THE ROAD AHEAD
I-75 CAP

Engagement Summary

I-75 Cap Feasibility Study

Downtown Detroit Partnership

September 2026

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Executive Summary

Throughout the I-75 Cap Feasibility Study, the project team wove public and stakeholder voices into the planning and design of the West, Central, and East Caps. This effort continued from engagement conducted in 2024-2025 during the Vision and Alternatives Analysis. The Feasibility Study engagement approach followed a similar structure to the previous phase, re-engaging with stakeholders and members of the public to further the I-75 Cap project. While the previous phase was more conceptual, the Feasibility Study explored some of the technical details regarding the bridge structures, public space design, and traffic patterns on the surrounding streetscapes. As these details were refined, they were shared with the public, aiming for transparent and proactive communication, which allowed the public to understand project limitations and participate in the public space design process.

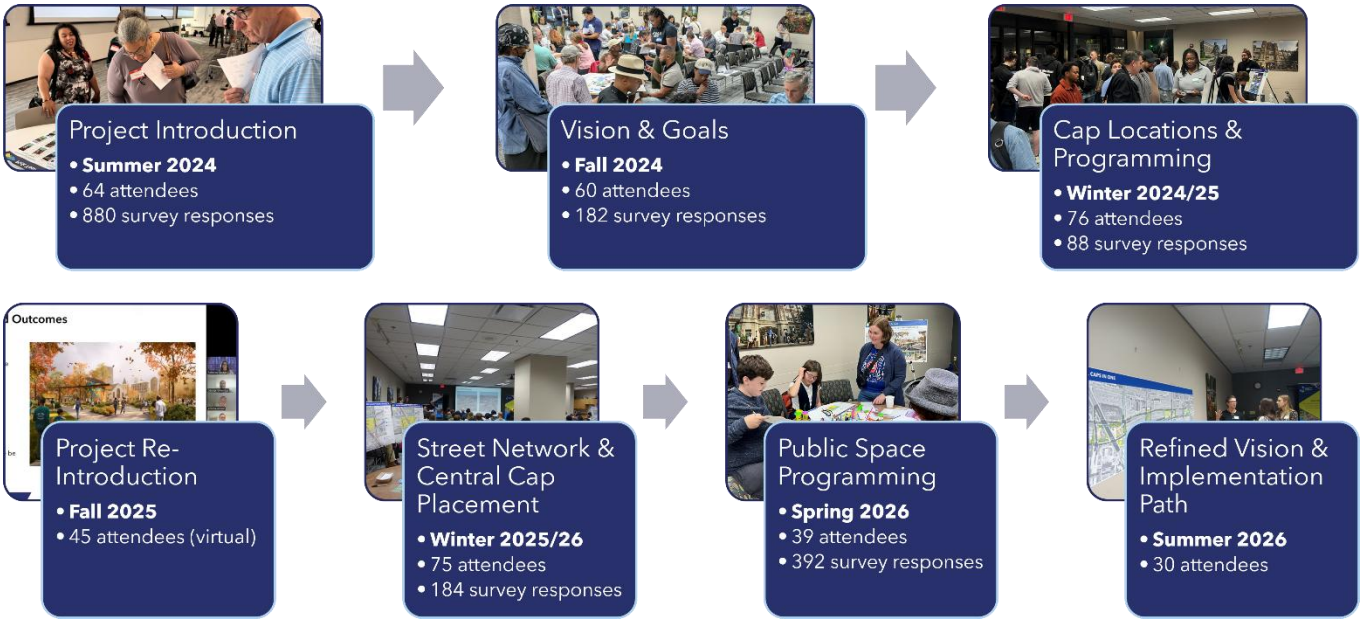


Figure 1: I-75 Cap Public Engagement to Date

This report summarizes the Feasibility Study's engagement approach and key findings from public and stakeholder input. Engagement efforts focused on the Benefit and Impact Area (see Figure 2): the broader area surrounding the immediate Study Area located over I-75 between Midtown and Downtown.

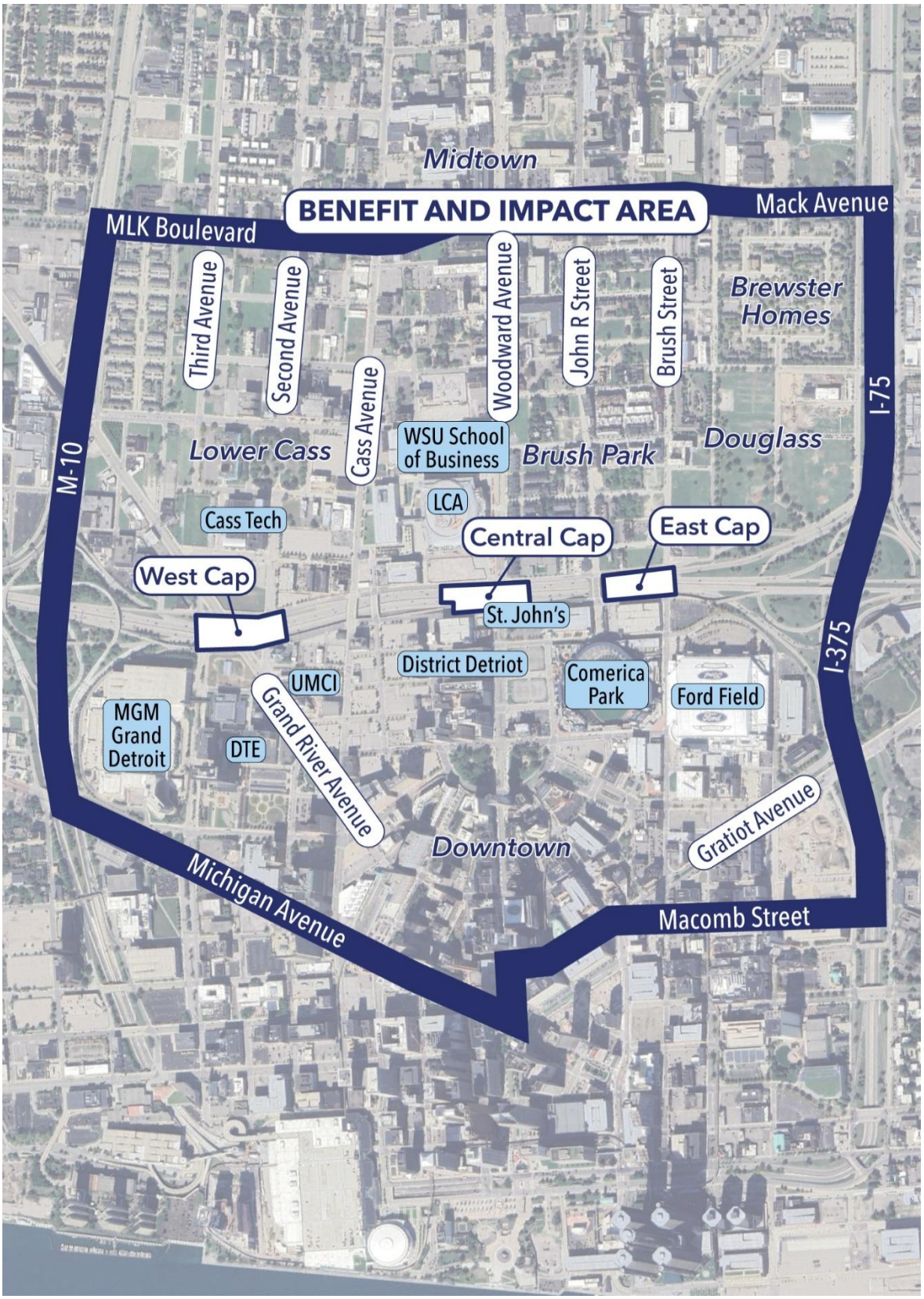


Figure 2: Project Benefit and Impact Area

Public Meetings and Surveys

Public engagement included anyone affected by the project, focusing on residents and workers within the Benefit and Impact Area, providing key project updates and soliciting feedback and project details and design.

Online surveys helped complement meetings and workshops, reaching a broader audience and creating additional opportunities for public input. Throughout the Feasibility Study, smaller targeted meetings were held with various governmental and non-governmental agencies, institutional partners, residential developments, and business organizations. These smaller meetings allowed the project team to engage around more specific cap elements and to better understand how cap design can match the preferences of community members.

Stakeholder Committee Meetings

The Stakeholder Committee gathered representatives from governmental, non-governmental, development, corporate, community, institutional, local business, and faith-based organizations to provide guidance on project direction.

Arts and Culture Engagement

During the Feasibility Study, Design Core Detroit (Design Core) was brought on as part of the I-75 Cap project team by the Downtown Detroit Partnership (DDP) to develop a plan for how local arts and culture could be represented on each of the caps. Design Core leveraged its networks and communications platforms to solicit input on how to leverage art and design to incorporate Detroit's rich history and culture in the development of the cap public spaces. Residents and stakeholders, Detroit arts and culture creators, and practitioners from other UNESCO Cities of Design were invited to contribute.

Legacy Interviews

Activate Detroit, a community engagement and government relations company that has been part I-75 Cap project team since the Vision and Alternatives Analysis, collected stories of legacy residents, families, students, and business owners were throughout the Feasibility Study, including firsthand accounts from community members who remember the Benefit and Impact Area before the highways, stadiums, and other transformational changes reshaped the neighborhood. These stories informed cap design and programming, honoring the area's history as the project advances to redefine the neighborhood's future.

Cass Tech Student Design Charrette

Students at Cass Technical High School (Cass Tech) were invited to imagine and sketch their own visions for what a capped highway could become for their city, mirroring the design charrette activity at the May Public Meeting. The charrette format aligned with the I-75 Cap project's commitment to participatory planning: rather than presenting students with predetermined options, the exercise invited original ideas grounded in young people's lived experience of Detroit. Two groups of students representing four different classes participated in the charrette, providing preferences for how each section of the West Cap is programmed, which informed the final public space program plan for the West Cap.

Other Targeted Stakeholder Engagement

The project team engaged a wide cross-section of additional stakeholders across governmental, institutional, residential, and business communities. Many of these engagement activities were facilitated by Activate Detroit, a community engagement and government relations company that has been part I-75 Cap project team since the Vision and Alternatives Analysis. Targeted engagement provided project information to a broader audience, including key decision-makers who will play an important role in how the project moves forward, and enabled them to provide specific feedback on the project.

Together, these engagement efforts created multiple entry points for participation, ensuring feedback was gathered from residents, artists, cultural leaders, students, and community stakeholders. The resulting recommendations reflect both broad public input and specialized perspectives, helping to shape a vision for the I-75 Cap spaces that is authentically Detroit and community-centered.

1 Public Meetings and Surveys

Throughout the Feasibility Study, there were four public meetings, two of which were accompanied by online public surveys to gather additional input from those who were unable to attend the public meetings. Detailed information on each public meeting and survey is provided in the sections below.

October 2025 Public Meeting

Date: Thursday, October 2, 2025

Time: 5:30 to 6:30 p.m.

Location: Virtual, Microsoft Webinar

Attendees: Approximately 45

This was the first public meeting kicking off the Feasibility Study. The last public meeting for the Vision and Alternatives Analysis was held in October 2024, so this presentation aimed to re-introduce the project to the public, recapping findings from previous work and looking ahead towards work to be completed as a part of the Feasibility Study.

Public Notification

Communications for the October public meeting were primarily distributed electronically, including social media posts and a press release. See the October Public Meeting Notifications section of the Appendix to view public notification collateral.

Event Format and Content

The meeting was held virtually on Microsoft Webinar. The presentation provided a broad overview of the project, introducing the project team, revisiting project outcomes from the Vision and Alternatives Analysis, and providing an overview of the scope of work for the Feasibility Study, the public engagement plan, and the area's history and background.

This presentation also included an overview of the history and background of the project area, aiming to create a space to remember and honor what was lost as plans move forward for the future. Rebecca Savage, a historical consultant focused on the City of Detroit, provided a presentation of the area's history, dating back to the early 1800s. Her presentation highlighted details of the area, referencing Sanborn maps of High Street (later renamed to Vernor Highway), the evolution of single-family homes in the area to multi-family and mixed-use developments as Detroit's population increased, the locations and details of past Black-owned businesses in Paradise Valley, and the mapping and planning process for the interstate highways. This overview ended with an invitation for residents to share their own stories by scanning a QR code to access an online form or by sending an email to TheRoadAhead@downtowndetroit.org.

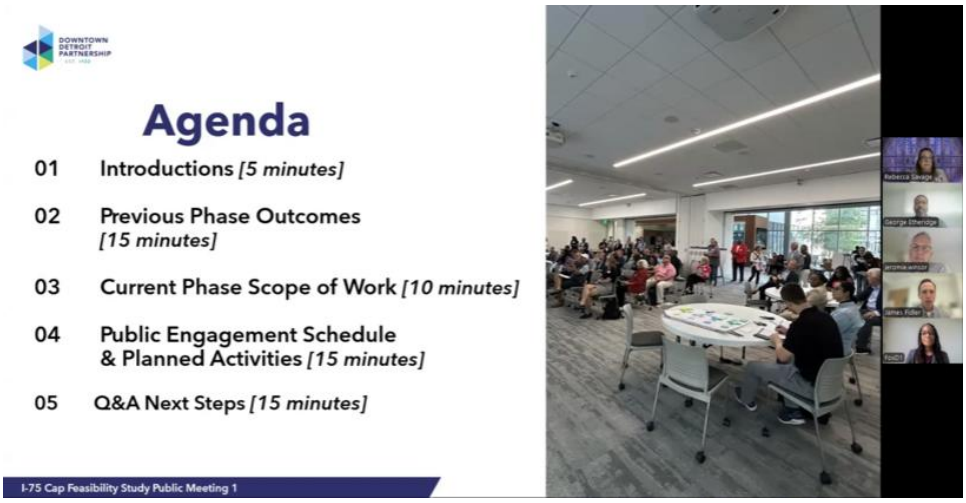


Figure 3: Screenshot from the October Public Meeting showing the meeting agenda

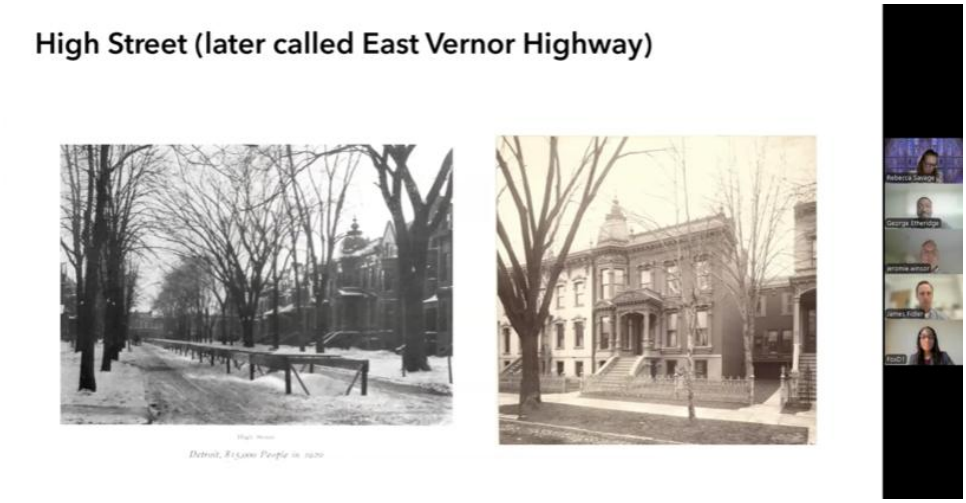


Figure 4: Screenshot from the October Public Meeting showing a slide from Rebecca Savage's overview of local area history

Open Comment and Q&A

During the Q&A period, several people asked about funding. The audience was interested in how the funding for the project would be acquired, what the sources would be, and whether it would be influenced by other projects, especially with the uncertainty around the 375 Project at the time. Another topic that came up repeatedly was the way in which technical issues such as water drainage, dust, and noise reduction would be handled. Other topics included parking concerns, maintaining freeway access, residential neighborhood access, other developments around the project corridor, and the inclusion of facilities on top of the caps.

February 2026 Public Meeting

Date: Tuesday, February 24, 2026

Time: 6:00 p.m. to 7:30 p.m.

Location: Michigan State University Detroit Center, 3408 Woodward Ave, Detroit, MI 48201

Attendees: Approximately 75

Public Notification

The project team used various methods to promote awareness of the February Public Meeting. These included postcards, social media posts, and a press release. Postcards were sent to every registered address for businesses and residential properties within the Benefit and Impact Area (approximately 6,000 addresses). See the February Public Meeting Notifications section of the Appendix to view public notification collateral.

Event Format and Content

The meeting included a detailed presentation followed by interactive activities in which community members were encouraged to actively participate in the ideation process for all three caps.

The presentation provided a project overview and summary of project work to date. The interactive activities invited participants to provide comments on street network scenarios for each cap and to vote on Central Cap placement options. Input was recorded through dots, sticky notes, comment cards, and a paper survey. In addition, a recording booth and tables were set up for legacy residents to share their stories verbally or in written format. The event also informed attendees about next steps, including access to digital versions of the engagement activities.



Figure 5: February Public Meeting presentation

Open Comment and Q&A

After the presentation, the floor was opened for group Q&A and discussion. Multiple attendees raised concerns about noise and air pollution, with questions about how pollution was being handled and mitigated, especially surrounding the residential neighborhood near Brush Park. The other primary topic focused on community-centered design, with participants asking if the caps were designed with the people who live and work in the city as a priority, as opposed to visitors to the city. Questions about whether neighboring property owners were included in the design process, bicycle lane usage during the winter months, and reducing the urban heat island effect were also raised. During the Q&A some attendees also expressed appreciation for the project, commenting that implementation will result in improved conditions for nearby residential and business properties.

Central Cap Location Station

Feedback from the in-person public meeting shows strong support for *Option 1 Shift East* and *Option 2 Central*. A total of 13 participants supported *Option1 Shift East*, and seven participants supported *Option 2 Central*. In contrast, *Option 3 Shift West* received no support, and seven participants indicated opposition for the options. These results were different from the responses on the online survey, which showed even support for *Option 1 Shift East* and *Option 2 Central*.

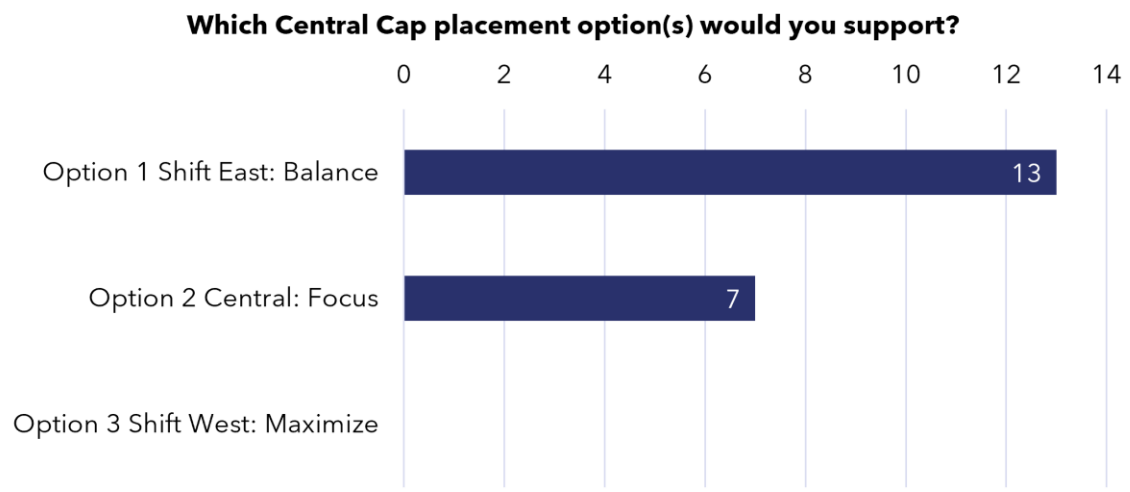


Figure 6: February Public Meeting attendee preferences for Central Cap location

Street Network Scenarios Station

At the street network scenarios station (Figure 7), participants were able to leave feedback on the Street Network Scenarios for all three caps by placing numbered sticky dots on the maps and writing an associated comment on a comment card with the same number. The East Cap had one scenario, the Central Cap had one scenario, and the West Cap had two scenarios.



Figure 7: February Public Meeting street network scenarios station

Comments for All Caps

Across all caps, many comments focused on the need for bicycle infrastructure, pedestrian and cyclist safety improvements, and questions regarding the service drive road diets and vehicle flow, particularly during events.

Bicycle-specific comments included:

- Strong support for protected bicycle lanes.
- Requests to extend bicycle lanes into nearby area, not just for the segment.
- Positive reactions to making the street more bicycle-friendly and safer.
- Overall comment for more connected and comfortable cycling experience.

Other comments included:

- Pedestrian Safety – Support for new crossing and wider sidewalks.
- Traffic concerns – Questions about road diets and vehicle flow.

East Cap Comments

Public participants were shown one scenario for the East Cap, which maintains a U-turn at John R Street, adds bicycle lanes to Brush Street, and includes road diets on Brush Street, John R Street, and the service drives (Figure 8). Public feedback focused primarily on bicycle/pedestrians, expressing strong support for the bike lanes and the need for protected bike lanes to enhance safety.

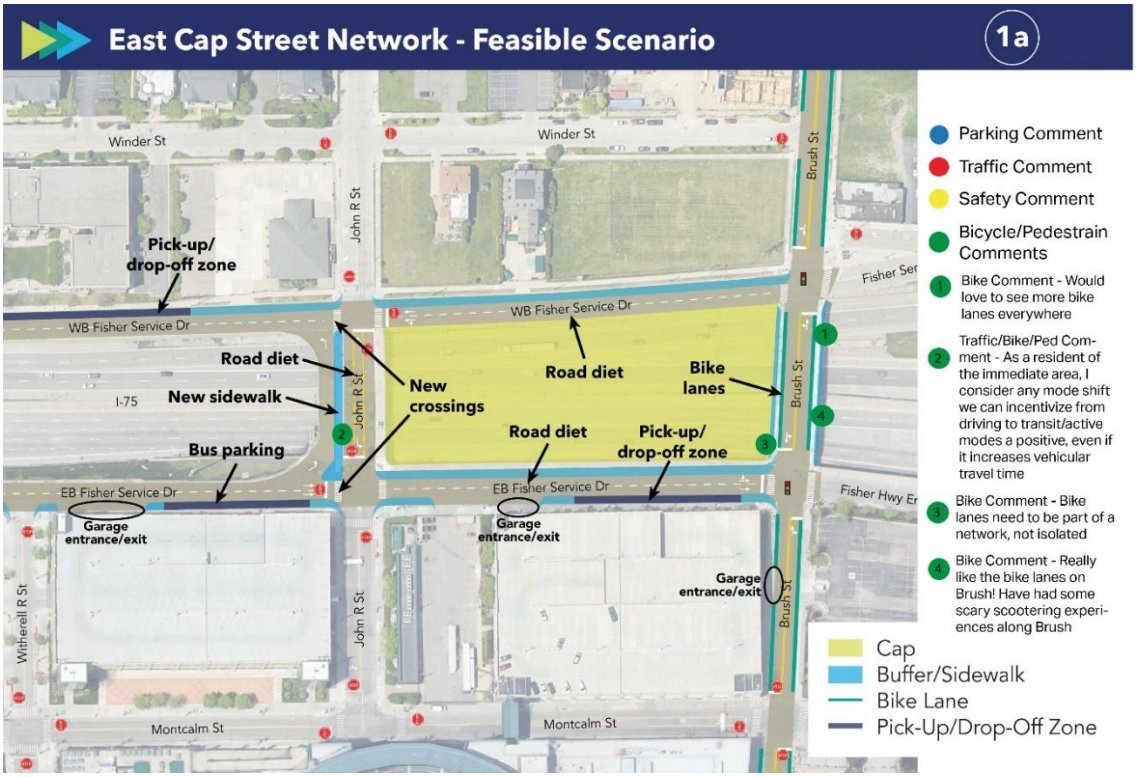


Figure 8: February Public Meeting attendee feedback on the East Cap Street Network Feasible Scenario

Central Cap Comments

Public participants were shown one scenario for the Central Cap, which maintains the Clifford on-ramp, continues transit-only lanes along Woodward Avenue, and implements road diets along the service drives (Figure 9). Two public comments focused on the Central Cap, with one comment emphasizing the benefit of transit-only lanes in this area and the other comment expressing concern about the negative effects of vehicles standing in the pick-up and drop-off zone.

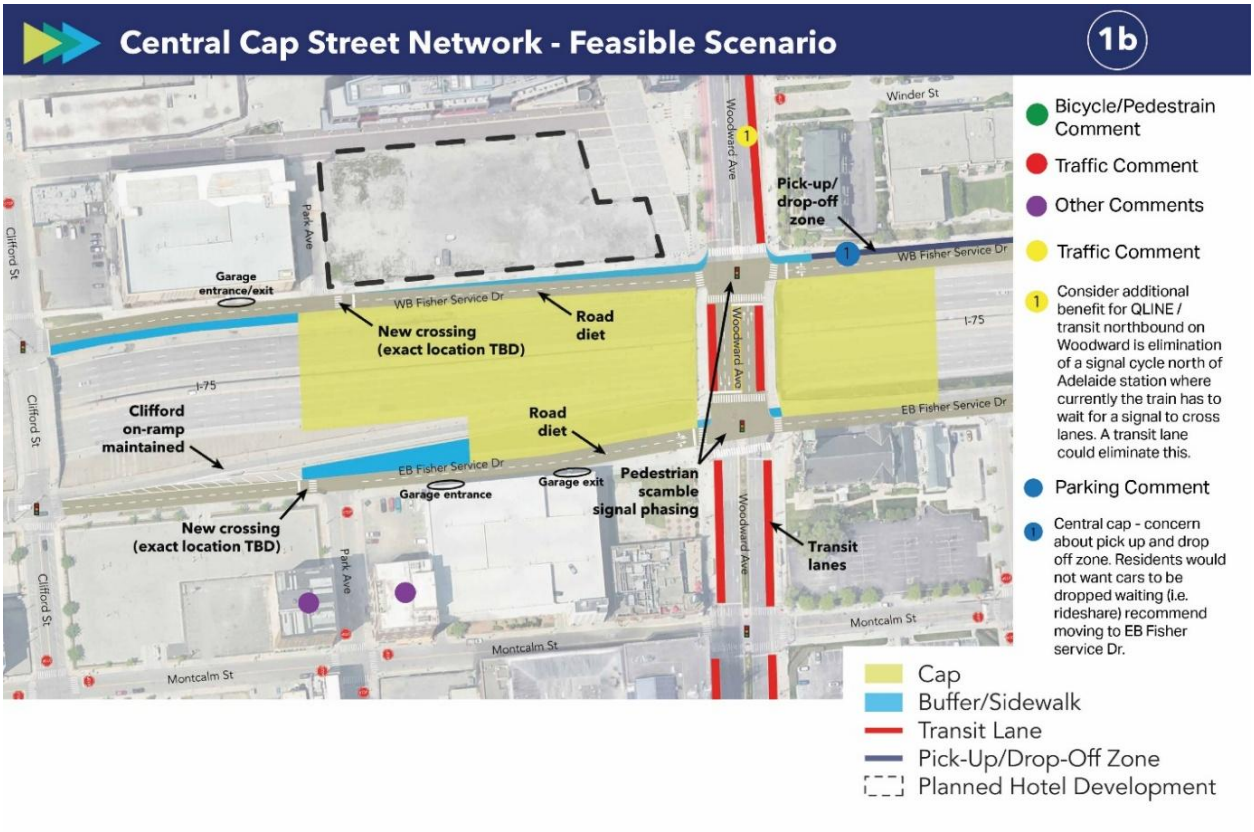


Figure 9: February Public Meeting attendee feedback on Central Cap Street Network Feasible Scenario

West Cap Comments

Two scenarios were presented for the West Cap. Feasible Scenario 1 maintained Second Avenue as a one-way street (Figure 10). Feasible Scenario 2 closes Second Avenue to vehicular traffic between the westbound service drive and Columbia Street (Figure 11). Both feasible scenarios included a one-way to two-way conversion on Third Avenue, space for the Second Avenue Greenway (a separate project being led by the City of Detroit), road diets along the service drives, and designated pick-up and drop-off zones. Overall, there was more support for Feasible Scenario 2. Public comments primarily focused on pedestrian and cyclist safety and are summarized below.

Safety comments on the West Cap scenarios included:

- Emphasis on the need to prioritize pedestrian safety, particularly for crossings between key destinations.
- Comments highlighting the safety benefits on closing Second Avenue and creating better separation between vehicles, pedestrians, and cyclists.
- Concern that closing Second Avenue may affect connectivity and create confusion for vehicle movements at the intersection.

Bicycle and pedestrian comments on the West Cap scenarios included:

- Support for improved and safer bicycle connections, particularly along the proposed Second Avenue Greenway.
- Concern about unclear routing and wayfinding for cyclists navigating toward Grand River Avenue.

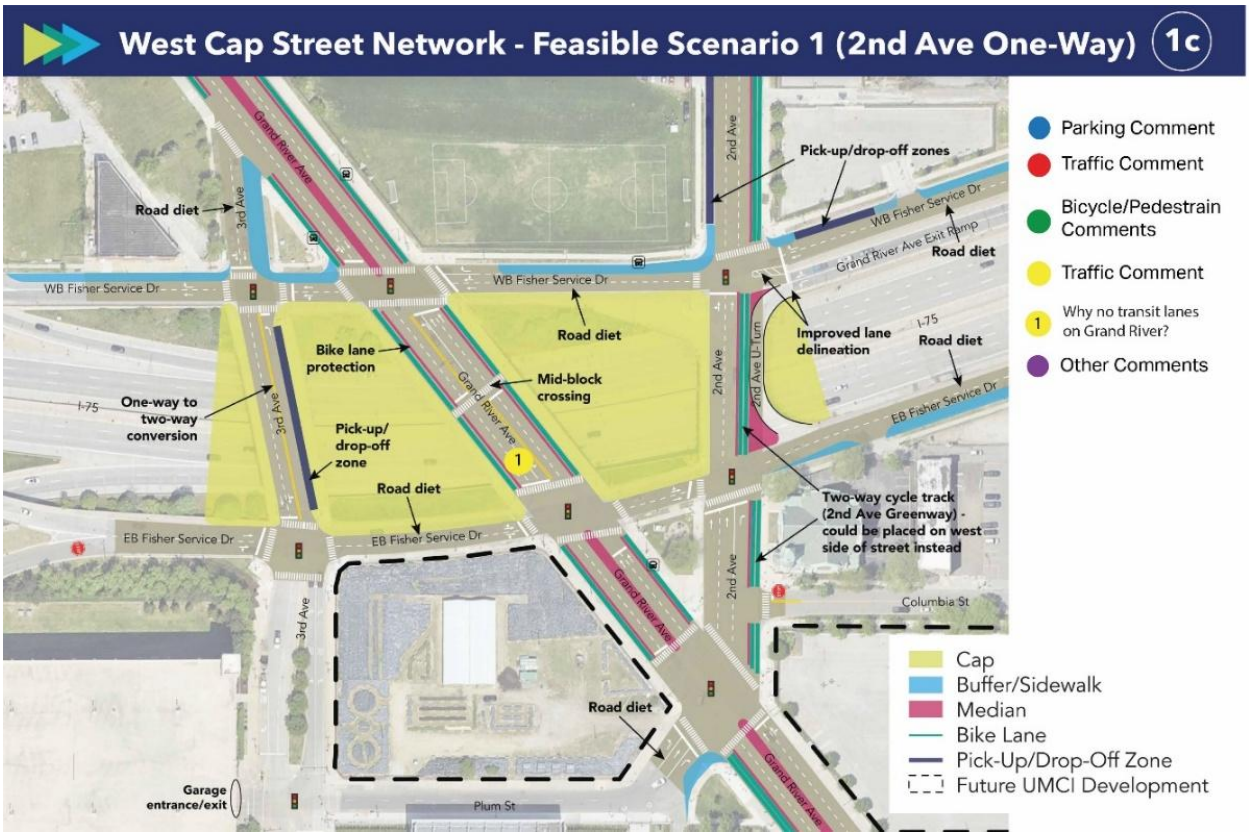


Figure 10: February Public Meeting attendee feedback on West Cap Street Network Feasible Scenario 1

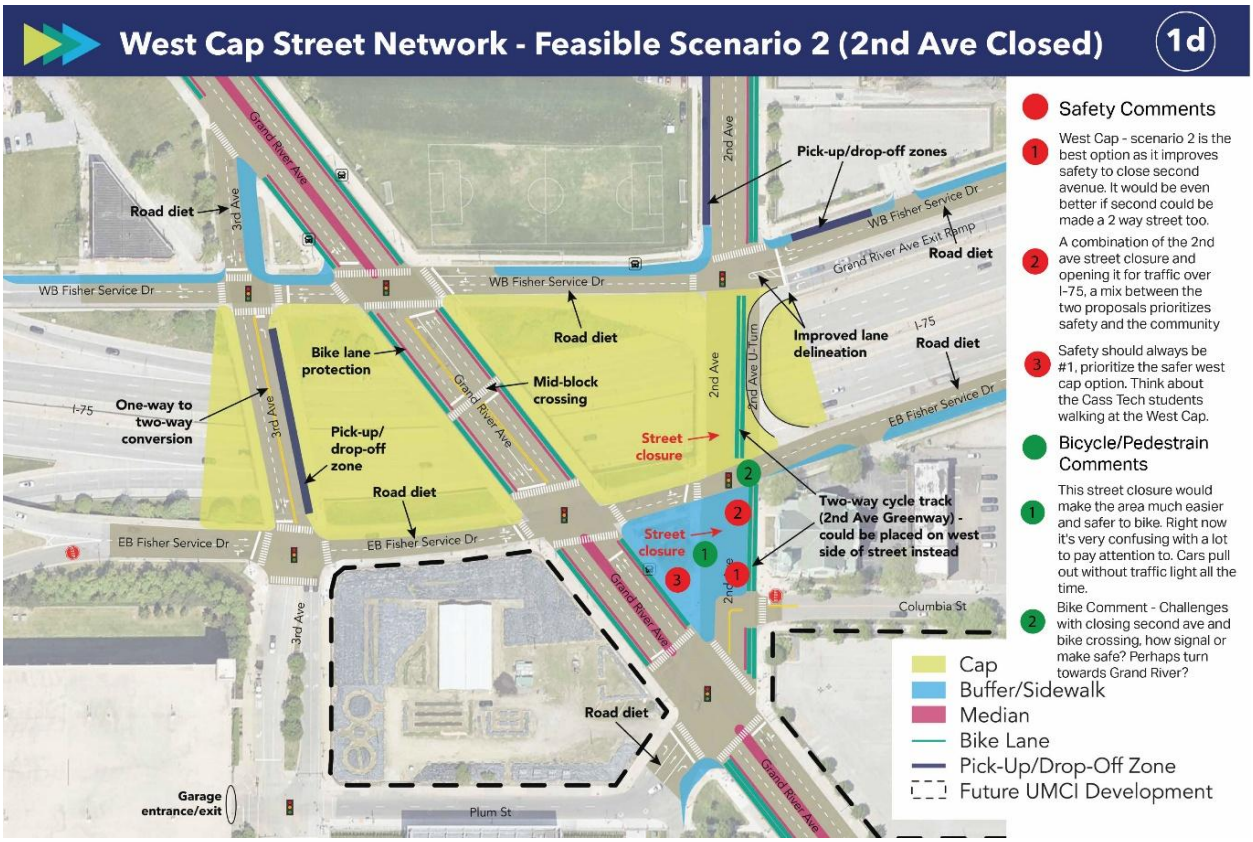


Figure 11: February Public Meeting attendee feedback on West Cap Street Network Feasible Scenario 2

Storytelling Station

At the meeting, there was a separate room dedicated to recording legacy resident stories via video or audio. Three meeting attendees had their stories recorded at the meeting. For attendees who preferred to share their stories by writing them down, tables were available in the main room with prompts and historical aerial views of the project area.



Figure 12: February Public Meeting Storytelling Station

Demographics

This summary reflects data from 41 attendees who completed and submitted the sign-in form at the public meeting. It is important to note that all questions were optional and some attendees opted not to answer some questions.

Residency and Community Connection: Respondents were able to select multiple options. The majority of respondents (67%) identified as residents and a similar proportion (64%) reported attending events in the community. Nearly half of respondents (46%) indicated they shop or eat in the area, while 33% reported working locally. Fifteen percent of respondents reported as business owners.

Length of Residency: The largest group of respondents (34%) has lived in the area for more than 10 years, while residents who have lived in the area for 1 to 5 years represented the second-largest group (27%).

Race: Most respondents (24%) identified as white, while Black respondents represented the second-largest group (21%).

Age Distribution: The largest proportion of respondents (38%) fell within the 35 to 44 age group, while those aged 25-34 comprised the second-largest group (19%).

Geographic Distribution: Of the in-person survey participants, 38% resided in the 48201 zip code. The remaining 62% lived outside this zone, with 54% residing elsewhere in Detroit.

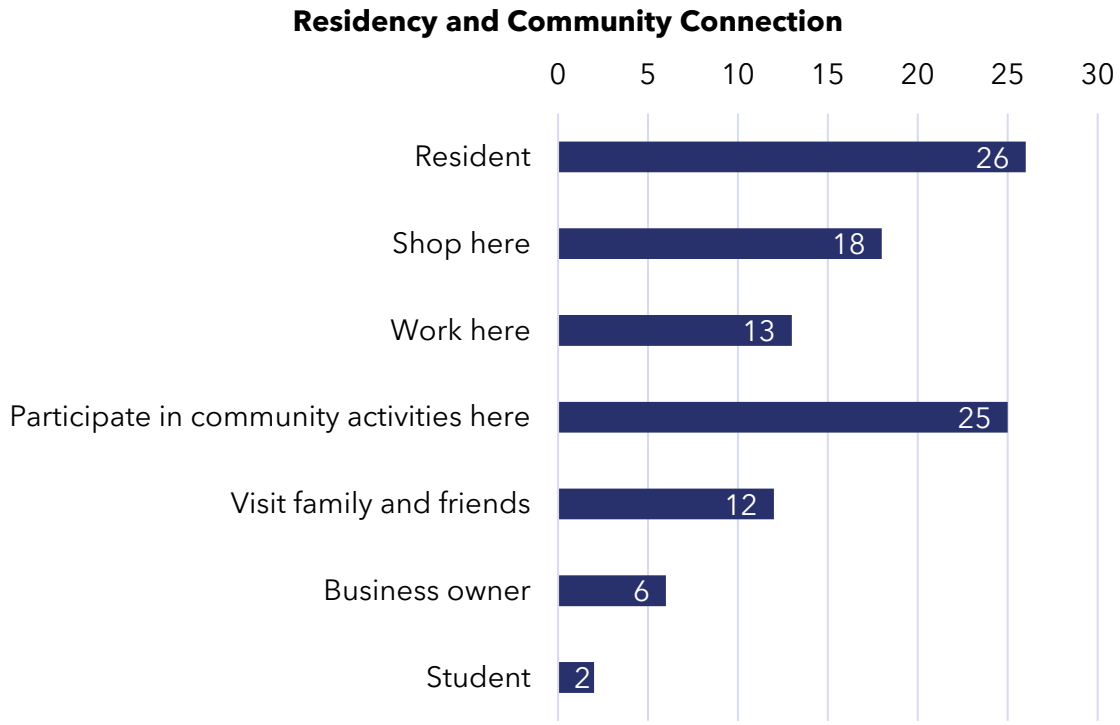


Figure 13: February Public Meeting respondents: What is your relationship to the community? Select all that apply.

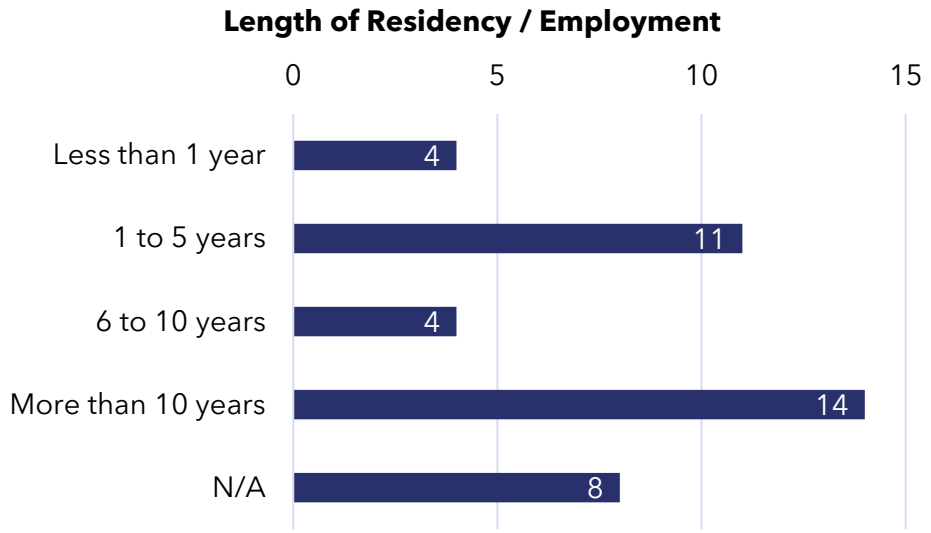


Figure 14: February Public Meeting respondents: How long have you lived or worked in the community near the Interstate 75 Study Area?

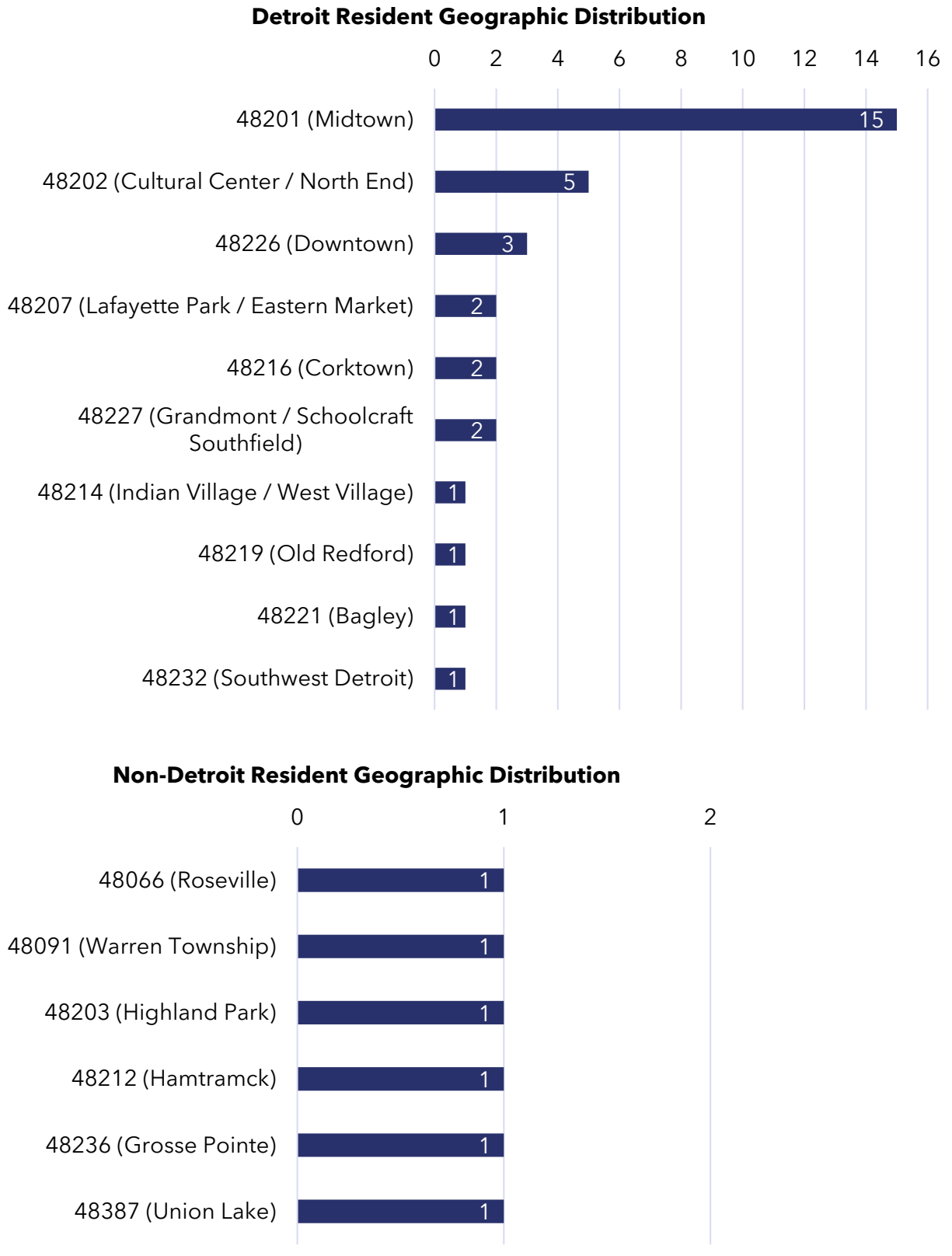


Figure 15: February Public Meeting respondents: What is your zip code?

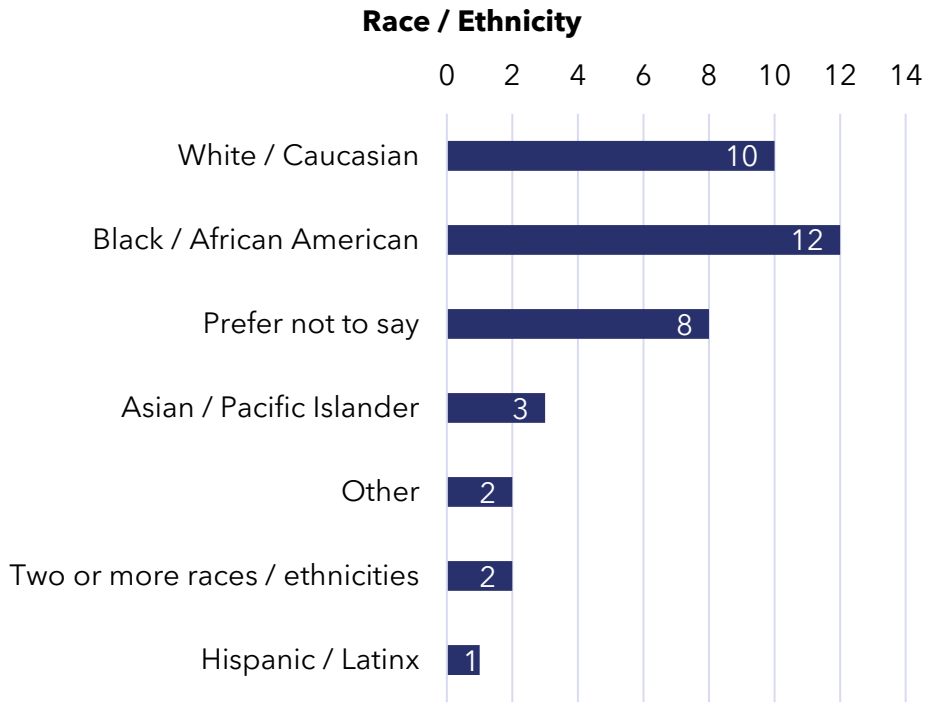


Figure 16: February Public Meeting respondents: What is your race / ethnicity?

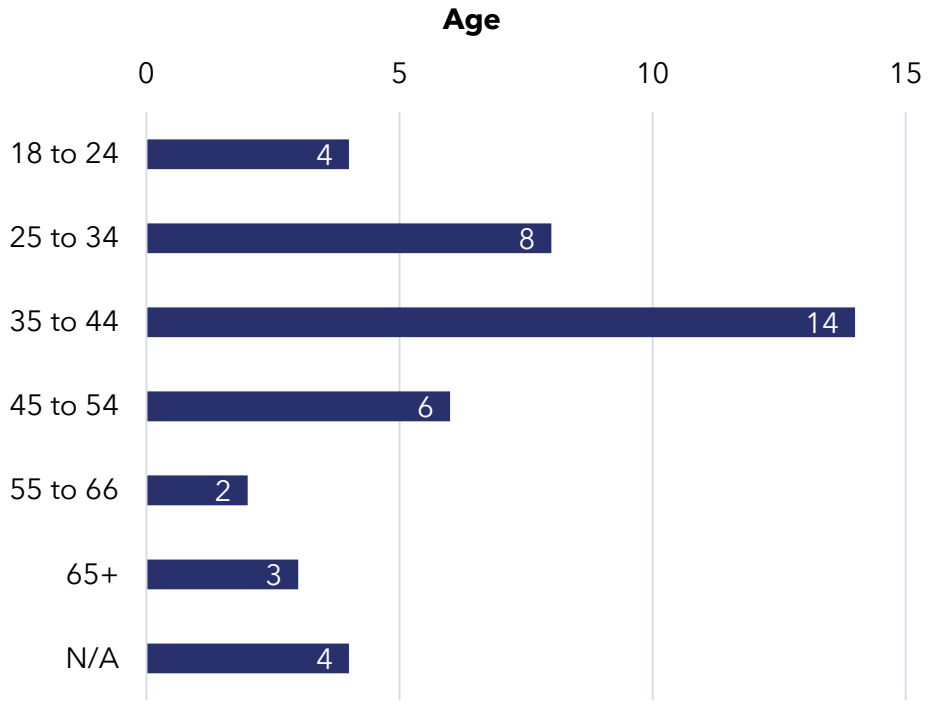


Figure 17: February Public Meeting respondents: How old are you?

February 2026 Public Survey

Dates Open: February 26, 2026 through March 15, 2026

Platform: Survey123

Responses: 184

Two online surveys were hosted on Survey123 and published on the same day as the February Public Meeting on the project website.

- The Street Network and Cap Placement Survey replicated the voting and commenting activities at the February Public Meeting.
- The Story Sharing Survey provided a way for legacy residents to share their stories related to the project area. This survey did not receive any responses; legacy resident stories were collected through other engagement methods as described in the Legacy Interviews section of this report.

Public Notification

The survey was advertised on the project website and promoted through various communication channels. Additionally, DDP staff joined Local 4 Live to discuss the project and invite survey participation.

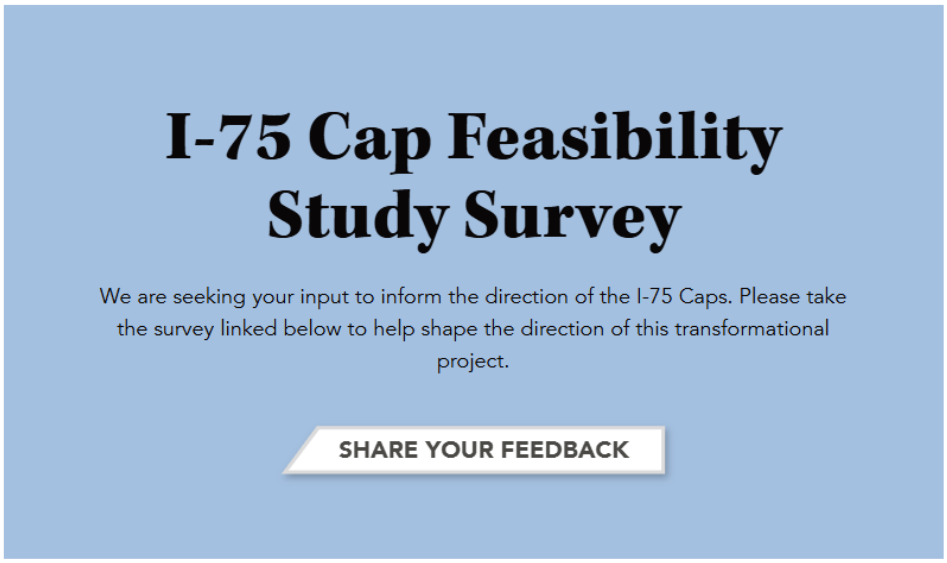


Figure 18: Project website banner encouraging participation in online survey

Survey Structure

The survey mirrored the visualizations, voting activities, feedback questions, and optional demographics questions from the February Public Meeting.

The survey was structured as shown:

- Street Network Scenarios
  - Select which cap(s) you would like to provide feedback on.

  - What is the key topic of your comment?
  - Please enter your questions below.
- Central Cap Placement Options
  - Which Central Cap placement option(s) would you support?
  - Please explain your selection below.
- Demographic Questions (optional)
  - Please provide your zip code
  - What is your relationship to the community?
  - How long have you lived or worked in the community?
  - What is your age group?
  - What is your race/ethnicity?

Central Cap Location Results

Overall, *Option 1 – Shift East* and *Option 2 – Central* received more votes compared to *Option 3 – Shift West*. Reasoning for a preference for east-shifted options usually mentioned more access for residents. On the other hand, participants who chose *Option 3 – Shift West* did so because of the larger green space. These results skewed more towards *Option 2 – Central* than the responses at the February Public Meeting, which showed a strong preference for *Option 1 – Shift East*.

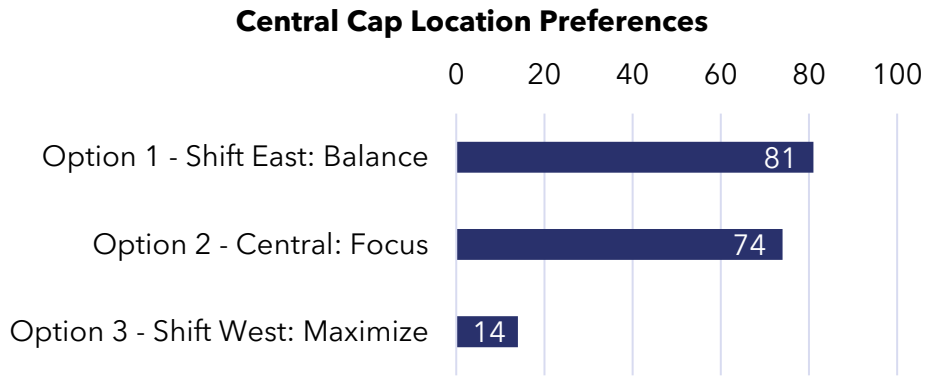


Figure 19: February Online Survey: Which Central Cap placement option(s) would you support? Select all that apply.

Option 1 Shift East

Key themes from the open comments include:

- Prioritizes residents and neighborhoods east of Woodward (especially Brush Park and condo owners along the service drive), providing stronger noise buffering, better air quality, and more usable green space for the people who actually live there.

- Creates the best experience along Woodward, Detroit's main pedestrian corridor, reducing freeway noise and visibility on both sides and making the crossing feel more like a public space than a highway overpass.
- Balances space on both sides of Woodward, offering two flexible event lawns and more versatile programming without forcing everyone to cross at a single point.
- Provides strong sound and visual buffering, particularly where it matters most—on the east side where residential uses, churches, and everyday pedestrian traffic need protection from freeway impacts.
- Delivers practical connectivity and functionality, keeping freeway access workable, supporting major venues east of Woodward, and enhancing walkability for game days, running, biking, and daily travel.

Option 2 Central

Key themes from the open comments include:

- Balanced distribution of space on both sides of Woodward, creating usable public spaces east and west without over-concentrating everything in one location.
- Better noise buffering by having caps on both sides of Woodward, improving comfort and reducing the feeling of being too close to the freeway.
- Maintains important connections, especially Woodward and Park Avenue, while keeping pedestrian crossings simpler and traffic circulation more efficient.
- Supports nearby neighborhoods (Brush Park, Cass/Grand Circus, new hotels/arenas) by providing activity areas on both sides rather than favoring only one.
- More central and functional layout, offering a large event space near the core activity area while still keeping a smaller but meaningful eastern space.

Option 3 Shift West

Key themes from the open comments include:

- Maximizes the cap area, creating one large, unified public space instead of two smaller ones.
- Improves walkability, safety, and accessibility, especially for people moving to/from Little Caesars Arena (LCA) and downtown.
- Strengthens the Park Avenue connection, which many see as essential for activation, access, and future development.
- Reduces freeway noise and pollution, making the space more comfortable and usable.
- Supports long-term urban development by focusing improvements where foot traffic and redevelopment potential are highest.

Street Network Scenario Results

A total of 63 comments were received in the Street Network Scenarios section of the February Online Survey. For this section, participants were able to leave feedback on the Street Network Scenarios for any of the three caps. The East Cap had one scenario, the Central Cap

had one scenario, and the West Cap had two scenarios, mirroring the February Public Meeting.

When leaving a comment, participants defined what the topic(s) of their comment were by selecting one or multiple of the following: Bicycle/pedestrian, parking, safety, traffic, and other. The bicycle/pedestrian topic category received the most comments, followed by traffic and safety (see Figure 20). Comment themes are further explored by cap in the rest of this section.

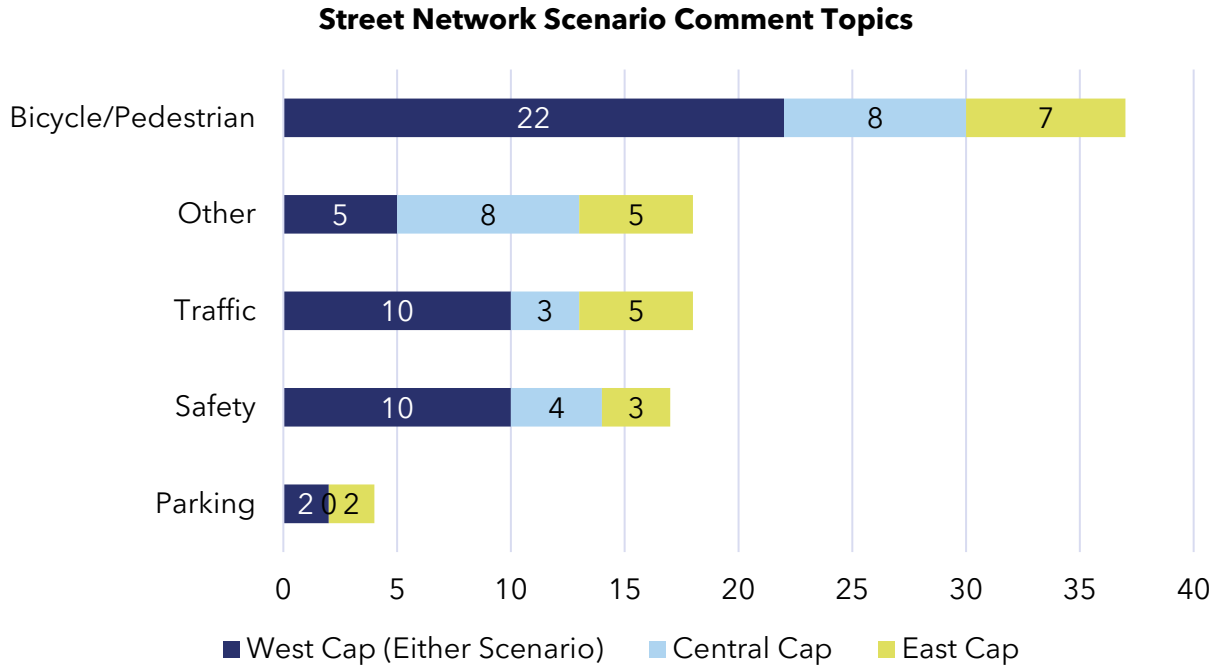


Figure 20: February Online Survey: street network scenario comment topics by cap

West Cap

Mirroring the February Public Meeting, February Online Survey participants were presented with two scenarios for the West Cap. *Feasible Scenario 1* maintains Second Avenue as a one-way street. *Feasible Scenario 2* closes Second Avenue to vehicular traffic between the westbound service drive and Columbia Street. Both feasible scenarios included a one-way to two-way conversion on Third Avenue, space for the Second Avenue Greenway (a separate project being led by the City of Detroit), road diets along the service drives, and designated pick-up and drop-off zones.

