



I-375 PROJECT

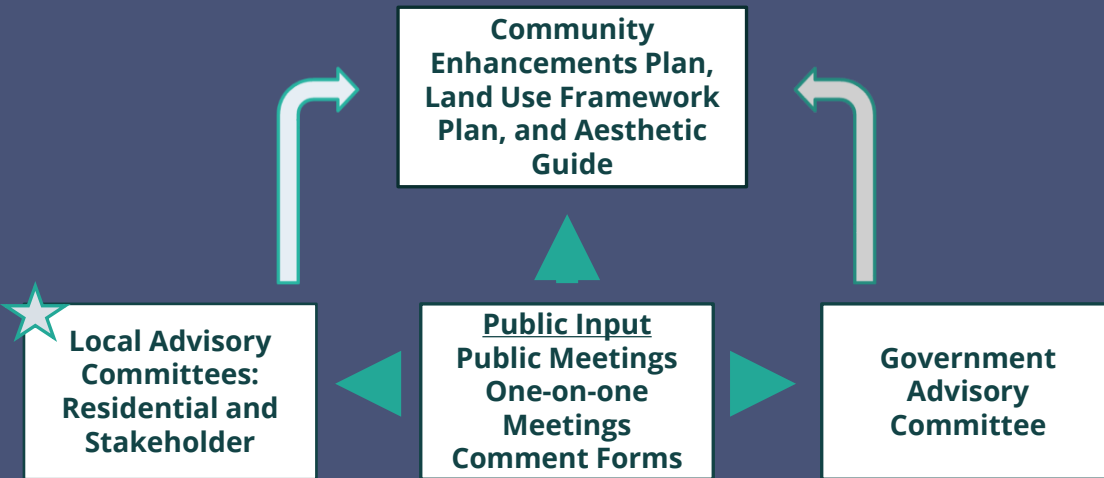
LOCAL ADVISORY COMMITTEE MEETING

DECEMBER 13, 2022

AGENDA

- 1. Welcome and Introductions**
- 2. Local Advisory Committee Purpose and Vision**
- 3. History: Down Hastings Street**
- 4. Project Highlights and Overview**
- 5. City of Detroit Remarks**
- 6. Next Steps**

LOCAL ADVISORY COMMITTEE PURPOSE & VISION



PURPOSE OF LAC

Gather residents and interest groups, businesses, and community representatives to help inform and develop plans for land use framework, community enhancements and a preliminary design for the project based on the Selected Alternative boulevard conversion.

VISION FOR LAC

A diverse and inclusive approach to public involvement that offers the Project input from representatives of and around the Project area to bring unique knowledge and perspective on the corridor and its respective issues and opportunities.

HISTORY: DOWN HASTINGS STREET

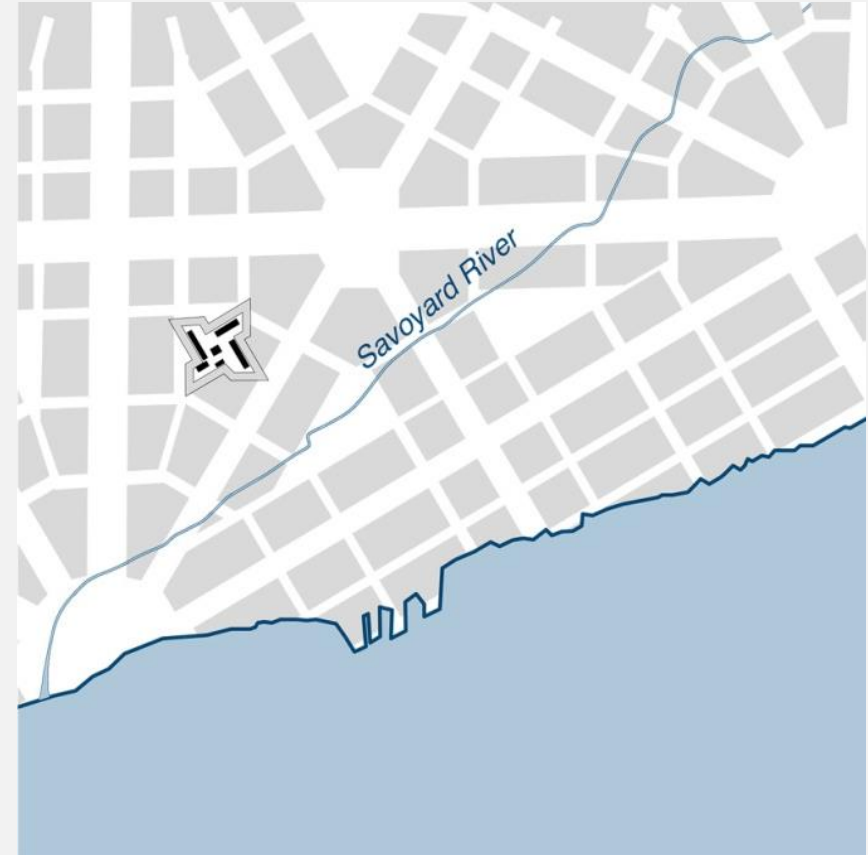
The Rise and Fall of The Main Street of
Detroit's Black Bottom and Paradise Valley

Jamon Jordan
Official Historian
City of Detroit



THE NAME “BLACK BOTTOM”

