PHASE 1 RECOMMENDATIONS
Accomplishable over the next year, cost-neutral

- Route realignments for more efficient and productive geographic coverage
- Schedule modifications for improved on-time performance and legibility to riders
- Microtransit pilot projects for enhanced on-demand transit service
ROUTE 125

The 125 Fort St-Eureka Rd route is a Main Corridor route from the Detroit Metropolitan Airport to Downtown Detroit during the peak period or W Jefferson/Coolidge during the off-peak period. It has a high frequency and high ridership, but poor on-time performance, especially in the afternoon and evening peak. It also has a long and circuitous alignment, especially when traveling downtown.

Routing Changes

Under the Phase 1 recommendations, Route 125 would no longer have separate branches to each of the airport terminals; all trips would access both terminals via Middlebelt Road, enabling riders to get to either terminal no matter which trip they take.
ROUTE 140
The 140 Southshore route is a Crosstown route from the Dearborn Transit Center to Wyandotte City Hall. It is a low productivity route with a relatively weak anchor at Wyandotte City Hall.

Routing Changes
Under the Phase 1 recommendations, Route 140 would extend to the Meijer in Southgate. This would create a stronger anchor and provide more potential for bi-directional ridership. In addition, Route 140 would stay on Oakwood Boulevard when turning onto or off Michigan Avenue.
ROUTE 160
The 160 Downriver route is a Community route from Southland Center to West and Grange Road in Trenton. It is a low productivity route with a very circuitous alignment, almost no ridership along Jefferson between King and Sibley Road, and relatively low ridership along Ford Avenue west of Fort Street.

Routing Changes
Under the Phase 1 recommendations, Route 160 would extend to the Dingell International Wildlife Preserve for trips in both directions and would be streamlined along Fort Street to eliminate the low-ridership segment. Service would shift to the Southland Center from Ford Avenue to Eureka Road and extend north along Dix Highway and the Southfield Freeway to the Dearborn Transit Center in order to provide greater connectivity Downriver.

Interlines
Under the Phase 1 recommendations, Route 160 would interline with Route 250.
ROUTE 200
The 200 Michigan Ave Local route is a Main Corridor route from Downtown Detroit during the peak period or Fairlane Town Center during the off-peak period to either the Ford Truck Plant in Wayne or Newburgh/Enterprise in Westfield. It has a high frequency and fair productivity overall with fairly weak anchors on both branches, especially the northern branch. As currently aligned, this route misses the opportunity to serve Ford Headquarters.

Routing Changes
Under the Phase 1 recommendations, Route 200’s two branches would be separated into two different routes to serve the Michigan Avenue corridor more frequently and simplify the route’s schedule; the terminating destination of the route would no longer alternate, but instead be served consistently like every other stop on the route (much like Route 461-462). The eastern branch (proposed Route 200) would follow the current 200’s alignment to the Ford Michigan Assembly Plant, while the northern branch (proposed Route 210) would follow the current 200’s northern alignment to Howard Ternes Packaging and extend farther north to Meijer in Westland via Newburgh Road, Cherry Hill Road, Central City Parkway, and Warren Road. These changes would establish a stronger anchor for the route and open the ability to serve Westland Mall on the weekends.
ROUTE 250
The 250 Ford Rd route is a Crosstown route from Dearborn Transit Center to Meijer in Westland. It has a moderate frequency and productivity with inconsistent inbound and outbound alignments along Wayne Road and Venoy Road.

Routing Changes
Under the Phase 1 recommendations, Route 250 service at Westland Center would shift from Wayne Road and Central City Parkway to Warren Road and Nankin Boulevard to better serve the West Ridge Shopping Center on the south side of Warren Road.

Interlines
Under the Phase 1 recommendations, Route 250 would interline with Route 160.

ROUTE 255
The 250 Ford Rd Express route is a Commuter route with peak-period directional service from Westland Park-&-Ride to Downtown Detroit. It has moderate productivity.

Routing Changes
Under the Phase 1 recommendations, Route 255 would remain the same as current.

ROUTE 261
The 261 FAST Michigan route is a FAST route between Downtown Detroit and the Detroit Metropolitan Airport via Michigan Avenue. It deviates to serve the Amazon facility on Ecorse Road in Romulus on select trips. The route has a high peak frequency but moderate ridership per trip but inconsistent service frequency.

Routing Changes
Under the Phase 1 recommendations, Route 261 would remain the same as current.
ROUTE 275
The 275 Telegraph route is a Crosstown route from Taylor to Pontiac via Telegraph Road. It has a high peak frequency with an hourly off-peak and high ridership per trip. The route has poor on-time performance during the afternoon peak and evening hours.

