



Survey and Public Meeting #2 Summary Report

I-75 Planning Study

Downtown Detroit Partnership

October 2024

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1 Executive Summary

The following summarizes public engagement activities for the second phase of engagement of the I-75 Cap Study. Activities included an in-person public meeting, an online survey, an engagement session with local small business owners, and outreach to the senior community.

IN-PERSON PUBLIC MEETING	ONLINE SURVEY
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Overview

The second public meeting for the I-75 Cap Study was held on August 27, 2024 from 6:00pm - 8:00 pm. The Public Meeting had 60 participants sign the sign-in sheet and 45 in-person surveys were collected.

A short presentation provided a project overview and project work to date. An interactive “Create Your Cap” Activity invited participants to indicate capping locations, bike and walking paths, and preferred programming elements. Forty-four maps were collected and analyzed from this activity.

The Online Survey was open from September 1, 2024 to September 26, 2024. A total of 182 people participated in the survey.

The Survey replicated the in-person “Create Your Cap” activity, asking respondents to indicate their preferred cap locations and preferred programming element locations. Demographic questions helped show who is engaging with the project.

Demographics

Out of all respondents, 84% have zip codes within Detroit and 47% of respondents have zip codes in the 48201 area.

The most common relationship to the community included residents (71%), those who shop or eat here (44%) and those who visit family and friends in the community (31%).

The greatest share of participants (44%) have lived here for 6 years or more. Forty percent have lived here for 1 to 5 years.

People of a variety of ages participated in the public meeting. The 25 to 34 age group had the most representatives (33%), followed by 45 to 54 (37%).

Most participants were white / Caucasian (53%), followed by Black/African American (29%)

All participants wanted to receive updates about the project. Just less than half of participants (42%) had not participated in future engagement activities.

Out of all respondents, 74% are City of Detroit Residents, 46% have zip codes in the 48201 area, and 4% in the 48226 area.

The most common relationship to the community included residents (70%), those who shop and eat here (64%), those who visit family and friends here (64%), and those who participate in community activities here (64%).

Most respondents (53%) have lived here for 6 years or more. Thirty-six percent have lived here for 1 to 5 years.

The Online survey had slightly younger participants compared with the in-person meeting. The 25 to 34 age group had the most representatives (40%), followed by 35 to 44 (27%). Eleven percent of respondents were over 55.

Most respondents were white / Caucasian (69%), followed by Black / African American (10%).

Most participants (70%) wished to receive future updates on the project. Most participants (60%) had not participated in past engagement activities.

IN-PERSON PUBLIC MEETING**ONLINE SURVEY**

Project Vision

Participants were asked whether they support the vision statement and were asked to provide additional insights for improvement. All participants who completed the survey supported the vision.

Major feedback themes included ensuring features of the Cap can benefit a wide range of communities, asking for more specificity and accountability in the vision, and prioritizing sustainability and the community.

Participants were asked whether they support the vision statement and were asked to provide additional insights for improvement. Most (94%) of respondents supported the vision.

Major feedback themes included making sure to maintain a focus on the community, evaluating the project scope, highlighting importance of acknowledging history, prioritizing sustainability and good urban design, and considering long-term viability and management.

Create your Cap activity: Cap Locations

The In-person “Create Your Cap” activity showed a concentration of caps around Woodward, John R, Grand River, and Cass/Clifford.

The Online Survey showed a concentration of cap locations located around Park Avenue, between Woodward and Brush, and Between Cass/Clifford and 2nd Avenue.

Create your Cap activity: Programming Elements

The in-person “Create Your Cap” activity top five selected programming elements were (1) natural landscapes, (2) small seating areas, (3) vending, pop-up retail, food and beverage kiosks, (4) transit access and micro transit hubs, and (5) historical and educational displays.

The online survey top five selected programming elements were (1) natural landscapes, (2) event lawn and plaza, (3) transit access and micro transit hubs, (4) vending, pop-up retail, food and beverage kiosk, and (5) public art.

2 Public Meeting Summary

2.1 Public Meeting Overview

On August 27th, from 6:00 PM to 8:00 PM, the I-75 Cap project team hosted the second I-75 public meeting at the Michigan State University Annex campus off Woodward Avenue. The event attracted over 60 attendees, with 45 individuals completing and submitting the physical feedback demographic collection survey and 44 individuals completing a "Create Your Cap" exercise.

Event Format and Content

The meeting included a 10-15-minute presentation followed by an interactive activity, encouraging community members to actively participate in the ideation process for the I-75 project. The agenda included:

- 1) Presentation
 - a) Project Background: An overview of the I-75 Cap study and its current phase.
 - b) Phase 1 Engagement Takeaways: Results from a previous public meeting and online survey were shared, highlighting how people use the area and their priorities for improvement.
 - c) Vision and Goals: Presentation of the project's vision statement and four main goals focusing on community-centered public space, equity and opportunity, connectivity and mobility, and sustainability and resiliency.
 - d) Measures of Success: Discussion of how the project's impact would be assessed in alignment with the main goals.
 - e) Potential Paths Forward: Various cap design approaches were presented, including prioritizing access, connectivity, sustainability, opportunity, and community-centered spaces.
- 2) Interactive "Create Your Cap" Activity: Participants were invited to:
 - a) Indicate preferred locations for capping projects
 - b) Suggest desired bike and walking paths
 - c) Place programming elements over preferred cap space

At the conclusion of the public meeting, all participants had the opportunity to showcase their cap designs, providing valuable insight into their visions for the project. Moderators shared out common themes from participants with the entire group.

The event also informed attendees about upcoming steps, including access to digital versions of the activity and an announcement of the next meeting in October to discuss the unified path forward based on community input.

This report summarizes the event and highlights key themes that emerged from participant feedback, offering a comprehensive view of the community's desires and priorities for the I-75 Cap project.

2.2 Public Meeting Demographics

This summary reflects data from 45 attendees who completed and submitted the survey at the public meeting. It is important to note that this may not represent all attendees but provides insights into those who chose to participate in the survey.

Residency and Community Connection

Respondents could select more than one option.

- 71% of respondents (32) identified as residents.
- 44% (20) shop or eat in the area.
- 31% (14) visit family and friends in the community.
- 29% (13) participate in local community activities.
- 13% (6) are employees in the area
- 7% (3) are business owners.
- 6% (3) are students.

Length of Residency:

The results show a mix of long-term residents and newer community members, with a majority having significant experience in the area.

- 7% (3) are new residents (less than 1 year).
- 40% (18) have been residents for 1 to 5 years.
- 22% (10) have lived there for 6 to 10 years.
- 22% (10) have lived in the area for more than 10 years.
- 9% (4) responded as Not Applicable.

Race:

Most respondents were white. People of color were slightly underrepresented at the engagement event. The projects' Benefit and Impact area is 55% Black and 33% white (2022 American Community Survey 5-year estimates).

- 53% (24) are white/Caucasian
- 29% (13) are Black/African American
- 4% (2) are Hispanic/Latinx
- 4% (2) are Asian/Pacific Islander
- 9% (4) prefer not to say

Age Distribution:

The results show a diverse age demographic, with a significant representation from young adults and middle-aged individuals.

- The 25-34 age group was most represented at 33% of respondents.
- 20% were in the 45-54 age range.
- The 35-44, 55-66, and 65+ age groups each accounted for 13% of respondents.
- 4% were 18-24 years old.
- The remaining 2.2% preferred not to disclose their age.

Geographic Distribution:

The results indicate that while the majority of respondents were local, the event also attracted interest from beyond the immediate neighborhood.

- 84% have zip codes within Detroit.
- 47% of respondents have zip codes in the 48201 area.
- The remaining 16% came from surrounding areas.

Engagement and Interest:

- 100% of respondents indicated support for the vision presented.
- 100% want to receive updates about the project.
- 42% had not participated in any previous engagements.
- 29% had filled out an online survey prior to this event.
- 27% had attended the previous public meeting on June 27.
- 2% had participated in both previous engagements.

2.3 Public Meeting Vision Statement Feedback

Respondents unanimously support the initial vision statement, with several offering additional insights for improvement. They emphasize the need for a more comprehensive and inclusive approach. Many suggest expanding the project's scope, both in terms of physical coverage and community impact. There's a strong desire to see the cap extend over areas where residents live, to foster community growth. Respondents advocate for a larger cap, potentially covering the entire stretch to create a world-class public space. They also recommend considering an extension to connect Corktown with North Corktown. Additionally, respondents stress the need for specific plans to support education and vulnerable populations.

Major themes emerging from the feedback:

- 1) **Expansion and Inclusivity:** Broaden the project's physical scope and ensure it benefits a wider range of communities, including less developed areas and vulnerable populations.
- 2) **Specificity and Accountability:** Provide more concrete details on implementation, goals, and methods to achieve the vision, including clear plans for education support and safety improvements.
- 3) **Sustainability and Community-Centric Approach:** Prioritize environmental sustainability and focus on serving residents' needs, while minimizing control by specific private interests in favor of broader community benefits.

Figure 1: Presentation at Public Meeting 2



2.4 Public Meeting Create your Cap Activity

After the presentation, attendees were invited to participate in the “Create your Cap” activity. Forty-four attendees participated. Tables were set up around the room, with around 3-4 participants at each table and a moderator leading each table. Participants were walked through the instructions for the activity and encouraged to discuss their choices with their groups. Printed instructions were available at each table for participants to reference (see Appendix D). Moderators also showed participants an area map to reference to see locations in the surrounding neighborhoods that could be potentially connected by a cap (see Appendix E). Moderators asked for participants insights throughout the activity and shared out with the broader group at the end of the activity.

After the public meeting, the information was input into Alchemer, a survey software used for the online twin of this activity. This software created heatmaps based on cap locations and programmatic element locations.

Figure 2: Create your Cap Activity Sheet

▶ Create Your Cap

Zip Code: _____

Name: _____

STEP 1. CUT YOUR CAP SPACE

STEP 2. PLACE YOUR PROGRAMMING

● Vending, Pop-up Retail, Food and Beverage Kiosk	● Transit Access and Microtransit Hub	● Fitness Station	● Historic & Education Displays	● Outdoor Learning and Community Gardens
● Small Seating Area	● Event Lawn and Plaza	● Youth Play Structure	● Public Art	● Natural Landscapes

STEP 3. DRAW

~ Bicycle Paths (Green)
~ Pedestrian Paths (Black)

Figure 3: The "Create your Cap" Activity at Public Meeting 2



Figure 4: Moderators sharing out table insights after wrapping up the "Create your Cap activity"



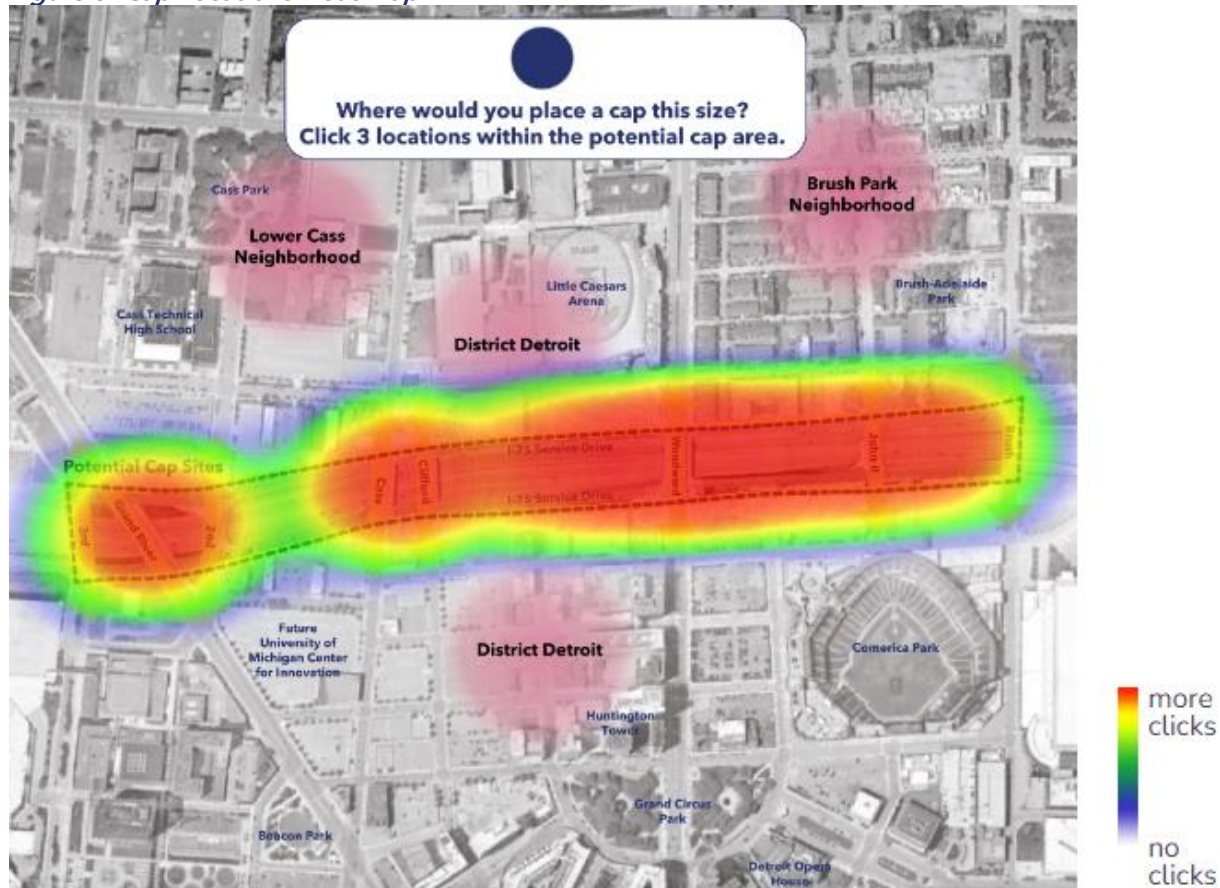
Cap Locations

The first step of the Create your Cap activity was to select locations for the cap. Participants were given one cap, which filled the size of the Study Area from approximately Clifford to Woodward. Participants could cut the cap into different sizes and place wherever they'd like throughout the Study Area. The heat map below was created in Alchemer to summarize where caps were commonly placed. Forty-four participants turned into their maps. In Alchemer, six clicks were given to each of the participants to summarize where they placed their caps. To see each participant map, see Appendix D, which includes all submitted Create your Cap activities.

Table 1 Number of clicks on map by nearest cross street (each participant has 6 clicks)

Nearest Cross-street	3 rd St	Grand River Ave	2 nd Ave	Cass / Clifford	Park Ave	Woodward Ave	Witherell St	John R St	Brush St
Number of Clicks	13	22	11	43	30	58	29	36	18
Percent of Clicks	5%	8%	4%	16%	11%	22%	11%	14%	7%

Figure 5: Cap Locations Heat Map



Cap Programming

After placing their caps, participants were asked to place colored dots to indicate the type of programming they would like to see on the cap, and the locations of each programming element.

In-person participants were not limited in the number of dots they could include on their maps. The most placed programming dots were Natural Landscapes (320), Small Seating Area (117), Vending, Pop-up Retail, Food and Beverage Kiosk (112), Transit Access and Micro transit Hub (68) and Historical and Educational Displays (48). Heat maps for these top five programming element categories are included below. Some programming elements had more defined preferred locations than others, but the following trends were seen for the top five programming elements:

1. **Natural Landscapes:** Throughout the entire Study Area
2. **Small Seating Areas:** Throughout the study area, but especially centered around Woodward
3. **Vending, Pop-up Retail, Food and Beverage Kiosks:** Centered around Woodward
4. **Transit Access and Micro transit Hubs:** Centered around Grand River, Cass/Clifford, Woodward, and John R
5. **Historical and Educational Displays:** Many were placed towards the eastern part of the Study Area, with comments requesting historical and educational information on the Black Bottom and Paradise Valley neighborhoods

Figure 6: Count of Programming Element Dots Selected by each Activity Participant

Programming Element	Count
Natural Landscapes	320
Small Seating Area	117
Vending, Pop-up Retail, Food and Beverage Kiosk	112
Transit Access and Micro transit Hub (Scooter-share, bike-share, etc.)	68
Historical and Educational Displays	48
Outdoor Learning and Community Gardens	43
Public Art	42
Event Lawn and Plaza	41
Youth Play Structure	37
Fitness Station	21

Figure 7: Programming Element Heat Map - Natural Landscapes

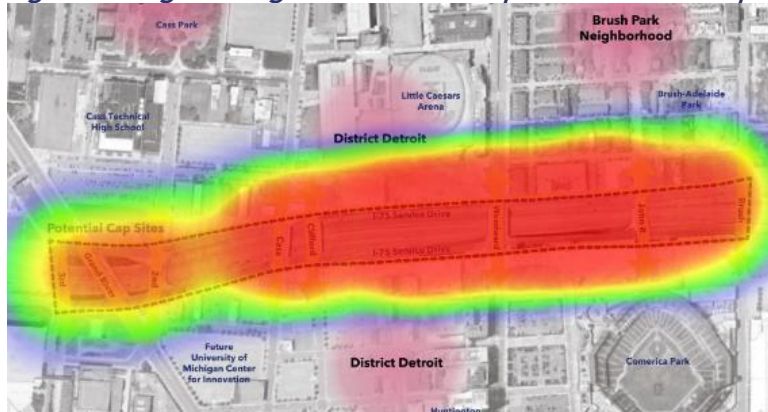


Figure 8: Programming Element Heat Map - Small Seating Area

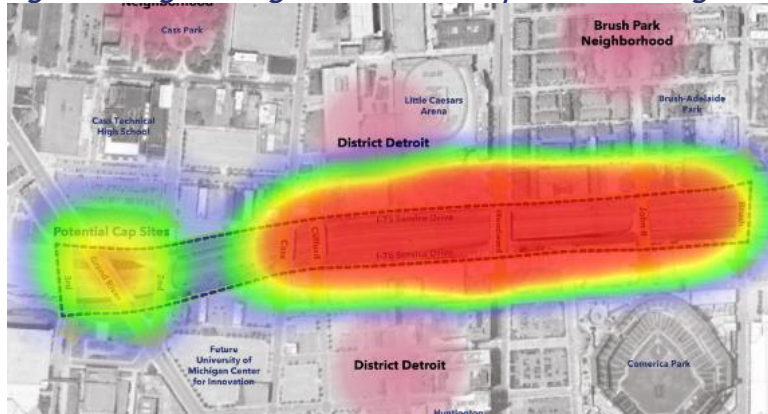


Figure 9: Programming Element Heat Map - Vending, Pop-up Retail, Food and Beverage Kiosk

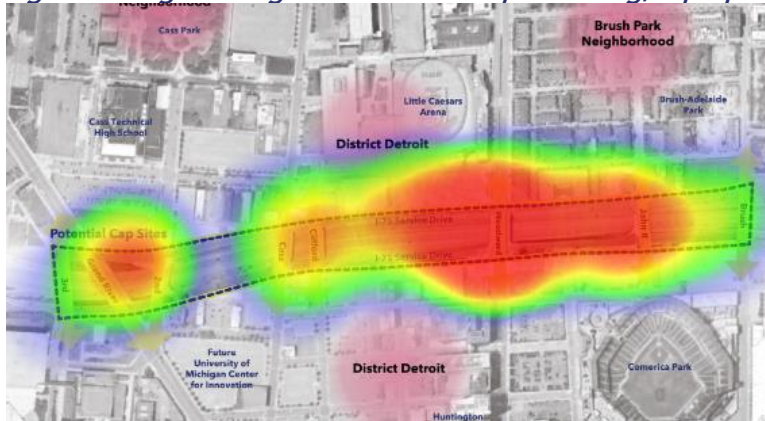


Figure 10: Programming Element Heat Map - Transit Access and Micro transit Hub (Scooter-share, bike-share, etc.)

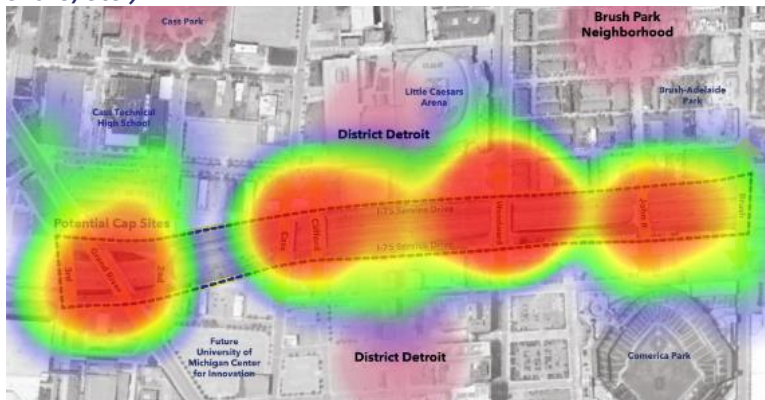
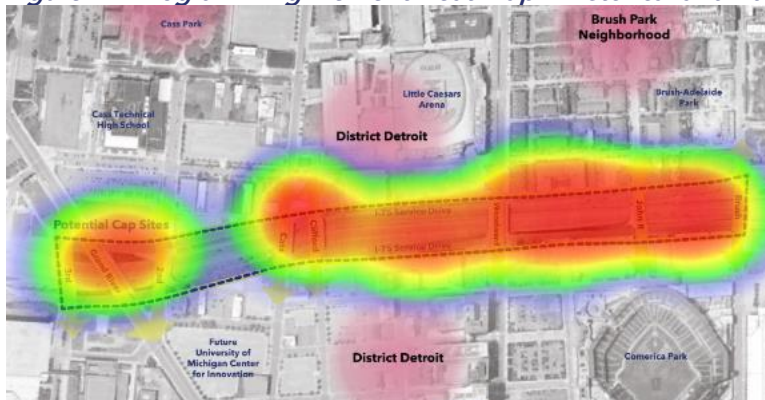


Figure 11: Programming Element Heat Map - Historical and Educational Displays



2.5 Public Meeting Open Comments

The following list summarizes some themes distilled from open comments. For a full list of comments, please see Appendix C.

- 1) **Equitable Development:** A major emphasis from attendees was the need for an inclusive process that benefits all residents, particularly those in underserved areas. There was a strong desire to focus on areas beyond just the Little Caesars Arena vicinity, extending to connect with Cass Tech

High School and potentially even linking Corktown with North Corktown, ensuring the project supports a diverse range of communities.

- 2) **Comprehensive Community Impact:** Participants expressed a desire for a project that would have a significant, positive impact across multiple neighborhoods, addressing the needs of both long-time residents and newcomers.
- 3) **Green Space and Environmental Sustainability:** Attendees strongly advocated for creating substantial green spaces, emphasizing year-round greenery and sustainable design. This aligns with the vision of creating Detroit's version of Central Park, focusing on environmental resilience and beauty.
- 4) **Economic Inclusivity and Local Opportunity:** Feedback indicated a desire for spaces that support small businesses, pop-up retail, and local entrepreneurs. This includes creating marketplaces and areas for food trucks, fostering economic opportunities for a diverse range of residents.
- 5) **Enhanced Connectivity and Accessibility:** Many participants stressed the importance of improving pedestrian and cyclist safety, enhancing public transportation, and creating better connections between neighborhoods and institutions. There was particular emphasis on connecting to Cass Tech High School and creating gathering spaces for students from Cass Tech, Wayne State, and potentially University of Michigan to collaborate.
- 6) **Cultural Preservation and Community Identity:** There was significant interest in incorporating elements that honor the area's history, such as references to Black Bottom, and using art to emphasize Detroit's unique cultural identity.
- 7) **Health, Wellness, and Education Focus:** Attendees advocated for including fitness areas, recreational spaces, and creating environments that support educational engagement and collaboration among students from various institutions, with a specific focus on the area around Cass Tech.
- 8) **Transparent Governance and Maintenance:** Participants expressed concerns about the long-term maintenance and management of the project, suggesting partnerships with local organizations and ensuring clear, accountable decision-making processes.

3 Online Survey Results Summary

3.1 Online Survey Overview

There was a total of 182 responses to the Online Survey, which was open from September 1, 2024 to September 26, 2024. There was a total of 16 questions, with five questions related to cap locations, programming elements, and the project vision and 11 questions related to demographics. All questions were optional. The survey was hosted on Alchemer and structured as shown in the following bullets. See "Appendix H: Online Survey Questions" for the list of questions.

- Page 1: Introduction and Background Information (no questions)
- Page 2: Project Questions (nine questions)
- Page 3: Demographic Information (seven questions)

When evaluating the survey results and feedback, it is crucial to keep in mind that the views of low-income residents, who make up most of the population, are not fully represented. Online survey respondents are not representative of the study area's racial or economic demographics. According to the US Census Bureau, the median income in the impact area is \$23,000 per year, and 77% of the population is Black. In contrast, over 80% of survey respondents earn more than \$50,000 per year, nearly double the area's median income. Any cap proposal should ensure that while serving wealthier residents, it also addresses the needs of lower-income communities, predominantly located closer to 2nd Street and Cass Tech.

Despite the respondents' higher income levels, there was a strong emphasis on ensuring that the project prioritizes community development and reconnects historically destroyed neighborhoods like Black Bottom, rather than solely serving business interests.

The next phase of public engagement will aim to address this income imbalance by working directly with Cass Technical High School and local community organizations connected to low-income spaces in our project impact area.

3.2 Online Survey Demographic Results

Key Findings

- **Project Vision:** The online survey received 182 responses, with 94% of participants supporting the vision and 70% requesting updates.
- **Residency:** Detroit residents comprised 74% of respondents, with 46% living in the 48201 zip code.
- **Age:** The largest age group represented was 25-34 years old, making up 40% of respondents.
- **Demographics:** 69% of respondents identified as white
- **Income:** 53% reported earning \$100,000 or more annually, while only 11% fell into the \$50,000-\$75,000 range.
- **Community Connection:** More than 60% of respondents indicated that they regularly engage with the area by shopping, visiting family and friends, participating in community activities, or residing in the community.

