

I-375 RECONNECTING COMMUNITIES PROJECT

MEETING NOTES SUMMARY

- Coordinate excess land use development with the construction of I-375 to avoid back-to-back construction.

Construction Concerns

- Referenced to avoid the way construction was previously done on the I-75 portion that was torn up and redone in addition to the Livernois construction.
- Concern with steering up rodents due to construction and would like efforts to limit this possibility.
- Concerns surrounding construction noise and limitation plans.
- Suggest using tarps for coverage of construction to avoid construction debris leaving sites or ending up in residential properties during weather events.
- Suggestions not to send people down bad roads in the alternate routes.
- Construction alerts to be incorporated for when closures will occur and communicated articulately to the public.
- Businesses would like an empathetic timeline to manage operations during the construction period.
- Provide proper routes to pedestrians during construction and students in the area and think about school traffic backups and how they will be affected.
- Should consider bus stops during construction and where they will be located for safe access.

Other Concerns / Issues

- Requested the project be “broken down” and/or “dissected” so that participants can understand how the various roads will run and connect to likely destinations. For example, routes to the hospital and leaving Eastern Market via Mack Avenue to the Riverfront, etc.
- Suggested the preference of combined Stakeholder and Residential LAC meetings compared to separated ones being held.
- Need to get more residents to attend the LAC Meetings as well as the Black community to be more representative of the community.
- Limited Mack Avenue access is concerning to residents, especially with access to the hospital.
- Need for parking spaces, especially if the area is more business and retail centered. Eastern Market parking is an issue. Suggest adding more parking along the boulevard to alleviate parking issues.

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- Bike lanes may be an inconvenience and they also take up parking spaces. Referenced Cass Avenue and Jefferson Avenue as examples.
- Easy access into Greektown during and after construction is crucial as it is the oldest ethnic community and only a couple of Greek family businesses are left in the area. Greektown businesses could be closed if reasonable access is not maintained.
- Request for more information to be provided on the plan for excess properties available after the completion of the project.
- Suggested providing traffic data to facilitate a more informed discussion moving forth.
- Create a construction map for businesses and residents on how to navigate the area when construction is in the process that can be easily accessed.
- Suggestions to show visual simulations of traffic flow for the Theatre District, Greektown, and Renaissance Center. Visuals will play a vital role in communication, understanding, and those impacted during construction.
- Suggestions made for the project team to go to housing complexes, visit area businesses, and attend community meetings to further engage the public and explain the project.
- Beneficial to get Jefferson Avenue and the Boulevard done first. This would allow for east-side residents to access downtown quickly before boulevard work to the north of Jefferson Avenue begins.
- Discussion on replacing the jug handle on the Montcalm Connector with a ramp from northbound boulevard which would help with the access to Mack Avenue. Allowing for eastbound and westbound movements on the Montcalm Connector would be extremely beneficial to residents and those looking to access Eastern Market.
- Would like to make sure Brush Street is two-way from Montcalm Street up to Mack Avenue and concerned about why with the new Brush entrance ramp to Northbound I-75 there cannot be an access point to Mack Avenue from the Northbound freeway.
- More specifics on how much longer the route from Lafayette Street and the Boulevard to the hospital will be with the current design.
- Thoughts that there is too much pavement and lanes with the new design.
- Consideration of transit along the boulevard and within the project area is a must as the current bus system is unreliable at times.
- Consider opportunities to better connect residents to the Dequindre Cut with the project design.
- Drainage issues are a huge concern for residents and plans should be made to mitigate future issues.
- Recommend reaching out to local schools for trade work and internship opportunities.

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- Project team should consider engagement through a variety of social media outlets to keep more people informed.

Aesthetics

- Recommendation to reference Hastings River Greenway in New York City for design inspiration on the new corridor.
- Suggestion made that the boulevard should not look like Jefferson Avenue.
- Suggest including a light rail along the boulevard.
- Would like lots of trees along the boulevard with landscaping that does not need heavy maintenance.
- Suggestion made for not wanting split-thru bike lanes within the corridor.
- Historical acknowledgment of Black Bottom and Paradise Valley with recognition of the past and business and people that were there before is an important part of this project. Suggestions made that more visual historical markers are better than only written texts. References were given for a Walk of Fame or a plaque similar to the one in Campus Martius. Historical markers could also show progress made and the look of downtown from past to present

