



THE ROAD AHEAD
I-75 CAP

Phase 3 Public Engagement Summary Report

I-75 Cap Vision and Alternatives Analysis

Downtown Detroit Partnership

December 2024

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1 Executive Summary

The following summarizes feedback received from the in-person public meeting and the online survey.

IN-PERSON PUBLIC MEETING	ONLINE SURVEY
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Overview

The third public meeting for the I-75 Cap Study was held on October 29, 2024 from 6:00pm - 7:30pm. The Public Meeting had 76 participants sign the sign-in sheet and 53 in-person surveys were collected.

A short presentation provided an overview of the project and a summary of work to date. An interactive activity invited participants to interact with three boards, presenting different programming options for the west, central, and East Caps. Input was recorded through dots and sticky notes. Participants were asked for their opinion on the preferred option through the paper survey.

The Online Survey was open from October 30, 2024 to November 25, 2024. A total of 88 people participated in the survey.

The Survey replicated the in-person board activity, asking respondents to indicate their preferences between two different programming options at each of the three cap locations (west, central, east). Respondents were also asked for their opinion on the preferred option. Demographic questions helped show who is engaging with the project.

Demographics

Eighty-nine percent of attendees were Detroit residents. Most attendees (53%) were from the 48201 zip code.

Most attendees were residents of the area (77%). Many attendees often shop in the area (47%), work in the area (38%) or participate in community activities in the area (38%).

Most attendees (51%) have lived or worked in the area for over 6 years. Thirty-four percent have lived in the area for 1 to 5 years.

The greatest share of attendees were 25 to 34 years old (32%), followed by those 45 to 54 (23%).

Most attendees were white (58%). Twenty-one percent of attendees were Black.

Over half of attendees (53%) had participated in previous engagement opportunities for the I-75 Cap

Forty-eight percent of respondents were Detroit residents. The greatest share of respondents (17%) was from the 48201 zip code.

Most respondents shop or eat in the area (71%) or participate in community activities in the area (66%). Many respondents were residents of the area (46%).

Almost half of attendees (41%) have lived or worked in the area for over 6 years. Thirty-five percent have lived in the area for 1 to 5 years.

The greatest share of attendees was those 25 to 34 (39%) and those 35 to 44 (39%).

Most respondents were white (64%). Seven percent of respondents were Black.

Most respondents (81%) had not participated in previous engagement opportunities for the I-75 Cap.

Recommended Cap Locations

When asked if the preferred I-75 concept will achieve the project vision, most respondents say "mostly" (51%), followed by "yes" (22%) and "partially" (22%). No respondents said "no."

Many comments emphasized the importance of improving connectivity and access through cap design, emphasized the importance of noise reduction, expressed a desire to enlarge one of the caps (particularly the Central Cap), and a expressed a desire to shift the Central Cap eastward.

When asked if the preferred I-75 concept will achieve the project vision, the greatest share of respondents said "yes" (34%), closely followed by "mostly" (30%), and "partially" (26%). Only 4% of respondents said "no."

Many comments in this section expressed a desire for a larger cap, a desire to focus on the Central Cap, to add a cap between the central and West Caps, to add a cap to connect Brush Park and Eastern Market, and a preference for fewer larger caps rather than multiple smaller caps.

West, Central, East Cap Programming

Attendees were asked to indicate their preference for programming elements on the West, Central, and East Caps by placing a dot on a spectrum between the two options. They were also given the option to leave sticky notes on the board to elaborate on their preference.

West Cap: For the West Cap there was an overall preference for a pocket of daily activity rather than a learning retreat. Comments highlighted the importance of biking and walking paths, the importance of slowing traffic and improving safety, and the opportunity to provide spaces for students and youth.

Central Cap: For the Central Cap there was a slight preference for a place to gather. Comments highlighted the importance of natural space but perhaps better opportunities for a green oasis on the West or East Caps. Comments showed a desire to focus on public art, promote development, and provide gathering space.

East Cap: For the East Cap there was an overall preference for a neighborhood gathering space. Comments highlighted the need for youth and family spaces, a desire for flexible spaces for events and everyday activities, and an opportunity to highlight the history of Paradise Valley.

Respondents were asked to indicate their preference for programming elements on the West, Central, and East Caps by answering a Likert scale question. They could also leave comments to elaborate on their preference.

West Cap: For the West Cap there was a significant preference for a pocket of daily activity rather than a learning retreat. Comments highlighted a desire to focus on enhancing connections in this area and creating a pleasant space to traverse rather than creating another park. Comments called for greater connectivity and raised concerns about traffic and safety in this area.

Central Cap: For the Central Cap there was an equal interest in a place to gather and a green oasis. Many comments expressed a need for natural elements on all the caps. Many comments expressed a need for greater connectivity in the area. Some comments expressed concerns that the space would become overdesigned and overprogrammed.

East Cap: For the East Cap, there was a slight preference for a neighborhood gathering space. Most comments advocated for a focus on the residents of this area, which include families, youth, and seniors. Some comments saw the potential to attract visitors to this space and many comments highlighted the need for more greenery and natural elements.

2 Public Meeting Summary

2.1 Public Meeting: Overview

On October 29th, from 6:00 PM to 7:30 PM, the I-75 Cap project team hosted the third I-75 public meeting at the Michigan State University Annex campus on Woodward Avenue. The event attracted over 76 attendees, with 53 individuals completing and submitting the paper survey.

Event Format and Content

The meeting included a detailed presentation followed by an interactive activity, encouraging community members to actively participate in the ideation process for the I-75 project.

The presentation provided a project overview and summary of project work to date. The interactive activity invited participants to interact with three boards, each presenting different programming options for the west, central, and East Caps. Input was recorded through dots and sticky notes. Participants were also asked for their opinion on the presented preferred option through a paper survey. The event also informed attendees about next steps, including access to digital versions of the activity.



2.2 Public Meeting: Demographics

This summary reflects data from 53 attendees who completed and submitted the survey at the public meeting. It is important to note that this may not represent the views of all attendees, however it provides insights from those who chose to participate in the survey.

Residency and Community Connection: Respondents were able to select multiple options. The majority (77%) identified as residents, while 47% reported shopping in the area. Respondents who indicated they work or participate in community activities in the area were reported in equal proportions (38%).

Length of Residency: The largest group of respondents (34%) has lived in the area for 1-5 years, while residents of 10+ years represented the second-largest group (26%).

Race: Most respondents (58%) identified as white, while Black respondents represented the second-largest group (21%).

Age Distribution: The largest proportion of respondents (32%) fell within the 25-34 age group, while those aged 45-54 comprised the second-largest group (23%).

Geographic Distribution: Of the in-person survey participants, 53% resided in the 48201 zip code. The remaining 47% lived outside this zone, with 15% residing elsewhere in Detroit

Table 1. Public Meeting Survey: What is your relationship to the community? Select all that apply.

	Count	Percent
Resident	41	77%
Shop here	25	47%
Work here	20	38%
Participate in community activities here	20	38%
Visit family and friends	14	26%
Business owner	6	11%
Student	2	4%

Table 2. Public Meeting Survey: How long have you lived or worked in the community near the Interstate 75 Study Area?

	Count	Percent
Less than 1 year	5	9%
1 to 5 years	18	34%
6 to 10 years	13	25%
More than 10 years	14	26%
N/A	3	6%

Table 3. Public Meeting Survey: Race / Ethnicity

	Count	Percent
White / Caucasian	31	58%
Black / African American	11	21%
Prefer not to say	4	8%
Asian / Pacific Islander	2	4%
Other	2	4%
Two or more races / ethnicities	2	4%
Hispanic / Latinx	1	2%

Table 4. Public Meeting Survey: How old are you?

	Count	Percent
18 to 24	1	2%
25 to 34	17	32%
35 to 44	19	17%
45 to 54	12	23%
55 to 66	9	17%
65+	5	9%

Table 5. Public Meeting Survey: What is your zip code?

	Count	Percent
City of Detroit zip code	47	89%
48201	28	53%
48202	5	9%
48226	3	6%
Other	17	32%

Table 6. Public Meeting Survey: Did you participate in previous engagement for the I75 Cap this year? Select all that apply.

	Count	Percent
Yes, some type of engagement	30	57%
June 27 th Public Meeting	12	23%
August 27 th Public Meeting	16	30%
July Online Survey	13	25%
September Online Survey	12	23%
No	23	43%

2.3 Public Meeting: I-75 Cap Preferred Concept

Respondents were asked whether the preferred I-75 Cap Concept will achieve the project vision to reconnect the Lower Cass and Brush Park neighborhoods to downtown. Comment summaries in the following section provide additional detail from these responses.

Figure 1. Preferred I-75 Concept

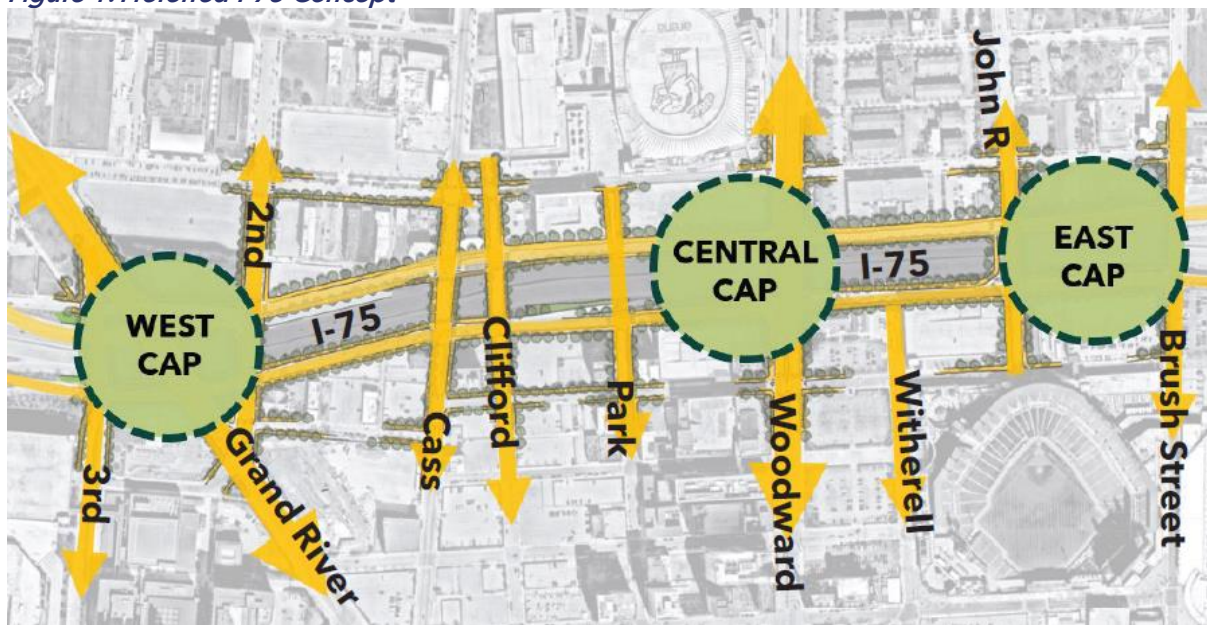
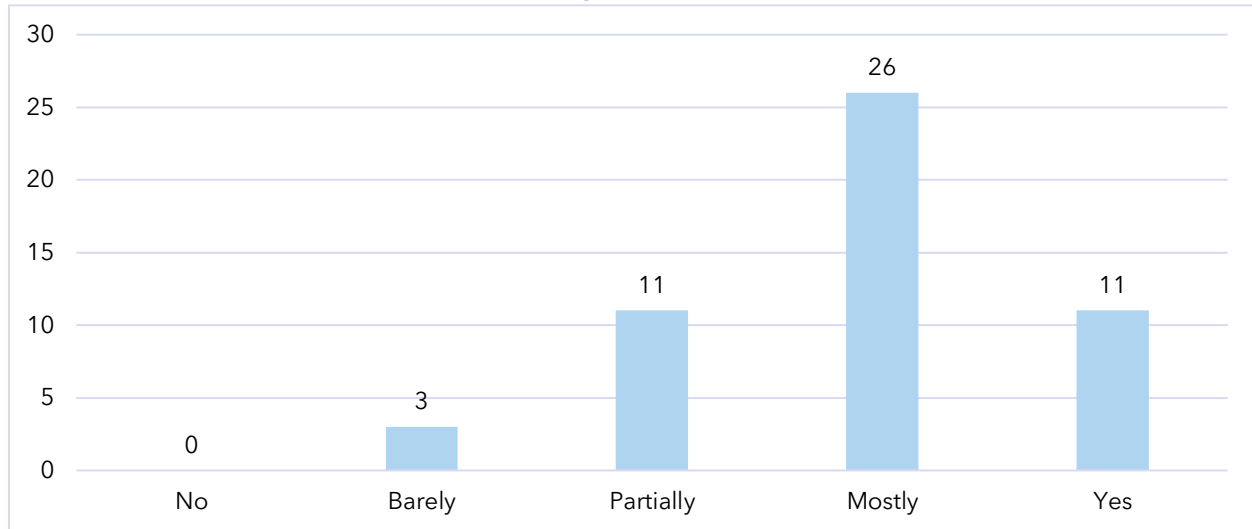


Figure 2. Public Meeting Survey: Do you think the preferred I-75 concept will achieve the project vision to reconnect the Lower Cass and Brush Park neighborhoods to Downtown?



2.4 Public Meeting: Open Comment Summaries

Location-Specific Comments

West Cap: While receiving less focused attention than its counterparts, the West Cap requires careful consideration of street design, particularly right sizing Second Avenue and converting it to a two-way.

- Stakeholders recommend eliminating irregular intersections and focusing on residential needs.
- Recommendations include developing permanent commercial structures at street level and considering a European-style roundabout with a central park at Grand River, enhancing its potential as a landmark destination.
- Though general interest exists, fewer specific recommendations emerged for the West Cap, suggesting an opportunity for additional community input and creative planning approaches.

Central Cap: The Central Cap represents a crucial opportunity to create Detroit's signature destination.

- Stakeholders recommend shifting it slightly east of Woodward, with the design spanning both sides to maximize impact.
- Many envision this cap as the highlight of the area, with some suggesting combining it with the East Cap for greater effect.
- The space is naturally positioned to serve visitors, given its proximity to parking structures and Little Caesars Arena.

East Cap: The East Cap's design should consider shifting to Woodward to John R rather than John R to Brush, with many calling for its enlargement or potential combination with the Central Cap.

- This area carries significant historical weight, particularly regarding Black businesses and entertainment venues from the mid-20th century. Stakeholders emphasize the importance of preserving and highlighting this history through educational elements.
- The community strongly recommends avoiding redundant amenities like farmers markets or fitness centers, instead focusing on enhancing community livability and strengthening residential connections.
- The East Cap should serve as a bridge between past and present, honoring historical significance while meeting current community needs.

Major Themes Across all Caps

- **Connectivity and access** emerge as primary concerns throughout the project area. Stakeholders emphasize creating continuous connections between caps, improving north-south travel, and coordinating with existing transit systems like the QLine. Recommendations include widening north-south sidewalks, considering elevated pedestrian bridges, and enhancing bike infrastructure to ensure seamless movement between caps.
- **Historical preservation and cultural heritage** play vital roles in the project's vision. The community emphasizes telling stories of what was lost to I-75 and I-375, particularly focusing on 1950s history. Preserving historic buildings and incorporating educational elements about neighborhood history should be achieved through meaningful community engagement in the design process.
- **Safety and infrastructure considerations** permeate all aspects of the project. Pedestrian and cyclist safety should be prioritized, alongside traffic calming measures. Year-round maintenance and human-centric design that serves all community members must be central to planning.
- **Environmental considerations** reflect modern priorities, with stakeholders calling for green materials, solar charging stations, and eco-friendly design elements. Environmental improvements like better air quality and reduced noise pollution are essential. Specific recommendations include bee-friendly gardens, thoughtful lighting choices, fruit trees in community spaces, and considerations for animal safety in green spaces.
- **Development and investment strategies** should address vacancy concerns while balancing parking needs. The project should spur development opportunities, support historic building reinvestment, and coordinate with the I-375 project to ensure lasting positive impact on the area.
- **Programming and management** require careful balance. Stakeholders recommend allowing organic development of programming while including indoor facilities for year-round use. The spaces should serve diverse community interests without over-programming initially. A balance between visitor and community needs is essential for long-term success.
- **Financial and planning considerations** emphasize the need for full project funding commitment and cost transparency. Stakeholders suggest evaluating alternative, more economical solutions and considering impacts on other city projects. Coordination with other infrastructure projects is crucial for efficient implementation.
- **Community integration** stands as a foundational principle, with focus on current resident needs and inclusion of public design workshops. The project must consider diverse user groups and balance commercial and community spaces while preserving existing business ecosystems, particularly regarding Eastern Market. This approach ensures the project serves both immediate neighbors and the broader Detroit community.

2.5 Public Meeting: Board Activity

Introduction

After the presentation participants were invited to interact with three boards that each presented two different programming ideas for each of the three cap location areas. For each cap location area participants were asked to indicate a preference between the two programming options and were invited to add comments elaborating on their preference. Photos of the activity boards inclusive of participant feedback can be found below.

West Cap

Participants were asked to indicate their preference between a *pocket of daily activity* or a *learning retreat* on the West Cap. The response spectrum, indicated through red adhesive dots, demonstrated an overall preference for a *pocket of daily activity*.

Four comments at this station raised the importance of biking and walking paths in this area. Four comments were related to traffic or street configuration. There were concerns that there is too much traffic in this area and respondents suggested reallocating auto-oriented space to pedestrians and bicyclists. Three comments were focused on focusing on education, connecting the area to Cass Tech and University of Michigan. Three comments were focused on providing spaces for youth. Two comments indicated a desire for passive space or areas allowing for privacy and peace. A complete list of comments can be found in Appendix D.

