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TO: The Honorable Detroit City Council
FROM: David Whitaker, Director 
Legislative Policy Division
DATE: July 3, 2024
RE: **TRANSIT-ORIENTED AND MOBILITY MANAGEMENT POLICY IN DETROIT**

The Legislative Policy Division (LPD) has been requested by Council Member Coleman A. Young, II to provide a report that analyzes and examines transit oriented and mobility management policy in the City of Detroit. This report addresses several questions posed by Council Member Young II regarding Transit-Orientated Development (TOD) and Mobility Management policy and its impact on Detroit's economy.

The Council Member's memo to LPD dated May 3, 2024, requests a report on how the implementation of a TOD policy in Detroit could act as an economic engine and improve the lives of Detroiters.

OVERVIEW OF TRANSIT-ORIENTED DEVELOPMENT POLICY

“If a sizable volume of jobs, stores, civic and cultural activities, and housing were close to rail service, people could drive less. Fuel consumption and air pollution could decrease. The chewing up of land for low-density development, highways, and parking lots could diminish. People would have more choices of how to get from home to work. They would be able to reach more of their destinations on foot – the healthiest way imaginable. That has always been the promise of transit-oriented development, or TOD.”

- New Urbanism Best Practices Guide, Fourth Edition

The 2002 Brookings Institution report, “Transit-Oriented Development: Moving from Rhetoric to Reality,” identifies three distinct types of rail transit and development in the 20th Century.

- “Development-oriented transit” (early 20th Century) – During this era, developers often built streetcar lines to add value to their developments or create new neighborhood centers previously out of reach.
- “Auto-oriented transit” (post World War II) – During this era, the primary purpose of new commuter transit systems was to relieve auto congestion, and stations were surrounded by parking lots for commuters.
- “Transit-related development” (following Auto) – During this era, development was adjacent to, but not well connected with, transit stations.

Transit-Oriented Development (TOD) policy has evolved from these previous eras and seeks to provide development that is compact and highly walkable with a rich mix of uses and amenities located within a half mile of public transportation. The 2004 book, *The New Transit Town: Best Practices in Transit-Oriented Development*, provides an expanded performance-based definition of TOD revolving around five main goals:

- **Location efficiency**, or the conscious placement of homes close to transit stations. This requires density – “sufficient customers within walking or bicycling distance of the transit stop to allow the system to run efficiently.” It also requires that stations or stops be centrally or conveniently located within the TOD. And it requires “pedestrian friendliness – a network of streets within the transit district that is interconnected and scaled to the convenience of pedestrians.”
- **Rich mix of choices**. This includes “a range of housing options – large single-family homes, bungalows, townhouses, live-work, and apartments,” so that the TOD can appeal to many segments of the population, from young people starting out, to families with children, to the retired”.
- **Value capture**. This primarily economic measure may include “higher tax revenues from increased sales and property values.” It may also include reduced transportation costs for residents and the ability to reach amenities, such as childcare facilities at transit stations, bike parking and rental, and guaranteed rides home from work.
- **Place-making**. Areas within walking or biking distance of a station should be people places. They also should work with the landscape and “weave together different building forms, uses, tenures, and densities,” among other objectives. The entity in the best position to ensure good placemaking is local government, Belzer contends. Local governments have the ability “to create and sustain the necessary long-term vision, to lead the planning process, and to assist with entitlements, land assembly, investment in key infrastructure, place-making amenities, and so on,” Belzer argued.
- **Resolution of the tension between “node” and “place.”** Dutch professors Luca Bertolini and Tejo Spit distinguished between node and place in their 1998 book *Cities on Rails: The Redevelopment of Railway Station Areas*. A transportation node may be surrounded by parking for people who drive to the station – which is at odds with a sense of place. Transit-oriented development should be an instrument for producing pleasant, livable communities.