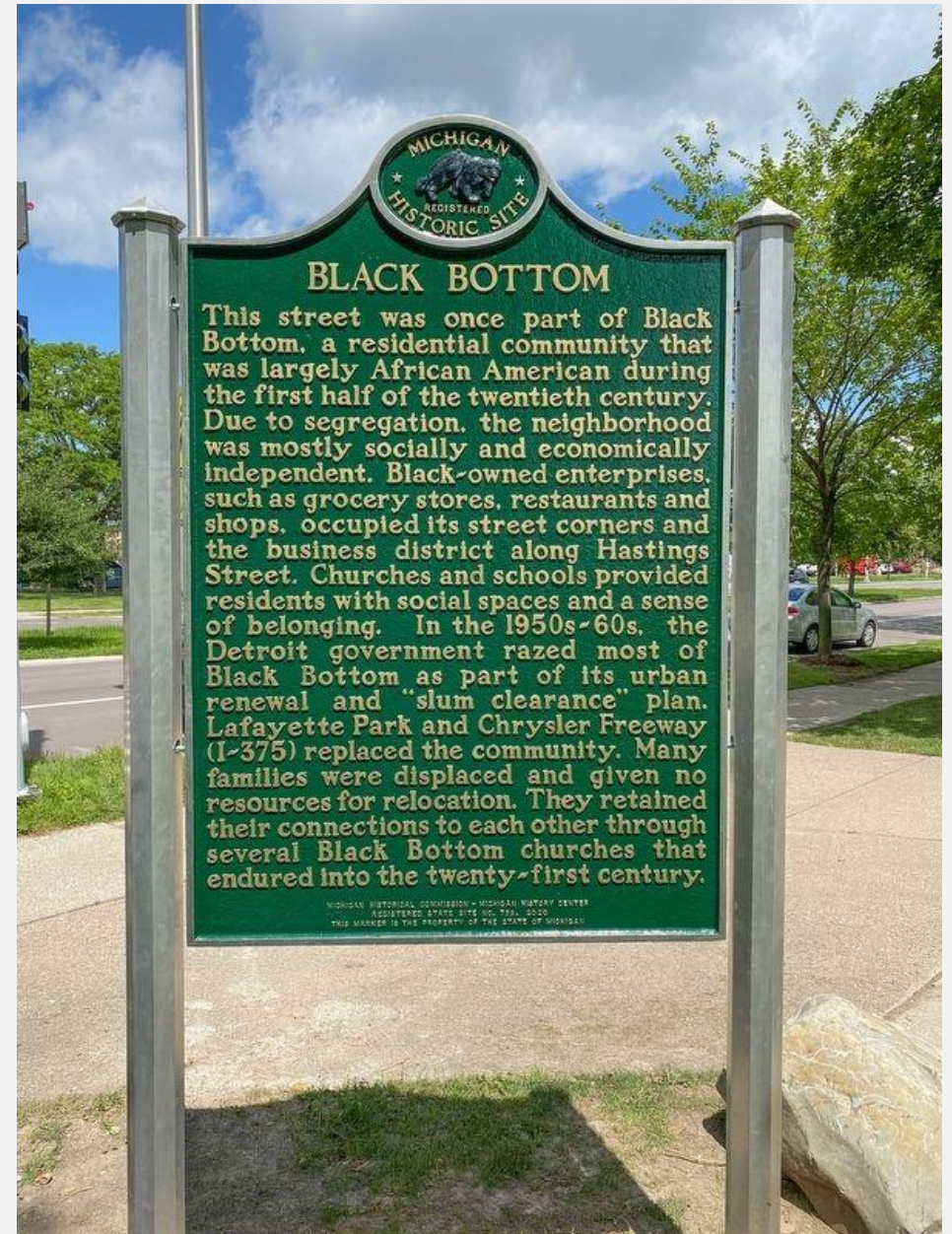
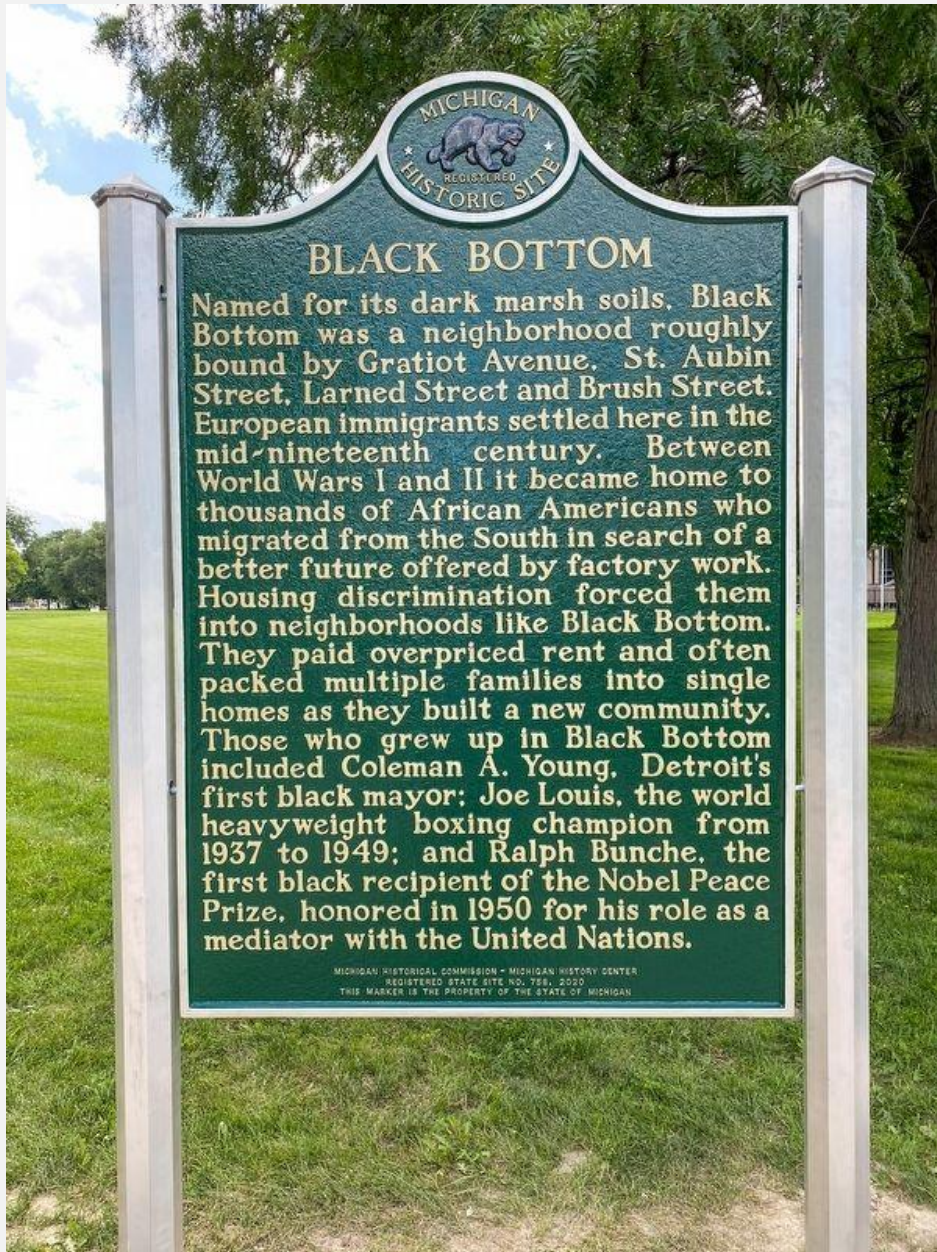
- The Savoyard River, Parent’s Creek, and numerous other small waterways flowed throughout the Lower East Side.
- These creeks and rivers deposited dark soil throughout the area.
- The French named the ground in that area “Fond Noir” – Black Bottom.



