

I-375 RECONNECTING COMMUNITIES PROJECT

MEETING NOTES SUMMARY

GOVERNMENT ADVISORY COMMITTEE MEETING 1

DATE: January 30th, 2023

TIME: 3:00 – 4:30 pm

LOCATION: Horatio Williams Foundation, 1010 Antietam Ave., Detroit, MI 48207

ATTENDEES: Government Advisory Committee (GAC) Members & Guests, City of Detroit Representatives, MDOT Staff, and HNTB Staff (**see Appendix B**)

The first GAC meeting included government representatives from across the project area and representatives from the state and state agencies. The purpose of the meeting was to give committee members a project overview to orient them to the project. The meeting centered around background information on the planning phase that led to the design alternative, GAC member responsibilities, the history of the project area, the City of Detroit's planning/zoning procedures and policies, and the project's next steps.

Jon Loree, MDOT Project Manager, kicked off the meeting with introductions from the project team (MDOT, City of Detroit, and HNTB). Leslie Love then introduced what the GAC will do and how members can participate in the process; members are encouraged to share project information with constituents and bring back information from their respective communities to these meetings.

During the presentation, Bradleigh Merrill went through two interactive slide polls to determine how much attendees knew about the project and if they would prefer in-person or virtual meetings going forward. Most of the attendees had moderate knowledge about the project and preferred in-person meetings.

Jon Loree went through the project overview and highlights including the current project timeline. John Sivills covered the history of Black Bottom and Paradise Valley, reviewed the City of Detroit's land-use policies, and explained the City's role in the project. Jon Loree then concluded the presentation with a review of the next steps and the new project website.

Following the presentation's conclusion, Bradleigh Merrill went through three additional polls to determine how well GAC members know the project, understand their roles, and understand the project area. The project staff also answered questions and received comments from GAC members. Questions and comments surrounded topics such as

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upcoming meeting dates, issues with surrounding project intersections, the Community Enhancements Plan, and the City of Detroit's role in land-use approval.

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APPENDIX A: MEETING AGENDA

DATE: January 30, 2023

TIME: 3:00 – 4:30 p.m.

LOCATION: Horatio Williams Foundation, 1010 Antietam Ave, Detroit, MI 48207

- I. Welcome and Introductions
- II. Brief History of the Location
- III. Project Highlights and Overview
- IV. City of Detroit Remarks
- V. Next Steps
- VI. Questions and Answer Segment and Review Project Maps
- VII. Meeting Concludes

JOIN SLIDO:

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APPENDIX B: MEETING ATTENDEES

Staff:

- Jon Loree, MDOT
- Leslie Love, MDOT
- Rob Morosi, MDOT
- Kay Adefeso, MDOT
- Tony Migaldi, HNTB
- Sarah Binkowski, HNTB
- Dave Langlois, HNTB
- Regine Beauboeuf, HNTB
- Bradleigh Merrill, HNTB
- Kelly Sweeny, HNTB
- Sasha Freeman, HNTB
- John Sivills, City of Detroit
- Antoine Bryant, City of Detroit
- Jami Trudelle, Federal Highway Administration
- Christina Lovio-George, Lovio George Communications

GAC Members:

- Joshua Roberson, City of Detroit – Department of Neighborhoods District 5
- Carsten Applegate, DDOT
- Alex Bourgeau, SEMCOG
- Steve Patrinick, DDOT
- Kevin Hrit, Office of US Senator Gary Peters
- Terry Campbell, Office of US Senator Debbie Stabenow
- Brittney Hoszkiw, Michigan Economic Development Corporation
- Daryl Kaiser, Detroit Windsor Tunnel LLC
- Stephanie Chang, Michigan State Senator
- Corri Wofford, Regional Transit Authority

Non-GAC Members:

- Keith Butler, guest of Joshua Roberson
- Jacqueline Kamsey, guest of State Senator Chang
- Nina Robinson, guest of State Senator Chang

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- Michelle Broughton, Office of City Council Member Mary Waters
- Santana Hill, Office of City Council Member Mary Waters
- Tim Morhi, Resident

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APPENDIX C: MEETING PRESENTATION



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GOVERNMENT ADVISORY COMMITTEE MEETING

