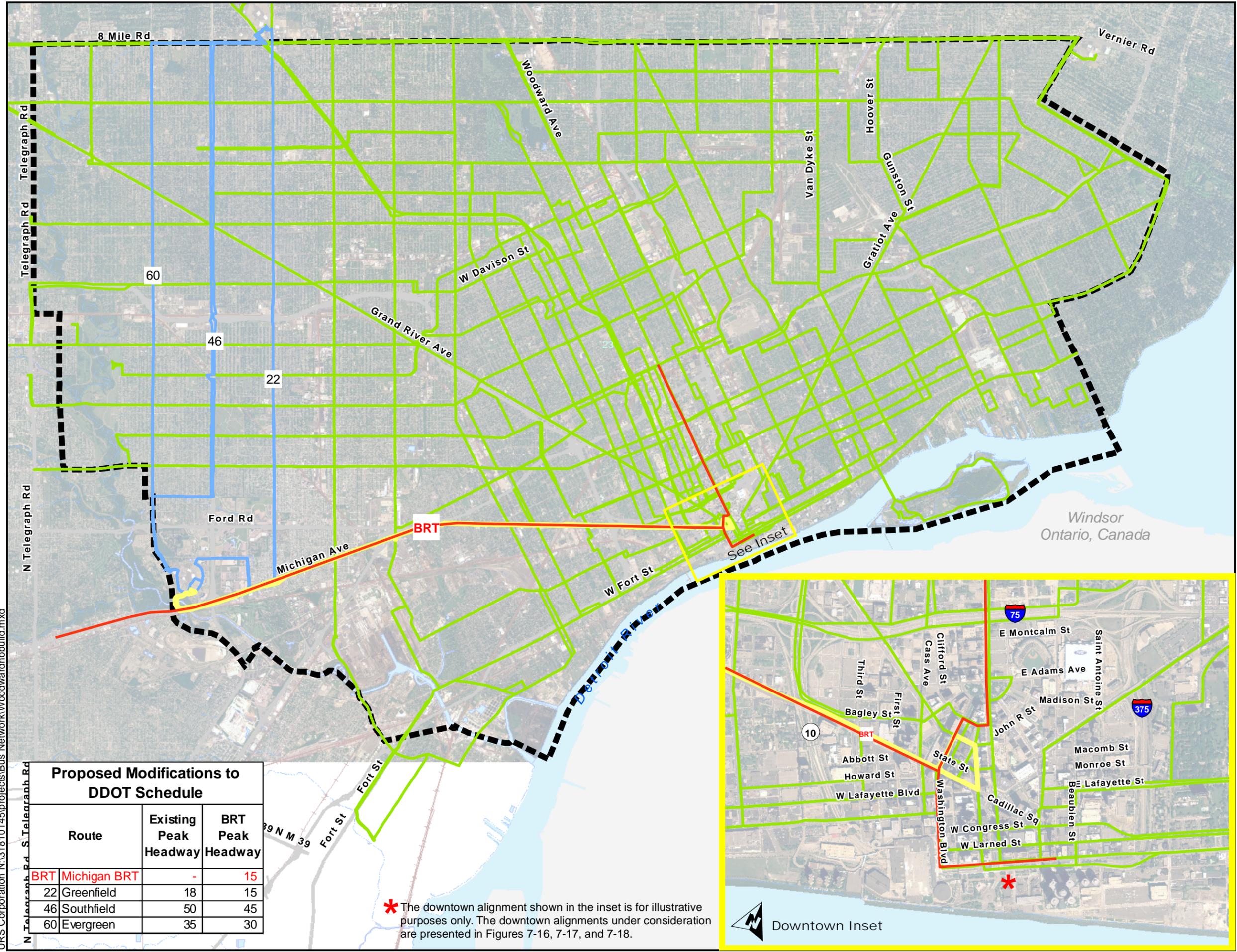


Figure 7-11
**Proposed Service Plan
 for Michigan Avenue
 BRT Alternative**



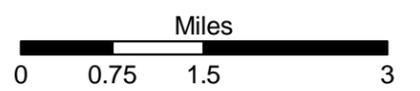
Legend

DDOT Routes

- Michigan BRT
- Route 37 - Michigan
- Modified Bus Routes
- Unmodified Bus Routes

