

CITY OF DETROIT
GENERAL SERVICES DEPARTMENT



JOE LOUIS GREENWAY

FRAMEWORK PLAN VOL. 1
THE VISION

RELEASED MAY 2021



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The Joe Louis Greenway is a project managed by the City of Detroit's General Services Department. This framework plan was made possible by funding from the Ralph C. Wilson Jr. Foundation.



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ONE UNIFIED DETROIT

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Photo: James Brown



Photo: James Brown

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THE JOE LOUIS GREENWAY WILL PROVIDE CONNECTED, EQUITABLE AND ENGAGING SPACES THROUGHOUT DETROIT AND THE REGION— WHERE PEOPLE AND NEIGHBORHOODS WILL FIND OPPORTUNITIES FOR EMPOWERMENT, UNIFICATION AND HEALING.



A SAFE AND EFFICIENT LOOP AROUND THE CITY

The Joe Louis Greenway is a 27.5-mile recreational pathway that will connect parks and neighborhoods across the city, allowing residents to travel safely from McNichols to the riverfront—all without a car—through a combination of new trails, on-street protected bike lanes and links to existing trails like the Dequindre Cut and the RiverWalk. The greenway includes the cities of Dearborn, Hamtramck, and Highland Park, linking them to larger trail systems that crisscross the entire state as well as pass-through five council districts.

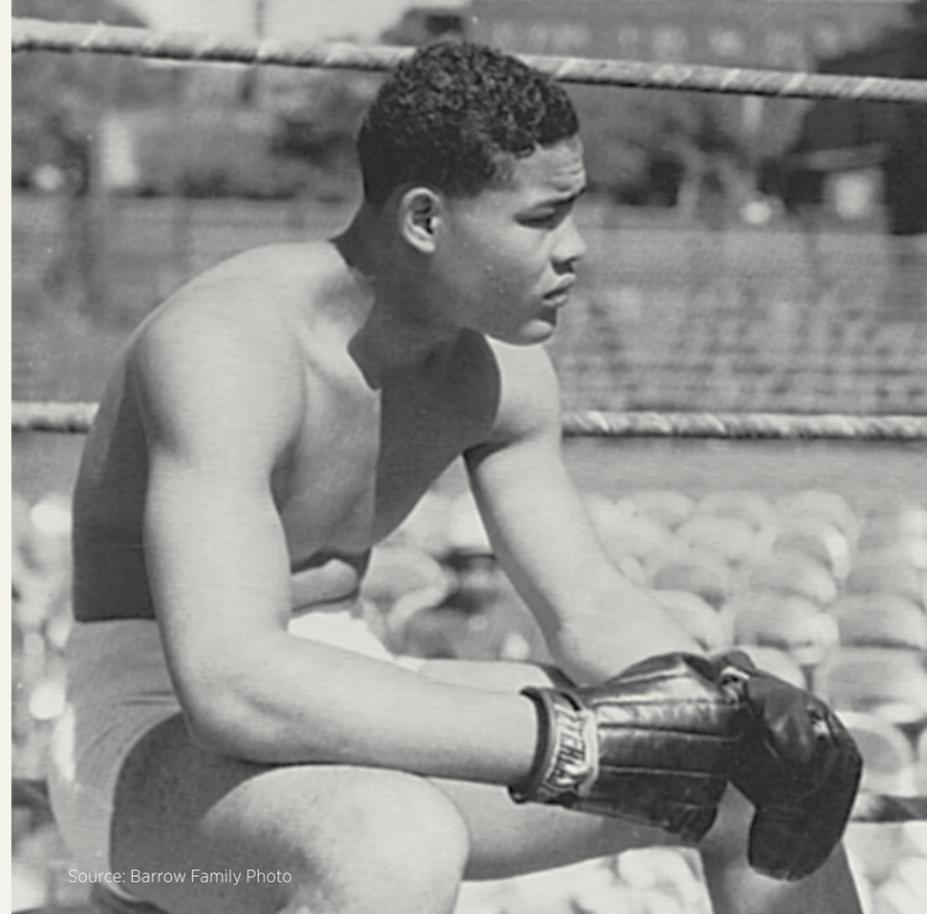


Photo: James Brown

JOE LOUIS HAD A BOLD PURPOSE IN LIFE

Joe Louis worked tirelessly to advocate for the rights of Black Americans and to promote social justice in the United States.

The Joe Louis Greenway is more than a tribute to his legacy. It celebrates Joe Louis as a role model, as someone whose values can guide this project and the people it brings together.



Source: Barrow Family Photo

THE GREENWAY—LIKE THE MAN IT HONORS—HAS A BOLD PURPOSE.

To celebrate the strength and determination of Detroit's diverse communities. To unify and re-energize neighborhoods previously separated by freeways. To improve access to affordable housing and economic opportunities, while promoting

job creation and small business development. And to connect Detroiters to history, nature, art, and each other—creating city-wide, communal areas that promote healing, empowerment and unity across Detroit.

The greenway isn't just a physical path. It represents a journey. A journey from one neighborhood to another. From

forgotten voices to a forum for ideas and discussion.

And from a storied past to a more equitable future. This Framework is designed to empower all Detroiters to fully engage with the larger purpose of the greenway—and to embrace this collective journey toward a better tomorrow.



Photo: SmithGroup

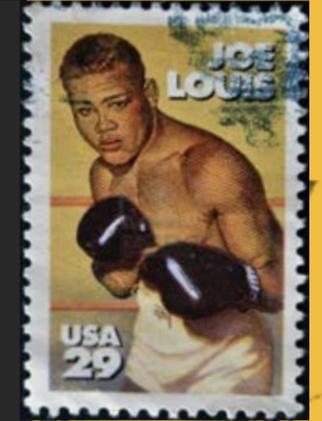
JOE LOUIS, ADVOCATE FOR SOCIAL JUSTICE



Photo: Getty Images

“MY GIFT WAS FIGHTING
AND THROUGH FIGHTING
I WAS TO UPLIFT THE
SPIRIT OF MY RACE.”

—JOE LOUIS



Source: Candice & George Joseph

Joe Louis called Detroit his home. His significance as an American hero and icon cannot be overstated. And although he’s become a prominent cultural symbol in our city, many people are unaware of the important role he played as an advocate for social justice.

Born to a family of sharecroppers in Alabama, Joe Louis Barrow and his family moved out of the Jim Crow south, to the Black Bottom neighborhood in Detroit looking for a better future. With some change in his pocket (given to him by his mother for violin lessons), Louis was invited on a whim by a friend to Brewster’s East Side Gymnasium to try boxing. He was a natural.

Louis eventually earned and defended the World Heavyweight Championship title—the most prestigious honor in

sports of that era—at a time when America was segregated and few Black athletes competed in the ring. That accomplishment challenged Americans to rethink attitudes about race. As his son, Joe Louis Barrows Jr., said, “You couldn’t have it both ways. You couldn’t put Joe Louis on a pedestal and admire him as the heavyweight champion of the world and not allow him and his people to eat where they wanted to eat, live where they wanted to live, and be educated where they want to be educated.”



Source: Randy W. Roberts, *Joe Louis, Hard Times Man*. 2010. Yale University Press. Print.



“JOE KNOCKED OUT HITLER GOLD.”

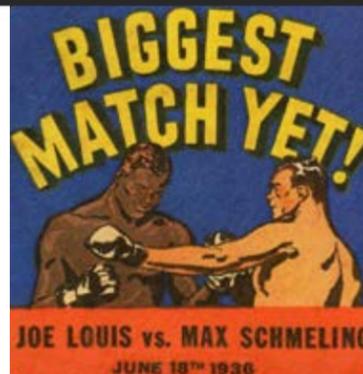
As tensions mounted between the US and Germany prior the outbreak of WWII, Louis was matched with German boxer Max Schmeling, who had come to be known as a symbol of the Third Reich.



Photo: Getty Images



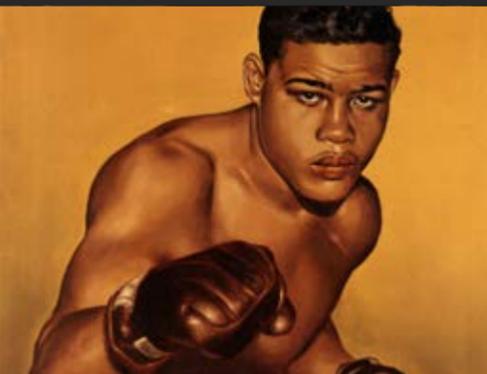
Source: Daily News



Source: Candice & George Joseph



Source: World-Telegram photo



Source: Candice & George Joseph



Source: Candice & George Joseph

THE FIGHT TOOK ON GREAT SYMBOLISM FOR BOTH SIDES

To the Nazis, a victory over Louis would prove Aryan supremacy while establishing Germany’s ascendancy over the United States. To Americans, a victory for Louis would represent a moral victory over Hitler’s ideology.

Unifying against Nazism, Americans of all races and ethnicities rallied behind Louis. After he delivered a first-round KO against Schmeling, the people of Detroit took to the streets to declare, “Joe knocked out Hitler cold.”

The entire country joined in celebration, hailing Joe Louis as an American hero, and ultimately, a racial unifier. The Philadelphia Independent wrote that Louis defeating Schmeling had created more goodwill for American Blacks than anything since the civil war.

“[Louis had] created more goodwill for American Blacks than anything since the Civil War.”

Louis left his successful career as a fighter to join the military in WWII, where he continued to advocate for racial justice. He called for the Officer’s

Candidate School to accept Black soldiers so that they could move up in rank, and refused to box unless Black spectators were allowed to sit closer to the ring.

Although he didn’t take credit for his role in improving race relations, Louis has been credited with helping to pave the way for the Civil Rights Movement of the 1950s and 1960s, during which other Black athletes—including Jackie Robinson, Jim Brown and Bill Russell—crossed racial barriers and were also hailed as American heroes.

THE VALUE OF COMMUNITY

THE JOE LOUIS GREENWAY FRAMEWORK PLAN REPRESENTS A SHARED VISION FOR THE FUTURE OF DETROIT.

The residents of Detroit deserve a transparent and defensible community engagement process, because many of these improvements directly impact their lives and that of their families for generations to come. The questions, concerns, stories, recommendations and solutions of the residents during the various public forums were thoroughly integrated into the process, the greenway design and the overall framework. It is important for the Joe Louis Greenway Framework Plan to reflect the vision of Detroit residents and for residents can see their efforts and contributions manifest into something real.



Source: James Brown

A GREENWAY TEAM SELECTED BY THE COMMUNITY

On Saturday, January 19, 2019, the City of Detroit invited residents to participate in kick-off meetings with the two finalist consultant teams who aspired to be selected to plan the Joe Louis Greenway Project. In spite of snowy roads and a power outage, the community came out to voice their opinions, dreams and concerns for the future of the Joe Louis Greenway.

The selection process had started a month earlier with project submissions from 14 teams. Because the evaluation of proposals for City contracts are required to be performed by City employees, the pool was narrowed to two very strong teams, who then went through the public review process.

On that snowy day, more than 120 residents attended. Following an in-depth process and input from the community meetings, residents voted for the team they felt was most capable to carry the project forward. The final team was chosen, and as a result, the SmithGroup team was selected to work with the City and community to complete the greenway planning process.

The SmithGroup team provides a unique combination of national design expertise, technical research and innovation, local roots and knowledge and artistic and cultural expression. As team leader and designer of the Dequindre Cut and Detroit RiverWalk, Detroit-based SmithGroup brings deep local

understanding paired with design vision that results in meaningful experiences. The team is rounded out by Toole Design Group, nationally recognized for creating greenway networks centered around people; Sidewalk Detroit, which harnesses art and culture to engage residents in an authentic way; Studio Incognita, a creative firm that builds soulful identity, graphic design and messaging strategies; and HR&A Advisors, an industry-leading economic development and public policy firm that highlights the value of public open space.



KENNETH KOKROKO, SMITHGROUP, DISCUSSES THE FUTURE JOE LOUIS GREENWAY ROUTE AT THE TEAM SELECTION EVENT
Source: SmithGroup

THE PROCESS:



OUR PROCESS WAS DIVIDED INTO THREE PHASES—EACH WITH ENGAGEMENT THROUGHOUT

Community input is an important component of this framework planning process. The greenway must reflect the needs and desires of the local communities through which it passes. Certainly many communities have concerns beyond those of a trail such as persistent land vacancy, dumping and safety. While the Joe Louis Greenway may not solve all of these critical issues, this project may be an opportunity—and a first step—to identify and address these problems as part of the overall success of the greenway.

In this way, the Joe Louis Greenway is much more than just a trail. It is an opportunity to bring additional investment and attention to the neighborhoods that need it the most.

THE EXISTING CONDITIONS PHASE:

Considers existing land uses within a half-mile on either side of the greenway to identify housing gaps, economic barriers and limitations of access to quality green space.

Evaluates other successful greenways, their strategies and supplemental policies and their applicability to Detroit.

Connects the Joe Louis Greenway planning to existing planning efforts in Detroit, namely the Strategic Neighborhood Fund Frameworks and other important districts and job centers.

THE GREENWAY DESIGN PHASE:

Includes recommendations for land use, zoning, wayfinding and green infrastructure such as natural landscaping and effective stormwater management techniques.

Determines the trail's alignment, access points, connections to nearby destinations and linkages to trails, public transit and the new Gordie Howe International Bridge.

Identifies the best pedestrian and bicycle design practices that make up a signature greenway.

THE FRAMEWORK PLAN PHASE:

Determines a feasible phasing and implementation plan with respect to available funding sources and stewardship opportunities.

Includes a maintenance and operations plan that details requirements to keep the greenway beautiful, safe and accessible.

Connects to larger planning efforts, networks and greenways that build and strengthen accessibility across the region.

WHAT HAPPENS NEXT?

The City of Detroit will finalize the design of the greenway once framework planning is completed in 2021. The Detroit Strategic Plan for Transportation sets the following benchmarks to be completed by 2022:

- Construct the first phase of the Joe Louis Greenway.
- Implement on-street sections of the Joe Louis Greenway through Road Bond Complete Streets projects with Detroit Public Works, Michigan Department of Transportation and Wayne County through Complete Streets, repaving and other road safety projects.

HOW THE COMMUNITY DEFINED A VISION FOR THE JOE LOUIS GREENWAY

Because the active participation of community members was critical to the success of the Framework Plan, the design team—a Detroit-based firm whose personal investment in Detroit has been reflected in their work for generations—ensured that residents from all neighborhoods had as much access to the planning as possible. Participating in a variety of activities—over the course of a year—community members identified five themes that would guide the vision of the Joe Louis Greenway:

- 1 ENVIRONMENTAL SUSTAINABILITY**
- 2 EQUITABLE GROWTH**
- 3 HISTORIC AND CULTURAL SIGNIFICANCE**
- 4 BIKE AND PEDESTRIAN INFRASTRUCTURE AND SAFETY**
- 5 HEALTH AND FITNESS**
- 6 CONNECTIVITY AND ACCESSIBILITY**

This chapter outlines how community members participated in the process—and how they ultimately envisioned bringing the key themes to life.



Source: Sidewalk Detroit

“YOU COULD SENSE THEIR PASSION—COMMUNITY RESIDENTS WHO VOLUNTEERED HOURS OF THEIR TIME TO PROVIDE THEIR INSIGHT AND IDEAS TO CREATE A GREENWAY THAT TRULY STRENGTHENS AND UNIFIES THE NEIGHBORHOODS IT TOUCHES.”

— A COMMUNITY-DEFINED VISION



KATHY ANGERER
Hamtramck

RU SHANN LONG
District 6

ASHIA PHILLIPS
District 5

KOREY BATEY
District 7*

VICTORIA GRIFFIN
District 3

ROCHELLE LENTO
District 2

WILLIE FAISON
Highland Park

NOT PICTURED
SANDRA PICKENS
District 7

JEFFREY POLKOWSKI
Dearborn

KAILEIGH BIANCHINI
Dearborn



PHOTO ABOVE
Copious notes taken by a diligent member of the Citizen Advisory Council (CAC) while in Atlanta.
Source: SmithGroup.

PHOTO TO LEFT
The Citizen Advisory Council in Atlanta.
Source: SmithGroup.

NOTE
Jeffrey Polkowski and Corey Batey were CAC members during the Joe Louis Greenway Framework Planning process, but they have since moved on to new positions. We appreciate their past dedication and hard work to this project. Jeffrey Polkowski's role has been filled by Kaileigh Bianchini, and Corey Batey's role has been assumed Sandra Pickens.

COMMUNITY PARTICIPATION

Recognizing the profound impact that the Joe Louis Greenway will have on Detroit neighborhoods, we placed community participation and authorship at the core of the Framework Planning process. Each phase of the research and design process centered around outreach and workshop events that encouraged input, feedback, participation and design. These events were designed to be inclusive of all neighborhoods, while providing exciting activities and abundant opportunities for in-depth conversation and collaborative design amongst residents, project stakeholders, the City of Detroit and the design team. Each engagement session sought to uncover the hopes, dreams, questions, concerns and vision that residents have for the Joe Louis Greenway.

CITIZEN ADVISORY COUNCIL

The Citizen Advisory Council (“CAC”) was comprised of eight community members—one individual from of the five Detroit Council Districts connected by the greenway, as well as representatives from Hamtramck, Highland Park and Dearborn. These community leaders were selected based on their advocacy in the community and deep connections to other residents, as well as their interest in non-motorized transportation and green space.

These volunteers committed to the long-term investment and participation in the Joe Louis Greenway—from planning and design, through implementation and maintenance. They generously contribute their time to learn about the greenway in order to serve as ambassadors and advocates—of both the greenway and their communities—to envision everything the Joe Louis Greenway can be and to share the concerns, hopes and dreams of their neighbors, friends and families.

— A COMMUNITY-DEFINED VISION

WORKING GROUPS

To facilitate deep engagement with a very large and diverse community, the design team worked with the General Services Department, the Department of Neighborhoods and the Mayor's Office to research and identify community leaders across the Joe Louis Greenway impact area.

Working Group members were selected based on involvement in Detroit bike culture, community advocacy groups, green coalitions and block clubs, as well as through recommendations from City officials. Most important, selection criteria for the Working Group prioritized adequate representation from different geographies along the greenway, as well as representation from various stakeholder and interest groups to offer diverse perspectives.

Most importantly, members of the Working Group were socio-economically diverse in terms of age, ethnicity, income level, neighborhood, ability and education.

Working Group members met throughout the design period in sessions ranging from 3-5 hours, working in neighborhood-specific groups on activities that included asset and cultural mapping exercises, goal setting and visioning sessions for the greenway and topics such as greenway safety, amenities, the function and value of art and culture on the Joe Louis Greenway, economics, equity and more. Approximately 100 individuals were invited to each work session, with about 60 attendees per event.

Working Group leaders worked hand-in-hand with the design team and City officials and were given contact information to address concerns, hopes and ideas to the design team at their own convenience. Findings and feedback from Working Group sessions informed and refined our approach to the public meetings. These champions were instrumental in disseminating information beyond community gatherings and providing other environments for safe exchange.

“LET US SIT AT THE TABLE WHEN YOU DECIDE TO MAKE DETERMINATIONS FOR OUR NEIGHBORHOOD. LET US TELL YOU SOME OF THE THINGS WE WOULD LIKE TO SEE INSTEAD OF PEOPLE FROM THE OUTSIDE DECIDING WHAT TO PUT IN OR NOT PUT INTO OUR COMMUNITIES.”

—RUSHANN LONG, DISTRICT 6 COMMUNITY ADVISORY COUNCIL REPRESENTATIVE

Source: www.wxyz.com/news/detroit-residents-fight-to-remove-blight-bring-back-services-by-giving-tours



Source: Sidewalk Detroit

“PEOPLE IN THESE NEIGHBORHOODS HAVE ALMOST GIVEN UP HOPE THAT ANYBODY IS INTERESTED,” LONG SAYS. “WE’RE ONE OF THE FORGOTTEN NEIGHBORHOODS— AND THERE ARE LOTS OF THEM.”

—COMMUNITY RESIDENT

TAPPING INTO DETROITERS' PASSION FOR REINVENTION

Pulling inspiration from Louis' life and their vision for the City, Detroit residents worked together to guide goals for the Joe Louis Greenway.

Photo: James Brown



Caribbean Mardi Gras Productions. Photo: Sidewalk Detroit

THERE'S SOMETHING MAGICAL ABOUT THIS CITY.

There was in Joe Louis's time, and there is now. Perhaps it's the air of possibility that always surrounds us here. A sense of energy and resiliency. We see people who know and care for one another. We see mutual respect. Solidarity. A desire to create and protect. And a passion for finding better ways of life, for reevaluating and reinventing our social order.

A vision for the Joe Louis Greenway began to emerge over the course of more than 15 years of grassroots advocacy. And throughout the year-long process of developing the Framework Plan, an even larger and more representative community of Detroit residents expanded and transformed that vision into an actionable plan for a greenway that fosters empowerment, unification and healing.

GOAL 1

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

The greenway has tremendous potential to enhance the urban environment, making Detroit more beautiful and enjoyable. This Framework includes incentives for economic redevelopment in core corridors to support the local economy and benefit long-term residents.



GOAL 2

THE GREENWAY WILL PROMOTE EQUITY

Residents participating in greenway engagement made it clear: equity is our top priority. This means first identifying the ways in which race, gender, and socioeconomic status affect a person's ability to benefit from and enjoy this greenway. Then, structuring policies and programs—in housing, job training, and small business development—that enable all Detroiters to not only have access to a world-class greenway, but also receive the economic benefits the greenway is sure to deliver.



Photo: Sidewalk Detroit



ENGAGING THE WISDOM OF THE COMMUNITY

What would beautify and improve quality of life in Detroit neighborhoods? What kind of connectivity to destinations and transportation hubs is important to residents? How can we create economic opportunities for every neighborhood the greenway touches? What elements of history and public art would inspire and activate Detroiters?

These are questions only neighborhood residents can answer. From public engagement sessions to one-on-one meetings, the local community provided critical input on the design, look, feel and function of the greenway. Residents uncovered important historical events and collaborated on activities to help define the role public art and cultural programming will play in the greenway.

Read more about how the community provided input on page 14.

GOAL 3

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

The greenway will greatly improve access in the City of Detroit by linking to and improving on existing non-motorized connections. This Framework connects key destinations, Detroit's neighborhoods and major transportation routes, ensuring accessibility for people of all needs and abilities.

ART WILL BRING US TOGETHER ON THE GREENWAY

Imagine an art-filled 27.5-mile pathway throughout Detroit—bustling with residents and visitors alike—that connects parks and neighborhoods that have long been separated by roads and freeways.

Carribbean Mardi Gras Productions
Photo: Sidewalk Detroit



THE POWER OF PUBLIC ART

Public art, perhaps more than any other form, has the ability to invite, welcome and inspire a true sense of access, freedom and joy. It can immediately show us who and what we value through the stories we tell, the topics we explore, the events we produce and the places we make. The Joe Louis Greenway will be a place where residents and visitors from diverse backgrounds can experience public art that inspires, challenges and invites the viewer-participant to see Detroit's green spaces and neighborhoods in an exciting new light, through the lens of possibility and creativity.



Photo: James Brown

IMAGINE SAFE, BEAUTIFUL GREEN SPACES THAT INSPIRE QUIET REFLECTION—AND ACTIVATED GATHERING PLACES THAT PROMOTE THOUGHTFUL DIALOGUE.

The stories of Detroit neighborhoods come to life on this pathway through sculptures, murals and interactive soundscapes. The works of accomplished graffiti and mural artists depict the trials and triumphs of local heroes. Beautifully planted rain

gardens full of native plant species reimagine the role of vacant land in the city.

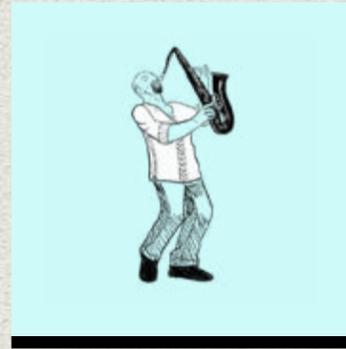
The Joe Louis Greenway unites us all by connecting us to opportunities for personal and community growth. Through art, programming, economic development, renewed human connection and other means, the greenway has the potential to help heal urban trauma—to positively advance the culture of Detroit around race and promote environmental justice.

THEMATIC VALUES

FOR THE JOE LOUIS GREENWAY

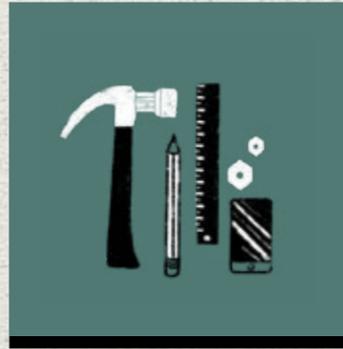
Resident input coalesced around the following 7 areas of focus that are reflected throughout this plan.

Read more about how the community prioritized these values on page 14.



ARTS & CULTURE

Art brings people together. It disrupts the status quo. Empowering voices within our city will foster community-building, mutual understanding and unification across neighborhoods, communities and cultures.



ECONOMIC DEVELOPMENT

The greenway is about access—including access to opportunity. Intentional planning, outreach and action will create economic opportunity for residents in every neighborhood the Joe Louis Greenway touches.



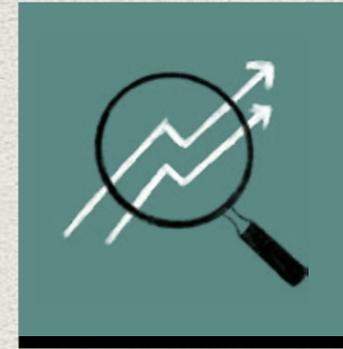
HISTORY

Honoring the full story of Detroit's history—and celebrating the city's oldest and long-gone neighborhoods—will enable us to collectively build the future we want to see.



CONNECTION

Neighborhoods that were previously separated by freeways will be unified by the greenway's path, providing greater connection across the city—and more human connection among residents.



HOUSING & COMMUNITY

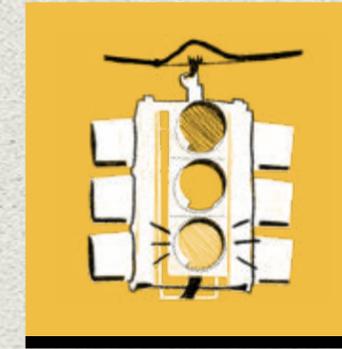
Jobs and housing are a critical part of the equation. Wealth building, job creation, business retention and access to affordable housing will enable Detroiters to enjoy the benefits of economic growth.



ENVIRONMENT

Nature heals and energizes. It can help reduce stress and provide a sense of peace and rejuvenation. The Joe Louis Greenway will cultivate, protect and celebrate the natural world within our city.

Details regarding environmental sustainability can be found in *Framework Plan Vol. 2: Design Standards*.



RECREATION, SAFETY & MOBILITY

Recreation plays an important role in our physical and mental wellbeing. Connecting Detroiters to safe and ability-inclusive recreational opportunities will enhance the quality of life in all neighborhoods along its path.



LEARNING FROM THE PAST TO INFORM OUR FUTURE

Throughout the planning process, residents voiced a need to heal long-standing urban trauma, particularly in relation to the erasure of Joe Louis' childhood neighborhood of Black Bottom and of Paradise Valley during the era of Urban Renewal in the 1950s and 60s. The redevelopment, which ultimately included the construction of I-75, caused displacement and trauma to the Black residents who called those neighborhoods home—and whose businesses were shut down. By acknowledging past trauma, promoting dialogue and providing new opportunities for healing, the greenway can be a place where Detroiters advance a better understanding of racial justice.

FRAMEWORK PLAN OVERVIEW

THE JOE LOUIS GREENWAY FRAMEWORK PLAN PRESENTS A VISION FOR LARGE-SCALE TRANSFORMATION IN DETROIT'S NEIGHBORHOODS.

Through a robust community engagement process, as well as partnerships and collaborations with stakeholders, businesses, organizations and public departments, the Joe Louis Greenway Framework Plan represents a shared vision for the future of Detroit. As a physical connector, the greenway seeks to link Detroiters to the services and assets that make this city a wonderful place to live.



Source: SmithGroup

“ THE ISSUANCE OF THE FRAMEWORK PLAN IS A HUGE STEP IN MAKING THE JOE LOUIS GREENWAY A REALITY. BY MY COUNT THIS PROJECT HAS BEEN IN PROCESS FOR AT LEAST 12 YEARS. DOZENS OF PEOPLE HAVE WORKED ON VARIOUS ASPECTS OF IT AND KEPT THE IDEA ALIVE EVEN AT TIMES WHEN IT WAS VERY DIFFICULT TO MAKE PROGRESS. I REALLY BELIEVE THAT, LIKE THE RIVERWALK, THE JOE LOUIS GREENWAY WILL BE A TRANSFORMATIVE PROJECT FOR THE CITY, ONE THAT WILL HELP DETROITERS TO LOVE THEIR CITY EVEN MORE THAN THEY DO ALREADY.”

—JIM EDWARDS, FOUNDER OF THE FRIENDS OF THE JOE LOUIS GREENWAY

The following design standards for the future construction of the Joe Louis Greenway are the result of more than ten years of hard work and advocacy by City of Detroit staff, community residents and partner organizations. To build on this work, numerous local, regional and national greenway projects and guidelines have been studied and referenced to develop standards which will help create a world-class non-motorized trail for the City of Detroit.

GREENWAY DESIGN IN DETROIT

At the local and regional level, reference guides including the City of Detroit Non-Motorized Urban Transportation Master Plan, the SEMCOG & MDOT Non-motorized Plan for Southeast Michigan, the Detroit Bicycle Network Strategy and the City's Safe Routes to School program, among others, have informed the recommended design standards. Local existing greenways and trails like the Dequindre Cut, Detroit RiverWalk and Palmer Park trails were studied to understand how urban trails are used in Detroit.

DESIGN REQUIREMENTS

Additionally, greenway planning and design guides such as the City of Detroit's own bike network, mobility and field marking standards, MDOT standards and national standards including the NACTO Urban Bikeway Design Guide and ADA requirements have all been referenced to enhance safety and accessibility for greenway users of all levels and abilities.

USE [THE GREENWAY] TO CONNECT
PEOPLE TO EXISTING PARKS IN
DETROIT—ESPECIALLY THE ONES
WE HARDLY USE NOW.

—COMMUNITY RESIDENT



Source: James Brown

ORIGIN OF THE PROJECT

The 27.5-mile Joe Louis Greenway is a planned biking and walking trail that extends from the Detroit Riverfront to Highland Park, Dearborn and Hamtramck.

The greenway will provide connections to Windsor, Ontario via the Gordie Howe International Bridge—and to Ferndale by way of future on-street infrastructure improvements. The Joe Louis Greenway will include the Dequindre Cut and portions of the Detroit RiverWalk, as well as portions of the planned Iron Belle Trail and Southwest Greenway.

When completed, it will provide a place for people of all abilities to safely walk, bike and run while connecting neighborhoods, parks, schools, jobs, historic sites, commercial corridors and public transit.

This greenway concept began in 2007 with the Friends of the Inner Circle Greenway and became part of the Detroit Greenways Coalition Network Vision in 2009. The Coalition continued to advocate for the development of the Inner Circle Greenway, working closely with the City of Detroit, local experts, property owners and stakeholders to refine the alignment and vision for the route. In 2017, the City of Detroit formally adopted the greenway plans. As the first step in this important process, Mayor Mike Duggan announced the renaming of the Inner Circle Greenway to the Joe Louis Greenway, after the legendary boxer and Detroiter, Joe Louis.



Source: James Brown

In 2018, the City of Detroit acquired 7.5 miles of abandoned Conrail Railroad property using grants from Michigan's Natural Resources Trust Fund and Michigan Department of Transportation. This railroad property, formerly the Detroit Terminal Railroad will become the northern and western part of the Joe Louis Greenway loop.

In 2017, the Ralph C. Wilson Jr. Foundation awarded \$2 million to the City of Detroit to develop a framework plan and construction drawings for the project. The Community Advisory Council was also created, comprising of community members from each Detroit City Council Districts to represent local residents and advocate for important facets of the route. After a publicly vetted Request For Proposals process with wide attendance from residents and stakeholders across Detroit, in April 2019, The City of Detroit announced that SmithGroup and their partners were selected for the project.

WHAT IS A FRAMEWORK PLAN?

The Joe Louis Greenway Framework Plan provides a record of the planning and design process—while establishing a guiding direction for the future implementation, management and operations of the greenway. Woven throughout this document and foundational to the decisions presented in each section, are the voices and vision of Detroit's residents and stakeholders. This document is organized into 8 planning topics, including:

- **Project Process**
- **Community Engagement**
- **Routing and Alignment**
- **Greenway Design Guidelines**
- **Environment and Sustainability**
- **Housing and Economic Development**
- **Implementation**
- **Operations and Management**



Source: AP Photo

EACH OF THESE SECTIONS ADDRESSES THE KEY GUIDELINES AND STRATEGIES THAT WILL BE PUT INTO PLACE IN ORDER TO ADVANCE THE IMPLEMENTATION OF A GREENWAY WHICH IS INCLUSIVE, ACCESSIBLE, BEAUTIFUL—AND CAPTURES THE STRENGTH AND LEGACY OF DETROIT AND THE GREENWAY'S NAMESAKE—JOE LOUIS.

ONE CITY. FOR ALL OF US.



Mayor Mike Duggan, ribbon cutting for Riverside Park
Source: City of Detroit

A MESSAGE FROM MAYOR MIKE DUGGAN

Dear Residents,

In February of 2017, Rochelle Riley wrote a column for the Detroit Free Press asking how the legacy of Joe Louis would be honored once the Joe Louis Arena was torn down. At the time, we had been working on the acquisition of 8 miles of former rail line that would formalize the northwestern portions of something that had long been called the Inner Circle Greenway, a project that would unite Detroiters from all over the city with healthy opportunities for recreation. What better opportunity to permanently lift up the legacy of Detroit's great champion than with a project of this scale and scope?

The Joe Louis Greenway is a transformational project that will change our city for the better. Generations of Detroiters will get to experience the 27.5 mile path that will connect 23 neighborhoods at the heart of our city.

Detroit's neighborhoods are the heart of our City.

Throughout the process of this framework plan, we spoke directly to residents and key stakeholders in the community. Our goal with the Joe Louis Greenway is to re-unite Detroit's neighborhoods in a new and

exciting way that all Detroiters will be able to enjoy. Not only do we want to celebrate Joe Louis, but the history of neighborhoods, residents, and businesses along the path that embody Joe Louis' drive, confidence, tenacity, and compassion.

We know that the impact of this greenway will extend far beyond the boundaries of the path itself, creating opportunities for Detroiters to thrive. When complete, the greenway will generate jobs, affordable housing opportunities, and ease mobility barriers that have challenged Detroiters for decades. The Joe Louis Greenway will connect Detroit to Highland Park, Hamtramck, Dearborn, and our international pedestrian and bike crossing, and serve as the nucleus of a connected region. And we can't wait to get started.

Sincerely,

Michael E. Duggan
Mayor, City of Detroit



Photo: Evan Gonzalez

A MESSAGE FROM DETROIT'S GENERAL SERVICES DEPARTMENT

Greetings My Fellow Detroiters,

Detroit is a phenomenal city infused with culture, strength, and character that make it welcoming and exciting. The Joe Louis Greenway is a path that will unite these traits and celebrate what makes Detroit one of the greatest cities in the world.

At Detroit Parks & Recreation we are always looking for ways to make Detroiters feel proud about their city. In developing this framework plan we wanted as much community input as possible. You will read more about how the vision came together right from the words of residents. Imagine being able to use the Joe Louis Greenway to get to work early in the morning, be a safe passage way for children to get

to school, and for the family to have fun together and become healthier all through engaging with this new space.

The greenway will offer far more than just a path. It is an embodiment of a litany of future possibilities that include economic development, new jobs, and a place for community businesses to grow and thrive. The Joe Louis Greenway is a once in a lifetime opportunity to unite our region, heal our divides, and make Detroit shine like the world class city that it is.

Sincerely,

Brad Dick

Group Executive, Services & Infrastructure
Director, Parks & Recreation Division
City of Detroit



BUILDING TRUST AND COMMUNITY HEALING BEGIN WITH THE ACT OF LISTENING.

Dear Residents,

Above all else, the strategic framework you are about to read is an exercise in listening. Not just to residents' views on the best route for the Joe Louis Greenway, or the destinations they hope to connect to, but how this project relates to their lives, their city and its history. It is about listening to Detroiters' experiences in nature (good, neutral and bad) and how those are reflected in the cultural landscape of this path. It is about hearing frustrations with navigating bureaucracy or traumatic memories of Urban Renewal, and learning how those experiences informed their willingness to participate in this process. Residents' thoughts, fears, hopes and opinions reverberate through every page of this document and most especially in the words that make up our mission statement:

The Joe Louis Greenway provides connected, equitable and engaging spaces throughout our city and region, where we offer opportunities for empowerment, unification and healing for our neighborhoods and people.

Strategic plans are often criticized for their dust-collecting abilities, famous for setting out a grand vision that is never realized. In Detroit Parks and Recreation, we are cognizant of the fatigue residents feel, having given their time and energy for decades to processes that don't have the possibility of

implementation. This is why we typically do not convene communities to redesign a park until we have the funds in hand and know we can deliver results, which has helped us to build trust with residents in every corner of this city.

Owing to the sheer size and scope of Joe Louis Greenway, this planning process looked a little different. The greenway is 27.5 miles in length, running through 23 distinct neighborhoods with their own strong identities, and will serve not only residents' transportation needs, but will bolster economic opportunity, the development of affordable housing, and support for small businesses adjacent to the route. The magnitude of this project necessitates an additional amount of trust from the communities that surround it and a commitment to work with us far in advance of any shovels in the ground. Residents often spoke of healing historical injustice and creating spaces that serve communities of color first, with the intent and ability to unify our neighborhoods. It has been an honor to serve with this team, selected by residents themselves, working to elevate the voices of so many residents who stand to gain from this investment in their neighborhoods. I hope you are as inspired as I am by this vision, and I am looking forward to working with you to make this a reality.

Sincerely,

Meagan Elliott, PhD, MURP

Chief Parks Planner
Parks & Recreation Division
City of Detroit



Dr. Meagan Elliott with her two sons kicking off a community meeting.



Source: Sidewalk Detroit



ROUTING & ALIGNMENT



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MAKING CONNECTIONS

The Joe Louis Greenway will connect neighborhoods, people, jobs and amenities.

The path of the Joe Louis Greenway traverses a variety of ecosystems, neighborhoods, cultures, cities and environments. As the context changes, so does the experience. From the sights and smells of Eastern Market to Hamtramck's call to prayer—from the peaceful beauty of Patton Park to the vibrant commercial corridors of Mexicantown—and from the sounds of skateboarding kids at Riverside Park to the patter of children's feet on Detroit's RiverWalk—these environments are at the core of every experience along the Joe Louis Greenway.



Joe Louis Greenway Path at Davison Elementary. Source: A Fine Mess



Source: City of Detroit

HOW WAS THE ROUTING DETERMINED?

The routing of the Joe Louis Greenway shown throughout this document reflects the input of the communities through which the greenway travels—sentiments that identified the needs and desires of residents. In some cases, the routing was adjusted to connect to important neighborhood parks or amenities. In others, it was diverted in response to

concerns about safety along busy roadways. In yet others, the path was modified to enhance access for local residents or to preserve existing quiet residential streets.

Every alignment, move and turn along this route is an intentional reflection of the contributions of community members. Their quotes can be found throughout this document, and some common considerations are listed to the right.

“ USE PROCESS TO SHOW NEIGHBORHOODS THAT AREN'T PART OF SNF OR OTHER TARGETED SPACES THAT THEY MATTER.”

—COMMUNITY MEETING PARTICIPANT

SELECTION CRITERIA

Each of the factors listed to the right helped determine the routing and alignment of the Joe Louis Greenway

COMMUNITY & STAKEHOLDER INPUT

Preferences were shared by residents and stakeholders during community input sessions. These meetings took place as part of the formal Joe Louis Greenway planning process, as well as in venues and conversations beyond. Sessions were led by the City of Detroit General Services Department, by allied organizations, local block clubs and community groups. Each of them helped spread the word and gather valuable insight which has been included in this plan. Refer to page 14 for more information.

ASSETS & DESTINATIONS

- Civic:** cultural destinations and community resources
- Economic:** retail corridors and job centers
- Educational:** schools, universities and job training
- Property:** land ownership, control and easements
- Open Space:** parks and recreation
- Historical/Cultural:** cultural and historical resources

PHYSICAL CONDITIONS

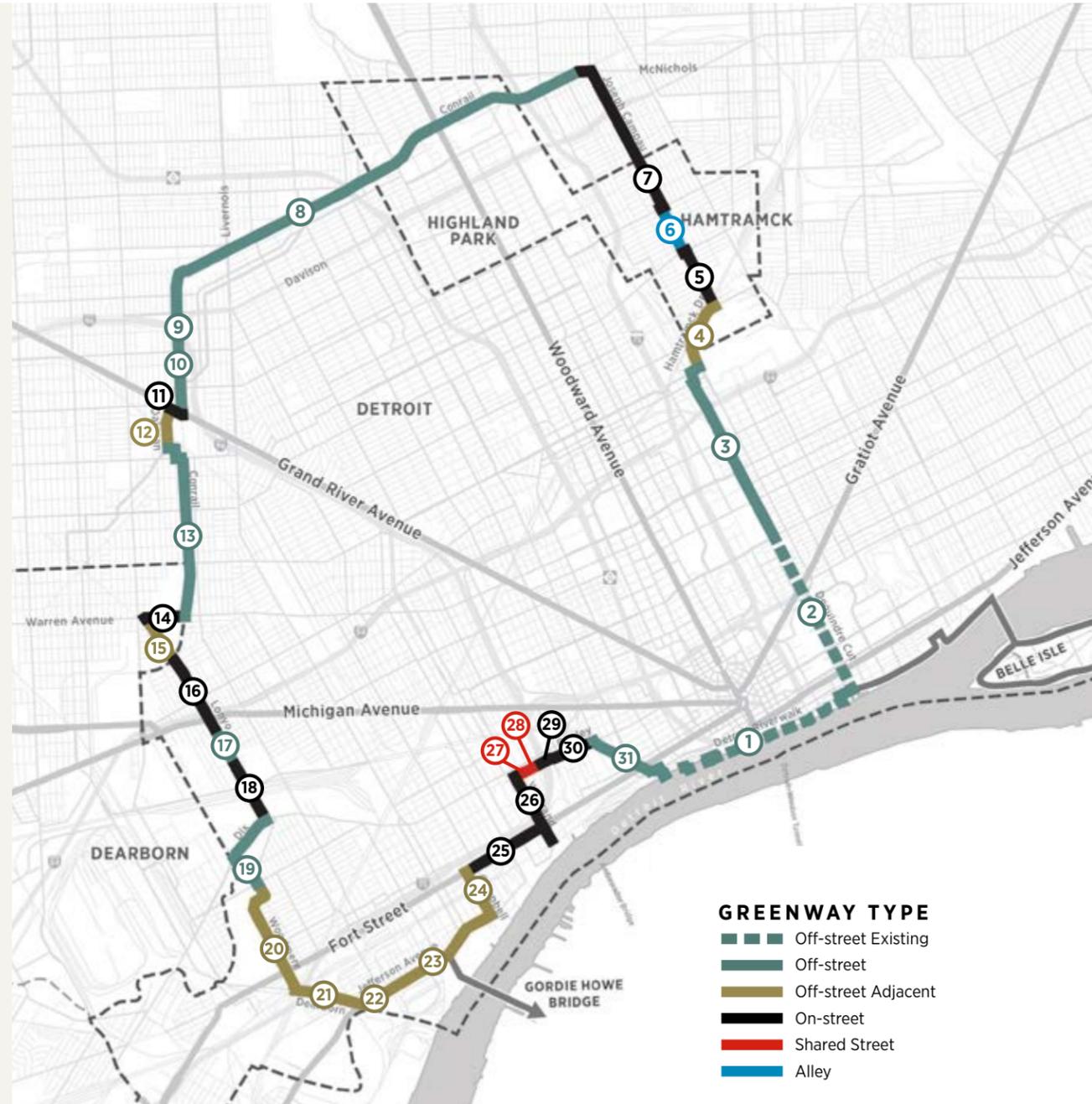
- Urban Streetscape:** geometric conditions, physical features, street grid pattern and street conditions
- Environmental Conditions:** habitat, land cover, slope, terrain, drainage patterns and soil conditions
- Utilities:** underground and overhead lines, lighting and structures
- Adjacent Land Use:** Housing, future development opportunities, strategic neighborhoods and retail corridors

CIRCULATION & CONNECTIVITY

- Roadway / Right-of-Way:** available width, geometric conditions and physical features
- Traffic:** traffic volumes/types, intersections and street conditions
- Existing Greenways/Non-motorized Connections:** existing and planned greenways, sidewalks, bike routes and other connections
- Transit:** connections and access to bus stops

THE PATH OF THE GREENWAY

The Joe Louis Greenway is a 27.5-mile non-motorized greenway loop and pathway that will provide a fun, safe and inspiring space for people of all abilities to walk, bike, run and connect. It will encourage economic growth that celebrates local business owners and residents. The route comprises distinctive municipalities, neighborhoods and assets. The preferred alignment was selected according to determinants such as “family friendly,” safe, comfortable and connective. For each of the following segments, a few of the primary deciding factors have been listed.



DETROIT RIVERFRONT

1 / DETROIT RIVERWALK

The existing Detroit RiverWalk connects residents and visitors alike to the Detroit River. It is a valuable regional asset, with events and programming attracting thousands of visitors every year.



Why was this segment selected?

Community Input: Community members shared their stories of the Detroit RiverWalk and their desire to connect to this destination and the Detroit River itself.

Builds on Other Work: The Detroit RiverWalk has been a valuable asset and connector to the City of Detroit. It is maintained and operated by the Detroit Riverfront Conservancy.

Connections: This regional destination on the international Detroit River provides access to numerous amenities. Regional destination on the international Detroit River with access to numerous key Detroit assets, parks, businesses and cultural destinations.



DEQUINDRE CUT

2 / DEQUINDRE CUT

This existing off-street greenway segment reutilizes a vacant sunken rail line to connect Eastern Market and Detroit’s Riverfront.



Why was this segment selected?

Community Input: Community members also shared stories of going to Eastern Market, the Detroit Riverfront and other destinations along the Dequindre Cut, as well as their desire for the path to become part of the larger Joe Louis Greenway route.

Connections: As the first major greenway in Detroit, the Dequindre Cut provides a key linkage between the East Riverfront, Eastern Market and several residential neighborhoods.

Builds on Other Work: The Dequindre Cut has been a valuable asset and connector to the City of Detroit. It is maintained and operated by the Detroit Riverfront Conservancy.

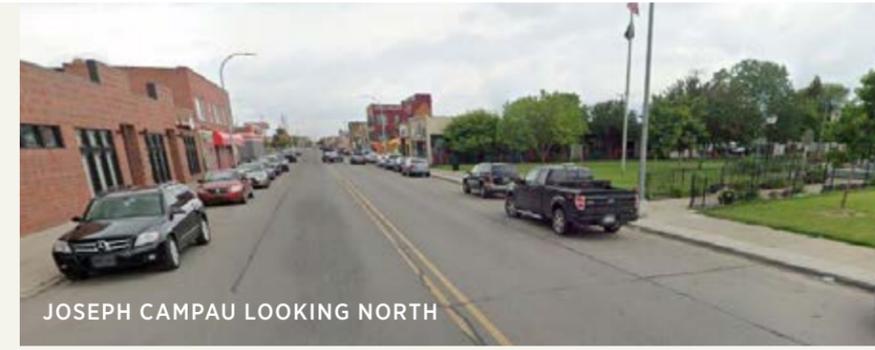


GREENWAY ROUTING & ALIGNMENT

DEQUINDRE CUT EXT. LOOKING SOUTH



HAMTRAMCK DR LOOKING EAST



JOSEPH CAMPAU LOOKING NORTH



HAMTRAMCK ALLEY LOOKING NORTH

3 / DEQUINDRE CUT EXTENSION

This greenway extension follows the same underutilized rail line of the existing Dequindre Cut Greenway, building on an existing system and connecting people to local and regional destinations.



Why was this segment selected?

Community Input: Residents said that the Dequindre Cut was important to them and that they would like to see the route extended on the remaining rail line.

Comfort and Safety: This off-street greenway segment is separated from adjacent vehicular traffic and can become a green recreational asset akin to the existing Dequindre Cut.

Environmental Systems: This segment has a wide right-of-way that provides opportunities for green stormwater infrastructure and site remediation.

Connections: The Dequindre Cut provides connections to local and regional destinations including Eastern Market, Forest Park, the Riverfront, Downtown Detroit and local neighborhoods and business centers.

Builds on Other Work: This segment is a continuation of the existing Dequindre Cut Greenway.

4 / HAMTRAMCK DRIVE

Segment connecting residents of Detroit and Hamtramck with a short connection along Hamtramck Drive between Jos Campau and the Dequindre Cut Extension.



Why was this segment selected?

- **Comfort and Safety:** This wide right-of-way provides space for greenway improvements and separation from adjacent vehicular traffic.
- **Connections:** This segment provides connection to the Link Detroit routes—the only north-south route from Downtown to Hamtramck for non-motorized vehicles.

5 / JOSEPH CAMPAU AVENUE
HOLBROOK AVENUE TO
HAMTRAMCK DRIVE

On-street greenway connects Hamtramck's downtown to Detroit.



Why was this segment selected?

- **Connections:** This segment provides direct access and connections through Hamtramck neighborhoods and business. There exist multiple opportunities for future connections to key destinations, including Veterans Park and Historic Keyworth Stadium.
- **Builds on Other Work:** Current non-motorized improvements on Joseph Campau Avenue are being planned jointly by Hamtramck and City of Detroit. The City of Hamtramck was awarded a Transportation Alternatives Program Grant for non-motorized facilities improvements along Joseph Campau in 2019 in the amount of \$511,788.

6 / HAMTRAMCK ALLEY
CANIFF STREET TO HOLBROOK AVENUE

Alley segment creates intimate, activated and unique experience.



Why was this segment selected?

Connections: This segment maintains access to and through Downtown Hamtramck.

Comfort and Safety: This alley alignment avoids the narrow and high traffic downtown corridor of Joseph Campau Avenue while still maintaining access to the downtown businesses and restaurant district of Hamtramck. Special attention will need to be paid to the alley crossings at cross streets. Additionally, this space will be pedestrian-focused; bicycles will be asked to slow down.

Economic Development: This unique greenway experience is designed to attract people to the vibrant and active Hamtramck Downtown. With opportunities for programming, dining and access by adjacent businesses, this segment will connect users to shopping, amenities and jobs.

Builds on Other Work: The Hamtramck Downtown Development Authority has been exploring ways to activate alleys in Downtown Hamtramck prior to the Joe Louis Greenway Framework planning process.



GREENWAY ROUTING & ALIGNMENT

JOS CAMPAU LOOKING SOUTH



CONRAIL DRONE IMAGE



GRAND RIVER AVE LOOKING SOUTHEAST



OAKMAN LOOKING NORTH

**7 / JOSEPH CAMPAU AVENUE
MCNICHOLS ROAD TO CANIFF STREET**

On-street segment through Campau/Davison/Banglatown Neighborhoods and Hamtramck.



Why was this segment selected?

Comfort and Safety: Jos Campau offers a wide right-of-way with available space for greater separation and protection from adjacent vehicular traffic.

Connections: This segment is immediately in front of the Davison Elementary School. Jos Campau provides direct access and connections through and to the Banglatown and Hamtramck neighborhoods and business district, as well as multiple opportunities for future connections to regional parks, destinations and other assets.

Builds on Other Work: The Joseph Campau Avenue segment of the Joe Louis Greenway builds off of an existing TAP Grant and work being led by the City of Hamtramck.

Economic Development: Several residential streets were considered instead of Joseph Campau. However, these routes would not provide the same economic benefits due to the lack of commercial destinations along these streets.

8, 9 & 10 / CONRAIL AND I-96 BRIDGE

Off-street greenway reutilizes vacant rail line to create a public recreational space.



Why was this segment selected?

Community Input: Residents expressed an overwhelming desire for the greenway to provide off-street recreation and access to green space for communities throughout Detroit. In addition, community members wanted to see restoration and remediation of former industrial sites, which the Conrail portion of the Joe Louis Greenway will be able to provide.

Comfort and Safety: The former Conrail right-of-way provides off-street greenway alignment, increasing comfort and safety through separation from vehicular traffic.

Property Ownership: The Conrail right-of-way property planned for the Joe Louis Greenway is under the ownership of the City of Detroit and provides a continuous foundation for the greenway path.

11 / GRAND RIVER AVENUE

This short on-street segment traverses Grand River Avenue, one of Detroit's wide radial streets.



Why was this segment selected?

Comfort and Safety: Grand River Avenue's wide right-of-way provides space for greenway improvements and separation from adjacent vehicular traffic.

Connections: The intersection of Oakman Boulevard and Grand River Avenue connects to the Conrail right-of-way and is a major transfer location for DDOT and SMART bus routes.

Property Ownership: Vacant commercial land owned by the City of Detroit along the Grand River Avenue corridor offers great potential for enhanced access point and amenity development, as well as economic development.

Economic Development: This greenway segment creates opportunity for adjacent commercial, housing and amenity development.

12 / OAKMAN BOULEVARD

The Oakman Boulevard segment provides an off-street path adjacent to the roadway.



Why was this segment selected?

Connections: This segment circumvents a dead-end portion of the off-street Conrail right-of-way, while providing key connections to primary transfer location for bus routes on Grand River Avenue.

Comfort and Safety: The wide boulevard is already an existing signed bike route, connecting the Cities of Dearborn, Detroit and Hamtramck.



13 / CONRAIL

This 7.5-mile off-street greenway occupies the former Conrail right-of-way, reutilizing the vacant rail line to create a public recreational space.



Why was this segment selected?

Community Input: Residents expressed an overwhelming desire for the greenway to provide off-street recreation and access to green space for communities throughout Detroit. In addition, community members wanted to see restoration and remediation of former industrial sites, which the Conrail portion of the Joe Louis Greenway will be able to provide.

Comfort and Safety: The former Conrail right-of-way provides off-street greenway alignment, increasing comfort and safety through separation from vehicular traffic.

Property Ownership: The Conrail right-of-way property planned for the Joe Louis Greenway is under the ownership of the City of Detroit and provides a continuous foundation for the greenway path.



14 / WARREN AVENUE

This on-street portion of the greenway connects Dearborn and Detroit and provides a short transition to the Conrail portion of the greenway.



Why was this segment selected?

Comfort and Safety: This short segment provides access to and from the Conrail portion of the greenway. Its wide right-of-way provides space for greenway improvements and separation from adjacent vehicular traffic. Additionally, its alignment along Springwells Water Plant provides views of adjacent green space.

Connections: This segment provides an opportunity for future non-motorized connections to Dearborn, expanding regional connections of the greenway.



**15 / LONYO STREET
RADCLIFFE STREET TO WARREN AVENUE**

This portion is in Dearborn, providing key connections to Warren Avenue and the Conrail portion of the greenway.



Why was this segment selected?

Property Ownership: Adjacent property on the west side of Lonyo Street provides the opportunity for the greenway to be located adjacent to the street, providing separation from the adjacent roadway, creating a linear park space.

Connections: Lonyo Street provides access to local businesses, schools, religious institutions and Graham Park—as well as access for potential future non-motorized infrastructure in Dearborn.



**16 / LONYO STREET
ROMANOWSKI PARK TO
RADCLIFFE STREET**

This on-street residential segment provides access to Romanowski Park.



Why was this segment selected?

Community Input: Community members shared a strong desire to connect to Romanowski Park and Patton Park. This segment provides access to both public spaces. Additionally, community leaders have voiced traffic concerns for pedestrians, residents and children walking to school in this area. The implementation of the Joe Louis Greenway along the Lonyo corridor offers an opportunity to improve these conditions and create a safer pedestrian experience.

Connections: This segment directly integrates greenway, streetscape and environmental enhancements into the residential neighborhood, while providing direct and convenient access to the greenway.

