

# Public Participation and Agency Consultation and Coordination Final Technical Report

## WOODWARD AVENUE LIGHT RAIL TRANSIT PROJECT

Detroit, Michigan

June 2011



U.S. Department  
of Transportation  
**Federal Transit  
Administration**



City of Detroit  
Department of Transportation

**WOODWARD LIGHT RAIL**

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# 1.0 Introduction

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This Technical Report documents the public participation activities and agency consultation and coordination program conducted from the initial Project scoping through the publication of the Woodward Avenue Light Rail Transit (LRT) Project (the Project) Final Environmental Impact Statement (FEIS). The public involvement program for this Project addressed outreach to citizens and institutions including various municipalities, regulatory agencies, civic organizations, and other interest groups.

## 1.1 Project Description

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Following the Federal Transit Administration's (FTA) guidelines for conducting an Alternatives Analysis, the Detroit Transit Options for Growth Study (DTOGS) was prepared by the Detroit Department of Transportation (DDOT) and its planning partners, including the City of Detroit, neighboring cities, the Southeast Michigan Council of Governments (SEMCOG), Wayne County, the State of Michigan, and regional and Federal agencies. DTOGS identified a wide range of potential transit improvements in a study area encompassing the City of Detroit and the cities of Dearborn, Hamtramck, and Highland Park. DTOGS ultimately resulted in the selection of the Project: LRT on Woodward Avenue between Downtown Detroit and the Michigan State Fairgrounds near 8 Mile Road.

The study area (Figure 1-1) is located in Wayne County, Michigan. It comprises the Woodward Avenue Corridor (the Corridor), which extends 9.3 miles from Downtown Detroit (Downtown), near the Detroit River, and north to the Michigan State Fairgrounds near 8 Mile Road. The majority of the study area lies within the City of Detroit, while approximately two miles (from Webb Street to McNichols (6 Mile) Road) is within the City of Highland Park. The study area boundary extends approximately a half mile to the east and west of Woodward Avenue, the area within which Project impacts may occur.

From south to north, the study area includes the densely developed Downtown Central Business District (CBD) and many of the City's prominent historical sites, civic buildings, sports venues and cultural attractions; medical, higher education, and additional cultural institutions north of the CBD; and residential areas and the Michigan State Fairgrounds.

## 1.2 Alternatives Evaluated

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The alternatives screening process considered alternatives that were identified through previous transit studies, a field review of the Corridor, an analysis of current and projected population and employment data for the Corridor, a literature review of technology modes, a rigorous alternatives screening analysis, selection of the Project, and public and agency comments received during the formal Project scoping process held to satisfy National Environmental Policy Act (NEPA) (USC 1969) requirements.

The two alternatives evaluated in the January 28, 2011 DEIS, the No Build Alternative and the Project, are described below.

### 1.2.1 No Build Alternative

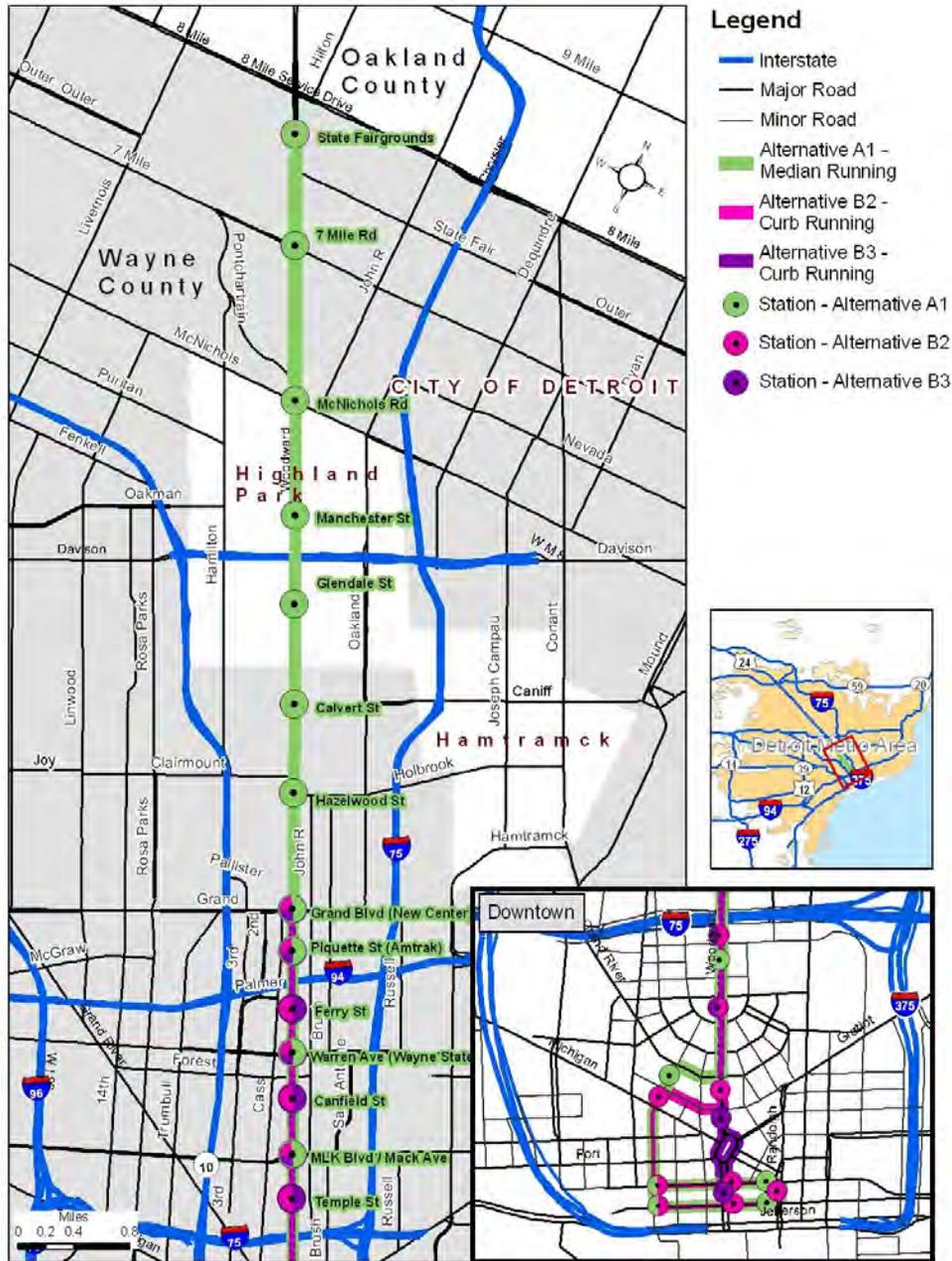
The No Build Alternative includes transit, roadway, and non-motorized elements.

Transit elements include increased service frequencies on DDOT Route 53 (Woodward Avenue) and reorganization of feeder bus routes to optimize travel times. The No Build Alternative does not include any new bus routes. Also, the No Build Alternative assumes bus services on existing roads in mixed traffic; it does not assume any change in future (2030) bus travel speeds or travel times on Route 53.

The No Build Alternative includes all capacity-related transportation system projects listed in the SEMCOG Transportation Improvement Program (TIP) for the Detroit-Warren-Livonia Metropolitan Statistical Area (MSA) for fiscal years 2008 through 2011. In addition to the TIP projects, the No Build Alternative also includes capacity-related transportation projects in the study area that are listed in SEMCOG's financially-constrained Regional Transportation Plan (RTP).

A shared-use path for pedestrians and bicycles is currently being constructed along Kirby Street on either side of Woodward Avenue. There are plans to also construct a shared-use path along Canfield Street on both sides of Woodward Avenue within the next few years. There are no other plans to improve or construct any other non-motorized facilities within the study area.

**Figure 1-1. Project Location**



Source: Parsons Brinckerhoff, 2010

### 1.2.2 The Project

The Project studied in the DEIS is LRT on Woodward Avenue from Downtown Detroit to 8 Mile Road with two mainline operating options and three Downtown design options still under consideration. The mainline operating options along Woodward Avenue are median-running and separated from traffic (Option A) and curb-running in mixed traffic (Option B).