Project Success

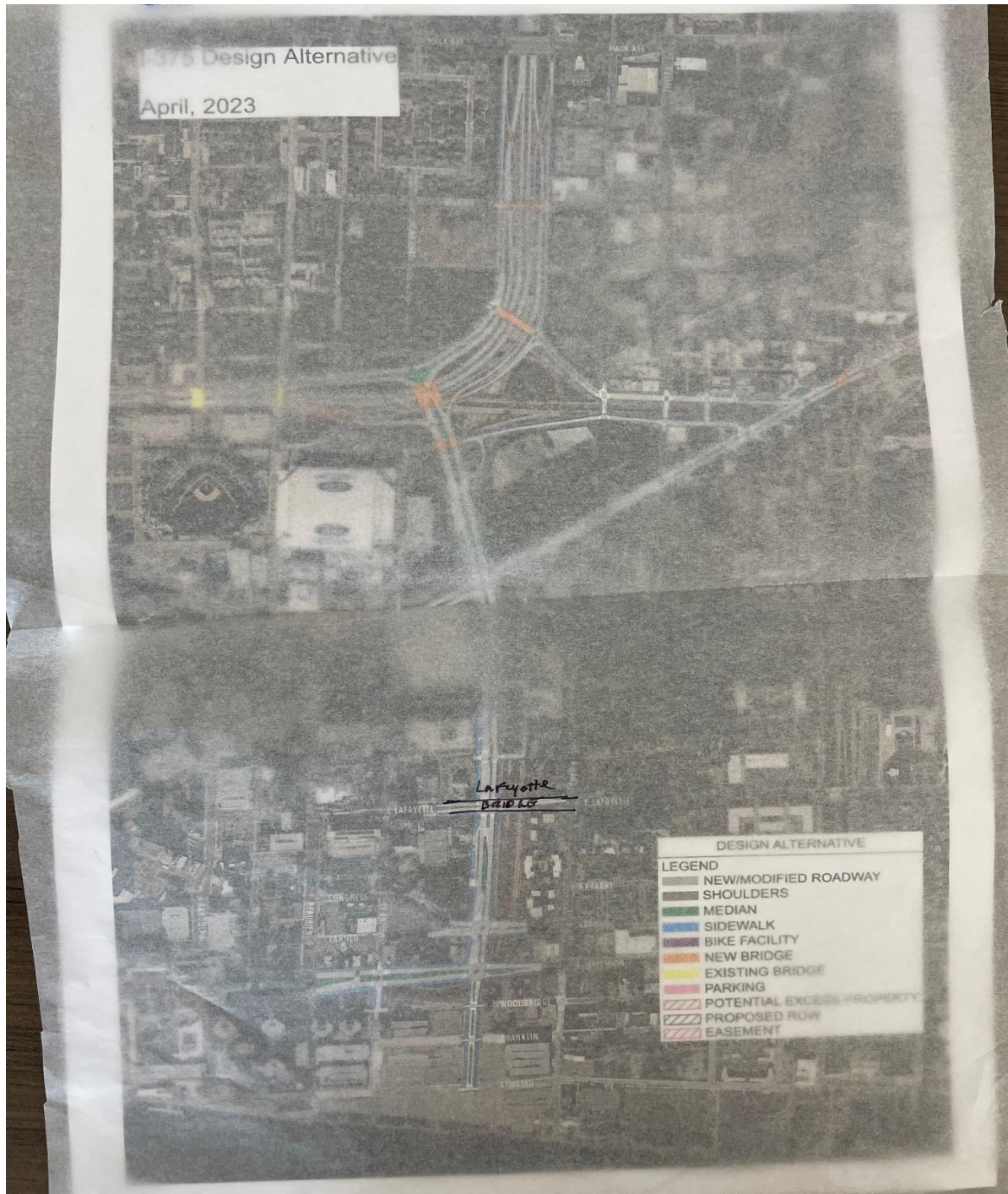
- Communication of plans for construction well in advance and plans should be predictable and conscientious of residents and stakeholders. Need clear detours and communication, both on the road and online, for residents and commuters.
- The corridor is easily accessible for vehicular and non-vehicular traffic.
- Safe movement for people, walking, running, and biking with zero pedestrian deaths.
- The corridor is consistently clean and maintained with sustainable efforts.
- Landscaping is maintained and there is a clear plan in place for who will be responsible for providing maintenance.
- Affordable housing available and should not include Area Median Income (AMI) at 40%
- The boulevard is a long-term community investment for all Black Detroiters.
- The design should work to be traffic calming.
- The project area serves as a future incubator for small businesses in the community.
- Would like this to be a project that attracts and serves the city well to host big events.
- The project would be seen as a model for other states and recognized with an award at the end.

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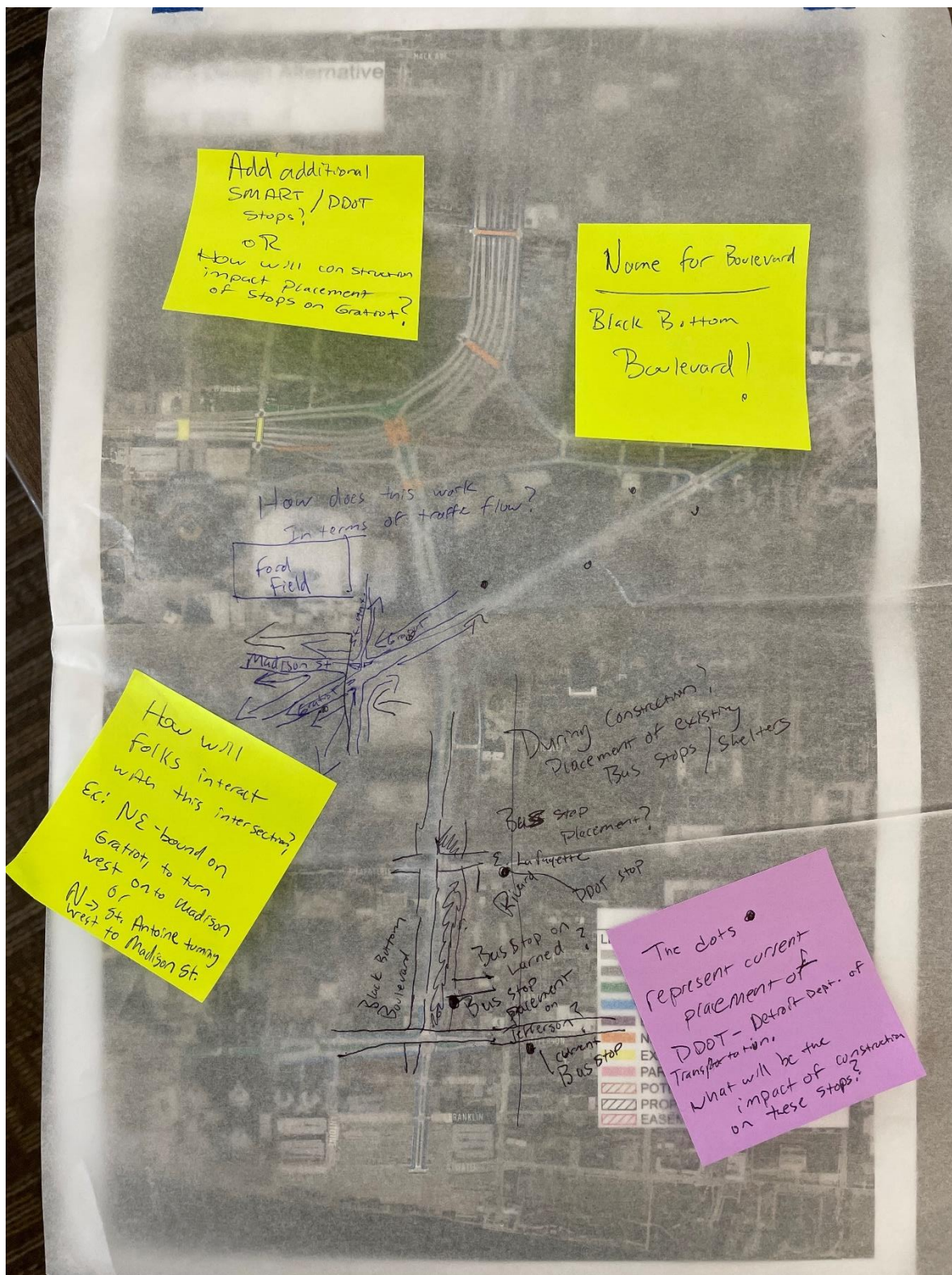
The following maps with sketch paper were provided during the breakout sessions. Attendees at various tables provided the below suggestions.



