



**DETROIT  
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# **The Detroit People Mover System Plan & Downtown Mobility Study**

**August 2026**



**DETROIT  
TRANSPORTATION  
CORPORATION**

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# The Detroit People Mover System Plan & Downtown Mobility Study



## Plan Purpose

This plan identifies opportunities to align the Detroit People Mover (DPM) with the needs of today's downtown and address critical asset needs for long-term operations.



### Aging Infrastructure

As the DPM approaches its useful life, core system assets need reinvestment.



### A Changing Downtown

Downtown has shifted from an office-centric business district to a mixed-use, all-day neighborhood.



### Changing Travel Patterns

Remote work and entertainment venues have changed when and why people are downtown.

## Study Area Development Pipeline



**1.6M**

Square Feet of Office Space



**4,299**

Residential Units



**2,055**

Hotel Rooms

## Current System

Key themes from analysis and engagement include:

- DPM stations can be hard to find.
- Transferring between the DPM and other modes is confusing.
- Anticipated growth in residential and hotel development.
- Strong support for connections to planned transportation and activity hubs.
- Traveling between downtown and surrounding neighborhoods can be challenging.

## Goals

The plan identifies strategies to make the DPM more:

**RECOGNIZED** as a vital asset for residents, workers, visitors, and investors in the downtown.

**INTEGRATED** seamlessly into the transit and mobility network serving Detroit and the region.

**CONNECTED** to key places and spaces within the Greater Downtown.

**SUSTAINED** with the public support and funding needed to maintain an accessible, reliable, safe, and efficient service for the long term.

## Implementation Strategy

A focus on highly visible, lower-cost and complexity projects that



## Key Actions & Next Steps

Ten actions outline the next steps toward implementing projects. Some tasks are standalone projects that will have immediate benefits, while others set the stage for future projects and improvements.

- Update DPM station signage and wayfinding in Downtown Detroit.
- Facilitate intergovernmental coordination on pedestrian, cyclist, transit, and navigation improvements.
- Investigate asset conditions to better understand and prioritize state of good repair needs.
- Identify a vehicle mode and technology to replace current systems.
- Conduct a safety, security, and accessibility plan to identify and implement improvement projects.
- Partner with transit agencies to better integrate key stations with bus stops and QLINE stations.
- Partner with key stakeholders around stations to identify improvements.
- Generate revenue from existing DTC property to sustain future operations and capital needs.
- Identify sustainable funding sources for capital and operating expenses.
- Advance planning and identify locally preferred alternatives for potential expansions.

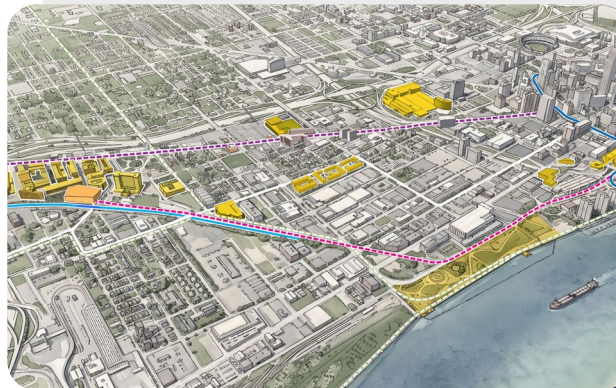
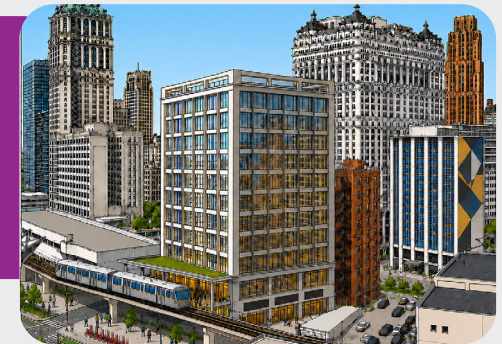
### Example tasks associated with key actions:

Identify funding to implement the signage identified in the 2024 Wayfinding Handbook. Coordinate with partners to include DPM stations on downtown wayfinding. In the longer term, design high-profile station entrances.



In partnership with DDOT and the RTA, pilot temporary improvements that make transfers between services more intuitive. Use pilot results to design more permanent station integrations.

Develop a real estate plan that identifies opportunities and challenges for joint development, station vending, and other potential revenue sources. Following this task, identify potential partners.



Analyze alternatives to identify an alignment, mode, station areas, and funding strategies for expansions, focusing on one corridor at a time. Pursue transit-oriented zoning and partnerships with developers and other stakeholders.



# Introduction

Downtown Detroit looks different today from when the Detroit People Mover (DPM) was first conceived of in the late 1960s, and even from a few years ago. New investment has transformed the area from a nine-to-five central business district (CBD) to an all-day neighborhood where people live, work, and visit for its parks, restaurants, shopping, entertainment, and special events. The rise in popularity of working from home has also meant fewer office workers Downtown. These factors have led to changes in how people get around Downtown and how they ride the DPM. At the same time, 2027 will be the DPM's 40th year in operation. System infrastructure and assets are aging and in need of reinvestment for long-term operations.

The *Detroit People Mover System Plan and Downtown Mobility Study* aims to consider how the DPM can better support not only today's Downtown, but also tomorrow's. When the DPM opened in 1987, it was part of a strategy to help revitalize Downtown while cities across the country were in decline due to suburbanization. Today's Downtown is seeing reinvestment that is changing how people get around. This plan identifies opportunities to unlock Downtown Detroit's potential through improved transit and mobility and to better connect Downtown to the surrounding neighborhoods and the broader region.

**Figure 1: Study Purpose**



**Reinvest  
in aging  
infrastructure.**



**Adapt to  
an evolving  
Downtown.**



**Respond to  
changing travel  
patterns.**

## The Detroit People Mover

The DPM is an automated people mover (APM) system serving 13 stations in Downtown Detroit, operating on an elevated 2.9-mile one-way loop. As a downtown circulator, the DPM provides access to housing, jobs, shopping, entertainment venues, and other downtown attractions and amenities. It also serves as a first- and last-mile connection to other transit services and provides a park-and-ride option for downtown visitors.

The DPM's driverless two-car trains rely on an automatic train control (ATC) system. Though it is automated, central control operators monitor the



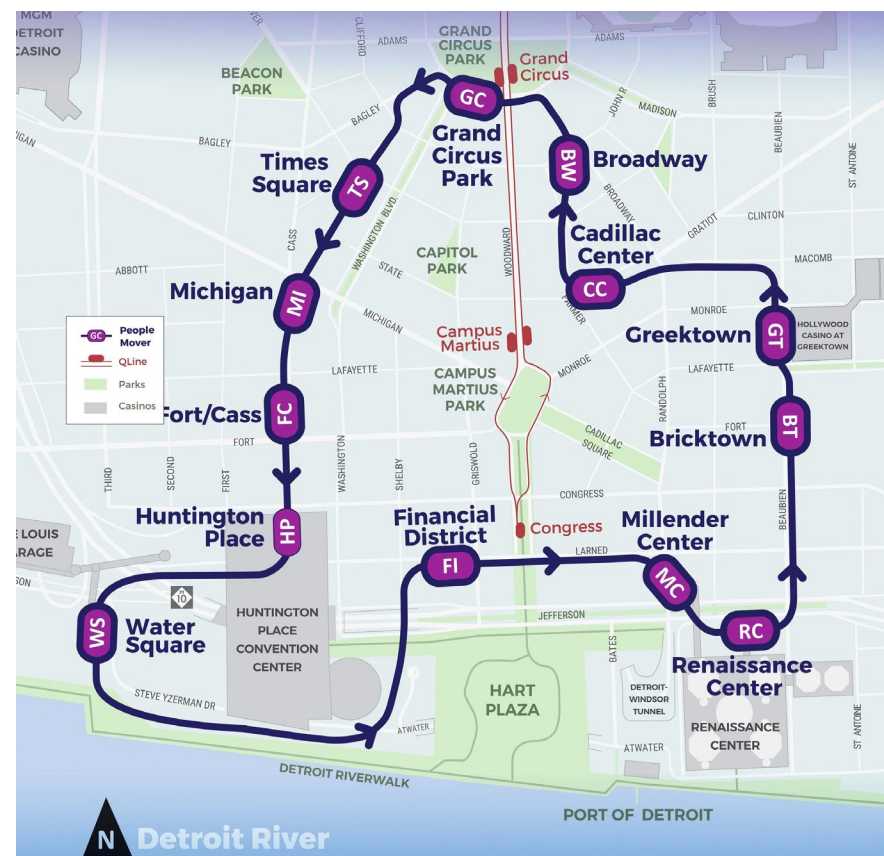
system 24 hours a day and can respond to changing conditions. The DPM is a rare transit mode among North American cities, though APMs also operate as downtown circulator systems in Miami and Jacksonville, Florida, and provide transit service to broader urban areas, such as with Vancouver's SkyTrain.

The DPM opened on July 31, 1987, as part of an effort to improve circulation in Detroit's CBD and help catalyze development in the area. Its opening reaffirmed Downtown Detroit's role as the commercial, financial, and recreational center of the region at a time when downtowns across the U.S. were in decline as cities deindustrialized and competed with growing suburbs as employment, retail, and population centers.

The DPM was intended to improve navigation in Downtown Detroit, making it easier for people to access retail and to increase the city's attractiveness for redevelopment, conventions, and events. Conceived of as part of a transit network that included local and feeder bus services, intermediate-capacity bus and light rail services, and high-capacity rail service, it was meant to connect Downtown to the broader region.

The DPM is owned and operated by the Detroit Transportation Corporation (DTC), which is governed by a six-member board that includes four members appointed by Detroit's mayor, the Detroit City Council president and the chair of the Suburban Mobility Authority for Regional Transit (SMART) Board of Directors. The Detroit Transit Police, an independent police force that patrols the DPM system, is also a division of the DTC.

**Figure 2: DPM System Map**



Source: The DTC.



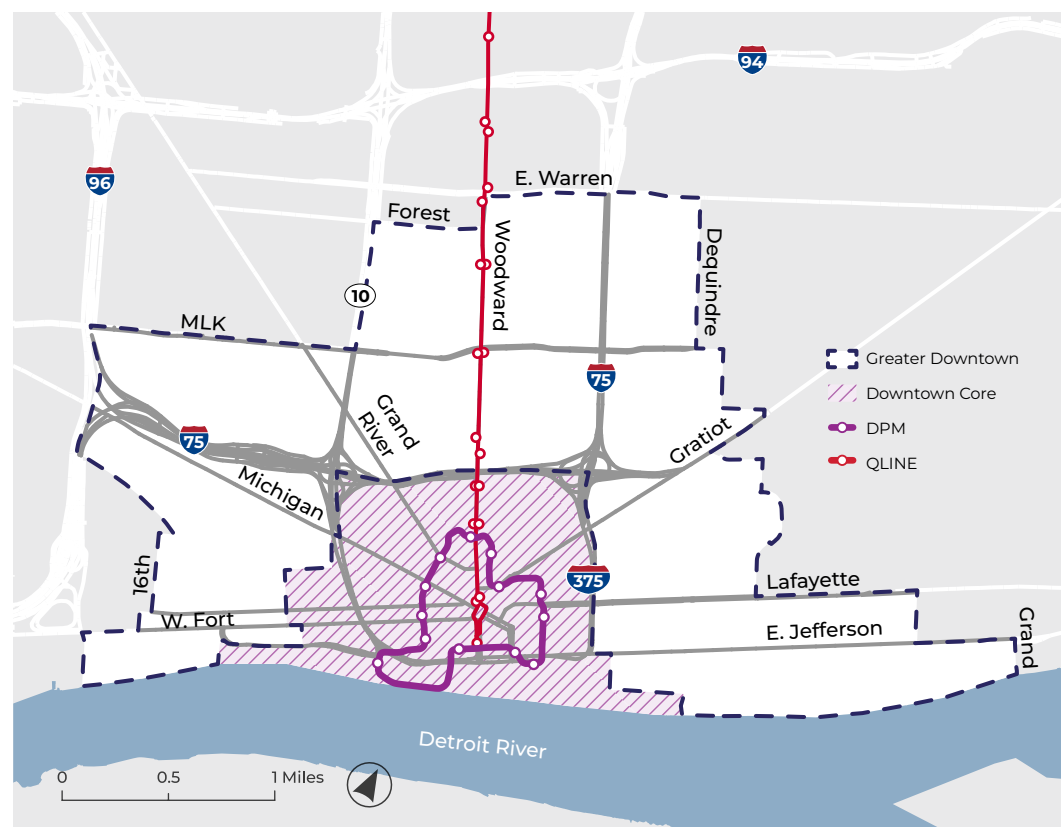
## Study Area

This plan looks beyond Detroit's traditional CBD to explore patterns and opportunities outside of the DPM's immediate service area. For the purposes of data aggregation for demographics and travel patterns, the Study Area comprises census tracts that are fully or partially within a 1-mile radius of an existing DPM station (Figure 3).

