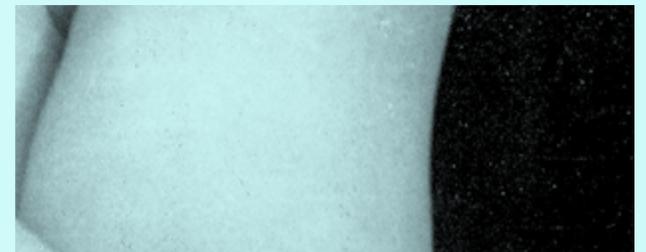
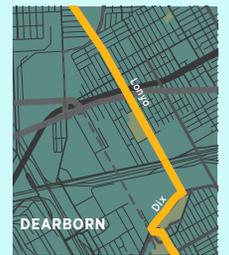
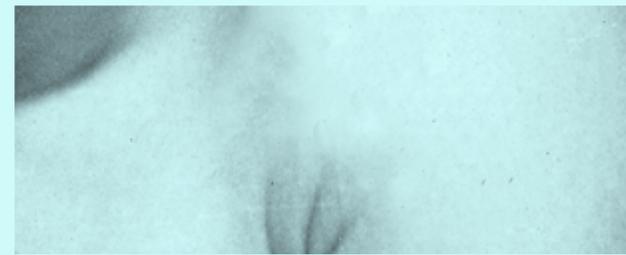


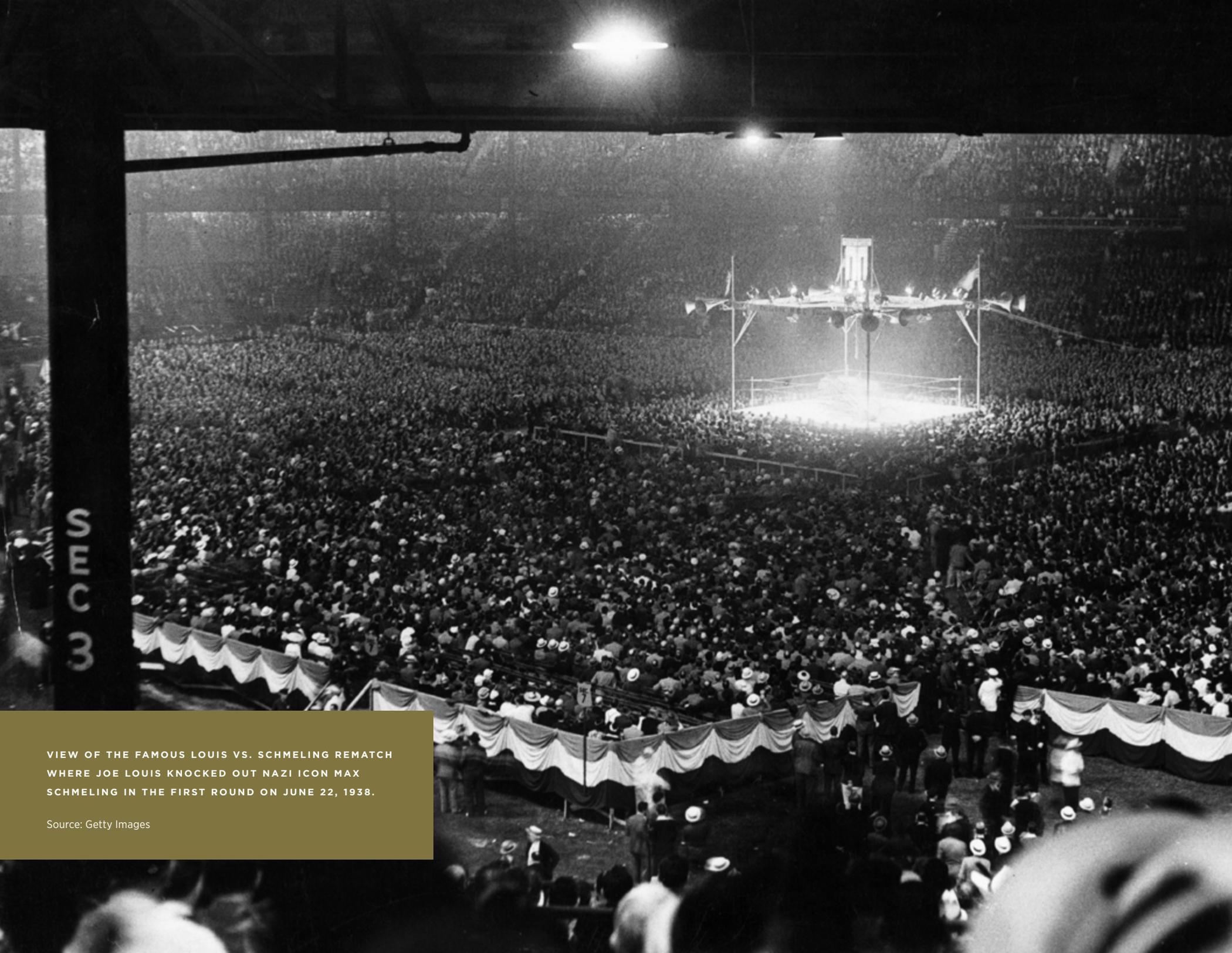
CITY OF DETROIT
GENERAL SERVICES DEPARTMENT



JOE LOUIS GREENWAY

FRAMEWORK PLAN
APPENDICES

RELEASED JUNE 2021



VIEW OF THE FAMOUS LOUIS VS. SCHMELING REMATCH
WHERE JOE LOUIS KNOCKED OUT NAZI ICON MAX
SCHMELING IN THE FIRST ROUND ON JUNE 22, 1938.

Source: Getty Images



**CITY OF DETROIT
GENERAL SERVICES DEPARTMENT**

JOE LOUIS GREENWAY

**FRAMEWORK PLAN
APPENDICES**

RELEASED JUNE 2021

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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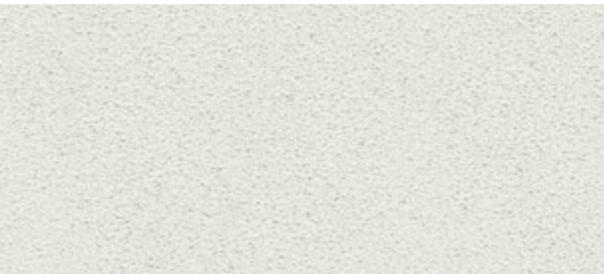


Photo: James Brown



**ADDITIONAL
VOLUMES**

FOR MORE INFORMATION ON
THE JOE LOUIS GREENWAY
PLEASE SEE THE OTHER
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THE VISION**

**FRAMEWORK PLAN VOL. 2:
DESIGN STANDARDS**

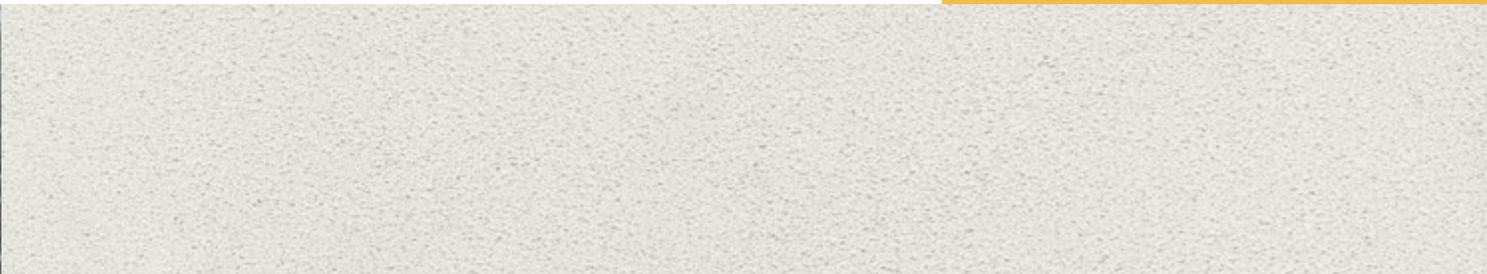
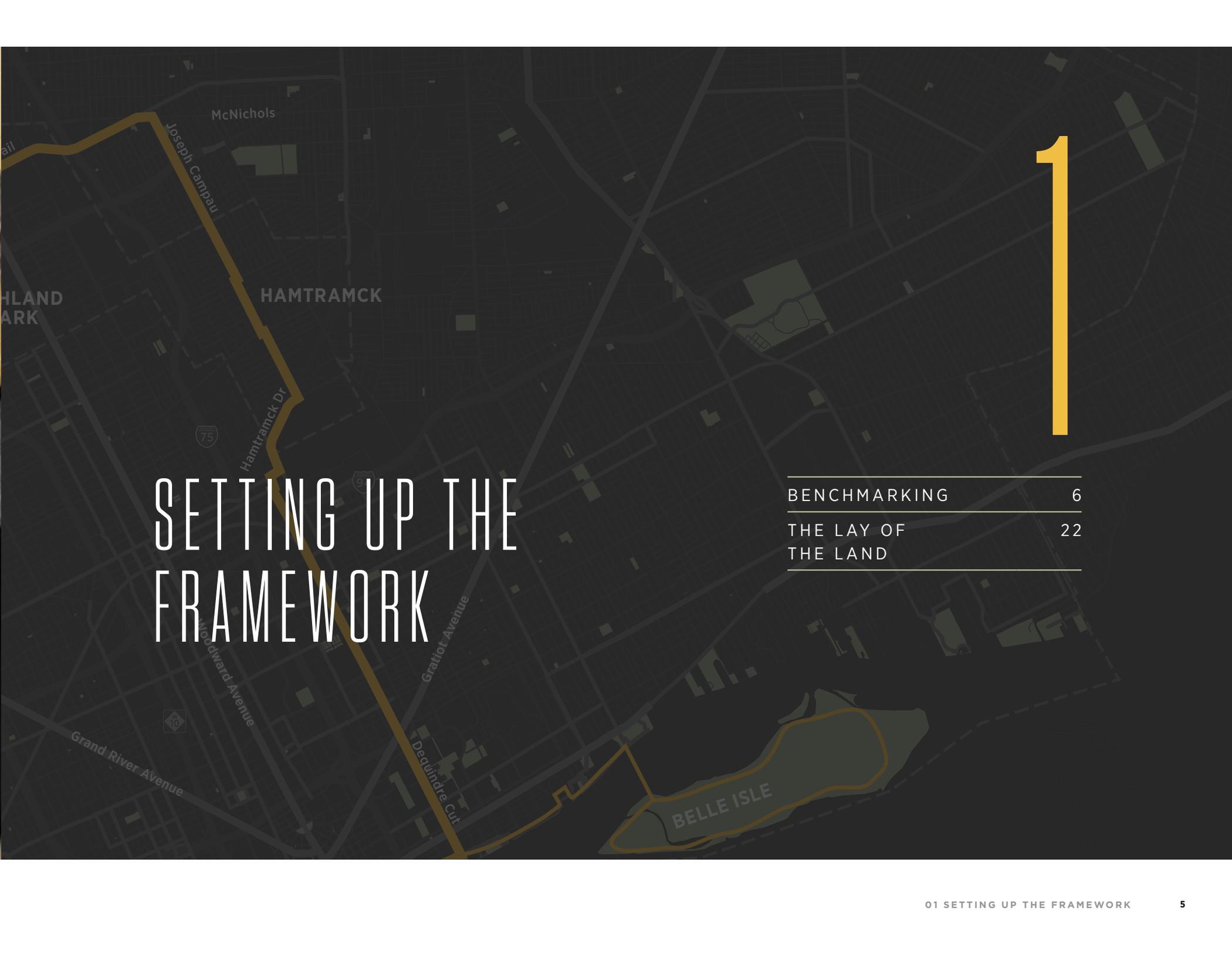


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Source: Sidewalk Detroit



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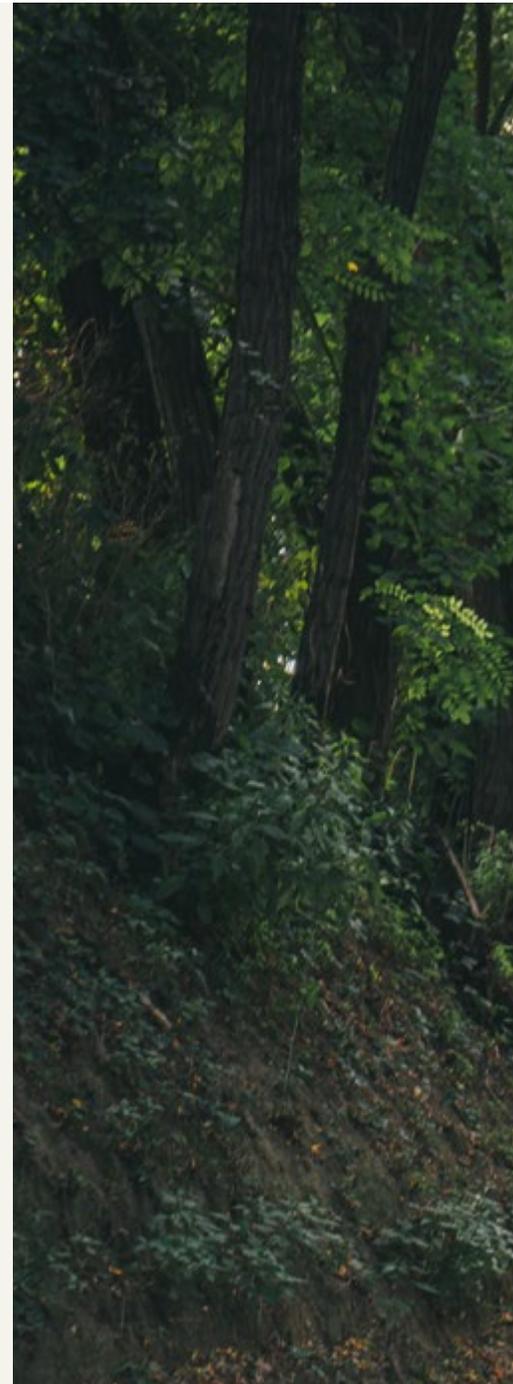
BENCHMARKING

LEARNING FROM OTHERS

At the national level, City staff and the consultant team, as well as community partners, have studied or visited completed and planned greenways similar in scope to the Joe Louis Greenway to identify successful strategies and lessons learned in other parts of the United States.

SOME OF THESE PROJECTS INCLUDE:

- Atlanta BeltLine in Atlanta, Georgia
- The Indianapolis Cultural Trail in Indianapolis, Indiana
- Capital City Bikeway in St. Paul, Minnesota
- Hudson River Greenway in New York, New York
- 606 Bloomingdale Trail in Chicago, Illinois





Source: Giovanni Nicolini for Unsplash

THE NEXT FEW PAGES
PROVIDE A SHORT
DESCRIPTION OF EACH OF
THESE PROJECTS.



THE ATLANTA BELTLINE

Atlanta, Georgia

LENGTH

33 miles

PROJECT LEAD

Atlanta BeltLine, Inc.

PROJECT SCHEDULE

Construction began in 2006. Projected completion 2030

COST

\$4.8B

FINANCING

Federal, state, county and city resources, as well as significant private philanthropy

RESOURCES

<https://beltline.org/>

The Atlanta BeltLine is a circular loop within the City of Atlanta's core that serves as an equitable biking and pedestrian route, connecting 45 critical and under-served neighborhoods within the city. The project originated from a student thesis developed in 1999 that sought to connect residents to job centers as the sprawling development in Atlanta threatened long-term affordability. The Atlanta BeltLine will eventually include 33 miles of trails and 2,000 acres of parks by its anticipated 2030 completion date.

THEY FLEW US DOWN TO ATLANTA TO SEE [THE ATLANTA BELTLINE].IT'S NOT JUST A BIKE PATH OR A WALKING PATH. IT WAS AMAZING. THIS IS AN OPPORTUNITY IN [DETROIT] TO BRING SOME REVITALIZATION TO OUR NEIGHBORHOODS.

—JOE LOUIS GREENWAY
COMMUNITY ADVISORY
COUNCIL MEMBER

The mission of the Atlanta BeltLine is to, "...deliver transformative public infrastructure that enhances mobility, fosters culture and improves connections to opportunity...[And to] build a more socially and economically resilient Atlanta...Through job creation, inclusive transportation systems, affordable housing and public spaces for all."

The popularity of the Atlanta BeltLine has also prompted the City to respond with stronger land use policies and sustainability measures around Atlanta's booming housing economy.

WHY IS THIS PROJECT SIGNIFICANT?

ZONING REGULATIONS

The success of the Atlanta BeltLine resulted in increased land prices and market-rate housing along the greenway. This dramatic shift in the real estate market increased the demand for affordable housing to ensure that the BeltLine equitably served residents of all backgrounds and incomes. In response, the City of Atlanta approved a zoning overlay on the immediate neighborhoods connected to the BeltLine that eliminated new low-density single-family and two-family housing. This overlay will control residential development and maintain an equitable mix of housing types.¹

HEALTH IMPACT ANALYSIS

The Atlanta BeltLine development includes the improvement and expansion of green spaces across Atlanta as an alternative to vehicular travel to promote physical exercise and recreation. The development also incorporates the remediation of brownfields that are close to residential areas, which may have health impacts for nearby residents. These environmental improvements are expected to improve the overall health of communities living adjacent to the BeltLine.²

ECONOMIC IMPACT ANALYSIS

With a mix of public and private sources, Atlanta BeltLine has invested approximately \$600 million on the project between 2005 to 2019. In that time, the BeltLine has spurred the creation of:

- More than \$6.2 billion in private investment along the corridor as of 2019
- 11,000 permanent jobs (a total of 30,000 expected by 2030)
- 30,000 temporary construction jobs (18,000 more expected by 2030)

MEASURING SUCCESS

For the Atlanta BeltLine, key measurements of success include:

Housing Affordability - established benchmarks for affordable housing units created or preserved that reflect the income-based needs of each area

Job Creation - prioritized economic development opportunities that create living-wage permanent jobs

Transit Access - improved access to employment centers and services through an enhanced multi-modal system

Inclusion - engagement events with residents and community leaders to ensure alignment with the various community benefits agreements

Quality of Life - measured access to greenspace and parks for all residents

¹ Atlanta BeltLine Zoning Overlay District Regulations < <https://www.atlantaga.gov/home/showdocument?id=1674> >

² Catherine L. Ross, Karen Leone de Nie, Andrew L. Dannenberg, Laurie F. Beck, Michelle J. Marcus, Jason Barringer, "Health Impact Assessment of the Atlanta BeltLine," American Journal of Preventive Medicine, Volume 42, Issue 3, 2012



Photo: The 606, Flickr

THE 606

Chicago, Illinois

LENGTH

2.7 miles

PROJECT LEAD

City of Chicago, the Chicago Park District and the Trust for Public Land

PROJECT SCHEDULE

Construction began 2013

COST

\$95 M

FINANCING

Federal, state, county and city resources, as well as significant private philanthropy

RESOURCES

<https://www.the606.org/about/story/>

The 606 is a converted abandoned rail corridor, formerly known as the Bloomingdale Line. As train traffic declined in the 1990s, the surrounding growth raised questions on how it might be used as a green space. At the time, the neighborhood Logan Square needed an additional 99 acres of active open space just to meet the City's minimum standard. To meet this requirement the City proposed the rail's conversation to a park.

The 606's success was made possible through partnerships with The City of Chicago, Friends of the Bloomingdale Trail, Chicago Park District,

the Trust for Public Land and dozens of other organizations. The park design stemmed from city-wide engagement to ensure that the public input was integrated into the park and trail system's design, function and aesthetics of the parks, trail and event spaces. The park and trail system is also part of a citywide launch to create 800 new parks, recreation areas and green spaces throughout Chicago.

WHY IS THIS PROJECT SIGNIFICANT?

ADAPTIVE REUSE

Built for the former elevated Bloomingdale Line, the rail system operated from its construction in 1872 until 2001. During its vacation, parts of the rail line began to naturalize and—inspired by New York City’s High Line—the 606 was opened in 2015.¹ The former rail line was built to carry freight, so the steel infrastructure has persisted over time as a unwavering element in Chicago. Adaptive reuse of this rail line saved on cost to demolish and rebuild the greenway somewhere else, while also bringing a piece of Chicago’s industrial history into the future.

ECONOMIC IMPACT ANALYSIS

A housing study by DePaul University found that neighborhoods on the west side of the 606 did not inflate in land values, but further stabilized the real estate market. However, the east side of the 606 observed inconsistent land price inflations, largely due to the prevalence of preexisting vacancy.² This is expected to have a long-term impact on existing housing and future developments on the east side of the 606. The report also raises concerns around displacement of residents due to these unchecked spikes in value.

1 Burnham Nationwide < <https://www.burnhamnationwide.com/final-review-blog/high-to-low-adaptive-reuse-in-pursuit-of-urban-parkland>>

2 “Measuring the Impact of the 606: Understanding How a Large Public Investment Impacted the Surrounding Housing Market,” 2016 Report, Institute for Housing Studies at DePaul University< https://www.housingstudies.org/media/filer_public/2016/10/31/ihs_measuring_the_impact_of_the_606.pdf>

3 “Benefits of Chicago’s new 606 Trail more than just exercise.” November 2015 UIC Today, < <https://today.uic.edu/benefits-of-chicagos-new-606-trail-more-than-just-exercise>>



HEALTH IMPACT ANALYSIS

A study from the University of Illinois Chicago College of Nursing surveyed adult trail users of the 606 at various locations to understand level of use and other health impacts. Their survey concluded that 25% of trail users use the trail at least 4 times per week, and 50% of trail users have increase their physical activity by using the 606. The survey also assesses reduction in stress and an improved connection between neighbors and small business owners.³



Photo: Adam Fercho

BROOKLYN BRIDGE PARK

Brooklyn, New York

BROOKLYN BRIDGE PARK MISSION STATEMENT:

To provide an exceptional public space that connects people, nature, and the waterfront through inclusive, innovative, and sustainable management and design.