- Study Area
- Primary Road
- Secondary Road
- Railroads
- Lake, River

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DETROIT TRANSIT
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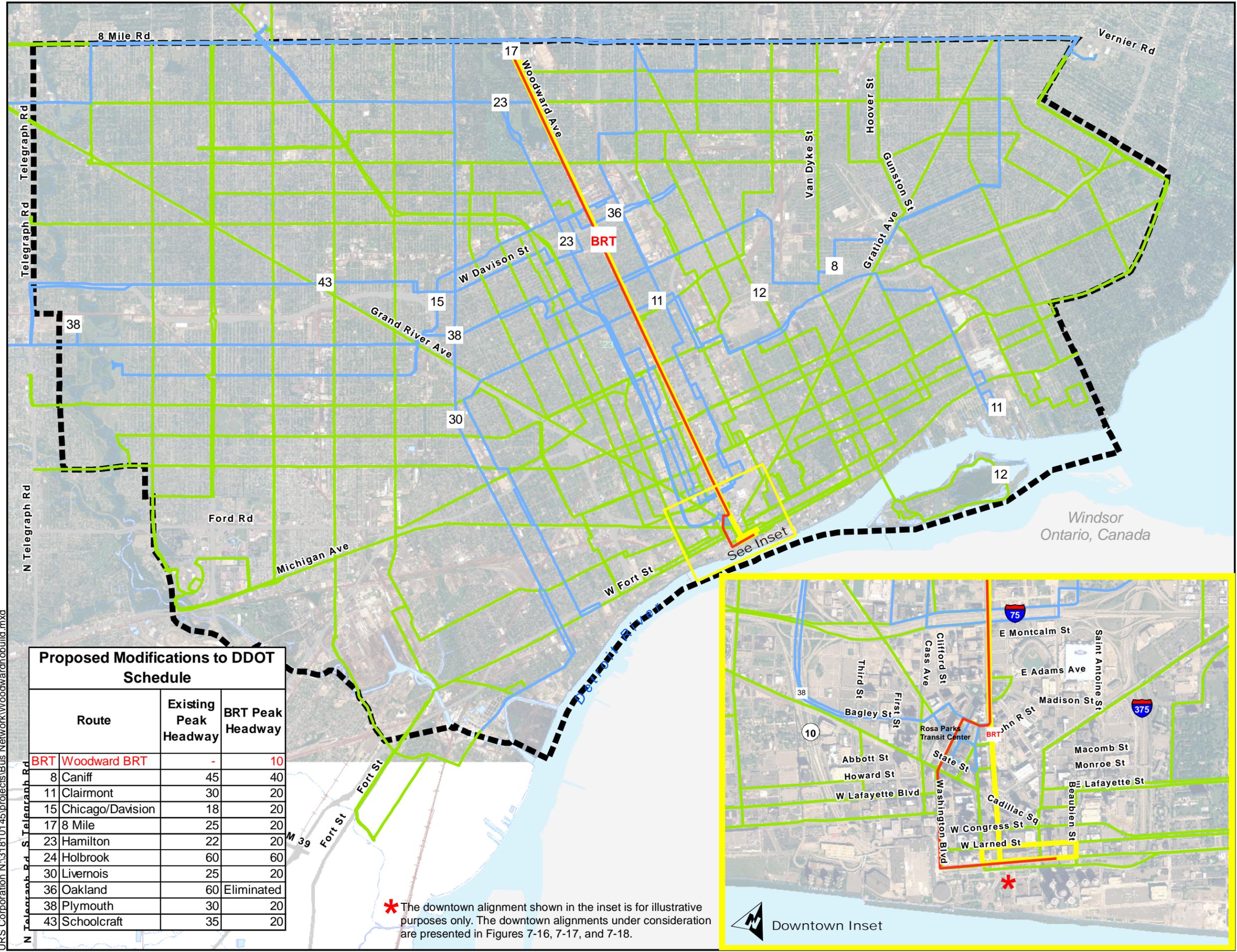
**Proposed Modifications to
 DDOT Schedule**

Route	Existing Peak Headway	BRT Peak Headway
BRT Michigan BRT	-	15
22 Greenfield	18	15
46 Southfield	50	45
60 Evergreen	35	30

* The downtown alignment shown in the inset is for illustrative purposes only. The downtown alignments under consideration are presented in Figures 7-16, 7-17, and 7-18.

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Figure 7-12
**Proposed Service Plan
 for Woodward Avenue
 BRT Alternative**



Proposed Modifications to DDOT Schedule

Route	Existing Peak Headway	BRT Peak Headway
BRT Woodward BRT	-	10
8 Caniff	45	40
11 Clairmont	30	20
15 Chicago/Davison	18	20
17 8 Mile	25	20
23 Hamilton	22	20
24 Holbrook	60	60
30 Livernois	25	20
36 Oakland	60	Eliminated
38 Plymouth	30	20
43 Schoolcraft	35	20

* The downtown alignment shown in the inset is for illustrative purposes only. The downtown alignments under consideration are presented in Figures 7-16, 7-17, and 7-18.

Legend

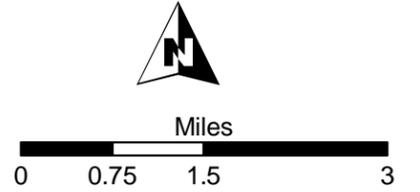
DDOT Routes

- Woodward BRT
- Route 53 - Woodward
- Buses Routes Modified
- Bus Routes not Modified

Map Symbols

- Study Area
- Primary Road
- Secondary Road
- Railroads
- Lake, River

April 6, 2009



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 N Telegraph Rd, S Telegraph Rd

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Stations

Tables 7-5 through 7-7 present transit stations associated with the BRT alternatives for each of the three alignments.

Frequency and Hours of Service

Bus rapid transit would operate every day of the year with service hours that are consistent with the existing City of Detroit primary bus service routes. On weekdays, BRT service would operate from 5:00 AM to 2:00 AM (21 hours of service per day). On Saturdays, Sundays and holidays, it would operate from 6:00 AM to 2:00 AM⁵. Peak service frequencies of the BRT Alternatives are similar to current frequencies on the trunk routes that they are replacing, presented in Table 7-10. During special events and on weekends and holidays, service hours and frequency could be adjusted. Appendix H presents details of operating plans for all of the DTOGS project alternatives.

**Table 7-10
Proposed Peak Service Frequency – BRT Alternatives**

Alignment	BRT
Gratiot	10 Minutes
Michigan	15 Minutes
Woodward	10 Minutes

Travel Speed and Travel Time

The BRT Alternatives will operate at maximum speeds of 35 mph to 45 mph throughout most of the three alignments, consistent with current posted speeds. These alternatives will operate at slower speeds in downtown Detroit, approximately at 10 mph, because of turns and generally lower speeds within downtown areas. The estimated travel times for the BRT Alternatives are shown in Table 7-11.

⁵ The proposed hours of service are also consistent with Minneapolis and Denver light rail systems.