JANUARY 30, 2023



AGENDA

1. Welcome and Introductions
2. Government Advisory Committee Responsibilities
3. History: Down Hastings Street
4. Project Highlights and Overview
5. City of Detroit Remarks
6. Next Steps



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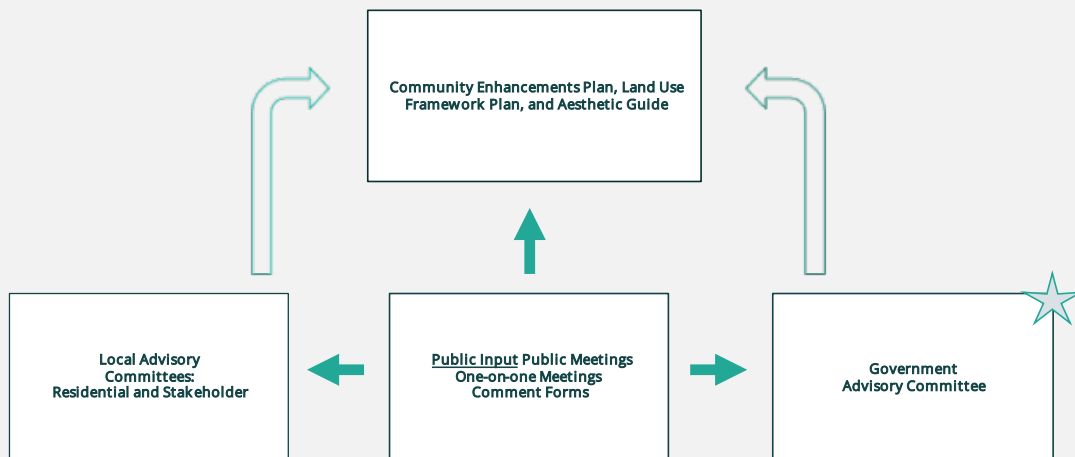
GOVERNMENT ADVISORY COMMITTEE MEMBER RESPONSIBILITIES

GAC MEMBER RESPONSIBILITIES

- Participate in committee meetings quarterly over the next year and less frequently throughout the project construction.
- Act as a representative to your agency or constituents, bringing your unique knowledge and perspective on the corridor and its respective issues and opportunities.
- Facilitate two-way communications with the entity or community that you represent.
- Provide an independent and local perspective on the project.
- Provide accurate local input to the process on key issues and opportunities.
- Commit to actively participate in this process to identify mutually agreeable solutions.

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GOVERNMENT ADVISORY COMMITTEE



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HISTORY: DOWN HASTINGS STREET

The Rise and Fall of The Main Street of Detroit's Black Bottom and Paradise Valley

Jamon Jordan
Official Historian
City of Detroit



THE NAME "BLACK BOTTOM"

- The Savoyard River, Parent's Creek, and numerous other small waterways flowed throughout the Lower East Side.
- These creeks and rivers deposited dark soil throughout the area.
- The French named the ground in that area "Fond Noir" – Black Bottom.



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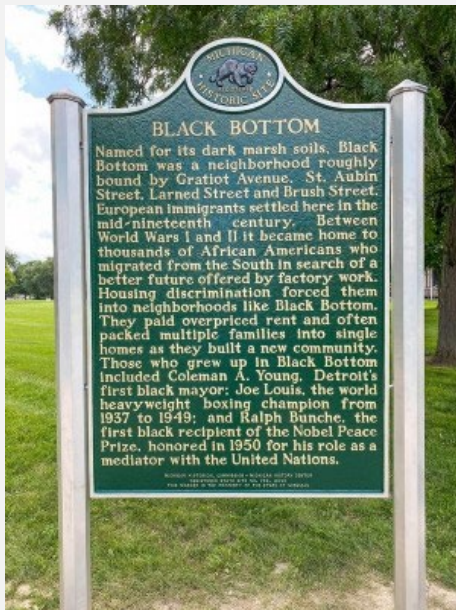
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RESIDENTS OF BLACK BOTTOM/ HASTINGS STREET/PARADISE VALLEY

Each one of the groups below had communities in parts of what would be called "Black Bottom"