A total of 17 participants left a comment expressing a preference between the West Cap feasible scenarios. The scenario that closes Second Avenue to vehicular traffic between the westbound service drive and Columbia Street received the most support (Figure 21). One additional comment expressed support for the Second Avenue closure if the street grid north of the freeway connecting to Cass Tech High School was restored.

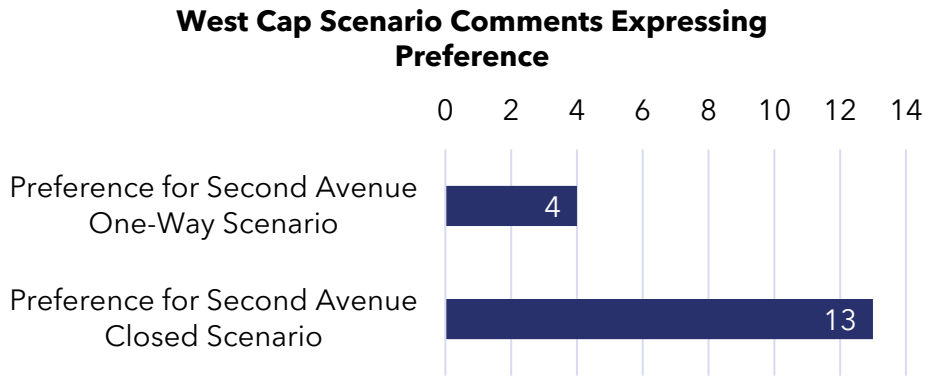


Figure 21: February Online Survey: respondents' preference for West Cap street network scenarios

Comments made regarding West Cap *Feasible Scenario 1* – maintaining Second Avenue as a one-way street – include:

- Prioritize an inviting, people-focused environment, ensuring the space is walkable, attractive, and safe for everyday use.
- Maintain key street and bicycle connections, especially keeping Second Avenue bicycle lanes intact and placing the two-way cycle track on the east side where it functions best.
- Improve pedestrian and cyclist safety by reducing traffic speeds and creating better infrastructure while still allowing reasonable vehicular access (e.g., to Cass Tech via Grand River).
- Avoid removing essential human-scaled streets, since preserving connections aligns with the goal of repairing past highway damage and preventing new barriers.
- Plan proactively for traffic and safety impacts, including clear wayfinding, protected bicycle routes, and thoughtful management of increased circulation in the area.

Comments made regarding West Cap *Feasible Scenario 2* – closing Second Avenue between the westbound service drive and Columbia Street – include:

- Closing Second Avenue is widely supported because it is underused, redundant, and creates conflict points; removing it frees space for a safer, more usable west-cap public space and pedestrian environment.
- Pedestrian and cyclist safety is a top priority, with strong support for protected bicycle lanes, clear wayfinding, safe transitions, benches, shade, and a people-first street design.
- Improves traffic organization on Grand River, reducing bottlenecks, simplifying turning movements, and decreasing crashes by routing Second Avenue traffic into a more orderly, predictable pattern.
- Supports better school access and calm streets near Cass Tech, reducing pollution and noise for students while maintaining functional pick-up/drop-off routes.

- Enhances long-term urban connectivity, enabling a potential Second Avenue Greenway, cleaner crossings over I-75, and more attractive, continuous public space between downtown and the neighborhoods.

Central Cap

Mirroring the February Public Meeting, February Online Survey participants were shown one scenario for the Central Cap, which maintains the Clifford on-ramp, continues transit-only lanes along Woodward Avenue, and implements road diets along the service drives. The following bullets summarize comments. Comments received about this scenario include:

- Prioritize pedestrian- and bicycle-friendly design, including safe walking paths, protected bicycle lanes, trails, benches, restrooms, water stations, and landscaping that makes the space inviting and pleasant.
- Extend and maximize the central cap, especially east of Woodward toward John R, to reduce noise and air pollution for nearby residents and create a seamless connection between Downtown, Midtown, Brush Park, the medical district, and the stadiums.
- Balance safety with functional traffic flow, ensuring cars and pedestrians can coexist safely while reconsidering freeway ramps and improving protected bicycle connections across the corridor.
- Make the Woodward crossing the anchor, since it's the most critical link for reconnecting neighborhoods and creating a continuous, cohesive urban environment.
- Use the cap as an activated public space, with potential for food plazas, small venues, historical or cultural art, and other amenities that make the space feel meaningful and well-used.

East Cap

Mirroring the February Public Meeting, February Online Survey participants were shown one scenario for the East Cap, which maintains a U-turn at John R Street, add bicycle lanes to Brush Street, and includes road diets on Brush Street, John R Street, and the service drives. Comments received about this scenario include:

- Extend the East Cap farther to fix dangerous walking conditions, complete the sidewalk network, and create a safe, continuous connection between Brush Park and Downtown.
- Prioritize pedestrian, bicycle, and non-motorized safety, including protected paths, traffic calming on Brush and John R, robust bicycle parking, and a quiet, car-free park-like environment.
- Design the space as a true neighborhood amenity, with trails, landscaping, gardens, and potentially unique features (e.g., a pond) that make the cap inviting rather than just a cover over the freeway.
- Improve environmental quality for nearby residents, using the cap to reduce noise and air pollution for over 100 households along the service drive.
- Ensure access and circulation needs are addressed, such as managing the service-drive lane reduction, supporting Q-Line access, and balancing parking and traffic impacts while still prioritizing people.

Demographics

The following graphs summarize demographics of the respondents to the Street Network and Cap Placement Survey.

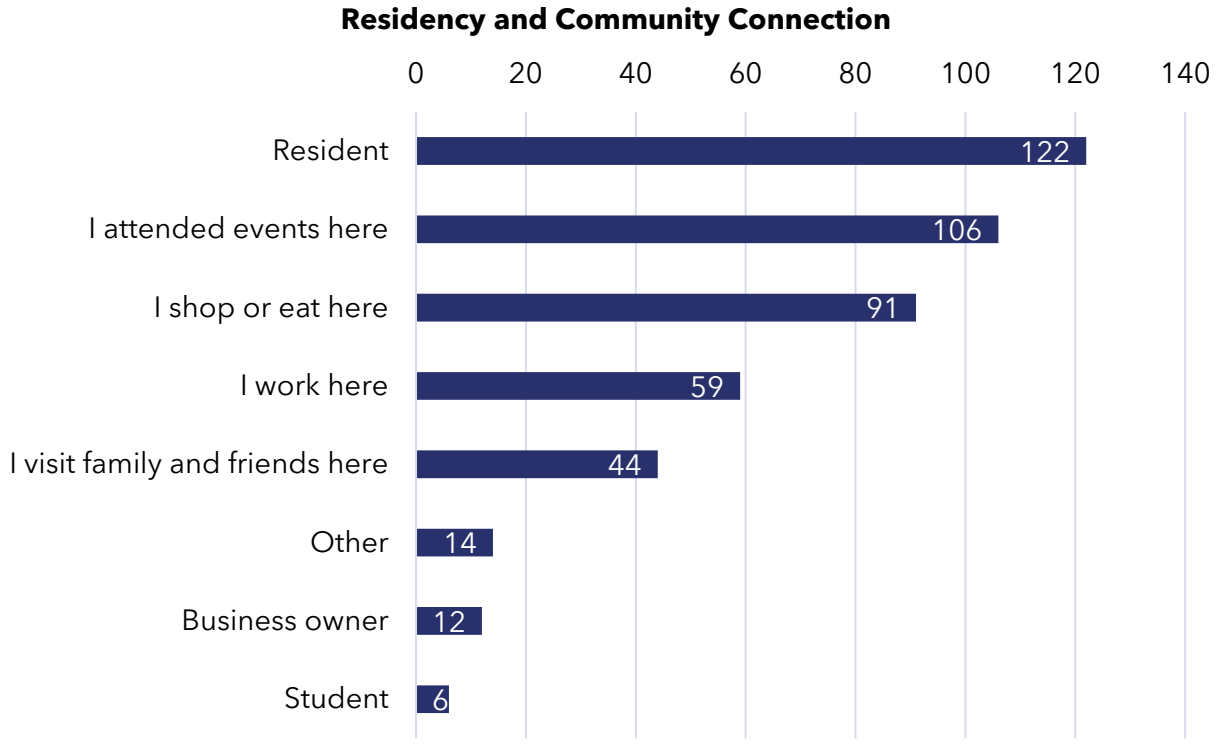


Figure 22: February Online Survey: What is your relationship to the community? Select all that apply.

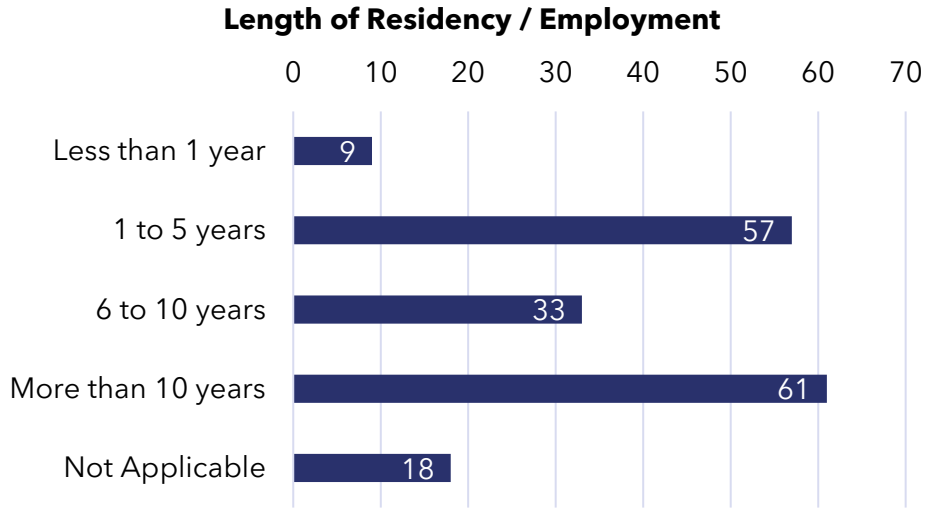


Figure 23: February Online Survey: How long have you lived or worked in the community?

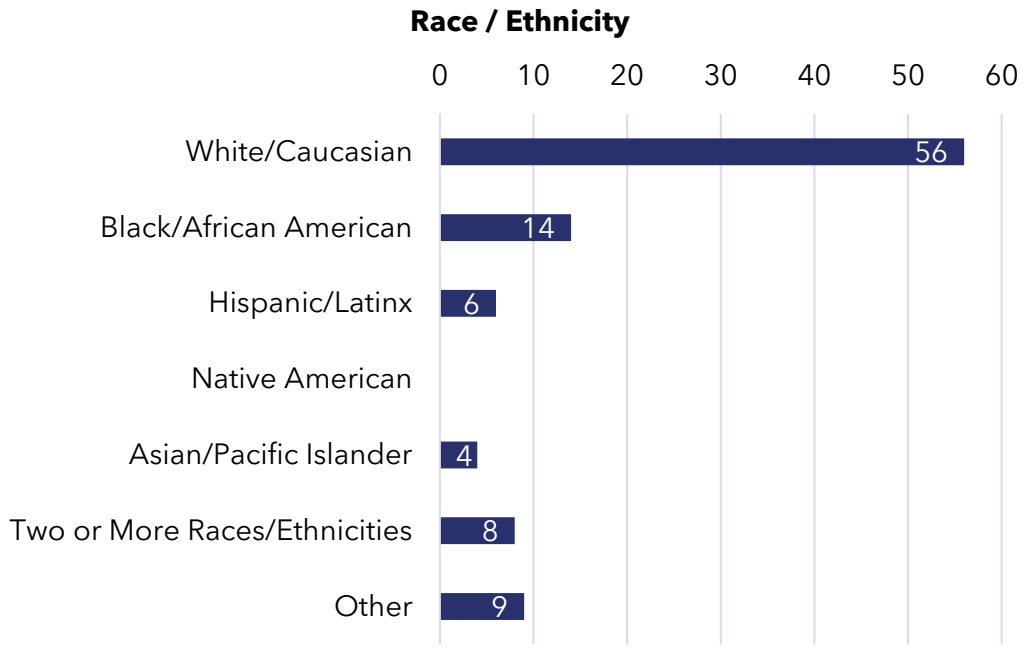


Figure 24: February Online Survey: How would you best describe your race/ethnicity?

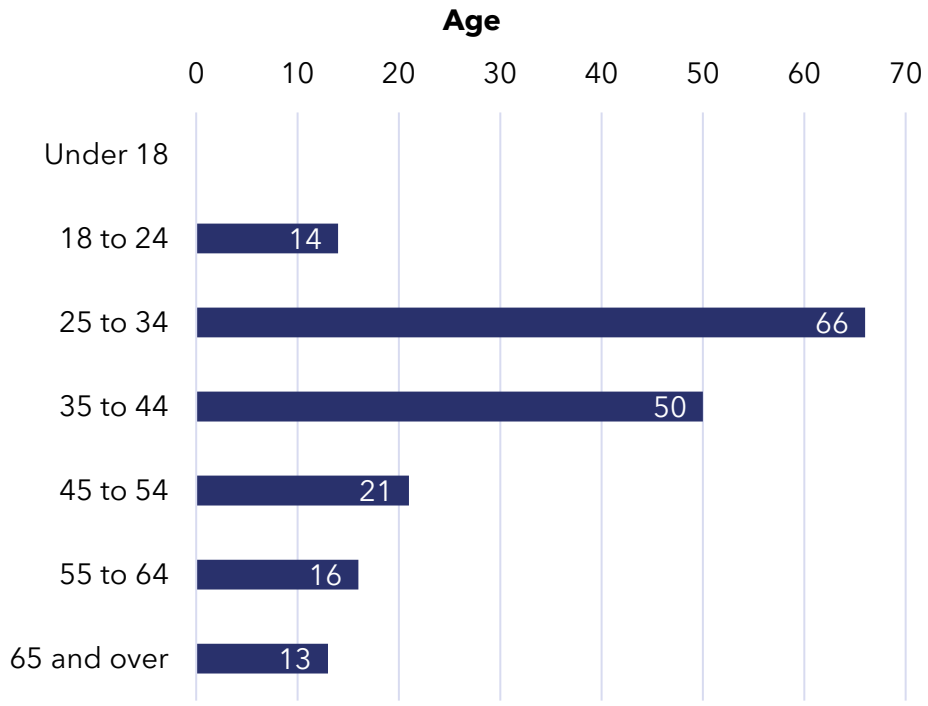


Figure 25: February Online Survey: What is your age group?

Number of Survey Participants by Zip Code

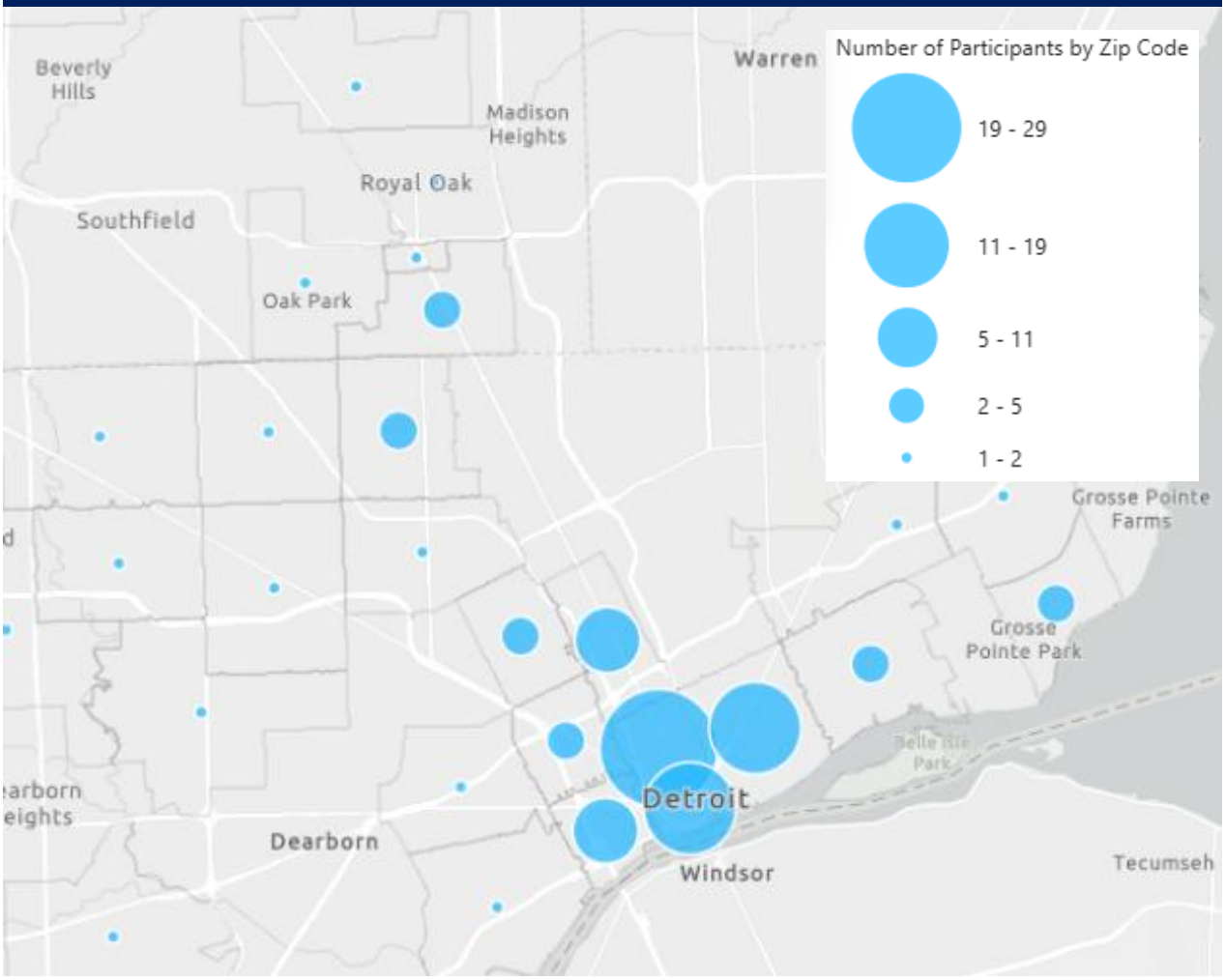


Figure 26: Map of February Online Survey respondents by zip code

May 2026 Public Meeting

Date: Tuesday, May 5, 2026

Time: 6:00 p.m. to 7:30 p.m.

Location: Michigan State University Detroit Center, 3408 Woodward Ave, Detroit, MI 48201

Attendees: Approximately 39

Public Notification

The project team used the same methods as the February Public Meeting to promote awareness of the May Public Meeting. Due to a meeting focus on arts and culture representation on the caps, Design Core also leveraged its networks and communications platforms to promote the May Public Meeting. Public notifications included postcards, social media posts, and a press release. Postcards were sent to every registered address for businesses and residential properties within the Benefit and Impact Area (approximately 6,000 addresses). See the May Public Meeting Notifications February Public Meeting Notifications section of the Appendix to view public notification collateral.

Event Format and Content

The meeting included a detailed presentation followed by interactive activities in which community members were encouraged to actively participate in the ideation process for all three caps. After a brief presentation, participants were invited to interact at any or all three cap design charrette tables, each table focusing on an individual cap: West, Central, and East. The public design charrette gathered community input to help define the identity, programmatic character, and amenities of the public spaces on the West, Central, and East Caps. Participants were also invited to provide responses to probing questions about arts and culture expression on the caps via a set of boards which participants could write their ideas on. Overall, the May Public Meeting was used to inform people about the development of the **Public Space Program Plan** and feedback helped shape refined concepts presented at the July Public Meeting.

The design charrette was organized around key themes:

- **Defining Character and Vision:** Gather input on the distinct character and role of each cap, including the desired balance between social activity, nature, and flexibility of spaces, and how the three caps should function together as a cohesive system of public spaces.
- **Programmatic Uses and Adjacencies:** Explore how participants would like to use the caps and how programmatic elements should be organized spatially, including relationships between uses and how people move through and linger in the spaces.
- **Cultural and Neighborhood Identity:** Identify stories, cultural references, artistic themes, and potential community partners that could shape the character of the caps and ensure the spaces reflect the history, culture, and identity of surrounding neighborhoods.

Participants were given a cap boundary map and design stickers which they could place on the map to create their own public space concept. Vision boards were also present for participants to reference that expressed the generally accepted identity and character that

had so far been discerned for each cap through previous engagement efforts. A total of 19 concepts were generated by participants among all three cap locations. The following paragraphs will discuss key takeaways from the engagement and review detailed findings and analysis for each cap. Copies of each public space concept designed by public meeting attendees are provided in the May Public Meeting Comments section of the Appendix.



Figure 27: May Public Meeting design charrette table (left) and arts and culture question boards (right)

Open Comment and Q&A

Comments and questions raised during the open comment and Q&A session following the presentation included:

- Concern about students needing to evade homeless/vagrant population and questions about how this is being looked at in the design and planning for the public spaces.
- Concern about accommodating people who come to the city instead of people living in the city. Concern about issues downtown such as noise not being managed and those issues being exacerbated with the caps.
- How have plans adjusted in response to the previous meeting?
- Is there coordination between this project and the 375 Project? Comment that storytelling features the same people providing stories on both projects and that both projects are a cohesive reaction to how to fix the divisive highways. Will it feel like one thing at the end of the day?
- Has DDP involved Lamar Jordan, City Historian?
- Comment that senior neighbors are interested in the project. What is the plan for getting others heard? Will there be a maintenance schedule to ensure the caps don't fall into disrepair?
- Has there been a consideration of how to complete the neighborhoods in the area? Comment identifying an opportunity to focus the experience.
- Will the parks be publicly or privately managed?

- Any consideration around Cass and Clifford? Comment identifying opportunities to bring benefits to those neighborhoods.
- Concern that there have not been actual measurements of noise/air pollution. Comment that the FAQ posted on the project website states: "properties will see some reductions". Request to provide clarity around language. Comment that Brush Park is the highest growing population and shifting the cap east will serve more residents.
- Is there an opportunity to do a different kind of modeling for this project (modeling that freeways aren't forever, like undoing dams)? Could modeling be conducted for circulation, transit, and/or access to nature?

Design Charrette

Building on Past Engagement

The following draft vision statements were provided for each cap as a starting point for the design exercise based on the feedback received from previous engagement and planning efforts.

- **West Cap:** A safe and active **neighborhood space** for students to stop by after class, congregants to enjoy after service, and nearby workers to take a stroll after work—featuring safe biking and walking paths, potential sports courts, vending, pop-up retail, food and beverage kiosks, and casual seating areas.
- **Central Cap:** The Central Cap is envisioned as a **vibrant city hub** for the broader Detroit community—an iconic destination that fosters celebration, connection, and cultural expression within the city's entertainment district. Serving as a monumental gateway, it will welcome visitors and Detroiters alike to Midtown and Downtown. At its heart, expansive gathering spaces will host events of all sizes and occasions, creating a dynamic setting for citywide celebrations and everyday experiences.
- **East Cap:** The East Cap is envisioned as a **family-oriented neighborhood gathering space** that fosters community celebration and everyday engagement. It offers access to nature, inclusive family spaces, and flexible areas for smaller-scale community events and daily activities for nearby residents.

Key Takeaways

- **West Cap:** Participants showed a preference for more paved areas toward the east side of the cap and more landscape area toward the west side of the cap. A preference for more nature-focused activities leans toward occurring on the more naturalized, western half, where the more cultural activities tend to be placed near the eastern half with the majority of the paved area. Lawn area was consistently preferred near Second Avenue.
- **Central Cap:** Participants showed a preference for leisure activities to occur between two distinct cap areas that straddle Woodward Avenue. On the west side of Woodward Avenue, there is a preference to have multiple dispersed spaces organized by a promenade. On the east side of Woodward Avenue, there is a preference to engage in leisure activities within a lawn area. Participants also vocalized a desire for Central Cap to be more centrally located to the Brush Park neighborhood.
- **East Cap:** Participants showed a preference for paved gathering areas to be located toward opposing ends of the cap and for significant lawn areas to be located adjacent to

the paved areas. Activities were generally placed in a dispersed fashion throughout the site and occur in all paved, lawn, and landscaped areas.

West Cap Design Charrette Findings

Based on a public space vision which identified the West Cap as *"an active neighborhood hub for everyday connection",* participants were asked to create a simple cap layout using stickers that represent lawn area (green), paved space (orange) or landscaped area (blue). Participants were then asked to place written activity stickers in the areas where they'd prefer to engage in those activities. Participants generated a total of 6 concepts, which are provided in the May Public Meeting Comments section of the Appendix.

West Cap Spatial Analysis

- **Paved Area:** A majority of participants showed a preference for paved gathering space in the eastern portion of the cap between Grand River Avenue and Second Avenue, though a considerable minority preferred a series of dispersed, interconnected pathways between Third Avenue and Second Avenue.
- **Lawn Area:** A majority of participants showed a preference for multiple lawn areas throughout the cap, with a higher preference for lawn to be located east of Grand River Avenue, extending to the eastern border of the cap.
- **Landscape Area:** In half of the designs, the landscape area was placed to buffer public space uses from adjacent streets. In the remaining half, landscape areas were placed to buffer the public space uses from adjacent streets but also infilled around proposed paved areas. This aligns with the higher emphasis on proposed activities involving landscape and access to nature.

A graphic representation of these findings is shown in Figure 28 below.

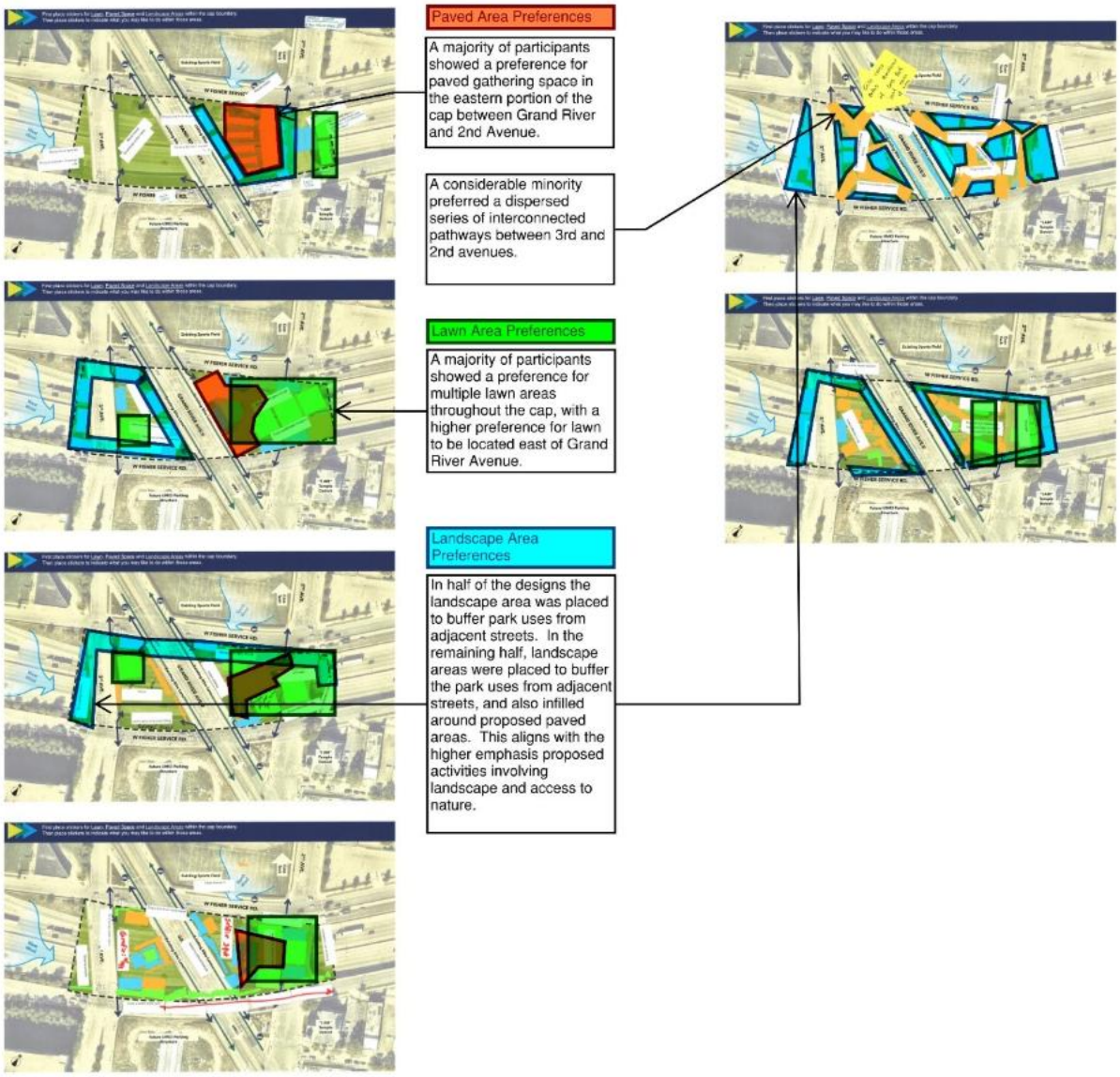


Figure 28: West Cap spatial analysis of attendees' public space concepts

West Cap Activity Analysis

A majority of participants showed a preference to engage with nature, enjoy leisure activities, or enjoy cultural activities within the West Cap. The most popular activities included "Enjoy native species" and "Enjoy a pollinator meadow", followed by "Sit among/under trees". Second-tier activities included "Sit in lounge chairs, read a book, perform/ listen to music, enjoy an art installation, have a buffer from cars, and enjoy food from food trucks".

Seventeen other activities were chosen in the exercise and can be seen in order of rank in Table 1 below.

Table 1: West Cap activity analysis of attendees' public space concepts

Activity Included	Concepts
Enjoy native species	4
Enjoy a pollinator meadow	4
Sit among/under trees	3
Sit in lounge chairs	3
Read a book	3
Perform/ listen to music	3
Enjoy an art installation	3
Have a buffer from cars	3
Enjoy food from food trucks	3
People watch	2
Swing on all-ages swings	2
Meet in an outdoor classroom	2
Work at outdoor workstations	2
Do yoga	2
Picnic	2
Use a bike repair station	2
Go to a farmers market	1
Join an arts & crafts class	1
Attend a DJ night	1
Attend a cultural festival	1
Observe wildlife	1
Enjoy free wi-fi	1
Play ping pong	1
Hang out with friends & family	1
Read in a garden reading nook	1
Tend a plot in a vegetable garden	1
Write-ins	
Tall vegetation	1
Variety of seating in landscape	1
Low vegetation	1

West Cap Combined Analysis

When referencing the spatial and programmatic findings together, a pattern emerges showing a preference for more paved areas toward the east side of the cap and more landscape toward the west side of the cap. A preference for more nature-focused activities leans toward occurring on the more naturalized, western half where the more cultural activities tend to be placed near the eastern half with the majority of the paved area.

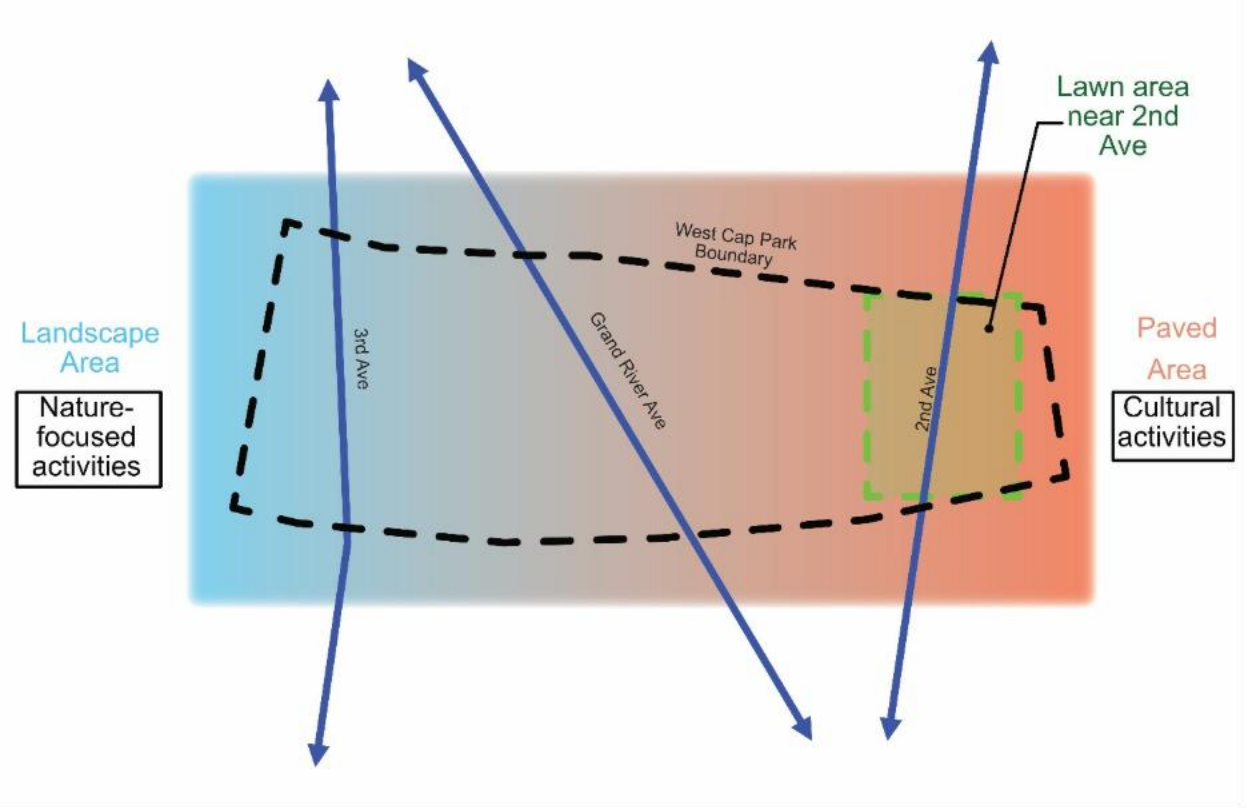


Figure 29: West Cap combined analysis of attendees' public space concepts

Central Cap Design Charrette Findings

Based on a public spaces vision which identified the Central Cap as *"a vibrant city hub for the broader Detroit community",* participants were asked to create a simple public space layout using stickers that represent lawn area (green), paved space (orange) or landscaped area (blue). Participants were then asked to place written activity stickers in the areas where they'd prefer to engage in those activities. Participants generated a total of 5 concepts, which are provided in the May Public Meeting Comments section of the Appendix.

Central Cap Spatial Analysis

- **Paved Area:** A majority of participants showed a preference for paved areas to be organized as a promenade that connects the user to various areas within the cap and also to the adjacent street network.
- **Lawn Area:** Preferences for lawn area varied, though all participants showed a desire for lawn to be available in the portion of the cap east of Woodward Avenue.

- **Landscape Area:** Landscape areas were typically placed around edges of the cap itself or edges of paved or lawn areas to create space.

A graphic representation of these findings is shown in Figure 30 below.

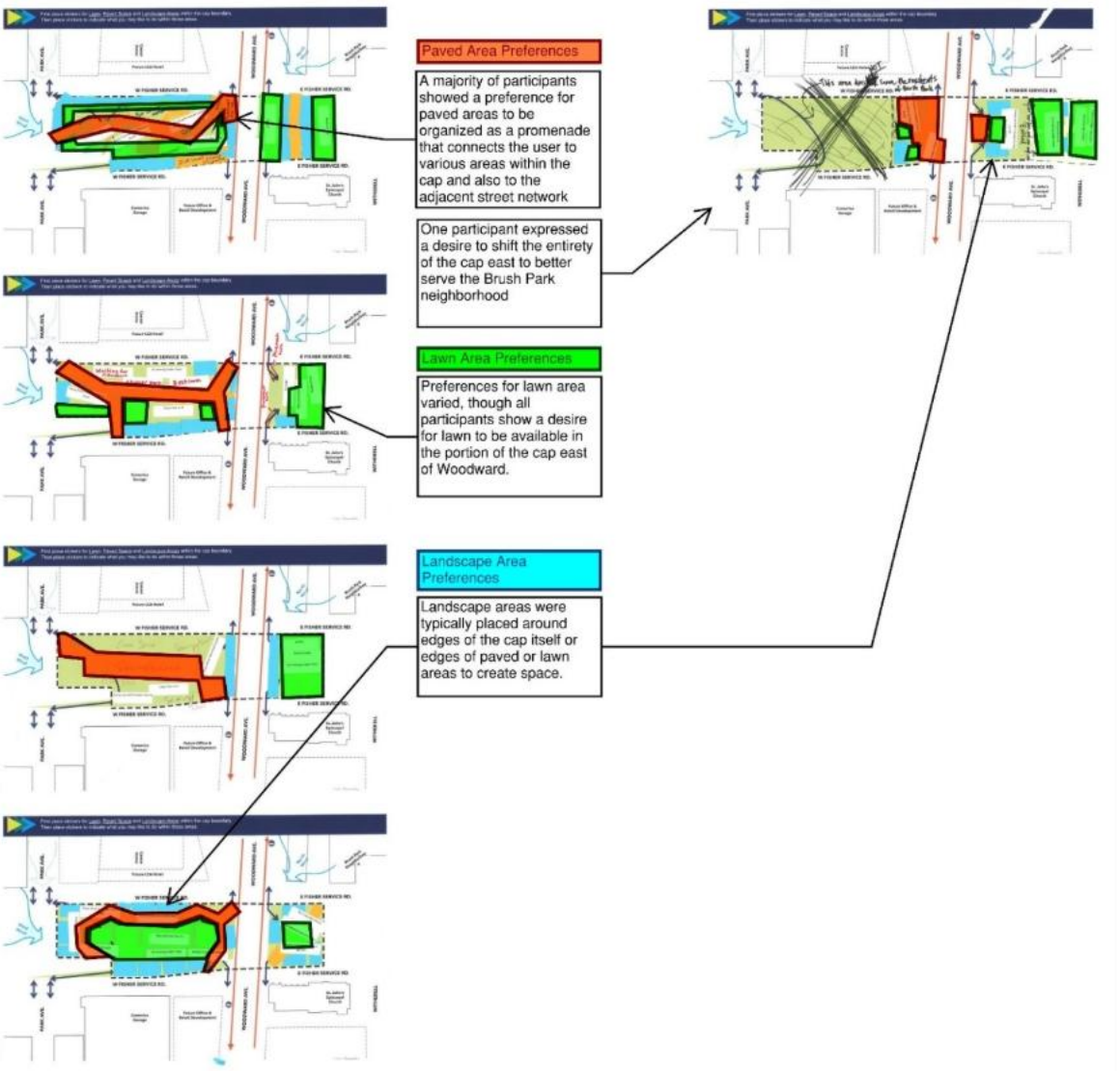


Figure 30: Central Cap spatial analysis of attendees' public space concepts

Central Cap Activity Analysis

A majority of participants showed a preference for leisure activities and opportunities to enjoy food or drink, with the most common activities being "Sit among/ under trees, enjoy free wi-fi, enjoy food or drinks from a kiosk, and hang out with friends/family." Second-tier activities included "Enjoy food from food trucks, picnic, and reading a book".

Thirteen other activities were provided in the exercise and can be seen in order of rank in Table 2 below.

Table 2: Central Cap activity analysis of attendees' public space concepts

Activity Included	Concepts
Sit among/ under trees	5
Enjoy free Wi-Fi	4
Enjoy food or drinks from a kiosk	4
Hang out with friends/ family	4
Enjoy food from food trucks	3
Picnic	3
Read a book	3
People watch	2
Sit in lounge chairs	2
Do yoga	1
Enjoy an art installation	1
Attend a DJ night	1
Play informal sports	1
Attend a cultural festival	1
Enjoy looking at a native garden	1
Shop retail kiosks	1
Have a buffer from cars	1
Write-ins	
Waiting for a rideshare	1
Charger port	1
Restroom	1

Central Cap Combined Analysis

When referencing the spatial and programmatic findings together, a pattern emerges showing a preference for leisure activities to occur between two distinct cap areas that straddle Woodward Avenue. On the west side of Woodward Avenue there is a preference to have multiple dispersed spaces organized by a promenade. On the east side of Woodward Avenue there is a preference to engage in leisure activities within a lawn area.

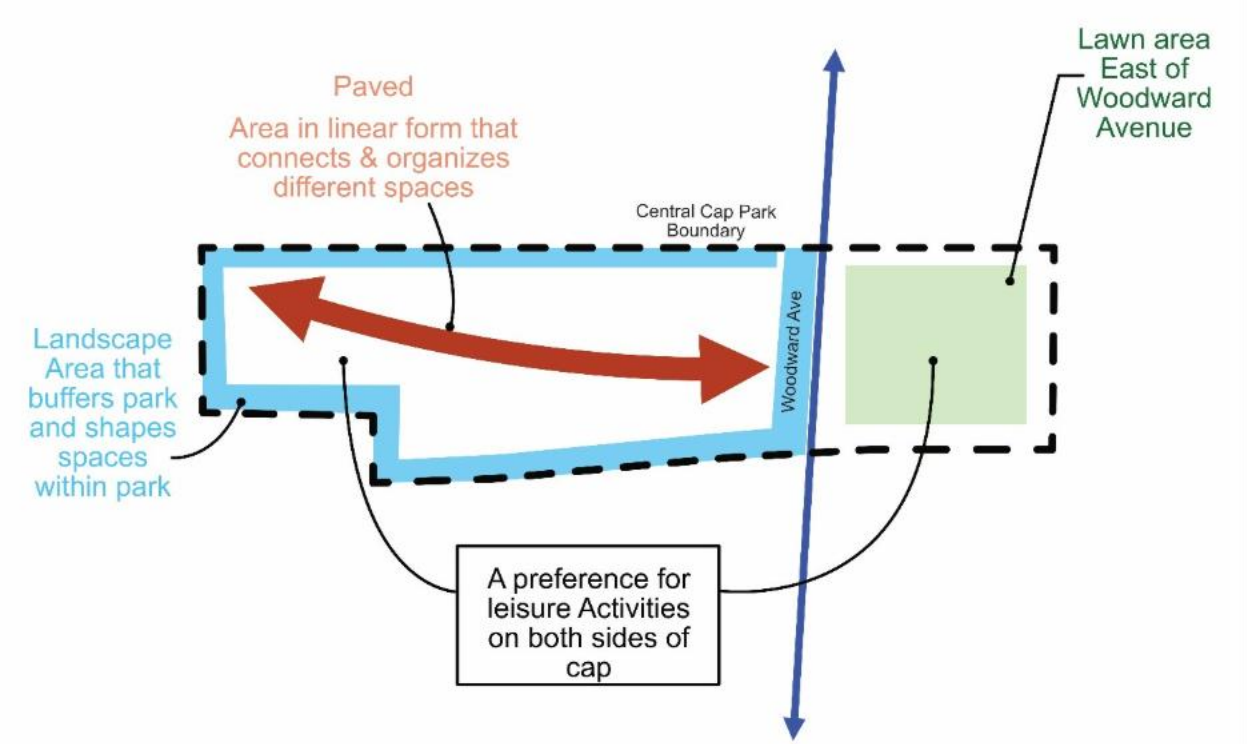


Figure 31: Central Cap combined analysis of attendees' public space concepts

East Cap Design Charrette Findings

Based on a public space vision which identified the East Cap as "*a family-oriented gathering space for the neighborhood*", participants were asked to create a simple public space layout using stickers that represent lawn area (green), paved space (orange), or landscaped area (blue). Participants were then asked to place written activity stickers in the areas where they'd prefer to engage in those activities. Participants generated a total of 6 concepts, which are provided in the May Public Meeting Comments section of the Appendix.

East Cap Spatial Analysis

- **Paved Area:** Though the pattern and shape differ among participants, a majority showed a preference for equal amounts of paved area to be mirrored on opposite ends of the public space. One participant drew a design, and though their areas differed in type, they expressed a desire for beneficial spaces on both ends of the cap.
- **Lawn Area:** Placement of lawn area varied among participants but was provided as a significant feature in every submission.
- **Landscape Area:** Landscape areas also varied among participants, though a pattern emerged similar to other caps for a desire to have a landscape border and buffer the cap from the adjacent street network.

A graphic representation of these findings is shown in Figure 32 below.

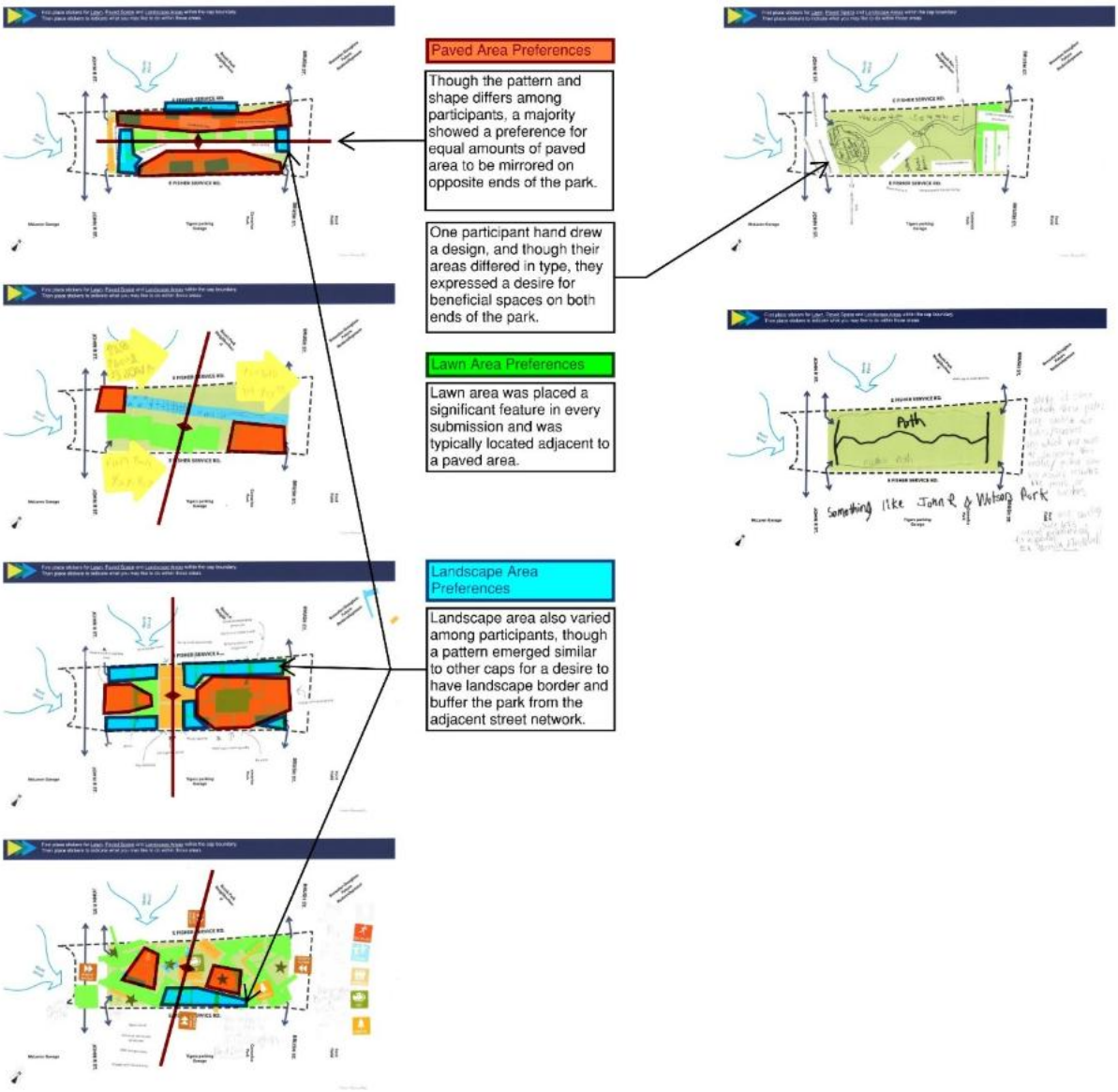


Figure 32: East Cap spatial analysis of attendees' public space concepts

East Cap Activity Analysis

A majority of participants showed a preference for play opportunities with the most common activities being "Climb on nature play structures and engage with musical play." Second-tier activities included passive recreation like "swing on all-ages swings, do yoga, fly a kite, hang out with friends/ family, read a book in a garden nook, sit in lounge chairs and picnic".

Fifteen other activities were provided in the exercise and can be seen in order of rank in Table 3 below.

Table 3: East Cap activity analysis of attendees' public space concepts

Activity Included	Concepts
Climb on nature play structures	3
Engage with musical play	3
Swing on all-ages swings	2
Do Yoga	2
Fly a kite	2
Hang out with friends/ family	2
Read a book in a garden nook	2
Sit in lounge chairs	2
Picnic	2
Play informal sports	1
Play foursquare	1
Walk my dog	1
Play tetherball	1
Join a games social	1
Play ping pong	1
Walk/ jog on walking paths	1
Climb on a climbing wall	1
Bring my kid(s) to the playground	1
Read a book	1
Attend a children's program	1
Join a crafts class	1
Enjoy an art installation	1
Enjoy free-Wi-Fi	1
Gather in a pavilion	1
Write-ins	
Zipline	1
Obstacle Course	1

East Cap Combined Analysis

When referencing the spatial and programmatic findings together, a pattern emerges showing a preference for paved gathering areas to be located on opposing ends of the cap and for significant lawn area to be located adjacent to the paved areas. Activities were generally placed in a dispersed fashion throughout the site and occur in all paved, lawn, and landscaped areas.

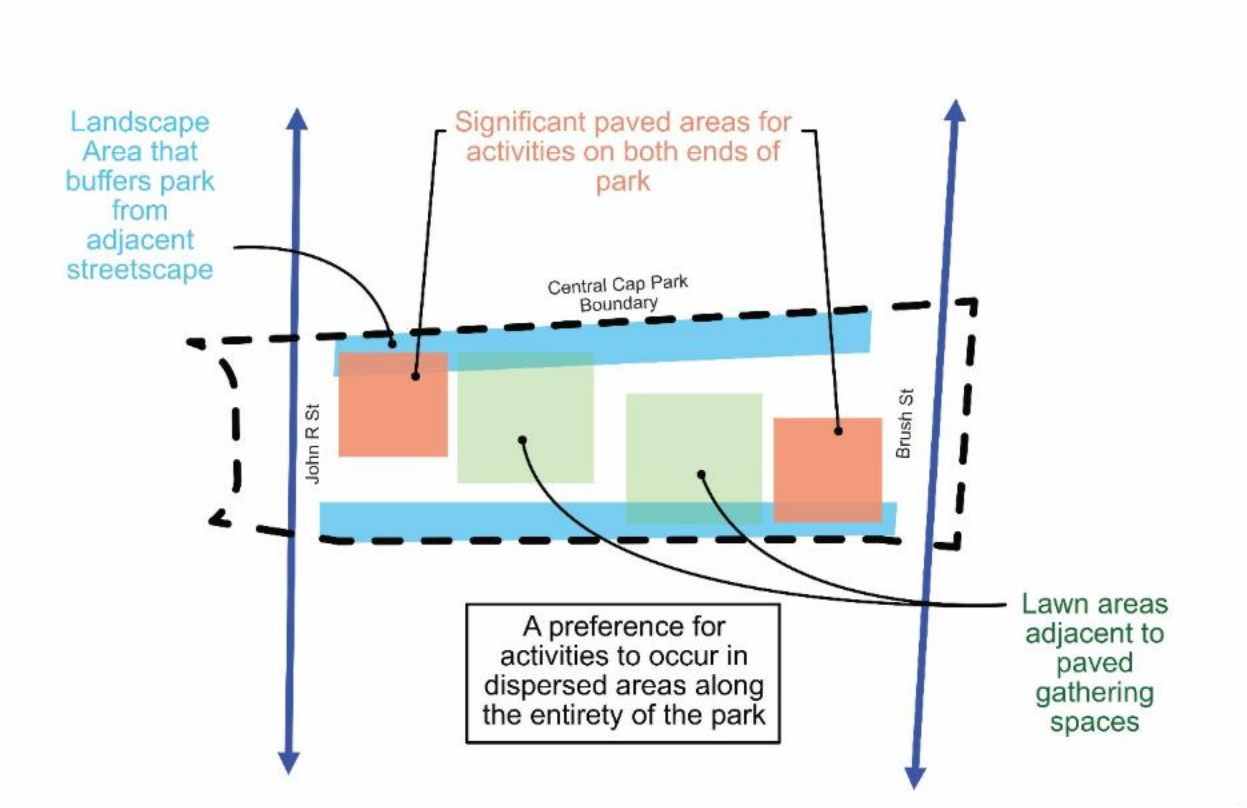


Figure 33: Cap combined analysis of attendees' public space concepts

Arts and Culture Question Boards

Design Core conducted intentional outreach to Detroit's creative community to ensure that participation in the May Public Meeting included the voices of artists and designers, as well as residents. Participants engaged in a series of interactive engagement activities focused on Art Installations, Cultural Moments, Health and Wellness, and Live Performances. Feedback emphasized cultural representation, year-round activation, accessibility, local artist inclusion, wellness infrastructure, and the importance of honoring Detroit's historical and cultural identity. All comments collected on the arts and culture question boards are provided in the May Public Meeting Comments section of the Appendix.

Storytelling Station

Activate Detroit continued story collection at the May Public Meeting. A separate room was dedicated to recording legacy interviews via video or audio. For attendees who preferred to share their stories by writing them down, tables were available in the main room with prompts

and historical aerial views of the project area. No stories were collected at this station; however, two attendees offered to assist with connecting the project team with senior housing complexes.

Additional Feedback

Two boards were provided near the door for people to leave any additional feedback prior to leaving the May Public Meeting. From the first board, titled: "What is your wildest idea?", participants provided the following feedback:

- "Consider visibility into cap from street/sidewalk where barrier used. Visual access supports safety and use (avoid underpass feel)."
- "Soundproofing with solar panels"
- "Move the Central Cap east to service the residents!"
- "Cap the whole dang thing"
- "A space for protests"
- "Sensory spaces, neurodiverse public spaces"
- "Surfing Pool" for reference RiF010: the downtown Rotterdam wave pool[1]

From the second board, titled: "Is there anything we missed?", participants provided the following feedback:

- "The Big Dig Caps in Boston are lovely open space, but they are barely used because of traffic noise – not even from the highway, but the oversized arterial next to them. I'd like to see even more road diets (esp. Grand River) so that the traffic + noise doesn't ruin your beautiful cap visions."
- "Is this another Gilbert land grab scheme like 375 burial, Hudson's, Monroe Street, Ren Cen, etc.?"

Demographics

This summary reflects data from 39 attendees who completed and submitted the sign-in form at the public meeting. It is important to note that all questions were optional and some attendees opted not to answer some questions.

[1] https://www.surfertoday.com/surfing/rif010-the-downtown-rotterdam-wave-pool

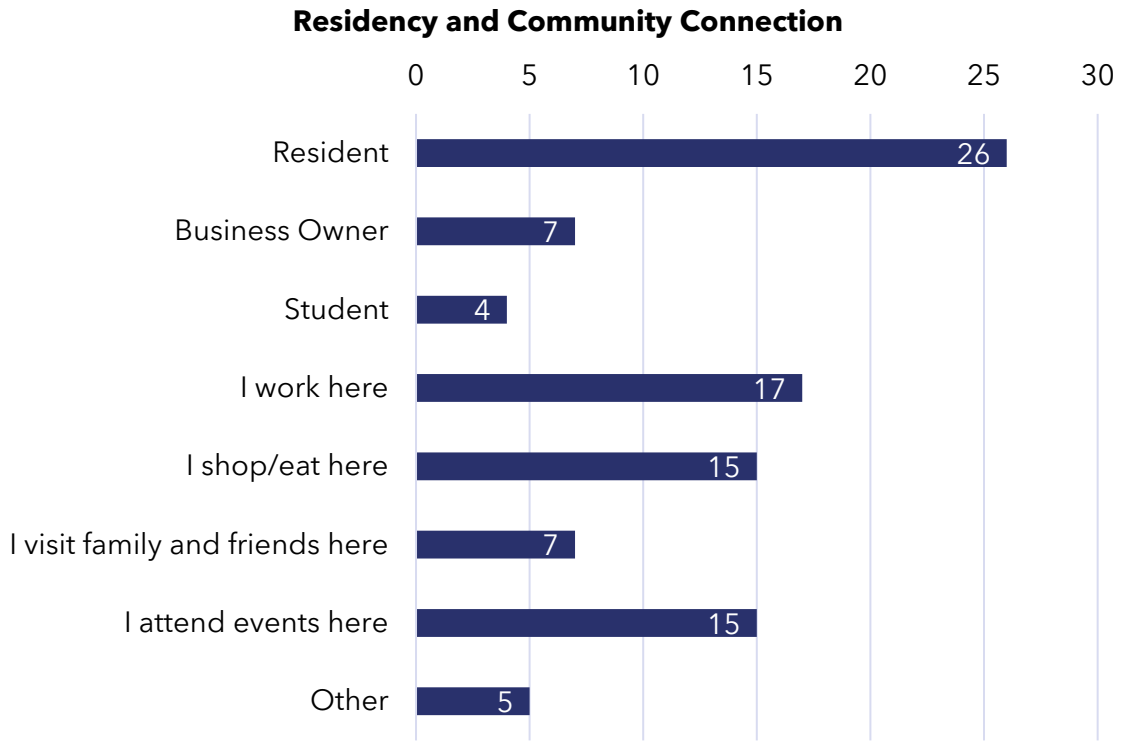


Figure 34: May Public Meeting respondents: What is your relationship to the community? Select all that apply.



