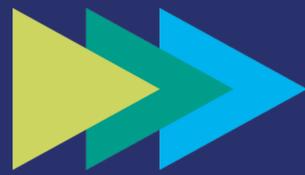




WELCOME!



STATION 1



I-75 Cap Study Background

Welcome!

This event is the first of a series of engagement events for the I-75 Cap Study.

We invite you to imagine a future that reconnects the neighborhoods around I-75 and creates a new space that brings value to Detroit communities.

Opportunity for Detroit

Why invest in a 'Cap'?

Highway "caps" or "overbuilds" are structures built over highways with the intention of reconnecting communities harmed by this infrastructure. A range of benefits can result from these projects, including enhanced mobility, environmental benefits, and added public space serving as an anchor for current and future development.

Re-Connecting Communities and Neighborhoods Grant Program

The Downtown Detroit Partnership (DDP) was awarded a federal grant to study the potential for the I-75 Cap.

The U.S. Department of Transportation awarded the grant through the Reconnecting Communities and Neighborhoods (RCN) Grant Program, an initiative to reconnect communities that are cut off from opportunity and burdened by past transportation infrastructure decisions.

In 2023, RCN Grant Program provided funds to 51 projects with a total investment of \$2.9 Billion invested in the last award cycle. The I-75 Cap study is eligible to apply for additional grant funding to support project implementation.

The I-75 cap is competitive for funding due to the significant concentration of jobs and housing in the area, including many areas categorized as disadvantaged by the US DOT (see below).

9.7K

Total Population living in the selected Benefit and Impact Area

7.3K

Total Population living in disadvantaged census tracts in the selected Benefit and Impact area

