



WELCOME

We are excited to see you!
Please sign in and grab a survey.
We will be starting in a moment.

Today's Agenda

[40 mins] Presentation

[15 min] Study Background

- Where We Are
- What We Are Hearing
- What We Have Learned

[10 min] Preferred Option

[15 min] Cap Programming

[30 min] Cap Character and Programming Activity

[20 min] Activity

[10 min] Report Out

[10 min] Next Steps

Welcome!

- Please sign in at the table near the entrance
- Please fill out a survey and return to the sign-in table or to a staff member

I-75 Cap Public Meeting #3 Survey

Demographic Questions

Please fill in the questions below and return before you leave the meeting to help us understand who we are hearing from today.

Name: _____

Email: _____

Zip code: _____

3. How old are you?

<input type="radio"/> Under 18	<input type="radio"/> 45 to 54
<input type="radio"/> 18 to 24	<input type="radio"/> 55 to 66
<input type="radio"/> 25 to 34	<input type="radio"/> 65 and over
<input type="radio"/> 35 to 44	<input type="radio"/> Prefer not to say

4. How would you best describe your race/ethnicity?

White/Caucasian
 Black/African American
 Hispanic/Latinx
 Native American
 Asian/Pacific Islander
 Two or More Races/Ethnicities
 Prefer not to say
 Other: _____

1. What is your relationship to the Community? Select all that apply.

Resident
 Business Owner
 Student
 I work here
 I shop or eat here
 I visit family and friends here
 I participate in community activities here
 Other: _____

2. How long have you lived or worked in the community near the Interstate 75 Study Area?

Less than 1 year
 1 to 5 years
 6 to 10 years
 More than 10 years
 Not Applicable

5. Did you participate in previous engagement for the I-75 Cap this year? Select all that apply.


Yes, I attended Public Meeting 1 on June 27
 Yes, I attended Public Meeting 2 on Aug 27
 Yes, I filled out the July Online Survey
 Yes, I filled out the September Online Survey
 No

6. Do you wish to receive updates about this project or participate in future discussions?

Yes
 No

I-75 Cap Preferred Concept Design

Based on community feedback, project vision and goals, and engineering and design constraints, the proposed I-75 Cap design proposes three caps, each 600-800 feet in length at Grand River, Woodward, and John R/Brush St. In addition, the north-south street and service drives will see enhanced streetscapes and pedestrian, bike, and transit improvements.



7. Do you think the preferred I-75 concept design will achieve the project vision to reconnect the Lower Cass and Brush Park neighborhoods to Downtown?

No Barely Partially Mostly Yes

8. How would you change the preferred I-75 Cap concept design?

Project Background

What is a Cap?

S



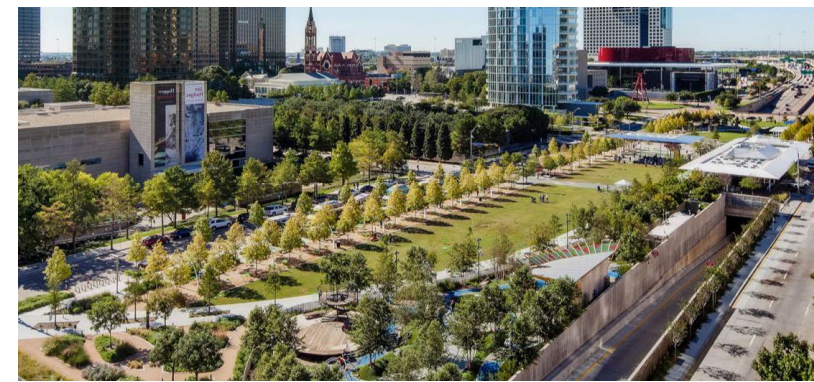
The Cap at Union Station, Columbus, OH

M



Frankie Pace Park, Pittsburgh, PA

L



Klyde Warren Park, Dallas, TX



Lower Rainer Pedestrian Land Bridge, Seattle, WA



Bridging I-696: Connecting Oak Park, Oak Park, MI

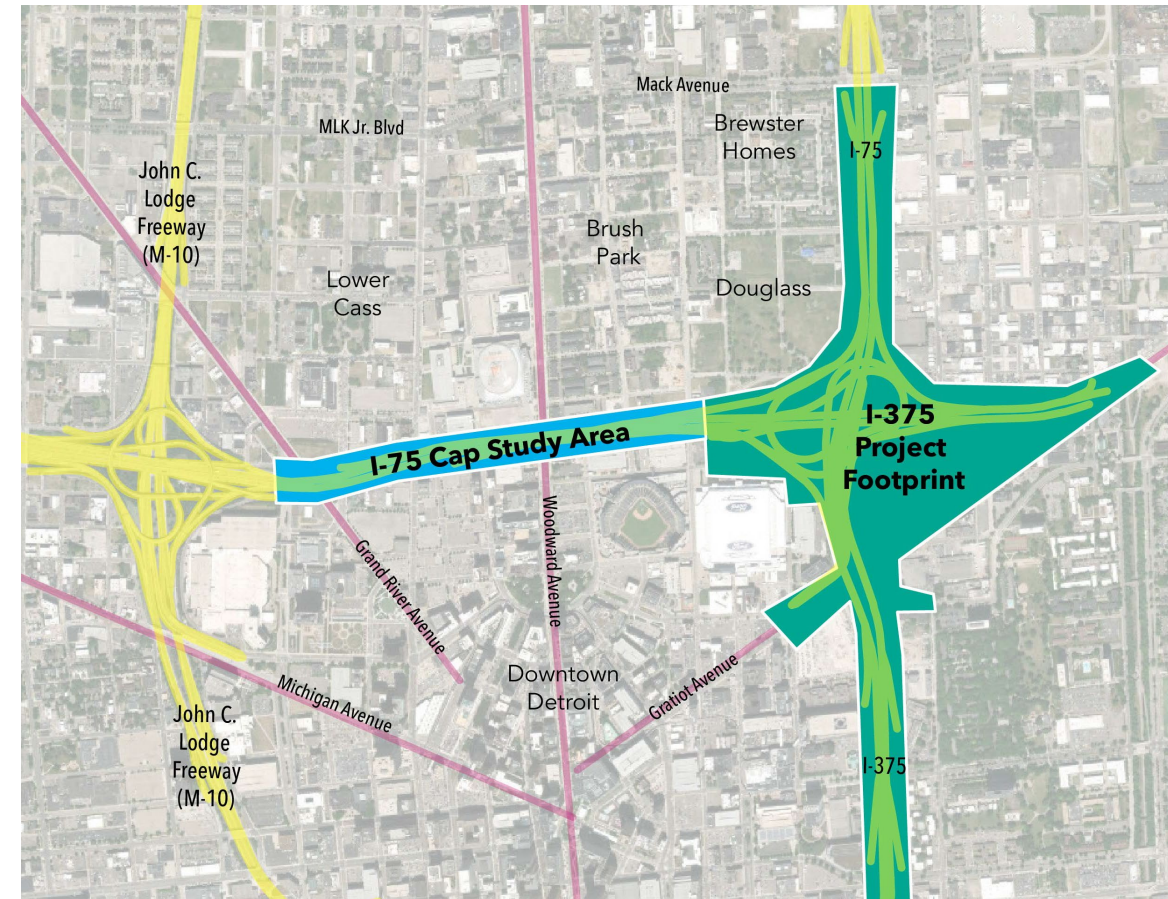
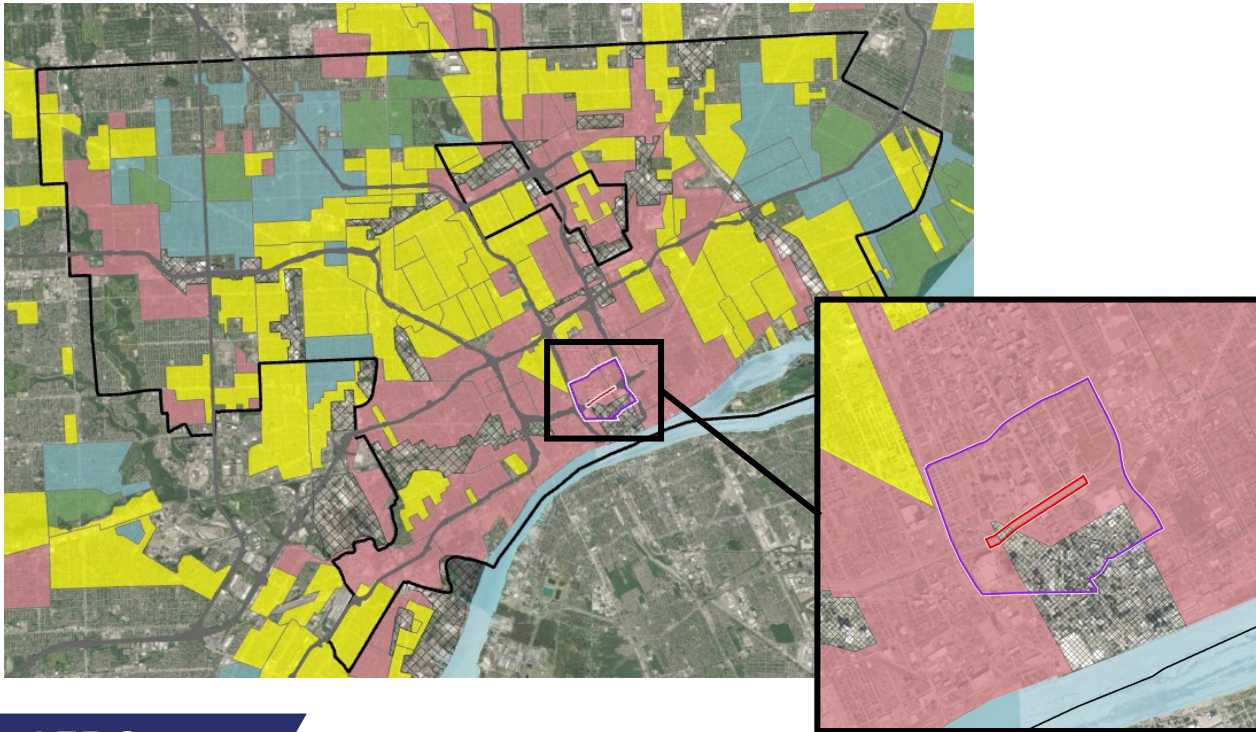


Park at Penn's Landing, Philadelphia, PA

Why Here?