Routing Changes
Under the Phase 1 recommendations, Route 275 would become two separate routes overlapping along Telegraph Road between 12 Mile Road and 7 Mile Road / Grand River Avenue. Passengers could transfer to the other route at any stop within this segment. Splitting the route is intended to create better on-time performance. The two routes terminate as described:

- 275 North: from Oakland Community College - Auburn Hills Campus to 7 Mile Road / Grand River Avenue
- 275 South: from Southland Center in Taylor to 12 Mile Road

**LEGEND**
- New 275 North route
- New 275 South route
- Corridors that service is shifting AWAY FROM
ROUTE 280/330

The 280 Middlebelt South route is a Community route between the Detroit Metropolitan Airport and Warren Road in Garden City via Middlebelt Road. It has an hourly service frequency and relatively low ridership per trip.

The 330 Grand River-Beech Daly route is a Crosstown route between the Grand River Avenue corridor in Farmington Hills and Ford Road in Dearborn Heights. It has a moderate frequency during peaks and low frequency during off-peaks. Ridership on this route is heavily concentrated along Grand River Avenue and is fairly low south of 7 Mile Road.

Routing Changes

Under the Phase 1 recommendations, Route 280 would shift service from Middlebelt Road south of Cherry Hill Road to Merriman Road in order to serve more retail and medical destinations, as well as several multi-family housing communities. The route would also serve the Amazon facility on Ecorse Road and extend to Grand River Avenue covering the alignment of the existing Route 330 with streamlined routing. The additional destinations along this route would now be connected to the airport. These changes address poor ridership south of 7 Mile Road and enable Route 280 to provide better connections.
ROUTE 400
The 400 Southfield-Orchard Ridge route is a Community route between Providence Hospital in Southfield and Oakland Community College - Orchard Lake Campus in Farmington Hills. It has a moderate peak frequency and a 90-minute off-peak frequency with low ridership per trip and poor on-time performance.

Routing Changes
Under the Phase 1 recommendations, Route 400 would remain the same as current.

ROUTE 405
The 405 Northwestern Highway route is a Crosstown route between Henry Ford Medical Center in West Bloomfield and Providence Hospital in Southfield. It has a moderate peak frequency and a 60-minute off-peak frequency. Ridership is low except for a few peak trips.

Routing Changes
Under the Phase 1 recommendations, Route 405 would extend east to maintain a connection to the State Fair Transit Center in Detroit in lieu of the current connectivity via Route 415-420.
ROUTE 415-420
The 415 Greenfield route and the 420 Southfield route are Community routes between State Fair Transit Center in Detroit and Meijer in Royal Oak via 8 Mile Road and Greenfield or Southfield Road. The routes have a moderate peak frequency and a 60-minute off-peak frequency. Ridership is moderate for each trip.

Routing Changes
Under the Phase 1 recommendations, Route 415 and Route 420 would interline at Meijer and Providence Hospital to create a bi-directional loop operating along both Greenfield and Southfield Road. This would eliminate service to the State Fair Transit Center and shift the route to 13 Mile Road and Coolidge Hwy from Greenfield Road. These changes would help improve connectivity between Southfield Road and Greenfield Road and provide access to Beaumont Hospital in Royal Oak. Trips to Detroit could instead be made on the recommended Route 405 or via DDOT connections at Providence Hospital.
ROUTE 430

The 430 Main Street - Big Beaver route is a Community route between Royal Oak Transit Center and the Somerset Collection in Troy via Main Street/Livernois Road and Big Beaver Road. The route operates with one trip per direction to Royal Oak High School, during peak periods only. The route has low ridership.

Routing Changes

Under the Phase 1 recommendations, the route would operate bi-directionally for the entire route, eliminating the one-way loop in the center of the route. The route would also be extended to the Central Michigan University Troy Center via Crooks Road, overlapping partially with the existing Route 465. The route would no longer operate along Livernois Road. These changes would help connect passengers to the Troy Internal Medicine facility, as well as other key destinations.

LEGEND
- Blue: Corridors that service is shifting TO
- Gray: Maintained Coverage
- Red: Corridors that service is shifting AWAY FROM
ROUTE 445
The 445 Maple & Telegraph Limited route is a Commuter route between Downtown Detroit and Maple at Telegraph Road in Bloomfield Township. The route operates with four trips northbound and two trips southbound. Route 445 has low ridership per trip except on the first northbound trip.