75%

Percent of disadvantaged census tracts in the selected Benefit and Impact area

Overall Disadvantage Component Scores - Percentile Ranked

90%

Climate and Disaster Risk Burden

81%

Environmental Burden

81%

Health Vulnerability

74%

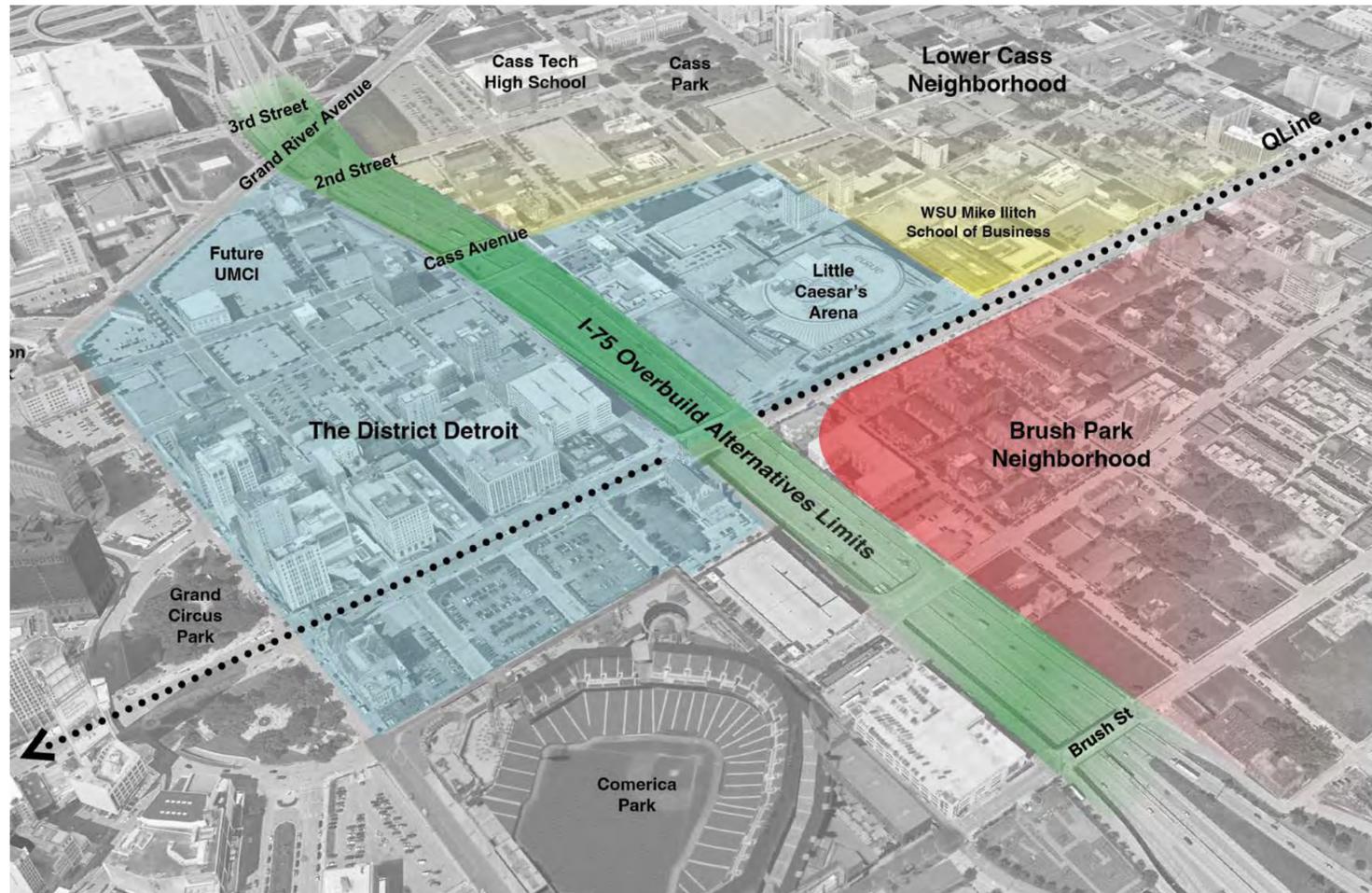
Social Vulnerability

10%

Transportation insecurity

Source: USDOT Equitable Transportation Community (ETC) Explorer

The I-75 Cap is a locally led, and U.S. Department of Transportation supported, initiative to reconnect communities cut off from economic and social opportunities by prior transportation infrastructure decisions.



Context

Interstate 75

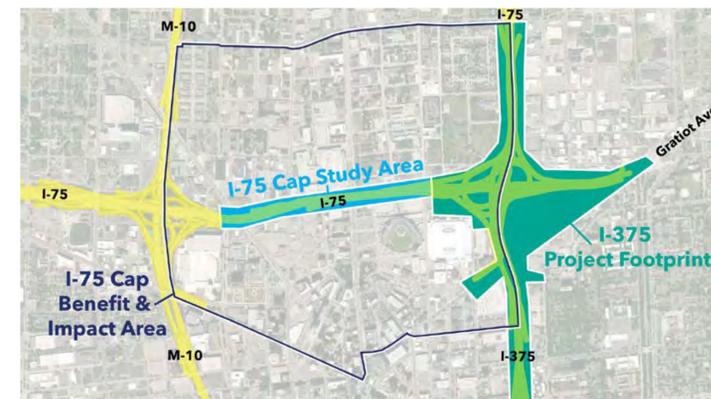
I-75 is an Interstate Highway that runs north-south from Florida to the Upper Peninsula. Construction of the Downtown Detroit segment of I-75 started in the late 1950s, and the freeway replaced active urban uses, creating a barrier between Downtown and neighborhoods to the north. That barrier persists to this day. Building highway caps can help enhance local connectivity and quality of life while maintaining the regional and national transportation network.

How is the I-75 Cap Analysis related to the project to redesign I-375?

The I-375 Reconnecting Communities and Neighborhoods Project, led by MDOT, is advancing a concept to transform the depressed I-375 freeway to a street-level boulevard. Both the Downtown Detroit Partnership and City of Detroit are collaborating with MDOT on concepts for how to adapt land use and development planning around the new I-375, which has a selected design alternative and is scheduled to be constructed in the next five years.

The I-75 Capping Study is much earlier in its development, with no specific design concept or time-frame for construction. Michigan DOT and the City of Detroit are supporting partners in this effort.

These projects adjoin each other, and an important role of the Downtown Detroit Partnership will be to ensure that there is ongoing collaboration between the project teams.



Study Partners

The DDP is co-leading this planning initiative with the City of Detroit and Michigan Department of Transportation (MDOT).



Study Lead Agency



Infrastructure Owners and Potential Lead Agencies for Project Implementation



Study Timeline

The DDP's current planning effort will include public input over three phases as shown below. The alternatives analysis of capping options is intended to help set the project up to secure future funding for design and construction.

Phase 1
Community Goals/Needs
June

Phase 2
Capping Options
July - Aug.

Phase 3
Preferred Alternatives
Sept. - Oct.

Future Phases
(design, construct.)

Capping Alternatives Analysis (current phase)

Stay Involved

Check out the study website to learn about upcoming engagements and provide additional feedback.





Caps Reconnecting Communities



Image: City of Philadelphia

Chinatown Stitch

Philadelphia, PA

Estimated Completion	2030
Size	2.5 blocks
Cost	\$160 M
Owner	City of Philadelphia



Bridges the physical split caused by the construction of I-676; project received \$157 M from the RCN Grant Program for implementation.