Comfort and Safety: Residents in this area have voiced safety concerns regarding truck traffic. Lonyo's right-of-way is wider than those of adjacent streets, providing more space for non-motorized improvements.



17 / ROMANOWSKI PARK

This off-street path runs through Romanowski Park, an active cultural and public asset.



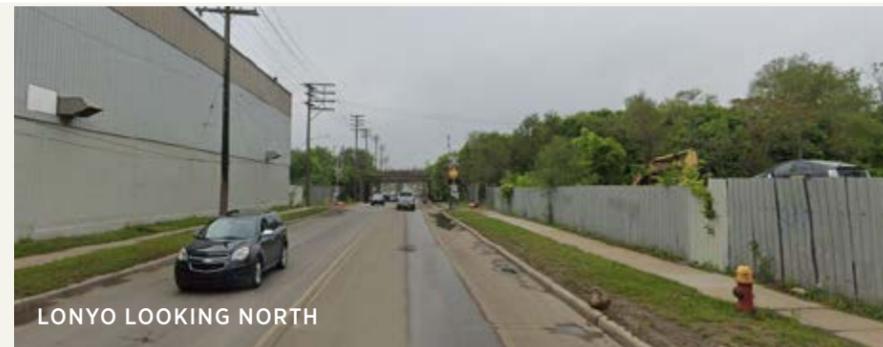
Why was this segment selected?

Community Input: Community members said that they wanted to connect to Romanowski Park and its athletic fields, passive recreation and park programming.

Comfort and Safety: Residents in this area have voiced concern regarding truck traffic. The off-street greenway has alignment through a large green space and is separated from vehicular traffic.

Connections: Romanowski Park itself offers recreation, athletic fields, access to open space and nature and community programming. Additionally, connections can be made to community assets such as the Universal Academy and the American Indian Family Services.

Environmental Systems: This segment provides additional opportunities for green stormwater infrastructure to be incorporated into the design of the greenway and Romanowski Park.



18 / LONYO STREET DIX AVENUE TO ROMANOWSKI PARK

Industrial segment connecting Patton Park to Romanowski Park.



Why was this segment selected?

Community Input: Community members shared a strong desire to connect to Romanowski Park and Patton Park. This segment provides access to both public spaces. Additionally, community leaders have voiced traffic concerns for pedestrians, residents and children walking to school in this area. The implementation of the Joe Louis Greenway along the Lonyo corridor offers an opportunity to improve these conditions and create a safer pedestrian experience.

Comfort and Safety: Residents in this area have voiced safety concerns regarding truck traffic. This segment has sufficient right-of-way space, which provides room for a protective buffer between the greenway and adjacent vehicular traffic.



19 / PATTON PARK

An off-street path through Patton Park, a recreational asset shared by Detroit and Dearborn.



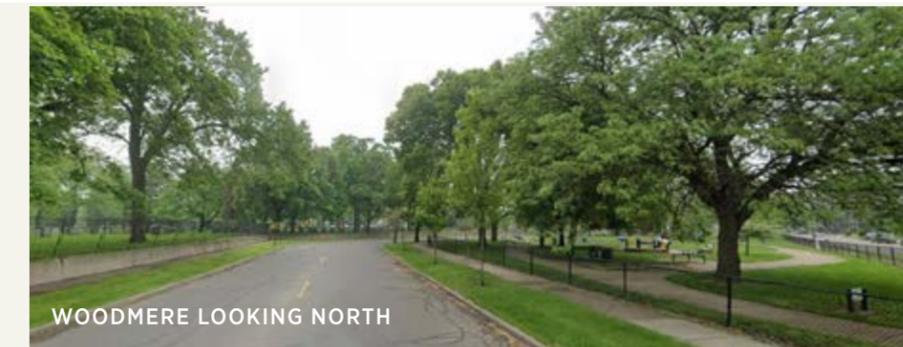
Why was this segment selected?

Community Input: Community members expressed a strong desire to connect to the recreation opportunities at Patton Park. Residents have also suggested a nature trail loop connection at Patton Park.

Connections: This segment provides direct access to the regional Patton Park with athletic fields, Patton Recreation Center and other passive recreation. This segment also provides opportunities to connect to the Delray Recreation Center, the Southwest Detroit Greenway and improved non-motorized access to the City of Dearborn.

Environmental: This segment is able to take advantage of improved green stormwater management infrastructure and associated educational programming planned for Patton Park.

Comfort and Safety: The off-street greenway has alignment through a large green space and is separated from vehicular traffic.



20 / WOODMERE STREET

A shady street along existing residential and the Woodmere Cemetery.



Why was this segment selected?

Community Input: Local residents near Woodmere voiced concerns about poor traffic calming and control measures along Woodmere Street. The Joe Louis Greenway has the opportunity to increase safety and decrease traffic speed through design.

Connections: This segment provides direct connections to adjacent neighborhoods, Weiss Playground, Woodmere Cemetery and Patton Park. Additionally, this segment ties into the growing Iron Belle Trail system.

Builds on Other Work: Engagement completed by Southwest Detroit Business Association and PEA confirmed this connection was important to community members in order to link to the Downriver Linked Greenways near the proposed Fort Rouge Gateway (FRoG) Park. Additionally, this project ties into the Iron Belle Trail - a path that extends more than 2,000 miles from Belle Isle in Detroit to Michigan's Upper Peninsula.



21 / DEARBORN STREET & JEFFERSON AVENUE



A primary connection to the future Gordie Howe International Bridge in Southwest Detroit.

Why was this segment selected?

Builds on Other Work: These segments are the continuation of the shared-use non-motorized paths of the Gordie Howe International Bridge.

Property Ownership: Property adjacent to ROW owned by City of Detroit may be used for future adjacent and off-street greenway improvements.

Connections: This provides a direct connection from the Gordie Howe International Bridge shared-use paths to the Woodmere segment of the growing Iron Belle Trail.

22, 23 & 24 / CAMPBELL STREET AND W. JEFFERSON AVENUE



A primary connection to the future Gordie Howe International Bridge in Southwest Detroit.

Why was this segment selected?

Community Input: This segment responds to community input, requesting a shift from the initially-proposed Vernor Highway to West Jefferson to better connect to the Gordie Howe Bridge.

Connections: This segment provides connections to the international American/Canadian border through planned bicycle and pedestrian infrastructure on the Gordie Howe International Bridge, as well as to the important cultural asset, historic Fort Wayne.

Builds on Other Work: Currently, off-street bicycle and pedestrian paths are planned to be implemented as part of the Gordie Howe International Bridge – both connecting to the bridge and building an international non-motorized system. Construction costs for this segment are included as part of the Gordie Howe International Bridge funds.

25 / FORT STREET



One of Detroit's primary radials, with a wide right-of-way passing through commercial and industrial areas.

Why was this segment selected?

Builds on Other Work: This MDOT corridor has been identified for future non-motorized improvements.

Comfort and Safety: This wide right-of-way provides ample space for greenway improvements.

Connections: This greenway segment is integrated within the existing Fort Street business corridor, providing direct access to key destinations.

26 / WEST GRAND BOULEVARD



Wide boulevard with a large, landscaped center median and on-street bike lanes.

Why was this segment selected?

Community Input: Residents overwhelmingly stated they preferred connections to West Grand Boulevard over the previously-identified Clark Avenue, which was too narrow, had too much traffic and didn't supply enough parking. Community input also indicated a desire to connect to the new Riverside Park, which is considered a regional asset.

Connections: This segment provides key connections to the Vernor Highway business corridor, Vernor bike lanes, Clark Park and Riverside Park.

Comfort and Safety: The wide right-of-way provides ample room for on-street bike lanes.



27 & 28 / BAGLEY SHARED STREET

Continuation of the shared street on Bagley recently completed as part of the Detroit Road Bond improvement project.

Why was this segment selected?

Community Input: An original route along Vernor Highway was proposed in order to connect to local businesses. Conversations and walking tours with local residents revealed a preference for a connection along Bagley Street instead of the busier Vernor corridor. Many residents along the corridor already use this route for biking and shared that they feel safer on Bagley.

Builds on Previous Work: Builds on existing City of Detroit investment and the recently-completed neighborhood plan outcomes of the West Vernor Corridor Planning study.¹

Connections: The Bagley shared street provides direct access to Mexicantown restaurants and businesses, as well as Clark Park and other amenities.

Comfort and Safety: Bagley has a lower vehicular traffic volume than other routing alternatives.



¹ West Vernor Neighborhood Plan: <https://detroitmi.gov/departments/planning-and-development-department/neighborhood-plans/central-design-region/west-vernor>



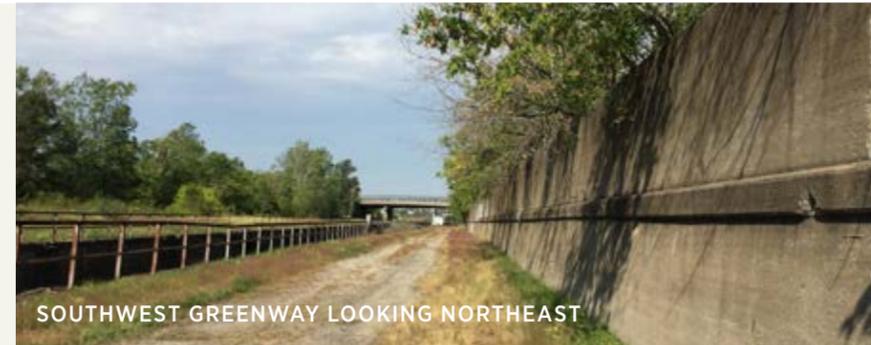
29 & 30 / BAGLEY STREET AND PEDESTRIAN BRIDGE

On-street greenway connection along Bagley Street.

Why was this segment selected?

Connections: Bagley provides direct access to community destinations such as: Honey Bee Market, Roberto Clemente Recreation Center, Secretary of State Office, Mexicantown Community Development Corporation and Mexicantown restaurants and businesses on both sides of I-96/I-75. Additionally, this route builds on the growing Iron Belle Trail system—a 2,000-mile connection between Belle Isle and Michigan's Upper Peninsula.

Builds on Previous Work: This segment uses the existing Bagley Pedestrian Bridge to avoid the significant cost of a new crossing over I-96/I-75.



31 / SOUTHWEST GREENWAY

This off-street greenway follows the path of a historic creek² in the Corktown neighborhood. This trail is being implemented by the Detroit Riverfront Conservancy³ and is part of the growing Iron Belle Trail⁴ system.

Why was this segment selected?

Community Input: Residents voiced a desire for the Joe Louis Greenway to integrate with the growing Iron Belle Trail—a 2,000-mile connection between Belle Isle and Michigan's Upper Peninsula.

Connections: This segment connects to the new Ralph C. Wilson Jr. Centennial Park, Michigan Central Station, Corktown neighborhood and other private commercial and residential properties.

Access: With over 4,400 residents living within a 10-minute walking distance to the greenway, the Southwest Greenway segment has an opportunity to connect local residents to resources and amenities.

Safety & Comfort: The Southwest Greenway offers a separated path from busy truck routes and Corktown and Downtown on-street traffic.



² <http://corktownhistory.blogspot.com/2013/04/ancient-streams.html>

³ <https://detroitgreenways.org/projects/may-creek-greenway/>

⁴ <https://midnr.maps.arcgis.com/apps/webappviewer/index.html?id=981d6168f3b5400f8de1b69d1d674d10>



PHOTO ABOVE

The Joe Louis Greenway Design Team works with community members during public engagement sessions to determine routing, assets and destinations. Source: Sidewalk Detroit

WHERE CAN YOU ACCESS THE GREENWAY?



Source: SmithGroup

The Joe Louis Greenway will offer more than fifty greenway access points, including more than forty connections to neighborhoods and community assets.

These locations provide opportunities to enter and exit the greenway and offer amenities and wayfinding information. They serve a number of key purposes including:

- Transition points between different modes of transportation such as bus, car, bike and walking
- Respite and meeting points
- Access to amenities such as maintenance equipment, charging stations and restroom facilities
- Signage for wayfinding, interpretation and general information, such as regulations and emergency contact information
- Locations for special events and activities
- Greenway identity and public art display
- Celebration of cultural and historical assets

Access points will be provided in two primary levels: major and minor. Major access points will be located at high-use access points—and adjacent to major destinations—where large numbers of people can be expected. Minor access points—located at less prominent locations—feature smaller footprints and offer more limited amenities.

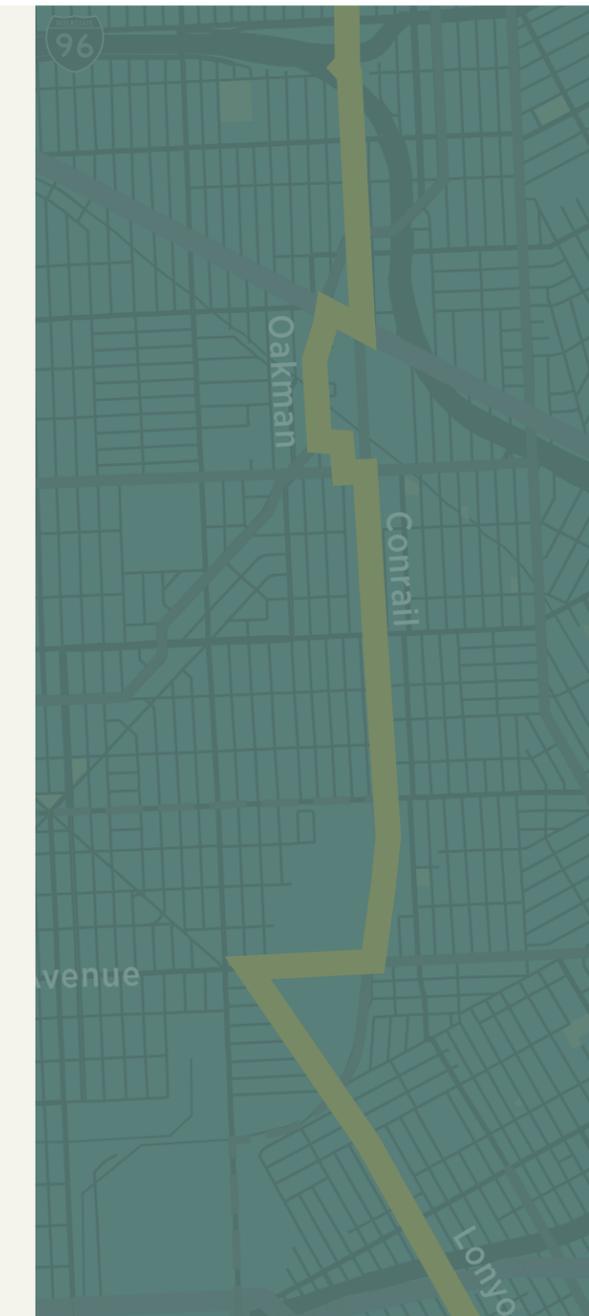
They will be spaced at regular intervals along the entire corridor to ensure consistent points of access.

MAJOR ACCESS POINTS

- Spacing of approximately 1 to 1 ½ miles apart
- 20 to 30-minute walking time
- 5 to 10-minute biking time

MINOR ACCESS POINTS

- Spacing of approximately ¼ to ½ mile apart
- 5 to 10-minute walking time
- 1 to 3-minute biking time



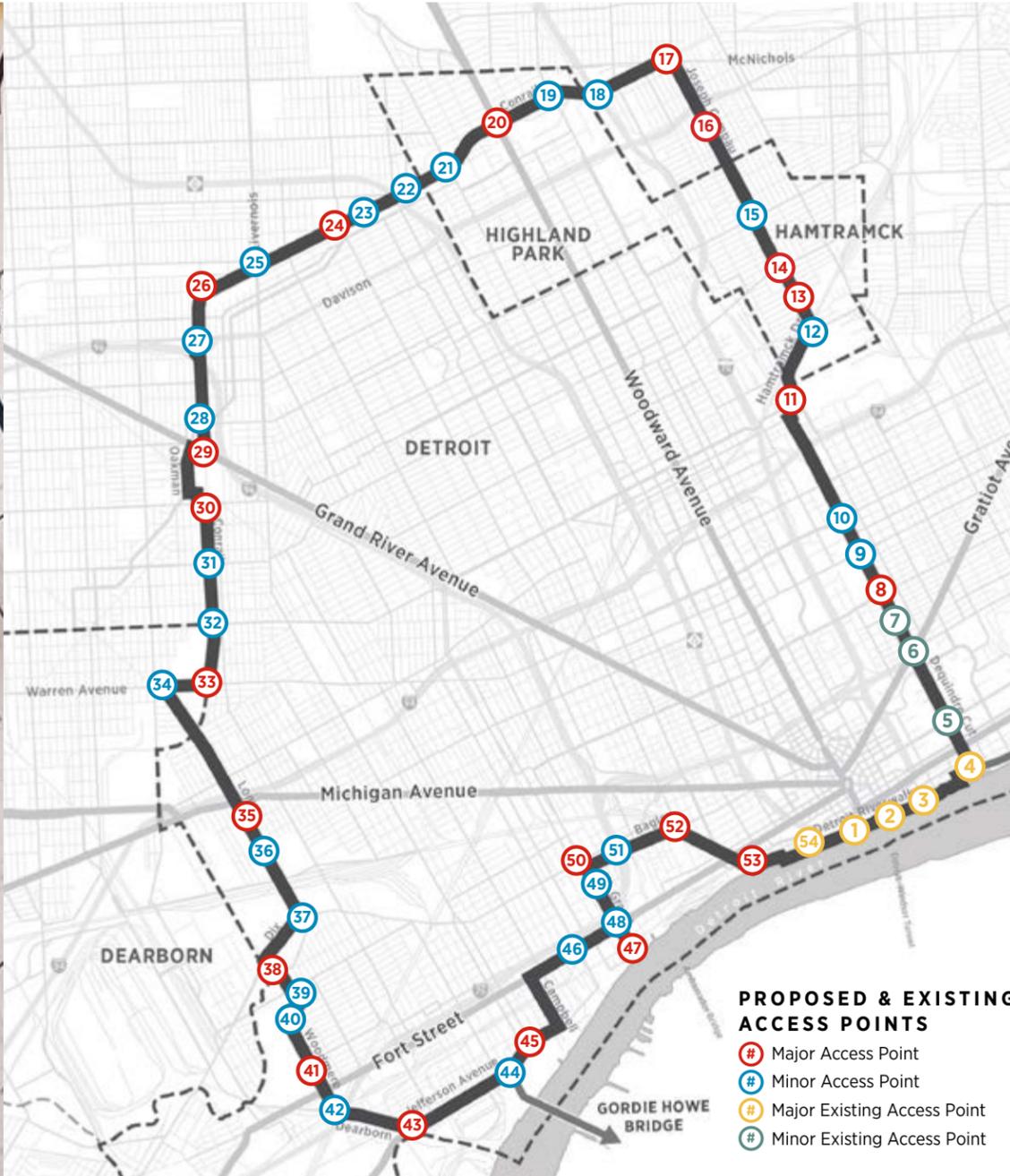
ACCESS POINTS

Access points will be equitably distributed along the greenway to allow regular points of entry and exit, along with convenience stations for people to use. Ideal locations for access points include:

- Points of intersection between the greenway and city streets, other bike and non-motorized trail systems
- Near open spaces, parks, plazas and other public spaces
- Strategic locations near or adjacent to prominent landmarks, commercial and employment centers, cultural and civic resources and other key destinations
- At key changes in the route and significant turning points



Source: SmithGroup



PROPOSED & EXISTING ACCESS POINTS

- # Major Access Point
- # Minor Access Point
- # Major Existing Access Point
- # Minor Existing Access Point

- | | | |
|--|--|---|
| 1 Detroit Riverwalk at Detroit Wayne County Port Authority | 17 E. McNichols Road/ Mackay-Modern Park | 37 Dix at Patton Park |
| 2 Detroit Riverwalk at GM Plaza | 18 Second Ebenezer Church | 38 Patton Park 2 |
| 3 Detroit Riverwalk at Cullen Plaza | 19 Ford Park at Oakland Avenue | 39 Patton Park 1 |
| 4 Dequindre Cut at Outdoor Adventure Center | 20 Woodward Avenue | 40 Weiss Park |
| 5 Lafayette Street | 21 Hamilton Avenue | 41 Woodmere Cem. |
| 6 Gratiot Avenue | 22 NSO | 42 Woodmere & Dearborn Street |
| 7 Orleans Street and Wilkins Street | 23 Focus: HOPE | 43 Rouge River Outlook |
| 8 Mack Avenue | 24 Salsinger Park | 44 Fort Wayne |
| 9 Canfield Street | 25 Livernois | 45 Gordie Howe Bridge ¹ |
| 10 E. Warren Avenue | 26 Intervale-Roselawn Playground | 46 McKinstry Street |
| 11 Hamtramck Drive at Weatherbee St. | 27 W. Davison | 47 Riverside Park |
| 12 Hamtramck Drive at Joseph Campau | 28 Oakman Boulevard | 48 Fort Street |
| 13 Veterans Park/ Keyworth Stadium | 29 Grand River Avenue | 49 Vernor & W. Grand Boulevard |
| 14 Jos Campau Alley at Holbrook | 30 W. Chicago | 50 W. Grand Boulevard |
| 15 Jos Campau Alley at Caniff | 31 Joy Road | 51 Bagley Pedestrian Bridge |
| 16 Lawley Street | 32 Tireman Street | 52 Southwest Greenway |
| | 33 Warren Avenue | 53 Detroit Riverwalk at Ralph C. Wilson Jr. Centennial Park |
| | 34 Warren & Lonyo | |
| | 35 Romanowski Park | |
| | 36 South Romanowski Park | 54 Detroit Riverwalk at TCF Center |

¹ Though close in proximity, the Gordie Howe International Bridge (GHIB) and Fort Wayne access points are very different. The GHIB access point is being constructed as part of the larger international bridge project and may have unique site design and amenities. The Fort Wayne access point seeks to connect to an important cultural asset. Although these access points may be consolidated, it is important to maintain access to both regionally-significant destinations. The City is engaged with MDOT to coordinate improvements with the city's infrastructure and rights-of-way.



“ MY BIGGEST HOPE FOR THE JOE LOUIS GREENWAY IS THAT WE CAN BE ONE BIG HAPPY FAMILY—THAT I CAN SEE WHAT OTHER COMMUNITIES LOOK LIKE AND **WE CAN GROW TOGETHER** INSTEAD OF BEING FRAGMENTED.”

—COMMUNITY MEETING PARTICIPANT

Source: City of Detroit

CONNECTING TO WHAT'S IMPORTANT

ASSETS AND DESTINATIONS

One of the key benefits to the Joe Louis Greenway will be in its ability to connect residents and visitors to key assets and destinations throughout the city of Detroit. These resources will provide key partnerships, activation and programming and increased use of the greenway itself.

Partnerships: As the greenway implementation process moves forward, organizations operating along the greenway will be valuable stakeholders for the design, implementation, programming and activation along the greenway.

Programming & Activation: Key organizations along the greenway will be encouraged to host events and activities and to explore installations and activation strategies along the greenway.

Destinations: Wayfinding should direct people to nearby assets and destinations.

These resources cover a range, from civic assets and daily needs to entertainment and regional destinations. These resources broadly include:

Cultural Assets: Neighborhoods and communities, historic landmarks, art galleries and religious buildings

Education: Public and charter schools, training, higher education and academic resources

Civic Assets: Cultural and public amenities such as museums, landmarks, libraries and governmental buildings

Parks and Open Space: Regional destinations, community parks, recreation centers and other green systems

Entertainment: Sports fields and stadiums, theaters and performance venues

Food & Retail: Markets, commercial corridors, grocers, restaurants and shopping centers

Employment Centers: Areas and facilities of concentrated employment opportunities

Health: Hospitals, clinics, pharmacies, emergency response and other physical and mental care facilities

“ MY FAVORITE OUTDOOR EVENTS IN DETROIT ARE...THE TECHNO FESTIVALS, THE JAZZ FESTIVALS, THE RIVERWALK, THE ARETHA [FRANKLIN AMPHITHEATER] — **THESE THINGS ARE A PART OF ME, REALLY.**”

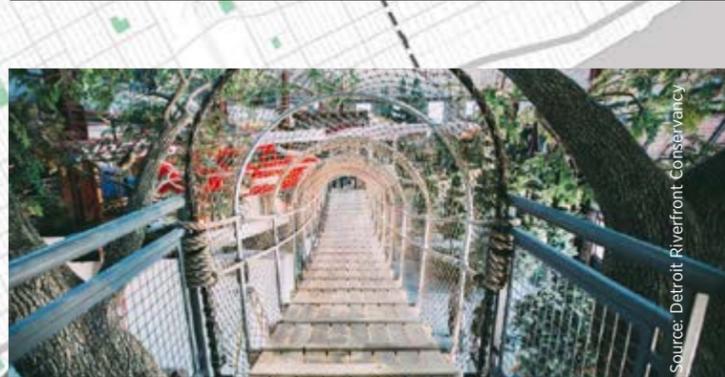
—COMMUNITY MEETING PARTICIPANT



The NLR Experience
Source: Sidewalk Detroit



HISTORIC FORT WAYNE



OUTDOOR ADVENTURE CENTER



EASTERN MARKET

MAPPING ASSETS AND DESTINATIONS

There are so many wonderful destinations within all neighborhoods that the greenway touches. The following represents just a small portion of what residents said they wanted to connect to with the Joe Louis Greenway. These destinations influenced the route and future spurs and connectors of the greenway.

- ① **Detroit Riverwalk & Dequindre Cut:** The creation of these spaces returned access to the riverfront to Detroiters and serve as an existing segment of the Joe Louis Greenway. These public spaces feature walking and biking trails, food, drink and bike rental and frequent events and festivals.
- ② **DNR Outdoor Adventure Center:** Showcasing Michigan's environment, history and wildlife, this facility provides indoor activities and interactive exhibits.
- ③ **Aretha Franklin Amphitheater:** With regular concerts, shows, graduation ceremonies and events, the Aretha Franklin Amphitheater is an amazing venue on the riverfront.
- ④ **Eastern Market:** The country's longest continuously running public market has been a staple in the lives of Detroiters for more than a century.
- ⑤ **Hamtramck Downtown:** In addition to games at Hamtramck Stadium and Veteran's Park, Joseph Campau features an exciting intersection of cultural shopping and food directly along the Joe Louis Greenway route.
- ⑥ **Jayne Field/Lasky Recreation Center:** This beloved neighborhood park has sports fields and community activities and events.
- ⑦ **Highland Park Ford Plant:** This historic structure poses an opportunity for redevelopment and investment in the Highland Park community
- ⑧ **Focus: HOPE:** This program provides training and education for children and adults.
- ⑨ **Marygrove:** This campus is establishing a new, community-integrated model for learning, from cradle to career.
- ⑩ **University of Detroit Mercy:** This historic higher education campus is located within Detroit neighborhoods.
- ⑪ **Romanowski Park:** Situated right along the Joe Louis Greenway, this park features a historic orchard.
- ⑫ **American Indian Family Services:** A non-profit health center whose mission is to empower and enhance the physical, spiritual, emotional and mental wellbeing of American Indian/Alaska Native individuals, families and other underserved populations.
- ⑬ **Patton Park:** A large regional park, Patton bridges Detroit and Dearborn and provides recreational amenities and opportunities for on-site stormwater management.
- ⑭ **Historic Fort Wayne:** This historic asset draws in thousands of visitors each year and continues to be an educational and activating resource.
- ⑮ **Gordie Howe International Bridge:** A future international connection named after an iconic Red Wings hockey player, the bridge will feature pedestrian access and bike lanes —tied into the larger Joe Louis Greenway!
- ⑯ **Ambassador Bridge:** This international crossing currently boasts one of the highest volumes of international trade routes in the country.
- ⑰ **FREC:** The Ford Resource and Education Center provides community resources and programs, as well as meeting and engagement space.
- ⑱ **Michigan Central Station:** This long-vacant icon is being revitalized by Ford and will create jobs and public amenities in the Corktown neighborhood.
- ⑲ **TCF Center:** Formerly known as Cobo Center, TCF Center is the 17th largest convention center in the US, and hosts annual conferences, attractions and performances.

NETWORK CONNECTIONS

The Joe Louis Greenway will provide safe bicycling facilities to many neighborhoods within Detroit, as well as to nearby cities and towns. In order to maximize the potential for bicycling along the greenway, it is important to consider how the routing and alignment will connect to other existing bicycle networks and facilities.

EXISTING BIKE NETWORK

Throughout the city, the Joe Louis Greenway will connect to a larger system of bicycle and pedestrian infrastructure. The greenway will connect to existing and future bike facilities with safe and accessible routes, allowing the greenway to function as a part of the bicycle network.

The greenway also passes through areas without an existing network of bicycle facilities—including the very northern portions of the greenway in Highland Park, Hamtramck and Detroit. Greenway design in these areas should avoid precluding useful future connections to a broader bicycle network. Previous planning efforts, including various Detroit Neighborhood Framework plans, should be consulted to determine where future connections to the greenway may provide the most value.

The City first started developing a bike network through the 2006 Nonmotorized Urban Transportation Plan. Since then, Detroit Public Works and other organizations have worked to increase the reach of the growing bicycle and pedestrian network. The following is a list of just a few of the networks and key connections of which the Joe Louis Greenway will be a part.

¹ https://www.michigan.gov/dnr/0,4570,7-350-79133_79206_83634---,00.html

HIKING & BIKING TRAILS

Iron Belle Trail: Michigan’s showcase trail, the Iron Belle Trail touches hundreds of municipalities and crosses through 48 counties in the state. Using existing trails, networks and new connections, the trail extends more than 2,000 miles from the far western tip of the Upper Peninsula to Belle Isle in Detroit, with a route for bicycling and a route for hiking.¹

Gordie Howe Bridge: This international bridge will connect Detroit, Michigan to Windsor, Ontario and will feature bike and pedestrian infrastructure that will connect to a larger non-motorized infrastructure in both the United States and Canada.

Livernois & McNichols: A non-motorized infrastructure and corridor improvement plan will enhance connectivity to Marygrove Campus, University of Detroit Mercy and other community assets through improved bicycle infrastructure along McNichols and Livernois.

Belle Isle: As redevelopment of Belle Isle moves forward under the management of MDNR, the non-motorized system continues to expand. With a \$750,000 grant awarded to Michigan’s Department of Natural Resources through the federal Outdoor Recreation Legacy Partnership program, a 6-mile, accessible multi-use trail loop and related support amenities around the park perimeter that would connect several existing park attractions so that they are more accessible to non-motorized park users. This park provides a regional amenity. Federal Grant for \$750M for 6 miles of improvements.²

A Larger Network: As bicycle and pedestrian infrastructure continues to expand and improve in Detroit, Hamtramck, Highland Park and Dearborn, the Joe Louis Greenway will find greater integration and connectivity throughout the area. The network will be further improved by non-motorized plans such as the Streets for People plan for Downtown Detroit and the Dearborn Non-motorized Plan. The next section will explore intentional spurs, connectors and loops that were suggested throughout the Framework Plan engagement process.

² <https://www.clickondetroit.com/news/2017/07/19/detroits-belle-isle-gets-750000-to-build-a-6-mile-loop-trail/>



Source: SmithGroup

SPURS, CONNECTORS & LOOPS

The Joe Louis Greenway is part of a dynamic and growing green system in the City of Detroit and Southeast Michigan. By working with communities around the greenway to identify the connections and assets that are most important to their lives, the system can become a key driver of the revitalization and sustainability of the urban environment.

Because neighborhood strength is built through the access to culture, neighborhoods and resources, green and non-motorized systems have the opportunity to become central to the repositioning of communities for long-term growth and prosperity. The Joe Louis Greenway seeks to establish a transportation system that enhances connections to local amenities and creates a recreation and mobility system that enhances community health and quality of life.

Through the full course of the Joe Louis Greenway, there are numerous potential connections, spurs and loops. These connections could range from full protected off-street paths to neighborhood bikeways with only traffic calming and signage. These connectors will be further explored through the Streets for People Plan. These connectors could provide access to:

- Local and regional destinations that are near to, but not directly along, the greenway
- Alternative routes or loops through nearby commercial districts. While these area provide much-needed access to amenities and jobs, there may be increased volumes of conflicting vehicular traffic, or there may not be adequate space for the main greenway alignment
- Nearby greenways and non-motorized facilities
- Neighborhoods and communities that do not have direct access to the greenway—especially those that are particularly disconnected from other neighborhoods, parks, jobs and amenities

IMPLEMENTATION

The implementation of the Joe Louis Greenway comes at a critical time in the City of Detroit’s growth of non-motorized infrastructure. Detroit’s most recent non-motorized plan was completed in 2006,¹ and since this time, the city has seen a substantial growth of its bicycle and pedestrian networks. The Joe Louis Greenway provides an opportunity to build on the momentum and growth of this system to revisit the non-motorized plan and create a vision for a holistic network.

The diagram at right identifies a few of the spurs, connectors and loops that may connect to the Joe Louis Greenway in the near future. These segments provide key connections that will support the success of the greenway. As the Joe Louis Greenway moves into future design and implementation, relevant jurisdictions and agencies should be included in the streetscape planning and design for spurs, connectors and loops, and communities should continue to be engaged throughout.



COMMUNITY-GUIDED CONNECTIONS

Throughout the Joe Louis Greenway Framework Plan engagement process, residents and stakeholders were encouraged to share their hopes and vision for the future of their communities—and for the Joe Louis Greenway. Through mapping exercises and idea exchange, residents shared insights into the assets and connections most valuable to their communities. With the Joe Louis Greenway as the green spine from which these connections, spurs and loops trace their

origin, a system and story begin to form that unite neighborhoods around the greenway and link people to the destinations that matter most to them.

The following diagram reflects just a portion of the input received during the Framework Planning process. The linkages shown reflect a variety of projects, including those existing, planned or imagined. Where relevant, quotes from residents who participated in the engagement process are included, as well as any additional information about routes or destinations.

This diagram is not exhaustive; it is merely an illustration of what this system may become. Like the environmental systems the Joe Louis Greenway seeks to restore, the path and its network are living things that will change and adapt over time, connecting people to the destinations most valuable to their lives.

These connectors suggested by the community will be shared with the Streets for People initiative led by the Public Works Department. More information can be found at: detroitmi.gov/streetsforpeople.

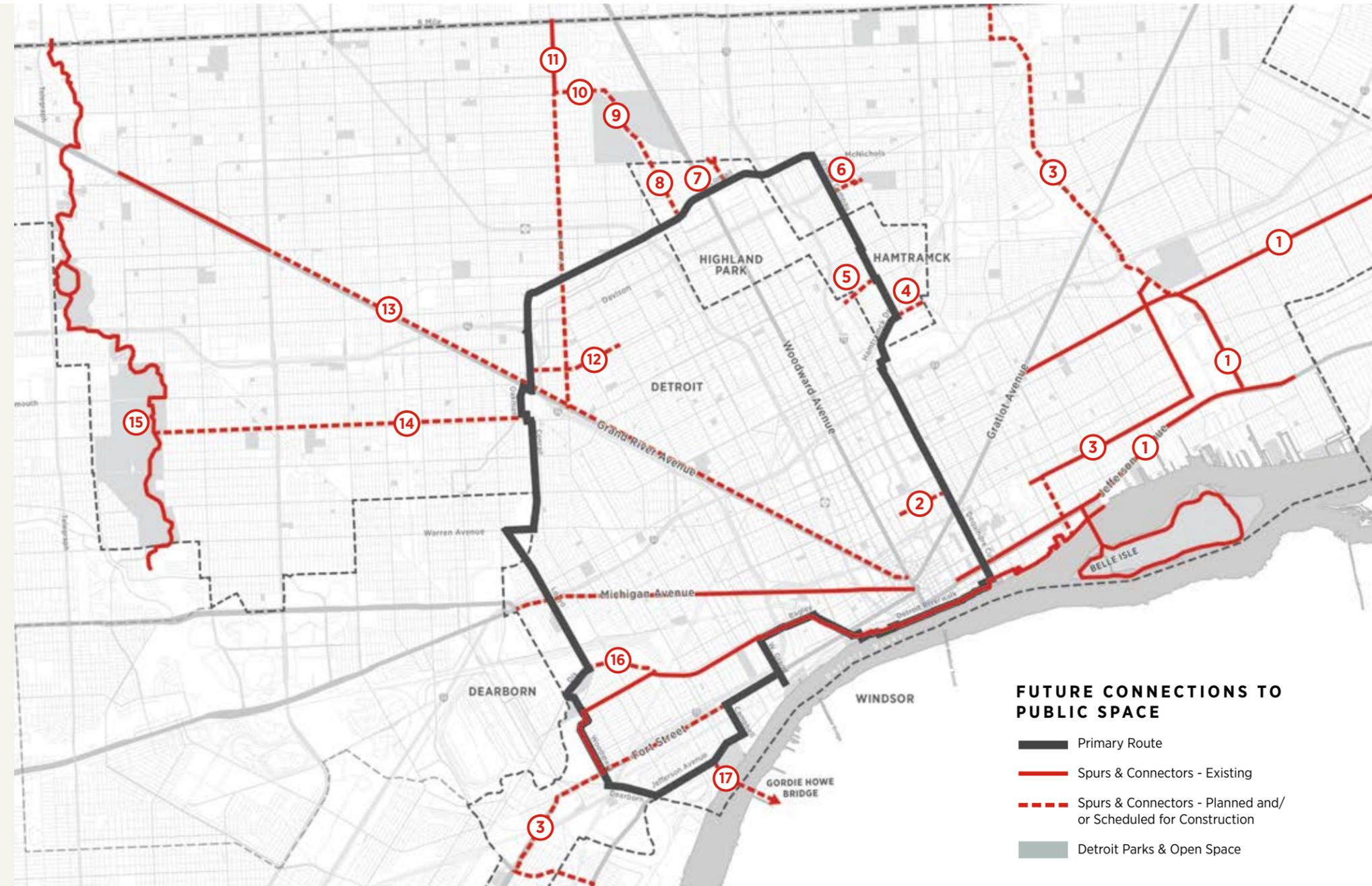
¹ City of Detroit Non-motorized Urban Transportation Master Plan, 2006: http://greenwaycollab.com/Projects/SEMCOG_NoMo_Facilities_Inventory/Documents/Detroit/Plans/detroit%20nonmotorized%20urban%20transportation%20master%20plan.pdf

SPURS AND CONNECTORS — PLANNED AND/OR SCHEDULED FOR CONSTRUCTION

- 1 Eastside Network Description**
In the summer of 2018, the City redesigned eastside streets—Jefferson, Warren and Conner—in order to improve connection and increase safety for all users. This redesign included new and improved crosswalks, dedicated on-street parking and protected bike lanes. The network connects to the Detroit Riverfront, parks and businesses.
- 2 Wilkins Street Bike Lanes**
Bike lanes on Wilkins Street will connect Eastern Market to the Dequindre Cut and larger Midtown Loop system.
- 3 Iron Belle Hiking Trail & Biking Path**
The Iron Belle Trail is a potential future trail system that would connect across the state of Michigan from Belle Isle to Ironwood, MI.
- 4 Hamtramck Drive Extension**
The City of Hamtramck is assessing the possibility of a cycle track between Jos Campau and Conant and would pursue TIF funds for implementation.
- 5 Holbrook Cycle Track**
This cycle track has been proposed by Hamtramck and American Axle in order to connect the corporation's campus to the Joe Louis Greenway. This will provide valuable access to jobs and will serve as a resource for residents and employees alike.
- 6 Jayne Field / Lasky Recreation Center**
"Connect to Jayne Field" - resident input
The connection from Jos Campau to Jayne Field via Lawly were part of the Campau-Davison-Banglatown SNF Plan.

- 7 Fork & Greens Connection**
Led by the Wayne County Land Bank, the Fork and Greens project is a scattered pocket park and linear neighborhood greenway in the Northpointe area of northeast Highland Park.
- 8 Hamilton Avenue/Palmer Park Connection**
"[There is an] opportunity to connect to Palmer Park" - resident input
The 2.2-mile Hamilton Avenue bike lane project will provide a connection between the Joe Louis Greenway and Palmer Park. This project is supported by a TAP Grant and local match.
- 9 Pontchartrain/Palmer Park Bike Lanes**
Bike lanes along Pontchartrain connects through Palmer Park
- 10 Seven Mile Connection**
The Seven Mile connection between Pontchartrain to Livernois as proposed showing connection to Ferndale
- 11 Livernois Spur**
The existing Livernois streetscape improvements connect to the Joe Louis Greenway to the south. Residents voiced a desire to connect to Ferndale, Palmer Park and the Livernois Avenue of Fashion.
- 12 Elmhurst Spur**
This connector links the Nardin Park neighborhood to the Joe Louis Greenway and is a result of recommendations from the Russell Woods/Nardin Park SNF Plan.

- 13 Grand River Spur**
"[Make a] connection to Grand River from Southfield Freeway to Lahser" - resident input
This planned bike infrastructure connects to existing bike lanes along Grand River Avenue to link to the Joe Louis Greenway.
- 14 Rouge Park Connector**
"Connect to Rouge Park and Eliza Howell" - resident input
- 15 Rouge River Greenway**
The Rouge River Greenway is a conceptual pathway running along the Rouge River corridor from the Fort Rouge Gateway Park north to Eight Mile. This greenway concept was first formalized in the Detroit Greenway Coalition's 2009 Greenway Network Vision.
- 16 Southwest Detroit Greenlink**
"[There should be a] Vernor Business Loop" - resident input
This route connects an active commercial corridor, historic and cultural assets with the greenway. It is a result of the Southwest Detroit Greenlink Planning Study,¹² directed by the Greater Corktown Development Corporation in 2009.
- 17 Gordie Howe International Bridge**
"Connect to Gordie Howe" - resident input
International connection to Canada and Canada's non-motorized network.



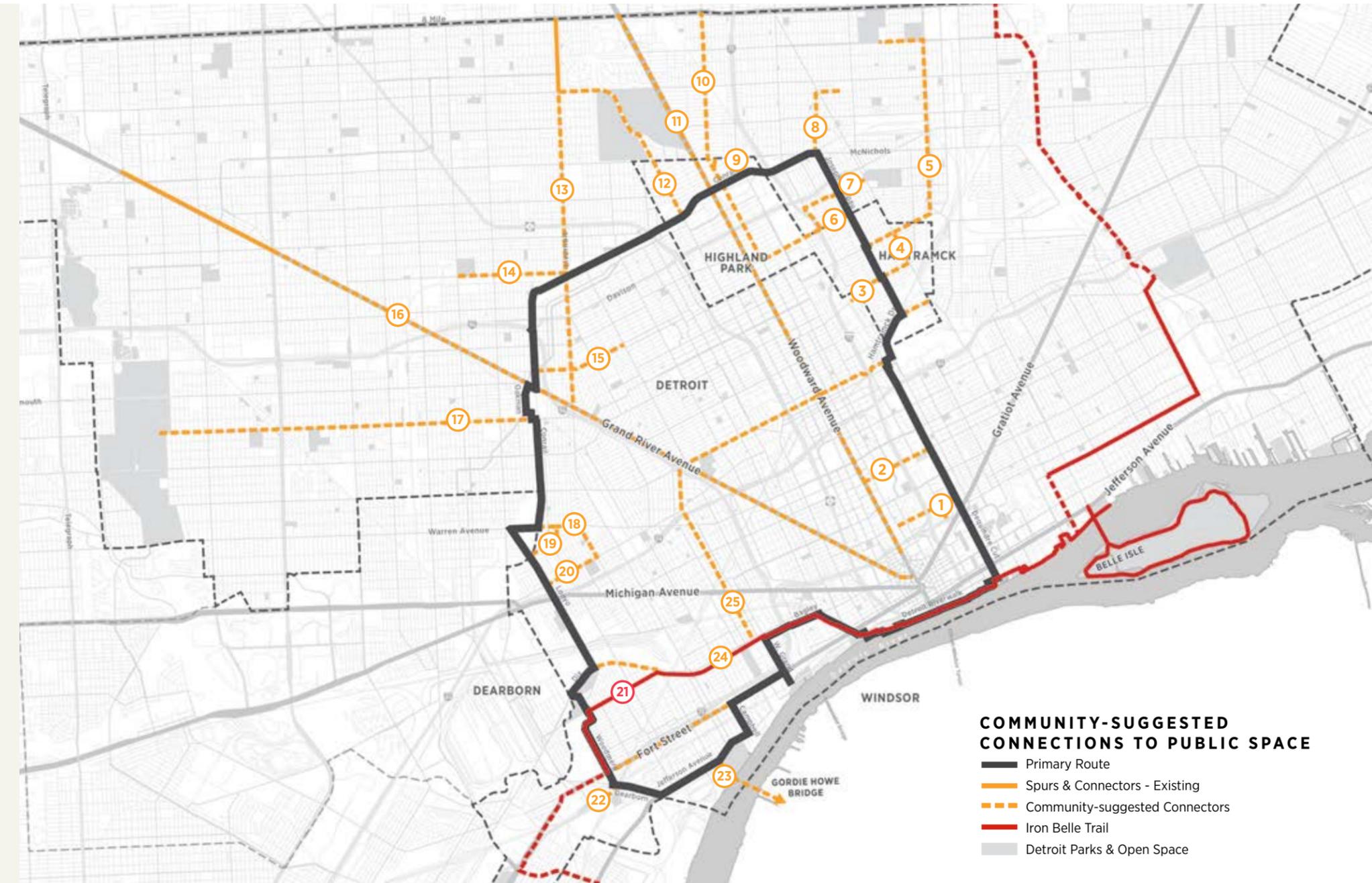
1 <https://detroitgreenways.org/projects/rouge-river-greenway/>
 2 <https://southwestdetroit.com/community/greenways-projects/>
 3 http://www.giffelswebster.com/wp-content/uploads/2015/08/GWE_Corktown-Mexicantown.pdf

COMMUNITY-SUGGESTED SPURS AND CONNECTORS

- 1 Eastern Market Loop**
Riopelle limited segment and connect over on Dequindre Cut on Midtown Loop connection via Wilkins.
- 2 Canfield Spur**
“Canfield is a great connector to Midtown —lower traffic than Mack”
- 3 Holbrook Cycle Track**
Connection to American Axle campus connection jobs to the Hamtramck Community
- 4 Conant Loop**
“Keep Jos Campau concept but move greenway to Conant”
- 5 Farwell Connection**
During public engagement sessions, residents voiced a desire for a potential connector along Mound Drive to Farwell Recreation Center
- 6 Carpenter/Dequindre Loop**
“Have a spur come down Carpenter and connect with public housing and run up Dequindre.”
“[Make a] Dequindre spur connection”
- 7 Jayne Field / Lasky Recreation Center**
“Connect to Jayne Field”
The connection from Jos Campau to Jayne Field were part of the Campau-Davison-Banglatown SNF Plan. This regional park has upgraded athletic fields and community amenities.
- 8 Conant Gardens Connection**
“Future extension to Conant Gardens and Pershing High School up Ryan through Macomb City to Stony Creek. Conant Gardens is a historic African American Community”

- 9 Fork & Greens Connection**
Led by the Wayne County Land Bank, the Fork and Greens project is a scattered pocket park and linear neighborhood greenway in the Northpointe area of northeast Highland Park.
- 10 John R. Connection**
“[Make a] John R. [connection] to suburbs [with] connection to neighborhood”
- 11 Woodward Spur**
“Bike lanes on Woodward connected to greenway” and “Woodward Ave!”
- 12 Hamilton Avenue/Palmer Park Connection**
“[There is an] opportunity to connect to Palmer Park”
The 2.2-mile Hamilton Avenue bike lane project will provide a connection between the Joe Louis Greenway and Palmer Park. This project is supported by a TAP Grant and local match.
- 13 Livernois Spur**
“Connect to suburbs and 8-Mile”
- 14 Butzel Connection**
“[Make a] Lyndon connection to Butzel”
- 15 Russell Woods Connector**
This connector provides neighborhood connections in northwest Detroit and is a result of recommendations from the Russell Woods/ Nardin Park SNF Plan.
- 16 Grand River Spur**
“[Make a] connection to Grand River from Southfield Freeway to Lahser”

- 17 Rouge Park Connector**
“Connect to Rouge Park and Eliza Howell”
- 18 Bieniek Park**
“Connect to Bieniek Park”
- 19 Radcliff Spur**
“[Create a connection along] Radcliff to the Warren Bridge”
- 20 Dingeman Park & McGraw Loop**
“Neighborhood Loop up McGraw”
“How can we connect to Dingeman Park?”
- 21 Iron Belle Hiking Trail & Biking Path**
The Iron Belle Trail is a partially-completed trail system connecting across the state of Michigan from Belle Isle to Ironwood, MI.
- 22 Forman Park**
“[Connect to] Forman Park - close to historical site where Rouge caught fire in 1969, led to 1972 Clean Water Act”
- 23 Gordie Howe International Bridge**
“Connect to Gordie Howe”
International connection to Canada and Canada’s non-motorized network.
- 24 Vernor Business Loop**
“[There should be a] Vernor Business Loop”
- 25 E. Grand Boulevard**
“Continue protected bike lane along E. Grand Blvd. and connect to greenway”



COMMUNITY-SUGGESTED CONNECTIONS TO PUBLIC SPACE

- Primary Route
- Spurs & Connectors - Existing
- - - Community-suggested Connectors
- Iron Belle Trail
- Detroit Parks & Open Space



Source: Sidewalk Detroit

INCLUSIVE ECONOMIC OPPORTUNITY

ADVANCING EQUITY	84
INCLUSIVE GROWTH STRATEGY	100
BUSINESSES & JOBS	104
METRICS OF SUCCESS	114

ADVANCING EQUITY THROUGH GREENWAY DEVELOPMENT

The Joe Louis Greenway provides a generational moment to link Detroit’s neighborhoods and create inclusive economic opportunities for all residents.

The vision for the greenway is to provide connected, equitable, and engaging spaces throughout Detroit, where people and neighborhoods will find empowerment, unification, and healing. It is an explicit goal of greenway implementation to ensure resulting development promotes equality and equity,

prevents displacement, and creates economic opportunities for Detroit communities. By holding inclusive economic opportunity at the center of all Joe Louis Greenway implementation, the greenway can be more than a multimodal network. We have the opportunity with this project to enhance quality of life, stabilize housing and build wealth, create jobs, spur new development and increase fiscal resources for service delivery in ways that provide all people—regardless of race, ethnicity, gender, age, ability, or socioeconomic status—the opportunity to flourish in their experience of the greenway.



Source: Sidewalk Detroit

Urban greenways and parks play a vital role in the social, economic and physical well-being of American cities and their residents. In addition to improving the mental and physical health of adults and children through increased access to recreational opportunities, greenways generate economic value. Connected open space networks attract non-resident visitors who put new dollars into local economies—the value of these spaces brought into even further relief by the impacts of COVID-19.



Source: James Brown

Equitable Growth emerged strongly as an essential theme over the course of public engagement. Residents are excited about the potential for the greenway to drive economic investment and new development in their communities. But they want to make sure this growth doesn't result in displacement, and that long-time community members benefit from new economic investment. And residents want to see that greenway investment translates to investment in small business and minority and women-owned businesses—both along the greenway's route, and as part of greenway operations.

Specifically, residents said that Equitable Growth along the Joe Louis Greenway should include:

Housing that...

- Is affordable across Detroit's incomes, including to low-income residents
- Is affordable not only today, but in the future as land and housing values rise over time
- Is high quality
- Is growing in value so homeowners can afford repairs, and leave a valuable legacy for their children
- Replaces vacant lots

Small businesses that...

- Provide services locally, activating and increasing safety in neighborhoods and reducing residents' travel time to meet basic needs
- Are locally owned, whether existing or new
- Serve and are owned by people of color
- Benefit from visitation by greenway visitors
- Can participate in pop-op opportunities that activate the greenway

Jobs that...

- Pay a living wage
- Are connected to job training and educational programs, benefiting both residents and employers
- Increase within new and growing businesses spurred by greenway activity
- Are connected to construction and operation of the greenway itself

Finally, residents underscored the importance of “broad participation by Detroiters, especially Black Detroiters who are a majority of the population.” Initiatives associated with the greenway can help reverse the historic disparities that exist in Detroit and the country: People of color in Detroit are less likely to own a home than their white counterparts (46% v 55%)¹ or a business (19 firms v. 37, per 100 workers),² and more likely to face housing cost burdens (55% v 44%)³ or be unemployed (18% v 10%).⁴

The plan for the Joe Louis Greenway seeks to address these interests by integrating physical and programmatic planning with policies that advance inclusive economic opportunity. In close connection with greenway construction and operations, programs will aim to build homeowner wealth, ensure housing affordability, create jobs, and sustain businesses by connecting Detroiters directly with the greenway’s economic benefits—while reducing disparities in economic opportunity and outcomes, and mitigating the unintended consequences that value-generating open space can have.

¹ Percent owner-occupied households by race. Source: IPUMS USA (1990 and 2000 5% sample; 2010 and 2017 5-year ACS samples) via National Equity Atlas: <https://nationalequityatlas.org/indicators/Homeownership#/>
² Business ownership (firms per 100 workers by race), 2012. Source: survey of business owners, ACS 2012 via National Equity Atlas: <https://nationalequityatlas.org/indicators/Business-ownership#/?geo=07000000002622000>
³ Rent Burden is defined as percent of population with gross rent more than 30 percent of household income. Source: HUD Comprehensive Affordable Housing Strategy (CHAS) 2017. Detroit City. Source: IPUMS USA (2000 5% sample; 2010 and 2017 5-year ACS samples) via National Equity Atlas/PolicyLink: <https://policylink.app.box.com/s/4ddsd5ormgk3z352sow57mzlywx70ocq>
⁴ Percent of People of Color Unemployed, 2017. Source: IPUMS USA (2000 5% sample; 2010 and 2017 5-year ACS samples) via National Equity Atlas/PolicyLink: <https://policylink.app.box.com/s/4ddsd5ormgk3z352sow57mzlywx70oc>



Source: James Brown

CURRENT CONDITIONS

The policies and programs that can best fuel equitable outcomes in connection with greenway construction vary based on physical and economic conditions. The following describes these conditions adjacent to the greenway overall (within ½ mile on either side) and across different segments along its length. The diverse population and conditions—both across and within different segments—will require a nuanced approach to applying interventions that achieve inclusive growth.



Source: Liz Weddon via Unsplash

DEMOGRAPHICS BY NEIGHBORHOOD

OBJECTIVE	DETROIT	GREENWAY	DOWNTOWN	CORKTOWN	VERNOR/SOUTHWEST	SPRINGWELLS	CONRAIL	RUSSELL WOODS/NARDIN PARK	CAMPAU/BANGLATOWN	HAMTRAMCK	POLETOWN EAST
POPULATION	660,600	167,600	17,600	9,400	9,800	37,500	17,000	24,000	17,400	28,000	7,000
POPULATION CHANGE (2010-2019)	-7%	-3%	+13%	+5%	-13%	-2%	-9%	-17%	-6%	+6%	+3%
MEDIAN HOUSEHOLD INCOME	\$30,000	\$27,000	\$29,000	\$40,000	\$30,000	\$29,000	\$29,000	\$24,000	\$20,000	\$27,000	\$16,000
UNEMPLOYMENT	13%	11%	8%	8%	11%	11%	12%	16%	18%	8%	17%
HOMEOWNERSHIP RATE	48%	39%	17%	33%	54%	53%	51%	49%	62%	34%	16%
NO OWNED/LEASED VEHICLE	34%	35%	45%	27%	26%	26%	34%	37%	38%	30%	48%

Source: Population Change Data From: Esri, 2010 and 2020 (Source: U.S. Census Bureau, 2010 Summary File 1, Esri forecasts for 2020). Homeownership Rate from: American Community Survey 5-Year (2017). All other data from: Esri, 2020 (Source: U.S. Census Bureau, Esri forecasts for 2020). Data for greenway and neighborhood segments reflects area within 1/2 mile on either side of greenway.

DEMOGRAPHICS

Resident characteristics near the greenway mirror those across Detroit in many ways. Both saw overall population declines 2010-2019 (-3 percent near the greenway and -7 percent citywide). Median household income along the greenway (\$27,000) tracks closely with the citywide average (\$30,000), and unemployment (pre-COVID) is at 11% across the corridor and 13% citywide, higher

than the 3% national rate. Approximately one third of households do not own or lease a vehicle with which to travel to work or other destinations.