LENGTH

1.3 miles

PROJECT LEAD

Brooklyn Bridge Park Corporation

PROJECT SCHEDULE

90% Completed in 2018

COST

\$360 M

FINANCING

Economically self-sufficient regarding ongoing maintenance and operations. Long-term funding is provided by revenue-producing development.

RESOURCES

<https://www.brooklynbridgepark.org/pages/parkdesign>

Brooklyn Bridge Park is a world-class waterfront park with rolling hills, riverfront promenades, lush gardens and spectacular city views. Our list of amenities continues to grow as we work each day to revitalize this previously deteriorated industrial space and build a park that allows New Yorkers to rediscover the waterfront.

The Brooklyn Bridge Park (BBP) site extends 1.3 miles along the East River on a defunct cargo shipping and storage complex. The ambitious park design sought to transform this environmentally hostile site into a thriving civic landscape while preserving the dramatic experience of the industrial waterfront. This site also presented excellent opportunities including

its adjacency to two thriving residential communities and its unparalleled view sheds to the fabled Lower Manhattan skyline.

Brooklyn Bridge Park's lush lawns, young trees and beautiful flowers have created a robust landscape and brought nature to this former industrial site. Public access to the long, narrow site was enabled by "urban junctions," neighborhood parks at key entry points that transition between the park and adjacent residential communities. These entry parks host program such as dog runs, civic lawns and playgrounds, which foster community stewardship and the safety that comes with constant occupation.

WHY IS THIS PROJECT SIGNIFICANT?

ADAPTIVE REUSE & RECYCLED MATERIALS

Brooklyn Bridge Park is located on former industrial piers that was previously managed by the Port Authority of New York and New Jersey. The piers were in various degrees of disrepair, along with some structures that remained on the site. The park incorporates the piers as part of the park system, establishing smaller “rooms” within the larger footprint.¹ Other salvaged materials included recycled wood from park benches, surplus granite from two concurrent bridge renovations and recycled fill material from the Metropolitan Transit Authority.² Adaptive reuse helped to save on costs related to demolition and shore edge restoration and brings interesting historic relics into the piers’ new life.

ECONOMIC IMPACT ANALYSIS

The park’s Final Environmental Impact Statement (2005)³ states that upon full build-out, the park will create:

- A mix of 1,469 full-time and part-time employment including 605 restaurant, 424 retail, 144 office, 75 hotel, 128 education/research and development and 94 park maintenance jobs, as well as 150 construction jobs per year until completion

- Over \$300 million in direct and indirect economic output and \$18 million non-property related tax revenues

The analysis clearly states that other economic impacts are difficult to measure in New York with other developments and factors that may directly impact land value and revenues.

ENVIRONMENTAL IMPACT ANALYSIS

The park incorporates a series of significant landscapes that are dedicated to habitat recreation and stabilization for the area.⁴ Some of these landscapes include:

- Salt marshes and rain gardens to support pollinators and migratory birds
- Shoreline stabilization and tide control to mitigate erosion and to support large birds and crustaceans (oysters) habitats
- Robust stormwater infrastructure that captures surface runoff to maintain the park’s lawns, gardens and various habitats
- Solar operated lights that detect movement and sound for optimized use
- Green roofs on all structures to regulate heating and cooling and control roof runoff

1 Ruby Bruner Awards, Project Impact 2011 < <https://www.rudybruneraward.org/wp-content/uploads/2011/01/04-Brooklyn-Bridge-Park-1.pdf>>

2 Brooklyn Bridge Park Sustainability < <https://www.brooklynbridgepark.org/pages/sustainability>>

3 Brooklyn Bridge Park Environmental Impact Statement 2005 < <https://www.brooklynbridgepark.org/pages/Final-Environmental-Impact-Statement-FEIS>>

4 Brooklyn Bridge Park Sustainability < <https://www.brooklynbridgepark.org/pages/sustainability>>



Photo: SmithGroup

HOWARD MARSH METROPARK

Toledo, Ohio

LENGTH

6 miles of trail / 1,000 acre park

PROJECT LEAD

Toledo Metroparks

PROJECT SCHEDULE

Construction began 2013, opened in 2018

COST

\$14 M

FINANCING

State and Federal Grants + Private Contribution

RESOURCES

<https://metroparkstoledo.com/explore-your-parks/howard-marsh-metropark/>

The Howard Marsh Metropark Wetland Preserve opened in 2018. Located 15 miles east of downtown Toledo along the western Lake Erie shoreline, the 1,000-acre park has gained national recognition as the largest new wetland restoration project in the Midwest by transforming 750 acres of century-old farmland back into native coastal wetland habitats.

The park's opening represented the culmination of a five-year habitat restoration effort that reconnects these coastal marshes to Lake Erie, while bringing Metroparks Toledo one step closer to fulfilling its promise to place every

Lucas County resident within five miles of a park. "The park's wetland habitat infrastructure and design brings the natural system back and eloquently speaks to the numerous coastal resiliency efforts already taking place throughout the Great Lakes region," said Emily McKinnon, PE, LEED AP BD+C, SmithGroup project manager and lead civil engineer. "Our long-term partnership with Metroparks Toledo provides many opportunities to continue the conversation on habitat creation and restoration integrated with recreation to better engage, educate and improve social and economic health of our communities."

WHY IS THIS PROJECT SIGNIFICANT?

ECONOMIC IMPACT ANALYSIS

The Howard Marsh MetroPark is apart of the MetroParks Toledo system in Northwest Ohio. According to the Trust for Public Land,¹ there are a series of economic impacts related to this system, including:

- Increases in property values by \$40.8 million and an increase property tax revenues by \$1.13 million a year, which empowers the City of Toledo to invest in other public goods and service.
- \$59.5 million in visitor spending and \$28.0 million in resident spending, annually.

HEALTH IMPACT ANALYSIS

The Trust for Public Land² reported several health benefits related to Howard Marsh and the larger MetroPark system, including:

- Trees and shrubs in the parks remove air pollutants providing health benefits and reducing pollution control costs in Lucas County by \$1.46 million per year
- Improved park access has increased physical activity, resulting in measurable medical care cost savings of \$1,230 each year

1 Trust for Public Land Report August 2019 < https://www.tpl.org/sites/default/files/files_upload/Toledo-Report.pdf>

2 Ibid

3 Ibid

ENVIRONMENTAL IMPACT ANALYSIS

The MetroParks system welcomes a range of activities, including hiking, walking, running, observing wildlife and biking. With ample greenspace, the parks collect precipitation and runoff, reducing the volume of water entering the stormwater system. This provides infiltration valued at \$5.50 million annually.³





BENCHMARKING

Photo: Indianapolis Cultural Trail, Inc.

INDIANAPOLIS CULTURAL TRAIL

Indianapolis, Indiana

LENGTH

8 miles

PROJECT LEAD

Indianapolis Cultural Trail, Inc.

PROJECT SCHEDULE

Construction began 2007

COST

\$63 M

FINANCING

Private funding totaled \$27.5 million, public funding (federal transportation funding) totaled \$35.5 million. No local tax money was used for construction.

RESOURCES

<https://indyculturaltrail.org/>

INDIANAPOLIS CULTURAL TRAIL MISSION STATEMENT:

To enrich lives and connect people and places through dynamic and beautiful experiences and use the Indianapolis Cultural Trail and Pacers Bikeshare program as a catalyst for economic growth.

The Indianapolis Cultural Trail: A Legacy of Gene & Marilyn Glick is an eight-mile world class urban bike and pedestrian path in downtown Indianapolis, Indiana. The Trail was founded by Brian Payne, president and CEO of Central Indiana Community Foundation, in partnership with the City of Indianapolis and designed by Kevin Osburn and his team at Rundell Ernstberger Associates.¹

Funding for the \$63 million dollar project came from local Indianapolis philanthropy and federal transportation grants. The Indianapolis Cultural Trail seamlessly connects neighborhoods, cultural districts and entertainment amenities while serving as the downtown hub for central Indiana's vast greenway system.²

¹ <http://indyculturaltrail.org.s3.amazonaws.com/wp-content/uploads/2015/07/15-C02-CulturalTrail-Assessment.pdf>

² <https://indygreenwaysmasterplan.files.wordpress.com/2014/03/ch4-indygreenways-designstandards.pdf>

WHY IS THIS PROJECT SIGNIFICANT?

LOCAL CULTURAL IMPACT

The Indianapolis Cultural Trail provides a safe protected connector to six important historic and cultural districts in the city, namely Massachusetts Avenue, Fountain Square, The Canal & White River State Park, Indiana Avenue, the Wholesale District and Broad Ripple. The Cultural Trail partnered with the Pacers Bike Share, which builds on city-wide multi-modal connectivity to these districts and other important areas. The Indianapolis Cultural Trail operations team also have programmed tours that connect greenway users to small businesses throughout the city, with food tours, guided biking and walking tours and city-wide events. The Trail also links users to the public art and gardens along the Trail.¹

ECONOMIC IMPACT ANALYSIS

The Indianapolis Cultural Trail has impacted on the local economy specifically for small businesses adjacent to the greenway. These impacts include:

- An increase in customers and revenue for adjacent businesses
- The change in total assessed property value, between 2008 to 2014, to an overall increase of \$1,013,544,460
- Several properties have increased in assessed value over \$725,000

¹ Indianapolis Cultural Trail History <<https://indyculturaltrail.org/about/history/>>

ENVIRONMENTAL IMPACT ANALYSIS

Many residents have opted to use the trail system over using a vehicle to get around the city. The documented results shows 231,973 lbs of carbon offset, the equivalent of taking 23 cars off the road for a year.



Photo: Indianapolis Cultural Trail



11TH STREET BRIDGE PARK

Washington, D.C.

Credit: OMA + OLIN

LENGTH

1.5 miles

PROJECT LEAD

D.C. city government and managed by Building Bridges Across the River (BBAR) staff

PROJECT SCHEDULE

Construction began 2013, opened in 2018

COST

\$60M Construction + \$57M Equitable Development Strategy

FINANCING

Corporations / foundations; District government, individuals and New Market Tax Credits.

RESOURCES

<https://bbardc.org/project/11th-street-bridge-park/>

As the old 11th Street Bridge that connected D.C.'s Capitol Hill / Navy Yard and historic Anacostia / Fairlawn neighborhoods has been replaced, the District government and Building Bridges Across the River are transforming its aged infrastructure into the city's first elevated park: a new venue for healthy recreation, environmental education and the arts.

The 11th Street Bridge Park will span the capital's cityscape and include community generated programming including: outdoor

performance spaces; playgrounds; urban agriculture; an Environmental Education Center with classrooms to teach students about river systems; public art that tells the rich history of the region; and kayak and canoe launches. Bound by the Washington Navy Yard on one side and the National Park Service's Anacostia Park on the other, the Bridge Park will be a destination for some, a pedestrian or bicycle route for others and an iconic architectural symbol across the Anacostia River for the city.

WHY IS THIS PROJECT SIGNIFICANT?

EQUITABLE DEVELOPMENT

The 11th Street Bridge project is being led by the non-profit, Building Bridges Across the River. The plan's intentions to connect the Navy Yard and Capitol Hill neighborhoods—two communities of vastly disparate histories and income levels. Building Bridges identified this project as “...so much more than a park.”¹ The 11th Street Bridge Park process included the development of an Equitable Development Plan.² This document establishes a framework for ongoing community participation, housing, workforce and small business development and arts and culture.

COMMUNITY LAND TRUST

A key goal of the Bridge Park's Equitable Development Plan is to explore the creation of a Community Land Trust in the adjacent communities. In 2016, Thomas Roberts, a graduate student at Virginia Tech, led extensive research and conversations with practitioners and experts in community land trusts to create a proposal for an 11th Street Bridge Park Community Land Trust.³

The community land trust would be formed to regulate prices of land and help build intergenerational wealth for the financially vulnerable neighborhood areas.

ENVIRONMENTAL PERFORMANCE METRICS

Another key objective of the 11th Street Bridge Park is to improve the environment of the surrounding area. Building Bridges partnered with Landscape Architecture Foundation in 2016 to create measurable environmental performance metrics for this new civic space. This baseline data will help inform the design and can be measured to ensure goals are met.⁴



Photo: OLIN Studio

1 “D.C. Bridge Park Gets a Head Start on Equitable Development” April 2018 <<https://nextcity.org/daily/entry/d.c.-bridge-park-gets-a-head-start-on-equitable-development>>

2 “11th Street Bridge Park's Equitable Development Plan” <https://bbardc.org/wp-content/uploads/2018/10/Equitable-Development-Plan_09.04.18.pdf>

3 “Bridge Park Community Land Trust Action Plan” May 2016 <<https://bbardc.org/wp-content/uploads/2018/11/Bridge-Park-CLT-Action-Plan-FINAL.pdf>>

4 “11th Street Bridge Park Landscape Performance Analysis: Environmental Metrics” December 2016 <<https://bbardc.org/wp-content/uploads/2018/11/LAF-11th-St-Bridge-Park-Env-Metrics-Report.pdf>>



HUDSON RIVER GREENWAY

New York, New York

Photo: Adam Fercho

LENGTH

12.9 miles

PROJECT LEAD

City of New York, Empire State Trail and East Coast Greenway

PROJECT SCHEDULE

Completed 2018

COST

\$500M Construction

FINANCING

Hudson River Trust/ FEMA/ District government, individuals and New Market Tax Credits.

RESOURCES

<https://www.trailink.com/trail/hudson-river-greenway>

The Hudson River Greenway (HRG) is one of the most popular places to ride, walk and jog in New York City. It makes up part of the Manhattan Waterfront Greenway loop, the cross-state Empire State Trail and the multi-state East Coast Greenway. The greenway is separated from traffic and runs through a series of parks along the Hudson River and the west side of Manhattan, offering beautiful views of the water and skyline along its two-lane, 12.9-mile paved path.

The trail is more densely populated with commuters, after-work recreators and people

getting in their evening runs and dog walks. Traveling through and along Hudson River Park, there are playgrounds, landscaped lawns, kayaking facilities and basketball courts. Signals and directional signage become more prevalent here to ensure safe interactions between cars, bikes and pedestrians. Other accessible cultural assets include the Intrepid Sea, Air & Space Museum (at West 46th Street) and Chelsea Piers (near West 22nd Street), an area with a driving range and other attractions.

WHY IS THIS PROJECT SIGNIFICANT?

IMPROVED CONNECTIVITY

The Hudson River Valley Greenway is a local greenway for New York City but also extends to the Upstate New York areas, making heritage sites accessible to residents and visitors without a car.¹ They include:

- Battery Park, NYC
- Walkway Over the Hudson, Poughkeepsie
- Olana State Historic Site, Hudson
- Martin Van Buren National Historic Site, Kinderhook
- Schodack Island State Park, Schodack Landing
- Saratoga National Battlefield, Stillwater
- Fort Ticonderoga, Ticonderoga

ECONOMIC IMPACT ANALYSIS

Hudson River Park is a world-class public amenity right on the water, with public and private investments totaling \$720 million.² This investment has secured more than \$1.121 billion in indirect economic benefits for New York City from 2000 to 2015.

The Hudson River Valley Greenway is credited with generating \$21 million in economic impact annually based on visitor and local resident spending. The greenway and park was also credited with creating and supporting and more than 3,000 full- and part-time jobs (with an expected increase to 5,000 jobs by 2025).



Photo: Hudson River Park

¹ "Realizing the Benefits of Hudson River Park" 2017 Report < <https://hudsonriverpark.org/app/uploads/2020/07/Realizing-the-Benefits-of-Hudson-River-Park.pdf> >

² Ibid

THE LAY OF THE LAND

RELEVANCE TO DETROIT

After benchmarking successful greenway and trail projects in other cities, it was important to understand what lessons those project could teach Detroit. Some highlights included:

- Stronger focus on land use and policy to stabilize long-term affordability
- Wayfinding and safety as important elements to multi-modal transitions
- Strategies in which greenway-inspired development can offset long-term maintenance and operation costs



Photo: James Brown



AFTER A DEEP DIVE
IN HOW OTHER CITIES
ARE EMBRACING BIKE
CULTURE AND MOBILITY,
THE FRAMEWORK PLAN
JUXTAPOSES THESE
QUALITIES WITH DETROIT,
WHICH ARE DETAILED IN THE
NEXT FEW PAGES.



Bike Culture in Detroit

Photo: James Brown

DETROIT BIKE CULTURE

Detroit is redefining what bicycling looks like in America.

Detroiters have been riding bicycles for over 150 years.¹ While there have been rises and falls in its popularity, the past decade has brought a significant resurgence of bicycling in Detroit. Bolstered by a growing bike culture of more than 70 active bicycle clubs in the city and facilitated by a growing trail and bike lane network, bicycling has become a popular social activity. To Detroit's bike club members, bicycling is more than just a hobby; it represents a way of life. Riders often meet up in groups, showing off the latest customization to their bicycles. Ranging in all sizes and styles—from cruisers and trikes to stretch bikes—these cycles become functional pieces of art and expression. Bicycles are often adorned with multi-colored lights, originally added due to inadequate city street lighting. Music systems of all scales and practicality are strapped to bars and seats. All types of music resonate from bicycles, from hip hop to Motown to country music—their soundwaves intertwine to form something wholly new. Energy flows from these groups as club riders casually roll through neighborhoods and attract onlookers. These rides are open to all, and people joining become part of the bike family.

¹ The first bicycle was ridden in Detroit on December 18, 1868. Detroit Free Press, "The First Detroit Velocipedist." December 19, 1868. Via m-bike: <https://m-bike.org/2011/12/18/december-18th-1868-detroit-first-bicyclist/>



“BIKE CULTURE IN
DETROIT—FOR ME,
IT’S WONDERFUL.
IT’S DIVERSE.
IT’S BEAUTIFUL.”

—COMMUNITY RESIDENT

MOBILITY IN DETROIT

Motor City is not just a nickname—Detroit moves with the car. However, over the years as the Detroit economic base weakened, car ownership transitioned into automobile dependency, barring residents from accessing critical jobs and services. The Joe Louis Greenway provides opportunity to create equitable non-motorized links between neighborhoods and other places while alleviating car dependency. In considering the values of equity and safety, the process reviewed other studies and multi-modal plans to identify key links and areas of concern.

The following list explores overlapping planning efforts that touch or impact the greenway.

2045 REGIONAL TRANSPORTATION PLAN

The 2045 Regional Transportation Plan (RTP) for Southeast Michigan was adopted by the SEMCOG General Assembly in March 2019. The 2045 Regional Transportation Plan for Southeast Michigan serves as the region's guiding policy document for transportation investment. It describes how more than \$35 billion in revenues will be invested in 174 projects to support the region's transportation system through 2045. It addresses the future of mobility and responds to many of the regional, state and national trends such as an aging demographic, future technology and funding shortfalls. Regional policies and actions outline strategies to improve the efficiency of the transportation network, strengthen economic prosperity, increase access and safety for all users, achieve a level of fiscal sustainability, create vibrant communities and

protect the natural environment. Implementation of this plan will help improve Southeast Michigan's quality of life. The plan includes regional transportation projects and investment.

