IN THE SHADOWS

Ziyuan Feng
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Movement Building

Introduction:

The history of Governance of Detroit Regional Mass Transit is sparse. Such is the case because of the failure of the region to come together and implement an effective properly funded regional transit system with appropriate governance. The Detroit system and the system for the region outside of Detroit continues to function separately with poor coordination.

Detroit:

Rail transit from 1862 until 1920 was operated exclusively by private transit companies. In 1920 Detroit voters approved a proposal to build and operate a municipal owned transit line and that limited system came operational in 1921. Soon thereafter the city purchased the existing Detroit United Railway and the City formed the Department of Street Railways commonly known as the "DSR". The DSR operated as a department of the City.

When the DSR was first founded it was formed as a city-owned transportation company and operated as a self-supporting agency, almost totally dependent on fare income. It was governed, apparently, by a General Manager who was appointed and responsible to the Mayor rather than a Board of Directors. In 1969, the Detroit voters approved an amendment to the City Charter, known as Proposition A, which granted the Council of the City of Detroit control over the financing of the transit agency. This enabled the City to appropriate general city tax funds to assist the DSR which at the time was financially troubled.

In November 1973, the voters of the City of Detroit adopted the 1974 Home Rule Charter which was the first major revamping of the City's charter documents since 1918. Article VII, Chapter 14, Section 71401 created the Transportation Department to own and operate a public transportation system within the City and outside the City as permitted by law. At that time, the DSR entity was folded into the City's organizational structure and the name was changed to the Department of Transportation, to be known as DDOT. The 1974 Charter under Section 7-1402 also abolished the three member board of Street Railway Commission, which had been the policy making and governing authority of the former DSR and Article V, Section 5-103 granted the sole authority to supervise, manage and control the department to the administrative head appointed by the Mayor. The three Street Railway Commissioners

were replaced by a new Advisory Commission forTransportation composed of five members also appointed by the Mayor but who, under the Charter, were limited to only making recommendations.

The Home Rule Charter was further revised in 1987 and the Department of Transportation now functions under Section 7-1101 of Chapter 11 of the Charter. This authorization was virtually unchanged from the previous Charter and provides for an advisory commission of seven members appointed by the Mayor, but has only advisory authority. This advisory board has existed over the years but appears to have had little or no influence on the operations of the system. Indeed, while the Advisory Commission held regular monthly meetings for some period of time, it is currently not functioning and is waiting mayoral appointments. In September 2012, the Mayor's office submitted a request for applications for the Advisory Commission but appointments to date have not been made.

SMART:

At a time of considerable financial pressure on the privately-owned transit systems in Southeastern Michigan, and the City-operated then Department of Street Railway, in July 1967, the Michigan State Legislature passed the Metropolitan Transportation Authorities Act of 1967 which authorized the creation of numerous metropolitan transportation authorities across the State. Section 124.405 specifically identified the formation the Southeastern Michigan Transportation Authority (SEMTA). It was formed for the purpose of developing and operating a coordinated public mass transportation system within the seven County Detroit Metropolitan region including Macomb, Monroe, Oakland, St. Clair, Washtenaw and Wayne. SEMTA evolved into SMART pursuant to Public Act 148 of 1988 which amended the 1967 Act to reorganize SEMTA outside the City of Detroit (which had continued to operate DDOT separately) and SEMTA was renamed the Suburban Mobility Authority for Regional Transportation.
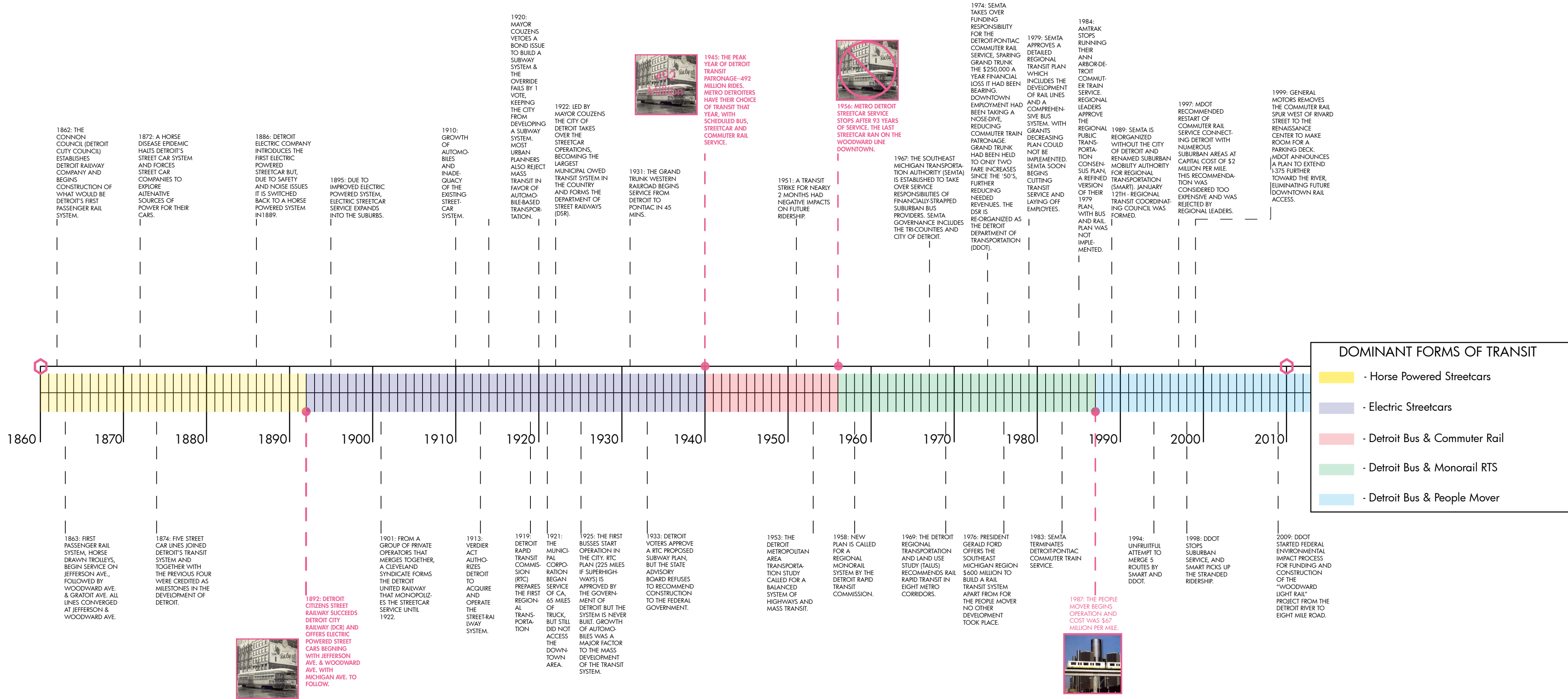
The 1988 Amendment mandated a Board of Directors consisting of the Chief Executive Officer from the counties of Oakland, Macomb and Wayne (or their designated alternates) and an additional appointed member from each of those counties. A seventh representative on the Board of Directors

is chosen on a rotating basis from the counties of Livingston, Monroe, St. Clair and Washtenaw. The enabling statute authorizes the Board to adopt By-laws and Rules of Procedures. The statute also sets forth specific obligations of the Board including the requirement for a "annual audit", the preparation of budgets and appropriations and the preparation and filing of financial plan if the Authority operates in a deficit condition. The Board has the specific statutory authority to employ a General Manager whose duties and obligations are set forth in the statute. The Authority specifically does not have the power to levy taxes.