- The Native Americans, especially the Odawa (way before the 1700s).
- The French (early 1700s)
- Black people (early 1700s)
- The British (mid -late 1700s)
- The Irish (early 1800s)
- Germans (early 1800s)
- Jewish people – German (early to mid -1800s)
- More Black people – Underground Railroad & Free Black people fleeing the south (early to late -1800s)
- Greeks (late 1800s, early 1900s)
- Italians (late 1800s, early 1900s)
- Poles (late 1800s, early 1900s)
- More Jewish people – Polish, Eastern European, Russian (late 1800s, early 1900s)
- Lebanese & Syrians (late 1800s, early 1900s)
- Southeast Asians/Chinese – (early 1900s)
- More African Americans – Great Migration (early 1900s -1950s)



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MEETING NOTES SUMMARY

Club Harlem's "Shim Sham Shimmy" chorus

Daytime in the Valley

Night in the Valley

Club Congo

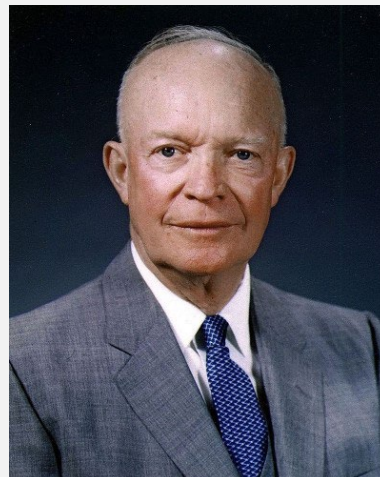
Club Plantation "The Orchestra"

MDOT Michigan Department of Transportation

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THE FEDERAL HIGHWAY ACT OF 1956

- Federal Highway Acts was the National Interstate and Defense Highways Act, also known as the Federal Highway Act of 1956.
- President Dwight Eisenhower saw firsthand the importance of having a national highway system.
- I-375 & I-75 were a direct outcome of that Act.



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HASTINGS STREET



Hastings & Gratiot, in 1956

- In 1957, Hastings Street began being demolished.
- By 1964, the first stretch of I-75 & I-375 replaced Hastings Street.
- Hastings Street originally ran from just north of the Detroit River north to E. Grand Blvd.
- Today, there are about 4 blocks of Hastings that remain between I-94/Harper and E. Grand Blvd – far away from the Black Bottom/Paradise Valley neighborhoods.