Residents near the greenway differ from residents citywide in other ways that underscore the importance of initiatives to ensure that growth doesn't result in displacement, and that open space programming and job creation at and near the greenway reach residents citywide. While 73% of

residents living within a mile of the greenway are people of color – predominantly Black (46%), with pockets of Latinx (20%) and Asian (7%) residents – they are less likely to be so than the 90% of residents citywide. This difference is driven largely by the stretch of the greenway that will extend through Hamtramck.

Underlying these larger trends, Detroiters living near the greenway are extraordinarily diverse, with distinct characteristics across different greenway segments. Downtown and Corktown (along with Hamtramck) have seen positive population growth and lower unemployment rates. Yet they also have some of the lowest homeownership rates corridor wide. People of color comprise over 85% of the population in the corridor segments studied in Downtown, Campau/Banglatown, and Poletown East, and over 95% in Russell Woods/Nardin Park. Household median income ranges from a low of \$16,000 in Poletown East to a high of \$40,000 within the segment of Corktown abutting the greenway.

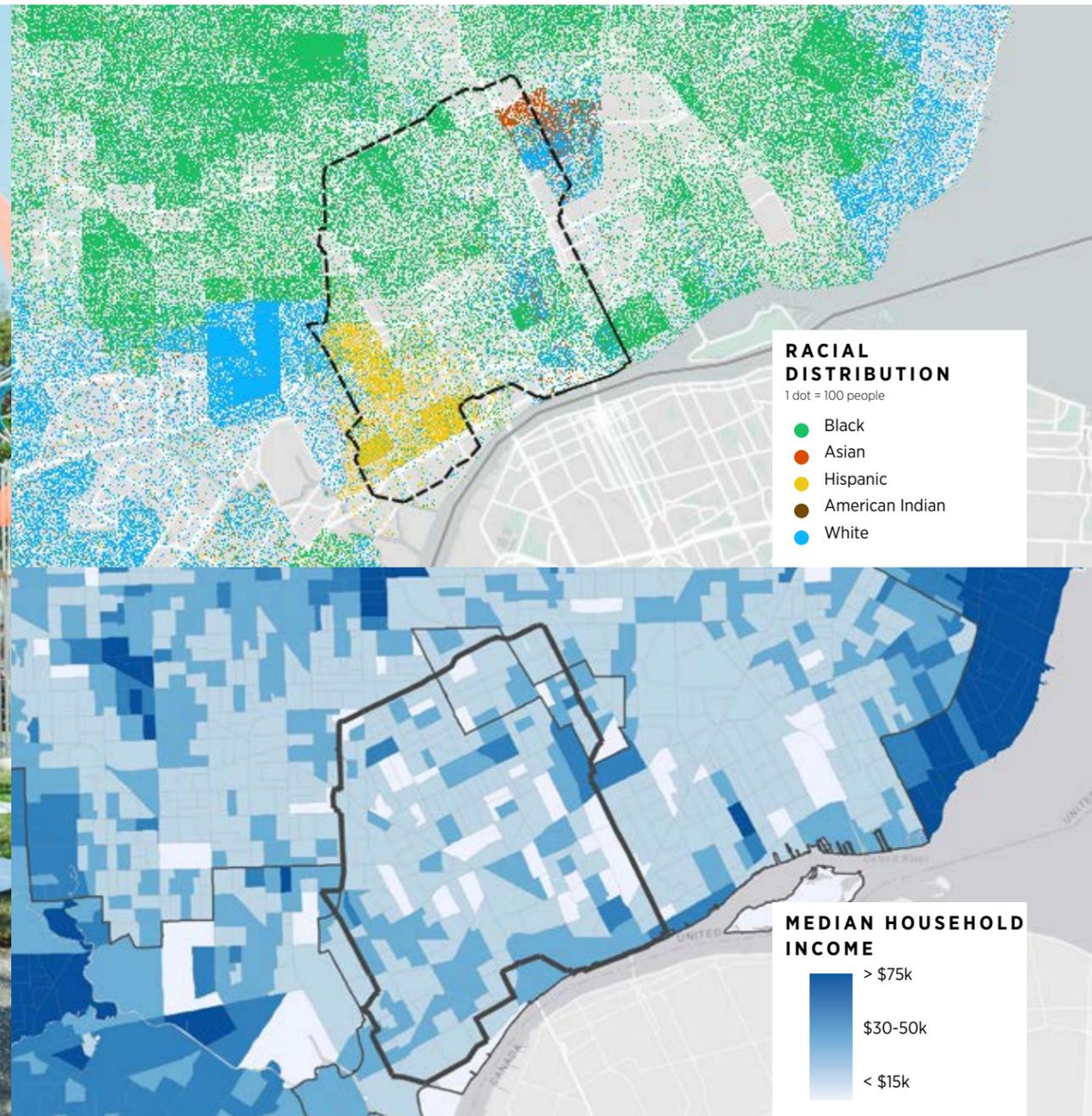
Yet even these metrics describe only averages, and not the range of individual experiences and identities present along the length of the greenway. Implementation partners will continue to engage residents around the length of the loop to ensure the greenway responds to these nuanced local conditions.

“ MY HOPE FOR THE GREENWAY IS THAT...IT WILL BRING REVENUE BACK TO OUR NEIGHBORHOODS AND OUR CITY—NOT JUST DOWNTOWN AND MIDTOWN, BUT OUR NEIGHBORHOODS... WE LIVE HERE, WE’VE BEEN LIVING HERE. ALL OUR SCHOOLS, STORES AND RESOURCES HAVE LEFT. WE HAVE TO DRIVE MILES TO GET BASIC ITEMS. WE HAVE SIDE STORES. WE NEED MORE DEVELOPMENT IN OUR NEIGHBORHOODS. AND SOME PLACES, WE COULD FEEL SAFE.”

—COMMUNITY ENGAGEMENT PARTICIPANT



Source: Sidewalk Detroit



PHYSICAL AND MARKET CONDITIONS

Land use and market conditions inform where opportunities exist to create homeownership and wealth building (generally single family); to build new affordable housing (generally multifamily); to direct greenway visitors to existing and new businesses; and to connect Detroiters to jobs. The greenway is predominately surrounded by single family housing, with multifamily housing concentrated Downtown and in Corktown.¹ It intersects with key commercial corridors in the Downtown, Corktown, and Eastern Market neighborhoods, as well as industrial uses to the South near the Gordie Howe Bridge. Additional neighborhood-serving retail is situated on many of the larger streets that intersect with the greenway. The vast majority of commercial office space is situated Downtown.

Both rents and home prices vary substantially across the length of the greenway, calling for

nuanced approaches for growing homeownership and wealth, and avoiding displacement. Neighborhoods abutting most segments of the greenway (with the exception of Downtown and Corktown) have single family home values ranging from \$36,000-\$48,000 across segments—at and below the \$45,000 Detroit average.² The open space and transportation amenity that the greenway presents provides an important opportunity to increase home values, stabilizing housing and building homeowner equity and wealth. Within multifamily housing, rents citywide have increased by over 30% since 2010, with the highest increases along the greenway in those segments where multifamily is concentrated — Downtown (51% growth to a 2019 average of \$1,115/month) and Corktown (36% growth to a 2019 average of \$1,240/month). While even Detroit’s most expensive markets are just starting to see multifamily development delivered without significant subsidy — and, with that subsidy, public sector influence over affordability requirements —

affordable housing strategies implemented in parallel with the greenway can help mitigate the pressure Detroiters feel from rising rents overall.³ Occupancy and retail character vary dramatically across retail corridors near the greenway. While some locations include pockets of high vacancy, others represent some of Detroit’s most dynamic neighborhood and destination retail corridors, like Banglatown’s hub for immigrants from South Asia, and the West Vernor/Mexicantown international food and beverage destination. However neighborhoods along the greenway, including Banglatown, West Vernor, and Russell Woods, are generally not served by grocery, cleaning services, hardware shops, and pharmacies — critical retail for a livable community.⁴

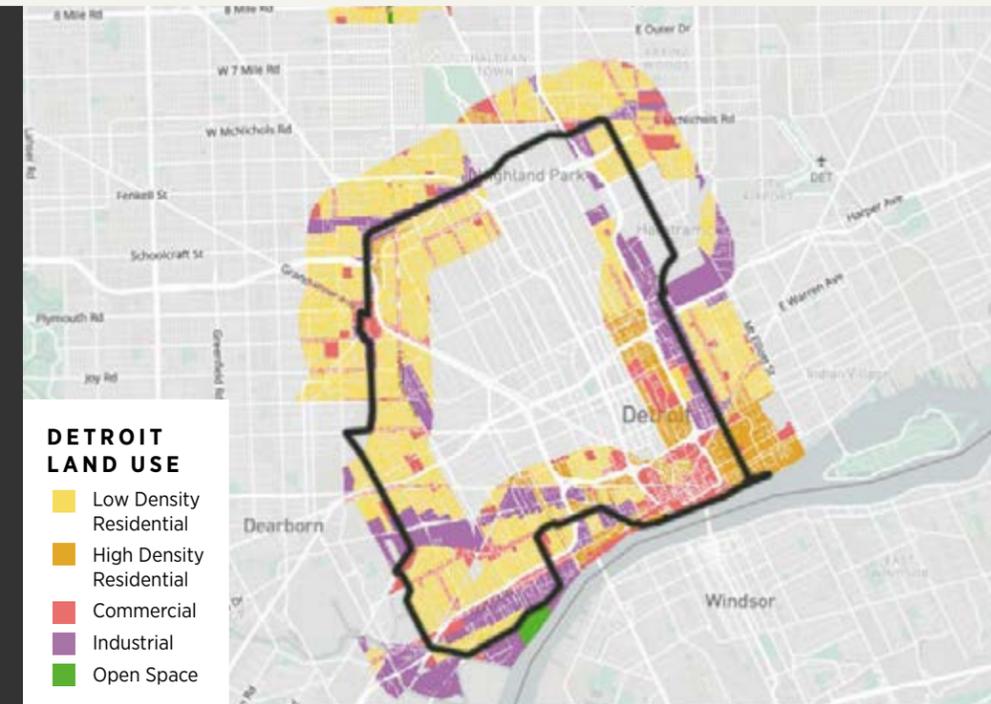
RESIDENTIAL AND COMMERCIAL MARKET BY NEIGHBORHOOD

OBJECTIVE	DETROIT	GREENWAY	DOWNTOWN	CORKTOWN	VERNOR/SOUTHWEST	SPRINGWELLS	CONRAIL	RUSSELL WOODS/NARDIN PARK	CAMPAU/BANGLATOWN	HAMTRAMCK	POLETOWN EAST
SINGLE FAMILY HOME VALUES (MEDIAN)	\$45,000	\$58,000	\$140,000	\$165,000	\$45,000	\$41,000	\$46,000	\$40,000	\$36,000	\$48,000	\$44,000
MULTIFAMILY RENTS (MEAN)	\$887	\$745	\$1,115	\$1,240	\$576	\$629	\$460	\$539	\$864	\$773	\$779
HOUSING VACANCY RATE	27%	24%	10%	19%	30%	23%	30%	38%	31%	16%	14%
COMMERCIAL OFFICE RENTS (MEANS)	\$24	\$21	\$23	\$23	\$24	\$17	\$18	N/A	\$10	\$24	\$17

Source: Single Family: Esri, 2020 Source: U.S. Census Bureau, Esri forecasts for 2020). Multifamily: CoStar. 2010-2019 rent growth, 2019 rents. Vacancy: Esri, 2020. (Source: U.S. Census Bureau, Esri forecasts for 2020). Commercial: CoStar. 2019 rents. Data reflects market conditions within 1 mile of the greenway. Data for greenway and neighborhood segments reflects area within 1/2 mile on either side of greenway.

Of all parcels within 1/2 mile of the greenway, over 18,000 parcels (nearly 45%) are vacant. The Detroit Land Bank Authority controls 9,000 properties along the greenway.¹ The greenway brings with it a major opportunity to drive new investment on these sites to achieve equitable growth goals—affordable housing and homeownership, employment centers, and neighborhood investment.

The greatest concentrations of vacant City-owned land are located within and adjacent to the Conrail segment, Russell Woods / Nardin Park, and Banglatown. A combination of targeted, publicly supported development and enhanced maintenance (mowing, cleaning) on publicly owned land has the potential to complement the greenway’s new neighborhood amenity to enhance neighborhood conditions and opportunities for today’s residents.



¹ Detroit GO DATA, Parcels: <https://data.detroitmi.gov/datasets/parcels-2?geometry=-83.358%2C42.264%2C-82.843%2C42.442>; Detroit Land Bank Authority

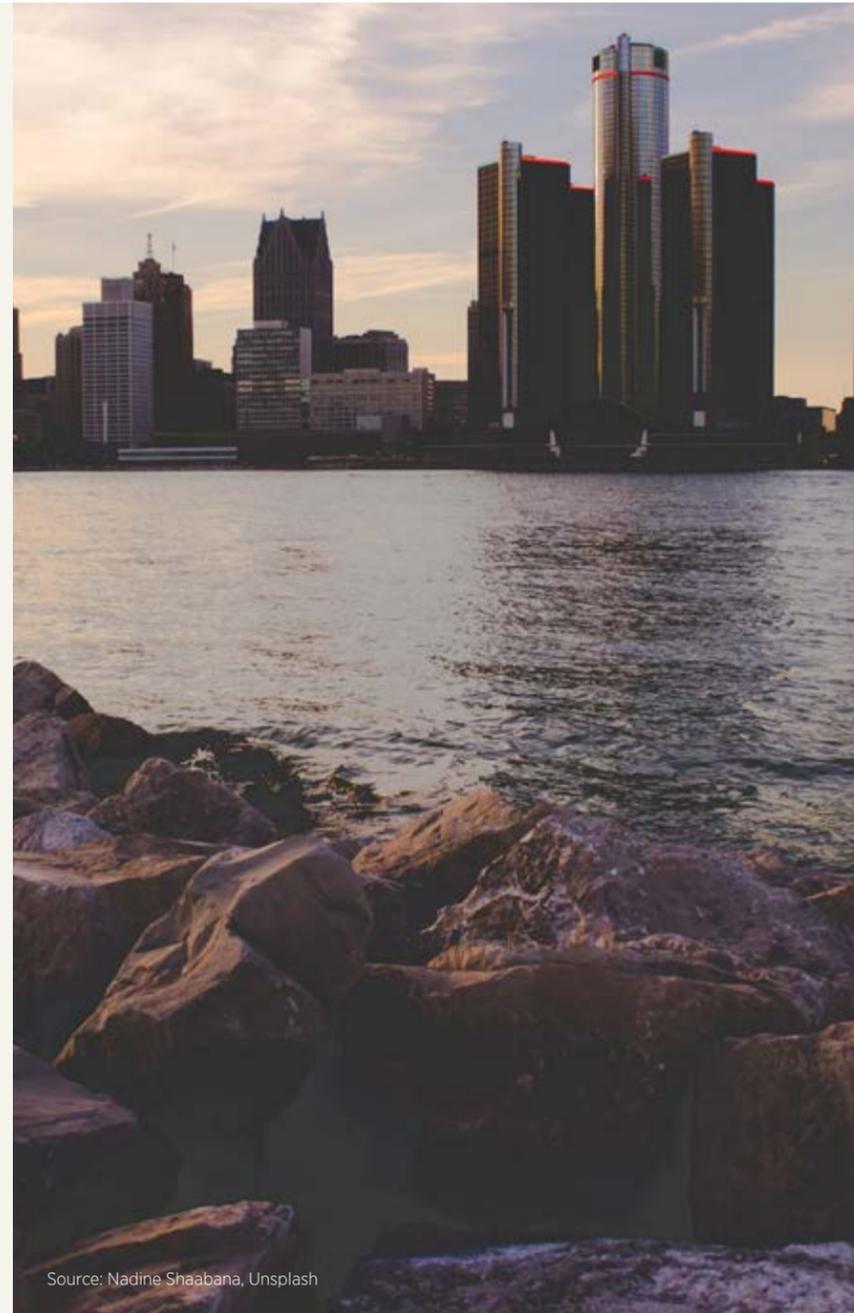
¹ Detroit GO DATA, Current Master Plan Future General Land Use: <https://data.detroitmi.gov/datasets/current-master-plan-future-general-land-use?geometry=-83.162%2C42.336%2C-83.033%2C42.381>
² Esri, 2019. Source: U.S. Census Bureau, Esri forecasts for 2019
³ CoStar. 2010-2019 rent growth, 2019 rents
⁴ Detroit Neighborhood Retail Opportunity Study 2018

POTENTIAL IMPACTS OF THE JOE LOUIS GREENWAY

The greenway has the potential to bring tremendous social and economic value to surrounding communities, and to Detroit and the greater region as a whole. However this potential needs to be paired with policies and programs that acknowledge the different economic and physical conditions that surround the greenway in order to ensure that value translates into benefits for today's residents and to mitigate displacement risks.

HOUSING IMPACTS

As greenways across the country have demonstrated, the Joe Louis Greenway's ability to connect neighborhoods to recreation and jobs will create real estate value along its path, and unlock development potential. This real estate value will increase home values for the 14,300 homeowners that live within ½ mile of the greenway, increasing home equity and household wealth—with tax increases for homeowners limited by exemptions available within the city as well as State



Source: Nadine Shaabana, Unsplash

laws. New development will minimize the negative impact that vacant parcels can have on surrounding neighborhoods, generating jobs and new housing in its own right.

All neighborhoods in Detroit currently require significant subsidy to support new construction or substantial rehabilitation, and among the neighborhoods that abut the greenway, only in Downtown and Corktown has there recently been sufficient demand to spur new residential construction and substantial rehab. While the greenway will immediately enhance quality of life across its length, a limited number of locations are likely to see immediate associated private development. However all Detroiters are feeling the impact that the 31% rent growth citywide over the last 10 years has had on cost of living, with over half of renters paying more than 30 percent of their incomes for housing, including nearly a third who pay more than 50 percent.

Policies must therefore seek to protect and grow affordable housing along the greenway as this new asset enhances neighborhood quality of life, while

maximizing wealth building opportunities for current and future homeowners, so that as the neighborhoods abutting the greenway thrive in the long term, so do today's residents.

JOBS AND SMALL BUSINESS IMPACTS

Detroit's strength as a business location is evident through its successes. Greater Detroit ranked number 10 of 378 U.S. metropolitan areas for new jobs generated, accounting for nearly 2% of all new jobs generated in the United States from 2010-2017.¹ In addition, Detroit compares favorably to Michigan – between 2015 and 2018, Detroit resident employment growth outpaced the state's by 1.7%.² Many of these successes are fueled by the roughly 50,000 small businesses owned by entrepreneurs of color. Greenway creation will magnify these strengths, generating a variety of both on and off-site jobs that have the potential to grow incomes and to reduce income disparities.

For this growth to be inclusive, it is vital that jobs be accessible to residents with a range of skills and educational attainment levels that reflect the workforce that lives adjacent to the greenway; that communities of color have access to financial and other resources necessary to take advantage of the entrepreneurial opportunities that the greenway presents; and that the growing market doesn't result in the loss of cultural identities and existing businesses that currently make Detroit vibrant.

¹ Reuters LP
² The Detroit Economic Outlook for 2019-2024, University of Michigan (2020)

RESPONDING TO CURRENT CONDITIONS

The varied market and physical conditions of neighborhoods surrounding the greenway highlight the need for community economic development tools to be deployed in targeted ways that achieve equitable outcomes based on each neighborhood's underlying conditions.

COMMON NEIGHBORHOOD CHARACTERISTICS	DEPLOYMENT APPROACH
<p>GROWING MARKET</p> <ul style="list-style-type: none"> • Population growth • High rents and land values • Significant recent deliveries & robust pipeline • Significant multi-family • Low homeownership rates 	<p>ACTIVATE & PROTECT</p> <p>Encourage new investment & protect existing residents & businesses</p>
<p>STABLE MARKET</p> <ul style="list-style-type: none"> • Relatively stable population • Adjacency to strong markets and • Major new infrastructure investments • Predominantly single family • Significant homeownership • Significant DLBA resources 	<p>STABILIZE & PREPARE</p> <p>Promote homeownership & prepare for future investment</p>
<p>CHALLENGED MARKET</p> <ul style="list-style-type: none"> • Declining population • Low rents and land values • Limited recent deliveries • No planned construction 	<p>SUSTAIN & ENHANCE</p> <p>Improve quality of life through enhanced maintenance</p>
<p>INDUSTRIAL MARKET</p> <ul style="list-style-type: none"> • Substantial industrial uses or potential • Limited residents or commercial uses • Significant vacant land 	<p>CULTIVATE & FUEL</p> <p>Grow industrial jobs of all types</p>

MARKET STUDY AREAS

- 1 Existing/Downtown
- 2 Corktown
- 3 Vernor/Southwest
- 4 Springwells
- 5 Conrail
- 6 Russell Woods/Nardin Park
- 7 Campau/Banglatown
- 8 Hamtramck
- 9 Poletown East

MARKET TYPES

- Growing Market
- Stable Market
- Challenged Market
- Industrial Market



INCLUSIVE GROWTH STRATEGY

Public and private partners in greenway implementation may consider a suite of potential future interventions to deliver on the greenway's commitment to inclusive economic opportunity.

These interventions can be targeted geographically according to current and immediately foreseeable physical and market conditions, as well as funding availability and community priorities expressed to date and in the future.

HOUSING AFFORDABILITY & WEALTH CREATION

GOAL
 Ensure strong neighborhoods by not only improving the quality of life, but also preserving the affordability of housing for residents and building wealth associated with homeownership.

OBJECTIVE	PRIORITY STRATEGY
Expand Homeownership	Build wealth among existing homeowners by improving alignment of homeownership and home improvement programs with resident incomes, and providing neighborhood amenities to increase home values
	Increase homeownership by leveraging public lands for new housing and fostering a sustainable model of homeownership for lower-income households
BUILD WEALTH	Build organizational capacity for stewarding long-term affordability and advancing rehab and infill on publicly owned sites
	Improve Housing Quality Invest in or facilitate home improvements through low-interest financing to promote public health and safety and to increase property values, and help residents secure and maintain homeowner's insurance Enhance neighborhood maintenance through targeted demolition and increased mowing and sanitation services to enhance quality of life
ENSURE HOUSING AFFORDABILITY	Preserve Existing Affordable Housing Minimize deregulation of affordable housing by creating a preservation database, leveraging federal programs to minimize deregulation, and deploying project-based vouchers
	Construct New Affordable and Mixed-income Housing Secure new funding sources for new affordable housing, through long term value capture and the Affordable Housing Leverage Fund

Source: James Brown



“WE’RE A LEGACY NEIGHBORHOOD. WE ARE GENERATIONAL. I’M STAYING IN THE HOUSE THAT MY DAD BOUGHT IN 1967.”

— COMMUNITY PARTICIPANT

HOUSING TOOLKIT

The City of Detroit has access to or is exploring a range of tools that will be deployed in conjunction with the implementation of the Joe Louis Greenway to achieve wealth building and affordability objectives.

BUILD WEALTH	TOOLS	TOOL TYPE KEY: Land Use Funding Programs
		Detroit Housing Commission's (DHC) Home Ownership Program: Direct subsidy assistance towards the purchase of a home
	Homeownership Programs	Michigan State Housing Development Authority's (MSHDA) Homeownership Division: A variety of programs and products for both homebuyers and homeowners, including a loan mortgage, loan flex mortgage, mortgage credit certification, and a housing education program The City and its partners are currently reviewing opportunities to better align these with resident income and other needs.
	Home Repair Program	City of Detroit Planning & Development Department's 0% Home Repair Loans Program: 0% interest loans from \$5,000 to \$25,000 to help Detroit homeowners invest in and repair their homes – promoting public health and safety, increasing property values and helping residents secure and maintain homeowner's insurance The City and its partners are currently reviewing opportunities to better align these with resident income and other needs.
	Occupied Properties	Detroit Land Bank Authority's Occupied Properties Program: Allows eligible home occupants to buy a tax foreclosed property for \$1,000 if they can commit to caring for it for a year Programs and partnerships with private financial institutions, organizations and government agencies that provide home loan assistance to prospective, current and struggling homeowners
	Home Loan & Improvement Programs	For example: Detroit Home Mortgage, Detroit Neighborhood Initiative, Southwest Solutions' Portfolio Loans and Liberty Bank's Home Restoration and Acquisition Program and HUD 203K The City and its partners are currently reviewing opportunities to better align these with resident income and other needs.
	Owner-Occupied Tax Relief	City of Detroit's Homeowner Property Tax Assistance Program: A full (100%) or partial (50%) exemption of property taxes for income qualified homeowners to prevent displacement as values increase
	Long-Term Affordability Stewardship*	Creation of lasting affordable homeownership steward organizational infrastructure, potentially to assume land management, rehab and/or infill functions that achieve long-term affordability
	Housing Resource Centers*	Neighborhood-based centers that increase resident access to information on homeownership, tenants' rights, property tax increase protections, and more

* Tools currently not in place in the City of Detroit

EXPAND HOME OWNERSHIP

ENSURE HOUSING AFFORDABILITY	TOOLS	TOOL TYPE KEY: Land Use Funding Programs
	Public Land Disposition	Strategic disposition of available publicly-owned sites or structures to support affordable housing & homeownership, in the near and long term
	Home Repair Program	City of Detroit Planning & Development Department's 0% Home Repair Loans Program: 0% interest loans from \$5,000 to \$25,000 to help Detroit homeowners invest in and repair their homes – promoting public health and safety, increasing property values and helping residents secure and maintain homeowner's insurance. The City and its partners are currently reviewing opportunities to better align these with resident income and other needs.
	Side Lot	Detroit Land Bank Authority's Side Lot Program: \$100 incentive to the owner of an adjacent structure to maintain vacant side lots
	Auction or Own It Now	Detroit Land Bank Authority's Auction or Own it Now Programs: purchasers can buy land bank structures online as they are (Own It Now) or through a daily auction (Auction) where they are required to bring the house to code within six months
	Rehabbed and Ready	Detroit Land Bank Authority's Rehabbed & Ready Program: a philanthropic initiative aimed to improve residential market values by rehabilitating properties throughout the city to at or above market conditions
	Rehab Existing Multifamily Housing	Programs and financing to rehab existing multifamily properties to bring them to at or above market conditions
	Preservation Database	City of Detroit's Housing and Revitalization Department's Preservation Database: creation of a Preservation Database that includes a comprehensive inventory of buildings in Detroit with affordable housing units along with essential data points about each building that can help prioritize the need for preserving units in that building
	Extend Affordability	Application of federal programs like Choice Neighborhoods that extend affordability protections and minimize deregulation, such as collaboration with HUD to determine whether HUD-financed market-rate buildings could be granted incentives to retain affordability for current tenants or transition to a lasting affordable model
	Public Land Disposition	Strategic disposition of available publicly-owned sites or structures to support affordable housing & homeownership, in the near and long term
	Zoning Changes	Changes to the City's zoning code to enable greater housing options within the R1 zone—including multifamily homes and Accessory Dwelling Units (ADUs)—leading to greater overall and affordable housing production
	Residential Development Incentive Zones	Extension of Detroit's residential incentive zones to locations around the Joe Louis Greenway to support targeted opportunities for affordable housing
	Affordable Housing Leverage Fund (AHLF)	\$250 million fund to encourage the preservation of 10,000 units of regulated and naturally occurring affordable housing throughout the city of Detroit and the development of 2,000 new mixed-income and affordable housing in targeted multi-family housing areas.
	4% LIHTC / Tax-exempt Bond	Tax incentive available to developers to construct or rehabilitate affordable housing for low-income households; the Michigan State Housing Development Authority administers the roughly \$20M LIHTC program
	State & Federal Funding	Funding to support multifamily preservation and new construction programs, such as the U.S. Department of Housing and Urban Development's HOME funds
	New Funding Sources*	New sources of affordable housing funding (e.g. value capture/TIF)

IMPROVE HOUSING QUALITY

PRESERVE EXISTING AFFORDABLE HOUSING

CONSTRUCT NEW AFFORDABLE & MIXED-INCOME HOUSING

BUSINESSES & JOBS

GOAL

Build, promote, and sustain opportunities to increase businesses and job growth in a manner that increases household income and minimizes disparities for those most excluded.



Source: Nate Johnston, Unsplash

OBJECTIVE	SUB-OBJECTIVE	PRIORITY STRATEGY
CREATE JOBS		Create jobs on the greenway through construction, operation and activation
	Create jobs on and off the greenway	Create jobs off the greenway to strengthen Detroit's job market and increase brand awareness
	Empower entrepreneurs, including small, minority and women-owned businesses (MWBEs)	Provide mentorship, networking and funding to empower entrepreneurs, small businesses and MWBEs
		Increase quantity, quality and affordability of commercial and industrial real estate , leverage publicly-owned properties and invest in supportive infrastructure to accommodate new and growing businesses near the Joe Louis Greenway
SUSTAIN AND GROW EXISTING BUSINESSES		Deliver training and opportunities in targeted industries to ensure residents are ready and able to connect with jobs on and near the Joe Louis Greenway
	Connect residents to jobs	Build the greenway to physically connect residents to jobs
		Support local hiring for development and operations of the greenway
		Offer services and incentives to strengthen business operations and decrease the cost of doing business to retain and expand businesses near the Joe Louis Greenway
		Integrate business district wayfinding into Joe Louis Greenway signage and information

JOB TOOLKIT

The City of Detroit has access to or is exploring a range of tools that will be deployed in conjunction with greenway implementation to create jobs and sustain existing and grow new businesses.

CREATE JOBS	TOOLS	TOOL TYPE KEY: Land Use Funding Programs
CREATE JOBS ON AND OFF THE GREENWAY	Zoning Changes	Changes to the City's zoning code to allow for a mix of uses, promote ground floor retail, and include less restrictive parking requirements
	Priority Solicitation for MWBEs*	Joe Louis Greenway contracting processes that make all current and anticipated contract opportunities available to MWBE firms and prioritize selection of MWBE firms when multiple firms are qualified for the full contract
	Business Tax Incentives	Tax incentives designed to promote investment in Detroit, such as the Commercial Facilities Exemption, Empowerment Zone Tax Incentives, Industrial Facilities Tax Incentives, New Personal Property Tax Incentives, Obsolete Property Rehabilitation Tax Incentive, Renewal Communities and Brownfield Redevelopment Tax Increment Financing
EMPOWER ENTREPRENEURS, INCLUDING SMALL & MINORITY/ WOMEN-OWNED BUSINESSES	Motor City Grants	Motor City Match: Grants of up to \$500,000 total each quarter to business and building owners designed to connect new and expanding businesses with real estate opportunities Motor City Re-Store: Matching grants of up to 50% of total costs to improve commercial facades and storefronts
	Minority/Women-Owned Business Enterprises Program	In addition to targets for MWBE participation in City and greenway contracts, networking and capacity building opportunities, equalization credits, and MWBE register visibility, such as provided through the Detroit Business Opportunity Program (DBOP)
	Business Development Partnerships	Partnerships—such as DEGC's District Business Liaisons—to offer programs that provide aspiring local entrepreneurs with the skills necessary to build, run and maintain their own businesses
	Mentoring Programs and Networks	Mentorship program for local entrepreneurs that incentivize mentor participation by giving participating companies bonus points during eligible public sector procurement opportunities (akin to DEGC's Detroit Biz Grid)
	Business Coop Support*	Programs to support the creation of business cooperatives, including business development partnerships and succession planning to anchor local jobs, grow the pool of local-owned enterprises, serve Detroit residents, and keep companies rooted in Detroit for the long-term

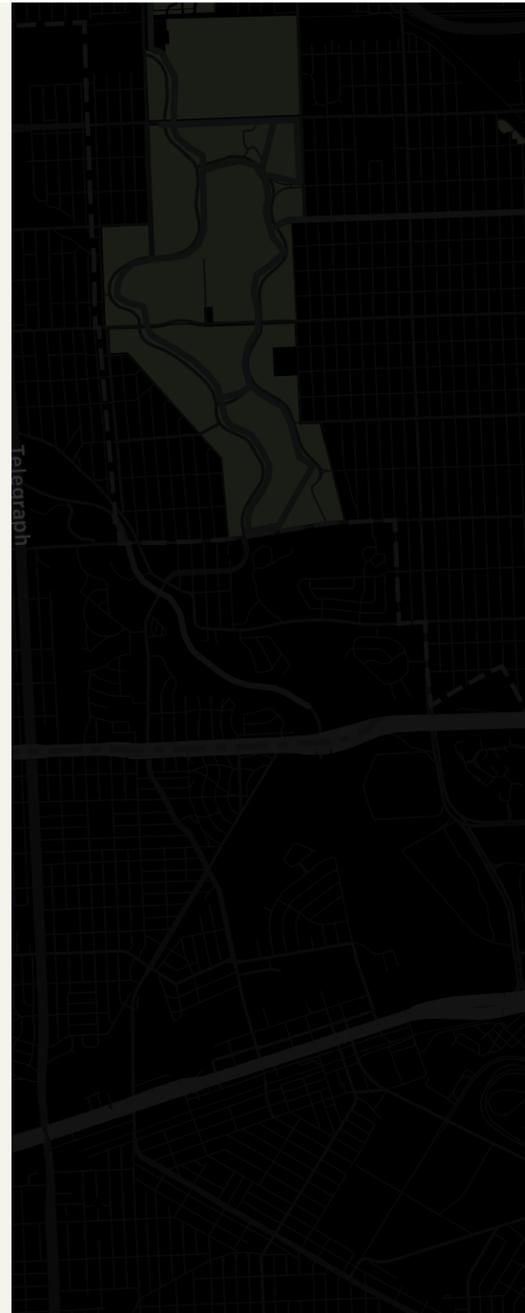
* Tools currently not in place in the City of Detroit

CREATE JOBS	TOOLS	TOOL TYPE KEY: Land Use Funding Programs
CONNECT RESIDENTS TO JOBS	Workforce Development	Workforce training and opportunities in connection with skills required for construction and operation of the greenway, such as construction, landscape maintenance and hospitality, potentially in partnership with the Mayor's Workforce Development Board
	Local Hiring	Program to help underserved residents find an alternative pathway to careers such as the Detroit at Work program that aims to connect residents to local employers
	Jobs Inventory*	An inventory of jobs related to Joe Louis Greenway programming and operations to help residents with a variety of skillsets and educational attainment levels secure jobs
SUSTAIN BUSINESSES	Summer Youth Employment*	Programs that hire youth for summer internships, providing them with a job experience and encouraging participation among students of colors from neighborhoods adjacent to the greenway
	Legacy Business Tools*	A registry of historic businesses that designates official recognition on historically significant businesses operating continuously for at least 30 years, and create an accompanying fund to support those businesses through a direct per employee subsidy.
	Motor City Grants	Motor City Match: Grants of up to \$500,000 total each quarter to business and building owners designed to connect new and expanding businesses with real estate opportunities Motor City Re-Store: Matching grants of up to 50% of total costs to improve commercial facades and storefronts.
	District Tax Exemption	Extension or creation of district-based tax exemption zones for businesses within a defined district to reduce operating costs while attracting investment..
	Wayfinding / Buy Local Campaign	A buy local campaign for businesses operating in the areas adjacent to the greenway. The buy local campaign should include a coordinated marketing campaign to connect residents and visitors to local businesses, including associated directories and small business guides. This program can build upon DEGC's Shop Local in Detroit resource.
ENABLE BUSINESSES TO BENEFIT FROM THE JOE LOUIS GREENWAY, REMAIN AND GROW	"Graduate" Space for Maturing Businesses*	Support for smaller scale real estate development to provide space for industrial and other businesses that are graduating from storefronts but don't yet need a large space.
	Public Land Disposition	Strategic disposition to local businesses where there are catalytic public development sites with retail potential.

ADDITIONAL TOOLS IN A MATURING MARKET

It is notable that in more rapidly developing markets across the country, where greenway investment will quickly result in market conditions that support or accelerate private investment without subsidy, greenway and open space operators have deployed or explored additional tools to sustain both greenway operations and meet community development goals. Examples of such tools include direct participation by the greenway operator in adjacent development to produce housing affordability and/or redistribute value to the greenway's programs; direct participation in rehabilitation of single-family homes to support affordable homeownership; creation of new commercial spaces for non-profits; and/

or cooperative neighborhood investment agreements in new development to return profits back to the community. Essential for the success of such programs is the commitment of publicly owned land for their delivery (and/or acquisition of land in advance of market appreciation to secure future opportunity); market conditions that produce sufficient value to cross-subsidize affordable housing or greenway operations; and capacity and mandate to deliver such initiatives. Longer term capacity to deploy similar tools as the market grows over time should be considered when determining the governance and implementation structure for the Joe Louis Greenway.



Source: Jameson Draper, Unsplash

DEPLOYMENT & GROWTH

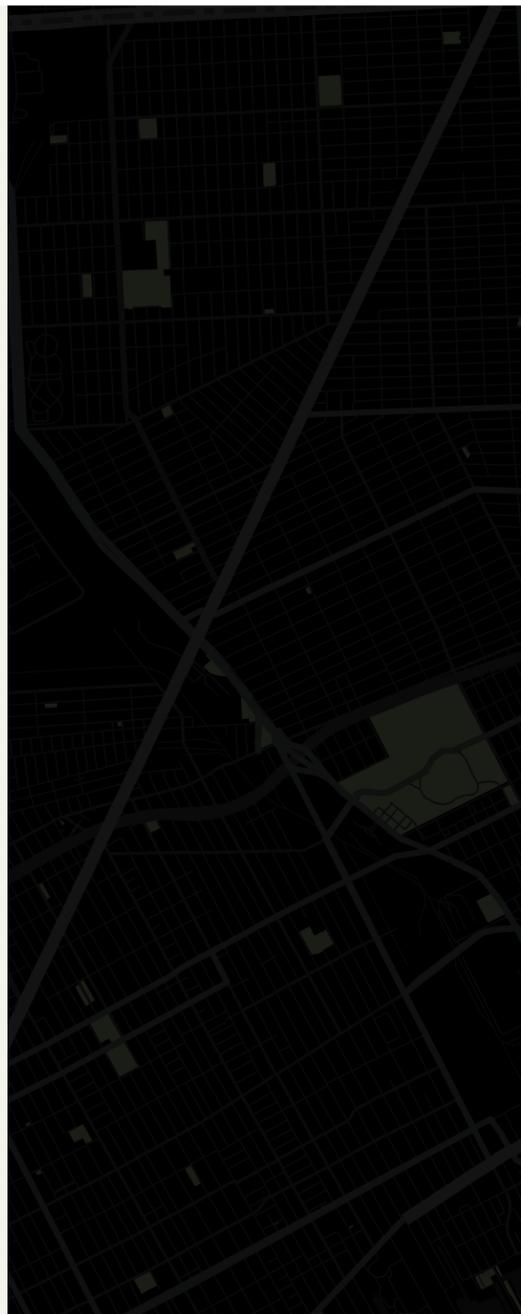
Many housing, jobs, and business interventions are universally applicable across the range of neighborhood conditions in Detroit, but some distinct approaches are necessary to respond to specific market and physical contexts.

In growing and stable neighborhoods, implementation partners will serve existing residents by building wealth through improved home values and new homeownership opportunities, ensuring housing affordability by protecting existing and building new affordable housing, creating and retaining jobs including small businesses and minority and women-owned businesses (MWBs), and connecting residents to jobs. The City will also aim to serve future residents through strategic and coordinated new developments that will expand both the housing and job markets.

In challenged and industrial neighborhoods, priority strategies are more targeted to protect and improve the existing fabric of the neighborhoods. In these areas, the City will strive to grow wealth for the existing residents, and focus heavily on job creation and connecting residents to jobs.

It is important to acknowledge that the neighborhoods around the greenway are extraordinarily diverse, not only mile by mile, but also block by block. **Alignment of inclusive economic development tools by neighborhood conditions as defined by the geographic segments analyzed here is necessarily high level. There are most certainly specific locations within each segment that call for unique approaches not reflected below.**

Implementation will require dedicated focus to and more fine-grained planning to meet desired outcomes.



**HOUSING
AFFORDABILITY
& WEALTH
CREATION**

OBJECTIVE	SUB-OBJECTIVE	PRIORITY STRATEGY (TOOLS)	GROWING & STABLE	CHALLENGED & INDUSTRIAL
BUILD WEALTH	Expand homeownership	Build wealth among existing homeowners (Home repair programs, home loan & improvement programs, owner-occupied tax relief, housing resource centers)	X	X
		Increase homeownership (Public land disposition, homeownership programs, occupied properties, home loan & improvement programs, housing resource centers)	X	
		Steward long-term affordability (Long-term affordability stewardship)	X	X
	Improve housing quality	Invest in or facilitate home improvements (Home repair programs, home loan & improvement programs, housing resource centers, Side Lot, Auction or Own it Now, Rehabbed and Ready)	X	X
		Enhance neighborhood maintenance		X
ENSURE HOUSING AFFORDABILITY	Preserve existing affordable housing	Minimize deregulation of affordable housing (Preservation database, extend affordability, project-based vouchers)	X	X
	Construct new affordable & mixed-income housing	Secure new funding sources and advance construction of new or rehabilitated affordable housing (Zoning changes, public land disposition, Affordable Housing Leverage Fund, tax incentives, 4% LIHTC, state & federal funding, new funding sources)	X	

**BUSINESSES
& JOBS**

OBJECTIVE	SUB-OBJECTIVE	PRIORITY STRATEGY (TOOLS)	GROWING & STABLE	CHALLENGED & INDUSTRIAL
CREATE JOBS	Create jobs	Create jobs on the greenway (MWBE contracting)	X	X
		Create jobs off the greenway¹ (Zoning changes, business tax incentives, Motor City Grants)	X	X
	Empower entrepreneurs, including small businesses and MWBEs	Provide mentorship, networking and funding (Motor City Grants, MWBE enterprise programs, business development partnerships, mentoring programs / networks, business coop support)	X	X
		Increase quantity, quality and affordability of commercial and industrial real estate (Zoning changes, business tax incentives, tax abatements, district tax exemption)	X	X
	Connect residents to jobs	Deliver training and opportunities in targeted industries (Workforce development)	X	X
		Support local hiring (Local hiring)	X	X
		Build the greenway (Local hiring, increased mobility connections to jobs)	X	X
SUSTAIN AND GROW EXISTING BUSINESSES	Enable existing benefits to remain and benefit from the Joe Louis Greenway	Offer services and incentives to strengthen business operations & prevent displacement (Legacy business tools, Motor City Grants, tax abatements, small business programs, graduate space for maturing businesses, public land disposition)	X	X
		Integrate business district wayfinding (Wayfinding / Buy Local campaign)	X	

¹ In challenged neighborhoods, the City will focus on creating jobs on the greenway prior to off the greenway

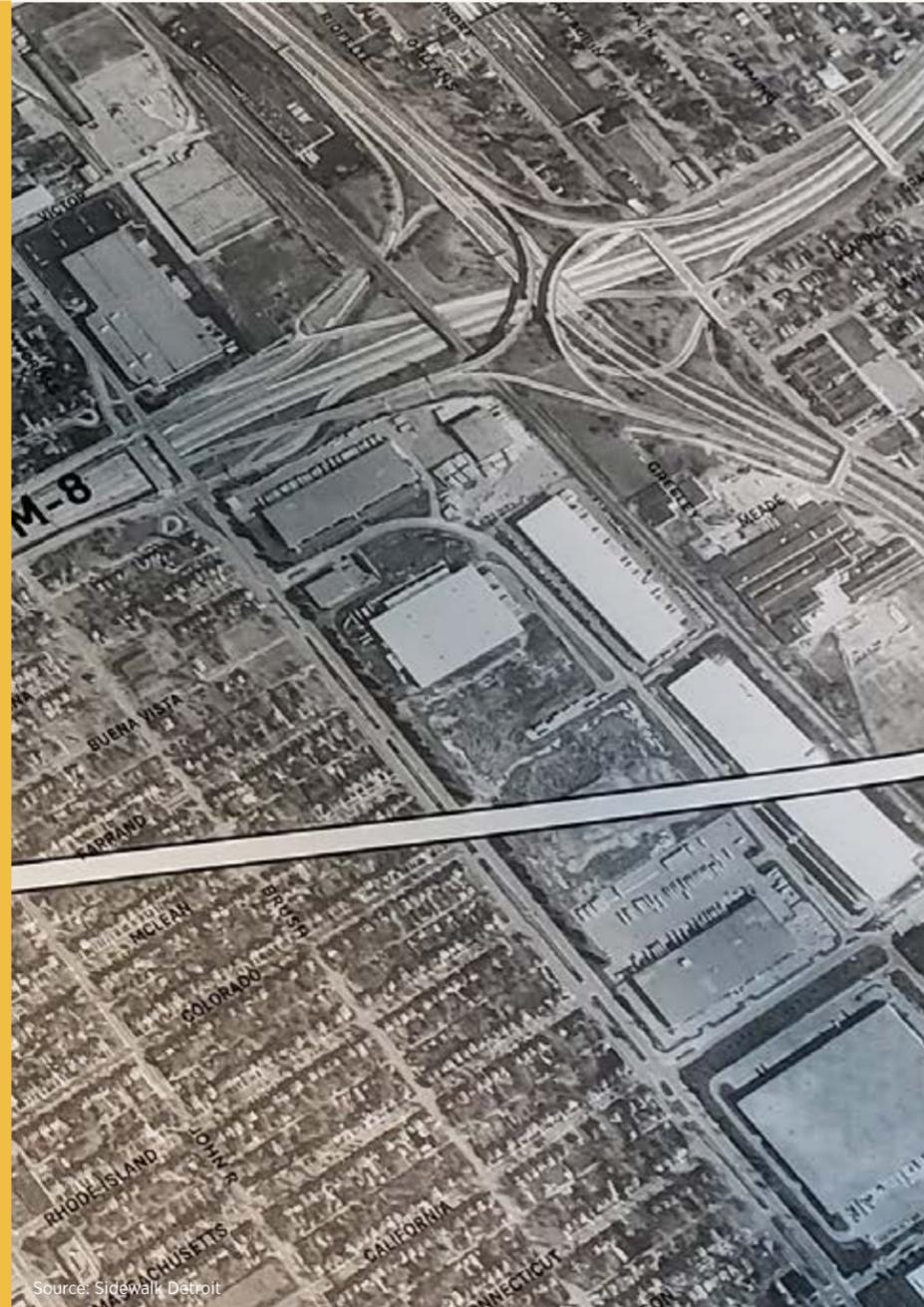
METRICS OF SUCCESS

Ensuring that the Joe Louis Greenway promotes inclusivity and equity—and benefits the people who already live and work near the proposed greenway—requires a commitment to systemic change, inclusive community participation, implementation, and accountability.

By defining goals, objectives, and metrics, and a process to measure each metric for an equitable greenway now, the City of Detroit and civic partners can evaluate and ensure accountability for its success in the future.

The following table identifies potential metrics for implementation partners to track, along with a sample of baseline targets. Some of these measure outputs of greenway implementation—that

is, the tangible product of greenway implementation and associated inclusive economic development policies and programs. Others measure outcomes—the impact on residents, workers and businesses. Refinement of these metrics, and development of additional baseline datapoints across the length of the greenway and by segment once 2020 Census data is available, will be an early priority for implementation partners.



Source: Sidewalk Detroit

ILLUSTRATIVE GREENWAY BASELINE

EQUITY GOAL	OBJECTIVE	EVALUATION	PERFORMANCE TARGET	OUTPUT OR OUTCOME	
HOUSING AFFORDABILITY & WEALTH CREATION	Build Wealth	Homeownership overall and by race	Overall: 39% (2019) Black Alone: 33% Hispanic: 53% Asian Alone: 41% White Alone: 42% Other: 51%	Increase	Outcome
		Home values for homeowners		Increase	Outcome
		Residents utilizing homeownership and home repair programs		Increase	Output
		Homes brought to code		Increase	Output
		Rent burden (share of renters paying over 30% of income for housing)	Overall: 51% (2017) Black: 55% Hispanic: 50% Asian: 30% White: 40% Other: 45%	Decrease	Outcome
	Ensure Housing Affordability	Out-migration by race, income, etc.		Status quo or decrease	Outcome
		Share of residential units that are affordable to residents across AMI bands		Increase	Outcome
		Constructed units of housing affordable to households at or below 80% AMI		Increase	Output
		Preserved affordable housing units		Increase	Output
		BUSINESSES & JOBS	Create Jobs	Jobs total	80,148 (2020)
Businesses by geography, race and gender of owner				Increase	Outcome
Unemployment by race, gender and age (alt: workforce participation)				Decrease	Outcome
Sustain and Grow Existing Businesses	High wage occupations by race, gender and age			Increase	Outcome
	Greenway employment in construction and operations, and distribution by demographics			Increase	Output
	M/WBE contracting for the construction of the Joe Louis Greenway			25%	Output
	Local spending			Increase	Outcome
Small businesses served by business support organizations and resources		Increase	Outcome		
Small business continuity, growth or expansion		Increase	Outcome		
Existing businesses financed		Increase	Output		

Baseline Data Sources. Baseline encompasses area within 1/2 mile on either side of the greenway. Homeownership: American Community Survey 5-Year, 2019. Data for Black, Asian, and Other is not available disaggregated by "Hispanic or Latino" origin and may in some instances overlap with the Hispanic category. Geography represents Census Tracts. Tracts with centroids within study area boundaries are included.

Rent Burden: HUD Comprehensive Housing Affordability Strategy (CHAS) 2017. Geography represents Census Tracts. Tracts with centroids within study area boundaries are included. Housing cost is gross rent (contract rent plus utilities). Jobs: EMSI 2020. Represents Daytime Worker Population. Geography represents Census Block Groups. Block Groups with centroids within study area boundaries are included.



Source: James Brown

CULTURE & THE ARTS

4

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DETROIT CULTURES & THE ROLE OF ART

By celebrating our diversity, we may learn, love and grow together.

Metro Detroit is home to vibrant mix of cultures—from rich histories, customs and traditions to contemporary expression and celebration. The Joe Louis Greenway will become a natural convener of these cultures, creating spaces and opportunities for the mixing and sharing of those aspects which make communities special.

The following pages outline a vision for public art and cultural programming, designed to be actionable for project planners, community members and City officials to utilize throughout the life of the greenway. This plan creates the platform from which expression and activation may occur—without prescribing or limiting the forms that it may take.



POW WOW IN THE D AT ROMANOWSKI PARK, AUGUST 2019. EVENT ORGANIZED BY THE AMERICAN INDIAN HEALTH AND FAMILY SERVICES.

Source: Jon DeBoer

PUBLIC ART & CULTURE IN DETROIT



Detroit is famous around the world for its robust history in industry, automotive innovation, musical heritage, architecture and perhaps above all for its resilience and dynamic history steeped in beauty and controversy. Affectionately known as “Motown,” and the “Motor City,” Detroit has often been defined by its relationship to music, the auto industry and certain level of animus fueled by bankruptcy, racial conflict and economic decline. As with many urban areas experiencing new growth from the ashes and pressures of scarcity, Detroit’s creative class continues to thrive. Detroit is home to a smattering of prominent public art pieces, many of which have come to be



defining visual representations of the city. Perhaps ironically, two of Detroit most famous public art pieces represent two very distinct ideologies of the city. “The Spirit of Detroit” celebrates man, God, family and a certain idea of liberty. Erected in 1955, the features of the monument are indelibly European and honors a very wholesome, Christian, binary vision of American values and progress. The “Monument to Joe Louis,” affectionately known as “The Fist” was erected in 1986 and clearly represents key identity points the more modern Detroit has become known for: unapologetic blackness and a fighting spirit.



In addition to these iconic structures, like any city, Detroit is home to a host of sculptures, monuments and public art pieces that range from effigies to heroes of old to post-modern geometric experiments. From sculpture, mural painting and street art to painted intersections and landforms, Detroit is a kaleidoscope of expression. Public art in Detroit serves a variety of functions. For example, the case of Murals in the Market Detroit’s Historic Eastern Market is transformed into an outdoor gallery for internationally renowned muralists to coexist on the same tapestry with local artists to explore the particular



culture and function of Eastern Market. Each piece is an individual opportunity to reflect heritage, while celebrating the cherished architecture, purpose and diverse demographics of the market, while other pieces dive deep into the new avant garde. Ultimately, this collision of experimentalism and history serves as an overall place-making tool designed to bolster tourism, strengthen the microeconomy of Eastern Market and uplift the voices of Detroiters.

The Northwest Detroit neighborhood of Old Redford has successfully harnessed the power of public art and targeted cultural programming to rebrand the community as a destination of Detroit’s far west side for innovative performance, street art and architectural interventions. Historical murals contrast with vibrant geometric patterns in the “Artist Alley” of Old Redford. These visual art works serve as the floor and theater space for carefully-curated alley performance spaces and the illustrious wooden “Temple of Dreams,” both of which serves as gathering spaces and performance spaces for community members and visitors alike.

PUBLIC ART & CULTURE ON THE GREENWAY

The possibilities of public art and culture on the Joe Louis Greenway are vast, each project as unique as the artist and community that build it. Public art includes murals, monuments and sculptures but may also include soundscapes, interactive technology, creative typologies, land art, installation, environmental interventions and more. Adding cultural programming into the mix expands the opportunities even more. From art festivals and literary walks—to concerts and drum circles, the possibilities for creative activation on the Joe Louis Greenway are only limited to one’s imagination.

Given the sheer scope of possibilities regarding the type of public art, how might project stakeholders move forward? By creating a set of guiding principles, values and overall mission for the function and purpose of public art & cultural programming on the Joe Louis Greenway, project stakeholders will be able to use a multitude of types, unified by a common sense of purpose, with each project marching towards the realization of a shared vision.

PUBLIC ART PLAN AND CULTURAL PROGRAMMING

Public engagement sessions throughout Detroit were designed to garner community feedback regarding the design, look, feel and function of the Joe Louis Greenway. Collaborative activities solicited community desires regarding the role of public art and cultural programming along the greenway.

These exercises included goal setting, priority sorting, mapping exercises, defining community identity and the unique cultural expression for neighborhoods along the greenway, future-visioning exercises and extracting important historical events from residents. The planning process included research and one-on-one meetings with local creative organizations and artists.

ADVANCING THE JOE LOUIS GREENWAY MISSION THROUGH ARTS AND CULTURE

The stated mission of the Joe Louis Greenway is to provide connected, equitable and engaging spaces throughout Detroit where opportunities for empowerment, unification and healing are offered for Detroit’s neighborhoods and people. The stated purpose is to build on Joe Louis’ legacy of social equity. How might the public art and culture program advance this mission along the greenway?

Acknowledging the community informed mission and purpose of the greenway, we combine these statements with feedback gained from artists, residents and the stakeholder team to build a vision for the function of art and culture along the greenway, that is nested within the overarching mission:

The Joe Louis Greenway will advance social and spatial equity by utilizing the power of public art in a diversity of forms to empower local artists, uplift neighborhood identity, history and pride, while creating opportunities for connection, experimentation + environmental justice.

Imagine a 27.5-mile pathway throughout the city of Detroit, traversed by locals and visitors alike that tells the story of Detroit neighborhoods through sculptures, murals and interactive sound mapping. Imagine beautifully planted bioswales and rain gardens full of native plant species and accented by interpretive signage and nature inspired sculpture.



Fringe Society
Source: Sidewalk Detroit

Along the pathway are handcrafted respite areas, designed by local woodworkers and artisans. Living willow tunnels, designed by land-artists and built by community members serve as gateway to new worlds of magic and imagination for children and curious-minded adults. Terraced, grass amphitheaters host African dance companies and drum circles which bring new life and exposure to the creative potential of lots along the greenway. Through interactive sound-mapping, International visitors learn about Hamtramck’s history of labor organizing and complex intermingling of Indo-Aryan languages and culture, as they walk the intimate alleys of the greenway. Accomplished graffiti and mural artists tackle community representation with avant-garde interpretations of local heroes and their stories of triumph.

The Joe Louis Greenway will be a place where tourists and residents from a diversity of backgrounds can experience Detroit landscape and culture through public art that inspires, challenges and invites the viewer-participant to see Detroit’s green spaces and neighborhoods through a lens of possibility, creativity and excitement.

Communities shape narratives, advance equity, boost economies and serve as legitimate mechanism for positive branding and social change. In order to achieve these lofty outcomes, Joe Louis Greenway stakeholders will embrace innovation, creative-risk taking and investment in public art on the greenway.

