

I-375 RECONNECTING COMMUNITIES PROJECT

Public Meeting 1 Summary



Prepared by HNTB Michigan, Inc.

April 2023

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1 EXECUTIVE SUMMARY

1.1 PROJECT BACKGROUND

Through the I-375 Reconnecting Communities Project, 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.

The environmental engagement phase of the project started in 2017 and concluded with the public hearing for the Environmental Assessment in January 2021.

Throughout that time, the project team hosted four public meetings, seven local and government advisory committee meetings, 12 workshops with the City of Detroit, and over 70 engagements with 25 different stakeholders. Through that engagement process, the Selected Alternative was identified. The Selected Alternative will replace I-375 with a six-lane boulevard at the 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.

The Finding of No Significant Impact (FONSI), the final National Environmental Policy Act (NEPA) decision document required to move forward with the I-375 project, was completed by March 2022.

MDOT, in partnership with the City of Detroit, kicked off the project design phase in September 2022. The project's local and government advisory committees were first gathered in December 2022. The local advisory committee—composed of a resident group and a stakeholder group—convenes monthly, and the government advisory committee meets quarterly. The project will continue public engagement through the project's design and construction phases. During the current design phase, outreach is being accomplished through multiple means: public meetings and community pop-up events, local and government advisory committee meetings, and five communication channels available to the public. These channels include the project phone number, website, email, and online comment forms.

1.2 PUBLIC MEETING SUMMARY

This report summarizes the Michigan Department of Transportation's (MDOT) first public meeting and virtual on-demand event of the early design phase of the I-375 Reconnecting Communities Project.

To encourage public participation, MDOT held an in-person, open house public meeting at Eastern Market in Shed 3 on April 19, 2023 and opened an on-demand virtual meeting available from April 19, 2023, to May 9, 2023. This provided multiple ways for the public to learn about and comment on the project.

Promotion for the event included press releases, stakeholder outreach, social media posts, and a postcard mailing to every address within a half-mile of the project area (over 13,000 addresses). MDOT used the [project website](#) for updates and project materials and the Public Involvement Management Application (PIMA) for online comments, hosting an on-demand virtual meeting, and distributing project notifications.

The live open house meeting started with a pre-recorded, narrated presentation video with closed captions. This presentation was created to:

- Provide orientation to open house exhibit stations
- State the project limits, purpose, and need
- Review project progress and engagement to date and for the future
- Illustrate the current design plans for the corridor
- Present the measures taken to ensure equitable project outcomes
- Highlight the available resources for further project information and feedback

This video presentation also comprised the content of the on-demand meeting and was paired with a comment field for attendees to submit a response. For further detail on the subjects covered in the presentation, see in summary section 3.1. And see Appendix B to review images of the [Presentation](#) and read the [Presentation Narration Transcript](#).

After viewing the presentation, attendees visited five open house stations with project exhibit boards which covered:

- Project Overview
- Design, Traffic, and Mobility
- Aesthetics, Community Enhancements, and Framework Plan
- History of the Project Area
- Small Business Enterprise and Workforce Development

For more detail on the topics covered in the project boards, see [Public Meeting Materials](#). And to view the project boards, see [Project Boards](#) in Appendix B.

The Aesthetics, Community Enhancements, and Framework Plan station featured another means of collecting public feedback employed at the live open house: a favorability exercise used to gauge the desired aesthetic characteristics of the

streetscape, interchange, and associated public spaces. This includes public art and historic markers, pedestrian, cyclist, and transit user infrastructure, paving and landscaping, and freeway interchange bridges. This exercise's results and analyses are summarized in section 4.1.

Attendees were supplied with a combined checklist-comment form that allowed them to mark their progress through the open house stations and make note of their responses to the information at each station. Attendees were encouraged to either return these checklist-comment forms to the project team if they desired to submit them as public comments or to keep the checklist and submit comments through a standard written comment form.

Another medium of information presentation and feedback was a series of project maps showing different elements of the proposed corridor design. Four of these maps were presented as large format "roll plots" to which attendees added post-it notes with their comments on aspects of the design, and existing condition maps to document how transit and non-motorized users get around. The fifth map was provided as a handout on standard 8½ x 11 pieces of paper.

After reviewing project information, open house stations, and talking to project members, attendees were given an optional survey to complete before leaving the open house. The survey collected information related to attendees' experiences at the open house, how they felt about the individual stations, and feedback to improve future public meetings. The survey was completed by 39 attendees and the results can be viewed in Appendix B.

Overall, this period of public engagement garnered 202 written responses from in-person and on-demand meeting comments, comments on roll plots, and the online comment form. To see a breakdown of these comments, see Table 5.1. The predominant themes in these comments were: reducing the lane count of the corridor, concerns about nonmotorized safety, grid connectivity, and noise and air pollution.

2 PUBLIC AND VIRTUAL MEETING DETAILS

A total of 249 community stakeholders attended the in-person open house and 6 community stakeholders attended the on-demand meeting. A total of 170 in-person meeting attendees (68%) filled out the Title VI survey. See Table 2.1 below for meeting details and Appendix B for the collected Sign-In Sheets and Title VI Surveys.

Table 2.1 Meeting Details

STAKEHOLDER GROUP/DATE	TIME	LOCATION	ATTENDEES
All stakeholders Wednesday, April 19, 2023	4 – 7 p.m.	Eastern Market, Shed 3 1445 Adelaide Street Detroit, MI 48207	249
All stakeholders Wednesday, April 19 – Wednesday, May 3, 2023	N/A	PIMA website	6

3 NOTIFICATION PROCESS

MDOT used traditional and online means of inviting the public to participate in both formats of the public meetings. These methods are listed in the table below.

Table 3.1 Methods of Notification

MEDIUM	SUMMARY OF COMMUNICATIONS
Postcard Mailing	A postcard with the public meeting information was distributed to addresses in a 1/2 mile radius of the project corridor, totaling over 13,000 addresses.
Media Advisories/ Press Releases	MDOT sent out a press release 14 days in advance of the meeting date to inform the media and public of the event.
Project Website	The project website included meeting details.
Email Outreach	The project team followed up with key stakeholders in the community to send out an electronic version of the postcard through e-mail. Additional e-mail outreach was used when the virtual on-demand meeting was sent to all stakeholders and contacts on the project mailing list. In addition, the City of Detroit sent out the open house invitation to their email lists.

To see the notification materials, see [Appendix A: Meeting Notifications](#).

3.1 EARNED MEDIA PROMOTION

This public meeting garnered a robust amount of earned media coverage both preceding and following the April 19 open house. There were seven articles and promotional social media posts released before the meetings and seven released afterward. They are listed in the table below.

There were also ten segments of radio coverage about the open house following the meeting.

Table 3.2 List of Earned Media Coverage

MEDIA OUTLET	RELEASE DATE	LINK TO COVERAGE
Fox 2 Detroit	4/12/23	I-375 demolition project open house to be held at Eastern Market https://www.fox2detroit.com/news/i-375-demolition-project-open-house-being-held-at-eastern-market

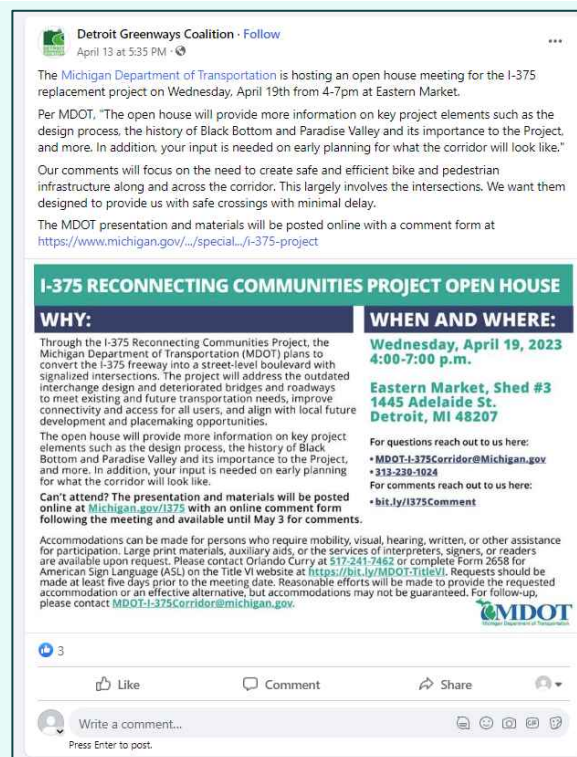
Fox 2
Detroit

4/12/23



Detroit
Greenways
Coalition

4/13/23



Detroit
Greenways
Coalition

4/17/23



ABC 7
Detroit

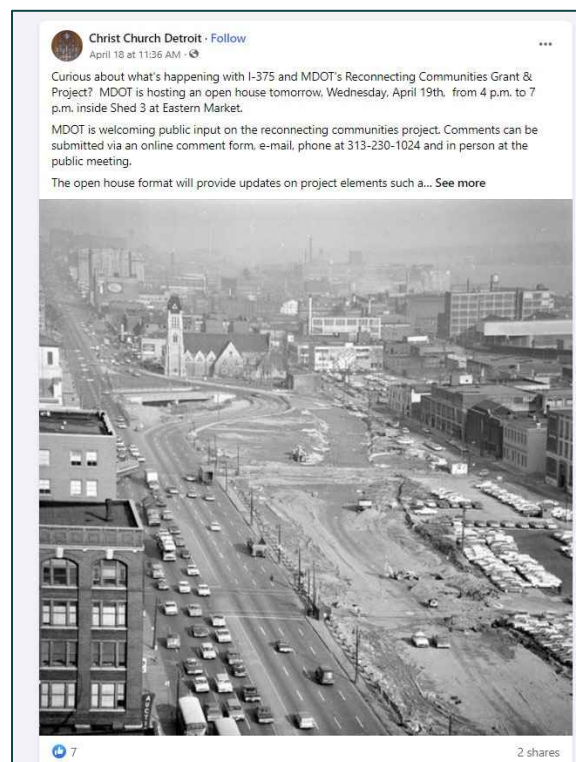
4/17/2023

MDOT seeks input on I-375 project: The history behind the freeway

<https://www.wxyz.com/news/mdot-seeks-input-on-i-375-project-the-history-behind-the-freeway>

Christ
Church
Detroit

4/18/2023



Local 4
Detroit

4/19/2023

MDOT emphasizes importance of input from Detroit residents in I-375 redesign process

<https://www.clickondetroit.com/news/local/2023/04/19/mdot-emphasizes-importance-of-input-from-detroit-residents-in-i-375-redesign-process/>

Detroit
Greenways
Coalition

4/19/2023



Fox 2
Detroit

4/19/2023

MDOT I-375 corridor redesign forum held at Eastern Market
<https://www.fox2detroit.com/video/1209711>

Fox 2
Detroit

4/20/2023

MDOT releases rendering of what I-375 redesign could look like
<https://www.fox2detroit.com/news/mdot-releases-rendering-of-what-i-375-redesign-could-look-like>

Axios
Detroit

4/20/2023

Detroit residents learn more about I-375 project at open house
<https://www.axios.com/local/detroit/2023/04/20/detroit-residents-i375-black-bottom-mdot>

The Detroit
News

4/20/2023

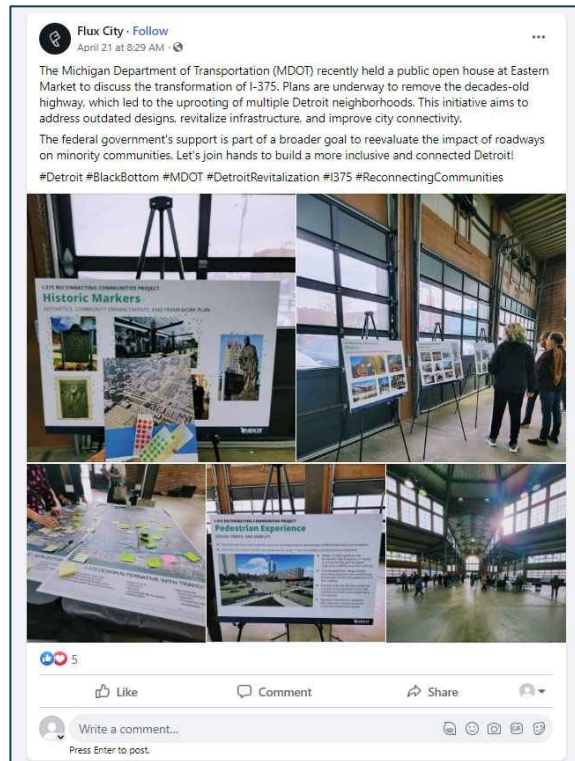
Details emerge of MDOT plan to replace I-375 in Detroit
<https://www.detroitnews.com/story/news/local/detroit-city/2023/04/20/details-emerge-of-mdot-plan-to-replace-i-375-in-detroit/70134409007/>

Detroit
Free Press

4/21/2023

I-375 project in Detroit could mean big changes — but some wonder who will benefit
<https://www.freep.com/story/news/local/michigan/detroit/2023/04/21/i-375-mdot-detroit-black-bottom-hastings/70134845007/>

Flux City 4/21/2023



4 PUBLIC MEETING MATERIALS

The purpose of the public and virtual meetings was to solicit feedback from the public on early design elements of the project and visual characteristics that would make up the aesthetic guide. The materials were used to inform the public about the past, present, and future of the project process. The table below details what and where materials were used. See [Appendix B: Public Meeting Materials](#) to view the materials.

Table 4.1 List of Public Meeting Materials

MATERIALS	PLACEMENT/USE
PowerPoint Presentation (Narrated and closed-captioned)	Open house meeting for orientation On-demand meeting
Project Boards <u>Project Overview station</u> <ul style="list-style-type: none"> Timeline Project Limits <u>Design, Traffic, and Mobility</u>	Open house meeting Project website

- Geometric Updates to the Design Alternative and Signal Locations
- Traffic Operations During Construction Timeline
- Pedestrian Experience

Aesthetics, Community Enhancements, and Framework Plan

- Community Enhancements and Framework Plan Timeline
- Aesthetic Process
- Aesthetic Feature Exercise:
 - Streetscape Character
 - Median Planting
 - Planters
 - Tree Grates
 - Paving
 - Pathways
 - Bicycle Loops
 - Benches
 - Shelters
 - Public Art
 - I-75/I-375 Interchange Bridges
 - Feature Lighting
 - Historic Markers

History of the Project Area

- Hastings Street and Neighborhoods
- Downtown Detroit Aerial View
- Historic Demographics
- Community Amenities
- Business and Entertainment

Small Business Enterprise and Workforce Development

- Program Planning and MDOT Contracting Process

Check-Out Survey

Open house meeting

Roll Plots/Project Maps

- Design Alternative Map
- Bird's Eye View Concept Map
- Corridor Existing Conditions Nonmotorized Map
- Corridor Existing Conditions Transit Map

Open house meeting

- Corridor Design Alternative Callout Map (8½ x 11)

Standard Comment Form	Open house meeting
Project Checklist-Comment Form	Open house meeting
(General) Online Comment Form	Project website
On-Demand Meeting Comment Form	On-demand meeting

4.1 AESTHETIC FEATURE EXERCISE

Attendees at the public meeting were engaged in an aesthetic favorability exercise. They were asked by the project team to review examples of aesthetic features in 13 categories in a variety of styles. They examined each example's aesthetic feature and decided how much they would like to see something similar on the new boulevard. They indicated this by placing colored stickers next to pictures of the aesthetic examples. A green sticker indicated that they liked an example, yellow indicated that they liked it somewhat, and red indicated that they disliked it. Overall, the resulting favorites of this exercise by the public were similar to those previously gathered from the local advisory committee.

STREETSCAPE STYLES

The streetscape styles that garnered the most green stickers featured design elements of rhythm, movement, and progression, and a quality of orderliness. Options with rows of boulevard trees were popular with attendees as well as well-maintained shrubs and perennials. The most popular options are shown below:





MEDIAN PLANTING

The median planting examples that received an overwhelmingly positive response featured densely placed boulevard trees, paver edges behind curbs, raised plant curbs, varied shrub massing, and bold, meandering masses of color. The most popular options are shown below:





PLANTERS

For planters, the most popular options featured: raised curbs to define them, boulevard trees, shrubs and colorful perennial massing, and low fencing. The planters were designed to capture runoff and had qualities of rhythm and repetition and orderliness. The most popular examples chosen are shown below:





I-375 RECONNECTING COMMUNITIES PROJECT

Planters.

AESTHETICS, COMMUNITY ENHANCEMENTS, AND FRAMEWORK PLAN



TREE GRATES

Tree grates that were linearly expanded received the most positive responses. The style of the surrounding pavement was unique, and the patterns cut into the grates were unique and organic. The grates were composed of Corten steel, and one had a rusted patina. The most popular tree grates are shown below:



PAVING

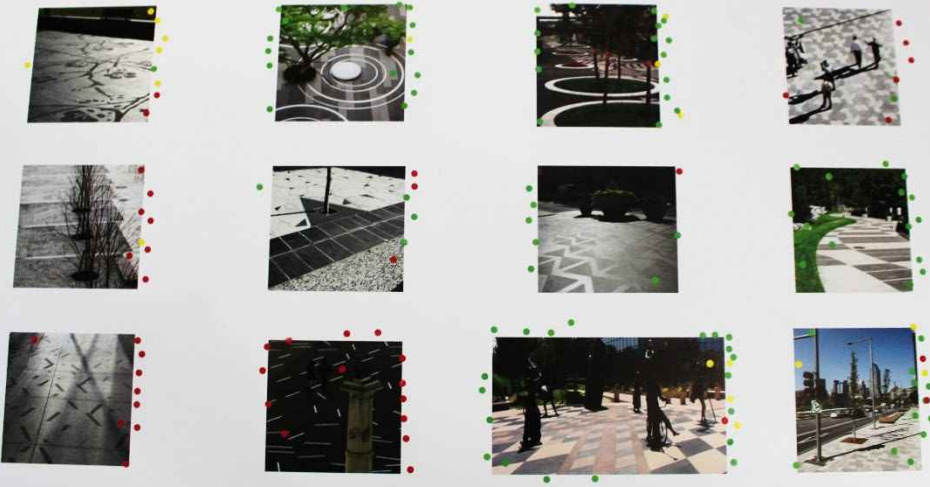
The most popular paving styles were in unique and striking patterns with a creative interplay of geometric shapes in simple but elegant colors. The most popular paving styles are shown below:



I-375 RECONNECTING COMMUNITIES PROJECT

Paving

AESTHETICS, COMMUNITY ENHANCEMENTS, AND FRAMEWORK PLAN



PATHWAYS

For pathways, options that featured shady trees, separation from street traffic with planters and meandering paths were most popular. These options also invoked a sense of orderliness and enclosure or protection from traffic. These options are shown below:



BICYCLE LOOPS

The bicycle loops that most attendees favored were sculptural and circular. They were composed of stainless steel and emphasized durability and functionality. The two most popular bicycle loop styles are shown below.



BENCHES

The benches that received the most attention from attendees were composed of wood. They were in unique shapes, appeared comfortable, and had backrests. One option had unique underlighting. These options are pictured below:



I-375 RECONNECTING COMMUNITIES PROJECT

Benches

AESTHETICS, COMMUNITY ENHANCEMENTS, AND FRAMEWORK PLAN



SHELTERS

The most favored shelters were contemporary and sculptural. They had dynamic patterns and forms that cast lively shadow patterns. They are shown below:



PUBLIC ART

For public art, attendees' choices chiefly emphasized that the art should reflect the local community regardless of the medium. Some favored options were in figurative sculpture, and another in tile mosaic. Attendees also liked art that interplayed creatively with light and shadow. These example options are depicted below:

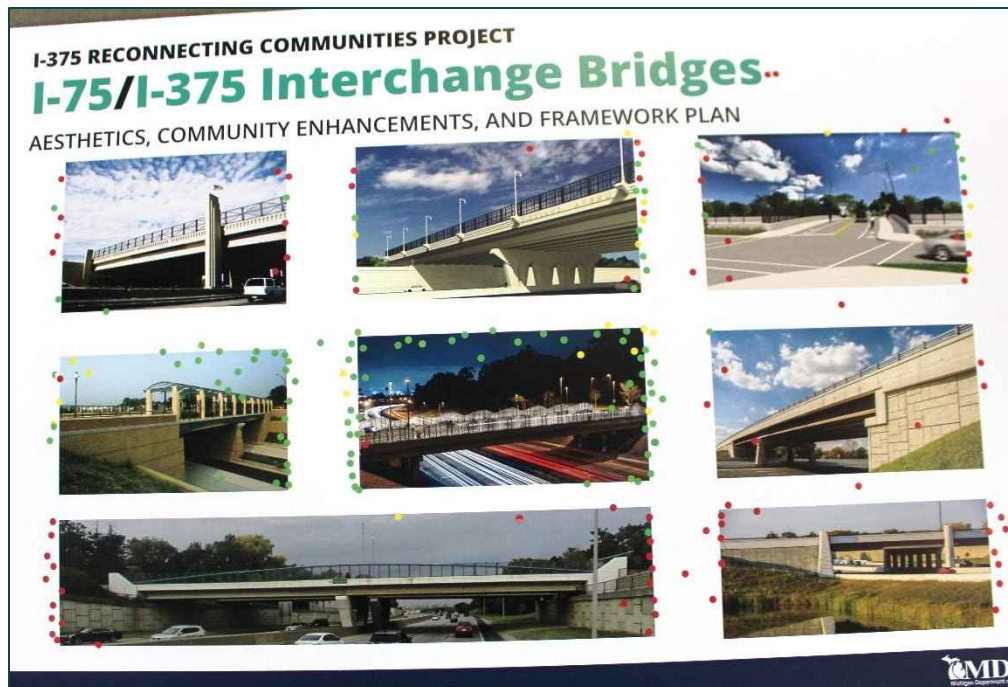




I-75/I-375 INTERCHANGE BRIDGES

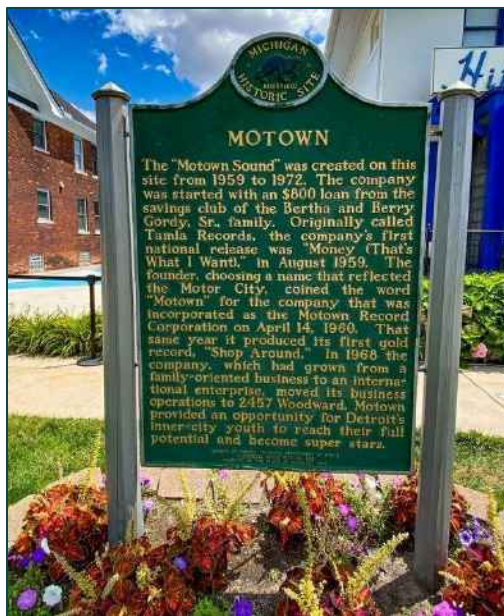
The examples for I-75/I-375 interchange bridges that were most popular had a focus on pedestrian scale, comfort, and sense of place. They featured sculptural pedestrian fencing. Attendees disliked the more conventional examples of freeway interchange bridges. The most favored examples are shown below:





HISTORIC MARKERS

For historic markers, attendees liked figurative sculpture. They liked markers that featured photographs of local history, people, and places, especially those of the Black Bottom and Paradise Valley neighborhoods. Examples of these are shown below:





5 PUBLIC MEETING COMMENTS

There were 202 written comments submitted between April 19 and May 3, 2023. The respective sources of this feedback and their volumes are summarized in the table below.