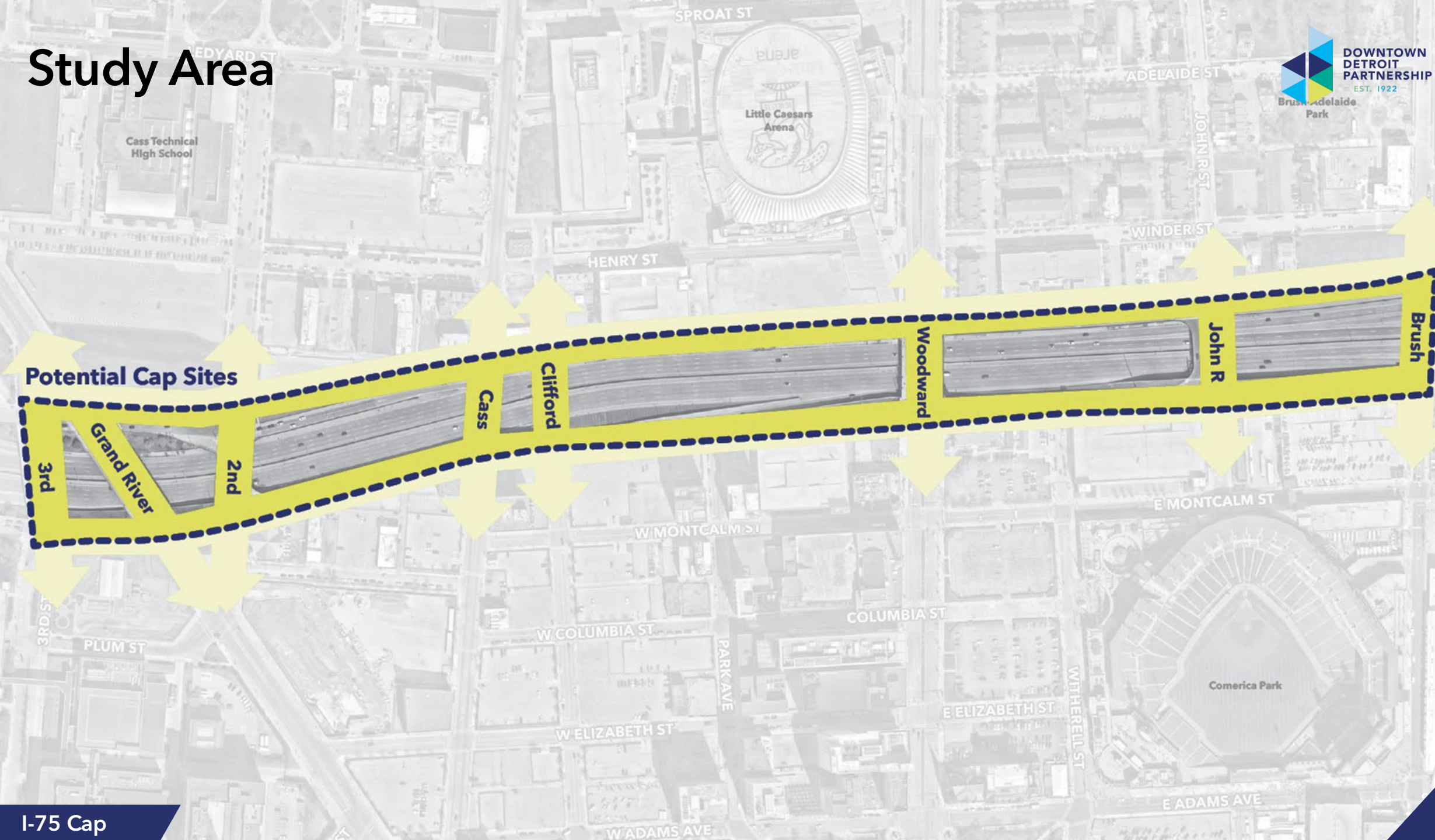
- History of disinvestment and construction of highways negatively impacting neighborhoods
- Coordination with other efforts in the area, including the I-375 Reconnecting Communities Project, District Detroit, and University of Michigan Innovation Center.

1935-1940 Redlining Maps



Today, the downtown is divided from nearby neighborhoods by I-75, I-375, and M-10. The I-375 Project is intended to lessen the divide on the east side. This is a separate but related effort on the north side of downtown.

Study Area



Project Partners



Where We Are

Project Schedule



What We Are Hearing

Engagement Efforts to Date

Visioning Session 1

Public Meeting 1 | 64 Participants, open house style meeting held on June 27 with a brief presentation and four interactive stations.

Online Survey | 880 Respondents, open June and July

Purpose:

- Provide background information on the study and precedent cap projects
- Gather feedback on study goals
- Assess priorities for the Study Area and surrounding neighborhoods

Visioning Session 2

Public Meeting 2 | 60 Participants, Presentation and Interactive Cap and Programming Placement Activity.

Online Survey 2 | 182 Respondents, Open August/September

Purpose:

- Provide background information on the study and ongoing work
- Gather feedback on preferred cap locations and programming elements

Visioning Session 3

Public Meeting 3 | Today!

Online Survey 3 | Open through early November

Purpose:

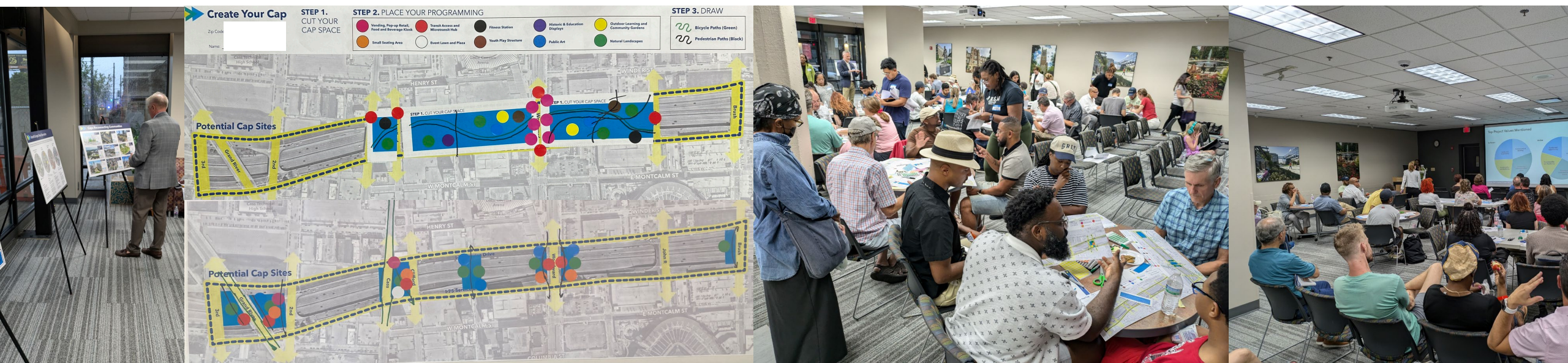
- Provide background information on the study and work to date
- Gather feedback on recommended option and preferred programming specific to various cap locations

Project Vision

“The I-75 Cap project will restore city connections between neighborhoods, providing new spaces that create opportunities for community resilience, economic prosperity and recreation. Through community-centered design it will support residents impacted by legacy infrastructure investments, prioritizing social equity, environmental sustainability, sound financial stewardship, and access for all.”



Public Meeting 1



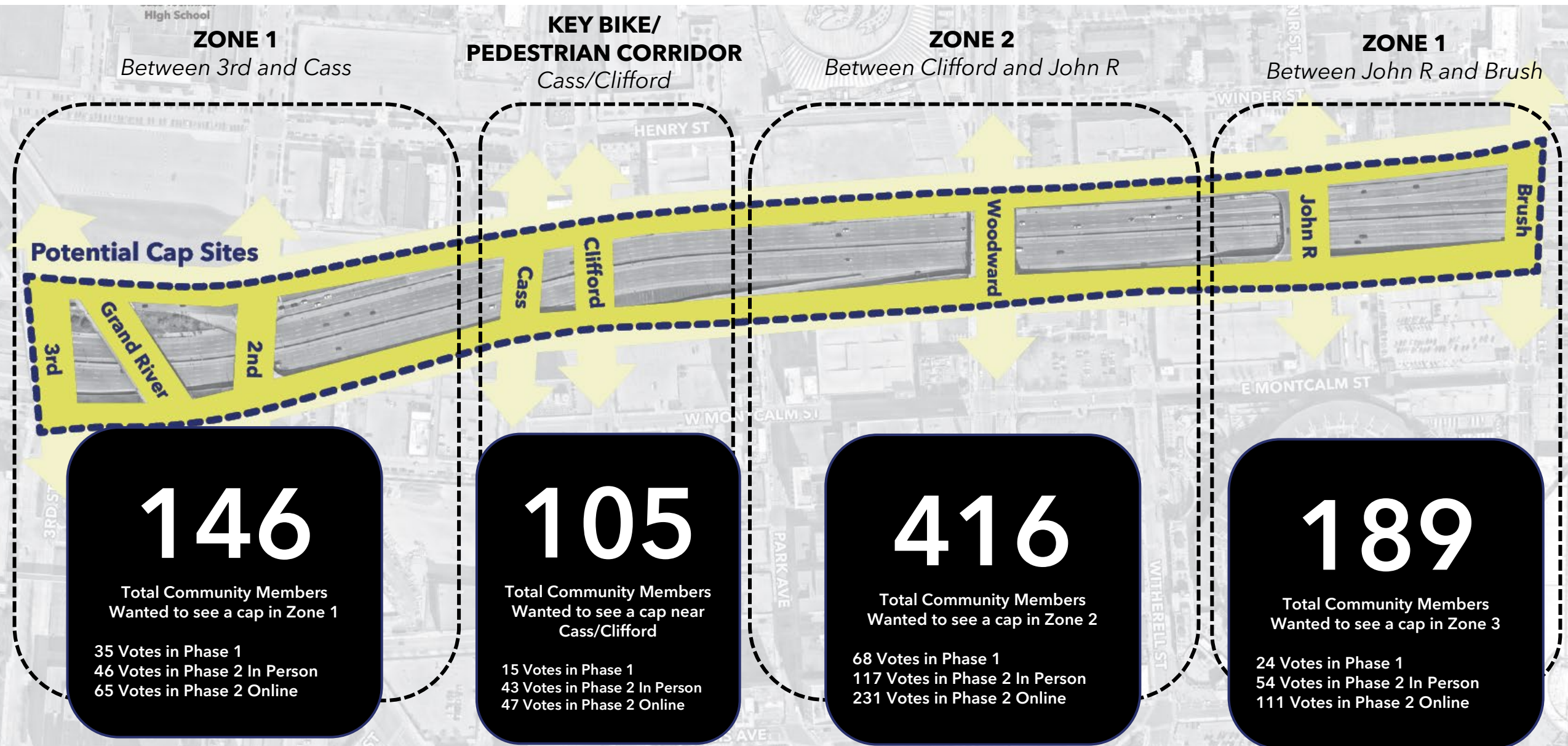
Public Meeting 2

What We Are Hearing: Cap Locations

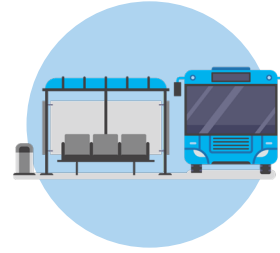
- The current conditions at **Cass and Clifford** intersections are problematic for bikes and pedestrians. A cap would be a great way to resolve/improve.
- A cap at **Woodward** makes sense given higher volumes of pedestrian traffic in that area. However, concerns were voiced about the presence of large parking areas between Woodward and Clifford, requiring a careful approach. 'What are we really connecting?'
- A cap between **John R and Brush** would be an excellent way to promote vitality, pedestrian traffic, and to serve the Brush Park neighborhood.
- A cap at **Grand River and 2nd** could provide useful connections to the future University of Michigan Center for Innovation and connections for Cass Tech students.
- Desire to invest in the **I-75 / Grand River area**, to support small business and accelerate growth.



