

2025 Detroit Public Transit Candidate Questionnaire Responses

Transportation Riders United, along with our partners at Detroit Disability Power, Detroit People's Platform, and MOSES, asked all 37 qualifying candidates in this year's Mayor and City Council elections a series of questions about public transit, pedestrian and bicyclist safety, and infrastructure and land use policies.

The following are their responses, as received, without revision for length or errors.

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Introduction

As a 501(c)(3) nonprofit, Transportation Riders United is a non-partisan organization and does not endorse candidates for office. However, TRU and our allies believe it is important for voters to know Detroit candidates' positions on the issue of public transit.

As many as one-quarter of Detroit households lack access to a vehicle, and the Detroit Department of Transportation (DDOT) is the largest transit agency in the state of Michigan, serving tens of thousands of riders every day. As a city department, it is under the direct control of the Mayor and City Council.

TRU and our allies assembled a questionnaire on public transit and related issues and, on May 5, emailed it to all candidates who qualified for the ballot and listed an email address on their filing. We followed up with an additional email on May 16. We thank all candidates who took time to complete the survey.

Mayor of Detroit

James Craig, Joel Haashiim, and DaNetta Simpson did not respond by the deadline provided.

Jonathan Barlow

candidate for Mayor of Detroit

(Editor's note: Due to a clerical error, Barlow received an earlier version of the questionnaire, containing slightly different wording on questions 6-9.)

1. DDOT Investment

Do you support doubling the DDOT budget in order to double DDOT bus service, as called for in the DDOT Reimagined plan, by 2030?

Yes.

How would you develop the funding to achieve it?

My administration will double DDOT's service by 2030 through a multipronged approach that aligns with our Reach Every Family agenda. First, I will reallocate Detroit's existing capital priorities to treat public transit as essential infrastructure, not a secondary service. Second, I will implement a transportation equity surcharge on commercial downtown parking, large-scale venues, and major employers that benefit from public mobility without contributing to its operations. Third, we will pursue new federal mobility grants and infrastructure bonds, especially under the U.S. DOT's Carbon Reduction and Reconnecting Communities programs. This expansion will be paired with a \$2 citywide mobility plan, unifying DDOT, community carpool systems, microtransit pilots, and real-time transit tracking. This system will be visible and accountable to residents via the Citizen Dashboard, ensuring residents can see when and where their neighborhood is gaining service improvements.

2. Riders with Disabilities

Do you support getting same-day paratransit services on the road ASAP?

Yes.

What steps will you take to ensure that disabled Detroiters can access the places they need to go in and outside the city?

Access is dignity. Same-day paratransit will be a non-negotiable standard under my administration. I will mandate performance upgrades in third-party paratransit contracts and create a Paratransit Equity & Access Fund backed by local match dollars and Medicaid transportation offsets. I'll partner with the disability community to design dynamic booking tools, accessible via text and phone, to reduce scheduling burdens. Beyond transportation, the Citizen Dashboard will include real-time reporting on ADA compliance at bus stops, sidewalks, and city facilities—ensuring not just access, but equity. We will build this plan with disabled Detroiters at the table, including through a Transit Justice Advisory Panel made up of riders with disabilities, older adults, and caregivers.

3. Competitive Wages

Do you support wage parity between SMART and DDOT drivers?

Yes.

How will you improve wages for DDOT employees to make positions more competitive?

I will include DDOT workforce stabilization in the first 100 days of my administration. My transit labor plan includes:

- Immediate cost-of-living parity with SMART
- A City Mobility Workforce Fund to support new driver hiring, trauma-informed support, and retention incentives
- Apprenticeship pipelines in partnership with the UAW, AFSCME, and DPSCD Career Tech programs

Detroit cannot scale its transit future on underpaid, overworked labor. I will honor the frontline

DDOT workforce with wages, respect, and a seat at the table in budget development.

4. Transit Funding on the Wayne County Ballot

Will you support the Wayne Countywide transit tax millage in 2026?

Yes.

How would you like to see the Wayne County transit tax revenue used to improve transit service in the City of Detroit?

I will support the 2026 millage, but not without strong safeguards to ensure Detroit receives an equitable share of funding and autonomy over service design. The additional revenue must be used for:

- Night and weekend frequency boosts in neighborhoods farthest from downtown
- Infrastructure upgrades like shelters, lighting, and heat pods at high-volume transfer points
- Fare subsidies for youth, seniors, and low-income riders, integrated into the \$2 ride system
- Regional job access routes to major employers outside city limits (Amazon, health campuses, logistics parks)

Detroiters must be able to see what they're paying for and where the money goes. That's why I'll integrate all millage reporting into the Citizen Dashboard, and require neighborhood-level service scorecards reviewed annually by the public.

5. Building Regional and State Support for Transit

Will you commit to work collaboratively and aggressively for increased transit funding at the state and regional levels?

Yes.

How will you build support for additional transit funding measures in Lansing and the metro region?

I will lead with policy and political organizing. My regional transit strategy includes:

- Forming a Mayors for Mobility Compact, aligning cities like Inkster, Ecorse, Southfield, and River Rouge to demand shared transit investment
- Creating a Detroit Transit Caucus in Lansing, co-chaired by regional legislators, to push for line-item transit expansion in the state budget

- Mobilizing Detroit’s massive ridership base to pressure SEMCOG and RTA for a truly regional, multi-modal, equity-first transit plan

I will treat transit as a civil rights issue, an economic growth engine, and a public good—not just a side project.

6. Bus Stop Improvements

Do you support building a shelter at every bus stop with at least 10 daily riders?

Yes.

What will you do to ensure more Detroiters can wait for the bus with dignity?

Dignity at the bus stop is non-negotiable. My administration will launch the “Wait with Dignity” Bus Shelter Initiative to install shelters at every DDOT stop with 10+ riders, and upgrade stops with heat, lighting, seating, and solar-powered signage.

We’ll:

- Use smart infrastructure funds to pair digital tools (Wi-Fi, arrival alerts) with physical comfort.
- Reinvest parking enforcement revenues and transportation-impact fees into stop improvements.
- Employ Detroiters to build and maintain these shelters, creating jobs while improving mobility.

Shelter rollout will be publicly tracked via the Citizen Dashboard, including heat maps of coverage and repair timelines by district.

7. Safe Streets for All

Do you support implementing physical infrastructure changes that prioritize people walking, biking, and taking transit over people driving and parking?

Yes.

How would you improve safety for Detroiters walking, biking, and taking transit?

My approach to safety centers design—not just enforcement. We’ll make streets physically safer through:

- Curb extensions, raised crosswalks, protected bike lanes, and bus-only lanes in high-injury corridors

- “Safe Routes to Transit” zones with upgraded sidewalks, lighting, and pedestrian priority signals
 - Implementing a 10-Minute Safety Response Rule for transit-related collisions and harassment, using real-time dashboards
- Additionally, I will create a Mobility Justice Division within city government to monitor safety impacts by race, income, and ability—ensuring we build a system that’s safe for everyone.

8. Transit-Oriented Development and Land Use

Do you support prioritizing new housing and commercial development near frequent transit lines, and limiting or removing parking mandates in these areas?

Yes.

What will you do to ensure development near transit is equitable and affordable?

I will lead a zoning reform package to:

- Prioritize affordable, mixed-use housing along high-frequency corridors
- Remove outdated parking minimums near major DDOT and QLINE stops
- Launch a Transit-Linked Housing Fund using TIF capture from commercial development to reinvest in affordability and tenant protections

Most critically, we will enact Community Equity Agreements for any major development near transit—ensuring longtime residents benefit from transit investment, not displacement.

9. Appointments and Leadership

Will you commit to appointing riders, including disabled riders and frequent bus riders, to key positions related to transportation?

Yes.

What qualities will you look for in the next Director of the Department of Mobility and Infrastructure (or similar role)?

The next DOMI leader must:

- Ride the system regularly

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- Have a proven record of delivering people-centered infrastructure
 - Be committed to transit equity, climate resilience, and labor partnership
 - Understand Detroit’s racial and spatial inequality history, and how to design against it
- We’ll establish a Transit Equity Roundtable that includes frequent DDOT riders, disabled users, student riders, and bus operators—to advise the mayor’s office and DOMI directly, every quarter.

Fred Durhal

candidate for Mayor of Detroit

1. DDOT Investment

Do you support doubling the DDOT budget in order to double DDOT bus service, as called for in the DDOT Reimagined plan, by 2030? How would you develop the funding to achieve it?

Yes, every thriving city must be able to move its people, and its goods and services around town efficiently in a reliable, timely manner. Whether you are a hard-working father or mother depending on public transportation to get to work, the business-owner who relies on that timely labor, or a senior living on a fixed income, everyone in Detroit deserves reliable public transit and our residents will thrive better because of it.

As Mayor, I will look to use surplus dollars to increase investment at the local level to create more routes, acquire more buses, add launch pads and ensure all riders have easy access to bus stops and bus entry. Secondly, my administration will work to increase regional collaboration and identify and deliver the federal, state and regional resources we need to improve services, increase pay and build a regional transit system to connect our residents to new markets and drive tourism to Detroit.

2. Riders with Disabilities

Do you support getting same-day paratransit services on the road ASAP? What steps will you take to ensure that disabled Detroiters can access the places they need to go in and outside the city?

Yes, as the Chair of the Disability Taskforce, I understand how important it is that every Mayor cares and provides for the most vulnerable members of our community. Same-day paratransit services allow residents the flexibility and opportunity to attend urgent, last-minute Doctor appointments, shopping needs (especially to Rx), and get around town without the encumbrances residents face simply trying to get from one place to another. Additionally, increasing paratransit funding will allow us to contract with the businesses that supply electric paratransit vehicles.

3. Competitive Wages

Do you support wage parity between SMART and DDOT drivers? How will you improve wages for DDOT employees to make positions more competitive?