Image: Chicago Tribune

The Cap at Union Station

Columbus, OH

Completed	2004
Size	25,469 SF (Retail)
Cost	\$7.8 M
Operator	Continental Real Estate Companies



Reconnects downtown Columbus with the flourishing Short North by extending the arts and entertainment district that was once isolated from the city.



Image: Thomas McConnell

Klyde Warren Park

Dallas, TX

Completed	2012
Size	5.4 acres, 1200 ft
Cost	\$110 - 112M
Operator	Woodall Rogers Park Foundation



A gold standard of freeway cap parks, Klyde Warren Park is a center for urban life. Connects Uptown and Downtown Dallas and provides year-round community programming.



Image: GGN

Lower Rainier Pedestrian Bridge

Seattle, WA

Completed	2015
Size	6.3 acres, 600 ft
Cost	\$18.7 M
Owner	University of Washington



Completes the vision for the Rainier Vista. Connects the new light rail hub with the University, via pedestrian, bike and bus routes along the historical axis.



Image: LaQuatra Bonci Associates

Frankie Pace Park

Pittsburgh, PA

Completed	2021
Size	3 acres, 300 ft
Cost	\$32 M
Owner	City of Pittsburgh



Named after beloved community leader and activist. Reconnects the historic black neighborhood to Downtown through a design evolved from extensive community engagement.



Image: Pennoni

Central Access Philadelphia

Philadelphia, PA

Estimated Completion	2026
Size	11.5 acres, 3000 ft
Cost	\$329M
Operator	Pennsylvania Department of Transportation



The plans were developed through an extensive community engagement process to improve the city-waterfront connection.



Image: Atlanta Magazine

The Stitch

Atlanta, GA

Estimated Completion	2030
Size	14 acres, 4000 ft
Cost	\$713 M
Owner	City of Atlanta



Stitches underutilized spaces to create a pedestrian friendly Cap Park over I-75/I-85. Improves Downtown's access to affordable housing, transportation and community resources.



Image: The Greenway Conservancy

The Rose Kennedy Greenway

Boston, MA

Completed	2008
Size	11 acres, 6600 ft
Cost	\$40 M
Operator	The Greenway Conservancy



Commuting corridor and park, owned by the City and supported by the Business Improvement District.



Image: Explore St Louis

Park over the Highway

St Louis, MO

Completed	2015
Size	0.8 acres, 285 ft
Cost	\$15M
Owner	Missouri Department of Transportation



Reconnects Downtown St. Louis with its riverfront, iconic monument, and new park space.



Caps in Action

A cap can look different depending on the impact you want it to make. Learn more about other caps across the nation based on our four key guiding themes.

Interactive Activity

We invite you to draw inspiration from a curated selection of case studies that exemplify the fusion of community centered public spaces, equity and opportunity, connectivity and mobility, and sustainability and resiliency. With a sticky note in hand, capture your ideas and place them on this board, categorizing them under the four key themes.



COMMUNITY-CENTERED PUBLIC SPACE



Central Access Philadelphia used community-driven design to bring local art and voices to life

Quick Facts:
Resident-Driven Engagement: Broad city-wide involvement, extending beyond adjacent neighborhoods.

Incremental Focus Groups: Both neighborhood-specific and topic-specific groups included.

Iterative Design Feedback: Direct input from residents to designers, ensuring a park that mirrors Philadelphia's diversity.



Frankie Pace Park's design process involved extensive community engagement.

Quick Facts:
Community-Centric Design: Residents' ideas shaped the park's art and landscape through multiple meetings.

Art Integration: Base construction incorporates art, with potential for future standalone pieces.

Engaged Design Process: A comprehensive review and listening process involved locals and stakeholders.



EQUITY AND OPPORTUNITY

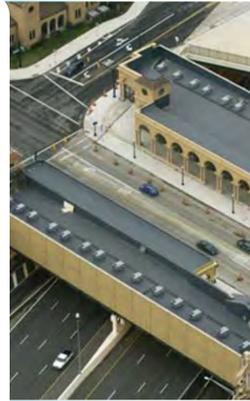


The Cap at Union Station bridges downtown Columbus with the vibrant Short North neighborhood.

Quick Facts:
Urban Divide Healing: The project mends a 40-year split caused by Interstate 670.

Bridges as Catalysts: Flanking bridges transform I-670's gap into a vibrant streetscape with retail spaces.

Pedestrian Reconnection: The design reknits the urban fabric, reconnecting Columbus's downtown with the Short North.



Central Access Philadelphia offers a hub for varied activities, boosting revenues by \$1.6 billion.

Quick Facts:
Job Creation & Revenue: 1,850 permanent jobs and \$35 million in annual city tax revenue, with \$9 million for schools.