As required by the statute, SMART has adopted by-laws and rules and procedures. Regular meetings, at least quarterly, are to be held and a specific order of business is prescribed in the by-laws. Other than customary notice and housekeeping matters, the prescribed agenda requires a Chairperson's report, a General Manager's report and a financial report. For a quorum (four members), at least one member from each of Macomb, Oakland and Wayne counties must be present. The affirmative vote of at least one member of the Board from Macomb, Oakland and Wayne counties is required for adoption of any resolution; Board members receive only reimbursement for expenses incurred in the discharge of their duties.

The duties of the Chairman of the Board and Vice Chairman of the Board are specifically set forth in the by-laws as are the duties of the General Manager consistent with the enabling statute. In addition to an Audit Committee with specific and broad duties, the By-laws provide that a special committee will be established from time to time as necessary with duties prescribed by the Board. The By-laws, as in all peer cities, provide for indemnification of Board members and officers consistent with the General Corporation Statutes of the State of Michigan.

CHAPTER I:

Shadow Communities

DOMINANT FORMS OF TRANSIT

- Horse Powered Streetcars
- Electric Streetcars
- Detroit Bus & Commuter Rail
- Detroit Bus & Monorail RTS
- Detroit Bus & People Mover

Timeline: 1860 · 1870 · 1880 · 1890 · 1900 · 1910 · 1920 · 1930 · 1940 · 1950 · 1960 · 1970 · 1980 · 1990 · 2000 · 2010

Entries above the timeline:

1862: THE CONNON COUNCIL (DETROIT CUTY COUNCIL) ESTABLISHES DETROIT RAILWAY COMPANY AND BEGINS CONISTRUCTION OF WHAT WOULD BE DETROIT'S FIRST PASSENGER RAIL SYSTEM.

1872: A HORSE DISEASE EPIDEMIC HALTS DETROIT'S STREET CAR SYSTEM AND FORCES STREET CAR COMPANIES TO EXPLORE ALTENATIVE SOURCES OF POWER FOR THEIR CARS.

1886: DETROIT ELECTRIC COMPANY INTRODUCES THE FIRST ELECTRIC POWERED STREETCAR BUT, DUE TO SAFETY AND NOISE ISSUES IT IS SWITCHED BACK TO A HORSE POWERED SYSTEM IN 1889.

1895: DUE TO IMPROVED ELECTRIC POWERED SYSTEM, ELECTRIC STREETCAR SERVICE EXPANDS INTO THE SUBURBS.

1910: GROWTH OF AUTOMO-BILES AND INADE-QUACY OF THE EXISTING STREET-CAR SYSTEM.

1920: MAYOR COUZENS VETOES A BOND ISSUE TO BUILD A SUBWAY SYSTEM & THE OVERRIDE FAILS BY 1 VOTE, KEEPING THE CITY FROM DEVELOPING A SUBWAY SYSTEM. MOST URBAN PLANNERS ALSO REJECT MASS TRANSIT IN FAVOR OF AUTOMO-BILE-BASED TRANSPOR-TATION.

1922: LED BY MAYOR COUZENS THE CITY OF DETROIT TAKES OVER THE STREETCAR OPERATIONS, BECOMING THE LARGEST MUNICIPAL OWED TRANSIT SYSTEM IN THE COUNTRY AND FORMS THE DEPARTMENT OF STREET RAILWAYS (DSR).

1931: THE GRAND TRUNK WESTERN RAILROAD BEGINS SERVICE FROM DETROIT TO PONTIAC IN 45 MINS.

1945: THE PEAK YEAR OF DETROIT TRANSIT PATRONAGE--492 MILLION RIDES. METRO DETROITERS HAVE THEIR CHOICE OF TRANSIT THAT YEAR, WITH SCHEDULED BUS, STREETCAR AND COMMUTER RAIL SERVICE.

1951: A TRANSIT STRIKE FOR NEARLY 2 MONTHS HAD NEGATIVE IMPACTS ON FUTURE RIDERSHIP.

1956: METRO DETROIT STREETCAR SERVICE STOPS AFTER 93 YEARS OF SERVICE. THE LAST STREETCAR RAN ON THE WOODWARD LINE DOWNTOWN.

1967: THE SOUTHEAST MICHIGAN TRANSPORTA-TION AUTHORITY (SEMTA) IS ESTABLISHED TO TAKE OVER SERVICE RESPONSIBILITIES OF FINANCIALLY-STRAPPED SUBURBAN BUS PROVIDERS. SEMTA GOVERNANCE INCLUDES THE TRI-COUNTIES AND CITY OF DETROIT.

1974: SEMTA TAKES OVER FUNDING RESPONSIBILITY FOR THE DETROIT-PONTIAC COMMUTER RAIL SERVICE, SPARING GRAND TRUNK THE $250,000 A YEAR FINANCIAL LOSS IT HAD BEEN BEARING. DOWNTOWN EMPLOYMENT HAD BEEN TAKING A NOSE-DIVE, REDUCING COMMUTER TRAIN PATRONAGE. GRAND TRUNK HAD BEEN HELD TO ONLY TWO FARE INCREASES SINCE THE '50'S, FURTHER REDUCING NEEDED REVENUES. THE DSR IS RE-ORGANIZED AS THE DETROIT DEPARTMENT OF TRANSPORTATION (DDOT).

1979: SEMTA APPROVES A DETAILED REGIONAL TRANSIT PLAN WHICH INCLUDES THE DEVELOPMENT OF RAIL LINES AND A COMPREHEN-SIVE BUS SYSTEM. WITH GRANTS DECREASING THE PLAN COULD NOT BE IMPLEMENTED. SEMTA SOON BEGINS CUTTING TRANSIT SERVICE AND LAYING OFF EMPLOYEES.

1984: AMTRAK STOPS RUNNING THEIR ANN ARBOR-DETROIT COMMUT-ER TRAIN SERVICE. REGIONAL LEADERS APPROVE THE REGIONAL PUBLIC TRANS-PORTA-TION CONSEN-SUS PLAN, A REFINED VERSION OF THEIR 1979 PLAN, WITH BUS AND RAIL. PLAN WAS NOT IMPLE-MENTED.

1989: SEMTA IS REORGANIZED WITHOUT THE CITY OF DETROIT AND RENAMED SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION (SMART). JANUARY 12TH - REGIONAL TRANSIT COORDINAT-ING COUNCIL WAS FORMED.

1997: MDOT RECOMMENDED RESTART OF COMMUTER RAIL SERVICE CONNECT-ING DETROIT WITH NUMEROUS SUBURBAN AREAS AT CAPITAL COST OF $2 MILLION PER MILE. THIS RECOMMENDA-TION WAS CONSIDERED TOO EXPENSIVE AND WAS REJECTED BY REGIONAL LEADERS.

1999: GENERAL MOTORS REMOVES THE COMMUTER RAIL SPUR WEST OF RIVARD STREET TO THE RENAISSANCE CENTER TO MAKE ROOM FOR A PARKING DECK. MDOT ANNOUNCES A PLAN TO EXTEND I-375 FURTHER TOWARD THE RIVER, ELIMINATING FUTURE DOWNTOWN RAIL ACCESS.