Results

Figure 12: How would you best describe your race/ethnicity?

Race/Ethnicity	Count	% of Total
White / Caucasian	123	69%
Black / African American	17	10%
Asian / Pacific Islander	7	4%
Hispanic / Latinx	6	3%
Two or more races / ethnicities	7	4%
Other	3	2%
Prefer not to say	14	8%
Total Respondents	177	100%

Figure 13: What is your annual household income?

Income	Count	% of Total
Less than \$25,000	8	4%
\$25,000 to \$49,999	13	7%
\$50,000 to \$74,999	19	11%
\$75,000 to \$99,999	15	8%
\$100,000 or more	94	53%
Prefer not to say	30	17%
Total	179	100%

Figure 14: What is your relationship to the community? Select all that apply.

Community Engagement	Count	% of Total
Resident	126	70%
Shop/Eat Here	115	64%
Visit Family & Friends	115	64%
Community Activities	115	64%
Employee	66	37%
Business Owner	29	16%
Student	13	7%
Total Respondents	180	100%

Figure 15: How long have you lived or worked in the community near the I-75 Study Area?

Residency	Count	% of Total
Less than 1 year	7	4%
1 to 5 years	64	36%
6 to 10 years	38	21%
More than 10 years	57	32%
Not Applicable	12	7%
Other	1	1%
Total Respondents	179	100%

Figure 16: What is your age group?

Age Group	Count	% of Total
18 to 24	7	4%
25 to 34	72	40%
35 to 44	48	27%
45 to 54	31	17%
55 to 66	14	8%
65 and over	5	3%
Prefer not to say	2	1%
Total Respondents	179	100%

Figure 17: What is your zip code?

Zip Codes	Count	% of Total
48201	82	46%
48208	9	5%
48202	9	5%
48226	8	4%
48216	7	4%
All Others	64	36%
Total Respondents	179	100%

Figure 18: Are you a City of Detroit resident?

Detroit Resident	Count	% of Total
Yes	131	74%
No	35	20%
Prefer Not to Say	12	7%
Total Respondents	178	100%

Figure 19: Do you wish to receive updates about this project or participate in future discussions?

Updates	Count	% of Total
Yes	125	70%
No	54	30%
Total Respondents	179	100%

Figure 20: Did you participate in previous engagement for the I-75 Cap this year?

Public Meeting Engagement	Count	% of Total
Attended Public Meeting 1	13	7%
Attended Public Meeting 2	15	8%
Completed Last Online Survey	59	33%
No Prior Participation	108	60%
Total Respondents	180	

3.3 Online Survey Vision Statement Feedback

Respondents were asked whether they supported the following project vision statement: *The I-75 Cap project will restore city connections between neighborhoods, providing new spaces that create opportunities for economic prosperity, recreation, and community resilience. Through community-*

centered design and programming it will support residents impacted by legacy infrastructure investments, prioritizing social equity, environmental sustainability and shared access.

Ninety-four percent of respondents responded saying “yes” they support the I-75 Cap vision.

Figure 21: Do you support the I-75 Cap vision?

Vision Support	Count	% of Total
Yes	170	94%
No	10	6%
Total Respondents	180	100%

Respondents were also asked if anything was missing from the vision statement. A total of 51 respondents left a comment here. The following comment themes were identified amongst responses. A complete list of comments regarding what is missing from the vision statement can be found in the Appendix.

- **Community Focus vs. Business Interests:** Many comments emphasize the need to prioritize community needs and residential areas over business interests. There's concern that the project might favor corporations and stadiums rather than truly benefiting residents.
- **Scope and Extent of the Cap:** There are differing opinions on the project's scope. Some suggest extending the cap to cover more areas, including residential neighborhoods like Brush Park, while others question the necessity of the cap altogether, proposing alternative solutions like highway removal or rerouting.
- **Historical Context and Social Equity:** Several comments highlight the importance of acknowledging the historical context, particularly the impact of past infrastructure projects on communities like Black Bottom. There's a desire for the project to address past injustices and prioritize social equity.
- **Environmental and Urban Design Considerations:** Comments mention the need for green spaces, improved pedestrian and bicycle infrastructure, and environmental sustainability. There's also emphasis on creating a more connected, accessible, and aesthetically pleasing urban environment.
- **Long-term Viability and Management:** Some comments raise questions about the long-term maintenance, safety, and funding of the project. There's concern about how the space will be managed and maintained over time, and whether it will truly serve the community's needs in the long run.

3.4 Online Survey Create your Cap Activity

There were two questions on the Online Survey aiming to replicate the “Create your Cap” activity conducted at Public Meeting 2. The first question asked respondents to click on a map to indicate where they would prioritize a cap. Respondents were limited to three clicks. They could also leave a comment explaining their rationale for choosing the locations they selected.

Cap Locations

The following figure shows a heat map highlights locations where people indicated they would place a potential cap. There was a cluster of clicks located between Woodward and Clifford, Woodward and John R, John R and Brush, and Cass and 2nd. There was a total of 454 “clicks” on the map, with each respondent able to click three locations. The following table shows the number of clicks by the nearest cross street.

Figure 22: At which locations within the Study Area would you prioritize a cap over I-75? Please click on the map to select up to 3 locations. Your selected locations can be grouped together to form a larger cap or spread to different locations. If you'd like, add a comment about why you picked that location!



Table 2 Number of clicks on map by nearest cross street

Nearest Cross-street	3 rd St	Grand River Ave	2 nd Ave	Cass / Clifford	Park Ave	Woodward Ave	Witherell St	John R St	Brush St
Number of Clicks	2	17	46	47	119	44	68	83	28
Percent of Clicks	0%	4%	10%	10%	26%	10%	15%	18%	6%

Respondents could leave a comment explaining why they chose the location that they chose. Respondents could leave up to 3 comments. There were a total of 349 comments made regarding cap placements. A complete list of comments sorted by nearest cross street location can be found in Appendix J.

Table 3: Number of comments made by nearest cross street of comment location

Nearest Cross-street	3 rd St	Grand River Ave	2 nd Ave	Cass / Clifford	Park Ave	Woodward Ave	Witherell St	John R St	Brush St
Number of Comments	1	13	34	35	91	33	54	65	23

Cap Programming

After placing their caps, respondents were asked to place park programming elements within the cap areas they defined above. They were limited to five programming elements. Respondents could choose from the same set of options available to those participating in the “Create your Cap” activity: (1) Transit Access and Micro transit Hub (scooter-share, bike-share, etc.), (2) Vending, Pop-up Retail, Food and Beverage Kiosk, (3) Outdoor Learning and Community Gardens, (4) Historic and Educational Displays, (5) Public Art, (6) Fitness Station, (7) Small Seating Area, (8) Youth Play Structure, (9) Natural Landscapes, and (10) Event Lawn and Plaza.

The most placed programming dots were Natural Landscapes (140), Event Lawn and Plaza (92), Transit Access and Micro transit Hub (Scooter-share, bike-share, etc.) (78), Vending, Pop-up Retail, Food and Beverage Kiosk (77) and Public Art (55). Heat maps for these top five programming element categories are included below. Heat maps for all programming elements can be found in the Appendix. Overall, Online feedback seemed to be a little more focused on the Brush Park area, perhaps due to more representation from residents of that area. Some programming elements had more defined preferred locations than others, but the following trends were seen for the top five programming elements.

- **Natural Landscapes:** Throughout Study Area
- **Event Lawn and Plaza:** Focused between Woodward and Clifford
- **Transit Access and Micro transit Hubs:** Focused around Woodward
- **Vending, Pop-up Retail, Food and Beverage Kiosk:** Focused between Cass and Brush
- **Public Art:** Focused between Woodward and Brush and between Clifford and Cass.

Figure 23: Count of Programming Element Dots Selected by each Activity Participant

Programming Element	Count
Natural Landscapes	140
Event Lawn and Plaza	92
Transit Access and Micro transit Hub (Scooter-share, bike-share, etc.)	78
Vending, Pop-up Retail, Food and Beverage Kiosk	77
Public Art	55
Outdoor Learning and Community Gardens	47
Historical and Educational Displays	28
Youth Play Structure	26
Small Seating Area	25
Fitness Station	15

Figure 24: Programming Element Heat Map - Natural Landscapes

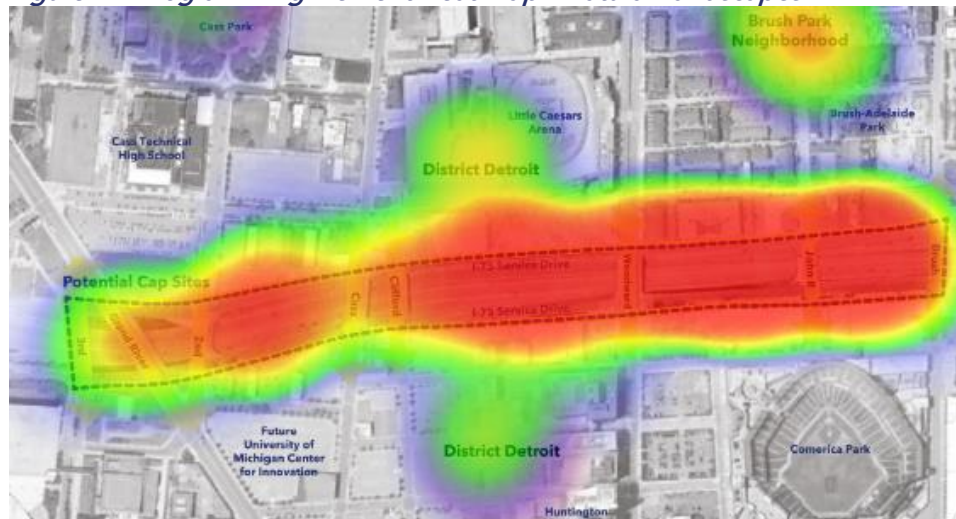


Figure 25: Programming Element Heat Map - Event Lawn and Plaza

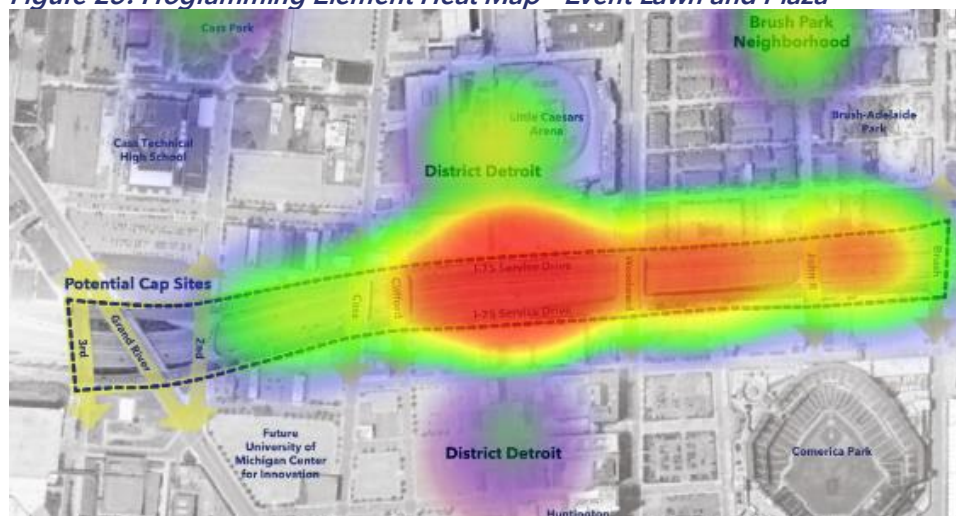


Figure 26: Programming Element Heat Map - Transit Access and Micro transit Hub

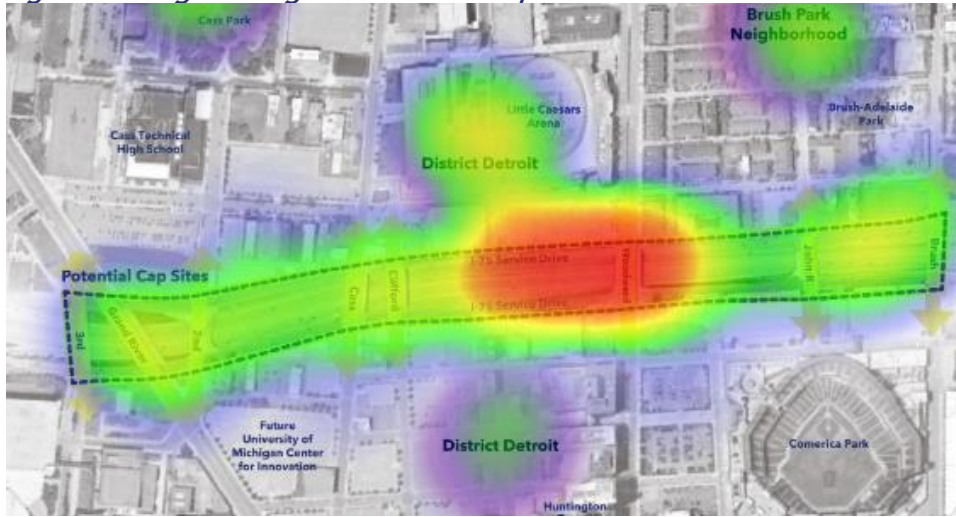


Figure 27: Programming Element Heat Map - Vending, Pop-up Retail, Food and Beverage Kiosk

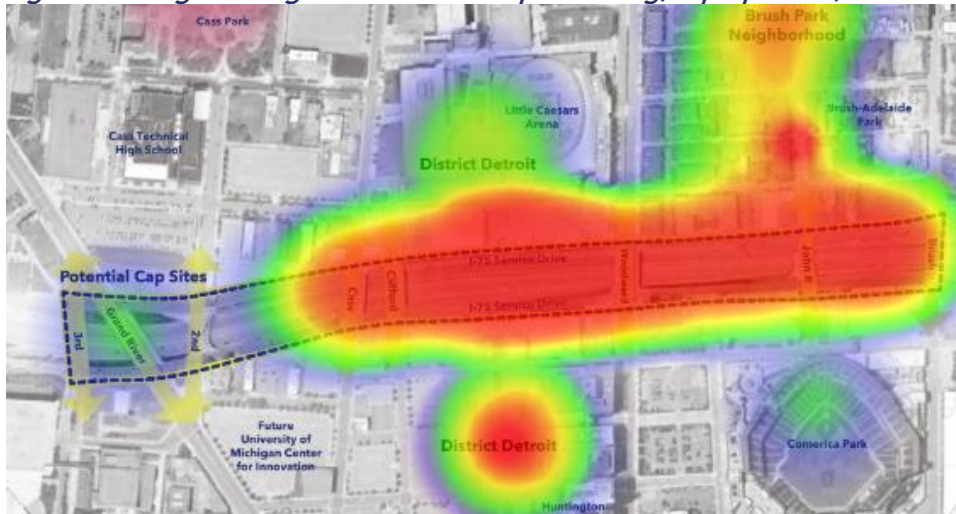
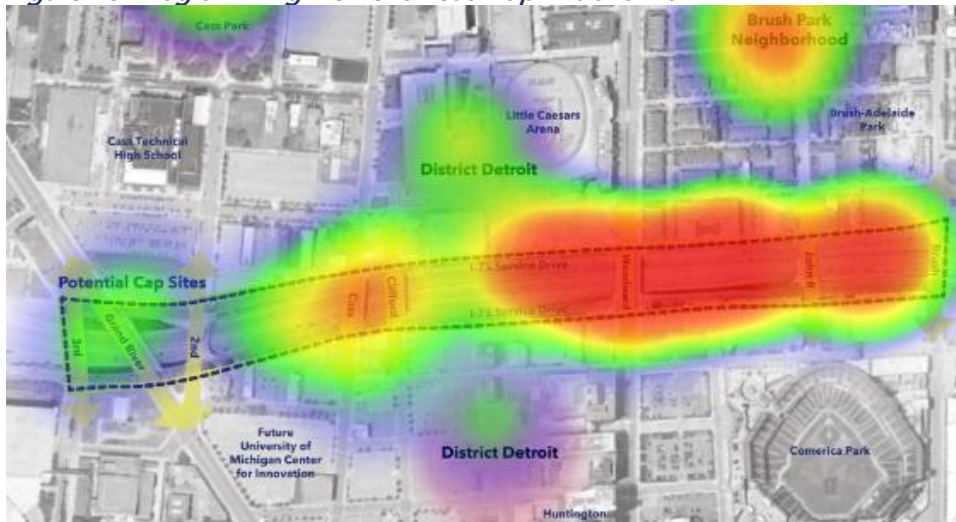


Figure 28: Programming Element Heat Map - Public Art



3.5 Online survey Open Comments

There was a total of 81 open comments left on the Online Survey. The following bullets summarize common themes identified in the open feedback. All open comments can be found in Appendix L.

- **Infrastructure and Accessibility:** Many comments emphasized the importance of making sure that cap will have the ability to support any programming or amenities desired on the Cap (power, A/V connections, emergency stations, etc.)
- **Advocating for the Cap:** Many respondents advocate for the cap, calling on the team to prioritize this project and focus on reconnecting the neighborhoods and alleviating the burden the highway places on the area.
- **Green Spaces and Nature:** Many respondents expressed a desire for more green spaces, parks, natural landscaping, and flooding management. Emphasized importance of aesthetics to create a great space and enhance quality of life in the area.
- **Community Focus:** Many comments wished to prioritize needs and experiences of residents over the interests of temporary visitors or corporate entities.
- **Walking and Biking Infrastructure:** A consistent call for improved pedestrian and bicycle infrastructure, including adding new bike lanes and walkable paths. Belief that this investment will enhance safety, sustainability, and resilience in the area.
- **Community Engagement and Input:** Desire for ongoing community involvement to ensure the project aligns with local needs and aspirations.
- **Economic Development:** Suggests incorporating spaces for local businesses, food vendors, and community activities to promote economic growth, particularly in areas are currently struggling to attract economic activity.
- **Environmental Concerns:** Desire to mitigate pollution and make sure the project is sustainable. Discussions regarding highway runoff and air quality.
- **Historical Significance:** Acknowledgement of historical context of areas like the Black Bottom neighborhoods. Necessity of honoring this legacy through the project.
- **Financial Considerations:** Concerns about the long-term financial implications of the project, including maintenance costs and burden on taxpayers. Some respondents advocating for highway removal rather than capping.

4 Business Owner and Senior Engagement

4.1 Small Business Owners

On September 17th, we hosted a forum for Grand River I-75 corridor small business owners at TV Lounge. Attendees showed strong interest in a cap project to revitalize the area, providing overwhelmingly positive feedback.

Two primary concerns emerged from the discussion:

- **Potential obstruction of views:** Existing building owners worried that the cap might block their current vistas.
- **Olympia Development's timeline:** Participants eagerly questioned when the company would activate its properties in the corridor.

The business owners actively engaged in the conversation, offering innovative suggestions for cap programming. They envisioned simultaneous events across multiple caps, highlighting the area's

potential for vibrant, diverse activities. Participants identified three strategic cap locations: near Brush Park, Woodward, and Grand River. Popular proposals included:

- An amphitheater for concerts, which they believed would inject new life into Detroit.
- A cap robust enough to support a large Ferris wheel, emphasizing the community's aspirations for transformative change.

Cap activities completed by small business owners can be found in Appendix G.

4.2 Outreach to Seniors

To gather more feedback from Seniors, flyers about the project were sent out to six properties that have a large senior community (Orchestra Tower Apartments, Village of Brush Park Manor Paradise Valley Senior Living Facility, Himelhock Apartments, Washington Boulevard Apartments, Kamper Stevens Apartments, Griswold Apartments). These flyers contained general information of the project and QR codes directing seniors to surveys and engagement opportunities. The project team plans on visiting apartment complexes/senior living facilities in upcoming engagement phases.

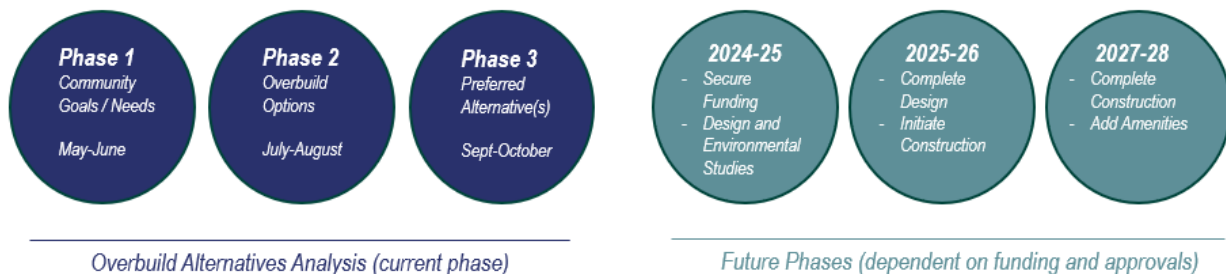
5 Next Steps for Engagement

This second round of engagement focused on getting further feedback on community preferences on cap location and desired programming elements. The public meeting 2 presentation gave participants a preview of the planning approaches currently being assessed.

Between phase 2 and phase 3 of engagement, the team will be developing more details around potential cap options. These cap options will be evaluated using an evaluation methodology created based on priorities identified through public engagement feedback and an analysis of the existing conditions of the Benefit and Impact Area. Engineering and cost constraints will also be considered in this analysis.

Phase 3 engagement will inform the public of this process and show the preferred options identified through this process. Public Meeting 3 will likely be a presentation to provide these design updates, along with updates about the future of this project.

Figure 29: Project Schedule



6 Appendices

A. Public Meeting #1: Boards

I-75 Cap PUBLIC MEETING

WELCOME!

I-75 Cap Study Background

Welcome!

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

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

Opportunity for Detroit

Why invest in a 'Cap'?

Highway "caps" or "overpasses" are required to allow highway with the use of new engineering techniques formed by the fact of use. A large of benefits are realized from these projects, including enhanced mobility, improved air quality, and added public space serving as an anchor for economic and social development.

Re-Connecting Communities and Neighborhoods Grant Program

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

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

In 2021, RCN Grant Program awarded funds to 57 projects with a total investment of \$2.9 billion, more than in any other year. The I-75 Cap study is eligible to apply for additional grant funding in its next project implementation.

The I-75 Cap is competitive for funding due to the significant concentration of jobs and housing in the area, as well as many areas currently being developed by the DDOT (see below).

9.7K	7.3K	75%
The number of jobs in the area currently being developed by the DDOT (see below).	The number of jobs in the area currently being developed by the DDOT (see below).	Percent of downtown jobs in the area currently being developed by the DDOT (see below).

Overall Displacement Component Scores - Possible Results

90%	81%	81%	74%	10%
Overall Displacement Score	Displacement Score	Job Displacement Score	Job Displacement Score	Job Displacement Score

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.

Study Partners

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

Study Timeline

The DDP's current planning effort will include public input over three phases as shown below. The approximate nature of ongoing efforts is identified to help set the perspective to secure future funding for design and construction.

Phase 1: Conceptual Study

Phase 2: Conceptual Design

Phase 3: Preliminary Design

Future: Final Design

Capping All Immediate Analysis Current phase

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 was largely completed about a year later, creating a barrier between Downtown and surrounding neighborhoods. This barrier, combined with the highway's design, has had a negative impact on the mobility and quality of life while maintaining a regional and national transportation network.

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 advancing a concept to redesign and reconstruct I-375, which is a controlled-access road. Both the Downtown Detroit Partnership and City of Detroit are collaborating with MDOT on concepts for how to address future use and development plans around the new I-375, which has a selected design alternative and is scheduled to be constructed in the next few years.

The I-75 Capping Study is much earlier in its development, with a specific design concept or timeframe for construction. Michigan DOT and the City of Detroit are supporting the work of the study.

The project will be to ensure that there is ongoing collaboration between the two projects.

Stay Involved

Check out the study website for more about upcoming engagement and public feedback.

Caps Reconnecting Communities

Chinatown Stitch
Philadelphia
 Completed: 2009
 Size: 2.7 blocks
 Cost: \$1.5M
 Owner: City of Philadelphia

Project Program: High density development, transit-oriented development, mixed-use development, historic preservation.

The Cap at Union Station
Philadelphia
 Completed: 2016
 Size: 1.5 blocks
 Cost: \$1.2M
 Owner: Comcast

Project Program: Transit-oriented development, historic preservation, mixed-use development.

Klyde Warren Park
Dallas, TX
 Completed: 2015
 Size: 1.5 blocks
 Cost: \$10M
 Owner: Michael E. DeBorja

Project Program: Open space, transit-oriented development, historic preservation, mixed-use development.

Lower Rainier Pedestrian Bridge
Seattle, WA
 Completed: 2015
 Size: 1.5 blocks
 Cost: \$10M
 Owner: City of Seattle

Project Program: Transit-oriented development, historic preservation, mixed-use development.

Frankie Pace Parkway
Philadelphia
 Completed: 2017
 Size: 1.5 blocks
 Cost: \$10M
 Owner: City of Philadelphia

Project Program: Transit-oriented development, historic preservation, mixed-use development.

Central Access Philadelphia
Philadelphia, PA
 Completed: 2015
 Size: 1.5 blocks
 Cost: \$10M
 Owner: City of Philadelphia

Project Program: Transit-oriented development, historic preservation, mixed-use development.

The Stitch
Atlanta, GA
 Completed: 2018
 Size: 1.5 blocks
 Cost: \$10M
 Owner: City of Atlanta

Project Program: Transit-oriented development, historic preservation, mixed-use development.

The Rose Kennedy Greenway
Boston, MA
 Completed: 2012
 Size: 1.5 blocks
 Cost: \$10M
 Owner: City of Boston

Project Program: Transit-oriented development, historic preservation, mixed-use development.

Park over the Highway
St. Louis, MO
 Completed: 2015
 Size: 1.5 blocks
 Cost: \$10M
 Owner: City of St. Louis

Project Program: Transit-oriented development, historic preservation, mixed-use development.