Figure 3. West Cap Character and Identity Board

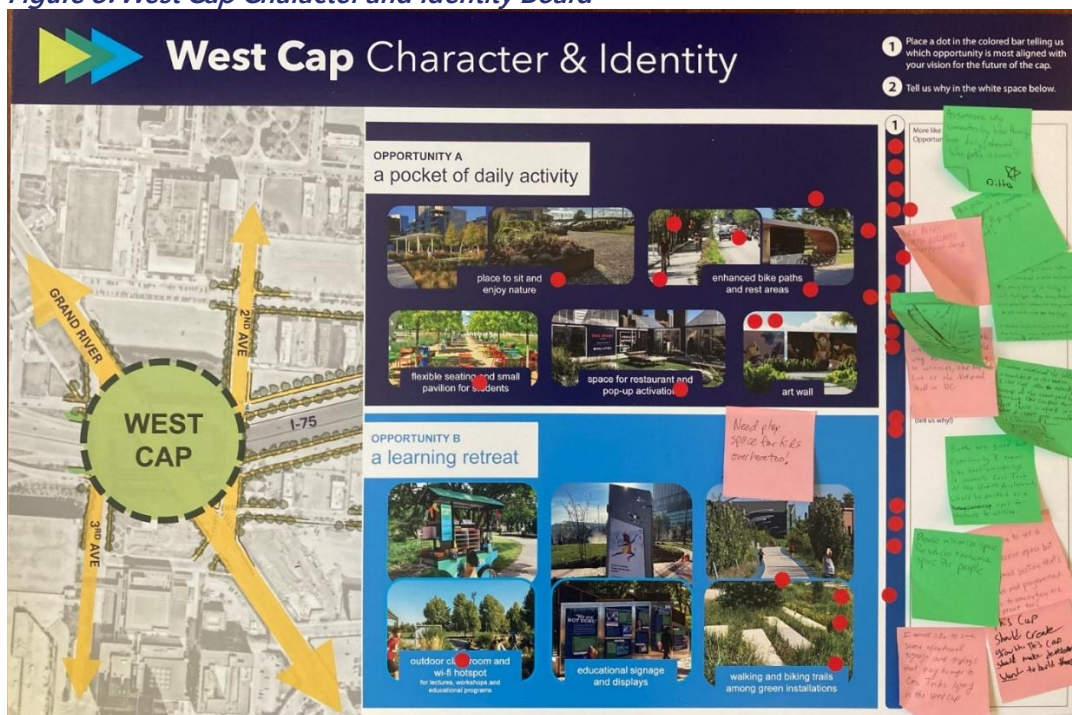
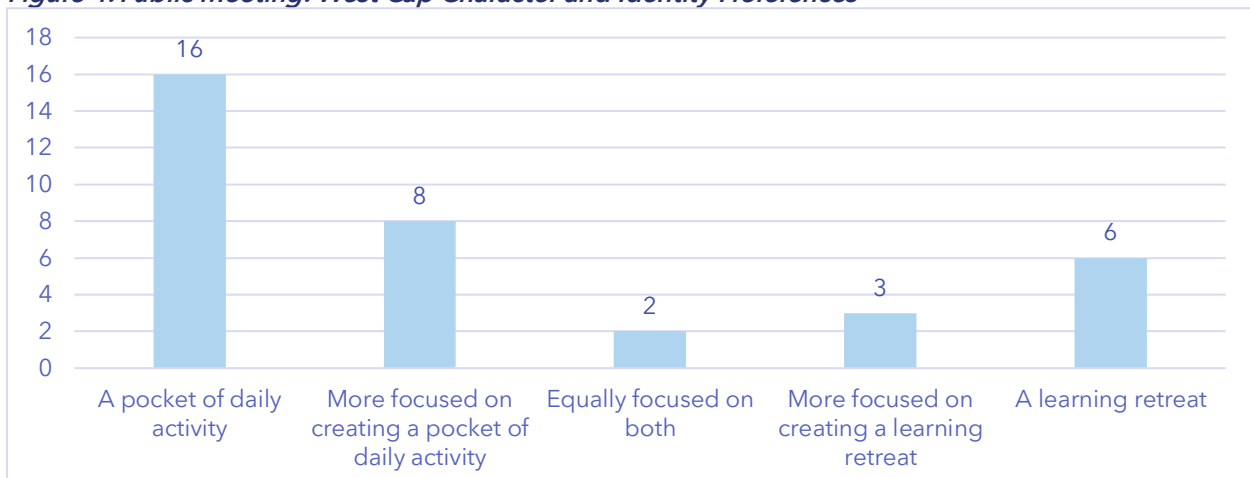


Figure 4. Public Meeting: West Cap Character and Identity Preferences



Central Cap

Participants were asked to indicate their preference between having programming reflecting more of a *place to gather* or more of a *green oasis* on the Central Cap. This board received the most attention, with a total of 49 adhesive dots placed on the board. The response spectrum indicated a slight preference for a *place to gather*.

Six comments were related to natural space, with four comments highlighting the importance of natural space and two comments preferring that natural space be emphasized on the other caps rather than the Central Cap. Six comments called for public art. Five comments were related to promoting development and economic opportunities on the cap, while one comments raised concerns about competition with Eastern Market. Five comments highlighted the need for gathering spaces and open spaces for people to interact and convene.

Figure 5. Central Cap Character and Identity Board

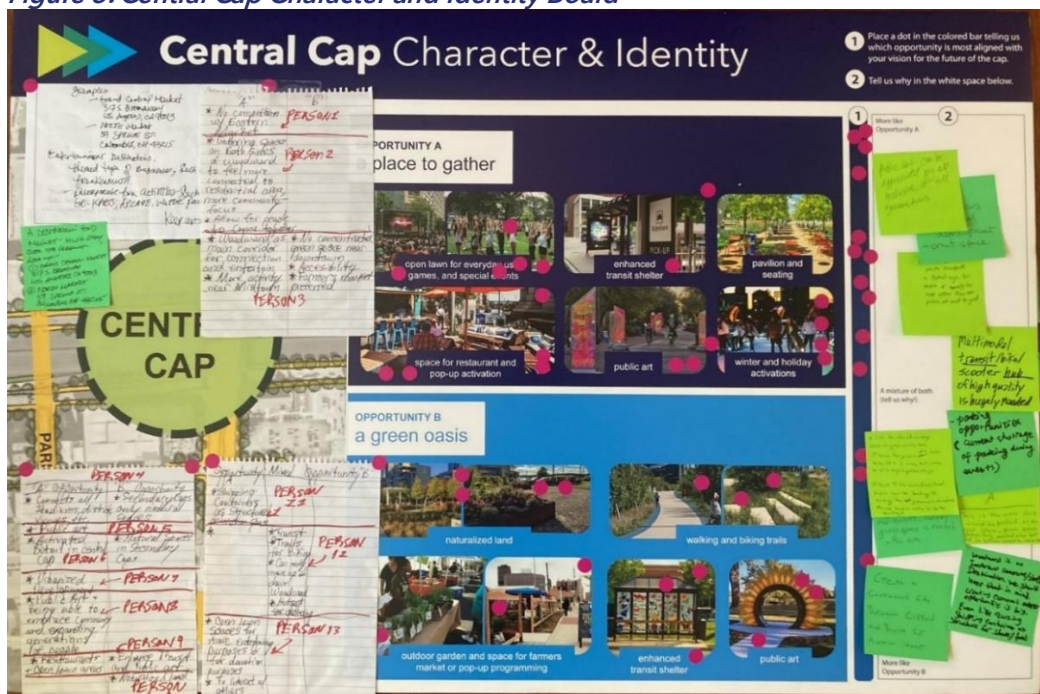
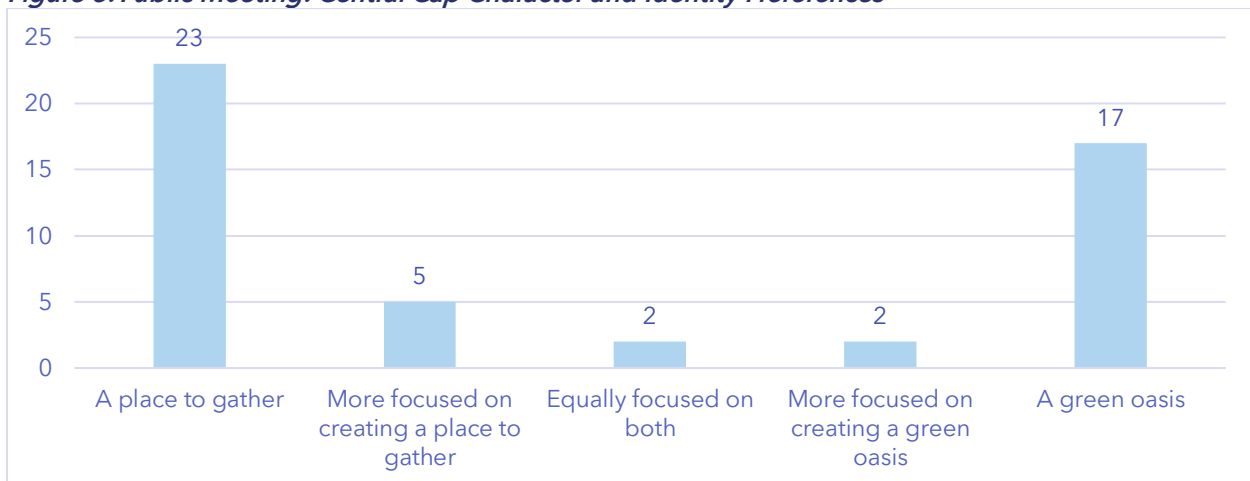


Figure 6. Public Meeting: Central Cap Character and Identity Preferences



East Cap

Participants were asked to indicate their preference between having programming reflecting more of a *celebration destination* or more of a *neighborhood space* on the East Cap. A total of 45 adhesive dots were placed on the board. The response spectrum indicated a preference for a *neighborhood gathering space*.

Four comments highlighted the need for youth and family spaces in this area. Three comments indicated a desire for flexible spaces that can support programming and everyday activities. Two comments highlighted the need to honor the history of Paradise Valley / Black Bottom in this area. Two comments were concerned about scooters and e-bikes disrupting the area, indicating a preference for multimodal hubs on the outskirts of the cap. Two comments were concerned about a farmers' market competing with Eastern Market. One comment pointed out that there was not a desire for fitness area seen in phase 2 engagement and expressed their dislike for that type of amenity.

Figure 7. East Cap Character and Identity Board

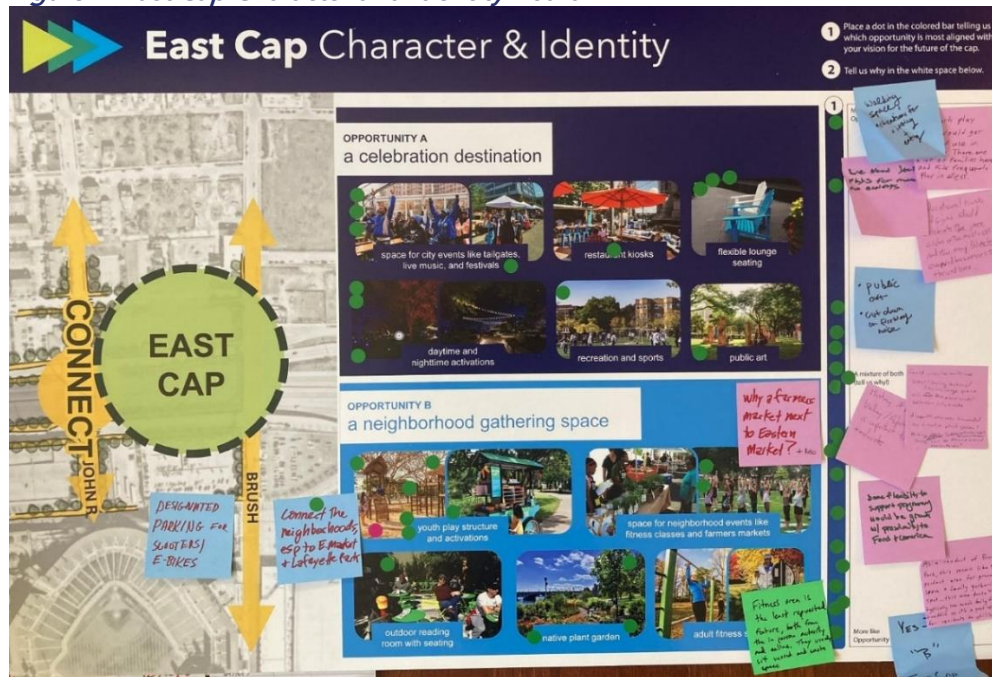
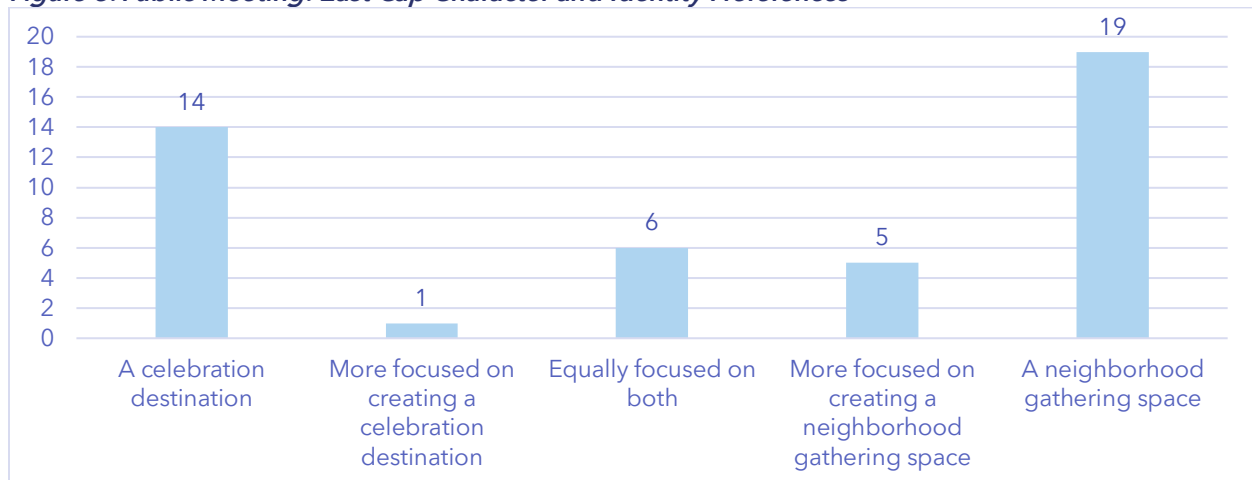


Figure 8. Public Meeting: East Cap Character and Identity Preferences



3 Online Survey Results Summary

3.1 Online Survey: Overview

There was a total of 88 responses to the Online Survey, which was open from October 30, 2024 to November 25, 2024. There was a total of 18 questions, with two questions related to the preferred I-75 Cap concept, six questions related to design options on the west, central, and East Caps, three for additional comments and optional contact information, and seven related to demographics. All questions were optional. The survey was hosted on Survey123 and structured as shown in the following bullets. See Appendix E: Online Survey Questions for the list of questions.

- Page 1: Introduction and Background Information (no questions)
- Page 2: Preferred I-75 Cap concept and cap design options (eight questions)
- Page 3: Additional comments, zip code, and contact information (four questions)
- Page 4: Demographic questions (six questions)

3.2 Online Survey: Demographic Results

The following tables summarize demographic results from the Online Survey. Compared with the In-Person Survey at the Public Meeting, the Online Survey had less representation from City of Detroit residents, residents of the study area, and communities of color. The Online Survey did manage to reach a higher percentage of people who had not previously participated in I-75 Cap engagement activities.

Table 7. Online Survey: What is your relationship to the community? Select all that apply.

	Count	Percent
<i>I shop or eat here</i>	62	71%
<i>I participate in community activities here</i>	57	66%
<i>Resident</i>	40	46%
<i>I visit family and friends here</i>	38	44%
<i>I work here</i>	35	40%
<i>Business owner</i>	10	11%
<i>Other</i>	7	8%
<i>Student</i>	7	8%

Table 8. Online Survey: How long have you lived or worked in the community near the Interstate 75 Study Area?

	Count	Percent
<i>Less than 1 year</i>	3	3%
<i>1 to 5 years</i>	30	35%
<i>6 to 10 years</i>	10	12%
<i>More than 10 years</i>	25	29%
<i>Not Applicable</i>	17	20%
<i>other</i>	1	1%

Table 9. Online Survey: How would you best describe your race/ethnicity?

	Count	Percent
White/Caucasian	56	64%
Prefer not to say	14	16%
Black/African American	6	7%
Two or More Races/Ethnicities	4	5%
Asian/Pacific Islander	3	3%
Hispanic/Latinx	2	2%
Other	2	2%

Table 10. Online Survey: What is your age group?

	Count	Percent
Under 18	1	1%
18 to 24	4	5%
25 to 34	34	39%
35 to 44	34	39%
45 to 54	11	13%
65 and over	3	3%

Table 11. Online Survey: Please provide your zip code.

	Count	Percent
City of Detroit zip code	42	48%
48201	15	17%
48207	7	8%
48009	4	5%
48221	4	5%
48220	3	3%
48226	3	3%
Other	52	59%

Table 12. Online Survey: Did you participate in previous engagement for the I-75 Cap this year? Select all that apply.

	Count	Percent
No	70	81%
I filled out the July Online Survey	12	14%
I filled out the September Online Survey	11	13%
I attended Public Meeting 2	4	5%
I attended Public Meeting 1	3	3%

3.3 Online Survey: I-75 Cap Preferred Concept

Respondents were asked whether the preferred I-75 Cap Concept will achieve the project vision to reconnect the Lower Cass and Brush Park neighborhoods to downtown.

A total of 58 respondents also left a comment about how they would change the preferred I-75 Cap concept. Many comments expressed a desire for a larger cap overall, for a larger cap rather than smaller caps, or larger caps to better mitigate noise. Similarly, many comments suggested capping the entire study area. Many comments also suggested focusing on the Central Cap, expanding the Central Cap, or shifting the Central Cap to the east. Some comments suggested adding another cap between the West and the Central Cap or adding a cap between Cass and Clifford. Some comments suggested connecting Brush Park and Eastern Market. For a full list of comments see Appendix F.

Figure 9. Preferred I-75 Concept

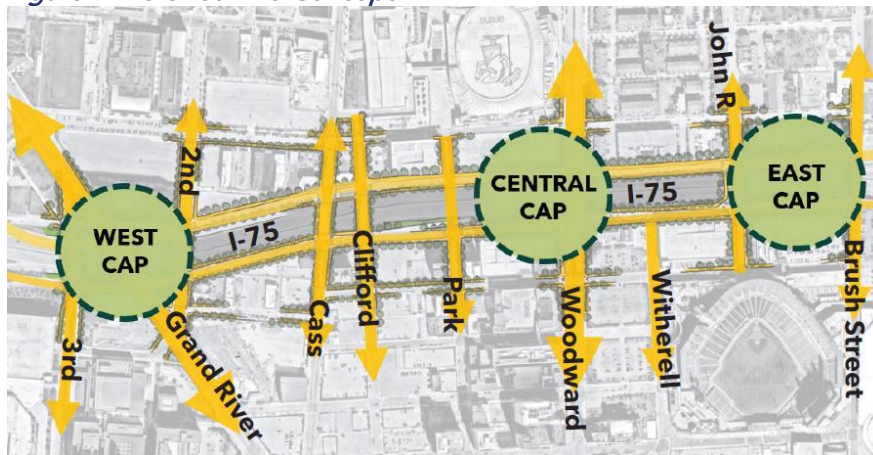
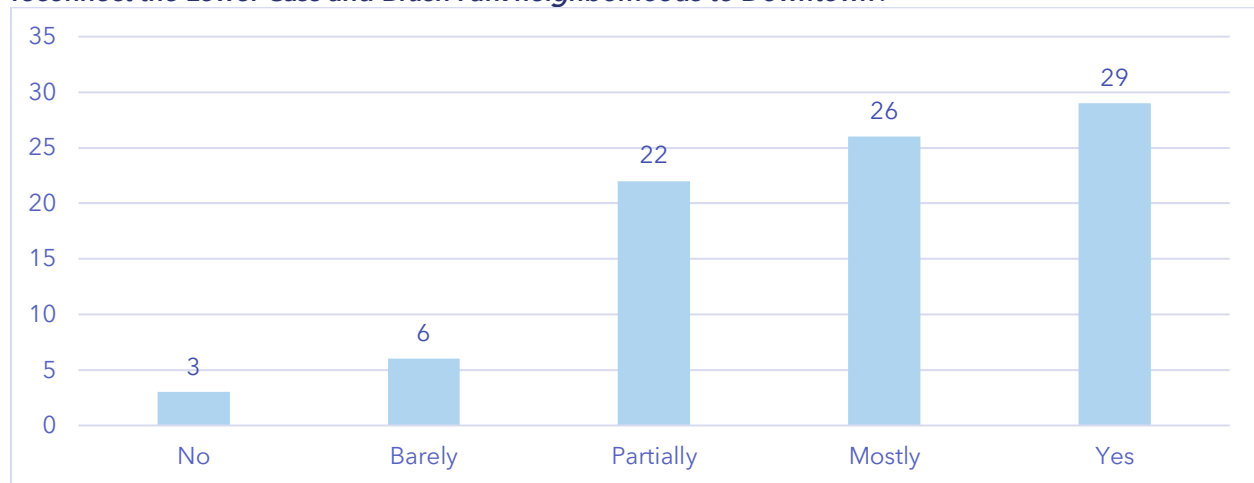


Figure 10. Online Survey: Do you think the preferred I-75 concept will achieve the project vision to reconnect the Lower Cass and Brush Park neighborhoods to Downtown?