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)

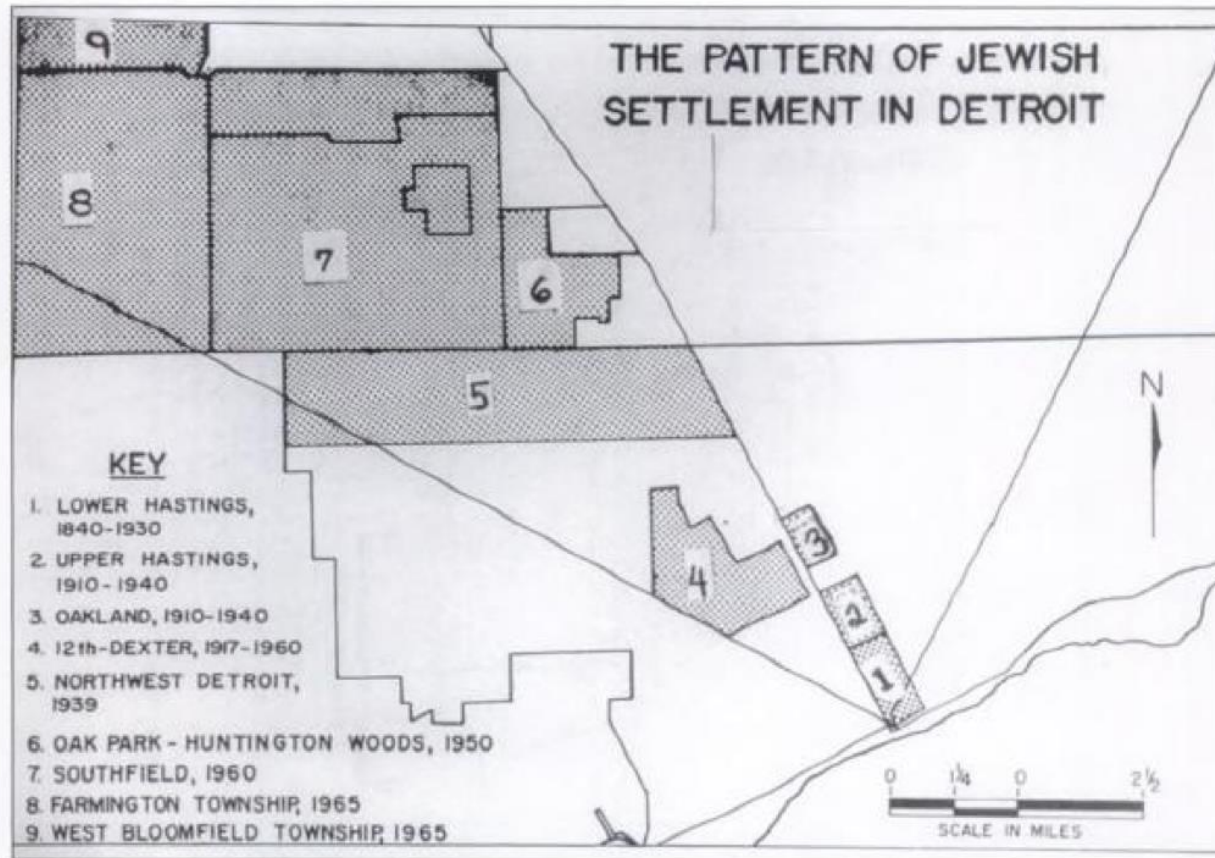


EUROTAS PARMALEE HASTINGS



- Hastings Street was named after Eurotas Parmalee Hastings.
- Hastings, born in New York, moved to Detroit in 1825.
- He served as President of the Bank of Michigan, and then served as the State Auditor General.
- From 1830 to his death in 1866, Hastings was one of the power elite in Detroit.

JEWISH DETROITERS OPEN DOORS



(Map courtesy of Phillip Applebaum.)



Club Harlem's "Shim Sham Shimmy" chorus



Daytime in the Valley
Night in the Valley



Club Congo

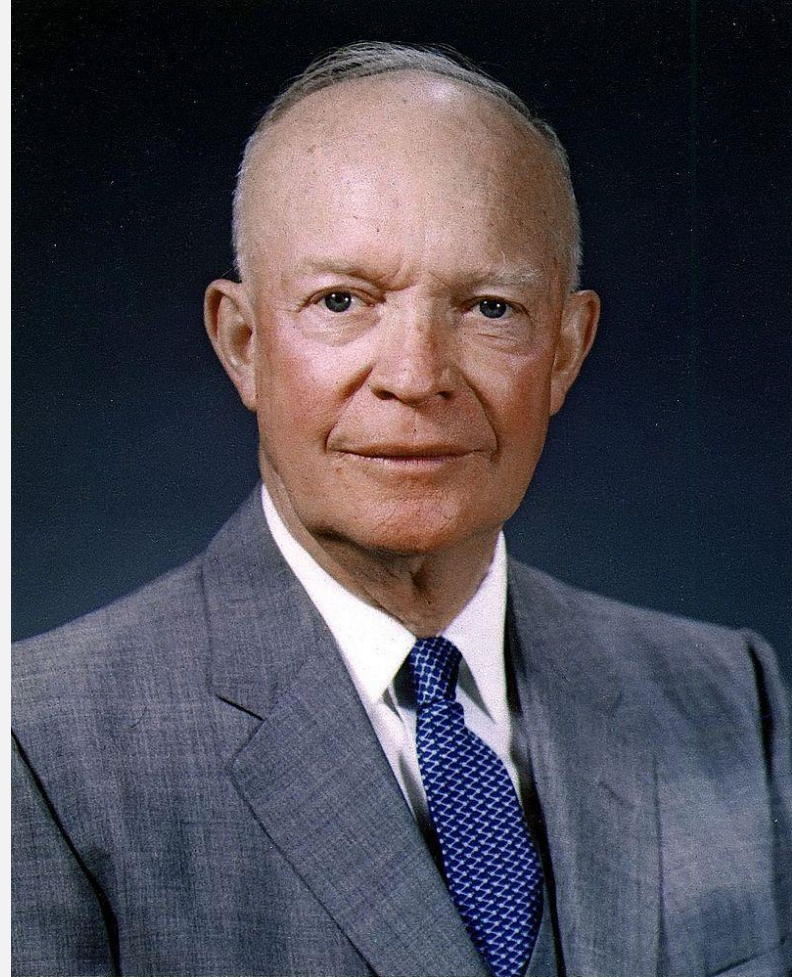


Club Plantation "The Orchestra"

Richness and smoothness of modern syncopated music has been the

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.