“ [CREATE] EVENTS CENTERED AROUND DIVERSITY AND VARIOUS ETHNIC GROUPS WITHIN DETROIT—SPACE FOR COMING TOGETHER TO HIGHLIGHT CULTURE.”

—COMMUNITY PARTICIPANT



RIGHT: RYAN MYERS JOHNSON (SIDEWALK DETROIT) AND LEFT: KOREY BATEY (JOE LOUIS GREENWAY COMMUNITY ADVISORY COUNCIL).

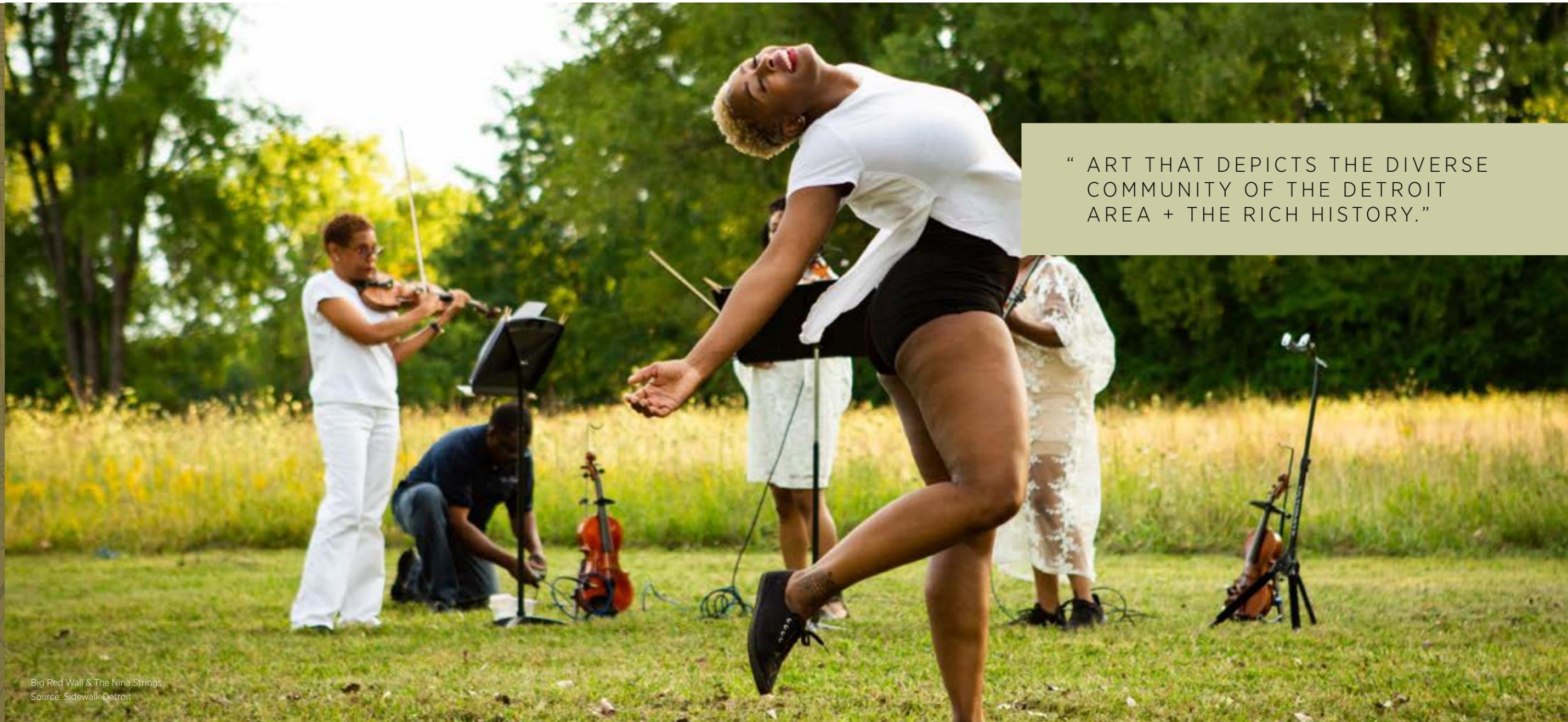
Source: Sidewalk Detroit

Plymouth

Telegraph

“IT CAN’T ADVANCE IF WE DON’T INCLUDE ARTISTS THAT HAVE BEEN TRADITIONALLY MARGINALIZED AND CRIMINALIZED. IT’S IMPORTANT TO KNOW WHO GETS TO CURATE/ CHOOSE WHO GETS TO BE INVOLVED.”

—ARTIST DINNER PARTICIPANT



“ART THAT DEPICTS THE DIVERSE COMMUNITY OF THE DETROIT AREA + THE RICH HISTORY.”

Big Red Wall & The Nina Strings
Source: Sidewalk Detroit



Chazz Miller
Source: Sidewalk Detroit

PUBLIC ART VALUES

These values provide a foundation for creating an equitable, connected experience through arts & culture.

1. COMMUNITY FIRST

Public art on the Joe Louis Greenway will serve as creative mechanism to strengthen neighborhoods and community identity. This can be done through a variety of means, including community festivals, creative placemaking initiatives and public art that celebrates the identity, history and unique culture of communities that intersect with the greenway.

2. ARTISTIC EXCELLENCE

The Joe Louis Greenway will maintain high curatorial standards and serve as a leader in the public art ecosystem of Detroit, attracting international recognition as destination for innovative, socially-relevant and captivating public art. These standards will be achieved by employing qualified curators, conservationists and artists to maximize the potential of public art on the greenway through a robust and intentional commissioning and stewardship process.



Sabrina Nelson
Source: Sidewalk Detroit



Matthew Massey
Source: Sidewalk Detroit

3. ART EVERYWHERE

Public art will be thoughtfully integrated into the fabric of the Joe Louis Greenway by recognizing opportunities to activate and reimagine the typologies of the greenway through the lens of art and culture. Benches become canvases, light poles become stations for sound art, trees host colorful yarn-bombing projects and vacant lots become sculpture gardens—the possibilities are endless.

4. ENVIRONMENTALISM

There exist along the greenway numerous opportunities for creative environmental remediation, utilizing the power of art to inspire change and build endurance among communities affected by poor air quality and years of pollution and contamination. Land artists can use phytoremediation to bring beauty and joy, while renewable energy sculptures can be introduced to provide power to the greenway without disturbing the look and feel of the landscape.

5. REFLECT ON HISTORY

With a reference to Detroit's powerful history embedded in its name, the Joe Louis Greenway will utilize public art and other installations to tell stories of the City's majestic and checkered past, with the overarching theme of hope, strength and perseverance through adversity. Public art can soften the sting of a sometimes difficult or controversial past, by representing our history to us in digestible and engaging forms, that honor as well as challenge our assumptions about what we know.



Fringe Society
Source: Sidewalk Detroit

6. ADVANCE EQUITY

Equity is about stripping away barriers of access until all people, regardless of ethnicity, gender, age or socioeconomic status have the ability to enjoy and flourish in their experience of the greenway. Public art, perhaps more than any other form, has the opportunity to invite, welcome and engender a true sense of freedom, access and joy. Public art can immediately show us what and who we value through the stories we tell, the topics we explore, the events we produce and the places we make.

7. RESPONSIBLE STEWARDSHIP

The Joe Louis Greenway will strive to protect, maintain and honor its collection of public art, recognizing that each piece, each event and every program is part of curatorial legacy of the City of Detroit. Responsible curatorial practices and maintenance standards will be utilized for the protection and longevity of the city's public art collection.

8. INNOVATION

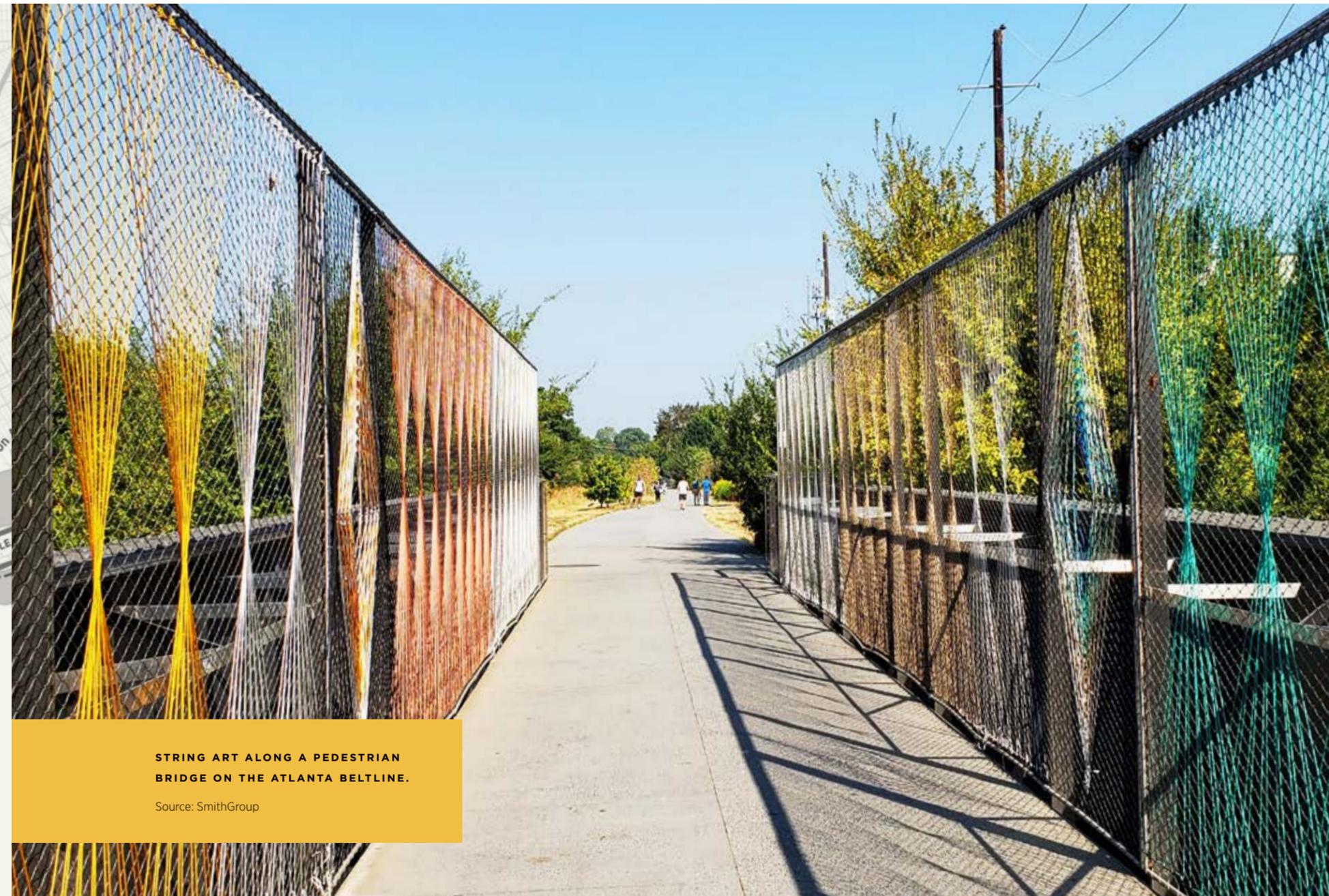
Public Art on the Joe Louis Greenway will continue to reach beyond conventional assumptions about the form, function and value of public art. Public art can be integrated into every facet of the greenway and can be utilized to bridge com



ARTISTS GRAFFITI THE WALLS OF AN UNDERPASS ALONG THE ATLANTA BELTLINE ON A HOT SUMMER EVENING IN ATLANTA, GEORGIA.

Source: SmithGroup

OPPORTUNITIES FOR ARTISTIC INTERVENTION



PUBLIC ART OPPORTUNITY

Sculpture. Land art and earthworks. Murals. Interactive works and monuments. Art has the power to move people. To instill deeper meaning. To honor our history and vitalize our future. To empower residents and activate positive change. The Joe Louis Greenway will embrace Detroit's rich public art heritage, installing thoughtfully curated art at key locations - transforming a physical path into an immersive, thought-provoking journey.

BRIDGE (OVER AND UNDER)

The proposed route of the greenway will cross over and under existing and proposed bridges. These bridges will require site-specific greenway design infrastructure to ensure safe and comfortable crossings. They also provide high-visibility locations that see large volumes of traffic, which present excellent opportunities to integrate public art. Here, it would also be possible to design unique signature structures. The future greenway may integrate public art along with improvements to mitigate obstructions.

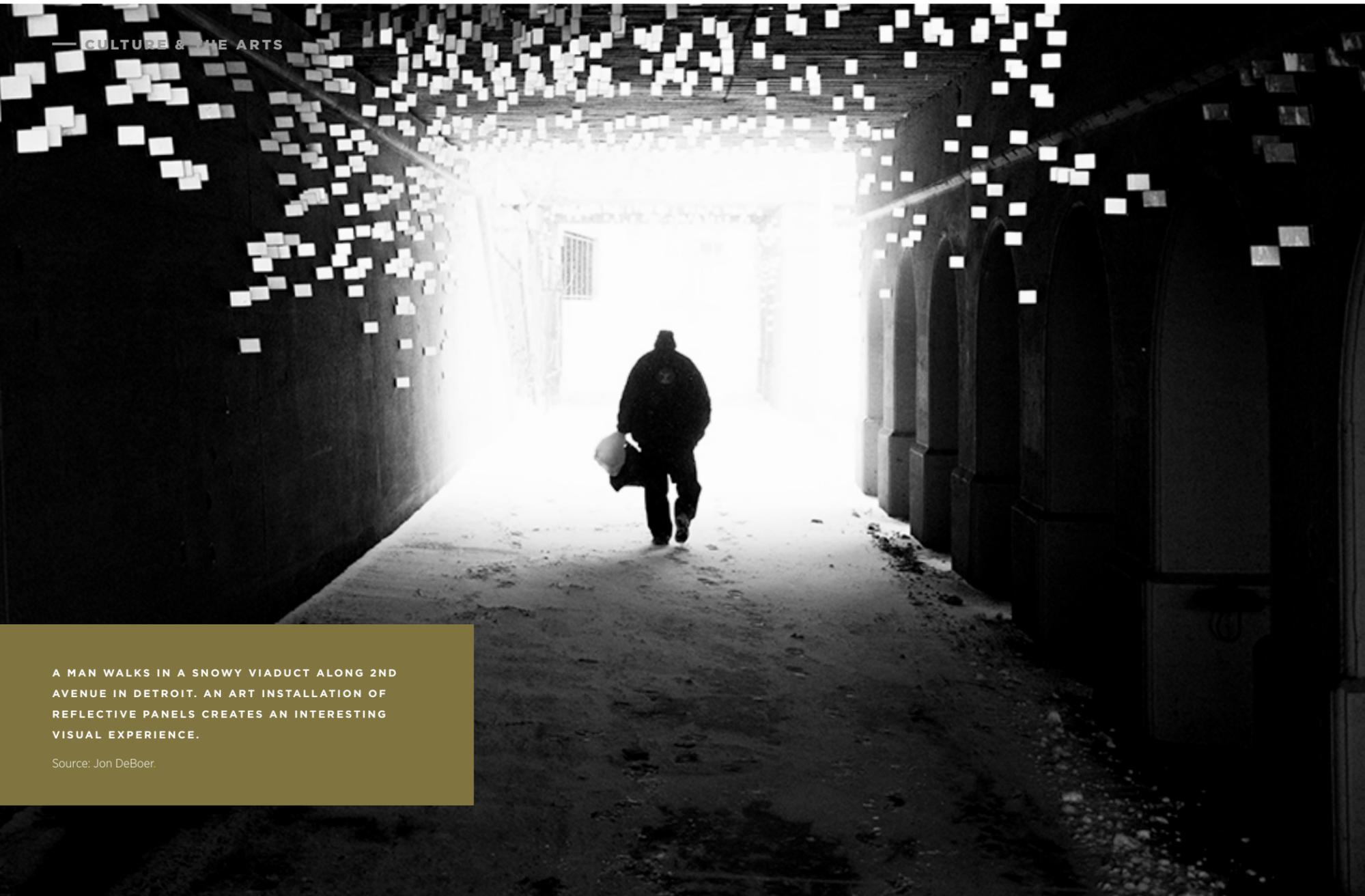
VIADUCTS

The greenway route passes under existing viaducts that support railroad lines. Because of their limited space, dark environment and physical structures, viaducts represent areas of concern. These viaducts have historically presented barriers to pedestrians and bikes by blocking access from neighborhoods and districts to each another. The viaducts identified along the greenway corridor will be transformed from barriers that presented previous safety concerns to key points of interest through the integration of public art, greenway identity and defined space for greenway users.



MURAL UNDER AN OVERPASS ON THE JOE LOUIS GREENWAY.

Source: SmithGroup



A MAN WALKS IN A SNOWY VIADUCT ALONG 2ND AVENUE IN DETROIT. AN ART INSTALLATION OF REFLECTIVE PANELS CREATES AN INTERESTING VISUAL EXPERIENCE.

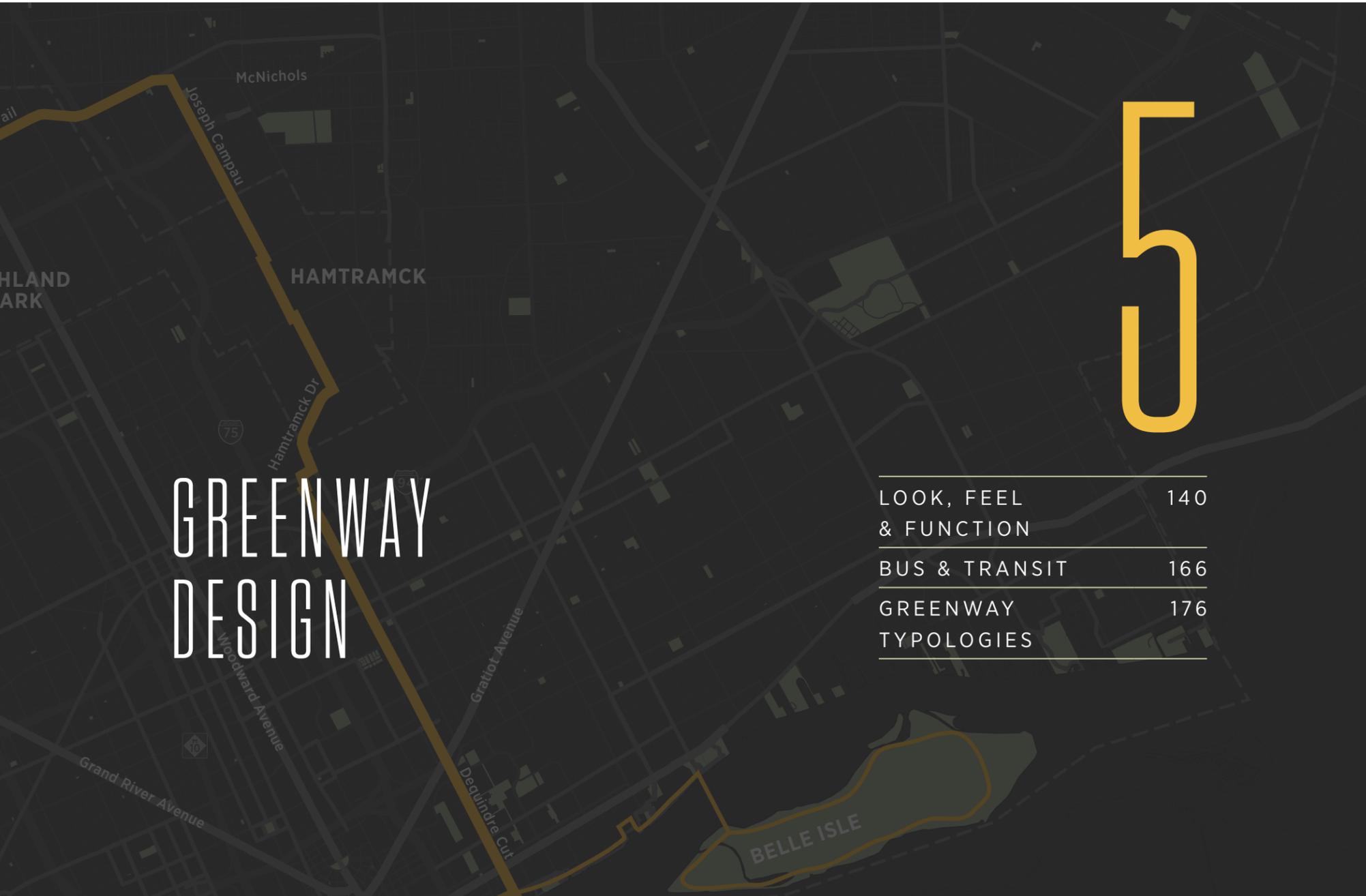
Source: Jon DeBoer.

“WE WANT A GOOD CADENCE OF NODES ALONG THE GREENWAY THAT REFLECT THE HISTORY AND CULTURES OF OUR COMMUNITY.”

—COMMUNITY PARTICIPANT



Source: Sidewalk Detroit



GREENWAY DESIGN

5

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LOOK, FEEL & FUNCTION

Greenway design standards provide recommendations to guide the overall look, feel and function of the Joe Louis Greenway.

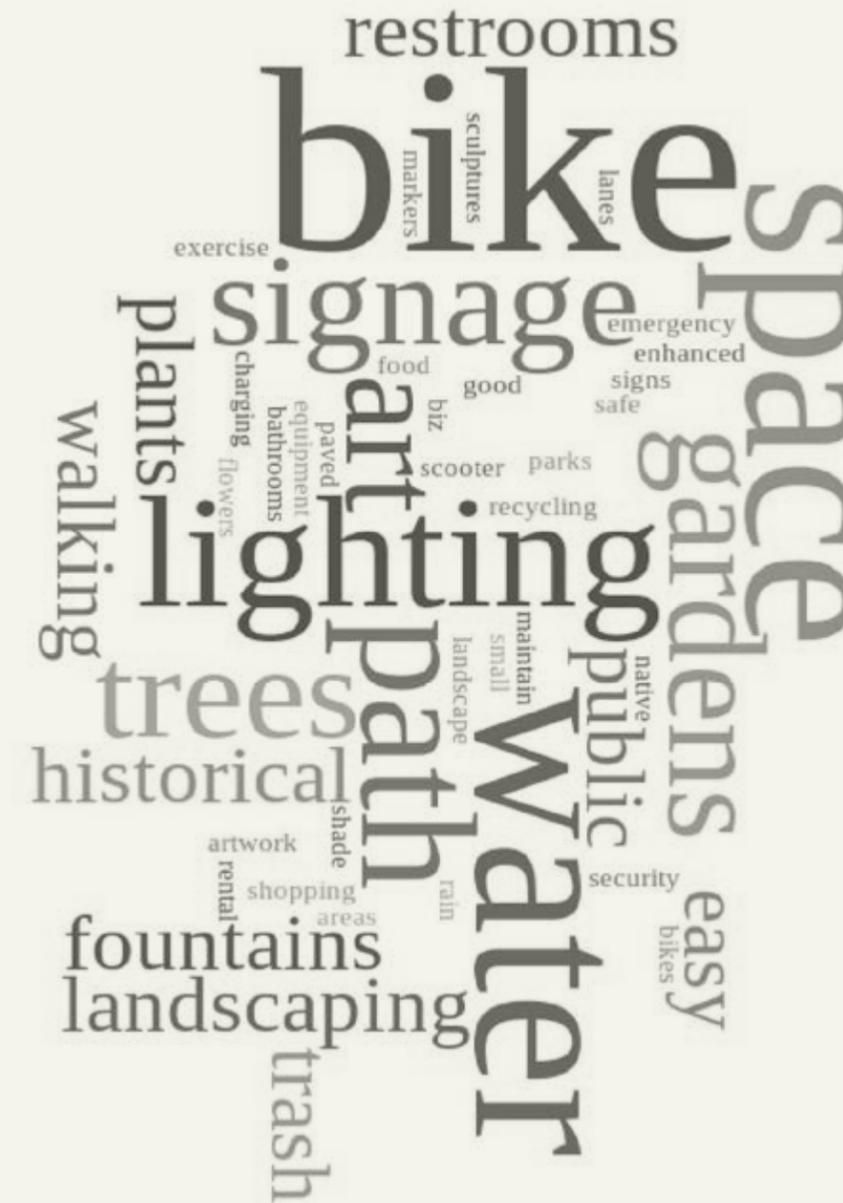
These recommendations were defined through an extensive process of engagement among community residents, City of Detroit staff, agency and jurisdictional partners, stakeholders and the consultant team. These standards have been developed to promote recognizability and consistency in greenway facilities and to ensure a high level of quality, safety and accessibility for greenway users of all ages and abilities. They will guide the

design of future greenway facilities and establish standards for the development of the Joe Louis Greenway over time.

Though the following greenway design standards represent the core vision for Joe Louis Greenway facilities, they are the baseline from which future design professionals will respond to specific site conditions. These standards shall be used for reference purposes only by City of Detroit staff, outside designers, planners and engineers or other partners. Future architects and engineers shall be fully responsible for correctness, accuracy and consistency of future construction documents and quality assurance and control.

“THE JOE LOUIS GREENWAY WILL BE MUCH MORE THAN ANOTHER PLACE TO WALK, BIKE AND ROLL IN DETROIT. IT’LL BECOME AN EXCEPTIONAL PUBLIC SPACE THAT CONNECTS COMMUNITIES AND EXPERIENCES—FROM QUIET MORNING WALKS TO LIVELY EVENING BIKE CLUB ROLLS WITH LIGHTS AND MUSIC. THIS FRAMEWORK PLAN HELPS ENSURE THIS HAPPENS IN ALIGNMENT WITH THE LOCAL COMMUNITY VISIONS ALONG THE GREENWAY.”

—TODD SCOTT, EXECUTIVE DIRECTOR, DETROIT GREENWAYS COALITION



COMMUNITY INPUT

FEATURES & AMENITIES

The image to the left represents the Top 50 most commonly occurring words pulled from the combined Small and Large Group activities—designed to enable community participants to identify the greenway features and amenities that are most important to them—ranked largest (most used) to smallest (least used). This input, among other activities, helped inform the greenway design guidelines in this chapter.

Refer to page 14 for more information regarding community input and engagement.

DESIGN GUIDELINES & STANDARDS

The design standards outlined in this chapter reflect more than ten years of hard work and advocacy among City of Detroit staff, community residents and partner organizations.

The Joe Louis Greenway Framework Plan builds on this work, incorporating critical input from community residents and stakeholders, along with helpful precedents from numerous local, regional and national greenways concerning process, recommendations, design, implementation and performance.

Every segment, intersection, connection and design element of the pathway will support the mission of the Joe Louis Greenway—to unify Detroit's neighborhoods, people and parks by providing equitable spaces through programming, economic opportunities, and arts. Through continued community participation, ongoing analysis and evaluation, we can ensure the greenway provides inclusive benefits for all Detroiters—fostering economic development and housing for residents; celebrating history, arts and culture; improving mobility and access; and expanding green spaces and inclusive opportunities for recreation.



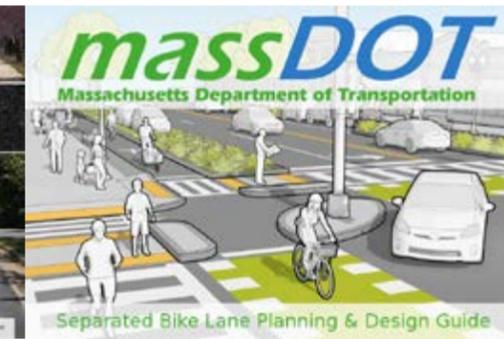
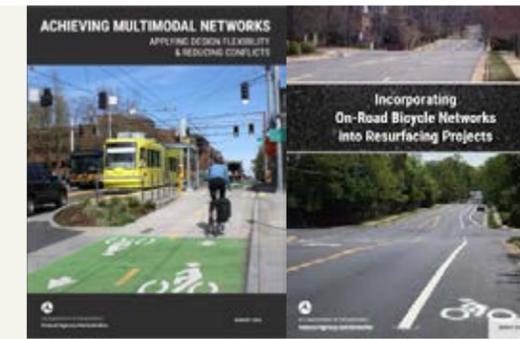
GREENWAY DESIGN IN DETROIT

At the local and regional level, a number of reference guides have informed the recommended design standards. These include: the City of Detroit Non-motorized Urban Transportation Master Plan, the SEMCOG and MDOT Non-motorized Plan for Southeast Michigan, the Detroit Bicycle Network Strategy and the City's Safe Routes to School program, among others. Local existing greenways and trails—including the Dequindre Cut, Detroit RiverWalk and Palmer Park trails—were studied to understand how urban trails are designed, perceived and used in Detroit.

To enhance safety and accessibility for greenway users of all levels and abilities, greenway planning and design guides such as the City of Detroit's bike network, mobility and field marking standards, MDOT standards and national standards including the NACTO Urban Bikeway Design Guide and ADA requirements were consulted.



Source: James Brown



“ THE JOE LOUIS GREENWAY CONCEPT IS SOMETHING THAT IS VERY NEEDED. I’M EXCITED ABOUT IT. IT’S SOMETHING THAT WILL HAVE ACTIVITIES, SOCIALIZATION— AND IT CAN INCREASE OUR ACTIVITY, OUR HEALTH. I THINK IT’S A WONDERFUL IDEA.”
 — COMMUNITY INPUT

DESIGN IN CONTEXT

The Joe Louis Greenway Framework Plan Design Recommendations take into account adjacent land uses and potential future development.

These design guidelines respond to the context of the greenway to embrace and connect complementary land uses while buffering private or incompatible uses. The specific guidelines range from creating shared and accessible amenities along active commercial corridors to providing fencing and vegetative screening alongside industrial land uses.

While these recommendations may guide future City of Detroit policy, these design guidelines do not currently reflect formal City policy or regulation. The City of Detroit should consider policy changes to support the Joe Louis Greenway as the project moves through design and implementation.

MAKING INFORMED DECISIONS

The Joe Louis Greenway is an unprecedented project of its kind within the City of Detroit, which makes it all the more important to ensure best design practices and adherence to local, regional, state and federal regulations. Below is a list of the standards and guidelines that were referenced.

The Joe Louis Greenway will be a dynamic and evolving project as it moves through design and implementation. Please note that, due to the changing standards and recommendations of these publications, as well as the changing urban conditions of Detroit, these guidelines and others should continue to be referenced.

STANDARDS AND REGULATIONS (LATEST EDITIONS)

- City of Detroit Standards
 - City of Detroit DPW Standard Specifications for Paving and Related Construction
- MDOT Standards
- AASHTO Guide for the Development of Bicycle Facilities
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
- MMUTCD (Michigan Manual of Uniform Traffic Control Devices)
- ADA Standards (Americans with Disabilities Act)

REFERENCES AND GUIDELINES (LATEST EDITIONS)

- NACTO Design Guidelines
 - Urban Bikeway Design Guide
 - Urban Street Design Guide
 - Global Street Design Guide
 - Transit Street Design Guide
- FHWA (Federal Highway Administration)
 - Separated Bike Lane Planning and Design Guide
 - Incorporating On-Road Bicycle Networks in Resurfacing Projects
 - Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts
- Separated Bike Lane Planning & Design Guide (Massachusetts Department of Transportation)

DESIGNING FOR ALL USERS

Children learning to ride their bikes, senior walking groups, commuters on electric scooters, people walking dogs—these are just some of the many ways people will enjoy the Joe Louis Greenway.

From pedestrians, electric scooter and wheelchair users to cyclists and cross country skiers, the Joe Louis Greenway will welcome one and all—including people of all ages and abilities. This section identifies some types of groups who will commonly use the greenway—and provides guidelines that are responsive to both their shared and unique needs. The designs reflected here promote accessibility for a wide variety of users through ADA compliance and consideration for those who may benefit from visual and auditory accommodations.

" PEOPLE OF VARIOUS PHYSICAL ABILITIES [SHOULD BE] ABLE TO MAKE USE OF JOE LOUIS GREENWAY TO BE MORE ACTIVE."

—COMMUNITY ENGAGEMENT PARTICIPANT



DIVERSE PEDESTRIAN USERS

LOWER-SPEED USERS

Lower-speed users include people who are on foot, families with kids or dogs, seniors and groups of people. These users tend to meander, gather in small groups and make frequent stops. By designing for a separated path with greenway amenities, this ensures that users moving at lower speeds will not be in the way of those moving at higher speeds.

MID-SPEED USERS

As mid-speed users, runners and joggers need to be able to navigate the path easily, without encountering slower users. A separated path enables them to stay out of the way of pedestrians, children and dogs, while a decomposed fine aggregate shoulder provides a more comfortable running experience.

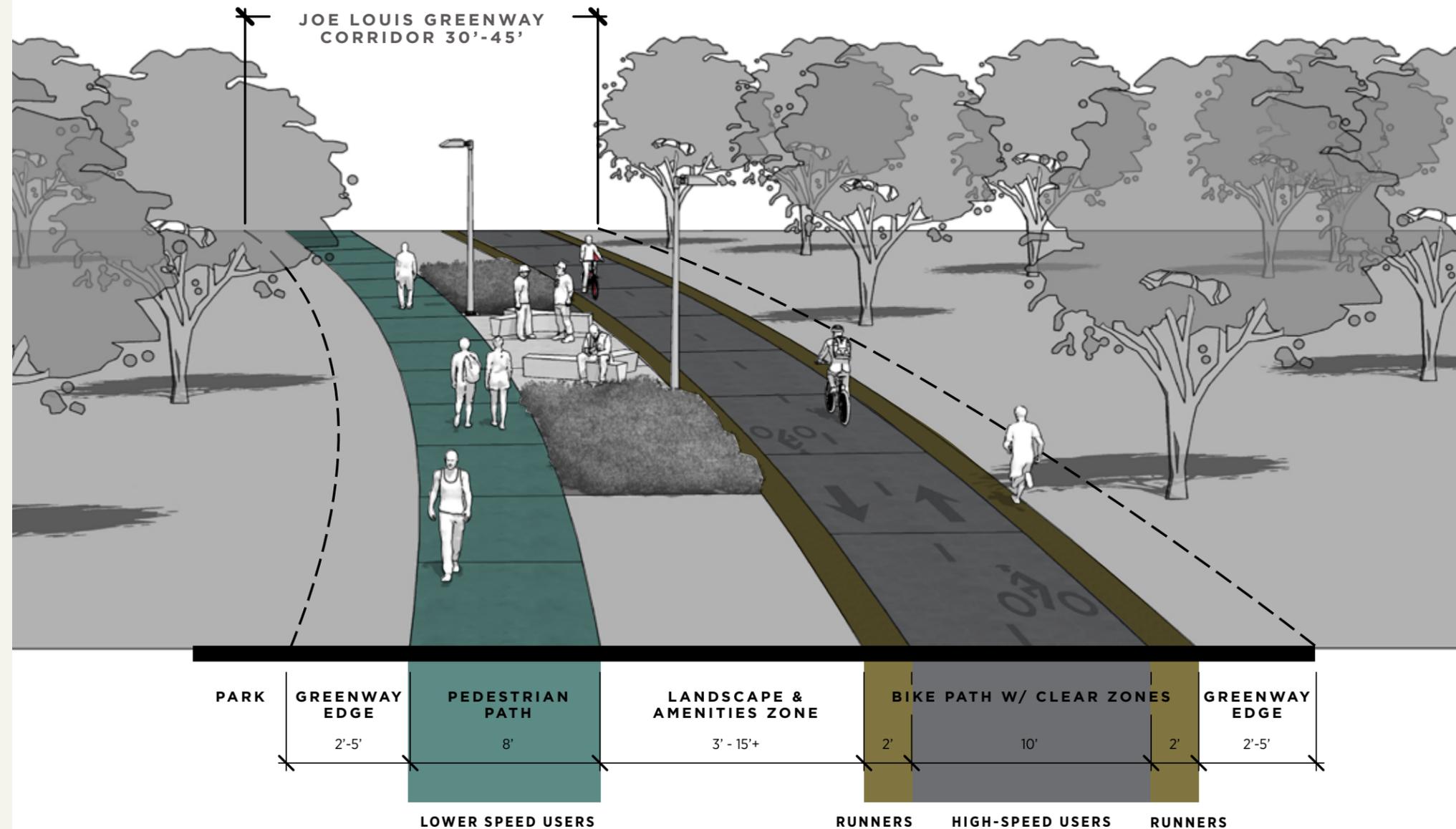
HIGHER-SPEED USERS

High-speed users include cyclists, scooter users, skateboarders, rollerbladers, cross country skiers and others. These users tend to move faster and stop less frequently. Separating this path from that of the lower-speed users reduces disruptions that can be caused by dogs, children and slower-moving groups.

People walking • Kids • People hanging out • Families • Seniors • People walking dogs • People with disabilities

Runners • Joggers

Bicyclists • Electric scooters • Rollerbladers • Skateboarders • Electric bikes • Bikes with trailers • Cross country skiers



PEDESTRIANS

Pedestrians are often the slowest-moving and least-predictable greenway user group. Children, dogs and people traveling in groups may make sudden stops, move without looking and veer off linear routes.

The pedestrian user group contains the widest range of ages and abilities. This group may include users with mobility supports such as wheelchairs or walkers, joggers and runners, people walking, groups of friends or tourists, families and people walking dogs. Each may have special considerations to be met in order to provide a safe and comfortable greenway experience.

FAMILIES AND GROUPS

Families often consist of multi-generational groups traveling together. Children may run, wander, veer or double back as they experience the greenway, while guardians with toddlers or infants may push a stroller on their walks. Guardians and the elderly may wish to rest and chat with other adults while keeping their children under supervision. Ample opportunity for exploration and play will exist along the greenway, both in formal and informal settings. Accommodations and seating along the

greenway will provide opportunity for rest, social gathering and feeding.

For pedestrian-only paths and sidewalks, path width should comfortably support passing between two groups of people. A minimum standard width for these paths is 8', with 10-18' being an optimal dimensional range. In very constrained conditions only, the 8' width may be reduced to 6'. This width, while not optimal for greenway conditions, may be sustained for short lengths, while still allowing enough width for two wheelchair users or people with strollers or carts to safely pass.

BICYCLISTS

Bicyclists are considered to be the fastest-moving user group. These users may bicycle alone or in groups and often travel in deliberate, direct routes. However, there are many types of bicycle users such as:

- Children learning to ride tricycles and bicycles
- People commuting to work by bicycle
- Recreational and leisure riders
- Riders traveling in large social groups or bicycle tours
- Adventurous bicyclists doing tricks, speed racing

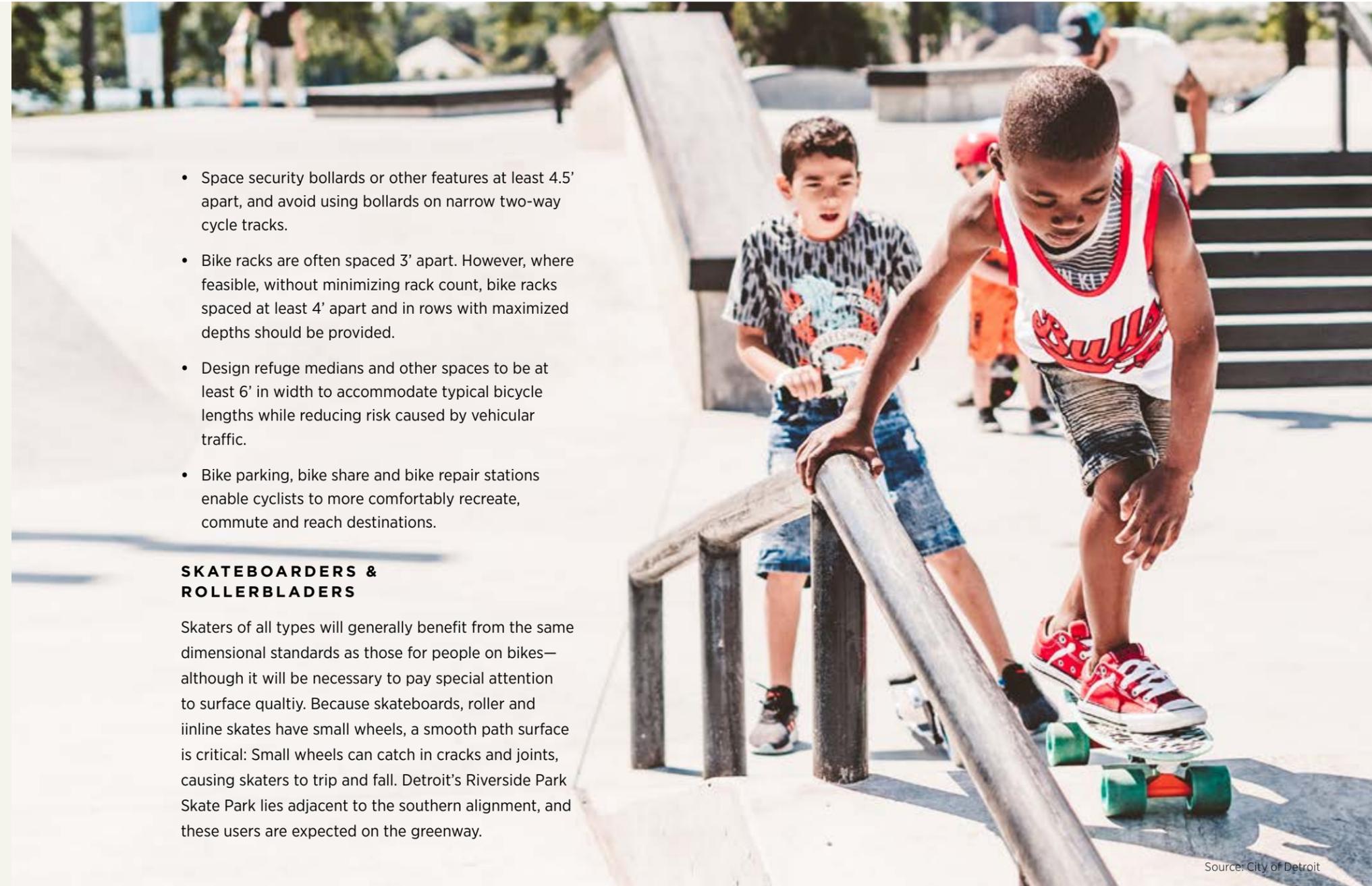
and spectating

- Parents toting children in cargo bikes and trailers
- Delivery riders with cargo bikes
- Pedicab riders and operators
- People riding electric-boost bicycles

People on bikes generally shy away from curbs, edges and obstacles by at least one foot of distance. Provide 6' minimum width one-way lanes and 8' minimum width cycle track, each with 2' buffers, to allow space for bicycle passing. A minimum 12' width is preferred for two-way cycle tracks to allow for sociable riding. This also conforms with AASHTO Guidelines.

A typical adult bicycle is 70 inches long, but bicyclists today often defy convention with bike appearance, shape and size. Low riders, stretch bikes, trick bikes and cargo bikes all require different amounts of user space. The dimensions given above meet the many needs of bicycle riders.

In addition to the path dimensional standards, the following should also be considered:



- Space security bollards or other features at least 4.5' apart, and avoid using bollards on narrow two-way cycle tracks.
- Bike racks are often spaced 3' apart. However, where feasible, without minimizing rack count, bike racks spaced at least 4' apart and in rows with maximized depths should be provided.
- Design refuge medians and other spaces to be at least 6' in width to accommodate typical bicycle lengths while reducing risk caused by vehicular traffic.
- Bike parking, bike share and bike repair stations enable cyclists to more comfortably recreate, commute and reach destinations.

SKATEBOARDERS & ROLLERBLADERS

Skaters of all types will generally benefit from the same dimensional standards as those for people on bikes—although it will be necessary to pay special attention to surface quality. Because skateboards, roller and inline skates have small wheels, a smooth path surface is critical: Small wheels can catch in cracks and joints, causing skaters to trip and fall. Detroit's Riverside Park Skate Park lies adjacent to the southern alignment, and these users are expected on the greenway.

Source: City of Detroit

Consider providing small clusters of skateable features along the greenway to develop a sense of ownership among that group of users. Provide landscape furniture that holds up to hard and unconventional use. And offer secure storage lockers near greenway entrances, destinations, commercial districts and job centers to encourage people to use the path for transportation and commuting.

PEOPLE WITH DOGS

Spending quality time with our dogs improves our quality of life. The Joe Louis Greenway will ensure an enjoyable experience for both pets and owners. Split paths will keep dogs and their leashes out of the way of bikers and runners, and amenities such as dog parks, waste bag dispensers and dog-height water fountains will provide a fun, safe and healthy greenway experience.

RUNNERS

Runners often prefer decomposed fine aggregate over concrete pavement; the softer surface material is easier on joints and results in fewer stress-related injuries. For off-street portions of the greenway,

2' wide decomposed fine aggregate shoulders are to be provided on both sides of the bike path to accommodate joggers and runners.

CROSS COUNTRY SKIERS

The Joe Louis Greenway will provide recreational opportunities throughout all four seasons. While road bike and pedestrian volumes may decrease in the colder winter months, fat tire bikers and cross country skiers will be thrilled to find snow-covered trails in the heart of Detroit.

It will be important to consider the different spatial needs of these bikers and skiers. While classic cross country skiers need a minimum path width of 5', skate skiers benefit from a wider 8' path. And in the cold weather, supporting amenities—such as seating, lighting and wayfinding—will be especially important.

EASE OF ACCESS

Greenway path configurations and widths are designed to accommodate users of all ages and abilities. Path widths should be greater than 6' to support passing of wheelchair users or people with carts or strollers. Railings and adequate landing

space will be incorporated into stair and ramp designs, and ample seating along the greenway will provide space for rest and recovery.

PEOPLE WITH IMPAIRED MOBILITY

Users of all types may have cognitive and/or physical impairments. These users include, but are not limited to, the elderly, injured or differently-abled persons, expecting mothers and persons with vision or auditory impairment. The greenway should be designed to be accessible to everyone and should consider the following:

- Visual Clarity
 - Visual and textural contrasts that are consistently applied the length of the greenway
 - Pedestrian-height lighting
 - Clear and identifiable signage and wayfinding
- Ease of Access
 - Detectable warning surfaces where paths and sidewalks meet vehicular traffic
 - Seating and other furniture meeting ADA dimensional requirements

- Path surfaces, abrupt height changes and slopes that meet ADA guidelines
- Temporary routes (due to construction or event closures) with advance warning signals, detectable barriers and smooth grade transitions
- Where bike paths and sidewalks merge, there should be longitudinal delineation of detectable warning
- Auditory Support
 - Audible warning signals
 - Audible interpretive elements where feasible

RESTRICTED & PROHIBITED USES

EQUESTRIANS

During community engagement, Detroit residents voiced a desire for horse access along the Joe Louis Greenway. They shared information regarding existing and emerging horse-related programs such as Detroit Horse Power.¹ Through the planning process, the City of Detroit met with local advocates to understand the infrastructural and safety needs for horse trails.

The Joe Louis Greenway cannot currently support horses along its path. The limitations arise from path width constraints, necessary safety measures for horseback riders, cyclists and pedestrians, need for environmental mitigation and infrastructural and amenity improvements. However, while horses are not permitted along the greenway, the youth and community-oriented horse programs along its route will provide key destinations for those traveling to and from their locations.

It's possible that, with adequate targeted funding and community interest, the City of Detroit may be able to undertake studies and potentially implement horse-related infrastructure along the greenway.

ATVS AND MOTOR VEHICLES

The speed and size of All Terrain Vehicles (ATVs) and motor vehicles are incompatible with other greenway uses. These vehicles may be dangerous to other uses and destructive to greenway features and surfaces. Additionally, the excessive noise and exhaust fumes from such vehicles make them incompatible with residential areas along the greenway – and with the goal of providing a healthy recreational opportunities. For these reasons, motor vehicles and ATVs are restricted uses on the Joe Louis Greenway.

The exception to this restriction may include maintenance, emergency and service vehicles.

¹ Detroit Horse Power website: <https://www.detroithorsepower.org/>

DESIGNING FOR SAFETY & COMFORT

The Joe Louis Greenway will welcome users of many types, from people who are playing and exercising to those who are socializing, enjoying events or simply seeking respite. People walking, biking and using other low- and non-motorized transportation types, when compared to drivers of motor vehicles, are more vulnerable to injury or death during accidents. This section outlines broad guidelines for user safety and comfort through design, implementation, operations and management.

ROADWAY SEPARATION

User safety and comfort depends on providing accessible routes with minimal conflicts between people and vehicles. Greenway users should be

separated from motor vehicles as much as is feasible. They should also be made as visible as possible to drivers of motor vehicles, and drivers should be encouraged to drive slowly.

PATH WIDTH & USER SEPARATION

People on bikes and using alternate modes often move faster and in more linear routes compared to pedestrians. Where a shared path is necessary, provide a minimum of 14' to support social riding and safe passing between users. Where space allows, the greenway design will provide separate paths for pedestrians and cyclists in order to reduce circulation conflicts between these groups. Both paths shall be designed for sociability, comfort and accessibility.

PATH SURFACE

People in motion need space free of obstructions and slippery or jarring surfaces. A firm, smooth, level and slip-resistant surface shall be provided for the full length of the greenway to provide an accessible route for all users.

MAINTENANCE

As the greenway will be a key travel route, all users will require an accessible path throughout the year. Winter maintenance will be key to preventing an obstructed or icy path. Routine and seasonal maintenance suggestions are detailed in Maintenance and Operations.

RECOMMENDED DIMENSIONS

A minimum 5' clear width is recommended for safe and comfortable cycling and is required by the ADA standards as the width needed for two wheelchair users to pass each other. This is the preferred clear width to be maintained on all paths and sidewalks at all times, including in the winter season.

- 2' is a preferred shy space width for people on bikes, meaning intermittent objects and trees will appear no closer than 2' to the edge of a path.
- 2' is a required minimum lateral offset for signage according to the MUTCD.

All users need comfortable operating spaces in which to move. Considerations include:

- 8' minimum vertical clearance should be maintained free of vegetation, signage, or other overhead obstructions, including under bridges, for all users & paths.
- 10' minimum is preferred as a more comfortable vertical clearance.
- "Shy distance" typically refers to the area of sidewalk along the roadway that pedestrians tend to avoid in order to provide more separation between themselves and vehicular traffic. This distance is often assumed to be approximately 2' but may be wider along roadways with higher vehicular speeds.

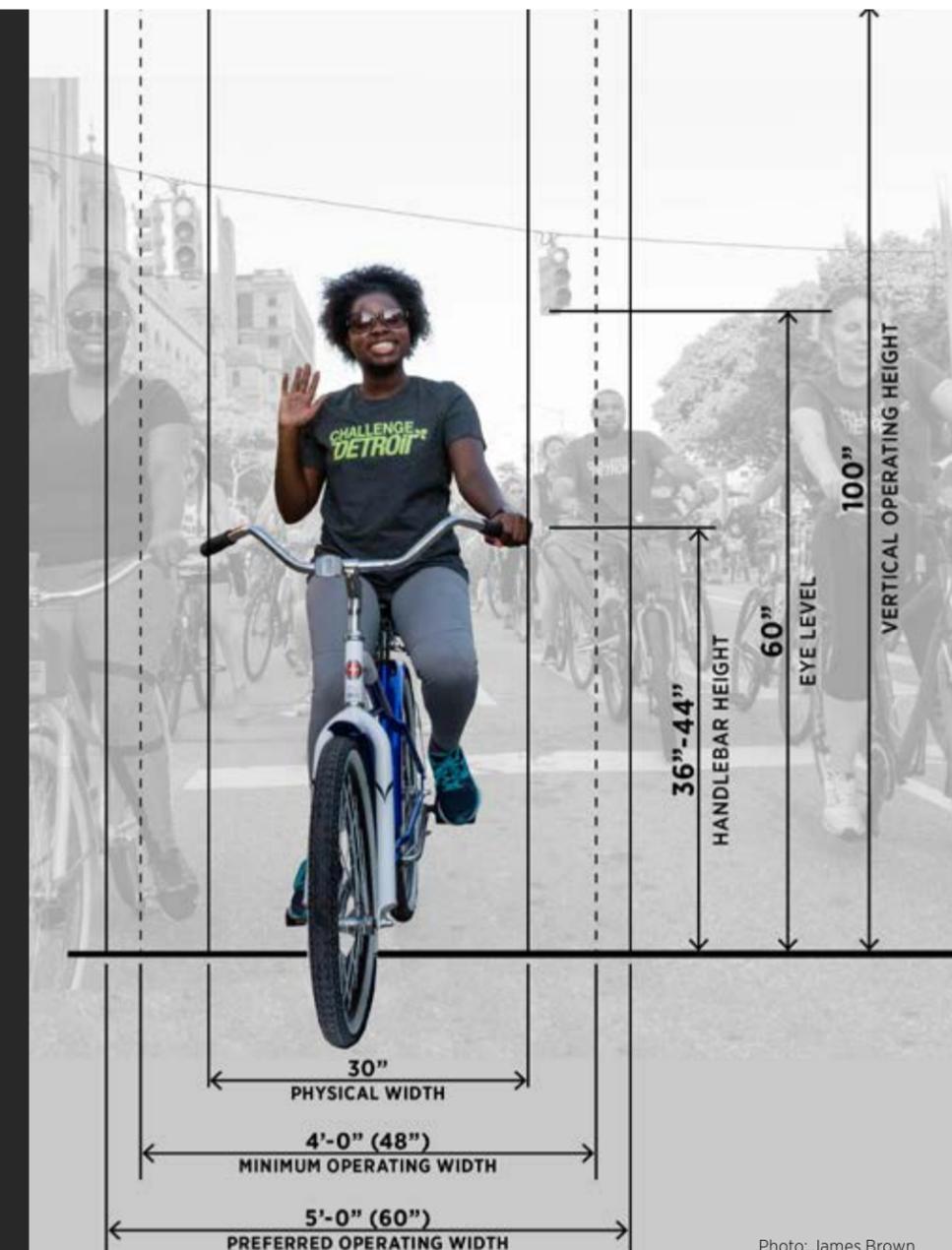


Photo: James Brown
Diagram: SmithGroup

SHARED MICROMOBILITY

Shared micromobility refers to a system of small-scale, rentable transport devices that people use as part of a shared mobility program.

This includes a wide variety of docked and dockless bikeshare, e-assist bicycles within a bikeshare platform and e-scooters. Shared micromobility is a relatively new and rapidly evolving industry that is already having an impact on transportation in urban environments across the nation.

The City of Detroit has developed policy¹ in response to the fluidity of the micromobility environment. Meanwhile, ongoing efforts are underway to understand and manage

micromobility with regard to the Joe Louis Greenway.