3.4 Online Survey: Cap Character and Identity Preferences

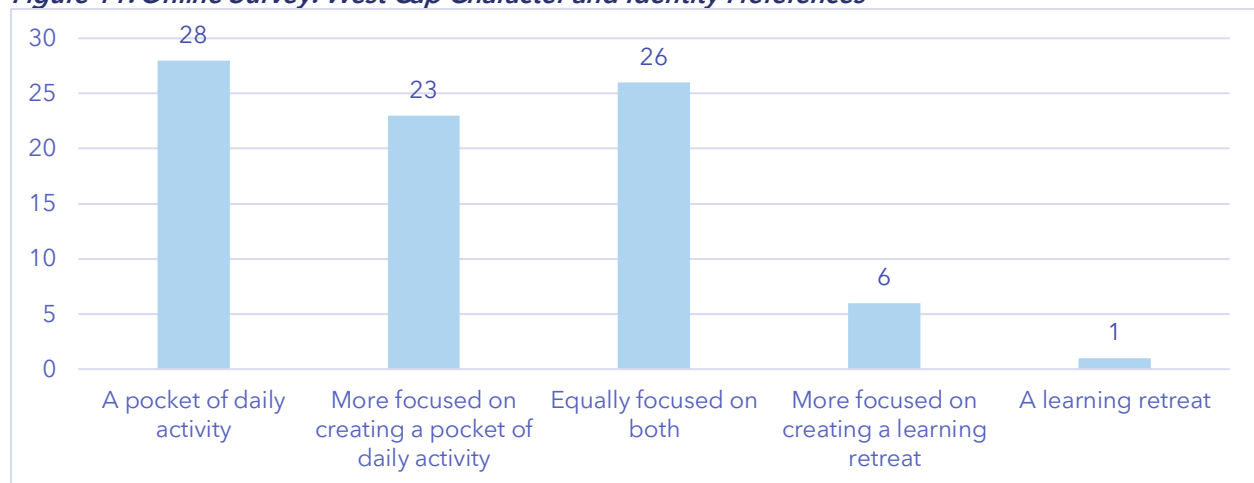
West Cap

Participants were asked to indicate their preference between a *pocket of daily activity* or a *learning retreat* on the West Cap. Eighty-four respondents answered this question, with the greatest share (33%) saying they would prefer a *pocket of daily activity*. Overall, there was a clear preference for a *pocket of daily activity*.

Thirty-four respondents left a comment telling us more about their preference. Common comment themes are listed below. For a full list of comments, see Appendix H.

- **Passive versus active space:** While a few comments called for an activated space to ensure use of the area, more comments requested a space more focused on enhancing connections, improving safety, and creating a passive space that enhances development on land surrounding the cap. Many comments stated there is already enough park space in the area so improvements should focus on enhancing pedestrian and bicyclist safety and access.
- **Connectivity:** Many comments called for increased connectivity for pedestrians and bicyclists by enhancing safety and access.
- **Traffic:** Many comments stated concerns about fast traffic in this area and existing difficulties crossing service drives, 2nd Avenue, 3rd Avenue, and Grand River
- **Community:** Many comments called for programming that focuses on students, residents, and those who pass through the space daily.
- **Development:** Some comments called for a cap that will spur development in the area and benefit local businesses

Figure 11. Online Survey: West Cap Character and Identity Preferences



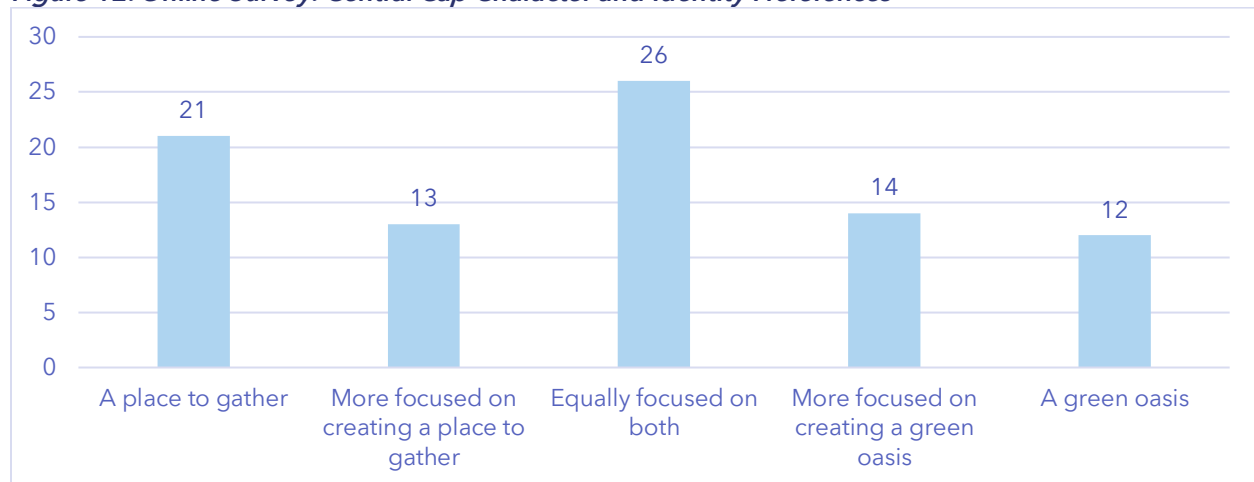
Central Cap

Participants were asked to indicate their preference between a *place to gather* and a *green oasis* on the Central Cap. Eighty-six respondents answered this question, with the greatest share (30%) saying they would prefer the cap programming to be equally focused on being a place to gather and a green oasis.

Forty-two respondents left a comment telling us more about their preference. Common comment themes are listed below. For a full list of comments, see Appendix H.

- **A place to gather versus a green oasis:** As indicated in the chart below, a range of comments were received regarding the preference between these two options. Many comments expressed a need for green and natural elements throughout all of the caps. Some comments noted that a focus on green and natural elements would be more appropriate on the other two caps rather than this one. Many comments were received expressing a need for a place to gather and a need for more nature and greenery.
- **Passive versus active space:** A mix of comments were received regarding the degree of which to activate the space. Some comments expressed a concern that the space would become overdesigned and overprogrammed. Many comments expressed a need to enhance connectivity in the area and create more passive spaces that can complement surrounding land uses. Some comments expressed a need to keep this space activated, with some acknowledging that many visitors will use this space and others advocating for resident and community focused uses.
- **Connectivity:** Many comments expressed a need for greater connectivity in this area for pedestrians and transit. Some commenters see this as an opportunity to reduce the stigma related to unsafe walking conditions in Detroit. This cap could help enhance walkability and reduce the need to park immediately adjacent to event spaces in the area.

Figure 12. Online Survey: Central Cap Character and Identity Preferences



East Cap

Participants were asked to indicate their preference between a *celebration destination* and a *neighborhood space* on the East Cap. Eighty-three respondents answered this question with the greatest share (34%) preferring cap programming to be equally focused on creating a celebration destination and a neighborhood gathering space. There was an overall preference for a neighborhood gathering space.

Forty respondents left a comment telling us more about their preference. Common comment themes are listed below. For a full list of comments, see Appendix H.

- **Focus on neighbors:** Most comments advocated for a focus on neighbors, including families, youth, and seniors. Some comments mentioned the neighborhood could benefit from a park and more spaces for children to play. Some comments pushed back on the idea that they need more spaces for tailgating and raised concerns of spaces being used for drinking and visitor celebrations rather than daily use.
- **Focus on visitors:** While less common, some comments did see this as a potential space to help attract visitors coming into town for events.
- **Nature:** Many comments highlighted the need for more greenery and natural elements.

- **Connectivity:** Many comments preferred a space that would help enhance multimodal connectivity in the area, complementing surrounding land uses and enhancing access to surrounding destinations rather than creating another activated park space.

Figure 13. Online Survey: East Cap Character and Identity Preferences



3.5 Online Survey: Open Comments

Respondents were asked if they have any additional comments or suggestions about the potential capping of I-75. A complete list of comments can be found in Appendix G. The most common comment theme was general support for the project. Many comments highlighted the importance of natural elements including native plantings, trees and shrubs to aid in noise buffering. Many comments expressed a desire to capitalize on the momentum in the area and do what it takes to complete the project. Other common comment themes included a desire to cap the entire study area, a desire to prioritize people over cars, a need to mitigate noise pollution and a desire for a larger cap.

4 Cass Technical High School Workshop

Overview

On November 19, 2024, the project team joined two classes with students in the engineering and design program at Cass Tech. The team introduced the concept of highway caps and provided an overview of the project, and then did an activity, asking students to act as landscape architects and transportation planners to envision a park design on top of the West Cap. To do this, students worked in groups to add programming elements and bike and pedestrian paths to a map of the West Cap, also drawing on the map and adding notes. Forty-six students signed the sign-in sheet, thirty-five handed in a survey, and nineteen maps were turned in (which were completed in small groups). Student maps can be found in **Appendix I**.

Program Elements

The following graph shows the number of times each programming element was placed on the West Cap. Compared with programming elements selected during Public Meeting 2 and the Phase 2 Online Survey (for all caps), Cass Tech students were more likely to select *Small Seating Area* (for just the West Cap). They were significantly less likely to select *Event Lawn and Plaza*. Multiple groups of students called for basketball courts or soccer fields, even though that was not one of the programming element stickers to choose from.

Figure 14. Cass Technical High School Number of Total Programming Elements for the West Cap

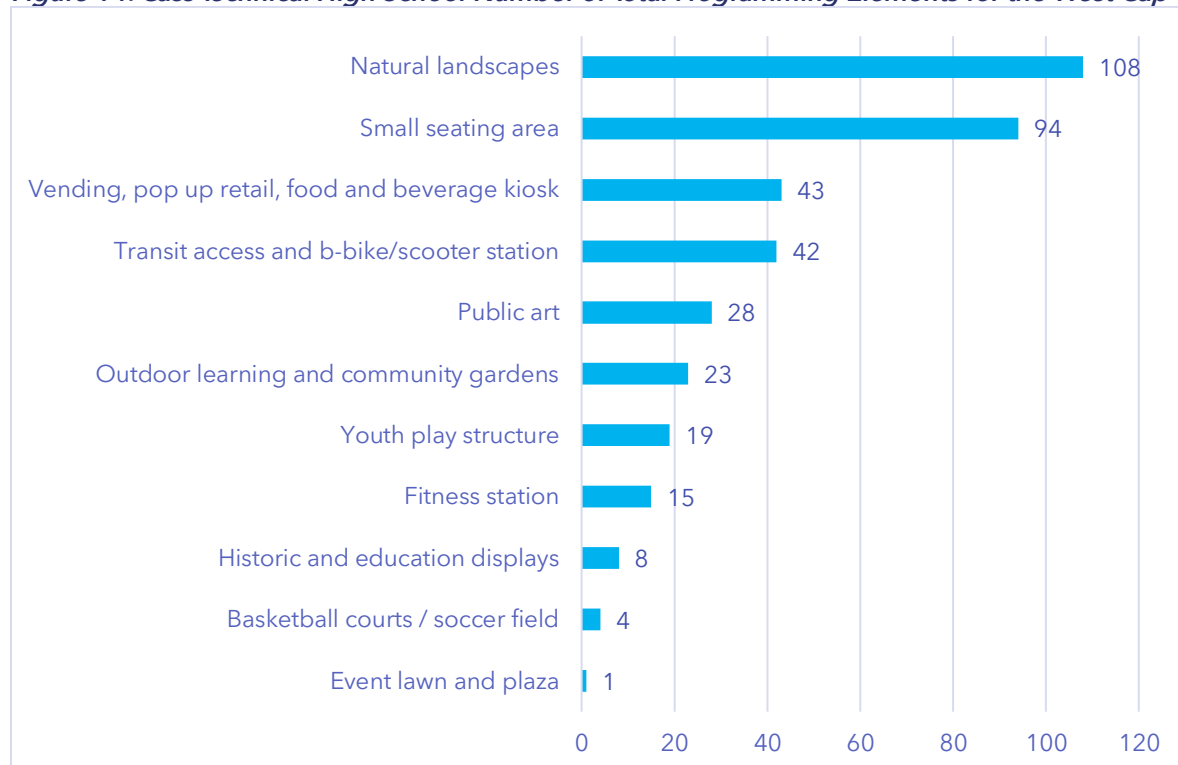
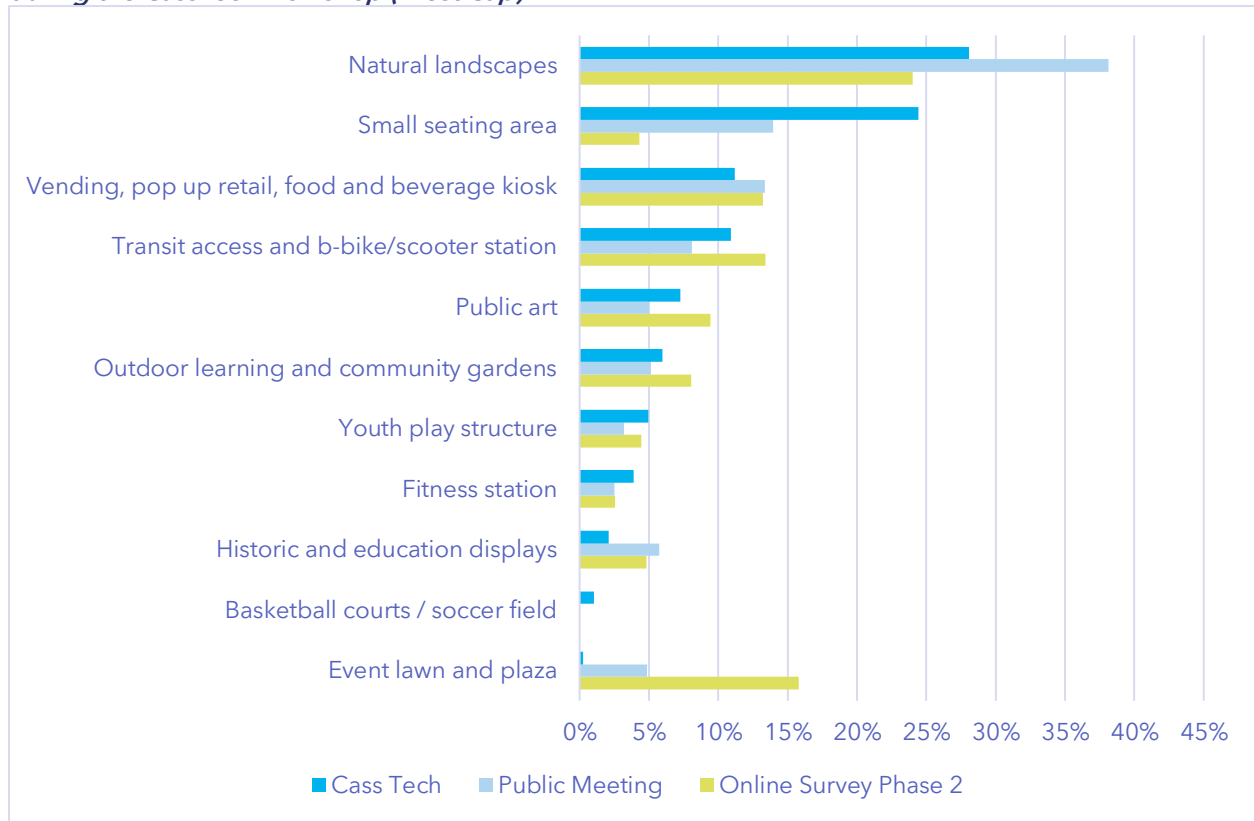


Figure 15. Programming Elements Selected (Percent) during phase 2 engagement (all caps) and during the Cass Tech workshop (West Cap)

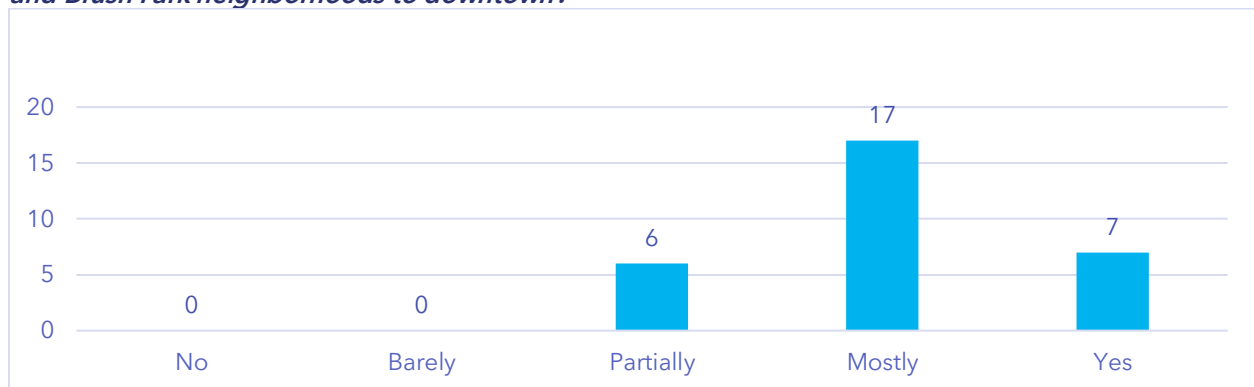


Survey Results and Map Notes

A complete list of survey comments and map activity notes can be found in **Appendix J**.

Multiple map notes called for basketball courts or soccer fields on the cap. Many groups also noted struggles crossing at the corner of the northern service drive and 2nd Avenue. One comment highlighted the use of the northern service drive for parent pick up and drop off, calling for seating areas for students while they wait for their parents. On the survey students were asked *How would you change the preferred I-75 Cap concept?* Multiple comments were focused on increasing safety for students and others in the area.

Figure 16. Do you think the I-75 Concept will achieve the project vision to reconnect the Lower Cass and Brush Park neighborhoods to downtown?



5 Primary Input Theme: Recognizing Paradise Valley

Overview

Throughout the community engagement process, the team received feedback from the community expressing a desire to highlight the history of Paradise Valley. This project’s study area cuts through Paradise Valley, and I-75 continues north, paving over what once was a vibrant community filled with many Black-owned businesses and residences.

A range of comments were received about this topic. Many comments express a desire to strike a balance between looking towards the future and honoring the past. Some comments call for a more radical project that removes the freeway; Other comments call for the project to continue to start moving towards a better future. An attendee of Public Meeting 3, Rod Arroyo, met with the team to overview some of the research he has done on the history of Paradise Valley and Black Bottom, with some of his research focused on documenting Black Owned Businesses that once existed here. Some of his work can be found on his website: <https://city-photos.com/2024/10/detroits-black-owned-businesses-in-1952-new-map/>.