HASTINGS STREET



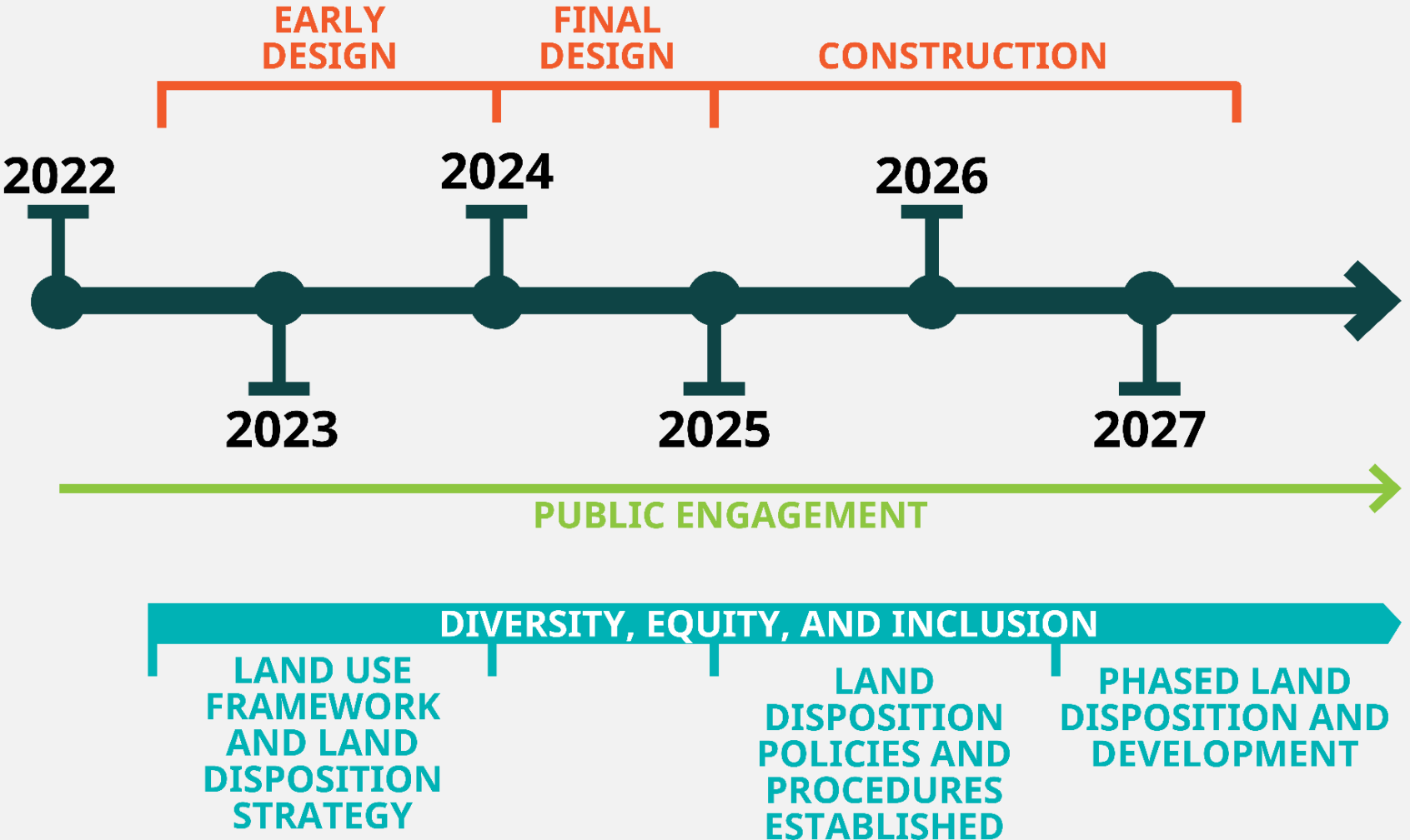
Hastings & Gratiot, in 1956

- 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



PROJECT TIMELINE



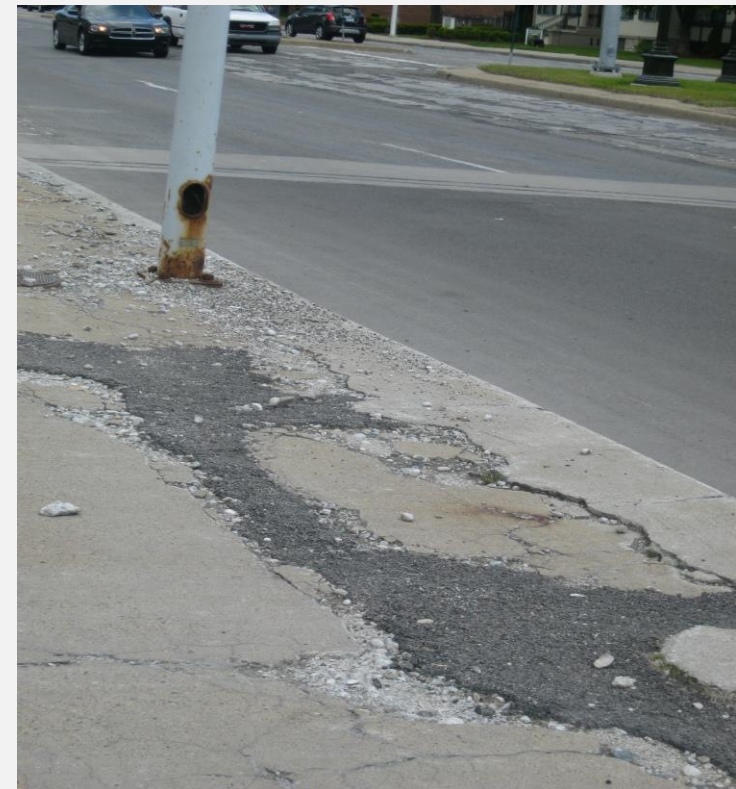
PROJECT PURPOSE

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.



TRANSPORTATION BENEFITS

- Strengthens existing and future transportation, multimodal mobility choices, and roadway safety.
- Improving connectivity.
- 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.



HOW DETROITERS WILL BENEFIT

- FONSI and Appendix D lay 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.



ENVIRONMENTAL COORDINATION WITH STAKEHOLDERS

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

7 Local and Government Advisory Committee Meetings

12 Workshops with the City of Detroit

4 Public Meetings

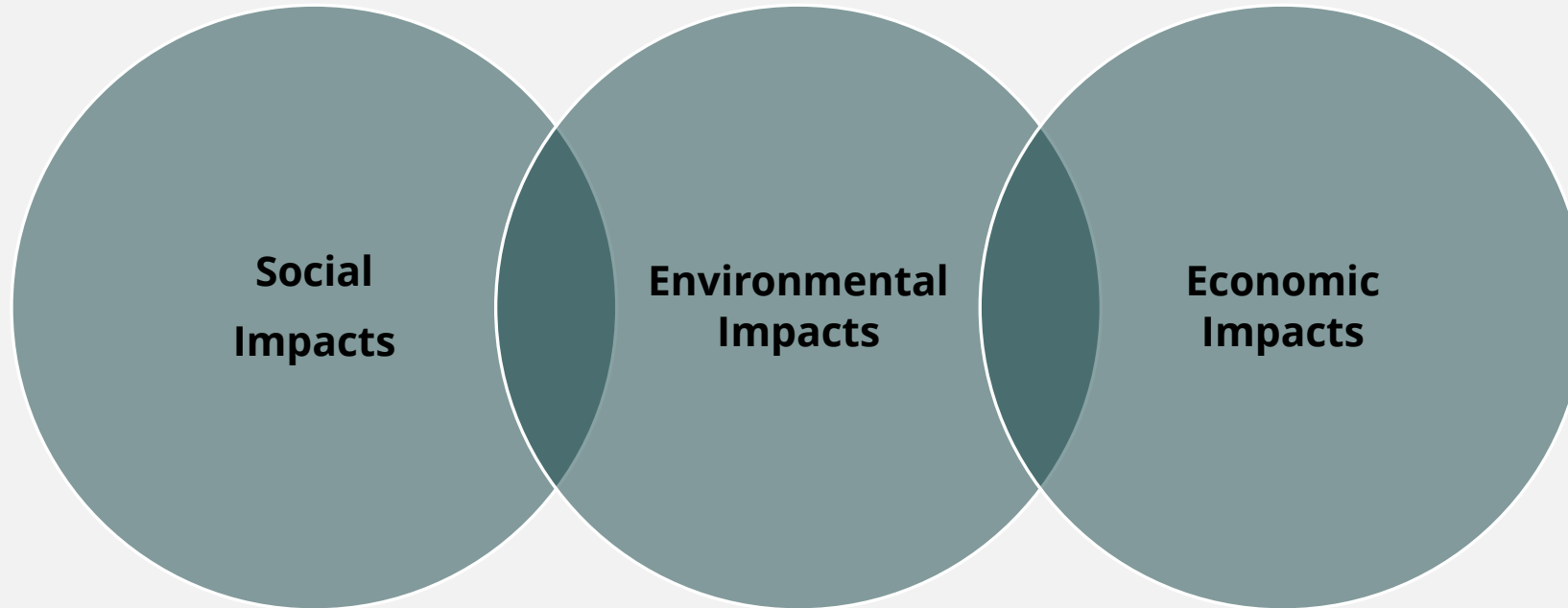
70+ Engagements with 25 different Stakeholders