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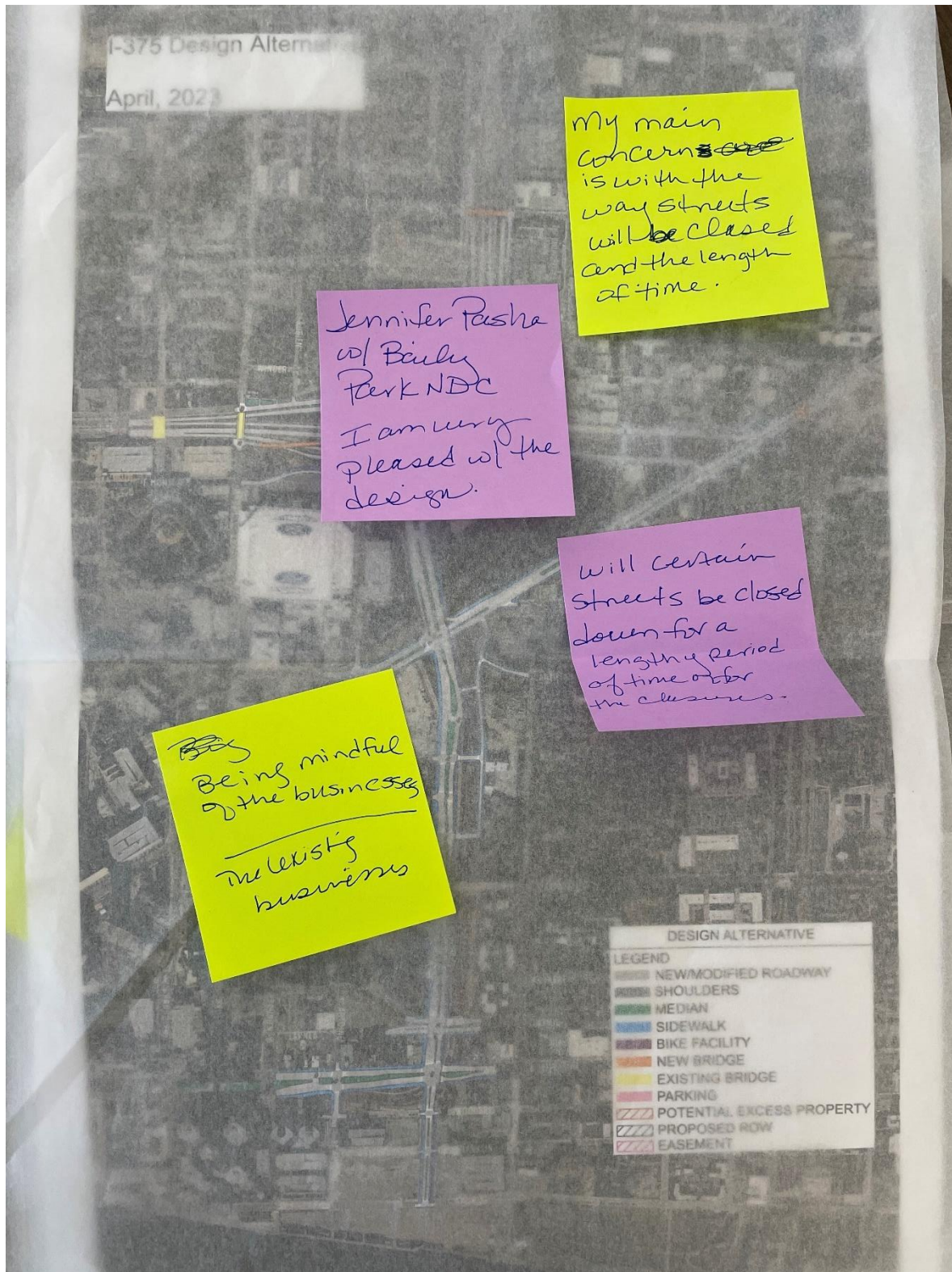
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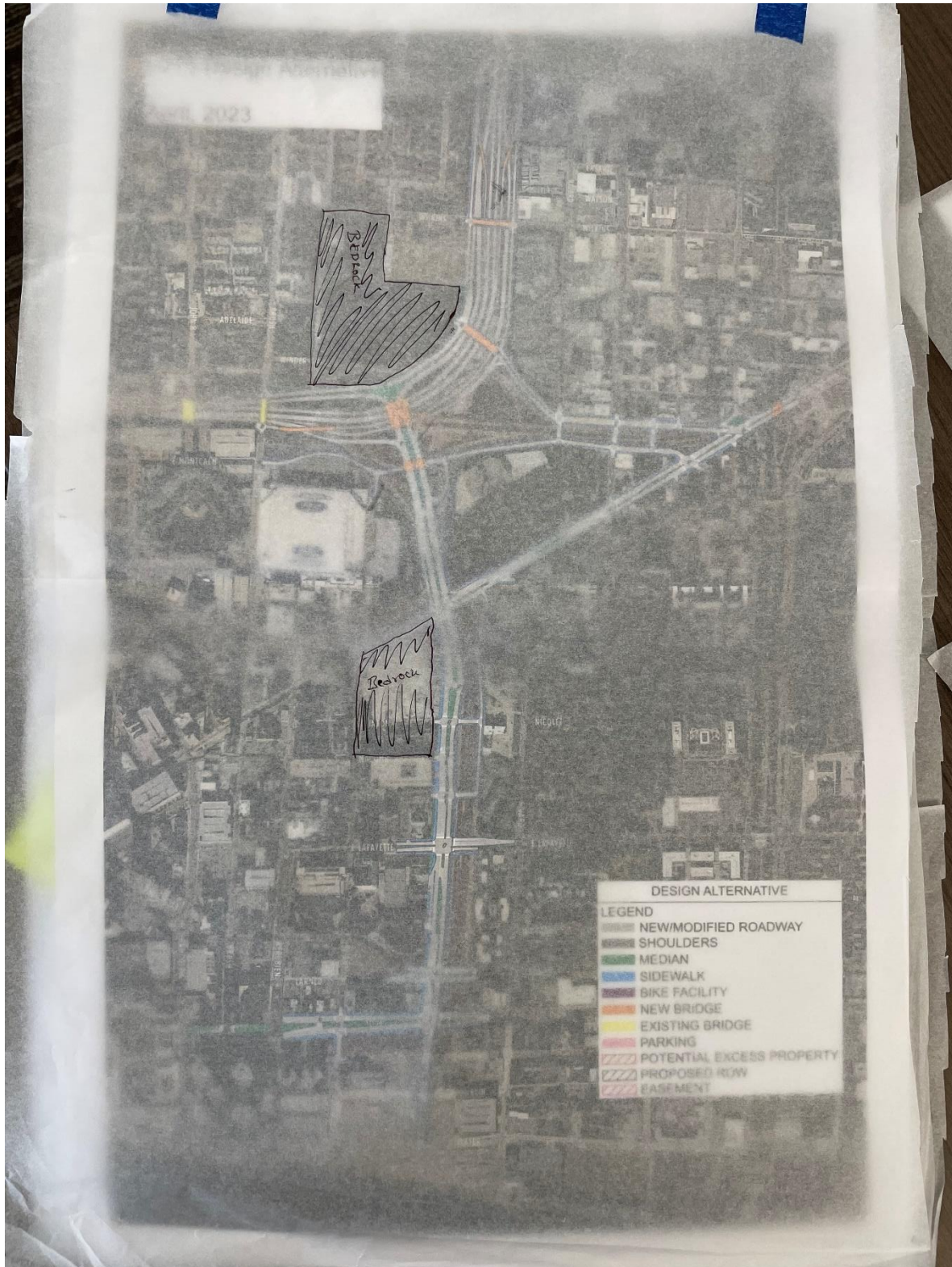
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