There is no one prescribed model for a TOD, with some emphasizing office being provided near a train station to serve commuters, while others concentrate on retail, cultural, or residential activities. There are several types of TOD’s that range from the urban downtown to the commuter town typologies, but generally there are two broad types of TOD, both of which are developed around transit:

- **Urban TOD** is located in or near city centers in close proximity to main light rail, heavy rail, or express bus routes. It features high-density residential and commercial developments and employment clusters.
- **Neighborhood TOD** is located along the feeder lines or bus routes further away from the urban core. Although neighborhood TOD areas also feature mixed-use properties, population densities are not normally as high as with the Urban TOD.

TOD policy is oriented around rail access or bus service being provided, while zoning has traditionally prioritized auto-oriented development through the separation of uses, limitations on density, and the isolation of amenities.

The potential benefits of TOD may include:

- Increased land values
- New prime retail spaces for businesses to attract customers
- Increased higher-density development and up-zoning
- Increased foot traffic and visibility to customers for businesses
- Increased return for developers from less money and land spent on parking and roads
- New development subsidies to improve and maintain community infrastructure
- Reduced fuel consumption
- Better air quality
- Reduced sprawl
- Conservation of open space
- Reduced transportation costs and increased housing affordability
- Improved social cohesion through positive interactions among people in a community
- Reduced traffic accidents
- Improved transportation options, particularly for non-drivers
- Enhanced mobility and walkability
- Expanded labor market shed for employers
- Improved access to job opportunities for workers
- Neighborhood revitalization

By increasing access to public transit, TOD facilities increase transit ridership and a corresponding reduction in vehicular traffic and parking demand in TOD areas.

*- Federal Highway Administration report on TOD Value Capture and
- Planning TOD in Greenville County (presentation)*

While TOD generally includes increased development rights to encourage mixed-use development and residential densities scaled to proximity of transit, careful control of permitted and prohibited land uses is necessary to ensure the proper mix of uses within a TOD area. The Massachusetts TOD Overlay District Model Bylaw presents the following sample permitted and prohibited uses:

Permitted Uses	Prohibited Uses
Apartments (above ground floor in active business districts)	Auto sales, auto service and repair, auto storage and auto rental uses
Townhouses	Gasoline sales
Service-oriented office uses	Industrial uses
Non-service oriented office uses on upper floors only	Car wash
Mixed uses with ground floor retail, personal services and/or service-oriented offices	Strip commercial development
Banks	Mini-storage and self-storage facilities
Retail under 10,000 square feet	Commercial laundries with dry-cleaning operation on site
Healthcare facilities	Low density housing (<7 units per acre)
Hotels	Retail uses, except grocery stores, larger than 10,000 square feet, unless part of a mixed-use development
Transit stations	Drive-through facilities
Restaurants (except fast food)	Commercial parking facilities
Civic, cultural and community facilities	
Theatres, except drive-ins	

<p>Dry cleaners stores with cleaning facilities outside the Overlay District Accessory uses (parking garages, gift shops, cafeterias and day care facilities)</p>	
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In general, the implementation of TOD policy in any community may serve as an economic engine or catalyst for property development depending upon the economics of real estate development in a particular area and the ability of transit agencies to provide and plan for robust and reliable mass transit and stations that often involves coordination and funding at the city, county, regional, and state levels. As TOD policy typically involves an increase in development rights targeted to the efficient use of property within a half-mile of transit, economic development opportunities may be supported and possibly created by a TOD policy that is coordinated with existing or planned transit facilities, and that is viable for property owners and prospective developers.

TOD policy is also supported by desired financial and non-financial benefits to residents and visitors of an urban or neighborhood TOD. These quality-of-life benefits revolve around the location efficiencies and mix of uses that a TOD may provide. For example, a transit station serving a TOD may provide retail, service, healthcare, and civic uses closest to the transit station, that is then accessible to both an adjacent residential population near the station and any patrons that may arrive to the area by transit. This multi-modal accessibility reduces the dependence on the automobile and the inefficient amount of infrastructure that is required to support automobile travel.

Current City of Detroit Transit Oriented Development Zoning Policy

What is the Purpose of a HFTC

High-Frequency Transit Corridors (HFTCs) play a crucial role in promoting development within the City of Detroit, specifically within 0.5 miles of a bus route. Over the past decade, the city has identified its 10 most heavily utilized and busiest routes. To enhance service and encourage usage, these routes are intended for buses to operate with intervals of 10-15 minutes.

