

Focused Workshop

TRAVELING



Greater Corktown Neighborhood Framework Plan

October 9-10th, 2019

Focused Workshop Summary



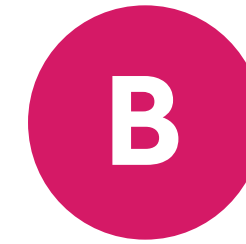
FOCUSED WORKSHOP ACTIVITIES



Street Design



How can Rosa Parks Blvd & 14th St work as safe, N/S streets that connect to significant community places?



Intersections



What low-cost, high-impact design strategies can be used to make people feel safer?



Parking



How can on-street parking & parking lots be used strategically & creatively for the neighborhood?



Michigan Ave



What is the future of Michigan Ave?

WORKSHOP ACTIVITY SUMMARY



North Corktown - 19 Participants
Historic Corktown - 59 Participants



NORTH CORKTOWN

14th Street, north of Temple St

- Covert to two-way street, one vehicle travel lane per direction
- Keep on-street parking on both and/or west side
- Include shared-use path
- Protected bike lanes per direction
- Include street poles and lighting infrastructure

NORTH CORKTOWN

Rosa Parks Boulevard

- Convert to a two-way street, one vehicle travel lane per direction
- Provide buffer for cyclists
- Keep on-street parking on east side
- Maintain cycling connection
- Provide ample sidewalk for pedestrians
- Buffer for pedestrians from vehicles

HISTORIC CORKTOWN

Trumbull Ave, north of Porter

- Reduce traffic speeds and separate modes
- Add a 8'-10' median between travel lanes
- Make street 'greener'
- Repurpose sidewalk
- Maintain-street parking
- Integrate streetlights and lighting for safety
- Clear space for pedestrians
- Shared-use path on east side
- Buffer between street and pedestrians
- Quality transit facilities

HISTORIC CORKTOWN

Rosa Parks Boulevard

- Transform bike infrastructure
- Maintain on-street parking
- Reduce existing median to allow space for pedestrians and cyclists
- Maintain current vehicle capacity
- Extend sidewalk area

WORKSHOP ACTIVITY SUMMARY

B Intersections

North Corktown - 19 Participants
Historic Corktown - 59 Participants

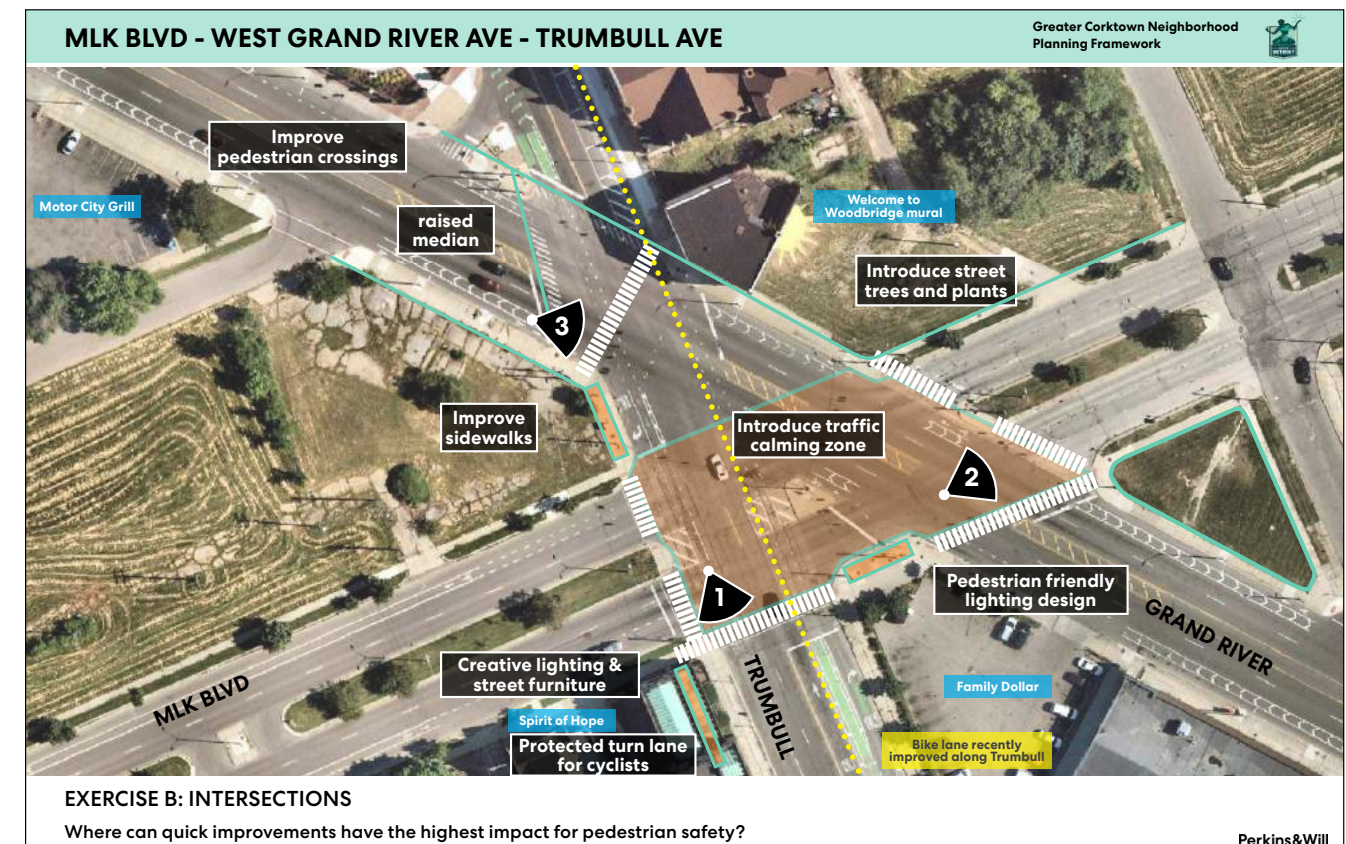
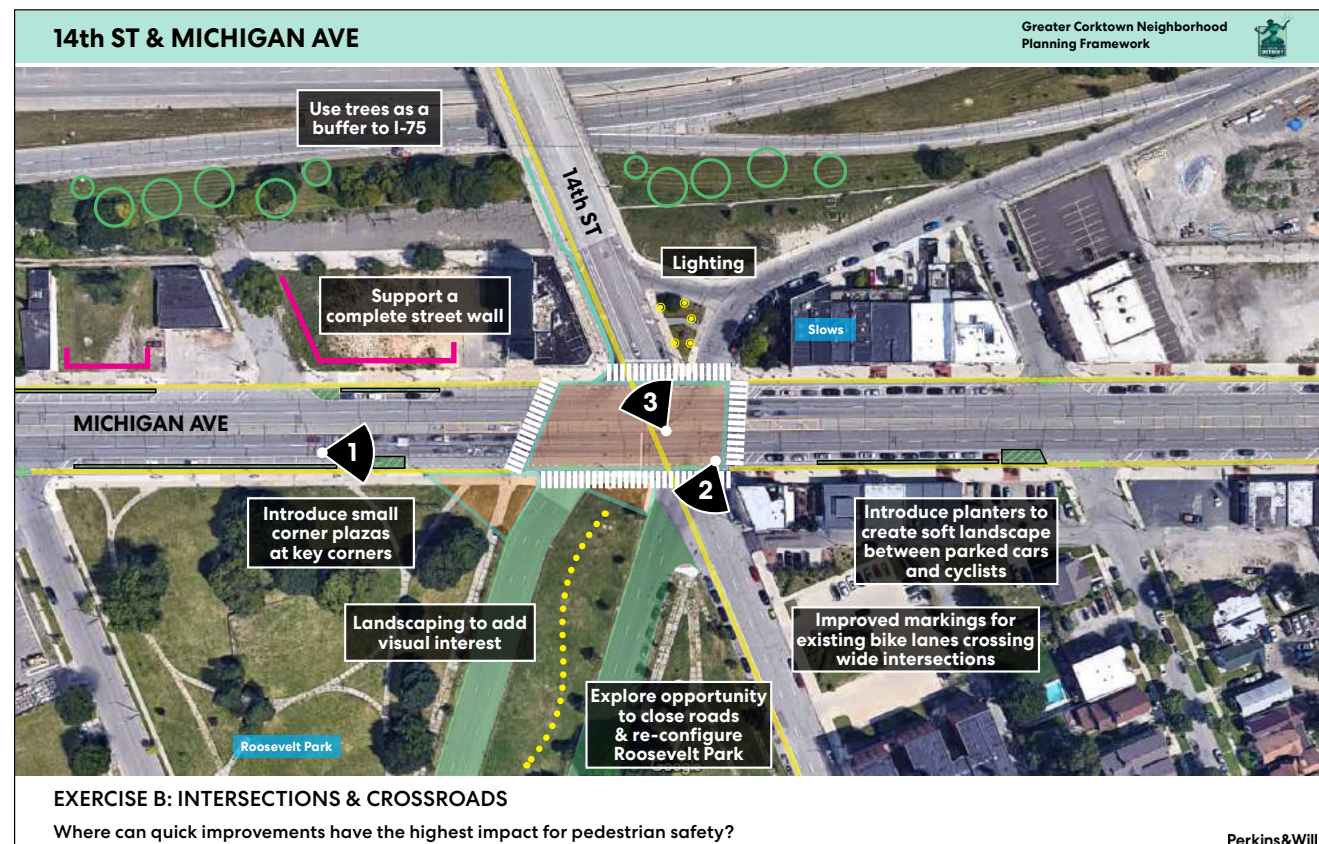


HISTORIC CORKTOWN 14th and Michigan

- Support the closure of roads cutting through Roosevelt Park
- Roosevelt could be reconfigured to be a more usable park
- Strategically include planters (as a buffer between cyclists and cars)
- Inclusion of lighting infrastructure to improve safety
- Design improvements should consider maintenance in winter (can explore stewardship and maintenance options with community)
- Safety features are a priority, including improved signage
- Prioritize pedestrian comfort
- Continuity of comfort along Michigan Ave

NORTH CORKTOWN MLK-Trumbull-Grand River

- Consider transformational design improvements at intersection, albeit the benefit of smaller-scale design inventions
- Consider closing south side lanes of vehicular traffic for cyclist and pedestrian promenade OR roundabout options
- Intersection too large and felt unsafe for pedestrians
- Design interventions to slow down vehicular movement



WORKSHOP ACTIVITY SUMMARY

C Parking

North Corktown - 19 Participants
Historic Corktown - 59 Participants

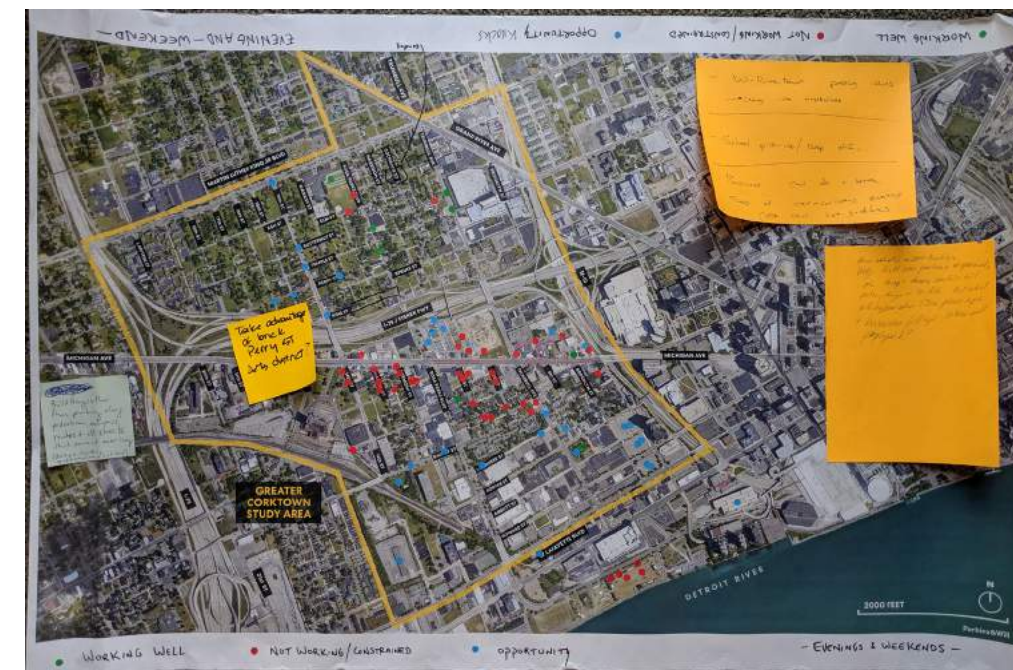
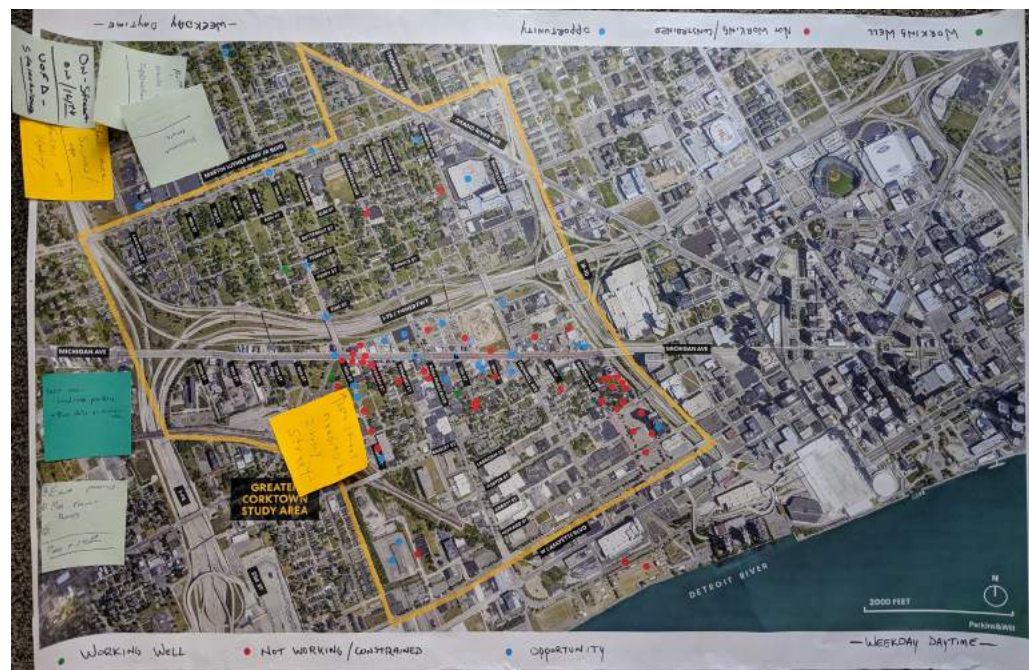


HISTORIC CORKTOWN

- Connectivity between neighborhoods, encourage regular use of bridges across freeway
- Consider angled parking along Michigan Ave to accommodate more space and calm traffic
- Severe lack of signed handicapped parking, especially on commercial streets
- Maintenance of paint for parking and bike lanes should be considered
- Zoning variance for The Corner development a point of concern regarding commercial parking requirements
- Development between Church & Leverette may cause more issues
- Autonomous vehicles are being tested in the neighborhood and feel unsafe.