ALTERNATIVE REQUIREMENTS



WHAT IS NEPA?

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



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)).

3. Project Mitigation and Community Enhancements Summary (Green Sheet)

Project Mitigation and Community Enhancements Summary "Green Sheet" For the Selected Alternative

March 2022

Finding of No Significant Impact (FONSI)

This Green Sheet contains the Project-specific mitigation measures that address project impacts, as well as community enhancements to acknowledge the historic social and environmental effects of the original construction of I-375. The Project mitigation and additional community enhancements will be tracked and sign-off on the mitigation and community enhancements will occur as the Project progresses through the various phases: design, right-of-way (ROW) acquisition, construction, and maintenance.

1. Public Transportation

- a. Early coordination with transit agencies will take place during the development of maintenance of traffic plans to ensure access to transit stops will be maintained during construction. Coordination with transit agencies will be ongoing during the pre-construction and construction phases to ensure that transit riders are given adequate notice of any changes and that any adjustments in transit stops or routes are addressed appropriately.

2. Nonmotorized Safety and Vehicular Safety

- a. *Pedestrian and Bicycle Safety* – The Selected Alternative will create new pedestrian and bicycle facilities in the corridor. The sidewalks along the boulevard will be between 10 feet and 20 feet on the west side of the boulevard and 10 feet on the east side of the boulevard. Cycle tracks will be provided north and south, connecting to existing and planned nonmotorized infrastructure.

All pedestrian street crossings, including sidewalk ramps and the crosswalk on the bridge over I-75 will be upgraded to meet Americans with Disabilities Act (ADA) standards. Best Management Practices (BMPs) for urban and nonmotorized design will be utilized to provide vehicular and nonmotorized traffic safety, such as the use of protected left-turn signal phases at signalized intersections, enhanced signing, and pavement marking. Since pedestrians are most vulnerable while crossing the street, MDOT will evaluate and incorporate feasible, innovative strategies and countermeasures at pedestrian crosswalks to effectively promote safe passage.

Due to longer pedestrian crossing times, MDOT will include pedestrian islands and/or features within the median designed to provide rest and safe refuge, allowing pedestrians to focus on one direction of traffic at a time as they cross, and giving them a place to rest and wait for an adequate gap before finishing the second phase of a crossing. Such features may include seating and will include BMPs that increase visibility of the crosswalks by motorists and visibility of oncoming traffic by pedestrians. MDOT will use

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

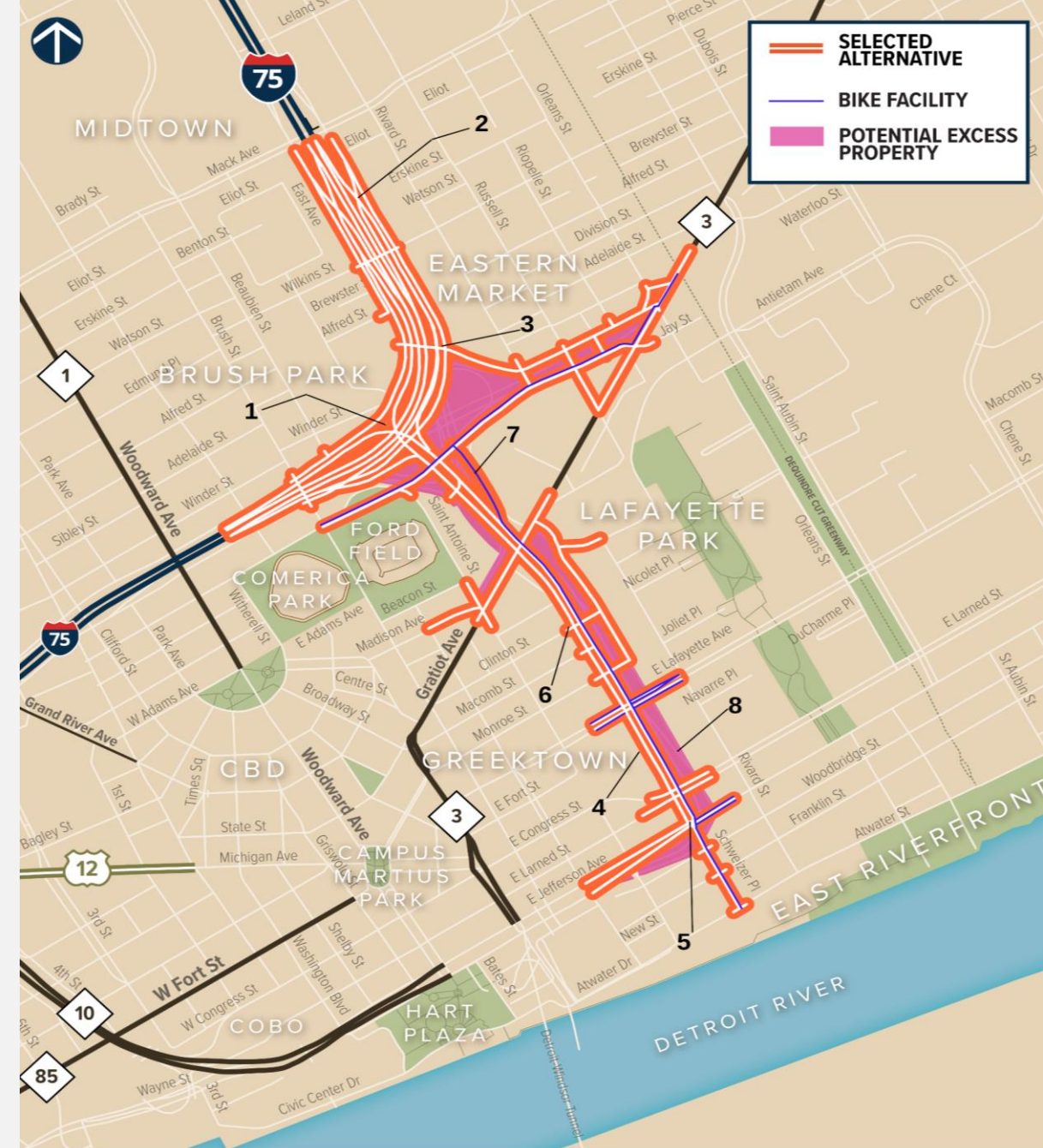
Visual characteristic elements for corridor design Aesthetics Guide