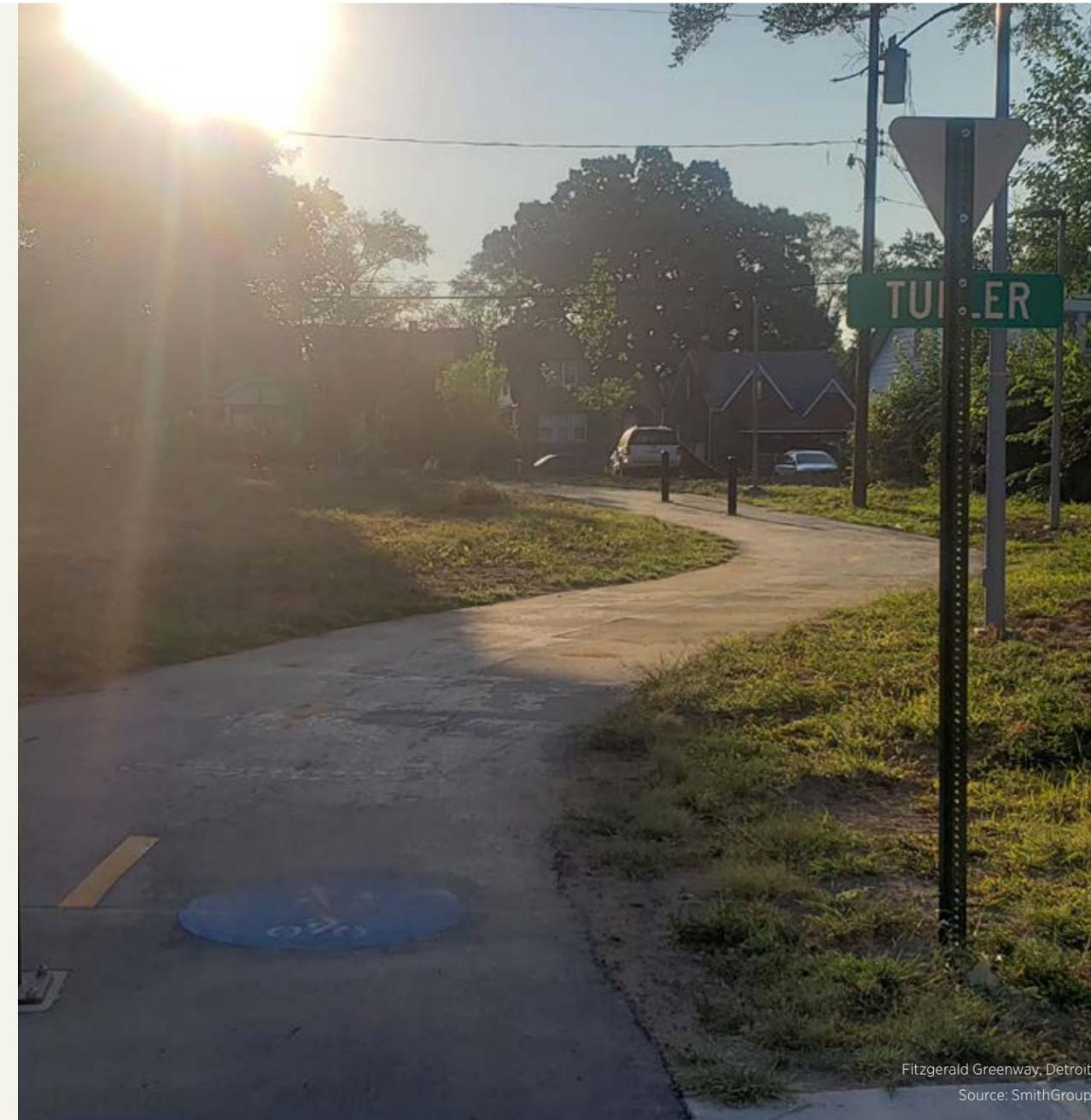
This guide reviews existing micromobility types and design needs and makes recommendations based on best practices, City of Detroit policies and choices made in other cities. The intent of this review is not to create micromobility policy, but to provide recommendations for the physical infrastructure, technology and future policy changes that may be made by the City of Detroit to manage micromobility along the Joe Louis Greenway.

THE MICROMOBILITY INDUSTRY

Over the last few years, the landscape of the micromobility industry in the United States has

changed significantly. Between 2016 and 2017, the number of bikeshare bikes nationwide more than doubled from around 40,000 to almost 100,000 bikes.² These were primarily traditional bikeshare programs, designed so that bikes could be checked out and returned to designated stations, but their rollout was limited by available capital and operating funding. This period includes the MoGo bikeshare system that launched in Detroit in 2017.

With advancements in personal transportation and smartphone technologies, designated stations were no longer necessary and electric-assist bikes (“e-bikes”) and electric scooters (“e-scooters”) became viable additions to the micromobility industry. The entry of companies supported by venture capital funding also allowed large-scale rollouts of new “dockless” systems. These systems



Fitzgerald Greenway, Detroit
Source: SmithGroup

“ WE SEE THE CITY DIFFERENTLY WHEN WE’RE NOT IN A CAR. DETROIT HAS SO MUCH TO OFFER. WHEN YOU’RE OUTSIDE, EXPLORING, INTERACTING...IT GIVES LIFE TO THIS CITY.”

allow users to find and unlock an e-scooter using a smartphone. Once a ride is finished, the session is ended, and the device self-locks. Basic security features are put in place to lock wheel movement and sound an alarm when scooters are moved without a session being initiated.

By the end of 2018, there were over 85,000 e-scooters available in about 100 cities in the United States, with approximately 38.5 million trips taken on this new type of mobility.³ Companies started deploying e-scooters in the City of Detroit in 2018.

¹ Detroit Horse Power website: <https://www.detroithorsepower.org/>

² Bike Share in the US: 2010-2017. National Association of Community Transportation Officials (NACTO). <https://nacto.org/bike-share-statistics-2017/>

³ Bike Share in the US: 2010-2017. National Association of Community Transportation Officials (NACTO). <https://nacto.org/2019/04/17/84-million-trips-on-shared-bikes-and-scooters/>



Mogo Bikes, Detroit
Source: SmithGroup

MOGO FOR ALL

The “MoGo For All” program extends the reach of the program beyond the typical user base through:

Financial Assistance: A low-income discount program that provides a \$5 annual pass for registered members of established state benefits programs such as Food Assistance, Cash Assistance/Family Independence, Healthy Michigan Plan and others.

Accessible Cycles: An adaptive bicycling program that includes 13 different adaptive bicycles including recumbent tricycles, upright cargo tricycles, hand tricycles, tandem bicycles and tandem tricycles. The program is provided through a partnership with Wheelhouse Detroit and Programs to Educate All Cyclists (PEAC). Adaptive bicycles are checked in and out of Wheelhouse Detroit’s riverfront location, which means that most trips start and end along the Riverfront Trail.

Payment Options: A cash payment option offered through a partnership with PayNearMe and 7-Eleven, CVS and Family Dollar stores.

Education: Free bicycle skills and safety classes.

Neighborhood Ambassadors: Local residents help promote the program through group rides, community meetings, events, information sessions, sign-up events, one-on-one interactions and other activities.

BIKESHARE IN DETROIT

As of late 2020, MoGo is a 620-bike, 75-station bikeshare system. Launched in Detroit in May 2017,¹ it has been expanding ever since. The smart-dock system utilizes stations distributed throughout a growing service area in Detroit. Users utilize kiosks or supporting apps and passes to rent bicycles for a window of time. Rented bicycles are undocked and may be returned to the same station or another in the MoGo system.

In August 2019, MoGo introduced fifty electric-assist bicycles (e-bikes) to its fleet. These bicycles are interchangeable with regular bikes. They have built-in batteries, which are plugged in and recharged as needed, and they have a limited maximum assist speed of 15 miles per hour.

MoGo operations are supported by user fees and sponsorship. The program employs a staff that manages and operates the system – including technicians and mechanics who maintain the stations and bikes and “rebalancing” staff who collect and move bikes when stations become too full or empty.

¹ <https://mogodetroit.org/>

BIKESHARE PLANNING & DESIGN CONSIDERATIONS FOR THE JOE LOUIS GREENWAY

As MoGo has expanded in the City of Detroit, it has become a growing asset to residents, visitors, commuters and recreators. The bikeshare program began in Detroit’s economic center. As a result, MoGo availability was initially concentrated in Downtown, Midtown and surrounding neighborhoods. The bikeshare system expanded service in 2020, adding 31 stations and 141 bikes in the Livernois/McNichols corridor of Detroit, as well as Ferndale, Royal Oak, Oak Park, Berkley and Huntington Woods. This growing system will have greater access to the Joe Louis Greenway and beyond.

The information presented here is more pertinent to planning and design for the greenway rather than policy. To ensure broad access, the City should continue to collaborate with MoGo to determine station siting. Potential locations to prioritize include trail access points, nearby transit stations and places where the greenway passes through or near commercial districts. Additionally, five bikeshare stations are currently located within 600 feet, or about two blocks, from the proposed greenway alignment,

on the southern end of the loop. The greenway development team should coordinate with MoGo to determine if any of the existing stations need to be relocated to be more visible to trail users.

MoGo operations are supported by user fees, sponsorship, and advertising. The City may also choose to explore opportunities for cross-promotion of the Joe Louis Greenway with MoGo. This could be in the form of showing MoGo stations on greenway maps and vice versa, creating ride itineraries that can be advertised through both platforms, and looking for opportunities where future programming of the Joe Louis Greenway can use the existing “MoGo for All” program to encourage greater participation in active transportation and use of the greenway. As part of greenway programming and operations, the City of Detroit will need to verify MDNR revenue generation and advertising requirements for the Joe Louis Greenway, particularly as they apply to the Conrail segment.

Stations include a payment kiosk and a series of connected docks where the bikes are parked. Existing stations are solar powered and do not require any excavation. Vehicular access of MoGo stations is

necessary for service, maintenance and rebalancing of bikes at stations. These services are typically conducted using fleet vehicles such as vans and small trucks. To facilitate access, any MoGo stations sited along the greenway should be located at access points or cross-street intersections, with space available for temporary parking.

Stations can be placed on the street, on sidewalks, or on other off-street locations with hard, level surfaces. Where stations are being considered along the greenway, a minimum 6' wide x 30' long clear footprint is required on a hard, level surface that is free of utilities and obstructions. Additional width may be required to allow bikes to be pulled out of the station without conflicting with pedestrians and other trail users. Stations could also be shorter or longer depending on anticipated demand. See the design standards for micromobility parking at the end of this section for more details.

1 Detroit Scooter MOI: <https://detroitmi.gov/document/escooters>

2 The MOI also outlines potential penalties for violating these requirements, which include a misdemeanor punishable by a fine or imprisonment. The City can also remove obstructions and impound e-scooters if they cause an obstruction for more than 24-hours.

ELECTRIC SCOOTERS IN DETROIT

E-SCOOTERS AND CURRENT DETROIT POLICY

E-scooters were first rolled out in Detroit by private companies in July 2018. In response, City staff created a Memorandum of Interpretation (MOI), last updated in October 24, 2018, that outlines how existing City Code defines and establishes regulations for the use of e-scooters in the City.¹ The MOI outlines several operating requirements that are relevant to the Joe Louis Greenway. The e-scooter program is overseen by the City and currently includes three vendors: Bird, Lime and Spin.

Each vendor is restricted to “not more than 400 scooters city-wide at any given time.” The current fleet is therefore restricted to no more than 1,200 e-scooters city-wide. The City should consider that parts of the Joe Louis Greenway might produce high demand for e-scooter trips for commuter, errand-running and recreational trips.

Scooters in Detroit are gathered each evening by crowdsourced residents, compensated per scooter collected and charged. E-scooters are then distributed to pre-determined locations by residents early each morning. Distribution of scooters is responsive to changes in demand and will likely see changes as the Joe Louis Greenway is implemented and increases access.

Unless specific policies are created to prohibit the use of e-scooters on the Joe Louis Greenway, the City’s MOI currently allows e-scooters to operate on the greenway so long as users adhere to the speed, operational and parking requirements set out in the MOI.² It also includes the framework that if e-scooters are not desired on parts or all of the greenway, they could be prohibited so long as signage was posted at all entrances to the greenway.

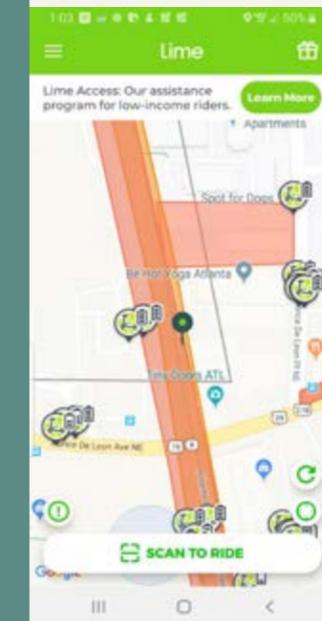
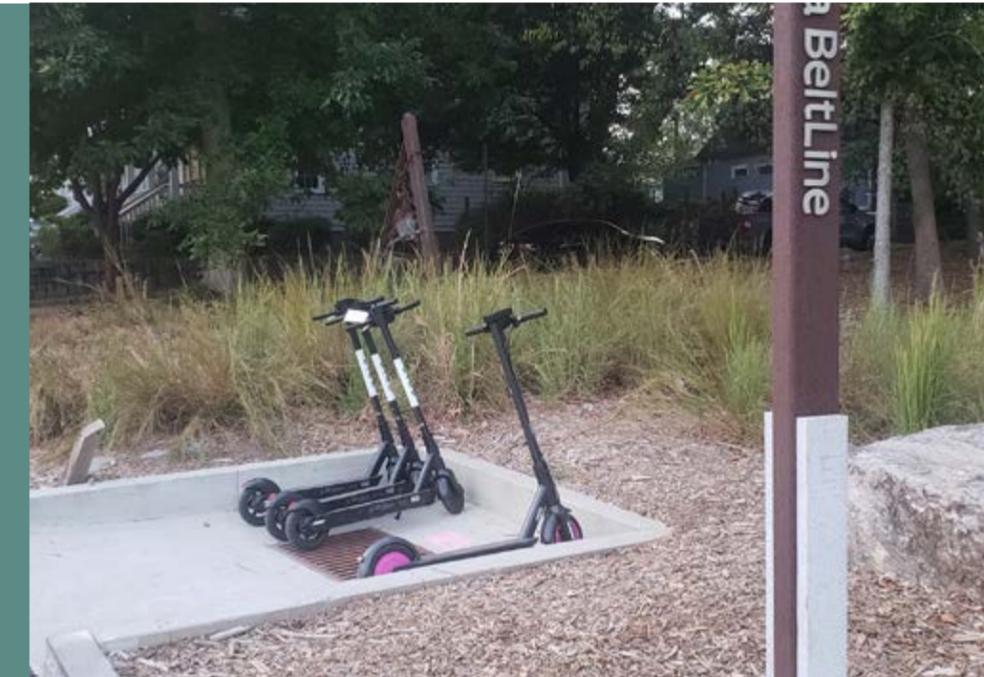
E-SCOOTERS AND GREENWAYS IN OTHER CITIES

The use of e-scooters on trails and greenways varies across the country. Some cities allow or encourage their use, while some restrict, discourage or prohibit their presence.

Examples of where e-scooters are not allowed on a trail or greenway include the Mission Trail in San Antonio, Texas and the Bloomingdale Trail in Chicago, Illinois.³ In most of these cases, the trail or greenway is overseen by the city’s parks department, which established policies restricting the use of the trail by motorized vehicles. E-scooters, which are often not defined in city codes, have been categorized as motorized vehicles and as such are prohibited from these trails. Interagency coordination will be required to agree to the terms of use on the Joe Louis Greenway.

Other places allow e-scooters on their trails and greenways, many of which use geofencing technology to manage behavior. Geofencing employs GPS or RFID technology to create a virtual geographic boundary. When a mobile device (in this case an e-scooter) crosses the boundary, it triggers a software response in the device. In this case, it can be used to slow scooters below a certain speed, stop them altogether inside the boundaries or prevent the user from ending their trip.

3 <https://chi.streetsblog.org/2019/06/19/dont-scoot-on-the-Bloomingdale-nobody-knows-it-but-scooters-are-prohibited-on-the-606/>



— LOOK, FEEL & FUNCTION

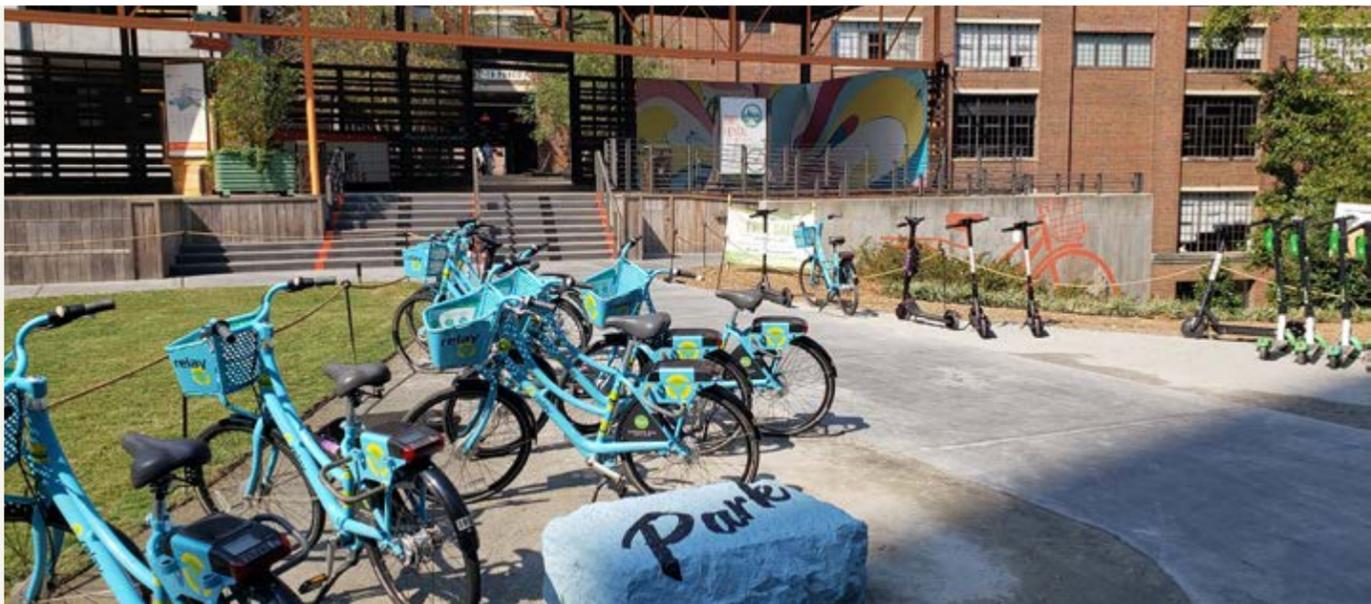
Examples of where geofencing has been applied include:

San Diego, California – the city of San Diego¹, which passed a resolution requiring e-scooter vendors to limit speeds to 8 mph in high-traffic areas and 3 mph along the Embarcadero and the boardwalk at Mission and Pacific Beaches.

Atlanta, Georgia – In many parts of Atlanta, scooter speeds are unregulated. However, a geofenced area on the Atlanta Beltline caps scooter speeds at 8 mph. The Atlanta Beltline has also imposed geofence-enforced restrictions to allow scooter sessions to end only once the device is located within a designated parking area.²

Due to safety concerns, Atlanta has also chosen to implement a “nighttime ban,” halting scooter rentals between 9:00 pm and 4:00 am.³

Vendor Operations in Other Cities – Many cities establish service levels for providers that clarify what is expected of the provider in the maintenance of the e-scooter system. For instance, cities will establish rules to ensure that operators clear any devices that cause an



obstruction, are disabled or are inactive in the same location for more than 24 hours. This requires program oversight to follow up and enforce these requirements. Some cities charge vendors a fee to operate in the right-of-way, which helps fund staff time to oversee the program. Some cities also require vendors to pay upfront into a fund the city can draw on if they need to impound a device or for other forced expenses. Neither of these structures appear to be in place in Detroit.

Some vendors hire local staff to conduct maintenance, redistribution and recharging. This provides more surety to an agency that a maintenance request will be fulfilled by a company.

Most of these functions are performed in private vehicles, including trucks and vans.

FUTURE POLICY DEVELOPMENT IN DETROIT

E-scooters will be permitted on both off- and on-street segments of the Joe Louis Greenway. The greenway development team should work with the City to update the existing e-scooter policies. As the city’s current MOI does not specifically mention shared-use paths, the City should consider developing policies specific to shared-use paths and other conditions unique to the Joe Louis Greenway.

As the greenway is implemented, consideration should be given to conflicts in policy and operations that may arise out of overlapping area restrictions, such as those planned in city parks or currently in place on the Detroit Riverfront. Where possible, relative continuity of service should be maintained along the greenway so users are able to reach destinations without changing transportation modes.

SERVICE LEVELS

Consider establishing service levels for providers. This can be done as part of citywide policy that would include the greenway, or as part of stand-alone policy that is unique to the greenway. This is not an exhaustive list, but service levels may be established that require providers to:

- Provide users with the means to report a safety or maintenance concern
- Build in capacity for remote disabling of units
- Keep records of maintenance, reported collisions and complaints
- Remove obstructing, disabled or inactive devices within timeframes which are established based on the level of obstruction or hazard⁴

To meet the agreed service levels for the greenway, the City should be encouraged to create evaluation and enforcement protocols for vendors. This could include software to monitor the system or lobbying for fees to operate on the greenway or in the City to fund staff time. The selection of vendors can also influence service performance; vendor selection should consider the vendor’s track record and their staffing plan to address concerns.

Some cities enforce service levels by assessing end-of-month or end-of-year reports for compliance. Penalties can include loss of license, a financial penalty or can factor into renewal or future permit applications.

MAINTENANCE

E-scooters are particularly sensitive to pavement surface conditions. Maintenance of the trail to repair any potholes and uneven surfaces should be prioritized in order to maintain user safety and reduce damage to e-scooters. The MOI provides maintenance considerations for the devices themselves.

SPEED

E-scooters travel surprisingly fast when unregulated. This speed, combined with user inexperience, lack of public policy and infrastructure and poor visibility can significantly impact the safety of both users and those they encounter. Detroit policy currently establishes a 15 mph speed limit for e-scooters, enforced by geofencing technology. Consider establishing zones where speeds are regulated 8 mph for moderately congested areas and 6 mph (the speed of a typical runner) for highly-congested parks and greenway segments.

In addition to speed reduction, there may be areas of the greenway where scooters are not appropriate. In these instances, geofencing zones may be implemented, which will cease operation of the scooter once a certain geographic boundary is crossed. Any speed reduction or prohibited zones should be clearly signed and alternative modes of travel should be available as needed.

¹ Detroit Horse Power website: <https://www.detroithorsepower.org/>

² Collin Kelley, Atlanta INtown, *BeltLine puts the brakes on e-scooter users, limits parking on trails*, 2019

³ Atlanta, Georgia Press Release, 2019

⁴ Tiered or conditional timetables may be established for different events based on their level of obstruction or danger, with shorter timeframes for obstruction of bicycle lanes or transit stops.

PARKING

The following guidelines establish dimensional and design recommendations in order to ensure clear and accessible routes, to manage scooter parking and to establish flexible areas for use of micromobility.

- E-scooter/dockless e-bike parking zones should be 6’ deep x 10’ wide at a minimum.
- Bikeshare hubs should be a minimum 6’ deep x 30’ wide.

On-street greenway or where the greenway intersects with cross streets:

- Maintain a 4’ wide accessible route on sidewalks behind any designated dock or dockless mobility parking zone.
- Per the MOI, maintain 6’ from the e- scooter parking zone to all surrounding features – landscape furniture, hydrants, other bikeshare stations, etc.
- Provide a minimum 2’ clearance from a dock or parking zone to the face of the curb.

At greenway access points:

- Maintain a 4’ wide accessible route on sidewalks behind any designated dock or dockless mobility parking zone.

- Per the MOI, maintain 6’ from the e- scooter parking zone to all surrounding features – landscape furniture, hydrants, other bikeshare stations, etc.
- Provide a minimum 4’ wide clearance from micromobility docks and parking zones to the greenway

User parking zones and requirements should be determined as part of greenway operations.

Consider designating parking zones at all trail access points, as well as near high volume intersections and transit stops. While zones should be planned ahead as much as possible, it is also feasible to determine specific parking zone locations once e-scooters are used along the greenway and observations are made on areas where scooters are regularly clustered, where volumes overwhelm a part of the sidewalk or buffer zone or where an area has received complaints.

Parking zones should be visible and well organized to encourage correct parking behavior. In the off-street portion of the greenway, use trail crossings/ access points to 1) establish parking within cross-street sidewalk areas or 2) establish flexible spaces adjacent to the trail that might support parking in the near-term without committing the city to parking in the future. These areas could be paved; alternatively, it would be possible to place hard

platforms on grass areas of the greenway that could be removed later. In the on-street portion of the greenway, consider using sidewalk furniture zones, street parking spaces, daylight areas or other off-street public spaces for parking.

In all cases, hard, level surfaces are preferred and will allow markings, symbols, and signs to be installed. Use of consistent markings and signage will create a “brand” for the parking zones such that they become recognizable. The size of the parking zone will vary depending on the anticipated demand but should be a minimum of 6 feet x 10 feet. This will accommodate at least 10 micromobility devices. Where possible, a “micromobility hub” model should be implemented by co-locating dockless micromobility parking zones with MoGo bikeshare stations.

Parking and other behavior can be influenced through signage at the trail access points and reinforced on the vendor’s website and app splash screens, which could be programmed to show safety tips at the start of a ride and parking requirements at the end of a ride. Some vendors require the user to take a photograph of the parked e-scooter using their app at the end of a trip, which can also provide some surety to users if they need to settle concerns about whether they parked the device appropriately or not.

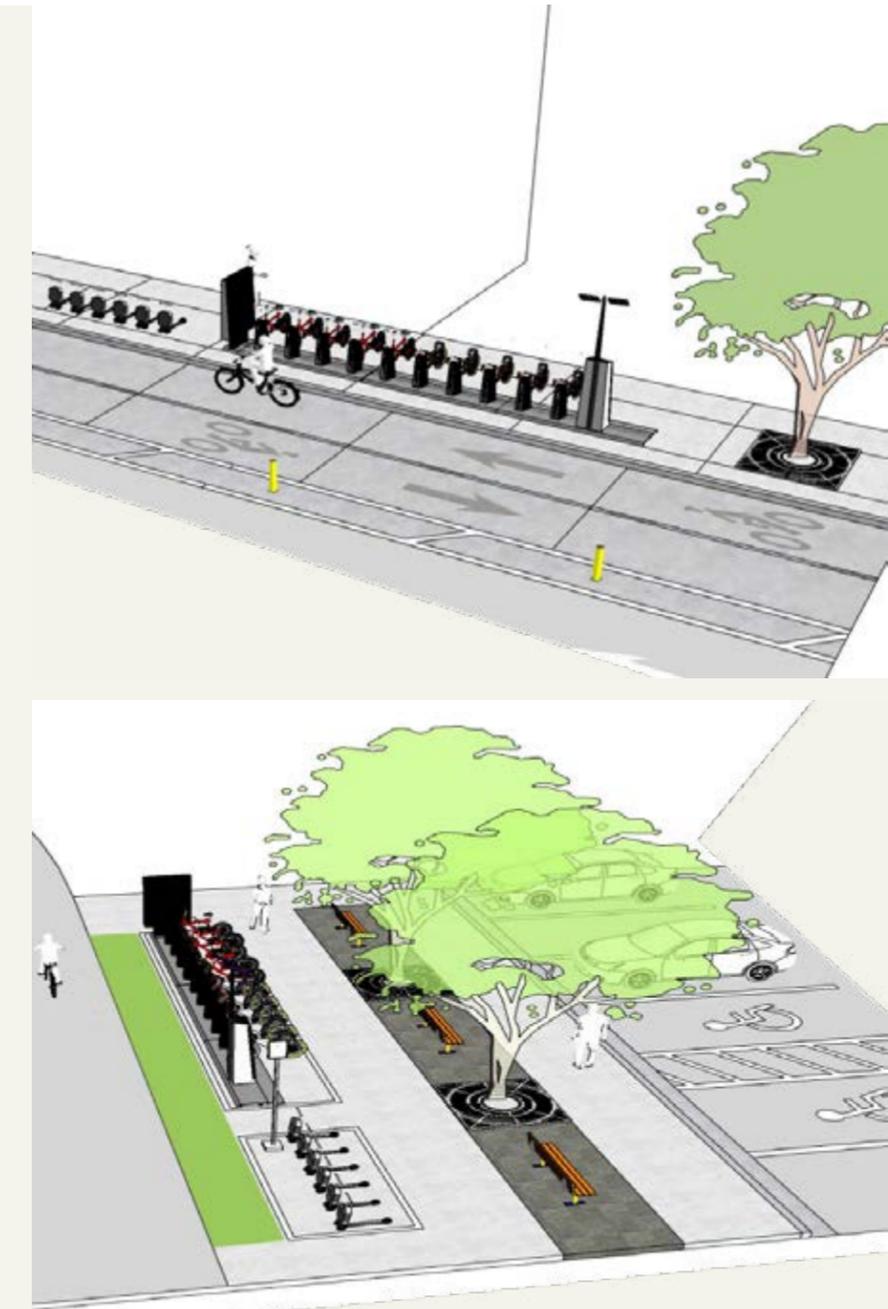
Geofencing can be used to encourage parking at designated parking zones or to restrict it in others, as with the Portland example in parks.

CONCLUSION

Established models of bikesharing continue to grow in large cities such as Boston, DC, and New York but have slowed or even disappeared from a few smaller cities. Some have switched to private ownership to support a transition toward dockless bikes and e-bikes, such as in Minneapolis. Meanwhile, the current model of shared e-scooters continues to grow at a rapid clip and is, in some places, heading toward more docked scooter-share programs, as this simplifies charging.

Furthermore, people are increasingly buying their own mobility devices, including electric scooters and bikes. While some of these have their own internal locking mechanisms, many people want to add external locks and/or to lock their devices to something like a bike rack.

Trends toward use of active transportation and micromobility modes can safely be expected to continue though the mode types and service providers will likely change over time. With such a rapidly evolving landscape, a nimble and proactive approach to policy and infrastructure investments will best serve the City of Detroit.



BUS & TRANSIT

“ THE JOE LOUIS GREENWAY SHOULD HAVE ACCESSIBLE, RELIABLE AND AFFORDABLE TRANSPORTATION SERVICES.”



Source: DDOT

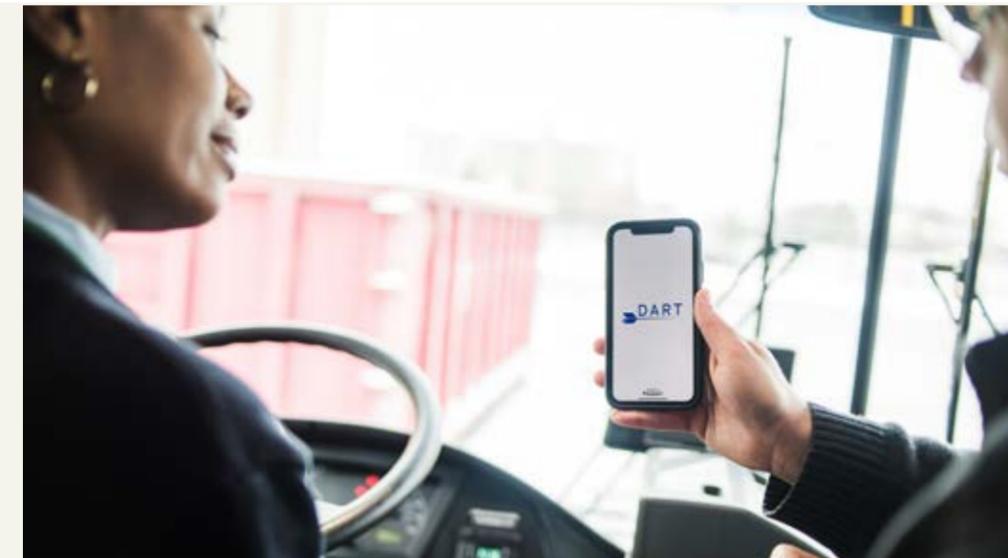
While the Joe Louis Greenway will accommodate a variety of non-motorized mobility options, its connectivity to alternative transportation systems will provide additional value. Integration with the existing— and future—transit systems of Detroit will increase usage of both transit and the greenway, improve access and last mile connectivity while alleviating the financial and physical burdens of personal vehicle ownership.

Direct access to the greenway will be available from local DDOT and regional SMART buses with routes that cross or operate adjacent to the greenway. Other transit systems with stops and stations not directly along the greenway—including Amtrak, the QLine and many disconnected DDOT and SMART routes—will be accessible through on-street infrastructure designed to provide safe and comfortable connections for non-motorized users.

DDOT BUS SYSTEM

The Detroit Department of Transportation (DDOT) is the largest public transit provider in Michigan that serves the City of Detroit, surrounding suburbs, and neighboring cities, including Highland Park and Hamtramck. DDOT prides itself on providing reliable, clean, safe, and efficient service to an average of 85,000 riders daily.

Neighborhood Routes: DDOT neighborhood routes provide access to key residential neighborhoods in Detroit.



Top: Bus rider uses Detroit's new DART App
Bottom: City of Detroit DDOT ConnectTEN Bus
Source: DDOT

Key Route: DDOT key routes service provides connection along major commercial corridors and thoroughfares.

ConnectTen: DDOT's ConnectTen service operates 10 routes along major corridors with 24/7 service.

Detroit Metrolift: DDOT's ADA paratransit service provides accessibility options to seniors and individuals with disabilities.

Night Shift: Night Shift is a partnership between DDOT, the City of Detroit Office of Mobility Innovation and New Economy Initiative that provides a \$7 credit toward a ride with Lyft or Detroit Cab Co. between 11 p.m. and 5 a.m. for commuters from a ConnectTen bus stop.

New Freedom: DDOT was awarded grant funds from the Federal Transit Administration (FTA) to address some of the transportation challenges facing the city's disabled community.¹

¹ This program is still in service but is no longer accepting new applicants.

DDOT 2.0

Consideration should also be given to greenway connections to possible DDOT 2.0 routes. DDOT 2.0 was launched as part of the City of Detroit Strategic Plan for Transportation and proposes to create a high-frequency transit system accessible to 60% of Detroit residents by 2022. Joe Louis Greenway plans should incorporate connections to existing and planned high-frequency transit routes.

APP INTEGRATION

DART (DART Detroit Transit): The official payment app to ride on DDOT and SMART fixed-route buses and the QLINE streetcar. For more information, visit thedartapp.com.

Transit App: A simple and reliable way to get upcoming departure times of nearby bus routes. For more information, visit www.ridedetroittransit.com.

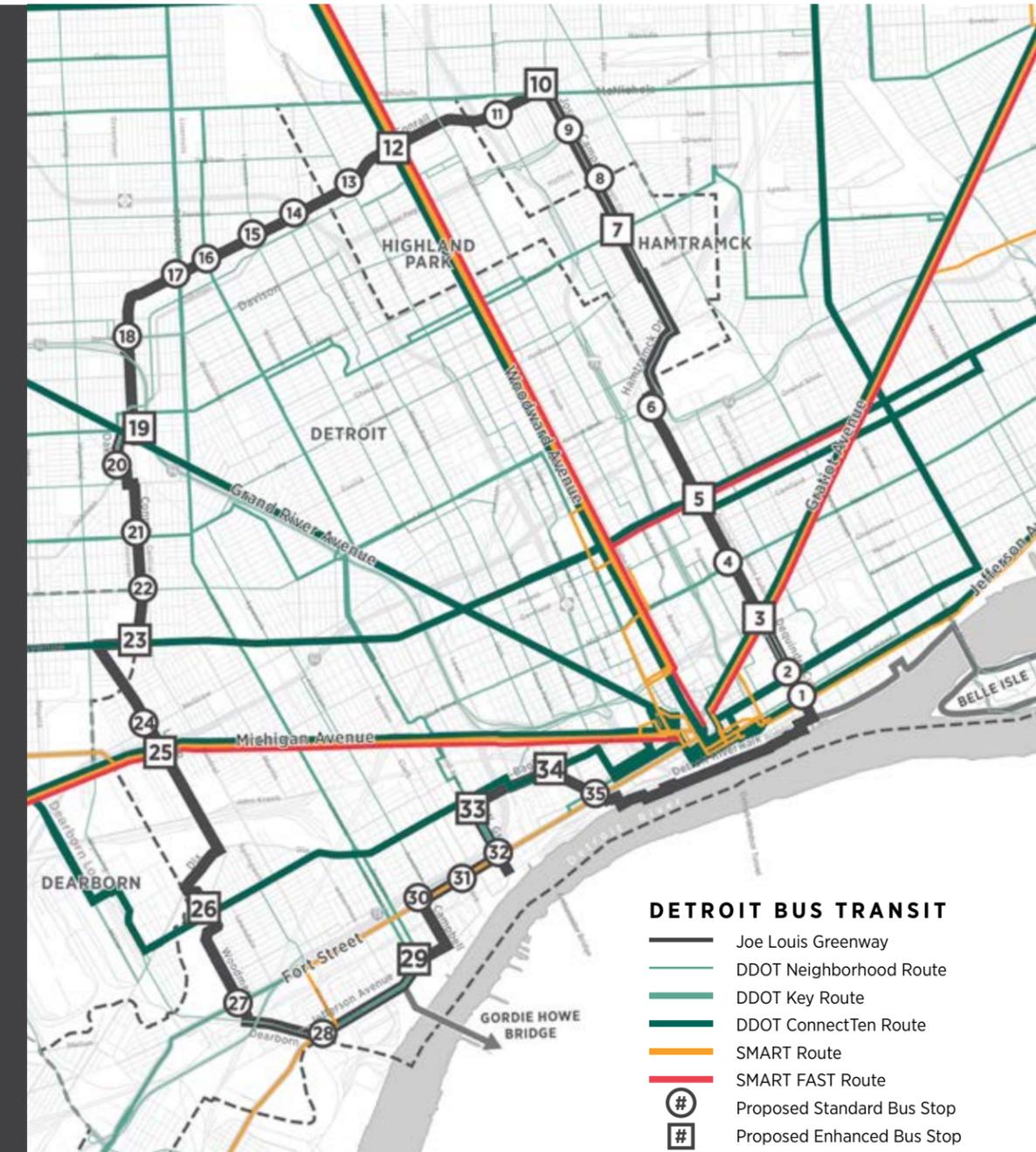


A bus rider uses the DDOT bike racks
Source: DDOT

PROPOSED ENHANCED BUS STOP CONNECTIONS

- | | |
|--------------------------|---|
| 1. Livernois and 7 Mile | 21. Oakman Boulevard |
| 2. Livernois and Puritan | 22. Joy |
| 3. Livernois and Fenkell | 23. Tireman |
| 4. Jefferson Avenue | 24. Warren 2 |
| 5. Gratiot | 25. Michigan Avenue |
| 6. Mack Avenue | 26. Vernor Highway / Woodmere Street |
| 7. Warren 1 | 27. American Indian Family Services |
| 8. Hamtramck Drive | 28. Rouge River Outlook |
| 9. Caniff Street | 29. Gordie Howe Bridge |
| 10. Carpenter Street | 30. W. Fort Street and Campbell Street |
| 11. Davison 1 | 31. W. Fort Street |
| 12. McNichols | 32. W. Grand Boulevard and W. Fort Street |
| 13. Dequindre Street | 33. Bagley Street and W. Grand Boulevard |
| 14. Woodward Avenue | 34. Southwest Greenway at Bagley Street |
| 15. Hamilton | 35. Ralph C. Wilson Jr. Centennial Park |
| 16. Ben Hill Playground | |
| 17. Salsinger Park | |
| 18. Livernois | |
| 19. Davison 2 | |
| 20. Grand River Avenue | |

Every bus stop along the Joe Louis Greenway will need to meet DDOT Design Standards, regardless of whether they are indicated on this diagram.



DETROIT BUS TRANSIT

- Joe Louis Greenway
- DDOT Neighborhood Route
- DDOT Key Route
- DDOT ConnectTen Route
- SMART Route
- SMART FAST Route
- Proposed Standard Bus Stop
- Proposed Enhanced Bus Stop



DDOT Bus Driver Wearing a Facemask. Source: City of Detroit

SMART BUS SYSTEM

The Suburban Mobility Authority for Regional Transportation (SMART) is Southeast Michigan’s only regional bus system helping people connect to work, school, medical appointments, shopping centers, entertainment and cultural events.

FIXED-ROUTE SERVICE

Fixed Route is the easiest, most affordable and economical way to connect to destinations throughout Macomb County, portions of Oakland and Wayne County. SMART’s Fixed Route service

1 <https://www.smartbus.org/ridesmart-fast>

covers major corridors, crosstown routes and local, limited stop and express routes.

FAST SERVICE

Frequent Affordable Safe Transit (FAST) powered by SMART, offers limited stops and connects the suburbs to Downtown quickly and easily. The high-frequency service travels along three of Detroit’s busiest corridors – Gratiot, Woodward and Michigan – connecting riders to the airport, Pontiac and Chesterfield Township. Unlike the traditional SMART routes, FAST only stops at designated FAST stops about every mile. This allows for a more

streamlined service and provides better access to destinations and transfer points. FAST runs about every 15 minutes during peak operating hours 7 days a week, even late nights and weekends. This new service never requires a transfer at the Detroit border.¹

CONNECTOR

Connector Service is an advance reservation, curb-to-curb service operated by SMART. When using Connector, riders may travel anywhere within a 10-mile radius of a designated service area. Rides are available on a first come, first served basis and reservations are required. A six-business-day notice is recommended for medical appointments and a two-business-day notice for other destinations.

ADA PARATRANSIT SERVICE

ADA Paratransit Service is an advance reservation, curb-to-curb service that is provided for people who are unable to use SMART Fixed Route bus service because of a disability. In order to use this service you must be ADA-certified and live 3/4 of a mile or less from a SMART Fixed Route bus stop.²

2 ADA certification requires an application process

3 [smartbus.org](https://www.smartbus.org)

4 Windsor Connection Service Map: <https://www.citywindsor.ca/residents/transitwindsor/Routes-and-Schedules/Documents/maps/Tunnel%20Map%20New%202019.pdf>

5 Windsor Connection Bike Guide: <https://www.citywindsor.ca/residents/transitwindsor/ride-guide/pages/bike-racks.aspx>

SMART BUS APP

The SMART Bus system features an app with Bus Tracker, trip planner, routes, nearest stops, service bulletins and fares.

SMART’s website³ offers tools such as schedules, maps, trip planners and a bus tracker to make commuting easy.

TEXT YOUR BUS

In a couple of easy steps, the app sends a text with the estimated time of arrival. Steps include:

- Find your stop ID number on the bus stop sign or website
- Text SMART [stop id] to 41411 i.e. “SMART 989”
- Receive a return text with the estimated arrival time

For more information, visit [Smartbus.org](https://www.smartbus.org) or call 866.962.5515.

WINDSOR CONNECTION

When the US-Canadian border is open, the Windsor Connection provides short route access between Downtown Detroit and Windsor via the Detroit Windsor Tunnel.⁴ Accessible services are available.

Bike racks are available on the tunnel bus between Detroit and Windsor. All bicycles entering Canada or the United States must be inspected and approved by a Customs Officer.⁵

TRANSIT INTEGRATION

Metro Detroit’s growing network of non-motorized and transit connectivity promotes equitable access to neighborhoods, jobs, amenities and resources. Where these systems interconnect, it’s important to consider the needs of both single and mixed-mode users.



SHARED CORRIDORS BETWEEN THE JOE LOUIS GREENWAY AND DDOT BUS ROUTES

- | | | |
|---------------------|---------------------|------------------|
| 1. Hamtramck Drive | 4. Warren Avenue | 7. Fort Street |
| 2. Joseph Campau | 5. Dearborn Street | 8. Bagley Avenue |
| 3. Oakman Boulevard | 6. Jefferson Avenue | |

BUS STOPS

The most common type of modal intersections can be found at bus stops. Existing bus stops are indicated, at their most basic, as a sign and call number, while stops with higher ridership have bus shelters and seating. In order to promote transit ridership and use of the Joe Louis Greenway, these spaces should be enhanced for comfort and utility.

All bus stops connecting either directly or indirectly with the greenway should include, at a minimum:

- Signage: Information regarding bus stops and routes, as well as assistance and emergency resources
- Lighting: Lighting to ensure visibility, comfort and safety
- Accessibility: An accessible 8’ wide concrete pad to accommodate DDOT and SMART lift systems

Additional amenities such as benches, bus shelters, bike racks, waste receptacles and route schedule should be provided, as is feasible, to encourage ridership by greenway users.

ENHANCED BUS STOPS

Bus stop enhancements may be installed in higher transit use locations and at major greenway access points. These enhanced bus stops will provide additional amenities to riders to encourage use and improve comfort. In addition to those amenities offered at standard bus stops along the greenway, these bus stops may include:

- Bike Parking: Bike racks and micromobility parking
- Bus Shelter: Sheltered waiting area
- Waste: Trash, recycling, ash urn
- Lighting: Enhanced pedestrian lighting
- Barriers: Leaning or guard rails

MULTIMODAL COMPATIBILITY

The locations shown on the route map represent segments where on-street greenway segments coincide with bus routes. Greenway typologies reflect integration of bus traffic and stops with cycle tracks and bike lanes. It’s important to provide high-quality pedestrian facilities to connect transit lines and stops to the greenway.

All bus stop locations should be coordinated with DDOT. Through this process, DDOT will determine if additional bus stop changes are needed.

Lonyo Street may include transit service in the future, and Holbrook may emerge as a major transit corridor intersecting the greenway. Coordinating street design with DDOT will ensure that transit facilities are incorporated.

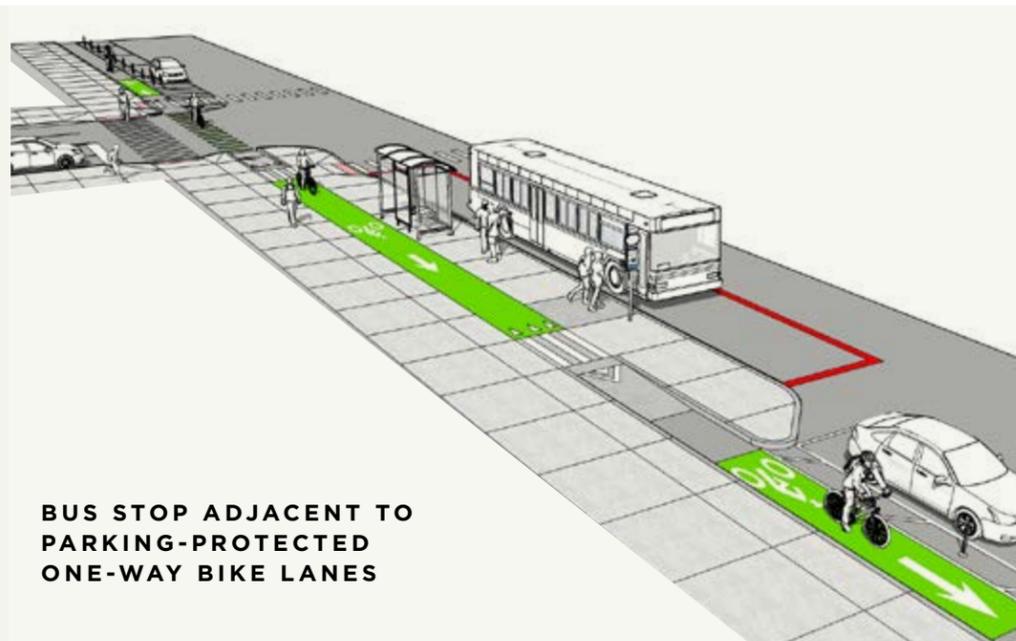
ACCESS STANDARDS

As traffic modes intersect, user access, comfort and safety must be considered. While the configurations of bus stops along the greenway will change according to the spatial dimensions and context of each stop area, each bus stop must adhere to minimal access standards. All bus stops must provide clear boarding and alighting areas, as well as rear door zones. Additionally, maintain a minimum 4' clear access route between the sidewalk, boarding and alighting areas, rear door zone, shelters and benches. Finally, provide vertical and horizontal clearances from bus stop design features for people's safety and comfort.

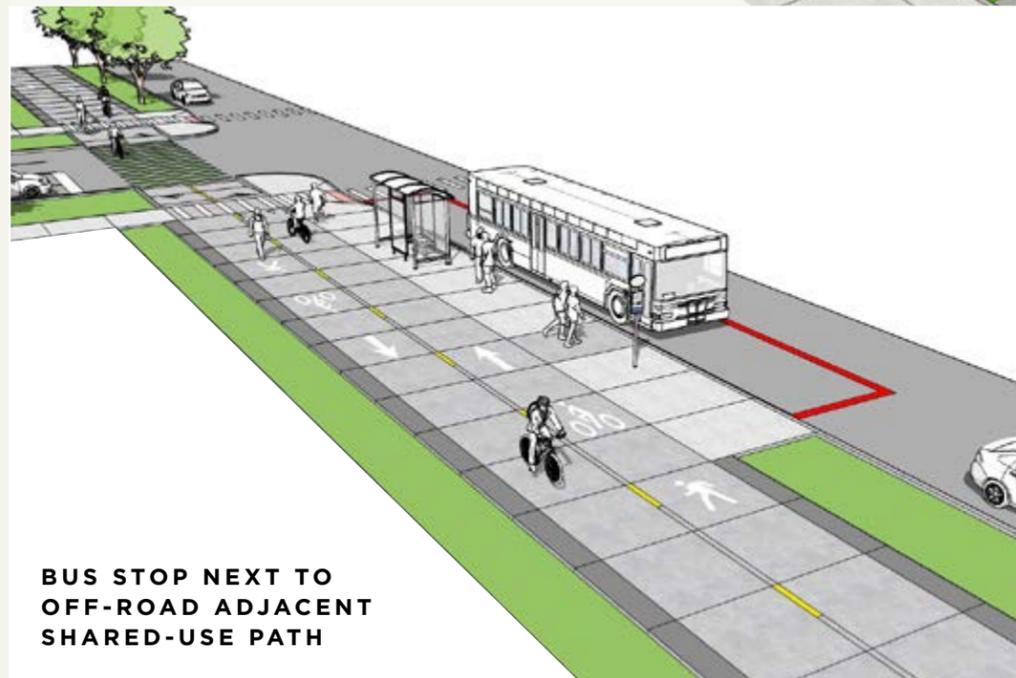
Three major typologies are identified for how the greenway will interact with bus stops:

- **Floating Bus Island for the Two-Way Cycle Track:** These bus stops “float” in an island, separated from the main street curb by non-motorized infrastructure.
- **Bus Stop Adjacent to Parking Protected One-Way Bike Lanes:** This bus stop separates pedestrian traffic the bus stop area with a raised one-way bike lane to facilitate accessibility and safety.
- **Bus Stop Next to Off-Road Adjacent Shared Use Path:** This stop provides ample waiting and egress space for bus traffic, adjacent to a two-way shared-use path.

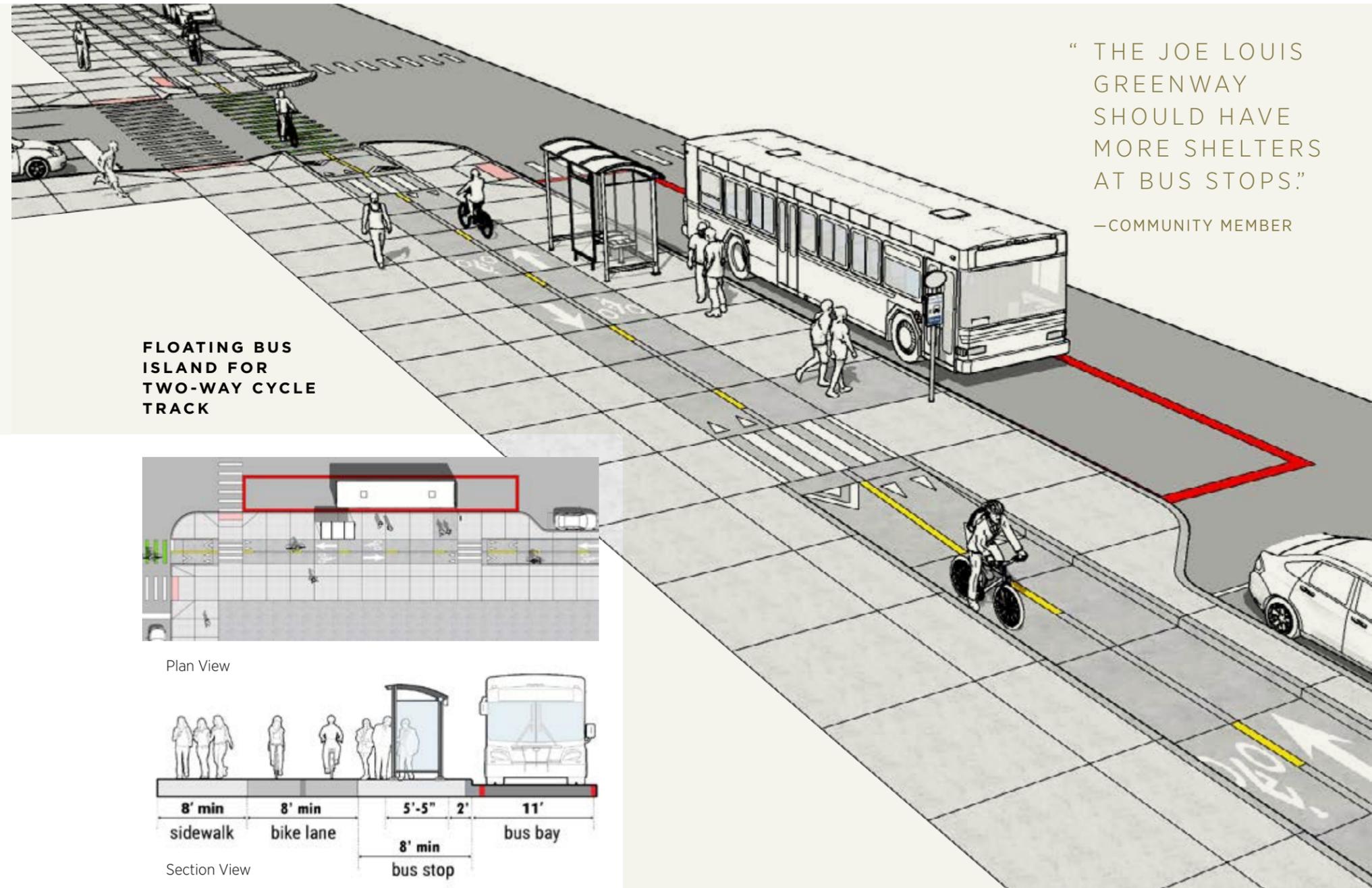
This Plan also assumes that each bus stop will be a far side stop—a stop that occurs after a bus passes through an intersection—as this is more operationally efficient.



BUS STOP ADJACENT TO PARKING-PROTECTED ONE-WAY BIKE LANES



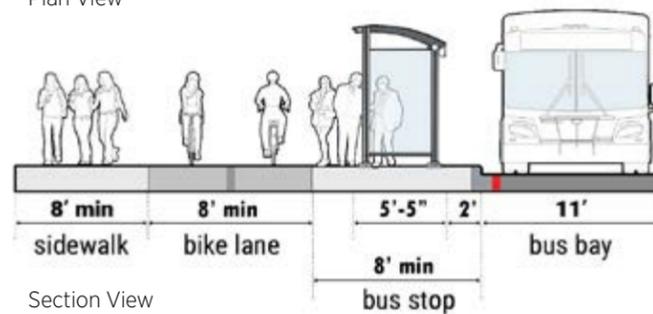
BUS STOP NEXT TO OFF-ROAD ADJACENT SHARED-USE PATH



FLOATING BUS ISLAND FOR TWO-WAY CYCLE TRACK



Plan View



Section View

“ THE JOE LOUIS GREENWAY SHOULD HAVE MORE SHELTERS AT BUS STOPS.”

—COMMUNITY MEMBER

GREENWAY TYPOLOGIES

WHAT ARE GREENWAY TYPOLOGIES?

This term refers to the classification of physical and dimensional characteristics of the Joe Louis Greenway. The following typologies are general recommendations for the typical conditions found along the proposed greenway route. These typologies are intended to guide future design and implementation. Greenway sections should be discussed with residents and refined in detail to ensure the community's wishes—and context-specific conditions—are reflected in design development and construction documentation.

The following typologies are based on the input of residents and safe dimensional standards. Preferred dimensions are used if space is

available for the proposed facility and based on roadway width and users' needs. Minimum dimensions are used in areas or segments that are constrained physically or when limits of property restrict space.

In the following pages where greenway sections are illustrated, the dimensions noted are the preferred options chosen to maximize safety and access. However, in certain cases and because of known constraints, some are shown as minimums. What has been illustrated are typical section recommendations. These typologies are conceptual. Additional community engagement validation of specific site conditions will take place during the design and construction stages within the immediately impacted areas.

