

THE **DETROIT PEOPLE MOVER** 

OWNED AND OPERATED BY THE **DETROIT TRANSPORTATION CORPORATION**



About the Detroit People Mover

HISTORY

The Detroit People Mover (DPM) was built as part of an Urban Mass Transportation Administration (UMTA) – now Federal Transit Administration (FTA) demonstration project. The intent of that program was to determine how well a fully automated transit system might contribute to the revitalization of central business districts of major older cities such as Detroit, and whether such an automated technology could provide effective circulation/distribution service at a cost lower than conventional bus systems.

Construction of the DPM system began in the spring of 1983 under the auspices of the Southeastern Michigan Transit Authority (SEMTA), now the Suburban Mobility Authority for Regional Transportation (SMART). On October 3, 1985, the Detroit Transportation Corporation (DTC) was established to be the agency responsible for completion of the project construction and thereafter assume full ownership responsibility for the DPM. The DPM system began operating revenue service on July 31, 1987.

COMPANY PROFILE

The DTC is owner and operator of the DPM. The Detroit People Mover is a fully automated light rail system that operates on an elevated single-track loop in Detroit's central business district. The system provides connections between the courts and administrative offices of several levels of government, sport arenas, exhibition centers, major hotels, and commercial, banking and retail districts. Service is frequent, unencumbered by vehicle or pedestrian traffic, and conveniently available throughout the central business district. The integration of eight of the 13 People Mover stations into pre-existing structures links more than 9 million square feet that can be traversed unimpeded by outside elements.

The DTC provides service to its patrons according to a seven-day schedule, which equates to 118.5 hours of operation per week for a nominal fee of 75 cents per ride. A fleet of 12 fully automated vehicles, which can be deployed in one or two car trains, provides this service. These vehicles travel in a counterclockwise direction and are propelled by two linear induction motors per car, which convey the steel-wheeled vehicles over the system's 2.9 miles of continuously welded steel rail track.

Each vehicle is heated or air conditioned as required for customer comfort. When in full loop operations, the vehicles are scheduled to provide service in 3- to 5-minute intervals. Completion of the entire route takes approximately 15 minutes or less.

The DPM guideway is completely elevated and can be currently accessed at any of 13 passenger stations that are spaced at approximately quarter-mile intervals around the alignment. All stations are accessible to elderly and disabled persons, with the exception of Grand Circus Park. Passengers requiring elevator or

escalator service should board and/or disembark at either Times Square or Broadway. Eight of the 13 People Mover stations (Times Square, Cobo Center, Joe Louis Arena, Financial District, Millender Center, GM Renaissance Center, Greektown, Grand Circus Park) are integrated into adjacent buildings, and the remaining five freestanding stations (Michigan, Fort/Cass, Bricktown, Cadillac Center, Broadway) are designed to facilitate direct access from future developments at the platform level if and when that is appropriate.

Each of the 13 DPM stations contains major works of art that generate considerable interest, promote ridership and enhance the appearance of the system. In addition, the exhibit collectively named Art In The Stations has won numerous national as well as international awards for outstanding public art.

OPERATIONS/MAINTENANCE

DPM stations are monitored by closed-circuit TV cameras, push-to-talk voice communication equipment and voice monitoring capability. These devices are observed 24 hours per day by Central Control operators who have overall responsibility for the coordination of system operations. Their responsibilities include train control and the interface of activities between passengers, transit police officers, maintenance staff and/or outside contractors to provide safe and efficient operation of the system.

Although the Automated Train Control system is capable of running a variety of vehicle fleet configurations, the control operators have override capabilities to cope with unpredictable situations which may occur during normal operation.

Maintenance of the DPM system is provided by in-house staff members who are responsible for the guideway, fixed facilities, rolling stock, communications equipment, and miscellaneous test equipment to support system operations. A six-member board of directors governs the DTC.

PROCUREMENT

The mission of DTC Procurement is to develop and maintain sound procurement practices in accordance with the FTA "Best Practices Procurement Manual" guidelines and with THE policies and mandates established by the DTC to provide quality and timely services to the agency and our patrons. It is the policy of the DTC to encourage and promote a fair, competitive, and non-discriminating basis for contracting the services that will enhance the value of the DTC to the community. The DTC encourages and promotes Disadvantaged Business Enterprises (DBE) and Minority Business Enterprises (MBE) to participate in the procurement of its construction, professional services and material purchases. Integrity and commitment to the needs of our agency and its customers is paramount.