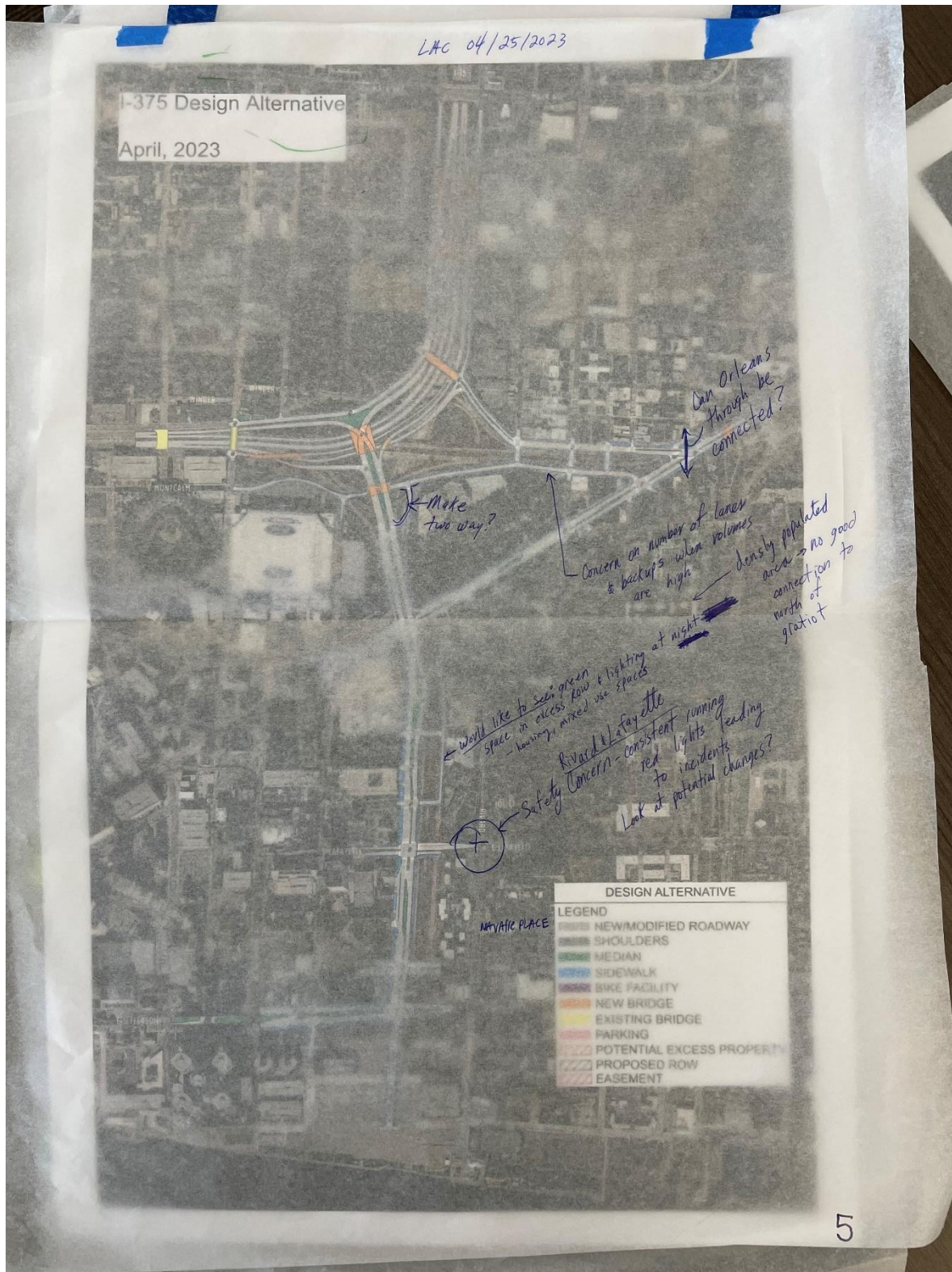
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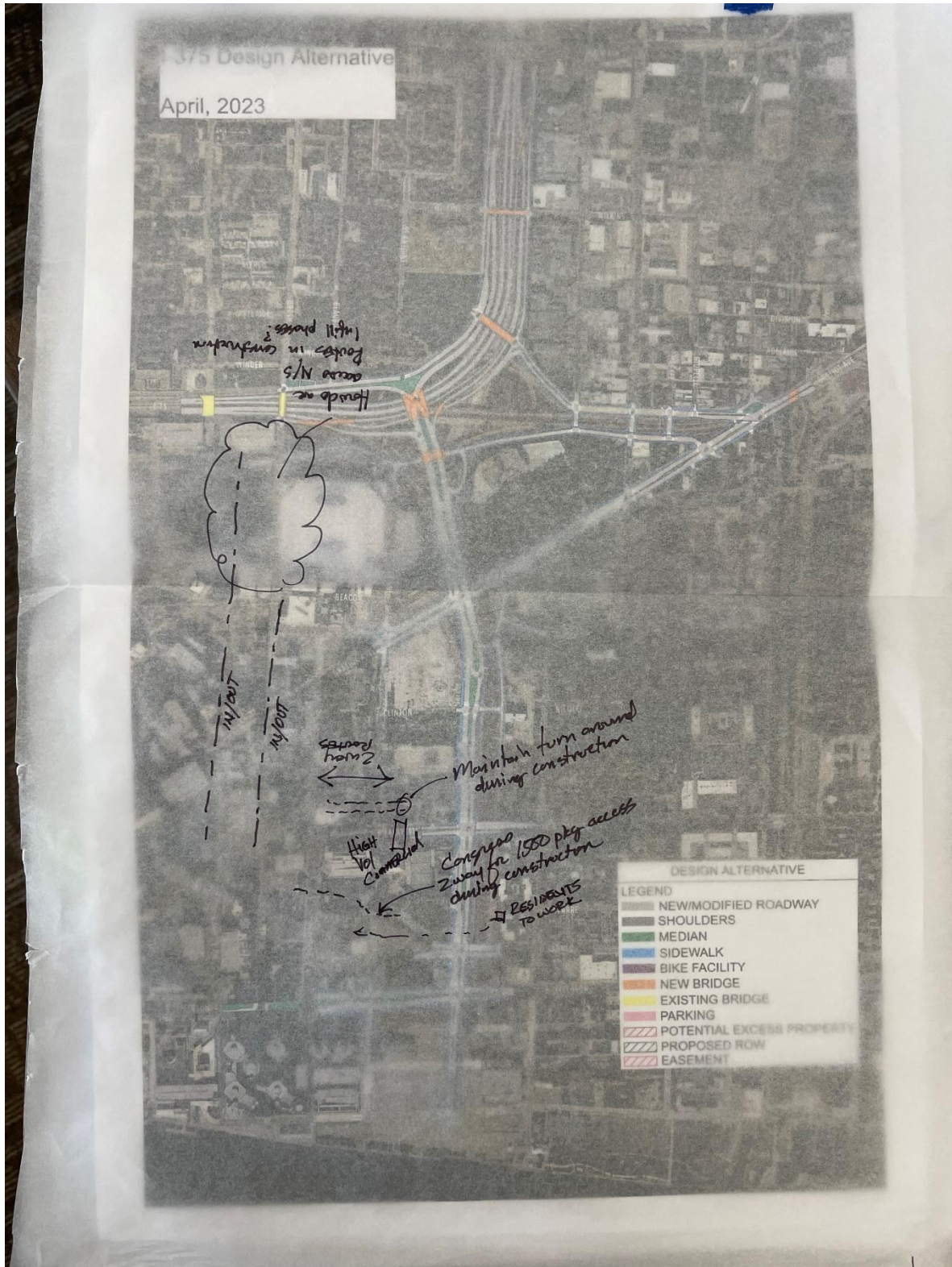
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MEETING NOTES SUMMARY