LRT has been defined as an at-grade system entirely within existing rights-of-way. It would be fully functional as a stand-alone project, but would be designed to accommodate possible future extensions.

LRT uses electric rail vehicles and may operate with just one vehicle or two that are joined; if the latter, the LRT would not be expected to be longer than 180 feet. However, some City blocks in Downtown are shorter than 180 feet; therefore, LRT vehicles would be given priority at traffic signals to avoid blocking intersections and crosswalks by stopped LRT vehicles. LRT vehicles are powered via overhead electric wire (catenary); therefore the safety issues that are present with a live third rail at ground level are not a factor.

Existing road rights-of-way vary considerably in the study area. In Downtown, it ranges from 78 feet along Washington Boulevard to 109 feet along Woodward Avenue south of Adams Street. North of Adams Street, the right-of-way widens along Woodward Avenue to 120 feet until reaching Grand Boulevard. The narrowest section of Woodward Avenue – at 100 feet – is found north of Grand Boulevard to Manchester Parkway, where the right-of-way then returns to 120 feet. The widest section of right-of-way is found north of McNichols Road where it widens to 204 feet.

Three Downtown design options for the Project were identified. Their respective alignments are as follows:

- Downtown Option 1: Woodward, Grand River, Washington, Larned, Randolph, Congress;
- Downtown Option 2: Woodward, State, Washington, Larned, Randolph, Congress; and
- Downtown Option 3: Woodward Avenue.

### **1.2.3 Project Variations**

The Project alignment follows Woodward Avenue from Downtown Detroit in the south to the Michigan State Fairgrounds near 8 Mile Road in the north. Combining the two mainline alignment operating options and the three Downtown design options, three variations of the Project were defined for evaluation in this DEIS.

- Alternative A1 – median-running with Downtown design option 1; 15 LRT stations;
- Alternative B2 – curb-running with Downtown design option 2; 21 LRT stations; and
- Alternative B3 – curb-running with Downtown design option 3; 18 LRT stations.

### **1.2.4 Vehicle Storage and Maintenance Facility**

Three locations were identified for the vehicle storage and maintenance facility (VSMF) required to be constructed with any of the Project variations.

The proposed VSMF would house administrative offices and provide for indoor storage, inspection, repair, and light maintenance of LRT equipment. It would have its own storm water management system. The square footage of the facility is anticipated to be between 75,000 and 110,000, depending on site size, configuration, and facility design. The three sites under consideration were identified on the basis of proximity to Woodward Avenue, size and configuration, zoning, land use, site ownership, and potential utility and traffic impacts. The three potential sites evaluated are as follows:

- MLK Jr. Boulevard Site (4.2 acres) – would occupy two lots north and south of West Stimson Street, just west of Woodward Avenue and south of MLK/Mack Avenue. This site would have frontage on Woodward Avenue.
- Amsterdam Street Site (4.6 acres) – would occupy two lots east and west of Cass Avenue between Amsterdam Street and the two grade-separated tracks owned by Consolidated Rail Corporation (CR) and Canadian National Railway (CN), respectively, just south of Baltimore Avenue. This site would have frontage on Woodward Avenue and is adjacent to the Amtrak station.
- Highland Park Ford Plant Site (19.0 acres) – would occupy one large lot east of Woodward Avenue north of Manchester Street and the former Highland Park Ford Plant. As this site is about 900 feet east of Woodward Avenue, direct access would be via the right-of-way for CR’s currently abandoned rail line.

### **1.2.5 Park and Ride Lot**

A park and ride lot, which would be provided with all Project variations, would be located near the proposed Shoppes at Detroit’s Gateway at the southeast corner of 8 Mile Road and Woodward Avenue. The lot is accessible from northbound and southbound Woodward Avenue. A pedestrian overpass would provide access from the parking lot to the median-located rail station. An existing bus stop and transfer station at the Michigan State Fairgrounds would be maintained.

### **1.2.6 Traction Power Substation**

LRT’s electric traction power system requires traction power substations (TPSS) approximately every mile, depending on the frequency and size of the vehicles. These substations, which are approximately 25 by 60 feet in dimension, require vehicular access and a relatively small site (30 by 70 feet). These facilities do not need to be immediately adjacent to the tracks. Because of this flexibility, substations can be located to minimize visual intrusions and can be visually shielded by fencing, landscaping, or walls, or can be incorporated into existing buildings. Figure 2-12 of the FEIS shows an example of a typical substation, for illustrative purposes only. Nine TPSS sites have been preliminarily identified; eight TPSS for Alternatives A1 and B2 and seven for Alternative B3. The locations will be refined during the preliminary engineering phase of project development.

### **1.2.7 Construction Staging Areas**

During construction of the LRT, several small sites will be required for the temporary storage of materials and equipment and will be located in the general vicinity of the Project. Following construction of the Project, the construction staging areas would be made available for other, more permanent development. Four construction staging areas have been initially identified. Two sites, located north of I-75 and west of Woodward Avenue, are approximately 0.9 and 1.6 acres in size, respectively. A third site, 1.6 acres in size, is proposed for the northeast corner of East Bethune Street and Woodward Avenue. A fourth site, 0.9 acre in size, is proposed in Highland Park at the southwest corner of Sears Street and Woodward Avenue. Each of these four parcels is presently undeveloped and vacant.

## **1.3 Preferred Alternative (A4)**

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The Preferred Alternative, identified in the FEIS as Alternative A4, was selected following the consideration of comments received on the DEIS and from the Public Hearings (See Sections 7,

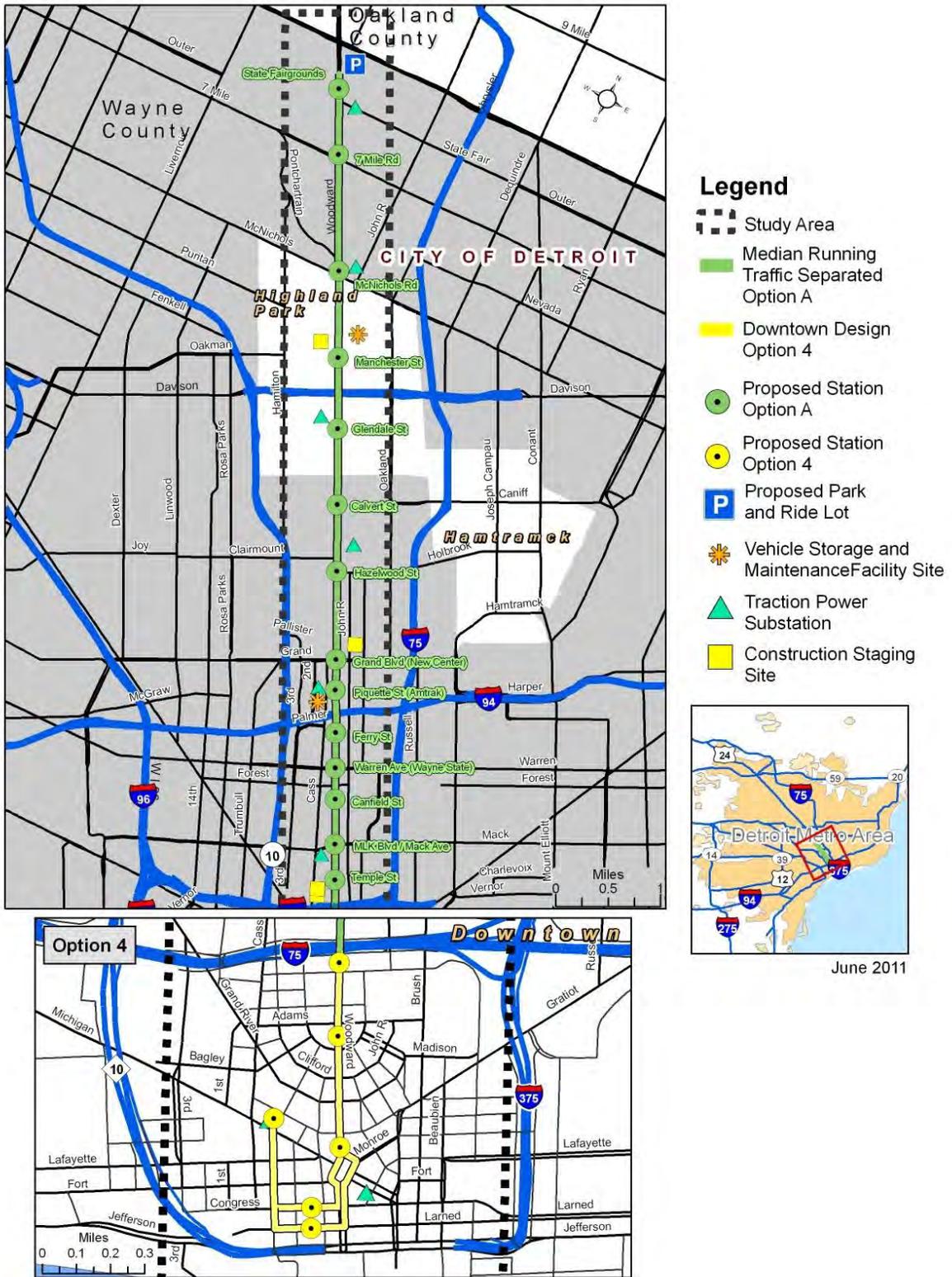
8, and 9 of this Technical Report). The Preferred Alternative is a hybrid alternative consisting of Operating Option A and Downtown Design Option 4 (Figure 1-2). Downtown Design Option 4 was developed after the DEIS and is a hybrid of Downtown Option 1 and Downtown Option 3.

