to inquire about special needs arrangements**, such as interpreters, call Customer Service at (313) 933-1300 or email [DDOT-ADA@detroitmi.gov](mailto:DDOT-ADA@detroitmi.gov) two weeks before the workshop you plan to attend.

## HOW TO PARTICIPATE

- Visit [cityofdetroit.zoom.us](https://cityofdetroit.zoom.us). If you're using a mobile device, you'll be asked to download and install the Zoom app.
- Click the "JOIN" button.
- Type the appropriate **Meeting ID** and click "JOIN."
- If you're using a desktop computer, click "Open Zoom Meetings" on the dialog shown by your browser. If you don't see a dialog, click on the "Launch Meeting" button.
- Register by typing your name and email.
- Wait for the host to start the meeting.



Figure 9 The third element of DDOT's public engagement strategy is public hearings



## DDOT STATE FAIR

## TRANSIT CENTER

## PUBLIC HEARING

Learn and share your opinion about the Detroit Department of Transportation's proposed transit center at the State Fairgrounds.

### UPCOMING DATES

NOV  
**13**

**Date:** Friday, November 13  
**Time:** 10 a.m.  
**Meeting ID:** 872-9536-0231  
**Phone:** (312) 626-6799  
**Link:** <https://cityofdetroit.zoom.us/j/87295360231>

NOV  
**13**

**Date:** Friday, November 13  
**Time:** 6 p.m.  
**Meeting ID:** 894-8184-6485  
**Phone:** (301) 715-8592  
**Link:** <https://cityofdetroit.zoom.us/j/89481846485>

**For more information or to inquire about special needs arrangements,** such as interpreters, call Customer Service at (313) 933-1300 or email [DDOT-ADA@detroitmi.gov](mailto:DDOT-ADA@detroitmi.gov) by Thursday, October 29, 2020.

### HOW TO COMMENT

Submit comments about the proposed policies by Friday, November 27 to:

- [DDOTcomments@detroitmi.gov](mailto:DDOTcomments@detroitmi.gov)
- Detroit Department of Transportation  
ATTN: Executive Director's Office  
100 Mack Ave., Detroit, MI 48201
- (313) 933-1300 or 7-1-1 (TTY)
- [www.detroitmi.gov/ddot](http://www.detroitmi.gov/ddot)



## DDOT's Shelter Placement Criteria

Excerpt from DDOT's Title VI Plan 2021-2023, pages 37-38.

Shelters: DDOT has developed standards for placement of shelters. They are as follows:

- 1.) **Level of Service** - Level of service is measured in frequency (time between buses) and span (hours of operation per day). Bus stops with higher levels of service will be given higher priority for shelters.
- 2.) **Stability of Route within Service Network** - Some routes run on corridors where service will always be needed. Others are located in areas where demand for service is likely to evolve over time, and where there may be a need to restructure the route to meet customer needs. Shelters are a long-term infrastructure investment, and as such will be directed toward bus stops whose locations and levels of service are likely to be constant over time.
- 3.) **Site Dimensions and Pavement Characteristics** - Shelters must be safely sited and anchored, and installation sites must conform to the federal Americans with Disabilities Act and all other applicable laws and regulations. Sidewalk width, type and condition of pavement, and the presence or absence of driveways, crosswalks, and obstacles in the right of way may determine where and how shelters can be installed.
- 4.) **Position on Route** - Bus shelters are an amenity for customers and are most useful at stops where customers tend to board rather than alight. Stops located TITLE VI PROGRAM PLAN 2021-2023 Page 39 within 1 mile of the end of the route will be deprioritized for shelter installation. However, since different routes generate traffic at different points based on the destinations they serve, each route will be evaluated independently to determine which segments of the route should be prioritized for shelter installation.
- 5.) **Transfer Points** - Where two or more bus routes intersect, it is desirable to provide a pleasant waiting environment for customers seeking to transfer between them. Transfers between stable routes with high levels of service will be prioritized for shelter installation.
- 6.) **Stops Shared by Multiple Routes** - Where two or more routes share a bus stop location, the same amenity can be utilized by customers on different routes. Stops shared by stable routes with high levels of service will be prioritized for shelter installation.
- 7.) **Proximity to Major Destinations** - Many routes serve destinations where large numbers of people travel by bus. Destinations include schools, hospitals, and large retail outlets. Bus stops within 500 feet of such destinations will be prioritized for shelter installation.
- 8.) **Distribution of Shelters on Route** - To maintain an equitable distribution of amenities throughout the DDOT service area, locations within 1/2 mile of other shelter stops on the same route will be deprioritized for shelter installation.
- 9.) **Legacy Shelters** - Some existing DDOT shelters may not meet the above criteria, either because demand for service has shifted over time, or because they were evaluated according to earlier sets of criteria. In most cases, these shelters will be left in place until the end of their useful lives, but will not be replaced with new shelters once they become deteriorated or damaged beyond repair. Where necessary, legacy shelters may be moved to new locations where they will meet the needs of larger numbers of customers.
- 10.) **Shelter Requests from Customers and the Community** - DDOT will evaluate all shelter requests according to the above criteria, and will consider and prioritize them accordingly. While we will not accommodate every request we receive, we welcome customer input to help us recognize where unmet needs may exist