NORTH CORKTOWN

- Priority to provide clear and direct access for parking near freeway to limit circulation and parking within neighborhood itself
- Parking should not be the dominant conversation in North Corktown
- Prioritize functional sidewalks and neighborhood pathways.
- Perry Street (brick) presents an opportunity to create a new arts district. Converting 14th Street to 2-way with an additional parking lane would both increase capacity for upcoming development and calm traffic. (O)
 - Mixed-use development should be focused here.
 - No center turn lane is needed
 - Widen sidewalks, add street trees
- Overall strategy should be focused at a holistic macro-level approach, don't lose sight of the 'bigger picture'
- Concern surrounding new development in North Corktown with fewer off-street spaces than code requires
- Balance parking demand with cost to build, provision of green space, and promotion of less car dependence



GREATER CORKTOWN - TRAVELING WORKSHOP SUMMARY

WORKSHOP ACTIVITY SUMMARY



Michigan Ave

North Corktown - 19 Participants

Historic Corktown - 59 Participants



EMERGING THEMES

1. Invest in placemaking with keen attention on art
2. Facilitate better transportation connections between Detroit and Dearborn
3. Transit improvements
 - Increase stop frequencies
 - Improve stop facilities
 - Add designated bus lane
 - Q Line extension (North Corktown)
4. Bike and pedestrian improvements
 - Create intuitive bike and pedestrian route networks
 - Add/Improve bike facilities (i.e., bike racks)
 - Increase bike lane protection (i.e., buffered bike lanes)
5. Traffic Improvements
 - Traffic calming
 - Fix signals
 - Add lighting
6. Reroute truck/freight lines
7. Intersection and traffic calming at M-10 and 14th St
8. Interstate access improves and wayfinding
9. Create/Enhance public realm along sidewalks
10. Maintain/repurpose brick pavers

ONLINE SURVEY SUMMARY



ELEMENTS OF MICHIGAN AVE BASED ON IMPORTANCE

1. Bicycle Experience and Safety (72%)
2. Pedestrian Experience and Safety (72%)
3. Transit Experience and Access (68%)
4. Place-making Opportunities (45%)
5. Historic Character (36%)

The highest impact safety improvements for pedestrians at Martin Luther King Jr. Blvd/Grand River Ave/Trumbull Ave

1. Buffer between cyclists and vehicles (81%)
2. Barriers to help pedestrians crossing street (68%)
3. Landscape elements to buffer street (63%)
4. Pedestrian Lighting (60%)
5. Clearly defined travel lanes (54%)
6. Furniture and shade at bus stops (50%)

The highest impact safety improvements for pedestrians at 14th Street and Michigan Ave

1. Planters between parked cars and cyclists (66%)
2. Trees to buffer freeway noise and pollution (62%)
3. Sidewalk extension (wider sidewalks) (57%)
4. Street trees (57%)
5. Pedestrian lighting (52%)
6. Pedestrian plaza and bus stop placemaking (47%)

22 Survey Respondents

What principles do you perceive to be the most important for consideration in 14th Street's redesign?

1. Street trees and plants (Buffer) (81%)
2. Multi-use trail (pedestrians and bikes) (67%)
3. Protected bike lane (62%)
4. Dedicated bus lane (62%)
5. Bus shelters (52%)
6. 2-way conversion (47%)

What principles do you perceive to be the most important for consideration in Rosa Parks Blvd redesign?

1. Protected bike lane (71%)
2. Street trees and plants (Buffer) (67%)
3. Multi-use trail (pedestrians and bikes) (62%)
4. 2-way conversion (52%)
5. Dedicated bus lane (52%)
6. Wider sidewalks (47%)

Parking Concerns

- Majority of responses did not find parking a concern
- Primary concerns regarding accessibility and/or seniors with mobility limitations who require parking
- On-street parking meter system should be reexamined regarding: placement, pricing, time

COMMENT CARDS

North Corktown - 6 Participants
Historic Corktown - 39 Participants



ELEMENTS OF MICHIGAN AVE BASED ON IMPORTANCE (North and Historic Corktown)

1. Pedestrian Experience and Safety
2. Historic Character
3. Bicycle Experience and Safety
4. Place-making Opportunities
5. Transit Experience and Access
6. Future Mobility Opportunities
7. On-Street Parking
8. Vehicular Safety

Additional Comments

- Residents expressed **pedestrian experience and safety** as the primary priority and concern within Corktown
- Increase pedestrian crossings and slow vehicular traffic along Michigan Ave to improve safety, especially for through-traffic
- Current/existing issues need to be addressed before considering future mobility opportunities
- Parking, traffic signals, pedestrian crossings, lighting should be improved in anticipation of increased traffic
- Enforcement of traffic calming measures
- Provide better access to shopping and basic services
- Bus routes should be evaluated, Bagley St dangerous for residents
- Important to strike a balance between all elements for the overall community
- Preserve character of historic neighborhood

Greater Corktown Neighborhood Framework Plan
PLEASE PROVIDE COMMENTS REGARDING THE GREATER CORKTOWN NEIGHBORHOOD FRAMEWORK PLAN AND MDOT MICHIGAN AVE. PEL STUDY

RATE ELEMENTS FOR MICHIGAN AVE BASED ON ITS LEVEL OF IMPORTANCE TO YOU BY ASSIGNING THE NUMBERS 1 THROUGH 5 FOR EACH ELEMENT BELOW:
(1 = LEAST IMPORTANT AND 5 = MOST IMPORTANT):

Elements	Ratings
• Pedestrian Experience and Safety	5
• Bicycle Experience and Safety	4
• Transit Experience and Access	4
• Vehicular Safety	5
• On-Street Parking	5
• Historic Character	5
• Future Mobility Opportunities (ex. Autonomous Vehicles)	3
• Place-making Opportunities (ex. Sidewalk Cafes, Art Installations, Space for other Activities)	5
• Historic Character (ex. Brick Pavers)	5

EXPLAIN YOUR RATING, INCLUDING HOW YOU USE MICHIGAN AVE. TODAY AND HOW WOULD YOU LIKE TO USE IT IN THE FUTURE:

Pedestrian safety and historic character are so hand in hand. Making it safe for residents and visitors alike.
The neighborhood streets need either speed bumps or dips. About 50% of traffic doesn't stop at stop signs.

COMMENT CARD

ADDITIONAL COMMENTS:

Pedestrian bridges are key, especially one @ Cochran St. The crossings @ Franklin, Keanter + 14th are unsafe for bikes + walkers. Ped. bridges should be improved w/ lighting, art, landscaping + development at the ground level along the routes to reach them.

We have some parking already - need a cheap parking solution. No more surface lots.

CONTACT INFORMATION:
PLEASE CHECK ALL THAT APPLY: RESIDENT OF STUDY AREA BUSINESS/PROPERTY OWNER IN STUDY AREA

NAME _____
ADDRESS (RESIDENCE, PROPERTY, OR BUSINESS) _____
E-MAIL _____
TELEPHONE NUMBER _____

Example comment card feedback from residents

WORKSHOP ACTIVITY

A Street Design

The street design exercise was conducted to gather feedback from participants on the following:

1. What street elements would you like to see?
2. Which modes would you like to prioritize?
3. Would you consider reducing the number of vehicle traffic lanes?
4. Would you consider changing the direction of vehicle traffic lanes?
5. Do you think that on-street parking is needed?

Participants were further instructed of which different elements and widths per elements they could use and were shown the existing public right-of-way with its current width so that they could place any elements they liked without going over it.

Two streets and one cross-section per street were selected for each of the workshops:

Historic Corktown

- Trumbull Ave, north of Porter St
- Rosa Parks Blvd, north of Bagley St

North Corktown

- Rosa Parks Blvd, north of Perry St
- 14th Street, north of Temple St



Street Elements offered to design the streets



WORKSHOP ACTIVITY

A Street Design

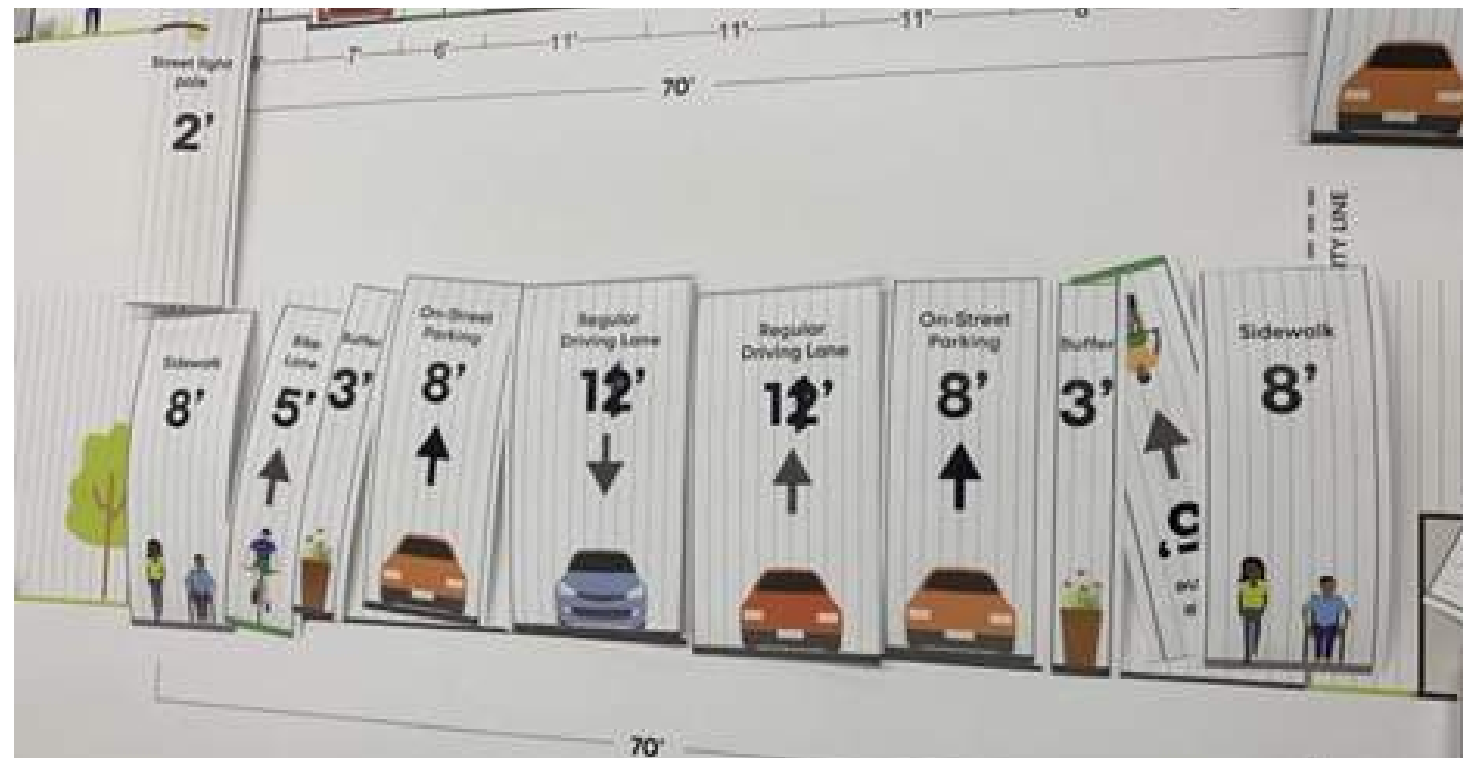


NORTH CORKTOWN

14th Street, north of Temple St

- **Option 1:** attendees proposed **converting it to a two-way street**, with one vehicle travel lane per direction, and **keeping the on-street parking and sidewalks as is** on both sides. Instead of a one-way painted bike lane, they proposed **one protected bike lane per direction** adjacent to the curb and separated from the parking lane with planters. They emphasized that it was key to provide safe bike access to the waterfront, as development accrued in North Corktown.