Routing Changes
Under the Phase 1 recommendations, Route 445 would remain the same as current.

ROUTE 450-460
The 450-460 Woodward Local route is a Main Corridor route between Downtown Detroit and Phoenix Center in Pontiac via Woodward Avenue. The route operates with high frequencies and has moderate to high ridership per trip.

Routing Changes
Under the Phase 1 recommendations, Route 450-460 would remain the same as current.
ROUTE 461-462
The 461-462 FAST Woodward route is a FAST route with two branches connecting Downtown Detroit to Troy Civic Center (Route 461) and Phoenix Center (Route 462) via Woodward Avenue. The route operates with high frequencies and has moderate ridership per trip. Overall, however, the route has high ridership performance, but poor on-time performance.

Routing Changes
Under the Phase 1 recommendations, Route 462 would extend north along Baldwin Avenue, following the current Route 753 alignment, in order to provide access to Great Lakes Crossing.

LEGEND
- Corridors that service is shifting TO
- Maintained Coverage
- Corridors that service is shifting AWAY FROM

ROUTE 465
The 465 Auburn Hills Limited route is a Commuter route between Downtown Detroit and Courtyard Parkway in Pontiac via Oakland Community College – Auburn Hills, Chrysler Technology Center, and Cooley Law School in Auburn Hills. The route operates with four trips per day and has low ridership per trip.

Routing Changes
Under the Phase 1 recommendations, Route 465 would be eliminated. The route has low ridership performance, and its alignment is almost entirely covered by other routes in the system.
ROUTE 494
The 494 Dequindre route is a Community route between State Fair Transit Center in Detroit and Target in Sterling Heights via Dequindre Road. The route operates 45-minute frequencies and has moderate ridership per trip.

Routing Changes
Under the Phase 1 recommendations, Route 494 would extend north along Dequindre Road beyond Square Lake Road, in order to provide better access to Beaumont Hospital in Troy.

Interlines
Under the Phase 1 recommendations, Route 494 would be interlined with Route 495.

ROUTE 495
The 495 John R route is a Community route between State Fair Transit Center in Detroit and Oakland Mall via John R Road. The route operates with moderate to high frequencies. Ridership is moderate to high per trip.

Routing Changes
Under the Phase 1 recommendations, Route 495 would remain the same as current.

Interlines
Under the Phase 1 recommendations, Route 495 would be interlined with Route 494 on weekdays and Saturdays.


**ROUTE 510-515**

The 510 Van Dyke Local route is a Main Corridor route that operates between Bel Air Shopping Center on 8 Mile Road and either Walmart in Shelby or Lakeside Center Mall in Sterling Heights, via Van Dyke Avenue. This route serves Downtown Detroit during peak periods. The route has high frequency and high ridership performance.

The 515 Van Dyke Limited route is a Commuter route between Downtown Detroit and Walmart in Shelby, via Van Dyke Avenue. The route is a limited, weekday-only peak period service. Ridership is reported with Route 510.

**Routing Changes**

Under the Phase 1 recommendations, Route 515 would remain the same while Route 510’s two branches would be separated into two different routes to serve the Van Dyke corridor more frequently and simplify the route’s schedule; the terminating destination of the route would no longer alternate, but instead be served consistently like every other stop on the route (much like Route 461-462). The eastern branch (proposed Route 510) would follow the current 510’s alignment to Lakeside Center Mall in Sterling Heights, while the northern branch (proposed Route 520) would follow the current 510’s northern alignment to the Amazon facility and Walmart on 23 Mile Road. Both routes would serve Downtown Detroit during peak periods and terminate at the Bel Air Shopping Center on 8 Mile Road during off-peaks.
ROUTE 525
The proposed 525 Groesbeck would be a new route between 8 Mile Road and Meijer in Clinton Township, via Groesbeck Highway. The route would replace the current Groesbeck Flex Route.
ROUTE 530
The 530 Schoenherr route is a Commuter route between Downtown Detroit and Lakeside Center in Sterling Heights, via Shoenherr Road. The route makes four trips in each direction on weekdays only. The route has low to moderate ridership per trip.

Routing Changes
Under the Phase 1 recommendations, the Route 530 would remain the same as current.

ROUTE 550
The 550 Garfield route is a Community route between Macomb Mall in Roseville and Lakeside Center via Garfield Road. The route operates with 40-minute frequencies and has low to moderate ridership per trip.

Routing Changes
Under the Phase 1 recommendations, the Route 550 would remain the same as current.