The goal of assembling community feedback related to the history of this area is to assess how the legacy of Paradise Valley can best be honored within the scope of this I-75 Cap Project. Within the project scope, there has been a community consensus that a cap at the eastern edge of the study area would be best suited to highlight this history. While a project like I-75 Cap is unable to bring back what was lost, creating a high-quality project that effectively reconnects existing neighborhoods in the area and highlights the history of this area can help create a better future.

Table 13: Comments related to the history of the Study Area, Engagement Phases 1-3

CONTEXT	COMMENT
PHASE 1 - ONLINE SURVEY	Considering the area was historically where Black people were forced to live and then forced out due to the building of this freeway. There should be Black owned businesses and suppliers for the full project.
PHASE 1 - ONLINE SURVEY	I would like to see a proper connection of Detroit residents, especially those who have been at a disadvantage for generations due to the destruction of Black Bottom and other communities. While green spaces and other amenities are important, we would miss the mark if parts if not all of this development are not dedicated to Detroit residents and their needs, and instead only cater to tourists or people that stay across eight mile
PHASE 1 - ONLINE SURVEY	Our freeway infrastructure is grossly duplicative and a literal & figurative barrier to community. I want this cap and I-375 removal to be harbingers for more transportation infrastructure excision. I want Cass Tech students to benefit from greater access & egress to the downtown core, I want the Brewster-Douglas site to be made useful for people, I want Woodward Avenue and adjacent streets to decenter & deprioritize vehicle access/flow to promote biking, walking, plaza lounges and outdoor dining. Lastly, I want Olympia and Related’s planned infill to create truly modern lifestyle, learning, & career options for Detroiters. All Detroiters but especially black Detroiters.
PHASE 1 - ONLINE SURVEY	Restore what was stolen from Black people
PHASE 1 - ONLINE SURVEY	The revitalization of Black Bottom/Paradise Valley.

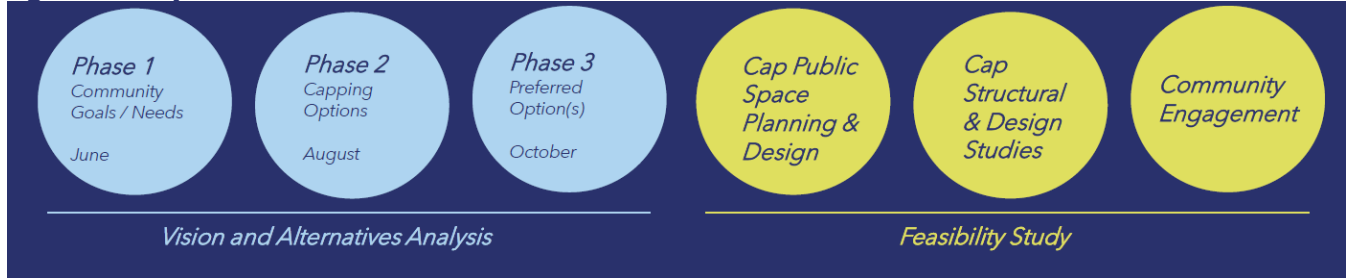
PHASE 1 - ONLINE SURVEY	This project will generate acres of new land in one of the most impoverished, most gentrified, most apartheid cities in America. A city that has historically stolen (and continues to steal) land from black residents in the name of "progress." Land is the greatest, and most basic form of wealth. The land should be used for reparations before any other consideration is discussed. We have a Reparations Task Force. Why isn't this part of the discussion?
PHASE 1 - ONLINE SURVEY	Recognition of the old Black Bottom neighborhood and a commitment to create affordable, low income, and senior living housing as well as market rate housing.
PHASE 1 - ONLINE SURVEY	Give that Area back to the Citizens of Black Bottom and Paradise Valley. Enough has been stolen/taken from the Residents and Citizens past and present of Detroit.
PHASE 1 - ONLINE SURVEY	The damage on Black Bottom has been done so in order to move forward in a respectful manner, consider some sort of activation that teaches visitors about what used to be there.
PHASE 1 - ONLINE SURVEY	Memorial for Paradise Valley and Hastings street.
PHASE 1 - ONLINE SURVEY	Historical programming for Paradise Valley and Hastings street.
PHASE 1 - ONLINE SURVEY	Let's reactivate "Hastings St." Be careful to not deliver us yet another park with nothing to do. This is a city, and by dint of it being downtown it should offer amenities that you can't get in neighborhood parks. So being bordered by jazz clubs, a movie theater, entertainment for kids of all ages, etc. What we DON'T need is a "park" with a service drive on either side, buildings that face away, and nothing to do.
PHASE 1 - ONLINE SURVEY	Please leave the City Alone. And Give Generations of Reparations to Us that Deserve it.
PHASE 1 - ONLINE SURVEY	Reparations.
PHASE 1 - ONLINE SURVEY	Reparative Justice, Vision Zero, Climate Justice
PHASE 1 - ONLINE SURVEY	The money being spent on a cap should be used to entirely remove this portion of I-75. I want to see Downtown reconnected to Cass Corridor, Brush Park, and Eastern Market in a meaningful way. I want to see Corktown reconnected with itself. I think a cap does not go far enough and I want to see specific parts of I-75 removed and rerouted. This includes where it splits from I-96 on the west to where it meets back up with I-94 near Milwaukee Junction. I would like to see it rerouted along the present I-96 path to the I-94 junction, at which point it would follow I-94 to its present junction with I-94 and head northward. As a person who has suffered from pollution-induced hypertension from a young age, I think this is necessary for reducing the harm and damage this freeway causes to the health and wellbeing of nearby residents.
PHASE 1 - ONLINE SURVEY	Please continue engaging residents in these conversations. These improvements should center Detroiters and listen to their voices first and foremost. Please do not lose sight of the deeper reasons for these types of development projects - which are to right the wrongs of the past which have separated and pushed out certain communities, especially those that are already
PHASE 1 - ONLINE SURVEY	This existing dynamic hurts residents and businesses on each side of the I-75 divide and stunts the growth of our community as a whole. Reconnecting the two neighborhoods will stimulate diversity, growth, and opportunity.

PHASE 2 - IN-PERSON SURVEY COMMENT	Brush Park residents are interested in John R area cap. Make the space a millennium entertainment hub with pickleball and historic Black Bottom elements.
PHASE 2 - ONLINE SURVEY COMMENT	Acknowledgement of destruction caused by planning that made this the reality. I want interpretive signage showing what these areas used to look like before the highway. BLACK BOTTOM
PHASE 2 - ONLINE SURVEY COMMENT	Brush Street was a key business corridor in Paradise Valley. About 20 Black-owned businesses once lined Brush Street between Beacon Street and the area where I-75 cuts through. This road also runs between Comerica Park and Ford Field. A connection here could be a boost to the area to the north and the future redevelopment sites at the Wayne County justice complex.
PHASE 2 - ONLINE SURVEY COMMENT	Suggestion: A walking museum, maybe including a 3D map of the Black Bottom neighborhood that existed before I-75 would be a beautiful and significant attraction.
PHASE 2 - ONLINE SURVEY COMMENT	I strongly believe that the capping of I-75 should prioritize supporting residents that live in the area and encourage community over occasional visitors or students. The location for the cap should also honor the historical significance of the Black Bottom neighborhood.
PHASE 2 - ONLINE SURVEY COMMENT	Not many, if any, people still alive today were residents of the area in question when I-75 was first built and those that are alive were probably too young to have any memories of the subject area before the freeway was built. Hence, people who reside in the areas there now chose to live there knowing the freeway existed. I think the major reason to recap is simply to make the area more desirable for people to choose to live or open businesses in the area. Mission statement should focus on the benefits capping offers for future generations and not rehash what may have happened some 70 years ago when most of us were not around or were too young to know what was happening. -- righting historical wrongs
PHASE 2 - ONLINE SURVEY COMMENT	Yes. Prioritizing existing residents. The resident statement seems to imply past residents.
PHASE 2 - ONLINE SURVEY COMMENT	Should support existing residential areas as opposed to trying to create new ones in the future.
PHASE 3 - IN-PERSON FEEDBACK	Educational Kiosks and signs should celebrate the jazz clubs of the 1940s and 50s, And many Black owned businesses that thrived here
PHASE 3 - IN-PERSON FEEDBACK	History of Paradise Valley / Black Bottom is important to honor and educate
PHASE 3 - ONLINE SURVEY COMMENT	More neighborhood oriented with art, monuments and signage that honor black bottom and its history.
PHASE 3 - ONLINE SURVEY COMMENT	Having spaces for cool bars/shops open would be amazing. Maybe more history and learning on the history of Detroit through the years and the surrounding areas, how this new area started 100 years ago, when they installed the highway, to now.

6 Next Steps for Engagement

The Vision and Alternative Analysis phase of this project will conclude in December 2024. Public engagement will continue during future phases of this project, with the next phase expected to begin early 2025.

Figure 17: Project Schedule



7 Appendices

A. Public Meeting: Boards

I-75 Cap Study Background

Welcome!

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

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

Opportunity for Detroit

Why invest in a 'Cap'?

Re-Connecting Communities and Neighborhoods Grant Program

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

The U.S. Department of Transportation awarded the grant through the Reconnecting Communities and Neighborhoods (RCN) Grant Program, an initiative to address communities cut off from economic and social opportunities by prior transportation infrastructure decisions.

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

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

9.7K Jobs representing the greatest increase in jobs in the area

7.3K Total housing units in disadvantaged areas in the area

75% Percent of housing units in disadvantaged areas in the area

Disadvantaged Communities Percentile Ranks

90% Disadvantaged Business

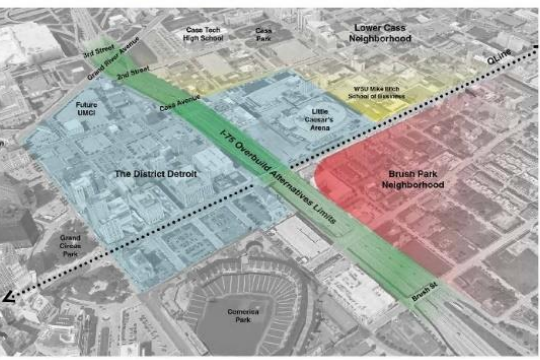
81% Unemployment

81% Asset Ownership

74% Local Unemployment

10% Unemployment

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



Context

Interstate 75

I-75 is an Interstate Highway that runs north-south from Florida to the Upper Peninsula. Construction of the Downtown Detroit segment of I-75 started in the late 1950s, and the freeway evolved as a barrier between, creating a barrier between Downtown and surrounding neighborhoods.

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

The I-75 Reconnecting Communities and Neighborhoods Project, led by MDOT, is a multi-phased project to redesign I-375 as a multi-level boulevard. Both the Downtown Detroit Partnership and City of Detroit are collaborating with MDOT on strategies for types of added land use and development planning around the I-75, which has a selected design alternative and is scheduled to be constructed in the next five years.

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

These projects align with each other, and an inspection of the Downtown Detroit Partnership will be to ensure that there is ongoing collaboration between the projects.

Study Partners

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

Study Lead Agency: Administrative Planning Institute

Infrastructure Owner and Potential Lead Agency for Project Implementation: MDOT

Partner: DDP

Study Timeline

The DDP's current planning efforts will include public input over three phases as shown below. A schematic analysis of capping options is intended to help us to secure future funding for design and construction.

Phase 1: Community Outreach (June)

Phase 2: Capping Options (July-Aug)

Phase 3: Capping Alternatives (Sept-Oct)

Future Phases: Design, Construction

Capping Alternatives Analysis (current phase)

Stay Involved

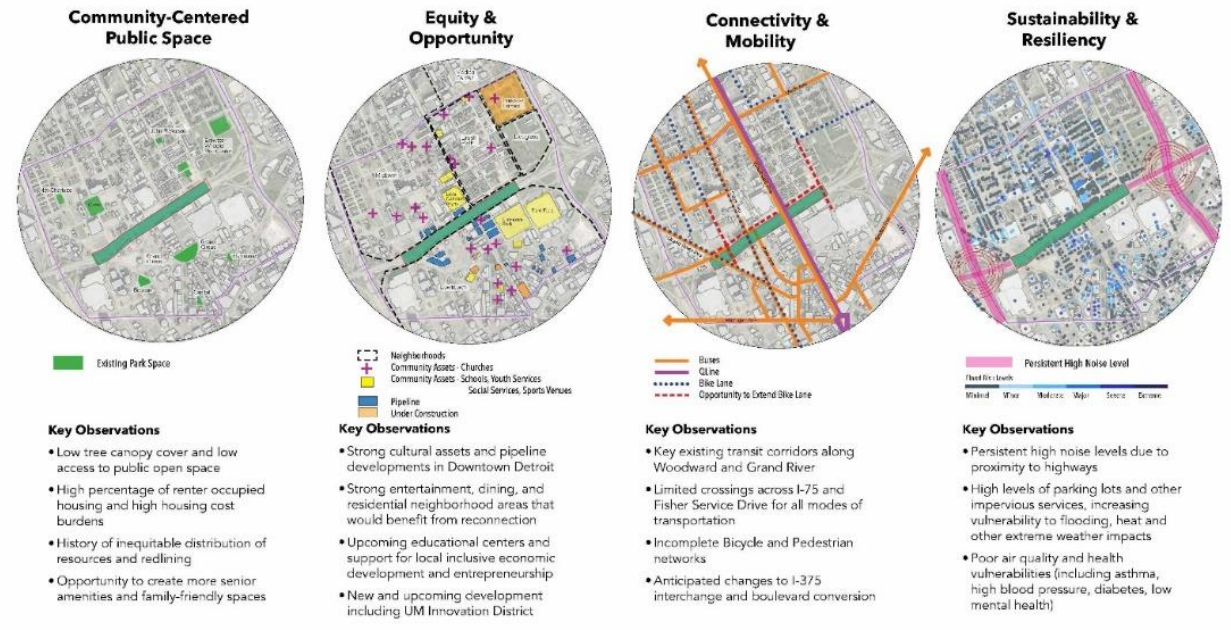
Check out the study website to learn about upcoming engagements and provide additional feedback.

Caps Reconnecting Communities

<p>Chinatown Stitch Philadelphia, PA</p> <p>Completed: 2019 Size: 2.2 blocks Cost: \$10.2M Owner: City of Philadelphia</p> <p>Bridges the physical gap between Chinatown and University Heights.</p>	<p>The Cap at Union Station Columbus, OH</p> <p>Completed: 2014 Size: 1.5 blocks Cost: \$10M Operator: Columbus and Southern Railway</p> <p>Reconnects downtown Columbus with the South by the North by connecting downtown and historic areas.</p>	<p>Klyde Warren Park Dallas, TX</p> <p>Completed: 2012 Size: 11 acres, 1200 ft Cost: \$10.1M Operator: World's Largest Park Authority</p> <p>A green oasis of play, park, and people.</p>
<p>Lower Rainier Pedestrian Bridge Seattle, WA</p> <p>Completed: 2015 Size: 1.5 acres, 100 ft Cost: \$10M Owner: University of Washington</p> <p>Connects the urban core to the Rainier neighborhood.</p>	<p>Frankie Pace Park Pittsburgh, PA</p> <p>Completed: 2011 Size: 1.5 acres, 100 ft Cost: \$10M Owner: City of Pittsburgh</p> <p>Connects downtown Pittsburgh to the South Side.</p>	<p>Central Access Philadelphia Philadelphia, PA</p> <p>Completed: 2015 Size: 11.5 acres, 1200 ft Cost: \$10M Operator: Department of Transportation</p> <p>Reconnects downtown Philadelphia to the city center.</p>
<p>The Stitch Atlanta, GA</p> <p>Completed: 2019 Size: 1.5 acres, 100 ft Cost: \$10M Owner: City of Atlanta</p> <p>Reconnects downtown Atlanta to the city center.</p>	<p>The Rose Kennedy Greenway Boston, MA</p> <p>Completed: 2010 Size: 11 acres, 1200 ft Cost: \$10M Operator: The Greenway Corporation</p> <p>Connects downtown Boston to the city center.</p>	<p>Park over the Highway Baltimore, MD</p> <p>Completed: 2015 Size: 11.5 acres, 1200 ft Cost: \$10M Owner: Mayor's Office of Community Development</p> <p>Reconnects downtown Baltimore to the city center.</p>

Benefit & Impact Area Observations

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



➤➤➤
PUBLIC MEETING

Before you leave...

Thank you for coming!

Please remember to hand in your survey.

Next Steps

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

Phase 1
Community
Goals/Needs
June

Phase 2
Overbuild
Options
July - Aug.

Phase 3
Preferred
Alternatives
Sept. - Oct.

➤

Overbuild Alternative Analysis (current phase)

Comments & Questions:

Yellow note: What other questions do you have that we should help answer at our next meetings?

Pink notes:

- How will it be funded? Needs full transparency from transportation officials like transportation...
- How often a priority for region will regularly beyond an I-75 corridor
- HAS IT BEEN CONSIDERED TO PLACE ONE OF THE CAPS NORTH OF I-75/ I-96/ I-275 TO IMPROVE ACCESS TO I-75 FROM I-275?
- LINE 6 HAVE SOME PROPOSALS THAT WOULD...

B. Public Meeting: In-Person Survey

I-75 Cap Public Meeting #3 Survey

Demographic Questions

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

Name: _____

Email: _____

Zip code: _____

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

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

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

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

3. How old are you?
- Under 18
 - 18 to 24
 - 25 to 34
 - 35 to 44
 - 45 to 54
 - 55 to 66
 - 65 and over
 - Prefer not to say

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

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

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

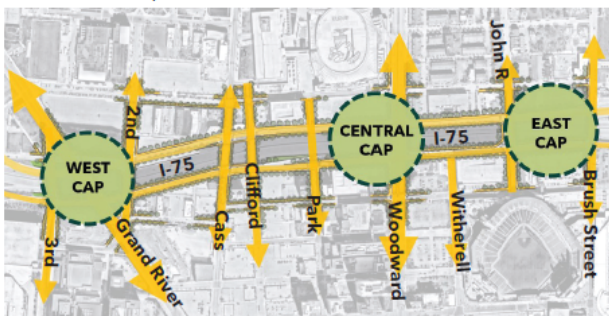
- Yes, I attended Public Meeting 1 on June 27
- Yes, I attended Public Meeting 2 on Aug 27
- Yes, I filled out the July Online Survey
- Yes, I filled out the September Online Survey
- No

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

- Yes
- No

I-75 Cap Preferred Concept Design

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



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

- No
- Barely
- Partially
- Mostly
- Yes

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



I-75 Cap Public Meeting #3 Survey

Additional Feedback

Please leave any additional comments or questions for the project team.