OFF-STREET

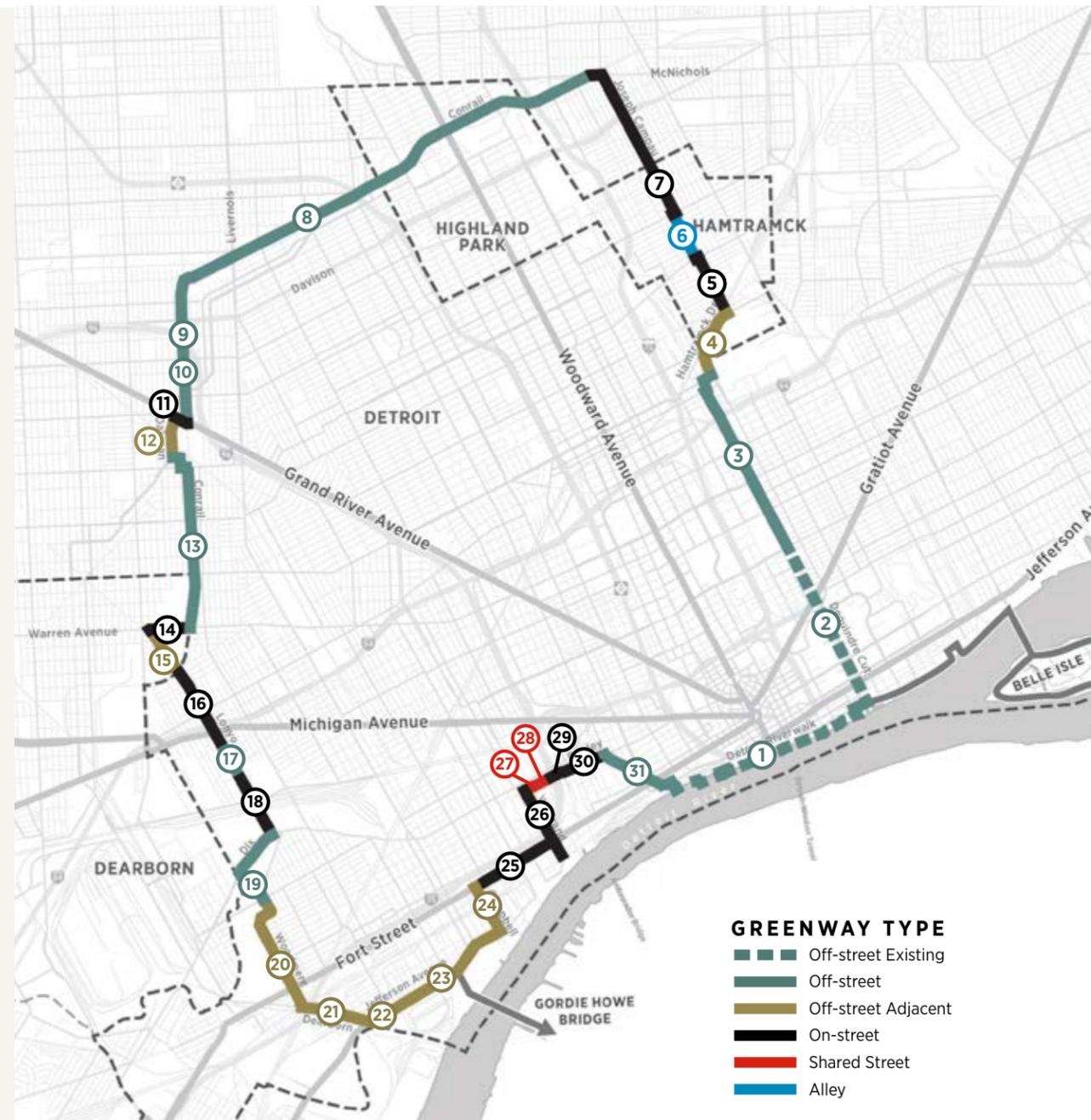
Off-street greenway segments will be located within former rail corridors or parks which are completely separate from the existing roadway network, and will provide the highest level of safety, accessibility and comfort for greenway users of all ages and abilities.

OFF-STREET ADJACENT

Off-street adjacent segments will be located along streets in the existing roadway network. These segments will be separated from roadway traffic and will be placed behind the curb line and buffered spatially or physically where space allows. Greenway users of all ages and abilities will experience a high level of safety, accessibility, and comfort.

ON-STREET

On-street greenway segments will be located within existing public roadways where streetscape improvements will integrate the highest standards for safety and accessibility for bicycle facilities and provide non-motorized pathways for greenway users of most ages and abilities.



SHARED STREET

The shared street typology will be found in a single location along the Joe Louis Greenway and is an extension of a unique shared street and commercial district along the route. Implementing the highest safety and traffic calming standards, the shared street typology will provide a safe and accessible environment where bikes and vehicles share the roadway.

ALLEY

Like the shared street, the alley typology is found in a single location along the Joe Louis Greenway, and provides a safe and accessible environment where bikes and vehicles share space. This segment will provide a unique experience for greenway users and offers opportunities to connect to local businesses.

DEQUINDRE CUT EXTENSION

From Mack Avenue to Milwaukee Street

The Dequindre Cut Extension connects and builds on one of Detroit's most popular existing greenways.

It is predominantly located off-street, with a small segment classified as on-street adjacent.

This segment of the Joe Louis Greenway will also be located in a relatively narrow easement adjacent to an active rail line.

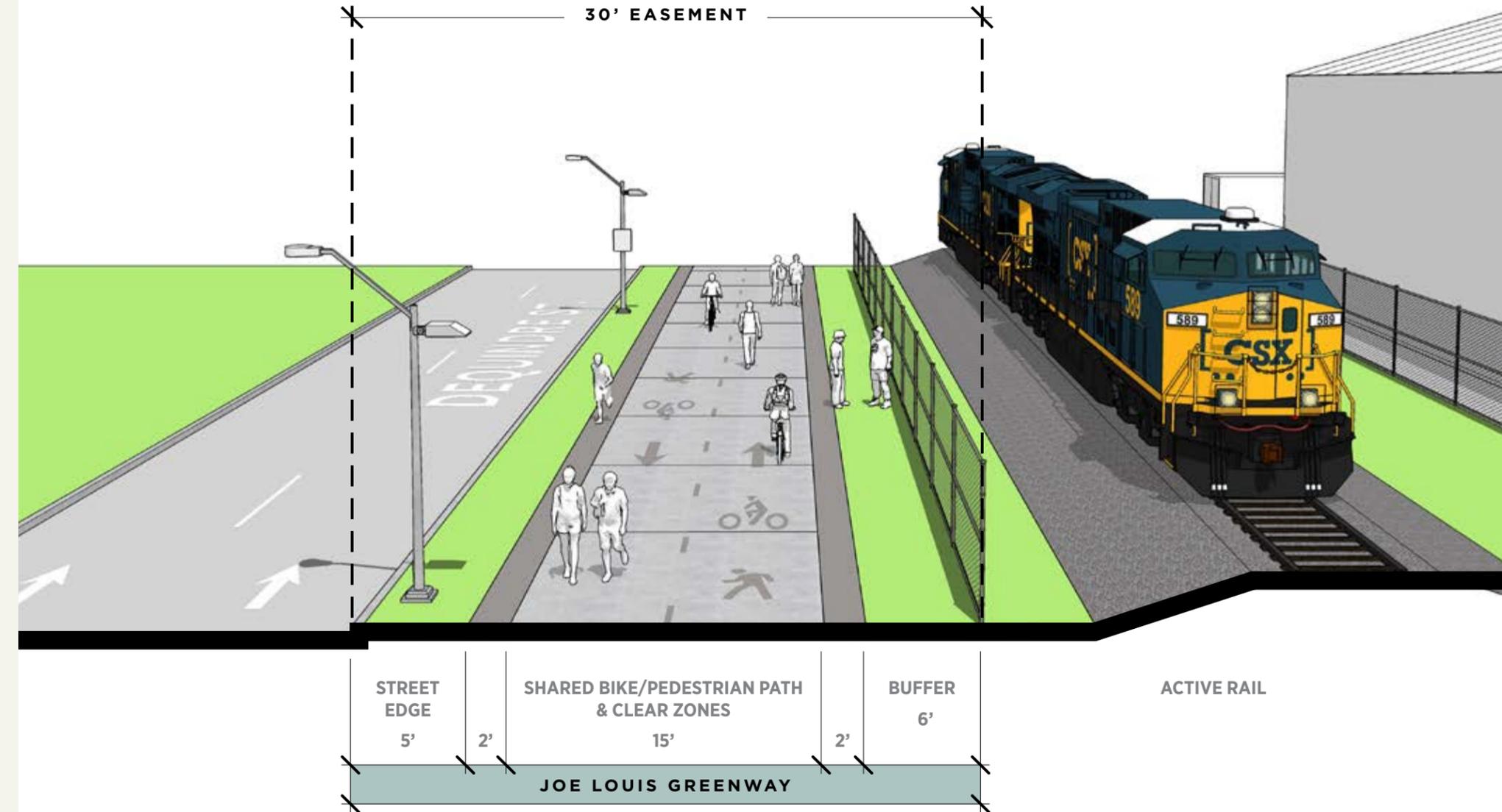
SEGMENT CHARACTERISTICS

- **Greenway Configuration:** A shared-use bicycle and pedestrian path is centered in the available easement adjacent to the east side of Dequindre.

- **Pedestrian Path:** A pedestrian path is integrated into the shared-use path. No sidewalks are available on west side of street.
- **Buffer:** A buffer of landscaping or lawn with trees separates the shared-use path, and lawn with trees or landscaping between the path and street edge, private property or the active rail line.

CONSIDERATIONS

- **Fencing & Screening:** Define fencing in areas where private residential, commercial or industrial properties require barriers for safety or security. Buffer greenway users from unsightly, noisy or smelly adjacent industrial land uses as needed.
- **Space:** Constrained available space may alter segment dimensions. Consideration should be given in subsequent design and implementation phases.



VIEW LOOKING NORTH

HAMTRAMCK DRIVE

From East Grand Boulevard to Joseph Campau Avenue



The segment of the proposed greenway route along Hamtramck Drive presents significant challenges.

These include widely varying available dimensions of the right-of-way behind the existing curb as well as ownership, land control and easement issues. During community engagement, residents voiced a preference for on-street greenway routes. Because of this, both on-street and on-street adjacent options are presented for Hamtramck Drive. Specific recommendations for the on-street option are outlined here.

SEGMENT CHARACTERISTICS

- **Greenway Configuration:** A shared-use bicycle and pedestrian path on the north and west sides of the street.
- **Pedestrian Path:** Pedestrian path is integrated into shared-use path. No sidewalks available on east or south sides of the street.

- **Parking:** No on-street parking will be available on Hamtramck Drive.
- **Vehicular Travel:** Two vehicular lanes in each direction with center turn lane.
- **Buffer:** A buffer of lawn with trees or landscaping between the cycle track and pedestrian path at street edge.

CONSIDERATIONS

- **Railroad Viaducts:** The existing railroad viaduct along Hamtramck Drive provides limited vertical and horizontal space. Additional analysis, design and coordination should be done to prioritize a safe and comfortable experience.
- **Right-of-way:** Dimensional constraints of right-of-way behind curb may not accommodate a shared use path.
- **Coordination:** Hamtramck Drive is under Wayne County jurisdiction. The Hamtramck Drive segment will meet both Wayne County and City of Detroit standards and requirements. The

detailed engineering and design will be jointly coordinated between Wayne County and the City of Detroit.



VIEW LOOKING NORTH

JOSEPH CAMPAU AVENUE

From Hamtramck Drive to Holbrook Avenue and Caniff Avenue to McNichols Road



Led by the Cities of Detroit and Hamtramck, Joseph Campau Avenue is currently undergoing design and implementation of streetscape and bike infrastructure improvements.

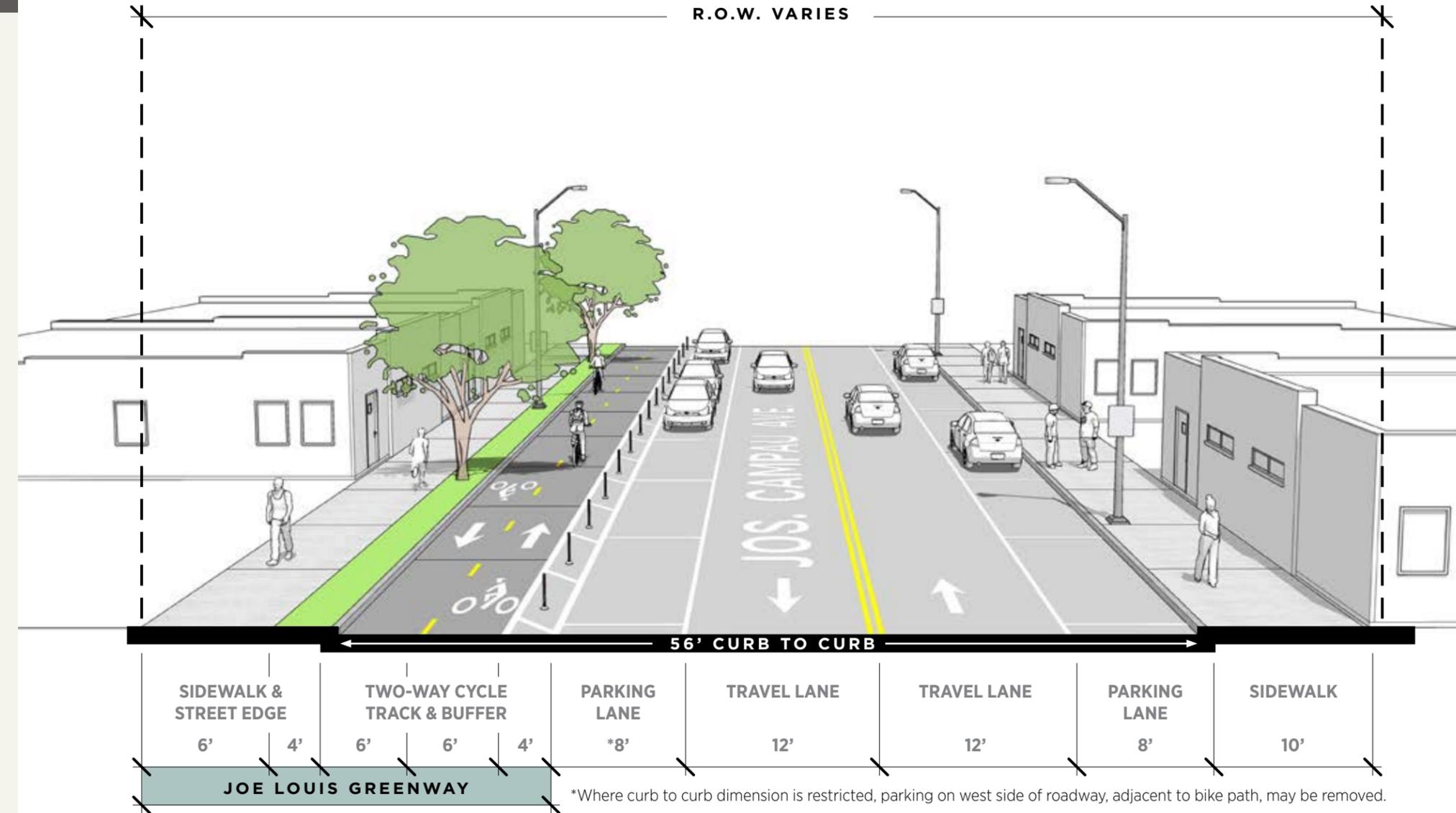
Though these improvements are being implemented independently by the Cities of Detroit and Hamtramck, within their respective municipal boundaries, together they will comprise a part of the Joe Louis Greenway that passes through some of Detroit's most diverse neighborhoods and will be connected in a safe, logical, and characteristically similar manner to maintain the overall consistency of safety and accessibility of the Joe Louis Greenway. The Hamtramck portions of this greenway are being designed by Hennessey Engineers, Inc.

SEGMENT CHARACTERISTICS

- **Greenway Configuration:** At-grade two-way cycle track on the west side of the street with striped buffer and delineator posts.
- **Pedestrian Path:** Sidewalks along west and east sides of street, with those along west side separated from cycle track with lawn or landscape buffer and trees.
- **Vehicular Travel:** One vehicular lane in each direction
- **Greenway amenities:** Future planning in coordination with the City of Hamtramck is needed to add amenities such as seating areas, landscaping, wayfinding, and public art.
- **Enhancements:** The current design of the Joseph Campau segment is being funded through a TAP Grant. Future fundraising may support the enhancement of bike infrastructure, buffers and safety features, as well as the incorporation of amenities such as MoGo bike stations.
- **Buses:** The current configuration requires bus riders accessing bus stops along this segment to cross active bike lanes in order to board or depart buses. Consideration should be given to signage and safety in this area, as well as opportunities for future enhancements.

CONSIDERATIONS

- **Coordination:** The City of Detroit and the City of Hamtramck will continue to coordinate the design and implementation of the Joseph Campau segment of the greenway.



HAMTRAMCK ALLEY

First Alley West of Joseph Campau, from Holbrook Avenue to Caniff Avenue



The Hamtramck Alley will be a novel and truly unique feature of the Joe Louis Greenway.

The greenway travels this route to avoid the narrow right-of-way of Joseph Campau while still providing access to Hamtramck’s Downtown—a key destination along the greenway’s route.

City of Detroit staff have directly engaged businesses and property owners along the entire alley corridor, while the Detroit and Hamtramck City Managers have maintained ongoing coordination. The General Services Department, independent of the Framework Plan process, developed and conducted door-to-door business owner surveys to solicit input on proposed alleyway connection. The majority opinion of engaged business owners was that alleyway improvements would benefit the community. Additional outreach will be required when the segment is implemented.

SEGMENT CHARACTERISTICS

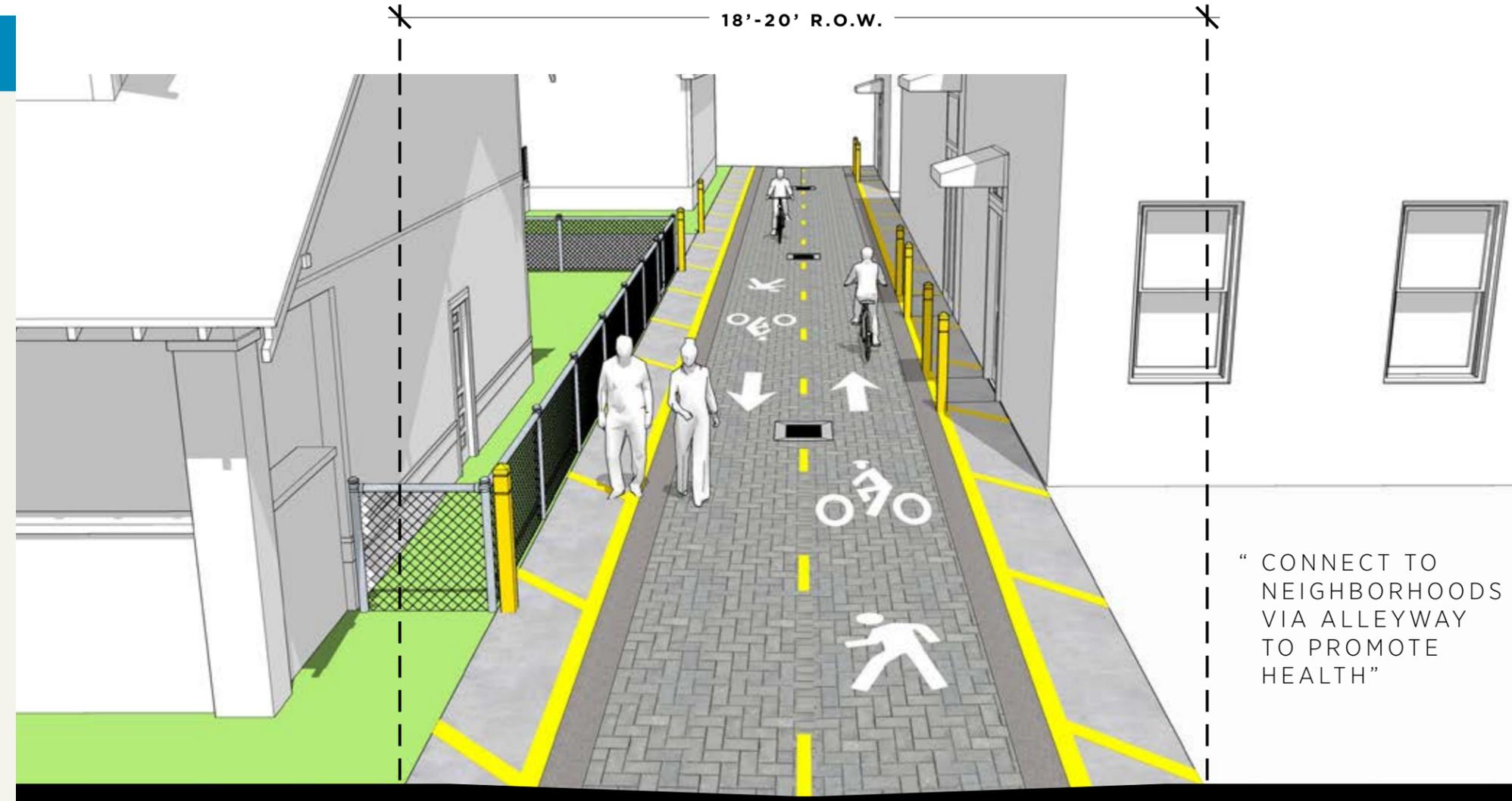
- **Greenway Configuration:** Shared-use path, centered in alley
- **Vehicular Travel:** Limited vehicular traffic will be permitted on alley segment of greenway to service existing businesses. Traffic calming measures will be designed and constructed to slow cross vehicular traffic at alley intersections to ensure safe crossings for pathways users.
- **Clear & Service Zone:** Paved area on each side of the path accommodates door swings, bollards, equipment and swinging fences.

CONSIDERATIONS

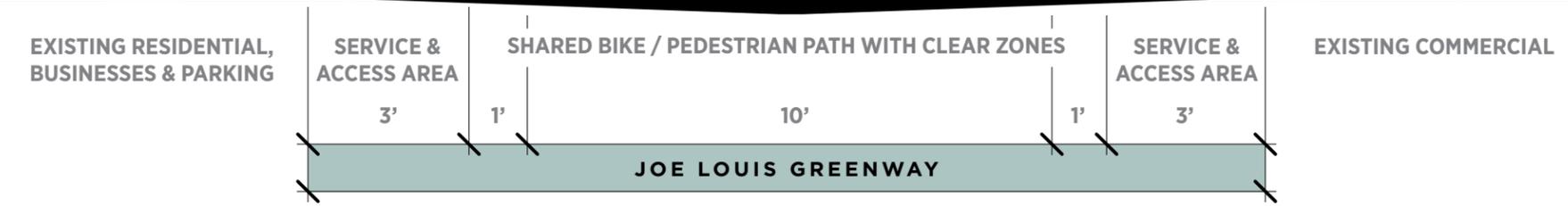
- **Right-of-way:** Alley right-of-way is limited, with dimensions ranging from 18-20’ in width. The design section at right assumes a minimum dimension of 18’. An additional 1’ clear zone is provided between the greenway and service access areas, so the current clear and service zone width is 4’, increasing to 5’ when right-of-way allows.
- **Coordination:** Requires cooperation of adjacent

businesses to relocate parking and to relocate dumpsters to a consolidated trash collection area outside of alley.

- **Service & Loading:** Business servicing and loading will occur during designated times outside of primary greenway use hours to reduce user and space conflicts.
- **Safety and Uses:** There may be risks associated with the integration of bike traffic with service, trash and utility uses. The paved border may incorporate special pavement treatments to allow walking while discouraging cyclists and other wheeled users from crossing into the service area. This segment will be pedestrian focused. In order to maintain safety, bicycle traffic will need to be directed to slow down and defer to pedestrians. Faster cyclists may choose to remain on Joseph Campau with vehicle traffic. Signage, pavement markings and safety devices should be incorporated into alley design.
- **Stormwater:** The alley should be graded to drain stormwater to centrally located and bike friendly structures.



“CONNECT TO NEIGHBORHOODS VIA ALLEYWAY TO PROMOTE HEALTH”



VIEW LOOKING NORTH

CONRAIL

From McNichols Road to the I-96 Bridge, the I-96 Bridge to Grand River Boulevard and Oakman Boulevard to Warren Avenue

The former Conrail corridor is off-street and completely separated from vehicular traffic.

The varied width of the right-of-way provides opportunities for many amenities in addition to bike and pedestrian paths. Additionally, the corridor passes varied land uses including industrial facilities and residential neighborhoods.

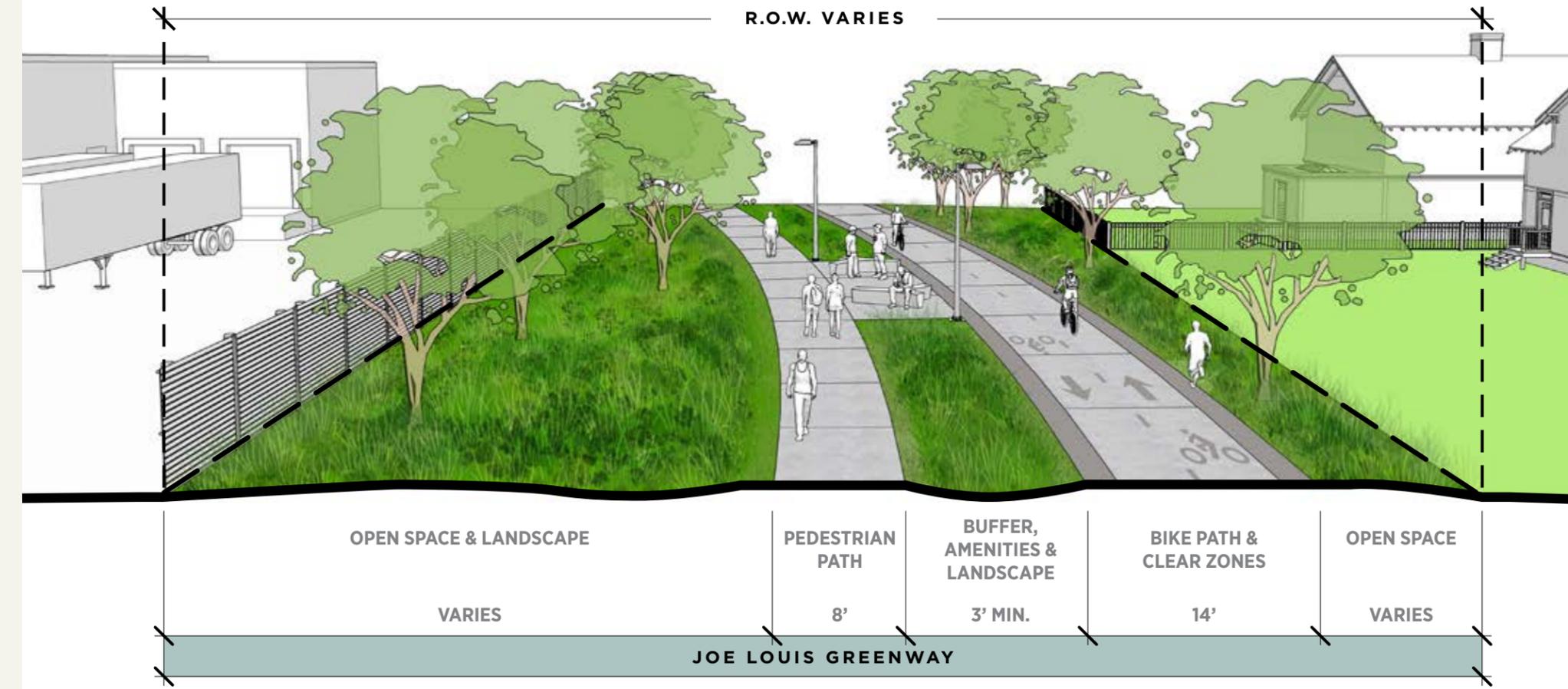
SEGMENT CHARACTERISTICS

- **Greenway Configuration:** Bicycle and pedestrian paths separated by a lawn or landscape buffer.

CONSIDERATIONS

- **Space:** Constrained available space in some locations may significantly reduce the buffer between bikes and pedestrians, or in some cases require that the path become shared.

- **Environment:** Due to industrial contamination, there are concerns about stormwater infiltration. A stormwater infiltration cap will need to be provided to protect groundwater where contamination is present.
- **Programming:** Greenway amenities may be integrated into separated paths. Public art, MoGo bike stations, education and gathering spaces may be incorporated into the greenway along its length.
- **Open Space:** Open space along the Conrail portion of the greenway can be actively programmed, reserved for flexible activities, planted with landscape or used to manage stormwater.
- **Connectivity:** The greenway will provide connections to existing amenities and destinations along its route, supported with signage and wayfinding to facilitate navigation.
- **Fencing & Screening:** Fencing and screening may be used in areas where private residential, commercial or industrial properties require barriers for safety or security.



VIEW LOOKING NORTH

“ MAKE IT EASY FOR USERS TO STAY IN THEIR LANES. ON THE DEQUINDRE CUT, PEDESTRIANS ARE CONSTANTLY WALKING IN THE BIKE LANES AND CYCLISTS ARE OFTEN RIDING ON THE WRONG SIDE, EVEN THOUGH LANES ARE CLEARLY MARKED ON THE PAVEMENT.”

—Community Member

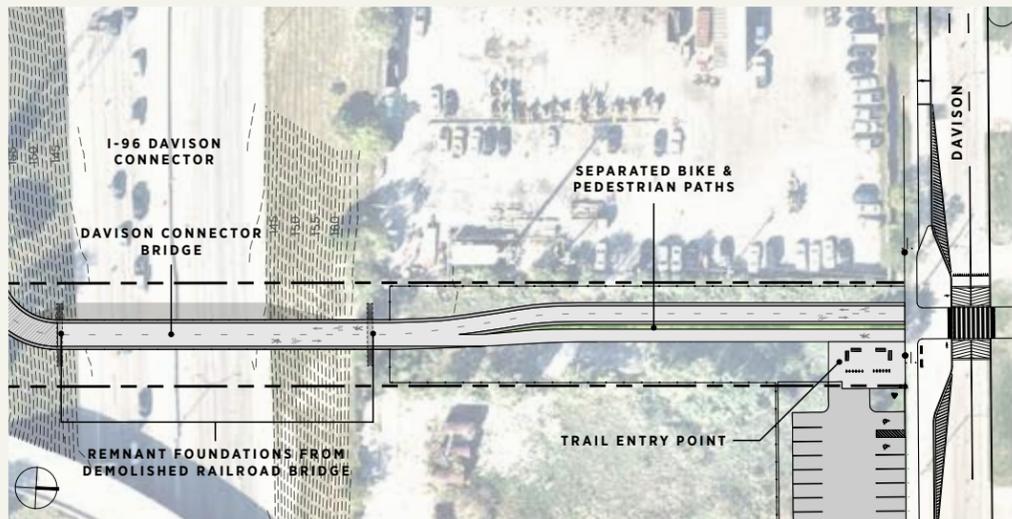
I-96 BRIDGE

From Conrail rail corridor at Davison Connector to Conrail at I-96 Jefferies Freeway

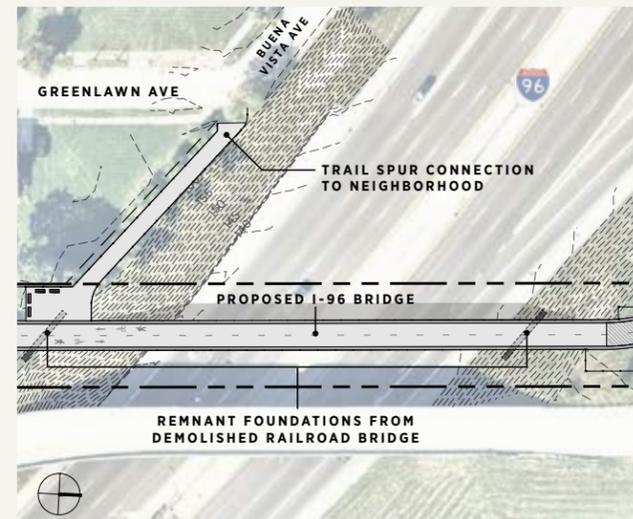
Proposed Bridges

Two new bridges will need to be constructed to enable greenway users to safely and efficiently cross Interstate 96 and the I-96 Davison Connector. To ensure an efficient bridge design—and to accommodate the limited space across the entire crossing area—the separated bike and pedestrian paths leading to the bridges will transition to a shared-use path

The high volumes of daily traffic traveling along I-96 and the Davison Connector provide a prime opportunity to highlight the identity of the Joe Louis Greenway on bridges. Designed to be iconic and innovative, the bridges will enhance recognition of the greenway and its important role in the development of non-motorized infrastructure in Detroit.



Proposed Bridge Over I-96 Davison Connector



Proposed Bridge Over Eastbound I-96

Rider Way Pedestrian Bridge over I-235 in Des Moines, Iowa
Source: Tony Webster via Flickr



GRAND RIVER AVENUE

From the Conrail Corridor to Oakman Boulevard

The implementation of the Joe Louis Greenway along Grand River has the potential to revitalize a struggling commercial corridor and connect to a major thoroughfare.

With these opportunities comes the need for additional design, process and implementation considerations.

This business and commercial corridor has the potential for future development, already visible with ongoing facade and building improvements on the south side of the street. This segment of Grand River is a relatively wide right-of-way with higher traffic volumes.

The building at 10670 Grand River Avenue is owned by the City of Detroit and is directly adjacent to the greenway corridor. The building presents a cost-effective opportunity that could house greenway facilities. What's more, its potential for potential

adaptive reuse catalyze and support business and commercial uses on the street. This building should be evaluated for mixed-use programming between the greenway and potential commercial and business services. Additionally, facade improvements and integrated art and murals could enhance the identity of the Joe Louis Greenway.

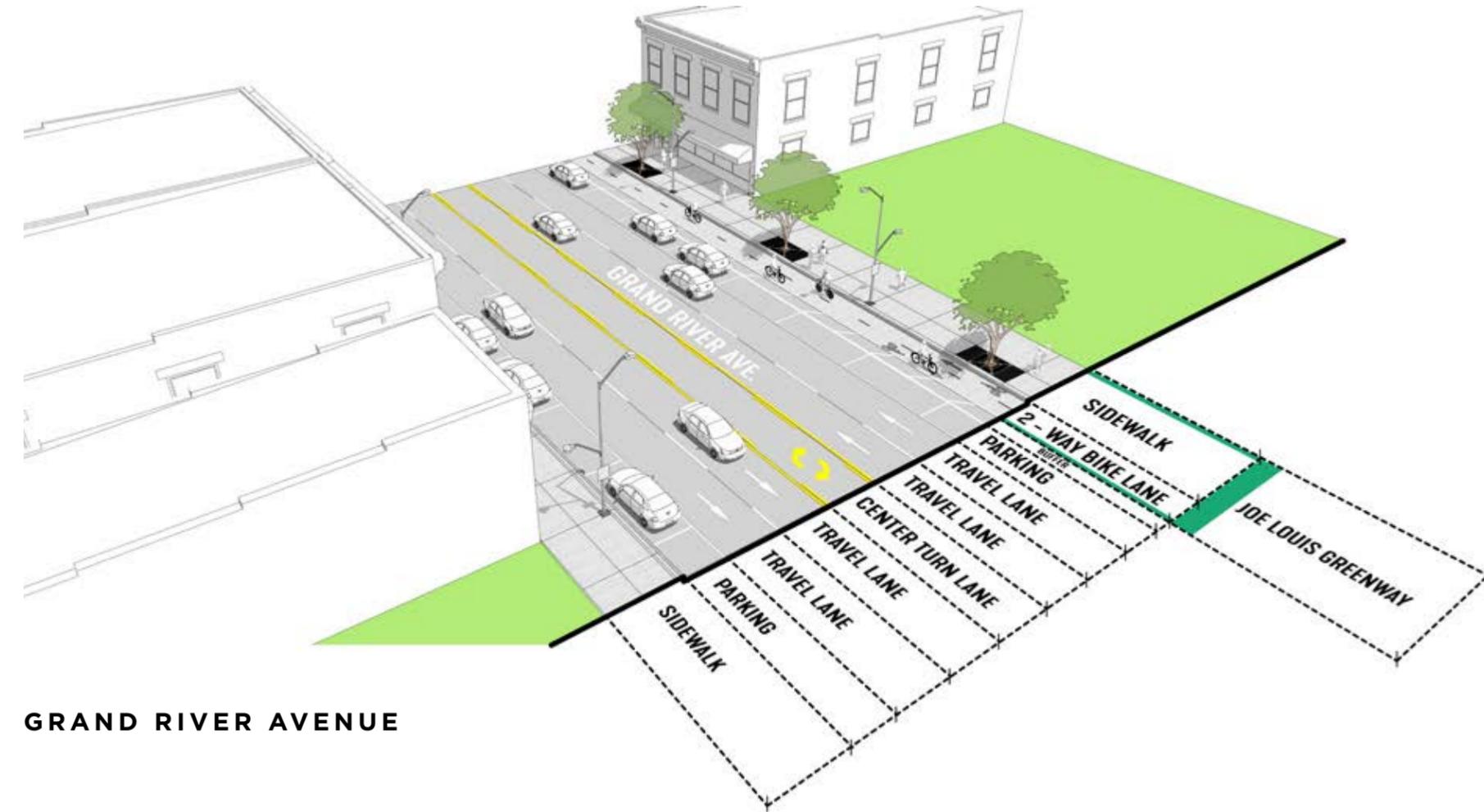
The Oakman Boulevard and Grand River intersection is a major bus stop transfer location between three major routes: the ConnectTen Route 03 for Grand River, the Key Route 38 for Plymouth and the Neighborhood Connector 15 for Chicago-Davison. As a result, the bus stops at this location see significant on-boarding and off-boarding volumes. Consideration should be given for the comfort and safety of bus riders and greenway users alike.

North of Grand River is a City-owned parcel that is currently being used by the Detroit Police Department for vehicle impoundments. This large parcel of property presents opportunities for shared green stormwater infrastructure that could benefit both the property itself and the greenway.

The design of the Grand River greenway segment is consistent with the improvements recently implemented further north along its stretch in Grandmont-Rosedale and Old Redford.

SEGMENT CHARACTERISTICS

- **Greenway Configuration:** The greenway will consist of a two-way cycle track on the north side of Grand River separated from vehicular traffic with a buffer lane and on-street parking.
- **Pedestrian Path:** Pedestrian users of the greenway will use the sidewalk that is separated from vehicle traffic by the two-way cycle track, buffer lane and on-street parking.
- **Vehicular Travel:** Two vehicular lanes in each direction with center turn lane.

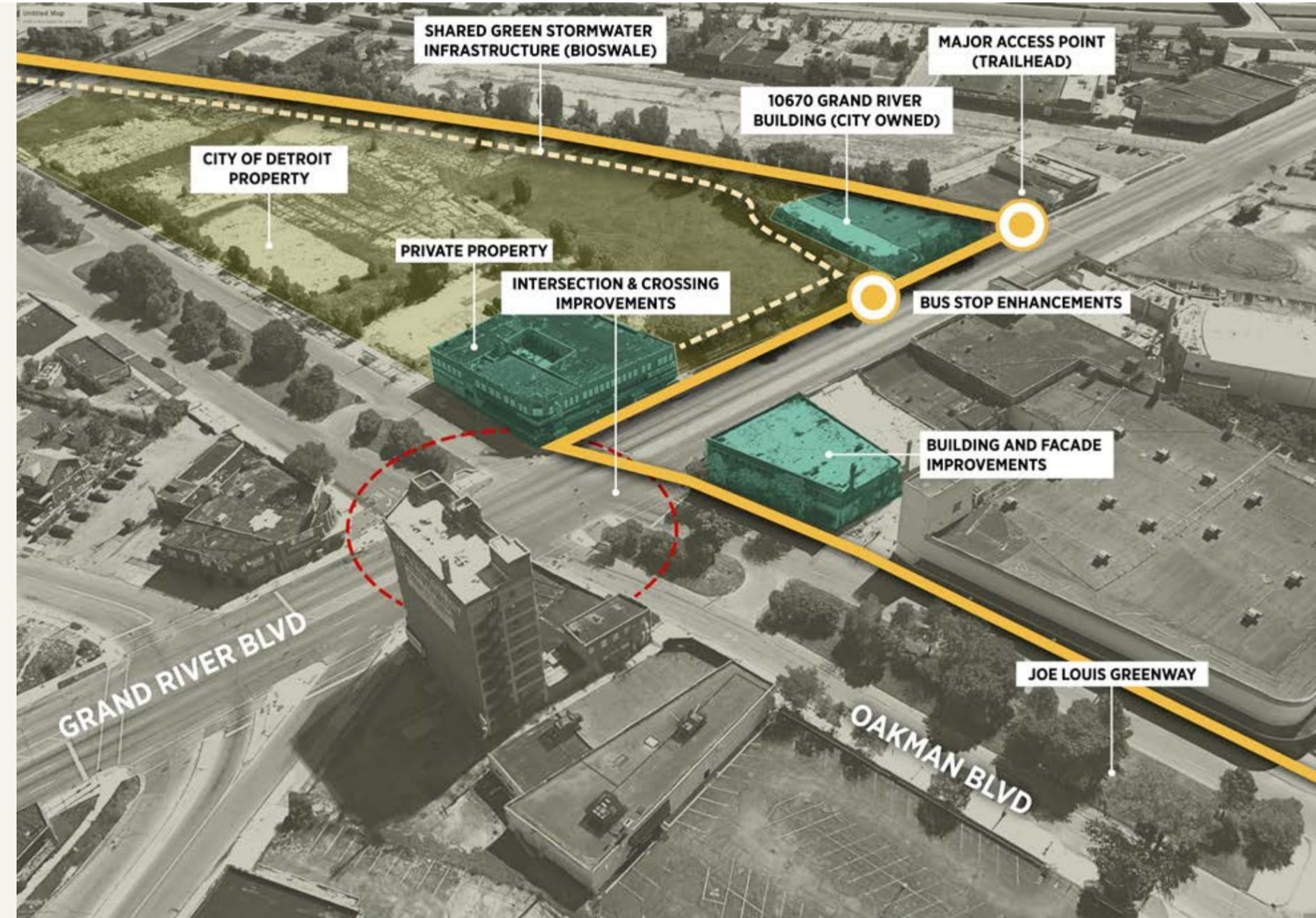


GRAND RIVER AVENUE

CONSIDERATIONS

- **Transit Integration:** Bus stop enhancements should be coordinated with DDOT and SMART to improve the experience and comfort of bus users. Direct access to the greenway should be provided for the high bus rider volumes and transfers. Bus stop enhancements will encourage transit ridership. Priority should be given to stops and stations with high ridership and transfers.
- **Commercial Corridor:** The greenway design should be integrated with and support the future improvement of the adjacent commercial district.
- **Access Point:** Grand River provides a great opportunity for a major greenway access point, providing key connections between public transit, vehicles, bike riders and pedestrians. Major access point improvements and amenities, including seating and respite locations, should be incorporated into design.

- **Stormwater:** Coordinate shared green stormwater improvements on greenway and Detroit-owned property.
- **Safety:** Coordinate greenway crossing and traffic signal improvements at the Oakman and Grand River Intersection.
- **Coordination:** Grand River Avenue is under MDOT jurisdiction. The design of the Grand River segment will meet both MDOT and City of Detroit standards and requirements. The detailed engineering and design will be jointly coordinated between MDOT and the City of Detroit.



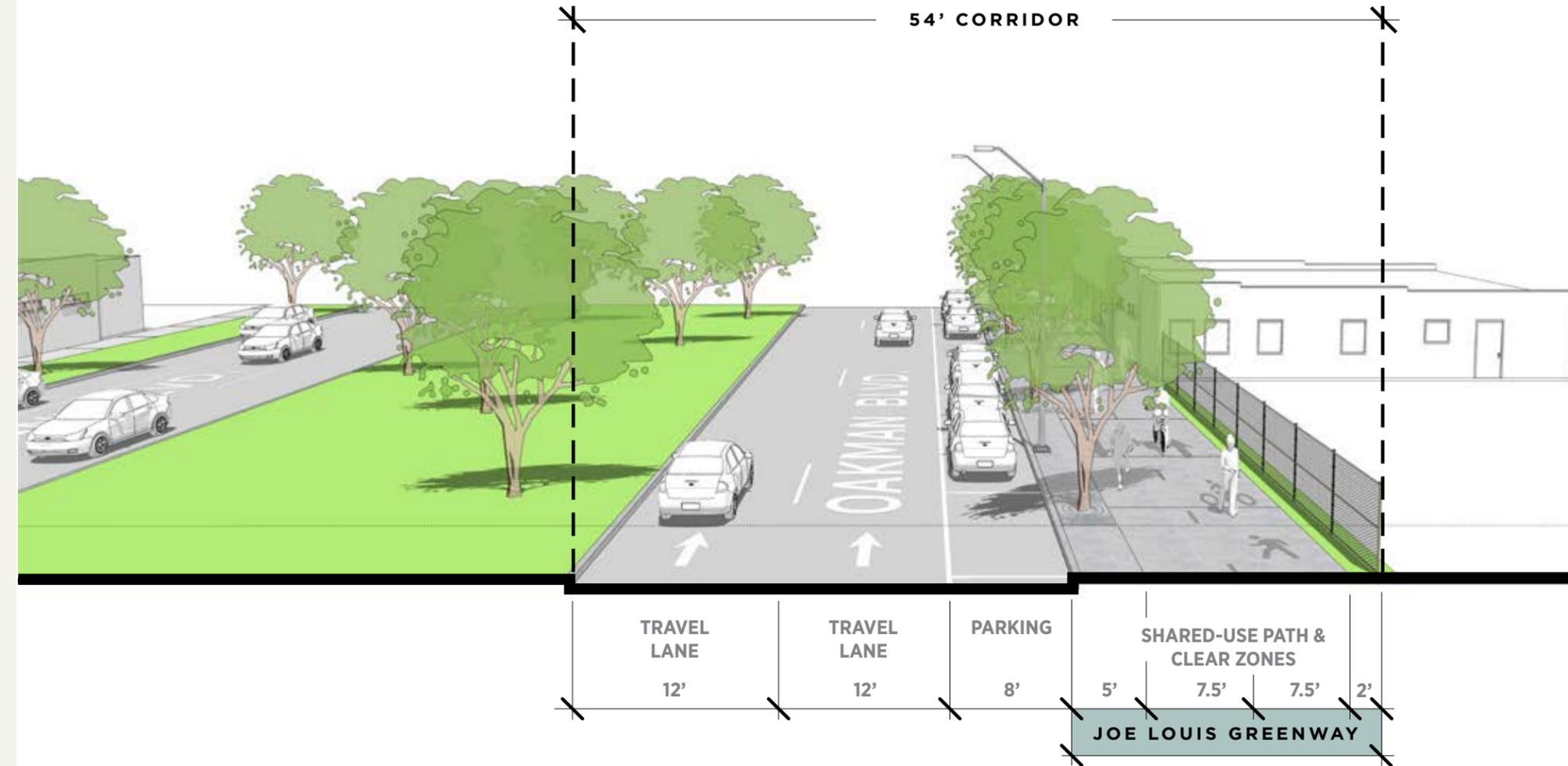
OAKMAN BOULEVARD

From Grand River Avenue to the Conrail Corridor

The off-street adjacent typology on Oakman Boulevard consists of a shared-use path along the east side of northbound traffic lanes.

SEGMENT CHARACTERISTICS

- **Greenway Configuration:** Raised and protected two-way shared-use pedestrian and cycle track on east side of northbound street.
- **Vehicular Travel:** Two vehicular lanes in each direction with large center median.
- **Parking:** On-street parking incorporated as appropriate.



VIEW LOOKING NORTH

WARREN AVENUE

From Conrail Corridor to Lonyo Street

As a major thoroughfare in Detroit and Dearborn, Warren Avenue offers a wide right-of-way for the Joe Louis Greenway.

This on-street segment provides a major access point the Conrail portion of the greenway and transitions between on- and off-street greenway typologies. The alignment is situated to the northern side of Warren Avenue to avoid driveways and vehicular turning movements.

SEGMENT CHARACTERISTICS

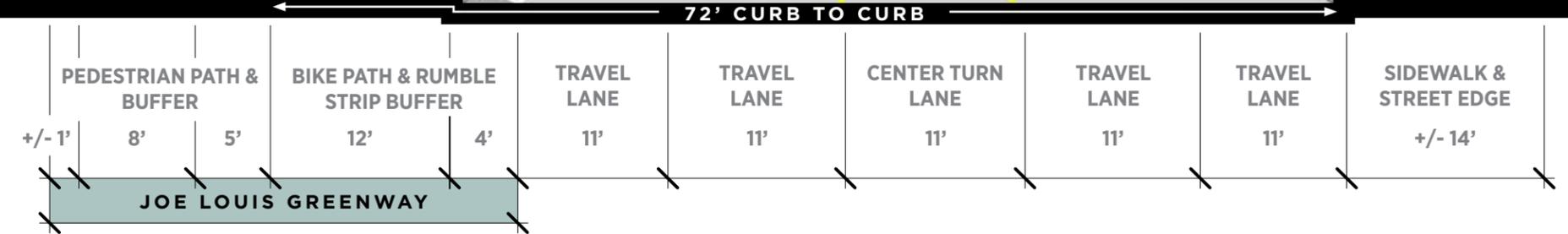
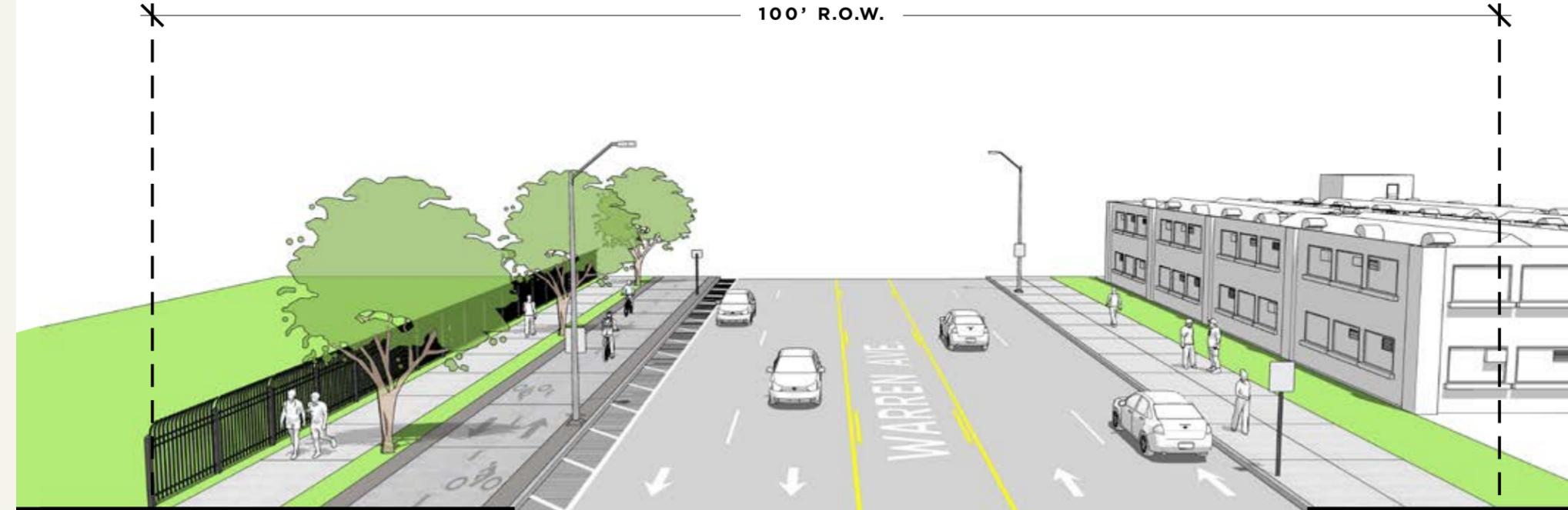
- **Greenway Configuration:** A raised two-way cycle track and pedestrian path on the north side of the street.
- **Pedestrian Path:** Sidewalks along north and south sides of street, with those along north side separated from cycle track with lawn or landscape buffer and trees.
- **Vehicular Travel:** Two vehicular lanes in each direction with center turn lane.

- **Buffer:** An intermittent raised curb buffer with landscape and striping with delineator posts separate and protect cyclists. A buffer of lawn with trees or landscaping separates the cycle track and pedestrian path.

CONSIDERATIONS

- **Railroad Viaducts:** Railroad viaducts along the Conrail provide limited vertical and horizontal space. Additional analysis, design and coordination should be done to prioritize a safe and comfortable experience.
- **Buffer:** Given the potential for high vehicular travel speeds along Warren Avenue, a more robust buffer such as curbed planters or planter boxes may be incorporated.
- **Safety:** Warren Avenue has a long, wide right-of-way, which encourages high speed traffic. Considerations for traffic calming and pedestrian and bicycle safety should be incorporated into the design and implementation.

- **Coordination:** The Cities of Detroit and Dearborn should continue to coordinate, and the Dearborn Multimodal Study should be referenced. Warren Avenue is under Wayne County's jurisdiction. The design of the Warren Avenue segment will meet both Wayne County and City of Dearborn standards and requirements. The detailed engineering and design will be jointly coordinated between Wayne County and the City of Dearborn.



VIEW LOOKING EAST

LONYO STREET

From Warren Avenue to Radcliffe Street

This Lonyo Street segment of the Joe Louis Greenway is located in Dearborn, outside the City of Detroit limits.

The City of Dearborn owns six contiguous blocks of vacant land along the west side of the roadway and has offered a 30' easement at the street edge of these parcels to support the greenway. This opportunity will allow for the greenway to be located behind the curb and significantly buffered.

SEGMENT CHARACTERISTICS

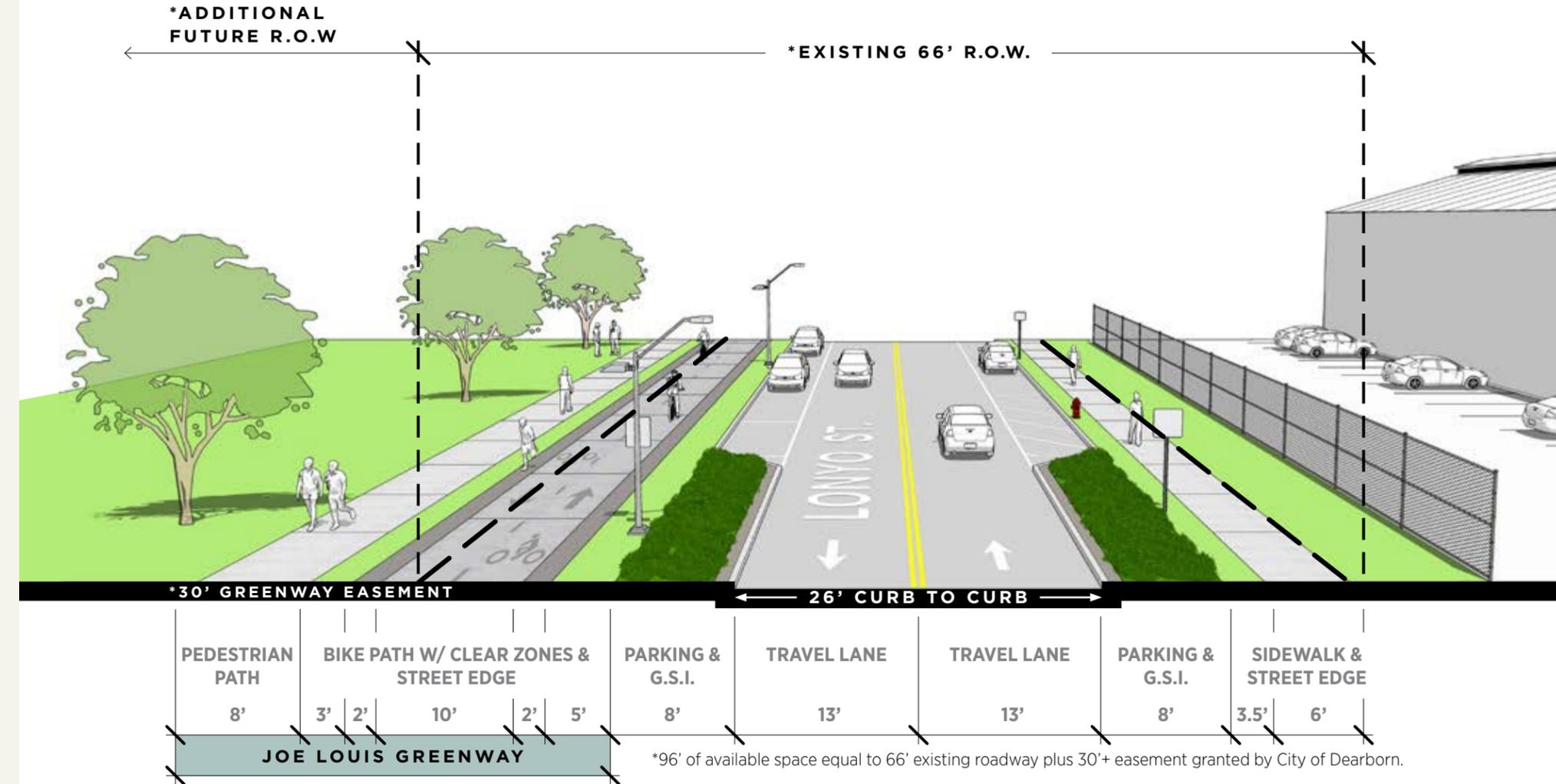
- **Greenway Configuration:** A separated two-way cycle track adjacent to west side of street.
- **Pedestrian Path:** Sidewalks along east and west side, separated from cycle track and roadway by lawn and landscape buffers.
- **Vehicular Travel:** One vehicular lane in each direction.