Yes, DDOT bus drivers must be brought into parity with SMART and it is my pledge as Mayor to look for additional opportunities to raise pay even higher. We must become more competitive in our region and the state by raising bus driver pay. Increasing pay leads to higher morale and a better rider experience for residents. Since I've been on the Detroit City Council, I have been a staunch advocate to increase pay, as I did during my first week in office voting to utilize ARPA funds to provide bonuses to drivers. Additionally, during the last DDOT budget negotiation, I secured an increase to driver's pay - but we have a long way to go. As Mayor, you have my promise to utilize surplus budget funds and work with regional partners to improve our transit system and realize regional transit. As Mayor, that will be a primary focus as we come back to the bargaining table for DDOT budget contract negotiations.

4. Transit Funding on the Wayne County Ballot

Will you support the Wayne Countywide transit tax millage in 2026?

How would you like to see the Wayne County transit tax revenue used to improve transit service in the City of Detroit?

Yes, it is my hope that increasing funding will lead to better services, more routes, increased repairs for buses, and the ability to upgrade bus stops, bus shelters, launch pads and transit infrastructure. I would also like to see a partnership between the RPA, Wayne County, City of Detroit and other surrounding communities to develop a plan to create regional transit that includes high speed rail. This is not limited to creating studies that will allow us to gather data on how to build the necessary infrastructure to expand regional transit and high speed rail. Finally, I want funding to go into increased technological resources such as smart lights and smart streets that will allow us to gain the necessary data to estimate the resources needed for traffic flow. These approaches will help improve the efficiency, effectiveness and reliability of transit in the City of Detroit.

5. Building Regional and State Support for Transit

Will you commit to work collaboratively and aggressively for increased transit funding at the state and regional levels?

How will you build support for additional transit funding measures in Lansing and the metro region?

Yes, as Mayor of Detroit, I plan to collaborate with the Wayne, Oakland, Macomb, & leaders from Washtenaw, as well as the surrounding communities in the Metro Detroit area, to take a comprehensive plan for transit to State Lawmakers in Lansing to secure funding for regional and public transit. We will also work with the RTA, advocacy groups such as Transportation Riders United, to push for increased funding and policies that create solutions to city and regional transit needs.

6. Bus Shelters and Accessibility

Will you commit to ensuring all of Detroit's sidewalks and bus stop stops are fully accessible to Detroiters of all ages and disabilities? How will you improve sidewalks, crosswalks, and bus stops?

Yes, as Chair of the Disability Taskforce, I understand the needs of our most vulnerable populations in our transit system. I have taken significant steps to invest in more reliable infrastructure for riders with disabilities. I put in \$4.5 million in the budget to improve launchpads, wheel chair accessibility and increase the number of bus shelters. I am committed to increasing funding into DDOT and continuing to improve our transportation infrastructure for all the riders of Detroit.

7. Safe Streets for All

Do you commit to accelerating the build-out of safe pedestrian and bicycle infrastructure, as called for in the City's Streets for People plan? How else will you improve safety for Detroiters walking, rolling, and biking on our streets?

I will work to increase funding to ensure that pathways are accessible for everyone. This includes projects such as the Joe Louis Greenway, and communities where we plan to build out Commercial Corridors to allow for easy access to all residents, regardless of disability or mode of transportation. Additionally, we will work to implement stronger safety barriers on bike lanes, speed bumps, and high-speed areas to protect riders and pedestrians. Also, as Mayor, I would implement a city-wide marketing campaign on keeping riders safe and sharing the road with other modes of transportation.

8. Transit-Oriented Development and Land Use

Would you support eliminating parking minimums for new or re-development? What mechanisms would you use to encourage denser development, especially along major transit lines?

Yes, I am currently working on an ordinance to address zoning and parking and how it is required for developers and businesses. It is my goal to create more walkable neighborhoods, commercial corridors and business districts that would afford a better environment for members of our disabled community, those who would like to walk or bike, and a better use of our public spaces. Limiting space also limits economic growth and the ability to generate new revenue and improve city services. By creating denser development, especially along major transit lines, we will create an environment that fosters small business growth, access to vibrant commercial corridors that provide retail, grocery, Rx, and other critical needs for residents. We want to ensure that when folks exit the mode of transit they use they have access to these resources at their fingertips. Additionally, we will revisit the City of Detroit's masterplan and make changes to ensure that we remain competitive as a city.

9. Appointments and Leadership

Will you provide DDOT with the support to provide consistent leadership? What steps will you take to ensure consistent leadership at DDOT and provide the department with the support it needs?

Yes, consistent leadership is critical to retaining and passing along decades of institutional knowledge to the next generation of DDOT leadership and employees. Strong continuity at the top breeds synergy throughout the department, which will increase the department's efficiency and the effectiveness to quickly implement initiatives, plans, and programs created by the administration. As Mayor, we will utilize a dashboard for DDOT with advanced metrics, and establish a constant flow of communication between DDOT leadership and my administration to ensure accountability, and increase efficiency and efficacy. Finally, we will create realistic budgets and funding goals to achieve administrative recommendations as well as recommendations from all stakeholders and advocacy groups.

Saunteel Jenkins

candidate for Mayor of Detroit

1. DDOT Investment

Do you support doubling the DDOT budget in order to double DDOT bus service, as called for in the DDOT Reimagined plan, by 2030?

I support doubling the DDOT Budget in order to double service. I would be open to incremental increases year-to-year to achieve that goal and make sure we remain fiscally responsible and strong, but I overall support the doubling.

How would you develop the funding to achieve it?

To fund this expansion responsibly, I would pursue a multi-pronged approach including but not limited to continued local Investment, state and federal partnerships and continued public-private partnership expansion. While I support a goal of doubling DDOT budget by 2030, a Jenkins Administration would phase in increases over time based on measurable benchmarks in ridership growth, equity outcomes, and fiscal performance. This would ensure we remain financially strong and accountable to taxpayers. Detroit deserves a world-class transit system. I am committed to making that vision a reality – and I will bring together the public, private, and nonprofit sectors to do it.

2. Riders with Disabilities

Do you support getting same-day paratransit services on the road ASAP?

Yes, I support getting same-day paratransit on the road ASAP.

What steps will you take to ensure that disabled Detroiters can access the places they need to go in and outside the city?

Detroiters with disabilities and limited mobility deserve to be mobile and transit around the city as they please. I would work to make the hotline to book paratransit rides available for more hours – 4pm is just too early for an essential service like that to close. I would work to make sure sidewalks and crosswalks are safe and accessible.

3. Competitive Wages

Do you support wage parity between SMART and DDOT drivers?

I believe that wage parity between SMART and DDOT drivers is a must. I would need to dig deeper on the timeline of when and how we can get DDOT drivers and mechanics the wages they deserve.

How will you improve wages for DDOT employees to make positions more competitive?

I would support giving DDOT drivers a wage increase to make their salaries more competitive. Bus drivers and mechanics deserve a living wage. I would evaluate the current budget to phase in wage increases and advocate for DDOT drivers to get a raise with City Council appropriators. I would also push to bring more drivers into the system through youth career development programs that can help young folks looking to choose a career to understand that transit careers are an option for them.

4. Transit Funding on the Wayne County Ballot

Will you support the Wayne Countywide transit tax millage in 2026?

I will support the Wayne Countywide transit tax millage in 2026.

How would you like to see the Wayne County transit tax revenue used to improve transit service in the City of Detroit?

I would like to see our transit system connect Detroiters to the places they most need to access. We need to increase frequency on major thoroughfares, and connect where Detroiters live (often in neighborhoods) to where they work, shop, and play. I would like to see increased service along major thoroughfares. That means supporting a comprehensive Regional Transit System.

5. Building Regional and State Support for Transit

Will you commit to work collaboratively and aggressively for increased transit funding at the state and regional levels?

To get the transit service that Detroiters deserve, there is no way to make the math work without working with the state and regional governments. Many non-Detroiters are now traveling to Detroit for restaurants, bars, and entertainment, and we need to utilize the

increased demand to travel from the suburbs to the city to our advantage. The state is focused on growing Michigan's population, and there is no way to do that without better transit in Metro Detroit.

As CEO of THAW, I worked collaboratively with state and local governments to ensure that we were able to provide utility assistance to thousands of Michigan residents. At times, our budget was threatened with cuts from the federal and state governments, and I worked collaboratively to travel to Lansing and Washington to ensure our programs were not cut. In this current political moment, I will rely on strong relationships to make sure Detroit is accounted for in budgetary decisions.

How will you build support for additional transit funding measures in Lansing and the metro region?

I am the candidate in this race best suited to have the executive experience to be ready to serve on my first day. I have served in government, non-profit, and private sector roles. That experience will be needed to manage our city's future by working with City Council, state leaders, federal leaders, non-profit, university and philanthropic organizations to chart our future. Should any ballot measures come forth, I will use my political network and strength to build support for the initiatives. I will commit to travel to Lansing to lobby, if it becomes necessary.

6. Bus Shelters and Accessibility

Will you commit to ensuring all of Detroit's sidewalks and bus stop stops are fully accessible to Detroiters of all ages and disabilities?

Yes, I will commit to ensure all of Detroit's sidewalks and bus shelters are fully accessible.

How will you improve sidewalks, crosswalks, and bus stops?

One of the top issues I hear about from Detroiters is public safety. Improved sidewalks, crosswalks, bus stops and trash cans all tie into making sure that Detroiters feel safe moving around the city. I will work collaboratively with stakeholders – including the philanthropic community and neighborhood development authorities – to make sure that we greatly increase the number of public benches and shelters at bus stops.

Well-maintained and clean bus shelters and stops will help Detroiters feel safer and more confident in DDOT services. I will also work with transportation activists to make sure all conversations about road funding and maintenance also include conversations about

maintaining sidewalks, crosswalks, and bike infrastructure. Without including that, we're leaving out the pedestrians.

7. Safe Streets for All

Do you commit to accelerating the build-out of safe pedestrian and bicycle infrastructure, as called for in the City's Streets for People plan?

I commit to accelerating the build-out of safe pedestrian and bicycle infrastructure in the City's Streets for People plan. We have legacy car infrastructure in wide streets that are under-utilized. I believe that we have an opportunity to make sure Detroiters can get around efficiently via car, and still honor the safety of pedestrians and cyclists at the same time. A few months ago, I met with local cyclists on 313 Day to speak with them before a group ride. Detroit has a unique bicycle culture, and we should continue to foster cycling as a means of building community, exercise, and transiting around the city.

