

JANUARY 30,
2024



JOE
LOUIS
GREENWAY

NEIGHBORHOOD PLANNING STUDY

MOBILITY & ACCESS

WELCOME!

TODAY'S AGENDA:

- About the JLG Neighborhood Planning Study 5 min
- What we **HEARD**: Community Input 5 min
- What we **FOUND**: Data Analysis 10 min
- Draft strategies and **IDEAS** 10 min
- Questions 10 min
- Breakout Discussions 15 min
- Next Steps 5 min



JOE
LOUIS
GREENWAY



The Joe Louis Greenway is a recreational pathway that will unify Detroit's neighborhoods, people and parks. Through this greenway, we strive to honor Joe Louis by providing equitable spaces through arts, programming, and economic opportunities for all

INTRODUCTIONS



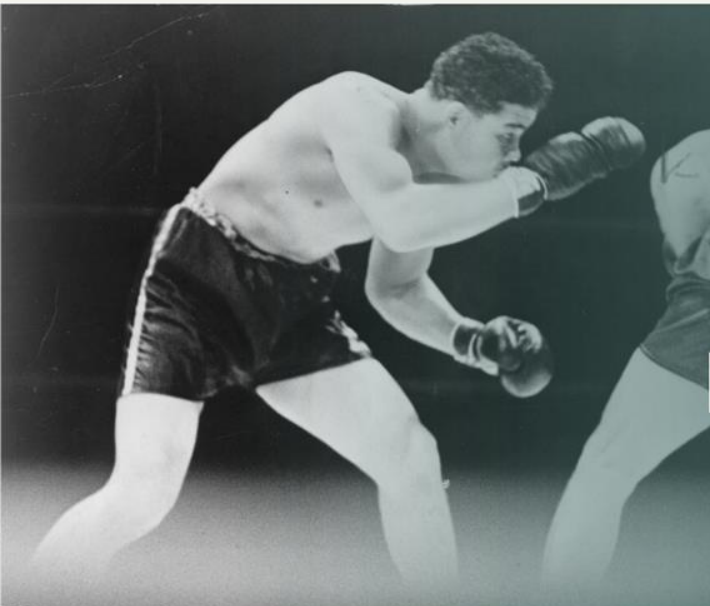
*PLANNING & DEVELOPMENT DEPARTMENT
JOE LOUIS GREENWAY, GENERAL SERVICES
DEPARTMENT OF NEIGHBORHOODS
OFFICE OF MOBILITY & INNOVATION
DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF PUBLIC WORKS*



JOE
LOUIS
GREENWAY
PARTNERSHIP



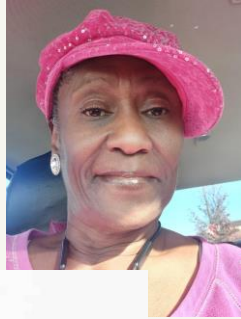
Leona Medley, Executive Director
WWW.JLGPartnership.org
info@jlgpartnership.org
313-482-1333



The **Joe Louis Greenway Partnership** is a
501c3 non-profit committed to
ensuring the JLG is a space that celebrates
the strength and determination of its
surrounding communities through **accessible,**
family-friendly programming, beautification,
and ongoing **community engagement.**

We focus on health and wellness, education, the environment, and thriving neighborhoods.

CLT

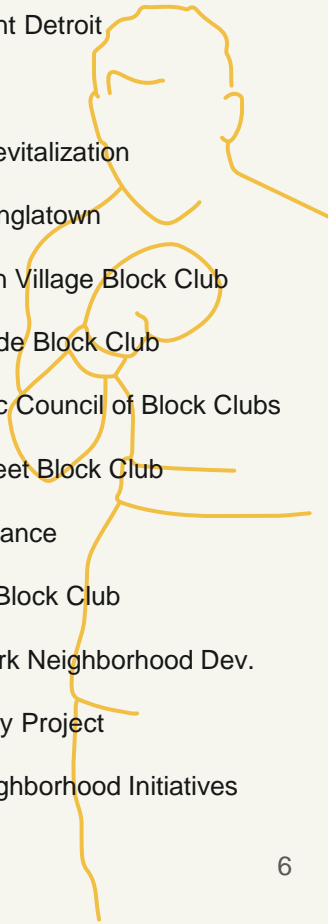


Members



Community Leadership Team (CLT)

- **Charlotte Blackwell**, Brilliant Detroit
- **Audra Carson**, Izzie LLC
- **Jeff Jones**, Hope Village Revitalization
- **Ali Lapetina**, Women of Banglatown
- **Miriam Smith**, East Davison Village Block Club
- **Crystal Simmons**, Sunnyside Block Club
- **Sheri Burton**, Midwest Civic Council of Block Clubs
- **Sabrina Luvane**, Esper Street Block Club
- **Deanna Stewart**, Equity Alliance
- **Sharlene Burris**, Kenyatta Block Club
- **Katrina Watkins**, Bailey Park Neighborhood Dev.
- **Erik Paul Howard**, The Alley Project
- **Lisa Rodriguez**, Urban Neighborhood Initiatives



JLG Framework Plan, 2021

GOAL 1

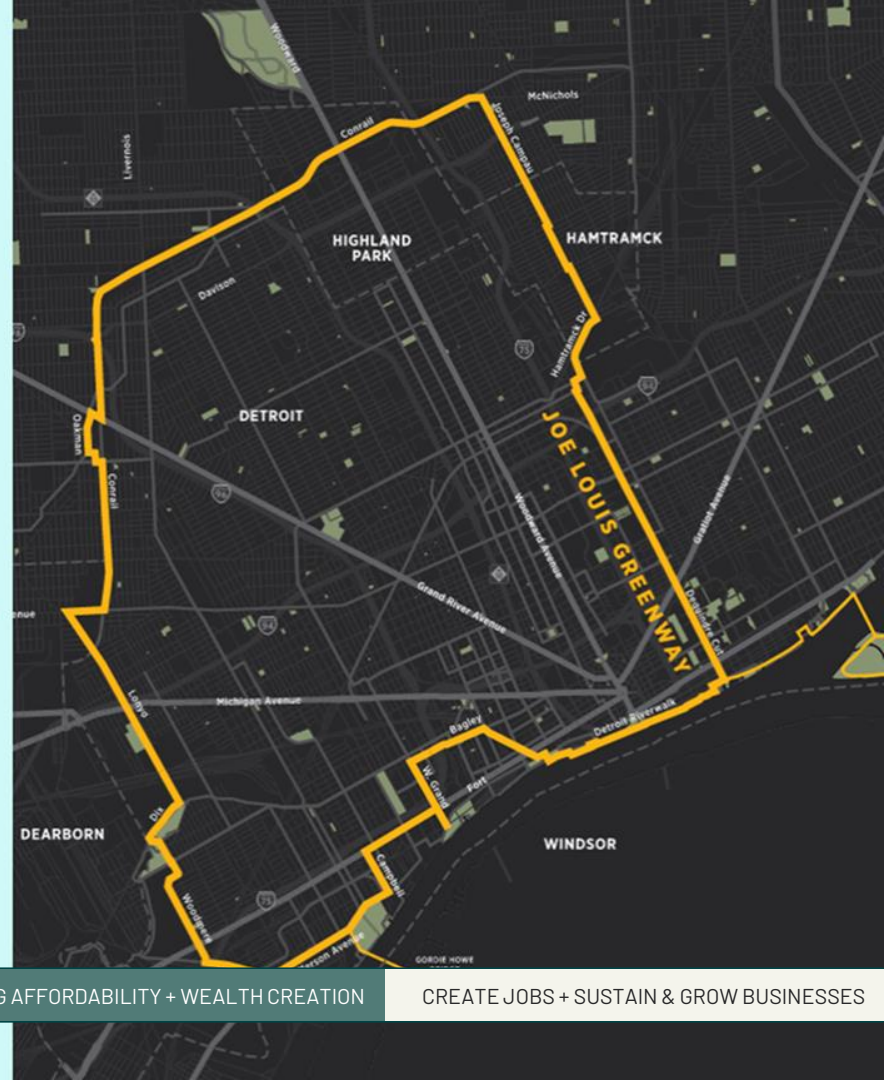
THE GREENWAY WILL ENHANCE RESIDENTS' QUALITY OF LIFE AND PROMOTE COMMUNITY DEVELOPMENT

