



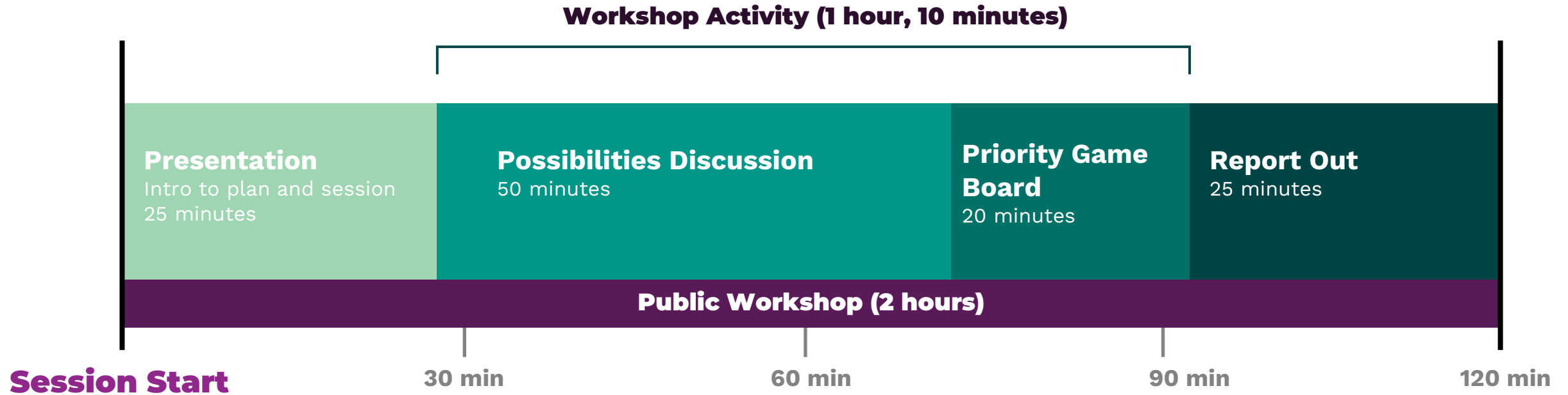
Mobility

Plan Detroit Futures: Possibilities & Realities

April 2025



Our Session Today



Goals for Today

Review

where we are in
the Plan Detroit
process and
what we have
learned so far

Discuss

different policy
approaches for
mobility

Prioritize

which
approaches
would work best
for Detroit

Share

learn what other
tables were
discussing

What is Plan Detroit?

Plan Detroit is a roadmap for future development and change in Detroit.

It looks at where **we are now**, what we **hope to be** in the future, and what land use policies and actions are **needed to achieve** that future vision.



What is Plan Detroit?

Detroit's last Master Plan was completed in 2009, and the City has changed a lot since then.

The Michigan Planning Enabling Act recommends that cities update their master plans every 10 years.