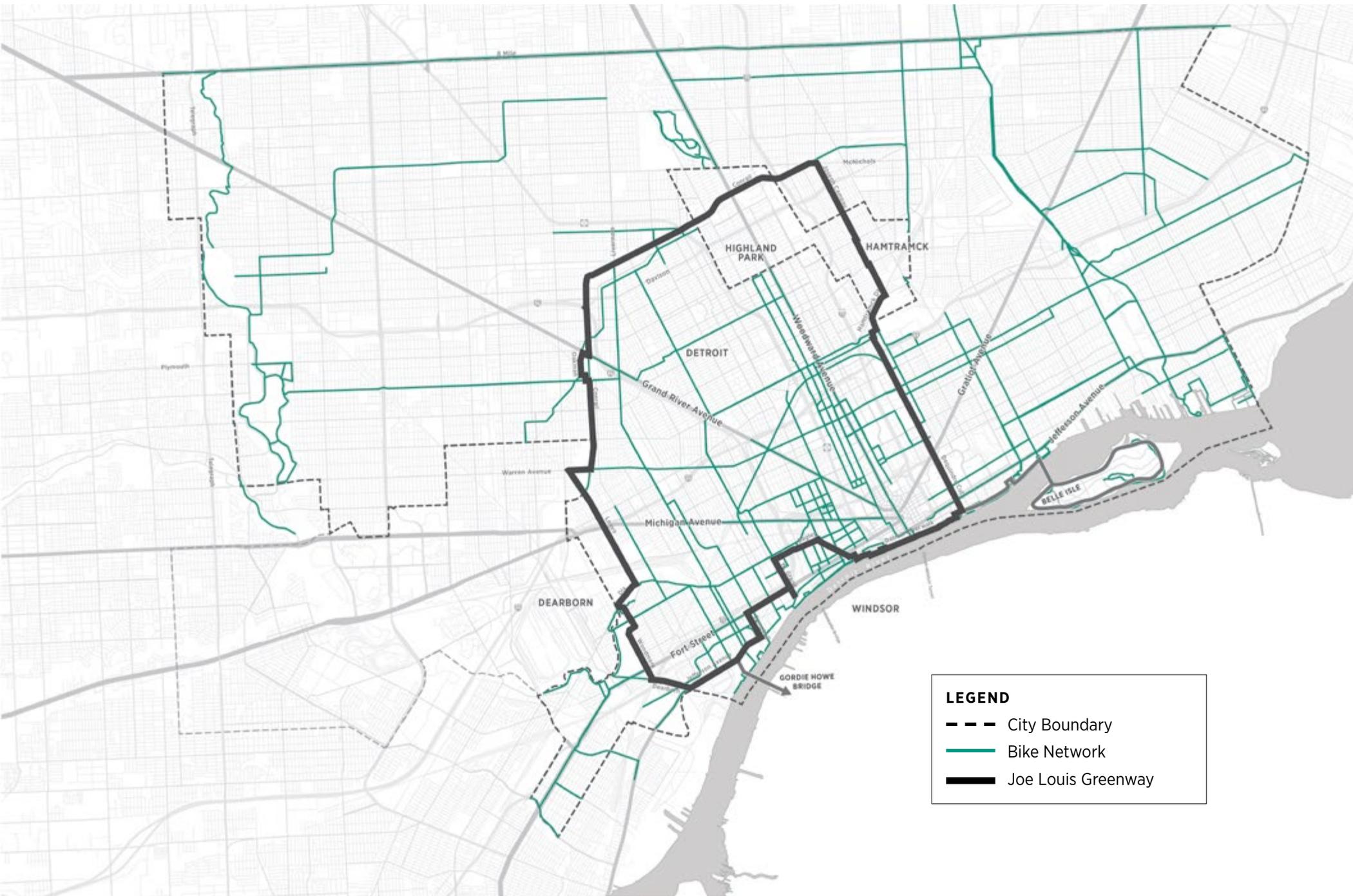
BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR SOUTHEAST MICHIGAN

Led by the Southeast Michigan Council of Governments (SEMCOG), this plan establishes a common vision for bicycling and walking in the region. It provides guidance for increasing the connectivity, use and safety of the system for all residents and users. This plan ensures that the region's non-motorized system meets the transportation, quality of life, health and accessibility needs of its residents and visitors, as well as the economic development priorities and goals of the region and local communities.¹

CITY OF DETROIT NON-MOTORIZED URBAN TRANSPORTATION MASTER PLAN

In 2006, the City of Detroit Non-Motorized Urban Transportation Master Plan catalyzed a windfall of efforts to improve non-motorized facilities across the City. With a grant from the Michigan Department of Transportation, the opportunities and benefits for a city greenway system were assessed and identified, laying the groundwork for the system Detroiters enjoy today. With this Plan, the City of Detroit took measurable steps toward improving every citizen's quality of life, creating a more sustainable environment, reducing traffic, vehicle exhaust, noise and energy consumption.

¹ <https://semcog.org/bicycle-and-pedestrian-mobility>



LEGEND

- - - City Boundary
- Bike Network
- Joe Louis Greenway

MOBILITY-ORIENTED DEVELOPMENT

The Regional Transit Authority (RTA) of Southeast Michigan, established in 2012, is preparing a Mobility Oriented Development (MOD) Study for the Woodward Avenue Corridor from Detroit to Pontiac and the Commuter Rail Line Corridor from Detroit to Ann Arbor. The study will determine opportunities to build upon and expand the impact of Transit-Oriented Development (TOD) planning to help create vibrant station areas. This process will evaluate how Bus Rapid Transit and commuter rail can align with municipal and regional economic development efforts. This ongoing planning process is due to wrap up in 2020.

STRATEGIC PLAN FOR TRANSPORTATION

The City of Detroit's Strategic Plan for Transportation, released in 2018, is "the roadmap to make it easier, safer and more affordable for everyone to get around Detroit." Recognizing the importance of transportation throughout Detroit, the document describes how the City's transportation goals relate to 5 core values: Economic Opportunity, Public Safety, City Vibrancy and Beauty, Community Outreach and City Functionality.

The Joe Louis Greenway is listed as a key priority for connecting all Detroiters with an off-street walking and biking greenway network. The Strategic Plan for Transportation includes future updates to transit and transportation, led by the Detroit Department of Transportation (DDOT).

DETROIT TRANSPORTATION MASTER PLAN

The City of Detroit is developing a Transportation Master Plan with a singular focus—to make it easier and safer for Detroiters to move around the city. The plan seeks to knit together diverse neighborhoods, prioritize safety of the most vulnerable road users and identify clear implementation and design strategies for roadway improvements. Most importantly, it will be rooted in an inclusive planning process that gives a voice to the City's residents who are most impacted by the transportation system. This plan will be completed over the next two years by the Department of Public Works in partnership with MDOT, SEMCOG, city departments and partner agencies.¹

NON-MOTORIZED URBAN TRANSPORTATION MASTER PLAN

The Non-motorized Urban Transportation Master Plan² was funded through a Michigan Department of Transportation grant and completed in 2006, formerly adopted in 2008. This was the City of Detroit's first measurable step in developing a non-motorized network with the goal of improving every citizen's quality of life, creating a more sustainable environment, and reducing traffic congestion, vehicle exhaust emissions, noise, and energy consumption. Access improvements for pedestrians and bicyclists are important to help improve the ability to take functional trips to destinations like shops, work, and school. The creation of the non-motorized plan required

¹ Source: Streets for People informational flyer

² NACTO Non-motorized Plan: <https://nacto.org/wp-content/uploads/2011/03/City-of-Detroit-Non-Motorized-Transportation-Plan-2006.pdf>

an understanding of the dynamics of the various types of corridors available and the varying needs of the end users.

GREENWAY NETWORK VISION

The Greenway Network Vision was created to show how local non-motorized projects could be eventually connected into a comprehensive citywide network. This addressed a question asked by funders who wanted to see how local investment requests fit into a larger scope. It was also an opportunity to raise the profile of many greenway projects and develop greater support and enthusiasm for residents, elected officials, city staff, funders, and more. The proposed network largely borrowed routes identified in the City of Detroit's 2006 Non-Motorized Urban Transportation Master Plan to connect existing and planned greenway and non-motorized projects. Detroit Greenways Coalition members reviewed and reached consensus on this vision prior to the creation of the map and brochure, which was then distributed across the city.

STREETS FOR PEOPLE TRANSPORTATION PLAN

The City of Detroit developed Streets for People,³ a transportation master plan for safe, equitable, and accessible streets for all Detroiters. Streets for People is focused on ensuring multiple safe, affordable, high-quality transportation choices inclusive of all places people live or travel. The plan prioritizes economic opportunity and health for all Detroiters, especially our most vulnerable residents, and identifies clear implementation and design strategies for roadway improvement.

³ <https://detroitmi.gov/departments/department-public-works/complete-streets/streets-people>

⁴ <https://walkbike.info/dearborn/plan/>

DEARBORN MULTI-MODAL PLAN

The City of Dearborn has been working to improve connectivity and transportation options for a number of years—however, this is Dearborn's first holistic, city-wide analysis and discussion on multi-modal transportation. Building on the City's long history of being a city of innovation, this Multi-Modal Transportation Plan seeks to lay out a vision for a connected transportation network that will accommodate the next generation of people and vehicles—a plan that will serve those who want to walk, bike, ride and drive. While the Plan considers every mode of transportation, it focuses on the modes that have traditionally received less attention including biking, walking, transit and the potential impacts of autonomous vehicles on the transportation system.

The Plan is both visionary and pragmatic with near-term recommendations and a long-term vision that reflect desires and priorities driven by stakeholder input. Flexibility is built into the plan to respond to changing mobility needs.⁴

LINK DETROIT

Completed in 2015, Link Detroit is a \$20 million non-motorized project that expanded on bicycle facilities across the city of Detroit. The project included:

- Extending the Dequindre Cut from Gratiot to Mack Avenue with a trailhead into Eastern Market
- Bike lanes from Dequindre Cut to the City of Hamtramck, as well as a Midtown Loop path connection from Eastern Market to Midtown

— THE LAY OF THE LAND

- Replacing three bridges over the Dequindre Cut
- Pedestrian improvements along Russell Street in Eastern Market
- This project also incorporated three automated bike and pedestrian counters to measure use.¹

GREATER DOWNTOWN AREA BICYCLE NETWORK PLAN

The City of Detroit desires a world-class bicycle network with protected, connected, attractive and accessible infrastructure. In addition to improving public transportation, the City is choosing to invest in bicycling—an economically efficient mode of transportation that promotes cleaner air, reduces noise and emissions and improves public health.

The City of Detroit contracted Copenhagenize Design Co., an international leader in bicycle urbanism and design, to update the citywide non-motorized plan, beginning with a Greater Downtown area bicycle network plan. Project objectives included the creation of connected mobility options to encourage the use of bicycles as a normal form of transport and protected infrastructure to support riders choosing to cycle throughout the Greater Downtown area.²

¹ Detroit Greenways Link Detroit <<https://detroitgreenways.org/tag/link-detroit/>>

² Greater Downtown Area Bicycle Network Plan <<https://detroitmi.gov/departments/planning-and-development-department/citywide-initiatives/greater-downtown-area-bicycle-network-plan>>

DOWNTOWN DETROIT TRANSPORTATION STUDY

In the urban core of our region, managing the transportation needs of residents, commuters, businesses and tourism events is key to regional success. With the rapid development occurring in Downtown Detroit, effective coordination and collaboration of planning among various public and private agencies are essential to maximizing efficiency.

SEMCOG partnered with the City of Detroit and the Michigan Department of Transportation (MDOT) to study all aspects of transportation in Downtown Detroit including traffic, parking, transit, biking and walking. The purpose of this study is to evaluate the existing transportation conditions and develop a holistic strategy to manage future transportation demands.¹

IRON BELLE TRAIL

The Iron Belle Trail is a partially-completed trail system running across the state of Michigan from Belle Island to Ironwood, MI. Several sections of the existing and proposed Iron Belle Trail overlap with the Joe Louis Greenway, including a section of proposed trail along Woodmere Street.

¹ <https://semcog.org/Portals/0/Documents/Plans-For-The-Region/Transportation/DowntownDetroitTransportationStudyDecember2018.pdf>

SOUTHWEST TRUCK STUDY

This study examines existing truck routes and establishes recommendations for improved truck circulation and access in Southwest Detroit. Through signage, road repairs, traffic enforcement and City ordinances, the Southwest Truck Study will create a safe, efficient and comfortable transportation framework plan.³

JOSEPH CAMPAU NON-MOTORIZED FACILITIES IMPROVEMENTS

This proposed 1.6-mile bicycle facility improvement project in Hamtramck includes protected bike lanes and shared lane markings from Carpenter Avenue to Caniff Street and Holbrook Avenue to Hamtramck Drive. This project fills a gap in the Joe Louis Greenway with a two-way cycle track on the western side of Joseph Campau.

The City of Hamtramck was awarded a TAP Grant for \$409,720 and a local match of 20%. Construction is anticipated to start in 2022.⁴

GORDIE HOWE INTERNATIONAL BRIDGE

The future Gordie Howe International Bridge will be an international crossing spanning the Detroit River and providing a new connection between US Interstate 75 and Ontario Highway 401. The construction of the bridge and the associated border control will require major changes to the roadway network in the Southwest and Delray neighborhoods. The project includes shared-use paths and protected bike lanes along Jefferson Avenue, along with other connecting roadways. The Joe Louis Greenway was realigned to connect to this new infrastructure project. The Bridge and non-motorized paths are expected to open by 2024.

³ City of Detroit Website: <https://detroitmi.gov/departments/department-public-works/sw-trucks-en-route-pilot-study>

⁴ <https://maps.semco.org/tap/>

FORK AND GREENS

The Fork and Greens project is a proposed scattered pocket park and linear neighborhood greenway in the Northpointe area of northeast Highland Park with an anticipated opening in 2022 or 2023. Spearheaded by Wayne County Land Bank, this project aims to:

- Return tax-foreclosed and abandoned properties to productive use, drive economic development to contribute tax revenue to Wayne County and promote community rehabilitation
- Develop vacant and under-utilized properties
- Drive economic development that increases tax revenues
- Preserve real estate for public purposes such as public parks and green infrastructure
- Work with state, local and non-profit partners to dedicate land bank properties for public use

DETROIT RIVERWALK EXTENSION

A 0.1-mile shared-use path, will fill the last remaining gap between Detroit's RiverWalk across the former Joe Louis Arena site to the future Ralph C. Wilson, Jr. Centennial Park. This project is supported by a TAP Award of \$1,000,000, an MDOT Award of \$900,000 and a 69% local match.

LIVERNOIS STREETScape IMPROVEMENTS

In 2019, The City of Detroit began streetscape improvements on Livernois to revitalize the area historically known as the Avenue of Fashion. The 2.8-mile corridor between the Lodge Freeway and Eight Mile Road hosts a concentration of local retail and restaurant businesses, most of which are black-owned. The streetscape expands sidewalks, on-street parking, reduces traffic and includes on-road bike lanes that connect to the greenway. The project is expected to be completed by 2021. This MDOT-funded project was supported by a TAP Award of \$976,222 with a local match of 35%.

FITZGERALD GREENWAY

In 2018, Ella Fitzgerald Park opened in the Fitzgerald neighborhood of Northwest Detroit as a part of the larger neighborhood master plan published in 2016. The park includes Fitzgerald Greenway, a walking and biking path that provides stronger east-west access across vacant lots between the University of Detroit-Mercy at Livernois and Marygrove’s Campus at Greenlawn.

BAGLEY STREETScape DESIGN

Between 24th Street to I-75 Service Drive, Bagley Street will be re-envisioned as a “shared street.” Bagley will be a versatile new curb-less street that lets the street serve traffic and business needs, while transforming into a lively plaza for special events. The project will include enhanced lighting, brick pavers, plantings and decorations, while making it a better place for residents, visitors and businesses.

VALUES

Equity, Dignity, and Transparency

This plan aims to increase equity/dignity for all residents and visitors to Detroit through transparent decision-making processes and rigorous community engagement.



Accessibility

Complete Streets serve people of all ages and abilities, and should offer a number of mobility options.



Safety

Complete Streets provide a safe travel experience to all and designing Complete Streets is a safety strategy to eliminate preventable traffic fatalities.



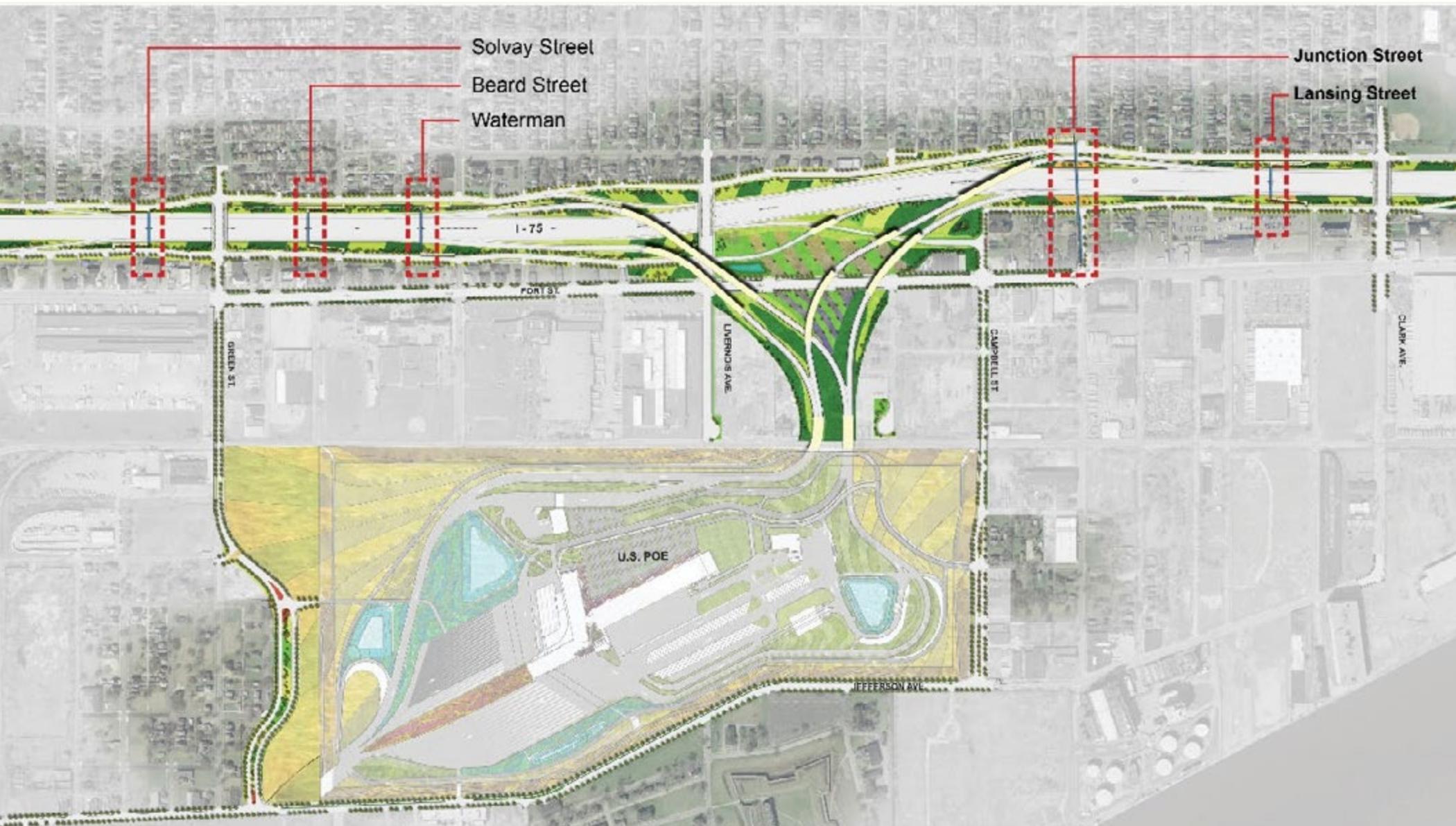
Public Health and Environment

Complete Streets preserve and protect Detroit’s environment and increase health by providing opportunities for active transportation (walking, biking, etc.) reducing vehicle miles traveled, and decreasing pollution caused by motor vehicles.

Economic Vitality

Strengthen the neighborhoods by and advancing economic opportunity and job creation through capital investments.





GORDIE HOWE INTERNATIONAL BRIDGE INTERSTATE-75 PEDESTRIAN BRIDGE DESIGN

Source: Gordie Howe International Bridge Website: <https://www.gordiehoweinternationalbridge.com/en/gallery>

HAMILTON AVENUE BIKE LANES

A 2.2-mile bike lane project, creating a north-south route through town, connecting neighborhoods with local parks, the Ernest T. Ford Recreation Center and Detroit's Palmer Park neighborhood. This project formalizes Hamilton Avenue as a preferred route for bicyclists traveling between Southeast Oakland County and NW Detroit and Midtown and Downtown Detroit and is a key connection across the Davison Freeway that divides Highland Park. The project is also a spur of the proposed Joe Louis Greenway, which will eventually connect to the City of Ferndale. This project is supported by a \$336,030 TAP Grant and a 20% local match.¹

I-94 MODERNIZATION PROJECT

The I-94 Modernization Project² addresses the reconstruction of the I-94 freeway in Detroit from the I-96/I-94 interchange to Conner Street. The project includes 67 bridges and two major interchanges at M-10 (Lodge) and I-75 (Chrysler) freeways. This project is a result of an Environmental Impact Study performed in 1994 with construction expected to begin in 2020. Project sponsors are the Federal Highway Administration, Michigan Department of Transportation and the City of Detroit. FHWA and the City of Detroit are cost sharing partners. MDOT will oversee all project activities from the preliminary engineering and environmental phases through final construction. The proposed improvements will improve access to Detroit's larger bicycle network.

1 State TAP Grants fund facilities for pedestrians and bicyclists, transportation-related environmental mitigation, green infrastructure, community improvement and streetscape projects and Safe Routes to School (SRTS) programs Statewide (through MDOT) and in Southeast Michigan (through SEMCOG). Source: <https://maps.semco.org/tap/> ; <https://semco.org/Portals/0/Documents/Plans-For-The-Region/Transportation/TAP/Webinar-2017-12-13/1-SEMCOG-TAPOverview.pdf>

2 <https://i94detroit.org/i94-project/about/>



Photo: State of Michigan

MOBILITY CHALLENGES

While Detroit remains proud of its auto heritage, there are several limitations for residents getting around in an auto-centric city, such as cost of automobile insurance, access to a vehicle and frequency and severity of auto-related accidents.

COST OF AUTOMOBILE INSURANCE

Car insurance rates, which far exceed those of comparable and nearby cities, are cost prohibitive and may serve as a barrier to mobility. Detroit has the highest auto insurance rates of any major city in the United States, a function of unique state policies and discriminatory insurance practices.¹ The average annual rate for car insurance in Michigan in 2019 was \$3,096. In Detroit, auto insurance averaged over \$5,000 in 2019.²

A 2019 University of Michigan study found that Detroiters on average spend 18% of their income on car insurance. In some Detroit zipcodes, that number can increase to almost 36% of income. According to the US Treasury Department's Federal Insurance Officers, car insurance that costs more than 2% of household income is considered, "unaffordable." As a result, nearly 60% of Detroiters drive without insurance, posing a risk to themselves and other drivers on the road. The Michigan Legislature passed a comprehensive auto insurance reform bill which took effect in July of 2020. We do not yet know

how these reforms will impact Detroit drivers, but the necessity of mobility alternatives like the Joe Louis Greenway remains clear.