Entries below the timeline:

1863: FIRST PASSENGER RAIL SYSTEM, HORSE DRAWN TROLLEYS, BEGIN SERVICE ON JEFFERSON AVE., FOLLOWED BY WOODWARD AVE. & GRATOIT AVE. ALL LINES CONVERGED AT JEFFERSON & WOODWARD AVE.

1874: FIVE STREET CAR LINES JOINED DETROIT'S TRANSIT SYSTEM AND TOGETHER WITH THE PREVIOUS FOUR WERE CREDITED AS MILESTONES IN THE DEVELOPMENT OF DETROIT.

1892: DETROIT CITIZENS STREET RAILWAY SUCCEEDS DETROIT CITY RAILWAY (DCR) AND OFFERS ELECTRIC POWERED STREET CARS BEGNING WITH JEFFERSON AVE. & WOODWARD AVE. WITH MICHIGAN AVE. TO FOLLOW.

1901: FROM A GROUP OF PRIVATE OPERATORS THAT MERGES TOGETHER, A CLEVELAND SYNDICATE FORMS THE DETROIT UNITED RAILWAY THAT MONOPOLIZES THE STREETCAR SERVICE UNTIL 1922.

1913: VERDIER ACT AUTHORIZES DETROIT TO ACQUIRE AND OPERATE THE STREET-RAILWAY SYSTEM.

1919: DETROIT RAPID TRANSIT COMMIS-SION (RTC) PREPARES THE FIRST REGION-AL TRANSPOR-TATION

1921: THE MUNICI-PAL CORPO-RATION BEGAN SERVICE OF CA, 65 MILES OF TRUCK, BUT STILL DID NOT ACCESS THE DOWN-TOWN AREA.

1925: THE FIRST BUSSES START OPERATION IN THE CITY. RTC PLAN (225 MILES IF SUPERHIGH-WAYS) IS APPROVED BY THE GOVERN-MENT OF DETROIT BUT THE SYSTEM IS NEVER BUILT. GROWTH OF AUTOMO-BILES WAS A MAJOR FACTOR TO THE MASS DEVELOPMENT OF THE TRANSIT SYSTEM.

1933: DETROIT VOTERS APPROVE A RTC PROPOSED SUBWAY PLAN, BUT THE STATE ADVISORY BOARD REFUSES TO RECOMMEND CONSTRUCTION TO THE FEDERAL GOVERNMENT.

1953: THE DETROIT METROPOLITAN AREA TRANSPORTA-TION STUDY CALLED FOR A BALANCED SYSTEM OF HIGHWAYS AND MASS TRANSIT.

1958: NEW PLAN IS CALLED FOR A REGIONAL MONORAIL SYSTEM BY THE DETROIT RAPID TRANSIT COMMISSION.

1969: THE DETROIT REGIONAL TRANSPORTATION AND LAND USE STUDY (TALUS) RECOMMENDS RAIL RAPID TRANSIT IN EIGHT METRO CORRIDORS.

1976: PRESIDENT GERALD FORD OFFERS THE SOUTHEAST MICHIGAN REGION $600 MILLION TO BUILD A RAIL TRANSIT SYSTEM APART FROM FOR THE PEOPLE MOVER NO OTHER DEVELOPMENT TOOK PLACE.

1983: SEMTA TERMINATES DETROIT-PONTIAC COMMUTER TRAIN SERVICE.

1987: THE PEOPLE MOVER BEGINS OPERATION AND COST WAS $67 MILLION PER MILE.

1994: UNFRUITFUL ATTEMPT TO MERGE 5 ROUTES BY SMART AND DDOT.

1998: DDOT STOPS SUBURBAN SERVICE, AND SMART PICKS UP THE STRANDED RIDERSHIP.

2009: DDOT STARTED FEDERAL ENVIRONMENTAL IMPACT PROCESS FOR FUNDING AND CONSTRUCTION OF THE "WOODWARD LIGHT RAIL" PROJECT FROM THE DETROIT RIVER TO EIGHT MILE ROAD.
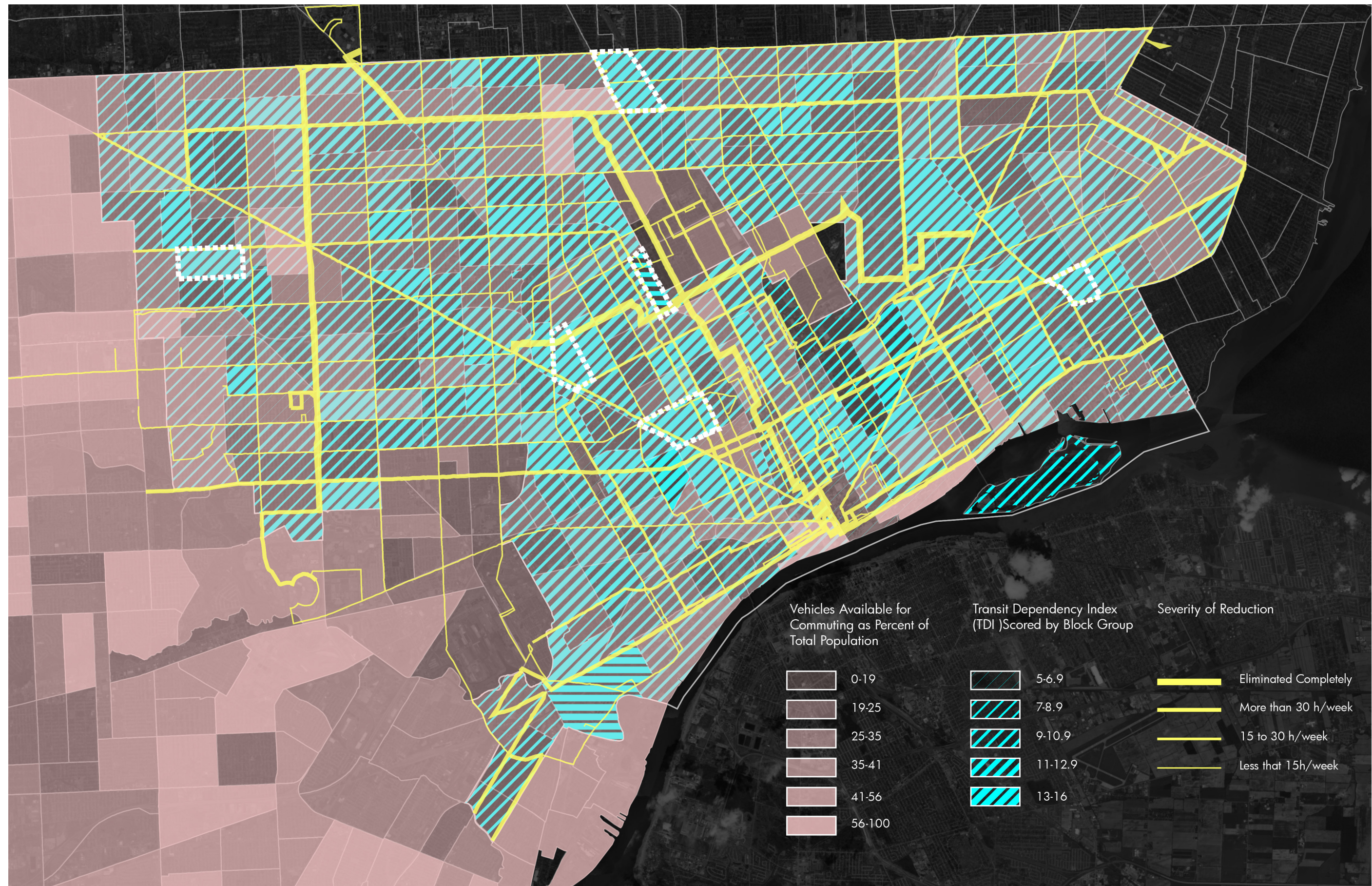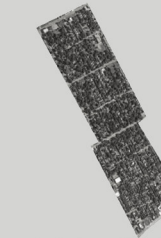
Metrics of Mobility