Benefit & Impact Area Observations

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

Community-Centered Public Space

Existing Park Space

Key Observations

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

Equity & Opportunity

Neighborhood Assets: Churches, Community Assets, Schools, Youth Services, Social Services, Sports Venues

Pipeline: Urban Construction

Key Observations

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

Connectivity & Mobility

Transit: Blue Line, Opportunity to Expand Blue Line

Key Observations

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

Sustainability & Resiliency

Persistent High Noise Level

Key Observations

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

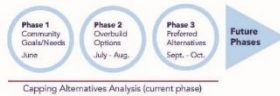
BEFORE YOU LEAVE

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.

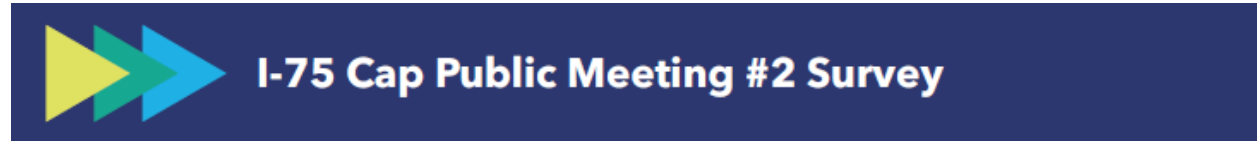


Capping Alternatives Analysis (current phase)

Comments & Questions:

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

B. Public Meeting #1: In-Person 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: _____

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

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

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

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

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: _____

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 filled out the Online Survey
- No

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

- Yes
- No

I-75 Cap Vision Draft

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

Do you support the I-75 Cap Vision?

- Yes
- No

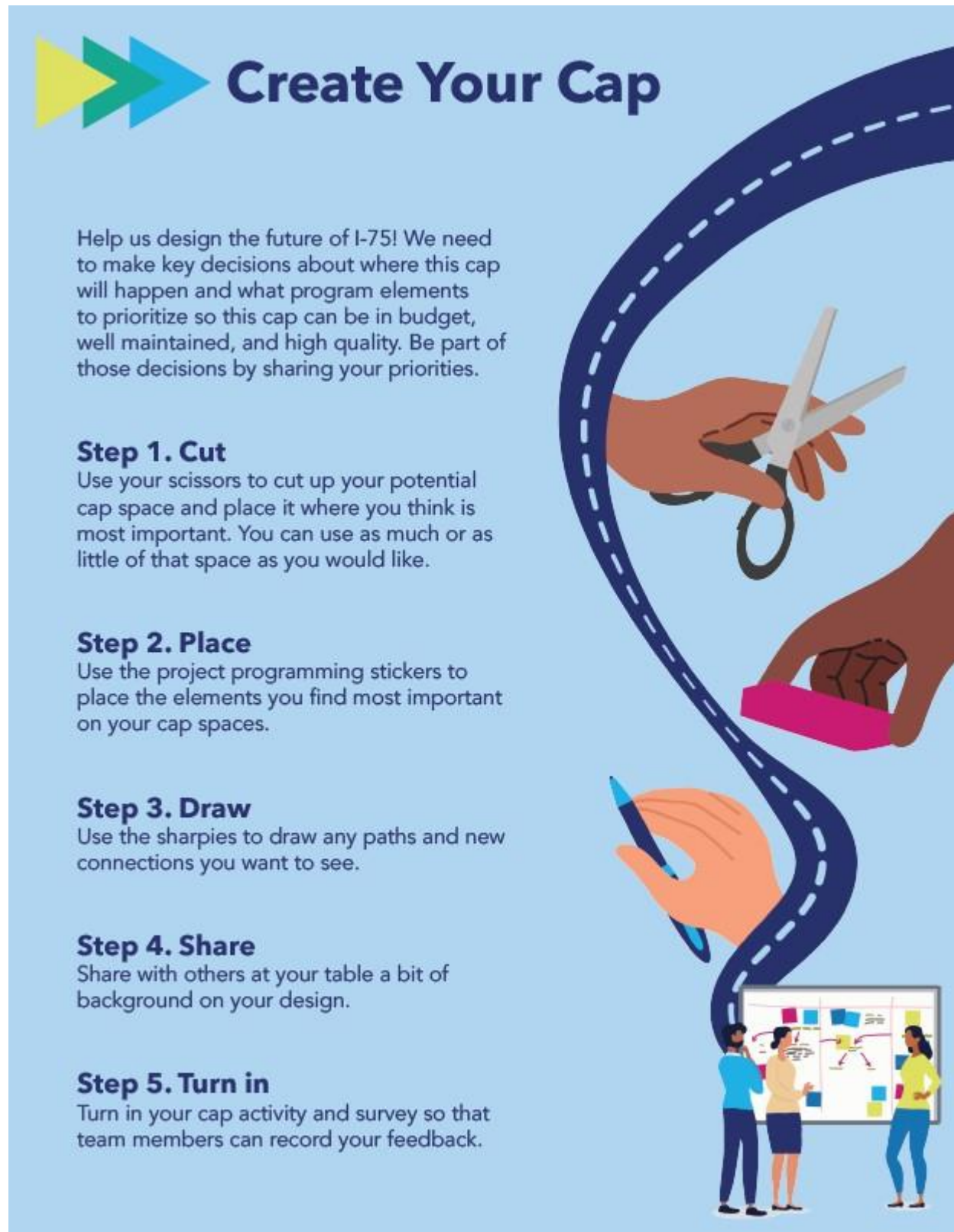
Is anything missing from this statement? Please record any comments below.

C. Public Meeting #2: In-Person Survey Open Comments

- Ensure benefits extend beyond just the Little Caesars Arena area
- Alleviate bottlenecks in the area. Create Detroit's version of Central Park - a place for the city to express itself. Make it beautiful, resilient, and uniquely Detroit.
- The presentation was excellent and thoughtful. Clarify how caps will be prioritized.
- Address future maintenance of the cap. Consider Detroit Downtown Partnership (DDP) as a potential candidate, given the city's spotty maintenance of Roosevelt Park.
- Prioritize designs that enhance connectivity. Include an economic area where small businesses can set up in a marketplace setting on the cap.
- Create large open promenades suitable for food trucks.
- Provide connecting spaces for students and youth west of Woodward. Create gathering spaces for Cass Tech, Wayne State, and future University of Michigan students/faculty to collaborate. Utilize the large space in front of Little Caesars Arena but avoid incentivizing that commercial area while still waiting on District Detroit development.
- Ensure cap sections are several streets long to have a significant impact on the neighborhood.
- The cap should primarily benefit Brush Park residents. Start at Brush Street and extend westward.
- Implement a road diet for M-8 Division between Lodge and Livernois. Make it more pedestrian-friendly to cross, considering the new Dexter Street scope and Joe Louis Greenway nearby. Support bus-only lanes for the Gratiot redesign but consider alternatives without dedicated transit lanes for M-8 and M-53 between I-94 and 8 Mile.
- Avoid leaving holes or missing sections in the middle of the cap. Include cool "Detroit" signs on both sides of I-75.
- Preference for less dense location for the greatest opportunity to create space. Preference for caps directly adjacent to both sides of the existing Grand River bridge.
- Preference to place the cap in the most densely populated corridor where there is currently more development - at Woodward.
- I live near John R and would like to see investment near where I live. Place caps on both sides of John R where there is a natural flow of pedestrian traffic.
- Place near John R where there is a natural flow of pedestrian traffic and by Cass School to encourage more development and where kids are located.
- Preference to place the cap in the center (Woodward corridor) and to have one very large cap. This will connect people to the entertainment area.
- Wherever you put the cap, it should have large trees.
- Preference for multiple smaller caps with fitness stations spaced out. We already have an existing entertainment focus in the area. This is an opportunity to focus on sustainability and spacing out the structures results in greater equity
- Space all caps together from Woodward to Brush to establish a grand park experience and make the location a destination.
- Add the cap at Clifford and Cass. The area is tiny - just cover it
- There should be an emphasis on the Grand River corridor and connectivity to Cass Tech.
- "Spread the love" The caps should be spread throughout the corridor and must contain trees.
- There is a bottleneck at Woodward. Add the cap elsewhere to draw traffic away and allow Woodward to "breathe".
- Preference to place the cap between Clifford and Woodward. It should be designed as a park space and chill area.
- Brush Park residents are interested in John R area cap. Make the space a millennium entertainment hub with pickleball and historic Black Bottom elements.
- Preference to place caps away from established areas to put pressure on the empty spaces and encourage development
- Preference for one large central park with lots of paths.
- Woodward area focus with a natural landscape and lots of green area.

- Request for more cap space.
- Preference to connectivity with Cass Tech and should have lots of green space.
- Avoid LCA area. It is already developed, and current adjacent landowners can invest in a cap adjacent to their properties.
- The cap should have a place for youth and a fitness area.
- Cap should be close to parking and higher density area such as between Brush and Woodward
- There is value in having a connection to Eastern Market
- Caps should have pine trees or something similar so there is greenery year-round.
- Preference to spread out the caps: One between Cass/Clifford and one by John R.
- Amenities such as pop-up retail should be included to foster a sense of community and connectivity. Prioritize residential areas such as Brush/John R.
- Think out of the box: Create a skywalk over the entire I-75 corridor.
- Preference for cap to have greenery and bike connections.
- Encourage development along the service drives and create more vitality.
- Use art to emphasize the corridor.
- Who will own, maintain and police the cap(s)?
- Wherever they go, create traffic calming measures along the service drives.
- Public Meeting #2: In-Person Survey Vision Comments
- Include a statement on education, provide support for the vulnerable population 48201
- It is important that the cap cover the areas where residents live (John R/Brush, etc.), this will create growth and further the community aspect of the neighborhood
- 80/20 of Klyde Warren would be great
- Consider extending the cap to connect Corktown with North Corktown. Reduce the number of service lanes and duplicate ramps on M-10 south of I-75 by Corktown.
- The less Ilitch control with project the better
- Back up the broad vision statement with specifics - define what you mean and how it will be accomplished.
- The cap needs to be much bigger and should cover the whole stretch. We need to think big, and make this a world class public space that other cities can be envious of
- Focus on serving residents near/in Brush Park, not just the west side of Woodward. Address the dangerous pedestrian and bike crossing at John R and I-75. 48201
- Prioritize environmental sustainability earlier in the mission statement. 48201
- Explain how the project may improve safety in the area. 48444

D. Create your Cap Activity Instructions



Create Your Cap

Help us design the future of I-75! We need to make key decisions about where this cap will happen and what program elements to prioritize so this cap can be in budget, well maintained, and high quality. Be part of those decisions by sharing your priorities.

Step 1. Cut
Use your scissors to cut up your potential cap space and place it where you think is most important. You can use as much or as little of that space as you would like.

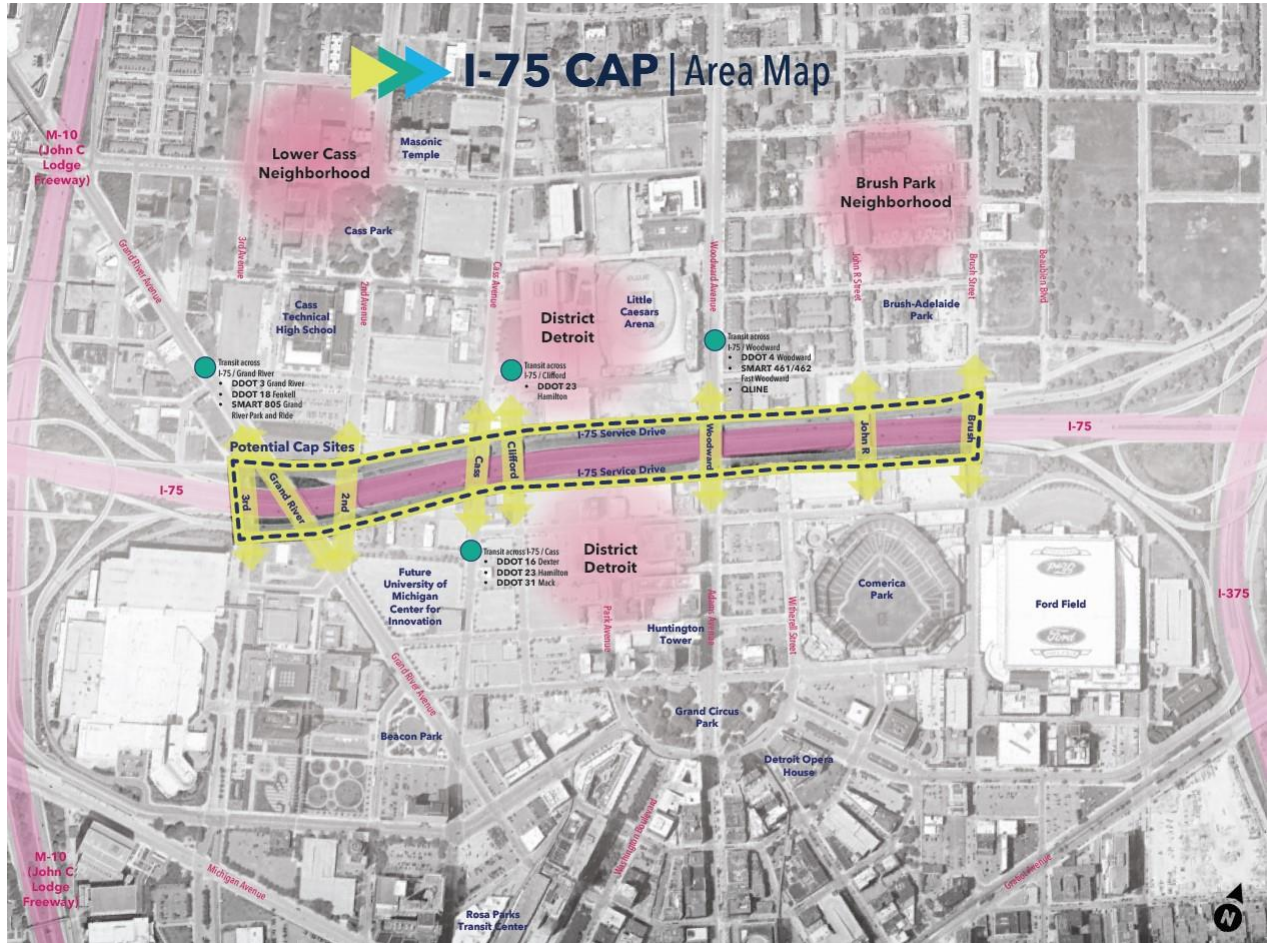
Step 2. Place
Use the project programming stickers to place the elements you find most important on your cap spaces.

Step 3. Draw
Use the sharpies to draw any paths and new connections you want to see.

Step 4. Share
Share with others at your table a bit of background on your design.

Step 5. Turn in
Turn in your cap activity and survey so that team members can record your feedback.

E. Create Your Cap Activity I-75 Area Reference Map



F. Create your Cap Activities from Public Meeting 2

Create Your Cap STEP 1. CUT YOUR CAP SPACE

Zip Code: 48226
Name: Coral J

STEP 2. PLACE YOUR PROGRAMMING

- Vending, Pop-up Retail, Food and Beverage Kiosk
- Transit Access and Microtransit Hub
- Fitness Station
- Historic & Education Displays
- Outdoor Learning and Community Gardens
- Small Seating Area
- Event Lawn and Plaza
- Youth Play Structure
- Public Art
- Natural Landscapes

STEP 3. DRAW

- Bicycle Paths (Green)
- Pedestrian Paths (Black)

Potential Cap Sites

Map labels: Henry St, W. Montcalm St, W. Woodward, W. John R, W. Brush, W. E. Montcalm St, W. Columbia St, W. W. Woodward, W. W. John R, W. W. Brush, W. W. E. Montcalm St, W. W. Columbia St.

Create Your Cap STEP 1. CUT YOUR CAP SPACE

Zip Code: 48236
Name: James Perry

STEP 2. PLACE YOUR PROGRAMMING

- Vending, Pop-up Retail, Food and Beverage Kiosk
- Transit Access and Microtransit Hub
- Fitness Station
- Historic & Education Displays
- Outdoor Learning and Community Gardens
- Small Seating Area
- Event Lawn and Plaza
- Youth Play Structure
- Public Art
- Natural Landscapes

STEP 3. DRAW

- Bicycle Paths (Green)
- Pedestrian Paths (Black)

Potential Cap Sites

Map labels: Henry St, W. Montcalm St, W. Woodward, W. John R, W. Brush, W. E. Montcalm St, W. Columbia St, W. W. Woodward, W. W. John R, W. W. Brush, W. W. E. Montcalm St, W. W. Columbia St.

Create Your Cap STEP 1. CUT YOUR CAP SPACE

Zip Code: 48201
Name: Strompton M.

STEP 2. PLACE YOUR PROGRAMMING

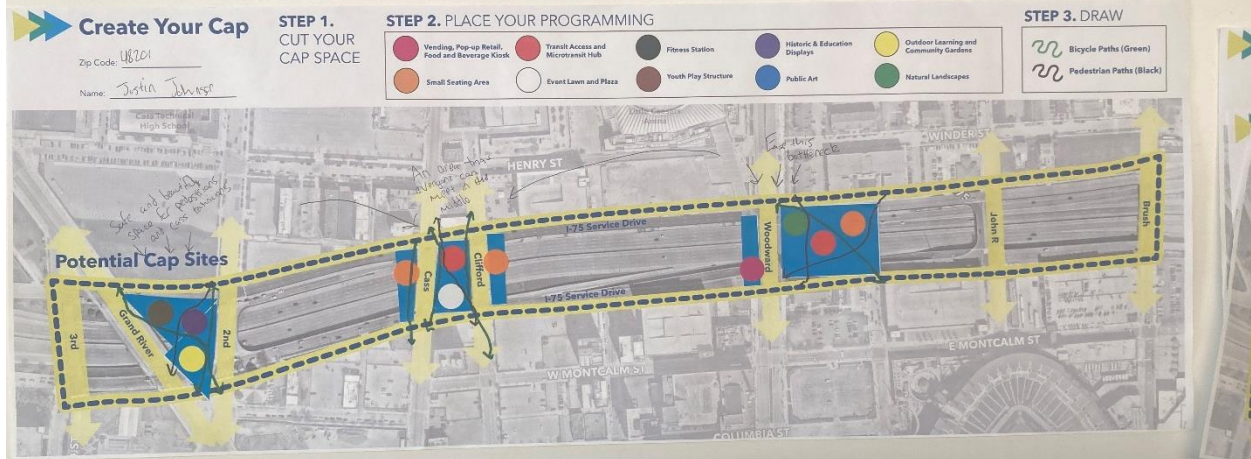
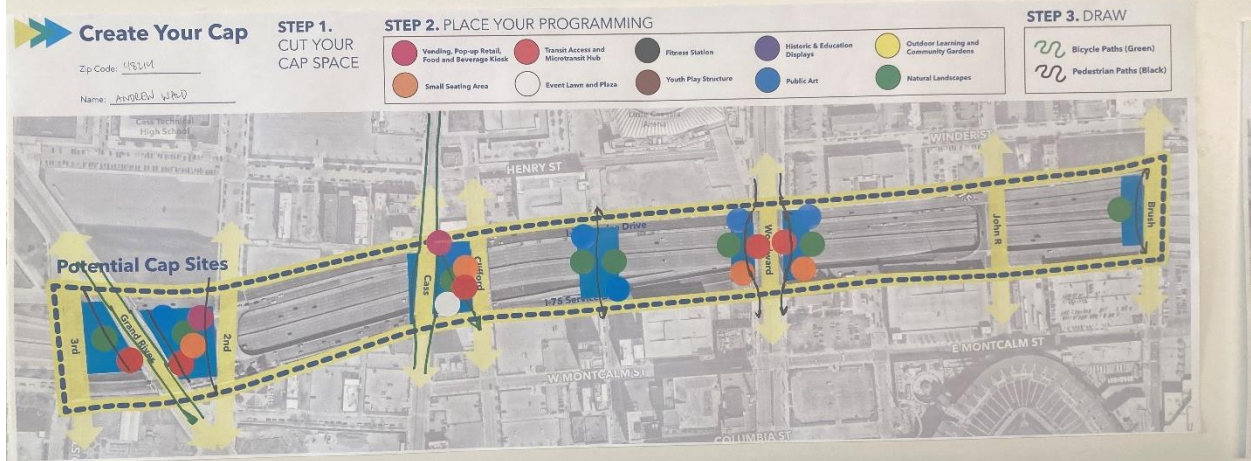
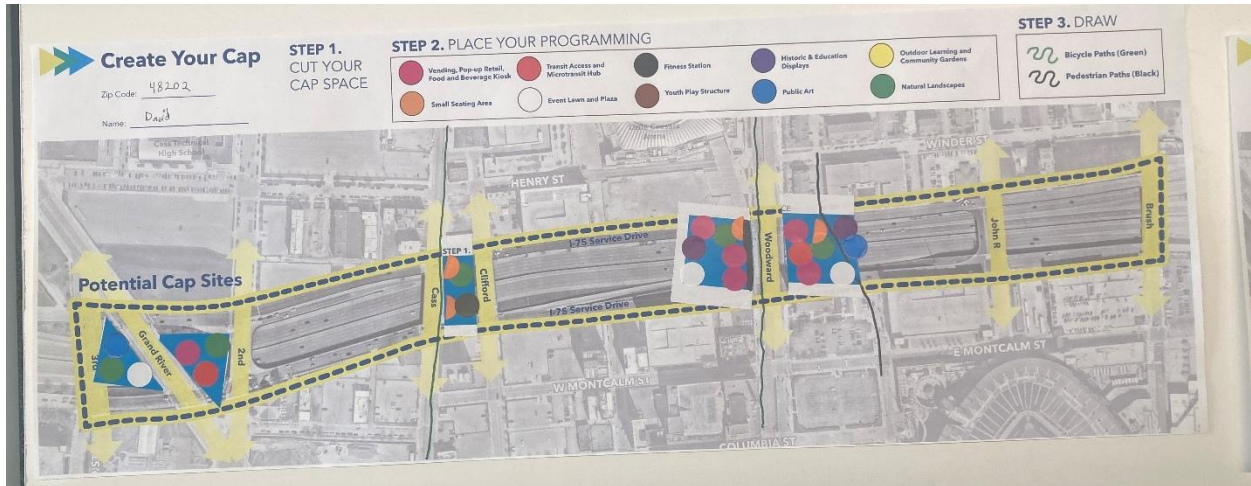
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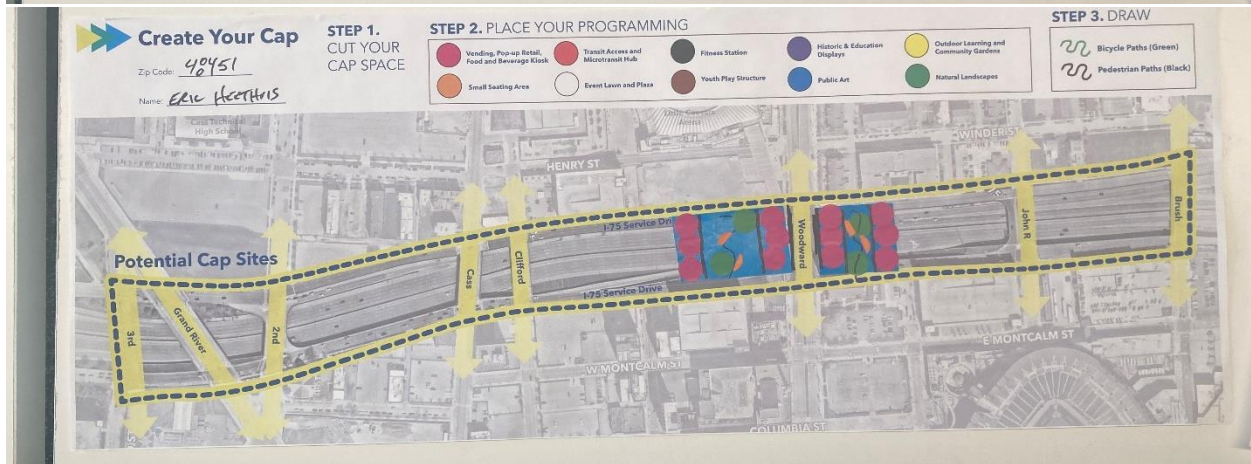
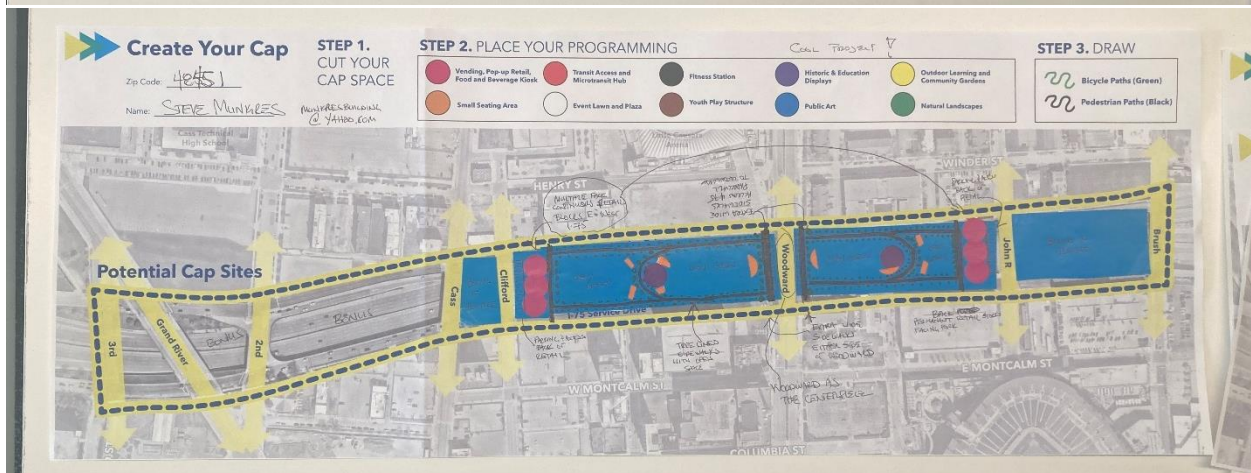
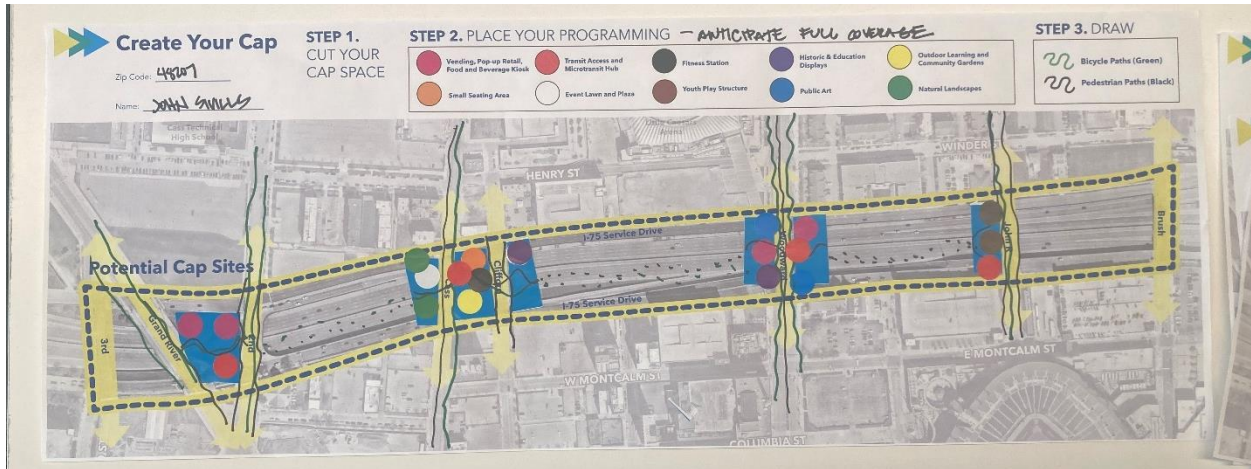
STEP 3. DRAW