APPENDIX A: MEETING AGENDA

DATE: April 25, 2023

TIME: 5:30 - 7:30 p.m.

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

- I. Welcome
- II. Project Updates
- III. Aesthetics Next Steps
- IV. Design Update
- V. Traffic Operations During Construction Introduction
- VI. Breakout Sessions
- VII. Q & A
- VIII. Conclusion

PROJECT WEBSITE:



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MEETING NOTES SUMMARY

APPENDIX B: MEETING ATTENDEES

Staff:

- Jon Loree, MDOT
- Leslie Love, MDOT
- Rita Screws, MDOT
- Mark Dubay, MDOT
- Rob Morosi, MDOT
- Tony Migaldi, HNTB
- Dave Langlois, HNTB
- Evan Forgacs, HNTB
- Nguyen Nguyen, HNTB
- Lesley Turk, HNTB
- Regine Beauboeuf, HNTB
- Bradleigh Merrill, HNTB
- Kelly Sweeny, HNTB
- Sasha Freeman, HNTB
- Simona Stalev, HNTB
- Olivia Finkelstein, HNTB
- Dan Lijana, Lovio George Communications
- Christina Lovio-George, Lovio George Communications

City of Detroit:

- John Sivills, City of Detroit
- Antoine Bryant, City of Detroit
- Kevin Schronce, City of Detroit
- James Hannig, City of Detroit
- Samuel Krassenstein, City of Detroit
- Joshua Roberson, City of Detroit Department of Neighborhoods

LAC Residents:

- Terry Campbell, Office of U.S. Senate
- Patrice McKinnon, Nicolet Townhouses Cooperative Inc.

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- Carol Morton, Chateaufort Place Cooperative
- Olga Stella, Navarre Place
- Christian Unverzagt, Lafayette Park
- Mona Ross-Gardner, Bailey Park Neighborhood Development Corporation
- Nina Robinson, Office of State Senator Chang
- Jennifer Pasha, Bailey Park Neighborhood Development Corporation
- Izegbe N’Namdi, Lafayette Park
- Nathan Fisher, Parc Lafayette Condos
- Jay Gregory Love, Indian Village Manor Condominium
- Maria Urquidi, Lafayette Town Houses Co-Op

LAC Stakeholders:

- Melanie Markowicz, Greektown Neighborhood Partnership
- David Di Rita, Detroit Theatre District Association
- Marcia Black, Black Bottom Archives
- Steven Pecic, Blue Cross Blue Shield of Michigan
- Todd Scott, Detroit Greenways Coalition
- Bonnie Leone, Holy Family Church
- Dan Carmody, Eastern Market Partnership
- Sam Haapaniemi, The Nature Conservancy
- Karen Slaughter-DuPerry, Detroit Riverfront Conservancy
- Charles Johnson, Detroit Athletic Club
- Octivious Miles, Hollywood Greektown Casino
- Kaimle Nailer, NABWIC, Nail-Rite Construction Company, Inc.
- Gary Zundel, Central United Methodist Church
- Sonya Mays, Develop Detroit

Non-LAC Attendees:

- Michael Darga, Giffels Webster
- Renard Monczunski, Detroit People’s Platform
- Tim Moore, Urban Information Network
- Gabriel Ware, Bridge Detroit
- Veerender Singh Sardar, Bedrock*
- Summer Boxley, Metro Detroit Black Business Alliance*

