



Phase 1 Public Engagement Summary Report

I-75 Cap Visions and Alternatives Analysis

Downtown Detroit Partnership

August 2024

Table of Contents

1	Executive Summary	3
2	Public Meeting Summary.....	6
2.1	Public Meeting Overview.....	6
2.2	Demographics	7
2.3	Station 1.....	10
2.4	Station 2.....	13
2.5	Station 3.....	15
2.6	Station 4.....	20
2.7	In-Person Survey Open Comment Summary.....	20
3	Online Survey Results Summary	21
3.1	Online Survey Overview	21
3.2	Demographics	21
3.3	Benefit and Impact Area Strengths and Weaknesses	25
3.4	Study Goals	30
3.5	Study Area Priorities	33
3.6	Online Survey Open Comments.....	35
4	Next Steps for Engagement	36
5	Appendix.....	37
A.	Public Meeting #1: Boards	37
B.	Public Meeting #1: In-Person Survey	45
C.	Public Meeting #1: In-Person Survey Open Comments	46
D.	Online Survey Questions.....	47
E.	Online Survey Open Comments.....	53

1 Executive Summary

IN-PERSON PUBLIC MEETING	ONLINE SURVEY
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Overview

The first public meeting for the I-75 Cap Study was held on June 27, 2024 from 6:00pm – 8:00 pm. The Public Meeting had 64 participants sign the sign-in sheet and 38 surveys were collected.

This was an open house style meeting with four interactive stations. A short presentation provided a project overview and introductions. Stations were designed to provide background on the study and cap projects, get feedback on study goals, get feedback on Benefit and Impact Area priorities, and identify Study Area priorities.

The Online Survey was open from June 26, 2024 to July 30, 2024. A total of 880 people participated in the survey.

The Survey included project and background information. The 17 questions were designed to assess Benefit and Impact Area strengths and weaknesses, get feedback on study goals, help identify study area priorities, and understand who is engaging with the project.

Demographics

A total of 38 attendees responded to the survey.

- Out of the 60 people who listed their zip code, 75% reside in Detroit and 52% in the Benefit and Impact Area (48201 and 48226).
- The most common relationship to the community included residents (71%), those who shop and eat here (32%), and those who visit family and friends here (18%).
- Most (58%) of respondents have lived here six years or more. Only one respondent has lived here for less than a year and only 2 respondents answered, “not applicable.”
- People of a variety of ages participated in the public meeting. The 45 to 54 age group had the most representatives (37%), followed by 65 and older (24%).
- The greatest share of attendees was Black / African American (42%), followed by White / Caucasian (34%) and Hispanic / Latinx (11%).

A total of 880 people responded to the survey

- Out of the 880 people who responded to the survey, 57% reside in Detroit and 26% in the Benefit and Impact Area (48201 or 48226).
- The most common relationship to the community was those who shop or eat here (66%), those who participate in community activities here (58%) and residents (51%).
- Slightly under half of respondents have lived here six years or more (46%). There were many respondents (20%) who have neither lived nor worked in the community (“not applicable”).
- There was a lack of representation from older adults and seniors. The greatest share of respondents was in the 25 to 34 age cohort (31%), followed by 35 to 44 (26%).
- Most respondents are White / Caucasian (64%). Thirteen percent of respondents are Black / African American.
- Many respondents had high incomes, with over half of respondents making \$75,000 or more (57%).

Preliminary Project Goals

Station 1 had two interactive boards gathering feedback about what capping precedents inspire them and how the I-75 Cap should address the draft preliminary goals. Many comments within each goal category were related to the following themes:

- Community-Centered Public Spaces: Inclusivity and Accessibility, Cultural and Historical Representation, Entertainment and Recreation, Security
- Equity and Opportunity: Economic Development and Support, Community Gathering Spaces, Urban Revitalization, Sustainability, Infrastructure and Safety
- Connectivity and Mobility: Safety and Walk/Bike ability, Connections, Urban Design, Parking and Mobility
- Sustainability and Resiliency: Carbon Emissions, Noise Pollution, Air Quality, Sustainable Practices, Repurposing Materials

To gather feedback about preliminary project goals, respondents were asked to rank the following goals: Connectivity and Mobility, Community Centered Public Space, Sustainability and Resiliency, Equity and Opportunity. A weighted score was calculated for each goal based on the rankings.

Although *Connectivity and Mobility* received the highest score, similar scores were seen across all four goals, and results did not vary significantly based on Detroit or Benefit and Impact Area residency.

When looking at which goal was selected first, Benefit and Impact Area residents placed slightly more emphasis on Community Centered Public Space and Sustainability and Resiliency. City of Detroit residents placed slightly more emphasis on Equity and Opportunity.

Benefit and Impact Area Strengths and Weaknesses

At Station 2, participants were asked what elements in the Benefit and Impact Area would be important to preserve, improve, or reconnect.

Comments were wide ranging. Many participants brought up the potential to invest in the Grand River Avenue corridor and revitalize the vacant areas surrounding the intersection of I-75 and Grand River Avenue. Many comments were made regarding the environment and sustainability including increasing tree canopy, green space, and improving drainage. Many comments were made regarding enhancing connections between neighborhoods and enhancing bicycle/pedestrian pathways.

In a matrix question, respondents were asked whether they agree/disagree with six statements regarding how they **use** the area. There was positivity about shopping and dining in the area (87% of respondents agreed), walking in the area (73% agreed), and relaxing in the area (69%). Only 33% of respondents agreed that there are things for kids to do and only 36% agreed that they can run errands and access things they need for their daily life. Benefit and Impact Area residents, non-white respondents, and Detroit residents were more likely to run errands in the area.

In another matrix, respondents were asked whether they agree/disagree with the five statements about how they **feel** about the area. Most respondents feel like they belong (61%), feel safe (60%), can easily navigate the area (56%), and feel like the area has a strong sense of identity (56%). However, only 27% of respondents feel connected to green space and nature.

Study Area Priorities

At Station 3, participants were asked pick 3-5 cards from a selection of element cards and place them where they would be best located on a map of the Study area. The most frequently selected cards were:

- Spaces for Businesses (12 cards)
- Tree Canopy for Cleaner Air (11)
- Comfortable Walking Conditions (9)
- Spaces for Events and Festivals (8)
- Seating for Community and Connection (7)
- Plantings that Reduce Water Runoff (5)
- Spaces to Celebrate History, Arts, & Culture (5)

No participants selected the following cards: Public WiFi to Enhance Digital Access, Buildings that Hide the Highway, and Fiscally Responsible Construction.

To identify priorities in the Study Area, respondents were asked to select up to five elements that would benefit the study area. The most frequently selected cards were:

- Comfortable Walking Conditions (67% of respondents selected this card)
- Spaces for Parks and Nature (60%)
- Tree Canopy for Cleaner Air (60%)
- Comfortable Biking Conditions (40%)
- Spaces for Events and Festivals (33%)
- Transit and Microtransit Hubs (32%)
- Spaces for Active Living & Healthy Habits (31%)

The elements selected the least were Public WiFi to Enhance Digital Access (11%), Spaces for Adults to Explore and Learn (10%), and Spaces for Learning and Innovation (6%).

Overall, there was similar feedback across demographics.

2 Public Meeting Summary

2.1 Public Meeting Overview

The first public meeting for the I-75 Cap Study was held on June 27, 2024 from 6:00pm to 8:00pm at the Mike Ilitch School of Business Skywall Multipurpose Room. Sixty-four participants signed the sign-in sheet and 38 surveys were collected.

This was an open house style meeting with four stations for participants to interact with. A short presentation was held at 6:10pm and 7:10pm to provide introductions and a quick overview of the project. Station 1 provided background on the study and an overview of precedent projects, and collected feedback regarding precedent projects and preliminary vision and goals. Station 2 provided an overview of a Benefit and Impact Area analysis and asked participants to identify elements within the Area to “preserve,” “improve,” and “reconnect.” Station 3 asked respondents to pick from a selection of cards, sorted by preliminary goal categories, and then place those cards on a map of the Study Area.





2.2 Demographics

Demographics: Overview

The sign-in sheet had a place for respondents to record their name, contact information, and zip code. A total of 68 respondents filled out the sign-in sheet.

- Zip code: A total of 60 people filled out their zip code on the sign-in sheet. Fifty-two percent of respondents (31 respondents) have zip codes in the Benefit and Impact Area zip codes (48201 and 48226). Seventy-five percent (45 respondents) have zip codes in Detroit.

A total of 38 in-person attendees turned in the survey.

- Relationship to the community: The most prevalent relationships included people who are residents (27), those who shop and eat here (12), those who visit family and friends here (7), and business owners (6).
- Experience in Community: Most respondents (22 respondents) have lived here for 6 years or more. Only one respondent has lived here for less than a year and only 2 respondents answered, "not applicable."
- Age: People of a variety of ages participated in the public meeting. The 45 to 54 age group had the most representatives (14), followed by 65 and older (9).
- Race/Ethnicity: The greatest share of attendees were Black/African American (16), followed by White/Caucasian (13) and Hispanic/Latinx (4).
- Address: Of those who participated in the survey, 19 participants provided a Detroit street address. Points are shown in Figure 5. Six respondents answered with a neighborhood or city: "Downtown," "Brush Park and SW," "Brush Park," "Warren, MI," "East English Village," and "Lansing, MI."

Demographics: Results

Figure 1: What is your relationship to the community? (Respondents could select more than one answer)

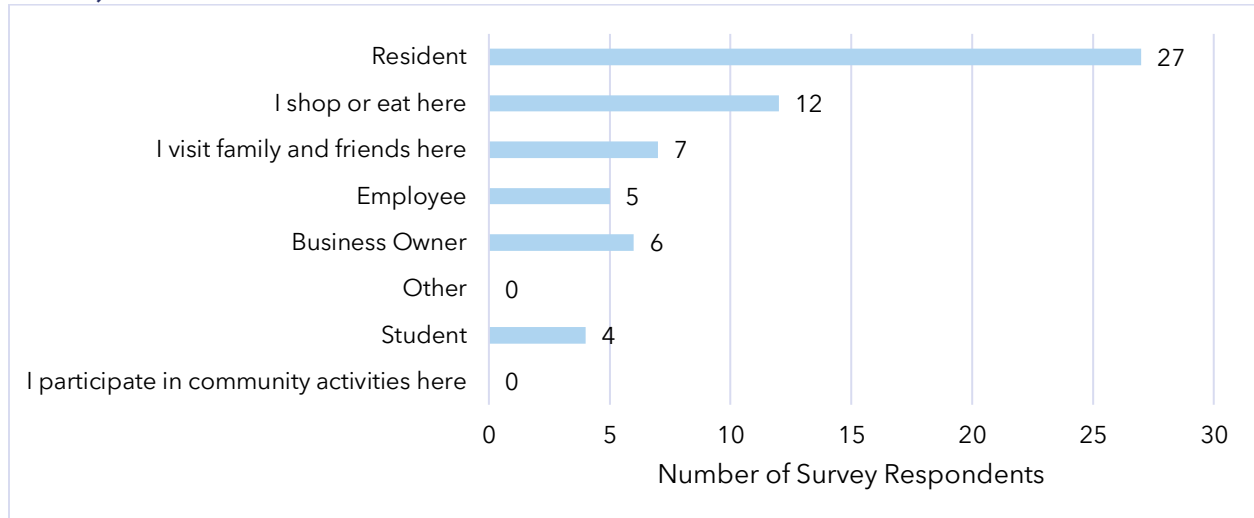


Figure 2: How long have you lived or worked in the community near the Interstate 75 Study Area?

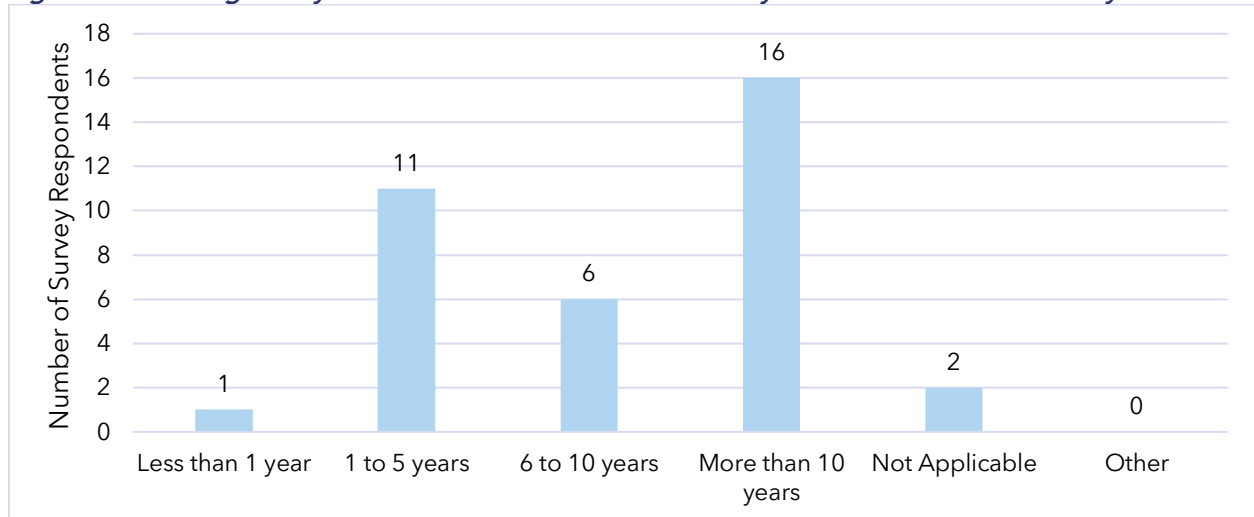


Figure 3: How old are you?

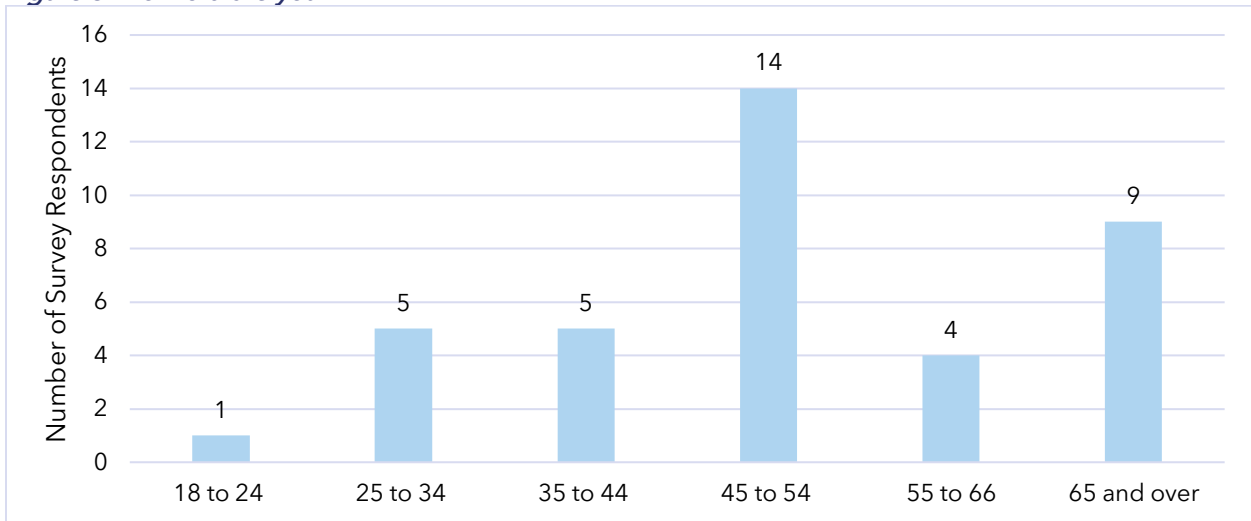


Figure 4: How would you best describe your race/ethnicity?

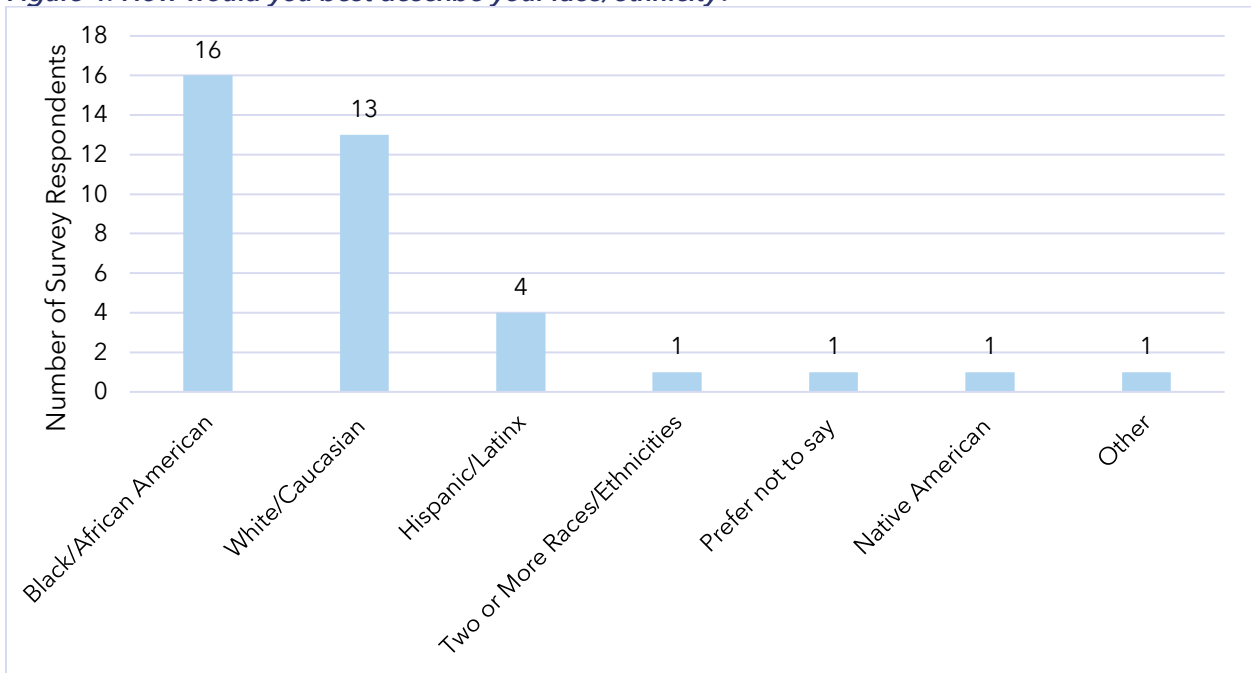
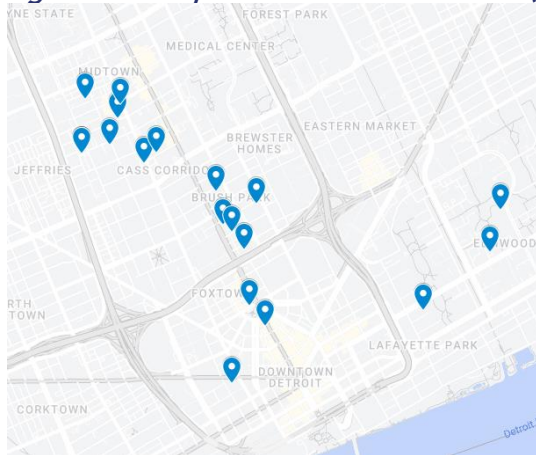


Figure 5: Participant Residential Addresses (19 provided)



2.3 Station 1

Station 1: Overview

Station 1 had four boards. Two boards served as introductory boards with information about the project and about capping precedents across the nation. The other two boards were interactive, inviting participants to leave feedback about what capping precedents inspire them and about how the I-75 Cap should address the draft preliminary goals for the study.

Many of the in-person comments were related to the following themes:

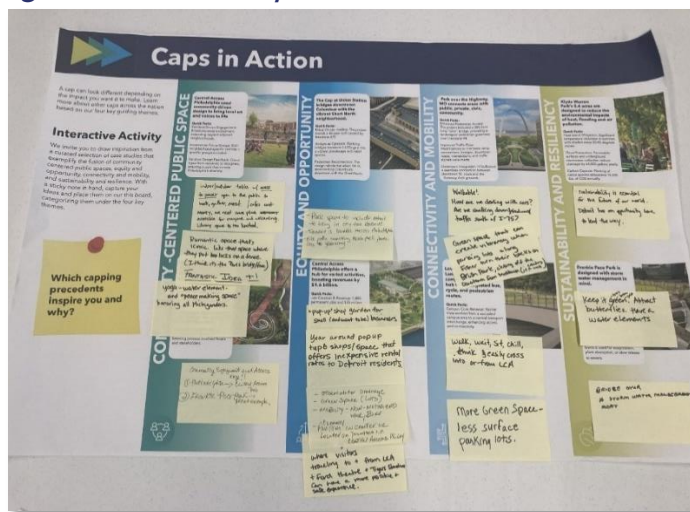
Community Centered Public Spaces	Equity and Opportunity	Connectivity and Mobility	Sustainability and Resiliency
<ul style="list-style-type: none"> • Inclusivity and Accessibility • Cultural and Historical Representation • Entertainment and Recreation • Security 	<ul style="list-style-type: none"> • Economic Development and Support • Community Gathering Spaces • Urban Revitalization and Sustainability • Infrastructure and Safety 	<ul style="list-style-type: none"> • Safety and Walk/Bike ability • Connections • Urban Design • Parking and Mobility 	<ul style="list-style-type: none"> • Carbon Emissions • Noise Pollution • Air Quality • Sustainable Practices and Repurposing Materials

Station 1: “Caps in Action” Interactive Board Feedback

The “Caps in Action” board asked participants to react to some of the precedent projects highlighted. Participants were prompted by asking: Which capping precedents inspire you and why? The following feedback was received, sorted by the preliminary goal category that the precedent project was categorized under:

Community Centered Public Spaces	Equity and Opportunity	Connectivity and Mobility	Sustainability and Resiliency
<ul style="list-style-type: none"> • Indoor/outdoor tables w/ access to power open to the public to work, gather, meet /cafes cost money, we need some place accessible for everyone and welcoming. Library space is too limited. • Romantic space that's iconic. Like that space where they put locks on a fence (I think it's the Paris bridge/fence) - FANTASTIC IDEA + 1 • Yoga-water element and "peace making space" honoring all Michiganders • Community engagement and access [are] key!! 1. Philadelphia → Central Access Hub; 2. Frankie Pace Park → great example 	<ul style="list-style-type: none"> • Public greenspace where visitors traveling to & from LCA + Ford theatre +Tigers stadium can have a more positive & safe experience • Park space to include retail to bring in city tax revenue • Favorite in Central Access Philadelphia • Bike paths connecting Brush Pack, Lower Cass, to greenway • "pop-up" shop garden for small (and want to be) businesses • Year-round pop-up type shops/space that offers inexpensive rental rates to Detroit residents • Stormwater drainage • Greenspace (lots) • Community pavilion in center or located on premises (i.e, Central Access Philly) 	<ul style="list-style-type: none"> • Walkable! How are we dealing with cars? Are we shutting down Woodward traffic south of I-75? • Mobility-non-motorized: walk, bike • Green space that can create vibrancy when parking lots along Fisher turn their backs on Brush Park, closing off the Downtown from Midtown (i.e., a creators' wall) • Walk, wait, sit, chill, think, & easily cross into or from LCA • More Green Space - less surface parking lots. 	<ul style="list-style-type: none"> • Sustainability is essential for the future of our world. Detroit has an opportunity here to lead the way. • Keep it green (trees, bushes, grass). Attract butterflies, have a water element • Bridge over a storm water management moat

Figure 6: Station 1 "Caps in Action" Interactive Board

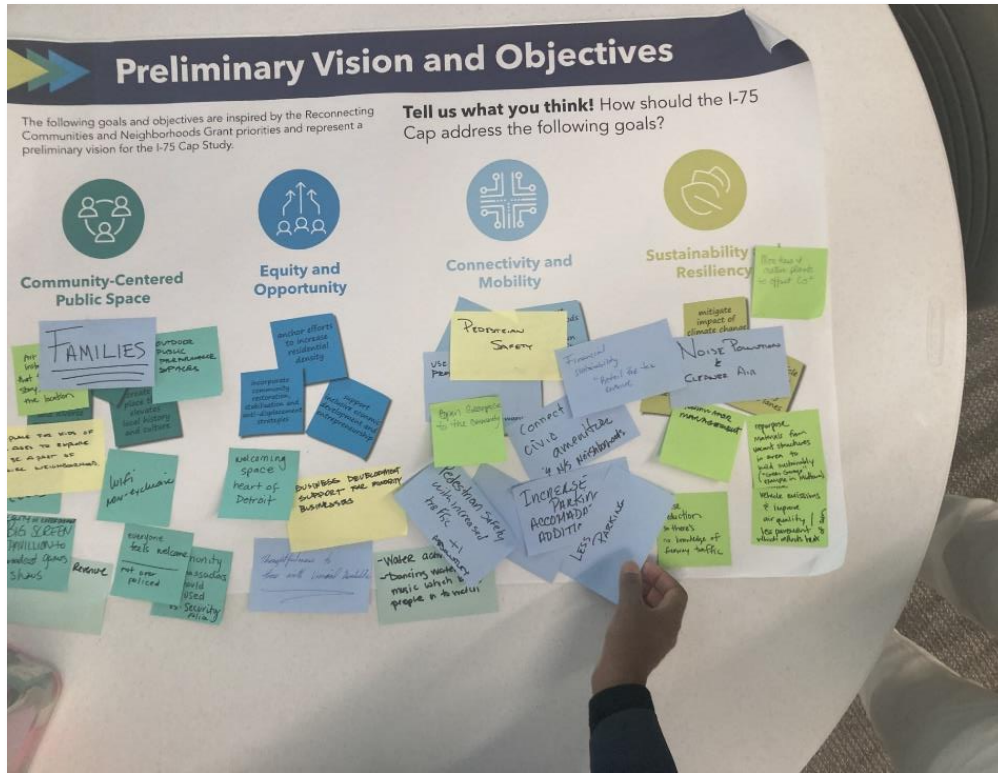


Station 1: “Preliminary Vision and Objectives” Interactive Board Feedback

The “Preliminary Vision and Objectives” interactive board asked respondents to elaborate on the preliminary goals and objectives by coming up with ideas on how the I-75 Cap should address these goals. The following feedback was received under each preliminary goal:

Community Centered Public Spaces	Equity and Opportunity	Connectivity and Mobility	Sustainability and Resiliency
<ul style="list-style-type: none"> • Families • Outdoor public performance spaces • Everyone feels welcome; not over policed • Art installation that tells the story/history of the location • Work with local schools (ccs) • Wifi non-exclusive • A place for kids of all ages to explore to be a part of their neighborhood • Equity of entertainment: BIG SCREEN & PAVILLION to broadcast games & shows • Retail for tax revenue • Community ambassadors should be used vs security police 	<ul style="list-style-type: none"> • Thoughtfulness to those with visual disabilities • Business development support for minority businesses • Welcoming space; heart of Detroit • Financial sustainability “retail” for tax revenue 	<ul style="list-style-type: none"> • Less parking • Pedestrian Safety • Use street for people guidelines • Connect important civic amenities & N/S neighborhoods • Increase parking to accommodate additional traffic • Pedestrian safety with increased traffic (+1 absolutely!) • Water activities. Dancing water to music which brings people in to watch 	<ul style="list-style-type: none"> • More trees & native plants to offset CO2 • Noise Pollution & cleaner air • Stormwater management • Repurpose materials from vacant structures in area to build sustainably (“Green Garage” example in midtown) • Noise reduction so there’s no knowledge of freeway traffic • Reduce vehicle emissions & improve air quality/less pavement which reflects heat of sun

Figure 7: Station 1 “Preliminary Vision and Objectives” Interactive Board



2.4 Station 2

Station 2: Overview

At Station 2, participants were asked what elements in the Benefit and Impact Area would be important to preserve, improve, or reconnect. Participants were asked to zoom out and consider the Benefit and Impact Area as a whole, saving feedback specific to the Study Area for Station 3.

Comments were wide ranging. Many participants brought up the potential to invest in the Grand River Avenue corridor and revitalize the vacant areas surrounding the intersection of I-75 and Grand River Avenue. Many comments were made regarding the environment and sustainability including increasing tree canopy, green space, and improving drainage. Many comments were also made regarding enhancing connections between neighborhoods and enhancing bicycle/pedestrian pathways.

Station 2: Feedback

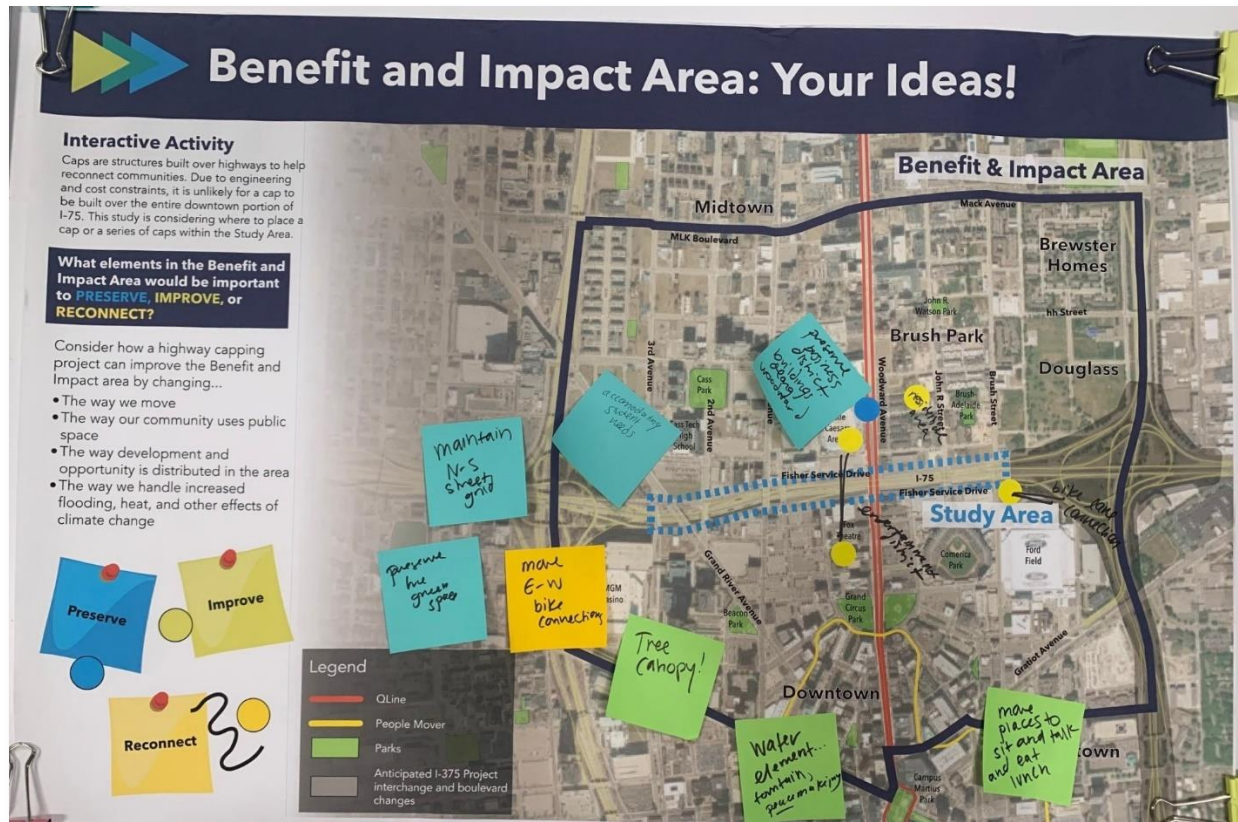
Through this exercise, the following specific areas were highlighted:

Area	• Feedback
Brush Park	<ul style="list-style-type: none"> • Bridge neighborhood connections between Brush / Downtown / Eastern Market
Cass Tech Area	<ul style="list-style-type: none"> • Accommodate student needs • Allow for better connections from Cass Tech to downtown
Cass Avenue	<ul style="list-style-type: none"> • Preserve bike access/lane across I-75
Woodward	<ul style="list-style-type: none"> • Preserve business district buildings • Preserve transit access • Currently hard to cross I-75 over Woodward, current design discourages flow between Downtown and lower Midtown
Grand River Avenue	<ul style="list-style-type: none"> • Preserve as main artery of City (+1) <ul style="list-style-type: none"> - Key connection from Downtown to westside neighborhoods • Encourage development in areas just north and south of Grand River / I-75 intersection - currently lots of vacant land in the area <ul style="list-style-type: none"> - Spur economic development in vacant lane surrounding Grand River / I-75 intersection • Preserve and improve key transit corridor along Grand River Avenue <ul style="list-style-type: none"> - History of Grand River Avenue serving as key place to access local businesses
Eastern Market	<ul style="list-style-type: none"> • Enhance access to eastern market
Medical Center	<ul style="list-style-type: none"> • Enhance access to hospital

The following non-location-specific comments were also made, applying to the area as a whole:

- Tree canopy
- More east-west bike connections
- Maintain north-south street grid
- Preserve green space
- More places to sit and talk and eat lunch
- Water element, fountain, areas for relaxation. PEACEmaking not just PLACEmaking
- Acknowledge history and need to piece neighborhoods back together
- Improve walkability
- Improve transit-oriented infrastructure/development
- Emphasize historic buildings
- Build off Detroit's main arteries: Woodward, Grand River, Gratiot, Jefferson
- Be mindful of all residents. Accessible for ALL
- Drainage
- Transit investment

Figure 8: Station 2 "Benefit and Impact Area: Your Ideas!" Interactive Activity



2.5 Station 3

Station 3: Overview

At Station 3, participants were asked to pick 3-5 cards from a selection of element cards and then place them where they would be best located on a map of the Study Area. Each card fell into one of the four preliminary goal categories: Connectivity and Mobility, Community Centered Public Space, Sustainability and Resiliency, Equity and Opportunity.