How would you improve safety for Detroiters walking, biking, and taking transit?

Detroit has the infrastructure to make sure our pedestrians and bikers can travel safely. One of the best bangs for our buck is traffic control measures to make sure drivers are responsible and safe. We have large roads built for heavy traffic, and that works to our advantage when thinking about how to redesign our roads for the mobility of the future. We can put our money where our mouth is to create more designated bike lanes, designated bus lanes, wider sidewalks, and speed bumps to ensure our drivers are being safe.

8. Transit-Oriented Development and Land Use

Would you support eliminating parking minimums for new or re-development?

I would be open to re-evaluating parking minimums on new developments. Our city should continue to grow its tourism sector, and we can provide safe parking options to visitors and residents alike. We should make sure our abundant land is used with intentionality.

What mechanisms would you use to encourage denser development, especially along major transit lines?

Each district in Detroit should have a commercial corridor developed with community input through a Strategic Master Planning process. The current city process for planning is

strictly land use and therefore misses the opportunity to include or address things like transit line planning. As an example, in a Jenkins Administration transit planning would occur with all existing major thoroughways – such as Woodward, Grand River, Jefferson, Gratiot and Michigan Avenues –to encourage mixed-use development so Detroiters can live, work, and play in their own neighborhood. Strategic district level master planning would include reconsideration of zoning in those commercial areas to encourage building and refurbishing apartments, and providing infill housing on lots formerly occupied by single-family homes.

9. Appointments and Leadership

Will you provide DDOT with the support to provide consistent leadership?

Yes, I would provide DDOT with the support to provide consistent leadership. I view the DDOT director as one of the most important postings in my administration, as transit it one of my six policy priorities.

What steps will you take to ensure consistent leadership at DDOT and provide the department with the support it needs?

Leadership culture starts from the top. I would foster an environment of department heads that are consistently ready to get to work, be nimble with the limited resources we are accustomed to. I commit to listening and always being open to community feedback, and I would expect the same from my department heads. DDOT would not be a secondary department to me, it would be one of the most important.

Solomon Kinloch

candidate for Mayor of Detroit

1. DDOT Investment

Do you support doubling the DDOT budget in order to double DDOT bus service, as called for in the DDOT Reimagined plan, by 2030? How would you develop the funding to achieve it?

I am open to considering increasing funding, but it would be unrealistic for me to commit until I understand the real financial impact of such a decision. I am interested in seeing the results of the increase in service model being introduced by the department to see how service levels are impacted, and the revenue impact of such an approach. This question also impacts Question 5, which talks about regional cooperation and mileage impact on Detroiters.

2. Riders with Disabilities

Do you support getting same-day paratransit services on the road ASAP? What steps will you take to ensure that disabled Detroiters can access the places they need to go in and outside the city?

Yes. Better customization of service must be the goal. Investing in the necessary technology and transportation providers must be utilized in providing the necessary high level of service provided

3. Competitive Wages

Do you support wage parity between SMART and DDOT drivers? How will you improve wages for DDOT employees to make positions more competitive?

Yes. Competitive wages are necessary to improve continuity of service and avoid loss of employees to competitors.

4. Transit Funding on the Wayne County Ballot

Will you support the Wayne Countywide transit tax millage in 2026? How would you like to see the Wayne County transit tax revenue used to improve transit service in the City of Detroit?

Yes. Improve service reliability, technology, invest in stock rolling and training of DDOT staff.

5. Building Regional and State Support for Transit

Will you commit to work collaboratively and aggressively for increased transit funding at the state and regional levels? How will you build support for additional transit funding measures in Lansing and the metro region?

The easy answer is yes. The hard part comes when we consider funding alternatives to reach the stated goal. It would appear that in considering “road policy” how to move people through public transit should also be considered an element of the plan. Increasing funding, by not imposing additional taxes on Detroiters who also pay the highest mileages rates must also be considered.

6. Bus Shelters and Accessibility

Will you commit to ensuring all of Detroit’s sidewalks and bus stop stops are fully accessible to Detroiters of all ages and disabilities? How will you improve sidewalks, crosswalks, and bus stops?

Incorporate into road design matrix which emphasizes safety first.

7. Safe Streets for All

Do you commit to accelerating the build-out of safe pedestrian and bicycle infrastructure, as called for in the City's Streets for People plan? How else will you improve safety for Detroiters walking, rolling, and biking on our streets?

Yes. In order to accomplish this goal, a rethinking of DPW street maintenance functions would have to be undertaken. Whenever major road improvements are planned, a set of stated goals would be incorporated into the design process. These goals would emphasize walkable and rideable designs, emphasizing safety first of pedestrians. A similar approach would be used in major resurfacing.

8. Transit-Oriented Development and Land Use

Would you support eliminating parking minimums for new or re-development? What mechanisms would you use to encourage denser development, especially along major transit lines?

Yes. Eliminating parking minimums for new or redevelopment eliminates the waste of space that we have in the city of Detroit. Taking cues from a recent book "Abundance," we will rethink development to incorporate intermodal transportation into the mix. This would allow for developers to cover a portion of the cost of creating necessary DDOT infrastructure to reduce overall operating costs for the system on maintaining structures needed to protect riders from the elements. This would call for creation a system of "requirements" that Developers must incorporate into their design and layout of sites to accomplish the stated goals. Reductions in permitting fees, relaxing zoning requirements, fast track of permit review and other incentives will be incorporated into the process.

9. Appointments and Leadership

**Will you provide DDOT with the support to provide consistent leadership?
What steps will you take to ensure consistent leadership at DDOT and provide the department with the support it needs?**

Consistency in the development of reliable transportation requires consistency in leadership. To that end, a competitive salary is needed to retain capable leadership n at DDOT.

Todd Russell Perkins

candidate for Mayor of Detroit

1. DDOT Investment

Do you support doubling the DDOT budget in order to double DDOT bus service, as called for in the DDOT Reimagined plan, by 2030? How would you develop the funding to achieve it?

Yes, I support doubling the DDOT budget to implement the DDOT Reimagined plan by 2030. Reliable, accessible public transit is not a luxury, it's a necessity. If we want Detroiters to access good-paying jobs, schools, healthcare, and civic life, then we must build a transit system that serves everyone, not just those with cars.

To fund this, I would pursue a multi-pronged strategy:

1. Leverage federal infrastructure and transportation grants, particularly those tied to equity, environmental sustainability, and workforce access.
2. Redirect existing economic development subsidies toward mobility investments, ensuring companies that benefit from Detroit's economy also invest in the people moving it.
3. Explore a regional transit investment strategy that includes neighboring jurisdictions, ensuring Detroit is not carrying the entire cost of a system that supports a regional workforce.
4. Seek voter-approved transportation bond initiatives with clear accountability, public reporting, and service guarantees.

This is not just a transportation issue, it's a jobs issue, a justice issue, and a long-overdue investment in our city's people and potential.

2. Riders with Disabilities

Do you support getting same-day paratransit services on the road ASAP? What steps will you take to ensure that disabled Detroiters can access the places they need to go in and outside the city?

Yes, I fully support getting same-day paratransit services on the road as soon as possible. Access delayed is access denied, and we cannot ask disabled Detroiters to wait days for the transportation they need to live, work, and participate in society.

If elected Mayor, I will:

1. Invest in expanding DDOT's paratransit fleet to meet rising demand with same-day scheduling capabilities.

2. Prioritize ADA compliance across all city-supported transit infrastructure, including bus stops, sidewalks, and crosswalks.
3. Establish a Mobility Equity Task Force, led by Detroiters with disabilities, to hold my administration accountable and ensure that mobility policies are shaped by those directly affected.
4. Coordinate with regional transit and healthcare providers to ensure seamless transportation for essential trips beyond city borders, like medical appointments and job access.

Our transit system must reflect the dignity and rights of every resident, and that means building a city where mobility is not a privilege, but a guaranteed part of life.

3. Competitive Wages

Do you support wage parity between SMART and DDOT drivers? How will you improve wages for DDOT employees to make positions more competitive?

Yes, I support full wage parity between SMART and DDOT drivers. It's unacceptable that Detroit transit workers, who operate in one of the busiest, most demanding systems, are paid significantly less than their suburban counterparts.

As Mayor, I will fight to raise starting wages for DDOT drivers and improve overall compensation packages, including benefits, training incentives, and hazard pay where applicable. My plan includes:

1. Negotiating with labor unions to structure fair and competitive contracts that reflect the skill and responsibility required of transit operators.
2. Securing dedicated funding through federal and state grants tied to workforce development and transportation equity.
3. Establishing a Transit Workforce Retention and Wellness Fund to reduce turnover by supporting worker safety, mental health, and job satisfaction.
4. Tying executive transit performance bonuses to front-line employee wage improvements to ensure leadership is incentivized to lift up the workforce.

Paying our drivers fairly isn't just good policy, it's essential to delivering safe, reliable service for Detroiters who depend on it every day.

4. Transit Funding on the Wayne County Ballot

Will you support the Wayne Countywide transit tax millage in 2026?

How would you like to see the Wayne County transit tax revenue used to improve transit service in the City of Detroit?

Yes, I will support the Wayne Countywide transit tax millage in 2026, but I will also fight to ensure that Detroit receives its fair share of the funding and that our communities see real, tangible improvements in service.

This is a historic opportunity to bring true regional transit equity to Wayne County. As Mayor, I will work to ensure that Detroit's portion of transit tax revenue is used to:

1. Expand DDOT frequency and reliability, especially on high-ridership routes in underserved neighborhoods.
2. Improve safety and amenities at bus stops, including lighting, benches, and weather protection.
3. Fund workforce development and driver retention programs, ensuring DDOT employees are paid competitively and properly supported.
4. Enhance paratransit and cross-border coordination, so Detroiters with disabilities or jobs in other cities can access consistent and efficient service.

I support the millage not just because we need more funding, but because it gives us the chance to build a truly integrated transit system that works for every Detroiter.