Economic Output: \$3.9 billion one-time boost in Pennsylvania, 28,000 construction jobs, and \$2 billion in wages.

Inclusive Development: Durst Organization commits to 40% BIPOC hires and up to 20% equity for a minority-owned firm.



CONNECTIVITY AND MOBILITY



Park over the Highway, MO connects areas with public, private, civic, community.

Quick Facts:
Enhanced Pedestrian Access: The project included a 285-foot long "land" bridge, providing a landscaped pedestrian greenway over Interstate 44.

Improved Traffic Flow: Modifications to interstate ramp connections, bridges, downtown roads, intersections, and traffic signals were made.

Downtown Integration: It facilitated a seamless connection between downtown St. Louis and the Gateway Arch grounds.



Lower Rainier Pedestrian Land Bridge links campus to new transit hub with integrated bus, cycle, and pedestrian routes.

Quick Facts:
Campus Core Renewal: Rainier Vista evolves from a secluded campus area to a central transport interchange, enhancing access and connectivity.

Integrated Transport Links: New regional light station anchors a network of bus, cycle, and pedestrian routes, revitalizing the campus gateway.



SUSTAINABILITY AND RESILIENCY



Klyde Warren Park's 5.4 acres are designed to reduce the environmental impacts of heat, flooding and air pollution.

Quick Facts:
Heat Island Mitigation: Significant temperature reduction in summer, with shaded areas 20-45 degrees cooler.

Flood Prevention: Permeable surfaces and underground stormwater collection reduce drainage by 64,000 gallons yearly.

Carbon Capture: Planting of native species sequesters 18,500 lbs. of CO2 annually.



Frankie Pace Park is designed with storm water management in mind.

Quick Facts:
Stormwater Absorption: Lawns act as permeable areas, soaking up to six inches of rainwater from I-579.

Efficient Drainage System: A network of trenches channels stormwater to six rain gardens for natural processing.

Eco-Friendly Water Management: Retained water in gardens and lawns is used for evaporation, plant absorption, or slow release to sewers.





Preliminary Vision and Objectives

The following goals and objectives are inspired by the Reconnecting Communities and Neighborhoods Grant priorities and represent a preliminary vision for the I-75 Cap Study.

Tell us what you think! How should the I-75 Cap address the following goals?



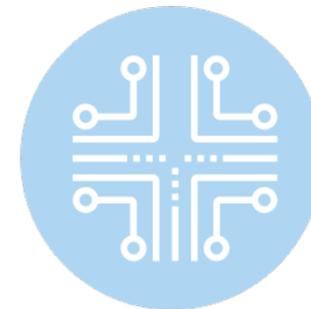
Community-Centered Public Space

- design responds to community priorities
- provide inclusive and diverse programming
- create a place that elevates local history and culture



Equity and Opportunity

- anchor efforts to increase residential density
- incorporate community restoration, stabilization and anti-displacement strategies
- support inclusive development and entrepreneurship



Connectivity and Mobility

- increase safety and connectivity for all
- connect neighborhoods with Downtown community assets
- create pedestrian-only paths to get you where you want to go



Sustainability and Resiliency

- mitigate impact of climate change (i.e. extreme heat)
- cleaner air and improved noise quality
- reduce vehicle emissions by improving walkability and bike lanes



STATION 2



Benefit and Impact Area: Your Ideas!