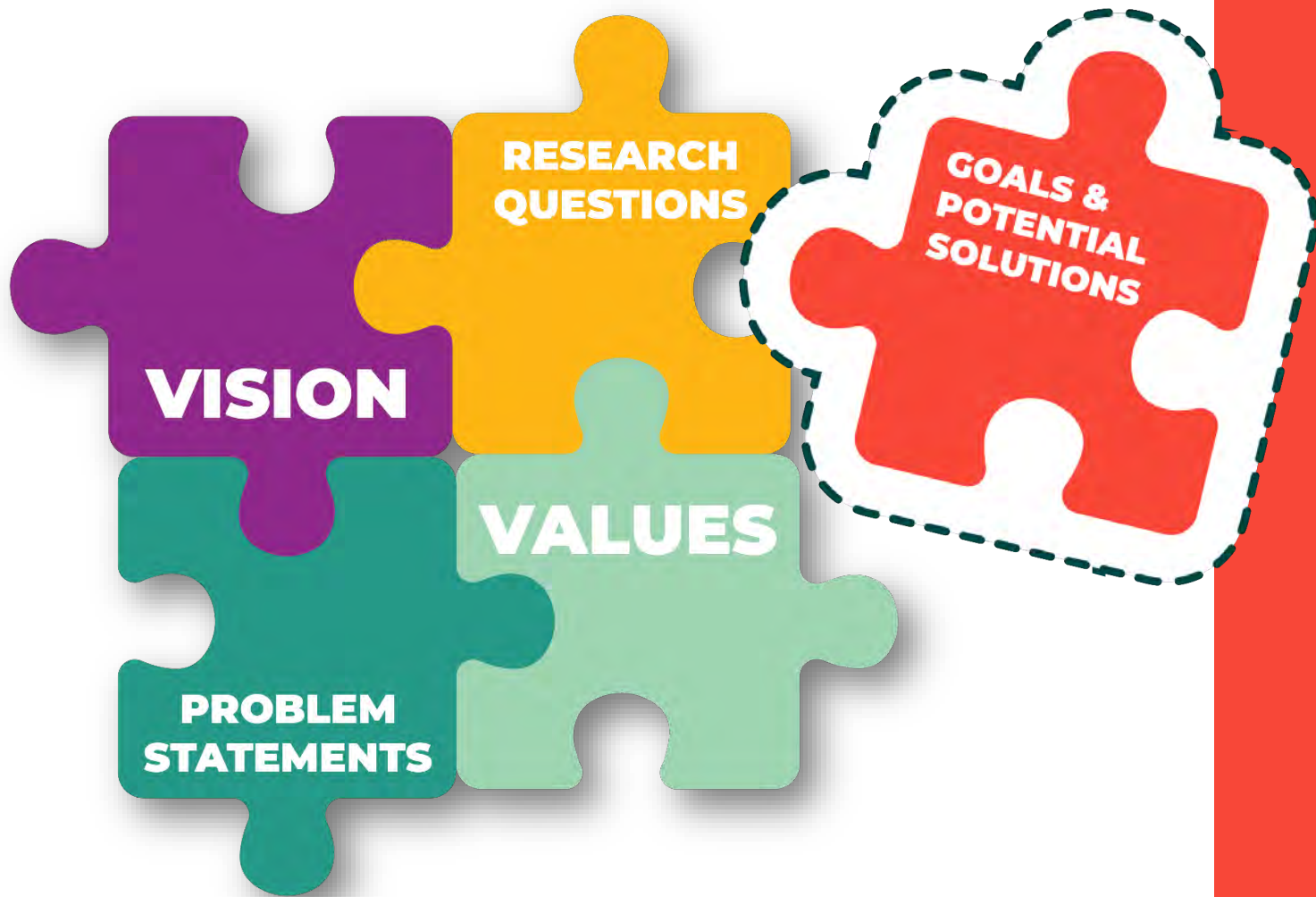
How will Plan Detroit guide future decision-making

- Doing **detailed analysis** of opportunities and challenges related to Detroit's people, infrastructure and economy
- **Learning from you** about priorities and experiences to shape policy decisions that reflect community needs
- **Coordinating with existing businesses**, government offices and community leaders



Our Journey





We're building
Plan Detroit
piece-by-piece
with **YOUR**
input!

Help us complete the picture.

Today's discussion is **one of 5 workshops** that are taking place this week.

**April
12th**

**Housing &
Neighborhoods**

Start time: 10 AM

**April
12th**

**Open Space &
Environment**

Start Time: 1:30 PM

**April
14th**

Arts & Culture

Start Time: 5:30 PM

**April
15th**

Mobility

Start Time: 5:30 PM

**April
16th**

**Jobs &
Economy**

Start Time: 5:30 PM



Go to **plandetroit.com** if you are interested in registering for the upcoming Jobs & Economy session



WHAT WE LEARNED FROM YOU!



We asked
Detroitters to fill in
the blank.