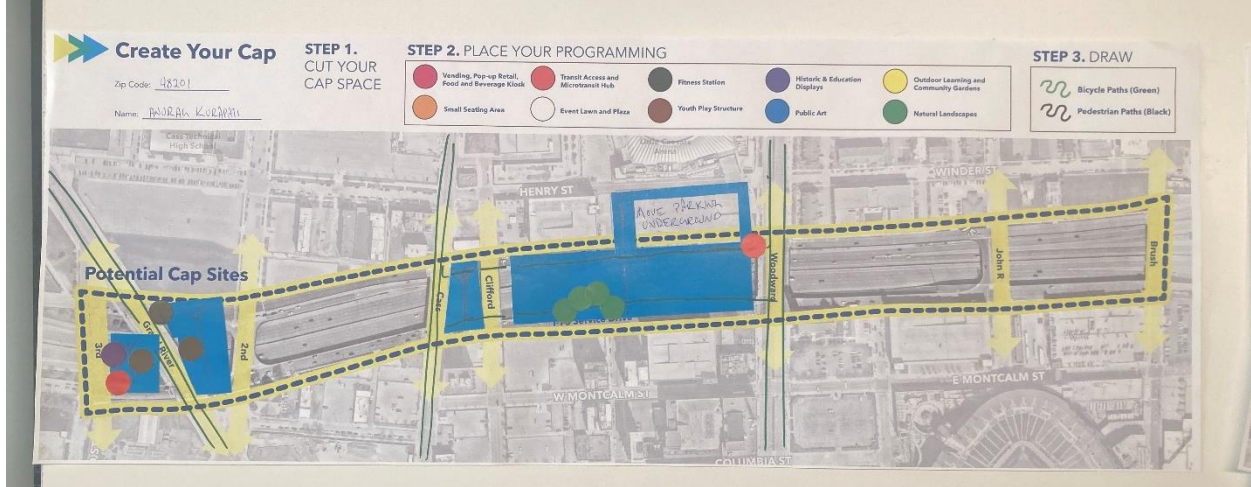
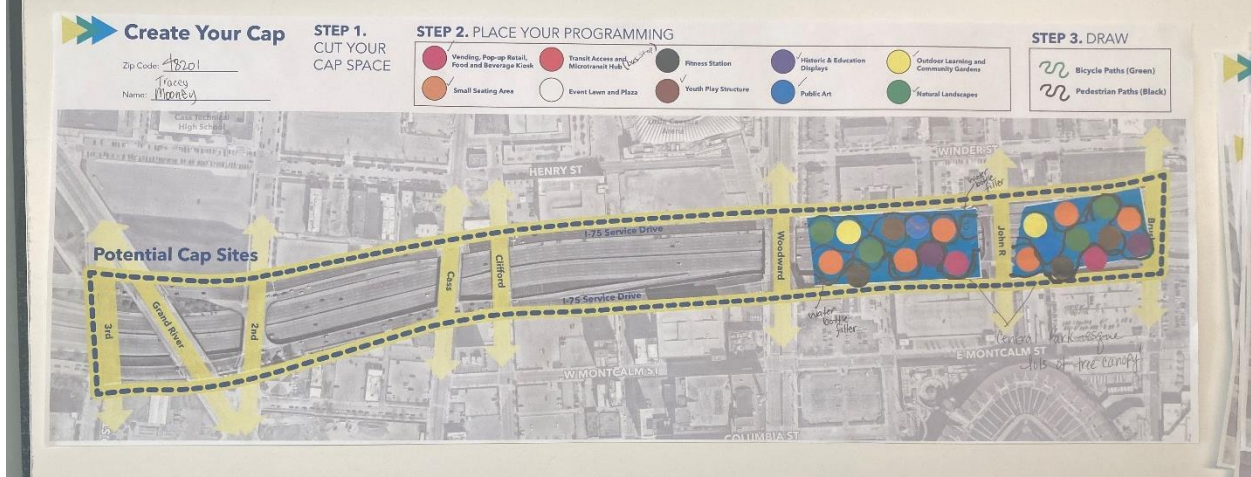
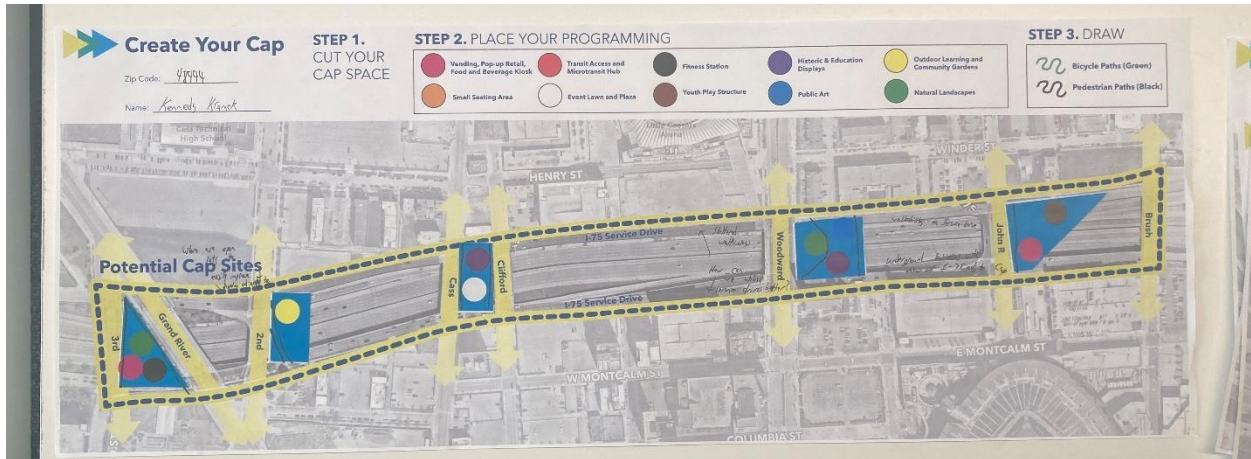
- Bicycle Paths (Green)
- Pedestrian Paths (Black)

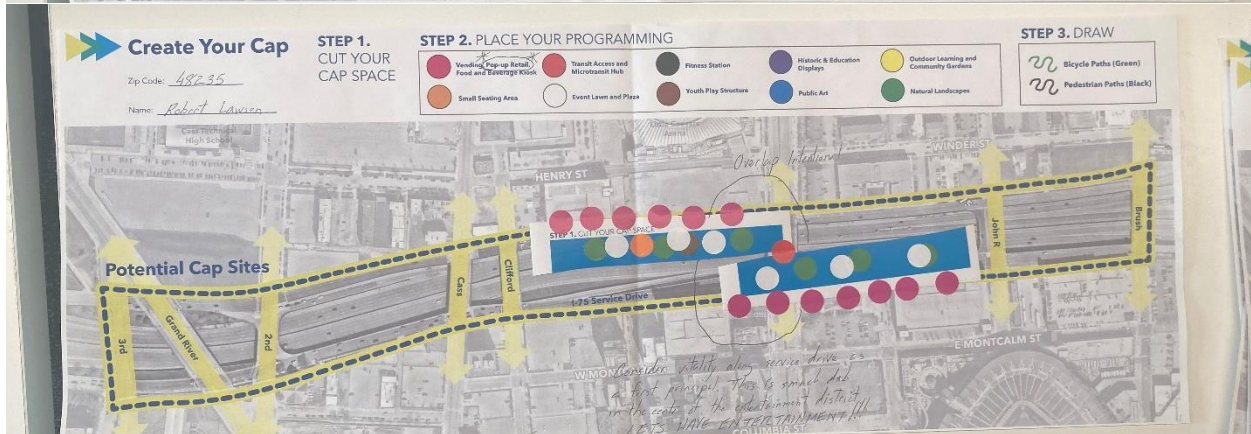
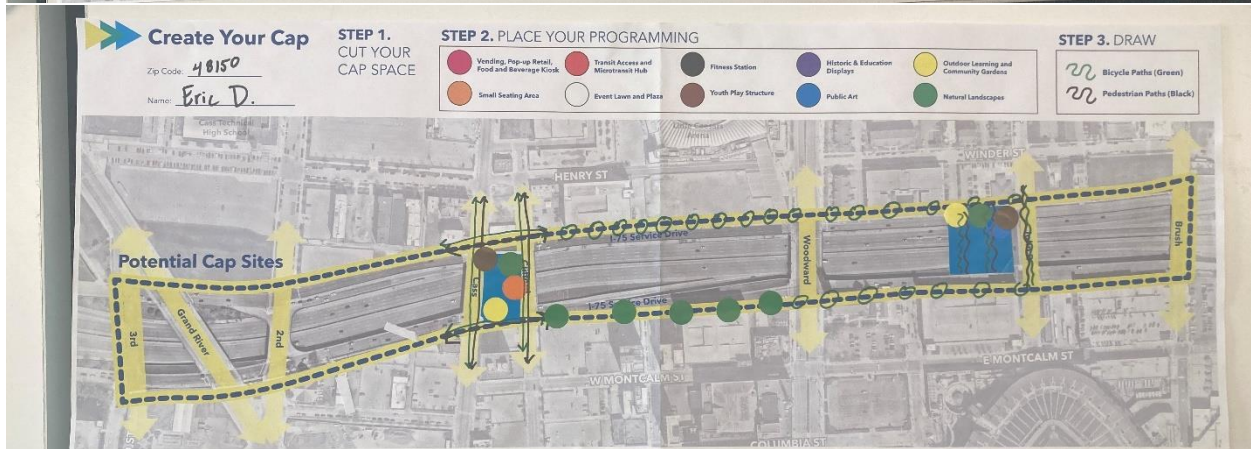
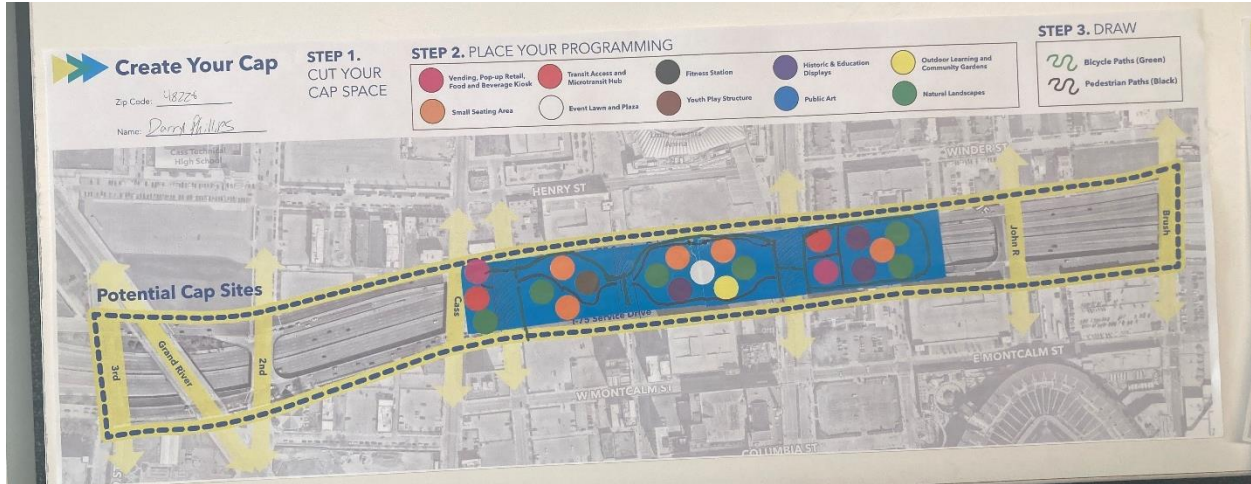
Potential Cap Sites

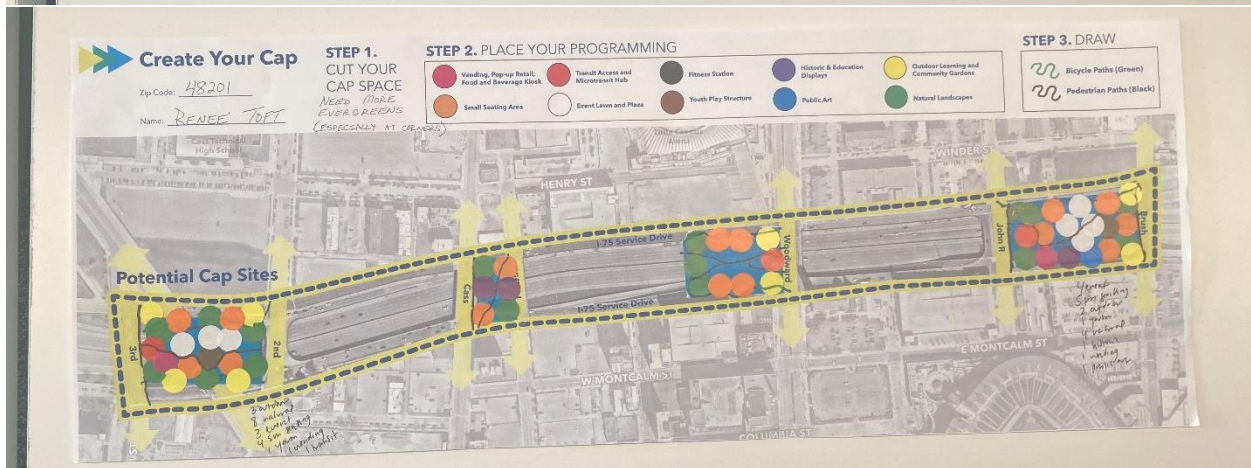
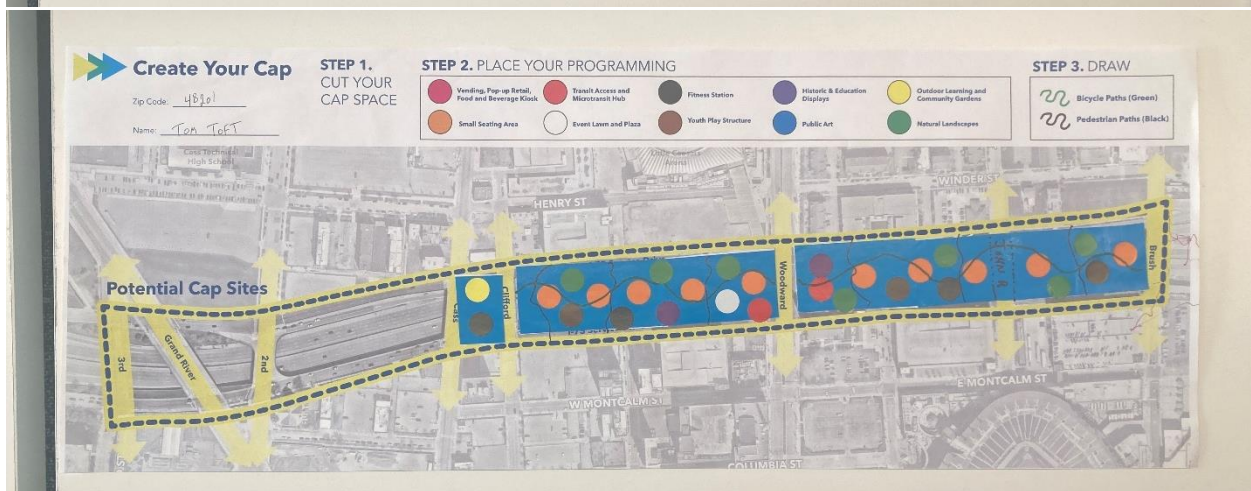
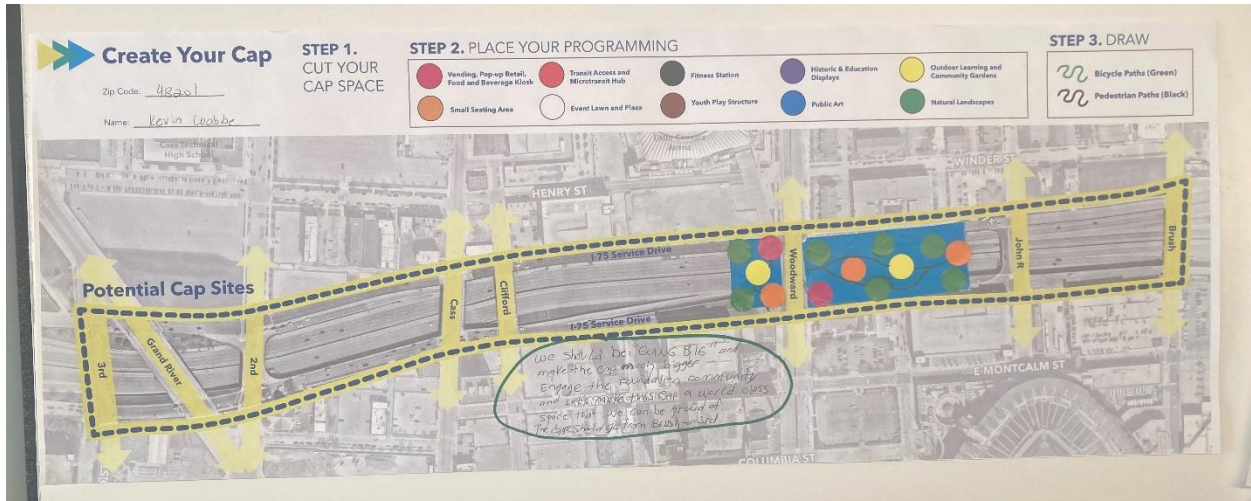
Map labels: Henry St, W. Montcalm St, W. Woodward, W. John R, W. Brush, W. E. Montcalm St, W. Columbia St, W. W. Woodward, W. W. John R, W. W. Brush, W. W. E. Montcalm St, W. W. Columbia St.

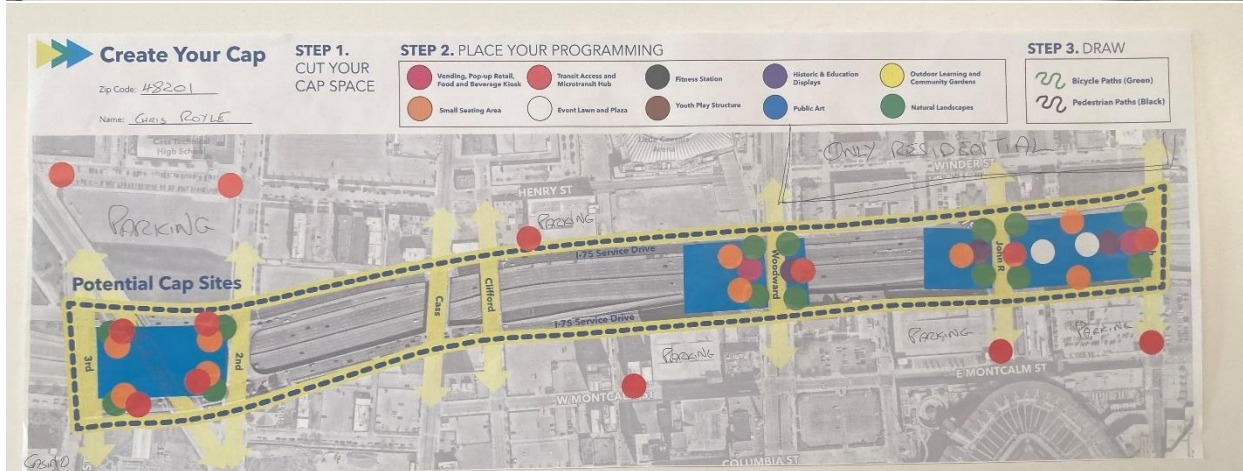
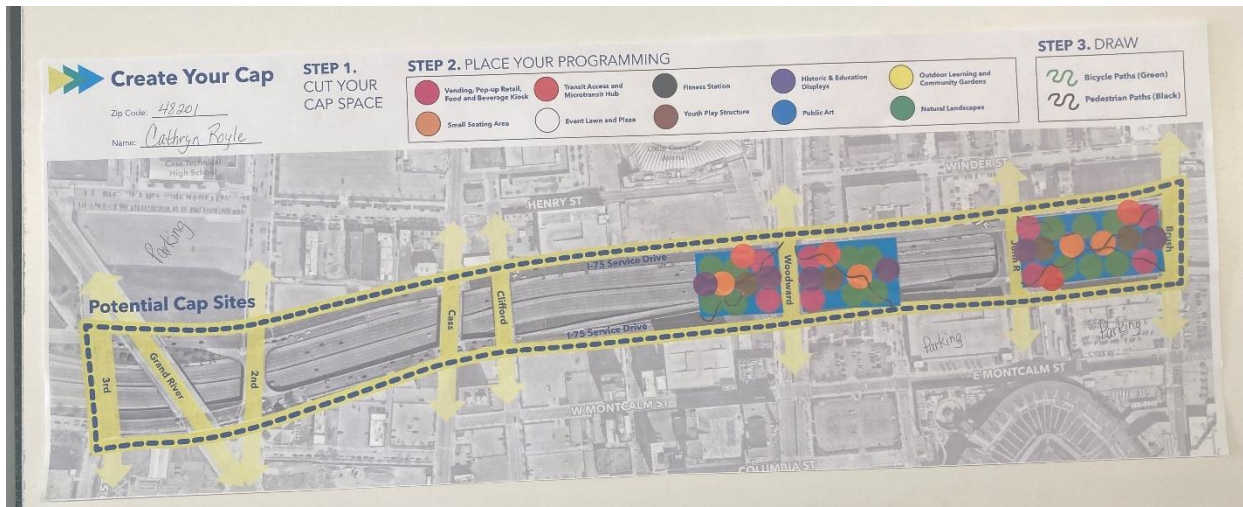












Create Your Cap
 Zip Code: 48201
 Name: Krazy Bucky Boyz

STEP 1. CUT YOUR CAP SPACE

STEP 2. PLACE YOUR PROGRAMMING

- Vending, Pop-up Retail, Food and Beverage Kiosk
- Small Seating Area
- Transit Access and Microtransit Hub
- Event Lawn and Plaza
- Fitness Station
- Youth Play Structure
- Historic & Education Displays
- Public Art
- Outdoor Learning and Community Gardens
- Natural Landscapes

STEP 3. DRAW

- Bicycle Paths (Green)
- Pedestrian Paths (Black)

Create Your Cap
 Zip Code: 48201
 Name: Danielle Wack

STEP 1. CUT YOUR CAP SPACE

STEP 2. PLACE YOUR PROGRAMMING

- Vending, Pop-up Retail, Food and Beverage Kiosk
- Small Seating Area
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STEP 3. DRAW

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Create Your Cap
 Zip Code: 48201
 Name: Eric Potter

STEP 1. CUT YOUR CAP SPACE

STEP 2. PLACE YOUR PROGRAMMING

- Vending, Pop-up Retail, Food and Beverage Kiosk
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STEP 3. DRAW

- Bicycle Paths (Green)
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Create Your Cap
 Zip Code: 48201
 Name: Jessie McAdams

STEP 1. CUT YOUR CAP SPACE

STEP 2. PLACE YOUR PROGRAMMING

- Vending, Pop-up Retail, Food and Beverage Kiosk
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STEP 3. DRAW

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Create Your Cap
 Zip Code: 48201
 Name: Johnny Harpis

STEP 1. CUT YOUR CAP SPACE

STEP 2. PLACE YOUR PROGRAMMING

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STEP 3. DRAW

- Bicycle Paths (Green)
- Pedestrian Paths (Black)