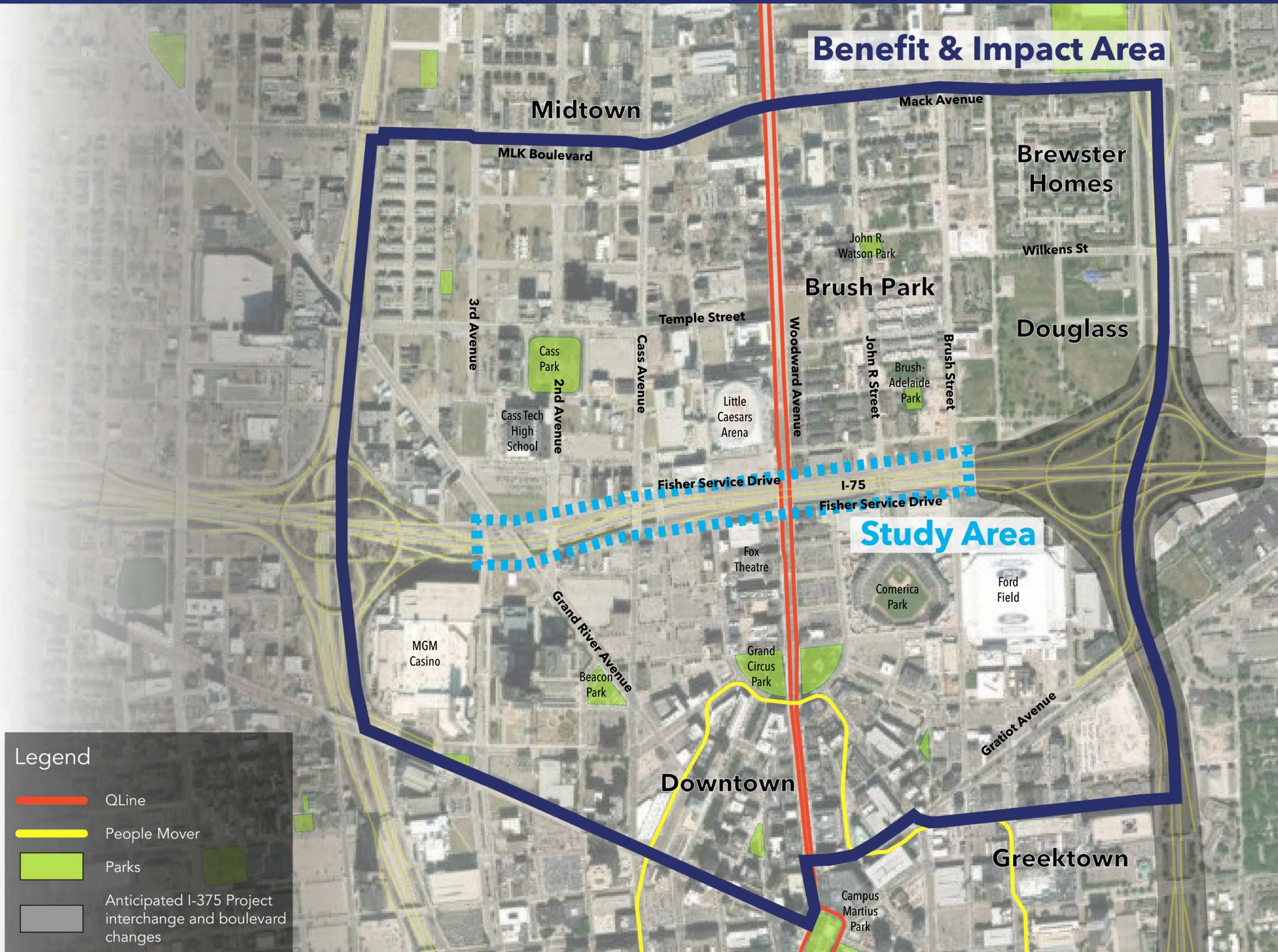
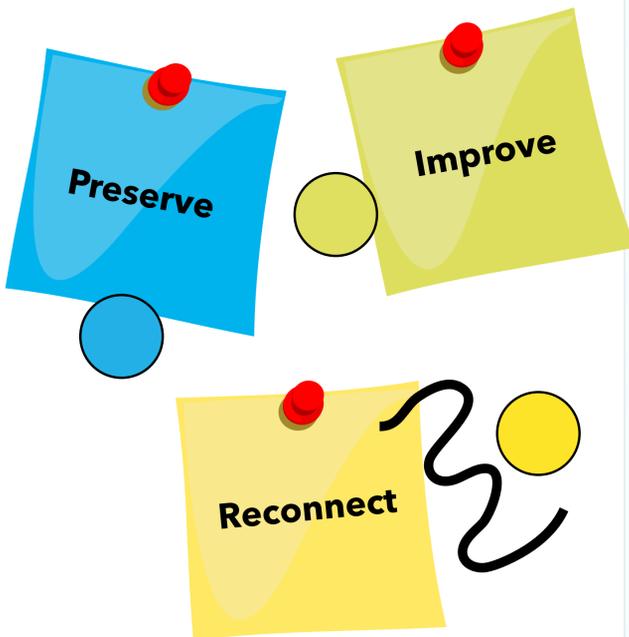
Interactive Activity

Caps are structures built over highways to help reconnect communities. Due to engineering and cost constraints, it is unlikely for a cap to be built over the entire downtown portion of I-75. This study is considering where to place a cap or a series of caps within the Study Area.

What elements in the Benefit and Impact Area would be important to **PRESERVE**, **IMPROVE**, or **RECONNECT**?

Consider how a highway capping project can improve the Benefit and Impact area by changing...