ACCESS TO A VEHICLE

Similar to the challenges with maintaining car insurance, some residents face significant barriers to owning and operating a vehicle. About 25% of Detroiters do not have access to a vehicle, limiting a large population from engaging with the workforce and obtaining critical basic services. One key contributor to these numbers is the criminalization of non-violent offenders who have their licenses suspended or revoked as part of their sentencing.³ Many of these offenses are related to time-sensitive failures, including late child support payments, late parking tickets and missed appointments with parole officers, of which further limits offenders from correcting their past transgressions.

1 "Detroit and Michigan lead the nation with the highest auto insurance rates" Nealing, Metro Times, January 2020 < <https://www.metrotimes.com/news-hits/archives/2020/01/15/detroit-and-michigan-lead-the-nation-with-the-highest-auto-insurance-rates>>

2 2019 Zebra Report "The State of Auto Insurance"

3 Editorial: Limit license suspensions to dangerous drivers " Detroit News January 2020 < <https://www.detroitnews.com/story/opinion/editorials/2020/01/30/editorial-limit-driver-license-suspensions-dangerous-drivers/4566906002/>

AUTO-RELATED ACCIDENTS AND FATALITIES

While Detroit boasts a strong emerging network of bike lanes within the city, on-road biking can still be dangerous as bikers and cars learn to coexist on Detroit's wide boulevards. According to Michigan Crash Data Facts, Detroit observed the 2nd highest bike fatality rate and the 5th highest pedestrian fatality rate in the United States in 2017.⁴ Much of these accidents were attributed to the presences of unprotected bike lanes and drivers' failure to yield to bikers and pedestrians.

The Joe Louis Greenway can be more than just a city-wide loop; it can in fact address structural inequity and roadway safety that bar so many Detroit residents from enjoying the best the city has to offer. Having a car—or not having a car—should not be a limitation to a great quality of life.

⁴ Michigan Crash Data Facts 2017 Report

**168,000 Detroit households (25%)
lack access to a vehicle**

**2nd highest bike fatality rate in
the US in 2017—153 deaths per
million population¹**

**5th highest pedestrian fatality rates
in the US in 2017²**

¹ In cities over 100,000 population. Data according to the 2017 NNTSA Pedestrian Report.

² In cities over 100,000 according to the 2017 NHTSA Pedestrian Report.

**“ MAKE THE GREENWAY
SAFE FOR PEOPLE BIKING
AND WALKING ”**

—COMMUNITY RESIDENT

DETROIT'S NATURAL SYSTEMS THE ECOLOGICAL HISTORY OF DETROIT

The significance of a role the natural systems in the Detroit region play within the Great Lakes ecosystem cannot be understated.

Located at the intersection of two major migratory flyways (the Atlantic and the Mississippi), birds continue to be observed in great diversity and abundance in the spring and fall. The Detroit River is a critical connection between the three upper Great Lakes and the two lower Great Lakes and St. Lawrence River. Coastal wetlands and Lakeplain prairie once dominated the Detroit River shoreline, providing habitat for birds, herpetofauna, fish and mammals. Streams that fingered their way through the landscape created a mosaic of riparian, wetland and upland habitat.

The region's natural features were formed through a vast history of glacial activity. The most recent glacier retreat created an area characterized as relatively flat, with "glacial lake deposits of clay up to 100 meters thick over Paleozoic bedrock."¹ The combination of temperature, underlying soils and hydrology of the region have all contributed to creating an area once dominated by beech-sugar maple forests with large expanses of mixed hardwood forests, swamp and wet prairies and smaller pockets of oak-hickory forests and black ash swamp. Great Lakes marsh once provided critical spawning and nursery habitat

for a range of fish species. Furthermore, the crevices and holes formed in the limestone bedrock on the river bed provided important spawning habitat for fish such as walleye, cisco and the state-threatened lake sturgeon.

DETROIT TODAY

At the heart of the region's water resources lies the Detroit River, an approximately 27.5-mile long conveyance channel between Lake St. Clair and Lake Erie. The volume of water flowing through the river contributes to a more mild climate than outside the region, as can be observed on the U.S. Department of Agriculture's Plant Hardiness map. The water resources of the region are the foundation for not only critical habitat, but have also served as the source of commerce and transportation.

MAY CREEK

May Creek is a historic stream that ran east to west across the Southwest Detroit and Corktown neighborhoods. In 1731, the French named it Ruisseau des Hurons (Creek of the Hurons), after the Huron Indigenous groups living there. It was later renamed May's Creek after James May, established a business along the creek (1756-1829). During Detroit's industrial boom, the creek was covered and rail line was built in its place.² Because of Detroit's urbanization, many native habitats along May Creek have struggled to remain.

¹ MNFI, Lakeplain Wet Prairie plant community abstract

² May Creek Greenway History < <https://detroitgreenways.org/projects/may-creek-greenway/> >

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BAUBEE CREEK

Baubee Creek (sometimes called Baby Creek) is a historic stream that runs north to south within the Patton Park area. Patton Park was one of Detroit's first public parks and recreation centers, featuring a pond used for swimming and fishing the mid-1970s. The Patton Pond flowed into Baubee Creek, which meandered the Woodmere Cemetery into the City of Dearborn. Baubee Creek was later channeled in the early 1960s.¹

CONNOR CREEK

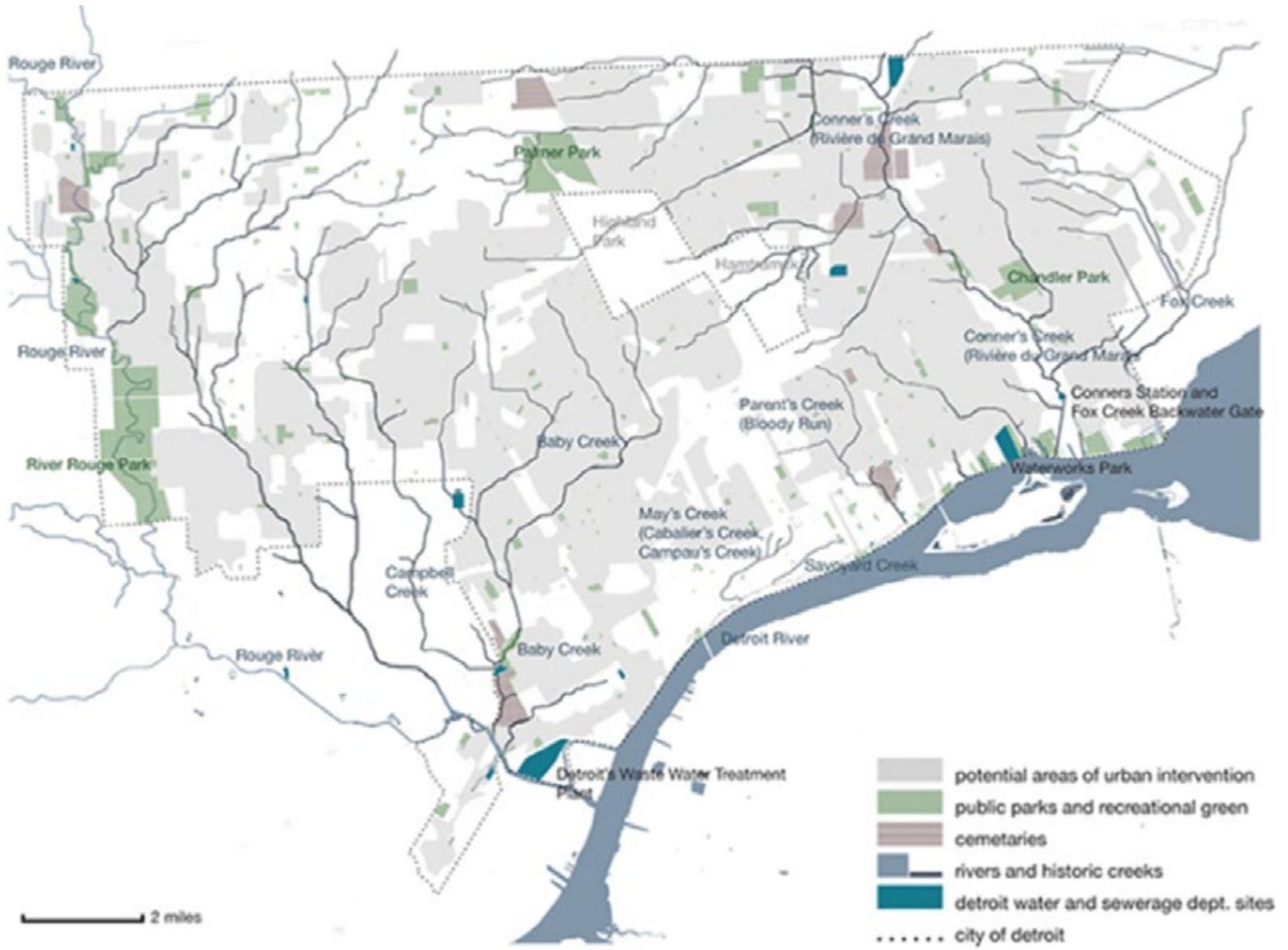
Conner Creek once flowed from what is now the City of Warren to the Detroit River. Early French surveyors named the creek "Riviere du Grand Marais" (River of the Great Marsh) but it was formally named after landowner Henry Conner. As Detroit continued to urbanize, the marsh and creek were drained and sold as lots for farming and settlement. Mills were constructed along the creek, and the forest was removed to make room for farming. Ribbon farms dominated the landscape along the creek and the Detroit River to maximize landowners' access to the water. Today, there are large industrial automotive manufacturing sites along the creek corridor.²

1 Patton Park < <https://detroitmi.gov/departments/parks-recreation/community-recreation-centers/patton-community-center>>

2 Connor Creek Greenway < <https://connercreekgreenway.org/history/#:-:text=History%20of%20Conner%20Creek%20Conner,among%20several%20Native%20American%20inhabitants.>>



Photo: Evan Gonzalez



HISTORIC CREEKS

Data source: Lars Grabner <https://hiddenwatersblog.wordpress.com/2016/06/14/conner-creek-detroit/>

IMPACTS AND THREATS

Detroit's strategic position in the Great Lakes has led to its development as a center of commerce. Since European settlement in the early 1800s, Wayne County has lost approximately 90% of its wetlands.¹ This has resulted in the loss of critical habitat for a diversity of species and a significant reduction in flood control, filtration of sediments and pollutants and shoreline stabilization.

URBAN INFRASTRUCTURE

In comparing the earliest mapping records of European settlement² to present day conditions, the network of streams and creeks that once fed into the lower Rouge River, Conner's Creek or directly to the Detroit River have been buried or otherwise handled by feats of civil engineering. Much of this infrastructure is from the 1920s³ and were sized based on climate data available at the time. Furthermore, natural hydrologic patterns have been manipulated through the transformation of vegetated land cover to large expanses of impervious surface areas. The conversion of vegetated land cover to paved surfaces has produced heat islands in urban areas. The loss of trees diminishes nature's ability to manage the abundance of carbon emitted in urban areas, thereby contributing to a significant imbalance in carbon exchange.

1 Department of Environment, Great Lakes

2 1867 Atlas

3 City of Detroit Sewer Maps

UNREGULATED CONTAMINATION

Industrial land uses have introduced contaminants into the environment that affect plant communities, wildlife and humans. The downstream effect has reduced the health of benthos, which then effects other parts of the food web, including human consumption of fish and wildlife. Water quality has been impacted from urban runoff. The lack of natural systems to manage flood control results in basement backups, erosion, turbidity and channelized streams.



Native Meadow
Source: SmithGroup

The Joe Louis Greenway Framework Plan seeks to integrate solutions that will restore the region's impaired natural systems and water resources.

INVASIVE SPECIES

Invasive species are non-indigenous species that spread aggressively and cause harm, such as damage to utilities, infrastructure and reduced biodiversity which supports native wildlife. Detroit lost 500,000 trees between 1950 and 1980 to Dutch elm disease, urban expansion or neglect. A new invasive pest in 2002, emerald ash borer, decimated the city's ash trees, which had been planted to replace lost elm trees. The Greening of Detroit has teamed up with community and volunteer groups to plant 70,000 trees in Detroit since 1989. Despite these efforts, Detroit's tree canopy is lower than both the national average and the recommended percentage for cities.⁴

A CHANGING CLIMATE

As worldwide climate conditions continue to change at an ever-increasing pace, we must plan today increases in natural disasters, rising temperatures, flooding and ecosystem destruction. Through stormwater management, heat island reduction, habitat creation and conscientious environmental planning, we may set the standard and preserve our natural resources for tomorrow's generation.

KEY ORGANIZATIONS

These organizations drive environmental analysis and research, policy and regulation and enforcement.

EGLE: The Department of Environment, Great Lakes, and Energy (formerly the Michigan Department of Environmental Quality, MDEQ)

DETROIT PLANNING AND POLICY DWSD STORMWATER MANAGEMENT DESIGN

The DWSD Stormwater Management Design Guide⁵ is a document which outlines the regulatory requirements, best practices and guides for managing stormwater in the City of Detroit. The review of Detroit's municipal code revealed that the City did not require new or redevelopment projects to manage stormwater post-construction. Impervious developed lands – such as roofs, parking lots and sidewalks – that do not allow rain water and snow melt to infiltrate into the ground increase the amount of stormwater that goes into the City's combined sewer system. This puts stress on the city's infrastructure and poses potential risk to water quality. In response, the City adopted new regulations which require development projects to manage the stormwater generated by the project site and revised existing city code to help support and incentivize green stormwater infrastructure.

⁴ Detroit Environmental Agenda < [⁵ <https://detroitmi.gov/sites/detroitmi.localhost/files/2019-06/Stormwater%20Mgmt%20Design%20Manual%202019-06-23a.pdf>](http://detroitenv.org/environment-public-safety/#:-:text=Detroit's%20tree%20canopy%20is%20only,the%20recommended%20percentage%20for%20cities.></p></div><div data-bbox=)

2017 PARKS AND RECREATION IMPROVEMENT PLAN

The Parks and Recreation Improvement Plan¹ offers exciting approaches to help make the most of our large recreation system, with an emphasis on parks and recreation centers. These programs work in conjunction with other initiatives happening across Detroit among other city departments, organizations and resident groups. All parks that have not seen improvements since 2006 are addressed in these programs, starting in the summer of 2016 with a strategy that improves 40 neighborhood parks. 52 parks will become Community Open Spaces that are publicly owned and maintained by the General Services Department, but eligible for residents and organizations to create partnerships for how to best use these spaces.

The General Services Department is currently updating the Improvement Plan to advance community goals for park and greenway investments citywide, including the Joe Louis Greenway. The Improvement Plan should be completed early 2022.

HABITAT RESTORATION

The Joe Louis Greenway will create habitat corridors that support the restoration of functional habitats native to the Detroit region. Restoring native plant communities requires thoughtful attention to soils, hydrology and site context. Site context includes surrounding land uses and the presence of invasive species.

Research demonstrates that one of the leading factors attributing to the spread of invasive species is disturbance in the landscape.

To support the successful restoration of native plant communities in the Joe Louis Greenway corridor, the following practices should be planned and implemented:

ADAPTIVE MANAGEMENT PLANNING

The Joe Louis Greenway should develop an adaptive management plan for invasive species immediately within the corridor. There are dozens of invasive species in the Detroit region, and unfortunately, several have been found within the Joe Louis Greenway corridor, including the notorious *Ailanthus altissima* (tree of heaven), *Phalaris arundinacea* (reed canary grass) and *Phragmites australis* (common reed). The presence and abundance of each species should be mapped and management strategies should be implemented that coincide with best management practices for each species.

Most species require multiple years of management to get the species under control, so developing the plan as soon as possible is crucial to the long term success. There are number of organizations available to help fund the development and implementation of a management plan.

Furthermore, there are organizations in the area that may be willing to partner with the City of Detroit and provide assistance, such as the Detroit River-Western Lake Erie Cooperative Weed Management Area (CWA) and Phragmites Strike Team.²

¹ <https://detroitmi.gov/Portals/0/docs/Parks/2017%20Parks%20and%20Recreation%20Improvement%20Plan.pdf>

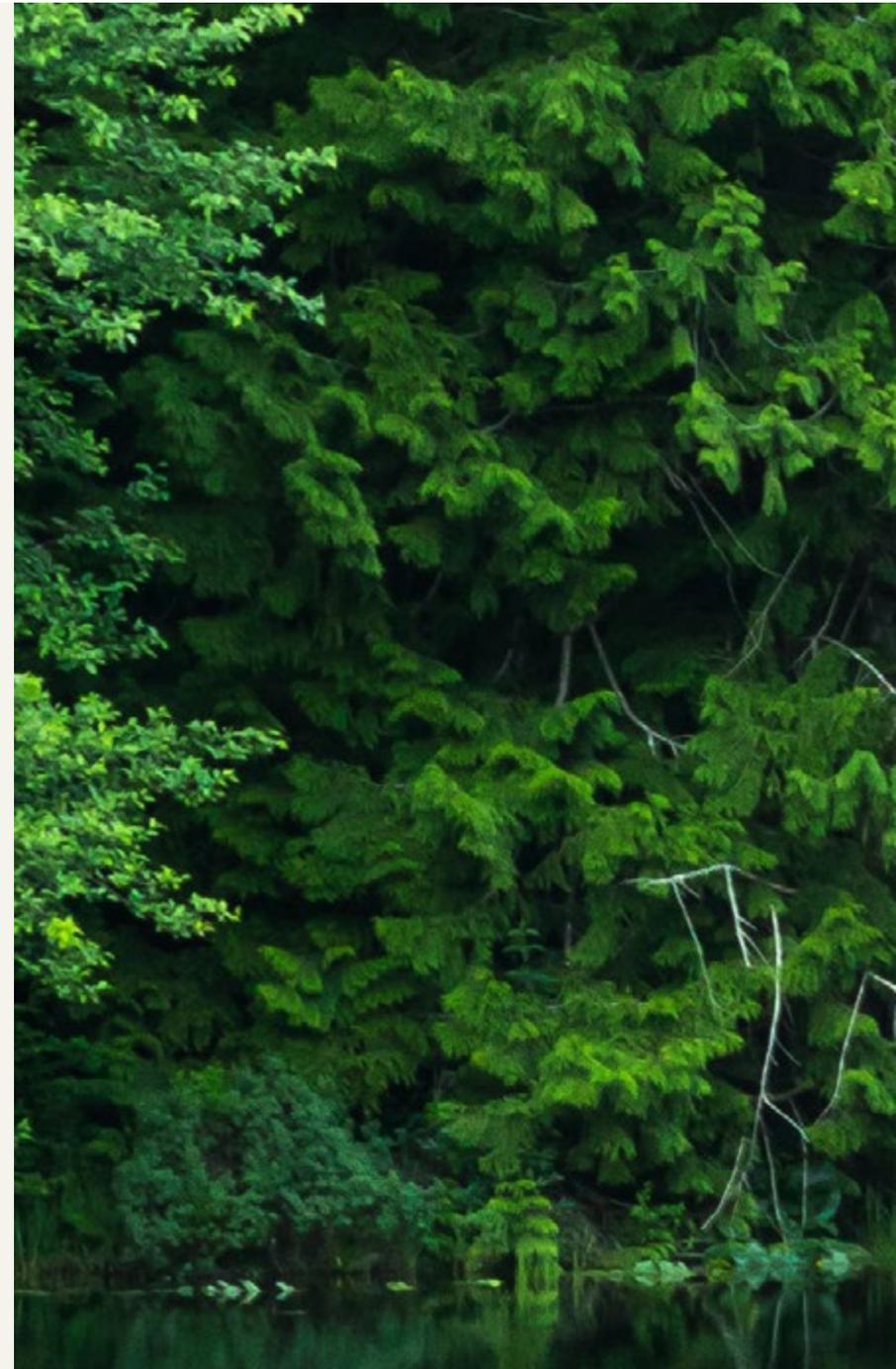
² https://www.fws.gov/refuge/detroit_river/what_we_do/resource_management/CWMA.html

LANDSCAPE DISTURBANCE MITIGATION MANAGEMENT

The Joe Louis Greenway should coordinate and designate active and passive zones within the corridor based on user intensity. Because disturbance is a leading factor contributing to the propagation and spread of invasive species, it is vital to designate areas in the corridor that will remain relatively off limits from visitors and equipment. Conversely, areas designated for active uses and access for equipment should be accounted for in future maintenance strategies.

NATIVE PLANTING STRATEGY AND MANAGEMENT

The Joe Louis Greenway should develop a native planting strategy and management plan in order to facilitate the restoration of Detroit's native habitats. Vegetation should be selected to support critical environmental and ecological systems such as migratory bird populations, pollinators and stormwater management.



BUILDING ON OTHER PLANNING EFFORTS

Over the last five years, the City of Detroit has leveraged the Strategic Neighborhood Fund to sponsor framework plans across the city to address concerns and provide improvements for Detroit neighborhoods. Each plan is coupled with robust engagement to solicit feed back, build consensus and evaluate solutions.

The Joe Louis Greenway builds on many ongoing planning efforts in the City of Detroit and interconnecting geographies and systems. Some of these studies include:

LIVERNOIS-MCNICHOLS NEIGHBORHOOD PLAN

In 2017, the City of Detroit published the Livernois-McNichols Neighborhood Plan,¹ which investigates ways in which the City and local businesses could reinvigorate the historically bustling streets of Livernois and West McNichols Road. The Plan proposed ways in which the thoroughfares can be used to create an empowered, active and connected community. Included in the plan

are proposed cross sections and treatments for Livernois, which is currently includes as a northward spur of the Joe Louis Greenway.