PROJECT HIGHLIGHTS AND OVERVIEW

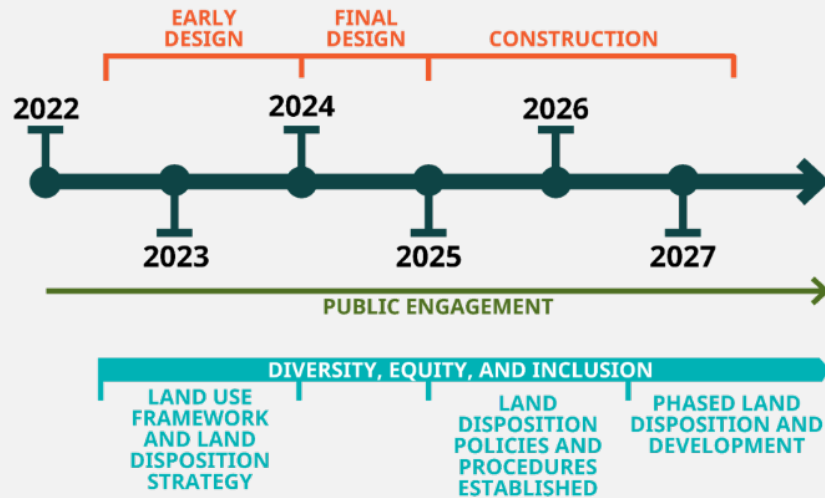


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PROJECT TIMELINE



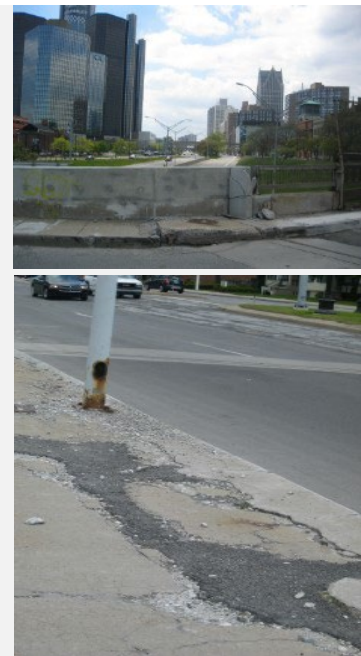
PROJECT PURPOSE

Transportation

- Replace the outdated freeway and deteriorating roadways and structures while improving safety and connectivity and supporting economic development and placemaking opportunities.
- Deliver a solution that considers safety, operations, pedestrian connectivity, and access to downtown destinations for motorized and non-motorized travelers.

Equity and Community

- Address Historic Environmental Justice (HEJ) and social equity concerns.
- Develop a Community Enhancement Plan that honors the history and supports the current needs of the project area.
- Advance a program focusing on workforce development and supporting small and minority-owned businesses.



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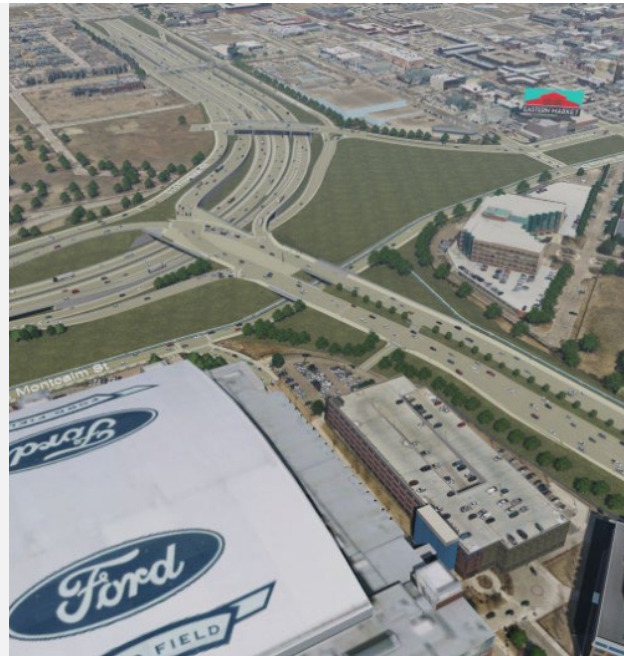


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TRANSPORTATION BENEFITS

- Strengthens existing and future transportation, multimodal mobility choices, and roadway safety.
- Improving community connectivity.
 - LAC groups were actively engaged in choosing the project name.
- Enhancing access enables future development and other placemaking opportunities with official land use and long-term economic development plans.
- Enhancing connections to existing and planned transit services and improving community health, equity, and safety.



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HOW DETROITERS WILL BENEFIT

- Project's environment process laid the groundwork for equity.
- Investment of the fair market value of the land into the community.
- Extensive community engagement with various opportunities to provide input.
- Implementation of a visionary approach for including minority businesses in the Project that is representative of the community and extends beyond the ribbon cutting.



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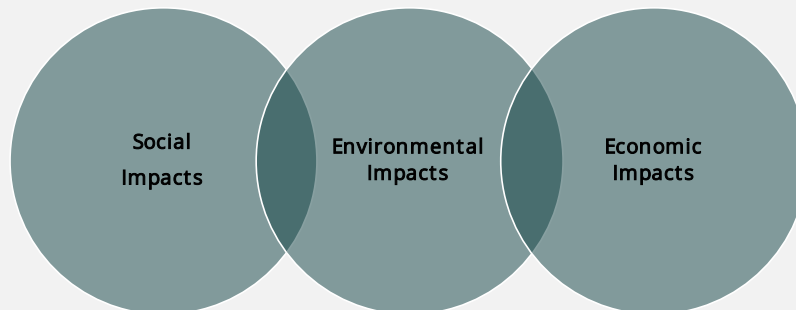
ENVIRONMENTAL COORDINATION WITH STAKEHOLDERS

Since 2017, the team has met with numerous business, educational, community, faith-based, and civic stakeholders.



WHAT IS NEPA?