5. Building Regional and State Support for Transit

Will you commit to work collaboratively and aggressively for increased transit funding at the state and regional levels?

How will you build support for additional transit funding measures in Lansing and the metro region?

Yes, I will work aggressively and collaboratively to secure increased transit funding at both the state and regional levels. Detroit cannot and should not be expected to shoulder the burden of building a modern transit system alone, especially when our system supports a regional workforce and economy.

As Mayor, I will:

1. Build a coalition of mayors across Metro Detroit, including suburban and county leadership, to develop unified funding priorities that benefit the entire region.
2. Mobilize labor, business, and community groups to advocate together in Lansing, showing that transit is not a partisan issue, it's an economic and equity imperative.

3. Pursue dedicated state transit funding and federal matching dollars by aligning our proposals with clean energy, workforce development, and environmental justice priorities.
4. Use Detroit's leadership role to demonstrate success, we can prove that transit investment improves job access, safety, and economic growth here, it becomes the model that drives further investment across the state.

Detroit should be at the table and leading the charge. I won't just support transit, I'll champion it in every room that makes decisions about funding our future.

6. Bus Shelters and Accessibility

Will you commit to ensuring all of Detroit's sidewalks and bus stop stops are fully accessible to Detroiters of all ages and disabilities?

How will you improve sidewalks, crosswalks, and bus stops?

Yes, I fully commit to ensuring that all of Detroit's sidewalks and bus stops are accessible to Detroiters of all ages and abilities. Mobility justice begins the moment someone leaves their front door, not when they board the bus. Broken sidewalks, missing curb cuts, and uncovered stops are barriers to basic dignity and opportunity.

As Mayor, I will:

1. Launch an Accessibility Infrastructure Plan focused on repairing sidewalks, adding curb cuts, and paving wheelchair-accessible landing pads at every bus stop.
2. Leverage federal funding under the Bipartisan Infrastructure Law and ADA compliance grants to fund upgrades without placing the burden solely on Detroit taxpayers.
3. Expand partnerships with community groups and disability advocates to identify priority areas, ensuring the most vulnerable residents are served first.
4. Install shelters, benches, lighting, and real-time signage at high-use and high-need stops to enhance safety, comfort, and confidence for riders.

This isn't just about infrastructure, it's about equity. Every Detroiter deserves a safe, comfortable, and dignified journey to wherever they need to go.

7. Safe Streets for All

Do you commit to accelerating the build-out of safe pedestrian and bicycle infrastructure, as called for in the City's Streets for People plan?

How else will you improve safety for Detroiters walking, rolling, and biking on our streets?

Yes, I fully commit to accelerating the build-out of pedestrian and bicycle infrastructure outlined in the City's Streets for People plan. Every Detroiters deserves to move through their neighborhood safely, whether they're walking, biking, rolling, or driving. The fact that over 100 lives are lost each year on our streets is a public safety crisis we can no longer ignore.

As Mayor, I will:

1. Expand protected bike lanes, traffic-calming measures, and redesigned intersections, especially in high-injury corridors and school zones.
2. Use crash data and community input to prioritize investments in neighborhoods with the highest rates of pedestrian and cyclist injuries.
3. Upgrade street lighting, crosswalks, and traffic signals, particularly in underserved areas where infrastructure has been neglected.
4. Launch a "Vision Zero for Detroit" initiative to eliminate traffic deaths through smarter design, enforcement, and education.

We cannot keep building for speed while sacrificing safety. I will lead the transformation of our streets into public spaces that prioritize people, protect lives, and connect communities.

8. Transit-Oriented Development and Land Use

Would you support eliminating parking minimums for new or re-development?

What mechanisms would you use to encourage denser development, especially along major transit lines?

Yes, I support eliminating parking minimums for new and redevelopment projects. We can't build a walkable, transit-connected city if every building is required to be wrapped in parking lots. Mandatory parking minimums increase costs, reduce housing options, and undercut the kind of density we need to support vibrant neighborhoods and robust public transit.

As Mayor, I will:

1. Champion zoning reform to eliminate parking minimums and incentivize mixed-use, mid-rise development, especially along DDOT's major transit corridors.

2. Offer tax abatements and expedited permitting for projects that include affordable housing, local retail, and limited or no on-site parking.
3. Expand Transit-Oriented Development (TOD) zones to prioritize investment in areas with frequent bus service and infrastructure improvements.
4. Engage with community-based developers and housing advocates to ensure density supports affordability, not displacement.

We have a chance to reshape Detroit's future by building neighborhoods where people can live, work, and thrive without needing to drive everywhere. That's the kind of sustainable, equitable growth I'll lead as Mayor.

9. Appointments and Leadership

Will you provide DDOT with the support to provide consistent leadership?

What steps will you take to ensure consistent leadership at DDOT and provide the department with the support it needs?

Yes, I will provide DDOT with the support and stability it needs to ensure consistent, visionary leadership. Transit is too essential to Detroit's future to be subject to frequent leadership turnover and political churn.

As Mayor, I will:

1. Appoint a qualified, transit-savvy leader with a long-term vision and a deep understanding of equity, operations, and labor relations.
2. Commit to a multi-year leadership retention strategy, including professional development, clear performance goals, and operational independence from day-to-day political interference.
3. Ensure DDOT has the resources it needs, both financial and structural, to deliver on its mission, including stable funding, cross-agency coordination, and transparency in performance reporting.
4. Promote a culture of collaboration between DDOT and its frontline workers, riders, and community partners, ensuring that leadership stays grounded in the real-world needs of Detroiters.

Stable leadership builds stable service. If we want DDOT to grow into the modern system our city needs, we must first give it the leadership continuity and tools to succeed.

Mary Sheffield

candidate for Mayor of Detroit

1. DDOT Investment

Do you support doubling the DDOT budget in order to double DDOT bus service, as called for in the DDOT Reimagined plan, by 2030? How would you develop the funding to achieve it?

Yes. I believe that Detroiters deserve bus service that prioritizes dignity, efficiency, and reliability.

We will phase-in these improvements, incrementally increasing the budget every fiscal year to achieve concrete milestones. Given fiscal realities, this is a much more feasible approach than immediately doubling the budget.

As the quality of life measures that form the basis for my administration's operations develop, so will the material growth of Detroit, leading to increased economic activity, job growth and higher wages. At the same time, I am currently exploring the relative gains and impacts of tax tools and levers with the goal to lessen the burden on Detroiters while creating additional revenue. I will prioritize expanding and improving Detroit's transit system with the increases that occur each fiscal year, which even now are subject to utilization according to Mayoral priorities. Transit is situated at the top of this priority list.

2. Riders with Disabilities

Do you support getting same-day paratransit services on the road ASAP? What steps will you take to ensure that disabled Detroiters can access the places they need to go in and outside the city?

One of the priorities of my Administration is to make sure that this is a City for ALL Detroiters. We will make sure that we meet people where they are, and ensure that all residents can access the services and programs that we are launching and improving on their behalf.

I support same-day paratransit services. I want to work with disability community advocates, as well as the City of Detroit Office of Disability Affairs to make sure that we build solutions that meet these specific needs. As we talk about increasing the DDOT budget, I also want to ensure that we have disabled Detroiters and disability advocates at the table, and that the needs of the disability community are integrated within the overall DDOT improvement plan.

3. Competitive Wages

Do you support wage parity between SMART and DDOT drivers? How will you improve wages for DDOT employees to make positions more competitive?

I do support wage parity between SMART and DDOT. I believe that improving our transit system starts by keeping and attracting the best talent with competitive wages. Beyond pay, my campaign's Social Services and Basic Needs focus also includes a pledge to offer wraparound service support to all City of Detroit employees. This means that our drivers and their households will receive targeted housing, food and physical and mental health assistance and resources where they may need them. I know that household stability impacts everything from on-the job performance to the ability to get to work at all, and so my Administration will holistically support DDOT employees and their household needs, which includes but is not limited to simply increasing hourly wages.

4. Transit Funding on the Wayne County Ballot

Will you support the Wayne Countywide transit tax millage in 2026?

How would you like to see the Wayne County transit tax revenue used to improve transit service in the City of Detroit?

Yes, I will support the countywide tax millage in 2026.

I plan on making sure that my Administration has strong representation advocating for the needs of Detroit as the regional group creates its revenue-sharing models and service improvement projects. I also want to work on leveraging the regional partnership into increased state and federal funding for Detroit. I would like to use this partnership to coordinate routes between SMART and DDOT, adding additional stops and transfers that benefit our residents and reduce duplication between the providers. Secondly, I would explore tracking and traffic control technology to increase bus reliability across the board. Additional priorities are increasing the quality and quantity of bus shelters, implementing additional safety measures on coaches and at bus shelters, and extending hours of operations so that we can simplify our system to better service Detroiters all across the City.

5. Building Regional and State Support for Transit

Will you commit to work collaboratively and aggressively for increased transit funding at the state and regional levels?

How will you build support for additional transit funding measures in Lansing and the metro region?

Yes I will.

I plan to work closely with the County, the state, our legislative representatives and with the federal government to advocate for transit funds for Detroit. I plan to lead a local Transit Task Force, and to participate closely in the regional conversations that are occurring now about a scalable regional transit strategy. We need a strong voice at the table that can take local feedback to our regional partners to find commonalities, and to develop solutions to our common transit issues. I will also advocate that the elimination of the 'opt-out' bill results in more SMART investments and DDOT/SMART joint projects that could help fund some of the improvements that we want to see in the Detroit transit system.

Also, Detroit has attractions and events that people from all over the region should have easy access to, as do our regional partners. I want to create a plan to not only physically enable regional transit, but make regional transit a real commodity by co-marketing the sports, outdoor activities, and arts and culture events that Michiganders would love to share with each other through regional transit opportunities.

6. Bus Shelters and Accessibility

Will you commit to ensuring all of Detroit's sidewalks and bus stop stops are fully accessible to Detroiters of all ages and disabilities?

How will you improve sidewalks, crosswalks, and bus stops?

