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THE ROAD AHEAD
I-75 CAP

Options Evaluation Report

I-75 Planning Study

Downtown Detroit Partnership

November 2024

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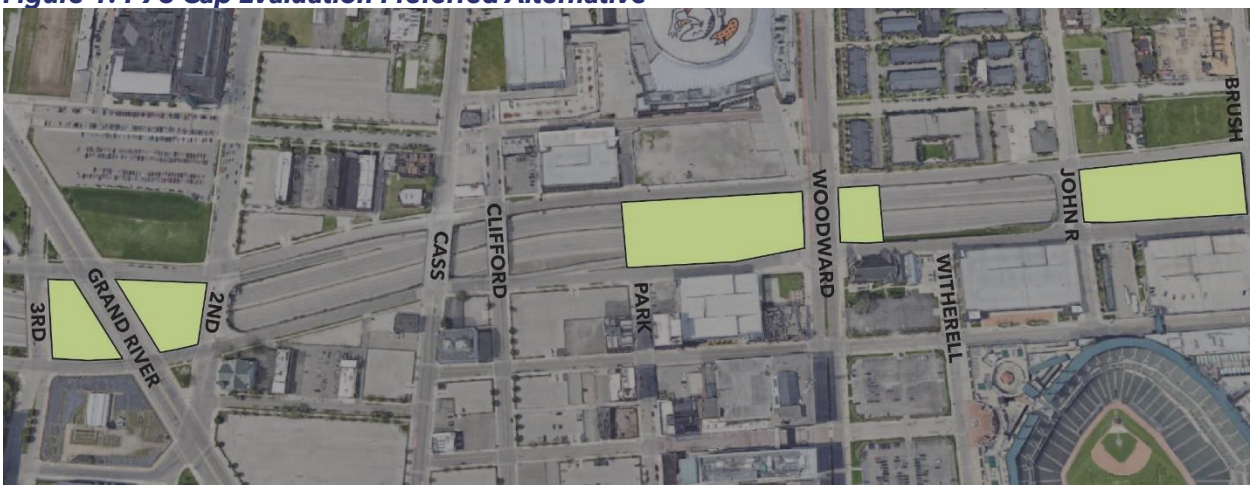
1 Executive Summary

The Downtown Detroit Partnership (DDP) in partnership with MDOT and the City of Detroit is exploring how freeway capping could better support connectivity, sustainability, and quality of life in the area along I-75 from Third Street to Brush Street. I-75 is an essential transportation corridor that currently separates Downtown Detroit from neighborhoods to the north.

The emerging concept for a series of caps was developed through a public-facing Vision and Alternatives Analysis process that considered the needs of the community. Multiple in-person events were held to understand the needs and perspectives of residents and nearby business owners, all with a vested interest in connecting the community within the study area. In-person engagement was supplemented with digital surveys and virtual outreach to collect input from a wider audience. Public response focused on the need for improved connectivity and safer transportation infrastructure which accommodates more transportation modes. Existing transit, bicycle, and pedestrian network plans, including Streets for People, DDOT Reimagined, and the City of Detroit Downtown Transportation Plan were reviewed and considered in the development of alternatives. The outcomes of this engagement directly informed the development of the Preferred Alternative.

Figure 1: I-75 Cap Evaluation Preferred Alternative



The Preferred Alternative is a series of freeways caps at key locations connecting Downtown and Midtown. The placement, size, and nature of the caps was informed through a community engagement process which identified the needs of the surrounding neighborhoods and produced a common vision for the future of the study area. The Preferred Alternative is slightly adjusted from the recommended alternative identified through this evaluation process based on community engagement received during the final phase of community engagement. These adjustments are described in section 4.3 of this report. The Preferred Alternative addresses the project vision and goals by:

- Creating a signature (2.5+ acre) public space on cap structures situated around Woodward Avenue in the heart of the City's stadium and entertainment district. This space will provide an attractive visual setting that benefits visitors to the stadium and entertainment district, but also daily users and residents in Downtown and Midtown.
- Building additional caps which not only host public space amenities, but also further stitch together Downtown and Midtown at strategic north-south corridors. Walkability along key corridors is improved by enhancing streetscaping along bridges adjacent to the cap and

reducing noise levels on bridges to improve the pedestrian experience. These corridors include:

- Grand River Avenue: a high-crash corridor with poor pedestrian connectivity despite the proximity of Cass Technical High School and the soon-to-be-completed University of Michigan Center for Innovation.
- John R Street and Brush Street: a neighborhood connection between Downtown and the Brush Park neighborhood providing much-needed public space amenities for nearby residents.
- Woodward Avenue: Using cap space to ease the bottleneck of vehicular and pedestrian traffic on the Woodward Avenue bridge over I-75.
- Park Avenue: Reestablishing Park Avenue as a pedestrian crossing, a connection that was lost in the construction of I-75.

The creation of multiple caps provides the opportunity to tailor each public space to the needs of nearby communities, with some spaces focused more on enhancing area connectivity for pedestrians and bicycles and others providing amenities and assets that correspond to the needs and desires of the adjacent neighborhoods.

The Recommended Option goes beyond just the caps themselves to consider how they can best facilitate affordable, safe, and integrated mobility for all throughout the area. This means looking at the surrounding surface streets and service drives and acknowledging the way the existing design of these streets adds to the current disconnect. The project will not only enhance crossing opportunities across I-75 but will enhance transportation options and safety on surface streets and service drives by incorporating traffic calming measures, reducing crossing widths, providing designated space for non-vehicular travel modes, and improving aesthetics with trees and new landscaping.

2 Introduction

2.1 History of Project to Date

Construction of the Fisher Freeway (I-75) fractured vital connections between Downtown Detroit and the adjacent neighborhoods to the north. The area east of Woodward was called "Paradise Valley," once one of Detroit's premier residential districts filled with many Black-owned businesses. This area saw accelerated decline as the freeway severed it from the downtown core. The freeway also isolated the Cass Corridor, the home to a diverse working-class and artist community. The area was left struggling with poverty, crime, and social disintegration after the freeway's completion in 1970.

I-75 is a depressed highway with four lanes in each direction, divided by a concrete median. While it is an essential regional and national transportation corridor, it is also a barrier separating Downtown Detroit and these neighborhoods. Pedestrians crossing over the I-75 bridges face a difficult and uncomfortable experience on limited sidewalk space. Overall, bicycle and pedestrian access in the area is severely impeded by auto-centric infrastructure, leading to fast vehicle speeds, difficulties crossing multiple lanes of traffic, and an abundance of surface parking lots. Traffic safety incidents are prevalent. Noise and air quality impacts from freeway traffic directly reduce the quality of life for nearby residents and limit the development potential on adjacent underdeveloped parcels. Permeable green space and trees are limited in the immediate study area, impacting stormwater management.

Constructing freeway caps over sections of I-75 will not only restore pedestrian and community connections, but also create new green spaces and public amenities. The cap will physically and symbolically knit back together these neighborhoods, once cut off from each other, creating a platform for social, economic, and environmental revitalization. Through creative placemaking and extensive community engagement, the project is designed to leverage the power of great public spaces to positively transform the city.