Cap Locations – Community Feedback

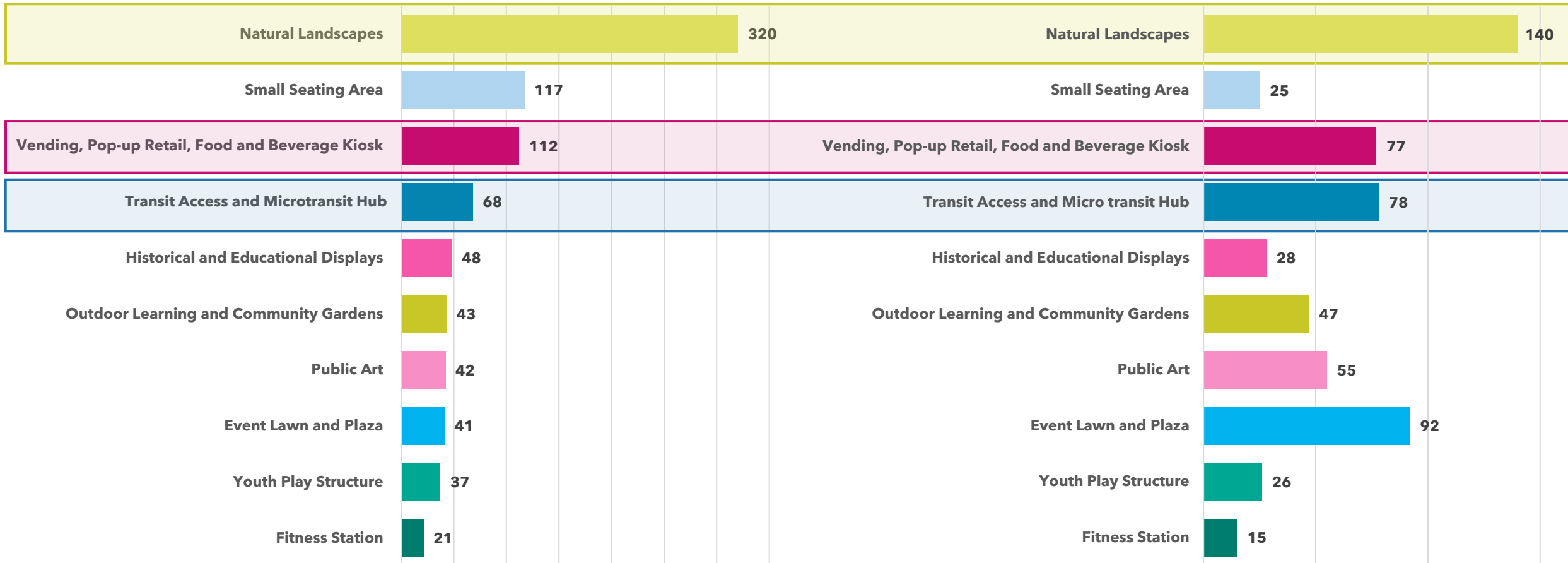


What We Are Hearing: Cap Programming



In-Person Priorities

Online Priorities



What We Have Learned

What We Have Learned: Cap Engineering

Vertical clearance issues:

- Guidance to maintain a 14'+ vertical under clearance beneath bridges and structures along an interstate; many of the structures over I-75 are already at or near this level.
- Lowering I-75 itself could impact subsurface utilities and significantly increase cost and complexity; should be avoided.
- Issues were documented during reconstruction of Woodward Ave. bridge (pictured at left) as part of QLINE project built in 2014.



What We Have Learned: Cap Engineering

Cap Length & Fire / Life Safety:

- Mechanical ventilation systems (see photos at left from cap parks in Dallas and Denver) are generally required as caps reach 600' - 800'. Caps more than this length would almost certainly require mechanical ventilation.
- Due to the under clearance conditions in the Study Area, unlikely that these systems will easily "fit" under the cap.
- Avoiding mechanical ventilation would significantly reduce cost and complexity of the capping project.
- Need for mechanical ventilation will be determined through ventilation modeling and coordination with local authorities; this will be required completed as project advances and may further limit size(s) of caps.



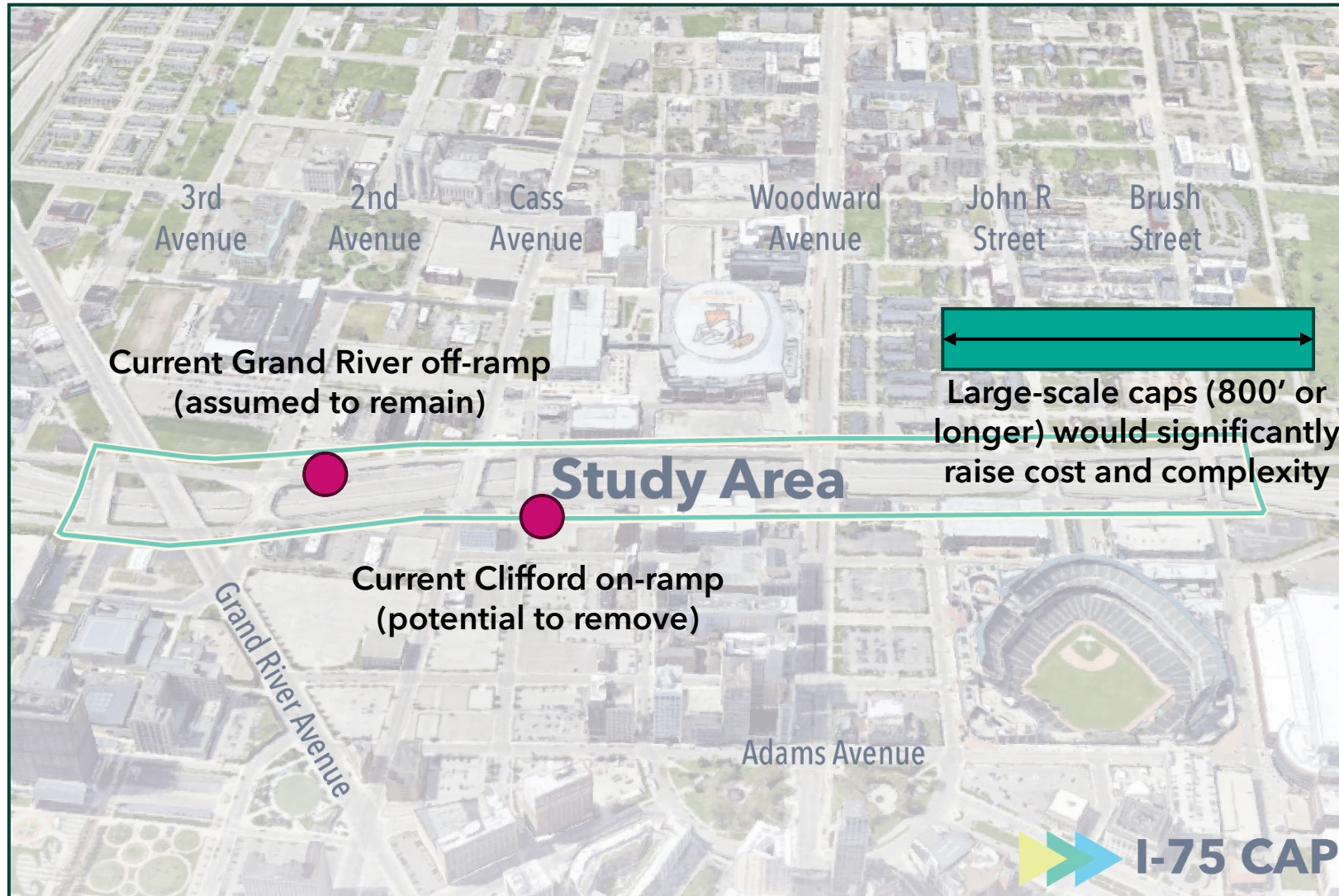
What We Have Learned: Cap Engineering

Interchanges & Ramps:

- There are two existing freeway access / egress points within the Study Area. These ramps also pose constraints for capping:
 - NB I-75 on-ramp at Clifford (see photos)
 - SB I-75 off-ramp at 2nd / Grand River
- The need for the Clifford on-ramp may be reduced by the future reconfiguration of I-375 (would add a new access to NB I-75 east of Brush). Removal of this ramp could allow for a more complete capping of I-75 between Park and Woodward.
- The I-75 off-ramp at 2nd / Grand River provides important access to downtown destinations. It is assumed to remain.