- The way we move
- The way our community uses public space
- The way development and opportunity is distributed in the area
- The way we handle increased flooding, heat, and other effects of climate change

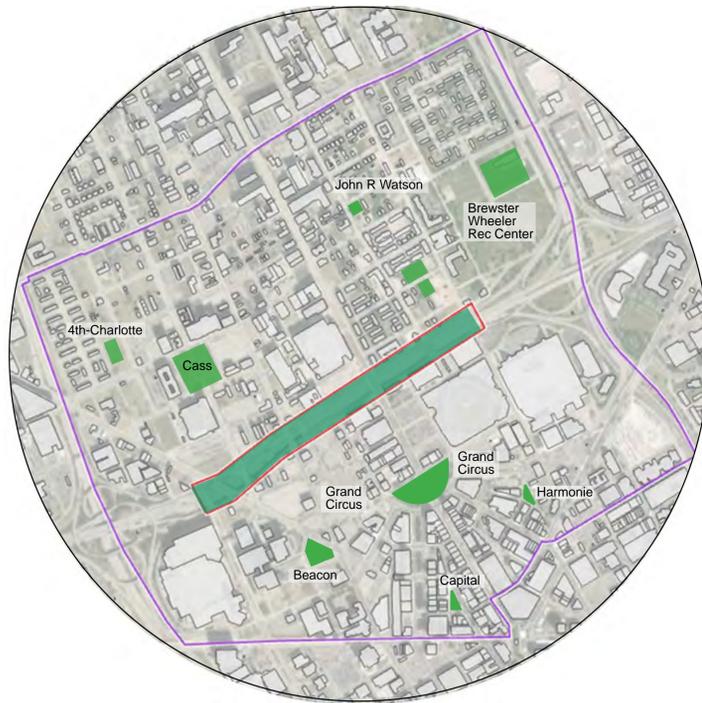




Benefit & Impact Area Observations

To maximize benefits, a freeway capping project needs to connect (and reconnect) to everything around it. As part of the Cap Study, DDP is considering how capping along I-75 could relate to opportunities within a larger Benefit and Impact Area, and the land use, connectivity, open space, and quality of life in adjacent neighborhoods.

Community-Centered Public Space



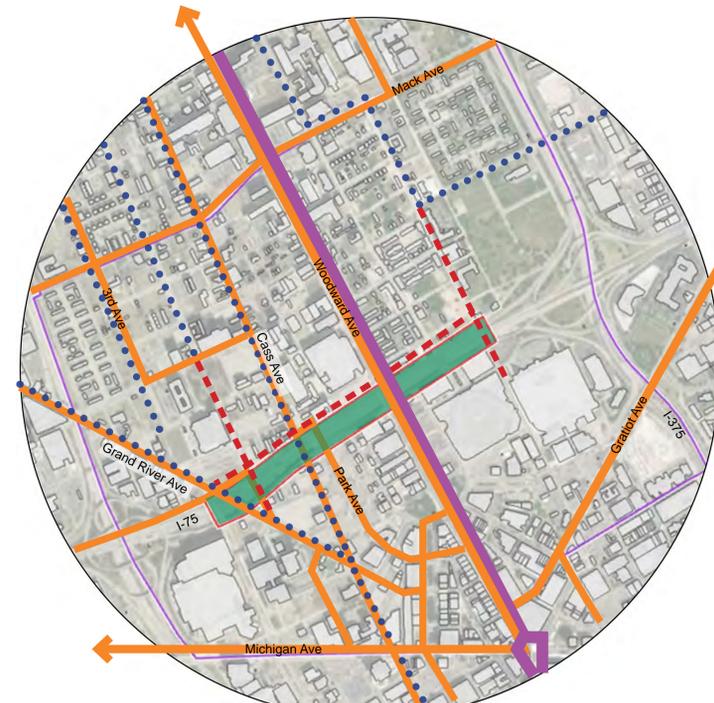
Existing Park Space

Equity & Opportunity



Neighborhoods
 Community Assets - Churches
 Community Assets - Schools, Youth Services, Social Services, Sports Venues
 Pipeline Under Construction

Connectivity & Mobility



Buses
 QLine
 Bike Lane
 Opportunity to Extend Bike Lane

Sustainability & Resiliency



Persistent High Noise Level
 Flood Risk Levels
 Minimal Minor Moderate Major Severe Extreme

Key Observations

- Low tree canopy cover and low access to public open space
- High percentage of renter occupied housing and high housing cost burdens
- History of inequitable distribution of resources and redlining
- Opportunity to create more senior amenities and family-friendly spaces

Key Observations

- Strong cultural assets and pipeline developments in Downtown Detroit
- Strong entertainment, dining, and residential neighborhood areas that would benefit from reconnection
- Upcoming educational centers and support for local inclusive economic development and entrepreneurship
- New and upcoming development including UM Innovation District