GOAL 2

THE GREENWAY WILL PROMOTE EQUITY

GOAL 3

THE GREENWAY WILL BE A UNIFYING, CONNECTIVE, MULTI-MODAL TRANSPORTATION NETWORK



IMPACTS FROM OTHER GREENWAYS



South Platte River Greenway
Denver, CO

- Homes within a ½ mile of the South Platte River were valued 17% below the rest of the city in 1970 prior to Greenway, and 36% greater than the rest of the city as of 2017
- This transformation accounted for \$18B in home value appreciation, \$64M in additional tax revenue, and \$100M in additional school funding in Denver as of 2017

Source: [Doedderlein and Binnings, 2017](#)



Midtown Greenway
Minneapolis, MN

- From 2000–2019, property located within 500 feet of the Greenway increased in value by \$1.8B, and property located within 1 mile increased in value by \$7.9B
- During this time, more than \$360M was spent on residential building permitting fees within 500 feet of the Greenway, generating at least 2.5K new housing units

Source: [Midtown Greenway Coalition, 2021](#)



Indianapolis Cultural Trail
Indianapolis, IN

- Visitor spending is estimated to range from \$963K to \$3.2M for each segment of the Trail annually
- 50% of business owners located on the Trail have seen an increase in customers and 48% have seen an increase in revenue since the trail opened, leading to the creation of 40–50 new full-time jobs and 60 new part-time jobs

Source: [Majors and Burow, 2015](#)

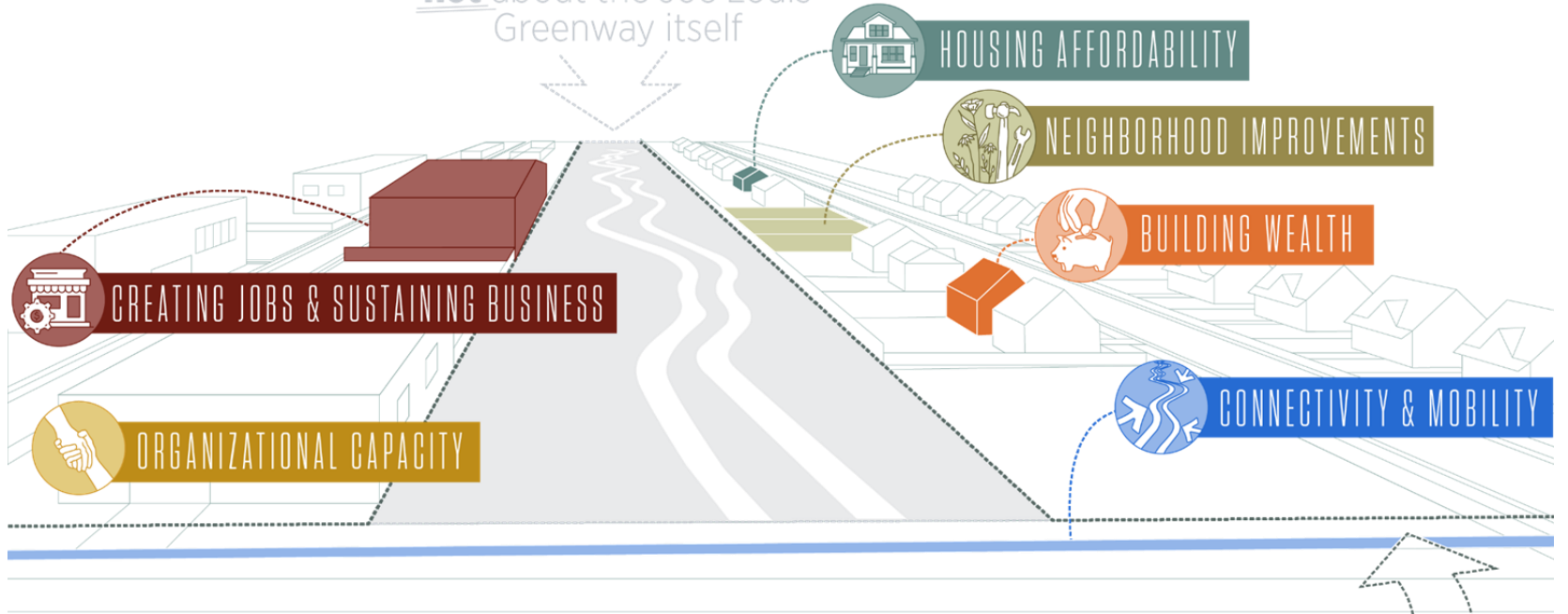


The 606
Chicago, IL

- From 2011–2015, per capita crime rates in neighborhoods along The 606 – especially low-income areas – fell significantly more than in similar Chicago neighborhoods farther from the trail
- Property crime rates fell fastest in the areas immediately adjacent to the 606, and gradually rose as proximity to the trail decreased

Source: [Harris, Larson, and Ogletree, 2015](#)