My transportation plan includes investments in bus shelters, and, necessarily, the sidewalks surrounding these spaces as well. The issue of subpar or non-existent shelters at bus stops is not a new one in Detroit, and some progress has been made to address this. I want to ensure that bus shelters are first and foremost present and in great condition, starting along every major transit line in Detroit.

Then, I will direct DDOT under my administration to explore updating bus shelters - consoles that provide a time of arrival, increased lighting and wifi powered by solar arrays are preferred features, where we can pilot them.

The importance of crosswalks to protect pedestrian safety cannot be understated. I also want to repair and repaint crosswalks starting with the areas that have seen the

highest rates of traffic violence, and ensure that the crosswalk and signage comply with national best practices. My administration will spur these improvements, starting with major transit lines and moving into our neighborhoods.

7. Safe Streets for All

Do you commit to accelerating the build-out of safe pedestrian and bicycle infrastructure, as called for in the City's Streets for People plan?

How else will you improve safety for Detroiters walking, rolling, and biking on our streets?

I do support accelerating this plan. Traffic violence has been recognized as a public health issue in many places around the country. I want to ensure that Detroit takes this issue just as seriously. Following the public health model, our local approach should include strong prevention efforts, as well as data-informed interventions that examine the social and environmental contributors to traffic violence.

We have to balance smooth traffic flow with protecting residents who bike to their destinations, just as every other major city has done as they develop equitable transportation systems. I believe that community input and data have to be primary factors in deciding how to prioritize interventions. My Administration will provide data around the corridors and intersections that represent the most frequent danger to bikers. Many times, these are areas where drivers are at increased danger as well. Within those neighborhoods, community members will be gathered to settle upon intersection improvements, speed limits, bike lanes, and a variety of other interventions to improve safety for bikers, pedestrians, and drivers alike. We will not have a one-size fits all solution, but we will have a community-led and data informed effort to create agreed-upon solutions that meet a variety of safety needs within our neighborhoods and corridors.

8. Transit-Oriented Development and Land Use

Would you support eliminating parking minimums for new or re-development?

What mechanisms would you use to encourage denser development, especially along major transit lines?

My Restoring Neighborhoods pillar specifically creates what we call Community Anchor Zones, which is a service radius around legacy institutions such as churches and longtime businesses in Detroit. Within these zones, we will prioritize retail, commercial and housing development using an accelerated authorization process

created by my Administration. This will support pockets of fast-tracked, dense development within our neighborhoods and along major transit lines. And, importantly, what will unite these new neighborhood pockets is a transit system that allows Detroiters to quickly travel between where they live, and where they work and play.

I support parking minimum reform and gradual elimination based on service benchmarks. If we want walkable, transit-oriented communities, we need to create an environment where resource density eventually takes precedence over parking. We will need a phased-in approach to realistically address this. We should immediately explore what options exist besides traditional surface lot parking, and whether cost-sharing could be a way to reduce individual construction obligations where we replace surface lots. Consolidating lots into parking decks is one way to do this. Another option that I will ensure that DDOT explores is the Park and Ride system, which is highly effective along short-distance commercial, retail and housing corridors in many other municipalities.

Overall, while we improve our transit system, we do need to assume that many visitors will need to park their cars at the business that they visit. For that, there are ways to reduce the number of surface lots that we have in targeted areas. As DDOT services improve, and as we demonstrate effective workarounds to surface lots, I expect to phase out parking minimums in favor of strategies that fully utilize the new and improved capabilities and timeliness of DDOT services.

9. Appointments and Leadership

Will you provide DDOT with the support to provide consistent leadership?

What steps will you take to ensure consistent leadership at DDOT and provide the department with the support it needs?

Yes, I will provide DDOT with this support.

I plan to do three things to ensure consistent leadership and support. One is to talk to DDOT staff to understand the support that they need. We have DDOT staff on all

levels who have been with the Department for ten or more years, so there is a wealth of historical knowledge to be gained there. I want to know what has gone well and what has not gone so well. I also want to know what their understanding of 'success' is, and how their performance is gauged. Also, I want to know what resources and support they need in order to be successful on a daily basis.

Two is to continue the conversation with transit advocates about their expectations of DDOT. I will set short and long term goals, and ensure that we establish a work

group between my Administration and those that utilize the service to ensure that we are communicating the latest progress and that are collecting feedback. Finally, I will ensure that DDOT leadership aligns with the stated needs of DDOT staff, the expectations of riders and stakeholders, and importantly, my Administration's goal of a World Class transit system. I want to be extremely clear that the shared vision is for DDOT to ensure dignity, efficiency and reliability on a local level. This means that as my administration works to explore regional transit, we will first make sure that DDOT leadership understands and aligns with these expectations as well. Within a holistic plan delivered by DDOT leadership or leadership candidates, I want to see that customer service is a priority. Additional supports such as mental health first aid and naloxone training should be requirements for drivers as well. These are just two foundational points of a premier transit system that will in turn be operational priorities. The full support of my Administration, starting with additional funding considerations, will be behind a complete action plan. As for leadership, I will support and work closely with a DDOT leader that will commit to a multi-year term, and has submitted a work plan to my Administration that puts Detroiters first along these exact tenants, and more.

Detroit City Council At-Large

Levan Adams, Janee Ayers, James Harris, Shakira Hawkins, Gary Hunter, Mary Waters, and Coleman Young II did not respond by the deadline provided.

Valerie Parker

candidate for Detroit City Council, At-Large

1. DDOT Investment

Do you support doubling the DDOT budget in order to double DDOT bus service, as called for in the DDOT Reimagined plan, by 2030? How would you develop the funding to achieve it?

Yes I do support an increase but I cannot give you a definite yes for a doubling plan without hearing out all the facts and conversations with the other City Council members and the Mayor. I have been riding the bus for a couple weeks due to my vehicle being stolen which allowed me to speak to DDOT drivers and monitor bus schedules accuracy. Bus riders should not have to suffer long waits on weekdays nor weekends. Students need the bus to be timely and safe as they travel to school. I do believe that DDOT should be invested into due to need of the Detroit working citizens that have no private transportation. I had to pay for a Lyft due to a bus not appearing at schedule timed.

2. Riders with Disabilities

Do you support getting same-day paratransit services on the road ASAP? What steps will you take to ensure that disabled Detroiters can access the places they need to go in and outside the city?

ASAP road service should be based on the individuals' emergency. Already in place, an individual can request a paratransit up to one hour in advance. The application process seems computer friendly. Maybe a thought of expanding services for individual with disabilities who might want to do a movie or shopping.

As a person who was disable caused by being assaulted by 8 men in church understands that safety is very important. I have to hear more on it to be able to establish a plan with the other city council members. DDOT buses should be safe and clean.

3. Competitive Wages

Do you support wage parity between SMART and DDOT drivers? How will you improve wages for DDOT employees to make positions more competitive?

I do support competitive wages. I have ridden both SMART and DDOT buses. The cost of living has increase and DDOT should enjoy wages that will allow them to support their families. I have spoken to driver who has years of seniority and new drivers 2 years and less and they have different views on the matter but all agree that an increase would be good.

4. Transit Funding on the Wayne County Ballot

Will you support the Wayne Countywide transit tax millage in 2026?

Yes I can support the Wayne Countywide transit tax millage in 2026.

How would you like to see the Wayne County transit tax revenue used to improve transit service in the City of Detroit?

Since Transit funding comes from many sources with The Comprehensive Transportation Fund in Michigan, (Michigan Transportation Fund (MTF)) being the main funding source for most roads and bridges in cities and villages There must be discussions held on where and how to allocate the Wayne County transit tax revenue. The city is in transformation. I do support.

5. Building Regional and State Support for Transit

Will you commit to work collaboratively and aggressively for increased transit funding at the state and regional levels?

Yes, I will aggressively collaborate making sure that our State and regional levels obtain their right to transit funds. I will be fighting for the citizen of Detroit.

How will you build support for additional transit funding measures in Lansing and the metro region?

I am not informed on the matter. I know I will work hard for the citizens of Detroit making sure we continue to upward mobility has we continue to rebuild from bankruptcy never to return there again. This is a fresh start.

6. Bus Shelters and Accessibility

Will you commit to ensuring all of Detroit's sidewalks and bus stop stops are fully accessible to Detroiters of all ages and disabilities?

Yes I can support the efforts bus stop accessibility. The bus shelter should be accessible and clean for ALL bus riders who pay taxes in Detroit to experience.

How will you improve sidewalks, crosswalks, and bus stops?

I do not know. Bus stop signs are noticeable and in reasonable distance apart. Some do not have shelters. The question would be a case by case situation following all the zoning requirements.

7. Safe Streets for All

Do you commit to accelerating the build-out of safe pedestrian and bicycle infrastructure, as called for in the City's Streets for People plan?

I do not say NO, but the accelerating of bicycle infrastructure is a difficult question to answer due to the safety of the bicyclist at this time. Road rage is up as well as invisible mental illness which is also a disability. It will depend on the area and side streets. Detroit has a history of being a motor city with many cars on the road. I will have to learn more before I commit. I am in favor of the matter but cannot give a definite yes.

How else will you improve safety for Detroiters walking, rolling, and biking on our streets?

Pathway should be designated for biking, rolling skating and rollerblading in urban cities and public walkways.

8. Transit-Oriented Development and Land Use

Would you support eliminating parking minimums for new or re-development?

Yes. I have heard business owners stories of receiving tickets cause by other vehicles who were not their customer parking in their parking lot and having to go to court to fight the ticket. Not good. I will support eliminating parking minimums for new or re-development.

What mechanisms would you use to encourage denser development, especially along major transit lines?

The plans have already been created. We can put our input in and establish framework for the major transit lines.

9. Appointments and Leadership

Will you provide DDOT with the support to provide consistent leadership?

Yes I will provide support for DDOT to hire long-term experience leaderships for DDOT employees. I have heard different opinions on the matter from DDOT drivers in the past week. I believe the new local administration should be able to locate a Director who will make a difference for the city and the employees can stand with for long term.

What steps will you take to ensure consistent leadership at DDOT and provide the department with the support it needs?