Table 5.1 Public Feedback

SOURCE	PARTICIPANTS
Open House Standard Form	21
Open House Checklist-Comment Form	13
Open House Roll Plots:	130 Total:

	Design Alternative: 18 Bird's Eye: 33 Transit: 26 Non-motorized: 53
On-Demand Meeting Comments	6
Online Comment Form	32
TOTAL	202

The main themes expressed through comment cards and online comments were:

1. Reduce the corridor design's number of lanes
2. This design is more dangerous for pedestrians than the freeway
3. This design will push traffic into the surrounding neighborhoods
4. Concerns about nonmotorized connectivity to popular destinations
5. This design will increase air and noise pollution
6. Focus more on transit and nonmotorized travel and include a dedicated transit lane and protected bike lane
7. Focus on ensuring benefits to Black Detroiters and displaced residents
8. Focus on stormwater solutions
9. Concerns for maintenance of the new green spaces and corridor landscaping
10. Rebuild or cap the freeway instead
11. This project will raise already high housing prices
12. Concerns about the lack of parking on the boulevard
13. Business concerns about traffic operations during construction

The main themes expressed in comments on the roll plots were:

1. Concerns about cyclist and pedestrian safety (especially with slip lanes)
2. Reduce the number of lanes in the design
3. Concerns about motorized connectivity especially at Mack and nonmotorized connectivity overall
4. Concerns about noise pollution
5. Plant many large shade trees throughout the corridor, especially for pedestrian areas
6. Extend the Q-Line or a BRT line onto Gratiot or along Jefferson to Eastern Market

To review all written public meeting comments, see [Appendix C: Comments](#).

6 NEXT STEPS

The April Public Meeting was a valuable opportunity for community members to learn about the project, provide aesthetic and design feedback and input, and engage in meaningful discussions with the Project team. The Project team will carefully review comments and questions and draft responses, as well as reactions to the aesthetics feature exercise, and incorporate it into exhibits to be shown at the next public meeting scheduled to take place later this summer. MDOT is committed to administering a project that aligns with the community's vision and reflects the diverse perspectives and needs of the community.

There will be many opportunities for the public to stay engaged with the Project team through neighborhood listening sessions, future public meetings, and other public forums in the coming months. Project information is posted to the Project website, Michigan.gov/I375. Work has begun on the small business enterprise (SBE) and workforce development program for this project, and an industry forum to begin discussions on opportunities for businesses within Detroit will take place this summer.

MDOT values community input and meaningful engagement is an important part of the process. All future engagement will be widely publicized, and the project team encourages all community members to participate and offer their input.

APPENDIX A: MEETING NOTIFICATIONS

POSTCARD

I-375 RECONNECTING COMMUNITIES PROJECT OPEN HOUSE

WHY:

Through the I-375 Reconnecting Communities Project, the Michigan Department of Transportation (MDOT) plans to convert the I-375 freeway into a street-level boulevard with signalized intersections. The project will address the outdated interchange design and deteriorated bridges and roadways to meet existing and future transportation needs, improve connectivity and access for all users, and align with local future development and placemaking opportunities.

The open house will provide more information on key project elements such as the design process, the history of Black Bottom and Paradise Valley and its importance to the Project, and more. In addition, your input is needed on early planning for what the corridor will look like.

Can't attend? The presentation and materials will be posted online at [Michigan.gov/I375](https://michigan.gov/I375) with an online comment form following the meeting and available until May 3 for comments.

Accommodations can be made for persons who require mobility, visual, hearing, written, or other assistance for participation. Large print materials, auxiliary aids, or the services of interpreters, signers, or readers are available upon request. Please contact Orlando Curry at [517-241-7462](tel:517-241-7462) or complete Form 2658 for American Sign Language (ASL) on the Title VI website at <https://bit.ly/MDOT-TitleVI>. Requests should be made at least five days prior to the meeting date. Reasonable efforts will be made to provide the requested accommodation or an effective alternative, but accommodations may not be guaranteed. For follow-up, please contact MDOT-I-375Corridor@michigan.gov.

WHEN AND WHERE:

**Wednesday, April 19, 2023
4:00-7:00 p.m.**

**Eastern Market, Shed #3
1445 Adelaide St.
Detroit, MI 48207**

For questions reach out to us here:

• MDOT-I-375Corridor@Michigan.gov
• [313-230-1024](tel:313-230-1024)

For comments reach out to us here:

• bit.ly/I375Comment





MDOT

MDOT public open house April 19 to discuss I-375 reconnecting communities project in Detroit

April 05, 2023

Rob Morosi

MDOT Metro Region Media Representative
MorosiR@Michigan.gov
248-361-3288

Detroit, Mich. - The Michigan Department of Transportation (MDOT) is hosting a public open house to discuss the I-375 reconnecting communities project in Detroit. The open house format will provide updates on project elements such as early planning efforts and design of the corridor. If unable to attend, the presentation and meeting materials will be posted online after April 19 on the [I-375 project page](#).

Who:

Interested residents and commuters
Community leaders
MDOT staff and consultants

When:

Wednesday, April 19, 2023
4 – 7 p.m.

Prerecorded presentations will be shown throughout the duration of the meeting with stations on various project elements set up allowing the public to engage with the project team.

Where:

Eastern Market, Shed #3
1445 Adelaide St.
Detroit, MI 48207

Accessibility:

Accommodations can be made for persons who require mobility, visual, hearing, written, or other assistance for participation. Large print materials, auxiliary aids or the services of interpreters, signers, or readers are available upon request. Please contact Orlando Curry at 517-335-4381 or complete Form 2658 for American Sign Language (ASL) located on the Title VI webpage: www.Michigan.gov/MDOT/Programs/Title-VI. Requests should be made at least five days prior to the meeting date. Reasonable efforts will be made to provide the requested accommodation or an effective alternative, but accommodations may not be guaranteed.

Project background:

Through the I-375 reconnecting communities project, MDOT plans to convert the I-375 freeway into a street-level boulevard with signalized intersections. The project will address outdated interchange design and deteriorated bridges to meet existing and future transportation needs, improve connectivity and access for all users, and align with local future development and placemaking opportunities. The project is taking an equitable approach to incorporating the history of Black Bottom and Paradise Valley neighborhoods that were removed for urban renewal and construction of the freeway.

Public comment:

MDOT is welcoming public input on the reconnecting communities project. Comments can be submitted via an [online comment form](#), [e-mail](#), phone at 313-230-1024, and in person at the public meeting.

APPENDIX B: PUBLIC MEETING MATERIALS

SIGN-IN SHEETS

Michigan Department Of Transportation 5400 (03/17)		MDOT PUBLIC PARTICIPATION SIGN-IN SHEET		Page 6 of 6
By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)				
MEETING PURPOSE		LOCATION OF MEETING		DATE
I-375 Reconnecting Communities Project Open House		Eastern Market, Shed 3		04/19/23
Please Print * Please Print * Please Print * Please Print				
NAME <i>Henry A. Johnson</i>		NAME <i>Janet Becking</i>		
ADDRESS [REDACTED]		ADDRESS [REDACTED]		
CITY [REDACTED]		CITY [REDACTED]		
EMAIL [REDACTED]		EMAIL [REDACTED]		
REPRESENTING <i>Detroit</i>		REPRESENTING <i>Detroit</i>		
NAME <i>Angi Dionisopoulos</i>		NAME <i>IAN LAMBERT</i>		
ADDRESS [REDACTED]		ADDRESS [REDACTED]		
CITY [REDACTED]		CITY [REDACTED]		
EMAIL [REDACTED]		EMAIL [REDACTED]		
REPRESENTING <i>Greektown</i>		REPRESENTING <i>Detroit</i>		
NAME <i>GINA Peoples</i>		NAME <i>GLORIA MYERS</i>		
ADDRESS [REDACTED]		ADDRESS [REDACTED]		
CITY [REDACTED]		CITY [REDACTED]		
EMAIL [REDACTED]		EMAIL [REDACTED]		
REPRESENTING <i>Myself</i>		REPRESENTING <i>Myself</i>		
Please Print * Please Print * Please Print * Please Print				

Michigan Department Of Transportation 5400 (03/17)		MDOT PUBLIC PARTICIPATION SIGN-IN SHEET		Page 6 of 6
By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)				
MEETING PURPOSE		LOCATION OF MEETING		DATE
Please Print * Please Print * Please Print * Please Print				
NAME <i>MICHAEL BYRD</i>		NAME <i>TERRY CAMPBELL</i>		
ADDRESS [REDACTED]		ADDRESS [REDACTED]		
CITY [REDACTED]		CITY [REDACTED]		
EMAIL [REDACTED]		EMAIL [REDACTED]		
REPRESENTING <i>MICHAEL BYRD</i>		REPRESENTING <i>U.S. Senator Debbie Stabenow</i>		
NAME <i>Deanne Pierce</i>		NAME <i>Tyler Henry</i>		
ADDRESS [REDACTED]		ADDRESS [REDACTED]		
CITY [REDACTED]		CITY [REDACTED]		
EMAIL [REDACTED]		EMAIL [REDACTED]		
REPRESENTING <i>Chateaufort & City Institute</i>		REPRESENTING <i>The National Association of Black Women in Construction</i>		
NAME <i>Deblon Jackson</i>		NAME <i>Linda Swanson</i>		
ADDRESS [REDACTED]		ADDRESS [REDACTED]		
CITY [REDACTED]		CITY [REDACTED]		
EMAIL [REDACTED]		EMAIL [REDACTED]		
REPRESENTING		REPRESENTING		
Please Print * Please Print * Please Print * Please Print				

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)

MEETING PURPOSE	LOCATION OF MEETING	DATE
	ESTER MART	4.19.23
Please Print * Please Print * Please Print * Please Print		
NAME	NAME	
NOAH MILLER	SHERYL MORGAN	
ADDRESS	ADDRESS	
CITY	CITY	
EMAIL	EMAIL	
REPRESENTING	REPRESENTING	
NAME	NAME	
ALGX ALLER	LEIF	
ADDRESS	ADDRESS	
CITY	CITY	
EMAIL	EMAIL	
REPRESENTING	REPRESENTING	
CHANDLER PARK CONSERVANCY		
NAME	NAME	
BRYAN McMURRAN	STEVEN TROCHARD	
ADDRESS	ADDRESS	
CITY	CITY	
EMAIL	EMAIL	
REPRESENTING	REPRESENTING	
US SENATOR GARY POTER		
Please Print * Please Print * Please Print * Please Print		

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MEETING PURPOSE	LOCATION OF MEETING	DATE
Please Print * Please Print * Please Print * Please Print		
NAME	NAME	
CALEB HORTON	STEVEN WATSON	
ADDRESS	ADDRESS	
CITY	CITY	
EMAIL	EMAIL	
REPRESENTING	REPRESENTING	
NAME	NAME	
MARION PHILLIPS	EMILY WILLIAMS GUFFEY	
ADDRESS	ADDRESS	
CITY	CITY	
EMAIL	EMAIL	
REPRESENTING	REPRESENTING	
DONNA POWELL-DAVIS	CHRIST CHURCH	
ADDRESS	ADDRESS	
CITY	CITY	
EMAIL	EMAIL	
REPRESENTING	REPRESENTING	
	FATHY FELEWA	
Please Print * Please Print * Please Print * Please Print		

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

Page 6 of 6

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MEETING PURPOSE	LOCATION OF MEETING	DATE
Please Print * Please Print * Please Print * Please Print		
NAME CONSTANCE C. BOTURDOW	NAME KEN McDONALD	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING Myself!	REPRESENTING Myself	
NAME Shirletha Bignon	NAME Ed Quick	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING [REDACTED]	REPRESENTING [REDACTED]	
NAME Tite Aye	NAME Molly Savage	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING [REDACTED]	REPRESENTING [REDACTED]	
Please Print * Please Print * Please Print * Please Print		

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

Page 6 of 6

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MEETING PURPOSE	LOCATION OF MEETING	DATE
Please Print * Please Print * Please Print * Please Print		
NAME Ricardo Copeland	NAME Jacob Herald	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING [REDACTED]	REPRESENTING [REDACTED]	
NAME Lawrence Collier	NAME Nevan Shaker	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING [REDACTED]	REPRESENTING Basco	
NAME Cathryn Royle	NAME Gail Mayberry	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING [REDACTED]	REPRESENTING [REDACTED]	
Please Print * Please Print * Please Print * Please Print		

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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MEETING PURPOSE	LOCATION OF MEETING	DATE
Please Print * Please Print * Please Print * Please Print		
NAME <i>John Jordan</i>	NAME <i>Jackie Bell</i>	
AD [REDACTED]	AD [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EM [REDACTED]	EM [REDACTED]	
REPRESENTING	REPRESENTING	
NAME <i>Don Campbell</i>	NAME <i>Gordon Page</i>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING <i>Self</i>	REPRESENTING <i>Self</i>	
NAME <i>Daniel Stefanski</i>	NAME <i>TENE-SANDRA M. Ramsey</i>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING <i>Resident/PDD</i>	REPRESENTING <i>Wayne County</i>	
Please Print * Please Print * Please Print * Please Print		

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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MEETING PURPOSE	LOCATION OF MEETING	DATE
Please Print * Please Print * Please Print * Please Print		
NAME <i>M. SUNDAY JAYESIMI</i>	NAME <i>Beth Ann Tesluk</i>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING	REPRESENTING <i>Christ Church Detroit</i>	
NAME <i>Carlson Jackson</i>	NAME <i>Samara Hill</i>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING <i>Navy Pl. Assoc.</i>	REPRESENTING <i>Detroit People's Platform</i>	
NAME <i>Suzanne Cleage</i>	NAME <i>Nancy Whelan</i>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING <i>Resident of Jean Richard Apts</i>	REPRESENTING	
Please Print * Please Print * Please Print * Please Print		

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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MEETING PURPOSE	LOCATION OF MEETING	DATE
Please Print * Please Print * Please Print * Please Print		
NAME <u>Steven Basile</u>	NAME <u>Tricia Damarco</u>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING	REPRESENTING <u>Spalding DeBecker</u>	
NAME <u>Robert Jordan IV</u>	NAME <u>Elaine Manning</u>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING	REPRESENTING	
NAME <u>Clay Campbell</u>	NAME <u>Edward Carrington</u>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING	REPRESENTING	
Please Print * Please Print * Please Print * Please Print		

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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MEETING PURPOSE	LOCATION OF MEETING	DATE
Please Print * Please Print * Please Print * Please Print		
NAME <u>Monica Williams</u>	NAME <u>Eumiller Corbett</u>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
REPRESENTING <u>SHINCO</u>	REPRESENTING <u>Navarre Place Association</u>	
NAME <u>Ken Kucel</u>	NAME <u>Debra Whigham-Simon</u>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING <u>Mayer's Office - Construction Svcs.</u>	REPRESENTING	
NAME <u>Jennifer Smith</u>	NAME <u>Isaac Brown</u>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING <u>Community Member</u>	REPRESENTING <u>951 W. 14th - Detroit</u>	
Please Print * Please Print * Please Print * Please Print		

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MEETING PURPOSE	LOCATION OF MEETING	DATE
Please Print * Please Print * Please Print * Please Print		
NAME MARIA URQUIOI	NAME Maxwell Price	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING	REPRESENTING Lafayette Park	
NAME Jami LESZCZYNSKI	NAME CHRIS LESZCZYNSKI	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING	REPRESENTING	
NAME Andrea Pride	NAME Karen Morgan	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING Cherboneau PL Condos	REPRESENTING Riverside Place Condos	
Please Print * Please Print * Please Print * Please Print		

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MEETING PURPOSE	LOCATION OF MEETING	DATE
Please Print * Please Print * Please Print * Please Print		
NAME Idrees Muteh	NAME Mike Bog	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING	REPRESENTING	
NAME Kwame Master	NAME LEONARDE HARDEW	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING	REPRESENTING	
NAME DEBRA HAGGERTY	NAME Janet Anderson	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING	REPRESENTING resident	
Please Print * Please Print * Please Print * Please Print		

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23

Please Print * Please Print * Please Print * Please Print

NAME <u>RONALD HARRIS</u>	NAME <u>Bryan Kelly</u>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING	REPRESENTING
NAME <u>ERMA LEAPHART</u>	NAME <u>Ciana Linden</u>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING	REPRESENTING
NAME <u>JAMES HANNIG</u>	NAME <u>Louis Vauvate</u>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <u>COO PPW</u>	REPRESENTING <u>self</u>

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23

Please Print * Please Print * Please Print * Please Print

NAME <u>Summer Boxley</u>	NAME <u>Anthony Anderson</u>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <u>the Metro Detroit Black Business Alliance</u>	REPRESENTING
NAME <u>BRIAN WELLS</u>	NAME <u>Kimball Vaughn</u>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <u>SELF</u>	REPRESENTING
NAME <u>JOE HUTTON</u>	NAME <u>Chato Hill</u>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <u>a human being</u>	REPRESENTING <u>me</u>

Please Print * Please Print * Please Print * Please Print

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I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23
Please Print * Please Print * Please Print * Please Print		
NAME <u>Brian Lewis</u>	NAME <u>Johnny Harris</u>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING [REDACTED]	REPRESENTING [REDACTED]	
NAME <u>Tyler Telford</u>	NAME <u>Jim Behnen</u>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING [REDACTED]	REPRESENTING <u>Ann Arbor Area Council</u>	
NAME <u>P. D. Vaul</u>	NAME <u>Beverly A. Watts</u>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING [REDACTED]	REPRESENTING <u>Brink Consulting</u>	
Please Print * Please Print * Please Print * Please Print		

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23
Please Print * Please Print * Please Print * Please Print		
NAME <u>Matthew Garbani</u>	NAME <u>Sharon Solomon</u>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING <u>MDOT</u>	REPRESENTING <u>Resident</u>	
NAME <u>James Vansteel</u>	NAME <u>Nehemiah Montague</u>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING <u>MDOT - Metro Region</u>	REPRESENTING [REDACTED]	
NAME <u>ERIC GROSENGER</u>	NAME <u>Julia Schla</u>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING <u>KARS</u>	REPRESENTING <u>Resident</u>	
Please Print * Please Print * Please Print * Please Print		

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23

Please Print * Please Print * Please Print * Please Print

NAME	NAME
THOMAS TOFT	DAVID ESPARZA
ADDRESS	ADDRESS
CITY	CITY
EMAIL	EMAIL
REPRESENTING	REPRESENTING
NAME	NAME
Bill Creek	Will Smith
ADDRESS	ADDRESS
CITY	CITY
EMAIL	EMAIL
REPRESENTING	REPRESENTING
NAME	NAME
Esperanza Contreras	Wilfred L. Bernal
ADDRESS	ADDRESS
CITY	CITY
EMAIL	EMAIL
REPRESENTING	REPRESENTING
	DBE Partnership

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23

Please Print * Please Print * Please Print * Please Print

NAME	NAME
Peter Wilson	KATHLEEN LINDSAY
ADDRESS	ADDRESS
CITY	CITY
EMAIL	EMAIL
REPRESENTING	REPRESENTING
myself	Self
NAME	NAME
Renard Wilson	Mohamed Ahmed
ADDRESS	ADDRESS
CITY	CITY
EMAIL	EMAIL
REPRESENTING	REPRESENTING
NAME	NAME
Carrie DeCamp	CASSANDRA DANIELS
ADDRESS	ADDRESS
CITY	CITY
EMAIL	EMAIL
REPRESENTING	REPRESENTING
Detroit Open	

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23

Please Print * Please Print * Please Print * Please Print

NAME <i>J. Sengul Love</i>	NAME <i>Terrence M. Hick</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>CAC-5 Chair</i>	REPRESENTING <i>Metro Strategies, Inc.</i>
NAME <i>Kelly Gladwell</i>	NAME <i>Corri Wofford</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>Brush Park</i>	REPRESENTING <i>RTA</i>
NAME <i>Lamine Dickens</i>	NAME <i>Ethel Kirkwood</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>myself / Neighborhood</i>	REPRESENTING <i>myself</i>

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23

Please Print * Please Print * Please Print * Please Print

NAME <i>Tania Lee</i>	NAME <i>Tanya FAVEN</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>Self</i>	REPRESENTING <i>Cheap Charlies</i>
NAME <i>Marvin Bortm</i>	NAME <i>Ramy Hamilton, Jr</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>Hollywood Casino</i>	REPRESENTING <i>HAMILTON ANDERSON ASSOCIATES, INC</i>
NAME <i>Carter, Nancy</i>	NAME <i>John Randolph</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING	REPRESENTING

Please Print * Please Print * Please Print * Please Print

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23

Please Print * Please Print * Please Print * Please Print

NAME <i>ROYCE A. GUERINGER</i>	NAME <i>Chise Fields</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>me</i>	REPRESENTING <i>DDP</i>
NAME <i>Andre Gilbert Jr</i>	NAME <i>Jenny Kaluarachchi</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>City of Detroit</i>	REPRESENTING <i>MDOT - SEMTOC</i>
NAME <i>David Pineda</i>	NAME <i>Lori Pawlik</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>Tocororo</i>	REPRESENTING <i>Washington</i>

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23

Please Print * Please Print * Please Print * Please Print

NAME <i>Elizabeth Lohastreth</i>	NAME <i>RAY SHULTZ</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>TOWER APTS APT 5202</i>	REPRESENTING <i>SELF</i>
NAME <i>STEVEN D. PECIC JR - BCBSM</i>	NAME <i>ZYRONICA SMITH</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>BCBSM</i>	REPRESENTING <i>CITIZEN</i>
NAME <i>Charles Anderson</i>	NAME <i>Sylvester McIntosh</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>self</i>	REPRESENTING <i>Office of Congressman Thune</i>

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23

Please Print * Please Print * Please Print * Please Print	
NAME Michael Farrow	NAME Antone Bryant
ADDRESS [REDACTED]	ADDRESS [REDACTED]
REPRESENTING	REPRESENTING City of Detroit
NAME Andrew Plaid	NAME Arif CERIC
ADDRESS [REDACTED]	ADDRESS [REDACTED]
REPRESENTING	REPRESENTING WSP
NAME CRAIG YALDO	NAME PATRICK TADZEWSKI
ADDRESS [REDACTED]	ADDRESS [REDACTED]
REPRESENTING WASHINGTON CORNERSTONE	REPRESENTING EG & S

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23

Please Print * Please Print * Please Print * Please Print	
NAME Marsha Philpot	NAME Ryan Sheppard
ADDRESS [REDACTED]	ADDRESS [REDACTED]
REPRESENTING Self	REPRESENTING Self
NAME Karen Slaughter Dupont	NAME Samie Spriet
ADDRESS [REDACTED]	ADDRESS [REDACTED]
REPRESENTING Dere	REPRESENTING Annunciation Greek Orthodox Cathedral
NAME Mindy Huestis	NAME Shakyla Kirkwood
ADDRESS [REDACTED]	ADDRESS [REDACTED]
REPRESENTING	REPRESENTING

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23
Please Print * Please Print * Please Print * Please Print		
NAME <i>Timothy Robertson</i>	NAME <i>Adam Scott White</i>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING <i>Fox 2 News</i>	REPRESENTING <i>Lafayette Park Resident</i>	
NAME <i>Megan Owens</i>	NAME <i>Tim Lankin</i>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING <i>TRU</i>	REPRESENTING <i>CRAN COMMUNICATIONS</i>	
NAME <i>Cynthia Kriger</i>	NAME <i>Susan Anderson</i>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING	REPRESENTING	
Please Print * Please Print * Please Print * Please Print		