The freeway caps will also connect the stadium and entertainment district that has emerged on the north side of downtown. Known as District Detroit, the area features mixed-use development centered around sports venues with entertainment, residential, and commercial spaces. Home to all four major Detroit sports teams, the area attracts nearly 4 million visitors annually. The area has $2.8 billion in current and pending developments, and this project will promote economic growth, job creation, and enhanced quality of life for current and future residents living on both sides of the freeway. Another upcoming development project, the University of Michigan Center for Innovation, will be located south of I-75 and west of Woodward. This project promises to activate a part of downtown that currently has a disproportionate amount of vacant land and surface parking lots, high noise and pollution levels from I-75 and safety issues from Grand River Avenue. This project has the potential to help both the District Detroit and University of Michigan Center for Innovation projects succeed.

This new infrastructure will foster a more connected and equitable Detroit, where mobility and accessibility are no longer defined by the barriers of the past. In tandem with the I-375 Modernization and 2nd Avenue's redevelopment on the west side of downtown, this project underscores Detroit's commitment to weaving its neighborhoods back into the downtown fabric, creating a dynamic, inclusive, and sustainable future.

2.2 I-75 Cap Options Overview

Introduction

This document will evaluate four different design options. This evaluation was based off feedback from the first two phases of community engagement, feedback from stakeholder meetings, results from the mapping framework and precedent projects, the visions and goals developed from the project, and from identified engineering and design constraints.

Baseline Enhancements

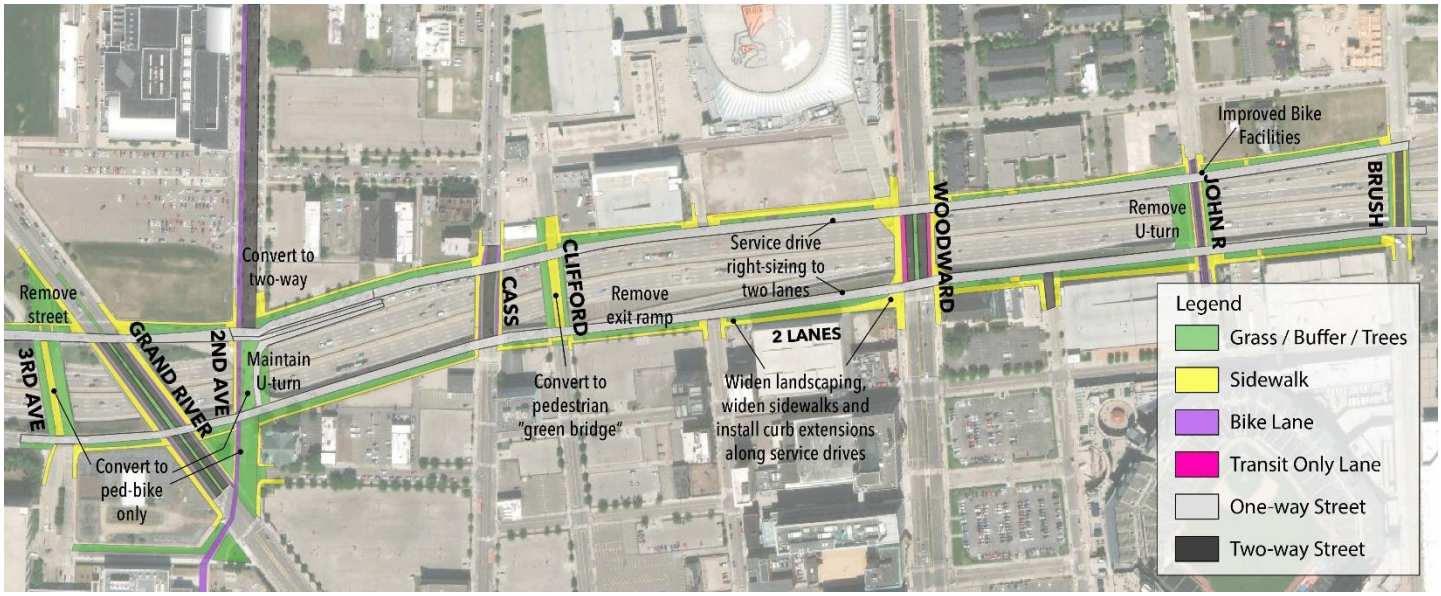
A set of Baseline Enhancements has also been defined. It is assumed that the Baseline Enhancements will be a part of any of the four design options. The Baseline Enhancements include the bridges over I-75 throughout the Study Area and the service drives directly north and south of the highway. Design and implementation of these Baseline Enhancements would require further study and coordination between the Michigan Department of Transportation, who owns the service drives, and the City of Detroit, who operates and maintains the service drive right of way.

The following Baseline Enhancements can be implemented as stand-alone projects without the construction of any cap structures, and many could serve as enhancements to connectivity across I-75 (especially for pedestrians and bicycles). Please note, these Baseline Enhancements are intended to be incorporated with Cap Options 1-4. Implementation of these recommendations may depend on external factors and coordination between the City and MDOT.

- Service Drives: Narrow the overall roadway width from 3 lanes to 2 lanes. The extra right-of-way can be used to widen sidewalks and to add green space with street trees between the service drive and sidewalk, adding a buffer from noise and pollution where there are no caps and enhancing overall user experience.
- 3rd Avenue bridge: Narrow the overall roadway width (currently 44') and consider a conversion to two-way vehicular travel. Add a landscaped buffer or screening between the sidewalk and the highway below. Remove 3rd Avenue segment between Grand River Ave and northern Fisher Service Drive, creating a new parcel or pocket park for landscaping.
- Grand River Avenue bridge: Narrow traffic lane width and add traffic calming treatments just north and south of the bridge, which could include planted medians and gateway signage. The extra right-of-way can be used to add a landscaped barrier between bike lanes and vehicular traffic and a landscaped barrier or screening between the sidewalk and the highway below (in the absence of a cap). If a cap is present in that location, rather than adding a barrier between the sidewalk and the highway, extra right-of way could be used to create landscaping and pedestrian refuge islands between vehicular traffic lanes to help facilitate movement between caps.
- 2nd Avenue bridge: Remove vehicular traffic lanes south of northern service drive, converting this section to a pedestrian and bicycle only street with landscaped green space adding a barrier between the Grand River off-ramp U-turn. Add a two-way cycle track, to facilitate connections between Cass Park and Cass Tech to the north and to the future University of Michigan Center for Innovation and the planned 2nd Avenue greenway to the South.
- Cass Avenue bridge: Replace existing bike lanes with protected bike lanes with a landscaped barrier (as was done on the 2nd Avenue bridge over I-94).
- Clifford St bridge: Remove all vehicular traffic lanes and improve pedestrian and bicycle paths by adding a landscaping buffer between edges of bridge and the pathways to make this a comfortable pedestrian and bicycle only street.

- Woodward Avenue bridge: Add transit only lanes in both directions, widen sidewalks and replace left turn lane on bridge with a landscaped median.
- John R Street: Narrow the overall roadway width from 4 lanes to 2 lanes and remove U-turn. Use extra right-of-way to add landscaped buffers between the edge of bridge and sidewalk.
- Brush Street bridge: Narrow the overall roadway width by removing left turn lane. Use extra right-of-way to add a landscaped buffer between the edges of bridge and sidewalks.