The Study Area was divided into two zones: the Downtown Core and Greater Downtown. The Downtown Core includes the census tracts in which the DPM currently operates, which corresponds approximately with the boundaries of Detroit's CBD. Greater Downtown includes census tracts fully or partially within a 1-mile radius of existing DPM stations, excluding those in the Downtown Core.

In addition to DTC, transit service in the Study Area is operated by the Detroit Department of Transportation (DDOT) and SMART, which operate fixed-route bus and demand-response services, as well as by the Regional Transit Authority of Southeast Michigan (RTA), which operates the QLINE and express bus services.

**Figure 3: Study Area and Subzones**



Source Data: U.S. Census Bureau.



## Engagement Process

The engagement process included consistent touchpoints with a Technical Working Group (TWG) and three phases of engagement with a Stakeholder Committee and the public.

The TWG served as a core advisory body providing operational insights, institutional perspectives, and technical expertise. The group included representatives from transit agencies, city departments, the Michigan Department of Transportation (MDOT), the Downtown Detroit Partnership (DDP), and an academic. In nine meetings across the year-long process, the group helped shape study goals, evaluation criteria, improvement concepts, projects, actions, and scenarios, providing input from their respective fields, including transportation, land use, parking, and economic development.

The Stakeholder Committee included a range of organizations with interests Downtown, including government entities, developers, event venues, neighborhood groups, utilities, universities, businesses, and nonprofits.

Engagement with the general public provided opportunities to hear from Detroit residents, workers, and visitors. Public perspectives allowed for deeper insight into the mobility challenges people face in the Study Area and which projects matter most to people. This feedback helped refine project goals and informed project development and prioritization.

### Figure 4: Phased Engagement Approach

#### Phase 1: Conditions and Goals

- 3 TWG Meetings
- 1 Stakeholder Meeting
- 1 In-Person Public Meeting
- Public Survey

#### Phase 2: Improvement Concepts

- 3 TWG Meetings
- 1 Stakeholder Meeting
- 1 In-Person Public Open House
- 1 Virtual Public Meeting

#### Phase 3: Scenarios

- 3 TWG Meetings
- 1 Stakeholder Meeting
- 1 In-Person Public Meeting
- 1 Virtual Public Meeting
- 7 Community Events

Figure 5: Phase 1 Public Meeting



Figure 6: Phase 3 Stakeholder Meeting



# Existing Conditions



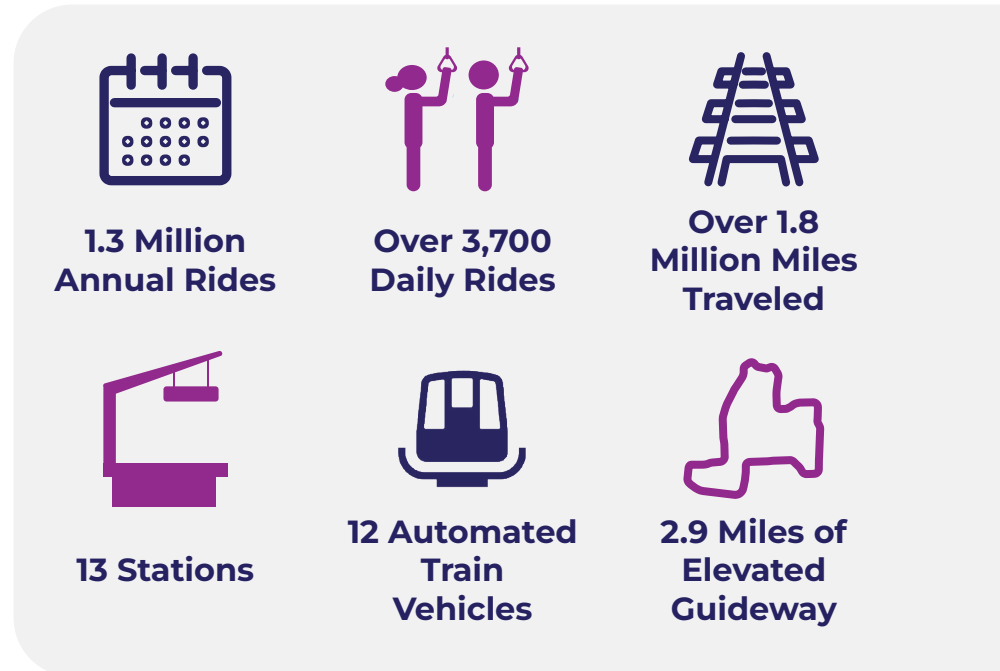
Documenting and analyzing existing conditions and forecast trends provides an understanding of the current state of the DPM and Downtown Detroit. This supports the identification of gaps and challenges that exist in the transit network, as well as where there are opportunities to better meet mobility needs. This assessment considered current DPM system operations, Study Area demographics, travel and development patterns, and public and stakeholder feedback.

## The Detroit People Mover

The DPM is a 2.9-mile elevated loop serving 13 stations in Downtown Detroit. Service currently runs counterclockwise but can be operated in either direction. The system is automated, meaning the trains are driverless and operated by an ATC system. Staff at the Operations Control Center oversee the system and monitor cameras, and can react as situations arise.

Service operates 7 days a week and typically runs 2 to 3 trains at a time. Each train is made up of two train cars and runs at 5-minute frequencies when three trains are running and 7.5-minute frequencies when two are running. Weekday service begins at 6:30 a.m. and ends at midnight. Saturday service operates from 10:00 a.m. to midnight and Sunday service operates from 10:00 a.m. to 10:00 p.m. Since January 2024, the DPM has been fare-free, removing the barrier of needing to have change or a token to ride.

**Figure 7: System Overview, Calendar Year 2025**



Source: FTA National Transit Database (NTD), 2026.

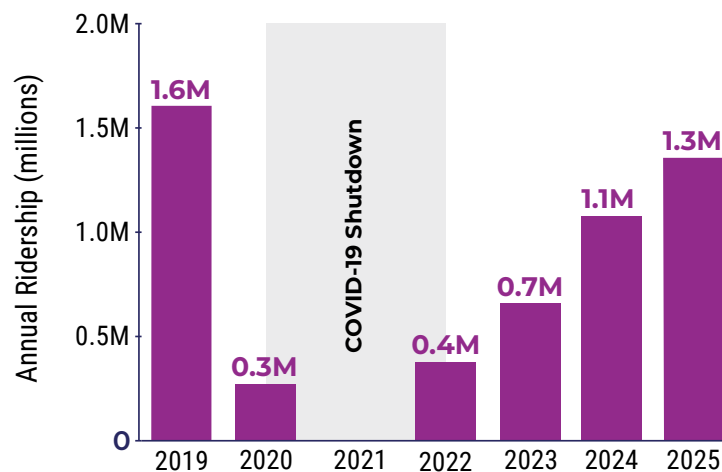
The DPM's major assets include 13 stations, 12 vehicles, a 2.9-mile guideway structure, a maintenance facility, two traction power substations, and train control and signaling equipment. While the system is generally in a state of good repair (SGR), it is aging; vehicles and core systems require modernization to continue service for the long term.



## Ridership

The rise of remote work means there are fewer office workers downtown. Yet, transit ridership has climbed steadily since the system reopened in May 2022 after a pandemic shutdown, reaching over 1 million rides in calendar years (CY) 2024 and 2025 (Figure 8). Ridership on the DPM has increased at a greater rate than the region overall. In CY 2025, ridership on the DPM reached 82 percent of pre-pandemic ridership, boosted by free fares (Figure 9). Evolving downtown travel patterns are reflected in a varied distribution of ridership recovery, with Times Square, Michigan, Fort/Cass, and Grand Circus Park stations surpassing their pre-pandemic totals, while stations like Millender Center and Cadillac Square are experiencing a decrease in riders (Figure 10).

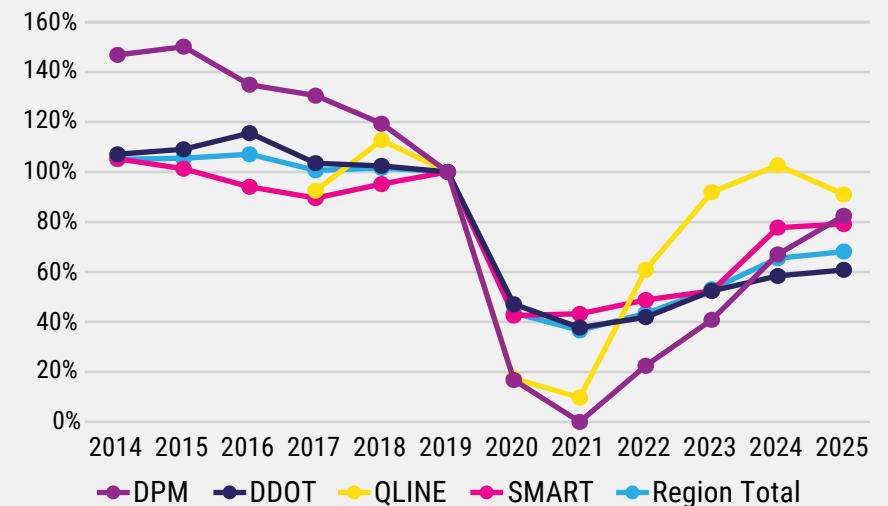
**Figure 8: DPM Ridership, Calendar Years 2019-2025**



Source: FTA NTD, 2026.

## Existing Conditions

**Figure 9: Metropolitan Detroit Ridership Recovery, CY 2014 to 2025: Percent of CY 2019 Annual Unlinked Passenger Trips**



Source: FTA NTD, 2026.

**Figure 1**



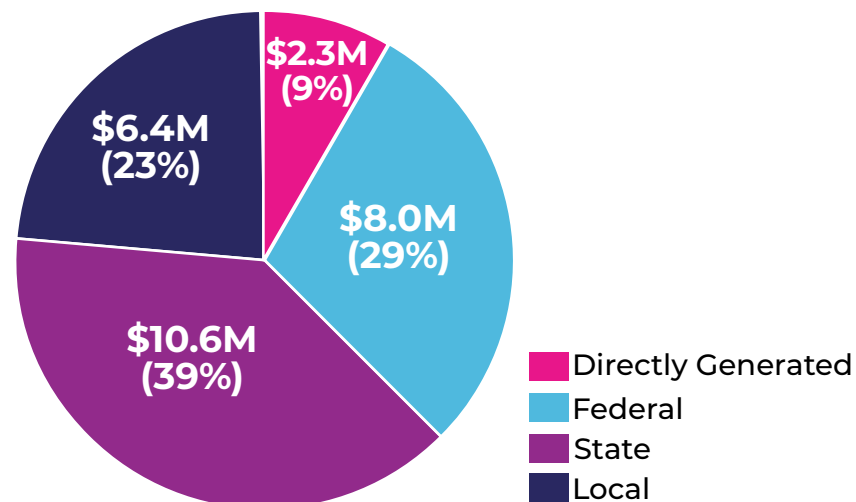
## Budget & Funding

The DTC is funded through a combination of Federal Transit Administration (FTA) grants, MDOT funds, local contributions from the City of Detroit, and advertising revenue. In fiscal year (FY) 2024, the DTC expended approximately \$21.0 million on operations and \$6.3 million on capital projects related to its facilities and guideway. MDOT provided the largest proportion of funding, though these ratios have fluctuated in recent years, particularly due to the availability of Federal COVID-19 recovery funds (Figure 11). In 2025, the City of Detroit provided \$6.5 million in operating funds and an additional \$950,000 in 2026.

The RTA allocates FTA and MDOT funding to transit agencies in the Detroit Urbanized Area. Annually, the DTC receives 1 percent of Detroit's FTA Urbanized Area Formula Grants Program (Section 5307) apportionment, which is divided in half between the agencies serving the City of Detroit (DTC, DDOT, and RTA) and SMART, which primarily serves areas outside of the city. The DTC received 65 percent of the region's FTA Section 5337: State of Good Repair Grants funding, while the remainder supports the QLINE. In total, the DTC received over \$2.0 million in FY 2025 FTA formula funds, 3 percent of the region's apportionment of FTA funds (Table 1).