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23
Please Print * Please Print * Please Print * Please Print		
NAME <i>Karen Jackson-Nobhauer</i>	NAME <i>Toy Mikwell</i>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING <i>Self</i>	REPRESENTING	
NAME <i>Lauri Andersen KETIKEN</i>	NAME <i>Yosif Hachem</i>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING	REPRESENTING <i>Senator Peters</i>	
NAME <i>Maria Farnow</i>	NAME <i>James Jenkins III</i>	
ADDRESS [REDACTED]	ADDRESS [REDACTED]	
CITY [REDACTED]	CITY [REDACTED]	
EMAIL [REDACTED]	EMAIL [REDACTED]	
REPRESENTING <i>Farnow Group Inc.</i>	REPRESENTING <i>Jenkins Construction</i>	
Please Print * Please Print * Please Print * Please Print		

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23

Please Print * Please Print * Please Print * Please Print

NAME <i>Paul Jones</i>	NAME <i>Olga Skille</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>Century Partners</i>	REPRESENTING <i>Navarre PI</i>
NAME <i>Melanie Markowski</i>	NAME <i>DAVID B. DEKIES</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>Gabletown + CPC</i>	REPRESENTING <i>DEKIES & CO - EASTERN MARKET</i>
NAME <i>Alex Barrisew</i>	NAME <i>Patricia A. Gardner</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>SEACOG</i>	REPRESENTING <i>Resident - Lafayette Park</i>

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23

Please Print * Please Print * Please Print * Please Print

NAME <i>CAROLE WRUBEL</i>	NAME <i>Brian Pawfil</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>CHATEAUFORT COOPS</i>	REPRESENTING <i>Walsh Construction</i>
NAME <i>JOSEPH A. GRITZA</i>	NAME <i>ISAAC PINSON</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>CITIZEN</i>	REPRESENTING <i>CHABAD</i>
NAME <i>MICHAEL DARGA</i>	NAME <i>David Miechiel</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>DETROIT THIRTY BUSINESS ASSOC.</i>	REPRESENTING

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MEETING PURPOSE		LOCATION OF MEETING		DATE	
Please Print * Please Print * Please Print * Please Print					
NAME	Ernest Otter	NAME	Randolph STEVENS		
ADDRESS	[REDACTED]	ADDRESS	[REDACTED]		
CITY	[REDACTED]	CITY	[REDACTED]		
EMAIL	[REDACTED]	EMAIL	[REDACTED]		
REPRESENTING		REPRESENTING	Christ Love + M KC		
NAME	Marlon Washington	NAME	TERENCE GERMAN		
ADDRESS	[REDACTED]	ADDRESS	[REDACTED]		
CITY	[REDACTED]	CITY	[REDACTED]		
EMAIL	[REDACTED]	EMAIL	[REDACTED]		
REPRESENTING	Huron Entertainment 237 / Bushnell Church	REPRESENTING			
NAME	Thomas Tobin	NAME	Emilia Engelman		
ADDRESS	[REDACTED]	ADDRESS	[REDACTED]		
CITY	[REDACTED]	CITY	[REDACTED]		
EMAIL	[REDACTED]	EMAIL	[REDACTED]		
REPRESENTING	FHP	REPRESENTING			
Please Print * Please Print * Please Print * Please Print					

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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MEETING PURPOSE		LOCATION OF MEETING		DATE	
Please Print * Please Print * Please Print * Please Print					
NAME	Francis Cuthbert	NAME	DAVID HARDENBROOK		
ADDRESS	[REDACTED]	ADDRESS	[REDACTED]		
CITY	[REDACTED]	CITY	[REDACTED]		
EMAIL	[REDACTED]	EMAIL	[REDACTED]		
REPRESENTING	Labrett Rich // Port Lafayette Condominium Community	REPRESENTING	N/A		
NAME	Derrick G. Paige	NAME	Trish Hobbell		
ADDRESS	[REDACTED]	ADDRESS	[REDACTED]		
CITY	[REDACTED]	CITY	[REDACTED]		
EMAIL	[REDACTED]	EMAIL	[REDACTED]		
REPRESENTING		REPRESENTING			
NAME	Joe Smith	NAME	C. Ad		
ADDRESS	[REDACTED]	ADDRESS	[REDACTED]		
CITY	[REDACTED]	CITY	[REDACTED]		
EMAIL	[REDACTED]	EMAIL	[REDACTED]		
REPRESENTING	ME	REPRESENTING			
Please Print * Please Print * Please Print * Please Print					

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MEETING PURPOSE		LOCATION OF MEETING		DATE
Please Print * Please Print * Please Print * Please Print				
NAME	NAME			
AD	ADDRESS			
CITY	CITY			
EM	EMAIL ADDRESS			
REPRESENTING	REPRESENTING			
NAME	NAME			
ADDRESS	ADDRESS			
CITY	STATE	ZIP	CITY	STATE ZIP
EMAIL ADDRESS	EMAIL ADDRESS			
REPRESENTING	REPRESENTING			
NAME	NAME			
ADDRESS	ADDRESS			
CITY	STATE	ZIP	CITY	STATE ZIP
EMAIL ADDRESS	EMAIL ADDRESS			
REPRESENTING	REPRESENTING			
Please Print * Please Print * Please Print * Please Print				

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MEETING PURPOSE		LOCATION OF MEETING		DATE
Please Print * Please Print * Please Print * Please Print				
NAME	NAME			
AD	ADDRESS			
CITY	CITY			
EM	EMAIL ADDRESS			
REPRESENTING	REPRESENTING			
NAME	NAME			
ADDRESS	ADDRESS			
CITY	STATE	ZIP	CITY	STATE ZIP
EMAIL ADDRESS	EMAIL ADDRESS			
REPRESENTING	REPRESENTING			
NAME	NAME			
ADDRESS	ADDRESS			
CITY	STATE	ZIP	CITY	STATE ZIP
EMAIL ADDRESS	EMAIL ADDRESS			
REPRESENTING	REPRESENTING			
Please Print * Please Print * Please Print * Please Print				

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MEETING PURPOSE		LOCATION OF MEETING		DATE	
I-375 Reconnecting Communities Project Open House		Eastern Market, Shed 3		04/19/23	
Please Print * Please Print * Please Print * Please Print					
NAME <i>Lisa Murdoch</i>		NAME <i>Ed Kent</i>			
ADDRESS [REDACTED]		ADDRESS [REDACTED]			
CITY [REDACTED]		CITY [REDACTED]			
EMAIL [REDACTED]		EMAIL [REDACTED]			
REPRESENTING		REPRESENTING			
NAME <i>Nikki Taylor-Kendrick</i>		NAME			
ADDRESS [REDACTED]		ADDRESS			
CITY [REDACTED]		CITY	STATE	ZIP	
EMAIL ADDRESS [REDACTED]		EMAIL ADDRESS			
REPRESENTING <i>Michigan Dept of Transportation</i>		REPRESENTING			
NAME <i>Myself</i>		NAME			
ADDRESS		ADDRESS			
CITY	STATE	ZIP	CITY	STATE	ZIP
EMAIL ADDRESS		EMAIL ADDRESS			
REPRESENTING		REPRESENTING			
Please Print * Please Print * Please Print * Please Print					

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MEETING PURPOSE		LOCATION OF MEETING		DATE
I-375 Reconnecting Communities Project Open House		Eastern Market, Shed 3		04/19/23
Please Print * Please Print * Please Print * Please Print				
NAME <i>Nick Robinson</i>		NAME		
ADDRESS [REDACTED]		ADDRESS		
CITY [REDACTED]		CITY	STATE	ZIP
EMAIL ADDRESS [REDACTED]		EMAIL ADDRESS		
REPRESENTING <i>Senator Chang SD3</i>		REPRESENTING		
NAME <i>Randy Kraai</i>		NAME		
ADDRESS [REDACTED]		ADDRESS		
CITY [REDACTED]		CITY	STATE	ZIP
EMAIL ADDRESS [REDACTED]		EMAIL ADDRESS		
REPRESENTING <i>VALUE ENGINEERING LLC</i>		REPRESENTING		
NAME <i>Shirley A. BERGER</i>		NAME		
ADDRESS [REDACTED]		ADDRESS		
CITY [REDACTED]		CITY	STATE	ZIP
EMAIL ADDRESS [REDACTED]		EMAIL ADDRESS		
REPRESENTING <i>North Park Cooperative</i>		REPRESENTING		
Please Print * Please Print * Please Print * Please Print				

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MEETING PURPOSE		LOCATION OF MEETING		DATE
I-375 Reconnecting Communities Project Open House		Eastern Market, Shed 3		04/19/23
Please Print * Please Print * Please Print * Please Print				
NAME		NAME		
Winn Johnson		Michael Muller		
ADDRESS		ADDRESS		
[REDACTED]		[REDACTED]		
CITY		CITY		
[REDACTED]		[REDACTED]		
EMAIL		EMAIL		
[REDACTED]		[REDACTED]		
REPRESENTING		REPRESENTING		
Self		[REDACTED]		
NAME		NAME		
Lisa DiChiera		[REDACTED]		
ADDRESS		ADDRESS		
[REDACTED]		[REDACTED]		
CITY		STATE	ZIP	
[REDACTED]		[REDACTED]	[REDACTED]	
EMAIL ADDRESS		EMAIL ADDRESS		
[REDACTED]		[REDACTED]		
REPRESENTING		REPRESENTING		
Self		[REDACTED]		
NAME		NAME		
[REDACTED]		[REDACTED]		
ADDRESS		ADDRESS		
[REDACTED]		[REDACTED]		
CITY	STATE	ZIP		
[REDACTED]	[REDACTED]	[REDACTED]		
EMAIL ADDRESS		EMAIL ADDRESS		
[REDACTED]		[REDACTED]		
REPRESENTING		REPRESENTING		
[REDACTED]		[REDACTED]		
Please Print * Please Print * Please Print * Please Print				

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MEETING PURPOSE		LOCATION OF MEETING		DATE
I-375 Reconnecting Communities Project Open House		Eastern Market, Shed 3		04/19/23
Please Print * Please Print * Please Print * Please Print				
NAME		NAME		
Paul Jones III		Carol Kent		
ADDRESS		ADDRESS		
[REDACTED]		[REDACTED]		
CITY		CITY		
[REDACTED]		[REDACTED]		
EMAIL		EMAIL		
[REDACTED]		[REDACTED]		
REPRESENTING		REPRESENTING		
[REDACTED]		[REDACTED]		
NAME		NAME		
Calvin Jackson		Paul DeStefano		
ADDRESS		ADDRESS		
[REDACTED]		[REDACTED]		
CITY		CITY		
[REDACTED]		[REDACTED]		
EMAIL ADDRESS		EMAIL ADDRESS		
[REDACTED]		[REDACTED]		
REPRESENTING		REPRESENTING		
[REDACTED]		[REDACTED]		
NAME		NAME		
[REDACTED]		[REDACTED]		
ADDRESS		ADDRESS		
[REDACTED]		[REDACTED]		
CITY	STATE	ZIP		
[REDACTED]	[REDACTED]	[REDACTED]		
EMAIL ADDRESS		EMAIL ADDRESS		
[REDACTED]		[REDACTED]		
REPRESENTING		REPRESENTING		
[REDACTED]		[REDACTED]		
Please Print * Please Print * Please Print * Please Print				

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23

Please Print * Please Print * Please Print * Please Print

NAME	NAME
Kelsey Hilbers	Maria Wae
ADDRESS	ADDRESS
CITY	CITY
EMAIL	EMAIL
REPRESENTING	REPRESENTING

NAME	NAME	
Ray Smith		
ADDRESS	ADDRESS	
CITY	STATE	ZIP
EMAIL ADDRESS		
REPRESENTING	REPRESENTING	

NAME	NAME	
J. Flowers		
ADDRESS	ADDRESS	
CITY	STATE	ZIP
EMAIL ADDRESS		
REPRESENTING	REPRESENTING	

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23

Please Print * Please Print * Please Print * Please Print

NAME	NAME	
John F. Edwards		
ADDRESS	ADDRESS	
CITY	STATE	ZIP
EMAIL ADDRESS		
REPRESENTING	REPRESENTING	

NAME	NAME	
Blair Baker		
ADDRESS	ADDRESS	
CITY	STATE	ZIP
EMAIL ADDRESS		
REPRESENTING	REPRESENTING	

NAME	NAME	
ADDRESS	ADDRESS	
CITY	STATE	ZIP
EMAIL ADDRESS		
REPRESENTING	REPRESENTING	

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MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

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MEETING PURPOSE		LOCATION OF MEETING		DATE
I-375 Reconnecting Communities Project Open House		Eastern Market, Shed 3		04/19/23
Please Print * Please Print * Please Print * Please Print				
NAME Catherine Norris-Auerle		NAME Michael Hanley		
ADDRESS [REDACTED]		ADDRESS [REDACTED]		
CITY [REDACTED]		CITY [REDACTED]		
STATE [REDACTED]		STATE [REDACTED]		
ZIP [REDACTED]		ZIP [REDACTED]		
REPRESENTING [REDACTED]		REPRESENTING [REDACTED]		
NAME LUKE POLCYD		NAME Rachel Schepke		
ADDRESS [REDACTED]		ADDRESS [REDACTED]		
CITY [REDACTED]		CITY [REDACTED]		
STATE [REDACTED]		STATE [REDACTED]		
ZIP [REDACTED]		ZIP [REDACTED]		
REPRESENTING [REDACTED]		REPRESENTING [REDACTED]		
NAME [REDACTED]		NAME [REDACTED]		
ADDRESS [REDACTED]		ADDRESS [REDACTED]		
CITY [REDACTED]		CITY [REDACTED]		
STATE [REDACTED]		STATE [REDACTED]		
ZIP [REDACTED]		ZIP [REDACTED]		
REPRESENTING [REDACTED]		REPRESENTING [REDACTED]		
NAME [REDACTED]		NAME [REDACTED]		
ADDRESS [REDACTED]		ADDRESS [REDACTED]		
CITY [REDACTED]		CITY [REDACTED]		
STATE [REDACTED]		STATE [REDACTED]		
ZIP [REDACTED]		ZIP [REDACTED]		
REPRESENTING [REDACTED]		REPRESENTING [REDACTED]		

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MEETING PURPOSE		LOCATION OF MEETING		DATE
I-375 Reconnecting Communities Project Open House		Eastern Market, Shed 3		04/19/23
Please Print * Please Print * Please Print * Please Print				
NAME ROBERTA TOLLEY		NAME Deborah Montanino		
ADDRESS [REDACTED]		ADDRESS [REDACTED]		
CITY [REDACTED]		CITY [REDACTED]		
STATE [REDACTED]		STATE [REDACTED]		
ZIP [REDACTED]		ZIP [REDACTED]		
REPRESENTING [REDACTED]		REPRESENTING [REDACTED]		
NAME MICHAEL HINSKY		NAME Self		
ADDRESS [REDACTED]		ADDRESS [REDACTED]		
CITY [REDACTED]		CITY [REDACTED]		
STATE [REDACTED]		STATE [REDACTED]		
ZIP [REDACTED]		ZIP [REDACTED]		
REPRESENTING [REDACTED]		REPRESENTING [REDACTED]		
NAME RYAN DINKGRAVE		NAME WOLVERINE PACKING COMPANY		
ADDRESS [REDACTED]		ADDRESS [REDACTED]		
CITY [REDACTED]		CITY [REDACTED]		
STATE [REDACTED]		STATE [REDACTED]		
ZIP [REDACTED]		ZIP [REDACTED]		
REPRESENTING [REDACTED]		REPRESENTING [REDACTED]		
NAME [REDACTED]		NAME [REDACTED]		
ADDRESS [REDACTED]		ADDRESS [REDACTED]		
CITY [REDACTED]		CITY [REDACTED]		
STATE [REDACTED]		STATE [REDACTED]		
ZIP [REDACTED]		ZIP [REDACTED]		
REPRESENTING [REDACTED]		REPRESENTING [REDACTED]		

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23

Please Print * Please Print * Please Print * Please Print

NAME <i>Bert W. Deaning Jr</i>	NAME <i>Patricia A Cole</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING [REDACTED]	REPRESENTING [REDACTED]

NAME <i>Shellie Lewis</i>	NAME <i>Amalie Chedraue</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>The Old Shell/leagh</i>	REPRESENTING <i>Resident</i>

NAME <i>David J Dunn</i>	NAME <i>Terry + Janet Jackson</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING <i>Residents of Detroit</i>	REPRESENTING <i>Residents of Brush Park</i>

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23

Please Print * Please Print * Please Print * Please Print

NAME <i>Garrick Jo</i>	NAME <i>Renard Monzunski</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING [REDACTED]	REPRESENTING <i>Detroit People's Platform</i>

NAME <i>Kathy Cannon + Dave Doroche</i>	NAME <i>Vivian Kurn</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING [REDACTED]	REPRESENTING [REDACTED]

NAME <i>TERRY Coleman-Hannon</i>	NAME <i>Ryan Jackson</i>
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING [REDACTED]	REPRESENTING <i>SELF</i>

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House	Eastern Market, Shed 3	04/19/23

Please Print * Please Print * Please Print * Please Print

NAME Matt Wendling	NAME Bianca Graves
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING Personal	REPRESENTING COMPTON MICHIGAN
NAME Donald Hunter	NAME Jesse James Bradford
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING Personal	REPRESENTING 293 Elliot, 48201
NAME Megan Lewis	NAME Jacob & Stephanie Graham
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING DeVries + Co	REPRESENTING [REDACTED]

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MEETING PURPOSE	LOCATION OF MEETING	DATE

Please Print * Please Print * Please Print * Please Print

NAME LARRY SCHULT	NAME Melanie Lee
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING [REDACTED]	REPRESENTING [REDACTED]
NAME SCOTT SITOGAN	NAME CARLOTTA ALMANZA-LUMPKIN
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING WSP	REPRESENTING self
NAME H. H. PHILLIPS	NAME CRAB & SARA EWING-RANSAY
ADDRESS [REDACTED]	ADDRESS [REDACTED]
CITY [REDACTED]	CITY [REDACTED]
EMAIL [REDACTED]	EMAIL [REDACTED]
REPRESENTING URBAN PLANNING CONSULTANT	REPRESENTING [REDACTED]

Please Print * Please Print * Please Print * Please Print

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)

MEETING PURPOSE		LOCATION OF MEETING	DATE
I-375 Reconnecting Communities Project Open House		Eastern Market, Shed 3	04/19/23
Please Print * Please Print * Please Print * Please Print			
NAME	ROBERTA DEERING	NAME	John Nemy
ADDRESS	[REDACTED]	ADDRESS	[REDACTED]
CITY	[REDACTED]	CITY	[REDACTED]
EMAIL	[REDACTED]	EMAIL	[REDACTED]
REPRESENTING	homeowner	REPRESENTING	self
NAME	Veronica Beasley Robinson	NAME	ALI CHALAN
ADDRESS	[REDACTED]	ADDRESS	[REDACTED]
CITY	[REDACTED]	CITY	[REDACTED]
EMAIL	[REDACTED]	EMAIL	[REDACTED]
REPRESENTING	Blue Cross Blue Shield	REPRESENTING	KAYS FOOD SUPPLY
NAME	Carrol Ivy	NAME	Rip Pearson
ADDRESS	[REDACTED]	ADDRESS	[REDACTED]
CITY	[REDACTED]	CITY	[REDACTED]
EMAIL	[REDACTED]	EMAIL	[REDACTED]
REPRESENTING	JJ	REPRESENTING	The Kroger Foundation
Please Print * Please Print * Please Print * Please Print			

TITLE VI SURVEYS

TITLE VI PUBLIC INVOLVEMENT SURVEY

Completing this form is voluntary but encouraged.

You are not required to provide the information requested in order to participate in this meeting.

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MEETING PURPOSE		LOCATION OF MEETING		DATE					
I-375 replacement		SHED 3, E.MKT		04-19-2023					
Please check all that apply. Check Race/Ethnic designation.									
	List Zip Code	Indicate M = Male F = Female	White	African American	Hispanic / Latino	Asian	Native American	2 or More Races	Other
1	48207	F							Decline To State
2	48302	M							Decline to state
3	48221	F		X					
4	48219	F		X					
5	48009	M	X						
6	48207	X	X						
7	48207	M	X						
8	48239	M		X					
9	48216	F	X						
10	48207	M	✓						
11	48207	F	✓						
12	48202								
13	48101	M	✓						
14	48217	F		✓					
15	48229	F		✓					
16	48111	M		✓					
17	48236	M	✓	✓					
18	48207	F		✓					
19	48207	M	✓						
20	48207	K	✓						
21	48207	K		✓					
22	48275	M	✓						
23	48226	F	✓						
24	48233	M		✓					
25	48201	F	✓						

THANK YOU FOR YOUR PARTICIPATION!

TITLE VI PUBLIC INVOLVEMENT SURVEY

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MEETING PURPOSE		LOCATION OF MEETING		DATE 4.19.23						
Please check all that apply. Check Race/Ethnic designation.										
	List Zip Code	Indicate M = Male F = Female	White	African American	Hispanic / Latino	Asian	Native American	2 or More Races	Other	
1	48207	F	✓							
2	48122	M	✓							
3	48214	M	✓							
4	48207	M	✓							
5	48823	M	✓							
6	48144	M			✓					
7	48207	F		✓						
8	48223	M		✓						
9	48214	M		✓						
10	48826	M	✓							
11	48080	M	✓							
12	48221	M		✓						
13	48201	M		✓						
14	48377	M		✓						
15	48201	F	✓	✓						
16	48201	M	✓	✓						
17	48224	F	✓							
18	48207	M	✓							
19	48107	F			✓					
20	48213	M			✓					
21	48201	F	✓							
22	48201	M	✓							
23	48207	F		✓						
24	48207	F		✓						
25	48201	M		✓				✓		

THANK YOU FOR YOUR PARTICIPATION!

TITLE VI PUBLIC INVOLVEMENT SURVEY

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MEETING PURPOSE		LOCATION OF MEETING		DATE				
Educational		Eastern Market, Shed 3		4/19/23				
Please check all that apply. Check Race/Ethnic designation.								
List Zip Code	Indicate M = Male F = Female	White	African American	Hispanic / Latino	Asian	Native American	2 or More Races	Other
1 48224	M							
2 48206	F		✓					
3 48207	M	✓						
4 48214	M	✓						
5 48207	F		✓					
6 48203	M		✓					
7 48234	F							✓
8 48205	F		✓					
9 48080	M	✓						
10 48207	F	✓						
11 48228	MALE		✓					
12 48075	F		✓	✓				
13 48207	F		✓	✓		✓		✓
14 48207	M & F	✓	✓					
15 48207	M		✓					
16 48207	F		✓					
17 48207	F	X						
18 48216	F		✓					
19 48207	F	X						
20 48201	M & F	X	✓					
21 48213	M							
22 48215	F	X						
23 48230	F		X					
24 48219	M		X					
25 48216	M		X					

THANK YOU FOR YOUR PARTICIPATION!