Key Observations

- Key existing transit corridors along Woodward and Grand River
- Limited crossings across I-75 and Fisher Service Drive for all modes of transportation
- Incomplete Bicycle and Pedestrian networks
- Anticipated changes to I-375 interchange and boulevard conversion

Key Observations

- Persistent high noise levels due to proximity to highways
- High levels of parking lots and other impervious services, increasing vulnerability to flooding, heat and other extreme weather impacts
- Poor air quality and health vulnerabilities (including asthma, high blood pressure, diabetes, low mental health)



STATION 3



Pick Your Priorities

Community-Centered Public Space



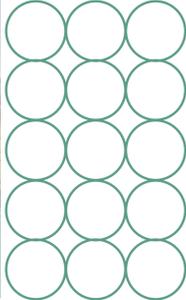
Spaces for Adults to Explore & Learn
Downtown Detroit



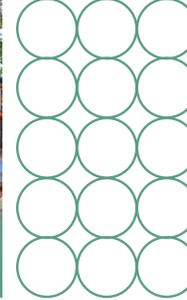
Spaces for Active Living & Healthy Habits
Downtown Detroit



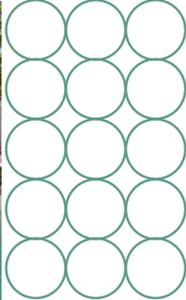
Spaces for Parks & Nature
Lower Rainier | Seattle



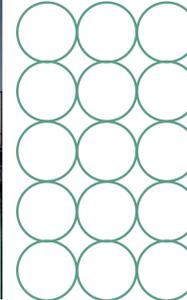
Spaces for Youth to Explore & Learn
Klyde Warren | Dallas



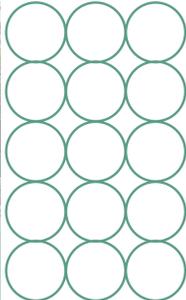
Seating for Community & Connection
Klyde Warren | Dallas



Spaces to Celebrate History, Arts & Culture
East Riverfront | Detroit



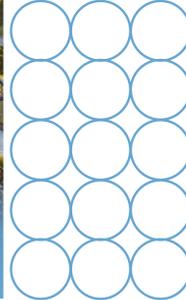
Spaces for Events & Festivals
Downtown Detroit



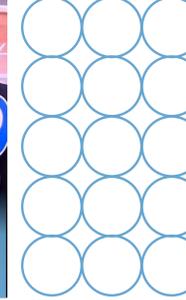
Equity & Opportunity



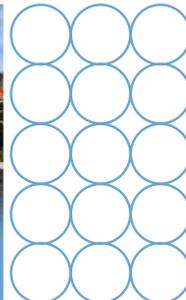
Spaces that Feel Welcoming and Inviting
Glass City | Toledo



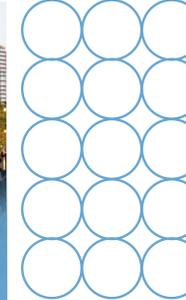
Affordable Parking Options



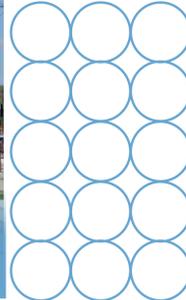
Spaces for Learning + Innovation
Frankie Pace Park | Pittsburgh



Spaces for Businesses [Outdoor Markets, Restaurants, or Business Pop-Ups]



Fiscally Responsible Construction



Connect to Resources [Schools, Affordable Housing, and Parks]



Enhanced Connectivity & Mobility



Transit Stops
Q Line | Detroit



Connect Neighborhoods



Safety for All Road Users
Woodward | Detroit



Comfortable Biking Connections
Lower Rainier | Seattle



Comfortable Walking Connections
Mexicantown | Detroit



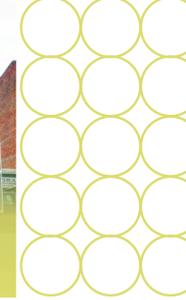
Buildings that Hide the Highway
Union Station | Columbus



Sustainability & Resiliency



Public Wi-Fi to Enhance Digital Access
Klyde Warren | Dallas



Plantings that Reduce Water Runoff
Frankie Pace Park | Pittsburgh



Green Energy



Plantings that Support Local Species
East Riverfront | Detroit



Increased Tree Canopy for Cleaner Air
Klyde Warren | Dallas



Long Term Maintenance
Detroit



Is anything missing?