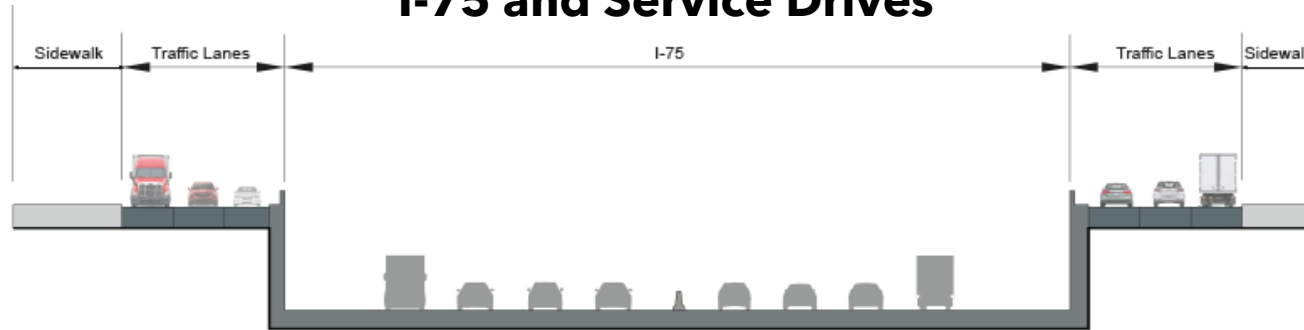
What We Have Learned: Cap Engineering



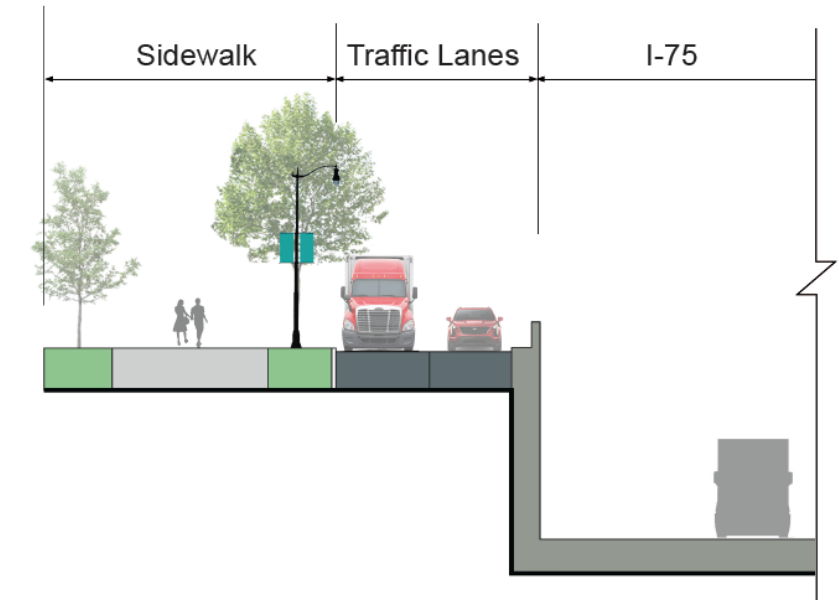
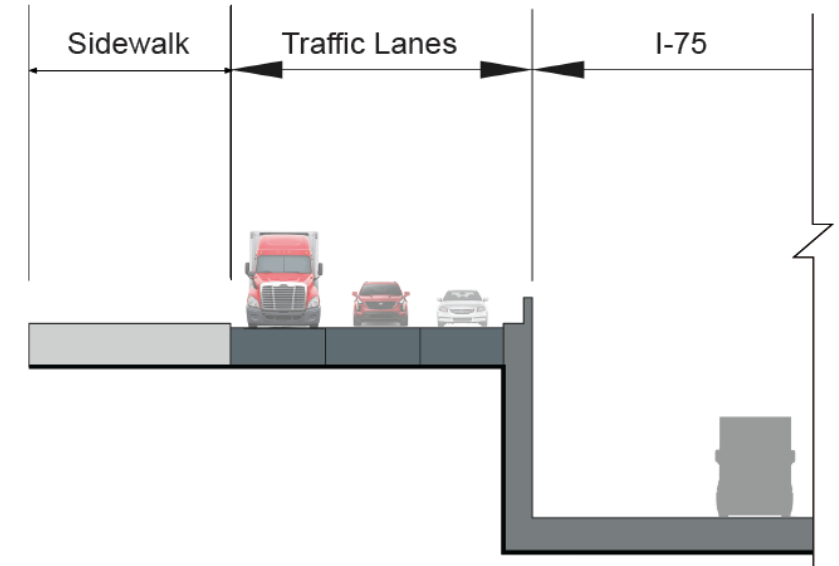
What We Have Learned: Baseline Enhancements

- The freeway, as well as the service drives, contribute to poor walkability, limited green areas for stormwater management, high noise levels, and poor air quality.

I-75 and Service Drives



- Improved connectivity, safety and quality of life could be advanced without capping. Example treatments include:
 - Lane narrowing and reconfiguration of highway infrastructure along service drives
 - Added protection and screening for bicycles and pedestrians
 - Additional green space and tree plantings in areas directly adjacent to I-75



Service Drive | Today



It's too **hot** to walk.



It **doesn't feel safe** to bike.



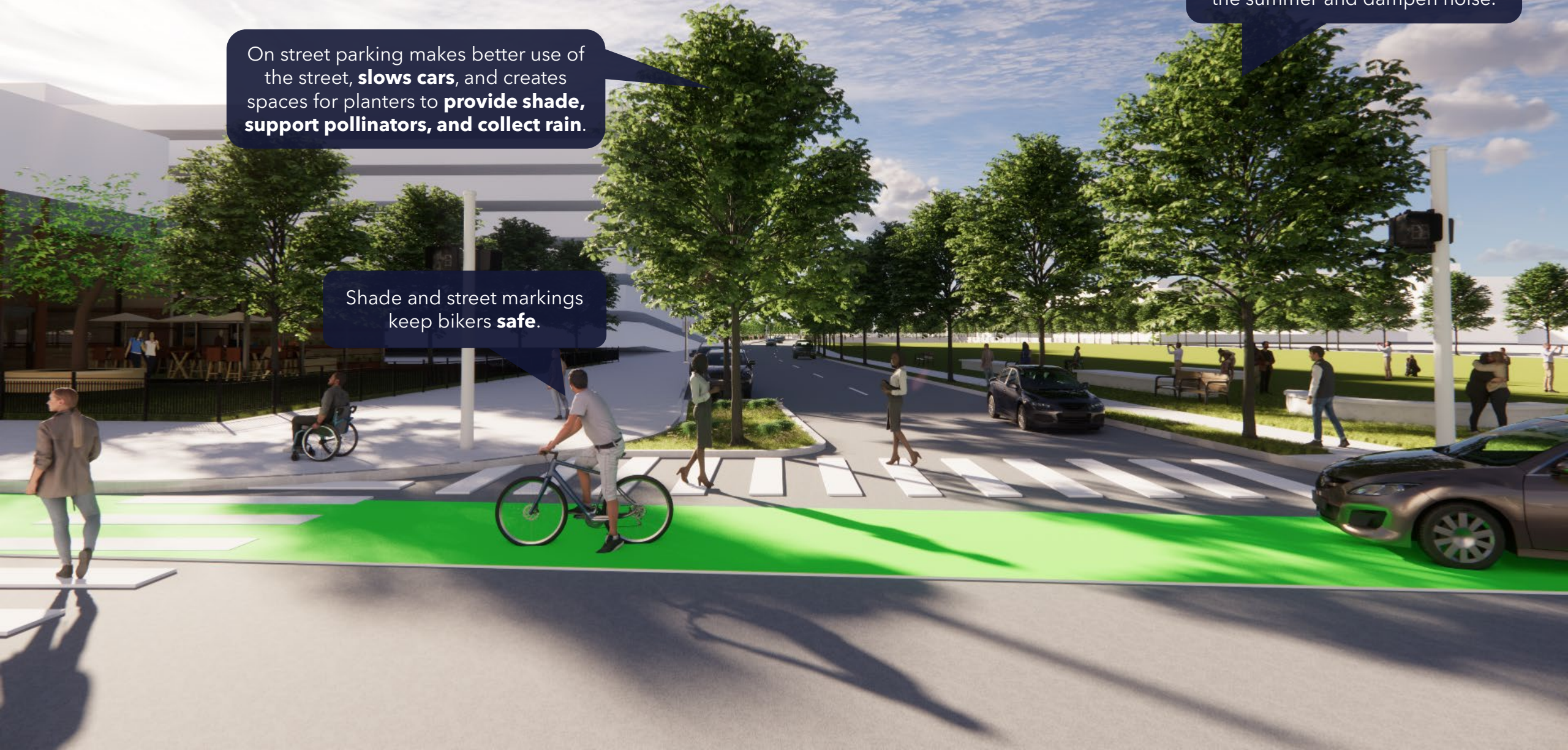
It gets **so loud**.

Service Drive | Potential Future

On street parking makes better use of the street, **slows cars**, and creates spaces for planters to **provide shade, support pollinators, and collect rain.**

Shade and street markings keep bikers **safe.**

A cap provides shade for pedestrians to **keep them cool** in the summer and dampen noise.



Preferred Concept

What We Have Learned: Capping Options

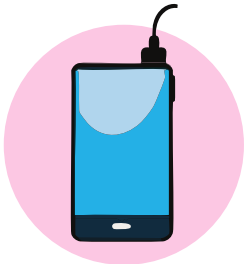
Public Input Themes



Cap design should consider resident population, not just venues for visitors and tourists

Prioritize connectivity and safety for bicycles and pedestrians

Add amenities that are currently missing or scarce in surrounding neighborhoods



Project Needs / Goals



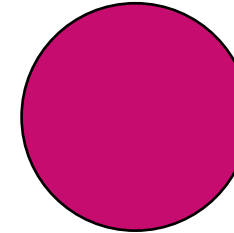
Capping would best to mitigate the impacts of I-75 on urban cohesion and quality of life