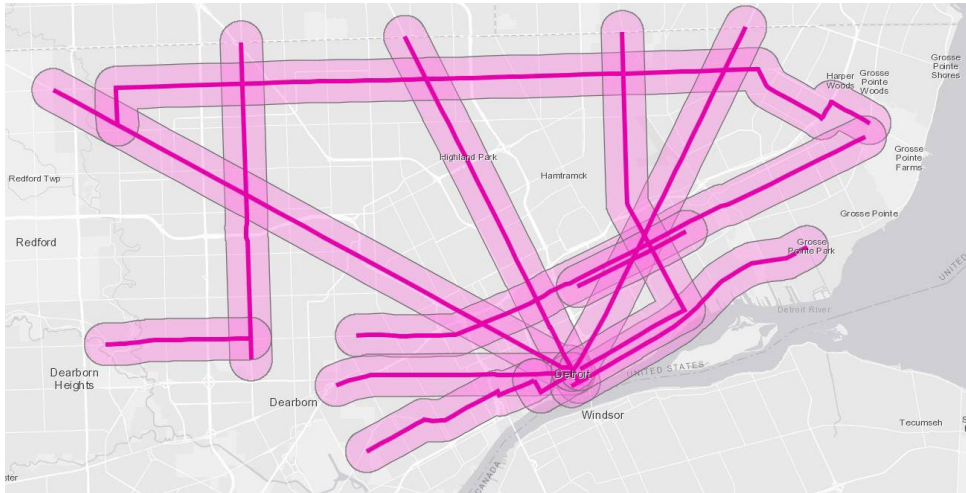
Unlike many other municipalities, Detroit relies heavily on its bus system as the primary mode of public transportation, given the absence of rail lines and rapid transit stations. HFTCs allow the city to effectively create a form of rapid transit that is accessible to all residents, leveraging existing bus infrastructure. This approach ensures that transit services are frequent, reliable, and support the city's broader development and accessibility goals.

Locations of High-Frequency Transit Corridors

High-frequency transit corridors are located across the City of Detroit (Sec. 50-16-242). Each location is as follows:

- Corridor No. 1, consisting of: Vernor, between Riverside and 21st; 21st, between Vernor Highway and Bagley; Bagley, between 21st and Trumbull; Trumbull, between Bagley and Lafayette; and Lafayette, between Trumbull and Griswold.
- Corridor No. 2, consisting of: Michigan, between Woodward and Wyoming.
- Corridor No. 3, consisting of: Grand River, between Woodward and Five Points.
- Corridor No. 4, consisting of: Woodward, between Eight Mile and Jefferson.
- Corridor No. 5, consisting of: Van Dyke, between Eight Mile and Lafayette; and Lafayette, between Van Dyke and Randolph.
- Corridor No. 6, consisting of: Gratiot, between Woodward and Eight Mile.

- Corridor No. 7, consisting of Lahser, between Grand River and Seven Mile; Seven Mile, between Lahser and Morang; Morang, between Seven Mile and Harper; Harper, between Morang and Moross; and Moross, between Harper and Mack.
- Corridor No. 8, consisting of: Warren, between Edward N Hines and Greenfield and between McDonald and Mack; and Forest, between Dequindre and Cadillac.
- Corridor No. 9, consisting of: Jefferson, between Washington and Alter.
- Corridor No. 10, consisting of: Greenfield, between Paul and Eight Mile.