- **Option 2:** like in Option 1, attendees proposed **converting it to a two-way street, with one vehicle travel lane per direction**, and **keeping the on-street parking** on both sides. The new design included a shared used path for pedestrians and bicyclist on the west side of the street, and a narrower sidewalk (6') on the east side. Both separated from the on-street parking by trees.



Option 1 - 14th Street, north of Temple St



Option 2 - 14th Street, north of Temple St

WORKSHOP ACTIVITY

A Street Design

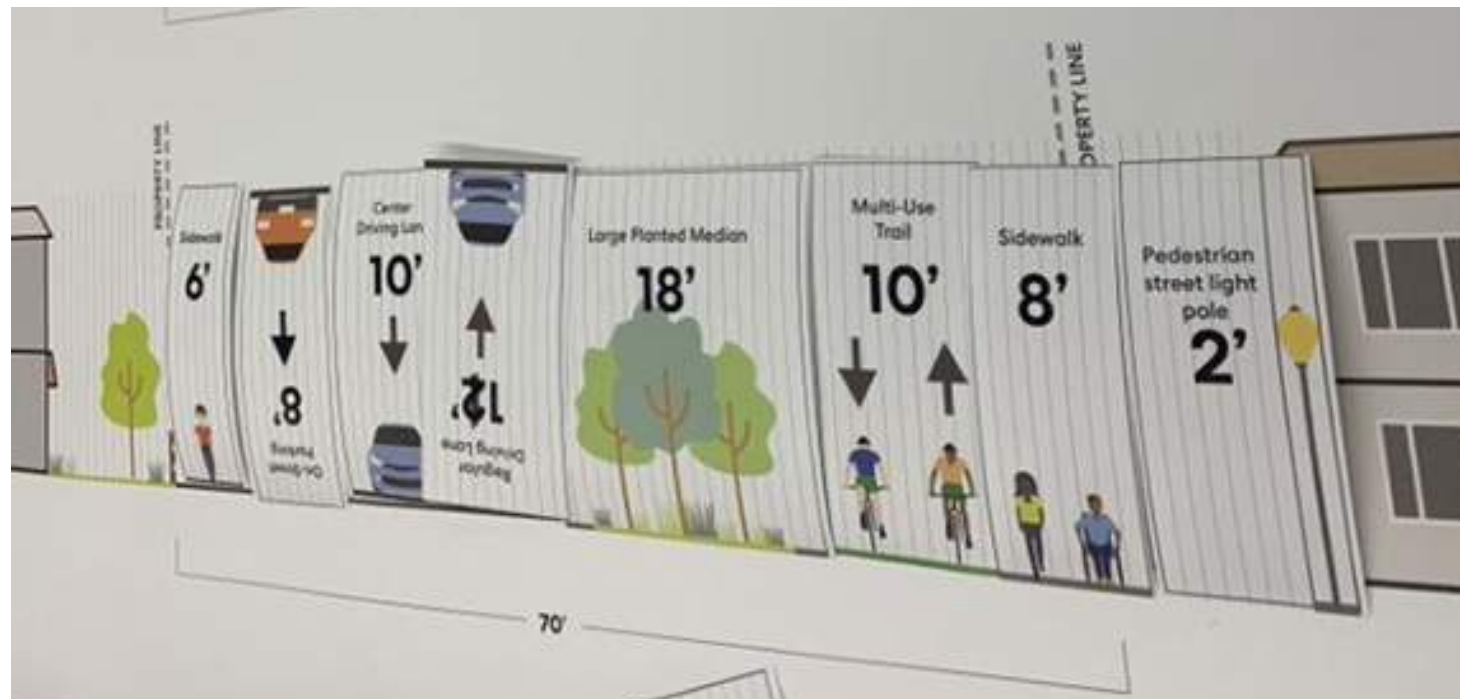


NORTH CORKTOWN

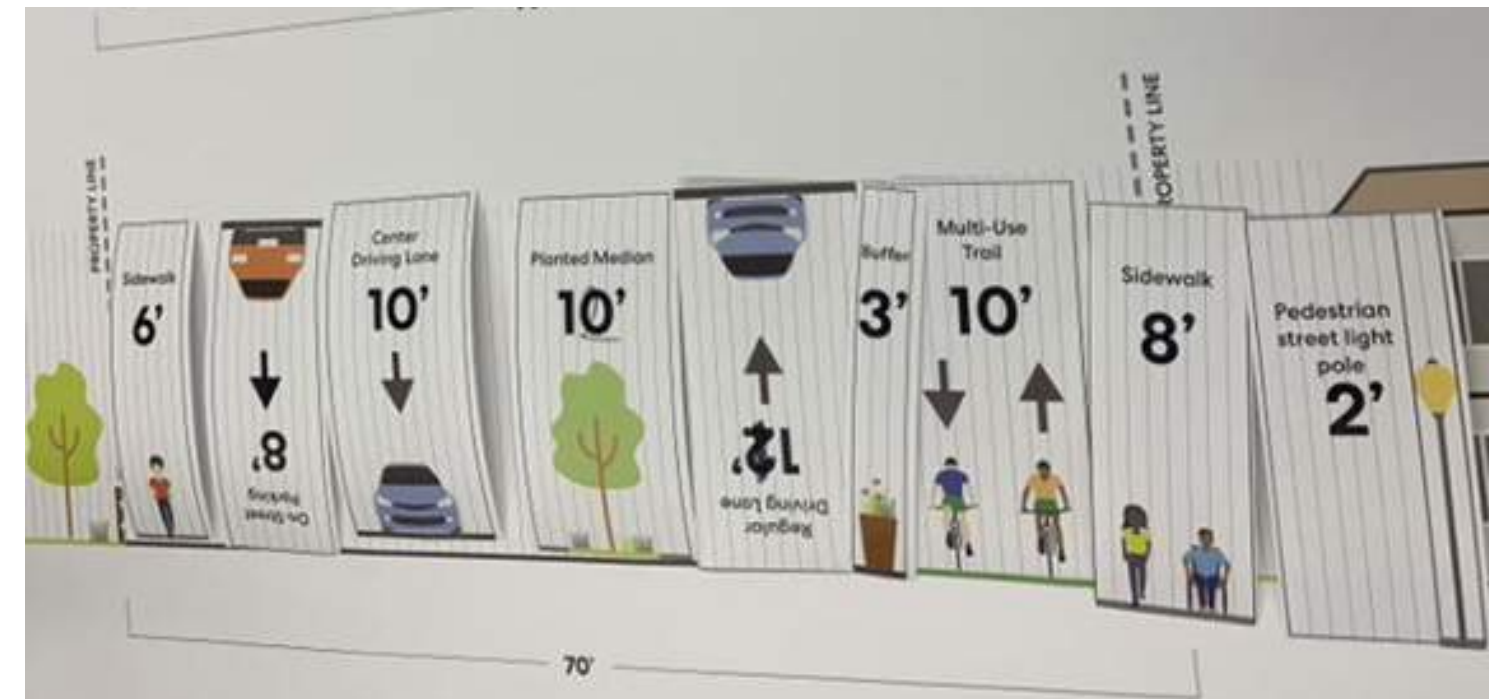
14th Street, north of Temple St

- **Option 3:** attendees in this group prioritized separating vehicles from bicyclists and pedestrians, and proposed a **two-way street**, with a 6' sidewalk on the west side, one lane per direction, plus **on-street parking** on the west side, and a 18' median east of the travel lanes that would separate vehicles from a 10' shared used path that would function as a dual cycle track, and a 6' sidewalk with street poles.

- **Option 4:** similar to the previous options, attendees went for a **conversion to a two-way street, with one lane per direction** separated by a 10' median, and keeping a 6' sidewalk and **on-street parking** on the west side. On the east side, they proposed a 10' shared used path buffered from northbound vehicles by planters, and an 8' sidewalk with street poles.



Option 3 - 14th Street, north of Temple St



Option 4 - 14th Street, north of Temple St

WORKSHOP ACTIVITY

A Street Design



NORTH CORKTOWN

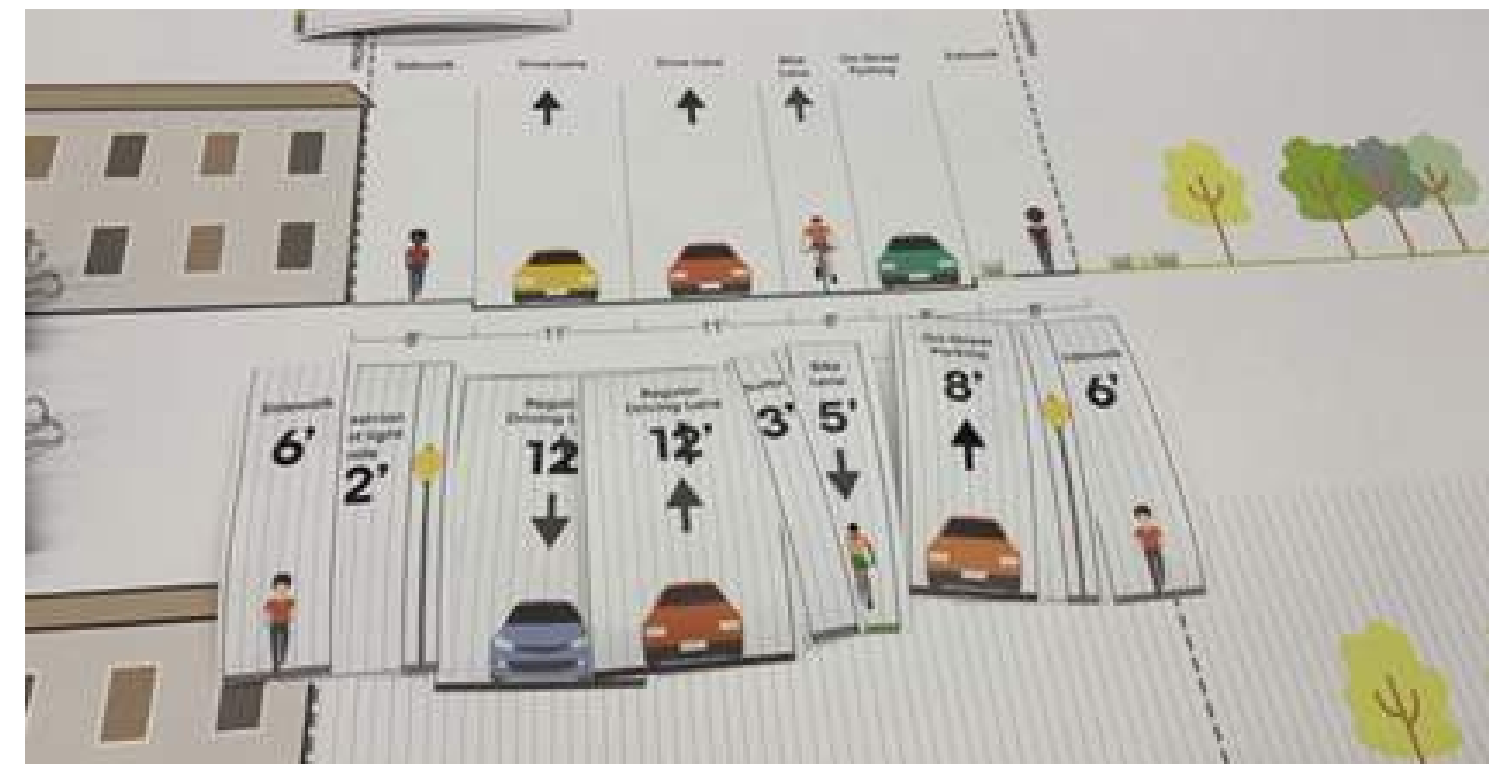
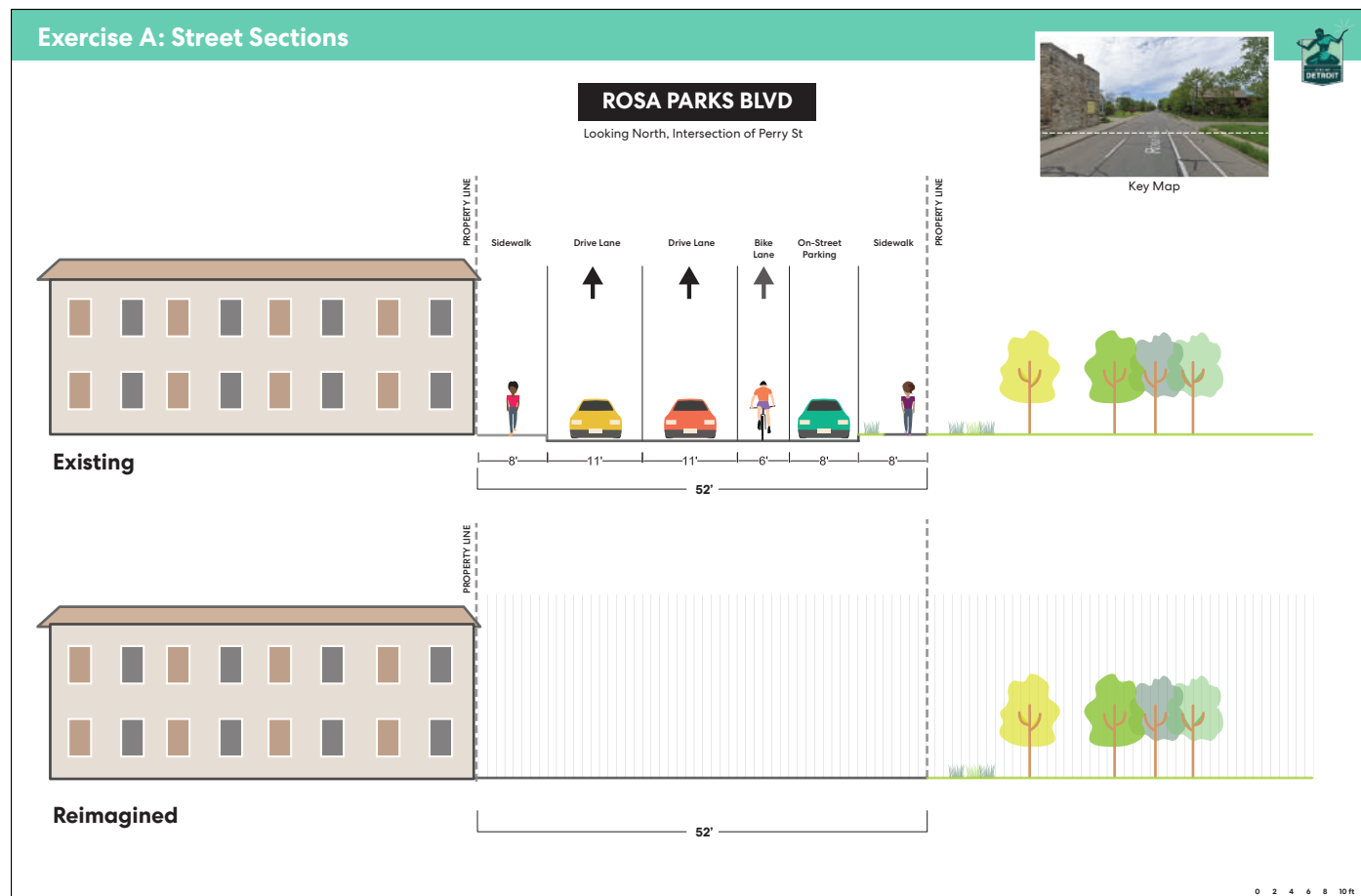
Rosa Parks Blvd, north of Perry St