- National Environmental Policy Act of 1969
- All projects receiving federal dollars or federal approval must be reviewed for environmental impacts



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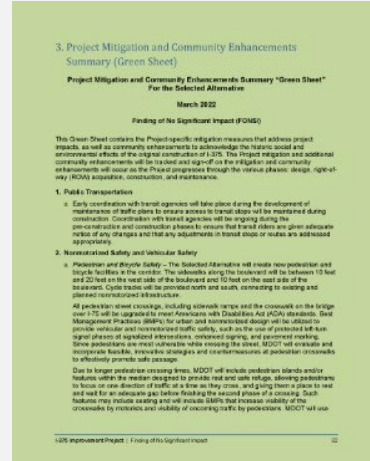


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FINALIZING THE NEPA PROCESS

- No expected significant environmental impacts were found upon the project's construction of the Selected Alternative.
- All changes made to the proposed project, mitigation measures, and community enhancements are described in the Environmental Assessment errata sheets and Green Sheet in the (Finding of No Significant Impact (FONSI)).



EQUITABLE PROJECT DELIVERY

The I-375 FONSI laid the framework for extensive community engagement for the Selected Alternative around the following areas as the Project goes through early design, final design, and construction:

Historical acknowledgments of impacts from the original building of I-375 and honoring the past	Community Enhancements Plan	Land Use Framework Plan development
Visual characteristic elements for corridor design Aesthetics Guide	Special event traffic mgmt. in theatre and stadium district	Maintenance of traffic plans for construction



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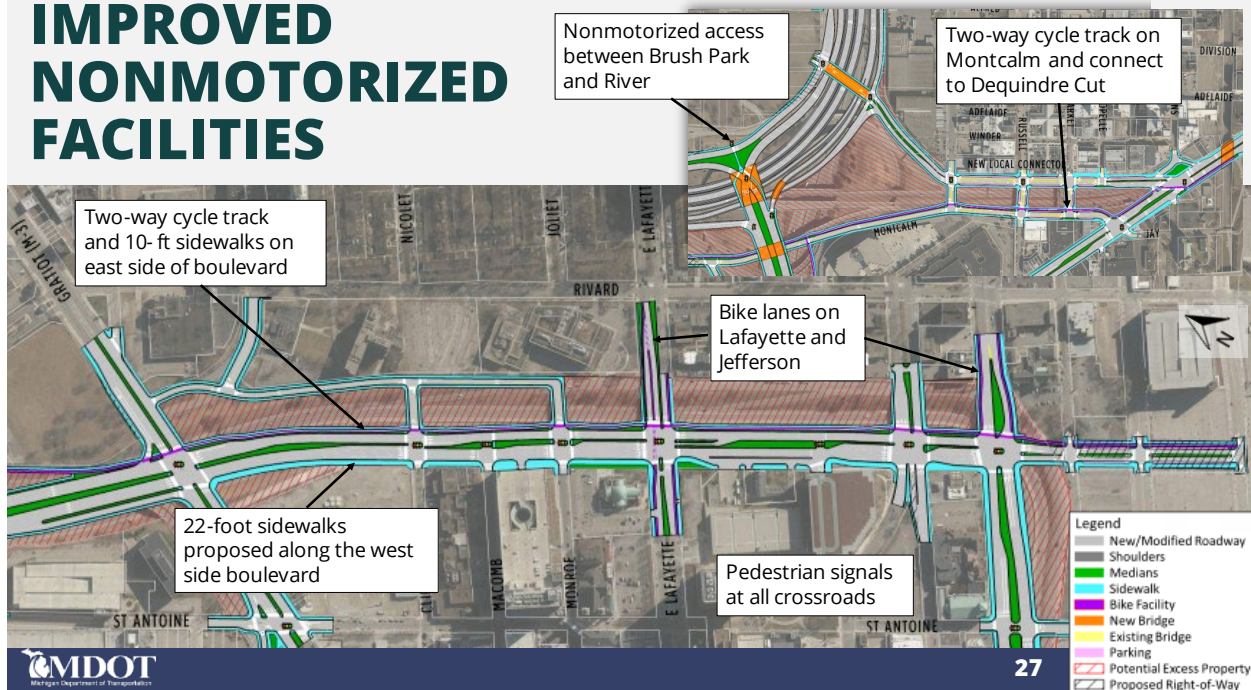
SELECTED ALTERNATIVE

