

## **Detroit Green Task Force -- Transportation & Mobility Minutes**

Monthly meeting: May 19, 2020 at 4pm  
Location: Google Meet

Introductions were made and everyone was asked to share one COVID-19 coping strategy they were using.

We deferred on reviewing the committee's role and mission until we can get someone from the Office of Sustainability to discuss green transportation and mobility action items within the city's Sustainability Agenda.

Alex Novak from the Alliance for the Great Lakes presented on the Complete Streets+ project. [Her presentation is online](#). Alana Tucker asked about what barriers to implementation have been found in other cities and what can we do to help. Funding and maintenance were the main issues. For Detroit, it will be a matter of getting maintenance coordinated by DWSD, GSD, and DPW. Another question was is there a business case to be made for Complete Streets+, ie. part of a triple bottom line. Not really, but it's difficult to determine since there are non-monetary benefits. It was noted that expenses for these projects vary based on the road characteristics. Jeffrey Nolish mentioned that art, culture, technology (eg. scooters) should be considered. Fairness is very important with streetscapes, especially for the more vulnerable users.

There was a discussion of Open Streets during the pandemic. Todd noted that there was a city working group discussing these options, led by Caitlin Marcon in DPW. Greektown, Midtown Detroit, and the Detroit Riverfront Conservancy were approached about road candidates.

Todd Scott discussed Senate Bill 892 that would allow autonomous personal delivery devices on all sidewalks with few limitations and no local control. For example, they could travel at 10 MPH on any sidewalk regardless of width and had no size or weight limits. This could have a negative impact on pedestrians, especially those with visual impairments or those using mobility devices. Scott will continue to track the bill and provide updates.

Scott also discussed a proposed city ordinance on Community Engagement. Council President Brenda Jones was initially working on a bike lane ordinance that required an additional Council approval for any bike lane project. That was not a workable approach, so bike lane approvals have been incorporated into this new ordinance. In brief, the ordinance requires all bike lane, streetscape, and neighborhood planning projects to have community engagement. Since they already do, this is not much of a change except that it does codify existing practices. The Detroit Greenways Coalition did share some initial concerns with the ordinance language that are being addressed.

It was decided to ask DPW to present at our June meeting so we could get an update on their COVID-19 responses as well as the strategic transportation planning project.