

The logo for Link Detroit features the words "link detroit" in a lowercase, sans-serif font. The word "link" is in black, while "detroit" is in white. A white square frame surrounds the word "detroit", with a white gear icon positioned at the end of the word, partially overlapping the frame's right edge.

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A MULTI-MODAL ENHANCEMENT PLAN

TIGER DISCRETIONARY GRANT APPLICATION

CITY OF DETROIT, MICHIGAN



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EASTERN MARKET



HAMTRAMCK



DEQUINDRE CUT GREENWAY



DETROIT RIVERWALK



MIDTOWN/ WAYNE STATE UNIVERSITY



MIDTOWN



EXECUTIVE SUMMARY

Link Detroit! includes a series of multi-modal infrastructure improvements to create a fully functional transportation system connecting multiple destinations in the City of Detroit (City). The implementation of these improvements will generate opportunities for economic reinvestment, support the local and regional community, and provide convenient and cost effective transportation options to residents who live and work in the city.

Link Detroit!:

- **Connects Detroit's core attractions** such as the Detroit RiverWalk and adjacent downtown central businesses to Eastern Market, Midtown and Hamtramck destinations (see pg 3).
- **Implements a \$24.8 million infrastructure project** that includes on and off road non-motorized greenways and bike lanes, bridge replacements and streetscape improvements (see pgs 8- 9).

Dequindre Cut Greenway Phase II: Linking Phase I, the RiverWalk, and adjacent neighborhoods to Eastern Market

Midtown Loop Greenway Phase IV: Linking Phases I, II, and III and the Midtown District to Eastern Market

Hamtramck Connector Greenway: Linking the City of Hamtramck to Eastern Market

Eastern Market District Improvements: Streetscape improvements for safety and enhancing the pedestrian environment

Wilkins, Adelaide and Division Streets Bridge Reconstruction: Improving the surface transportation network facilitating commercial and retail circulation.

Funding Summary

TIGER 2012 Grant Request: \$15,333,395
Local Bridge Program: \$ 2,364,550
Local Match (28.7%): \$7,136,228

- **Demonstrates project readiness** by building on a foundation of prior built projects in conjunction with completed design and engineering initiatives targeting a connected non-motorized transportation network (see pgs 2-5).
- **Establishes a schedule for grant fund obligation** in February, 2013 - well in advance of grant requirements (see pg 29).
- **Results from a collaboration** of three non-profit organizations and municipal project partners dedicated to revitalizing the city (see pgs 7-8).
- **Coordinates federal and state agencies** in preparation for streamlined environmental clearance through a Categorical Exclusion (see pg 30).

01. PROJECT DESCRIPTION

Link Detroit! will focus on critical infrastructure investments in an economically distressed city that aligns with the TIGER Discretionary Grant program goals and objectives. A series of multi-modal infrastructure improvements will be implemented to create a fully functional transportation system through the Midtown area to Eastern Market, continuing on to the Detroit RiverWalk, then extending into the heart of downtown and north to Hamtramck. The improvements will link several of Detroit's wonderful assets — the Riverwalk, Downtown, Eastern Market, Midtown and surrounding neighborhoods — creating access for residents and visitors. These improvements will also generate opportunities for economic reinvestment, support the local and regional community, and provide convenient and cost-effective transportation options to residents who live



Michigan Location Map

and work in the city. These projects will infill, extend, and complete the substantial investments already made in bridge reconstruction and the development of greenways, streetscapes, bicycle paths, and associated infrastructure enhancements. The project components will facilitate the completion of proposed phases of ongoing projects that currently have limited probability of being implemented in the near future due to funding shortages. In addition, it will leverage other key local infrastructure projects, such as the Woodward Light Rail, and regional bus rapid transit by, improving the functionality of the Detroit's multi-modal system enabling visitors and residents to better access the city's commercial, recreational, educational and cultural offerings. Link Detroit! will satisfy the key desire for the TIGER Discretionary Grant program to support investments in high-priority, ongoing projects.

The specific improvements proposed as part of this project will enhance the existing Eastern Market, which is one of the oldest and most successful public markets in the country. In addition, it will connect the market district to an existing non-motorized network and the Detroit RiverWalk while also providing access to employment opportunities, educational facilities, and enhanced recreational experiences for visitors. Improving the economic vitality and non-motorized connectivity in Detroit are key components to the City's long-term sustainability and viability. The Link Detroit! Multi-Modal Enhancement Plan provides another great step towards a more sustainable and livable Detroit!

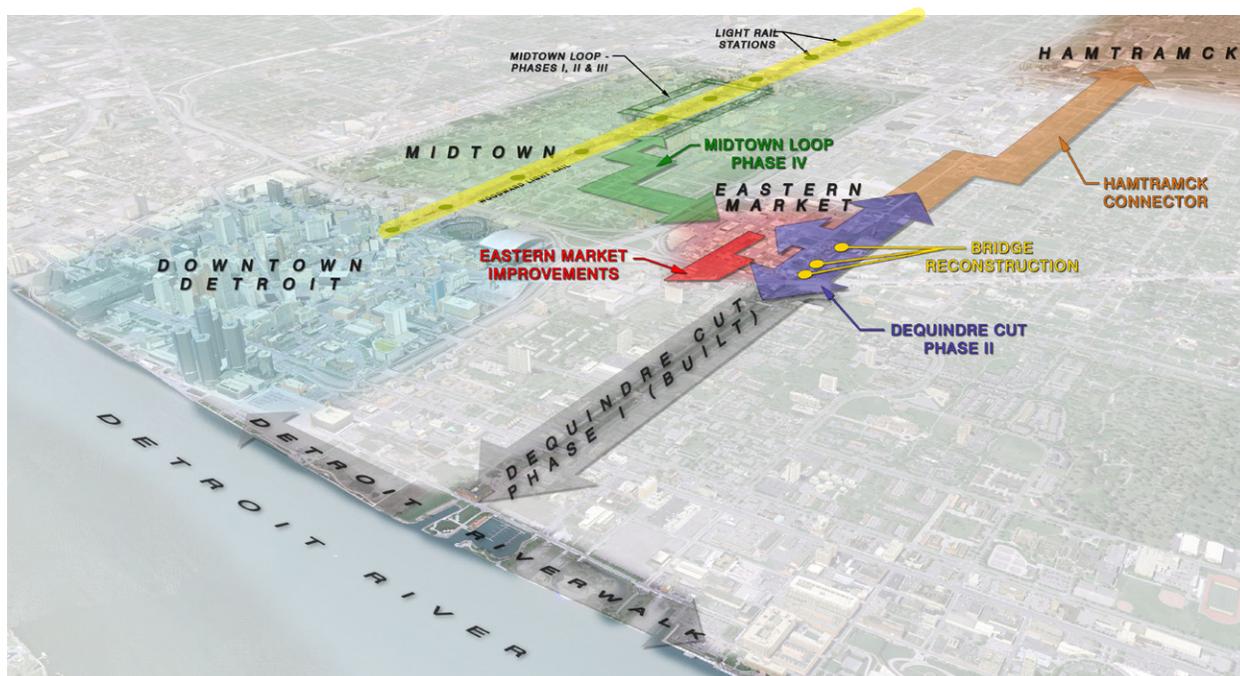


Figure 1: Project Map

HIGHLIGHTS

Link Detroit! will include the greenway, streetscape, roadway, and infrastructure improvements presented on the following pages (Figure1).

GUIDING PRINCIPLES

- a. Improving multi-modal transportation options to major employment centers, universities and hospitals while providing increased access for surrounding neighborhood residents to strategic Detroit destinations.
- b. Improving non-motorized connections by linking the Detroit RiverWalk and Dequindre Cut Greenway with the Midtown Loop and the Hamtramck Trail creating a connected network for those who live, work, and play in the city.
- c. Strengthening Eastern Market's identity as a district by enhancing the operations and functionality of the existing public market.
- d. Taking advantage of the numerous economic development opportunities available throughout the Eastern Market District, Midtown, and along the greenway connections while maintaining authenticity of the neighborhoods and using Link Detroit's image to attract people to live, work, and visit Detroit.
- e. Incorporating sustainable strategies into the city, through the use of street tree plantings, landscaping, stormwater management, and LED lighting while, at the same time, creating an attractive and inviting pedestrian environment.
- f. Promoting mixed-use neighborhoods that improve the business climate and enliven streets and public spaces by carefully blending a variety of uses that support the identity of Eastern Market, Midtown, and those districts located along the greenway connections.

- g. Cultivating a unique sense of place by improving major corridors within vital city districts—streetscaping, signage, lighting, and landscaping will allow these districts to fulfill their potential.

Eastern Market District Core Improvements

Detroit's Eastern Market is the largest historic public market district in the United States. Founded in 1891, it hosts both retail and wholesale markets. On any given Saturday, as many as 40,000 customers shop elbow-to-elbow for fruits, vegetables, breads, specialty foods, jams, honey, apple cider, cheeses, spices, herbs, plants and flowers—all from the marvelous bounty of farms from Michigan, Ohio, and Ontario. The non-profit Eastern Market Corporation (EMC) is implementing a phased capital improvement program focusing on their building assets, food distribution network and training programs. This effort involved the preparation of the *Eastern Market 360° Master Plan* for the core area as well as a Market Oriented Development strategy for the entire 43-acre district. Link Detroit! will allow streetscape enhancements, including sidewalk paving, improved bicycle and transit facilities, site amenities, landscaping, and pedestrian lights on Russell Street, Wilkins Street, and the Fisher Freeway Service Drive. This will improve the circulation, access, safety, and experience for patrons and vendors at Eastern Market—resulting in higher visitation, expanded job opportunities, and reinvestment in the district.