This map identifies the current High Frequency Transit Corridors with a 0.5 mile buffer

Benefits of HFTCs via Zoning

High-Frequency Transit Corridors (HFTCs) provide various economic and social benefits by promoting development and improving accessibility in Detroit's communities. The city's current zoning ordinance incentivizes development within 0.5 miles of these HFTCs by relaxing certain restrictions, particularly for residential development with the exception of some commercial development in SD1 and SD2 districts. *Key Zoning Provisions for HFTCs:*

- **R5 Medium Density Residential District:** Section 50-8-142 allows conditional retail, service, and commercial uses within 0.5 miles of an HFTC. These include animal-grooming shops, art galleries, ATMs, banks, retail bake shops, body art facilities, business offices, personal service establishments, printing shops, appliance repair shops, certain types of restaurants, dance and art studios, and veterinary clinics for small animals.
- **Off-Street Parking Regulations:** Section 50-14-7 provides exemptions, reductions, and allowances for off-street parking. For businesses within 0.5 miles of an HFTC, the required off-street parking can be located up to 1,320 feet away if a "district approach" to parking is used. This approach requires a signage plan, management and maintenance plan, and a shared parking agreement if applicable.
- **Household Living Use:** Section 50-14-34 specifies reduced off-street parking requirements for lofts and multiple-family dwellings within 0.5 miles of an HFTC. For example, 0.75 parking spaces per dwelling unit are required, instead of the usual 1.25 parking spaces.
- **Retail, Service, and Commercial Uses:** Section 50-14-49 reduces the minimum required off-street parking for retail, service, and commercial uses within 0.5 miles of an HFTC to 0.75 of the usual requirements. Parking can be up to 1,320 feet away if a "district approach" to parking is implemented.

These zoning provisions are designed to encourage development near high-frequency transit routes by relaxing certain restrictions and reducing parking requirements. This makes it easier to develop mixed-use areas that are accessible and convenient for residents and businesses, thereby supporting economic growth and improving the quality of life in Detroit.

Light Rail Transit Oriented Development

Light rail systems also represent a vital transportation element that facilitates transit-oriented development. In places that are proximal to such rail lines, higher density development is induced, less cars are used and thus less parking facilities for those vehicles are necessary. Detroit's QLINE rail system was developed to draw more TOD, however, many stakeholders have called for its expansion and acknowledged its limitations due to its short span that only services the greater downtown Woodward corridor. In a December 15, 2023 [Bridge Detroit article](#), Megan Owens of Transportation Riders United, a non-profit, speaking of the QLINE, stated, "An extension of it along Jefferson or Michigan Avenue still has some potential, especially recognizing its role as an economic development tool. It was really designed for economic development purposes." This statement came as a part of a wider discussion surrounding the M1-RAIL transferring the QLINE to the Regional Transportation Authority of Southeast Michigan (RTA). Advocates are hopeful that a transfer to the RTA could lead to expansion of the QLINE or the ability to use it as a catalyst. According to M1-RAIL President, Lisa Nuskowski, the "QLINE is an asset that was always envisioned as one piece of a larger, connected regional transit system." These types of discussions continue to raise the possibility that the City of Detroit may one day have an expanded regional system that includes light rail and bus and produces more TOD opportunities.

OVERVIEW OF MOBILITY MANAGEMENT POLICY

The United States Department of Transportation (USDOT), Federal Transit Administration (FTA) describes mobility management as an innovative approach for managing and delivering coordinated transportation services to customers, including older adults, people with disabilities, and individuals with lower incomes. Mobility management focuses on meeting individual customer needs through a wide range of transportation options and service providers.

It also focuses on coordinating these services and providers to achieve a more efficient transportation service delivery system. A mobility managers' role is to serve as a policy advisor, transportation coordinator, operations manager, and navigator for user travel. In policy development, mobility managers help municipalities develop coordination plans, programs, and policies, and build local partnerships. These management practices also coincide with land-use policy that promote transit-oriented development, pedestrian access and public transportation. Mobility management offices may also coordinate travel and trip planning for individuals receiving living assistance.

Generally, mobility management differs from traditional transit services in the following ways:

- Mobility management tries to better serve the community based on individual needs versus the traditional transit service planning which addresses demand on centralized, highly traveled routes through transit systems.
- Mobility management focuses on diversity of travel options, services, and modes to reach a wide range of customers versus traditional transit systems that are built on regional service coverage.