As a City Council At-Large I can hear the stories from the entire city. We can discuss plans and solutions together as Detroiters. I will be a servant to the people and not the paycheck.

Detroit City Council District 1

James Tate, the only listed candidate, did not respond by the deadline provided.

Detroit City Council District 2

Roy McCalister Jr., **Helena Scott**, and **Angela Whitfield Calloway**, the three listed candidates, did not respond by the deadline provided.

Detroit City Council District 3

Cranstana Anderson and **Scott Benson**, the two listed candidates, did not respond by the deadline provided.

Detroit City Council District 4

Latisha Johnson, the only listed candidate, did not respond by the deadline provided.

Detroit City Council District 5

George Adams, Willie Burton, Esther Haugabrook, and Renata Miller did not respond by the deadline provided.

Michael Hartt

Candidate for Detroit City Council, District 5

1. DDOT Investment

Do you support doubling the DDOT budget in order to double DDOT bus service, as called for in the DDOT Reimagined plan, by 2030?

To Support Doubling DDOT Bus Service & route frequency by 2030 without raising taxes, my strategy would focus relocating existing funds, leveraging federal/state grants public private dedicated partnerships, and cost efficiency. "As a candidate District 5 candidate, I support doubling DDOT Bus Service by 2030 to ensure every Detroiter can count on fast, frequent, and reliable transportation - without raising taxes." Key Elements of the plan include:

Conduct a comprehensive audit of city spending to identify low impact programs that can be scaled back in favor of transit.

Propose shifting funds from car-centric infrastructure projects to transit-first investments. Maximize Federal & State Transit Funding.

How would you develop the funding to achieve it?

Aggressively pursue (low or no Emission Grant Program, Urbanized Area Formula Funds). Partner with SEMOG & MDOT to tap state-level transportation and climate funding. As a long term corporate executive I would leverage Public-Private Partnerships as follows:

Build partnerships with local institutions (DMC, Wayne State, GM, FORD, BEDROCK) who benefit from a more reliable workforce.

Explore sponsorships or dedicated contributions from employers in exchange for enhanced service to hub centers.

Increase Efficiency In DDOT Operations by supporting DDOT adopting zero emissions buses which cut fuel and maintenance costs over time. Invest in better scheduling, route design, and technology to increase service without proportional cost increases.

Capture Growth from Ridership & Economic Development - with better bus service, more Detroiters can get to work-this supports increased business activity and job access, boosting economic output.

Redirect any resulting increases in city revenue toward maintaining expanded service.

As A City Council Representative I would Advocate As Follows:

Push for a comprehensive DDOT expansion plan with community input and benchmarks that would include free transportation rides on 5 major street corridors of Gratiot, Jefferson, Woodward, Grand River & Michigan Avenue to Eastern Market all day Saturday & Wednesday so that Detroiters can access the purchase and consume healthy foods of vegetables, fruits, meats and other critical staple food products that Detroiters critically need for there daily health.

The lack of full scale grocery stores in low income neighborhoods is definitely an economic and transportation issue. Over 400,000 Detroit Residents live in areas that have an imbalance of healthy food options.

I would assure annual budget reviews to track progress and efficiency which ensures transparency so Detroiters know exactly how the tax payers money is being spent.

2. Riders with Disabilities

Do you support getting same-day paratransit services on the road ASAP? What steps will you take to ensure that disabled Detroiters can access the places they need to go in and outside the city?

Yes, I support same-day paratransit services, because our seniors & neighbors with disabilities deserve fast, dignified, & reliable transportation-not to be left waiting days just to go to a doctor, the grocery store, or see loved ones. "Detroiters with disabilities deserve full mobility-not just within the city limits, but across the entire region. As your city council member, i will fight to expand accessible, regional transit so that disabled residents can reach jobs, hospitals, family and opportunities in surrounding communities.

What steps will you take to ensure that disabled Detroiters can access the places they need to go in and outside the city? Push for a unified regional transit system with an fully integrated DDOT-SMART parasight system with shared scheduling, booking and fare scheduling structures. Leverage Federal & State Disability Transit funds.

3. Competitive Wages

Do you support wage parity between SMART and DDOT drivers?

I would work with the collective bargaining agreements between management and represented worker drivers to ensure DDOT drivers pay scale matches Smart's base pay over the next contract cycle

How will you improve wages for DDOT employees to make positions more competitive?

My message would be "We can't build a world-class transit system on poverty wages. I will stand

With DDOT drivers to raise wages, improve working conditions, and deliver the service Detroiters deserve."

4. Transit Funding on the Wayne County Ballot

Will you support the Wayne Countywide transit tax millage in 2026?

YES BUT WOULD NEED TO KNOW MORE ABOUT THE COLLECTIVE BARGAINING AGREEMENT(S) LANGUAGE PROPOSED.

How would you like to see the Wayne County transit tax revenue used to improve transit service in the City of Detroit?

YES

5. Building Regional and State Support for Transit

Will you commit to work collaboratively and aggressively for increased transit funding at the state and regional levels?

It would depend on the joint details between management and the union workforce to ratification.

How will you build support for additional transit funding measures in Lansing and the metro region?

As a City Council Member I will be a loud voice, strategic advocate for more transit funding considering that the vast majority of Detroit residents do not have access to

automobile ownership primarily due to sky high unaffordable auto insurance. We would lobby Lansing and across the region since Detroit deserves its fair share-and more-so we can expand service, increase frequency, and make transit reliable for everyone.

6. Bus Shelters and Accessibility

Will you commit to ensuring all of Detroit's sidewalks and bus stop stops are fully accessible to Detroiters of all ages and disabilities? How will you improve sidewalks, crosswalks, and bus stops?

ABSOLUTELY, since full commitment would ensure that all broken curbs, crumbling sidewalks and inaccessible bus stops are fixed and made full accessible for Deroiter's of all ages. "NO ONE SHOULD BE BLOCKED FROM MOVING FREELY AND SAFELY IN THEIR OWN CITY." It is important to leverage Federal & State Accessibility Funds.

7. Safe Streets for All

Do you commit to accelerating the build-out of safe pedestrian and bicycle infrastructure, as called for in the City's Streets for People plan?

As a City Council Representative I would fight to accelerate the buildout of a safe, connected network for pedestrians and cyclists across Detroit as follows: By leveraging State & Federal Funding by aggressively applying for TAP (Transportation Alternatives Program to fund these programs without raising taxes. My message to the people is "Our streets should serve the people-not just cars."

How else will you improve safety for Detroiters walking, rolling, and biking on our streets?

Enforce Safe Driving & Dangerous Driver Accountability, Communicate and Prioritize High- Injury & High Need Areas, Fix Street Lighting In Every Neighborhood

8. Transit-Oriented Development and Land Use

Would you support eliminating parking minimums for new or re-development?

I fully support eliminating parking minimums for new developments and re-developments in Detroit. It's time to stop forcing developers to build unnecessary parking lots and start building homes. Jobs, and walkable neighborhoods instead of empty asphalt.

What mechanisms would you use to encourage denser development, especially along major transit lines?

I support more affordable housing and development which will support transit, walking and biking. "Detroit has enough parking-we need more places for people to live, work, and thrive. I'll fight to end outdated parking mandates and put our land to better use for all Detroiters

9. Appointments and Leadership

Will you provide DDOT with the support to provide consistent leadership?

I will work to ensure that Detroit's transit agencies have strong, stable, and accountable leadership for long term improvements for riders & workers.

What steps will you take to ensure consistent leadership at DDOT and provide the department with the support it needs?

As a long term Human Resources Senior Leader I would require a departmental policy requiring that all employees that resign would be required to conduct a detailed exit employment survey as employment turnover is costly to any employer considering the detailed long term training required. Human Capital is paramount within any organization.

Tatjana Jackson

Candidate for Detroit City Council, District 5

1. DDOT Investment

Do you support doubling the DDOT budget in order to double DDOT bus service, as called for in the DDOT Reimagined plan, by 2030? How would you develop the funding to achieve it?

Yes, I support the doubling of the DDOT Reimagined plan. At first, bus services would have to be improved with clean buses, an improved app, better “wait times,” and more express buses that run from Wayne to Oakland and Macomb Counties between 12:00 and 5:00 a.m. Once the aforementioned works efficiently and ridership has increased, this can justify further funding from public-private partnerships, grants, foundations, and other sources for the doubling of the budget for the DDOT Reimagined plan.

2. Riders with Disabilities

Do you support getting same-day paratransit services on the road ASAP?

Yes, I support same-day paratransit services.

What steps will you take to ensure that disabled Detroiters can access the places they need to go in and outside the city?

First, I want to listen to the paratransit riders in Detroit to get a better understanding of what they face and what they need. I will then research and investigate what has worked for paratransit riders in other cities and what hasn't. I will also look into grants that have assisted them. In addition, I will look to the private sector to see if they want to be involved in the endeavor. I will share this information with DDOT and discuss with them as well as the paratransit riders what is best for Detroit to proceed with implementing legislation and ordinances to further help riders with disabilities.

3. Competitive Wages

Do you support wage parity between SMART and DDOT drivers?

Yes, I do support wage parity between SMART and DDOT.

How will you improve wages for DDOT employees to make positions more competitive?

DDOT can offer bonuses so that drivers continue to appear at work and on time. The city can also advocate for a hotel bed tax. We also need to have a conversation with the metropolitan region about mass transit and advocate for a hotel bed tax throughout Metro Detroit. This will help to improve mass transit across the region and allow more funding to balance the hourly wages between DDOT and SMART drivers. If Detroit and Metro Detroit are moving towards the idea of being a tourist destination, a successful transit system across neighboring cities is needed, and it is also what makes the region more attractive.

4. Transit Funding on the Wayne County Ballot

Will you support the Wayne Countywide transit tax millage in 2026?

Yes, I will.

How would you like to see the Wayne County transit tax revenue used to improve transit service in the City of Detroit?