PHYSICAL FEATURES

Guideway Configuration	Single-track elevated loop
Length	2.94 miles
Profile:	elevated
Guideway Foundation:	5' to 8' diameter caissons, battered piles
Depth of Foundation:	80' to 120'
Length of Beams:	47.5' to 142'
Number of Columns:	168
Elevation of Guideway:	16' minimum, 44' maximum
Minimum Radius Curve:	115'
Maximum Grade:	3%
Maximum Superelevation:	1.2 in/ft
Number of Stations:	13
Freestanding Stations:	5
Station Platform Length:	80'
Station Access:	<ul style="list-style-type: none"> • Stairs, escalator, elevator • All stations monitored via closed-circuit TV • Push-to-talk communication system in all stations • Voice detectors in all exterior stairwells and elevators
Trackwork:	<ul style="list-style-type: none"> • Standard Gauge (115 pounds per yard rail) • Three Yard Switches, 19 Slipjoints • 2 mainline track switches
Artwork in the Stations:	18 exhibits valued at \$2 million (system-wide)

VEHICLES

Number in Fleet:	12
Vehicle Operation:	Fully automated (computer controlled)
Propulsion:	Linear induction motor (two per vehicle)
Temperature Control:	Heated and air conditioned
Number of Seats/Vehicle:	34
Wheelchair Positions per Vehicle:	2
Standing Room per Vehicle:	66 persons
Dimensions of Each Car:	41.6' (l), 8.2' (w), 10.25' (h)
Weight:	31,700 lbs.
Maximum Vehicle Velocity:	56 mph
DPM Maximum Velocity:	30 mph
Braking System:	LIM, disc brakes, track brakes
Push-to-Talk Communication System	Two per vehicle

OPERATIONS

OPERATING HOURS

Monday – Thursday	6:30 a.m. to Midnight
Friday	6:30 a.m. – 2 a.m.
Saturday	9 a.m. – 2 a.m.
Sunday	Noon to Midnight
Standard Fleet Deployment:	5 two-car trains
Round Trip Time:	13 minutes, 35 seconds
Headway Between Vehicles:	2.5 to 4 minutes
System Availability	99.55%
Schedule Adherence	99.01%

FARE COLLECTION

Fare: Tokens cost 1 cent each, and are available in each DPM station. Use of U.S. nickels, dimes and/or quarters is also accepted. Each station is equipped with automatic turnstiles. Number of Fare Gates System-Wide: 64 Senior Citizens (65+) residing in Detroit, Highland Park or Hamtramck receive a 50% discount on tokens and passes. (Elderly and handicapped individuals may purchase tokens and passes at a 50% discount). Token dispensing machines are located in all stations.

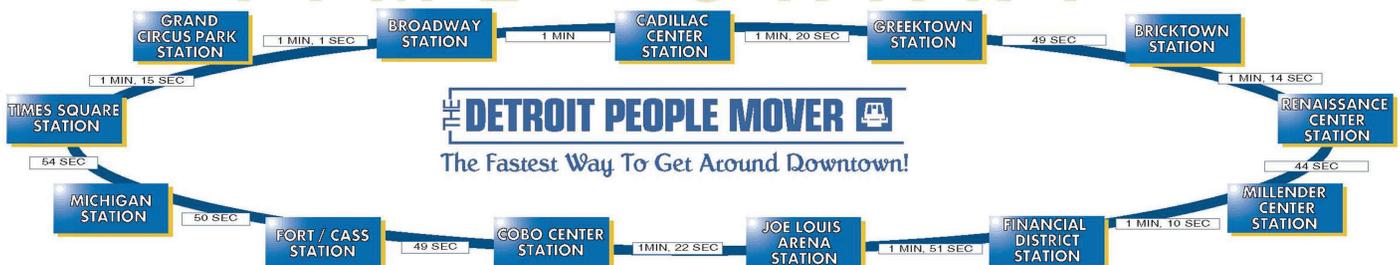
Convention Fast Pass:\$1.00/day (Groups of 100 or more)