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MEETING NOTES SUMMARY

- Tiffany Jackson, Paradise Valley Conservancy*
- Madison Martin, Resident
- Sandy Alston, Resident
- Douglas Merriman, Navarre Place*

**Some non-LAC members may be sitting in for a member at their organization*

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APPENDIX C: MEETING PRESENTATION



I-375 RECONNECTING COMMUNITIES PROJECT


LOCAL ADVISORY COMMITTEE MEETING

APRIL 25, 2023



AGENDA

1. Project Updates
2. Aesthetics Next Steps
3. Design Update
4. Traffic Operations During Construction Introduction
5. Breakout Sessions
6. Question-and-Answer
7. Conclusion

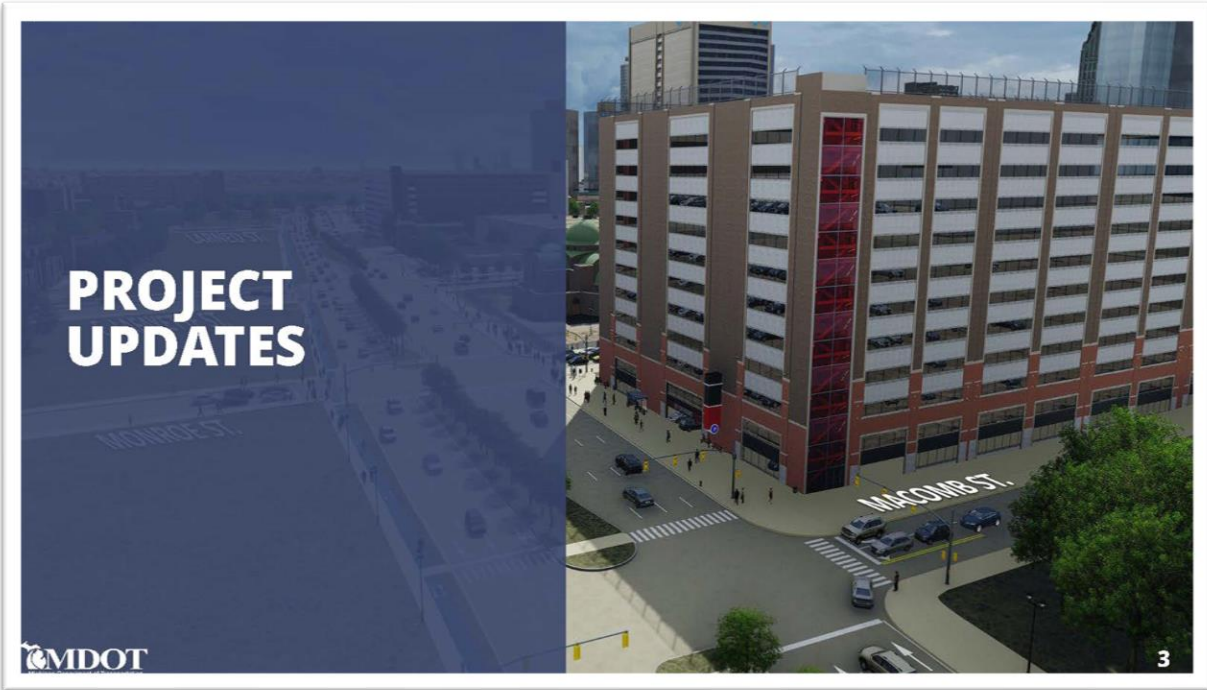


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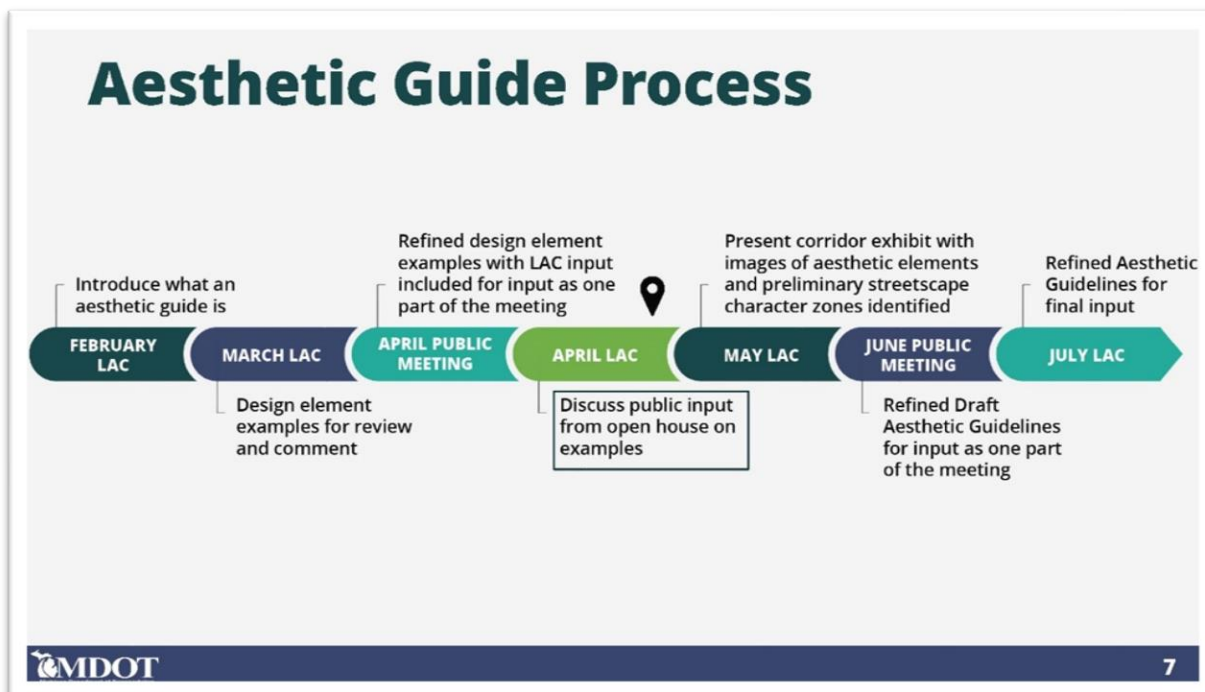
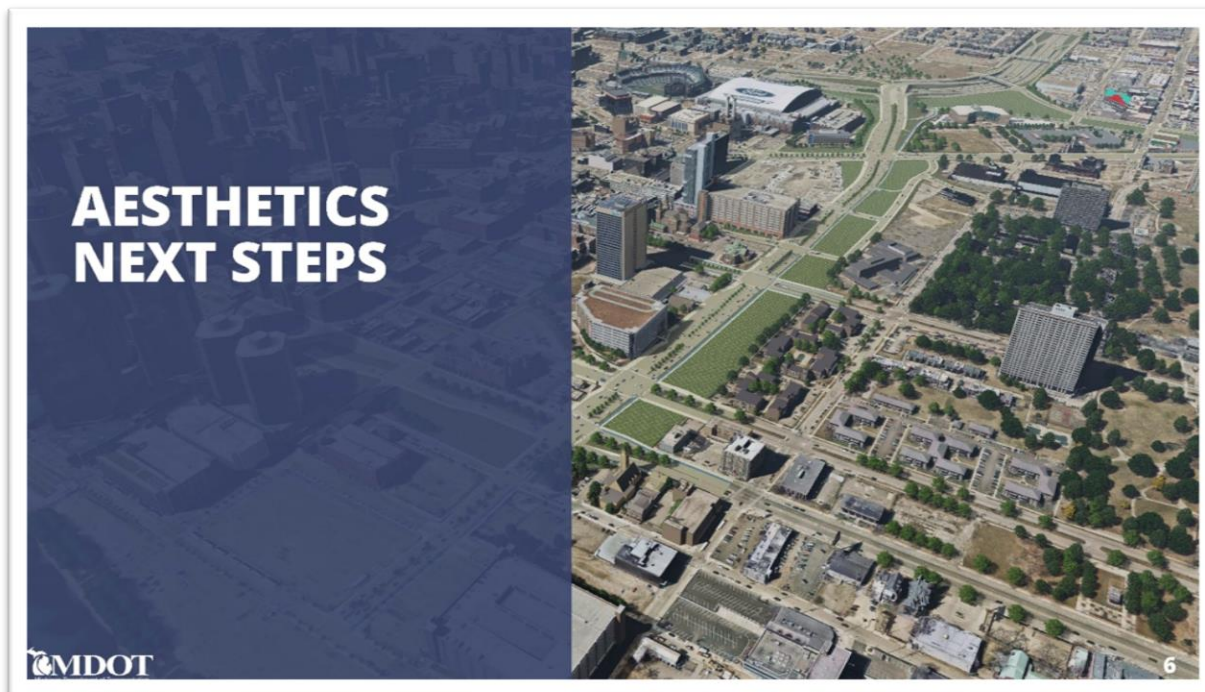
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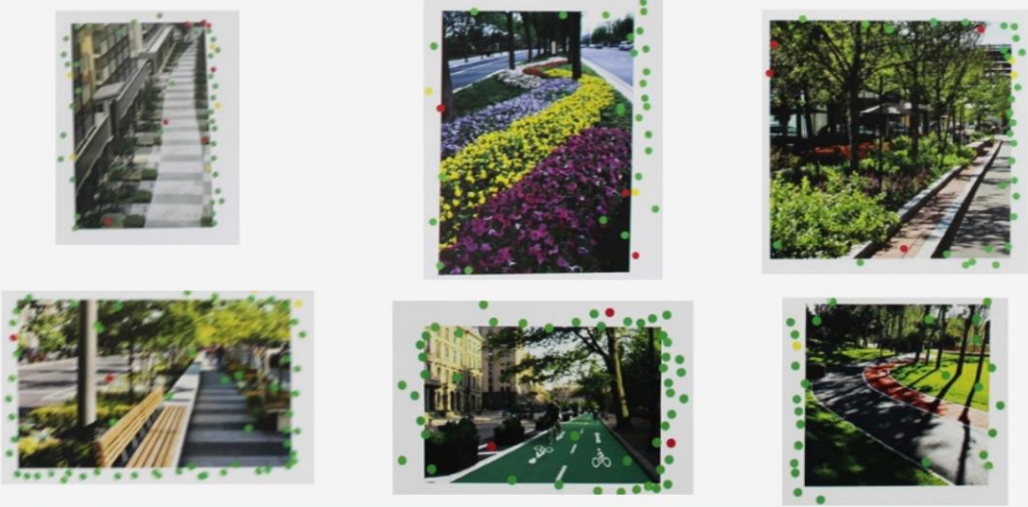


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Aesthetic Feedback



MDOT 8

Aesthetic Feedback Cont.



MDOT 9

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Aesthetic Feedback Cont.



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Aesthetic Feedback Cont.



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Aesthetic Feedback Cont.



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DESIGN UPDATE



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MEETING NOTES SUMMARY

Geometric Updates



1A – SIDEWALK IN MEDIAN NORTH OF GRATIOT AVENUE