TITLE VI PUBLIC INVOLVEMENT SURVEY

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MEETING PURPOSE		LOCATION OF MEETING						DATE	
Please check all that apply. Check Race/Ethnic designation.									
	List Zip Code	Indicate M = Male F = Female	White	African American	Hispanic / Latino	Asian	Native American	2 or More Races	Other
1	48033	M	X						
2	48220	M	X						
3	48216	M	X						
4	48026	M	X						
5	48226	M	X						
6	48207	F		X					
7	48207	M	X						
8	48207	M	X						
9	48067	M	X						
10	48221	F		X					
11	60612	M	X						
12	48377	M	X						
13	48207	F		X					
14	48207	M	X						
15	48207	M	X						
16	Murder	M							
17	48207	F		X	X				
18	48101	M		X					
19	48207	F	X						
20									
21									
22									
23									
24									
25									

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MEETING PURPOSE		LOCATION OF MEETING						DATE	
Please check all that apply. Check Race/Ethnic designation.									
	List Zip Code	Indicate M = Male F = Female	White	African American	Hispanic / Latino	Asian	Native American	2 or More Races	Other
1	48207	F	X						
2	48224	M	X						
3	48214	M	X	BK					
4	48207	F		X					
5	48207	M		X					
6	48226	M	X						
7	48207	M		X					
8	48207	F		X					
9	48207	F		X					
10	48227	F		X					
11	48209	M			X				
12	48221	M	X						
13	48221	F	X						
14	48224	M	X						
15	48214	M		X					
16	48207	F		X					
17									
18									
19									
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21									
22									
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24									
25									

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MEETING PURPOSE		LOCATION OF MEETING					DATE		
Please check all that apply. Check Race/Ethnic designation.									
	List Zip Code	Indicate M = Male F = Female	White	African American	Hispanic / Latino	Asian	Native American	2 or More Races	Other
1	48226	F							
2	48207	m							
3	48207	M		✓					
4	48227	F		✓					
5	48226	M		✓					
6	48837	M		✓					
7	48226	m	✓						
8	48207			✓					
9	48201	m		✓					
10	48126	M	✓	✓					
11	48207	F		✓					
12	48203	F		✓					
13	48265	F		✓					
14	48207	m		✓					
15									
16									
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21									
22									
23									
24									
25									

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MEETING PURPOSE		LOCATION OF MEETING						DATE	
Please check all that apply. Check Race/Ethnic designation.									
	List Zip Code	Indicate M = Male F = Female	White	African American	Hispanic / Latino	Asian	Native American	2 or More Races	Other
1	48008	M	X						
2	48213	F		X					
3	48207	M		X					
4	48304	M		X					
5	48214	M	X						
6	48214	F	X						
7	48220	F	X						
8	48206	M	X	X					
9	48214	M							
10	48214	M		X					
11	48214	F	X	X					
12	48220	F				X			
13									
14									
15									
16									
17									
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22									
23									
24									
25									

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MEETING PURPOSE		LOCATION OF MEETING						DATE	
Please check all that apply. Check Race/Ethnic designation.									
	List Zip Code	Indicate M = Male F = Female	White	African American	Hispanic / Latino	Asian	Native American	2 or More Races	Other
1	48207	M	X	X					
2	48207	F							
3	48202	M		X					
4	48201	M	X						
5	48207	F	X						
6	48091	M	X						
7	48207	M		X					
8	48214	F		X					
9	48307	M	X						
10	48214	F	X						
11									
12									
13									
14									
15									
16									
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MEETING PURPOSE		LOCATION OF MEETING						DATE	
Please check all that apply. Check Race/Ethnic designation.									
	List Zip Code	Indicate M = Male F = Female	White	African American	Hispanic / Latino	Asian	Native American	2 or More Races	Other
1	48214	M		✓					
2	48837	M	✓						
3	48207	F		✓					
4	48207	F	✓						
5	48201	F	✓						
6	48207	F		✓					
7	48207	M	✓						
8	48219	F		✓				✓	
9	48150	M							Alien
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
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25									

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MEETING PURPOSE		LOCATION OF MEETING					DATE		
Please check all that apply. Check Race/Ethnic designation.									
	List Zip Code	Indicate M = Male F = Female	White	African American	Hispanic / Latino	Asian	Native American	2 or More Races	Other
1	48207	F		✓					
2	48207	M		✓					
3	48207	F	✓						
4	48207	M		✓					
5	48202	F	✓						
6	48207	M	✓						
7	48235	M		✓					
8									
9									
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15									
16									
17									
18									
19									
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MEETING PURPOSE		LOCATION OF MEETING						DATE	
Please check all that apply. Check Race/Ethnic designation.									
	List Zip Code	Indicate M = Male F = Female	White	African American	Hispanic / Latino	Asian	Native American	2 or More Races	Other
1	48216	F	X						
2	48207	F		✓					
3	48230	F	X						
4	48230	M	X	✓					
5	48267	F		✓					
6									
7									
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MEETING PURPOSE		LOCATION OF MEETING					DATE		
Please check all that apply. Check Race/Ethnic designation.									
	List Zip Code	Indicate M = Male F = Female	White	African American	Hispanic / Latino	Asian	Native American	2 or More Races	Other
1	48207	F	X						
2	48235	M	X						
3									
4									
5									
6									
7									
8									
9									
10									
11									
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MEETING PURPOSE		LOCATION OF MEETING					DATE		
Please check all that apply. Check Race/Ethnic designation.									
	List Zip Code	Indicate M = Male F = Female	White	African American	Hispanic / Latino	Asian	Native American	2 or More Races	Other
1	48221	M		<input checked="" type="checkbox"/>					
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
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25									

THANK YOU FOR YOUR PARTICIPATION!

OPEN HOUSE CHECK-OUT SURVEY

I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

CHECK-OUT SURVEY

1) OVERALL, HOW WAS YOUR EXPERIENCE AT THE OPEN HOUSE TODAY?

1 2 3 4 5
Not Very Neutral Very
Informative Informative

2) HOW WOULD YOU RATE THE PROJECT OVERVIEW STATION?

1 2 3 4 5

3) HOW WOULD YOU RATE THE DESIGN, TRAFFIC, AND MOBILITY STATION?

1 2 3 4 5

4) HOW WOULD YOU RATE THE AESTHETICS, COMMUNITY ENHANCEMENT, AND FRAMEWORK PLANS STATION?

1 2 3 4 5

5) HOW WOULD YOU RATE THE PROJECT AREA HISTORY OVERVIEW STATION?

1 2 3 4 5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

Interactive feedback. Many people to talk to

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

What is still left to decide, and how we can change the design. Specifically can we reduce lane count and overpass complexity

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

More of these, pick a topic to specialize in such as business opportunities or ped/bike paths

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I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

CHECK-OUT SURVEY

1) OVERALL, HOW WAS YOUR EXPERIENCE AT THE OPEN HOUSE TODAY?

1 2 3 4 5
Not Very Neutral Very
Informative Informative

2) HOW WOULD YOU RATE THE PROJECT OVERVIEW STATION?

1 2 3 4 5

3) HOW WOULD YOU RATE THE DESIGN, TRAFFIC, AND MOBILITY STATION?

1 2 3 4 5

4) HOW WOULD YOU RATE THE AESTHETICS, COMMUNITY ENHANCEMENT, AND FRAMEWORK PLANS STATION?

1 2 3 4 5

5) HOW WOULD YOU RATE THE PROJECT AREA HISTORY OVERVIEW STATION?

1 2 3 4 5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

Learning the ins and outs of this project

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

more information about how this will actually impact black people

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

mentioned above, I'd like to better understand how this impacts the community

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I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

CHECK-OUT SURVEY

1) OVERALL, HOW WAS YOUR EXPERIENCE AT THE OPEN HOUSE TODAY?

1
Not Very
Informative

2

3
Neutral

4

5
Very
Informative

2) HOW WOULD YOU RATE THE PROJECT OVERVIEW STATION?

1

2

3

4

5

3) HOW WOULD YOU RATE THE DESIGN, TRAFFIC, AND MOBILITY STATION?

1

2

3

4

5

4) HOW WOULD YOU RATE THE AESTHETICS, COMMUNITY ENHANCEMENT, AND
FRAMEWORK PLANS STATION?

1

2

3

4

5

5) HOW WOULD YOU RATE THE PROJECT AREA HISTORY OVERVIEW STATION?

1

2

3

4

5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS
ENTERPRISE PROGRAM STATION?

1

2

3

4

5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

The history w/ Mr. Jordan.

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN
HOUSE?

no.

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS
IN THE FUTURE?

n/a

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I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

CHECK-OUT SURVEY

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Informative Informative

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FRAMEWORK PLANS STATION?

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5) HOW WOULD YOU RATE THE PROJECT AREA HISTORY OVERVIEW STATION?

1 2 3 4 5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS
ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

Design, Traffic, + Mobility Station

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN
HOUSE?

*Timeline for where the construction will begin in specific
areas of the project*

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS
IN THE FUTURE?

No suggestions at this time

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6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS
ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

IT WAS GOOD TO GET ALL THE INFORMATION ON THE PROJECT

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN
HOUSE?

NO

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS
IN THE FUTURE?

NO IT WAS GOOD

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I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

CHECK-OUT SURVEY

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6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

INPUT + SPEAKING WITH
THOSE INVOLVED,

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

ITS EARLY, BUT MAINTENANCE
(LITTER CONTROL) ETC. NEED TO BE
ADDRESSED NOW — FOR FUNDING

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

SATISFIED,

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6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

Traffic Flow.

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

New Land Use Proposals.

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

No-

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OPEN HOUSE – APRIL 19, 2023

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1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

NOT VERY INFORMATIVE AS SET.
WOULD HAVE BEEN BETTER WITH
A POWER POINT PRESENTATION

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

PUBLIC COMMENT

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

Communicate when public meetings will occur

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OPEN HOUSE – APRIL 19, 2023

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1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

I can't wait to be a part of the workforce development Program.

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

N/A

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

N/A

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OPEN HOUSE – APRIL 19, 2023

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6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

The timeline & the opportunity
to talk to Jon from MDOT

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

How/what disruption will
occur – what should we
expect

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

Hold small sessions by inviting
the public to have a forum. Speak/
meet with all affected businesses &
organizations to find compromise.
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OPEN HOUSE – APRIL 19, 2023

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6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

The bike lanes are very important

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

More information about bike/ped safety

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

Decrease the number of lanes-the road is too wide

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5) HOW WOULD YOU RATE THE PROJECT AREA HISTORY OVERVIEW STATION?

1 2 3 4 5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

seeing design options + ability to
comment

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

climate-related design options –
more shade trees, permeable paving

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

more info on exactly what
options can be considered

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1 2 3 4 5

5) HOW WOULD YOU RATE THE PROJECT AREA HISTORY OVERVIEW STATION?

1 2 3 4 5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

All of the Above

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

the traffic signal mountings

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

N/A

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I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

CHECK-OUT SURVEY

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Informative Informative

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1 2 3 4 5

5) HOW WOULD YOU RATE THE PROJECT AREA HISTORY OVERVIEW STATION?

1 2 3 4 5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

Overview

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

NO FINAL DESIGN WILL COME LATER

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

NO

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I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

CHECK-OUT SURVEY

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1 2 3 4 5
Not Very Neutral Very
Informative Informative

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1 2 3 4 5

3) HOW WOULD YOU RATE THE DESIGN, TRAFFIC, AND MOBILITY STATION?

1 2 3 4 5

4) HOW WOULD YOU RATE THE AESTHETICS, COMMUNITY ENHANCEMENT, AND FRAMEWORK PLANS STATION?

1 2 3 4 5

5) HOW WOULD YOU RATE THE PROJECT AREA HISTORY OVERVIEW STATION?

1 2 3 4 5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

The documents were most informative

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

Can't think of a thing

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

More than one day!

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I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

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Not Very Neutral Very
Informative Informative

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1 2 3 4 5

3) HOW WOULD YOU RATE THE DESIGN, TRAFFIC, AND MOBILITY STATION?

1 2 3 4 5

4) HOW WOULD YOU RATE THE AESTHETICS, COMMUNITY ENHANCEMENT, AND FRAMEWORK PLANS STATION?

1 2 3 4 5

5) HOW WOULD YOU RATE THE PROJECT AREA HISTORY OVERVIEW STATION?

1 2 3 4 5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

Being able to have a say in the overall portion of the project.

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

Have a specific area for Q/A @ each station

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I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

CHECK-OUT SURVEY

1) OVERALL, HOW WAS YOUR EXPERIENCE AT THE OPEN HOUSE TODAY?

1 2 3 4 5
Not Very Neutral Very
Informative Informative

2) HOW WOULD YOU RATE THE PROJECT OVERVIEW STATION?

1 2 3 4 5

3) HOW WOULD YOU RATE THE DESIGN, TRAFFIC, AND MOBILITY STATION?

1 2 3 4 5

4) HOW WOULD YOU RATE THE AESTHETICS, COMMUNITY ENHANCEMENT, AND FRAMEWORK PLANS STATION?

1 2 3 4 5

5) HOW WOULD YOU RATE THE PROJECT AREA HISTORY OVERVIEW STATION?

1 2 3 4 5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

Construction during project

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

Impact on Residents living in this area

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

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I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

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1) OVERALL, HOW WAS YOUR EXPERIENCE AT THE OPEN HOUSE TODAY?

1 2 3 4 5
Not Very Neutral Very
Informative Informative

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1 2 3 4 5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

OVERVIEW, TRAFFIC FLOW, TO INCLUDE BIKE &
FOOT TRAFFIC

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

VIDEO PRESENTATION MAY BE BROKE INTO
TO SEGMENTS / AREAS / ??

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I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

CHECK-OUT SURVEY

1) OVERALL, HOW WAS YOUR EXPERIENCE AT THE OPEN HOUSE TODAY?

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Informative Informative

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1 2 3 4 5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS
ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

TRAFFIC + MOBILITY

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN
HOUSE?

ITS REALLY GOOD FOR THE I-375 MPA

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS
IN THE FUTURE?

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Informative Informative

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1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

Workforce Development & Small Business Enterprise

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

None

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

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I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

CHECK-OUT SURVEY

1) OVERALL, HOW WAS YOUR EXPERIENCE AT THE OPEN HOUSE TODAY?

1	2	3	4	5
Not Very Informative		Neutral		Very Informative

2) HOW WOULD YOU RATE THE PROJECT OVERVIEW STATION?

1	2	3	4	5
---	---	---	---	---

3) HOW WOULD YOU RATE THE DESIGN, TRAFFIC, AND MOBILITY STATION?

1	2	3	4	5
---	---	---	---	---

4) HOW WOULD YOU RATE THE AESTHETICS, COMMUNITY ENHANCEMENT, AND FRAMEWORK PLANS STATION?

1	2	3	4	5
---	---	---	---	---

5) HOW WOULD YOU RATE THE PROJECT AREA HISTORY OVERVIEW STATION?

1	2	3	4	5
---	---	---	---	---

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1	2	3	4	5
---	---	---	---	---

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

DESIGN / TRAFFIC

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

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OPEN HOUSE – APRIL 19, 2023

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1	2	3	4	5
Not Very		Neutral		Very
Informative				Informative

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1	2	3	4	5
---	---	---	---	---

3) HOW WOULD YOU RATE THE DESIGN, TRAFFIC, AND MOBILITY STATION?

1	2	3	4	5
---	---	---	---	---

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1	2	3	4	5
---	---	---	---	---

5) HOW WOULD YOU RATE THE PROJECT AREA HISTORY OVERVIEW STATION?

1	2	3	4	5
---	---	---	---	---

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1	2	3	4	5
---	---	---	---	---

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

The maps and the video of the new streets

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

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I-375 RECONNECTING COMMUNITIES PROJECT

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3) HOW WOULD YOU RATE THE DESIGN, TRAFFIC, AND MOBILITY STATION?

1 2 3 4 5

4) HOW WOULD YOU RATE THE AESTHETICS, COMMUNITY ENHANCEMENT, AND
FRAMEWORK PLANS STATION?

1 2 3 4 5

5) HOW WOULD YOU RATE THE PROJECT AREA HISTORY OVERVIEW STATION?

1 2 3 4 5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS
ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

Being able to engage with people involved in the
project. Everyone was very attentive to attendee concerns

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN
HOUSE?

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS
IN THE FUTURE?

www.michigan.gov/I375



I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

CHECK-OUT SURVEY

1) OVERALL, HOW WAS YOUR EXPERIENCE AT THE OPEN HOUSE TODAY?

1 2 3 4 5
Not Very Neutral Very
Informative Informative

2) HOW WOULD YOU RATE THE PROJECT OVERVIEW STATION?

1 2 3 4 5

3) HOW WOULD YOU RATE THE DESIGN, TRAFFIC, AND MOBILITY STATION?

1 2 3 4 5

4) HOW WOULD YOU RATE THE AESTHETICS, COMMUNITY ENHANCEMENT, AND FRAMEWORK PLANS STATION?

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5) HOW WOULD YOU RATE THE PROJECT AREA HISTORY OVERVIEW STATION?

1 2 3 4 5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

Traffic/user study → current/projected

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

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OPEN HOUSE – APRIL 19, 2023

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Informative Informative

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1 2 3 4 5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

Looking at the roadway design and potential
excess land.

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

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I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

CHECK-OUT SURVEY

1) OVERALL, HOW WAS YOUR EXPERIENCE AT THE OPEN HOUSE TODAY?

1	2	3	4	5
Not Very		Neutral		Very
Informative				Informative

2) HOW WOULD YOU RATE THE PROJECT OVERVIEW STATION?

1	2	3	4	5
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3) HOW WOULD YOU RATE THE DESIGN, TRAFFIC, AND MOBILITY STATION?

1	2	3	4	5
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4) HOW WOULD YOU RATE THE AESTHETICS, COMMUNITY ENHANCEMENT, AND FRAMEWORK PLANS STATION?

1	2	3	4	5
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5) HOW WOULD YOU RATE THE PROJECT AREA HISTORY OVERVIEW STATION?

1	2	3	4	5
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6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1	2	3	4	5
---	---	---	---	---

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

None

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

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I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

CHECK-OUT SURVEY

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Not Very Neutral Very
Informative Informative

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5) HOW WOULD YOU RATE THE PROJECT AREA HISTORY OVERVIEW STATION?

1 2 3 4 5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

PEDESTRIAN PLANNING STATION - GREAT OPPORTUNITY FOR ENGAGEMENT

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

www.michigan.gov/I375



I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

CHECK-OUT SURVEY

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Informative Informative

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1 2 3 4 5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS
ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

Design regarding pedestrian & bike safety.

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN
HOUSE?

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS
IN THE FUTURE?

www.michigan.gov/I375



I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

CHECK-OUT SURVEY

1) OVERALL, HOW WAS YOUR EXPERIENCE AT THE OPEN HOUSE TODAY?

1
Not Very
Informative

2

3
Neutral

4

5
Very
Informative

2) HOW WOULD YOU RATE THE PROJECT OVERVIEW STATION?

1

2

3

4

5

3) HOW WOULD YOU RATE THE DESIGN, TRAFFIC, AND MOBILITY STATION?

1

2

3

4

5

4) HOW WOULD YOU RATE THE AESTHETICS, COMMUNITY ENHANCEMENT, AND
FRAMEWORK PLANS STATION?

1

2

3

4

5

5) HOW WOULD YOU RATE THE PROJECT AREA HISTORY OVERVIEW STATION?

1

2

3

4

5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS
ENTERPRISE PROGRAM STATION?

1

2

3

4

5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

History &

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN
HOUSE?

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS
IN THE FUTURE?

www.michigan.gov/I375



I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

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Informative Informative

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1 2 3 4 5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS
ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

Station #11

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN
HOUSE?

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS
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www.michigan.gov/I375



I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

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1 2 3 4 5

6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

Work Force Development Station & info

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

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I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

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6) HOW WOULD YOU RATE THE WORKFORCE DEVELOPMENT AND SMALL BUSINESS ENTERPRISE PROGRAM STATION?

1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

Video and Photos of intended new
area also input on what you liked or
did not like.

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

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I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

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1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

Video

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN
HOUSE?

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS
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1 2 3 4 5

7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

Keep 375!

9) DO YOU HAVE ANY SUGGESTIONS ON HOW WE COULD IMPROVE PUBLIC MEETINGS IN THE FUTURE?

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I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

CHECK-OUT SURVEY

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1	2	3	4	5
Not Very		Neutral		Very
Informative				Informative

2) HOW WOULD YOU RATE THE PROJECT OVERVIEW STATION?

1	2	3	4	5
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1	2	3	4	5
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1	2	3	4	5
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7) WHICH PART OF THE OPEN HOUSE WAS MOST USEFUL TO YOU?

8) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS OPEN HOUSE?

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OPEN HOUSE – APRIL 19, 2023

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Informative

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Informative Informative

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ENTERPRISE PROGRAM STATION?

1 2 3 4 5

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HOUSE?

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I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

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I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE

APRIL 19, 2023



AGENDA

1. Open House Overview
2. Project Timeline
3. Project Purpose
4. Project Limits
5. Past Environmental Coordination
6. Project Equity Focus
7. Design Coordination Schedule
8. Video of the Design
9. Public Engagement and Stakeholder Outreach
10. How to Stay Engaged



OPEN HOUSE OVERVIEW

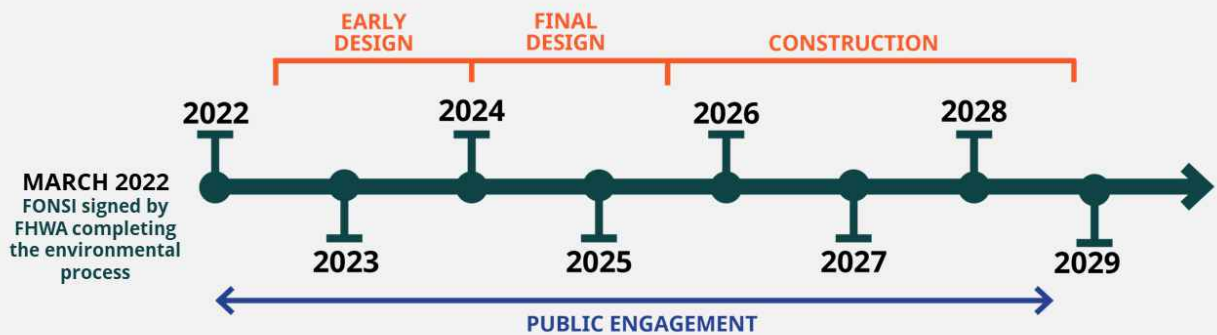
STATIONS

1. Project Overview Presentation
2. Design, Traffic, and Mobility
3. Aesthetics, Community Enhancement, and Framework Plans
4. Project Area History Overview
5. Workforce Development and Small and Disadvantaged Business Enterprise
6. Check-Out



3

PROJECT TIMELINE



4

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.

MDOT'S MISSION

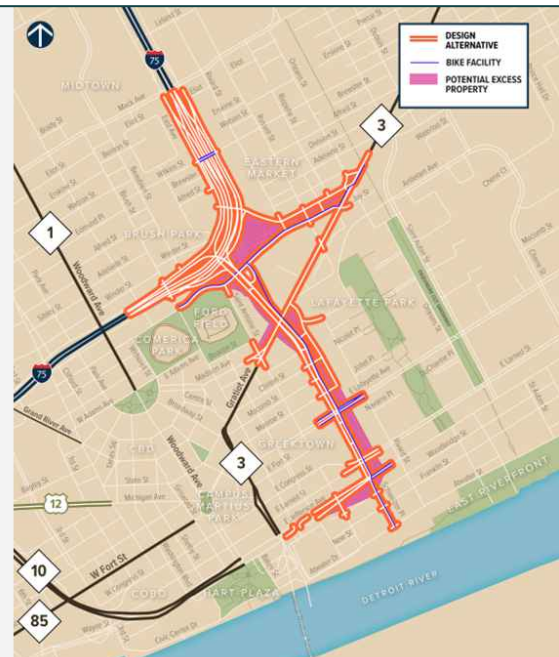
- Serve and connect people, communities, and the economy through transportation.