- **Buffer:** A buffer of lawn with trees or landscaping between the cycle track and pedestrian path, and at the street edge.
- **Parking:** New designated on-street parking.

CONSIDERATIONS

- **Space:** Dimension of easement offered by the city of Dearborn and impacts on space available for buffer between path and the roadway.
- **Land Uses:** Compatibility with greenway and future land use or development of the vacant land own by Dearborn.
- **Stormwater:** Potential for integration of green stormwater infrastructure, if greenway easement can accommodate.
- **Safety:** Lonyo's wide roadway creates a potential for high traffic speeds adjacent to the greenway. Bump-outs and parking areas promote traffic calming and provide space for green stormwater infrastructure.

- **Coordination:** The Cities of Detroit and Dearborn should continue to coordinate, and the Dearborn Multimodal Study should be referenced.
- **Connectivity:** The Lonyo Street segment provides connections to parks and recreation such as Graham Park.



VIEW LOOKING NORTH

LONYO STREET

From Radcliffe Street to Romanowski Park

The corridor along Lonyo Street between Romanowski Park and Radcliffe Street is characterized by moderately dense and intact residential neighborhoods.

In this segment, the bike facilities of the Joe Louis Greenway will be located on-street. This proposed design typology has been included in community engagement events to date. While some concerns about this segment have been raised, community members have also shared a desire for truck traffic calming and infrastructure improvements. Given the residential nature of this segment, additional outreach to homeowners will be needed during the next phase of design and construction documentation. The City will continue to coordinate with local groups to understand preferences and programming.

SEGMENT CHARACTERISTICS

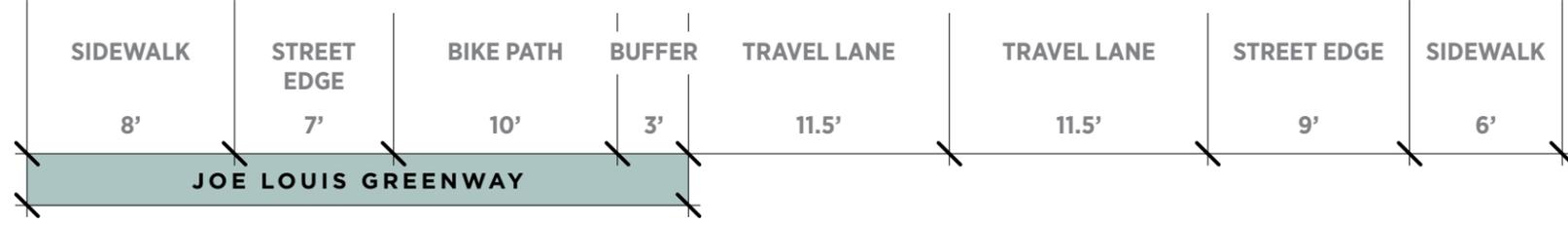
- **Greenway Configuration:** Protected at-grade two-way cycle track on west side of street.

- **Pedestrian Path:** Sidewalks along the east and west sides of Lonyo Street are separated from cycle track and roadway by lawn and street trees.
- **Vehicular Travel:** One vehicular lane in each direction.
- **Parking:** No on-street parking will be available on residential right-of-way.
- **Buffer:** An intermittent raised curb buffer with landscape and delineator posts protects cyclists from vehicular traffic, while landscaping or lawn with trees separates the cycle track and pedestrian path.

CONSIDERATIONS

- **Residential Population:** Lonyo is densely populated with families along its route. Community engagement should be ongoing to ensure design solutions reflect the needs and desires of residents.
- **Driveways:** Access for vehicles entering and exiting residential driveways and reduction of conflicts with greenway users.

- **Space:** Right-of-way is constrained when crossing over I-94.
- **Truck Traffic:** Lonyo is located along a truck route. Additional study and coordination should be done to align with truck traffic and calm and separate traffic as needed.
- **Coordination:** The City of Detroit should reference the Southwest Truck Study to understand future truck routes and to guide future design of the greenway.
- **Existing Programming:** Community members shared issues regarding mail truck parking and trash bin locations. All issues should be explored during ongoing design, implementation and operations.
- **Safety:** A detailed review of the street geometrics and existing signage at the I-94 exit and entrance ramps should be completed to ensure safe circulation.



VIEW LOOKING NORTH

LONYO STREET

From Edsel Ford Service Drive to Michigan Avenue

Within the Lonyo Street segment, a pinch-point occurs where the greenway crosses over the I-94/Edsel Ford Freeway.

The narrow width of the bridge at this crossing creates potential conflicts between greenway users and truck traffic exiting the freeway and turning into the southbound lane on Lonyo Street.

SEGMENT CHARACTERISTICS

- **Greenway Configuration:** Raised and protected two-way shared-use pedestrian and cycle track on west side of street.
- **Pedestrian Path:** Sidewalk maintained along east side of right-of-way with additional striped pavement markings and rumble strips to enhance pedestrian safety.

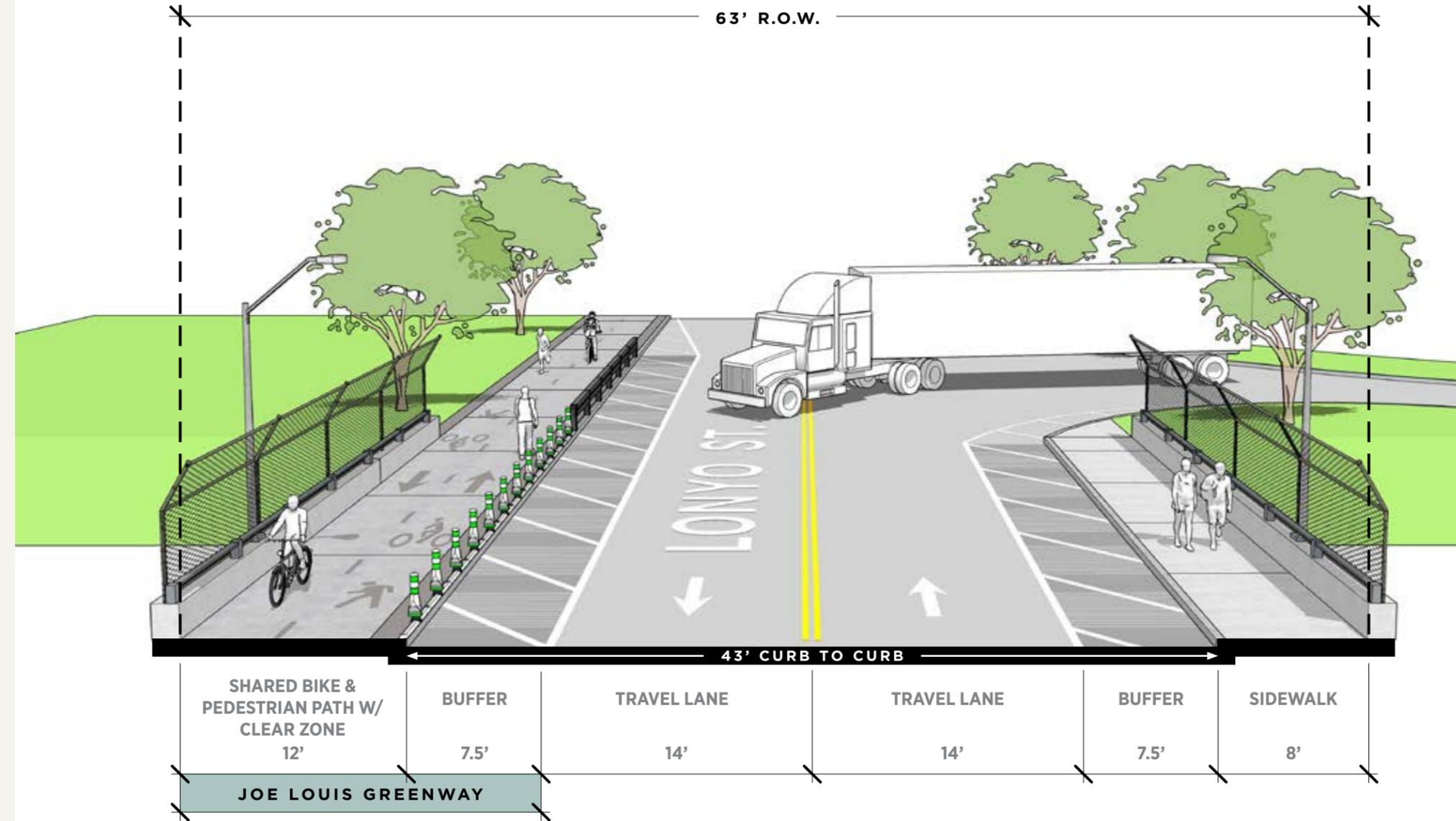
- **Vehicular Travel:** One vehicular lane in each direction.
- **Parking:** No on-street parking will be available on bridge.

CONSIDERATIONS

- **Safety:** A striped rumble strip buffer at road grade will alert trucks of their proximity to the greenway. Expansion of the shared path and striped rumble strip buffer beyond 12' and 3' wide, respectively, would put greenway users at increased risk of conflict with westbound trucks turning left onto Lonyo Street due to large truck turning radii.



Dimensional constraints limit path width in this section. The proposed configuration allows adequate space for large trucks to maneuver while keeping greenway users safe. Rumble strips adjacent to the cycle track warn drivers of their proximity to the edge of the roadway, further enhancing user safety.



VIEW LOOKING NORTH

NEIGHBORHOOD PARKS

Romanowski Park and Patton Park

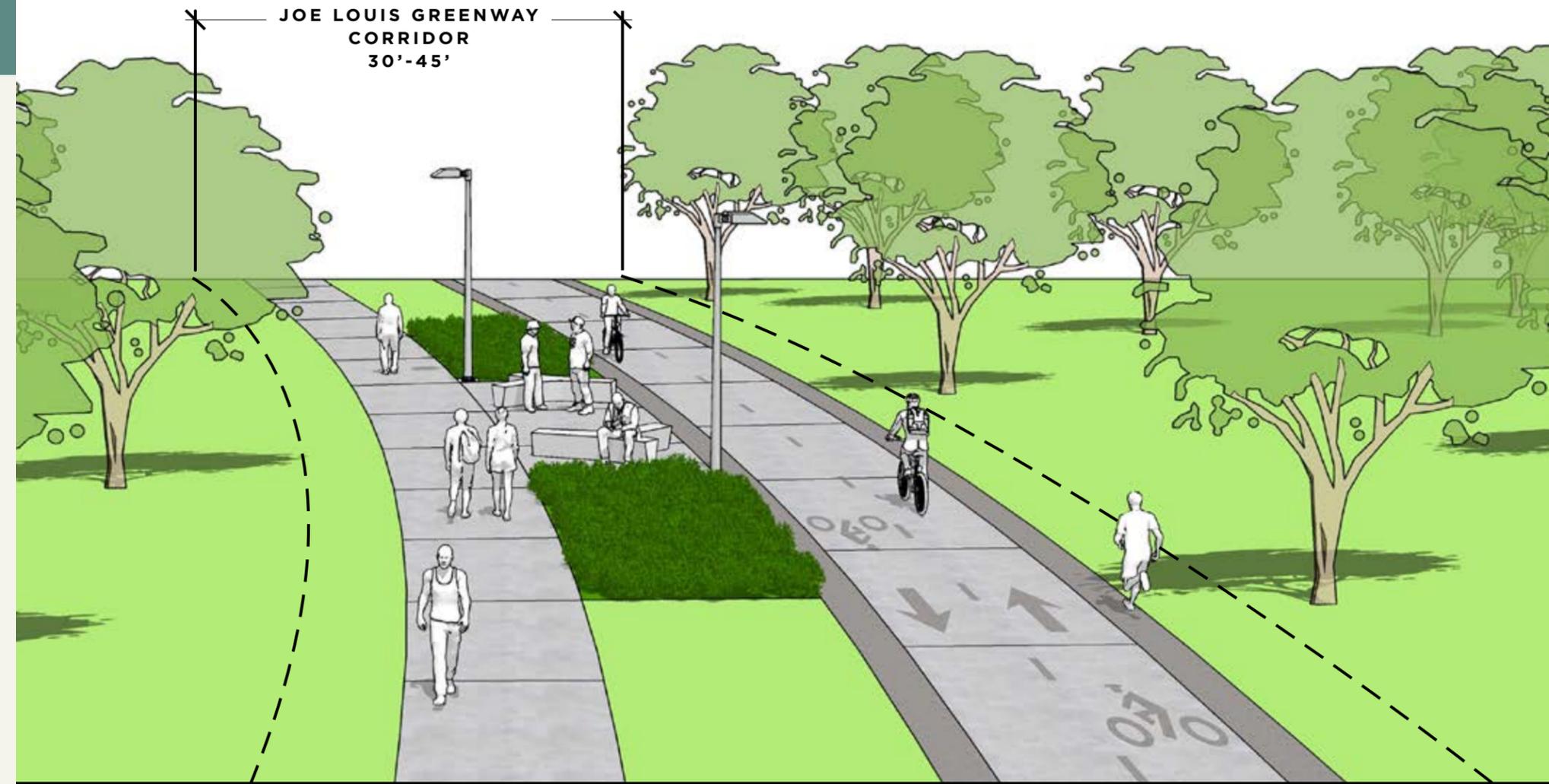
This sections pass through City of Detroit operated parks and will tie into existing park circulation patterns and amenities.

SEGMENT CHARACTERISTICS

- **Greenway Configuration:** Off-street two-way cycle track with decomposed fine aggregate shoulders, separated from pedestrian path by lawn or landscape buffer.
- **Buffer:** Bicycle and pedestrian paths separated by a lawn or landscape buffer.
- **Greenway Amenities:** Includes MoGo stations, seating areas and landscaping integrated into the corridor.

CONSIDERATIONS

- **Connectivity:** Connections to existing park facilities and amenities like pavilions or restrooms, as well as park gateways, existing circulation, parking areas and neighborhood points of interest such as schools and businesses.
- **Greenway Amenities:** Future planning in coordination with the City of Hamtramck is needed to add amenities such as seating areas, landscaping, wayfinding and public art.



VIEW LOOKING NORTH

LONYO STREET

From Romanowski Park to Dix Avenue

The corridor along Lonyo Street between Dix Avenue and Romanowski Park is characterized by industrial land uses and includes several wrecking or scrap yards and truck shipping facilities.

SEGMENT CHARACTERISTICS

- **Greenway Configuration:** Protected two-way cycle track on west side of street.
- **Separated Track:** A separated two-way cycle track and pedestrian path on the west side of the street. Cycle track to be located at grade, within the roadway and pedestrian path to be located behind the curb.
- **Vehicular Travel:** One vehicular lane in each direction.
- **Parking:** No on-street parking will be available on residential right-of-way.

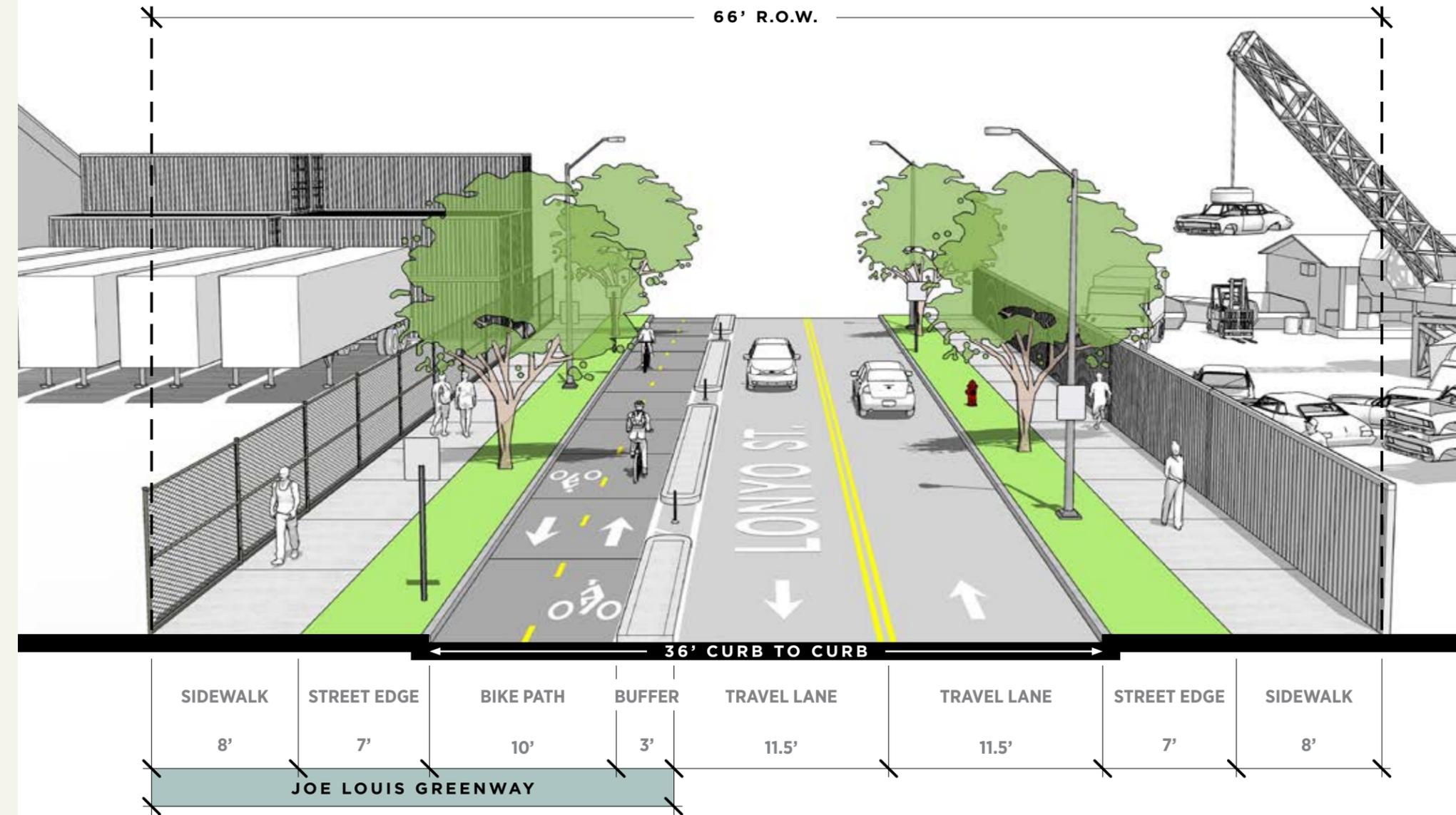
- **Buffer:** A buffer of lawn with trees or landscaping between the cycle track and pedestrian path, at the street edge. To further separate and protect cyclists, a robust raised curb buffer with delineator posts should be installed.

CONSIDERATIONS

- **Fencing & Screening:** Incorporate fencing, screening and landscaping in order to buffer greenway users from unsightly, noisy or smelly adjacent land uses. These buffers will provide additional separation in areas where private commercial or industrial properties require barriers for safety or security. Fencing provides additional opportunities for beautification and creativity along the greenway.
- **Driveways:** Adjacent industrial uses such as wrecking and scrap yards may require driveway access for large trucks and machinery. Coordination should be done to ensure access is provided as needed and traffic does not conflict with greenway user experience and safety.



- **Railroad Viaducts:** Railroad viaducts along Lonyo provide limited vertical and horizontal space. Additional analysis, design and coordination should be conducted to prioritize a safe and comfortable experience.



VIEW LOOKING NORTH

WOODMERE STREET

From West Vernor Highway to Dearborn Street

The Woodmere Street segment of the Joe Louis Greenway runs along the historic Woodmere Cemetery and has been planned by the City of Detroit as part of general streetscape improvements.

These proposed improvements will connect in a safe, logical and characteristically similar way with non-motorized facilities of the rest of the greenway corridor.

During community engagement, resident explored alternative routes such as John Kronk or Central. They voiced a preference for this route as a way to take advantage of existing greenspace and to reach additional parks and recreational opportunities.

Local residents and stakeholders indicated that Woodmere is often used for drag racing. Drivers race along this street, usually at night, causing concerns for safety and occasionally damaging fences and infrastructure. Care should be taken to respond

to the desires of residents and stakeholders by calming traffic speeds near the Joe Louis Greenway and enhancing visibility of greenway users and infrastructure.

In conversations with the Southwest Detroit Business Association, stakeholders emphasized their preference that parking be maintained on both sides of the street. It was also suggested that this space may be used for future events and programming such as a Day of the Dead run. The City will continue to coordinate with local groups to understand preferences and programming.

SEGMENT CHARACTERISTICS

- **Greenway Configuration:** Raised two-way shared cycle and pedestrian path adjacent to west side of street.
- **Pedestrian Path:** Sidewalk along the east side of Woodmere Street should be widened to meet City walkability standards and encourage pedestrian use.
- **Parking:** On-street parking on both sides of street. Parking provides a buffer for pedestrian and bicycle



infrastructure and slows traffic speeds.

- **Vehicular Travel:** One travel lane in each direction.

CONSIDERATIONS

- **Pedestrian Safety:** Traffic calming measures such as bump-outs should be incorporated along Woodmere Street and intersecting side streets in order to discourage drag racing and enhance pedestrian safety.
- **Stormwater Management:** Green stormwater infrastructure may be incorporated into green buffer along eastern street edge as necessary.
- **Utilities:** Coordinate fire hydrant locations with greenway improvements and locate in a way that avoids conflicts with vehicle traffic.
- **Fencing & Screening:** Concrete wall and fence along west side of Woodmere Street will be repaired as part of design and implementation for this segment of the greenway.



VIEW LOOKING NORTH

DEARBORN STREET (SHORT TERM)

From Woodmere Street to Jefferson Avenue

The Dearborn Street segment responds to the community’s desire to connect to the Delray Recreation Center, while also providing a valuable greenway connection in southwest Detroit.

During community engagement, residents shared a desire for separated bike and pedestrian paths, enhanced safety and parks and recreation space.

While this segment passes through a high vacancy residential neighborhood and is adjacent to industrial land uses, the City of Detroit owns several parcels along the southwest side of Dearborn Street which provide opportunities for new commercial, residential or public green space development. However, the space available for a standard trail layout is limited by a narrow 12’-13.5’ dimension on the southwest side of the street between the street edge and occupied private parcels.

Future development conditions within this corridor are unknown due to ongoing shifts in land control. The short-term recommendations for the Dearborn portion of this section include:

SEGMENT CHARACTERISTICS

- **Greenway Configuration:** Raised two-way shared cycle and pedestrian path adjacent to southwest side of street.
- **Vehicular Travel:** One travel lane in each direction.
- **Parking:** New on-street parking on both sides of street. Parking will provide a buffer for pedestrian and bicycle infrastructure, will slow traffic and will support future economic development.

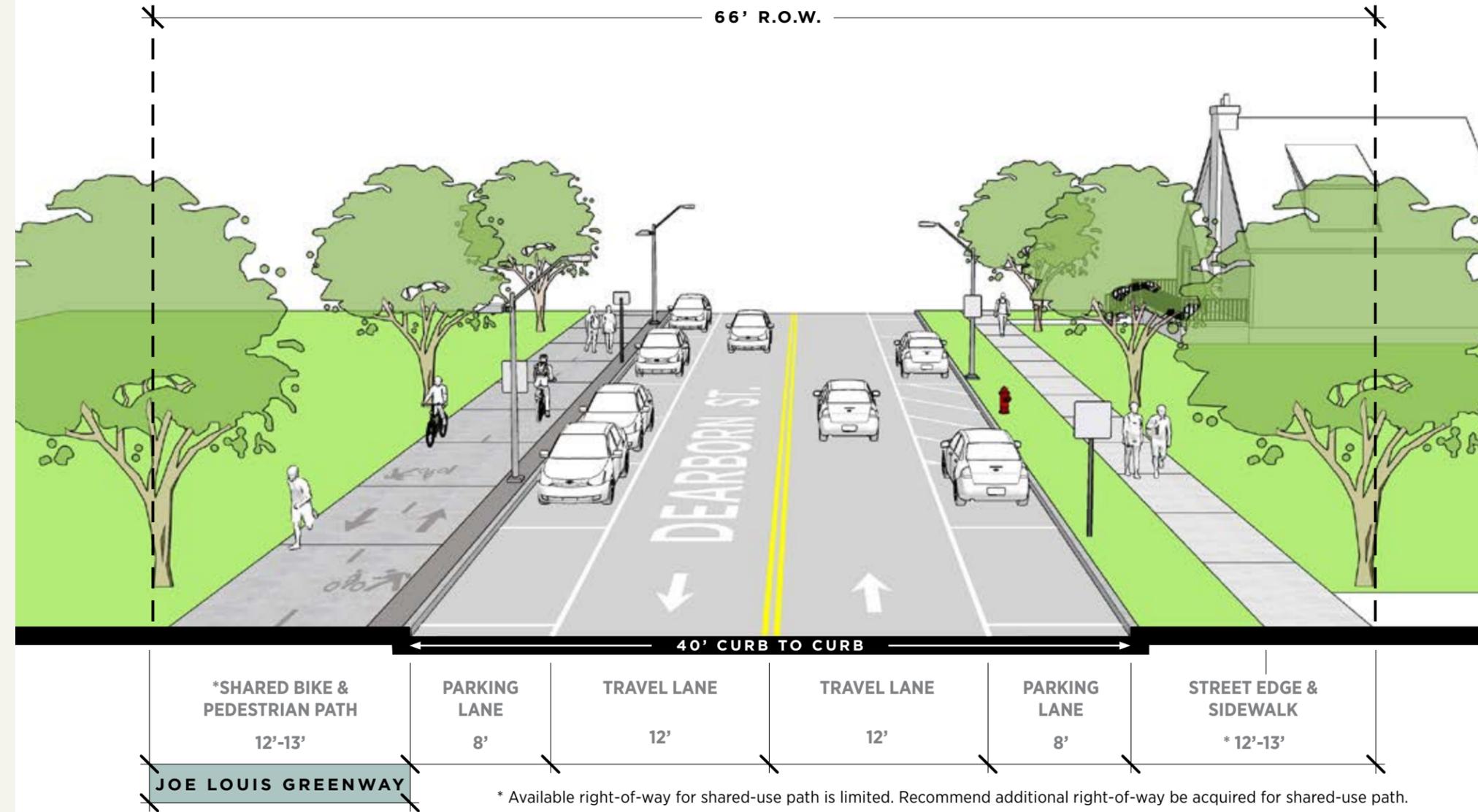
CONSIDERATIONS

- **Utilities:** The location of existing utilities along the southwest side of the road may interfere with the safe use of the shared-use path. Further



analysis and design will be conducted to ensure a safe and comfortable experience.

- **Safety:** This typology proposes a curb relocation along the southwest side of the street in order to provide the standard recommended width for the shared-use or separated path.
- **Coordination:** The Delray Framework Plan is currently underway by the City of Detroit. Additional coordination will be needed to conform to the Framework Plan—to confirm alignment and design as needed.
- **Environment:** Zug Island, truck traffic and other industrial sites may negatively impact air and environmental quality. Care should be taken to understand these issues, to design for mitigation and promote environmental justice within the Joe Louis Greenway.



VIEW LOOKING NORTHWEST

DEARBORN STREET (LONG-TERM)

From Woodmere Street to Jefferson Avenue

The Dearborn Street portion passes through a high vacancy residential neighborhood and is adjacent to industrial land uses.

The City of Detroit owns several parcels along the southwest side of Dearborn Street which provide opportunities for new commercial, residential or public green space development. However, the space available for a standard trail layout is limited by a narrow 12'-13.5' dimension on the southwest side of the street between the street edge and occupied private parcels.

Were the City of Detroit be able to require the few remaining private parcels along the southwest side of Dearborn Street, long-term recommendations for the Dearborn portion of this section include:

SEGMENT CHARACTERISTICS

- **Greenway Configuration:** Raised two-way cycle track adjacent to southwest side of street.

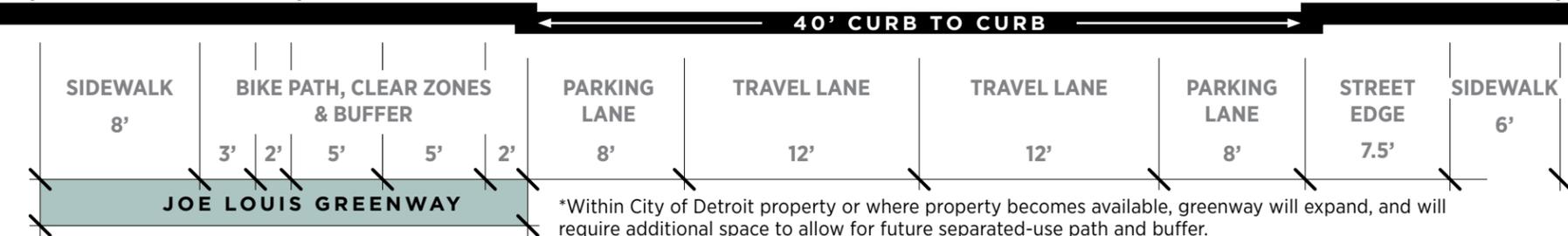
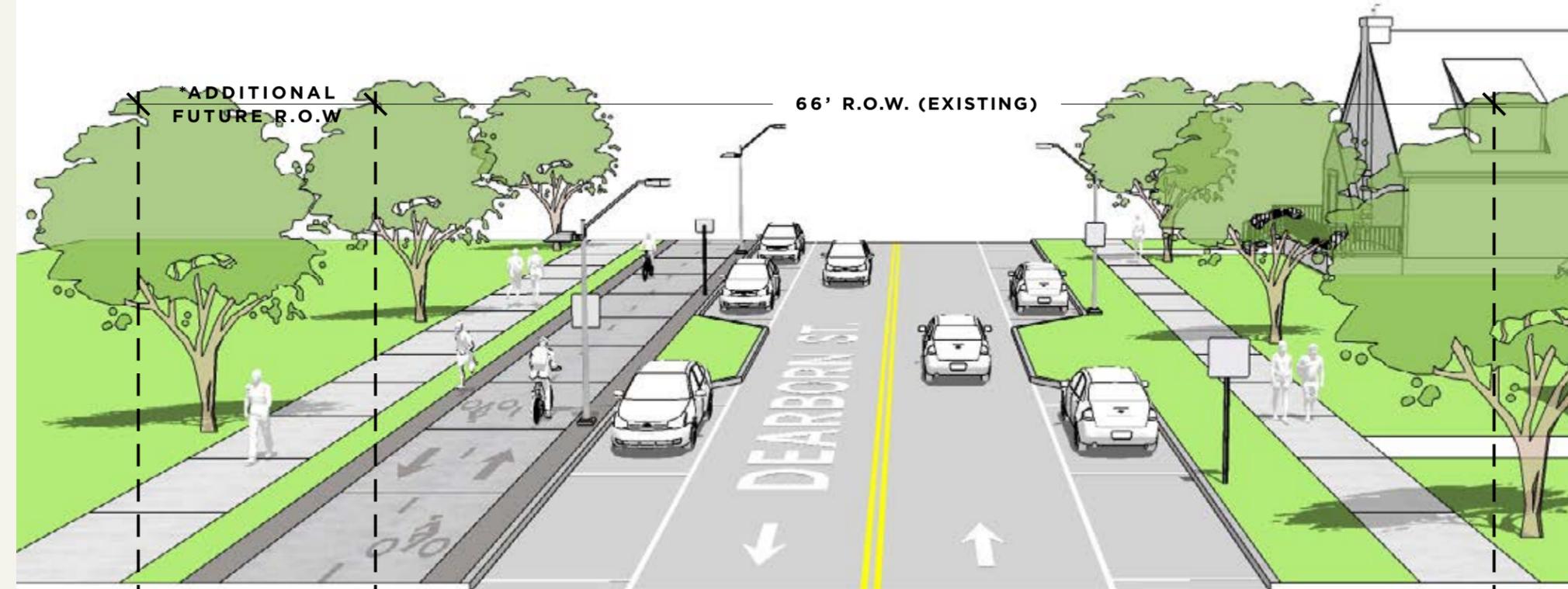
- **Pedestrian Path:** Pedestrian path at curb to maximize area outside greenway available for new commercial, residential or public green space development.
- **Vehicular Travel:** One travel lane in each direction.
- **Parking:** New on-street parking on both sides of street. Parking will provide a buffer for pedestrian and bicycle infrastructure, will slow traffic and will support future economic development.
- **Safety & Buffers:** Bicycle and pedestrian paths separated by a lawn or landscape buffer. Bump-outs to slow traffic and enhance pedestrian safety.

CONSIDERATIONS

- **Right-of-way:** Relocating the curb along the southwest side of the street widens the available right-of-way to accommodate a separated-use path.
- **Environment:** Zug Island, truck traffic and other



Industrial sites may negatively impact air and environmental quality. Care should be taken to understand these issues, to design for mitigation and promote environmental justice within the Joe Louis Greenway.



VIEW LOOKING NORTHWEST

JEFFERSON AVENUE

From Dearborn Street to West End Street

This typology section generally applies to both Jefferson Avenue and to Dearborn Street due to similar rights-of-way and existing conditions along both roadways. Specific recommendations for each individual street are outlined in the following pages.

The Jefferson Avenue portion has been planned to connect in a safe, logical and characteristically similar way with non-motorized facilities of the Gordie Howe International Bridge project.

SEGMENT CHARACTERISTICS

- **Greenway Configuration:** Raised two-way cycle track along north side of street.
- **Pedestrian Path:** 14' sidewalk separated from cycle track with 3' amenity zone.
- **Vehicular Travel:** One travel lane in each direction.
- **Parking:** New designated on-street parking on north side of street. This accommodates future development and commercial opportunities associated with the future Gordie Howe International Bridge.

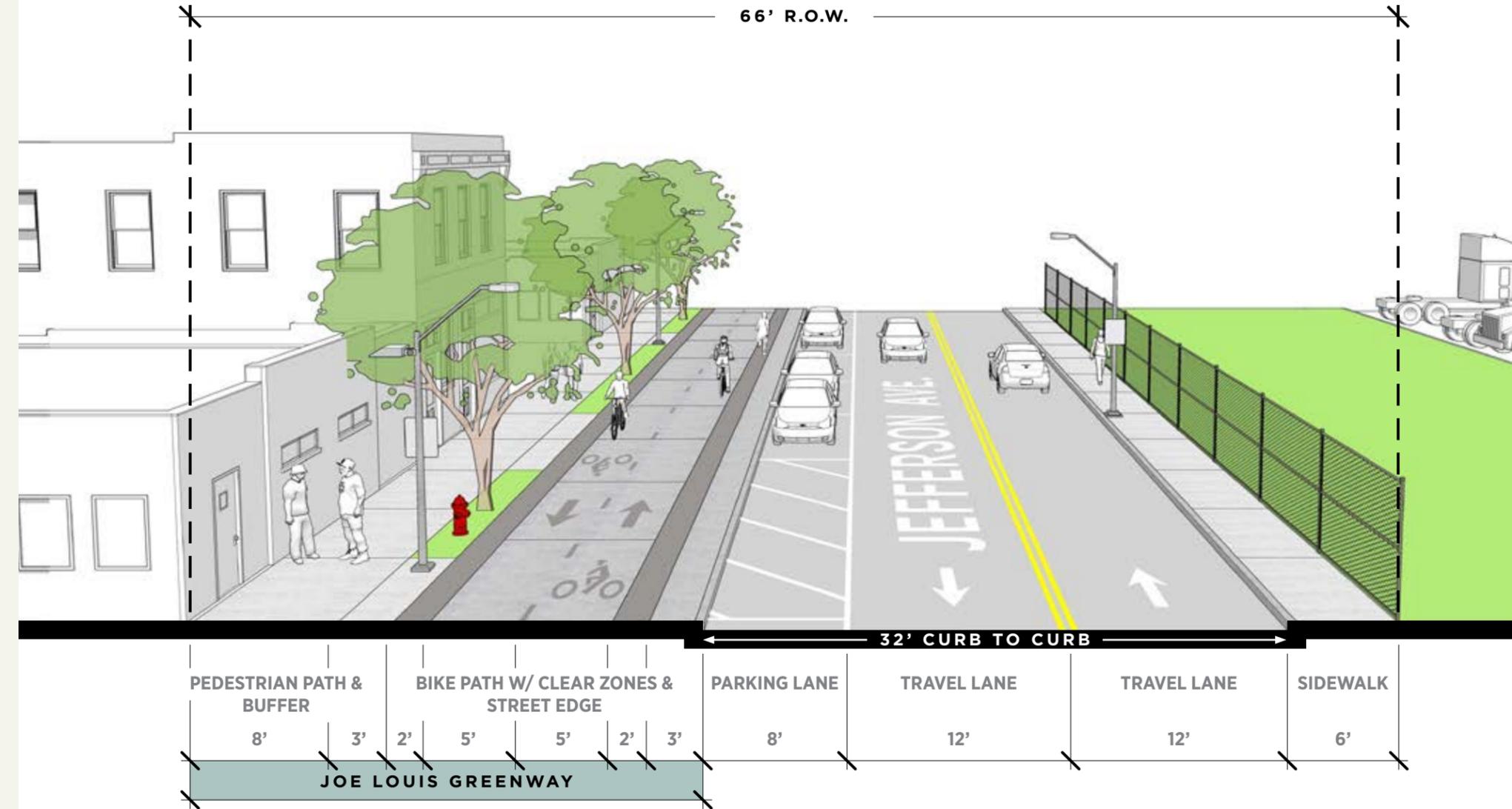
- **Amenity Zone and Buffer:** Amenity zone should include streetscape elements such as lawn or landscape, seating, signage and street trees.

CONSIDERATIONS

- **Greenway Buffer:** Add curb bump-out or buffer to provide additional separation at protected intersections where possible. Provide physical barriers or increased distance between greenway and traffic to enhance safety and improve comfort.
- **Pedestrian Safety:** Crosswalks and signage to be used as traffic calming and pedestrian safety infrastructure. Pedestrian refuge islands may also be added at crossings where necessary.
- **Amenity Zone:** Buffer should include intermittent paving panels between bike and pedestrian paths to provide access to buildings. Permeable pavement may be used instead of lawn or landscape in areas where space is limited. Amenities may be enhanced over time to meet the needs of local businesses and greenway users. Hardscape clear zone and street edge may include utilities.



- **Fencing & Screening:** Defining fencing in areas where private commercial or industrial properties require barriers for safety or security.
- **Truck Traffic:** The Gordie Howe International Bridge is expected to bring increased truck traffic. Ongoing coordination between this project, the Joe Louis Greenway and the Southwest Truck Study are necessary.
- **Environment:** Zug Island, truck traffic and other industrial sites may negatively impact air and environmental quality. Care should be taken to understand these issues, to design for mitigation and promote environmental justice within the Joe Louis Greenway.



VIEW LOOKING EAST

JEFFERSON AVENUE (GHIB)

From West End Street to Campbell Street

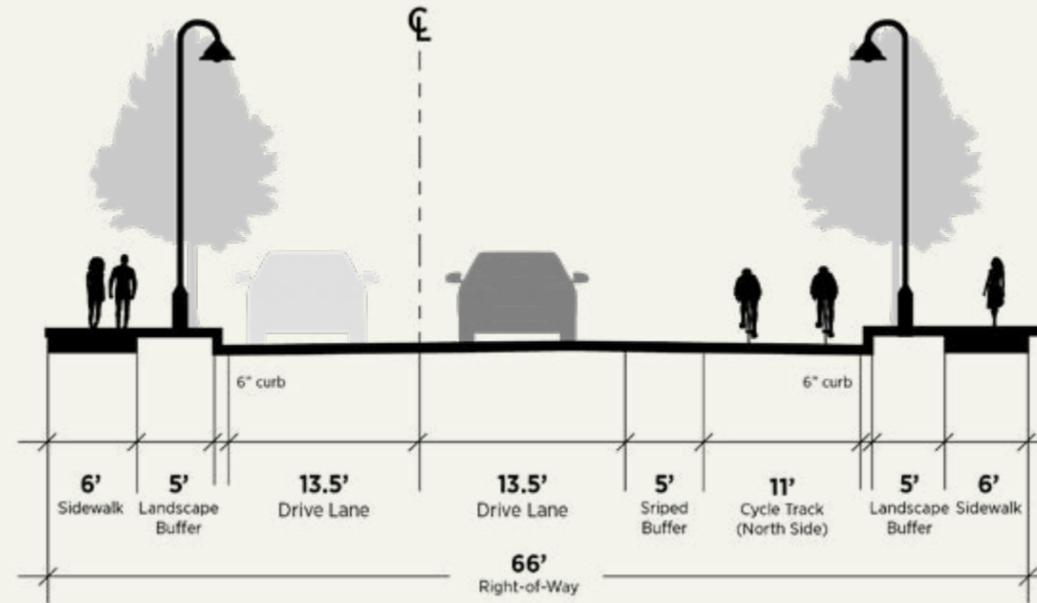
This segment of Jefferson Avenue is located within the extent of the Gordie Howe International Bridge project area and will be planned and implemented by the City of Detroit and the Windsor-Detroit Port Authority.

The Joe Louis Greenway and planned Gordie Howe Bridge non-motorized facilities should connect in a safe, logical and characteristically similar manner to maintain the overall consistency of safety and accessibility of the Joe Louis Greenway.

SEGMENT CHARACTERISTICS

- Greenway Configuration:** Two-way cycle track along north side of street with a striped buffer from West End Street to Green Street and a raised landscape buffer from Green Street to Campbell Street.
- Pedestrian Path:** 6' sidewalks on each side of street separated from roadway by landscape buffers.
- Vehicular Travel:** One travel lane in each direction from West End Street to Green Street and from Green Street to Campbell Street.

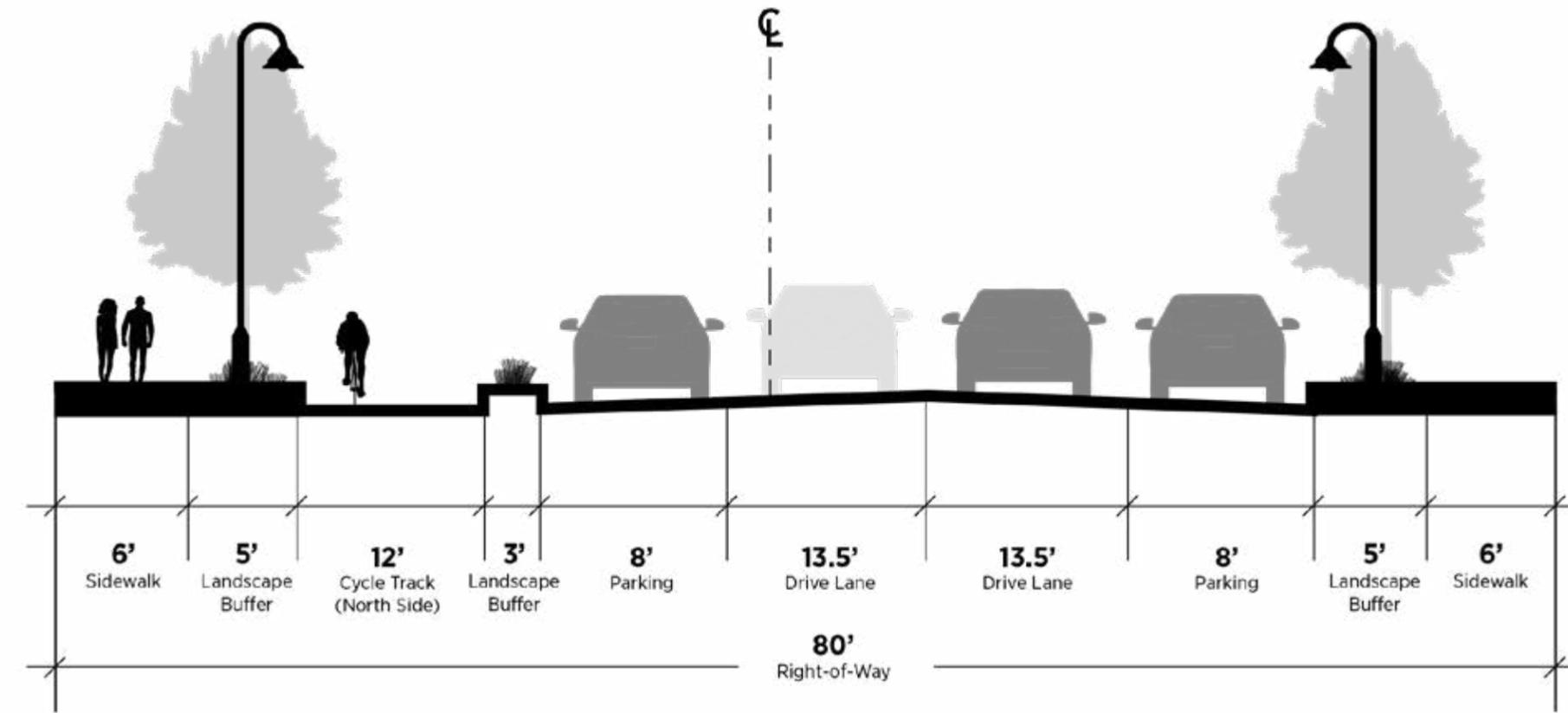
- Parking:** New designated on-street parking on each side from Green Street to Campbell Street. This accommodates future development and commercial opportunities associated with the future Gordie Howe International Bridge.



WEST END STREET TO GREEN STREET

Jefferson Avenue Cycle Track

Cross Section Source: GHIB



GREEN STREET TO CAMPBELL STREET

Jefferson Avenue Cycle Track

Cross Section Source: GHIB

CAMPBELL STREET

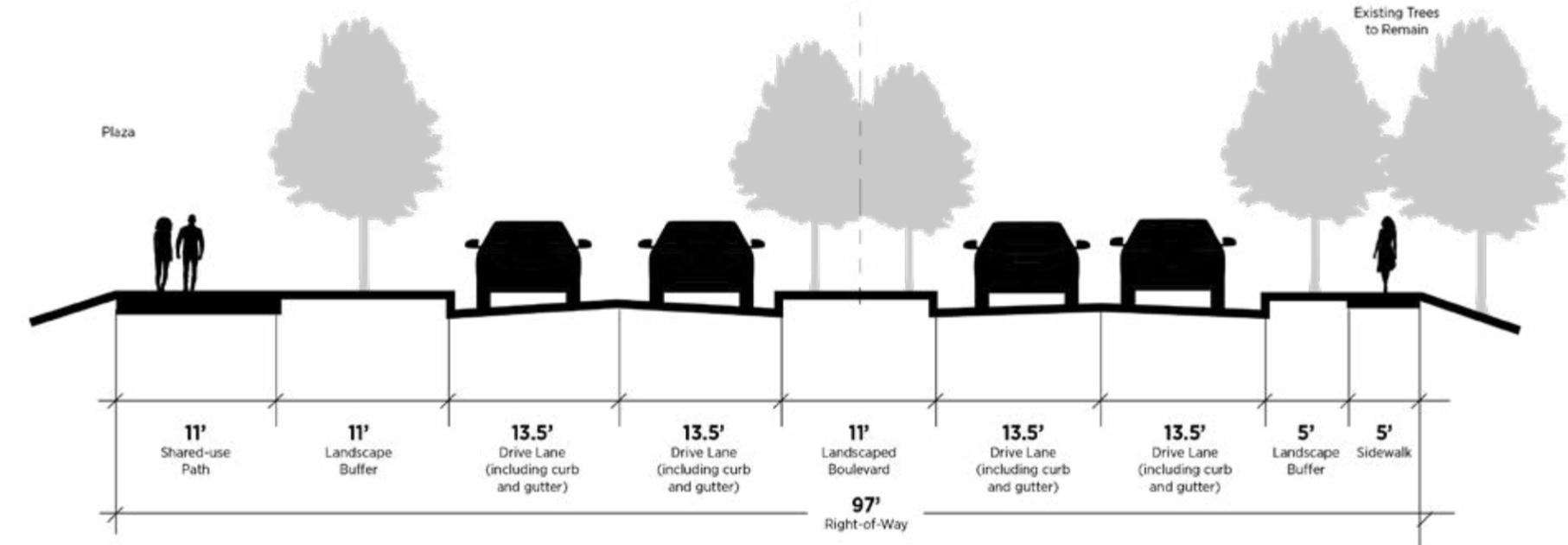
From Jefferson Avenue to Fort Street

The Campbell Street segment of the trail is located within the extent of the Gordie Howe International Bridge project area and will be planned and implemented by the City of Detroit and the Windsor-Detroit Port Authority.

The Joe Louis Greenway and planned Gordie Howe Bridge non-motorized facilities should connect in a safe, logical and characteristically similar manner to maintain the overall consistency of safety and accessibility of the Joe Louis Greenway.

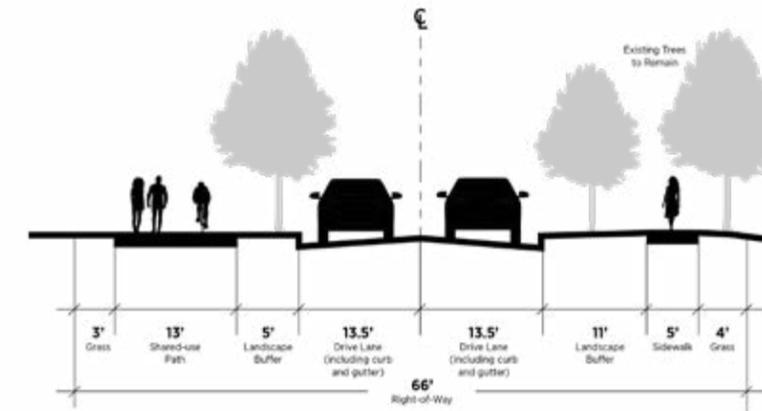
SEGMENT CHARACTERISTICS

- **Greenway Configuration:** Two-way shared-use path with a landscape buffer.
- **Pedestrian Path:** 5' sidewalks on opposite side of street as shared-use path, separated from roadway by landscape buffers.
- **Vehicular Travel:** Two travel lanes in each direction from from Jefferson Avenue to the North/South Railroad and one travel lane each direction from North/South Railroad to Fort Street.



JEFFERSON AVENUE TO NORTH/SOUTH RAILROAD - FOUR LANES

Campbell Street Trail



NORTH/SOUTH RAILROAD TO FORT STREET - TWO LANES

Campbell Street Trail

Cross Section Source: GHIB

FORT STREET

From Campbell Street to West Grand Boulevard

The future completion of the Gordie Howe International Bridge is anticipated to bring new commercial opportunities and amenities to Fort Street. These destinations will help support the greenway by attracting local, regional and international greenway users.

While the benefits the Gordie Howe Bridge will support the greenway in many ways, it will also bring increased volumes of vehicular and truck traffic. This section of the Joe Louis Greenway will ensure the needs and safety of all traffic types through streetscape design and the development of supporting amenities.

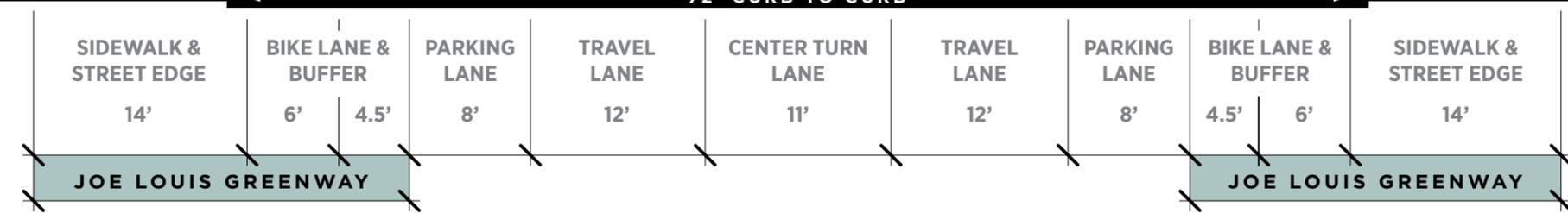
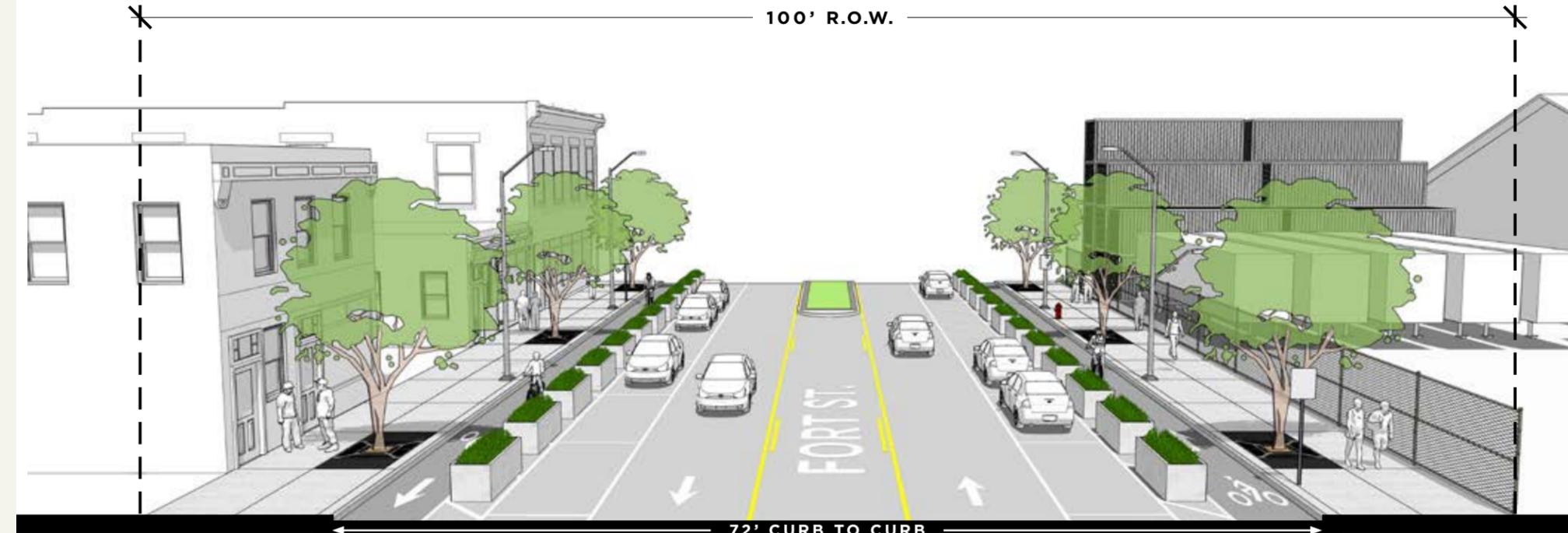


SEGMENT CHARACTERISTICS

- **Greenway Configuration:** On-street protected bike lanes with physical buffer such as planter between bicycle and vehicular traffic.
- **Pedestrian Path:** 14' sidewalk and amenity zone with streetscape elements such as seating, signage and street trees. Amenity zone to be enhanced over time.
- **Safety Infrastructure:** Center landscape and pedestrian refuge islands, crosswalks and signage as traffic calming and pedestrian safety infrastructure.
- **Vehicular Travel:** One travel lane in each direction with center turn lane.
- **Parking:** Maintain parking on both sides of street.