C. Public Meeting: In-Person Survey Comments, How would you change the I-75 Cap Design?

- A full cap would be great, but I understand the budget and engineering constraints. Easy access between 3 proposed caps I feel is important (improved service road). Whatever approach that would get all 3 caps built I would support.
- A large scale cap would better solve the connection issues. Understanding budget constraints, the current three cap idea seems okay. However executed poorly there could be half-baked ideas.
- Although there are structural issues with Cass-Clifford, would love to see it included with the landscape design. Also, we really need to slow Grand River down for pedestrians. Can the lanes, in the case, Grand River, be re-routed around the cap?
- Central Cap needs to be highlight of the area. Central access to the corridor. Central should extend further to John R
- Central Cap should extend east of Woodward to Witherell. Grand River needs to be traffic calmed. Remove northbound 75 on ramp at Clifford
- Historical Education buy only from 1950s not back to the 1800s and our funding in 1701
- Consider moving the Central Cap more east. Also consider opening some of the middle areas not capped by the park to development of new buildings.
- Coordination with QLine and extending transit-only lanes in center cap to enhance reliability and connectivity. Closing any I-75 ramps would be helpful
- Don't emphasize future to much. Focus on what is here now. Residents!
- East Cap should run from Woodward to John R rather than from John R to Brush
- Enlarge the East Cap
- Expand the Central Cap to the east of Woodward (if feasible)
- I believe the Central Cap will be used mostly by visitors, given its proximity to multiple parking structures and LCA/ And looks like it is being considered for the largest of the three.
- I feel the current design and concept is incomplete. When I think of a cap I think of one continued cap, at least a continuous cap between Clifford and Brush streets. I encourage the DDP and stakeholders to acquire the necessary funding to update the infrastructure to allow for this continuous cap to be built and allow for maximum impact with this infrastructure improvement. I also advocate for elevated pedestrian bridges (similar to high line in New York) to connect the caps on either side of Woodward or over certain areas of the service drive.
- I like the general connection concepts. The East Cap area has historical significance that warrants educational and informational signage and kiosks. In 1952, there were at least 56 Black-owned businesses on the site that is now Ford field. There were at least 10 Black-owned businesses on the Comerica site. In addition, the St Antoine / Adams intersection was a hub for jazz and live clubs in the 1930s-1950s. The area linked to the East Cap is hallowed ground for Black-owned businesses and entertainment venues featuring Black entertainers. You can learn more at my web site www.city-photos.com/detroit/history
- I would focus on what this have through community engagement options of design
- I would like to see how its anticipated impact on the benefit area is envisioned with parks - they need edges. Natural evolution is a zoning / land-use study to inform the caps
- I would take this opportunity to eliminate the irregular intersections and small roads and the sharp angle streets, and merge them as a part of footprint for the caps/parks
- Improved vehicle exits of I75
- Is there a cap that is expected to have the most noise reduction. That would influence my preference of where a learning retreat would go
- Link caps together thoughtfully; make it a loop people travel all the way around, west to east and east to west
- Looks like a reasonable plan but very concerned about any breakup of timing. Commit and fund the whole plan is a must

- Many historic buildings around the cap areas. How are they being evaluated to help....
- More of a focus on area between Brush and Woodward. Less focus West of Woodward
- More uniform urban feel around Woodward for the center cap
- Most important is making N-S travel pleasant. Currently you are assaulted by extremely loud noise and noxious fumes. I can't emphasize enough how bad it is just walking over 75. Even barrier walls on existing sidewalks would be huge improvement. When walking, you need to stop talking it is so loud. The only bike path/lane is at Cass. With the new I-375, there will be a wide bike lane at Brush. But nowhere to get there. So there absolutely needs to be wide travel area/ This includes taking part of the surface lot on east side of Brush just south of 75. Cap at Woodward should be on east side. The west side is dedicated to parking garages and lost dead space. Coordinate with I-375, especially at Brush. There should be some part on both sides of Brush. All N-S sidewalks should be much wider. John R and Brush are not accessible with large curbs.
- Need to see more details on streets in West Cap. Making second a 2-way and more urban/normal should be high priority
- not really a change but comment, central being more visitor / commercial space while the others more community space
- Possibly combine the central and East Cap
- Prioritize Brush Park build
- Safety of pedestrians and bicyclists crossing all three caps is vital.
- Shift Central Cap just slightly east to connect Witherell also
- Shift East Cap to between John R and Woodward, more direct amid current / likely future residents - assuming the current plan in fact omits that space (or straddling John R?)
- Something to tell the stories lost
- Thank you for excellent work. While 3 separate parks satisfied community needs more optimally, I hope at least one of them (perhaps central) will be large enough to be a draw to Detroit by itself. Programming aside, the park (the one large one) will need to become known as Detroit's central park. We are at a rare moment in time where federal funds may be available and the will of the people is strong and therefore disruptions may be more tolerated - in the pursuit of the greater good! Please note that I'm not arguing against the 3 park concept. I just hope we don't do 3 small medium parks that end up providing benefits to the immediate surrounding only. The measure of a park's success is how far is it drawing from! Are Chicago residents flying or driving in to visit Detroit partially because of this central park? Let's "maximize" the size of one of these parks please/ Detroit's own Klyde Warren / Central park would be a huge positive to the city and it's residents (Zain mikho 734-330-6884)
- The cap should be built strong enough to allow load capacity for structures in the future
- The Central Cap should be on both sides of Woodward. The Brush Park neighborhood to the north has several hundred residents between Woodward and John R
- Would like to see and learn about the uses and programming of these areas. And who or what entity would manage the sites?

D. Public Meeting: All comments on boards

BOARD	COMMENTS
WEST CAP	I think a place for youth to play and learn in the area would be a nice inclusion. My main thing is having a Wi-Fi hotspot with so many students and possible comments being able to sit and work on the Cap.
WEST CAP	Green installations around the sitting areas to provide some privacy and peace
WEST CAP	This area is lacking in restaurant and commercial space. Pop up sounds great!
WEST CAP	As someone who bikes through here daily, enhanced bike paths are crucial
WEST CAP	As someone who bikes through here daily, enhanced bike paths are crucial (+1)
WEST CAP	Bike paths
WEST CAP	Health wellness
WEST CAP	Community-at-large
WEST CAP	I like a walking path with spots along the way for sitting, eating, or activities, like Dequindre cut of the national mall in DC
WEST CAP	Someone mentioned the idea of a roundabout at this location. I like that idea, especially because of the street grid here. Something like Campus Martius where there is a park in the center and the street goes around it
WEST CAP	Grand River could be a pedestrian bike only street
WEST CAP	Like ideas of art, youth area, popups, Wi-Fi hotspot, art
WEST CAP	Is there too much traffic here?
WEST CAP	Both are good but opportunity B seems like the best considering it connects Cass Tech with the UofM development. Would be perfect as a spot for students to utilize
WEST CAP	This should create growth. This cap should make developers want to build there.
WEST CAP	I would like to see some educational signage and displays that pay homage to Cass Tech's legacy in the West Cap
WEST CAP	Would love to see a more passive space but with a small section that is active and programmed.
WEST CAP	Ties to education are great!
WEST CAP	Please minimize space for vehicles and maximize space for people
WEST CAP	Need play space for kids over here too!
CENTRAL CAP	A destination food market - multi-story over the freeway. Look up: Grand Central Market (317 S. Broadway, LA, CA, 90013); North Market (59 Spruce Str., Columbus, OH 43215)
CENTRAL CAP	Opportunity A - maybe incorporate a Detroit sign for people or tourists to take selfies.
CENTRAL CAP	Opportunity A - New public art would be great
CENTRAL CAP	More continuous urbanized development and ??? space
CENTRAL CAP	Public art can be appreciated by all-inclusive of all generations
CENTRAL CAP	Opportunity A - This is the main stop and would be perfect as an event space, Green space is definitely needed here also but would be better served here on other caps
CENTRAL CAP	Parking opportunities (current shortage of parking during events)
CENTRAL CAP	Multimodal transit / bike / scooter hub of high quality is hugely needed

CENTRAL CAP	Between Beacon, Capital, Campus Martius feels like there is a good mix of active programming and events.
CENTRAL CAP	Natural green space is needed in the area
CENTRAL CAP	I like the idea of having more of a green oasis, but I think the public art can be built in a way that works to still highlight holidays
CENTRAL CAP	I think with the naturalized land there can be seating without ruining the greenery and nature. Maybe build in nature to be the seating
CENTRAL CAP	Woodward is an important commercial strip destination. We should keep that in mind. Creating economic opportunities is big. Even like reusing shipping containers as structures for shops/food.
CENTRAL CAP	Create a continuous cap between Clifford and Brush for maximum impact
CENTRAL CAP	Opportunity A - No competition with Eastern Market
CENTRAL CAP	Opportunity A - Gathering spaces on both sides of Woodward to feel more connected to residential area, more community, focus
CENTRAL CAP	Opportunity A - Allow for people to come together
CENTRAL CAP	Opportunity A - Woodward as main corridor for connection and entertainment
CENTRAL CAP	Opportunity A - More activity near Midtown
CENTRAL CAP	Opportunity B - No concentrated green space near downtown
CENTRAL CAP	Opportunity B - Accessibility
CENTRAL CAP	Opportunity B - Farmer's Market preferred
CENTRAL CAP	Opportunity A - Connects all stadiums, districts, venues, etc.
CENTRAL CAP	Opportunity B - secondary caps only natural spaces
CENTRAL CAP	Opportunity A - Public Art
CENTRAL CAP	Opportunity A - Activated retail in Central Cap
CENTRAL CAP	Opportunity B - Natural spaces in secondary caps
CENTRAL CAP	Opportunity A - Urbanized development
CENTRAL CAP	Opportunity A - Public art and being able to embrace community and expanding generations of people
CENTRAL CAP	Opportunity A - Restaurants and open lawn areas
CENTRAL CAP	Opportunity A - enhance transit and public art
CENTRAL CAP	Opportunity B - Naturalized land
CENTRAL CAP	Opportunity A - Shopping containers as structural activation space
CENTRAL CAP	Both opportunities - Transit, Trails for biking, can only move up and down Woodward, Hotspot for gathering
CENTRAL CAP	Opportunity A - Open lawn space for more entertaining purposes and for donation purposes, to interact with others
EAST CAP	We need youth play spaces for more fun activities
EAST CAP	A youth play area would get a ton of use in this space. There are a lot of families here and kids frequently play in alleys
EAST CAP	Walking space, activation for sitting and eating
EAST CAP	Educational Kiosks and signs should celebrate the jazz clubs of the 1940s and 50s, And many Black owned businesses that thrived here

EAST CAP	Public art
EAST CAP	Cut down on freeway noise
EAST CAP	Could areas be multi-use
EAST CAP	Small seating sections / flexible lounge space act as the placeholder between city events
EAST CAP	A youth play area surrounded by a native plant garden
EAST CAP	Biking / scooters / e-bike might become a problem, hubs can be placed around the outside?
EAST CAP	History of Paradise Valley / Black Bottom is important to honor and educate
EAST CAP	Some flexibility to support programming would be great with proximity to Ford and Comerica
EAST CAP	As a resident of Brush Park, this seems like the perfect area for green space and family gathering spot...this area doesn't see much daily foot traffic so it's a good opportunity for residents to utilize
EAST CAP	Yes! Opportunity B! for the East Cap
EAST CAP	Fitness area is the least requested feature, both from the in person activity and online. They usually sit unused and waste space
EAST CAP	Why a farmer's market next to eastern market?
EAST CAP	Why a farmer's market next to eastern market? (+1)
EAST CAP	Designated parking for scooters / e-bikes
EAST CAP	Connect the neighborhoods, esp. to E. Market and Lafayette Park
BEFORE YOU GO	Has it been considered to place one of the caps farther east/north, connecting Brewster Homes / Eastern Market, etc. near Wilkens - T.R. Reid 512-869-9094
BEFORE YOU GO	Love and please build family / kids play areas
BEFORE YOU GO	How would it be funded? Nice idea but lower priority than bus, transit, or other bike improvement for funding
BEFORE YOU GO	Is there a possibility for edging and expanding beyond the I-75 corridor?

E. Online Survey: Questions

I-75 Cap Study Survey - Phase 3

The Downtown Detroit Partnership (DDP) with the City of Detroit and Michigan Department of Transportation (MDOT) is seeking the community's input on how to reconnect the Downtown to neighborhoods separated by I-75. The project's Study Area extends from 3rd Avenue on the west to Brush Street on the east.

We are currently in the third of three rounds of engagement taking place during the summer and fall of 2024. For more information on the project, please visit the project website here: www.downtowndetroit.org/i75cap.



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I-75 Cap Study Survey - Phase 3

What is a Cap?

Caps are structures built over highways. They often include new parks and public spaces. Many capping projects are currently being planned and constructed across the country, in thanks to [Federal U.S. Department of Transportation Reconnecting Communities Grant Program](#). See the image below for Frankie Pace Park over I-579, an example of a highway cap completed in Pittsburgh, PA.

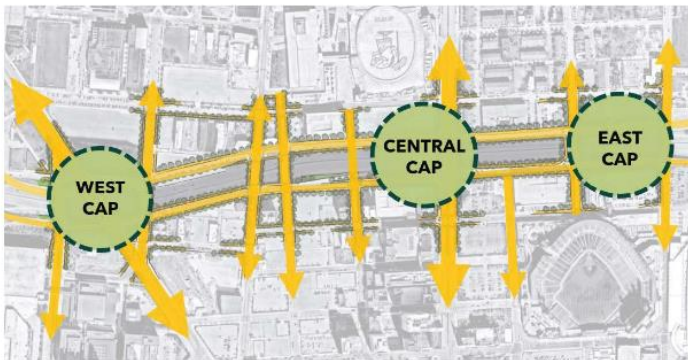


(Image source: LaQuatra Bonci Associates)

I-75 Cap Vision and Preferred Concept Design

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

Based on community feedback, project vision and goals, and engineering constraints, the preferred I-75 concept design proposes three caps, one at Grand River, one at Woodward, and one at John R/Brush St. In addition, the north-south streets and service drives will see enhanced streetscapes and pedestrian, bike, and transit improvements. Each park cap will have its own character reflecting the desires of the community. See diagram below:



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

No
 Barely
 Partially
 Mostly
 Yes

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

1000

Cap character and programming

The character and programming activities on the cap park could vary based on cap location. Based on input themes from the previous phases of the project, the team has developed two character and programming scenarios for each cap. Please indicate your preference to provide the team with a better sense of what a cap in each area should contain.

West Cap character and programming

In this location we are, designing to meet the needs of Cass Tech students, university students attending the future University of Michigan Center for Innovation, and commuters travelling down Grand River. This cap could be focused on activating the Grand River corridor or creating a learning hub for high school and university students. Or it could contain elements from both options! Please indicate your preference below.


A pocket of daily activity can include elements such as enhanced bike paths and rest areas, flexible seatings and art wall.

A learning retreat can include elements such as outdoor classroom, educational displays and walking trails.

OPPORTUNITY A
a pocket of daily activity



place to sit and enjoy nature



enhanced bike paths and rest areas



flexible seating and small pavilion for students



space for restaurant and pop-up activation




art wall

OPPORTUNITY B
a learning retreat



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

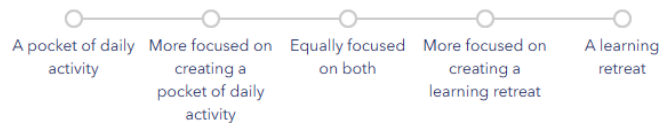


walking and biking trails among green installations



educational signage and displays

Which do you prefer (West Cap)?



Tell us more about your preference in the white space below: (West Cap)

1000

Central Cap character and programming

In this location we are designing to meet the needs of residents living in Lower Cass, Downtown and Brush Park neighborhoods, visitors to the entertainment district, and commuters travelling down Woodward. This cap could be focused on creating a community gathering space or a landscaped connector between destinations in the area. Or it could contain elements from both options! Please indicate your preference below.

A place to gather can include elements such as open lawn, enhanced transit center, seatings, and public art.

A green oasis can include elements such as naturalized land, walking and biking trails, farmers market space, and enhanced transit shelter.

OPPORTUNITY A
a place to gather



open lawn for everyday use, games, and special events



enhanced transit shelter



pavilion and seating



space for restaurant and pop-up activation



public art



winter and holiday activations

OPPORTUNITY B
a green oasis



naturalized land



walking and biking trails



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



enhanced transit shelter



public art

Which do you prefer (Central Cap)?



Tell us more about your preference in the white space below: (Central Cap)

1000

East Cap character and programming

In this location we are designing to meet the needs of residents living in Brush Park, visitors to Comerica Park/Ford Field/Eastern Market, and bicyclists and pedestrians. This cap could be focused on creating a space for community celebration or creating a neighborhood gathering space. Or it could contain elements from both options! Please indicate your preference below.

A celebration destination can include elements such as space for city events, restaurant kiosks, flexible seating, and daytime/nighttime activations.

A neighborhood gathering space can include elements such as youth play structure and activations, adult fitness center, space for neighborhood events, and native plant garden.

OPPORTUNITY A
a celebration destination


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


restaurant kiosks


flexible lounge seating


daytime and nighttime activations


recreation and sports


public art

OPPORTUNITY B
a neighborhood gathering space


youth play structure and activations

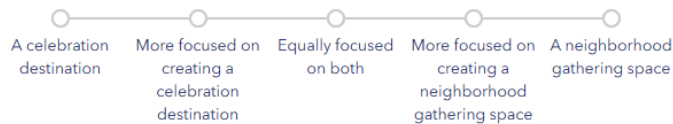

space for neighborhood events like fitness classes and farmers markets


outdoor reading room with seating


native plant garden


adult fitness stations

Which do you prefer (East Cap)?



Tell us more about your preference in the white space below: (East Cap)

1000

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I-75 Cap Study Survey - Phase 3

Additional Comments

Do you have any additional comments or suggestions about the potential capping of Interstate 75?

1000

Please provide your Zip code*

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

 Yes No

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I-75 Cap Study Survey - Phase 3

Demographic Questions (Optional)

What is your relationship to the community?

Select all that apply

<input type="checkbox"/> Resident
<input type="checkbox"/> Business owner
<input type="checkbox"/> I work here
<input type="checkbox"/> Student
<input type="checkbox"/> I shop or eat here
<input type="checkbox"/> I visit family and friends here
<input type="checkbox"/> I participate in community activities here
<input type="checkbox"/> Other

How long have you lived or worked in the community near Interstate 75 project area?

<input type="radio"/> Less than 1 year
<input type="radio"/> 1 to 5 years
<input type="radio"/> 6 to 10 years
<input type="radio"/> More than 10 years
<input type="radio"/> Not Applicable
<input type="radio"/> Other

What is your age group ?

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

How would you best describe your race/ethnicity?

<input type="radio"/> White/Caucasian
<input type="radio"/> Black/African American
<input type="radio"/> Hispanic/Latinx
<input type="radio"/> Native American
<input type="radio"/> Asian/Pacific Islander
<input type="radio"/> Two or More Races/Ethnicities
<input type="radio"/> Prefer not to say
<input type="radio"/> Other

What is your annual household income?