5

PROJECT LIMITS

- Project Limits include I-375 from the Detroit River to the I-75 Interchange, I-75 from John R St. to Mack Ave., and Gratiot Ave. from St. Antoine to the Dequindre Cut.
- **Benefits:**
 - Strengthens existing and future transportation, multimodal mobility choices, and roadway safety.
 - Improves connectivity.
 - Enhanced access enables future development and other placemaking opportunities with official land use and long-term economic development plans.
 - Enhanced connections to existing and planned transit services and improving community health, equity, and safety.



6

PAST ENVIRONMENTAL COORDINATION

2017 – 2021

- 4 public meetings
- 7 Local and Government Advisory Committee Meetings
- 12 workshops with the City of Detroit
- 70+ engagements with stakeholders

The National Environmental Policy Act of 1969

The National Environmental Policy Act of 1969, as amended (Pub. L. 91-190, 42 U.S.C. 4321-4347, January 1, 1970, as amended by Pub. L. 94-52, July 3, 1975, Pub. L. 94-83, August 5, 1975, and Pub. L. 97-224, § 4(b), Sept. 13, 1982), has Act to establish a national policy for the environment, to provide for the establishment of a Council on Environmental Quality, and for other purposes.

It is enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act may be cited as the "National Environmental Policy Act of 1969."

Purpose
Sec. 1 [42 USC § 4301].
The purposes of this Act are: To declare a national policy which will encourage productive and enjoyable harmony between man and his environment; to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man; to enrich the understanding of the ecological systems and natural resources important to the Nation; and to establish a Council on Environmental Quality.

TITLE I
CONGRESSIONAL DECLARATION OF NATIONAL ENVIRONMENTAL POLICY
Sec. 101 [42 USC § 4301].
(a) The Congress, recognizing the profound impact of man's activity on the interrelations of all components of the natural environment, particularly the profound influences of population growth, high-density urbanization, industrial expansion, resource exploitation, and new and expanding technological advances and recognizing further the critical importance of increasing and maintaining environmental quality to the overall welfare and development of man, declares that it is the continuing policy of the Federal Government, in cooperation with State and local governments, and other concerned public and private organizations, to use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans.

(b) In order to carry out the policy set forth in this Act, it is the continuing responsibility of the Federal Government to use all practicable means, consistent with other essential considerations of national policy, to improve and coordinate Federal plans, functions,

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**
 - 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**
 - 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. Curb ramps 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 signage, 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 (pedestrian refuges) 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 crossing traffic by pedestrians. MDOT will use

I-375 Reconnecting Communities Project | Finding of No Significant Impact 32



7

Project Equity Focus



Transportation for All Modes



Small Business Enterprise Program and Workforce Development



Community Enhancement Plan

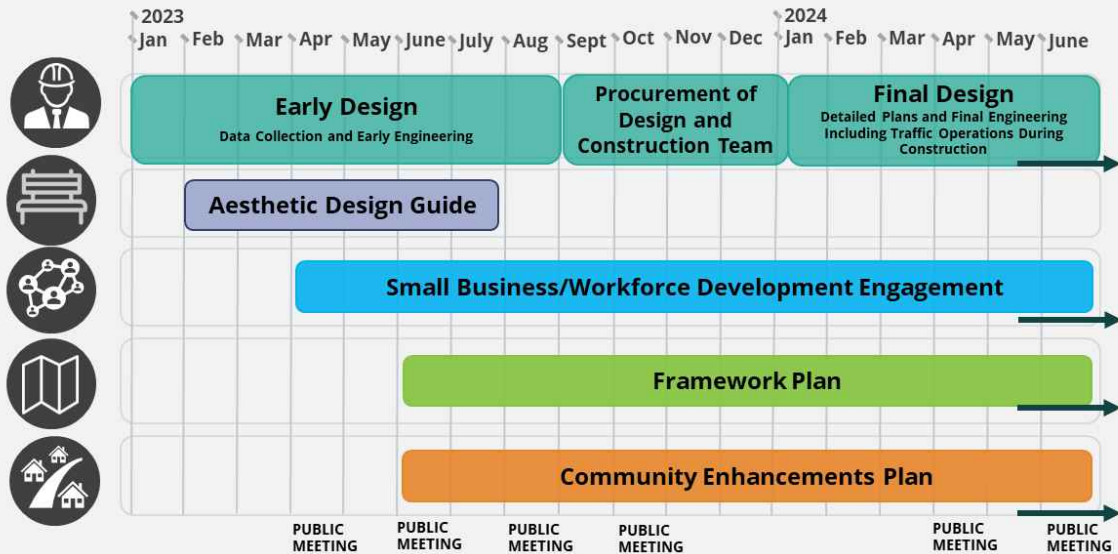


Framework Plan



8

UPCOMING DESIGN ENGAGEMENT SCHEDULE



I-375 RECONNECTING COMMUNITIES PROJECT



This video begins at Mack Avenue going south on I-75 and highlights the new interchange configuration where the far right lane will be used to access the new boulevard, while you stay left to stay on I-75 South. The path follows the new boulevard down to the Detroit Riverfront.

PUBLIC ENGAGEMENT AND STAKEHOLDER OUTREACH

How is the project team connecting with the community?

Public Meetings and Community Pop-up Events

Local Advisory Committees

Government Advisory Committee

Project phone number, website, and online comment forms

This input will also influence the overall design, the Community Enhancements Plan, Framework Plan, and Aesthetic Guidelines.



11

STAY ENGAGED

View the latest project information, reports, studies, and meeting summaries at:

www.michigan.gov/I375

- Comment: bit.ly/I375Comment
- Subscribe: bit.ly/I375subscribe

Michigan Department of Transportation

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I-375 Project

Through the I-375 project, the Michigan Department of Transportation (MDOT) plans to convert the decommissioned 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 after 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 Algonquin Street. The existing 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-375 Community Outreach](#)

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, 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 public plans for construction.



12



PRESENTATION NARRATION TRANSCRIPT

Slide 1: Title Slide

Good evening. Welcome to the Michigan Department of Transportation I-375 Reconnecting Communities Project, April 2023 Open House.

This open house will provide you with information on key project elements such as the design process, planning for land use and community enhancements, and the history of Black Bottom and Paradise Valley and its importance to the Project.

You will also have the chance to share your input today on project elements such as planning efforts for what the corridor will look like. Your opinions are greatly appreciated.

Thank you for your attendance!

Slide 2: Agenda

Throughout this short presentation, we will cover the project timeline, project purpose, project limits, benefits to Detroiters, past environmental coordination, design coordination schedule, video of the project design, public engagement and stakeholder outreach, and how to stay engaged with the Project.

Slide 3: Open House Overview

There are 6 project stations for you to visit today. You are currently at the project overview station.

Please be sure to visit every station and turn in any comments you have for the project team at the end.

Project team members will be available at every station to address any questions or concerns.

The five additional stations for attendees to visit after this presentation are:

Design, traffic, and mobility – to review design changes, traffic operations during construction, and project visualizations.

Aesthetics, Community Enhancements, and Framework Plans – to vote on aesthetic examples, learn about the aesthetic guide process, and learn about upcoming engagement planned for the community enhancement plan and framework plan beginning this summer.

Visit the Project Area History Overview Station – to review historic images, maps, and information about Black Bottom and Paradise Valley with City of Detroit Historian Jamon Jordan.

At the Workforce Development and Small and Disadvantaged Business Enterprise station – learn about the different areas of equity focus for the project that include workforce development and small business programs and opportunities.

Finally, don't forget to Check-Out – at the final station where you will turn in your "checklist" with any notes or comments you have for the project team, any additional questions or comments can be placed into the comment box. Be sure to complete the exit survey about your experience here today!

Slide 4: Project Slide

From 2017 to 2022 the project was in the environmental phase. A Finding of No Significant Impact environmental document was received in March 2022.

Early design for the project began in 2022 and is estimated to be completed in 2024 when final design begins. After final design is completed in 2025, construction will begin and last through 2028.

Early design is 30% completion that defines road alignment and impact footprints.

The final design is refining early design and including all details such as 3D modeling, final grading, traffic operations during construction, traffic signals, pavement marking, signage, and utilities.

Public engagement activities for the design phase started in 2022. Public engagement will continue through construction completion in 2028.

Slide 5: Project Purpose

Since the freeway was built nearly 60 years ago, there are deteriorating bridge and pavement conditions.

There are several curves along I-75 and I-375 that have frequent crashes and an outdated design. Connectivity, both vehicular and nonmotorized, is lacking and can be confusing in getting into and out of the area.

The I-375 Reconnecting Communities Project will replace the outdated freeway and deteriorating roadways and structures while improving safety and connectivity and supporting economic development and placemaking opportunities.

The project will deliver a solution that considers safety, operations, pedestrian connectivity, and access to downtown destinations for motorized and non-motorized travelers.

Additionally, the project will address historic environmental justice and social equity concerns, develop a Community Enhancement Plan that honors the history and supports the current needs of the project area, and advance a program focusing on workforce development and supporting small and minority-owned businesses.

MDOT's mission is to serve and connect people, communities, and the economy through transportation.

Slide 6: Project Limits

Project Limits include I-375 from the Detroit River to the I-75 Interchange, I-75 from John R Street to Mack Avenue, and Gratiot Avenue from St. Antoine St. to the Dequindre Cut.

The design alternative will: strengthen existing and future transportation, multimodal personal mobility choices, and roadway safety conditions for all users; improve connectivity to surrounding areas for both vehicular and non-motorized users; enable future development and other placemaking opportunities with official land use and long-term economic development plans; and enhance connections to existing and planned transit services and improve community health, equity, and safety.

Slide 7: Past Environmental Coordination

The National Environmental Policy Act of 1969 (NEPA) requires all projects receiving federal dollars or approval to be reviewed for environmental impacts.

The project team has had a robust stakeholder engagement process since 2017 and has hosted:

4 public meetings, 7 Local and Government Advisory Committee meetings, 12 workshops with the City of Detroit, and more than 70 engagements with 25 different stakeholders.

The project team has met with numerous stakeholders including neighborhood associations, businesses, civic stakeholders, faith-based groups, educational stakeholders, and others.

The input and feedback from all these meetings helped to develop the Selected Alternative.

MDOT continuously heard from the public that the local community prefers the replacement of the freeway with a facility that provides greater community connectivity and more transportation options and that the project acknowledges the destruction that the original construction caused.

All changes made to the 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).

No expected significant environmental impacts were found upon the project's construction of the Selected Alternative.

The FONSI green sheet laid the foundation for equitable project delivery in response to the public's comments and feedback.

Slide 8: Project Equity Focus

MDOT is committed to addressing historical environmental justice impacts of the original I-375 construction and improving social, environmental, and economic equity outcomes through the execution of the I-375 project as articulated through the environmental clearance Finding of No Significant Impact statement and the associated "Green Sheet".

There are four areas where the Project focuses on equitable outcomes:

The first is associated with the design, to incorporate transportation that works for all modes. This is ongoing and started in the environmental phase when multimodal concepts were developed. This will continue as the corridor is finalized in design taking into account motorized, non-motorized, and public transportation.

The second is underway: to ensure small local business participation and workforce development are a major focus for this project and the project team and to develop

plans and work with other partner agencies to create opportunities for local business participation in design and construction.

The third and fourth regard the project improvements and guidelines required for advancing social equity and addressing historic environmental injustices within the project area and are outlined in the FONSI. The FONSI includes a commitment to prepare a Community Enhancements Plan to guide coordination between MDOT and other partners to deliver additional project enhancements to the community.

It also includes the commitment to prepare a Framework Plan that will include:

Community aspirations for design, acknowledgment of project area history, multimodal connectivity, stormwater management, and use of any future excess parcels to support City of Detroit priorities

Zoning and design standards for any future excess parcels resulting from narrowing the roadway footprint

And an implementation strategy for MDOT, the City of Detroit, and community partners

Development of the Community Enhancements Plan and Framework Plan will occur over this 12-month span.

Slide 9: Upcoming Design Engagement Schedule

Early design began in January of 2023 with data collection and refinement of the conceptual layout, or early engineering.

Final design will begin in early 2024 and include detailed plans and final engineering including traffic operations during construction

Conversations around the aesthetic design guide started in February 2023 and will last until July of 2023.

Small Business and Workforce Development Engagement is underway and will continue through project completion.

Conversations surrounding the Framework Plan and Community Enhancements Plan will begin in June 2023 and will continue through 2025.

The Project team will also be planning additional 2023 public meetings to be held in June, August, and October, and 2024 meetings in April and June.

Slide 10: Aerial Corridor Modeling Video

This aerial video begins at Mack Avenue going south on I-75 and highlights the new interchange configuration where the far-right lane will be used to access the new

boulevard, while you stay left to stay on I-75 South. The path follows the new boulevard down to the Detroit Riverfront.

As you move south down I-75 from Mack Ave. there are two new entrance and exit ramps on both sides of the freeway.

Further south is the new Wilkins St. Bridge. The bridge will feature wide sidewalks and biking paths for pedestrians.

After crossing Wilkins Street, as you approach Eastern Market, there is a new southbound I-75 exit to the Brush Park area and a new local connection and street that connects to Eastern Market.

Just south of the new local connector will be a new southbound exit to the new boulevard and access to local streets in the Central Business District.

As we follow the new southbound exit toward the new boulevard, we approach a new signalized intersection leading to the new boulevard with medians in the center of the roadway.

As we continue toward Gratiot Ave, the boulevard has 4 lanes going north and south with sidewalks and bike paths going continuously down the boulevard.

South of Gratiot Ave., the boulevard switches to 3 lanes north and south.

With the existing footprint of I-375 being decreased, potential excess property land will be available for reuse and the value of that land will do towards community enhancements. This is all the land you see on the left as grass fields that have hatching marks over them.

As you can see, the new boulevard features new signalized intersections at Gratiot Avenue, Clinton Street, Monroe Street, East Lafayette Street, Larned Street, and East Jefferson Avenue as you continue south.

The wide sidewalks and medians are currently shown with few pedestrian streetscape features, these will be developed as part of the current engagement on the corridor aesthetics guide.

The Boulevard reduces to two lanes in each direction south of East Jefferson Avenue.

As you approach the end of the boulevard you approach the Detroit Riverfront, a new connection that will be created.

Slide 11: Public Engagement and Stakeholder Outreach

The Project Team is continuously gathering input from community members and stakeholders through meetings and from comment forms. The Team is also

meeting regularly with resident and local advisory committees, as well as the government advisory committee.

Public input will influence the project design, community enhancements plan, land use framework plan, and aesthetic guidelines.

Ongoing public outreach and stakeholder engagement will continue throughout project construction.

We encourage you to participate and share feedback with MDOT through the project website, project email or phone number, and comment form.

Be sure to look out for notices on upcoming neighborhood listening sessions and public meetings this summer.

Slide 12: Stay Engaged

Please stay engaged with the Project team by visiting the project website, www.Michigan.gov/I375. Through the project website, you can view the latest project information, reports, studies, and meeting summaries, leave a comment for the project team, or subscribe to project updates.

Slide 13: Thank You!

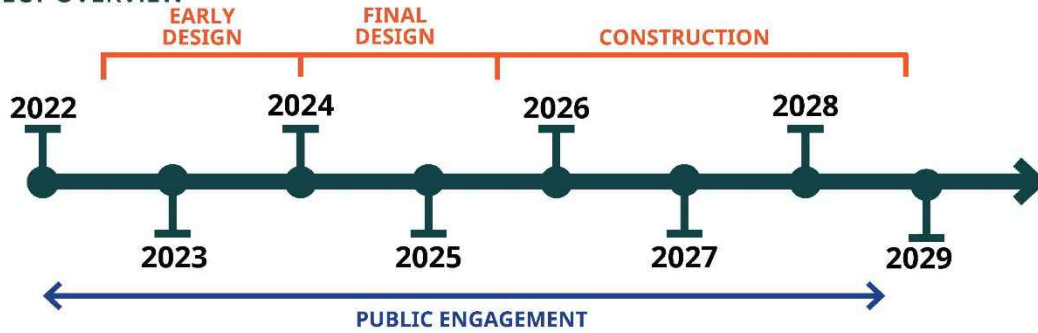
The I-375 project team thanks you for attending today's open house! We've asked you on many occasions to make the I-375 corridor better and you've shared your ideas and time along the way. We look forward to continuing to work with you as the project proceeds into design and construction. You can also reach out to the Project team via email at MDOT-I-375corridor@michigan.gov. This concludes our presentation, be sure to visit the rest of the open house stations and please let a project team member know if you have any questions or need any assistance.

PROJECT BOARDS

I-375 RECONNECTING COMMUNITIES PROJECT

Timeline

PROJECT OVERVIEW



PROJECT EQUITY FOCUS



Transportation
for All Modes



Small Business Enterprise
Program and Workforce
Development



Community
Enhancement
Plan

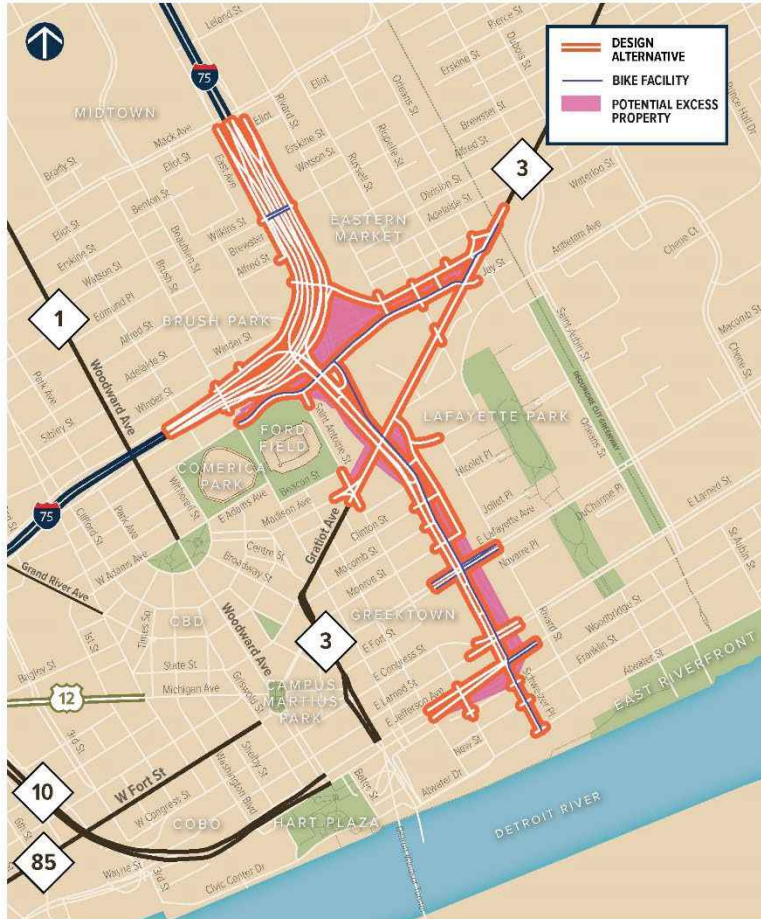


Framework
Plan

I-375 RECONNECTING COMMUNITIES PROJECT

Project Limits

PROJECT OVERVIEW



I-375 RECONNECTING COMMUNITIES PROJECT

Geometric Changes and Signal Locations

DESIGN, TRAFFIC, AND MOBILITY

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

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 STREET

- 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

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

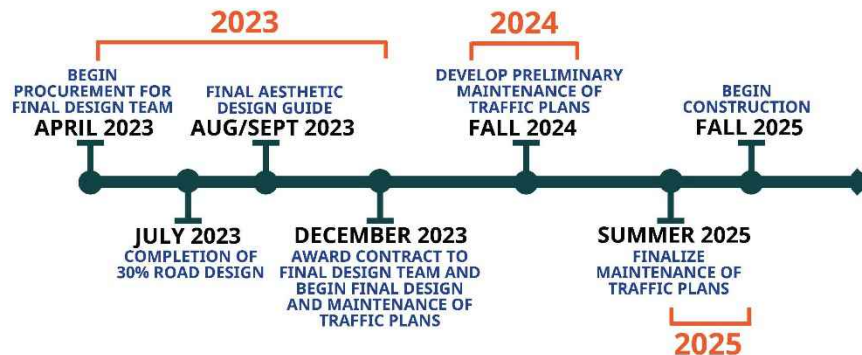


I-375 RECONNECTING COMMUNITIES PROJECT

Traffic Operations During Construction

DESIGN, TRAFFIC, AND MOBILITY

- Access to local businesses will be maintained at all times, do you prefer more lanes open with a longer construction timeframe or fewer lanes open with a shorter construction timeframe?
- When are the **most critical times** to evaluate changes to access in the project area (i.e. times of day, days of the week, special events)?
- Which transportation facilities are **most important** to maintain access to (i.e. roadway routes, bus routes, pedestrian facilities)?