**In 20 years,
Detroit will
be_____.**



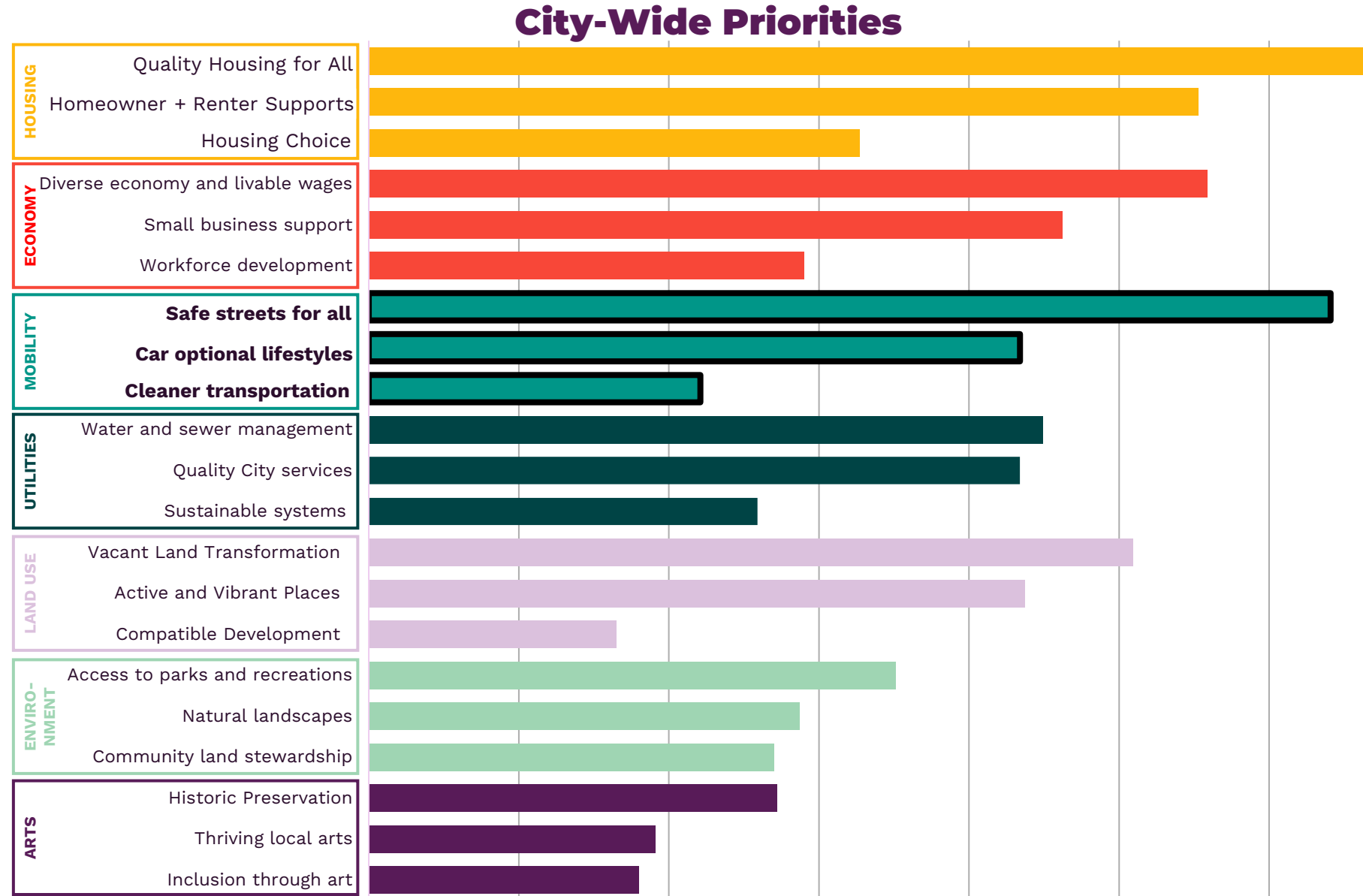
The top topics we heard the most were

1. Prosperous
2. Community-driven
3. Diverse, Equitable, and Inclusive
4. Vibrant
5. Safe



We asked Detroit what their top priorities were, and mobility was near the top.

“Safe Streets for All” was the #2 overall most picked card!



Detroit will be a city of choice and opportunity.

While Detroit may not be a city of choice and opportunity for all yet, we know there is incredible potential in our vibrant neighborhoods, rich culture, and innovative spirit.

Over the next 20 years, we will build on these strengths to continue to create a city that offers a higher quality of life that attracts people to live, work, and play here, and delivers greater prosperity for those who stayed and those who will choose to call Detroit home.

Vision & Values

Resilience

Equity

Innovation

Solidarity

Legacy



WHAT WE KNOW IS HAPPENING





Detroit's mobility infrastructure needs updating

Detroit's extensive infrastructure—streets, bridges, water, sewer, and electrical systems—**was built for a larger population** (1.8 Million at its peak) **and car-centered lifestyle** (sprawling over 139 sq. miles of land).