- Rosa Parks Blvd north of Perry St is a northbound dual lane street with painted bike lane and on-street parking on the east side, and with 6' sidewalks on both sides. It pairs with 14th St to the east, as this is southbound. With an AADT lower than 2000 the street is underutilized by vehicles (its current capacity is to carry 20,000 vehicles daily), and attendees shared ideas to convert it into a two-way street to reduce speeds, or even reducing the total space dedicated to vehicles for other users.

NORTH CORKTOWN

Rosa Parks Blvd, north of Perry St

- Option 1:** this is a **conversion to a two-way street**, reduction of the sidewalks from 8' to 6' and using the extra space to provide a 3' **buffer to bicyclists** from northbound vehicles and adding street poles to the sidewalks.



Option 1 - Rosa Parks Blvd, north of Perry St

Street Design Exercise Sheet

WORKSHOP ACTIVITY

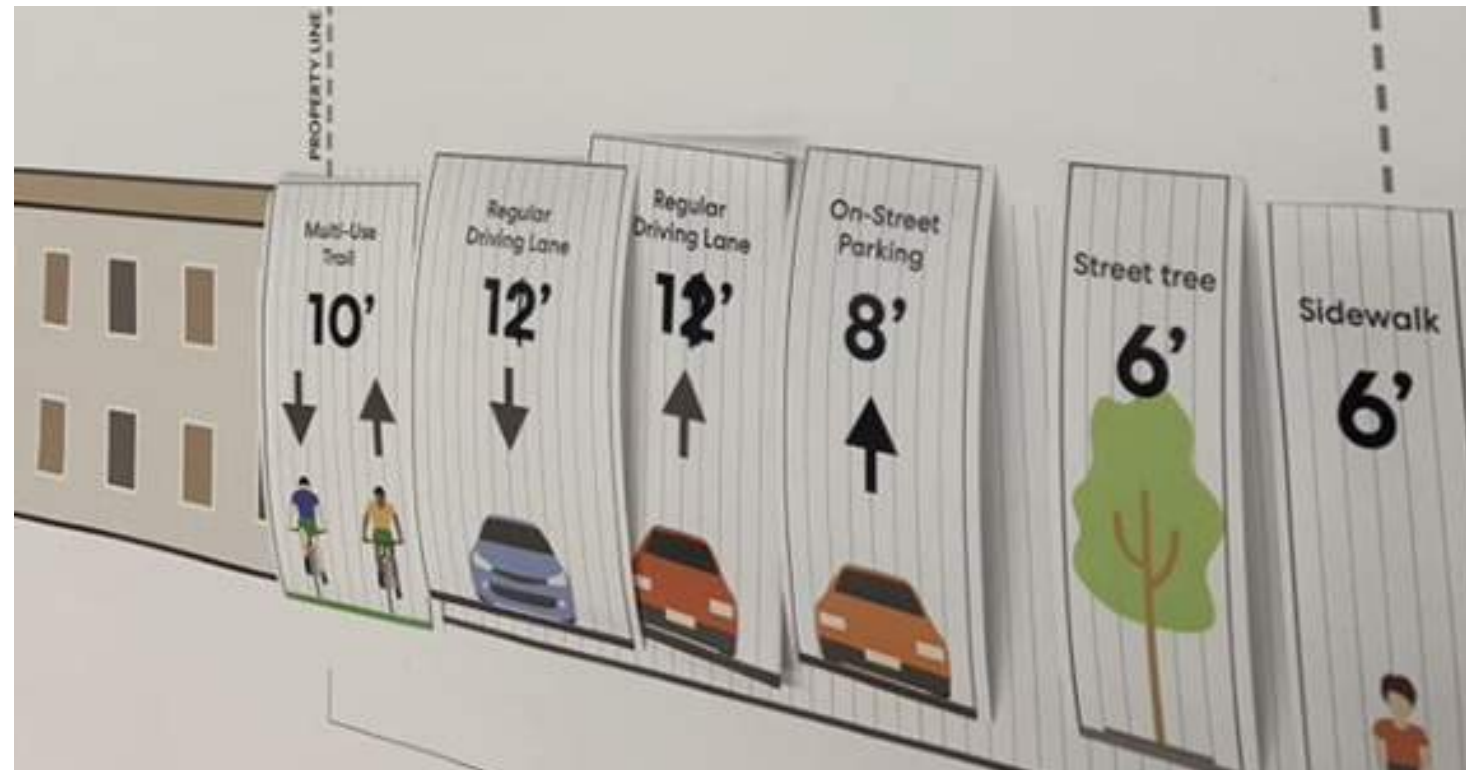
A Street Design



NORTH CORKTOWN

Rosa Parks Blvd, north of Perry St

- **Option 2:** trees and bidirectional bike infrastructure to connect the neighborhood to the waterfront were the priorities of this group. In addition to **converting the street from one-way to a two-way street** and keeping **on-street parking** on the east side, they expanded the west sidewalk to a 10' multi-use path for bidirectional bicycling and added trees on the east side sidewalk to separate pedestrian from parking.

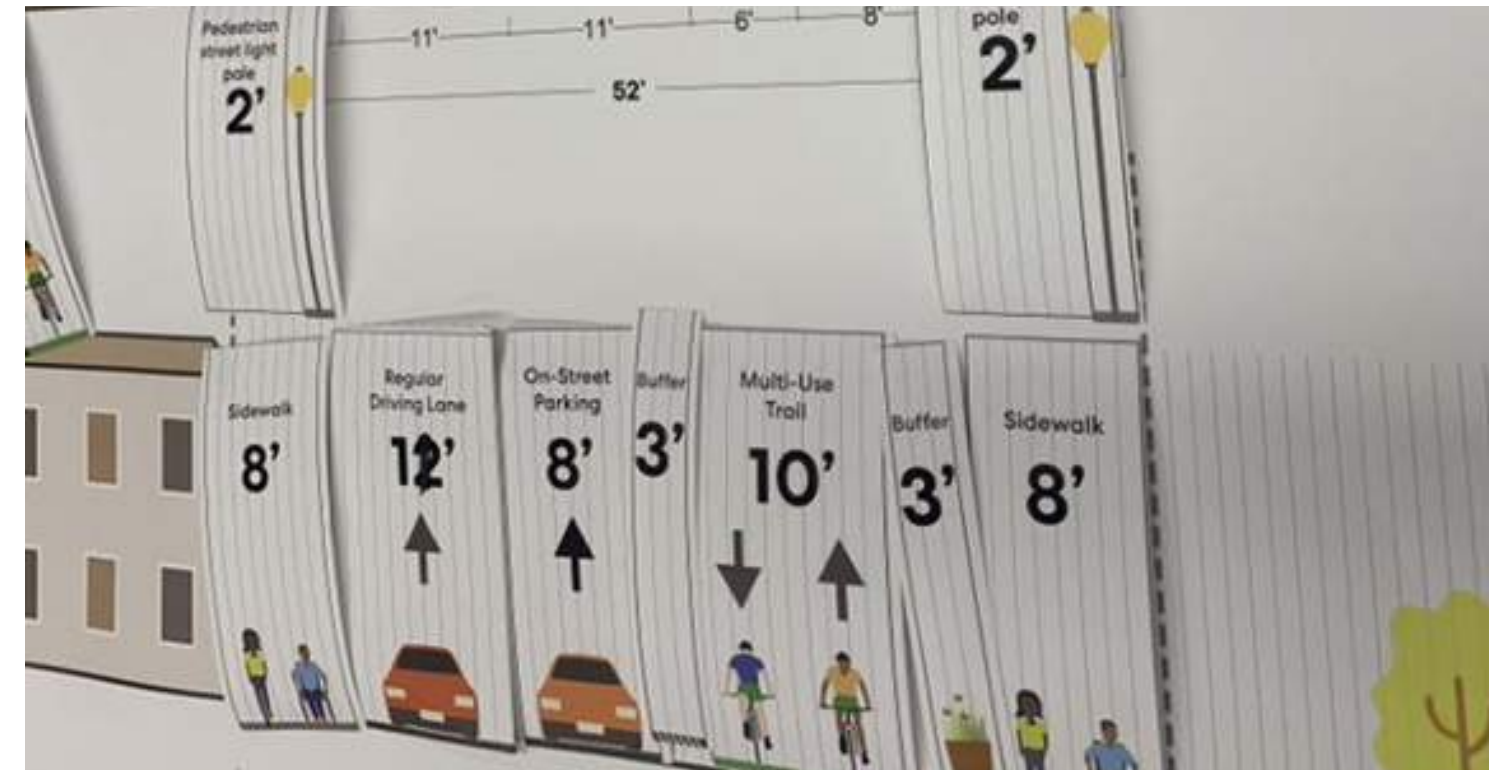


Option 2 - Rosa Parks Blvd, north of Perry St

NORTH CORKTOWN

Rosa Parks Blvd, north of Perry St

- **Option 3:** similar to Option 2, the **bicycling connection** was key in their design process, as it was providing **ample sidewalks for all abilities**. This is the only option, though, where participants agreed to keep Rosa Parks Blvd a one-way street, but reducing it to one lane for vehicles. The Extra space allowed to keep the on-street parking on the east side, with a 3' buffer from a 10' multi-use path for bidirectional cycling, which at the same time is **separated by planters** from the 8' sidewalk.