Less than \$25,000

\$25,000 to \$49,999

\$50,000 to \$74,999

\$75,000 to \$99,999

\$100,000 or more

Prefer not to say

Other

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

Yes, I attended Public Meeting 1 on June 27

Yes, I attended Public Meeting 2 on Aug 27

Yes, I filled out the July Online Survey

Yes, I filled out the September Online Survey

No

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F. Online Survey: Preferred I-75 Cap Design Comments

- a more cohesive design would be preferable. having the West Cap be such a small area and so disconnectedness from the central and West Cap makes little sense to me.
- Add an additional cap or enlarge the central so the gap to the western cap is not as big. That is the biggest complaint I hear from my visiting friends when they realize they need to cross the freeway. I think it'd make walking from the west side of LCA to downtown more accessible and not as "scary"
- Add small one or increase bridges between Cass and Clifford, but not at risk of doing the others.
- Allow spaces for things like people gatherings
- As many parks that can be created over the overpass will be a phenomenal transformation of the negativity that surround our highway system and the invasive nature to the city.
- Can we have another one between the West Cap and Central Cap
- "Can't comment on that -- I'm not an expert on transportation.
- Cap it all
- Cap the entire extent of I-75. If that is not feasible now, that should be a long-term goal.
- Cap the whole thing
- Change zoning on either end of the cap to reduce parking garages or other non-productive business uses. Need to emphasize the pedestrian element. Eliminate Clifford St. on-ramp is a necessity.
- Complete the gap between the central and East Caps. With Woodward being Detroit's main street, it feels unbalanced to have a cap only on one side of it. Even if the Central Cap is extended only half the distance to the east between Woodward and Witherell, that would be much preferred.
- Connect the central and East Cap
- Don't do it at all. This money is better spent improving pedestrian and cycling infrastructure on the existing corridors. These caps will do nothing to solve the traffic noise or danger posed to pedestrians by vehicles.
- "Don't spend the money on this project. Focus on cleaning up the trash in the neighborhoods in the surrounding areas, make it easier to get in and out on days with large events, calming traffic sections are nice, but they compound getting folks out of my neighborhood easily. It contributes to more cars sitting idle and visitors throwing trash out of their vehicles resulting in more pollution.
- "Either move the Central Cap to the East side of Woodward or have caps on both sides, since many people go from Ford Field/Comerica Park to LCA and vice versa (for a day/night game day, or a concert).
- Having a fluid, diagonal public space would make the area even more efficient.
- West Cap is in the ideal spot, absolutely love that plan.
- If all goes well with these 3 caps, adding more in the future in other spots would be essential for the next era of Detroit greatest. Other highways should also be considered, starting with downtown and midtown."
- Extend green/gathering/community spaces of the cap slightly further into the north and south sides of the cap, so that there is not an abrupt end of these amazing spaces at an intersection. (Example, trees, widen sidewalks, benches not only on the cap itself) Love this work so far, excited to see where this goes
- "From Cass to John R are KEY pedestrian areas and those should be completely covered. You would be better served for 1 longer larger cap from those few blocks than having a few random caps spread over the several blocks.
- I live at 2446 Woodward and people are always walking those areas, but no one ever walks Brush over I-75 unless they are crossing for a Lions/Tigers game and going back to their car parked in Brush park. Those are not the customers we should be serving with this project. People who are just walking to their cars to leave the city. Make it appealing to gather in ""The District.""
- Fully cap I-75

- How will freeway noise be mitigated with the partial cap designs? Full caps like those in Dallas or Mercer Island create large, contiguous park areas that do not have persistent traffic noise.
- I like it as is
- "I like the 3 cap design as currently proposed.
- Minimize vehicle traffic at cap for activities like tailgating etc. "
- I would cap the whole segment. The portion near Cass Tech could be a field opportunity for them. There are also great opportunities to have buildings built over the freeway to continue the urban fabric. Great examples in Columbus at High Street and 670 creating tax revenue. Needs to be a balance, not just all parks.
- I would ensure that the cap connects areas that are actually vibrant and thriving, not ones that are surrounded by parking.
- I would firm it up a bit - the sketches seem very high level and as an engineer, I fear that these need a bit more info before I can decide if I like them.
- I would like to see the Central Cap moved to the east to cover a more residential area. Having it directly in front of LCA will not service many residents
- I would like to see the public art and/or shelter spaces be designed with a nod to Detroit's historical Beaux Arts style. There is already plenty of modernist art and architecture in the area.
- Ideally the caps would be wider but understand there are some constraints.
- If I had to change, id move the project to I-375 span in order to keep the freeway and connect the neighborhoods.
- If possible, cap more near Little Caesars arena. So many pedestrians during games
- increase the cap space to allow for more parks
- instead of 3 lids, do 2 on each side of Woodward, as far east and west as you can afford. the western cap is a waste of money; the street grid in this area does not lend itself to a safe, effective public space. the East Cap just seems odd to do if you're not doing the east side of Woodward. simplify the project to make it more orderly, efficient, and feasible. if you want to entertain a 3rd cap, build one that connects brush park to eastern market.
- Introduce a cap that connects Brush Park to Eastern Market or ensure that it's done as part of the new 375 boulevard project. (A cap rather than an overpass)
- It doesn't go far enough. It should be completely covered from the west to East Caps
- "It is a great start and especially important to help grand river development.
- The gap between Woodward and second is still large, and a Cass cap or road diet would help a lot as well"
- It seems a bit cold. The more of a tree-dense, beautiful, landscaped natural connector concept with flexibility for a food truck park or other programming would reconnect the areas more effortlessly rather than the heavy use of hardscaping and concrete used in the reference image.
- It would be prudent to be inclusive of neighborhoods with the aging population when considering the diameter of each of these circles, as loneliness and lack of connectivity among folks who are aging can be addressed with these places that allow for easy access to other people and group activities.
- Just make sure everything feels interconnected and actually invest in businesses, shops and restaurants, or third spaces. Not more parking lots or parking structures, as there is NO need for more of that just to help a few landowners make money. It's time for Detroit to be more for people again and give young people more reasons to go downtown and spend their time here. Have green space, designated areas for green space, bars/restaurants/ fun activities to do. We have four major sports right there so it feels hard to mess this up.
- "Keep the 3-cap model but make one large enough to be an attraction - not just from locals that live within the immediate area, but from all around the country! This has the potential of elevating Detroit to a true tourist destination - almost more so than any other ongoing or previous project including the riverfront walk, as it's not within the main density hub.

- It would be most beneficial to the city if we can cap I-75 from 2nd to 3rd Avenues, Woodward to Cass (as the main park, which will only be possible with the removal of the on-ramp), and Brush to John R. "
- Less emphasis on the surface roads and more on new green space. Put the caps between two crossroads, but not with roadways cutting through them.
- Longer caps
- Make it bigger
- Make sure it focuses on greenery and some trees added as well to provide shade. Huge lack of trees to protect pedestrians in the summer and spring. Focusing on safe walkways that also provide a community space. Adding historical element and art similar to the high line in NYC.
- More cap, less opening
- My only comment is not related to this particular project. There should be a cap around 375 too.
- Name each Cap after the 3 consecutive Super Bowls the Lions are about to win.
- Not sure
- One cap from Cass to Brush, eliminate 375 and have no exits or entrances from Woodward to Mack
- Prioritizing reviving old architecture and having green space and bike paths that make travelling between parts of Detroit is the best way to make the space accessible while serving a purpose.
- "still leaves massive holes in the urban fabric - this plan is unambitious and feels unserious.
- for one - why aren't we entertaining a complete cap covering 3rd Ave to Brush? for two - meager park scaping on these small pockets are only marginally helpful for pedestrian access, but the spaces themselves risk becoming immediately functionally redundant to nearby Grand Circus, Beacon Park, and revitalizing Cass Park would probably be deprioritized even further with all these new parks nearby.
- I would strongly recommend the DDP look at Washington Heights in NYC for their cap over I-95: between 178-179th Streets, there is a cap which comprises four residential high rises with ground floor retail [<https://tinyurl.com/5n87udnt>]. the street fabric is seamless. we need to be aiming for this level of ambition in our urban design if we're going to be a serious city."
- The cap should be the entire length of I-75 from the west to the East Cap.
- The caps should hold commercial buildings like the "Cap at Union Station" project in Columbus, OH. Storefronts instead of park space would improve the pedestrian experience in several ways: hide the freeway from view, create continuity in the sidewalk experience, provide additional destinations, and add "eyes on the street" to improve safety.
- The Central Cap needs to be on both sides of Woodward. Even if it's not a full park, there needs to be a buffer on the east side of Woodward to reduce noise and make crossing the freeway on Woodward more comfortable.
- The reference image of Pittsburgh is too much pavement and not enough greenery. Focus on safety and ease of public and pedestrian transportation would be beneficial.
- There's really nothing that needs to be changed. Everything looks great!
- These are great choices given the limited resources. Although I'm not sure the West Cap will successfully connect lower Cass.
- Use available land - less expensive

G. Online Survey: Additional Comments

- "1. cap the whole span!
- 2. strongly consider a DEVELOPMENT for at least one and not just lid parks
- 3. inform and be informed by the direction of the I-375 project, and build the two in harmony"
- "As mentioned earlier, doing 3 parks is great, but please keep in mind that if at least one isn't large enough this wonderful project may not have the maximum level impact desired.
- As an example, I grew up in the Detroit area and never knew there are 3 parks over I-696! Clearly that's a different area but the point remains valid. Let's not do 3 smallish parks. At least one should rival Klyde Warren is size or at least come close to it so that it's becomes Detroit's version of it!"
- Cap all the highways and connect Corktown to downtown and eastern market to midtown.
- Cap as much as possible, within budget!
- "Cap it all someday! Don't forget this isn't about just enhancing downtown for visitors but is about connecting communities.
- These caps could make great alternative/micro mobility hubs.
- Making these space high-activity, health oriented, or intended for long visits is unwise considering the pollution. And fine particulate matter from the freeway below. Please consider mitigation to these pollution risks. "
- cap should have as many trees and plantings as possible
- Capping is a great idea and should be extended to other key highway crossings.
- Consider how roads are used and how biking, walking, and traffic calming can be added to these designs.
- Consider parking locations
- Don't widen the surrounding streets to help vehicle traffic- these spaces need to be made for people, not cars.
- Expand the Central Cap a bit more west to accommodate the west side of LCA for attendees looking to hangout in Detroit for longer after their events.
- "For all of the above... Make it all parks, nature, trails. Dedicate it to Detroit Sports, Arts and Culture. Design installations to honor Detroit legends as you walk through the parks/path. Steal inspiration from the Riverfront.
- There are TONS OF SPACES for the other stuff in ""The District."" Use the area around LCA and in Cass Corridor/Brush park to build educational, space for events, sports fields. Build sports fields at the Brewster projects! Make this a beautiful connection between the entertainment districts and Midtown to Downtown:)"
- I think ALL haters need to be ignored. These caps absolutely will bring the downtown together with the other parts of town again. Our society desperately needs third spaces, and these caps could just make it so. Downtown's got momentum going. We need to capitalize it and stop dilly-dallying.
- I think it's a fantastic idea and should be expanded to remedy some of the historical mistakes and injustices of highway construction that have caused so many economic and social issues for the area. Highway removal like what will happen with I-375 also needs to accelerate.
- I think this is a great start. If it cannot be expanded further then I guess this is the best we could do.
- I used to live in Brush Park and at the time wished there was a cap over 75 to block sound from the freeway, better connect our neighborhood to downtown, and have more pedestrian friendly/beautiful places to walk around our neighborhood. This is a great initiative.
- I would really like if you guys could cover the entire spot rather than 3 separate caps. Or if they aren't all connected, make it so you can't see the gaps with like trees/shrubbery
- I would strongly prefer to see commercial buildings on the caps. This could be done in phases to reduce capital cost in the first phase. For example, the first phase could involve building the cap and adding temporary plantings to create an inviting space. The city could also encourage food trucks to set up in the interim. Once the city has raised a set amount of revenue from selling food

vending licenses, phase two would build the commercial structures. I think the city is missing a huge opportunity if the caps aren't designed to hold commercial structures in the future.

- I'm glad we're talking about this. I hope the project will include participation of many local artists and artisans and will incorporate green/ecological design principles.
- Improving transit, pedestrian and cycling infrastructure would be a far better use of this money and achieve a far greater benefit than capping I-75. This project will produce little to no benefit.
- In many cities I've traveled to, overpasses often have buffers on the sides of them to reduce noise from the traffic below. This makes a much more pleasant walking experience, even without whole parks. At a minimum, both sides of Woodward need this, but it would be beneficial for all overpasses.
- Just do it. Other cities have done so. Keep the above-ground project simple, then in future, once built, the land use will become more certain - so don't build out everything all at once.
- Love capping! The interstate divides these communities and makes crossing feel scary for me as a cyclist. I don't have a car and I want public spaces that are for people not for cars. Let's reclaim it!
- Love that you're proposing 3 caps! As long as all 3 are installed I think this will be an amazing accomplishment. Love that you truly included Brush Park cap (John R to Brush). Also love the central and West Caps too. All 3 are needed to be successful.
- "Love the idea, just need to nail the execution.
- I have an Economics Degree with a focus in Sports Management and Entrepreneurship from the University of Michigan. I would love to actively participate in this process and get in contact with city officials to do so. 248-756-3388. Tyler Fioritto. University of Michigan - Class of 2023"
- Many metro cities are doing this or have done it but at greater scale: Chicago, Columbus, Boston. The three caps should ideally be one larger one. At least design it with that future connection in mind.
- Most of your residential density is between Woodward and John R. It doesn't make any sense to not include this block in the cap project.
- Native garden with walking/biking paths on cap between brush park and Eastern market.
- Need it done by February for the first Super Bowl parade. Before you say it's impossible, find inspiration in the Detroit Lions, for whom nothing is impossible.
- No gimmicks. It's a loud space. Who wants to medicate on a park overpass? Yes, a park but think about sports, concerts, festivals and how it could enhance the flow and city during these times.
- Plant/tree selection should be very carefully selected. If the right trees are selected, they can reduce noise pollution from the surrounding highways and creating a more enjoying environment. One of the worst parts of this area is the noise and stark, cold concrete in every direction. A wall of trees and little less noise is my dream!
- since the western cap is a truly awful idea, if there are funds to do a 3rd, build one that connects brush park to eastern market. I know a new street is planned as part of the 375 boulevard project, but a cap would be better to more seamlessly connect each community.
- Start with Woodward, and please please please think about just ripping out the freeway instead of a cap
- Thank you for engaging with this study and prioritizing the need for greater connection and immersive pedestrian amenities. Detroit has such a golden opportunity to get these wrongs right and it's a privilege to both witness and participate in.
- The entire section should be covered. Each adjacent neighborhood should have a say on what happens at their section of the cap. Residential requests should have more or equal weight over developers when making decisions. A resident advisory board should be created at each "cap".
- The project has great potential for city of Detroit and state of Michigan, balancing the needs of communities against the P&L economics will determine the long-term success of the project.
- "This will be a tourist jewel. Current Detroit art and culture should be featured or created here. The 2026 version if the Joe Louis fist.
- Hold the illitches accountable on the Little Caesars district. It will remain a blemished wasteland as long as we let them."

- Thought should be given on how these spaces can be kept safe, upkept and usable for the long-term.

H. Online Survey: West, Central, East Cap Comments

BOARD	COMMENTS
WEST CAP	A park so cap can be maintained
WEST CAP	all three spaces should be focused on encouraging cross-use and activity. the city has more than enough space, parks are useless if there is nobody nearby to use them.
WEST CAP	Don't put too much into this cap until the corridor develops to the south of the freeway. Once we see what pans out with UMCI, then we can figure out what to do with the cap.
WEST CAP	Get people out of the neighborhood and focus on keeping the area clean.
WEST CAP	Given that Grand River bifurcates this area, it would be most ideal to rework Grand River, perhaps into a round about allowing a grand park with a monument and/or programming (like in many European cities).
WEST CAP	Having spaces for cool bars/shops open would be amazing. Maybe more history and learning on the history of Detroit through the years and the surrounding areas, how this new area started 100 years ago, when they installed the highway, to now.
WEST CAP	I am in between equal and more focused on learning. When people visit Detroit, they only really know the downtown area as they view it as the safest area. So visitors don't know too much about Corktown and what there is to do there. I think giving the West Cap both lounging/things to do while also having signs to let them know where other activities are and how far would be very beneficial to the business in Corktown.
WEST CAP	I chose the second option because it seems more like a place to discover and rest in nature. The West Cap is mainly a busy automotive area without much in the way of commercial or retail activity nor pedestrians. Mostly children leaving Cass Tech in the afternoon so make it a space that considers a nice and natural place to regroup and rest after school. Nature and path centric!
WEST CAP	I feel like the daily activity needs to increase before focusing on a learning retreat.
WEST CAP	I have a hard time imagining "a learning hub" getting much use compared to bike infrastructure. Add commercial to the cap.
WEST CAP	I highly doubt people will want to have "learning retreat" purpose above a partially capped interstate. It will be better, but not a space I'd want to "learn." Get as much green in the area as possible and noise reduction. Make it safe for peds and bikers from drivers.
WEST CAP	I like the idea of it helping to serve Cass Tech Students, but don't want it to be taken over by the Center for Innovation
WEST CAP	I think efficient transit/biking and living space should be the priority, especially on the disinvested Grand River corridor. An area that is organically used by the public and doesn't need active maintenance by educational institutions has the best chance for long term use. If more space is needed for learning there is an overabundance of empty parking lots downtown that should be developed.
WEST CAP	I think making this area an area for daily activity is better to connect mid town and downtown rather than more scenic

WEST CAP	I think the outdoor classroom and Wi-Fi hotspots would be critical to meet the desire for serving students/educational needs. Additionally, I like the walking/biking trails from the Learning Retreat coupled with the enhanced bike paths and rest stops from a pocket of daily activity.
WEST CAP	I worry about placing a learning hub outside a casino. I think pop ups and spurring development along grand river is most important. That intersection is a concrete flatland. If we can break it up vertically and make street crossing safe, I think that corridor will be less intimidating.
WEST CAP	If this is a connector between two academic institutions, it's okay to have a little dedication to educational but it needs to definitely focus on safety and clear pathways for walking/biking.
WEST CAP	It's an uninviting area that's hard to traverse right now. Creating a social destination and space for all would serve "District Detroit" development.
WEST CAP	Learning retreats are more for people visiting the city, pockets of daily activity are for residents AND people visiting the city. I think the focus should be on residents and normal, daily life
WEST CAP	More people will use the space for activities and expressive arts. Having a space that is full of signs and trees will only create an environment that would be avoided at night or used as a point a to point b walkway. Making the space active and open will create a more inviting environment.
WEST CAP	Need to consider traffic movement around this space as it's all very heavy and fast.
WEST CAP	No preference
WEST CAP	Nonmotorized connections to CT and UM are key.
WEST CAP	Not sure
WEST CAP	Opportunity A and B are on a continuous spectrum, it is not possible to sustainably seek success without considering both daily activity spots without learning retreats. There has to be a balance of communities having access to outdoor space, art, activity but long term that all cannot be sustained without funding that local entrepreneurs would put back into keeping up with maintenance of these spaces. Creating a balance of having both an activity corridor and learning hub on the spectrum will allow for these places to thrive and grow. It will also give communities skin in the game if they have invested into local businesses. It is also vital to keep the diversity and culture of each neighborhood in mind while attempting to further specify the details of each cap.
WEST CAP	Outdoor Wi-Fi hotspot is nice to get people out, but educational signage looks tacky.
WEST CAP	Provide families and kids with something that focuses on both. Nature is part of learning.
WEST CAP	Proximity to Cass Technical and the business elements on the southside push the West Cap towards the learning hub design.