In this map the presence of several conditions of mobility are indicated. The percent of vehicles available for commuting are indicated in different shades of orange, the deeper the orange the more access to personal vehicles each census tract has. Another metric of mobility, the Transit Dependency Index (TDI), is shown in another visual organization. The TDI is a number aggregated from different factors ranging from vehicle ownership, elderly population, youth population, and median income in the census tract. The last visual added to the map conveys information about the different severities of reduction of bus routes throughout the city in recent years. When overlaying all of this information onto the same map, one starts to notice several areas (indicated with white dashed lines around the borders) which seem to be much worse off than other areas in the city when taking into accounts all the metrics of mobility included.

Communities Shadowed by Targeted Neighborhoods

In the map on next page a handful of zones around the city targeted for multimillion dollar investments as part of the "Strategic Neighborhood Fund", a public-private cooperation aimed at boosting development and economic activity in those areas that have been individuated. These investments will in part go towards achieving the idea of a "20 minute neighborhood" - a scenario where anyone living in the neighborhoods can get to whatever they need in 20 minutes or less on foot or on a bike. In looking at this and the previous map, it was noted that several of the worse cases for mobility access in the city are directly adjacent to several of the areas slated for massive investment. After further looking into the stats for some of the neighborhoods regarding mobility an obvious stark disparity between the two types of zones emerged. These "shadow neighborhoods" - neighborhoods directly adjacent to Strategic Neighborhoods - were much worse off, yet receiving mere fractions of the investment dollars that were going to their better off neighbors.

Legend

Vehicles Available for Commuting as Percent of Total Population

- 0-19
- 19-25
- 25-35
- 35-41
- 41-56
- 56-100

Transit Dependency Index (TDI) Scored by Block Group

- 5-6.9
- 7-8.9
- 9-10.9
- 11-12.9
- 13-16

Severity of Reduction

- Eliminated Completely
- More than 30 h/week
- 15 to 30 h/week
- Less that 15h/week

Henry Ford Health Center
CCS Campus
WSU
DMC Medical Center
UM Detroit Center
Quicken Loan

Private Investment

.... Quicken Loan
-- -- -- UM Detroit Center
·········· DMC Medical Center
▪▪▪▪▪▪ CCS Campus
———— Henry Ford Health Center
.... WSU

Public Investment

Tract Outside 20M

Tract Inside 20M

20M Neighborhood

Strategic Neighborhoods
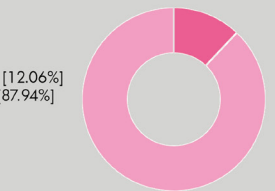
East Village

Vehicular Data:
Households with no Vehicle: 208 [12.06%]
Households with Vehicles: 1517 [87.94%]

Transit Dependency Index Score:
2

Median Household Inome:
$61,845.

Satellite Image of East Village

Ratio Households with vehicles to Households without vehicles

Woodbridge

Vehicular Data:
Households with no Vehicle: 379 [27.95%]
Households with Vehicles: 977 [72.05%]

Transit Dependency Index Score:
5

Median Household Inome:
$20,958.

Satellite Image of Woodbridge

Ratio Households with vehicles to Households without vehicles

West Grand River Ave:

Vehicular Data:
Households with no Vehicle: 147 [13.56%]
Households with Vehicles: 937 [86.44%]

Transit Dependency Index Score:
2

Median Household Inome:
$37,074.
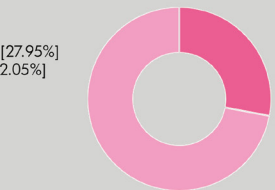
Satellite Image of W River Ave
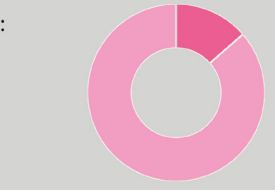
Ratio Households with vehicles to Households without vehicles

Shadow Neighborhoods

CHANDLER PARK:

Vehicular Data:
Households with no Vehicle: 230 [53.24%]
Households with Vehicles: 202 [46.76%]

Transit Dependency Index Score:
15

Median Household Inome:
$11,909.

Satellite Image of Chandler Park

Ratio Households with vehicles to Households without vehicles

NW Goldberg

Vehicular Data:
Households with no Vehicle: 407 [65.12%]
Households with Vehicles: 218 [34.88%]
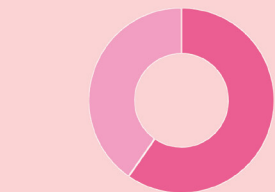
Transit Dependency Index Score:
13

Median Household Inome:
$9,458.

Satellite Image of NW Goldberg

Ratio Households with vehicles to Households without vehicles

Brightmoor:

Vehicular Data:
Households with no Vehicle: 688 [59.67%]
Households with Vehicles: 465 [40.33%]
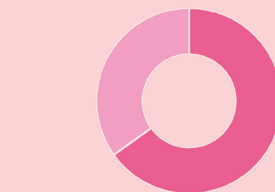
Transit Dependency Index Score:
16

Median Household Inome:
$14,306.

Satellite Image of Brightmoor

Ratio Households with vehicles to Households without vehicles

CHAPTER II:

Mobile Disparity

Corktown Neighborhood

Chandler Park Community

Corktown charts:
- investment — $ in M (scale 0–18)
- renovations (scale 0–180)
- issues resolved (scale 0–1800)
- Parks (scale 0–6)

Chandler Park charts:
- homes (scale 0–1800)
- schools (scale 0–6)
- libraries (scale 0–6)

Legend:
- Targeted housing neighbourhood - corcktown
- Chandler Park

Downtown Detroit Actor Network

May Mobility is an actor influenced by Bedrock serving its employees. It is an Autonomous Vehicle technology start-up out of Ann Arbor, Michigan, which mainly provides turnkey employee transit solutions to big companies but has at least one public route in Ohio.

The Detroit Public School Community District (DPSCD) relies on student transit companies such as ABC Student Transportation and Trinity Transportation within specific radii to and from school. Students from outside those have to rely on alternative methods of getting to school, such as newly proposed partnerships with charter schools.

Another alternative method to get kids to school is through apps such as gokid, which provides a way for parents and schools without transit to organize carpools to and from school, and the Detroit Bus Company which operates on the model of providing paid tours to historic sites (theatres and bars) within the city, with at least one safe ride for a Detroit youth in need to and from school and afterschool activities as well as accepting donations to provide them.

The Rock Family of Companies is Dan Gilbert's which is influenced and influences the regulatory body of the City of Detroit. It includes the Bedrock company which is a client of May Mobility's employee shuttle service. It was one of the larger investors and lobbyist for the M1 light rail, otherwise known as the QLine (Q for Quicken).

Detroit Bus Company is a "low profit" enterprise which provides tours throughout Detroit. A portion of their revenue is then dedicated to providing safe transportation to and from school for Detroit youth.