Create Your Cap
 Zip Code: 48207
 Name: BRIAN WELLS

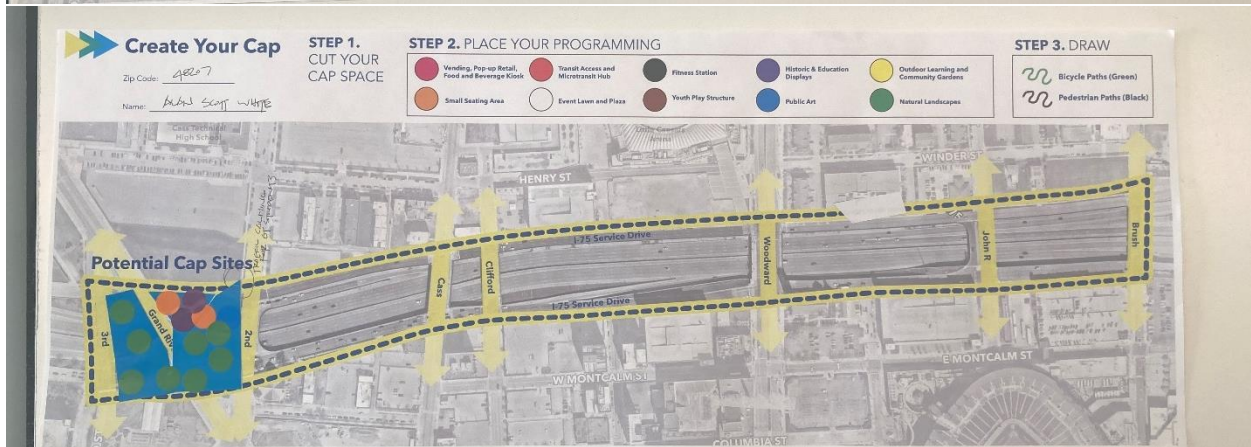
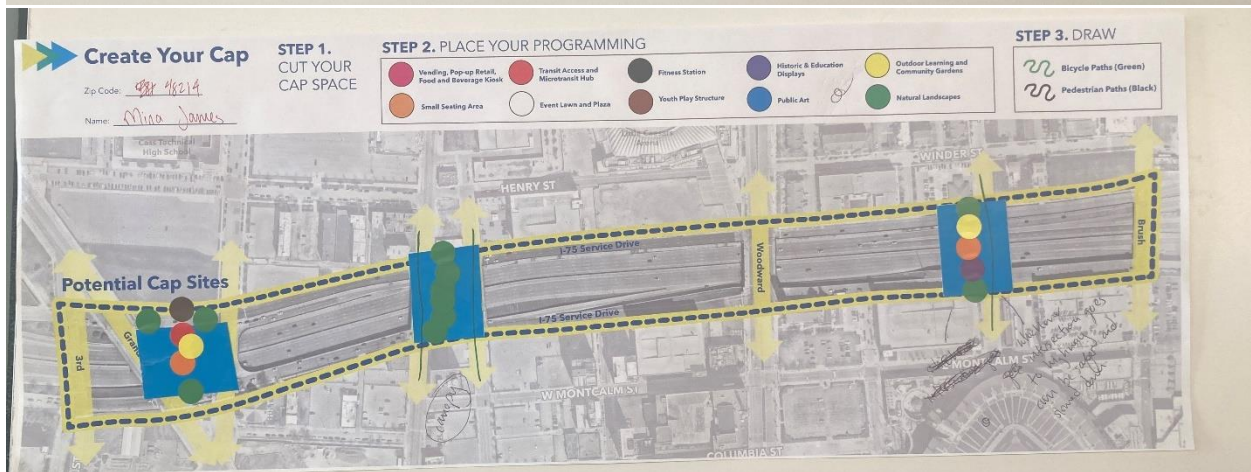
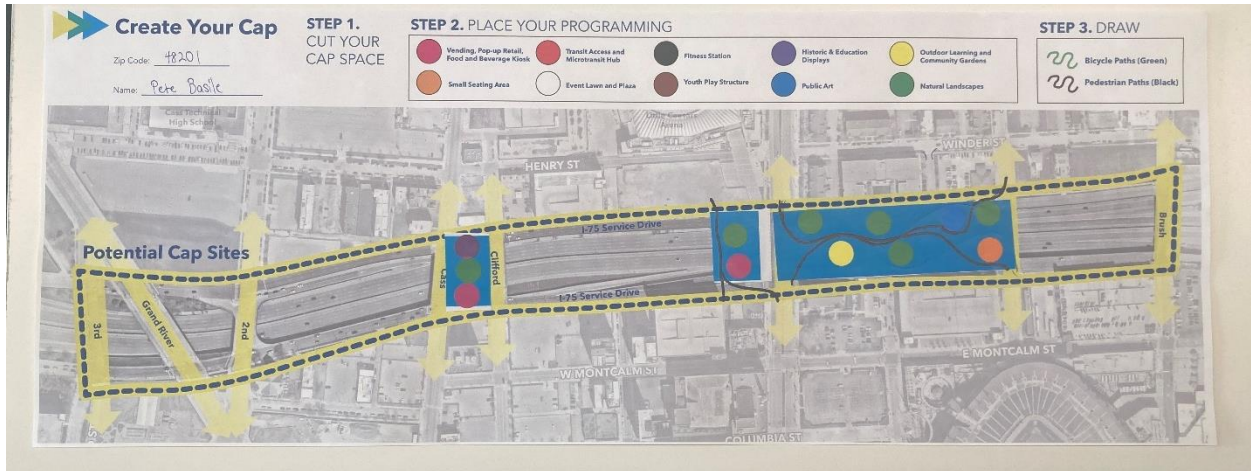
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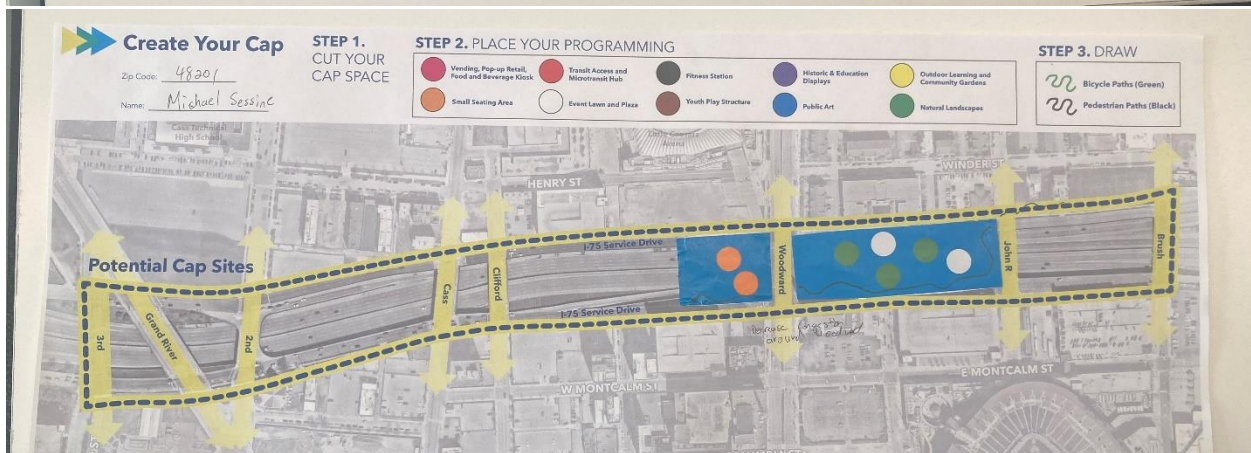
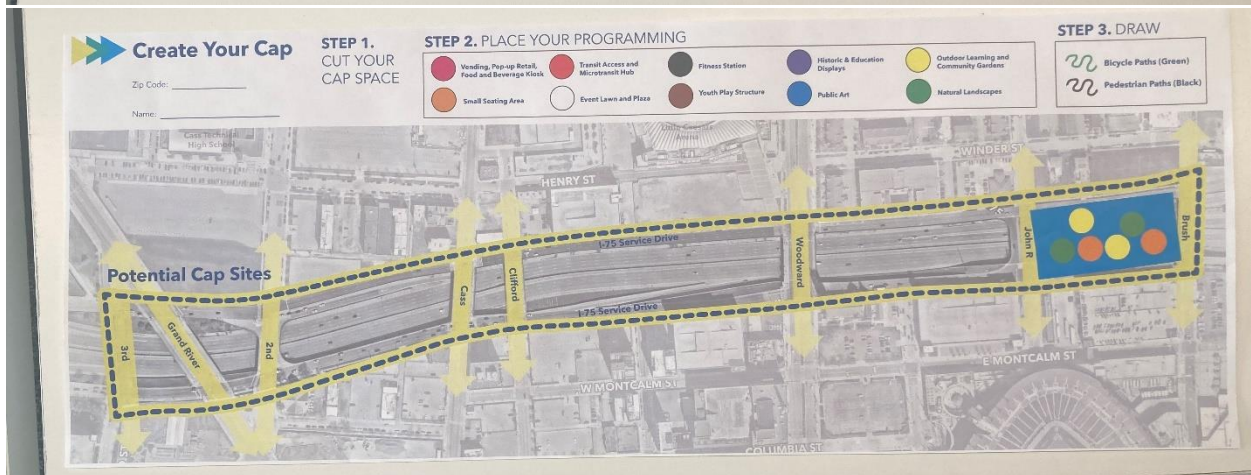
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STEP 3. DRAW

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- Pedestrian Paths (Black)





Create Your Cap
 Zip Code: 48201
 Name: Jessie Morgan Pontreke

STEP 1. CUT YOUR CAP SPACE

STEP 2. PLACE YOUR PROGRAMMING

- Vending, Pop-up Retail, Food and Beverage Kiosk
- Small Seating Area
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- Natural Landscapes

STEP 3. DRAW

- Bicycle Paths (Green)
- Pedestrian Paths (Black)

Create Your Cap
 Zip Code: 48201
 Name: EMILY ENGBERMAN KELLY GADNEY

STEP 1. CUT YOUR CAP SPACE

STEP 2. PLACE YOUR PROGRAMMING

- Vending, Pop-up Retail, Food and Beverage Kiosk
- Small Seating Area
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- Natural Landscapes

STEP 3. DRAW

- Bicycle Paths (Green)
- Pedestrian Paths (Black)

X = BUS IDLE FOR EVENTS Need to address that

HISTORICAL PROGRAMMING BE 315

Create Your Cap
 Zip Code: 48201
 Name: Nelle Lusk Kait Davis

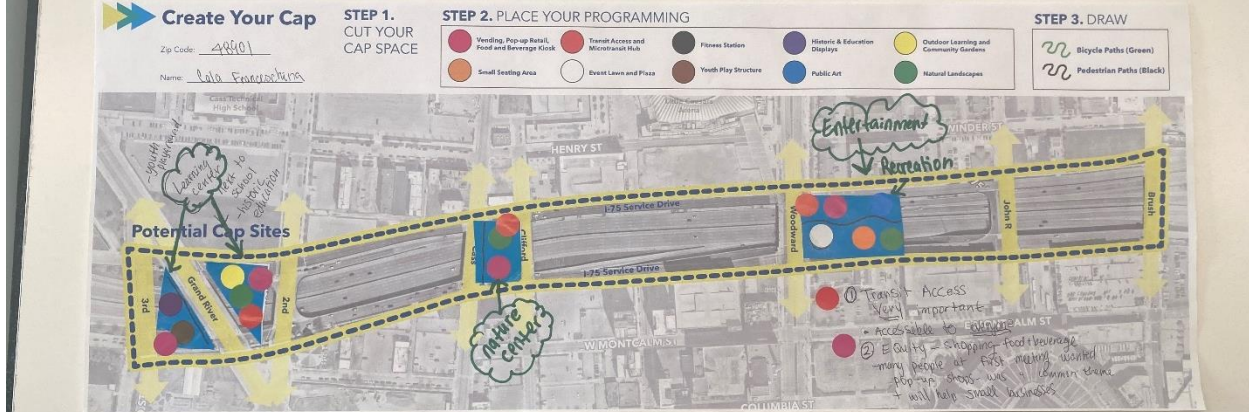
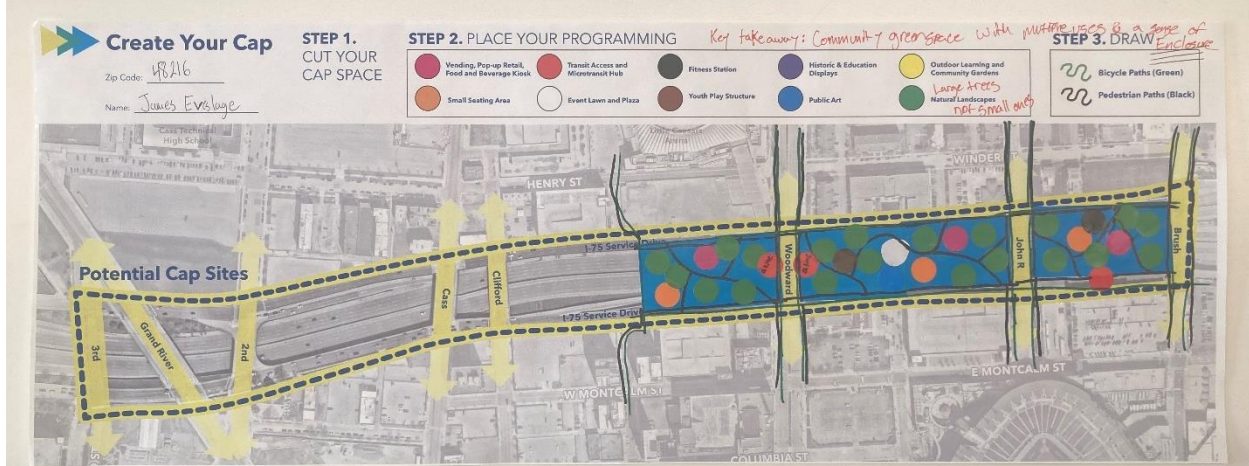
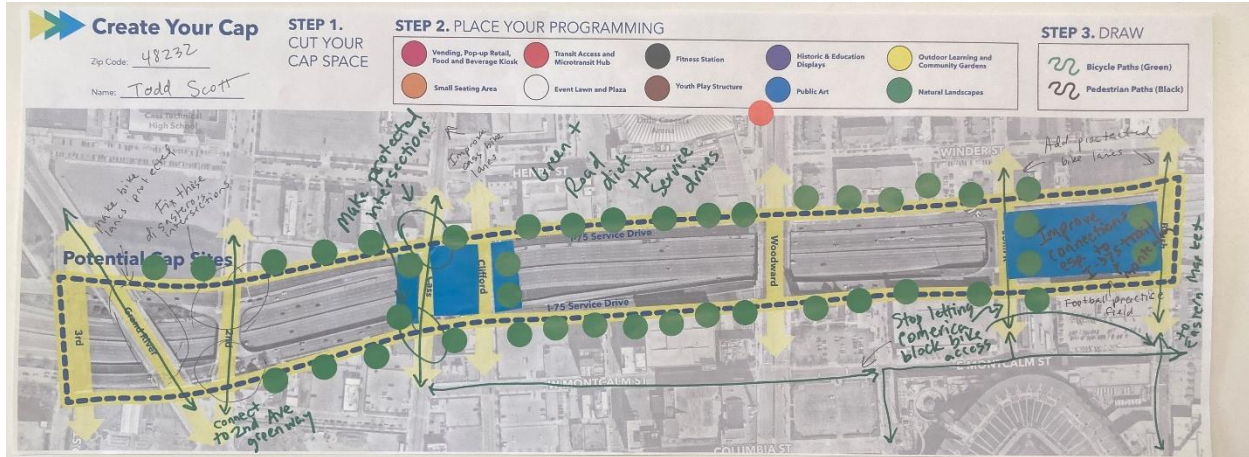
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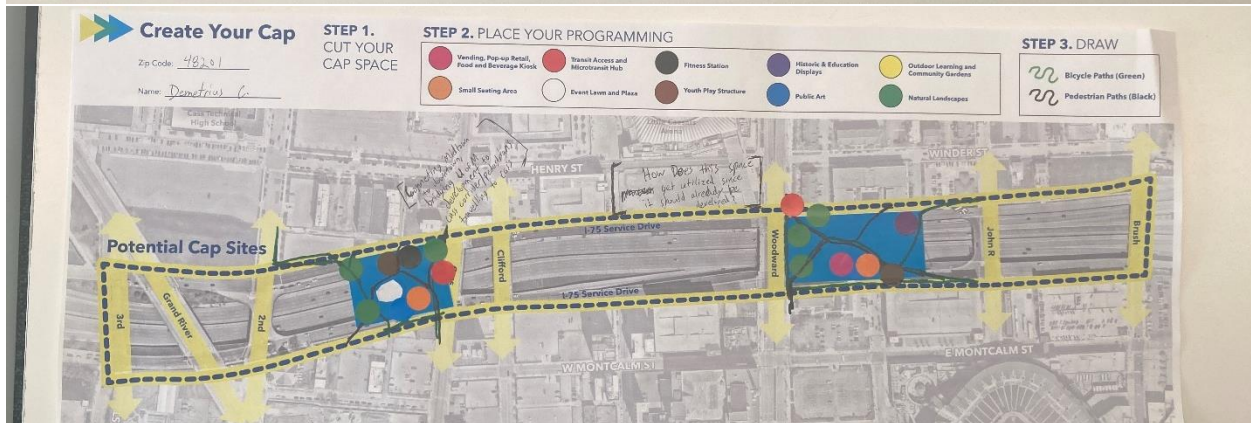
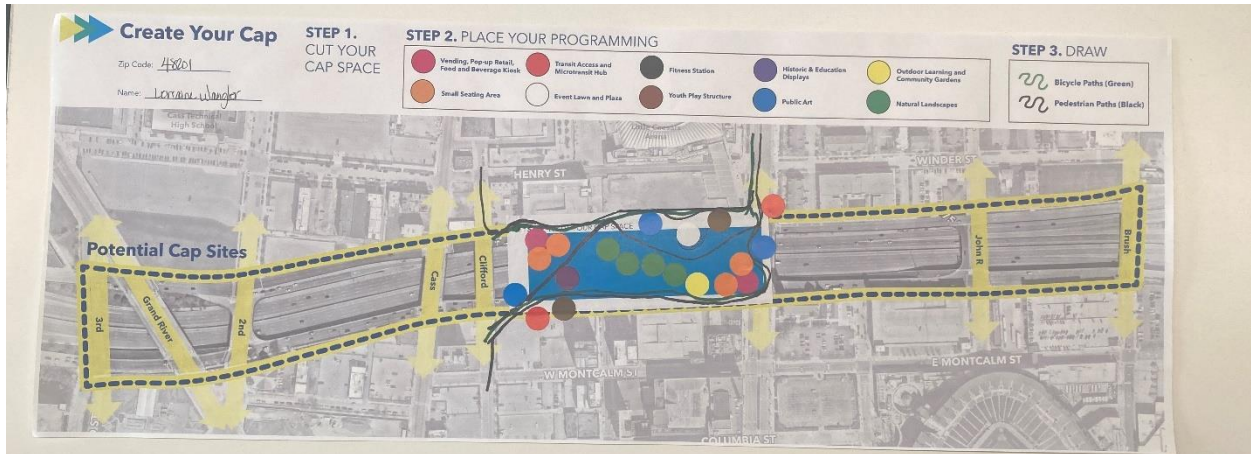
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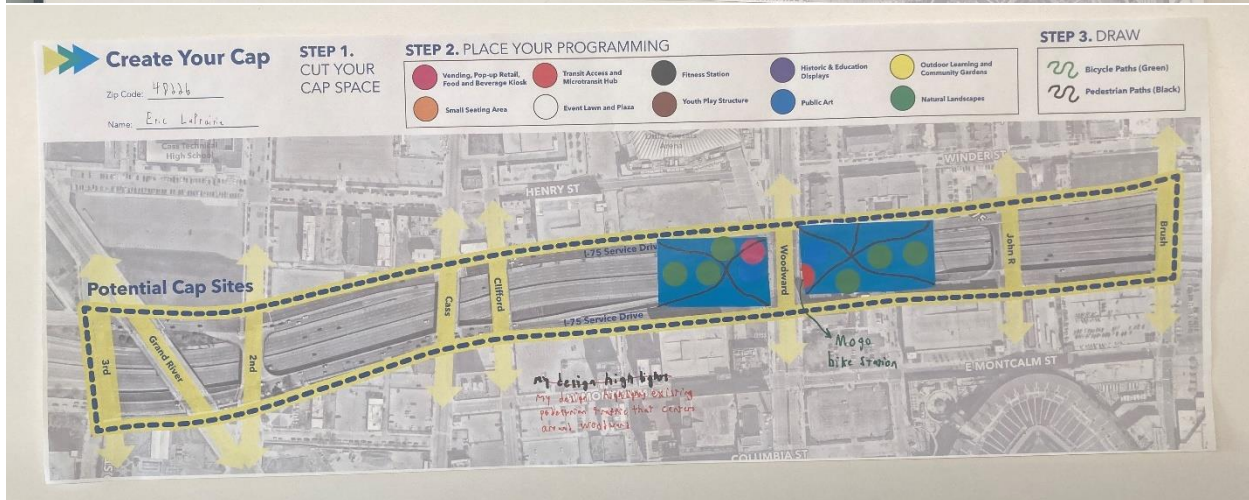
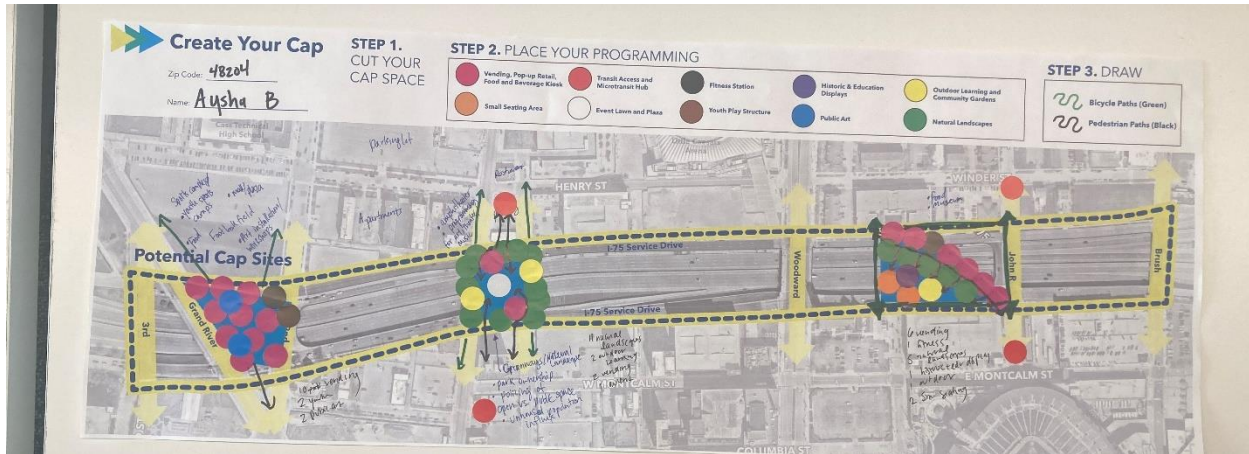
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STEP 3. DRAW