Many of Detroit's roads and bridges **now need repair**

Street design **prioritizes vehicles** over other modes

Transit service varies by location

Basic transit coverage reaches almost all of Detroit's population – but **frequent service (every 20 minutes) only reaches about half of residents**

Transit connections don't always effectively link residential areas to **job centers**

Our bus stop is just a sign on a pole...



We got new bike lanes and sheltered bus stops!





Transportation access affects opportunity

Nearly 1 in 5 Detroit households **don't have access to a vehicle**

Many daily necessities and job centers currently **require car travel**

Neighborhood design shapes transportation options

Low-density areas are **harder to serve** with transit

Disconnected pedestrian networks and safety concerns can **deter walking and biking**





Competing transportation needs can create conflicts

Different transportation modes compete for **limited road space**

Freight traffic impacts residential areas

Parking requirements affect **development potential**

Highways sometimes **divide neighborhoods**

Wide roads and highways cutting through neighborhoods make it **hard to get around** in other ways



LET'S CHAT ABOUT **DETROIT'S POSSIBILITIES**

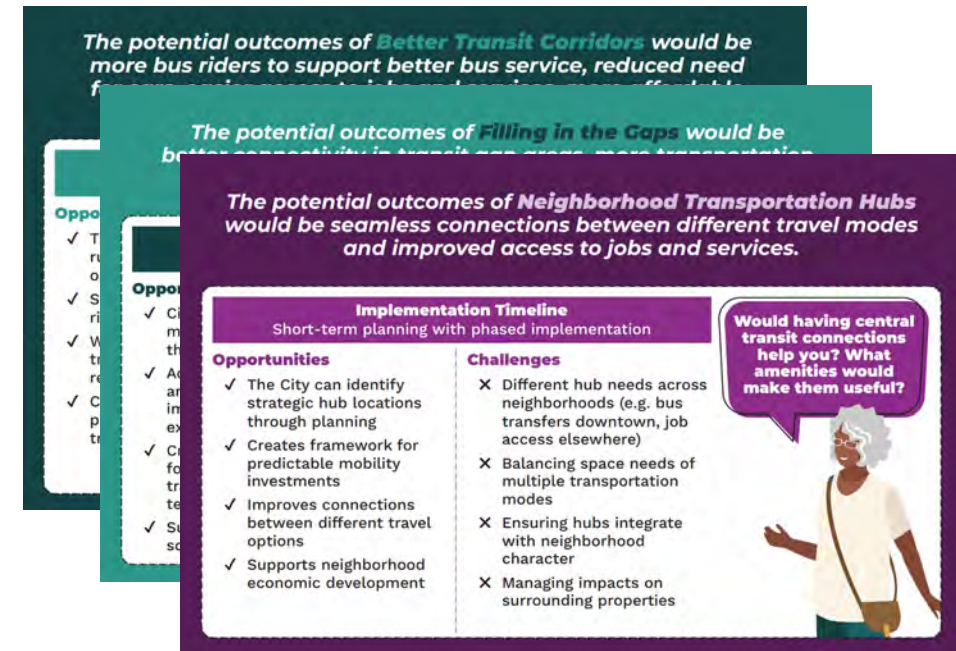
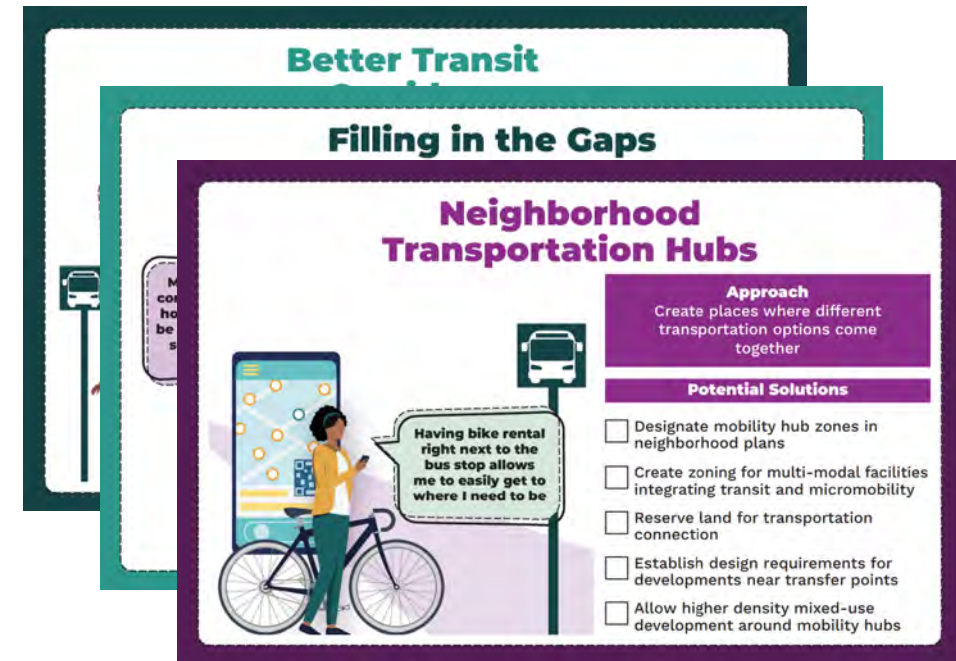
How can Plan Detroit create the change we need to see?