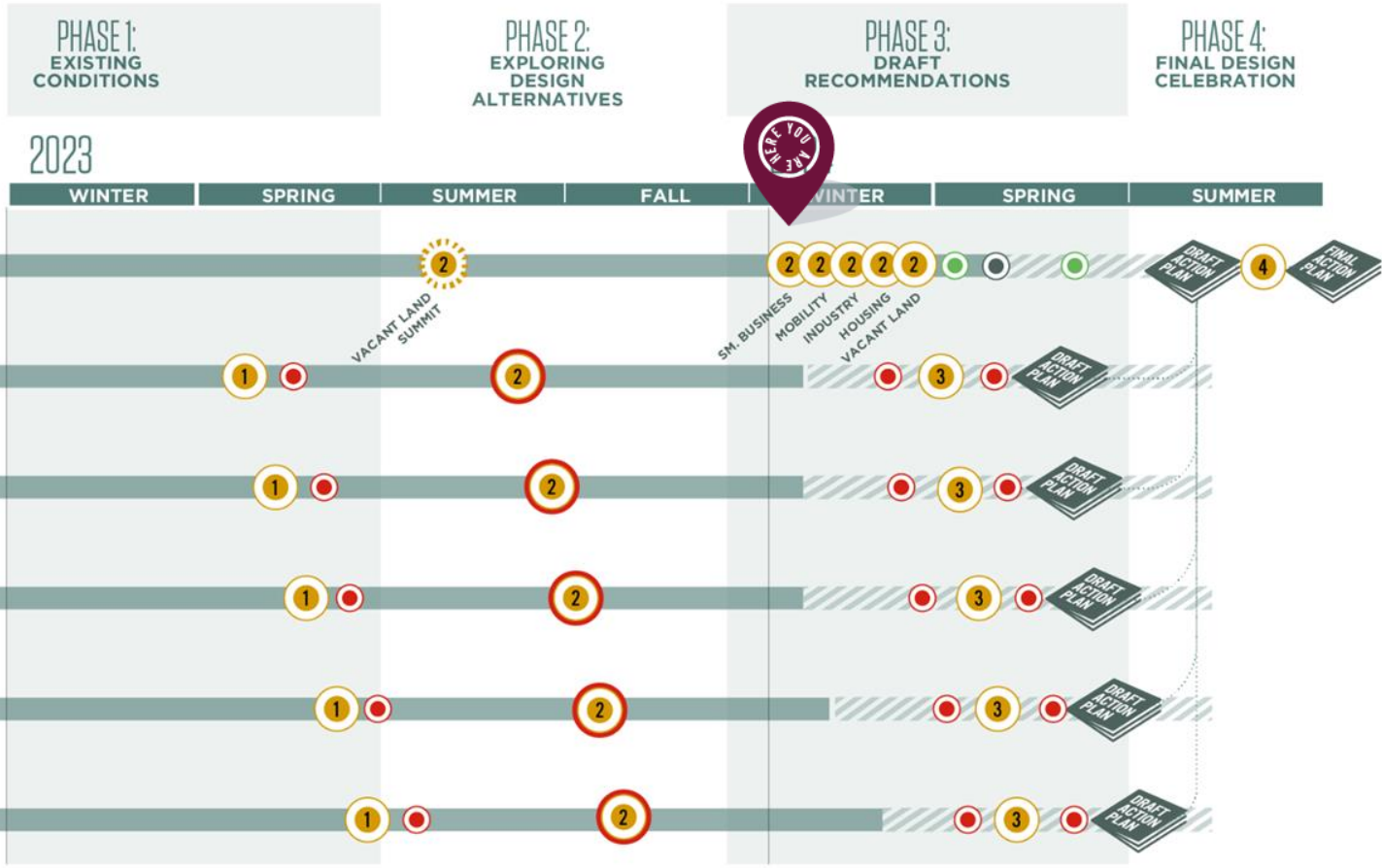
This **JLG Planning Study** is not about the Joe Louis Greenway itself



This **JLG Planning Study** ***is*** about making sure the investment in the greenway **benefits the neighboring communities**

JLG PLANNING STUDY

OVERALL TIMELINE



- PUBLIC COMMUNITY MEETINGS
- CLT SMALL GROUP CONVERSATIONS
- WALK + TALKS
- ORGANIZATIONAL STAKEHOLDER FORUMS
- CDO FOCUS GROUP



**IN ORDER TO APPLY THESE STRATEGIES,
WE NEEDED TO UNDERSTAND THE MOBILITY CHALLENGES AND
ASSETS THAT WERE PRESENT IN EACH OF THE PLANNING AREAS**

Move and Talk training

MOVE AND TALKS

Residents were able to provide insight into their neighborhood's history, current conditions, and future vision.





TODAY!

We want to know your thoughts about the DRAFT strategies for the Greenway

01:

Are these draft strategies heading in the right direction?

02:

Is there an idea that excites you?

03:

Are there potential strategies missing that you would like to see?

KEY QUESTIONS:

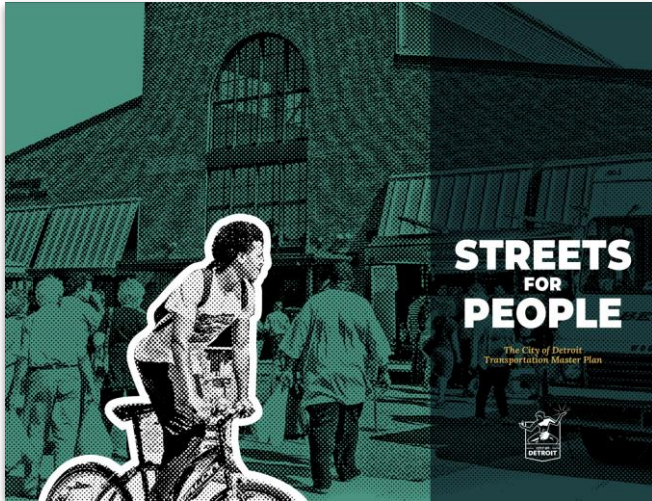
- How will the greenway contribute to both **local & regional** mobility and recreation access?
- What **barriers & motivations** exist for residents considering using the greenway?
- How can the greenway **improve daily commutes** and which **modes of transportation** are most critical?
- What **neighborhood destinations** are most important and which routes should be prioritized in **making connections**?
- What **wayfinding and signage** is needed to help residents and visitors navigate to/from the greenway?
- What **infrastructure improvements** are needed to reach our mobility and access goals?