WEST CAP	regardless of what is done here, it won't be effective with 3 streets crisscrossing the area. why spend so much money on tiny little slivers of green/activated space that will still feel hostile to passersby because of all the car traffic on 2nd, 3rd, and grand river? too much concrete, cars, and weirdly shaped triangles for a lid to achieve anything here. the learning retreat makes thematic sense with the new Innovation Center, but the available physical space won't allow it to actually work. it will be dead space and wasted money.
WEST CAP	these caps should elide into the existing urban fabric – I don't think they need to aim to become destinations in themselves. let that function be served by the existing city parks. this is an opportunity to create real estate over a void – connectivity and mixed use building development in the scope and style of a downtown environment should be the priority.
WEST CAP	This is an urban setting and will need to accommodate many students. We want to encourage the high school with the upper ed. The space isn't large enough to have so called trails.
WEST CAP	Walking and biking trails among green installations.
WEST CAP	What student is going to sit and learn on a cap over an interstate. It should be about connectivity. Midtown to downtown. Safe and seamless flow for pedestrians. Seamless transition through the city so the interstate is not noticeable
WEST CAP	Would be essential to add a biking bridge from the West Cap along the middle of I-75 to ensure a safe, efficient non-motorized path. The current sidewalks are way too densely packed and close to offramps to be consistently safe.
CENTRAL CAP	A naturalized approach with restaurants and transit. Need to develop true urban essentials. The surroundings could be "naturalized" in terms of planting and to ease maintenance.
CENTRAL CAP	Add commercial to the cap.
CENTRAL CAP	all three spaces should be focused on encouraging cross-use and activity. the city has more than enough space, parks are useless if there is nobody nearby to use them.
CENTRAL CAP	As a central point on Detroit's main street, this area would be best used for people to congregate easily, like another Campus Martius.
CENTRAL CAP	as much green and park space as possible!
CENTRAL CAP	Being around the stadium district would make the space between a naturally good place to gather. With focus on green space and nature / education in the east/West Caps
CENTRAL CAP	Between Midtown and Downtown, there is lots to do (though it never hurts to have more), and I think where most locals and visitors hangout. I think making the gap between LCA and downtown would be beneficial for pedestrians and future public transit (extend the Q line!) so people can have better access, especially for the physically disabled. While I love public transit and walking and feel safe doing so in Detroit, most suburbanites and visitors are not used to traveling this way as they still view Detroit as "scary and too crime ridden to walk around in". I think having a space dedicated to green/walking spaces could reduce that old stigma.
CENTRAL CAP	Conifer plantings, for year round color

CENTRAL CAP	don't overdesign it and cram it with stuff like campus Martius. keep it a simple, elegant, open green space that can be used to safely walk and bike through as well as relax and recreate. consider moving the campus Martius ice rink here in the winter as campus Martius doesn't adequately accommodate it. it's time that campus Martius's uses/programming experienced a diaspora to other downtown public spaces. it would be best if there was a lid on both sides of Woodward. splitting the lids into 3 completely separate spaces won't pack as much a punch, won't be as effective and won't be as visually appealing while coming down Woodward. let's keep it simple and focus on complementing our main street with this lid.
CENTRAL CAP	Ensure there is funding for trash pickup. I don't want any of these things.
CENTRAL CAP	For the Central Cap, it would be optimal to enhance it with trees, areas of shade, and places to sit. It would also be accentuated by the development of housing nearby so people could enjoy the new amenities.
CENTRAL CAP	Great spot between the stadiums to hold events
CENTRAL CAP	Greater downtown severely lacks in green space
CENTRAL CAP	I believe the Central Cap should contain sculptures and statues of Detroit pro sports icons and logos, I'd call it something like "Championship Park." Put light up LED sculptures of the Pistons, Tigers, Lions, & Wings logos as a focal point of the park.
CENTRAL CAP	I like adding the garden and natural spaces into the place to gather
CENTRAL CAP	I like the idea of a green oasis but given proximity to LCA and Fox a gathering place probably fits more, though with mini-park spaces.
CENTRAL CAP	I'm more drawn to the naturalized land and walking trails along with enhanced transit shelters and public art. I love the idea for an outdoor garden/space for farmers market with spaces for pop-up activation, including winter and holiday features or special events.
CENTRAL CAP	It is important to have equal focus on both as the younger generations are struggling with mental and physical health dysfunctions due to lack of fresh air, being in the environment and companionship.
CENTRAL CAP	It just makes sense to continue on with the gathering vibe that the entertainment district brings. I think the direction and impact of traffic will need to be considered too.
CENTRAL CAP	It will be a gathering place for sports fans and concert goers. Give them a nice place to gather and take pictures. But during the day it would be nice to have some green for the residents. I used to live there and it's kind of far to a green park for kids or dogs
CENTRAL CAP	Like all the ideas except the restaurant idea. Takes up way too much public space when's there's plenty on already vacant spaces in the area.
CENTRAL CAP	Lots of pay-to-play venues nearby. It would be important that this space allowed for community programming specifically admission free. Also space needs to accommodate lots of people moving through.

CENTRAL CAP	Midtown area has enough restaurants and things to do. Having a green oasis would provide the area with something it lacks.
CENTRAL CAP	More natural, more discovery and flexibility for a farmers or flea market. Couple of food truck also wouldn't hurt!
CENTRAL CAP	No preference
CENTRAL CAP	Not sure
CENTRAL CAP	Not too keen on having a farmers' market here when the Eastern Market is so close by. Focus on a gathering spot. People can shop for vegetables at the Eastern Market.
CENTRAL CAP	Only a park so cap can be maintained
CENTRAL CAP	Open lawn for events and holiday activations.
CENTRAL CAP	Open space and good lighting would be beneficial in this area for pedestrian mobility. Enhanced transit is good to encourage public transportation. Special events in this area would be convenient for both sides of I-75.
CENTRAL CAP	Places for small concerts/community activities. Places people want to take their families to enjoy a day in Detroit
CENTRAL CAP	<p>Pop-up activation is essential due to the close proximity to LCA and Comerica Park. Pre-game day, when the gates are still closed, early arriving attendees or native Detroiters need more options for pre-event meals and entertainment.</p> <p>Additionally, it would be an essential public space for political gatherings, outdoor concerts, and pop-up restaurants.</p> <p>Having bike parking/rentals would be essential. Solar-powered streetlights would match this aesthetic and have practical use during late night shows. If we could have auto-melting sidewalks, that would be essential and could save the city money in the long term.</p> <p>Public Wi-Fi is also a must for a high capacity area like the Central Cap.</p>
CENTRAL CAP	Proximity to Little Caesars arena makes this space a gathering place for people going to events. A great place to meet up, patronize businesses before or after.
CENTRAL CAP	Same as the West Cap, when people come downtown, they want to feel safe. Having activities and holiday pop ups, restaurant pop ups are what will make the city thrive and increase in attracting business. Green space can be included in small doses, but a vast green space will only be useful when it is warm and during the day as opposed to a year round enjoyment.
CENTRAL CAP	the center cap, if we're going with three, makes the best case as a Bryant Park style green space. I'd frankly prefer to see literal buildings on each cap, but if one is to be a park, this would be the candidate. but seriously, look to NYC for inspo here, the city has created projects like this into its built environment for generations.
CENTRAL CAP	The Central Cap should not overly index in catering to event visitors and should also meet the needs of neighborhood and downtown residents.

CENTRAL CAP	This cap is going to be all about getting between entertainment and parking spots. Open lawn and seating to hang out and meet up with others. Restaurants/activations as another spot to hang before the next thing. This cap needs to be designed for the visitors.
CENTRAL CAP	This Central Cap is our bridge between downtown and midtown and has so much potential. The focus should be on community, bridging the gap between the neighborhoods, and accommodating crowds from the local venues (LCA, Fox, Comerica etc.). I would love to see large or small gathering areas, where people can socialize, relax, dance, listen to music, and enjoy a space that pretty much just a bridge for crossing right now.
CENTRAL CAP	This is our chance to put Detroit on the map. Please consider making this into Detroit's version of Klyde Warren park - and size very much matters here in order for it to have a chance at becoming a national attraction.
CENTRAL CAP	This is the most important cap. The proposal isn't super clear, but it looks like you're proposing to put this entirely on the west side of Woodward. I understand the engineering limitations involved with a longer cap, but I would urge you to try and put at least a small amount of cap on the east side of Woodward - I'm talking about 50ft, with the idea of making the eastern sidewalk not feel like something that's on a bridge, and substantially reducing noise.
CENTRAL CAP	This should be a plaza uniting the two stadiums for events, place a screen on the parking garage. Make this more public-focused than the other two.
CENTRAL CAP	This should have a lot of seating because of all the people leaving the arena. This must have fabulous public transit space since it is a core transit stop with different types of transit.
EAST CAP	A celebration destination sounds ridiculous. Brush Park needs an actual park.
EAST CAP	A celebration is usually with folks gathering thus gain these two choices are not discrete rather a spectrum and without striking a balance and focus on both will not allow for thriving economics or communities in the long term.
EAST CAP	A garden with four seasons of interest
EAST CAP	A neighborhood gathering space probably fits better with the rejuvenating Brush Park area
EAST CAP	Add commercial to the cap.
EAST CAP	all three spaces should be focused on encouraging cross-use and activity. the city has more than enough space, parks are useless if there is nobody nearby to use them.
EAST CAP	as much green space as possible!
EAST CAP	Both and make it bigger! The cap could extend a bit farther westward. It is as if MDOT is scared to do it. Go big or go home!
EAST CAP	Brush Park does not have that many green spaces for the increase in residents. The neighborhood deserves these amenities especially for the youth. It shows that Detroit is friendly towards families not just festivals.

EAST CAP	Brush park needs a playground. I lived here and it's dense and walkable but it's also all private.
EAST CAP	Detroit needs a designated spot where there are plenty of bars/restaurants all very close. With the colder weather it would be much easier for people to navigate and spend their time here, as you could easily walk to different bars/restaurants in a short amount of time. With all 4 major sports here, if done right it's a cash cow.
EAST CAP	<p>For all of the above... Make it all parks, nature, trails. Dedicate it to Detroit Sports, Arts and Culture. Design installations to honor Detroit legends as you walk through the parks/path. Steal inspiration from the Riverfront.</p> <p>There are TONS OF SPACES for the other stuff in "The District." Use the area around LCA and in Cass Corridor/Brush park to build educational, space for events, sports fields. Build sports fields at the Brewster projects! Make this a beautiful connection between the entertainment districts and Midtown to Downtown:)</p>
EAST CAP	For this cap, I love the youth play structure and activations, outdoor reading/seating areas, and native plant garden. I think the restaurant kiosks or space for city events with lounge/seating areas would be great, too.
EAST CAP	Having space for people to celebrate Detroit's sports' teams is fantastic as Detroit citizens, suburbanites, and visitors are becoming more interested in sports in general but specifically Detroit. The same can be said for Detroit's music scene as I think Detroit could rival Chicago (as Chicago hosts many music festivals throughout its city every summer (but Detroit has got the better history!)). I think it'd be great for Detroit to have more spaces to showcase what is happening. While cities, especially the more densely populated neighborhoods, have more young adult residents, having space for play structures, farmers markets, etc would encourage families to move to Detroit and/or young adults starting families to stick around for longer to raise their children. I think the East Cap would be the best place for family oriented stuff as well as it will create a great connection to all of the residences in Brush Park as they wouldn't need to drive their car to get there.
EAST CAP	I think being near residential, a park would be good, but the western half could blend into the central gathering place
EAST CAP	I think this area should play more towards the Brush Park residential area, drawing residents there towards interacting with downtown, less so bringing downtown visitors to their neighborhood. There is plenty of room downtown for sports fans or celebration space, which shouldn't intrude on the living space of the people there. It would also contrast nicely with the more utilitarian and industrial area surrounding the I-75 corridor there.
EAST CAP	I think this part by brush park is best for the more scenic area. Maybe a playground type of area, with proximity to Comerica
EAST CAP	<p>It makes so much sense to have the East Cap near Ford Field be an outdoor destination that bridges the neighborhoods and the entertainment districts.</p> <p>An information center to greet tourists might be a good idea too.</p>

EAST CAP	Lots of families would enjoy going here from the east and space to play outside for all ages would encourage exercise and enjoyment of nature.
EAST CAP	More neighborhood oriented with art, monuments and signage that honor black bottom and its history.
EAST CAP	move this lid to the east side of Woodward for the reasons above. balance and symmetry are often overlooked as powerful tools for pedestrian orientation and effective urban design generally.
EAST CAP	My favorites are outdoor reading, space for fitness programs, restaurant and space for festivals. Secondly would be youth play area and native garden.
EAST CAP	Need more space for families and kids as downtown is starting to become more focused on drinking and partying.
EAST CAP	No permanent structures so cap can be maintained.
EAST CAP	No preference
EAST CAP	Not sure
EAST CAP	Please spend money on existing neighborhoods and not this project.
EAST CAP	Restaurants, daytime seating, and nighttime gathering. This area should be for people to gather, socialize, and to enjoy when going downtown for a game. I would love to see the empty space filled with visitors shopping, eating, drinking, and walking to sporting events
EAST CAP	Same as previously mentioned. The East Cap will be a major thoroughfare for people walking to Comerica and Ford Field. This could easily be the sports avenue filled with public art that celebrate Detroit through the years.
EAST CAP	See comments above regarding Eastern Market
EAST CAP	Tailgates and walking/biking paths.
EAST CAP	There are already plenty of outdoor gathering spaces in the greater downtown area
EAST CAP	There might be too much emphasis on how folks travel between the mostly residential Brush Park and the entertainment venues. That's where the Central Cap comes into play.
EAST CAP	This is something that should be integrated with Brewster Douglass neighborhood planning.
EAST CAP	This should be for the community connecting bush park to downtown. I think it would be a failure if it catered to the sports fans to the south.
EAST CAP	This space is tricky, as the northern side is pedestrian focused, while the south is focused on Comerica Park. An equal focus is required.
EAST CAP	This spot is giving pre and after party vibes and I love it! I imagine hussels, countdowns, a true Detroit party. I think safety needs to be a priority here from the get-go, so there's nothing like the tragic Eastern Market shootings again.
EAST CAP	Transition to Brush Park would be best but some space for pregame celebrations. The priority here is to quiet the transition to the neighborhood and make brush park a great place to live again. Less focus on game-day fans

EAST CAP

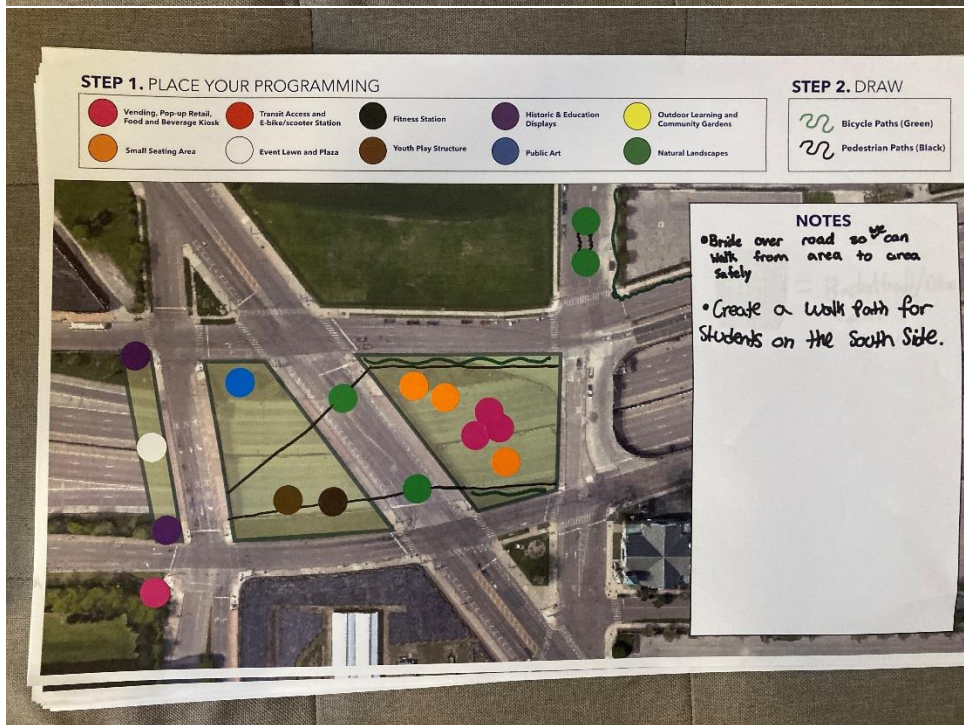
We could use a venue there

EAST CAP

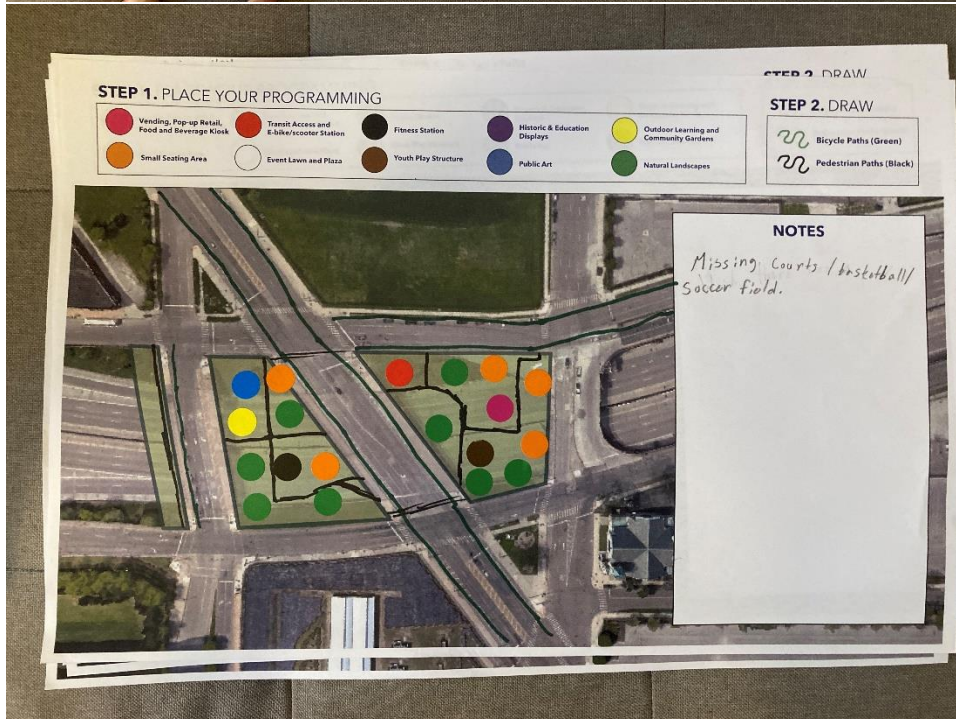
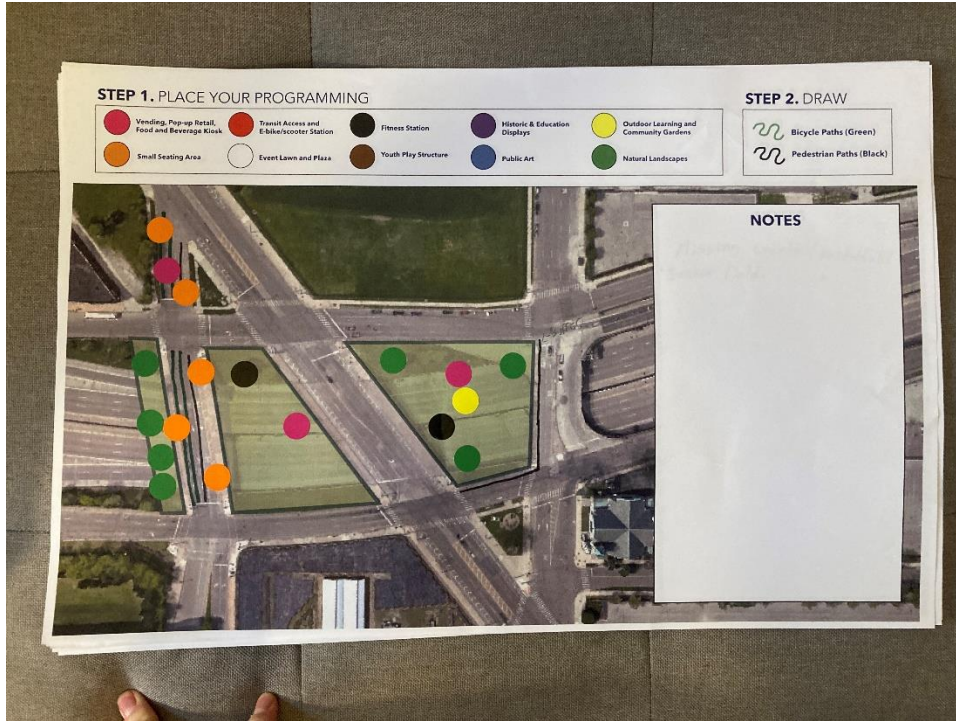
we fully don't need more tailgate space in this city!! just because our football team is good finally doesn't mean we ought to sacrifice our extra land in tribute. of all three caps proposed, this is the cap with the most obvious case for residential development, like in Manhattan over I-95. it is a southward extension of Brush Park that can afford to be built taller given the foundation.