For the Preferred Alternative, the LRT would operate in the center median of Woodward Avenue from north of I-75 to the Michigan State Fairgrounds. Within this section, the LRT would be running separately from vehicular traffic. There may or may not be a physical barrier between the LRT and vehicular traffic. Stations with center platforms would be located in the median. There would be 14 stations north of I-75.

South of I-75, the LRT would operate on median-running dual tracks south on Woodward Avenue to Park Avenue/Witherell Street. It would then transition to curb-running single tracks continuing on Woodward Avenue to Campus Martius; operate counter-clockwise around Campus Martius with vehicular traffic; and then continue south on Woodward Avenue with the southbound track turning west onto the south side of Congress Street. The alignment would then turn north on Washington Boulevard with median-running dual tracks until the final stop at the Rosa Parks Transit Center at the northwest corner of Washington Boulevard and Michigan Avenue. The LRT would then reverse direction along the median-running tracks on Washington Boulevard, turning left (east) to the south side of Larned Street; turn left (north) onto northbound Woodward Avenue and counter-clockwise around Campus Martius, after which it would transition to the median-running dual tracks north of Park Avenue/Witherell Street. Five stations would be sited in the Downtown portion of the LRT alignment.

A total of 19 LRT stations, including four median-running stations, would be provided with the Preferred Alternative. The LRT stations would be designed to include a number of components essential for safety and security, as well as amenities for passenger comfort and convenience and compliance with the Americans with Disabilities Act (ADA). Additional details of the Preferred Alternative and station locations are provided in the FEIS.

**Figure 1-2. Preferred Alternative**



## 2.0 Public Involvement Tools

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Several different forms of communication were developed to inform the public about the Project and alternative studies throughout the National Environmental Policy Act (NEPA) process. These communication tools, discussed in further detail below, included:

- Creating a Public Involvement Plan (PIP);
- Creating a project identity and logo;
- Developing the mailing list;
- Updating information on the Project website;
- Developing public involvement tools, such as displays, information handouts, maps, and graphics; and
- Preparing press releases and news articles, including Spanish and Arabic translation.

### 2.1 Public Involvement Plan

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Stakeholder involvement is critical to the success of NEPA review for planning transportation improvements. In order to guide effective public participation throughout the NEPA environmental review process, a PIP was formulated at the start of the process. The PIP provided a guideline for facilitating an ongoing process of communication regarding the Woodward Avenue LRT Project. Public participation strategies and activities have been used to disseminate Project information, and solicit and receive public input in assessing the potential environmental impacts of the Project. Project activities and results to date are discussed in this Technical Report.

### 2.2 Project Identity and Logo

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Project names and logos were developed by the Project team to provide an identity for the Woodward Avenue LRT. The Corridor-specific logo has been used on all written material and displayed prominently at public activities. These logos helped to ensure a clear, well-placed position for the Project in the minds of the public. The Project logo is below:



Once the Federal Transit Administration (FTA) engaged the NEPA environmental review process, this logo was combined with the City of Detroit and the FTA logo. Together, they represent the collaboration of local and Federal government involvement.

### 2.3 Mailing List

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The primary intent of the mailing list was to consolidate and maintain a single list of interested members of the public. At the time, this was used to send any relevant Project information, including Public Scoping Meeting invitations to all interested and affected stakeholders or community members. Project team members obtained contact information for study area community groups; key transit, planning and other agencies; churches and block clubs; members of Detroit Department of Transportation's (DDOT) Local Advisory Council; invitees who had

attended previous DDOT and City-sponsored events; and, the Woodward Corridor Transit-Oriented Development (TOD) workshop attendees.

## 2.4 Project Website

A public website was established for the Project (<http://woodwardlightrail.com/>) and is maintained by the City of Detroit. Persons visiting the website can obtain information on the status of the Project, reference material regarding studies completed to date, and news articles. The website is a comprehensive source of Project information, and it provides a means for the public to provide comments. Since July 2010, the site has registered over 30,800 page hits.

In addition to providing general Project information, the Project website includes a news and events archive, copies of materials provided at the public scoping meeting, technical studies, copies of the DEIS and FEIS, frequently asked questions, and background information on the NEPA process (Figure 2-1).

**Figure 2-1. Project Website NEPA Compliance Page**

The screenshot shows the top of the Woodward Light Rail website. At the top left is the U.S. Department of Transportation Federal Transit Administration logo. In the center is the 'WOODWARD LIGHT RAIL' logo with a stylized blue and white graphic. To the right is a small graphic of a person holding a torch. Below the header is a blue sidebar with navigation links: Home, Project Overview, Alternatives Analysis, NEPA Compliance, FAQ, In The News, and Public Documents. The main content area is titled 'NEPA Compliance' and includes sections for 'Public Involvement Plan', 'Notice of Intent', 'Notice of Public Scoping Meetings', 'Public Scoping Meeting Documents', and 'Project Boards'. Each section contains descriptive text and links to related documents or information.

**NEPA Compliance**  
Public Involvement Plan  
Project information related to National Environmental Policy Act (NEPA) will be displayed on the page.

**Notice of Intent**  
In order for Federal funds to be used on the project, Federal environmental requirements need to be met. On Friday, July 30 a "Notice of Intent" was published by FTA in the Federal Register. This notice signifies a significant federal interest in the project and begins the process of affording an early opportunity for the public and agencies to identify potential issues to be addressed in the Environmental Impact Statement (EIS).  
Click [here](#) to display a copy of the Notice of Intent as published 7/30/10 in the Federal Register.

**Notice of Public Scoping Meetings**  
Notice is given that the City of Detroit, in cooperation with the U. S. Department of Transportation Federal Transit Administration, will hold public scoping meetings on the Woodward Avenue Light Rail Transit Project.  
Click for details: [English](#), [Spanish](#), [Arabic](#)  
Link to web classified ad: [http://marketplacedetroit.com/classifieds/ad\\_list.php?subclass\\_code=80](http://marketplacedetroit.com/classifieds/ad_list.php?subclass_code=80)  
The Arabic and Spanish notice of public scoping meetings were placed, respectively, in the Arab American News on Saturday, August 7, 2010; and, in the El Central Hispanic News on Thursday, August 5, 2010.

**Public Scoping Meeting Documents**  
- [Public Scoping Meeting Presentation](#)  
- [Scoping Booklet - English](#)  
- [Scoping Booklet - Arabic](#)  
- [Scoping Booklet - Spanish](#)

**Project Boards**  
- [How Did We Get Here](#)  
- [Overview of FTA's NEPA Process](#)  
- [Timeline](#)  
- [Welcome Board](#)

Source: <http://woodwardlightrail.com>

Project's e-mail address was also published on Project correspondence. The public was encouraged to forward ideas and request information via e-mail. Electronic communication took place throughout the Project via the Project website and e-mail distribution.