Need to address safety along high-injury streets such as Grand River

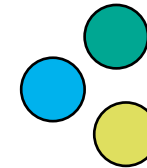


Need to consider both equity and long-term development and growth

Engineering & Design



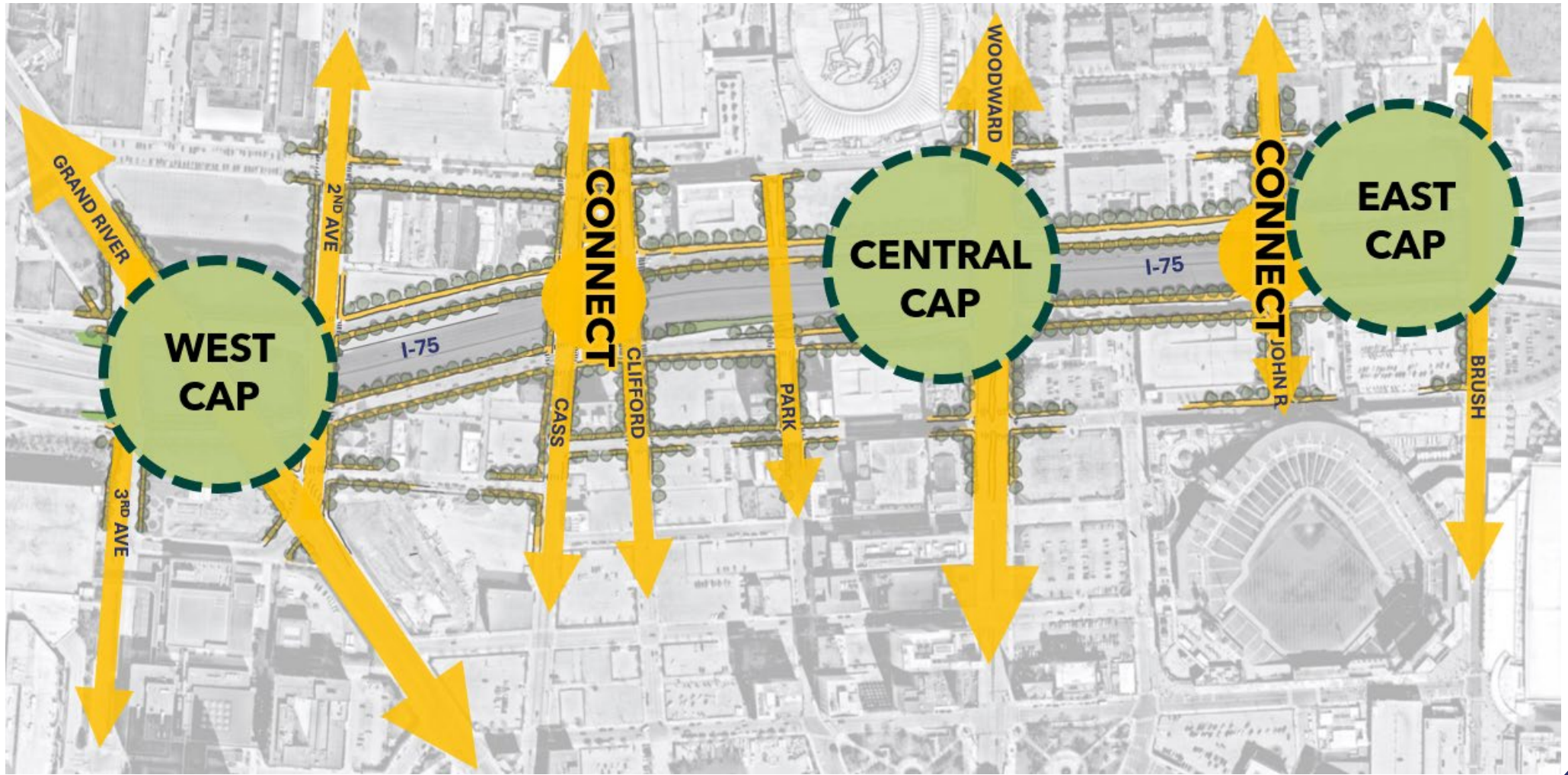
Large-scale caps (at 1,000' or longer) would significantly raise cost and complexity



Multiple smaller caps could still allow for signature public spaces

Preferred Option

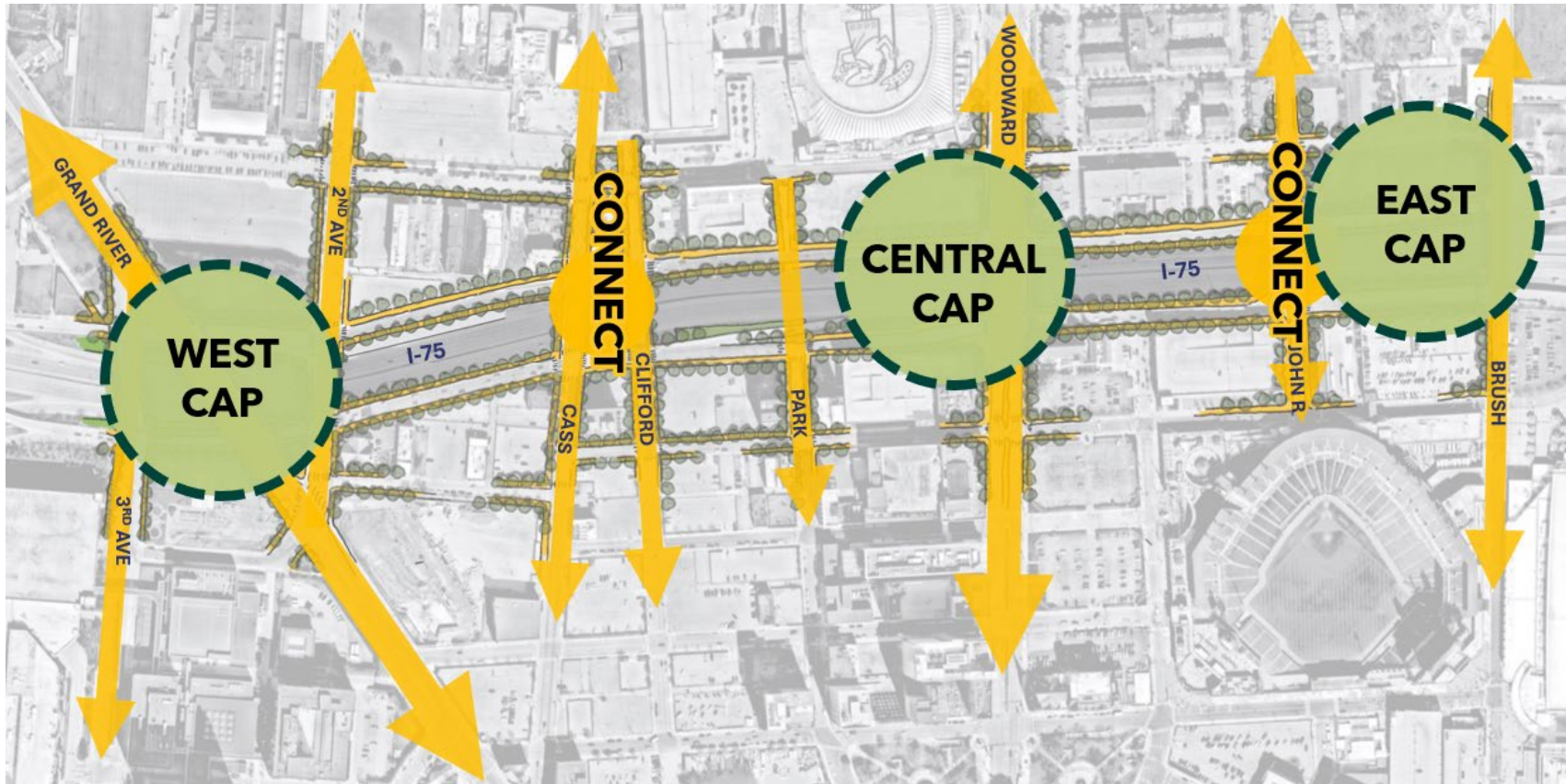
- Develop a series of caps centered around major connection points at Grand River, Woodward and John R. / Brush
- Focus non-motorized connectivity improvements on bridges with potentially some capping at Cass / Clifford
- Character of the caps and amenities/programming could have different focus at different locations
- Multi-cap project could also advance in phases over time



Precedent (I-696 in Oak Park, Mich.)



Provide Your Feedback



Please let us know what you think!

- Leave your comments on the paper survey
- Team will review and report out on primary comments at conclusion of meeting

Cap Programming

Scale of Public Space

Beacon Park (1.2 ac)



250' x 300'

Capitol Park (.5 ac)



240' x 130'

Grand Circus Park (4ac)



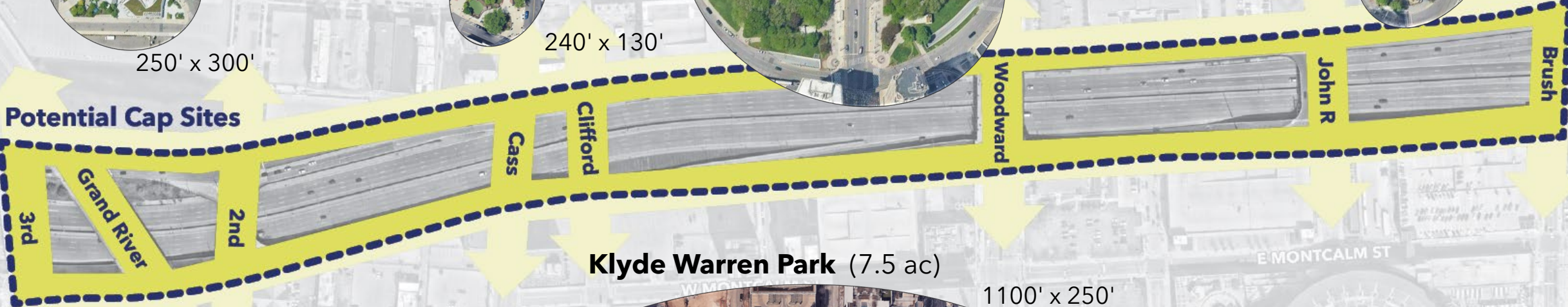
360' x 320'

Campus Martius (1.5 ac)



380' x 180'

Potential Cap Sites



Klyde Warren Park (7.5 ac)