- Mobility management uses multiple transportation providers to offer the most efficient service to individuals versus traditional transit agencies which may use a single operator to deliver all services.
- Mobility management highlights the importance of service advocacy to improve public transportation management and delivery versus transit agencies that focus on the direct provision of services.

The use of technology is essential in the mobility management approach because it uses Intelligent Transportation Systems (ITS) technology to monitor, schedule, and dispatch transportation solutions. This allows for optimized transportation routes, faster route times, and better safety.

Additionally, ITS technologies can be used to manage the operations for mobility management strategies. This is done through Computer-aided dispatch (CAD) and automatic vehicle location (AVL) systems, to coordinate transfers between various mobility options such as vehicles and public transit systems, taking reservations and scheduling trips. AVL systems contain global positioning systems for real time location. These technologies enhance data management and reporting, allow for electronic fare payments

City of Detroit Mobility Management Policy

LPD staff have coordinated with the Administration departments that are pertinent to the discussion of Mobility Management. The Office of Mobility Innovation (OMI) and the Department of Transportation (DDOT) have provided the following responses as their current endeavors into mobility management and how they are planning to innovate and use technology in their mobility and transportation initiatives.

Office of Mobility Innovation Initiatives

Bikeshare Expansion: The City has applied and received funding on behalf of MoGo to purchase bikeshare stations and bikes to expand and densify their network. The City is in the process of expanding the program for 20 additional stations utilizing \$600,000 in funding. OMI is also coordinating with the City of Dearborn and have provided a Letter of Support for a grant to launch MoGo bikeshare within Dearborn, near the Detroit/ Dearborn border. This will ultimately create the first regional bikeshare connection on the west side of the City and complement the new construction of the Joe Louis Greenway.

E-Scooters: The City is currently in the process of developing an equitable distribution plan for e-scooters to increase access to the neighborhoods. This will create an informed approach to distributing across neighborhoods because of the limited curb space and high percentage of residents with disabilities. In addition, OMI is developing pilots that would mitigate current and future concerns about e-scooter tip-over and clutter. This strategy will include designated parking zones and neighborhood mobility hubs. There will also be a diversity of e-scooter vehicle types (i.e., sitting, standing) that support a variety of users.

Multimodal Coordination: OMI is the process of working with the micro-mobility providers to coordinate deployment (i.e., staging vehicles) along high frequency transit routes and near high frequency transit stops.

Electric Vehicle (EV) Carsharing: The City is currently working with Michigan Clean Cities and other partners to support the [Affordable Mobility Platform \(AMP\)](#) which is a federally funded program that includes bringing EV carsharing to multifamily housing and neighborhoods in Detroit. The project was initiated in 2022 and extends through 2025. The intent is to provide a sustainable model for EV carsharing in communities where household car ownership or access or transportation is limited.

Detroit Department of Transportation Initiatives

(see attached letter dated July 3, 2024)

The *DDOT Reimagined* plan builds upon the strength of Detroit's Street grid and DDOT's core spine routes. The Plan introduces a tier concept to prioritize frequency investments on the routes that serve the most riders and/or have the network value for connectivity and transfer opportunities. The Plan proposes a network of Enhanced Corridor, or Bus Rapid Transit (BRT)-lite routes with 7.5 to 10-minute all-day weekday frequencies, with many other route frequencies being improved from 20 or 30 minutes to 15 minutes on weekdays.

Fixed Route Service

Among the innovations delineated in *DDOT Reimagined* are increased levels of service and improvements in the passenger experience through infrastructure and amenities.

For the fixed routes service, these include:

1. Enhanced Transit Corridors

Routes

- 2-Michigan
- 3-Grand River
- 4-Woodward
- 6-Gratiot
- 7-Seven Mile
- 9-E. Jefferson
- 10-Greenfield

Service Characteristics

- 10-minute frequency (or better)

Infrastructure

- Boarding Islands
- New Bus Shelters

2. Connection Corners

- Intersection and Bus Bulb Outs
- Improved Lighting
- High-Visibility Intersections

3. Bus Stop Enhancements

- Bus Stop Seating
- Bus Signage
- Bus Boarding Islands
- Real-Time Information

4. Mobility Hubs

- Connecting points for first/last mile services

Paratransit Service

1. Customized Service

With the expected introduction of same day service in early 2025, enhancements in mobility for persons with disabilities and senior citizens will take place. Greater flexibility in trip planning will mean that eligible individuals can travel on a same-day basis throughout the ADA service area without the need to make an advanced reservation.