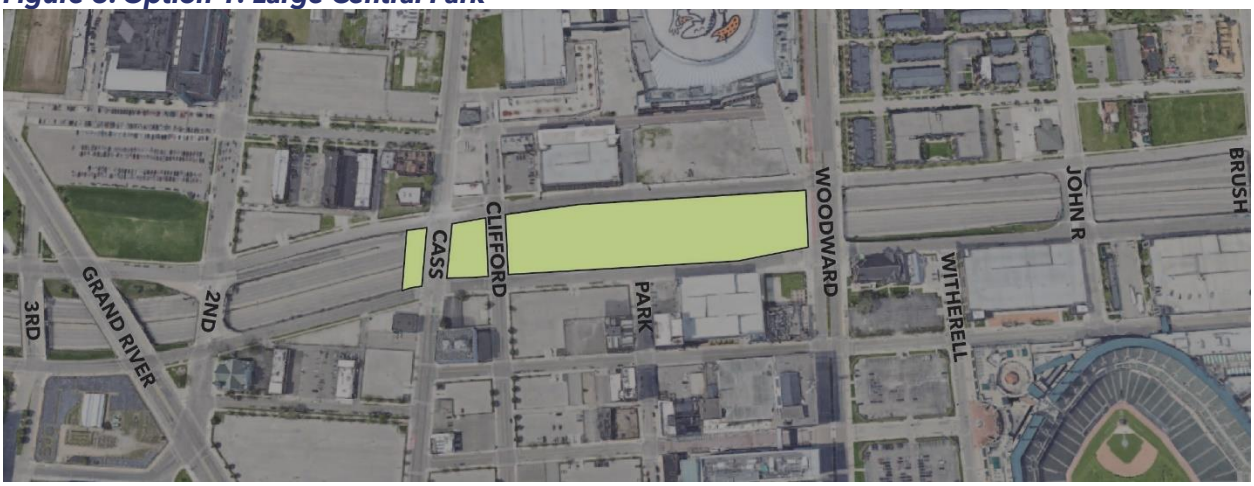
Figure 2. Baseline Recommendations



Option 1: Large Central Park

This option creates a signature public space around 4.7 acres in size on three separate cap structures situated between Cass and Woodward Avenues. These contiguous caps will provide an attractive visual setting that benefits both visitors and daily users of Downtown and Midtown alike.

Figure 3. Option 1: Large Central Park



Option 2: Small Central Park

This option creates a public space around 2.8 acres in size on two smaller cap structures situated around the Woodward corridor in the heart of the City's stadium and entertainment district. This space will provide an attractive visual setting that benefits visitors to the stadium and entertainment district, but also daily users in Downtown and Midtown.

Figure 4. Option 2: Small Central Park

Option 3: Reconnected Neighborhood Hubs

This option proposes building five smaller caps, totaling around 3.5 acres, at three locations across the study area to screen I-75 and further stitch together Downtown and Midtown at strategic north-south corridors. On the west end of the study area, 1.5 acres of green space would connect Grand River and 2nd Avenues. Currently this area is a high-crash corridor with poor pedestrian connectivity which is particularly notable since it is home to Cass Technical High School and the future University of Michigan Center for Innovation. It also has significant development potential directly north and south of the freeway. In the center of the study area a 1.5 acre park spanning either side of Woodward Avenue would provide a more appealing connection within the stadium and entertainment district. On the east end of the study area a half-acre park provides a neighborhood connection as well as much-needed public space amenities for residents of the Brush Park neighborhood along John R Street.

Figure 5. Option 3: Reconnected Neighborhood Hubs

Option 4: Small Central Park and Reconnected Hubs

This option combines Options 2 and 3 and was developed after feedback from stakeholders and the public. Option 4 provides around 5.3 acres of green space across the study area. This option provides a more appealing connection in the stadium and entertainment district with opportunities for active and passive uses while also providing neighborhood connections and public space amenities on both the east and west ends of the study area. Additionally, a small cap between Cass and Clifford Avenues adds an aesthetically appealing respite along a key north-south bicycle corridor.

Figure 6. Option 4: Small Central Park and Reconnected Hubs

2.3 Process for Identifying Criteria 1-4

This report evaluates each of the four options based on 15 evaluation metrics which are sorted into five different criteria (three evaluation metrics for each of the five criteria). Four of the criteria were built around the identified goals for this project: *Community-Centered Public Space, Equity and Opportunity, Connectivity and Mobility*, and *Sustainability and Resiliency*. The fifth criteria, *Cost & Complexity*, evaluates the design options based on engineering and design constraints identified through this planning process. The three evaluation metrics within each of the criteria were identified and defined based on findings from public and stakeholder engagement, findings from the Mapping Framework and Project Precedents report, key criteria defined in the Reconnecting Communities Grants, and engineering and cost constraints.

Figure 7. Criteria and Evaluation Metrics

2.4 Evaluation Methodology

To evaluate each of the four options, each option receives a score of 1, 2, or 3 for each evaluation metric.

- A three is given to options that address project needs the most, providing the most benefits.
- A two is given to options that address some project needs.
- A one is given to options that address project needs the least, providing low/no benefit.

The evaluation considers all four options at once, meaning the scores are relative to one another within each evaluation metric.

Once all three evaluation metrics in each criteria category have received a score, a sum of the scores helps inform the final rating given to each option for that criteria category. Scores are designed to be considered within each criteria category and are not designed to be summed all together for one final, total score. This is because of the complexity of the evaluation and the relative scoring system.

Table 1. Summed Scoring System for Criteria

Summed Score in Criteria Category	Rating for that Criteria Category
3-4	"Addresses project needs the least"
5-7	"Addresses some project needs"
8-9	"Addresses project needs the most"

The tables below list all evaluation metrics within the five criteria. A definition is provided for each evaluation metric, along with a description stating what factors contribute to a 1, 2, or 3 score.

Table 2. Criteria 1: Detailed Description

Criteria 1: Community-Centered Public Space	
Evaluation Metrics	**Description**
1.1 City of Detroit Resident-Focused Space	**Provides parks and amenities near residential areas and Cass Tech, resident-focused programming for all ages (focusing on seniors and youth), enhanced access for neighborhoods to downtown** 1 - Caps are not located near residential neighborhoods / buildings (Brush / Douglass / Brewster and Cass Tech High School). 2 - Caps are primarily located to accommodate visitor and business needs, but provide some space near residential areas / Cass Tech. 3 - Caps are located near residential areas (Brush Park / Douglass / Brewster) and near Cass Tech.
1.2 Connection to Nature	**Provides open and accessible public green space, natural plantings, biodiversity, opportunities for outdoor recreation, beautification, community gardens/nature education spaces** 1 - Design has no large cap spaces that could provide potential for highway noise buffering to create opportunities for peaceful enjoyment of park and recreation spaces and natural plantings / infrastructure. No improvements planned to create plantings along existing bridges and service drives. 2 - Cap space is large enough to create opportunities for people to connect to nature through pathways within natural plantings and/or parks/rec programming without too much disruption from highway noise below. 3 - Larger caps provide potential to buffer noise, allowing for peaceful enjoyment of natural spaces (culturally appropriate parks and recreation, natural plantings and infrastructure, gardens, etc.). Smaller caps with natural plantings along existing bridges and plantings planned along service drives to beautify pathways between neighborhoods.
1.3 Safe & Secure Spaces for Recreation, Gathering, & Fun	**Provides gathering spaces for community events, park space for kids, sports facilities, cultural and historical representation, seating, eating, opportunities for local pop-ups. Enhances safety and security throughout the Benefit and Impact Area by providing programming and activation in areas with low foot traffic and high vacancy rates.** 1 - Event / community spaces may be provided but would dominate the cap and restrict community access when an event is taking place, limited space for gathering, sitting. Noise from highway may prevent event space from being used. Pedestrian pathways do not permeate the cap area or would not likely get a lot of use. 2 - Event and community space is provided but access may be limited to those attending the event. Caps would foster high foot traffic but are not located in an area that would significantly benefit from this activation. 3 - Gathering spaces are provided on cap for community events while maintaining access for those not participating in events. Caps will likely foster high foot traffic on pathways permeating the caps and are in areas that would benefit from an increase in foot traffic and activity.