Option 3 - Rosa Parks Blvd, north of Perry St

WORKSHOP ACTIVITY

A Street Design



HISTORIC CORKTOWN

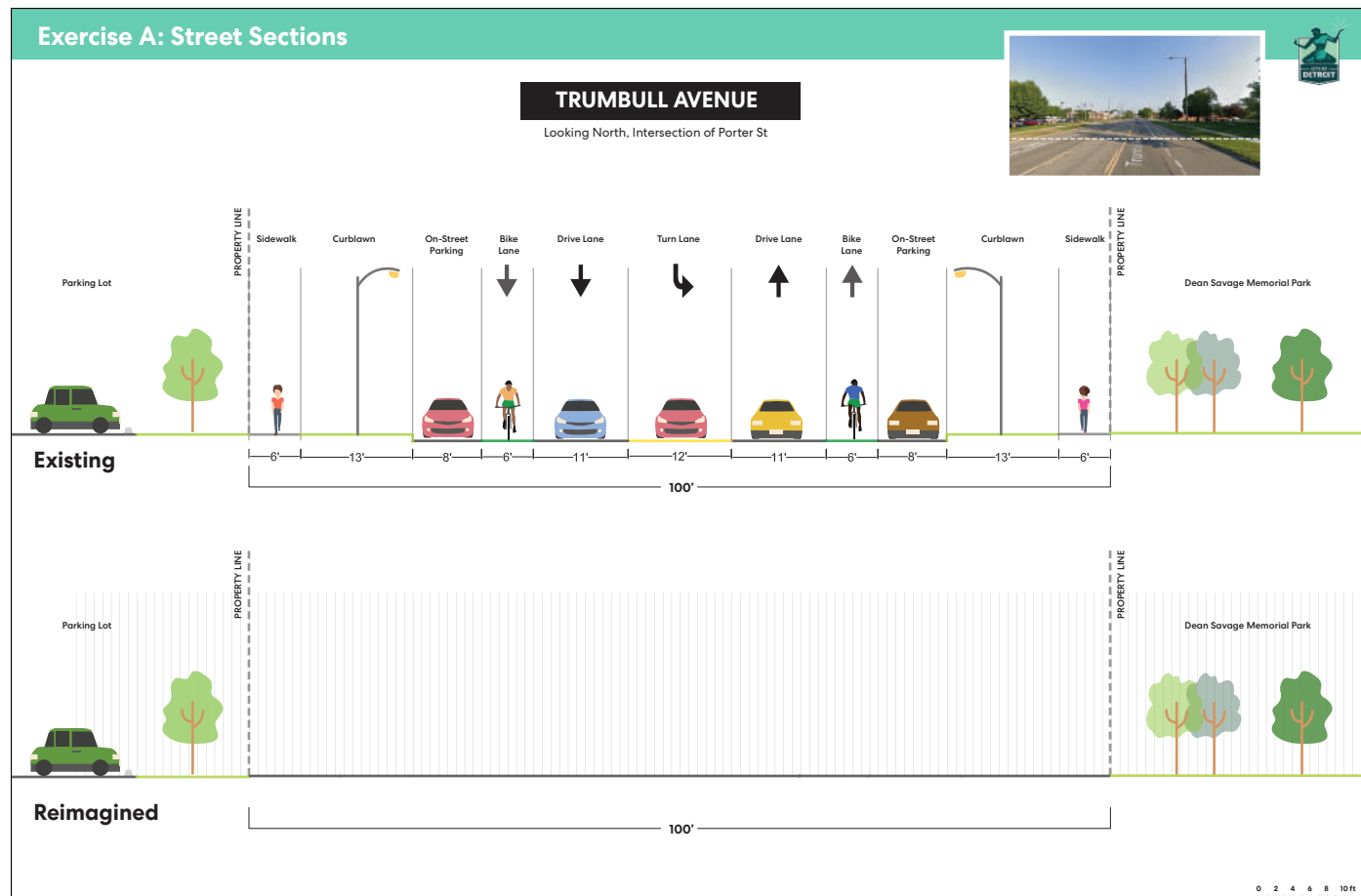
Trumbull Ave, north of Porter St

- The existing ROW of Trumbull Avenue north of Porter St is 100', divided into two travel lanes, one per direction, and a center turning lane between them. Adjacent to the travel lanes are painted bike lanes on both sides, as well as curbside on-street parking, and generous sidewalks with streetlights and 6' clear space for pedestrians. At this point, daily vehicle volumes are 5,100 veh/day, while a road with this same number of travel lanes configuration can handle up to 25,000 vehicles per day.

HISTORIC CORKTOWN

Trumbull Ave, north of Porter St

- Option 1:** This options aims to **reduce traffic speeds and separate modes**, while making the street greener adding a 10' **median between travel lanes** (which would be converted into turning lanes at intersections) and placing a dual bike lane to the west side on the sidewalk between the **on-street parking** and the streetlights area. As the curbside parking on-street parking is kept on both sides, the sidewalk space total 10', with 8' for pedestrians and 2' for streetlight poles.



Option 1 - Trumbull Avenue, north of Porter St

Street Design Exercise Sheet

WORKSHOP ACTIVITY

A Street Design

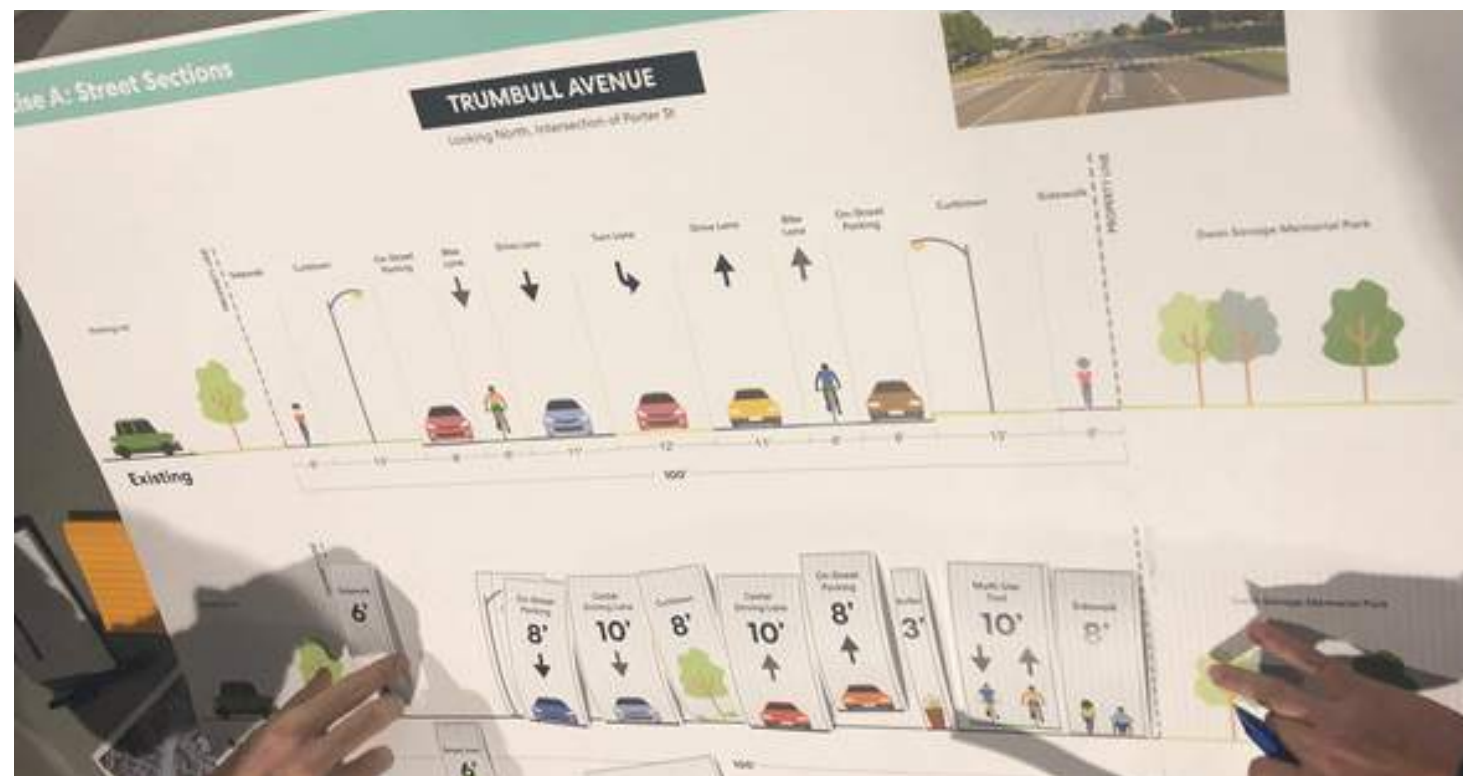


HISTORIC CORKTOWN

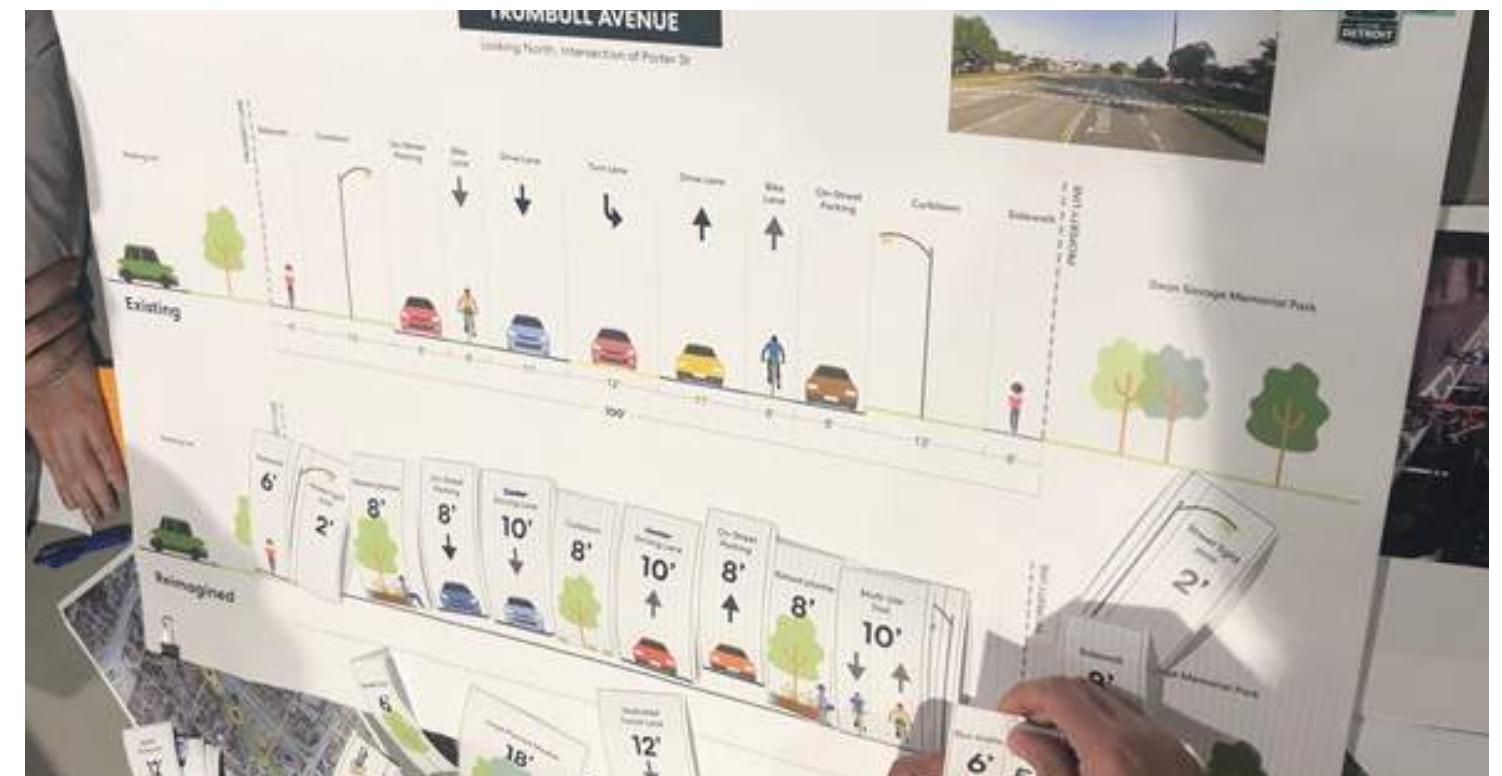
Trumbull Ave, north of Porter St

- **Option 2: making the street greener and repurposing the sidewalk** was the focus of this design. This group proposed to **convert the center turning lane into a median** where turning lanes at intersections are not needed, and to move the bike lane from the asphalt into the sidewalk area in the shape of a multi-use path on the east side, while separating it from the curbside on-street parking with planters. Clear space for pedestrians were kept in both sides.

- **Option 3:** similar to Option 2, this design proposes a **central median and a shared-used path on the east side** on the sidewalk area to connect the heart of Corktown with the waterfront. What differentiates it from the previous one, though, is the 8' planter with benches between the on-street parking and the multi-use path on the east side, and between the on-street parking and the pedestrian area on the west side to create a sense of place along the street.



Option 2 - Trumbull Avenue, north of Porter St



Option 3 - Trumbull Avenue, north of Porter St

WORKSHOP ACTIVITY

A Street Design



HISTORIC CORKTOWN

Trumbull Ave, north of Porter St

- **Option 4:** this option proposes an 11' **median** in the center lane, and on both sides, it keeps curbside **on-street parking**, and repurposes the 23' left in each side with raised planters with trees and bike racks by the on-street parking, as well as a 5' bike lane and 8' sidewalk, separated each of them by streetlight poles

- **Option 5:** this option is the only one that emphasizes the presence of **quality transit facilities**, proposing bus shelters on the curb, as well as bike infrastructure on the sidewalk. Despite these two elements, it is identical as Option 3