- Move sidewalk from outsides of the Boulevard to the median from south of Montcalm connector to north of interchange
- Eliminates pedestrian crossing and signal at the NB I-75 on-ramp
- Reduces overall bridge width for the I-75 structure

1B – INDIRECT LEFT NORTH OF GRATIOT AVENUE

- Improves access from WB Gratiot to SB Boulevard
- Improves access from NB Boulevard to WB Gratiot
- Accommodates large truck with trailer (WB-67) u-turn



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Geometric Updates



1C – INDIRECT LEFT SOUTH OF GRATIOT AVENUE

- Improves access from EB Gratiot to NB Boulevard
- Improves access from SB Boulevard to EB Gratiot
- Accommodates large truck with trailer (WB-67) u-turn

1D – BOULEVARD CHANGES AT MACOMB STREET AND CLINTON ST.

- Adds a NB left turn lane at Macomb from the Boulevard
- Provides direct access to Greektown neighborhood from NB Boulevard at Macomb
- Removes low volume NB left turn lane at Clinton from the Boulevard
- Improves pedestrian and vehicular traffic safety and operation at Clinton



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Geometric Updates



1E – TWO CONTINUOUS THRU LANES ON LAFAYETTE BOULEVARD

- Improves thru traffic safety and operation
- Requires new right-of-way acquisition in northeast quadrant of the intersection
- Longer pedestrian crossing due to added thru lane

1F – INDIRECT LEFT TURNS AT JEFFERSON

- Improves safety and operations by eliminating left turn movements
- Provides pedestrian access and completes the downtown grid at St. Antoine
- Keeps corridor consistency along Jefferson Ave.