## **2.5 Print Materials**

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Printed materials were developed and provided for the public's information, use, and review at meetings and on the Project website. These materials included booklets, presentation handouts, schedules, comment forms, and maps showing Project area resources, Project alternatives, and station locations. This information was provided at meetings and remained available for the public throughout the Project studies.

A public scoping booklet was developed to help the public understand the formal scoping process required under Federal law by the Council on Environmental Quality (CEQ) and US Department of Transportation (US DOT) regulations which implement procedures to achieve the goals set forth by NEPA. The booklet contained descriptions of the proposed Project, NEPA review and scoping processes, the Project's purpose and need, alternatives under consideration, agency involvement, and opportunities for public participation.

In addition to distributing the public scoping booklet at the August 2010 public scoping meetings, this booklet was provided at TOD meetings for the Woodward Avenue LRT Project, and other community meetings held over the duration of the study. Maps showing the Project area, design alternatives, and station locations were displayed at these meetings. As the Project studies progressed, several sets of detailed Project plan maps, presentation materials, and comments sheets were also available for the public's review.

## **2.6 Media Coordination**

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Area newspapers were used to publicize upcoming Project events, such as the public scoping meetings. Print advertisements were placed in English-, Spanish-, and Arabic-language newspapers for the public scoping meetings to reach all constituents within the vicinity of the study area. News articles and press releases related to the Project are included on the Project website.

## **2.7 Public Meetings**

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Public meetings were held throughout the Project studies to obtain public input and share Project information. The public scoping meetings provided the opportunity for all interested individuals and groups to learn about the Project and provide feedback to the Project team. The public scoping meeting established Project awareness and helped the Project team understand community values and priorities. Additional public meetings were held throughout the development of the Project studies, including workshops for TOD and various additional meetings with communities within the Project area.

## **3.0 Agency Coordination and Consultation**

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### **3.1 Technical Committee**

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A Technical Committee was established during an early alternatives analysis scoping process for the Woodward Avenue LRT Project in 2007 to provide technical input and guidance during preparation of preliminary studies and technical reports that support the National Environmental Policy Act (NEPA) process. An early scoping Notice of Intent (NOI) to explore alternative means of implementing rapid transit in the Detroit area was issued in the *Federal Register* by the FTA on July 17, 2007. It provided information on the early scoping process, public scoping meetings, meeting locations and times, three alternatives identified in a previous study, the alternatives analysis process, and other pertinent information. The Technical Committee was comprised of resource agencies, and stakeholder agencies including applicable City departments. Monthly meetings were held to present and discuss technical assumptions and findings of the environmental studies between October 2008 and July 2009. See Appendix D for the NOI dated July 17, 2007.

### **3.2 Interagency Coordination**

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During the NEPA process, cooperating and participating agencies were invited to participate in an Interagency Scoping Meeting. Cooperating agencies are those with jurisdiction by law or special expertise regarding a proposed action. The Federal Highway Administration (FHWA), Michigan Department of Transportation (MDOT), and the National Park Service (NPS) are cooperating agencies for the DEIS (Draft Environmental Impact Statement (DEIS), the latter joining in September 2010. Participating agencies are those that may have an interest in the Project. Forty agencies have been identified as participants in the environmental process for this Project.

Letters were sent to all cooperating and participating agencies requesting that each agency send a representative to an Interagency Scoping Meeting, which was held on August 17, 2010 (Table 3-1). The following agencies were represented at the meeting, in addition to the FTA and the City of Detroit, which were represented by several departments:

- Federal Highway Administration
- Michigan Department of Transportation
- City of Detroit, Planning Commission, Detroit Historic District Commission
- Southeast Michigan Council of Governments (SEMCOG)
- Detroit Economic Growth Corporation (DEGC)
- Suburban Mobility Authority for Regional Transportation (SMART)
- M-1 Rail
- Wayne County
- Detroit Transportation Corporation (DTC)

Cooperating agencies' comments addressed many issues, including concept-level design details of the Downtown Design Options, traffic operations, parking impacts, pedestrian and non-motorized safety, business access during construction, and potential Section 4(f) and 6(f) issues.

Participating agencies' comments addressed a similar range of issues, along with the following: regional transit needs, parking impacts, non-motorized travel, access to businesses, methodologies for assessing historic resources, and station siting considerations. These cooperating agencies also offered assistance in collecting data for the impact analyses and commented on findings, as presented in the technical studies that were completed during the *Detroit Transit Options for Growth Study* (April 2009).

Agency coordination meetings were held throughout the development of the Project (Table 3-1). The October 13 and December 2, 2010 meetings included discussions of scoping comments received, the DEIS annotated outline, a phased DEIS submission schedule, and other matters related to preparation of the DEIS. In addition to the agencies previously listed, the following agencies were present at these coordination meetings:

- Detroit Historic Designation Advisory Board
- National Park Service
- Michigan Department of Natural Resources and Environment
- Housing and Urban Development (Michigan State Office)
- Michigan State Historic Preservation Office
- City of Highland Park, Community and Economic Development Department

The agency coordination meetings held on January 27, February 17, and March 24, 2011 included discussions of the DEIS comments, Preferred Alternative, and FEIS. For more information on the Interagency and Agency Coordination meetings, see Appendix A – Cooperating and Participating Agencies Correspondence and Meeting Materials.

**Table 3-1. Interagency Scoping and Agency Coordination Meetings**

<b>Date</b>	<b>Location</b>	<b>Purpose</b>
August 17, 2010	Coleman A. Young Municipal Center, Detroit, MI	Interagency Scoping Meeting to bring cooperating and participating agencies together to share potential concerns about environmental impacts and discuss NEPA process for the Project.
October 13, 2010	Coleman A. Young Municipal Center, Detroit, MI	Agency Coordination Meeting to discuss Public Comment Meeting comments received, phased DEIS submission schedule, Section 4(f)/Section 6(f), and NEPA process.
December 2, 2010	Coleman A. Young Municipal Center, Detroit, MI	Agency Coordination Meeting to discuss DEIS Chapters, Section 106 process, and mitigation measures.
January 27, 2011	Coleman A. Young Municipal Center, Detroit, MI	Agency Coordination Meeting to discuss TIGER Grant Agreement, DEIS Notice of Availability, and Public Hearings.
February 17, 2011	Coleman A. Young Municipal Center, Detroit, MI	Agency Coordination Meeting to discuss the Public Hearings, public comments, and FEIS.
March 24, 2011	Coleman A. Young Municipal Center, Detroit, MI	Agency Coordination Meeting to discuss Public Comments, Preferred Alternative, and FEIS revisions.
April 28, 2011	Coleman A. Young Municipal Center, Detroit, MI	Agency Coordination Meeting to discuss Preferred Alternative and FEIS.

## **4.0 Section 106 Consulting Parties Coordination**

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Coordination with the Michigan State Historic Preservation Office (SHPO) began with a June 24, 2010 tour of the Project area. Subsequently, coordination efforts were formally initiated for consideration of historic resources pursuant to requirements of the Section 106 consultation process (36 CFR Part 800). While this process is separate from the (National Environmental Policy Act (NEPA) environmental review process, Section 106 consultation has been conducted concurrently with NEPA for the Woodward Avenue LRT Project.

Following issuance of the Notice of Intent (NOI), the Federal Transit Administration (FTA) initiated the Section 106 consultation process and authorized the City of Detroit, as the applicant for Federal financial assistance, to perform surveys and prepare information, analyses, and recommendations during consultation for the Woodward Avenue LRT Project. Stakeholder governmental and non-governmental organizations were invited to participate in the Section 106 consultation process to help identify buildings, structures, and sites that are currently on, or eligible for, the National Register of Historic Places (NRHP) and to assist in the assessment of the effects of the Project on the NRHP and NRHP-eligible properties and the resolution of any adverse effects. All organizations that accepted the invitation to be a consulting party were invited to the public scoping meetings on August 14, 2010 only the governmental organizations were invited to the Interagency Scoping Meeting on August 17, 2010, if they elected to become a Consulting Party. The following organizations elected to become Consulting Parties:

- Detroit Historic Designation Advisory Board
- Detroit Historic District Commission
- City of Highland Park, Community and Economic Development Department
- Detroit Historic Neighborhoods Coalition
- Detroit Historical Society
- Michigan Historic Preservation Network
- Michigan State Historic Preservation Office
- MotorCities National Heritage Area
- National Park Service
- Preservation Wayne
- Woodward Avenue Action Association

The National Park Service (NPS) also requested and was granted Cooperating Agency status. The Federal Highway Administration (FHWA) and Michigan Department of Transportation (MDOT), as Cooperating Agencies, also participated in the Section 106 consultation process.