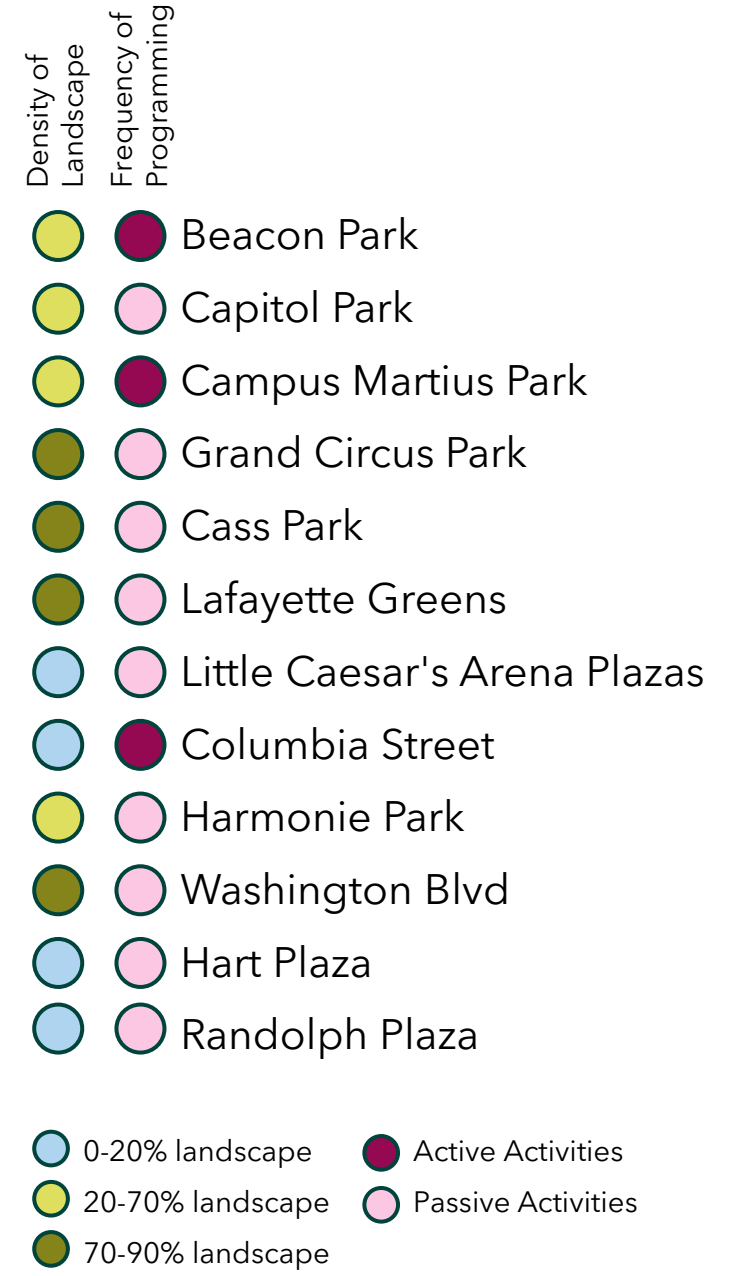
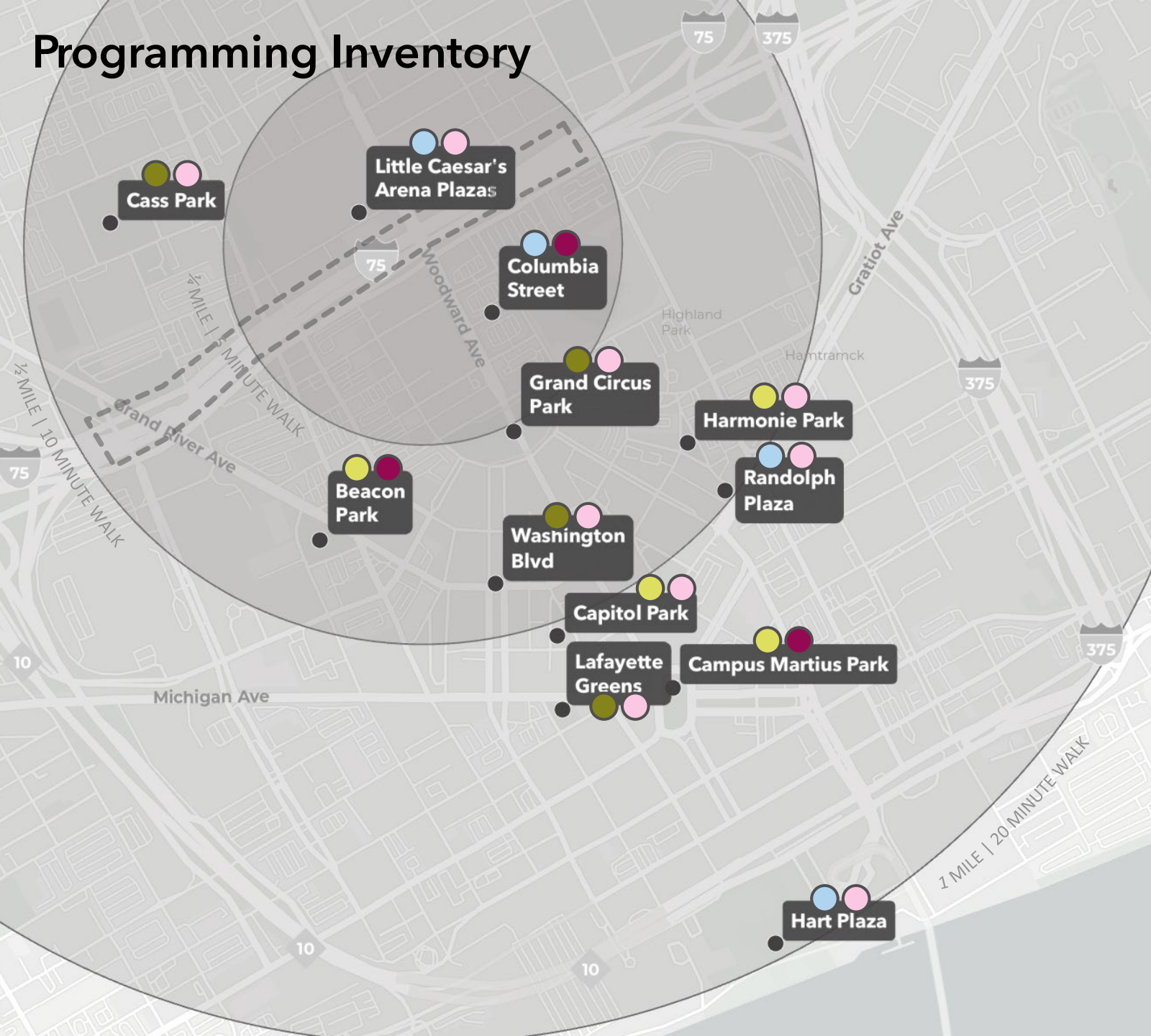


1100' x 250'

3RD ST
PLUM ST

E MONTCALM ST
WITHERELL ST
ELIZABETH ST
Comerica Park

Programming Inventory



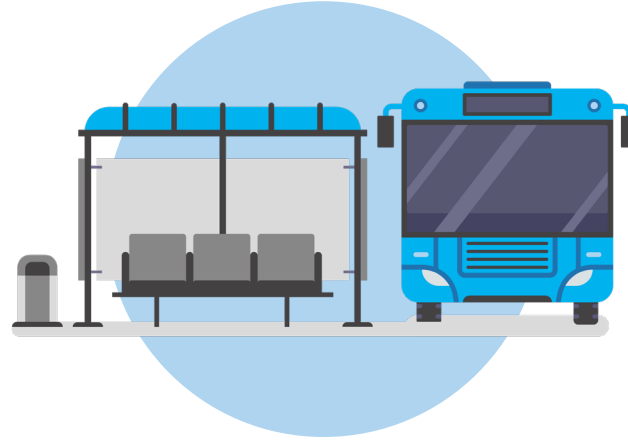
Summary of Findings



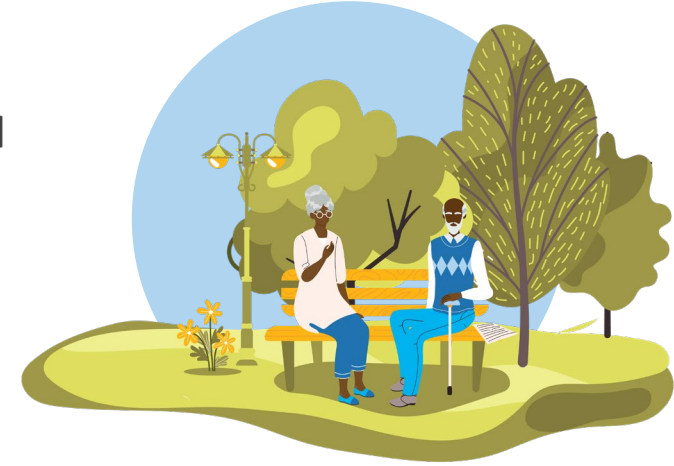
No public spaces in the vicinity have **fitness stations or charging stations.**



No public spaces within a 10-Minute walk of Brush Park or Core Cities neighborhoods have access to **youth play spaces.**

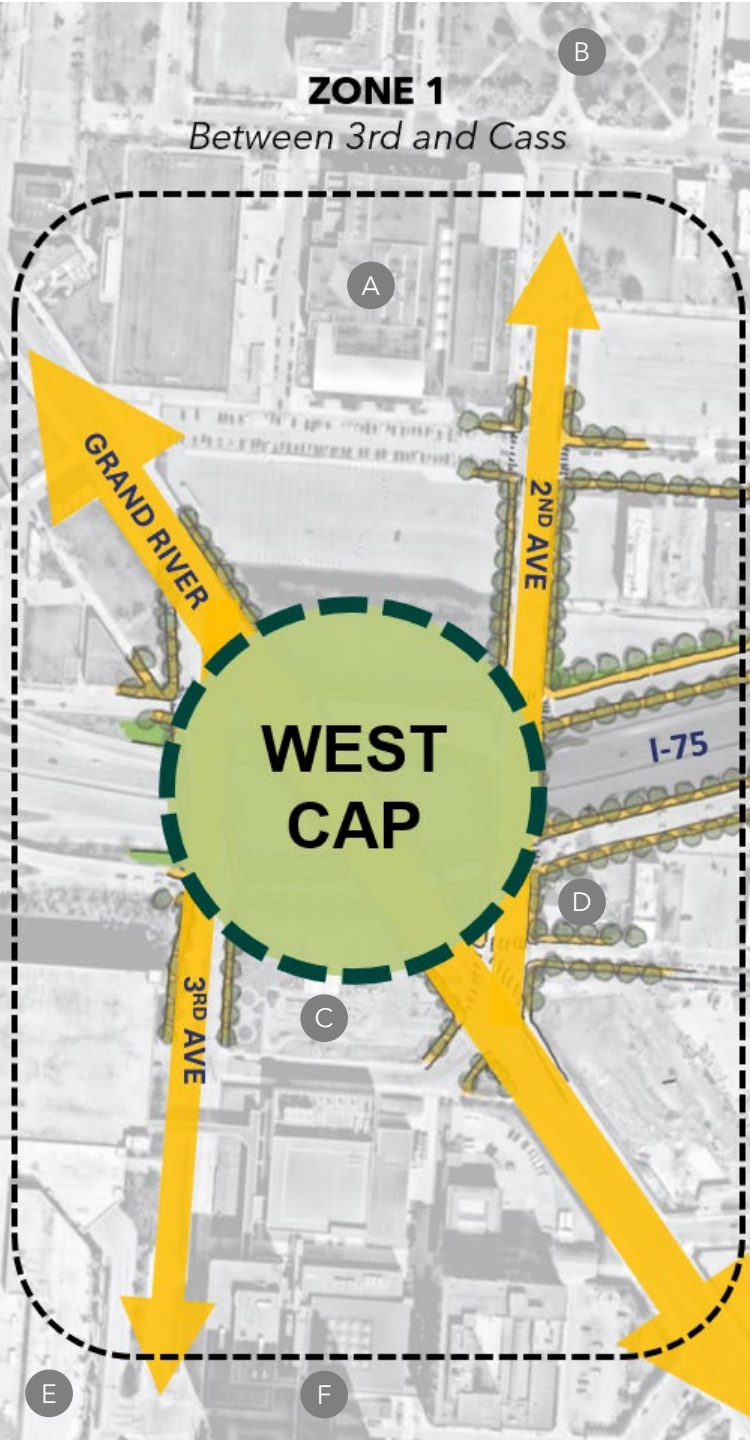


We can **enhance existing bus stops** with additional amenities to better support existing transit routes.