I-375 RECONNECTING COMMUNITIES PROJECT

Pedestrian Experience

DESIGN, TRAFFIC, AND MOBILITY

- New two-way local road improves access to local destinations and provides buffered bike lanes and sidewalks
- Minimize cross section of the new Boulevard by using 11-foot lane widths (12-foot lanes are standard)



- Slower 35 mph speed on the Boulevard. High frequency of signals to access the city-grid increases pedestrian mobility and slows vehicles
- Include pedestrian refuge islands providing a place to rest and reducing the amount of time the pedestrian is in the roadway
- Promote safe and efficient pedestrian crossing of new Boulevard with high visibility crosswalks and daylighting at intersections
- Signalized intersections designed with adequate crossing time and countdown pedestrian signals



I-375 RECONNECTING COMMUNITIES PROJECT

Community Enhancements Plan and Framework Plan

AESTHETICS, COMMUNITY ENHANCEMENTS, AND FRAMEWORK PLAN

The **FONSI (Finding of No Significant Impact)** describes commitments MDOT has made to FHWA to mitigate impacts of the Selected Alternative

- The **Green Sheet** lists the improvements and guidelines required for advancing social equity and addressing historic environmental injustices within the project area
- The FONSI also includes a commitment to prepare a **Community Enhancements Plan**, to guide coordination between MDOT and other partners to deliver additional project benefits to the community

The **Reconnecting Communities Framework Plan** will be developed in coordination with the City of Detroit and community stakeholders and will include:

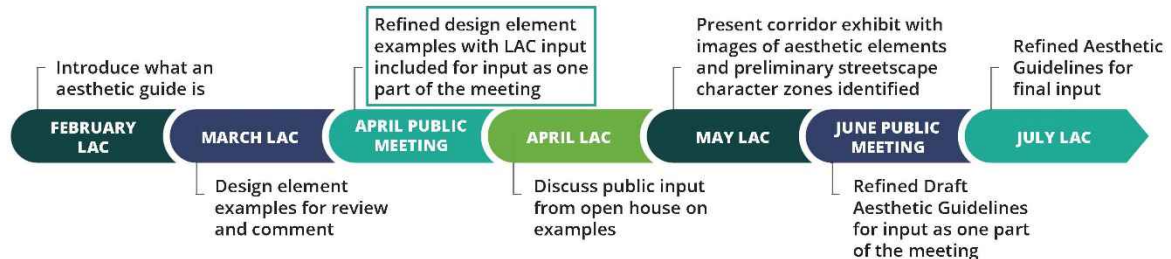
- Community aspirations for design, acknowledgment of project area history, multimodal connectivity, stormwater management, and use of any future excess parcels to support City of Detroit priorities
- Zoning and design standards for any future excess parcels resulting from narrowing the roadway footprint
- An implementation strategy for MDOT, the City of Detroit, and community partners



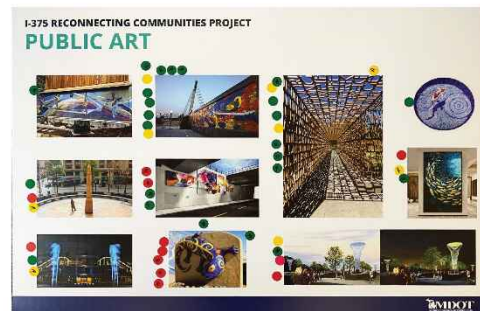
I-375 RECONNECTING COMMUNITIES PROJECT

Aesthetic Process

AESTHETICS, COMMUNITY ENHANCEMENTS, AND FRAMEWORK PLAN



- Design element precedents and examples for review and comment
- Images are inspiration-only at this point
- Share reactions:
 - ▶ Green ● : Like
 - ▶ Yellow ● : Somewhat like
 - ▶ Red ● : Dislike



I-375 RECONNECTING COMMUNITIES PROJECT

Streetscape Character

AESTHETICS, COMMUNITY ENHANCEMENTS, AND FRAMEWORK PLAN



I-375 RECONNECTING COMMUNITIES PROJECT

Median Planting

AESTHETICS, COMMUNITY ENHANCEMENTS, AND FRAMEWORK PLAN



I-375 RECONNECTING COMMUNITIES PROJECT

Planters

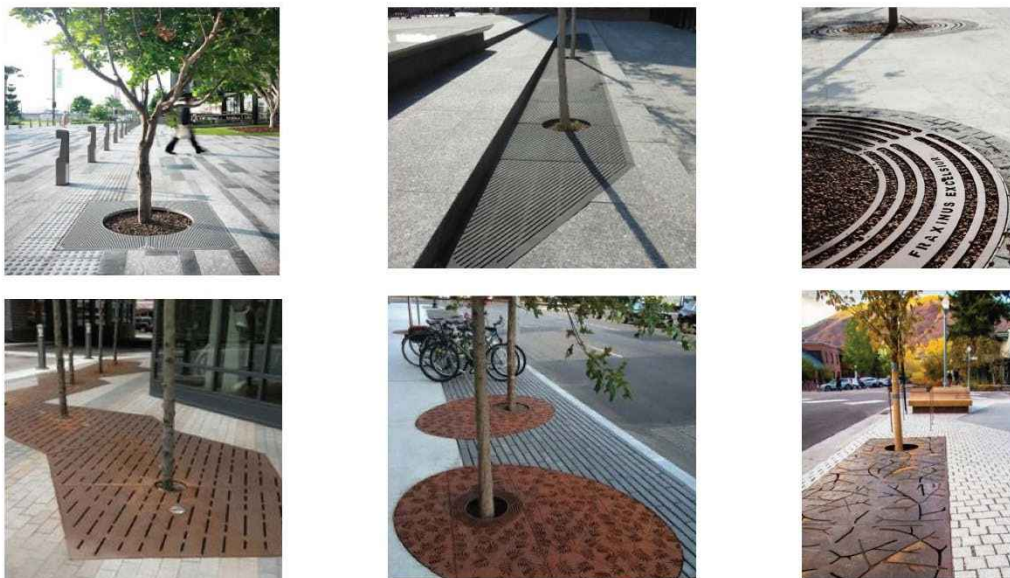
AESTHETICS, COMMUNITY ENHANCEMENTS, AND FRAMEWORK PLAN



I-375 RECONNECTING COMMUNITIES PROJECT

Tree Grates

AESTHETICS, COMMUNITY ENHANCEMENTS, AND FRAMEWORK PLAN



I-375 RECONNECTING COMMUNITIES PROJECT

Paving

AESTHETICS, COMMUNITY ENHANCEMENTS, AND FRAMEWORK PLAN



I-375 RECONNECTING COMMUNITIES PROJECT

Pathways

AESTHETICS, COMMUNITY ENHANCEMENTS, AND FRAMEWORK PLAN



I-375 RECONNECTING COMMUNITIES PROJECT

Bicycle Loops

AESTHETICS, COMMUNITY ENHANCEMENTS, AND FRAMEWORK PLAN



I-375 RECONNECTING COMMUNITIES PROJECT

Benches

AESTHETICS, COMMUNITY ENHANCEMENTS, AND FRAMEWORK PLAN



I-375 RECONNECTING COMMUNITIES PROJECT

Shelters

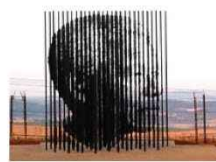
AESTHETICS, COMMUNITY ENHANCEMENTS, AND FRAMEWORK PLAN



I-375 RECONNECTING COMMUNITIES PROJECT

Public Art

AESTHETICS, COMMUNITY ENHANCEMENTS, AND FRAMEWORK PLAN



I-375 RECONNECTING COMMUNITIES PROJECT

I-75/I-375 Interchange Bridges

AESTHETICS, COMMUNITY ENHANCEMENTS, AND FRAMEWORK PLAN



I-375 RECONNECTING COMMUNITIES PROJECT

Feature Lighting

AESTHETICS, COMMUNITY ENHANCEMENTS, AND FRAMEWORK PLAN



Due to a printing error this board was only shown for the online meeting materials and was not present at the public open house.

I-375 RECONNECTING COMMUNITIES PROJECT

Historic Markers

AESTHETICS, COMMUNITY ENHANCEMENTS, AND FRAMEWORK PLAN



I-375 RECONNECTING COMMUNITIES PROJECT

History of the Project Area

HASTINGS STREET AND NEIGHBORHOODS



Hastings St. near Mack Ave., 1959.



I-75 Construction on Hastings St., 1961.



Hastings St. and Gratiot Ave., 1956.



A residence in Black Bottom.



1522 Monroe St., Black Bottom, 1949.

Sources: Detroit Historical Society, Reuther Library - Wayne State University, Burton Collection - Detroit Public Library.



I-375 RECONNECTING COMMUNITIES PROJECT

History of the Project Area

DOWNTOWN DETROIT AERIAL VIEW



1949



1961

Source: Wayne State University.



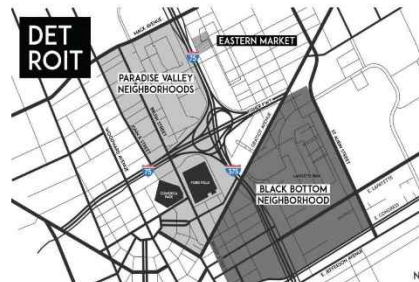
I-375 RECONNECTING COMMUNITIES PROJECT

History of the Project Area

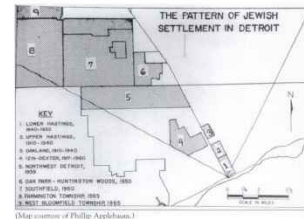
HISTORIC DEMOGRAPHICS



Black Bottom, in the Savoyard riverbed.



Black Bottom and Paradise Valley neighborhood limits.



Jewish Detroiters open doors.

Pre-1700s

Native Americans, esp. the Odawa

Early 1700s

The French and Black people

Mid to Late 1700s

The British

Early 1800s

The Irish and Germans

Early to Mid 1800s

German Jewry

Early to Late 1800s

Black people, free and via the Underground Railroad

Late 1800s to Early 1900s

Greeks, Italians, and Poles
Polish, Russian and Eastern European Jewry
Lebanese people and Syrians

Early 1900s

Southeast Asians and Chinese people

Early 1900s to 1950s

More Black people via the Great Migration

Sources: Volume One Studio, Detroit Is It and Ken Coleman, Phillip Applebaum.



I-375 RECONNECTING COMMUNITIES PROJECT

History of the Project Area

COMMUNITY AMENITIES



Lucy Thurman Branch, YWCA, 1963.



Barstow Elementary School, 1951.



Bethel AME Church at Hastings and Napoleon Streets, built 1889.



St. Matthew's Episcopal Church at St. Antoine and Congress Streets, built 1851.

Sources: Detroit Public Library, Detroit Historical Society, St. Matthew's Episcopal Church.



I-375 RECONNECTING COMMUNITIES PROJECT

History of the Project Area

BUSINESSES AND ENTERTAINMENT



Club Plantation, 1935.



Night life in Paradise Valley.



Forest Club, c. 1930s.



Club Sudan, Nordwood Hotel, 1946.
Willie Anderson, piano. Jo Jones, drums.



Club Harlem's Shim Sham Shimmy Chorus.



Warfield Theatre on Hastings St., c. 1940s



Hastings St., 1942.

Sources: Knight Foundation, Orlin Jones, The Henry Ford, Detroit Historical Society



I-375 RECONNECTING COMMUNITIES PROJECT

Small Business Enterprise and Workforce Development

MDOT Contracting Process

Prior to hiring a Construction Contractor, MDOT plans to engage Small and Disadvantaged businesses in Detroit to facilitate the process or training to become project-ready

MDOT puts a project out for bid

Contractors bid on it

Contractors look for businesses that are DBE-certified and have MDOT pre-qualifications

Small Business Enterprise and Workforce Development Planning

GOAL

Engage Detroit-based, minority-owned businesses and workforce in the execution of the pre-construction, construction, and post-construction services.

PRE-CONSTRUCTION ACTIVITIES

NOW – 2025

- Small Business Enterprise Program
- Labor Opportunity Enhancement
- High School and College Internships
- Construction and Maintenance Contractor and Labor Preparation

CONSTRUCTION ACTIVITIES

2025 – 2028

- Project packaging and phasing to maximize opportunities
- Construction contract provisions to incentivize social, environmental, and economic equity outcomes
- Small Business Enterprise program
- Labor opportunity enhancement
- Existing local business considerations
- Workforce development
 - ▶ To include training, support services and apprenticeships



APPENDIX C: COMMENTS

OPEN HOUSE STANDARD FORM

COMMENT	ZIP CODE
I hope you can draw inspiration from the American Road Project on Oakland Ave/ Euclid in the North End neighborhood.	48202
As you know, this boulevard is not yet pedestrian friendly and does not yet support an environment in which people will want to be. The current plan is too car oriented, serving the needs of the car and not the resident. Other forms of transit should be supported more than just biking (which is not continuous). The connection between Lafayette Park and residential communities to Eastern Market is not fully thought out, Brush Park too. Keep up the progress!	48207
Too many vehicular lanes of traffic that make this current design dangerous. Two lanes in each direction with narrow widths (10ft.) would make the road safer for non-motorized users. 35 mph is too fast of a speed limit, it should be 25 mph. Bike lanes should be on north and south bound sides.	48207
Yes, it's early but discussion needs to occur on maintenance. I.e. Trash and litter mitigation including funding for this in perpetuity. This city and state has a major litter problem. We are good at announcing and completing wonderful projects, not on follow through. I foresee-what will be green space for likely many years- to be trash and litter collectors. The time is now to address this.	48207
I would like to see priority given to pedestrians and cyclists. There are too many lanes in the proposed intersections with the Lafayette, and I'm concerned it will be difficult/uncomfortable to cross on foot.	48207
I'm concerned about the impact of this project on residents and the lack of information presented about this at community meetings. I'm concerned about access to our property during and after construction. I'm concerned with the unknowing status of all the excess property this project creates. I'm concerned about the influx of people based on the unknowing of the excess property - will it be small businesses with new traffic or build up that blocks the current views that residents have. The Property Manager of Jean Rivard was on the Advisory Council- she is no longer the manager or a resident, so I have no idea who is representing the residents.	48207
Reduce traffic lanes. Wide roadways are not conducive to "connectivity" and impede pedestrian-use. Consider wide pedestrian median down the middle with lots of big shade trees. Median should be big enough to program with cafes, pop-up shops, food trucks, etc.	48207

COMMENT	ZIP CODE
Using "ditch" area to be able to fill up with excess storm water runoff and a lid over it...to reduce flooding in neighborhoods.	
Biggest concern is there not being any street parking along the eastside of the boulevard, If the land to the east is going to be available for redevelopment, and that development is retail/commercial, then that development needs street parking.	48214
Are there going to be dedicated, protected bike lanes and lanes for bus use only? The boulevard has almost 8 lanes and it doesn't seem like there is consideration for those things based on the video.	48225
The way they have metro transit in Washington D.C., Maryland, and Virginia. I want to see it extend from there to here. The name of the company is WAMATA - DC Metro- this applies to the buses as well including Ride All. Would like to see more accessible transportation for handicap and be free and time constrained. When they come to pick you it needs to be flexible and free. Make everything accessible for handicap. If transit runs electronically, needs to have people driving and be eco-friendly applies to all. For the pipes, they need to be censored to be environmentally friendly.	48226
I'm not sure I'm committed to vast expenditures for this single mile, if it compromises other MDOT investments in the city limits-we need reinvestment more than most any metro area. If 375 becomes a commercial boulevard, I want to see African American ownership and/on participation in the property benefits. I am white, bet this land was taken from African Americans so do not make another white people grab!	48226
What's the plan to keep traffic coming into Greektown?	48226
As the longest running Greek restaurant in the city, we are distraught and disappointed despite all the issues we are currently dealing with in the past few years, instead of the city and the state we live in to have been interested in us for 53 years, we are continuously disregarded as one of the few ethnic districts left in the city and more burden is added on us making it impossible to survive. We are literally being shot at from all angles. We have been pioneers of success and sustainability in this city and have never been recognized as that and now it's again being worked against us.	48226
My biggest concern is affordable housing. I'm all for improvements; but I have been gentrified out of both Midtown and downtown. I have lived in Detroit my entire life...almost 58 years. It isn't fair that all of a sudden, I can't afford to live here. "Affordable" is different for everyone. I shouldn't be kicked out of a city that I have stuck w/ and put up with for all these years, just because I don't have enough money. Even if I CAN afford the affordable	48230

COMMENT	ZIP CODE
housing, I will end up on a 10-year waiting list to get in!! "Affordable" is different for everyone. And low income doesn't automatically mean "undesirable". I want to live downtown again. I had to move in with my brother in Grosse Pointe because it's what I can afford.	
The exploitive, racist, and discriminatory agenda behind the build of 375 should begin this project with giving and starting Detroit's Reparations Fund. When will your developers meet with the Detroit Reparations Task Force?	48238
Hello, I have a few brief questions about the I-375 Reconnecting Communities Project. -I understand that the current design for the project is called the Design Alternative Map, which is posted on Michigan's Department of Transportation Website. I further understand that this is still an early design that is subject to change. Is that correct? -The U.S. Department of Transportation awarded a \$104,600,000 grant to this project. Aside from awarding these funds, is the U.S. Department of Transportation involved in any way with this project? For example, has been involved in designing or overseeing the redesign of the location? -Will this project have any impact on the private properties immediately next to the I-375? For example, will the project require the government to seize portions of any nearly private property, such as property next to sidewalks? -There is a map of the current 1-375 Project Design Alternative on your website. This map contains is highlighted indifferent colors based on the proposed modifications to specific areas for the project. For example, areas highlighted turquoise are intended to be sidewalks, and areas highlighted in striped red are potential excess property. Areas highlighted in striped pink are referred to as "easement"--are these portions of private property that the government (state, federal, or local) intends to acquire for the project? If so, does the government intend to acquire this property by way of eminent domain? Thanks	91403
This project presentation design has been totally disrespectful to the residents of Detroit. Defused stations to silent the people. Totally disrespectful! There are so many ways to improve the design of this project. This committee really does not want vocal/oral input from the residents/public. The old divide and conquer trick!! Shame on you!	N/A
Looks good! I would like to see a bit more attention to the "Gratiot Connector" part. Many opportunities to connect to/ improve access to Eastern Market via north/south streets such as Riopelle and Orleans. Would love to see at least one of these streets make it to a full, signalized intersection at Gratiot- and continue straight across! Would also be helpful to see city's plans for adjacent local streets - for instance connecting Russell	N/A

COMMENT	ZIP CODE
to Lafayette Park area by removing the curves/wall south of Gratiot. Finally, don't fear "weird" intersection geometry. From a walkability/place making standpoint, it's probably better if not every intersection is a simple/ square "right angle" If odd angles/3-phase traffic signals cause motorists to slow down, that's a net plus!	
Keep 375! Or put a bridge over the new modified road where traffic can egress and ingress, come and go.	N/A
The design right now is an at-grade highway. Limit the number of lanes, make transit only lanes, protected bike lanes, streetscaping as a Road Diet for land use. Make no setbacks, this will not connect neighborhoods if cyclists and pedestrians do not feel safe. Increase transit to allow for Transit-Oriented Development, allow zoning for residential, commercial, and no parking lots.	N/A
Please focus on keeping things practical.	N/A

I-375 Reconnecting Communities Project Comment Form



I-375 Open House

Virtual Comment Form

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provide MDOT with your
comments by:**

- Dropping it into the comment box
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- Sending your comments to:
**Attn: Jonathan Loree,
P.E.**
Michigan Department of
Transportation
P.O. Box 30050
Lansing, MI 48909

Name (Please Print): [REDACTED]

Date: 4/19/23

Address: [REDACTED]

Organization: [REDACTED]

Email Address: [REDACTED]

Comments:

Write on the back or use additional pages if necessary.

Biggest concern is there not being any street parking along the eastside of the boulevard. If the land to the east is going to be available for redevelopment then if that development is retail/commercial, then that development needs street parking.

Thank you!



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Name (Please Print):

[Redacted Name]

Date: 04/9/23

Address:

[Redacted Address]

Organization:

[Redacted Organization]

Email Address:

[Redacted Email Address]

Comments:

Write on the back or use additional pages if necessary.

I HOPE YOU CAN DRAW INSPIRATION
FROM THE AMERICAN ROAD PROJECT
ON OAKLAND AVE/EUCHID IN
THE NORTH END NEIGHBORHOOD

Thank you!



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Name (Please Print):

Date:

4-19-23

Address:

Organization:

Email Address:

Comments:

Write on the back or use additional pages if necessary.

YES ITS EARLY, BUT DISCUSSION
NEEDS TO OCCUR ON MAINTENANCE
ie: TRASH + LITTER MITIGATION. INCLUDING
FUNDING FOR THIS IN PERPETUITY.
THIS CITY + STATE HAS A MAJOR

Thank you!



LITTER PROBLEM. WE ARE GOOD
AT ANNOUNCING + COMPLETING
WONDERFUL PROJECTS. NOT
~~ON~~ FOLLOW THROUGH!

I FORSEE - WHAT WILL BE GREEN
SPACE FOR LIKELY MANY YEARS-
TO BE TRASH + LITTER COLLECTORS.
THE TIME IS NOW, TO ADDRESS
THIS,

Thank you!



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Name (Please Print):

Date: 4-19-23

Address:

Organization:

Email Address:

Comments:

Write on the back or use additional pages if necessary.

- Too many vehicular lanes of traffic that make this current design dangerous.
- Two lanes in each direction with narrower widths (10 ft.) would make the road safer for non-motorized users.
- 35 mph is too fast of a speed limit, it should be 25 mph
- Bike lanes should be on north and south board sides

Thank you!



- Create a BRT lane for buses only to travel on
- This design will create a speedway that is bad for businesses that will be along the road and dangerous for people walking and biking. It will also create a lot of noise for new potential residents of adjacent development

Thank you!



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Lansing, MI 48909

Name (Please Print):

Date:

4.19.23

Address:

Organization:

Email Address:

Comments:

Write on the back or use additional pages if necessary.

~~Rig~~ The way they have metro transit in D.C, mary land and VA, I want to see it extend from there to here. The name of the company is

Thank you!



WAMATA -DC Metro - this
applies to the buses as well
including Ride All.

would like to see more accessible
transportation for handicap
and be free and not time
constrained

when they come to pick you
up it needs to be flexible
and free

make every thing accessible
for handicap

if transit run electronically
needs to have ppl driving
and be eco-friendly.
applies to all

for the pipes, they need to ~~not~~
be a sensor to be environmentally
friendly.

Thank you!



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Name (Please Print): [REDACTED]

Date: 4/19/23

Address: [REDACTED]
[REDACTED]

Organization: [REDACTED]

Email Address: [REDACTED]

Comments:

Write on the back or use additional pages if necessary.

As you know, this boulevard is not yet pedestrian friendly and does not yet support an environment in which people will want to be. The current plan is too car oriented, serving the needs of the car and not the resident. Other forms of transit should be supported

Thank you!



more than just biking (which is not continuous).
The connection between Lafayette Park + residential
communities to Eastern Market is not fully thought
out, Brush Park too.

Keep up the progress!!

Thank you!



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Name (Please Print): _____

Date: 4-19-23

Address: _____

Organization: _____

Email Address: _____

Comments:

Write on the back or use additional pages if necessary.

My biggest concern is affordable housing. I'm
all for improvements; but I have been gentrified out
of both Midtown and downtown. I have lived in Detroit
my entire life... almost 58 years. It isn't fair that all
of a sudden I can't afford to live here. "Affordable" is
Thank you!



different for everyone. I shouldn't be kicked out of a city that I have stuck w/ and put up with for all these years, just because I don't make enough money.

~~Even if it's called "affordable" now~~

Even if I CAN afford the affordable housing, I will end up on a 10 year waiting list to get in!!

"Affordable" is different for everyone. And low income doesn't automatically mean "undesirable".

I want to live downtown again.

I had to move in with my brother in GP because it's what I could afford.

Thank you!



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Lansing, MI 48909

Name (Please Print): [REDACTED]

Date: 4/19/23

Address: [REDACTED]
[REDACTED]

Organization: [REDACTED]

Email Address: [REDACTED]

Comments:

Write on the back or use additional pages if necessary.

As the longest running greek restaurant in the city we are distraught and disappointed that despite all the issues we are currently dealing with the past few years instead of the city and the state we live in and have been invested in

Thank you!



for 53 years we are continuously disregarded
as one of the few ethnic districts left in
the city and more burden is added on us
making it impossible to survive. We are
literally being shot at from all angles.
We have been pioneers of success &
sustainability in this city and have never
been recognized as that and now it's
being worked against us.

Thank you!



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Date: 4/19/23

Address:

Organization:

Email Address:

Comments:

Write on the back or use additional pages if necessary.

The design right now is an at grade
highway. Limit the # of lanes,
make transit only lanes, protected
bike lanes, streetscaping as a road diet
for land use, make ~~no~~ no set backs

Thank you!



this will not connect neighborhoods
if cyclists + pedestrians do not
feel safe

increase transit to allow for TOD
allow zoning for residential,
commercial, + no parking lot

Thank you!



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Name (Please Print): _____

Date: 04/19/2023

Address: _____

Organization: _____

Email Address: _____

Comments:

Write on the back or use additional pages if necessary.

Please focus on keeping things practical

Thank you!



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Date: 4/19/2023

Address: [REDACTED]

Organization: [REDACTED]

Email Address: [REDACTED]

Comments:

Write on the back or use additional pages if necessary.

The exploitive, racist, and discriminatory agenda behind the build of 375 should begin this project with giving and starting Detroit's Reparations Fund. When will your developers meet with the Detroit Reparations Task force

Thank you!



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Name (Please Print): [REDACTED]

Date: 4/19/23

Address: [REDACTED]

Organization: [REDACTED]

Email Address: [REDACTED]

Comments:

Write on the back or use additional pages if necessary.

Whats the plan to keep traffic
coming into Macktown?

Thank you!



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Date: 4-19-23

Address: [REDACTED]

Organization: [REDACTED]

Email Address: [REDACTED]

Comments:

Write on the back or use additional pages if necessary.