Funding is not sufficient to address the DPM's capital needs, including new trains and an ATC system, but funding opportunities might include federal and state discretionary grants, local taxes, and public-private partnerships (P3s).

**Figure 11: Sources of Expended Funding, FY 2024**



Source: FTA NTD, 2026.

**Table 1: FTA Formula Funding Allocations for the Detroit Urbanized Area, FY 2025\***

| Agency       | 5307           | 5337          | 5339(a)       | Total Amount   | Total Percent |
|--------------|----------------|---------------|---------------|----------------|---------------|
| DDOT         | \$27.2M        | \$0           | \$2.4M        | \$29.7M        | 47%           |
| DTC          | \$0.6M         | \$1.5M        | \$0           | \$2.0M         | 3%            |
| RTA          | \$0.6M         | \$0.8M        | \$0           | \$1.4M         | 2%            |
| SMART        | \$28.4M        | \$0           | \$2.4M        | \$30.8M        | 48%           |
| <b>Total</b> | <b>\$56.8M</b> | <b>\$2.3M</b> | <b>\$4.8M</b> | <b>\$63.8M</b> | <b>100%</b>   |

\* Excludes funding from the Section 5310 Enhanced Mobility for Elderly Individuals and Individuals with Disabilities Program, Federal Highways Administration Flex Funding, and funding allocated to MDOT and the Southeast Michigan Council of Governments (SEMCOG). Numbers may not add up due to rounding.



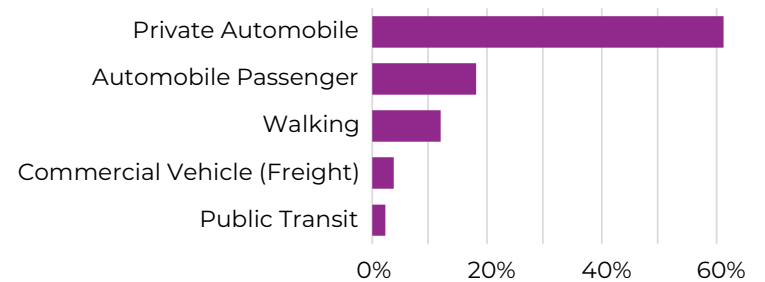
## Transportation Analysis

Downtown Detroit is accessible by multiple transit services (DPM, DDOT, SMART, QLINE) and pedestrian and cyclist facilities. Though transit alternatives are available, 61 percent of daily trips to the Study Area are made by private vehicle due to automobile-oriented development patterns and a large parking supply: the Downtown Core has about 50,000 parking spaces. Travel is commuter focused, with work-related trips accounting for most travel to the area across modes.

Regardless of mode, the majority of trips that begin and end within the Study Area are under a mile (Figure 12). The DPM is designed to make these trips faster, to avoid bad weather, and to facilitate last-mile trips after people arrive Downtown by another mode. Because it is grade-separated and elevated, the DPM is not impacted by traffic lights, congestion, speed limits, pedestrian crossings, or street closures, making it a safer option and allowing consistent operations.

Key transportation opportunities include improving east-west transit service across Downtown, more frequent bus service, better integration between modes, improving comfort and safety for pedestrians and cyclists, more effective wayfinding, and increasing transit ridership to and within Downtown. High trip volumes to destinations beyond the DPM's service area include Corktown and Eastern Market, suggesting demand for improved transit connections to these neighborhoods (Figure 13).

**Figure 12: Top 5 Trip Modes to the Study Area**



Note: Shows only the top five trip modes to Greater Downtown; other modes are excluded, so percentages do not sum to 100 percent.

**Figure 13: Top 15 Trip Patterns within Greater Downtown**



Source: Replica, Fall 2024 Typical Weekday Trip Data.



## Demographic Analysis

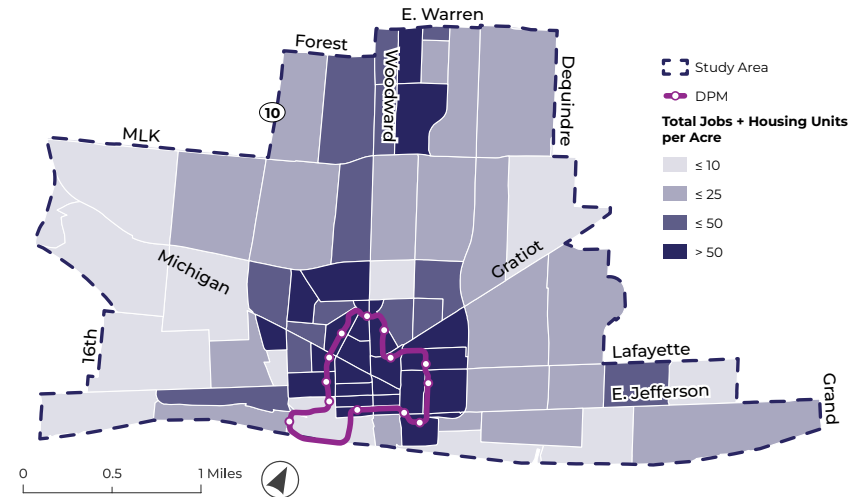
Fixed-route transit works best where residential and employment densities are high enough to support it and encourage ridership; service modes and frequencies should scale to match an area's density.

Within the Study Area, the areas with the highest densities and therefore transit propensity are located in the Downtown Core and off of Woodward Avenue near the Detroit Medical Center (DMC) and Wayne State University. Propensity is also higher across Midtown, along Fort Street and East Jefferson Avenue, and in Lafayette Park and Elmwood Park (Figure 14). Many of these are well served by the QLINE or DDOT and SMART bus service, though there may be opportunities for additional service in some areas.

Population and jobs are both expected to grow and decline in different parts of the Study Area through 2050. The greatest growth is anticipated in the Downtown and Corktown neighborhoods near Hudson's Detroit, the University of Michigan Center for Innovation, the Stadium District, and Michigan Central Station. Growth is also anticipated near the DMC, Greektown, Lafayette Park, North Corktown, and near the MGM Casino. A few smaller areas are expected to see declines.

The leisure and hospitality sector is expected to see the greatest employment increases. This sector is predicted to be the largest in the Study Area by 2050, overtaking public administration. Jobs in leisure and hospitality typically require more in-person workers,

Figure 14: Transit Propensity, 2020



Source: SEMCOG, 2050 Southeast Michigan Regional Development Forecast.

Figure 15: Projected Change in Jobs & Housing Units, 2020-2050



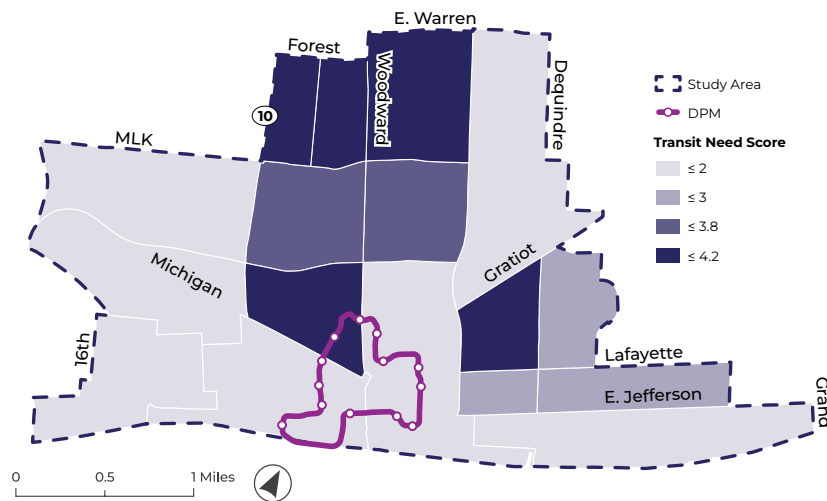
Source: SEMCOG, 2050 Southeast Michigan Regional Development Forecast.



which may lead to increased commuting outside of the nine-to-five peak hours (Figure 15).

Another important factor in transit ridership is that certain populations are more or less likely to rely on transit. Populations generally more likely to ride include zero-car or low-car households, people with low incomes, youth (ages 15 to 24), adults over 65, and people with disabilities. Higher populations likely to rely on transit are more concentrated in the northwest quadrant of the Downtown Core, Midtown, Lafayette Park and Elmwood Park, and along the north side of East Jefferson Avenue (Figure 16).

**Figure 16: Transit Need, 2023**



Source: U.S. Census Bureau, 2023 American Community Survey 5-year estimates.

## Existing Conditions

### Planning & Policy Review

A number of government entities and nonprofit organizations have developed plans for Downtown Detroit. Twenty-five existing and ongoing land use and transportation plans were reviewed to understand previously identified goals, opportunities, recommendations, public input, and upcoming projects. This review revealed key themes and common goals:



#### Transit Service

- Frequency and Reliability
- Stop and Station Amenities
- Integrated Services and Modes
- Rapid Transit Services



#### Mobility

- Complete Streets/Safety for All Users
- Walkability
- New Mobility Technologies
- Wayfinding, Branding, and Marketing



#### Economic Development

- Thriving Neighborhoods and Businesses
- Catalyzing Development
- Transit-oriented Development
- Connecting Downtown & the Neighborhoods



#### Neighborhoods & People

- Equity and Inclusivity
- Affordable Housing
- Historic and Neighborhood Character
- Environmental Sustainability



## Downtown Development

Development in Downtown is expected to be driven primarily by residential and hotel growth in the near term, with limited office and retail expansion. An increasing resident and visitor base will strengthen demand and support growth in retail. Office, multifamily, retail, and tourist development is concentrated in the Downtown Core and is expected to continue. Looking at the development pipeline, growth is anticipated in Downtown, the Cass Corridor, Brush Park, and Greater Corktown.

Improved access to the DPM, including potential system expansion, could further catalyze growth by enhancing connectivity, reducing parking needs and enabling more walkable, mixed-use development. Reducing parking demand can also lower development costs, which can help support affordable housing construction. In some areas, increasing development opportunities may require zoning changes that support transit-oriented development (TOD), such as the Public Center Adjacent (PCA) zoning district, which limits building height to 35 feet in parts of Downtown.

Table 2: Study Area Real Estate Markets, 2024

| Land Use                                                                            |                                                                                                                                                                                                                                                              | Total Existing       | Renovated Since 2010 | Total Pipeline        |
|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|----------------------|-----------------------|
|    | <b>Office</b>                                                                                                                                                                                                                                                |                      |                      |                       |
|                                                                                     | The Downtown Core contains 78 percent of all office buildings constructed or renovated since 2010 in the Study Area, indicating strong investment in future growth.                                                                                          | 35.4M<br>Square Feet | 8.7M<br>Square Feet  | 1.6M<br>Square Feet   |
|   | <b>Multifamily</b>                                                                                                                                                                                                                                           |                      |                      |                       |
|                                                                                     | As of 2024, there are 269 multifamily buildings in the Study Area concentrated in the center of the Downtown Core and in Midtown. The study area has approximately 6,300 Legally Binding Affordable Restricted units, 520 of which are in the Downtown Core. | 20,158<br>Units      | 8,074<br>Units       | 4,299<br>Units        |
|  | <b>Retail</b>                                                                                                                                                                                                                                                |                      |                      |                       |
|                                                                                     | Retail space is concentrated in the Downtown Core. Unlike office space, retail extends beyond the core, along major roads such as Jefferson, Michigan, and Woodward Avenues, and throughout Cass Corridor.                                                   | 4.2M<br>Square Feet  | 0.7M<br>Square Feet  | 98,400<br>Square Feet |
|  | <b>Hotel</b>                                                                                                                                                                                                                                                 |                      |                      |                       |
|                                                                                     | The Downtown Core is a key hospitality district, home to about 20 hotels offering approximately 5,100 rooms. Since 2010, about 21 hotels have been built or renovated in the Study Area, 17 of which (81 percent) are located in the Downtown Core.          | 6,221<br>Rooms       | 5,098<br>Rooms       | 2,055<br>Rooms        |

Source: Costar.