Cards in the Community Centered Public Space preliminary goal category were selected most frequently (selected 32 times), followed by Equity and Opportunity (25), Sustainability and Resiliency (22) and Connectivity and Mobility (20 times).

The most frequently selected cards were Spaces for Businesses (12 cards), Tree Canopy for Cleaner Air (11 cards), Comfortable Walking Conditions (9 cards), Spaces for Events and Festivals (8 cards), Seating for Community and Connection (7 cards), Plantings that Reduce Water Runoff (5 cards), and Spaces to Celebrate History, Arts, and Culture (5 cards). No participants selected the following cards: Public WiFi to Enhance Digital Access, Buildings that Hide the Highway, and Fiscally Responsible Construction.

The greatest share of cards were placed in the area between Cass and Woodward (30 cards), followed by the area between Woodward and John R (22), and the area between 2nd and 3rd Avenues (20). See Figure 11 for all card placements.

Station 3: Feedback

The following figures summarize feedback from Station 3 and show photos from the event.

Figure 9: Number of times each card was selected at Station 3

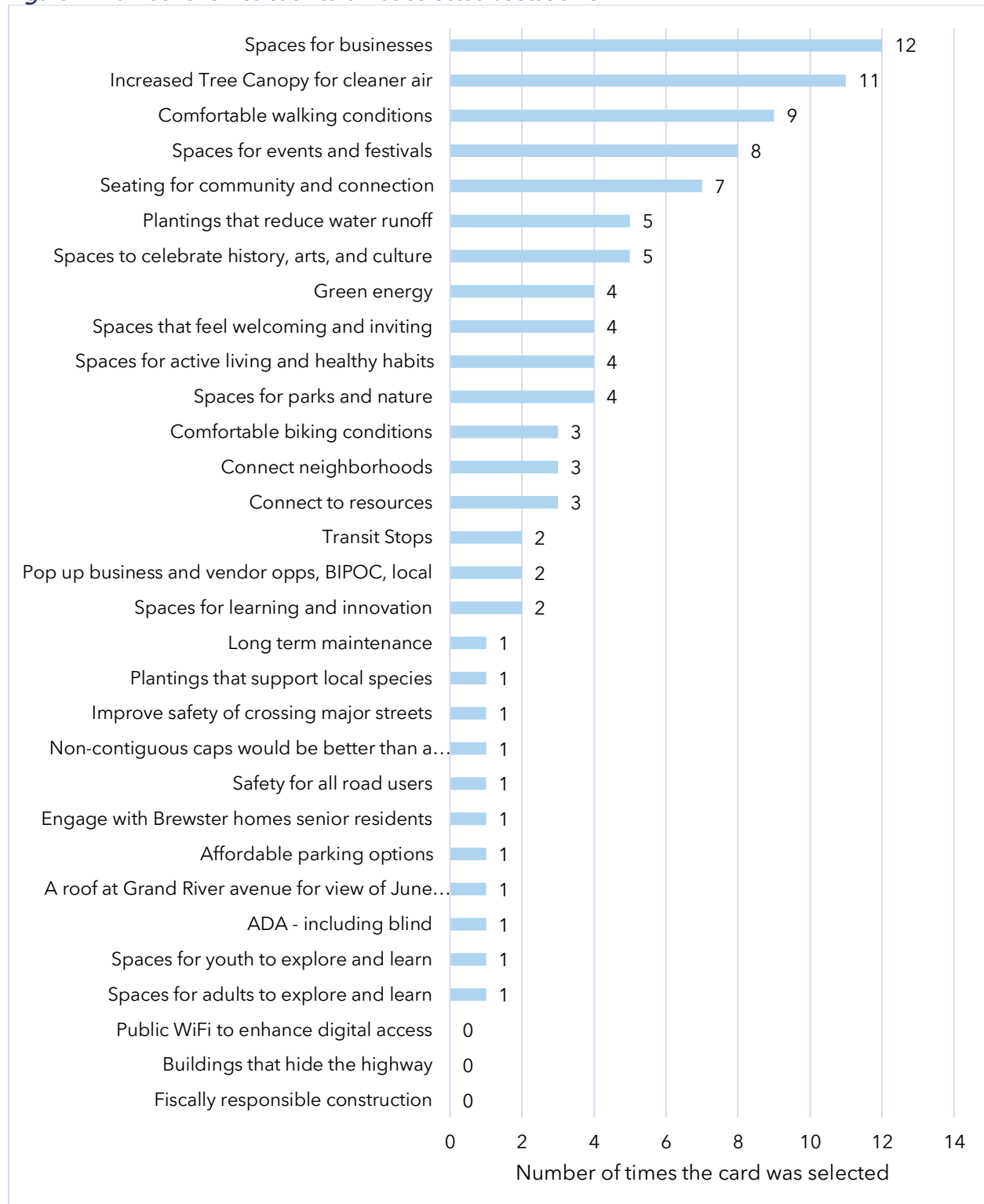


Figure 10: Number of times a card was selected from each preliminary goal category

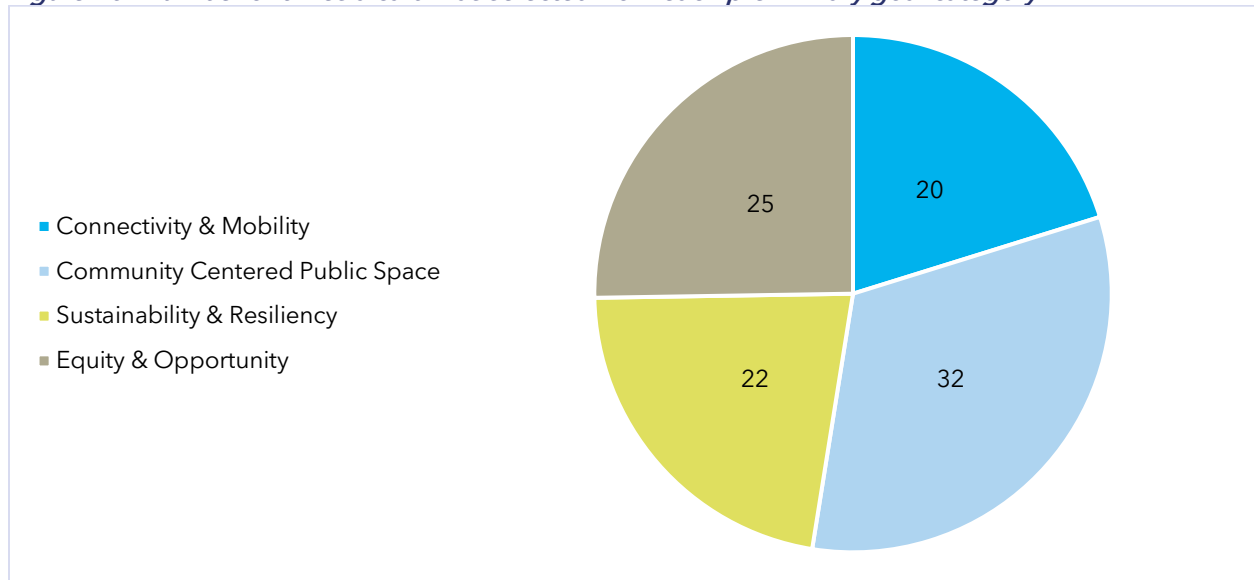


Figure 11: Card Placements at Station 3

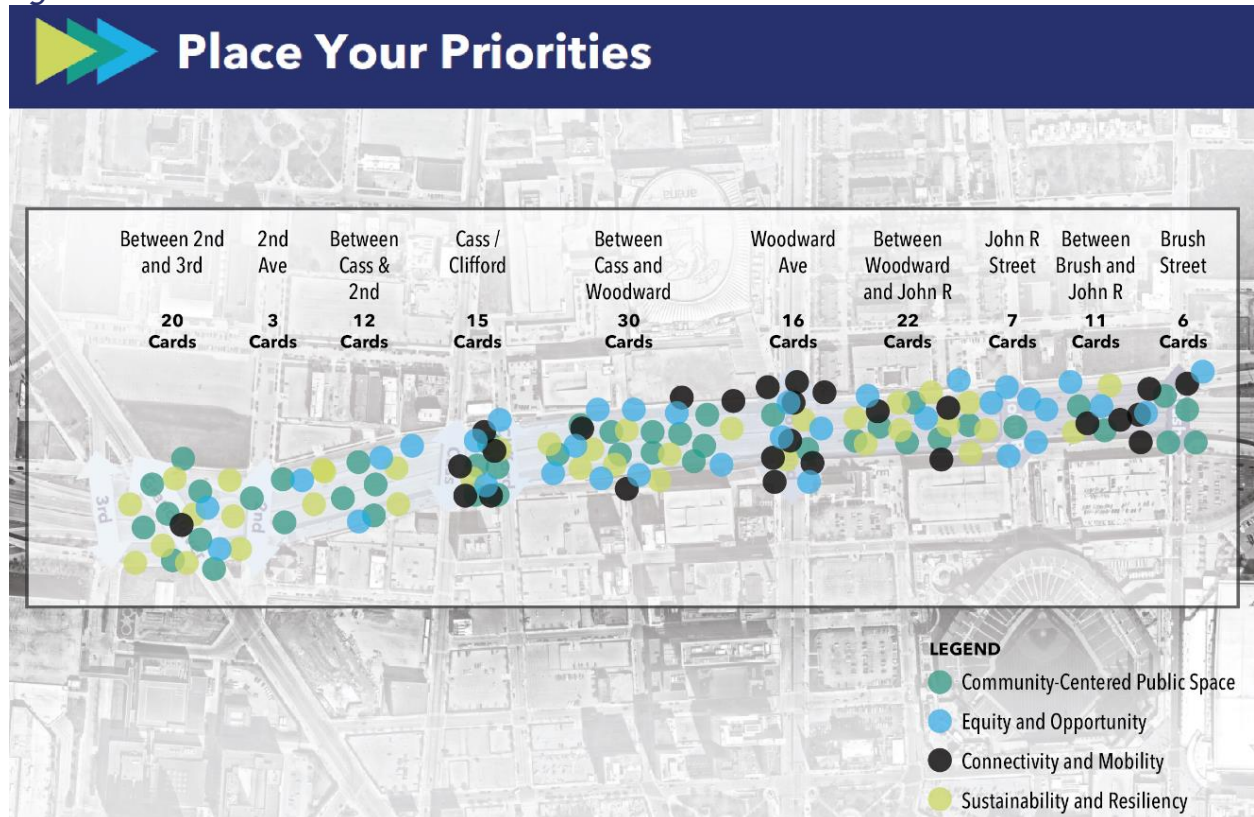
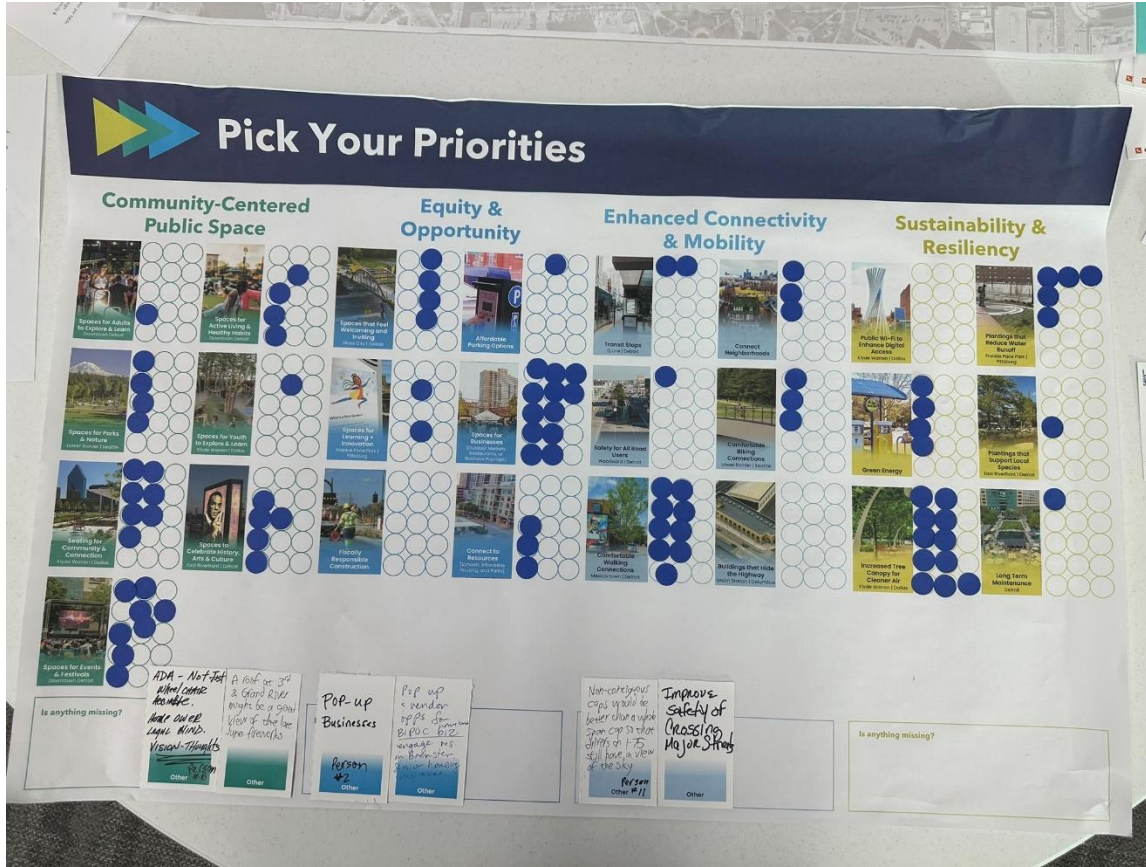
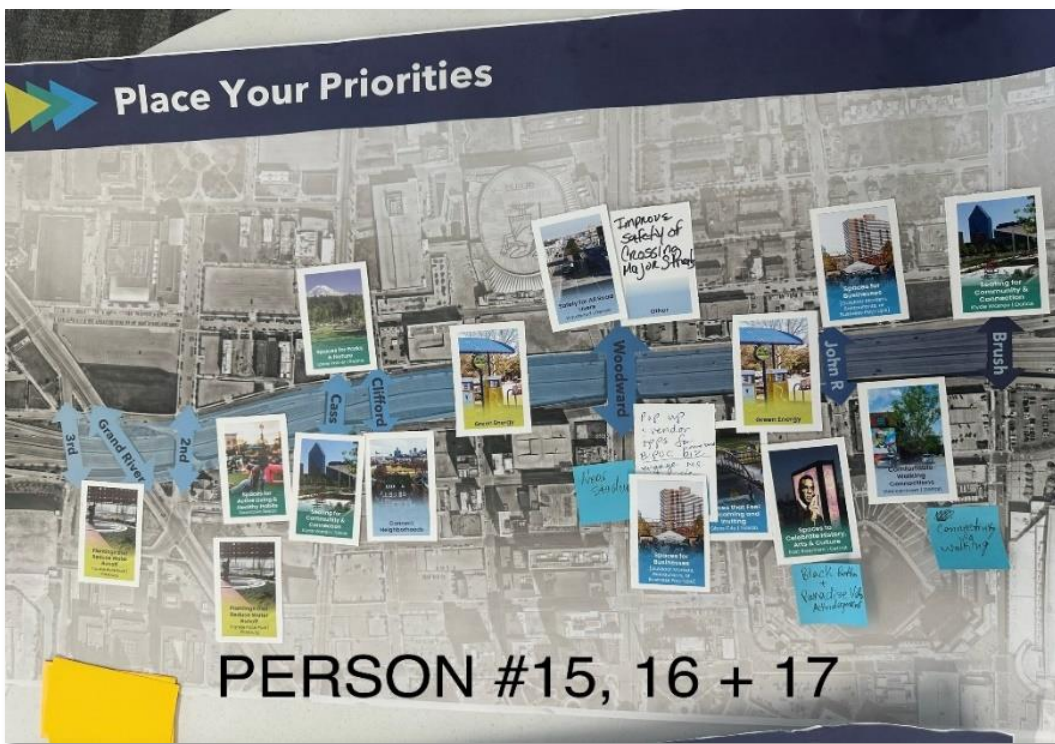
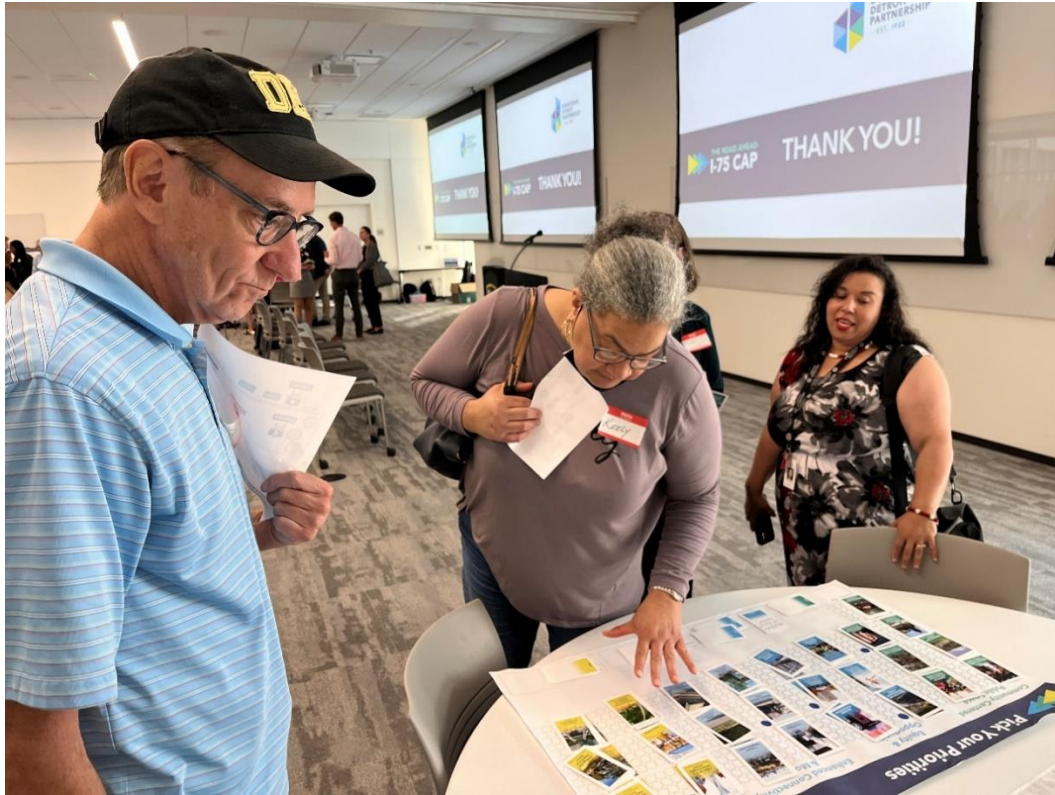


Figure 12: Station 3 Card Selection, illustrating how activity was conducted (dots show how many times each card was selected)

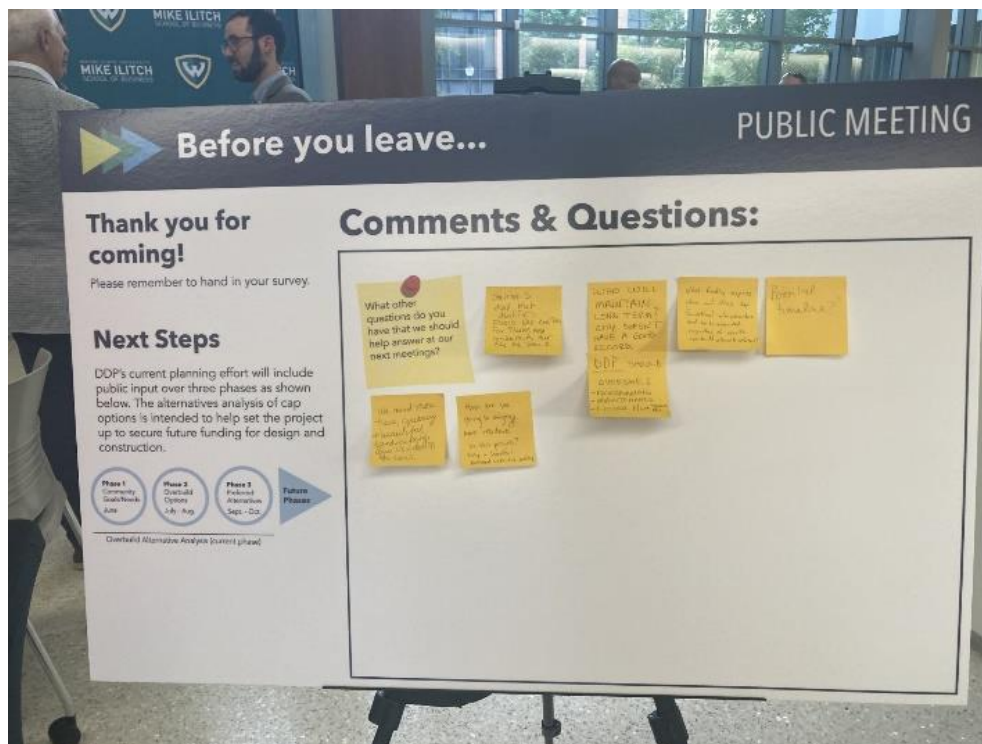




2.6 Station 4

Station 4 was the final stop, where participants could learn about the next steps, hand in their surveys, and leave any additional questions and comments. The following questions and comments were recorded:

- Potential timeline
- Who will maintain long term? City doesn't have a good record
 - DDP should oversee: programming, maintenance, litter
- How are we going to engage more residents in this process? Only a handful attended the meeting.
- We need more trees, greenery, and beautiful landscaping. Also slow down the cars
- Station 2 map that identifies places like Cass tech, Fox Theater, restaurants that are on John R.



2.7 In-Person Survey Open Comment Summary

Seventeen respondents wrote in open comments. The following list summarizes some comment themes. For a full list of comments, please see Appendix C Public Meeting #1: In-Person Survey Open Comments.

- Coordinate with I-375
- Concerns about unactivated park space
- Desire for full cap
- Excited to see designs
- Worried about construction impact on small businesses
- Engage with legacy residents
- Desire for enhanced walkability
- Desire for natural spaces and beauty
- Need for accessible green space
- Need for neighborhood connections
- Prioritize residents and families
- Engage more with Seniors
- Focus on connecting residential communities

3 Online Survey Results Summary

3.1 Online Survey Overview

The Survey was open from June 26, 2024 to July 30, 2024. A total of 880 people participated in the survey. There were 17 questions. The survey was hosted on Survey123 and was structured as follows. See Appendix D: Online Survey Questions for the list of questions.

- Page 1: Introduction and Background Information (no questions)
- Page 2: Benefit and Impact Area Strengths and Weaknesses (Five questions)
- Page 3: Study Goals (Two questions)
- Page 4: Study Area Priorities (One question about Study Area Priorities, one question for additional comments, three questions for zip code and contact information)
- Page 5: Demographic Information, Optional (Five Questions)

Throughout this analysis, all percentages are shown as percent of **total** respondents or as percent of **total** respondents in the relevant sub-group, rather than as the percent of respondents who answered that particular question.

3.2 Demographics

Demographics: Overview

Zip code: Out of the 880 people who responded to the survey, 57% have a Detroit zip code and 26% have a Benefit and Impact Area zip code (48201 or 48226).

Relationship to the community: The most common relationship to the community included people who shop or eat in the area (66%), those who participate in community activities here (58%) and residents (51%). The least common were business owners (7%), and students (5%). Respondents could select multiple answers. Proportionally, there was more representation from residents at the in-person public meeting.

Experience in Community: The greatest share of respondents has lived or worked in the community for more than 10 years (31%), followed by those who have lived here for 1 to 5 years (25%) and those who have neither lived nor worked in the community (“not applicable” 20%).

Age: There is a lack of representation from the 55 to 66 cohort and the 65+ age cohort. Because of this, responses from those 55+ are highlighted in this analysis for some questions. The greatest share of respondents are 25 to 34 (31%), followed by the 35 to 44 age cohort (26%). The age breakdown is similar amongst Detroit respondents and Benefit and Impact Area respondents.

Race/Ethnicity: There is a lack of representation from people of color. Because of this, responses from non-white participants are highlighted in this analysis for certain questions. Most respondents are white/Caucasian (64%). Thirteen percent of respondents are Black/African American. The race/ethnicity breakdown is similar amongst Detroit respondents and Benefit and Impact area respondents.

Income: Many respondents had high incomes, with over half of respondents making \$75,000 or more (57%). Only 2% of Benefit and Impact Area residents make less than \$25,000 and only 4% make \$25,000 to \$49,999. The median income in the Benefit and Impact Area is approximately \$50,000.¹

²2022 5-year estimates, Table B19013, American Community Survey, Tracts 5225, 5173, 5207, 5172

Demographics: Results

The following charts show results for the questions in the demographic section, with some charts showing crosstabulations based on Detroit or Benefit and Impact Area (48201 or 48226 zip codes) residency.

Figure 13: Zip code (Shown as number of respondents)

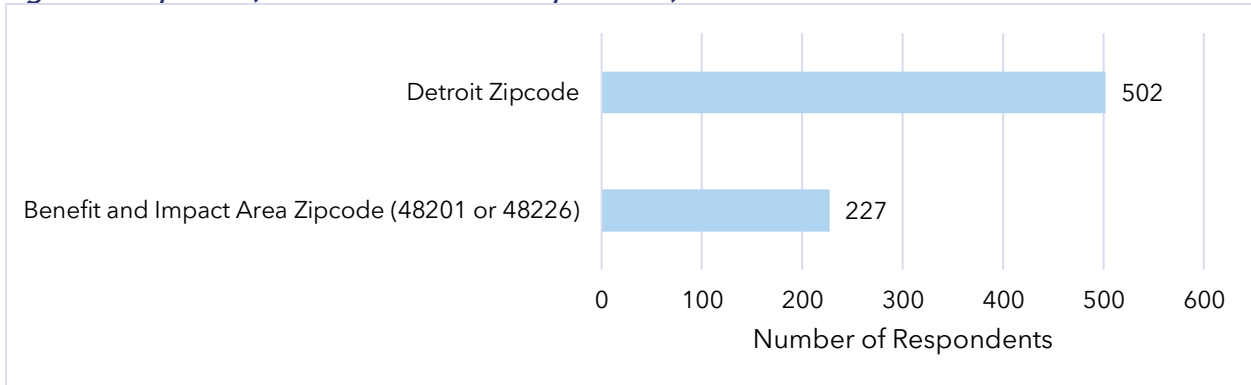


Figure 14: What is your relationship to the community? (Shown as percent of total respondents, respondents could select multiple answers)

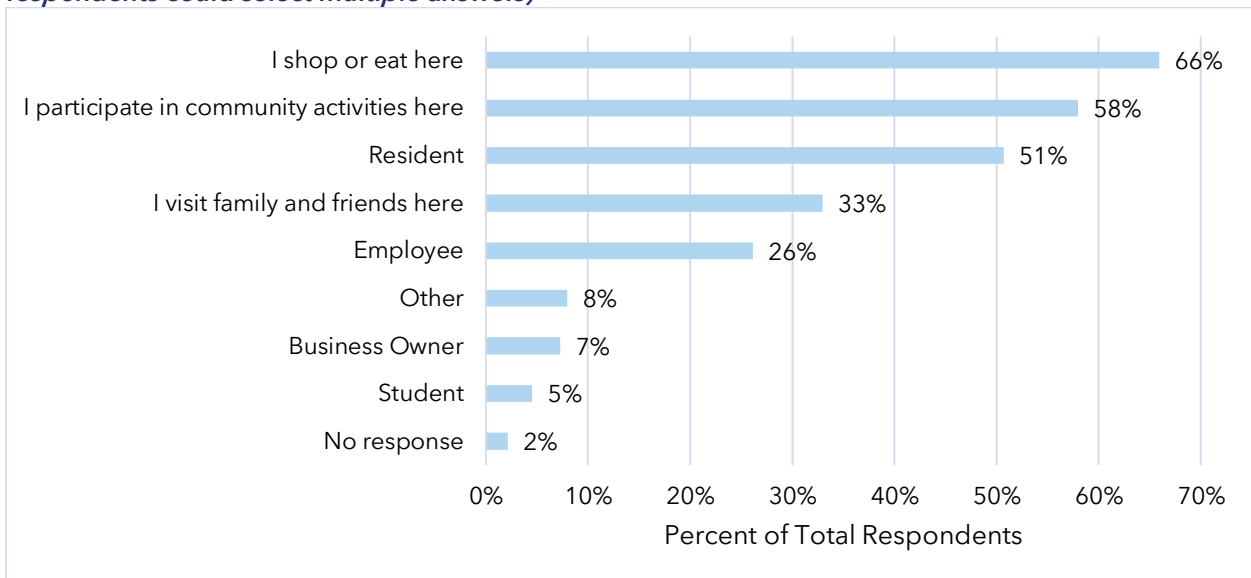


Figure 15: How long have you lived or worked near the Study Area? By Detroit and Benefit and Impact Area residency (Shown as percent of respondents)

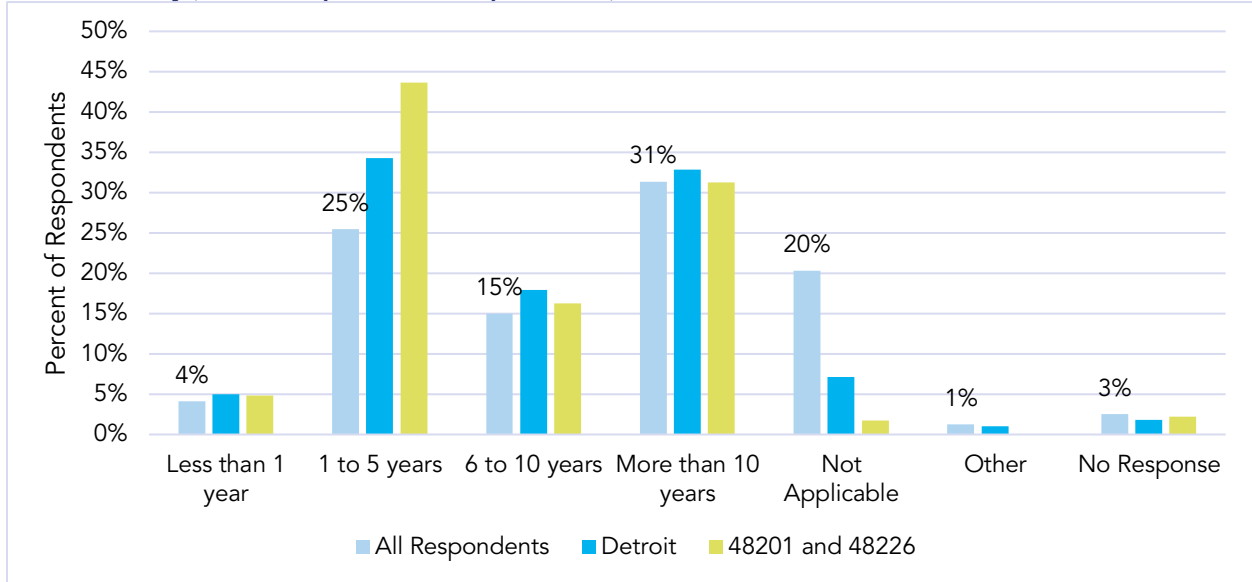


Figure 16: What is your age group? By Detroit and Benefit and Impact Area residency (Shown as percent of respondents)

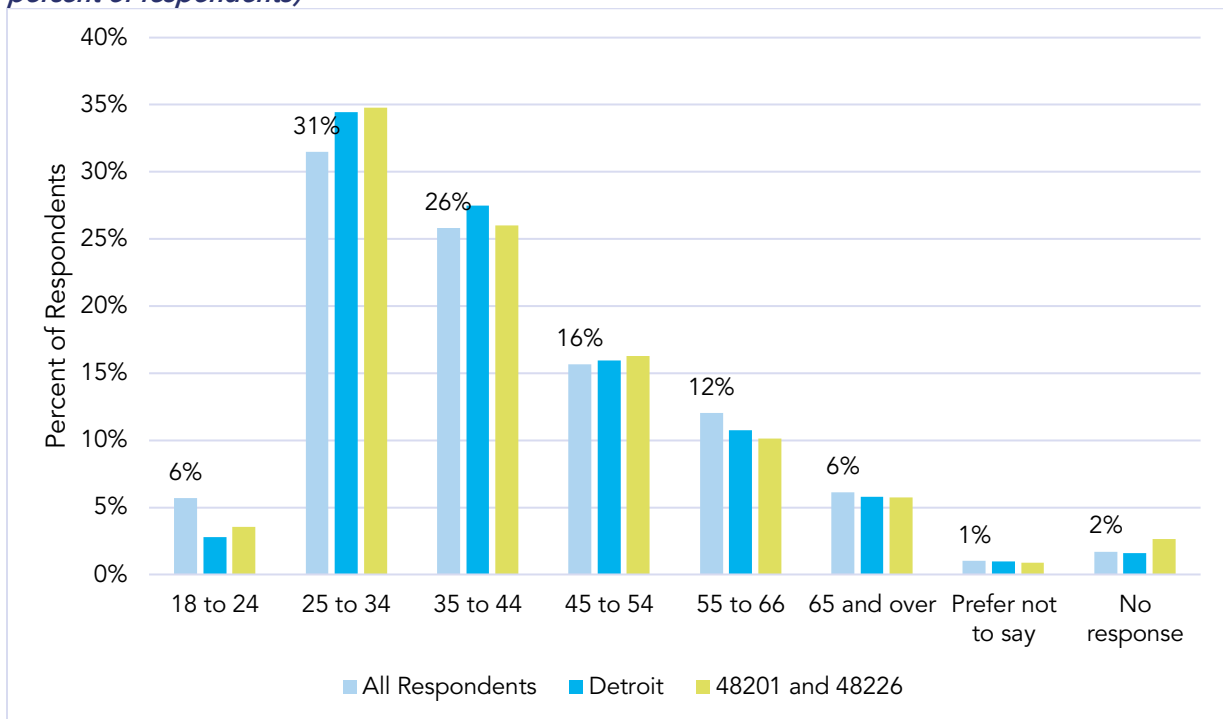


Figure 17: How would you best describe your race/ethnicity? By Detroit and Benefit and Impact Area residency (Shown as percent of respondents)