CORKTOWN COMPREHENSIVE NEIGHBORHOOD FRAMEWORK PLAN

The City is currently developing a Comprehensive Neighborhood Framework Plan² for the Greater Corktown area, which consists of the historic Corktown neighborhood, North Corktown and adjacent communities, particularly Hubbard Richard. This effort is expected to finish in 2021.

The objective of this project is to engage existing residents to create a unified planning framework that recognizes the great potential for inclusive growth of Detroit's oldest established neighborhood, while preserving the community's unique character, cultural heritage and integrity. The framework will identify the challenges and opportunities around key planning strategies of Urban Design & Development (Zoning and Landscape), Streetscape and Connectivity, Historic Preservation and Housing Development and Rehabilitation. Particular attention will be paid to understanding the impact that Ford's development will have on Greater Corktown as a neighborhood and the opportunities and challenges that are associated with this investment.

1 <https://detroitmi.gov/departments/planning-and-development-department/west-design-region/livernois-mcnichols>

2 City of Detroit Website: <https://detroitmi.gov/departments/planning-and-development-department/central-design-region/greater-corktown>

DELRAY NEIGHBORHOOD FRAMEWORK PLAN

The Delray Neighborhood Framework Plan³ began in late 2019. The framework plan includes a significant community engagement process to develop consensus around a handful of key objectives, including: an assessment of single family homes, economic development, industrial programming, stormwater management, transportation and access and zoning.

EASTERN MARKET FRAMEWORK PLAN

In 2019, the City of Detroit published the Eastern Market Framework Plan,⁴ which covers a study area of approximately 1.1 square miles, incorporating the Eastern Market (Market Core) and the surrounding Greater Eastern Market residential (GEM) neighborhood. The plan guides development that create a vibrant mixed-use neighborhood to make Eastern Market the hub of food production and distribution for the Great lakes region while increasing neighborhood amenities, improving the quality of life for local residents and expanding their opportunities for nearby employment by leveraging a district-wide approach to stormwater management.

RUSSELL WOODS & NARDIN PARK NEIGHBORHOOD FRAMEWORK PLAN

The Framework Plan for the Russell Woods & Nardin Park Neighborhoods⁵ includes several recommendations, including a connection between Dexter Avenue and the Joe Louis Greenway. Residents have also have expressed interest in a greenway connector along Elmhurst Street and several cross section alternatives have been proposed.

CAMPAU-DAVISON-BANGLATOWN NEIGHBORHOOD FRAMEWORK PLAN

In 2020, the City of Detroit published the Campau-Davison-Banglatown Neighborhood Framework Plan,⁶ which includes both near and long-term strategies for enhancing streetscapes and connectivity, open space and community nodes, housing, rehabilitation and economic development.

The Campau-Davison-Banglatown planning area has strong local institutions, vibrant and diverse communities, active stakeholders and innovative initiatives already taking place. The purpose of this framework plan is to nurture the neighborhood's potential by celebrating those actions already being taken and by directing future resources toward catalytic public-realm projects.

3 <https://detroitmi.gov/departments/planning-and-development-department/central-design-region/delray>

4 <https://detroitmi.gov/departments/planning-and-development-department/central-design-region/eastern-market>

5 <https://detroitmi.gov/departments/planning-and-development-department/west-design-region/russell-woods-nardin-park>

6 <https://detroitmi.gov/departments/planning-and-development-department/east-design-region/campau-davison-banglatown>

WEST VERNOR NEIGHBORHOOD FRAMEWORK PLAN

While the West Vernor Neighborhood Framework Plan¹ does not specifically address future connections to the Joe Louis Greenway, streetscape improvements are a key component of the plan. The need for safe, well-lit and walkable streets is highlighted as way to focus attention and resources to improvements that will do the most to enhance the quality of life within the neighborhood. Improved pedestrian crossings, bike lanes and other traffic calming measures are proposed on several roadways through the neighborhood, including on streets that would intersect and overlap with the Joe Louis Greenway.

SUSTAINABILITY ACTION AGENDA

The Detroit Sustainability Action Agenda² was released in Summer 2019 as the result of a year-long process involving community engagement, interdepartmental collaboration and research. As the first sustainability plan for the City, it outlines a strategic roadmap to create a more sustainable city where all Detroiters thrive and prosper in an equitable, green city; have access to affordable, quality homes; live in clean, connected neighborhoods; and work together to steward resources.

THE STRATEGIC NEIGHBORHOOD FUND AND AFFORDABLE HOUSING LEVERAGE FUND³

The Strategic Neighborhood Fund (SNF) is a partnership between the City of Detroit, Invest Detroit, neighborhood residents and corporate donors. The SNF has five primary tools for implementation:⁴

- Neighborhood planning to understand community needs
- Improving streetscapes to create safe and walkable neighborhoods
- Redeveloping parks to offer attractive and active public spaces
- Rehabilitating single-family homes to stabilize residential communities
- Strengthening commercial corridors to support commercial, mixed-use and multifamily development

Each project begins by soliciting input from residents with support and oversight from the City’s Planning and Development Department and the Department of Neighborhoods.

1 <https://detroitmi.gov/departments/planning-and-development-department/central-design-region/west-vernor>

2 City of Detroit Office of Sustainability; <https://detroitmi.gov/government/mayors-office/office-sustainability/sustainability-action-agenda>

3 <http://investdetroit.com/an-unprecedented-effort-to-strengthen-our-neighborhoods/>

4 Strategic Neighborhood Fund 2.0: One city. For all of us.; City of Detroit & Invest Detroit



Top: Campau-Davison-Banglatown Plan Overview. Source: City of Detroit
 Bottom: Eastern Market Framework Plan. Source: Utile Design

The Affordable Housing Leverage Fund (AHLF) is a partnership between Detroit Local Initiatives Support Corporation (LISC), the City of Detroit Housing & Revitalization Department (HRD) and the Michigan State Housing Development Authority (MSHDA) to provide affordable housing developers and owners with streamlined access to financial tools that are specifically designed to address housing challenges in Detroit neighborhoods.⁵ AHLF supports the creation and preservation of affordable housing in neighborhoods throughout the entire city.

SNF and AHLF comprise an ambitious initiative, stretching over the next five years with projects in many different phases of development. This is made possible by a pooled funding structure in which donated funds are used in designated neighborhoods according to an established planning/construction sequence. All 10 neighborhoods will benefit from SNF investments according to schedule, while AHLF projects will be funded in 10 neighborhoods and citywide throughout the same period.

Lesson learned from SNF and AHLF can be applied to the buffer surrounding the Joe Louis Greenway, to help ensure neighborhood stabilization and continued affordability.

5 Detroit Affordable Housing Leverage Fund website: <https://www.detroitaffordablehousingfund.org/>

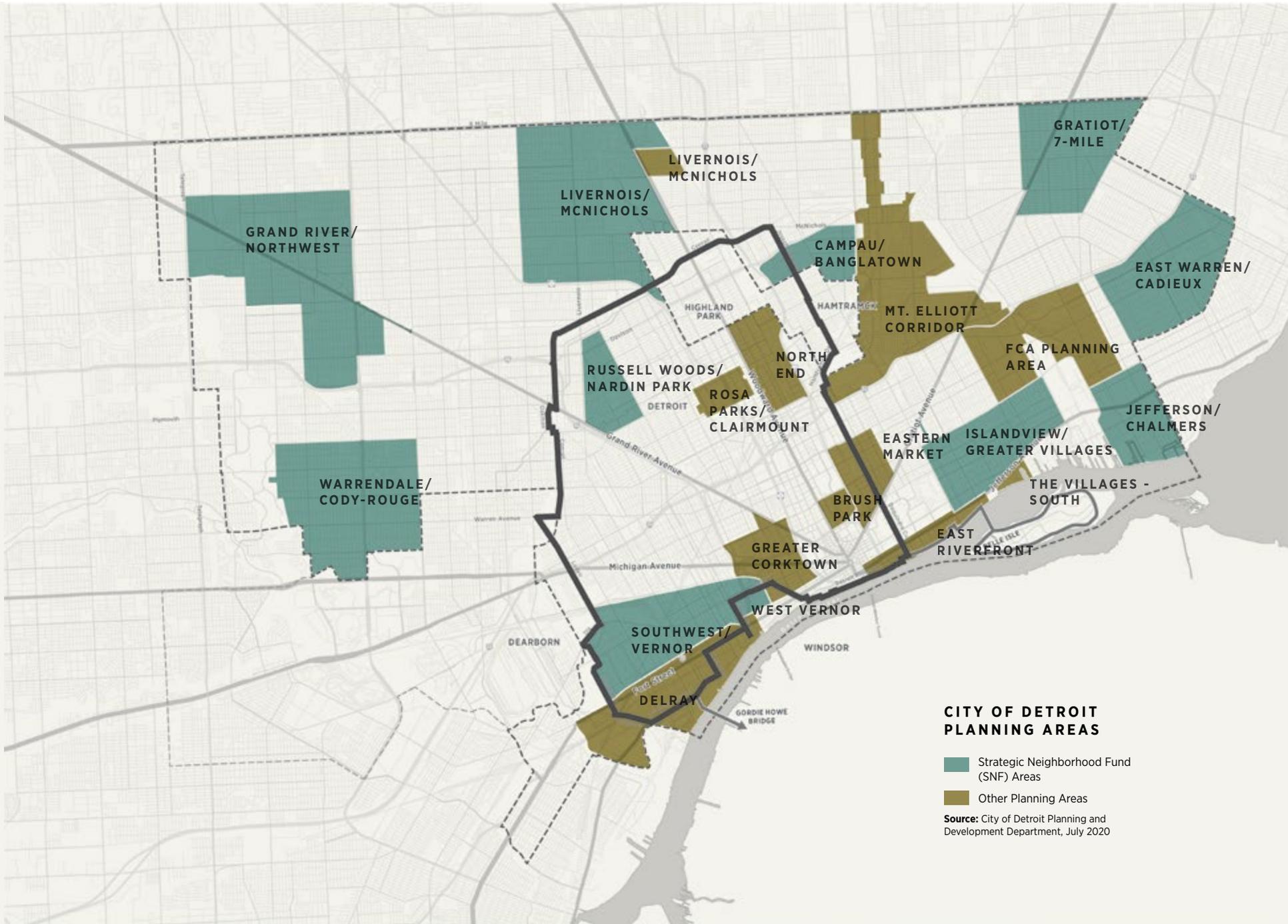
— THE LAY OF THE LAND

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

—COMMUNITY RESIDENT



Source: SmithGroup



CITY OF HAMTRAMCK MASTER PLAN UPDATE

The City of Hamtramck 2020 Master Plan update incorporates a review of the 2010 Master Plan with updated existing conditions information and actionable strategies to keep the City on course for their overall goals.

The master plan update includes:

- Updated existing conditions to reflect changes through time
- A review of the 2010 implementation matrix to understand City accomplishments to date with a new Action Plan to advance the proposed recommendations and improvements

The Master Plan 2020 Update also includes robust recommendations to improve Hamtramck’s internal and regional connectivity with streetscape improvements, new bicycle facilities and other mobility features that can best connect city residents to Greater Detroit amenities such as the Joe Louis Greenway.¹

HISTORIC HAMTRAMCK STADIUM AND VETERAN’S PARK

The historic Hamtramck Stadium is one of only five Negro League home ballparks remaining in the nation.² Located on the south side of Hamtramck, in Michigan, the field and grandstand are within in what is now Veterans Memorial Park.

Hamtramck Stadium is a significant heritage site associated with segregated sporting and African American Civil Rights in the 20th century. In 1930, it was the site of the deciding games in the Negro National League, and in 1959, the Little League World Series Championship teams played at the stadium.

In January of 2012, the stadium and grounds were granted the historic designation by the State of Michigan Historic Preservation Office, and Hamtramck Stadium was officially placed on the National Register of Historic Places. Unused for over a decade, all that remains of the original stadium is the pitcher’s mound and the original flagpole as a reminder of the site’s cultural significance.

Recognizing the cultural importance of the stadium, in 2018, the City of Hamtramck began moving forward in planning for the rehabilitation of the grandstands, facilities and grounds as a multi-purpose facility for public use. The project will enhance recreational opportunities in Hamtramck’s largest public greenspace, including opportunities for cricket, soccer, baseball and softball—underscoring important local heritage and reinforcing the Hamtramck Stadium’s role as a past and future gathering place for residents of Hamtramck and beyond.³

This Hamtramck Recreation District planning effort has been supported by a major grant from the Ralph C. Wilson Jr. Foundation. The City of Hamtramck and Hamtramck Public Schools have partnered to develop a plan for the revitalization of the Veteran’s Park publicly-owned greenspace. The Michigan Municipal League Foundation has served as the fiduciary of the park area project.

1 Hamtramck Master Plan Update <<https://hamtramck.us/wp-content/uploads/2020/06/Master-Plan-Update.pdf>>

2 Friends of Historic Hamtramck Stadium, <https://www.hamtramckstadium.org/>

3 City of Hamtramck Press Release, January, 2018, https://hamtramck.us/wp-content/uploads/2018/01/Hamtramck-Stadium-Community-Engagement-Meeting-Press-Release_011018.pdf



HAMTRAMCK RECREATION DISTRICT CONCEPTUAL PLAN.

Image Source: TEN x TEN

CHAPTER 2

COMMUNITY-DRIVEN PROCESS

Telegraph



Source: James Brown



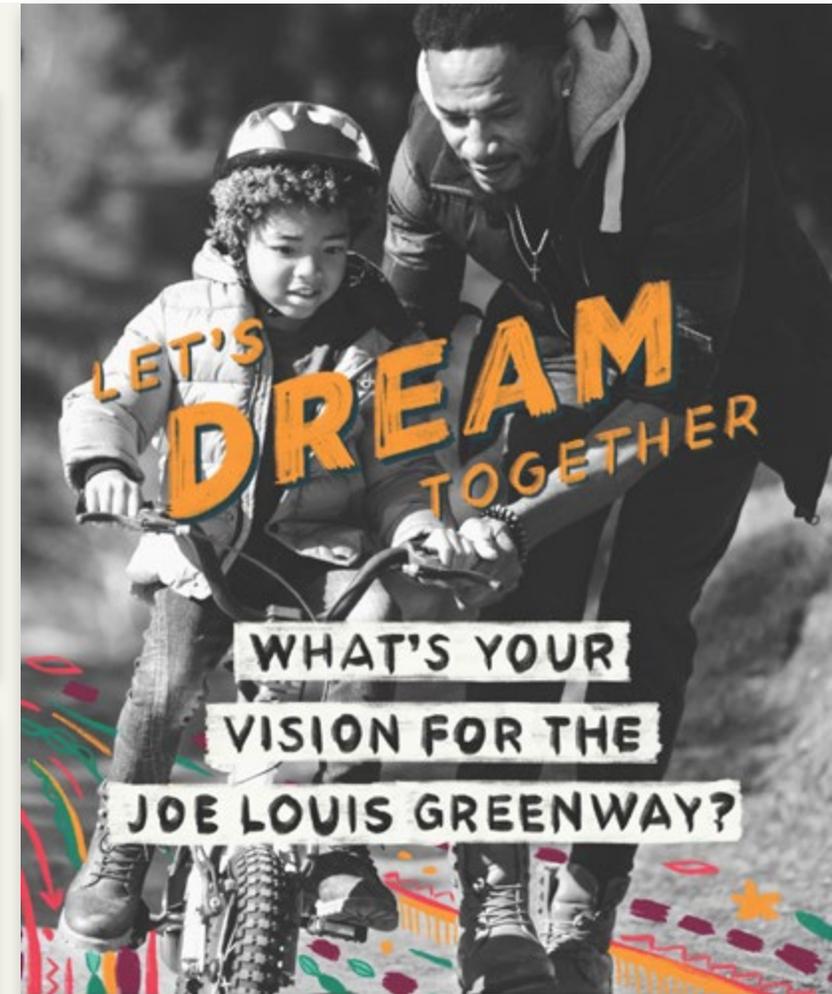
COMMUNITY-DRIVEN PROCESS

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PUBLIC ENGAGEMENT SESSIONS

OUTREACH

In partnership with the Community Advisory Council, the Working Group and the partnered organizations, a range of media was developed to inform residents and stakeholders on how to access information on the Framework Plan and where to attend meetings across the city. Flyers, mailers, online presences, handouts and bus advertisements provided the same accessible information across different platforms to capture a wider net of people.



**JOIN US FOR A JOE LOUIS GREENWAY
 COMMUNITY VISIONING SESSION**
More information on reverse side



GRAPHICS ABOVE

Outreach materials created for Joe Louis Greenway Engagement Sessions. Source: Studio Incognita

PUBLIC FEEDBACK SESSIONS

Large group sessions were held throughout the greenway impact area at a diverse range of locations, including artist spaces, community centers, churches, biking hubs and other non-profit organizations. The design team worked on an inviting and intimate publicity campaign to reach diverse communities across the city. To mitigate meeting fatigue, the team focused on creating fun, intimate and unique opportunities for the public to enjoy. The majority of the sessions were interactive with a strong focus on receiving feedback and having dialogue with community members as opposed to simply providing them with information or over-dominating the session with jargon and politics. Sessions ranged from panel discussions to community dinners, neighborhood tours and community storytelling. With strong leadership from Sidewalk Detroit, each topic reflected community focus and each session encouraged hands-on interactivity.



Source: Sidewalk Detroit

“ AT FIRST, I DIDN'T REALLY KNOW TOO MUCH ABOUT [THE JOE LOUIS GREENWAY], BUT COMING TO ONE MEETING, YOU GET A LOT OF INFORMATION... IT'S HANDS ON— EVERYONE'S ENGAGING IN ACTIVITIES. EVERY TABLE HAS A WORKER FROM THE CITY OF DETROIT HELPING, AND THEY KNOW WHAT THEY'RE TALKING ABOUT. IT DRAWS IN THE COMMUNITY, LIKE THEY WANT US TO HELP. **I FEEL LIKE I'M A PART OF THIS GROUP.** ”

— COMMUNITY RESIDENT

— PUBLIC ENGAGEMENT SESSIONS

CREATING A RESPONSIVE FRAMEWORK

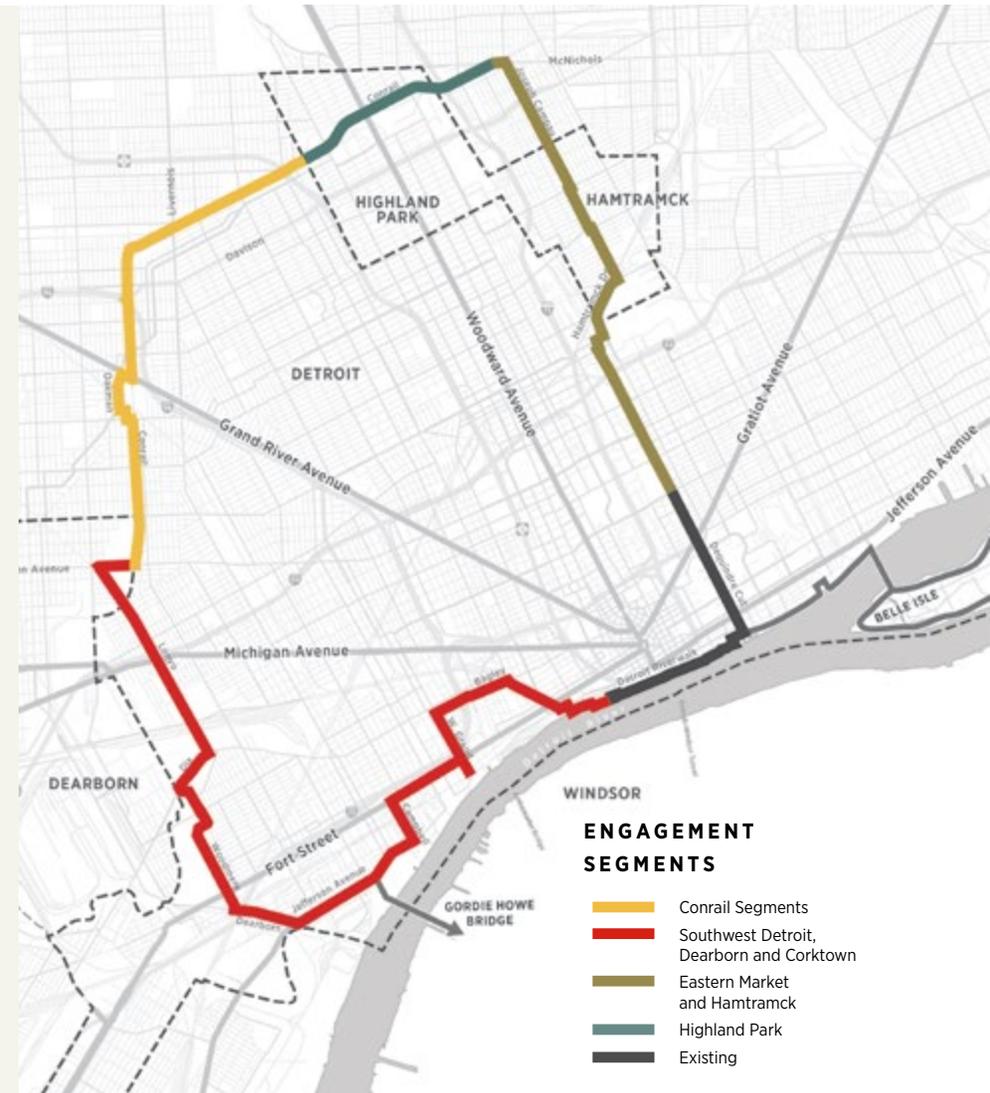
The public engagement strategy was instrumental in developing a framework plan that responded to both the current conditions as well as the future vision Detroit residents want to see.