Wayne State University has partnered with the Detroit Medical Center DMC in New Center and Henry Ford Health System (HF-HS) to provide transportation to and from both of their medical complexes and its campus. Wayne State students also partly depend on the QLine and DDOT for transportation within the city.

The Detroit Department Of Transportation (DDOT) is the city's main operator of buses. It is funded and regulated by the City of Detroit, and in a recent rebranding has partnered with Lyft in an experimental project to provide Lyft credits to riders who need a ride to their bus stops in neighbourhoods outside downtown.
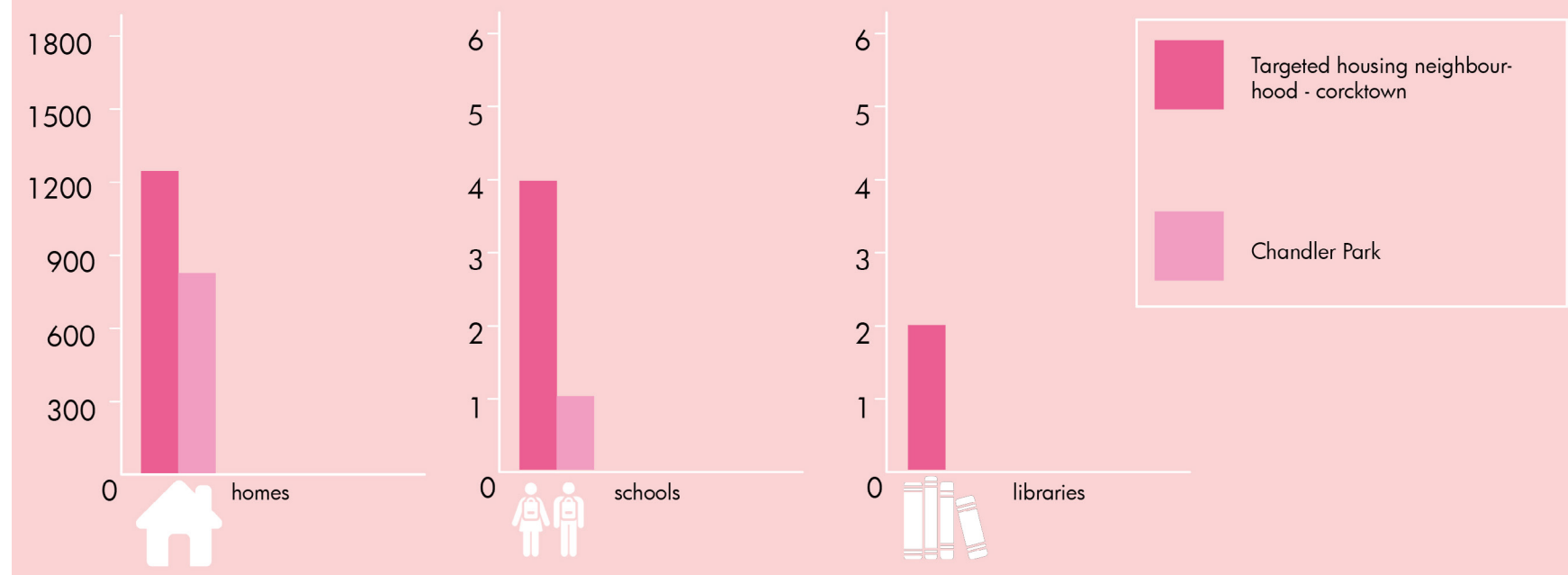
Other institutions of higher education such as the University of Michigan (U of M), Michigan State University (MSU), and the College for Creative Studies (CCS) provide their students transit around their campuses in Detroit and to the city from their principle campuses outside of the city (U-M from Ann Arbor and MSU from Lansing).

Lyft is a ride-hailing/ride sharing company that is regulated in certain aspects by the City of Detroit and also influences the city with its partnership with DDOT and its recent investment in the opening of a new permanent location that will in part operate as a driver support/service centre offering vehicle servicing and classes.

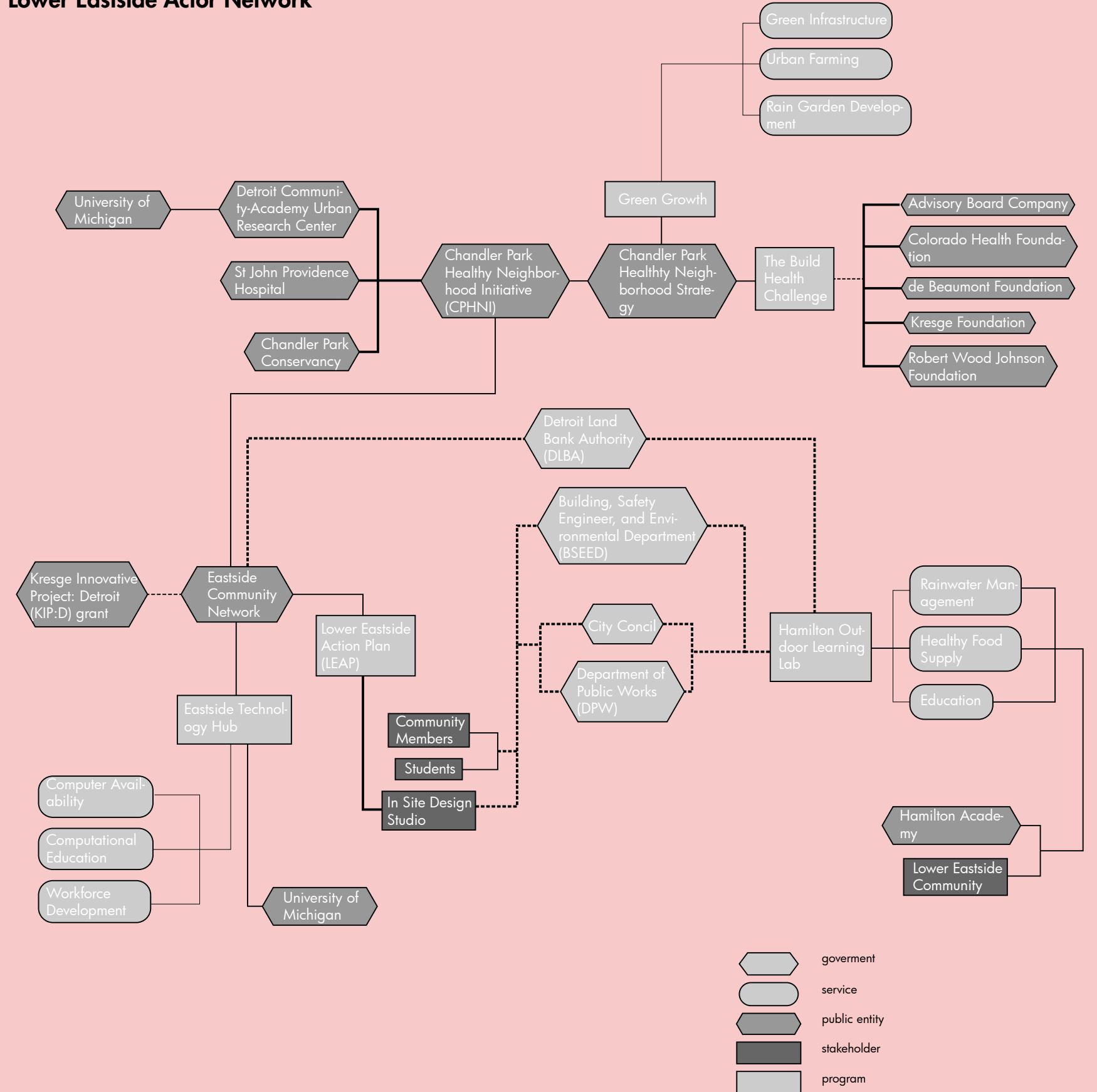Mobility to emergency health care providers is provided to the city's homeless population in emergency situations and does not usually result in any monetary charge to that population.