In the first place, I will continuously advocate for a rail system and be open to private funding as well. In the meantime, DDOT buses should have express buses that operate on the same streets as SMART buses from 12:00 am to 5:00 am. DDOT should also be at the airport. Taking an express bus is cheaper than an Uber or Lyft. When people or tourists spend more money on Ubers and Lyfts, the less money they have to spend in Detroit and Metro Detroit. In the end, the region loses more money due to the money circulating outside of our community; Uber and Lyft are headquartered in California.

Another issue is the bus signage at the airport. The signage is not clearly communicated or advertised. It is important to use the funds to increase the signage at the airport so that people will know where to find the DDOT and SMART Express buses. Last summer a friend of mine wanted to take the SMART Express bus from the Detroit Metropolitan Airport to Downtown Detroit. It took him 45 minutes to locate the SMART Express bus. As he walked around the airport, the final SMART Express bus left and he had to take an Uber that cost him \$50.00. This is another example that hurts our metropolitan region when funding is not allocated for signage at the airport. This is something that I would choose to implement.

In Curitiba Brazil, bus stops are heated and have air conditioning. I would hope that the funding can be used to heat and cool bus stops in Detroit. I would also advocate for EVERY stop to have seating and beautification. Incorporating more tech is also extremely

important. Bus stops should include screens with directions, bus times, a pay section for bus tickets, as well as an advertising component. Having an emergency call option in case of an emergency is imperative. Another important feature would be an educational component. This would help people who are not familiar with bus schedules, the rules of the bus, and other important information. If we are a motorcity gearing towards more transit, we would need drivers to be educated on how to use the transit system which will help make the transition from driving a car to using the bus. I would also suggest utilizing the Canadian and U.S. ports for mobile travel with DDOT buses which can contribute to tourism and more dollars coming into the city.

5. Building Regional and State Support for Transit

Will you commit to work collaboratively and aggressively for increased transit funding at the state and regional levels?

Yes, I will.

How will you build support for additional transit funding measures in Lansing and the metro region?

After raising a sufficient amount of funds, I would lobby in Lansing and show them why we need more money to fund our transit initiatives. I would also reach out to a money manager who has an audited track record and who can get a return from the county and city funds by placing a portion of the funds in the financial markets. This same strategy is how pension dollars are used by money managers to increase a return on those funds.

6. Bus Shelters and Accessibility

Will you commit to ensuring all of Detroit's sidewalks and bus stop stops are fully accessible to Detroiters of all ages and disabilities?

Yes, I will.

How will you improve sidewalks, crosswalks, and bus stops?

I would create a strong focus on getting sidewalks and crosswalks repaired and making them accessible for Detroiters and the disabled. While this is being done, I would make sure that the necessary improvements would also be able to work with a future rail system. It would be unfortunate for this wonderful cement work to be done, then obtain

funding for a rail system soon after. Newly paved cement work may have to be destroyed and redone. That would be inefficient and a waste of tax dollars.

7. Safe Streets for All

Do you commit to accelerating the build-out of safe pedestrian and bicycle infrastructure, as called for in the City's Streets for People plan?

Yes, I will.

How else will you improve safety for Detroiters walking, rolling, and biking on our streets?

I would ensure that there are sidewalk and bike lane signs. We live in a time when motorized transportation, such as scooters or mopeds, is driven on the sidewalk at high speeds. This is dangerous to pedestrians walking on the sidewalk and to the disabled. There are many cases where people have been hit, paralyzed, and or killed due to this kind of transportation. There are no rules, signs, or consequences.

If we can get ticketed for jaywalking, how does it look when mopeds and scooters are freely speeding down a sidewalk and not getting ticketed? It could also be as simple as implementing traffic lights or having everyone follow the traffic lights along with cars. Bicyclists often ride down a bike lane when a car has the right-of-way to make a right turn on a red or green light; however, a cyclist has no indication that they should stop when that occurs. This is a dangerous risk that has yet to be addressed. More sidewalk and bike lane traffic rules will increase the safety for everyone traveling on the sidewalk in any form.

8. Transit-Oriented Development and Land Use

Would you support eliminating parking minimums for new or re-development?

Yes, however, it depends on what the development is and how the money is being used. Will these developments use public money? Will they benefit or hurt a community? Those are the answers I would need to know before I make an agreement to support developments.

What mechanisms would you use to encourage denser development, especially along major transit lines?

I would encourage redevelopment or development to be geared toward anchor institutions, and for those anchor institutions to have satellite offices. These satellite offices are located a short distance away from anchor institution. The main campus of Wayne State University and the Ilitch School of Business represent a great example. The main Wayne State campus is two miles from the Ilitch School of Business. When anchor institutions welcome satellite offices, it stimulates the need and desire for transit in an area. A hospital is another great example of an anchor institution that can have satellite offices, such as pharmacies or specialists, nearby. If patients leave the hospital, they can take the transit to their next doctor-recommended destination. All of these anchor and satellite offices encourage denser development and can also be geared towards the benefit and need of the community.

9. Appointments and Leadership

Will you provide DDOT with the support to provide consistent leadership?

Yes, I will.

What steps will you take to ensure consistent leadership at DDOT and provide the department with the support it needs?

I would reach out to someone who has experience transforming transit in a city that has gone from minimal transit to a successful transit system, such as the transit leaders in L.A. People in L.A. had to be convinced to have the transit system they have now, and specific prospects were able to persuade them successfully. Now, L.A. has one of the best transit systems in the world. I would approach the transit leaders in L.A. or someone who has worked with them on the project with the DDOT director position. I would also propose that they chair a metro transit committee to include our neighboring counties that want to be involved in the transit reformation. Studies and framework plans can take place. I would include organizations such as the Groundwork Center for Resilient Communities, who is now working on a train route from Detroit to Traverse City, Michigan. That train initiative will stimulate tourism. People can go up north to ski, and in the summer, go up north for Michigan waterfalls, golf courses, and people from up North can experience Detroit. This will enhance the economy overall, including business, and the circulation of money throughout the state.

Michael Ri'chard

Candidate for Detroit City Council, District 5

1. DDOT Investment

Do you support doubling the DDOT budget in order to double DDOT bus service, as called for in the DDOT Reimagined plan, by 2030? How would you develop the funding to achieve it?

Yes. As a 2-time former employee of DDOT I understand the importance transportation or the lack of transportation in Detroit. The buses must be updated and we are in need of more drivers and mechanics. I would not go up on the fare but apply to the federal government for more funding. I would also look at our rainy-day fund and get more money from that. I would also attempt to raise a special transportation tax for vehicle upgrades and maintenance. I would look at the casino money and tax and liquor. I would not raise the fare. I would look elsewhere for funding.

2. Riders with Disabilities

Do you support getting same-day paratransit services on the road ASAP?

Yes, I would look at it to try to get the destination places to pay a special subsidy. Hospitals could pay a small stipend into the system as that is 80% of where the riders go. That would help to pay for the riders that go to the malls and movies, etc.

What steps will you take to ensure that disabled Detroiters can access the places they need to go in and outside the city?

Make sure that every pickup and drop off point is ADA compliant.

3. Competitive Wages

Do you support wage parity between SMART and DDOT drivers?

Yes.

How will you improve wages for DDOT employees to make positions more competitive?

Detroit is the 26th largest city in the US. I would look at cities 20 through 30 and look at how big they are and their ridership and then pay the average of their scale. It should be anywhere from 25 to 20 dollars.

4. Transit Funding on the Wayne County Ballot

Will you support the Wayne Countywide transit tax millage in 2026?

Yes.

How would you like to see the Wayne County transit tax revenue used to improve transit service in the City of Detroit?

We need more busses and the ones that we still have need to be updated and more drivers are needed along with mechanics.

5. Building Regional and State Support for Transit

Will you commit to work collaboratively and aggressively for increased transit funding at the state and regional levels?

YES. I was an intern at DOT, then an investigator, then in DOT HR.

How will you build support for additional transit funding measures in Lansing and the metro region?

Let them know that we have a vast workforce that can improve our tax base, but people are in need of transportation too and from work.

6. Bus Shelters and Accessibility

Will you commit to ensuring all of Detroit's sidewalks and bus stop stops are fully accessible to Detroiters of all ages and disabilities?

Yes. Better sidewalks cut down on trip and falls, wheelchairs having to go in the street and on and off is great for the drivers and the riders. Shops should want to also want to invest in the sidewalks Infront of their places and it will increase sales.

How will you improve sidewalks, crosswalks, and bus stops?

I would create a strong focus on getting sidewalks and crosswalks repaired and making them accessible for Detroiters and the disabled. While this is being done, I would make sure that the necessary improvements would also be able to work with a future rail system. It would be unfortunate for this wonderful cement work to be done, then obtain funding for a rail system soon after. Newly paved cement work may have to be destroyed and redone. That would be inefficient and a waste of tax dollars.

7. Safe Streets for All

Do you commit to accelerating the build-out of safe pedestrian and bicycle infrastructure, as called for in the City's Streets for People plan?

Yes. I would follow the New York plan to protect cyclists, safeguard pedestrians, enhance intersections, and make it easier for people with low vision to use our streets.

How else will you improve safety for Detroiters walking, rolling, and biking on our streets?

Streets should be well lit, garbage should be off the street, and all sidewalks should be repaired.

8. Transit-Oriented Development and Land Use

Would you support eliminating parking minimums for new or re-development?

No. Zoning laws need to be reviewed but we need parking minimums. People should not have to park blocks from their home or destination.

What mechanisms would you use to encourage denser development, especially along major transit lines?

We need low density development as higher-density developments lower property values in surrounding areas. Higher-density development creates more regional traffic congestion and parking problems they also lead to higher crime rates.

9. Appointments and Leadership

Will you provide DDOT with the support to provide consistent leadership?

Yes. Support, salary and a free hand to lead.

What steps will you take to ensure consistent leadership at DDOT and provide the department with the support it needs?

Hire a person with experience, vision and a free hand to get what's needed done. Do not make it a political hire.

Detroit City Council District 6

Tyrone Carter did not respond by the deadline provided.

Gabriela Santiago-Romero

Candidate for Detroit City Council, District 6

1. DDOT Investment

Do you support doubling the DDOT budget in order to double DDOT bus service, as called for in the DDOT Reimagined plan, by 2030?