2. Technology

a. Interactive Voice Response (IVR)

DDOT Paratransit will introduce Interactive Voice Response (IVR) technology to the users of the system in 2024. Advance-day (day before) text messages will be sent to eligible individuals reminding them of a trip(s) that are scheduled to take place the next day. “Day Of” messaging will inform the passenger that the arrival of the paratransit vehicle is imminent-typically 15 to 20 minutes in advance of the pick-up.

b. Ecolane Mobile App

DDOT Paratransit has assembled a working group of individuals with a diversity of disabilities to test the accessibility features of the Ecolane Mobile App. The Mobile App will allow the customer to make a reservation for service or cancel a trip no longer needed through their phone.

CONCLUSION

Transit-oriented development and mobility management policy has made some strides in the City of Detroit, but efforts are on-going and have a lot of opportunity for growth. LPD is available to answer any questions that this Honorable Body may have related to this topic, but a comprehensive discussion will also require the Office of Mobility Innovation and other Administration Departments that oversee implementation.

MEMORANDUM

To: David Whitaker
Director, Legislative Policy Division

From: Michael Staley
Interim Executive Director
Detroit Department of Transportation

Date: July 3, 2024

RE: Request for a Report on Mobility Management

As stated in the memorandum from Councilmember Coleman A. Young II to Director Whitaker, “[T]he principle goal of mobility management is to design local and regional solutions customized to fit the community’s needs, encouraging the use of innovation and technology”.

DDOT Reimagined, the proposed blueprint for the future of public transportation services in the City of Detroit, embraces the principle goal of mobility management as described above.

In the “Executive Summary” the plan makes clear that the design is both localized and customized “...to fit the community’s needs”.

The *DDOT Reimagined* plan builds upon the strength of Detroit’s street grid and DDOT’s core spine routes. The Plan introduces a tier concept to prioritize frequency investments on the routes that serve the most riders and/or have the network value for connectivity and transfer opportunities. The Plan simplifies the alignments of neighborhood connector routes while consolidating several pairs of routes in single routes which minimize unnecessary and duplicative coverage. The

Plan proposes a network of Enhanced Corridor, or Bus Rapid Transit (BRT)-lite routes with 7.5 to 10-minute all-day weekday frequencies, with many other routes being improved from 20 or 30 minutes to 15 minutes on weekdays. The Plan's across-the-board weekday and weekend frequency improvements will provide for more convenient travel opportunities and expedite transfers between routes. Lastly, the Plan also includes recommendations for improvements to operating procedures and technology, along with capital investments in the aforementioned Enhanced Corridors, Connection Corridors stops, and bus stop shelters across the system. Implementation will take several years at a minimum, as DDOT works to regrow its operator workforce. Implementation of the Plan's full frequency improvement recommendations will require a substantial increase in the number of budgeted operator (TEO) positions.

Fixed Route Service

Among the innovations delineated in *DDOT Reimagined* are increased levels of service and improvements in the passenger experience through infrastructure and amenities.

For the fixed routes service, these include:

1. Enhanced Transit Corridors
 - Routes
 - 2 Michigan
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 - Bus Boarding Islands
 - Real-Time Information
4. Mobility Hubs
- Connecting points for first/last mile services

Paratransit Service

1. Customized Service

With the expected introduction of same day service in early 2025, enhancements in mobility for persons with disabilities and senior citizens will take place.

Greater flexibility in trip planning will mean that eligible individuals can travel on a same-day basis throughout the ADA service area without the need to make an advanced reservation.

2. Technology

a. Interactive Voice Response (IVR)

DDOT Paratransit will introduce Interactive Voice Response (IVR) technology to the users of the system in 2024.