May Mobility · QLine · Bedrock Real Estate · Rock Family of Companies · Quicken Loans · ABC · Det. Bus Company · Go Kid Car Pool · Det Public Schools(CD) · DDot · City of Detroit · Wayne State University · University of Michigan · lyft/uber · DMC · HF-HS · Michigan State University

Legend:
- government
- service
- public entity
- stakeholder
- program
- Transportation

CITY OF DETROIT · ROCK Family of Companies · lyft

Lower Eastside Actor Network

University of Michigan · Detroit Community-Academy Urban Research Center · Green Growth · Chandler Park Healthy Neighborhood Strategy · Green Infrastructure · Urban Farming · Rain Garden Development · St John Providence Hospital · Chandler Park Healthy Neighborhood Initiative (CPHNI) · The Build Health Challenge · Advisory Board Company · Colorado Health Foundation · de Beaumont Foundation · Kresge Foundation · Robert Wood Johnson Foundation · Chandler Park Conservancy · Detroit Land Bank Authority (DLBA) · Building, Safety Engineer, and Environmental Department (BSEED) · Kresge Innovative Project: Detroit (KIP:D) grant · Eastside Community Network · Lower Eastside Action Plan (LEAP) · City Conoly · Department of Public Works (DPW) · Hamilton Outdoor Learning Lab · Rainwater Management · Healthy Food Supply · Education · Eastside Technology Hub · Community Members · Students · In Site Design Studio · Computer Availability · Computational Education · Workforce Development · University of Michigan · Hamilton Academy · Lower Eastside Community

Legend:
- government
- service
- public entity
- stakeholder
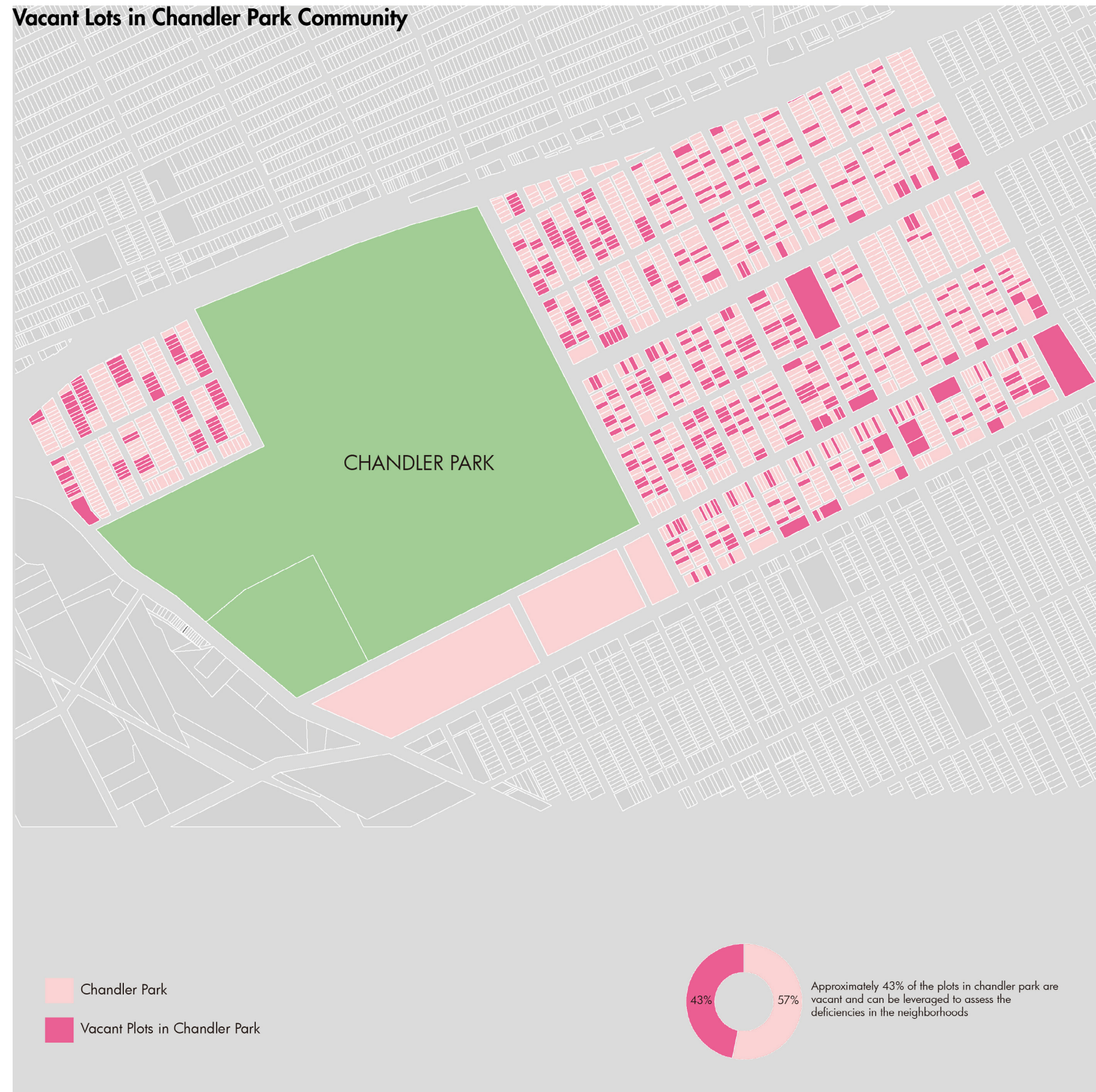- program