Possibility Cards Activity

You'll explore cards with ideas like:

- Better Transit Corridors
- Neighborhood Transportation Hubs
- Freight & Truck Routes
- Connected Bicycle Network
- Expanded Parking Flexibility
- Filling in the Gaps
- **Plus:** Create your own policy ideas!



These possibility cards are conversation starters, not final policies.

They present **different approaches** to challenges in Detroit and help us understand what **types of solutions** Plan Detroit can address.

They're designed to spark discussion about **what might work best** in your neighborhood and across the city.



**There are
two activities
for today's
discussion!**

Discuss the Possibility Cards

- What would make these ideas work?
- What concerns do you have?
- Share your own ideas!

Vote on Which Ideas You Prefer

- "We like this idea!"
- "This works for some neighborhoods, not all"
- "This won't work in Detroit"
- "We'd like to add this new idea!"

Let's play!





LET'S START WITH THE POSSIBILITY CARDS




Begin Your Conversation with Card #1

What would need to be in place for this to work well?

What questions or concerns do you have about this approach or the potential solutions?

Expanded Parking Flexibility



Approach

Create context-sensitive parking approaches that support development while meeting community needs

Potential Solutions

- ☐ Reduce or eliminate parking minimums and introduce parking maximums
- ☐ Allow shared parking between businesses and uses with different peak periods
- ☐ Reduce parking if developers provide bike facilities and transit passes
- ☐ Establish design standards for parking to improve pedestrian environment

Let's Move On to Card #2

What would need to be in place for this to work well?

What questions or concerns do you have about this approach or the potential solutions?

Neighborhood Transportation Hubs



Approach

Create places where different transportation options come together

Potential Solutions


- ☐ Designate mobility hub zones in neighborhood plans
- ☐ Create zoning for multi-modal facilities integrating transit and micromobility
- ☐ Reserve land for transportation connection
- ☐ Establish design requirements for developments near transfer points
- ☐ Allow higher density mixed-use development around mobility hubs

Now Let's Talk About Card #3

What would need to be in place for this to work well?

What questions or concerns do you have about this approach or the potential solutions?

Better Transit Corridors



Approach

Align development and density with transit corridors to support enhanced service and increase ridership

Potential Solutions


- ☐ Create mixed-use, pedestrian-oriented, high-density districts along transit corridors
- ☐ Improve transit speed and reliability on priority corridors to support development
- ☐ Reduce parking requirements near high-frequency transit stops
- ☐ Allow shared parking between complementary uses
- ☐ Align transit with affordable housing investments

Time for Card #4

What would need to be in place for this to work well?

What questions or concerns do you have about this approach or the potential solutions?

Filling in the Gaps



My bus only comes once an hour, it would be nice to have some other options

Approach

Create land use strategies for mobility options in areas underserved by traditional transit

Potential Solutions


- ☐ Designate mobility innovation zones for alternative transit options
- ☐ Create flexible-use districts for mobility hubs with emerging tech (e.g., micromobility, on-demand shuttles, autonomous vehicles)
- ☐ Reserve space in new developments for mobility service connections

Time to Talk About Card #5

What would need to be in place for this to work well?

What questions or concerns do you have about this approach or the potential solutions?