Table 3. Criteria 2: Detailed Description

Criteria 2: Equity and Opportunity	
Evaluation Metrics	**Description**
2.1 Opportunity for Disinvested Areas	**Invest in areas with historic disinvestment, Reinvest in Grand River Avenue corridor** 1 - Caps are only located in areas with higher incomes (Brush Park, Woodward) and programmed primarily for visitors/downtown residents. 2 - Some caps are in low income / dis-invested areas (Grand River Avenue, Lower Cass). 3 - Caps are in low income / dis-invested areas (Grand River Avenue, Lower Cass), encouraging development in currently vacant areas.
2.2 Connecting Destinations & Resources	**Connecting to Cass Tech, enhance corridors and pathways that connect to Downtown and the River, more space for foot traffic to stadiums, connect to upcoming District Detroit and UMCI; improve connections between high-income and low-income areas,** 1 - Caps exist as separate spaces and do not interface well with bridges, service drives, and surrounding community resident assets (e.g., schools, churches, community centers, historic assets, etc.) 2 - Caps connect to existing bridges and interface well with service drives, but do not provide any new pathways or enhance any existing infrastructure to improve connections to community resident assets (e.g., schools, churches, community centers, historic assets, etc.) 3 - Caps improve Cass Avenue, Grand River Avenue, Woodward, Brush Street pathways into Downtown, interface well with service drives, and improve connections and provide new pathways for Cass Tech students and residents of Lower Cass and Brush Park (and other community resident assets (e.g., schools, churches, community centers, historic assets, etc.))
2.3 Inclusive & Resilient Economy	**Activate areas along study area and create spaces for local vendors and retail to serve entertainment district** 1 - Caps could not provide space where local vendors could economically thrive. Cap locations will not help spur development and economic activity of vacant areas (northeast and south of Grand River / I-75, and northeast of Brush Street / I-75) 2 - Caps could provide space where local vendors could economically thrive (near Woodward/John R), some cap locations near vacant hotspots. 3 - Space designated for local vendors near Woodward to serve entertainment district, cap locations to help spur development in vacant areas (northeast and south of Grand River / I-75, and northeast of Brush Street / I-75)

Table 4. Criteria 3: Detailed Description

Criteria 3: Connectivity and Mobility	
Evaluation Metrics	**Description**
3.1 Walkability & Bike-ability	**Improve walkability and bike-ability through speed management, comfortable walking and biking conditions, reduced space allocated to auto-centric infrastructure, reduce auto-dependency. Create safer streets for all road users, reduce speeds on local roads through road design. It is assumed that all caps will provide some enhancements through the baseline design elements reducing service drive design speeds to <25mph and reducing service drive vehicle lanes. Speed management can take a variety of forms (protecting existing bike lanes, curb bump outs, protected crosswalks, pedestrian refuge islands, etc.).** 1 - Maintains overall distance between N-S crossing opportunities, maintains same amount of space dedicated to motorized vehicles. Maintains existing sidewalk network and bike infrastructure. Streetscape updates / traffic calming on service drives but not on bridges. 2 - Slightly decreases overall distance between ped crossing opportunities, reallocates some auto-oriented space to ped and bicycle traffic, sidewalk network completed, existing bike infrastructure improved. Streetscape updates / traffic calming on services drives and some bridges. 3 - Decrease distance between ped crossing opportunities, reallocate space from motorized traffic to pedestrian and bicycle traffic through permanent streetscape updates, sidewalk network along existing network completed and new pedestrian paths added on cap, existing bicycle lanes become fully protected. Streetscape updates / traffic calming along on service drives and many bridges. Enhances ped/bike comfort by reducing noise on corridors most used for walking and biking (Woodward and Grand River Avenue).
3.2 Local Transportation Network	**Adds north south connections across I-75, improve east-west connections along service drive, connects to and emphasizes Woodward and Grand River transit corridors, reduce bottleneck for non-motorized transportation on Woodward, spaces for enhanced transit stops and micromobility hubs. Intersections included in the City of Detroit high injury network are improved (Woodward and Grand River Avenue)** 1 - Local road network and road designs remain the same (includes 3rd, GR, 2nd, Cass, Clifford, Woodward, John R, Brush, Services drives). No crossings restored. 2 - Some crossings restored (Park Ave or Witherell St) or improved, some one-way conversions, reduction of service drive lanes and speed management techniques along service drives, Woodward and Grand River are focal points for safety improvements. 3 - Crossings restored (Park Ave or Witherell St), one-way to two-way conversions along bridges (Second Ave, 3rd Ave), road right-sizing or one-way to two-way conversions on service drives, transit corridors emphasized (Woodward, Grand River). Woodward and Grand River are focal points for safety improvements.
3.3 Connection to Surrounding Context	**Proximity and enhanced access to major destinations and future developments, compatibility with I-375 boulevard design, better connections between popular retail locations (Cass Corridor, Eastern Market, Downtown), better connections between neighborhoods (Eastern Market, Midtown, Brush, Brewster Homes, Douglass, Downtown).** 1 - Does not improve access to major destinations and future developments for most transportation modes, does not integrate well with I-375 Preferred Alternative road network updates (including bike lanes and sidewalks), caps are not located in a way that improves access between retail / neighborhoods 2 - Slightly improves transportation access for to major destinations and future developments for most transportation modes, does not fully integrate with I-375 Preferred Alternative updates, cap locations provide some new paths / "shortcuts" in key areas 3 - Greatly improves access to major destinations and future developments for most transportation modes, integrates well with I-375 preferred option road network updates, including bike lanes and sidewalks, cap locations provide new paths / "shortcuts" that help improve access between neighborhoods / retail districts

Table 5. Criteria 4: Detailed Description

Criteria 4: Sustainability and Resiliency	
Evaluation Metrics	**Description**
4.1 Resilient Design	**Stormwater management, impervious surface reduction, tree canopy, reduce urban heat island effect. Scoring assumes green infrastructure is loosely aligned with the size of cap and new greenspace.** 1 - Cap design does not include green infrastructure elements for stormwater management; cap does not reduce accumulation of stormwater on I-75; cap reduces impervious surface <25%. 2 - Cap design includes green infrastructure that manages some stormwater runoff on-site; cap reduces impervious surface 25-50% 3 - Cap design includes green infrastructure that manages all stormwater runoff on-site; cap reduces impervious surface >50%
4.2 Public Health	**Improve air quality, reduce noise levels from highway, tree canopy** 1 - Design has little to no change in current noise levels from I-75, design does not significantly improve air quality 2 - Design reduces surface street speeds (<25 MPH), reducing surface noise levels; cap does not significantly reduce noise from I-75 across the study area; includes some planting areas to improve air quality. 3 - Design reduces surface street speeds (<25 MPH), reducing surface noise levels; cap is large enough to reduce noise from I-75 at key points throughout study area; integrates built-in design elements to reduce noise; planted areas maximized to improve air quality
4.3 Responsible Design	**Ability to be maintained over the long term, long-term benefit to the community. It is assumed that all designs will include tree species and heights that are appropriate for a Cap, incorporating lessons learned from MDOT on I-696. It is also assumed that all structures will be constructed properly to accommodate those tree species.** 1 - Plantings, constructed design elements, and stormwater infrastructure require a lot of time and resources to maintain working order/good appearance. Caps are spread out from one another, complicating programming and maintenance efforts. 2 - Plantings, constructed design elements, and stormwater infrastructure require maintenance efforts by DDP/City/other organizations, difficult for volunteer groups to maintain due to level of effort/cost 3 - Plantings, constructed design elements, and stormwater infrastructure require minimal maintenance; can be mostly maintained by volunteer groups with assistance from city. Caps are located close to another, simplifying programming and maintenance efforts.