Option 4 - Trumbull Avenue, north of Porter St



Option 5 - Trumbull Avenue, north of Porter St

WORKSHOP ACTIVITY

A Street Design



HISTORIC CORKTOWN

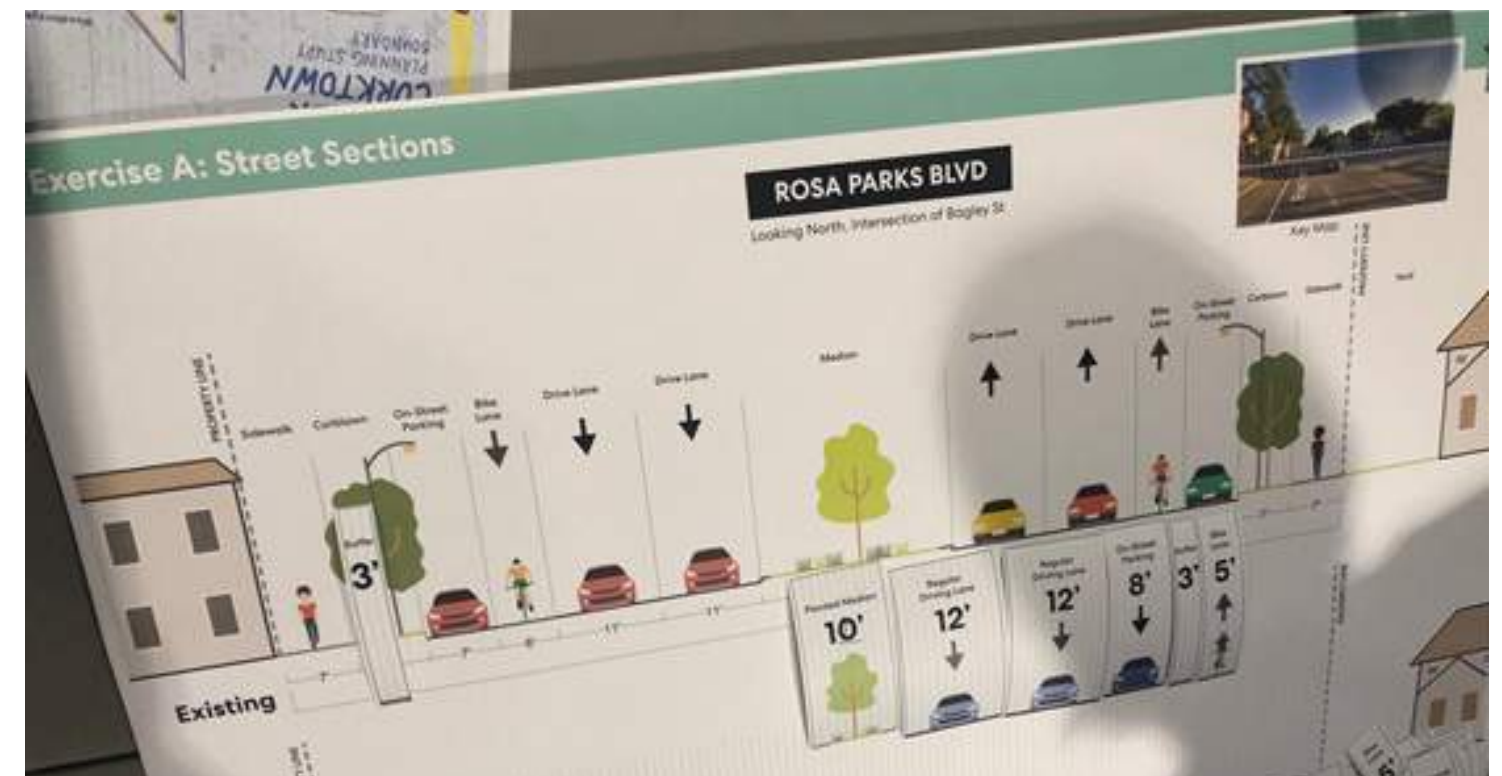
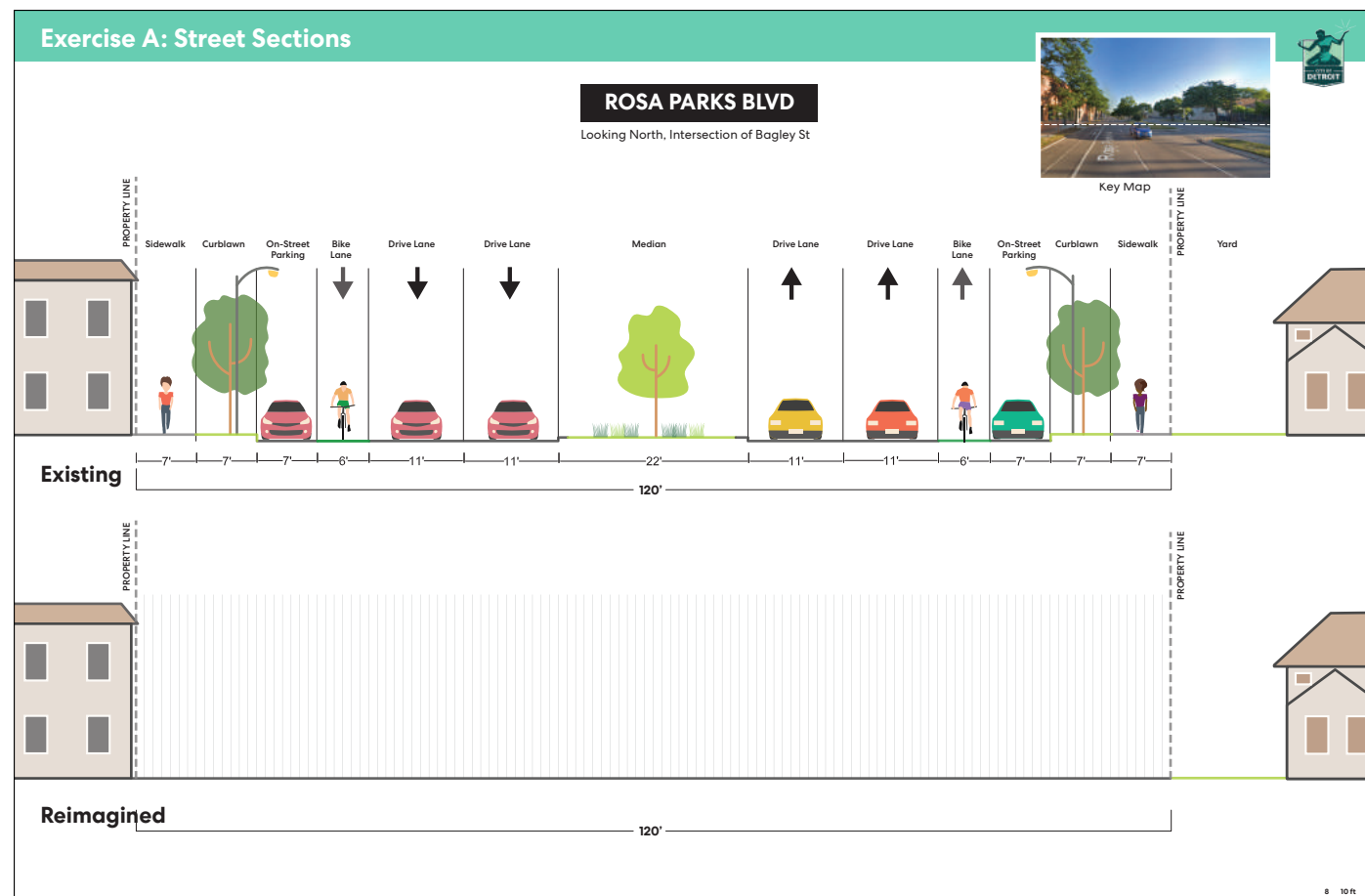
Rosa Parks Boulevard

- Rosa Parks Boulevard north of Bagley St has a right of way of 120' which houses two driving lane per direction separated by a 18' median that turns into turning lanes at the intersection. One can also find a painted bike lane followed by a curbside on-street lane, as well as a sidewalk with trees and streetlight poles adjacent to those on both sides

HISTORIC CORKTOWN

Rosa Parks Boulevard

- Option 1:** The goal of this design is to keep the road capacity, while transforming the **bike infrastructure** into an **on-street parking** protected bike lane adjacent to the curb on both sides to the expense of reducing the median from 22' to 10'



Option 1 - Rosa Parks Boulevard

Street Design Exercise Sheet

WORKSHOP ACTIVITY

A Street Design



HISTORIC CORKTOWN

Rosa Parks Boulevard

- **Option 2:** This option proposes to **reduce the median** from 22' to 18', and remove the bike lane from the asphalt, and use the gained space to expand each sidewalk to a 10' multi-use path to allow bicyclist and pedestrians go to and from the waterfront along Rosa Parks, while keeping the same capacity for moving vehicles.



Option 2 - Rosa Parks Boulevard

HISTORIC CORKTOWN

Rosa Parks Boulevard

- **Option 3:** This one differentiates from the rest in that it proposes to place the **bike infrastructure** on the current median, while **extending the sidewalk area** and placing streetlight poles to make them more comfortable and safer for pedestrians.



Option 3 - Rosa Parks Boulevard

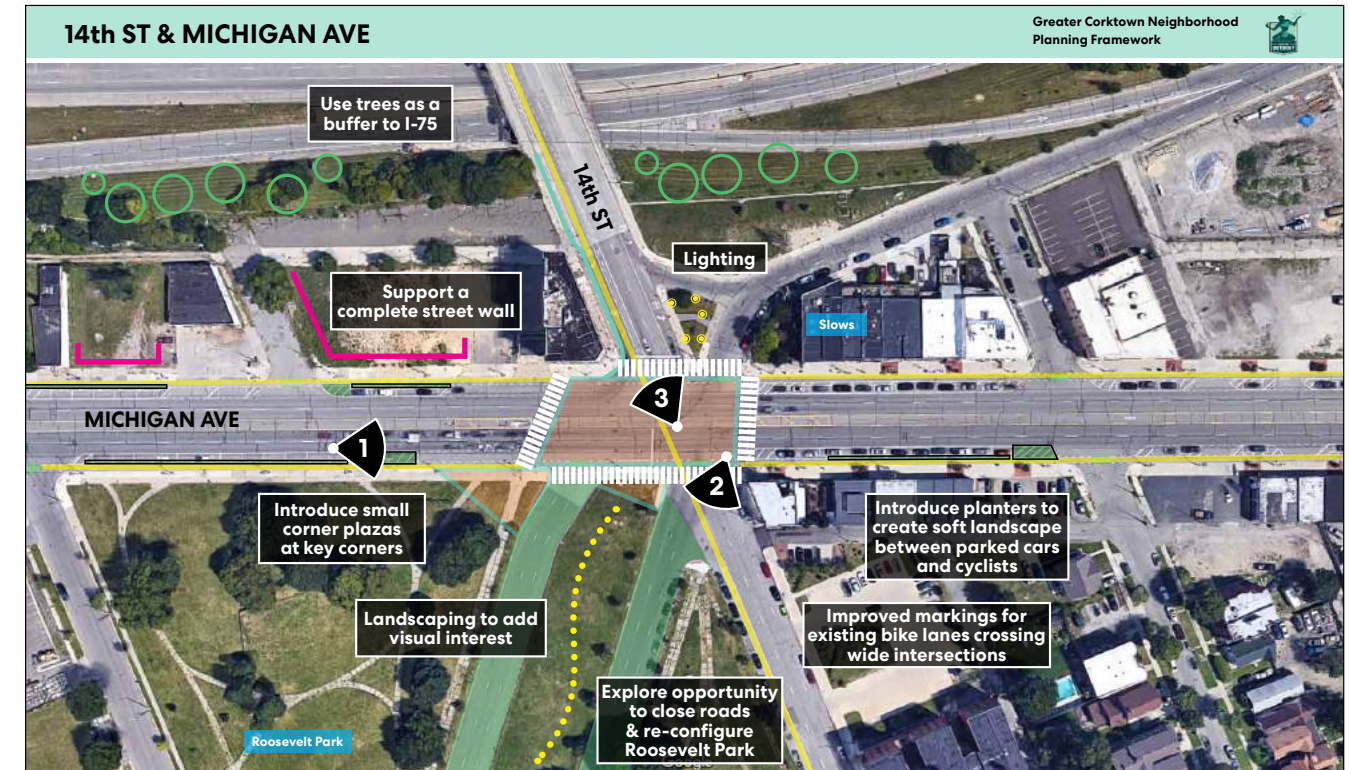
WORKSHOP ACTIVITY

B Intersections

HISTORIC CORKTOWN

14th and Michigan

- There was significant support expressed by local residents for considering the closure of the roads cutting through Roosevelt Park. The road closures would allow for the reconfiguration of the park and allow the space to feel more like a usable park. The closures would also help to clarify the intersection of 14th and Michigan Ave, potentially improving safety.
- The strategic use of planters (as a buffer between parked cars and cyclists), as well as a pedestrian level, character appropriate lighting received considerable support from participants.
- Many residents commented that design improvements should consider maintenance, particularly in the winter months (e.g. in relationship to the desire for planters). Stewardship and maintenance should be explored further with the City, local organizations, and businesses.
- Safety features were a priority of participants and support was expressed for the extension of paint markings for bike lanes through intersections, timing and availability of crossings along Michigan Ave, and improved signage for all users.
- Pedestrian comfort was a priority, with support for pedestrian plaza-style features by bus stops and a feeling of activity all along the street.



EXERCISE B: INTERSECTIONS & CROSSROADS

Where can quick improvements have the highest impact for pedestrian safety?