① I'm not sure ~~at~~ I'm committed to vast expenditures for this single mile, if it compromises other MDOT investments in the city limits — we need reinvestment more than most any metro area

② If 375 becomes a commercial boulevard, I want to see African-American ownership and/or participation in the property benefits. I am white, but

Thank you!

this land was taken from African Americans
so do not make this another white people grab!



THX

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Name (Please Print): [REDACTED]

Date: 04-19-23

Address: [REDACTED]
[REDACTED]

Organization: [REDACTED]

Email Address: [REDACTED]

Comments:

Write on the back or use additional pages if necessary.

use Jing "DITCH" area to be able to fill up w/
excess storm water runoff + lid over it ...
reduce flooding in neighborhoods

Thank you!



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Name (Please Print): [REDACTED]

Date: 04-19-23

Address: [REDACTED]

Organization: [REDACTED]

Email Address: [REDACTED]

Comments:

Write on the back or use additional pages if necessary.

*Reduce traffic lanes. Wide roadways
are not conducive to "connectivity" - impede
pedestrian use. Consider wide pedestrian
median down middle w/ lots of big shade trees.
Median should be big enough to program
w/ cafes, pop-up shops, food trucks
etc.*

Thank you!



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Name (Please Print): _____

Date: APR 19 '23

Address: _____

Organization: _____

Email Address: _____

Comments:

Write on the back or use additional pages if necessary.

HI - LOOKS GOOD! WOULD LIKE TO SEE A BIT
MORE ATTENTION TO THE "GRATIOT CONNECTOR"
PART. MANY OPPORTUNITIES TO CONNECT TO/
IMPROVE ACCESS TO EASTERN MARKET VIA
NORTH/SOUTH STREETS SUCH AS RIOPELLE →

Thank you!



AND ORLEANS. WOULD LOVE TO SEE AT LEAST ONE OF THESE STREETS MAKE IT TO A FULL, SIGNALIZED INTERSECTION AT GRATIOT - AND CONTINUE STRAIGHT ACROSS!

WOULD ALSO BE HELPFUL TO SEE CITY'S PLANS FOR ADJACENT LOCAL STREETS - FOR INSTANCE, CONNECTING RUSSELL TO LAFAYETTE PARK AREA BY REMOVING THE CURVES/WALL SOUTH OF GRATIOT.

FINALLY, DON'T FEAR "WEIRD" INTERSECTION GEOMETRY. FROM A WALKABILITY/PLACEMAKING STANDPOINT, IT'S PROBABLY BETTER IF NOT EVERY INTERSECTION IS A SIMPLE/ SQUARE "RIGHT ANGLE". IF ODD ANGLES/ 3-PHASE TRAFFIC SIGNALS CAUSE ~~ISSUES~~ MOTORISTS TO SLOW DOWN, THAT'S A NET PLUS!

THANKS :)

Thank you!



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Name (Please Print): _____

Date: 3-14-2023 [4-19-2023]

Address: _____

Organization: _____

Email Address: _____

Comments:

Write on the back or use additional pages if necessary.

Keep 375! OR Put a
bridge over the new modified
Road where traffic can egress &
ingress. come an go.

Thank you!



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Virtual Comment Form

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The open house will provide more information on key project elements such as the design process, the history of Black Bottom and Paradise Valley and its importance to the Project, and more. In addition, your input is needed on early planning for what the corridor will look like.

Please use this form to provide MDOT with your comments by:

- Dropping it into the comment box
- Emailing your comments to: MDOT-I-375Corridor@Michigan.gov
- Sending your comments to:

**Attn: Jonathan Loree,
P.E.**
Michigan Department of
Transportation
P.O. Box 30050
Lansing, MI 48909

Name (Please Print): _____

Date: 4/19/23

Address: _____

Organization: _____

Email Address: _____

Comments:

Write on the back or use additional pages if necessary.

I would like to see priority given
to pedestrians and cyclists. There are too many
lanes in the proposed intersection with Lafayette,
and I'm concerned it will be difficult/uncomfortable
to cross on foot.

Thank you!



I-375 Reconnecting Communities Project Comment Form



I-375 Open House

Virtual Comment Form

The I-375 Reconnecting Communities Project plans to convert the depressed I-375 freeway in Detroit to a street-level boulevard with signalized intersections. 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.

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Address: [REDACTED]

Organization: [REDACTED]

Email Address: [REDACTED]

Comments:

Write on the back or use additional pages if necessary.

I'm concerned about the impact of this project on residents and the lack of information presented about this at community meetings. (resident impact) I'm concerned about accessibility to our property during and after construction.

Thank you!

over



I'm concerned with the unknowing status of all the excess property this project creates

I'm concerned about the influx of people based on the unknowing of the excess property -- Will it be small businesses with new traffic or buildings that block the current views that residents have.

The property Mgr of Jean Rivard was on the Advisory Council - she is no longer the Mgr or a resident so I have no idea who is representing the residents.

Thank you!



OPEN HOUSE CHECKLIST-COMMENT FORM

COMMENT	ZIP CODE
Keep 375! Or have an overpass where cars can ingress and egress and come and go.	N/A
I'm concerned that pedestrians and bikes are not equally prioritized as cars in this design. There are lots of high speed, high traffic intersections that need leading bike/pedestrian intervals in addition to signs that promote yielding to pedestrians. I also hope pedestrians are given enough time to cross intersections.	N/A
<p>Bridges-too much concrete, lack of good design, steel and metal, and tree planters would be better.</p> <p>Pathways-more trees.</p> <p>Benches-metal gets hot in the summer so can't sit.</p> <p>Paving-make permeable.</p> <p>Planters-Make big enough for BIG TREES to grow.</p> <p>Median planting- have BIG one down MIDDLE, with trees, like La Ramblas street in Barcelona.</p> <p>Streets TOO wide-need more pedestrian and bike and median space for trees.</p>	N/A
<p>Initial impression: focus on multi modal not shown in actions as only door towards parking lot was unlocked.</p> <p>Bike lanes not visible in video-and seem non- protected.</p> <p>High engagement from pedestrian team</p> <p>Design for minimal hazard! Sharper corners, grade separation, raised cross walks.</p>	N/A
<p>Opening much too vague. Need to state scope and purpose of the project much more succinctly...in one 3-4 sentence paragraph which should be available at check-in. As is now seems to be devised to confuse and put off community participation.</p> <p>"Green Sheets, how do we access?</p> <p>FONSI acronym for what?</p> <p>Specifically, how well this "new boulevard" effects established properties and housing complexes-need map to show this.</p>	N/A
The proposed walkway boulevard path is a major waste. It goes nowhere. No one wants to walk along a highway. Put resources towards allowing pedestrians to safely cross the massive boulevard. We want to see the area that was Black Bottom look like that again. A thriving, walkable community	N/A

COMMENT	ZIP CODE
with places for residents to do all their business, A 8-lane road clock falls at that mission.	
Bike racks need to be narrow to accommodate U-locks. My U-lock is bike mounted at specific height. The gradient width racks are pretty, but not usable for me. Paving, bike racks, and walkways pictured are difficult for wheels, strollers, walkers, and wheelchairs because it looks too bumpy. Just do smooth pavement with water gardens to mitigate drainage. Also, multicolored pavement freezes and thaws at a different pace, resulting in cracks.	N/A
Traffic rerouting during construction - what's the plan?	N/A
Awesome History Booth!!	N/A
I am disappointed that we are not investing in mass transit instead of providing areas for more cars - I know federal monies are involved in financing this project and it is only benefitting the auto industry in the end. There will be drag racing after hours and noise pollution. Raising more car pollution to street level, etc. The answer is more mass transit to connect communities.	N/A
With the closure of the I-75, there is no need for Gratiot/Orleans/St. Aubin to stay cut up. This stretch is over-paved and dangerous because of the off ramp that is being removed. PLEASE include St. Aubin/ Gratiot into the rework by way of a Road Diet, and please reconnect Orleans Street north and south of Gratiot now that it no longer gets bisected by an off ramp. THE BOULEVARD IS STILL TOO MANY LANES!! It does not go very far in "connecting communities" when it's almost as many lanes as the highway it is replacing. I strongly believe MDOT is vastly overestimating how much width needs to exist in this street.	N/A
Can you put two-way protected bike lanes along Gratiot and Jefferson (within the project area at least)? Drivers are constantly driving through the bike lanes and stick dividers, and they drive FAST on those roads. Unprotected bike lanes seem to just confuse drivers. I am concerned about the area on Lafayette side of the street-level "375" - there are so many opportunities for businesses on Gratiot currently that are sitting empty - why not fill those up and THEN make more land? Also, the area around the casino can be creepy - will business just lure the drunken disorder to the residential area? We love the 375 buffer - being "close" but feeling far. Worried that charm will leave with more "business" space (that may sit empty like on Gratiot).	N/A

COMMENT	ZIP CODE
<p>Please use leading pedestrian intervals and hardened left turn barriers in order to slow down turning vehicles and increase safety for walking and biking.</p> <p>Decrease the number of lanes, the design is too wide.</p>	N/A

I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

STATION CHECKLIST

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- ☐ Check-In
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NOTES/COMMENTS FOR THE PROJECT TEAM

• With the closure of the I-75, there is no need for Gratiot/Orleans/St. Aubin to stay cut up. This stretch is over-paved and dangerous because of the off-ramp that is being removed. PLEASE include St. Aubin/Gratiot into the rework by way of a road diet, and please reconnect Orleans Street north and south of Gratiot now that it no longer gets bisected by an off-ramp.

THE BOULEVARD IS STILL TOO MANY LANES!!

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www.michigan.gov/I375



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Traffic rerouting during construction -
what's the plan?

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NOTES/COMMENTS FOR THE PROJECT TEAM

The project presentation design has been totally disrespectful to the residents of Detroit. Refused stations to silent the people. Totally disrespectful! There are so many ways to improve the design of this project. This committee really does not want vocal/oral input from the residents/public - the old divide and conquer trick!! Shame on you...

www.michigan.gov/I375



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1. Bike racks need to be narrower to accommodate U-locks. My U-lock is bike mounted at a specific height. The gradient width racks are pictured pretty, but not usable for me.
2. Bike + walkways are difficult for wheels - stroller, walker, wheelchair. Too bumpy. Just do smooth pavement w/ water gardens to mitigate drainage. A
3. Also, multi colored pavement freeze/thaws at different pace resulting in cracks.

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I am disappointed that we are not investing in mass transit instead of providing areas for more cars - I know federal monies are involved in financing this project and it is only benefitting the auto industry in the end.

there will be drag racing after hours
noise pollution
Raising more car pollution to street level
etc.

The answer is more ~~transit~~ mass transit to connect communities.

www.michigan.gov/I375



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OPEN HOUSE – APRIL 19, 2023

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Awesome History Booth!!

www.michigan.gov/I375



I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

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*Opening much too vague.
Need to state scope and purpose of project
much more succinctly... in one 3-4 sentence
paragraph - which should be available at
check in.*

*As is - seems to be devised to confuse and
put off community participation*

"green sheets" where? access?

FONSI - acronym for?

*Specifically - How will this "new Boulevard"
affect established properties and
housing complexes - Need map*

www.michigan.gov/I375



*1 Eventbrite
meeting info*

I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

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The Proposed Walkway Path is a major waste. It goes
nowhere. no one wants to walk along a highway. put resources
towards allowing peds to safely cross this massive boulevard

We want to see the area that was black ~~bottom~~ bottom
look like that again. A thriving, vibrant community with
places for residents to do all their business
An 8-lane road block fails at that mission

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Bridges - too much concrete, lack of good design, steel + metal + tree planters would be better

Pathways - more trees

Benches - Metal gets hot in summer so can't sit

Paving - make permeable

Planters - make big enough for BIG TREES to grow

Median Planting - Have BIG one down MIDDLE w/trees, like La Rambla in Barcelona

Streets Too wide - need more ped + bike + medians for trees

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NOTES/COMMENTS FOR THE PROJECT TEAM

INITIAL IMPRESSION: FOCUS ON MULTI-MODAL NOT SHOWN IN ACTIONS AS ONLY
DOOR TOWARD PARKING LOT WAS UNLOCKED
BIKE LANES NOT VISIBLE IN VIDEO NOT PROTECTED (BARRIERS OR KERMIDS)
HIGH ENGAGEMENT FROM PEDESTRIAN TEAM
LIGHTS PEEK BACK RE BIKE LANES

DESIGN FOR MIN HAZARD:
SHARPER CORNERS
GRADE SEPARATION
RAISED CROSS WALKS

www.michigan.gov/I375



I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

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NOTES/COMMENTS FOR THE PROJECT TEAM

LIFE Leaders would love to be ongoing contributors to project feedback. Please go to www.fueledbylife.org to learn more. We want our Detroit Youth to be informed and have a voice regarding this project that affects them and their future. We would like youth ideas to ensure the new designs are inclusive and a welcoming space for youth. Thank you for including us.

Best Regards, (313) 753-3570
Maria Franklin maria-franklin@fueledbylife.org
Executive Director
LIFE Leaders

www.michigan.gov/I375



I-375 RECONNECTING COMMUNITIES PROJECT

OPEN HOUSE – APRIL 19, 2023

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Keep 375/
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cars can ingress & egress
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NOTES/COMMENTS FOR THE PROJECT TEAM

Please use leading pedestrian intervals
and hardened left turn barriers in order to slow
turning vehicles and increase safety for walking
and biking

Decrease the number of lanes. The design is too wide.

www.michigan.gov/I375



ON-DEMAND MEETING COMMENTS

COMMENT	ZIP CODE
Large sections of non-roadway pavement should be broken up through the use of planters where possible. The excess land plots shown in the animation as grass plots with hatch marks must NOT be allowed to become surface parking under any circumstances, in order to mitigate air pollution. Provisions for potential bus lanes (and other mass transit infrastructure) should be considered throughout the project.	48034
Hi, I am concerned there is no mention of dedicated public transit lanes on the new I375 Boulevard. In addition, did not see any protected bike lanes, as bikers should not be on sidewalk pathways with pedestrians. I don't feel it is necessary to have four vehicular lanes, and hope MDOT will consider shrinking the boulevard down to three vehicular lanes to provide a dedicated public transit lane for Electric bus rapid transit or light rail similar to QLine.	48201
The Black community was treated unjustly in the removal of Black Bottom to build Lafayette Park. I encourage those families who can demonstrate a connection to the removal be fairly compensated. As for current problems, I hope the project will relieve the traffic which uses Rivard as a cut-through in a residential neighborhood from Antietam to Lafayette. I hope that a primary improvement will be the end of Monroe Street which is now a crossover for I-375. It is currently very busy and not conducive to pedestrians. I hope the new open space emerging out of the construction will be used to increase green areas with parks and/or trees.	48207
As a person who is new to Detroit, I am pleased that MDOT has provided this overview, as it clarifies some of the objectives of the project. I have read a couple of articles in the Free Press about the history behind this, and the fact that this is addressing some of those historical concerns seems really worthwhile. Thanks for trying to make Detroit a better and more connected city.	48226
I would love to see traffic signals mounted on tubular steel mast arms on every intersection in Detroit. Which bus route would utilize the Blvd.?	48837
Life Leaders would love to be ongoing contributors to project feedback. Please go to www.fueledbylife.org to learn more. We want our Detroit youth to be informed and have a voice regarding this project that affects them and their future. We would like youth ideas to ensure new designs are inclusive and a welcoming space for the youth. Thank you for including us.	N/A

ONLINE COMMENT FORM

MESSAGE	ZIP CODE
This is a waste of money. This will cause major congestion for those accessing the city from the north. Leave the freeway in place. No build is the best option.	48170

As far as dividing neighborhoods and connectivity, the only thing worse than a wide depressed freeway is a wide at-grade boulevard. At least a depressed freeway keeps traffic away from pedestrians crossing the street. This project is supposed to reverse the historical errors related to designing roads that prioritize cars (and suburbanites) over people (and adjacent City neighborhoods). Detroit has suffered greatly from wide freeways AND wide suburban-like roads like boulevards. This project should be designed for a CITY- relatively narrow urban road that is friendly to pedestrians, cyclists etc. Enough of the suburbanization of a once great American city! We made these mistakes once, let's not do it again! In this vicinity, we already have I-75, wide spokes of Gratiot and Jefferson, and wide boulevard of St. Aubin. We don't need another wide ass road! It's terrible for connecting downtown to Lafayette Park and Eastern Market, it's terrible for pedestrians and cyclists crossing the new road, it's terrible for having more developable land, and worst of all, it triggers anxiety and anger of past road related blunders. Detroit is making progress in becoming Mobility City (including public and alternative transportation) and this project cements a retrograde Motor City. I understand that there needs to be a safe way for a relatively high volume of cars to exit I-75, but there CANNOT be 4 lanes in each direction. There should be 3 lanes immediately upon exiting I-75 and it should go down to 2 lanes shortly after, far before Jefferson. And this is me compromising. Ideally there would be no median and an even narrower urban street. Similarly, the new street that will be on the South end of Eastern Market (where the Fisher Service Drive is currently) MUST be a narrow urban street like Winder and Division etc. This area South of the Market should be a seamless, pedestrian friendly extension of the market. Instead, you have created a barrier between the current market and the area southward to Gratiot and made a pedestrian hostile environment for a farmer's market full of PEOPLE. This project looks like it was designed by transportation engineers rather than urban planners and that is very disturbing. Even more disturbing that an enormous amount of money will be spent on recreating mistakes from the past. Besides narrower roads for pedestrian friendliness to create a truly urban environment, narrower roads will open up more developable space + potential greenway space = 21st century City. Don't worry too much about cars- they will find their way around greater downtown with the copious amount of existing wide ass roads. The only people who will complain are

48080

MESSAGE	ZIP CODE
suburbanites. Which makes sense. They like spread out isolated communities and wide roads. However, what the metropolitan area has been lacking for decades is a thriving CITY. 1950's to recently, the idea was to suburbanize Detroit to keep it relevant and revitalized. That FAILED. Please stop robbing this town of its opportunity of being a thriving CITY again. Instead of designing with cars and roads first, I'd much rather understand how this supports the revival of Hastings St., gives opportunity to Black Entrepreneurs, includes a robust greenway (more linear park than glorified sidewalk) etc. Thank you for your efforts, but you need to envision Detroit of the future, rather than repeating Detroit of the past and employing suburban solutions in an urban context.	
I encourage MDOT to reduce the number of lanes for the boulevard to the greatest extent possible. The current design seems extremely car-focused in an area of downtown Detroit that would greatly benefit from greater connectivity and a focus on pedestrians and bikes. I regularly drive on this section of freeway, and rarely do I see heavy traffic. I am extremely skeptical of MDOT's claims that the number of lanes presently proposed are necessary, outside of large events. Downtown Detroit should not, however, be designed to benefit suburbanites and others that occasionally visit the city for large events. Rather, the downtown area should be designed with a primary focus towards the people that actually live here. Less lanes will make the area significantly more pedestrian and bike friendly, which would greatly improve the connection between downtown and Lafayette Park.	48201
I think it is a great idea to turn this stretch of the freeway into a boulevard. This was done in Cleveland on a freeway called the "Shoreway". There was a lot of opposition at first, but people adjusted to it. What is good about it, is that pedestrians can have opportunities to cross the street at different points whereas there is not those opportunities with a freeway. It is important to also have a green meridian with trees and to maintain the trees and landscaping. One of the problems in Cleveland is that they did not install traffic lights anywhere along the boulevard. This results in speeding of about 55 mph although the posted limit is 35.	48201
A 6-lane boulevard is not going to "reconnect" communities in a way that's equally serving pedestrians in the way it's serving automobile users. That will be as easy to cross as Woodward Avenue is in Ferndale. Please seriously consider reducing total lanes to one or maximum two travel lanes in each direction. Use the extra space for street parking which will shield a bike lane on each side, then allow for intense, vibrant, dense urban development on both sides.	48202

MESSAGE	ZIP CODE
I'm extremely disappointed in the current design. The road design creates a more dangerous environment for pedestrians than the original freeway had, and the large intimidating road creates just as much of a barrier as the original freeway. The portion south of Jefferson looks great, I think the whole boulevard should be that width. But the current design follows solves very little of the issues the current freeway causes. If this is the design, it would be best for the state to save its money and do nothing.	48202
I am a Detroit resident who lives near downtown. I am highly supportive of the proposal to remove I-375 and reconnect downtown. However, the plan doesn't go far enough, and the six-lane boulevard is only a slight improvement. The road should be dropped to a 4-lane road that prioritizes pedestrian and transit access. In the future MDOT should strongly consider minimalizing the entire downtown Detroit footprint by re-aligning I-75 along I-94 and I-96 while removing the highways that surround downtown, Corktown, and midtown (I-75 and M-10) as this would go a long way toward undoing the unjust wrongs that were done during the construction of the Downtown Detroit freeway network. It would also help to revitalize the communities further and improve the quality of life downtown and in the surrounding neighborhoods.	48202
This project is not safe enough for bikers and pedestrians. My sister-in-law and niece live in the area and neither drive. This will not truly reconnect them in a safe way to downtown- something that would make life much safer for them. We need fewer lanes and more safe crossings. Slow things down with traffic calming engineering.	48202
Please revert the streets back to how they were originally laid out before the demolishing Black Bottom/Paradise Valley. A boulevard is just as dangerous if not more dangerous than the current design of I-375. Downtown is the most walkable neighborhood in the entire city and the current boulevard design does not take that into consideration whatsoever. All of that traffic that traffic engineers mistakenly forecast can easily be accommodated on M-10 on the opposite side of Downtown.	48202
Why so many lanes? The proposed design needs to have LESS lanes. It seems as if we're just taking the current freeway and raising it to street level, this does nothing to create an urbanized, walkable, bike and pedestrian-friendly area, and it does not reconnect downtown to Lafayette Park and Eastern Market areas. There should be two lanes in each direction with a left turn lane in the middle, that's it. And there should be wide sidewalks and actual protected bike lanes, protected with cement barriers. People want a	48206

MESSAGE	ZIP CODE
<p>livable neighborhood, not a million lanes of cars that make for a dangerous road to cross. Focus on people, not cars.</p>	
<p>Dear MDOT, I reside in Lafayette Park and have great interest in how well the removal of I-375 is designed to help reconnect the two sides of the current sub-grade roadway. Many objectives need to be addressed, and MDOT's conceptual plans would benefit from additional creative skill and energy in the areas of traffic-calming, enhancing public transit and pedestrian/non-motorized circulation options, urban design features, stormwater retention, and landscaping/plant material choices. The removal/replacement project should begin to consider how to apply some of these solutions to result in Jefferson Avenue downtown being less of an imposing slash that separates downtown from its riverfront. a) Traffic-calming design needs to protect those of us in Lafayette Park from through traffic that now uses excessive speeds to get from Gratiot towards Lafayette and the riverfront. The "super blocks" that resulted from redevelopment of Black Bottom funnels truck and car traffic onto Rivard from Antietam, making living conditions difficult during warm weather due to high speeds, loud exhaust systems, radio racket--not to mention the trash bestowed upon us from moving cars. Create disincentives for vehicles to move past our residential blocks and include features like traffic circles and speed tables/lumps, bulbed corners, etc., where it would be beneficial. 2. Ensure that new street patterns are slimmed down to be more human scale while still allowing public transit to move along logical pathways and encourage pedestrians to feel safe and not overwhelmed by road widths and speeds. Separated bicycle lanes would improve safety. 3. To explore urban design, street furniture, lighting, and landscaping/plant material options, MDOT should consider sponsoring a competition on a statewide/regional, or national scale that would focus on how to creatively incorporate various design elements and planting features to make this project result in something truly noteworthy, and not just a new surface street that replaces a sub-grade freeway segment. There is much design talent locally that may be willing to take up the challenge with some financial incentive for prize monies. Also, the design programs at U-M Ann Arbor, Lawrence Tech, U-Detroit/Mercy could compete/collaborate, along with the program at the Center for Creative Studies. The success of Piet Oudolf's Belle Isle gardens might inspire him or other landscaping professionals to contribute towards interesting landscaping, rain garden, and other plant material ideas. 4. Given the current presence of this big ditch--the recent investment of \$\$ in repaving that befuddled me--has MDOT considered if/how that sub-grade area can somehow be utilized for stormwater retention in ways that wouldn't impede the surface-level improvements being created? Climate change begs for stormwater</p>	<p>48207</p>