Special event traffic mgmt. in theatre and stadium district

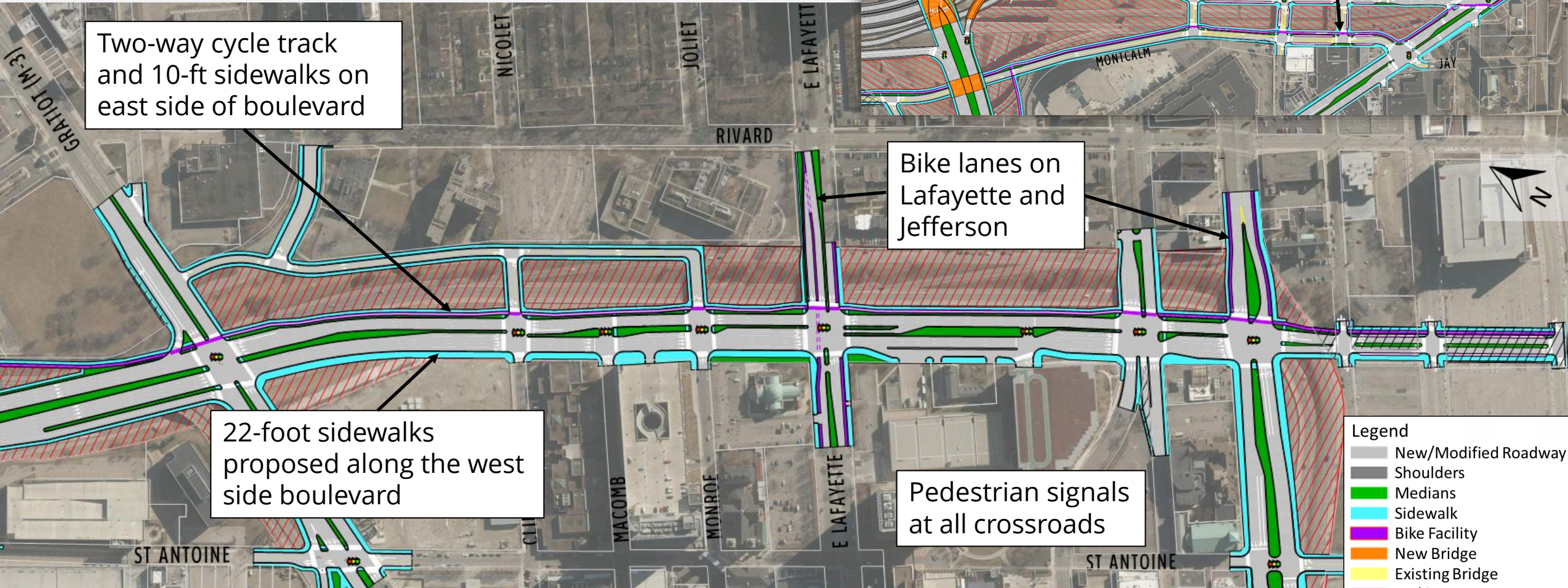
Maintenance of traffic plans for construction