Perkins&Will



Painting to help strengthen bike lane

Pedestrian plaza and bus stop

Lighting lining the park side of

Enhanced and artful heritage signage for park

Planters between parked cars & cyclists

Perkins&Will

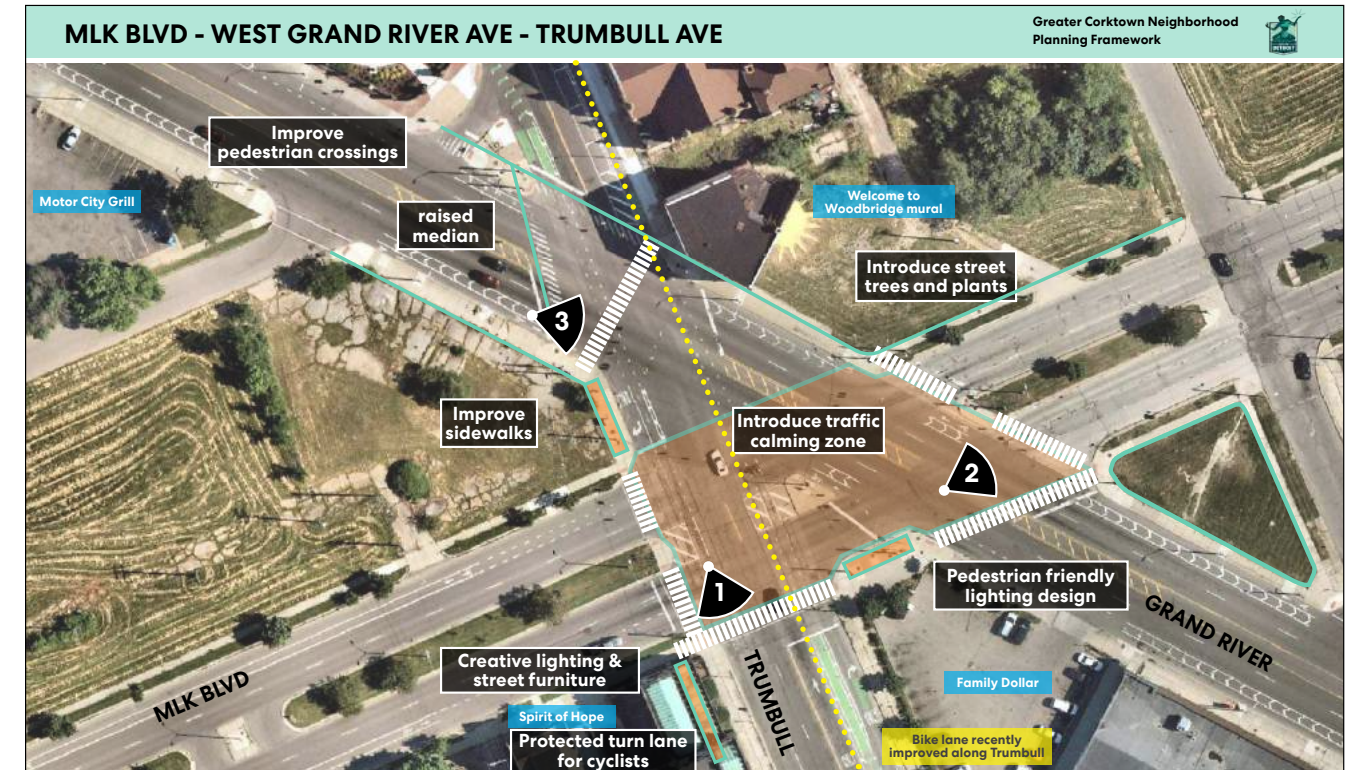
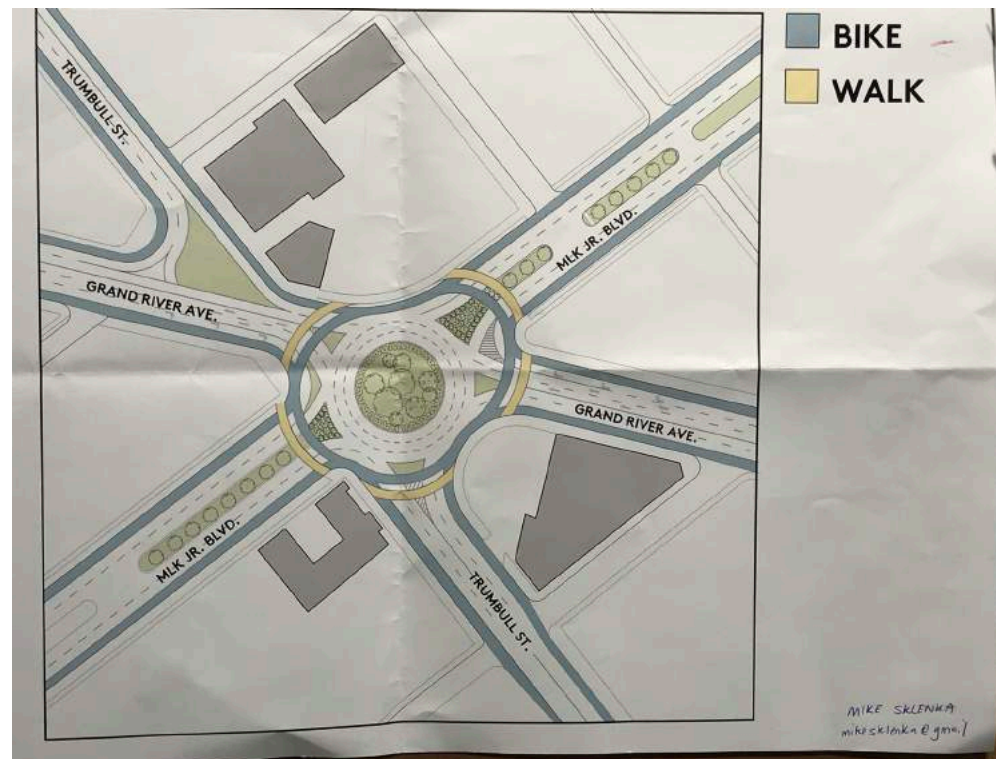
WORKSHOP ACTIVITY

B Intersections

NORTH CORKTOWN

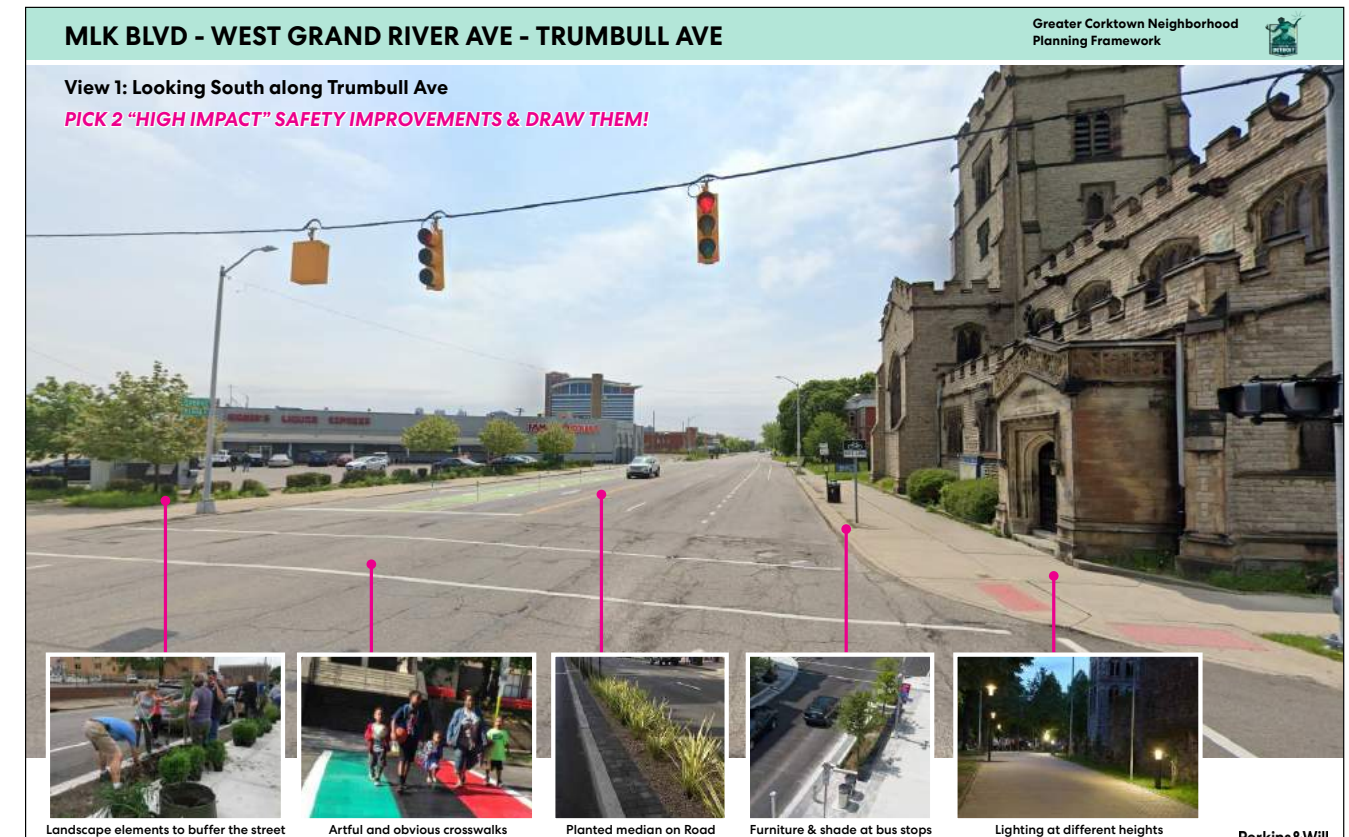
MLK-Trumbull-Grand River

- Participants found many of the small-scale design interventions to be beneficial, but commented that the City should consider transformational design improvements for this intersection. Anything less would be like putting “lipstick on a pig.”
- Transformational ideas ranged from closing the south side lanes of vehicular traffic on MLK for a large bike/ped promenade and a roundabout (see below photo of a resident’s drawing of the roundabout).
- The general feeling was that the intersection was simply too large and various design interventions should be used to “tighten” the area of vehicular movement, including bump-outs.



EXERCISE B: INTERSECTIONS
Where can quick improvements have the highest impact for pedestrian safety?

Perkins&Will



Landscape elements to buffer the street Artful and obvious crosswalks Planted median on Road Furniture & shade at bus stops Lighting at different heights Perkins&Will



WORKSHOP ACTIVITY

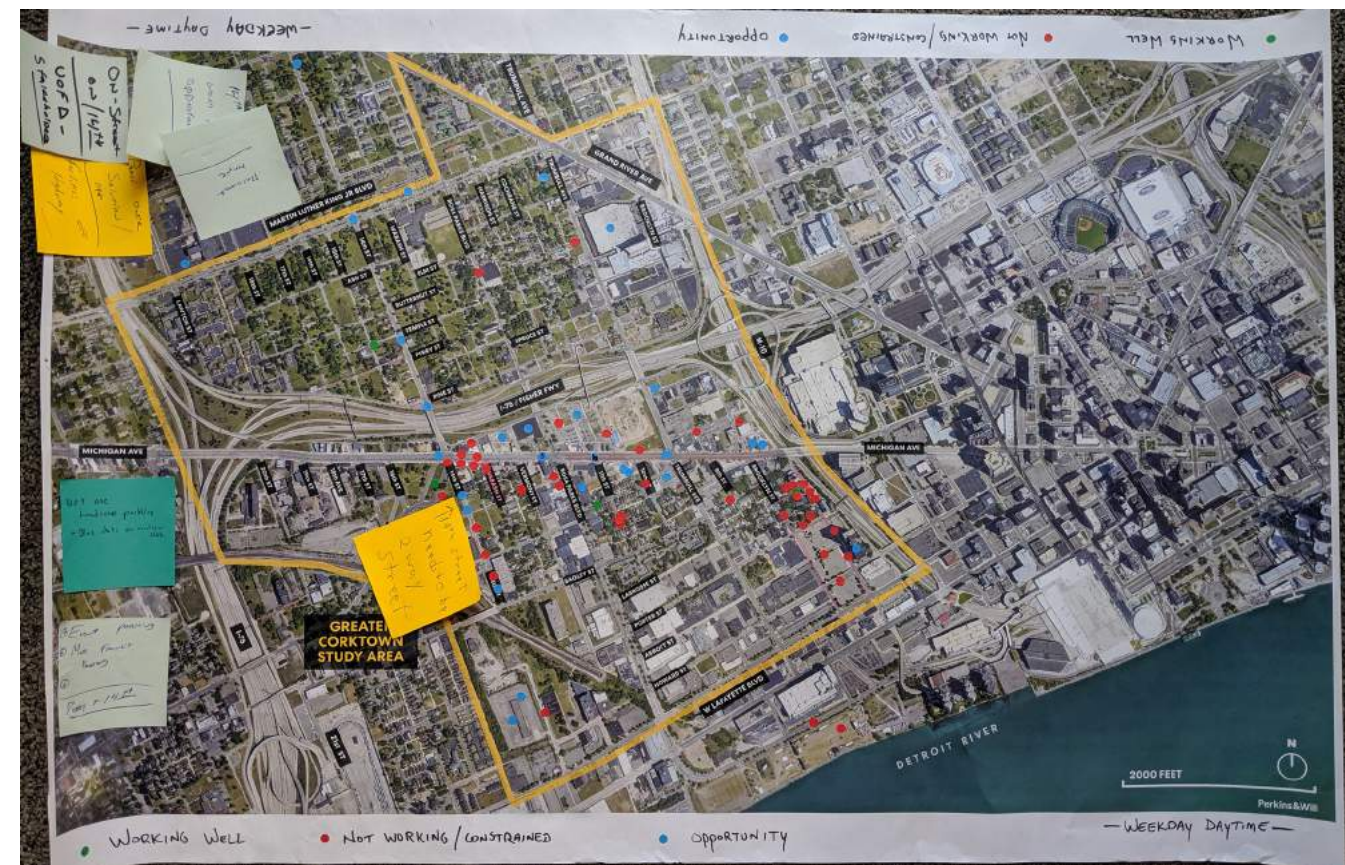
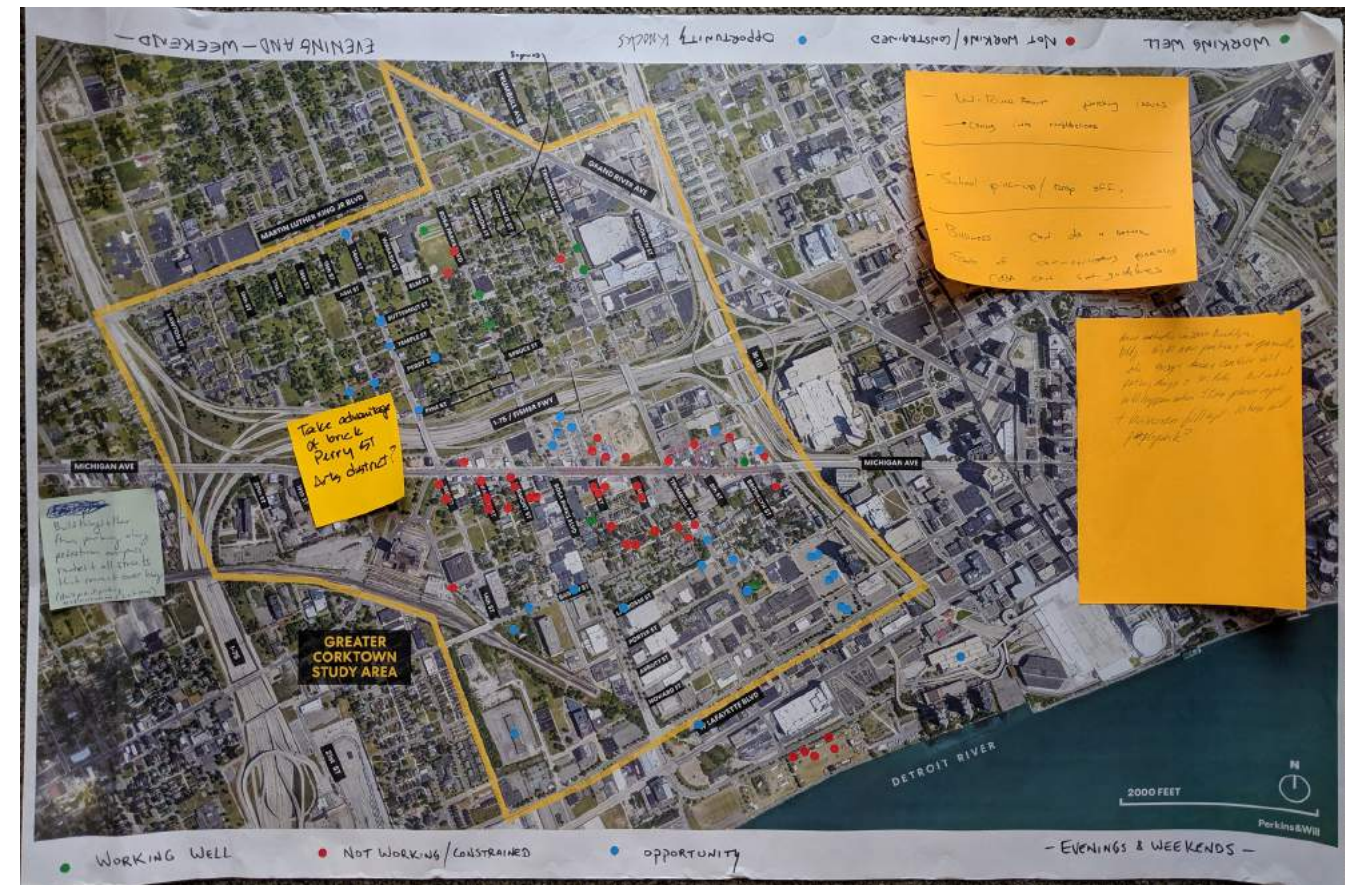
C Parking