The following **amenities** within existing parks are desirable and **should be included:**

- Natural space or lawn
- Pavilion
- Small Seating Area
- Historical, educational, or art installation



Who are we designing for?



Cass Tech Students



University Students



Commuters

Residents Commuting Downtown for Work

What are some other factors we are considering?



Connections

- A. Cass Technical High School
- B. Cass Park
- C. Featherstone Garden
- D. I AM Temple
- E. MGM Grand
- F. DTE



Grand River

Grand River is unsafe – this segment of Grand River is part of the City of Detroit's High Injury Network



Circulation

2nd Avenue vehicular circulation, connection to riverfront on 2nd and 3rd



What are we hearing?

● In Person ● Online ● Both



Small Seating Area



Event Lawn + Plaza



Transit + Mobility Hub



Vending + Retail



Outdoor Learning



Historic/Learning Displays



Public Art



Fitness Stations



Youth Play

West Cap



OPPORTUNITY A a pocket of daily activity



Place to sit and enjoy nature



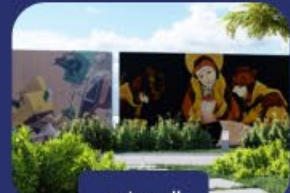
enhanced bike paths and rest areas



flexible seating and small pavilion for students



space for restaurant and pop-up activation



art wall

OPPORTUNITY B a learning retreat



outdoor classroom and wi-fi hotspot for lectures, workshops and educational programs

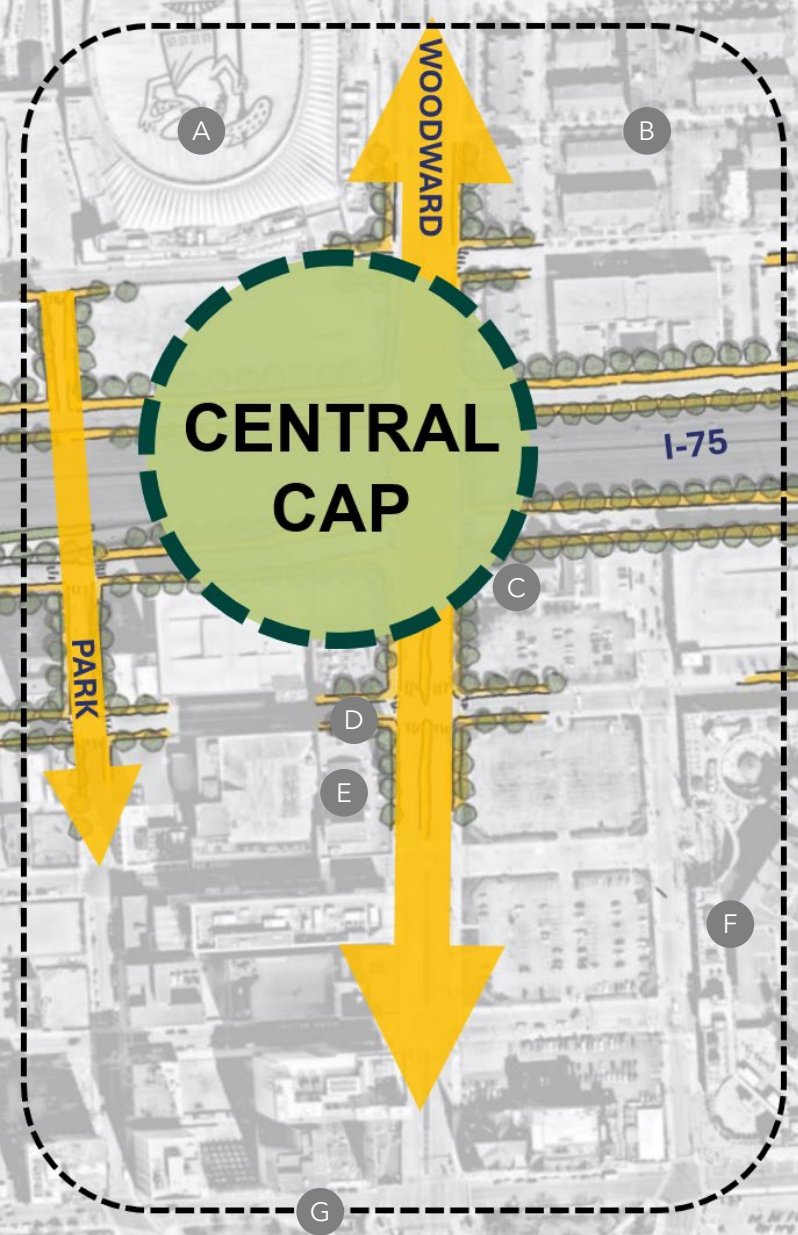


educational signage and displays



walking and biking trails among green installations

ZONE 2
Between Clifford and John R



Who are we designing for?



Residents of the area

including those living in Lower Cass, Downtown, Brush Park and Douglass



Visitors

of locations like Little Caesars Arena and Fox Theater



Commuters

Residents Commuting Downtown for Work

What are some other factors we are considering?



Connections

- | | | |
|----------------------------|--------------------------------|------------------|
| A. Little Caesars Arena | C. St. John's Episcopal Church | E. Fox Theatre |
| B. Brush Park Neighborhood | D. District Detroit | F. Comerica Park |
| | G. Grand Circus | |



Transit

QLine, Woodward Bus Route



Pedestrian and Bike Connections

Woodward corridor, reconnecting Park Avenue



What are we hearing?

● In Person ● Online ● Both



Small Seating Area



Event Lawn + Plaza



Transit + Mobility Hub



Vending + Retail



Outdoor Learning



Historic/Learning Displays



Public Art

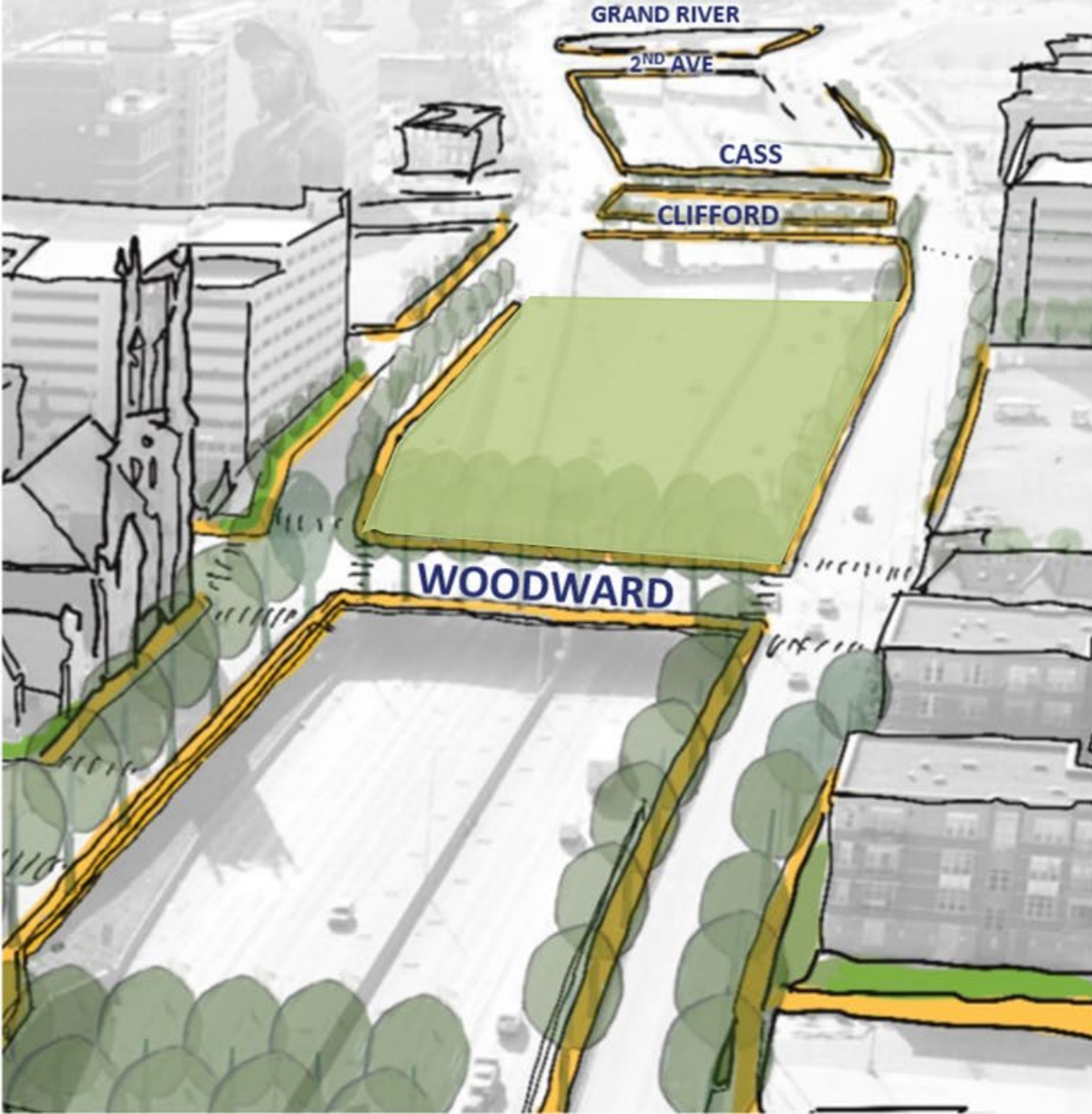


Fitness Stations



Youth Play

Central Cap



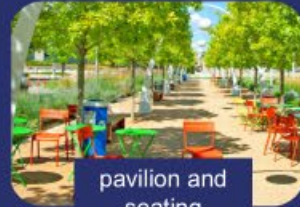
OPPORTUNITY A a place to gather



open lawn for everyday use, games, and special events



enhanced transit shelter



pavilion and seating



space for restaurant and pop-up activation



public art



winter and holiday activations

OPPORTUNITY B a green oasis



naturalized land



walking and biking trails



outdoor garden and space for farmers market or pop-up programming



enhanced transit shelter



public art

Who are we designing for?