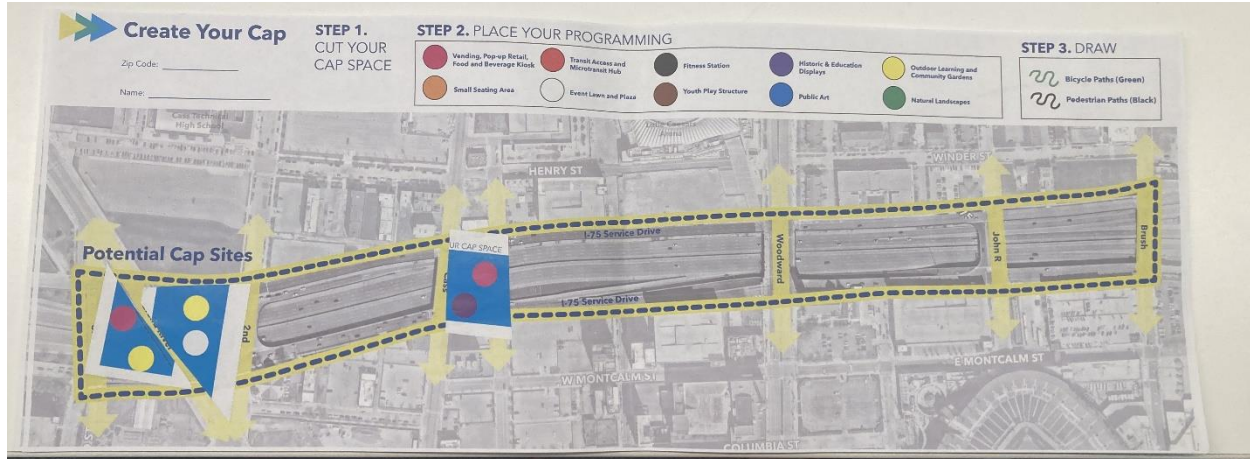
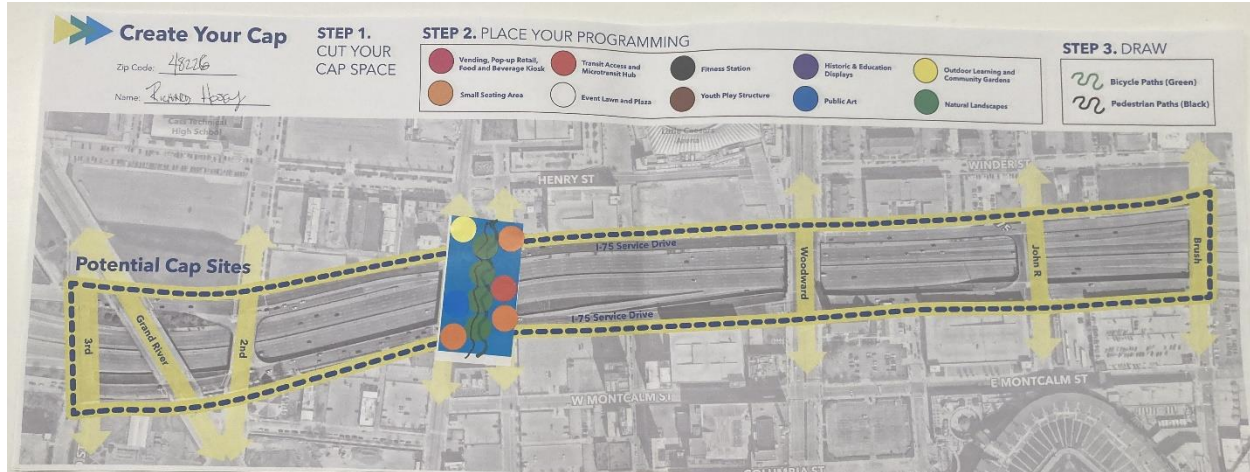
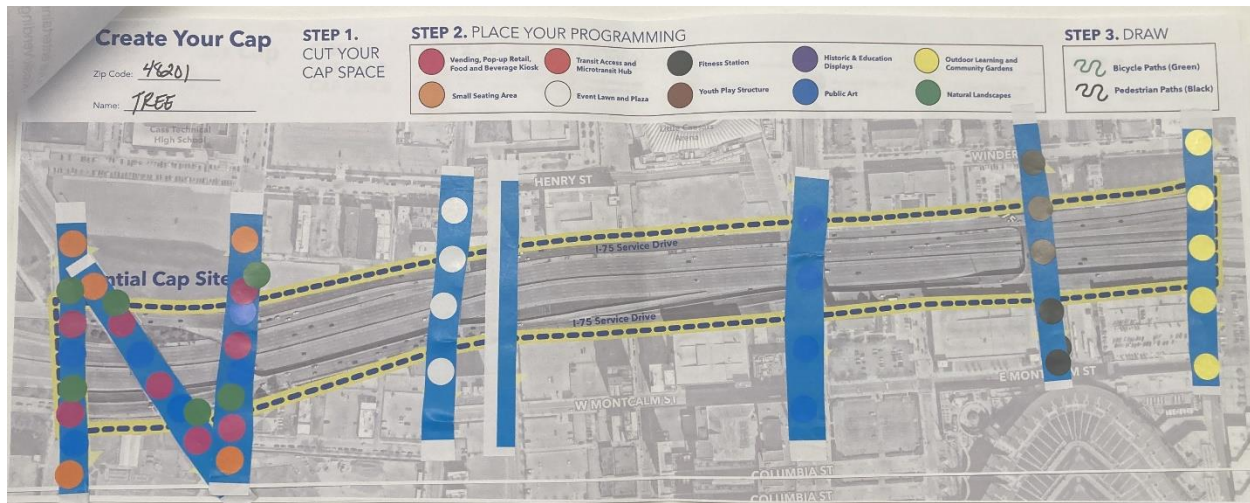
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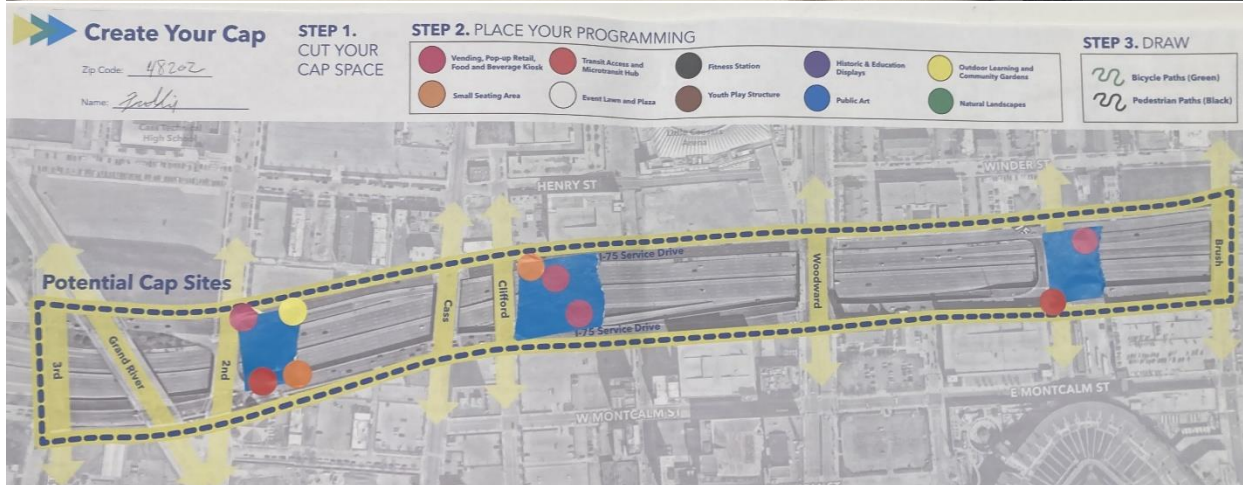
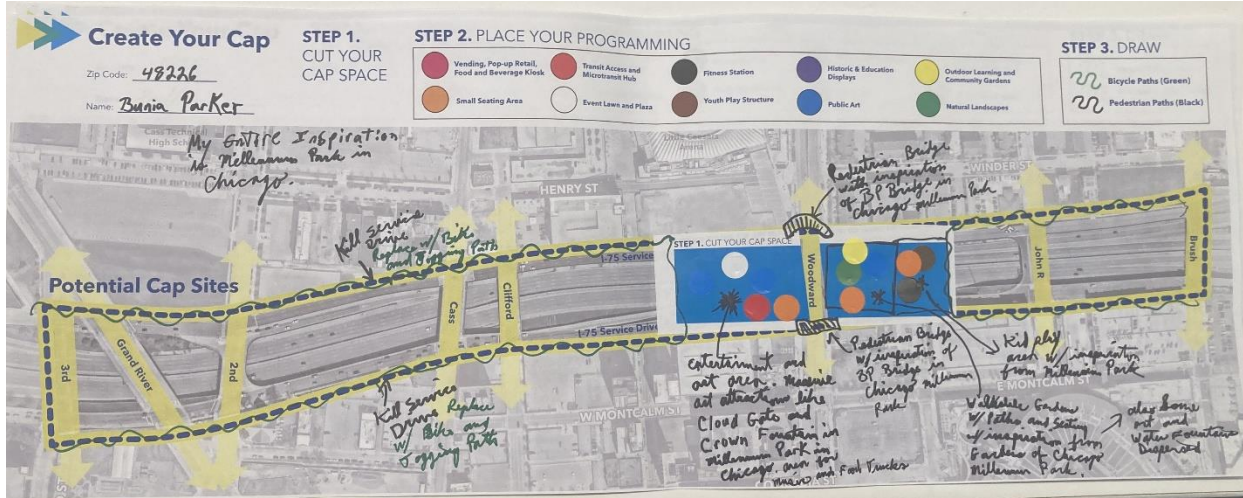
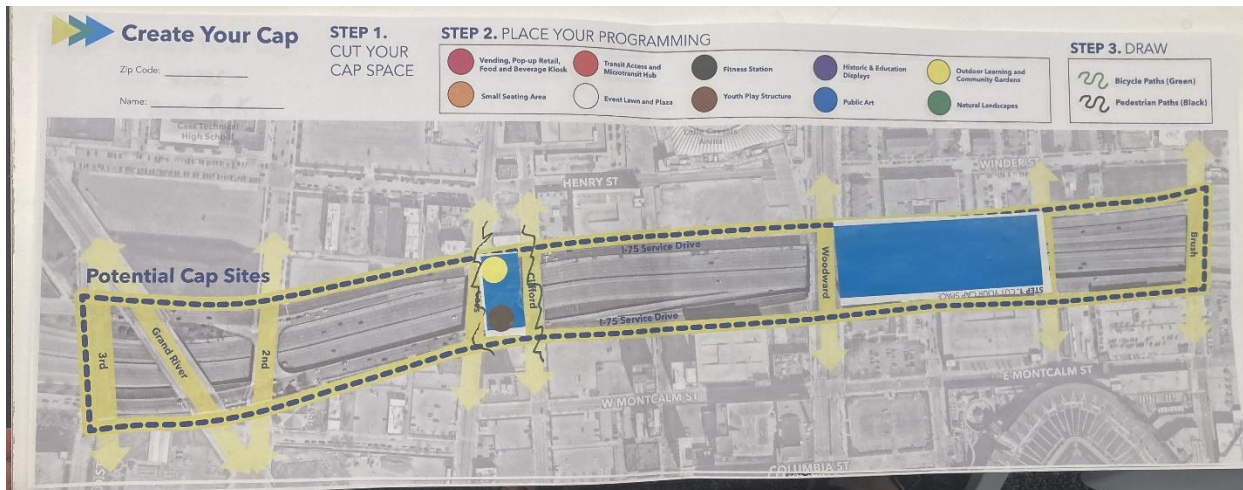






G. Create your Cap Activities from Small Business Owners Meeting





Create Your Cap STEP 1. CUT YOUR CAP SPACE

Zip Code: 48201
Name: Ramon Smith

STEP 2. PLACE YOUR PROGRAMMING

- Vending, Pop-up Retail, Food and Beverage Kiosk
- Transit Access and Microtransit Hub
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STEP 3. DRAW

- Bicycle Paths (Green)
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Create Your Cap STEP 1. CUT YOUR CAP SPACE

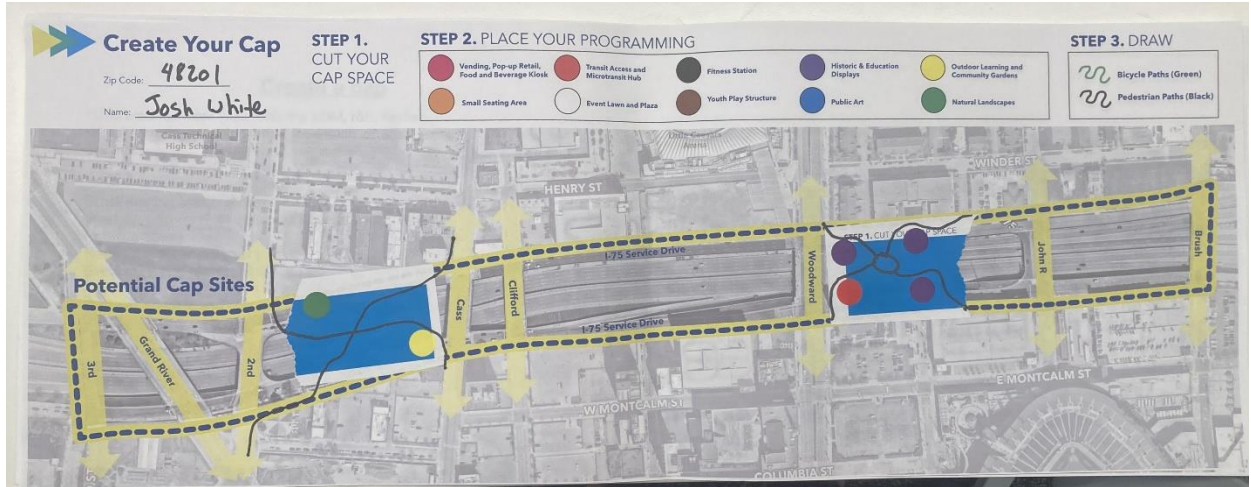
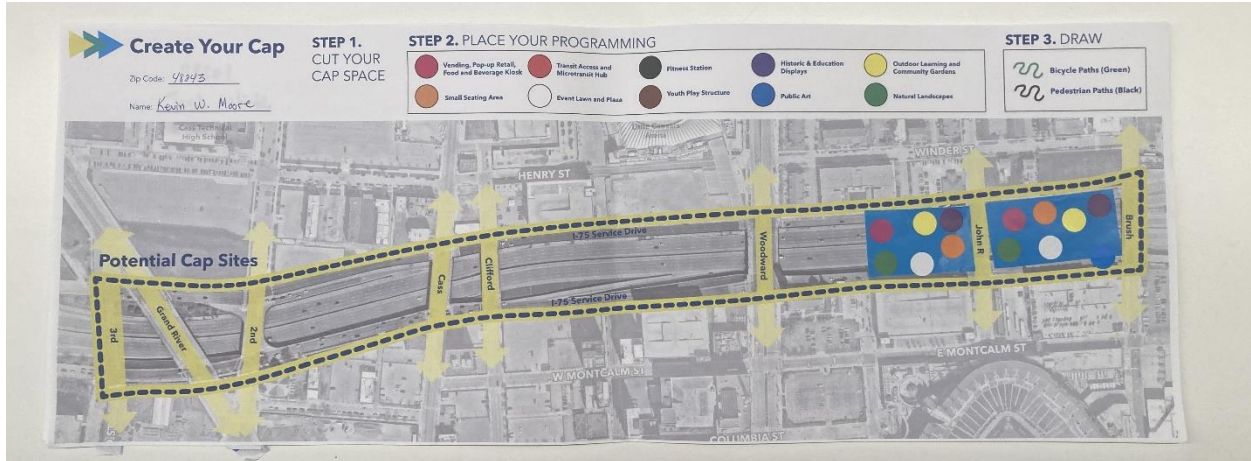
Zip Code: 48207
Name: D. WASHINGTON

STEP 2. PLACE YOUR PROGRAMMING

- Vending, Pop-up Retail, Food and Beverage Kiosk
- Transit Access and Microtransit Hub
- Fitness Station
- Historic & Education Displays
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STEP 3. DRAW

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H. Online Survey Questions

Introduction

The Downtown Detroit Partnership (DDP) is co-leading the I-75 Cap Study with the City of Detroit and Michigan Department of Transportation (MDOT). During this Study, we want your help exploring cap options to determine where in the Study Area a cap could have the most impact! The Study Area extends from 3rd Avenue on the west to Brush Street on the east. Due to engineering and cost constraints, it is unlikely for a cap to be built over the entire downtown portion of I-75.

We are currently in the second 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.detroitdetroit.org/i75cap.



Caps are structures built over highways. Many capping projects are currently being planned and constructed across the country, partially in thanks to [Federal U.S. Department of Transportation Reconnecting Communities Grant Program](https://www.transportation.gov/reconnecting-communities) funding. See the image below for an example of a highway cap completed in Dallas, Texas (Klyde Warren Park). *Image source: <https://www.hraadvisors.com/portfolio/economic-impact-analysis-for-the-expansion-of-klyde-warren-park/>*

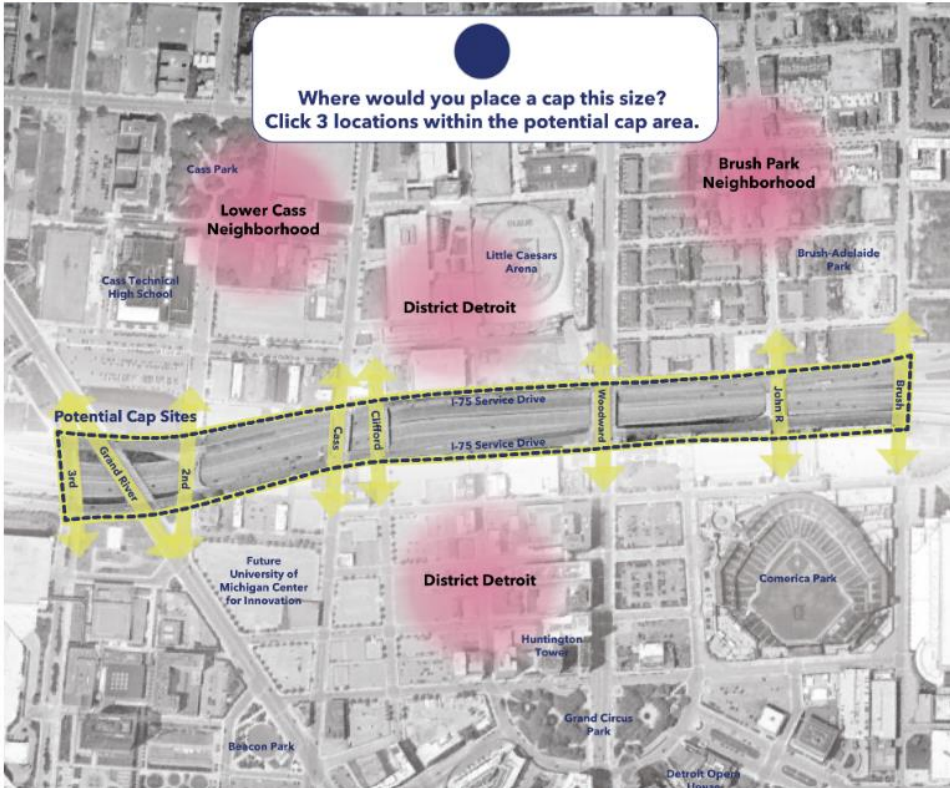


Next

Questions

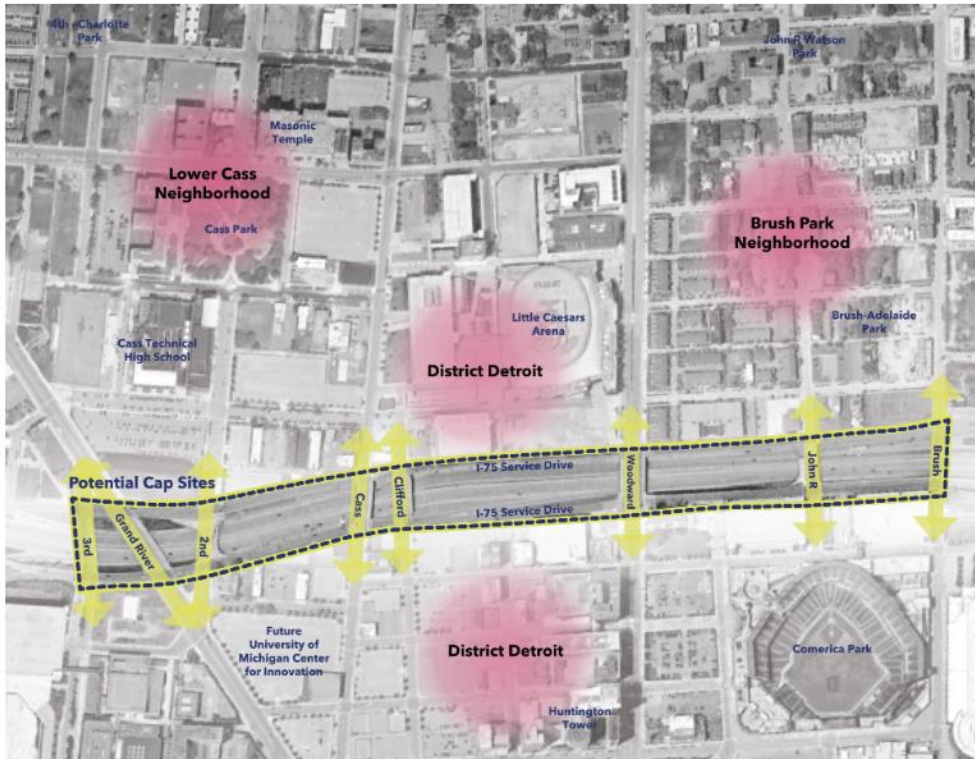
Please answer the following questions to help the project team better understand the community vision for this project.

1. At which locations within the Study Area would you prioritize a cap over I-75? Please click on the map to select **up to 3 locations**. Your selected locations can be grouped together to form a larger cap or spread to different locations. If you'd like, add a comment about why you picked that location!



2. Within the cap areas you defined above, where would you like to locate park programming elements? Click on the map to place up to 5 of the following programming elements:

- Transit Access and Microtransit Hub (scooter-share, bike-share, etc)
- Vending, Pop-up Retail, Food and Beverage Kiosk
- Outdoor Learning and Community Gardens
- Historic and Educational Displays
- Public Art
- Fitness Station
- Small Seating Area
- Youth Play Structure
- Natural Landscapes
- Event Lawn and Plaza



3. By analyzing "[Reconnecting Communities Pilot Grant Program](#)" criteria, public feedback, and project precedents, the project team drafted the following vision statement to guide the I-75 Cap Study:

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

Do you support the I-75 Cap vision statement?

- Yes
 No

4. Is anything missing from the vision statement?

5. Do you have any additional comments or suggestions about the potential capping of I-75?

6. Please provide your 5-digit zip code:

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

- Yes
 No

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Demographic Information (Optional)

The following section is optional. We appreciate your responses to the following questions, which help us understand who in the community our survey represents.

8. Are you a City of Detroit resident?

- Yes
- No
- Prefer not to say

9. What is your relationship to the community? Select all that apply.

- Resident
- Business Owner
- Employee
- Student
- I shop or eat here
- I visit family and friends here
- I participate in community activities here
- Other - Write In

10. How long have you lived or worked in the community near the I-75 study area?

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

11. What is your age group?

- Under 18
- 18 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 66
- 65 and over
- Prefer not to say

12. 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

13. 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

14. Did you participate in previous engagement for the I-75 Cap this year?

- Yes, I attended Public Meeting 1 on June 27
- Yes, I attended Public Meeting 2 on August 27
- Yes, I filled out the previous online survey
- No

Back

Submit

I. Online Survey: Vision Statement Comments

- A cap between Brewster Douglass/Brush Park on the eastern side of brush street
- A running track
- A statement (as with I375) that the vision won't bend to special interests. Where the I375 plan clearly prioritizes large property owners (who aren't even residents), this needs to prioritize the community, and not the prospect of a visitor from Northville that comes down for four hours-one night a year.
- 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
- At this time, it looks great!
- Cap the whole section. Cap all the highways downtown if you won't remove them. Add native perennials. Fuck the Ilitch's.
- Caps are not needed. Spend money on other things useful to people.
- Equitable mobility
- Housing needs to always be a priority in the City of Detroit. There is demand and it can be a part of building back the street-walls of Woodward and Grand River. Pedestrian and bicycle safety must also be a priority, as well as air quality improvements. The current service drives cannot remain the raceways that they currently are, they need to be slower, complete streets.
- how will it be maintained, who will be responsible for public safety, where and who is the money come from for the long haul, not just for the build?
- How? I hope that a nonprofit strategy is integrated so that Detroiters can build roots in the community and preserve affordable housing for future generations.
- I agree with everything other than "cap". This is an expensive and complex piece of infrastructure that is unnecessary to accomplish these goals. If there is a will to "take" space from cars at a lower cost rather than preserve space for cars at an extreme cost, this could accomplish the same goals.
- I believe this is a steppingstone to rebuild the Detroit hive, can't have a hive without the honey!! (Honey being things that bring the community to rest relax and re charge in the city)
- I think there needs to be a strong emphasis on increasing pedestrian foot traffic between the District Detroit, Cass/Brush Park neighborhoods and the downtown area. Make walking more convenient and safer for pedestrians rather than prioritizing vehicle traffic.
- I truly love that it focuses on community spaces and at the heart of this is reconnecting neighborhoods. Let's stay true to the vision and not let business interests take priority over community interest.
- If you say the cap project is a tie in for neighborhoods and Downtown, then Brush Park absolutely must be considered as it is the premiere and only residential "neighborhood" adjacent to the cap. As of now I-75 is a cold, ugly, loud barrier for residents that restricts and reduces foot traffic to Downtown venues and restaurants, not just the arenas.
- Inclusion of the increased focus on mass transit and decrease in reliance on cars.
- it has every 5-cent buzz word in the book
- It is a great statement
- It seems fine, but contradictory given that it doesn't spur development in Douglas which suffered the most from the legacy infrastructure of I-75 dividing the community both N-S & E-W. Douglass still being rather empty. The study area should match the vision and receive feedback covering this scope.
- It sounds like a great mission
- It's missing a reference to how it will help Detroit become more resilient in the face of erratic weather due to our warming climate. Green space helps cool urban areas and provides habitat for plants and animals, which is a huge net positive for everybody.
- Larger area for visitors to access
- Maintain cleanliness and safety. Ensure traffic noise from I-75 is mitigated.
- maybe something about its contribution towards Detroit as a world-class downtown

- Maybe something that references not requiring an automobile to navigate the area?
- No, this would be amazing for the city. The highways make such a disconnect of the city
- No. Please make sure that the cap includes Brush Park where the bulk of residents reside
- 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. --
- Nothing is mentioned about improving the appearance and livability of the area. A concrete canyon cutting through parking lots downtown is ugly and a major barrier to community integration.
- Nothings missing, but I don't really understand how social equity plays into a freeway cap.
- Perfect
- Perhaps it's implied, but I recommend an explicit objective to attract and retain residents and enterprises, especially small businesses, to the central city.
- Place to store busses during events, for groups taking busses to/from events at Stadium District
- Prioritizes people not cars.
- Reinventing Detroit to be the transportation city not just the motor city! We have bigger dreams now.
- Residential opportunities
- righting historical wrongs
- Safety
- Simply put, the primary focus should be on installing caps in residential neighborhoods like Brush Park before prioritizing connections between business areas. Considering this project in isolation, without including critical residential areas like ours, is shortsighted and undermines the goal of supporting community resilience. It doesn't make sense, and it's disheartening to see residents' needs overlooked in favor of business interests.
- Tear out the entire highway. It's awful.
- The goal should be removing and rerouting freeways. The cap is silly. Where will hazardous waste go? Preserve the Downtown hub and make no freeways cut across it.
- The vision is admirable, and the project is absolutely needed, but given we're talking about a cap within the stadium district, it's hard to see how it will accomplish all of these goals. It will make downtown more accessible and create the opportunity for a new space, though one sandwiched between stadiums with one owner. To truly fulfill these goals ("community resilience... community-centered design... support residents impacted by legacy infrastructure investments, prioritizing social equity, environmental sustainability and shared access"), we should be building caps to reconnect residential neighborhoods too, on all freeways, just as was done on 696 in Oak Park.
- There is a lot of flexibility in the statement, which can lead to miscommunication in the long run. As one of the residents in the direct area that is "being spoken for", I want this to correctly reflect what the residents truly want and NOT what is going to put more money into the corporations that own arenas and parking lots in the neighborhood.
- This portion of the statement - "it will support residents impacted by legacy infrastructure investments, prioritizing social equity" - rings hollow if the cap will be built in the study area. There are little to no residents there who were impacted by legacy infrastructure investments.
- why and how do we need to 'restore city connections'? it's because of THE HIGHWAY that was dug out acres of the core city to move cars. How is a bridge over a highway going to do that? Please do note that a vast majority of the land on either side of I-75 here is owned by the Ilitch's,

so the only thing that would be "re-connected" would be overpriced parking lots to overpriced parking lots.