Vacant Lots
by Census Block Group and Neighborhood

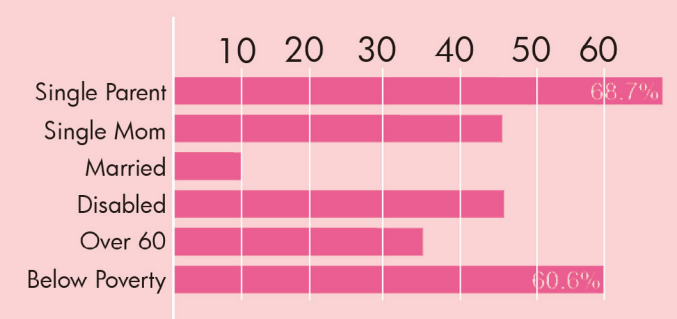Aggregated Vacant Lots

- 1-50
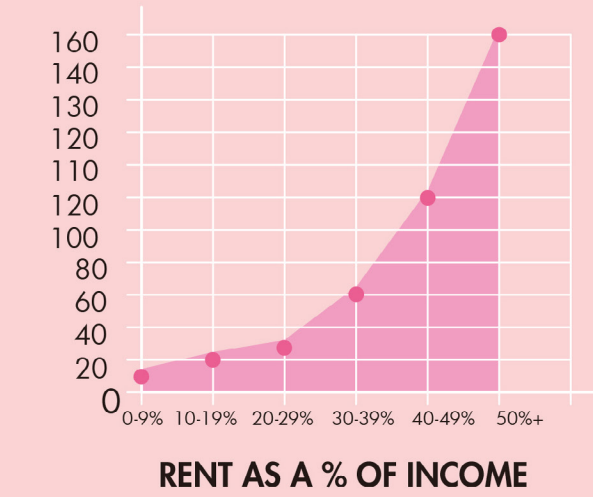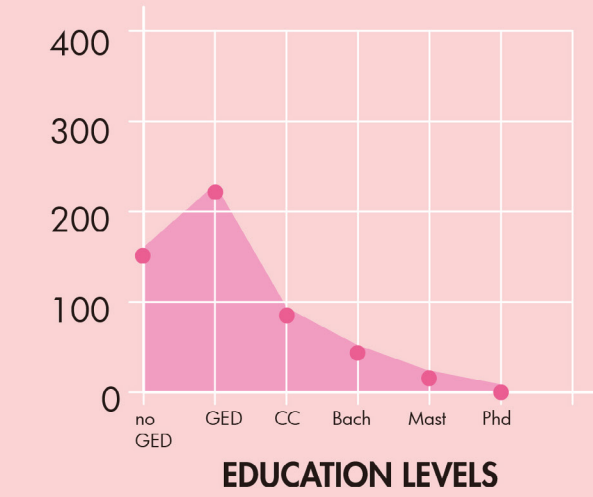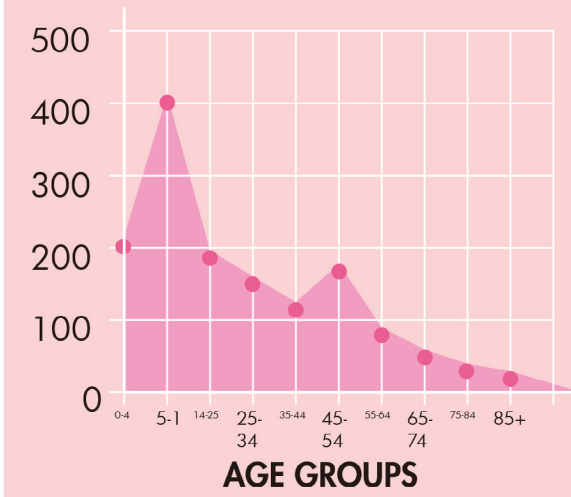- 51-100
- 101-250
- 251-500
- >500

As has been made apparent from the previous maps and data outlining the struggles of these fringe communities, as well as looking into the amount of vacant land within them, one can begin to postulate that a new paradigm may need to be put in place where the traditional forms of capital investment have failed or forsaken these tethered neighborhoods. Maybe instead of throwing money at new technology for mobility solutions or for more of the same, the solution lies in re-examining the medium. Perhaps it is possible to bring the services or products to the people, instead of them moving far outside of their current means to reach those few locations of access. The potential of the vacant land can be actualized to bring mobility to the services, inversing the equation, flipping the script to relieve some of the pressures that the people in these communities face due to low access to mobility.

Vacant Lots in Chandler Park Community

CHANDLER PARK

43% 57%

Chandler Park

Vacant Plots in Chandler Park

Approximately 43% of the plots in chandler park are vacant and can be leveraged to assess the deficiencies in the neighborhoods

Demographic Data of Chandler Park Community

AGE GROUPS

EDUCATION LEVELS

RENT AS A % OF INCOME

SNAP BENIFITS BY TYPE OF HOUSEHOLD

	10	20	30	40	50	60
Single Parent						63.7%
Single Mom					63.1%	
Married						
Disabled						
Over 60						
Below Poverty						60.6%

SNAP BENIFITS BY TYPE OF HOUSEHOLD

NW Goldberg	69.4%
Jefferies	64.6%
Westwood Park	63.1%
Chandler Park	60.3%
State Fair Grounds	60.3%
West Village	60.3%
Petosky-Otsego	60.3%
Barton-McFarland	60.3%

ANAlYSIS:

$ MEDIAN HOUSEHOLD INCOME: $11,909

MOSTCOMMON OCCUPATION: Retail Industry.

RENT BURDENED HOUSEHOLDS 50%: 217 [59.29%]

SEVERELY RENT BURDENED HOUSEHOLDS >65%: 86 [23.5%]

Analyzing neighborhood map of Chandler Park its apparent that the community has a large number of vacant plots and one can begin to speculate that these vacant plots can be leveraged to provide certain essential community-based initiatives that would help ease some of the issues currently plaguing the neighborhood. The goal here is to bring essential services back into the community that the neighborhood has been deprived of due to the lack of investment in the transportation, food, education and healthcare sectors.
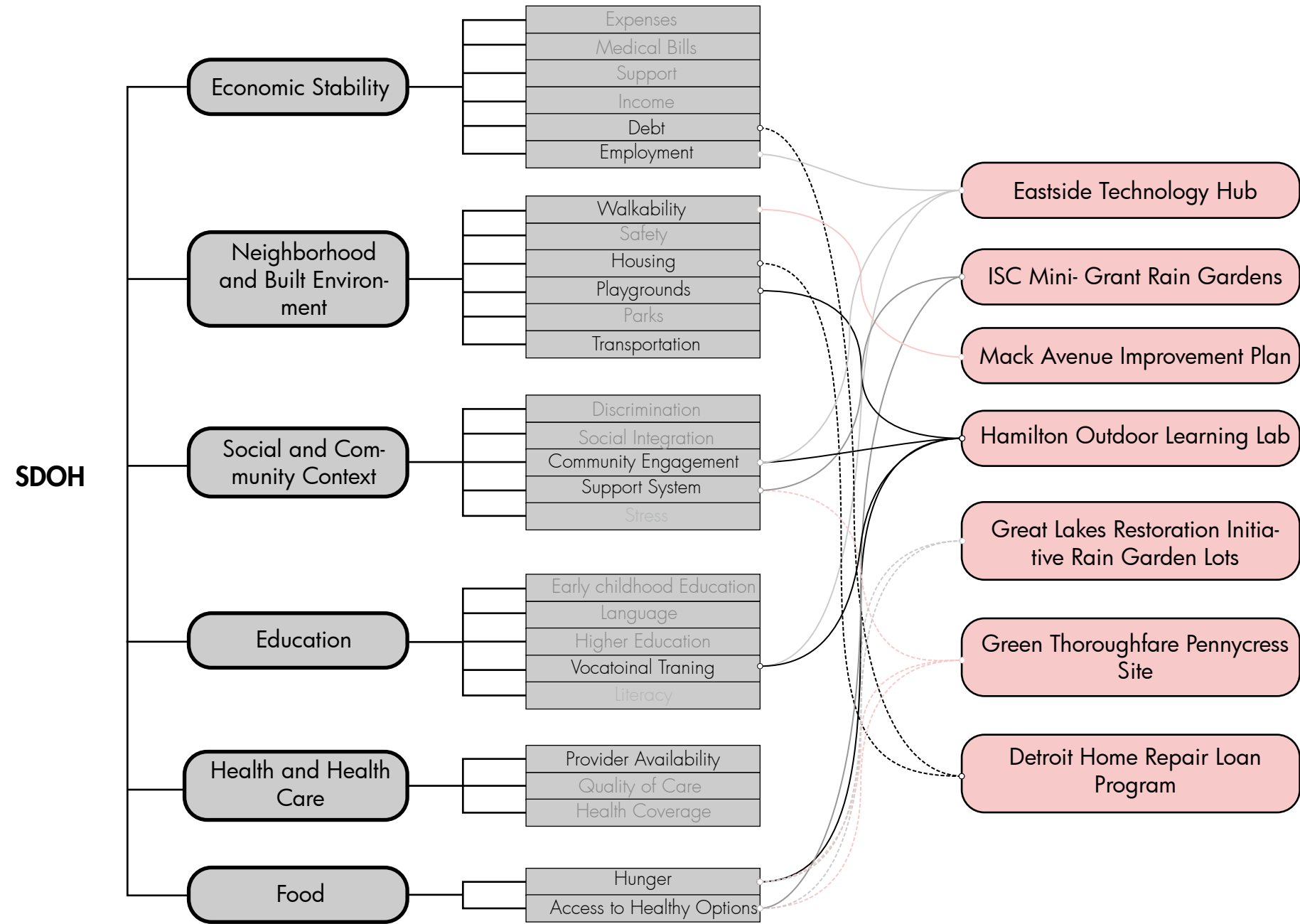
Drawing from the demographic data it becomes apparent that the major issues within the neighborhood are low median household income, a lack of education and specialized training a high dependency on SNAP benefits and a large demographic consists of households that are dependent on a single parent for their sustenance.
Taking these factors into account the plan is to provide services such as pop up kitchens, mobile libraries, IT support, etc. to ease the strain on the community as a whole and get them back on their feet.