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



IMPROVED NONMOTORIZED FACILITIES



DESIGN UPDATES

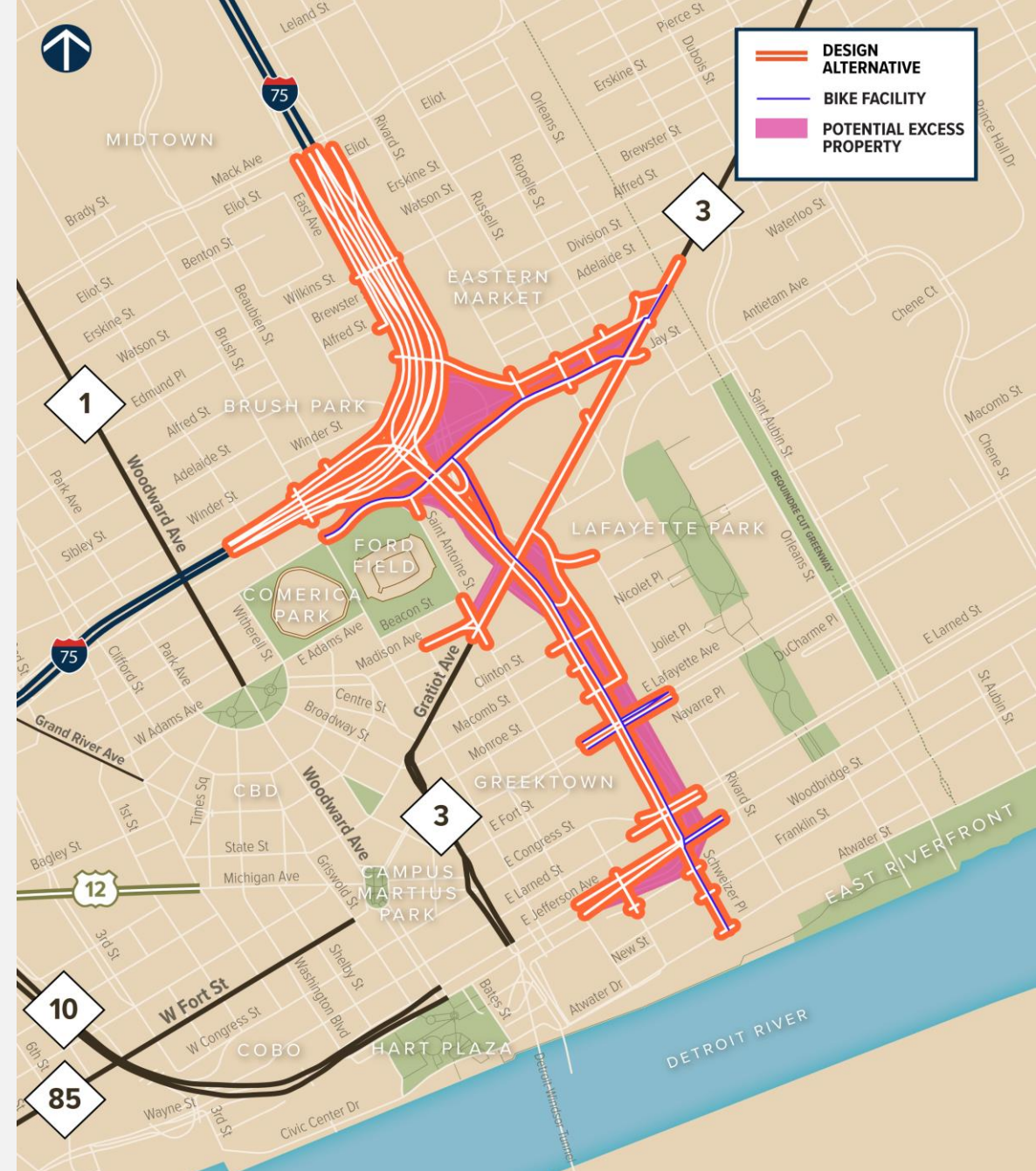
Intersection Improvements

Re-alignment of Montcalm between Brush and St. Antoine

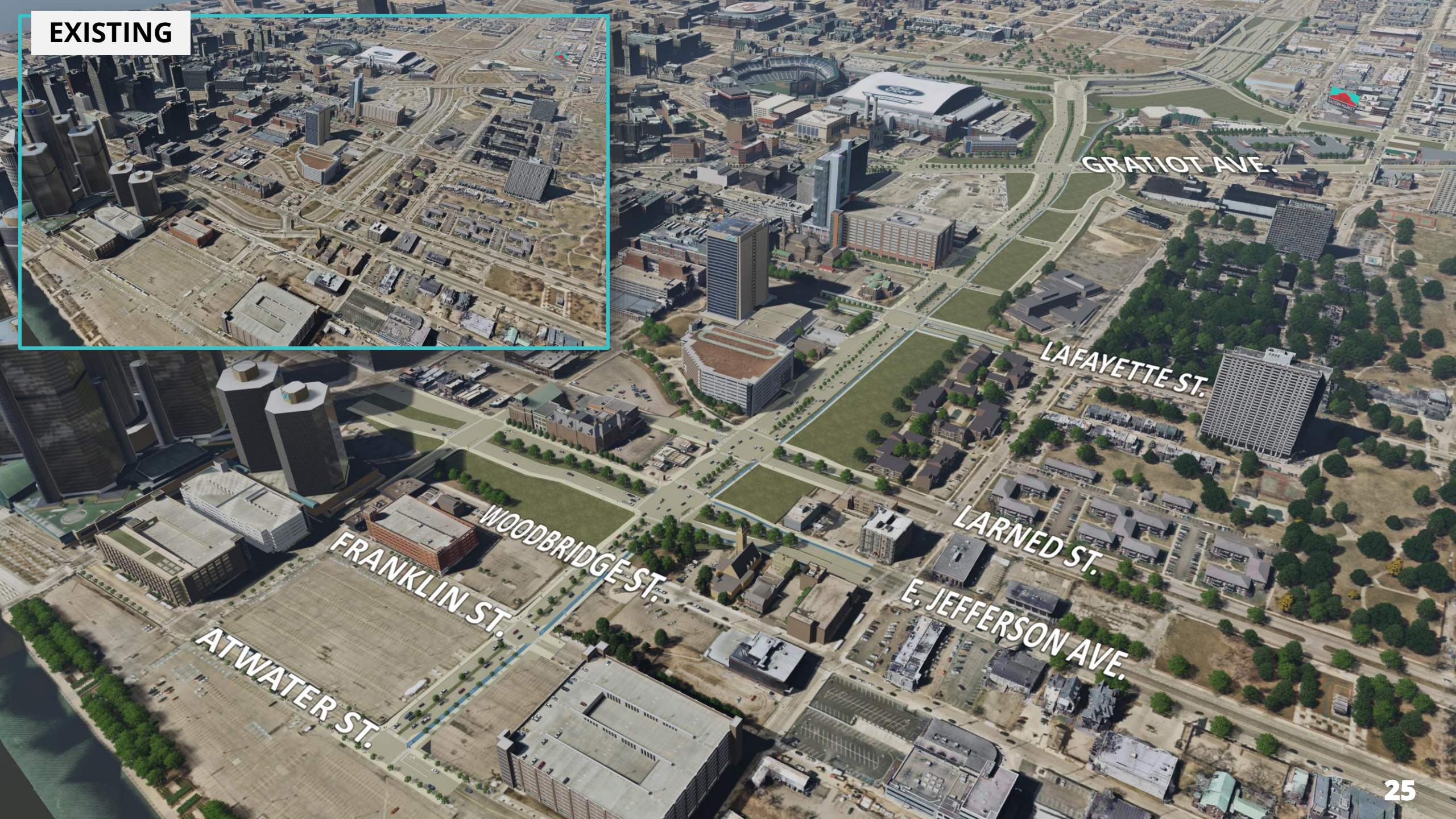
Intersection modifications at Madison / St. Antoine / Gratiot to allow a connection to and from Gratiot

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

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



EXISTING







GRATIOT AVE.

NEW BOULEVARD

MONTCALM ST.

FORD FIELD



FORD FIELD



TAMAM HASTAG

I-75 N

I-75 S

THE FRAMEWORK: LAND USE AND URBAN DESIGN

City of Detroit Planning
and Development
Department



THE FRAMEWORK: PRIORITIES

URBAN DESIGN



Zoning (FBC possible), open space, storm-water management, walkable neighborhood, mobility options, reconnecting city grid, physical profile