Freight & Truck Routes



It's been so nice and quiet since the trucks have been rerouted away from my street

Approach

Balance efficient movement of goods with neighborhood protection

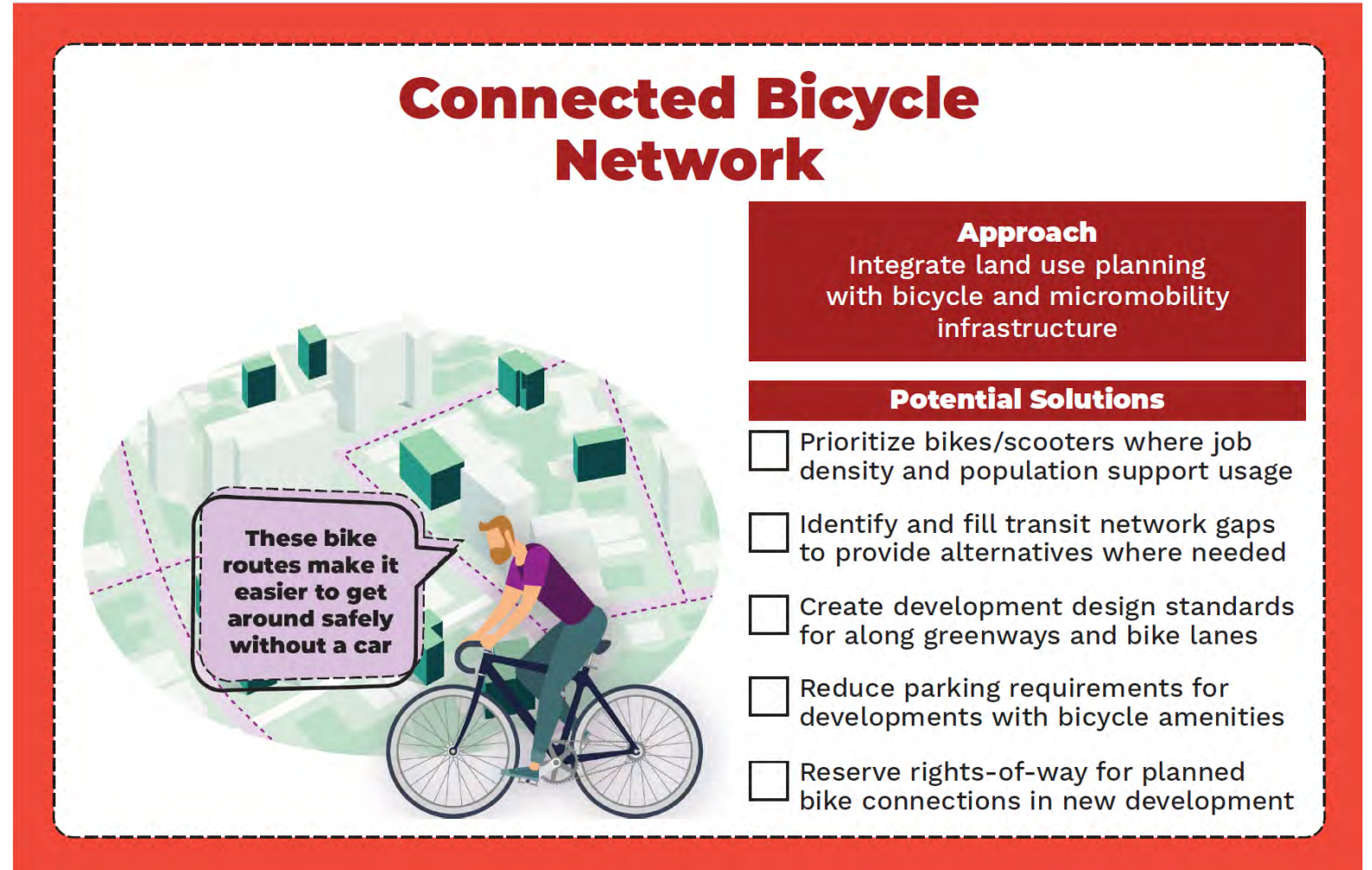
Potential Solutions

- ☐ Establish industrial corridors for freight-intensive uses
- ☐ Create buffer zones between industrial and residential areas
- ☐ Develop design standards for industrial/residential transitions
- ☐ Align future industrial zoning with freeways and truck routes
- ☐ Establish graduated industrial zoning categories based on impacts

Getting Close – Let's Chat About Card #6

What would need to be in place for this to work well?