Table 6. Criteria 5: Detailed Description

Criteria 5: Cost and Complexity	
Evaluation Metrics	**Description**
5.1 Phase-ability & Scheduling	**Ability to break into different construction phases** 1 - Difficult to break into different construction phases and long construction period anticipated that may exceed typical construction schedules and disrupt the area. Fewer, larger caps will be more difficult to phase. 2 - Medium/average ability to phase construction. Construction schedules will not excessively disrupt the area. 3 - Easy to break into different construction phases and short/manageable construction period anticipated. Multiple, smaller caps will be easier to phase.
5.2 Construction Costs	**Overall Cost Comparison for Capping Project(s)** 1 - Relatively high construction costs. Higher total cap area means higher costs. 2 - Medium/average construction costs 3 - Relatively low construction costs. Lower total cap area means lower costs.
5.3 Feasibility & Constructability	**Tunnel complexities, hazardous materials routes, design element complexities, prioritization of infrastructure that needs repair** 1 - Design would result in official tunnel designation because it includes a cap length longer than 800', significantly increasing cost and complexity. Other design elements (buildings, curved / irregular angles) may also increase cost and complexity. Does not prioritize bridges in need of repair. 2 - Design would not result in official tunnel designation. Design may include other complex or costly infrastructure and may not prioritize bridges in need of repair. 3 - Design would not result in official tunnel designation. Design does not include any highly complex or costly infrastructure (buildings, curved / irregular angles). Design prioritizes bridges in need of repair (Brush is "poor", 3rd, GR, 2nd, Clifford, and John R are "fair", Woodward and Cass are "good")

3 Options Evaluation Outline 1

3.1 Baseline Enhancements

Baseline Enhancements: Evaluation Overview

Criteria	Evaluation Metrics	Score
1. Community-centered Public Space 	1.1 City of Detroit Resident-Focused Space	1 – Addresses project needs the least
	1.2 Connection to Nature	1 – Addresses project needs the least
	1.3 Safe & Secure Spaces for Recr., Gathering, & Fun	1 – Addresses project needs the least
2. Equity & Opportunity 	2.1 Opportunity for Disinvested Areas	1 – Addresses project needs the least
	2.2 Connecting Destinations & Resources	1 – Addresses project needs the least
	2.3 Inclusive & Resilient Economy	1 – Addresses project needs the least
3. Connectivity & Mobility 	3.1 Walkability & Bike-ability	2 – Somewhat addresses project needs
	3.2 Local Transportation Network	2 – Somewhat addresses project needs
	3.3 Connection to Surrounding Context	1 – Addresses project needs the least
4. Sustainability & Resiliency 	4.1 Resilient Design	1 – Addresses project needs the least
	4.2 Public Health	1 – Addresses project needs the least
	4.3 Responsible Design	3 – Addresses project needs the most
5. Cost & Complexity 	5.1 Phase-ability & Scheduling	3 – Addresses project needs the most
	5.2 Construction Costs	3 – Addresses project needs the most
	5.3 Feasibility & Constructability	3 – Addresses project needs the most

Baseline Enhancements: Evaluation Details

Community-centered public space: This option does not include any cap locations and therefore it has the least potential to buffer noise, provide gathering spaces for community events or create meaningful opportunities for people to connect to nature.

Equity and opportunity: This option does not include any cap locations and therefore it has the least potential to improve connections to community assets (e.g., schools, churches, community centers, etc.), provide space where local pop-ups could economically thrive or spur development and economic activity of vacant areas.

Connectivity and mobility: This option does not include any cap locations and therefore it does not decrease overall distance between pedestrian crossing opportunities over I-75. This option improves the existing bike infrastructure and sidewalk network by reallocating some auto-oriented space to pedestrian and bicycle traffic. Transportation access to major destinations and future developments is generally unchanged and the design does not fully integrate with the I-375 Preferred Alternative updates.

This option includes the recommendations detailed in Section 2.2 which include operational improvements such as narrowing the overall roadway width on the service drives, 3rd Avenue, John R and Brush Streets, closing 2nd Avenue and Clifford Street to vehicular traffic and converting 3rd Avenue from one-way to two-way. The recommendations include nonmotorized safety improvements such as protected bike lanes on Grand River and Cass Avenues, the addition of two-way cycle tracks on Clifford Street and 2nd Avenue, widening sidewalks throughout the study area, adding refuge islands and planted buffers to separate pedestrians from traffic.

Sustainability and resiliency: This option does not include any cap locations and therefore it has the least potential to reduce impervious surface or include green infrastructure to manage all stormwater runoff on-site. The overall design encourages surface street speeds to stay at or under 25 MPH, reducing surface noise levels but will not reduce noise from I-75. New planted areas will improve air quality but to a far lesser degree than Options 1-4. Plantings would likely require minimal maintenance effort and cost.

Cost and Complexity: This option does not include any cap locations and therefore it's expected to have relatively low construction costs and will not result in an official tunnel designation. It would be easy to break this option into multiple construction phases. It does not prioritize bridges in need of repair.

3.2 Option 1: Large Central Park

Option 1: Evaluation Overview

Criteria	Evaluation Metrics	Evaluation Details
1. Community-centered Public Space 	1.1 City of Detroit Resident-Focused Space	2 – Somewhat addresses project needs
	1.2 Connection to Nature	3 – Addresses project needs the most
	1.3 Safe & Secure Spaces for Recr., Gathering, & Fun	3 – Addresses project needs the most
2. Equity & Opportunity 	2.1 Opportunity for Disinvested Areas	2 – Somewhat addresses project needs
	2.2 Connecting Destinations & Resources	2 – Somewhat addresses project needs
	2.3 Inclusive & Resilient Economy	2 – Somewhat addresses project needs
3. Connectivity & Mobility 	3.1 Walkability & Bike-ability	2 – Somewhat addresses project needs
	3.2 Local Transportation Network	2 – Somewhat addresses project needs
	3.3 Connection to Surrounding Context	2 – Somewhat addresses project needs
4. Sustainability & Resiliency 	4.1 Resilient Design	3 – Addresses project needs the most
	4.2 Public Health	3 – Addresses project needs the most
	4.3 Responsible Design	2 – Somewhat addresses project needs
5. Cost & Complexity 	5.1 Phase-ability & Scheduling	1 – Addresses project needs the least
	5.2 Construction Costs	1 – Addresses project needs the least
	5.3 Feasibility & Constructability	1 – Addresses project needs the least

Option 1: Evaluation Details

Community-centered public space: For this option, the cap is primarily located to accommodate visitor and business needs, but provides some space near residential areas/Cass Tech. The larger cap provides potential to buffer noise, allowing for peaceful enjoyment of natural spaces (culturally appropriate parks and recreation, natural plantings and infrastructure, gardens, etc.). Gathering spaces are provided for community events while maintaining access for those not participating in events. The size and location of the cap could foster high foot traffic on pathways, and it is in an area that would benefit from an increase in foot traffic and activity.