Midtown Loop Phase IV Greenway

The University Cultural Center Association, doing business as Midtown Detroit, Inc. (MDI), is a non-profit organization focusing on programs and initiatives helping to encourage and develop a positive environment within Detroit's Midtown district. One of these initiatives has been to improve non-motorized connections and the pedestrian environment throughout the district. They have invested in the planning of the four-phase Midtown Loop Greenway to meet this goal connecting Midtown with the Eastern Market. Phase I is complete, Phase II is under construction and Phase III is in design representing an investment of approximately \$5.2 million. The TIGER grant would focus on design and construction of the Phase IV connection providing a critical 1.2-mile linkage from the Midtown area to key Detroit destinations and neighborhoods including Eastern Market, the Dequindre Cut, the Detroit RiverWalk, and the downtown core. The project will provide a walkable, bikeable trail for residents and visitors within Midtown and connect the Midtown educational, cultural and medical institutions to the larger system of greenways. The Midtown Loop Greenway will also help the community reclaim much needed green space and positively contribute to the community's quality of life.

This trail will transform Midtown into a more walkable community by offering a safe and convenient route for pedestrians and cyclists to museums, galleries, restaurants, and other businesses adjacent to the trail.



Dequindre Cut Phase II Greenway/ Hamtramck Connector

Approximately eight years ago, the City of Detroit took advantage of an opportunity to acquire 1.2 miles of an abandoned rail corridor depressed 25-feet below grade and develop it as a greenway. Phase I of the Dequindre Cut Greenway formally opened in 2009 to great acclaim and has been considered a model for revitalization of abandoned urban rail corridors. The severely deteriorated conditions, access requirements, and safety features resulted in a project costing approximately \$4 million. Link Detroit! will allow the extension of Phase I along the abandoned rail corridor making a critical connection between the Eastern Market, Midtown Loop, and the Detroit RiverWalk.

It will also extend the trail north two miles through on- and off-street bike lanes connecting with the City of Hamtramck and its planned greenway system. Hamtramck has one of the most demographically diverse populations in Southeast Michigan and was recently named the most walkable city in the state by the website Walk Score.

Adelaide, Wilkins and Division Street Bridge Reconstruction

The City of Detroit is responsible for maintaining a complex network of surface streets and bridges throughout the City. As is common throughout the United States, the City is facing a budget crisis resulting in deteriorating infrastructure and unfunded projects. The city recently received a local bridge program award for the reconstruction of the Wilkins Street Bridge. The TIGER grant will allow the City to replace the deteriorating Adelaide and Division Street bridges over the Grand

Trunk Railroad east of the Eastern Market core. This will maintain and enhance critical road linkages over the railroad allowing adjacent neighborhoods to better access Eastern Market and facilitate more efficient truck traffic to vendors and local businesses.

PROJECT BENEFITS

These proposed infrastructure improvements will advance the non-motorized connections throughout the City of Detroit. It will enhance the vitality and livability of Eastern Market, the Midtown area, and surrounding neighborhoods for Detroit residents and visitors by:

- ***Implementing a \$24.8 million infrastructure project*** that includes bridge replacements, streetscapes, bike lanes, on- and off-road non-motorized greenways.
- ***Linking Detroit's core investments*** such as the RiverWalk, downtown central business district, and the Dequindre Cut and Midtown Loop greenways to Eastern Market, Midtown, and Hamtramck.
- ***Intersecting with major transportation routes***, including auto, bus, and the planned Woodward Light Rail enabling multi-modal options from anywhere in the region.
- ***Enhancing non-motorized and multi-modal connections*** to:
 - Jobs (downtown and Midtown anchors, locally-owned commercial/professional services, start up establishments, hotels and restaurants, Eastern Market District).

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- Educational institutions (Wayne State University, College of Creative Studies).
- Cultural institutions (museums and theatres).
- Recreational opportunities (Milliken State Park, numerous city parks, marinas).
- Farmers markets (Eastern Market and Wayne State University).
- Neighborhoods (downtown, Midtown, Hamtramck, East Villages).
- **Leveraging significant investments** already made in the transportation infrastructure (Campus Martius, Detroit RiverWalk, Woodward Light Rail, Dequindre Cut Greenway, Midtown Loop Greenway, Hamtramck Greenway) and real estate development (downtown, Midtown, Eastern Market).
- **Enhancing the urban environment** through street tree plantings, landscaping, stormwater management and LED lighting while, at the same time, creating an attractive and inviting pedestrian atmosphere.
- **Improving livability** through improved access to a connected motorized/non-motorized transportation system.
- **Providing 289 direct near-term and up to 16,000 long-term jobs.**

In addition to the information provided in this grant application, the City has established a webpage for this project (<http://www.detroitmi.gov/DepartmentsandAgencies/DepartmentofPublicWorks/CityofDetroitTIGER2012GrantApplication.aspx>). This webpage includes a full range of documentation providing background for and in support of Link Detroit!

Eastern Market

- 13 key projects in Capital Improvement Program; 2 completed and the others in various stages of planning
- Eastern Market 360° Master Plan with streetscape improvements planned and estimated

Midtown Loop Greenway

- Phase I constructed, Phase II under construction, Phase III in design
- Phase IV planned and estimated

Dequindre Cut Greenway

- Phase I constructed
- Phase II planned and estimated
- ROW funding secured

Hamtramck Connector

- Hamtramck Greenway planned, estimated and designed
- Hamtramck Connector planned and estimated

City of Detroit Adelaide, Division, and Wilkins Street Bridge Reconstruction

- Bridge inspections completed
- Bridge reconstruction estimated
- Wilkins Street bridge reconstruction funding secured



02. PROJECT PARTIES/ PARTNERSHIPS

The City of Detroit will be the lead agency in executing Link Detroit! and will be the recipient of the TIGER Discretionary Grant. Unanimous city council support can be found in the attached *Resolution* document. The City's Department of Public Works has extensive experience in managing large construction activities funded from federal and state funds. The City will provide their expertise developing transportation projects and will collaborate with the Michigan Department of Transportation. The City will also coordinate with three non-profit organizations, including the EMC, MDI, and the Community Foundation for Southeast Michigan (CFSEM). Link Detroit! builds on a mix of public and private investments from these community partners, as well as a long list of supporters at the federal, state, and local levels. See the attached *Support* document for a brief sample of key support letters, including a compelling one from a local business owner whose staff has grown from 3 to 15 over the last 2 years due to investments in greenway infrastructure.

Link Detroit! also builds on a history of completed planning and project development tasks associated with all of the proposed improvements as noted previously. These investments ensure that the projects are feasible, have been planned to support each other, and have a solid foundation for implementation.

EASTERN MARKET CORPORATION

www.detroiteasternmarket.com

The mission of EMC is to mobilize leadership and resources to make Eastern Market the undisputed center for fresh and nutritious food in Southeast Michigan.

At the heart of Eastern Market is a six-block public market that has been feeding Detroit since 1891. Every Saturday it is transformed into a vibrant marketplace with hundreds of open-air stalls and thousands of customers. Adjacent to the core, the 43-acre Eastern Market District features a cluster of 80 food-related businesses that, together with the market campus, creates a vibrant food hub for the region.

In 2006, the non-profit EMC entered an agreement with the City of Detroit to manage and promote the market and serve as the economic development organization for the adjacent market district. The EMC leverages Eastern Market District assets to achieve its three key missions: building a more robust regional food system hub, creating a more compelling business district, and anchoring the redevelopment of Detroit's near eastside.

MIDTOWN DETROIT, INC.

www.detroitmidtown.com

MDI is located in Midtown Detroit bounded to the north by Euclid, to the west by M-10 and to the south and east by I-75. Founded in 1976 by leaders of Wayne State University, the College for Creative Studies, the Detroit Institute of Arts, and the Engineering Society of Detroit, MDI has been a leader in numerous programs and initiatives helping to encourage and

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develop a positive environment within Midtown Detroit. Areas of emphasis include beautification and maintenance, planning and economic development, marketing, security and transportation, and special events. MDI has raised over \$65 million for a variety of programs and initiatives such as parks and green space development, over 30 residential developments, a comprehensive wayfinding signage program, and median improvements and beautification.

GREENWAYS INITIATIVE, COMMUNITY FOUNDATION FOR SOUTHEAST MICHIGAN

www.cfsem.org

The GreenWays Initiative was developed to create opportunities for collaboration and shared environmental awareness and appreciation by the residents of the seven-county region served by the CFSEM. The GreenWays Initiative launched in 2001 as a comprehensive effort aimed at expanding and enhancing our region's natural landscape. It is about linkage, leverage and collaboration: linking communities; leveraging vision, resources, and people; and collaborating to promote and protect the health and well-being of the community for the present and the future. The GreenWays Initiative has provided financial support to design the Dequindre Cut, the Midtown Loop, and the Hamtramck Trail. It has also provided the matching funds for the construction of the first phases of these different projects (along with supporting virtually all of the greenway development in the city, including the Detroit RiverWalk).

The following local, state, and federal agencies and representatives have com-

mitted their support to Link Detroit!. This support is based on the firm belief that Link Detroit! will generate opportunities for economic reinvestment, support the local and regional community, and provide convenient and cost-effective transportation options to residents who live and work in the city.

- Mayor David Bing, City of Detroit
- U.S. Representative Hansen Clarke
- U.S. Representative John Conyers
- U.S. Senator Carl Levin
- U.S. Senator Debbie Stabenow
- Department of Veterans Affairs
- State Representative Maureen Stapleton
- State Senator Bert Johnson
- State Senator Coleman Young, II
- Michigan Department of natural R
- Michigan Department of Transportation
- Michigan Economic Development Corporation
- Wayne County
- Southeast Michigan Council of Governments (SEMCOG)
- City of Hamtramck
- Community Foundation for Southeast Michigan
- Community Legal Resources
- Detroit Eastside Community Collaborative
- Detroit Institute of Arts
- Detroit Medical Center
- Detroit RiverFront Conservancy
- Detroit Downtown Partnership
- Eastern Market Corporation
- Greening of Detroit
- Hudson Webber Foundation
- Jefferson East Business Association
- Michigan Trails and Greenways Alliance
- Midtown Detroit, Inc.
- NextEnergy
- Villages Community Development Corporation
- Wheelhouse Detroit
- Whole Foods Market



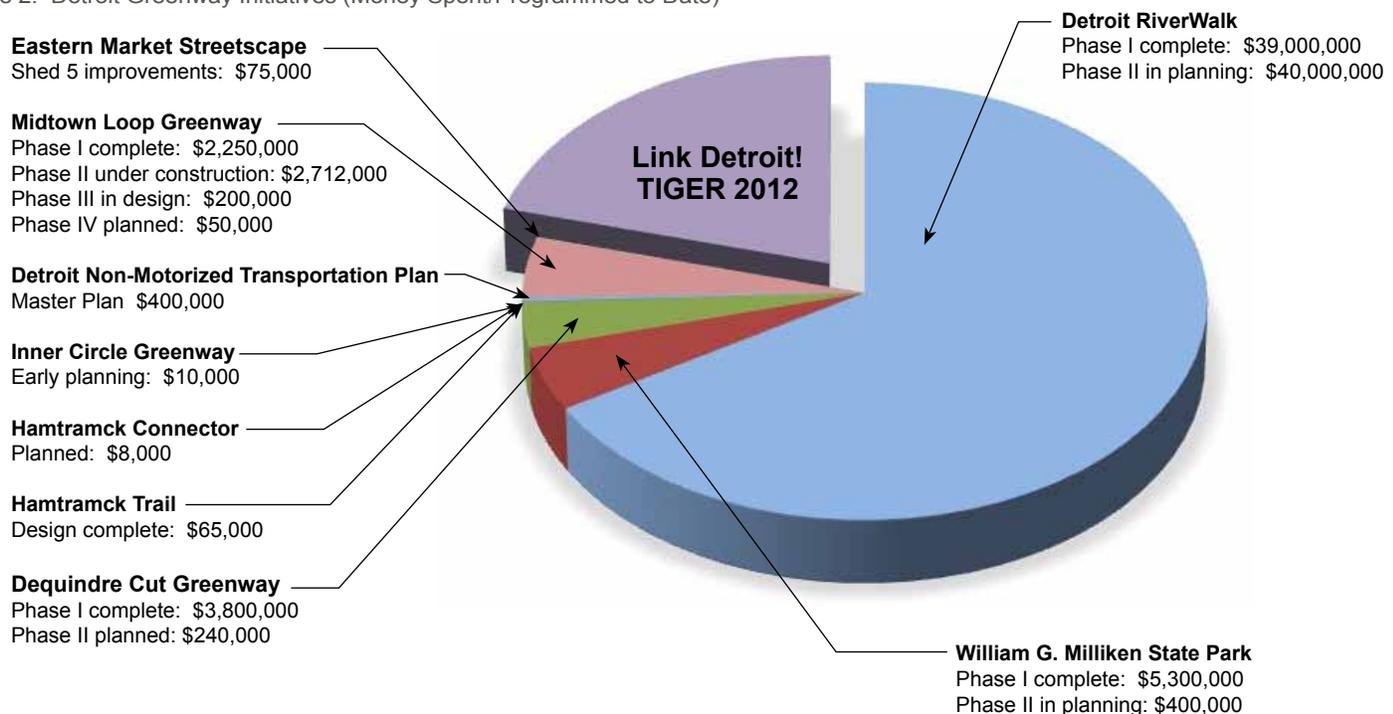
03. GRANT FUNDS AND SOURCES/ USES OF PROJECT FUNDS

Link Detroit! will tie together nine current greenway initiatives with significant prior investments (Figure 2) around the nexus of the Eastern Market, the RiverWalk and vital neighborhoods such as Midtown and Hamtramck to provide a connected non-motorized transportation network.

The City of Detroit is seeking a TIGER Discretionary Grant in the amount of \$15,333,395 (Figure 3). The total cost of the Link Detroit! project is \$24,834,173. The City has secured commitments of \$7,136,228 (28.7% of the total project cost) in matching funds through a variety

of sources including the EMC, MDI, the Michigan Transportation Fund, the Michigan Natural Resources Trust Fund (MNRTF) and the CFSEM (see attached *Match* document for assurances). The TIGER Discretionary Grant funds will be used solely for construction of the proposed infrastructure improvements. The matching funds will be used for right-of-way acquisition, due diligence, design, engineering, and inspection. Planning, analysis, and concept-level cost estimates have been prepared on all components of the proposed project and the City is prepared to begin immediately following award of a TIGER Discretionary Grant. Due to the amount of prior planning and coordination and the commitment of the project partners, it is anticipated that funds can be obligated by February 2013, well in advance of the suggested June target and the September deadline.

Figure 2: Detroit Greenway Initiatives (Money Spent/Programmed to Date)



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Figure 3: Project Funding

	Total Estimated Project Cost	TIGER Discretionary Grant Request	Local Bridge Program	Match	Source of Match
EASTERN MARKET DISTRICT IMPROVEMENTS					
Russell Street					
Engineering, Permits, Inspection (25%)	\$704,442			\$704,442	EMC
Construction	\$2,817,768	\$1,926,489		\$891,279	
Total	\$3,522,210	\$1,926,489		\$1,595,721	
Eastern Market Core Improvements					
Engineering, Permits, Inspection (25%)	\$509,807			\$509,807	EMC
Construction	\$2,039,228	\$2,039,228			
Total	\$2,549,035	\$2,039,228		\$509,807	
BRIDGE RECONSTRUCTION					
Adelaide Street over Grand Truck RR					
Engineering, Permits, Inspection	\$472,250			\$472,250	Michigan Transportation Fund City of Detroit
Construction	\$1,889,000	\$1,737,880		\$151,120	
Total	\$2,361,250	\$1,737,880		\$623,370	
Wilkins Street over Grand Truck RR					
Engineering, Permits, Inspection	\$622,250			\$622,250	Michigan Transportation Fund City of Detroit
Construction	\$2,489,000	\$0	\$2,364,550	\$124,450	
Total	\$3,111,250	\$0	\$2,364,550	\$746,700	
Division Street over Grand Truck RR					
Engineering, Permits, Inspection	\$416,750			\$416,750	Michigan Transportation Fund City of Detroit
Construction	\$1,667,000	\$1,533,640		\$133,360	
Total	\$2,083,750	\$1,533,640		\$550,110	
DEQUINDRE CUT GREENWAY/ HAMTRAMCK CONNECTOR					
Dequindre Cut Greenway Phase II					
ROW Acquisition	\$500,000			\$500,000	MNRTF / CFSEM
Due Diligence	\$150,000			\$150,000	
Engineering, Permits, Inspection	\$488,224			\$488,224	
Construction	\$3,509,110	\$2,835,958		\$673,152	CFSEM
Total	\$4,647,334	\$2,835,958		\$1,811,376	CFSEM
Hamtramck Connector					
Engineering, Permits, Inspection (20%)	\$63,624			\$63,624	CFSEM
Construction	\$318,120	\$318,120			
Total	\$381,744	\$318,120		\$63,624	
MIDTOWN LOOP PHASE IV GREENWAY					
Engineering, Permits, Inspection (16%)	\$1,235,520			\$1,235,520	MDI / CFSEM
Construction	\$4,942,080	\$4,942,080			
Total	\$6,177,600	\$4,942,080		\$1,235,520	
PROJECT TOTAL	\$24,834,173	\$15,333,395	\$2,364,550	\$7,136,228	28.7%



04. SELECTION CRITERIA

A. LONG-TERM OUTCOMES

i. State of Good Repair

The City of Detroit has experienced a series of setbacks over the past decade that reached its peak with the bank crisis and resulting impact to the industrial sector. This has resulted in a serious rise in unemployment and related default on home and business loans. As the city with the highest home foreclosure rate among the nation's 100 largest metropolitan areas, Detroit has suffered tremendous impacts as a result of this crisis. The city faced several challenges prior to this crisis, including a shrinking population still spread across a large land mass, a market where the supply of housing exceeded the demand, a declining tax base, older housing stock, and an old infrastructure system to name a few.

In the face of these challenges, Mayor Bing initiated the Detroit Works Project to redefine the physical, social, and economic landscape of the city. Short-term strategies have been developed to align some city services, resources, and investments in neighborhoods based on existing market conditions. These short-term strategies are supported by Link Detroit!.

With respect to the status of non-motorized transportation, the city has active and organized greenway planning throughout many of its neighborhoods and a non-motorized plan for Detroit. However, of the over 400 miles of non-motorized facilities proposed in the City's plan, only approximately 73 miles have been implemented. Many of the existing non-motorized facilities are currently disjointed and do not provide a connected network for bicyclists and pedestrians who live, work, and recreate in the city.



Tour De Troit 2010

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Eastern Market District Improvements

After years of losing market share, Eastern Market is experiencing a revival. Customer counts and the occupancy rate of the year-round Saturday Market have improved for three consecutive years. In 2011, a new, seasonal Tuesday Market was initiated—its 12-week run will be expanded to 20 weeks in 2012.

EMC has completed more than \$9 million in market capital improvements since it took over market operations. Extensive renovations of Shed 2 (2008) and Shed 3 (2010) have been completed with the renovation of Shed 5 planned in 2012.

The Shed 5 project includes construction of a shared-use community kitchen that will help EMC increase its efforts to incubate more specialty food processors as well as increase its outreach efforts around health and nutrition issues.

In the Eastern Market District, 26 projects are currently in development, including a major expansion of a meat-processing operation and the development of a model market garden by the Greening of Detroit. The latter project will showcase intense specialty crop production in a variety of growing systems to demonstrate the financial feasibility of specialty crop operations less than three acres in size.

While there has been new investment in the district, many blighted and vacant structures and vacant land remain. EMC is focused on establishing a new framework for development that will encourage new and existing businesses and developers to make the necessary investments to greatly increase the number of jobs at and the tax base of the Eastern Market District.

While EMC is committed to developing the Eastern Market District as a regional food



Eastern Market Shed 2



Adjacent vacant lot



Russell Street



Wilkins Street

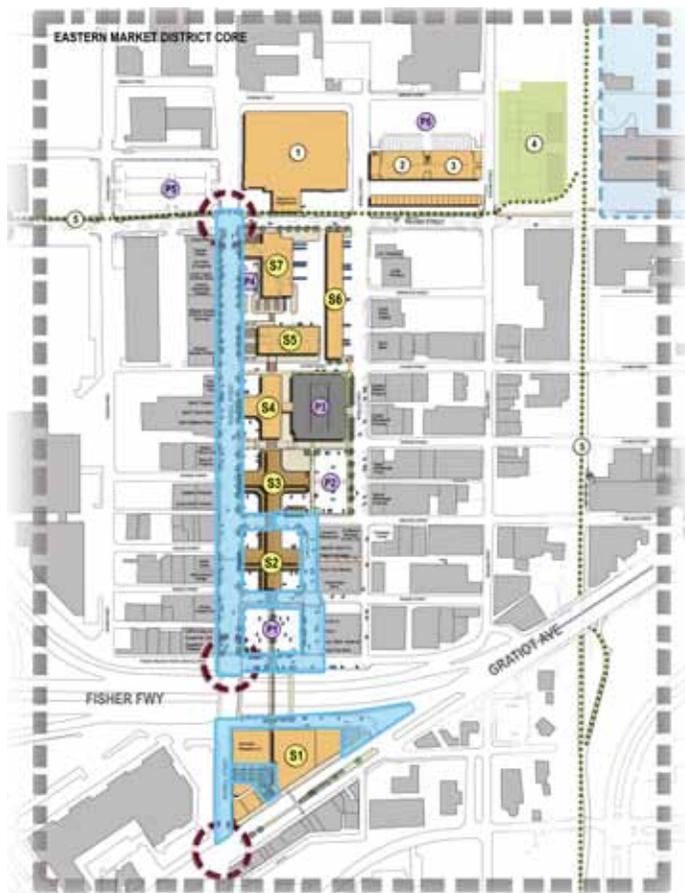


hub with room to recapture market share in the processing, packaging, warehousing, transporting, retailing, and consuming of food products, there is also the opportunity to create a vibrant, mixed-use urban neighborhood with more street vendors of non-food merchandise, more arts-related businesses, and 500 new loft residences.

To attract more investment, repairing and renovating key infrastructure and improving the connectivity of the Eastern Market District is critical. Currently, sidewalks, curbs, alleys, parking lots, and streets are in various stages of disrepair. As EMC has improved its market sheds, the public areas around them have also been improved; however, in many areas, the public realm is both unsafe and visually unappealing. The crumbling civic infrastructure does not support the heavy pedestrian use of the district that is expected to grow as the market continues to expand its days of retail operations.

Further, as development occurs within the greater downtown and near eastside, Eastern Market is cut off from adjacent areas by regional transportation facilities, i.e., freeways and main arterial streets, and by large tract residential and commercial-industrial development.

Enhancing connectivity, especially of non-motorized forms of transport, can help improve access to Eastern Market to nearby areas especially those neighborhoods in Detroit that have been deemed “food deserts” because its residents do not have access to reliable transportation and healthy food choices. Connecting places of residence and employment with those of daily staples and recreation can improve the health of residents while reducing energy consumption.



Eastern Market 360°

Eastern Market District Parking Key

- P1 PARKING LOT ONE
- P2 PARKING LOT SHED 3
- P3 PARKING GARAGE
- P4 MIXED USE PARKING IMPROVEMENTS 2015-2016
- P5 WILKINS STREET PARKING IMPROVEMENTS
- P6 GROVERS TERMINAL PARKING IMPROVEMENTS

Streetscape Improvements

Eastern Market Shed Key

- S1 GRATIOT CENTRAL MARKET
- S2 SHED 2 - PREMIER OUTDOOR SHED (2008)
- S3 SHED 3 - PREMIER INDOOR SHED (2009)
- S4 SHED 4 - MARKET HALL EDUCATION CENTER (2013)
- S5 SHED 5 - COMMUNITY KITCHEN + PLANT & FLOWER CENTER
- S6 SHED 6 - LANDSCAPE CENTER (2011)

Proposed Development Key

- 1 SHED 7 - MIXED USE RETAIL (2015)
- 2 SHED 8 - MIXED USE RETAIL (2016)
- 3 EM COMMISSARY (2016)
- 4 GROVERS' TERMINAL (2014)
- 5 GROVERS' TERMINAL EXPANSION (2019)
- 6 TGO MARKET GARDEN (2011)
- 7 DEQUINDRE CUT + MIDTOWN LOOP GREENWAYS (2011)

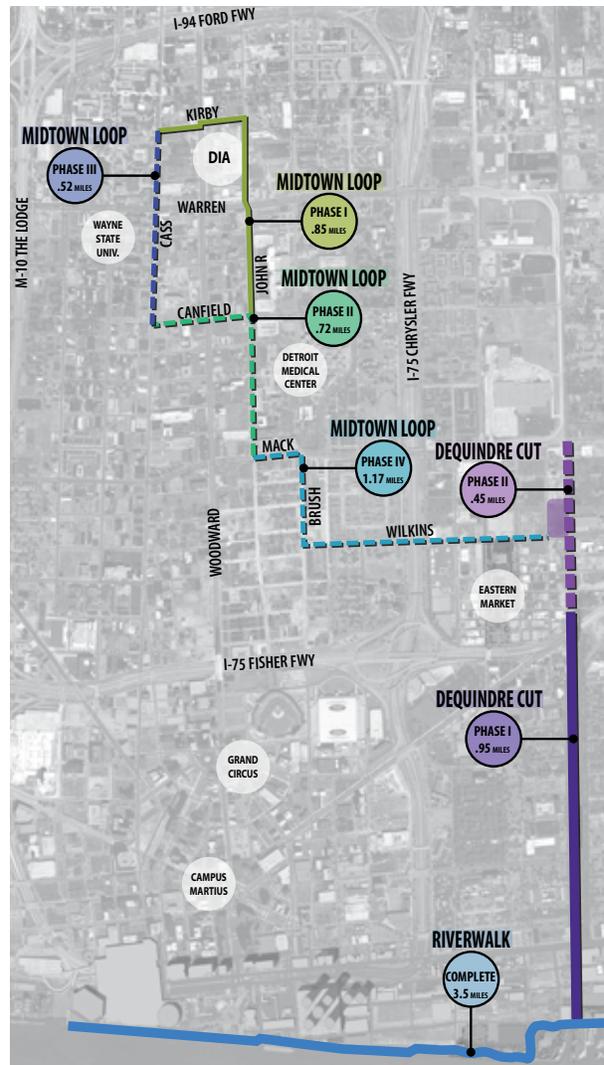
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Midtown Loop Greenway

The Midtown Loop is an urban greenway that meets the daily mobility needs of multiple constituencies, provides a welcoming gateway for visitors, promotes interactions between users and provides the focus for accelerated re-investment in the Cultural Center district. Phase I is completed, Phase II is under construction, and Phase III is currently in design. Phase IV of the Midtown Loop is located along corridors where non-motorized connections are poor or non-existent. Sidewalks are missing along some blocks and unacceptable along others. This final phase, however, is a critical link to Eastern Market and numerous other urban destinations and greenways.

Midtown Loop is an important corridor connecting cultural, medical and educational institutions and a thriving neighborhood with job locations, commercial venues, and recreational assets.

Link Detroit! will create an environment that promotes non-motorized transportation, connects with other modes of transit at bus stops and three proposed (Woodward Light Rail) stops (see Figure 1), and encourages private sector investment. If not completed, these areas will remain in their current state and threaten any potential growth of the area.



Midtown Loop Greenway



Kirby Street: Before



Kirby Street: After



Dequindre Cut Greenway/Hamtramck Connector

The Dequindre Cut Greenway/Hamtramck Connector is a non-motorized trail planned to extend from the Detroit River and Detroit RiverWalk northward with the future potential to connect to established greenways located in the northern suburbs of Detroit. The Phase II segment of Dequindre Cut, included in this grant application, extends from Gratiot Avenue north to Mack Avenue. It is depressed 25-feet below adjacent grade and perceived as a dark and foreboding area. The abandoned rail corridor is full of trash and debris, difficult to access, and has significant security concerns. The corridor was viewed by neighbors, businesses, and the public as an area to avoid.

Phase I of the Dequindre Cut, extending from the Detroit River to Gratiot Avenue, was in a similar condition as the Phase II segment. Phase I, completed in 2009,

represents an excellent example of how the restoration of such blighted areas can be improved to the public's benefit. Elements from Phase I that will be extended to Phase II include a bank-to-bank clean up and restoration of the corridor, a paved 20-foot wide multi-use path, lighting, security cameras and call boxes, and improved access at multiple locations. Due to safety considerations, the proposed bridge reconstructions need to be considered jointly with this project.

A majority of the Hamtramck Connector route has no sidewalks or sidewalks in disrepair. City right-of-way on the east side of Dequindre Avenue north of Mack is vacant and could accommodate an off-road trail. A route of bike lanes on streets with either low-traffic volumes or right-of-way width to safely accommodate them is proposed to connect Dequindre Avenue to the Hamtramck limits.



Phase I: Before



Phase I: After



Phase II: Existing Conditions



Phase II: Proposed Rendering

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Bridge Reconstruction

The Adelaide Street, Division Street, and Wilkins Street bridges were constructed in the late 1920s as part of a 10-year program to build 22 grade separations over the Grand Trunk Railroad. In the subsequent 90 years, many of these bridges have deteriorated to the point of being unsafe and have either been closed or demolished.

All three bridges were inspected in August 2011 (see attached *Bridge RPT* document). The inspection reported:

- Railings are rated as critical with many railings missing.
- Sidewalks are rated critical due to the deteriorated, spalled, and cracked concrete with exposed reinforcement.
- Evidence exists of severe concrete deterioration resulting in spalled concrete, exposed reinforcement, section loss, and rusting on exposed steel beam surfaces,
- Piers are rated critical due to concrete deterioration, large fractures and loose, exposed reinforcement.

These three bridges are a critical part of the surface transportation network serving the Eastern Market and have clearly outlived their service life. In addition, because these bridges span the Dequindre Cut Greenway Phase II, the two projects need to be considered jointly to ensure future user safety.

In summary, realizing the opportunity for economic revitalization, and the threat to that potential posed by the existing infrastructure, the City has coordinated the collective efforts of EMC, MDI, and CFSEM to address the stated condition of the project



Adelaide Street Bridge



Division Street Bridge



Wilkins Street Bridge



area. The procurement of matching funds exceeding the minimum requirement is proof of their commitment to this project which will provide a network connecting three major city destinations — the RiverWalk, Eastern market and Midtown — and improve city livability.

ii. Economic Competitiveness

An analysis of per capita income and unemployment clearly documents that the City of Detroit meets the criteria of an “Economically Distressed Area” (see details under Job Creation and Near-Term Economic Activity). This project will greatly improve the economic competitiveness of the city by providing transportation options, enhancing existing infrastructure, and facilitating investment and redevelopment. Adaptive reuse and redevelopment are identified by the City and EMC as key ingredients in revitalizing Detroit’s urban core.

Link Detroit! will connect three greenways in the existing greenway network linking adjacent neighborhoods with important destinations such as the Eastern Market (jobs, fresh food), the Detroit RiverWalk (recreation, access to downtown and the Detroit River), and Midtown (higher education, health care, and jobs). This connected system will provide improved access to the existing Detroit Department of Transportation bus transit system as well as the proposed Woodward Light Rail system. This will greatly improve the multi-modal capacity in the city by expanding the number of safe options to residents and covering a larger geographic area.

In addition to improved access, an active and connected greenway system can provide a dramatic boost to the economy. It is anticipated that the proposed improvements will stimulate economic reinvestment in the Eastern Market District. The



Eastern Market aerial model

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EMC is poised to capture this benefit as documented in its *Eastern Market District Economic Development Strategy, September 2008* and *Eastern Market Development Plan, November 2009* both of which can be viewed on the City's website.

The latter study estimates, based upon a study by McKinsey & Company, that a revitalized Eastern Market district could result in:

- 58 new market vendors
- 3-5 additional retail market days
- 1,890 new or retained jobs
- 15,000 additional weekly visitors
- 20 new retail businesses
- 20 new market-related businesses
- 600 new housing units

If achieved, that growth could result in an increase of \$9.9 million in annual property tax and an increase of \$5.8 million in income tax revenue.

The recently completed *Market Oriented Development Plan for Eastern Market* estimates that there currently exists, within the

district boundaries, 812,000 gross square feet of building reuse capacity and over 1.9 million gross square feet of proposed redevelopment capacity, including both residential and non-residential uses.

The area immediately east of the designated Eastern Market District is ripe for redevelopment as most of the structures have been demolished. A new context for development is critical. Separate from Link Detroit!, the Bloody Run Creek day-lighting project has been proposed as a catalyst that could result in an investment of more than \$307 million and the creation of 5,832 jobs per a study by Zachary & Associates.

In addition to the EMC district planning efforts, there is a growing demand for residential units in the city being sparked by programs such as Live Midtown, which is providing incentives funded by major employers for people to buy or restore homes in the Midtown area. Employers in the Midtown district include the Detroit Medical Center, the Henry Ford Health System, and Wayne State University. Subsequently,

Eastern Market M.O.D. Plan

Market-Oriented Development

District Totals	Non-Residential			Residential		
	Existing Occupied GSF	Proposed Reuse GSF	Proposed Redevelopment GSF	Existing Occupied GSF	Proposed Reuse GSF	Proposed Redevelopment GSF
Public Market Core	352,000	38,000	60,000	34,000	28,000	80,000
Food Centric Market Neighborhood	818,000	104,000	218,000	71,000	166,000	216,000
Mack Avenue Oriented Businesses	155,000	144,000				
Mixed-Use at the Cut	510,000	127,000	289,000	65,000	98,000	608,000
Warehouse District	538,000	107,000	367,000	109,000		88,000
Totals	2,373,000	520,000	934,000	279,000	292,000	992,000

gsf

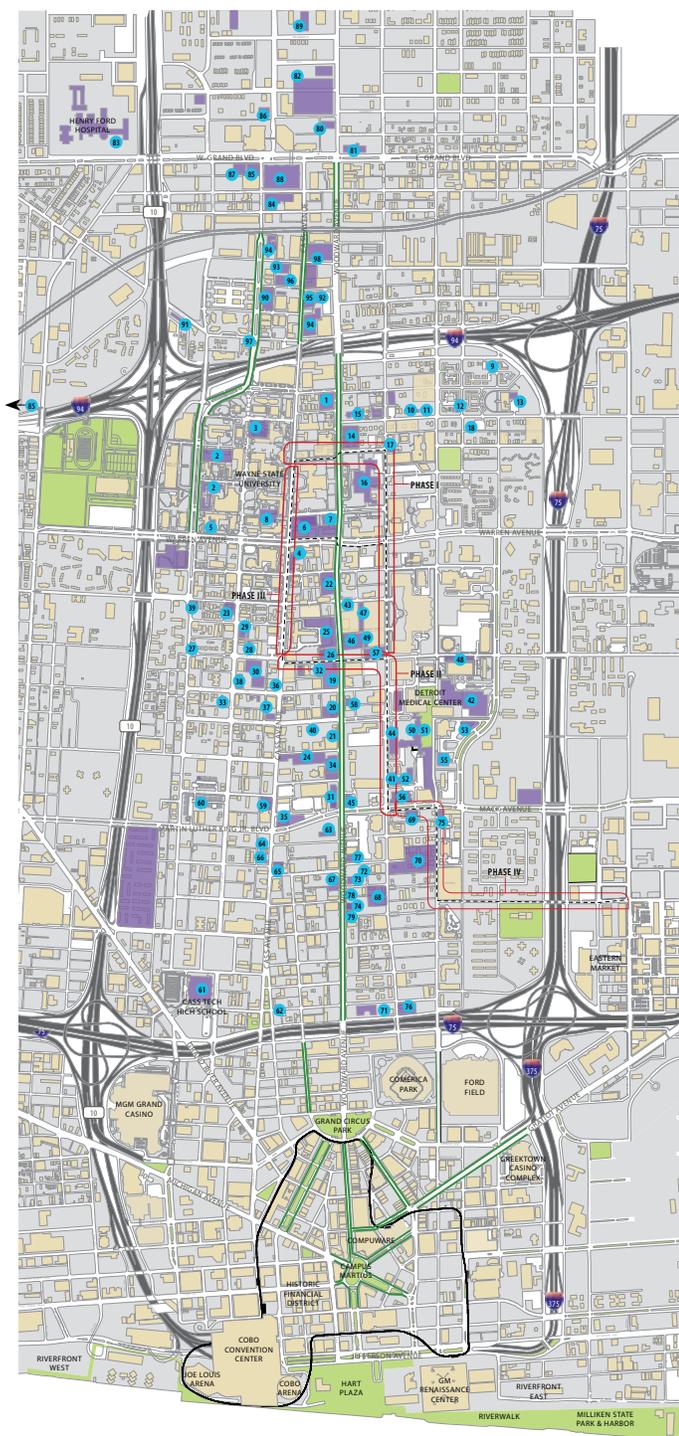
Eastern Market District Total = 5,390,000



MIDTOWN DETROIT DEVELOPMENT PLAN

LEGEND

PLANNED, UNDER CONSTRUCTION & RECENTLY COMPLETED PROJECTS



WAYNE STATE UNIVERSITY DISTRICT

1. WSU Business School
2. WSU Undergraduate Dormitories/Mixed Use Development (2008)
3. WSU McGregor Memorial Conference Center (2002)
4. WSU Union at Midtown (2011)
5. WSU Engineering School Expansion and Renovations (2009)
6. WSU Barnes and Noble/Welcome Center/Parking Deck (2002)
7. WSU Macabees Building Renovation (2005)
8. WSU Chemistry Building Renovation and Expansion (2009)

ARTS CENTER DISTRICT

9. Palmer Court Townhomes (2002)
10. 263 E. Ferry Residential Renovations
11. Ferry St. East Townhomes (2003)
12. Ferry St. Condo Rehabs
13. Golightly Pre-School (2010)
14. Park Shelton Condo Renovations (2005)
15. Charfoos and Christensen Office Renovations (2006)
16. DIA Renovation and Expansion (2008)
17. CCS Josephine Ford Sculpture Garden (2005)
18. University Prep Science and Math School (2008)

NORTH CASS DISTRICT

19. Willis Mixed Use Project (2012)
20. PNC Renovation (2011)
21. Woodward Garden Block Development (2011)
22. Bohemia Restaurant Development/Wayne County (2011)
23. Forrest Arms Renovation (TBD)
24. Detroit School of Arts (2005)
25. Studio One Development (2008)
26. The Whitney Renovation (2007)
27. Nine on Third Townhomes (2007)
28. Motor City Brewing Renovations/Green Alley (2007)
29. The Green Garage (2011)
30. Willy's Overland Lofts Mixed-Use Development (2008)
31. University of Michigan - Detroit Center (2005)
32. 55 W. Canfield Lofts (2006)
33. North Cass Community Garden (2009)
34. Max. M. Fisher Music Center/Detroit Symphony Orchestra (2003)
35. Chesterfield Apartments Rehab (2006)
36. Good Wells Natural Food Market (2006)
37. Slows to Go (2010)
38. Mario's Italian Restaurant (2008)
39. Third Street Bar (2009)

MEDICAL CENTER DISTRICT

40. Children's Center, Paul D Marsh Programs Building (2002)
41. DMC Brasza Outpatient Center (2004)
42. Detroit Receiving Hospital (2004)
43. First Congregational Church (2005)
44. Karmanos Cancer Institute Surgery Addition (2006)
45. The Ellington Lofts Development (2006)
46. MOCAD (2006)
47. N'Niamdi Contemporary Gallery (2008)
48. WSU Medical Education Commons (2009)

49. 71 Garfield (2010)

50. Harper/Hutzel/CVI Hospitals Upgrades and Expansion (2011)
51. Hutzel Women's Hospital Renovation (2011)
52. Rehab Institute of Michigan (2011)
53. Children's Hospital New Facilities (2012)
54. Central Campus Parking Deck (2012)
55. CHM Pediatric Specialty Center (2010)
56. WSU Eugene Applebaum College of Pharmacy & Health Services (2002)
57. Mid-Med Lofts (2008)
58. The Raw Food Cafe (2010)

CASS PARK DISTRICT

59. The Hub Bicycle Shop (2008)
60. Brainard Street Apartments (2004)
61. Cass Tech High School (2006)
62. Harry's Bar and Grill (2006)
63. Arcadia Apartments (2003)
64. Canine to Five Dog Daycare (2005)
65. Burton School Project (2009)
66. Mantra (2006)
67. DC3 Car Wash Redevelopment (Planned)

BRUSH PARK DISTRICT

68. Carlton-Carolla-Lamar Residential Rehabs (2003)
69. Mack Avenue Clinic (2005)
70. Brush Park Village North (2008)
71. Garden Lofts at Woodward Place (2010)
72. Crystal Lofts Mixed-Use Rehab (2008)
73. Ye Old Butcher Shoppe (2011)
74. Bangle Building Facade (2006)
75. Hospice Garden
76. Inn at 234 Winder (2007)
77. Michigan State University - Detroit Center (2009)
78. ACLU (2008)
79. Ecumenical Theological Seminary (2006)

NEW CENTER DISTRICT

80. Detroit Youth Foundation, Youthville (2006)
81. Labor Building/Detroit Police Central District Headquarters (2006)
82. Lofts at New Center (2007)
83. Henry Ford Hospital Improvements (2008)
84. Argonaut Building (2009)
85. New Center Park (2009)
86. Fisher Kahn Apartments (2011)
87. Boulevard West Building and Parking Lot (2010)
88. Cadillac Place - State of Michigan Southeastern Offices (2002)
89. Midtown Square Apartments (2007)

TECH TOWN

90. NextEnergy (2005)
91. University Prep Academy Elementary - Ellen Campus (2005)
92. Graphic Arts Lofts (2006)
93. University Prep Academy Elementary - Murray Campus (2008)
94. New Amsterdam Lofts (2008)
95. WSU Public Safety Headquarters (2008)
96. MDOT Intermodal Site - Phase I (2010)
97. Second Avenue Special LED Street Lighting Project (2012)
98. Techone (2004)

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the success of this program has resulted in similar models implemented across the City in Live Downtown, 15x15, and Project 14.

Live Downtown is a partnership between five major employers, including Blue Cross Blue Shield, Compuware, DTE Energy, Quicken Loans and Strategic Staffing Solutions, and the Downtown Detroit Partnership. The program encourages the more than 16,000 combined employees of each of the employers to take advantage of funds to buy, rent, or renovate property in downtown, Lafayette Park, Corktown, Woodbridge, Midtown, and Eastern Market.

The Hudson Webber Foundation is advancing the 15x15 initiative, which is a shared vision to attract 15,000 young and talented households to greater downtown Detroit by 2015. Although sometimes referred to as a talent strategy, 15x15 is much more a place-based strategy working in a targeted geography to make it the kind of place where young talent wants to be. By focusing on talent attraction and retention, issues that are critical to achieving that goal ultimately arise—housing, jobs and business opportunities, retail and third places, and safety and perceived safety.

Named after police code 14, signifying a return to normal operations, Project 14 is a pilot project designed to encourage police officers to purchase homes and live in the City of Detroit. By providing homeownership opportunities for public safety officers in Detroit, Project 14 seeks to reduce crime, strengthen relationships between public safety officials and the community, and

revitalize Detroit's neighborhoods. While "Project 14" is designed to encourage Detroit police officers to become homeowners in Detroit, any qualifying individual may apply to become a homeowner through the Neighborhood Stabilization Program.

The improved transit connections proposed as part of Link Detroit! are the kind of amenities that provide additional incentive for people to take advantage of these exciting programs.

iii. Livability

Improving non-motorized transportation options, the pedestrian street environment and the surface transportation system will significantly improve livability and reinvestment in the city by providing more mobility options to residents and creating a more vital, energized urban environment. Nearly 2 in 10 Detroit households, and nearly half within a half-mile of Eastern Market, are estimated to have no personal vehicle. This presents serious issues in getting to jobs, education, and health care, which are problems that can be alleviated by an expanded non-motorized network connecting multiple transit options. For those with a vehicle, expanded non-motorized options can reduce costs of travel and allow a redistribution of household income from auto-related expenses to other purposes. This has been estimated in the project associated socioeconomic, economic impact and non-market analysis as between \$3,000 and \$6,000 per year for grocery store trips alone.

Link Detroit! has been developed with a consideration of the six livability principles identified by the U.S. Department of Transportation in conjunction with Department of



Housing and Urban Development and the Environmental Protection Agency in their joint Interagency Partnership for Sustainable Communities. These principles focus on helping communities improve access to affordable housing, expand transportation options, and lower transportation costs while protecting the environment.

Link Detroit! aligns with the six livability principles by:

1. *Providing more transportation choices* thereby decreasing household transportation costs, improving air quality, reducing green house gas (GHG) emissions, and promoting public health. The public health component is especially relevant as Governor Snyder just laid out his health and wellness plan with a vision for Michiganders to be healthy, productive individuals living in communities that support health and wellness.
2. *Promoting equitable, affordable housing* proximate to a non-motorized network facilitating access to jobs, education, health care, and recreation. This project will expand location and energy efficiency of housing choices by transforming Eastern Market as a new residential neighborhood in the greater downtown area of Detroit and continuing the impressive momentum of Midtown as a neighborhood of choice for households with a wide range of incomes.
3. *Enhancing economic competitiveness* by providing reliable options for access to employment centers and high-tech districts. This project will continue to position the Eastern Market District as one of the premier

metropolitan food hubs in the nation and allow the cluster of food related businesses located there to meet competitive challenges from larger-scaled national and international firms.

4. *Supporting existing communities* by encouraging transit-oriented design, mixed-use development, and land recycling to increase community revitalization. A food-centric, mixed-use neighborhood is the focus of Eastern Market's planning and development program. This project will especially drive development opportunities adjacent to the Dequindre Cut where underutilized commercial and industrial buildings will become a mix of commercial and residential taking advantage of proximity to the greenway system.
5. *Coordinating policies and leveraging investment* to support future growth especially in vital neighborhoods identified by Detroit Works. This project leverages funding to connect future growth to the local food systems by connecting people to the local food system that is reemerging at Eastern Market. Intricate coordination of transportation systems is at the core of Link Detroit!. EMC and the City are currently working to change the regulatory environment to make it easier for development to occur while making land use laws more consistent with the long-term vision for the market district.
6. *Valuing communities and neighborhoods* by enhancing unique community characteristics through investment in healthy, safe, and walkable neighborhoods. The Eastern Market District is one of the most unique urban districts

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in the United States. The ambiance of the Saturday Market is second-to-none in terms of intensity and authenticity, and the Detroit Link! projects planned will support this great urban district by strengthening its walkability and mixed-use nature.

iv. Sustainability

Link Detroit! will improve the environment by reducing vehicle miles travelled and consequently reduce use of fossil fuels and GHG emissions. Analysis of potential trip reductions resulting from this project in the Eastern Market District alone could reduce CO₂ emissions from an estimated 90,000 metric tons per year to as low as an estimated 12,282 metric tons per year (see attached *BCA* document). It will also promote redevelopment of underutilized or vacant urban land reducing pressure to build in surrounding areas. This project will connect various modes of transportation including bus and light rail transit, non-motorized transportation and passenger vehicles.

A majority of this work planned for Link Detroit! is located in the City right-of-way and the portion that is not (Dequindre Cut Phase II) is owned by the City. The City has a policy that all new lighting and all replacement lighting will utilize LED technology resulting in reduced energy demand from the lighting grid.

Link Detroit! will also include an increase in green, landscaped areas. This will provide opportunities for implementing Low Impact Design stormwater management strategies, which promotes infiltration while improving air quality and the carbon sequestration capacity in the urban environment.

Further, Link Detroit! will spur mixed-use residential development in and around the Eastern Market District. Most importantly, it will improve social equity by providing residents of Detroit's greater downtown with better access to sustainably grown and transported food.

v. Safety

Improved bicycle facilities, such as dedicated on-street bike lanes, provide designated bicycle accommodations while also raising awareness for drivers of a bicyclist's right to the road. Both of these factors improve safety and reduce bicycle injuries and fatalities. Improved pedestrian facilities can also decrease pedestrian injuries and fatalities by providing a connected sidewalk system with new crosswalks and pedestrian signals.



Dequindre Cut Greenway - Phase I



Figure 4: Estimated Job Creation | 2012 | 2013 | 2014 |

	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	BUDGET
DESIGN + ENGINEERING										
Eastern Market Improvements	3.6	3.6	3.6	3.6						\$1,214,249
Bridge Reconstruction	4.1	4.1	4.1	4.1						\$1,511,250
Dequindre Cut Greenway/Hamtramck Connector	3.2	3.2	3.2	3.2						\$1,201,848
Midtown Loop Greenway	5.1	5.1	5.1	5.1						\$1,235,520
CONSTRUCTION										
Eastern Market Improvements					11.0	11.0	11.0	11.0	11.0	\$4,856,996
Bridge Reconstruction					14.5	14.5	14.5	14.5	14.5	\$6,045,000
Dequindre Cut Greenway/Hamtramck Connector					8.0	8.0	8.0	8.0	8.0	\$3,827,230
Midtown Loop Greenway					11.5	11.5	11.5	11.5	11.5	\$4,942,080
	16.0	16.0	16.0	16.0	45.0	45.0	45.0	45.0	45.0	\$24,834,173

B. JOB CREATION + NEAR-TERM ECONOMIC ACTIVITY

According to the U.S. Census Bureau (quickfacts.census.gov), per capita income across the United States in the past 12 months (2009 dollars) was \$27,041. The per capita income for that timeframe in Detroit was \$14,717 or 54% of the national average. The Bureau of Labor Statistics (www.bls.gov) indicates that the current national unemployment rate is 9.1%. Detroit's unemployment rate is 14.1% or 5% greater than the national average.

Under the requirements defined in Section 301 of the Public Works and Economic Development Act of 1965, the City of Detroit qualifies as an Economically Distressed Area under the categories of 1) Low Per Capita Income (the area has a per capita income of 80% or less of the national average) and 2) Unemployment Rate Above National Average (the area has an unemployment rate that is, for the most recent 24-month period for which data are available, at least 1% greater than the national average unemployment rate).

The transformation of the public infrastructure proposed as part of Link Detroit! provides critical connections in the surface and non-motorized transportation network. This, in turn, will help to attract new residents and businesses to the city stimulating job growth and redevelopment. Link Detroit! is projected to generate 289 additional jobs, largely in the construction and engineering fields, as well as a total of nearly \$40 million in economic output throughout Wayne County over the 2012-2015 time period (see attached *BCA* document). Estimated job creation by quarter is shown in Figure 4.



Eastern Market

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Dequindre Cut Greenway - Phase I

C. INNOVATION

Link Detroit! will be an important element in the Live Midtown, Live Downtown, 15x15, and Project 14 initiatives. These innovative programs are working to draw residents back to Detroit's urban core.

Link Detroit! will also serve to stimulate and expand the healthy metropolitan food hub that currently is under development at Eastern Market. Eastern Market is committed to helping rebuild the region's local food system. A large public market, with both wholesale and retail operations at its core with a cluster of smaller food processors and distributors in immediate proximity, provides an opportunity to jump start a robust local food system. This not only provides fresher, more nutritious food options but also reduces the environmental impact of food production. At the national level, Eastern Market works closely with the USDA to develop the local food hub concept that is needed to strengthen the performance of regional food economies. Eastern Market, in tandem with improvements in multi-modal transportation, can become the most comprehensive food hub in the United States.

The proximity of food production-processing-distribution-preparation-retailing-and education will not only serve regional residents but will become a national laboratory to encourage other cities to weave local food districts back into the urban fabric as they were before food systems became global in scale. This goal is not only to provide fresher more nutritious food but also to reduce the energy consumption of food production, processing, and distribution.

Further, local food system development can foster employment opportunities to reduce the structural unemployment of central cities. The Initiative for a Competitive Inner City (ICIC), a national think tank, spent the summer of 2011 investigating Detroit and Boston to understand the potential contribution of local food system development to overall area economic development. While those results have not yet been released, an earlier study by Michael Shuman of the Business Alliance for Living Economies estimated that the economic impact of Detroit obtaining 20% of food from local sources could result in 4,700 new jobs and earnings over \$124 million. Link Detroit! is an active element in this local system.



Eastern Market

D. PARTNERSHIP

The improvements proposed as part of Link Detroit! are the result of a collaborative vision for revitalizing this area of the City of Detroit. This vision is shared by the numerous participating organizations based on the potential of the city as a viable urban community, an understanding of the assets that currently exists, and a solid belief in the people who live, work, and play in Detroit. The TIGER Discretionary Grant application process is being led by the City, but it would not be possible without the drive, energy, and resources of

the EMC, MDI, and the CFSEM. These groups have already spent considerable resources in the planning and coordination of Link Detroit! These efforts have resulted in detailed planning studies and cost estimates for all of the proposed elements as well as secured funding to serve as a match for the TIGER Discretionary Grant. Perhaps more importantly, the efforts have demonstrated to the region that Detroit is looking forward to a new era.

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E. RESULTS OF BENEFIT-COST ANALYSIS

The true impact of the proposed public infrastructure improvements is the economic catalyst that they represent. A Project Matrix describes the current condition, proposed changes, types of impacts and economic benefits for each of the projects (Figure 5). A benefit-cost analysis was completed for the core of the project area in the form of the *Eastern Market Socio-economic, Economic Impact, and Non-*

Market Analysis (see attached *BCA* document). A benefit-cost analysis was also completed for the individual greenways along with the entire LinkDetroit! project based on methodologies developed by the National Cooperative Highway Research Program and described in their Report 552: Guidelines for Analysis of Investments in Bicycle Facilities. In summary, the proposed \$24.8 million investment is projected to create over 16,000 full-time equivalent jobs throughout Wayne County,

Figure 5: Link Detroit! Project Matrix

CURRENT STATUS/ BASELINE + PROBLEM TO BE ADDRESSED	CHANE TO BASELINE/ ALTERNATIVES	TYPE OF IMPACT	POPULATION AFFECTED BY IMPACTS	ECONOMIC BENEFIT	SUMMARY OF RESULTS	PAGE REFERENCE
Eastern Market District Improvements						
Nearly 1/2 of the households within 1 half mile of Eastern Market do not own a vehicle; lack of access to healthy food, uninviting streetscape environment	Streetscape enhancements	Improve access to the Eastern Market for healthy food and jobs	Residents in Midtown Detroit, Hamtramck and along the corridor; especially those without a car	Nearly 1/2 of the households within 1 half mile of Eastern Market do not own a vehicle; lack of access to healthy food, uninviting streetscape environment	Enhanced streetscape will increase commercial and retail activity providing more options for jobs and access to healthy food	Pages 6, 25-33, 40-45, 46-50, 55 of BCA
Adelaide, Wilkins and Division Street Bridge Reconstruction						
Severely deteriorated bridges hamper road network and present safety hazard to Dequindre Cut Greenway users	Replace three bridges	Enhance commercial and retail access to Eastern Market; improved safety to future Dequindre Cut Greenway users	Commercial and retail Eastern Market users	Reduced maintenance costs, improved multi-directional access to Eastern Market	Improved access to Eastern Market will facilitate and increase in commercial and retail activity	Pages 24-33 of BCA
Dequindre Cut Greenway						
Nearly 1/2 of the households within 1 half mile of Eastern Market do not own a vehicle; lack of connected non-motorized transportation system	Connected non-motorized transportation system	Link destinations and population centers with Eastern Market and proposed city non-motorized transportation network	Visitors of Detroit destinations (River/Walk) along with residents in Hamtramck and along corridor	Improved access to the non-motorized transportation network for jobs and recreation throughout the city; reduced VMT and associated emissions	Connecting the non-motorized transportation network will improve access throughout the city and reduce emissions	Page 26 of grant application
Hamtramck Connector						
Nearly 1/2 of the households within 1 half mile of Eastern Market do not own a vehicle; lack of connected non-motorized transportation system	Connected non-motorized transportation system	Link destinations and population centers with Eastern Market and proposed city non-motorized transportation network	Visitors of Detroit destinations (River/Walk) along with residents in Hamtramck and along corridor	Improved access to the non-motorized transportation network for jobs and recreation throughout the city; reduced VMT and associated emissions	Connecting the non-motorized transportation network will improve access throughout the city and reduce emissions	Page 26 of grant application
Midtown Loop Greeway Phase IV						
Nearly 1/2 of the households within 1 half mile of Eastern Market do not own a vehicle; lack of connected non-motorized transportation system	Connected non-motorized transportation system	Link destinations and population centers with Eastern Market and proposed city non-motorized transportation network	Visitors of Detroit destinations (River/Walk) along with residents in Hamtramck and along corridor	Improved access to the non-motorized transportation network for jobs and recreation throughout the city; reduced VMT and associated emissions	Connecting the non-motorized transportation network will improve access throughout the city and reduce emissions	Page 26 of grant application



largely in the retail, professional services, and construction sectors, and nearly \$1.9 billion in economic output over the 2015-2020 build-out period (Figure 6). Within the Eastern Market District, approximately 7,272 permanent new jobs in the retail and professional sectors are anticipated at full build-out. In addition, the average benefit/cost ratio for the entire project ranges from \$0.31 to \$1.59 depending on the range of the low, mid or high use estimates (Figure 7). Benefits that are difficult to measure are the improvements resulting from the synergy of linking all three greenways around the core of the Eastern Market district. This is the crux of the LinkDetroit! project and represents a tremendous opportunity in the City of Detroit.

Changes in land use can have a significant effect on transportation patterns and decisions made by area residents. In this case, the construction of new housing and retail, along with the expansion of Eastern Market's hours of operation and the likely development of a full-service grocery or similar service in the area, is anticipated to have a profound effect on shopping travel

patterns for residents within a half-mile radius of Eastern Market. Specifically:

- Residents within a half-mile of Eastern Market will substitute trips to area grocery stores with trips to Eastern Market
- Given their proximity to Eastern Market, more residents will choose to walk, bike, or take transit to Eastern Market
- These changes in transportation patterns will affect the total annual carbon emissions by residents in the area

Beyond the construction related employment and economic impacts from the direct investment in transportation infrastructure and urban design improvements, an improved appearance of and accessibility to the Eastern Market should provide the incentives necessary to stimulate private investment in new housing and commercial establishments (office, retail and light manufacturing). This investment, in turn, should also create new mixed-income residential neighborhoods and a broad range of permanent employment opportunities. Without a TIGER Discretionary grant, this level of economic benefit is impossible to duplicate. This project represents a crucial connection in the non-motorized network.