METHODS

The strategy for public engagement focused on promoting active participation and co-design activities throughout the framework planning process. These strategies sought to reach beyond surface-level desires and concerns to articulate and address fears, hopes and dreams that are more difficult to articulate. Each session was designed to provide a variety of opportunities for resident engagement and input

through participatory design activities, guided discussions, storytelling sessions, panel discussions, surveys, feedback cards and informational boards. Most importantly, the community engagement strategy remained flexible and adaptable throughout the process in order to respond thematically to community desires and concerns.

While close attention was paid to data collection and evaluation of feedback, the framework plan was directly shaped and guided at every step by residents and stakeholders who live, work and play along the Joe Louis Greenway route.



“ I APPRECIATE THAT PEOPLE LIKE YOU AND OTHERS WHO ARE WORKING SO HARD TO MAKE [DETROIT] BETTER ARE TAKING AN INTEREST IN THE CITY.”

—MARYLIN MOORE-JOHNSON, DETROIT RESIDENT

BUILD YOUR ON-STREET GREENWAY RESULTS

During the last round of community meetings, residents and community members participated in an activity to select their preferred components for on-street segments of the greenway. The boxes below show which components were most frequently selected.

HOW IT WORKED

Below are the instructions for the original Activity

1

Think about how you, your family or friends and other community members will use the Joe Louis Greenway.

2

Select your preferred image for each greenway component and place it below to share your vision of what the Joe Louis Greenway can be!

3

The total dollar value for all images combined should equal \$25.



Source: Sidewalk Detroit

BIKE PATH

<p>ENHANCED PAVEMENT MARKINGS</p> <p>\$2</p> <p>DESCRIPTION: Enhanced pavement markings for bike lanes and bike paths.</p> <p>ON-STREET BIKE PATH</p>	<p>UPGRADED PAVEMENT</p> <p>\$4</p> <p>DESCRIPTION: Upgraded pavement for bike lanes and bike paths.</p> <p>ON-STREET BIKE PATH</p>
<p>RAISED BIKE LANE</p> <p>\$3</p> <p>DESCRIPTION: Raised bike lane with curb and bollards.</p> <p>ON-STREET BIKE PATH</p>	<p>RAISED BIKE LANE WITH PAINT</p> <p>\$4</p> <p>DESCRIPTION: Raised bike lane with paint and bollards.</p> <p>ON-STREET BIKE PATH</p>

BIKE/VEHICLE BUFFER

<p>RAISED CURB</p> <p>\$2</p> <p>DESCRIPTION: Raised curb with bollards.</p> <p>ON-STREET BUFFER</p>	<p>RAISED CURB WITH PLANTERS</p> <p>\$4</p> <p>DESCRIPTION: Raised curb with planters and bollards.</p> <p>ON-STREET BUFFER</p>
<p>CONTINUOUS RAISED CURB WITH PAINT</p> <p>\$5</p> <p>DESCRIPTION: Continuous raised curb with paint and bollards.</p> <p>ON-STREET BUFFER</p>	<p>CONTINUOUS RAISED CURB WITH PLANTERS</p> <p>\$5</p> <p>DESCRIPTION: Continuous raised curb with planters and bollards.</p> <p>ON-STREET BUFFER</p>

GREENWAY ENHANCEMENTS

<p>PUBLIC ART</p> <p>\$3</p> <p>DESCRIPTION: Public art installation.</p> <p>ON-STREET GREENWAY ENHANCEMENT</p>	<p>PARKING & PEDESTRIAN BUMP-OUTS</p> <p>\$3</p> <p>DESCRIPTION: Parking and pedestrian bump-outs.</p> <p>ON-STREET GREENWAY ENHANCEMENT</p>
<p>GREEN INFRASTRUCTURE</p> <p>\$3</p> <p>DESCRIPTION: Green infrastructure installation.</p> <p>ON-STREET GREENWAY ENHANCEMENT</p>	<p>INTERPRETIVE SIGNAGE</p> <p>\$3</p> <p>DESCRIPTION: Interpretive signage.</p> <p>ON-STREET GREENWAY ENHANCEMENT</p>
<p>WAYFINDING AND SIGNAGE</p> <p>\$3</p> <p>DESCRIPTION: Wayfinding and signage.</p> <p>ON-STREET GREENWAY ENHANCEMENT</p>	<p>PERFORMANCE SPACES</p> <p>\$3</p> <p>DESCRIPTION: Performance spaces.</p> <p>ON-STREET GREENWAY ENHANCEMENT</p>

STREET EDGE

<p>STREET TREES</p> <p>\$3</p> <p>DESCRIPTION: Street trees.</p> <p>ON-STREET STREETSCAPE AMENITIES</p>	<p>EXTENSIVE LANDSCAPING</p> <p>\$4</p> <p>DESCRIPTION: Extensive landscaping.</p> <p>ON-STREET STREETSCAPE AMENITIES</p>
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PEDESTRIAN SIDEWALK & STREETSCAPE AMENITIES

<p>EXTENSIVE AMENITIES</p> <p>\$5</p> <p>DESCRIPTION: Extensive amenities.</p> <p>ON-STREET STREETSCAPE AMENITIES</p>

— PUBLIC ENGAGEMENT SESSIONS



Source: Sidewalk Detroit



Ryan Myers Johnson of Sidewalk Detroit leading the public engagement event.
Source: Sidewalk Detroit

ASSET MAPPING

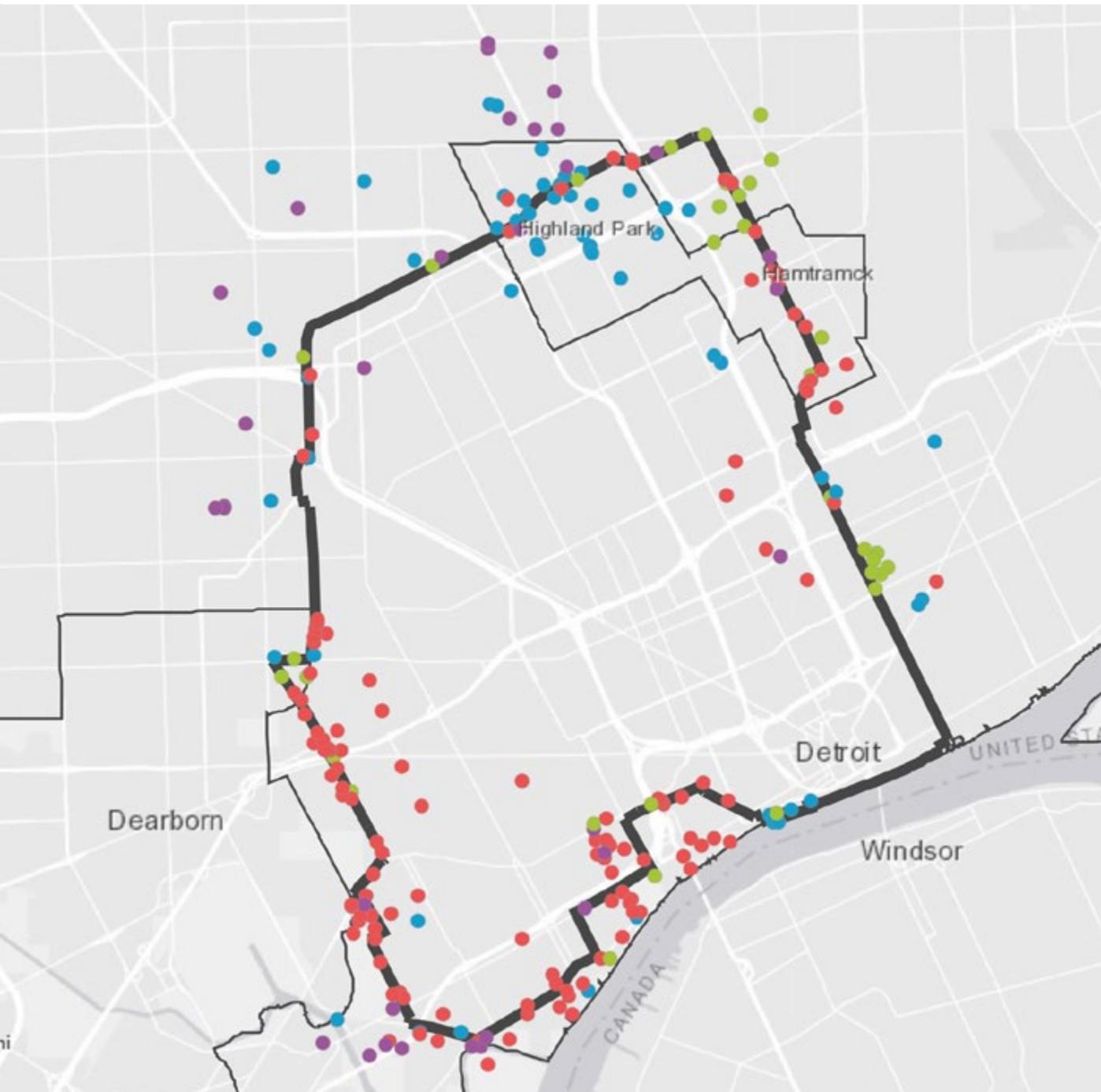
Through an asset mapping exercise, participants told us what key connections they wanted to make. They shared insights into valuable assets in their communities such as parks, schools and businesses, and they highlighted missing and desired connections.

These comments helped inform the preferred greenway alignment and design considerations, as well as potential spurs, loops and connectors that may link the Joe Louis Greenway to these locations.

Attendees were seated according to geography. Activities were conducted as a group in order to gain insight into a shared section of the greenway.

SESSION OBJECTIVE

- Gain knowledge of how residents are currently using specific places and connections along the greenway as a means of discovering which uses need to be preserved/protected and which uses need to be eliminated/discouraged.
- Ascertain the desired usage of specific places and connections of the greenway, with the intention of incorporating the desires into plan and design for specific places and connections.
- Provide residents with the ability to envision the greenway and comment on design standards along an actual greenway route/destination.
- Engage residents in activities that help them envision the role that arts, culture and community identity in determining representation and access on and around the greenway
- Discover which greenway typologies community members prefer



COMMUNITY-INFORMED ASSET MAPPING

Responses by Engagement Round

- **Round 1:** June 18, 2019
Adams Butzel Recreation Center
- **Round 2:** June 20, 2019
Patton Community Center
- **Round 3:** June 22, 2019
Lasky Recreation Center
- **Round 4:** June 24, 2019
Tindal Activity Center



Source: City of Detroit



WALK & TALK

This session provided information to residents regarding the on and off-street alignment and routing of the greenway, as well as connections, spaces, “moments,” gateways, trailheads and destinations along the planned route. This session encouraged residents to experience firsthand and to engage in a dialogue about their desires. During the session, residents identified important concerns such as narrow sidewalks and bus turn conflicts with parked cars. These insights informed the routing and design guidelines of the greenway in this area.

SESSION OBJECTIVES

- Provide residents with an overview of design and engagement process thus far - giving attendees a complete understanding of what the greenway is, it’s purpose and vision.
- Gather important historical and cultural legacies as it relates to specific places and connections along the greenway. This information is gathered to ensure the history and culture of places and connections of the greenway are preserved and uplifted by the design.
- Gain knowledge of how residents are currently using specific places and connections along the greenway as a means of discovering which uses need to be preserved/protected and which uses need to be eliminated/discouraged.
- Ascertain the desired usage of specific places and connections of the green, with the intention of incorporating the desires into plan and design for specific places and connections.
- Provide residents with the ability to envision the greenway and comment on design standards along an actual greenway route.

EQUITY WORKSHOP

The Joe Louis Greenway will be both transformative and equitable in the benefits it delivers to Detroit's residents. By defining desired goals, tactics and outcomes for an equitable greenway early in the design and implementation process, the City can evaluate and ensure accountability for success in the future. This is especially important in Detroit as the greenway extends through neighborhoods with distinct cultural identities, races and income levels that will impact how residents experience the greenway. To that end, the study team facilitated a workshop among civic and community stakeholders on September 24, 2019 to articulate how an equity lens should inform design, programming, operations and governance of the Joe Louis Greenway.

SESSION OBJECTIVES

- Develop a shared understanding of what we collectively mean by equitable greenway development;
- Articulate potential goals and outcomes that would define success once the greenway is implemented;
- Identify tactics for the greenway's planning/design and operations that could achieve those outcomes; and
- Discuss governance alternatives for advancing implementation with equity at the forefront of organizational and project planning.

SAMPLE WORKSHOP RECOMMENDATIONS

- The City should advance housing stabilization and homeownership policies, and support for small businesses to build wealth among nearby residents and business owners and mitigate housing affordability and business displacement concerns.
- Design and programming for the Joe Louis Greenway should reflect the identities of residents and local communities to preserve and celebrate surrounding cultures and provide a sense of ownership, welcome and safety among all users.
- The Joe Louis Greenway must leverage innovative green infrastructure, so that residents can breathe cleaner air, drink cleaner water, and realize other health benefits from this investment.
- Public-private partnerships should be explored for governance to ensure public accountability, dedication of continuous strong and focused leadership and access to broader revenue sources.

— PUBLIC ENGAGEMENT SESSIONS

VALUE PRIORITIZATION

Card-Sorting Activity

TYPE: Collaborative discussion

DESCRIPTION: The room is organized into small groups of 6-10 (by geography if relevant). Each group is provided with a set of illustrated cards with themes relating to the environment, economic development, arts and culture, mobility, safety, health, programming and other areas of interest or concern. As a team, the group discusses the cards and arranges them into levels of importance. A spokesperson is selected from each group, who shares a summary of their discussion and collective results while a facilitator records the output on a large board.

PREPARATION & MATERIALS:

A deck of theme cards for each group, created by consultant

FACILITATION REQUIREMENTS:

High (4-10 facilitators), translator(s) as appropriate.

MC: describes activity to entire group & leads report-out at end

Group Facilitators: one facilitator per group to help guide each group through the activity

Recorder: records in writing and sketches the outcomes of each group

Photographer: photographs discussions and final card sorting results prior to card collection.

Time: 25 minutes for group activity + 5-10 minutes of report-out time per group



Source: Sidewalk Detroit

DESIGN YOUR GREENWAY

TYPE: Participatory
Budgeting Exercise

DESCRIPTION: The room is organized into groups of 5-7, each around a table with topical boards and a deck of amenity cards. Topical boards (On-Street Greenway, Off-Street Greenway) each have a total budget identified, and several categories of amenities that must be selected to fulfill both functional needs and community desires for the greenway corridor. Each amenity card includes a 'cost'. Participants must collectively select the amenities to meet their priorities, while working within the identified budget. Through individuals exercising both advocacy and compromise, each group negotiates to reach consensus. A spokesperson is selected from each group who shares a summary of what was decided and how they came to agreement.

PREPARATION & MATERIALS:

A deck of amenity cards for each group, boards for each group organized by topic, created by consultant

FACILITATION REQUIREMENTS:

High (4-10 facilitators), translator(s) as appropriate

FACILITATORS: Describes activity to group and answers questions if needed

TIME: 25 minutes for group activity +5 minutes of report-out time per group



Source: Sidewalk Detroit

IDENTITY MOODBOARDS

TYPE: Preference voting

DESCRIPTION: 3-5 boards are displayed in close proximity to each other, each with a range of imagery and graphics that convey distinct feelings or 'moods'. Participants vote on the board that best represents the style or personality they'd like to see embodied in the design and materiality of the physical greenway elements. Images don't need to be literal in representation; this is not a materials palette or furnishings selection activity, but a more nuanced inquiry of the desired look and feel.

PREPARATION & MATERIALS:

A selection of moodboards created by consultant (4-5 large boards)

FACILITATION REQUIREMENTS:

Low (1 facilitator)

FACILITATOR: Describes activity to group & answers questions if needed

TIME: 10-15 minutes for visual preferencing exercises, though more time may be needed for different topics

STORYTELLING STATION

TYPE: Interview station

Description: A station with a chair and video camera is set up within the engagement space, often amidst other activities, or alongside community events. Participants approach the station where a board is displayed asking a provocative question about one's experience, history, or aspirations. A facilitator may foster dialogue through further questioning or prompts. Interviews are recorded and collected.

PREPARATION & MATERIALS:

Comfortable chair, video camera and tripod, board with question/prompt created by consultant

FACILITATION REQUIREMENTS:

Low (1 facilitator)

TIME: 5 minutes per participant

HOUSING & ECONOMIC DEVELOPMENT PANEL

TYPE: Guest panel discussion

DESCRIPTION: 3-4 Invited panelists sit on a low podium with a guest moderator. Attendees check in at arrival table and sit in auditorium style seating. Panelists include representatives from comparable projects across the country, local and minority developers and community leaders. Each panelist provides a brief introductory presentation followed by moderated questions and answers, including questions from attendees. A Citizen Advisory Council representative shares insight on their participation in the process and what they've taken away from the panelist and community exchange.

PREPARATION & MATERIALS:

Low podium with seating and microphones for panelists and moderators. Auditorium style seating for participants.

FACILITATION REQUIREMENTS:

Low (1 moderator)

TIME: 1.5 - 2 hours

MOBILE ENGAGEMENT KIT

TYPE: Mobile and Flexible Activity Station

DESCRIPTION: An adaptable collection of informative, interactive and engaging resources for a variety of group sizes and types. This “Mobile Engagement Kit” is intended to be used by City staff to meet people where they are, be it block clubs, local events, front porches, churches, interest groups or anywhere people may gather. With a mix of responsive prompts, informational brochures, roll-up boards, and additional resources, these kits encourage discourse, spread awareness and increase the reach of the project as a whole.

PREPARATION & MATERIALS:

Informational and interactive boards (unmounted, dry erase, waterproof), dry erase markers, informational or activity brochures, business cards, dry erase markers, additional informational resources

FACILITATION REQUIREMENTS:

Low (1 facilitator)



Source: Sidewalk Detroit

PUBLIC ENGAGEMENT SESSIONS



Source: Sidewalk Detroit

Source: Studio Incognita



SPECIAL SESSIONS

Several special engagement sessions were tailored for specific audiences, including an intimate artist dinner, focused on gathering feedback and input from artists living in the Joe Louis Greenway impact area. The design team also conducted several one-on-one interviews, conversations and Working Group sessions with project stakeholders, artists and community leaders. Further, City of Detroit staff attended numerous block clubs and community events to spread the word and collect feedback.

PHASE 1: EXISTING CONDITIONS

Meeting	Date	District	Location	Attendance
Working Group #1	May 15, 2019	2	Northwest Activities Center	55
Large Group #1	June 18, 2019	7	Adams Butzel	25
Large Group #2	June 20, 2019	6	Patton Community Center	40
Large Group #3	June 22, 2019	3	Lasky Rec Center	15
Large Group #4	June 24, 2019	2	Tindal Activity Center	30

PHASE 2: GREENWAY DESIGN

Meeting	Date		Location	Attendance
Working Group #2	August 27, 2019	6	AIHFS	60
Walk & Talk: (Public #5)	September 10, 2019	6	FREC	35
<i>Art in the Park (Public #6)</i>	<i>Canceled</i>	5	<i>Forest Park</i>	---
Housing & Economic Development Panel (Public #7)	September 12, 2019	2	Focus Hope	60
Community Dinner (Public #8)	September 19, 2019	3	Second Ebenezer	73

EQUITY PLANNING

Meeting	Date		Location	Attendance
Equity Planning Workshop	September 24, 2019	5	Department of Public Safety	20

ARTS & CULTURE

Meeting	Date		Location	Attendance
Artist Dinner	October 23, 2019	5	Jim Handy Building	33

PHASE 3: FINAL FRAMEWORK PLAN

Meeting	Date		Location	Attendance
Working Group #3	December 2, 2019	2	Andy Arts Center	30
Large Group #9	December 4, 2019	5	Lexus Velodrome	90
Large Group #10	December 10, 2019	6	Unity Baptist Church	70

THEMES & OUTCOMES

Several key themes were identified as areas of primary importance to community members.

These key issues influence every aspect of the greenway and reappear in various forms throughout this Framework Plan. While the level of importance of key priorities varied depending on the aspect of the greenway being analyzed, the following themes emerged as top concerns for residents throughout nearly every aspect of the greenway.



ENVIRONMENTAL SUSTAINABILITY

Residents are concerned about site remediation, air quality, clean water and green infrastructure along the Joe Louis Greenway. Of particular interest is site remediation in areas hit hard by junkyards, pollution and industrial waste.



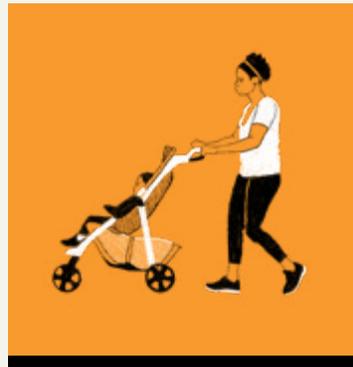
EQUITABLE GROWTH

Residents understand that the Joe Louis Greenway will be an economic driver and are excited for new development in their communities. However, they want to ensure that long-term residents are not displaced and will also benefit from new economic investment in their neighborhoods. They particularly want to see investment in small business and minority and women-owned businesses.



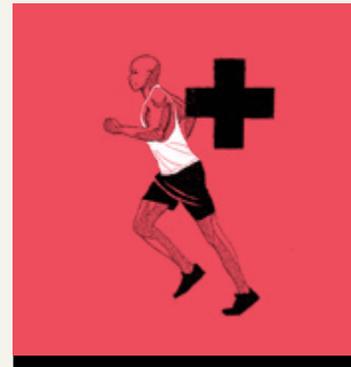
HISTORIC & CULTURAL SIGNIFICANCE

Residents want the Joe Louis Greenway to live up to its name. They encouraged the design team to embrace the rich cultural legacy of Joe Louis in Detroit—and hope to see historical markers, storytelling, preservation and celebration of significant historical and cultural resources relevant to the communities situated along the Joe Louis Greenway.