CHAPTER III:

Inversed Mobility

Inversed Mobility

SDOH

Economic Stability
- Expenses
- Medical Bills
- Support
- Income
- Debt
- Employment

Neighborhood and Built Environment
- Walkability
- Safety
- Housing
- Playgrounds
- Parks
- Transportation

Social and Community Context
- Discrimination
- Social Integration
- Community Engagement
- Support System
- Stress

Education
- Early childhood Education
- Language
- Higher Education
- Vocatoinal Traning
- Literacy

Health and Health Care
- Provider Availability
- Quality of Care
- Health Coverage

Food
- Hunger
- Access to Healthy Options

- Eastside Technology Hub
- ISC Mini- Grant Rain Gardens
- Mack Avenue Improvement Plan
- Hamilton Outdoor Learning Lab
- Great Lakes Restoration Initiative Rain Garden Lots
- Green Thoroughfare Pennycress Site
- Detroit Home Repair Loan Program

In contrast to the heavy investment and resources being thrown towards the development of new mobility solutions and technology for application in the wealthier downtown business district, community organizations in Detroit, for example the Eastside Community Network, have been applying a more bottom-up, grassroots solution thinking to help alleviate the challenges their communities face. Examining the Social Determinants Of Health (SDOH), it is possible to find examples of grassroots efforts that address some part of every determinant in the list. In a way, these efforts are providing mobility to Detroiters not only in the physical sense, by getting them to the services they use (or the services to them), but also in the social aspect of mobility. These efforts to delivery equitable access of services to Detroiters work towards giving them the economic and societal mobility needed to move ahead in education, health, technology, and with food security.

Community Engagement

Community Technology Hub

The hub provides residents with the knowledge and resources needed to use technology to connect with their community and develop solutions to community issues. The hub also offers access to laptops and other technology.

Community Kitchen

A commercial kitchen that offers nutritional education, cooking classes, food preservation classes, and job opportunities, as well as healthy food for sale.

Pop-up Food Hub

Staff members assemble a small tent in the parking lot of the participating community institution and work with the farmer to assemble the customer orders, and the staff use their personal vehicles to deliver the orders.

Mobile Services

Bibliomotocarro

A mobile library that travels to different towns to give the children there access to books when they otherwise wouldn't be able to have them outside of school.

Library On Wheels

A mobile library vehicle that has been active in some form in Detroit since at least the 1930's, delivering books to neighborhoods around the city, and recently delivering to the doorsteps of elderly people and people with mobility issues.

Mobile Health Clinic

The clinic will travel to neighborhoods in need and provide basic acute and primary care services, including patient education, diagnosis and treatment of acute and chronic illnesses.

Code Mobile

A van that travels around and provides workshops to underrepresented populations in coding.


Vegan Food Truck

Food truck travelling around to underserved neighborhoods of Detroit feeding people with healthy vegan food and educating them about nutrition.

Open Lot Utilization

Green Infrastructure Development

Several locations throughout the neighborhood turned into rain gardens to help manage rainwater, educate the community about the importance of rain gardens and how they can receive mini-grants to construct their own, and decrease flooding.
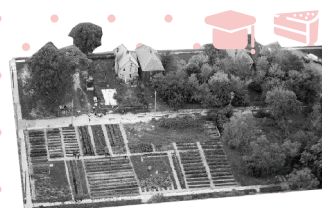
Community Gardens/Farms

Utilizing vacant plots of land to help create food independence in underserved neighborhoods and relieve the financial strain associated with healthy food.

Outdoor Learning Lab

An initiative to remove blight, manage stormwater, and beautify vacant land that was actualized as an outdoor educational tool for youth of the neighborhood.

Health

Technology

Food

Education

Hamilton Outdoor Learning Lab
- Youth education
- Weekend program
- After school program

Hours present:
3 pm to 6 pm Monday-Friday
9 am to 3 pm Saturdays

Google Map Directions

Book the Space

10:30 am   04/17/2019

03:30 pm   04/17/2019

Connecting the Dots

In order to fully actualize the vacant lots in the tethered neighborhoods and flip the script on mobility by bringing the services to the residents of the neighborhoods and not the other way around, we first identified existing ways people are relieving mobility pressures around the world with mobile services and community initiatives. We then re-imagined these solutions all applied to one neighborhood. There should be an app which can help the residents navigate all these nomadic services. The app can be on mobile devices as well as kiosk screens places throughout the neighborhood. Our app would show geographically and temporally the services in the neighborhood. The user would be able to click on the icon of any type of service they need (food, health, education, or technology) and a window would pop up with information about the services. The information would include the schedule of when the mobile services/community events would be happening as well as links to reserve a spot if applicable as well as a link to google maps directions from wherever the user is to the service in question. There is also a slider at the bottom which the user can use to scroll through the course of the day, and the icons of the services throughout the neighborhood will appear and disappear based on when they're scheduled to be there.

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[2] "Adorable Library on Wheels Brings Books to Children in Italy." Shareable,https://www.shareable.net/blog/adorable-library-on-wheels-brings-books-to-children-in-italy

[3] Runyan, Robin. "Strategic Neighborhood Fund Expands from Three to 10 Neighborhoods." Curbed Detroit, Curbed Detroit, 30 Apr., 2018, https://detroit.curbed.com/2018/4/30/17302122/strategic-neighborhood-fund-expands-from-three-10-neighborhoods

[4] DET_181212_Tool, RVTR, 2018

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[6] "A Detroitisit Series: A New Detroit on the Move ." Detroitisit, 24 Jan. 2019, www.detroitisit.com/a-detroitisit-series-a-new-detroit-on-the-move-2/.

[7] Bedrock. "May Mobility and Bedrock Bring Future of Mobility to Detroit." PR Newswire: Press Release Distribution, Targeting, Monitoring and Marketing, 27 June 2018, www.prnewswire.com/news-releases/may-mobility-and-bedrock-bring-future-of-mobility-to-detroit-300672386.html.