In addition to the governmental and non-governmental organizations, federally-recognized Native American tribes were invited to participate in the Section 106 consultation process. Their role was to help identify tribal rights granted by law or treaty and places that have traditional religious or cultural importance to the tribal organization that may be affected by the Project. The tribal governments were also extended an invitation to become involved as a participating

agency in the environmental review of the Woodward Avenue LRT Project in defining the purpose and need for the Project and in determining the range of alternatives to be considered, the significant impacts to be evaluated, the methods to be used in that evaluation, and mitigation measures to avoid or minimize the adverse impacts to the Project. The tribal governments were invited to the Interagency Scoping Meeting on August 17, 2010, if they also elected to become a Participating Agency. The following 12 federally-recognized tribal governments were invited to become Consulting Parties:

- Bay Mills Indian Community
- Grand Traverse Band of Ottawa and Chippewa Indians
- Hannahville Potawatomi Indian Community
- Keweenaw Bay Indian Community
- Lac Vieux Desert Band of Lake Superior Chippewa Indians
- Little River Band of Ottawa Indians
- Little Traverse Bay Bands of Odawa Indians
- Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians, Gun Lake Tribe
- Nottawaseppi Huron Band of Potawatomi Indians
- Pokagon Band of Potawatomi Indians
- Saginaw Chippewa Indian Tribe
- Sault Ste. Marie Tribe of Chippewa Indians

The Grand Traverse Band of Ottawa and Chippewa Indians initially was a Consulting Party and later asked to be removed from the process and future correspondence. Two state-recognized tribes were invited and elected to participate in the Section 106 consultation process; the Burt Lake Band of Ottawa and Chippewa Indians and the Grand River Band of Ottawa Indians.

Section 106 Consulting Parties meetings were held on September 8, October 13, December 2, 2010, and January 27, 2011. Discussion focused on several topics including a phased schedule for submission of Eligibility Determination and Effects Assessment reports, methodologies used in preparing the Eligibility Determinations and Effects Assessments, progress of these deliverables, and issues regarding the findings. Two additional meetings were held following the public hearings on February 17 and March 24, 2011. Discussions at these meetings included adverse effect determinations and the Memorandum of Agreement (MOA). Table 4-1 provides general information on what was discussed at the Consulting Parties meetings. For more information on the Section 106 process, please see Chapter 4, Section 4.4 Historic and Archaeological Resources of the FEIS and the *Archaeological Resources Technical Report*. For more information on the Section 106 Consulting Parties meetings, see Appendix B – Section 106 Consulting Parties Correspondence and Meeting Materials.

**Table 4-1. Section 106 Consulting Parties Meetings**

<b>Date</b>	<b>Location</b>	<b>Purpose</b>
September 8, 2010	Coleman A. Young Municipal Center, Detroit, MI	Discussion of Project background, NEPA process; EIS schedule; Section 106 regulations and the Project; Section 106 deliverables and phased submissions of eligibility and effects reports; Area of Potential Effect (APE); local historic district boundaries; methodology and eligibility; and role of consulting parties.
October 13, 2010	Coleman A. Young Municipal Center, Detroit, MI	Discussion of mapping and local historic district boundaries; submission of Phase I Eligibility report, Phase I Effects report, and Phase 2 Eligibility report; and DEIS and Section 106 schedule.
December 2, 2010	Coleman A. Young Municipal Center, Detroit, MI	Discussion of submission of Phase II Effects report, Phase III Eligibility and Effects reports, and Phase IV Eligibility and Effects reports; National Historic Landmarks; findings of effects determination; and Advisory Council on Historic Preservation.
January 27, 2011	Coleman A. Young Municipal Center, Detroit, MI	Discussion of ACHP Coordination, Supplemental Eligibility/Effects Report, and adverse effects.
February 17, 2011	Coleman A. Young Municipal Center, Detroit, MI	Discussion of Supplemental Eligibility/Effects Report and adverse effects.
March 24, 2011	Coleman A. Young Municipal Center, Detroit, MI	Discussion of Supplemental Eligibility/Effects Report, Preferred Alternative, adverse effects, and MOA.
April 28, 2011	Coleman A. Young Municipal Center, Detroit, MI	Discussion of the Preferred Alternative, MOA, and FEIS.

## 5.0 Public Scoping Meetings

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### 5.1 Notice of Intent

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The Notice of Intent (NOI) to prepare an environmental impact statement (EIS) for the proposed Woodward Avenue LRT Project was issued in the *Federal Register* by the Federal Transit Administration (FTA) on July 30, 2010. It provided information on the scoping process, meeting location and times, the purpose and need for the Project, location and environmental setting, possible alternatives, possible effects, FTA procedures, and other pertinent Project information. To view the NOI, see Appendix D – Notices of Intent.

### 5.2 Public Scoping Meetings

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Two public scoping meetings were held on August 14, 2010, at 11:00 a.m. and 5:00 p.m. at the Considine Little Rock Family Center (Auditorium) in Detroit, located at 8904 Woodward Avenue in the central part of the Project corridor. The meetings were held to solicit comments on the issues and alternatives that should be evaluated in the Draft Environmental Impact Statement (DEIS). Regional, State, and Federal agencies, interest groups, businesses, affected communities, and the public at large also participated in the scoping process. A number of outreach strategies were employed to advertise the scoping meetings and encourage public attendance and participation. Print advertisements were placed in key newspapers accessible to constituents within and beyond the study area. Advertisements were placed in the Detroit News and Detroit Free Press on July 30, 2010. Spanish- and Arabic-language advertisements were placed, respectively, in the El Central Hispanic News on August 7, 2010, and the Arab American News on August 5, 2010, to accommodate the diversity of the communities in the vicinity of the Project.

In addition to print advertising, 1,400 invitation postcards were printed and distributed. Of these, 350 were sent via first-class mail 10 days before the scoping meetings to study area community groups, key transit, planning and other agencies, churches and block clubs, members of Detroit Department of Transportation's (DDOT) Local Advisory Council, a list of invitees who had attended previous DDOT events, and, Woodward Corridor Transit-Oriented Development (TOD) workshop attendees. Remaining postcards were hand-distributed five days before the scoping meetings on board DDOT's Woodward Avenue Route 53 bus and at heavily patronized locations in the North Woodward section of the study area. These locations included businesses in New Center One and the Fisher Building, two CVS locations, the Michigan Secretary of State's Office, the National Association for the Advancement of Colored People Detroit office, the main branch of the Detroit Public Library, the Rosa Parks Transit Center, and business and civic locations in the City of Highland Park. In addition, approximately 75 electronic invitations were sent eight days before the scoping meetings to those who had provided e-mail addresses from previous meeting opportunities and occasions.

More than 120 individuals attended the public scoping meetings, where public scoping booklets were distributed. These booklets provided general descriptions of the National Environmental Policy Act (NEPA) review and scoping processes as well as specific Project information; such as maps of the alternatives, a Project timeline graphic, and a scoping comment form. Maps showing the Project area, design alternatives, and station locations were displayed at the public scoping meeting and interagency scoping meeting held on August 14 and 17, 2010, respectively.

At the meetings, participants were provided an overview of the Project and given an opportunity to provide verbal and written comments. Translators (Spanish-English and Arabic-English) were available, although not requested, during the public scoping meetings. The formal 30-day scoping comment period began on August 14, 2010 and closed on September 13, 2010.

Comment forms were distributed at the public scoping meetings so that attendees could provide feedback, and they were encouraged to participate in the DEIS process and to provide comments in the following ways:

- Complete a comment form during the scoping meeting;
- Take a comment form home, fill it out, and mail it to the Project team;
- Provide a statement at the scoping meeting; and
- E-mail a Project team member at [woodwardlightrail@detroitmi.gov](mailto:woodwardlightrail@detroitmi.gov).