MESSAGE	ZIP CODE
solutions. 5. Since the Jefferson Avenue/I-375 connection has to be addressed, how about thinking more comprehensively about this solution setting the stage for a major re-do of the entire street downtown so as to minimize its current imposing presence that creates such an off-putting boundary between downtown and the riverfront. Jefferson needs serious rethinking, and what MDOT accomplishes at the I-375 link can set the stage for long-term Jefferson improvements. Thank you for considering my thoughts and ideas	
Removing the freeway will eliminate the Lafayette and Jefferson exits and cause disruptions to traffic. The project will also cause a rise in property value and rents. This will be financially damaging to hardworking Detroiters where there is a growing concern between the gaps of employment wages and housing affordability. At this time, the employment salaries for jobs in Detroit pays lower than the cost of living in the downtown and midtown areas. How will this project ensure the issue will not worsen?	48207
I commented earlier about wanting more green space with the project. Here is support for that- Does Neuroscience Prove We Need Urban Green Spaces? TVO Today (https://www.tvo.org/video/does-neuroscience-prove-we-need-urban-green-spaces)	48207
Following the public event at Eastern Market, I am concerned that the project team is not familiar with the pedestrian movements and lacking connections in the study area. There were a fair number of residents attempting to explain how the new plan is not creating better connections for people who actually live here. Considering this design will have a significant impact on the built environment and the people who live and work here, I recommend the team spends some time in the downtown, Lafayette Park, Eastern Market, and Brush Park areas in which they are designing and impacting. Not just Shed 3 - walk all the streets and spend time in all the intersections. Even better, find a resident who will walk it with the team *raises hand*. Overall, the project is far too car-oriented and unsafe for pedestrians and cyclists. As far as I can tell, future transit lines have not been considered in the design. The neighborhood connectivity is not considered with the same tenacity and importance that the commuter/event traffic is considered.	48207
This does almost nothing to actually reconnect the communities or significantly alter I-375 from its current state. Walkability and thus reconnection of the community will be an absolute nightmare in this proposal.	48207

MESSAGE	ZIP CODE
I'm a resident of the area (Lafayette Park), and cycle/walk downtown often & year-round. I believe removing 375 is a once-in-a-lifetime opportunity to repair the urban fabric of east downtown. However, I'm far from convinced that what I see proposed, is the answer. This massive boulevard will be more difficult for pedestrians to traverse than the existing bridges. Would you want to live near or have to regularly cross a ~9-lane road? This seems like an at-grade version of what's already there that will be less hospitable for pedestrians, cyclists, and probably even motorists. It should be no wider/more imposing than Larned or Lafayette (that intersect it), but instead, it looks like Jefferson in front of the Ren Cen. Why can't we maintain the fundamental vision of the project (freeway removal, community connectivity) while making the new road less imposing, especially to those not traveling by car?	48207
It is vital that we place the members of these communities at the center of this decision. It is time Detroit focused on the incredible communities that made this the motor cities rather than the motors they built. Safer, walkable, and greener roadways are an excellent start! Don't just repave the dumbest highway! We don't need 11 lanes of 375, we need a boulevard connecting our neighborhoods.	48208
So pleased that MDOT is leveling this interstate. My only comment is that I believe the boulevard is too big. An 8-lane road is still a barrier to connecting neighborhoods, and pedestrians and creating a dense walkable city. Just try crossing Michigan in Corktown!	48209
Is the ramp to the new local connector to Eastern Market really needed? Exiting at Mack and then continuing along the current service drive to Wilkins should be enough to get one to Eastern Market. Also, the new ramp will cut off this current service drive that continues all the way to Brush Street and further west. I don't feel it's necessary to cut off the service drive a block south of Wilkins. Continuing the service drive and adding the new local connector to Eastern Market can work together. The only difference is that this configuration would allow folks to head to Eastern Market via Wilkins or the new local connector, without cutting off the current service drive.	48214
I think it's a big mistake to not have a left turn lane on Gratiot for cars to turn onto the boulevard in either direction. Gratiot is wide-enough to have one, if not two, traffic-light controlled lanes turning onto the boulevard. Also, I think parking lanes on the east side of the boulevard are needed if any of the available land is going to be developed for retail.	48214

MESSAGE	ZIP CODE
I fully support this project and appreciate the inclusion of cycle tracks extending beyond the i-375 (Riverfront, Montcalm St, etc.). But this raises some questions: 1) How will this project accelerate the development of a more extensive and intricate citywide cycling network, with increased protection from cars? (Such as along Kercheval) 2) If this project promotes more cycling, has consideration for the need for more bike-lock stations in Eastern Market and other destinations downtown, outside shops, and grocery stores? 3) Can the DPD clamp down on reckless driving that endangers cyclists (including parking in cycle lanes)? 4) Can the city/state provide a sales tax exemption on new bicycles?	48214
<p>This proposal will not reconnect our communities here in Detroit. In talking with my fellow Detroiters, this project will do more harm than good to the area. I've spoken with mothers who currently prefer crossing via the bridge that exists because it keeps them out of harm's way of excessively fast motor vehicle traffic. This plan is designed to permit speeding, drag racing, doing donuts, and all manner of dangerous and negligent driving in the space. To put it simply, this street is dangerous by design. It will not permit the rebuild of a destroyed community and heal a hurt community. In fact, it would only further the pain that was caused by the freeway installation. By forcing people walking and biking to traverse more than half a dozen lanes to just cross the street into downtown we're designing a space that will result in lives lost and permanently damaged. I don't think MDOT wants to be responsible for additional traffic violence inflicted on majority Black Detroit. I think you want to do good by this, but the current design indicates otherwise. Though to do so, this design needs to be updated to guarantee safe movement for all people, regardless of what method they choose. To encourage life into a space that was displaced for a generation. Doing that would require updates that I will suggest here: 1. Reduction in car traffic lanes 2. Dutch-style roundabouts at intersections instead of the overbuilt traffic light stops currently there. (this will help with vehicle throughput while keeping speeds low) 3. Raised crosswalks and bike paths 4. Bump outs for bus stops I urge MDOT to read further on how to make streets safer and ensure that this street is designed to be safe to indicate a new relationship with Detroit and prove that MDOT is able to design with Detroiters in mind and put people first. Some additional resources: https://www.wri.org/research/cities-safer-design https://nacto.org/publication/urban-street-design-guide/</p>	48215
This current design is one of the most bleak, disheartening, things I've ever seen. This is just a new highway at street level and doesn't belong anywhere near a downtown core. Stadium traffic has plenty of other places	48219

MESSAGE	ZIP CODE
to go, it doesn't all need to run down here. Can we please see a design with less than 10 lanes?	
<p>Hello! I am so excited about the removal of 375 but I am very concerned about the current design. I am a teacher who lives on the west side. I often go to Belle Isle on my bike, and I use the river walk all the time. When I saw the design, I was shocked by the amount of lanes. It looks almost exactly like eight-mile, Hall Road or Ford Road in canton - which are very scary to cross as a pedestrian. I almost would rather you keep the freeway than create such a wide road. Why can't you figure out a way to make 75 curve across without all of the wide roads? People need to use the spoke roads to get to and from Downtown - the braiding and giant road you are creating is possibly worse than what we currently have - what we have now is at least somewhat a grid that feels safe. What you are creating is quite focused on traffic rather than the city and the people. I like the open land but not the wideness of the new road around Gratiot. Also, why do the east-west roads dead end at the new side road to the right of the boulevard? Why can't they connect with their counterpart roads in Lafayette Park? I'd prefer multiple smaller roads and small blocks with bike lanes rather than a giant boulevard. Please reconsider. No more than two/three lanes each way. Make the road NOT so focused on getting people to and from 75.</p>	48221
<p>The proposed boulevard is TOO WIDE! You're just lifting the freeway to grade level, not making it any safer for pedestrians. It's ridiculous that you're proposing such an obnoxiously wide road when the city of Detroit is making their main corridors narrower to enhance pedestrian safety. Do it right the first time. I don't want to see you come back in 5 years and spend more money to correct the problem. Other than that, I like the proposed enhancements to I-75 as part of this project.</p>	48224
<p>The I-375 project is once in a lifetime project and should focus on walkability by reducing the number of lanes instead of creating a stroad (combines the use of a street and road but fails at both). Detroit doesn't need another Jefferson Avenue that divides the Downtown with Lafayette Park just like how Jefferson Avenue divides Downtown with the Riverwalk. Even if the road is completely removed there are many ways to get to Downtown by I-94, Woodward, M-10, I-75, and I-96 not to mention smaller roads. The advantages of reduce lanes makes it easier and safer for pedestrians to cross, is safer for vehicular traffic due to narrow street with lower speeds (narrow streets helps slow down traffic without relying on speed limit signs), opens up additional land for development, reduces costs to maintain road, reduces number of conflict points (if done correctly), and potentially reduces</p>	48226

MESSAGE	ZIP CODE
traffic due to reduction of induced demand (concept of adding lanes adds more traffic).	
Concerned for my business located in historic Greektown. We've faced many challenges since Covid & this construction will start as soon as we get things back on track. We simply cannot afford to lose all of our pre & post-event business & would like to know what the plan is to get customers to our district.	48226
This is a bad idea, a large waste of money which should be used elsewhere. It will slow suburban commuters coming downtown. That may result in fewer going downtown which would hurt business. That's the route I take coming from Grosse Pointe Woods, and I will cut back on going downtown.	48236
This is not fair for anyone. Makes no sense, lots of more important road projects to complete. Stop living in the past and succumbing to the woke bs that's killing this country. Race baiting is the soup of the day. Stop this maddening waste of money. Find something that helps all Michiganders. Detroit is a cesspool of degeneration and crime. Use the money to fight crime. Detroit is about one more shooting from becoming a ghost town. I have wasted my tax dollars for years in a city I don't live in. Ask the three witches in Lansing to do their jobs so we don't need to consider wasteful spending. I have had enough.	48310
This is a nice concept, but the same objective could have been accomplished by narrowing the footprint of the freeway by building retaining walls. Also, "green space" and connectivity could have been accomplished by building decks over the current footprint of I-375 similar to the ones in Oak Park over I-696. This project will take several years to complete and create traffic nightmares for commuters during this time- especially on game days at Ford Field and Comerica Park. While the stated goal of this project is to right a past wrong, will increased traffic and increased greenhouse emissions by exponentially more vehicles idling at traffic lights create better environmental conditions? Furthermore, there is more potential for pedestrian injuries and fatalities due to the fact pedestrians have to cross six lanes of traffic to cross the roadway instead of using the current bridges and potential decks. Also, who is going to pay for the maintenance of the acres of "green space" that has now opened up? I feel the same goals could be accomplished in a much more efficient, effective, and environmentally friendly way by modifying the footprint of the current I-375 freeway and adding decks. The money spent on I-375 would be much better spent to accelerate the decades-long planned reconstruction of I-94 from Conner Ave	48317

MESSAGE	ZIP CODE
to I-96- a project whose piecemeal approach makes it seem that the project will never be completed in the near future.	
Please don't waste our hard-earned tax dollars on a perfectly good road! Spend our money where it's most needed. The road I live on is racist too and needs to be paved. Please justify this waste of tax dollars in the email you are sending me back.	48462
The design proposed by MDOT is almost worse than just leaving the highway there. A massive road with this many lanes *does not reconnect neighborhoods*. Rather than advance this terrible, auto-centric design which will just endanger pedestrians who want to cross the street and choke this neighborhood with car traffic, MDOT would do better to just cap 375. I implore MDOT to either dramatically shrink the number of lanes or just cap 375. The project as designed has far too many lanes to meaningfully reconnect any neighborhoods and represents a complete inability for MDOT to consider anything except moving cars as fast as possible. It's the same kind of thinking that got us 375 in the first place. There are few designs I've been as disappointed in as this one, and I truly beg MDOT to not consign these neighborhoods to decades more of separation by building this absolutely massive surface street. Either meaningfully reconnect places with transit and pedestrian-friendly design, or don't do it at all.	48503

OPEN HOUSE ROLL PLOTS

ROLL PLOT	COMMENT
Geometrics	Worried about traffic on Bush + John R. Any plans to dissuade?
Geometrics	Pedestrian + local traffic safety in Brush Park
Geometrics	4 lanes for off-ramp only 2 to get through 75. Too focused on event traffic.
Geometrics	Do we need 15+ lanes? What does an 8-lane version look like?
Geometrics	Suggested street names 3 Vernor Hwy
Geometrics	Pedestrian safety for Deq. Cut
Geometrics	Any thoughts about adding a "Qline" on Gratiot to alleviate need to drive?
Geometrics	4 way intersection at Gratiot and Orleans

Geometrics	Consolidate roadway + free up neighborhood space (like currently proposed 375 layout)
Geometrics	ALL traffic signals should be mounted on tubular steel mast arms (ALL intersections)
Geometrics	Olympia often closes Montcalm Are they aware of this connection?
Geometrics	bike lane to connect Eastern Market to Lafayette Park
Geometrics	Add crosswalk [arrow to Antietam Ave/Maple St/Russell St]
Geometrics	Left turn markers needed to complete turns
Geometrics	Slip lanes are dangerous for pedestrians. 10+ lane intersection
Geometrics	Suggested street names Hastings Blvd or Paradise Valley Blvd I-375
Geometrics	This will introduce a new noisy cruising Dodge Charger + motorcycle revving street like Jefferson. It will multiply the congregating problems of Greektown, Jefferson, Atwater, Riverwalk. The noise is unbelievable now. This will double the noise for our residential Lafayette Park high rises. Trees can't buffer it.
Geometrics	How will you buffer the sound as well as the current grassy, submerged I-375 does? It'll be as LOUD as Jefferson!
Bird's Eye	Create an underground garage under the boulevard. It will save on having to fill in the freeway
Bird's Eye	Create a local one-way access road east of the available land, where the current service drive exists on the east side.
Bird's Eye	Why open space in the middle [between Montcalm, I-75] instead of adding to Eastern Market?
Bird's Eye	Suggested street name for the underpass East Vernor HWY
Bird's Eye	Underground garage before fill in
Bird's Eye	MDOT should consider re-aligning this section [Gratiot, Fisher Service Dr area] to make way for better redevelopment
Bird's Eye	Restrict access to residential area.

Bird's Eye	The city should reconsider the width of Lafayette, Larned, and Congress at the new boulevard
Bird's Eye	NACTO Guidelines? Unsafe for ped bikes because wide road and unprotected bike lane
Bird's Eye	double right turn slip lanes across the bike path are dangerous
Bird's Eye	Channel 16th Street Mall in Denver [along Monroe]
Bird's Eye	Why so wide? Need to be narrower. Fewer lanes needed
Bird's Eye	Driveways on this side [N side of Jefferson] will be dangerous for pedestrians
Bird's Eye	More BIG shade trees
Bird's Eye	Center median like LaRambloz in Barcelona for walking, shops (pop ups) & a lot of trees
Bird's Eye	Reduce # of lanes. Slow down traffic & reduce paving
Bird's Eye	too many lanes, still is a highway, will be dangerous to cross + keep downtown disconnected
Bird's Eye	How many wheelchairs get on the pedestrian island? There's no space to wait
Bird's Eye	All of this needs to be 20+ floors tall. I want to see so many cranes.
Bird's Eye	Concern around maintaining the road
Bird's Eye	Pedestrian safety is a concern crossing such a large roadway
Bird's Eye	Residential development
Bird's Eye	Poor land use will continue to impact the vibrance of the new corridor, especially near the river
Bird's Eye	Christ Church Detroit's Jefferson Parking lot boundaries need to be clear.
Bird's Eye	"Righting the wrong" section in this event? Marsha Music
Bird's Eye	Need affordable housing -What is considered affordable?

-Don't forget legacy Detroiters.

Bird's Eye	Consider truck traffic
	Design for results
Bird's Eye	-Traffic calming like big trees
	-Off street grade bills
	-Less wide lanes
	-Raised crosswalks
Bird's Eye	Cruising summer traffic (ask Vince)
Bird's Eye	Q-Line branch Jefferson to Eastern Market connecting to Woodward
Bird's Eye	Need connection on west side of Jean Rivard Apts.
Bird's Eye	Maintain spaces in the interim consider fencing
Bird's Eye	Suggested street name for I-375 Hastings Blvd
Transit	1% for the Arts! To fund public art & performing arts in public spaces
Transit	Regional mass transit @ least as "pilot" BRT along Woodward + Gratiot
Transit	Accommodate new residents in Brush Park with transit (Brush to Boulevard/LP to Midtown)
Transit	"New" land should go to people of color given the history of land takings "guiding principle"
Transit	Street name 3 Vernor Hwy
Transit	Access Dequindre cut from EM office
Transit	Mixed uses - all of the new land available (residential, retail, offices)
Transit	Create a seam-less connection walk/bike from the Cut to new mount calm route (could it be dedicated?)
Transit	Improve Gratiot Ped Crossing D'Cut to Eastern Market
Transit	Use the Rec center [Brewster] Honor Diana Ross home
Transit	Cap it

Transit	Desire for circulator (EM, Lafayette Park, Campus Martius, up to the District) FREE or \$1/ride
Transit	Add other design element? Narrow the turn radii of slip lanes (people standing biking on porkchop) [arrow to easement off of Gratiot and I-375]
Transit	Bike to Ford Field Com Park [south facing arrow] from Hyde Park (new Montcalm) [north facing arrow on Russell]
Transit	Preference for fewer walk/bike access b/w Lafayette + Downtown [east west arrow]
Transit	I375 street name proposals *Hastings Blvd Paradise Valley Blvd
Transit	Would love more pedestrian-friendly and bike-friendly area. NO big streets. Retail?
Transit	<ul style="list-style-type: none"> -Mid block crossing -Visible street -Street trees/canopy -Fewer lanes, 2-3 each direction -Zero lot line development
Transit	(open spaces) This area should support music, skate parks, outdoor activities, murals, competitions, sports field
Transit	Need to be convinced that Air Quality will be mitigated!
Transit	Shelters at bus stops please
Transit	Would like more shops/dining/retail along Jefferson, EM edges, Gratiot
Transit	Please get the Skidmore, Owings, Merrill design plans for this area. Done for G.M. in the 90s See how they proposed Blvd coming into Atwater.
Transit	Don't need more shops! More green spaces
Transit	Too many lanes for comfortable ped. crossings (3+turn+turn+3)
Transit	More shade trees along ped. ways
Non-motorized	"About time they get this land back Glad this is happening"

Non-motorized	OPEN STREETS event in the 375 before breaking ground hot dogs!
Non-motorized	concerned about connections to 75/Field at Brush + John R.
Non-motorized	Brush is calm. N-S connection would be nice to have st. anta be similar - or better!
Non-motorized	LOOK @ BOSTON. The surface BLVD is NOT a ped/bike friendly environment. Let's avoid!
Non-motorized	Removing Mack breaks connection to DSO, whole foods, hospital.
Non-motorized	N-S connectivity between East. Market + south of Gratiot [north-south arrow]
Non-motorized	I-375 - 75 and -96 work well now signals will create traffic impact in Lafayette Park
Non-motorized	support people walking biking Montcalm w/ signals /signs
Non-motorized	Greektown casino access - would desire bridge from I75 to Greektown (East side) concerned about loss of I375 from)
Non-motorized	Ped/bike-only bridge/ underpass connection
Non-motorized	SCALE is massive! Needs lots of Public Realm elements to make it safe + attractive
Non-motorized	median walkway would need a barrier or buffer on the sides [arrow to I-375 north of Gratiot]
Non-motorized	"I prefer to elevate the freeway than make it at surface level - value the free flow of cars"
Non-motorized	would be nicer to walk/bike than Gratiot [arrow to Montcalm]
Non-motorized	support designs that avoid peds crossing free flow right turn
Non-motorized	Desire for new ramp to Cut!
Non-motorized	Gratiot free right onto Blvd is a concern.
Non-motorized	Desire for protection (and mixed flow lanes) to and through intersections. -concerned about speeding

Non-motorized	BE BOLD! Restore the Black Bottom Grid! (to the extent possible)
Non-motorized	Pedestrian safety! We need it.
Non-motorized	Reduce lanes to (2) in each direction and 10' width lanes/Bike lanes each way
Non-motorized	N-S travel along the Boulevard-opportunity to add raised crosswalks - to actually design for 35 mph
Non-motorized	Precarious for cyclists. Cars turn right quickly and w/o attention to cyclists. Current design needs bollards (Lafayette @ I-375)
Non-motorized	Pedestrian crossing safety is essential - please widen median lengthen crossing signal time
Non-motorized	More round-a-bouts!! 2-3 lane round-a-bouts!! - JTA
Non-motorized	concerned about the noise that will be generated by surface street
Non-motorized	concerned about spill onto St Aubin - Also see St. Aubin Row as available for the Cut \neq other uses
Non-motorized	Improve cycling safety @ intersection - drivers going in bike lane to make right turn on to 375
Non-motorized	concerned about flow of Blvd w/all people in/out of Greektown
Non-motorized	Blue cross, concerns are captured in design, concerned about operations, during construction
Non-motorized	concerned about access during construction
Non-motorized	intersections - mutual lack of respect for vehicles/pedestrians -Lafayette is too fast -fear for safety w/cars at surface
Non-motorized	Changes need to make it safer. Our corner works and we want to keep it that way, disrespectful not to be able to get off @ Mack
Non-motorized	How can this project avoid gentrification/we get displaced by people w/\$ despite sticking with the city my whole life.
Non-motorized	Would like to see land decisions made by people who are black and the displaced populations

Non-motorized	support for leading pedestrian intervals- the surface level introduces more exposure b/c of the major nature of the street.
Non-motorized	concerned about turning??? That don't threaten people now
Non-motorized	This project creates hassle to residents -- d deck w/a blud over 375 instead/
Non-motorized	Make "affordable housing" based on ability to pay. Being poor != being undesirable
Non-motorized	Make enough housing affordable to get off waiting list soon
Non-motorized	Happy to see this happening
Non-motorized	This is a better use of land than a highway
Non-motorized	consider painting bike lanes to crosswalk?? To reduce speed/encroachment
Non-motorized	Not convinced that this project benefits community "what's done is done"
Non-motorized	make it more clear what the condition of excess land will be after construction + before development
Non-motorized	Atwater is very busy hangout now; consider pedestrianizing (car-free) from Aretha Franklin to Marina through DNR Center
Non-motorized	create transit lanes, protected bike lanes. Move the radius so wider turns on corners
Non-motorized	please use bicycle signals. Its ok to add time into cycle
Non-motorized	Desire to move toward protected bike lanes on cross streets - esp. on residential side
Non-motorized	concern about donuts in the wide intersection Lafayette/Blvd
Non-motorized	Hope the speedway gas stations not impacted
Non-motorized	Concerned about width of blvd - # lanes. Make smaller!