Interlines
Under the Phase 1 recommendations, Route 550 would interline with Route 615.

ROUTE 560
The 560 Gratiot Local route is a Main Corridor route between Downtown Detroit and Gratiot at 23 Mile in Chesterfield, via Gratiot Avenue. Some select trips extend east on 23 Mile to New Baltimore. The route has high frequencies and high ridership, with some trips exceeding 40 passengers.

Routing Changes
Under the Phase 1 recommendations, the Route 560 would remain the same as current.

ROUTE 561-563
The 561-563 FAST Gratiot route is a FAST route connecting Downtown Detroit to Mount Clemens (Route 561) and Chesterfield (Route 563), via Gratiot Avenue. The route has high frequencies and moderate ridership per trip.

Routing Changes
Under the Phase 1 recommendations, the Route 561-563 would remain the same as current.

ROUTE 562
The 562 FAST Gratiot route is a FAST route between Wayne State University and Mount Clemens, via Gratiot Avenue. The route provides three trips per direction per day. Ridership per trip on this route is low.

Routing Changes
Under the Phase 1 recommendations, the Route 562 would remain the same as current.
ROUTE 567
The 567 New Baltimore / Lenox route is a Community route connecting Chesterfield and New Baltimore. Ridership per trip on this route is very low.

Routing Changes
Under the Phase 1 recommendations, the Route 567 would be replaced by a microtransit zone.

ROUTE 580
The 580 Harper route is a Commuter route between Downtown Detroit and 16 Mile in Clinton, via Harper Avenue. The route makes five northbound trips and four southbound trips per day. Ridership performance is low to moderate per trip.

Routing Changes
Under the Phase 1 recommendations, the Route 580 would instead be operated as a Park-&-Ride route along the I-94 corridor. The specific routing and service levels are to be determined.

ROUTE 610
The 610 Kercheval-Harper route is a Main Corridor route between Grosse Pointe Park and 15 Mile in Clinton via Downtown Detroit and Mount Clemens, via Eastland Center and Harper Avenue. The route makes five northbound trips and four southbound trips per day. Ridership performance is low to moderate per trip.

Routing Changes
Under the Phase 1 recommendations, the Route 610 would remain the same as current.

ROUTE 615
The 615 Jefferson route is a Community route between Moross Road in Detroit/Grosse Pointe Farms and Macomb Mall in Roseville, via Mack Avenue and Jefferson Avenue. The route makes five northbound trips and four southbound trips per day. Ridership performance is low to moderate per trip.

Routing Changes
Under the Phase 1 recommendations, the Route 615 would remain the same as current.

Interlines
Under the Phase 1 recommendations, the Route 615 would interline with Route 550.

ROUTE 620
The 620 Charlevoix route is a Commuter route between Downtown Detroit and Macomb Mall via Mack Avenue and Little Mack Avenue. The route makes four northbound trips and three southbound trips per day. Ridership performance is low per trip.

Routing Changes
Under the Phase 1 recommendations, the Route 620 would remain the same as current.
ROUTE 635
The 635 Jefferson Express route is a Commuter route between Downtown Detroit and 16 Mile in Harrison via Jefferson Avenue and Lake Shore Road. The route makes four northbound trips and three southbound trips per day. Ridership performance is low per trip.

**Routing Changes**
Under the Phase 1 recommendations, the Route 635 would remain the same as current.

ROUTE 710
The 710 9 Mile Crosstown route connects Jefferson Avenue in St. Claire Shores to Telegraph Road in Southfield, via 9 Mile. The route has moderate to high frequencies and has moderate to high ridership per trip.

**Routing Changes**
Under the Phase 1 recommendations, the Route 710 would remain the same as current.

ROUTE 730
The 730 10 Mile Crosstown route connects Grosse Pointe Farms to Southfield via 10 Mile and 11 Mile Road. The route operates with hourly service and has relatively high ridership per trip.

**Routing Changes**
Under the Phase 1 recommendations, the west end of Route 730 would be realigned from 10 Mile Road to Civic Center Drive via Evergreen Road. The purpose of the realignment is to address low ridership along 10 Mile Road and shift service to areas with higher ridership potential.
ROUTE 740

The 740 12 Mile Crosstown route connects Meijer in Roseville to Haggerty Road in Farmington Hills, via 12 Mile and Royal Oak Transit Center. The route has low to moderate frequencies and high ridership performance. On-time performance, however, is poor during PM peak periods and Sundays.