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TRAFFIC OPERATIONS DURING CONSTRUCTION



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Guiding Principles

- **Safety Concerns**
 - Design of traffic operations during construction will facilitate safe travel for all transportation modes (pedestrian, bicycle, vehicular, bus, etc.) throughout construction zones.
- **Access Concerns**
 - Access will be maintained to residential areas, local businesses, and community spaces throughout the project area.
- **Time Concerns**
 - Design of traffic operation during construction will evaluate providing greater access, which results in longer construction time, versus providing reduced access, which will reduce construction time.
 - In some cases, a reduction in access or less convenient travel route may be more tolerable if it also reduces the time that access is reduced.



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Next Steps in Plan Development

Select a final designer/contractor to join the team

- Need to collaborate on traffic operations plans with this contractor
- Final designer and contractor will collaborate with MDOT and stakeholders to develop and optimize construction plan

Conduct utilities work

- Deep drainage needs to be addressed

Gather public input

- The breakout discussions today will be used for baseline goals and objectives

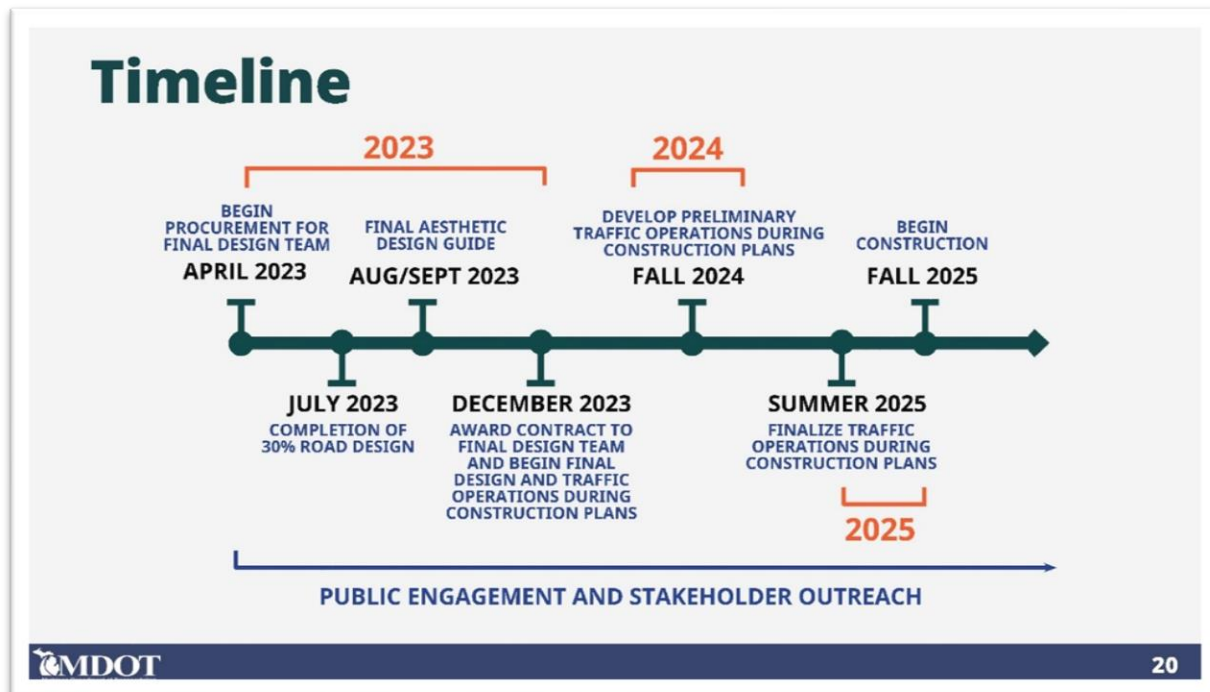


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BREAKOUT SESSIONS

- At your tables, discuss guiding principles and your concerns.
- We will document your feedback to help shape future plans for traffic operations during construction.
- There are projects maps with trace paper and sticky notes at each table to share your input on certain areas for concern or importance.

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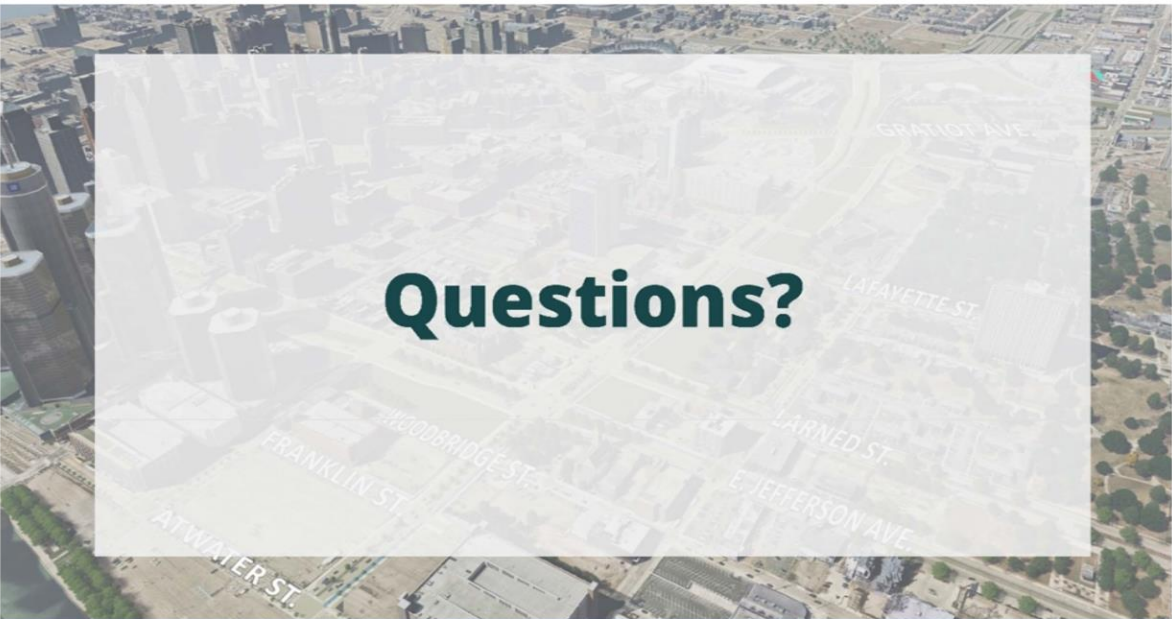
THANK YOU!

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


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COMMENT: BIT.LY/I375COMMENT

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Questions?



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