Figure 6: Estimated Cost/Benefit Findings over Eight-Year Period*

COSTS		BENEFITS	
Infrastructure Investment	}	Projected Total Full and Part Time Employment	16,492
		Total Economic Output	\$1.9 Billion
		Total Labor Income	\$809.2 Billion
		Projected Increase in Real Estate Value	\$9.9 Billion
		Metric Tons of Carbon Emissions Reduced	39,290
		Annual Savings in Related to Reduced Driving Trips	\$250,000

* Estimated infrastructure costs and associated economic benefits are predicted on TIGER Grant project funding being secured.

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Figure 6: Greenway Benefit Cost Analysis

DEQUINDRE CUT GREENWAY (0.45 mile off-street trail)			
Demand	Low Estimate	Mid Estimate	High Estimate
Residents	25,770	25,770	25,770
Existing Commuters	19	19	19
New Commuters	6	6	6
Total Existing Cyclists	276	4,403	6,498
Total New Cyclists	88	325	1,952
Annual Benefits	Low Estimate	Mid Estimate	High Estimate
Recreation	\$302,048	\$4,814,290	\$7,104,899
Mobility	\$23,119	\$23,119	\$23,119
Health	\$11,304	\$169,541	\$249,870
Decreased Auto Use	\$153	\$153	\$153
Total Benefits	\$336,624	\$5,007,103	\$7,378,041
Cost	\$4,612,334	\$4,612,334	\$4,612,334
B/C Ratio	\$0.07	\$1.09	\$1.60
HAMTRAMCK CONNECTOR (2 miles on-street lane with parking)			
Demand	Low Estimate	Mid Estimate	High Estimate
Residents	40,073	40,073	40,073
Existing Commuters	29	29	29
New Commuters	9	9	9
Total Existing Cyclists	430	6,847	10,105
Total New Cyclists	148	2,224	3,278
Annual Benefits	Low Estimate	Mid Estimate	High Estimate
Recreation	\$507,262	\$8,085,152	\$11,932,016
Mobility	\$32,306	\$32,306	\$32,306
Health	\$18,984	\$284,729	\$419,633
Decreased Auto Use	\$1,141	\$1,141	\$1,141
Total Benefits	\$559,693	\$8,403,328	\$12,385,096
Cost	\$381,744	\$381,744	\$381,744
B/C Ratio	\$1.47	\$22.01	\$32.44
MIDTOWN LOOP (1.2 miles on-street lane without parking)			
Demand	Low Estimate	Mid Estimate	High Estimate
Residents	32,691	32,691	32,691
Existing Commuters	24	24	24
New Commuters	7	7	7
Total Existing Cyclists	350	5,586	8,243
Total New Cyclists	117	1,760	2,594
Annual Benefits	Low Estimate	Mid Estimate	High Estimate
Recreation	\$401,344	\$6,396,944	\$9,440,570
Mobility	\$26,160	\$26,160	\$26,160
Health	\$15,020	\$225,277	\$332,012
Decreased Auto Use	\$541	\$1,141	\$1,141
Total Benefits	\$443,065	\$6,649,522	\$9,799,883
Cost	\$6,177,600	\$6,177,600	\$6,177,600
B/C Ratio	\$0.07	\$1.08	\$1.59
AVERAGE FOR ENTIRE PROJECT (including Easter Market + Bridge Reconstruction)			
Demand	Low Estimate	Mid Estimate	High Estimate
Residents	88,114	88,114	88,114
Existing Commuters	1,974	1,974	1,974
New Commuters	662	662	662
Total Existing Cyclists	2,855	17,348	27,950
Total New Cyclists	1,619	6,480	10,036
Annual Benefits	Low Estimate	Mid Estimate	High Estimate
Recreation	\$3,494,914	\$21,236,997	\$34,215,642
Mobility	\$2,527,138	\$2,527,138	\$2,527,138
Health	\$207,295	\$829,483	\$1,284,625
Decreased Auto Use	\$1,446,981	\$1,446,981	\$1,446,981
Total Benefits	\$7,676,328	\$26,040,599	\$39,474,386
Cost	\$24,800,000	\$24,800,000	\$24,800,000
B/C Ratio	\$0.31	\$1.05	\$1.59

Assumptions:

- Construction starting in 2013
- 5.6 percent bike/walk commute share (from SEMCOG household travel survey for City of Detroit)
- Population density of 4,930 per square mile (based on 2011 population estimate and total square miles in City) assumed to be held true in an 800 foot buffer, 1600 foot buffer, and 2400 foot buffer around the project
- 3.65 project miles (5,874 meters)
- Calculation of decreased auto use varies by facility type (off-street trail, on-street lane with parking, on-street lane without parking)

Source: University of North Carolina Highway Safety Research Center
<http://www.bicyclinginfo.org/bikecost/>



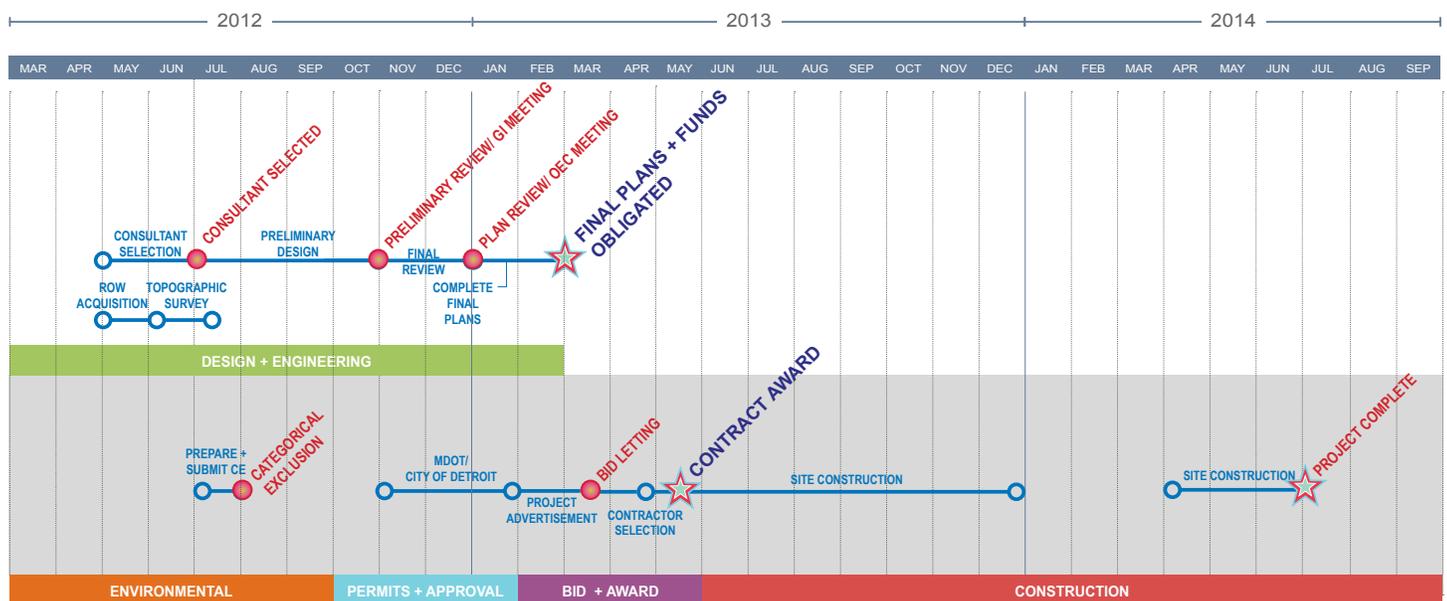
05. PROJECT READINESS + NEPA REQUIREMENTS

The City of Detroit has initiated NEPA consultation with the Federal Highway Administration's Area Engineer and Environmental Program Manager and the Michigan Department of Transportation Local Agency Program's Project Development Engineer. It is agreed that this project will meet the criteria for a Categorical Exclusion due to the fact that the project will not add any through lanes for increased capacity or change level of service for any roadways, it will not impact any 4(f) resources, it will not relocate any people or businesses, it will have no negative impact on noise or air quality, it will not negatively impact water quality, and it will have no negative impact

on environmental justice. A majority of the project will be constructed within existing right-of-way. There is right-of-way required for the Dequindre Cut Phase II Greenway; however agreements and funding are already in place for acquisition. It is anticipated that concurrence on a Categorical Exclusion can be obtained by August 2012 (Figure 8).

The Southeast Michigan Council of Governments has responded that Link Detroit! meets the goals and objectives of the *Direction2035 Regional Transportation Plan*. If funded, SEMCOG has committed to coordinating with the City of Detroit to place the project in the 2011-2014 Transportation Improvement Program (see attached *Support* document).

Figure 8: Project Schedule



* Note: Proposed schedule assumes May, 2012 award

link detroit!

06. FEDERAL WAGE RATE CERTIFICATION

The City of Detroit certifies that it will comply with federal wage rate retirements, as determined by the Secretary of Labor in accordance with U.S. Code Subchapter IV, Chapter 31, Title 40. The signed certification of compliance can be found in the attached *Fed Cert* document.

07. AMENDMENTS TO PRE-APPLICATION FORM

The only amendment to the information provided in the pre-application was a redistribution of the project funding summary to account for a \$2,364,500 award from the Local Bridge Program for the Wilkins Street Bridge Reconstruction (Figure 3).



Midtown Loop - Phase IV



Dequindre Cut Greenway - Phase I