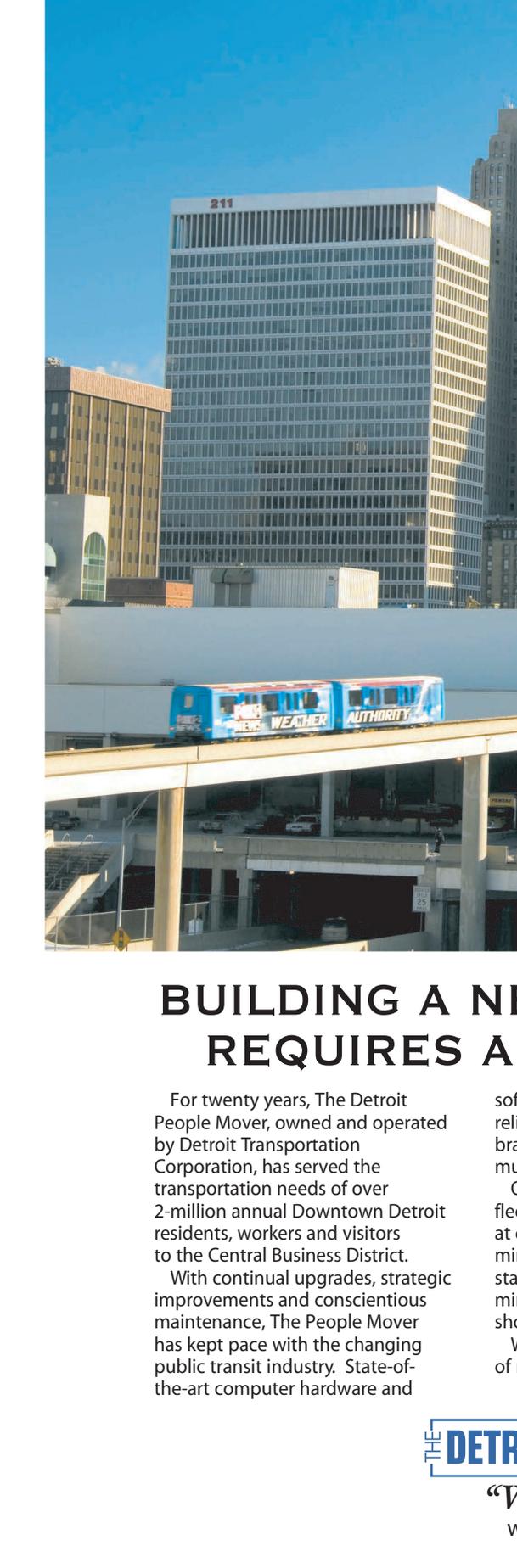
Monthly Fast Pass:\$0/month

Semi-Annual Fast Pass:\$0/year

Annual Fast Pass:\$0/year

STATION-TO-STATION





DPM
20th
1987 - 2007

BUILDING A NEW DOWNTOWN DETROIT REQUIRES A STRONG FOUNDATION.

For twenty years, The Detroit People Mover, owned and operated by Detroit Transportation Corporation, has served the transportation needs of over 2-million annual Downtown Detroit residents, workers and visitors to the Central Business District.

With continual upgrades, strategic improvements and conscientious maintenance, The People Mover has kept pace with the changing public transit industry. State-of-the-art computer hardware and

software upgrades have put us in a reliability and customer satisfaction bracket that is the envy of municipalities across the country.

Our 15-minute loop and five-train fleet ensure that a train will appear at every station every three minutes, and that the time between stations will average just over one minute! Forgive us if our pride is showing.

Whether you are a frequent rider of necessity or a first-timer on a

great adventure, The Detroit People Mover stands ready to carry you to your destination in style and comfort, safely, conveniently – and with a whole lot of fun!

The past 20 years have been both challenging and gratifying to Downtown Detroit - and to us. The foundation is strong, and we are all moving in the same direction – a Downtown we can all value, love and enjoy. Ride with us. Advertise with us. Grow with us. The best is yet to come!

THE DETROIT PEOPLE MOVER 

"We'll take you there".™

www.thepeplemover.com