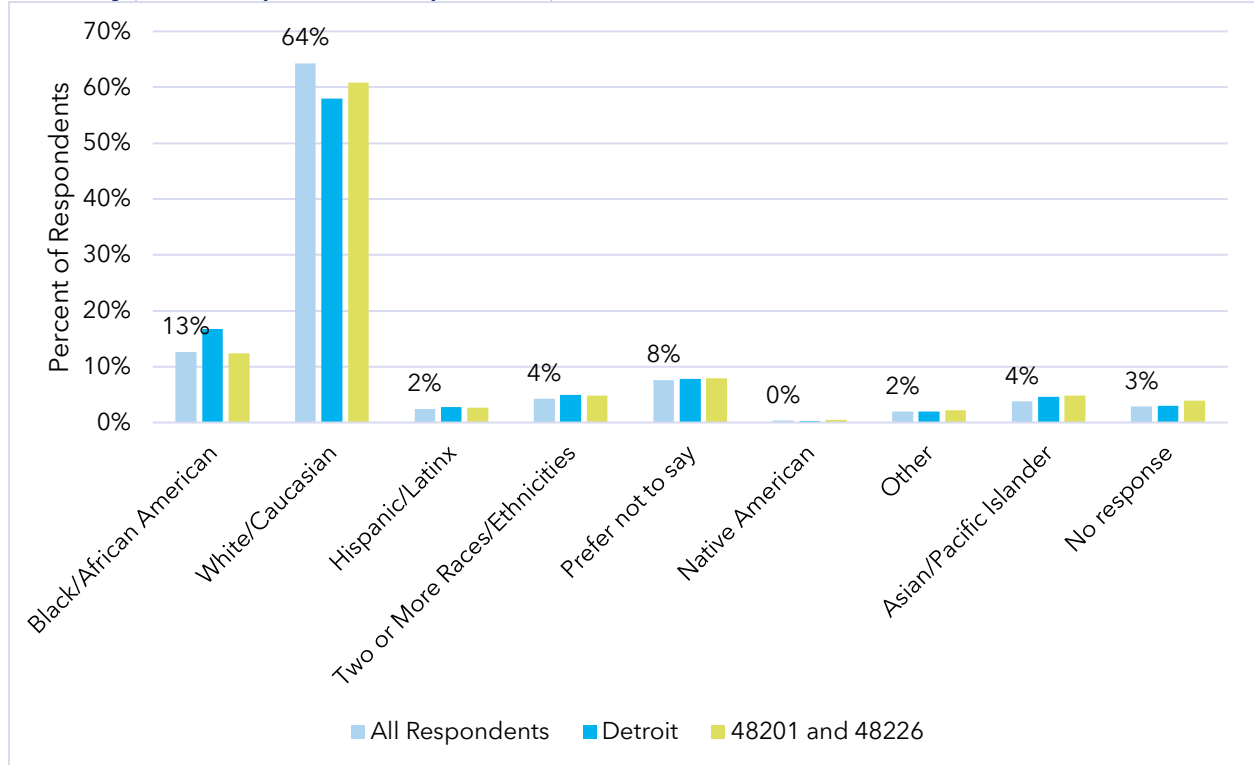
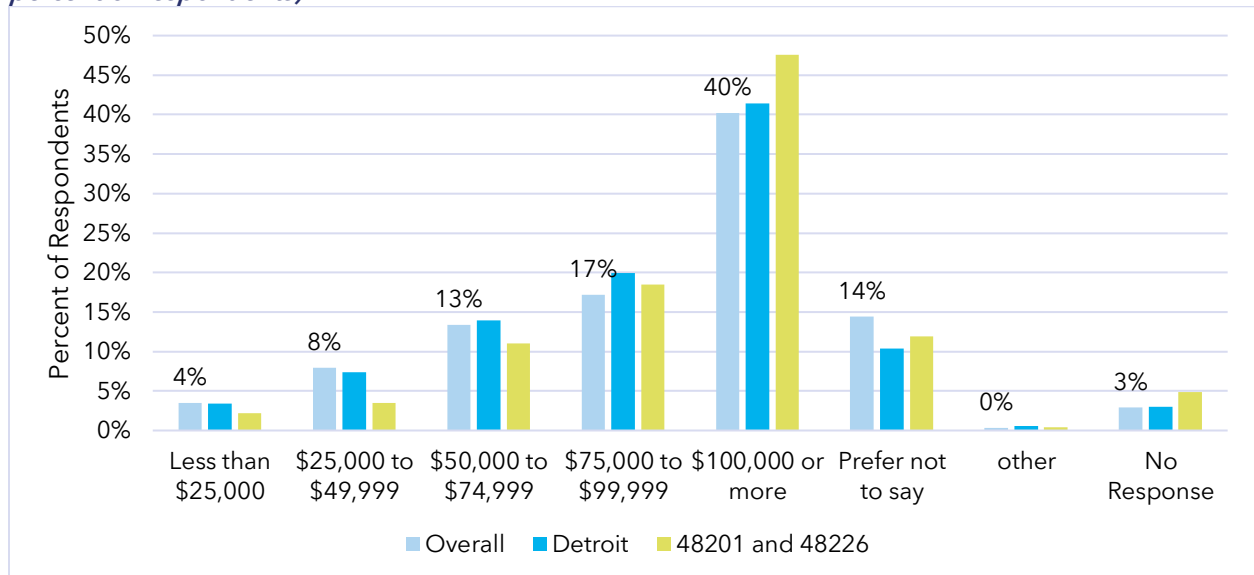


Figure 18: What is your annual income? By Detroit and Benefit and Impact Area residency (Shown as percent of respondents)



3.3 Benefit and Impact Area Strengths and Weaknesses

Benefit and Impact Area: Overview

In a matrix, respondents were asked whether they agree/disagree with the following statements:

- I enjoy spending time shopping and dining here
- I enjoy walking here
- I enjoy biking here
- I enjoy spending time relaxing here
- I run errands in this area and access the things I need for my daily life
- There are things for kids to do here

Out of these six phrases, the most agreement expressed was for the categories: *shopping and dining* in the area (87% of respondents agreed), *walking* in the area (73% agreed), and *spending time relaxing* in the area (69%). **Only 33% of respondents agreed that there are things for kids to do here and only 36% agreed that they can run errands and access things they need for their daily life.** Those who are residents of the Benefit and Impact Area were more likely to agree with all the statements. Compared with all respondents, those who were 65+ were less likely to agree with all the statements, except for “*I can run errands in the area.*” **Those who live in the Benefit and Impact Area, non-white respondents, and residents of Detroit were more likely to run errands in the area compared with all respondents.**

In another matrix, respondents were asked whether they agree/disagree with the following statements:

- I feel safe here
- I can easily navigate the area
- I feel like I belong here
- This area has a strong sense of identity
- I feel connected to green space and nature here

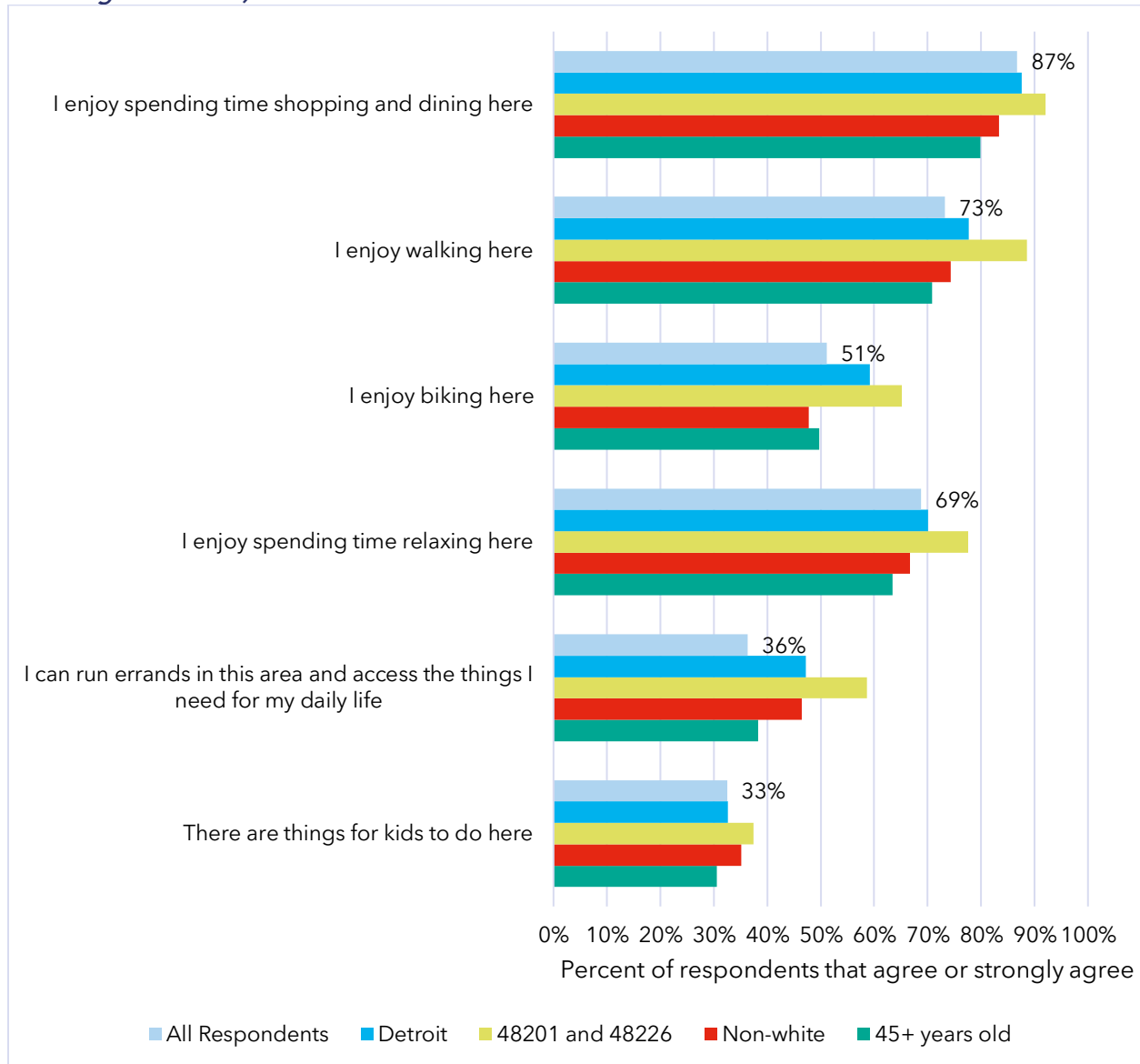
Most respondents feel safe, can easily navigate the area, feel like they belong, and feel like the area has a strong sense of identity. **However, only 27% of respondents feel connected to green space and nature.** Compared with all respondents, residents of Detroit were more likely to agree with all statements. Compared with all respondents and compared with residents of Detroit, residents of the Benefit and Impact Area are more likely to agree with all statements.

Benefit and Impact Area: Results

The following charts show results for the questions in the Benefit and Impact Area section, with some charts showing crosstabulations based on Detroit residency (Detroit zip codes), Benefit and Impact Area residency (48201 and 48226 zip codes), race and ethnicity, and age.

Results in the following figure show how respondents filled out a matrix about how they use the Benefit and Impact area. Respondents could indicate their use by noting whether they strongly disagree, disagree, are neutral, agree, or strongly agree with the phrases listed in the figure below.

Figure 19: Use of the Benefit and Impact Area, by Detroit residency, Benefit and Impact Area residency, age, and race and ethnicity (Shown as percent of respondents that agree or strongly agree with the following statements)



Open Comment: What other ways do you use the Benefit and Impact area?

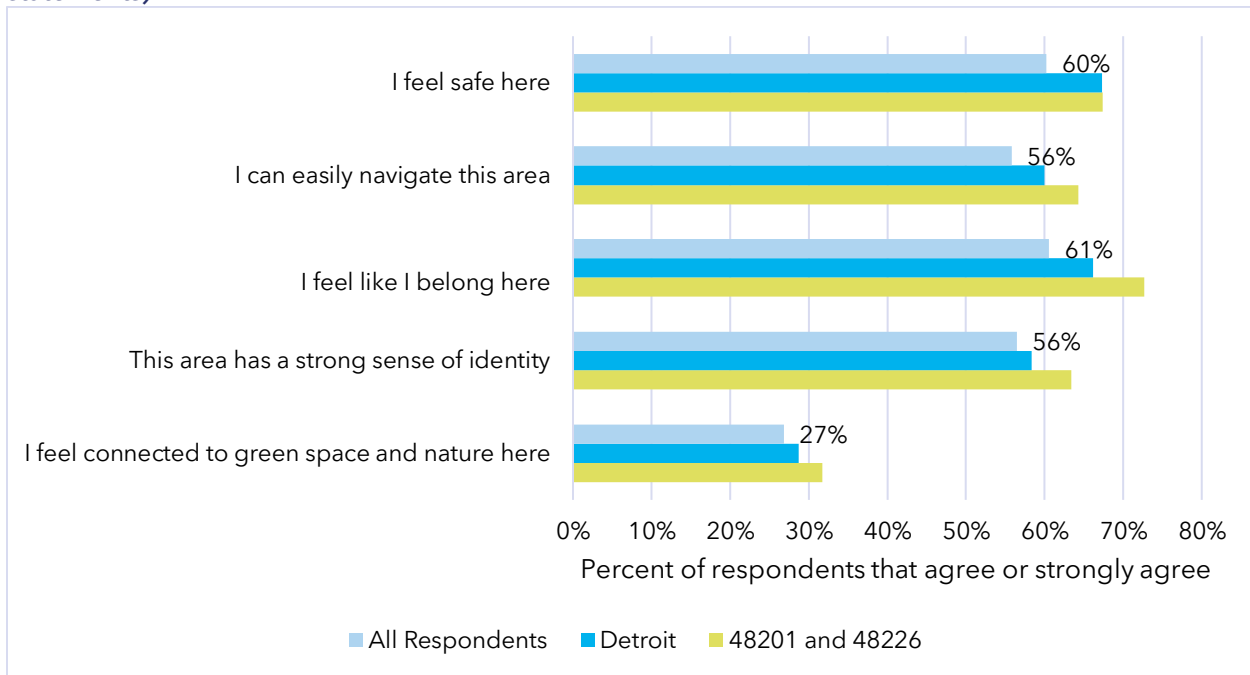
355 respondents wrote in comments regarding other ways that they use the Benefit and Impact Area. These comments are summarized below, listed in order of the most prevalent themes. Not all comments fall into the categories below. For a full list of comments, please see Appendix E: Online Survey Open Comments.

- Entertainment and Events (93)
 - Attending sports games (LCA, Comerica Park, Ford Field)
 - Concerts and music festivals
 - Visiting restaurants, bars, and cafes
 - Nightlife and entertainment
 - Social gatherings and meetups
- Work and Commute (63)
 - Working in the impact area
 - Commuting through the area for work
 - Using public transit (QLine, People Mover, buses)
 - Driving and parking in the area
- Living and Residing (56)
 - Living in the impact area (Downtown, Midtown)
 - Owning property or renting in the area
 - Spending time in the area for leisure and recreation
- Recreation and Fitness (43)
 - Exercise and fitness activities (jogging, running, walking)
 - Visiting parks and green spaces
 - Dog walking and pet care
- Infrastructure and Development (38)
 - Desire for more green spaces and parks
 - Need for improved infrastructure (walkability, bikeability, lighting, safety)
 - Support for the freeway cap proposal
 - Concerns about noise and traffic
- Community and Social (34)
 - Building a stronger inner-city community
 - Connecting downtown and midtown
 - Unifying the downtown area
 - Reducing noise and pollution
- Other (26)
 - Opposition to the freeway cap proposal
 - Desire for more amenities and services (restrooms, bike chargers)
 - Concerns about homelessness and poverty
 - Need for more affordable parking options

Feelings and Perceptions of the Benefit and Impact Area

Results in the following figure show how respondents filled out a matrix about their feelings and perceptions associated with the Benefit and Impact Area. Respondents could indicate their feelings and perceptions by noting whether they strongly disagree, disagree, are neutral, agree, or strongly agree with the phrases listed in the figure below.

Figure 20: Feelings and perceptions of the Benefit and Impact Area, by Detroit and Benefit and Impact Area residency (Shown as percent of respondents that agree or strongly agree with the following statements)



Open Comment: Are there other ways you feel connected to the Benefit and Impact Area?

167 respondents wrote in comments regarding other ways they feel connected to the Benefit and Impact Area. These comments are summarized below, listed in order of most prevalent themes. Not all comments fall into the categories below. For a full list of comments, please see Appendix E: Online Survey Open Comments.

- Personal Connection (44 comments)
 - Personal experiences and memories in the area
 - Emotional connection to the area
 - Sense of pride and ownership
- Community and Events (34 comments)
 - Connection to community events and activities
 - Importance of sports teams and venues
 - Desire for more community-oriented spaces
- Walkability and Accessibility (29 comments)
 - Need for improved walkability and bikeability
 - Desire for reduced traffic congestion
 - Importance of accessible public transportation

- Neighborhood Development (24 comments)
 - Support for revitalization and development efforts
 - Desire for more green spaces and parks
 - Concerns about gentrification and displacement
- History and Culture (20 comments)
 - Appreciation for the area's history and architecture
 - Desire to preserve cultural heritage
 - Concerns about erasure of Black history and culture
- Neutral or Undecided (14 comments)
 - Mixed feelings or uncertainty about the area
 - Lack of connection or interest
- Opposition (12 comments)
 - Opposition to development plans or funding
 - Concerns about waste of resources or gentrification

Open Comment: What community assets do you want to reconnect through this project?

389 respondents wrote in comments regarding community assets they want to reconnect through this project. These comments are summarized below, listed in order of most prevalent themes. Not all comments fall into the categories below. For a full list of comments, please see Appendix E: Online Survey Open Comments.

- Connectivity and Walkability (123 comments)
 - Reuniting nearby neighborhoods and downtown
 - Improving walkability and bikeability
 - Enhancing safety, accessibility, and inclusivity for pedestrians
 - Fostering a sense of community by reconnecting physically segregated areas
- Green Spaces and Parks (93 comments)
 - Creating parks, gardens, and green areas to reduce noise pollution and increase accessibility
 - Developing green spaces, parks, and gardens
 - Increasing tree cover to keep the area cool while walking
 - Establishing community gardens and markets
- Local Businesses and Amenities (83 comments)
 - Supporting local shops, restaurants, and services to create a vibrant community
 - Increasing retail, grocery, and entertainment options
 - Highlighting and representing diverse cultures in the area
 - Encouraging small minority-owned businesses
- Removal of Barriers (74 comments)
 - Removing or capping highways to reconnect neighborhoods and reduce noise pollution
 - Reconnecting the street grid
 - Filling in empty spaces and flat parking lots
 - Reducing the impact of highways on the community

- Community Cohesion (66 comments)
 - Fostering a sense of community by reconnecting physically segregated areas
 - Creating a cohesive urban environment
 - Encouraging community events and activities
 - Promoting inclusivity and equity
- Pedestrian-Friendly Infrastructure (59 comments)
 - Enhancing safety, accessibility, and inclusivity for pedestrians
 - Establishing smooth and safe paths for pedestrians and cyclists
 - Improving lighting and signage
 - Reducing traffic congestion
- Inclusivity and Equity (53 comments)
 - Ensuring that the development benefits all members of the community
 - Addressing historical injustices and promoting community wealth
 - Promoting inclusivity and equity
 - Encouraging affordable housing and transportation options
- Specific mentions:
 - Capping or removing highways (I-75, I-375) (24 mentions)
 - Creating a pedestrian-friendly walkway or bike path (19 mentions)
 - Developing green spaces or parks (17 mentions)
 - Supporting local businesses and entrepreneurs (15 mentions)
 - Establishing community gardens or markets (12 mentions)

3.4 Study Goals

Study Goals: Overview

To gather feedback about preliminary project goals, respondents were asked to rank the following goal types: *Connectivity and Mobility*, *Community Centered Public Space*, *Sustainability and Resiliency*, *Equity and Opportunity*. A weighted score was calculated for each goal based on the rankings, and *Connectivity and Mobility* received the highest score, followed by *Community Centered Public Space*, *Sustainability and Resiliency*, and *Equity and Opportunity*. Although *Connectivity and Mobility* received the highest score, similar scores were seen across all four goals, and results did not vary significantly based on Detroit residency or based on Benefit and Impact Area residency.

When looking at which goal was selected first, rather than the weighted score, there is slightly more emphasis on *Community Centered Public Space and Sustainability and Resiliency* from residents of the Benefit and Impact Area (compared to all respondents). City of Detroit residents placed slightly more emphasis on *Equity and Opportunity* (compared to all respondents).

Study Goals: Results

The following figures illustrate how respondents ranked the potential project goal types. The score was calculated by assigning weights to 1st, 2nd, 3rd, and 4th choices.

Figure 21: Weighted score of each goal based on ranking

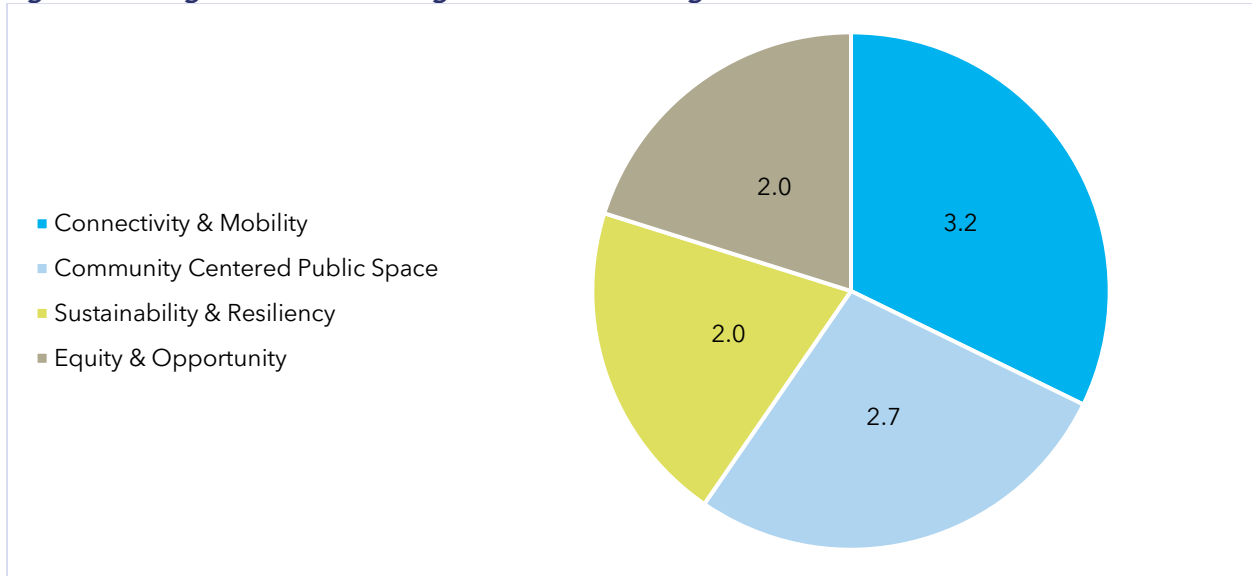


Figure 22: Weighted score of each goal based on ranking, by Detroit and Benefit and Impact Area residency

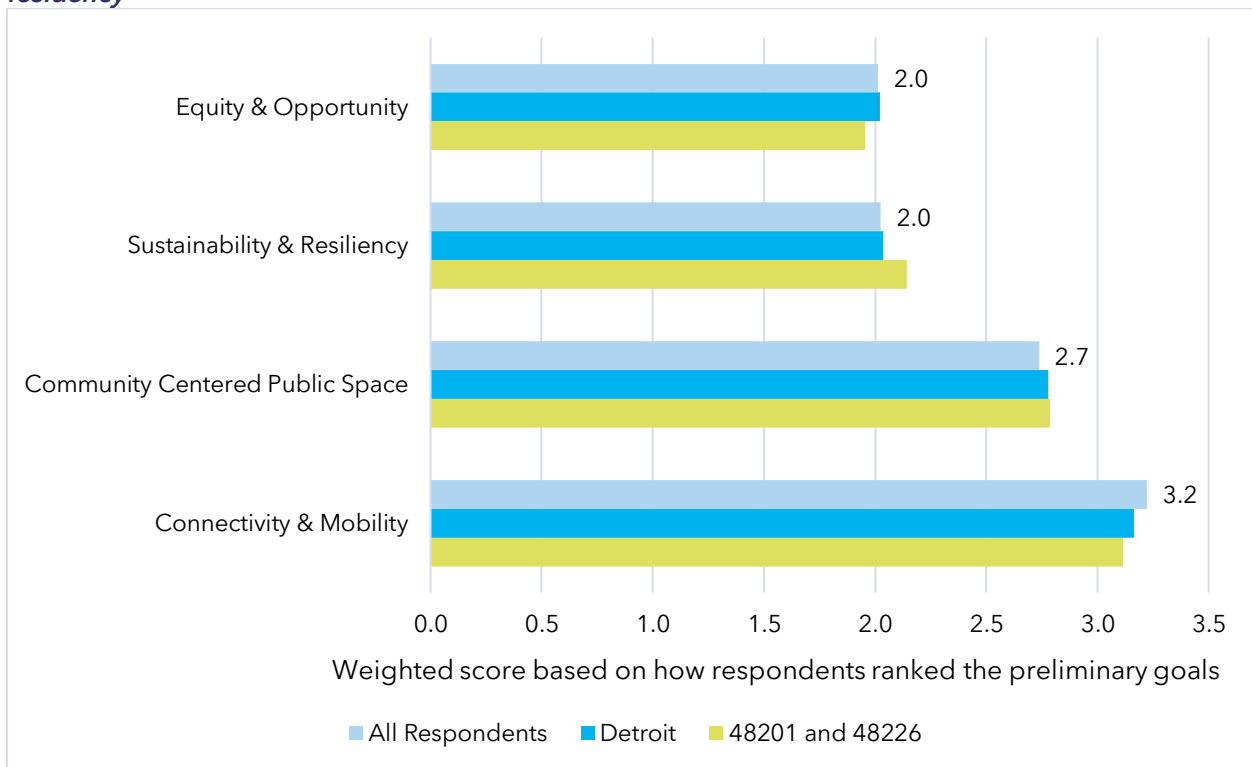
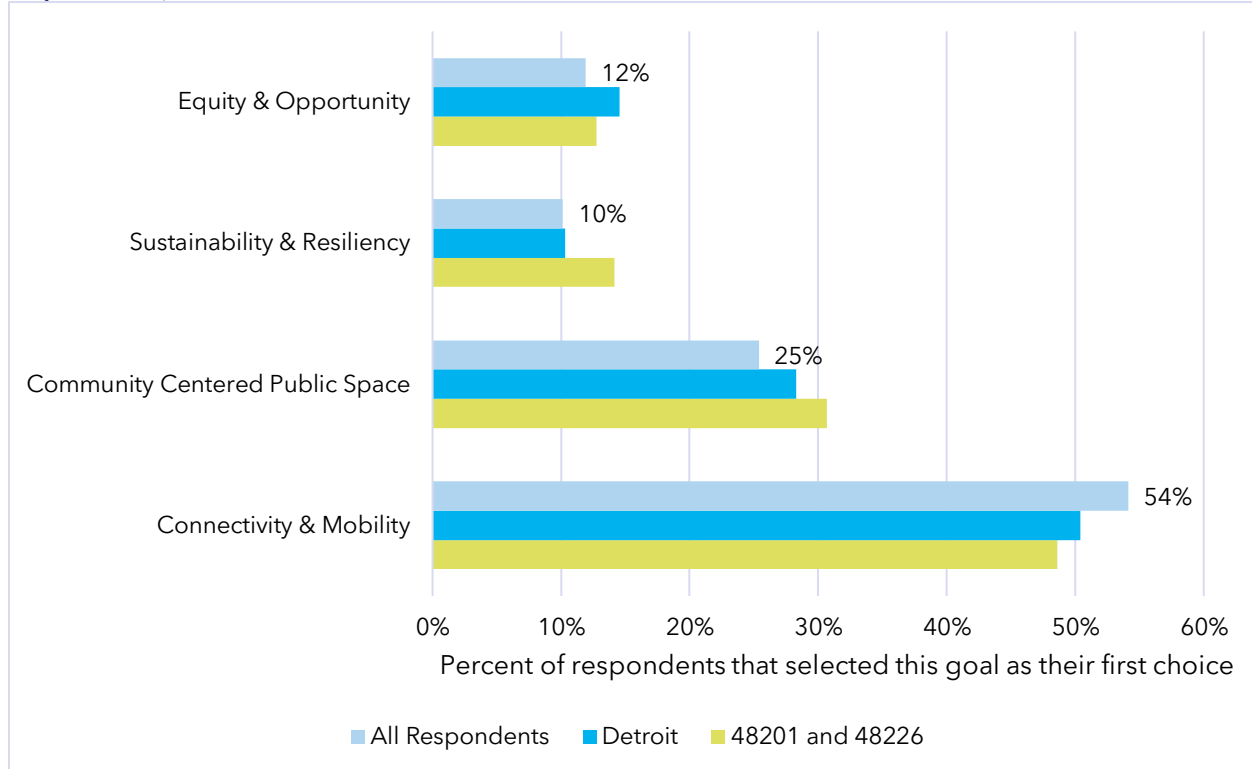


Figure 23: Goal selected as first choice, by Detroit and Benefit Area residency (Shown as percent of respondents)



Open Comment: What other goals would be important for this project?

259 respondents wrote in comments regarding what other goals would be important for this project. These comments are summarized below, listed in order of the most prevalent themes. Not all comments fall into the categories below. For a full list of comments, please see Appendix E: Online Survey Open Comments.

- Sustainability and Green Space (80)
 - Comments emphasizing the importance of green space, parks, and environmental sustainability in the project.
 - Green space, parks, and foliage to reduce urban heat island effect and improve air quality.
 - Beautification, green space, and parks.
 - Sustainability, more green area.
- Safety and Security (60)
 - Comments addressing safety concerns, including crime, policing, and pedestrian safety.
 - Safety measures, reduced crime, and secure environments for residents and visitors.
 - Policing presence.
- Connectivity and Mobility (66)
 - Improving connectivity between neighborhoods, enhancing walkability, bikeability, and public transportation.
 - Connect the people of Detroit, encourage local businesses.
 - Access to public transportation, future-proofing for public transit development.

- Economic Development and Commerce (58)
 - Economic growth, new businesses, job opportunities, and commercial development.
 - Employment opportunities, beautification.
 - Encourage businesses and entrepreneurs to enhance and invest in the area.
- Community and Resident-Centric (58)
 - Prioritize the needs of existing residents, community identity, and culture.
 - Ensure the community is retained and gentrification is limited.
 - Focus on the inner-city communities.
- Design and Aesthetics (46)
 - Good design, aesthetics, and creating a vibrant public space.
 - Beautiful and functional statement feature, showcasing Detroit's creativity and innovation.
 - Artistry and creativity, safe spaces for artists to hone their crafts and beautify Detroit.