- Why wouldn't you go all the way down to the riverfront? Doesn't make sense.
- Work on what was already proposed aka "District Detroit" seems like a lane grab for parking lots and is a dead zone for most days of the week. In fact, most of the restaurants aren't even open during regular non-event hours
- Yes, and actual need, purpose and public want for it is completely missing. the only area that could use it would be at the east end near brush, since the residents of Brewster park were run out of there housing decades ago. yet the old site STILL sit vacant and unused?????
- Yes, understand the freeway is needed but the noise and community suffer.
- Yes. Prioritizing existing residents. The resident statement seems to imply past residents.

J. Online Survey: Cap Placement Comments

Cross Street	Comment
3rd	Take out the freeway entirely
Grand River	a solid anchor location within this stretch of freeway
Grand River	A vibrant Grand River is the next challenge for developing and enhancing downtown Detroit. I believe these two lots, and part of the caps closest to Woodward should all be buildings, so the street wall continues, and the vibrancy naturally flows into and across the neighborhoods. The rest of the cap can be park space. I believe all of this should be a priority, do not do it half-assed.
Grand River	Between grand River and Second to facilitate strong connection to northeast.
Grand River	Connect the Grand River corridor
Grand River	Connects multiple neighborhoods and casinos
Grand River	Corridor has not been improved
Grand River	Grand River is a major road and capping this area would make it easier to cross by pedestrians near the new UM center.
Grand River	heavy foot traffic
Grand River	ldk - would be cool
Grand River	Main thoroughfare
Grand River	My 3 choices are contiguous. It makes the most sense to me. The major barrier and noise generator, I-75 would be eliminated.
Grand River	The northwest area of downtown Detroit needs stimulus for development and connection to the Lower Cass neighborhood
Grand River	West connection near Grand River, Cass Tech, UM Innovation Center
2nd	3rd - Presuming it's financially unrealistic to cap the expressway for this entire length, I infer a lower benefit from this segment vis-a-vis the two others.
2nd	3rd choice after the Brush Park cap. There really isn't anything over here drawing people to this stretch. Some might say the cap could be a catalyst and change that, but the District Detroit hasn't done much to change that either so I'm skeptical the cap in this location would do the trick. Which then leads to a safety concern I would feel in this area that I do not have with the other 2 locations proposed.
2nd	Accessibility for residents
2nd	already bike lanes on Cass. could make a great biking corridor
2nd	bike lane on Cass is most popular route for non-car traffic into downtown. ideally the cap would be pedestrian friendly, and most cars would not be using the Cass\Clifford and service drive area to get into the highway after events so it would be quiet and safe.
2nd	Cass and 2nd are good bike transit streets and having a cap here would be a good way to connect that to downtown. And connecting to future site of UM Center Innovation
2nd	Connecting Lower Cass to Downtown
2nd	connecting neighborhoods > arenas
2nd	Currently underutilized area
2nd	Dense housing and a school located here
2nd	Foot traffic
2nd	Good for U of M center
2nd	Great study location for the new U of M site
2nd	High traffic kids leaving school
2nd	I think Lower Cass area has been long forgotten about. Reconnecting to downtown would bring an influx of people and businesses
2nd	Increase foot traffic to this area
2nd	It's close to a park

2nd	It's a nice walking area that services a lot of people coming from other areas to the core.
2nd	Less dense area, close to the high school
2nd	Linking Cass Tech with the future UMCI area seems like good synergy. The proximity of the high school should be shielded from traffic noise and general ugliness as much as possible. As with the other location I indicated near District Detroit, more greenery would be nice here to break up the concrete sea
2nd	More homes and residents love on that side and more people would benefit from the CAP
2nd	More impact on reconnecting residential areas divided by the expressway while still useful and close to stadiums.
2nd	People live here
2nd	Residential space
2nd	Somewhat blighted area needs developing
2nd	Spur development in the lower Cass area.
2nd	The location is closer to a thriving school and having a green space in their area will be welcoming.
2nd	The three locations help it look like a real park.
2nd	This area and north feels very cramped and shoved between the highway cuts
2nd	This area will see more pedestrian traffic with the u of m building. It also is a connector for Cass tech students/Cass corridor in general, which I expect to see development start to boom over there. The cap could be the thing to push the Ilitch's to build
2nd	This eliminates barriers between the stadium complexes
2nd	This is area feels extremely dangerous for pedestrians and drivers. While the Cass neighborhood is not as developed as the other regions on this map, I think a large part of that is how disconnected/cutoff it feels from the other areas of the city due to the highway's large roads.
2nd	This neighborhood is the most neglected of any of the areas. The District area gets all the beautification already and has private money funding their installments, landscaping, etc. This area is still an area that most people are "afraid" to venture over too and is significantly contrasting to the District Area. If the cap was over here, I think it would in turn help to clean up the neighborhood itself and potentially reduce the blight in the neighborhood.
2nd	Walkable accessibility to downtown
Cass/Clifford	Cass is a pedestrian thoroughfare with decent cycling infrastructure.
Cass/Clifford	Cass is a well ridden and walked road, but it's not nice to cross 75
Cass/Clifford	Connect neighborhoods in midtown to downtown. Connecting the two campuses would be a good look for the city and provide safety between downtown and midtown/Cass corridor
Cass/Clifford	Improve downtown
Cass/Clifford	the university obviously would benefit from park space nearby
Cass/Clifford	To be honest, I would remove I75 through Downtown. Combine it with the widening of I94 through Midtown, and route over I96 back to Southwest Detroit. Free up available land for development. This is such a detriment to development and walkability, and drivers treat the service drive as a raceway. Someone is going to get killed by a driver speeding and running a red light, and nothing will change. More realistically, this whole stretch needs to be capped. From 3rd to Brush. The Grand River overpass is even more of a challenge to get across than Woodward for two reasons, 1-GR travels on an angle, and 2-Second Street intersecting creates a funky corner. At an ABSOLUTE MINIMUM, traffic needs to be calmed through the service drives to make it safer to cross.
Cass/Clifford	abundance of foot traffic along this stretch
Cass/Clifford	Add a commercial cap to connect downtown and midtown along a well-used bike route.
Cass/Clifford	Between Clifford and Cass could serve pedestrian movements without capping large area
Cass/Clifford	Between Clifford and Woodward - cap makes sense as this is where most non-local foot traffic walks, increased safety for those not familiar with crossing city streets

Cass/Clifford	Capping this corridor is an investment in the future of Detroit, since it is in the least utilized corner of downtown. It's hard to see why buildings haven't been built on the parking lots in this area but an investment like this into a park would surely spike demand on the land adjacent to it and that might be the kickstarted this neighborhood needs. On top of the boost to local neighborhoods, Cass as a street has great potential as a connector between midtown and downtown, and this part of the trek could easily become an attraction to ride by and make it feel safer and more populated.
Cass/Clifford	Cass is the main bicycle and pedestrian throughfare for the area. I believe a cap here would enable the most pedestrian connection between downtown and midtown.
Cass/Clifford	Concerts
Cass/Clifford	Connects the Brush Park neighborhood to downtown.
Cass/Clifford	Easy to get to LCA
Cass/Clifford	egress between dining and entertainment areas
Cass/Clifford	Entire cap should comprise Cass to Brush (Cass to Clifford, Clifford to Woodward, Woodward to Brush) - again, this is where most non-local foot traffic attempts to cross
Cass/Clifford	excellent connection to Wayne State Campus to the north
Cass/Clifford	I live in Brush Park and this would help cut down on noise.
Cass/Clifford	Important to connect
Cass/Clifford	In the other side
Cass/Clifford	Main thoroughfare
Cass/Clifford	Make ped and bike only....No Cap
Cass/Clifford	Once UofM is developed, influx of students will help to bring steady flow of people to this area/help to develop lower Cass corridor.
Cass/Clifford	Residential space
Cass/Clifford	See previous comment made for Cass Ave
Cass/Clifford	The cap should run from at least Cass to Brush to increase walkability and connection. It would be great if somehow the service drives could be reconfigured to be below the cap to provide unfettered access to pedestrians. These caps should be primarily green spaces with pollinator gardens, trails and event spaces.
Cass/Clifford	this area is so under used and it's near the freeway access point without going too much into the residential areas.
Cass/Clifford	This area sees the most foot traffic during major events.
Cass/Clifford	To allow pedestrians to walk between midtown and downtown
Cass/Clifford	To create a larger cap between two busy streets where there is also a lot of foot traffic
Cass/Clifford	utilize already vacant space and parking and keep foot track near the google offices and the arena
Cass/Clifford	Very walkable for arena attendees
Cass/Clifford	Will help open this are up to more improvements
Cass/Clifford	would be nice to be able to walk through a park from Brush park to lower Cass---linking a residential neighborhood to businesses.
Park	- Create a walkable area near Woodward, improve walking/running/biking routes
Park	2nd - Seemingly functional connection for city residents and visitors alike, i.e., along/between the Woodward Avenue corridor and stadiums.
Park	Accessibility or residents
Park	An adjoining cap project would only make sense after the Brush Park cap is completed, as it would create a seamless transition from this residential neighborhood to the Central Business District and surrounding entertainment venues. By connecting these areas, we could enhance accessibility for both residents and visitors, making it easier for people to flow between the quiet charm of Brush Park and the bustling downtown core. This phased approach ensures a cohesive urban development that benefits both neighborhoods and supports Detroit's growing appeal as a live-work-play destination.

Park	An extension of Park St as a pedestrian/bike-only street could be a natural and successful connection point.
Park	another area with a little less foot traffic, could encourage more walking
Park	Bring Downtown and the District together
Park	Center of the city
Park	Central Connection near Woodward and Cass
Park	City feels very disconnected here specifically with LCA being detached from "downtown"
Park	Close to arenas and downtown tourism areas
Park	Connect LCA and Comerica
Park	connect LCA to other downtown activities
Park	Connect Little Caesars Arena and District Detroit with downtown.
Park	Connect sports district
Park	Connect the district, make it walkable remove the highway
Park	Connecting LCA to the nightlife south along Woodward would be ideal.
Park	Connecting the two halves of District Detroit
Park	Connection between the neighborhood and the sports venues/downtown
Park	Connection to Brush Park and downtown.
Park	Connection with high traffic events
Park	Connects district - lots of pedestrian traffic here
Park	Connects District Detroit and Downtown
Park	Connects high traffic area
Park	Connects LCA to downtown businesses.
Park	Connects the Stadiums with the arena & helps to make the area a thriving mixed use district with additional residential & hotels, and more retail. Having a beautiful park that connects this all together would be amazing.
Park	Continuity/walkability between downtown and LCA and solidifying Woodward as the central corridor of greater downtown.
Park	Continuous Path for exploration
Park	Convenient for LCA foot traffic
Park	Cool to have by arena
Park	Create flow between stadium zones, better connections between downtown and midtown
Park	Created an easy Segway for event goers to head into downtown
Park	creates a better connection between downtown Woodward to LCA area
Park	Creates a walkable area between the entertainment district and downtown.
Park	Easier access to LCA
Park	Easy access
Park	Easy access between LCA and downtown
Park	Good for connecting LCA to FOX pedestrian traffic
Park	Heavily trafficked area and choke point for moving around town
Park	Heavily trafficked area and choke point for moving downtown
Park	High volume traffic from downtown to arena.
Park	Hopefully something is done with the parking lots and eventually becomes a lovely cityscape
Park	I enjoy here
Park	I live in Brush Park and this would help cut down on noise.

Park	I picked this area last after Lower Cass and Brush Park solely as a bridge to the others. However, the district north of Woodward is very concrete jungle and could use more green space.
Park	Ideally the entire thing should be covered. Studies show the more you cover the more uses you get out of the cap
Park	if "district Detroit" did anything other than parking lots this would be good. but do not reward their bad parking lot behavior with a free park.
Park	If it's decided to cap west of Woodward for District Detroit, I think it is equally or more important to also cap east of Woodward to support neighborhoods and not only the businesses. I'm concerned that District Detroit will get the most attention due to the investors in the area and possibly overlook the voice of the people actually working and living in neighborhoods such as Brush Park.
Park	If the Ilitch family can finally stay true to their promises, this is the number 1 priority for reconnecting downtown to midtown.
Park	Important to connect to downtown and pedestrian traffic. Eliminate the moats.
Park	In the middle
Park	It connects the business district with the park.
Park	It is the "Main Street" of downtown and would make that stretch of Woodward feel more connected
Park	It would link the sporting areas.
Park	It would link the sporting areas.
Park	It's a natural progression from the heart of downtown
Park	Just from a safety standpoint this is where the most people cross I75, this would help with congestion that can put people in bad situations.
Park	LCA to DT
Park	Make a strong connection between downtown and southern midtown.
Park	More walking space to the arena
Park	Most foot traffic
Park	Movement of crowds during events
Park	Nearest #1 and #2 priorities
Park	Pedestrian bridge at Park for pedestrian continuity (no cap)
Park	People attending events at LCA can have a pleasant, safe experience while walking to/from downtown. There is also not a lot of greenery around the arena so a cap directly south of it could add some needed park space
Park	Reconnect Park Avenue between Grand Circus and the Arena
Park	Same reason as other side of Woodward. Woodward should be prioritized.
Park	So it will spur actual development
Park	Sports District
Park	Stadium access
Park	Support curbing noise pollution
Park	The highway here really feels like a limiting border on the greater district of downtown. Connecting it to the planned development around the current Little Caesars would help downtown naturally flow across and could instantly cause a burst of growth in the nearby areas. The drop off of people you see in the street and buildings being makes this a spot that really would make a difference
Park	There are more bars, restaurants, and stores between this point
Park	There is actual flow of people that would utilize the area.
Park	This is adjacent to residential neighborhood and would formally finalize the District Detroit region with a park, making the areas nearest the stadiums most walkable.
Park	This would be my second choice after the Brush Park stretch as it would also help with the noise pollution and enhance the walkability in this area.

Park	To bring more people-focused opportunities to this area instead of just parking lots.
Park	To further fill in the downtown core with more walkable space.
Park	To help connect the LCA to the District Detroit activities.
Park	Very walkable for arena attendees
Park	Walkable accessibility to downtown
Park	Walking and access for pedestrians
Park	Walking to stadium.
Park	Walking to stadium.
Park	While I would prefer capping the entire zone from 3rd to Brush, this area has few diagonal cross streets and would present a contiguous area for amenities.
Park	Woodward Ave. is Detroit's main street; it should be the main priority.
Park	Woodward is central location everyone is trying to get to
Park	Woodward is the main corridor of our City, metro region, and State. It deserves a central park.
Park	would be nice to be able to walk through a park from Brush park to lower Cass---linking a residential neighborhood to businesses.
Park	Would help connect the heart of Downtown to the Arena increasing foot traffic between the two areas.
Park	
Woodward	most foot traffic
Woodward	- Large potential for small business growth in the area, connecting residential with heavy foot traffic - Connectivity of the downtown core with brush park and the stadium district
Woodward	A cap here would help shield brush park while making crossing Woodward more comfortable, which is a primary pedestrian crossing due to the arenas
Woodward	abundance of foot traffic along this stretch
Woodward	Add a commercial cap to connect downtown and midtown along the most prominent thoroughfare in the region.
Woodward	Cap between Woodward and John R - benefit existing residents with less noise, access to greenspace/park
Woodward	Capping near Woodward to for entertainment events to hide freeway. Does not impact the Clifford on-ramp.
Woodward	Central to downtown
Woodward	Connect entertainment areas on both sides of 75
Woodward	create an open atmosphere with more greenery between the theaters and sports venue
Woodward	For better, more walkable pedestrian connections along the most-trafficked area.
Woodward	Getting to LCA
Woodward	High pedestrian traffic area
Woodward	Makes sense to have this on the main drag
Woodward	Most near residential density
Woodward	Movement of foot traffic
Woodward	Pedestrian friendly crossing
Woodward	Provide a Continuous and wider path and recreational area for people during events
Woodward	Same comment as before - sidewalk congestion in this high-traffic area.
Woodward	See previous comments on Cass.
Woodward	Seems a natural fit for a somewhat center point to a cap. Woodward is the main artery between midtown and downtown.
Woodward	Significant foot traffic and a gateway between downtown and midtown
Woodward	Strengthen and soften the border/line between the residential brush park and the entertainment district to the south.

Woodward	There is high foot traffic directly south of Little Ceasars arena, so it would fit to have a wider sidewalk there and more green area around it rather than overlooking a busy highway.
Woodward	This area sees the most foot traffic during major events. There is already access to transit.
Woodward	This is the only location within the study area with strong properties (i.e. not vacant, not a parking garage) existing on both the north and the south. This is a rare spot where a cap could bridge and improve two already-strong areas.
Woodward	To allow pedestrians to walk between LCA and downtown
Woodward	Use cap as a lot to store busses for events at Little Caesars and Comerica Park
Woodward	Woodward Ave. is Detroit's main street; it should be the main priority.
Woodward	Woodward avenue being the main avenue into downtown with heavy foot traffic from LCA
Woodward	Woodward clearly has the most pedestrian traffic out of all of the crossings.
Woodward	Woodward is Detroit's "Mainstreet"
Woodward	Woodward is the main connection between downtown and mid town and eliminating the existing line of demarcation created by I-75 between the two areas would be best served by capping I-75 on both sides of Woodward.
Witherell	Residential area with access to Comerica and Ford Field
Witherell	1. Connects the growing Brush neighborhood and Entertainment District. 2. Connects North Detroit (Brush, Douglas, District Detroit) to southern Detroit by capping along the Woodward Ave (wagon wheel) route to Downtown Detroit & Campus Martius.
Witherell	1st - Connects existing/growing residential area to the central city.
Witherell	Allows for residents to cross safely
Witherell	Block the noise from freeway going up towards houses. Plus as a resident the noise pollution is unacceptable
Witherell	Brush Park has the greatest impact on mobility, safety, and quality of life of families living in the area.
Witherell	Brush park has the highest residential population out of all the surrounding impact area, increased pedestrian connection would be a great benefit.
Witherell	Brush park is a residential neighborhood. would be nice to be able to walk through a park from Brush park to lower Cass.
Witherell	Brush Park to the north has a growing residential population density, and to the south are major Sports stadiums and Theaters. Placing a park over the freeway in this location would connect the residents of Brush Park to Downtown visitors.
Witherell	Close to a neighborhood
Witherell	Close to housing community
Witherell	Connect brush park
Witherell	Connect Brush Park Downtown
Witherell	Connect Comerica Park to the neighborhood
Witherell	Connect neighborhoods in midtown to downtown. This area is already highly trafficked. It could be used as staging for pickup drop off, tailgating close to the stadium instead of lots in Brush park.
Witherell	Connecting Brush Park to Downtown
Witherell	Connection between the neighborhood and the sports venues/downtown
Witherell	connection from stadiums thru neighborhood
Witherell	Connection to Brush Park and downtown.
Witherell	Connects downtown and Brush Park
Witherell	Continuity/walkability between Comerica Park and Brush Park/Midtown, plus recreational opportunities for residents of Brush Park and solidifying Woodward as the central corridor of the greater downtown area.
Witherell	Easier access to the stadiums from Brush Park and easier access to LCA from the south.
Witherell	Easy access to Comerica park from brush park

Witherell	Extension of Brush park, larger area for a public park / pedestrian area
Witherell	Foot traffic
Witherell	Good connection to Ford field. I am a resident of Brush Park so I care about this neighborhood
Witherell	Good for connecting Q-Line to Comerica Pedestrian traffic
Witherell	Highest potential
Witherell	Highly residential area, would benefit from greenspace and being more connected to downtown
Witherell	I live in Brush Park and this would help cut down on noise.
Witherell	I live in Brush Park, ease of access to sporting events and other downtown amenities
Witherell	I think a cap here would truly transform Brush park into the premier neighborhood of the city. Furthermore there is underutilized greenspace at the Brewster Douglass site that could be connected to the cap and make for a great park area. Lastly, I believe the best outcome would be one continuous cap from Grand River-ish to Brush. I Understand that may be hard to pull off.
Witherell	Idk I guess this is where everyone else will want it
Witherell	If the Ilitch family can finally stay true to their promises, this is the number 1 priority for reconnecting downtown to midtown.
Witherell	In the side
Witherell	More residential area - benefits local residents. Proximity to Q line
Witherell	Movement of crowds during events
Witherell	Neighborhood access
Witherell	Once brush park rebuilds and Brewster Douglas sites are developed this connection to Comerica and ford field side of downtown will connect two vibrant sections of downtown.
Witherell	People live here
Witherell	Reconnect the brush park neighborhood
Witherell	Reduce noise to residential areas
Witherell	Residential access
Witherell	There has been residential growth in Brush Park that feels cut off from the venues south of I75. Capping this area would also bring noise down in the area.
Witherell	This is a high-traffic area. Sidewalk congestion is always an issue when events are happening at the arenas. A cap in this location would help disperse the crowd and get people across the highway safely.
Witherell	This is a neighborhood location. A cap would improve the noise pollution for the residents. Also, high impact for beautification given this location has heavy foot traffic since it is close to stadiums. This is an important location for downtown, we should try and make it look as presentable as possible. Right now it is a loud eye sore.
Witherell	This is currently a residential neighborhood. It would be most beneficial near residential housing units to have a large park over-top the highway.
Witherell	This is another area that borders the Brush Park community that is full of residents that regularly use this overpass to connect to various parts of the city. In addition, it's close proximity to Comerica Park and Ford Field.
Witherell	This spot will best serve the residents who call Detroit home, rather than the entrepreneurs of District Detroit who have yet to live up to their promises. It will reduce highway noise for residents and serve as a better pedestrian path for fans going to Comerica and Ford Field. It does not make sense to build a community space where there is no community...
Witherell	To allow people from the Brush Park neighborhood enter downtown without having to cross Woodward to get to a nicer crossing location (the other cap being near Woodward)
Witherell	to make a fluid connection into downtown from the residential neighborhood
Witherell	To promote utilization during events
Witherell	Use Cap as location to store busses for events at Comerica Park and Ford Field
Witherell	Walkability from residential

John R	A cap between John R & Brush will provide space for people accessing Comerica Park and provide some shielding for the predominantly residential Brush Park neighborhood.
John R	Access to downtown and night life
John R	Accessibility for residents
John R	As a population center that's been absolutely gutted and is struggling to cross the line to being attractive to developers, this could be great to bring interest to the area and spur a domino effect of development. It would definitely need something cool to be there to attract people if it doesn't connect to a capping of the district Detroit area. Ideally to me, this would eventually have easy connections all the way to eastern market, which currently requires an unpleasant trip from downtown.
John R	As a resident of Brush Park it would be nice to have a park creating a more seamless transition from the neighborhood to downtown. This location also benefits the residents of the area. The other locations would mostly only benefit large corporations who have already received a lot of public assistance.
John R	Because it has the highest concentration of residents in the impact area which should be the focus "connecting community residents to downtown"
John R	Brush Park to the North has a growing residential population density. Having a park for the residents, as well as visitors to the Stadium/Theater district would bring people together.
John R	Connect Brush Park Downtown
John R	Connect Ford Field to the neighborhood.
John R	Connect neighborhoods in midtown to downtown. This area is already highly trafficked. It could be used as staging for pickup drop off, tailgating close to the stadium instead of lots in Brush park.
John R	Connects the stadium foot traffic and allows brush park residents safer access to downtown
John R	Connects this neighborhood to downtown
John R	Continuity/walkability between Brush Park/Midtown and Ford Field
John R	Cool to have by ballpark
John R	Create a better connection between ford field and Comerica to midtown
John R	Dense housing and closer to eastern market
John R	Easier access from downtown to eastern market
John R	Easy access from residential neighborhood Brush Park
John R	Entertainment district
John R	I live here
John R	I live here
John R	I live here
John R	I live here, and the community that lives here expresses a lot of interest in having park/retail/racket sport activity built on the cap
John R	I think Brush Park has huge potential to be a major hub of residents that could live and work downtown. Being better connected would encourage more residents
John R	Increase traffic across 75
John R	it is a neighbor rather than an entertainment district. With the Brewster Douglas open space/park being taken to build sanctuary housing it would be great to have a well-lit green space/park
John R	It will create a continuous path and recreational area for people who are coming to sports events.
John R	Mainly for support of sporting events. This area gets heavy migration on game day.
John R	Make Ped and Bike only....No Cap
John R	More foot traffic to and from downtown
John R	More impact on reconnecting residential areas divided by the expressway while still useful and close to stadiums.
John R	More residential area - benefits local residents. Proximity to Q line