Routing Changes

Under the Phase 1 recommendations, the Route 740 would split into two separate routes at the Royal Oak Transit Center to improve on-time performance.
ROUTE 752

The 752 Pontiac - North Hill Farms route is a Community route between Phoenix Center and Great Lakes Crossing in Auburn Hills. Destinations along the route include the Oakland County Courts and jail. The route operates with hourly frequencies and has low ridership per trip.

Routing Changes

Under the Phase 1 recommendations, the Route 752 would shift from Summit Drive to County Center Drive and Telegraph Road. It would also extend further east to Oakland University via Pike Street, Featherstone Road, Auburn Avenue, Squirrel Road, I-75, and University Drive. The purpose of the changes is to provide more direct service between Downtown Pontiac and the Oakland County government center while also offering crosstown service through Pontiac, connecting to the former Silverdome site redevelopment project, Oakland Community College - Auburn Hills Campus, and Oakland University.
ROUTE 753

The 753 Baldwin – Great Lakes Crossing route is a Community route between Phoenix Center and Great Lakes Crossing in Auburn Hills. Destinations along the route include the Oakland County Courts and jail. The route operates with hourly frequencies and has low ridership per trip.

Routing Changes

Under the Phase 1 recommendations, the Route 753 would consolidate with Routes 752 and 462. The change would provide more direct service in and through Pontiac.
ROUTE 756

The 756 Pontiac – Perry – Opdyke route is a Community route between Phoenix Center in Pontiac and Oakland University in Auburn Hills via Baker College, Cooley Law School, Chrysler Technology Center, and Oakland Community College – Auburn Hills. The route operates with hourly frequencies and has low ridership per trip.

Routing Changes

Under the Phase 1 recommendations, Route 756 would shift away from serving Oakland University (to be served by Route 752 instead). Instead, the route would serve the former Silverdome site redevelopment project and extend south to Centerpoint Parkway via Auburn Avenue, MLK Jr Boulevard, Woodward Avenue and Square Lake Road (I-75 Business Loop). The change would provide more direct north-south service through Pontiac and Auburn Hills.

LEGEND
- Blue: Corridors that service is shifting TO
- Gray: Maintained Coverage
- Red: Corridors that service is shifting AWAY FROM
ROUTE 760
The 760 13 Mile / 14 Mile Crosstown route connects Meijer in Roseville to Telegraph Road in Southfield, via 13 Mile, 14 Mile, and Oakland Mall. The route operates with 45-minute frequencies and has moderate ridership performance. The route has poor on-time performance during PM peak periods and Sundays

Routing Changes
Under the Phase 1 recommendations, the west end of Route 760 would extend south on Telegraph Road to 12 Mile Road. This would create a stronger anchor with direct access to more retail.
ROUTE 780
The 780 15 Mile Crosstown route connects Gratiot Avenue in Clinton to Telegraph Road in Southfield, via 13 Mile, 14 Mile, Oakland Mall, and the Somerset Collection. The route operates with 50-minute frequencies and has moderate ridership performance. The route has poor on-time performance during PM peak periods and Sundays.

Routing Changes
Under the Phase 1 recommendations, the Route 780 would add Adams Road service to and from Somerset Collection. This change would allow the route to serve several multi-family housing complexes in the corridor.

LEGEND
- Blue: Corridors that service is shifting TO
- Gray: Maintained Coverage
- Red: Corridors that service is shifting AWAY FROM

ROUTE 805
The 805 Grand River Park-&-Ride route connects Downtown Detroit to Bonaventure Family Skating Center in Farmington Hills. The route provides peak period directional service. Ridership performance is moderate to high, but on-time performance is poor.

Routing Changes
Under the Phase 1 recommendations, the Route 805 would remain the same as current.

ROUTE 830
The 830 Downriver Park-&-Ride route connects Downtown Detroit and Grange Road in Trenton. The route provides peak period directional service. Ridership performance is moderate, but on-time performance is poor during PM peak periods.

Routing Changes
Under the Phase 1 recommendations, the Route 830 would remain the same as current.
ROUTE 849
The 849 Northland Loop Park-&-Ride route connects Providence Hospital in Southfield and Downtown Detroit via Wayne State University. The route provides peak period directional service. Ridership performance is very low.

Routing Changes
Under the Phase 1 recommendations, the Route 849 would remain the same as current.

ROUTE 851
The 851 Northland Loop Park-&-Ride route connects Downtown Detroit and Lone Pine Road in West Bloomfield. The route provides peak period directional service. Ridership performance is low to moderate, but on-time performance is poor.

Routing Changes
Under the Phase 1 recommendations, the Route 851 would remain the same as current.