A total of 261 comments were received. One hundred and eighty-one (181) comments were submitted by e-mail to the Project website (<http://woodwardlightrail.com/>) and 35 were sent via the U.S mail. Eleven written and 34 verbal comments were submitted at the meetings. Comments may be viewed in Appendix C. Public Scoping Meeting Materials and Comments. All scoping comments were considered during the development of the DEIS.

### 5.3 Public Scoping Meeting Comments

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Individual comments received during the EIS process were noted and divided into manageable categories, and are summarized in Tables 5-1 and 5-2. The comments were generally categorized as related to either environmental or non-environmental impacts, and were further categorized by content area. The total number of comments tabulated exceeds the number of scoping commentators, as many commentators addressed multiple content areas.

For the Environmental Impact category, a total of 86 comments were received. The most frequently mentioned environmental comment related to Safety (system and pedestrian), which constituted 73 percent of the comments in this category. The next mentioned concerns were Environmental Justice and Neighborhood Integrity, which were 9 and 6 percent, respectively. These comments reflect the substantial and adverse impacts to the human and natural environment, which are discussed in the DEIS.

**Table 5-1. Number and Percentage of Environmental Impacts Comments**

Total Number and Percentage	Number of Comments	Percentage
Safety (System and Pedestrian)	63	73
Environmental Justice	8	9
Neighborhood Integrity	5	6
Noise /Vibration	3	4
Historical	3	4
Parks	2	2
Air Quality	2	2

In the non-environmental impact category, 293 comments were received. As shown below, these comments were more widely dispersed and included a broader range of categories such as Economic Development, Non-Motorized Transportation, Parking, Regional Impacts, Design,

Implementation, and Costs. Comments reflecting issues such as the ones listed in Table 5-2 will not be examined in great detail in the DEIS, as they do not present substantial and adverse impacts to the human and natural environment in accordance with the NEPA process.

**Table 5-2. Number and Percentage of Other Impacts Comments**

<b>Total Number and Percentage</b>	<b>Number of Comments</b>	<b>Percentage</b>
Economic Development	73	25
Non-Motorized Transportation	55	19
Parking	55	19
Regional Impact	40	14
Design	35	12
Implementation	22	7
Costs	10	3
Maintenance/Vehicle Storage	3	1

## **6.0 Additional Public Outreach**

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Meetings with various communities were held throughout the development of the Project to help clarify current Project issues and obtain specific input regarding concerns with the Project. Public participation by environmental justice (EJ) populations during the National Environmental Policy Act (NEPA) process was solicited via various customized outreach methods. Flyers were issued on Detroit Department of Transportation's (DDOT) Woodward Avenue Route 53 buses to communicate Project information, including the times, dates, and locations of scoping meetings, Project history, the environmental review process, and Project milestones. Project presentations were made to the DDOT Local Advisory Council. Project materials were made available through limited door-to-door distribution to study area residents, at the neighborhood Citizens District Council, laundromats in the study area, and meetings of various community associations, including the Arab American Chaldean Council and the local chapter of the National Association for the Advancement of Colored People. Table 6-1 is an all inclusive list of community meetings held for the Project up to the public hearings on February 12, 2011.

**Table 6-1. Woodward Light Rail Community Meetings**

<b>Purpose</b>	<b>Date/Time</b>	<b>Location</b>	<b>Format</b>
Woodward TOD Stakeholder Meeting	August 3, 2010 10:00 a.m. – 12:00 p.m. 2:00 p.m. – 4:00 p.m.	DDOT 1301 E. Warren Ave Detroit, MI 48207	Open Forum, Presentation and Question and Answer Series
Scoping Meetings	August 14, 2010 11 a.m. – 1:00 p.m. 5 :00 p.m. – 7:00 p.m.	Considine 8904 Woodward Ave Detroit, MI 48202	Open Forum, Presentation, and Question and Answer Series
Public Meetings Detroit Works Project Community Forum	September 14, 2010 1:00 – 3:00 p.m.	Greater Grace Temple 7 Mile Detroit, MI 48219	Presentation and open discussion
Woodward TOD Stakeholder Meeting with Faith-Based Institutions	September 17, 2010 1:30 – 3:30 p.m.	DDOT 1301 E. Warren Ave Detroit, MI 48207	Open Forum, Presentation, and Question and Answer Series
TOD Workshop	October 11, 2010 6:30 – 8:30 p.m.	Mt. Olive Church 5051 Woodward Avenue Detroit, MI 48202	Open Forum, Presentation, and Question and Answer Series
TOD Workshop	October 12, 2010 9:00 – 11:00 a.m.	Mt. Olive Church 5051 Woodward Avenue Detroit, MI 48202	Open Forum, Presentation and Question and Answer Series
TOD Workshop	October 12, 2010 1:30 – 3:30 p.m.	Achievable Visions Community Center 15840 Second Street Highland Park, MI 48203	Open Forum, Presentation, and Question and Answer Series
TOD Workshop	October 13, 2010 6:30 – 8:30 p.m.	Precinct 12 1441 W. Seven Mile Road Detroit, MI 48203	Open Forum, Presentation, and Question and Answer Series
Community Meeting Community Association for New Center Area	November 9, 2010 6:00 – 7:30 p.m.	Metropolitan Church 8000 Woodward, Detroit, MI 48202	Open Forum, Presentation, and Question and Answer Series
Michigan Environmental Council and TRU	February 4, 2011 10:00 – 12:00 p.m.	DDOT 1301 E. Warren Ave Detroit, MI 48207	Open Forum, Presentation, and Question and Answer Series

## **7.0 DEIS and Public Hearings**

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The Draft Environmental Impact Study (DEIS) was completed and advertised in the Federal Register January 28, 2011, and public hearings were held February 12, 2011. This section provides information provided to the public inviting their comments on the DEIS and their participation at the public hearings.

### **7.1 Public Notice**

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Press releases and public notices were prepared to advertise the availability of the DEIS and the logistics of the public hearings. Multiple types of media were used to ensure information was disseminated to the public encouraging participation from as many people, communities, and interest groups as possible. Copies of the press release, public notices, and advertisements referenced in the following sections are included in Appendix E.

#### **7.1.1 Legal Notices and Media**

A public notice was prepared to inform citizens of the availability of the DEIS for review and the date, time, and location of the public hearings. The public notice included a brief Project description, locations where the DEIS was available for review, and contact information for anyone with special needs to make arrangements to obtain information or attend the hearings.

The notice for the public hearings was provided in the January 28, 2011 legal section of the *The Detroit News*. The public notice was also advertised through the services of the Detroit Media Partnership and in weekly papers the *New Monitor* and the nationally recognized African-American newspaper the *Michigan Chronicle*. The public notice was translated into Spanish and Arabic and advertised in weekly newspapers for these diverse populations, *The Arab American News* and *El Central Detroit*.

Announcements of the availability of the DEIS and public hearing date, time, and location were broadcast on the four major network stations: WDMK, WCHB, WMXD, and WWJ. Copies of the radio spot time schedule and script are included in Appendix E.

#### **7.1.2 Phone Hotline**

The City of Detroit provided a telephone hotline number (313-963-4678) with a recorded message of information on the date, time, and location of the public hearings and locations of the DEIS prior to the public hearings. Two recorded calls were received. The first recorded call left no message, and the second caller requested that postcards be sent to two people in the community, which were subsequently mailed on February 3, 2011.

Prior to the public hearing, the hotline message provided listeners with locations where copies of the DEIS could be obtained and information about the hearing. Following the public hearing, the hotline message was revised indicating the location of the DEIS, which was made available for review and public comment. Copies of the Phone Line for the Pre-Hearing and Post-Hearing Scripts are provided in Appendix E.

#### **7.1.3 Mailing List and Postcards**

An extensive mailing list was developed for the Project based on various resources; such as property data, community organizations, scoping meeting attendees, local churches, website responses, Project phone hotline, and general personal contact at meetings. Postcard invitations

to the Public Hearings were mailed to everyone on the Project mailing list and passed out in the communities. Postcards were mailed to further encourage participation at the public hearing and provide contact information for anyone with special needs. The special needs contact information was provided in English, as well as translations in Arabic and Spanish.