1. I-75/I-375 Interchange
2. Mack Avenue Braided Ramps
3. Brush Park/Eastern Market Connectivity
4. City Street-Level Boulevard
5. Signalized Intersections Along the Boulevard
6. Direct Left-Turns Allowed Along the Boulevard Except for Gratiot Ave.
7. Improved Nonmotorized Facilities
8. Potential Excess Property



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IMPROVED NONMOTORIZED FACILITIES



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DESIGN UPDATES

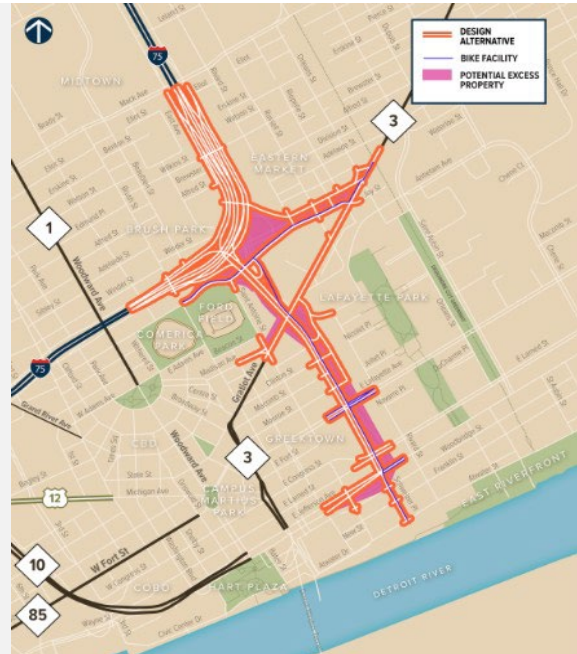
Intersection Improvements

Re-alignment of Montcalm between Brush and St. Antoine

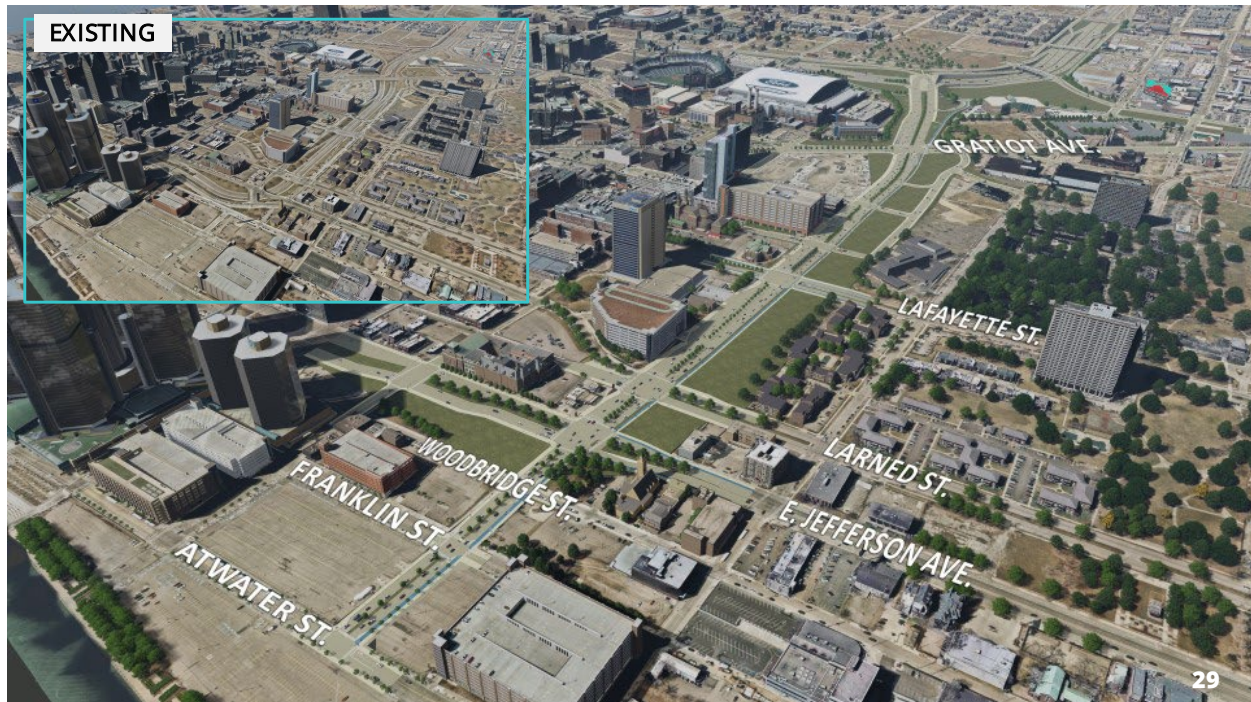
Intersection modifications at Madison / St. Antoine / Gratiot to allow a connection to and from Gratiot