Brush Park Residents



Visitors

of locations like Ford Field, Comerica Park and Eastern Market



Pedestrians and Bicyclists

Travelling on John R, Brush, and Witherell

What are some other factors we are considering?



Connections

- A. Brush Park Neighborhood
- B. Comerica Park
- C. Ford Field



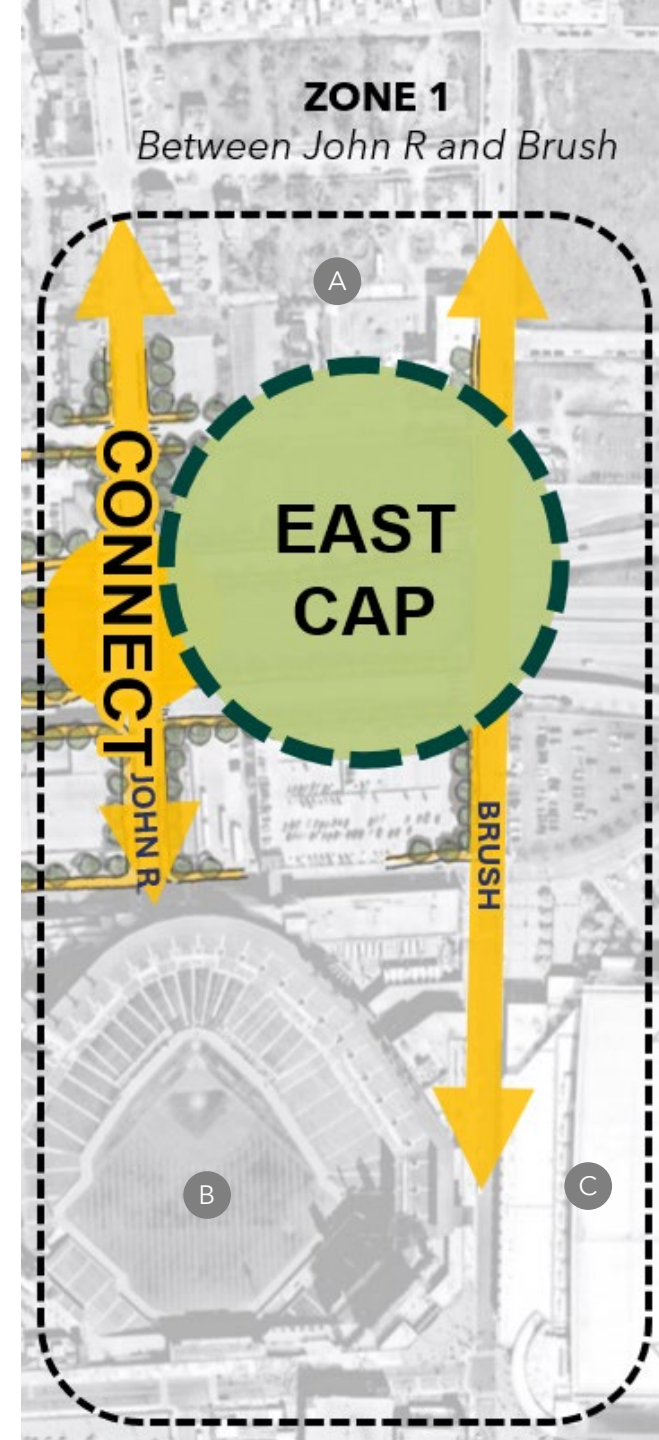
Bridges

Improving Brush Park Condition



Nearby Projects

I-375, Brush Park Development



What are we hearing?

● In Person ● Online ● Both



Small Seating Area



Event Lawn + Plaza



Transit + Mobility Hub



Vending + Retail



Outdoor Learning



Historic/Learning Displays



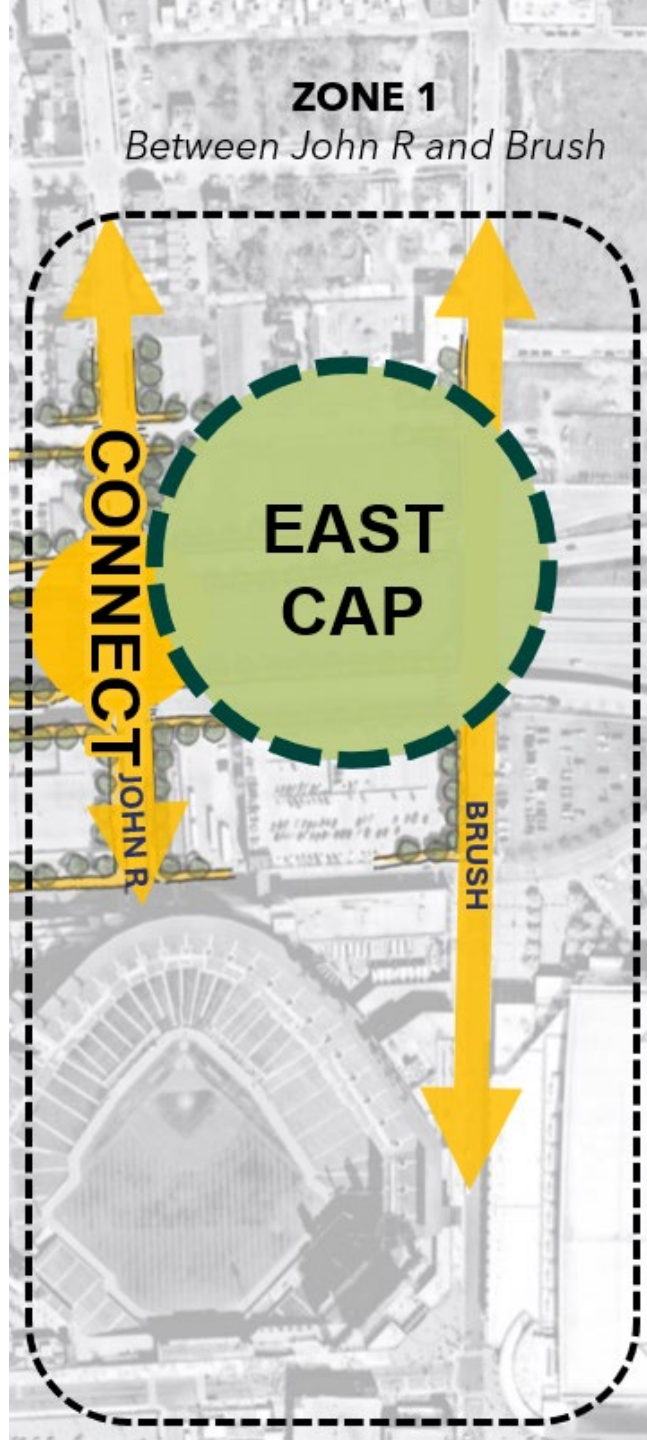
Public Art



Fitness Stations



Youth Play



East Cap



OPPORTUNITY A a celebration destination



space for city events like tailgates, live music, and festivals



restaurant kiosks



flexible lounge seating



daytime and nighttime activations



recreation and sports



public art

OPPORTUNITY B a neighborhood gathering space



youth play structure and activations



space for neighborhood events like fitness classes and farmers markets



outdoor reading room with seating



native plant garden



adult fitness stations

Please hand in your surveys!

I-75 Cap Public Meeting #3 Survey

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Email: _____
Zip code: _____

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4. How would you best describe your race/ethnicity?
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5. Did you participate in previous engagement for the I-75 Cap this year? Select all that apply.
 Yes, I attended Public Meeting 1 on June 27
 Yes, I attended Public Meeting 2 on Aug 27
 Yes, I filled out the July Online Survey
 Yes, I filled out the September Online Survey
 No

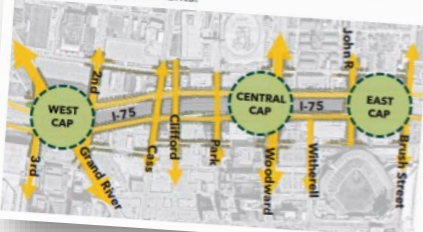
6. Do you wish to receive updates about this project or participate in future discussions?
 Yes
 No

1. What is your relationship to the Community? Select all that apply.
 Resident
 Business Owner
 Student
 I work here
 I shop or eat here
 I visit family and friends here
 I participate in community activities here
 Other: _____

2. How long have you lived or worked in the community near the Interstate 75 Study Area?
 Less than 1 year
 1 to 5 years
 6 to 10 years
 More than 10 years
 Not Applicable

I-75 Cap Preferred Concept Design

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7. Do you think the preferred I-75 concept design will achieve the project vision to reconnect the Lower Cass and Brush Park neighborhoods to Downtown?
 No Barely Partially Mostly Yes

8. How would you change the preferred I-75 Cap concept design?

Cap Character and Programming Activity

Share with Us!

East Cap Character & Identity



OPPORTUNITY A a celebration destination



A collage of six images illustrating the concept of Opportunity A. The images are: 1. A group of people at an outdoor event with umbrellas. 2. A restaurant kiosk with a red umbrella. 3. A blue lounge chair on a patio. 4. A park area with trees and a path. 5. A public art sculpture in a park. 6. A park area with trees and a path.

- space for city events like tailgates, live music, and festivals
- restaurant kiosks
- flexible lounge seating
- daytime and nighttime activations
- recreation and sports
- public art

OPPORTUNITY B a neighborhood gathering space



A collage of five images illustrating the concept of Opportunity B. The images are: 1. A youth play structure with a slide. 2. An outdoor reading room with people sitting on a bench. 3. A native plant garden with various flowers. 4. A group of people at an outdoor event. 5. An adult fitness station with people exercising.

- youth play structure and activations
- space for neighborhood events like fitness classes and farmers markets
- adult fitness stations
- outdoor reading room with seating
- native plant garden

- 1 Place a dot in the which opportunity your vision for the
- 2 Tell us why in the whi.

1 More like Opportunity A

A mixture of both (tell us why!)

More like Opportunity B

Share what you want to see on I-75 in the future by placing a vote on the board!



Project Schedule and Next Steps



We are here!

Phase 1
Community
Goals / Needs

June

Phase 2
Capping
Options

August

Phase 3
Preferred
Option(s)

October

*Cap Public
Space
Planning &
Design*

*Cap
Structural
& Design
Studies*

*Community
Engagement*

Vision and Alternatives Analysis

Feasibility Study



UP NEXT

Visit the site below to find information and a digital version of today's activity

downtowndetroit.org/i75cap

Join us for future community meetings as we undertake the feasibility study