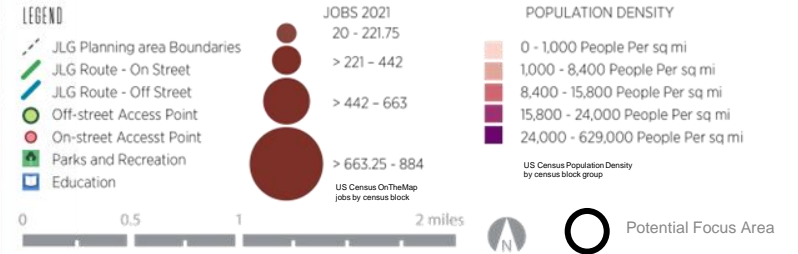
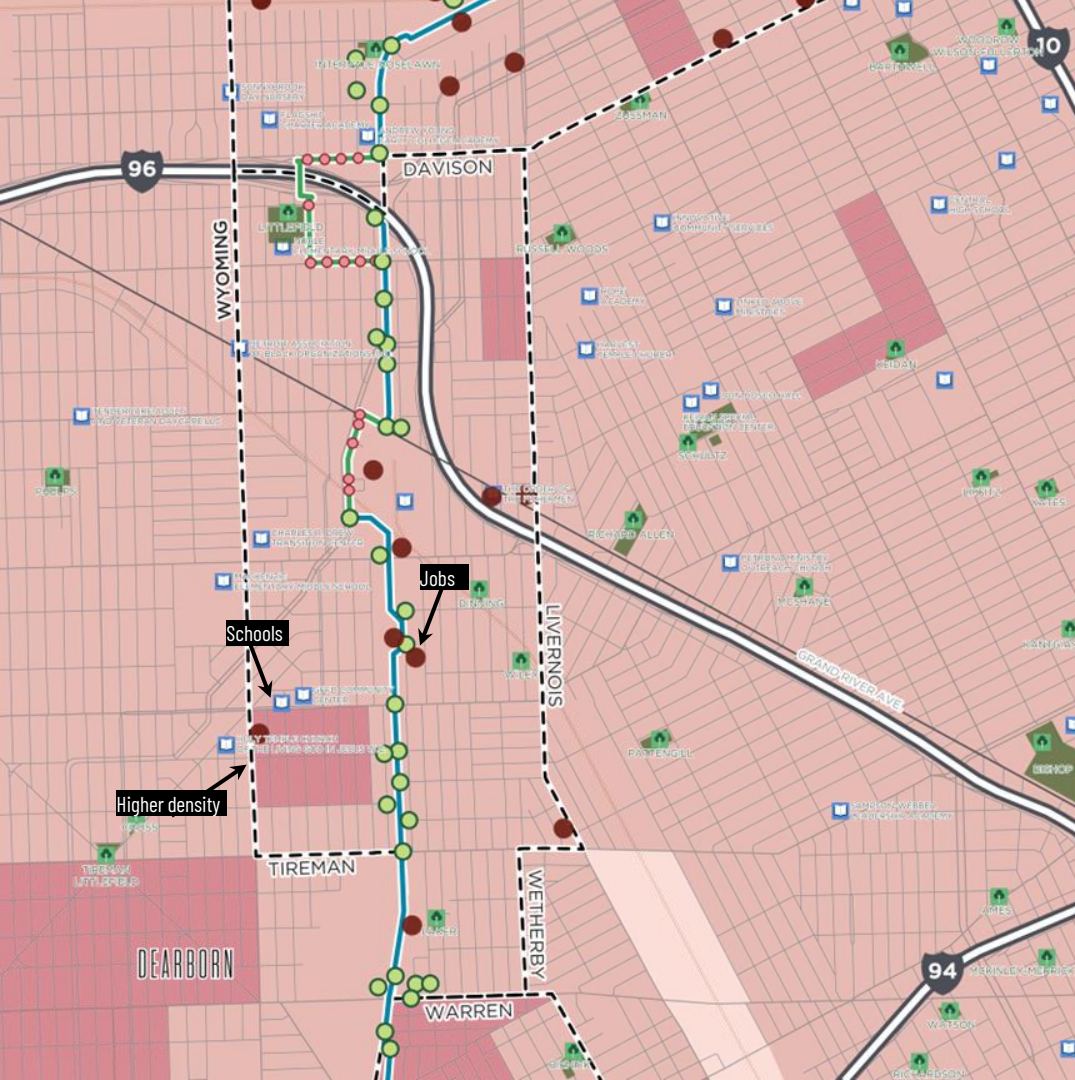
A public park area with people walking, sitting on benches, and riding a blue pedicab. A yellow text box is overlaid on the image.

POLL:
How do you move around your neighborhood? The City?

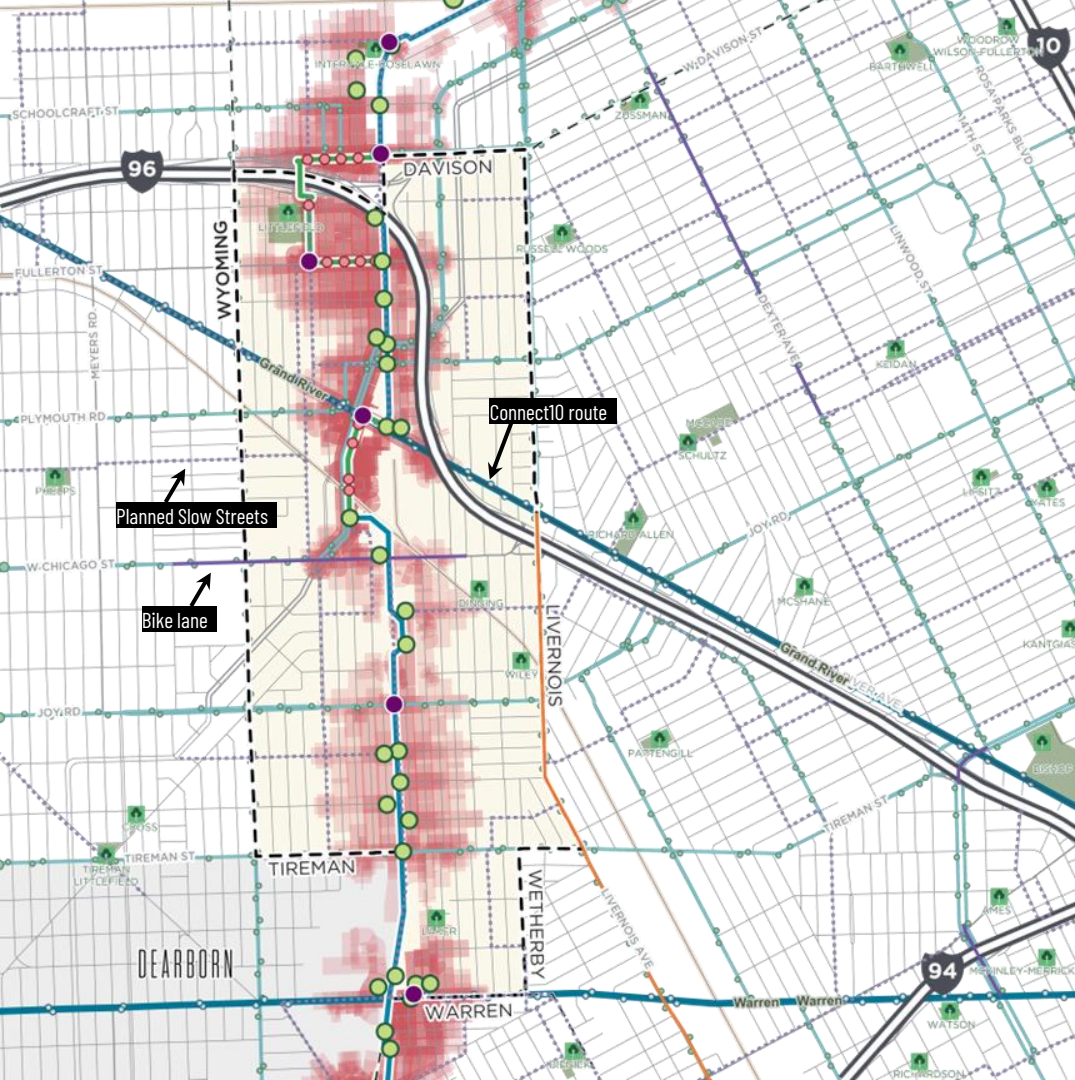
DETROIT MOBILITY INITIATIVES



WESTSIDE: DESTINATIONS



WESTSIDE: CONNECTIONS

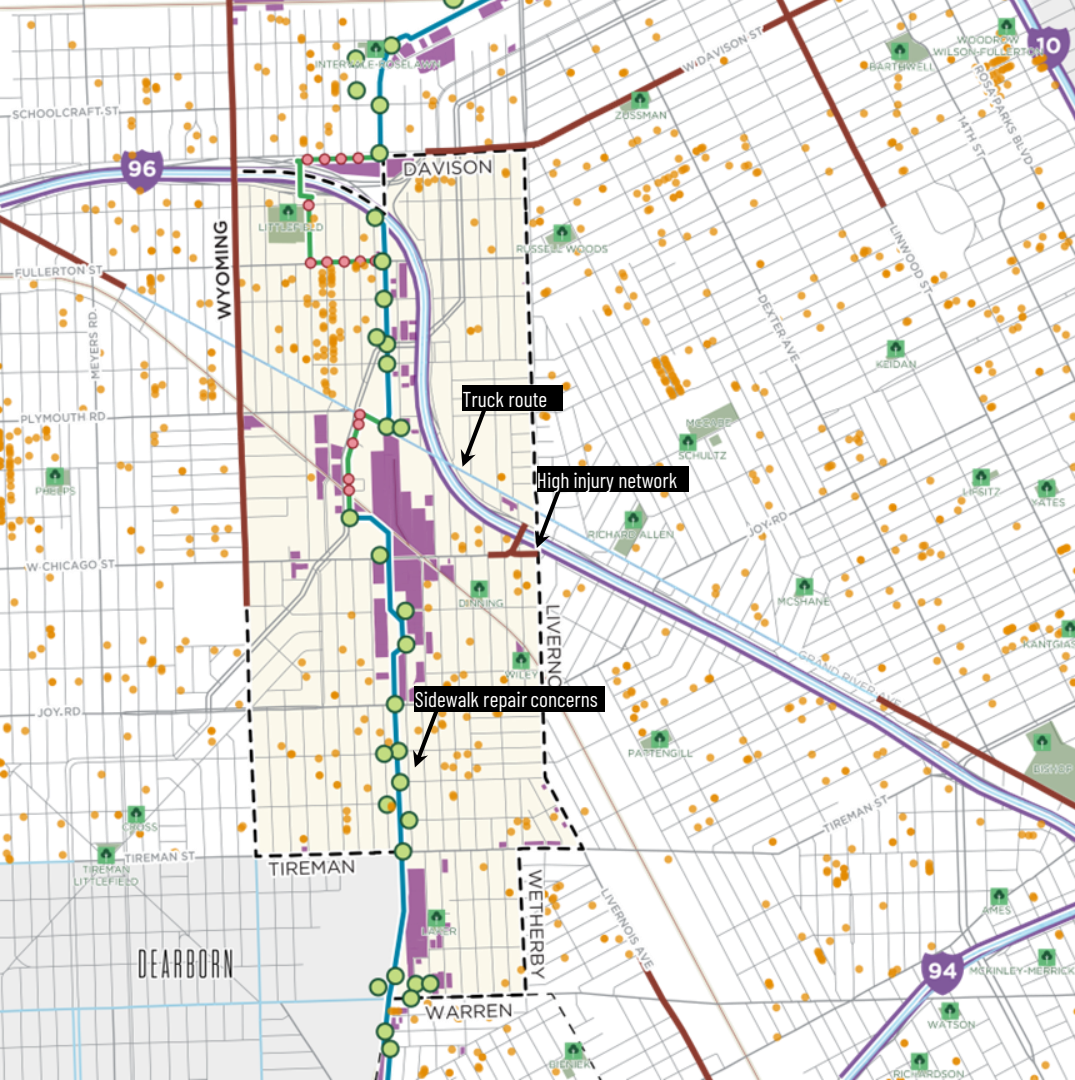


LEGEND

JLG Planning area Boundaries	1/4 Mile Walk Distance	Connect 10 Routes
JLG Route - On Street	Off Street Trail	Other Bus Routes
JLG Route - Off Street	Protected Bike Lane	DDOT Station
Off-street Access Point	Painted Bike Lane	Other Bus Station
On-street Access Point	Planned Slow Street	Planned JLG MoGo Stations
Parks and Recreation		

0 0.5 1 2 miles

WESTSIDE: CHALLENGES



Alpine Street, Detroit

- LEGEND**
- JLG Planning area Boundaries
 - High Injury Network
 - Highways
 - Truck Routes
 - JLG Route - On Street
 - JLG Route - Off Street
 - Off-street Access Point
 - On-street Access Point
 - Sidewalk issues reported
 - Parks and Recreation

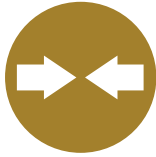


BASED ON COMMUNITY FEEDBACK, WE DEFINED FIVE GOALS FOR THE JLG PLANNING AREAS AND THE CONNECTIONS IN BETWEEN THEM:



Provide safe resident connections

Prioritize safe connection for existing residential, reinforcing connection to nhood assets and commercial corridors with a quality access point every ½ mile



Reduce conflicts

Mitigate industrial / truck route conflicts and vehicle / pedestrian conflicts



Improve transit access

Provide nodes with amenities at intersections with high volume transit routes



Improve safe bike access

Provide safe bike approaches and transitions to the JLG, connect to existing bike infrastructure and improved bike share and amenities



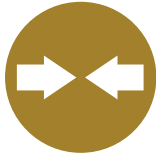
Accommodate car access

Prioritize off-street parking at primary trailheads, emphasize multi-modal connection and utilize on-street, existing parking where possible

**BASED ON COMMUNITY FEEDBACK, WE DEFINED FIVE GOALS FOR THE JLG
PLANNING AREAS AND THE CONNECTIONS IN BETWEEN THEM:**



**Provide safe resident
connections**



Reduce conflicts



**Improve transit
access**



**Improve safe bike
access**



**Accommodate car
access**

**POLL:
What are your
Top 3 priorities?**



PROVIDE SAFE RESIDENT CONNECTIONS



- Prioritize connections to residential neighborhoods, focusing on higher density areas
- Mitigate conflicts with industrial land uses
- Consider improvements for slow street intersections
- Evaluate JLG usership once it opens to identify user gaps and adjust strategies accordingly

LEGEND

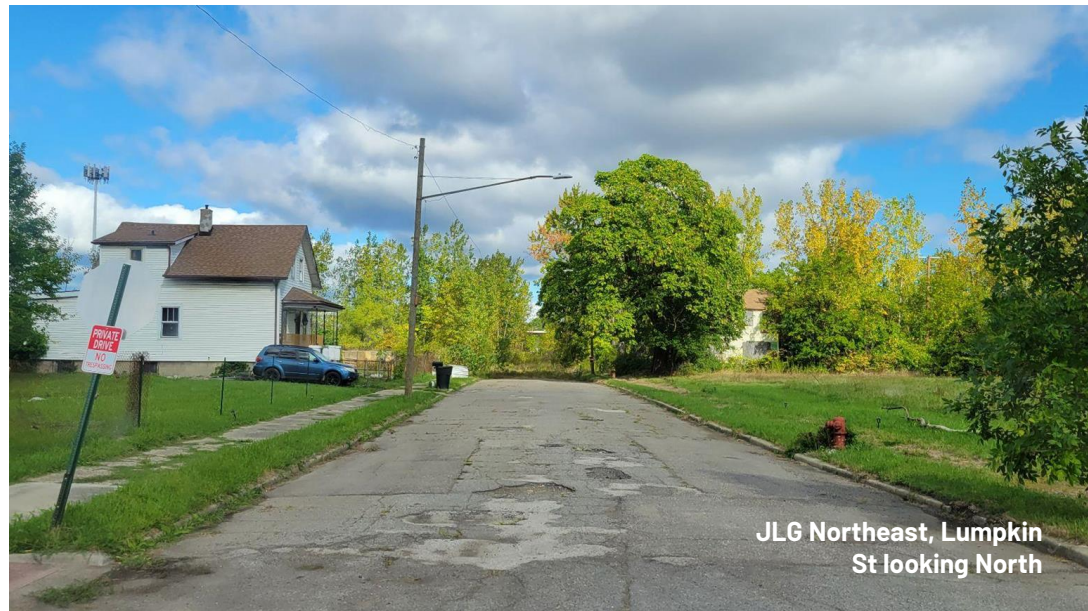
- JLG Route - On-Street
- JLG Route - Off-Street
- Off-Street Access Point
- On-Street Access Point
- Residential Areas
- Industrial Areas
- Potential Focus Areas



PROVIDE SAFE RESIDENT CONNECTIONS



Sidewalk "daylighting" in East Davison



JLG Northeast, Lumpkin St looking North



REDUCE CONFLICTS



- Mitigate conflicts with railways, highways, major roadways, and truck routes
- Prioritize improvement at/near high injury areas

LEGEND

- JLG Route
- Highways
- Truck Routes
- Major Roads
- High Injury Network
- Potential Focus Area

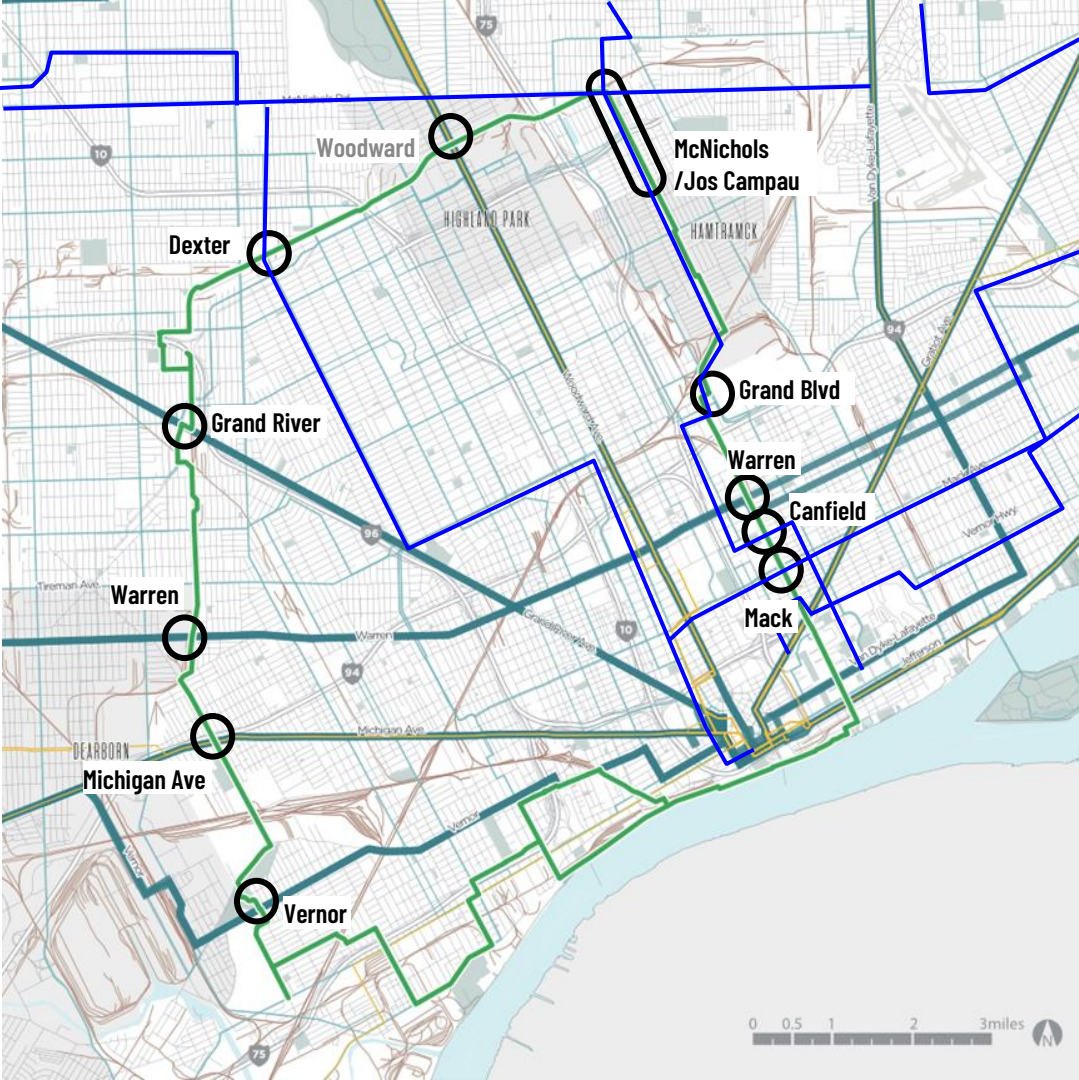
REDUCE CONFLICTS



Prairie Road JLG connection in the Northwest



Truck Parking on Joseph Campau and Halleck Streets in the Northeast



IMPROVE TRANSIT ACCESS



- Prioritize connections to the high volume, high frequency transit routes (Connect10 and planned 20-min frequency)
- Improve bus stop conditions and pedestrian approaches to the greenway
- Support policies to increase overall bus reliability and frequency
- Monitor status of future DDOT Reimagined changes

LEGEND

- JLG Planning area Boundaries
- JLG Route
- DDOT Connect 10 Routes
- Regular DDOT Routes
- SMART Bus Routes
- Other Planned 20-min Frequency Routes (DDOT Reimagined)
- Potential Focus Area

IMPROVE TRANSIT ACCESS



IMPROVE BIKE INFRASTRUCTURE



- Identify locations to prioritize for existing bike lane enhancements and locations to prioritize alternative routes
- Prioritize implementation of the Streets for People Plan, especially slow streets infrastructure
- Consider enhanced cross-Greenway routes, potentially Warren or Chicago



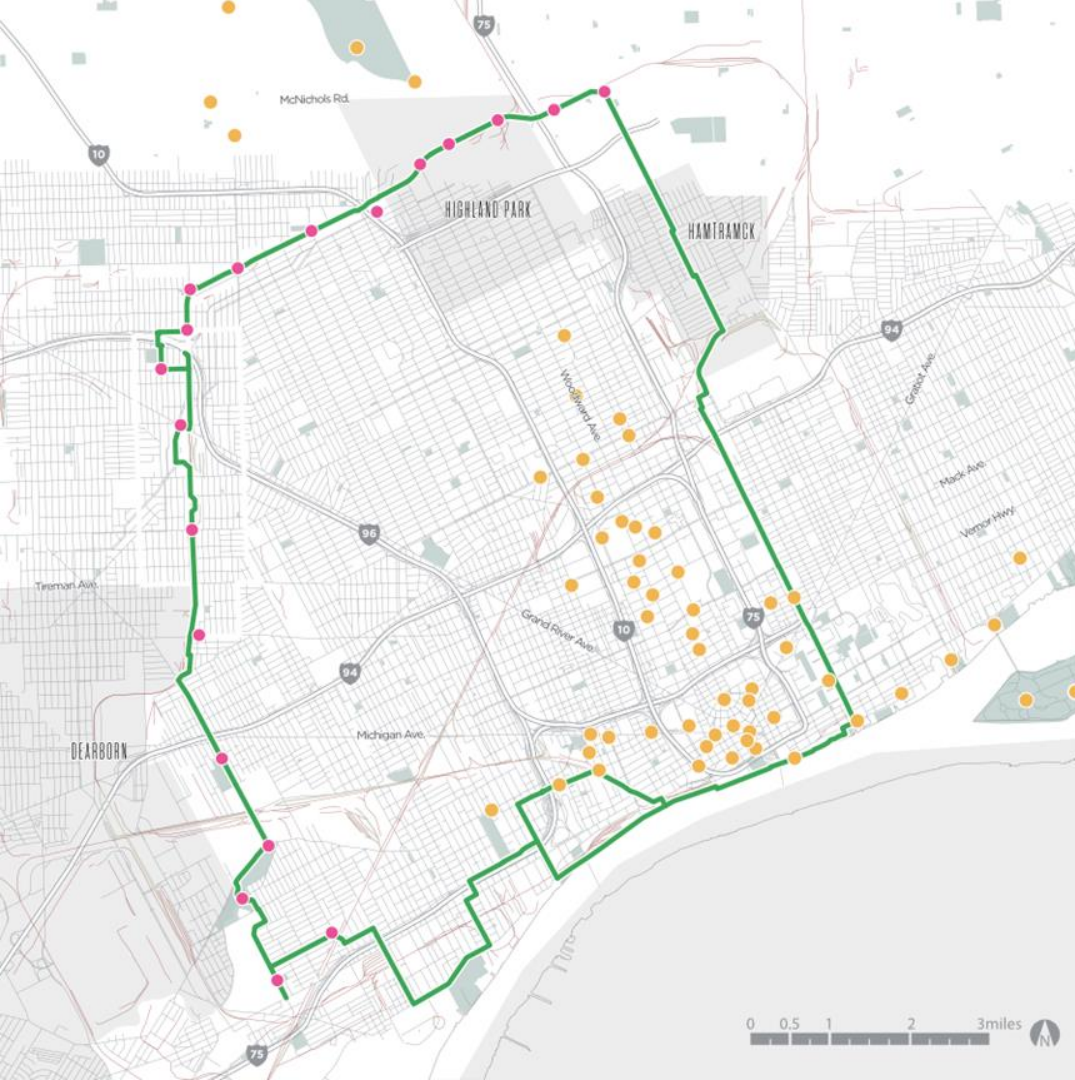
LEGEND

- JLG Route
- Off-Street Trail
- Protected Bike Lane
- Painted Bike Lane
- Planned TBD

- Current MoGo Stations
- Future JLG MoGo Stations
- Potential cross-Greenway Route
- Potential Focus Area

IMPROVE ACCESS TO BIKES

- Expand access to MoGo
- Institutional support for bike access programs



LEGEND

- JLG Route
- Current MoGo Stations
- Potential Future JLG MoGo Stations



ACCOMMODATE PARKING ACCESS



- Prioritize off-street parking with amenities, EV charging, and multimodal mobility options at primary gateway trailheads and near intersections with major roads, aiming for every 2 miles or less
- Utilize on-street parking, and partner with others to utilize existing parking where possible at other access points
- Balance need for parking facilities with use of existing resources

LEGEND

- JLG Route
- Major Access Point
- Other Off-street Access Point
- Other On-street Access Point
- Potential Focus Area

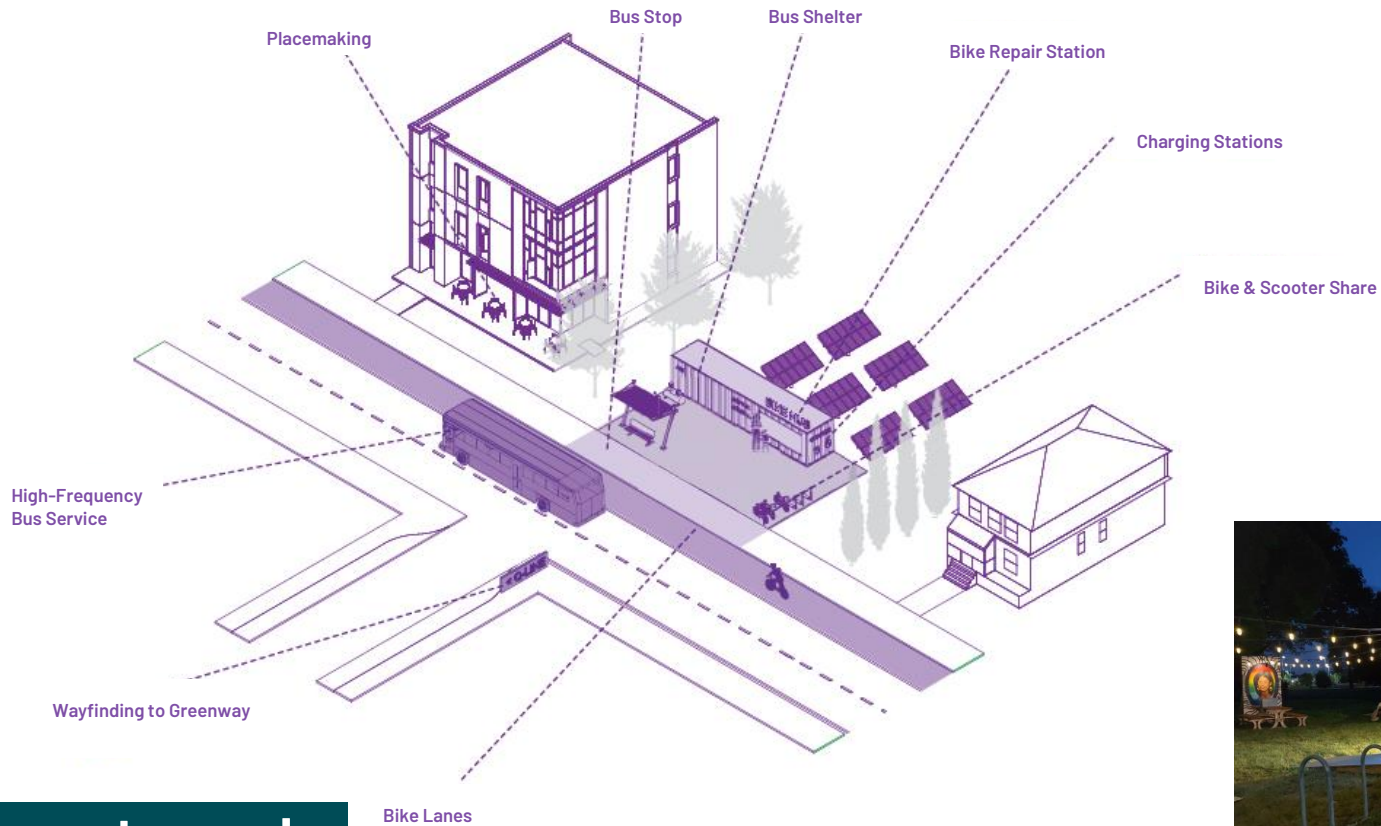


EV charging concept mockup- Joy Rd trailhead

ENHANCED JLG PARKING LOT



MOBILITY HUB EXAMPLE



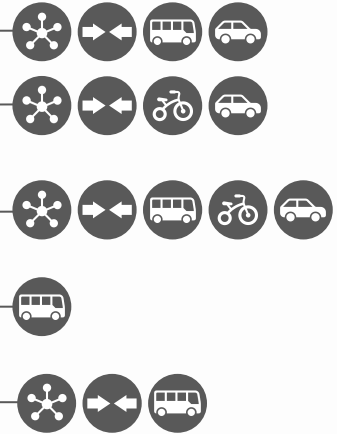
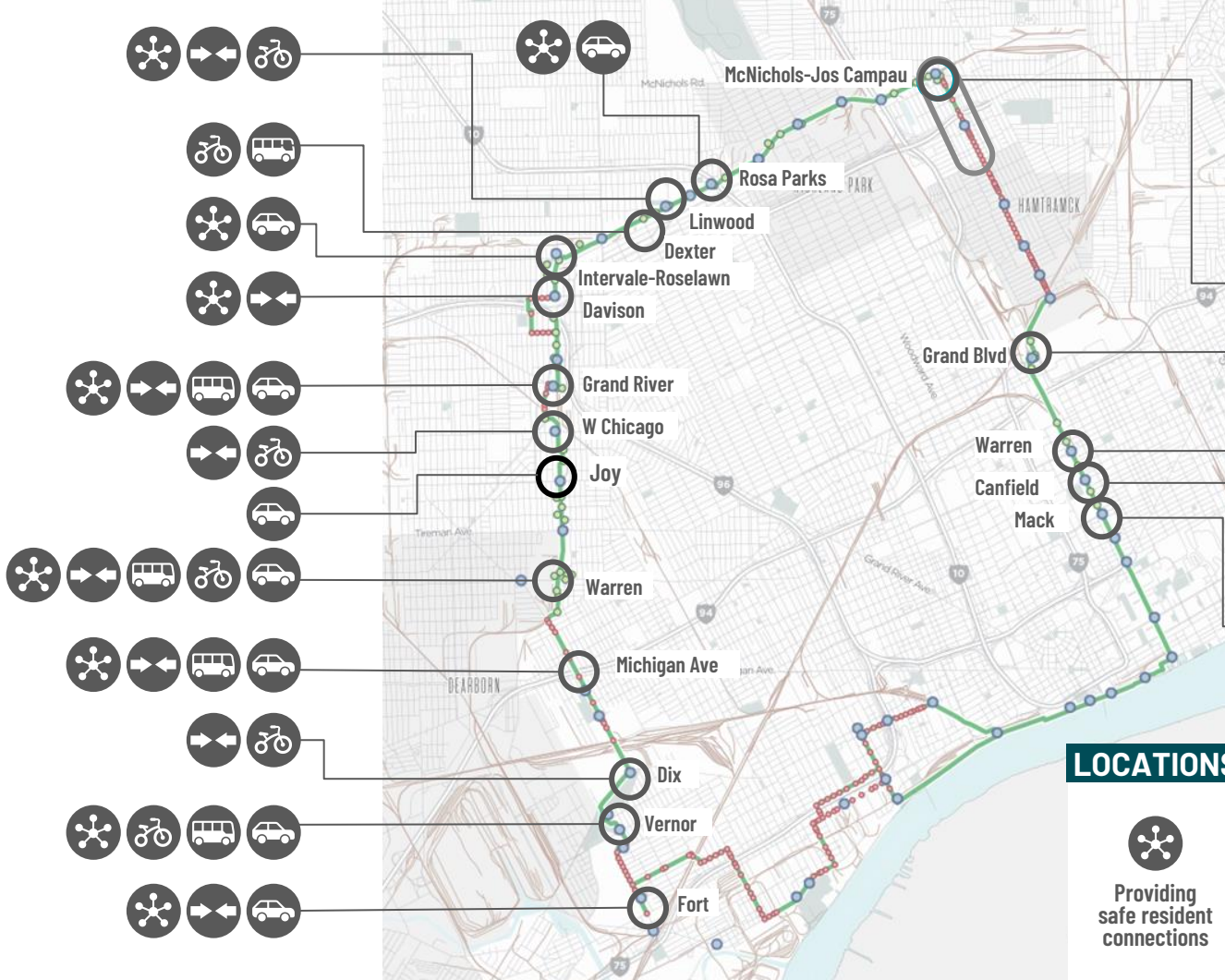
concepts overlay

Adapted from the 2021 North End Neighborhood Opportunities Assessment (Knight Foundation, SmithGroup)



Temporary Mobility Hub Pilot @Michigan Central Station

HOW DO WE ACHIEVE THESE GOALS?



LOCATIONS TO PRIORITIZE:

-  Providing safe resident connections
-  Reducing conflicts
-  Improving transit access
-  Improving safe bike access
-  Accommodating car access

LET'S BREAK OUT INTO GROUPS!

We want to know your thoughts about the strategies for the Greenway

01:

Are these draft strategies heading in the right direction?

02:

Is there an idea that excites you?

03:

Are there potential strategies missing that you would like to see?

GOALS

1. Provide safe pedestrian connections.
2. Reduce conflicts.
3. Improve transit access.
4. Improve bike access.
5. Accommodate car access.

Key Strategies:

- Prioritize good sidewalks, crosswalks, traffic calming, lighting, and trees around **major JLG access points**
- In **high conflict areas**, identify opportunities for road rightsizing, crossing enhancements, reinforcement of greenway character, and alternative routes
- Prioritize bus shelters, amenities, and safe approaches on **Connect10 and planned frequent routes**
- Prioritize safe approaches, traffic calming, and amenities for bicycle access, especially around **existing bike lanes**
- Improve **access to bicycles**, collaborating with employers and other partners
- Identify **preferred Slow Streets** bicycle connections to the greenway
- Provide **parking lots at major access points**, aiming for every 2 miles, and in between emphasize on-street parking and alternative modes
- Locate **multimodal mobility** hubs at access points with high connectivity in several modes

Next Steps

1. Upcoming topic-specific virtual public meetings - Register through [bit.ly/jlgsignup!](https://bit.ly/jlgsignup)

Commercial/Small Business Thursday - **January 25**

Mobility Tuesday - **January 30**

Industrial Thursday - **February 01**

Housing Tuesday - **February 06**

Vacant Land Thursday - **February 08**

1. Stay tuned via detroitmi.gov/jlgplanning for more details about upcoming events.

THANK YOU!

Please join our next virtual meetings, and spread the word with your friends and neighbors!

detroitmi.gov/jlgplanning

IG: @jlouisgreenway

FB: Joe Louis Greenway

Joelouisgreenway@detroitmi.gov