Equity and opportunity: For this option, the cap is located near low income / dis-invested areas (Lower Cass). The cap connects to existing bridges and interfaces well with service drives but does not provide any new pathways or enhance any existing infrastructure to improve connections to community assets (e.g., schools, churches, community centers, etc.). The cap could provide space where local pop-ups could economically thrive.

Connectivity and mobility: For this option, the cap decreases overall distance between pedestrian crossing opportunities over I-75, but it is focused within the stadium and entertainment district. This option improves existing bike infrastructure and sidewalk network by providing new paths, or "shortcuts", in key areas while reallocating some auto-oriented space to pedestrian and bicycle traffic. This option restores the pedestrian crossing at Park Ave. Transportation access to major destinations and future developments is slightly improved for most transportation modes, but the design does not fully integrate with the I-375 Preferred Alternative updates.

This option also includes the Baseline Enhancements detailed in Section 2.2 which include operational improvements such as narrowing the overall roadway width on the service drives, 3rd Avenue, John R and Brush Streets, closing 2nd Avenue and Clifford Street to vehicular traffic and converting 3rd

Avenue from one-way to two-way. The recommendations include nonmotorized safety improvements such as protected bike lanes on Grand River and Cass Avenues, the addition of two-way cycle tracks on Clifford Street and 2nd Avenue, widening sidewalks throughout the study area, adding refuge islands and planted buffers to separate pedestrians from traffic.

Sustainability and resiliency: For this option, the cap design will reduce impervious surface by more than 50% and will include green infrastructure to manage all stormwater runoff on-site. The overall design encourages surface street speeds to stay at or under 25 MPH, reducing surface noise levels. The cap is large enough to reduce noise from I-75. It integrates built-in design elements (such as water features) to reduce noise, and the planted areas are maximized to improve air quality. Plantings, design elements, and stormwater infrastructure would require maintenance efforts by DDP/City/other organizations, it could be difficult for volunteer groups to maintain due to the level of effort and cost.

Cost and Complexity: It would be difficult to break this option into multiple construction phases and the construction period is anticipated to be long, exceeding typical construction schedules and disrupting the area. This option is expected to have relatively high construction costs. It is probable that the design would result in an official tunnel designation, significantly increasing cost and complexity. Other design elements (buildings, curved / irregular angles) may also increase cost and complexity, and it does not prioritize bridges in need of repair.

3.3 Option 2: Small Central Park

Option 2: Evaluation Overview

Criteria	Evaluation Metrics	Evaluation Details
1. Community-centered Public Space 	1.1 City of Detroit Resident-Focused Space	1 – Addresses project needs the least
	1.2 Connection to Nature	2 – Somewhat addresses project needs
	1.3 Safe & Secure Spaces for Recr., Gathering, & Fun	2 – Somewhat addresses project needs
2. Equity & Opportunity 	2.1 Opportunity for Disinvested Areas	1 – Addresses project needs the least
	2.2 Connecting Destinations & Resources	1 – Addresses project needs the least
	2.3 Inclusive & Resilient Economy	2 – Somewhat addresses project needs
3. Connectivity & Mobility 	3.1 Walkability & Bike-ability	2 – Somewhat addresses project needs
	3.2 Local Transportation Network	2 – Somewhat addresses project needs
	3.3 Connection to Surrounding Context	2 – Somewhat addresses project needs
4. Sustainability & Resiliency 	4.1 Resilient Design	2 – Somewhat addresses project needs
	4.2 Public Health	2 – Somewhat addresses project needs
	4.3 Responsible Design	2 – Somewhat addresses project needs
5. Cost & Complexity 	5.1 Phase-ability & Scheduling	3 – Addresses project needs the most
	5.2 Construction Costs	2 – Somewhat addresses project needs
	5.3 Feasibility & Constructability	2 – Somewhat addresses project needs

Option 2: Evaluation Details

Community-centered public space: For this option, the cap decreases overall distance between pedestrian crossing opportunities over I-75, but it is focused within the stadium and entertainment district, not located near residential neighborhoods / buildings (Brush / Douglass / Brewster and Cass Tech High School). The space is large enough to create opportunities for people to connect to nature through pathways within natural plantings and/or parks/rec programming without too much disruption

from highway noise below. Community gathering space is provided but access may be limited to those attending an event. The location would foster higher foot traffic, but the area would not significantly benefit from this activation.

Equity and opportunity: This option is in areas with higher incomes (Brush Park, Woodward) and programmed primarily for visitors/downtown residents. The cap connects to an existing bridge and interfaces with service drives but does not provide any new pathways or enhance any existing infrastructure to improve connections to community assets. The cap could provide space where local pop-ups could economically thrive.

Connectivity and mobility: For this option, the cap decreases overall distance between pedestrian crossing opportunities over I-75, but it is focused within the stadium and entertainment district. This option improves existing bike infrastructure and sidewalk network by providing new paths, or "shortcuts", in key areas while reallocating some auto-oriented space to pedestrian and bicycle traffic. This option restores the pedestrian crossing at Park Ave. Transportation access to major destinations and future developments is slightly improved for most transportation modes, but the design does not fully integrate with the I-375 Preferred Alternative updates.

This option also includes the Baseline Enhancements detailed in Section 2.2 which include operational improvements such as narrowing the overall roadway width on the service drives, 3rd Avenue, John R and Brush Streets, closing 2nd Avenue and Clifford Street to vehicular traffic and converting 3rd Avenue from one-way to two-way. The recommendations include nonmotorized safety improvements such as protected bike lanes on Grand River and Cass Avenues, the addition of two-way cycle tracks on Clifford Street and 2nd Avenue, widening sidewalks throughout the study area, adding refuge islands and planted buffers to separate pedestrians from traffic.

Sustainability and resiliency: For this option, the cap design will reduce impervious surface by 25-50% and will include green infrastructure to manage some stormwater runoff on-site. The overall design encourages surface street speeds to stay at or under 25 MPH, reducing surface noise levels. The cap may be large enough to provide some reduction in noise from I-75. It could integrate built-in design elements, such as water features, to reduce noise, and it includes planted areas to improve air quality. Plantings, design elements, and stormwater infrastructure would require maintenance efforts by DDP/City/other organizations, it could be difficult for volunteer groups to maintain due to the level of effort and cost.

Cost and Complexity: This option could easily break into different construction phases with a shorter, more manageable construction period anticipated. This option is expected to have medium/average construction costs, and it is anticipated its design would not result in official tunnel designation. It is possible design may include other complex or costly infrastructure, and it does not prioritize bridges in need of repair.

3.4 Option 3: Reconnected Neighborhood Hubs

Option 3: Evaluation Overview

Criteria	Evaluation Metrics	Evaluation Details
1. Community-centered Public Space 	1.1 City of Detroit Resident-Focused Space	3 – Addresses project needs the most
	1.2 Connection to Nature	1 – Addresses project needs the least
	1.3 Safe & Secure Spaces for Recr., Gathering, & Fun	1 – Addresses project needs the least
2. Equity & Opportunity 	2.1 Opportunity for Disinvested Areas	3 – Addresses project needs the most
	2.2 Connecting Destinations & Resources	3 – Addresses project needs the most
	2.3 Inclusive & Resilient Economy	3 – Addresses project needs the most
3. Connectivity & Mobility 	3.1 Walkability & Bike-ability	2 – Somewhat addresses project needs
	3.2 Local Transportation Network	3 – Addresses project needs the most
	3.3 Connection to Surrounding Context	2 – Somewhat addresses project needs
4. Sustainability & Resiliency 	4.1 Resilient Design	2 – Somewhat addresses project needs
	4.2 Public Health	2 – Somewhat addresses project needs
	4.3 Responsible Design	1 – Addresses project needs the least
5. Cost & Complexity 	5.1 Phase-ability & Scheduling	3 – Addresses project needs the most
	5.2 Construction Costs	2 – Somewhat addresses project needs
	5.3 Feasibility & Constructability	3 – Addresses project needs the most

Option 3: Evaluation Details

Community-centered public space: For this option, the caps are located near residential areas (Brush Park / Douglass / Brewster) and near Cass Tech High School. Community gathering spaces may be provided but due to the smaller size, would likely limit space for other uses when an event is taking place. The smaller size reduces the potential to buffer highway noise, which may prevent event space from being used and reduce the peaceful enjoyment of recreation spaces and plantings. Pedestrian pathways are unlikely to permeate the cap areas.