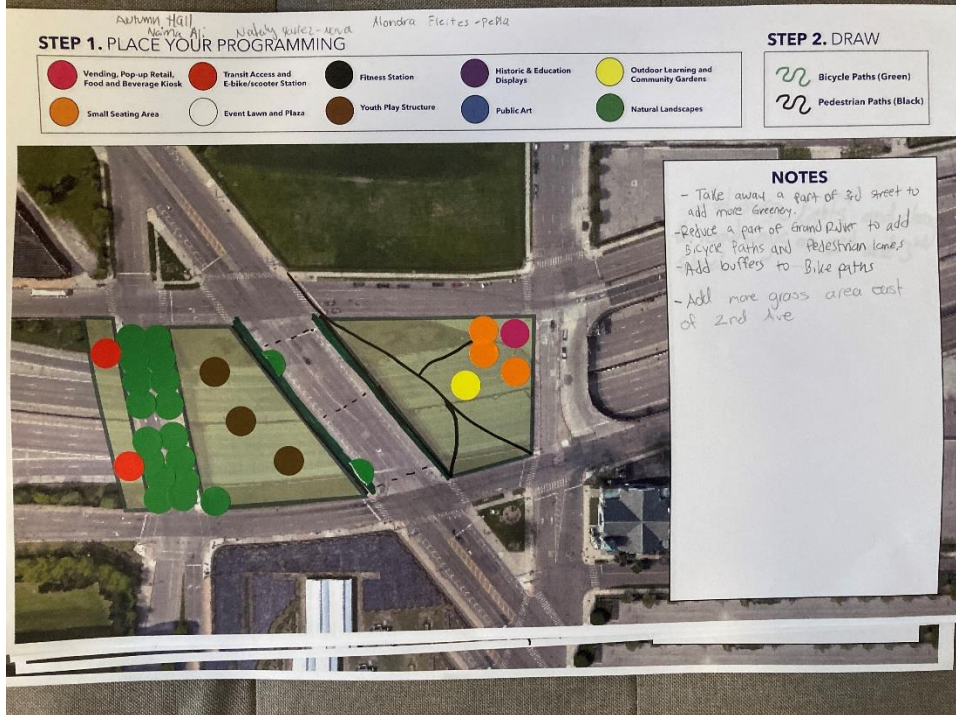
above all else for this side of the cap – please work closely with the I-375 team to make sure these two contiguous projects elide as seamlessly as possible.

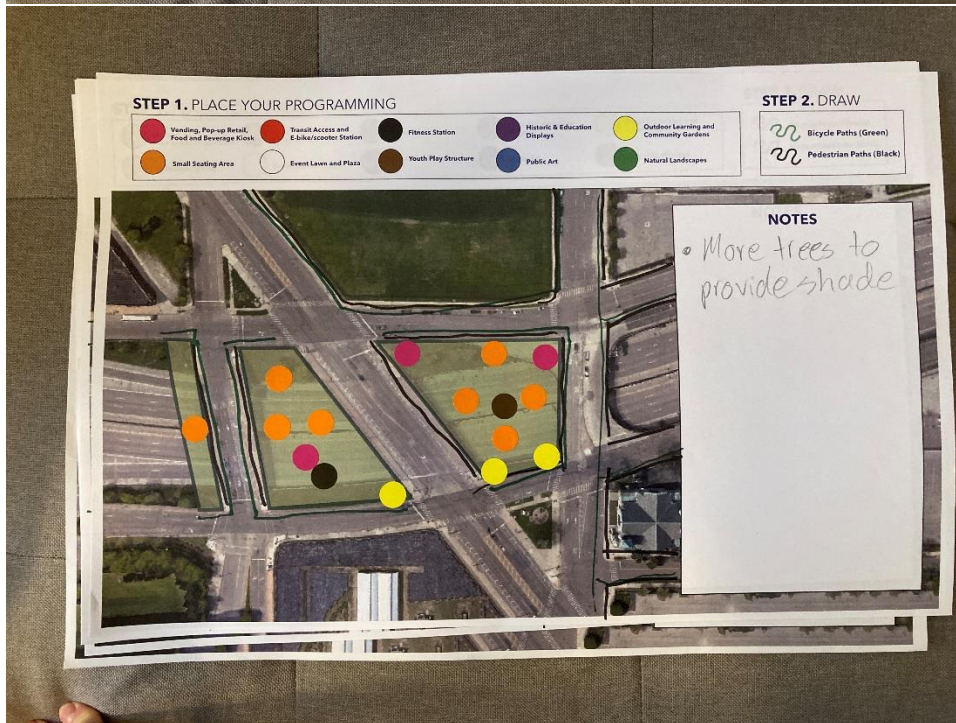
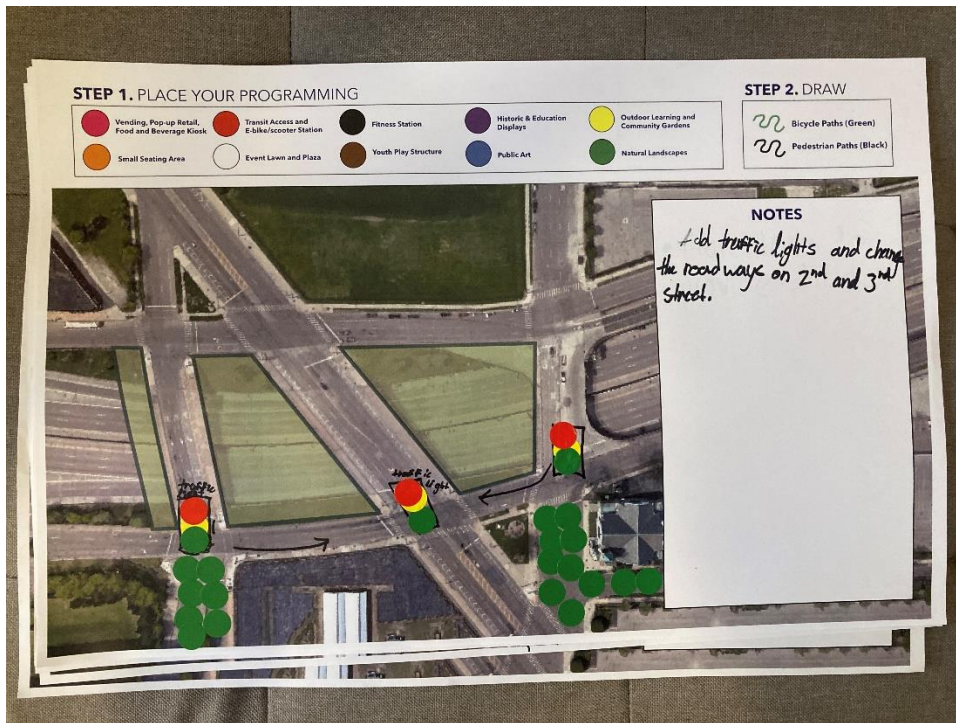
I. Cass Tech High School Workshop Maps

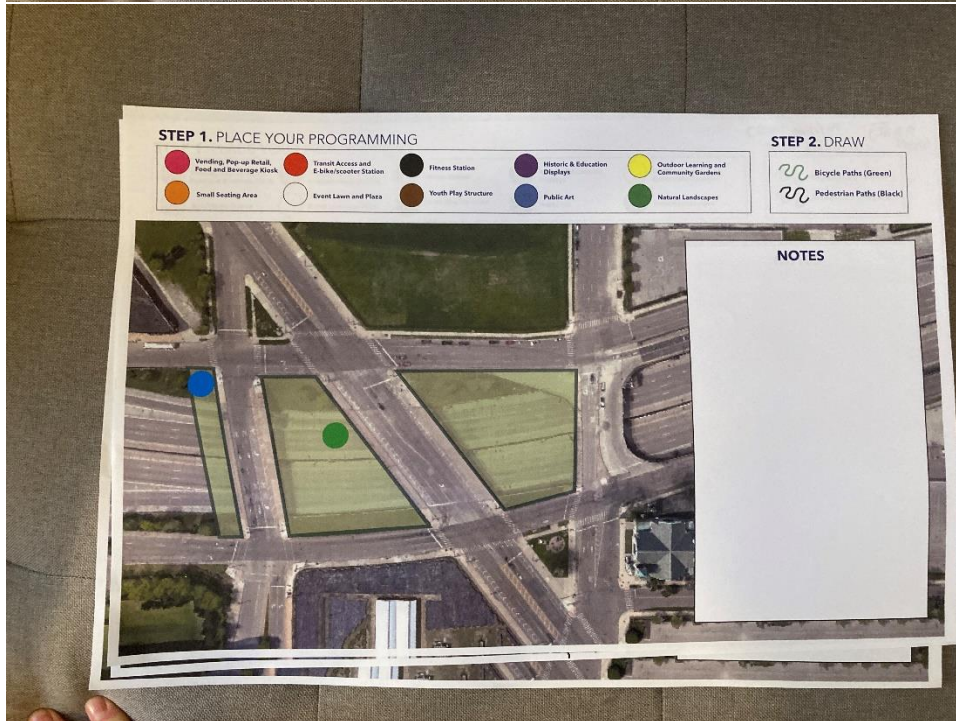


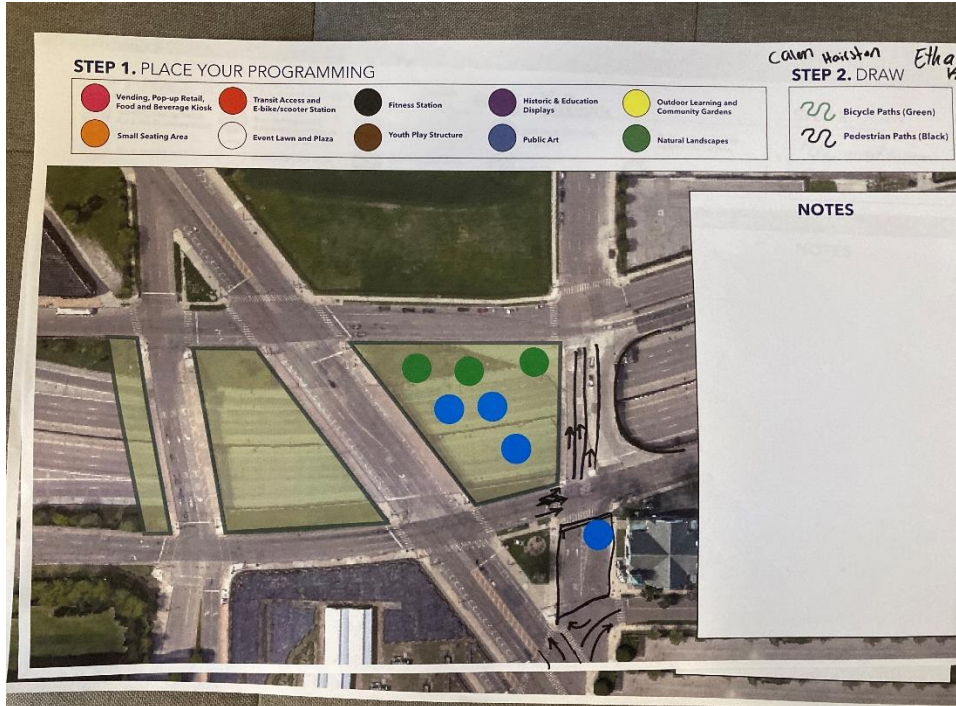




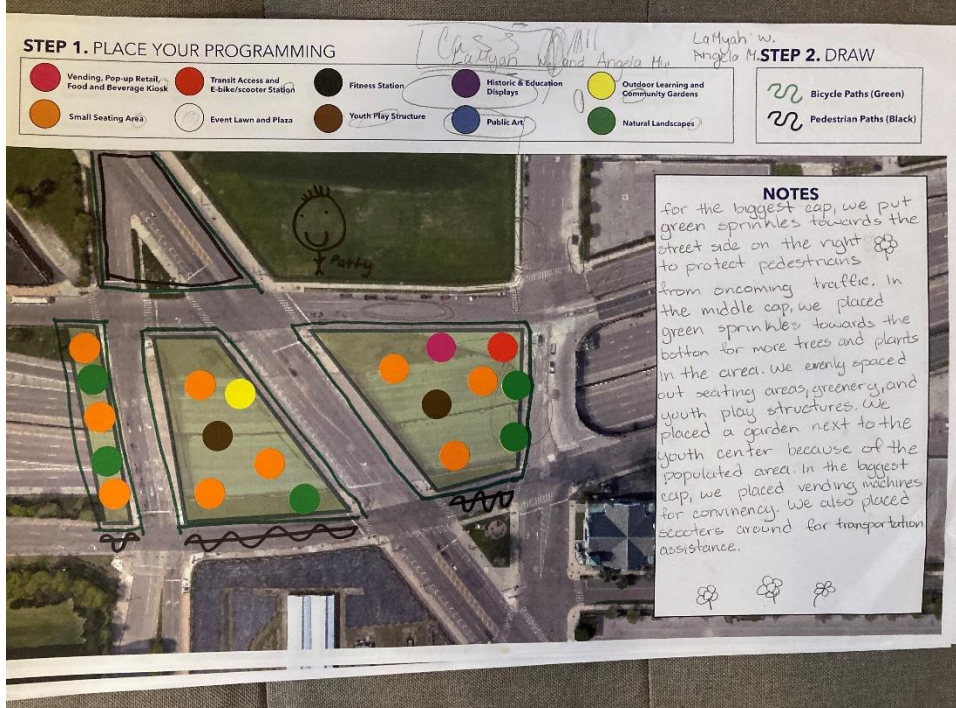
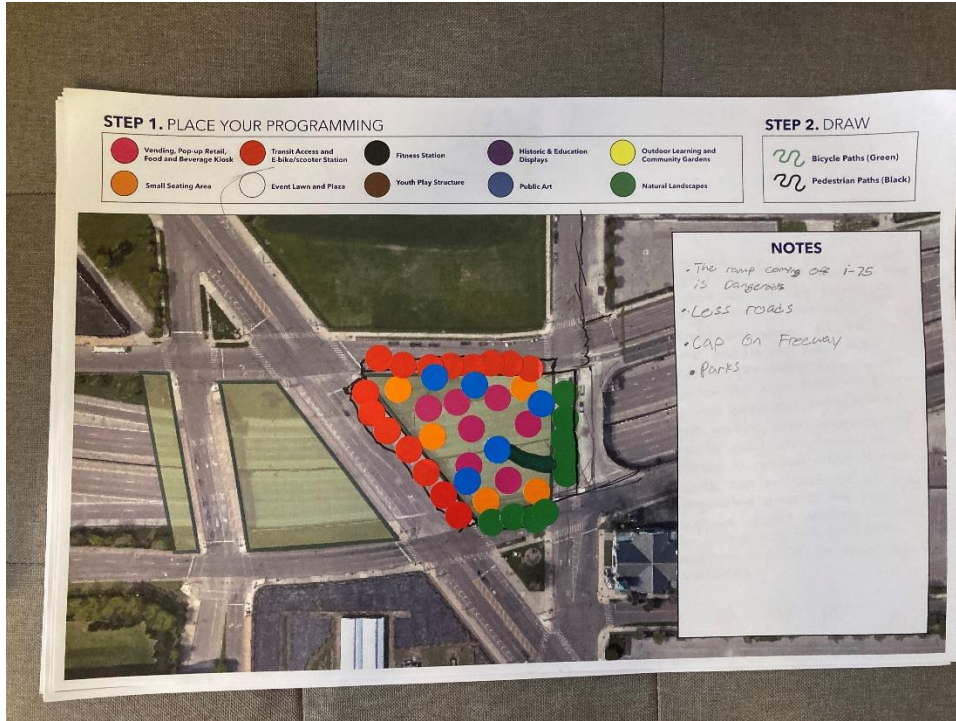












J. Cass Tech High School Survey Comments

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

- Add more play areas for children
- Add more traffic light and more trees on the sides of the streets
- Connect one of the caps to the other one
- I think the plan is perfect as is so no change is needed
- I would add a food place preferable Wing stop
- I would add an additional cap in between the west and Central Caps
- I would add more outdoor places for people to enjoy with things such as parks
- I would add the thing I put on my group project
- I would add the things I put on my activity in class
- I would change the preferred I-75 Cap by making some of the space smaller
- I would close off some roads so that students would be more safe
- I would make the cap length smaller than it is
- I would not change nothing about the design
- I would not change the design
- I would put the cap on areas with the most people
- I would say remove some streets that are unnecessary but it might be hard to do because it's between so many buildings and it will cut them off
- I would think that enlarging the areas for the west/Central Caps would make it a little less awkward for concept design. The East Cap is one single section which makes it a cleaner design
- I wouldn't
- I wouldn't
- I wouldn't
- It makes it safer for student and people that work or live around here
- It would have a community center
- It'll make it safer for students and have more interacting with the area
- Maybe a parking area
- More open areas
- Moving Central Cap to the left
- removing 2nd and 3rd avenue would cause chaos in the community
- Talk to the mayor and provide recommendations and suggestions

K. Cass Tech High School Map Comments

- Add basketball / other court
- Add buffers to bike paths
- Add more grass area east of 2nd Ave
- Add traffic lights and change the roadways on 2nd and 3rd street
- Basketball Court
- Bridge over road so we can walk from area to area safely
- Cap on freeway
- Create a walk path for students on the south side
- For the biggest cap we put green sprinkles (plantings?) towards the street side to the right to protect pedestrians from oncoming traffic
- In the biggest cap, we placed vending machines for convenience
- In the middle cap we placed green sprinkles (plantings?) towards the bottom for more trees and plants in the area
- Less roads
- Make 3rd two way
- Missing courts / basketball / soccer field
- More trees to provide shade
- Park
- Reduce a part of Grand River to add bicycle paths and pedestrian lanes
- Soccer field
- Take away a part of 3rd street to add more greenery
- The ramp coming off of I75 is dangerous
- There isn't always space to sit down while waiting for our parents/guardians. The small seating area could help us rest after school and to not hurt our backs with our backpacks
- We also placed scooters around for transportation assistance
- We can make the food trucks closer to the school
- We evenly spaced out seating areas, greenery, and youth play structures.
- We placed a garden next to the youth center because of the populated area