Intersection modification at Gratiot / Boulevard to allow an eastbound left-turn movement

Connection of Montcalm to the northbound Boulevard to accommodate special event traffic



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THE FRAMEWORK: LAND USE AND URBAN DESIGN

City of Detroit Planning
and Development
Department



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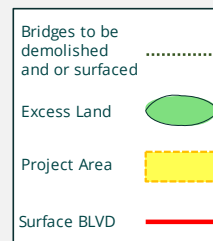
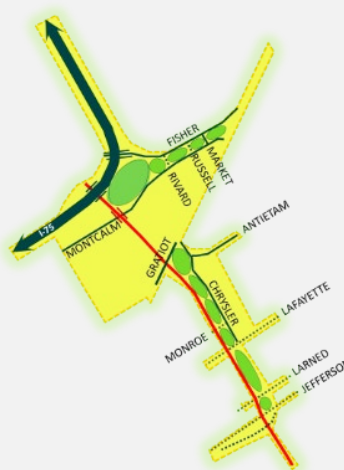
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MEETING NOTES SUMMARY

THE FRAMEWORK: PRIORITIES



THE PROJECT: PROJECT COMPONENTS



WHAT HAPPENS WITH THE EXCESS LAND?

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THE PROJECT: LANDUSE PROCESS TO POLICY

FRAMEWORK
(STATE & CITY)