## Neighborhood Assets & Attractions

Transit connects people to opportunity, essential services, and social and recreational spaces. Sites such as schools, libraries, healthcare facilities, community centers, civic spaces, grocery stores, and other essential services are neighborhood assets that serve as employment centers and provide the amenities people need for everyday life. Mapping assets helps to highlight areas where transit connections are vital or where there are gaps in service.

Neighborhoods in the Study Area contain a diverse mix of assets that serve residents and employees, as well as visitors. Larger, city-wide and regional assets within the Study Area include major event venues (e.g., Aretha Franklin Amphitheater, Comerica Park, Ford Field, Little Caesars Arena, and Huntington Place), schools and colleges (e.g., Cass Technical High School, Wayne County Community College, Wayne State University, and the University of Detroit Mercy School of Law), cultural and historical sites, the DMC, Eastern Market, and parks and greenways (including the Dequindre Cut, Detroit Riverwalk, and Ralph C. Wilson Centennial Park). The planned Michigan Central Multimodal Facility, Detroit City Football Club's AlumniFi Field, and a proposed sports facility at the Uniroyal Site on East Jefferson Avenue will add new attractions to the area. It is key to note that public transit is an asset itself and connects people to these places.

## Key Opportunities

Key opportunities to improve transit services and downtown mobility include:



Increasing awareness and visibility of DPM service.



Enhancing connectivity to amenities, key activity centers, and forecasted growth areas.



Improving integration between different modes, including transit, walking, cycling, and parking.



Leveraging existing DPM assets to facilitate transit-oriented development and placemaking.



Catalyzing and supporting economic development and opportunity.



Identifying new revenue and funding sources to maintain and expand services.



# Improvement Concepts



Improvement concepts are broadly defined strategies to enhance the DPM and better meet transportation needs within the Study Area. Concepts were assessed based on alignment with the study goals, refined into potential projects, and then prioritized (Figure 17). Priority projects were then organized into future scenarios (see “Implementation”).

## Study Goals

Study goals were developed based on the existing conditions assessment and the identified key opportunities. Goals were refined through engagement with the Technical Working Group (TWG), Stakeholder Committee, and the public.

Through this study, the DTC seeks to identify strategies, projects, and actions that make the DPM more:



RECOGNIZED as a vital asset for residents, workers, visitors, and investors in the downtown.



INTEGRATED seamlessly into the transit and mobility network serving Detroit and the region.



CONNECTED to key places and spaces within the Greater Downtown.



SUSTAINED with the public support and funding needed to maintain an accessible, reliable, safe, and efficient service for the long term.

**Figure 17: Concept Development & Evaluation Process**





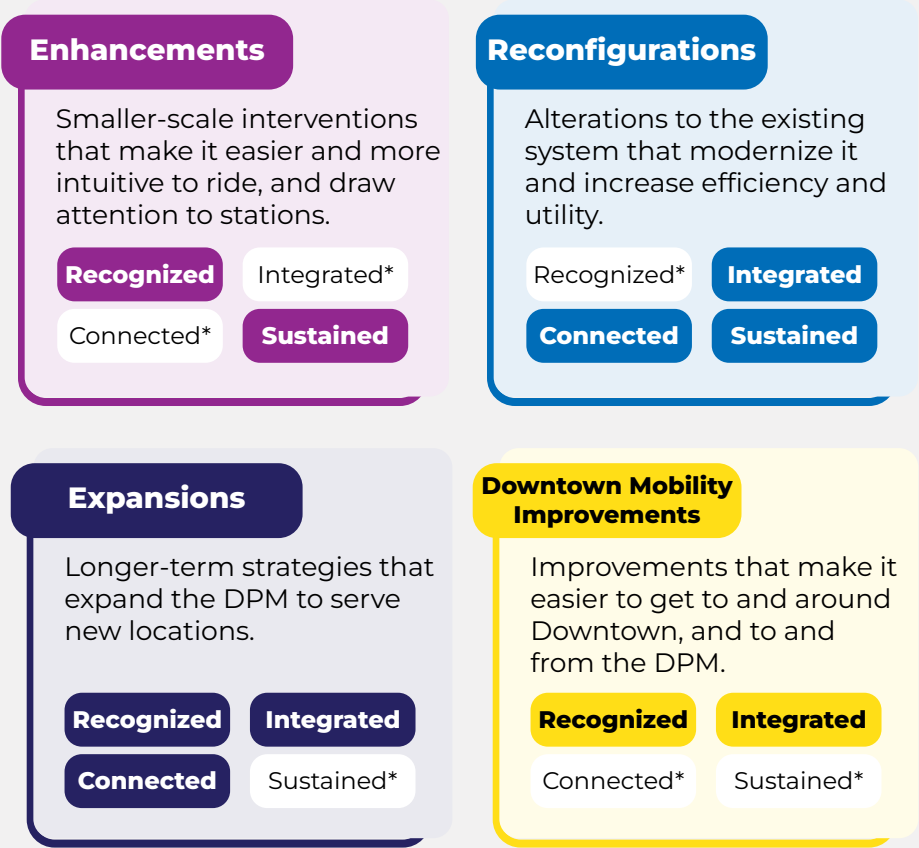
# Improvement Concepts, Project Development, & Evaluation

An initial list of improvement concepts was developed across four categories: enhancements, reconfigurations, expansions, and downtown mobility improvements (DMIs) (Figure 18). This list was shaped through engagement with the TWG, Stakeholder Committee, and the public, then screened against key indicators to confirm alignment with at least one study goal. Concepts that passed screening were then refined into more specific projects.

Projects were evaluated and prioritized based on criteria aligned to the four study goals, combining quantitative and qualitative metrics to measure impact within the key indicators for each goal. These indicators were developed with the TWG, and metrics for the “connected” goal were also informed by the FTA’s Capital Investment Grant (CIG) Program criteria and thresholds to align with a potential funding source.

Each project was assessed only against goals relevant to its concept category (Enhancements, Reconfigurations, Expansions, and DMIs).

Figure 18: Improvement Concept Categories and Respective Evaluated Study Goals



\* Indicates the study goal was not used to evaluate the improvement concept category.



## Public & Stakeholder Input

Public and stakeholder input from the Phase 1 Survey and Phase 2 voting activity guided Improvement Concept development and evaluation. These activities revealed that people want a system that is:

**Visible and intuitive**, with clear internal signage and external wayfinding, a stronger street-level presence, real time service information, and information about connections to nearby destinations.

**Safe and comfortable**, with clean, well-lit stations and vehicles, seating, and a strong staff presence.

**Accessible and reliable**, with consistently working elevators and escalators, clear communication, and consistent service.

**Integrated across modes**, facilitating easy transfers between transit services, and intuitive connectivity with pedestrian and bicycle networks, and roadways and parking facilities.

**Fast and frequent**, prioritizing convenience and implementing strategies to reduce travel times while expanding service later into the evening.

**Welcoming and identifiable**, showcasing the unique character of each station area through art and activation.

**Resilient and growing**, addressing core system issues while planning a future with better access to activity and employment centers, particularly west towards Michigan Central and Corktown and along the East Riverfront.

## Improvement Concepts

Figure 19: Sample Survey Comments





## Evaluation Results & Priority Projects

To assess projects against the goals, the scoring criteria were applied to each individual improvement project. Scoring formed the basis for future refinement in this study,

but prioritized in later phases as scenarios are developed and projects are considered in greater detail. Projects are shown in ranked order based on scoring, and shortened identification tags are used to identify projects in the “Priority Projects” section.

**Table 3: Enhancements**

| ID   | Improvement Concept                       | Project                                              | Rank | Priority |
|------|-------------------------------------------|------------------------------------------------------|------|----------|
| EN 1 | Station Area Placemaking & Redesign       | Column Lighting Expansion                            | 1    | Y        |
| EN 2 | Station Area Placemaking & Redesign       | Exterior Streetscape/Placemaking                     | 1    | Y        |
| EN 3 | Station Signage & Wayfinding              | Downtown Wayfinding Update                           | 3    | Y        |
| EN 4 | Station Signage & Wayfinding              | Internal Station Signage                             | 3    | Y        |
| EN 5 | Station Area Placemaking & Redesign       | Event Activations                                    | 3    | Y        |
| EN 6 | Multimodal Transit Hubs & Transfer Points | Rosa Parks Transit Center (RPTC) Station Integration | 3    | Y        |
| EN 7 | Multimodal Transit Hubs & Transfer Points | Accessibility & Safety Upgrades                      | 3    | Y        |
| -    | Station Area Placemaking & Redesign       | Art or Advertising on Columns                        | 8    | N        |
| -    | Multimodal Transit Hubs/Transfer Points   | MoGo Stations at DPM Stations                        | 9    | N        |

**Table 4: Reconfiguration**

| ID   | Improvement Concept                  | Project                      | Rank | Priority |
|------|--------------------------------------|------------------------------|------|----------|
| RE 1 | New Trains/Alternative Vehicle Types | New Trains                   | 1    | Y        |
| RE 2 | New Trains/Alternative Vehicle Types | Signaling Upgrades           | 1    | Y        |
| RE 3 | Operational Flexibility              | Bi-directional services      | 3    | Y        |
| RE 4 | Station Rebalancing                  | Station Consolidation        | 3    | Y        |
| RE 5 | New Trains/Alternative Vehicle Types | Barriers & Enclosed Stations | 3    | Y        |
| RE 6 | New Trains/Alternative Vehicle Types | Alternative Vehicle Types    | 3    | Y        |
| -    | Operational Flexibility              | Event-only stops             | 7    | N        |
| -    | Operational Flexibility              | Express Services             | 8    | N        |
| -    | Station Rebalancing                  | Station Addition             | 9    | N        |

**Table 5: Expansion**

| ID   | Improvement Concept | Project                             | Rank | Priority |
|------|---------------------|-------------------------------------|------|----------|
| EX 1 | New Route           | Corktown and Michigan Central       | 1    | Y        |
| EX 2 | New Route           | Stadium District and Eastern Market | 2    | Y        |
| EX 3 | New Route           | West Riverfront and Corktown        | 3    | Y        |
| -    | New Route           | Grand River                         | 4    | N        |
| -    | New Route           | East Riverfront                     | 5    | N        |

**Table 6: Downtown Mobility Improvements**

| ID    | Improvement Concept                | Project                           | Rank | Priority |
|-------|------------------------------------|-----------------------------------|------|----------|
| DMI 1 | Pedestrian Improvements            | Sidewalk/Crosswalk Improvements   | 1    | Y        |
| DMI 2 | Travel Demand Management           | Event Venue Partnerships          | 2    | Y        |
| DMI 3 | Pedestrian Improvements            | Flexible Streets                  | 2    | Y        |
| DMI 4 | Bike Improvements                  | Bike Parking                      | 4    | Y        |
| DMI 5 | Transit Priority Measures          | Dedicated Lanes for Buses & QLINE | 4    | Y        |
| DMI 6 | Transit Priority Measures          | Bus Efficiency Treatments         | 4    | Y        |
| DMI 7 | Trip Planning Integration          | App Integration                   | 4    | Y        |
| -     | Integrated Stations & Developments | Downtown Rezoning Support         | 8    | N        |
| -     | Bike Improvements                  | Protected Bike Lanes              | 9    | N        |



## Priority Projects

Priority projects span four categories: Enhancements to the existing system, Reconfigurations to improve efficiency and utility, Expansions to new destinations, and broader Downtown Mobility Improvements. Projects range from near-term, lower-cost interventions such as wayfinding and station placemaking to longer-term capital investments including new vehicles, signaling upgrades, and system expansion.

### EN 1 Column Lighting Expansion

Building on the existing column lighting near the Grand Circus Park, Financial District, and Millender Center Stations, this project expands the program with priority to high usage stations including Greektown, Renaissance Center, Times Square, and Water Square Stations to enhance station visibility, support placemaking, and increase feelings of security. Lighting can also be themed for holidays or to promote special events Downtown.



**Figure 20: Rendering of Enhanced Column and Station Lighting at Cadillac Square**



Source: DPM.



## EN 2 Exterior Streetscape/Placemaking

This project aims to better integrate DPM stations with the surrounding areas with creative seating, art, lighting, interactive elements, and short-term placemaking interventions, implemented through strategic partnerships. Implementation could involve strategic partnerships and collaborations with entrepreneurs and artists to create lively station areas that build upon Downtown events. Renaming some stations may also better reflect their unique character and surroundings, which will help riders navigate Downtown Detroit.



Figure 21: Neon Lights at Greektown Station



Source: DPM.

Figure 22: DDP Downtown Wayfinding Signage



## EN 3 & 4 Downtown Wayfinding Update & Internal Station Signage

These projects implement bold, legible, and consistent wayfinding and signage system-wide, alongside support for streetscape elements such as sidewalk treatments, special lighting, and architectural details to improve station visibility, create a seamless travel experience, and connect riders to surrounding business and cultural destinations. Standardized internal station signage would be implemented across the system with accessibility, durability, and ease of maintenance as primary considerations.



Source: DDP.



### EN 5 Event Activations

This project facilitates pop-up or permanent retail, art exhibits, and event-oriented programming within stations, particularly at Cadillac Center, Broadway, Grand Circus, and Water Square Stations, to potentially generate revenue, turn stations into destinations, and broaden the DPM's visitor base.



### EN 7 Accessibility & Safety Upgrades

This project addresses recurring elevator and escalator reliability issues, inconsistent accessibility features, and security concerns at enclosed or low-traffic stations through improved lighting, activated entrances, better sight lines, and added retail or vendor presence.

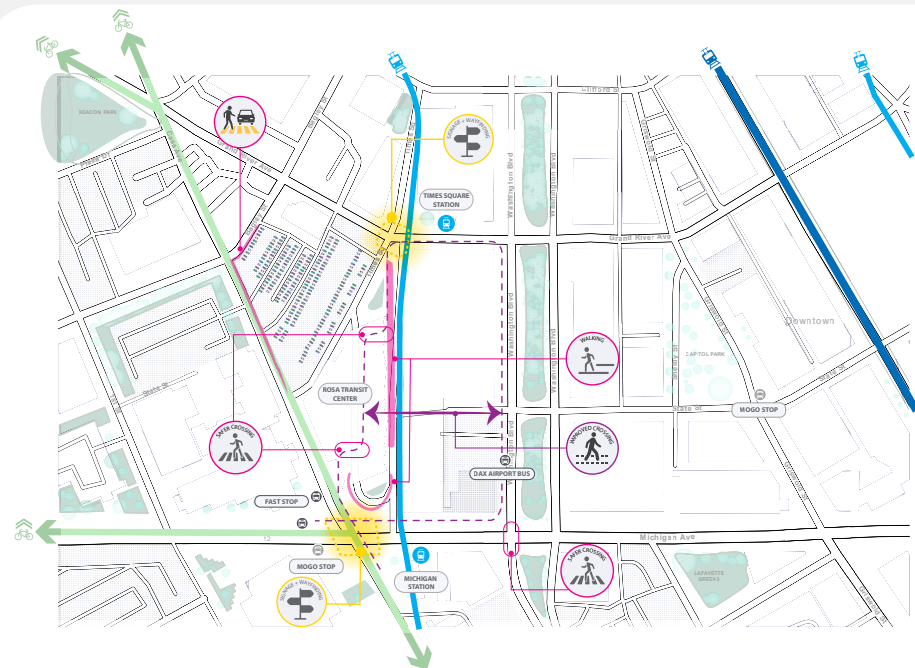


### EN 6 RPTC Station Integration

The RPTC, located a short walk from Times Square and Michigan Avenue Stations, presents a high-impact opportunity to improve multimodal connectivity by addressing the limited wayfinding and physical barriers such as perimeter fencing, currently discouraging transfers between the RPTC and the DPM. Improved signage, wayfinding, and pedestrian safety upgrades along key pathways would make transfers more seamless and strengthen the RPTC's role as a multimodal hub serving DDOT, DPM, DAX, and FAST riders.



Figure 23: Wayfinding and Connection Opportunities Around RPTC





## RE 1 & 6 New Trains & Alternative Vehicle Types

These projects aim to evaluate longer-term options for fleet modernization, with the overarching goal of maintaining safe, reliable service while reducing long-term SGR burden. The New Trains project stages upgrades and leverages all modernization options, including the DTC's 2024 acquisition of Toronto Transit Commission (TTC) railcars, which are expected to extend service 7 to 10 years. Alternative vehicles might introduce smaller autonomous vehicles that can operate on a retrofitted DPM guideway and potentially transition to street-level service, expanding the system's reach.

Figure 24: Rendering of JTA Ultimate Urban Circulator



Source: Downtown Jacksonville Business Improvement District.

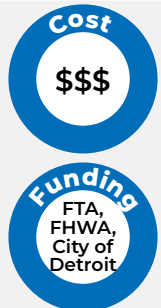
## RE 2 Signaling Upgrades

This project modernizes the DPM's aging ATC system and Supervisory Control and Data Acquisition (SCADA) systems through staged upgrades to onboard, communication, operational, and wayside infrastructure.



## RE 3 Bi-directional Services

Double tracking the guideway or adding bypass sections could reduce travel times to approximately 7.5 minutes and improve flexibility to support other service-related projects.



## RE 4 Station Consolidation

This project considers consolidating low-ridership and closely-spaced stations to improve travel speeds, service reliability, and system efficiency.



## RE 5 Barriers & Enclosed Stations

This project retrofits high-ridership stations with platform screen doors or enclosed barriers to improve security and provide climate control.



## EX 1, 2, & 3 System Expansion

This project extends the DPM through potential new routes serving Michigan Central and Corktown via Michigan Avenue, the Stadium District and Eastern Market via Comerica Park and Ford Field, and the west riverfront connecting to Ralph C. Wilson Park and the proposed Detroit City Football Club stadium, with potential for further westward extension into Southwest Detroit.

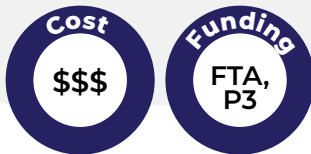


Figure 25: Conceptual Sketch of Expansions

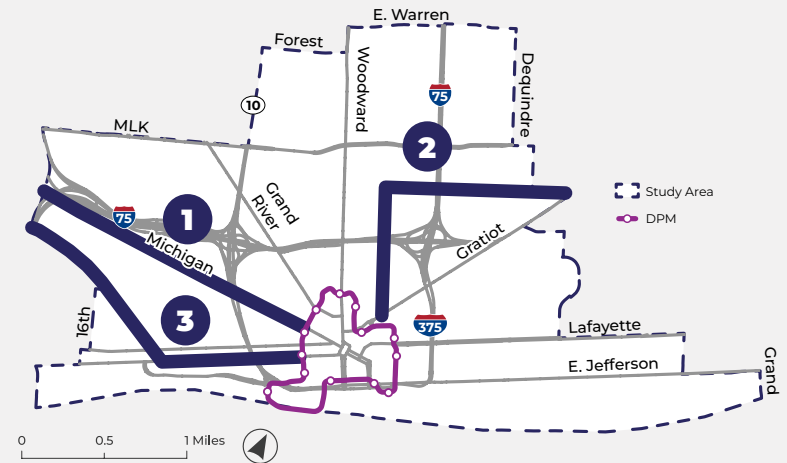


Figure 26: Sample Intersection Improvements



## DMI 1, 3, & 4 Pedestrian & Bike Improvements

These projects aim to improve the environment surrounding DPM stations through intersection safety upgrades, widened and better-maintained sidewalks, and flexible shared streets designed for gathering and events. Adding secure bike parking at stations would fill a gap in the downtown mobility ecosystem and encourage multimodal access.





### DMI 2 Event Venue Partnerships

Promoting the DPM as a way to access events and deploying event-specific wayfinding at major venues provides opportunities to actively promote ridership and improve the rider experience during high-attendance events downtown.



### DMI 7 App Integration

This project ensures consistent real-time arrival data across mobility platforms and improves integration with parking and micromobility apps to reduce friction for potential riders. Parking and micromobility apps would better show nearby DPM stations, available parking, and scooter or bike options, making it easier for riders to plan multimodal trips and increasing DPM visibility across Downtown.

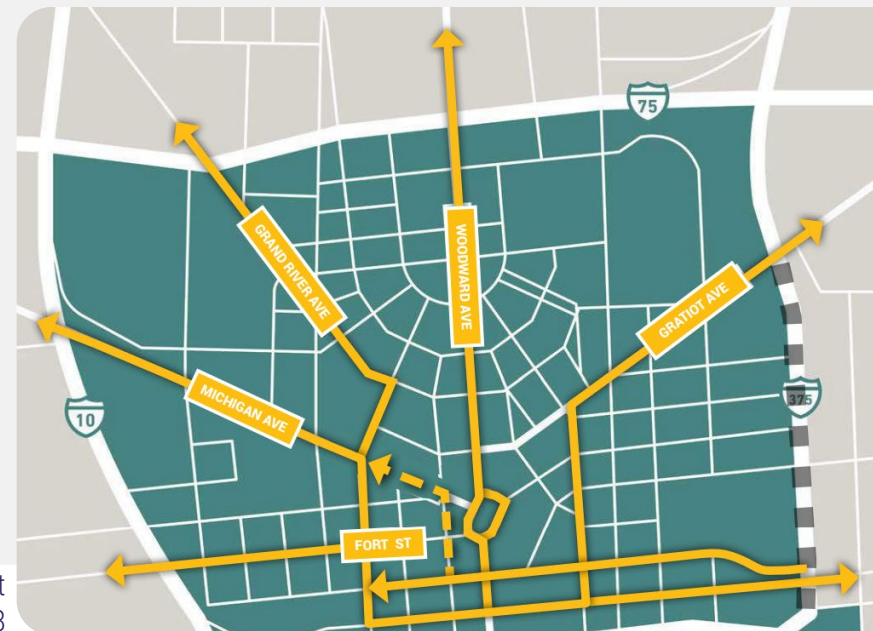


### DMI 5 & 6 Dedicated Bus & Streetcar Lanes & Bus Efficiency Treatments

Dedicated transit lanes on high-priority bus corridors such as Woodward, Gratiot, Michigan, Congress, and Larned help buses and streetcars bypass traffic and improve reliability across the downtown transit network. Additional treatments including queue jumps, transit signal priority, level boarding, and off-board fare payment would further improve service efficiency and enable easier transfers between the DPM and connecting DDOT and SMART routes. Together, these improvements would strengthen the broader downtown transit ecosystem and increase the likelihood that riders arriving by bus or streetcar choose the DPM for trips within Downtown.



Figure 27: Proposed Transit Priority Network



Source: SEMCOG, Downtown Detroit Transportation Study, 2018



# Implementation

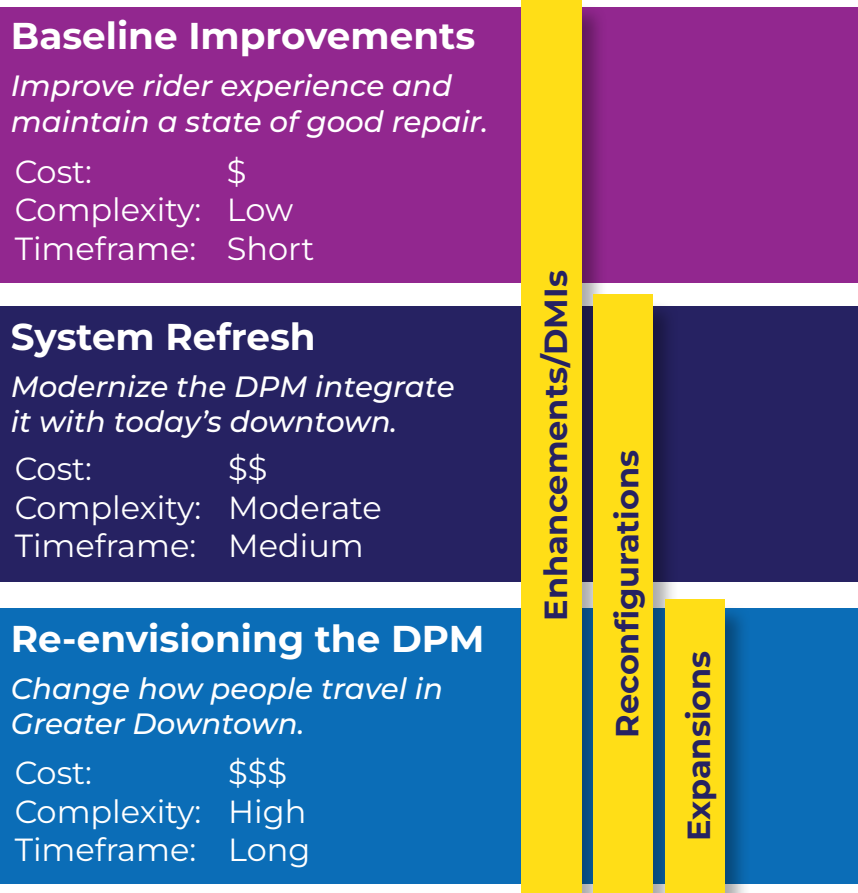
Projects vary widely in scale, complexity, and cost, and were organized into three future scenarios: Baseline Improvements, System Refresh, and Re-envisioning the DPM. The scenarios do not need to be selected now; they are designed to build on each other and can be pursued as opportunities arise, helping to guide decision-making and investment under funding uncertainty. Some projects can be implemented quickly while others require additional planning, outreach, and coordination. The three scenarios demonstrate how the DTC can advance the system toward future scenarios while continuing to make improvements to the existing system.

**Baseline Improvements:** Strategies focus on improving the rider experience and maintaining the system in a state of good repair. Generally lower cost and lower complexity, these projects aim to improve navigation and increase ridership while the system continues operating.

**System Refresh:** Strategies seek to “modernize” the system, not just maintaining a state of good repair but improving the infrastructure and increasing the utility of the system. New vehicles would be a priority to ensure long-term operations. Projects would increase in complexity and scale and better integrate with downtown.

**Re-envisioning the DPM:** A new vision rooted in system renewal and expansion, changing the way people travel in the City. Expansions would sync with other system improvements to increase capacity, integrate transit services, and connect to new destinations, increasing the regional significance of the system.

Figure 28: Future Scenarios

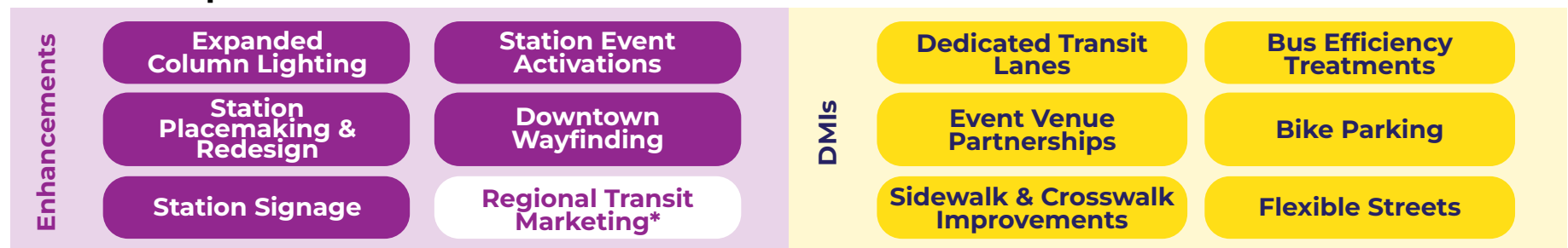




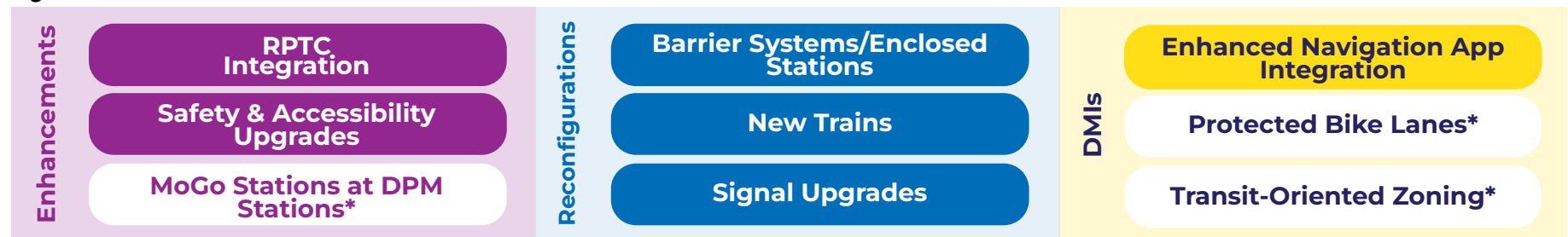
Each scenario is grounded by a set of improvement concepts and priority projects, from which supporting projects are identified for consideration as part of future works outside of this study. As such, scenarios vary in terms of the costs, complexity, and timeframe required to realize the scenario vision (Figure 29).

**Figure 29: Future Scenarios and Projects**

### Baseline Improvements



### System Refresh



### Re-envisioning the DPM



Note: \* indicates the project is not a Priority Project.

**Table 7: Potential Funding Sources**

| Funding Type                                  | Scale*          |
|-----------------------------------------------|-----------------|
| <b>Federal</b>                                |                 |
| FHWA Flex Funding                             | \$-\$\$         |
| FTA Formula Grants                            | \$-\$\$\$       |
| USDOT Discretionary Grants                    | \$-\$\$\$       |
| FTA CIG                                       | \$\$-\$\$\$     |
| USDOT Loan Programs                           | \$\$\$-\$\$\$\$ |
| <b>State</b>                                  |                 |
| State Discretionary                           | \$              |
| State Formula                                 | \$-\$\$\$       |
| Infrastructure Projects Authority Fund (IPAF) | \$-\$\$\$       |
| <b>Local</b>                                  |                 |
| Wayne County‡                                 | \$-\$\$         |
| City of Detroit General Fund                  | \$-\$\$\$       |
| RTA‡                                          | \$-\$\$\$       |
| Municipal Bonds                               | \$\$\$-\$\$\$\$ |
| <b>Non-Profit</b>                             |                 |
| Various Sources                               | \$-\$\$         |
| <b>Value Capture</b>                          |                 |
| CBO Process                                   | \$-\$\$         |
| Naming Rights                                 | \$-\$\$\$       |
| Sponsorship and Donations                     | \$-\$\$\$       |
| Downtown BIZ or DDA Funding                   | \$-\$\$\$       |
| Parking Fees                                  | \$\$\$-\$\$\$   |
| Joint Development                             | \$\$\$-\$\$\$\$ |

\* Dollar signs indicate estimated rough order of magnitude cost categories:  
 \$: ≤ \$1M, \$\$: ≤ \$10M, \$\$\$: ≤ \$50M, \$\$\$\$: > \$50M

‡ Potential future funding sources that are not currently available.

## Potential Funding Sources

Implementing priority projects will require identifying and, in most cases, pursuing funding outside of the DTC's current annual revenue sources. Which funding sources to use will vary depending on the type of project, the scale of the budget, available opportunities, and which entity is leading the project. Sources potentially include federal and state formula and discretionary grant programs, federal loan programs, local funding from the City of Detroit and Wayne County, nonprofit grants, value capture strategies, and public-private partnerships (Table 7). Many of these sources are already familiar to transit providers and other entities in the region. The FTA's Capital Investment Grants (CIG) Program, value capture, and joint development are potential sources that can fund for large-scale projects.

### Capital Investment Grants Program

The FTA's CIG Program is the major source of federal funding that supports fixed-guideway projects, including rail and bus rapid transit (BRT). Projects must follow a multiyear and multiphase process and meet certain project justification and local financial commitment criteria to qualify for funding.

There are three project types within the program: Small Starts, New Starts, and Core Capacity. Small Starts can fund up to 80 percent of projects up to \$150M for projects with a total cost of less than \$400M. New Starts can fund up to 60 percent of projects seeking more than \$150M in CIG funds or that have a total cost of more than \$400M. Core Capacity projects seek to invest in improvements to increase capacity on systems that have exceeded or will exceed capacity within 10 years.



Other federal funding can be used in combination with CIG funding, as long as match requirements are met. The State's Capital Match Program and Infrastructure Projects Authority Fund can be used to match CIG funding. Regions across the country have used the CIG program to fund major capital projects, but Detroit has not taken advantage of the program.

## Value Capture

In the context of public transit projects, value capture describes any strategy used to finance a public transit project that recovers some of the value the transit service creates through a wide array of social and economic benefits. There are a variety of strategies that fall into this category, including joint development, P3s, transit-oriented development projects, naming rights, sponsorship and donations, parking fees, and tax capture, which includes tax increment financing, special assessment districts (Figure 30), admission taxes and other local tax systems.

### Joint Development

Joint development involves a transit agency as a partner in a real estate development. Joint development often involves a public-private partnership between a transit agency and a private or nonprofit developer. A typical arrangement involves a developer-constructed residential or office space adjacent to or above a transit station or other transit agency-owned property. The developer benefits by co-locating their development with a transit asset, while the transit agency typically benefits from developer-

## Implementation

### Figure 30: Kansas City Streetcar Case Study

During Phase 1 construction of the Kansas City Streetcar, Kansas City and the non-profit Kansas City Streetcar Authority (KCSA) looked beyond traditional funding mechanisms to generate revenue for project construction. Two years prior to construction, in 2012, a resolution was approved by voters establishing a special assessment district called the Downtown Streetcar Transportation Development District (TDD). Within the boundary of this district, which included the area surrounding the streetcar line, a sales tax and special assessment on real estate could be assessed. This district allowed the City and the KCSA to obtain a \$62.9 million special obligation bond which was combined with federal and local funding sources to fund the \$102 million project. A parallel effort led by the city to implement a new TOD-focused zoning district in the same area, permitting higher densities and mixed-use development, increased the TDD's ability to capture value.

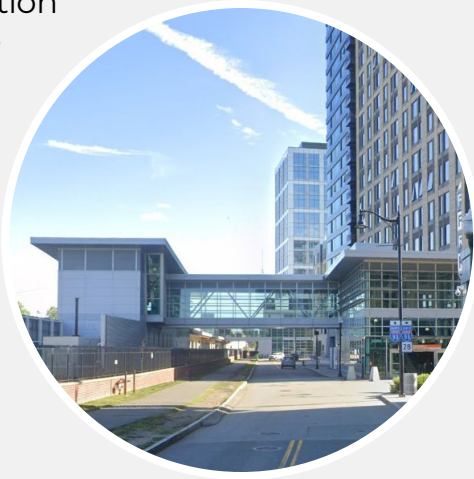
In 2025, the streetcar route was extended 3.5 miles south and in 2026 a 0.7-mile riverfront extension is scheduled to open. TDDs helped fund expansion, with a new Main Street Rail TDD approved by voters in 2018.





### Figure 31: Assembly Station Case Study

When a developer began planning Assembly Row, a large development along the Massachusetts Bay Transportation Authority (MBTA) Orange Line in Somerville, MA, they saw the line as a critical means of attracting residential and commercial investment to their site. However, there was no station located near their development. Through a joint development between the MBTA and developer Federal Realty Investment Trust, a new infill station was constructed. This station, Assembly Station, cost a total of \$56 million which was supported by a \$15 million developer contribution. This partnership was defined through a memorandum of agreement allowing the developer contribution to cover design and pre-construction work and the MBTA to lead construction and operate the station.



funded station improvements or construction, maintenance, or lease revenue and from increased ridership from people in the new development. Joint development can open developers up to new funding streams, including FTA funding in certain cases. Federal and state tax credits and grant programs can also be used to support projects; these include New Market Tax Credits, Detroit Brownfield Redevelopment Authority (DBRA), TIF reimbursements, and the Michigan Strategic Fund's Build MI Community Grant.

Where DTC owns land, there are opportunities to explore joint development. The Michigan Avenue (which also includes adjacent undeveloped land), Fort/Cass, Water Square, Bricktown, and Times Square Stations, and the Maintenance and Control Facility may provide joint development opportunities. There may also be the potential for smaller retail developments where space can be re-utilized in stations or at the Maintenance and Control Facility. System expansions might also explore how construction of new stations could benefit from joint development.

### Community Benefits Ordinance

The Detroit Community Benefits Ordinance process also offers a way to invest in transit. For example, as a part of the Hotel Water Square Community Benefits Agreement, the community raised concerns regarding the condition of the Water Square Station and advocated for improvements to the station, which were agreed upon and funded by the developer.

## Future Actions

Future actions detail ten actions the DTC can take to advance the DPM toward the future scenarios. Each action includes a summary of recommended next steps and a high-level estimate of costs.



## Update DPM station signage and wayfinding in Downtown Detroit.

Improving signage to help riders navigate to and from stations, as well as inside of stations, was a clear priority of the TWG, Stakeholder Committee, and the public. In 2024, the DTC developed the *Wayfinding Handbook*, which inventoried signage across the system and provided updated designs. The DTC should identify funding for this project and use this document as the basis for a procurement. Signage could be implemented in phases as funding is available or to test how people respond.

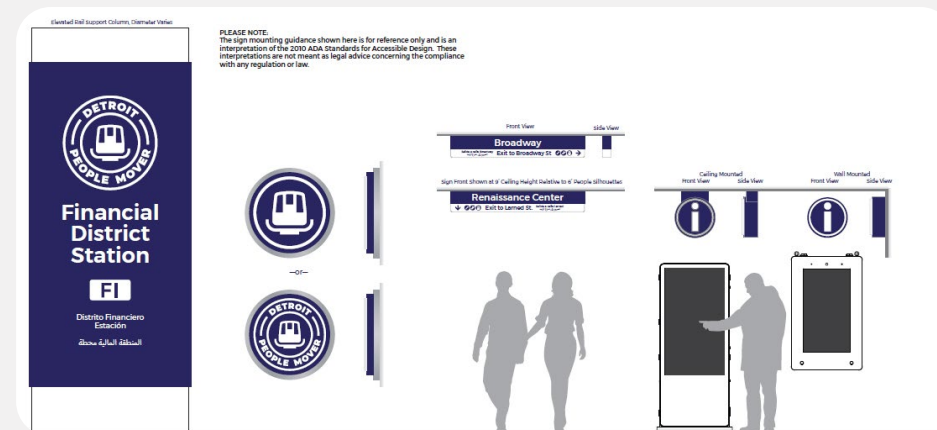
The DTC is currently coordinating with the DDP to update downtown wayfinding to include transit. Through additional coordination, other wayfinding concepts such as sidewalk treatments or lighting should be explored. Special event signage provides an opportunity to test different concepts.

In the longer-term, the DTC should develop designs that clearly define station entrances.

### Related Projects

Signage and wayfinding updates could be paired with or part of expanded column lighting, station placemaking and redesign, safety and accessibility upgrade projects, and partnerships with venues and event organizers.

Figure 32: Signage Designs from the DTC Wayfinding Handbook



Source: Detroit People Mover Wayfinding Handbook, 2023.

Table 8: Steps to update station signage and wayfinding

| Step                                                                                                          | Cost | Scenario              | Timeline   |
|---------------------------------------------------------------------------------------------------------------|------|-----------------------|------------|
| Identify funding and procure a contract for station signage updates based on the <i>Wayfinding Handbook</i> . | \$\$ | Baseline Improvements | 1-2 Years  |
| Coordinate with DDP to update downtown wayfinding signage.                                                    | \$   | Baseline Improvements | 1-2 Years  |
| Design and implement station entrance portals to clearly define stations.                                     | \$\$ | System Refresh        | 5-10 Years |

Cost Scale: \$ = Under \$1M    \$\$ = \$1-5M    \$\$\$ = \$5-10M    \$\$\$\$ = Over \$10M



### Facilitate intergovernmental coordination on pedestrian, cyclist, transit, and navigation improvements.

Establishing a Downtown Working Group composed of transit agencies, city departments, MDOT, and utilities could help coordinate projects, funding, and grant applications better integrating different modes and services.

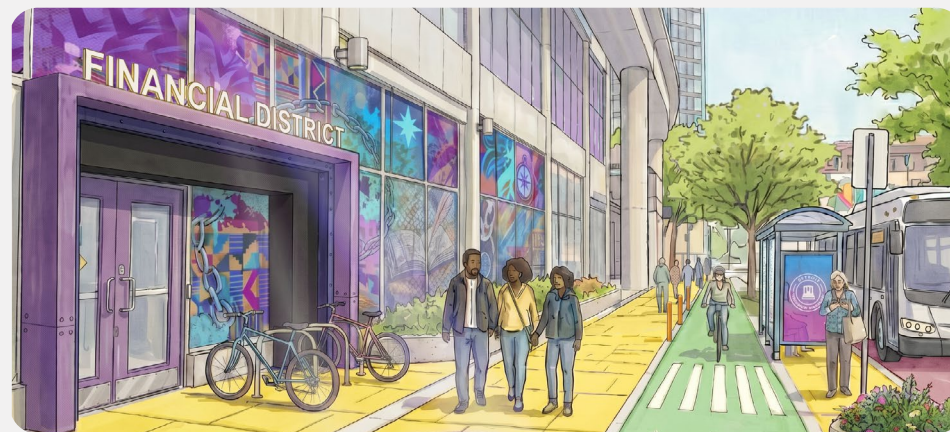
The RTA's Providers Advisory Committee (PAC) holds quarterly meetings to coordinate transit projects, services, and funding. The DTC should continue to use this forum to identify opportunities for collaboration.

Trip navigation technology is currently limited in terms of multimodal trips involving transfers from personal vehicles to transit after parking. Through partnerships with academic and industry partners, DTC can explore and test solutions that improve trip planning apps and tools.

#### Related Projects

Through coordination, the DTC can also advance station placemaking and redesigns, accessibility and safety upgrades, sidewalk and crosswalk improvements, flexible streets, bike parking, dedicated transit lanes, and bus and streetcar efficiency treatments.

**Figure 33: Concept Sketch of Pedestrian, Cyclist, Bus, and DPM Station Enhancements at the Financial District Station**



**Table 9: Steps to facilitate multimodal improvements**

| Step                                                                                                                                                                           | Cost | Scenario              | Timeline  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|-----------------------|-----------|
| Create an inter-agency downtown governmental working group to align and coordinate projects.                                                                                   | N/A  | Baseline Improvements | 1-5 Years |
| Use the RTA PAC to coordinate transit projects and funding.                                                                                                                    | N/A  | Baseline Improvements | 1-5 Years |
| Partner with regional transit agencies, MDOT's Office of Passenger Transportation, vendors, and researchers to pilot integrating the DPM and parking in trip navigation tools. | \$\$ | System Refresh        | 1-5 Years |

Cost Scale: \$ = Under \$1M    \$\$ = \$1-5M    \$\$\$ = \$5-10M    \$\$\$\$ = Over \$10M

## Investigate asset conditions to better understand and prioritize SGR needs.

The DTC is preparing to update its Transit Asset Management (TAM) Plan in 2026, which is an opportunity to investigate the condition of all assets to develop a more complete understanding of critical needs and system dependencies. This will support prioritizing needs and realigning them with the capital plan, setting future funding and procurement priorities.

The DTC should continue to advance the TTC vehicle retrofit and explore opportunities to acquire future used vehicles from other agencies.

Station turnstiles are obsolete, and because they only accept change and tokens, would be a barrier to ridership if fares were reinstated. Due to current ridership, turnstile replacement would not achieve a return on investment. The DTC should explore removing the turnstiles to improve access and replacing them with automatic passenger counters (APCs) to gather ridership data.

### Related Projects

Accessibility and safety upgrades, new trains, alternative vehicle types, station redesign and placemaking, and station consolidation could all be explored as part of a TAM Plan.

Figure 34: A Maintenance Bay at the DTC's Maintenance Facility

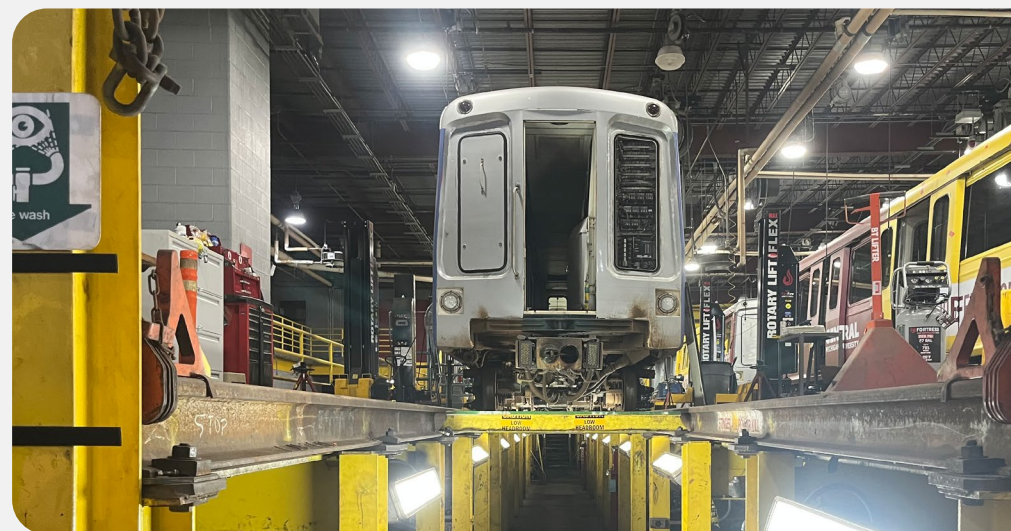


Table 10: Steps to investigate asset conditions

| Step                                                                                  | Cost     | Scenario              | Timeline  |
|---------------------------------------------------------------------------------------|----------|-----------------------|-----------|
| Use the TAM Plan update as an opportunity to investigate and prioritize SGR projects. | \$       | Baseline Improvements | 1-2 Years |
| Continue plans to reutilize TTC cars and explore Vancouver cars.                      | \$\$\$\$ | Baseline Improvements | 1-5 Years |
| Investigate costs for APCs instead of turnstiles.                                     | \$       | System Refresh        | 1-5 Years |

Cost Scale: \$ = Under \$1M \$\$ = \$1-5M \$\$\$ = \$5-10M \$\$\$\$ = Over \$10M

## Gain a better understanding of the state of technology for new vehicles and ATC & identify a path forward.

The DPM's trains and operating systems are nearing 40 years old and need to be replaced to continue operations for the long term. The TTC cars may extend the life of the system for another 7 to 10 years, but the DTC needs to identify a solution beyond that. The DTC should continue to engage with vehicle and operating system vendors to understand the current state of technology. This should include engagement with alternative automated and autonomous vehicle technologies. The DTC should issue a request for information (RFI) to gather information from vendors on the available modes and technologies, and required retrofits, costs, and benefits associated with each. Engaging with other agencies that operate APMs would also give DTC staff a better understanding of daily operations of different systems and equipment, and lessons learned. As part of an Alternatives Analysis (AA), the DTC could conduct a technical study to support decision-making on a path forward.

### Related Projects

Station barriers could be explored alongside new vehicles and signal systems. New vehicles will be required for any expansion project.

Figure 35: New Trains Operating on Vancouver's SkyTrain



Source: TransLink.

Table 11: Steps to identify opportunities for new trains

| Step                                                                                                             | Cost | Scenario              | Timeline  |
|------------------------------------------------------------------------------------------------------------------|------|-----------------------|-----------|
| Release an RFI to gather information on vehicles and ATC systems.                                                | N/A  | Baseline Improvements | 1-2 Years |
| Conduct transit agency site visits to learn more about experiences with upgrading systems and vehicles.          | \$   | Baseline Improvements | 1-5 Years |
| Assess the costs, benefits, and challenges of different automated and autonomous vehicles and operating systems. | \$   | Re-envision           | 1-5 Years |

Cost Scale: \$ = Under \$1M \$\$ = \$1-5M \$\$\$ = \$5-10M \$\$\$\$ = Over \$10M



## Conduct a safety, security, and accessibility plan to identify and implement improvement projects.

The DTC should seek to repair and/or replace its escalators and elevators to improve accessibility. At the same time, there may be opportunities to make elevators more open to foster a greater sense of safety in an enclosed space. Exploring upgrades like onboard cameras and platform barriers might help improve perceptions of safety and security on the system, encouraging ridership growth.

Through a safety and accessibility audit, the DTC could investigate opportunities for specific improvements to stations and the areas around them, enhancing a sense of safety and security and greater access. This could be conducted in partnership with road agencies to make sidewalk and crosswalk improvements that help everyone access stations.

### Related Projects

Safety, security, and accessibility improvements could be implemented as part of a number of projects, including station signage, station placemaking and redesign, and pedestrian improvements near stations.