#### **7.1.4 E-mails**

E-mails of the Public Notices were sent the first time to notify the public of the DEIS availability for review and scheduled public hearings. E-mails were sent a second time as a reminder of the public hearing. The email address list included;

- Individual citizens and representatives from community organizations and public agencies who attended previous Woodward Avenue LRT and Transit-Oriented Development (TOD) meetings, including the scoping meeting held in August 2010.
- Individual citizens and representatives from community organizations and public agencies who attended Detroit Transit Options for Growth Study (DTOGS) meetings (from the Alternatives Analysis phase).
- Community organizations with addresses along Woodward Avenue or those identified as relevant due to their interests, jurisdiction, or connections with the Woodward Avenue Corridor.
- Political leaders in the Cities of Detroit and Highland Park, and from Wayne County.

#### **7.1.5 Public Notice Flyers and Postings**

Public notice flyers were distributed to key locations throughout the Corridor. Posters were placed on buses, in community centers, and areas with high visibility, such as gas stations, grocery stores, recreation centers, and laundromats. Appendix E provides details on the specific locations within the Downtown, Lower Woodward, Middle Woodward, Highland Park, and Upper Woodward where flyers were posted, as well as a copy of the flyer.

### **7.2 DEIS Availability and Public Hearings**

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#### **7.2.1 DEIS**

The Federal Transit Administration (FTA), as the lead Federal agency, and the City of Detroit, as the Project sponsor, jointly prepared the DEIS consistent with the requirements of the National Environmental Policy Act (NEPA). The DEIS evaluated and assessed potentially substantial and adverse impacts to the human and natural environment that may result from the construction and operation of the Project for the No Build and three Project alternatives. The DEIS was completed and published in the Federal Register on January 28, 2011.

A 45-day comment period was provided to participating agencies, with comments on the document due by March 14, 2011. Over 100 copies of the DEIS were distributed to cooperating agencies, participating agencies, Section 106 Consulting Parties, Native American tribes, libraries, elected officials, and Federal, State, and local agencies. Agencies were requested to provide comments on the DEIS by March 14, 2011. A summary of all the comments received is provided in Section 9.0 Public Comments.

Copies of the DEIS and Technical Reports were made available on the Project website at <http://www.woodwardlightrail.com/> under the NEPA Compliance tab. Hard copies of the DEIS

were made available to the public at the Detroit Department of Transportation (DDOT) located at 1301 E. Warren Avenue Detroit, MI 48211 during normal City business hours. Hard copies were also available at the following public libraries:

- Detroit Public Library, Main Library - 5201 Woodward Avenue; Detroit, MI 48202
- Detroit Public Library, Frederick Douglass Branch for Specialized Services 3666 Grand River Avenue Detroit, MI 48208
- Detroit Public Library, Parkman Branch 1766 Oakman Boulevard Detroit, MI 48238
- Detroit Public Library, Skillman Branch 121 Gratiot Avenue Detroit, MI 48226
- Detroit Public Library, Duffield Branch 2507 W. Grand Boulevard Detroit, MI 48208
- Detroit Public Library, Lincoln Branch 1221 E. Seven Mile Road Detroit, MI 48203
- Detroit Public Library, Sherwood Forest Branch 7177 W. Seven Mile Road Detroit, MI 48221
- City of Highland Park, Robert B. Blackwell Municipal Building 12050 Woodward Avenue Highland Park, MI 48203

### **7.2.2 Public Hearings**

Two public hearings for the Project were held on Saturday, February 12, 2011 with the following hours for attendance:

- 11:00 a.m. to 1:00 p.m. – Presentation at 11:30 a.m.
- 4:00 to 6:00 p.m. – Presentation at 4:30 p.m.

The public hearings were held at the Main Detroit Public Library in the lower level auditorium at 5201 Woodward Avenue, Detroit, MI 48202. The main library was selected for its convenient location and familiarity to the public. The library was accessible for the public with special needs, and the date, location, and meeting times were specifically scheduled to provide convenient options for the public to attend.

A booklet summarizing the proposed Project and requesting comments on the DEIS was provided in English, Spanish, and Arabic. The 24-page booklet included explanations of the environmental impact statement (EIS) process, the Project timeline, and how to be a part of the public hearing process. Blank comments sheets with contact information were included in the booklet. A copy of the booklet is provided in Appendix F.

Sign-in sheets requesting email addresses and the opportunity to be added to the email list in addition to names and addresses were provided at the entrance of the Public Hearings. Approximately 335 people attended the public hearings; 223 people were present in the morning and 132 were present in the evening.

The public hearing format included opportunities for the public to review displays, attend a formal presentation, and provide comments for the record. Copies of the displays and the PowerPoint presentation provided at the public hearings are included in Appendix F. In addition to providing Project funding and alternative evaluation, the presentation outlined “ways to comment.” Opportunities were provided to speak at the public hearing by signing up on the

“Request to Speak” cards, which were available at the sign-in table. Each person that requested to speak was provided with a three-minute time period, following the formal presentation. For anyone that did not want to speak during the public hearings, other forms of commenting were made available including:

- Comment cards and a comment box
- E-mails could be sent to: [woodwardlightrail@detroitmi.gov](mailto:woodwardlightrail@detroitmi.gov), and
- Comments/feedback could be sent via U.S. mail to :  
Ms. Tricia M. Harr, AICP  
U.S. Department of Transportation  
Federal Transit Administration Headquarters  
1200 New Jersey Ave. SE; E43-105  
Washington D.C., 20590

A total of 74 written and verbal comments were provided during the public hearings. Verbal comments were heard from 38 people in the morning and 28 people in the afternoon. A transcript documenting the Project information and comments exchanged during the hearing was prepared for each of the two public hearings. These transcripts are included in Appendix F.

### **7.2.3 DEIS Newsletter**

Following the DEIS public hearing, a newsletter was prepared and distributed to all agencies, organizations, and people on the Project mailing list. A copy of the DEIS newsletter is included in Appendix F. The February newsletter was provided as supplemental information to further inform people of the Project background. The newsletter included an invitation for the public to continue providing comments on the DEIS through the comment period, which ended March 14, 2011 and provided the following:

- Answers to “frequently asked questions”
- Summary of the events and information exchanged at the public hearings
- Project alternative information
- Contact information for submitting comments

## **8.0 Environmental Justice Community Meetings**

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The City of Detroit held two additional public meetings on March 8 and 10, 2011 within the Draft Environmental Impact Statement (DEIS) 45-day comment period, which ended March 14, 2011. These meetings provided additional opportunities for public comments to be received and included in the Final Environmental Impact Statement (FEIS). The March 8th meeting was held at 9:00 a.m. at the Hannan House located at 4560 Woodward Avenue; and the March 10th meeting was held at 6:30 p.m. at the Mount Olive Baptist Church (9760 Woodward Avenue).

Both locations are served by proximate public transit stops and were selected based on their easy access to public transit and location in relation to environmental justice (EJ) populations. The meeting locations are in proximity to the southern and northern borders of census block-groups that represented higher concentrations of low income and minority populations. Both sites are handicapped accessible, offer ample parking options, and are well known and considered safe by community residents.

The meetings supplemented the formal February 12th public hearings held at the Main Detroit Public Library. Dates and times of these meetings were chosen based on the success of past community meetings held at those times. The morning meeting was designed for seniors, disabled individuals who work in the evening, and those who work, but may not live along the Corridor. The evening meeting was designed to accommodate neighborhood residents who may work during the day, in or outside of the Project area.

### **8.1 Public Meeting Announcements**

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The Detroit Department of Transportation (DDOT) and the Federal Transit Administration (FTA) implemented extensive strategies to promote and encourage participation at these two meetings. A press release was sent to a broad cross-section of local media. The story was run by local news media including the Detroit News, WXYZ Channel 7, Fox News Detroit, WDIV/Click-on-Detroit, and the MLive.com websites. Copies of the media announcements are included in Appendix G.