IDEAS/DESIGN
RECOMMENDATIONS

PLANNING &
DEVELOPMENT



PLANNING/ZONING
POLICY DEVELOPMENT



CITY PLANNING
COMMISSION



MASTERPLAN/ZONING
RECOMMENDATIONS

CITY COUNCIL
REVIEW AND APPROVAL



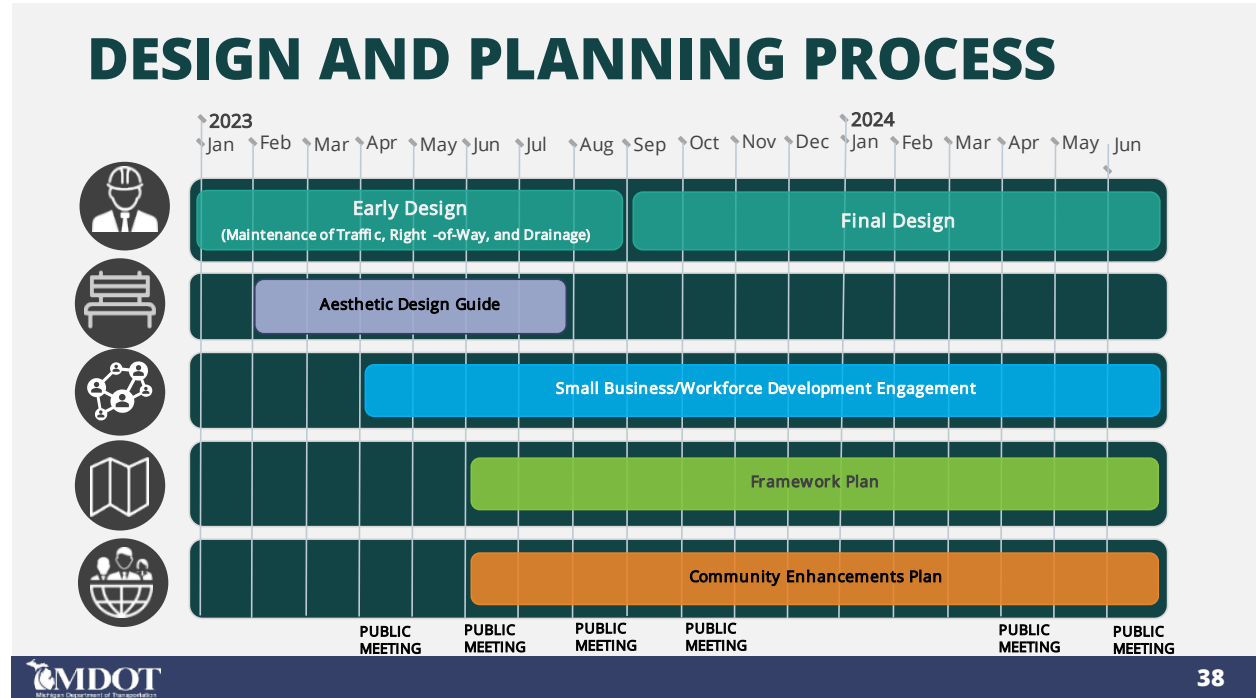
NEXT STEPS



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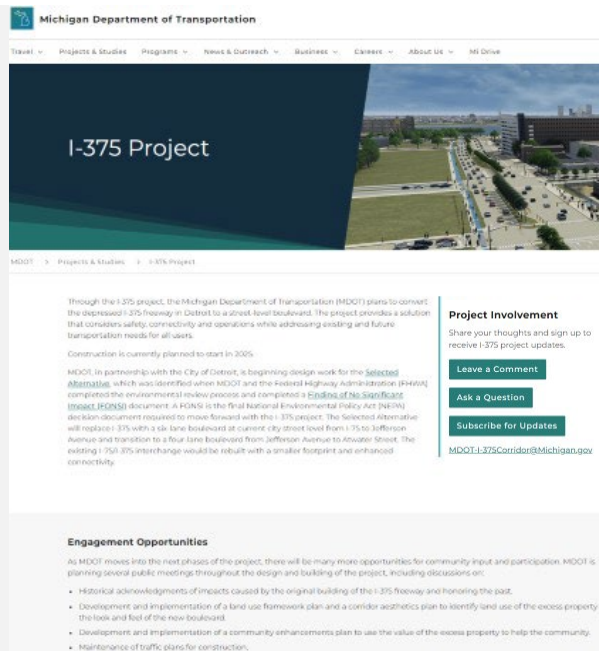
MEETING NOTES SUMMARY



PROJECT WEBSITE

- Latest Project information
- All Project related reports, studies, and meeting summaries
- Access Project portal to leave a comment, ask a question, or subscribe for updates

Visit: Michigan.gov/I375



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PROJECT PORTAL

MDOT Michigan Department of Transportation

Select Language

I-375 Reconnecting Communities Project

The I-375 Reconnecting Communities Project will replace a 1-mile outdated freeway, made up of deteriorating overpasses and structures, with an all-grades corridor. The Project improves safety, connectivity, and economic development. Early design for the Selected Alternative began in September 2022, and the project team continues to work with stakeholders through the design and construction phases.

Open Project Documents

1) Please enter your comment below:

Please do not place any personally identifiable information (name, phone, or email) within your comment.

2) Select any of the following topics that apply to your comment. (Select up to 3)

Construction Funding/Cost Speed Traffic Equity Mobility Lane Use Community Enhancements

Event Traffic Connectivity Daily Commute Economic Vitality Environment and Quality of Life Safety

Travel Access Other

3) Tell us about yourself and easy up to date with the project

Zip Code Last Name E-mail

4) Do you have a specific question or concern that you would like a response to?

Respond to me by e-mail

CONTINUE

Visit Michigan.gov/I375 to leave a comment, ask a question, and subscribe for email updates

MDOT Michigan Department of Transportation

Select Language

I-375 Reconnecting Communities Project

COMMUNICATION PREFERENCES

Enter your contact information to update project communication preferences.

Zip Code Last Name E-mail

Zip Code Last Name E-mail

CONTINUE

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THANK YOU!

I-375 PROJECT MANAGER: JONATHAN LOREE, P.E.
MDOT-I375CORRIDOR@MICHIGAN.GOV or 313-573-0690

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