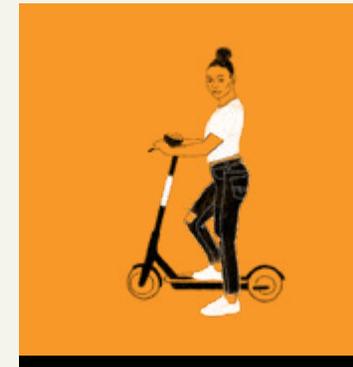
BIKE & PEDESTRIAN INFRASTRUCTURE & SAFETY

Family-friendly routes, connectivity, traffic calming, accessibility and safety for all ages and abilities were particularly important to residents.



HEALTH & FITNESS

Residents want to see numerous opportunities for walking, biking, exercise, healthy activities and play along the Joe Louis Greenway.



CONNECTIVITY & ACCESSIBILITY

Affordable and diverse mobility options—providing access to schools, previously cut-off communities, job centers, pocket parks and other amenities—are a top priority for residents. They are excited about the Joe Louis Greenway’s potential to reconnect neighborhoods and create nodes of access to important cultural and economic hubs.

Note: Color correlates with over-arching themes in card deck that was used to determine priorities during our public engagement sessions. Red; Health & Wellness, Green; Economy, Purple; Arts & Culture, Orange; Transportation.

ADVOCACY & OUTREACH

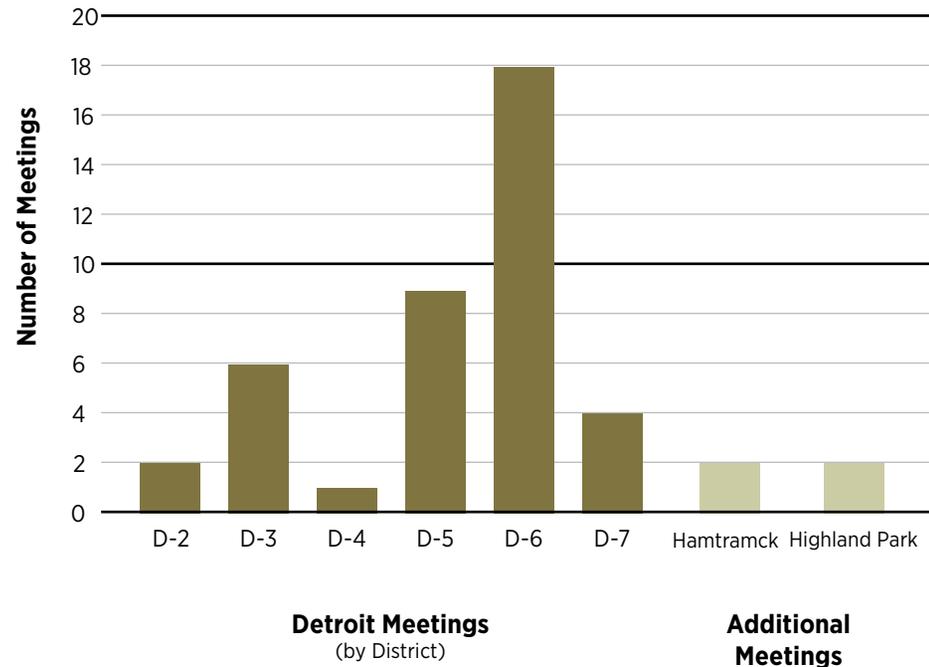
ADDITIONAL OUTREACH

In addition to formal community engagement, the City of Detroit General Services Department recognized the importance of conducting additional community outreach in order to increase awareness and reach more people. Representatives from the City coordinated and attended 44 meetings and events across the area including Detroit City Council Districts, adjacent municipalities, block clubs, business and development associations, churches and civic councils. A record of additional meetings attended is included at the right.



Source: Sidewalk Detroit

MEETINGS OUTSIDE OF THE JOE LOUIS GREENWAY FRAMEWORK PLANNING PROCESS



MONTH	DATE	ORGANIZATION	LOCATION	DISTRICT
March	3/26/2019	Motion Coalition	New Center One - 3031 W Grand Blvd, Detroit, MI 48202	5
April	4/11/2019	East Canfield Chene/East Ferry Association	Sweet Kingdom Missionary Baptist Church - 4150 Chene, Detroit, MI 48207	5
	4/11/2019	Drinks x Design	6545 St Antoine St, Detroit, MI 48202	5
May	5/16/2019	Bike to Work Day	Spirit of Detroit Plaza - 2 Woodward Ave, Detroit, MI 48226	5
	5/25/2019	Coup Day	Cass Park - 2733 2nd Ave, Detroit, MI 48201	5
	5/29/2019	Clark Park Community Meeting	Clark Park Recreation Center - 1130 Clark St, Detroit, MI 48209	6
June	6/6/2019	Hope Community Partnership	Meditation Missionary Baptist Church - 5841 Oregon Street, Detroit 48204	6
	6/8/2019	5th Annual Marshmallow Drop & Family Resource Fair	Heilmann Recreation Center - 19601 Crusade St, Detroit, MI 48205	4
	6/13/2019	Drinks x Design	Factory in Corktown - 1907 Michigan Ave, Detroit, MI 48216	6
	6/13/2019	Russell Woods-Nardin Park Neighborhood Framework Plan 4th Community Meeting and Open House	Ebenezer AME Church - 5151 W. Chicago, Detroit, MI 48204	7
	6/14/2019	Green Garage Community Lunch	Green Garage - 4444 2nd Ave, Detroit, MI 48201	5
	6/27/2019	District 3 Meeting	Farwell Recreation Center - 2711 Outer Dr E, Detroit, MI 48234	3
July	7/7/2019	Elm Brothers 1st Annual Friends and Family Event	4800 Elmhurst St, Detroit, MI 48204	7
	7/11/2019	Springdale Woodmere Block Club Potluck	Trinity-St. Marks Lutheran Church - 9315 W Fort St, Detroit, MI 48209	6
	7/13/2019	Dequindre Cut Tour	Unity Baptist Church - 7500 Tireman Ave, Detroit, MI 48204	6
	7/18/2019	Russell Woods Resource Fair	Broadstreet Presbyterian Church - 12065 Broadstreet Ave, Detroit, MI 48204	7
	7/20/2019	Music/Movie Festival	Ford Resource Engagement Center - 2826 Bagley St, Detroit, MI 48216	6
	7/30/2019	Hubbard Richard Block Club	Mexicantown Plaza del Norte Welcome Center, 2835 Bagley St, Detroit, MI 48216	6
August	8/1/2019	Hope Community Partnership and Development Coalition	Meditation Missionary Baptist Church - 5841 Oregon St, Detroit MI 48204	6
	8/8/2019	District 6 Meeting	Patton Park Recreation Center - 2301 Woodmere St, Detroit, MI 48209	6
	8/10/2019	Living Arts Festival	Ford Resource and Engagement Center - 2826 Bagley St, Detroit, MI 48216	6
	8/17/2019	Bike Walk Bus the Villages	Pewabic Pottery - 10125 E Jefferson Ave, Detroit, MI 48214	5
	8/17/2019	Corktown Block Party	1701 Trumbull Ave, Detroit, MI 48216	6
	8/19/2019	MoGo Free Demo Day	Cullen Plaza - 1340 Atwater St, Detroit, MI 48207	5
	8/24/2019	Midwest Civic Council of Block Clubs Family Fun Day	Vacant Lot Tireman and Wykes, Detroit, MI 48204	6
	8/24/2019	Focus Hope Photography Festival	Cool Cities Park - 14150 Woodrow Wilson St, Detroit, MI 48238	2
	8/26/2019	Magnified Block Association	Second Ebenezer Church - 14601 Dequindre St, Detroit, MI 48212	3
September	9/7/2019	Midwest Civic Council of Block Clubs Family Fun Day	Vacant Lot at Joy Rd and Prairie St, Detroit, MI 48204	6
	9/14/2019	Celebración de la Independencia de México	Most Holy Redeemer - 1721 Junction Ave, Detroit, MI 48209	6
	9/17/2019	Hubbard Farms Block Association	Armando's - 4242 W, Vernor Hwy, Detroit, MI 48209	6
	9/18/2019	Hamtramck DDA	3401 Evaline St, Hamtramck, MI 48212	Hamtramck
	9/22/2019	Midwest Civic Council	New Jerusalem Apostle Faith - 401 Tireman Ave, Detroit, MI 48204	6
	9/23/2019	Pleasant Grove Baptist Church	Pleasant Grove Baptist Church - 13651 Dequindre St, Detroit, MI 48212	3
October	10/7/2019	District 3 Meeting	Farwell Recreation Center - 2711 Outer Dr E, Detroit, MI 48234	3
	10/8/2019	District 3 Meeting	Heilmann Recreation Center - 19601 Crusade St, Detroit, MI 48205	3
	10/22/2019	Conant Gardens Block Association	Vernor Chapel Church - 18500 Norwood St, Detroit, MI 48234	3
	10/23/2019	USGBC Detroit - Sustainability Detroit Forum	TCF Center - 1 Washington Blvd, Detroit, MI 48226	5
November	11/4/2019	DeSoto Ellsworth Block	J Hawkers Motorcycle Association - 7337 Fenkell Ave, Detroit, MI 48238	2
	11/7/2019	Hamtramck Merchant Meet-up	Bon Bon Bon - 11360 Joseph Campau Ave, Hamtramck, MI 48212	Hamtramck
	11/15/2019	May Creek Engagement	Roberto Clemente Recreation Center - 2631 Bagley St, Detroit, MI 48216	6
	11/20/2019	Detroit Greenway Coalition Board Meeting	MDOT Operations & Service Center - 1060 W Fort St, Detroit, MI 48226	6
December	12/4/2019	Highland Park Business Association Lunch and Learn	Spectrum Juvenile Justice Services - 1961 Lincoln St, Highland Park 48203	Highland Park
February	2/22/2020	Highland Park Joe Louis Greenway Tour	Ernest T. Ford Recreation Center - 10 Pitkin St, Highland Park, MI 48203	Highland Park
April	4/2/2020	District 7 Meeting (Littlefield/Oakman Block Association)	Conference Call	7

GREENWAY HERITAGE

GREENWAY HERITAGE CONSERVANCY

The Greenway Heritage Conservancy is a grass root non-profit organization located on the West Side of Detroit. This group was formed by local residents who are actively working to strengthen their community. In 2019, they held several neighborhood information days about the Joe Louis Greenway, organized a local tour of their community for city employees and invited neighbors to experience the Dequindre Cut. In 2020, they promoted the first Phase 1 Design meeting, passed out flyers, helped install lawn signs and held their own public meeting about the project on August 20th for residents who live along immediately adjacent to the future Phase 1 of the greenway.

“WE MADE THE TOUR BECAUSE CITY OFFICIALS AGREED TO COME OUT AND SEE FOR THEMSELVES WHAT OUR NEIGHBORHOOD LOOKS LIKE.”

— 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



GRAPHIC ABOVE

Greenway Tour brochure created by the Greenway Heritage Conservancy Board to help educate project partners and the design team about the specific needs of the Midwest neighborhood. Source: The Greenway Heritage Conservancy Board



Source: The Greenway Heritage Conservancy Board

DETROIT GREENWAYS COALITION

The Detroit Greenways Coalition (DGC) works to promote and build a network of greenways, Complete Streets and bike lanes that will connect people and places, improve the quality of life, beautify neighborhoods and stimulate neighborhood-level economic development in Detroit.¹

¹ <https://detroitgreenways.org/>

MISSION OF THE GREENWAY HERITAGE CONSERVANCY

Greenway Heritage Conservancy is a grass root non-profit organization located on the West Side of Detroit. We have been actively working to revitalize and revamp our neighborhood which was negatively impacted by the housing market crash and ensuing blight and vacant lots. We came together to make positive changes where we live by finding ways to bring resources and funding to our community that will help remove the blight and repurpose lots. Our community is not unlike many others within the City that face challenges where those in the community have come together to make a change and rebuild. One of those changes

is the need and desire to create a community garden where neighbors have the opportunity to grow, sell or purchase fresh produce in an otherwise food desert. We intend to use vacant properties to promote community redevelopment by turning overgrown abandoned lots into vibrant community gardens, host community information and resource events, promote educational opportunities and neighborhood economic partnerships in relationship to these lots. Our activities will foster opportunities to provide resources for blight removal, utilize the unclaimed vacant land to strengthen our community, create a gathering space to promote collaboration between residents who live in the community, increase

community commitment and involvement and improve the landscaping in our community which will improve the quality of life for everyone in the community. We, as members of the Greenway Heritage Conservancy, are all lifelong Detroiters and have lived in this neighborhood nearly 60 years. We work cooperatively with our City Council Member Raquel Castañeda-Lopez, City of Detroit District 6 Manager Eva Torres, community partners and churches. This collaboration has enabled us to bring a food distribution site to our community this summer. We continuously work with other community groups and churches on blight removal projects in our community.



Source: Tami Duquette, Detroit Stock City



03

PUBLIC ART THEMES

PUBLIC ART THEMES 78

PUBLIC ART THEMES

Based on feedback from community members, project stakeholders and the Joe Louis Greenway mission, purpose and vision, the following have been identified as guiding themes for public art and cultural programming on the Joe Louis Greenway.

Given the fact the possibilities for public art are literally endless, it's important to identify themes and concepts that will exist in, inspire and structure the work. While the project values serve as the backbone, or moral compass of the public collection, the curatorial and programmatic themes serve as standards for which to form the story or impetus of each art piece or program.

The mission, vision, values and themes all work together and will feature common threads. Specifically, these themes are meant to serve as curatorial prompts, or the specific subject from which project programmers and curators can commission work for the greenway:





The Park Players
Source: Sidewalk Detroit

HISTORY

Historic art reflects on the history of Detroit, as well as the places, communities, individuals and events which contribute so significantly to the cultures along the greenway. Through storytelling, contemplation, celebration and education, we may build upon our past and envision a greater future together.

JOE LOUIS: HIS LIFE AND LEGACY DETROIT HISTORY

- Geological and ecological history
- Native peoples and settlements
- European settlement
- African American settlement
- Middle Eastern settlement
- Planning and development
- Industrial heritage

CULTURAL HISTORY

Cultural significance, celebrations, holidays of communities along the greenway

- Labor movements
- Race relations
- Riots of 1967

WHAT IS HISTORIC ART?

Historic art draws from the stories, lessons, people, events and cultures of Detroit’s past—and to capture moments in today’s narrative that may persist beyond ourselves, becoming the history of our future generations. This may include themes such as:

DETROIT NEIGHBORHOODS

- History of existing neighborhoods
- History of lost and former neighborhoods, such as Black Bottom
- History of Segregation, such as the Birwood Wall and discriminatory housing policy

HISTORICALLY- DESIGNATED SITES, STRUCTURES OR NEIGHBORHOODS

- Musical History
- Formation of Motown
- Techno and Alternative
- Hip Hop

1 “Wall built to separate whites, blacks in Detroit ‘an important story to tell,’” The Detroit News: <https://www.detroitnews.com/story/news/local/detroit-city/2019/07/10/wall-built-separate-whites-blacks-detroit-an-important-story/1551503001/>

HOW COULD THIS MANIFEST ALONG THE GREENWAY?

Through storytelling, contemplation, celebration and education, we may build upon our past and envision a greater future together.

This may include manifestations such as:

- Murals depicting stories, histories and cultural narratives
- Linear timelines along the greenway, with photographs and important events
- Soundscapes of music or speeches
- Sculptures and installations of cultural figures, historic events
- Educational signage, historic designation or significance markers, wayfinding to key sites
- Sidewalk histories
- Spaces for performances, storytelling, lectures and gathering
- Spaces for gathering, eating together and sharing cultural cuisines

WHO MAY BE OUR PARTNERS MOVING FORWARD?

A few of these organizations may include:

- Detroit Historic District Commission
- Detroit Historic Preservation Society
- Preservation Detroit
- Detroit Institute of Arts
- AIA Detroit

“[CHOOSE] ART THAT DEPICTS THE DIVERSE COMMUNITY OF THE DETROIT AREA AND THE RICH HISTORY...GO DEEP.”

—COMMUNITY RESIDENT

YOUTH AND FAMILIES

The Joe Louis Greenway will be a family-friendly space that welcomes users of all ages. Spaces along the greenway will create engaging and fun experiences for everyone.

WHAT IS YOUTH & FAMILY ART?

Families and children can enjoy art and installations that encourage play, whimsy, exploration and education. This may include themes such as:

- Recreation and games
- Spontaneous play
- Entertainment
- Exploration and education
- Fitness and health

HOW COULD THIS MANIFEST ALONG THE GREENWAY?

Spaces created for play, performance and exploration will be found on the greenway. This may include manifestations such as:

- Creative playscapes
- Interactive sculptures
- Festivals
- Classes (art, STEM, music, cooking, biking, etc)
- Concerts, plays and shows (puppet shows, youth performances)

WHO MAY BE OUR PARTNERS MOVING FORWARD?

As the Joe Louis Greenway moves into implementation, future engagement with Detroit's neighborhoods, block clubs, schools, churches and local groups will be critical to understanding how collaborative and shared programming will best serve the youth and families of Detroit. In addition, organizations with youth and family-driven missions may be able to sponsor or drive programming along the greenway. A few of these organizations include:

- Detroit Symphony Orchestra
- Detroit Institute of the Arts
- Kresge Foundation



“[CREATE A] PLACE WITH AREAS SO CHILDREN CAN STUDY ECOSYSTEMS FOR LOCAL INSECTS.”

—COMMUNITY RESIDENT

Mosaic Youth Theater
Source: Sidewalk Detroit

HEALTH & THE ENVIRONMENT

The Joe Louis Greenway will consider multiple opportunities to promote sustainability and environmental responsibility.

WHAT IS HEALTH & THE ENVIRONMENT ART?

In addition to the greenway design standards, public art will benefit community health and environmental sustainability through themes such as:

- Preservation and conservation
- Environmental remediation
- Clean-up (litter, invasive plant species)
- Air and water quality
- Stormwater management
- Protecting green spaces
- Habitat and wildlife
- Climate change

HOW COULD THIS MANIFEST ALONG THE GREENWAY?

The Joe Louis Greenway will create opportunities for Detroiters to grow, learn and affect change by working together.

We can imagine new ways to demonstrate and celebrate healthy environmental and physical activities. Creative manifestations of these may include:

- Site-specific and/or ephemeral land art
- Recycled or reclaimed art
- Creative remediation projects
- Renewable energy sculptures
- Willow and other natural art
- Yarn-bombing
- Ephemeral/temporary land art
- Educational and interactive environmental demonstration projects
- Native flora and fauna sculptures or art

HEALING URBAN TRAUMA

This art promotes cultural and individual reflection, relaxation and serenity.

WHO MAY BE OUR PARTNERS MOVING FORWARD?

The intersection between environment, health and art presents an opportunity to make accessible the complex and critical systems that impact the larger world. While issues such as climate change, use of non-renewable energy resources, contaminated soils, diminishing native habitats and lack of access to healthy food may seem like inaccessible problems, the use of art brings these issues to light in a new way. These missions align with many organizations that have environmental, educational and art-related missions. A few of these organizations may include:

- Erb Foundation
- DTE Energy
- Local K-12 schools
- Colleges and universities

WHAT IS HEALING ART?

This may include themes such as:

- Meditation and Contemplation
- Mental Health
- Community engagement

HOW COULD THIS MANIFEST ALONG THE GREENWAY?

This may include manifestations such as:

- Spaces for individual reflection and respite
- Small group spaces (yoga, book clubs, small classes)
- Meditation gardens
- Healing soundscapes, sound immersion
- Poetry and writing (interactive stations, displays and sidewalk poetry)
- Self-guided public art audio guides
- Sculptures (social or self-reflection)
- Interactive work geared towards reflection and feedback

LOCAL HERITAGE & ART

The Joe Louis Greenway will also elevate Detroit's current culture and identity to reflect the Detroit we are currently living and loving. This includes themes such as:

WHAT IS LOCAL HERITAGE ART?

Art along the greenway will celebrate local heritage with themes such as:

- Cultural celebrations
 - Customs and traditions
 - Cuisine
 - People
 - Music, dance, art, attire
- Race relations and racial reconciliation
- Local heroes and community leaders
- Local businesses and cultural hubs
- Counterculture and underground culture

HOW COULD THIS MANIFEST ALONG THE GREENWAY?

Spaces created to celebrate local heritage will be found on the greenway. This may include manifestations such as:

- Festivals geared towards specific ethnicities and cultures
- Representative public art
- Culture-specific music and dance concerts
- Film screenings
- Community dinners
- Acknowledgment of cultural holidays and celebrations

POTENTIAL PARTNERS

The following organizations, groups and individuals may, among others, play future roles in the Joe Louis Greenway as partners and stakeholders:

- City of Detroit Director of Arts and Culture
- American Indian Health and Family Services
- Arab Community Center for Economic and Social Services (ACCESS)
- Matrix Theatre Company
- Detroit artists such as Sabrina Nelson and Sydney James
- Mosaic Youth Theatre of Detroit
- Southwest Detroit Business Association
- Freedom Village
- Detroit Institute of Arts
- Greenways Heritage Conservancy
- Sidewalk Detroit
- Polish Art Center
- Women of Banglatown
- Powerhouse Productions
- Buffalo Soldiers Heritage Association
- Detroit Disability Power
- Religious organizations



Palmer Park Splash Pad
Source: City of Detroit

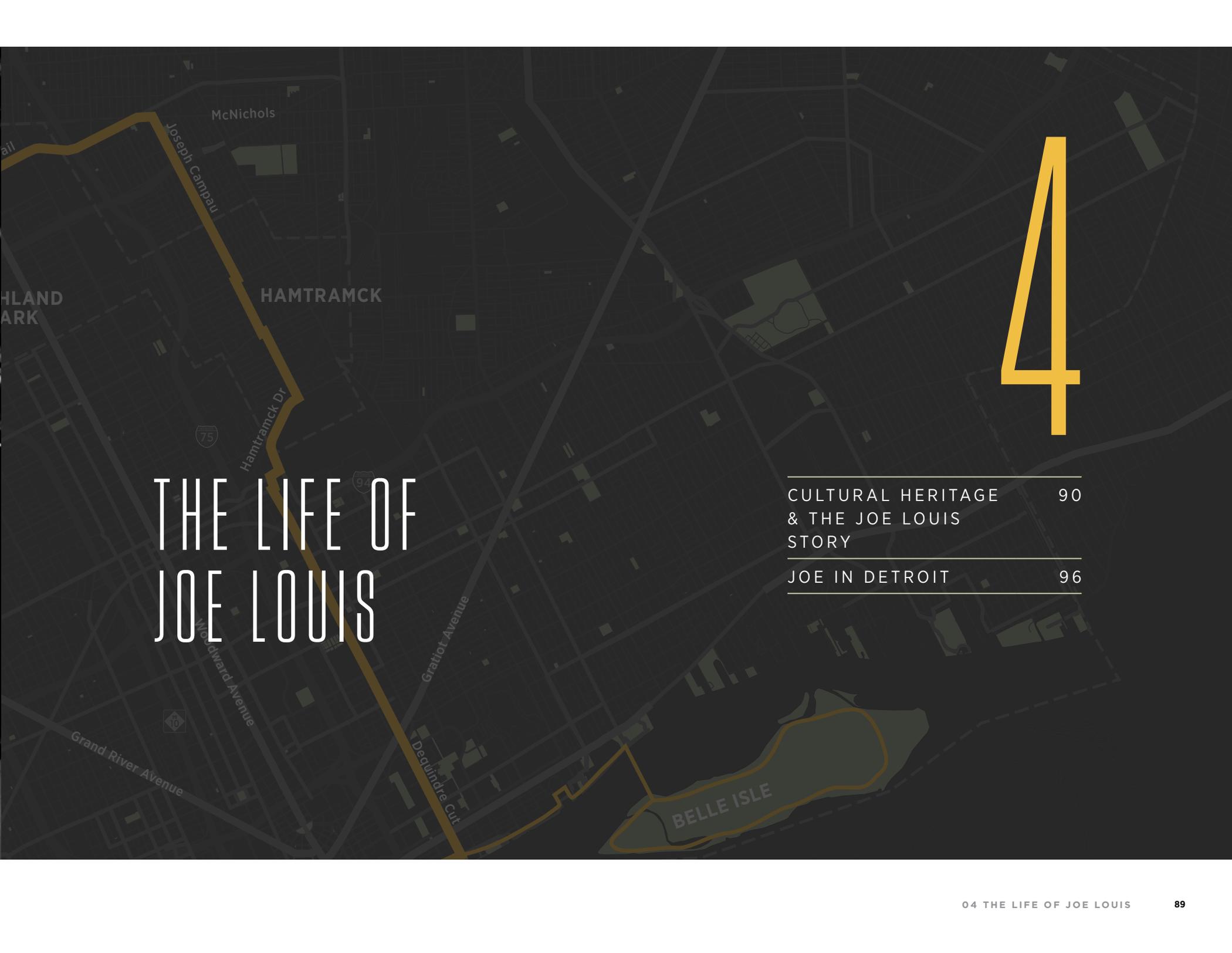
CHAPTER 4

THE LIFE OF JOE LOUIS

Telegraph



Source: Getty Images



THE LIFE OF JOE LOUIS

4

CULTURAL HERITAGE & THE JOE LOUIS STORY 90

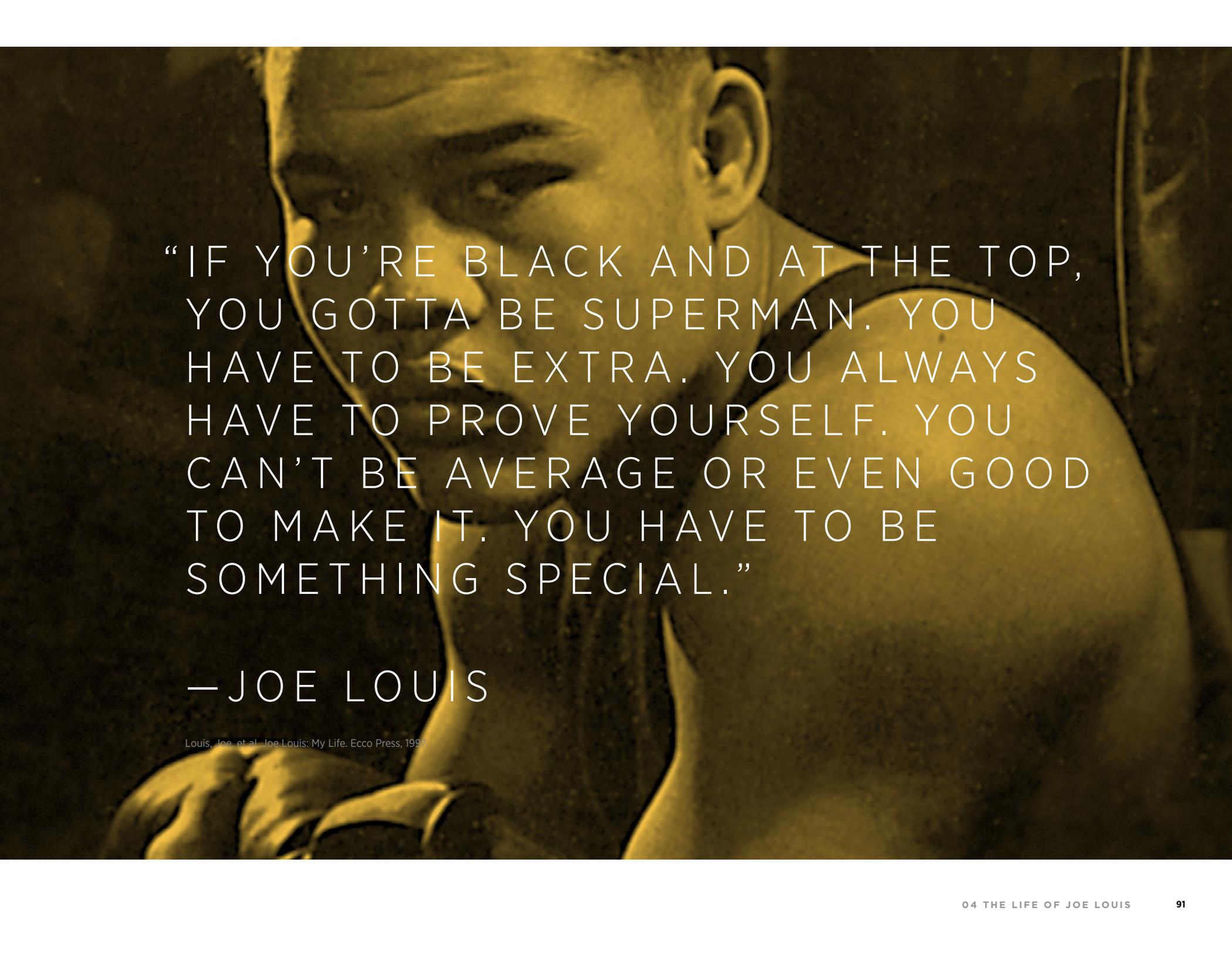
JOE IN DETROIT 96

CULTURAL HERITAGE & THE JOE LOUIS STORY

As an American Icon and hero, considering the cultural relevance of Louis and his history gave us insight and inspiration for arts & culture, programming and identity themes.



Source: Flavinista, Wikimedia Commons



“IF YOU’RE BLACK AND AT THE TOP,
YOU GOTTA BE SUPERMAN. YOU
HAVE TO BE EXTRA. YOU ALWAYS
HAVE TO PROVE YOURSELF. YOU
CAN’T BE AVERAGE OR EVEN GOOD
TO MAKE IT. YOU HAVE TO BE
SOMETHING SPECIAL.”

—JOE LOUIS

Louis, Joe, et al. Joe Louis: My Life. Ecco Press, 1997.

“ ..YOU KNOW THE STORY—1937. JOE LOUIS KNOCKED OUT JAMES BRADDOCK IN COMISKEY PARK IN THE EIGHTH ROUND TO BE THE WORLD HEAVYWEIGHT CHAMPION. A YEAR LATER, IN YANKEE STADIUM, IN ONE OF THE MOST FAMOUS FIGHTS OF ALL TIMES, HE TOOK ON MAX SCHMELING, WHO HAD COME, FAIRLY OR UNFAIRLY, TO REPRESENT NAZI GERMANY, AND KNOCKED HIM OUT IN THE FIRST ROUND, UNITING THE COUNTRY. NEARLY A CENTURY LATER, THAT STILL RESONATES.”

—MAYOR MIKE DUGGAN



Source: Van Vechten Collection at Library of Congress via Wikimedia Commons

**1914
BORN**

In Chambers County Alabama to a family of sharecroppers.

**1926
MOVED TO DETROIT**

Moved with his family into the Black Bottom neighborhood so his older brothers could get a job at Ford Motor Company, Joe later got a job there as well.

**1930S
DISCOVERED BOXING**

A friend of Louis', Thurston McKinney, the winner of the 1932 Golden Gloves in Detroit, invited Louis to go to the gym with him. For Louis, the gym was love at first sight.

From then on, Louis started attending the Brewster's East Side Gymnasium. And secretly used his money for violin lessons at the boxing gym instead.

**1930S
BEGAN HIS BOXING CAREER**

This was at a time when Black Americans were victims of segregation and bigotry. Black Americans could not vote. They were lynched and barred from many pro sports.

**1934
LOUIS' FIRST PRO FIGHT**

His first pro fight was a win by KO against Jack Kracken at Bacon's Arena in Chicago.

**1935
JOE & MARVA**

Louis married Marva Trotter two hours before his fight with Max Baer in 1935. Here he gets a kiss from Marva shortly after winning the bout by a knockout.

**1936
LOST BY KO TO
MAX SCHMELING**

Louis signed to fight 30-year-old former champion Max Schmeling of Germany in what was regarded as a mere tune-up bout for Louis before he would face heavyweight champ James J. Braddock. Schmeling, though, was still a smart and dangerous fighter. Before the bout, he told reporters that he had watched films of Louis, adding cryptically, "I see something." What he saw was Louis's tendency to drop his left hand after jabbing. Schmeling exploited that opening to land repeated right hands. He knocked Louis down for the first time in his career in the fourth and finished him off in the 12th in a finish that rocked the boxing world.

1937-1949

LOUIS WINS THE HEAVYWEIGHT CHAMPIONSHIP

Louis won the Heavyweight Championship title in a match against James J. Braddock at Comiskey Park in Chicago. He reigned as the world heavyweight champion from 1937 to 1949 and is considered to be one of the greatest heavyweight boxers of all time. Louis' championship reign lasted 140 consecutive months, during which he participated in 26 championship fights. Louis won the heavyweight boxing championship at 23 years old. This was before Jackie Robinson and MLK. Louis showed Americans that given a chance, African Americans could excel. Because of his incredible achievements and success as a dignified, good-natured personality, he was a symbol of hope and pride to Black Americans.

1938

MAX SCHEMLING REMATCH

In Detroit people took to the streets in celebration. "Joe knocked out Hitler cold." Frank Marchall Davis of the American Negro Press called it a victory for the nation's 14 million Black Americans." The Philadelphia Independent said that Louis defeating Schmeling had "Created more goodwill for American blacks than anything since the civil war."

1941

BEGINNING OF WWII

Joe joined the Army and was used to build morale within the troops. He fought two championship bouts during this time. He donated his earnings to the Navy Relief Society and the Army Relief Fund.

Newspapers hailed Joe for his patriotism. His generosity served to boost Joe's status as white America's first Back hero. Joe worked to end discrimination within the armed forces. Called for the acceptance of Blacks into the Officer's Candidate School—so they could move up in rank. Would refuse to box unless Blacks were allowed to sit closer to the ring.

1945

WAR ENDED AND JOE WAS DISCHARGED

His team was dismantled. Jack Blackburn had died and Roxbourough was in prison. His wife Marva had divorced him, and his mother had died.

1949

JOE ANNOUNCED RETIREMENT

At his retirement he was undefeated Heavyweight Champion of the World.

1950

CAME OUT OF RETIREMENT

Louis had major financial issues that came to a head after he came home from the war. Despite his generosity while enlisted in the Army. His struggle was public. He had fans sending him money in the mail. A child even mailed him a dime. His first fight after coming out of retirement was against Ezzard Charles for the Championship title.

Louis lost—and millions of fans were upset. Charles would not be forgiven by fans (even though he was also Black) because fans felt that he had taken something from them.

1951

LOUIS LOST AGAINST MARCIANO, PUSHING HIM TO ACTUALLY RETIRE

Louis was beat by Rocky Marciano and decided he was done fighting. For good this time.

Joe Retired with a record 68 victories—losing only 3 times.

He held the championship for 11 years and 8 months.

1970

**JOE TOOK A JOB AS A
GREETER AT A CASINO IN
VEGAS**

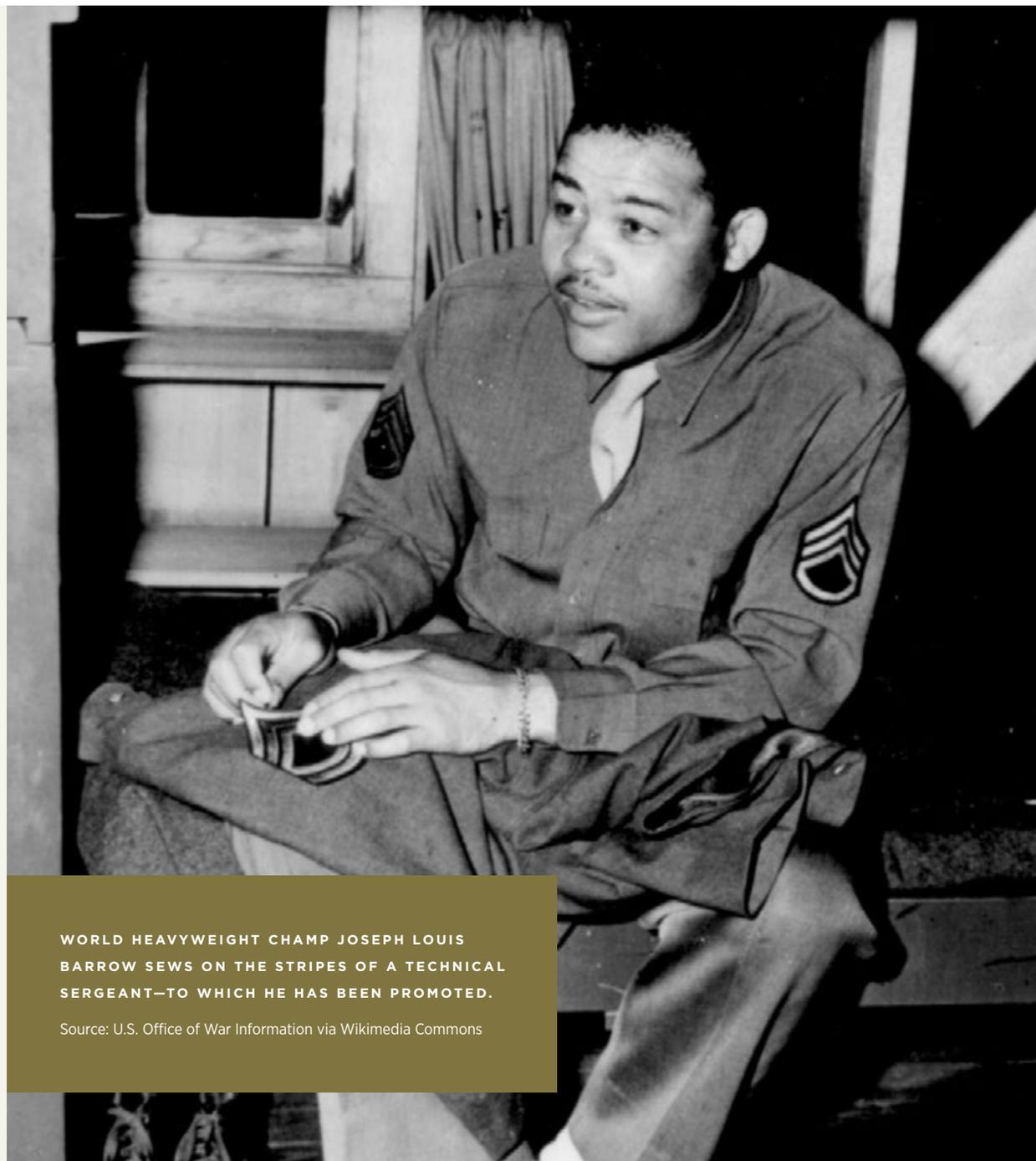
Caesar's Palace, in Las Vegas, hired him as a greeter, a job which involved signing autographs, betting with house money when the action seemed a little slow and playing golf with special guests. The job suited him, and the casino even provided him housing, as well as \$50,000 a year.

1970S

JOE'S FINAL YEARS

To pay back his taxes he refereed boxing matches and toured as a pro wrestler.

He had a couple more failed marriages as well as trouble with drugs and alcohol.



**WORLD HEAVYWEIGHT CHAMP JOSEPH LOUIS
BARROW SEWS ON THE STRIPES OF A TECHNICAL
SERGEANT—TO WHICH HE HAS BEEN PROMOTED.**

Source: U.S. Office of War Information via Wikimedia Commons

JOE IN DETROIT

Detroit has a magic that brings
the underdog to the top.



JOE IN DETROIT: THE DETAILS

When Joe Louis was 12 years old, his stepfather, Pat Brooks, made the decision to move the family from Alabama to Detroit in order to take advantage of the Detroit auto industry and what it had to offer. Life as a sharecropper in Alabama was extremely tough—so they felt they didn't have anything to lose by moving.

● Joe and his family lived with relatives in Detroit on Macomb street on the east side. Then, moved to their own home; a frame house at Madison and Mullick street in Black Bottom. *Sadly, Black Bottom was destroyed during Urban Renewal of the 1950s and 60s, so marking this location on a modern map is not possible.*

① Joe and his family attended Calvary Baptist Church¹ in Detroit

② At age 12, Joe attended Duffield Elementary School,² where he was put in 3rd grade.

③ At age 15, Joe worked odd jobs. Before school, he would help farmers move produce at Eastern Market—and after school, he would run an ice cart for Pickman and Dean, a Detroit ice company.

● Joe transferred to Bronson Vocational School at age 16—a trade school where he learned to work with his hands, building furniture and cabinets. *While this detail is found in Louis' autobiography, Joe Louis, My Life, we were unable to find this school's location on historical maps.*

④ Later, Joe worked at Ford's River Rouge Factory and other labor-intensive jobs.

⑤ Joe's mom wanted him to "make something of himself," so she gave him 50 cents every

week to attend violin lessons—plus extra for the rental of the violin.

Joe's friend, Thurston McKinney, was the winner of the 1932 Golden Gloves in Detroit. He invited Louis to go to the gym with him. For Louis, the gym was love at first sight.

From then on, Louis started attending the Brewster's East Side Gymnasium. And secretly used his money for violin lessons at the boxing gym instead.

Joe learned to box from a man named Alter Ellis, who ran the Brewster East Side Gymnasium.

Joe had intended to live a simple life, but his love for boxing elevated him to great heights and gave him focus.

⑥ Joe's first amateur match was at the Naval Armory³ in Detroit.

He dropped the name "Barrow" and just went as "Joe Louis" because he didn't want his family to know that he was fighting, and if it got in the papers, he didn't believe his mom would know the difference.

⑦ George Slayton of the Detroit Athletic Club was Louis' trainer for a short stint.

⑧ Joe started and organized a softball team called the Brown Bombers as a way to help some of his down-and-out buddies, and as well to indulge in one of his fantasies of becoming a big-league ball player. He played with the team when he could get away. Both on tour and at games held at Mack Park⁴

⑨ Joe owned a home at in Boston-Edison neighborhood⁵

● Joe Louis purchased Spring Hill Farm outside of Utica in 1939 to use as a training camp and riding stable.

1 1330 Joseph Campau

2 2715 Macomb St Detroit, Michigan 48207

3 7600 W Jefferson Ave, Detroit, MI 48214

4 Mack Ave & Fairview St Detroit, MI 48214

5 1683 Edison St. Detroit, MI 48206



FOR MORE INFORMATION

**SEE THE ACCOMPANYING VOLUMES
OF THE JOE LOUIS GREENWAY
FRAMEWORK PLAN.**

VOL. 1 THE VISION

ONE UNIFIED DETROIT

ROUTING & ALIGNMENT

INCLUSIVE ECONOMIC
OPPORTUNITY

CULTURE & THE ARTS

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BUILDING THE GREENWAY

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IDENTITY DESIGN

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IMPLEMENTATION &
OPERATIONS



Photo: James Brown



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SIDEWALK
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DESIGN

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