What questions or concerns do you have about this approach or the potential solutions?



Do You Have Other Ideas?

What possibilities are missing that should be considered?

Additional Possibilities to Consider

What is your idea?

How might this idea take shape in your neighborhood?

What would the outcome of this be?



NOW LET'S THINK ABOUT THE PRIORITIES



Help Us Understand What's Important!

Place your cards on your priority board!

Better Transit Corridors

Approach
Align development and density with transit corridors to support enhanced service and increase ridership

Potential Solutions

- ☐ Create mixed-use, pedestrian-oriented, high-density districts along transit corridors
- ☐ Improve transit speed and reliability on priority corridors to support development
- ☐ Reduce parking requirements near high-frequency transit stops
- ☐ Allow shared parking between complementary uses
- ☐ Align transit with affordable housing investments

WOODWARD

I love that the bus can help us get around so quickly without the hassle of paying for parking!

Filling in the Gaps

Approach
Create land use strategies for mobility options in areas underserved by traditional transit

Potential Solutions

- ☐ Designate mobility innovation zones for alternative transit options
- ☐ Create flexible-use districts for mobility hubs with emerging tech (e.g., micromobility, on-demand shuttles, autonomous vehicles)
- ☐ Reserve space in new developments for mobility service connections

My bus only comes once an hour, it would be nice to have some other options

Neighborhood Transportation Hubs

Approach
Create places where different transportation options come together

Potential Solutions

- ☐ Designate mobility hub zones in neighborhood plans
- ☐ Create zoning for multi-modal facilities integrating transit and micromobility
- ☐ Reserve land for transportation connection
- ☐ Establish design requirements for developments near transfer points
- ☐ Allow higher density mixed-use development around mobility hubs

Having bike rental right next to the bus stop allows me to easily get to where I need to be

Connected Bicycle Network

Approach
Integrate land use planning with bicycle and micromobility infrastructure

Potential Solutions

- ☐ Prioritize bikes/scooters where job density and population support usage
- ☐ Identify and fill transit network gaps to provide alternatives where needed
- ☐ Create development design standards for along greenways and bike lanes
- ☐ Reduce parking requirements for developments with bicycle amenities
- ☐ Reserve rights-of-way for planned bike connections in new development

These bike routes make it easier to get around safely without a car

Freight & Truck Routes

Approach
Balance efficient movement of goods with neighborhood protection

Potential Solutions

- ☐ Establish industrial corridors for freight-intensive uses
- ☐ Create buffer zones between industrial and residential areas
- ☐ Develop design standards for industrial/residential transitions
- ☐ Align future industrial zoning with freeways and truck routes
- ☐ Establish graduated industrial zoning categories based on impacts

It's been so nice and quiet since the trucks have been rerouted away from my street

Expanded Parking Flexibility

Approach
Create context-sensitive parking approaches that support development while meeting community needs

Potential Solutions

- ☐ Reduce or eliminate parking minimums and introduce parking maximums
- ☐ Allow shared parking between businesses and uses with different peak periods
- ☐ Reduce parking if developers provide bike facilities and transit passes
- ☐ Establish design standards for parking to improve pedestrian environment

The parking lot that used to be here was always empty, I'm glad they replaced it with this outdoor seating area!

Totally, and parking down the street is easy and helps me get my steps in!

We like this idea!

We like this idea for some neighborhoods, but not others.

We don't think this idea will work in Detroit.

We'd like to add this idea!

A photograph of a group of people at an event, overlaid with a teal-to-purple gradient. In the background, a sign reads "ACC YOUTH CENTER". A woman in the center is speaking into a microphone. Other people are seated around her, some looking at papers. A man in a suit stands in the background on the right.

Share out!