3.5 Study Area Priorities

Study Area Priorities: Overview

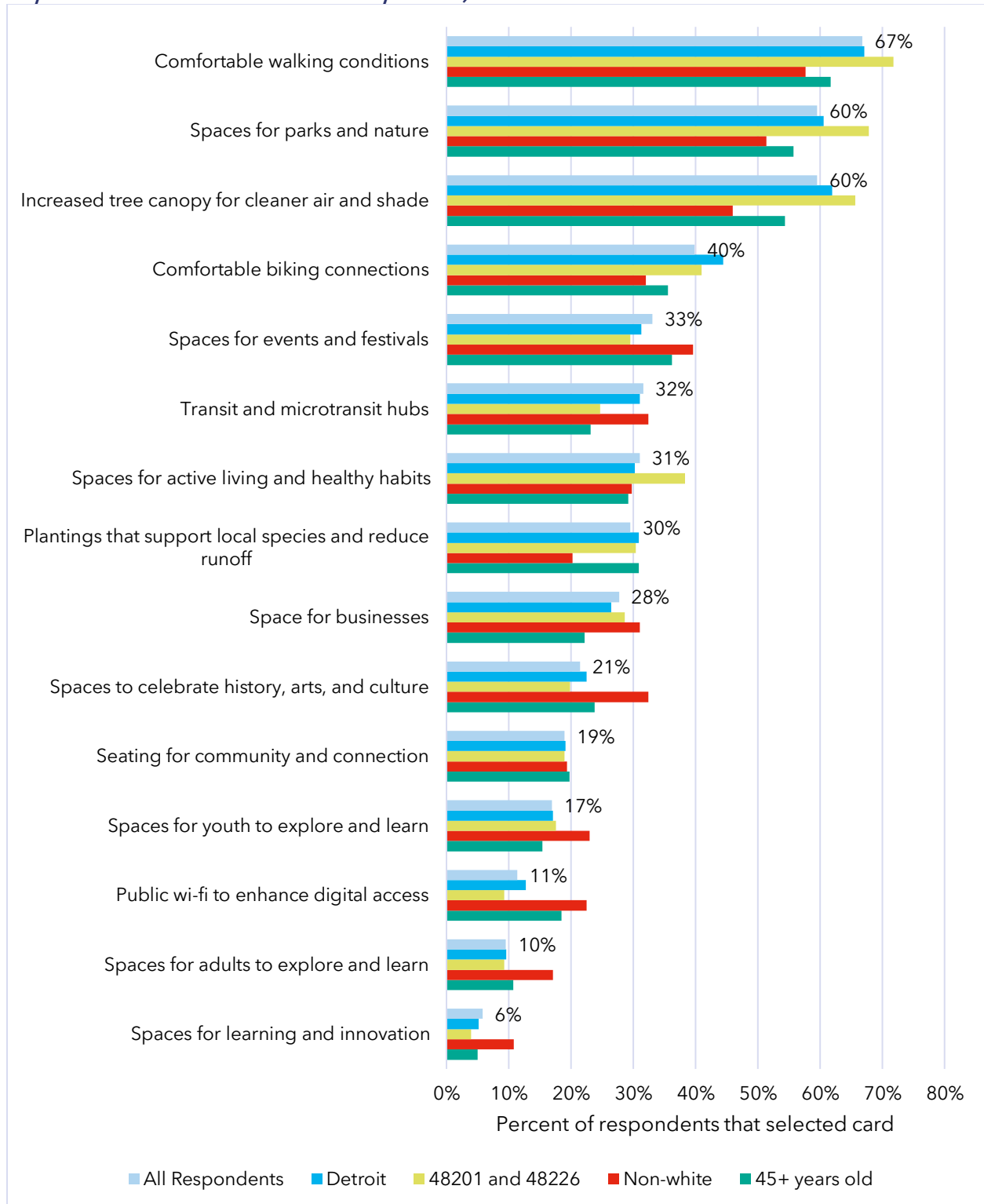
To identify priorities in the Study Area, respondents were asked to select up to five elements that would benefit the Study Area out of a list of 15 elements. Figure 24 shows the total list of elements. The top elements selected by all respondents were comfortable walking conditions (67% of respondents selected this element), spaces for parks and nature (60%), increased tree canopy for cleaner air and shade (60%), comfortable biking conditions (40%), spaces for events and festivals (33%), and transit and micro transit hubs (32%). The elements selected the least were public wi-fi to enhance digital access (11%), spaces for adults to explore and learn (10%), and spaces for learning and innovation (6%).

Overall, there was similar feedback across demographics. Preferences did slightly vary based on residency and race and ethnicity

- Compared with all respondents, Benefit and Impact Area residents were slightly more likely to select comfortable walking conditions, spaces for parks and nature, increased tree canopy, and spaces for active living and healthy habits.
- Compared with all respondents, non-white populations were slightly more likely to select public wi-fi, spaces for youth, spaces for adults, and spaces to celebrate history, arts, and culture.

Study Area Priorities: Results

Figure 24: Which of the following elements would most benefit the Study Area? By Detroit residency, Benefit and Impact Area residency, age, and race and ethnicity (Shown as percent of respondents, respondents were instructed to select up to five)



3.6 Online Survey Open Comments

Open Comment: Do you have any additional comments or suggestions about the potential capping of Interstate I-75?

321 respondents wrote in additional comments or suggestions. These comments are summarized below, listed in order of most prevalent themes. Many comments expressed support and enthusiasm for the project. Some comments were lengthy and specific, thus challenging to summarize. Not all comments fall into the categories below. For a full list of comments, please see Appendix E: Online Survey Open Comments.

- Support and Enthusiasm (120)
 - Expressing enthusiasm and support for the project
 - Suggestions for implementation and design
 - Desire for a vibrant and connected community
 - Hope for increased walkability and bikeability
- Design and Features (64)
 - Desires for green spaces, parks, and landscaping
 - Suggestions for public art and cultural installations
 - Ideas for incorporating local businesses and amenities
 - Requests for accessible and inclusive design
- Concerns and Opposition (49)
 - Concerns about funding and cost-effectiveness
 - Opposition to the project due to potential negative impacts
 - Worries about increased traffic and congestion
 - Fears about gentrification and displacement
- Community and Equity (34)
 - Emphasis on prioritizing community needs and equity
 - Calls for inclusive and representative decision-making
 - Desires for community-led development and planning
 - Concerns about displacement and gentrification
- Transportation and Infrastructure (32)
 - Suggestions for incorporating public transportation
 - Ideas for improving walkability and bikeability
 - Requests for accessible and safe infrastructure
 - Concerns about traffic and congestion
- Environmental Impact (22)
 - Concerns about air and noise pollution
 - Desires for sustainable and eco-friendly design
 - Suggestions for incorporating green infrastructure
 - Worries about environmental degradation
- Alternative Solutions and Comparisons (20)
 - Suggestions for alternative solutions, such as removing the freeway
 - Comparisons to similar projects in other cities
 - Ideas for incorporating innovative technologies
 - Requests for considering multiple perspectives and options

4 Next Steps for Engagement

Throughout this initial phase of engagement there was a lack of representation from the senior population. To gather more feedback from seniors the team will be conducting in-person engagement sessions at senior residences in the Benefit and Impact Area. Additional engagement with BIPOC business owners is also planned to supplement the public meetings and public surveys.

The first public meeting and first public survey focused on identifying community goals and needs to inform the development of overbuild options. The next public meeting, set to take place during the final week of August, will aim to gather public input on the overbuild options. Feedback from Phase 2 engagement will help identify preferences between alternatives, which will be narrowed down to preferred alternatives in Phase 3.

Figure 25: Project Schedule



5 Appendix

A. Public Meeting #1: Boards

WELCOME!

STATION 1

I-75 Cap Study Background

Welcome!

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

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

Opportunity for Detroit

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

Re-Connecting Communities and Neighborhoods Grant Program

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

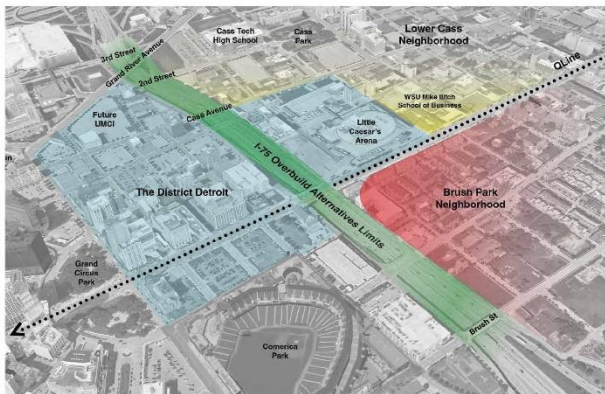
The U.S. Department of Transportation awarded the grant through the Reconnecting Communities and Neighborhoods (RCN) Grant Program, an initiative to reconnect communities that are cut off from opportunity and surrounded by past transportation infrastructure decisions.

In 2023, RCN Grant Program awarded funds to 57 projects with a total investment of \$2.9 Billion invested in the last awarded cycle. The I-75 Cap study is eligible to apply for additional grant funding to support project implementation.

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



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 alternatives analysis of capping notions is intended to help set the project up to secure future funding for design and construction.



Context

Interstate 75

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

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

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

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

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



Stay Involved

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



Caps Reconnecting Communities



Chinatown Stitch
Philadelphia, PA
Completed: 2000
Size: 2.5 blocks
Cost: \$10.5M
Owner: City of Philadelphia

Quick Facts: Bridges the physical split created by the Interstate 76/76B project, reconnected \$117.7M from the I-76/76B program for rehabilitation.



The Cap at Union Station
Columbus, OH
Completed: 2014
Size: 215,000 sq ft
Cost: \$12.5M
Owner: Columbus Transit Authority

Quick Facts: Reconnects downtown Columbus with the surrounding street grids by extending the rail and transit mode into the city.



Klyde Warren Park
Dallas, TX
Completed: 2012
Size: 14 acres, 120' x 120' x 120'
Cost: \$10.1M
Owner: Michael E. Cook Park Authority

Quick Facts: A top source of freeway cap parks, Klyde Warren Park is a model for urban, low-cost, compact, high-quality, and diverse community programming.




Lower Rainier Pedestrian Bridge
Seattle, WA
Completed: 2005
Size: 4.2 acres, 420' x 118.7 M
Cost: \$18.7 M
Owner: City of Seattle

Quick Facts: Connects the vibrant Rainier Valley community with the rest of the city via pedestrian, bike, and bus routes along the historic rail.



Frankie Pace Park
Pittsburgh, PA
Completed: 2011
Size: 3 acres, 150' x 150' x 150'
Cost: \$10.5 M
Owner: City of Pittsburgh

Quick Facts: Winner of an AIA Award, Frankie Pace Park is a vibrant, multi-use park that connects the city with the surrounding street grids.



Central Access Philadelphia
Philadelphia, PA
Completed: 2015
Size: 11 acres, 320' x 320' x 320'
Cost: \$15.9M
Owner: Department of Transportation

Quick Facts: This park was developed through an innovative community engagement process to improve the city's pedestrian experience.



The Stitch
Atlanta, GA
Completed: 2009
Size: 14 acres, 420' x 420' x 420'
Cost: \$11.1 M
Owner: City of Atlanta

Quick Facts: 5.5 acres, 100' x 100' x 100' in size, The Stitch is a vibrant, multi-use park that connects the city with the surrounding street grids.



The Rose Kennedy Greenway
Boston, MA
Completed: 2008
Size: 11 acres, 600' x 600' x 600'
Cost: \$10.5 M
Owner: The Greenway Conservancy

Quick Facts: Connecting park and park, owned by the City and supported by the Rose Kennedy Foundation.



Park over the Highway
St. Louis, MO
Completed: 2010
Size: 18 acres, 200' x 200' x 200'
Cost: \$15.9M
Owner: Department of Transportation

Quick Facts: Reconnects downtown St. Louis with the surrounding street grids, creating a vibrant park space.

Caps in Action

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

Interactive Activity

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

Comment on which capping precedents inspire you and why!

COMMUNITY-CENTERED PUBLIC SPACE

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

Quick Facts: Reconnects downtown Philadelphia with the surrounding street grids, creating a vibrant park space.

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

Quick Facts: Winner of an AIA Award, Frankie Pace Park is a vibrant, multi-use park that connects the city with the surrounding street grids.

EQUITY AND OPPORTUNITY

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

Quick Facts: Reconnects downtown Columbus with the surrounding street grids, creating a vibrant park space.

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

Quick Facts: Reconnects downtown Philadelphia with the surrounding street grids, creating a vibrant park space.

CONNECTIVITY AND MOBILITY

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

Quick Facts: Reconnects downtown St. Louis with the surrounding street grids, creating a vibrant park space.

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

Quick Facts: Reconnects downtown Seattle with the surrounding street grids, creating a vibrant park space.

SUSTAINABILITY AND RESILIENCY

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

Quick Facts: Reconnects downtown Dallas with the surrounding street grids, creating a vibrant park space.


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

Quick Facts: Reconnects downtown Pittsburgh with the surrounding street grids, creating a vibrant park space.

Preliminary Vision and Objectives


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

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




Community-Centered Public Space

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




Equity and Opportunity

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



Connectivity and Mobility

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



Sustainability and Resiliency

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

I-75 Cap PUBLIC MEETING

STATION 2

Benefit and Impact Area: Your Ideas!

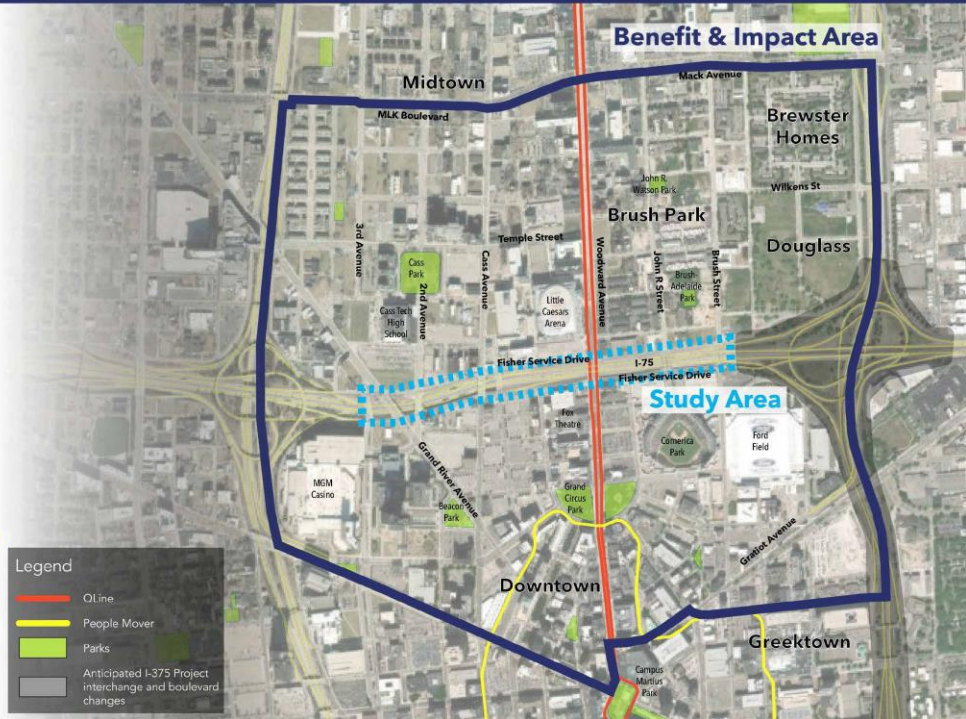
Interactive Activity

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

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

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

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
























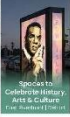









Benefit & Impact Area Observations

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

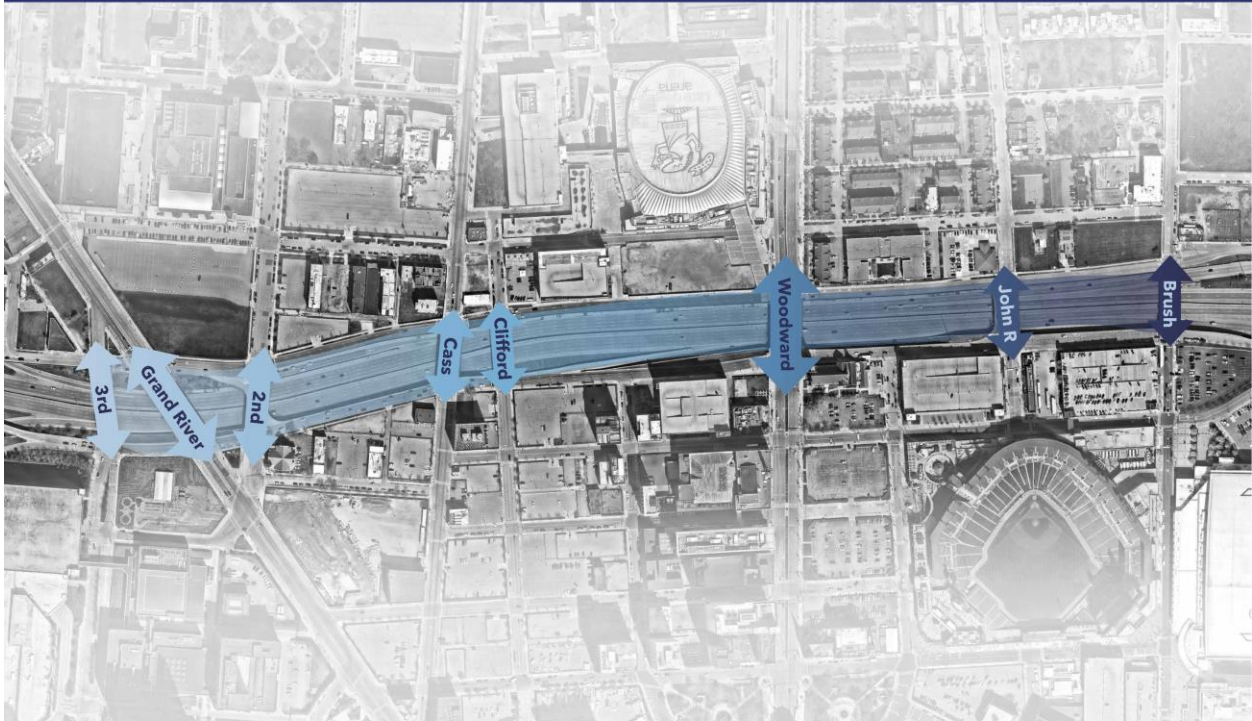
<h3>Community-Centered Public Space</h3> <p>Key Observations</p> <ul style="list-style-type: none"> • Low tree canopy cover and low access to public open space • High percentage of renter occupied housing and high housing cost burdens • History of inequitable distribution of resources and redlining • Opportunity to create more senior amenities and family-friendly spaces 	<h3>Equity & Opportunity</h3> <p>Key Observations</p> <ul style="list-style-type: none"> • 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 	<h3>Connectivity & Mobility</h3> <p>Key Observations</p> <ul style="list-style-type: none"> • 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 	<h3>Sustainability & Resiliency</h3> <p>Key Observations</p> <ul style="list-style-type: none"> • Persistent high noise levels due to proximity to highways • High levels of parking lots and other impervious surfaces, 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)
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STATION 3

Pick Your Priorities

Community-Centered Public Space	Equity & Opportunity	Enhanced Connectivity & Mobility	Sustainability & Resiliency
 Spaces for Adults to Explore & Learn  Spaces for Active Living & Healthy Habits  Spaces that Feel Welcoming and Inviting  Affordable Parking Options	 Freight Stops  Connect Neighborhoods	 Public Wi-Fi to Enhance Digital Access  Placings that Reduce Water Runoff	 Green Energy  Placings that Support Local Species
 Spaces for Parks & Recreation  Spaces for Youth to Explore & Learn  Spaces for Learning & Innovation  Spaces for Business and Public Services	 Strategy for All Modes  Connect to Resources	 Commuter, Biking, Connections  Buildings that Help the Highway	 Innovative Tree Canopy for Cleaner Air  Long Term Maintenance
 Building Community & Connection  Spaces to Celebrate History, Arts & Culture  Locally Sourced Construction  Connect to Resources	 Strategy for All Modes  Commuter, Biking, Connections	 Commuter, Biking, Connections  Buildings that Help the Highway	 Innovative Tree Canopy for Cleaner Air  Long Term Maintenance
 Spaces for Events & Festivals			
<p>Is anything missing?</p>	<p>Is anything missing?</p>	<p>Is anything missing?</p>	<p>Is anything missing?</p>

 **Place Your Priorities**



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 (Optional)

Please fill in the brief survey questions below and hand back before you leave the meeting. The questions are optional but will help us understand who we are hearing from today.

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
- Other: _____

What is your address?: _____

Additional Feedback

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

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: _____

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

- Yes
- No

Name: _____

Email: _____

C. Public Meeting #1: In-Person Survey Open Comments

- "Community engagement bonus!"
- "Gave feedback @ stations 1-3 - I think this is an incredible opportunity - DDP should work quickly to take advantage of MDOT funding & integrate w/ I375 activities. The community NEEDS accessible greenspace, and as a resident of Brush Park, I believe growth is contingent upon integration across BP, Cass Corridor, Downtown - will also encourage development of surface lots across the I-75 corridor."
- "Great project as long as it doesn't become yet another "park" for vagrancy."
- "Hope a full cap gets built!"
- "I really appreciate the knowledge representatives had regarding the project and potential developments. There was a lot of discussion with community members and I am curious to see what will be considered for an actual design."
- "I think the project is a great move forward for Downtown Detroit. However, I really worry about the impact all the construction will have on small businesses. Especially with the 375 project going on as well."
- "I'm a 50+ AAF and have a lot of family members & friends affected by 75 & 375 connectors. What I want to see is legacy residents given an opportunity to participate in the housing and business meeting that come from the cap project."
- "It would be most ideal to create an inviting & aesthetically pleasing park that not only encourages people to cross I.75 on foot but also contribute in a meaningful way to the walkability of downtown + midtown overall. Moreover, the more this park slows people down + encourages them to linger the better."
- "It's very important to me to have more trees, native plants and beautiful spaces."
- "Love Klyde Warren Park in Dallas. Let's copy it!"
- "More details on how the cap can connect to the I375 project. What ideas have come out of your meetings with MDOT regarding the I375 and cap connectivity? - Potential funding options."
- "Owner of Source Booksellers."
- "Please cover all the way to brush street. Prioritize residents and neighborhoods. Prioritize families."
- "Thank you for inviting me to this event. In honor of Detroit Star Mr. Dan Gilbert & as we register votes moving forward, Note: I have a BJ's Card. I have a Sam's Club Card, I have a Costco Card. If you'd like to use them for events, reach out 2 me. Sincerely, Pre-stoke precient."
- "The senior buildings in downtown Detroit should be notified via mail. Several senior bldgs are close to Woodward Avenue and others close to Lafayette Park. They would relate to the I75 area CAPS. "
- "This project should be focused on connecting residential communities like Brush Park and not focused heavily on the U of M Innovation Center."
- "This was so well organized and so very thoughtful. Thank you!"

D. Online Survey Questions

Page 1: Introduction

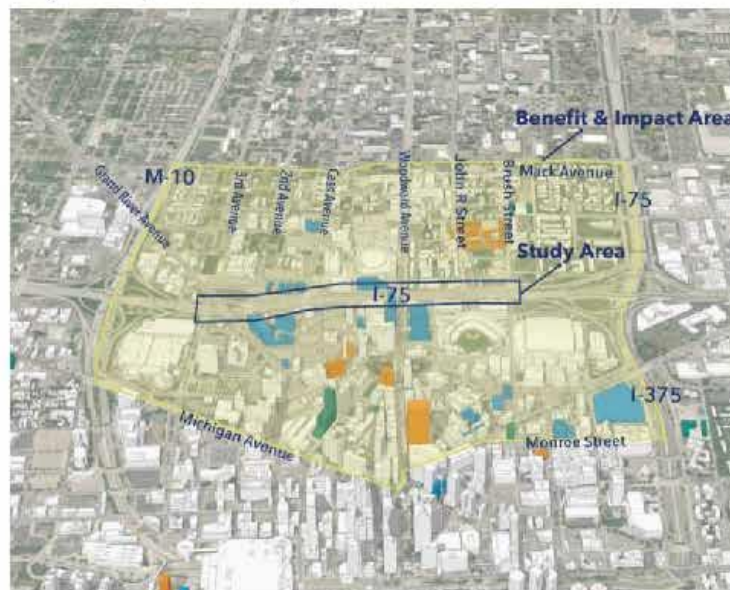
The Downtown Detroit Partnership (DDP) is co-leading the I-75 Cap Study with the City of Detroit and Michigan Department of Transportation (MDOT). There will be three rounds of engagement happening over the summer and fall of 2024 for this study. In addition to the Community Visioning Session #1, we are encouraging those unable to attend to complete the following survey as part of our first round of engagement.

The following survey will assist DDP, the City of Detroit, and MDOT better understand how the area is currently used and perceived as well as begin to identify project goals to guide the study and planning.

For more information on the project, please visit the project website [here](https://www.downtowndetroit.org/i75cap). (<https://www.downtowndetroit.org/i75cap>)

What is a Cap?

Caps are structures built over highways. This study is considering where to place a cap or series of caps within the Study Area (shown below). Due to engineering and cost constraints, it is unlikely for a cap to be built over the entire downtown portion of I-75. During this Study, DDP will explore cap options within the Study Area, which extends from 3rd Avenue on the west to Brush Street on the east. Effects from the overbuild will be assessed within a larger Benefit and Impact Area (shown below).



Page 2: Benefit and Impact Area strengths and weaknesses

The I-75 Cap Study is considering the potential benefits and impacts of capping within a broader area around I-75.

In the following questions, please refer to the Benefit and Impact Area illustrated below.



1. Please fill out the following matrix to help us understand how you use the Benefit and Impact Area (Strongly Disagree, Disagree, Neutral, Agree, Strongly Agree)

	SD	D	N	A	SA
I love spending time dining here	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I enjoy walking here	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I enjoy biking here	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I love spending time relaxing here	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I can run errands in this area and access the things I need for my daily life (groceries, pharmacy, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There are things for kids to do here	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. **What other ways do you use the Benefit and Impact Area?** _____
3. **Please fill out the following matrix to help us understand how you feel about the Benefit and Impact Area. (Strongly Disagree, Disagree, Neutral, Agree, Strongly Agree)**

	SD	D	N	A	SA
I feel connected to green space and nature here	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
This area has a strong sense of identity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I feel like I belong here	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I can easily navigate this area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I feel safe here	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. **Are there any other ways you feel connected to the Benefit and Impact Area?** _____
5. **What community assets do you want to reconnect through this project?** _____

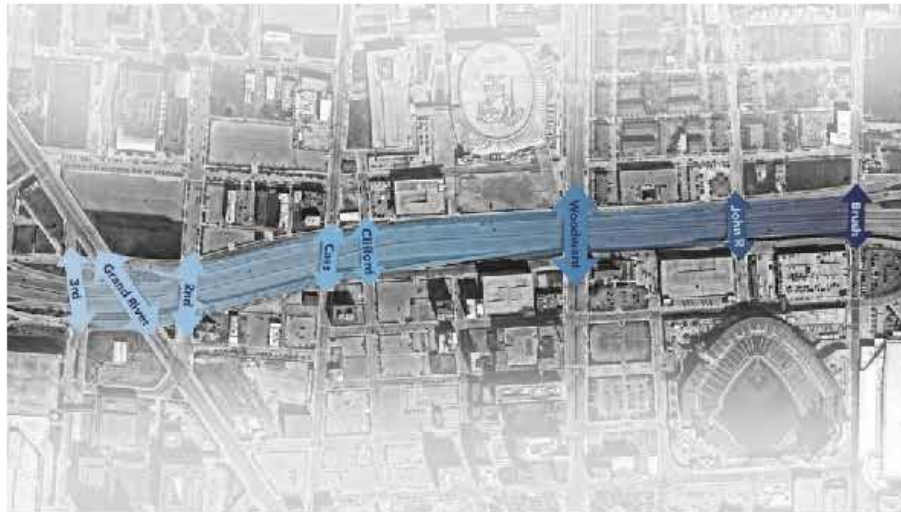
Page 3: Study Goals

One of the first steps in the study process is identifying goals that will help guide planning. Based on some data and case study analysis, the following goals have been drafted.

6. **Which of these potential project goal types are most important to you? (RANK 1 is most important, 4 is the least important)**
 - Community Centered Public Space (improved air quality, green spaces, parks)
 - Equity & Opportunity (new business opportunities, authentic to neighborhood identity and culture)
 - Connectivity & Mobility (enhanced connectivity, walkability, bikeability, safety and security)
 - Sustainability & Resiliency (enhanced air quality, reduced noise pollution)
7. **What other goals would be important for this project?** _____

Page 4: Study Area Priorities

In the following questions, please refer to the study area defined below:



8. Which of the following public space elements would most benefit the study area? (Select up to 5)

- Spaces for adults to explore and learn
- Spaces for active living and healthy habits
- Spaces for parks and nature
- Spaces for youth to explore and learn
- Seating for community and connection
- Spaces to celebrate history, arts, and culture
- Spaces for events and festivals
- Spaces for businesses
- Spaces for learning & innovation
- Transit and microtransit hubs
- Comfortable biking connections
- Comfortable walking connections
- Public wi-Fi to enhance digital access
- Plantings that support local species
- Increased tree canopy and plantings

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

10. Please provide your zipcode: _____

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

- Yes
- No

12. (If yes) Please enter your contact information.

- o Name: _____
- o Email Address: _____

Page 5: 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.

13. 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 (please specify)

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

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

15. What is your age group?

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

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

- o White/Caucasian
- o Black/African American
- o Hispanic/Latinx
- o Native American
- o Asian/Pacific Islander

- o Two or More Races/Ethnicities
- o Prefer not to say
- o Other

17. Income

- o Less than \$25,000
- o \$25,000 to \$49,999
- o \$50,000 to \$74,999
- o \$75,000 to \$99,999
- o \$100,000 or more
- o Prefer not to say
- o Other

E. Online Survey Open Comments

What other ways do you use the Benefit and Impact Area? (355 Comments)

- A best way is to limit parking fees and gives working citizens a monthly pass to park in all of downtown
- Accessing client properties for landscaping services
- Accessing restraints for lunch
- Ada accessible bathrooms. Public ebike chargers. Support for the homeless who will seek shelter.
- All of the above
- Attend events
- Attend events (sports, concerts)
- Attend events at Fox, COPA, LCA
- Attend events at LCA. Comerica, Ford Field
- Attend events, meet with friends
- Attend events/ sports
- Attend sporting events
- Attend sporting events & concerts, dining & entertainment
- Attend sporting events regularly downtown
- Attend sports games.
- attending concerts and sporting events
- Attending entertainment and sporting events
- Attending events downtown, going to the gym, going to school, going to work
- Attending sporting events/concerts.
- Bars and Concerts in this area are very lively. There are also lots of entertainment options
- Bars, sporting events, music shows
- Building a stronger inner city community: I think it'll make the area more inviting for new residents and small businesses
- Business meetings, entertainment
- Can Access the Train and the People Mover with No Problems at all. Also can go to the Library, the Casinos, the YMCA and can Sit in a Park and Read. y
- Cap I-75 and build a park and recreational area
- Catching the tram, showing family from out of town around.
- city business; work meetings; attend sporting events
- Commute
- Commute to school and work (walk and bike, including over the freeway)
- Commute to work
- Commute, live, work.
- Commuter
- commuting
- Commuting to and from work on foot and bike
- Concerts and ball games
- concerts, exercise, visiting family
- Concerts, Games, dinners
- concerts, sightseeing with visitors
- Concerts, sporting events, holiday activities

- Concerts/festivals/big events
- Connect to transit here.
- Connecting downtown and midtown. Safer to walk LCA from downtown parking
- Crime keeps me away
- Culture and sport events
- Currently it is just getting to work and coming back, it is difficult to do that without the need of a car or bus which bottlenecks all needs to Woodward it self. I have no reason using any of the other streets.
- Daily life
- Dining
- Dining and entertainment
- Dining and walking to sporting events, bars, the cap would make this walk a lot less intimidating
- Dog walking, inviting grandkids to come in to the city to visit.
- Don't do it
- Drive through to go to work
- During my daily commute
- easy access
- Easy access and exit into and from the downtown area
- Eating
- Entertainment, work
- Entertain company.
- Entertaining friends
- Entertainment
- entertainment
- entertainment
- Entertainment
- Entertainment
- Entertainment
- Entertainment
- Entertainment
- Entertainment
- Entertainment
- Entertainment
- Entertainment (concerts, sporting events).
- Entertainment (sports, concerts, shows); Casino
- Entertainment and business
- Entertainment and restaurants
- Entertainment for things like concerts and sporting events at places like Ford Field, Comerica Park, and Little Caesar's Arena.
- entertainment is #1 in this area
- Entertainment, date nights with my wife, showing my young children a big city center. Overall recreation
- Entertainment, dining
- Entertainment, gathering with friends, work events and employment opportunities
- Entertainment, night life
- Entertainment, passing through to other destinations or errands
- Entertainment, Recreation, Work
- Entertainment, sporting events

- Entertainment, Tourism
- entertainment
- Events
- Events
- Events (sports, concerts), restaurants, etc.
- Everyday life
- Exercise (running and walking)
- exercise and fitness
- Exercise, entertainment, sports
- Exercise/running, entertainment, live events, photography, commuting
- Family events
- Financial benefits and growth for the city.
- Food, arts, and entertainment. We also love our local library and free museums - third places for us to meet with friends.
- For entertainment
- For entertainment and dining.
- For work and getting around.
- Ford Field Comerica Park & LCA this will deeply impact event traffic
- Frequent restaurants and bars, but it needs to be more family friendly
- Go Lions
- Go to ballgames and concerts in this area.
- Going out to bars, seeing live events like sports, music, comedy.
- Going to and from downtown locations.
- Going to sporting events
- Going to sports events at LCA, Comerica Park, and Ford Field
- Going to sports games
- Going to work and sports and entertainment events mainly.
- Great entertainment district
- Great for restaurants, bars, sports, concerts
- Green space - dog walking and relaxing
- I commute through the area on bike, by public transit, on foot, and by car
- I currently live in this area, and also spend time here for enjoyment and recreational activities.
- I currently ride my bike to work everyday in the benefit zone along Cass.
- I drive from Hazel Park to Michigan Central daily, taking the to-be-capped portion of 75.
- I drive through it because it's just a concrete jungle
- I enjoy lounging in the various parks and supporting the local sports teams in the area.
- I enjoy walking there, but I don't enjoy the I-75 part. So my responses apply to the area in general, but I would say biking and walking is polluted and unsafe due to I-75 and access ramps.
- I frequently attend events at the sports venues.
- I go to dog parks, cafes, restaurants, etc in the B&I Area. I use transit in the area like the QLine, People Mover, and SMART/DDOT buses to get to destinations in and adjacent to the area. I do not drive or park in the area and never use I-75.
- I lead walking tours of Detroit with hundreds of tourists from all over the world each summer. The portion of the highway in the impact area leads to a feeling of isolation. It becomes very loud from traffic, too loud to talk and also takes long to cross.
- I live near Cass Park and frequently walk in the benefit and impact area.
- I live and work in the impact area

- I live and work in the impacted area
- I live and work in this direct area. Both along the freeway. I use this every single day. The impact this would have for our community and the visitors to the area would be immensely positive.
- I live and work within the area. My family and I spend a significant amount of recreation time here as well.
- I live and work within the B&I area.
- I live and work within the area. A park in place of a loud, neighborhood highway border would be welcome!
- I live here
- I live here
- I live here
- I live here
- I live here and regularly exercise in the area.
- I live here and work here
- I live here at 228 Edmund Place so absolutely want the cap to be put into place, as it would transform the area into Detroit's own greenway just like Boston's greenway.
- I live here! Visit cultural institutions. I drive around here a lot.
- I live here, this is my home neighborhood.
- I live here.
- I live here.
- I live here. I do everything here.
- I live here. There is an opportunity for more retail, restaurants, and parks to make it an enjoyable neighborhood.
- I live in brush park. I walk throughout the impact area daily. The expressway is loud, ugly, and a general hindrance to walking and riding a bike. One moment I feel as though I'm in a neighborhood, the next I'm in a concrete jungle because of i75
- I live in the area
- I live in the area and spend most of my time here. I walk and run through this area
- I live in the impact area
- I live in the impact area
- I live in this area so ideally i could be able to use this area in all aspects of life
- I live in this area, but there are very few public nice amenities ie. parks and athletic facilities.
- I live inside Impact Area
- I live near there so I travel through often
- I live nearby
- I live nearby. I go to restaurants, stores, events, and to see friends.
- I live there
- I live there
- I live there
- I live there
- I live there and send my daughter to daycare there
- I mostly avoid it as it's a hellscape of motor vehicles.
- I own an apartment in the impacted area
- I pass through this overly congested area commuting to work.
- I rarely go to the area because it is mostly parking lots and biking through them makes me hot and depressed.
- I reside in this area, as well as do business with people in this area.
- I run my business here

- I take the Q-Line to Detroit and would like to see more traffic calming measures to be able to do the above mentioned activities.
- I use I94/I75 several times a week to get from home (Michigan/Livernois) to east side (Kercheval/Mt. Elliott) several times a week..
- I use it to get to the Riverfront, Downtown, Greentown, friends and family.
- I visit downtown and midtown often but besides an isolated hockey arena, the north and south areas feel very disconnected and uninviting.
- I walk and bike through the area on our way from midtown to downtown with my dog and baby. I look forward to the completion of the playground on John R and Watson Street in Brush Park and will be walking there frequently.
- I walk around in this area, especially for special events/games. I tend to avoid this area for regular daily life needs, though there are bars and restaurants here I like to go to
- I work and attend sporting events in this area
- I work and travel around here on the I-75 Interchange to get to places
- I work at an office 2x per week in this area, attend sporting events + concerts, ride the Qline between Midtown & Downtown, and walk my dog in this neighborhood.
- I work at LCA and CoPa
- I work downtown, go in this area for events, and leisure.
- I work downtown, so I spend the majority of my time in the benefit area that covers the downtown. If the covering will be walkable, that would be a great benefit for walking to the sports stadiums.
- I work here
- I work here and socialize in this area, so it's important to me to have walkable spaces in my community!
- I work here.
- I work in the area
- I work in the area and have a few friends that live there. I also travel through the area which is precarious on a bike.
- I work in the area and lived in the area for 4 years
- I work in the area-- in "The Block" across from Cass Park and walk in this area and cross the highway every single day at lunch. I use it for fresh air, a quick walk, and for lunch spots (including space to eat my own lunch and places to buy cheap lunch)
- I work in the area, as cool as it looks, i think this money would be better spent on something else
- I work in the Benefit and Impact Area.
- I work in the CBD as a high rise window washer.
- I work in this area and take hour long lunch breaks here, crossing the highways is a deterrent from going downtown during my lunch breaks because there is not any shade.
- I work in this area.
- I work within the area
- I would enjoy to run from one side to the other without the danger of traffic
- I'll often use transit through here. I also spend time in the area enjoying the bars and the sporting arenas
- In no way how's about helping the poor around the city important instead of wasting money
- It will become a high crime area that's my thoughts
- It will offer great growth opportunities for the city, housing, social, and recreational.
- It will unify downtown and mid-town. Too many highways isolate and compartmentalize the downtown area as a whole.
- it would be an incredible connection from Ford Field/ DAC area to Eastern Market
- It would be nice if we could have a dog park on the lid. There's not a lot of them around.