BOULEVARD DESIGN

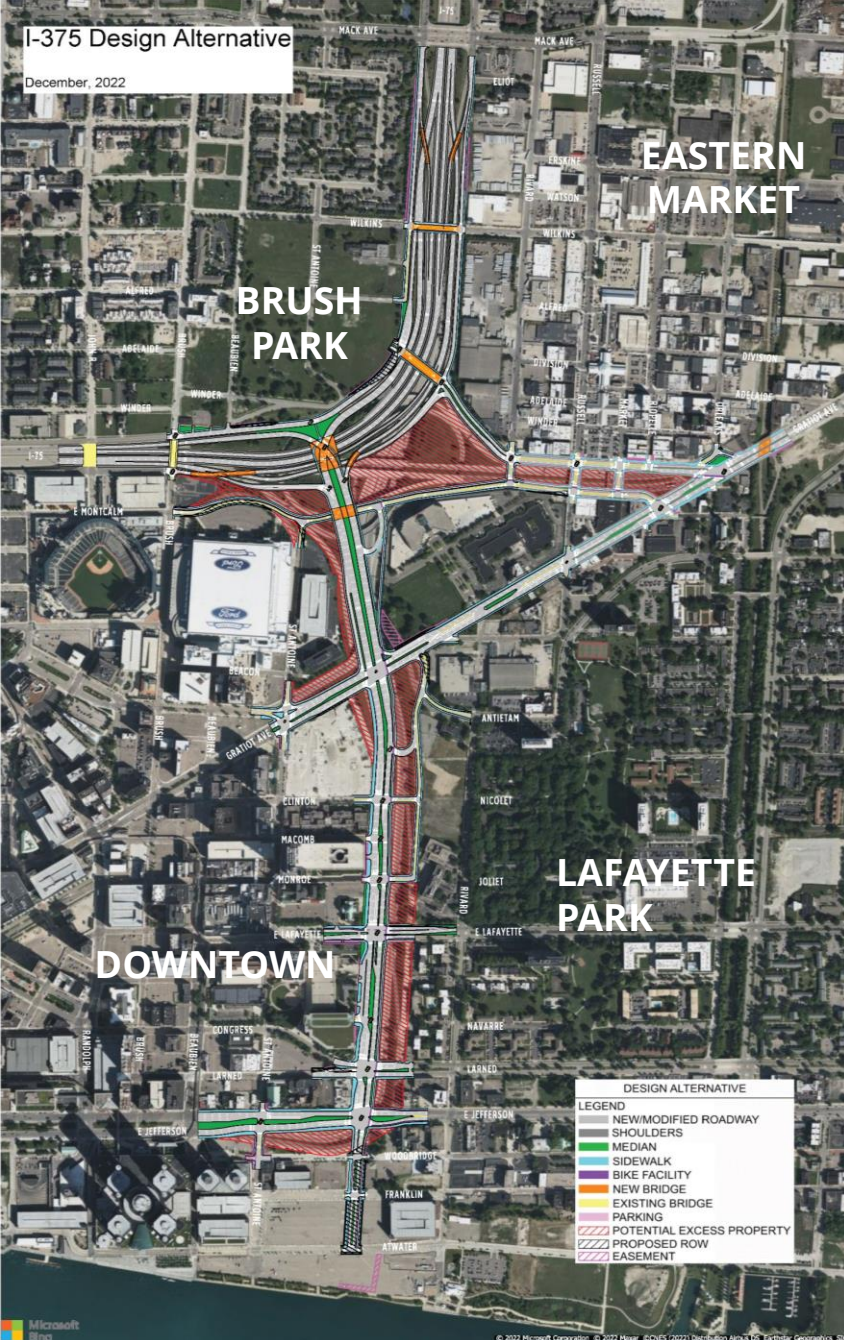


Urban experience, City of Detroit standards, aesthetic standards, capacity (regular and special events), traffic management (smart technology)

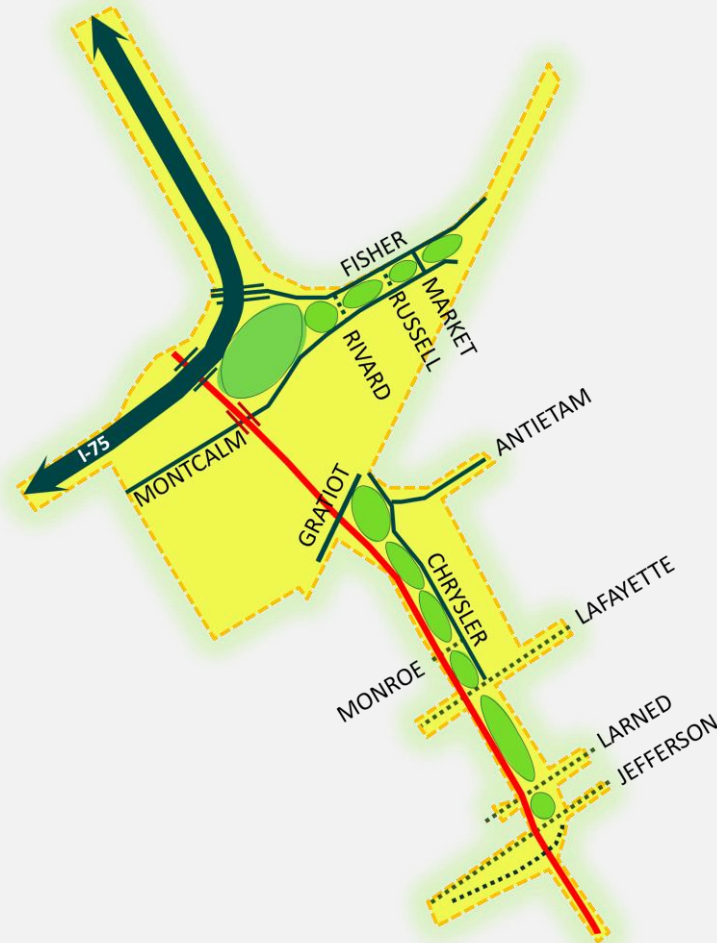
DIVERSITY, EQUITY, AND INCLUSION



Market analysis and value capture, affordable housing strategy, community benefits/enhancements*, minority development participation, mitigating impacts, historic documentation



THE PROJECT: PROJECT COMPONENTS

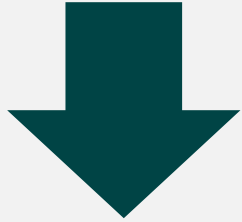


Bridges to be demolished and or surfaced
Excess Land	
Project Area	
Surface BLVD	

WHAT HAPPENS WITH THE EXCESS LAND?

THE PROJECT: LAND-USE 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



NEXT STEPS 2023

	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
Aesthetics Guide												
Maintenance Of Traffic Plans												
Special Events Traffic Plans												
Develop Ways To Honor The Past												
Community Enhancements Plan												
Land Use Framework Plan												

PROJECT WEBSITE

- www.Michigan.gov/I375
- Latest Project information
- Engagement opportunities
- All Project related reports and studies

Michigan Department of Transportation

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I-375 Project

MDOT > Projects & Studies > I-375 Project

Through the I-375 project, the Michigan Department of Transportation (MDOT) plans to convert the depressed I-375 freeway in Detroit to a street-level boulevard. The project provides a solution that considers safety, connectivity and operations while addressing existing and future transportation needs for all users.

Construction is currently planned to start in 2025.

MDOT, in partnership with the City of Detroit, is beginning design work for the [Selected Alternative](#), which was identified when MDOT and the Federal Highway Administration (FHWA) completed the environmental review process and completed a [Finding of No Significant Impact \(FONSI\)](#) document. A FONSI is the final National Environmental Policy Act (NEPA) decision document required to move forward with the I-375 project. The Selected Alternative will replace I-375 with a six-lane boulevard at current city street level from I-75 to Jefferson Avenue and transition to a four-lane boulevard from Jefferson Avenue to Atwater Street. The existing I-75/I-375 interchange would be rebuilt with a smaller footprint and enhanced connectivity.

Project Involvement

Share your thoughts and sign up to receive I-375 project updates.

[Leave a Comment](#)

[Ask a Question](#)

[Subscribe for Updates](#)

MDOT-I-375Corridor@Michigan.gov

Engagement Opportunities

As MDOT moves into the next phases of the project, there will be many more opportunities for community input and participation. MDOT is planning several public meetings throughout the design and building of the project, including discussions on:

- Historical acknowledgments of impacts caused by the original building of the I-375 freeway and honoring the past.
- Development and implementation of a land use framework plan and a corridor aesthetics plan to identify land use of the excess property and the look and feel of the new boulevard.
- Development and implementation of a community enhancements plan to use the value of the excess property to help the community.
- Maintenance of traffic plans for construction.

THANK YOU!

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