John R	Movement of crowds during events
John R	My previous submission was incomplete. Please accept this version as my submission. As a resident in the area affected by the freeway cap study, it's concerning to see focus diverted to other sections primarily aimed at serving businesses, while the needs of local communities are overlooked. This area is not only home to residents but is also a hub for visitors, and businesses here would benefit greatly from the cap as well. Capping in this residential area would improve livability, reduce noise and pollution, and strengthen connections between our community spaces. It would enhance the experience for visitors and support local businesses, making it a win-win for both residents and the broader Detroit community. Prioritizing business interests elsewhere risks missing out on a solution that serves everyone.
John R	Neighborhood parking for sports.
John R	Next to residential Brush Park.
John R	none of these areas need a cap, it's a stupid waste of money needed elsewhere on real road projects. It will only benefit corporate interests such as Olympia and MGM
John R	One long cap
John R	Prioritizes needs of residents. Better connects neighborhood to downtown.
John R	Proper residential neighborhood. Needs to be walkable.
John R	Reconnect the Brush Park Neighborhood with downtown Detroit. The future rebuilds of the I-375, I-75 and Gratiot Ave interchange, if done correctly, in conjunction with this cap, could really help reconnect the Eastern Market area with downtown too.
John R	Remove an area that has little opportunity due to the stadium on the other side
John R	Second most near residential density
John R	Sports connection
John R	Strengthen the connection between residential area north of 75 to the entertainment district. The area could be softened with a park and destination for both residents and visitors to the entertainment district.
John R	The cap will emphasize the beauty of the Brush Park neighborhood adjacent to downtown Detroit.
John R	There has been residential growth in Brush Park that feels cut off from the venues south of I75. Capping this area would also bring noise down in the area.
John R	There's more density in this area. I think it can serve as another destination spot much like campus Martius and beacon park
John R	this is the area where most people are crossing over to go to downtown or Comerica Park.
John R	This location clearly connects downtown Detroit to midtown Detroit. The safest way to provide people the ability to cross would be this park. Currently, I do not feel safe crossing this area:
John R	This location will help reduce the freeway noise pollution in Brush Park and help foot traffic on days where major events happen at Comerica and Ford Field
John R	this neighborhood does not seem to get as much foot traffic as the district. This could also bring brush park closer to eastern market
John R	This spot will best serve the residents who call Detroit home, rather than the entrepreneurs of District Detroit who have yet to live up to their promises. It will reduce highway noise for residents and serve as a better pedestrian path for fans going to Comerica and Ford Field. It does not make sense to build a community space where there is no community...
John R	This would add green space to Brush Park, an established and growing neighborhood. The cap would extend and connect what today is an unbelievably noisy walk that many locals and visitors take to attend nearby events.
John R	This would be an excellent bridge to the neighborhoods to keep the beautification efforts going. The walk over Brush street right now from Brush Park/City Modern is very noisy, kind of dirty and desolate.
John R	This would go a long way to connect the Brush Park neighborhood to the downtown and stadium areas, hopefully encouraging more foot traffic between these two areas.
John R	To connect brush park neighborhood to downtown for pedestrians
John R	To connect brush park to the stadiums

John R	To connect the neighborhood
John R	To promote utilization during events
John R	Walkable accessibility to downtown
John R	Well placed in the middle of an up and coming neighborhood
John R	When I-75 was dug it ripped out Vernor Hwy and crated a barrier from the neighborhood to Downtown. Capping this area would not only tie in the vibrant Brush Park neighborhood but would also create a seamless gateway tying in all 3 arenas and 4 sports teams with a walkable setting, as opposed to the cold concrete barrier that is there today.
John R	Would blend with the elevated 375 project
John R	Would provide easy access from the residential neighborhood to downtown
Brush	1. Connects the growing Brush neighborhood and Entertainment District. 2. It also connects the yet undeveloped Douglas site to downtown Detroit & Entertainment District MORE THAN the other potential cap areas.
Brush	Add a commercial cap to connect downtown and midtown at regular intervals.
Brush	better connect brush park and Douglass districts and provide a larger connection to the residents in that area to the downtown and the entertainment district
Brush	Brush park is a developing area cut in half by 75, the Q-line also runs here if we expand this into a stop to hang out, it'd be great
Brush	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.
Brush	connect neighborhoods where families live. there are new develops happing every day in Brush Park and the density will continue to grow. especially with extra park space to accelerate the growth.
Brush	Connection between the neighborhood and the sports venues/downtown
Brush	Convenient for sports game foot traffic
Brush	Easier access to the stadiums from Brush Park
Brush	Eastside connection near Eastern Market, Brush Park
Brush	Easy access from residential neighborhood Brush Park
Brush	Good connection to Comerica and ford
Brush	Located between the stadiums and connects a walkable neighborhood brush park to downtown
Brush	More residential area - benefits local residents. Proximity to Q line
Brush	Neighborhood access
Brush	People live here
Brush	Residential access
Brush	Shift or expand the study area to the east. The connective opportunity for Detroit by connecting the I-75 cap to the 375 project into a continuous green/mobility corridor far surpasses the benefit of exploring capping between 3rd & Cass Street. To similar affect, an extended cap would connect the Douglas Project area and Ford Field
Brush	Support curbing noise pollution for residents
Brush	This is a residential neighborhood.
Brush	This is the area closest to where residents actually live. There are a lot of pedestrians regularly crossing over on a daily basis. Encourages community connection to the rest of the city.
Brush	This spot will best serve the residents who call Detroit home, rather than the entrepreneurs of District Detroit who have yet to live up to their promises. It will reduce highway noise for residents and serve as a better pedestrian path for fans going to Comerica and Ford Field. It does not make sense to build a community space where there is no community...
Brush	Walkability from housing

K. Online Survey: All Programming Element Heat Maps

Figure 30: Programming Element Heat Map - Natural Landscapes (140 Placements)

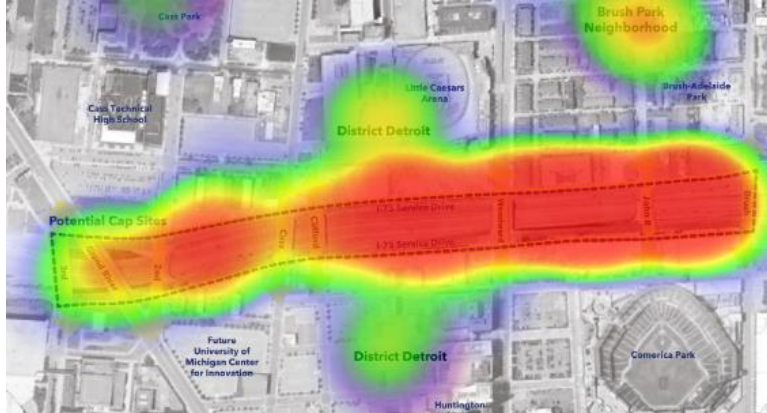


Figure 31: Programming Element Heat Map - Event Lawn and Plaza (92 Placements)

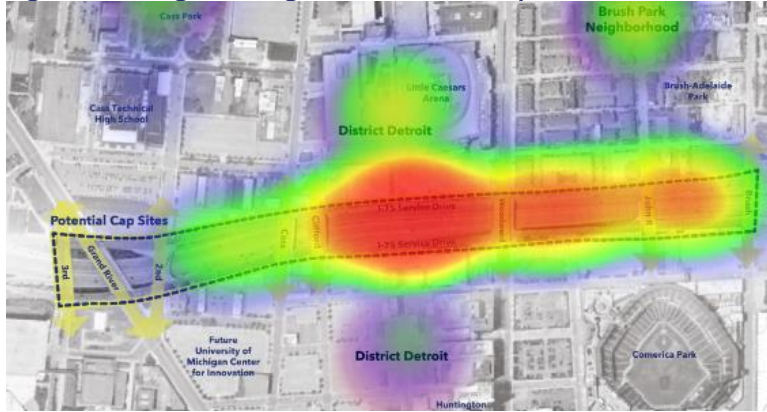


Figure 32: Programming Element Heat Map - Transit Access and Micro transit Hub (78 Placements)

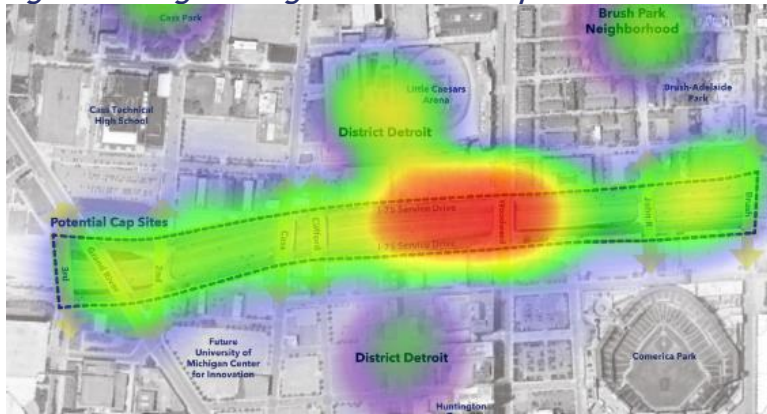


Figure 33: Programming Element Heat Map - Vending, Pop-up Retail, Food and Beverage Kiosk (77 Placements)

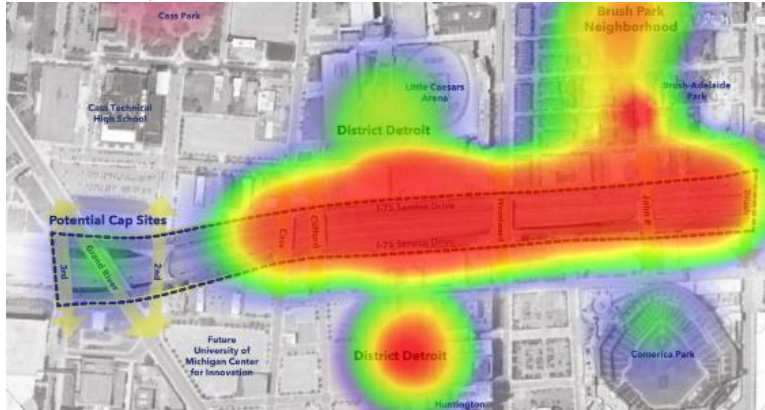


Figure 34: Programming Element Heat Map - Public Art (55 Placements)

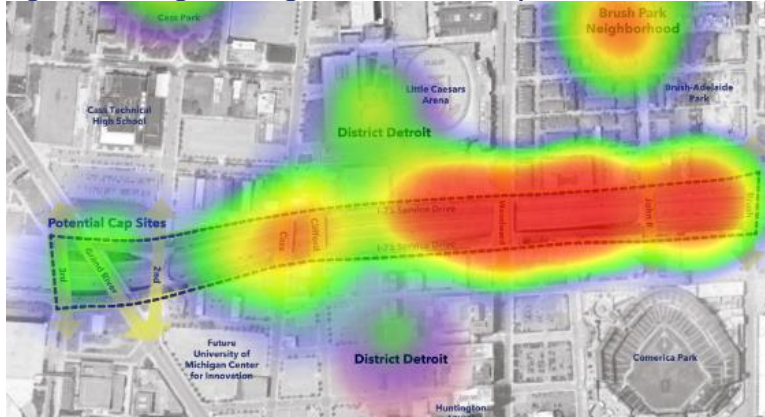


Figure 35: Programming Element Heat Map - Outdoor Learning and Community Gardens (47 Placements)



Figure 36: Programming Element Heat Map - Historical and Educational Displays (29 Placements)

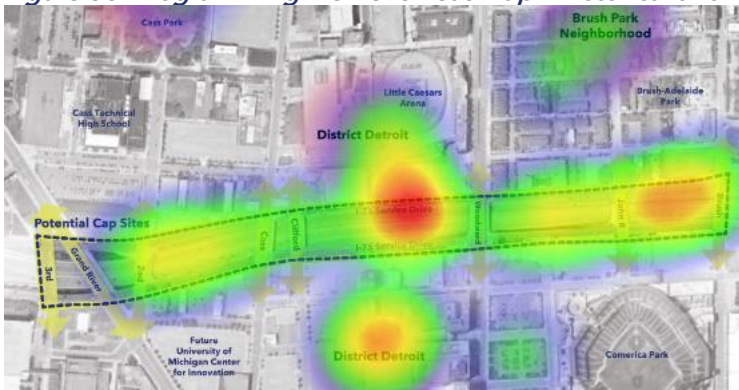


Figure 37: Programming Element Heat Map - Youth Play Structure (26 Placements)

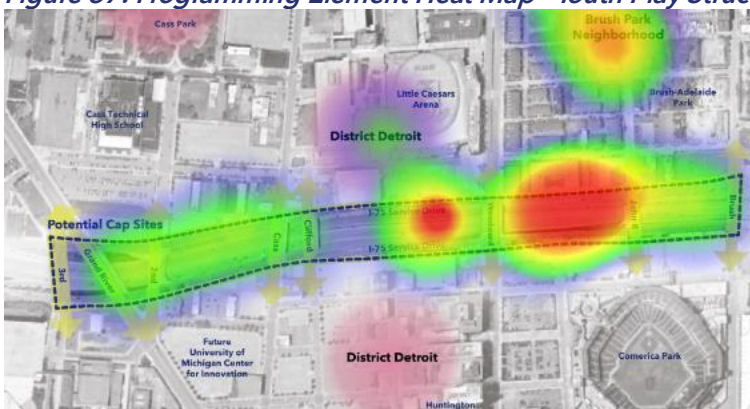
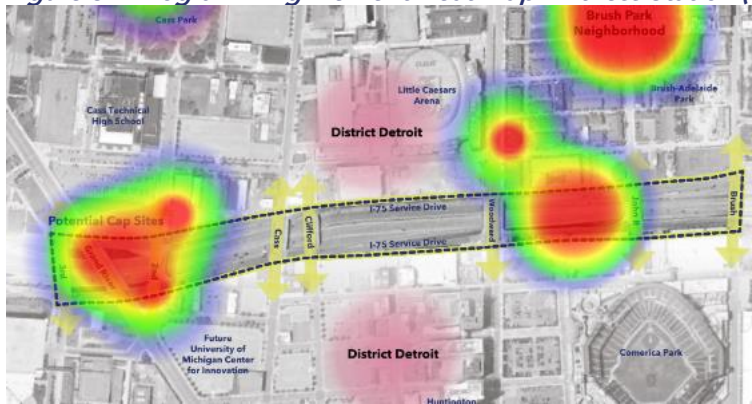


Figure 38: Programming Element Heat Map - Small Seating Area (25 Placements)



Figure 39: Programming Element Heat Map - Fitness Station (15 Placements)



L. Online Survey: Additional Comments or Suggestions

- A community event space is of utmost importance. Building the necessary infrastructure to assist with pop-up events is critical. Power hook ups, structure connections, and A/V and networking abilities as paramount.
- 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.
- Add emphasis on bike/walking infrastructure, limit car access
- Add more bike lanes
- Anecdotally, I see a lot of foot traffic across I-75 happens between Woodward and Brush. I think that space is a good area to prioritize a cap as the installments that could go on the cap would already have a population of people passing through - particularly important for things like food vendors.
- Can you cap the entire area outlined?
- Cap all of I-75 and develop the empty parking lots on both sides.
- Cap it all
- Cap it all!
- cap the whole thing and make some pedestrian-only paths that don't have to be next to cars, but instead next to grasses and trees
- Capping I75 will help vitalize areas that are currently less desirable areas to spend time because of the highway noise.
- Cass - Brush St makes the most sense. If not, Clifford to John R. would be acceptable. Anything less than that, doesn't make sense and excluding the residential neighborhood would be offensive.
- Commit to public transit and housing as part of reconnecting communities.
- Do it.
- Do not impact freeway ramps. Be strategic in locations.
- ensure the design of the spaces is fit for purpose for residents as well as visitors. This is a heavy traffic area for visitors and will be important for bringing people into the city.
- Get rid of the sea of parking lots that surround this project.
- Great idea. Brush to just past Woodward. Need better stadium connection to Brush Park
- green space and food vendors
- Huge potential to create a world-class green space that brings together the community in the heart of a vibrant downtown core
- I hope to see future state visions of capping 10 to connect more neighborhoods like Cass and Woodbridge/core city/Corktown and capping the rest of 75 to connect eastern market
- 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.
- I support this project
- I think greenery and walking trails would be a nice addition
- I think more green space to absorb water to help control flooding (which is always a problem in Detroit (since it used to be a swamp) is important native plants in the area would be awesome.
- I think more vending in the lower Cass area would help make this area more vibrant. The District is already where people go to eat and drink however the Cass area has really nothing but a few liquor stores and bars. This area is the most underserved of all of the areas. The kids at Cass Tech need a neighborhood that is vibrant and SAFE. Creating playgrounds, parks, green space, fitness areas, etc. in this area would be a HUGE benefit and would also bridge the gap to the District. Brush Park is where families live and would benefit from more community-based activities like playgrounds, green space etc. bringing more vending and retail isn't necessary in Brush Park as Bedrock is already doing that so it would be duplicated efforts there that aren't really necessary.

- I think the most important, and most practical aspect is to keep in mind when developing and designing the I-75 Cap, is we are building park in the middle of the city, plain and simple. I would look at amazing parks around the country, like the Boston Commons, and utilize those as inspiration.
- I would like to add it would be great to see you natural and native landscaping at the ends of the capping that are closest to Eastern market and Corktown. It's always been a nice site walking over the overpass of 75 and seeing the train station and Eastern market in opposite distances. For visitors from out of town, who frequent the little Caesars Arena district, to have those two opposing direction views (with landscaping in the foreground, and the train station and eastern market in the background as borrowed landscapes) will create a sense of direction and inquiry to explore more of those areas - and for the capping areas of the lower Cass corridor and Brush Park that have more residents, the natural landscaping can pair well with community gardens and will tie into neighborhood parks that will create a sense of better quality of life. Reference the Piet Oudolf Garden on Belle Isle for inspiration for the native landscaping. The landscaping on either end of the highway cap will provide a great framing for the event space and high traffic of the cap by Little Caesars Arena. Good luck!
- I would like to see more green space and artwork in the cap area.
- I would like to see realistic price tags on the initial capping + lifetime maintenance + increased freeway maintenance costs + future replacement costs. Included in those statements, what is the actual lifetime burden for taxpayers to pay for the initial capping + future maintenance + replacement. The grant is helping us pay for it now, but this is a HUGE infrastructure cost that we will be on the hook for later, so what matters more is the maintenance and replacement cost. I understand that federal grant money comes in and there is a desire to spend it. And a cap is better than doing nothing, so I'd be happy to see it. But if it saddles us with more debt and long-term obligations when we can barely afford to maintain current infrastructure + do the bare minimum of having regional rail, then I would advise against it. The only reason we need a cap is because of the freeway (also an expensive piece of infrastructure). The freeway tears apart the urban fabric, increasing accidents, traffic, noise and air pollution, while ensuring car dependence in urban Detroit. The far more economical option in the short term and long term is to just remove that stretch of 75. Give it the 375 treatment. That will drastically cut down on our long-term obligations while also reducing thru trip traffic volumes. This seems reasonable as we have the Davison and 94 acting as redundant east/west connectors for the freeway system. So instead, run 75 up and through 94 before continuing north. This will help move Detroit closer to having a more connected downtown, while also decreasing costs for the state. Cap is better than no cap. But cap is only needed because of a redundant east/west stretch of freeway that doesn't belong in an urban setting to begin with. Correct the wrong – don't cover it up.
- I'd be interested in direct involvement in discussion/planning for this project.
- If this is truly for the residents then it will be primarily capping the residential portion, please keep that in mind.
- If we're capping the highway, it's important to me that we reduce and/or mitigate the highway pollution as well. If we're having more people in these areas, we're exposing them to more pollutants.
- I'm against the expenditure on this. It's been like that for years and does not need to be done. Waste of money.
- I'm happy with the public engagement for this project. Green space is definitely a priority. I support a mix of parks directly adjacent to neighborhoods such as Brush Park, and community gathering spaces adjacent to the stadium.
- I'm truly hoping we think big and go for a large cap. This opportunity to connect north I75 to southern downtown is a tremendous one that I hope we think through and cap as much as we can. Connecting Brush Park residents and eliminating (big one) freeway noise will help market Brush Park for development and economic growth (taxes for city).
- Include a strategy to dedicate land to a nonprofit trust.

- It would be great to include buildings/structures for restaurants, businesses, and apartments to add density to this area and make it feel like less of large distance to walk between the sides separated by I75.
- It would be nice to go from 2nd to John R or Brush.
- It's a great idea!
- It's a shame that there isn't enough budget to fill the whole thing. That would be the right way to do it. Prioritize the people that already live in Brush Park, not the empty parking lots and boarded up buildings on the west side of the Study Area.
- Just do the whole thing. As a former resident of Brush Park, the arena opening, and lack of the Ilitch's "giving a shit" about their neighbors, it made getting around without a car much more imperative. Capping this and creating public spaces that welcome people and foot traffic, coupled with traffic calming measures will help make this area more desirable to live.
- Let's cap the whole thing!! Or rip it out entirely.
- Love this project!! I am a former Brush Park resident and always felt that the 75 corridor bisected the city in a way that made the city's growth incomplete. Bridging the largest physical disruption of the thriving midtown and upper downtown areas would be so valuable for this area of the city. I think it also has the potential to transform the district into a legitimate and viable premier entertainment district in the city.
- Make it safe and walkable.
- Make sure the space is highly walkable, like a college campus quad, which includes diagonal sidewalks to enable foot traffic and discourage loitering. Need to also make sure there are emergency stations for contacting police / recording activity for safety.
- MDOT doesn't ever learn and it's sad because there's huge opportunity here to look at highway removal instead of capping, 96, 94, and 75 are parallel highways less than 2.5 miles apart. A cap is a band aid on top of an issue, but that band aid is expensive and will have maintenance issues (such as the water leaking issues on the 696 cap in Oak Park). A cap is a good way to get greenspace, but getting rid of the Ilitch's parking lot plantation would be a cheaper and much better use of effort. If it's for pedestrian safety, reduce road widths (and lane widths!), remove all slip lanes and double turn lanes, and reduce speed limits.
- Most importantly, reconnect Park Ave and eliminate NB I-75 onramp between Clifford and Woodward.
- My personal preference would be to see the freeway capped from Woodward to Brush. If possible, I would like to see the freeway capped from Clifford to Brush.
- Not every park, greenspace, or open area needs active programming. Passive outdoor space is ok and is needed to support residents.
- Pickle ball courts
- Please do this! We NEED GREEN SPACES
- Please fix the loud eye sore at Woodward and 75! We get so much foot traffic in that area. A cap in this area will have the highest and most noticeable positive impact!
- Please focus on making it comfortable and accessible to all citizens of Detroit, not just those who can afford to buy a coffee or whatever. We need free-access third spaces to gather, build community and experience nature so badly.
- Please get this done. Please
- Prioritize the entire project area. If we look around the country, Atlanta is building structures and parks over the I-75/I-85 Downtown Connector (The Stitch) project. Boston did it right over a decade ago now. Every city is considering these types of projects. There is no reason we should short ourselves and there is EVERY REASON to go for gold on this. We won't have another chance to get this right, so we need to get it right from the beginning.
- Prioritizing programmable space is a must. It would be great to have grassy fields where people could play sports and do other things which are not quite possible elsewhere near downtown. Additionally, YOU GUYS USED THE WORD "MICRO TRANSIT" INCORRECTLY in exercise #2. THE WORD YOU ARE LOOKING FOR IS "MICROMOBILITY". Micro transit refers to services that are

essentially subsidized Uber/Lyft (on-demand, small vehicles which offer door-to-door or curb-to-curb service). Micromobility is an appropriate term for things like scooters, bikes, etc. which are human-scaled mobility devices.

- Priority should be given to pedestrian, transit and bicycle access.
- Remove on-ramp to NB I-75 between Clifford & Woodward and reconnect Park Street across I-75.
- Remove the freeway don't cap it
- Remove the highway, stop building for cars, build for walking and for community
- Saddling the State/City/Residents with this cost and long-term maintenance and replacement costs is foolish spending. We cannot maintain the roads and bridges that we already have.
- Shift or Expand study area eastward. Connect the vision to Detroit's 375 project.
- Should support existing residential areas as opposed to trying to create new ones in the future.
- Thank you for holding the meetings and creating these surveys asking for our feedback. I would like to see my voice as a Brush Park homeowner for the last 23 years carry more weight than corporate interests. Let's think big for the city we love....perhaps engage Foundations to obtain more funding for a cap that encompasses a larger stretch than just one of the 3 cap sections.
- The bigger the better. The park in Dallas makes a super nice center to downtown while somehow being in the middle of a highway. The development alongside it is really key to the success of the project. The park in Dallas has museums and great living spaces nearby and I think that's a great vision of what it could be. The empty land nearby certain needs that kind of spark to develop
- The cap being near brush park would be ideal compared to the other locations because there are more residential areas near brush park. I think the most people would benefit from having the cap in this location.
- The cap really needs to be bigger. The proposed size doesn't feel substantial enough to have a noticeable impact for residents. Build something that Detroiters can be proud of.
- the caps to the west of Woodward do not meet the criteria outlined in the statement above. it only provides LCA and the parking lots a softer connection to the north
- The more it can be capped the better - the noise alone creates a big divide between neighborhoods
- The more trees the merrier
- The only other "potential" is to Corp interest like Olympia and MGM. Olympia deserves NOTHING as they have failed to even start the majority of the projects they promised but they sit on vacant land and empty buildings they refuse to sell to others that would develop and improve them. Capping the freeway is stupid, needless, a waste of money and a "solution" that can't find a problem to begin with
- This is a great opportunity to keep improving downtown
- This is an amazing idea! Can't wait to see how this progresses.
- This project is going to devastate the local economy even with mitigation. This really only benefits the Ilitch family.
- This should be fast tracked... it's unfortunately taken too long for this to be discussed. This should have been done years ago. As a part of this project the Q-Line needs to be moved to the median of Woodward. Additionally, when doing this you need to consider event traffic flow. Currently the way it is handled by Detroit Police is an absolute cluster... part of that reason was the poor design of the Q-Line.
- To support your vision of reconnecting neighborhoods, I suggest placing the cap near the Brush Park area, where there is a higher concentration of residents. Brush Park notably lacks green space, making it an ideal location for enhancement. This project could transform the area into a multifunctional space with gardens, gathering spots, entertainment venues, pop-up retail, and educational areas.
- Undoing the mistakes of severing communities with a below-grade freeway is a great task.
- Why is this portion of 75 prioritized? This is connecting neighborhoods which are already very invested in by the city and connected. This would be more useful in areas where the highway divides neighborhoods with disparate resources.

I-75 Cap

- Woodward to 2nd should be done as well, but since it only serves to promote District Detroit and LCA, Olympia should put up 50% of the funds for that section
- You don't need a cap if you remove the entire highway.