- It would give Detroit an inner-city park space like most major US cities. Would be a fantastic thing for the 'face' or optics of Detroit.
- It's a passing through area unless you're wealthy.
- It's mostly entertainment district so I'm only there to see a game or a show.
- It's my favorite part of the city! Getting rid of the eye and ear sore of the highway would be amazing
- It's not a pleasant place to exist.
- It's where I live. I go to all of the big games and big shows.
- Jogging
- Jogging. Parking then walking.
- just fund transit not this stupid bullshit
- Just restaurants, shows, and rarely the casino. I would NEVER purposely walk or bike in this area.
- Just to cross the highway
- Keep everyone (people, businesses, institutions) connected.
- Leisure, bars, and restaurants and I would like more street trees or parks
- less cars and parking lots
- Less congestion in the area, more room for development.
- Less noise from the freeway
- Live and work
- Live here and like seeing the views of downtown
- Live in area
- Live there
- Live there.
- Live within it.
- Live, work, play, worship. I do it all here and I do it full time. I walk a lot, I bike a good bit. Both of these things are dangerous to do though as it's not safe due to infrastructure problems.
- Live. The area is very segregated by the freeway and the large swaths of asphalt farms.
- Living and Commuting to work
- Lots of sports games
- Mainly Downtown for restaurants or special events.
- Mainly for sports, concerts, and restaurants, but I wish it had more amenities for residents.
- Meetings with colleagues from various arts and community orgs - in parks, coffee shops and restaurants
- Memorial for Paradise Valley and Hastings street.
- More parks are greenery makes the area so much nicer.
- Mostly for going to sporting events
- Mostly going to sports games. This area seems to have a lot more parking and less amenities than the rest of downtown/cass corridor
- Mostly travel through to/from work or events downtown. On occasion, a non-profit will have us use the Cut.
- My church is in the impact area
- My gym is in the benefit impact area.
- My home and my office are in the area.
- My home is located in the area. My family and I enjoy many entertainment options in the area, including professional sports, concerts, theatre, and other events. We also use services to in the area, such as the MSU music school and nearby dermatologist.
- My home, place to walk pets

- My partner and I live in ferndale but we love going to downtown/midtown Detroit. I think it is a very vibrant area but there are a few holes of vibrancy in the area
- My work is located in the area so i benefit from it everyday. Looking for more to come.
- Nightlife and entertainment.
- Nightlife, Tailgates, Entertainment
- None.save the money. Keep the freeway.
- None... this is a waste of taxpayer \$\$\$
- Not good
- Nothing but parking lots there
- Numerous restaurants and shops exist in the B&I Area, but walkability is restricted due to multi-lane roads and I-75.
- Other social gatherings - namely around Detroit's major sport venues
- Outdoor recreation; work
- Own property right next to i-75 in middle of cap proposal area. A cap would be magnificent for noise reduction and public use!
- Park activities, dining, going out
- Parking because that's all that exists therek
- Parking for downtown events
- Pass through on my morning commute by bicycle.
- Peaceful enjoyment. A benefit.
- Personal time
- Pond or small lake
- Pretty much as stated above
- Pro sports, travel from downtown to midtown (just north of Mack)
- Put cap over I-375
- QLine access for walking to restaurants and entertainment venues. including walks among several venues.
- Recreation, enjoyment
- reduce noise from cars and trucks
- Reside
- Reside.
- Residence
- Resident
- Rest area , bird watching , people watching
- Resting point, local meet, more opportunities for visitors to hang around. Possibility of reviving the surrounding buildings and adding more programs (Food, beverage and entertainment. Easy access of crossing.
- Retail and Green space
- Ripping wheelies on my bikes (pedal)
- road diet on woodward
- Run for exercise. My child's summer camp is in the study area.
- Running
- Running
- Running
- Running through the neighborhoods
- Running, LCA
- School

- School, friends, shopping
- Shopping and attending sporting events.
- Shopping, sporting events
- Sight seeing and entertainment.
- Sightseeing
- Sightseeing and walking to show-off the new development/progress of downtown when giving personal tours to out-of-town family that are visiting 😊
- So my church (old St. Marys) is just a few blocks south of there. Every weekend we go to church and hangout in Greektown. It would be great to finally "re link" all of the downtown neighborhoods
- Social activities
- Social activities, weekend and evening events, shopping, recreation.
- Social events, access for company events
- Socialize with friends and clients
- Socializing, building community
- Spend time at Hannan House, 4750 Woodward
- Spending weekends and after work dinners with our family
- Sporting and other events. Restaurants.
- Sporting events
- Sporting Events
- Sporting events
- Sporting Events
- Sporting Events
- Sporting events
- Sporting Events and Bars
- Sporting events at LCA, Ford Field and Comerica Park
- Sporting Events,
- Sporting events, concerts, grand prix
- Sports
- Sports
- Sports venues
- Sports & entertainment venues.
- Sports and entertainment
- Sports and events
- Sports Games & Entertainment, Sight seeing
- Sports teams, family outings
- Strategically inviting Black and LGBTQ Buisnesses to populate the area.
- Strongly against these plans. Spend money on public safety, stop the shootings. More police.
- Surrounding areas.
- Taking pictures with my video camera. Also going to work in the area - I just got hired.
- The freeway separates these two parts of downtown and makes them feel like distinct areas. Capping the freeway (along with rezoning and reorienting adjacent land) could reunify downtown and add vitality to the area.
- The highway is loud and hard to hear conversation when walking across.
- This is my spot
- this is near my neighborhood so i come here often for many reasons

- This would help the renewal of Detroit spread from its core downtown market into the midtown region freely without constraints and obstructions.
- To commute through the city.
- To get to other freeways.
- To go grocery shopping and shop at other local business and restaurants.
- To go to the casinos, sporting events, concerts, dining, and work.
- To hangout before Red Wings/Tigers/Pistons games
- To patronize local businesses such as restaurants, retail and others.
- too much crime
- Total waste of tax monies
- try to speak with Old Navy, Trovue Boutique & other retail, along the Woodward Avenue, Gratiot, Grand River & Michigan Avenue, to bring more shopping, entertainment & international & national soccer
- Two of my favorite areas to go out in Detroit, but I never walk down woodward over the highway
- Unknown
- Use public transit to travel through the space.
- visit family, socialize with neighbors, work, volunteer
- Visiting family taking walks
- Visiting sports events at Comerica and Little Caesars Arena
- Walk and bike throughout the area
- Walk to sport/concert events
- Walking
- Walking and outdoor exercise
- Walking between venues and residences
- Walking the dog, getting exercise.
- Walking to work, living
- We attend music festivals and lots of sporting events.
- We need more green space in this impact zone area! Dedicated walking and biking areas where you don't need to be concerned about cars or reckless ATVs. Lots of street lighting and call boxes to feel safe and security cameras.
- Work
- work
- Work and after work.
- Work and professional meetings, attending public events
- Work and Recreation
- work here
- Work in the Area, Park in the Area
- Work, Attend Concerts and Sporting events
- work, entertainment, leisure, dining, drinking, running errands
- Work, exercise, entertainment
- Work, spend the night out
- Working in the service industry
- YMCA, visiting parks, riding public transit.

Are there other ways you feel connected to the Benefit and Impact Area? (167 Comments)

- "Connected" as in transportation? No, Qline is too slow and limited. People Mover needs expansion into Midtown for seamless movement with 2-way directional lanes.
- Accessable to walk no need for a vehicle
- Add more shops and restaurants
- All of the stadiums and theaters help me feel connected to the area.
- Anything I used to do in this area has been pushed out or co-opted in the past 10 years
- Area could have more police presence. More programmed green space
- Areas to the North feel of this area feel especially more spread out like there's less to do
- As a resident of the area who has lives here for nearly 20 years, I feel a very strong connection to the area. I take great pride in the immense progress I have witnessed and I believe this is a natural next step in its continued revitalization.
- Be careful to not deliver
- Being able to see downtown from the brush park area makes the spaces feel connected.
- Community events, sport events,
- Connectivity to the area without traffic navigation.
- Considering the area was historically where Black people were force to live and then forced out due to the building of this freeway. There should be black owned businesses and suppliers for the full project.
- Detroit, an interconnected City.
- Don't spend the money
- Free to walk in peace.
- Frequently attending events - Pistons, Tigers, concerts at LCA,Comerica, Fox. Frequently dining in the area.
- FUND PUBLIC TRANSIT NOT THIS STUPID BULLSHIT
- Going to baseball and football games
- Greektown, Downtown and the sporting events
- Greeting neighbors, community involvement, access to neighborhood resources resources
- Greetings neighbors and access to community resources.Pro
- Hard to feel connected when it's cut in half
- have 24/7 shopping & have undercover DPD cops to work at those stores
- haven't felt connected to downtown in a long time.
- Historic architecture
- History, Culture, and the Arts
- I am a homeowner and have lived in this neighborhood for over 20 years
- I am a resident in the impact area and I work and have businesses in the Impact Area.
- I believe there is a set of questions not asked.
- I breath in it's car fumes all the time.
- I disagree with "reconnecting" what was not connected to begin with
- I don't live downtown but I do live in the city and bike and bus downtown often. The cap would lead to more cohesion for downtown making it feel more a part of the city rather than a cut off amusement park.
- I enjoy how vibrant and populated this are usually is, it is great to feel connected to community downtown
- I feel a stronger sense of unity with the City being in this area.
- I feel and see some of the history of the city through its architecture.

- I feel interested/ connected to the history in this particular area, but it is quickly fading and becoming gentrified
- I feel more connected to the vision of this area more so than the area as it is today. I live in Midtown and look forward to the artificial and dangerous divide between Midtown and Downtown to be addressed in a very thoughtful way that reconnects the areas.
- I feel pride in Detroit
- I feel the pride of Detroit really radiates from this area. It has all of our major sports teams, yet isn't pedestrian friendly at all. This is where I want visitors to be impressed by the city.
- I gave up my car to live in the city. This is my "stomping grounds" now.
- I have a lot of positive memories in this area
- I have fun here. it is a healthy walk from WSU.
- I have lived and worked in the area for several years and love the neighborhood
- I have lived in the area for over 40 years
- I have not felt connected to it since gentrification began in earnest. This is someone else's downtown now.
- I have previously lived in this area
- I have to drive I75 regularly
- I just drive on the highway, not really
- I like being close to the stadiums
- I live here
- I live here.
- I live here. I know neighbors. Entertainment options.
- I live in Lafayette Park - I'd love to be able to safely walk to midtown or to some events but I feel like I am going to get run over by a car.
- I live in midtown, I avoid the benefit area here due to the lack of development from the illitches as well as the lack of walkability into downtown
- I live in the area, and it needs more connectivity. Plus, more cohesive transit that connects to each other.
- I live near there
- I love Detroit. I'd love to see it improved. I don't know the details of what capping that section of 75 does for the walkability and access, but if it will improve it, I'd like to see it done.
- I love the area, but it feels unsafe because pedestrians are an afterthought. I think a cap and continuing to make it walking and biking friendly, along with improving public transit, would be great!
- I love visiting Detroit from a neighboring city, but the navigation in the area is difficult while on foot or biking
- I love walking through Brush Park but the area west of Woodward Avenue feels too car-focused and is not pedestrian friendly.
- I own a home here and I frequent all of the establishments in the area.
- I pass through or visit friends and businesses there about every other day. There are lots of businesses there that have things you can't find in other parts of Detroit.
- I run up and down Woodward, Cass, and 2nd quite a bit. It would be nice to not have the highway be such an obstruction.
- I say neutral because green space is currently lacking, however I feel strongly it should be added.
- I see it as an important connection between downtown and the amenities it provides with the near neighborhoods north of downtown.

- I think it's great to have all of our sports hubs here, but it does feel like it lacks true Detroit flavor as far as nature an architecture go of new Illitch-owned restaurants and areas owned by the sports complexes.
- I think the Woodward/Cass cooridors are core neighborhoods and they should benefit from the positive impacts being created downtonw.
- I use it to chauffeur out of town family and friends; and ti get to jobs.
- I was born Downtown Detroit and I live Downtown Detroit.
- I work and live in the area and spend most of my leisure time in this area.
- I would like to live in this general area. The more walkable
- I've grown up in the metro Detroit area my whole life. But I rarely spent time in Detroit due to bias. This area has developed a lot since I've become an adult and I look forward to moving there soon. A cap would make the area even better!
- I'm a 55 year resident if the city. I feel connected wherever I go in the city. So, I can't honestly feel differently about the impact area.
- I'm a massive sports fan, and I love spending time in and around the stadium district. There are absolutely too many surface parking lots taking space from retail/restaurants/green space, and this project would help with that.
- I'm connected because 8 live in brush park. I feel separated from downtown because of the expressway. It's horrible and cheapens the neighborhood.
- Improved walk ability, improved bike ability, slower speed limits
- Interconnectivity capacity (walking, biking) East-West Beaubien-John R to Cass-Second is there but needs improvement
- It certainly feels like there is a lot of potential, but I'm always stuck on how big the roads are and how many parking lots there are
- It is my home.
- It is the center of revitalization inside of the city. Continued development there will only benefit the area.
- It used to be a cultural hub until the highways split the community
- It will allow another space for people to congregate in the heart of the district detroit, and allow people and children to feel safe and comfortable to engage with both sides of the freeway.
- It will make driving around downtown way easier.
- It with make for a family friendly walking area and less industrial feel.
- It would be more welcoming to everyone and more accessible with this new concept
- It's my hometown and I love to see the progress we've made in the past decade, but I am also deciding to stay in Detroit to be a part of growth like the proposed project.
- It's the heart and soul of the entire Metro Detroit region
- It's the heart of the city punctuated by a freeway which feels very disorienting and disconnected
- It's a gateway to the rest of the downtown area for friends I'm showing around the city. The area is a symbol of how Detroit has started to be revitalized.
- It's basically the coolest part of Detroit and needs to be treated better
- It's Easy for Me to get some Walking Exercise by basically Walking everywhere I need to go.
- Its the center of Detroit
- It's the only home my child has known
- I've lived here my who life, this doesn't benefit the rest of the city.
- Leave it alone. Spend money more important things
- Leave it as is you are wasting millions of dollars
- Less free ways and more connection between downtown and the midtown neighborhoods
- Live in midtown

- make it a dog park or a place for art, food, music fairs
- Make it a green roof.
- Making the area more walkable and making navigation easier would benefit the areas residents and buainess
- Meet friends here.
- More bus routes in the area and covered benches to wait for the Bus at all bus stops
- More frequent public transit (qline dedicated lane)
- more mobility options and public transportation.
- More parks and neighborhood activities in Brush Park.
- More trees and public areas where we could walk and grab a coffee or a margarita would be great
- My family helped save the DAC
- My family lived around here
- My grandparents and parents grow up right off Boston Edison it feels like a hearty space for me
- Near the freeway feels extra empty due to the lack of programming on non-event days at the stadiums. The lack of follow-through from Olympia Development on their failed District Detroit vision has also led to this area being a dead space.
- Networking and friendships
- Not much there except stadiums
- Not really connected, there's not a lot of third spaces to hang out with and create experiences. Seems like it's just an area focused around consumption and making money, less about pedestrian enjoyment, community, neighborhood, culture
- Not really district Detroit is a failure
- Not yet but it continues to move in a positive direction.
- Only connected due to familiarity as a resident.
- Only the Cass Corridor area where there's more activity, especially closer to Wayne State between 2nd and Woodward.
- Other than the Downtown core (below Grand Circus), not really. I rarely attend events at the stadiums and theaters, and outside of ticketed events, I'm not sure what else there is to do here.
- part of community organization
- Please leave the City Alone. And Give Generations of Reparations to Us that Deserve it.
- remove/reduce the barrier that is i75
- Restaurants and event spaces
- Seeing growth an improvements brings a sense of pride.
- Sports, housing, museums
- Strong memories from the events here.
- Surrounding areas
- Taxpayer, personal investment
- The area has a strong sense of community this could help to enhance it.
- The area is clearly setup to be an entertainment hub in general but feels disjointed with too much blank space and concrete.
- The area makes me proud to be a Detroiter.
- The areas between Brush/John R and Woodward/John R/2nd should be outdoor welcoming spaces for events at Ford Field and LCA.
- The challenge is all the surface lots are bleeding the area of any sort of connectivity.
- The core business distric needs more park space. This would allow a better quality of life for those that live and work in the area.
- The grand entrance to downtown district
- The history of the neighborhood

- The new park at John R and Watson is helping but it's not enough.
- The northern side needs connectivity to downtown
- The southern and northern areas are enjoyable. But the center feels like a huge Meijer parking lot and is not a pleasant place to be.
- The sports teams here connect much of SE Michigan
- The variety of concerts, comedians, sports, festivals, and other shows targets a wide array of interests.
- There are numerous opportunities for vast improvement.
- third space to spend time with friends
- This cap would greatly help the much-needed Brewster Douglas area which will ultimately connect Midtown to Downtown to Eastern Market. A benefit to all.
- This is a memory-making area. Everyone remembers their experience at a Tigers/Pistons/Red Wings/Lions game, or a show at LCA or the Fox. They also remember the poor memories associated with those days -- such as safety concerns.
- This is an amazing area but I feel it could be more. This area could become the bridge between downtown and midtown. As it stands now the only street I feel safe on is Woodward. I think highway caps would immensely increase the impact of this area.
- This is literally my home
- This is my favorite area to go out in all of metro Detroit
- This part of Detroit is where many memories are made, with all the landmark venues.
- This will help many Detroiters commute back and forth and will help grow the emerging renaissance in Detroit.
- This would give me direct access along the entire path from one side to the other going from work to home. I do this at 3am.
- Through sports and local community
- Through work, and the fact the area is well-known by Metro Detroit for sporting events.
- Totally in favor of this project. I don't understand this question though.
- Traffic can be painful, access to parking needs improvement
- Trail , walking path
- University presence and growing presence.
- Visitors to Ford Field Comerica Park & LCA trash and wreck this space fill the empty lots.
- Walking and biking
- walking and cycling
- Walking less congested walking
- We built a townhouse on Edmund Place and are very much invested in doing all that we possibly can to accelerate property values in this area. A cap would be an extraordinary way to do that and we fully support this initiative.
- We have lived in this community for over 20 years and have watched the improvements and redevelopment of the community. It's important for more beautification and nature inspired development to happen
- Went to High School in the affected area. Used to live in the affected area.
- Work/industry in the area
- Yes. So on event weekends (Detroit holds alot of events lately), a cap over the freeway would make it much easier to go from one part of Downtown to the other, especially on foot.

What community assets do you want to reconnect through this project? (389 Comments)

- A cap on i-75 as proposed would be simply brilliant for its ability to connect midtown and downtown detroit with walkable/usable natural area. It would be a massive improvement to quality of living in the affected area and a huge boost to Detroit's ability to attract large events to the city. Do it!
- A cap will never bring back what was there and impacted by the original construction, only create headaches for the future. It's an interesting idea, but 20 years from now when it's falling apart, will it have been worth it?
- A fluid transition from Downtown to Midtown. Having green space instead of a freeway ditch. Being able to more easily and freely walk back and forth between LCA and downtown not having to wait to cross at busy freeway bridges.
- A higher quality, safer and quieter connection between midtown and downtown.
- A network of dedicated bike, micro-commuter, and pedestrian pathways and roads and parks with children sports and play areas interdispersed.
- A park that brings in much needed green space to the city and serves as a space for events (extension for music festivals like Movement, block parties similar to Chicago that happen frequently throughout the summer, future NFL draft-like events to reduce overflow using massive screens and section-off areas). These parks transform the way residents, workers, and visitors enjoy a city. I'd also like to see the cap include a destination point relevant to Detroit or Michigan such as Chicago's Fountain of the Great Lakes that depicts five women arranged so that the fountains waterfall recalls the waterflow through the five Great Lakes of North America. Something cool that people want to see, remember and can be used to draw people in and talk about nationally. It should be something about nature vs a person since you're transforming a concrete void to green space.
- A park, a metropolitan space, and also dining/shopping!
- Accessibility of the city rather than restricting the flow through the available bridges. Give more outdoor green space for residents to utilize and connect with
- Actual connections that are welcoming, safe, and comfortable to people on foot, bicycle, scooter and do not compromise these factors for the efficiency of personal motor vehicles. mass public transit should also be a support mechanism.
- Actual shops, restaurants etc. Mostly open spaces
- Additional green space park. Activities
- Additional green spaces and pedestrian friendly routes.
- Additional greenspace nearby, reducing the negative impact of road noise and physical segregation caused by the highway. Having continuity physically and psychologically to the rest of downtown.
- All areas directly adjacent to the highway. The cap will help this but all areas that are next to freeway need trees and additional mitigation.
- All of them. Entertainment, office, shopping, and residential assets would all benefit from covering the ditch and adding more of the above.
- All the stadiums and Woodward ave to be better connected.
- Anything that gets rid of surface lots and creates more green space and allows for placemaking
- Areas for children to play; areas for public gatherings; commercial and residential development adjacent to any cap(s), instead of parking garages
- Areas just north of I-75 feel cut off from downtown

- Artist community, cycling, the psychology of how our environment looks and affects our mood. Large events downtown which utilize the whole area. Commuting to work.
- "As a potential benefit, the "If we build it/they will come" questions are missing.
- Whiteout that, my answers (which I opted not to provide) would weight into the "no need to do anything" but it would not be true. I think it is a terrific idea. If this is done I would probably use the area once is done. But if this initiative is not carried out, I would continue to use this are only as a commute rather than joy. "
- "At the very least a cap should be placed above the Fisher between Cass and Brush. This should happen BEFORE the I-375 rebuild because there's a much better payoff connecting Little Caesars Arena and CityModern with the rest of downtown seamlessly.
- As a temporary measure, it's possible to rebuild and widen the overpasses that contain green space with high shrubs and decorative landscaping on both sides of the roadway.
- This creates the illusion that one is walking or biking thru a park rather than crossing a freeway overpass.
- An example of this is the Washington Street overpass that crosses the Capital Beltway (I-495) in Alexandria, Virginia. The optics are great!"
- Barbershop
- Bars, restaurants, coffee shops, green spaces, sports arenas. Make downtown more accessible and walkable for those living in Brush Park/Midtown.
- Basic walkability between neighborhoods and some green cover in a currently green-less area
- Beacon park style, year round activities, trail , water fountain
- "Before any significant taxpayer money is spect in the area I would expect every parcel to be used in an urban way: retail, residential, office, hotels. "
- Being able to walk up Park Ave or other streets directly into Cass Corridor or Brush Park would be amazing. If green space is added, I may actually relax there after getting lunch and Bodega in Brush Park.
- Better connect midtown with downtown, minimize the separation caused by I-75
- "Better connecting downtown, midtown and the stadiums for people walking and biking would be great.
- Unfortunately there are way too many big ugly surface parking lots to make this an attractive place to walk or hang out. "
- Better public transportation and connectivity to other downtown/midtown/eastern market
- Better public transportation and organically located urban farming communities are essential along with better communication between communities and neighborhoods for safety and security!
- Better transit
- Bike lanes, no more parking lots. It's very valuable real estate that is wasted on parking lots
- Bike paths, boutiques, cafes, walking, pets.
- Bike paths. Also Renaissance center easier tot get to.
- Bike pumps, gathering areas, public picnic tables and amphitheaters
- Biking and walking infrastructure to all the points of interest in the area.
- "Black bottom"
- Both downtown and Midtown are such strong neighborhoods but feel so severed from each other. I live in Midtown but work downtown and walking over the freeway always just seems so eerie. Walking with friends you have to pause your conversation as you pass because its so loud. It just feels wrong falling between the two neighborhoods.
- Brewster Douglas needs help
- Bring more nature and natural landscaping into the downtown

- Bring transit hubs and improvements in this area. Connect LCA to the rest of the entertainment district. Connect brush park with stadiums.
- Brush park and downtown.
- Brush Park is the neighborhood most impacted by I-75 and the lack safe, green, pedestrian connection to downtown. This feasibility study needs to focus on improving life for those of us who live in the area. The cap should also meet the needs of people visiting the area, but that priority should be secondary to residents.
- Brush park to shopping downtown.
- Brush Park/LCA to Downtown
- Build retail over I-75 at Woodward and Cass to preserve the street walls :)
- "Build the cap!! I would love to see more interconnection of Detroit again.
- Design the area with people>business in mind. The whole 375 corridor should be made to reconnect Eastern Market to downtown. "
- Cap the freeway and put a park on top of it.
- Cass Park, Corktown, and Eastern market
- Cass Tech and Cass Park are major community assets that need to be connected to this project
- Churches and community space; small-venue entertainment space, shows/vendors, walking events and community-based, family-friendly space
- Connect all entities.
- Connect brush park and cass corridor to downtown. The freeway makes these neighborhoods feel disconnected and unwalkable, which contributes to the oversupply of parking and chocked event traffic.
- Connect District Detroit to Downtown.
- Connect neighborhoods/housing to commercial and sports assets. Want to be able to ride my bicycle north and south above the expressways throughout Detroit.
- Connecting all stadiums to parking, and parks and open spaces for pedestrians with the rest of the city
- Connecting downtown to midtown
- Connecting Midtown and Downtown to be more seamless
- Connecting midtown to downtown. It's extremely loud and you're often getting gassed with fumes when crossing the bridge
- Connecting neighborhoods - green spaces
- Connecting the Cass Corridor and Brush Park to Downtown to make them feel more continuous and connected on both sides of Woodward is essential.
- Continuity between downtown and midtown and its surrounding areas. Having a large series of street blocks where it feels like you're able to walk thru a proper, dense city grid and its neighborhoods rather than islands of activity that are chopped up and separated by giant highways. I don't want to feel like I have to take my car everywhere and re-park just to go to a couple different bars and a restaurant.
- Continuity of currently physically segregated areas.
- Covered/shaded areas, unique sculptures and design which place Detroit on the world map, water features, dedicated walk/bike paths, etc.
- Create a more harmonious pedestrian friendly downtown. I-75 bifurcates the current area, and a cap would allow a more congruous landscape.
- Creative Building Structures and Artist Zone; not more parking structures
- definitely east and west of Woodward Avenue as I frequently travel to parks and other places for sport.
- Detroit River

- District Detroit and Midtown. Brush Park and Stadiums. Cass, Woodward and Brush. No need to cap out to Grand River yet.
- District Detroit to connect
- District Detroit to downtown and Eastern Market to downtown.
- Diversity. Connectivity. Easy access to sporting, dining and entertainment.
- Downtown access to the surrounding neighborhoods
- Downtown and midtown
- Downtown and midtown
- Downtown and midtown in general, they feel so separated as opposed to one big continuous city. If I75 could be capped and the area actually sees development it could bring a new identity to a corridor sparsely used outside of parking for sports games.
- Downtown and midtown, they should be connected and made easier to navigate for people, not just cars.
- Downtown to the parks north of I-75 as well as the neighborhoods to downtown.
- Downtown to the rest of the City via Woodward. There's so much up there and 75 feels like a gash in the midst of all of these fantastic spots. Downtown feels like an island right now, and the road noise from the freeway detracts so much from the otherwise bustling downtown.
- During events at LCA, it is nearly impossible to get between midtown and downtown with cars taking up all available space waiting to enter parking lots and dropping off people at LCA. Events at Comerica and Ford Field are only slightly less difficult to navigate around
- Ease of movement from north of I75 to south of I75 to connect Brush Park and Douglass to "downtown."
- Easier access to midtown and businesses, greenspace
- Easier access to sporting events, concerts, shopping, dining
- Easier pedestrian crossing over I75
- Easier ways to walk and bike by building the cap. Also make it sturdy enough to build buildings on them to fill in all the empty lots of our downtown.
- Eastern market and Lafayette park
- Eastern Market could possible expand, more parks. Less traffic during events, makes it easier for tourist to enjoy the central business district.
- Eastern Market, downtown
- Easy parking and walking access to event venues and casinos in the area. More parking is needed. Wider walkways are needed. More restaurants are needed. Free hop on - hop off trams might be helpful. More green space would be nice
- Educational
- Entertainment venues, residential areas and parks need to be reconnected via this cap in a way that promotes pedestrian and bike friendly options. The cap should result in more walkability.
- Establish a bike grid/safe connections across freeway
- Establish more green/park space to allow for walkability to bridge Brush Park with Downtown, without cluttering the space with excess in-fill.
- extend the current city park structure northward - riverfront, Hart Plaza, Campus Marius, Grand Circus, I-75 overfill, ...
- Fast-moving freeways and wide arterials are a major barrier to walkability and make the area noisy, polluted, unpleasant and dangerous.
- Filling the chasm with positive green space and perhaps some mixed development. Would do wonders for the sports and entertainment district as well as the residents and businesses on both sides. Currently it is not only wasted space but an eyesore
- fine as is

- Flat out - there has to be a focus on the kids. There has to be a focus not the residents who live here and to retain and attract families. We can't bury children activities (2-14 year old) in an unsafe and tiny space. There has to be an extension of residential amenities and it has to be significant. Play areas, quiet, safe respite areas with lots of green space. It has to feel like home and it has to cater to the residents that live here first and foremost.
- Ford Field to Eastern Market
- Ford Field with Brush Park / Douglass Neighborhood - ripe for redevelopment which will be enhanced by connectivity if the cap could be considered in conjunction with 375.
- Ford/Comerica and LCA.
- General walkability of the area. It won't feel so disconnected by I-75.
- Great walkable areas. Including parks with cafes and dining. public use tennis courts and kids parks?
- Greater connection between Brush Park and downtown would be an incredible benefit to the residents of Brush Park. As someone who walks over I75 nearly every weekday, it is not a pleasant walk. I75 is a very real barrier. Converting the area to a green space would be an incredible benefit to everyone who lives, works, or spends time in the area.
- Greater tree canopy (doesn't exist today). More housing. Less parking.
- Green space and play areas for children would be great to have.
- Green space for concerts/programming, Biergartens, or watch parties for big games.
- Green space on the cap in the middle of the city would be wonderful!
- Green space to connect midtown to downtown
- Green space!! it is so hot around this area.
- Green space, beautification/original architecture, and better and convenient traffic flow
- Green space, particularly tree cover to keep the area cool while walking. I would also want accessible, cheap, and culturally sensitive lunch spots
- Green space. The cap is a really good idea.
- Green spaces and more walking spaces
- Green spaces are beautiful and peaceful. Detroit is doing such a wonderful job moving in the right direction. Caping would unify Downtown, The District, and Midtown.
- Grocery Stores that don't gouge their pricing, CVS or Walgreens, Meijer
- Having a 'Central Park' or community space would be great. Grand Circus park is okay, but more green space is better.
- Having a larger walkway between LCA and Comerica/Ford Field would be fantastic.
- Having to navigate using the overpasses (especially Woodward overpass) is quite cumbersome, especially when it comes to walking or biking. I've always felt like downtown was on an island. Being able to connect Downtown to Midtown would really start to bridge Detroit's overall community and encourage guests and residents to explore more of the greater downtown area.
- housing, community gathering area, trees, maybe a concert venue, restaurants and shops
- housing/grocery/schools
- I believe capping the freeway would be a great benefit to the city and community if done properly. I am 24 and live downtown with a few friends. If this area was to be capped and used for bars, restaurants, retail and entertainment. This could become similar to other cities like Chicago and Atlanta that attract many people to sports games and concerts even if you aren't physically going into the arena. I suggest removing any thought of another road above the freeway and make everything walkable. In Atlanta they have the battery and this is walkable and serves as a great attraction for sporting events and entertainment. Again, coming from a young adult who wants to see Detroit thrive. Please consider attractions and entertainment that bring people into the city rather than checking boxes to meet tax incentives like affordable housing and green space. There

are plenty of green space along the river walk, but only a handful of entertainment areas to take visitors and watch a game.

- I believe that strengthening the connection between Brush Park and downtown will have a tremendous impact on the continued growth of what I believe is the city's premier residential neighborhood, creating a model for sustainable urban living. Improving connections between downtown and midtown will also encourage visitors to our major entertainment venues to explore the greater downtown area on both sides of I-75 and has the potential to create landmark green spaces that could become a boost to tourism, creating memorable and unique spaces within the city.
- I believe the connection over the highway will create pathways to the downtown area from the residential areas that are safer to cross and encourage people to get downtown without having to rely on public transit or personal automobile transportation.
- I cannot imagine using another means to get from east to west, north and south.
- I do a lot of walking in that area and with the highway and fencing and traffic it seems like I have to walk a mile sometimes to a place I could throw a Frisbee too
- I don't know that I understand the question. But I would like more green spaces with places to sit, trees and space to relax.
- I don't feel this is a worthy project, just a massive waste of taxpayer money. Many other projects are much higher priority.
- I don't want this done
- I feel like downtown just stops at I-75 even though it doesn't.
- I feel like there isn't much in terms of green-space in Brush Park. Hoping this cap will provide some much needed green & open park space. It will definitely make the walk from BP to downtown much nicer! Also, the highway noise is obtrusive. Hoping the cap will significantly reduce that.
- I feel like this project is going to turn into just a money grab for developers / the Illitches to have more space to take advantage of Detroit residents and receive additional tax breaks from the city and state.
- I feel there are many other ways to spend the money to benefit the city
- I have no idea what this question means
- I hope there's more park and garden space and the ability to enjoy the area with less traffic noise from the freeway. In addition to easier foot traffic during events the generate crowds
- I hope to see the highway covered and the space on top activated and useful. I'd like to see a mix of commercial and green space. It would make the downtown feel more connected to the rest of the city. It's a good start to connect it to the entertainment district and Brush Park.
- I just hate all the parking lots and how they jam up traffic (including EMS, bus and QLine) after major events. It makes the area feel like it's prioritized suburban drivers to get in and out via their car, instead of actual residents, the neighborhood or people who want to actually visit and walk around. Not just those who want to spend as little time in the city as possible (outside of an event).
- I just think the surface area would allow for fun and interesting activations
- I live in on Woodward, across from Brush Park, and the division from downtown by I-75 makes the area feel artificially separated from downtown. Although I-75 would remain, capping it would make downtown and this area feel unified.
- I love going there but it's not a "livable" area. It's a fun area but not a place to live. Make it less hip and more convenient.
- I love the idea of a Cap or multiple Caps. Especially the area in front of LCA. A cap would exponentially increase walk ability of the area and continue making Detroit a world class city.

- I love the idea of having public spaces that bridge the sports district with brush park. I would also love to see an attractive easy pedestrian and bike friendly route to eastern market from the cap project.
- I really want to see the UMCI and Cass high school region get connected along with the LCA to hockeytown region. Its screaming for a connection and it would be a great place for additional green spaces while connecting these places. Additionally i think there is ability to reconnect some long lost streets such as Park ave back to the other side, while bringing the i-75 service drive back to a muted level assuming efficient traffic volumes.
- I think beautiful green space and restaurants will be a terrific asset that will attract more visitors- helping the economy through more residents and visitors. Maybe it would be possible to add some sorts of outdoor Amphitheatre for concerts etc
- I think connecting all of this would lead to a more cohesive urban environment and help with the revitalization of Detroit. I have lived here for many years and want to see it continue to improve.
- I think connecting downtown and the upper part of Woodward would help spur a lot of development and maybe even give me a little hope that any of the district Detroit will be built
- I think connecting LCA and Brush Park to Downtown makes a lot of sense, and the existing bridges over I-75 are just not pleasant for pedestrians/bikes. Even just widening the Woodward bridge to include more generous zones for walking and bike/scooters would be a huge improvement.
- I think having greenspaces over the highway would be super beneficial to the area. Around there, you only have Grand Circus Park and then Beacon Park, but that's really it. Some nice green space near the arena and connecting downtown and Midtown would help people spend more time there.
- I think highway caps/parks over I75 along with additional residential and commercial infill would benefit this area greatly. It already is a vibrant area but it needs more holes filled to make the neighborhood feel truly establish. I've always thought Detroit could succeed a lot more as a city if the focused more on the T zone of the city (more of an upside down T consisting of cork town, downtown, midtown, and rivertown. If these neighborhoods were better connected (through public transit along with better pedestrian and bike access) I think Detroit would truly begin to become a vibrant city with an attractive city center. The bones are there, the city now just needs strategic and equitable investment/reinvestment in its city core
- I think it's also important to consider a study as well as cost of reconfiguring and reconstructing the people mover. The city would benefit from stops in the Wayne state campus, the Museum District, the casinos as well as Corktown and Mexicantown. The city needs a larger mass transit system than what is currently in place.
- I think the I-75 cap is a phenomenal idea. Open up the area to pedestrians and place parks and community spaces here. I-75 and I-375 have unnecessarily segmented communities. Walkability in the area is terrible. Cycling is the fastest way to get around the B&I Area. This is an opportunity to make the entire cap a green space and park. The existing parks in the area are small and spread far apart.
- I think this would be the most amazing thing and I am 100% in support of this.
- I want 1-75 ripped out and destroyed
- I want a way to cross fisher without fearing for my life because of crazy drivers.
- I want it to be quieter and have more green space and places for people to be.
- I want midtown and downtown to feel more connected and not feel divided by a freeway
- I want more connection between Midtown, "The District," and Downtown. I live in Midtown and work Downtown and the area near LCA and I-75 is just an area that I feel like I pass through. All of the empty space and flat parking lots in that area make me feel unsafe and unwelcome. I would

love for that area to be filled in and for there to actually be people there outside of when there are events

- I want people to be able to walk from where they live to where they spend time.
- I want there to be an ease of foot traffic between midtown and downtown area. The noise level in this area makes it unappealing to hang out between sporting events
- I want there to be more access to local public shelters, walkable and bikable areas, and easier access to public spaces.
- I WANT to feel connected to greenspace and nature here, there is simply not enough of it to enjoy. I would like to see more community gardens, markets, grocery stores, small businesses, parks and third spaces where people in the community are able to exist without soliciting services/spending money. Also LESS CAR DEPENDANT and WALKABLE areas, safer pathways for bikers.
- I want to have nice green space to walk around in and watch my kids play safely. I want to be able to enjoy time outside without the loudness of the cars and the fear that loudness evokes. It is just terrifying sometimes to walk outside hearing the traffic and loud speeding cars going by.
- I want to increase the pedestrian access between the two sides of the freeway, as well as reduce the noise caused by the vehicular traffic.
- I want to reconnect Midtown to Downtown and create a seamless urban landscape without the visual interruption of the damage that the mid-century highway projects caused.
- I want to reconnect the neighborhoods around downtown. Right now it's hard to walk, bike, or drive through this area.
- I want to see Brush Park and Midtown reconnected to downtown through a green space.
- "I want to see you guys contact Old Navy, Trouve Boutique, New Palace Bakery, to bring their shops along Woodward Avenue, Michigan Avenue, Gratiot & Grand River. Did you guys speak with the FORD Family on bringing back local/long distance train commutes & speak with UEFA, FIFA, MLS, Premier, La Liga & Bundesliga Soccer to Detroit.
- Speak with the owners of Detroit City FC, to build a 95, 000 soccer stadium, at the site of the demolition of the Packard Plant, for I=75, I-96 & I-94 accessibilities, with an adjacent parking deck, with accessibility for the physically disabled"
- I wish the Illitch family would have to actually rehab the buildings they get tax breaks on instead of building parking lots and the empty district Detroit. The way they've destroyed the history of Detroit while never contributing to the hardest hit members of surrounding communities makes it hard to support a lot of events because so much money goes towards a family that is basically an overgrown welfare state.
- I would just love for the city of Detroit to be a fully walkable/transit using city that people love spending time in
- I would like areas to work out and go on walks in this area. Kid playscapes.
- I would like for it to be easier to get around this area via walking, right now a lot of it feels very car-centric and not as safe for pedestrians. More access to regular everyday needs like affordable groceries/shopping would make it more feasible to live here as well. I purposefully chose to live outside of the typical "downtown" zone/in the Benefit and Impact area specifically because it is difficult to get around and there is a lack of affordable every day needs.
- i would like the fact this will make this area more pedestrian friendly and smoother traffic flow. this will allow pedestrians to have our own walking trails connecting the sports stadiums and theaters with a walk-able green space
- I would like to reconnect a space between the sports stadiums and the new housing being developed to create a new downtown/midtown neighborhood. I would also like to see the growth by the UMCI area spread into the cass corridor with this project.

- I would like to see a proper connection of Detroit residents, especially those who have been at a disadvantage for generations due to the destruction of Black Bottom and other communities. While green spaces and other amenities are important, we would miss the mark if parts if not all of this development are not dedicated to Detroit residents and their needs, and instead only cater to tourists or people that stay across eight mile
- I would like to see Brush Park & Douglas connected to the Ford Field site or Eastern Market.
- I would like to see more green spaces. In San Francisco, there is an entire park (complete with a walking path) on top of a building which houses numerous businesses and a bus stop inside. It would be wonderful to see something like this in Detroit.
- I would like to see other cultures represented and highlighted downtown (indian, asian, mexican, etc.).
- I would like to see the downtown area reconnected with midtown. While the freeway easement is not as large compared to 375 or other downtown interstates, it is more imposing due to the increased sound caused by the higher speed vehicles and the vertical walls that amplify the sound waves. Ideally, I would like to see this space used as a outdoor gathering area, whether through parks, sculptures, amphitheatres, or other green space. Please do not use it as a parking lot or anything that has a large portion of paved area.
- I would love for people to not feel separated between different neighborhoods and feel comfortable to navigate between neighborhoods without being intimidated by 6-8 lanes of freeway. This keeps individuals from crossing to midtown and exploring and trying new food and visiting businesses up there as well as people from midtown feeling like they can calmly walk to downtown. It is a project that I have heard rumors of for the last 15 years since i was a little kid and I believe that this would bring so much beauty and used space to a already vibrant part of town. It would really complete the district detroit and feel like all sports teams are truly just a step away from each other.
- I would love if downtown was easily accessible through means of walking and biking
- I would love to go downtown more, but I mostly get around by bike and biking through a sea of parking lots before I get anywhere of interest is unattractive to me. I think the only time I have been inside the study area recently was to go to a Tigers Game.
- "I would love to see a clear connector to the downtown and stadium areas that does not involve ""crossing the highway.
- Obviously we will still be crossing a highway but ""the other side of the park"" or walk through the park"" is certainly more inviting. "
- I would love to see more parks with walking trails.
- I would Love to See some Free Parking for Residents.
- I would love to see some type of tram system, like the People Mover, but preferably at surface level to connect Eastern Market, Midtown, Downtown, and Greektown. Not busses, but similar to what they do in Toronto. It would be nice to not have to drive from place to place, and have a safe, clean and user friendly option for transportation between them.
- "I would love to see the cap to include green space and connect ability from downtown to midtown. In that space I
- Would like more options for kids entertainment. Not just a park but something more interactive like a small amusement park for kids of all ages. Maybe a Detroit Boardwalk. "
- I would prefer to cover 375
- I'd love to see Ford Field be less of island and be more connected to Brush Park in the north and Eastern Market to the East.

- I'd like to see an extension of the Q line apart from just up and down Woodward. I also want to ensure that we think about city services for residents instead of more entertainment and luxury housing.
- I-75 and Woodward between Downtown and Little Caesars Arena
- I'd like for there to be more spaces to hang out. This area is characterized by a lot of events and such, but there's not really areas that are safe and exciting to hang out before/ after an event, enjoy the outdoors, or connect with the city
- I'd like it to feel like there is a smooth transition into downtown. I would prefer that it had businesses and commercial activity as well as greenspace, similar to something like capital park. I do not think it should only be a park.
- I'd love to see kids playing in a park on the lid. Maybe a couple food trucks nearby. Try and create and exciting venue.
- "Ideally, walkable green space capping the entirety of the freeway surrounding the CBD.
- At the end of the day, there is no community without health. Americans and Detroiters are falling behind in their health, both physical and mental. Please increase safe walkable areas as much as possible."
- I'm a carless person who lives downtown, and frequently walk up to midtown and brush park for coffee, errands, etc. The highway is always the least pleasant region to navigate because it is noisy and often even feels unsafe since not many other people traverse the area. It feels very much like there is a lovely community to the north and a lovely community to the south, but with an off-putting dead zone dividing them.
- "I'm confused about the vision of this project. Is the concept to create a space similar to Kyde Warren Park in Dallas? Or, Is the intent to create an east-west linear park, but then one that may not be continuous? Maybe the idea is to make easier north-south connections and develop along the existing service drive?
- I'm not sure what community assets you would reconnect by this project. It seems more an attempt to 'fill-in' the District Detroit entertainment district."
- I'm not sure what you mean by "community assets."
- Improved bike and pedestrian access to stadiums, restaurants, shops, and parks. Important that place-making also considers what to do with the sea of parking lots on the downtown side.
- Improved traffic flow when large Events are taking place (Vehicles and Pedestrians)
- In general, making the area more urban, like neighborhooda in NY or Chicago would be of great benefit. Having heavy traffic and noise pollution as the current i75 split causes does not help the area. I would also remove any exit ramps in the area to lower traffic in the district
- In other Cities where they have done caps like this over highways it is now a wonderful greenway with bike trails and water fountains.... for example in Santiago de Chile. It is wonderful...that would do soooo much for the City to connect to downtown.
- Increase green space and nature. Connect Brush Park southward to the area by Comerica Park.
+++
- Increased green space/park area would be a great addition to this area. Something to help offset the under-utilized/empty parking lots owned by Olympia/Illich that dominate the area and connect what buildings/business do exist here.
- It builds a larger community - connects two vital areas that should have not been separated to begin with.
- It would be cool if brush park and LCA were connected to downtown and had more walkability
- It would be great to have more park space and walking areas. The waterfront is great, but can be busy and used for other events and stuff. Would be nice to have more park and walking space in the other direction

- It would be great to see investment in the neighborhood surrounding Cass Tech and potentially further support of the Brush Park community. I could also see a some benefit to better connecting the Fox and Little Caesar's Arena along Woodward for game days as it gets congested in that area.
- It would be nice if cap could stretch in order to reconnect Brush Park, Easter Market and Lafayette park to downtown. The crux at I-75 and I-375 is still a barrier with this current proposal.
- It would be wonderful to have a Detroit "Central Park" kind of area in the study area. It would become a central part of Detroit's downtown hub.
- It's a calming. measure to help reduce road noise and decrease pavement coverage thereby increasing values and desirability for residents and businesses. I believe Chinatown and to a large extent the Masonic temple can be more integrated with the downtown area. The cap should consider a greenbelt to help increase bike and walkability.
- JUST FUCKING FUND PUBLIC TRANSIT NOT THIS STUPID BULLSHIT
- Just general walking and biking easier
- Just removing the physical chasm of the freeway will create a more fluid transition from downtown to Brush Park. Greenspan on top of the cap would be a great add. Very much will be more of a walkable space.
- Lafayette Park, Greektown, Downtown
- Large anchor points on the Downtown side (like Comerica Park, Grand Circus Park, and Campus Martius) feel as if they are miles away from - and too far to walk to - their counterparts on the Midtown side (LCA, the DIA, the DSO) because of the vacancy and missing vibrancy (not to mention the noise and wind) caused by the freeway. The most important community asset to reconnect is interesting, diverse, and therefore walkable streets.
- LCA and the cass park area with the rest of northern downtown. I also work within the impact area and would love to not see the highway as a barrier.
- LCA should be connected to the rest of downtown. The Brush Park residential area should be reconnected to the stadium district. The UM Center for Innovation should be accessible across the highway.
- LCA to downtown / downtown to midtown and brush park
- LCA, Comerica Park, Fox Theater, Ford Field, Masonic Temple, parking, parking, parking
- LCA, Ford Field, Michigan Innovation, Fox Theater, Park Street area, MGM casino
- LCA, Wayne State, Hillberry site, residential area north of Fisher Fwy (I75) to entertainment & growing residential units centered on Grand Circus Park & lower Woodward. Green space of Grand Circus expanded up Woodward and across the I75 canyon would be a great asset to downtown's continued residential attraction.
- Leave the freeway, alone.
- Let's reactivate "Hastings St." Be careful to not deliver us yet another park with nothing to do. This is a city, and by dint of it being downtown it should offer amenities that you can't get in neighborhood parks. So being bordered by jazz clubs, a movie theater, entertainment for kids of all ages, etc. What we DON'T need is a "park" with a service drive on either side, buildings that face away, and nothing to do.
- Little Caesars Arena to Comerica Park.
- Love this idea. Definitely cap between Clifford and Brush Street. Stop traffic across 75 on John R. Have shops backing up to Brush and Clifford. facing a new park area with Woodward in the middle. Acting as the centerpiece with a short wall on either side and a wide sidewalk between the decorative wall and the park. Two designated areas to cross Woodward on north and south side. This new area would be a great place to hang out, for tailgates, sporting events and all downtown functions. Had a great time at the draft looking for more opportunities like that. This would totally change the feel of downtown and help with the noise from 75, having the shops on the north and

south side facing the park would also make you feel like you are nowhere near the highway and offer a great connection between Midtown and downtown. Really really great idea.

- "Maintain Grand Circus Park as a green space.
- Opportunity for use of Douglass green space (I-75/Wilkens)
- Intentional inclusion of small minority owned business within this area "
- Maintain the existing expressway and put a cap over it to provide for Green space including businesses and restaurants.
- Make downtown more a more walkable, people focused place. Every space right now is inches from a loud road with little room for people.
- Make it easier to walk and bike from downtown to midtown
- Make it more cohesive , more of a neighborhood
- Make it safer and more pleasant/appealing to cross I-75 by foot. A cap would ensure sports fans, concert-goers, and visitors to Detroit have the safest, most memorable experience possible -- and want to come back for more in the future.
- Make it safer to walk.
- "Make the cap another big park or add shopping and dining.
- Other uses include fun activities downtown since downtown lacks family fun amenities such as ice rink, roller skating, art exhibits, play grounds, etc "
- Making the neighborhood connected and not a noisy unsafe barrier to pass over
- Maybe movie theater, full service goods store, or Asian Grocery Store so you don't have to travel out to suburbs or outer edge of city. Or a cultural strip like a Chinatown.
- "Mid town and downtown are currently split up. For instance, Sweetest Heart of Mary has the Pierogi Festival every year. People tend to drink alot as its a Polish church and festival. It really would be nice to be able to just walk around or bus around downtown without having to cross freeways, or be out in the elements over a freeway in winter with no buildings or people to block anything.
- It really divideds the downtown and Ive seen other cities do this."
- midtown and downtown central park
- Midtown and Downtown, at I75 and Woodward. People leaving the stadiums and concerts venues should be able to access a beautiful connected space and not cross a freeway.
- Midtown should/must connect to downtown through this project.
- Midtown to downtown, downtown to corktown, brush park to downtown. Corktown to North Corktown. All of them. I don't want to know I'm walking over a freeway. I want the noise pollution eliminated. I want walkable, urban environments built for people not cars.
- More access to green space and parks for all ages and backgrounds. To connect to downtown in a safe way. To reduce the noise and pollution of the expressway
- More accessibility from the northern neighborhoods into downtown, connecting our two cultural and social hubs of Midtown and downtown better. Also, this is an opportunity to expand the greenspace and parks areas that allow residents and users coming to the area to feel safe and relax before and after activities in the district.
- More areas to take the children and get them outside and away from the computer and other activities in the area
- More green space and any way to lower the noise from the freeway would be great. We refer to i-75 as the Detroit River. It's an eyesore in an otherwise good community.
- More green space with less air and noise pollution from the freeway
- More green space with native plants and trees. Better connected shopping, dining and entertainment

- More greenspace with event gatherings for small break from citylife (Belle Isle too far), "People Mover" expansion with two-way directional lanes.
- More housing, restaurants, and shopping options.
- More nature & green space; better traffic & parking control during sporting & concert events.
- "More outdoor art, more playful fun things for kids to hang on or swing from."
- A central space, like a piazza in a European city. At the moment it's bits n pieces here and there."
- More park space with a variety of activities, especially for kids.
- More playgrounds, play spaces and parks and gardens.
- More protected bike lanes like Cass ave.
- More retail, grocery and entertainment.
- More shopping places and parks
- More shops, restaurants, parks
- Mostly I want it to be more walking, biking, and boosting a more transit friendly area. Not encouraging cars would be ideal to attracting more people to longer after/before major sporting events. And bring more people downtown in general. Added emphasis on natural space.
- My main thought is this will help connect downtown and midtown, and make it much safer and more efficient for people going to and from LCA for events
- N/A
- Navigation, connection from brush park to downtown. It will really give a sense of neighborhood to cap the freeway by brush park. We need less concrete and more green.
- Need more bike lanes. No bike lanes present east of and parallel with Woodward. Traffic congestion and road closures around LCA, Commerica Park and Ford field greatly impact my ability commute between New Center and Lafayette park. The only benefit I see is the potential for decreased traffic noise. What happens to and who controls the areas created above I75 in the impact area?
- Neighborhoods
- Neighborhoods and mixed use streetscapes! More space for shopping, giving people a reason to come downtown and move here. Grocery stores. Maybe a large public gathering space. Just something better and more beautiful and useful for all.
- Neighborhoods, groceries, walkable areas for those who live in the area. Green space
- Neighbors
- New park spaces, increased walkability, increased bike safety
- No cars!!!!!! No surface parking lots!! More parks and activities for kids! Pedestrian and public transport only
- none
- None
- None
- None
- None of it
- None, I want to keep my tax dollars connected to my wallet.
- NONE.
- None. I get to most places I need via Warren Ave., Michigan Ave., & Jefferson Ave.
- None. Total waste of tax monies
- Not sure
- not sure
- Nothing specific. Happy it would reduce noise
- Obviously downtown has so many concrete surfaces. Adding a big green space on the cap would really beautify downtown.

- "One of my driving routes is that section of I 75 and I hate that route. The multi lane changes and merges are dangerous. An I 75 thru lanes/express lanes would really help. That way trucks could pass thru without dealing with cars that need to enter/exit.
- How will traffic fumes be dealt with once all that slow moving traffic is covered? Will covered areas be undesirable due to fumes? And once 375 is converted to surface streets will 75 become even more of a parking lot?
- Our freeway infrastructure is grossly duplicative and a literal & figurative barrier to community. I want this cap and I-375 removal to be harbingers for more transportation infrastructure excision. I want Cass Tech students to benefit from greater access & egress to the downtown core, I want the Brewster-Douglas site to be made useful for people, I want Woodward Avenue and adjacent streets to decenter & deprioritize vehicle access/flow to promote biking, walking, plaza lounges and outdoor dining. Lastly, I want Olympia and Related's planned infill to create truly modern lifestyle, learning, & career options for Detroiters. All Detroiters but especially black Detroiters.
- Outside passive parks.picnic like the olddays
- Parking and stadiums
- Parks
- Park's
- Parks and retail.
- Parks are good, basketball courts, tennis. Courts
- Parks like they did in the Big Dig in Boston. And areas that are meant for people, not business interests.
- Parks, places for kids, bike infrastructure, safe crosswalks, pedestrian focused
- Parks, shops, housing, green space, and reduced noise from the highway. Connect downtown to Brush Park.
- Pedestrian access
- Pedestrian and bike lanes connected to the downtown and stadium districts
- Pedestrian areas and green space
- Pedestrian friendly walking space and green space. I would love for this area to be a place you can gather and shop/eat /relax and not hear the sound of the freeway
- People to resources (i.e. other people, jobs, parks, shops, etc.).
- Physically protected Bike lanes traveling to and away from downtown.
- Playgrounds, chess tables, food trucks, maybe ice skating or some winter shopping and fire venues like around Campus Martius
- Police presence everywhere, cleanliness
- Project Greenspace, mobile food trucks, mobile medical clinics, after school programs
- Project Greenspace, mobile medical clinics, mobile food trucks.
- Public land: adding/improving transportation methods, Parks and recreation spaces and more commercial spaces.
- public spaces, POC entrepreneurs, more affordable housing
- Public transit options
- Public transportation improvements, local business opportunities, and beautiful walkable neighborhoods for average Detroiters.
- Public transportation, a cap on I-75.
- Putting the street grid back to its original and intended design.
- Reconnect near by neighborhoods with each other and with downtown
- Reconnecting Park Ave (even if it's pedestrian-only) will make getting to LCA far easier. Reconnecting Cass Tech with downtown too.
- Reconnecting the street grid

- "Removal of the fisher highway. It only serves to help commuters pass through our city with no real economic benefit & costs a ton of money to maintain.
-
- We need to be focused on ways for people to get downtown WITHOUT cars. It's 2024. "
- Remove the lodge back to Wayne State campus and create a multimodal path in it's place. Build fast, efficient public transportation (off road dedicated rail)
- Restaurants, retail, and venues
- Restore what was stolen from Black people
- Shopping districts
- "Shopping
- Parks/Green Spaces"
- Spend the money elsewhere that actually benefits residents, not tourists
- Sports Campus, Cass Park & Midtown walkable reconnection to downtown
- Stadium and surrounding dining/bars. I don't want to see additional surface parking lots surrounding the two stadiums and LCA. Create smaller outdoor venue for concerts and events, either independent or in conjunction with stadium events.
- Stadiums, DAC, more connected green space for walking/biking protected from traffic
- Street grid for walkability. Build a large park on the cap that will encourage business to surround it. It should beautiful, inviting, clean, safe and we should put aside a budget to keep in clean and safe in perpetuity. We should treat this opportunity the way we did the NFL Draft! We broke records there and we should set a new standard for this type and size of cap/park here too!
- Street level businesses open during day and weekends
- Streets, neighborhoods. Would be nice if the private lots weren't directing traffic right into pedestrians. I follow the traffic signals, and Olympia attendants REGULARLY disregard them and direct traffic through when pedestrians are crossing.
- Streets, walkways. Anything that will create foot traffic. It's a parking area, and it's dangerous to be in anything but a car. I've almost been hit a few times as a pedestrian, walking past Olympia lots where they are rushing cars out with no regard for anyone else.
- The 2 biggest sections of downtown.
- The ability for kids to be outside and walk around without the air and noise pollution from the highway
- The ability to serve the community and the people that live here. Lots of dogs in the neighborhood, would be good to have an additional space for them to go.
- The area around LCA and the southeast corner of 75 and Woodward is a hellscape for pedestrians. It feels very unsafe at most times, either by being desolate and empty with no one around, or completely swamped by people from the suburbs trying to park in the Illich owned lots there, with no regard for pedestrians or cyclists. I would like to see more small businesses and parks in the area that could bring residents and other people to the area on a more consistent basis.
- The area immediately around the I-75 corridor in the impact area (i.e. the service drives and the first 1-2 blocks on either side of the service drives) today remain underutilized with most shops and businesses located a bit further away from the service drive itself. A cap would help greatly to connect the wonderful businesses, parks, and entertainment venues currently separated by I-75 itself as well as incentivize potential businesses to consider locating in that current 1-2 block dead zone that exists today along the service drive on both sides of the I-75 expressway, benefiting the entire impact area greatly.
- The bridge makes for such a ghost town and it's not very walkable or inviting. Connecting cass corridor to "foxtown" would be a great start
- The central business district

- The Douglas area by the old Brewster Projects should be a gigantic park. Right now the whole area just feels like dead ends or traffic jams. Not pedestrian friendly, no way to ride a bike. it feels dangerous to talk around. It separates the walkable downtown from the walkable midtown. The whole area should just be one giant walkable area.
- the downtown and cass corridor communities
- The energy of Downtown and Midtown must be reconnected with a full-cap of the study corridor.
- The entire area needs to be more walkable.
- The ilitches need to make good on their promises so that this becomes a more walkable place.
- The money being spent on a cap should be used to entirely remove this portion of I-75. I want to see Downtown reconnected to Cass Corridor, Brush Park, and Eastern Market in a meaningful way. I want to see Corktown reconnected with itself. I think a cap does not go far enough and I want to see specific parts of I-75 removed and rerouted. This includes where it splits from I-96 on the west to where it meets back up with I-94 near Milwaukee Junction. I would like to see it rerouted along the present I-96 path to the I-94 junction, at which point it would follow I-94 to its present junction with I-94 and head northward. As a person who has suffered from pollution-induced hypertension from a young age, I think this is necessary for reducing the harm and damage this freeway causes to the health and well being of nearby residents.
- The neighborhood and downtown. The neighborhood and folks that work in the area can benefit from more greenspace. Lifting the highway to surface street level would only tie up traffic through the area and make it more difficult to get through to work, the riverfront, and other locations in the CBD.
- The neighborhood to the downtown, mostly. And hopefully encourage parking lots to actually be filled in
- The neighborhoods and residents in Riverfront, Corktown, downtown, Brush Park, Midtown. Sports venues, Eastern Market, Riverwalk, Spirit Plaza. Greenways - JLG and Southwest GW. Transit options on Woodward, Jefferson, Michigan and Gratiot Avenues
- The neighborhoods need to feel connected to the arenas and downtown. These people are great ambassadors for the city.
- The North to South aspect of the city..food and river to the south
- The opportunity to connect sports, education, and cultural areas.
- The overpass and freeway are extremely loud and hostile. I work in this region constantly repairing atms and absolutely dread having to cross the overpass to get across I 75. A cap would be a drastic improvement. It would help reconnect the city and make everything feel more cohesive and like you - as a pedestrian are welcome even if you don't have a car. Ideally I'd love to see mass transit sprawl across the city but a cap on 75 is a great start.
- The parks, easier walking and running access, better access to connect downtown to a grocery store via walking or biking
- The revitalization of Black Bottom/Paradise Valley.
- The rural neighborhoods, reconnect those that live in the neighborhoods that want to come downtown
- The section between Cass and Woodward is the most important to cap because it would help seamlessly integrate downtown with the Brush Park & LCA areas. Right now the highway is a major barrier...
- The sports complex, expand commercial opportunities, create more green park spaces.
- The stadiums would be more accessible to each other and it would be a lot easier to move comfortably between downtown and midtown.
- The stadiums, restaurants, theatres, stores... in the downtown area without having to play "frogger" as I cross over I-75.

- The street grid. Physically reconnect the city itself.
- The urban environment feels like it is unnaturally cut off by a trench when you hit i75. A cap would make the walk from downtown through brush park and the cass park areas much more pleasant and would increase a feeling of connectedness. It would also cut down on noise and pollution for people walking through the area.
- The urban fabric in general and encourage additional density on all the surface lots still sitting in front in Foxtown and District Detroit. A lot of wasted potential.
- "theaters to midtown
- little caesars to the other stadiums
- midtown restaurants and bars to downtown
- better/safer biking from downtown to midtown
- better/safer walking from downtown to midtown"
- there are no community assets down there. this sounds like a project that will only benefit the illitchs and gilbert.
- There is a hard disconnect between downtown and midtown. The two are separated by the stadiums, freeway, surface parking, and Cass Tech. It's not very walkable. I'd like to have more connectivity between the business of downtown and midtown. Green space and smaller developments could provide links between the two increasing the sense of walkability. Protected, dedicated bike lanes would make a big impact.
- There is a huge opportunity in this space for more outdoor dining and areas for families to relax and connect.
- There should be a safe and easy way for people to walk from the different stadiums & food venues. There is no really green space in these areas for people to hang out.
- There should be more green space connecting downtown and mid town
- There used to be an Asian community in what used to be Chinatown. I don't know what could be done there to rekindle that trust for a small, Asian community to return but that would be respectful to pay homage to that neighborhood.
- This cap is essential - for the potential development of Foxtown to reconnecting downtown with the Cass Avenue Corridor. Community assets are difficult to establish and grow currently in this Benefit Area given I-75s dominating presence.
- This is a weirdly worded question. Community asset is just such an odd phrase for almost anyone to try to interpret. And reconnecting these assets of the community? What does that mean? I suppose the humans would be a good community asset to reconnect? Maybe the areas separated by the giant highway + service road megabarrier? Making it feel like a more contiguous piece of land where humans should exist would be nice. Parks and mixed use buildings and absolutely no new parking would be a nice way to use the space to achieve that.
- "This is immaterial to me. I will support any decisions made by long term residents of the area and city (we are from Boston). The important thing for me is getting the cap built:
- In short, though, the community assets that would be reconnected would be downtown and midtown. "
- "This project will generate acres of new land in one of the most impoverished, most gentrified, most apartheid cities in America. A city that has historically stolen (and continues to steal) land from black residents in the name of ""progress."" Land is the greatest, and most basic form of wealth. The land should be used for reparations before any other consideration is discussed. We have a Reparations Task Force. Why isn't this part of the discussion?
- I am white."
- Through Park and Green space
- To connect the areas north and south into one.

- Trees, the benefit of burying the freeway and the sound impact/benefits outweigh any negative. I don't see any negative impacts - other than a potential increase in taxes and being priced out of our home.
- Unknown
- "upper downtown exists as a void between two pockets with lots going on. it's a bummer to go between them because of how barren the area is. illitches turned it all into parking, it's a depressing concrete expanse"
- Visionary greening investments everywhere. More tree line streets, nature-scaped pathways, gardens, pocket forests. The area as it is currently designed is very harsh for pedestrians.
- Visitors to Ford Field Comerica Park & LCA trash and wreck this space fill the empty lots.
- Walkability
- Walkability and bikeability, access to and from events and nightlife
- walkability and green space to play, take breaks, and meet-up with others!
- Walkability to downtown. It's not far to walk from Brush Park to downtown, but I-75 makes it an unpleasant walk at times. The bridge over the freeway on Woodward is nice, but it's noisy and unsightly surrounding most of the freeway. A green space over the freeway, where people could relax and walk, would add tremendous value to the community. It would be a game changer.
- "Walkability, Green Space, Public Parks, Culture, History, interpersonal connection, commerce, grocery stores, restaurants, spaces for youth and young adults, recreation, Less and slower vehicular traffic."
- walkability, housing
- Walkable paths
- Walkable/bikeable community with less traffic noise
- Walking between downtown parking to the LCA (in Mid town) crossing I75 on Woodward is an ordeal, where we endure extreme noise / high decibels that are hazardous to our hearing.
- Wayfinding, green space, noise reduction
- We need park space. Not vendors and businesses. Open park space with trees and basic open air shelters.
- We need to connect the entertainment district in downtown to the residential areas north of the freeway in a way without bottlenecks, but with open space.
- Well since the illitches turned the whole area into an eye sore of parking lots and closed through streets for their stupid arena that was funded by stealing tax payer dollars it is harder to get through this area. Capping the freeway would help tremendously to provide more connectivity between downtown and midtown that is sorely needed. No one wants to walk over a freeway or be surrounded by the illitches ugly developments and parking lots. A freeway cap park would go a long way. By the way stop using library and public school tax captures for private development it's beyond wrong and shameful. Thanks!
- Would be interested in seeing the Brush Park area reconnected to downtown.
- Would be nice to feel as if my side of the freeway was connected to the other side by more than just the Woodward and John R bridges

What other goals would be important for this project? (259 Comments)

- 24/7 transportations from DDOT, SMART & D2&A2
- A lot of safety
- a place friendly for people walking/biking, but that is still not a complete nightmare to drive through if you had to. I also want to make sure that the area is safe and secure, but not through over policing.
- Access to public transportation. Future proofing for public transit development.

- access to stadiums
- Accessibility for those that are walking and biking. Also accessible for those with disabilities.
- Activated street life - for those who live in Detroit, not just those in suburbs who come to a game or concert. Affordable housing.
- Activities that would draw more visitors to visit and see the renaissance of the city. Maybe a community ice rink?
- Aesthetics. Getting rid of a concrete gully would make Detroit more appealing to visitors
- Affordability
- Affordable housing
- Affordable housing
- Affordable housing, homeless shelters or warming/cooling areas, community centers for kids and teens to go during the summer or after school, community garden
- All 4 of those goals are near equally important.
- All of the above are important, I would prioritize /rank 1st all of them:)
- All of these are very important. Another goal could be trying to actually follow through on these goals in implementation. The safety and security component should not be about policing, but about the dangers of cars. Narrowing any service roads
- All of these goals interconnect, if you build it they will come.
- All of those goals are important, being able to use it as an event space would be important too.
- An emphasis on safety and family spaces would be great
- Artistry and Creativity (Safe spaces for artists to hone their crafts and beautify Detroit.)
- Beautification
- Beautiful and functional statement feature, something that showcases Detroit's creativity and innovation, ideally a standalone project that reflects a new commitment to environmental sustainability. It should be on scale and memorable like the Chicago bean
- Benefits and Opportunities for Small Business Owners - Not just one large land owner in the area.
- Best bang for the buck. I'd prefer pragmatic, low-cost/high-impact solutions rather than spending money on glitz
- Better traffic and more lanes
- Bike lanes
- Bike lanes, housing, TREES
- Bike paths and more walkable areas away from transit
- Braille and large fonts for visually impaired individuals.
- Bringing life to Detroit!
- Build a park, no if ands or buts about it. That area is a parking graveyard, build a park
- Build inclusive infrastructures that work for all mobility needs
- Can not order above only able to pic #1?
- Capture over population of raccoons, gophers and stray dogs in the neighborhood.
- Cleanliness and no litter. Things Detroit parks are not known for.
- Clear plans for event and retail space. NO MORE PARKING LOTS
- Commerce! Increased property values! Added value to the downtown area! Beautification of the downtown area with a globally visible project!
- Commercial and residential development adjacent to the cap(s) instead of parking garages
- Connect the people of Detroit, encourage local businesses which represent the local culture but also those that don't (and don't overdo it). Create a large quantity of mixed income zones, instead of smaller areas of gentrification and removal.

- Connecting neighborhoods to hopefully increase residential and small commercial development, that lead to healthy density and the overall vibe that you feel like you're somewhere specific, interesting and vibrant.
- Connection to other neighborhoods
- Connectivity and mobility goals should be the #1 focus by far. If the project can successfully enhance connectivity, the success will have an outsized impact on a large surrounding area, and other goals will follow.
- Correcting the history of carving through neighborhoods during the midcentury highway projects.
- Create a Central Market similar to Boston. <https://faneuilhallmarketplace.com/>
- Create a substantially sized green space, something which is lacking in the City of Detroit as a whole.
- Create more density, bring corporations to the city and build tax base revenue
- Cultural impact and sense of identity
- Cut down on car-centric city planning
- Decorative landscaping that can help to improve Detroit's image and air quality
- Decrease car usage and increase pedestrian usage
- Density! No more surface parking lots, and engage local artists in wayfinding/murals.
- Design bike lanes that you would feel ok about letting your child ride in and keep them clean of debris.
- Design the space for people, not cars
- Designing it with an actual vision in mind. Create a real connection between the city and midtown. Not just a bike path and some trees. Also Using local workers to construct it.
- Developing surface parking lots
- Diversity of businesses (retail, dining, etc), increased bike rakes in the area
- Do nothing to impede future mass transit planning
- Dog park, since everyone has a dog these days
- Don't do it
- Easy access, away from traffic
- Easy connectivity biking or walking to SW Detroit communities / Greenway, Michigan ave
- Economic development
- Economic Development
- Education
- Emphasis on local businesses. Parking structures with commercial storefronts at ground level instead of the current surface parking lots.
- Employment opportunities and beautification
- Encourage businesses and entrepreneurs to enhance and invest in area
- Ensure Children and adults have places to play
- Ensure that none of the caped space is used for car parking or storage. Far too much cuty land is already dedicated to this.
- Ensure the community is retained and gentrification is limited
- Ensuring any new development opportunities are not handed over to the Ilitch company, rather offered to local businesses and entrepreneurs who can develop the land for the public good faster than we've seen from Ilitch/Olympia.
- Ensuring ease of parking, and accessibility via public transportation. Ensure that it's open all year despite any Formula 1 races, thanksgiving parades, etc.
- environmental concerns during construction
- Filling in all the gaps in downtown by building more buildings.
- Financial sustainability of maintaining the cap over the long run

- FOCUS ON THE INNER CITY COMMUNITIES.
- Force Illich to complete promises
- Force the idiot illitch family to finish their developments that the city tax payers paid for or take back the properties. Stop letting the illitches destroy significant landmarks so that they can build half assed cheap buildings and parking structures
- Freeway
- Full-Cap of the study corridor; Woodward and Grand River facing development over freeway; Complete streets of service drives
- Fun, children themed.
- FUND PUBLIC TRANSIT NOT THIS STUPID BULLSHIT
- Get rid of all of the parking lots please
- Giving Detroit residents first access to any newly created land to be used for business/housing
- Giving transit more priority lanes so they don't get stuck in traffic after a major sporting event. Reconnect Park Avenue which once had a bridge. Reduce urban heat zone effect. Encourage people to not feel like they have to park right next to LCA
- Goals to identify would be noise, lighting, and exterior outdoor space with bars and restaurants. Noise especially is an issue downtown with people driving cars that interrupt peoples dinners and conversations along the street.
- Greater visibility for the good of Detroit
- green space and business use
- Green space and public areas for sitting and gathering. Like in Europe. If it's walkable and green and safe - all other good things will follow.
- green space with a few structures for businesses or housing
- Green space, parks
- Harness the growth of serious crime in this community. Minimize community disruption during construction! How would development of this project overlap with I-375 reconstruction?
- Historical programming for Paradise Valley and Hastings street.
- Holding developers accountable for not following through with the promises they make to the state, city, and Detroit residents. Broken promises and developer tax breaks have hurt Detroit residents the most.
- Human psychology
- I don't think this is a good idea
- I suppose DDP would be looking at enhanced programming opportunities?
- I think connectivity is the most important.
- I want to reiterate how important a green space would be in that area - it would be a fantastic way to bridge the area between Ford Field and LCA. (Boston is a great example of how to do this, in my opinion)
- Identity and culture do not equate business opportunities. Art in public space that utilizes education with it.
- If we could just get rid of the freeway altogether. Its loud and i hate it
- Immigrant entrepreneurship opportunity
- Improve traffic flow.
- Improved public transit
- Incorporate area history if possible, with the creation of green spaces.
- Increased connectivity to Ford Field & Eastern Market from Brush Park.
- Increased mass transit around the city.
- inexpensive housing and businesses such as lunch, grocery stores, and businesses to support daily needs and errands. Maintaining cheap rents

- Infill over the cap itself might make the sides of 75 feel more cohesive, a unity from Downtown to Midtown.
- Innovative designs for walkways, bike racks, landscaping, etc. LED lighting, displays.
- Integrating a public transit solution so I don't need to drive in the new tunnel
- Integration with public transportation; family-friendly options (ie parks/playgrounds)
- Intentional inclusion of small minority owned businesses
- It cannot be another "park " Think of it more as a town square. It must be bordered by active business. Another empty space, like Cass Park which isn't very far away, won't serve anyone.
- It needs to be functional and usable. Not just a statement piece, it has to be something that generations will come to use. Noise reduction, walkable space, gardens, trees, play areas, sports areas. It has to be financially sustainable and physically safe
- It would be good to park away from the event at less expensive parking, then walk.
- It would be great to seamlessly connect LCA and Brush Park to the greater downtown area
- Jobs
- Keep traffic noise down
- Keeping it as green as possible, not only with new buildings for businesses but also foliage to reduce the urban heat island effect downtown from all of the Ilitch parking lots.
- keeping the community intact and creating parks and common spaces
- LCA and Brush park caps are necessary, just so much traffic flows in from that side. But to enhance what is currently underutilized, a Grand river cap would be important especially with cass and UMCI being there. Destination and connection!
- Less congestion from trucks
- Less focus on cars, removal of excessive car infrastructure in this area by promoting dispersed parking and circulation away from this area.
- Less litter & trash
- Lifecycle cost of the improvement and future maintenance needs and safety for this on the freeway
- Livability - access to groceries.
- Long term plan to maintain elements including transportation infrastructure created as part of plan
- Make Detroit a more attractive, safer and better place for residents, visitors and tourists alike
- Make it a beautiful and artful space that people from other states would want to visit
- Make it easier for bikers, public transit to use the space- discourage cars as much as possible
- Make it easier for businesses in the area to attract customers back and forth between Midtown and Downtown; there needs to be a better economic link between Midtown and Downtown that does not necessitate cars
- Make it easier to cross the service drive. Narrow the lanes, slow traffic. It's crazy.
- Make it usable, connected space that isn't just walking through a park to get to another part of town.
- Make the area walkable. Being able to safely walk to midtown and the sports games from downtown would be amazing
- Make the city feel more connected
- Make the space exciting. Concerts in the park. An awesome playground for the kids. Somewhere to cook and eat food.
- Making it a destination
- Making the cap either green space or new businesses
- Making the city walkable
- Mass Transit opportunity for an easier dropoff point between Michigan Central in Southwest Detroit and Downtown. Rapid-BRT with dedicated lanes.
- Minimize disruption during construction

- money being directed towards Detroit-based businesses.
- more housing.
- More parks
- More street level retail
- N/a
- N/a
- N/A
- Neighborhood identity and culture
- New businesses opening
- No
- No gentrification
- Noise abatement is the key
- None
- None of these “goals” are necessary. Get donations, not taxpayers’ money.
- None save money
- None, invest in the neighborhoods like they do downtown and midtown
- None.
- Not building anything taller than 4 stories.
- Not gentrified
- Not screwing with my interstate
- Not using public funding. Olympia still hasn't finished their vision for the little Caesars arena area and received a large amount of public funding.
- Opportunities to build needed high density housing without displacement of an existing community
- Opportunity for food trucks to be stationed at these green spaces, drinking fountains and public restrooms, green space for a park for rec leagues. A dog park is a great way to connect brush park and downtown residents
- Outdoor activities such as dining.
- parking
- Pedestrian and cyclist safety
- Pedestrian safety and inclusivity for those who live in the area
- Pedestrian safety, neighborly connection through public spaces, reduction of vehicular traffic and slower vehicular traffic, equitable economic opportunity
- People mover expansion
- People who survived the economic depression of the 70's through 10's in Detroit should have greater access to economic opportunities for small businesses in their communities because they are the forgotten ones in this town
- Physically connecting mid town and downtown is really important.
- Places for Detroiters and not just the stadium crowds.
- places for exercise, walking and healthy activities
- Police presence
- Previous landowners given 1st choice on ANY business opportunities!
- prioritize city living people and ecosystems
- Prioritize impact to residents.
- Prioritize walkability in order to connect midtown to downtown. As it stands, there really isn't a comfortable way to get there on bike or foot.
- Procurement of Local contractor's
- Promote Detroit teams in park

- Protected bike lanes that include more than a plastic pillar for protection and do not get interfered with by parked cars.
- Public bathrooms and drinking fountains! Screen-free things for families and kids!
- Public gathering spaces.
- Put lid on highways both 75 and 375
- Putting a lid on 75 is a distraction and reward the primary land owner in that area for irresponsible land use.
- quality walking paths across capped green area; water feature(s) in capped area
- Recognition of the old Black Bottom neighborhood and a commitment to create affordable, low income, and senior living housing as well as market rate housing.
- Reconnecting these areas that 75 has torn apart. Mixed use development
- Reduce crime
- Reduce reliance on cars, less pavement, better flow of I-75 with no ramp for heading north. Also, with I-375 being removed, maybe a feasibility study can be created for a smaller spur to Gratiot, so that we don't have the I-375 and spur taking real-estate
- Reduced noise from the freeway, green space, an area that connects downtown to midtown. Right now the neighborhoods are separated by i-75
- Reduced noise pollution is massive. I often have to mute myself on phone calls for 20 seconds before I can be heard again by the person on the other end of the line.
- reducing the number of parking lots and the parking footprint, eliminating the highway
- Reducing the sound pollution from our freeways is important to enhance the experience. This is CRITICAL!
- Remove the lodge back to Wayne State campus and create a multimodal path in it's place. Build fast, efficient public transportation (off road dedicated rail)
- Removing parking lots.
- Reparations.
- Reparative Justice, Vision Zero, Climate Justice
- Residential located near/around LCA so that business placed on the cap can thrive. We need this area to be a major entertainment district and help to activate the West side of downtown/cass
- Respecting the residents, not the gentrifiers
- Restoration of new and old Detroit
- Restoration of the area to it's historical grid layout.
- Restructure and rebuild schools in the area
- Restructure and rebuild schools in the area.
- Robust biking, pedestrian infrastructure. All car lanes put on a diet. Get rid of all those godawful parking lots in Illitchville and use State Fair as a massive park and ride scheme to get people into and out of downtown.
- Safety
- Safety
- Safety and Security is a big one, even if listed #2 above
- safety from gang violence
- Safety to drivers in the tunnel.
- seamless connection between downtown and midtown
- Security. To feel totally comfortable in moving about without fear. Reduced traffic congestion.
- See my comments above
- Shopping
- Site seeing.
- Slowing traffic, and making it easier and safer to not be in a car.

- Some Free Parking for Residence who live in DownTown Detroit.
- Space focused on kids and families. Places where adults can socialize while kids play. This ethos should be built into the private establishments that locate here.
- Space for activation, cultural installations, and public art
- Stimulating development
- stop blight
- Street fairs and food trucks regularly held.
- Strict requirements for potential developers and penalties for lack of completion. Work with small local developers rather than mega corporations.
- Stronger connections between attractions in downtown and midtown, removing physical barriers that also contribute to a psychological barrier between the two districts and making it feel like a unified, walkable, continuous downtown.
- Supporting a design for our city which will encourage young people who want to live in an urban environment to stay in Detroit. AKA affordable mobility
- Sustainability, more green area
- The 4 listed
- The focus for the cap should be the portions affecting residential neighborhoods.
- The space should offer quiet and respite from vehicular traffic. No cars should be allowed throughout it.
- The street grid was destroyed by the freeways, this is a once in a lifetime opportunity to fix our unique city grid.
- The sustainability of this project if we cap this area what implications are put in place to fix this on a yearly basis we can nbarely afford roads now and this will be an extra thing that will need tending to, open to learning more
- The top question isn't functioning properly. Noise reduction is #1, community centered space #2, mobility/connectivity #3, equity/opportunity #4. Other goals would include setting a standard for better urban through accessible greenspaces
- the urban fabric will not inspire growth while the chasm of the highway deters people with noise, exhaust, and absence of character. for the sake of "reconnecting communities", this project should be thought of in direct tandem with the i-375 project.
- There would be a massive benefit to capping the freeway by reducing the highway noise to pedestrians crossing the area.
- These are all important, it is hard to rank them.
- This could be a great space to host temporary events in a greener area that hart plaza or campus martius. So like events that cater to food trucks or temporary vendors
- This could go a long way to enhance the property values of Brush Park.
- This is a bandaide for the larger issue of too much surface parking & housing tied up by speculators.
- This is good
- This park, like many other large projects in Detroit, if done right, will contribute to Detroit's viability (population increase) for generations to come. Let's make it into our own Central Park (without the ponds of course...)!
- This project coming to fruition could help draw new residents and tourists to the neighborhood. This project could be used to better market Detroit and make it a more attractive destination to many people
- To improve the resiliency of I-75 at this area and neighboring roads. Properly manage the flood risks of capping this area and long term maintenance of said structure.
- To not waste 2 million dollars studying it.

- Tourism -- creating space that attracts people from outside of Detroit.
- Transit - BUILD A TRAIN LINE TO CONNECT FLINT & DETROIT
- Transit hubs
- Upgrade all traffic signals to mast arms
- Use the High Line in Manhattan as the inspiration, where gardens, sculptures, water features and walkways are abundant in a vibrant green space cap
- Utilize the economic benefits as leverage to force the owners of large swaths of property and real estate in the impact zone to either redevelop those assets during construction or face forced sale to someone who will (cough cough, Illitch Holdings)
- Variety of development on the newly constructed space. It would be nice if we got a mix of parks/retail/residential as opposed to all of one kind. Particularly dont want to see multiple parks and no residential/retail. We want density!!!!
- walkable paths
- Ways to utilize the space without cars (only bikes and pedestrians)
- What could be done is a college project done by our Civil and Environmental Engineering Wayne State University students and faculty.
- When comparing similarly positioned large cities in our region, Detroit has truly failed at green space preservation in, near, and throughout the city core. Toronto, Buffalo, and Chicago are each incredibly lush with ravine systems and deep walkability.
- Would make 75 feel less like a border wall
- You should remove the freeway altogether.
- Your priority ordering sis not work.

Do you have any additional comments or suggestions about the potential capping of Interstate I-75? (321 comments)

- "1. This is expensive to construct and maintain. We already are far overbuilt with road infrastructure in this region that cannot be supported through existing revenue structures. We should be looking to reduce that load rather than add to it. A better long-term solution might be to remove/de-intensify this stretch of I-75 for air, noise and pedestrian health. 2. Adding this cap makes it more difficult to retract from a massive highway slicing through downtown. Under the guise of pedestrian improvements this proposal also doubles down on cars being the future. 3. More creative and better value alternatives might include making Clifford and John R pedestrian only with robust improvements on the existing bridges and adding a purpose-built pedestrian structure at Park. This, with the implementation of improvements or selective removal of the service drive, would achieve a similar connectivity effect for far less money and complexity."
- A better solution that would cost less money to maintain would be to remove the portion of I-75 from I-96 west of downtown through the I-94 interchange, and route its traffic onto I-96 and I-94. With I-94 being widened to accomodate more traffic this makes much more sense.
- A cap over I-75 is well overdue & needed. Please do this right, don't spare any expense so the end result is an overwhelming success & future costly corrections don't need to occur. I suggest using the High Line in Manhattan as the example for the overall scope. I would suggest shrinking the north service drive down to 2 lanes between John R & Brush. I also think that pedestrian friendly crosswalks across the service drive should be implemented throughout the caps footprint to allow easy access. I suggest thinking outside the box on design elements, one of which would be use elevated pedestrian bridges in certain areas over the service drive, such as a pedestrian bridge on the cap over Woodward and also a pedestrian bridge west of Woodward & over the north & south service drives that allows safe unfettered access to LCA. Elevated walkways can also be utilized

over the cap to create vantage points/panorama views of the area & also connect to the previously mentioned pedestrian bridges

- A community feel would be lovely...
- Adding space for businesses particularly on Woodward like the Union Station Cap in Columbus would create more of a feeling of connectedness. Parkland would be nice, but I'm resistant to the idea of too much open space that could create a feeling of separation similar to what exists now. The goal should be that crossers don't even realize that I-75 is below their feet.
- All of the empty parking lots seem like wasted space, and seem very unfriendly and unlivable. Would be great to see additional tree cover and a more beautiful use of the space.
- "Along with the I-375 project, this project provides an once in a lifetime opportunity to transform a great American City. The program's top goal should be to encourage Detroit's population growth and urban density. Without that, our beloved city will continue to struggle to be a viable work, live & play space that serves all of its citizens.
- Any capping and development must not be undertaken by Olympia Development alone, nor by any other development firms that have not fulfilled their past obligations.
- Any efforts to make the entertainment district more pedestrian and bike-friendly would be appreciated. Right now, we're still sharing roads with cars which are the priority. Let's flip the priority to pedestrians in our design.
- Any emphasis on green space/nature, a nurturing space for both wildlife and humans in the heart of our downtown area be excellent
- Anything to encourage any/all of the the listed ideas and suggestions would be a GREAT improvement!
- anything to help the city be connected again and promote walkability. Please no surface parking.
- Area between Brush and Woodward would see the most benefits. Open up areas around Ford Field and Comerica which are lacking
- "At the very least a cap should be placed above the Fisher between Cass and Brush. This should happen BEFORE the I-375 rebuild because there's a much better payoff connecting Little Caesars Arena and CityModern with the rest of downtown seamlessly.
- As a temporary measure, it's possible to rebuild and widen the overpasses that contain green space with high shrubs and decorative landscaping on both sides of the roadway.
- This creates the illusion that one is walking or biking thru a park rather than crossing a freeway overpass.
- An example of this is the Washington Street overpass that crosses the Capital Beltway (I-495) in Alexandria, Virginia. The optics are great!"
- Based on the map, the sections between Clifford and Cass seems to be a good cap zone and between JR and Woodward
- Basically, I view it as a waste of money that could better serve other improvements need in existing neighborhoods.
- Be inclusive.
- Bike infrastructure including charging for private owned ebikes
- Boardwalk vibes
- Both sides of woodward
- Build a tower tour like the one in Canada in Downtown Detroit and an E-ZPass (electronically) toll in Michigan: Standard and Flex on I75, I94 and I96 the drivers will use the express lanes to bypass congestion. Pay for tolls without the need to stop, no need for cash, no toll booth backups.
- Build housing on it
- Cap as much of it as you can, it's worth the investment. And it will only help the case for The district Detroit vision to be realized and for more developments to move forward

- Cap I 375 versus the dumb current plan
- cap I-75 and plant native landscaping that will clean the air, filter noise, and support beautiful public spaces for all people.
- cap it between m-10 and i-75
- Cap that thing. I walk that area frequently and it's odd to have to see yet another freeway given how nice the area is and it being a main attraction point for the city.
- Capping has worked really well on I 696. It is proven to preserve neighborhoods
- Capping is faster and until we get mass transit we need 375 to reduce. Traffic jams.
- Capping is simply not enough. This portion of the freeway should be removed and the City of Detroit, Michigan Department of Transportation, and the Downtown Development Authority need to have courage to actually do this.
- Capping it would be amazing. Reducing noise, increasing walkability and safety. It would add a sense of connection that Detroit doesn't seem to have to midtown. It would make midtown more walkable and accessible and more enjoyable to visit knowing you can easily walk downtown.
- Capping seems to be the best solution and provides two benefits: A new innovative design and walk way for the city and the chance to highlight and showcase new design cities can imitate.
- Capping should focus on a green, relaxing & quiet zone allowing pedestrian & bicycle easy access & connectivity North-South of I75 and East-West Beaubien-Cass. We do NOT need additional special events or congregating zones OR businesses in this limited size capped area. Keep it green, quiet and simple. There's ample special events, congregating & business activities North and South of the capping. It should connect North-to-South and East-to-West simply and WITHOUT structures, crowded spaces or businesses.
- Capping should provide a greenbelt and the space should be relatively natural with little to no upkeep required (don't create paved congregated areas for picnicking etc). The capping should create a green-corridor that allows for biking and walking/running. Trees should be planted to create shade with grass. No food trucks or waste producing businesses should be allowed in the green corridor.
- Capping the freeway is a waste of money. You should spend the money providing better transportation options in and out of downtown Detroit. If you're not meaningfully reducing the car traffic in and out of downtown you aren't doing anything to "improve air quality" -- those emissions are going somewhere whether there is a cap or not!
- Capping the whole thing is a great idea. This must be done whatever the cost. I love this plan.
- Clean and safe park with tree cover and plantings. A small retail space may work as well.
- Community art spaces would be great.
- Complete waste of resources. Many cities have a freeway run through it and people are fine. Money could be spent on other projects.
- Connect the Cap project to the I-375 project in a meaningful way. Move the study area from starting at 3rd street to 2nd St & ending after Brush Street.
- Connect the city. Cap all the freeways
- Connectivity has to be key
- Detroit treats parks like they are "thee" amenity and we wonder why "vitality" keeps coming up on Detroiters' wishlist. I'm 38. My peer group, and my oldest son's (he's 21) and youngest son's (14) feel that there is nothing "to do" here. Some parks in neighborhoods should just be parks in the classical sense of the word. But this park? We already have an average of almost 2 parks per square mile. What will yet another empty park do for us? This park is somewhere important. Practically smack dab in the middle of the Arena District. Make it special. It should be more of a "town square." If you want to go and do nothing, cool. But why can't it also be a place for my youngest son to meet his friends at the arcade, my oldest son take his date to a movie, and I'm on a date with

my wife, having a great dinner. And the place is alive with laughter and movement? Don't give us another "PARK." We have quite enough, already.

- "Detroit was a leading innovator in the early days of auto industry. The auto industry made "Detroit" a household name the world over. One of the unfortunate results of the auto's ascendancy was the 'carving up of communities' as cities built freeways etc to meet the demand for cars.
- But just as Detroit was a world leader then, so it could be again, but this time as a leader in how to heal the scars that were a consequence of 'the golden age.' Detroit could position itself as a model for cities world wide! "
- Do it
- Do it ASAP- I love visiting Detroit but the expressway cuts off large chunks of the city when we walk around to shop and explore
- "Do it asap. Who knows how long the momentum exists to do these things in Detroit and this, as well as several other projects to improve liveability, and overall fixing the disjointed nature of Downtown, Midtown and also areas like Corktown and Eastern Market are critical in returning to a city people can spend and want to spend a lot more time in.
- I love the progress the city has seen already - but it needs to accelerate it - "
- Do it to I-375
- Do it!
- DO IT!!!!
- Do it, please. As much capping as you can. Use the area like a linear mall, similar to 16th street mall in Denver, CO. That is what I see when I look at the potential here.
- Do it. The sooner the better. It'd make the livability, accessibility and aesthetic connection between downtown and Midtown much better.
- Do not allow any hazardous Transit on that stretch of i-75 to prevent catastrophes
- Do not use Dallas and Atlanta as examples. They do not have freezing issues with water. Look at the cost of maintenance for the I-696 caps! No trees on the cap. Grass only areas for connecting and walking/running.
- Don't do it. In a few years concrete will be falling onto the drivers underneath it do to poor construction and lack of maintenance. Air quality will be poor do to trapped exhaust from trucks .
- "Don't put a playground on top of an interstate. Asthma rates are bad enough without having kids play on top of all that air pollution.
- Actually just rip out 75 completely from 96 to 94. Solves your 375 problem too"
- "DON'T WASTE A PENNY OF TAXPAYER MONEY ON A PROJECT LIKE THIS.
- If people want to do it, they should pay for it, not taxpayers."
- Don't do it! You can't trust the government to take care of roads and infrastructure as it is. That freaking thing will come toppling down on the expressway one day.
- Don't let the Illiches build surface parking lots on it, or hold the land empty for a decade with half-hearted development plans.
- Don't sell the land to Chris or Dan, no more parking lots
- Don't waste taxpayer money on this idea
- DOOOO ITTTTT
- Focus on parks, green spaces, enough area to have pop up vendors and events. More of a community park transition piece for people going to sporting events and concerts.
- For the traveling public, the drive through Detroit will be even more stale and concrete. Won't even be able to get a glimpse at the stadium district.
- Full-cap with Woodward and Grand River-facing developments over freeway; Create a tree canopy; Complete streets along service drives; Remove the Lodge Freeway south of I-75

- FUND PUBLIC TRANSIT NOT THIS STUPID BULLSHIT
- Get rid of some of the on and off ramps to make even more space for the caps
- Give that Area back to the Citizens of Black Bottom and Paradise Valley. Enough has been stolen/taken from the Residents and Citizens past and present of Detroit.
- good idea
- Great idea and would like to see further information on the projected costs, timeline, and possible uses associated with the capping.
- Great idea, should have been incorporated in I-375
- Great idea...long overdue
- Having a beer garden for adults and playground/park for kids would be great. Check out the Trillium Garden on the Greenway in Boston for example.
- "Highway caps have proven successful in many cities large and small. Hopefully this project moves forward quickly, but doesn't end here. Detroit and the environment could benefit from a lot more coverage over highways.
- Placing parking structures over small portions of the highways could help benefit everyone by opening up downtown surface lots to redevelopment. If the people mover and Q line are expanded, consider a parking structure with stations that could connect the two separated public transit systems.
- Consider public art and sculptures in green space, pieces that would be unique to Detroit and our State."
- Honestly these funds would be better spent upgrading the Qline to be center running south of New Center
- Hopefully it's built somewhat easy to maintain or with a long lifespan in mind.
- Hopefully we can activate the space with less expensive options, at least some of the time.
- Housing in the area is lacking. I want to live here but rent is too high for what you get. Paying 2k+ for a non walkable neighborhood is not how you build a strong city.
- Housing, small businesses, comfort, nature, transit, reduced noise, reduced impression of the need to drive
- How long would it take and how do you plan to do it?
- How would this impact or improve event traffic to the arenas and downtown? Bike racks and benches should be included in the park design. A gravel path or paved path for running and biking would be fantastic. Get DTE to donate solar panels for the project to generate electricity for the park bathrooms and lighting. MOGO to include a bike station there.
- I 100% support this proposal.
- "I actually suggested this idea 3 years ago as the I375 project was looking like it was going nowhere. It quickly became apparent to me after looking at other cities like Chicago Miami and New York, that many of their freeways run deeper underground than ours, and, a solution to either go deeper with the road bed, and then connect the street grid above it, or a "Cap" would be the best way to reconnect Detroit's amazing and historical downtown. Specifically I said "bury our freeways downtown", and this would do exactly that.
- Im glad we are studying it as this is the first step in actual getting this done."
- I am hoping that this better connects areas adjacent to downtown and midtown.
- I appreciate that trees are mentioned in the feedback options. As a carless person, I'm often walking along Detroit's arteries (Woodward, Gratiot, Grand River, etc.) and trees are almost nonexistent in this city, which is brutal for pedestrians in hot weather with sun. Having shade for my walk through this area would be very appreciated.
- I believe it should be a green space with parks for everyone with a focus on families. Within walking distance from my apartment there are no convenient park spaces for children. Also the

noise and air pollution are a huge concern at the moment. This project will improve the quality of life and beautify the city.

- I commend the initiative. Downtown and midtown (and adjacent neighborhoods) are still too disconnected and require a motor vehicle to get around effectively. We need more connected green space that encourages non motorized transport, which will drive more foot traffic to businesses and promote a healthy lifestyle and environment.
- I do not think that this should be utilized as an opportunity to build more commercial or residential properties. I think that the entire I-75 cap should be utilized as a green space/park.
- I don't live in the city anymore, but I know this would be an amazing opportunity to create a community gathering place.
- I fear that if it is only a park, then it will not support my interests. As a woman, being able to walk in areas of high foot traffic make me feel safer. Often times, parks enable wrong-doers to take advantage of women when other cannot see them. Having a mixture of businesses and green space is preferred.
- I have been a Brush Park resident & business owner for 24 years. I am in full support of the Cap , and as a board member of the Garden Lofts & Woodward Place Condo associations, I speak for the entire 400+ residents within our community that we are in full support of the park space on the southern edge of our community. We look forward to hearing more regarding this transformative project.
- I have been dreaming of this for years. The area around Hockeytown Cafe & LCA should absolutely be capped off. It's a perfect area for a park and special events with food truck accessibility. It would also make traveling between venues for sporting events, concerts, etc. much safer.
- I hope it happens and brings forth thoughtful activation and stronger cultural identity
- I hope the cap is as large as possible. I hope it includes and big chunk of green space/park. I hope some businesses are also able to be built on the cap as well.
- I just want to say if it is walkable, pedestrian friendly, has green spaces and public places for people to sit - all other good things will follow. We need to start with those basic things and go from there. Public restrooms would be nice too! Like they do in Europe. It seems like a lofty goal but now is the time to start striving for a better future.
- I just want to see downtown no longer strangled by freeways. Blending downtown into midtown would be a great way to create a cohesive and connected feel to the city's neighborhoods that has been missing for decades. It would be awesome to see an increase in density in the area, and hopefully some nice walkable developments! A green space would be awesome but so would new housing units! and ground floor businesses to encourage people to be out and about!
- I know there are drawbacks, such as new and annoying emergency vehicle routes through neighborhoods, but the capping and proper creation of open park space at this location is a clear benefit to the neighborhood, its workforce, its residents, and its many visitors. Anything getting rid of the vision and noise of a highway and its chainlink fenced bridges has my vote.
- I love it, and I hope that adding green space to the city will help bring down temperatures, and make Detroit a better place to live and work.
- I love this idea, it should definitely be pursued as midtown and downtown currently feel very disconnected and also have minimal green space. This project would address both of those issues.
- I really hope this moves forward! It's a critical connection to downtown - I would feel much more comfortable walking or biking downtown to work or meet up with friends, and my neighborhood (Brush Park) is in need of more tree cover and green space.
- I strongly support freeway removal and capping where removal is not possible.
- I support it. Wouldn't even mind getting rid of that section like 375

- I think a cap would greatly improve connectivity and livability in the downtown/midtown areas. I live in Brush Park and it is somewhat difficult/unpleasant to walk to areas inside the downtown core passing over the highway or along service drives. A cap with trees/walking paths along with gathering areas for the people to utilize before/after events in the Entertainment District would be fantastic and benefit both residents and visitors. A seamless connection would make the downtown area as a whole more desirable to live and play.
- I think capping the block on either side of Woodward will have the most impact. The parking garages directly on the service drive make the divide of the freeway pit feel even wider.
- I think it is a great idea, that could really improve the area.
- I think it is a no brainer. We spend so much money on freeways, this money should be spent to make their impact lower on our community in the most obvious place it should be.
- I think it would allow for more room for the city to grow, as well as help noise pollution
- I think it would be beneficial to the downtown area and city of Detroit.
- I think it would be great to connect those two areas of the city
- I think it's an amazing idea
- I think it's positive that projects like this are being considered as a way to reconnect severed neighborhoods that were impacted before we had stronger displacement laws.
- I think it's a great idea if done right! Keep it clean and safe and it will be another great thing Detroit can point to as proof that we no longer deserve the bad reputation we have in the country.
- I think it's a great idea.
- I think it's a great idea. Downtown and the Cass Corridor are two hotspots, but I essentially have to drive between them when I would prefer to walk!
- I think it's a great idea. Please do it.
- I think removing I-75 in this area would be a better idea. And if you are going to cap it you should also insist on removing many of the parking lots in the area.
- I think the cap is a fantastic idea and dramatically overdue for making this area accessible and welcoming to local residents. I hope construction grants are pursued ASAP, as there are a variety of worthy uses for this empty space.
- I think this is a brilliant idea!
- I think this is a fantastic idea!
- I think this is a great idea and frankly necessary. The areas around the edge of freeways in Detroit are unlivable. I'm happy to see this critical location could feel much different when this is implemented.
- I think this is a great idea. I recently visited Duesseldorf, Germany where they have actually put a large stretch of the autobahn in a tunnel under the city, and it has helped make the city much more vibrant and walkable.
- I think this is an incredible opportunity and something that I have imagined for almost 20 years. I think it would have a tremendous impact on creating a feel of one unified, dense, vibrant downtown area that extends all the way from the river up to I-94. It will improve quality of life for residents like myself, as well as visitors, and it will spur economic development.
- I think this should not be done it will be a mess and the roads and traffic should be improved
- I think this would be a really cool space for our residents and guests coming to visit the city with opportunity to achieve all of the above listed items!
- I use the on/off ramps as part of my daily commute and to visit businesses in the area (SB Exit to Grand River & On ramp to NB 75 near Clifford). I would hope that any project would maintain access and if anything, improve traffic flow in the area. Currently event traffic creates significant traffic issues in the area.

- I was a Detroit resident for a decade. I've seen first hand how new developments have hurt Detroit residents, and have personally been affected by the tax breaks awarded to developers and the massive gentrification that occurred in my neighborhood (Capitol Park). The only way this capping concept will "work" is if it prioritizes the wants and needs of Detroit RESIDENTS and does not just become a land grab for developers to simply connect the sports arenas in the area to fork in more cash flow to their businesses and make profits that don't get returned into making the city a better place for those who actually live there.
- I will advocate for it being capped from Brush to 3rd. When 375 is gone, there will be a new southbound 75 exit on Alfred St, and a new northbound entrance to 75 at Brush. This makes the 2nd Ave southbound 75 exit, and Park Ave northbound entrance ramps redundant. Have signs and flashing lights indicating that, once you're in the tunnel on either side, you're going straight through downtown. This is the most expensive option, but I believe it can happen due to the Federal Bipartisan Infrastructure dollars available, state dollars, city dollars, and private dollars. Model this after the public-private Klyde Warren Park in Dallas: tout the benefits of capping the freeway to the monied interests on both sides of the freeway. Related, Olympia and their teams, the Pistons, the University of Michigan, the Lions, DTE, MGM, and more would benefit significantly from less pollution (and less noise), so they should be asked to donate to the project. Convince them their property values will rise!
- I will be disappointed if the cap does not extend from Woodward to Brush, or at least John R.
- I will not use it if it becomes a homeless magnet like Grand Circus Park.
- I wish it was even bigger and. Connected to a capping off between Chrysler freeway near Jefferson. To Eastern Market. A big cross cap that connects all 4 directions and compliments Dequindrd Cut. But this east -west cap is better than nothing. Do the east -west cap and then connect the Q ton existing rails north to the J Hargrove SMART hub
- I wonder if a project like this can be more viable with the planned replacement of I375 and that large interchange with a surface level boulevard, and if private funds could be contributed by district Detroit
- I would love to cap most of the highways that separate the city of Detroit.
- "I would LOVE to see this project come to fruition. It's such a vital piece for making Detroit an even better place to live in and visit.
- Ever since the completion of Little Caesars Arena, I've been hoping that something like this might be possible."
- I would prefer no more spaces for business in this area. The city needs more spaces that are not set up for either commerce or car traffic.
- I'm all for it! Check out the tunnels under Amsterdam for additional community information and concept sharing.
- If funding cannot cover entire study area, which seems likely, the focus should be capping the region between John R and Cass.
- If you do this, you need to do this in a way where the local animals don't feel threatened and have access to move around without being run over and killed.
- If you're going to cap I-75, public transit is a necessity. There's so much local entertainment and business that happens around this area, making people walk this singularly will severely kneecap the potential value of this project.
- I'm excited for the possibility of capping the highway. I've visited other cities and seen it done. It makes urban areas feel much more human-oriented than car-oriented. I hope one day soon downtown will run seamlessly into the surrounding areas with the 375 project also underway. These type of projects reduce pollution and noise, and provide greater connectivity for the urban core.

- I'm incredibly excited about this prospect and believe it would be a game-changing development for Detroit. This would change the city's landscape in an overwhelmingly positive way.
- I'm worried that Park Street would be the only throughput that does not involve a large or main street. Neighbors east of John R are already worried about the impact of people strolling thru their parking areas, even if you are neighbors. Plus, it really wont be grassy if all the capped area leads to a street and not a by-way.
- increase parking in midtown
- Infill (affordable) housing. Even if you have to reinforce only 1 segment, engineer the cap to allow for buildings to be constructed - 1 street.
- It is a lot of money to spend for what I think mostly offers a more visually pleasing landscape but I think it's worth it. This is a major welcome mat corridor to downtown Detroit. Let's make it top notch.
- It is brilliant
- It should be built to last, with smart designs and work properly. It should bring more definition to our city, and benefit the people who live here full time.
- It should help revitalize the neighborhoods as much as it does the businesses in the community. It should provide the community another outdoor space to enjoy detroit.
- It would be a shame if any of this space is used for a major transit hub that creates more concrete and heat island. This is a great opportunity for an amazing park with tons of native vegetation. We drive/spend a lot of time in Detroit dining and attending events; the one thing consistently missing is option to hang out in parks which this is nice add for the city core.
- It would be great idea to cap I-75 from 3rd St to Brush St with a green space and park. It would help encourage new business, new residents and visitors
- It would be great if the cap were built robust enough to hold mid rise buildings with internal green space. Public parks are great, however we need continued population density build and without housing or businesses the space will be mostly unused as a park. Especially with most of the year being cold.
- It would be great to cap the whole thing, if not at least the largest sections or areas that need development. Grand River to cass is very important, followed by Cass to Woodward and then John r to Brush. Each region needs a different approach, I believe clifford to woodward needs to continue the park ave street, make it walkable and enable for smaller developments and then green space. if not then continue the street and green space. The brush area needs to be a walkable as it is a neighborhood with so much growth potential, it would be great to consider the game day crowds and how we can utilize that area for that. Finally grand river to cass i believe needs to be walkable connecting but also I wonder if there is opportunity for a continued theme of education/technology and start to develop a district there given the educational institutions.
- It would be great 👍
- It would be great!
- It would be nice to see it extend further east. The return on Connecting Eastern Market to downtown seems greater than the current proposal. As a once in a 100 year opportunity it should be maximized for full potential of investment.
- It's a good idea. Many major cities have done it successfully.
- It's a great idea, will really enhance the appeal of Detroit and make the city as a whole more valuable and connected
- It's a great idea. Too much of Detroit is for cars, cities need public transportation and better walk ability.
- It's an important and necessary project to reconnect north and south of 75 as much as possible.

- It's a fantastic idea. We should do this for every freeway throughout the city, or as much as possible. Walking/biking over freeways is a terrible experience. This will greatly enhance walkability and enjoyability of the area.
- It's a great idea move forward with it
- It's not needed. Just leave it alone. Old wounds from eminent domain land grabbing will and have been reopened.
- Just do it!!
- Just make sure that it's strong and secure, design for water runoff and ice. 696 has too many water leaks. Make it sound dampening to traffic. Add colorful trees and sculptures.
- Keep in mind the possibility of an eventual Q-line clone on Grand River as that corridor's importance grows.
- Klyde Warren Park in Dallas, TX is an excellent example of a cap that could be successful in Detroit
- Large enough to enjoy nature away from traffic
- Leave it as is wasting millions of dollars for nothing
- Leave it as it is
- Less congestion would be ideal and less pollution!
- Let's do it!
- Let's get it!!!
- Light rail or public transit options would be a great benefit
- Love the idea
- Make it all green. Do not make this a business thing. Focus on generational changes to the cityscape to make us the Paris of the Midwest again. Go after the parking lots in illitchville too, make it all green. Set the standard for the delayed I375 project. Connect with the park and ride vision to reduce the need for car access to downtown and let downtown flourish like a real city. Think big and involve actual people who live here.
- Make it beautiful and comfortable. This could be an oasis with unique shopping opportunities. Make it a pedestrian and bicycle highway of sorts, so people can enjoy one another and embrace city living by being next to an amazing urban greenway.
- Make it happen asap.
- Make sure capping is inclusive of all ethnicities, races, gender, religion and especially for the citizens of Detroit.
- Make sure that every is included in the surveys and suggestions especially the citizens of Detroit.
- Make sure the space is activated. The Big Dig in Boston did something similar, but the park is not activated with cafes and other things, which leaves it feeling like a big open space but doesn't connect the active areas of the city.
- Make sure there are no leaks so you don't have to close the road in the winter to remove the deadly icicles like 696.
- Make the cap bigger
- Make walking as safe and vibrant as possible.
- Massive waste of taxpayer funds. Only someone that spends other people's money would consider such folly.
- Maybe movie theater, full service goods store, or Asian Grocery Store so you don't have to travel out to suburbs or outer edge of city. Or a cultural strip like a Chinatown.
- More efficient exits and traffic relating to events or festivals.
- Mostly green space with some structures on it. Include a public plaza in the middle for entertainment & mobile vending
- "Must redevelop the area's huge ugly parking lots into something attractive and productive first.
- Illitches better not get a dime out of this until they've fulfilled all their past development promises!"

- N/A
- N/a
- N/a
- Needs to have good security and foot traffic in order for young women (such as myself) to feel safe walking in an area such as this
- No
- No
- No
- No
- No - I love this idea!
- No capping
- No capping unnecessary
- no idea but should put an idea what the Cap will look like to people who do not understand planning terms
- No more tax breaks for the Illitch family until they actually keep their commitments to the community. We're tired of watching Illitch owned properties fall apart, make them restore these historic landmarks.
- None
- None. Leave it as is, total waste of tax dollars
- Not needed at this time.
- Not worth it.
- Not worth the money.
- Obviously, I'm a big fan of A bunch of unique little shops each with their own character. Built shoulder to shoulder out of Detroit Brick lining the East and West side facing a park in the middle. They could have a bit of parking for loading and unloading off of Brush and Clifford and be used for people to rent during Art fares, food vendors during sporting events. Etc. They would help reduce noise and create a barrier between the park and 75. On the outside of brush and Clifford, you could have a larger wall with Detroit signage. I'm thinking about the Rialto bridge in Venice as inspiration This will really change the feel of downtown. Thanks for reading.
- Opportunities for new residential and commercial development adjacent to the cap(s), instead of parking garages or surface lots
- "Other than necessary transportation bridges and walkways, beautifying and keeping the area clean and maintained with natural habitat is important."
- parking, parking, parking
- Pedestrian oriented design. Green spaces, equitable economic opportunity
- People also just like driving and looking at the skyline, don't block the view; also make sure the canopy does not compromise the convenience of I-96/Grand River/ I-75 access
- Play area for children.
- Please actually get this done, you see how Boston was transformed after implementing highway caps.
- Please cap I-375 too instead of the boulevard replacement!
- Please cap multiple blocks of I-75, at the very least from Cass to John R. These are heavily-used pedestrian areas for major events that draw visitors from across Metro Detroit, the state, and the nation. A cap with ample recreation and small business space can enhance their visits and entice them to return. This is the front porch to the city of Detroit for so many people. It needs to be treated as such, and offer a welcoming atmosphere that makes an impression. A loud freeway with dangerous crossings doesn't help that atmosphere; it only harms it.

- Please continue engaging residents in these conversations. These improvements should center Detroiters and listen to their voices first and foremost. Please do not lose sight of the deeper reasons for these types of development projects - which are to right the wrongs of the past which have separated and pushed out certain communities, especially those that are already disadvantaged and underserved.
- Please do it
- Please do it, give it back to the community and not to businesses
- Please do it. Please do this and create a far more cohesive urban environment in our city fractured by freeways.
- Please do right with this and take the community input throughout the projects final decision.
- Please do this project!
- Please do this. It's a great idea and will be nothing but a benefit. It will help modernize the city too! Add rail if you can lol.
- Please don't use the cap for parking.
- Please help brush park. It's an amazing neighborhood. The expressway hinders it's development a.d connection to downtown.
- Please implement this project!
- Please include the capping of I-75 from Woodward to Brush Street. The Brush Park neighborhood is struggling to have enough green space and spaces for children to bike and explore. We need better air, noise and pollution control in our neighborhood.
- Please just do what Boston did
- Please make the area car free and add protected bicycle infrastructure along any roadways within it.
- Please move forward with capping the highway and massively increasing tree canopy in this area. It's such an amazing opportunity for the city to show that we have more to offer than massive amounts of concrete and car centric infrastructure in the middle of the city.
- Please refrain from building anything taller than 4 stories. That will block the downtown view of the neighborhood in Brush Park.
- Please resist the urge to cater to the events centers/institutions (UM) at the expense of the needs of residents. This project should prioritize benefits to residents. Secondary goals may include visitors and events.
- Please think people and bikes first. Let's make this a more walkable city.
- Please try to secure funding and have a vision to complete the project with a fixed timeline to get this underway.
- Please use this right of way to improve public transit, Like people mover and Qline
- Please, please, please look at the Rose Kennedy Greenway in Boston as inspiration - I think this the type of project Detroit should strive for. This area in Boston is always full of people when I visit. Personally I believe adding business space here is the wrong idea - this is a once in a lifetime chance to add a ton of more greenspace downtown, and transform this area into another Washington Blvd type of area.
- Plz cap it. Cover it, reconnect downtown, and revitalize this incredible city.
- Prioritize walking/biking as opposed to parking
- "Reduction of noise and air pollution - which inherently makes walking and biking more comfortable - is significantly more important than making the spaces useable. Greenery would be great, but not as great as being able to hear what my child is saying while we're walking with a stroller across Brush or John R or Woodward.
- Thank you for considering this and for this thoughtful activity to make our neighborhoods more livable, healthier, and safer."

- "Removal of the fisher highway. It only serves to help commuters pass through our city with no real economic benefit & costs a ton of money to maintain.
- We need to be focused on ways for people to get downtown WITHOUT cars. It's 2024.
- But at the very least a cap is fine, we know that it works for reconnecting cities we've seen it done before "
- Remove the freeway
- Remove the lodge back to Wayne State campus and create a multimodal path in it's place. Build fast, efficient public transportation (off road dedicated rail)
- removes a huge impediment to connecting downtown with greater detroit. healthy, large downtowns across america have enacted similar proposals
- Replicate the caps in 696 @ oak park
- Rip out the entire highway, please.
- Security & safety must be a high priority for everyone to be able to walk from downtown to midtown. There are a couple spots in downtown where homeless and people with drug assistance are needing help, but shouldn't expand space for them to congregate further.
- Seen same thing done in Seattle was it keeps air pollution down
- Should look to extend all the way to 375 and connect those neighborhoods towards Ford Field and that significant project versus simply connecting the areas highlighted here that have already seen significant public support.
- Small scale and local businesses are what gives unique identity. Support for businesses like those in Parker's alley or midtown above national retailers or chains.
- space should be engineered to be usable in all four seasons
- Spaces to celebrate history, arts, and culture should be integrated into the standard architecture and design of the cap, not just an option.
- Spend that money on actually repairing the roads, with in the city.
- Stop acting like there's no downside to this boondoggle. It will be a major inconvenience to millions of people who live in this area to potentially benefit a few hundred. I75 has provided millions in benefits to the area. Get over it!
- Strongly support this project. The connection point will be fantastic between midtown & downtown. Will allow for significantly needed green space in the city and help grow a family environment in the city where people want to live, work and enjoy.
- Terrible idea for so many reasons. Hazardous material containment for the inevitable traffic accidents. Adding to the congestion after a concert or game to name a few. This will also prove difficult to police homelessness.
- The area between Woodward and 2nd feels like it would be best suited for a cap because of the existing businesses to the north and parking to the south.
- The best thing to do is not overthink the project! Keep it simple just keep it green.
- The building of a cap will interfere with going to and leaving work
- The cap doesn't need to do everything. There is still so much vacant space in and around Downtown that can be used for supporting more parks, community, arts/culture, businesses, etc., so a future cap shouldn't need to take all that on. The one thing a cap can do that other vacant land Downtown can't is provide safer, greener, more pleasant connections over the freeway—so focus your energy and dollars there. Everything else is bonus...
- The cap in Columbus isn't noticeable from the street, it feels like High street just continues from downtown to the short north
- The cap is a great start and a great idea but an even better idea would be the complete removal of the highway. I-75 could be re-routed along I-94 and I-96 and that would allow for the better connection between downtown and midtown.

- The cap should ultimately result in a more connected community while also being designed in a way that can support responsible development above the airspace of the cap so that Detroit's economic vitality can continue to be strengthened.
- The cheaper way in the long term to reconnect downtown to midtown (and Corktown to North Corktown) would be to co-name parts of 94 and 96 as 75, skipping the CBD completely.
- The city doesn't take care of it's existing infrastructure. This will go the same way.
- The city needs to develop the sea of surface parking lots
- The current interstate contributes a lot of noise pollution and general pollution from the vehicles. It really inhibits the experience of the neighborhood when you have to deal with these areas
- The damage on Black Bottom has been done so in order to move forward in a respectful manner, consider some sort of activation that teaches visitors about what used to be there.
- The highway capping would be vital for the city of Detroit. I think it would have the potential the reinvigorate both downtown and midtown. Additionally citizens from outside of the city would be more convinced to visit downtown and give their patronage to local businesses. I think the highway loop around downtown is one the biggest deterrents from myself and those in my neighborhood from visiting the city center. Not because of the highways themselves but cause the of the disconnect they cause. Capping I75 (along with redesigning the rest of the highway loop around the city center) would be a vital reinvestment into our city's core.
- The Interstates cut into the downtown area like scars. Capping helps heal the wound.
- "The most impactful aspect of this project is the once-in-a-lifetime opportunity to transform our street grid by eliminating vacuums in our neighborhoods and replacing them with walkable connections.
- This existing dynamic hurts residents and businesses on each side of the I-75 divide and stunts the growth of our community as a whole. Reconnecting the two neighborhoods will stimulate diversity, growth, and opportunity.
- As much as I love the idea of capping the entire study area, our Downtown is not lacking for open space. Large open spaces, even if developed into the perfect urban park, will not have anywhere near the impact of smaller improvements dedicated to reconnecting our neighborhoods with active, interesting, walkable streets.
- Beginning with Woodward, then Cass, then as many other streets as possible, I strongly encourage this group to approach this opportunity with a focus on building streets that people will want to walk up and down between Downtown and Midtown."
- The sooner a cap over I-75 happens the better. We also need to explore the possibility of high or mid density housing on top of the cap (if it is feasible).
- "the space from Woodward to Brush should be the first priority for capping. Brush Park and East of Woodward is by far the more actively-developing segment of lower Midtown and should be prioritized for this study as such. The west side of WW needs help too for sure, but that side is flanked by the failed District Detroit project, and with nothing there but private parking lots, there would be but one primary beneficiary, and that beneficiary has continued to fail on bringing promised housing and community to that side of town. To reward such dereliction of city interest with the property value increase of an expensive freeway cap would be to disrespect the part of town that are growing and thriving.
- The Woodward-Brush segment will also coincide with I-375's redevelopment and we should consider it an equal contribution to the revitalization of the near-east side that is already underway and under discussion. THEN - we should look at the Lodge south of Michigan Ave next before DD."
- The study area should focus on people in adjacent areas and not cater to suburban interests.
- the study should consider how the daylighting of I-375 could impact and better the ultimate solution of connecting Eastern Market and and Lafeyatte park

- There are SO MANY other projects that should be done before money is spent on this. This should be a very low priority.
- There is a huge disconnect in this area and over at greektown crossing. This will be a great start as it will provide a great precedent given the economic impact in this area.
- These are all important, it is difficult to select just a few. All of the elements listed above can and should be included in the project.
- This is a good idea. It should've been done a long time ago and its delay speaks to the broader issue with lack of imagination amongst private and public sector "royalty" in Michigan. I use the term royalty intentionally, as this part of the world is woefully reliant on familial connections, collegial camaraderie, tribal and cronyism to build teams, hire, and recruit for important and well-paid work opportunities. Take Eric Larson for example, he's only the CEO of DDP because his dad was a hardworking, successful dealmaker, merchant banker, and developer. Leading cities throughout the country and world have economies undergirded by MERIT, VOLUNTARY PURSUIT, and EARNED ACHIEVEMENTS. The sooner we embrace this more open approach, reject nepotism and the egotistical expectations of heirs, and celebrate proven capabilities, the sooner we'll get audacious infrastructure projects, public transportation, and widespread lifestyle enjoyment DONE. Not planned, done.
- This is a much needed & necessary project for the future of detroit. Creating this connection will further bridge communities in a safe way. Crossing I-75 has always been a challenge for all ages, lets make is safer easier and cleaner with a cap.
- This is a waste of money in all aspects and should be used to improve the current infrastructure.
- This is a wonderful idea. I live in the impact zone and this would greatly improve both downtown and midtown by connecting them more.
- This is awesome and must happen.
- "This is just a terrible idea. Why spent money, regardless of where it comes from, to subsidize more automobile traffic and commit to more long-term infrastructure maintenance? Where is the passion to spend money on mass transit? To take away vehicle lanes to convert to rapid bus, to more bike lanes (and to have the police ticket and tow vehicles parked in bike lanes?). Where is the passion to build homes for Detroiters? Where is the passion to put solar on the roofs of homes and apartments throughout the city? Where is the passion to transition away from fossil fuel infrastructure?"
- This idea is wildly out of touch with the needs of people. For goodness sake stop throwing money away on car infrastructure."
- This is long overdue
- This project cannot come soon enough. The massive potential of this area is being held back by being unnecessarily separated by I-75. With the new University of Michigan Center for Innovation being constructed in Foxtown, this is an opportune time for this project for that facility to reach its full potential.
- "This project will generate acres of new land in one of the most impoverished, most gentrified, most apartheid cities in America. A city that has historically stolen (and continues to steal) land from black residents in the name of "progress." Land is the greatest, and most basic form of wealth. The land should be used for reparations before any other consideration is discussed. We have a Reparations Task Force. Why isn't this part of the discussion?"
- I am white."
- This should be done. Without a doubt.
- This should have been done when LCA was built. Crossing I75 to go to any game is awful and not pleasant. Being able to walk through a nice quiet park with trees over a busy highway is much better and will draw more people to the area. Most people try to get out of the I75 area as quickly

as possible. With the road capped maybe it will encourage people to stick around a while longer and explore more areas of the city.

- This survey is completely skewed toward the positives of this but where are the negatives at? You are skewing your data.
- This would be amazing for improving quality of life and walkability in this area! Definitely would want transit to be included in this project and even long term thinking included. For example, maybe this could support building rail and having a station on one of the lids?
- This would be incredible for the city
- This would be money well spent. When the federally funded freeways were built we lost much of the most important land in the city to infrastructure which simply incentivized people to leave the city. This won't change the perverse incentive but it will offer a piece of that land back to the city for a better use.
- This would greatly reduce noise pollution and help draw additional people and events to help foster community green space
- Throughout the many cities I visit I always have enjoyed the benefits this has provided in cities like Chicago and Boston. I hope it can create an area that can benefit the public year round.
- Transparency and future planning are key. Watching the I-375 project, I can see that the urgency to redevelop the space has caused judgment errors. Things like the number of lanes and pedestrian crossings that were first proposed would have made Detroit continue to be a car-focused city. With patience, planning, and transparency, we can aim to be a leader in equitable transportation and community advancement. The city of Detroit deserves nothing less. I move to Detroit this month to continue my postgraduate career in Urban Planning and I'm looking forward to how this project unfolds.
- Tree shade, walking and biking paths, would make an excellent connection between midtown and downtown. This would further bring people into the greater Detroit area and not just downtown. Sporting fans and concert goers will have a safer time before and after events.
- Trees trees trees
- try to speak with Mr. Dan Gilbert on having his billionaire friends buy the RenCen, to renovate the three pillars for 24/7 additional hotels; but, the center one, for office & shopping spaces; but, get CVS, food courts & a bank on the second level of the RenCen
- Use the money elsewhere
- Utilize the space to make it an attraction, not to check boxes for gov. I cannot stress enough how much the city needs to revitalize their identity with more attractions and places for youth to connect. A simple walkable road with bars, shopping and restaurants would attract young workers who are starting to work in the city. Not only would this help the current young workers downtown, but would attract college grads to find jobs in the city and live full time knowing there are more things to do and places to go in the city. Corktown is a great example, this area will be one of the more popular areas in the next 5 years with new bars, shopping, entertainment and nicely manicured homes and apartments. Detroit has a unique opportunity to benefit from this cap of the freeway and provide an additional footprint for free enterprise in a potential business district that would help the local economy forever. Having LCA steps away would create a vibrant environment that can be appreciated.
- Walking paths and parks. There are plenty of great spots for business in the city! I'm very pro business, but there already designated business spots, this should be green space and a tribute to Detroit sports, art and culture!
- Walking pathways also.
- Walking trail. Water fountain, year round activities, restaurant or refreshment space , benches

- Want to emphasize the importance of prioritizing the Brush/John R/Woodward portion of the cap. This is where people live, there is community, and regular use of the space would be utilized. While the other areas would be great to have, those are more transient/student/non-permanent areas based on events and seasonal activities. The portion east of Woodward would support not only the residents, but also Ford Field + Comerica Park events.
- Waste of my tax dollars
- "We absolutely want it to happen and will muster whatever political support necessary to ensure it occurs. Immediately disregard any nihilistic locals who would prefer that it not be built. They are not focused on future value.
- We built a four story townhouse on Edmund Place with rooftop terraces and a bar and are happy to host any events or meetings dedicated to this initiative. Free of charge, of course. Anything for the city.
- Also, if you need capital for construction of the cap, please count on me, too. Happy to tap my network to get some investment through the door.
- I am Manuel Montes and I am at 228 Edmund Place. 8579195515 manuelmontes@me.com"
- We could improve our walk score by having more seating, because people like my wife with disabilities could use more regular seating so they can walk farther.
- We ride bikes downtown often. A space for bikes and parking would be great. A walkable space
- While it would be easy to just cap the freeway and have grass, I think removing some of the road connections across the cap could be a unique opportunity to get more out of the same amount of space. There could still be connections across for pedestrians, bikes, transit, or emergency vehicles, but a personal vehicle road connection should be severed to increase the usable area and truly prioritize what makes a city valuable, it's people (not it's cars).
- "Why is 75 so much wider in the corktown area? Seems like it has a bunch of redundant lanes. I realize it would be more expensive (due to wider freeway footprint) but I think North Corktown and Corktown would also benefit from a freeway cap. Could that gap at least be narrowed somewhat?
- Also why does the express and local 96 lanes split happen at a curve? Seems like that could be moved a little bit west of the Davison exit, and make the Joe Louis Greenway better connect across I-96."
- WHY NOT CAP 375 ALSO TO INCREASE CONNECTIVITY BOTH DIRECTIONS??
- Why stop at 75? Connect Downtown to Corktown by capping M10, or for 75 all the way up to 94 or even Davidson.
- With so many things wrong in Detroit let's fix those areas first. Why is all the money only spent downtown. Look at the poverty in the neighborhoods as well as outreach projects to help the community. Not just downtown
- "With Woodward & Jefferson being closed.
- I have concerns with this project creating more traffic backups for commuters"
- Would like a cap to extend from Brush street to 2nd Ave.
- Would like to see it go at least to Grand River, maybe Third, but only adjacent to Ilitch Properties is a start.
- Would like to see it go from Grand River or Third all the way to Brush. As someone who has lived in Brush Park, it is far from pleasant to have the freeway there, both in terms of aesthetic, and walkability. The freeway is a natural barrier to a lot of things, combined with constant closures of the service drive for events, and really drives a wedge between downtown and Brush Park.
- Would Love to see more highways removed and capped through our urban core. I live near one and hate the noise pollution from it.
- Would love to see this. This is an excellent opportunity to restore the urban fabric between downtown and lower midtown neighborhoods and reduce noise pollution.

- Yes! Would be a great way to connect midtown and downtown more seamlessly.
- Yes. Remove I-75 between the Lodge and I-94. Image all of the land that would be created and with the upcoming widening of I-94, it will be able to handle the traffic just fine. Also, build public restrooms! Make them pay toilets but please just provide them. There are none downtown.
- You need to better explain what capping means. You could never figure it out from this survey