Advance-day (day before) text messages will be sent to eligible individuals reminding them of a trip(s) that are scheduled to take place the next day. “Day Of” messaging will inform the passenger that the arrival of the paratransit vehicle is imminent-typically 15 to 20 minutes in advance of the pick-up.

b. Ecolane Mobile App

DDOT Paratransit has assembled a working group of individuals with a diversity of disabilities to test the accessibility features of the Ecolane Mobile App. The Mobile App will allow the customer to make a reservation for service or cancel a trip no longer needed through their phone.

RTA “Master Plan”

DDOT would be remiss in responding to the inquiry from Councilmember Coleman A. Young II, if the department did not make reference to the Regional Transit Authority (RTA) “2023 Regional Transit Master Plan Update” (February 2024).

The “Executive Summary” makes clear how the RTA envisions the future of public transportation in SE Michigan.

The Regional Transit Master Plan (RTMP) guides RTA toward achieving its vision of a region with sufficient and stable funding to support improved public transit options that will advance equity by increasing accessibility; satisfy the integrated mobility needs of Southeast Michigan communities; and promote livable, healthy, and sustainable growth.

The *Master Plan* articulates five (5) goals in support of this vision.

1. Fund Transformative Mobility
2. Improve Existing Services
3. Expand Transit Coverage
4. Innovate Resilient Projects
5. Sustain Future Projects

DDOT will continue to collaborate with the RTA, where advantageous, on projects such as rapid transit and demand response services and in technical advances in trip planning, fare payment, and low and no-emission vehicle procurement.

Cc: Stephanie Davis, Governmental Liaison-DDOT

Jennie K. Whitfield, Deputy Director of Administration-DDOT

Micah Hood, Chief of Staff-DDOT



City of Detroit ~ Detroit City Council
Coleman A. Young II
Councilman At Large #1

MEMO

TO: David Whitaker, Director, Legislative Policy Division

THRU: Mary Sheffield, President, Detroit City Council

FROM: THE HONORABLE COLEMAN A. YOUNG II, COUNCIL MEMBER AT LARGE #1

CC: President Pro Tem James Tate, District #1
Council Member Mary Waters, Member At Large
Council Member Angela Whitfield Calloway, District #2
Council Member Scott Benson, District #3
Council Member Latisha Johnson, District #4
Council Member Gabriella Santiago-Romero, District #6
Council Member Fred Durhal III, District #7

DATE: May 3, 2024

RE: Request for a report on Transit-Oriented Development Policy

Mr. Whitaker:

Many cities throughout the world are implementing Transit-Oriented Development (TOD) policies which seeks to reduce negative impacts of long commutes, enables active mobility, and fosters environments that improve mental, emotional, and physical well-being of citizens. The implementation of TOD policies in the city of Detroit could reduce automobile dependency, increase public transit usage, and create economic hubs.

Please provide a report on how the implementation of a TOD policy in Detroit could act as an economic engine and improve the lives of Detroiters.

Thank you.



City of Detroit ~ Detroit City Council
Coleman A. Young II
Councilman At Large #1

MEMO

TO: David Whitaker, Director, Legislative Policy Division

THRU: Mary Sheffield, President, Detroit City Council

FROM: THE HONORABLE COLEMAN A. YOUNG II, COUNCIL MEMBER AT LARGE #1
Coleman A. Young II

CC: President Pro Tem James Tate, District #1
Council Member Mary Waters, Member At Large
Council Member Angela Whitfield Calloway, District #2
Council Member Scott Benson, District #3
Council Member Latisha Johnson, District #4
Council Member Gabriella Santiago-Romero, District #6
Council Member Fred Durhal III, District #7

DATE: May 3, 2024

RE: Request for a Report on Mobility Management Policy

Mr. Whitaker:

Mobility management policy involves capital projects consisting of short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers. It includes aims to improve specialized transportation for traditionally underserved populations.

The principle goal of mobility management is to design local and regional solutions customized to fit the community's needs, encouraging the use of innovation and technology.

Please provide a report that examines the city of Detroit's mobility management policy. Please include how innovation and technology will be used.

Thank you.