Equity and opportunity: For this option, the caps are in low income / dis-invested areas (Grand River Avenue, Lower Cass), encouraging development in currently vacant areas. The caps connect to existing bridges and interfaces well with service drives, improving connections over I-75 at Cass Avenue, Grand River Avenue, Woodward, and Brush Street. This option provides new pathways and connections for Cass Tech students and residents of Lower Cass and Brush Park to community assets. The caps could provide space designated for local pop-ups near Woodward to serve the stadium and entertainment district and caps could spur development in vacant areas (northeast and south of Grand River / I-75, and northeast of Brush Street / I-75)

Connectivity and mobility: For this option, the caps decrease overall distance between pedestrian crossing opportunities over I-75, with a focus near residential areas. This option improves existing bike infrastructure and sidewalk network by providing new paths, or "shortcuts", in key areas while reallocating some auto-oriented space to pedestrian and bicycle traffic. This option adds a pedestrian crossing near Witherell St, allows for one-way to two-way conversions along 2nd Ave and 3rd Ave) and provides amenities and safety improvements on both transit corridors (Woodward, Grand River) in the study area. Transportation access to major destinations and future developments is slightly improved

for most transportation modes, but the design does not fully integrate with the I-375 Preferred Alternative updates.

This option also includes the Baseline Enhancements detailed in Section 2.2 which include operational improvements such as narrowing the overall roadway width on the service drives, 3rd Avenue, John R and Brush Streets, closing 2nd Avenue and Clifford Street to vehicular traffic and converting 3rd Avenue from one-way to two-way. The recommendations include nonmotorized safety improvements such as protected bike lanes on Grand River and Cass Avenues, the addition of two-way cycle tracks on Clifford Street and 2nd Avenue, widening sidewalks throughout the study area, adding refuge islands and planted buffers to separate pedestrians from traffic.

Sustainability and resiliency: For this option, the cap design will reduce impervious surface by 25-50% and will include green infrastructure to manage some stormwater runoff on-site. The overall design encourages surface street speeds to stay at or under 25 MPH, reducing surface noise levels, however there will be little reduction in noise from I-75. Design includes planted areas to improve air quality. Because the caps are so spread out, plantings, design elements, and stormwater infrastructure would require a lot of time and resources to maintain working order/good appearance.

Cost and Complexity: This option could easily break into different construction phases with a shorter, more manageable construction period anticipated. This option is expected to have medium/average construction costs, and its design would not result in official tunnel designation. No highly complex or costly infrastructure such as buildings or curved/irregular angles are anticipated. This option prioritizes bridges in poor (Brush) and fair (3rd, Grand River, 2nd, Clifford, John R) condition.

3.5 Option 4: Small Central Park and Reconnected Hubs

Option 4: Evaluation Overview

Criteria	Evaluation Metrics	Evaluation Details
1. Community-centered Public Space 	1.1 City of Detroit Resident-Focused Space	3 – Addresses project needs the most
	1.2 Connection to Nature	3 – Addresses project needs the most
	1.3 Safe & Secure Spaces for Recr., Gathering, & Fun	3 – Addresses project needs the most
2. Equity & Opportunity 	2.1 Opportunity for Disinvested Areas	3 – Addresses project needs the most
	2.2 Connecting Destinations & Resources	3 – Addresses project needs the most
	2.3 Inclusive & Resilient Economy	3 – Addresses project needs the most
3. Connectivity & Mobility 	3.1 Walkability & Bike-ability	3 – Addresses project needs the most
	3.2 Local Transportation Network	3 – Addresses project needs the most
	3.3 Connection to Surrounding Context	3 – Addresses project needs the most
4. Sustainability & Resiliency 	4.1 Resilient Design	3 – Addresses project needs the most
	4.2 Public Health	3 – Addresses project needs the most
	4.3 Responsible Design	2 – Somewhat addresses project needs
5. Cost & Complexity 	5.1 Phase-ability & Scheduling	3 – Addresses project needs the most
	5.2 Construction Costs	1 – Addresses project needs the least
	5.3 Feasibility & Constructability	3 – Addresses project needs the most

Option 4: Evaluation Details

Community-centered public space: For this option, the caps decrease overall distance between pedestrian crossing opportunities over I-75 and are located near residential areas (Brush Park / Douglass / Brewster) and Cass Tech High School. This option accommodates visitors in the stadium and entertainment district also. The central space is large enough to create opportunities for people to connect to nature through pathways within natural plantings and/or parks/rec programming without too much disruption from highway noise below. The smaller caps have less potential to buffer highway noise but provide an opportunity to beautify pathways between neighborhoods with plantings along existing bridges and service drives. The variety of locations provides opportunities for community events to occur on one or more caps while those not participating in events would maintain access to other amenities. The locations will likely foster high foot traffic in areas that would benefit from activation.

Equity and opportunity: For this option, the caps are in low income / dis-invested areas (Grand River Avenue, Lower Cass), encouraging development in currently vacant areas. The caps connect to existing bridges and interfaces well with service drives, improving connections over I-75 at Cass Avenue, Grand River Avenue, Woodward, and Brush Street. This option provides new pathways and connections for Cass Tech students and residents of Lower Cass and Brush Park to community assets. The caps could provide space designated for local pop-ups near Woodward to serve the stadium and entertainment district and caps could spur development in vacant areas (northeast and south of Grand River / I-75, and northeast of Brush Street / I-75)

Connectivity and mobility: For this option, the caps decrease the average distance between pedestrian crossing opportunities over I-75 across the study area. This option improves existing bike infrastructure and sidewalk network by providing new paths, or "shortcuts", in key areas while reallocating some auto-oriented space to pedestrian and bicycle traffic through permanent streetscape updates. This option adds a pedestrian crossing near Witherell St and restores the pedestrian connection at Park Ave. The design allows for one-way to two-way conversions along 2nd Ave and 3rd Ave and provides amenities and safety improvements on both transit corridors (Woodward, Grand River) in the study area. Transportation access to major destinations and future developments is greatly improved for most transportation modes, and the design integrates with the I-375 Preferred Alternative updates including bike lanes and sidewalks.

This option also includes the Baseline Enhancements detailed in Section 2.2 which include operational improvements such as narrowing the overall roadway width on the service drives, 3rd Avenue, John R and Brush Streets, closing 2nd Avenue and Clifford Street to vehicular traffic and converting 3rd Avenue from one-way to two-way. The recommendations include nonmotorized safety improvements such as protected bike lanes on Grand River and Cass Avenues, the addition of two-way cycle tracks on Clifford Street and 2nd Avenue, widening sidewalks throughout the study area, adding refuge islands and planted buffers to separate pedestrians from traffic.