Figure 35: May Public Meeting respondents: How long have you lived or worked in the community?

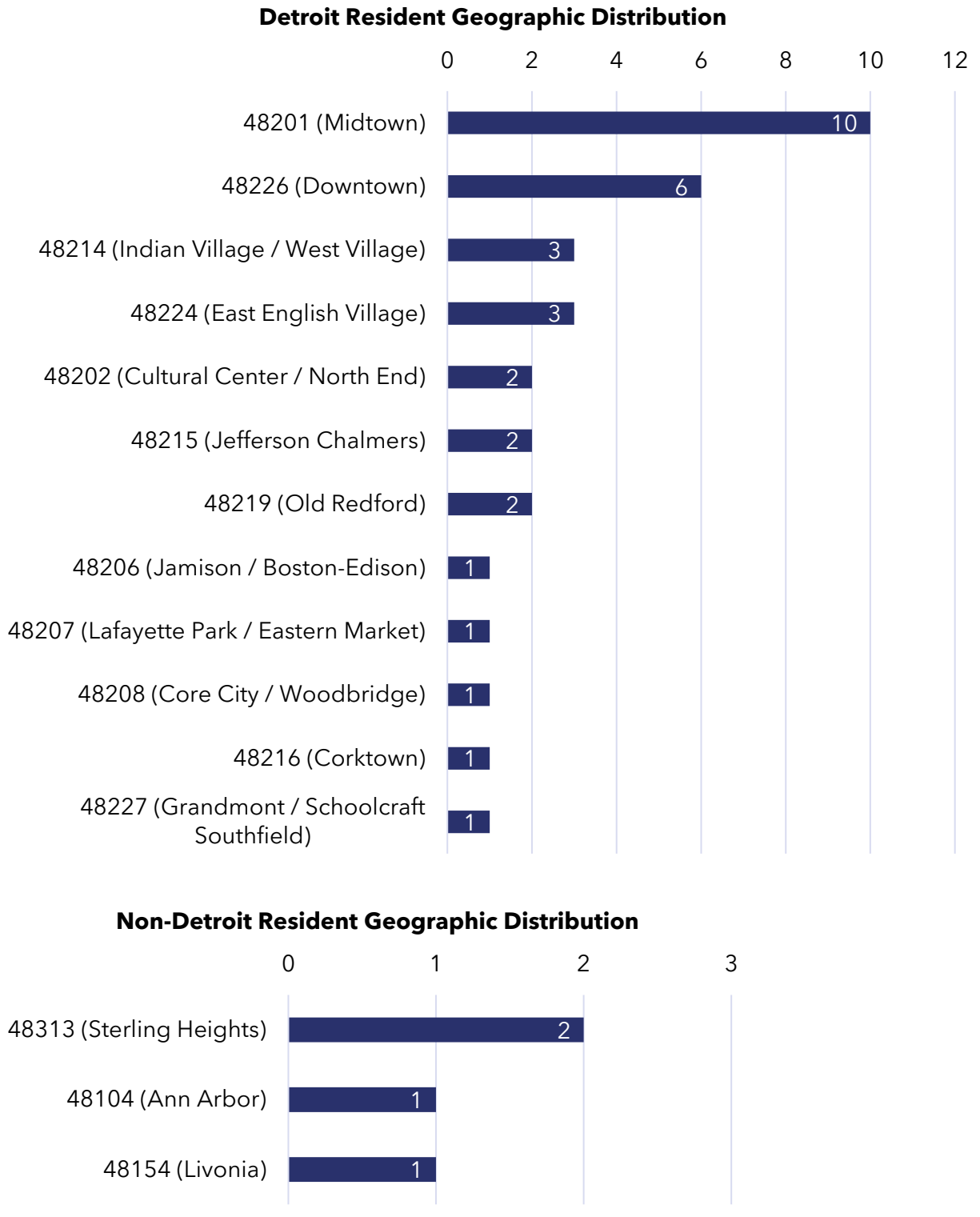


Figure 36: May Public Meeting respondents: What is your zip code?

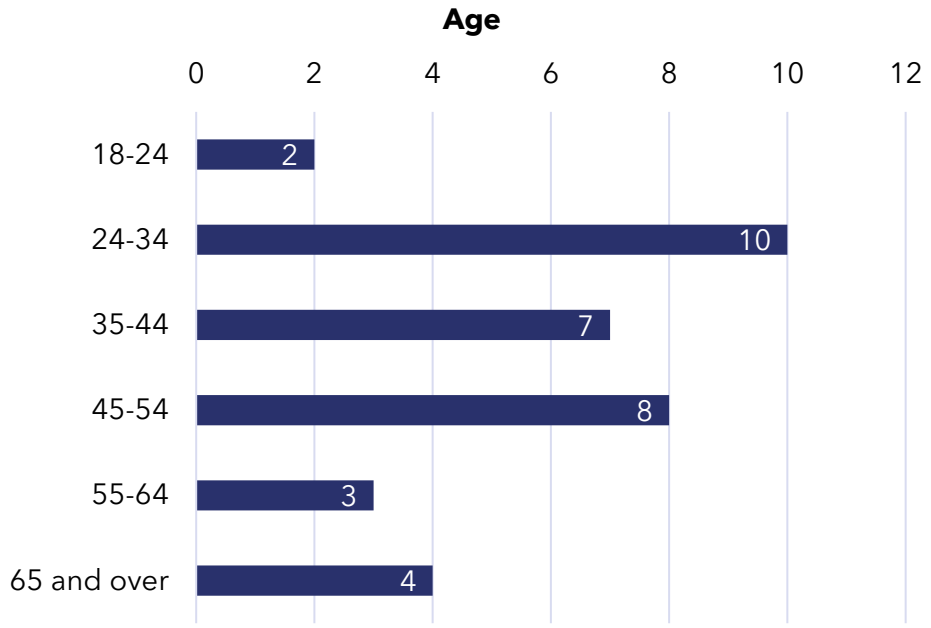


Figure 37: May Public Meeting respondents: What is your age group?

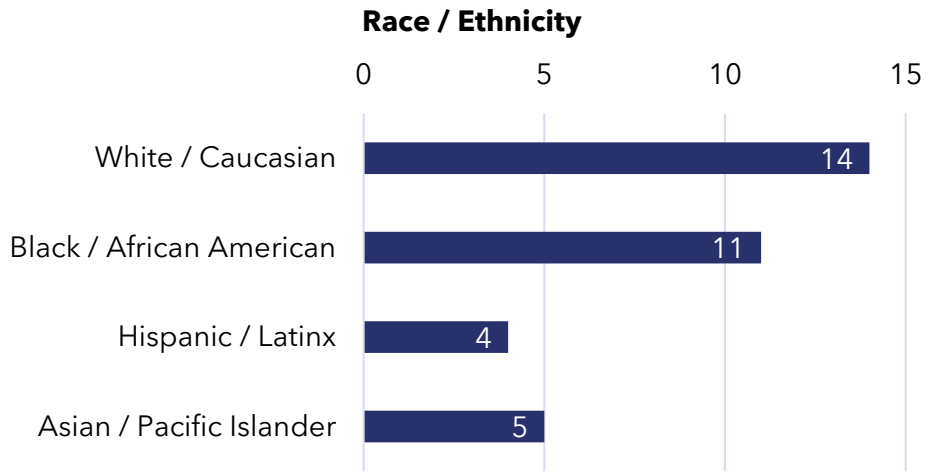


Figure 38: May Public Meeting respondents: What is your race / ethnicity?

May 2026 Public Survey

Dates Open: May 5, 2026 through May 27, 2026

Platform: Alchemer

Responses: 462 total: 392 complete and 70 partial

An online survey was hosted on Alchemer and published in conjunction with the May 2026 Public Meeting, on the project website. The Public Space Programming Survey provided the broader Detroit community with an opportunity to share their priorities for programming, amenities, arts and culture, and activation at each of the three I-75 Cap public spaces – the West Cap, Central Cap, and East Cap. The survey was structured to mirror the themes and activities presented at the in-person public meeting, offering participants who were unable to attend in person an equivalent avenue for providing feedback.

Public Notification

The survey was advertised on the project website and promoted through various communication channels maintained by DDP and the project team. The survey link was distributed through direct email outreach, social media, and community partner networks across the greater Detroit area.

Survey Structure

The survey was structured to gather feedback across four primary areas: cap-specific program and amenity priorities for each of the three caps, arts and cultural experience preferences; visit timing and activation, and open-ended responses on Detroit identity, unmet needs, and measures of success. The survey was organized as follows:

- **Cap Programming Questions (Questions 1–3):** Respondents selected up to 3 program priorities for each cap.
- **Arts and Culture Questions (Questions 4–8):** Respondents selected arts experience types, art format preferences, performance preferences, artist representation, and engagement modes.
- **Visit Timing (Question 9):** Respondents identified preferred days and times of visit.
- **Open-Ended Questions (Questions 10–12):** Respondents provided feedback on authentically Detroit arts/culture, what is missing in Detroit, and what would demonstrate success.
- **Demographic Question (Question 13):** Respondents provided their zip code.

West Cap Programming Results

The West Cap programming inquiry received responses across 18 program and amenity categories. The results reflect a strong preference for flexible, everyday-use space oriented around active recreation, casual gathering, and green infrastructure. Figure 39 summarizes the full results.

Write-in responses were divided between supportive suggestions such as zen gardens, acoustic buffering, tree canopy, and cap extensions, and outright skepticism, with seven of eighteen responses questioning the project's necessity, value, or proposed location.



Figure 39: May Online Survey: What program, space or amenity do you think is the most important for the West Park cap? Select up to 3.

Central Cap Programming Results

The Central Cap programming inquiry received responses across 16 program and amenity categories. Results reflect the public space's dual role as both a civic infrastructure anchor where public restrooms ranked first, and a cultural and community gathering destination, where performance stages, event lawns, and community programming ranked among the top choices.

Write-in responses included constructive suggestions for gateway landmarks, transit hub integration, and tree canopy, alongside two responses opposing the cap project altogether and one calling for affordable housing to replace Black Bottom in lieu of public space amenities.

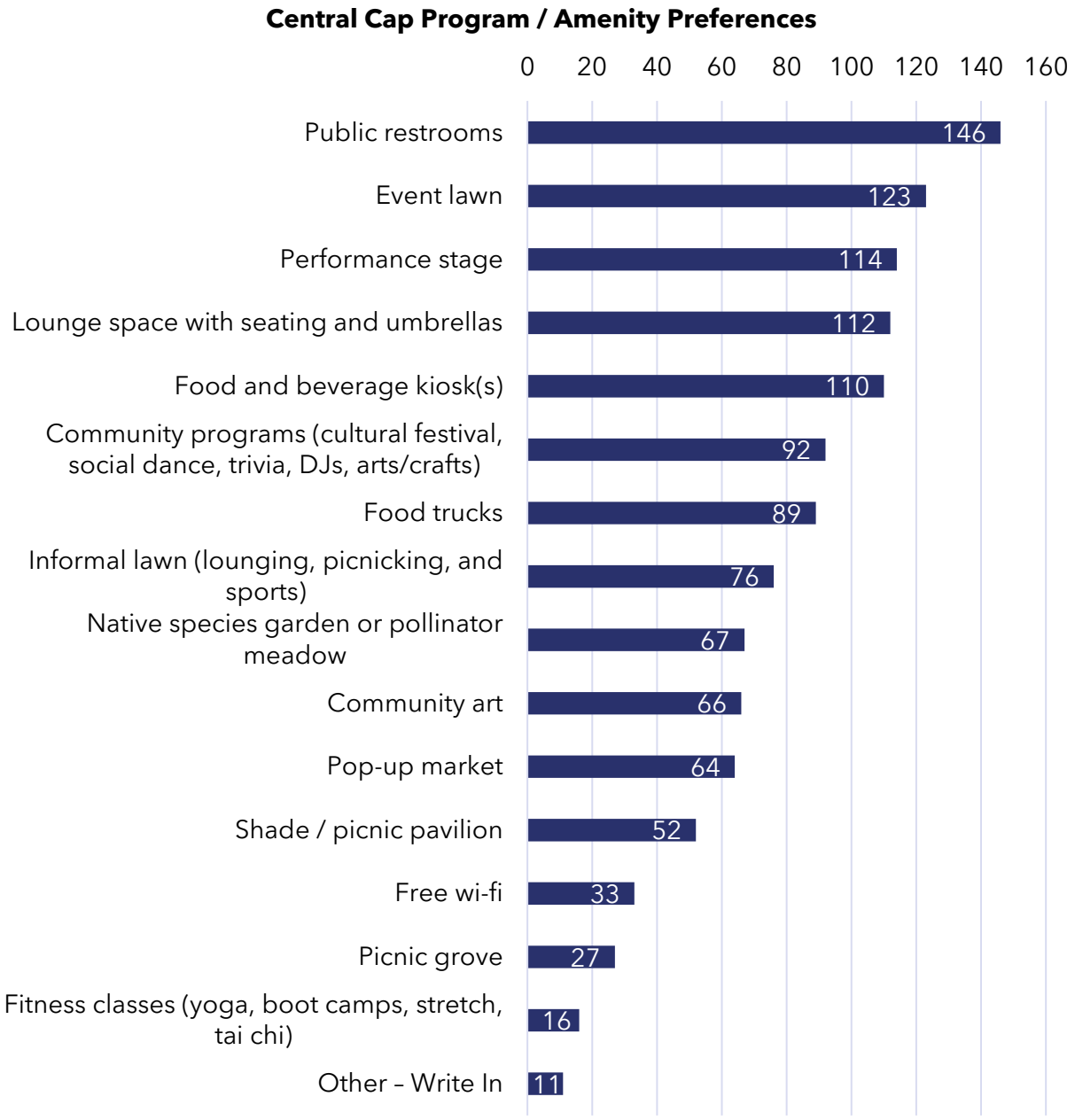


Figure 40: May Online Survey: What program, space or amenity do you think is the most important for the Central Park cap? Select up to 3.

East Cap Programming Results

The East Cap programming inquiry received responses across 18 program and amenity categories. Results produced the clearest and most unified picture of the three caps, with a tight cluster of family-oriented, nature-based, and neighborhood-anchored priorities dominating the top rankings.

Write-in responses were split between design suggestions such as a pocket forest, cap extension between John R and Brush, and native species gardens as a unifying system-wide

element, and critical positions including opposition to the project, calls for housing, and concerns about the cap's location relative to existing park space near Cass Tech.

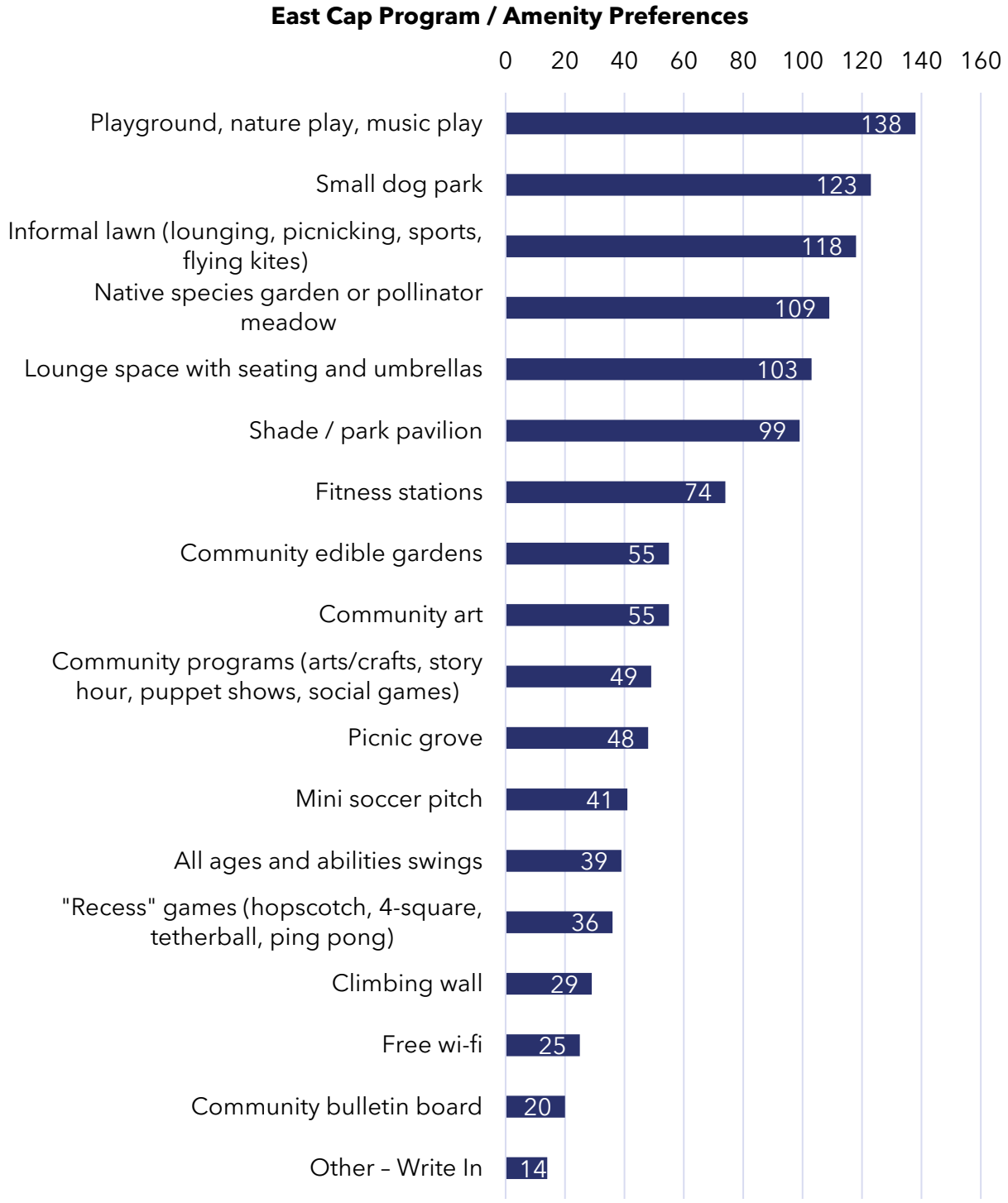


Figure 41: May Online Survey: What program, space or amenity do you think is the most important for the East Park cap? Select up to 3.

Arts and Cultural Programming Results

Questions 4 through 8 explored participant preferences for arts and cultural experiences, art format, performance types, artist representation, and modes of art engagement across all three caps.

Arts and Cultural Experience Preferences

72.2% of respondents selected a mix of both permanent landmark pieces and rotating or changing installations. A particularly instructive write-in comment noted: "some sort of 'permanent' sculpture or monument should be provided to serve as a 'centering' or anchor to the space. Otherwise, the program will seem disorganized without some sort of visual anchor. This would also help to bring brand and identity to the cap(s)."

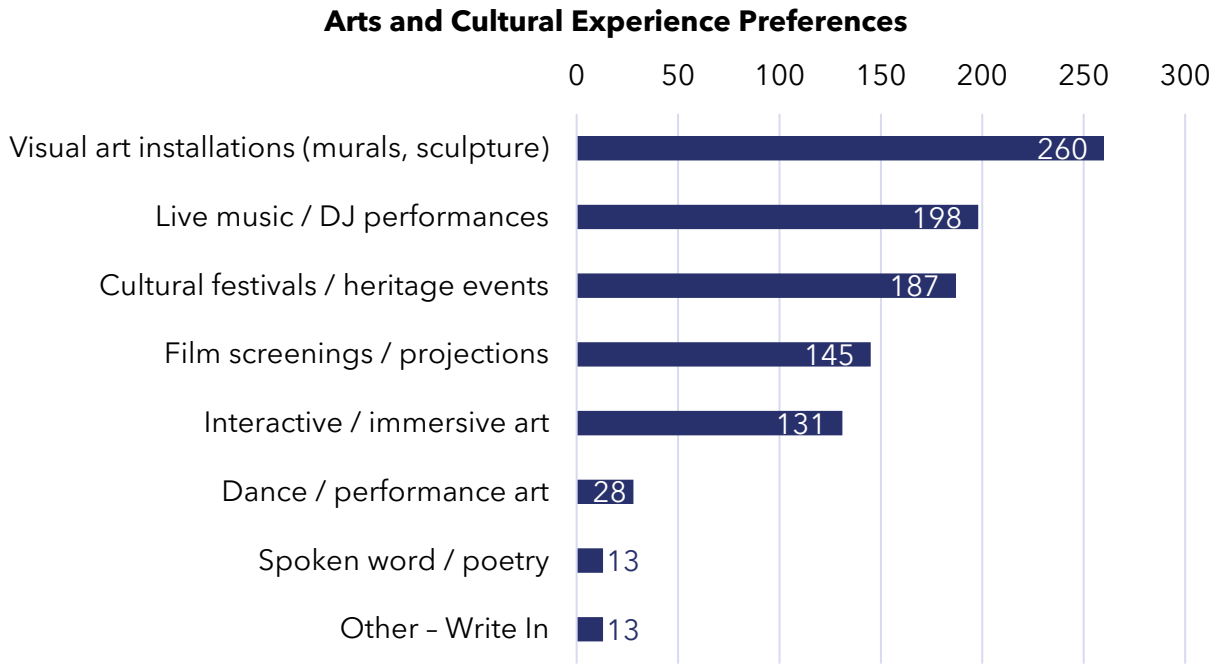


Figure 42: May Online Survey: What types of arts and cultural experiences would you most want to engage with? (Select up to 3)

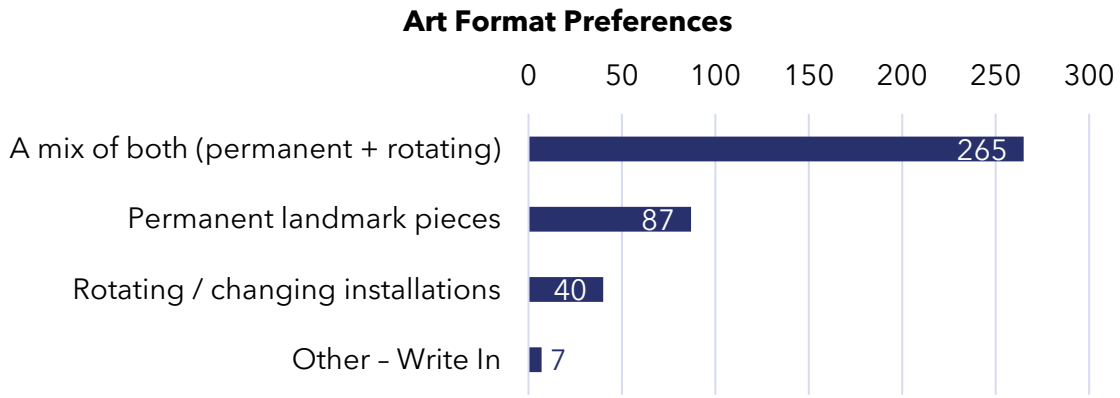


Figure 43: May Online Survey: What type of art experience do you prefer?

Performance Preferences

Write-in responses named a wide range of specific formats not included in the structured options, including brass and jazz band showcases, DSO, Shakespeare and Opera, live theater, spoken word, street music, hustle and dance lessons, and classic film nights; one respondent emphasized production quality over format type, and one raised a spatial concern, noting there is insufficient space for those types of venues in this narrow cap.

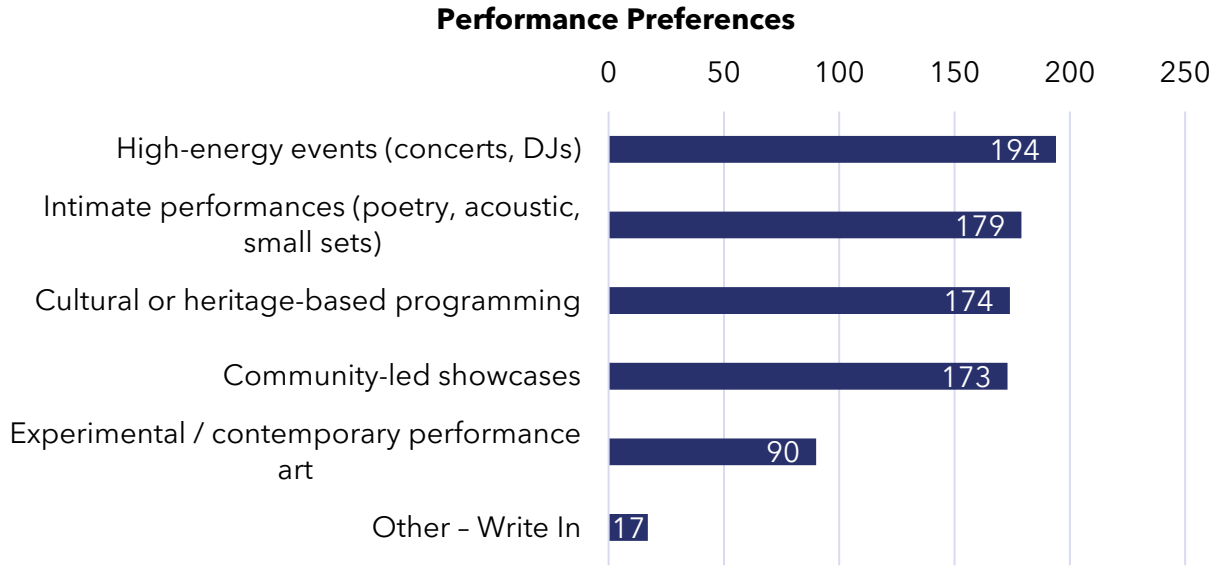


Figure 44: May Online Survey: What kind of performances would make you stay and fully engage? (Select up to 3)

Artist and Performer Preferences

Local Detroit artists ranked first at 65.7%. A mix of all artist types ranked second at 57.5%, indicating that the preference for local artists coexists. Emerging artists (34.0%) and youth or student artists (21.3%) each placed above established artists (18.2%). Write-in responses included one respondent nominating the Detroit Party Marching Band specifically, one

advocating for maximum flexibility in artist selection given the city's evolving identity, and two rejecting the programming premise as tourist oriented.

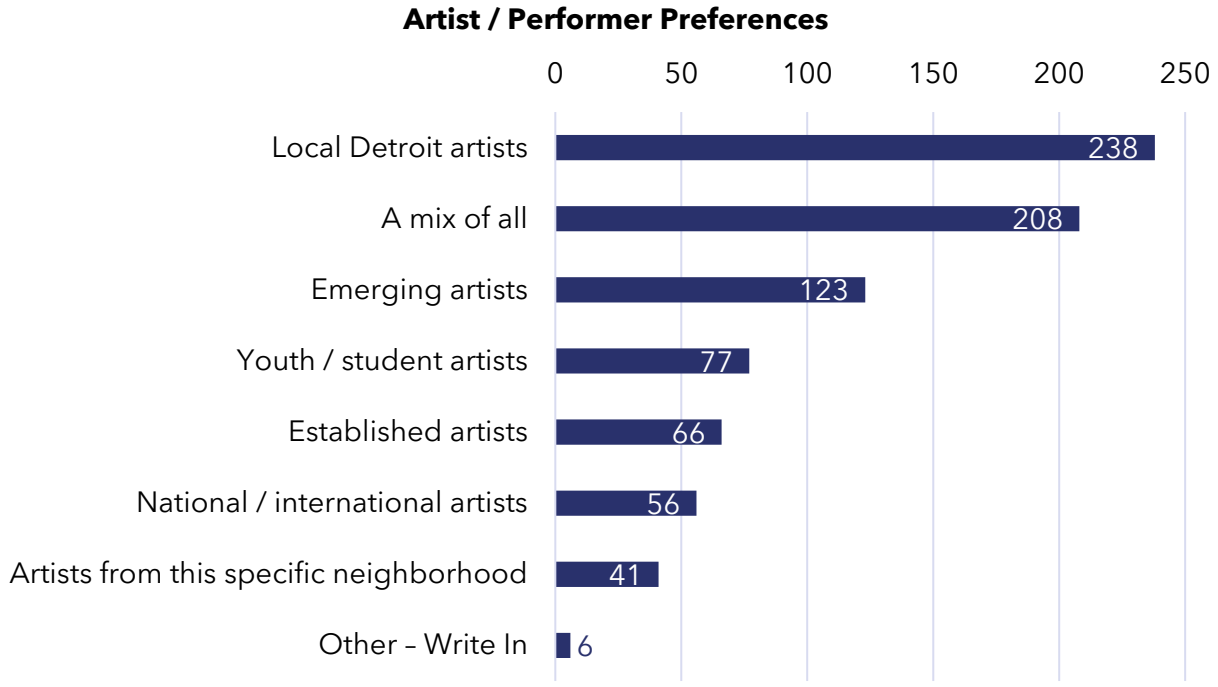


Figure 45: May Online Survey: Who would you like to see represented in the artists and performers at the park caps? (Select up to 3)

Participation Preferences

Viewing (73.5%) and social engagement (68.2%) were each selected by more than two-thirds of respondents, exceeding the remaining options and establishing these as the two dominant modes of preferred art engagement. Interactive (42.5%), photo-friendly and shareable (35.1%), and educational (34.0%) modes form a secondary tier of preferences.

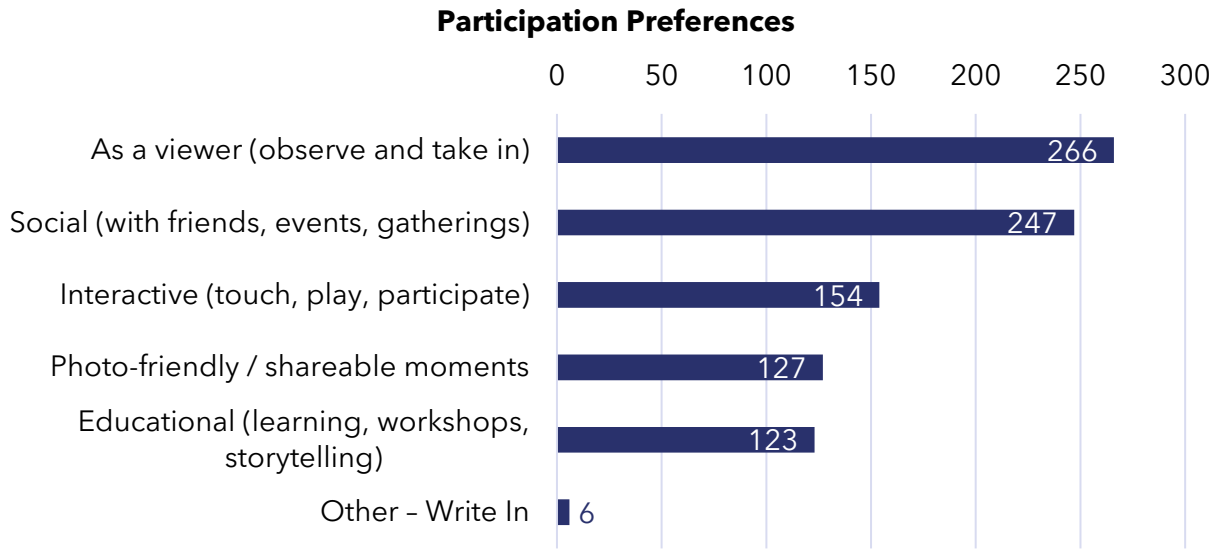


Figure 46: May Online Survey: How do you want to experience art in the public space caps? (Select up to 3)

Day and Time Preferences

Saturday daytime was selected by 62.4% of respondents as the preferred time to visit the caps. Late night at 9 PM and beyond (12.8%) and Sunday evening (5.3%) recorded substantially lower selections, indicating limited interest in programming or use outside of daytime and early evening hours across the week.

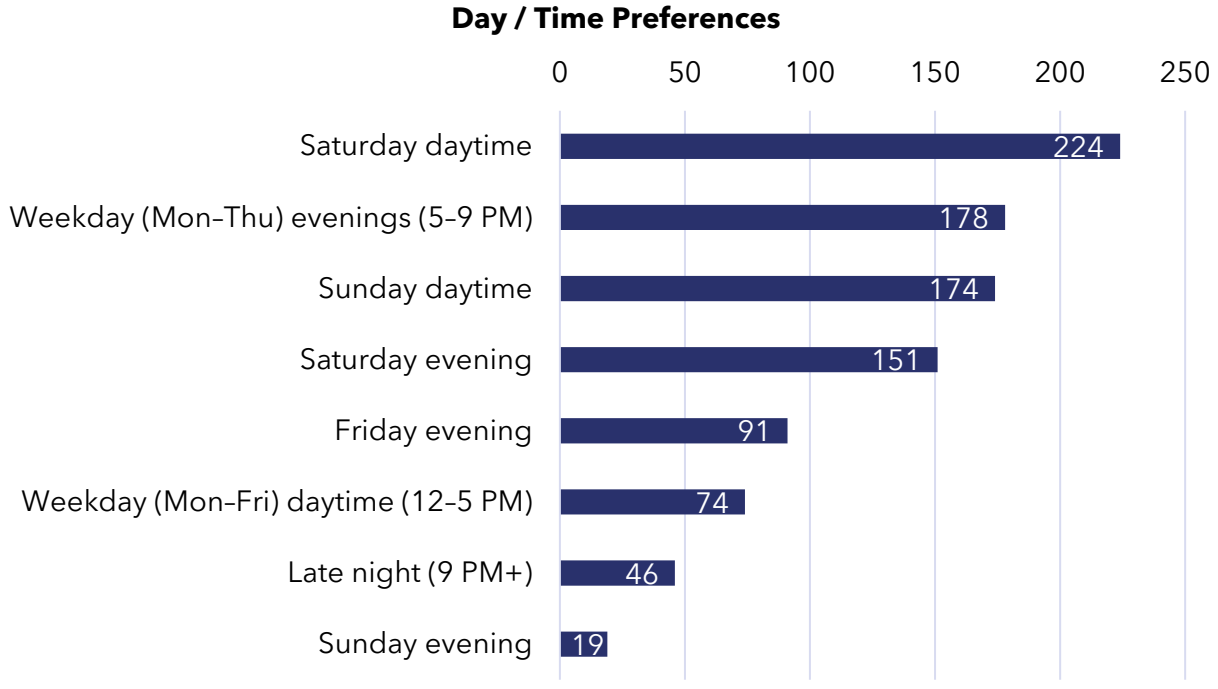


Figure 47: May Online Survey: What days and times would you most likely visit the public space caps?

Authentically Detroit Feedback

The following summarizes comments made regarding what would make an arts and cultural space feel authentically Detroit:

- **Prioritize local, Detroit-led curation**, with respondents calling for artists and event organizers genuinely rooted in Detroit's communities, including partnerships with established institutions such as MOCAD, Wasserman Projects, and Library Street Collective to bring forward credible local talent.
- **Reflect Detroit's specific cultural history**, Motown, Techno, the automotive heritage, Black Bottom, and Paradise Valley, through programming and art that honors what the corridor has meant to Detroit's communities over generations: "nods to Detroit's rich music history" and "honor the past, including neighborhoods lost to expressway construction."
- **Hold the curatorial process to a clear institutional standard**, with respondents asking for a named commission, a defined budget, and accountable partnerships that ensure local artist representation is built into the process from the outset.

What's Missing Feedback

The following bullets summarize comments made regarding what is missing in Detroit that the public space caps could address:

- **Green space** is the most frequently named opportunity for the caps, with respondents consistently identifying accessible, tree-filled, and softly programmed outdoor space as the greatest gap in Detroit's near-downtown public landscape: "*quiet, peaceful, tree-shaded areas*" and "*soft parks to casually gather*."
- **Neighborhood connectivity across I-75** was the second dominant theme, with respondents describing the caps as a meaningful opportunity to restore physical and civic links between communities: "the freeways are painful reminders of what was destroyed decades ago, these public space caps will help to rectify those wrongs."
- **Safe, welcoming spaces for youth and families** are identified as among the greatest unmet needs, with respondents noting the lack of shaded playgrounds, youth gathering spaces, and family-oriented public spaces within the near-downtown corridor.

Defining Success Feedback

The following bullets summarize comments made regarding how success of the public space caps would be defined:

- **Consistent, everyday use by residents** is the primary measure of success, respondents want to see people in the public spaces on ordinary days, not only during programmed events: "*to go there on a random day and just see it being used.*"
- **Long-term maintenance and safety** are identified as the foundational conditions of success, with respondents emphasizing sustained quality over years as more meaningful than opening-day impressions.
- **The experience of crossing I-75** is named as the ultimate benchmark: "*they are successful if they can make someone unaware that they have crossed a highway, that will be a true sign of the reconnection of the city*."

Demographics

The following table summarizes the geographic distribution of survey participants by zip code. A map of survey participant zip codes is included in Figure 48.

The five priority zip codes identified by the project team — 48201, 48202, 48206, 48208, and 48211 — together contributed 68 responses, representing approximately 18% of the total survey response pool. Zip code 48201 was by far the most represented priority zip code, contributing 33 responses, more than double the next highest priority zip code of 48202 at 19 responses. The survey also captured meaningful response volumes from adjacent neighborhoods including 48207 (24 responses), 48214 (12 responses), and 48216 (9 responses), reflecting the broader geographic interest in the project across the near-east and near-west Detroit communities that border the I-75 corridor.

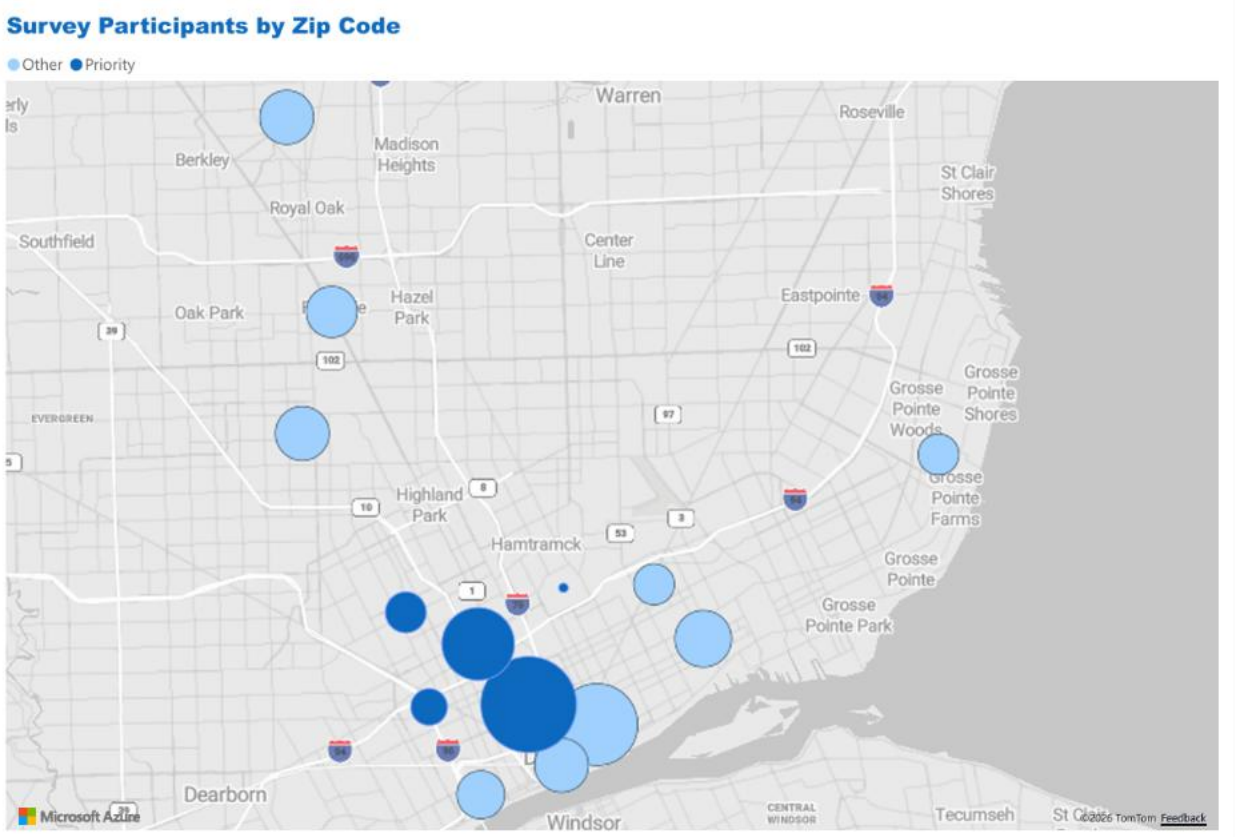


Figure 48: Map of May Online Survey respondents by zip code

July 2026 Public Meeting

Date: Thursday, July 30, 2026

Time: 6:00 p.m. to 7:30 p.m.

Location: Michigan State University Detroit Center, 3408 Woodward Ave, Detroit, MI 48201

Attendees: Approximately 30

Public Notification

The project team used the same methods as the May Public Meeting to promote awareness of the July Public Meeting. Public notifications included postcards, social media posts, and a press release. Postcards were sent to every registered address for businesses and residential properties within the Benefit and Impact Area (approximately 6,000 addresses). See the July Public Meeting Notifications section of the Appendix to view public notification collateral.

Event Format and Content

The meeting included a detailed presentation that shared the refined vision for the caps resulting from the analyses and public and stakeholder engagement conducted during the Feasibility Study, including the maximum cap length resulting from the **Fire-Life Safety Ventilation Assessment**, the recommended street network changes from the **Street Network Analysis Report**, themes from the legacy resident stories collected, and concepts and renderings from the **Public Space Program Plan**. The presentation also provided information about the next steps for the project to move towards implementation, including updated capital cost estimates for the project, an overview of the funding currently committed to the project, and phasing considerations.

After the presentation, project visuals were available for attendees to peruse as well as a station where attendees could provide ideas on artists and designers to consider for the future development of public art on the caps.



Figure 49: July Public Meeting project visuals for review



Figure 50: July Public Meeting artist and designer suggestion station

Open Comment and Q&A

During the open comment and Q&A session following the presentation, the following questions were raised:

- What is the proposed "Connect" component between Cass and Clifford?
- Can more information be provided about dust impacts, including which particulate matter poses the greatest health risks?
- What changes are proposed to the street network?
- How will the caps interface with transit services and bus routes?
- How will residents from across Detroit access the caps?
- How is the project addressing concerns about affordability, accessibility, and the potential for increased rents?
- Is the project team coordinating with the Audubon Society and other organizations to support local wildlife benefits?
- Can additional details and a legend be provided for the street network graphic shown on Slide 20?
- Could traffic signals be installed at the service drive intersections with John R and Brush Street instead of stop signs?
- How will resident access be maintained during construction?
- What communication and notification measures will be implemented to keep residents informed during construction?
- Will project phasing be driven primarily by funding availability or traffic mitigation considerations?
- If funding were available, could all caps be constructed at the same time?
- Which cap would be constructed first once funding is secured?

- Has the project team coordinated with the College for Creative Studies (CCS)?

Feedback

Out of approximately 30 attendees, only 13 filled out the sign-in form at the public meeting. In addition to providing contact information for project notification purposes and demographic information to understand who we heard from, attendees also answered questions about what their level of support for the project is, which cap they are most excited about, and if they had any comments about how the project could be improved.

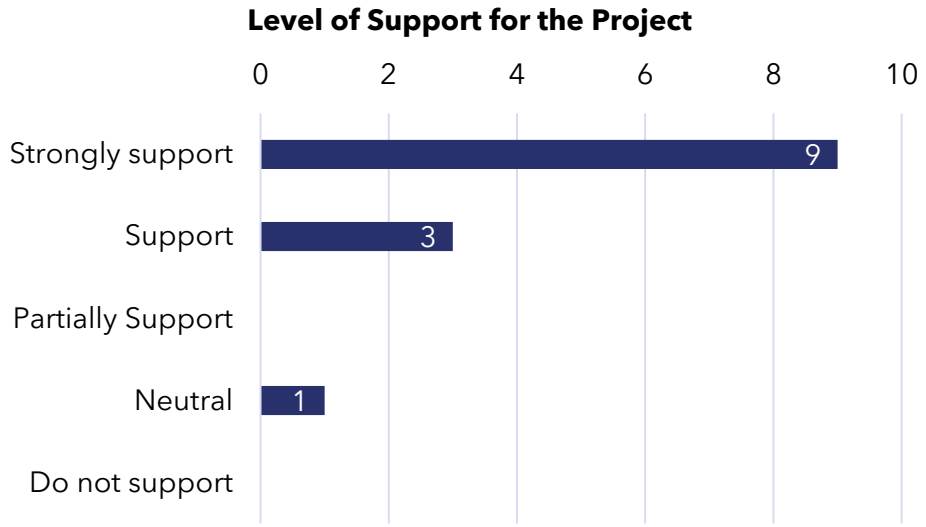


Figure 51: July Public Meeting respondents: How would you rate your level of support for the project?

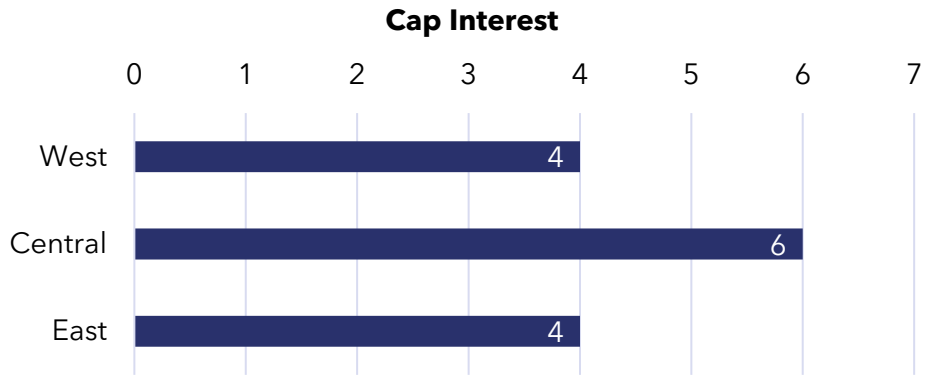


Figure 52: July Public Meeting respondents: Which cap are you most excited about?

Seven people left comments in response to "How could we improve the project? What would need to change for you to support the project?":

- "I am in full support of this project. With that being said, I don't think it's realistic for the parks to fulfill so many roles. The focus for each should be narrowed because if these are competing w/ Campus Martius, Capitol Park, or Beacon Park, I think these other parks downtown will win out. It's also hard for me to envision an amphitheater/performance space working well with so many other entertainment options around; & the fact that at the end of the day, these are above a freeway makes it hard to see concerts working. I think this Central Cap deserves thoughtful reconsideration."
- "I am all for this project, but I do not agree that any of the caps should be a 'destination.' They have value as places to rest, pass through, and experience light programming. I like treating them as parks, but please don't make them "event spaces" i.e. amphitheaters. The central cap should not be expected to host this kind of thing."
- "Clear understanding of funding situation"
- "Woodward over I-75, crowd management after events"
- "Please commission local Detroit and especially Brush Park artists for the public works of art involved with the project"

Demographics

This summary reflects data from 13 attendees who completed and submitted the sign-in form at the public meeting. It is important to note that all questions were optional and some attendees opted not to answer some questions.

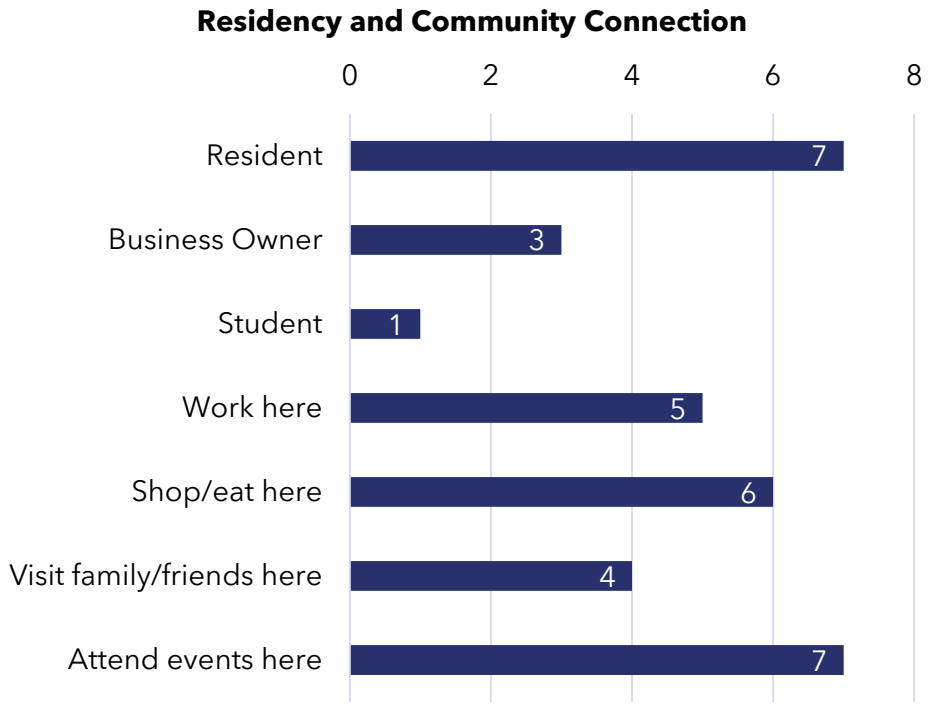


Figure 53: July Public Meeting respondents: What is your relationship to the community? Select all that apply.

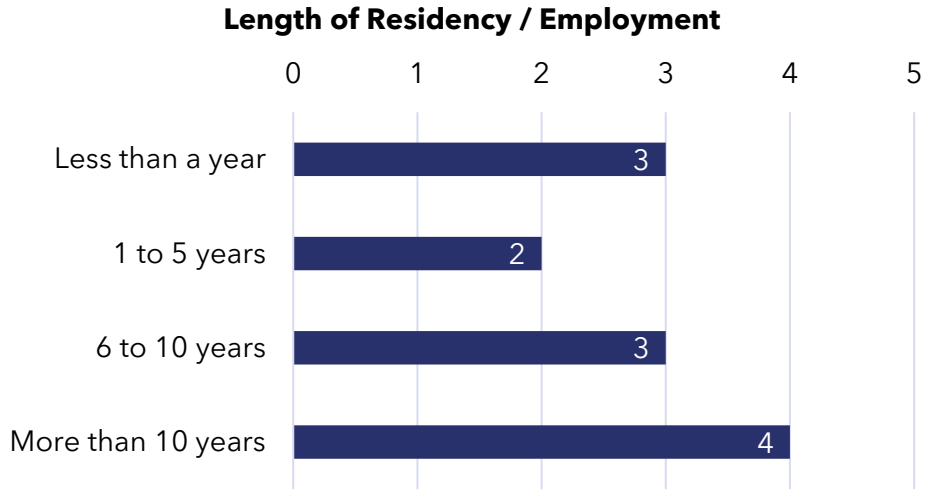


Figure 54: July Public Meeting respondents: How long have you lived or worked in the community?

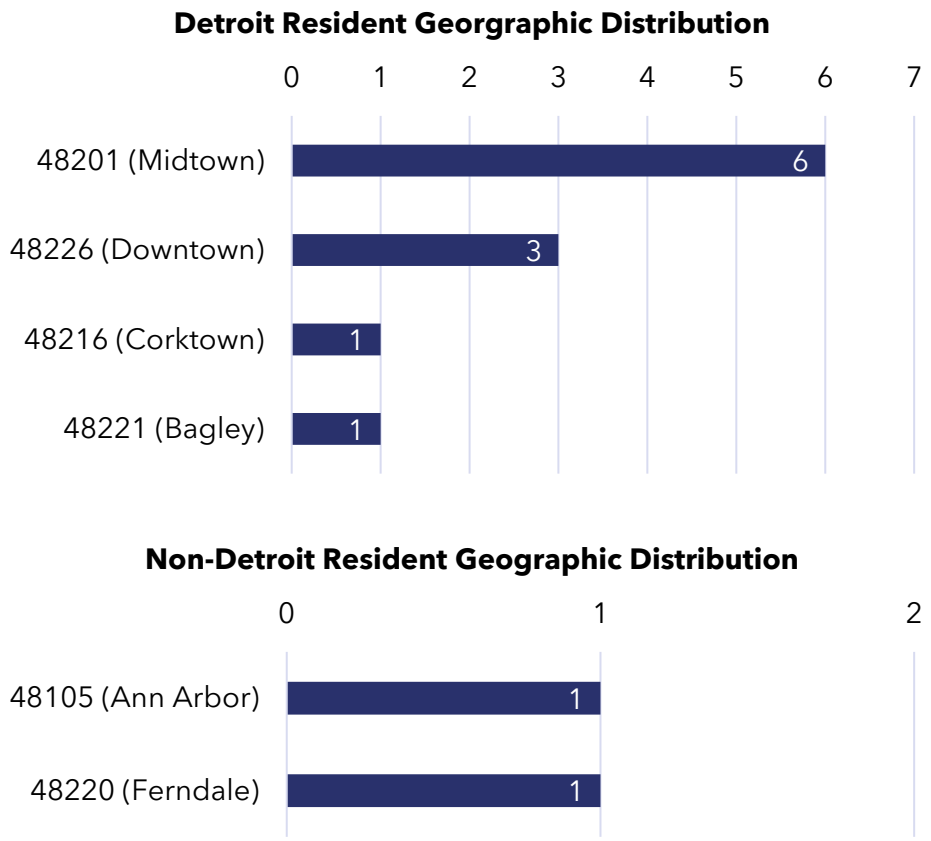


Figure 55: July Public Meeting respondents: What is your zip code?

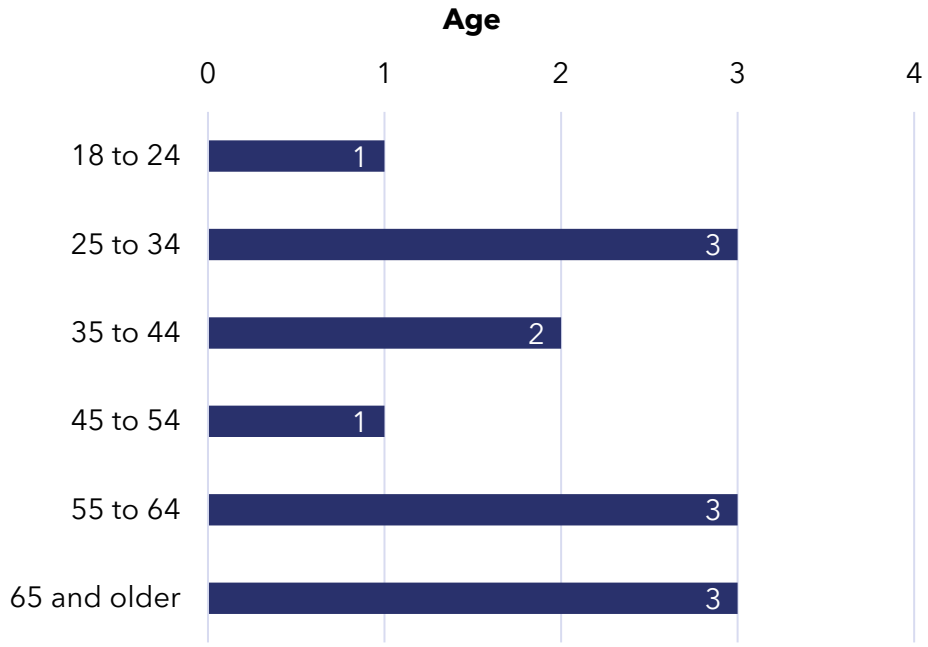


Figure 56: July Public Meeting respondents: What is your age group?

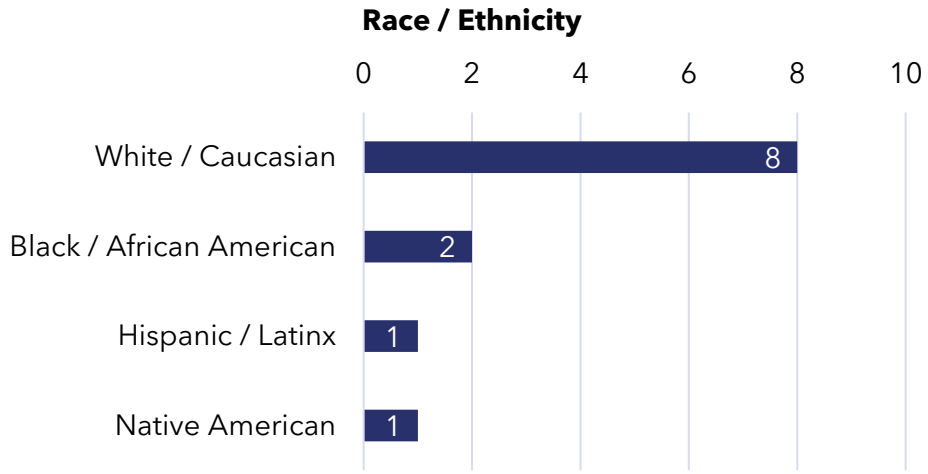


Figure 57: July Public Meeting respondents: What is your race / ethnicity?

2 Stakeholder Committee Meetings

Stakeholder Committee Members

The Stakeholder Committee brought together representatives from governmental, development, corporate, community, educational, local business, and faith-based organizations. Members of the Stakeholder Committee provide feedback on project deliverables and help guide the direction of the project and public engagement activities. As shown in Table 4, many organizations helping guide the Feasibility Study were also involved on the Stakeholder Committee for the previous Vision and Alternatives Analysis phase.

Table 4: Organizations and businesses represented on the Stakeholder Committee

Vision and Alternatives Analysis and Feasibility Study	Feasibility Study Only
Asian Community/Former Chinatown	Bedrock
Brush Park Community Development Corporation (CDC)	City of Detroit Department of Neighborhoods
Cass Tech High School	City of Detroit Planning Commission
City of Detroit Dept. of Public Works	Detroit Economic Growth Corp.
City of Detroit Planning & Development Dept.	Detroit Greenways Coalition
Cliff Bells	Detroit Historic District Advisory Board
Detroit Partnership	DTE Energy
Ford Field / Lions	Kresge Foundation
Huntington	MGM Grand Detroit
MDOT	Midtown Detroit, Inc.
Olympia Development	Paradise Valley
Pistons	Park Ave. Apartments
Queen Lillian Development / Neighborhood Advisory Council	Regional Transportation Authority
Related Companies	The Detroit Association of Black Organizations
Second Ebenezer Church	
St. John's Church	
Sterling Group	
University of Michigan Center for Innovation (UMCI)	
Wayne State School of Business	

September 2025 Stakeholder Committee Meeting

Date: Thursday, September 25, 2025

Time: 2:00 p.m. to 3:00 p.m.