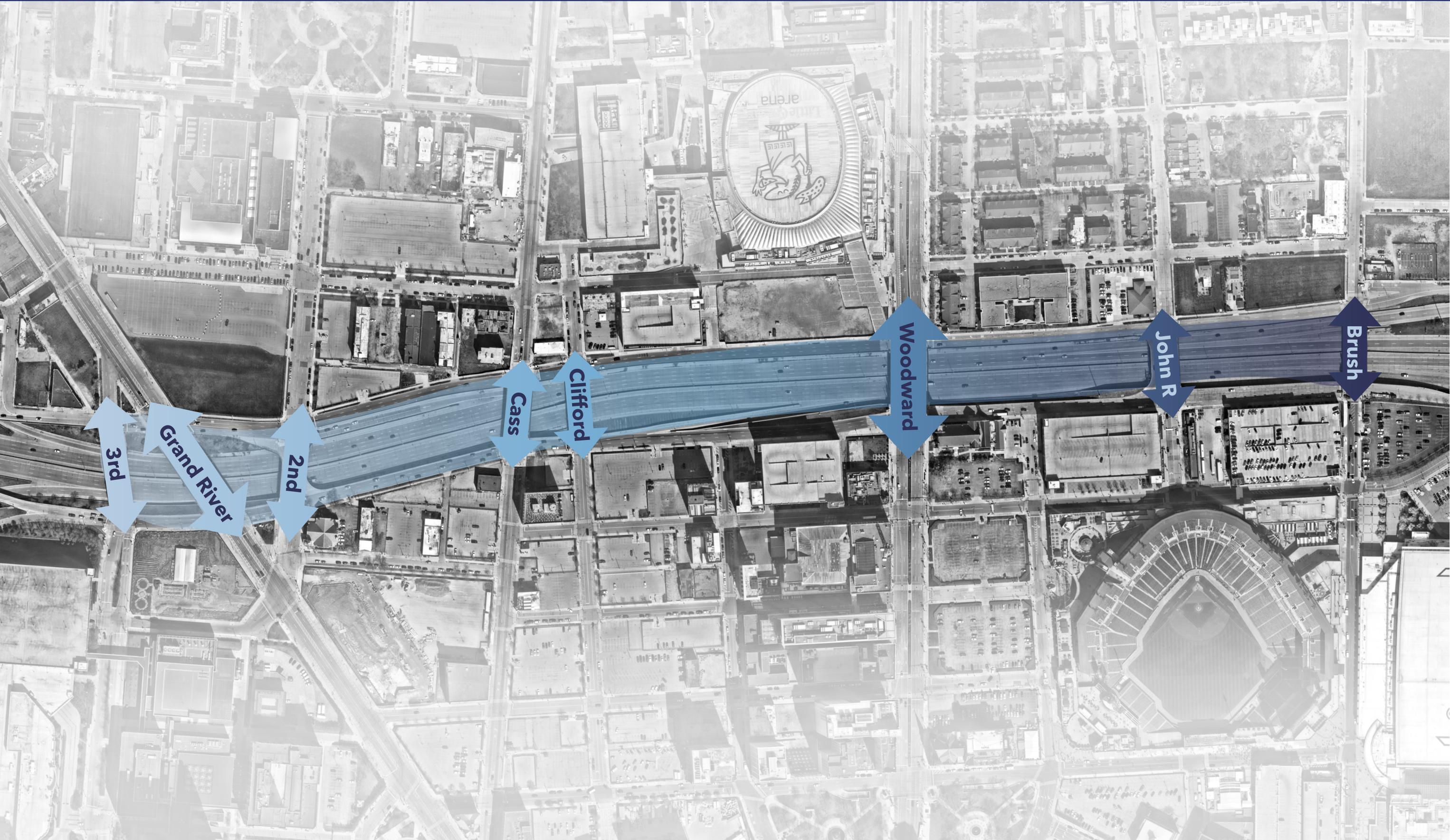
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Is anything missing?



Place Your Priorities





**BEFORE YOU
LEAVE**



Before you leave...

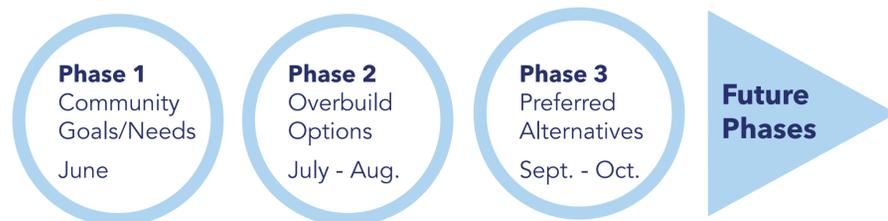
PUBLIC MEETING

Thank you for coming!

Please remember to hand in your survey.

Next Steps

DDP's current planning effort will include public input over three phases as shown below. The alternatives analysis of cap options is intended to help set the project up to secure future funding for design and construction.



Capping Alternatives Analysis (current phase)

Comments & Questions:

