

Client: City of Detroit Department of Transportation
Location: Detroit, MI

The Detroit Transit Options for Growth Study (DTOGS) identified and evaluated rapid transit options to improve access and mobility in the Detroit area. A 9.3-mile light rail transit line along Woodward Avenue from downtown Detroit to the State Fairgrounds (near Eight Mile Road) was identified as the Locally Preferred Alternative. The project has received federal funding and involves private investment.



The Woodward LRT project will be implemented in two phases. Phase 1, a 3.4-mile segment from downtown Detroit to West Grand Boulevard, will be advanced as expeditiously as possible. Phase 2 from West Grand Boulevard to Eight Mile Road completes the system. Construction is expected to begin in 2011 on the first phase, and the full system is targeted to be operational by 2016.

Our role was to define the transit operating plans for a No Build Alternative, Transportation Systems Management Alternative, Bus Rapid Transit Alternative, and LRT Alternative (including a Phase 1 system). This included defining corridor service levels as well as refining and supplementing bus services feeding stations. Several routing options in the downtown Detroit area were investigated.

Our staff was additionally tasked to support the ridership modeling effort, helping to code transit networks for the transportation demand model and making extensive revisions to make sure bus services were connected to the Rosa Parks Transit Center, which was under construction at the time.

CTG also developed operating and maintenance (O&M) cost models. A bus O&M cost model was developed based on actual operating costs and National Transit Database (NTD) data provided by the Detroit Department of Transportation. A light rail O&M cost model was developed by using a set of peer agencies with existing light rail operations. These models were used to estimate annual O&M costs for the project.