Location: Virtual, Microsoft Teams

Attendees: 20 (see Table 5)

This Stakeholder Committee meeting was convened virtually to kick off the Feasibility Study of the I-75 Cap Project. The primary focus of this meeting was to introduce the project team, outline goals and timeline for the effort, and provide an overview of engagement activities for the Feasibility Study.

Stakeholders emphasized the importance of inclusive outreach and collaboration with local organizations, such as the University of Michigan and the consortium of non-profits that utilize the District Detroit Opportunity Center. Stakeholders emphasized the important role that Brush Street plays as a north-south bicycle route, highlighting the need for bicycle infrastructure on this bridge. Stakeholders also inquired about the details of anticipated future funding sources and phasing plans.

Table 5: September 2025 Stakeholder Committee Meeting attendees

Organization / Business	Name
Community Organizations	
Brush Park CDC	Mike Essian
Detroit Greenways Coalition	Todd Scott
Downtown Detroit Partnership	Eric Larson
Kresge Foundation Kresge – Reparative Roundtable	Adena Hill Angela Carlberg
Midtown Detroit, Inc.	Rahima Tufail
Corporate Businesses	
DTE Energy	Frank D'Angelo
Ford Field / Lions	Allison Maki
MGM Grand Detroit	Matt Buckley
Development	
Entertainment District	Rian Barnhill
Related Companies	Ryan Friedrichs
Educational Institutions	
UMCI	Scott Shireman Mike Rein
Wayne State School of Business	Virgina Kleist
Governmental	
Detroit City Planning Commission	Christopher Gulock
Detroit Planning & Development Dept.	Alexa Bush Kevin Schronce
MDOT	Adam Wayne Michael Belligan
Regional Transportation Authority	Ryan Epstein

January 2026 Stakeholder Committee Meeting

Date: Thursday, January 22, 2026

Time: 2:00 p.m. to 3:00 p.m.

Location: Virtual, Microsoft Teams

Attendees: 20 (see Table 6)

At the second Stakeholder Committee meeting, the project team provided updates on the Study, including engineering constructs and designs emerging from the Street Network Analysis. Stakeholders discussed access, mobility, and event-related challenges at all three of the Caps. Comments focused on protected bicycle infrastructure, rideshare access, congestion during events, noise and air-quality impacts, pedestrian and cyclist connectivity, consideration of land uses surrounding the Study Area, and parking affordability.

Plans for the Second Avenue Greenway, a separate project being advanced by the City of Detroit, were discussed during the meeting, with preferences from Stakeholders for fully protected bicycle infrastructure that uses hardscape and for locating the cycle track along the west side of Second Avenue to align with the West Cap public space area rather than the U-turn.

Stakeholders expressed concerns about the concentration of noise and air pollution near the areas where the caps end, particularly near St. John's Episcopal Church located just south of I-75 and east of Woodward Avenue.

Stakeholders expressed concerns related to events in the area, including rideshare, bus staging, and parking garage access. Some stakeholders expressed concerns about the negative impacts pick-up and drop-off zones could have on residents, while others highlighted the current, informal use of the service drives for pick-up and drop-off on event days. Overall, stakeholders identified the need to mitigate conflicts between current and future residential areas and bus and rideshare staging, as well as potential opportunities for designated pick-up and drop-off zones.

Table 6: January 2026 Stakeholder Committee Meeting attendees

Organization / Business	Name
Community Organizations	
Detroit Greenways Coalition	Todd Scott
Downtown Detroit Partnership - Parks & Public Spaces	David Cowan
Kresge Foundation Kresge – Reparative Roundtable	Adena Hill Angela Carlberg
Midtown Detroit, Inc.	Melanie Markowitz Rahima Tufail
Corporate Businesses	
DTE Energy	Rodney Cole Frank D'Angelo
Ford Field / Lions	Allison Maki
Development	
Bedrock	Mark Luckhardt
Olympia Development	Ed Saenz Allison Gabrys
Related Companies	Bryan Amann Ryan Friedrichs
Educational Institutions	
UMCI	Mike Rein
Wayne State School of Business	Virgina Kleist
Faith-Based Organizations	
St. John's Church	Steven Kelly
Governmental	
Detroit Dept. of Public Works / Chief of Infrastructure	Sam Krassenstein
Detroit Planning & Development Dept.	Kevin Schronce
MDOT	Michael Belligan

April 2026 Stakeholder Committee Meeting

Date: Thursday, April 9, 2026

Time: 2:00 p.m. to 3:00 p.m.

Location: Virtual, Microsoft Teams

Attendees: 19 (see Table 7)

This Stakeholder Committee focused on gathering input on the public space program for each cap.

Pre-Meeting Survey Results

Ahead of the third Stakeholder Committee meeting, a survey was sent to the Stakeholder Committee to gauge topics of interest. The results of that survey are shown below.

- What questions do you have about the current Feasibility Study Phase for which the design team can provide greater clarity?
  - Detroit Greenways Coalition: "Bike routing options for the west cap. Bicyclist access issues for the central cap."
  - Bedrock: "Is the plan still three caps, and what is the timeline/phasing for the project? If you can't do three caps, which caps are the priority? What are the funding sources being explored to pay for the caps?"
  - MDOT (Environmental): "Resolving both the NEPA class-of-action determination and defining design constraints with the SHPO to hopefully avoid any Adverse Effect determination from a cultural resource/historic standpoint."
- Are there any aspects of the cap planning that you or your organization would like to support more directly (for example, supporting communication/awareness, stakeholder engagement, etc.)? Please describe.
  - Detroit Greenways Coalition: "When appropriate, we could have your team present to the Detroit Green Task force. Our next virtual meeting is May 19th at 4pm" (The project team did present at the task force meeting in response to this request; see the Detroit Green Task Force section under Other Targeted Stakeholder Engagement.)
  - Bedrock: "Anything involving the eastern most cap Bedrock would like to be involved in planning conversations, stakeholder engagement, etc."
- Are there any specific recommendations you would like to make for the I-75 Cap Feasibility Study process or project design that have not been raised in past Stakeholder Committee meetings?
  - St. John's Church: "Just our concern the positioning of the Cap will cause MORE noise and exhaust along the side of our building if it ends along the church or rear attached ministry center"
  - Bedrock: "Can the project be clearer on what assets the caps are connecting?"

During the meeting, the project team provided updates including an overview of what was heard at the February public meeting and through the online public survey, as well as the

plan for the next public meeting. The project team conducted an interactive activity with the group via Poll Everywhere to gauge preferences for public space programming for each of the caps; results are summarized below and the full results are provided in the April Stakeholder Meeting Survey Results section of the Appendix.

Public Space Programming Interactive Activity Results

Overview

- Strong engagement across all questions (near 100%)
- ~40 respondents per cap for top amenities
- ~38–39 respondents per cap for winter / off-season programming
- Feedback reflects a **preference for flexible, social, and visually engaging spaces** that work year-round

West Cap

Top Priority Programs & Amenities

- Top preferences:
  - Community art (18%)
  - Outdoor classroom (15%)
  - Informal lawn for lounging, picnicking, and sports (13%)
  - Lounge space with seating and umbrellas (13%)
  - Shade pavilion (10%)
  - Multi-use sports courts (10%)
- Takeaway: The West Cap is envisioned as a creative, flexible, and educational space with a strong emphasis on informal gathering and placemaking.

Winter / Off-Season Programming

- Top preferences:
  - Winter lighting display (46%) – overwhelmingly preferred
  - Fire pits & marshmallow roasting (18%)
  - Ice sculptures (14%)
  - Warming hut (11%)
- Takeaway: Invest in high impact but relatively simple winter interventions that create comfort and visual interest without heavy programming.

Central Cap

Top Priority Programs & Amenities

- Top preferences:
  - Event lawn (22%)
  - Public restrooms (17%)

  - Lounge space with seating & umbrellas (12%)
  - Informal lawn (12%)
  - Food & beverage kiosk(s) (10%)
  - Picnic grove (10%)
- Takeaway: The Central Cap is viewed as the primary civic and event hub, requiring strong support amenities and infrastructure.

Winter / Off-Season Programming

- Top preferences:
  - Winter lighting display (28%)
  - Winter art installation (15%)
  - Fire pits (15%)
  - Holiday market (13%)
  - Hot beverage concession (13%)
- Takeaway: Stakeholders want programmed seasonal experiences that still feel festive and welcoming rather than intensive or athletic.

East Cap

Top Priority Programs & Amenities

- Top preferences:
  - Informal lawn for lounging, picnicking, and sports (18%)
  - Lounge space with seating & umbrellas (13%)
  - Community gardens (13%)
  - Community art (10%)
  - Playground (10%)
  - Shade pavilion (8%)
- Takeaway: The East Cap is envisioned as a quieter, community-oriented space with everyday recreational value.

Winter / Off-Season Programming

- Top preferences:
  - Winter lighting display (29%)
  - Ice sculptures / demonstrations (21%)
  - Winter market (16%)
  - Snowman building event (11%)
  - Ice mini golf (8%)
- Takeaway: East Cap winter programming should be interactive and family-friendly.

Cross-Park Trends

Across all caps, stakeholders consistently prioritize:

- Winter lighting displays (top choice for all three parks)
- Informal lawns and flexible green space
- Comfort elements (seating, shade, warmth)
- Art and visual identity
- Food & beverage as a supporting – not dominant – use

What "Success" Looks Like

Stakeholders define success less by individual amenities and more by **how the caps function in daily life** (integration into daily routines, not just special events):

- Regular, everyday use by residents and visitors
- Safe, comfortable pedestrian connections
- Strong connectivity between downtown and neighborhoods
- Spaces for people—not cars
- Sustainable operations and maintenance
- Public satisfaction and visible activity
- Respect for local history and culture
- Avoiding overprogramming in favor of informal use

Planning & Design Implications

Design each cap with a distinct role, but unify them through lighting, comfort, and flexible green space.

- Prioritize winter placemaking investments (lighting, fire elements, temporary art).
- Balance event programming with informal, everyday usability.
- Ensure operations, maintenance, and safety are treated as core design drivers – not afterthoughts.

Discussion during Q&A at the end of the meeting was limited, with a question regarding traffic counts on Second Avenue (given the public consensus around the Second Avenue closure), a question regarding how a decision would be made about which cap to prioritize if funding for all three is not available at the same time and expressed interest from the Wayne State University School of Business in a follow-up conversation.

Table 7: April 2026 Stakeholder Committee Meeting attendees

Organization / Business	Name
Community Organizations	
Downtown Detroit Partnership - Parks & Public Spaces	David Cowan
Kresge Foundation Kresge – Reparative Roundtable	Adena Hill
Brush Park CDC	Mike Essian
Corporate Businesses	
MGM Grand Detroit	Matt Buckley
Development	
Bedrock	Lisa Nuszkowski Jake Chidester Clara de Castro
Related Companies	Bryan Amann
Park Avenue Hotel	Matthew Walters
Educational Institutions	
UMCI	Mike Rein
Wayne State School of Business	Virginia Kleist
Faith-Based Organizations	
St. John's Church	Steven Kelly
Governmental	
Detroit Mayor's Office	Kenneth Kucel
Detroit Planning & Development Dept.	Kevin Schronce
Detroit Dept. of Neighborhoods	Eva Torres
Detroit City Planning Commission	Marcell Todd
RTA	Ryan Epstein
MDOT	Michael Belligan Adam Wayne

July 2026 Stakeholder Committee Meeting

Date: Thursday, July 23, 2026

Time: 2:00 p.m. to 3:00 p.m.

Location: Virtual, Microsoft Teams

Attendees: 19 (see Table 8)

At the fourth Stakeholder Committee meeting, the project team provided a preview of the July public meeting presentation, including updates on the placement of the Central Cap, recommended street network changes, themes compiled from the legacy interviews, public space programming, noise and air quality analysis, and project cost, funding, and phasing.

Discussion on the refined vision for the caps focused on the following topics:

- How the cap programming may affect the programming at other Detroit parks such as Campus Martius
- Revenue sources to support long-term programming
- Wayne State University's interest in contributing to cap programming
- Bicycle connectivity to the Central Cap from north/south bike routes such as the Second Avenue Greenway

Discussion on the project's implementation path and considerations focused on the following topics:

- Timetable for cap construction and completion
- Implementation funding prioritization considerations in light of a future I-375 interchange project resurfacing
- The safety of air quality levels on the caps given the programmed activities such as playing basketball
- The return on investment and economic development value of the project and how it could be calculated

A copy of the final draft Street Network Analysis Report was provided following the meeting for stakeholders to review more detail on the recommended street network changes and how they were arrived at.

Following the meeting, the discussion regarding bicycle access to the Central Cap continued. A stakeholder saw Park Avenue as the likely access point to the Central Cap from both the north and the south, although noted that wayfinding encouraging the use of Park Avenue would likely be necessary to discourage access via the service drives, which could pose safety and navigational issues because they are one-way streets. Additionally, the project team discussed the potential benefits of accommodating bicycle access on the service drives with dedicated bicycle infrastructure. The need for east to west bicycle access near the Study Area has increased because the Montcalm Avenue bicycle connection that was originally a part of the 375 Detroit Project design was indefinitely delayed along with the rest of the I-375/Gratiot Interchange during the 2025 project pause.

Table 8: July 2026 Stakeholder Committee Meeting attendees

Organization / Business	Name
Community Organizations	
Kresge Foundation	Adena Hill
Kresge – Reparative Roundtable	Angela Carlberg
Detroit Greenways Coalition	Todd Scott
Brush Park CDC	Mike Essian
Midtown Detroit Inc.	Jay Biernet
Corporate Businesses	
Ford Field/Detroit Lions	Allison Maki
MGM Grand Detroit	Matt Buckley
Development	
Related Companies	Bryan Amann
Educational Institutions	
UMCI	Scott Shireman Mike Rein
Wayne State School of Business	Virginia Kleist
Faith-Based Organizations	
St. John's Church	Steven Kelly
Governmental	
Detroit Mayor's Office	Stephanie Washington
Detroit Planning & Development Dept.	Kevin Shronce
Detroit Dept. of Neighborhoods	Eva Torres
Detroit City Planning Commission	Christopher Gulock
MDOT	Michael Belligan Kim Colburn Andrea Wilcox

3 Arts and Culture Engagement

Specific engagement efforts on the topic of arts and culture were conducted by Design Core during the Feasibility Study to support the development of arts and culture plans for each of the caps. More information about these engagement efforts and the resulting recommendations are provided in the **Arts and Culture Report**, separate from this Engagement Summary.

May 2026 Public Meeting and Survey

Arts and culture engagement at the May 2026 Public Meeting and via the accompanying May 2026 Public Survey are explained in those respective sections above.

Drinks x Design

Design Core leveraged its existing Drinks x Design platform as an engagement opportunity to reach Detroit's creative community. Attendees were briefly introduced to the I-75 Cap project and asked to “cast your vote” around what type of arts and cultural experiences would they most want to engage with and what types of wellness activities they would want to participate in on a cap. This engagement captured over 500 quick insights from artists, designers, architects, cultural organizers, and creative entrepreneurs, further informing recommendations around public art, programming, cultural identity, creative infrastructure, and community activation.

Ride + Reflect

Design Core hosted a series of five Ride + Reflect sessions, inviting artists, cultural practitioners, designers, and community stakeholders to experience each cap location firsthand. Participants walked or rode in a vehicle around the proposed sites while engaging in conversations about place, identity, connectivity, and future possibilities. These sessions provided valuable site-specific insights related to arts and culture, public realm design, storytelling opportunities, neighborhood character, and how each cap could develop a distinct identity while contributing to a cohesive citywide experience.

Cass Tech Student Design Charrette

Arts and culture engagement with Cass Tech students is explained in the Cass Tech Student Design Charrette section below.

4 Legacy Interviews

Story capture through legacy resident and Cass Tech alumni interviews was a sustained thread of engagement throughout the Feasibility Study, drawing on connections made through senior buildings, fraternal associations, institutional partners, and public meetings. As part of the I-75 Cap Feasibility Study's public outreach and engagement activities, Activate Detroit conducted a series of legacy interviews. The interviews garnered the lived experiences, memories, and perspectives of former residents, community leaders, business owners, and stakeholders connected to Paradise Valley, Brush Park, Woodward East, Cass Tech, and the surrounding neighborhoods. The interviews provided an important qualitative record that informs the planning and design of the I-75 Cap project by making sure that community perspectives and historical experiences are reflected throughout the project.

Activate Detroit conducted ten interviews of legacy residents and Cass Tech alumni during the Feasibility Study phase. Below is a synopsis of each interview conducted.

Interview Synopses

Kenneth Yopp, 79, was born in Paradise Valley at Hastings and Medbury. He recalled that he was 12 years old when the construction of I-75 began. He recalled that everything the residents needed was right in their neighborhood: grocery and clothing stores, drug stores, and movie theaters.

Beverly Kindle Walker, 71, lived in the triangle of Black Bottom when the I-75 construction began. She was 5 years old, attending Duffield Elementary School. Beverly recalled going downtown and seeing all of the lights. Her parents showed her where the Fox Theatre was. The music and rhythm of Detroit resonated with her as a child, and she enjoyed the ringing of the church bells. Beverly stated she'd like to see the I-75 Cap project incorporate a marker or memorial recognizing Motown's Detroit offices, located in The Donovan Building at Woodward and I-75. Motown occupied the building from 1968-72 when they moved to Los Angeles.

Ralph Butler, 75, is a current Brush Park resident. He recalled that he was eight years old when construction on I-75 began; he and his family were living in Highland Park. Looking back on his earlier experiences in Detroit, Mr. Butler recalled traveling downtown with his family to attend Pistons games at Cobo Hall and visiting entertainment venues such as the Fox Theater. He expressed strong support for the I-75 Cap project, believing it would help reconnect neighborhoods, reduce the impacts of the freeway, create safer, more accessible pedestrian pathways, and improve community spaces, despite the area's increasing density and traffic.

Rebecca Savage, 62, shared her family's historical connection to Detroit's Brush Park neighborhood through her grandfather, Michael Beno. He immigrated from Iraq as a Chaldean Christian and initially lived alone in a small apartment in Brush Park. After saving enough money, Mr. Beno was able to bring his wife and children to the United States and eventually purchased his own grocery store farther north and west of Brush Park. Rebecca described this journey as an important part of her family's history in the neighborhood. Rebecca expressed strong support, emphasizing its potential to improve pedestrian safety.

Gwendolyn McDowell Jones, 75, reflected on her childhood memories of growing up in Detroit and on her family's connection to the Brewster Projects and Paradise Valley. She was 8

years old when construction on I-75 began in 1959, too young to understand its impact at the time. She fondly recalled the strong sense of community in the Brewster Projects. Ms. Jones expressed support for reconnecting neighborhoods and creating new public spaces. She emphasized that the project should celebrate Black history and culture by including spaces for art, music, creativity, and community gathering.

Gary Gray, 76, was not a resident of Paradise Valley when the construction of I-75 began. His family moved from Alabama to Detroit, and he attended Cass Tech. He recalled seeing the 'big hole in the ground' near Cass Tech where the freeway was being constructed. Mr. Gray shared that many residents in his east-side neighborhood had likely relocated after freeway construction displaced communities. Through conversations with friends and colleagues, he learned about the extensive impact on Black-owned homes and businesses. Gary hoped that the I-75 Cap project would include historical monuments and markers, recognition of significant people, businesses, and institutions, and interpretive elements that teach visitors about Black Bottom, Paradise Valley, and the surrounding neighborhoods.

David Whitaker, 70, an alumnus of Cass Tech, he described it as the most influential educational experience of his life. Although the area had already begun to change after the construction of I-75, Mr. Whitaker recalled it as an active, lively place with constant pedestrian activity. He visited what is now recognized as Chinatown, though he did not realize its cultural significance at the time. While recognizing that the original neighborhoods and experiences cannot be recreated, he stressed the significance of preserving history while also creating new spaces where future generations can build their own memories and community traditions.

Bill Luse, 72, an alumnus of Cass Tech, recalled growing up in the Cass Corridor, describing it as a vibrant community with diverse cultural experiences. He shared the historical impact of urban renewal and freeway construction on community connections, particularly noting how freeways contributed to neighborhood division, and expressed support for the I-75 Cap project to reconnect communities. Mr. Luse is a member of Alpha Phi Alpha Fraternity Inc.®, the first intercollegiate Greek-letter fraternity established for African Americans. The Detroit Chapter, Gamma Lambda, purchased the fraternity house in Brush Park on May 19, 1939. The Alpha House was placed on the National Register of Historic Places on August 26, 2021.

Edith Queen Woodberry, 101, raised 15 children and lived in the area now occupied by Little Caesars Arena, Comerica Park, and Ford Field. Mrs. Woodberry vividly recalled the construction of I-75, explaining how the freeway cut through her neighborhood and disrupted daily life. During construction, children had to walk down into the unfinished freeway trench and climb back out on the other side to reach school because safer routes passed through areas her mother considered dangerous. She described the neighborhood before redevelopment as a close-knit community with local businesses, including grocery stores, restaurants, the YWCA, and neighborhood doctors. While raising a large family, she regularly shopped at stores such as St. Vincent de Paul, Hudson's warehouse sales, Woolworth's, and local markets, stressing the importance of neighborhood businesses and mutual support among residents.

Mrs. Woodberry founded and led the Woodward East organization following the urban renewal era, helping transform and stabilize the neighborhood after the freeway and later redevelopment projects. As a foundational figure in preserving and rebuilding the Brush Park/Woodward East community, Mrs. Woodberry's family hoped that the I-75 Cap project

would acknowledge her legacy alongside the neighborhood's history, which she spent decades helping rebuild.

Julia Esaw, 105, is a legacy resident of Paradise Valley and lived at 76 High Street, which became I-75. She is a 1939 graduate of Cass Tech. Mrs. Esaw recalled Paradise Valley as a sense of community. Being in close proximity to Brush Park, the neighborhoods were diverse with Jewish and Chaldean people. She also shared that food, church, and entertainment were very important to the community, noting that there were times when entertainment venues had specific days for white patrons and black patrons to visit the venues.

Mrs. Esaw shared that her aunt and uncle were proprietors in Paradise Valley, having owned White's Grocery Store, White's Restaurant, and White's Employment Agency. Mrs. Esaw recalled that when construction of I-75 began, many residents had to move and find homes in the black community. She stated that the construction scattered the residents. Mrs. Esaw hoped that the I-75 Cap project would preserve the history of Paradise Valley so that future generations would understand both the challenges and accomplishments of the neighborhoods that once flourished in the project area, ensuring that Detroit's cultural heritage remains a visible and meaningful part of the city's future.

Common Themes

Upon completion of the interviews, 12 common themes were identified (see Figure 58). The themes synthesize the key findings from public engagement efforts and serve as the guiding framework for the project. Together, these themes establish a common vision that informs planning, urban design, public art, interpretation, and programming. They reflect the values, experiences, and hopes of the communities historically connected to Paradise Valley and the surrounding neighborhoods.



Figure 58: Legacy Interview Common Themes

The themes also emphasize that the I-75 Cap project signifies an opportunity to restore more than physical connectivity. The project seeks to reconnect cultural identity, collective memory, and community relationships disrupted by the construction of the interstate.

Community input identified the value of preserving the area's history while celebrating the cultural assets that represented neighborhood life. These include a vibrant mix of local businesses, food traditions, music and nightlife, faith institutions, educational centers, youth activities, and strong family networks that collectively created a thriving, walkable community.

The themes also recognize the lasting impacts of displacement and point out the need for a true interpretation of the community's history. Participants emphasized the importance of acknowledging both the losses experienced during freeway construction and the resilience demonstrated by residents, businesses, and organizations that continued to shape the community afterward. Recognition of community leaders and builders, along with the celebration of Paradise Valley's cultural significance, reinforces this commitment to historical authenticity as well as just storytelling.

Equally important is the project's focus on establishing an inclusive public realm that reflects Detroit's diverse cultural heritage. The themes encourage design solutions that reconnect neighborhoods, strengthen community gathering spaces, and provide opportunities for education, cultural interpretation, and common experiences that honor the area's identity.

The consolidated themes provide a framework for translating community values into project outcomes. They should guide future design and implementation by:

- Embedding historical and cultural interpretation throughout the public realm.
- Developing spaces that promote community gathering, cultural creativity, and intergenerational engagement.
- Reestablishing neighborhood connectivity through safe, accessible, and people-centered design.
- Celebrating the area's artistic, culinary, educational, and musical heritage through programming and placemaking.
- Acknowledging the historical impacts of displacement while highlighting the strength and achievements of the surrounding communities.
- Assuring that future investments reflect the diversity, identity, and lived experiences of Detroit's residents.

The legacy interviews identified themes that set a comprehensive, community-informed vision for the I-75 Cap project. Collectively, they provide a strategic foundation for creating a destination that celebrates history, reconnects neighborhoods, celebrates cultural identity, and supports equitable community development. As the project advances into design and implementation, these themes will function as guiding principles to ensure that future investments reflect both the historical relevance of the area and the aspirations of current and future generations.

During the public engagement process, a relationship was forged with the Black Bottom Archives, which serves as the repository for the 375 Project stories collected from residents of Black Bottom, given this project’s proximity to the 375 Project.

The stories collected for the I-75 Cap project will be housed permanently as installations at the Black Bottom Archives. The development of this partnership ensures that these stories will live in perpetuity.

Capturing stories that have never been told, or that are too easily forgotten, is only one benefit of what has been done. The intent was to listen intentionally and glean design elements and common themes – themes that will ultimately become elements of design for these public spaces.

5 Cass Tech Student Design Charrette

The project team coordinated a student design charrette for the West Cap in partnership with Cass Technical High School (Cass Tech) on May 27, 2026, designed to mirror the design charrette activity at the May Public Meeting. Two groups of students representing four different classes participated in the charrette.

First, the project team provided a brief presentation about the I-75 Cap project, including a map showing where the West Cap is located and the vision for the West Cap developed during the Vision and Alternatives Analysis: "A pocket of daily activity between Third and Second serving as a safe and inviting space for students to stop by after class, congregants to enjoy after service, or nearby workers to take a stroll after work."

Next, each participant was presented with a blank piece of paper and the following arts and culture prompts:

- If you and your friends were hanging out in this space after school or on the weekend, what would you want to see or do there?
- What would make this space feel authentically Detroit? (Think about: Music, food, art, sports, culture, fashion, community, history, neighborhood pride)
- Draw your dream version of the space. (You can include: Activities, seating, art, food, performance, lighting, games, nature, stake spaces, sports, places to relax, anything else you imagine!)

Finally, each participant was presented with a printed aerial map of the West Cap site, pre-divided into three clearly defined public space sections: West, Central, and East, separated by existing road infrastructure. Participants were provided with color-coded stickers to spatially express their cap design preferences: neon green (lawn area), sky blue (hardscape/paved space), and yellow-orange (pathways/access). Pre-printed white activity stickers allowed participants to identify preferred programming, and blank write-in stickers captured ideas beyond the provided options.

A total of 49 concepts were generated by the student participants across all three sections. The following sections discuss key takeaways from the design charrette and provide detailed spatial, programmatic, and combined findings for each section of the West Cap. Individual public space concepts for all 49 submissions are provided in the Cass Tech Student Public Space Concepts section of the Appendix.



Figure 59: Cass Tech Student Design Charrette: Sample base map

Overall West Cap Findings

- **West Section:** Active edge/transitional gateway – Participants envisioned the West Section as a quieter, nature-forward entry point. Lawn coverage was moderate with a preference for tree canopy, picnic areas, and seating. Pathways were desired along the perimeter to connect to the broader site.
- **Central Section:** Social and circulatory heart of the cap – The Central Section attracted the highest hardscape and pathway coverage, positioning it as the social core. Pavilions, food trucks, basketball, and jogging loops were the dominant programmed requests. Connectivity to adjacent streets was critical.
- **East Section:** Open green destination – The East Section emerged as the most lawn-dominant zone, with participants favoring flexible open space for passive recreation, family activities, free Wi-Fi, swings, and lounge seating. Food trucks and all-ages programming were frequently requested.

West Cap – West Section Findings

Participants placed color-coded stickers to communicate their preferred spatial organization, then placed pre-printed and handwritten activity stickers to indicate preferred programming. The West Section preferences indicated a quiet, nature-forward gateway and transitional edge along the western end of the cap with most preferred programs like tree canopy, seating, picnic, dog walk etc.

- **Lawn Area:** Most participants preferred lawn areas across the West Section as they frequently placed green stickers along the interior of the section, suggesting a desire for accessible open turf for informal recreation and passive enjoyment.
- **Hardscape Area:** Hardscape coverage was distributed relatively evenly, with a slight concentration toward the eastern edge of the West Section, closest to the Central Section suggesting a desire for this edge to transition into the more active heart of the cap.
- **Pathways:** Pathway coverage was lower, primarily distributed along the perimeter of the section and connecting north–south across the site. Participants appear to see this section as a quieter entry point requiring accessible but not heavily trafficked circulation.

Most participants expressed a preference for passive, nature-oriented, and leisure activities within the West Section. Top selections centered on seated relaxation, nature engagement, and low-intensity social interaction. The most popular activities included "Sit among/under trees" and "Picnic", followed closely by "Walk my dog" and "Read a book." Second-tier selections included food trucks, lounge seating, and informal gatherings.

Table 9: West section of West Cap activity analysis of participants' public space concepts

Activity Included	Concepts
Sit Among/Under Trees	9
Picnic	9
Read A Book	7
Sit In Lounge Chairs	5
Perform/Listen to Music	5
Enjoy Free Wi-Fi	5
Enjoy Food/Drinks from A Kiosk	5
Hang Out with Friends and Family	4
People Watch	3
Walk/Jog on Walking Paths	3
Write-ins	
Bathroom	1
Charging Station	1
Playground	1
Sitting Area	1
Skate Park	1

When referencing the spatial and programmatic findings together, a pattern emerges showing the West Section functioning as a calm, green-first transitional edge. Lawn and landscape preferences align with the most frequently selected activities, nature engagement, passive seating, and dog walking, confirming that participants envision this section as a soft, accessible entry into the broader public space experience rather than a densely programmed destination. Hardscape concentrations at the eastern edge suggest participants anticipate and support a gradual intensification of activity toward the Central Section.

West Cap – Central Section Findings

The Central Section received the highest density of sticker coverage across all three sections, reflecting strong community investment in this zone as the primary multi-use hub of the park.

- **Hardscape Area:** Most participants preferred hardscape coverage than other sections, with paved areas concentrated along primary pedestrian corridors and around proposed pavilion and food truck zones. Participants clearly envisioned this section as the main gathering and programming spine of the cap.
- **Pathways:** The Central Section also recorded the highest pathway coverage, consistent with its role as the connector between the West and East Sections and as the primary point of access from adjacent streets and pathways. Multiple groups placed pathways in a loop or promenade configuration.
- **Lawn Area:** Though lawn coverage was comparatively lower, green space was still consistently represented primarily placed adjacent to paved areas to provide relief and flexible overflow space for events and informal recreation.

Participants expressed the strongest and most diverse programmatic preferences in the Central Section, reflecting its perceived role as the social engine of the cap. Active recreation, food and beverage, gathering, and connectivity were the dominant themes. The most popular activities included "Walk/jog on walking paths," "Gather in a pavilion," and "Enjoy food from food trucks," followed closely by basketball and social gathering activities.

Table 10: Central section of West Cap activity analysis of participants' public space concepts

Activity Included	Concepts
Picnic	13
Walk/Jog on Walking Paths	9
Play Basketball (Half Court	8
Sit Among/Under Trees	7
Visit A Pop-Up Market	7
Hang Out with Friends and Family	7
Enjoy Food from Food Trucks	7
Enjoy Free Wi-Fi	6
Sit In Lounge Chairs	6
Bring My Kid(S) to the Playground	5
Write-ins	
Ice-cream	3
Volleyball	2
Charging Station	1
Bathroom	1
Playground	1
Tennis Court	1

When referencing the spatial and programmatic findings together, a clear picture emerges of the Central Section as a high-energy, multi-modal gathering hub. The concentration of hardscape and pathway stickers aligns directly with the most frequently selected activities like walking/jogging loops, pavilion gathering, food trucks, and basketball, confirming that participants want this section to be densely activated, well-connected, and capable of hosting both structured events and everyday informal use. Lawn areas adjacent to paved zones suggest participants also value breathing room and flexible green space as a counterpoint to hardscape intensity.

West Cap – East Section Findings

Based on a cap vision for the East Section as an open, family-oriented recreational destination, participants placed color-coded stickers to express their spatial preferences. The East Section emerged as the most lawn-dominant of the three sections and received strong, consistent support for flexible, multi-generational programming.

- **Lawn Area:** The East Section recorded the highest lawn coverage of any section. Green stickers were placed broadly across the interior of the section, indicating a strong preference for open, flexible turf that can support a variety of informal and organized recreational uses without being over-programmed.
- **Hardscape Area:** Hardscape coverage was most frequently concentrated toward the edges of the East Section, particularly near the eastern terminus where participants

placed gathering nodes, seating plazas, and entry points. This suggests a desire for defined arrival moments that frame a largely open interior.

- **Pathways:** Pathway coverage was applied in a looping or perimeter pattern by most participants, supporting accessible circulation around the open lawn core without fragmenting the green space.

Participants showed the strongest preference for all-ages activities in the East Section. Passive enjoyment, play, and leisure-dominated selections. The most popular activities were "Swing on all-ages swings" and "Sit in lounge chairs," followed by "Enjoy free Wi-Fi," "Enjoy food from food trucks," and "Hang out with friends & family." Write-in responses reflected a desire for more active play infrastructure not captured by the pre-printed sticker options.

Table 11: East section of West Cap activity analysis of participants' public space concepts

Activity Included	Concepts
Enjoy Free Wi-Fi	21
Sit In Lounge Chairs	15
Walk/Jog on Walking Paths	14
Swing On All-Ages Swings	13
Enjoy Food from Food Trucks	13
Do Yoga	10
Play Basketball (Half Court)	10
Picnic	9
Sit Among/Under Trees	8
Enjoy Food/Drinks from A Kiosk	8
Write-ins	
Play	5
Charging Station	2
Volleyball	2
Trails	2
Have Buffer from Cars	1
Ice Skating	1
Observe Wildlife in a Park	1
Community Futures	1
Bathroom	1
Social Events	1
Trampoline	1
Fireworks	1

When referencing the spatial and programmatic findings together, the East Section is clearly envisioned as the cap's most open, flexible, and family-friendly destination. The dominance of lawn stickers aligns with activities that require open ground, kite flying, informal sports, yoga, picnicking, and children's play. Hardscape nodes at the perimeter support arrival, seating, and food/beverage programming without compromising the open green character of the interior. The volume and passion of write-in responses, particularly requesting all-age swing sets, signal that the community sees the East Section as the cap's primary family destination and holds high expectations for its play and recreational infrastructure.

6 Other Targeted Stakeholder Engagement

The I-75 Cap Feasibility Study has engaged a wide cross-section of stakeholders across governmental, institutional, residential, and business communities. The following sections summarize the scope of those engagement efforts spanning governmental agency coordination, academic and community partnerships, residential outreach, and business organization engagement.

Governmental and Non-Governmental Agencies

Engagement with governmental and non-governmental agencies has been central to the Feasibility Study phase, ensuring that the study's findings and community input are integrated into relevant planning, policy, and infrastructure frameworks at the local, regional, and state levels.

MDOT and City of Detroit

As project partners, frequent coordination with MDOT and the City of Detroit was crucial for the Feasibility Study. The project team and DDP met weekly throughout the Feasibility Study with MDOT and City staff to provide progress updates, share previews of public and stakeholder presentations, and discuss pertinent questions. MDOT and City representatives also attended each Stakeholder Committee Meeting and Public Meeting.

Street Network Coordination

On September 29, 2025, the project team held a Local Streets Workshop with a broader group of MDOT and City representatives to review initial options for reconfiguring the street networks surrounding each cap. Comments and questions included:

- Question about the long-term impact of the project on City and MDOT from a maintenance perspective and suggestion to refer to lessons learned from Boston
- Questions about project phasing and funding
- Question about combining the Central and East Caps
- Suggestions on most logical bike routes, which should not include bike lanes on the service drives
- Updates on related projects, including the MDOT Woodward Corridor Study, the City Non-Motorized Plan, and the Second Avenue Greenway
- Identification of the opportunity to use the caps themselves as the most comfortable north-south bike/pedestrian connections

- Concerns about closing the Clifford on-ramp
- Requests for event-day traffic counts
- Identification of opportunities to solve current curb management issues with street redesign
- Concern about removing the John R Street U-turn
- Concern about mid-block crossings with addition of caps and a need to better understand edge transitions
- Question about how large the caps can be
- Requests for traffic modeling, including analyzing where traffic will get pushed to if streets are reconfigured, building from the existing District Detroit model, and taking new counts
- Request to consult emergency service providers for alternative routes, especially during events

Feedback received was incorporated, informing traffic count methodology as well as traffic and safety analyses, and resulting in new iterations of the street network scenarios included in the draft **Street Network Analysis Report** and provided at the next meeting.

On February 18, 2026, the project team held a follow-up Access and Mobility Findings Meeting with the same group of MDOT and City representatives to review updated street network scenarios and the traffic and safety analysis results for each scenario. Comments and questions included:

- Suggestions on how to best communicate event venue capacity, attendance, and traffic
- Context on previous City engagement with Cass Tech to arrive at the current striping of Second Avenue with diagonal parking on the east side
- Request for auto-turn analysis to ensure large vehicles can navigate turns with proposed reconfigurations
- Concern about adding a mid-block crossing on Grand River Avenue
- Suggestion to create a scenario that only closes the segment of Second Avenue between the service drives
- Request for more specificity in crash analysis

Feedback received was incorporated, resulting in the scenarios presented at the February Public Meeting and the recommended street network design documented in the final **Street Network Analysis Report**.

Environmental Review Coordination

MDOT and the City were also involved in the preliminary environmental review conducted as part of the Feasibility Study. The project team coordinated with the State Historic Preservation Office (SHPO) to develop the **Cultural Resource Studies**. MDOT and the City conducted a review of all the environmental reports resulting from the Feasibility Study, as well as the **Class of Action Recommendation Report**, and comments were incorporated into the final versions.

Comments from MDOT were minimal, but comments from the City included four structures flagged for potential historic designation eligibility. The project team incorporated these four structures and the City's research on them in the updated **Cultural Resource Studies**.

Engineering Coordination

MDOT and the City conducted a review of the engineering documents resulting from the Feasibility Study via a Bluebeam session, followed by a review meeting on July 24, 2026. Comments were incorporated into the final versions.

Comments received from both MDOT and the City through the Bluebeam session and review meeting are summarized below.

Structure Feasibility Study Comments:

- Preference to move all uses needing water or creating fire hazards off the caps and list this as a constraint in the Feasibility Study.
- Document lifecycle maintenance considerations.
- Highlight the risk of icicle formation in exposed joints and identify what kind of expansion joints will make it feasible to repair with fill on top / explain that excavation will be the only way to repair (refer to alternative joint type provided by MDOT on the review meeting).
- Include explanation of what it would take to replace joints in the future (proposed sequence).
- Clearly denote "no-build" zones where a building or playground should not be placed to avoid issues with excavation for maintenance.
- Incorporate consideration of the time-consuming nature of painting steel.
- Clarify that concrete beams are a no-go due to under-clearance and not raising the caps too high above street level.

Constructability Comments:

- Discuss / address how bridge replacement would occur once caps are constructed (applies mostly to the Central Cap around Woodward Ave).
- Show where the staging areas would be and how big they would be; point out the challenge of locating these in the surrounding dense, urban environment.

Drainage Comments:

- Cap drainage to City-owned/maintained streets will need to be stored (refer to the City's stormwater ordinance and MS4 requirements).

Cost Estimate Comments:

- Wish to incorporate utility relocation timelines and costs into the Implementation Plan.
- Want to see full cost estimates package with public space costs incorporated.
- Add costs for adding pipes to store cap drainage to City-owned/maintained streets (refer to the City's stormwater ordinance and MS4 requirements).
- Consider cost of replacing everything at once (bridges + new cap) as a scenario.

- Will long-term maintenance costs be included in the final Feasibility Study documents?

Implementation Plan Coordination

Finally, MDOT and the City conducted a review of the **Implementation Plan** via a Bluebeam session, followed by a review meeting on August 31, 2026. Comments were incorporated into the final version.

No comments were received from the City through the Bluebeam session or the review meeting, but MDOT provided several comments which are summarized below.

- Include long-term maintenance schedule and cost estimate to aid ownership and maintenance responsibility determination conversations, and clarify when this decision will be made if not during the Feasibility Study.
- Clarify the overall construction timeline, resulting closures, and the order in which the caps would be constructed.
- Add a scenario that replaces of the John R and Bridge Street bridges in conjunction with East Cap construction.
- Add cost estimates for remaining pre-construction work (NEPA and Preliminary Engineering).
- Cost estimates for the following line items were identified as low: Maintenance of Traffic, private utility relocation, Construction Engineering, contingency.
- Clarify whether it is preferred to pursue a single NEPA Categorical Exclusion (CE) for all three caps, or individual CEs for each cap.
- Clarify commercial use restrictions within the right-of-way.
- Remove the I-696 caps as a project precedent for Section 4(f) classification.

City Council

Correspondence with the Detroit City Council was initiated in January 2026. Initial contact was made with each Council Member's office via telephone and email, with the one-pager project summary included in that outreach.

At the Detroit Policy Conference, held on January 29, 2026, the Activate Detroit team made contact with several Council Members and provided an overview of the I-75 Cap Feasibility Study. Those reached included Council Member Mary Waters (At-Large), Council Member Calloway (District 2), Council Member Renata Miller (District 5), and Council Member Denzel McCampbell (District 7).

Subsequently, Activate Detroit staff had the opportunity to provide a more detailed overview to Council Member Renata Miller, who attended the Brush Park CDC meeting on February 10, 2026. Ongoing correspondence with the office of Council Member Gabriela Santiago-Romero has yielded a tentative date in late April for a one-on-one update and presentation, scheduled to follow the conclusion of the Detroit City Council's budget deliberations.

Activate Detroit staff also engaged with Mayor Mary Sheffield at the March 5, 2026 community district meeting, providing an informal project update. Council Member Latisha Johnson's office was engaged through her Chief of Staff, Gary Gray, who subsequently participated as a legacy interviewee, sharing his and his family's connection to the Kappa

Alpha Psi fraternity and Paradise Valley, respectively. As of early June 2026, Council Member Santiago-Romero's office indicated that her schedule could not accommodate a dedicated one-on-one meeting following the close of budget deliberations; her staff noted that she remained well informed on the project and had no outstanding questions for the team at that time.

City Planning Commission

Activate Detroit made repeated outreach to Marcell Todd, Director of the City Planning Commission (CPC) throughout the spring and early summer of 2026 to determine his preference for either a one-on-one briefing or a presentation before the full Commission. Despite multiple contacts, including direct outreach on June 25, 2026, a meeting had not been confirmed as of early July 2026, and the project team continued to coordinate potential dates with DDP and AECOM.

Department of Neighborhoods

Activate Detroit sent correspondence to the City of Detroit's Department of Neighborhoods to inform District Managers Keith Butler (District 5) and Eva Torres (District 6) about the project. Eva Torres attended the February Public Meeting, April Stakeholder Committee Meeting, and July Stakeholder Committee Meeting.

Institutional Partners

The Feasibility Study has been distinguished by deep investment in institutional partnerships that extend the project's reach into academic, civic, and cultural communities. These relationships have enhanced both the technical credibility of the study and the authenticity of its community engagement.

Cass Tech Administration

Cass Technical High School (Cass Tech) has been identified as a key institutional partner for youth and student engagement. As one of Detroit's flagship public high schools, Cass Tech offers a pipeline to the next generation of Detroiters — many of whom live in or near neighborhoods directly affected by the highway corridor under study. Cass Tech's involvement also signals to the broader Detroit community that the I-75 Cap is not only a technical infrastructure question but a question about the future city that young Detroiters will inherit and help build.

On February 23, 2026, an initial discussion was held with Cass Tech administration, specifically focused on the street network designs around the West Cap and how they relate to Cass Tech's building access and parent/guardian pick-up and drop-off. Two street network variants were presented, one which closed Second Avenue between the westbound service drive and Columbia Street, and another which maintained one-way operations on Second Avenue. The pros and cons of each variant, as identified in the **Street Network Analysis Report**, were explained to staff. The discussion indicated openness to both scenarios. Staff members appreciated the simplification of the westbound service drive and Second Avenue intersection that came with the closure, as well as the safety improvements, particularly for pedestrians and cyclists. However, they raised some concerns regarding vehicular access, particularly to the Cass Tech student parking lot.

A follow-up conversation with the Assistant Principal on May 27, 2026 to review the public's preference for the Second Avenue closure between the westbound service drive and

Columbia Street revealed a preference for Second Avenue to remain a one-way street if the closure is implemented to maintain safety for students crossing Second Avenue (needing to only look for one direction of traffic). Detour routes for the Second Avenue closure, alternative student parking lot access options were discussed, and more detailed plans for the school's athletic field expansion were discussed, revealing an anticipation that most drivers coming from I-75 would drop students off on Grand River Avenue instead of making the full loop around the school and a need to keep access to the teacher parking lot and the student parking lot separate. As of early July 2026, Cass Tech administration had no additional feedback beyond these discussions.

Brush Park Community Development Corporation (CDC)

The project team received a 15-minute time slot during the Brush Park CDC quarterly meeting on February 10, 2026 to provide an update on the I-75 Cap Feasibility Study. Residents of the Brush Park CDC were notified of the February Public Meeting, at which they would have an opportunity to hear the engineering and design report-out and participate in other planning activities surrounding the I-75 Cap Feasibility Study. They were also informed of the pending April public engagement meeting, at which a design charrette will take place. Questions from the public centered on future engagement opportunities for cap design and questions about funding sources.

A presentation was also made to City Council Member Renata Miller at the same Brush Park CDC meeting. Council Member Miller committed to lending her assistance in identifying legacy residents to be interviewed for the story capture component of the community engagement effort, drawing on her past role as President of the Detroit Historical Neighborhood Association.

Finally, the Facility Director for the MSU Detroit Center, having received the presentation, committed to working with the community engagement team to send a request to the MSU Alumni Association soliciting stories from legacy Detroiters who may also be MSU alumni.

The project team continued coordinating with Brush Park CDC leadership, including efforts to secure a spot on the CDC's May 12, 2026 meeting agenda; however, the project team was unable to have a follow up meeting. During outreach around the February Public Meeting, the team also connected with residents of the Garden Lofts to discuss the East Cap location and gather their initial reactions.

University of Michigan Center for Innovation (UMCI)

UMCI has emerged as a substantive institutional partner. The Center has offered to serve as both a convening venue and a source of technical credibility for community-facing presentations and discussions, providing a neutral and trusted setting for engagement with diverse Detroit audiences. The University of Michigan Detroit Center agreed to include articles and promotional materials about upcoming project meetings and milestones in its monthly newsletter, significantly extending the study's reach across academic, civic, and professional audiences in the region. This newsletter distribution channel has been particularly valuable for engaging audiences who may not be reached through traditional community flyer or social media outreach.

The Center's involvement also reflects a broader academic interest in the I-75 Cap as a case study in infrastructure-driven community reconnection — a topic of growing relevance in urban planning and transportation equity research nationwide.

An initial discussion with UMCI Directors on April 2, 2026 revealed a preference for more pedestrian access in the area and openness to a Second Avenue closure with the understanding that pick-up and drop-off can be redesigned as long as there is proper public education on how to use the streets and navigate the area. UMCI anticipates a future discussion of a crosswalk between the two UMCI sites to connect the parking garage west of Grand River Avenue to the building east of Grand River Avenue. In addition, short-term pickup/drop-off, vehicle access, and the main public access point will be located on Columbia Street, while a loading dock and secondary public access point will be located on Elizabeth Street. Few destinations north of I-75 are anticipated to draw visitors and residents from UMCI's site besides Cass Tech and the caps themselves, leading to the West Cap being best suited for active uses such as walking/running paths.

A follow-up discussion with UMCI's development and design team on April 22, 2026 revealed the planned programming for the public space that will be included in the new development to inform programming for the West Cap public space and avoid duplication.

Separately, the University of Michigan Detroit Center's "Semester in the D" program held a virtual project update meeting on April 30, 2026, extending the study's reach to students participating in the program's Detroit-based coursework.

Alpha Phi Alpha Fraternity, Inc.

In February 2026, the project team met with the Vice President of the Detroit chapter of Alpha Phi Alpha Fraternity, Inc.® The Historic Alpha House, located in the Brush Park neighborhood and home to the Gamma Lambda Chapter of Alpha Phi Alpha Fraternity, Inc.®, was originally purchased on May 15, 1939. Chapter leadership attended the February Public Meeting. He noted that there are at least two chapter members who previously owned property in Black Bottom and could provide valuable firsthand accounts for storytelling efforts.

A member of Gamma Lambda Chapter, a legacy interviewee, subsequently provided contact information for a member of the chapter, and Activate Detroit staff met with him on June 5, 2026, who shared a video link recapping the history of the Alpha Phi Alpha fraternity house in Brush Park, which recently celebrated 100 years. Activate Detroit was connected with a potential legacy interviewee. Activate Detroit followed up directly, whose wife is the President of the Brush Park CDC, expressed interest in participating in a joint legacy interview alongside another legacy resident. Despite this interest, scheduling conflicts prevented the interview from being completed before the June 30, 2026 close of the story-capture window.

Kappa Alpha Psi Fraternity, Inc.

Activate Detroit coordinated with Chief of Staff to City Council Member Latisha Johnson and a member of Kappa Alpha Psi Fraternity, Inc.®, regarding his family's history in the Brush Park and Paradise Valley community. He participated as a legacy interviewee, sharing his personal recollections as part of the study's oral history initiative.

Paradise Valley Cultural and Entertainment District

Both verbal communication and email correspondence were directed to leaders of the Paradise Valley Cultural and Entertainment District in February 2026. The CEO of Ignition Media Group and founding partner of Archer Corporate Services, received a briefing on the I-75 Cap Feasibility Study as well as an invitation to participate in stakeholder committee meetings. Additionally, the President and CEO of Real Times Media and the Michigan

Chronicle, received a similar verbal briefing on the study. He expressed a desire to utilize the Michigan Chronicle as a publication outlet for upcoming community engagement meetings and events related to the I-75 Cap Feasibility Study.

Black Bottom Archives

The project team met with staff from the Black Bottom Archives on March 11, 2026. The Black Bottom Archives team shared some of the groundwork they have done when it comes to capturing the history of Black Bottom. They have collected stories from legacy residents and assembled maps showing before and after images of the neighborhood before and after I-75 was constructed. The project team continued coordination with Black Bottom Archives, reaching an agreement to archive the legacy interviews collected as a part of this Feasibility Study on the Black Bottom Archives website.

Detroit Green Task Force

The project team presented to the Detroit Green Task Force on May 19, 2026 at the request of the Stakeholder Committee member representing the Detroit Greenways Coalition. The meeting was held virtually, and the project team shared a slideshow explaining the current project status and the recommended street network changes resulting from the **Street Network Analysis Report**. Questions from the task force included how the project will be funded, how project phasing will be decided, and if there are ways to have a public engagement process around that decision. DDP provided additional information on the remaining unspent funding already allocated to advancing the project into the design/engineering phase after the Feasibility Study while highlighting the remaining work to be done to secure funding for implementation and that this will need to be a true public-private partnership.

Wayne State University School of Business

A meeting with the school's Dean on May 21, 2026 revealed anticipated benefits of the project for students who are observed to often walk down Woodward Avenue to downtown as well as the school needing to close down when there are major events downtown due to access issues. Coupled with the school having no dedicated parking and the nearest locations being unaffordable for students and other community members, the need for an affordable parking strategy for the caps themselves was highlighted. As a result of this feedback, additional locations for on-street pickup/drop-off and parking were incorporated into the preferred street network concepts.

Residential Buildings

Residential engagement has been a core pillar of the Feasibility Study outreach, ensuring that the people who live in closest proximity to the I-75 corridor – including seniors and residents of multifamily buildings – have opportunities to learn about the study and provide input. Outreach to residential buildings includes door-to-door notifications, informational flyers, and attendance at building-specific community meetings.

Senior Buildings

Senior residents represent a particularly important constituency for the I-75 Cap project, as many long-term Detroit residents in senior housing have lived through the original highway construction and experienced its neighborhood impacts firsthand. Their perspectives offer

irreplaceable historical context and a grounded sense of what community reconnection could mean.

On June 1, 2026, the project team visited eight senior apartment complexes after meeting with the Residential Managers and informing them of the I-75 Cap project and that the project team was conducting an oral history of legacy residents who may have lived in Paradise Valley when construction of I-75 began. Survey cards were left at each of the facilities with a collection date of June 15th. Subsequently, on June 10th, a second round of survey cards were delivered to each of the eight facilities. On June 22nd, it was determined no completed survey cards were collected as the age demographic of the senior buildings was possibly one generation younger than those who lived through the construction of I-75. Consequently, the project team was able to provide a presentation to one senior housing complex: the Village of Brush Park Manor Paradise Valley.

Orchestra Towers

Orchestra Towers, located in Midtown, was identified as a priority senior residential engagement site. The project team conducted outreach to Orchestra Towers residents to inform them of the study, gather initial reactions, and invite participation in upcoming engagement events. Residents at Orchestra Towers represent a mix of long-term Detroiters and newer arrivals, with many having strong opinions about the quality of the pedestrian and neighborhood environment in the corridor.

The project team pursued a planned set of ten group legacy interviews with Orchestra Towers residents throughout the spring of 2026, with an April target date. Despite repeated outreach, the building did not confirm a date, and no response had been received by the close of the story-capture window on June 30, 2026.

Village of Brush Park Manor Paradise Valley

On March 24, 2025, the project team met with approximately 50 residents at Village at Brush Park to provide an overview of the I-75 Cap project and gather community input. The East Cap is especially relevant to residents because the Village is within the immediate impact area.

The team presented the proposed caps as public spaces over the freeway, with potential amenities including noise and pollution mitigation, shade, seating, programming areas, pedestrian and bicycle connections, and community-centered design features.

A major focus was the legacy interviews. Residents were invited to share or identify people with memories of the neighborhood before, during, and after the construction of I-75. Topics include neighborhood businesses and gathering places, community traditions, the effects of freeway construction and displacement, and opportunities for reconnection and healing. The stories will be preserved through the Black Bottom Archives, with potential incorporation into the cap designs through historic markers and concepts such as a Paradise Valley Walk of Fame.

Residents raised questions and concerns about freeway-driven displacement of Black and Latino communities, the project's study area, engagement with city leadership, and the unhoused population in the surrounding area. Several residents who lived in Detroit in 1959 expressed interest in sharing their experiences.

While three residents expressed interest in participating in legacy interviews, and several others indicated willingness to share their stories, Activate Detroit was unable to secure interviews by the close of the story-capture window on June 30, 2026.

City View

City View was identified, alongside Village at Brush Park and Orchestra Towers, as one of the project's priority senior residential buildings. Outreach to City View was complicated by ongoing facility issues at the building, and the project team continued to follow up throughout the spring of 2026 to schedule engagement.

Kemper Stevens and Himelhoch

The project team pursued presentation dates with the Kemper Stevens and Himelhoch senior residential buildings beginning in March 2026. Outreach to both buildings was ultimately routed through the Roxbury Group, the properties' owner, which agreed to facilitate contact with building management.

Central Methodist United Church

The project team identified Central Methodist United Church as a potential connection to a legacy resident within the congregation. Activate Detroit continued to coordinate with the church regarding this outreach. There was no response.

Other Residential Buildings

In addition to senior-specific buildings, the project team conducted outreach to residential buildings in and around the I-75 corridor, including Fyfe Apartment and the Kern Apartment Building.

Application requests for both properties were submitted and Activate Detroit staff continued to follow up with property representatives throughout the spring of 2026 to schedule building-specific engagement.

Business Organizations

Businesses in and near the I-75 corridor have interests in the economic development potential of the caps, including new commercial space, improved pedestrian access, and increased foot traffic. The project team engaged business improvement districts, Chambers of Commerce, and individual commercial operators to understand business community priorities and ensure that economic vitality considerations are reflected in the Feasibility Study. Many business organizations in direct proximity to the study area were included in the Stakeholder Committee.

Park Ave. Hotel @ 2305 Park Ave.

The Park Avenue Hotel, located at 2305 Park Avenue, is a former residential building currently undergoing renovation into a 177-key hotel. This property was initially included in the project's outreach to multifamily and mixed-use residential properties. The facilities Owner's Representative was contacted with project information and invitations to participate in community engagement opportunities. The building's proximity to the study corridor makes it a direct stakeholder in any future cap development scenario.

During outreach, it was discovered that this property – along with potentially three to four additional hotels along Park Avenue – is slated to open within the next two to three years.

Given this context, he expressed his desire for the Central Cap to be expanded further west to include and potentially connect Park Avenue across the I-75 Freeway. In response, it was communicated that extending the cap beyond 720 linear feet would be infeasible due to the continued operation of the Clifford Street on-ramp.

Grand River Business Association / TV Lounge

Activate Detroit spoke with the owner of TV Lounge on March 19, 2026, providing an update on cap locations; the owner offered to host a future Small Business forum at the venue. Building on this relationship, a Grand River Business Association meeting was confirmed for June 29, 2026 (5:00–6:00 p.m.) at TV Lounge. Activate Detroit distributed project materials electronically to business owners in advance. Unfortunately, no business representatives attended the meeting. In response, an electronic survey was developed for distribution to the Black Business Association, TV Lounge, and DEGC Business Liaisons. Activate Detroit followed up directly with business owners it has existing relationships with to encourage survey completion. Despite multiple outreach attempts to the businesses, no surveys were completed.

7 Next Steps

Continuing to engage stakeholders and the public to involve them in further stages of the design process and to keep them abreast of project updates will be important moving forward. Community members can find project updates on DDP's website and can directly receive updates by subscribing to The Road Ahead newsletter. More public meetings and surveys are anticipated as part of the next phases of design and potentially as part of the NEPA process.