CONSIDERATIONS

- **Coordination:** Fort Street is under MDOT's jurisdiction. The design of the Fort segment will meet both MDOT and City of Detroit standards and requirements. The detailed engineering and design will be jointly coordinated between MDOT and the City of Detroit.



VIEW LOOKING EAST

WEST GRAND BOULEVARD

From Riverside Park to Bagley Street

The tree-lined W. Grand Boulevard will connect neighborhoods with the Detroit Riverfront.

This wide right-of-way provides ample space for vehicles and greenway users, connecting Vernor Highway to the north and Riverside Park to the south.

The West Grand Boulevard route was selected in favor of an alternate route on Clark Avenue based on community feedback. Through a number of meetings and events, including Clark Park Community Meeting, Living Arts Festival, Corktown Block Party, Springdale Woodmere Block Club Potluck, Celebración de la Independencia de México and one-on-one conversations, residents shared their wishes and concerns for this segment. Through these conversations, it was determined that, while a spur connection to Clark Park may be desirable, concerns about traffic and parking along Clark Avenue make West Grand Boulevard a

¹ In 1877, Bela Hubbard lobbied for the creation of the wide tree-lined boulevard

preferred option. It will be important to continue to engage community groups and residents throughout design and implementation to ensure that the greenway meets their needs and desires.

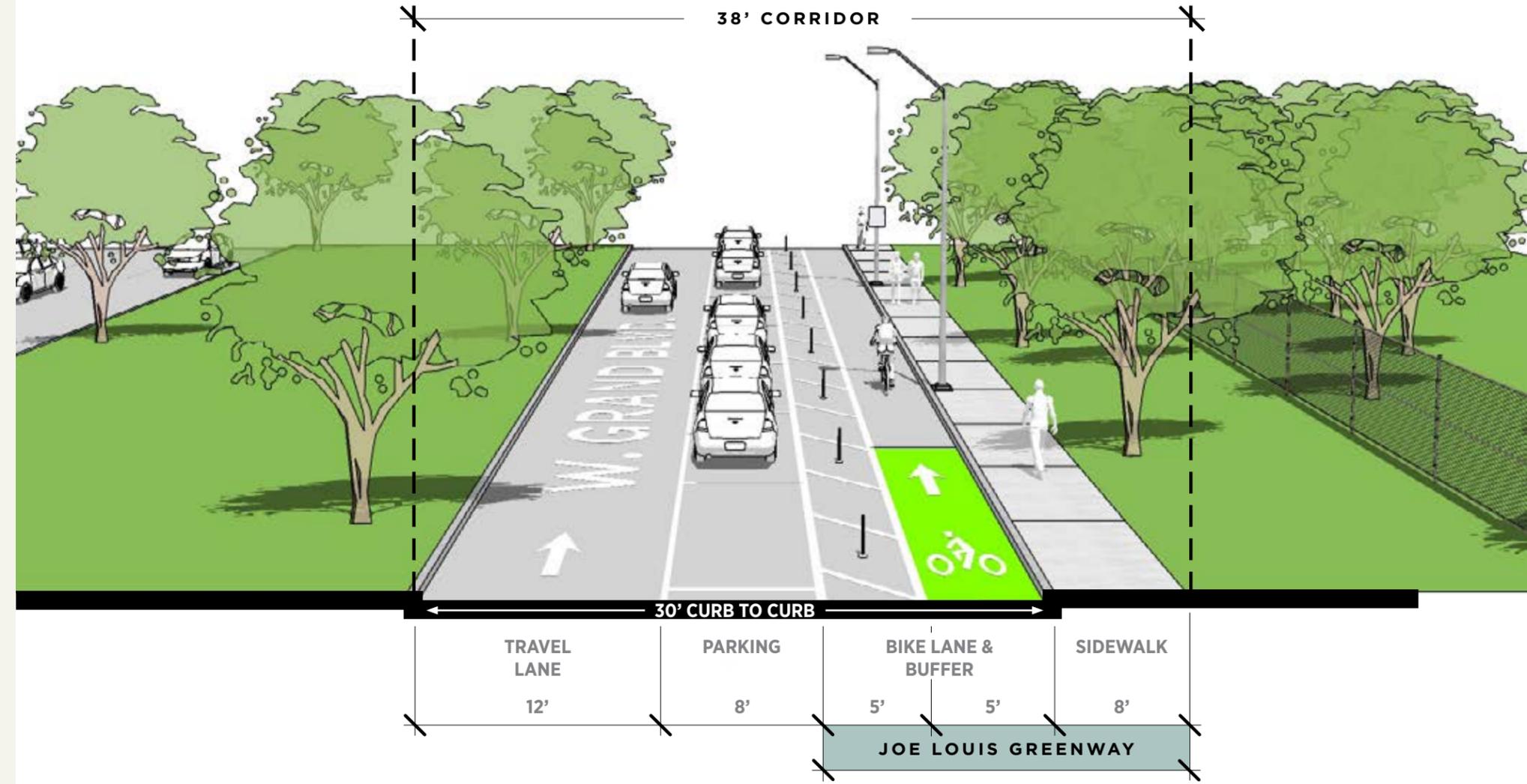
SEGMENT CHARACTERISTICS

- **Greenway Configuration:** Wide green median with vehicular travel adjacent. Parking along travel lane as needed and as space allows. Striped Buffer and one-way bike lanes outside of parking lanes.
- **Vehicular Travel:** Between Bagley Street and Fort Street, there is one vehicular travel lane in each direction. Between Fort Street and Riverside Park, there are two vehicular travel lanes in each direction.
- **Parking:** Parking will be maintained on both sides of the W. Grand River Boulevard right-of-way.



CONSIDERATIONS

- **Coordination:** Hubbard Farms and Hubbard Richard neighborhoods will be closely consulted on the final design.
- **Trees:** Existing trees should be maintained as much as possible to preserve the character of West Grand Boulevard and provide shade and comfort to greenway users.
- **Greenway Configuration:** The boulevard was initially considered as a possible location for a shared use path. The typology was altered due to the following: 1) Complicated street geometrics at train tracks south of Fort Street and at the I-75 crossings, 2) Numerous comments from residents in Hubbard Farms and Hubbard Richard neighborhoods advocating for preservation of the tree-lined street and 3) Respect for the historic character of the street.¹



VIEW LOOKING NORTH

BAGLEY STREET (WEST SEGMENT)

From West Grand Boulevard to 24th Street

The Shared Street typology allows cyclists and vehicles to travel together along the street.

This segment is located along a residential streetscape on Bagley Street between West Grand Boulevard and 24th Street. This typology is recommended in dense residential locations and to builds on the existing segment implemented between 24th Street and 21st Street.

Design interventions must be considered for balancing both vehicular and bicycle traffic. Additionally, features of the existing street—such as mature street trees and landscaped areas at the street edge—should be maintained, and proposed improvements should be coordinated with existing conditions.

SEGMENT CHARACTERISTICS

- **Greenway Configuration:** Bikes share roadway with vehicular traffic.
- **Pedestrian Path:** 8' minimum sidewalks behind curb

for pedestrian use.

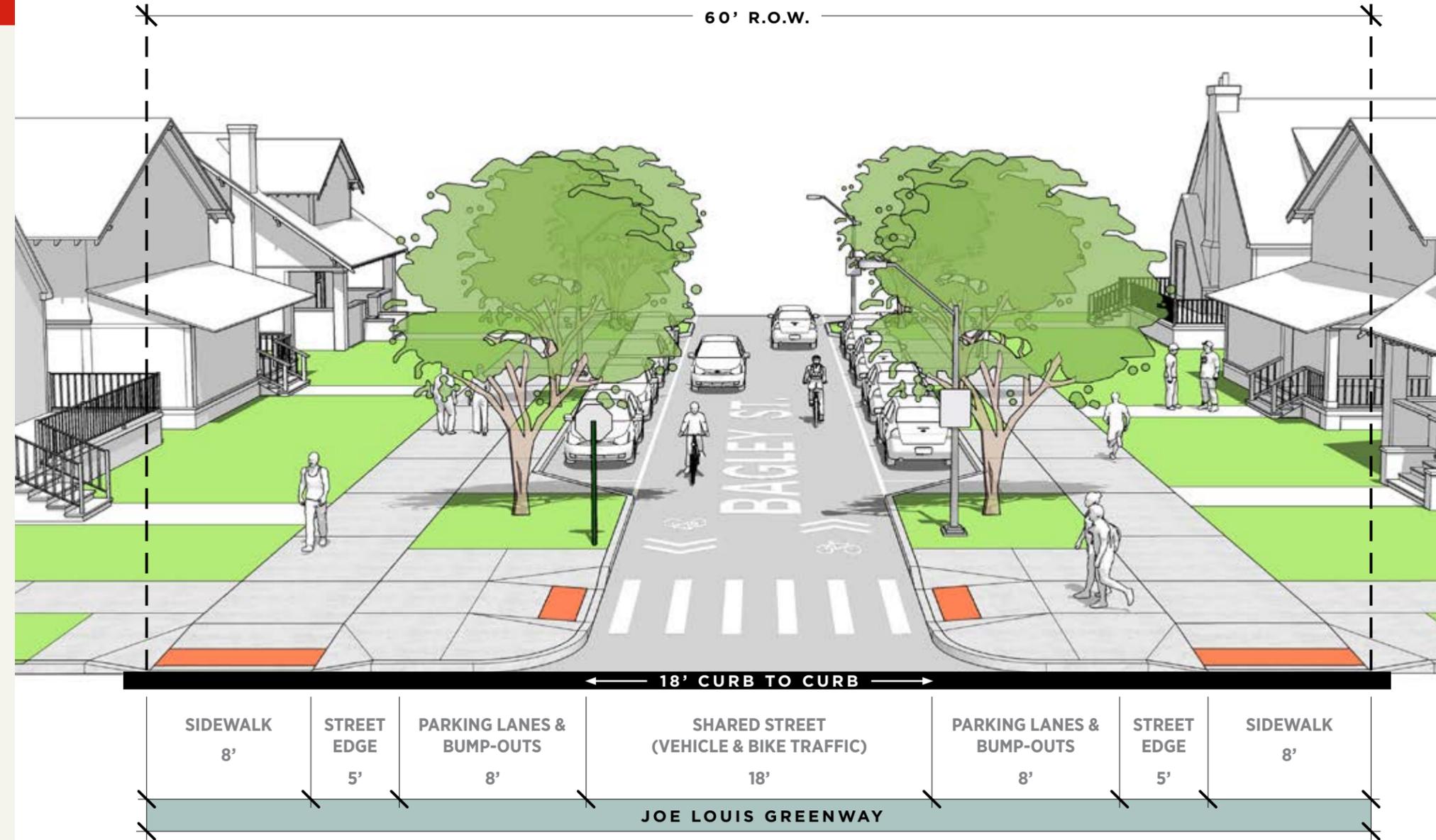
- **Vehicular Travel:** The car is an invited guest in narrow drive lanes. Bump-outs at the entrance of Bagley from cross-streets restrict traffic speed and increase pedestrian and cyclist safety.
- **Parking:** Residential parking is maintained on both sides of street with bump-outs, signage and crosswalks to improve pedestrian safety

CONSIDERATIONS

- **Residential Impact:** Disturbance to local residences is an important consideration for this segment of greenway. The limited number of residential driveways along this short connection minimizes conflict with adjacent properties. Coordination with residents along Bagley will continue as this project moves forward.
- **Driveways:** Any existing driveways may remain in operation. New driveways and curb cuts will not be introduced. This will limit potential conflicts between bicycle, pedestrian and vehicular traffic.
- **Visual Identity:** Super graphic pavement markings

or change in materials may be used to clearly delineate the shared street.

- **Coordination:** The segment from 24th Street and 21st Street has already been completed under the direction of the City of Detroit Department of Public Works. This work and newly proposed improvements should be coordinated with City departments and existing infrastructure. Additionally, work should align with Strategic Neighborhood Fund Neighborhood Plan recommendations.
- **Design & Implementation:** This segment has limited right-of-way space and may require additional improvements or modifications to meet travel requirements. Detailed street geometrics and turning movements will be developed as part of next phase of construction documents and implementation, and engagement with local residents will continue.
- **Parking:** Parking areas will be delineated by curb extensions. This design increases pedestrian safety by narrowing street crossings, while also preventing vehicles from driving in the parking lane.



VIEW LOOKING EAST

BAGLEY STREET (WEST SEGMENT AND PEDESTRIAN BRIDGE)

From 24th Street to 21st Street

The unique Shared Street provides a versatile corridor that accommodates vehicles, bikes and pedestrians and can transform into a lively plaza for special events.

This segment is located along an existing commercial streetscape on Bagley Street between 24th Street and 21st Street. This segment also includes an existing bike and pedestrian bridge that crosses over I-96 and I-75.

SEGMENT CHARACTERISTICS

- **Streetscape Configuration:** Curb-less street serves vehicular, bike and pedestrian traffic. Amenities include enhanced lighting, decorative brick paving, and landscape plantings. Designated parking is provided to support access to local businesses. Safety features such as protective bollards and raised landscape beds restrict vehicle access to designated areas.
- **Pedestrian Bridge:** The existing bike and pedestrian bridge provides a critical and safe non-motorized connection between the neighborhoods of southwest Detroit and the greater downtown area. Proposed improvements should be coordinated with City departments and existing infrastructure, as well as with the appropriate county, state and federal agencies.



Bagley Pedestrian Bridge. Source: SmithGroup



Bagley Shared Street
Source: City of Detroit.

BAGLEY STREET (EAST SEGMENT)

From 21st Street to 16th Street

On Bagley Street, between 21st and 16th Streets, the greenway will be on-street within the right-of-way.

Due to the narrow width of Bagley Street, the dimensions of greenway facilities in this segment will diverge from typical recommendations, and reductions of dimensions below the minimum standards may be needed to accommodate proposed infrastructure.

In a number of community engagement events—including the Clark Park community meeting, Living Arts Festival, Corktown Block Party and Hubbard Richard Block Club meeting—participants shared a desire to connect to amenities and destinations along Bagley Street. While an alternative route along Vernor Highway was explored, there was concern about the volume and type of traffic along that route. Therefore, despite the limited right-of-way, Bagley has been designated as the preferred route.

SEGMENT CHARACTERISTICS

- **Greenway Configuration:** Protected two-way cycle track along south side of street.

- **Pedestrian Path:** Pedestrian sidewalks on both sides of street, behind curb.
- **Buffer:** Railing and utility zone separate vehicular and bicycle traffic.
- **Vehicular Travel:** One vehicular lane in each direction.
- **Parking:** Existing on-street parking will be removed. While no on-street parking will be available on this portion of Bagley Street, off-street parking is available throughout the neighborhood, and there is a large parking lot behind the Secretary of State Building. Additional signage and wayfinding may be incorporated to facilitate access to off-street parking.

CONSIDERATIONS

- **Bus Routes:** Bagley Street has existing bus routes that require 11' vehicular drive lanes. The engineering and design of roadways with bus routes will be evaluated and designed to accommodate bus turning movements as part of the detailed construction documents of the Bagley Street segment. Given the unique cultural character

of this segment, the buffer may reflect the cultural and artistic character of the surrounding neighborhood. This may include decorated curbed planters or planter boxes—or raised curbs with decorative rails.

- **Safety:** Given the narrow right-of-way and volume of bus traffic along Bagley, railings will need to be considered for crash worthiness in order to protect cyclists. Additionally, anchoring mechanisms will require review and materials will need to be stocked to accommodate repairs and minimize bufer disruptions.

- **Sidewalks:** The diagram included here represents a prototypical condition. Sidewalk widths on the south side of the street range 6-9' in width (5-6' on north side). An 8' minimum sidewalk width is desired along the Joe Louis Greenway. Specific conditions will need to be addressed as planning and design progresses.

- **Lighting, Signage & Wayfinding:** Street lighting and signage will need to be integrated into buffer at street edge. Provide bike riders warning signs for pedestrian bridge over I-75 at Bagley.



SOUTHWEST GREENWAY

From Bagley Street to Ralph C. Wilson Jr. Centennial Park

The Southwest Greenway is an off-street trail undergoing planning and implementation by the Detroit Riverfront Conservancy.

Located within a partially vacated rail corridor, it will provide a critical link between the Detroit RiverWalk and Detroit's Downtown and the rest of the Joe Louis Greenway.

SEGMENT CHARACTERISTICS

Greenway Configuration: Two-way shared-use path for bicycles and pedestrians with unobstructed "clear zones" on each side of the path

Pedestrian Path: Pedestrian circulation is integrated into the shared-use path; additional pedestrian infrastructure may be accommodated within private development along the Southwest Greenway corridor.



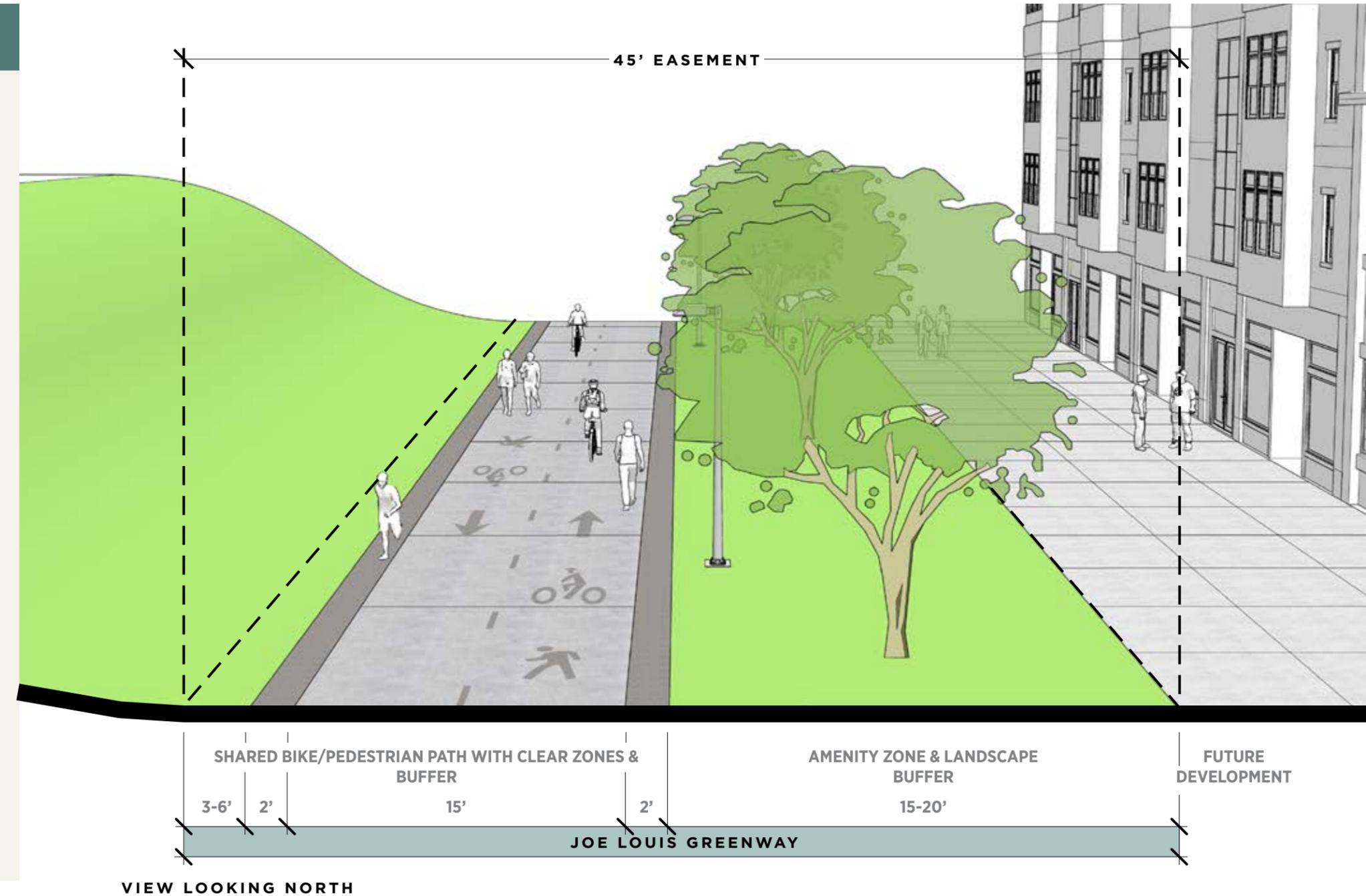
Vacated Southwest Greenway Rail Corridor. Source: SmithGroup

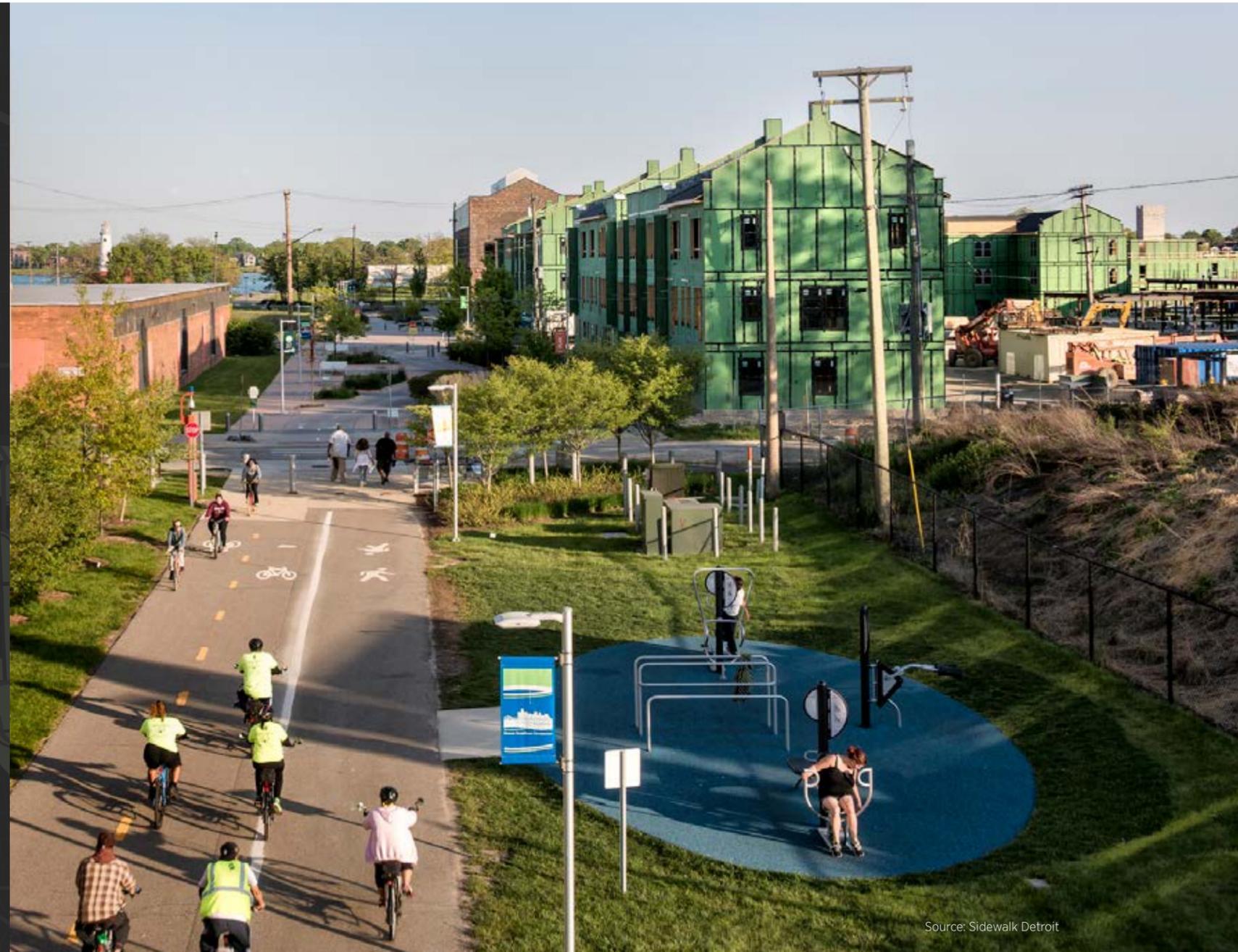


CONSIDERATIONS

Connections: Connections to Ralph C. Wilson, Jr. Centennial Park and Michigan Central Station

Economic Development: Recent activity in Corktown presents an opportunity for residential or commercial development





Source: Sidewalk Detroit



BUILDING THE GREENWAY

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6

BUILDING THE GREENWAY

To successfully realize the Framework Plan, a realistic implementation plan must be developed and communicated. And it's critical that the plan reflects a consensus from the variety of leaders and stakeholders who will need to be involved in advancing the Joe Louis Greenway in the near and long-term.



To prepare the City and other key stakeholders to launch implementation immediately following the Framework Plan, a comprehensive strategy has been developed to identify the project phasing from start to finish; the regulatory reviews, approvals and permitting requirements; and the associated costs to construct the improvements. The Joe Louis Greenway is a monumental undertaking that will transform the unique urban context of Detroit for many generations to come. The plan for the greenway will need to stay true to the Vision while accomplishing the greenway objectives in a flexible but strategic manner. The greenway will establish the next generation of the urban non-motorized greenway not only in Detroit but nationally. The following implementation tools will help guide the pioneering, thoughtful and artfully-crafted Joe Louis Greenway.

“ MY DREAM IS THAT [THE JOE LOUIS GREENWAY] GETS BUILT ”

—COMMUNITY MEETING PARTICIPANT

DEVELOPING THE PHASING STRATEGY

To implement the Framework Plan, it will be necessary to develop and communicate of a realistic strategy centered around consensus from the community, City of Detroit leadership, departmental review and approvals and partnerships.

The City received valuable input from each entity in the development of the Framework Plan and they will continue their engagement as they advance the design and implementation

of each phase. There are a number of factors the City is considering as they make decisions regarding phasing of design and implementation. Some of the critical considerations are listed here. While they are not necessarily listed in order of priority, “Impact to the Community” has been identified as the single most important component driving project phasing.

Impact to the Community

The importance and impact of a particular segment to the adjacent neighborhoods and community can increase the priority of implementation. Providing a catalyst for business development, job generation, access to key services and other related improvements can generate significant benefits to the community.

Property Ownership

Securing the spatial requirements for the corridor is a vital step. The City owns or has partnerships in place for much of the route, however, dedicated widths within the public right-of-way and/or property acquisition or easements are required throughout the greenway. Finalizing agreements will take an unpredictable amount time and funding, which may impact the ability to construct each segment.

Governance Structure

Confirmation and/or development of the governance structure for the greenway is necessary to progress into implementation in a timely fashion and to ensure future success of the greenway.

Site Conditions

Collecting and analyzing data on existing site conditions, such as topography, utilities, soils and vegetation are important drivers to the design and implementation schedule, costs and ability to implement the greenway. Of critical importance is developing an approved environmental remediation plan for contaminated sites.

Access and Destinations

Each phase requires clear beginning and end points that are welcoming, convenient to access and provide a sense of security. This will ensure the access points are attractive destinations to drive demand to use the greenway.

Construction Costs and Funding

The availability of funding and funding cycles (City fiscal years and grants) influence the capacity, timing and extent of design and construction. Cost opinions for the level of improvements should be developed as part of the design process. Costs for planning, design, project management and maintenance need to be incorporated as well.

Connections to Existing Non-motorized Infrastructure and Transit

Expanding upon and connecting to existing non-motorized infrastructure and other transit modes increases the value and importance of a greenway segment.

Regulatory Approval and Permitting

The regulatory controls, permitting and approval process at the federal, state and local levels will impact the design/pre-construction schedule as well as construction cost. Refer to the “Permitting and Approvals” section below.

Partnerships

The development of new partnerships as well as leveraging existing partnerships with the community, property/business owners, regulatory agencies/organizations, foundations, advocates and others influence the timing, desire and ability for construction.

Schedule and Timeline

The development of a coordinated and strategic schedule that accounts for design and planning requirements, funding cycles and construction seasons is key to a successful and timely implementation process.

PROJECT PHASING

When possible, the Joe Louis Greenway expands on existing trails—those that are already integrated into the identities and memories of their communities. In other locations, the path builds on projects that are underway, taking advantage of the valuable work and community input that have already been invested. Finally, for new segments, community input has guided the route and future connections that will be made.

UTILIZING EXISTING URBAN TRAILS & URBAN TRAILS IN DEVELOPMENT

The planned route of the greenway integrates existing urban trail facilities such as the Detroit RiverWalk and Dequindre Cut Greenway. These segments require little to no improvements and are designated as “Existing” on the figure to the right.

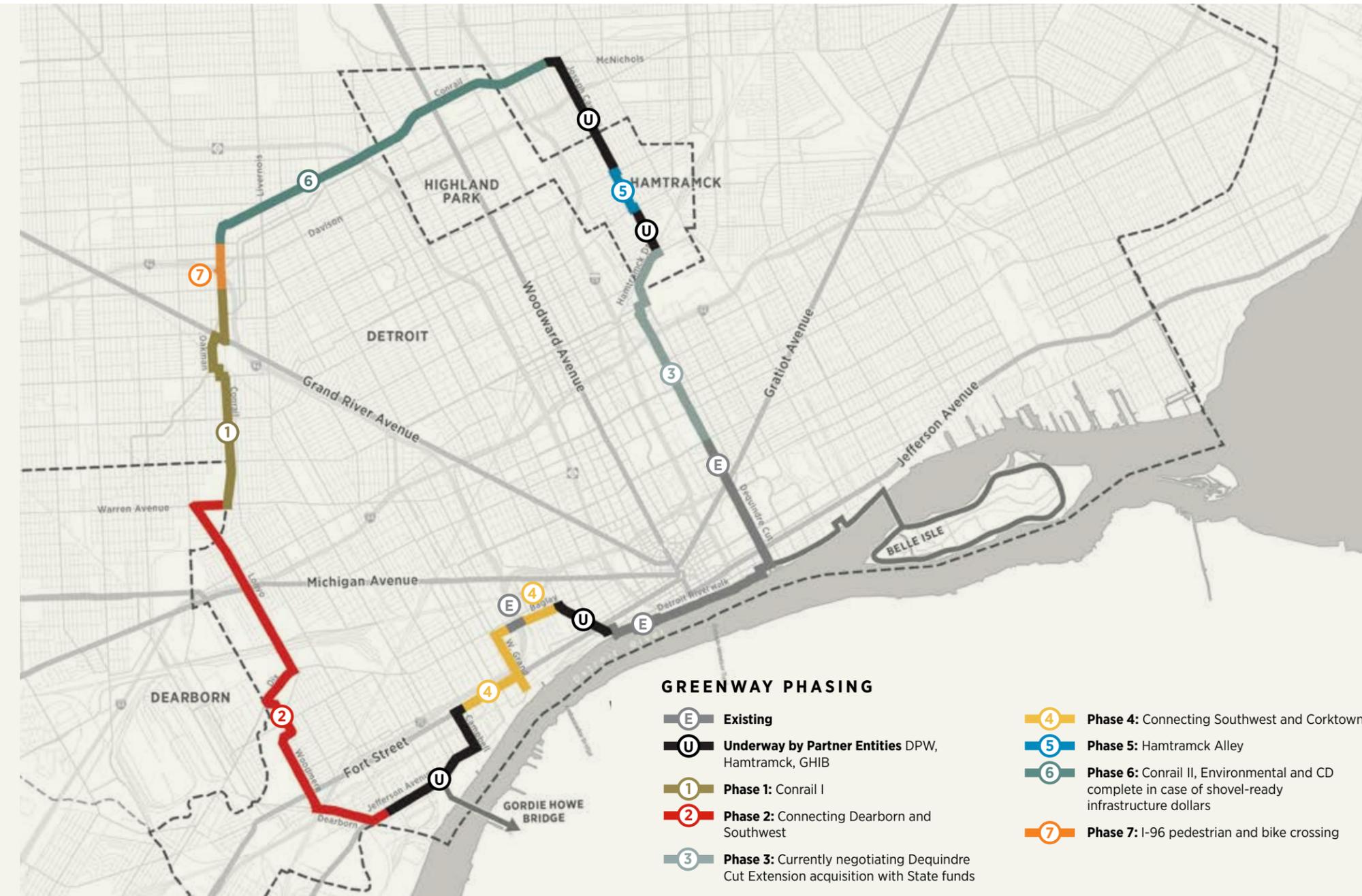
The Joe Louis Greenway strategically includes segments of other urban trail facilities that are currently in the planning, design or construction phase. Portions from the city of Detroit’s Road Improvement Program were selected as part of the route: these comprise parts of Bagley Street and Joseph Campau Avenue. Additionally, Southwest Greenway is currently progressing through design and engineering under the

direction of the Detroit Riverfront Conservancy. These segments are identified as “In Development” on the figure to the right.

PHASE 1 & SUBSEQUENT IMPLEMENTATION

The implementation phases were broken down based on the key considerations identified previously. Phase 1 consists of a portion of the Conrail right-of-way and part of Oakman Boulevard between Warren and Fullerton Avenues. Details on the selection of Phase 1 can be found on the following pages.

The remaining extent of the planned greenway will be constructed in a series of phases which have been anticipated based on the critical considerations previously identified.



EXISTING URBAN TRAILS

DEQUINDRE CUT

As Detroit's first significant urban, off-road, grade-separated greenway, Dequindre Cut set the standard and framework for all future greenway projects in the city. A previously forgotten, overgrown abandoned rail line surrounded by abandoned industrial properties, the Dequindre Cut transformed this underutilized property into an award-winning, nationally recognized urban greenway.

Dequindre Cut has provided Detroit residents and neighborhoods a direct, safe and recreational connection to the Detroit RiverWalk and is a vital link between Milliken State Park and Eastern Market. The Dequindre Cut was completed in two phases over 13 years:

Phase 1: Woodbridge to Gratiot (0.9 miles): Design began 2003, segment opened May 2009

Phase 1.5: Dequindre Cut, Woodbridge to Atwater St. (.15 miles): Design began 2009, segment opened June 2010

Phase 2: Link Detroit, Gratiot to Mack Avenue: Design began 2013, segment opened April 2016



DETROIT RIVERFRONT

The Detroit Riverfront Conservancy was founded in 2003 by civic, community and public sector leaders to transform Detroit's historic international riverfront for the public's year-around enjoyment. Its long-term goal is to develop a continuous 5.5 miles of accessible riverfront from the Ambassador Bridge on the west of downtown to Gabriel Richard Park east of the MacArthur Bridge and Belle Isle. Its mission is twofold: to create a series of attractive riverfront public spaces, connected by the RiverWalk and welcoming to all, while serving as an anchor and catalyst for economic revitalization and more thriving, walkable and connected communities throughout Detroit.

The Conservancy advances its mission through public-private partnerships with the City of Detroit, foundations, corporations, the public sector and the broader-based community. It was launched by three key partners to begin development on the East Riverfront:

- The City of Detroit provided valuable riverfront land and significant infrastructure improvements, including the demolition of industrial silos
- General Motors added \$25 million to its waterfront renovations at the Renaissance Center, including building the GM Plaza and the first half-mile of RiverWalk, which it donated to the Conservancy along with cash and in-kind support
- The Kresge Foundation committed a \$50 million challenge grant – five times larger than any it had made until that time – that was the catalyst to launch the Conservancy's efforts to attract additional major funding.

COMPLETED SEGMENTS

BAGLEY STREETSCAPE PROJECT

BAGLEY FROM 24TH STREET TO I-75 SERVICE DRIVE

Bagley was re-envisioned as a “shared street” – a versatile, new curb-less street that serves traffic and business needs, while transforming into a lively plaza for special events. The project includes enhanced lighting, brick pavers, plantings and decorations that help make it better place for residents, visitors and businesses.

JOSEPH CAMPAU AVENUE

MCNICHOLS TO CARPENTER

Protected bike lanes and floating bus stops were constructed between McNichols Avenue and Carpenter Avenue.



BAGLEY STREETSCAPE PROJECT, DETROIT

Source: City of Detroit

PHASE 1

PRIORITIZE RESIDENT BENEFITS

The importance and impact of a particular greenway segment to adjacent neighborhoods and communities is a primary factor for determining phasing. Major benefits of beginning implementation along this corridor of the proposed greenway include:

- Provides capital spending and development in Non-Strategic Neighborhood Fund neighborhoods
- Strengthens high vacancy neighborhoods to the east of Conrail with a targeted housing stabilization strategy
- Enhances commercial activities along Warren, Tireman, Joy, Grand River and Oakman Blvd.
- Provides a new park and programming at the Warren Major Trail Entry Point
- Expands Bridging Neighborhood relocation opportunities to Midwest Detroit
- Enforcement of blight ordinances on adjacent properties

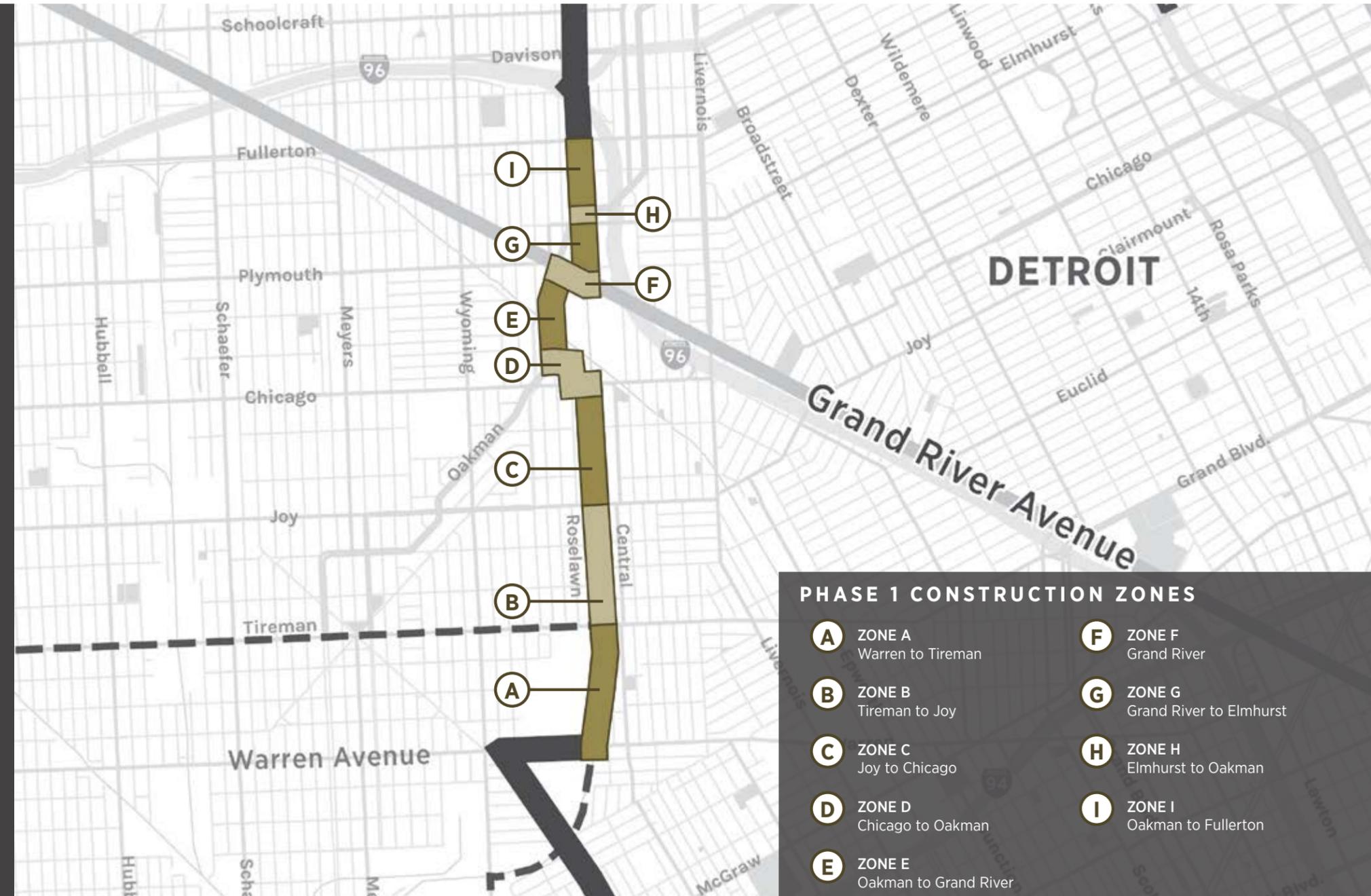
CONSTRUCTION ZONE A: WARREN AVE TO TIREMAN AVE

This zone includes the development of off-street greenway facilities. Preliminary site work will begin in 2021 with construction of major amenities to follow, contingent on budgeting and required coordination. The right-of-way for of this zone varies from 50 ft. to 379 ft. wide and includes the following benefits:

- The ROW is widest at Warren Ave and can accommodate a major Trail Entry Point
- Potential for large linear park space
- DLBA, GSD and PDD control numerous adjacent parcels representing development opportunities
- Significant investment in Midwest Detroit
- Connections to Dearborn

Challenges associated with implementation between Warren and Joy include:

- Businesses operating on Conrail without permission
- Requires extensive programming to provide feeling of safety
- Illegal dumping
- Environmentally contaminated section of the Conrail





Conrail corridor between Tireman Avenue and Joy Road

Source: City of Detroit

**CONSTRUCTION ZONE B:
TIREMAN AVE TO JOY RD**

This zone includes the development of off-street greenway facilities and connections to adjacent neighborhoods with construction to begin in 2021. The right-of-way of this construction zone is typically 130 ft. wide. Benefits of implementation for this area include:

- Multiple access points to the greenway from residential streets in the surrounding neighborhoods
- DLBA, GSD and PDD control of parcels along Joy Rd. for future trail-associated development

Challenges associated with implementation between Tireman and Joy include:

- Illegal dumping

**CONSTRUCTION ZONE C:
JOY RD TO CHICAGO**

This zone includes the development of off-street greenway facilities with construction to begin in 2021. The right-of-way of this construction zone is typically 150 ft. wide and includes the following benefits:

- Access to open space for residential neighborhoods east of the trail
- Removal of blight and streetscape improvements along Alpine St.

Challenges associated with implementation between Warren and Joy include:

- Businesses operating on Conrail right-of-way without permission
- Improper use of adjacent street right-of-ways for auto salvage operations
- Properly screening adjacent industrial land uses from greenway users
- Environmental contamination from previous industrial land uses

**CONSTRUCTION ZONE D:
CHICAGO TO OAKMAN BLVD**

This zone includes the development of on-street adjacent greenway facilities with preliminary construction to begin in 2021 and to continue after 2021 pending coordination and budgeting.

Specific benefits associated with implementation on these parcels include:

- Bypassing junkyard operations which are encroaching on the Conrail ROW and which have created significant environmental contamination.

Challenges associated with implementation on these parcels include:

- Coordination of greenway facilities with street improvements



Alpine St. & Conrail ROW

Source: City of Detroit

**CONSTRUCTION ZONE E:
OAKMAN BLVD TO W. GRAND RIVER AVE**

This zone includes the development of on-street adjacent greenway facilities with construction timeline to be confirmed pending identification of grant funding after 2021.

Benefits of implementing this area as a portion of phase 1 include:

- Current use of the route as a popular bike route

Challenges associated with implementation include:

- Securing funding for road improvements associated with proposed greenway development
- An existing at-grade rail crossing
- Safely addressing the proximity of Michigan left turns to proposed greenway facilities



Oakman Boulevard at Grand River Avenue

Source: SmithGroup

**CONSTRUCTION ZONE F:
W. GRAND RIVER AVE**

Greenway facilities in this construction zone fall within a MDOT right-of-way. Finalization of the type of greenway facilities implemented in this zone is pending and will be determined as part of on-going coordination with MDOT. Design Development will be coordinated with planned long-term improvements on Grand River east and west of this greenway segment.

Benefits of implementation for this area include:

- Introduction of a safer crossing at the intersection of Oakman and Grand River

- Connections to a highly used bus stop and route
- Opportunities for blight removal

Despite the overall positive benefits, significant challenges exist for implementation in this segment, including:

- Undertaking the MDOT approval process for changes to the road and the signalized intersections
- Inactive commercial structures and facilities



Grand River Avenue

Source: SmithGroup

**CONSTRUCTION ZONE G:
W. GRAND RIVER AVE TO ELMHURST ST**

This construction zone will be comprised of off-street greenway facilities. The right-of-way of this construction zone varies from 66 ft. to 90 ft. wide. This area has also been identified for targeted development and the creation of a Major Trail Entry Point at Grand River after preliminary construction of greenway facilities begins in 2021 and funding can be secured.

Challenges associated with implementation between Grand River and Elmhurst include:

- Funding of Trail Entry Point and coordination with currently vacant adjacent buildings
- Coordination with the adjacent City of Detroit Tow Lot.
- Removal of litter and debris that has been dumped onto the site

**CONSTRUCTION ZONE H:
ELMHURST ST TO OAKMAN BLVD**

The right-of-way of this construction zone is 66 ft. wide. Benefits of implementation for this area include:

- DLBA, GSD and PDD control of adjacent parcels for development opportunities along the greenway



Conrail Corridor north of Grand River Avenue

Source: City of Detroit

**CONSTRUCTION ZONE I:
OAKMAN BLVD TO FULLERTON AVE**

The right-of-way of this construction zone is a consistent 66 ft. wide. Preliminary construction is to begin in 2021, though additional site preparation work and coordination with adjacent property owners is needed and work will continue into 2022. Benefits of implementation for this area include connections and development for Non-Strategic Neighborhood Fund neighborhoods and community assets including:

- Russell Woods
- Nardin Park

- Littlefield Playfield
- Noble Elementary Middle School

Challenges associated with implementation between Grand River and Fullerton include:

- Removal of a large berm and debris that has been dumped on the railroad right-of-way
- Adjacent businesses encroaching into the railroad right-of-way



Conrail Corridor at Oakman Boulevard

Source: City of Detroit



Conrail Corridor at Fullerton Avenue

Source: City of Detroit

FUTURE PHASES

PLANNING, FUNDING & IMPLEMENTATION

In addition to Phase 1, five subsequent primary phases, Phases 2 to 6, with numerous sub-phases, are outlined here. This list of future phases of the Joe Louis Greenway has been composed given the best possible current understanding of potential sequencing, but is subject to change as new information regarding funding, site conditions and permitting becomes available.

Additionally, several phasing segments fall into a To Be Determined category. These future phases require further coordination beyond the contingencies on information listed for Phases 2 to 6.

PHASE 2

INTERSECTION OF DEARBORN STREET & W. JEFFERSON AVENUE

Design, Funding and Construction Part of Phase 4 of the Gordie Howe International Bridge
Construction to start in Winter of 2022
Anticipated completion Winter 2023

DEARBORN STREET

W. JEFFERSON TO WOODMERE
Coordinate with Phase 4 of Gordie Howe International Bridge
Complete by Winter 2023

WOODMERE STREET

DEARBORN STREET TO VERNOR HIGHWAY
Patton Park Planning Funded by MDNR Planning Grant
Construction Dependent on Coordination with Iron Belle Construction Grants

PATTON & ROMANOWSKI PARKS

MDNR Development Grant 2021
Construction 2023

WARREN AVENUE

LONYO STREET TO CONRAIL ROW
Coordination with City of Dearborn Ongoing

LONYO STREET

DIX AVENUE TO ST. JOHN AVENUE
Design 2020
Construction 2023

ARNOLD AVENUE TO RADCLIFFE STREET

Design 2022
Construction 2023

RADCLIFFE STREET TO WARREN AVENUE

Coordination with City of Dearborn Ongoing
Design 2022
Construction 2023

PHASE 3

DEQUINDRE CUT EXTENSION

MACK AVENUE TO MILWAUKEE STREET
(RR ROW plus Wetherbee Street to Hamtramck Drive
Submit MDNR Acquisition Grant Spring 2020
Land Purchase Spring/Summer 2022
Submit MDNR Development Grant Spring 2023
Design Summer/Winter 2023
Construction 2025

HAMTRAMCK DRIVE

JOSEPH CAMPAU TO WETHERBEE
Coordinate with Construction of
Phase 4G Dequindre Cut Extension

PHASE 4

W. GRAND BOULEVARD

VERNOR HIGHWAY TO RIVERSIDE PARK

Design 2021
Construction 2022

W. FORT STREET

W. GRAND BOULEVARD TO CAMPBELL

DPW & MDOT to confirm schedule

BAGLEY STREET

SOUTHWEST GREENWAY TO I-75
PEDESTRIAN BRIDGE

Resurfacing and Pavement Markings 2021

24TH STREET TO W. GRAND BOULEVARD

Neighborhood Greenway

PHASE 5

JOSEPH CAMPAU ALLEY

CANIFF TO HOLBROOK

Pending Fundraising
Schedule TBD

PHASE 6

CONRAIL ROW

FULLERTON AVENUE TO BRIDGE

Conrail ROW between bridge spans,
I-96/Davison connector bridge span and Conrail ROW bridge to Davison
Construction 2026

W. DAVISON TO LIVERNOIS AVENUE

Interval Property Acquisition 2022
Design 2023
Construction 2024

LIVERNOIS AVENUE TO WOODWARD AVENUE

Include Woodward Access Point
Design 2024
Construction 2025

WOODWARD AVENUE TO MCNICHOLS ROAD

Include I-75 Rail Crossing & Parklet North of McNichols
Design 2024
Constructed 2025

PHASE 7

CONRAIL ROW

FULLERTON AVENUE TO BRIDGE

I-96 Bridge Span

UNDERWAY BY PARTNER ENTITIES

PHASE 3B: CAMPBELL STREET &
W. JEFFERSON AVENUE

FORT STREET TO WEST END STREET

Confirm where shared-use path ends
Design, Funding and Construction part of GHIB
Constructed as part of Phase 4 of the GHIB to start in Winter of
2022 and complete by Winter 2023

W. JEFFERSON AVENUE

WEST END STREET TO DEARBORN
INTERSECTION

Schedule TBD

PHASE 2B: JOSEPH CAMPAU AVENUE

DAVISON FREEWAY TO CANIFF AVENUE

Design by Detroit Traffic Engineering Division 2020
Construction 2021

HOLBROOK AVENUE TO HAMTRAMCK DRIVE

MDOT TAP Grant and Design 2020
Construction 2021



SOUTHWEST GREENWAY
JEFFERSON AVENUE TO BAGLEY AVENUE (RR ROW)

As part of the Joe Louis Greenway, the Southwest Greenway creates a non-motorized connection from the Detroit Riverfront's Ralph C Wilson Jr. Centennial Park to the Corktown Neighborhood, in Southwest Detroit.

Phase I of Southwest connects Jefferson Avenue with Bagley Street, running alongside the existing DRTP Rail line, creating an opportunity to link the greenway with the industrial roots of the City of Detroit. Overhead canopies, gateway signage and other elements have been designed to help strengthen the relationship between the rail and the greenway.

COST ESTIMATES

CONSTRUCTION COSTS BY TYPOLOGY

TYPOLGY	BASE CONSTRUCTION COST	SOFT CONSTRUCTION COST	TOTAL COST
Off-street	\$114,383,555	\$31,556,789	\$145,940,344
Off-street Adjacent	\$20,370,713	\$5,742,542	\$26,113,255
On-street	\$25,573,875	\$7,416,424	\$32,990,299
Shared Street	\$486,000	\$140,940	\$626,940
Alley	\$3,939,000	\$1,142,310	\$5,081,310
GRAND TOTAL	\$164,753,143	\$45,999,005	\$210,752,148

OVERALL AVERAGE COST

Per Linear Foot: \$1,459

Per Mile: \$7,705,692

The construction costs identified reflect the anticipated cost of construction only and may not include other project costs that may be required for implementation such as project management, grant funding applications and tracking, unknown site conditions, property easements, and additional planning studies.

For further details regarding the cost of construction, see the *Joe Louis Greenway Framework Plan Vol. 2: Design Standards*.

CONSTRUCTION COSTS BY TYPOLOGY

The opinion of probable construction costs that defines the approximate level of funding required to implement the Joe Louis Greenway has been provided based upon similar construction components and projects.

The project costs will reflect a general range of potential costs based on current construction trends. An extensive series of comparable project implementation costs, bid tabulations, local project data and resources specific to greenways and street improvement projects have been referenced to generate budget estimates that are as reliable as possible.

The construction costs were based upon the design characteristics and standards for each Greenway Typology that was defined in the Framework Plan. These estimates are provided as a basis for future project planning, phasing and fundraising. The estimates should not be relied upon as the true and final costs for the implementation of the greenway.



RENDERING OF THE JOE LOUIS GREENWAY

Source: SmithGroup



Source: James Brown

CONCLUSION

A COLLECTIVE JOURNEY
TOWARD A BETTER TOMORROW

Articulating a vision for the Joe Louis Greenway has been an intense, wonderful, collaborative experience. Words cannot express how grateful we are to everyone, from all corners of Detroit, who helped envision the greenway as a celebration of the strength and determination of the city's diverse communities.

But we've only just begun. As we secure funding and move into the next phase of work—translating a vision into a physical reality—the community's input and participation will be just as essential.

We understand that the greenway isn't simply a physical path. It represents a liberating journey that connects past and present, people and neighborhoods, vibrant spaces and enfranchising resources. It's a journey where we come together to promote healing, empowerment and unity throughout the city of Detroit and the region—a collective journey toward a better tomorrow.



Photo: Sidewalk Detroit

The Joe Louis Greenway Framework Plan was borne from a tireless commitment by the City of Detroit and the people it serves. This significant effort would not have been possible without the contribution from residents, business owners, stakeholders and organizations from partnering cities. Thousands of local residents donated their time to share their thoughts, questions, stories and vision through community sessions, block club meetings, front porch discussions, neighborhood walks and bike rides. These valuable insights are reflected and established in the legacy of the Joe Louis Greenway.

ACKNOWLEDGMENTS

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Christina Peltier, Joe Louis Greenway Project Manager

Jeff Klein, Deputy Chief of Landscape Architecture

William J. McCarley III, Joe Louis Greenway Landscape Architecture Project Manager

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Housing and Revitalization Department

Detroit Public Works
Office of Development and Grants

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Detroit Greenway Coalition

Greenway Heritage Conservancy

Friends of the Inner Circle Greenway

Friends of the Joe Louis Greenway

Detroit Riverfront Conservancy

Eastern Market Corporation

Detroit Economic Growth Corporation

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Southeast Michigan Council of Governments (SEMCOG)

Wayne County

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Ru Shann Long, District 6
Sandra Pickens, District 7 (current)
Korey Batey, District 7 (former)
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Jose Abraham, Former Detroit Public Works Deputy Director

Housing & Economic Development Panelists:

Dwayne C. Vaughn, VP of Housing Policy & Development for Atlanta BeltLine, Inc.

Anika Goss, Executive Director, Detroit Future City

Amin Irving, CEO, Ginosko Development Company

Arthur Jemison, Principal Deputy Assistant Secretary, Office of Community Planning & Development, U.S. Department of Housing and Urban Development

The Design Team:

SmithGroup, Project Lead

Studio Incognita, Brand Development & Design

Sidewalk Detroit, Public Engagement

HR&A Advisors, Housing & Economic Development

Toole Design Group, Greenway Design



FOR MORE INFORMATION

SEE THE ACCOMPANYING VOLUMES OF THE JOE LOUIS GREENWAY FRAMEWORK PLAN.

VOL. 2 DESIGN STANDARDS

- GREENWAY DESIGN
- DESIGN DETAILS
- FURNISHINGS & AMENITIES
- LANDSCAPE DESIGN
- IDENTITY DESIGN
- ENVIRONMENTAL MITIGATION & SUSTAINABILITY
- IMPLEMENTATION & OPERATIONS

APPENDICES

- BENCHMARKING
- THE LAY OF THE LAND
- PUBLIC ENGAGEMENT SESSIONS
- ADVOCACY & OUTREACH
- GREENWAY HERITAGE
- PUBLIC ART THEMES
- CULTURAL HERITAGE & THE JOE LOUIS STORY



Photo: James Brown





SMITHGROUP

studio incognita

SIDEWALK
DETROIT

TOOLE
DESIGN

HR&A

THE JOE LOUIS GREENWAY IS A PROJECT MANAGED BY THE CITY OF DETROIT'S GENERAL SERVICES DEPARTMENT.
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