The parking exercise was conducted to gather feedback from participants on the following:

1. Where do you park?
2. Where and when does parking become hard to find?
3. Where and when do you see parking that is underutilized?
4. What changes have you seen in the last few years and where have you seen it?
5. What changes are you concerned about?

Participants were further instructed to place dots (and comments) on maps that captured conditions on “Weekday Daytime” and “Evenings & Weekends” relative to where:

- Parking is working well (W)
- Parking is not working well or is constrained (NW/C)
- Parking opportunities exist (O)



WORKSHOP ACTIVITY

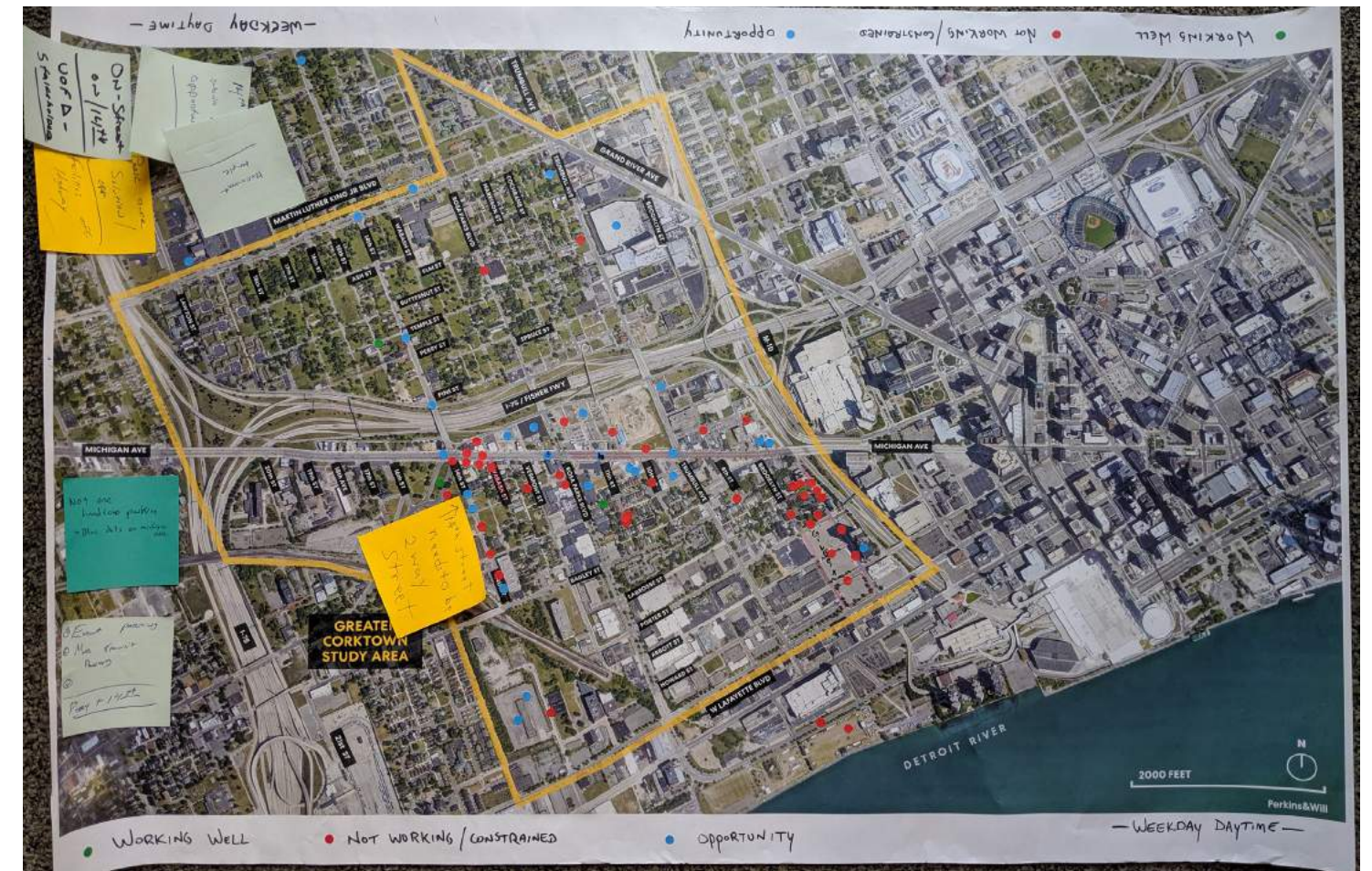
C Parking



HISTORIC CORKTOWN

General Comments

- People want to be able to walk between neighborhoods and regularly use the bridges that span the freeways; don't build a wall of parking along the interstate that creates a barrier between communities. (O)
- Consider making Michigan Avenue parking angled (head in) to accommodate more spaces and calm traffic; this would require removing a trough travel lane. (O)
- There is a severe lack of signed handicapped parking, especially on commercial streets, but also on some residential streets (NW/O)
- On Michigan Avenue, the “floating” parking lane and bike lane work (W) until the paint wears off (NW)
- Patterns and activity levels are changing, but it's “not unbearable.”
- Zoning & Regulatory Issues:
 - The zoning variance for The Corner development will cause new problems; they were issued a 100% variance for commercial parking requirements, which will add constraints to neighborhood streets; cars are also getting stolen in this area.
 - General concern that “we need to live at the planning hearings” to keep up with plans and make sure we're heard as these projects move forward.
 - Perceived RPP issues with the definition of “blockface” and minimum thresholds
- Development between Church & Leverette will create issues soon.
- Autonomous vehicles are being tested in the neighborhood and feel unsafe.



WORKSHOP ACTIVITY



HISTORIC CORKTOWN

Weekday Daytime



- Surface lots adjacent to the State office site (Lafayette – Bagley / Brooklyn – 6th):
- Lots are used as remote parking for Dan Gilbert’s companies, shuttling employees to/from downtown between 6 AM – 7 PM (W)
- Employees also use street spaces (free) and hop on buses (NW)
- Questions were posed about whether employees were incentivized or disincentivized from doing this.
- Wabash, South of Michigan Ave: employees and visitors of Michigan Avenue businesses are parking in this area, day and night. (C)
- Does the MotorCity Casino offer a daytime parking opportunity? (O)
- Would like to see the neighborhood built out without building more parking (O)
- What are Ford’s plans and how will they facilitate or incentivize non-driving trips?
- McShane’s Lot (SW corner of Trumbull & Michigan Ave.): vacant, underutilized properties. (O)
- On-street spaces are very constrained NE of Michigan & Trumbull at all times (C)
- Roosevelt Park parking is not working well; there are no markings and it is difficult to know how to comply with regulations in that area (NW)
- The 11th & Leverette area has constraints at all times... neighborhood built before cars (C)
- Ford has an opportunity to build a parking deck near Central Station to capture cars coming off of the freeway (preferably underground) (O)
- Dalzelle Street has some constraints with daytime parking from nearby factories (C)
- At Bagley & Rosa Parks, food trucks load on-street in the AM at a local distribution center, blocking traffic and creating safety issues (NW)
- At Bagley & Trumbull, school buses making turns are hitting parked cars (NW)
- The lots behind Bucharest (10th & Michigan) are underutilized (O)

WORKSHOP ACTIVITY



HISTORIC CORKTOWN

Evenings and Weekends



- Bagley @ Trumbull has some constraints in the evenings (C)
- Cars are often parked in the bike lanes on the north side of Michigan Avenue, in particular, west of 14th Street (NW)
- Activity generated by the Police Athletic League leads to capacity issues on weekends (C)
- The area around Trumbull Park (Trumbull/Porter/Abbott) is underutilized on the evenings & weekends (O)
- The Service Drive next to the Lodge, north of Michigan Avenue is underutilized (O)
- Wabash (plus Vermont and Dalzelle), South of Michigan Ave overflow parking in the evenings leads to constraints (including blocked driveways) on residential blocks. (C)
- Bagley, west of Rosa Parks is not signed at all (O)
- Labrosse Street is treated like an alley and no one parks there; should accommodate parking (O)
- Leverette has evening parking constraints with Michigan Avenue businesses (C)
- Post Office trucks park on-street near Roosevelt Park today, but will have to relocate once Ford construction starts (C); there is a large, vacant truck depot between 14th & 16th that could be useful (O)
- No one parks on Lafayette in the evenings/weekends and it becomes a race track (O)
- Trumbull Avenue has low utilization and provides additional opportunity (O)
- We advise people to park in Roosevelt Park, rather than trying to find on-street spaces on Michigan Avenue (W)

WORKSHOP ACTIVITY

C Parking



NORTH CORKTOWN

General Comments

- If we get parking right now, it can support the development that we know is coming; we need to get out in front of the influx of workers and visitors; one priority should be providing clear and direct access for parkers off of the highway, in order to limit circulation and parking in the neighborhood itself (which is a safety concern, more than a capacity concern).
- We don't want parking to dominate the conversation in North Corktown.
- We need to prioritize functional sidewalks and neighborhood pathways.
- Perry Street (brick) presents an opportunity to create a new arts district.
- Converting 14th Street to 2-way with an additional parking lane would both increase capacity for upcoming development and calm traffic. (O)
 - Mixed-use development should be focused here.
 - No center turn lane is needed
 - Widen sidewalks, add street trees
- Concerned about losing control of the process:
 - Land bank transfers
 - Owner/renter mix
 - Need to avoid the piecemeal approach... think strategically and develop a holistic development plan with mixed-incomes, development impact fees, etc. (O)



- Zoning Concerns:
 - New development in North Corktown (e.g.: condos at Cochran & Ash) being built with fewer off-street spaces than code requires (C)
 - New ordinance will allow for carriage houses with rear alley parking access and accessory dwelling units (O)
 - New moderate income housing on Pine is over-building parking; we need to balance parking demand with cost to build, provision of green space, and promotion of less car dependence (O).

WORKSHOP ACTIVITY



NORTH CORKTOWN

Weekday Daytime



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WORKSHOP ACTIVITY



NORTH CORKTOWN

Weekday Daytime

- Total Armored Car creates some on-street daytime/employee parking constraints (C)
- People are parking in North Corktown today and walking into downtown; this works today (W), but may become an issue in the future as the neighborhood develops (C).
- Rosa Parks (parking and traffic) works well today (W); don't want to lose the on-street parking.
- MotorCity Casino works well today... no observed parking in the neighborhood (W).
- We should create "mobility hubs" adjacent to parking destinations to encourage drivers to park quickly and circulate on bike, scooter, shuttle, etc.) (O)
- We're observing more traffic on Rosa Parks already; in particular, northbound evening rush hour traffic; we don't want Rosa Parks to be an extended on-ramp or a short cut between MLK and I-75.



NORTH CORKTOWN

Evenings and Weekends

- Church parking at Butternut & Trumbull is constrained on the weekends (C)
- With existing large events in Corktown and downtown and more to come, we need to focus on promoting alternatives to driving to decrease parking demand/constraints during these peaks (O)