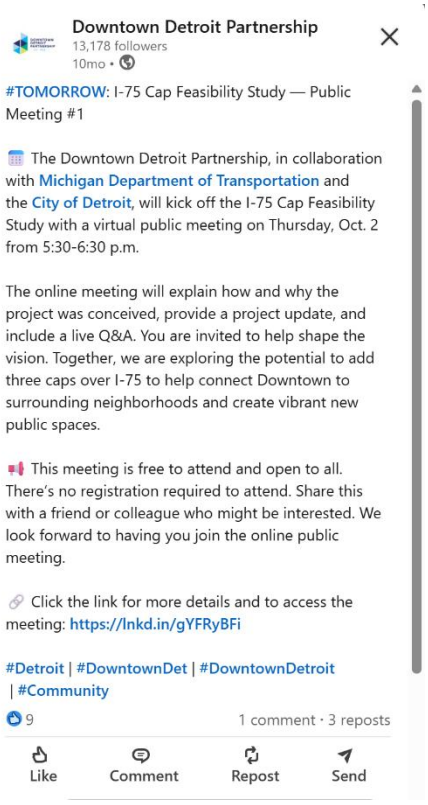
Appendix

Public Meeting Notifications

October Public Meeting Notifications

Social Media Post





Press Release

DOWNTOWN DETROIT PARTNERSHIP

FOR IMMEDIATE RELEASE

Media Contacts:
Talitha Johnson
Talitha.Johnson@DowntownDetroit.org
(313) 314-2725

Downtown Detroit Partnership kicks off I-75 Cap Feasibility Study with Public Meeting, Oct. 2

The organization will host a virtual meeting that will be free and open to the public

DETROIT (**September 12, 2025**) —The **Downtown Detroit Partnership (DDP)**, in collaboration with the Michigan Department of Transportation (MDOT) and the City of Detroit, will kick off the I-75 Cap Feasibility Study with an online **Public Meeting** on **Thursday, Oct. 2, from 5:30 to 6:30 p.m.**

The feasibility phase of the I-75 Cap project will advance engineering and further develop the design. The virtual meeting offers an opportunity for residents, businesses, schools, religious and cultural institutions to help shape the vision for reconnecting neighborhoods to Downtown. During the virtual meeting, the DDP will share details about how and why the project was conceived, provide a project update, and conduct a question-and-answer session.

"As the vision of downtown continues to evolve, the DDP is committed to keeping the community and stakeholders informed," said **Eric B. Larson, DDP CEO**. "Public input is vital to the process, and the DDP and our partners welcome the community's insight as we create a shared vision for our evolving downtown ecosystem."

The I-75 Cap Project received funding from a $2 million FY2023 U.S. Department of Transportation Neighborhood Access and Equity (NAE) Program planning grant to support the feasibility study. In 2024, the DDP hosted three community visioning sessions, funded by The Kresge Foundation, and gathered input from hundreds of community members.

Last month, AECOM, a leading global transportation and infrastructure engineering firm, was selected to spearhead the feasibility study. The online Public Meeting will serve as a kickoff to the feasibility study phase, which includes ongoing community engagement and will continue over the next 12 months.

The feasibility phase will also include the creation of schematic plans and placemaking concepts for three proposed park cap designs and adjacent right-of-way enhancements, as well as an evaluation of traffic, pedestrian, and transit impacts, and preparing early-stage engineering and environmental documentation.

The virtual meeting is free and open to the public. To access the meeting and receive details about the virtual I-75 Cap Public Meeting, visit: **DowntownDetroit.org/i75cap.**

Background:

In 2024, the DDP, in collaboration with the MDOT and the City of Detroit, hosted three **community-led Vision and Alternatives Analysis** sessions followed by online surveys to explore concepts for capping a section of I-75 between Brush Street and Third Avenue in Downtown Detroit. After a robust engagement process, the community selected a series of three park caps as the preferred alternative. This approach was seen as the most effective way to reconnect neighborhoods long divided by the freeway and to generate economic and social benefits for Detroit residents, businesses, and visitors.

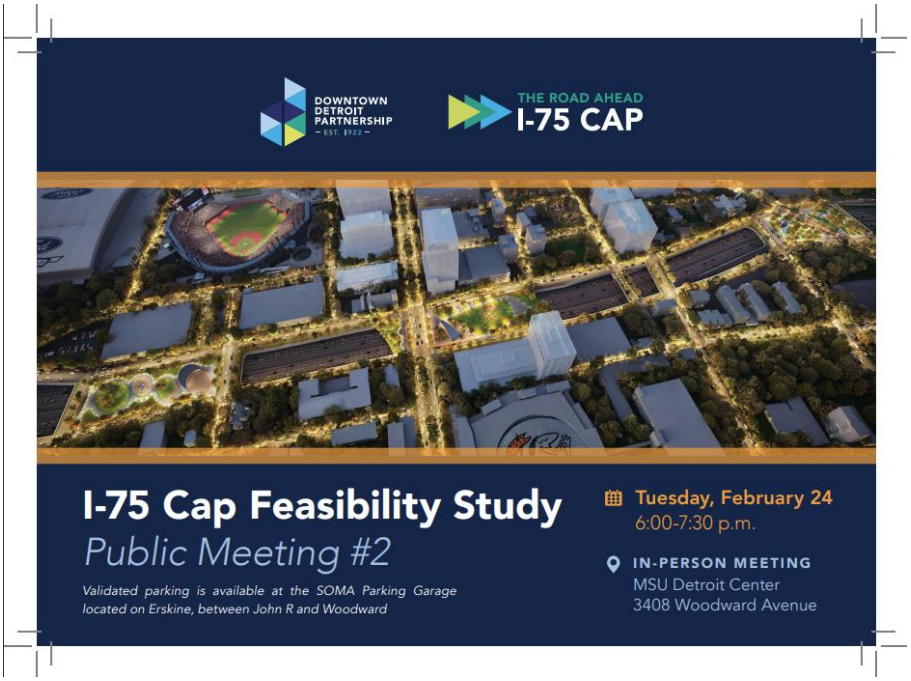
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About the Downtown Detroit Partnership

Since 1922, the Downtown Detroit Partnership (DDP) has worked to cultivate social and economic impact in Downtown Detroit. As a member-based nonprofit, the DDP convenes civic, corporate, community and philanthropic partners to create a vibrant and world-class urban core. As a leader in Downtown urban innovation, the organization also provides small business support and manages, programs and stewards 18 parks and public spaces throughout Downtown Detroit. Learn more at DowntownDetroit.org and engage on social media @DowntownDet.

February Public Meeting Notifications

Postcard

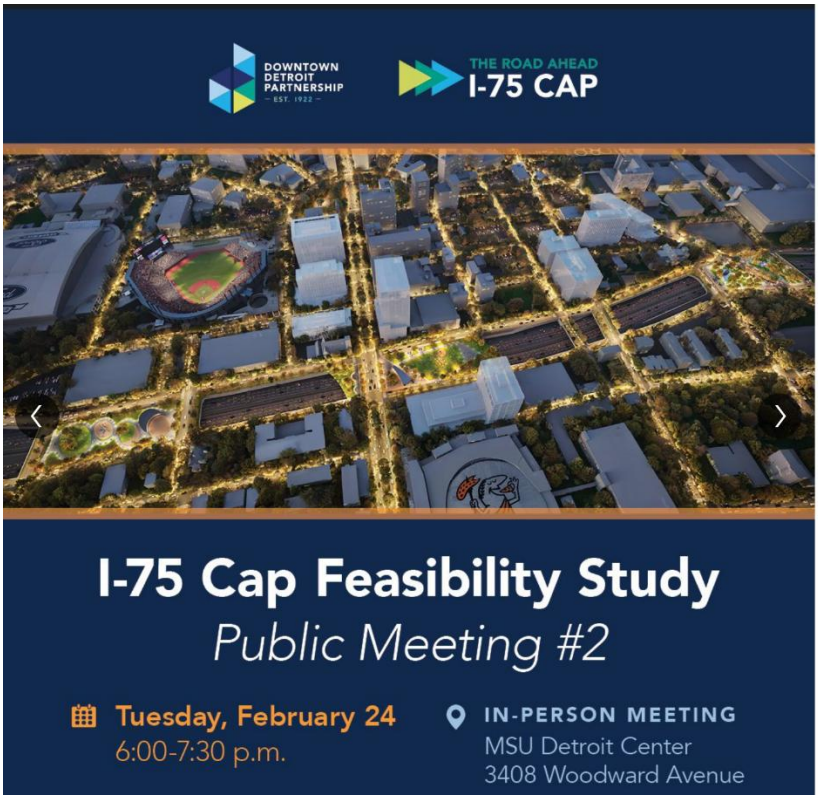




DOWNTOWN DETROIT PARTNERSHIP
EST. 1922

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Suite 380
Detroit, MI 48226

Social Media Post



Downtown Detroit Partnership
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Reminder: Less than a week to go until the I-75 Cap Feasibility Study Public Meeting #2.

This is the second of four community meetings hosted by the Downtown Detroit Partnership in partnership with Michigan DOT and the City of Detroit, focused on exploring the future of the proposed I-75 Cap designs and implementation.

Your input plays an important role in shaping what comes next. Join us to learn more, share your perspective, and help guide this work forward. Community members are also encouraged to bring photos, memories, and stories from the pre highway era. These stories will be recorded to help ensure experiences from the past help inform the future.

Tuesday, February 24
6 to 7:30 p.m.
In person at the MSU Detroit Center, 3408 Woodward Avenue

Learn more: https://lnkd.in/gY45wrU3

#Detroit | #I75Cap | #CommunityEngagement | #DetroitNeighborhoods | #PublicMeeting | #DDP | #DowntownDET | #DDPUrbanInnovation | #DowntownDetroit

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Press Release

DOWNTOWN DETROIT PARTNERSHIP EST. 1922

I-75 Cap Feasibility Study Continues with Public Meeting No. 2 on Feb. 24

Downtown Detroit Partnership and partners to share progress and gather community input and stories during ongoing meeting series

DETROIT – Downtown Detroit Partnership (DDP), in collaboration with the Michigan Department of Transportation (MDOT) and the City of Detroit, will host an in person public meeting on the I-75 Cap Feasibility Study on **Tuesday, Feb. 24, from 6 to 7:30 p.m.** The meeting is the second in a series of four public meetings led by the Downtown Detroit Partnership intended to share progress and actively gather ongoing community input on design and implementation considerations for the proposed park caps.

The meeting will be held at the **MSU Detroit Center, 3408 Woodward Ave.** The event is free and open to the public. Light refreshments and validated parking will be provided.

The Feasibility Study phase began with community engagement in October 2025 and will continue through June 2026. Building on earlier planning work, this phase focuses on evaluating technical, environmental, transportation and public space design elements, while ensuring community voices and experiences remain central to the process. AECOM, a global transportation planning and infrastructure firm, is leading the study team.

At the Feb. 24 meeting, the public will hear an update on the cap transportation and engineering design as well as an opportunity to share their memories and memorabilia through a storytelling booth to help the project commemorate the rich history, inform community priorities, and guide upcoming public space design work.

"At this stage of the study, the Downtown Detroit Partnership is committed to advancing technical analysis while actively listening to community priorities and experiences," said Eric B. Larson, CEO, Downtown Detroit Partnership. "This meeting is an opportunity for residents, stakeholders to review progress, share their stories, ask questions and help shape next steps for a project."

During the 2024-25 I-75 Cap Vision and Alternatives Analysis phase, residents helped select a preferred park cap concept design for further study based on its potential to reconnect neighborhoods and support long-term economic and social benefits for Detroit residents, businesses and visitors. Summaries from earlier phases are available at **DowntownDetroit.org/i75cap**.

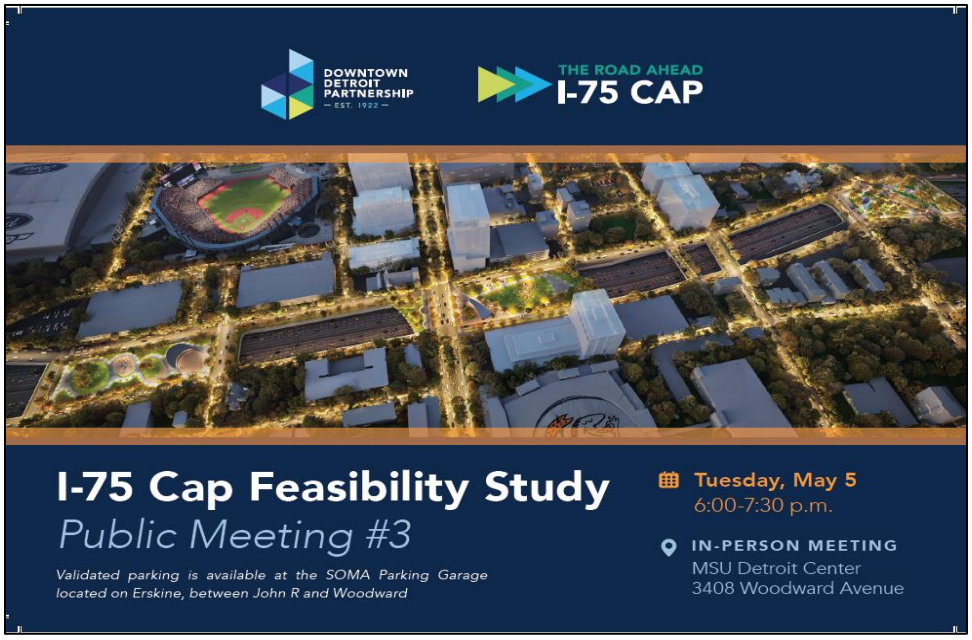
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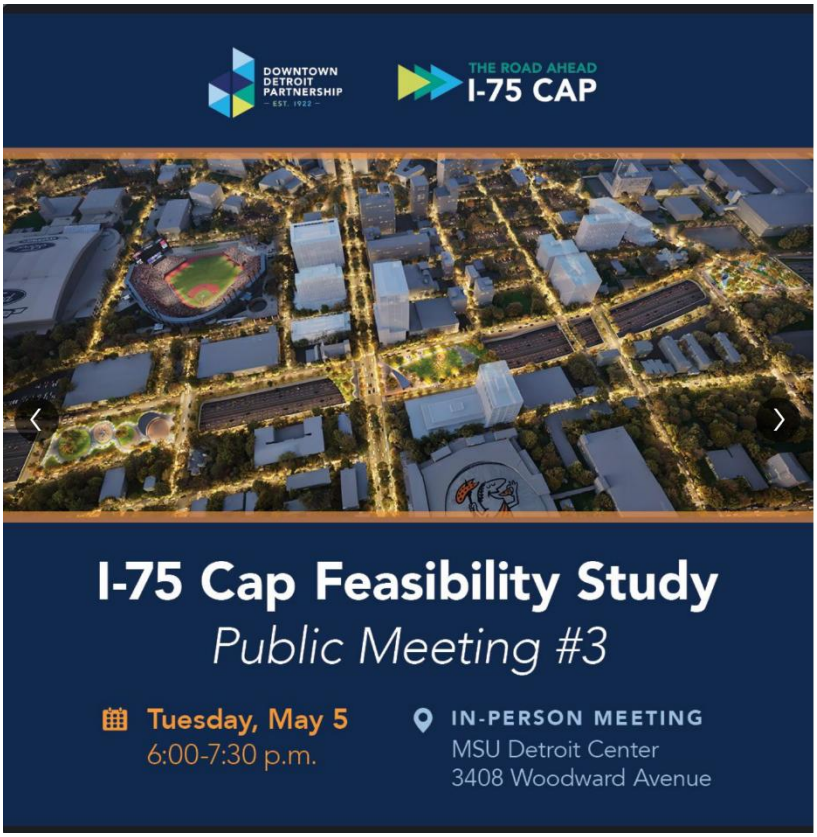
May Public Meeting Notifications

Postcard





Social Media Post



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Join us for the next step in shaping the future of Downtown Detroit.

The Downtown Detroit Partnership, alongside the Michigan Department of Transportation and the City of Detroit, is hosting Public Meeting #3 for the I-75 Cap Feasibility Study.

May 5, 2026
6 to 7:30 p.m.
MSU Detroit Center, 3408 Woodward Avenue

At this meeting, attendees can participate in an interactive workshop to share their desired amenities and programming for the three park caps. There will be a designated area for youth to share their input, so bring the whole family!

You will also hear key takeaways from February's public meeting, see results from the community survey, and explore the ideas helping shape the project moving forward.

Light refreshments will be provided.

Your voice matters. Be part of what comes next for Downtown Detroit.

Learn more about the project at https://lnkd.in/gbg5ikhh

#Detroit | #I75Cap | #CommunityEngagement | #DetroitNeighborhoods | #PublicMeeting | #DDP | #DowntownDET | #DDPUrbanInnovation

July Public Meeting Notifications

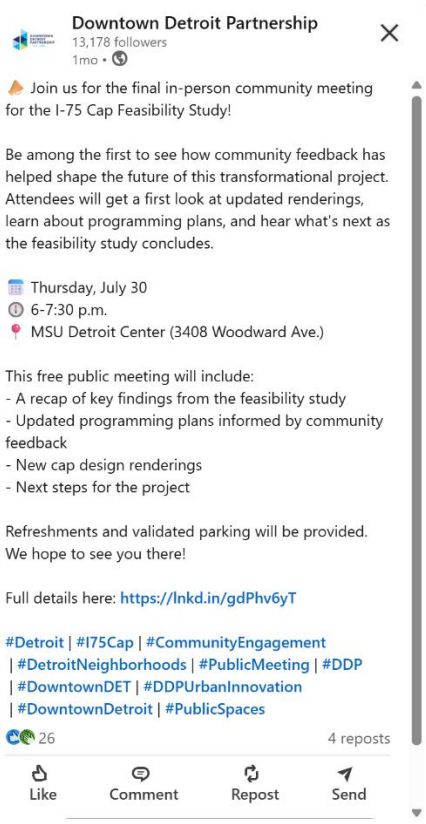
Postcard





Social Media Post





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Join us for the final in-person community meeting for the I-75 Cap Feasibility Study!

Be among the first to see how community feedback has helped shape the future of this transformational project. Attendees will get a first look at updated renderings, learn about programming plans, and hear what's next as the feasibility study concludes.

Thursday, July 30
6-7:30 p.m.
MSU Detroit Center (3408 Woodward Ave.)

This free public meeting will include:
- A recap of key findings from the feasibility study
- Updated programming plans informed by community feedback
- New cap design renderings
- Next steps for the project

Refreshments and validated parking will be provided. We hope to see you there!

Full details here: https://lnkd.in/gdPhv6yT

#Detroit | #I75Cap | #CommunityEngagement | #DetroitNeighborhoods | #PublicMeeting | #DDP | #DowntownDET | #DDPUrbanInnovation | #DowntownDetroit | #PublicSpaces

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Press Release

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I-75 Cap Feasibility Study Concludes, Advancing Plan to Reconnect Detroit Neighborhoods

Updated concepts shaped by nearly a year of community engagement move project toward funding

DETROIT – After nearly a year of community engagement, the I-75 Cap Feasibility Study has reached a major milestone, delivering a community-informed vision for three public spaces that would reconnect neighborhoods divided by Interstate 75. The project now advances into funding strategy and implementation planning.

Supported by a $2 million U.S. Department of Transportation Neighborhood Access & Equity Planning grant, the effort represents one of a growing number of projects nationwide to improve walkability, mitigate negative environmental impacts from surface transportation, advance transportation equity and heal neighborhoods divided by mid-century freeway construction. Led by the Downtown Detroit Partnership in partnership with the Michigan Department of Transportation (MDOT), the City of Detroit and supported by The Kresge Foundation, the feasibility study concludes with updated renderings, programming recommendations and technical findings that will guide the project's next phase.

Over the past year, residents, business owners, community organizations and other stakeholders helped shape a vision for three distinct cap spaces. To date, the project has received more than 2,000 responses through in-person engagement and online surveys, while collecting oral histories from residents, along with photographs and personal stories documenting neighborhoods impacted by the original construction of I-75. These community contributions helped shape the vision for the three proposed cap spaces and ensure the project reflects the history, experiences and priorities of surrounding neighborhoods.

"The I-75 Cap project represents an opportunity to reconnect neighborhoods, restore connections and create new public spaces shaped by the people who call this area home," said Eric B. Larson, CEO, Downtown Detroit Partnership. "Through nearly a year of community engagement, past and present residents and businesses have helped inform a vision that honors Detroit's history while creating new opportunities for recreation, culture, economic growth and community connection."

The feasibility study results identified three destination spaces for each potential cap, each with its own character and purpose:

- **West Cap: Playful, Dynamic, Urban** (near Cass Tech/UMCI/Wayne State University) – A youth-oriented gathering space focused on recreation, education and community events featuring sports courts, shaded gathering areas, food trucks and flexible programming.
- **Central Cap: Vibrant City Hub** (near Little Caesars Arena) – A vibrant setting for citywide celebrations and everyday experiences through a performance pavilion, event lawn, outdoor café and neighborhood amenities.
- **East Cap: Reflection, Memory and Return** (Near Brush Park/Paradise Valley) – A restorative landscape honoring Detroit's Black cultural legacy gardens, walking paths, storytelling spaces, playscapes and public art installations.

In connection with developing the public space vision, the feasibility study evaluated structural engineering, fire and life safety requirements, access and mobility, stormwater management, environmental considerations and preliminary construction costs. AECOM, the project's engineering consultant, led the technical analysis, confirming the proposed highway caps are technically feasible while identifying key engineering considerations.

With the feasibility study complete, the project will move into the National Environmental Policy Act (NEPA) process. During this phase, additional technical analysis will further evaluate cultural resources, noise, air quality, mobility and other environmental considerations while supporting coordination with state and federal resource agencies.

Preliminary cost estimates indicate that the total project costs are approximately $300 million, or approximately $100 million per cap. The next phase will also identify potential public and private funding sources, determine long-term operations and maintenance responsibilities, and evaluate phasing strategies to support future implementation.

"The completion of the feasibility study represents an important milestone, but it is just the beginning of the next chapter for the I-75 Cap project," said James Fidler, urban innovation strategist, Downtown Detroit Partnership. "This community-informed vision provides a strong foundation as we move into environmental review, funding discussions and future implementation. We remain committed to keeping residents and businesses engaged and ensuring the spaces created reflect the history, needs and aspirations of the surrounding neighborhoods."

Additional information and updated renderings are available at downtowndetroit.org/I-75.

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About the Downtown Detroit Partnership

Since 1922, the Downtown Detroit Partnership (DDP) has worked to cultivate social and economic impact in Downtown Detroit. As a member-based nonprofit, the DDP convenes civic, corporate, community, and philanthropic partners to create a vibrant and world-class urban core. As a leader in Downtown urban innovation, the organization also provides small business support and manages, programs, and stewards 18 parks and public spaces throughout Downtown Detroit. Learn more at DowntownDetroit.org and engage on social media @DowntownDet.

About the I-75 Cap Project

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. The Downtown Detroit Partnership is co-leading this planning initiative with the City of Detroit and the Michigan Department of Transportation.



Public Meeting Comments

February Public Meeting Comments

Street Network Scenario Comments

Comments left by the same participant are included in the same row.

Dot Number	Category	Comment
5	Bicycle	Challenges with closing Second Avenue and bicycle crossing, how signal or make safe? Perhaps turn towards Grand River?
7	Bicycle	Bicycle lanes need to be part of a network, not isolated
	Bicycle	Too many bicycle lanes for my taste
1	Bicycle	Would love to see more bicycle lanes everywhere
	Bicycle, Ped, Other	Can we have more visual connectivity with trees and green space between the caps. Less infrastructure to roads and more to people
3, 2	Bicycle, Ped, Traffic	This street closure would make the area much easier and safer to cycle. Right now it's very confusing with a lot to pay attention to. Cars pull out without traffic light all the time. Why no transit lanes on Grand River?
	Bicycle, Peds	East Cap 1a - I would not feel safe walking or biking there unless there were some kind of solid barrier on the sides
	Bicycle, Peds, Traffic, Other	More space for bikers and pedestrians everywhere, especially connecting to Eastern Market. Would love to see more family friendly activities, especially at the Central Cap. Games like bocce ball, other ball games. Get rid of the freeway all the way to Corktown
	Historic	Historic Park Avenue district
1	Other	I am a fan of closing Second Ave. I just wonder about potential traffic backups but as a resident I prefer more walkability.
	Other	The more green space the better. Let's start with this and make it grow. Let's just get going with it (so many public meetings!) Is this really necessary? The designs are beautiful - try to make it equal - eat and west side of Woodward to avoid controversy. People will love it once it is done
14	Parking	Central cap - concern about pick up and drop off zone. Residents would not want cars to be dropped waiting (i.e. rideshare) recommend moving to EB Fisher service dr
2	Safety	A combination of the Second Avenue street closure and opening it for traffic over I-75, a mix between the two proposals prioritizes safety and the community

Dot Number	Category	Comment
3, 4	Safety, Bicycle	Safety should always be #1, prioritize the safer West Cap option. Think about the Cass Tech students walking at the West Cap. Really like the bike lanes on Brush! Have had some scary scootering experiences along Brush
1	Safety, Traffic	West Cap - scenario 2 is the best option as it improves safety to close Second Avenue. It would be even better if second could be made a 2 way street too.
1	Traffic	Consider additional benefit for QLINE / transit northbound on Woodward is elimination of a signal cycle north of Adelaide station where currently the train has to wait for a signal to cross lanes. A transit lane could eliminate this.
	Traffic	How would traffic be on the service drives during events with the road diets
1	Traffic, Bicycle, Ped	As a resident of the immediate area, I consider any mode shift we can incentivize from driving to transit/active modes a positive, even if it increases vehicular travel time
	Traffic, Bicycle, Peds	Like the two-way on 3rd for more activity there
	Traffic, Safety	More road diet along the service roads. It's a two lane on a one way. It seems excess due to the lack of current traffic. As well if we are trying to connect the two sides, the parks won't connect it but the crossing

Central Cap Location Comments

Comments left by the same participant are included in the same row.

Dot Number	Category	Comment
12	Biking, Programming	We need a bike shop (Trek) and state of the art movie theatre (Emagine) family restaurant (olive garden), family activities, and more bike lanes in the I-375 area
4	Cap Placement	This is the best option for maximizing event space and minimizing noise on Woodward
	Cap Placement	Center east cap over brush street. Do west half now and east half once I-375 is done. This creates a gap so that the center cap could go Woodward to John R
20	Cap Placement	Shift east is the most community centered choice! Two mid-sized parks will be great for community programming. Consider a Park Avenue bridge so Park Avenue doesn't need to be part of the cap project! The Clifford ramp gets in the way!
18	Cap Placement	I initially thought the max shift west was best. But the concerns raised by Brush Park residents are valid. I still want Park Ave bridge restored. So shift center cap east then when 375 is done remove Clifford ramp and put a 4th cap from Park to Cass
3	Cap Placement	This solution is the worst option for residents of Brush Park. It only serves the local commercial interests that exist in that zone
1	Cap Placement	Overall concern about health impact to Brush Park if caps are made with opening between east and Central Cap. Noise and health of residents of Brush Park should be considered
13	Cap Placement	This (Shift East) is the best of 3 bad options. Ideally, the construction would benefit the Health and Well-being of Brush Park residents…capping the area in front of the most population dense neighborhoods of Downtown/Midtown. This option falls short of taking those residents into consideration
16	Cap Placement	If I had to choose one, I would choose option 2 - central because it partially addresses crossing park. I prefer option 3 - shift west because it totally addresses that but I don't because the smaller greenspace feels insignificant. I'm a Downtown resident that is car-free by choice (yes, we exist) and I am always concerned about accessible walkways

Dot Number	Category	Comment
14	Cap Placement	We need to maximize the benefits of Brush Park residents. Is this actually throwing $ at an inherently flawed project? Why not wait until we can dig down and actually do this right?
15	Cap Placement	2b would be ideal for me. It provides the best mix of Park St access and brush park utilization. I would go 2b, 2a, then 2c. I think 2c would not need the brush park portion
7	Cap Placement	I like the balance of space for this option on both sides of Woodward - I really wish it could also be moved more west as well, but I'll take what we can get
5	Cap Placement	Shifting west (option 3) defeats the purpose of the entire project and opens Woodward to the freeway. Option 1 prioritizes Brush Park residents
1	Central Cap	Option 1 shift east - most diverse option for citizens and civic engagement. Centralizing activities in the open lawn may keep the community from being able to truly engage, making the Cap more "performative" than utilitarian
8	Central Cap	Allows significant activation on both sides of Woodward
	Design	Please keep the public art works done by artists here in Detroit!
	Programming	I do not understand the point of an event space for the central cap. Please put park amenities instead. I don't think I would go here for an event.
19	Programming	I think the primary focus should be greening Woodward in beautifying way, with less emphasis on event space
	Programming, Operations	It is important that a lot of focus and consideration is given to the challenge of who will manage the parks. Downtown Detroit Org., State, City of Detroit?
	Road diet	Your scenarios for Road diets and bike lanes don't seem to coincide with neighborhoods and visitors. Neighborhoods in Brush Park are growing (i.e. increasing cars) with that and more tourists to Detroit putting the roads on a diet further makes my neighborhood congested and polluted. FYI...love the idea but there is still so much building happening in Brush Park. One of the developers at a Brush Park Neighborhood Association meeting stated that Brush Park was moving towards the density of Lincoln Park, IL :(. Not exactly the density I thought I was buying into 12 years ago

May Public Meeting Comments

Public Space Concepts

First place stickers for Lawn, Paved Space and Landscape Areas within the cap boundary.
Then place stickers to indicate what you may like to do within those areas.



First place stickers for Lawn, Paved Space and Landscape Areas within the cap boundary.
Then place stickers to indicate what you may like to do within those areas.

Criss cross paths reminiscent of Cass Park just north of here

g Sports Field

North Wind

Cass Tech

2ND AVE.

W FISHER SERVICE RD.

Use a bike repair station

Have a buffer from cars

Enjoy native species

West Wind

3rd AVE.

hang out with friends and family

Existing Bike Lane

GRAND RIVER AVE.V

Existing Bike Lane

Work at outdoor workstations

Enjoy an art installation

Sit in lounge chairs

Play ping pong

Sit among/ under trees

Enjoy a pollinator meadow

Read in a garden reading nook

Meet in an outdoor classroom

W FISHER SERVICE RD.

UMCI

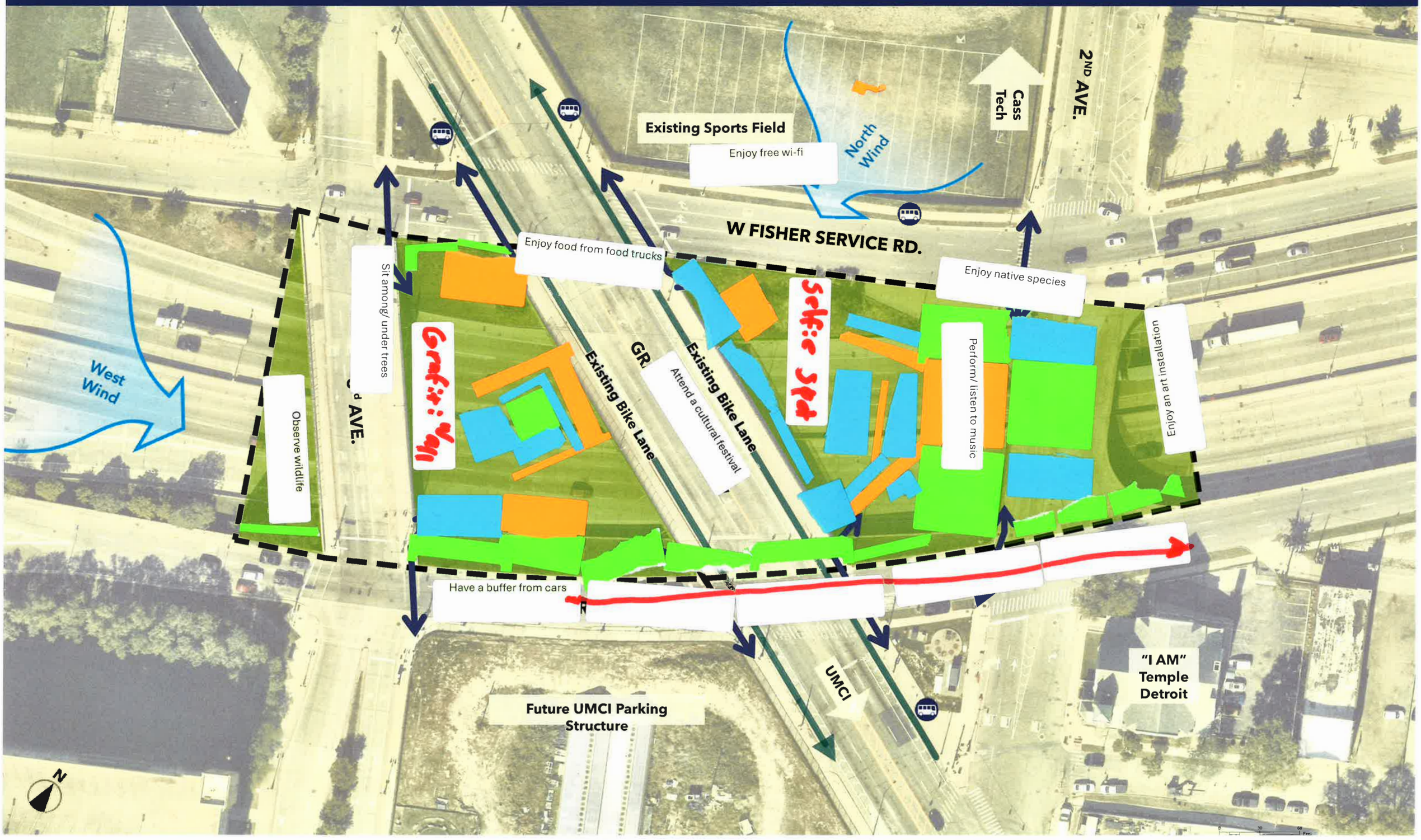
Future UMCI Parking Structure

"I AM" Temple Detroit

N

0 30 60 Feet

First place stickers for Lawn, Paved Space and Landscape Areas within the cap boundary.
Then place stickers to indicate what you may like to do within those areas.



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Existing Sports Field

North Wind

West Wind

Cass Tech

2ND AVE.

3rd AVE.

W FISHER SERVICE RD.

GRAND RIVER AVE.V

Existing Bike Lane

Existing Bike Lane

Existing Bike Lane

UMCI

Future UMCI Parking Structure

"I AM" Temple Detroit

skywalk ?

safe Walking path ?

area I feel UNsafe

Walking

DTE only

skybridge ?

First place stickers for Lawn, Paved Space and Landscape Areas within the cap boundary.
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LOOSELY BASED ON PROGRAMMING @ BAY FRONT PARK, SAN FRANCISCO

Existing Sports Field

North Wind

West Wind

Cass Tech

2ND AVE.

3rd AVE.

W FISHER SERVICE DR.

W FISHER FREEWAY SERVICE RD.

GRAND RIVER AVE.

Existing Bike

People watch

Enjoy food from food trucks

Read a book

Sit among/ under trees

Go to a farmers' market

Perform/ listen to music

Have a buffer from cars NATURAL LANDSCAPE BACKDROP

Enjoy native species

Enjoy a pollinator meadow

TALL VEG

VARIETY OF SEATING ZONES IN GRASS/ LANDSCAPE

LOW VEG

UMCI

Future UMCI Parking Structure

"I AM" Temple Detroit

N

0 30 60 Feet

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Existing Sports Field

North Wind

Cass Tech

2ND AVE.

Use a bike repair station

W FISHER SERVICE RD.

Read a book

West Wind

3rd AVE.

Tend a plot in a vegetable

Sit in lounge chairs

Existing Bike Lane

GRAND RIVER AVE.V

Existing Bike Lane

Picnic

Enjoy an art installation
Perform/ listen to music
Attend a DJ night

Do yoga

Crazy path to walk your dog/run marathon

W FISHER SERVICE RD.

Future UMCI Parking Structure

UMCI

"I AM" Temple Detroit

N

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First place stickers for Lawn, Paved Space and Landscape Areas within the cap boundary.
Then place stickers to indicate what you may like to do within those areas.

PARK AVE.

Caesar Arena

Future LCA Hotel

WOODWARD AVE.

North Wind

Brush Park Neighborhood

West Wind

W FISHER SERVICE RD.

E FISHER SERVICE RD.

Enjoy food or drinks from a kiosk

Enjoy food from food trucks

Enjoy an art installation

Play informal sports

Attend a DJ night

Sit among/under trees

Attend a cultural festival

Sit in lounge chairs

Hang out with friends/ family

Enjoy looking at a native garden

W FISHER SERVICE RD.

E FISHER SERVICE RD.

PARK AVE.

Comerica Garage

Future Office & Retail Development

WOODWARD AVE.

St. John's Episcopal Church

WITHERELL

First place stickers for Lawn, Paved Space and Landscape Areas within the cap boundary.
Then place stickers to indicate what you may like to do within those areas.

PARK AVE.

Caesar Arena

Future LCA Hotel

WOODWARD AVE.

North Wind

Brush Park Neighborhood

West Wind

W FISHER SERVICE RD.

E FISHER SERVICE RD.

Seating

Restrooms

Post concert Hangout

Recharge

Rideshare Pick up

Hang out with friends/ family

Restrooms

Walkway

Enjoy free wi-fi

Enjoy food or drinks from a kiosk

Sit among/under trees

Benches

Ride Share pickup Recharge

picnic

Read a book

W FISHER SERVICE RD.

E FISHER SERVICE RD.

PARK AVE.

Comerica Garage

Future Office & Retail Development

WOODWARD AVE.

St. John's Episcopal Church

WITHERELL

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Then place stickers to indicate what you may like to do within those areas.

PARK AVE.

Caesar Arena

Future LCA Hotel

WOODWARD AVE.

North Wind

Brush Park Neighborhood

W FISHER SERVICE RD.

E FISHER SERVICE RD.

West Wind

Waiting for rideshare

Sit among/under trees

Charger port

Restroom

Enjoy food or drinks from a kiosk

Enjoy free wi-fi

Pavement here

Pavement here

Do yoga

People watch

Read a book

E FISHER SERVICE RD.

W FISHER SERVICE RD.

PARK AVE.

Comerica Garage

Future Office & Retail Development

WOODWARD AVE.

St. John's Episcopal Church

WITHERELL

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PARK AVE.

Caesar Arena

Future LCA Hotel

NOT

This area does serve the residents of Brush Park.

WOODWARD AVE.

North Wind

Brush Park Neighborhood

W FISHER SERVICE RD.

E FISHER SERVICE RD.

West Wind

Start

Enjoy food from food trucks

Enjoy food or drinks from a kiosk

Shop retail kiosks

Hang out with friends/ family

picnic

People watch

Extend

Enjoy free wi-fi

Sit among/under trees

Sit in lounge chairs

Have a buffer from cars

W FISHER SERVICE RD.

E FISHER SERVICE RD.

PARK AVE.

Comerica Garage

Future Office & Retail Development

WOODWARD AVE.

St. John's Episcopal Church

WITHERELL

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PARK AVE.

Caesar Arena

Future LCA Hotel

WOODWARD AVE.

North Wind

Brush Park Neighborhood

W FISHER SERVICE RD.

E FISHER SERVICE RD.

West Wind

Green Space

Seating/Tables

Sidewalk/Pavement

Enjoy food from food trucks

Green Space

Enjoy free wi-fi

Hang out with friends/ family

Seating/Tables

picnic

Read a book

Sit among/under trees

E FISHER SERVICE RD.

W FISHER SERVICE RD.

PARK AVE.

Comerica Garage

Future Office & Retail Development

WOODWARD AVE.

St. John's Episcopal Church

WITHERELL

First place stickers for Lawn, Paved Space and Landscape Areas within the cap boundary.
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PARK AVE.

Caesar Arena

Future LCA Hotel

WOODWARD AVE.

North Wind

Brush Park Neighborhood

West Wind

W FISHER SERVICE RD.

E FISHER SERVICE RD.

Attend a movie night

Watch a Concert

Attend a pop up market

Enjoy food from food trucks

move cap east

Give enough space so 4th cap can be built later

Shop retail kiosks

Join a games social

Enjoy an art installation

Sit among/under trees

Sit in lounge chairs

Attend a social dance event

E FISHER SERVICE RD.

W FISHER SERVICE RD.

PARK AVE.

Comerica Garage

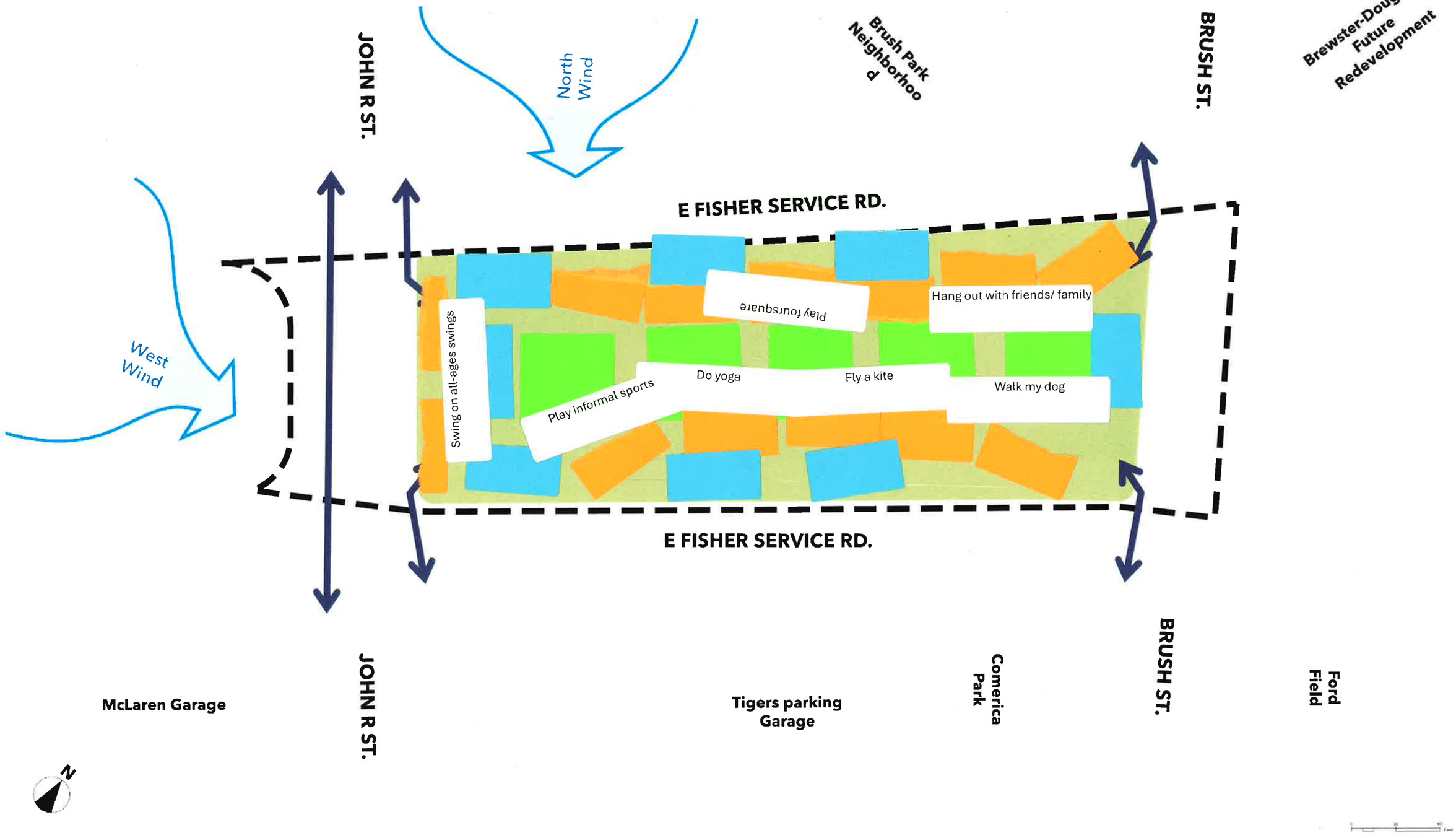
Future Office & Retail Development

WOODWARD AVE.

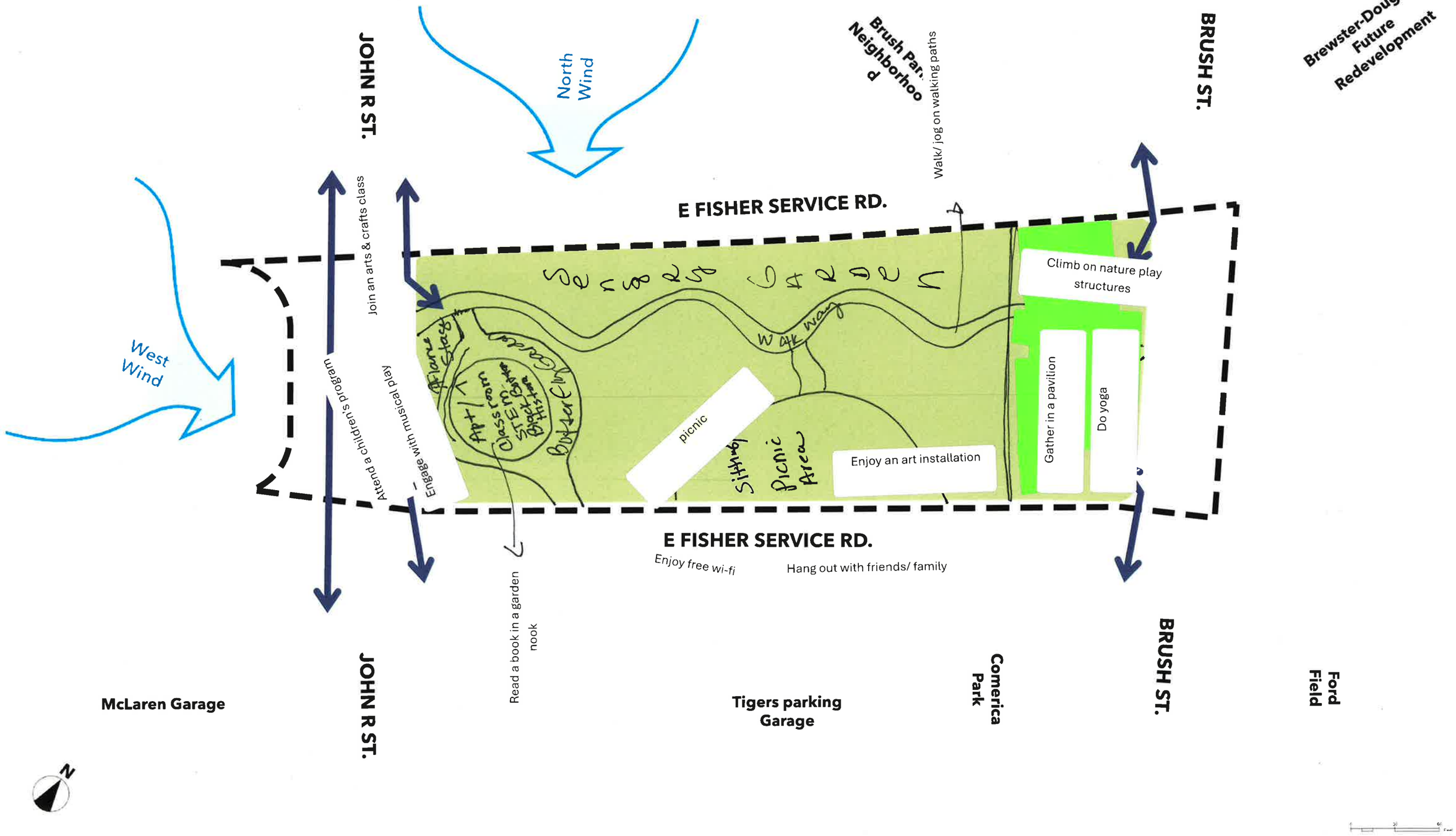
St. John's Episcopal Church

WITHERELL

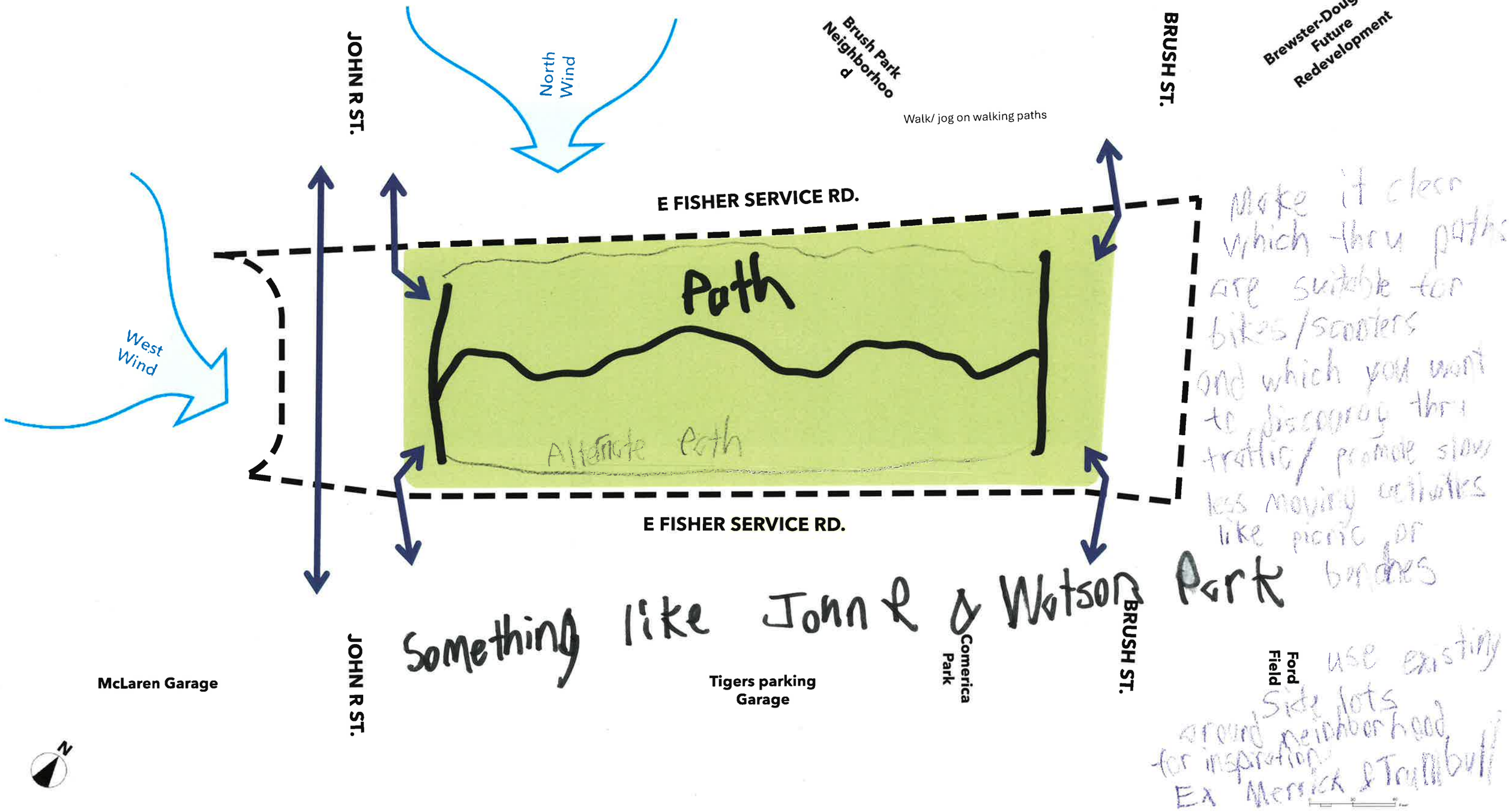
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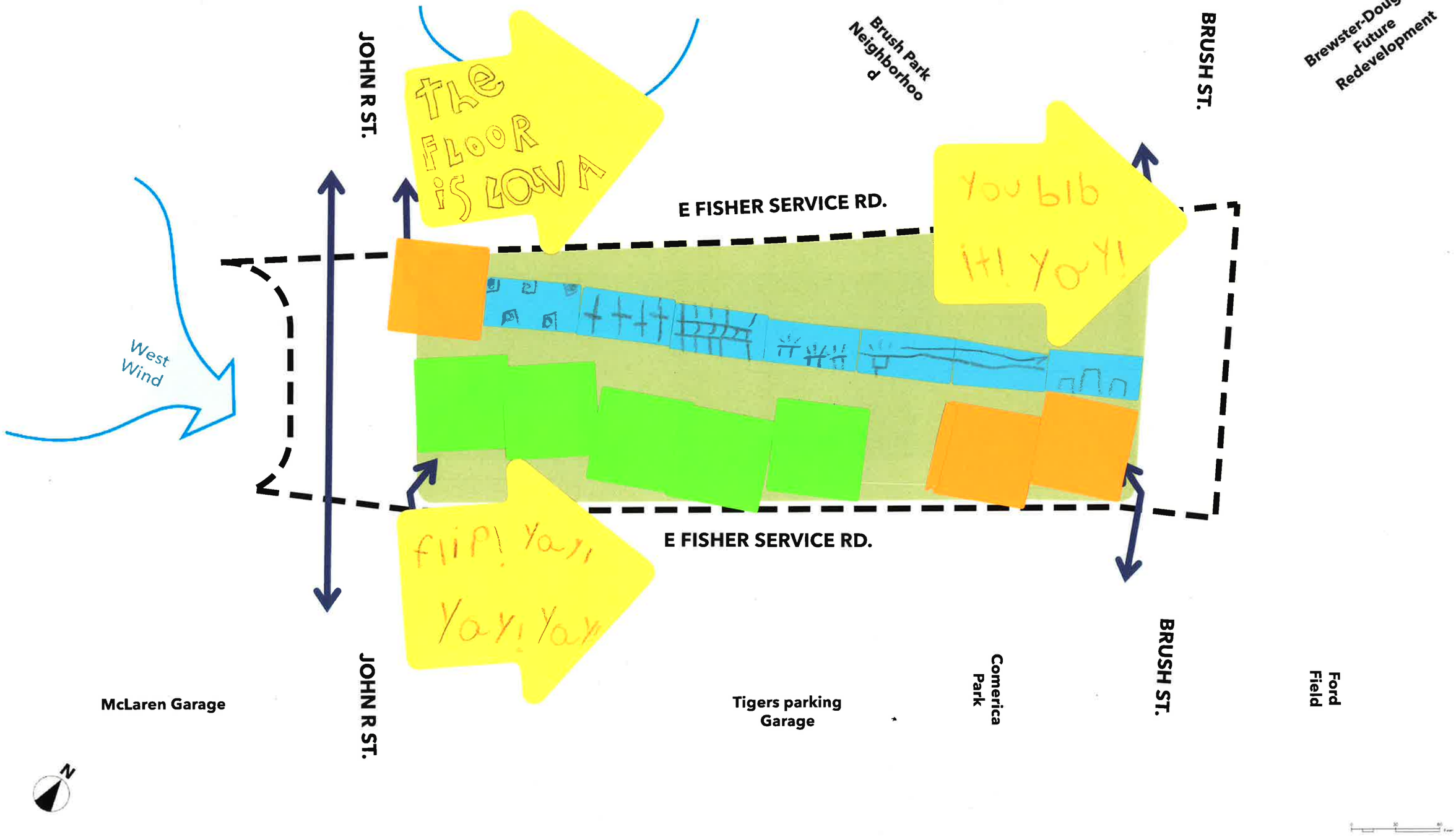
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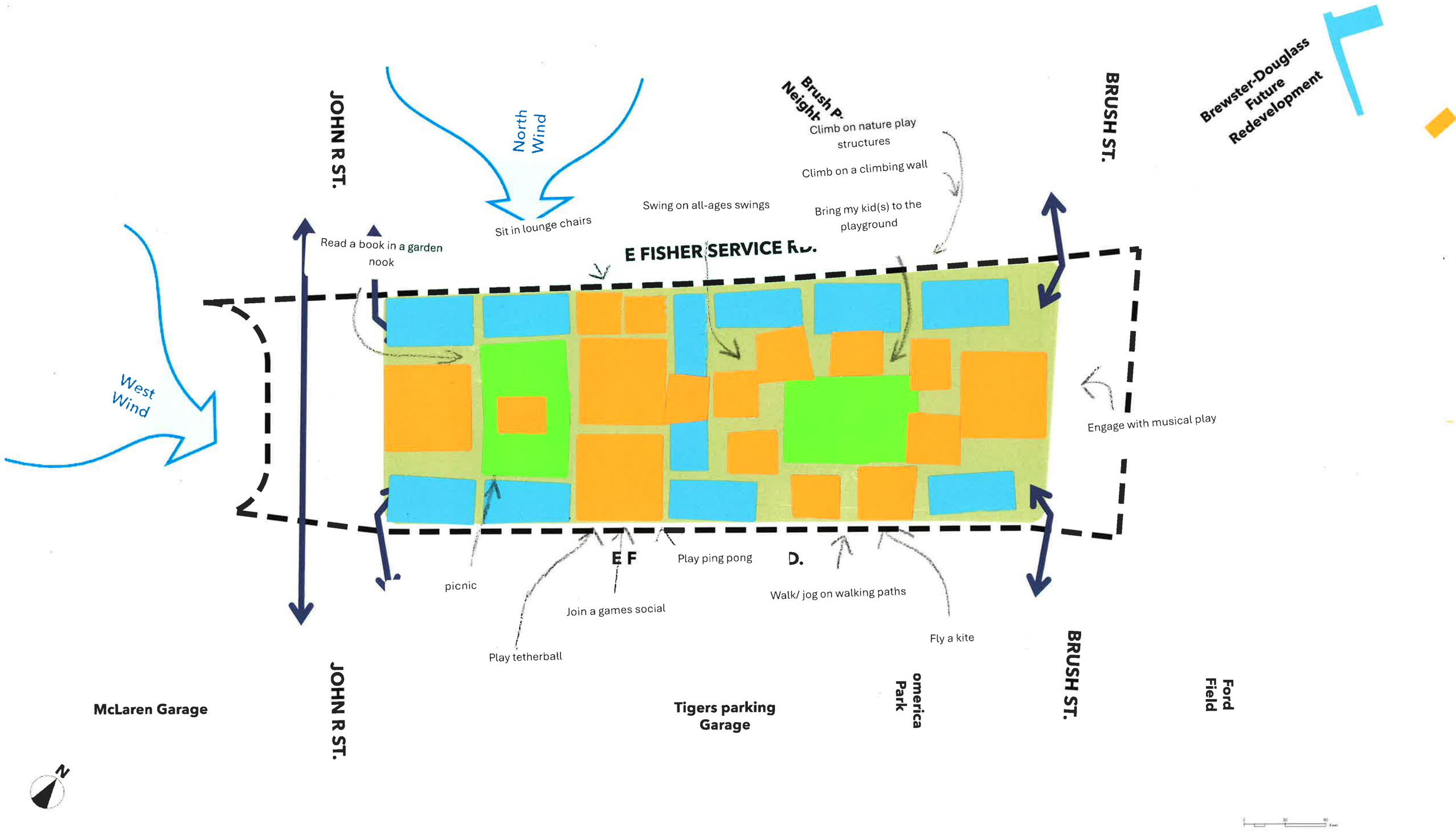
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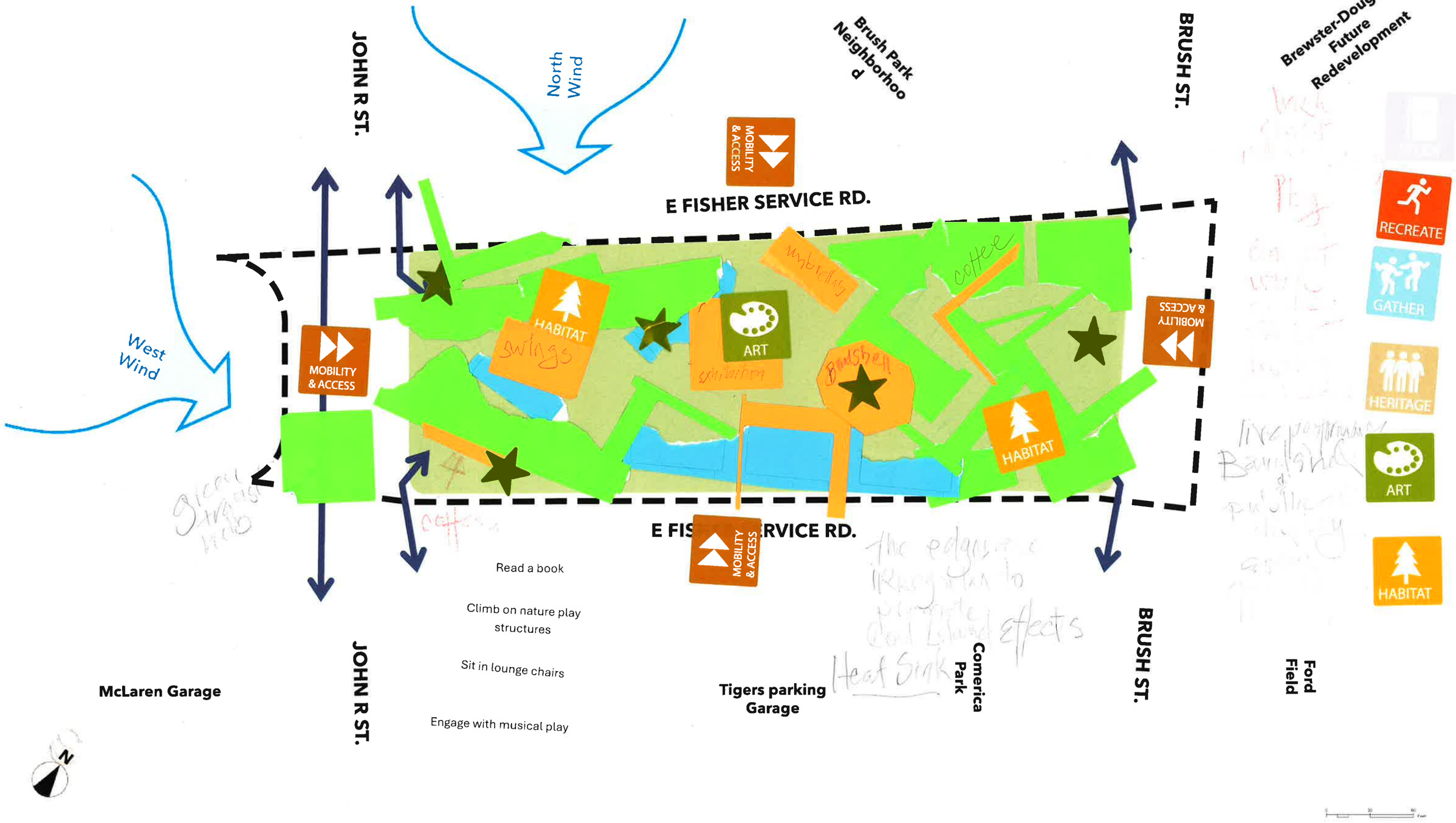
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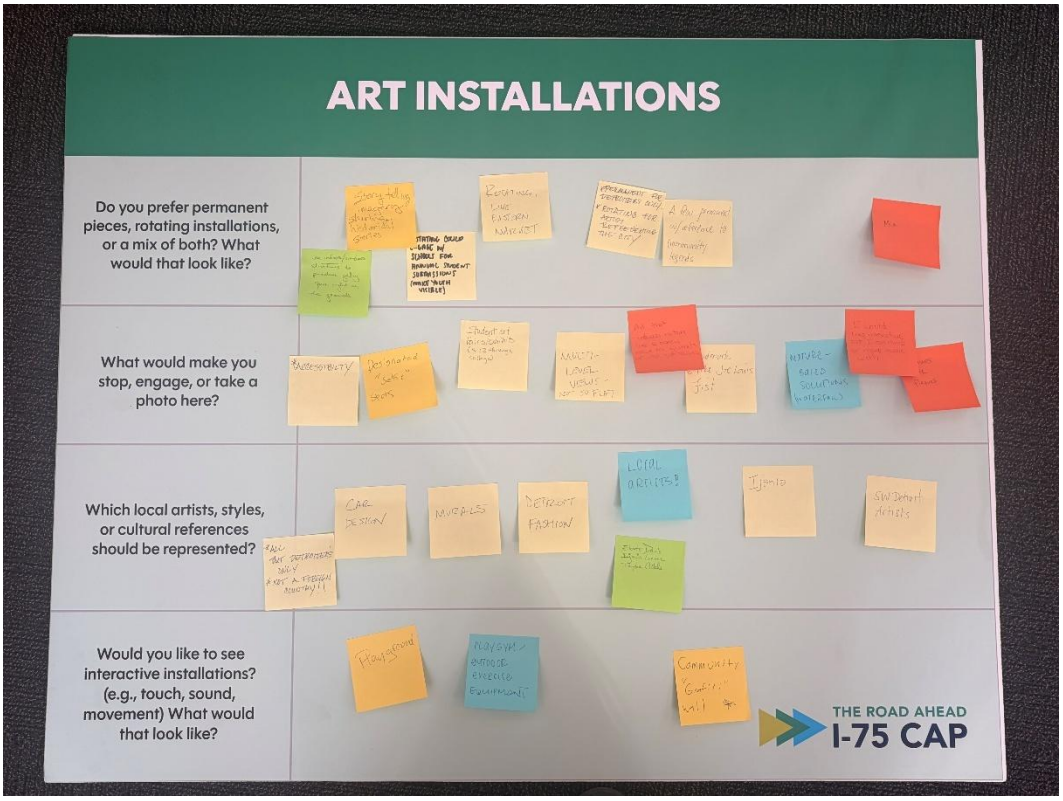
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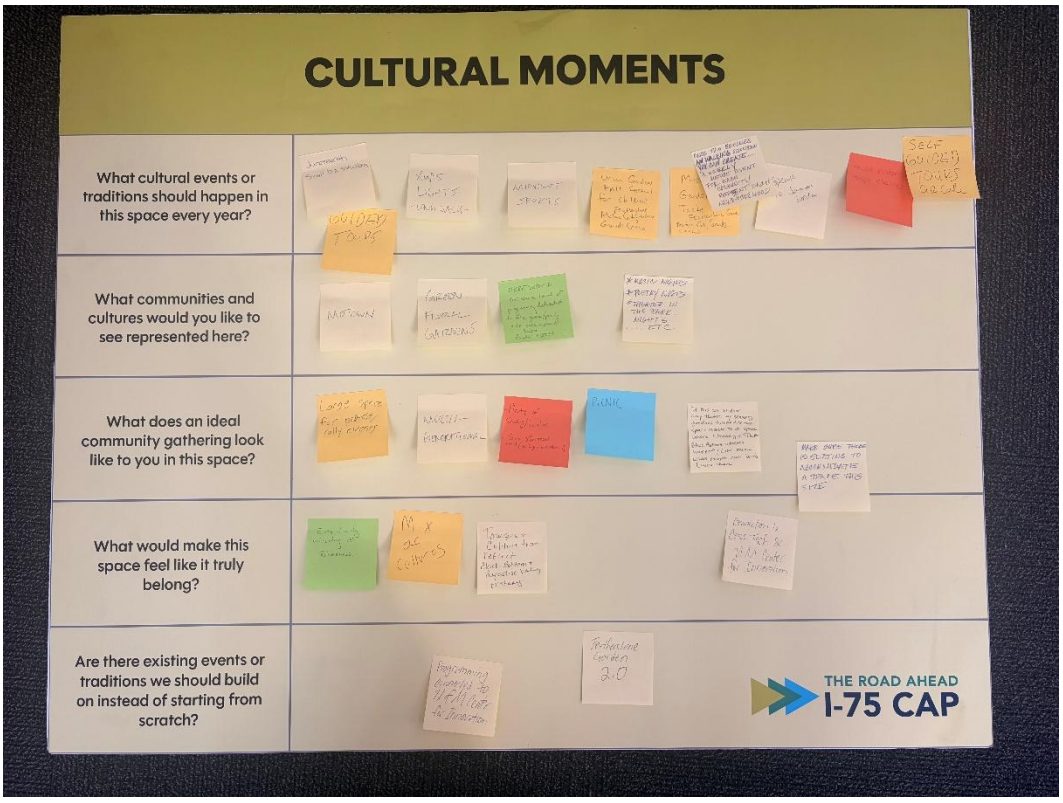