In addition to working with the media, extensive outreach was made to individuals and community groups. Approximately 850 postcard invitations were sent via U.S. mail to individuals who attended previous meetings of the public hearings. Approximately 150 additional invitations were sent via e-mail. Twenty-five hundred (2,500) flyers were distributed to key locations throughout the Corridor including local businesses, senior housing, municipal and State offices, the Main Detroit Public Library, and churches. Copies of the meeting invitations are included in Appendix G. In addition, flyers were distributed with the assistance of Transportation Riders United (TRU) to individuals who attended meetings held independently by TRU in late February. The flyer was also posted on TRU's website, [www.detroittransit.org](http://www.detroittransit.org).

A total of 22 people attended the meetings, and a combined total of 73 questions were received at both public meetings. Comments varied greatly and included a broader range of topics than those expressed at the February 12, 2011 public hearing. Expanded topics such as Light Rapid Transit (LRT) operation, funding sources, snow removal, bus level of service, and additional transit facilities were mentioned at the March 10, 2011 public meeting. LRT operation was the most common topic of concern and Employment Opportunities, Traffic, Funding Sources, and Design comprised the second most prevalent topics. Comments received at each meeting are

summarized in Tables 8-1 and 8-2 by Non-Environmental and Environmental topics. The comment sheets for the meetings are included in Appendix G.

## 8.2 Comment Summary

At the March 8, 2011 meeting, no questions were received on topics in the Environmental Impacts category. In the Non-Environmental Impacts category, 37 questions were received and are described in Table 8-1. Over half of the questions focused on either implementing the LRT system (35 percent of questions received) or design of the LRT system (29 percent). Costs (11 percent) and Economic Development (8 percent) represent the third and fourth most prevalent concerns among comments. The remaining categories represent 5 percent or less of the 37 comments received.

**Table 8-1. Number and Percentage of Non-Environmental Impacts Questions**

Total Number and Percentage	Number of Questions	Percentage
Implementation	13	35
Design	11	29
Costs	4	11
Economic Development	3	8
Parking	2	5
Non-Motorized Transportation	1	3
Traffic	1	3
Regional Impact	1	3
Employment Opportunities	1	3

At the March 10, 2011 meeting, six questions were received in the Environmental Impacts category as shown in Table 8-2. The prevalence of questions was equal among comments received in this category. Questions pertained to pedestrian safety, the benefits afforded by LRT, and the protection of neighborhoods from construction impacts.

**Table 8-2. Number and Percentage of Environmental Impacts Questions**

Total Number and Percentage	Number of Comments	Percentage
Safety	1	15
Environmental Justice	1	15
Historical	1	15
Construction	1	15
Air Quality	1	15
Noise /Vibration	1	15

For the Non-Environmental Impacts category in Table 8-3, a total of six comments were received. The most prevalent group was jobs, which constituted 33 percent of the comments received. The remaining groups had an equal prevalence among total comments at 17 percent each.

**Table 8-3. Number and Percentage of Non-Environmental Impacts Comments**

Total Number and Percentage	Number of Comments	Percentage
Jobs	2	33
Advocating Benefits of LRT	1	17
Parking	1	16
Additional Info Regarding Differences Between Operation Options	1	15
Zip Car	1	15

There were 30 questions received in the Non-Environmental Impacts category as shown in Table 8-4. The questions varied greatly and included a broader range of topics than those expressed at the February 12, 2011 public hearing. Expanded topics such as LRT operation, funding sources, snow removal, bus level of service, and additional transit facilities were mentioned at the March 10, 2011 public meeting. LRT operation was the most common topic of concern (20 percent) and employment opportunities, traffic, funding sources, and design were the second most prevalent topics (10 percent).

**Table 8-4. Number and Percentage of Non-Environmental Impacts Questions**

Total Number and Percentage	Number of Questions	Percentage
LRT Operation	6	20
Design	3	10
Traffic	3	10
Employment Opportunities	3	10
Funding Sources	3	10
Bus Level of Service	2	7
Alignment Decision-Making	2	7
Costs	2	7
Implementation	1	4
Regional Impact	1	3
Parking	1	3
Snow Removal	1	3
Additional Transit Facilities	1	3
Non-Motorized Transportation	1	3

## 9.0 Public Comments

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Since the availability of the DEIS on January 28, 2011, a total of 517 comments have been received from the public, including local, State, and Federal review agencies. A summary table listing all comments received is included in Appendix H of the FEIS. Responses to the comments and references to the FEIS sections where the comments are addressed are also included in the table.

Table 9-1 provides the deposition of comments by each method. Note that while some individuals submitted their comment via multiple methods, effort was made to eliminate these redundancies in the final count.

**Table 9-1. Number of Respondents**

<b>Submittal Method</b>	<b>Total Comments</b>
E-mail	364
U.S. Mail	80
Public Hearing	65
Drop Box	8

The comments were generally categorized by the relevant substantive issue, and by tone for all comments (substantive and non-substantive). Tables 9-2 and 9-3 indicate the number of comments per issue and the respective percentage of each. Please note that the total comments listed exceed the number of responses, since many of the comments received addressed multiple content areas.

The topic with the most comments was transportation with 31 percent, followed closely by alternatives with 30 percent of all comments. The vast majority of comments were made in support of the Project, with 91 percent of people expressing support.

**Table 9-2. Number and Percentage of Substantive Comments by Issue**

<b>Substantive Issue</b>	<b>Total Comments</b>	<b>Percentage</b>
Transportation	182	34
Alternatives	163	30
Indirect and Cumulative Impacts	97	18
Noise and Vibration	10	2
Public Participation	17	3
Section 4(f)	7	1
Hazardous Materials	3	1
Purpose and Need	7	1
Environmental Justice	26	5
Historic Resources	19	4
Resources with Limited or No Effect	1	<1
Air Quality	6	1

**Table 9-3. Number of Non-Substantive Comments by Tone**

<b>Non-Substantive Tone</b>	<b>Total Comments</b>	<b>Percentage</b>
Support	350	91
Oppose	24	6
Neutral	11	3

## **10.0 FEIS Availability**

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The FEIS includes the alternative evaluation and information used to select the Preferred Alternative. All comments received at the public hearings, community meetings, and during the 45-day comments period for the DEIS were considered and are addressed in the FEIS. The FEIS includes updates and revisions to the DEIS as needed based on the information obtained during the public comment period.

The FEIS is available to the public on the Project website, and at the DDOT office during City operation hours, and at each of the public libraries listed in Section 7.2.1, where the DEIS was available.

## **11.0 Future Outreach Activities**

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Public involvement will continue throughout the Woodward Avenue LRT Project. Continuing public involvement efforts will include distribution of the FEIS for public review, a FEIS newsletter, and the Project website. The FEIS and newsletter will provide information on the selection of the Preferred Alternative and request comments. Copies of the FEIS will be provided on the Project website (<http://woodwardlightrail.com/>), which will continue to be used as the medium for providing interested parties with new and relevant Project information.

## **12.0 Appreciation to the Public and Agencies**

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The Federal Transit Administration (FTA) appreciates the time, energy, and effort extended by the public and all the agencies associated with the scoping, environmental studies, documentation, and public meetings for this Project. In recognition of the quality of participation and cooperation extended by the public and agencies during the National Environmental Policy Act (NEPA) process, the following list outlines the major public and agency outreach activities between July 30, 2010 (published Notice of Intent) and March 14, 2011 (conclusion of Draft Environmental Impact Statement (DEIS) comment period).

- Two public scoping meetings
- Seven interagency scoping/coordination meetings
- Seven Section 106 consultation meetings
- Eight community public meetings/workshops
- Mail contact (U.S. mail and e-mail)
- Over 30,800 website hits
- Public notice distributions
  - Eight legal advertisements in different newspapers (including Spanish and Arabic)
  - Three public meeting broadcasts on three different news stations
  - Over 300 e-mails (not including web-based distributions)
  - Two web-based news advertisements
  - Over 1,000 postcards
- 16,000 public hearing flyers
- Environmental justice meeting notifications
  - 2,500 flyers
  - 850 postcards
  - 150 e-mails
- Two public hearings
- Two environmental justice community meetings
- 975 DEIS newsletters
- 517 DEIS comments submitted

The public and agency input into the development of this Project was a valuable and important aspect in developing alternatives and evaluating impacts. FTA thanks all the participants for their timely input into the transportation decision-making process for the Woodward Avenue Light Rail Transit Project.