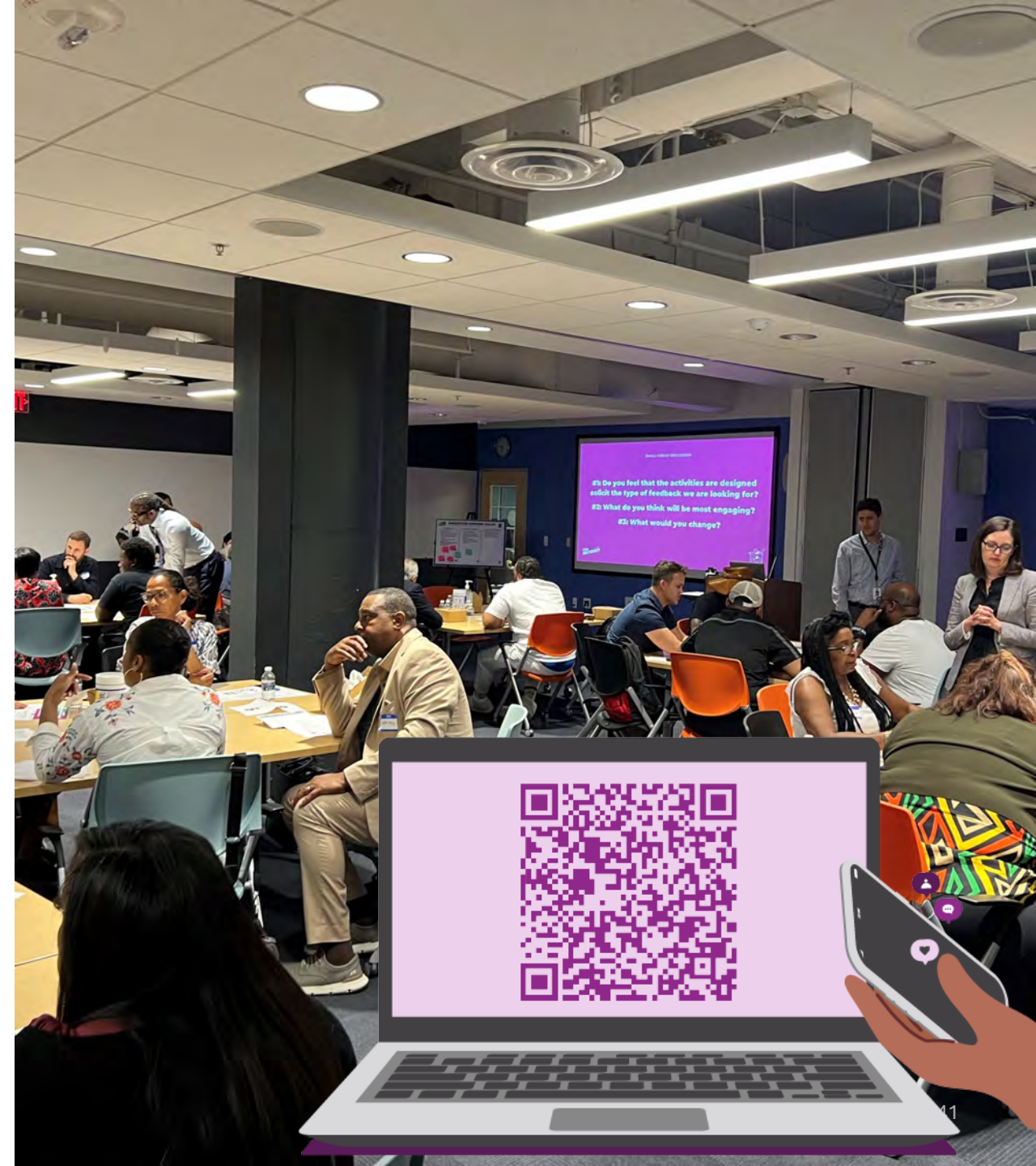
Upcoming Session

Please join us here at the Joseph Walker Williams Community Center for our final upcoming session:

Jobs & Economy

Wednesday, April 16th | 5:30 – 7:30 pm

Go to **plandetroit.com** or scan the QR code to learn more and get involved!





CONTACT US!



**detroitmasterplan
@detroitmi.gov**



313-628-0221

FOLLOW US!



**@detroit_pdd
@cityofdetroit**



@DetroitPlannning



SUBSCRIBE TO OUR NEWSLETTER!



**Scan the QR code or
Text "PLANDET" to
844-293-1374**

LET'S PLAN DETROIT'S FUTURE!

**Get involved today at
plandetroit.com!**



plan
DETROIT