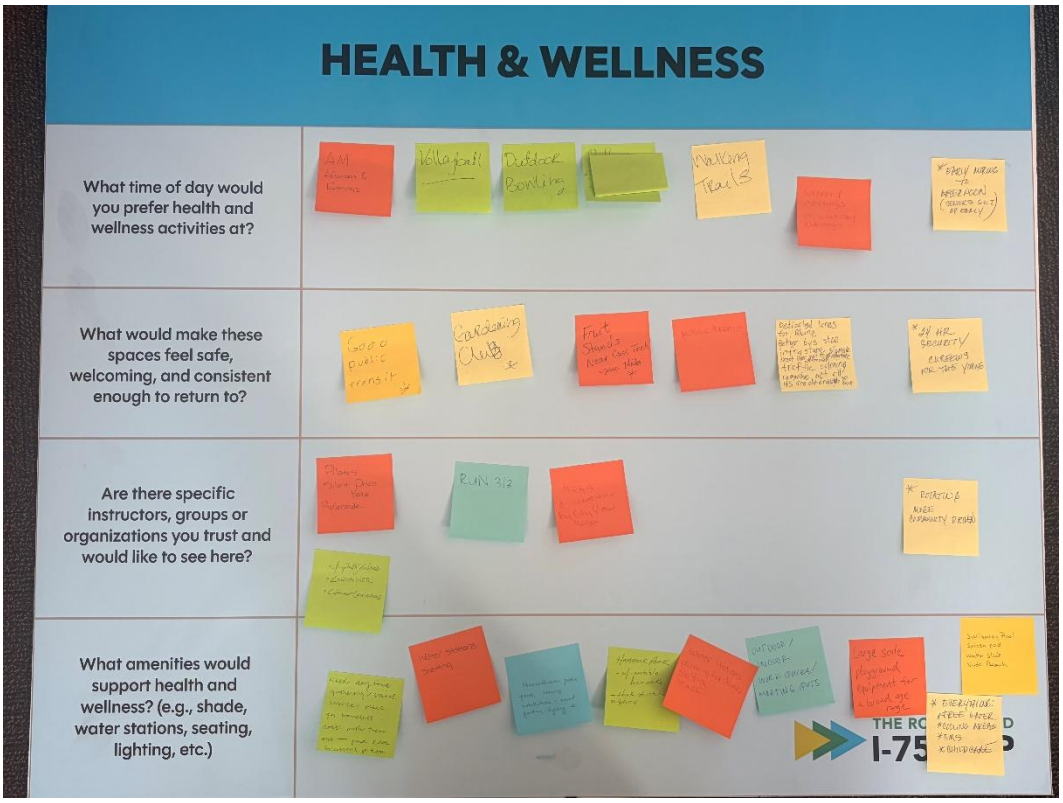
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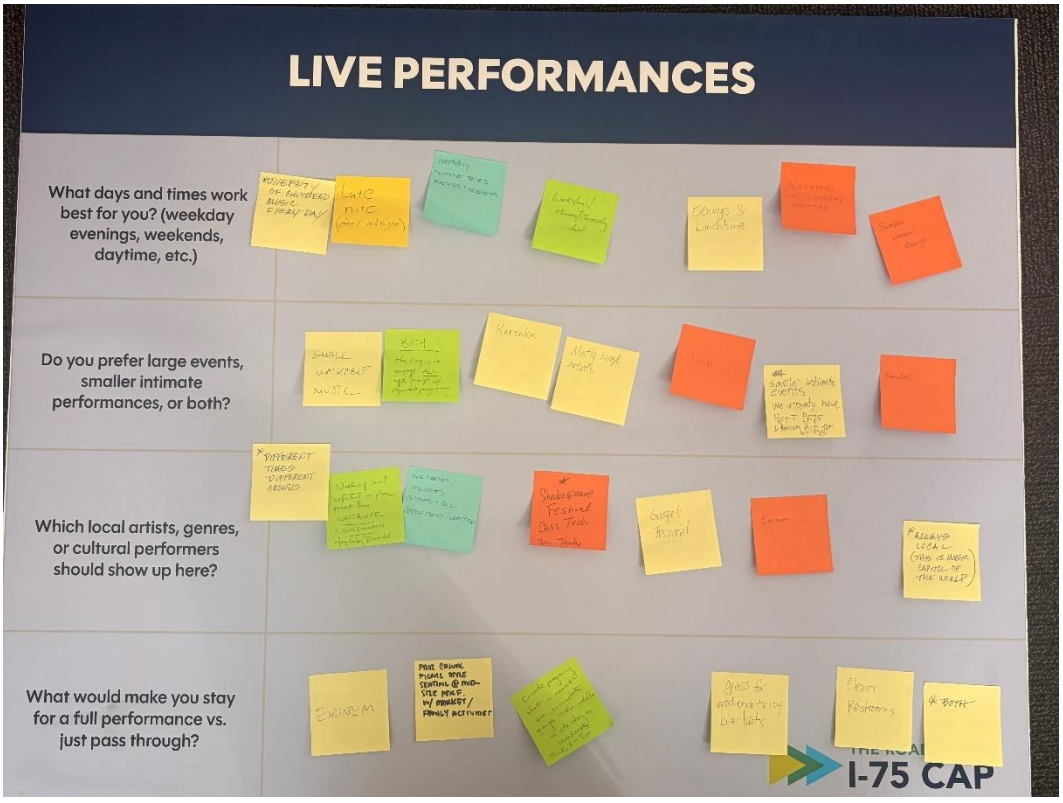


Arts and Culture Question Board Comments






HEALTH & WELLNESS
What time of day would you prefer health and wellness activities at?
What would make these spaces feel safe, welcoming, and consistent enough to return to?
Are there specific instructors, groups or organizations you trust and would like to see here?
What amenities would support health and wellness? (e.g., shade, water stations, seating, lighting, etc.)
Volleyball
Walking Track
RUN 3:2
I-75


LIVE PERFORMANCES
What days and times work best for you? (weekday evenings, weekends, daytime, etc.)
Do you prefer large events, smaller intimate performances, or both?
Which local artists, genres, or cultural performers should show up here?
What would make you stay for a full performance vs. just pass through?
Shakespeare Festival
Gospel Festival
Clean Restrooms
I-75 CAP

Public Survey Comments

Street Network and Cap Placement Survey

Street Network Scenario Comments

Cap/ Scenario	Category	Comment
Central Cap	General	The cap at Woodward is the most important. Because of the extraordinary costs to even one cap, the most benefits would come by pursuing the Woodward cap only
Central Cap	Bicycle/ Pedestrian	Would like to see pedestrian friendly walking and biking paths if possible. As well as restroom facilities and drinking water stations.
Central Cap	Bicycle/ Pedestrian	This should be the key connector to downtown and midtown. Focus on Woodward to John R, and Woodward to Cass.
Central Cap	Bicycle/ Pedestrian	There needs to more integration of bike lanes and are these bike lanes protected
Central Cap	Bicycle/ Pedestrian	Providing walking , Bicycle, benches, Food Plaza, landscaping
Central Cap	Bicycle/ Pedestrian	I would like to see the Central Cap solution that is the most ideal for both residents and pedestrians crossing the street on Park.
Central Cap	Bicycle/ Pedestrian	I love running in this area, running around the highways are very unpleasant. Pollutants and noise and bottlenecks as you run. I love the idea of caps and park space and trails and connection of the density of the sports distract. Thank you for this!
Central Cap	Bicycle/ Pedestrian	feed both stadiums and by extension the new and improved Greektown with Brush park and the medical district. The two zones around second avenue only seem to benefit the MGM casino as there is nothing around that area
Central Cap	Other	The parks built atop these caps should include a commemoration of the inventors, entrepreneurs, and workers who helped make Detroit into the Motor City. A statue, relief, or other artwork would be amazing.
Central Cap	Other	The entire stretch needs to be capped
Central Cap	Other	The Central Cap needs to extend Eastward towards John R. From Woodward...there are over 100 residents along the service drive that will be negatively impacted by louder sound & poor air quality if the current configuration remains in place.

Cap/ Scenario	Category	Comment
Central Cap	Other	The central cap needs to extend 2 to 300 feet east to provide access of the residential area in the Woodward and I 75 Service Drive area
Central Cap	Other	The central cap is something I've been dreaming of for years. Funding for projects like these always seem to dry up or require projects to decrease their original scale, so as long as the central cap gets done, I'm hugely appreciative.
Central Cap	Other	More freeway needs to be capped....the central cap should extend more east of Woodward than is being proposed, and the eastern cap should extend further west of John R than is proposed. Cover up the freeway as much as possible
Central Cap	Other	I like the overall concept for the cap and think the pedestrian and safety features look great. I like how this cap might be activated in the future.
Central Cap	Other	I believe this is the most critical cap due to its central location surrounding Woodward. This would be a huge step to making north of I-75 and south of I-75 along Woodward feel like a continuous neighborhood rather than two islands.
Central Cap	Safety	Ensuring that cars and pedestrians can coexist safely.
Central Cap	Safety, Traffic	Optimal design that best incorporates safety and moderate traffic flow.
Central Cap	Safety, Traffic	I would like for there to be no exit or on-ramps from the freeway to the service drives between the Area of the Lodge and I-75. This would allow for Park Avenue to reconnect. Traffic access to the service drives should only be at the far ends.
Central Cap	Safety, Traffic, Bicycle/ Pedestrian	What if we could do all of that but not worry about the cap part? If push comes to shove sure a cap would be good but the rest of this is good too and doesn't require as much.
East Cap	Bicycle/ Pedestrian	Would be great to see robust bicycle parking in this area that can be utilized for events.
East Cap	Bicycle/ Pedestrian	This should cover all of 75 to John R to connect Brush Park to Downtown
East Cap	Bicycle/ Pedestrian	This Cap should be constructed to facilitate the pedestrian traffic through a park like setting with paths and trails while between the se walkways there could be gardens of perennials. Why not plant them to facilitate the lifecycles of butterflies.

Cap/ Scenario	Category	Comment
East Cap	Bicycle/ Pedestrian	Prioritize safety for non-motorized travel rather than motor vehicle speed and convenience. Make it safe, quiet, and accessible.
East Cap	Other	If there's a lot of open space consider putting in a park with a central pond. There is not many water features of this sort in Detroit and would be a nice attraction from the usual grass park
East Cap	Other	I think the East Cap should be extended to cover the entire area between brush and John R
East Cap	Other	I really like the East Cap because there's no street going through it. One solid piece reduces the potential of being hit by a crazy driver.
East Cap	Other	East Cap should extend from John R to Woodward Central Cap.
East Cap	Parking	Increase parking options in close proximity to Q-Line
East Cap	Safety, Traffic, Bicycle/ Pedestrian	The East Cap should be Extended to cover more than just that section between Brush Street and John R. Right now walking down there is very hazardous as there are not many sidewalks and functioning pedestrian lights.
East Cap	Safety, Traffic, Bicycle/ Pedestrian, Other	The east cap should focus on traffic calming measures since John R and Brush streets primarily serve residential areas to north.
East Cap	Safety, Traffic, Bicycle/ Pedestrian, Parking	This is fantastic. Completes the sidewalk network in the area, green space, pickup/drop off at the Tigers parking garage and slows vehicle speeds with the road diets.
East Cap	Traffic	Taking the service drive next to my church (St. John's) down to two will slow access to my church on those days and back traffic up the length of the Service Drive.
East Cap	Traffic	Simply capping this section doesn't accomplish very much. It's so close to the interchange and even with a cap it will still be blocked off from the rest of downtown by a huge parking garage to the south. I can't imagine wanting to spend much time here
Second Closed	Bicycle/ Pedestrian	Second is redundant in this area. More space for people, not cars!
Second Closed	Bicycle/ Pedestrian	Prioritize people

Cap/ Scenario	Category	Comment
Second Closed	Bicycle/ Pedestrian	Love this concept. You cannot ride or walk Second Ave safely today. The idea of a Second Ave Greenway connecting to the river is great.
Second Closed	Bicycle/ Pedestrian	I think it makes sense to route Second Street traffic to Grand River north for a more orderly movement of traffic onto Grand River and creates more safety for pedestrians and non-motorized users. It eliminates a traffic conflict point at Second & Grand River.
Second Closed	Bicycle/ Pedestrian	I think extending the cap over Second Avenue improves pedestrian and cycling infrastructure and would be more aesthetically pleasing.
Second Closed	Bicycle/ Pedestrian	great move to close Second Avenue – it is absolutely superfluous and offering cars too many redundant options at the moment. right-angling Columbia into grand river is the most elegant. I recommend a bridge walkway between the cap sides
Second Closed	Bicycle/ Pedestrian	Closing Second Avenue to traffic is a great choice to get the most amount of value out of the west cap. Without it, the cap is too divided. I live down here and there is not enough traffic up second to justify keeping it open to traffic at that location.
Second Closed	Bicycle/ Pedestrian	As a resident who regularly cycles to Grand Circus via Grand River or Second Avenue to catch the D2A2 bus, I am ELATED to see protected bike lanes on Grand River and a two way cycle track on Second Avenue. It can be very dicey to bike through especially after event
Second Closed	Safety, Bicycle/ Pedestrian	Capping 75 near Cass Tech would provide a quieter and less polluted environment for the students and residents. Closing Second will made the road will slow down traffic near Cass Tech, making students, pedestrians and drivers safer.
Second Closed	Safety, Other	I think this reduction of lanes would decrease accident in the area and create a main thoroughfare on grand river emphasized to increase traffic and increase attraction and investment on the grand river area
Second Closed	Safety, Parking, Other	Closing Second Avenue looks like it would increase pedestrian safety and enhance usability of the space
Second Closed	Safety, Traffic, Bicycle/ Pedestrian	I would support a Second Avenue closure if the street grid north of the freeway was restored. Folks do need to access Cass Tech via Grand River, so if Second was closed, then Henry St and/or Ledyard St need to be reconnected to Grand River.

Cap/ Scenario	Category	Comment
Second Closed	Safety, Traffic, Bicycle/ Pedestrian	I vote for the West Cap with Second Avenue Closed. It would help the bottleneck in the morning with traffic turning left and blocking Grand River Avenue. It would also be safer for pedestrians in the morning having to cross that intersection for school.
Second Closed	Traffic	I like this design. I think you could even close 3rd from Grand River south to the EB service drive. We should not be building roads for every possible decision, but for the best use of space in our city.
Second Closed	Traffic, Bicycle/ Pedestrian	I am in favor of a closed Second Ave. At least currently, there is very little use for this small section of roadway.
Second Closed	Traffic, Bicycle/ Pedestrian	closing Second Avenue is the correct play. grand river is massively wide and cavernous and enough for all the ancillary traffic that might consolidate. this intersection is notoriously messy. closing some of the diagonals will help make this space more friendly
Second Closed	Safety, Bicycle/ Pedestrian	Second Avenue closed is a better option for safety, pedestrians and community engagement
Second One-Way	Other	I'm a daily cyclist for transportation. While I'm all in favor of cycling infrastructure and pedestrian only infrastructure, the second avenue closure seems the least practical and most of these cap models.
Second One-Way	Safety, Traffic, Bicycle/ Pedestrian, Other	Do not close Second Ave; Instead, close Third Ave. Until we are a transit-friendly city, we should keep the main street grid in-tact, while making it more pedestrian/cyclist friendly. I don't see logic behind closing Second Avenue and not considering Third.
Second One-Way	Traffic	No purpose in closing streets, unless density increases first in the area by allowing more mixed use buildings
Second One-Way	Bicycle/ Pedestrian	The goal of these caps is to undo the damage of car-centric sprawl that cut our communities apart. It is counter-intuitive to demolish a surviving, human-scaled street while trying to "reconnect" the area. We must preserve the connections we have left.
Second One-Way	Safety, Traffic	There seems to be the potential for a lot more traffic in that area, is there any motions in place to address potential safety concerns?
Second One-Way	Safety, Traffic,	I like this option better than closing Second Avenue completely. It would reduce traffic speeds, still allow

Cap/ Scenario	Category	Comment
	Bicycle/ Pedestrian	vehicular access to Cass Tech via Grand River, & create far more pedestrian and bike infrastructure.
Second Unspecified	Bicycle/ Pedestrian	Please PLEASE consider the start and end points of bicycle lanes. So often a lane will just abruptly end into a busy street, or start from a busy street. These transition zone end up extremely dangerous for folks on bikes and rivers alike.
Second Unspecified	Safety, Bicycle/ Pedestrian, Parking, Other	With this infrastructure, " You are here maps," need to be logistically placed as GPS only works so well in close proximity. And of course....garbage cans, garbage cans, garbage cans with benches.
Second Unspecified	Traffic	The road diet for Second and 75 should take into account that parent pick up and drop off traffic for cash technical high School utilize the service drive.
Second Unspecified	Bicycle/ Pedestrian	Please do not put the two-way bicycle track on the west side! Keep it on the east side if possible. It makes a lot more sense from a cycling perspective to have it on the east side.
Second Unspecified	Bicycle/ Pedestrian	It needs to be inviting to people to walk and use the space
Second Unspecified	Bicycle/ Pedestrian	Do not close the bike lanes up/down Second Ave

Central Cap Placement Comments

Which Central Cap placement option(s) would you support?	Please explain your selection below:
Option 1 - Shift East: Balance	Although the limited access to Park would impact traffic flow quite a bit, especially on game days, the first option is the most inclusive. Allowing for multiple events to happen at once and makes the most of the space. I hope part of the plan includes recreational areas like city bikes and historical markers. I also hope the "intimate seating" areas provide some shade and/or shelter. We need more trees downtown. As a lay person, it would be nice to have some definitions or examples of what things are like "raised buffet" or "road diet". It would help in making more informed decisions.
Option 1 - Shift East: Balance	Balance seems to be the best option.
Option 1 - Shift East: Balance	Build up Woodward avenue is important. I want the stadium district better connect through that bottleneck to the other stadiums and night life. Having the light rail in the middle and potentially easing walkability all around it is such a win for the area. It would be cool to stand on Woodward with minimal highway noise and pollution. Again as a runner it would make Woodward so pleasant for running and walking.
Option 1 - Shift East: Balance	east of ww is where people actually live. reward real Detroit residents, not just suburban stadium-goers, and we'll have the makings of a good place.
Option 1 - Shift East: Balance	Good balance between the 2
Option 1 - Shift East: Balance	Having two separate event lawns provides more flexibility and therefore usability for the spaces.
Option 1 - Shift East: Balance	I believe this would make Woodward feel much less industrial and provide the broadest connection of the district Detroit and brush park
Option 1 - Shift East: Balance	I like that there's more room on the east side. It'll help on baseball/football game days. People will like it as a hangout spot.
Option 1 - Shift East: Balance	I like the balance better, and it seems like it would help buffer freeway noise when walking on Woodward.
Option 1 - Shift East: Balance	I like the balance between both sides. It gives a nice chance to have gatherings on either side, especially for events at any of the large venues, so possibly one wouldn't need to cross Woodward to go to the west side to go to anything.

Which Central Cap placement option(s) would you support?	Please explain your selection below:
Option 1 - Shift East: Balance	I like the benefits of options 2 and 3, but I think it is important to place the cap in a way to maximize access and benefits for the growing residential blocks east of Woodward.
Option 1 - Shift East: Balance	I like the Open Lawn space on both sides of Woodward.
Option 1 - Shift East: Balance	I like the shift east but why not do the shift west also? Have a big eastern side and a big western side.
Option 1 - Shift East: Balance	I like the substantial sound buffer, I believe sound buffering to hide the freeway is important. Brush Park is a popular residential area, it should be protected from freeways. I also like that the cap has a decent size and lawn area on both sides of Woodward. This option seems to hide the freeways the most, that is key.
Option 1 - Shift East: Balance	I like to have the opportunity to host two different and completely different events on either side of the planned park. How are you addressing Woodward Ave? This only works if you have people going back and forth and with 6 lanes of traffic and tram; it is safer, faster and easier if there is a bridge from the church across to the opposite side right in front of LCA/google plaza
Option 1 - Shift East: Balance	I love the idea of the green space! With the adjacent freeway and so many main streets, I prefer the idea of string sound buffers. Years ago, I frequented the (albeit smaller!) green space in New Center for movies, plays, and lunch—it was rough with the street sounds. For larger outdoor space, people could head further downtown. In think this works well for that liminal space btw midtown/downtown.
Option 1 - Shift East: Balance	I think having greenery on both sides would be a nice touch. I don't particularly like the idea of having one large event lawn - we have so many "blank canvas spaces" for events, and I would love to see more permanent fixtures. My hope is that the "lawns" are landscaped with trees and other shade bearing plants - I also don't think we need more flat lawn space in this city.
Option 1 - Shift East: Balance	I think it's important to have usable space on both sides of Woodward, for both aesthetic and functional purposes.
Option 1 - Shift East: Balance	I think the moderate approach in balancing the sound buffer on both sides makes the most sense. I like how it reduces the freeway presence for pedestrians on either side of Woodward.
Option 1 - Shift East: Balance	I think the priority for this cap should be for framing and beautifying Woodward as Detroit's main street. Reducing the visibility, noise, and pollution of the concrete canyon that carves through it is paramount.
Option 1 - Shift East: Balance	I think the shift East provides a solid balance on both sides with having event space more evenly placed on each side of Woodward.

Which Central Cap placement option(s) would you support?	Please explain your selection below:
	Provides more space closer to Comerica Park, not just Little Caesars Arena.
Option 1 - Shift East: Balance	I think this would balance the approach and give more versatility to the park
Option 1 - Shift East: Balance	It is much easier to connect with Woodward than Park Ave and the Sound buffer is needed more on the east than west side
Option 1 - Shift East: Balance	Larger cap presence east of Woodward to serve growing residential population. Also to increase sound buffer for residents. There is nothing west of Woodward to enhance. A large empty lot on the north side of a future hotel I'm not holding my breath for. And a parking garage. On the south side just a large parking garage and future mixed use that will never happen in our lifetimes.
Option 1 - Shift East: Balance	Less noise for my church. Other options make it worse by having it open the noise and pollution next to are mini story center to the back, or in the middle if the church itself
Option 1 - Shift East: Balance	Most coverage around Woodward, the central pedestrian corridor.
Option 1 - Shift East: Balance	Option 1 because Woodward has the most pedestrian traffic so ideally when crossing I-75 you should be able to look both East and West not noticing that there is a freeway underneath. Option 1 seems to distribute the land more evenly. There really isn't a point trying to connect Park Avenue since the only thing that would be connected are parking garages.
Option 1 - Shift East: Balance	People walking down Woodward should not know they are walking over a freeway. There should be a park like setting on each side of the freeway. Events are fine in these parks. Also, there are over 100 residents that currently live along the service drive that will benefit from less sound & air pollution. A shift further west could be detrimental to their health & would most likely be louder than it is already.
Option 1 - Shift East: Balance	reward residents on the east, not suburban Ilitch patrons on the west
Option 1 - Shift East: Balance	Shift East all day. There are residents on the east side, not so much the west side, and they deserve the cap to be of value to them. Park Ave does not need to be considered as much as the active living breathing neighborhood in brush park. open some pedestrian ways on the east side so the condo owners on the service drive can make use of the cap. there is plenty left on the west side for arena-goers, and frankly until Olympia actually does something with their land holdings, the west side of downtown should not be prioritized or

Which Central Cap placement option(s) would you support?	Please explain your selection below:
	Olympia rewarded with value-adding public amenities when there are residents in brush park actually paying taxes and contributing to the urban fabric that a project like this should reward.
Option 1 - Shift East: Balance	The balance offers the best noise reduction for Woodward while still offering a lot of green space on each side of Woodward.
Option 1 - Shift East: Balance	The Brush Park neighborhood should not be forgotten with this project, and SURELY, the Ilitch Family should not be its biggest benefactor of this project. With the Shift West and the Central options, this would be the case. My belief is that, in the long term, some ramp replacements and realignments could be made to make Park Avenue a through-running street, and then the central cap could be extended to it. If the Ilitch Family wants to pay for that, then gladly let them! Otherwise, local residents and the church should see just as much benefit as the Ilitch's private developments.
Option 1 - Shift East: Balance	The large open space is inviting and relaxing with possible small venue concerts or plays.
Option 1 - Shift East: Balance	The positive impact on residents will be greater with a shift east than if the cap were further west (surrounded by parking garages to the north and south).
Option 1 - Shift East: Balance	The Woodward crossing is the most visible. It is the primary access way connecting people north / south between these zones. Today, it is terribly loud and does not give a good impression to visitors and all who pass by using this bridge. To me, this should be the largest cap of all the caps being discussed. My first preference would be for the cap on the east side of Woodward to extend all the way to John R. If that isn't feasible, my suggestion would be to turn these configurations 180 degrees: place the larger section of the cap between Woodward and John R, with the smaller cap section on the west side of Woodward.
Option 1 - Shift East: Balance	There are two very large arenas on east side of Woodward, and these will be generating/requiring significant pedestrian access = activity. Therefore it seems logical to expand the cap as far eastward as possible.
Option 1 - Shift East: Balance	This design functions best for the space.

Which Central Cap placement option(s) would you support?	Please explain your selection below:
Option 1 - Shift East: Balance	This option best allows freeway access to downtown while capping the freeway
Option 1 - Shift East: Balance	To provide more access from the residential area north of the central cap also provide a sound barrier for the residential area north of the central cap
Option 1 - Shift East: Balance	Woodward Ave is the priority for this cap. I'd want to be as removed from the highway in both directions as possible. Being able to walk/bike/QLINE/bus along this route without the chaos of the highway is going to be incredible. Between this potential green space + the recently completed Centennial Park, I'm so proud of what Detroit is becoming. I've lived in both Capitol Park + Midtown, and having Woodward as a calmed traffic thoroughfare through the best of what the city has to offer is so important to me, personally.
Option 2 - Central: Focus	Balance. If Park Ave can't have direct path (as in past) just balance
Option 2 - Central: Focus	Central Focus provides maximum efficient traffic flow, easier integration with venues and seems to satisfy walkers, bicyclers and drivers. In my opinion, it's aesthetics are much more appealing.
Option 2 - Central: Focus	Combine them all, create a much larger cap that extends the maximum limits and get the additional funding from DC, this project will have huge cost overruns anyways, a couple extra billion will completely cap the freeway properly
Option 2 - Central: Focus	Eliminating the presence of feelings so close to the freeway giving it a more secure and scenic presence.
Option 2 - Central: Focus	feng shui
Option 2 - Central: Focus	Fewest cons, brings focus to Woodward which is the main thoroughfare anyway. Expanded access to other areas can be assessed and adjusted later.
Option 2 - Central: Focus	Good sound buffer on both sides, satisfactory close connections at Park Ave, freeway presence diminished along Woodward Ave, centered design
Option 2 - Central: Focus	Having space on the east side is worth being slightly disconnected from park street.
Option 2 - Central: Focus	I believe that by having this central event space in the area of the arenas and entertainment venues will allow an opportunity for

Which Central Cap placement option(s) would you support?	Please explain your selection below:
	patrons to gather after various events and allow time for vehicular traffic to dissipate and potentially cause less congestion.
Option 2 - Central: Focus	I like the main event space being more central and the east side space being smaller but not too small to be pointless. Also I like the intimate seating being along the high traffic walking path of Woodward as an easy rest stop or meet-u place for groups.
Option 2 - Central: Focus	I like the move that makes it closer to residents in people in Brush Park and near east side.
Option 2 - Central: Focus	I love how Woodward Avenue is the focal point of the park space. This is Detroit's main thoroughfare and it could benefit from having a more pedestrian friendly vibe with lawn space for events and leisure. Please implement this! Detroit needs it!
Option 2 - Central: Focus	I think it would be good to have a large event space while still maintaining a good sound buffer on both sides.
Option 2 - Central: Focus	I think the central focus is a good option because I think people will be fine with the narrow access path for a better central design.
Option 2 - Central: Focus	I think the sound buffers on both sides of Woodward are important. The Option 2 offers some Park Avenue access which is good, I don't think full access is worth losing the east sound buffer.
Option 2 - Central: Focus	I think Woodward will be were most people are going through so it is important to have something on both sides of Woodward - and I like the idea of having a slightly larger park with near access to park avenue then small parks split by Woodward
Option 2 - Central: Focus	I'm in favor of the Central placement option! I don't think we need the two 700+ spaces (like the "shift east" option presents) and I think the alignment in line with the future hotel property is fantastic. With places like Grand Circus and Beacon Park nearby, I think the 2000/400 space split makes a lot of sense. We live/work/play downtown and downtown adjacent, and walk to LCA for games often. the Central alignment opens up the space and walkability in a fantastic way and really makes it feel like the communities are connected instead of divided by I-75. Well done!
Option 2 - Central: Focus	I'm not a huge fan of Option 3 because it almost makes the east edge "dead space". If there isn't much going on there, people might not go there, and the cap loses its purpose. I kind of like Option 1 too, but the open lawn is very small and I don't see a point in there being an open lawn at all on the smaller side of there is a huge open lawn on the west side already.
Option 2 - Central: Focus	It provides more activities on both sides, without having multitudes crossing Woodward Ave

Which Central Cap placement option(s) would you support?	Please explain your selection below:
Option 2 - Central: Focus	It provides the best balance of all the options. Better to support programming on each side, and will create more connectivity from the Woodward corridor walking from downtown
Option 2 - Central: Focus	Keep the focus on Woodward Centrally as the key as that is where people are crossing over! That is the heart of Detroit and will be remembered for how crossing off ON Woodward looks!
Option 2 - Central: Focus	Like the accessibility / walking to other activities on Woodward & Cass
Option 2 - Central: Focus	Long enough on the west side to closely follow the new hotel and east side still has some significant space too.
Option 2 - Central: Focus	Makes both sides of Woodward quieter while still giving the west side a decent size park
Option 2 - Central: Focus	Maximizing sound buffer.
Option 2 - Central: Focus	Mire open space and protection.
Option 2 - Central: Focus	Moderate sound dampening is ok. A closer walk from Park Avenue this way. Second place is option 1 for me I don't like option 3.
Option 2 - Central: Focus	need walking path to LCA
Option 2 - Central: Focus	None of your graphic links are working, but according to your pros and cons, the Focus option seems to offer a balance of public spaces and sound buffering. I also want to say that we need small kiosks that can be reserved by small entrepreneurs, and room for food to be sold - so it becomes a truly vibrant place where people of all ages will want to visit every day.
Option 2 - Central: Focus	Option 2 provides a balance of sound buffer for both sides while still balancing the amount of space on each side. It also seems that Option 2 maximizes total event capacity, which I like. Option 3 limits space on the east side, which could potentially cause the area to not be utilized. Option 2 is my favorite.
Option 2 - Central: Focus	Option 2 seems balanced.
Option 2 - Central: Focus	Please just cap the whole thing. The noise will still be unbearable with Multiple caps
Option 2 - Central: Focus	The layout is simpler

Which Central Cap placement option(s) would you support?	Please explain your selection below:
Option 2 - Central: Focus	While I'd prefer greater connection on park avenue, limiting the freeway buffer on the east side diminishes the potential for the project to feel park-like. So the central option seems like the best balance. If one side were to only have seating or a small space that wasn't suitable for programming, that's fine with me. programming is not the primary purpose of freeway caps.
Option 3 - Shift West: Maximize	Consolidates most of the space on one cap rather than splitting directly in half at Woodward, the connection to Park Ave, and placing the cap mostly on the west side of Woodward could prompt the Ilitch's to develop some of their parking lots, which are currently useless and embarrassing.
Option 3 - Shift West: Maximize	COVER THE WHOLE FREEWAY
Option 3 - Shift West: Maximize	I believe extending the cap would be more beneficial because it would give more opportunities for growth and walkability and cut down on the noise the freeway generates. It is currently not the best area to walk down, due to noise and vehicle traffic.
Option 3 - Shift West: Maximize	I like options 2 and 3 the most, as it would create the most space in the area people spend the most time in, which is LCA, the future hotel, Chevy Plaza, and with connections to Park Ave. The Park Ave connection is critical to me, as it would provide another access point from downtown to LCA, especially with the UMCI opening soon. Right now, too many people are herded onto Woodward. Creating more space toward Park is most important, and option 3 also creates more space along Woodward.
Option 3 - Shift West: Maximize	I think have full frontage on the hotel property is nice and provides greater flow to and from the arena where people can cut through or spend time in the park before heading downtown. There is also no need for several event lawns, as I have my doubts about the level of programming there will actually be. In small parks it is better to have organized seating areas and shaded places to rest than event spaces. Turn these into lush landscapes where people will want to be all of the time, not just when activated.
Option 3 - Shift West: Maximize	I think having more space to hang out around LCA is the best feature of these caps, not sure it's worth preserving much of the east of Woodward space
Option 3 - Shift West: Maximize	I think the focus should be on having single event space rather than two in one area.

Which Central Cap placement option(s) would you support?	Please explain your selection below:
Option 3 - Shift West: Maximize	I want as much capped as possible
Option 3 - Shift West: Maximize	I'd rather maximize a single large space for gatherings than split into two potential spaces.
Option 3 - Shift West: Maximize	It looks better.
Option 3 - Shift West: Maximize	Make one side better, rather than focusing on 2 smaller facilities
Option 3 - Shift West: Maximize	More useful space here adjacent to the active spaces on the west side of Woodward on both sides of expressway (arena and hotel on one side and theaters and restaurants on other side). No public benefit to such an expensive highway buffer for homes and a church on the east. I would encourage a more active and attractive use for the expansive cap area than the gathering space proposed. See Bellevue Washington caps or Boston. Or even Oak Park, MI.
Option 3 - Shift West: Maximize	Nice to have green space on both sides of Woodward
Option 3 - Shift West: Maximize	Not ambitious enough, need to cover a much bigger stretch. Sell the land to developers, get residential buildings, commercial buildings, commerce all over 1st floor, add parks. I This is "free" land, utilize it and have developers pay for it. Make it walkable, ban all parking on ground floor (Detroit has too much parking, if needed add multi floor parking), add grocery stores This would be the transformational for Detroit and change downtown to an actual city and not only a suburb feel.
Option 3 - Shift West: Maximize	Option #3 minimizes east of Woodward cap. This eastward cap has the same entry/exit points in all options, therefore use the option that maximizes walking lanes to available intersections (Park Ave)
Option 3 - Shift West: Maximize	People having options to walk from Park Avenue downtown and that connectivity has more importance to me of anything that could be provided there.
Option 3 - Shift West: Maximize	Please stand at Woodward at this intersection and try to hold a conversation. I used to live right next to the Oak Park cap, it was only nice because it was huge and surrounded by trees you could forget you were next to a highway. The largest (is it 1000 or 800 ft?) maximum cap is the one that will be most enjoyable because for a

Which Central Cap placement option(s) would you support?	Please explain your selection below:
	moment you might be able to forget how much MDOT prioritizes cars over human beings.
Option 3 - Shift West: Maximize	The goal should be to maximize and cover the freeway as much as possible. The it would improve the quality of life of residents due to less road noise and less pollution.
Option 3 - Shift West: Maximize	Woodward is a wide street for pedestrians, strollers, wheelchairs, etc. to safely cross. A road diet would be helpful. The "Maximize" option creates the greatest usable space
Option 1 (Shift East) and Option 2 (Central)	Critical to have enough cap on East side to block highway sight lines and noise when walking down Woodward.
Option 1 (Shift East) and Option 2 (Central)	I like the increased buffering in the first two plans
Option 1 (Shift East) and Option 2 (Central)	More space but maintains visual balance
Option 1 (Shift East) and Option 2 (Central)	The Maximize option would not provide an adequate sound and environmental buffer to Brush Park, which is a densely populated area. The Balance option allows for two separate events to occur and would be the preferred option to actually maximize use.
Option 1 (Shift East) and Option 3 (Shift West)	I think this is the ideal option because it increases safety and accessibility most by creating the most open space and increase of pedestrian landscape. I think diminishing on Woodward is positive because it means there will be safer crossing to and from events downtown that will require less police force traffic direction. The ease of travel in both directions and streets should be prioritized and expanded to cover as much highway as possible.
Option 1 (Shift East) and Option 3 (Shift West)	I would prefer combining options 1 and 3 because I think the caps should be as large as possible! From option 1 I would take the area east of Woodward and combine it with the area west of Woodward to make the largest area possible. But if I had to choose just one option, I would choose option 3.
Option 2 (Central) and Option 3 (Shift West)	Having a moderate sound buffer to enhance the experience of being at the park, while still maintaining close connections to Park Avenue (where there is a future hotel planned) seems to make the most sense. I also like the idea of option 3, which provides full connection to Park Avenue

Which Central Cap placement option(s) would you support?	Please explain your selection below:
Option 2 (Central) and Option 3 (Shift West)	I feel the connection to Park Avenue is important. While the eastern side of Woodward has see much development in the brus park neighborhood the west side has lagged behind. I think this connection can help activate the LCA plaza and also catch people walking/biking on Cass into the CBD.
Option 2 (Central) and Option 3 (Shift West)	I think we need to maintain connection to Park
Option 2 (Central) and Option 3 (Shift West)	The larger single space is better for community engagement. The larger the space not divided by a road will make for a more appealing area to interact and spend time in.
Option 1, Option 2, and Option 3	Biggest concern is how bicyclists get to these spaces given the one-way service drives.
Option 1, Option 2, and Option 3	Cap it all, will be a net benefit in the future
Option 1, Option 2, and Option 3	I personally think some of the narrow ramps onto i75 from downtown should be removed. It's unsafe when merging and it's also causing design constraints to the cap.
Option 1, Option 2, and Option 3	My greatest hope is for traffic studies and planning could result in confirming there is no need to maintain any freeway ramps through the study area and that the existing ramps can be removed. The east-west service drives should begin and end at the Loge and Chrysler Freeways. Modify the service drives to properly circulate traffic through the downtown grid. The more connections of streets across the freeway the better and top on my list is Park Avenue. Keeping the existing freeway ramps prioritizes high speed traffic transitions over a more pedestrian friendly environment. The service drives should be able to adequately handle the anticipated high volumes of traffic through their corridors and “ramp back” to the freeway lanes outside of what has the capability of becoming an extremely successful city building project.
Option 1, Option 2, and Option 3	Provide all the green space possible and cover the freeways. Reconnect the land that was separated as a result of highway expansion

Public Space Programming Survey

This report is filtered
Only show: ((((#13 Question "**Please provide us with your zip code.**" is exactly equal to "48206" OR #13 Question "**Please provide us with your zip code.**" is exactly equal to "48208") OR #13 Question "**Please provide us with your zip code.**" is exactly equal to "48202") OR #13 Question "**Please provide us with your zip code.**" is exactly equal to "48211") OR #13 Question "**Please provide us with your zip code.**" is exactly equal to "48201")

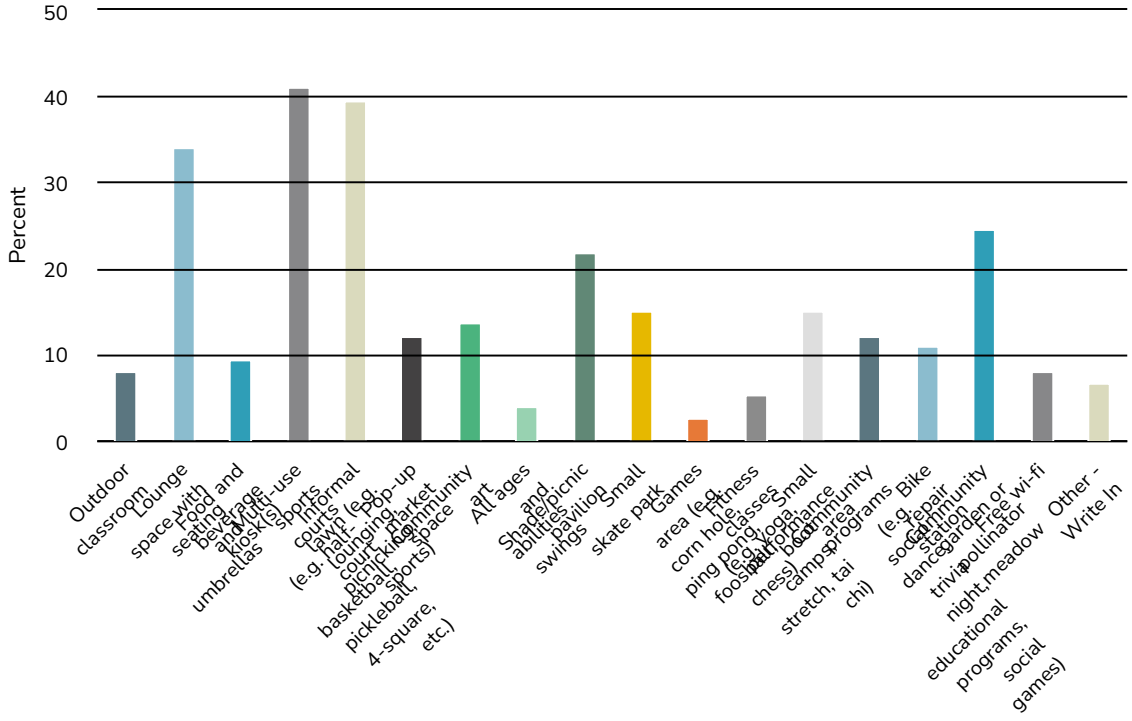
Report for Downtown Detroit Partnership I-75 Cap Project - The Road Ahead

Response Counts

Completion Rate:	**100%**		
	Complete		73

Totals: 73

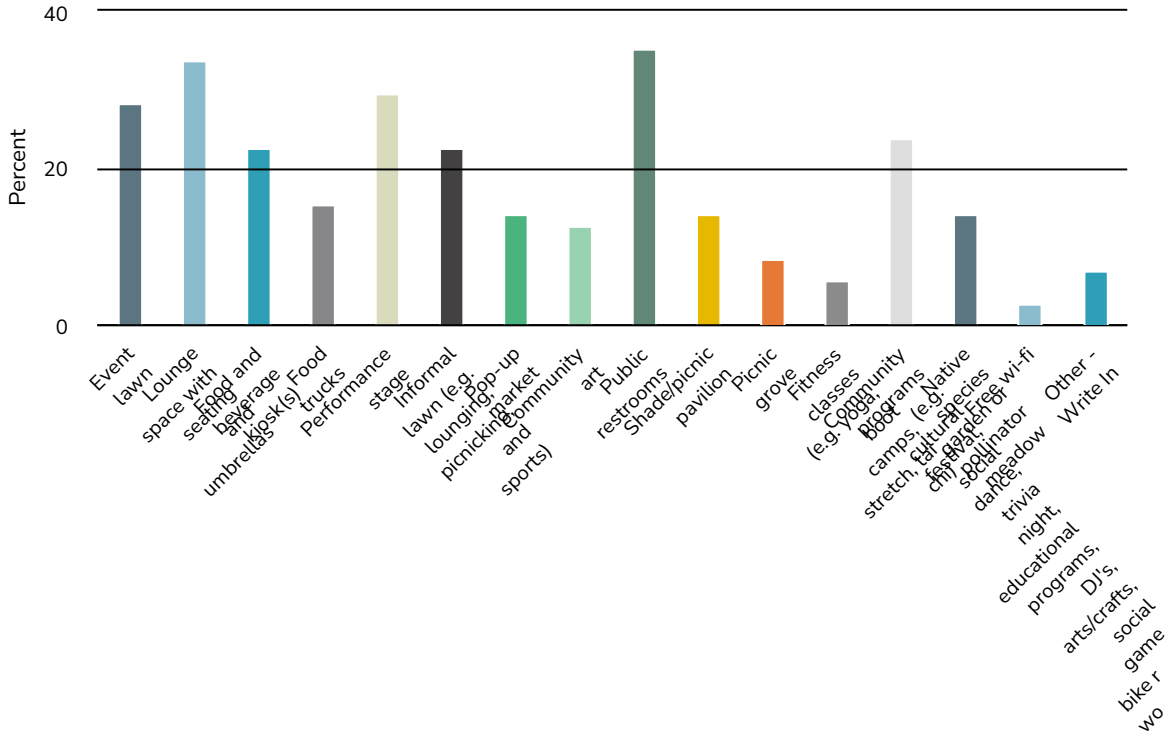
1. The West Cap Park is envisioned as an active daily pocket park. A safe and active neighborhood space for students to stop by after class, congregants to enjoy after service, and nearby workers to take a stroll after work—featuring safe biking and walking paths, potential sports courts, vending, pop-up retail, food and beverage kiosks, and casual seating areas. What program, space or amenity do you think is the most important for the West Park cap? Select up to 3.



Value	Percent	Responses
Outdoor classroom	8.2%	6
Lounge space with seating and umbrellas	34.2%	25
Food and beverage kiosk(s)	9.6%	7
Multi-use sports courts (e.g. half-court basketball, pickleball, 4-square, etc.)	41.1%	30
Informal lawn (e.g. lounging, picnicking, sports)	39.7%	29
Pop-up market space	12.3%	9
Community art	13.7%	10
All ages and abilities swings	4.1%	3
Shade/picnic pavilion	21.9%	16
Small skate park	15.1%	11
Games area (e.g. corn hole, ping pong, foosball, chess)	2.7%	2
Fitness classes (e.g. yoga, boot camps, stretch, tai chi)	5.5%	4
Small performance area	15.1%	11
Community programs (e.g. social dance, trivia night, educational programs, social games)	12.3%	9
Bike repair station	11.0%	8
Community garden or pollinator meadow	24.7%	18
Free wi-fi	8.2%	6
Other - Write In	6.8%	5

Other - Write In	Count
Buildings to continue the street wall and connect downtown to midtown	1
Affordable housing to replace Black Bottom	1
I don't see this spot as important. Cass Tech already has a lovely park adjacent to the north of it's campus. Funds would be better spent elsewhere.	1
Move it one block east.	1
Planting in containers that can be moved by forklift, Chases in concrete for drip irrigation cables electricity	1
Totals	5

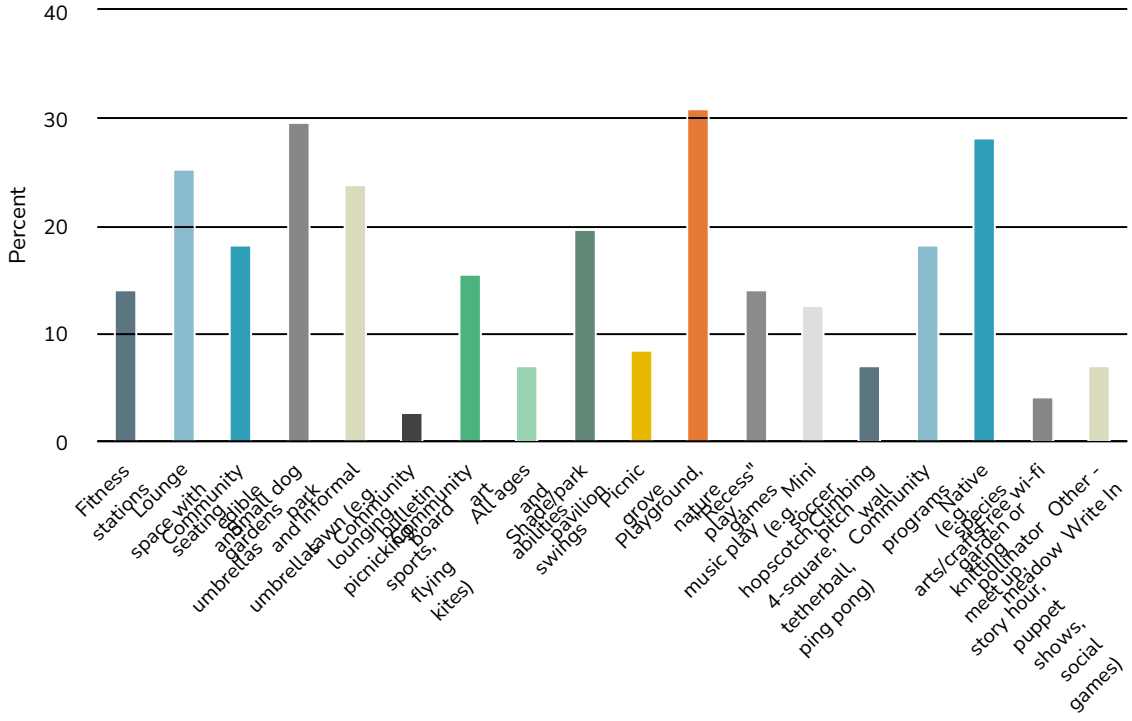
2. The Central Cap is envisioned as a vibrant hub for the broader Detroit community—an iconic destination that fosters celebration, connection, and cultural expression within the city's entertainment district. Serving as a monumental gateway, it will welcome Detroiters and visitors alike to Midtown and Downtown. At its heart, expansive gathering spaces could host events and occasions, creating a dynamic setting for citywide celebrations and everyday experiences. What program, space or amenity do you think is the most important for the Central Park cap? Select up to 3.