Sustainability and resiliency: For this option, the cap design will reduce impervious surface by more than 50% and will include green infrastructure to manage most stormwater runoff on-site. The overall design encourages surface street speeds to stay at or under 25 MPH, reducing surface noise levels. The central cap may be large enough to provide some reduction in noise from I-75, but it is likely the other locations will provide little reduction in noise from I-75. Design includes planted areas to improve air quality. Plantings, design elements, and stormwater infrastructure would require maintenance efforts by DDP/City/other organizations, it could be difficult for volunteer groups to maintain due to the level of effort and cost.

Cost and Complexity: This option could easily break into different construction phases with a shorter, more manageable construction period anticipated. Each cap has an independent utility and can be constructed as funding becomes available. This option is expected to have high construction costs due to the number and size of caps, but its design would not result in official tunnel designation. No highly complex or costly infrastructure such as buildings or curved/irregular angles are anticipated. This option prioritizes bridges in poor (Brush) and fair (3rd, Grand River, 2nd, Clifford, John R) condition.

4 Recommended Option

4.1 Scoring Results

The following table shows how the Baseline Enhancements and each of the four options rank across the five criteria. Option 4 is the recommended option based on this evaluation. For Criteria 1-4 it addresses project needs the most, and for Criteria 5 it addresses all project needs.

Table 7: Results summary table

Criteria	Baseline Enhance-ments	Option 1: Large Central Park	Option 2: Small Central Park	Option 3: Reconn. Neigh. Hubs	Option 4: Small Central Park and Reconn. Neigh. Hubs
1. Community-Centered Public Space	🔴	🟢	🟡	🟡	🟢
2. Equity and Opportunity	🔴	🟡	🔴	🟢	🟢
3. Connectivity and Mobility	🟡	🟡	🟡	🟢	🟢
4. Sustainability and Resiliency	🟡	🟢	🟡	🟡	🟢
5. Cost and Complexity	🟢	🔴	🟡	🟢	🟡

4.2 Overview of Rationale

The Baseline Enhancements struggle to meet project needs across all criteria since they do not include caps and many of the evaluation metrics require benefits that only a cap can provide (noise reduction, park space, opportunities to connect with nature, space for local pop-ups in key districts, etc.).

Option 1: Large Central Park does well in generating community-centered space and achieving sustainability and resiliency goals but struggles in connectivity and mobility and equity and opportunity criteria because the benefits are concentrated around the center of the Study Area. Most notably, the Large Central Park option is significantly more costly and more complex than the other options because the length of the cap would officially designate this cap as a tunnel.

While Option 2: Small Central Park avoids the official tunnel designation of Option 1, it does just as poorly or worse across all other categories compared to the large central park because it still concentrates the investment, while making a smaller investment overall.

Option 3: Reconnecting Community Hubs does well in the Equity & Opportunity and Connectivity & Mobility categories by spreading the investment across the Study Area. But by spreading the space out, it does not minimize the negative externalities of the highway as much and it does not create as many significant park spaces for the community.

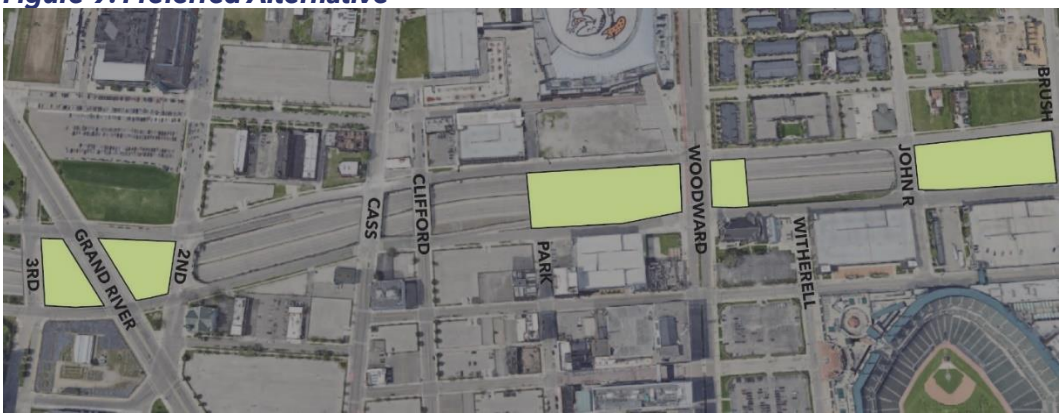
Option 4: The Small Central Park and Reconnecting Community Hubs Option strikes a balance between the trade-offs shown in options 1-3. The largest cap is large enough to effectively reduce highway noise and create an impactful space in the part of the Study Area the community has expressed as the highest priority location for a cap (near Park / Woodward). The largest cap is not long enough to be officially designated as a tunnel. The cap near Grand River brings the benefits of a cap to an area in need of investment and to an upcoming development project that will bring more foot traffic to this space. The Cass cap can improve comfort for pedestrians and bicyclists crossing at Cass and Clifford, popular corridors for bicyclists. The John R cap brings the benefits of a cap to residents of Brush Park, Douglass, and Brewster Homes, the part of the Study Area that has the highest concentration of residents.

4.3 Preferred Alternative

The Preferred Alternative was adapted from Option 4, the recommended option in this evaluation. The primary difference between Option 4 and the preferred option is an increase in the size of the eastern cap to span from John R Street all the way to Brush Street and the removal of cap space between Cass Avenue and Clifford Street.

Figure 8. Option 4: Small Central Park and Reconnected Hubs

Figure 9. Preferred Alternative



This change was largely driven by feedback received during the final phase of engagement. Participants expressed a desire for larger caps overall so that caps were significantly buffering noise and mitigating other negative effects from the highway below. Respondents called for a larger cap on the eastern size of the study area to provide a more impactful space for residents living in the Brush Park, Douglass, and Brewster Homes neighborhoods.

Similarly to Option 4, the Preferred Alternative will not result in any tunnel designations while still providing large enough caps to effectively reduce highway noise and create an impactful space. The cap at Grand River will bring the benefits of a cap to an area in need of investment and to an upcoming development project that will bring more foot traffic to the space. The Cass Avenue and Clifford Street cap is removed in the Preferred Alternative. This alternative will not provide a cap to serve as a noise buffer and to enhance comfort for pedestrians and bicyclists crossing at Cass and Clifford. However, the Preferred Alternative does come with a set of streetscape improvements, as described in the baseline enhancements section of this document, which aim to enhance the pedestrian and bicyclist experience by adding protection to the existing bike lanes on the Cass bridge and by converting Clifford Street to a pedestrian and bicycle only bridge with planters providing a separation between users of the bridge and the highway below.

4.4 Next Steps

This evaluation is part of the Vision and Alternatives Analysis Study, taking place in the summer and fall of 2024. The evaluation was conducted between phases 2 and 3, incorporating public engagement feedback from phases 1 and 2 into the evaluation. During phase 3 of public engagement, the public was able to provide feedback on the recommended option.

This evaluation, and the greater Vision and Alternatives Analysis study is designed to set up the project for future success by clearly defining a recommended option. A unified and thoughtful recommended option is necessary to move forward. The next phase of this project is a feasibility study that will include further study on cap public space planning and design, cap structural and design studies, and ongoing community engagement. Funding is available for further study and design, and further exploration will occur to identify construction phase funding through public grant programs and private philanthropy.

Figure 10: I-75 Cap Timeline