Yes.

How would you develop the funding to achieve it?

I support the creation of a downtown entertainment tax, which would help to generate substantial revenue from concert venues and professional sports teams. Additionally, this needs to be a priority of the DDOT, the Mayor and City Council. I motioned to invest the funded gap that would double DDOT and was turned down by both DDOT and Council. We can prioritize this in our general fund.

2. Riders with Disabilities

Do you support getting same-day paratransit services on the road ASAP?

Yes.

What steps will you take to ensure that disabled Detroiters can access the places they need to go in and outside the city?

In 2024, I was proud to submit a resolution supporting the purchase of low-emissions, wheelchair-accessible vehicles for paratransit services. I will continue to work with my colleagues and the mayoral administration to ensure that riders with disabilities receive the services they need. As the chair of Public Health and Safety, our committee receives quarterly updates on our Paratransit services and I continuously advocate for better service. Paratransit is moving towards same-day services due to community and council advocacy.

3. Competitive Wages

Do you support wage parity between SMART and DDOT drivers?

Yes.

How will you improve wages for DDOT employees to make positions more competitive?

I'm proud to have consistently supported budget increases for DDOT, including dedicated funding for competitive wages. Moving forward, I will continue to advocate for budgets that prioritize fair compensation and work toward achieving wage parity between DDOT and SMART drivers. I have previously submitted inquiries to Human Resources to ensure that they are working with DDOT on addressing this issue. Drivers and their union will also need to make difficult decisions. SMART was able to raise its hourly rate, but unions decided to lose out on their pensions to do so.

4. Transit Funding on the Wayne County Ballot

Will you support the Wayne Countywide transit tax millage in 2026?

Yes.

How would you like to see the Wayne County transit tax revenue used to improve transit service in the City of Detroit?

I believe we should be leveraging the transit tax revenue to address the most urgent of DDOT's needs, including insufficient bus drivers, a shortage of bus shelters, and improved bus stop accessibility. I am proud that our recently passed budget makes progress towards all of these goals, but we must leverage this millage to ensure that our transit system is meeting the needs of Detroiters. Our transit advocates have also called for a low-income fare discount or free ridership program and free rides for school-age children, which is something we could pursue if we're able to stabilize our core infrastructure and operations using millage dollars.

5. Building Regional and State Support for Transit

Will you commit to work collaboratively and aggressively for increased transit funding at the state and regional levels?

Yes.

How will you build support for additional transit funding measures in Lansing and the metro region?

I support Governor Gretchen Whitmer's MI Road Ahead Plan, which proposes a \$3 billion investment in transportation, with 10% dedicated to public transit. While I recognize that the House passed a road funding bill with inadequate transit funding, I am committed to advocating for a stronger investment. I commit to meeting with our local delegation of state senators to ensure that the Senate version of the bill includes increased, sustainable funding for transit.

6. Bus Shelters and Accessibility

Will you commit to ensuring all of Detroit's sidewalks and bus stop stops are fully accessible to Detroiters of all ages and disabilities?

Yes.

How will you improve sidewalks, crosswalks, and bus stops?

This budget season, I was proud to support increased funding for sidewalk repairs and bus shelters. Going forward, I will continue to listen to residents about the specific infrastructure challenges in their neighborhoods and push to leverage local, state, and federal funding for infrastructure projects. I'll also continue championing budgets that fund more shelters and accessibility upgrades at DDOT stops. This year I invested an additional \$2 million in bus shelters. It's unacceptable that so many of our bus stops lack shelters, considering the long waits our riders face in harsh winter conditions. My office will also continue to explore options to utilize renewable energy to heat our bus shelters during the winter.

7. Safe Streets for All

Do you commit to accelerating the build-out of safe pedestrian and bicycle infrastructure, as called for in the City's Streets for People plan?

Yes.

How else will you improve safety for Detroiters walking, rolling, and biking on our streets?

I support the implementation of traffic calming measures like speed humps and curb extensions on streets where we want to increase foot, wheelchair, and bike access. These measures have been proven to reduce motor vehicle speed and volume by an average of 20%. Additionally, I am supportive of a slow streets program, which restricts portions of mainly residential streets to local and emergency traffic and lower speed limits. In 2024, I secured \$1.45M for a Slow Streets Improvements project in 48217. So far, more than 645 flags of sidewalk have been replaced in Phase 1. In Phase 2, we're set to repair more sidewalks and install an ADA Detectable Warning Surface. I'm dedicated to continuing to fund and improve safety for residents who walk, roll, and bike in Detroit, and by doing so, encouraging residents to find viable transportation alternatives to cars.

8. Transit-Oriented Development and Land Use

Would you support eliminating parking minimums for new or re-development?

Yes.

What mechanisms would you use to encourage denser development, especially along major transit lines?

I would support a combination of zoning reform to allow greater residential and mixed-use density on surface parking lots, tax incentives/abatements for projects that include truly affordable housing near transit lines, and ensuring our land bank is strategically acquiring property near transit lines to avoid speculative buying that delays meaningful development.

9. Appointments and Leadership

Will you provide DDOT with the support to provide consistent leadership?

Yes.

What steps will you take to ensure consistent leadership at DDOT and provide the department with the support it needs?

I look forward to continuing to work with our new DDOT Director, who has served our community for years at the Detroit People Mover. I will continue to prioritize strong, consistent communication between City Council, the Mayor's Office, and the Department to ensure that we are adequately meeting their needs. As the chair of PHS who oversees DDOTs contracts, I work closely with our Director to receive timely reports that share the status of our transit services and the needs council can support to better service.

Detroit City Council District 7

Bobbi Johnson, Karen Whitsett, and Regina Willis-Ross did not respond by the deadline provided.

Denzel Hines-McCampbell

Candidate for Detroit City Council, District 7

1. DDOT Investment

Do you support doubling the DDOT budget in order to double DDOT bus service, as called for in the DDOT Reimagined plan, by 2030?

Yes

How would you develop the funding to achieve it?

We must look at all avenues to fund public transportation. The freedom of movement is essential to getting folks to better opportunities and having access to all of the City of Detroit and ultimately, the metro region. I would make sure our budget is prioritizing the services our residents need, first and foremost. From there, I would work with the administration to ensure we are engaging stakeholders and philanthropy in the community to help fund public transit as well. From there, I would be an advocate with our elected officials on the state and federal level to pull down as many funds as possible.

2. Riders with Disabilities

Do you support getting same-day paratransit services on the road ASAP?

Yes

What steps will you take to ensure that disabled Detroiters can access the places they need to go in and outside the city?

I believe in centering the most vulnerable and marginalized when it comes to policymaking. Riders with disabilities are severely impacted when access to timely a paratransit is not available. I hope that the same day paratransit service will be in full swing before the next city council takes office, but I would work to ensure that that is up

and running ASAP. I would also work with DDOT to explore ways to expand paratransit further out to other areas. I think above all, riders with disabilities and all transit riders deserve a regional system with seamless services – I am advocate for that.

3. Competitive Wages

Do you support wage parity between SMART and DDOT drivers?

Yes

How will you improve wages for DDOT employees to make positions more competitive?

Although city council does not have a direct say in collective bargaining, I would work to make sure we are allocating the necessary funding to DDOT to pay our workers the wages they deserve.

4. Transit Funding on the Wayne County Ballot

Will you support the Wayne Countywide transit tax millage in 2026?

Yes

How would you like to see the Wayne County transit tax revenue used to improve transit service in the City of Detroit?

First, I would like the revenue to increase routes and frequency for Detroiters and all Wayne County residents, including routes inside the city and routes connecting to our communities in the county. I would also like the revenue to be used to truly connect Detroit to Washtenaw County through public transit.

5. Building Regional and State Support for Transit

Will you commit to work collaboratively and aggressively for increased transit funding at the state and regional levels?

Yes

How will you build support for additional transit funding measures in Lansing and the metro region?

Organizing. Organizing other elected officials on the local and state level. Partnering with transit advocates to educate residents in Detroit and across the region on the importance of a regional system. Brining examples from other major regions to show what can be possible and using my platform to lift up the need.

6. Bus Shelters and Accessibility

Will you commit to ensuring all of Detroit's sidewalks and bus stop stops are fully accessible to Detroiters of all ages and disabilities?

Yes

How will you improve sidewalks, crosswalks, and bus stops?

I would work with my fellow councilmembers and the Administration to develop a plan to repair sidewalks, crosswalks, and bus stops starting with those with the most critical need. I understand that Detroit has a lot of infrastructure and upgrading infrastructure is expensive, but we must start somewhere before the situation gets even more dire.

7. Safe Streets for All

Do you commit to accelerating the build-out of safe pedestrian and bicycle infrastructure, as called for in the City's Streets for People plan?

Yes

How else will you improve safety for Detroiters walking, rolling, and biking on our streets?

Many residents in District 7 are concerned about safety in our neighborhoods, especially when it comes to speeding and reckless driving. I am committed to working towards safe streets and infrastructure for pedestrian bicycle travel. I believe we must also involve residents in the design and education on how to effective use such infrastructure as well.

8. Transit-Oriented Development and Land Use

Would you support eliminating parking minimums for new or re-development?

I need to learn more about the city's parking minimum laws, but I am in favor of higher density development and increasing mobility and the ability for folks to access housing, businesses, and schools regardless of access to a car.

What mechanisms would you use to encourage denser development, especially along major transit lines?

I believe we have to use the city's leverage to encourage denser development and development that addresses the needs of our residents in the neighborhood. This must be development that is accessible by walking and are along major transit lines. Upon taking office, I would convene intentional conversations with residents, small businesses, community stakeholders, and city governmental entities to explore and define what is needed in District 7 and encourage and push for that development to occur along and close to major transit lines to ensure they are accessible.

9. Appointments and Leadership

Will you provide DDOT with the support to provide consistent leadership?

Yes

What steps will you take to ensure consistent leadership at DDOT and provide the department with the support it needs?

While the mayor has control over who they want to lead departments such as DDOT, I would be a true partner in both ensuring that our budget matches the collective priorities for public transit.