Value	Percent	Responses
Event lawn	28.2%	20
Lounge space with seating and umbrellas	33.8%	24
Food and beverage kiosk(s)	22.5%	16
Food trucks	15.5%	11
Performance stage	29.6%	21
Informal lawn (e.g. lounging, picnicking, and sports)	22.5%	16
Pop-up market	14.1%	10
Community art	12.7%	9
Public restrooms	35.2%	25
Shade/picnic pavilion	14.1%	10
Picnic grove	8.5%	6
Fitness classes (e.g. yoga, boot camps, stretch, tai chi)	5.6%	4
Community programs (e.g. cultural festival, social dance, trivia night, educational programs, DJ's, arts/crafts, social games, bike repair workshop)	23.9%	17
Native species garden or pollinator meadow	14.1%	10
Free wi-fi	2.8%	2
Other - Write In	7.0%	5

Other - Write In	Count
Buildings to continue the street wall and connect downtown to midtown	1
Affordable housing to replace Black Bottom	1
Larger park space	1
Tell Ilitches to start building the hotel along this strip.	1
quality turf like ford field keep water off caps	1
Totals	5

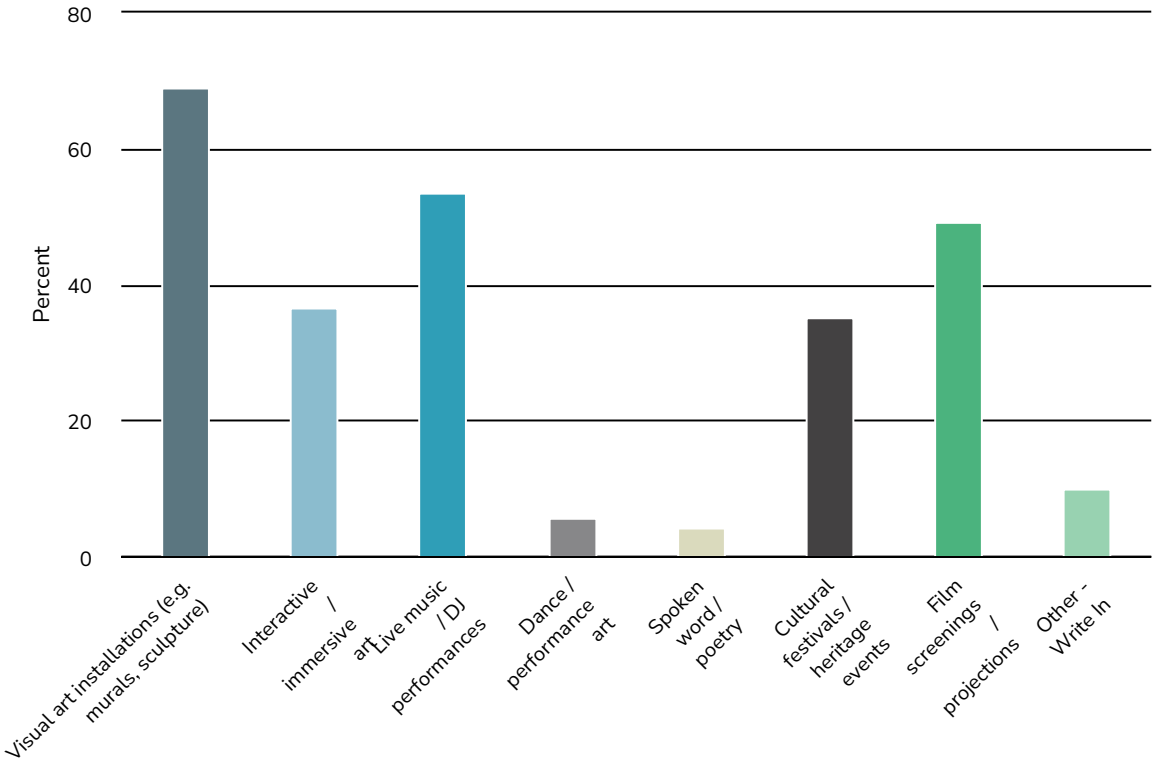
3. The East Cap is envisioned as a family-oriented neighborhood gathering space that fosters community celebration and everyday engagement. It offers access to nature, inclusive family spaces, and flexible areas for smaller-scale community events and daily activities for nearby residents. What program, space or amenity do you think is the most important for the East Park cap? Select up to 3.



Value	Percent	Responses
Fitness stations	14.1%	10
Lounge space with seating and umbrellas	25.4%	18
Community edible gardens and umbrellas	18.3%	13
Small dog park	29.6%	21
Informal lawn (e.g. lounging, picnicking, sports, flying kites)	23.9%	17
Community bulletin board	2.8%	2
Community art	15.5%	11
All ages and abilities swings	7.0%	5
Shade/park pavilion	19.7%	14
Picnic grove	8.5%	6
Playground, nature play, music play	31.0%	22
"Recess" games (e.g. hopscotch, 4-square, tetherball, ping pong)	14.1%	10
Mini soccer pitch	12.7%	9
Climbing wall	7.0%	5
Community programs (e.g. arts/crafts, knitting meet up, story hour, puppet shows, social games)	18.3%	13
Native species garden or pollinator meadow	28.2%	20
Free wi-fi	4.2%	3
Other - Write In	7.0%	5

Other - Write In	Count
Buildings to continue the street wall and connect downtown to midtown	1
Affordable housing to replace Black Bottom	1
Large dog park	1
Move this cap one block west.	1
Pocket Forest or nature path	1
Totals	5

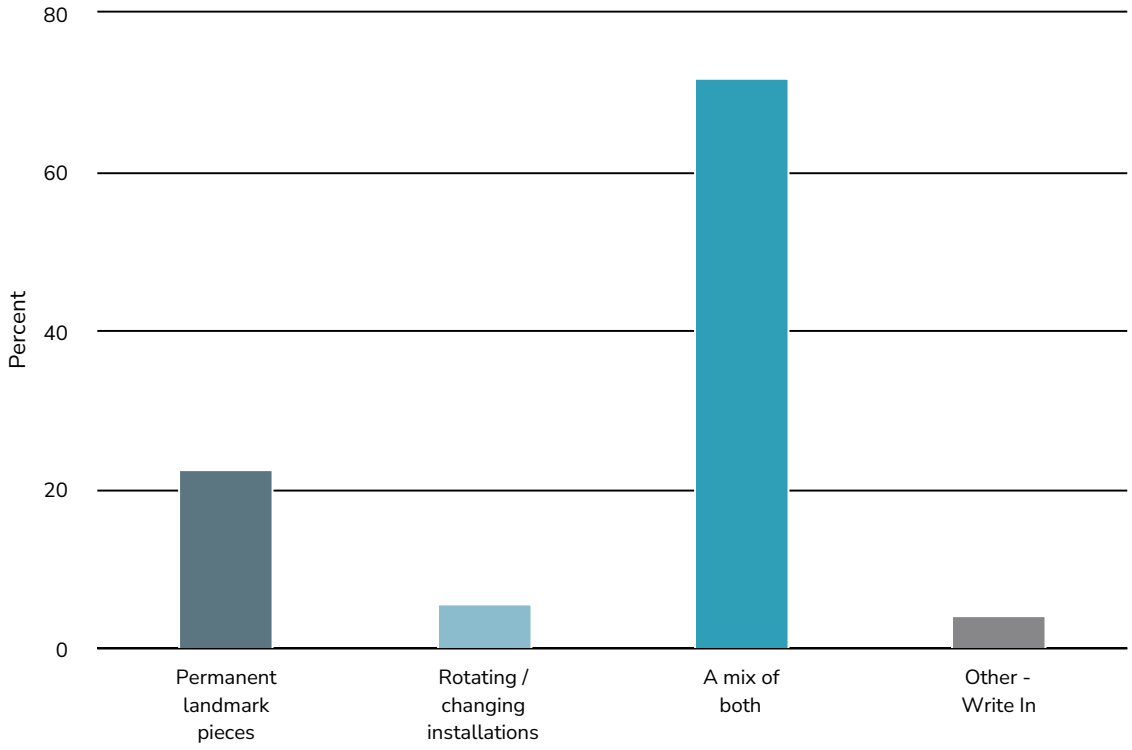
4. What types of arts and cultural experiences would you most want to engage with? (Select up to 3)



Value	Percent	Responses
Visual art installations (e.g. murals, sculpture)	69.0%	49
Interactive / immersive art	36.6%	26
Live music / DJ performances	53.5%	38
Dance / performance art	5.6%	4
Spoken word / poetry	4.2%	3
Cultural festivals / heritage events	35.2%	25
Film screenings / projections	49.3%	35
Other - Write In	9.9%	7

Other - Write In	Count
3D walkthrough of historic Black Bottom neighborhood (Vernor)	1
Affordable housing to replace Black Bottom	1
None of the above. We don't need our parks programmed for tourists	1
Photo booth	1
This proposal makes for more pleasant connection between adjacent Ilitch-owned entertainment venues. Let's have them pay for it with the proceeds of these venues.	1
Would like to see some water features and art-like fountains similar to the McNamara terminal fountain	1
multi-functional art (art that also acts as bench)	1
Totals	7

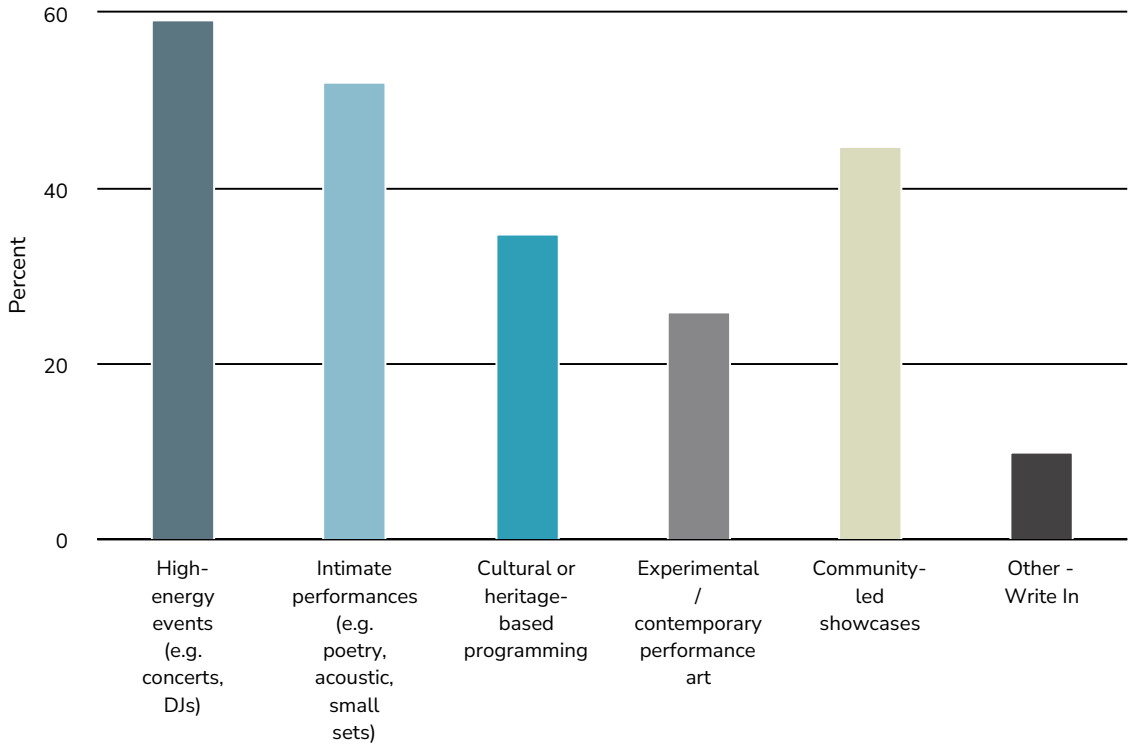
5. What type of art experience do you prefer?



Value	Percent	Responses
Permanent landmark pieces	22.5%	16
Rotating / changing installations	5.6%	4
A mix of both	71.8%	51
Other - Write In	4.2%	3

Other - Write In	Count
Affordable housing to replace Black Bottom	1
None of the above. We don't need our parks programmed for tourists	1
Photo station detroit welcome to midtown with old English D	1
Totals	3

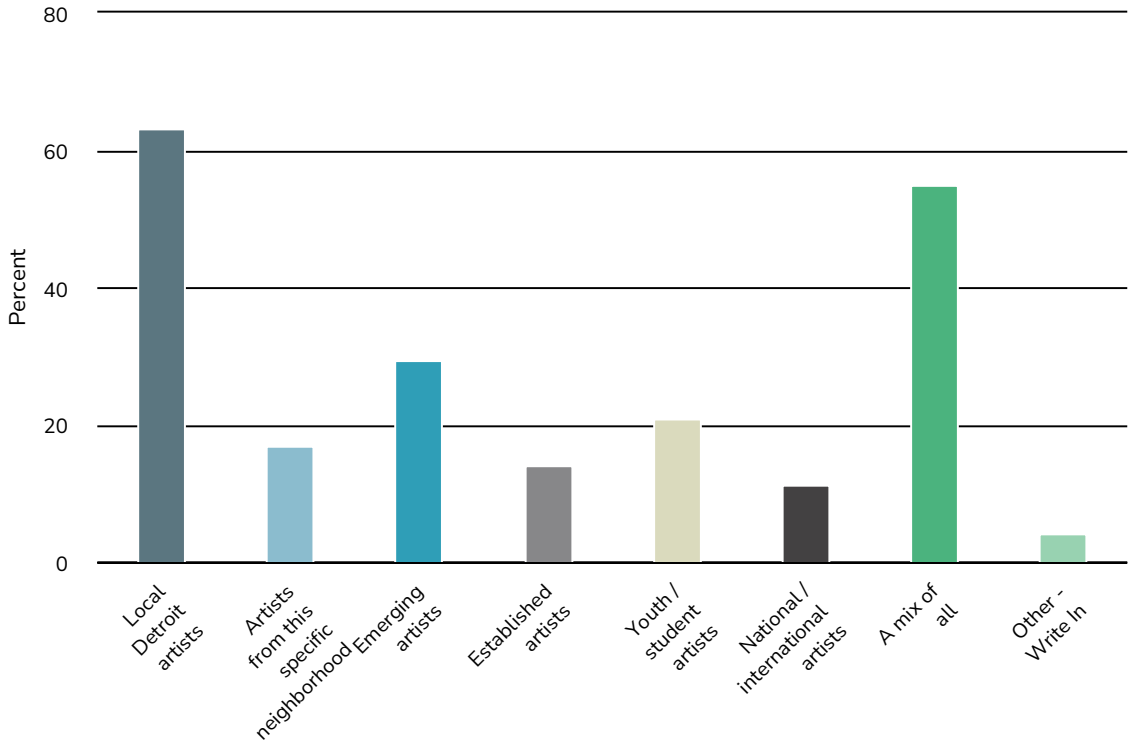
6. What kind of performances would make you stay and fully engage? (Select up to 3)



Value	Percent	Responses
High-energy events (e.g. concerts, DJs)	59.4%	41
Intimate performances (e.g. poetry, acoustic, small sets)	52.2%	36
Cultural or heritage-based programming	34.8%	24
Experimental / contemporary performance art	26.1%	18
Community-led showcases	44.9%	31
Other - Write In	10.1%	7

Other - Write In	Count
Affordable housing to replace Black Bottom	1
All of these should be on rotation	1
Live Theater	1
None of the above. We don't need our parks programmed for tourists	1
Shakespeare / Opera	1
There is insufficient space for those types of venues in this narrow cap.	1
theatrical performances	1
Totals	7

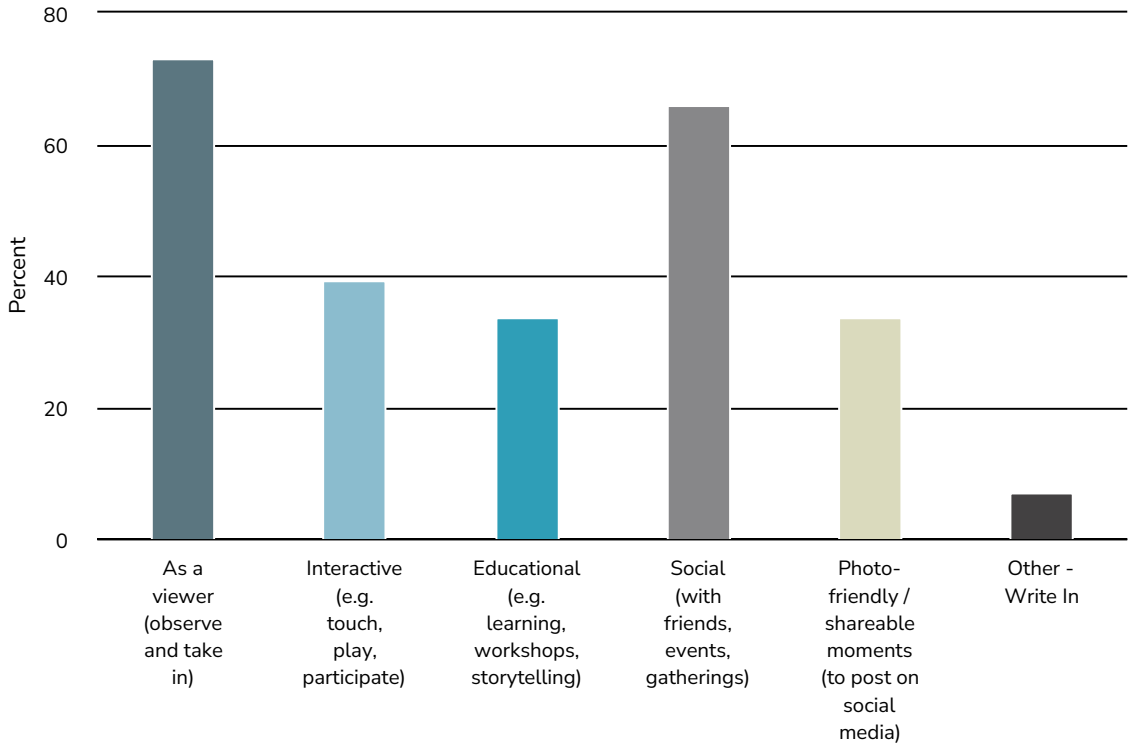
7. Who would you like to see represented in the artists and performers the park caps? (Select up to 3)



Value	Percent	Responses
Local Detroit artists	63.4%	45
Artists from this specific neighborhood	16.9%	12
Emerging artists	29.6%	21
Established artists	14.1%	10
Youth / student artists	21.1%	15
National / international artists	11.3%	8
A mix of all	54.9%	39
Other - Write In	4.2%	3

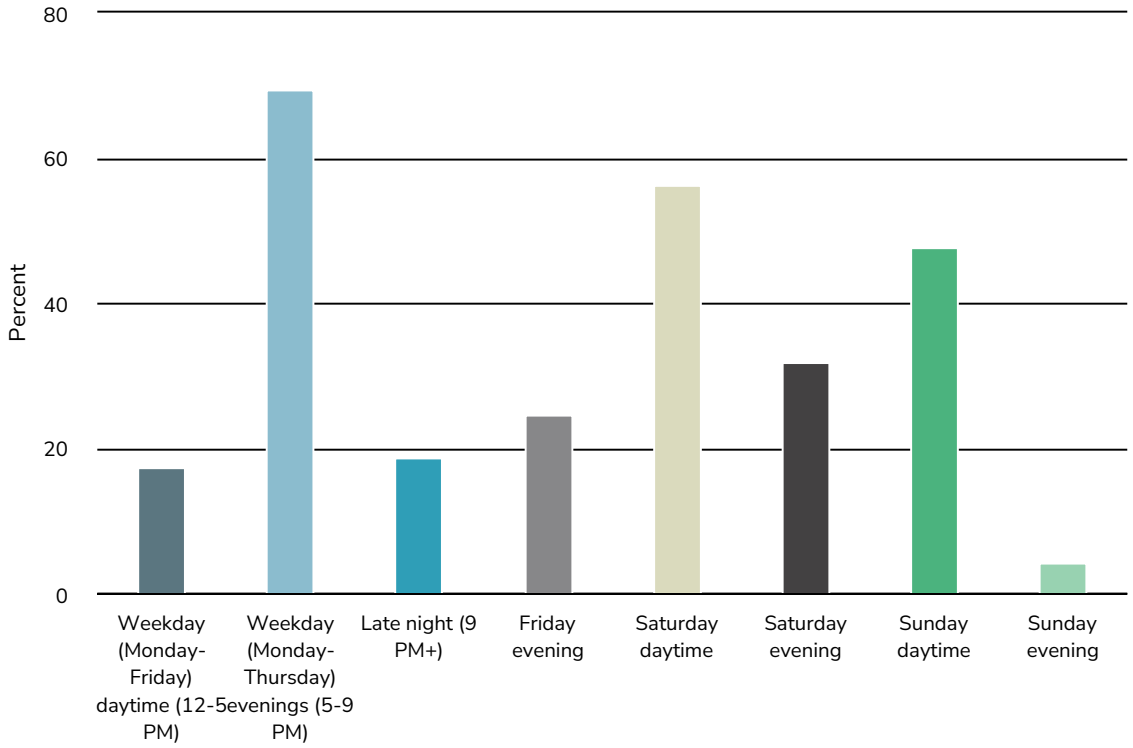
Other - Write In	Count
Affordable housing to replace Black Bottom	1
N/a	1
None of the above. We don't need our parks programmed for tourists	1
Totals	3

8. How do you want to experience art in the park caps? (Select up to 3)



Value	Percent	Responses
As a viewer (observe and take in)	73.2%	52
Interactive (e.g. touch, play, participate)	39.4%	28
Educational (e.g. learning, workshops, storytelling)	33.8%	24
Social (with friends, events, gatherings)	66.2%	47
Photo-friendly / shareable moments (to post on social media)	33.8%	24
Other - Write In	7.0%	5

9. What days and times would you most likely visit the park caps? (weekday evenings, weekends, daytime, etc.)



Value	Percent	Responses
Weekday (Monday-Friday) daytime (12-5 PM)	17.4%	12
Weekday (Monday-Thursday) evenings (5-9 PM)	69.6%	48
Late night (9 PM+)	18.8%	13
Friday evening	24.6%	17
Saturday daytime	56.5%	39
Saturday evening	31.9%	22
Sunday daytime	47.8%	33
Sunday evening	4.3%	3

10. What would make an arts and cultural space feel authentically Detroit to you?

Count	Response
1	- Installations created by local Detroit artists. - Absence of any corporate signage or advertisement. - Historical pieces that pay homage to the pre-existing neighborhood.
1	Accessibility to everyone
1	Accessibilty and unpretentious atmosphere
1	Affordable housing to replace Black Bottom
1	Art pieces and sports considering the proximity of two of the caps to the different stadiums.
1	Art that focuses on Detroit.
1	Black artists, moving pieces
1	Community input and involvement featuring Detroit based artists for Detroiters.
1	Detroit area artists featured.
1	Detroit artists
1	Detroit based artists- working with Detroit institutions (MOCAD, Wasserman, Library Street) to bring in local artists and NOT a repeat of the murals that were commissioned before the 2024 NFL draft.
1	Feature artists that live here and art about here.
1	Feature local artists
1	Green space
1	Homage to Black Bottom
1	Homage to famous Detroiter's across all aspects of life. Athletes, Entertainers, Inventors, Food... all things "Born in Detroit"
1	If the programming and curation is led by Black and Brown Detroiters that have strong ties to the city of Detroit and its arts scene
1	If they were done by Detroiters or those in the area, my favorite park in the city is the John Watson Park at the corner of Watson and John R, because of its intimacy and openness, would love the same on these.
1	Inclusion of art murals like in the dequindre cut.
1	Live music
1	Local
1	Local Artists, community-driven
1	Local artist
1	Local artists

Count	Response
1	Minority voices with a focus on black voices. Detroit is one of few majority minority cities in the U.S. As more people move to Detroit its essential that Detroit remains a proudly cultural inclusive space.
1	More areas in Detroit that feel like the area on Rosa parks with Gordon park, the congregation, and the rectory. I walk there all the time and many people gather there.
1	Murals painted by Detroit artists. Photo booth spot with the city as the backdrop.
1	NA
1	NOT over programmed. Small retail on Woodward. Natural plantings, wildflowers, trees. We have way too many event driven parks. We need soft parks to casually gather.
1	Nods to Detroit's rich music history. Everyone knows about Motown, but there is much more to celebrate; Techno innovators, MC5, Stooges, White Stripes, Yusef Lateef, etc.
1	None of the above. We don't need our parks programmed for tourists
1	Not so concerned about Detroit specific, I'd like to see more global representation.
1	Physical and performing arts that represent the history of the city as well as the populace.
1	Pieces and displays of high quality and durability that can last generations with minimal maintenance. Also, if the artist(s) can share 3-4 ideas/concepts ahead of time for a public/community vote to decide what will be created
1	Plaques that tell us about the Detroit artist
1	Represent Detroit's culture and heritage. Art and murals related to the auto industry, Underground Railroad, arsenal of democracy, food, Motown, etc.
1	Representative of the city, no outsiders or national unless highly touted.
1	Showcasing Detroit artists
1	Showcasing the history of the city
1	Something that will actually be used by nearby residents and visitors alike is most important. More so than someone from afar pointing and saying "that's authentic".
1	Support Detroit artists and business
1	Techno, Motown, etc
1	Thoughtful integration of our local sports teams and venues within these areas - making it clear that these caps aren't reinventing the "entertainment district's" identity... they're serving as a much-needed connective tissue to really build community and neighborhoods between and around them. This could come in the form of programming/collaboration with the teams, placing statues of their legends in key areas, murals that build a strong and visual DETROIT connection that is possible in this area more than many others in the city.
1	black people hanging out there
1	hire or contract event presenters who are already working in detroit's night life and arts communities. create a commission with a budget and curatorial focus on legit local artists that are of detroit's own scenes.
1	sourcing local artists / performances

Count	Response
1	the cultural events reflecting the communities that are here in Detroit. Also, featuring artists living and working in the Detroit/metro Detroit
1	they dont need to be hyper detroit! we don't need a D on everything. it should be a pleasant place to hang out. please watch the video version of The Social Life of Small Urban Places by William H. Whyte.

11. What’s missing in Detroit right now that the park caps could solve?

Count	Response
2	Green space
1	A green space for locals and visitors to engage with. It's another third space that's outdoors and could be programmed with interesting and cool events, performances, and brand activations.
1	A more connected downtown; the caps should be turned into retail and mixed-use spaces that further densify the area between midtown and downtown.
1	A place for young adults to be active in a greenspace.
1	Additional green space that the caps would provide.
1	Affordable housing to replace Black Bottom
1	An outdoor space near arena's to "pregame" (not tailgate) and congregate prior to events, with drinking and food options and no entry fee. This will consolidate the crowds and reduce garbage through the immediate neighborhoods visitors coming in for events.
1	Bathrooms. Noise dampening. More green space.
1	Bike paths and walking paths to connect Downtown and Midtown.
1	Bike racks/bike parking, walking path, public trash cans, shaded areas to take breaks, water fountains
1	Casual park greenery.
1	Clean public restrooms. I know there are some but more is always good.
1	Community gathering and experiences
1	Connection space. The freeways are painful reminders of what was destroyed decades ago. These park caps will help to rectify those wrongs.
1	Connectivity between the inner and outer ring of downtown.
1	Downtown is lacking in green spaces. The ones it has are poorly maintained with limited places to just hang around. Downtown Detroit should not be a locus for solving all Detroit's problems.
1	Food truck/pop up food area
1	For caps 1&3 A more relaxing environment. A place for folks that live in the nearby neighborhoods and downtown buildings to find some green spaces. For the center cap near stadiums to expand the entertainment space to draw tourism.
1	Full walkability between downtown and midtown, a common gathering space that isn't surrounded by traffic at all times, and a great public space right near all 3 major stadiums, the Q line, and the people mover
1	Gathering space for small groups and places to unwind in nature while still being downtown.
1	Green soace
1	Green space and a walkable connector from downtown to midtown/LCA

Count	Response
1	Green space and community gathering spaces that are free.
1	Green spaces for people to gather and have fun together!
1	Green spaces to help with heat island effect. But also green rest spaces. The pocket parks (campus martius, paradise park, and capital) but the closes thing to to this currently is grand circus.
1	Greenspaces. The downtown core has very few.
1	Incredibly high noise level when crossing the freeway. Even more important than surface space for activities is noise blocking. In fact, if funds are short to build flat space, forget that and just build wider sidewalks and walls on more bridges. It is actually painful to cross the highway. More walls on more bridges than even envisioned by the 3 parks would be of a greater benefit.
1	Modest garden and small performance space.
1	More Green space / nature areas
1	More family friendly and functional parks
1	More public and green gathering spaces.
1	More third space that are open 24hours
1	Neighborhood connectivity, the freeways divide some much of Detroit and reduce its walk ability. Small scale parks scattered in neighborhoods are also limited
1	Outdoor spaces to sit with a coffee or a beer/cocktail
1	Places for families to gather more. For moms to take their kids during the day before naps at 1.
1	Places for teens and young adults to gather and be productive rather than destructive
1	Places to sit and eat a sandwich
1	Public gathering spaces
1	Public parks for playing sand volleyball. Touristy things and souvenir shops for out of towners.
1	Quiet, peaceful, tree shaded areas, thick beautiful landscaping, restful places. (I realize this is sitting on top of a freeway but it's still can be an urban escape in sort.)
1	Safe and quiet space for responsible adults to escape and relax outside
1	Safe bike passage into downtown.
1	Safe places to cross the street.
1	Shaded playgrounds and parks. None of the play spaces have shade.
1	Some type of iconic activity or picture worthy attraction....like zip lines from one cap to the other, or a very tall structure/tower that can enhance the skyline
1	Space to relax, celebrate all of the sports teams on game days, especially playoff time.

Count	Response
1	Spaces that are accessible without having to take a car and park.
1	Speaking from the experience of a young person who has lived in downtown Detroit for about 10 years, it's hard to find green gathering spaces that aren't overcrowded. Capitol Park and Campus Martius are good examples, but are often too flooded with people to truly relax or enjoy. Additionally, both of those examples are surrounded by tall buildings, which is largely fine but doesn't give the feeling you're in a green space when you're being stared down by concrete and brick. Also, those buildings have always seemed to limit sunlight exposure in those spaces in the afternoon/evenings, which limits the hours in which they have appeal. All in all, I would say these caps present much-needed opportunity to expand our capacity of public spaces that are so frequently used by community members and visitors alike. Those existing spaces also show what well-designed community gathering spaces can do for driving economic growth in areas that are ripe for development - such as Brush Park - which do
1	TRAINS TRAINS TRAINS MAKE TRANSIT ROBUST IN DETROIT
1	Trees! Less noise and concrete! Green, accessible public spaces.
1	We don't have a speaker square anywhere for people to deliver soapbox speeches. We could also use more stuff to do on Mondays and Sunday nights. A regular Sunday night food truck set up would probably be hopping as it is hard to find places open to grab a bite of dinner in Midtown area on Sunday nights - so many mid priced places are closed.
1	Woodward retail connection between brush park/midtown and downtown. Natural planting soft park spaces.
1	comfortable places to spend time outside - within walking distance of downtown
1	connection of neighborhoods. Protection from noise and air pollution
1	public park where people can be and hang out without being hassled by cops or rent-a-cops after sunset. (this is not unique to a cap)

12. After completion, what do you and/or your organization think would most demonstrate that the finished park caps are successful?

Count	Response
1	A demonstration of success would be consistently high visitation numbers to the park caps.
1	A venue that is sustainable with a plan for ongoing maintenance that allows visitors to see the Best of Detroit.
1	Act as a functioning 3rd space
1	Affordable housing to replace Black Bottom
1	Being utilized by people.
1	Calmed traffic and increased walkability from south of 75 to the arena area
1	Cleanliness. Foot traffic. Social engagement.
1	Community engagement and increased visits
1	Community engagement and participation
1	Continued rankings of downtown spaces - like safest downtown, cleanest downtown, best parks, etc.
1	Continuous use, not having heavy pedestrian traffic on highways
1	Dense, mixed-use development on the new land would be the greatest metric of success.
1	Diversity of users
1	Full schedules of community markets, events, performances, workshops, etc. Cafes open late daily. Popular and visited from morning to night 7 days a week. Safe from teen takeovers and violence.
1	Gatherings, programming.
1	Grand opening and programming
1	High foot traffic/usage
1	I work for DDOT so the transit lane proposed would be cool.
1	If people are actually using the space as intended (gathering, having fun, etc.)
1	If people want to spend time there
1	If the central cap were further east not spilling noise and pollution right next to St. John's Church
1	If the neighborhoods on either side of the cap all feel connected and not chopped up
1	If they are regularly visited and deemed functional by residents and vistors alike, I hate how empty Hart Plaza is on non-event weekends, and would hate if these were empty on such a regular basis.
1	If they are used by people each week.
1	If they feel safe and accessible to all Detroiters and visitors, and create a greener, less chaotic connection between downtown and midtown.

Count	Response
1	Lots if people just hanging out. Not the homeless though!!!!
1	Lots of use of the area.
1	Many people activating, using and enjoying the parks for their pleasure.
1	More engagement for the community.
1	Organized sports league / community events.
1	People can cross the highway in peace and be able to hold a conversation. Currently, everyone needs to stop talking during the crossing because you cannot hear anyone.
1	People congregating in them
1	People gather there locally and from surrounding areas. That we feel safe to go there without threatening people clustering there/ places for teenagers to go and spend time to stay out of trouble. There needs to be good mentors available in the city. Fitness training for young men to put every into athletics not fighting/ gangs.
1	People shopping on Woodward retail, where the highways used to deter people. And people gathering and walking through natural planting areas.
1	People use them frequently
1	People using the amenities on days when there's nothing big going on downtown
1	Residents in the nearby neighborhood being unbothered, and other residents of the city using the space
1	Seeing neighbors while enjoying or walking through the caps
1	Somewhere that i want stop at and lounge.
1	There's actually people in them. And they are maintained for a clean and safe environment.
1	They are well maintained, safe and community involvement, such as minor maintenance, landscape activity would be allowed. It'd be nice to have a spigot. It would also be nice to maybe a have a sprinkler in the summer months for the kids.
1	They will be successful if the focus is to provide more green space for people to congregate. These do not have to be overly programmed to be successful.
1	They're actively maintained and used
1	Traceable economic growth.
1	Upkeep of the space and willingness to move the east cap one block west.
1	Urban safe zone with moderate use and attendance.
1	Usage by locals, increased downtown population density
1	Wasn't sure where to write this, but I would highly recommend avoiding DJs if housing is remotely nearby. I've lived in areas where the bass from most DJs could regularly be heard and felt and it was incredibly disturbing.

Count	Response
1	Well maintained spaces that bridge the areas north and south of I-75. Increased foot traffic and investment in the unused or under visited areas that border I-75.
1	Well thought out plan, full grown trees for shade.
1	Whether or not the caps encourage development surrounding them.
1	Year-round programming will be vital for these - finding ways to ensure the winter months aren't just wasted. Things like wintertime village, coffee/hot chocolate stands, skating rinks (supplemental to what's already done in Campus Martius), etc. As a Brush Park resident, I would see it as successful if it's truly a community gathering place for non event days, or drives people to spend more time in the neighborhood when they are visiting for an event - stretching their time around our city longer than just parking and walking into an entertainment venue. Additionally, I think safety is always a key part of developments like these. I hope to be having children in the neighborhood in the next several years, and these caps being safe spaces for kids to spend time would materially change my interest to remain downtown in that point of my life.
1	a regular schedule of events and activations. these parks are in a place where if you throw a party people will show
1	being able to cross i-75 without feeling like you are leaving a downtown core. Cohesion between neighborhoods
1	how they're maintained in the years to come.
1	parks staying clean
1	people using them all day
1	yikes!!! what are you defining as success? Is a park on a highway successful? then maybe the fact this cap ever gets built you can call success? Personally I think the actual problem is the highway cuts off access between downtown and midtown. A highway cap is only a bandaid and further entrenches the excessive width of the highway and adds to the excessive maintenance budget for MDOT. A better solution is multiple lane reduction on I-75 or completely removing I75 between 375 and M10 and creating a greenway in its place. all of that car traffic could use the Lodge to 94 or Davison, no highways should be in downtown cities. That would be the big transformation and would actually benefit the city, and not adding the maintenance of a cap.

13. Please provide us with your zip code.

Filter: (((#13 Question "**Please provide us with your zip code.**" is exactly equal to "48201" OR #13 Question "**Please provide us with your zip code.**" is exactly equal to "48202") OR #13 Question "**Please provide us with your zip code.**" is exactly equal to "48206") OR #13 Question "**Please provide us with your zip code.**" is exactly equal to "48208")

Count	Response
37	48201
19	48202
7	48206
7	48208

April Stakeholder Meeting Survey Results

What program, space or amenity do you think is the most important for the West Park Cap? Please choose your top 3. Rename

Current run (last updated Apr 10, 2026 1:24pm) Update report

1	14	40	100%
Activities	Participants	Average responses	Average engagement

What program, space or amenity do you think is the most important for the West Park Cap? Please choose your top 3.



Response options	Count	Percentage
Outdoor classroom	6	15%
Lounge space with seating and umbrellas	5	13%
Food and beverage kiosk(s)	3	8%
Multi-use sports courts (basketball, pickleball, 4-square, etc.)	4	10%
Informal lawn for lounging, picnicking, and sports	5	13%
Pop-up market space	2	5%
Community art	**7**	**18%**
All-ages and abilities swings	1	3%
Shade pavilion	4	10%
Small skate park	2	5%
Games area (corn hole, ping pong, foosball, chess)	1	3%
Other? Leave us a note in the final question (#7).	0	0%

100% Engagement

40 Responses

What programming activities would attract you to the West Park Cap in the winter or 'off season' months? Rename

Current run (last updated Apr 10, 2026 1:27pm) Update report

1	13	28	100%
Activities	Participants	Average responses	Average engagement

What programming activities would attract you to the West Park Cap in the winter or 'off season' months?



Response options	Count	Percentage
Warming hut	3	11%
Fire pits and marshmallow roasting	5	18%
Ice sculptures	4	14%
Winter market	2	7%
Winter lighting display	**13**	**46%**
Short intensity workout classes	1	4%
Fun run	0	0%
Other? Leave us a note in the final question (#7).	0	0%

100% Engagement

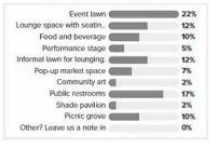
28 Responses

What program, space or amenity do you think is the most important for the Central Park Cap? Please choose your top 3. Rename

Current run (last updated Apr 10, 2026 1:28pm) Update report

1	14	41	100%
Activities	Participants	Average responses	Average engagement

What program, space or amenity do you think is the most important for the Central Park Cap? Please choose your top 3.



Response options	Count	Percentage
Event lawn	**9**	**22%**
Lounge space with seating and umbrellas	5	12%
Food and beverage kiosk(s)	4	10%
Performance stage	2	5%
Informal lawn for lounging, picnicking, and sports	5	12%
Pop-up market space	3	7%
Community art	1	2%
Public restrooms	7	17%
Shade pavilion	1	2%
Picnic grove	4	10%
Other? Leave us a note in the final question (#7).	0	0%

100% Engagement

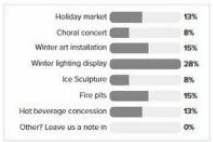
41 Responses

What programming activities would attract you to the Central Park Cap in the winter or 'off season' months? Rename

Current run (last updated Apr 10, 2026 1:28pm) Update report

1	13	39	100%
Activities	Participants	Average responses	Average engagement

What programming activities would attract you to the Central Park Cap in the winter or 'off season' months?



Response options	Count	Percentage
Holiday market	5	13%
Choral concert	3	8%
Winter art installation	6	15%
Winter lighting display	**11**	**28%**
Ice Sculpture demonstration	3	8%
Fire pits	6	15%
Hot beverage concession	5	13%
Other? Leave us a note in the final question (#7).	0	0%

100% Engagement

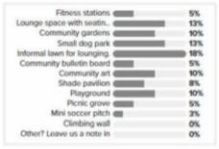
39 Responses

What program, space or amenity do you think is the most important for the East Park Cap? Please choose your top 3. Rename

Current run (last updated Apr 10, 2026 1:29pm) Update report

1	13	39	100%
Activities	Participants	Average responses	Average engagement

What program, space or amenity do you think is the most important for the East Park Cap? Please choose your top 3.



Response options	Count	Percentage
Fitness stations	2	5%
Lounge space with seating and umbrellas	5	13%
Community gardens	4	10%
Small dog park	5	13%
Informal lawn for lounging, picnicking, and sports	**7**	**18%**
Community bulletin board	2	5%
Community art	4	10%
Shade pavilion	3	8%
Playground	4	10%
Picnic grove	2	5%
Mini soccer pitch	1	3%
Climbing wall	0	0%
Other? Leave us a note in the final question (#7).	0	0%

100% Engagement

39 Responses

What programming activities would attract you to the East Park Cap in the winter or 'off season' months? Rename

Current run (last updated Apr 10, 2026 1:31pm) Update report

1	14	38	100%
Activities	Participants	Average responses	Average engagement

What programming activities would attract you to the East Park Cap in the winter or 'off season' months?



Response options	Count	Percentage
Sledding hill	2	5%
Snowman building event	4	11%
Hot chocolate giveaway	0	0%
Pop-up workout event	1	3%
Winter lighting display	**11**	**29%**
Winter market	6	16%
Ice Sculptures/demonstration event	8	21%
Igloo building competition	2	5%
Ice mini golf	3	8%
Other? Leave us a note in the final question (#7).	1	3%

100% Engagement

38 Responses

After completion, what do you and/or your organization think would most demonstrate that the finished park caps are successful? Is there anything we missed? Rename

Current run (last updated Apr 10, 2026 1:34pm) Update report

1	14	23	100%
Activities	Participants	Average responses	Average engagement

After completion, what do you and/or your organization think would most demonstrate that the finished park caps are successful? Is there anything we missed?

That they become safe and pleasant personal transit area connecting residents and visitors to downtown and the adjacent neighborhoods.

Public satisfaction & approval

100% Engagement

23 Responses

Responses
An entertainment and tourism overlay district that delivers on the Downtown experience, not just markets it.
Active, regular use of the spaces
An operational fund to keep it up, not just build it.
Parklike settings in the midst of a sea of impervious surfaces
They they represent the history and culture of Detroit which distinguishes rhem
That they become safe and pleasant personal transit area connecting residents and visitors to downtown and the adjacent neighborhoods.
Public satisfaction & approval
Accommodate the challenges of events and traffic in the area which are substantial.
Sustainable ownership, operations, and maintenance
Demand for use of space, consistent use, and well maintained facilities
Activity and people congregating regularly
If the three spaces attract community members and visitors alike
Connectivity and accessibility.
Increased space for people, not cars. And something that is complementary not duplicative to other nearby spaces, uses and neighborhoods.
Neighborhood amenity
A pedestrian oriented space that connects both sides of Park
That they exist
Resist overprogramming and embrace informal green space
Quieter neighborhood
And again, if residents and visitors are visiting and using the park spaces during their daily lives, not just when there is an event planned.
Safety and regular programming
Better pedestrian flow
Reflect and honor history

Cass Tech Student Public Space Concepts

First place stickers for Lawn, Paved Space and Landscape Areas within the cap boundary.
Then place stickers to indicate what you may like to do within those areas.

Existing Sports Field

North Wind

Cass Tech

2ND AVE.

W FISHER SERVICE RD.

West Wind

3rd AVE.

Tend a plot in a comm... garden

Sit among/ under trees

picnic

Join an arts & crafts class

Bring my kid(s) to the playground

Climb on nature play structures

Swing on all-ages swings

Existing Bike Lane

GRAND RIVER AVE.V

Existing Bike Lane

Enjoy free wi-fi

Enjoy an art installation

Play tetherball

Play foursquare

Play ping pong

Play hopscotch

Fly a kite

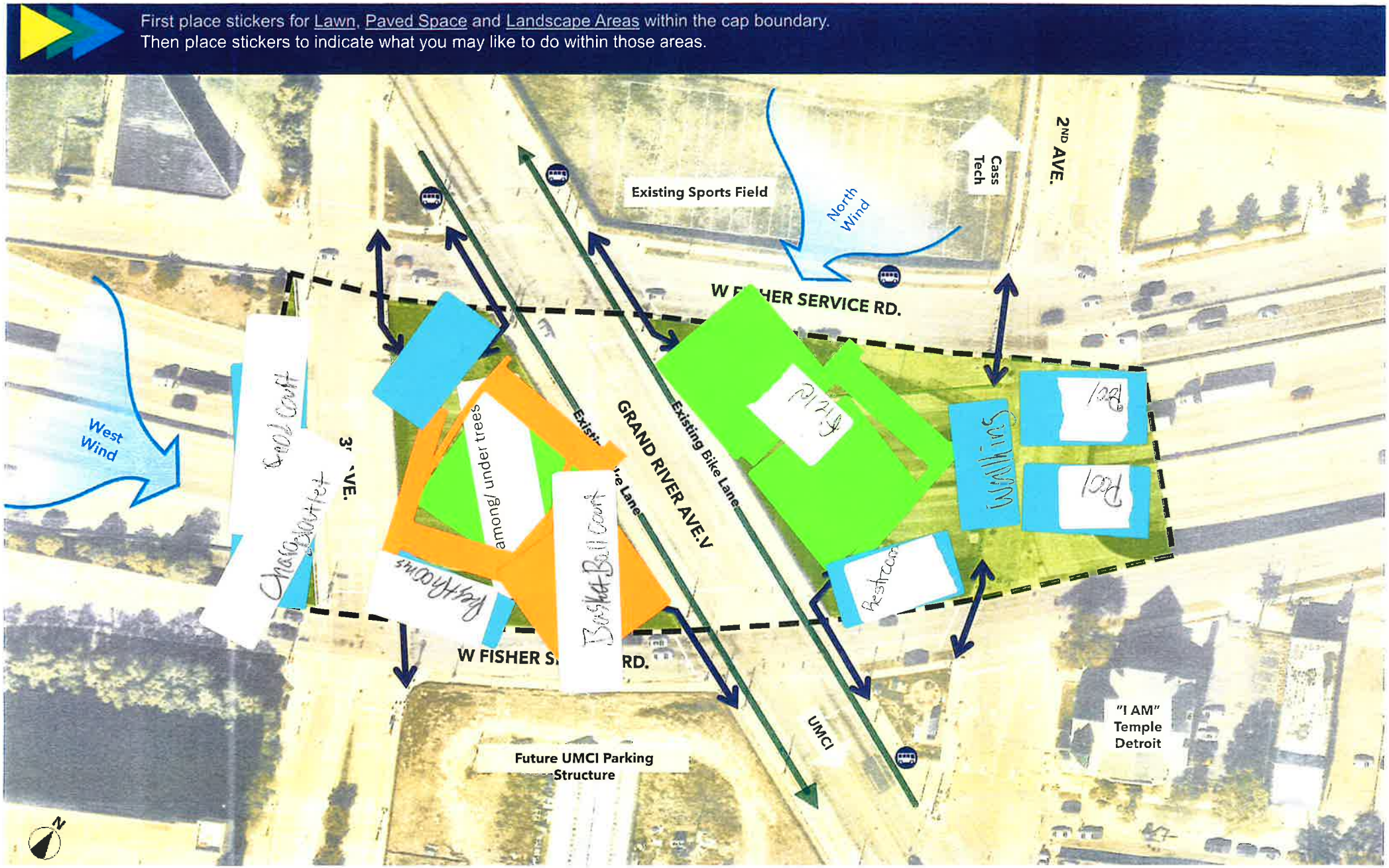
W FISHER SERVICE RD.

UMCI

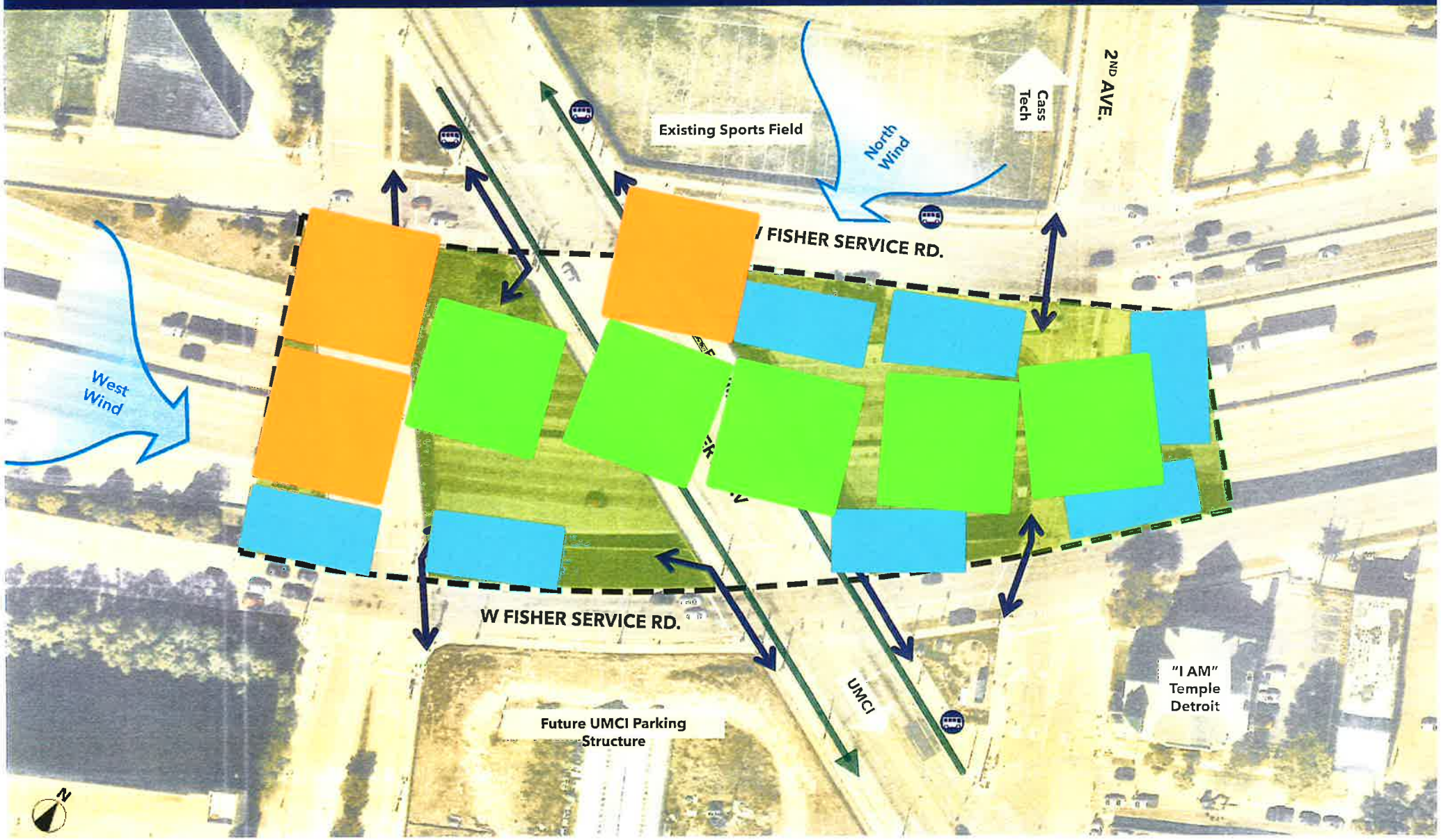
Future UMCI Parking Structure

"I AM" Temple Detroit

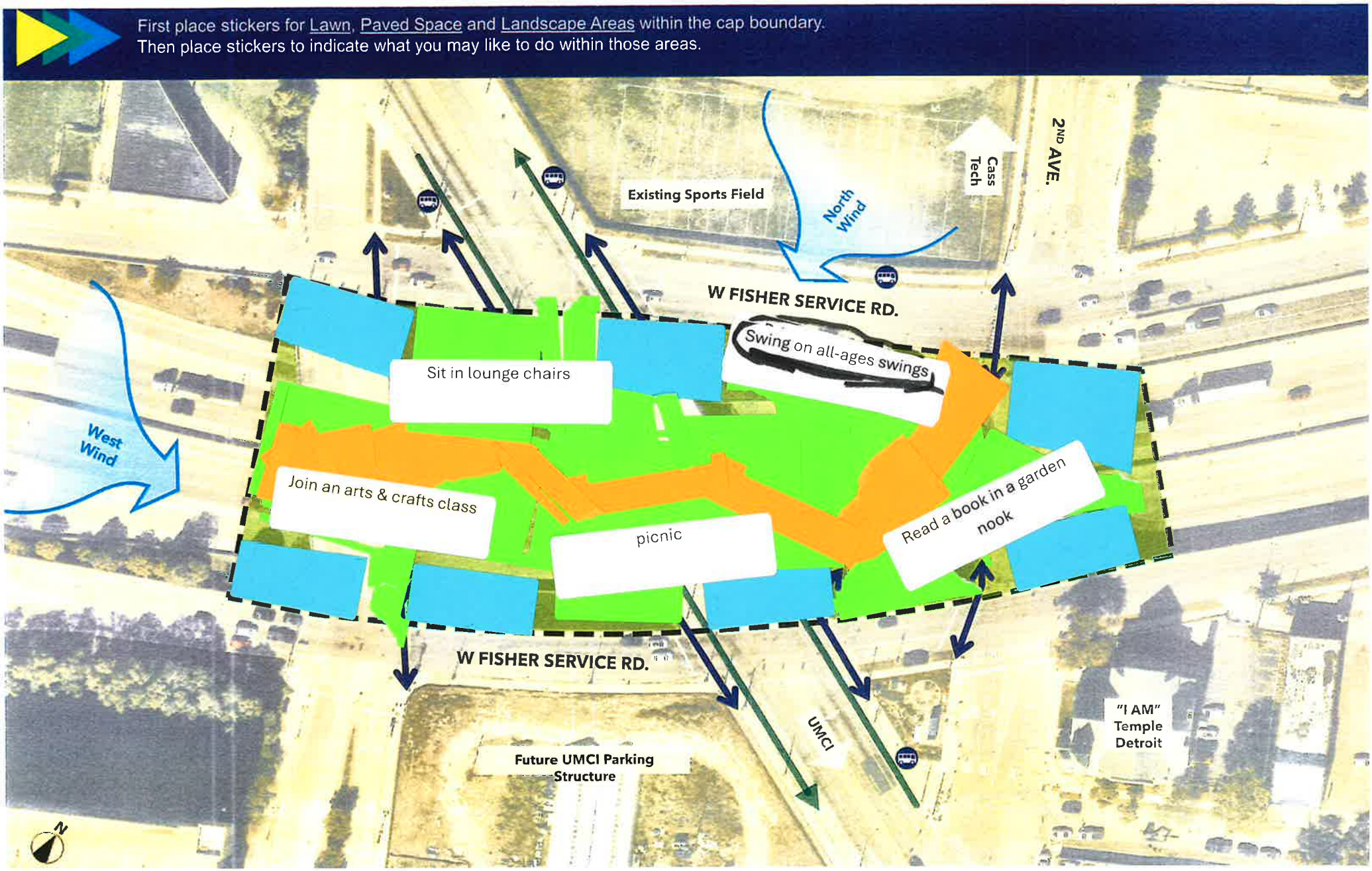
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Then place stickers to indicate what you may like to do within those areas.
Existing Sports Field
North Wind
Cass Tech
2ND AVE.
W FISHER SERVICE RD.
West Wind
GRAND RIVER AVE.
Existing Bike Lane
among/ under trees
Basketball court
Restroom
W FISHER S RD.
UMCI
Future UMCI Parking Structure
"I AM" Temple Detroit
N

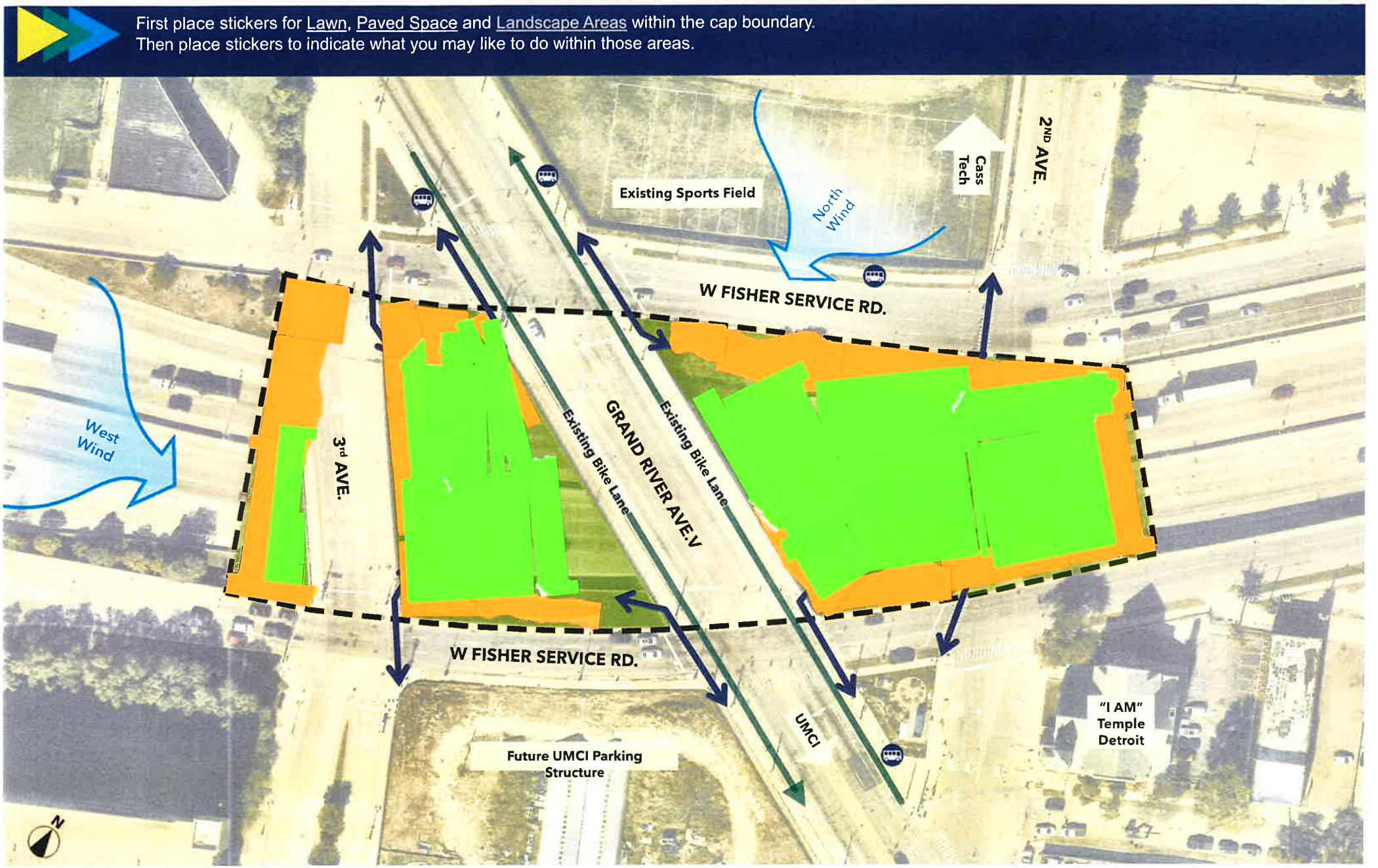
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!! PLEASE !! have swing sets.