Figure 36: Stairs and Escalators at Bricktown Station

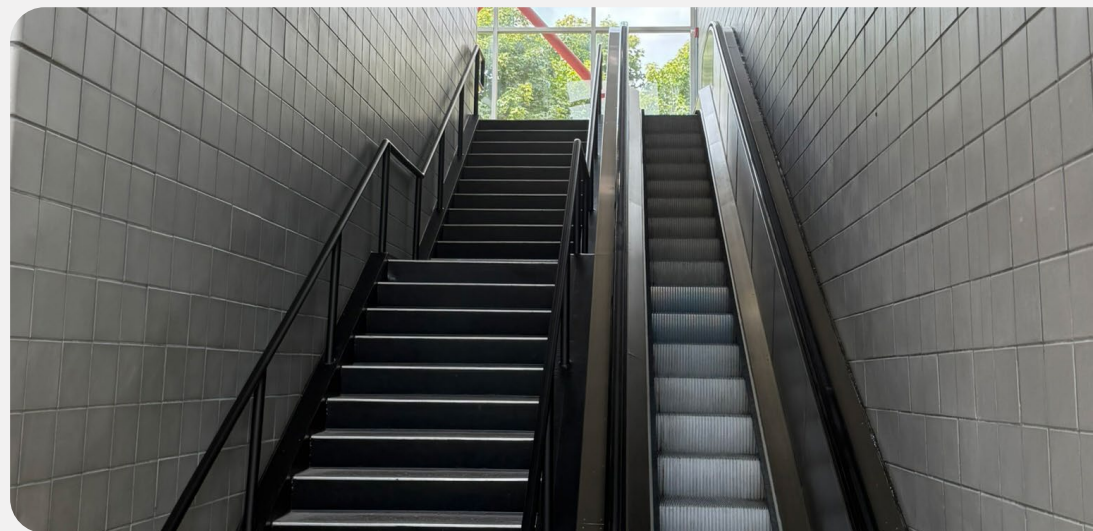


Table 12: Steps to develop a safety, security, and accessibility plan

| Step                                                                                  | Cost     | Scenario       | Timeline    |
|---------------------------------------------------------------------------------------|----------|----------------|-------------|
| Procure elevator and escalator replacement contracts.                                 | \$\$\$\$ | System Refresh | 1-5 Years   |
| Explore platform barriers/enclosures at key stations.                                 | \$\$\$\$ | System Refresh | 10-15 Years |
| Deploy on-board cameras on TTC trains.                                                | \$\$     | System Refresh | 1-5 Years   |
| Investigate accessibility improvement opportunities in stations and in station areas. | \$       | System Refresh | 1-5 Years   |

Cost Scale: \$ = Under \$1M    \$\$ = \$1-5M    \$\$\$ = \$5-10M    \$\$\$\$ = Over \$10M



## Partner with transit agencies to better integrate key stations with bus stops and QLINE stations.

The DTC and DDOT should closely collaborate on short- and long-term strategies to better integrate the RPTC with the Times Square and Michigan Avenue stations. In the short-term, this can include simple, low-cost, and easy to implement improvements using paint, signage, lighting, or other modest changes that make transferring between services more obvious and intuitive. In the longer-term, the agencies should design more permanent solutions that integrate the stations.

Outside of the RPTC, the DTC should collaborate with DDOT, SMART, and the RTA to develop short- and long-term integrations at other key transit hubs, such as Grand Circus Park and the Financial District, which is near the Coleman A. Young Municipal Building and the QLINE Congress Street Station.

### Related Projects

Improved integrations between DPM stations and other transit stops could incorporate signage and wayfinding, column lighting, station placemaking and redesign, bike parking, pedestrian improvements, and safety and accessibility upgrades.

Figure 37: Concept Sketch of Times Square Station Improvements



Table 13: Steps to integrate DPM stations with bus and QLINE

| Step                                                                                                                        | Cost     | Scenario              | Timeline   |
|-----------------------------------------------------------------------------------------------------------------------------|----------|-----------------------|------------|
| Coordinate with DDOT to pilot RPTC-DPM navigation improvements.                                                             | \$       | Baseline Improvements | 1-5 Years  |
| Coordinate with DDOT and the RTA to pilot integration at Grand Circus Park and Financial District/Congress Street Stations. | \$       | Baseline Improvements | 1-5 Years  |
| Partner with DDOT on long-term RPTC-Times Square Station integration.                                                       | \$\$\$\$ | System Refresh        | 5-10 Years |

Cost Scale: \$ = Under \$1M \$\$ = \$1-5M \$\$\$ = \$5-10M \$\$\$\$ = Over \$10M



## Partner with DDP, property owners, and business groups to better integrate stations with their surrounding areas.

Some DPM stations are uninviting or hidden in plain sight. Updating stations with placemaking that better represents the surrounding areas would improve navigation, draw attention to stations, and create opportunities for station improvements that support the distinct areas of Downtown Detroit. The DTC can partner with local businesses, property owners, developers, neighborhood groups, or other local stakeholders to identify and prioritize improvements and funding opportunities.

The DTC is already working on improvements to the Water Square and Greektown stations. Other key stations to address include Grand Circus Park, Financial District, and Renaissance Center.

### Related Projects

Station area placemaking and redesign, column lighting, signage, wayfinding, event activations, flexible streets, safety and accessibility upgrades, and transit-oriented zoning could all be included as part of an effort to better integrate stations to their surroundings.

Figure 38: Concept Sketch of Station Updates & Placemaking



Table 14: Steps to redesign key stations and station areas

| Steps                                                                                                          | Cost | Scenario              | Timeline  |
|----------------------------------------------------------------------------------------------------------------|------|-----------------------|-----------|
| Create station stakeholder groups to identify funding and priority improvements for higher ridership stations. | N/A  | Baseline Improvements | 1-5 Years |



**Generate revenue from existing DTC property to sustain future operations and capital needs.**

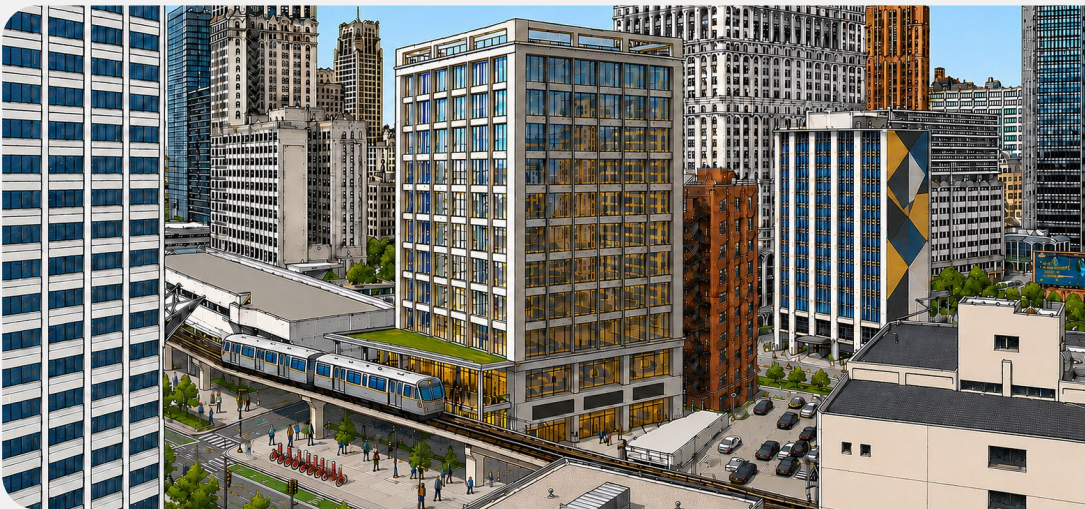
The DTC owns the land under some of its stations, the maintenance facility, substation, as well as vacant land adjacent to the Michigan Avenue Station. Through a real estate plan, the DTC should identify opportunities to use these assets to generate one-time or sustainable income. Stations could be updated as part of an adjacent development project, and income could be generated through a sale or lease of land or development rights. There may also be opportunities to add retail to stations or to a portion of the parking area facing Michigan Avenue under the Operations and Maintenance Facility.

The DTC should explore the feasibility of these sites for development and work with developers to better understand the private sector’s interest.

**Related Projects**

Redeveloping sites could also be opportunities for placemaking station redesign and adding MoGo stations and bike storage. Joint development may also be an opportunity to fund the construction of new stations as part of an expansion.

**Figure 39: Concept Sketch of a Joint Development Project at Michigan Station**



**Table 15: Steps to leverage existing property and assets**

| Steps |
|-------|
|-------|



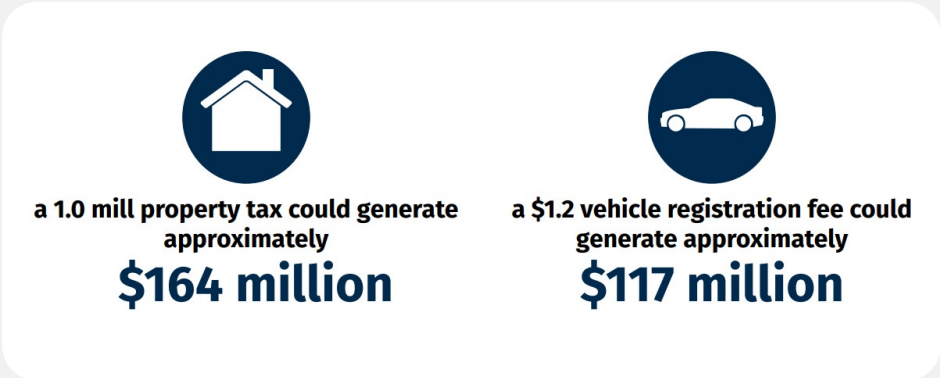
**Identify sustainable funding sources for capital and operating expenses.**

Though the DTC receives funding from the federal and state governments and from the City of Detroit, there is no dedicated funding for transit in Detroit. If approved by voters, a new Wayne County-wide millage would provide some additional funding. However, long-term operations, maintenance, and capital needs will require additional sustainable funding sources. In collaboration with the RTA, MDOT, SEMCOG, Wayne County, the City of Detroit, and other regional stakeholders, the DTC should explore opportunities to generate funding that is dedicated to transit. This should explore currently enabled but not approved funding, such as the RTA’s millage and vehicle registration fees, alongside potential new opportunities, such as a sales tax, parking tax, event ticket tax, value capture, and other mechanisms used to fund transit in other states. This group should explore the potential revenue and challenges toward implementing different funding types and outline next steps.

**Related Projects**

New revenue opportunities would likely need to be considered as part of an expansion plan.

**Figure 40: Potential Annual RTA Revenue Opportunities for Transit Through Voter Approved Mechanisms**



Source: The RTA 2025 Regional Transit Master Plan Update.

**Table 16: Steps to identify sustainable funding sources**

| Steps                                                                                                                         | Cost | Scenario       | Timeline  |
|-------------------------------------------------------------------------------------------------------------------------------|------|----------------|-----------|
| Work with the RTA, MDOT, SEMCOG, and the City of Detroit to identify funding opportunities for transit in Southeast Michigan. | \$   | System Refresh | 1-5 Years |

Cost Scale: \$ = Under \$1M    \$\$ = \$1-5M    \$\$\$ = \$5-10M    \$\$\$\$ = Over \$10M

## Conduct Alternatives Analyses to advance planning and identify locally preferred alternatives for potential expansions.

Expanding the DPM should begin with an alternatives analysis (AA) to identify alignment, station locations, vehicle type, environmental factors, and a funding strategy, alongside a broadened stakeholder committee. MDOT has awarded the DTC funding to conduct this AA, which will identify a preferred expansion alternative and a future vehicle type usable on both existing and expanded guideway, supporting long-term system operations. Longer-term, funding should be identified to conduct AAs on additional corridors.

### Related Projects

An AA would advance a number of priority projects that could be incorporated, and in some cases, may need to be incorporated into an expansion project, including updating train control, new or alternative vehicles, building or consolidating stations, implementing bi-directional service, and barrier systems and enclosed stations.

**Figure 41: Potential Expansion Alignments for Further Study**



**Table 17: Steps to advance planning on potential expansions**

| Steps |
|-------|
|-------|



## Next Steps

Implementation should begin with visible, lower-complexity projects that improve the rider experience in the short term, as well as planning projects and partnerships that lay the foundation for long-term investments. By linking near-term improvements to related capital priorities, DTC can build public confidence, strengthen partnerships, and create a clearer path toward system renewal and re-envisioning.

**Figure 42: Water Square Station Improvement Design**



### Near-Term Improvements

- Advance visible, lower complexity projects first.
- Focus on improvements that make the DPM easier to find, understand, and use, prioritizing wayfinding, station signage, lighting, entrance visibility, RPTC transfers, and event-based pilots.
- Strengthen partnerships and collaborations with government entities and downtown stakeholders.
- Begin planning that lays the foundation for future improvements to the system.

### Mid-Term Improvements



**DETROIT  
TRANSPORTATION  
CORPORATION**

STOP  
AHEAD  
WHEN  
FLASHING