First place stickers for Lawn, Paved Space and Landscape Areas within the cap boundary.
Then place stickers to indicate what you may like to do within those areas.



First place stickers for Lawn, Paved Space and Landscape Areas within the cap boundary.
Then place stickers to indicate what you may like to do within those areas.

Existing Sports Field

North Wind

Cass Tech

2ND AVE.

W FISHER SERVICE RD.

West Wind

3rd AVE.

Existing Bike Lane

GRAND RIVER AVE.V

Existing Bike Lane

Read a book in a garden nook

Walk/ jog on walking paths

Post info on a community board

Sit among/ under trees

Hang out with friends/ family

Gather in a pavilion

Read a book

W FISHER SERVICE RD.

UMCI

Future UMCI Parking Structure

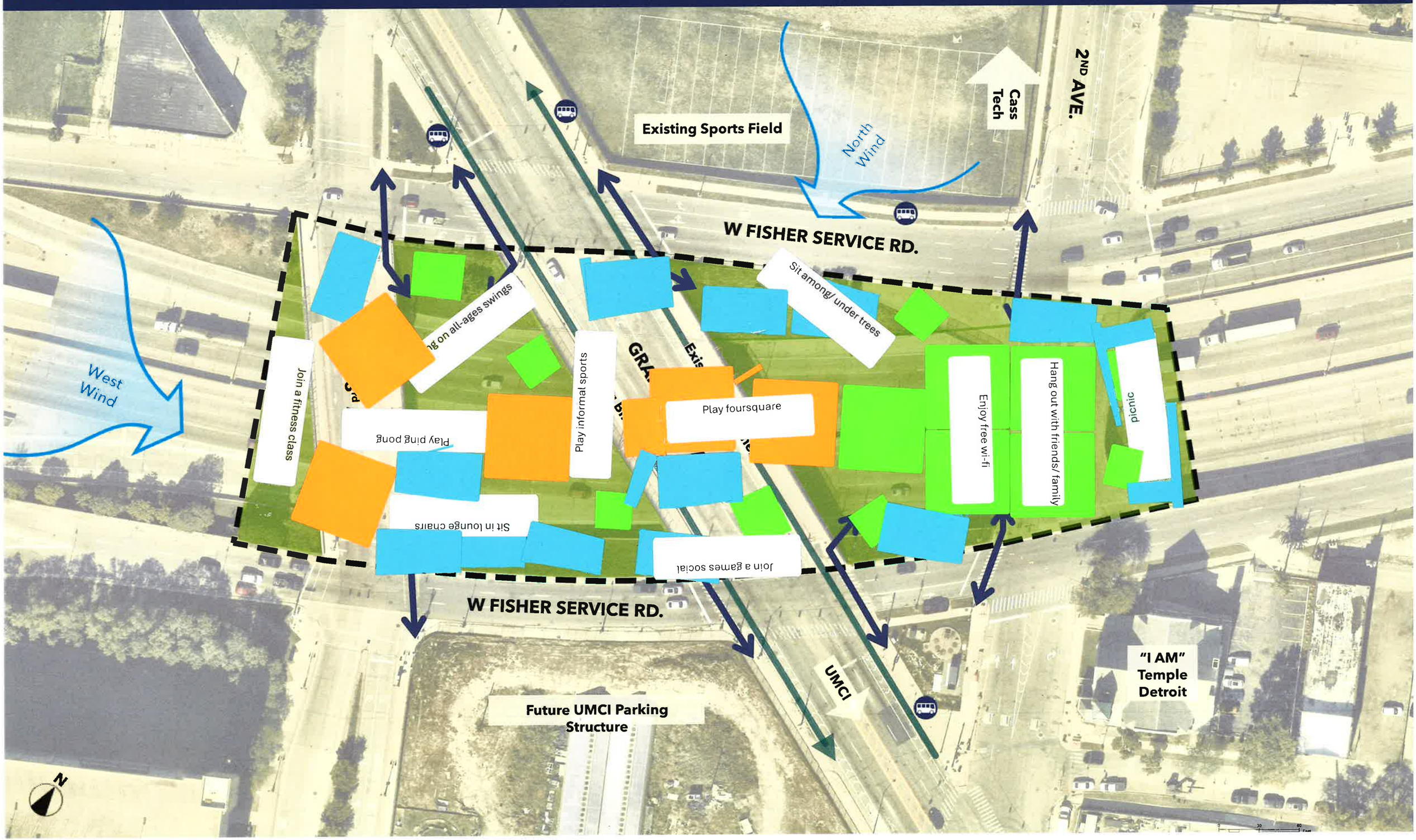
"I AM" Temple Detroit

N

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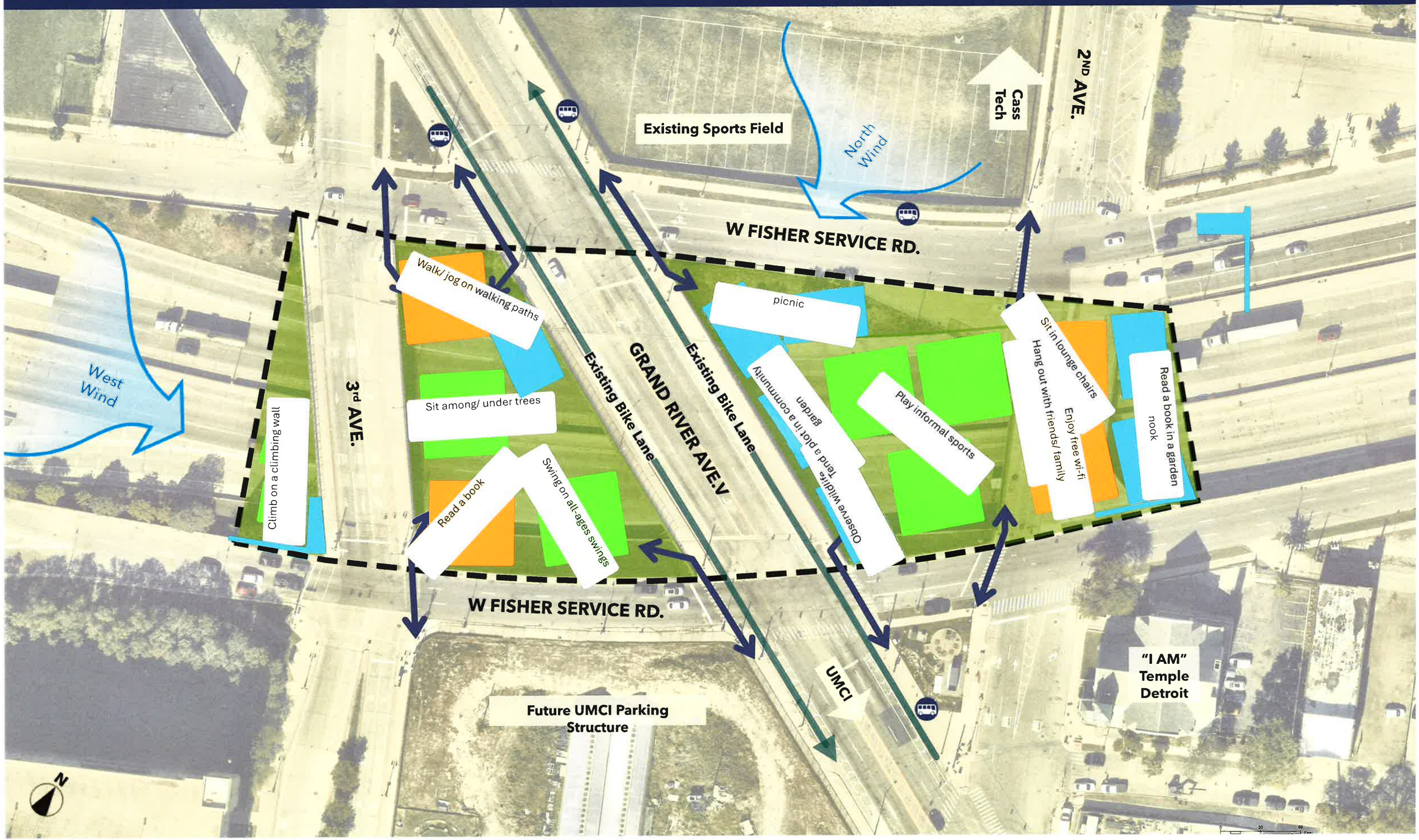
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Existing Sports Field

North Wind

West Wind

Cass Tech

2ND AVE.

3rd AVE.

W FISHER SERVICE RD.

GRAND RIVER AVE.V

Existing Bike Lane

Existing Bike Lane

Attend a trivia night

Perform/ listen to music

Play basketball (half court)

small playground

Enjoy food/drinks from a kiosk

Enjoy food from food trucks

Play pickleball

Play informal sports

Walk/ jog on walking paths

Swing on all-ages swings

Picnic

flowerfield

W FISHER SERVICE RD.

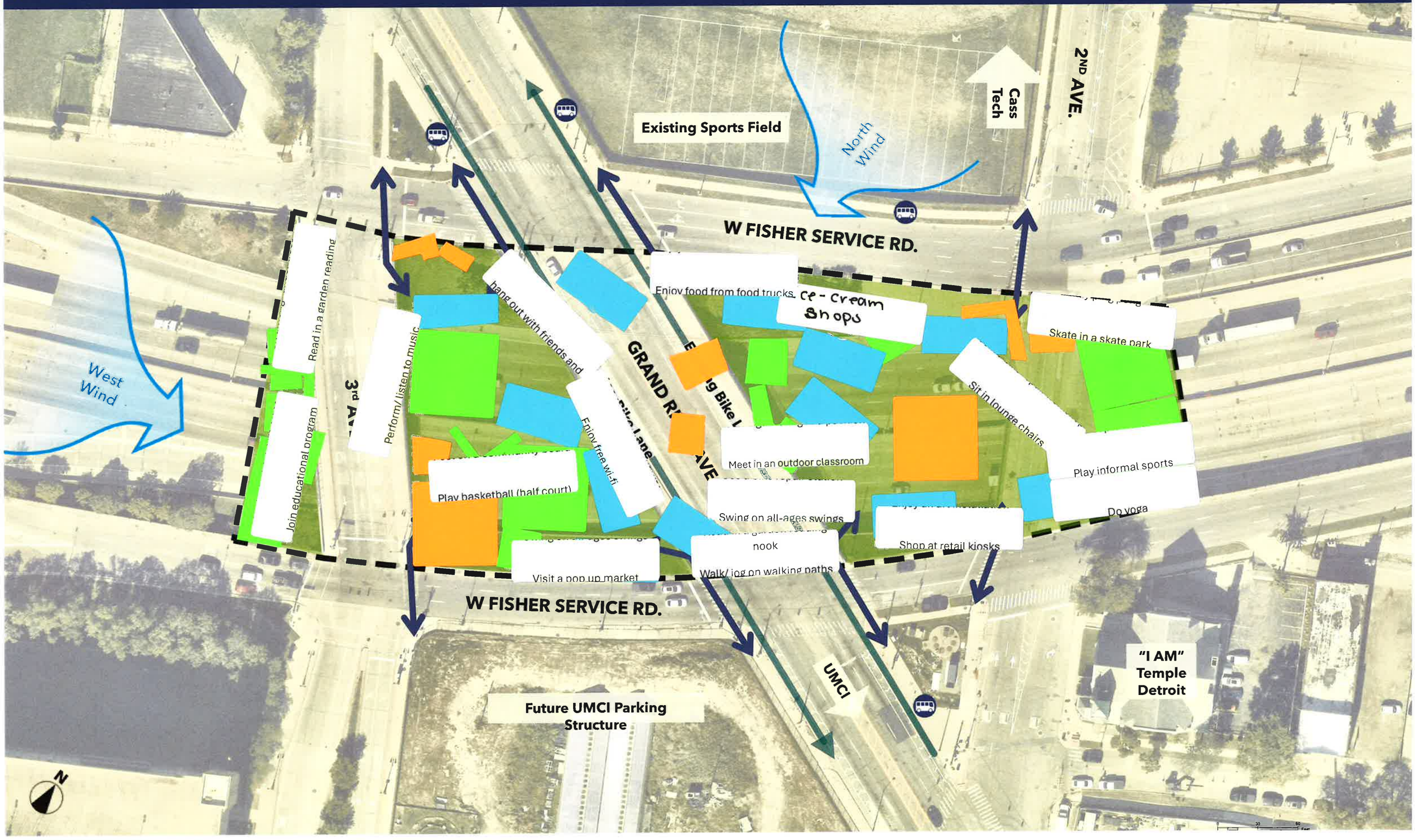
Future UMCI Parking Structure

UMCI

"I AM" Temple Detroit

N

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Then place stickers to indicate what you may like to do within those areas.

Existing Sports Field

North Wind

West Wind

Cass Tech

2ND AVE.

3rd AVE.

W FISHER SERVICE RD.

GRAND RIVER AVE.V

Existing Bike Lane

Existing Bike Lane

Sit among/ under trees

Meet in an outdoor classroom

Picnic

Perform/ listen to music

Hang out with friends and family

Attend a cultural festival

Do yoga

Sit in lounge chairs

Visit a pop up market

Attend a DJ night

Enjoy food from food trucks

Swing on all-ages swings

Picnic

Attend a social dance event

UMCI

Future UMCI Parking Structure

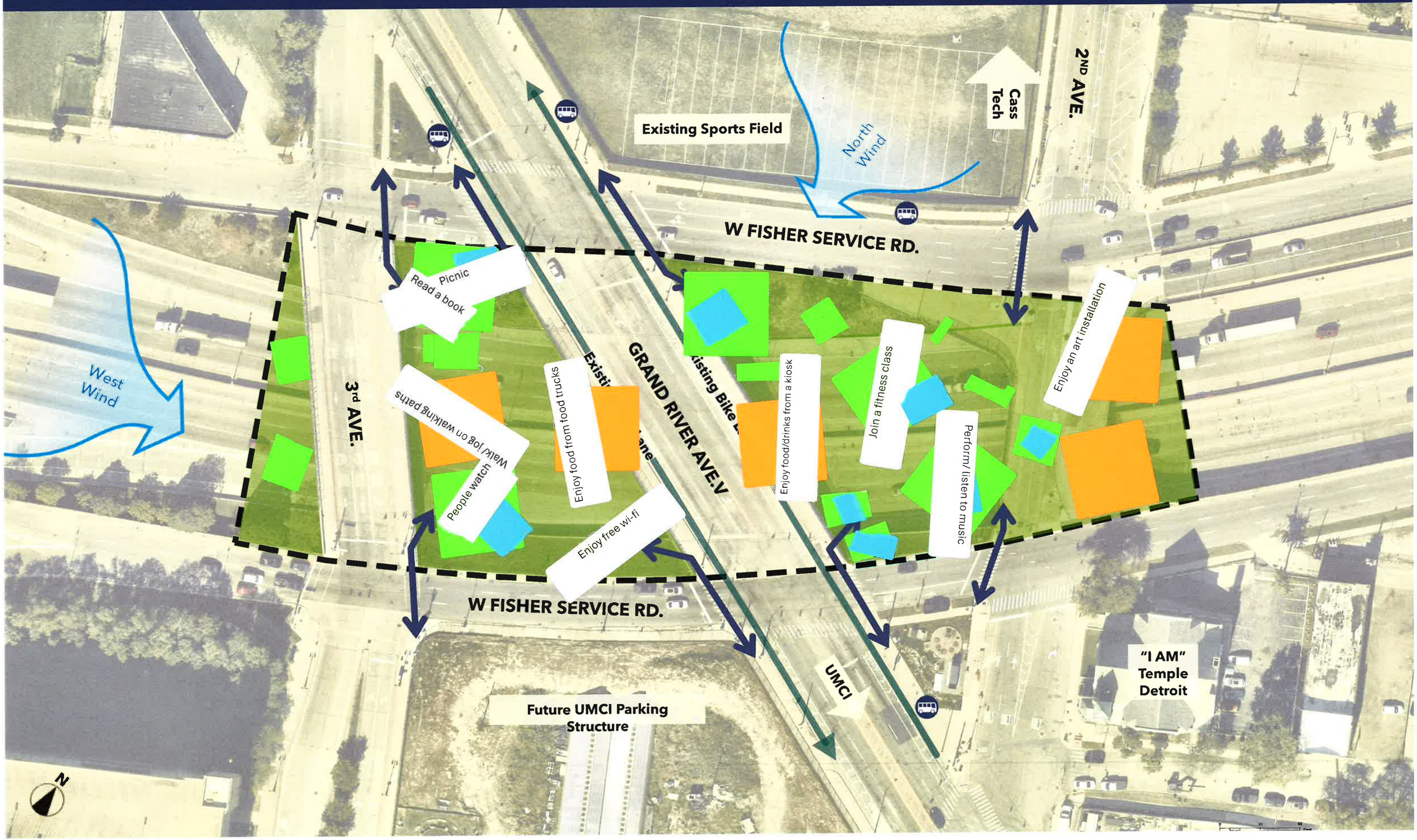
"I AM" Temple Detroit

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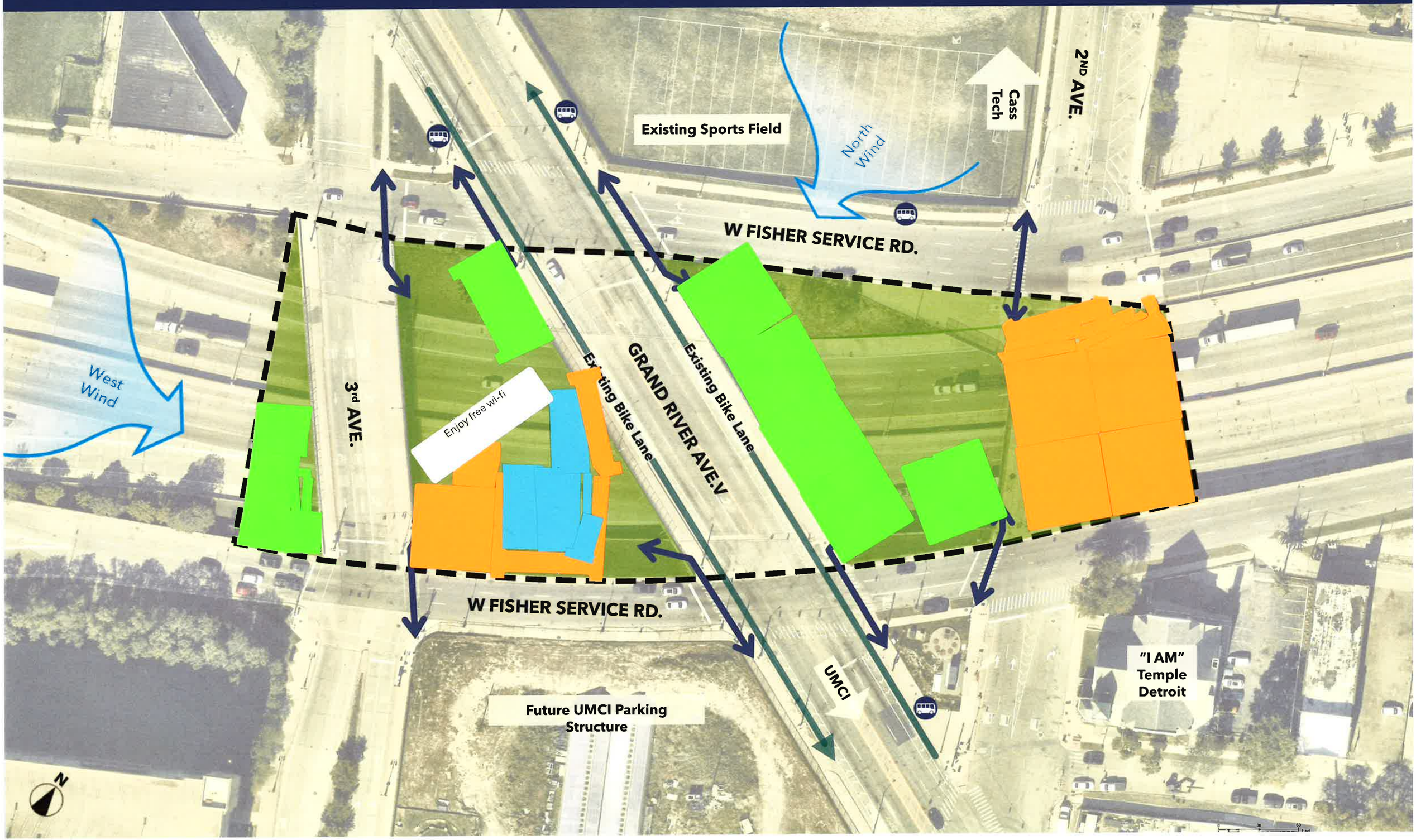
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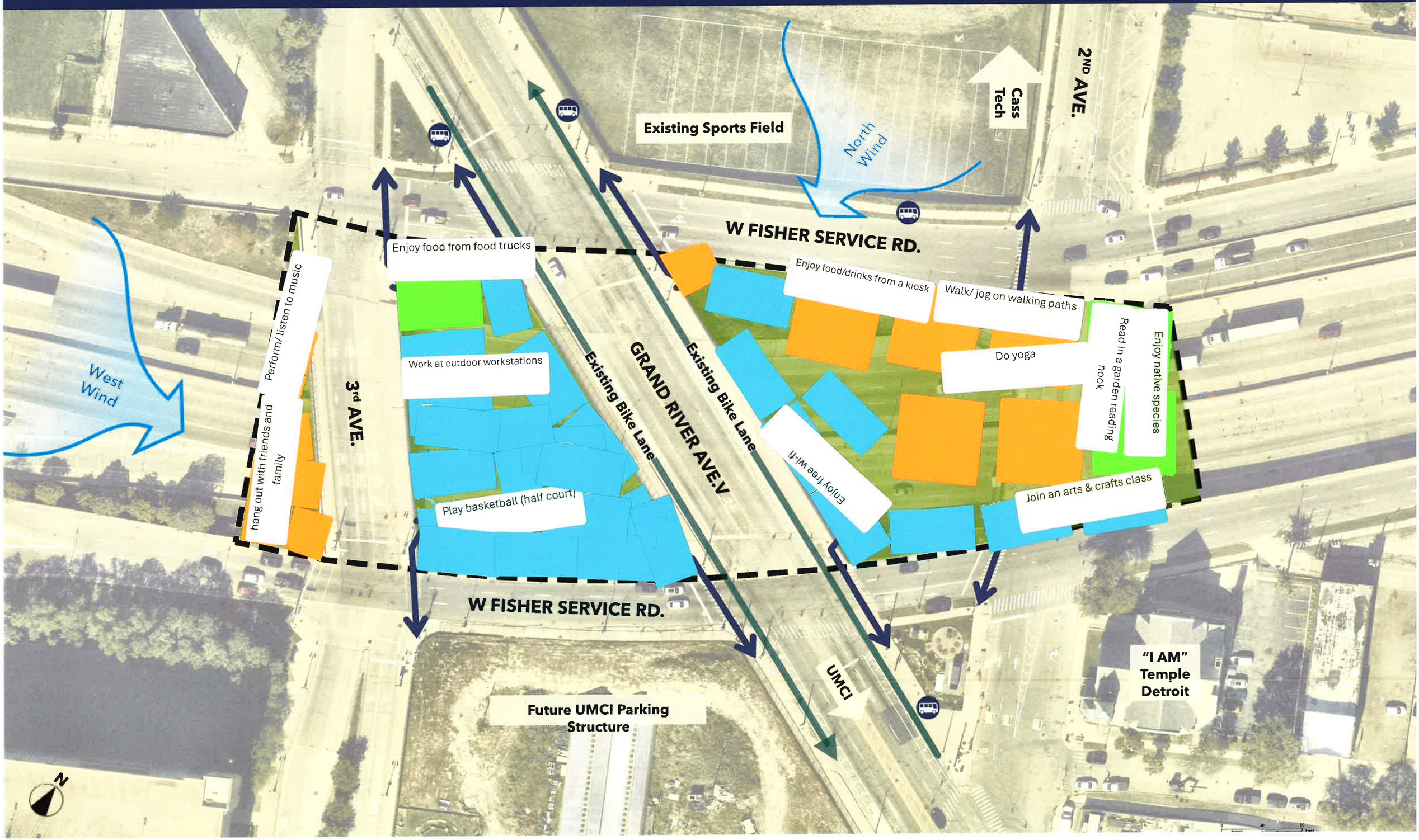
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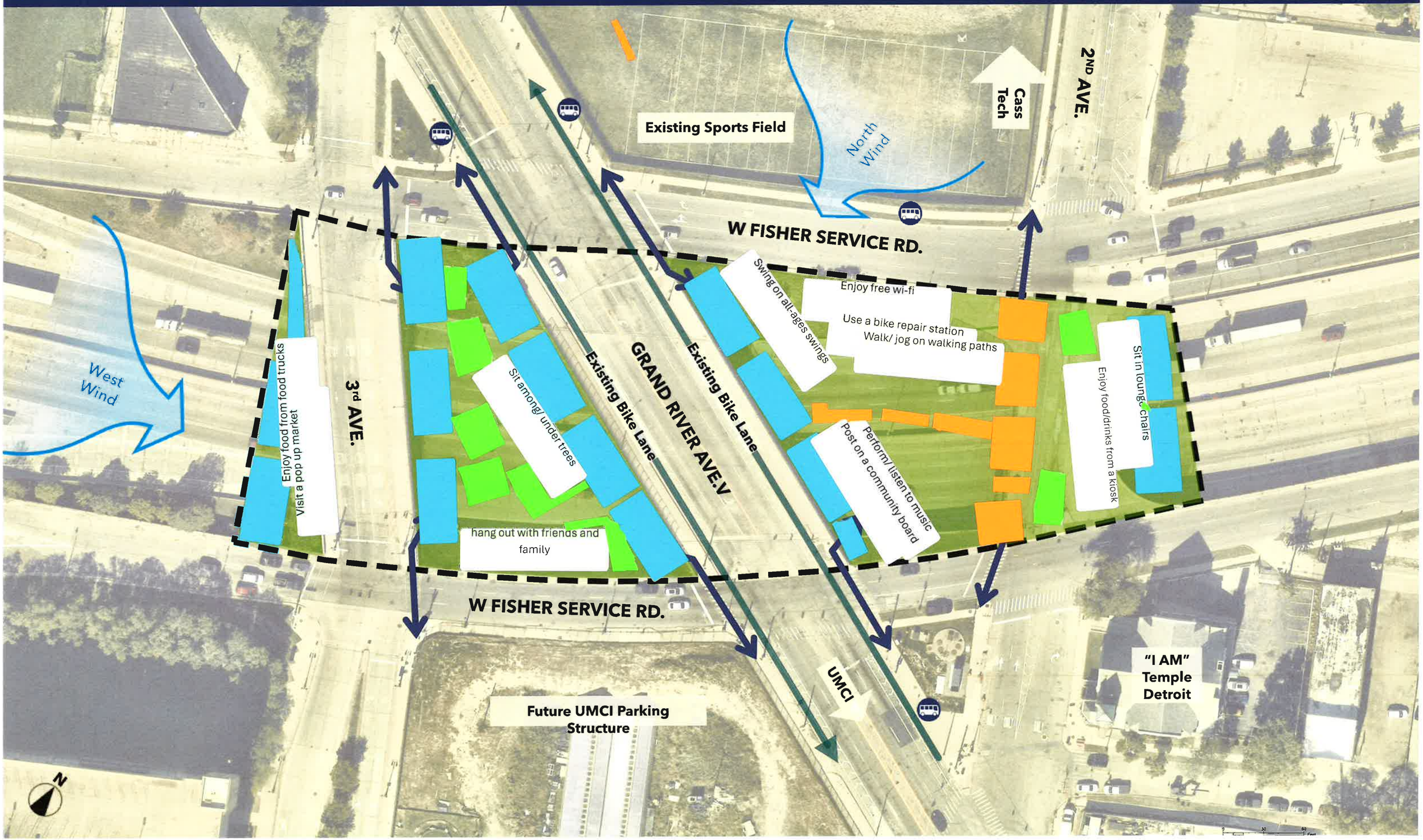
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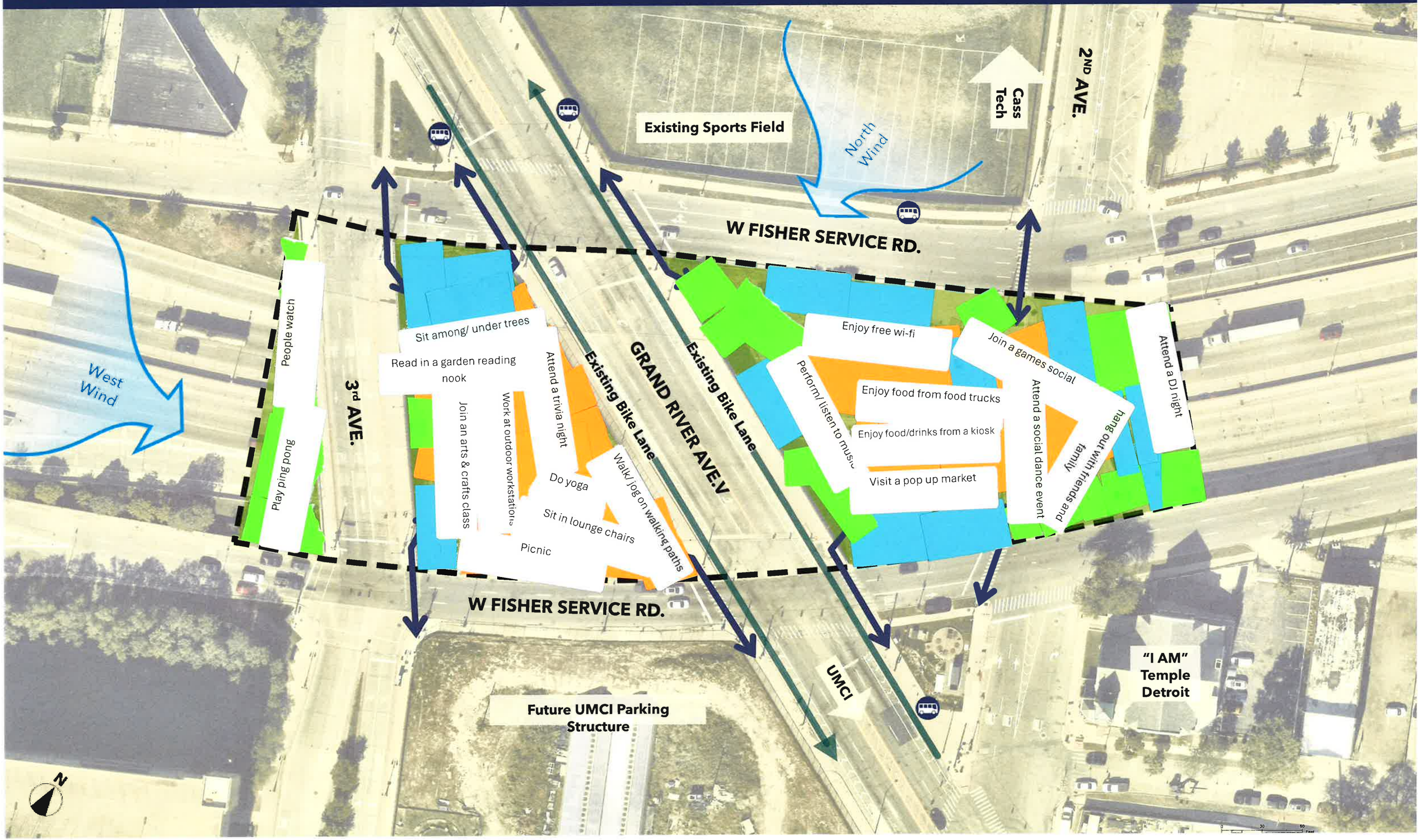
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Then place stickers to indicate what you may like to do within those areas.

Existing Sports Field

North Wind

West Wind

Cass Tech

2ND AVE.

W FISHER SERVICE RD.

Enjoy food from food trucks

Sit in lounge chairs

Enjoy food/drinks from a kiosk

Visit a pop up market

Perform/ listen to music

Enjoy an art installation

Attend a DJ night

Attend a cultural festival

3rd AVE.

Existing Bike Lane

Shop at retail kiosks

GRAND RIVER AVE.V

Existing Bike Lane

small gathering in a pavilion

Join a games social

Play basketball (half court)

Skate in a skate park

Play ping pong

Gaming

Play informal sports

Do yoga

W FISHER SERVICE RD.

UMCI

Future UMCI Parking Structure

"I AM" Temple Detroit

N

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Then place stickers to indicate what you may like to do within those areas.

Existing Sports Field

North Wind

West Wind

Cass Tech

2ND AVE.

3rd AVE.

W FISHER SERVICE RD.

GRAND RIVER AVE.V

Existing Bike Lane

Existing Bike Lane

Read a book

picnic

Swing on all-ages swings

Bring my kid(s) to the playground

Ice Cream

Enjoy free wi-fi

Sit among/ under trees

Observe wildlife

Sit in lounge chairs

People watch

Walk/ jog on

Walk my dog

Join a games social

Tend a plot in a community garden

Play hopscotch

UMCI

Future UMCI Parking Structure

"I AM" Temple Detroit

N

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Then place stickers to indicate what you may like to do within those areas.

Existing Sports Field

Cass Tech

2ND AVE.

North Wind

W FISHER SERVICE RD.

West Wind

3rd AVE.

Existing Bike Lane

GRAND RIVER AVE.

Existing Bike Lane

Charging station and chairs

Do yoga

Community share

Yoga / Walk

Play pickleball

sports courts

hang out with friends and family
Read a book

Ice cream

Picnic

People watch

W FISHER SERVICE RD.

UMCI

Future UMCI Parking Structure

"I AM" Temple Detroit

N

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Then place stickers to indicate what you may like to do within those areas.

Existing Sports Field

North Wind

West Wind

Cass Tech

2ND AVE.

3rd AVE.

W FISHER SERVICE RD.

GRAND RIVER AVE.V

Existing Bike Lane

Existing Bike Lane

Visit a pop up market

Enjoy food from food trucks

Read a book

Picnic

Enjoy food/drinks from a kiosk

hang out with friends and family
Enjoy free wi-fi

Play informal sports

Meet in an outdoor classroom

Play basketball (half court)

Play ping pong

Play pickleball

Do yoga

Sit among/ under trees

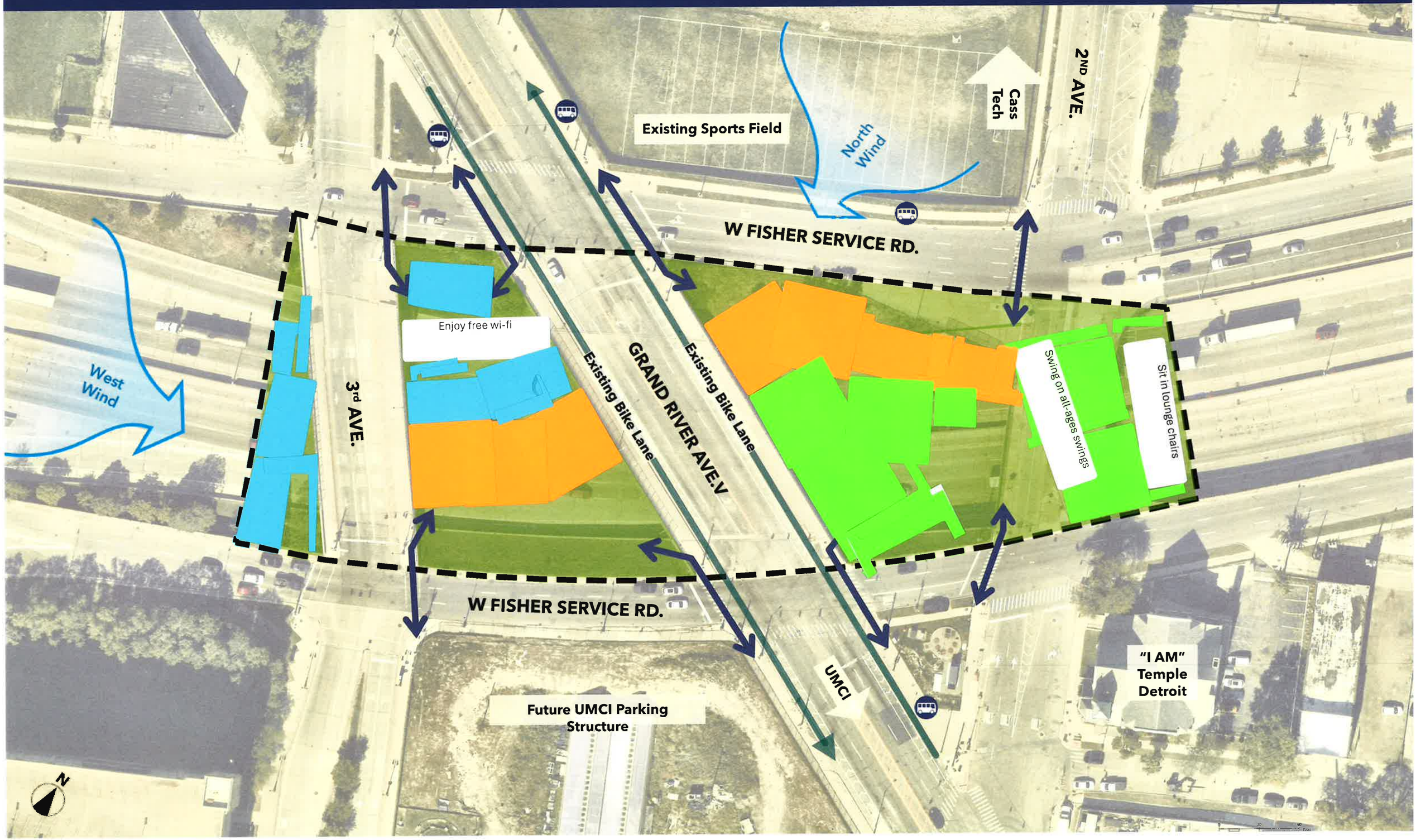
Future UMCI Parking Structure

UMCI

"I AM" Temple Detroit

N

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First place stickers for Lawn, Paved Space and Landscape Areas within the cap boundary.
Then place stickers to indicate what you may like to do within those areas.

Existing Sports Field

North Wind

West Wind

Cass Tech

2ND AVE.

3rd AVE.

W FISHER SERVICE RD.

GRAND RIVER AVE.V

Existing Bike Lane

Bike Lane

Read in a garden reading nook

Walk/ jog on walking paths

hang out with friends and family

Bathrooms

Picnic

Sit among/ under trees

Sitting area with charging stations

Do yoga

Perform/ listen to music

Enjoy free wi-fi

Play basketball (half court)

Play informal sports

Enjoy food/drinks from a kiosk

Enjoy food from food trucks

UMCI

Future UMCI Parking Structure

"I AM" Temple Detroit

N

First place stickers for Lawn, Paved Space and Landscape Areas within the cap boundary.
Then place stickers to indicate what you may like to do within those areas.

Play informal sports

North Wind

Play basketball (half court)

Cass Tech

2ND AVE.

W FISHER SERVICE RD.

West Wind

3rd AVE.

Existing Bike Lane

GRAND RIVER AVE.V

Existing Bike Lane

Ice skating

Enjoy an art installation

UMCI

Do yoga

W FISHER SERVICE RD.

N

First place stickers for Lawn, Paved Space and Landscape Areas within the cap boundary.
Then place stickers to indicate what you may like to do within those areas.

Existing Sports Field

North Wind

West Wind

Cass Tech

2ND AVE.

3rd AVE.

W FISHER SERVICE RD.

GRAND RIVER AVE.V

Existing Bike Lane

Existing Bike Lane

Perform/ listen to music

Picnic

Enjoy food from food trucks

Read in a garden reading nook

Enjoy free wi-fi

Play basketball (half court)

W FISHER SERVICE RD.

UMCI

Future UMCI Parking Structure

"I AM" Temple Detroit

N

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Then place stickers to indicate what you may like to do within those areas.



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Existing Sports Field

North Wind

Cass Tech

2ND AVE.

W FISHER SERVICE RD.

West Wind

3rd AVE.

Sit in lounge chairs

Enjoy food from food trucks

Walk/ jog on walking patns

Enjoy food/drinks from a kiosk

Do yoga

Work at outdoor workstations

Visit a pop up market

Attend a cultural festival

Existing Bike Lane

GRAND RIVER AVE.V

Existing Bike Lane

social events

trampolines

Picnic

Post on a community board

Swing on all-ages swings

Meet in an outdoor classroom

Playground

Observe wildlife

Enjoy free wi-fi

Shop at retail kiosks

Read in a garden reading nook

small gathering in a pavilio

hang out with friends and family

W FISHER SERVICE RD.

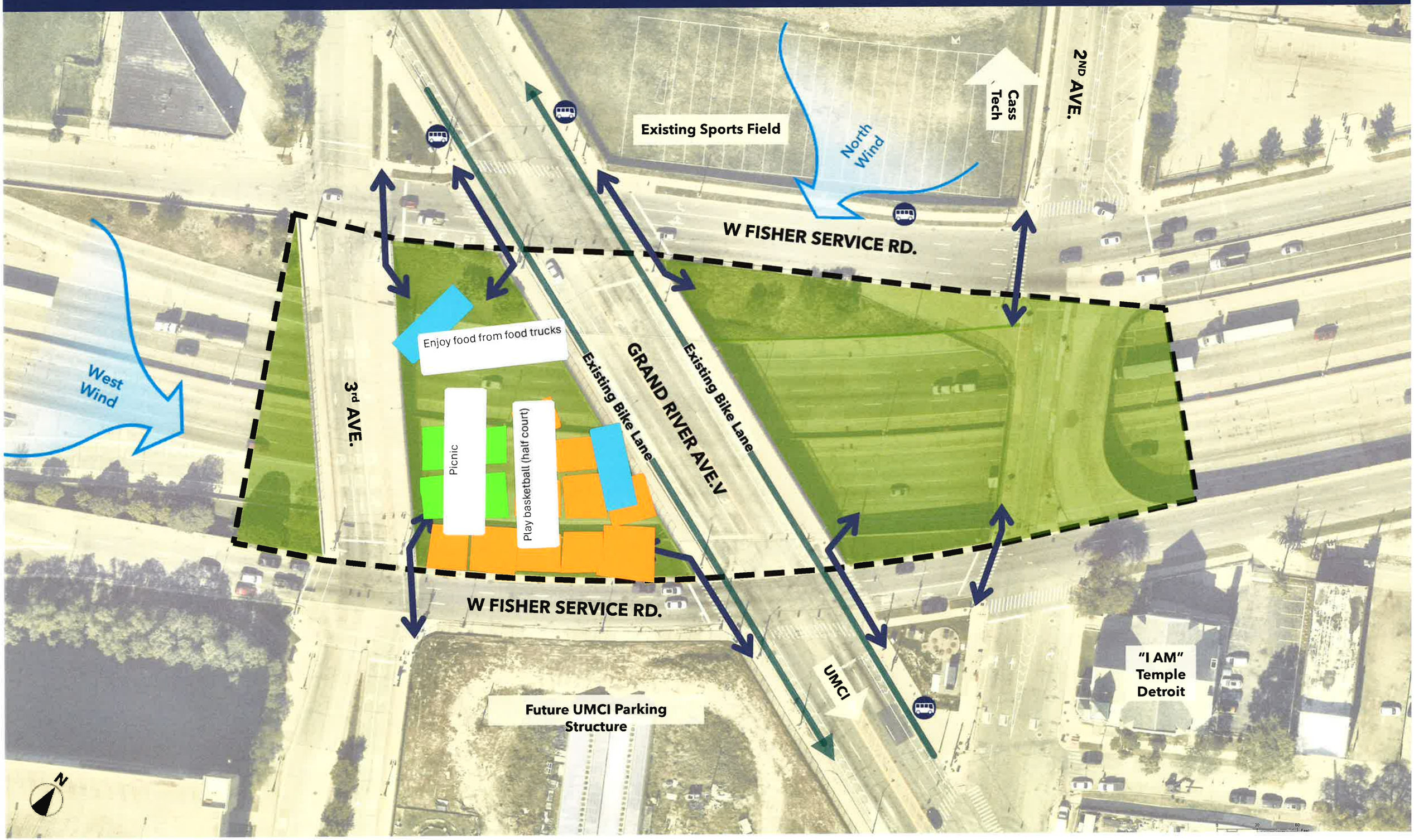
UMCI

Future UMCI Parking Structure

"I AM" Temple Detroit

N

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Existing Sports Field

North Wind

West Wind

Cass Tech

2ND AVE.

3rd AVE.

W FISHER SERVICE RD.

GRAND RIVER AVE.V

Enjoy food/drinks from a kiosk

Enjoy food from food trucks

Walk/ jog on walking paths

Picnic

Join a fitness class

Sit in lounge chairs

Existing Bike Lane

Play pickleball

Swing on all-ages swings

Play basketball (half co

Play ping pong

Attend a DJ night

Bike lanes

Trails

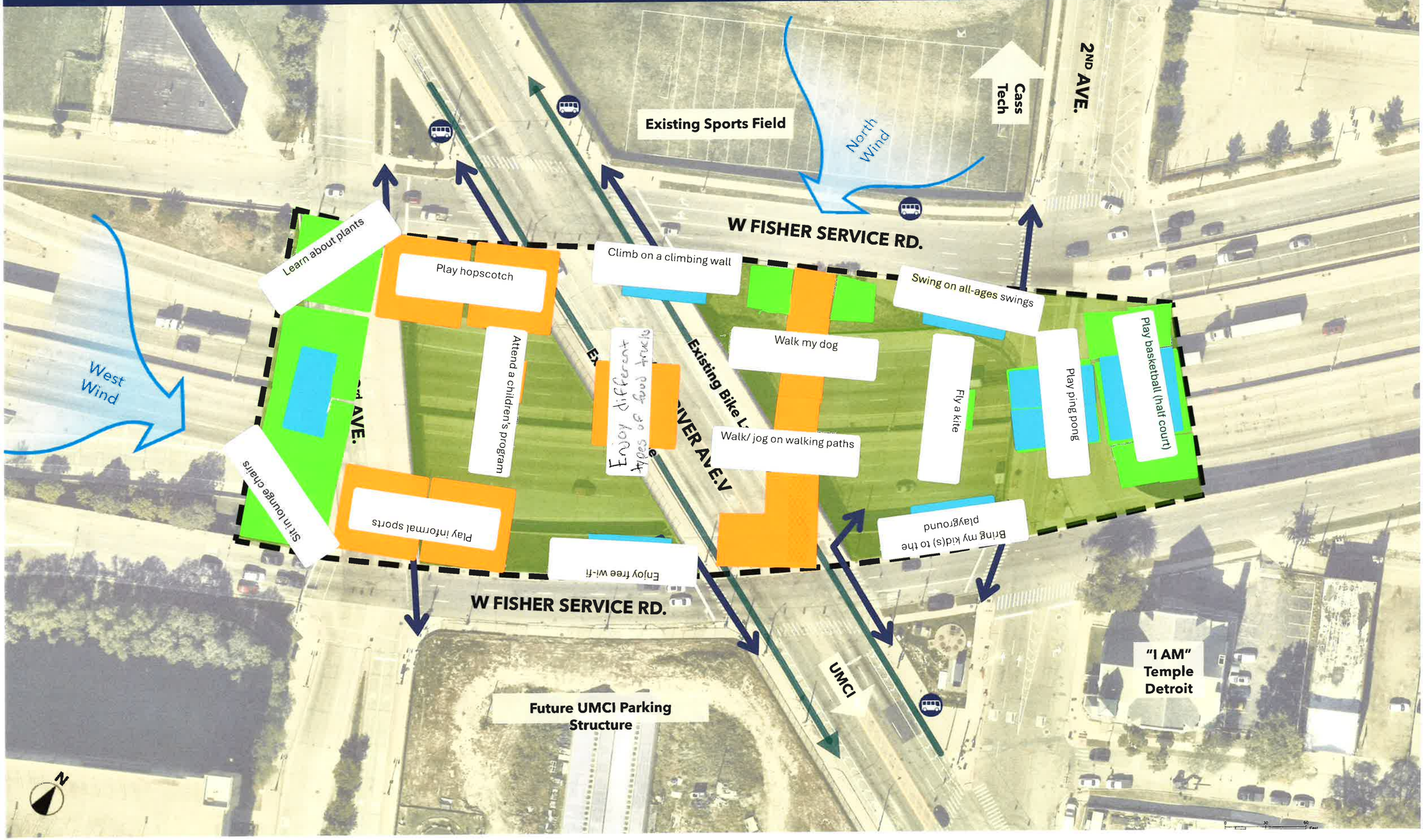
Future UMCI Parking Structure

UMCI

"I AM" Temple Detroit

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Existing Sports Field

North Wind

Cass Tech

2ND AVE.

W FISHER SERVICE RD.

SZZ

West Wind

3rd AVE.

Existing Bike Lane

GRAND RIVER AVE.V

Existing Bike Lane

Attend a cultural festival

Visit a pop up market

Picnic

W FISHER SERVICE RD.

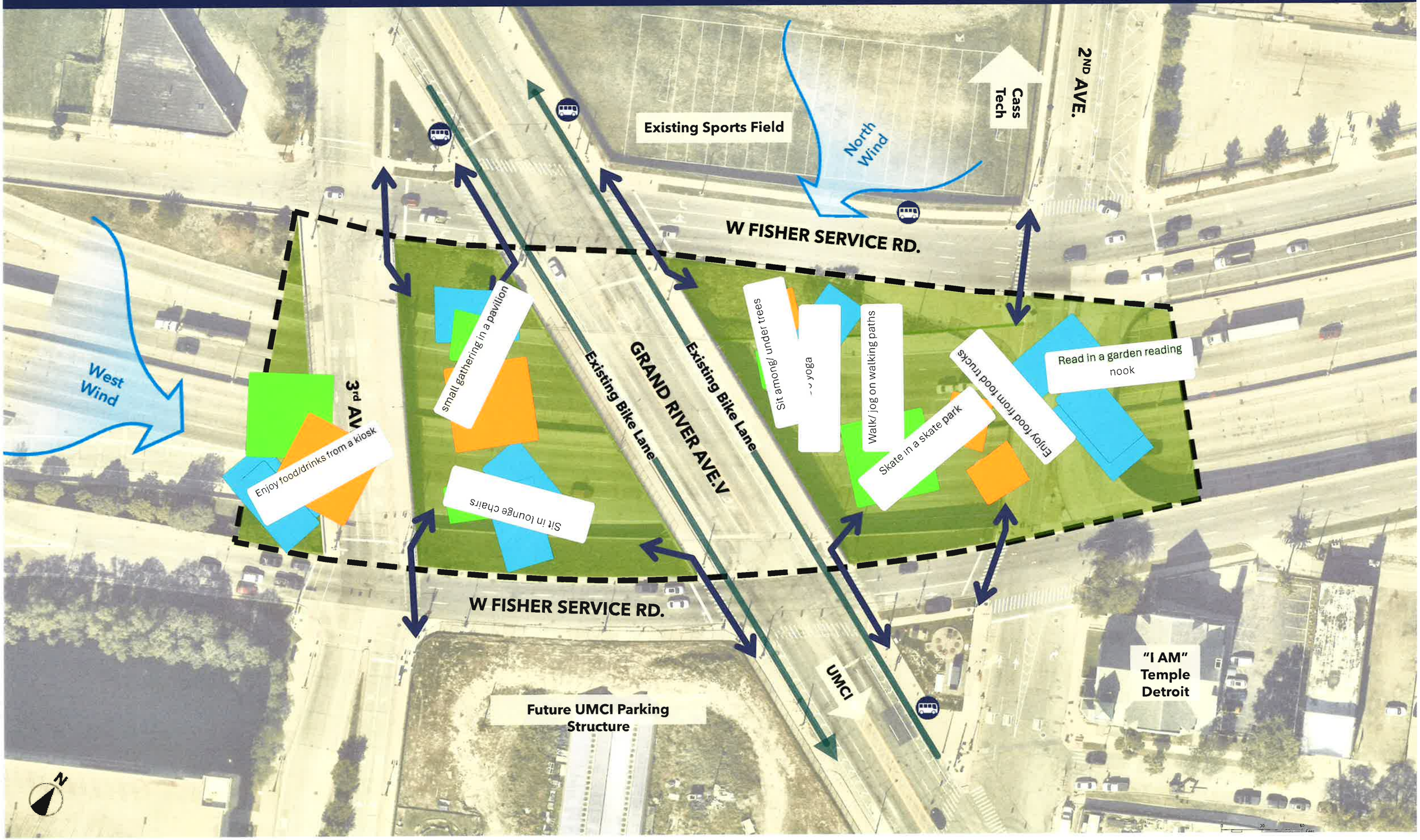
UMCI

Future UMCI Parking Structure

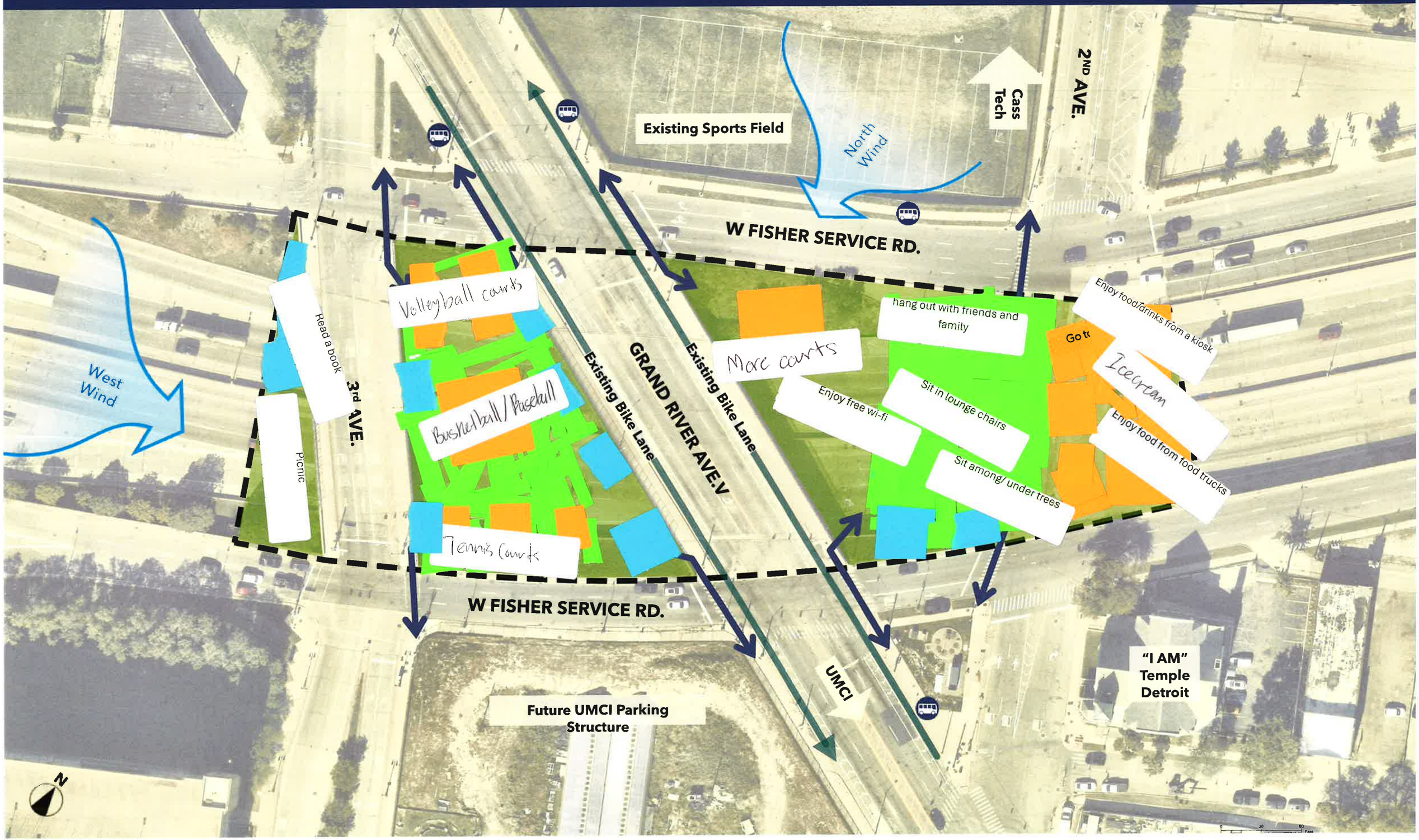
"I AM" Temple Detroit

N

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First place stickers for Lawn, Paved Space and Landscape Areas within the cap boundary.
Then place stickers to indicate what you may like to do within those areas.



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Existing Sports Field

North Wind

Cass Tech

2ND AVE.

W FISHER SERVICE RD.

West Wind

Picnic

3rd AVE.

Existing Bike Lane

GRAND RIVER AVE.V

Existing Bike Lane

Walk/ jog on walking paths

Enjoy free wi-fi

Sit in lounge chairs

Visit a pop up market

W FISHER SERVICE RD.

UMCI

Future UMCI Parking Structure

"I AM" Temple Detroit

N

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